NUMERO DE L'OPERATION	DESIGNATION	VEHICULE	
		Berline	
XM. 800-000/1	Liste des opérations figurant au chapitre 14		
XM. 800-00/3	Préparation d'une coque	X	
XM. 800-00/4	Remise en état d'une coque	X	
XM. 800-0/1	Contrôle coque nue sur banc "positif" CELETTE	X	
XM. 800-0/2	Contrôle véhicule (mécanique en place) sur banc "positif" CELETTE	X	
XM. 800-0/3	Contrôle d'un véhicule (avec ou sans mécanique) sur banc "positif" SEFAC	X	
XM. 800-0/10	Contrôle coque nue sur banc dimensionnel "CAROLINER"	X	
XM. 800-0/11	Contrôle véhicule (mécanique en place) sur banc dimensionnel "CAROLINER"	X	
XM. 800-0/20	Contrôle coque nue sur banc dimensionnel "CELETTE METRO 2000"	X	
XM. 800-0/21	Contrôle véhicule (mécanique en place) sur banc dimensionnel "CELETTE METRO 2000"	X	
XM. 801-3/1	Remplacement d'une doublure d'aile avant (Partielle)	X	
XM. 801-3/2	Remplacement d'une extrémité avant de brancard	X	
XM.801-3/3	Remplacement d'un brancard partiel (coupe derrière support GMP) et d'un passage de roue-partie avant	X	
XM.801-3/4	Remplacement de l'ensemble brancard - passage de roue (coupe au ras du tablier)	X	
XM.801-3/5	Remplacement complet brancard - passage de roue	X	
XM.801-3/6	Remplacement d'un bloc avant	X	
XM.801-3/7	Remplacement d'un support de butée "guide absorbeur"	X	
XM.812-3/1	Remplacement d'un collecteur d'auvent	X	

NUMERO DE L'OPERATION	DESIGNATION	VEHICULE	
		Berline	
XM. 821-3/1	Remplacement d'un côté d'habitacle (extérieur) complet		
XM. 821-3/2	Remplacement d'une partie avant, avec doublure de côté d'habitacle	X	
XM. 821-3/3	Remplacement d'un pied avant de caisse	X	
XM. 821-3/4	Remplacement d'une partie milieu de côté d'habitacle	X	
XM. 821-3/5	Remplacement d'un pied milieu complet	X	
XM. 821-3/6	Remplacement des doublures avant et arrière de côté d'habitacle	X	
XM. 821-3/7	Remplacement d'une partie arrière de côté d'habitacle	X	
XM. 821-3/8	Remplacement d'un bas de caisse	X	
XM. 822-3/1	Remplacement d'une aile arrière complète (avec dépose glace de custode)	X	
XM. 822-3/2	Remplacement d'une aile arrière partielle (sans dépose de la glace de custode)	X	
XM. 822-3/3	Remplacement d'une doublure d'aile arrière (partielle)	X	
XM. 823-3/1	Remplacement d'un appui de feu arrière (avec renfort)	X	
XM.823-3/2	Remplacement d'une traverse de panneau arrière (partielle)	X	
XM.823-3/3	Remplacement d'un panneau arrière complet	X	
XM.825-3/1	Remplacement d'un pavillon	X	
XM. 831-3/1	Remplacement d'un plancher de coffre partiel	X	
XM. 831-3/2	Remplacement des longeronnets arrière	X	
XM. 831-3/3	Remplacement d'une traverse arrière d'essieu arrière	X	

NUMERO DE L'OPERATION	DESIGNATION	VEHICULE	
		Berline	
XM. 831-3/4	Remplacement d'un longeronnet avant d'essieu arrière	X	
XM. 831-3/5	Remplacement d'une traverse avant d'essieu arrière	X	

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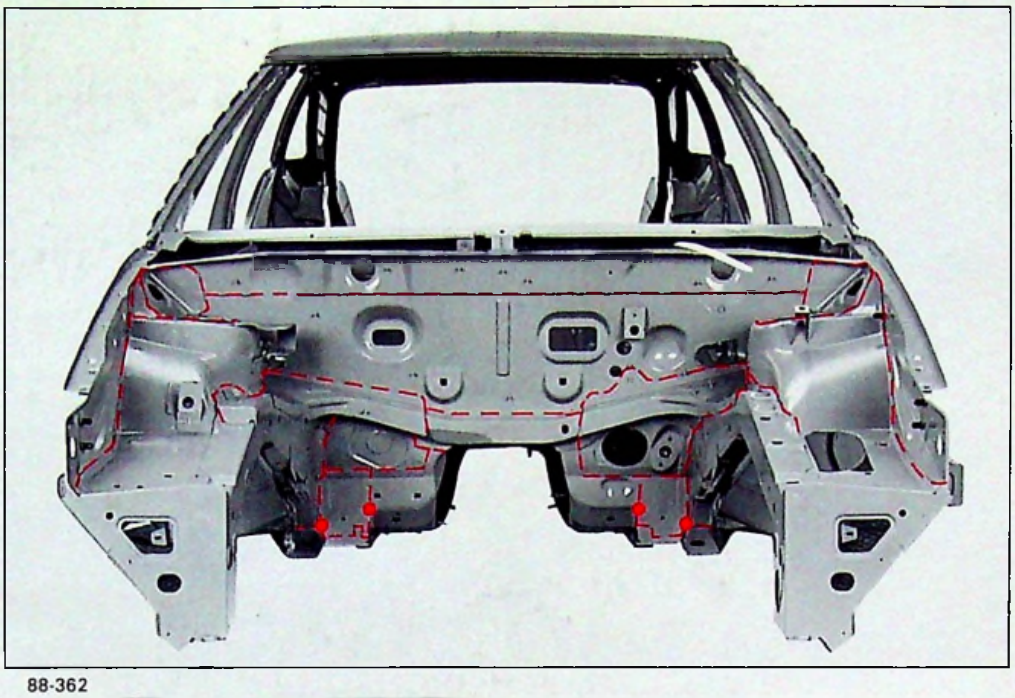

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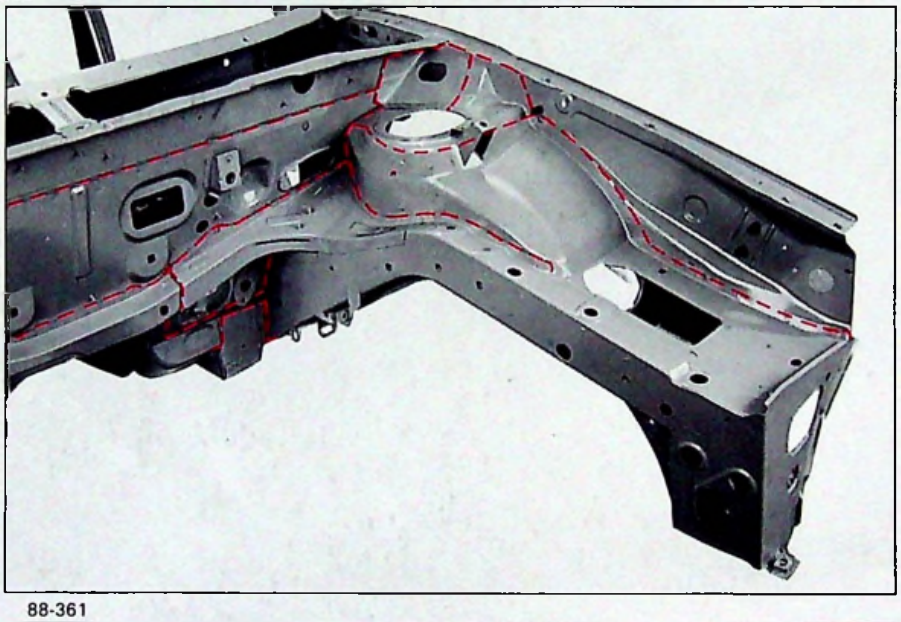

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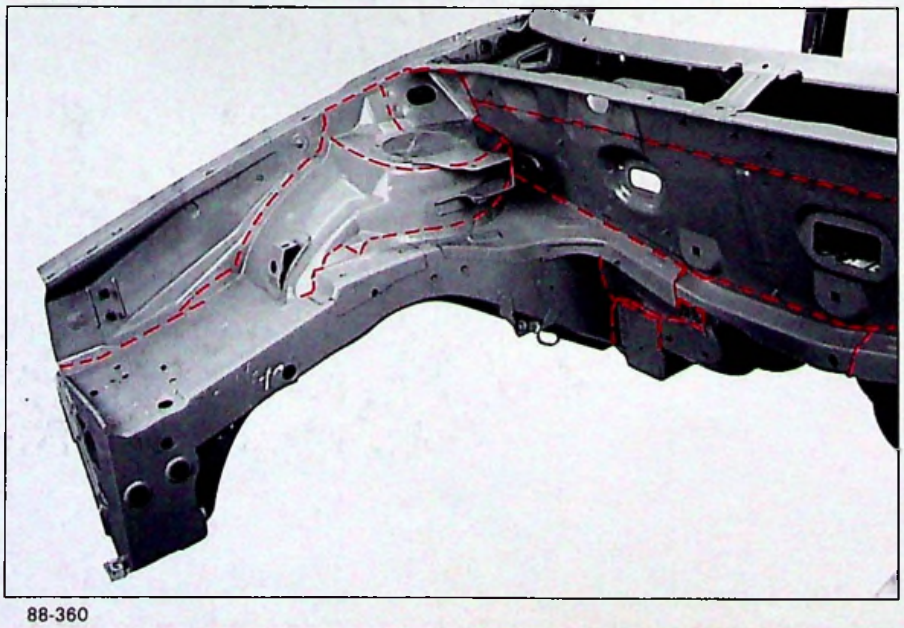

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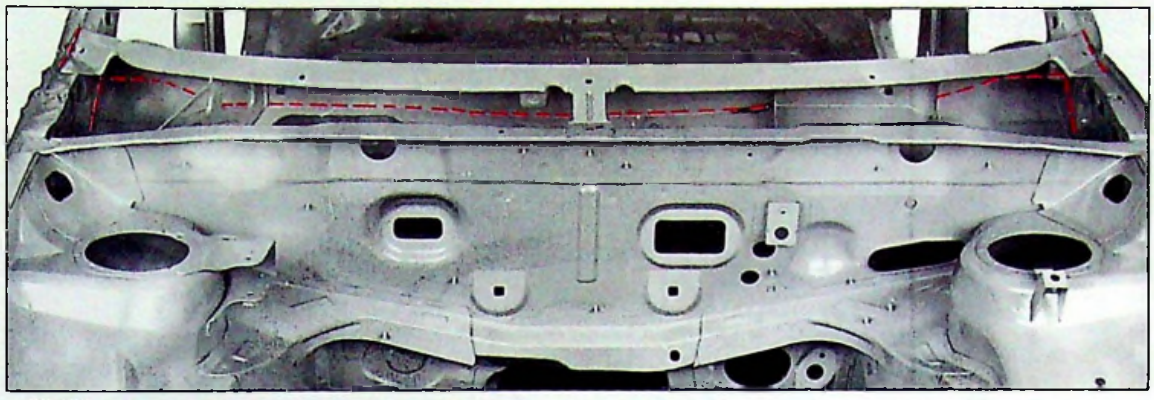

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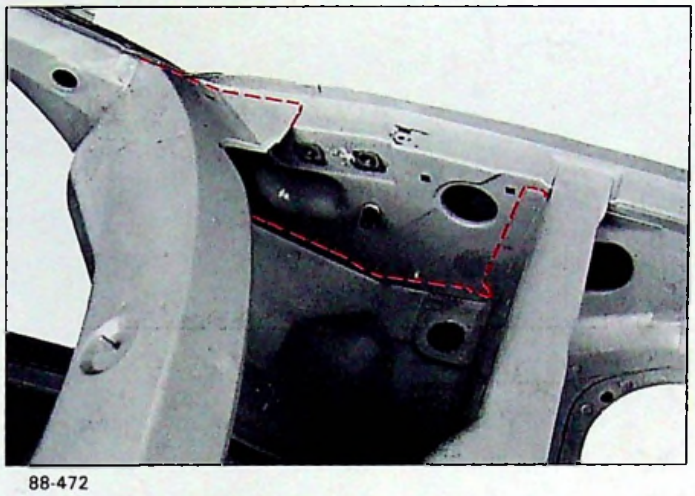

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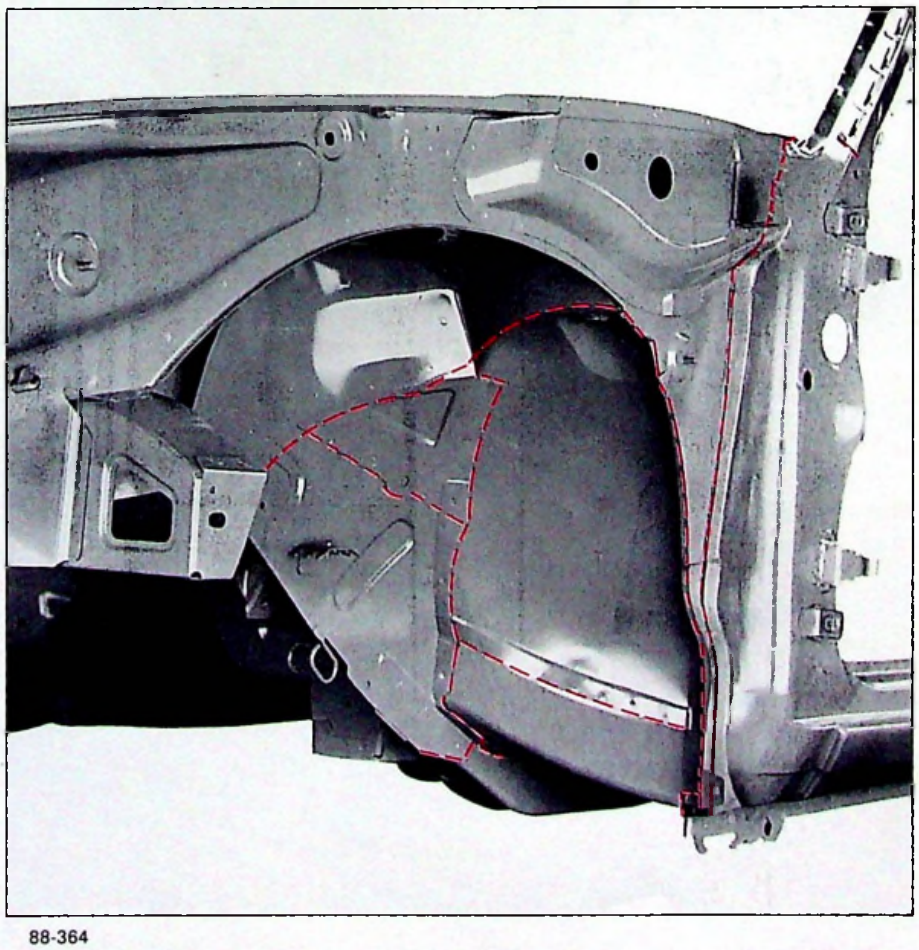

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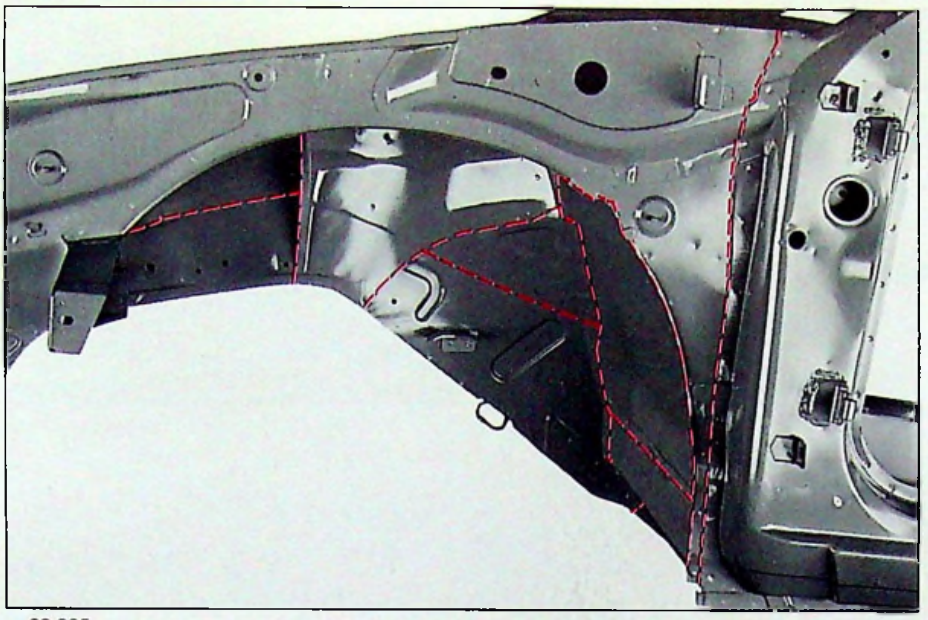

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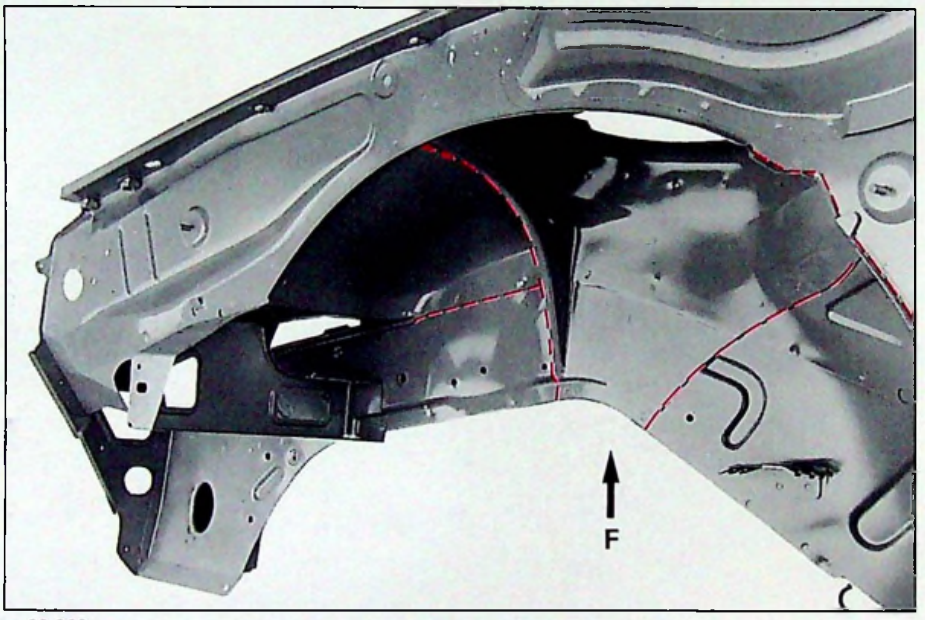

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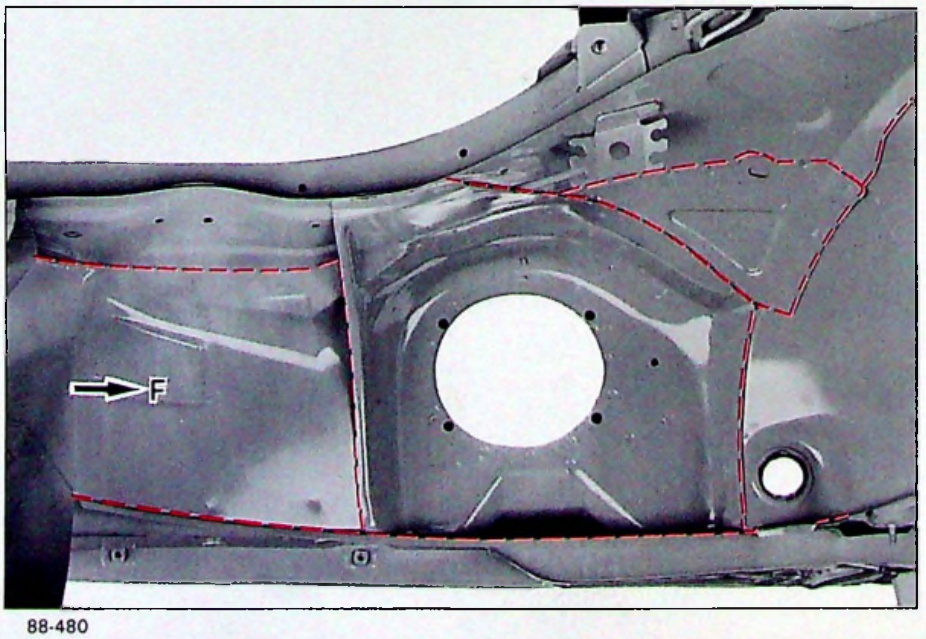

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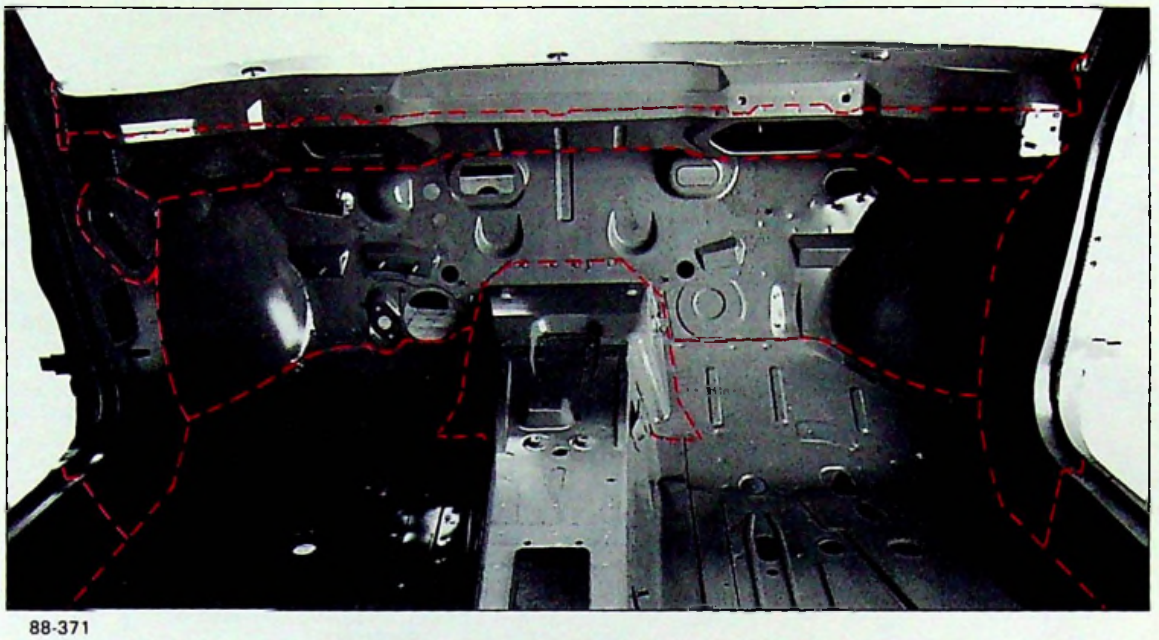

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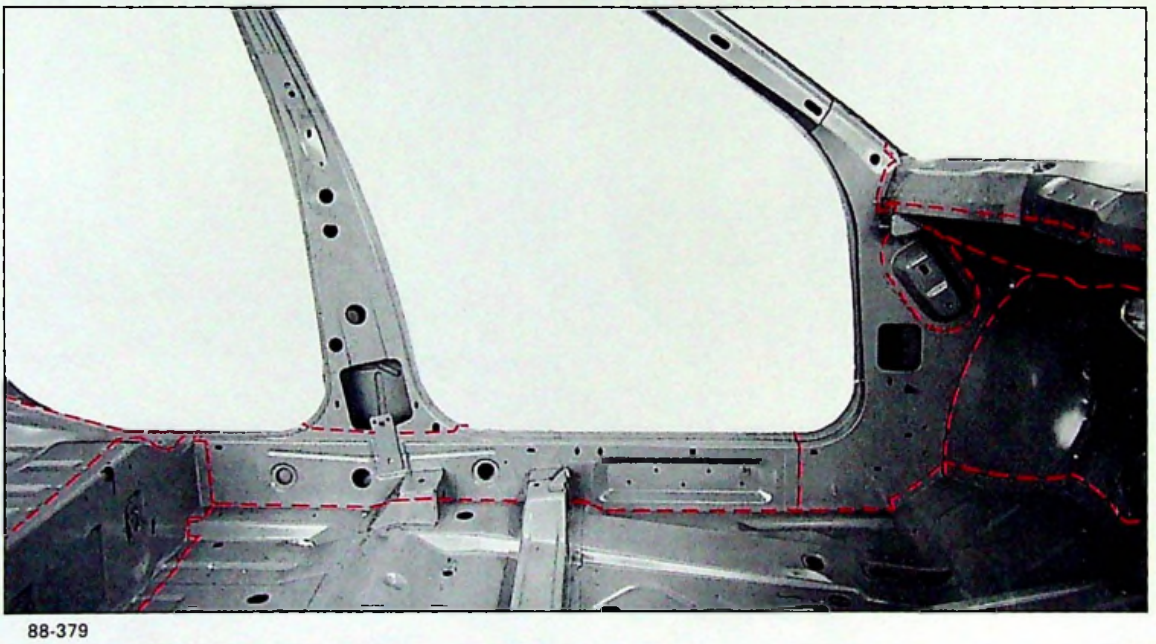

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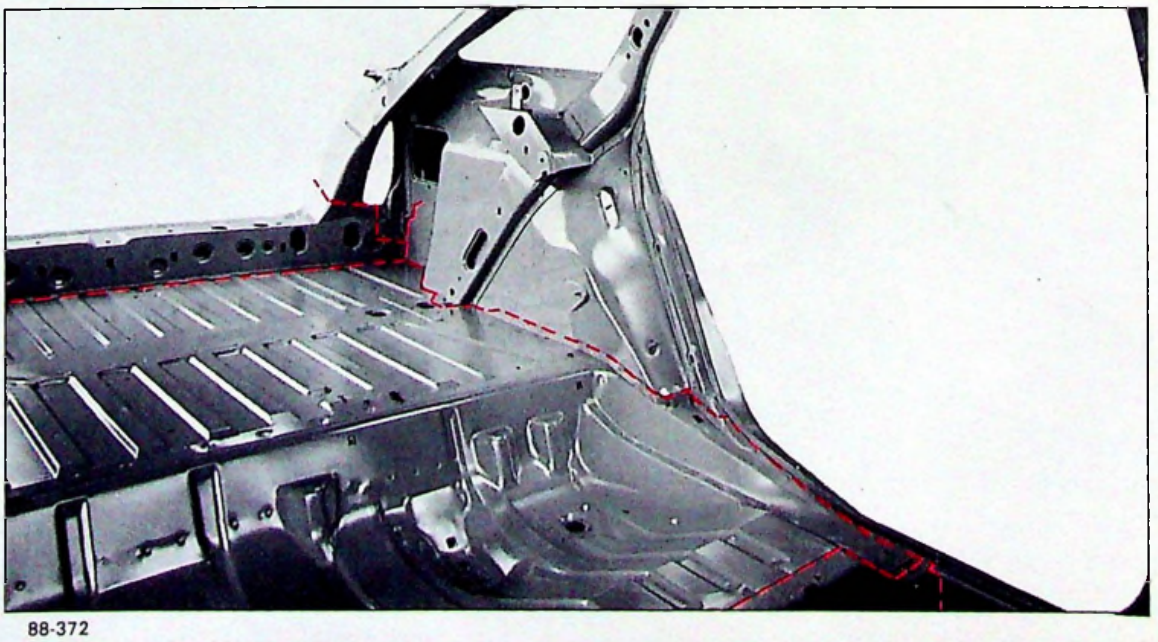

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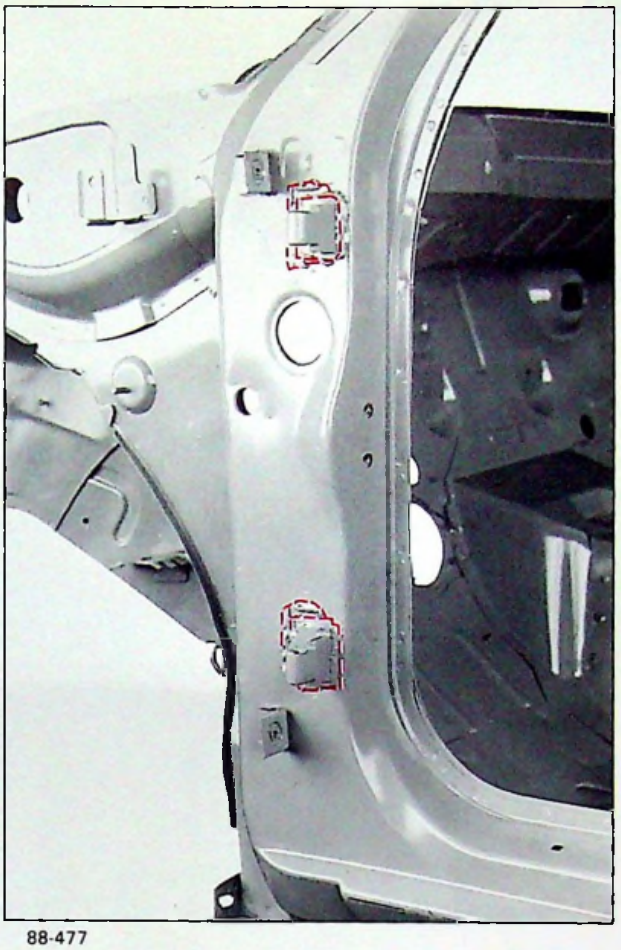

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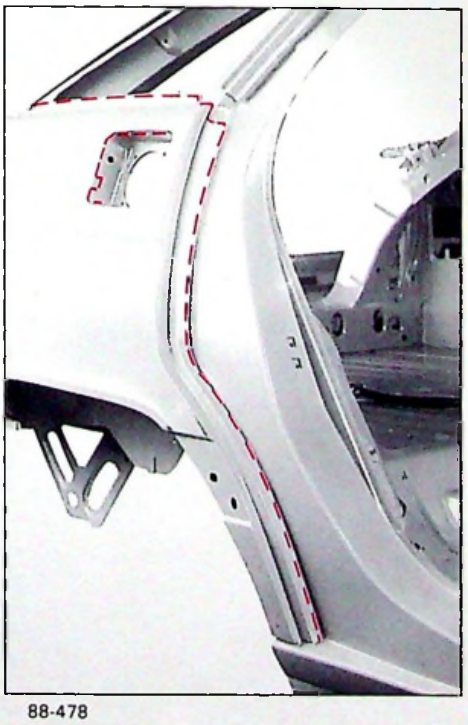

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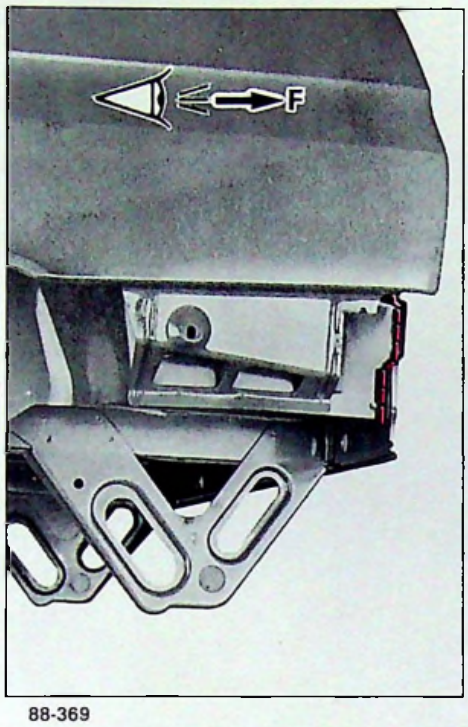

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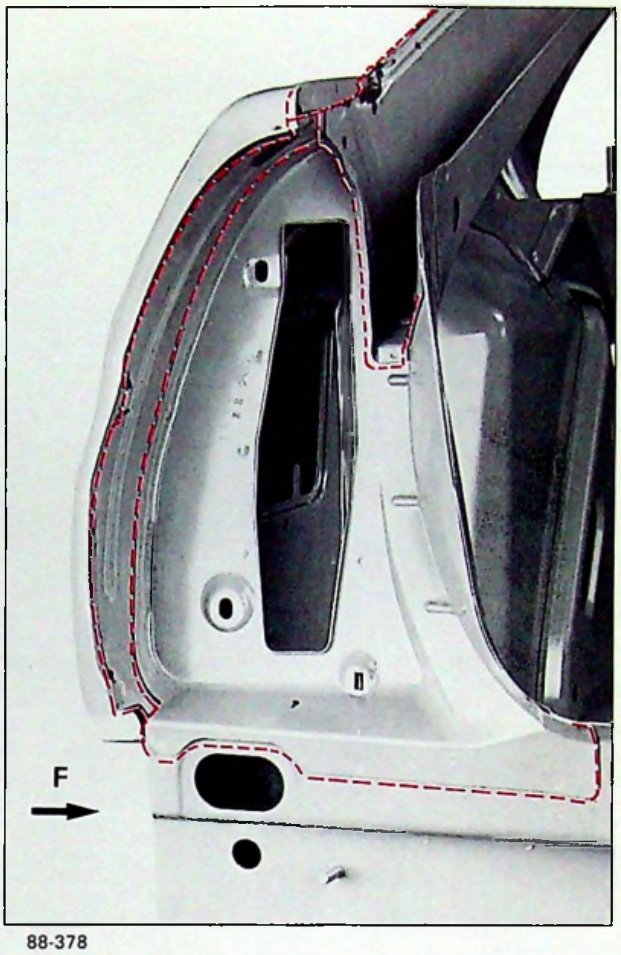

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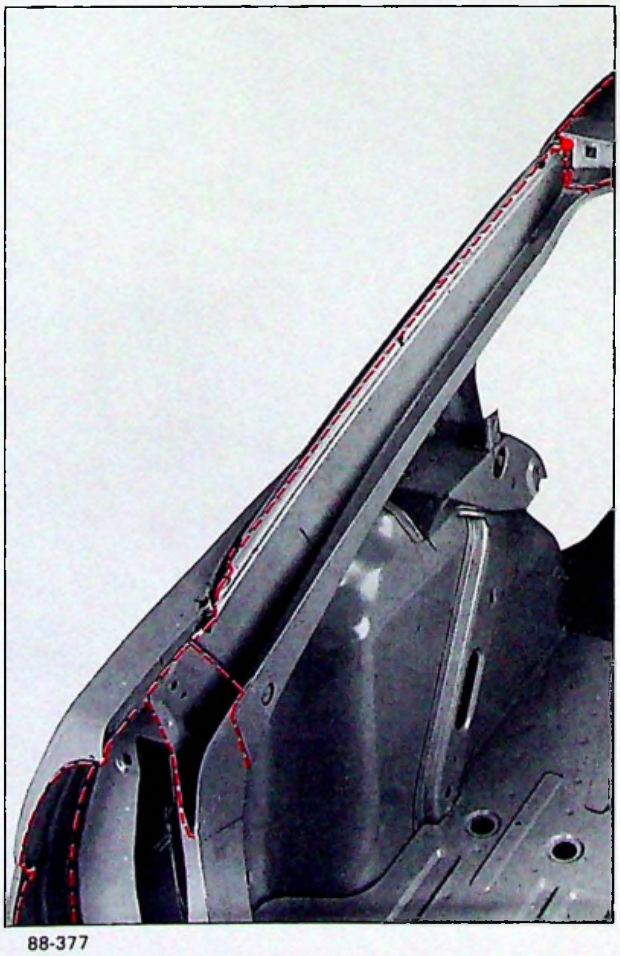

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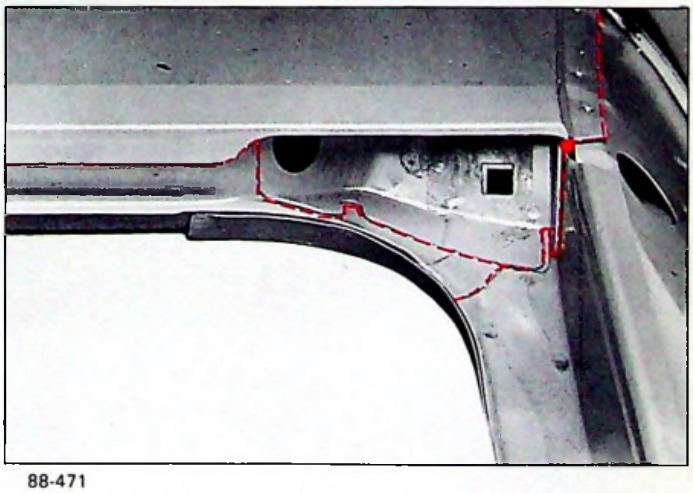

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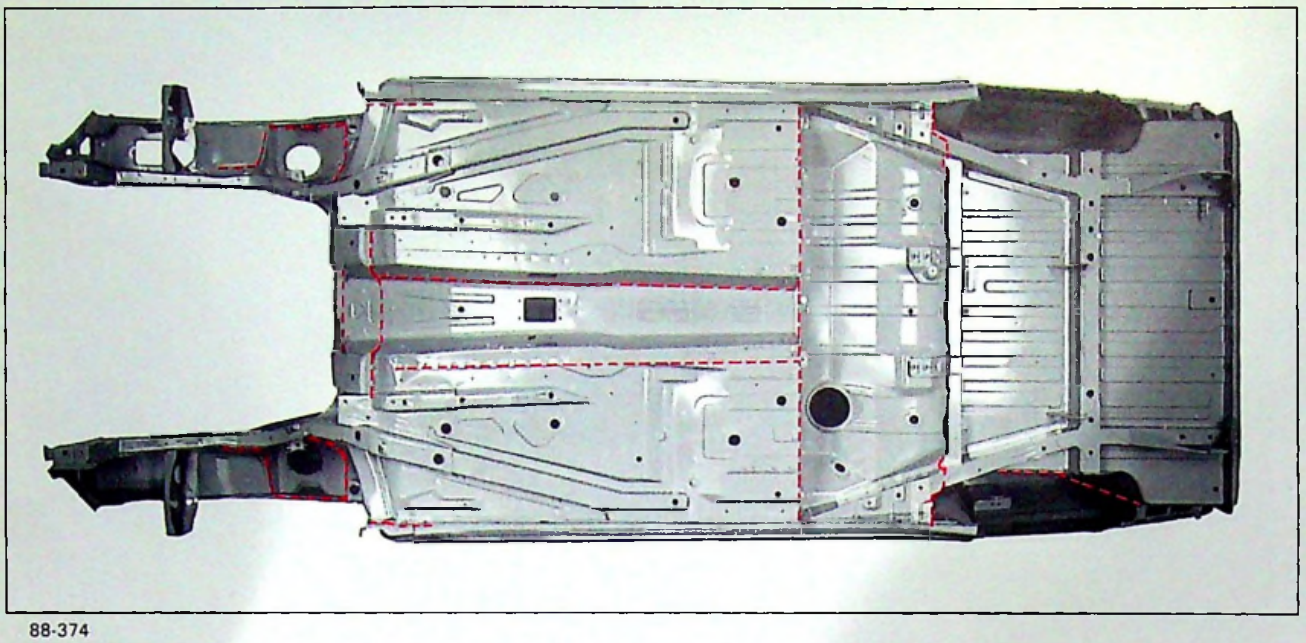

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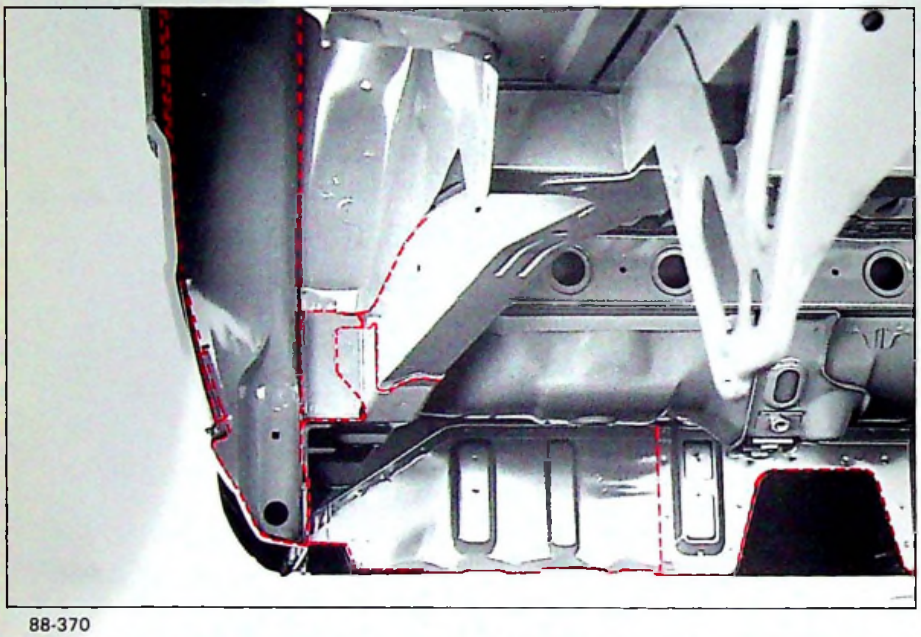

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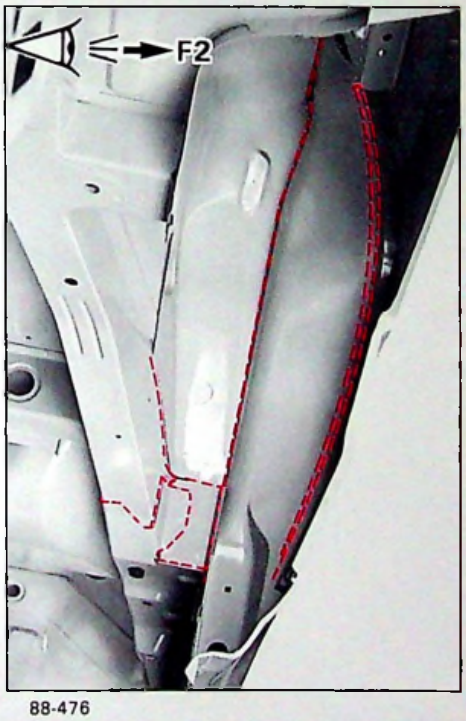

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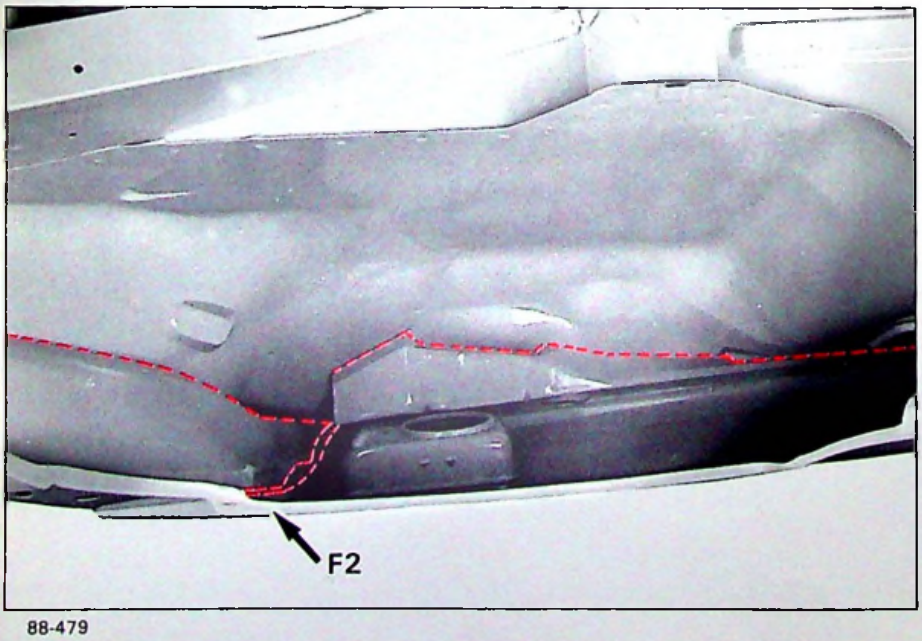

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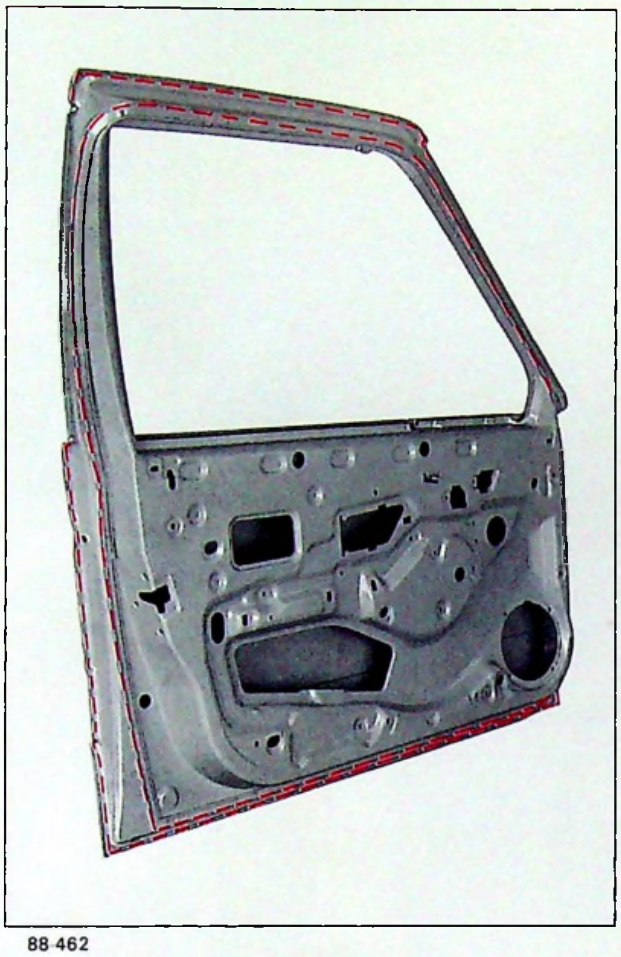

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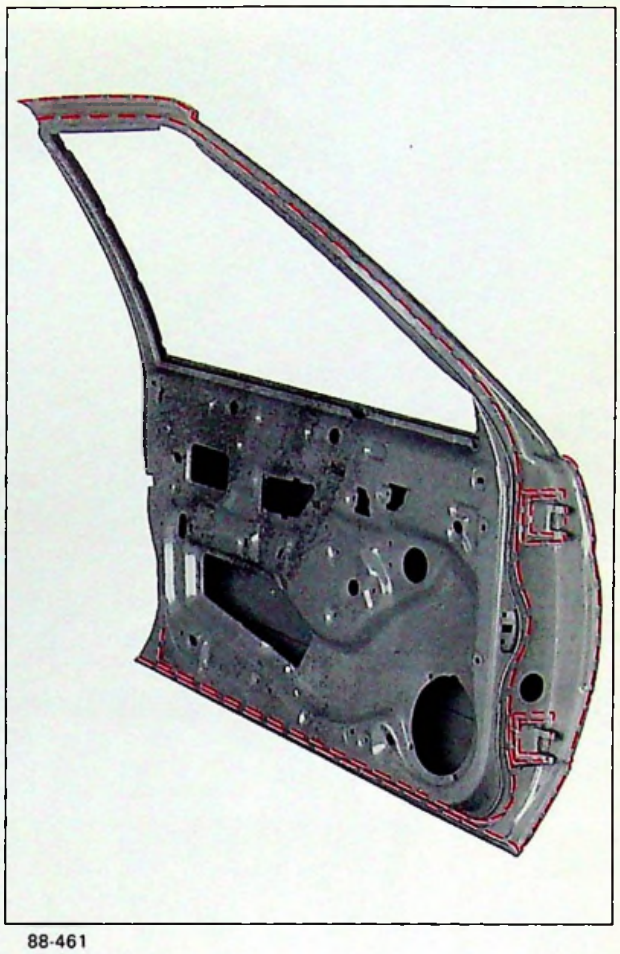

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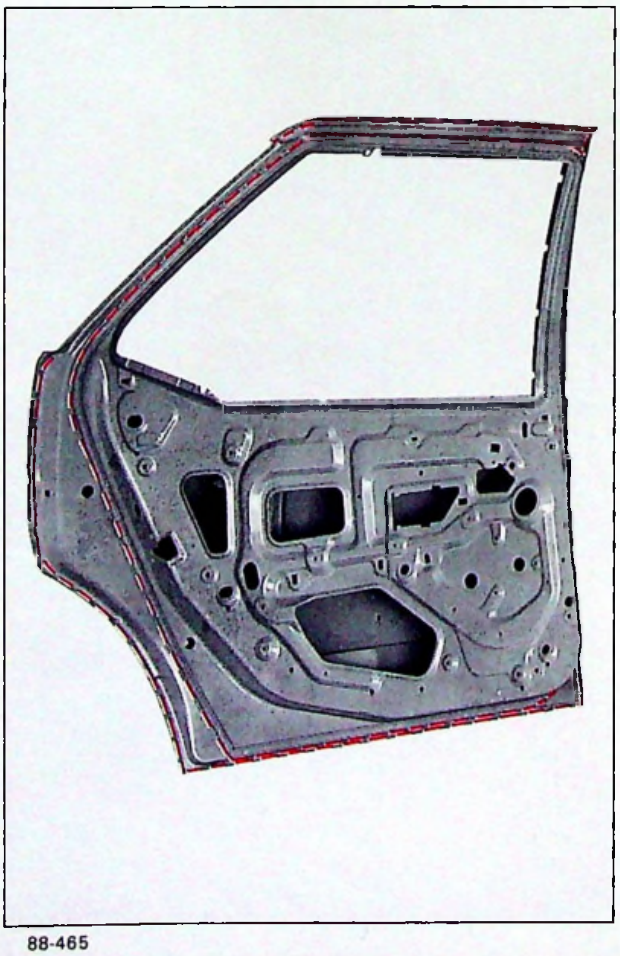

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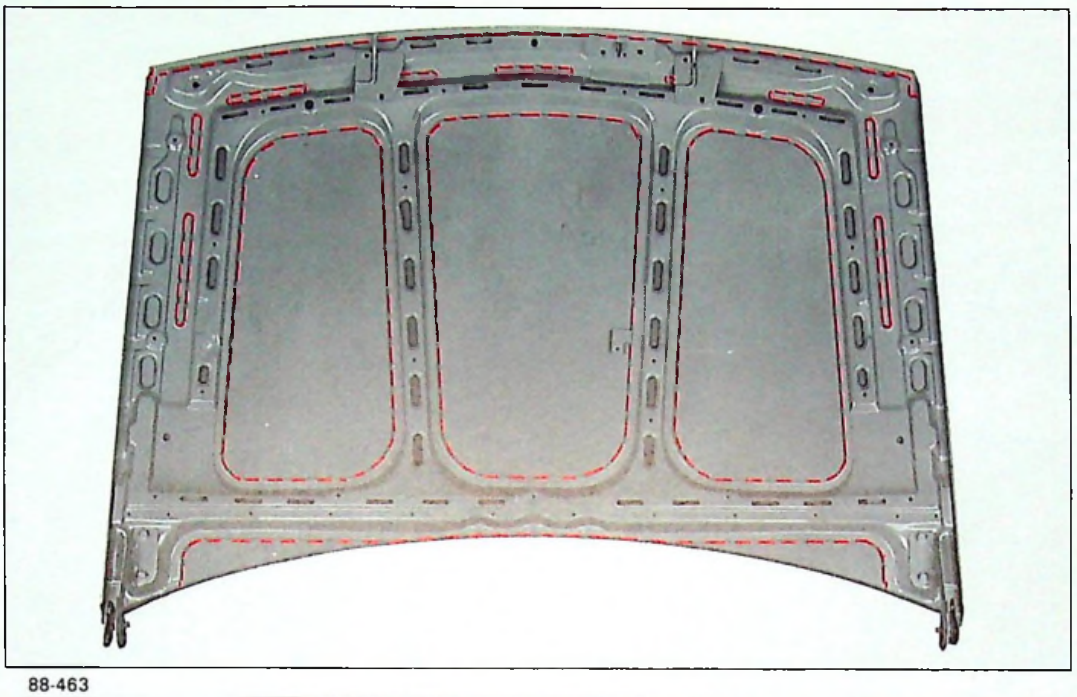

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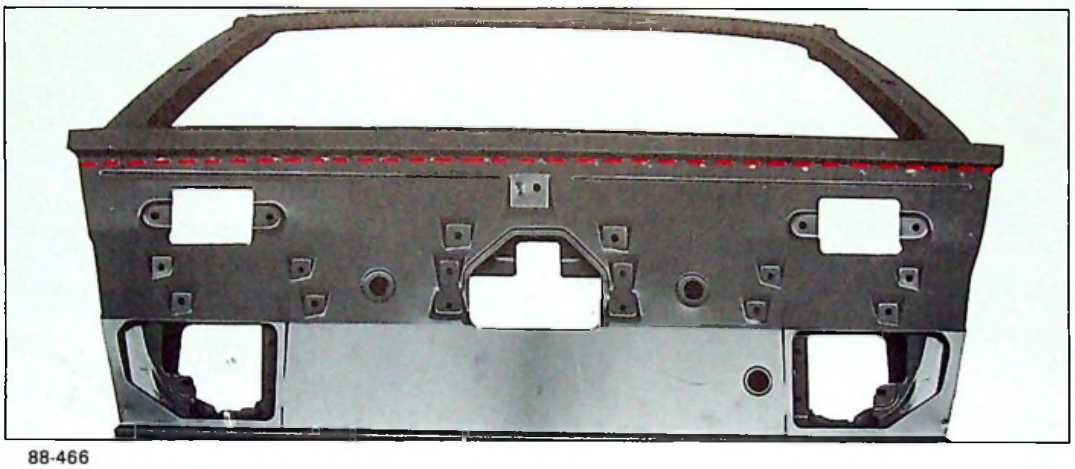

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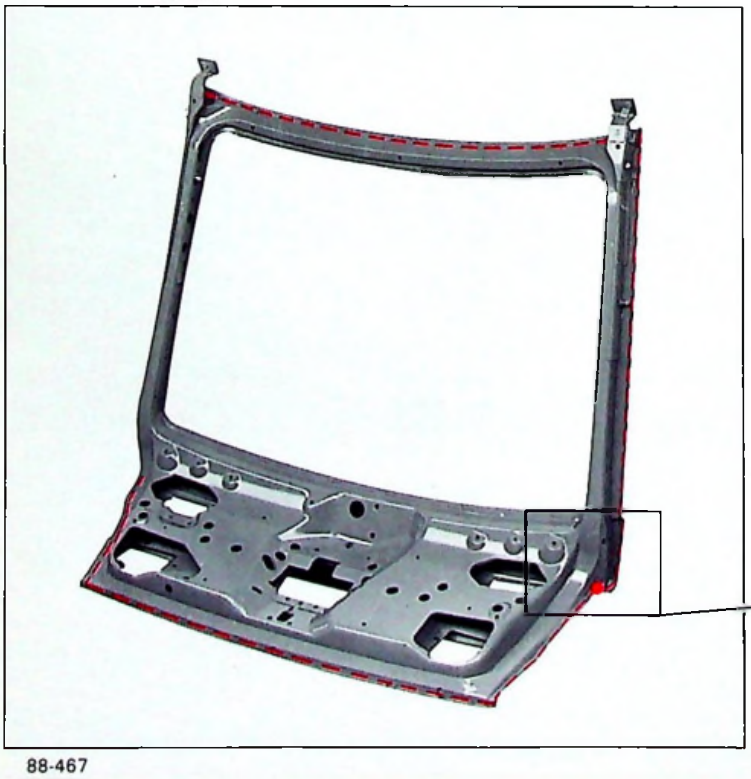

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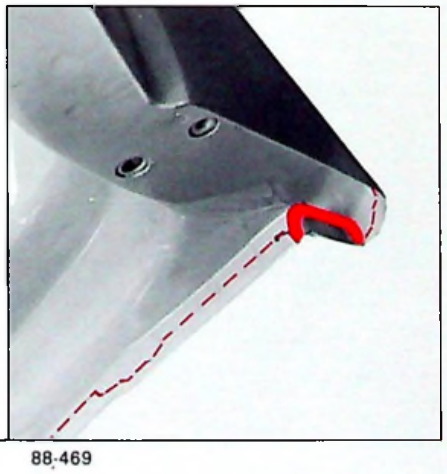

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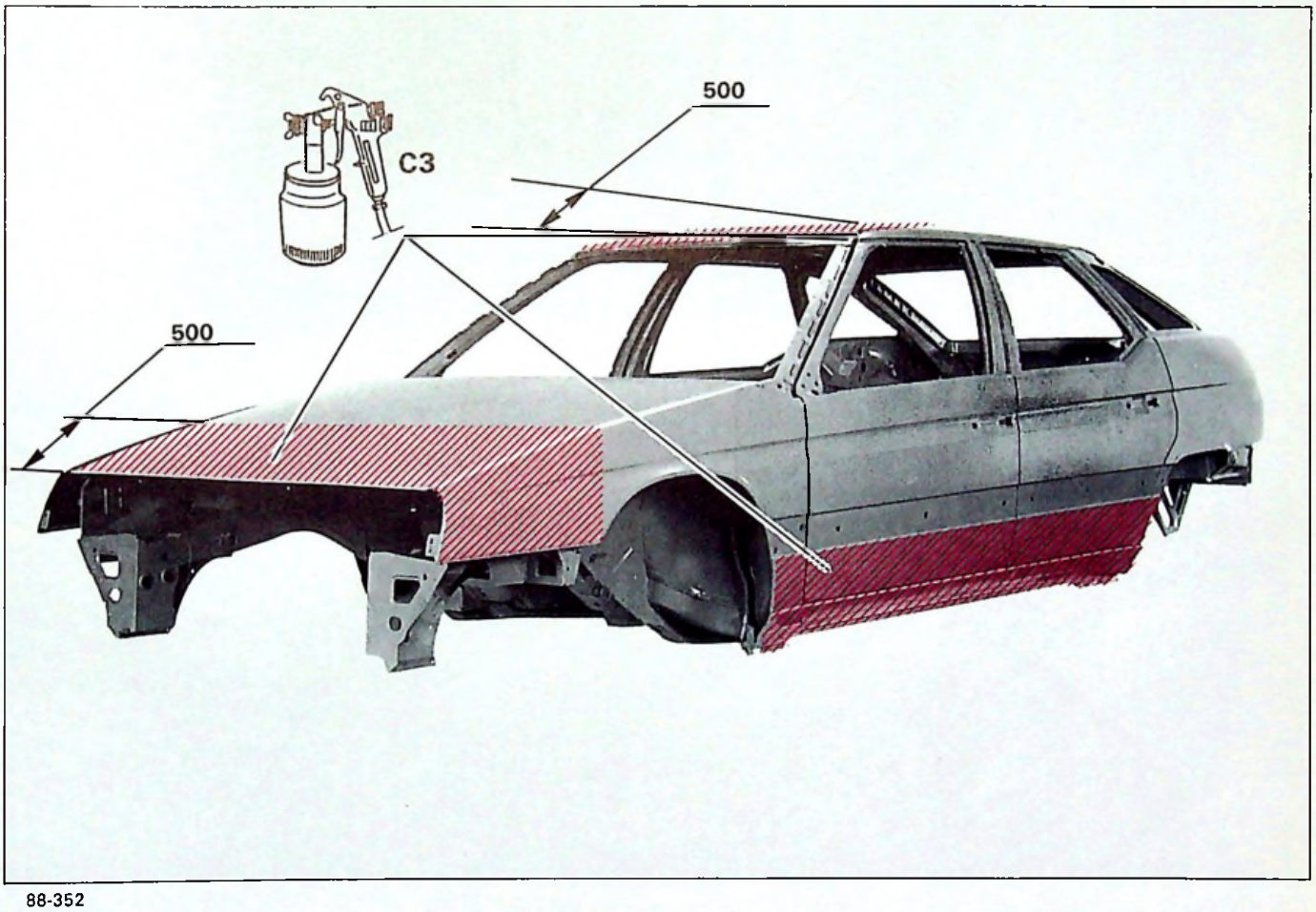

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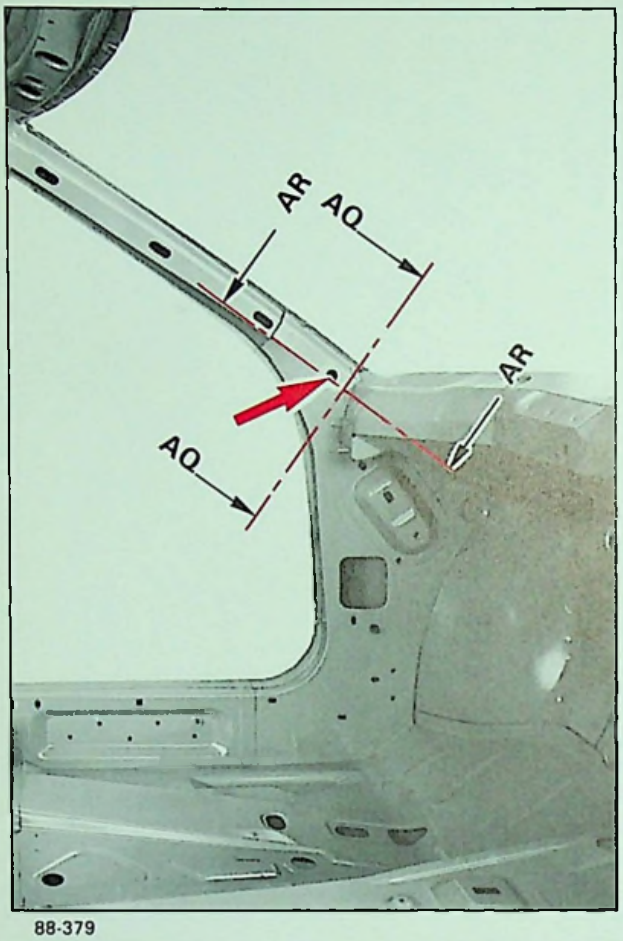

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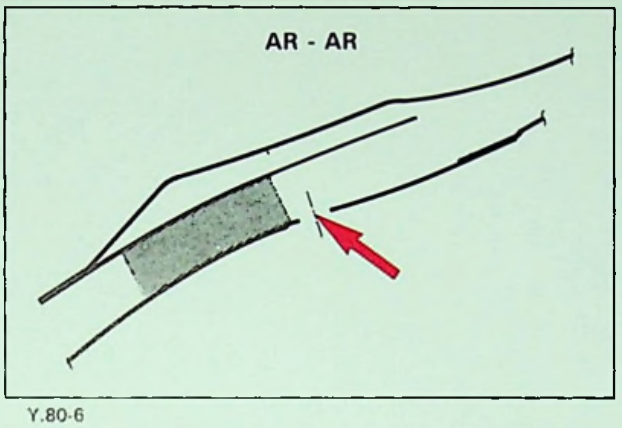

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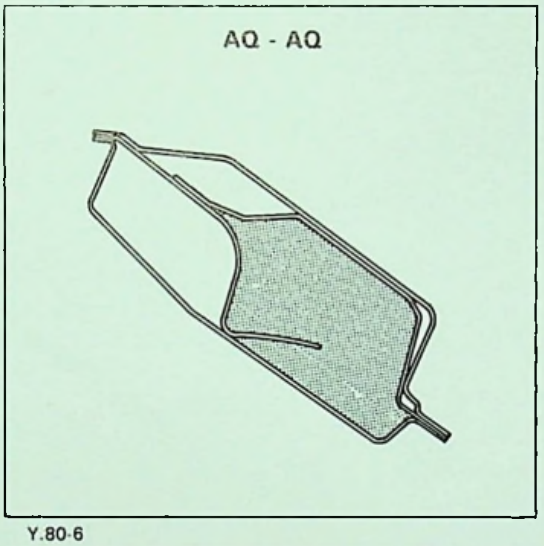

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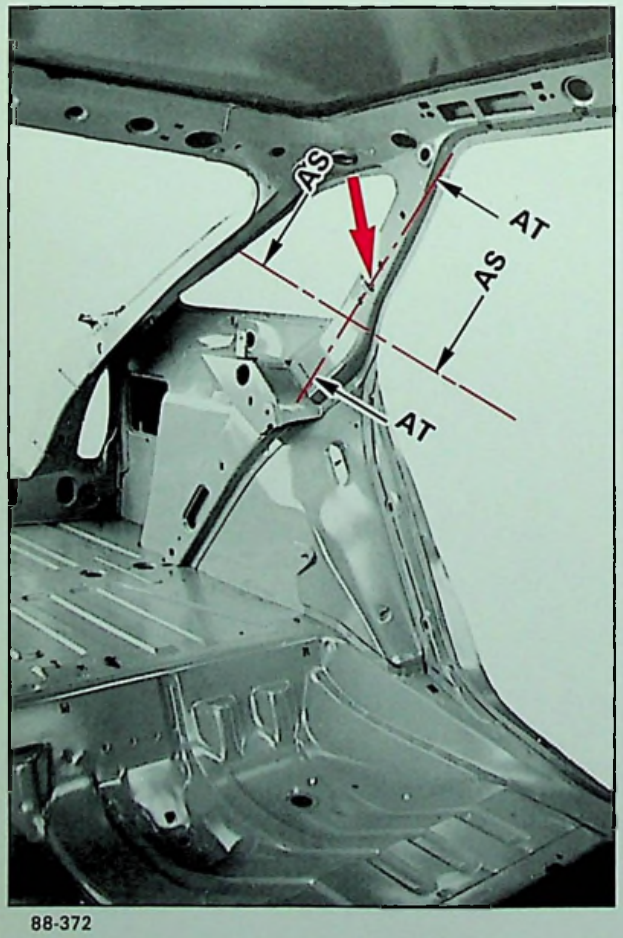

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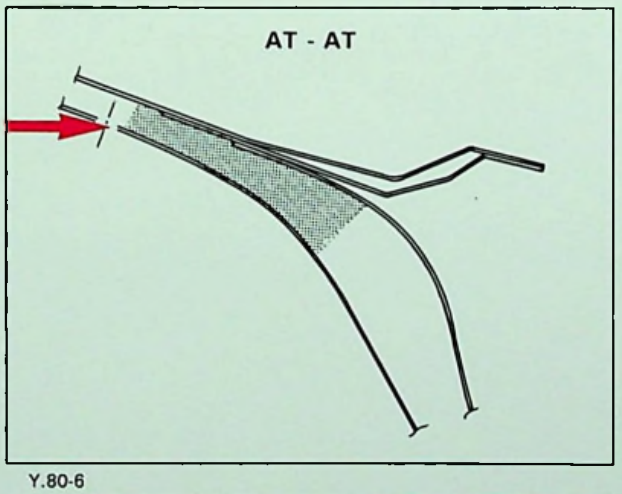

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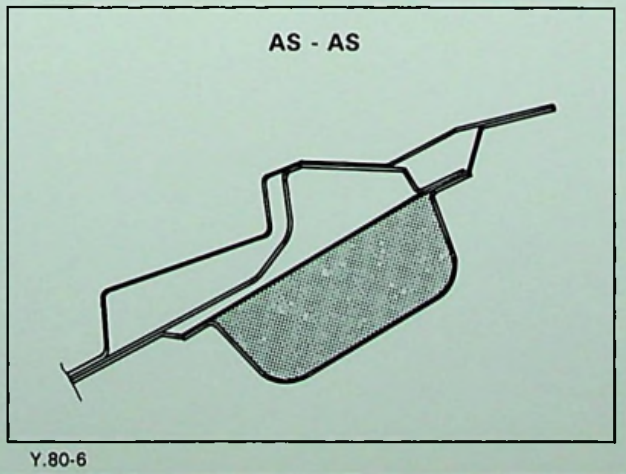

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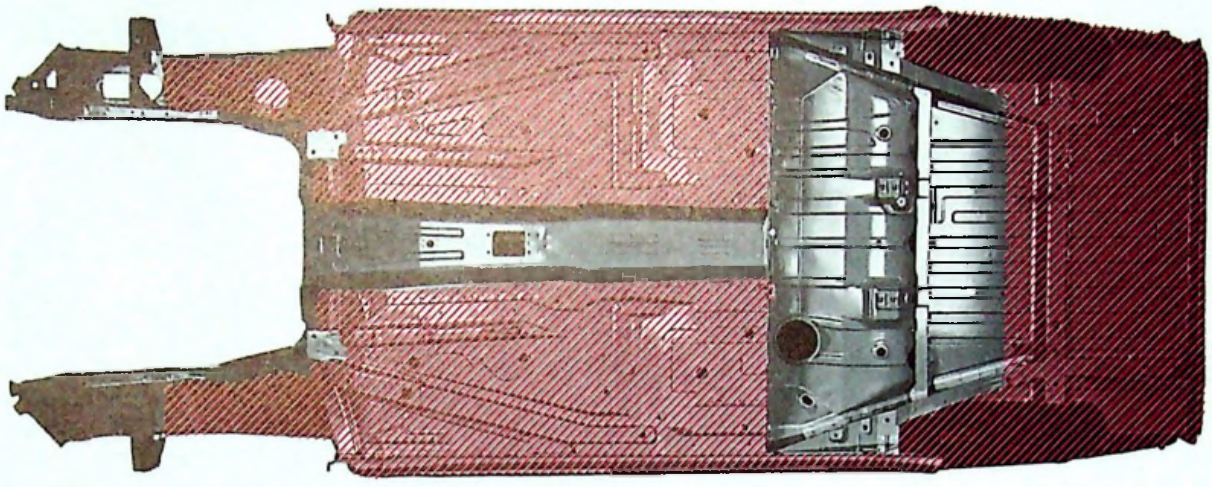

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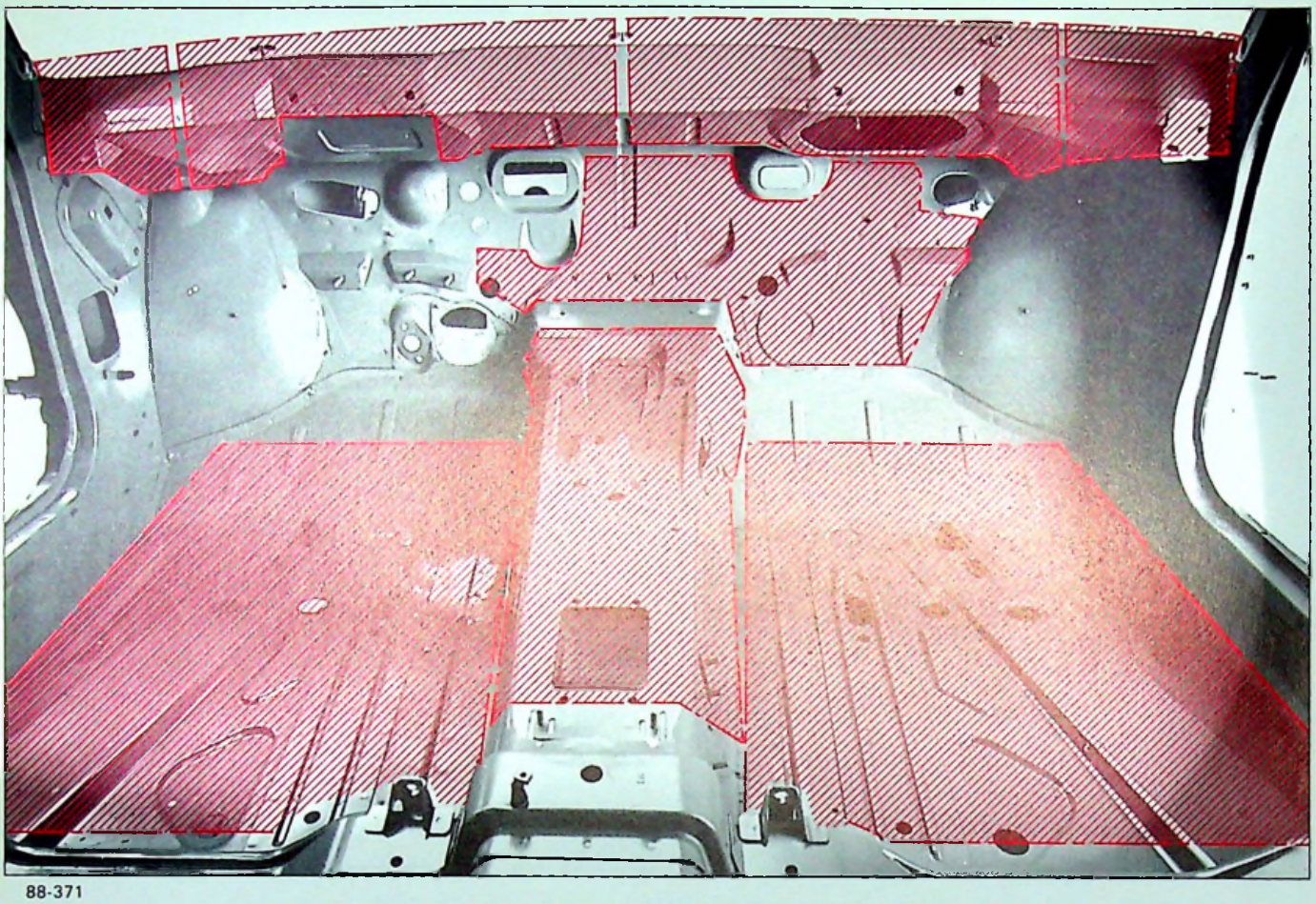

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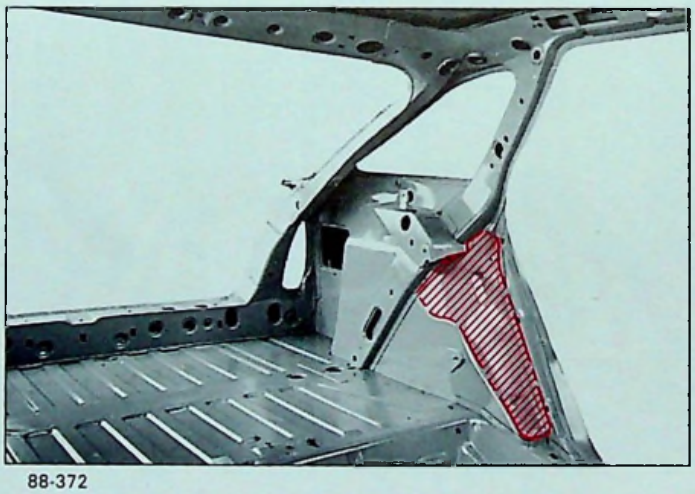

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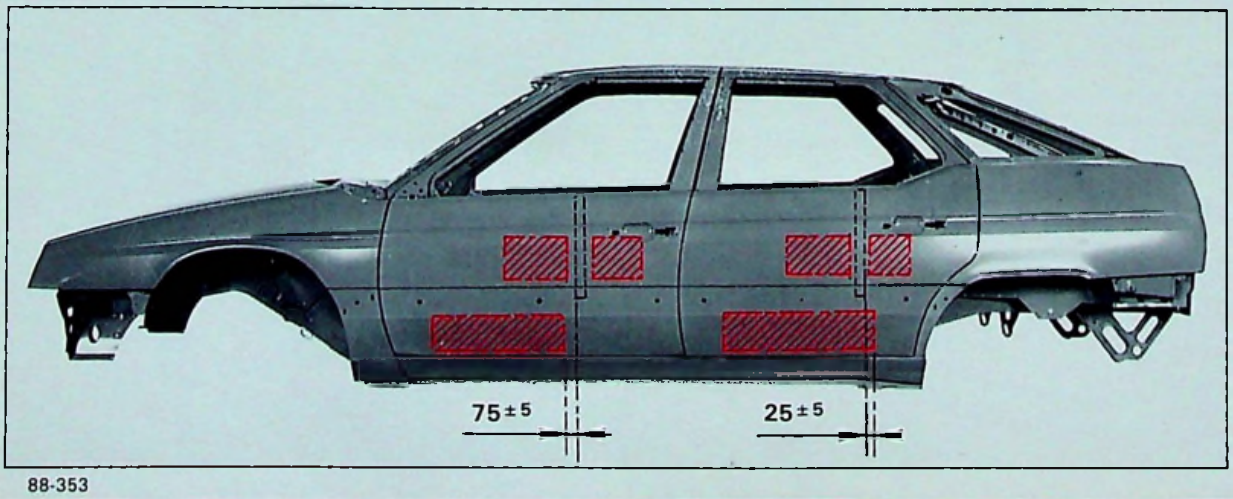

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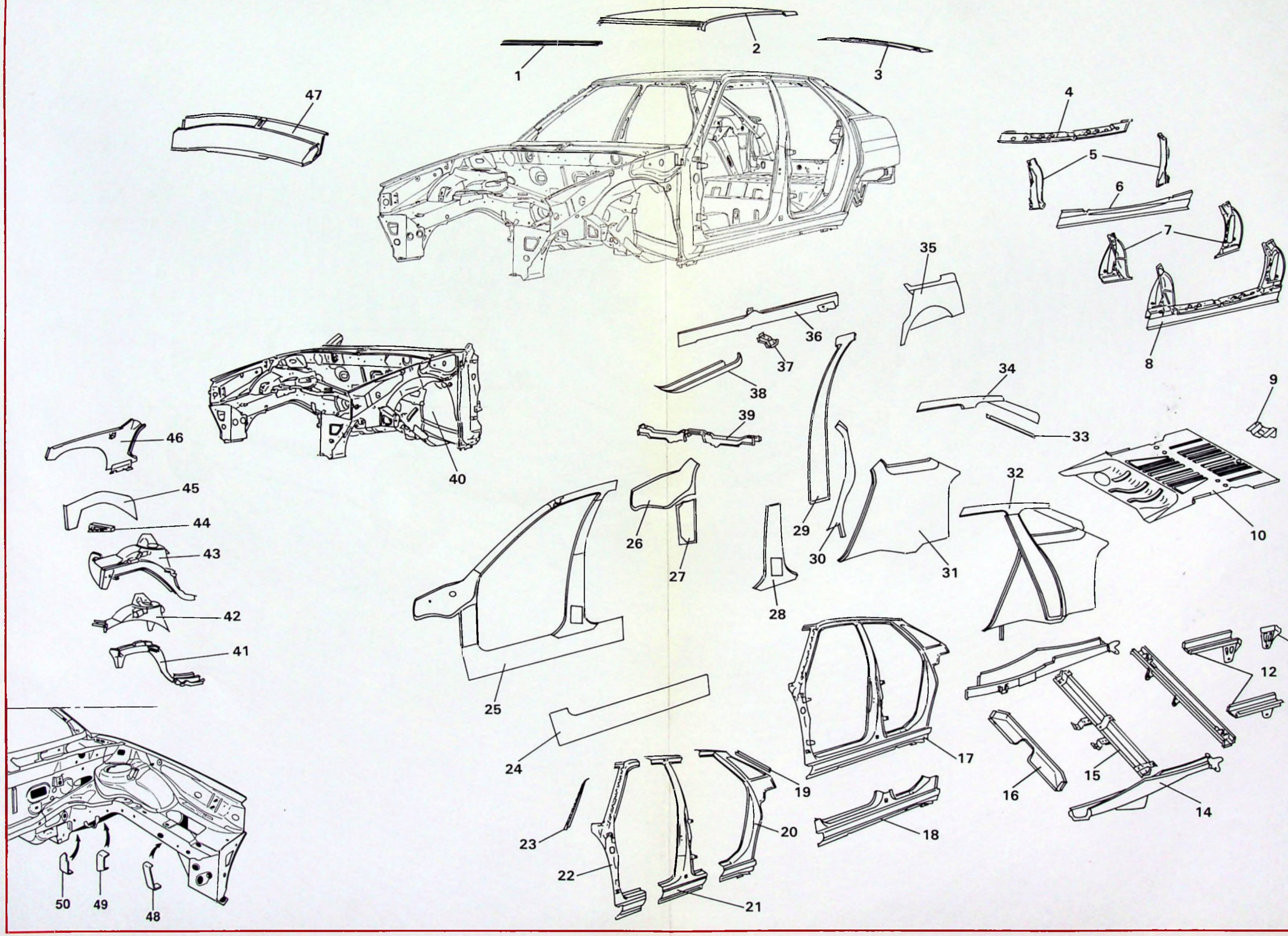
REMISE EN ETAT DE LA COQUE

I. ELEMENTS VENDUS PAR LE DEPARTEMENT DES PIECES DE RECHANGE

REPERE	DESIGNATION	N° OPERATION
1	Traverse avant de pavillon	XM 825-3/1
2	Pavillon assemblé	XM 825-3/1
3	Traverse arrière de pavillon	XM 825-3/1
4	Doublure de traverse	XM 823-3/2
5	Renfort inférieur d'entrée de volet gauche et droit	
6	Panneau arrière	XM 823-3/2
7	Appui de feu arrière gauche et droit	XM 823-3/1
8	Panneau arrière complet	XM 823-3/3
9	Renfort de fixation de roue de secours	
10	Plancher arrière	XM 831-3/1
11	Anneau de remorquage gauche et droit	
12	Longeronnet partie arrière gauche et droit	XM 831-3/2
13	Traverse de fixation d'essieu arrière	XM 831-3/3
14	Longeronnet avant gauche et droit	XM 831-3/4
15	Traverse avant de plancher arrière	XM 831-3/5
16	Traverse à talon	
17	Côté d'habitacle	XM 821-3/6
18	Partie inférieure côté d'habitacle	XM 821-3/7
19	Jet d'eau arrière	
20	Partie arrière côté d'habitacle	XM 821-3/5
21	Partie centrale côté d'habitacle	XM 821-3/3
22	Partie avant côté d'habitacle	XM 821-3/1
23	Jet d'eau avant	
24	Ame de longeron	XM 821-3/8
25	Doublure partie avant côté d'habitacle	XM 821-3/1
26	Renfort inférieur de montant de baie	
27	Renfort de charnières de pied avant	XM 821-3/2
28	Doublure de montant central	XM 821-3/3
29	Renfort de charnières de montant central	XM 821-3/4
30	Fermeture avant de doublure d'aile arrière	
31	Doublure d'aile arrière	XM 822-3/3
32	Doublure d'aile arrière assemblée	XM 822-3/3
33	Gouttière latérale de volet gauche et droit	XM 821-3/5
34	Doublure d'arc de pavillon	XM 821-3/5
35	Aile arrière	XM 822-3/1 - XM 822-3/2
36	Longeron extérieur	XM 821-3/9
37	Support extérieur arrière d'assise avant	
38	Brancard partie arrière	XM 801-3/5
39	Traverse avant d'assise avant	
40	Bloc avant	XM 801-3/7
41	Brancard partie avant	XM 801-3/5
42	Passage de roue avant	XM 801-3/4 - XM 801-3/2
43	Passage de roue avant assemblé	XM 801-3/4 - XM 801-3/6
44	Gousset de fixation latérale de pare-chocs avant	
45	Fermeture avant de brancard avant	XM 801-3/5
46	Doublure d'aile avant	XM 801-3/1
47	Collecteur d'auvent	XM 812-3/1
48	Renfort avant de brancard avant	XM 801-3/2
49	Renfort intermédiaire de brancard avant	XM 801-3/3
50	Renfort arrière de brancard avant	XM 801-3/4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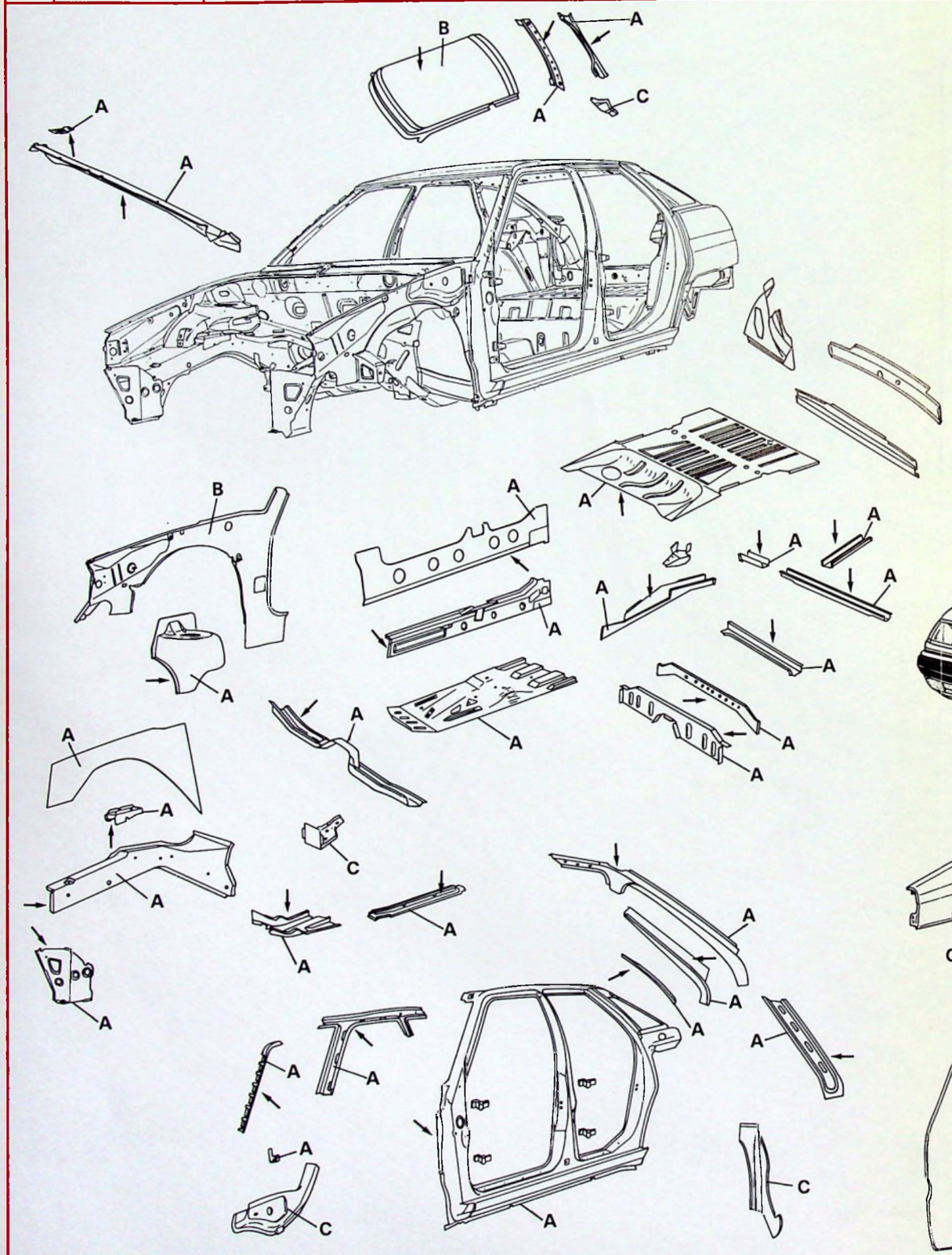

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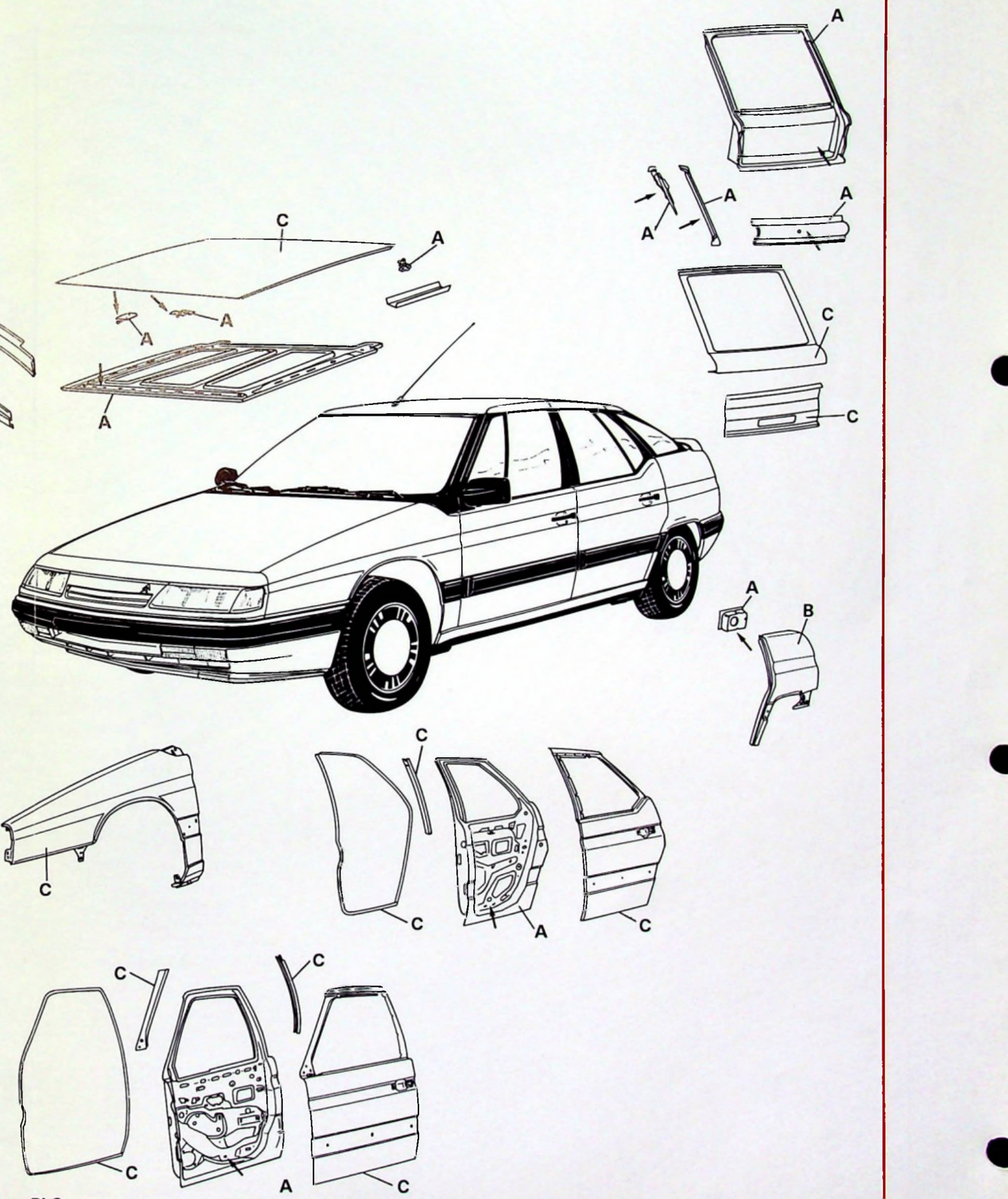


PL2

II. PIECES EN TOLES REVETUES DE ZINC

Les pièces représentées dans les vues ci-contre comportent un revêtement de zinc afin de les prémunir contre la corrosion.

On distingue différents types de revêtements de zinc (voir repères sur schémas).

A : Tôle EZ 10/0 ⇒ électrozinguée 1 face, épaisseur de zinc : 10 microns,

B : Tôle EZ 10/10 ⇒ électrozinguée 2 faces, épaisseur de zinc : 10 microns,

C : Tôle G 10/10 ⇒ galvanisée 2 faces, épaisseur de zinc : 10 microns.

NOTA : La → indique la face revêtue pour les tôles de qualité **A**.

Ce choix de pièce prérevêtue est fait en fonction de la vulnérabilité de certaines zones et est susceptible d'évolutions.

Les pièces vendues par le Département des Pièces de Rechange comportent les mêmes revêtements, mais n'apparaissent pas en raison de la couche de cataphorèse.

REPARATION DE LA COQUE

En réparation, il est nécessaire de détruire la couche de cataphorèse sur les deux faces des tôles dans les zones de soudage, ce qui par la même occasion détériore le revêtement au zinc.

Pour éviter que la réparation (en particulier les zones de soudage) soit le point de départ du processus de corrosion, il convient de prendre certaines précautions :

- éviter de décaper par meulage les zones de soudure des pièces neuves (les disques abrasifs détruisent la couche de zinc), mais utiliser plutôt une brosse métallique ou à fibre adaptable sur une perçeuse pneumatique ;
- limiter le meulage, après dégrafage, aux zones où il y a surépaisseur de soudure ;
- dégrafer les pièces à remplacer par fraisage des points de soudure à l'aide de forets spéciaux (affûtés à plat).

Protection avant soudure

Pour assurer une protection correcte de la face interne des bords à souder par points (tôles électrozinguées ou pas) il est indispensable :

- soit d'appliquer une couche de 50 microns de peinture au zinc (≈ 3 couches avec un aérosol) ;
- soit de rezinguer les zones ''décapées) à l'aide d'un poste de rezingage (voir : XM 800-00/5) ;
- d'ajouter un mastic d'étanchéité conducteur dans les cas d'une liaison étanche.

REMARQUE : les peintures aux zinc ne doivent en aucun cas être utilisées comme sous-couches pour d'autres revêtements (peinture ou produits de protection).

ELEMENTS EXTERIEURS (Portes - capot - volet - ailes)

Il sont tous en tôle zinguée sur les deux faces et susceptibles de subir des opérations de redressage qui détruisent la couche de zinc.

Dans tous les cas lorsque cette couche de zinc est détériorée, il faut la refaire à l'aide du POSTE DE REZINGAGE.

Voir op. ⑭ 800-00/5

III. PIECES EN TOLES "H.L.E."

La recherche pour l'allègement des véhicules et l'accroissement de la sécurité des occupants conduit les constructeurs automobile à se pencher sérieusement sur la nature des matériaux utilisables pour concevoir la superstructure des carrosseries.

Comme d'autres véhicules CITROËN (AX-BX) la XM bénéficie de cet apport technique que représente les **Tôles à Haute Limite Elastique.**

REPARATION

Assemblage

Les tôles à haute limite élastique(H.L.E.) ne posent aucun problème particulier pour ce qui concerne les solutions d'assemblage par soudure par résistance ou MAG, mais il convient toutefois de respecter les solutions de coupe et d'assemblage préconisés dans les gammes de réparation.

Le soudage au chalumeau et le brasage sont des solutions d'assemblage à PROSCRIRE quelle que soit la nature des tôles.

Redressage

Les tôles H L.E. peuvent être redressées pratiquement comme les autres.

Seul est à PROSCRIRE le redressage à chaud qui créé un affaiblissement local pouvant aller jusqu'à la rupture en particulier sur les fortes épaisseurs des pièces de structure.

Précautions à prendre :

- effectuer seulement du redressage à froid ;
- redonner la forme exacte notamment les angles, arêtes sur les pièces de structure telles que longerons, brancards, traverses... (toute trace, même légère de plis est une zone affaiblie).

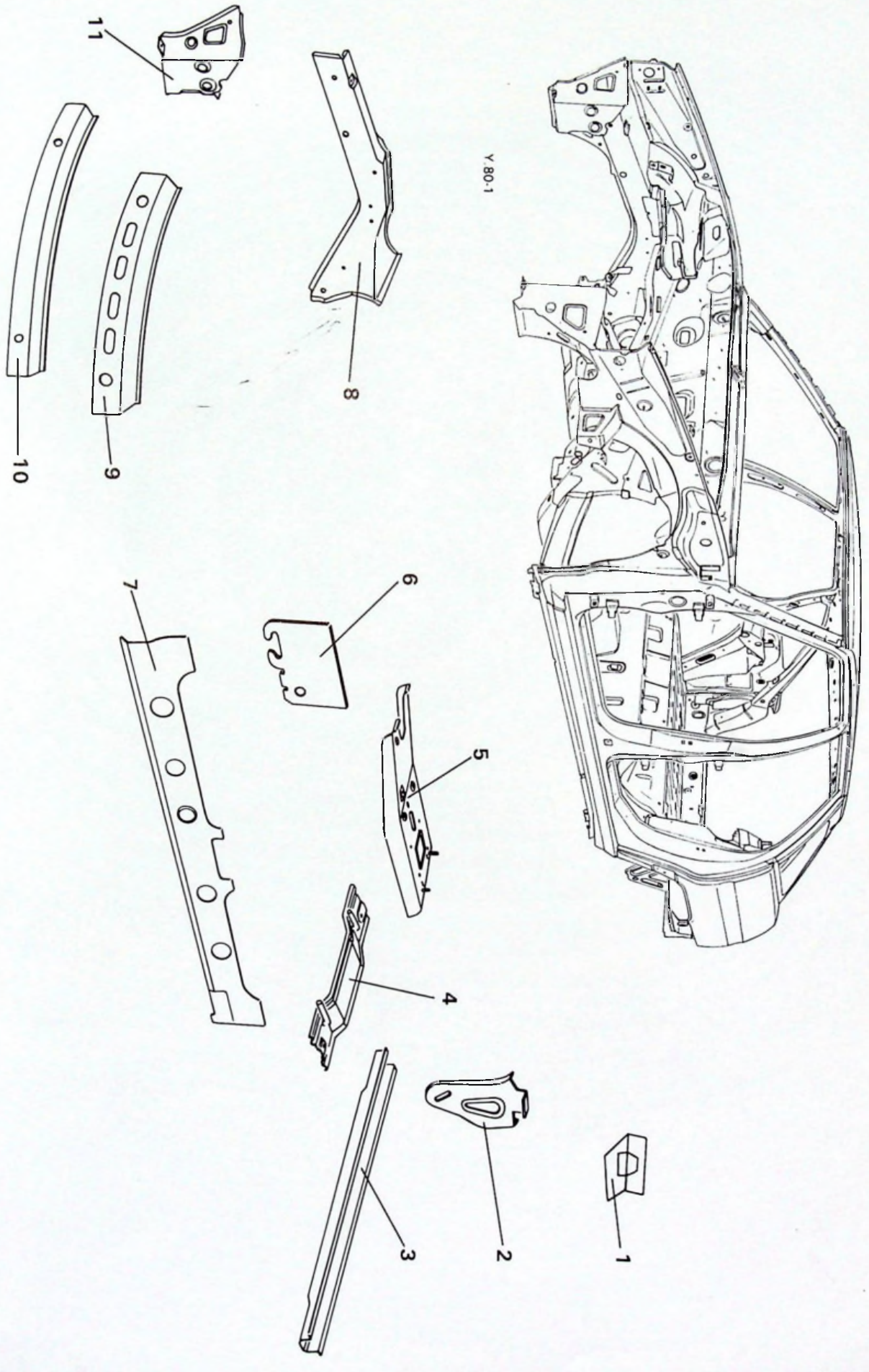
Il est à noter que ces consignes se vérifient à un degré légèrement moindre sur des tôles de qualité classique.

Lorsque ces consignes ne peuvent être respecter, il faut échanger la pièce.

LISTE DES PIECES EN TOLE "H.L.E" SUR XM

1 : Renfort de gâche volet arrière
2 : Support berceau de roue de secours
3 : Traverse d'essieu arrière
4 : Entretoise renfort de tunnel (pièce vissée)
5 : Renfort commande de vitesse
6 : Supports de cric (4 pièces)
7 : Ame de longeron partie avant (G et D)
8 : Fermeture de brancards avant (G et D)
9 : Doublure armature de pare-chocs avant
10 : Armature pare-chocs avant
11 : Embout de brancard avant (G et D)

Nota : cette liste est susceptible d'évolutions.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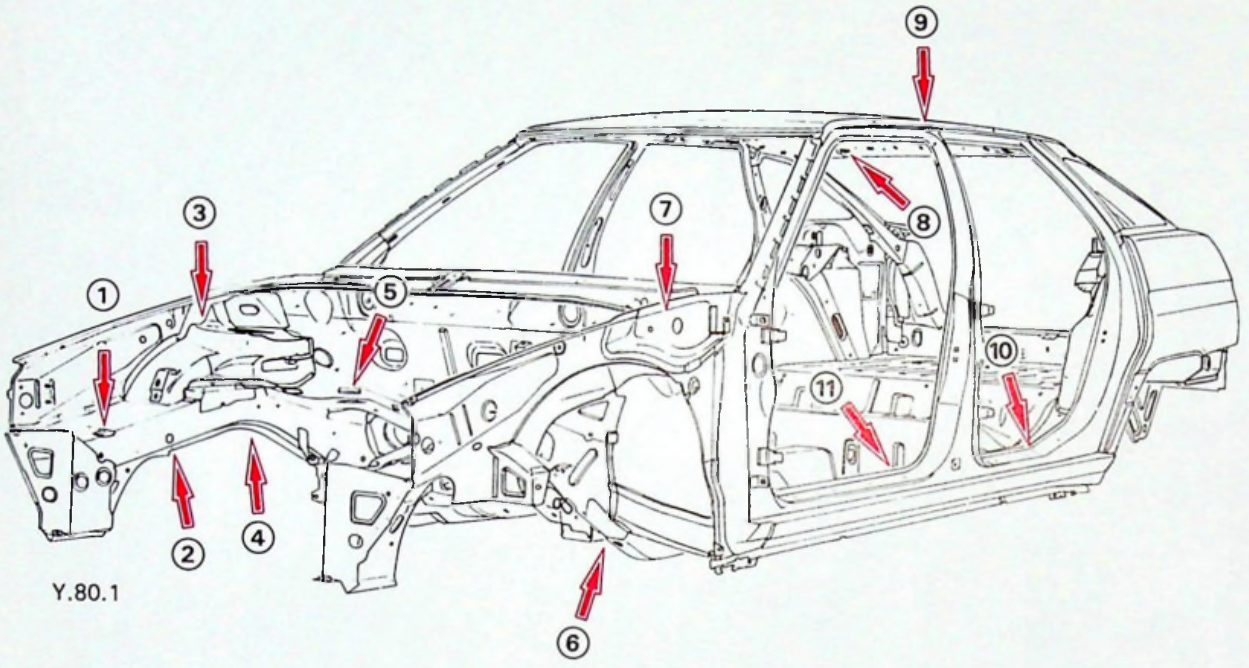

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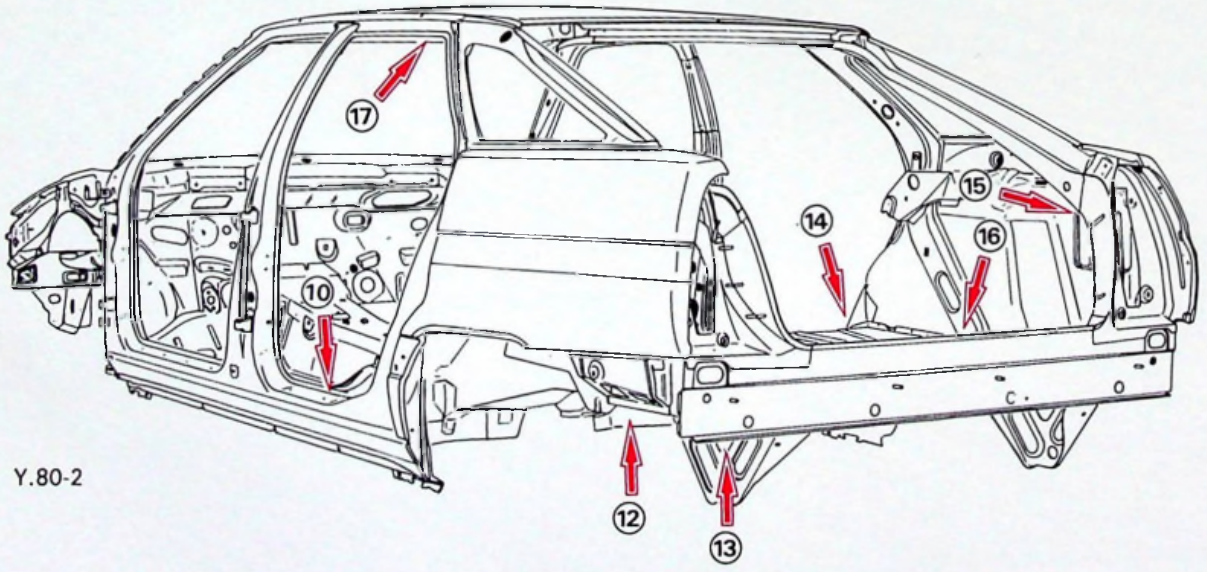

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IV. CONTROLE D'UN VEHICULE ACCIDENTE

Procéder aux vérifications suivantes, en respectant l'ordre ci-dessous :

1) **Contrôle visuel :**
Recherche de plis, déformations, criques, etc...

2) **Contrôle de la géométrie des essieux :**
Opérations réalisées à l'aide d'appareils optiques sans dépose mécanique.

3) **Contrôle du soubassement sur banc :**
Opérations réalisées sur banc de contrôle (de type CELETTE, CAROLINER, etc...) sans dépose mécanique.

1) CONTROLE VISUEL

Tout impact provoque des déformations sur une coque de véhicule, déformations plus ou moins visibles suivant la violence et les zones de ces impacts. La recherche de ces déformations permet dans la plupart des cas de définir un diagnostic précis, ainsi que les opérations à réaliser pour la remise en état de la coque.

En l'absence de toutes déformations visibles, il est recommandé de procéder à un contrôle de la géométrie des essieux, voir même à un contrôle de soubassement sur banc (vrillage de la coque).

DEFORMATIONS - POINTS PARTICULIERS - Opérations à réaliser sur banc de contrôle : ☐

SUR CHOC AVANT :	① - Brancard avant (extrémité avant)	
	② - Brancard avant (partie avant)	☐
	③ - Joue de passage de roue	
	④ - Brancard avant (zone support moteur)	☐
	⑤ - Brancard avant - Tablier	☐
	⑥ - Brancard avant (partie arrière)	☐
	⑦ - Passage de roue - Renfort avant de côté d'habitacle	☐
	⑧ - Entrée de porte avant	
	⑨ - Pavillon	
SUR CHOC ARRIERE :	⑮ - Montant inférieur d'entrée de coffre	
	⑬ - Longeronnet sous-plancher (extrémité arrière)	
	⑫ - Longeronnet sous-plancher (partie avant)	
	⑯ - Plancher - Passage de roue (au niveau de la traverse arrière)	
	⑭ - Plancher - Passage de roue (partie avant)	☐
	⑰ - Brancard de pavillon	
	⑩ - Brancard de bas de caisse	☐
SUR CHOC LATERAL :	⑪ - Brancard de bas de caisse (face intérieure)	☐
	⑭ - Passage de roue - Plancher	☐

2) CONTROLE DE LA GEOMETRIE DES ESSIEUX

Pour le contrôle des essieux avant et arrière, se reporter au Manuel de Réparation Mécanique : pour conditions essieux AV et AR.

3) CONTROLE DU SOUBASSEMENT SUR BANC

Se reporter aux opérations :

XM 800-0/1 ou **800-0/2** : Equipement CELETTE
XM 800-0/3 ou **800-0/4** : Equipement SEFAC
XM 800-0/10 ou **800-0/11** : Equipement de mesure "CAROLINER"
XM 800-0/20 ou **800-0/21** : Equipement de mesure "CELETTE Métro 2000"

REZINGAGE DES TOLES EN REPARATION

Sur véhicule XM de nombreuses tôles sont revêtues de zinc (par électrozingage ou galvanisation) et notamment tous les éléments extérieurs qui le sont sur les deux faces.

Ces revêtements peuvent être détruits dans de nombreux cas de figure :

- rayures,
- opérations de redressage,
- réfection de liaisons soudées.

Pour obtenir une qualité de réparation aussi proche que possible de celle d'origine, il faut refaire cette couche de zinc si celle-ci a été détériorée.

MATERIEL
MODE OPERATOIRE

COMPOSITION DE L'UNITE D'ELECTROZINGAGE 9008T

Servant :

① - 1 générateur 12 V (à brancher sur 220 V).

② - 1 anode ∅ 100 (pour grandes surfaces planes).

③ - 1 anode ∅ 50 (pour surfaces planes ''moyennes'').

④ - 5 anodes ∅ 13 (pour surfaces petites, d'accès difficile : peut être taillé à la forme souhaitée, à l'aide d'une lime).

⑤ - 1 porte-tampon (RSE) pour anodes ∅ 50 et 100 mm.

⑥ - 1 adaptateur pour anodes ∅ 50 et 100 mm.

⑦ - 1 porte-tampon (AX) pour anodes ∅ 13 mm.

⑧ - 2 cordons 3 m (noir pour ''−'', rouge pour ''+'').

⑨ - 1 récipient en plastique (pour solution au zinc).

⑩ - 25 bonnettes pour anode ∅ 13 mm.

⑪ - 10 bonettes pour anodes ∅ 50 et 100 mm.

⑫ - 3 litres solution au zinc.

MODE OPERATOIRE

Préparation de la surface :

- Décaper, poncer avec papier 280.
- Dégraisser avec solvant non gras.

Mise en service

Brancher le générateur sur 220 V.

Brancher les cordons (noir sur borne correspondante du générateur et masse pièce, rouge sur borne correspondante du générateur et porte tampon).

Humidifier à l'eau la bonnette choisie pour faciliter l'imprégnation de zinc.

Visser l'anode sur le porte-tampon et fixer la bonnette.

Verser un peu de solution au zinc dans le bac plastique et déposer l'anode dedans.

Régler le potentiomètre du régulateur sur position 6. Lors de la déposition de zinc, l'ampèremètre indiquera 20A (ce réglage permet une déposition régulière).

Déposition du zinc

A l'aide de l'ensemble tampon et bonnette imbibé de zinc, balayer plusieurs fois la surface à traiter (vous remarquerez alors un changement de couleur de la surface).

Un dépôt d'épaisseur de **10** microns est demandé.

Temps nécessaire pour déposer 10 microns sur 1 dm² : **environ 2 mn**.

Consommation de solution zingage N : **1 l/m²**.

Nettoyage après zingage

Rincer abondamment la surface traitée à l'eau du robinet.

Effectuer un ponçage avec un papier super fin (P 1000 ou 1200), essuyer, sécher.

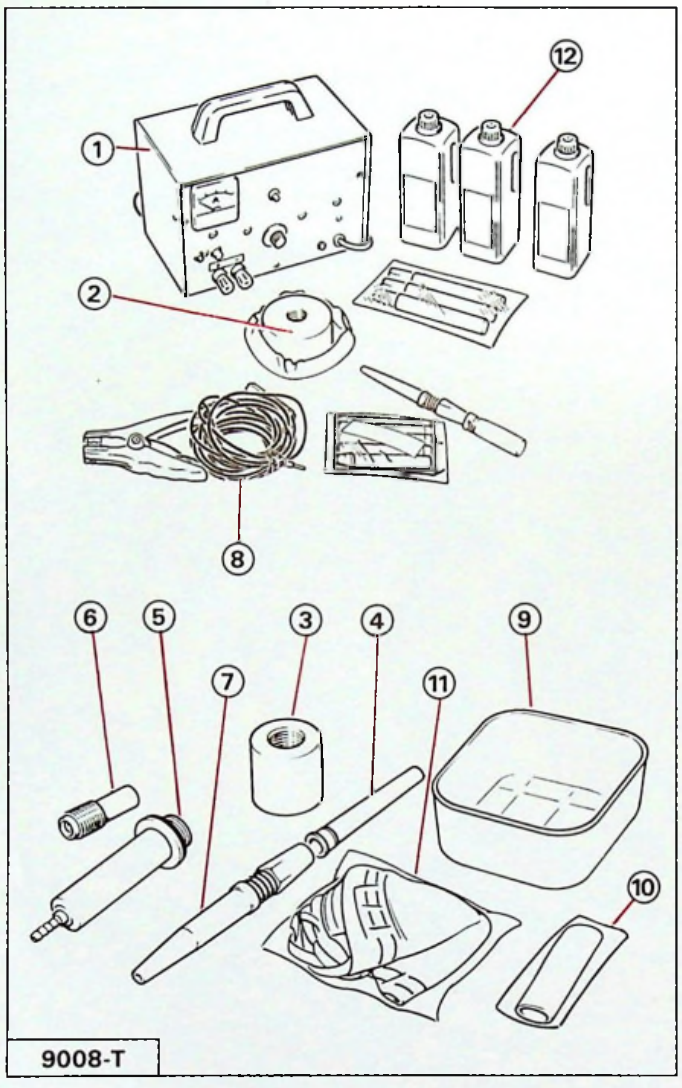
Peinture

La mise en peinture doit se faire immédiatement après zingage pour éviter toute oxydation superficielle, sinon reponcer.

Le processus de mise en peinture démarre au Wash-primer comme pour les tôles nues.

REMARQUE :

Les anodes doivent être régulièrement poncées au papier abrasif pour assurer une bonne conduction électrique.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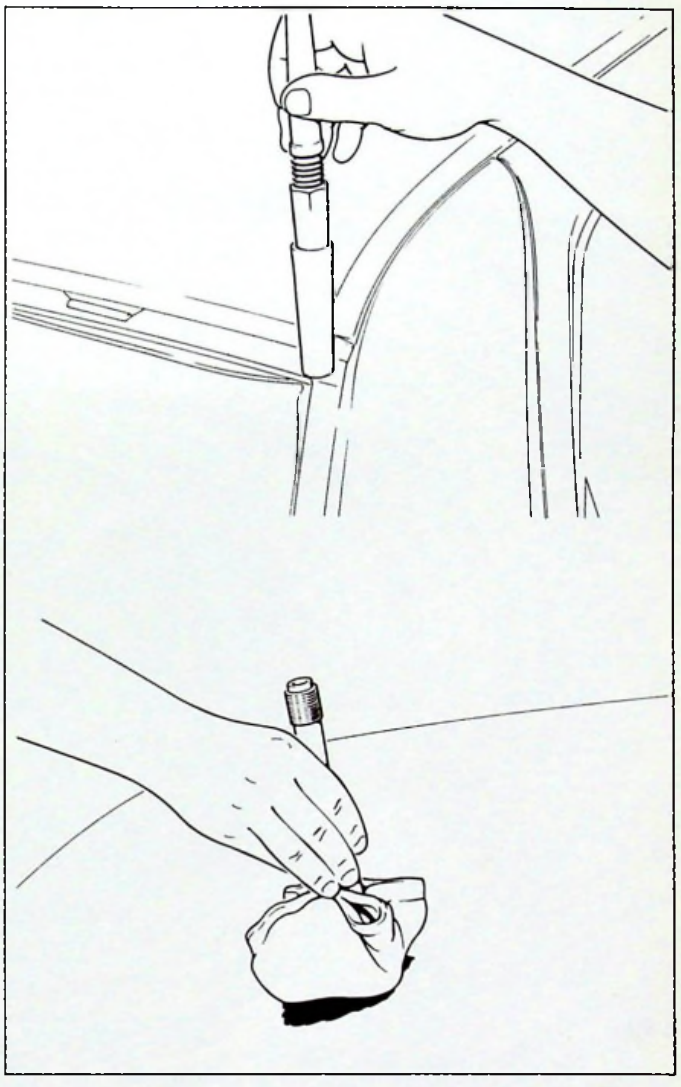

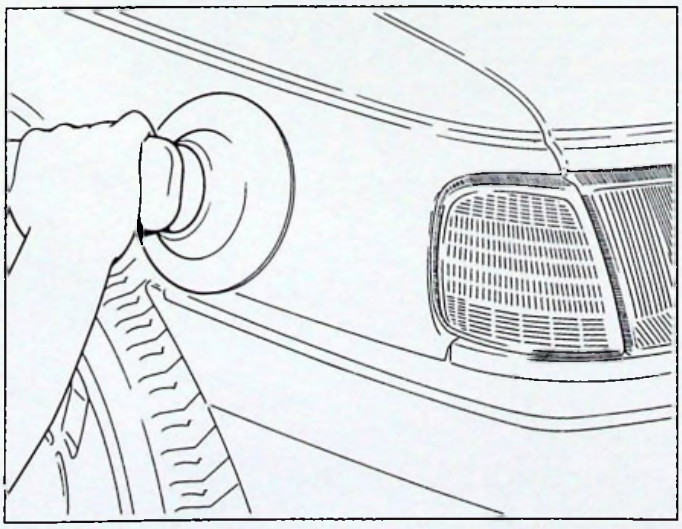

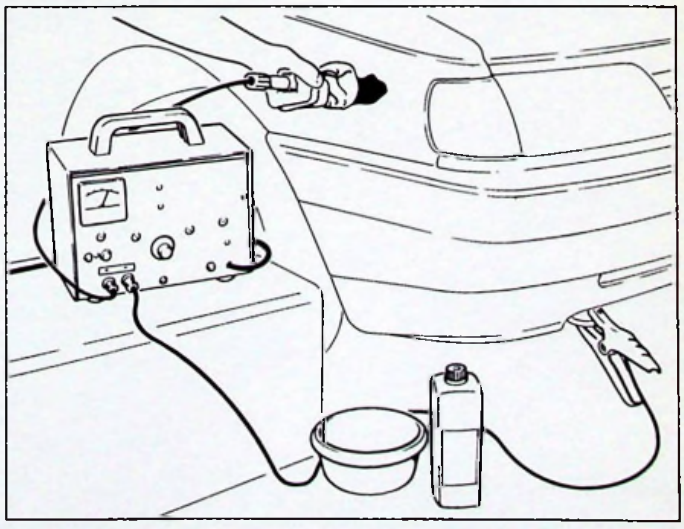

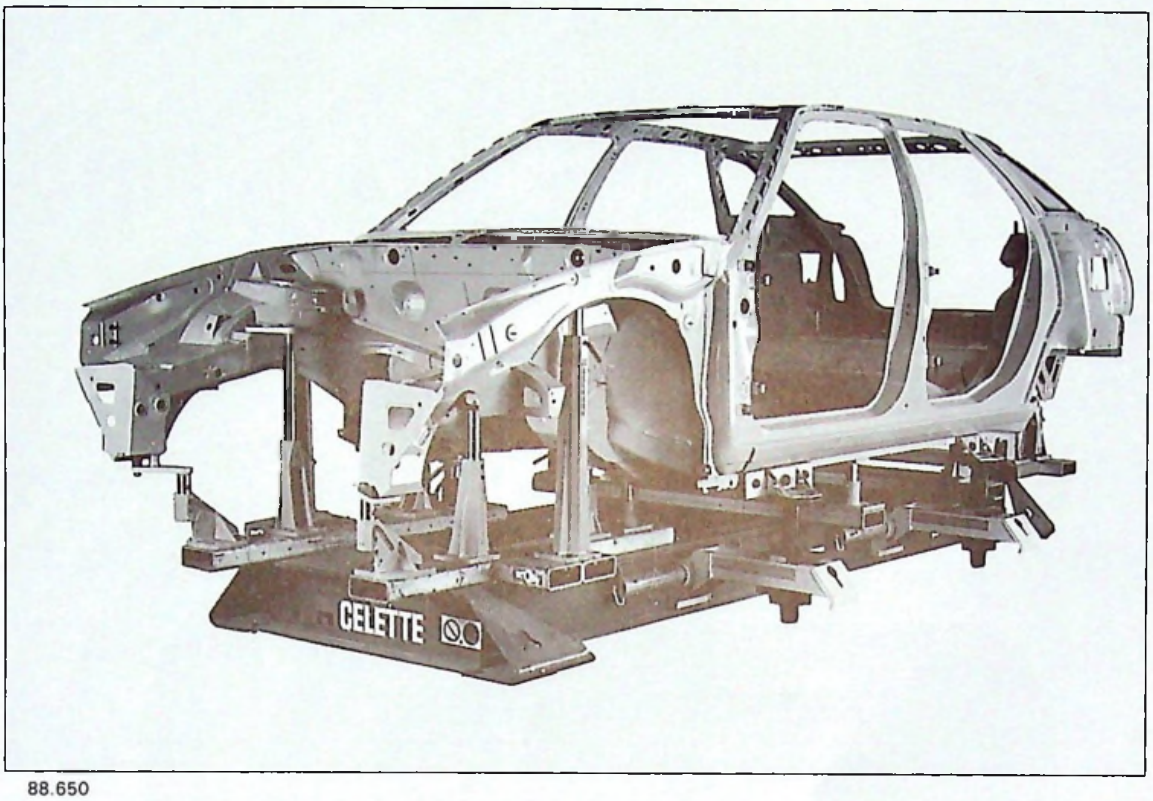

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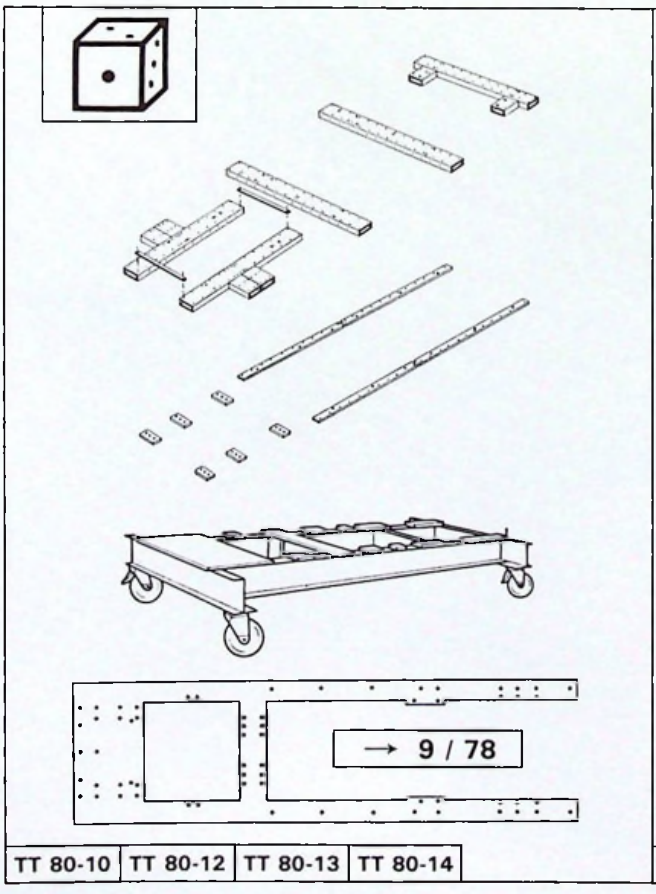

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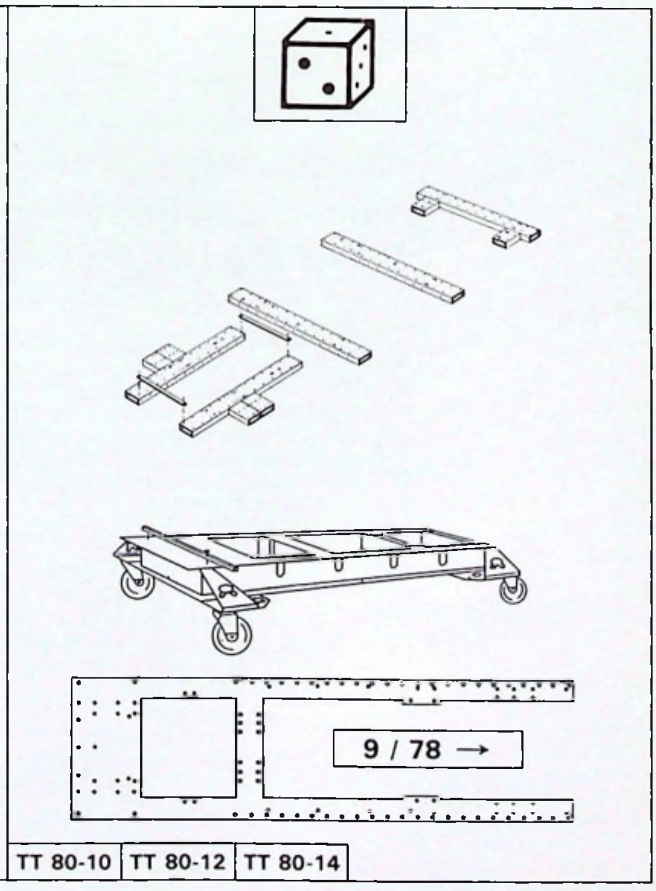

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CELETTE MZ

Détails									
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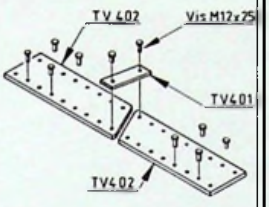
Quantité									



Z 80-22

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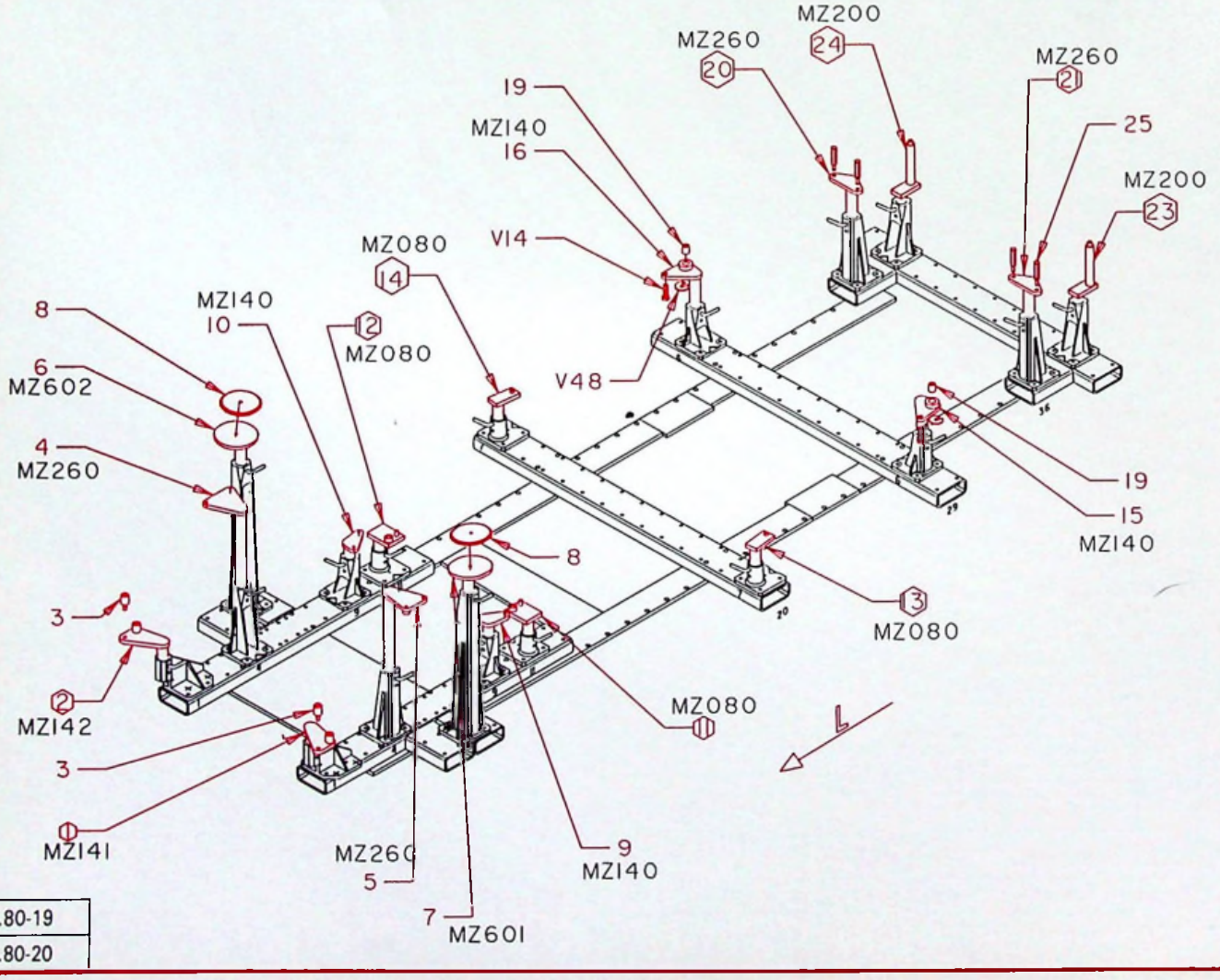

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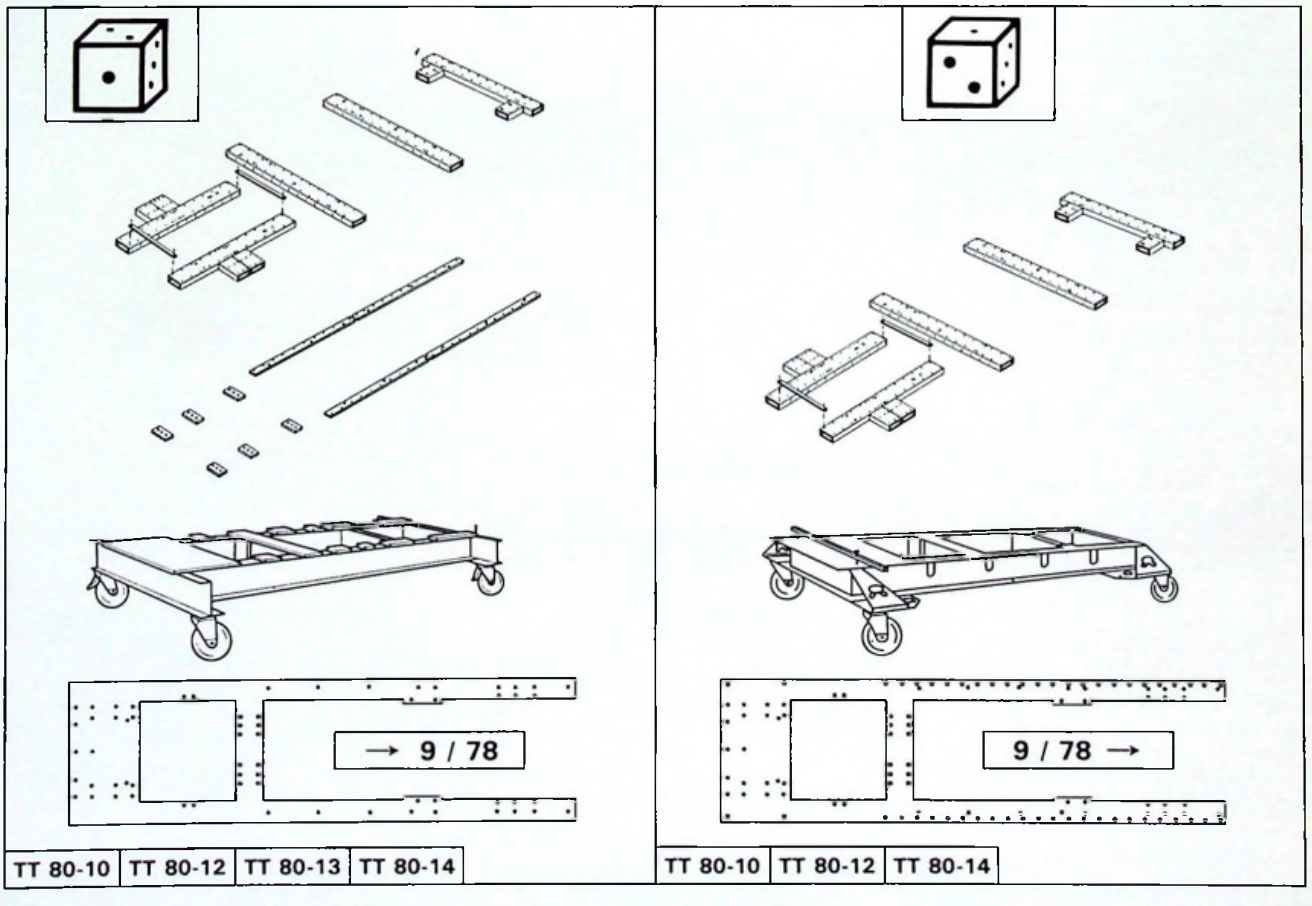

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TT 80-10	TT 80-12	TT 80-14

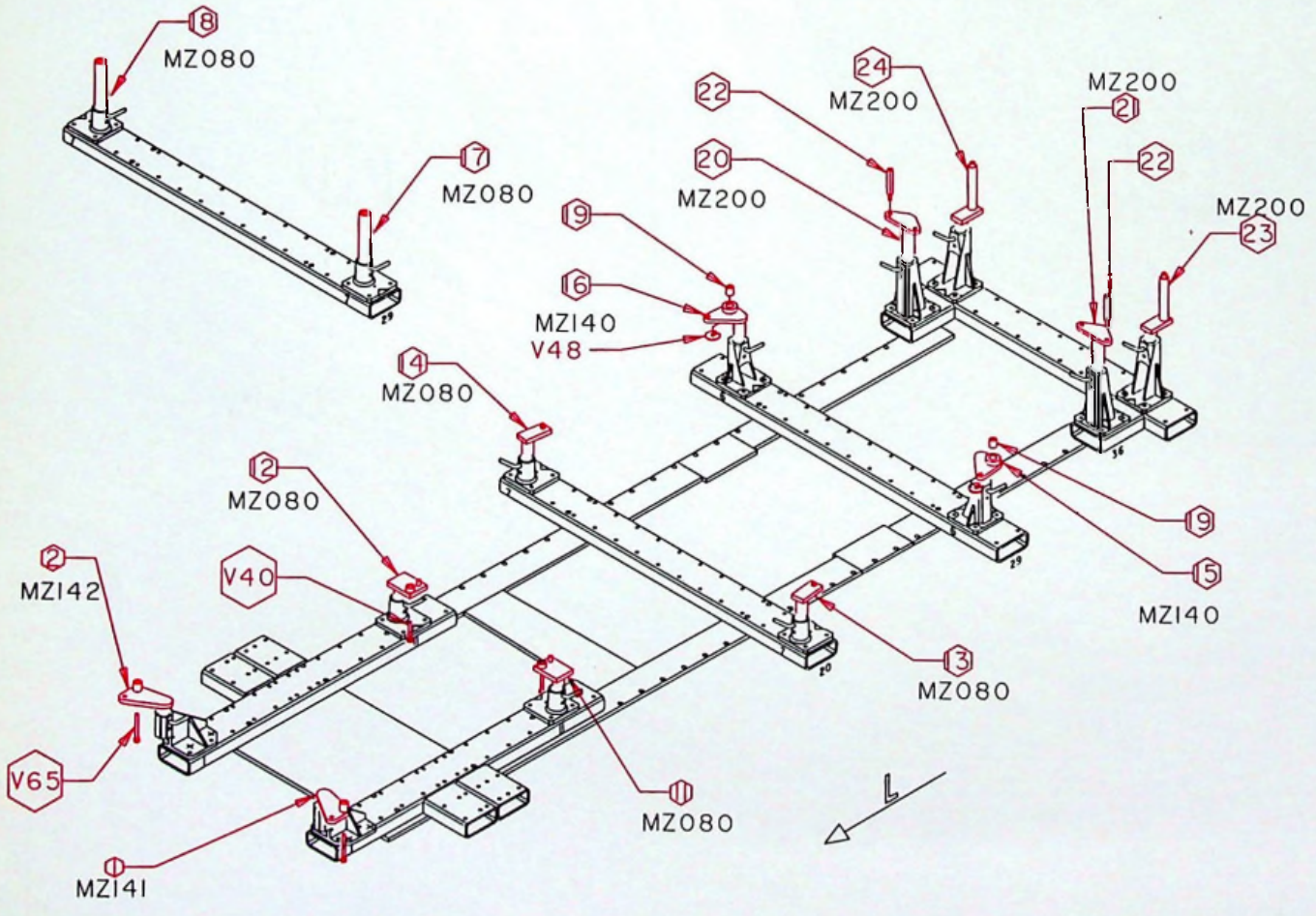
CELETTE MZ

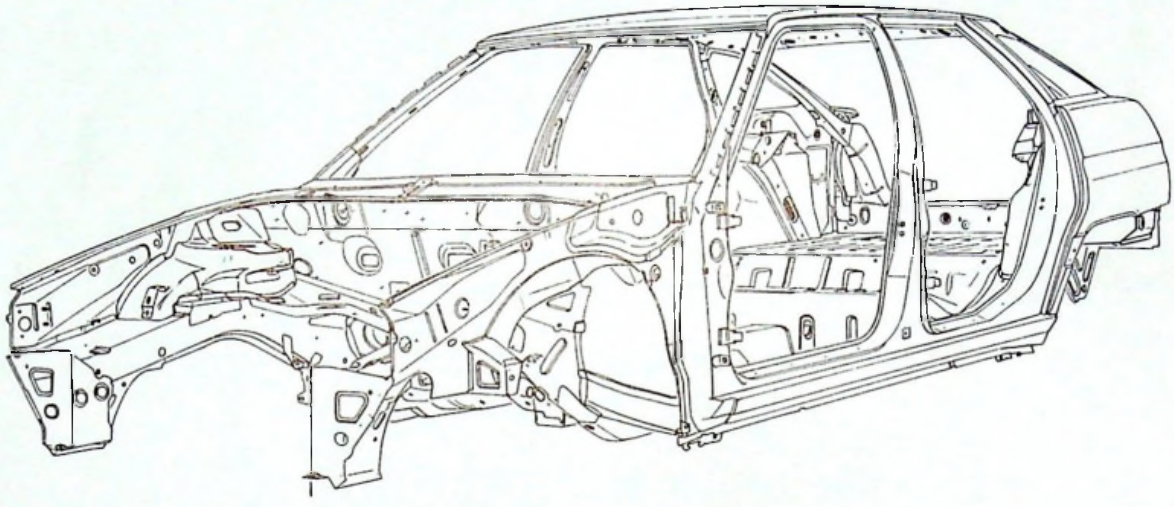
Détails									
Réf des Détails	MZ080	MZ140	MZ141	MZ142	MZ200	Z260	MZ601	MZ602	TV400
Quantité									

TV402 Vis M12x25 TV401 TV402

Z 80-22

REFERENCE CELETTE S62.300





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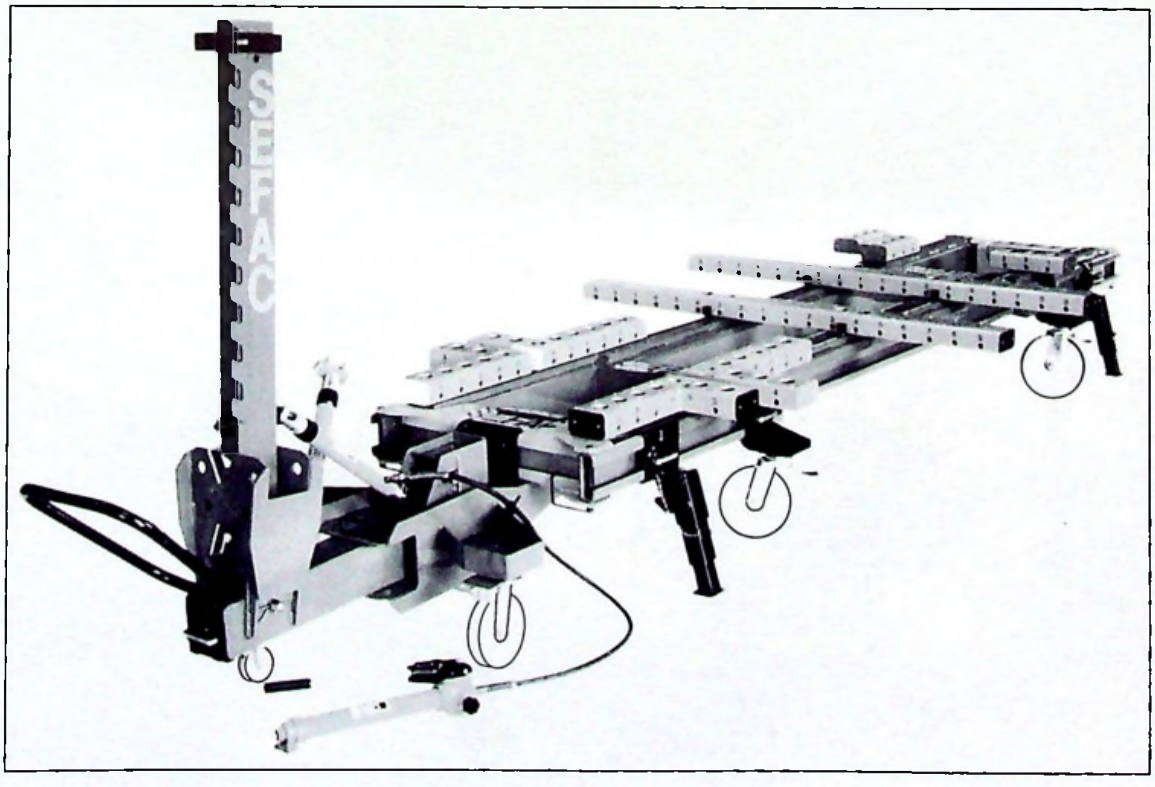

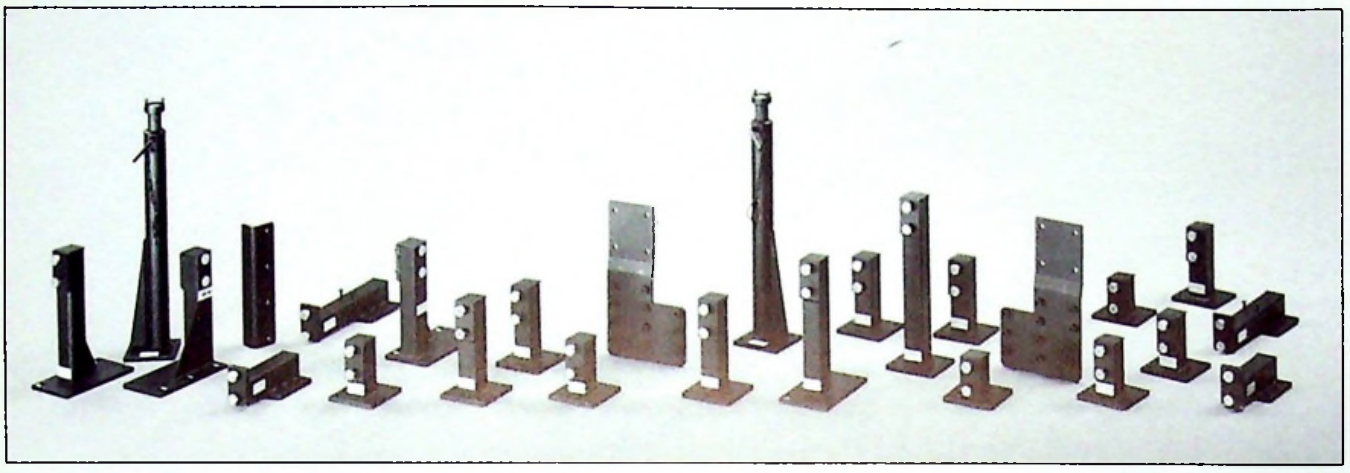

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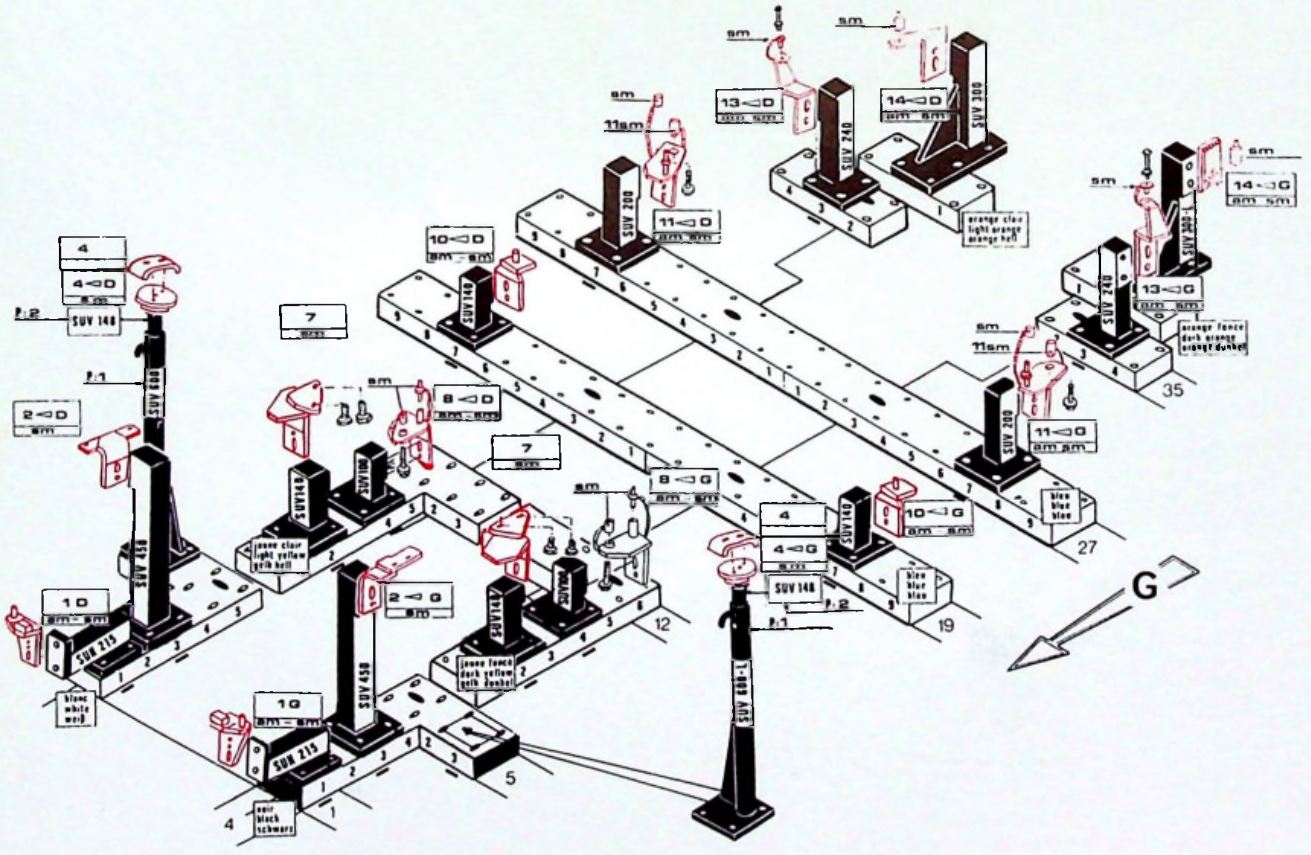

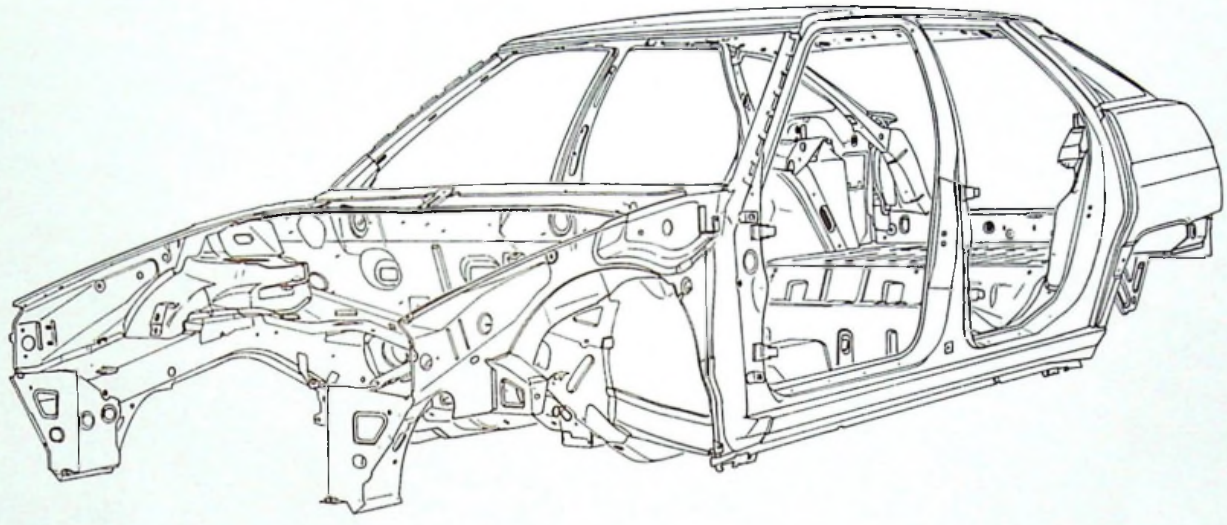

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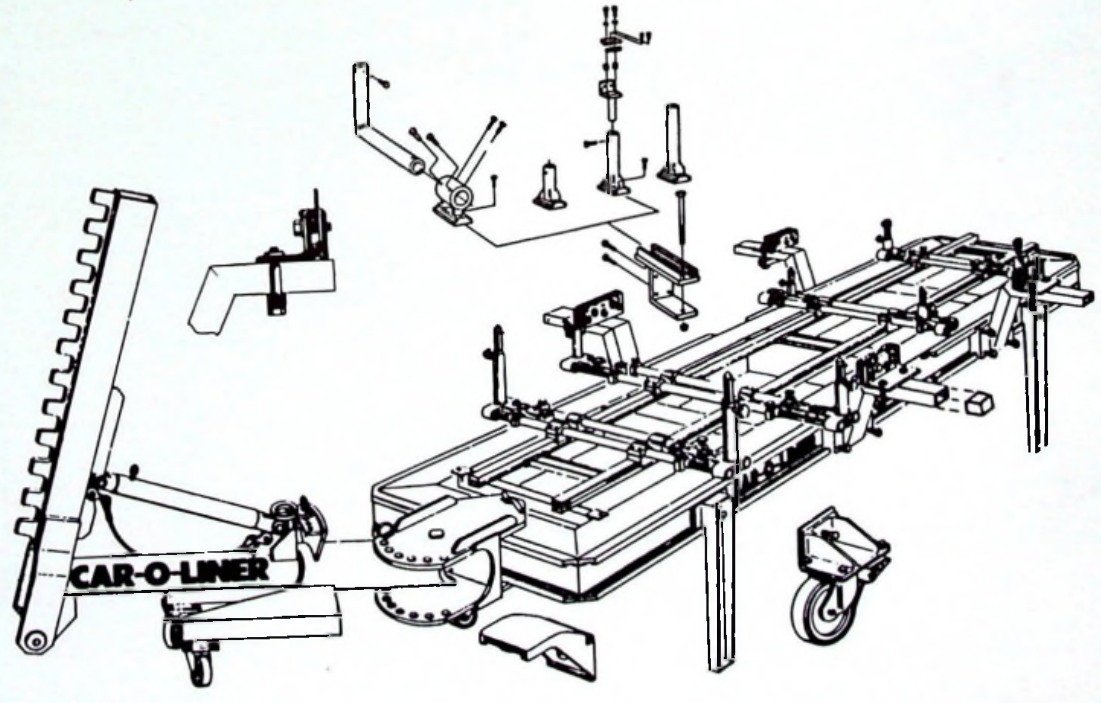

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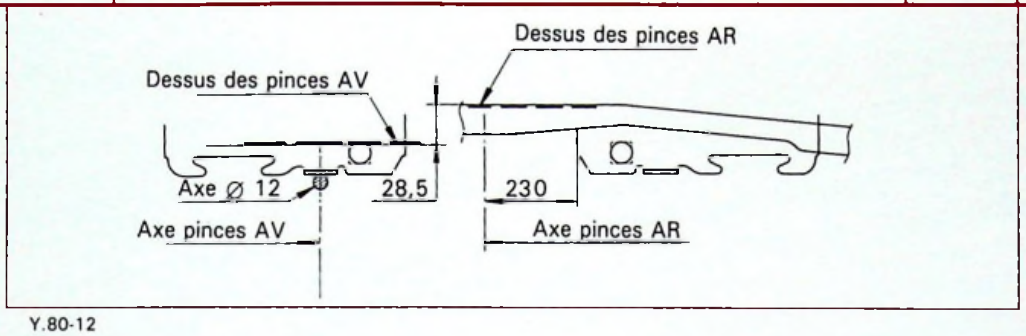

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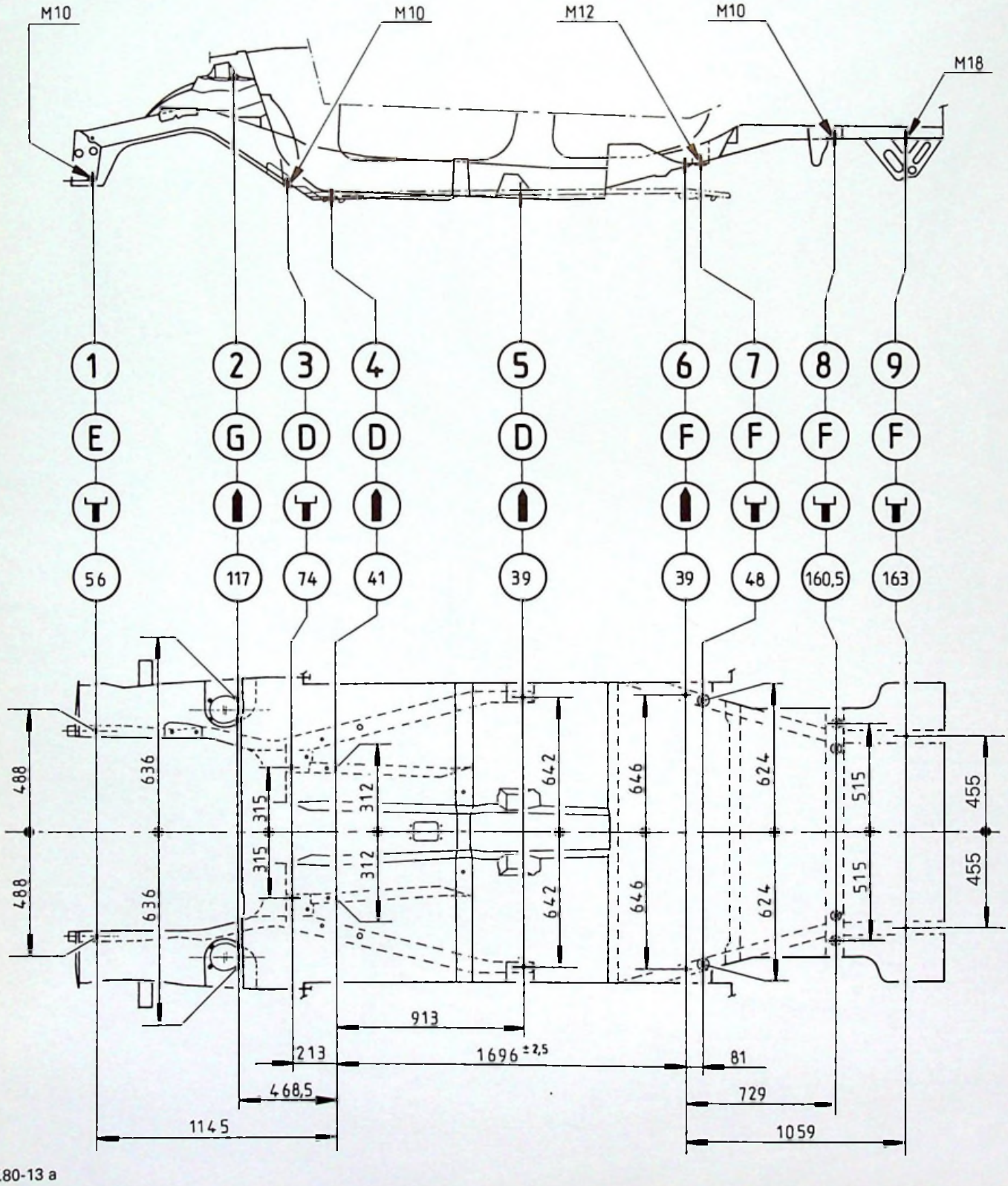

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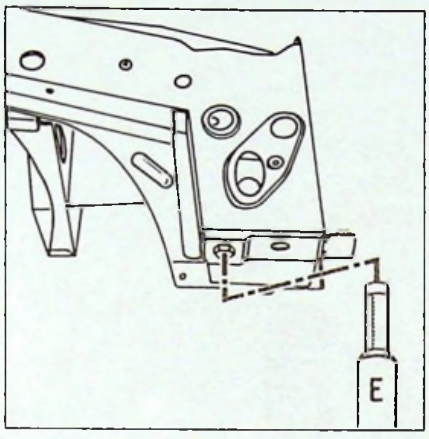

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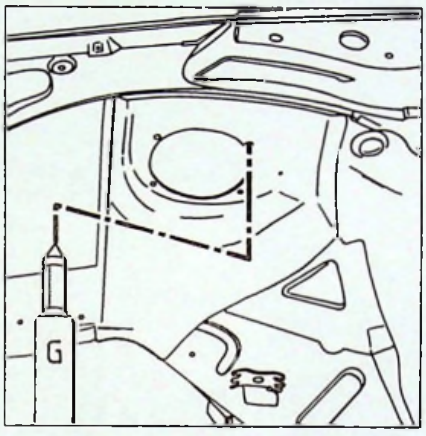

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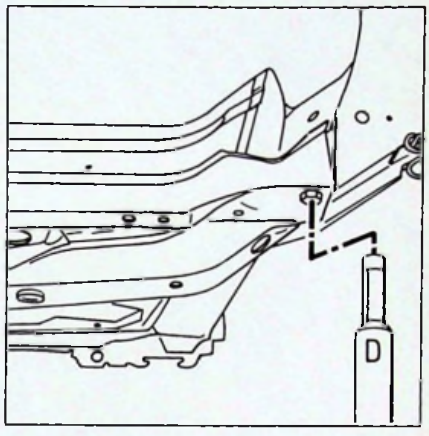

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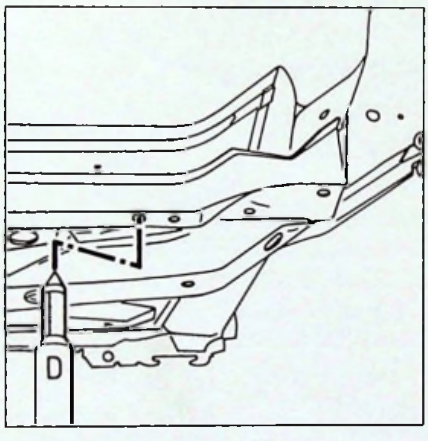

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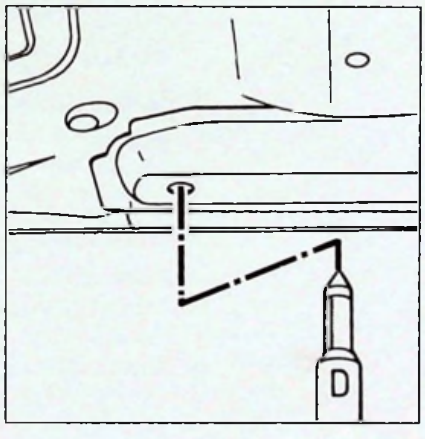

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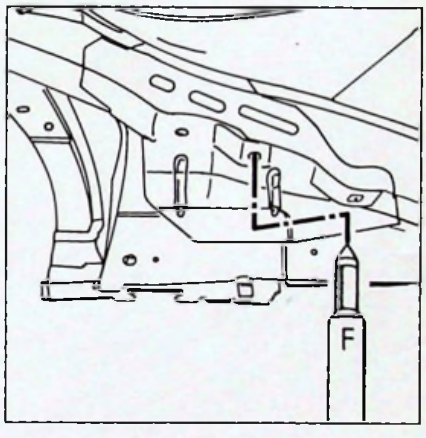

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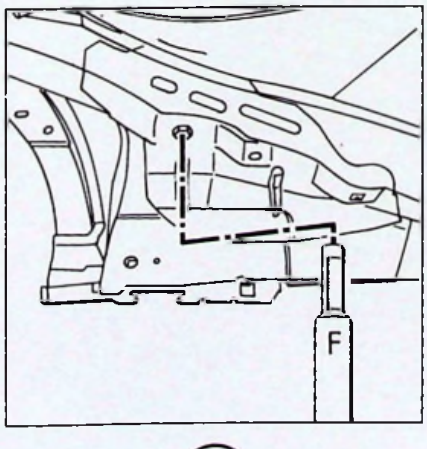

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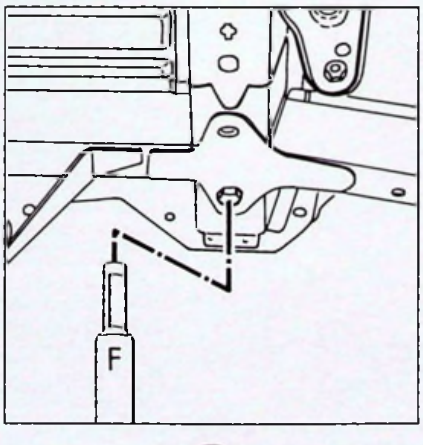

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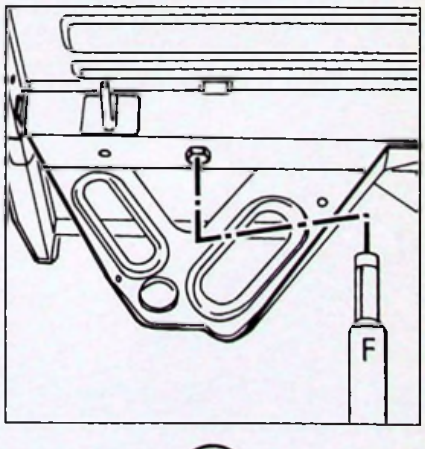

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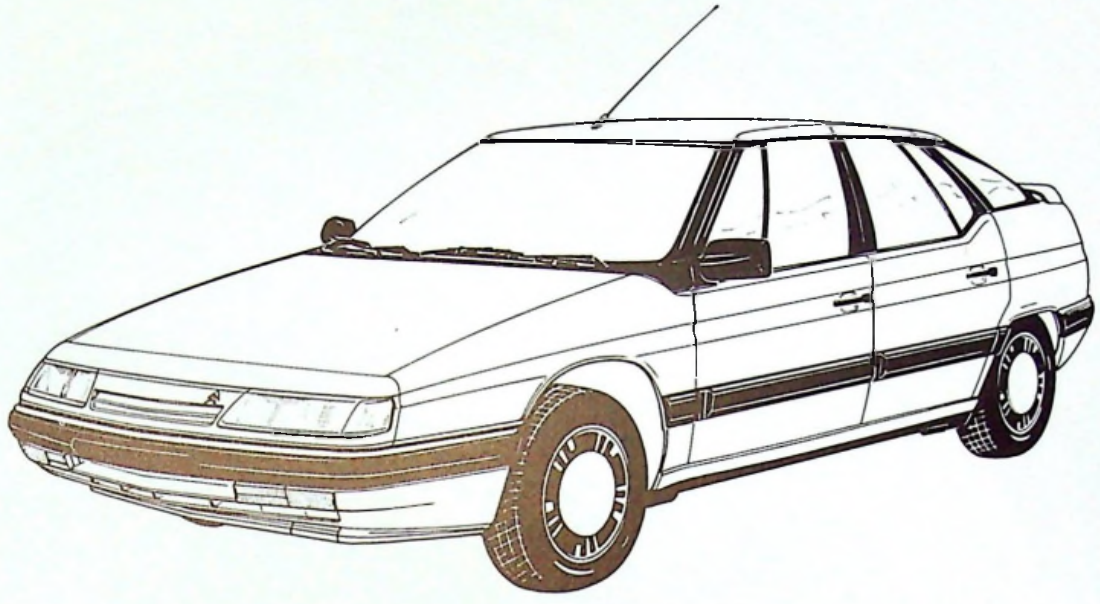

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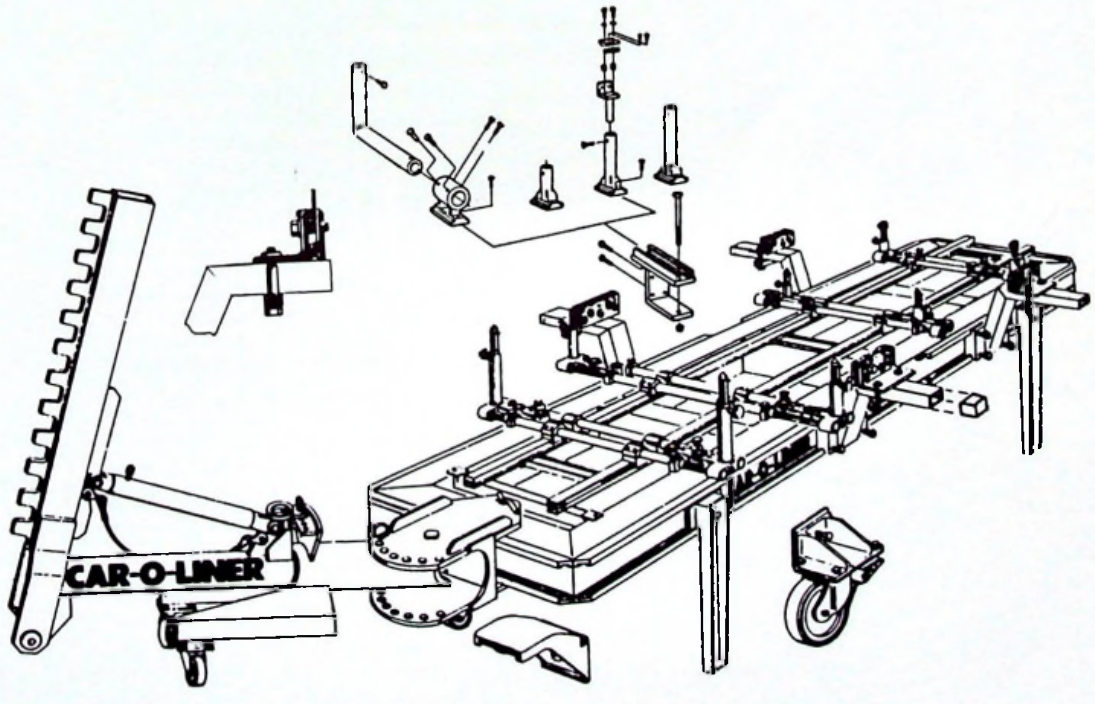

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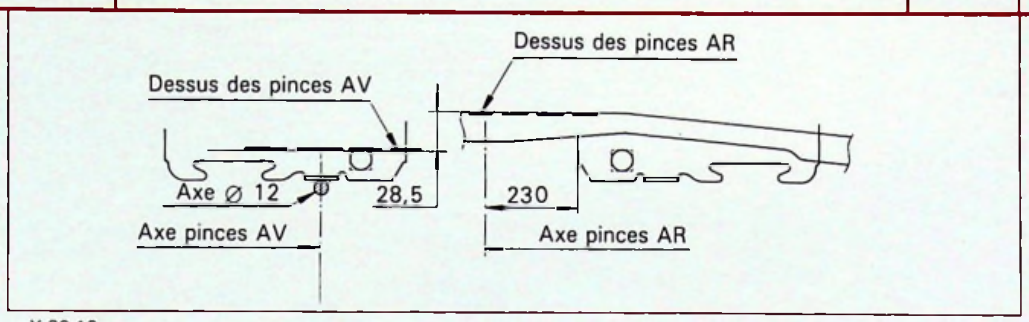

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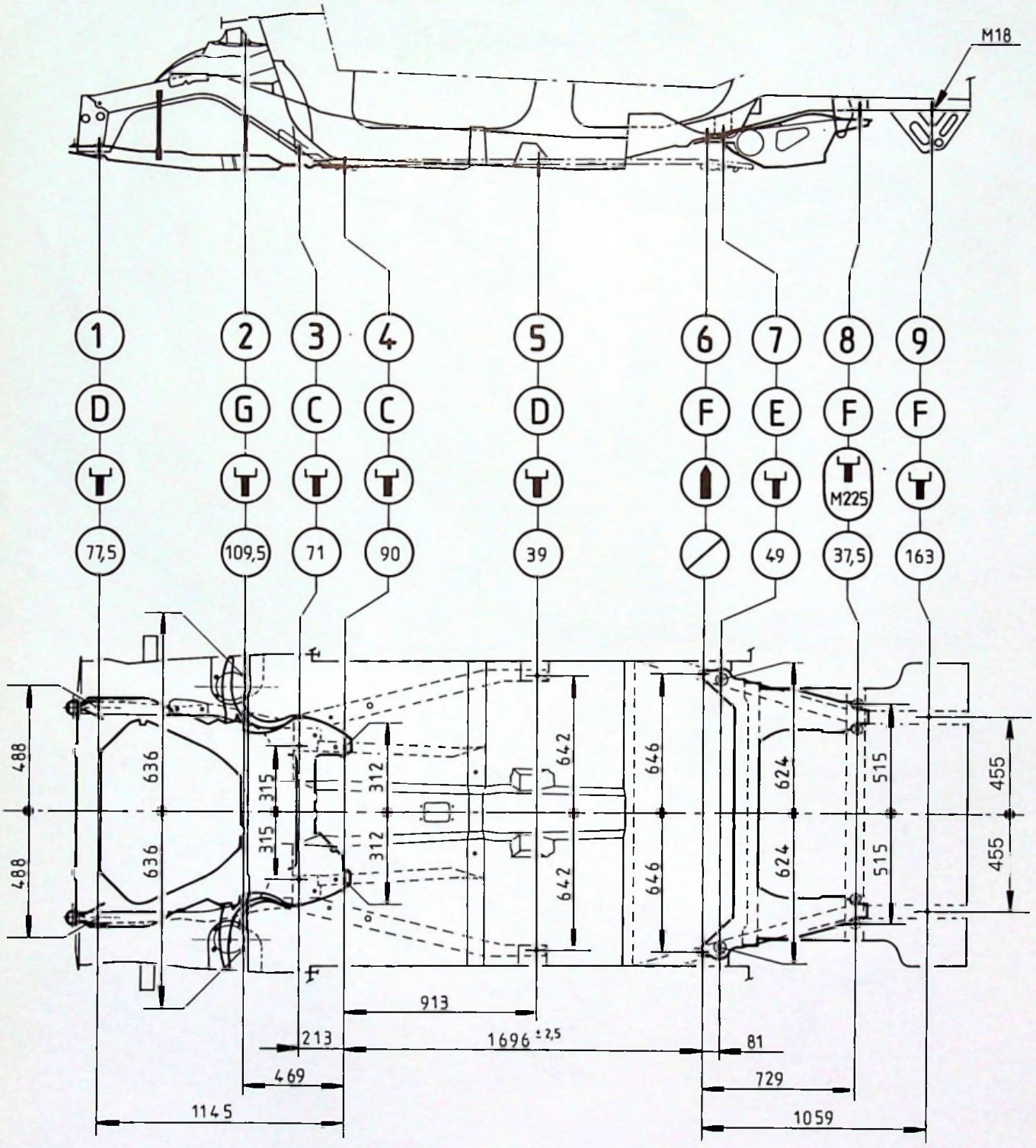

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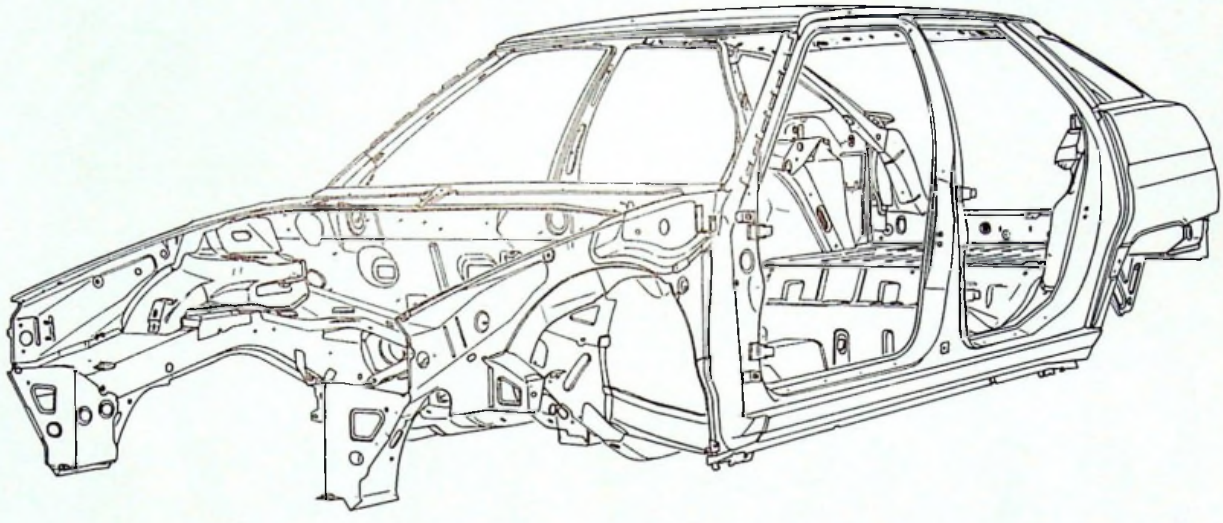

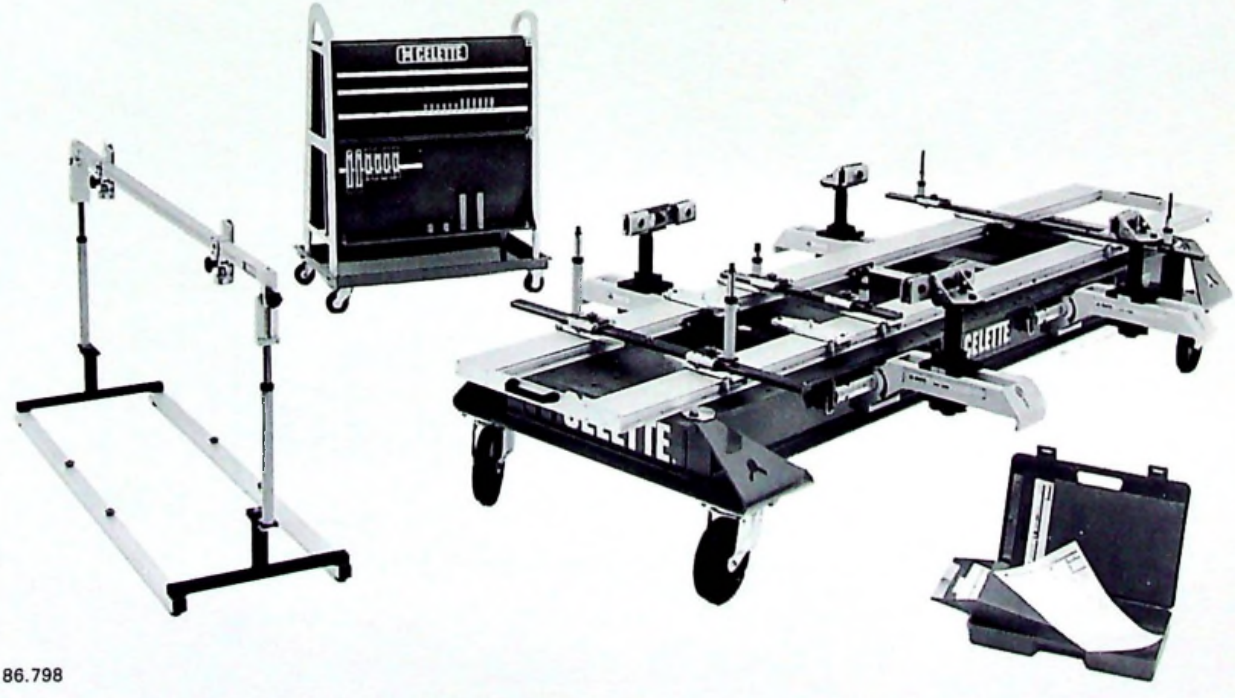

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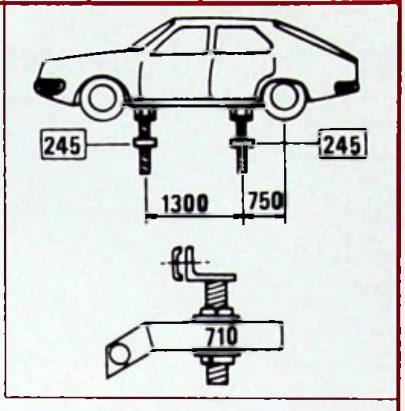
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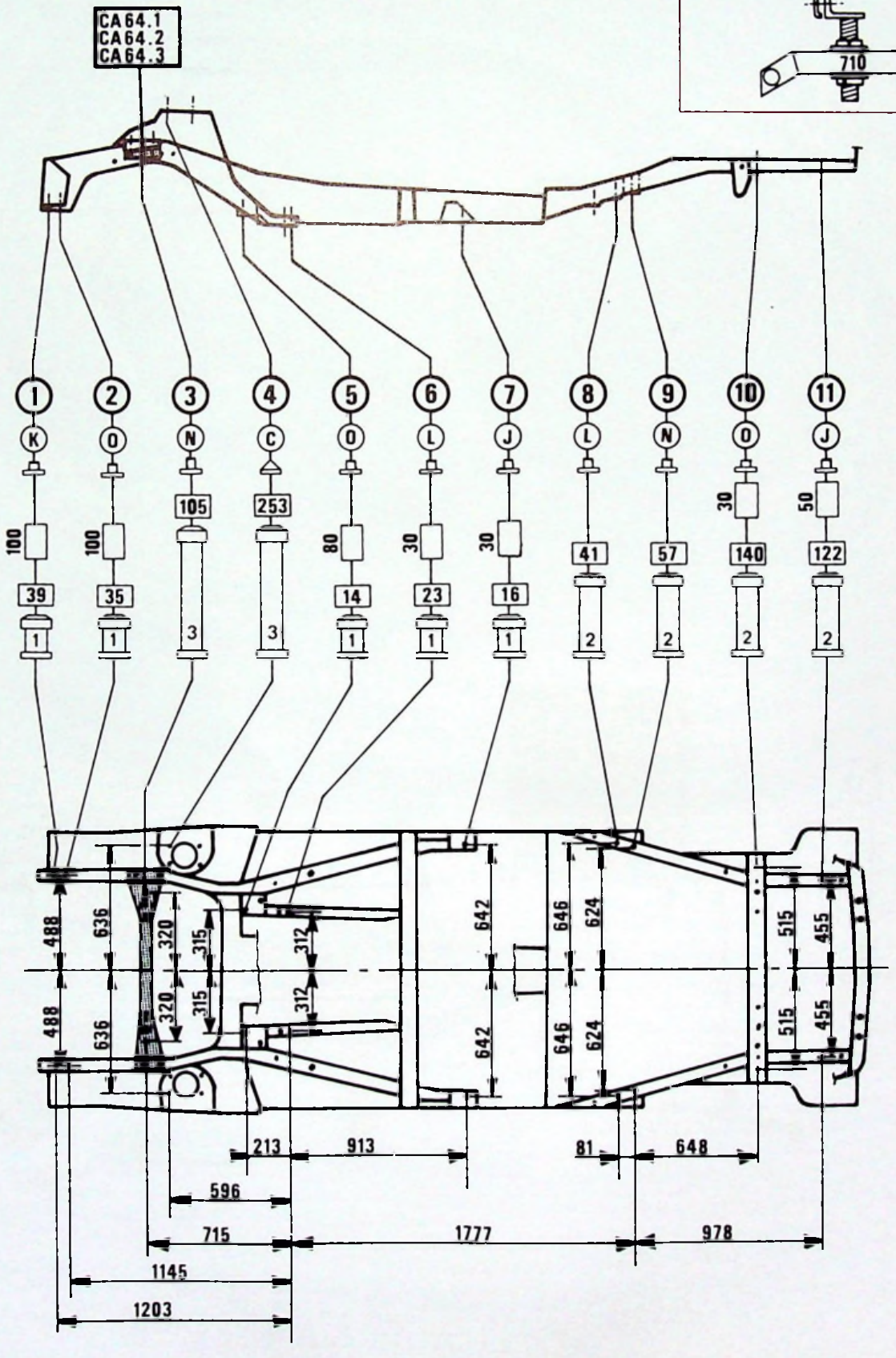
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CA64.3
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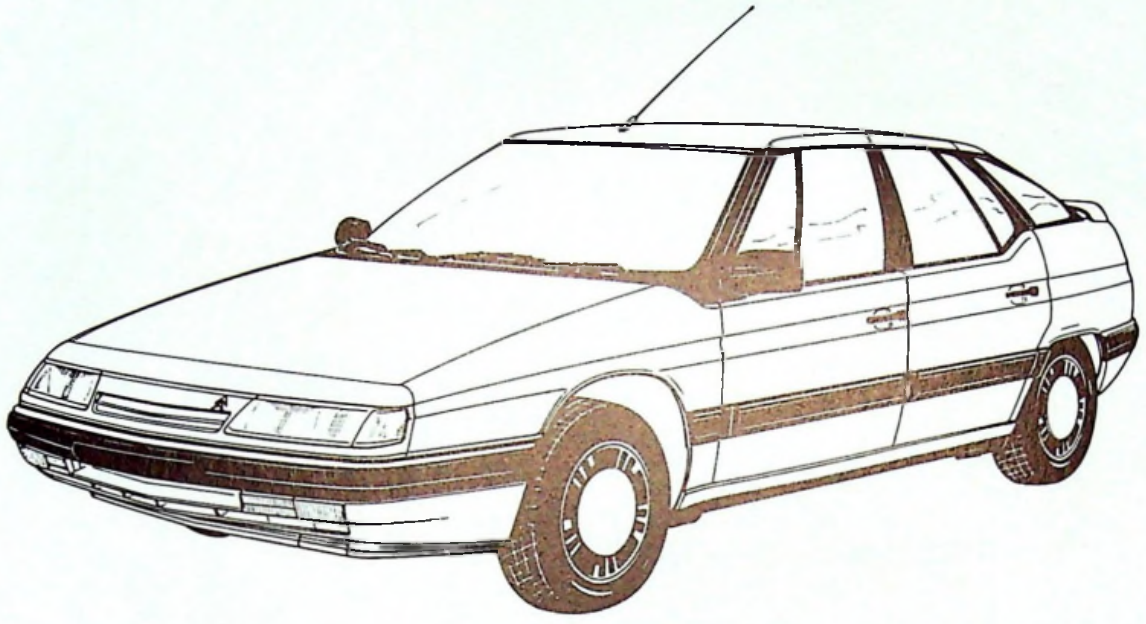
Y.80-25



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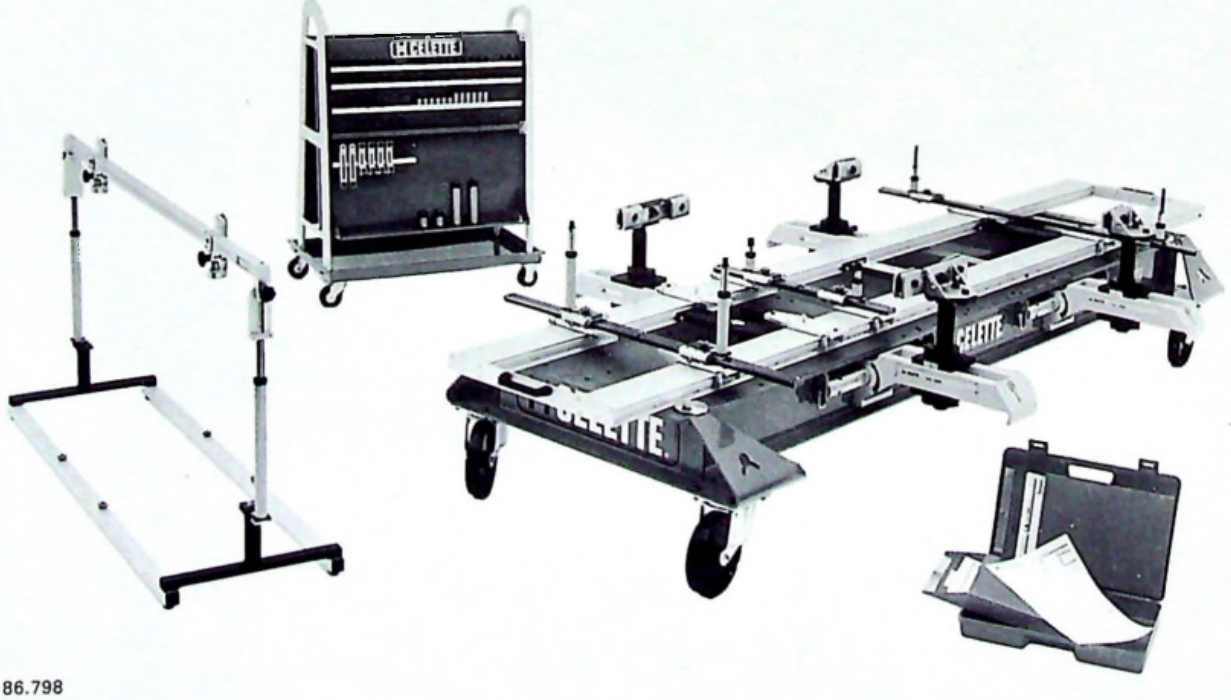

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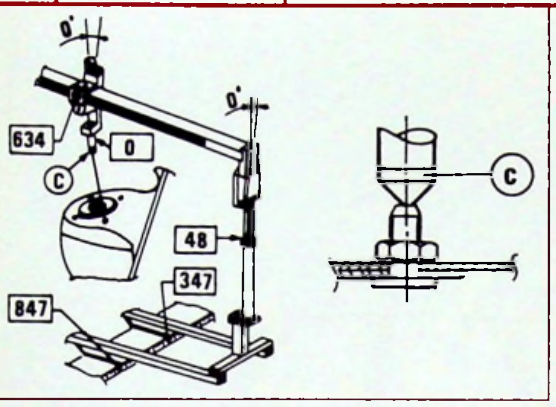
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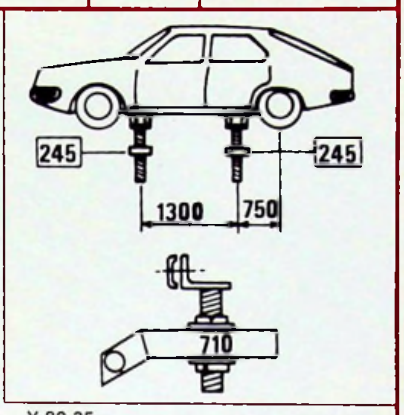
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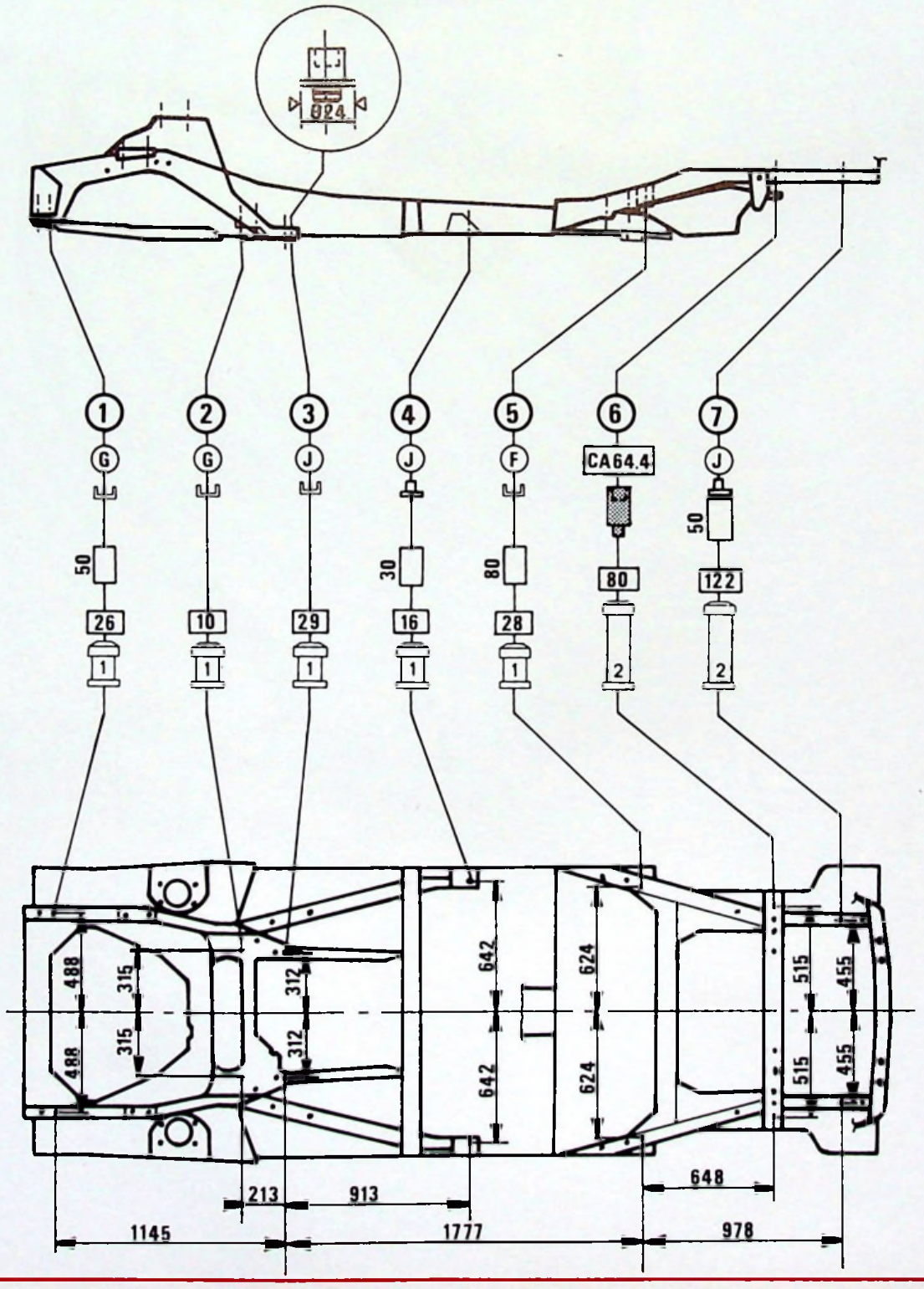
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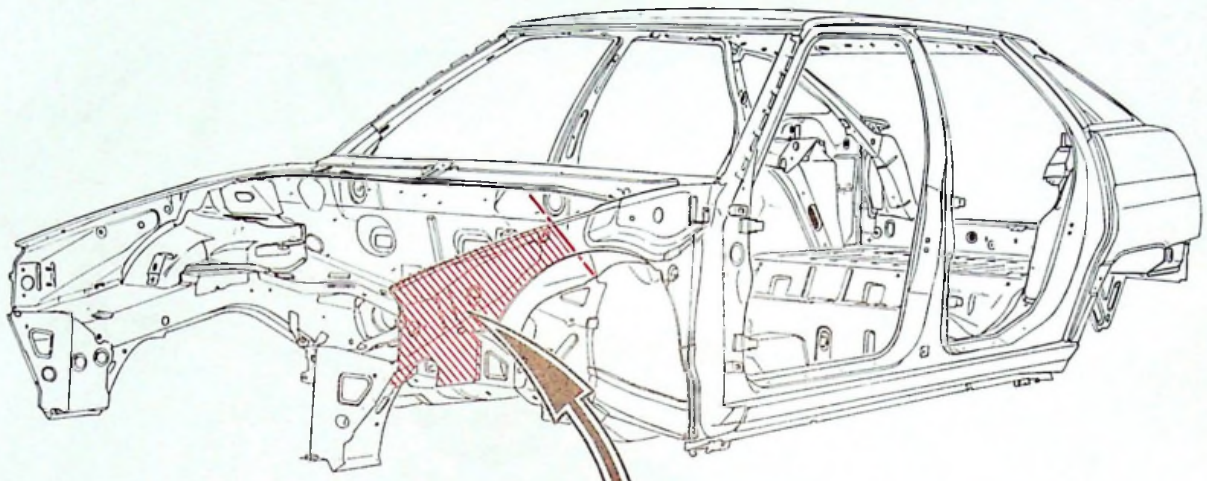
Y.80-26



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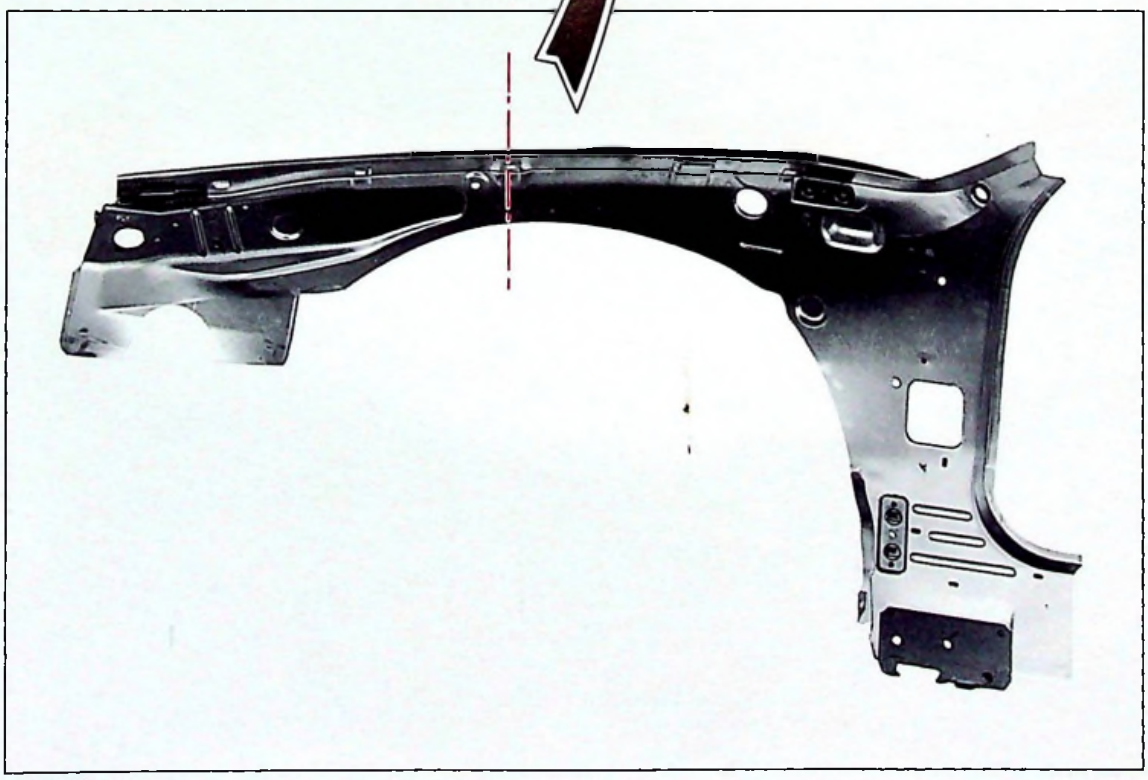

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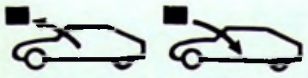

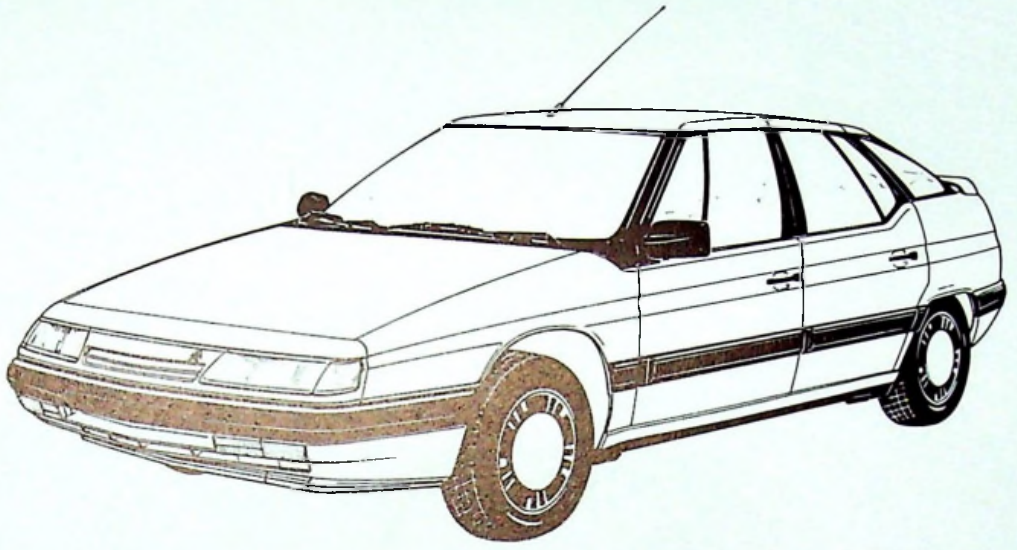

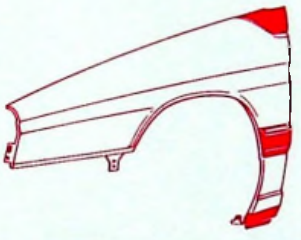

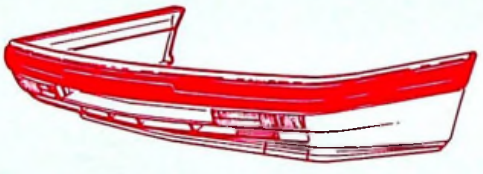

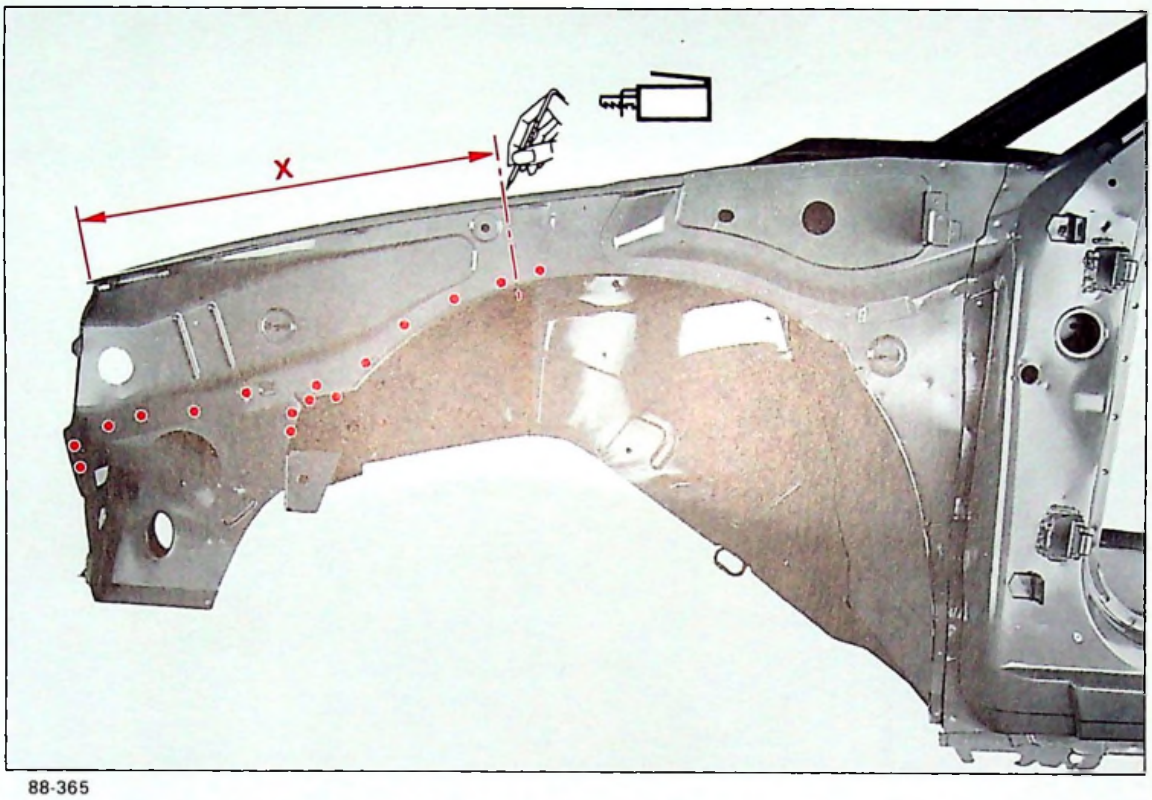

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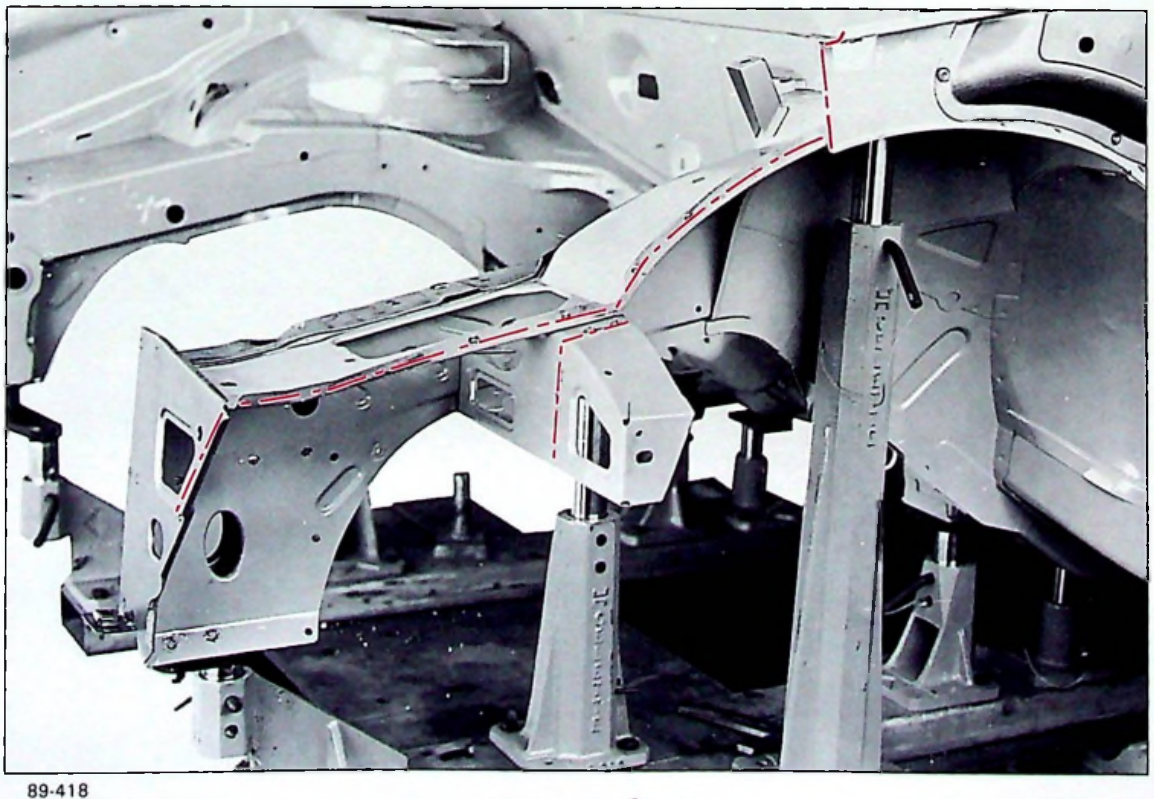

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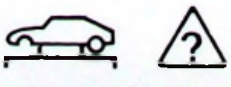

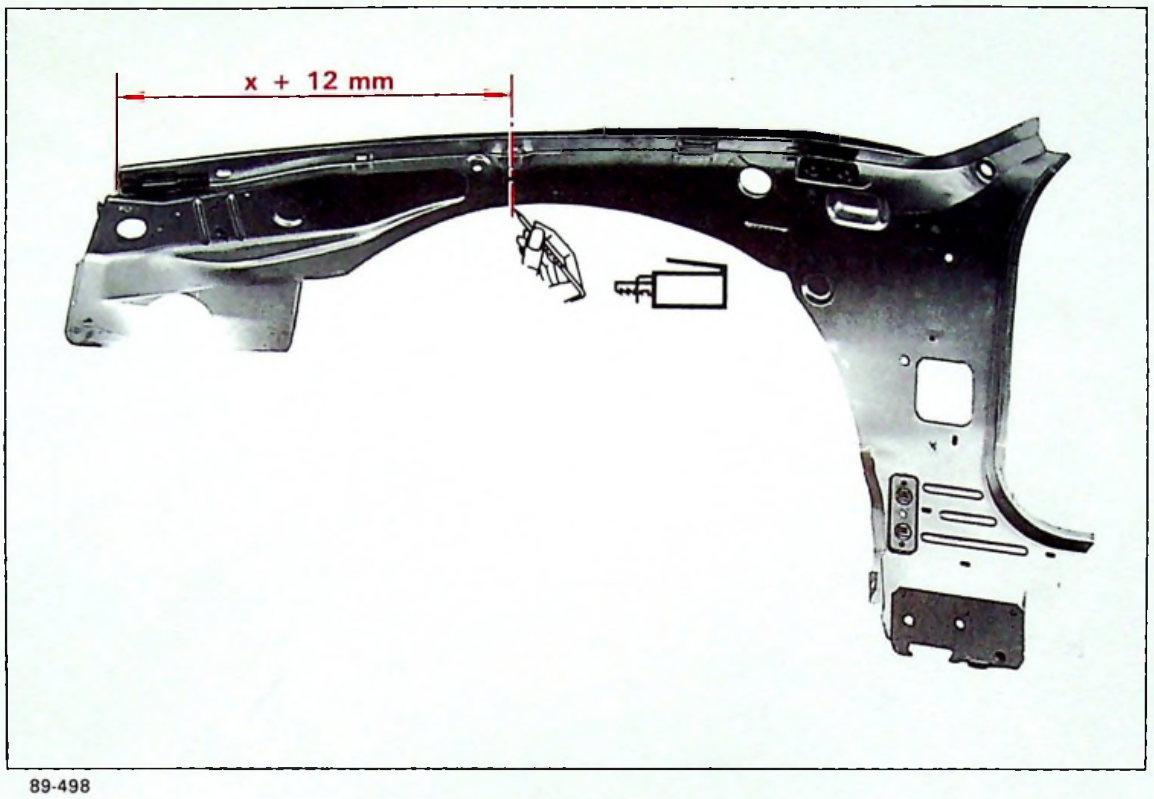

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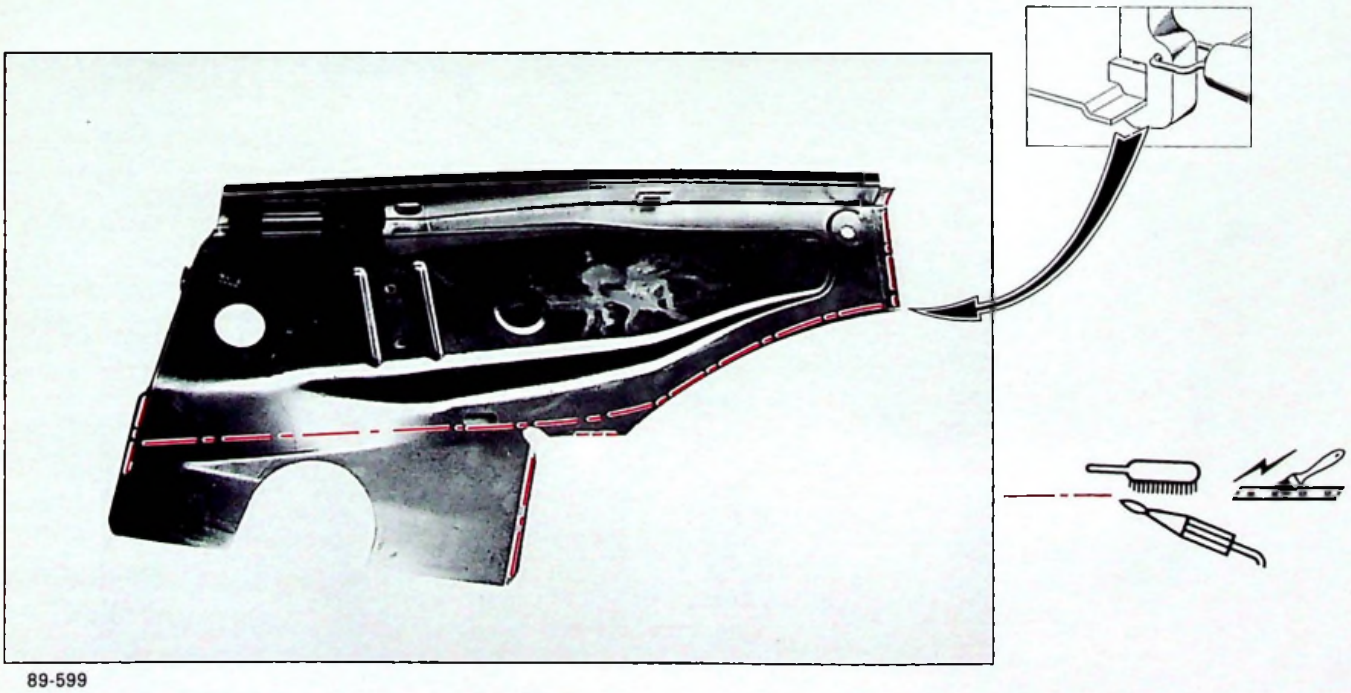

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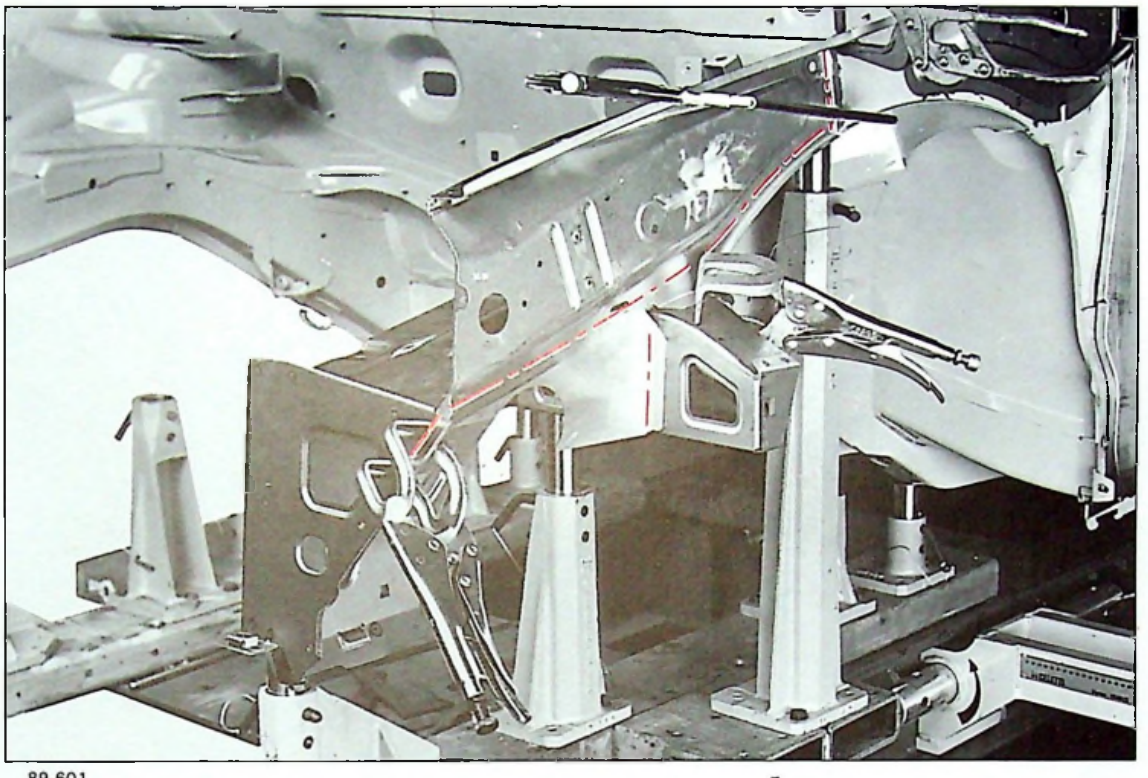

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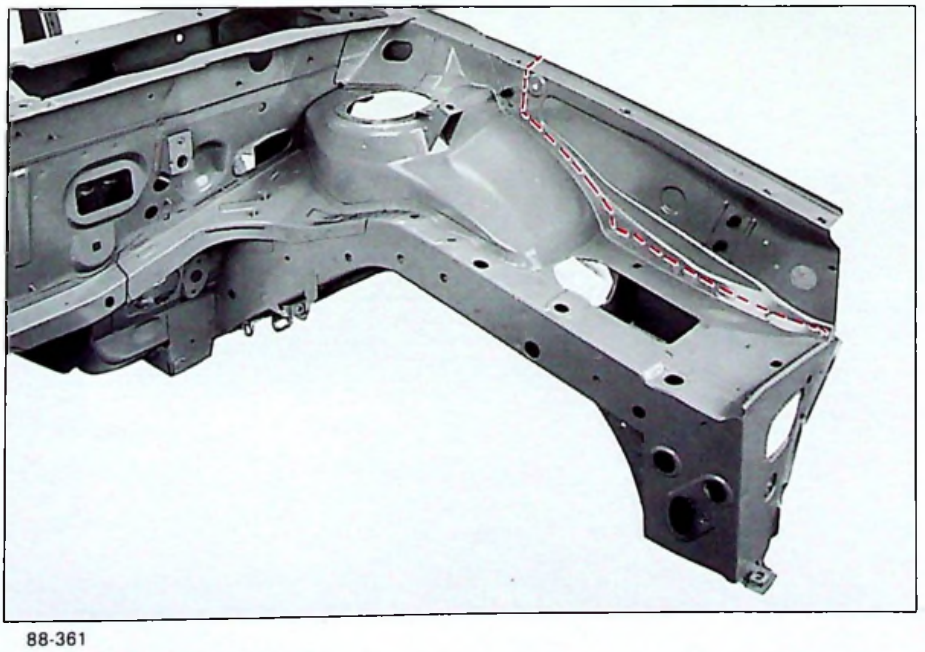

88-361

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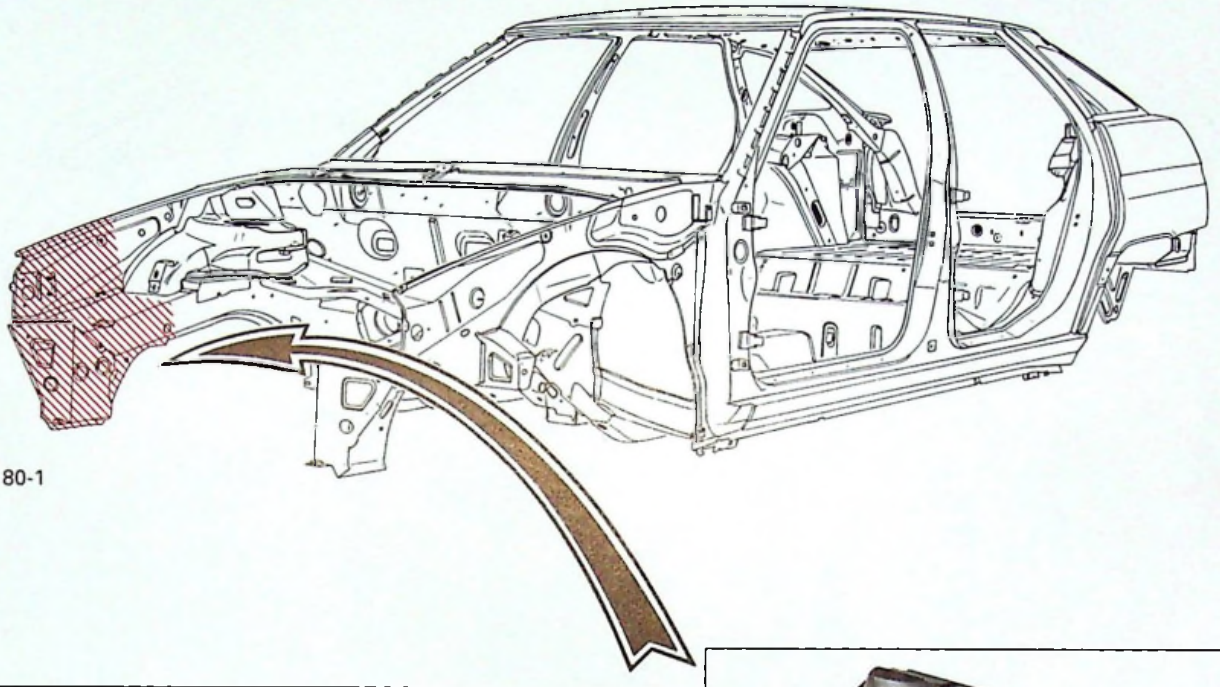

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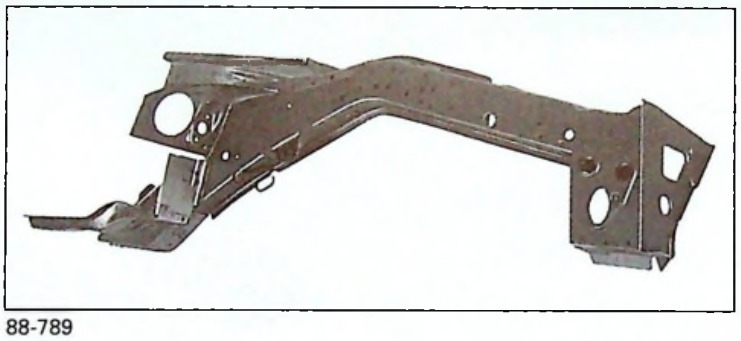

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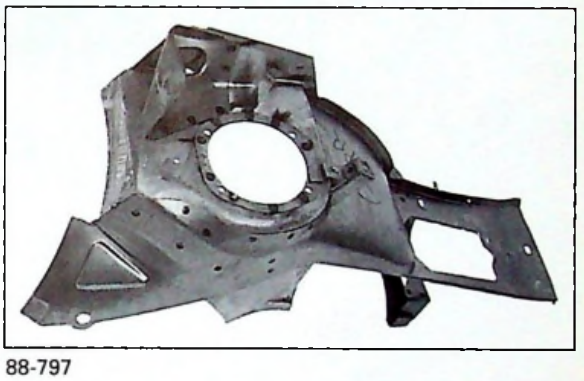

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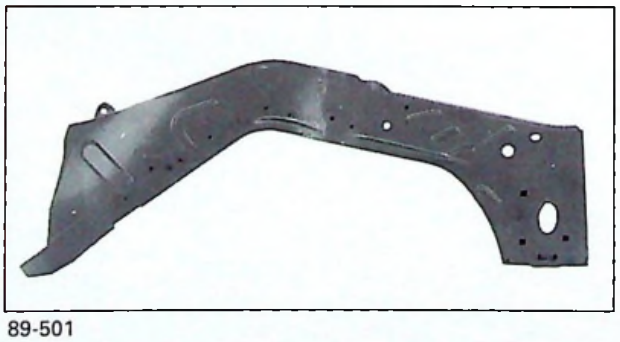

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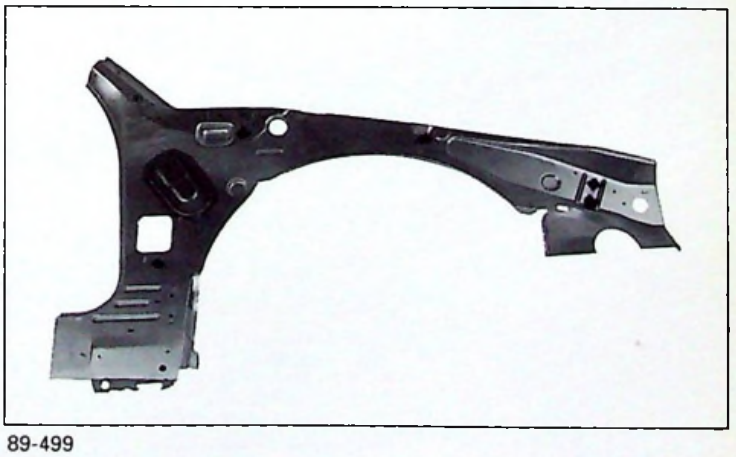

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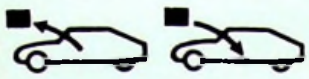

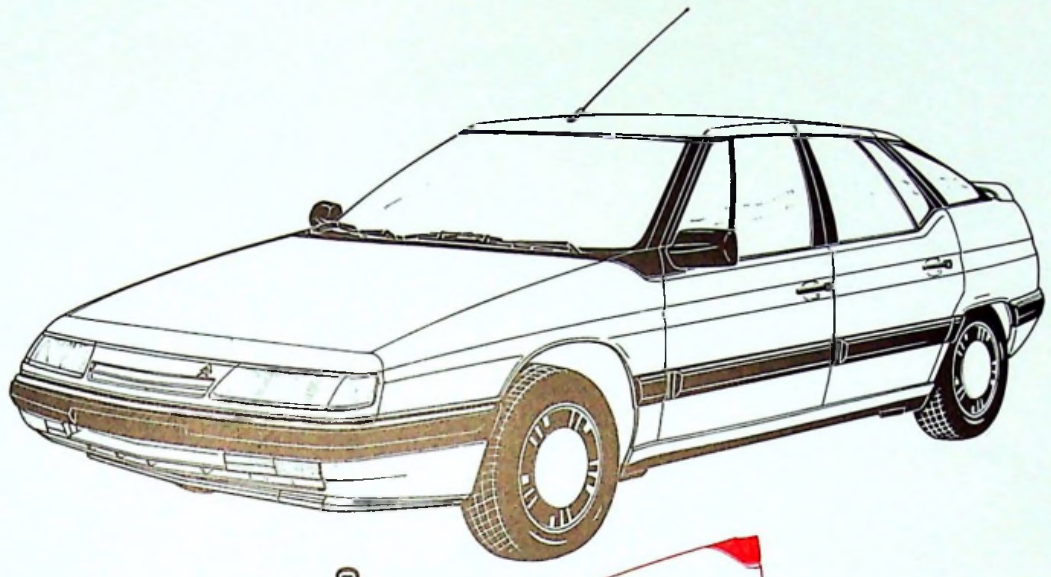

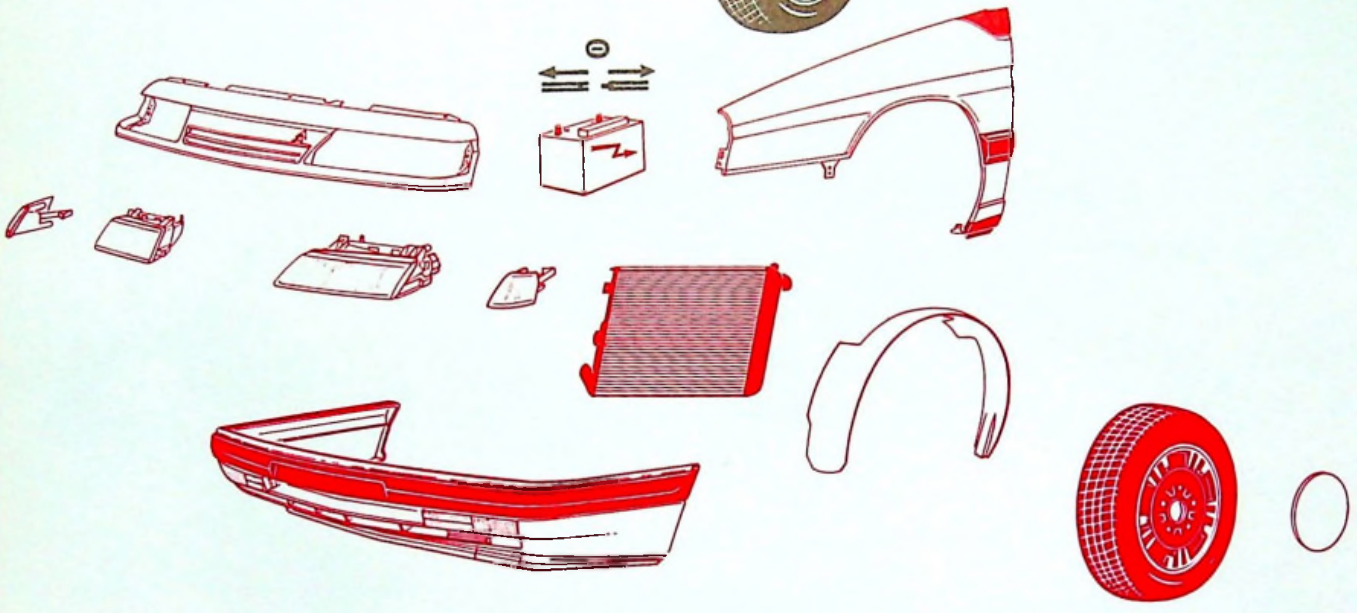

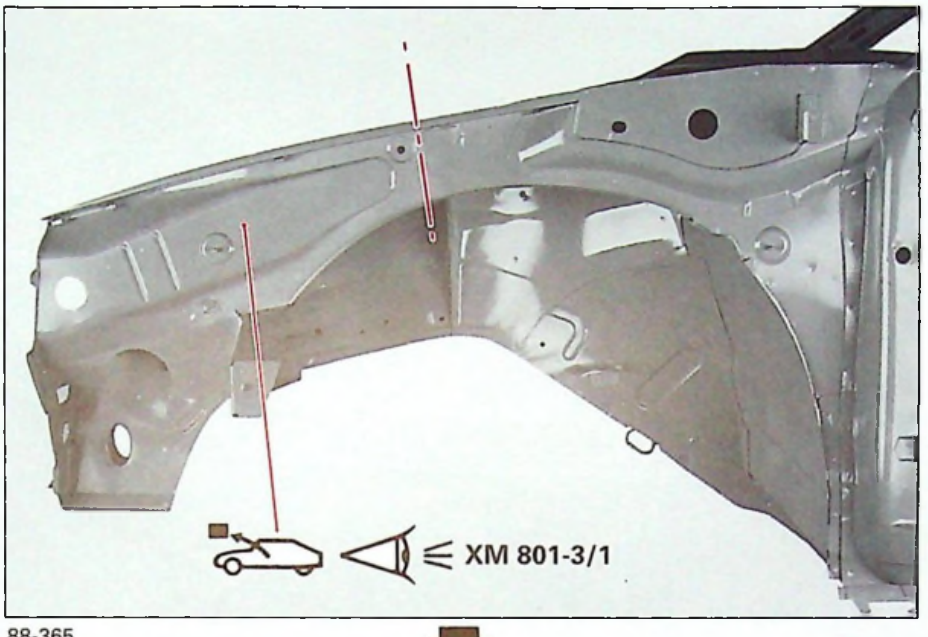

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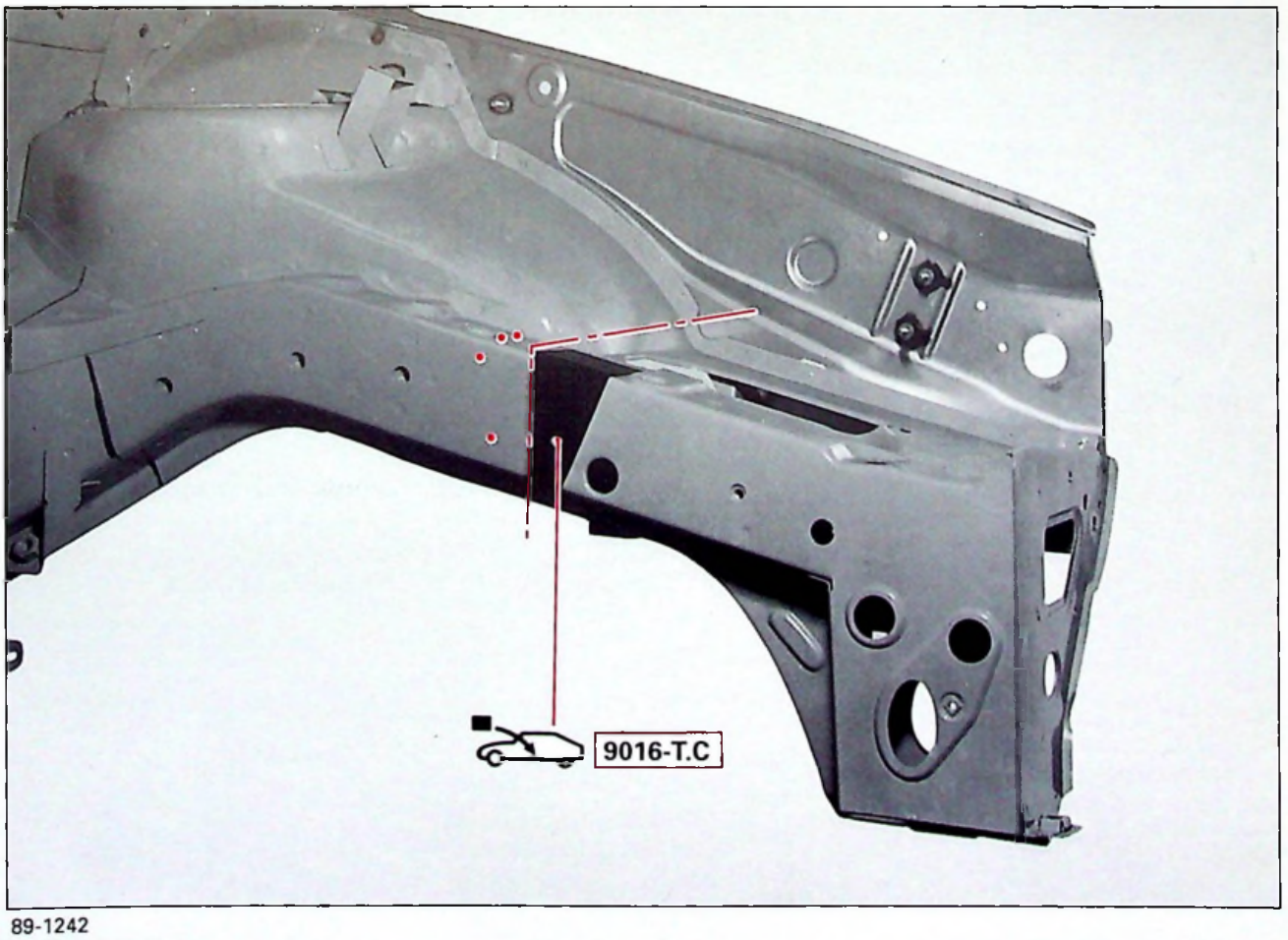

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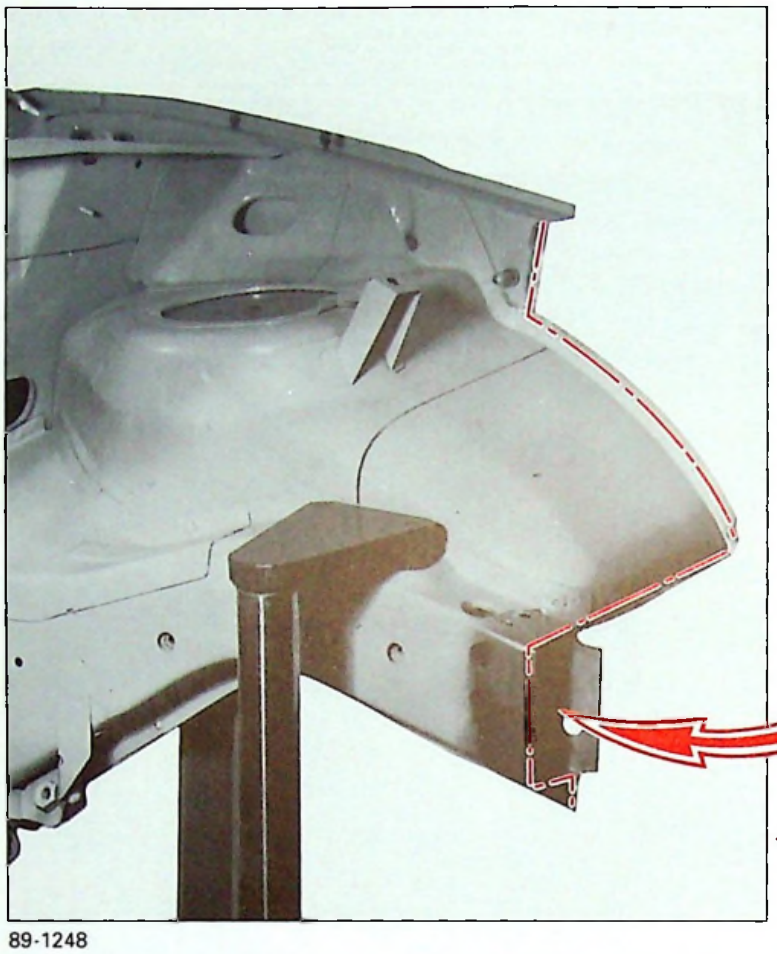

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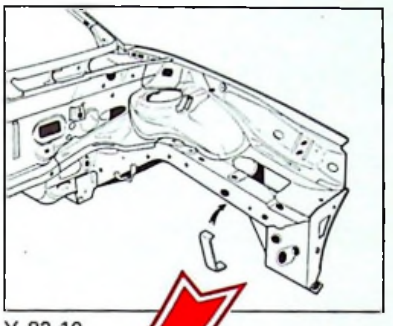
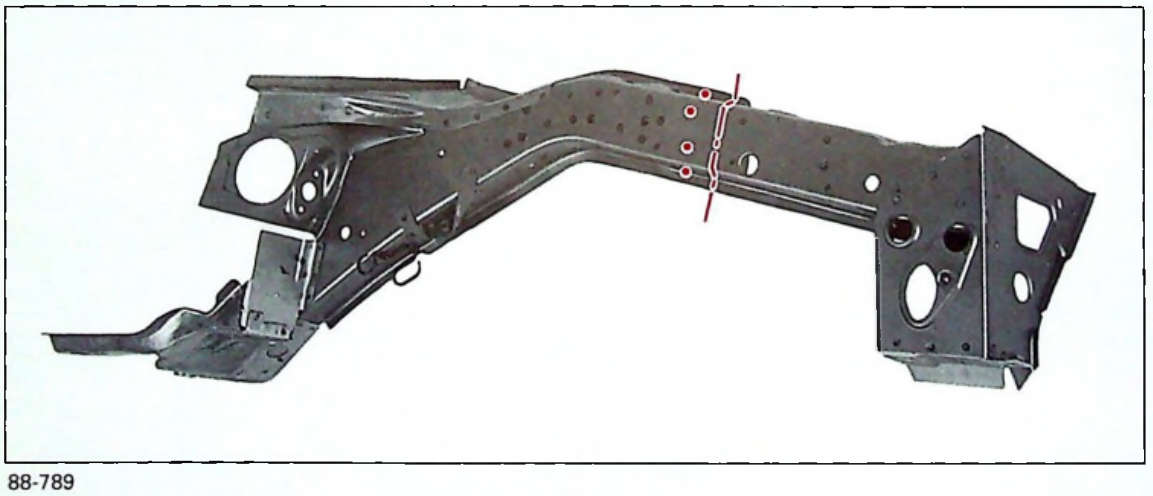


Y. 82-10



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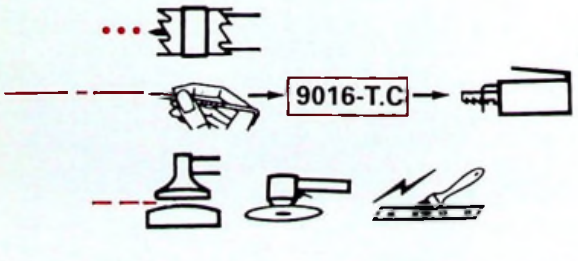

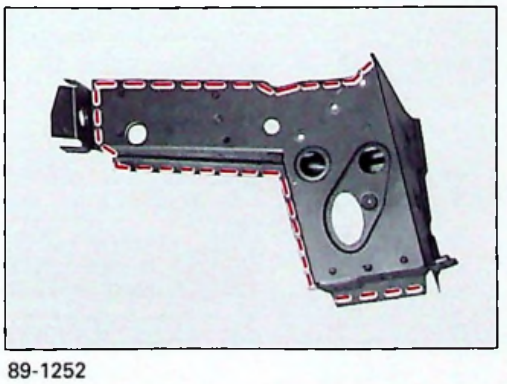

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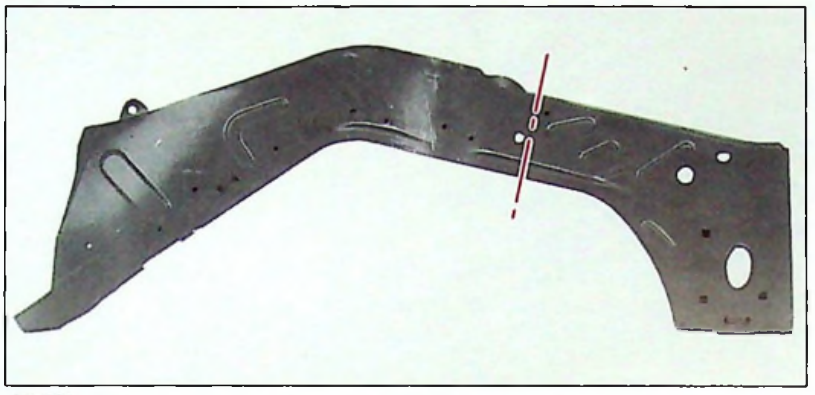

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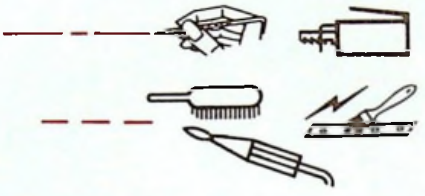

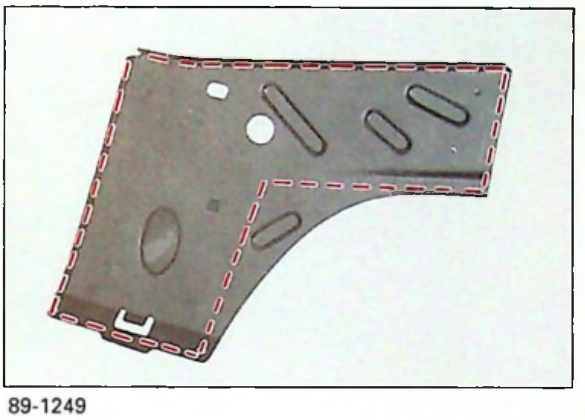

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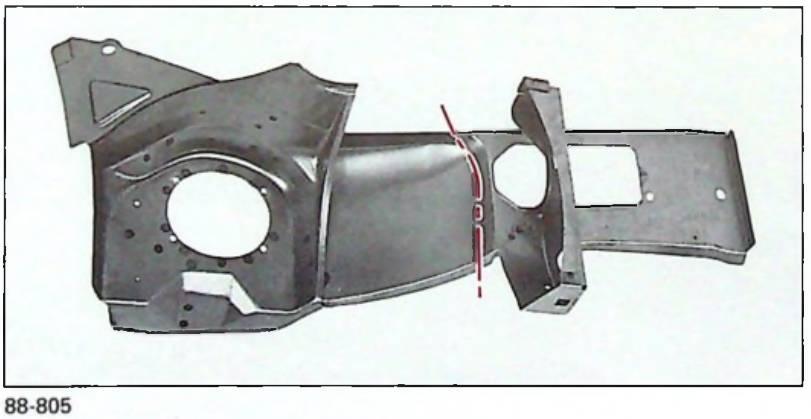

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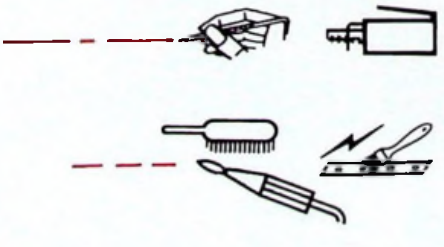

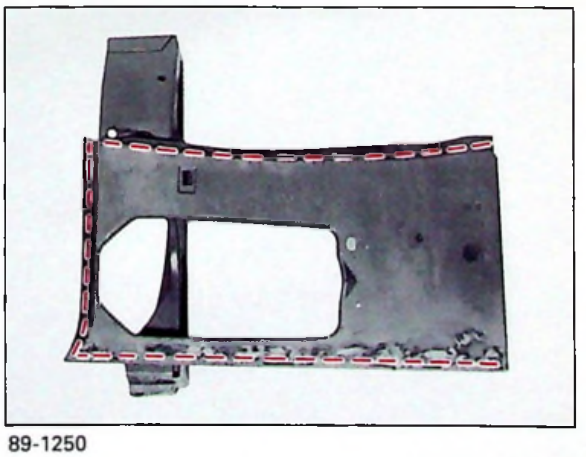

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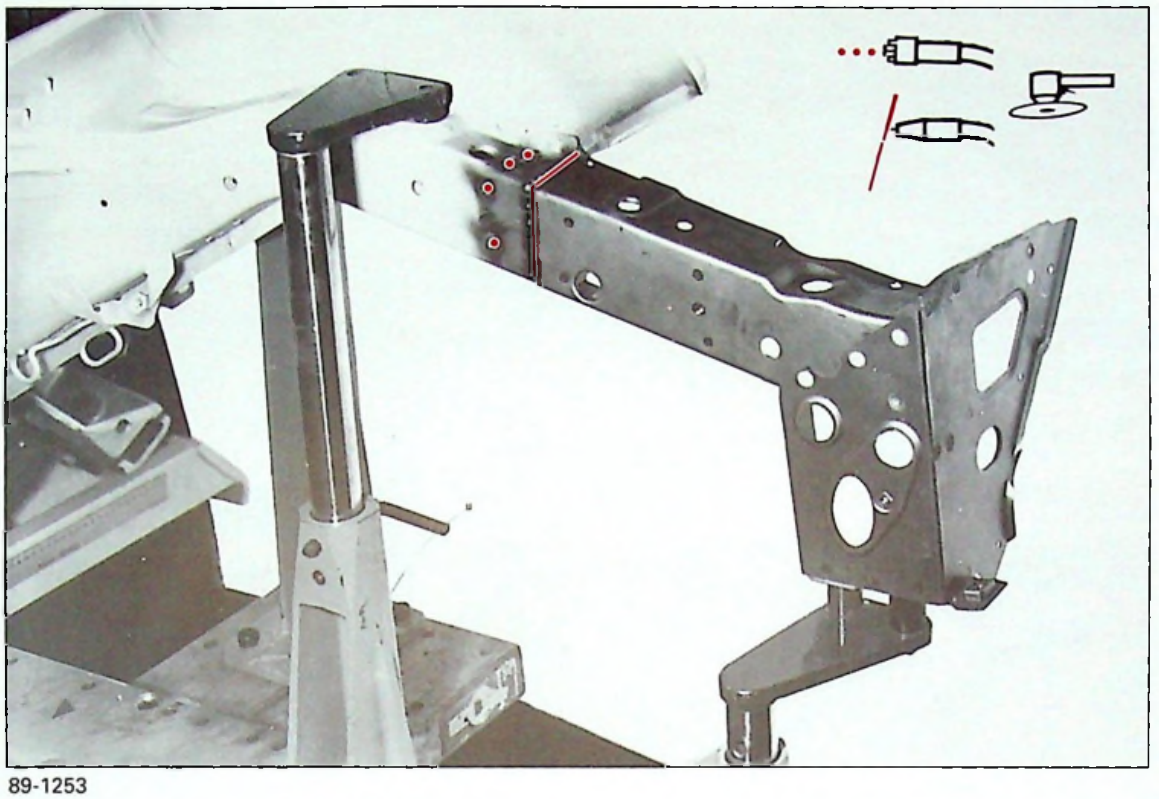

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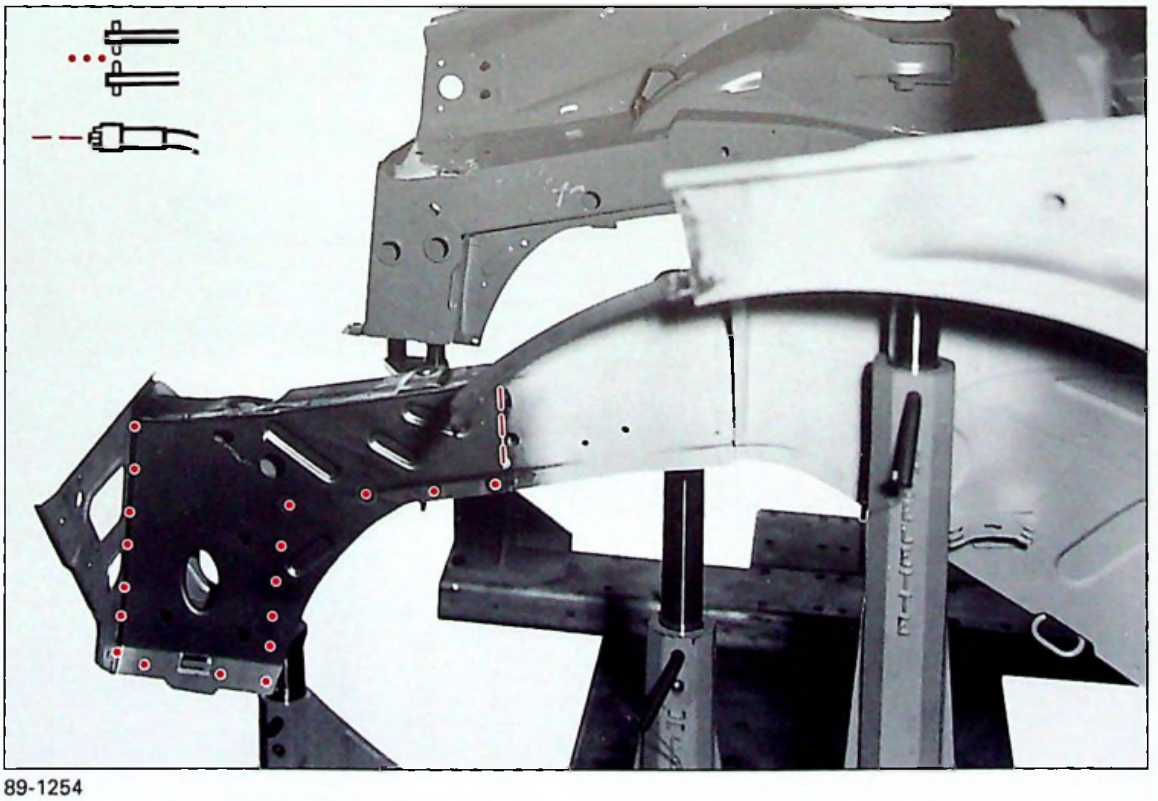

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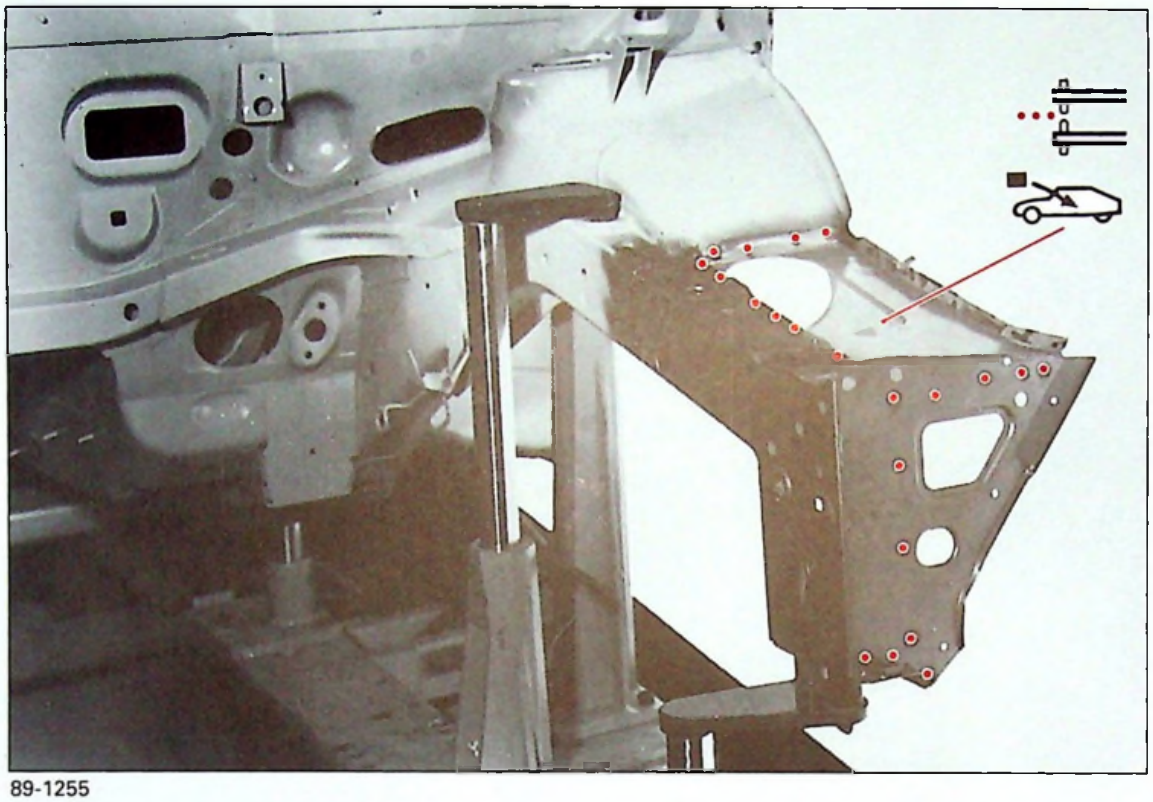

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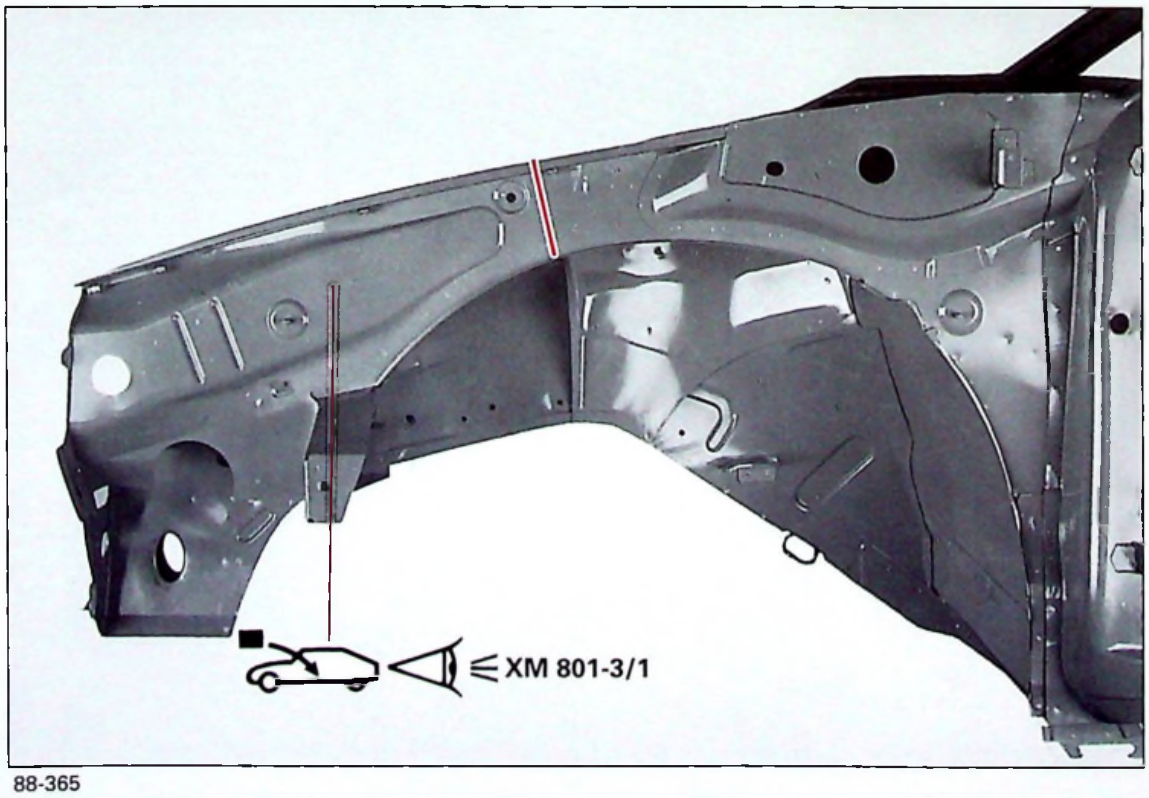

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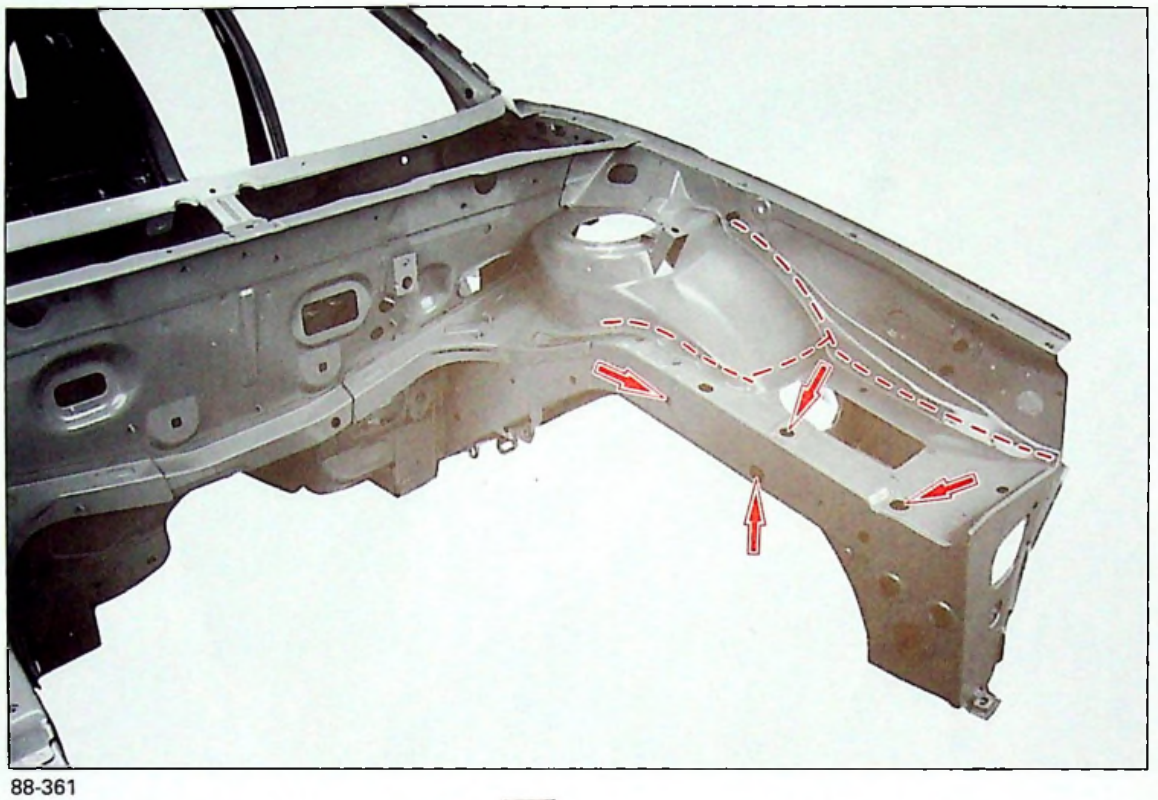

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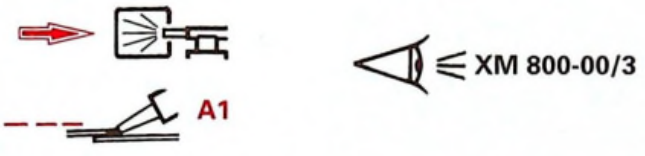

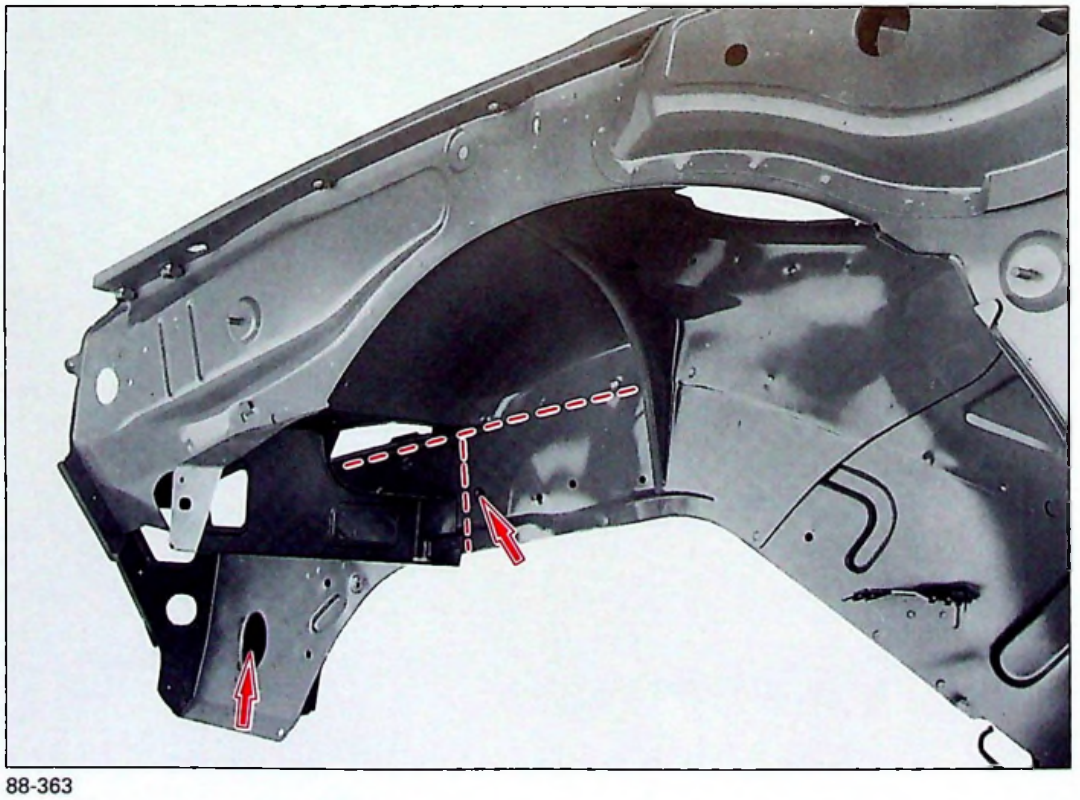

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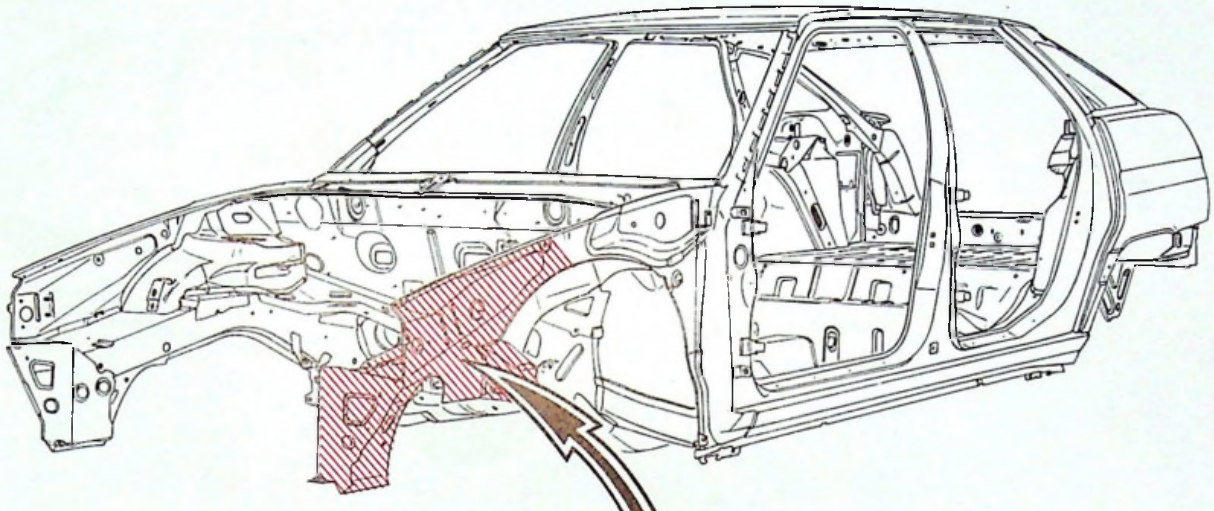

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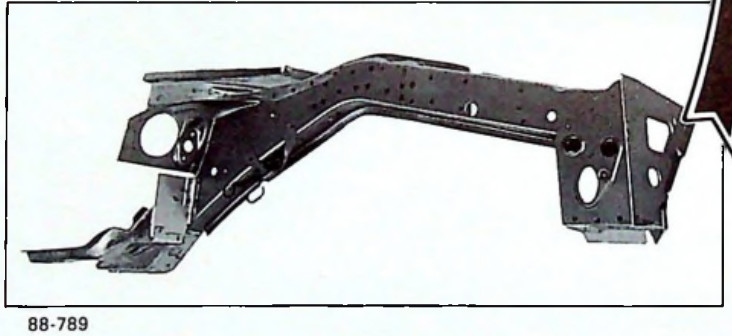

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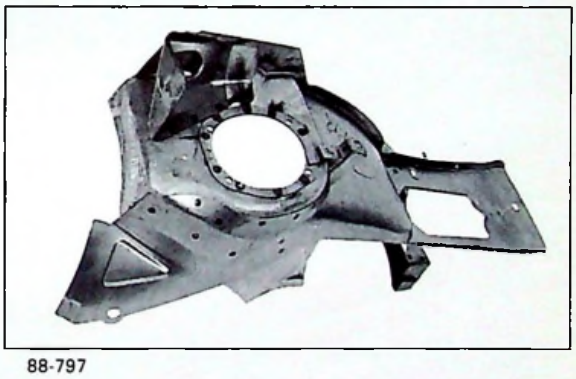
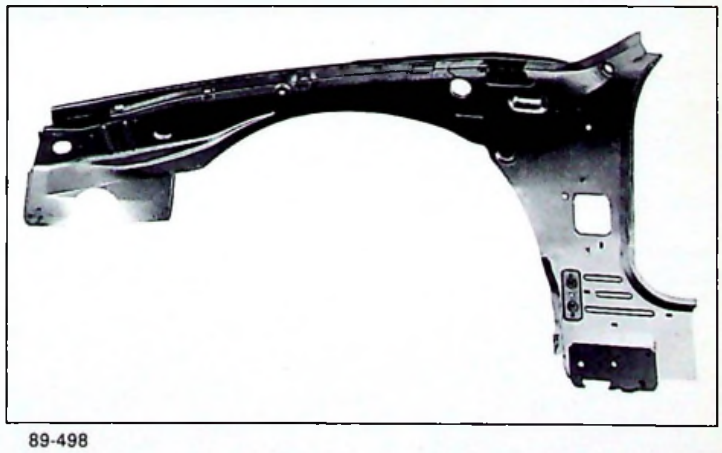


88-797

89-501



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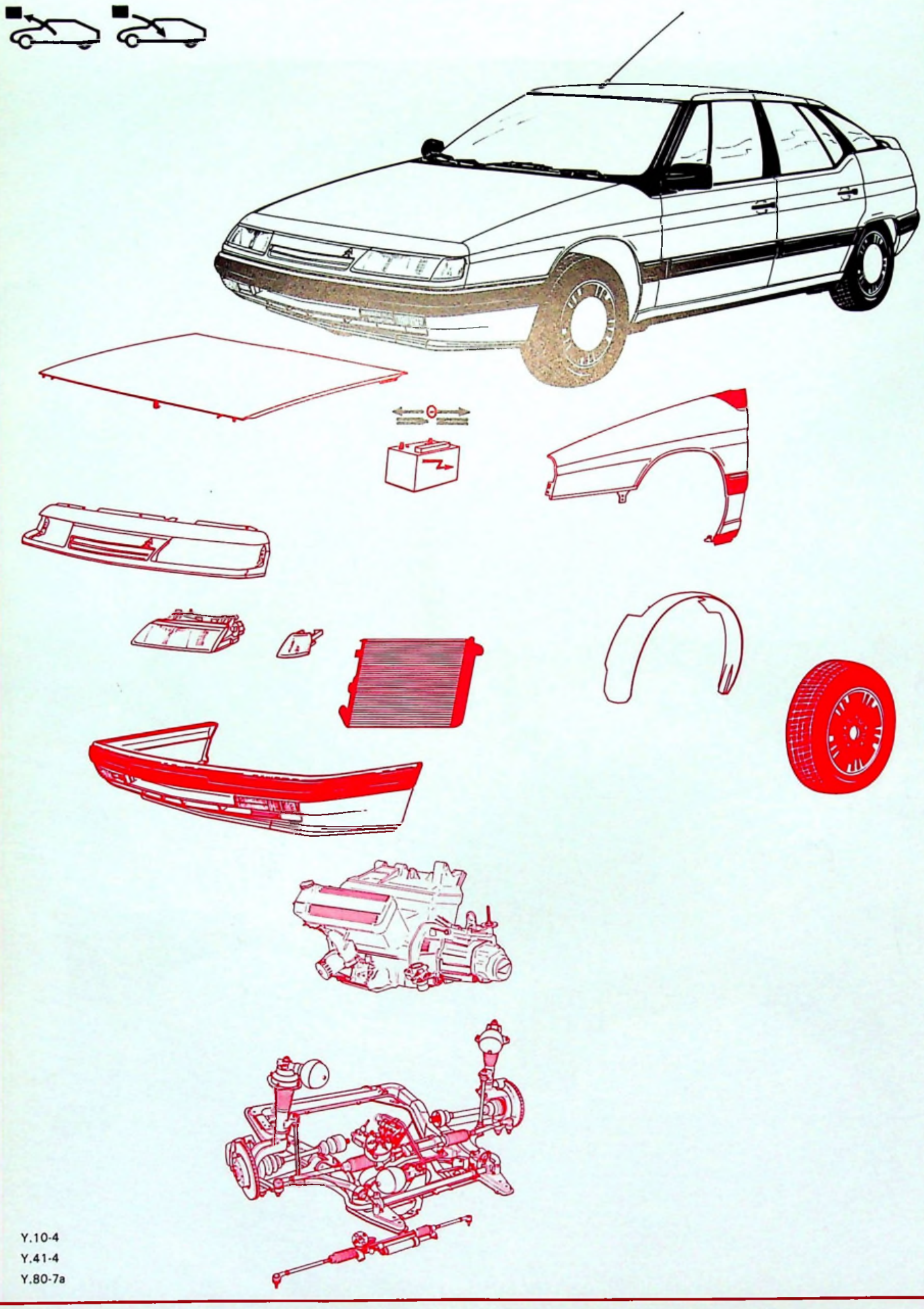

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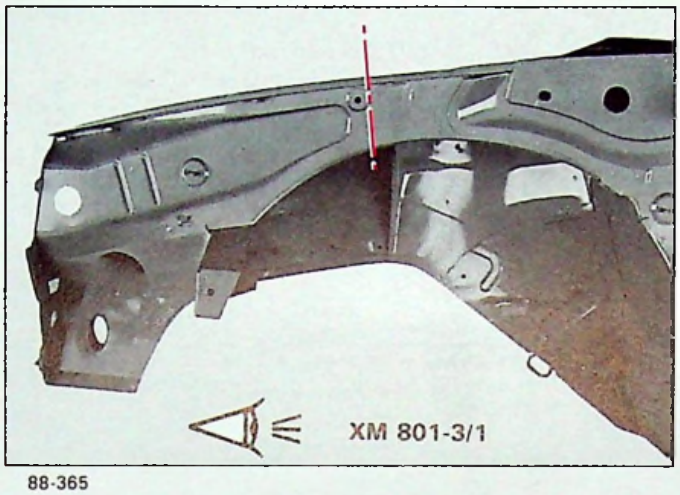
Y.41-4
Y.80-7a



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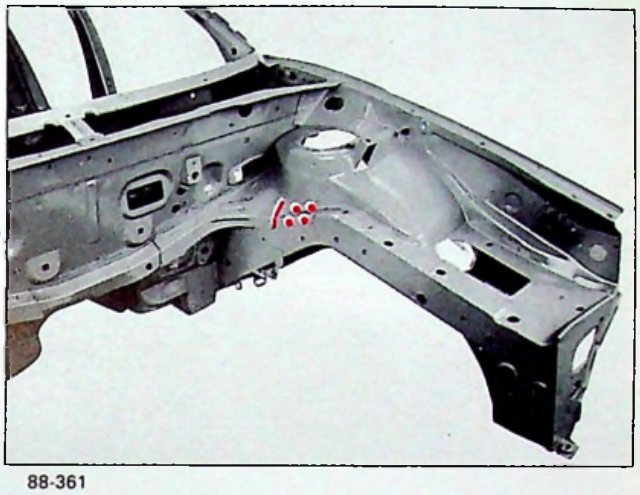

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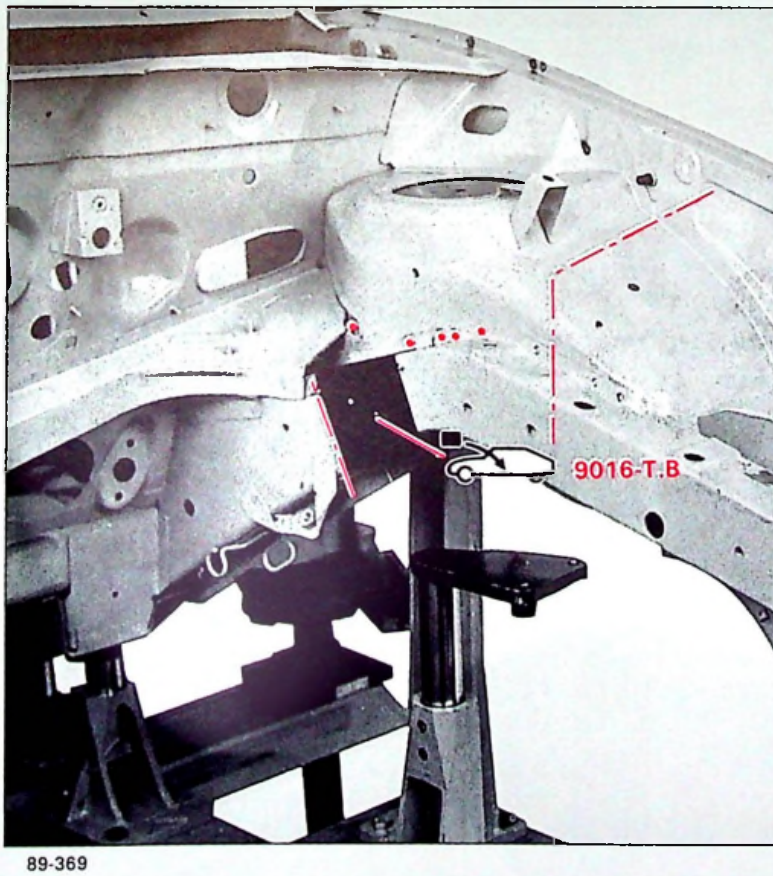
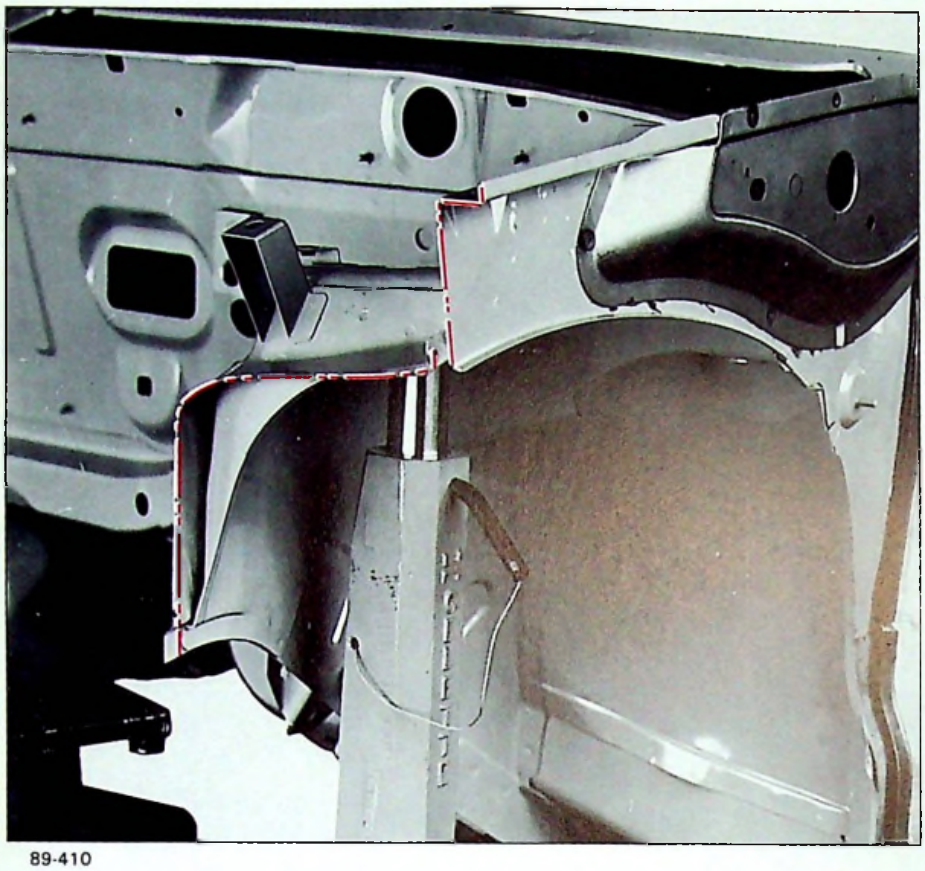


89-369



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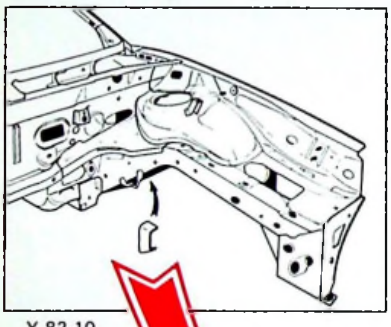

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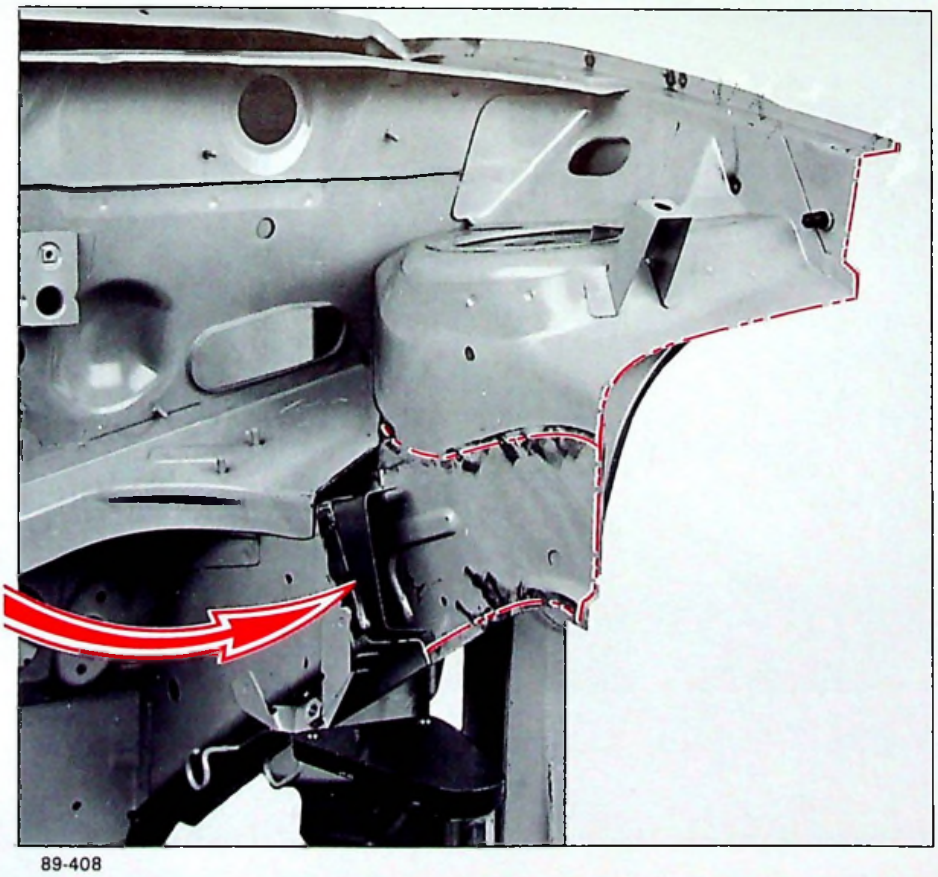

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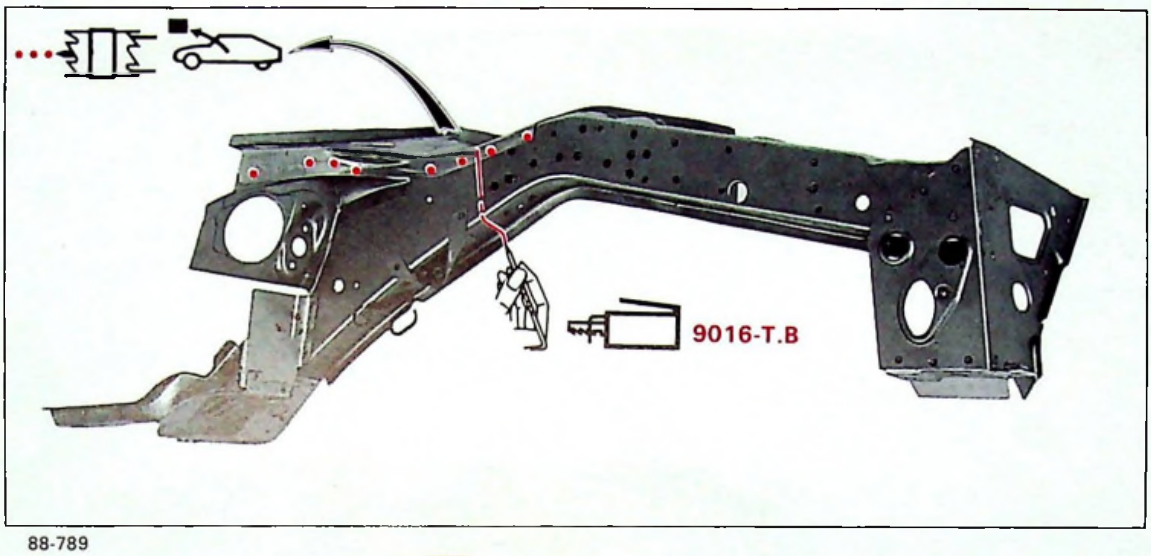

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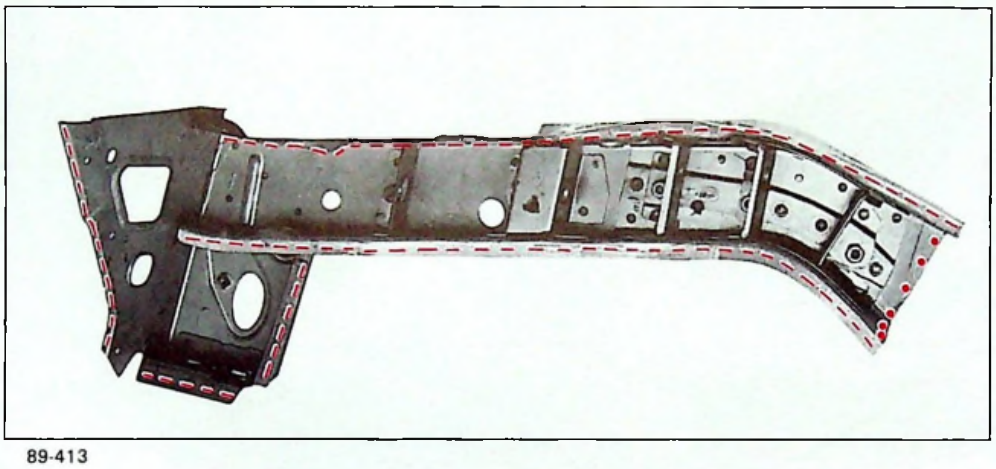

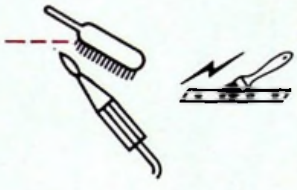

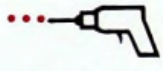

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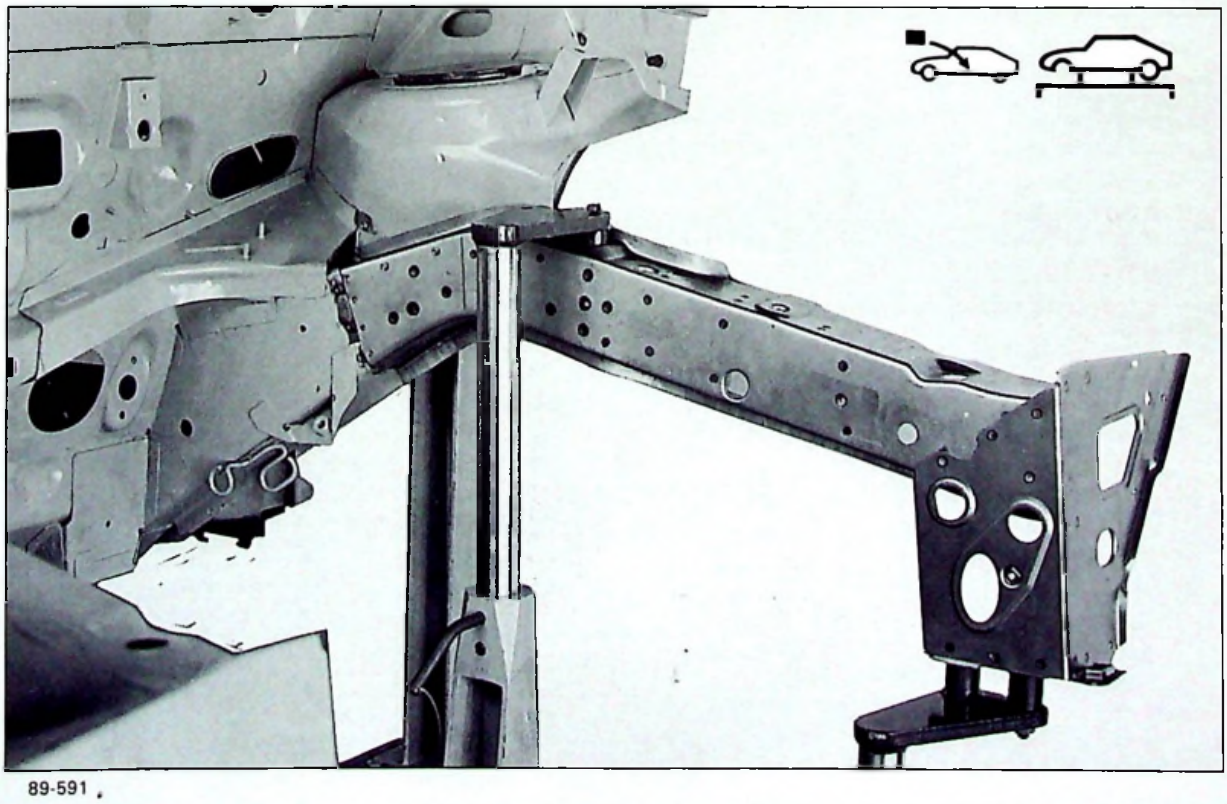

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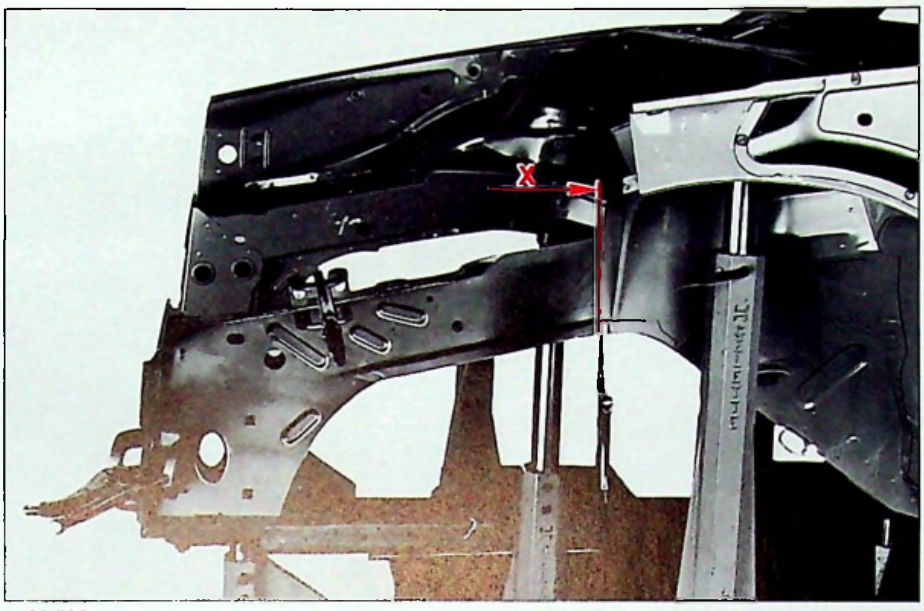

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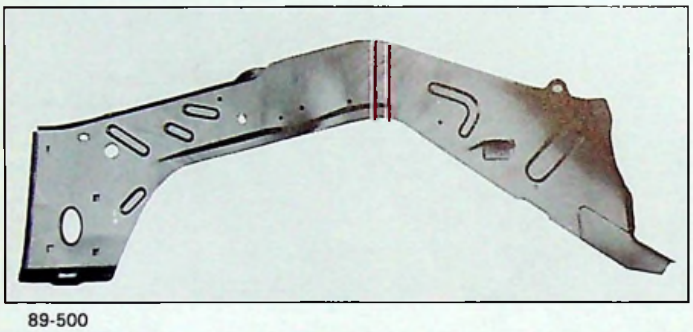

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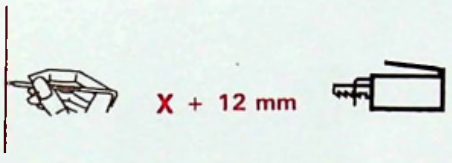

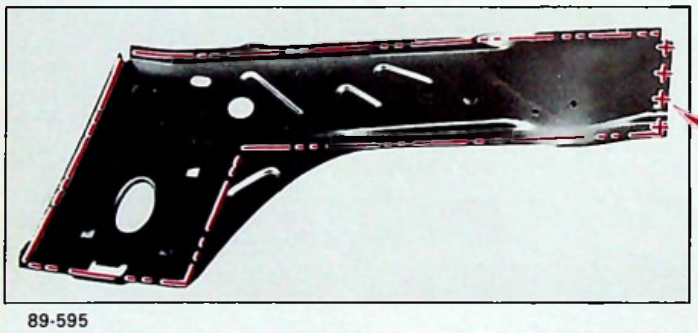

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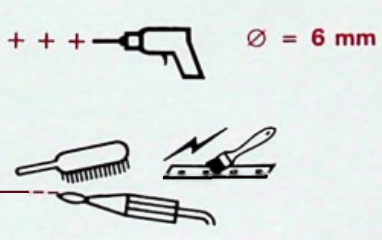

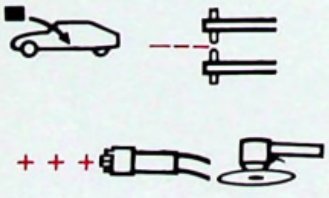

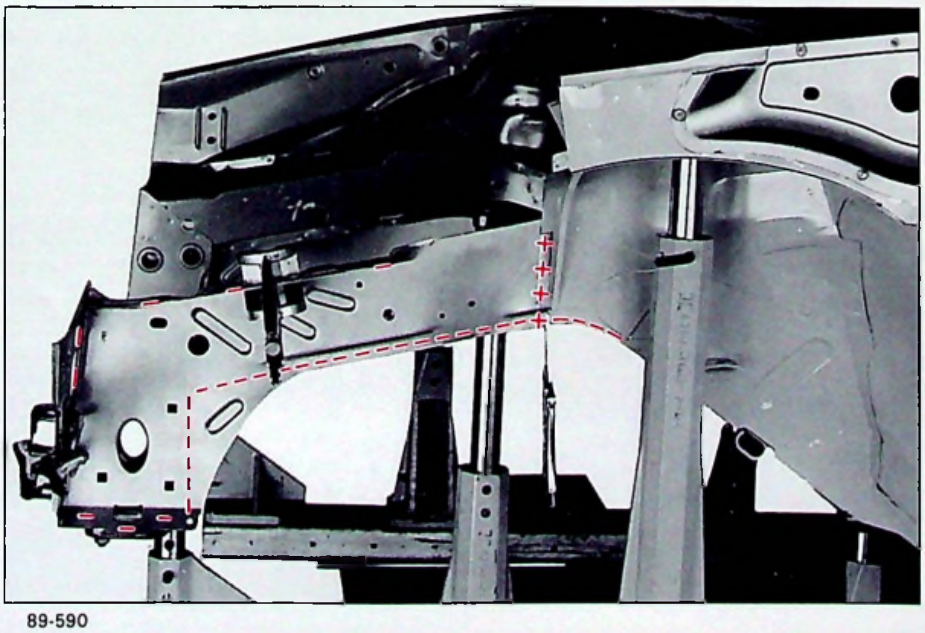

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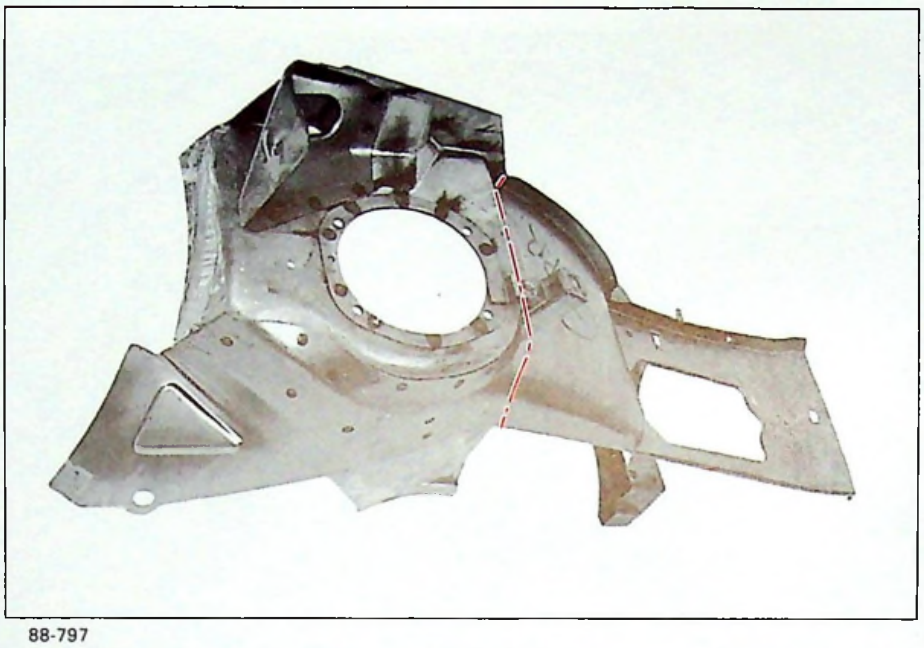
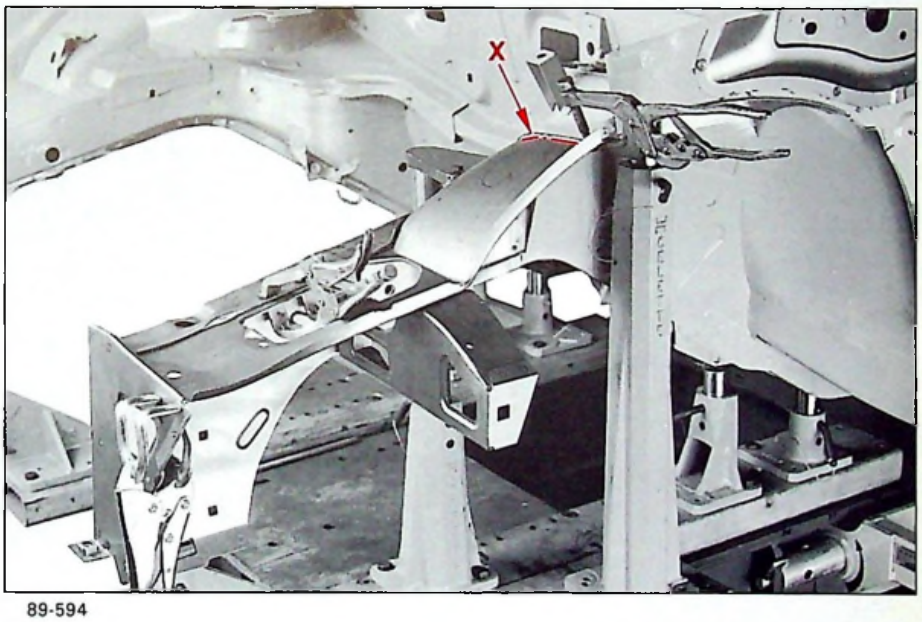


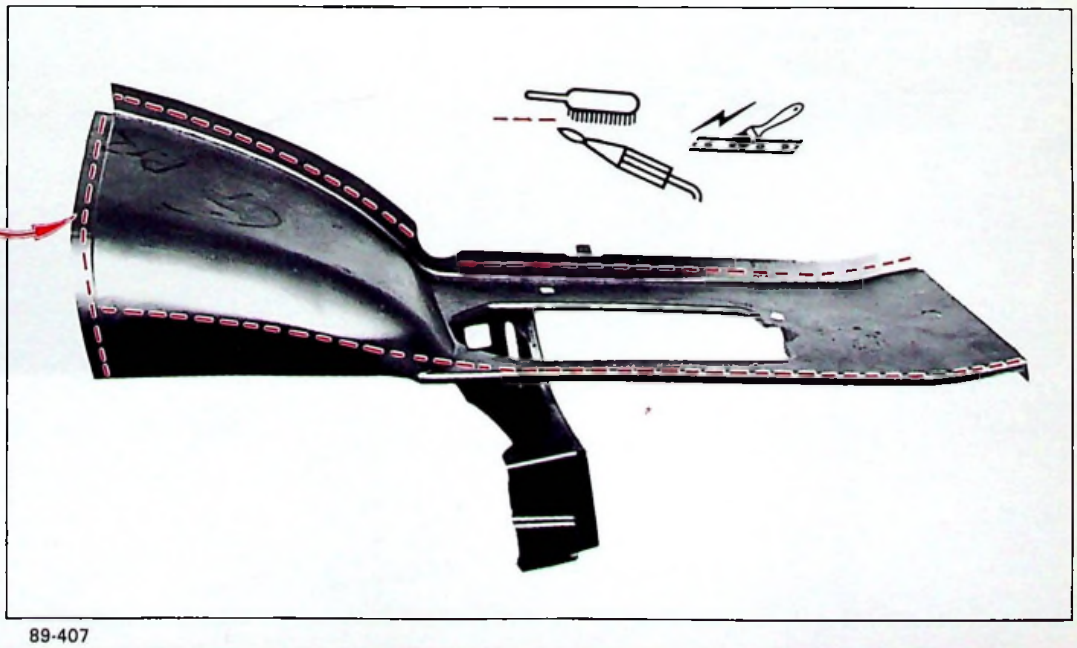
88-797

X + 12 mm



89-594

TT 80-17



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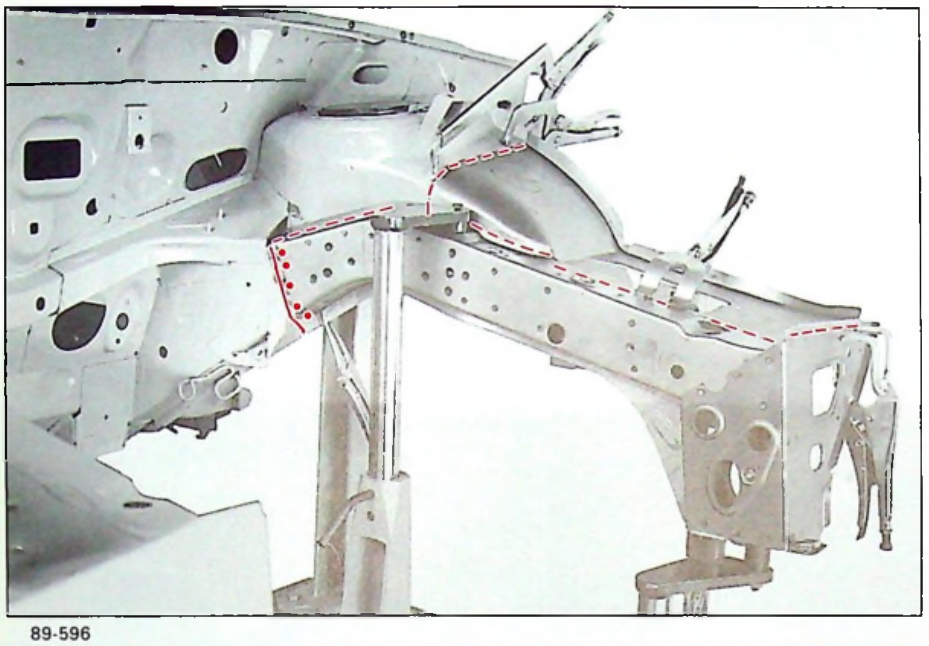

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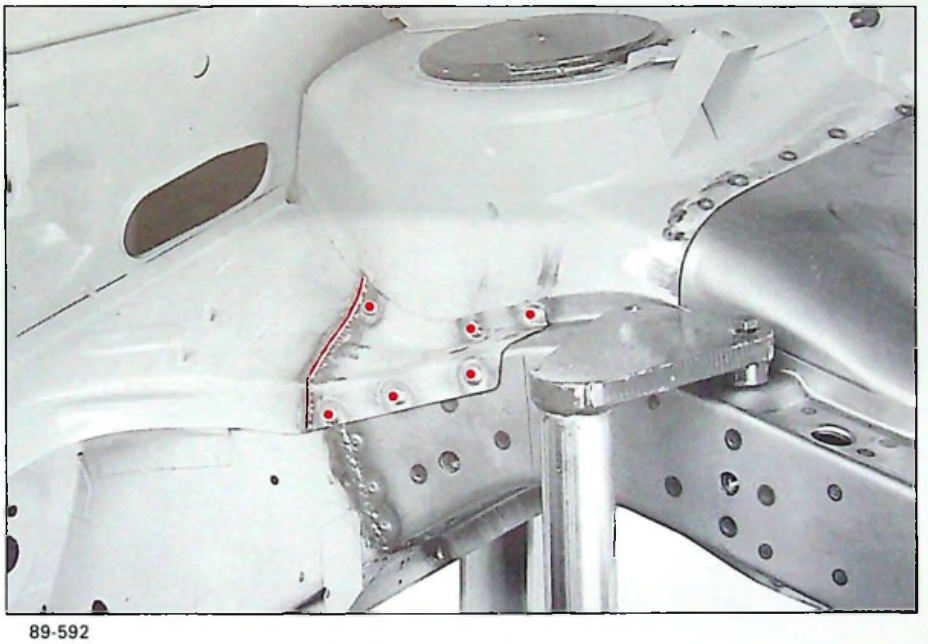

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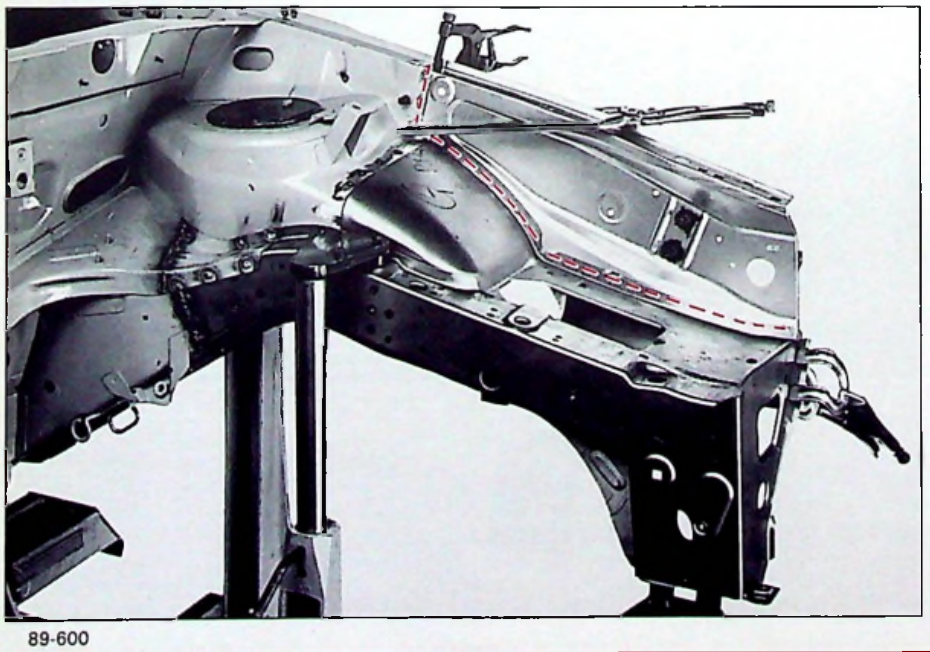

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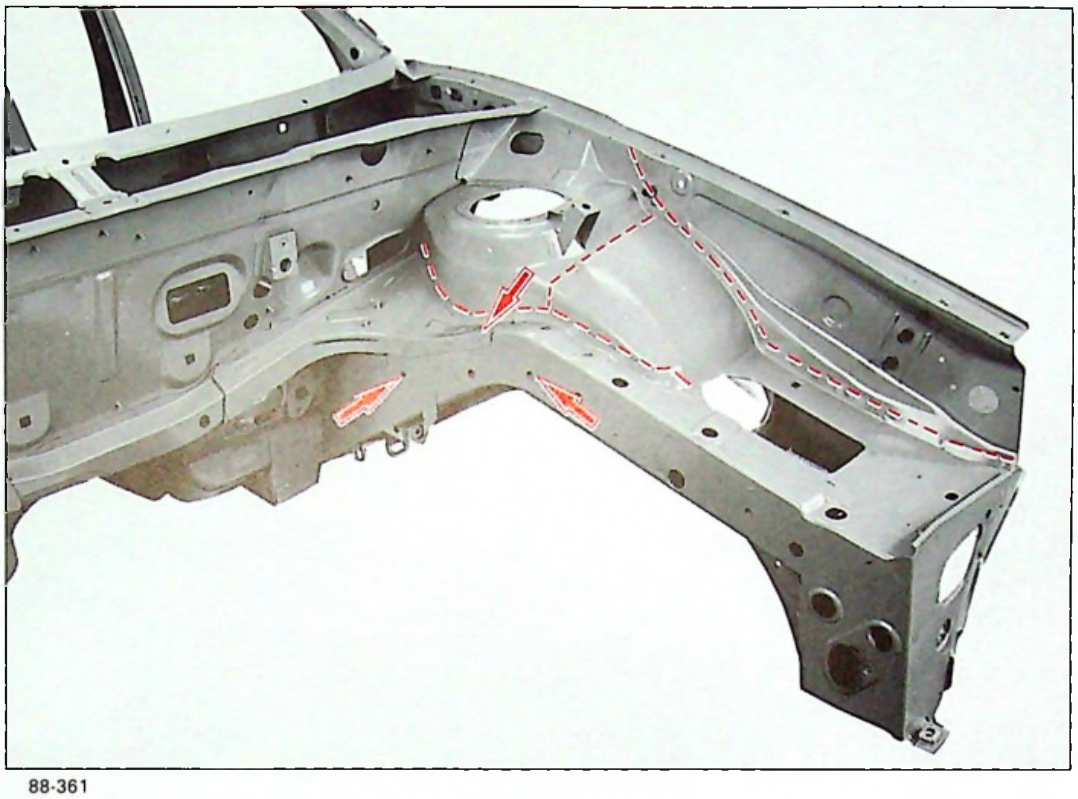
XM 801-3/1



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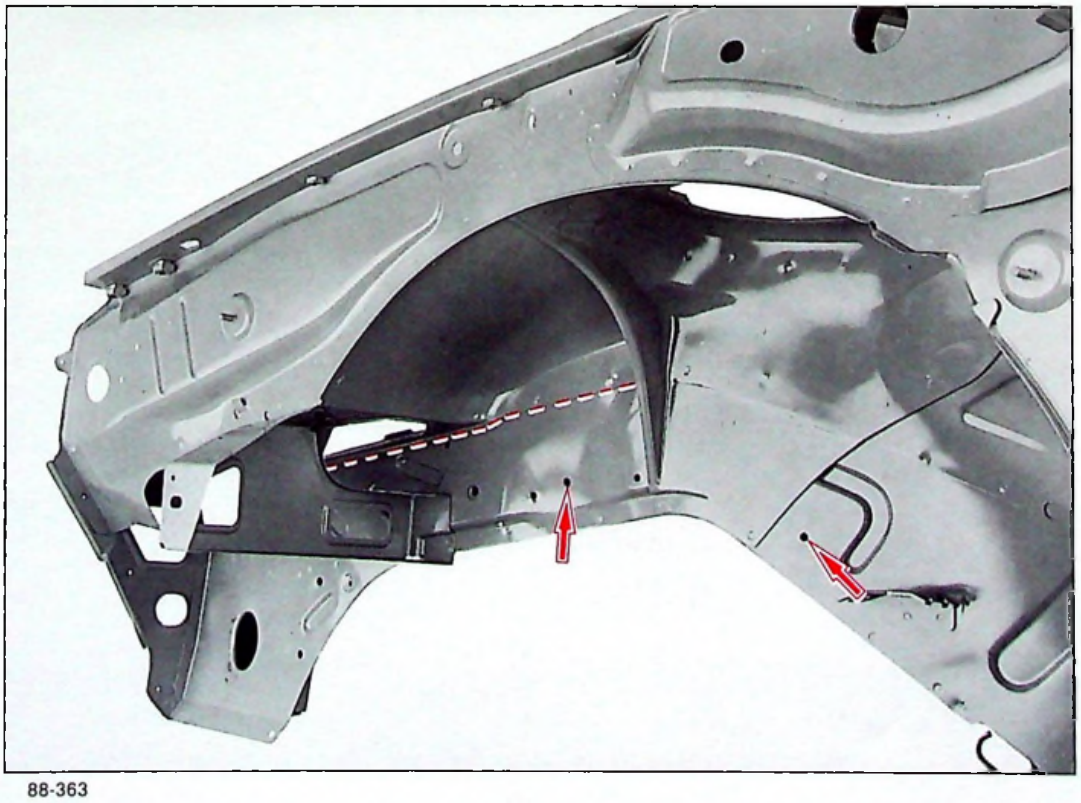
A1 XM 800-00/3



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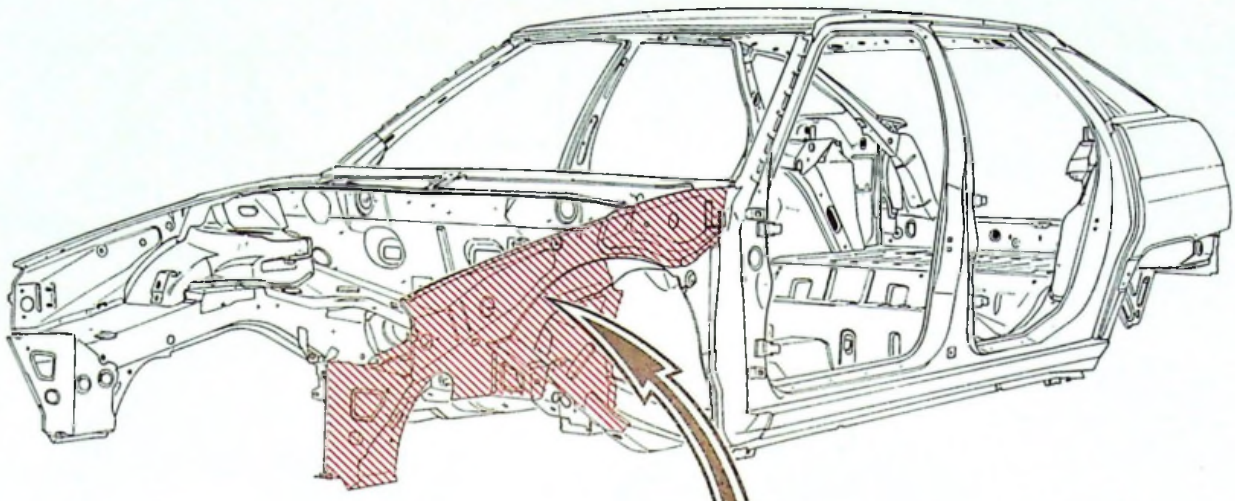

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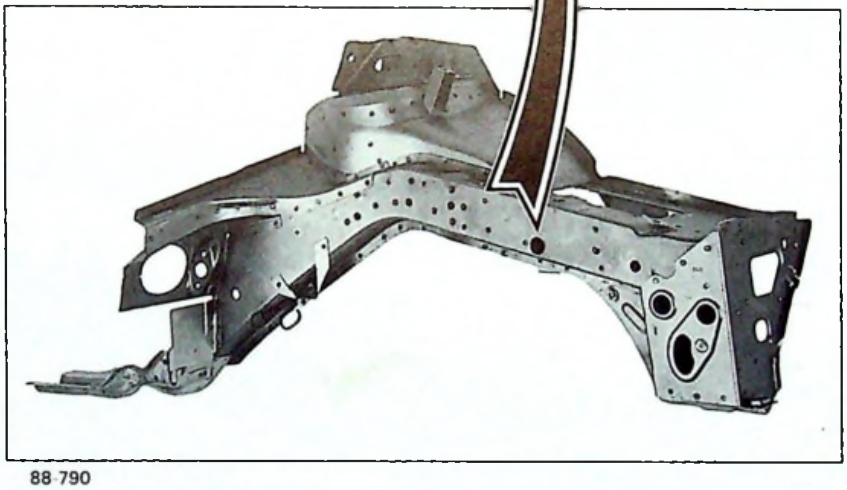

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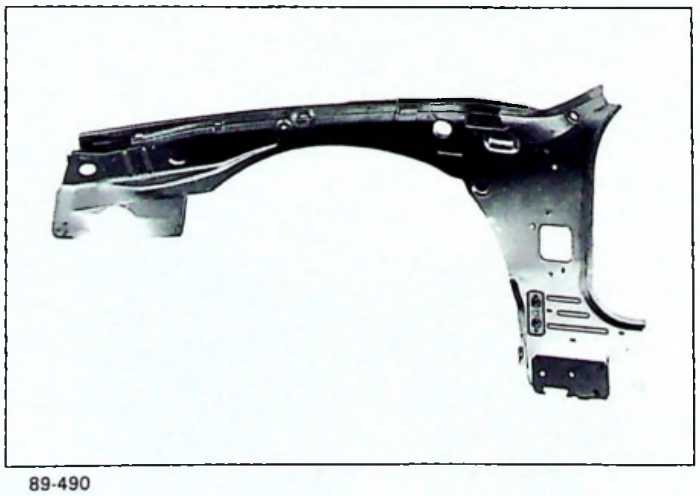

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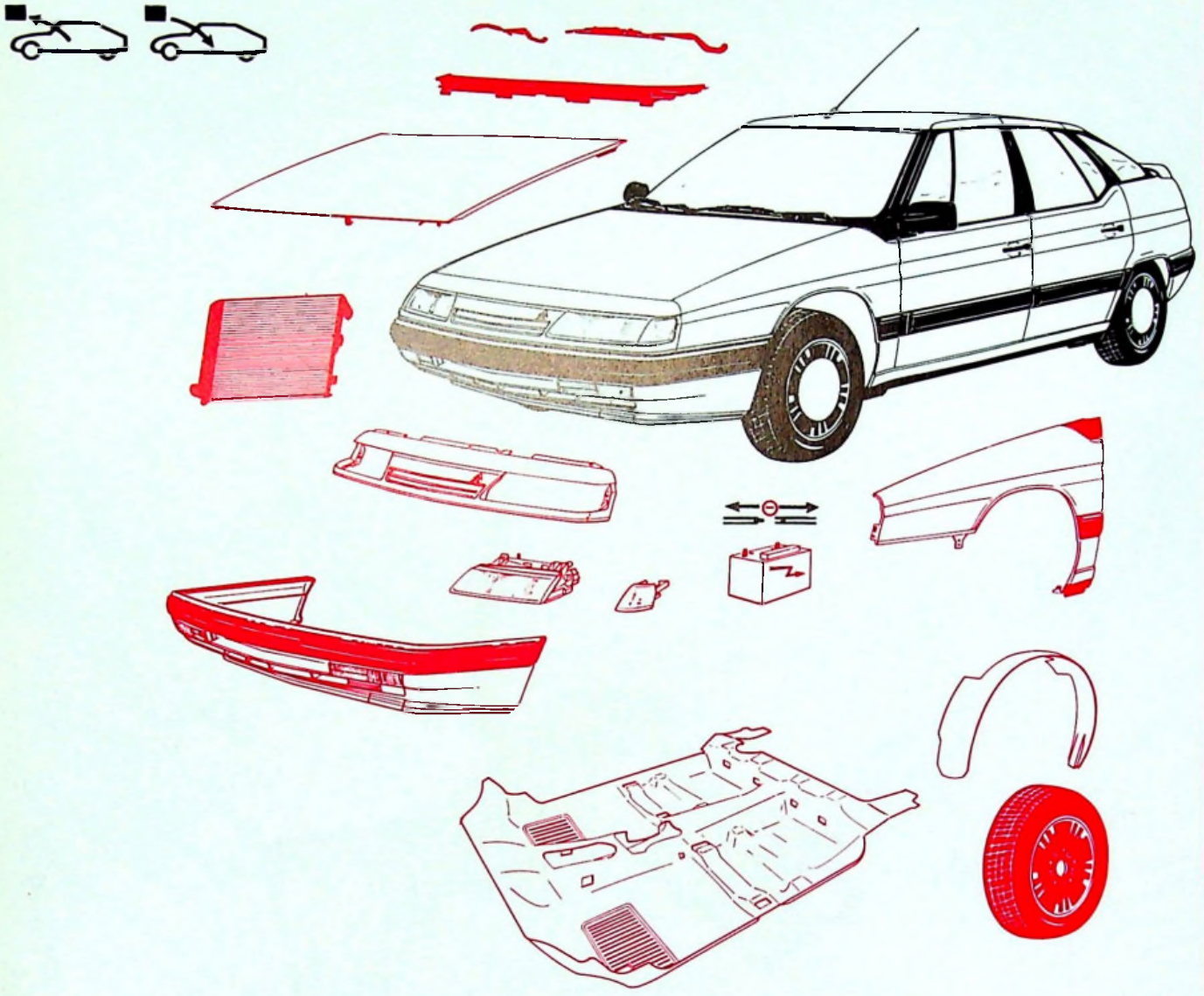
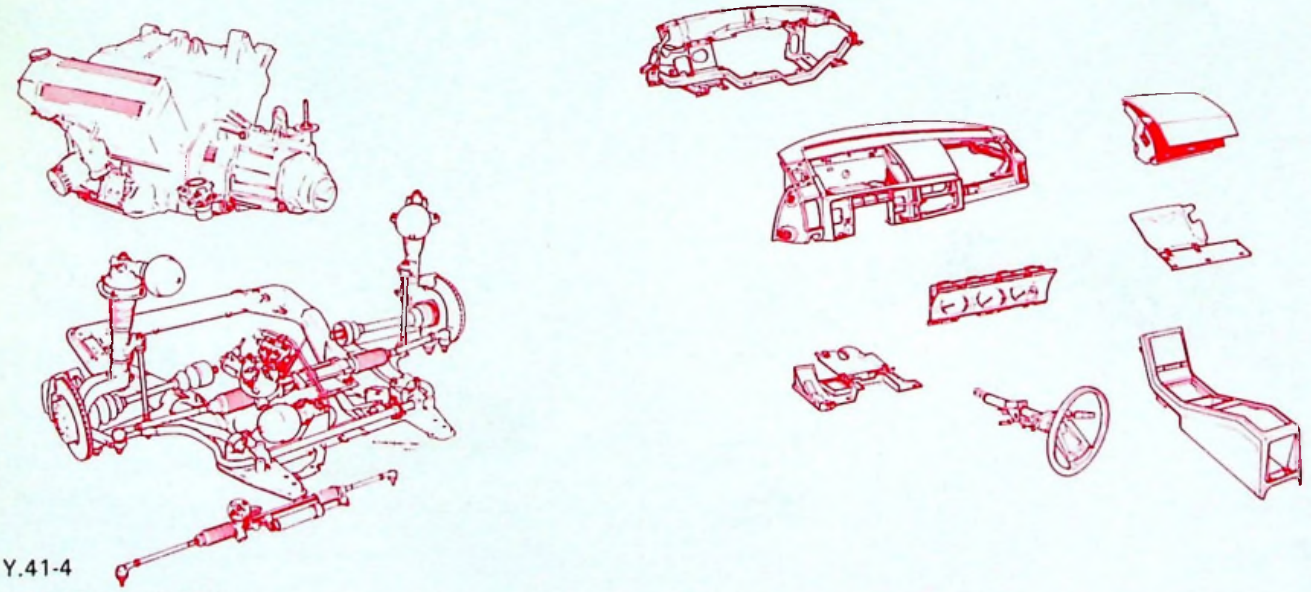
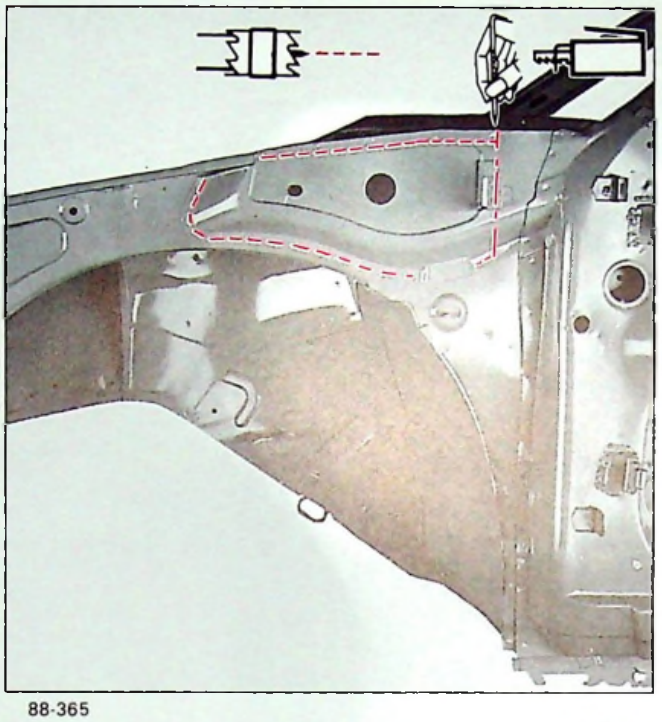
88-772





Y.41-4
Y.80-27 Y.10-4
Y.80.7a Y.80-28



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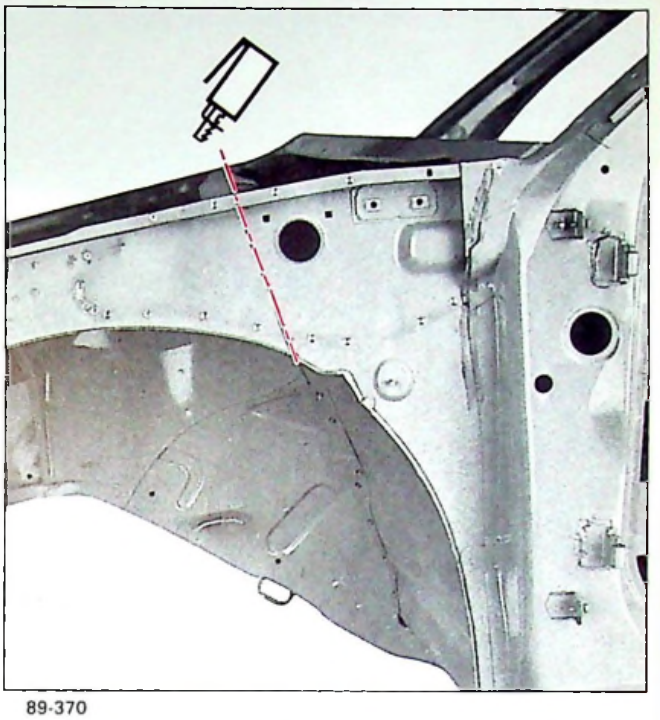
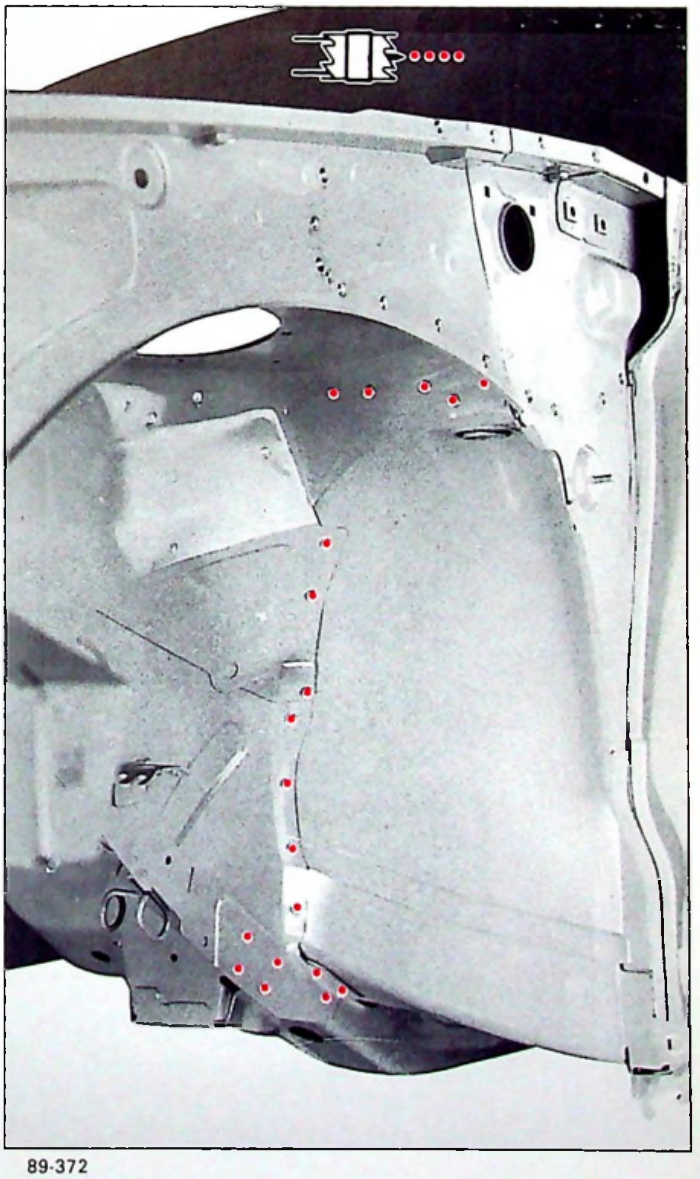


89-370

89-416



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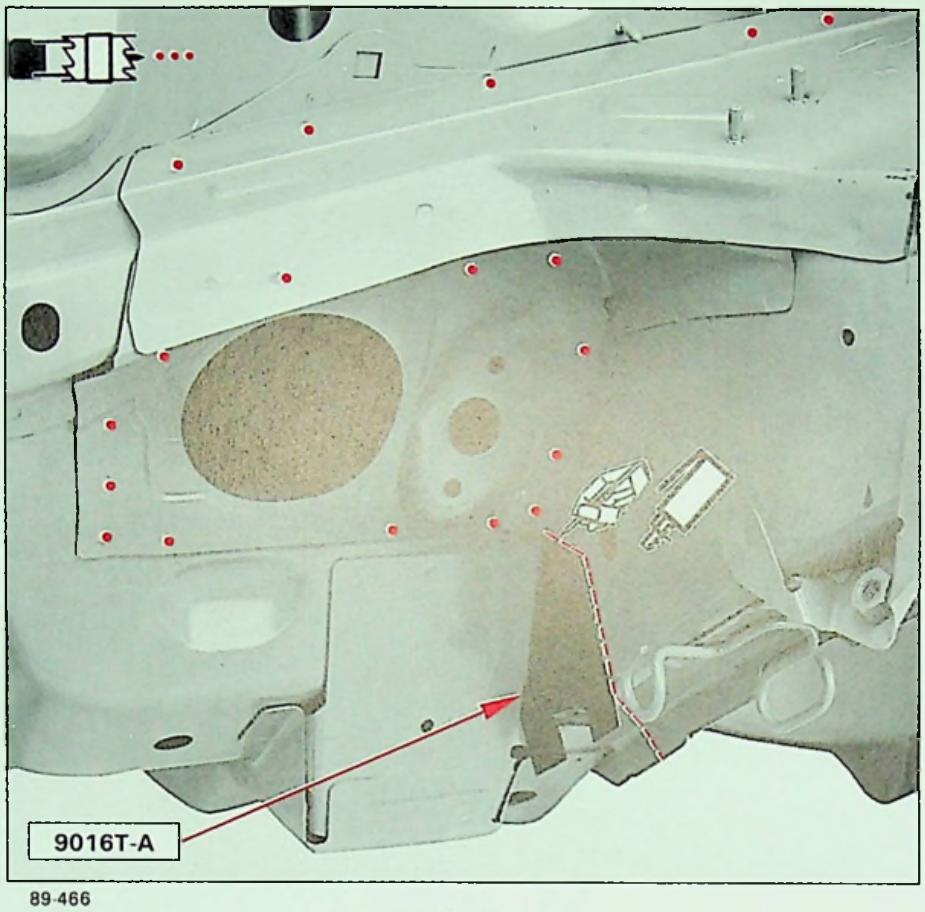

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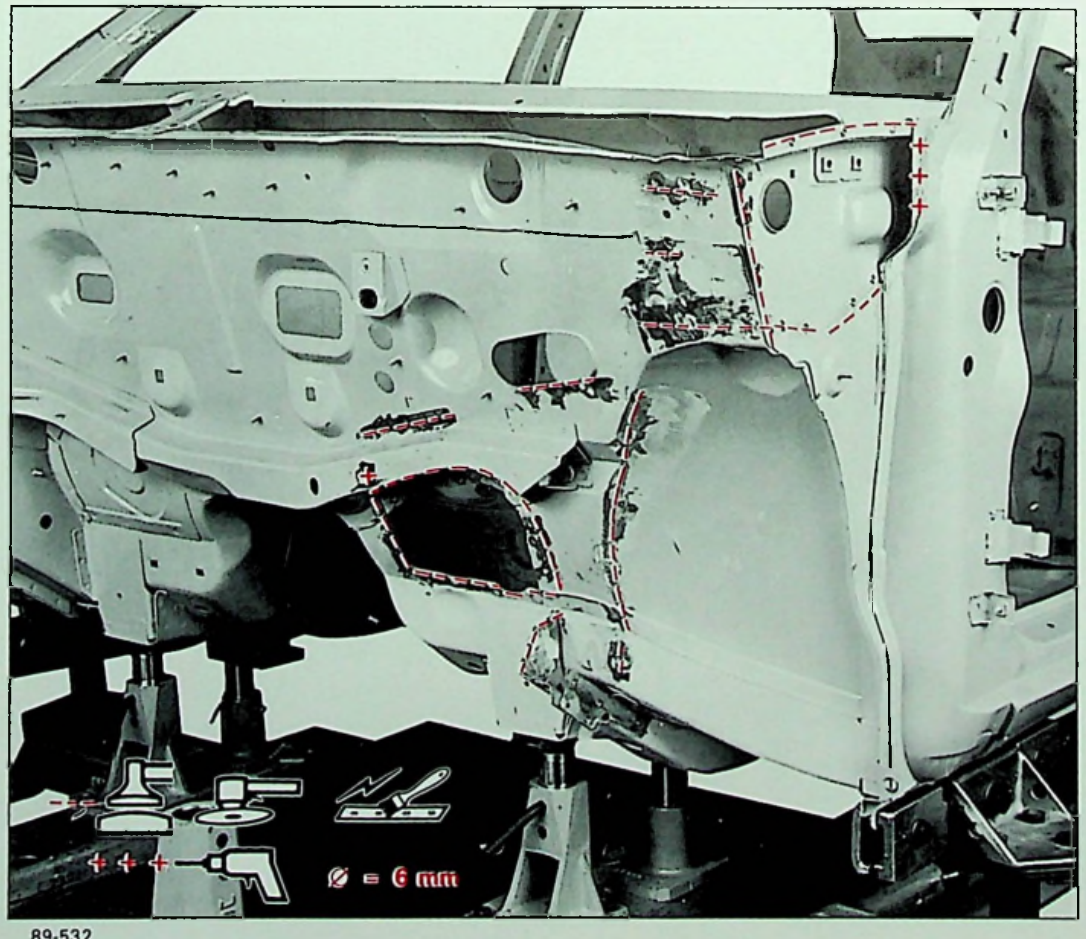

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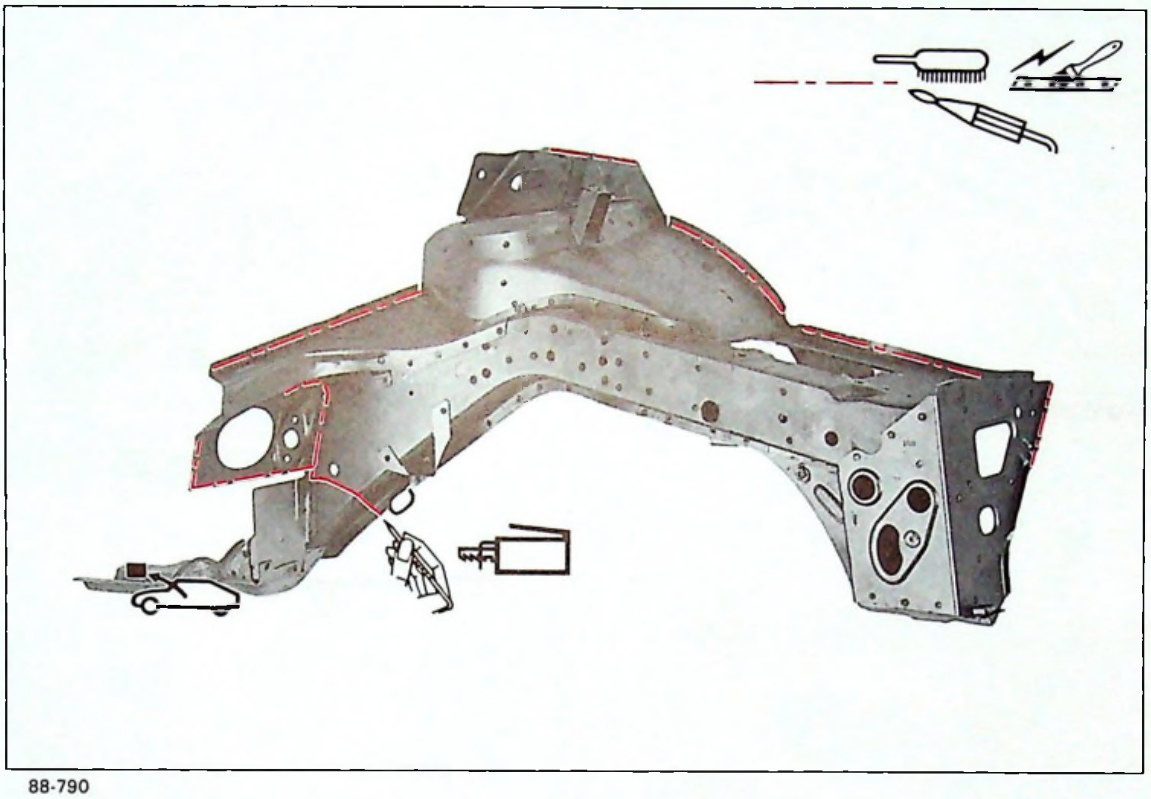

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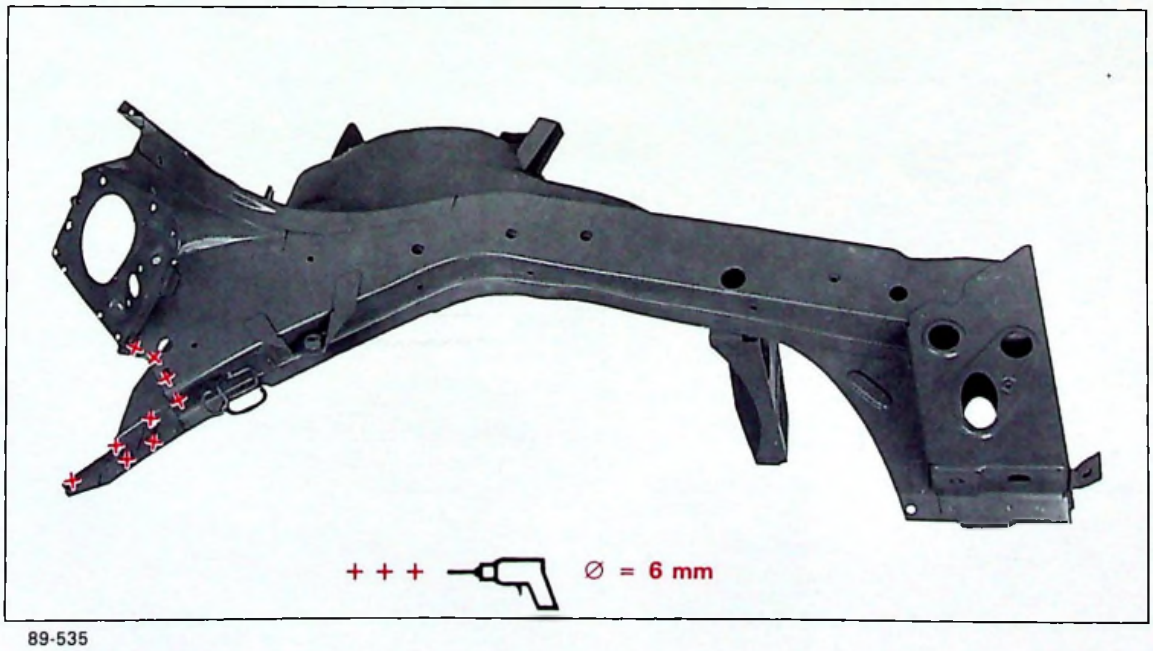

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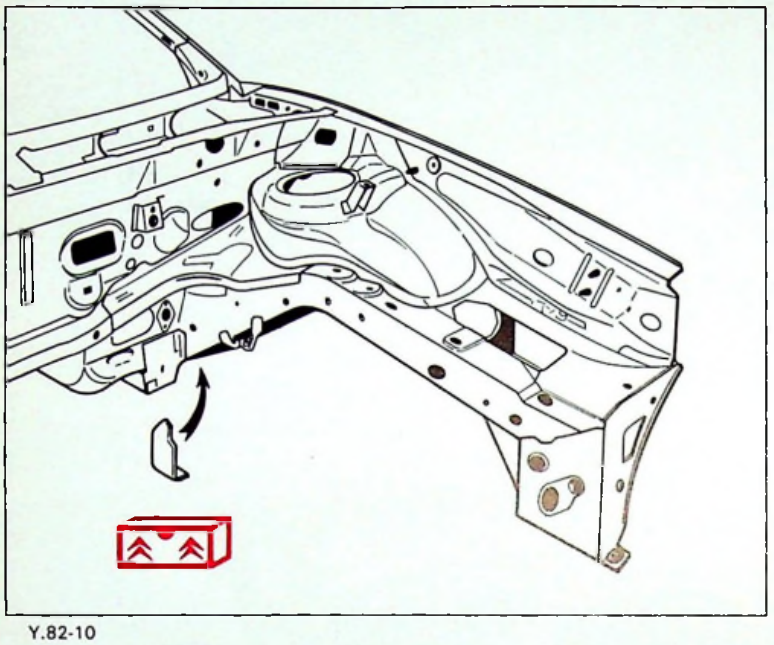
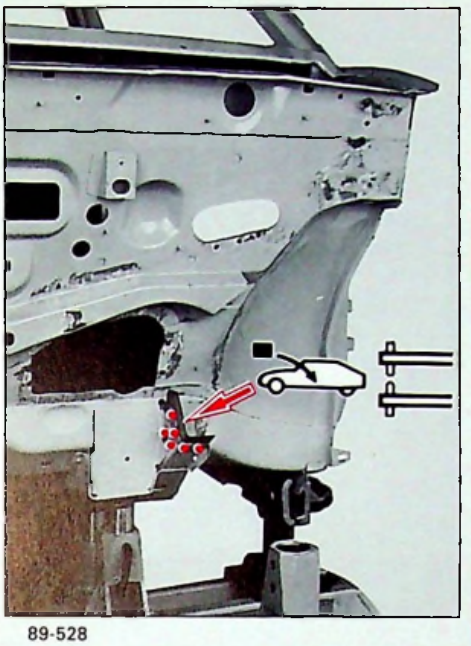


Y.82-10



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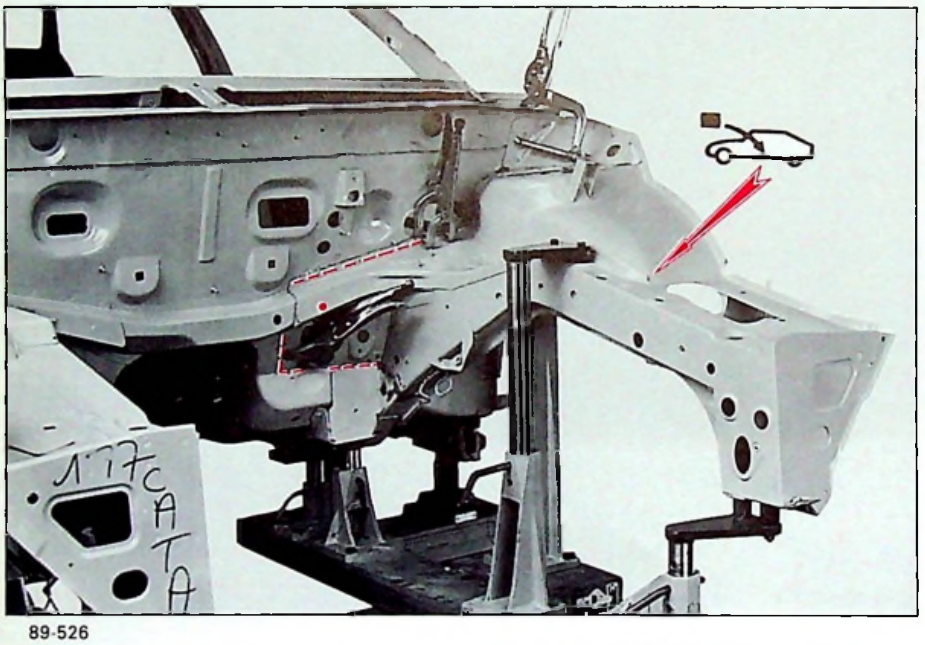

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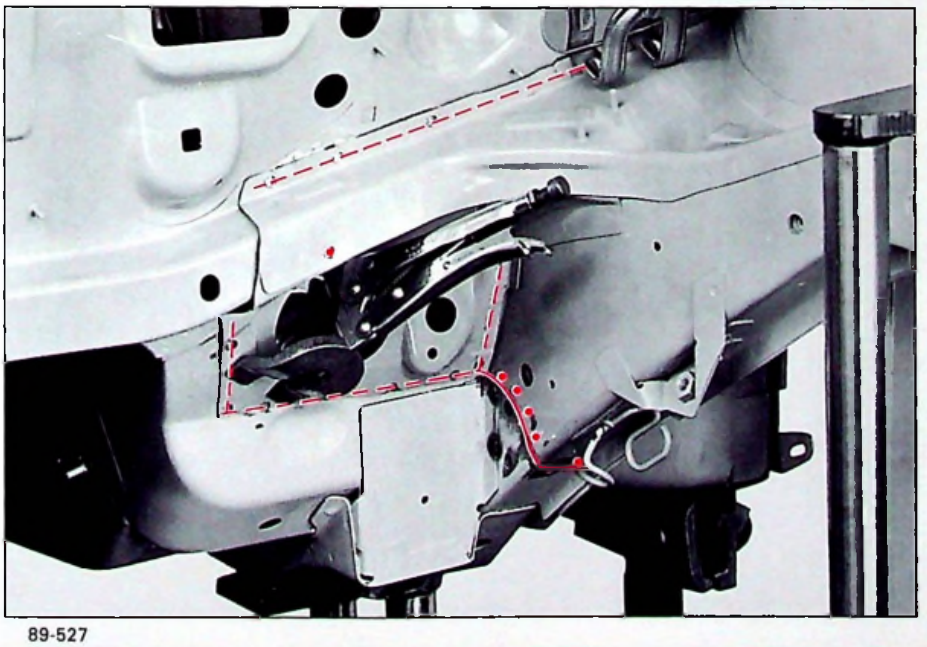

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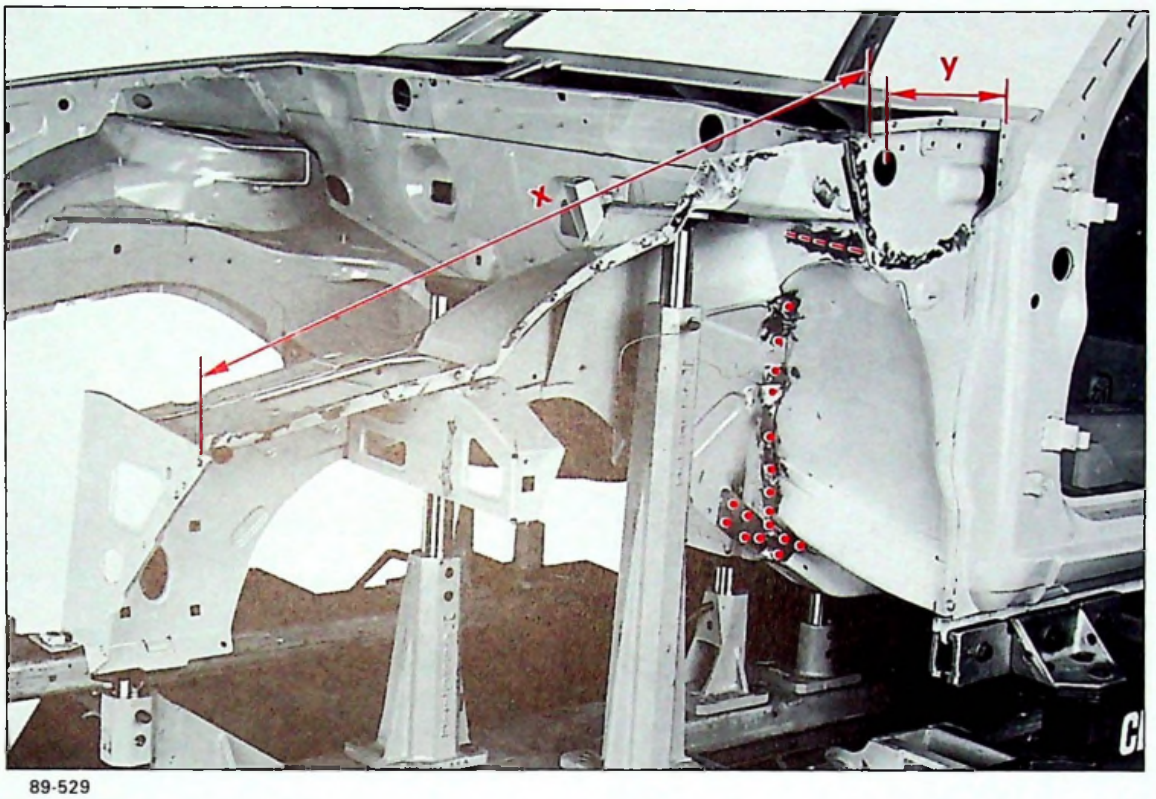

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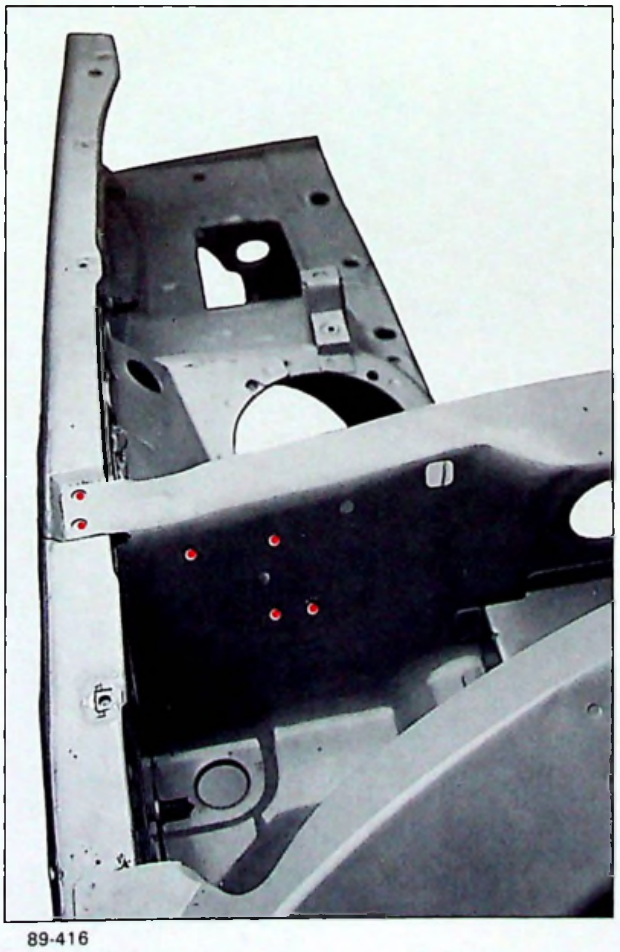

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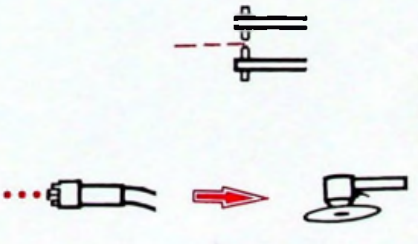

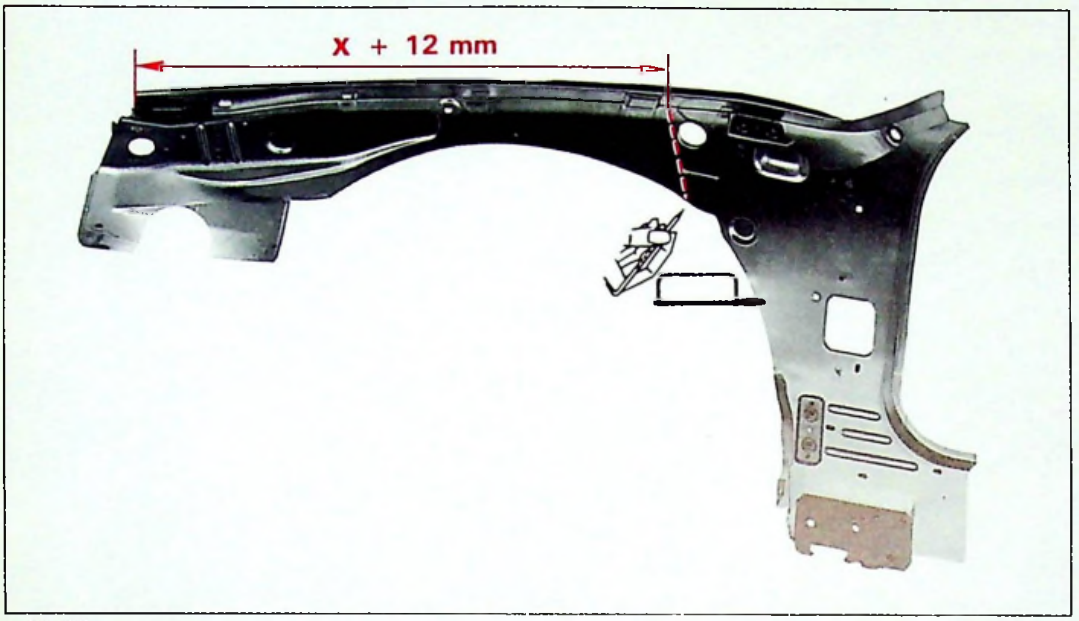

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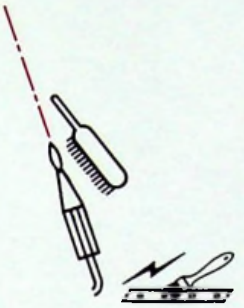

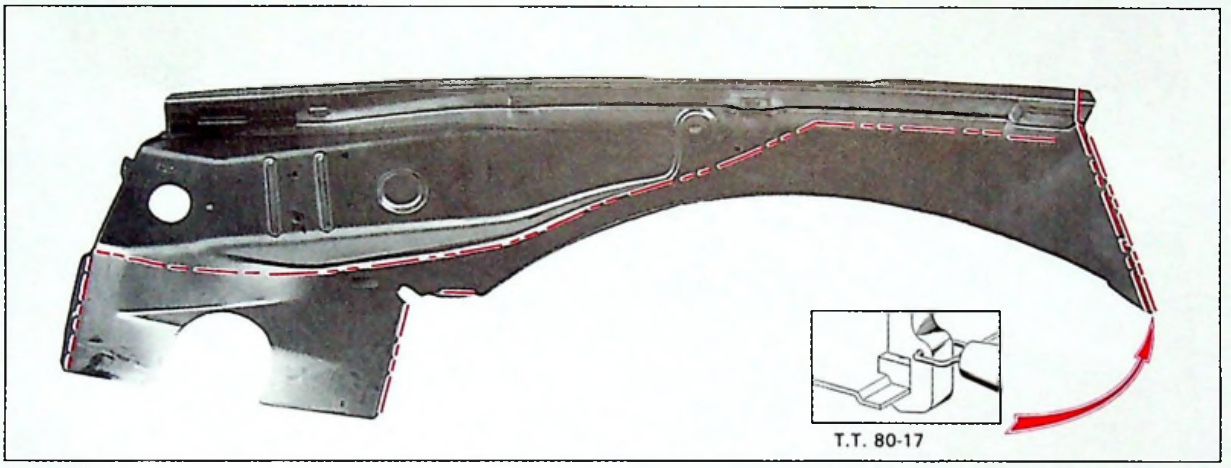

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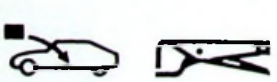

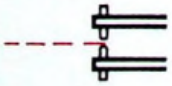

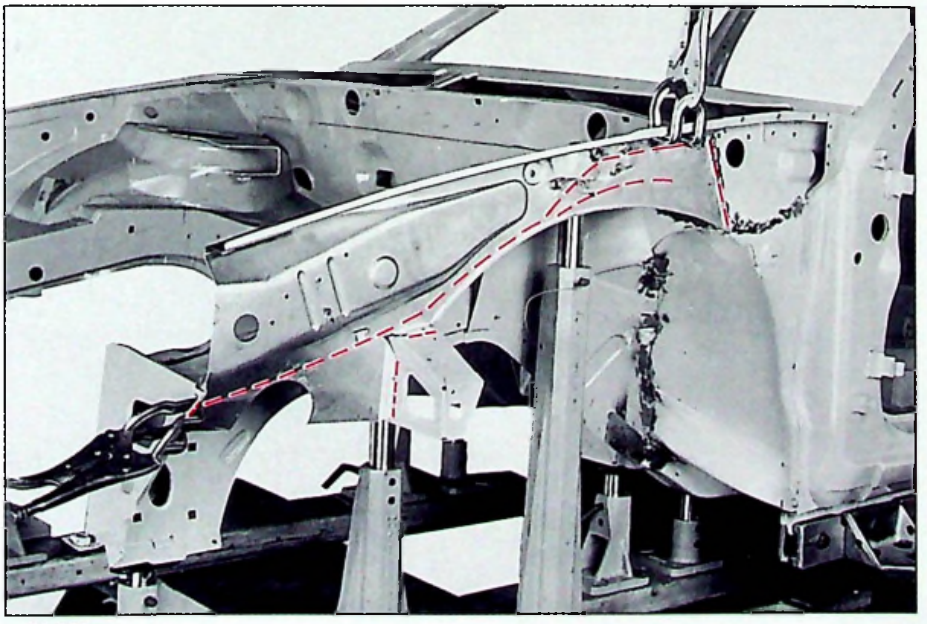

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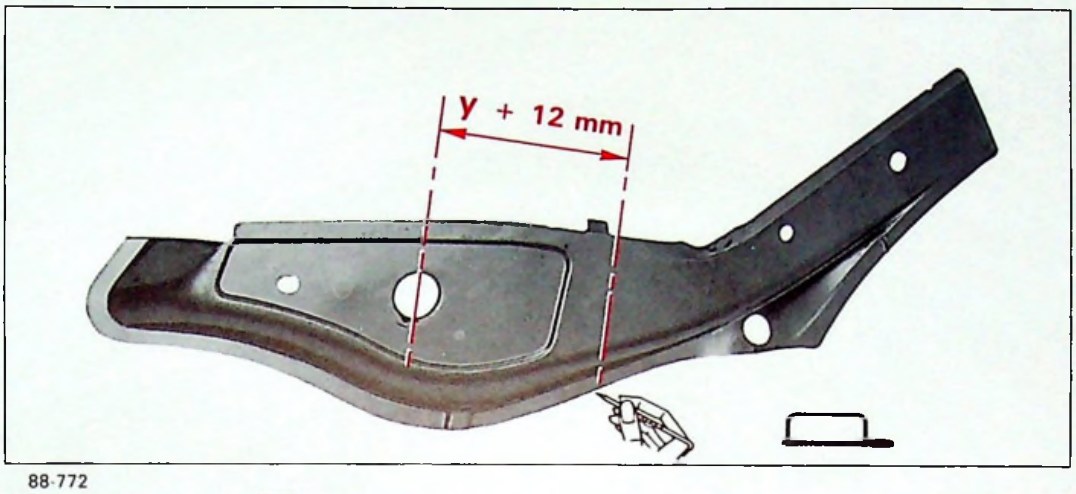

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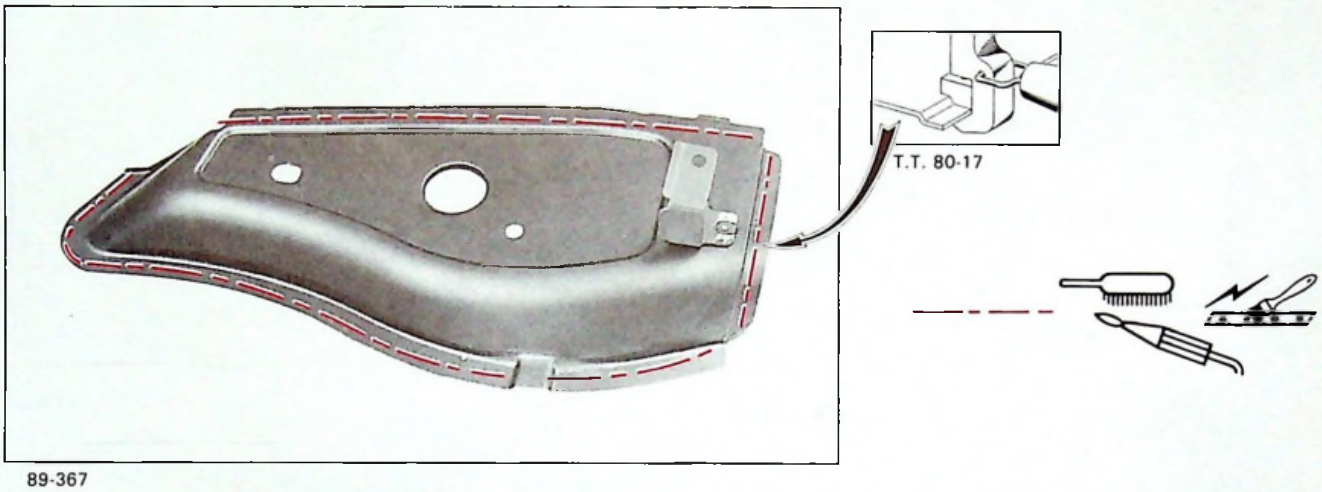

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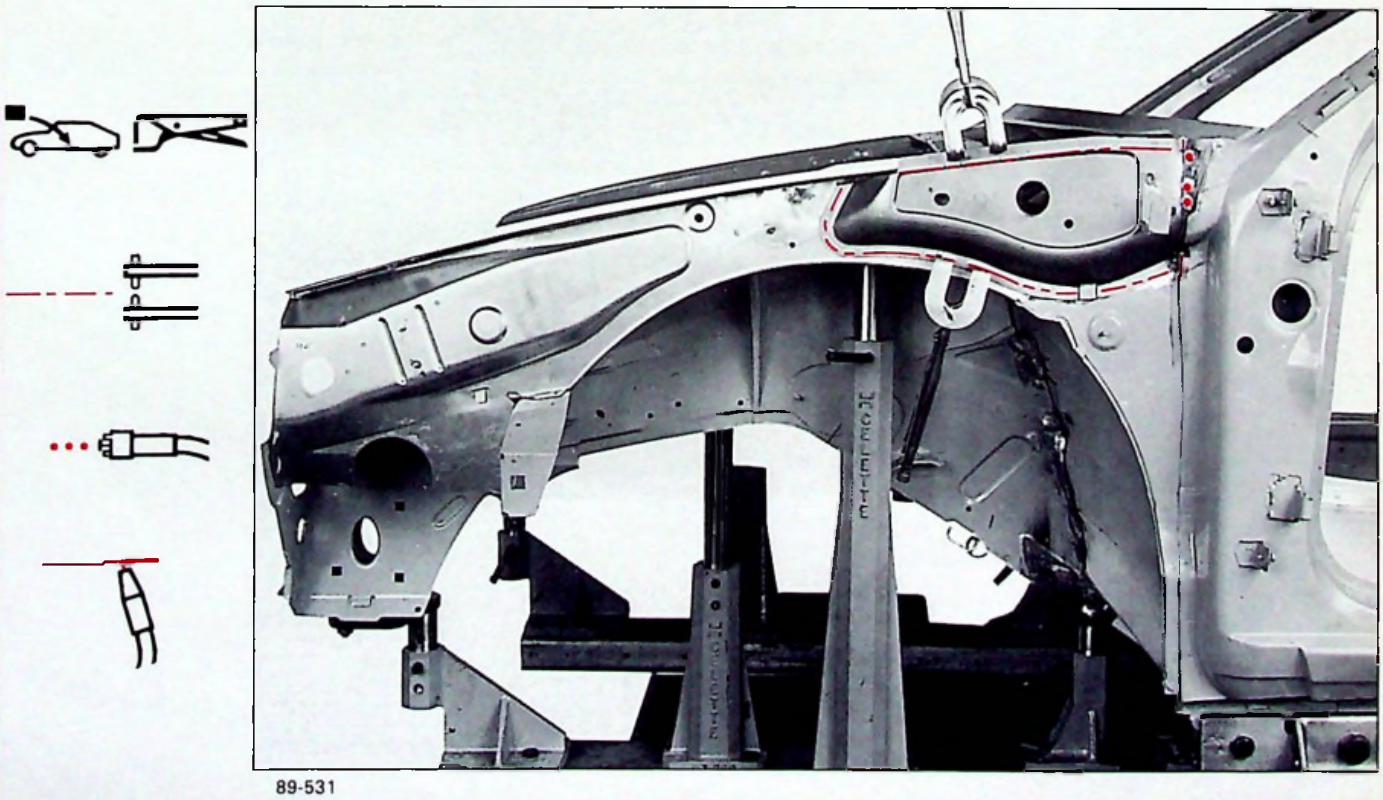

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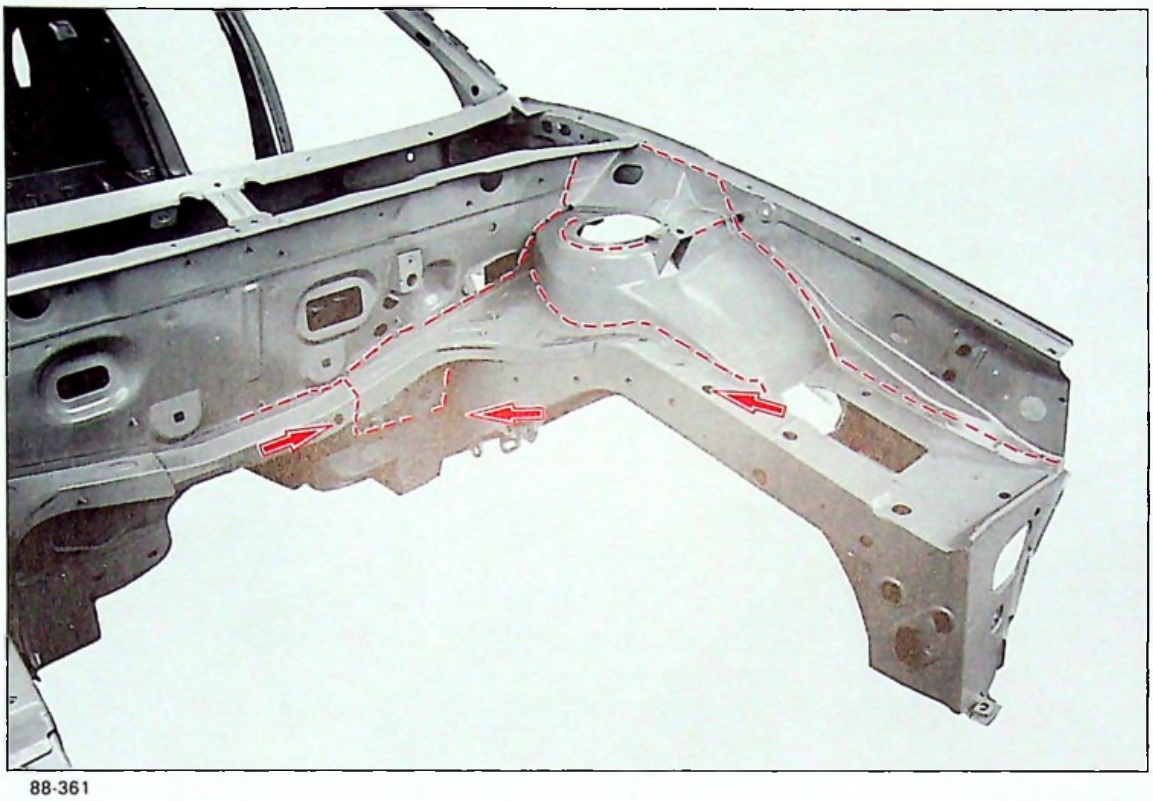

88-361

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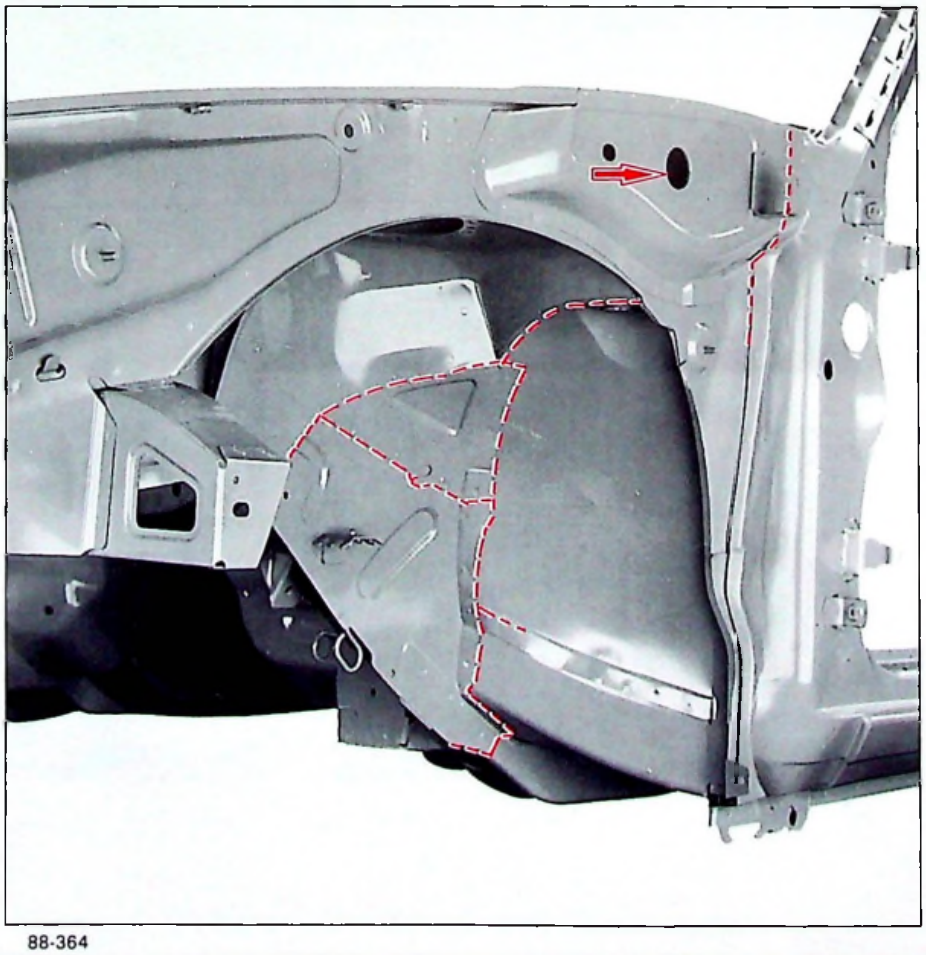

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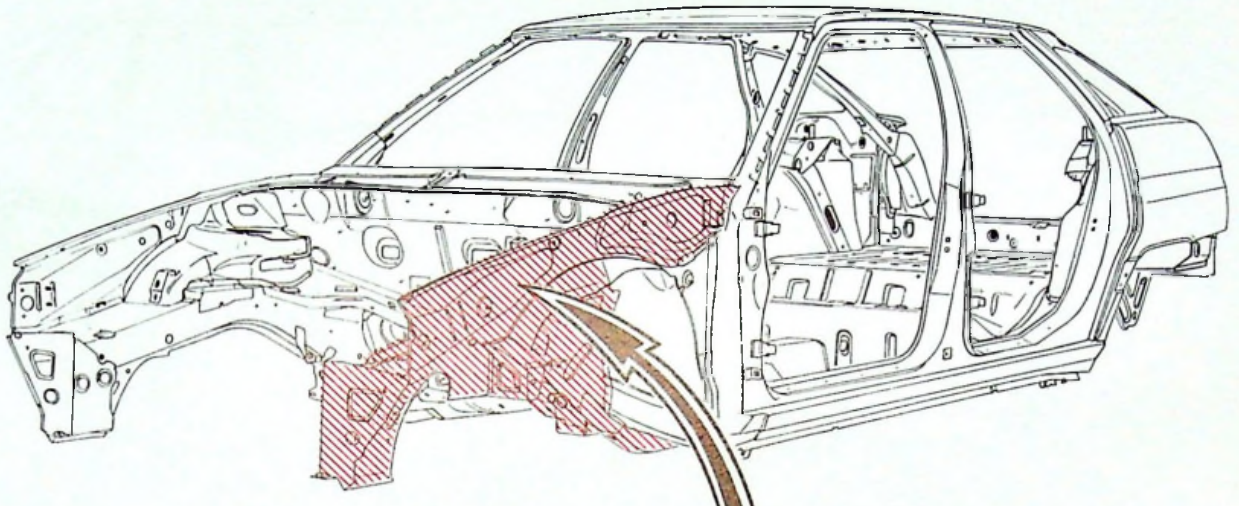
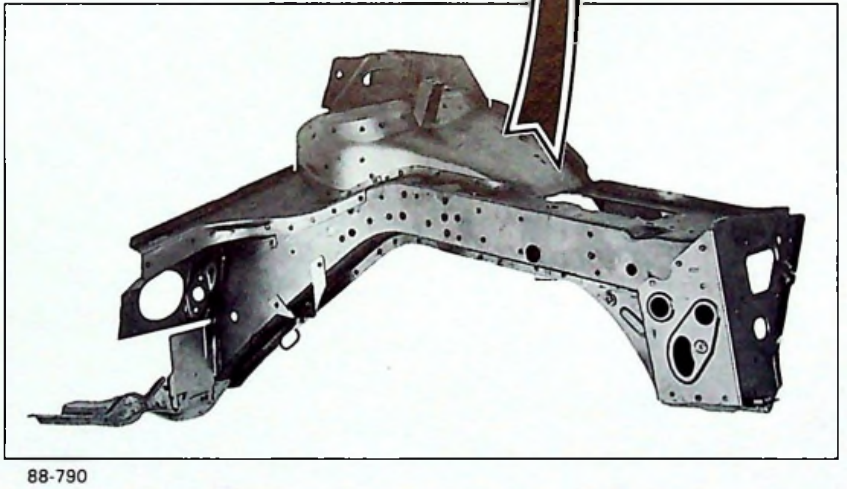


Y.80-1



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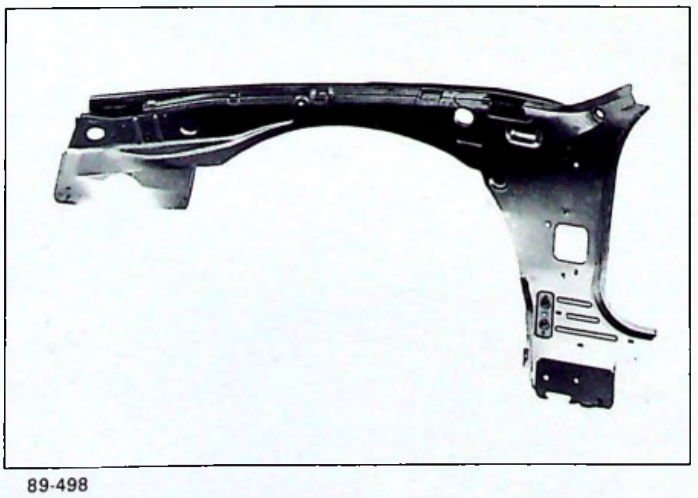

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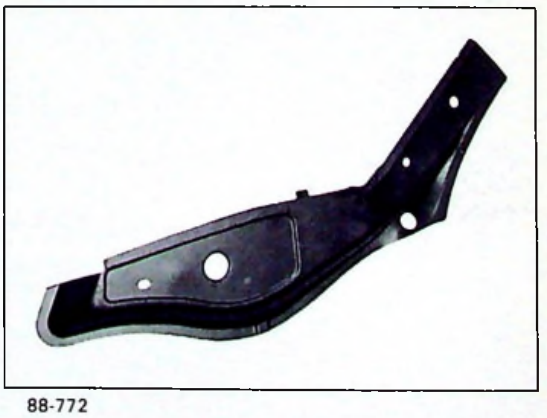

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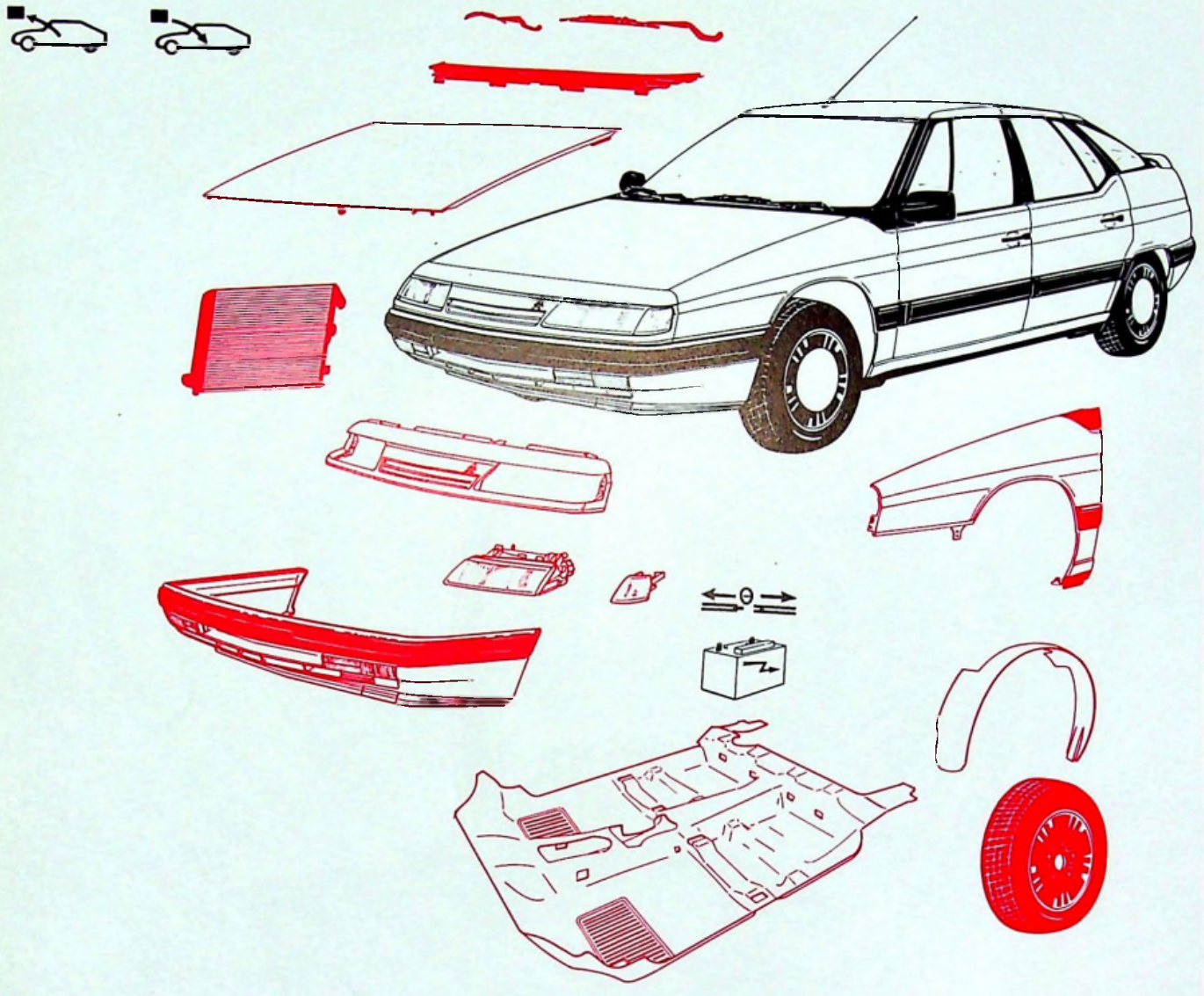
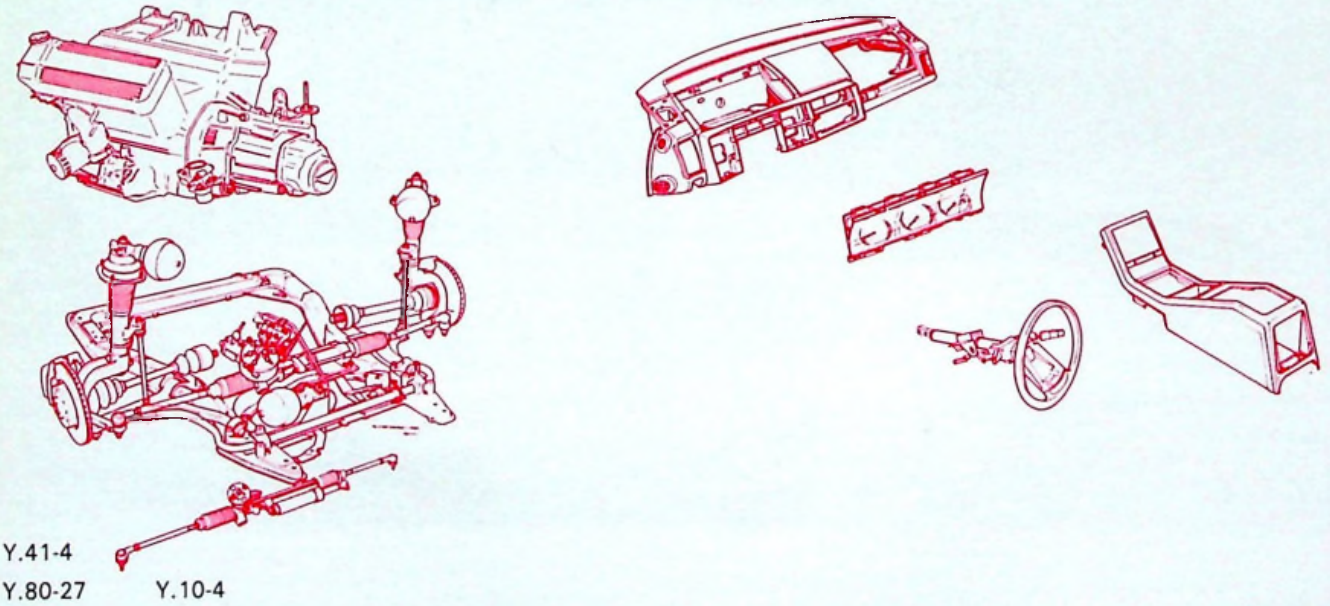
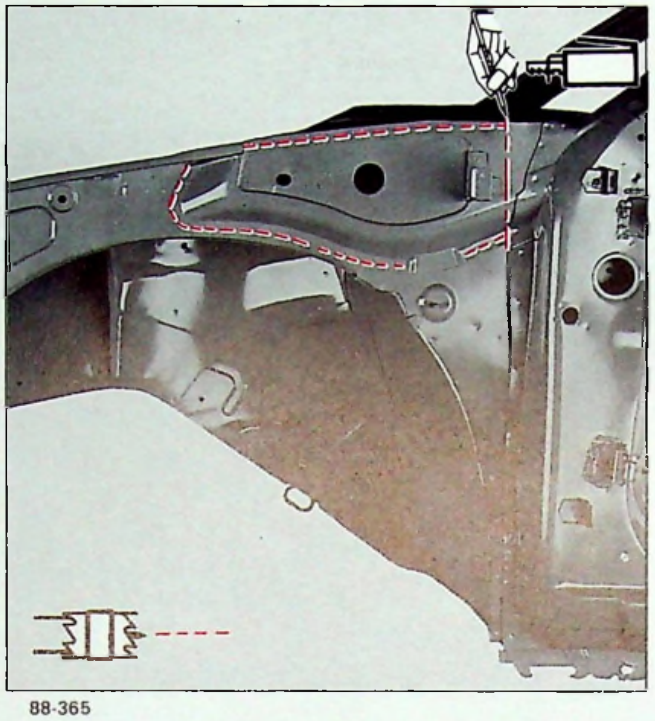
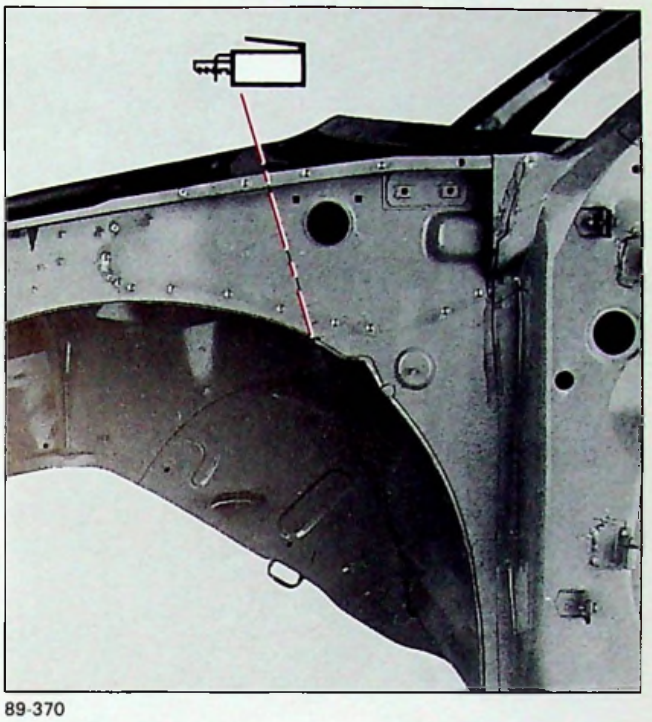




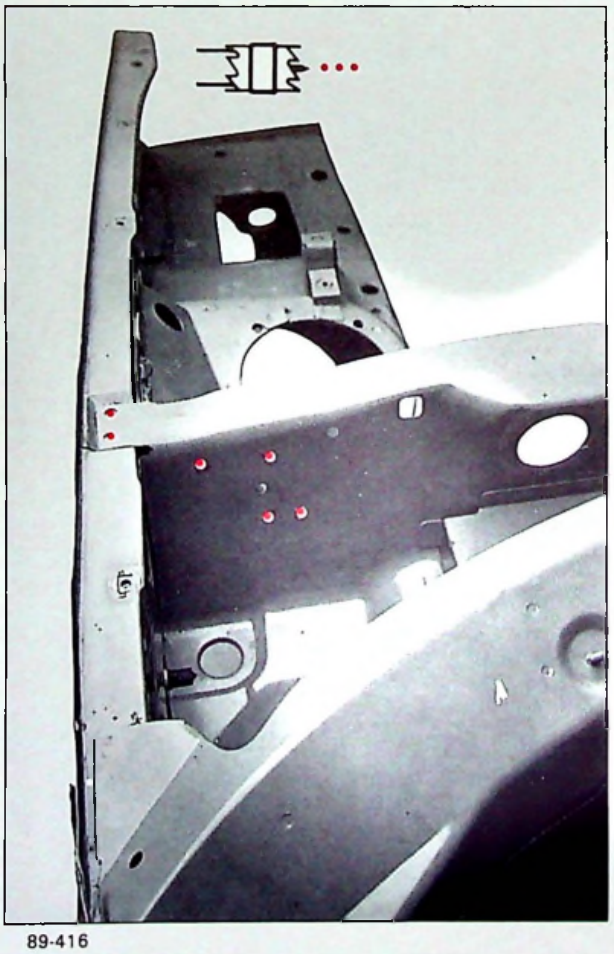
Y.41-4
Y.80-27 Y.10-4
Y.80.7a Y.80-28



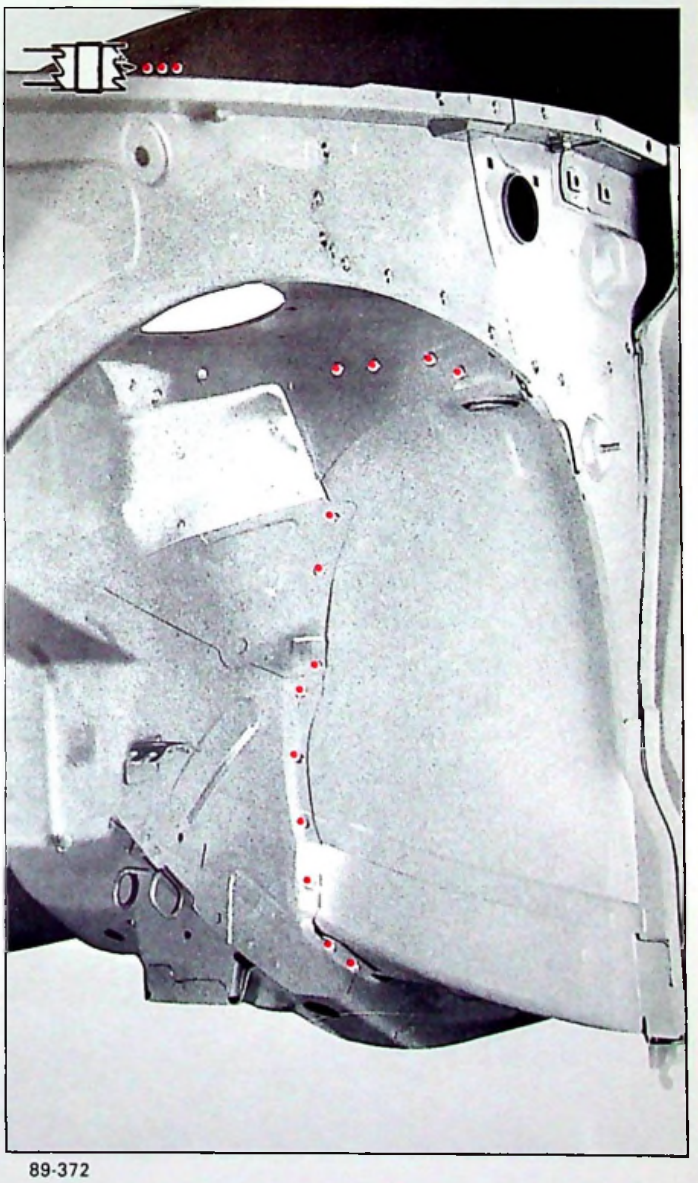
88-365



89-370



89-416



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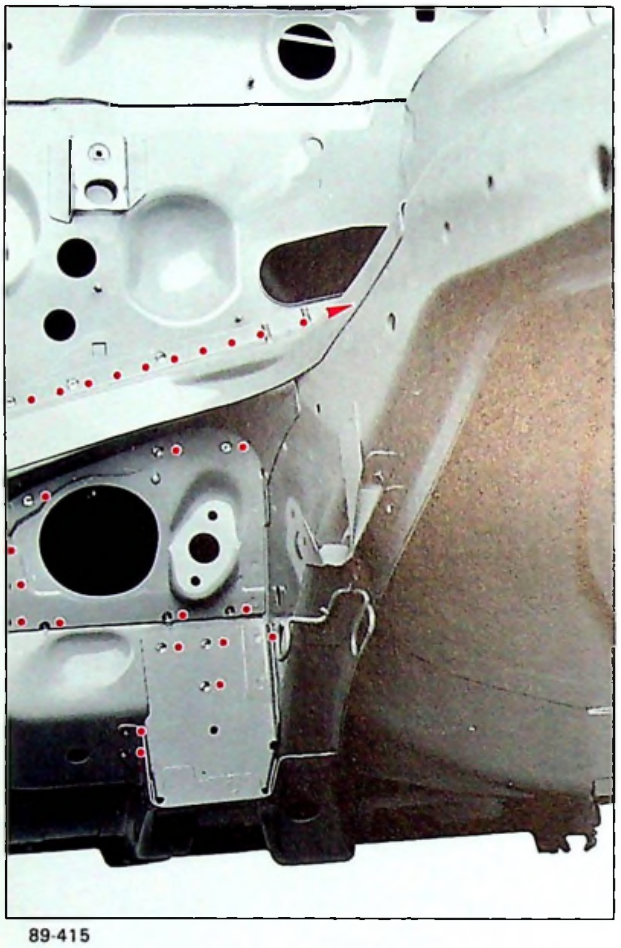

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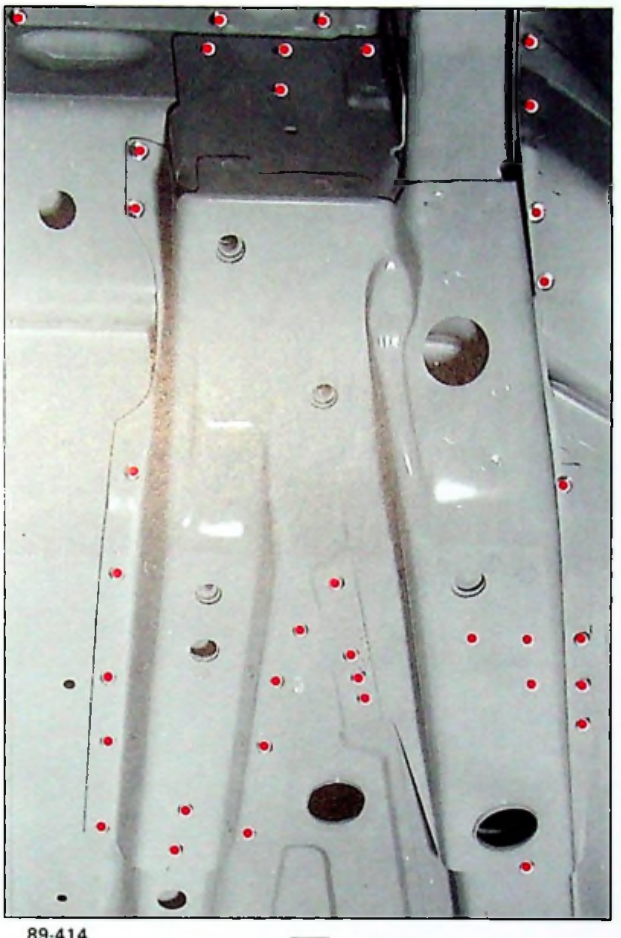

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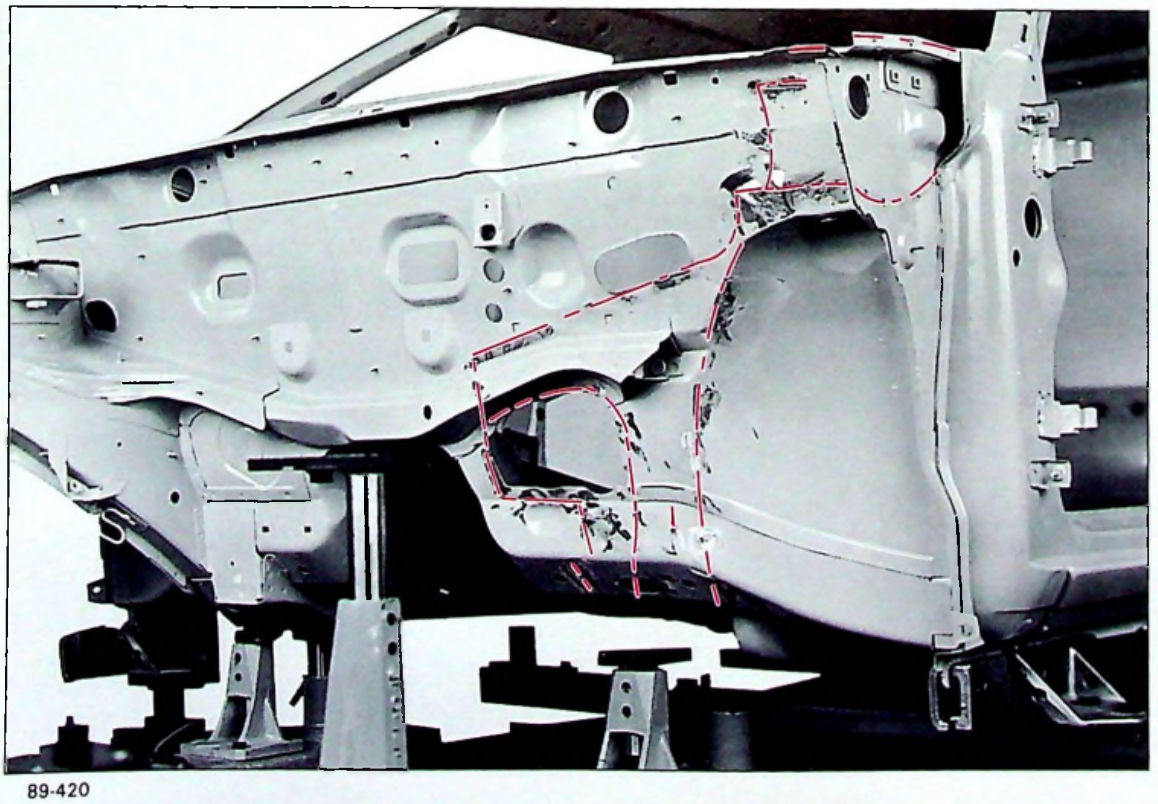

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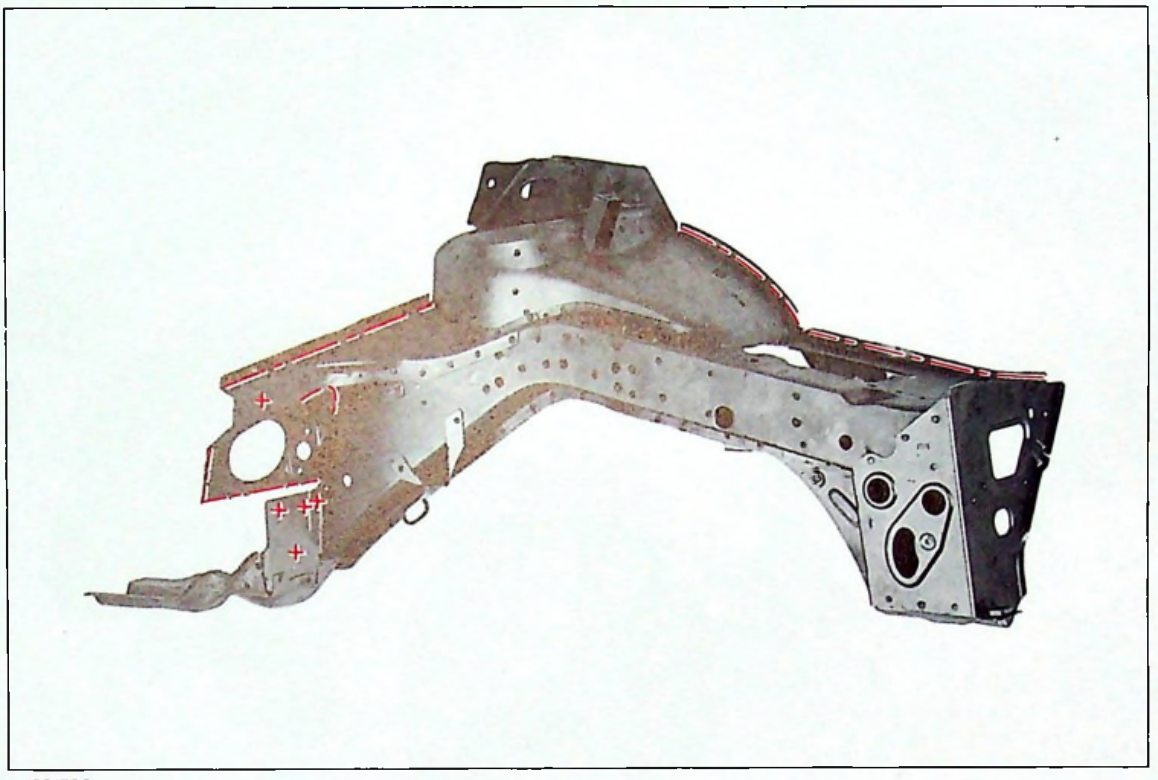

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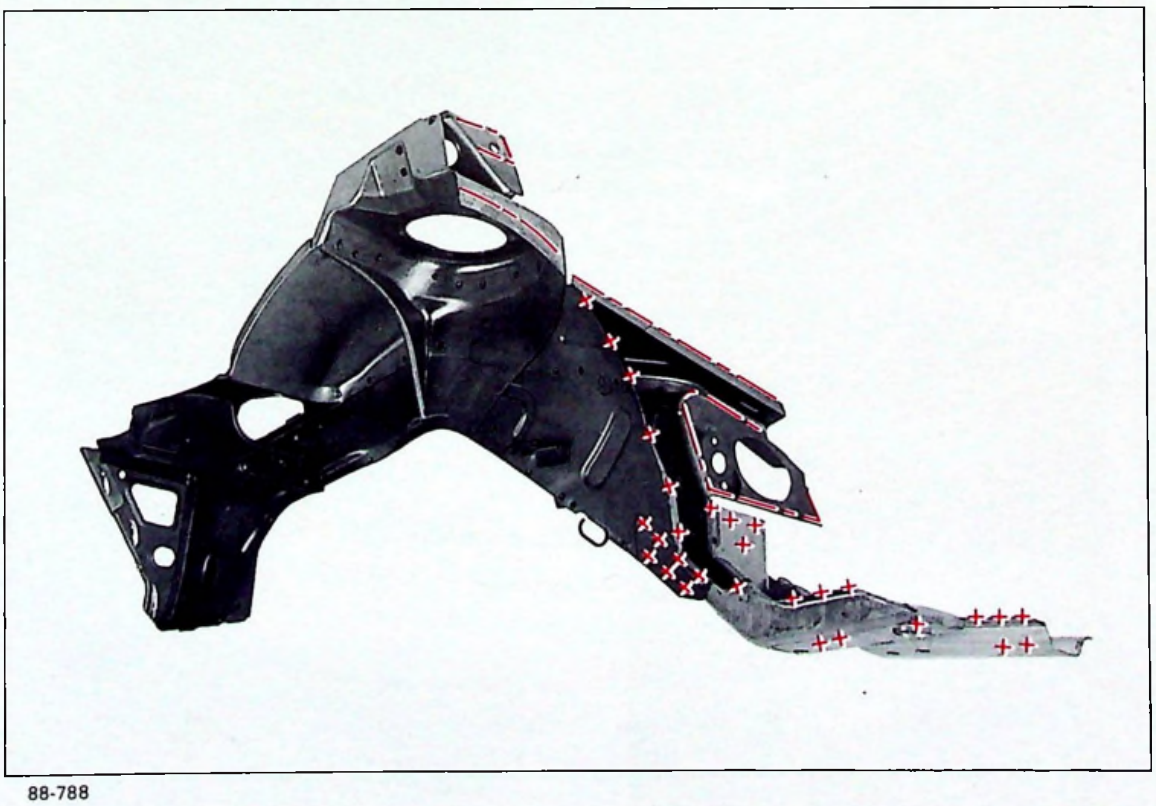
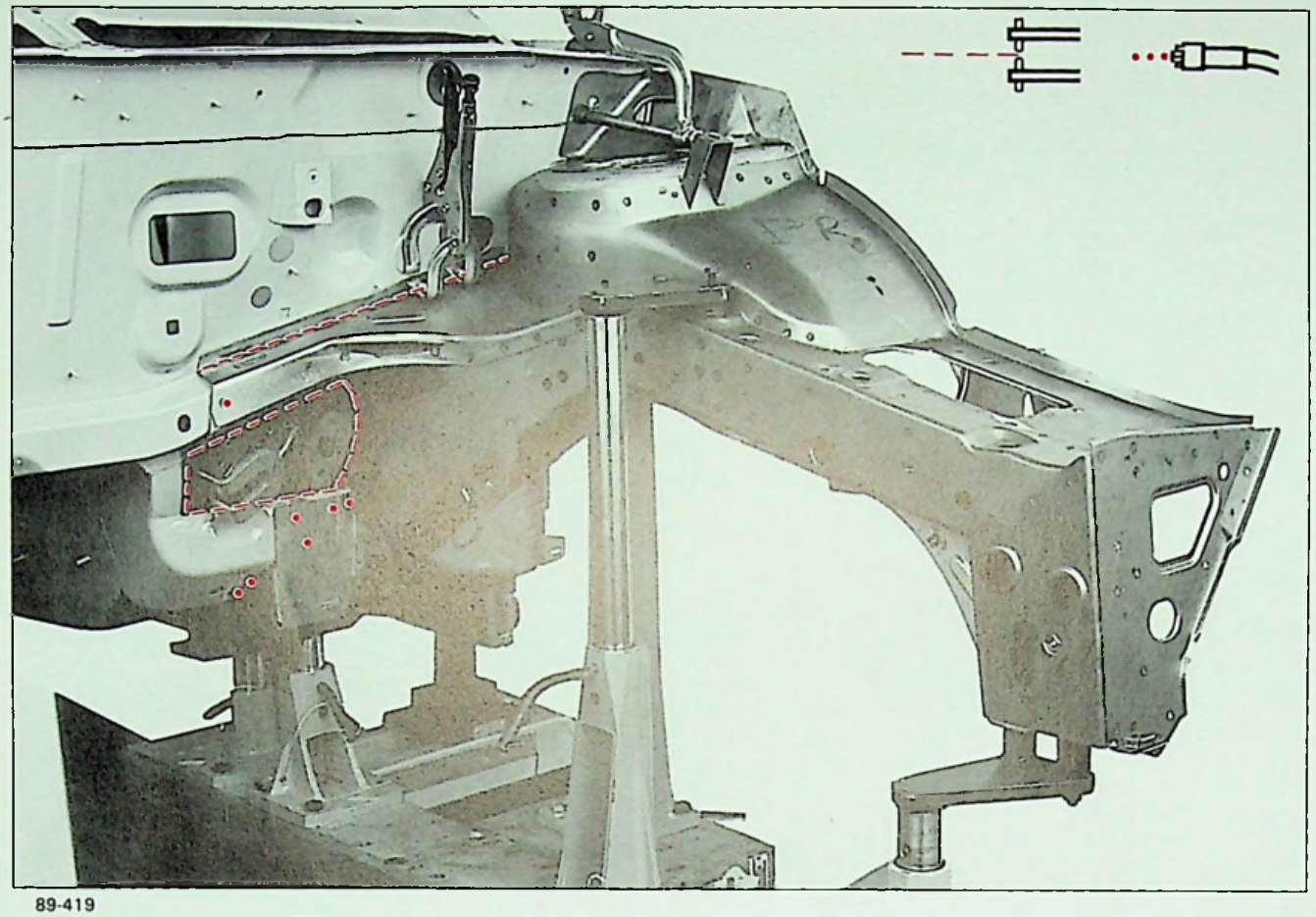


88-788



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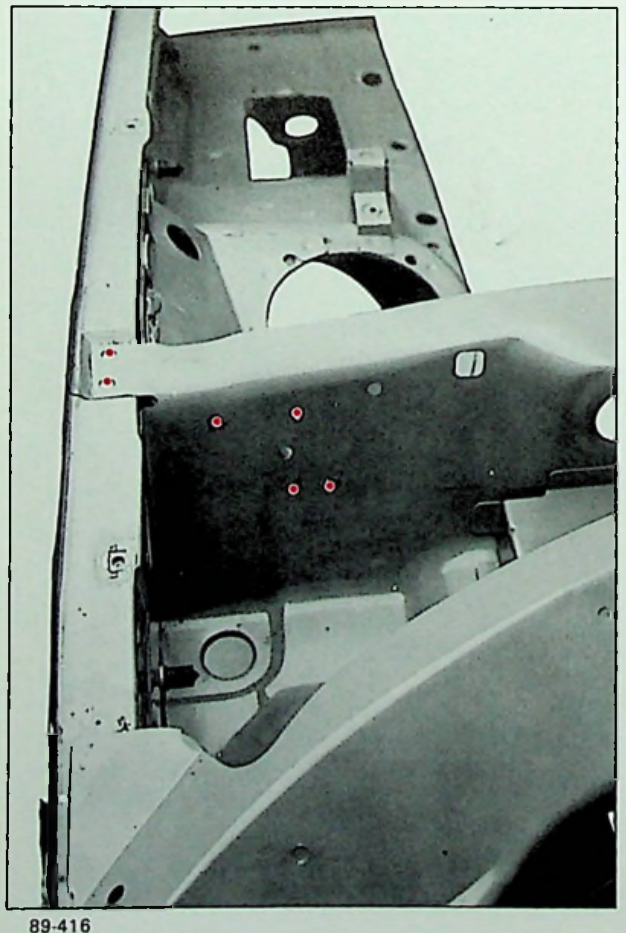

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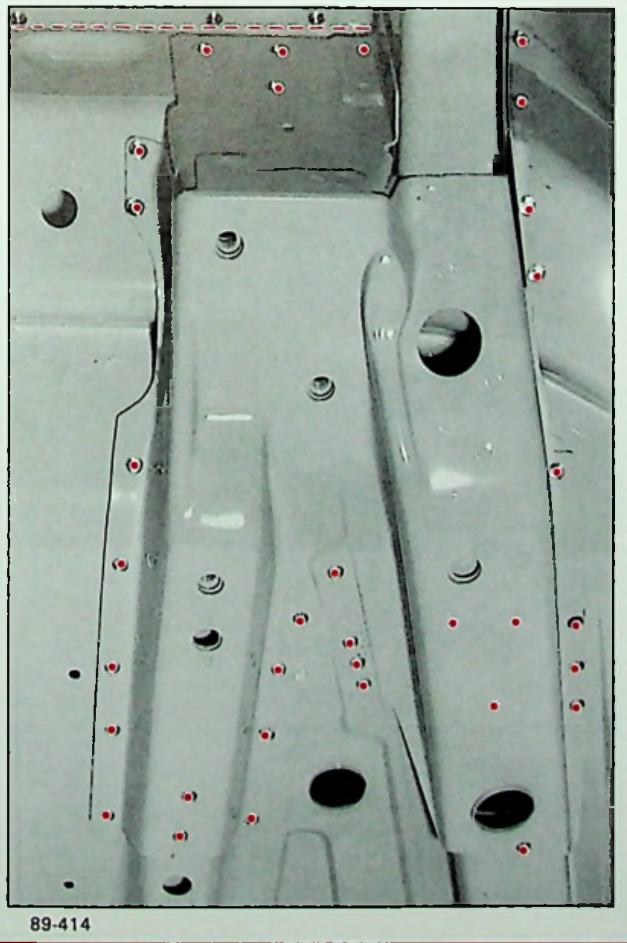

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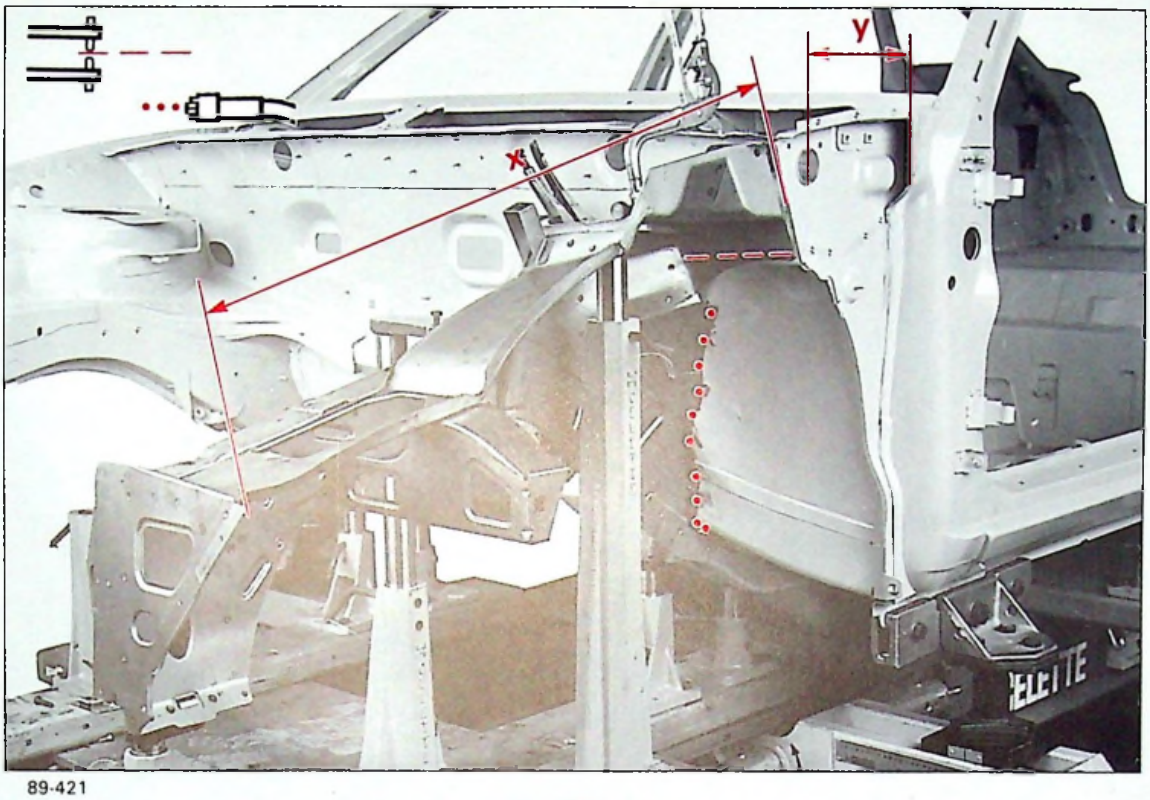

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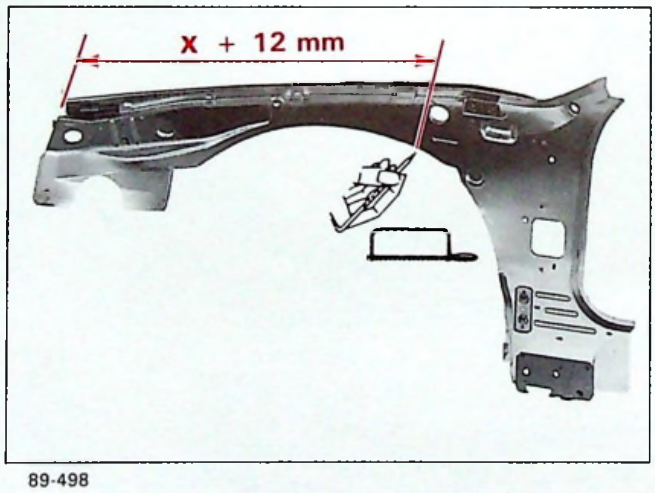
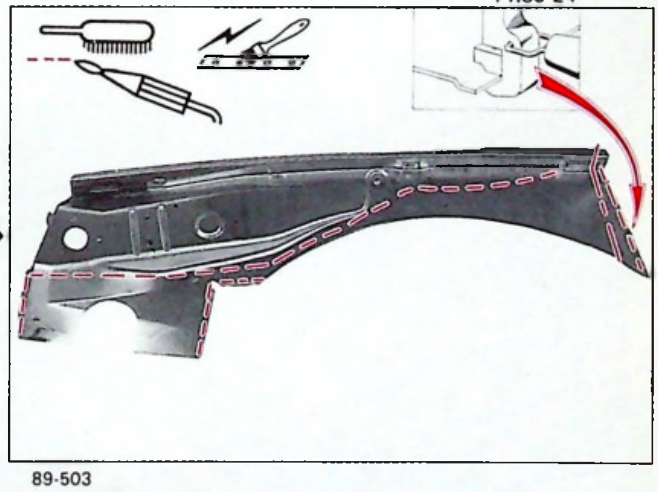


89-498

TT.80-24



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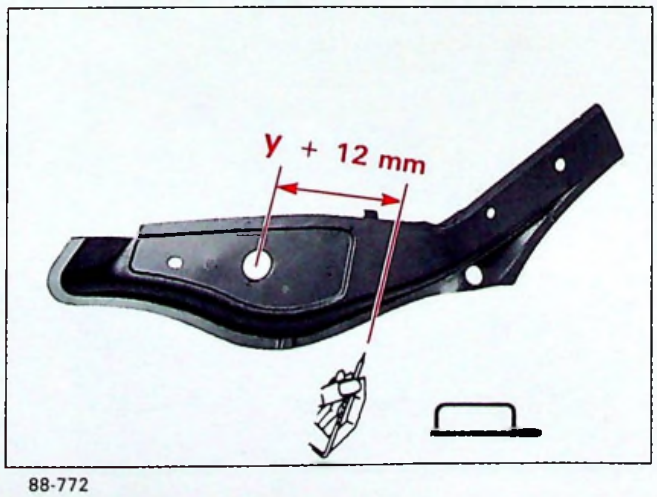

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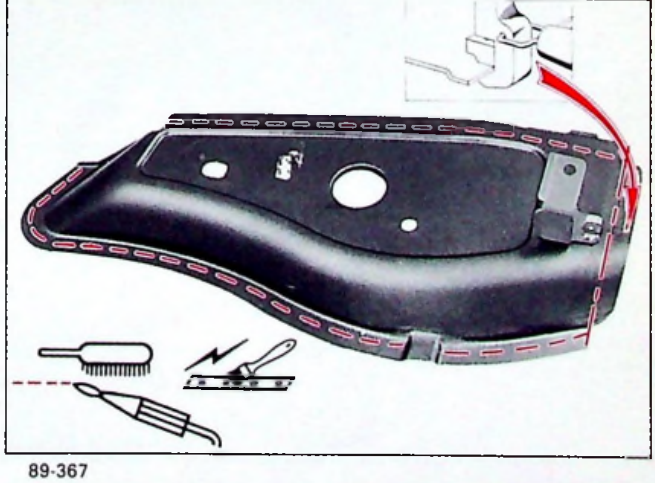
TT.80-24



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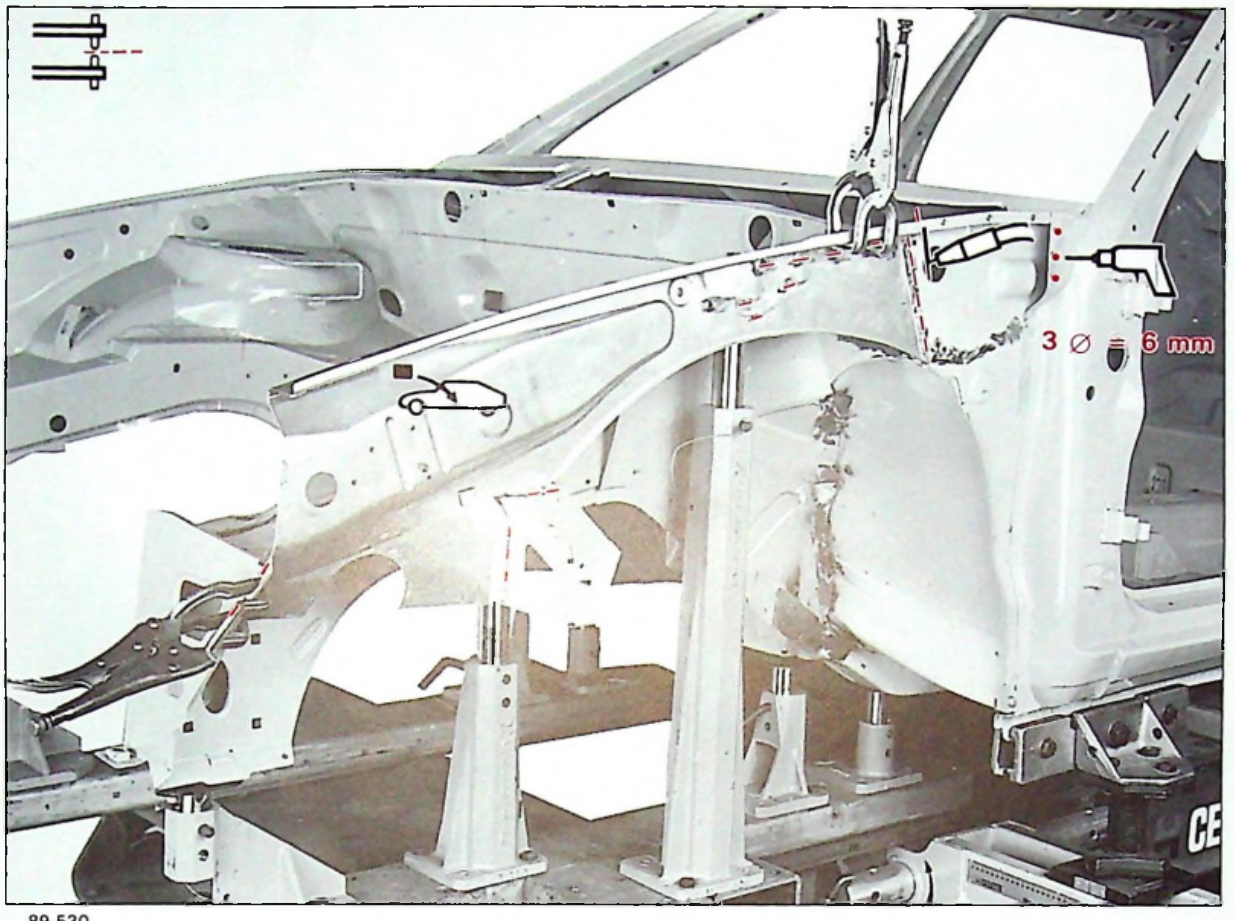

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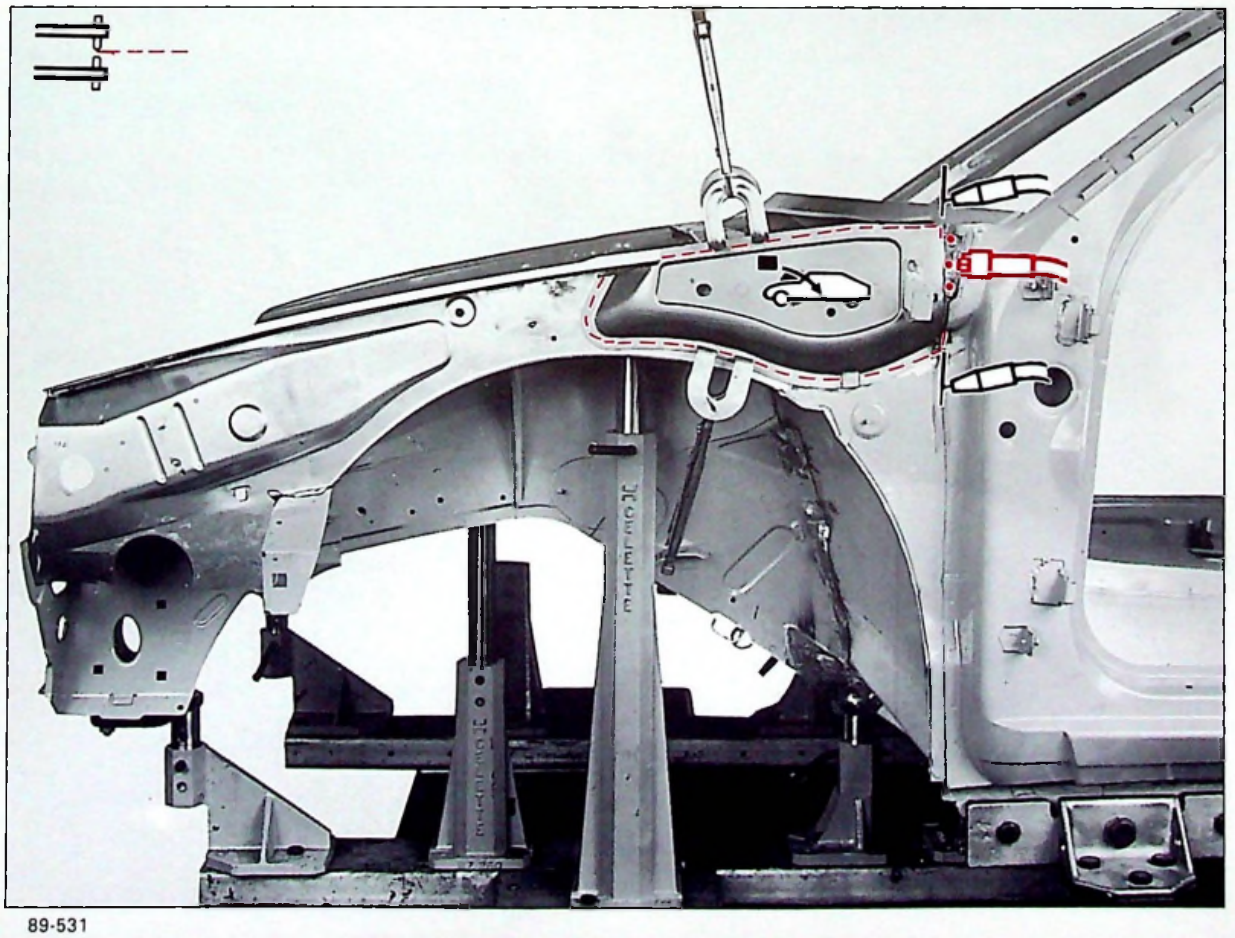

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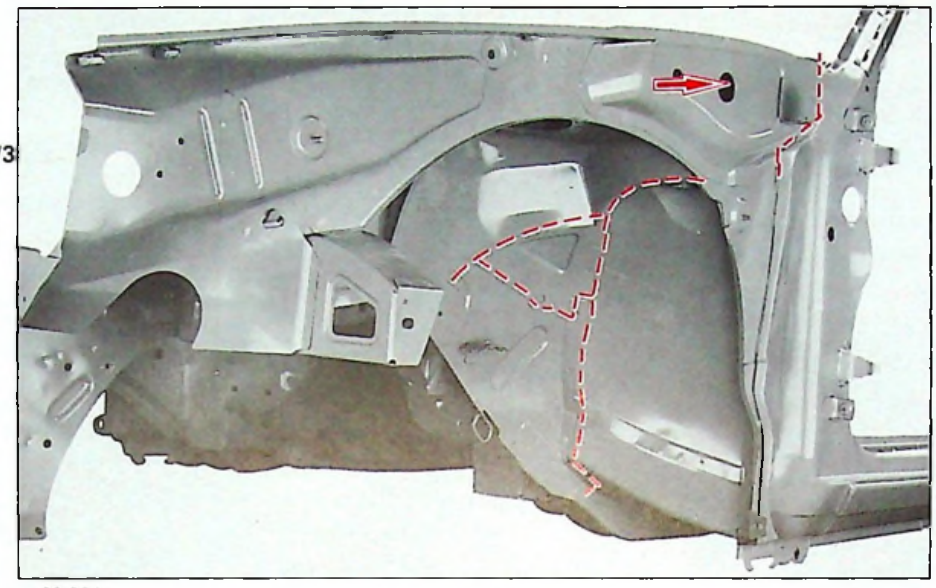
A1

XM 800-00/3



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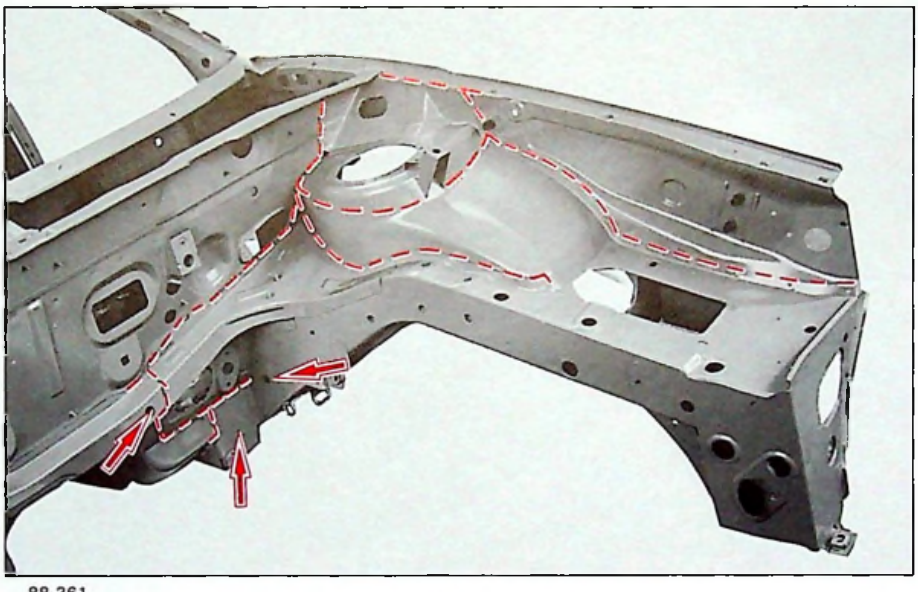

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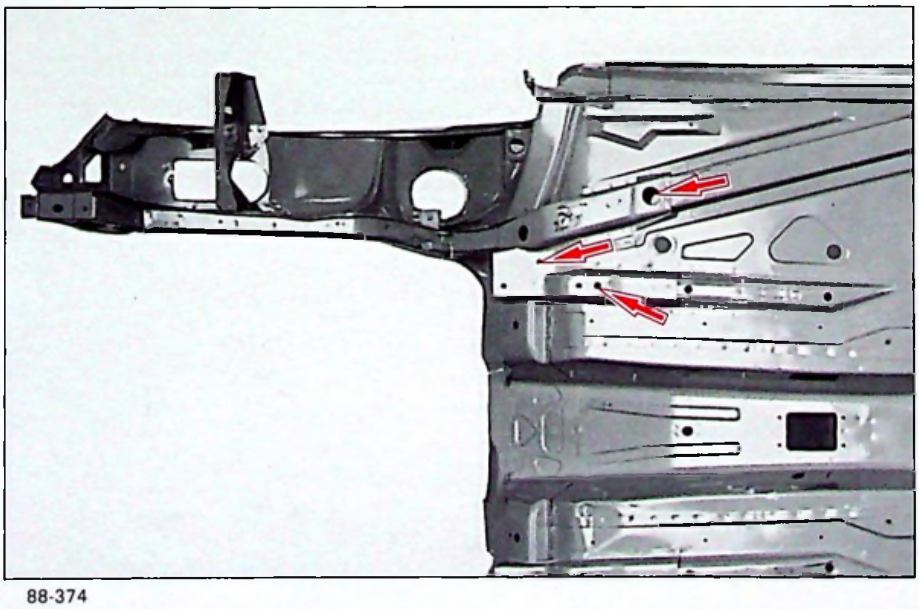

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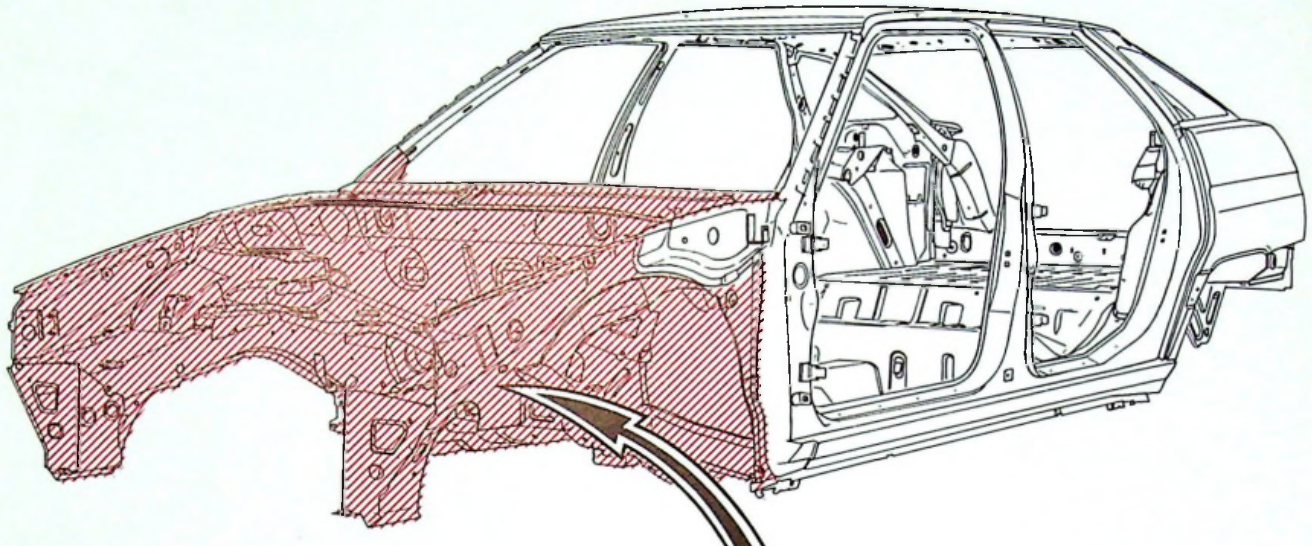
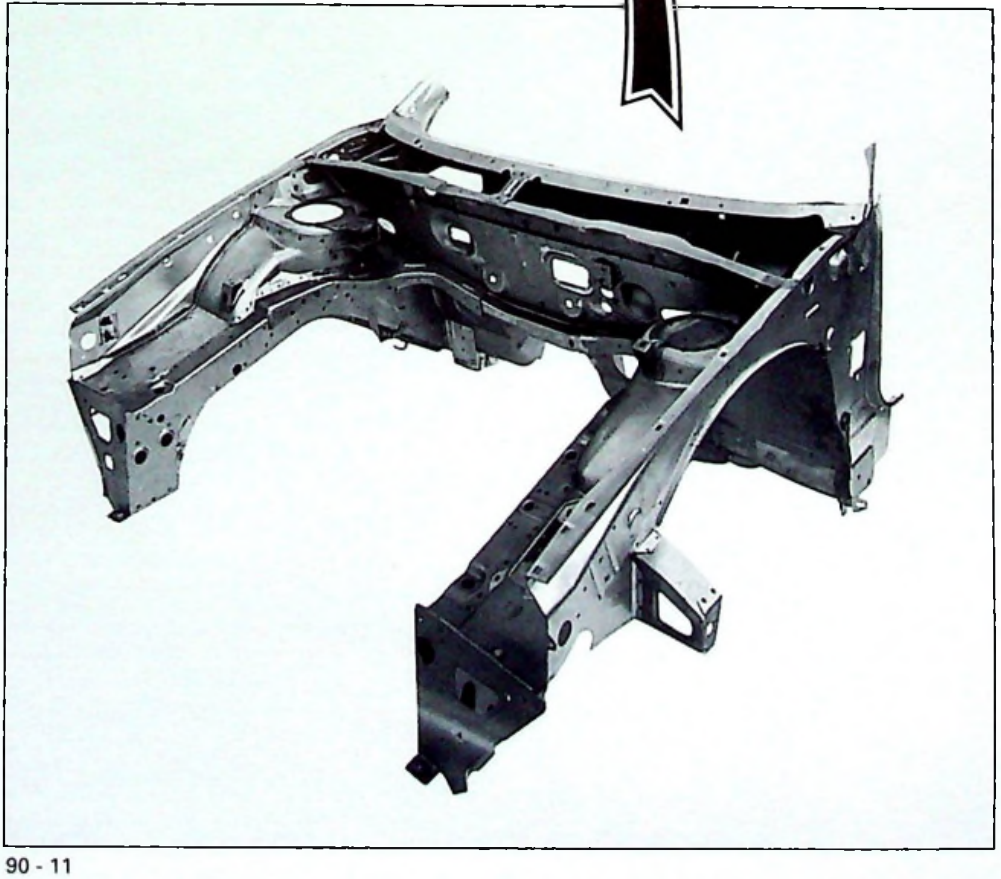
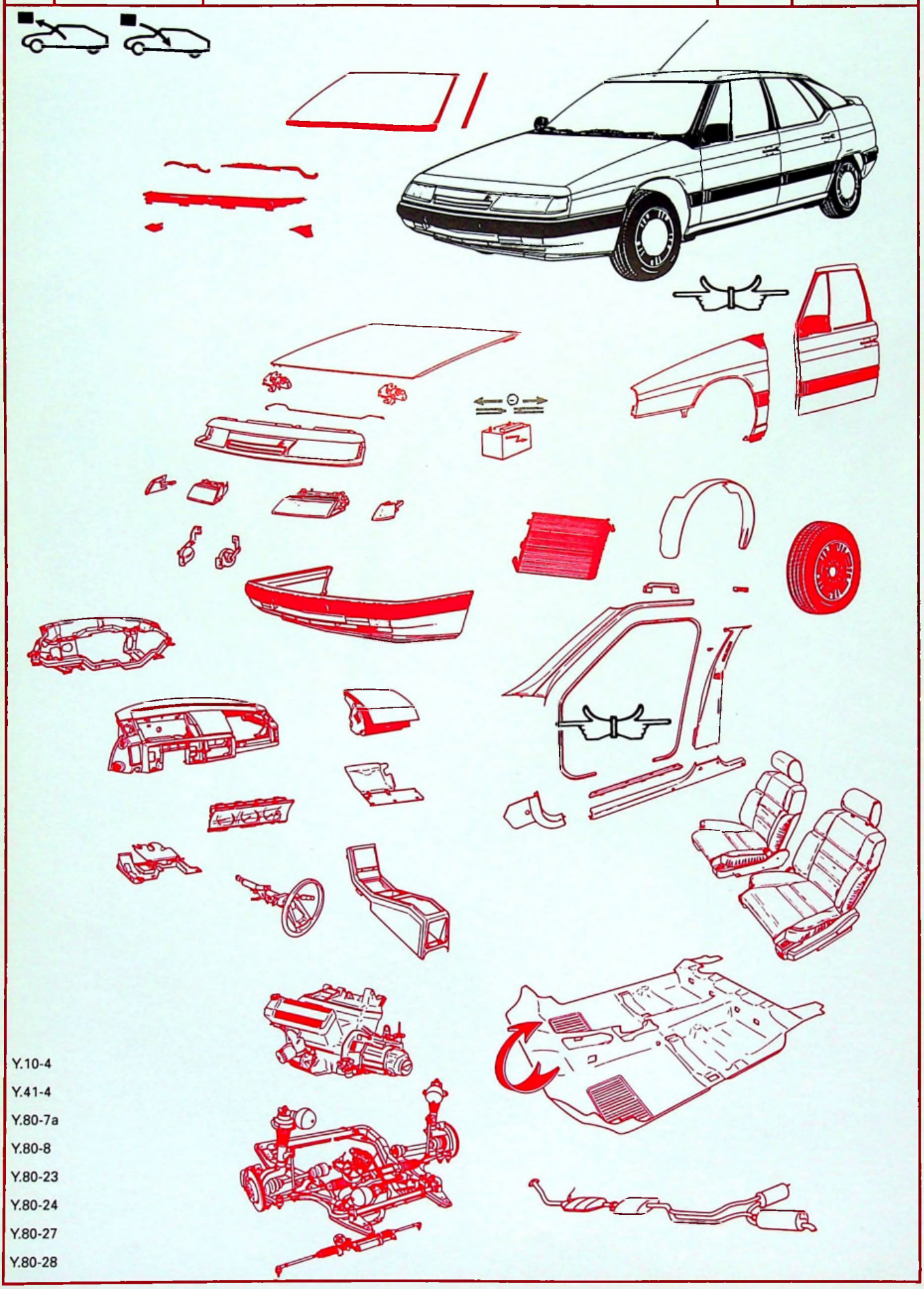


Y.80-1

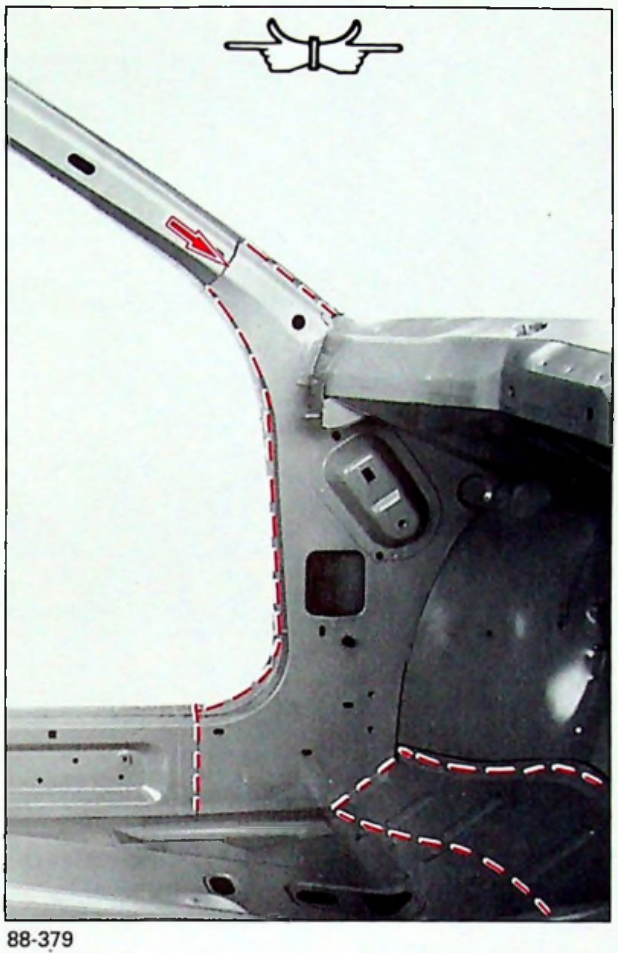


90 - 11



Y.10-4
Y.41-4
Y.80-7a
Y.80-8
Y.80-23
Y.80-24
Y.80-27
Y.80-28

88-364



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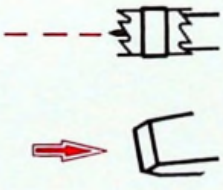

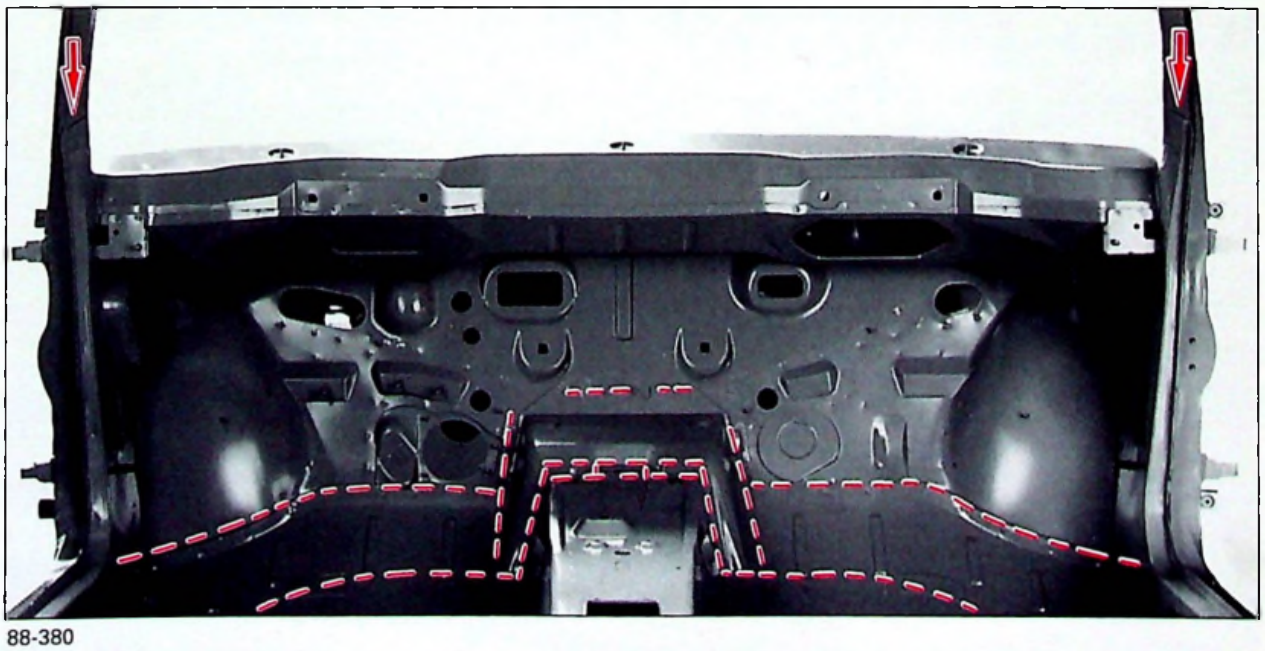

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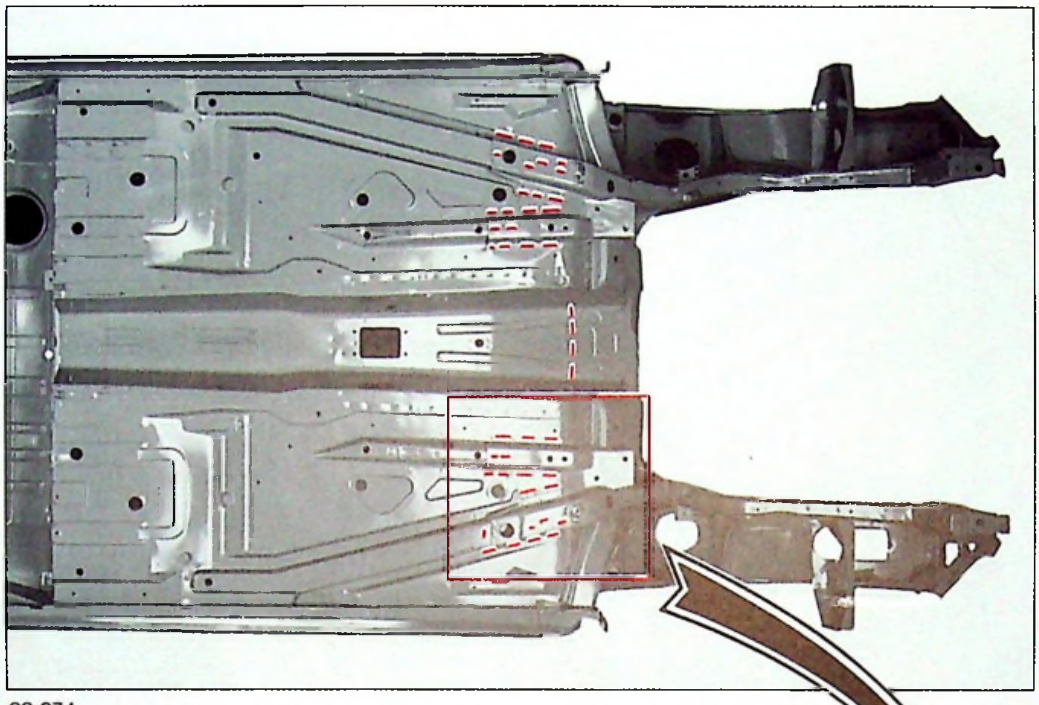

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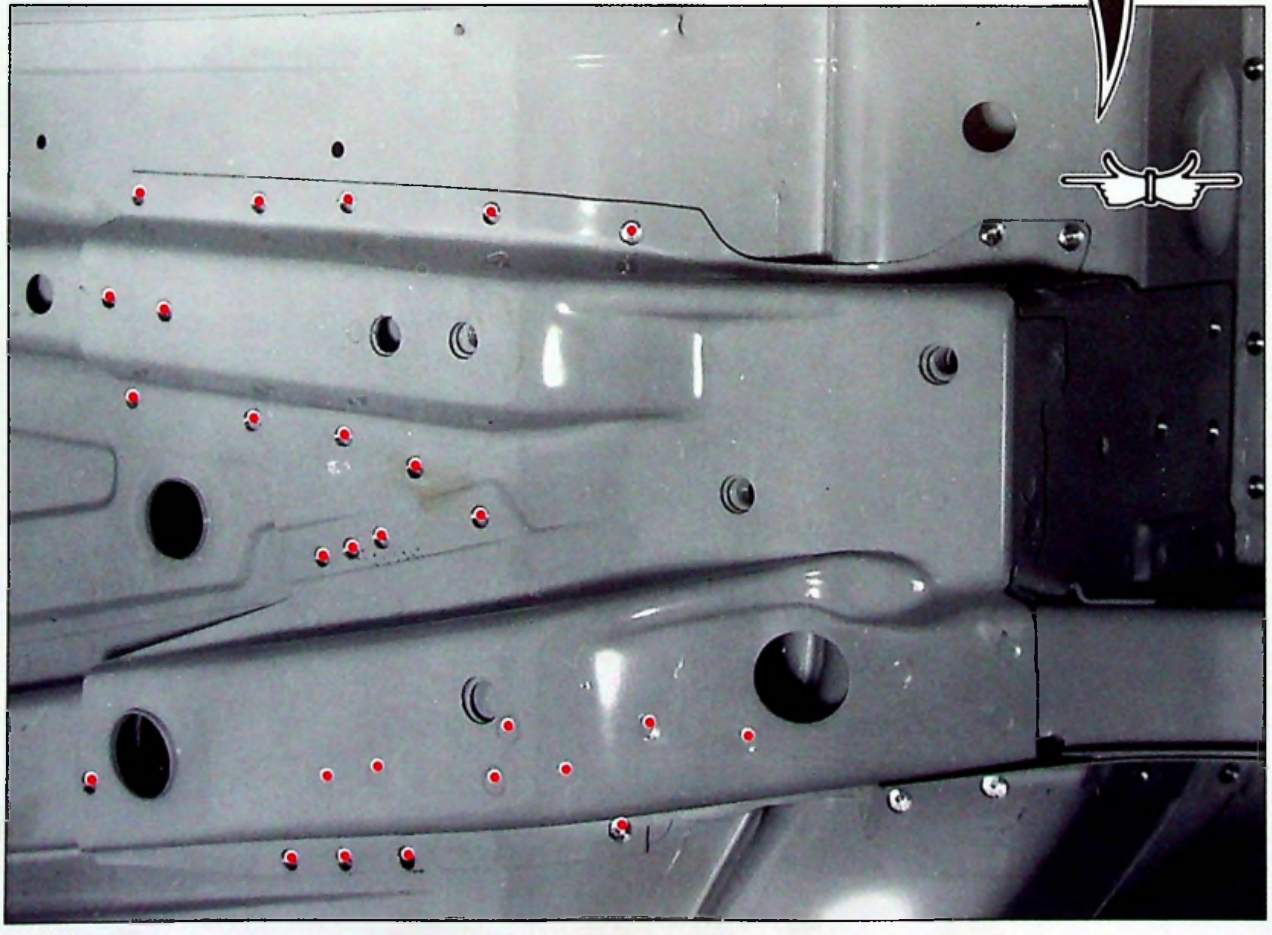
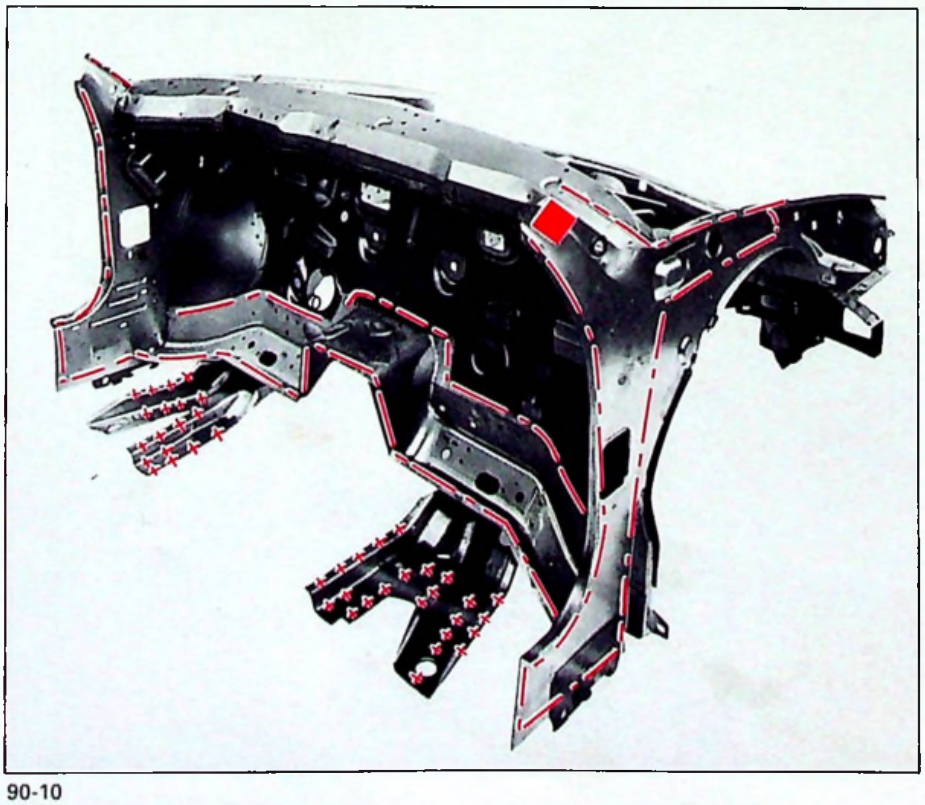


89-414

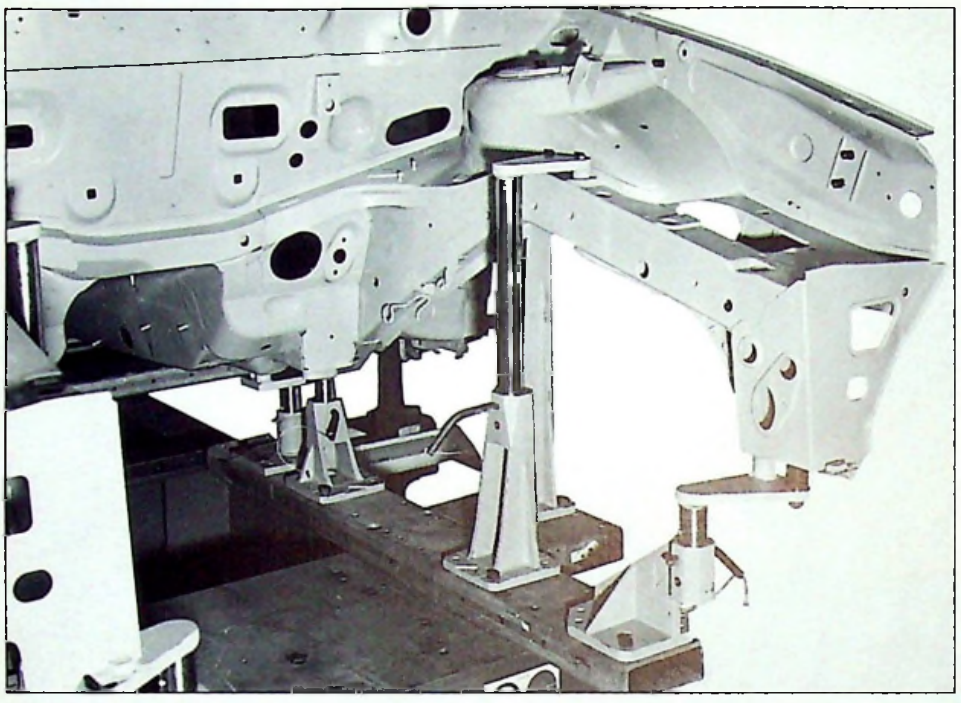
90-69



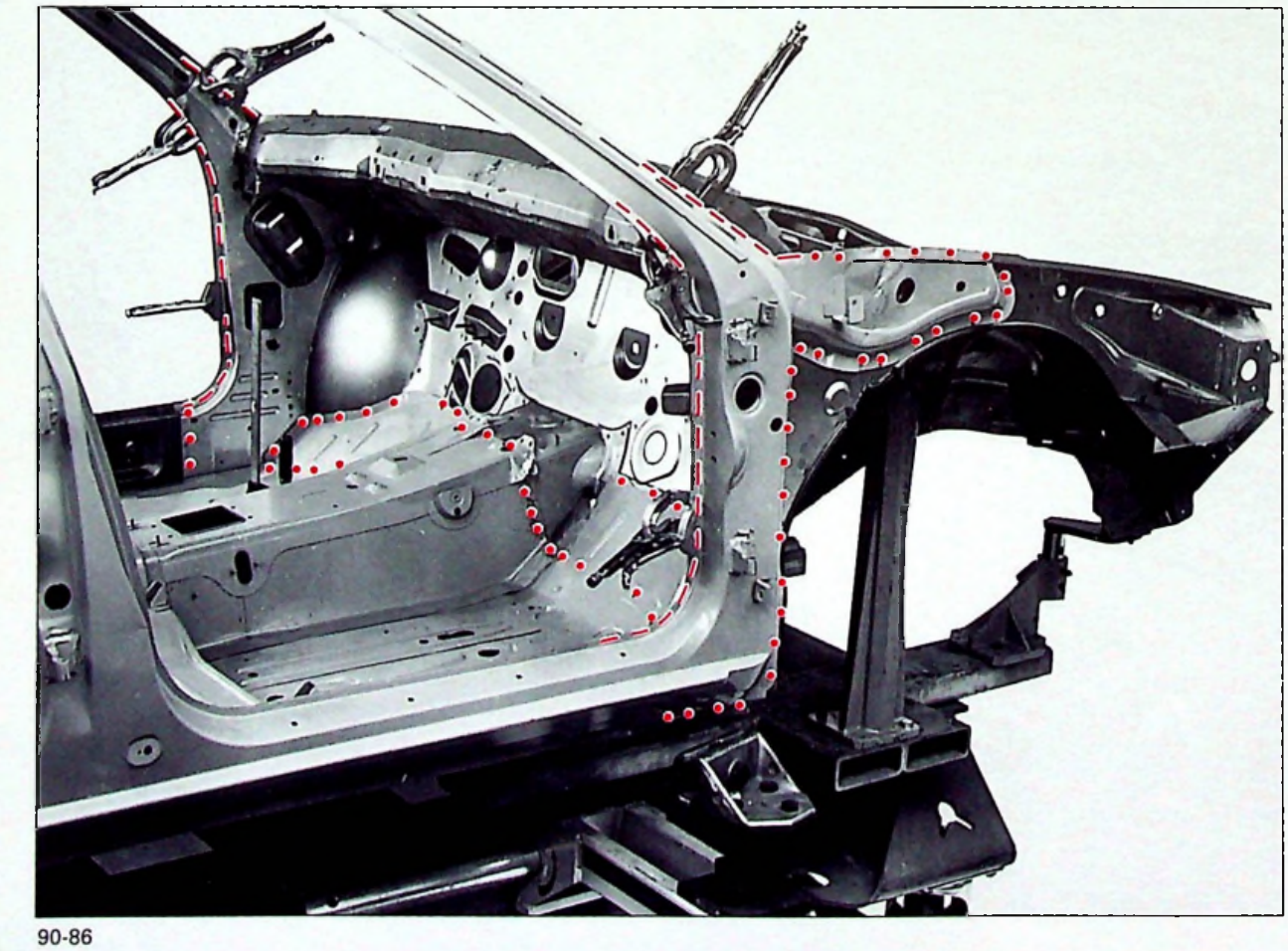
90-10

+ + + Ø = 8 mm

B8



88-649



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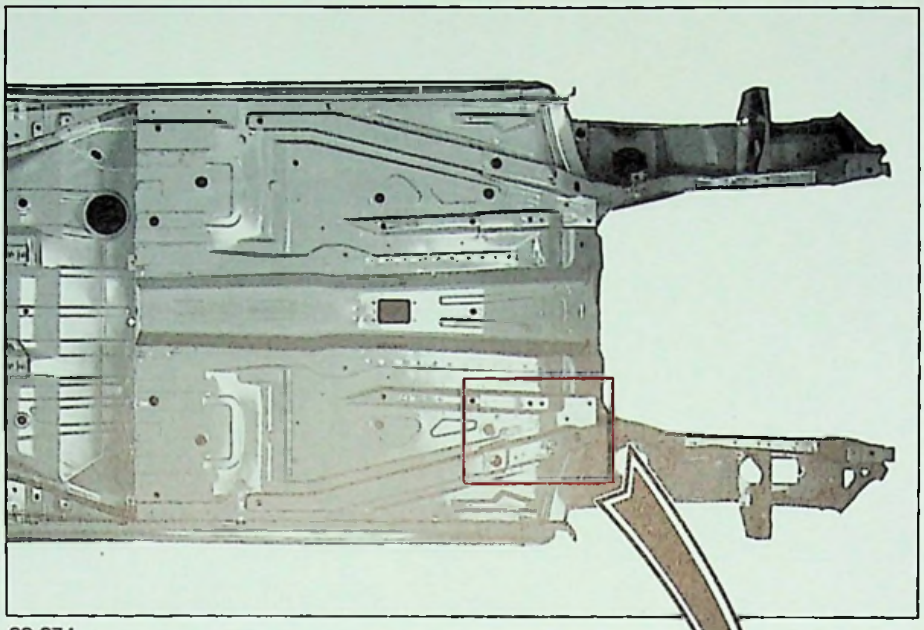
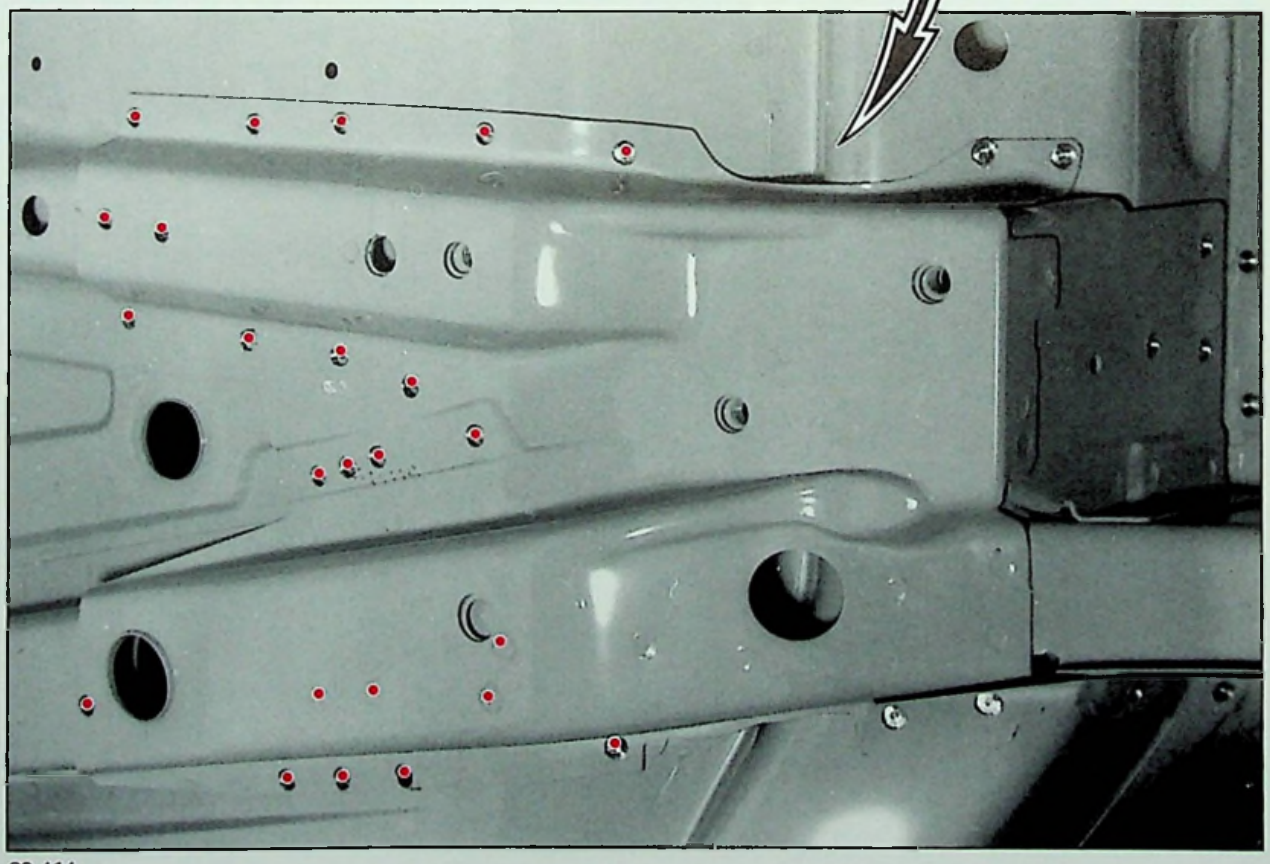


88-374



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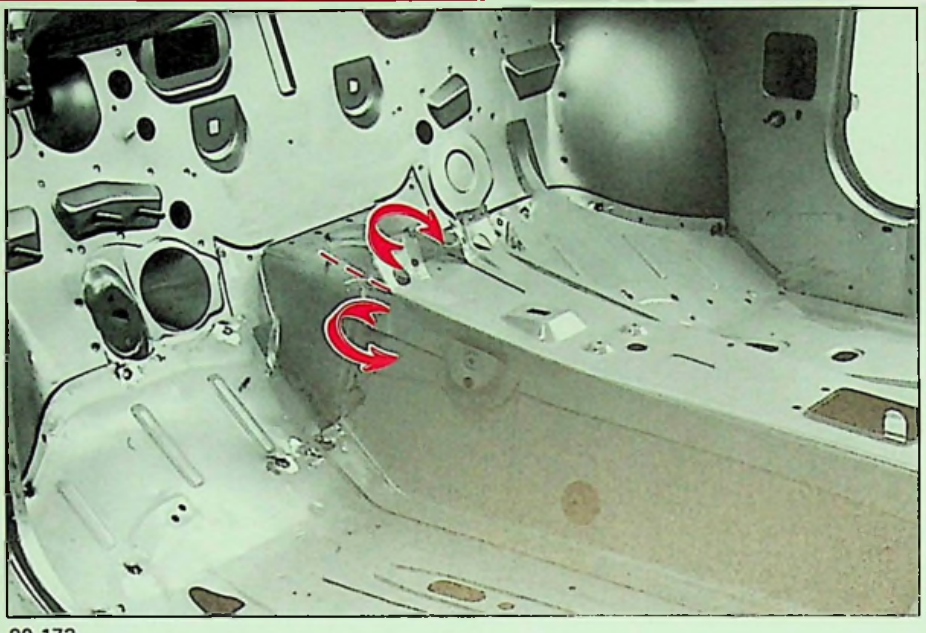
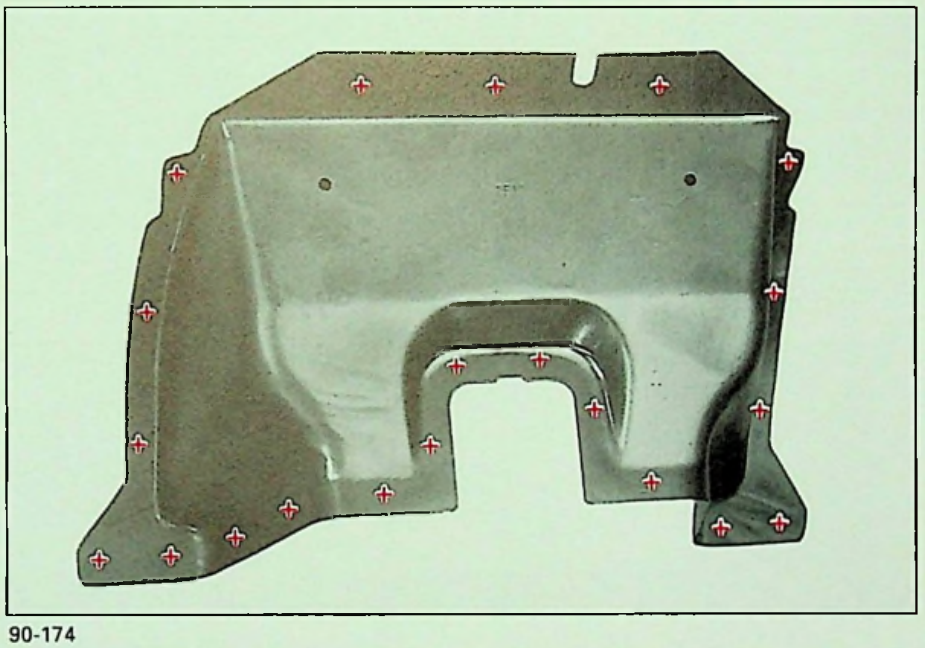
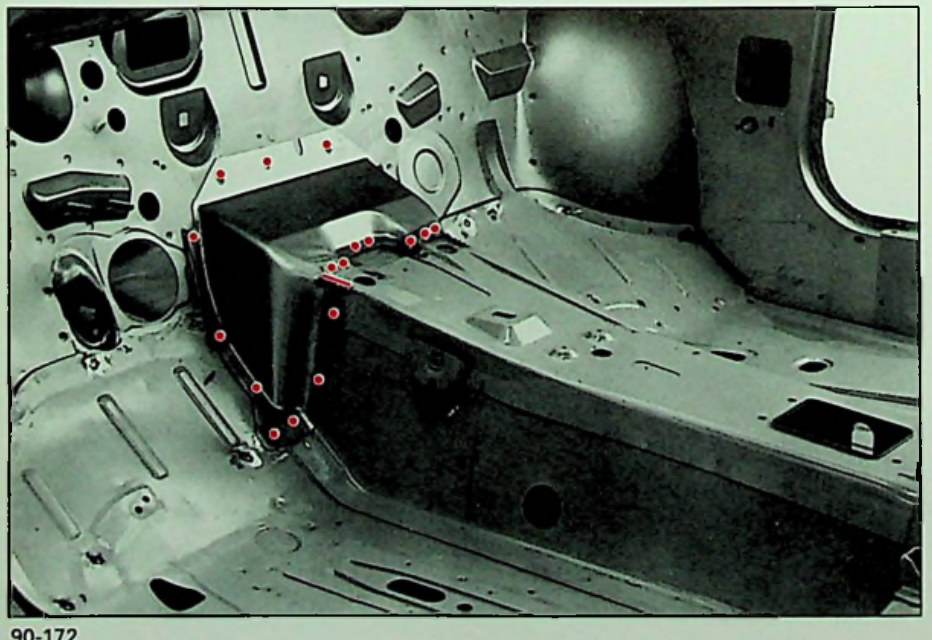


90-173

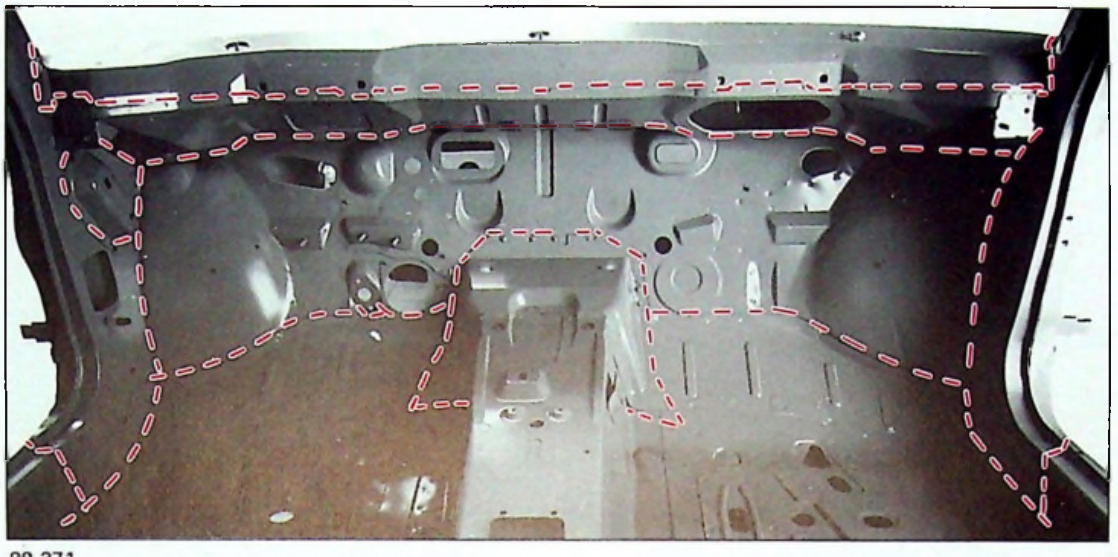


90-174

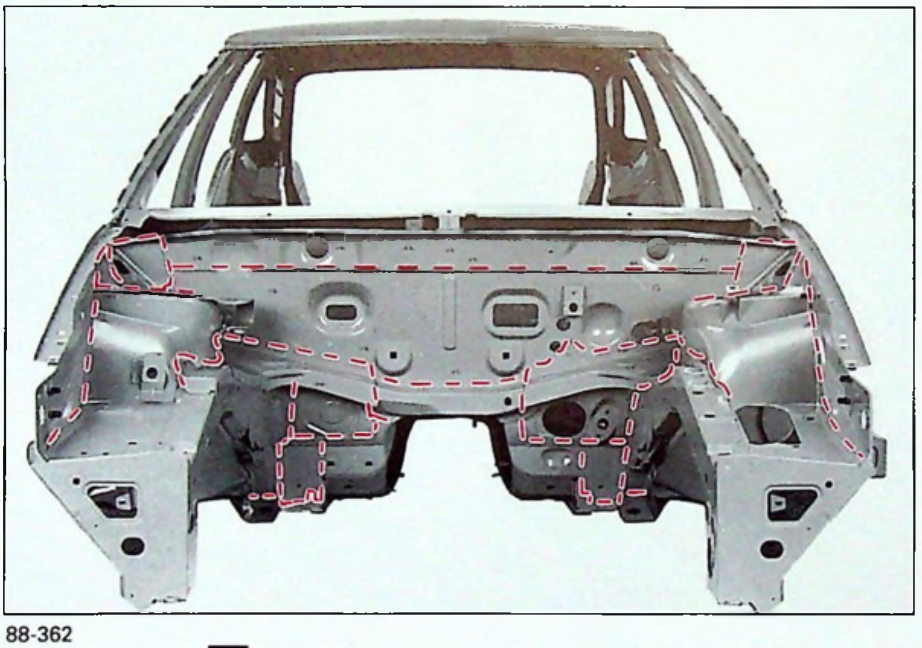
+ + + Ø = 8 mm



90-172



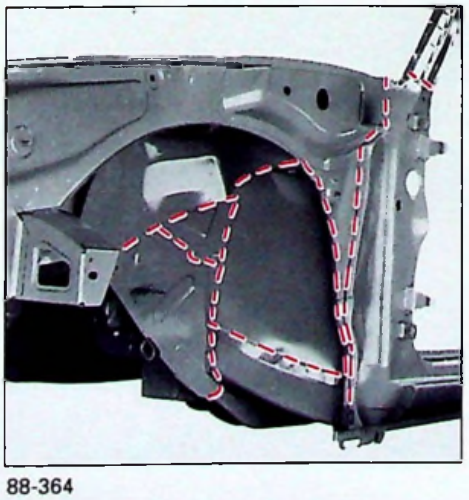
88-371



88-362

A1

XM 800-00/3



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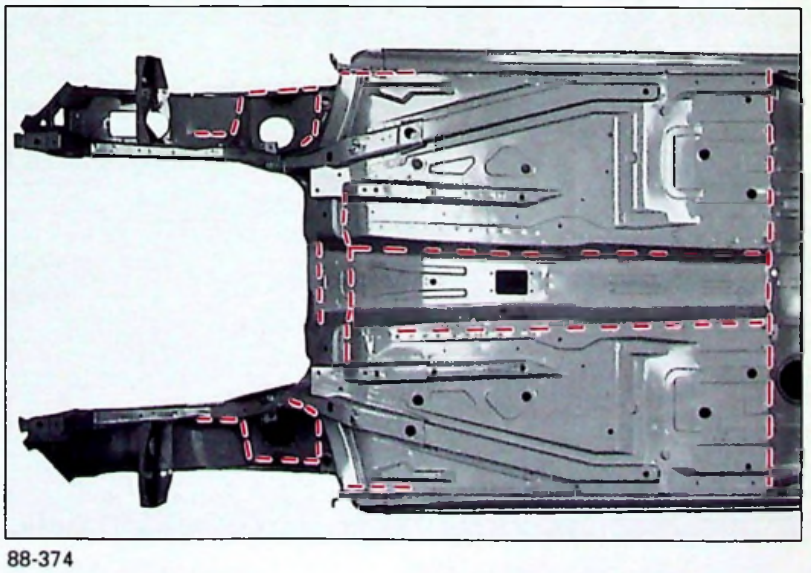

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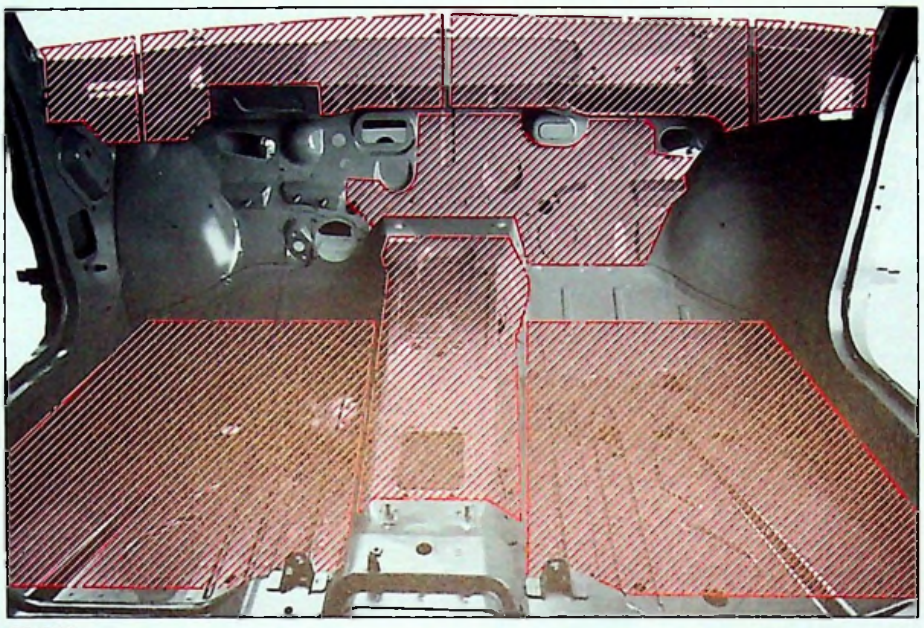
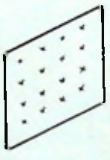
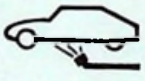


88-371

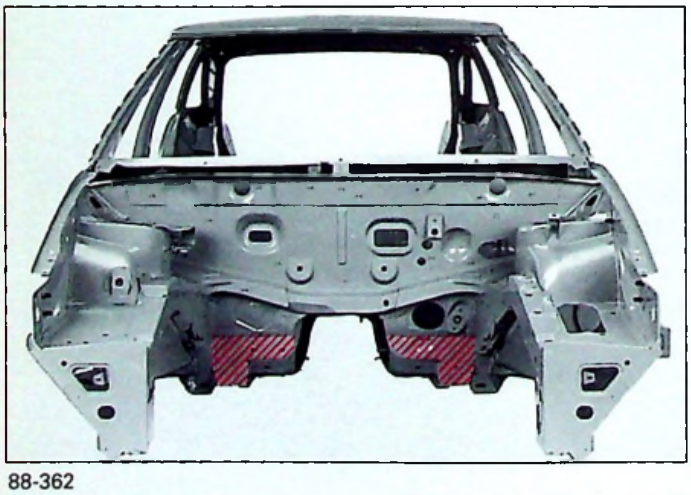


D5

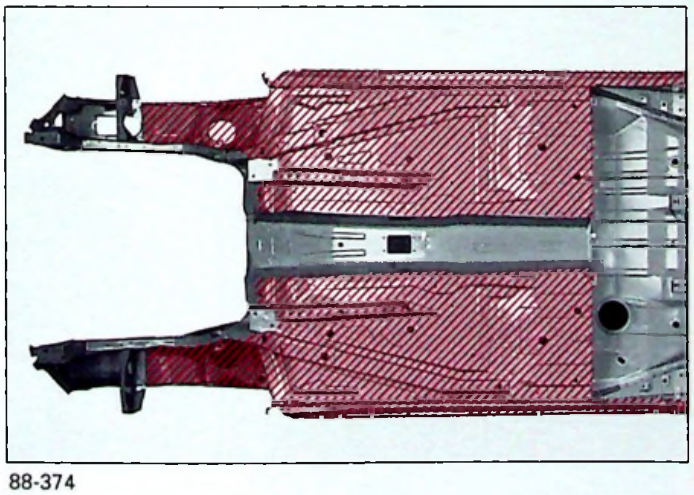


C1

XM 800-00/3



88-362

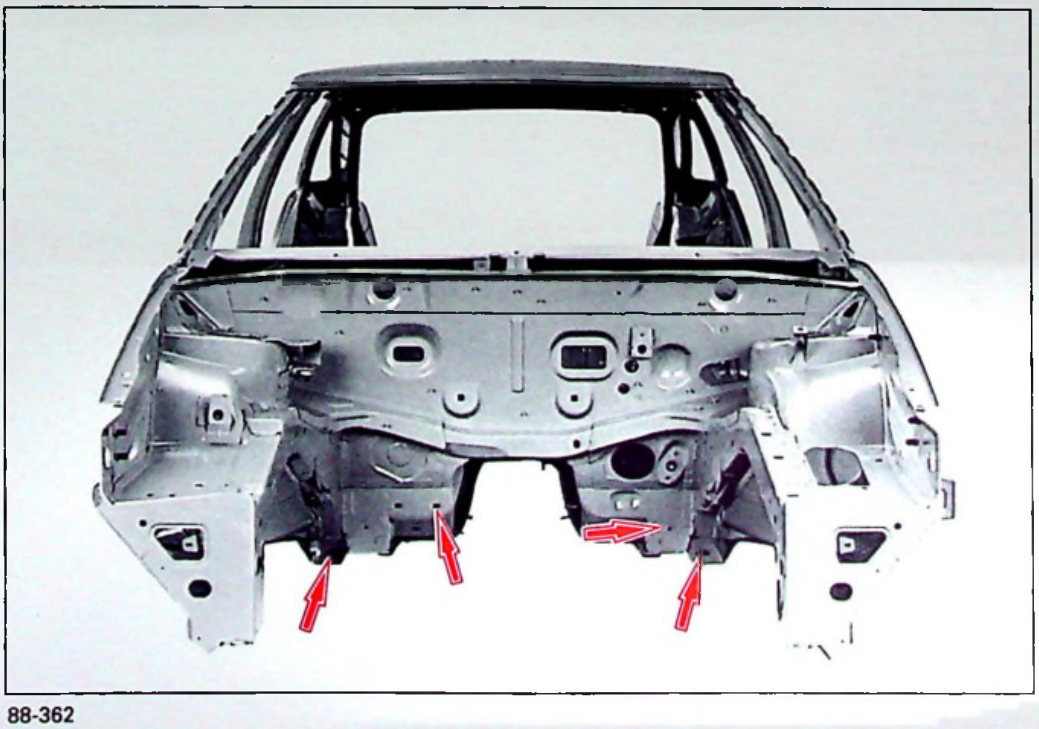


88-374

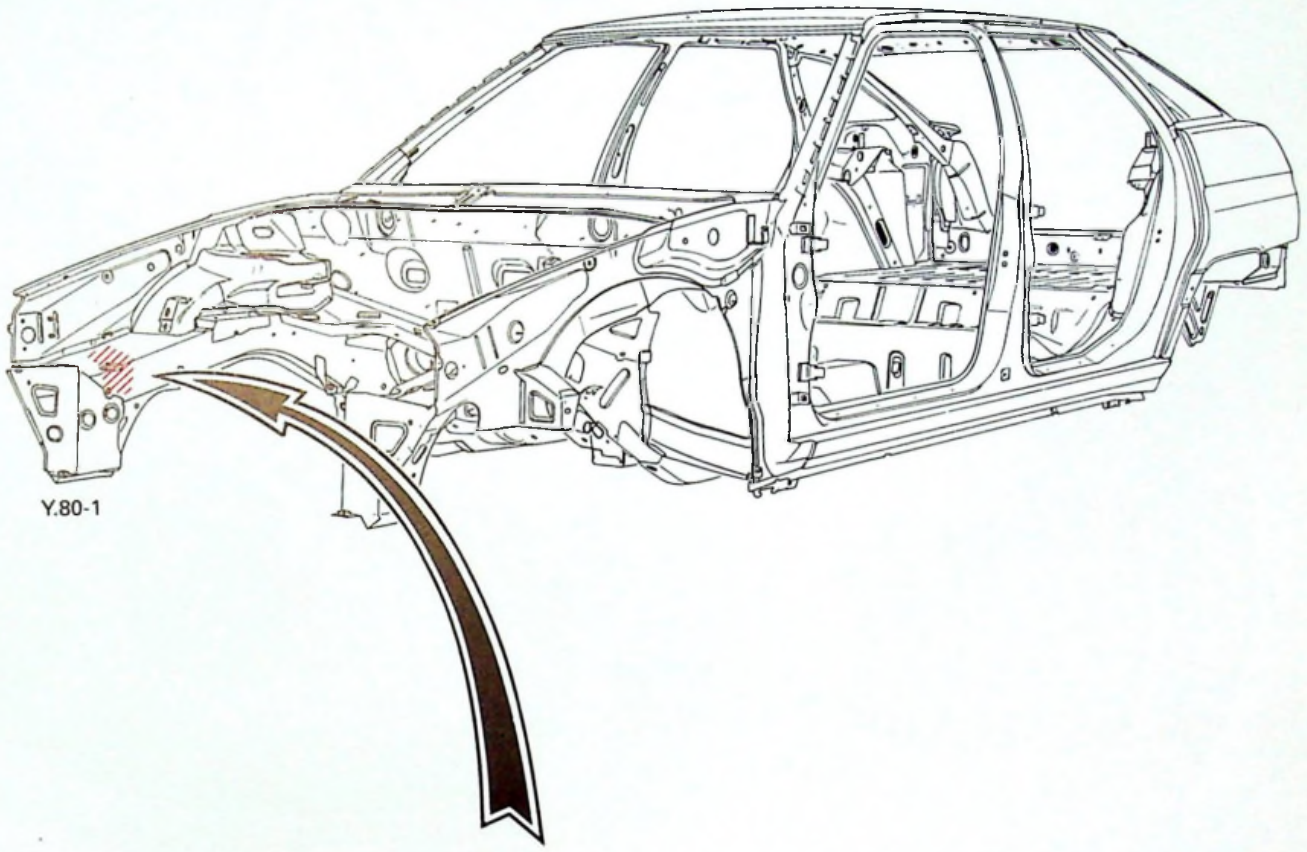
88-381

C5

XM 000-00/5

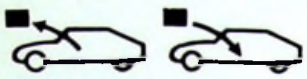


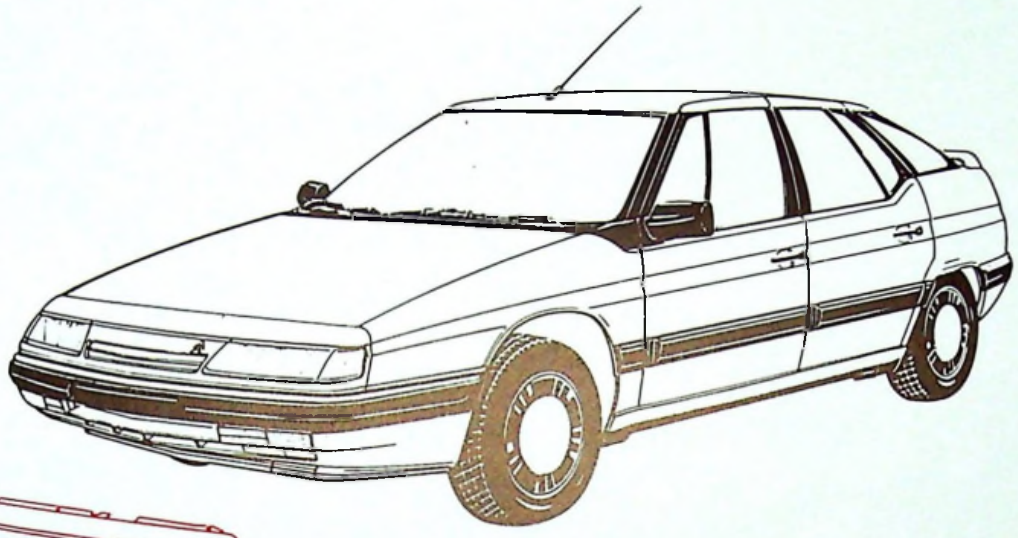
88-362

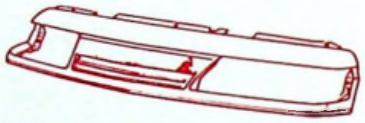


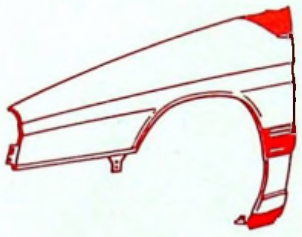
Y.80-1

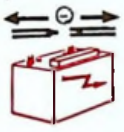
90-252



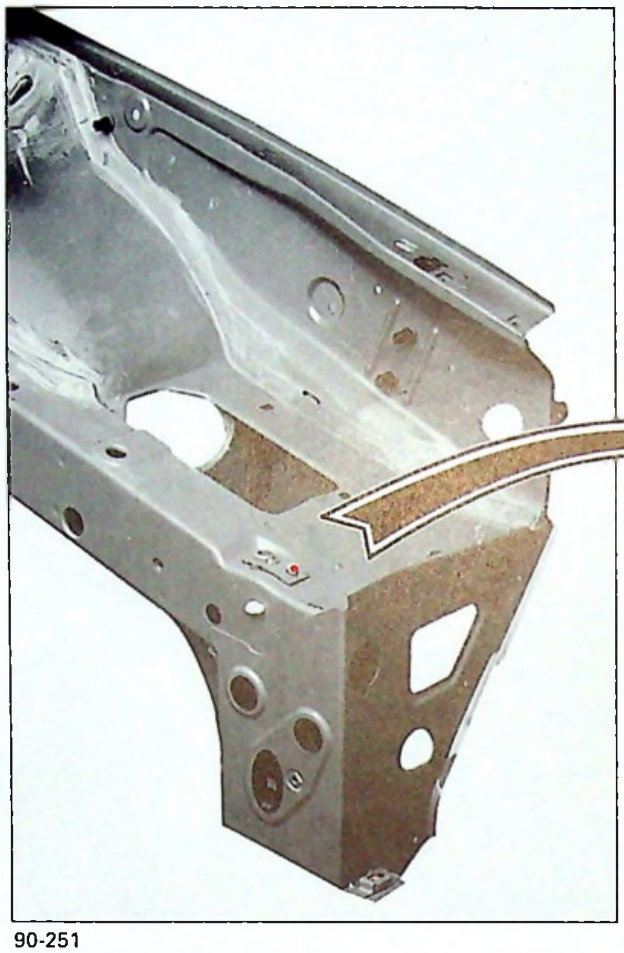








Y.80-7a



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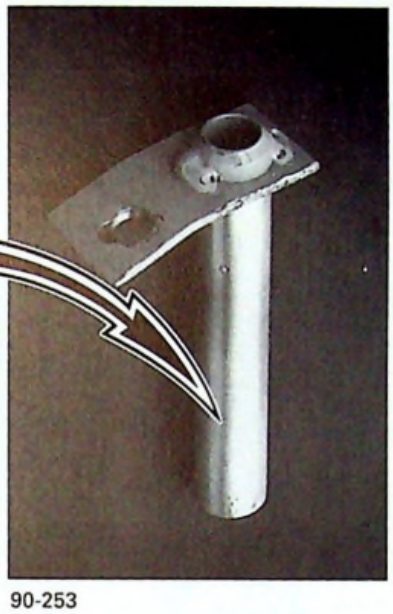

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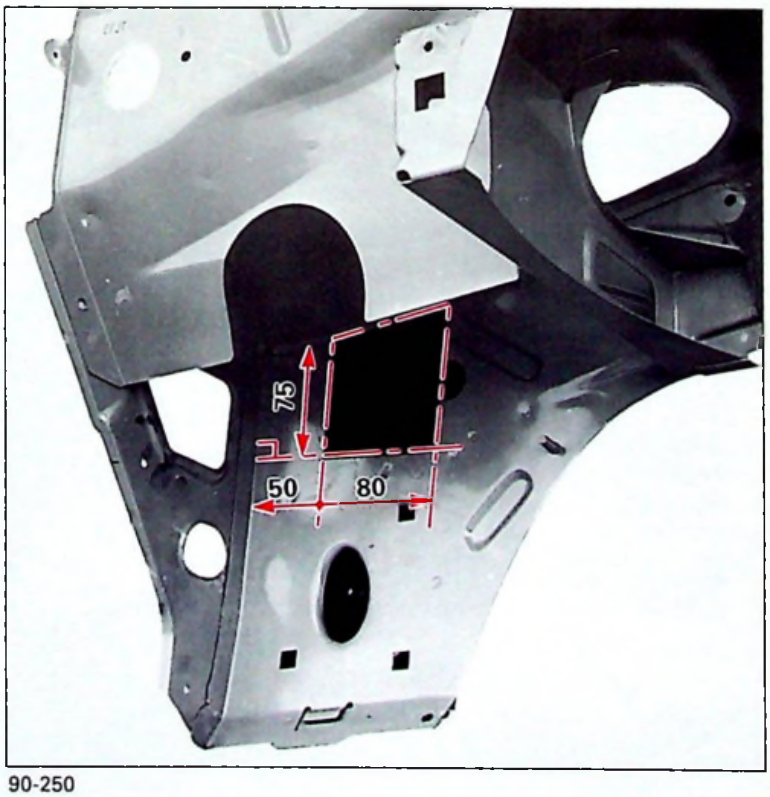
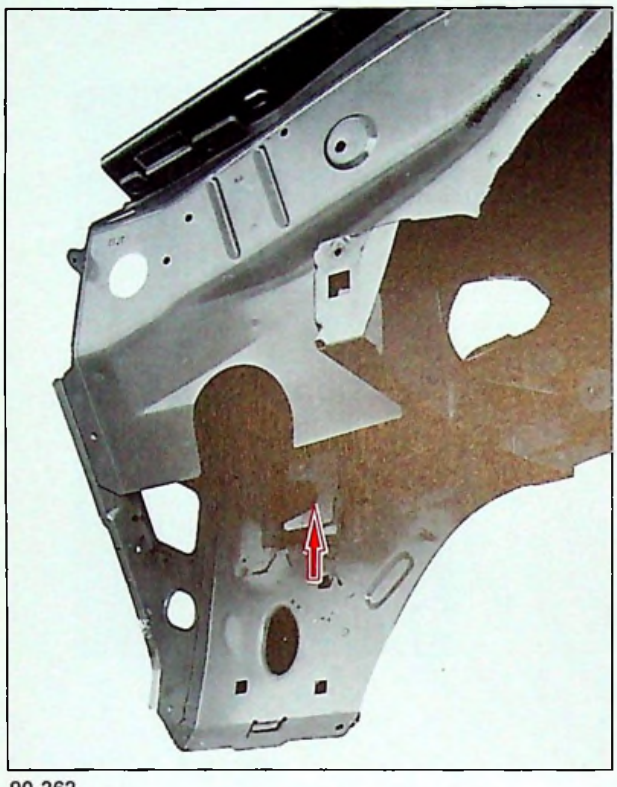
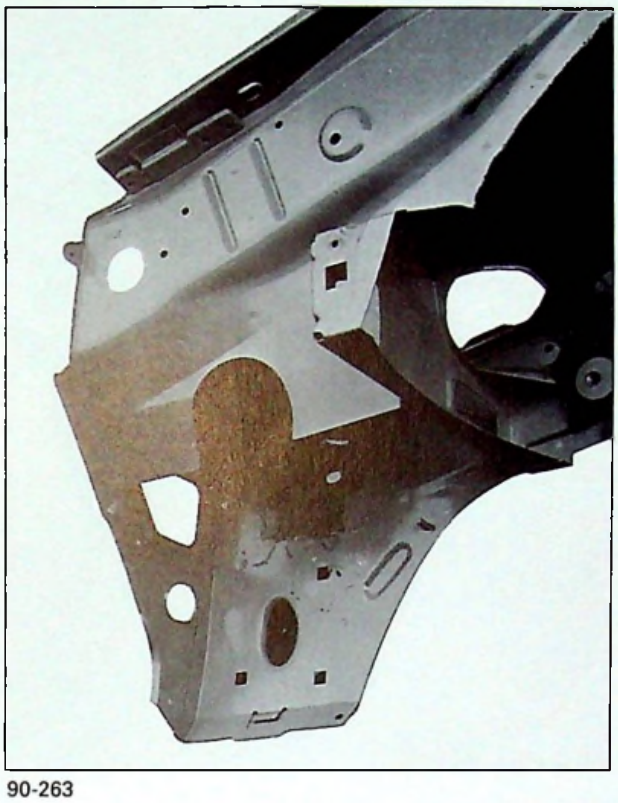


90-250

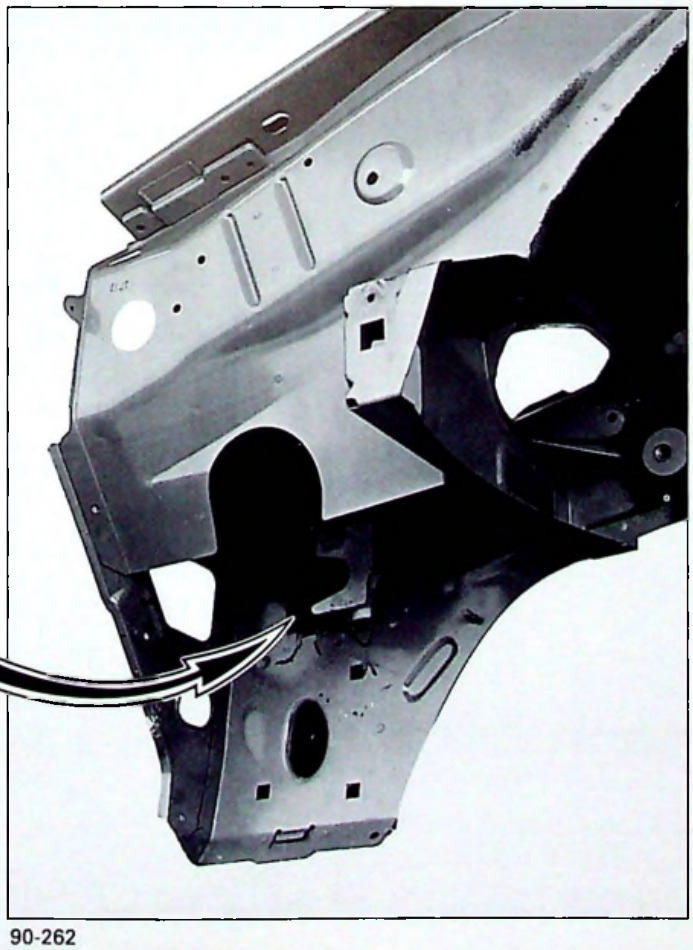


90-262



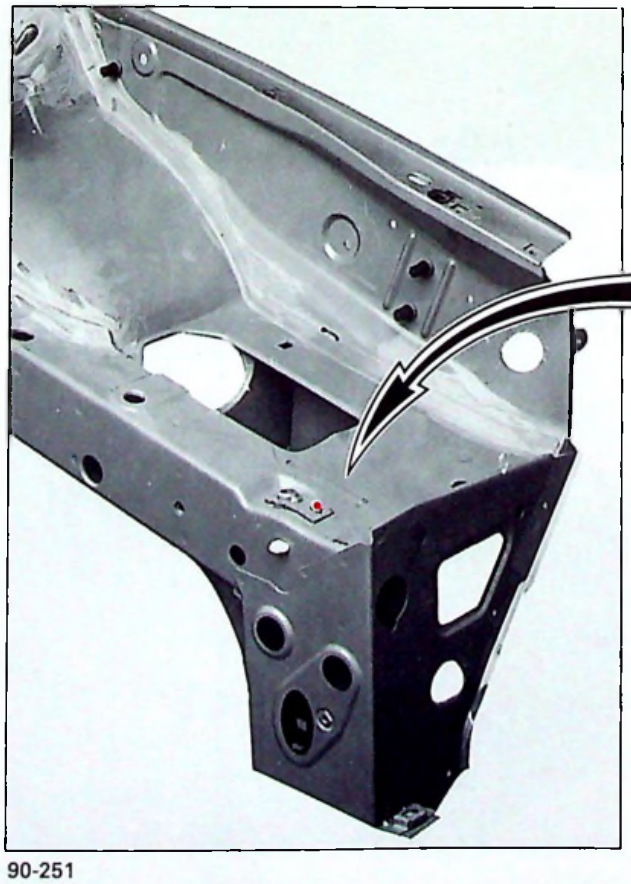
90-263

90-252



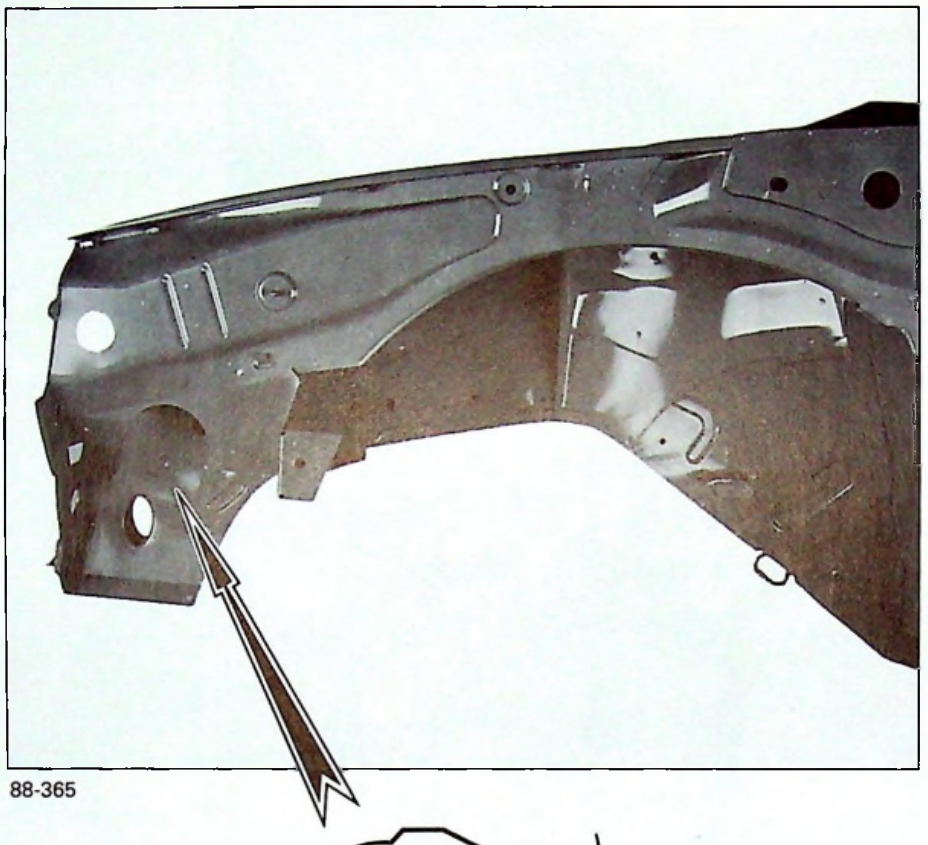
90-262

90-264



90-251

90-253



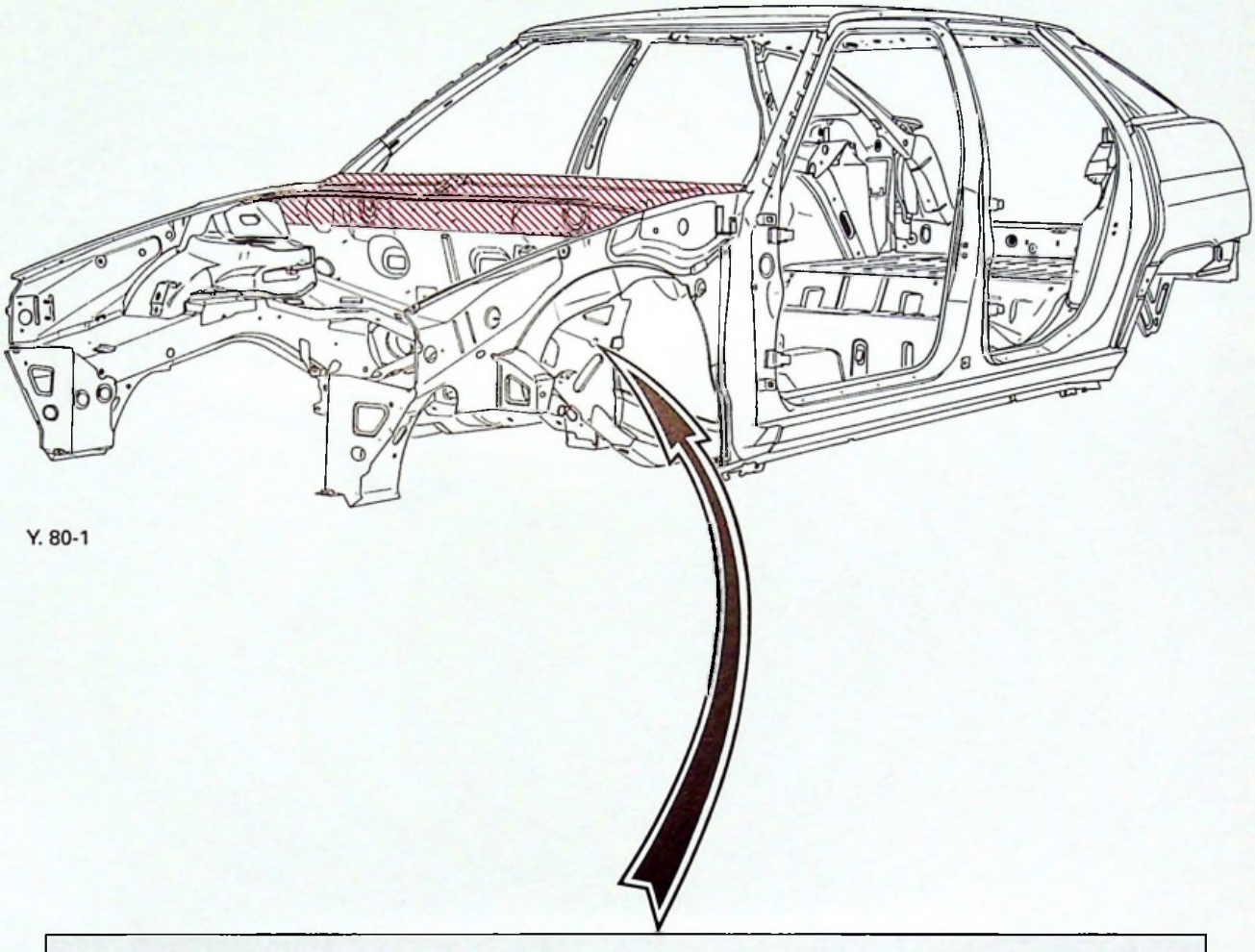
88-365

C1

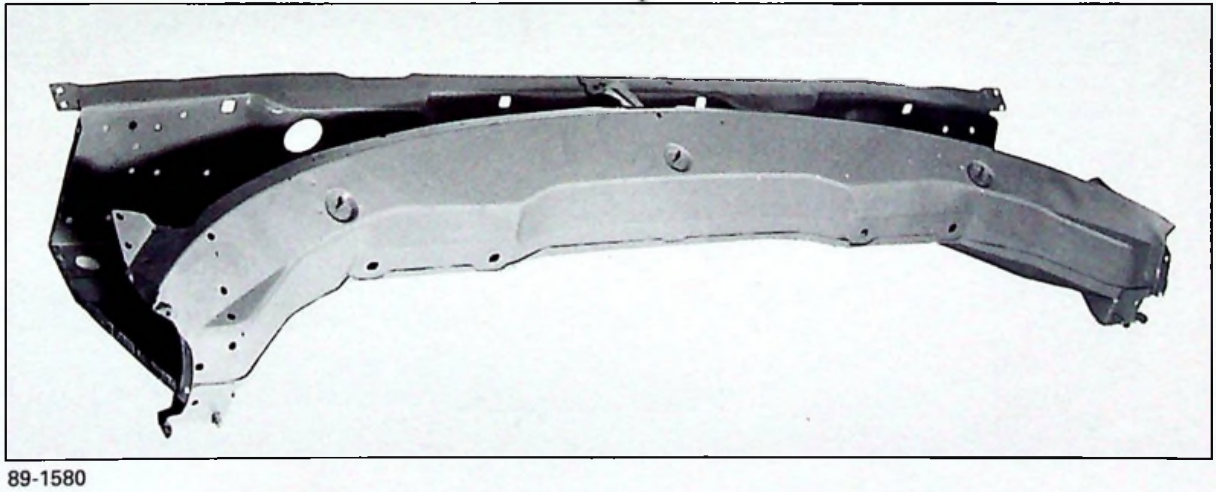
C5

XM 000-00/5

90-251



Y. 80-1



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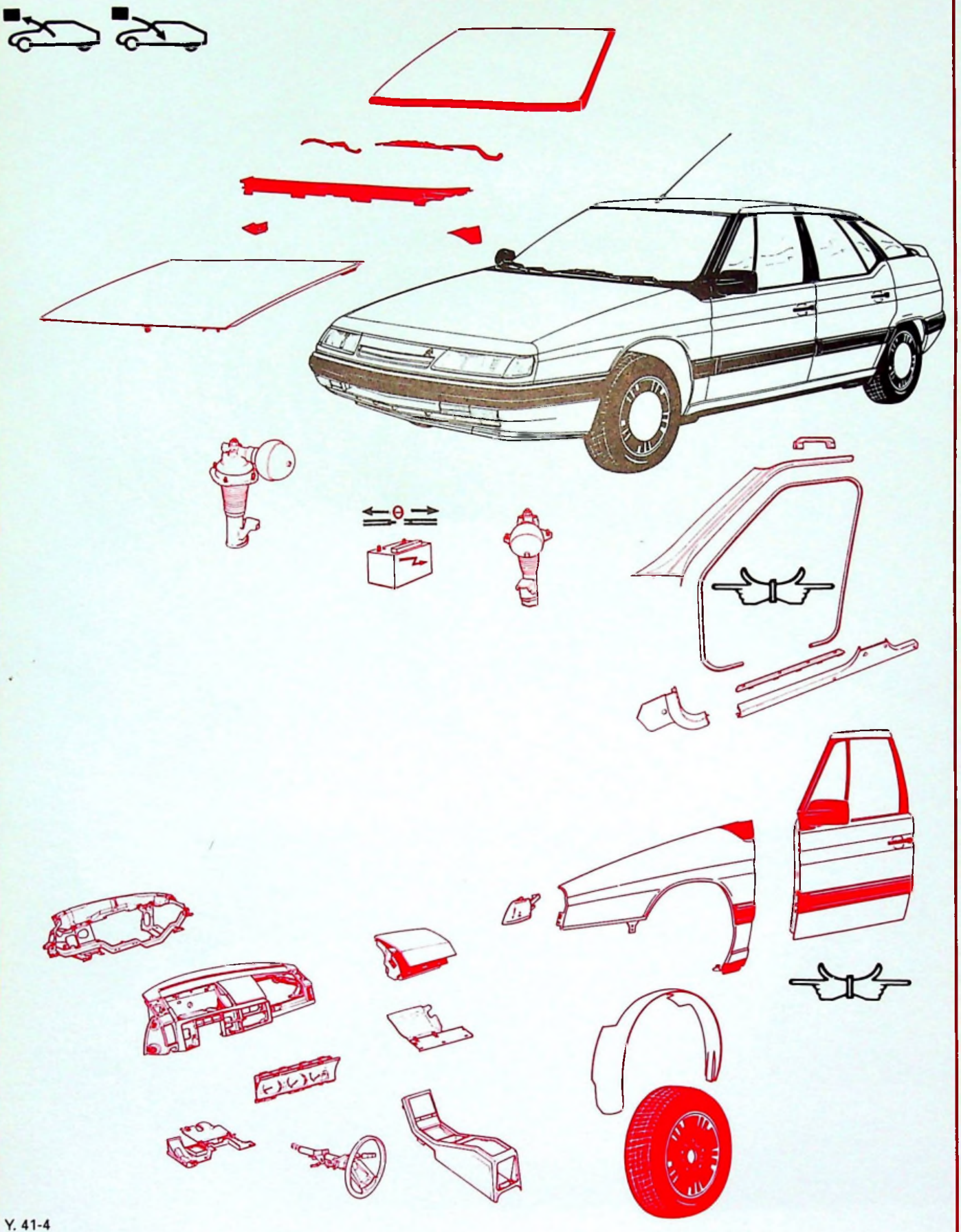


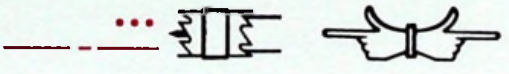
Y. 41-4

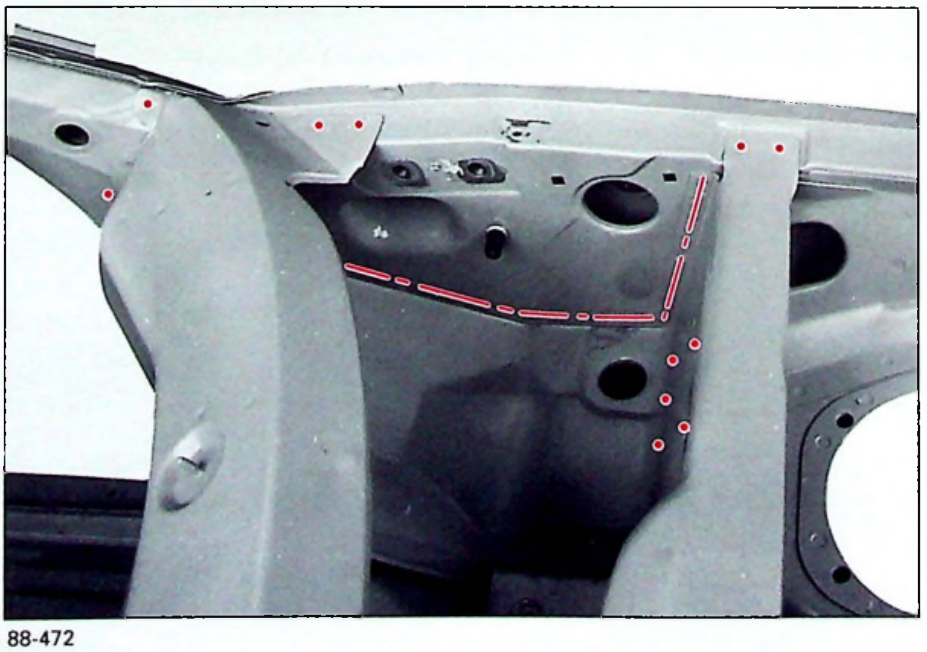
Y. 80-7a

Y. 80-23

Y. 80-28

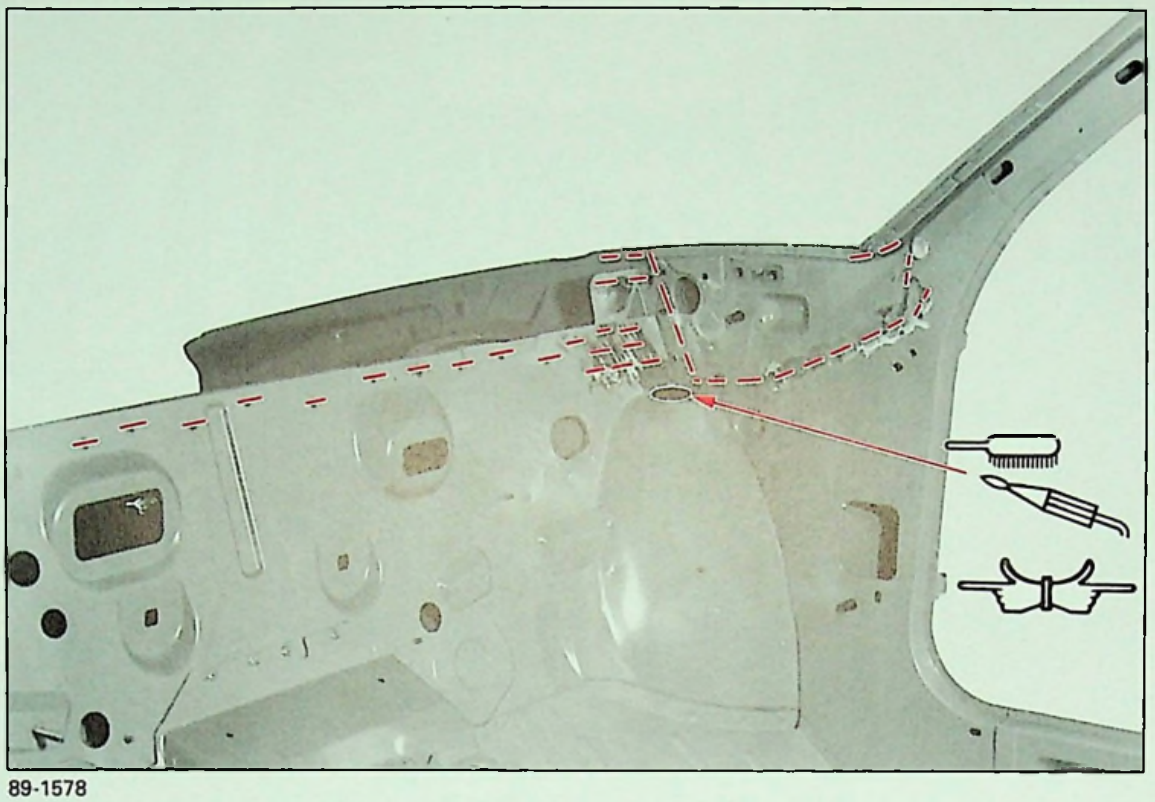
88-475





88-472

88-379



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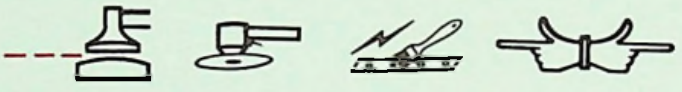

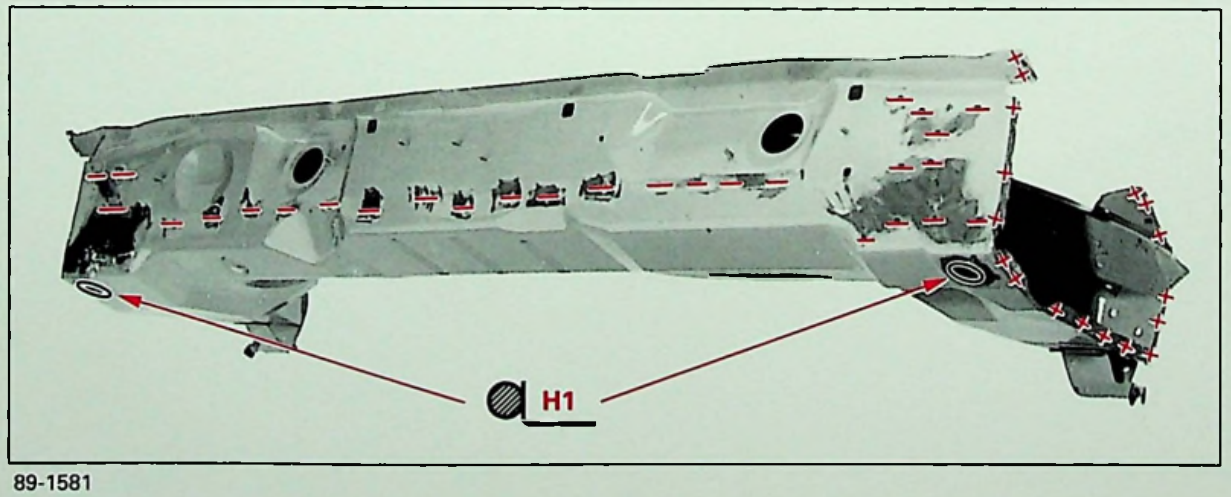

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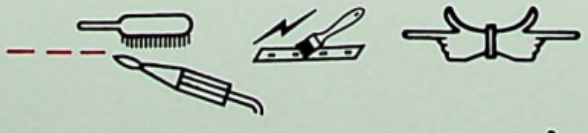

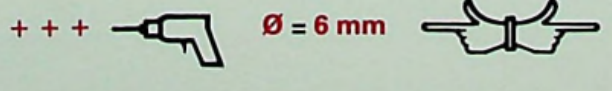

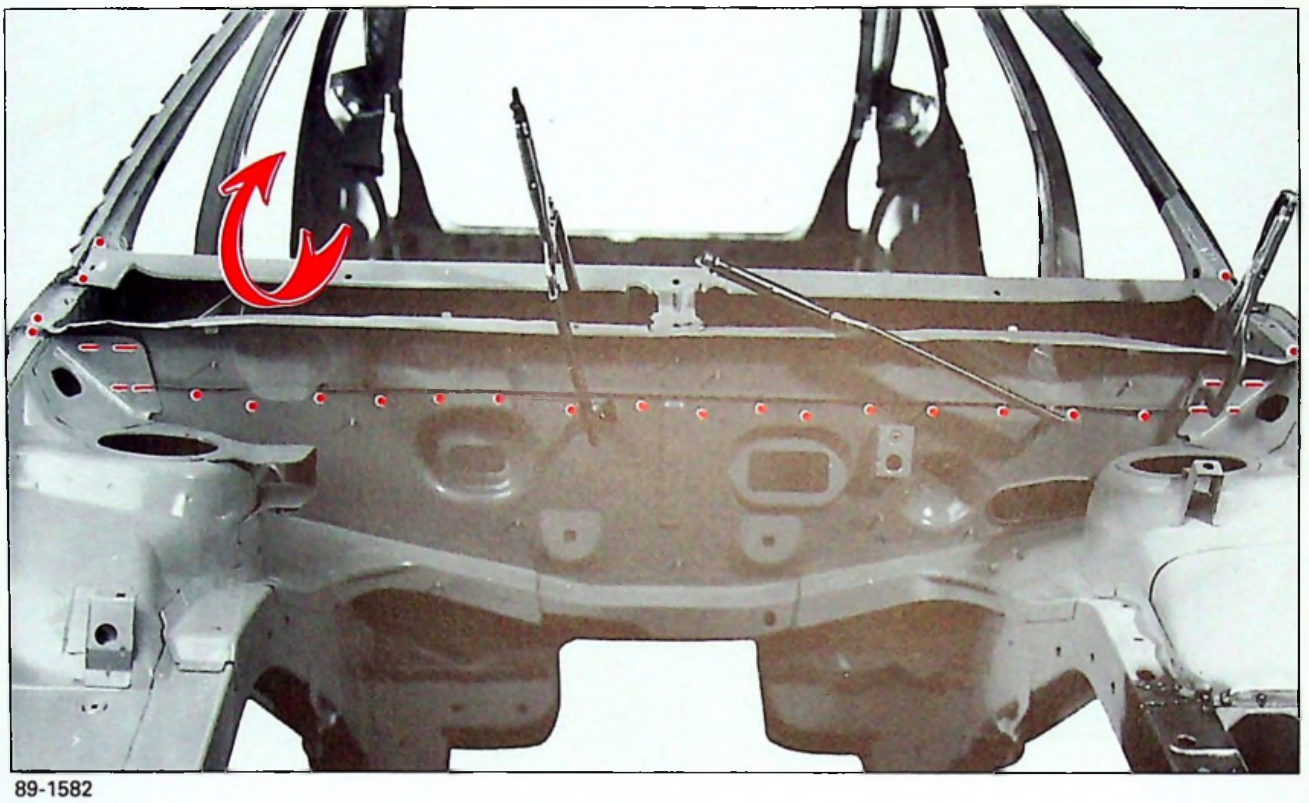

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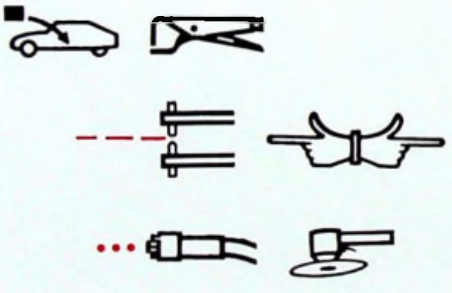

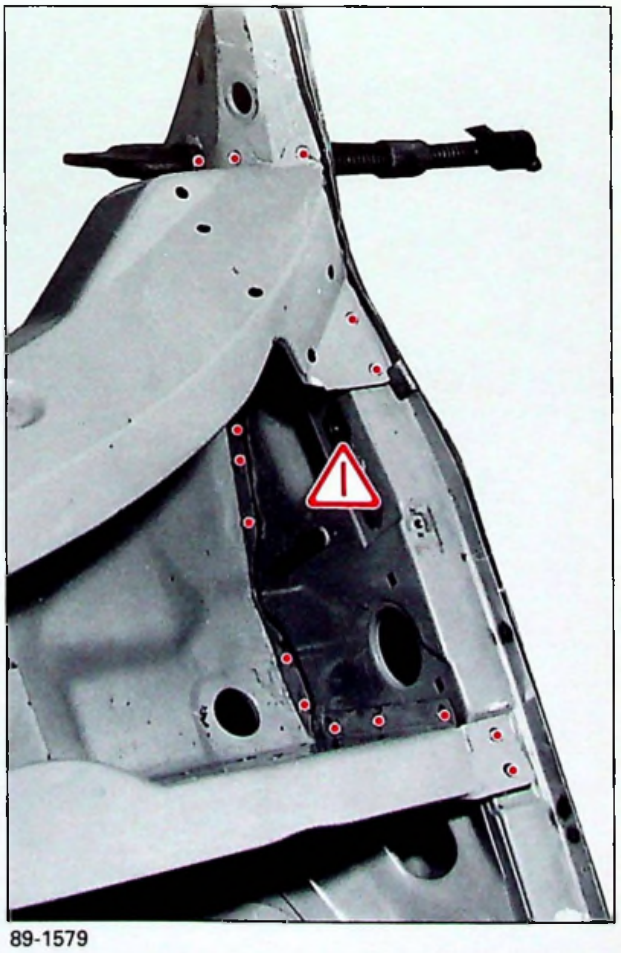

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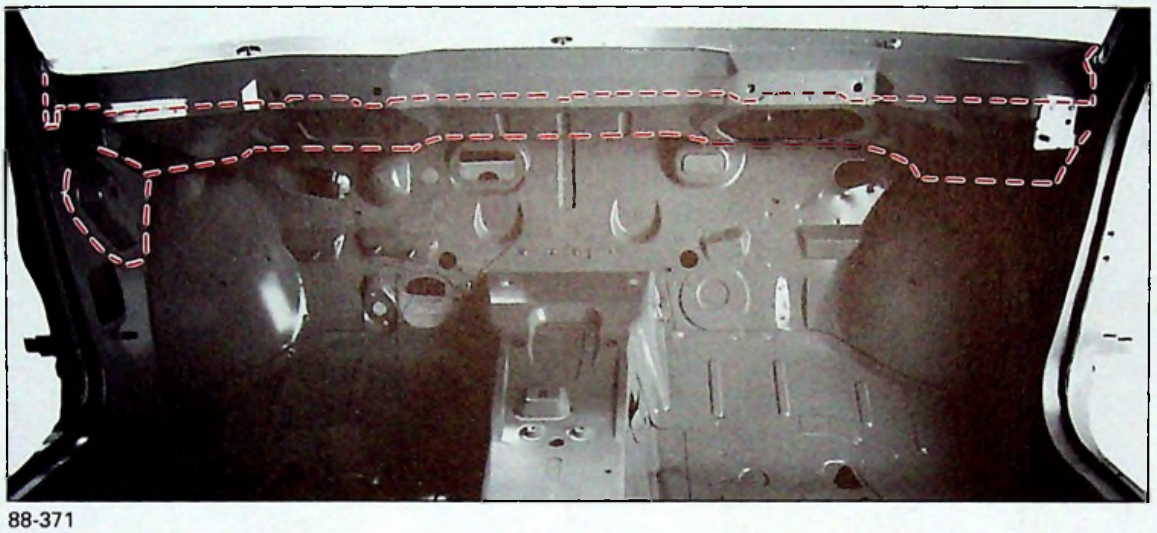
A1 → - - -

XM 800-00/3



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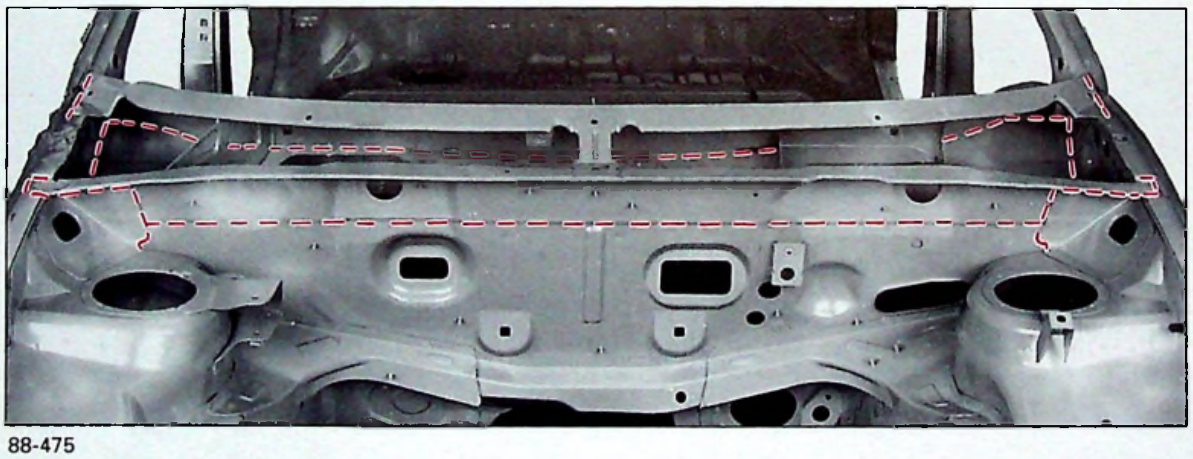

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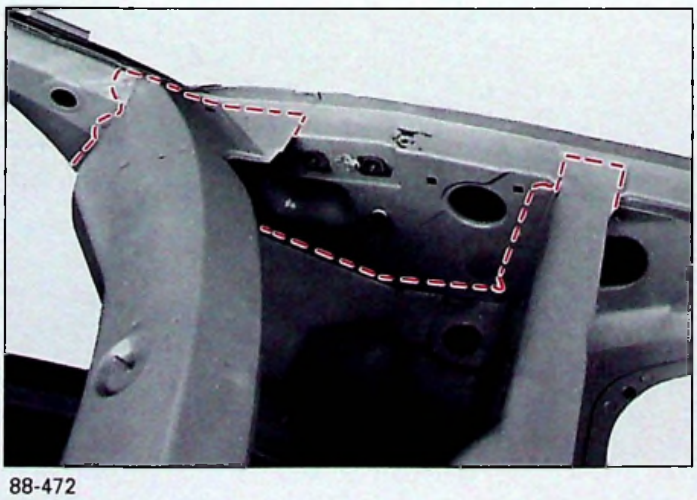

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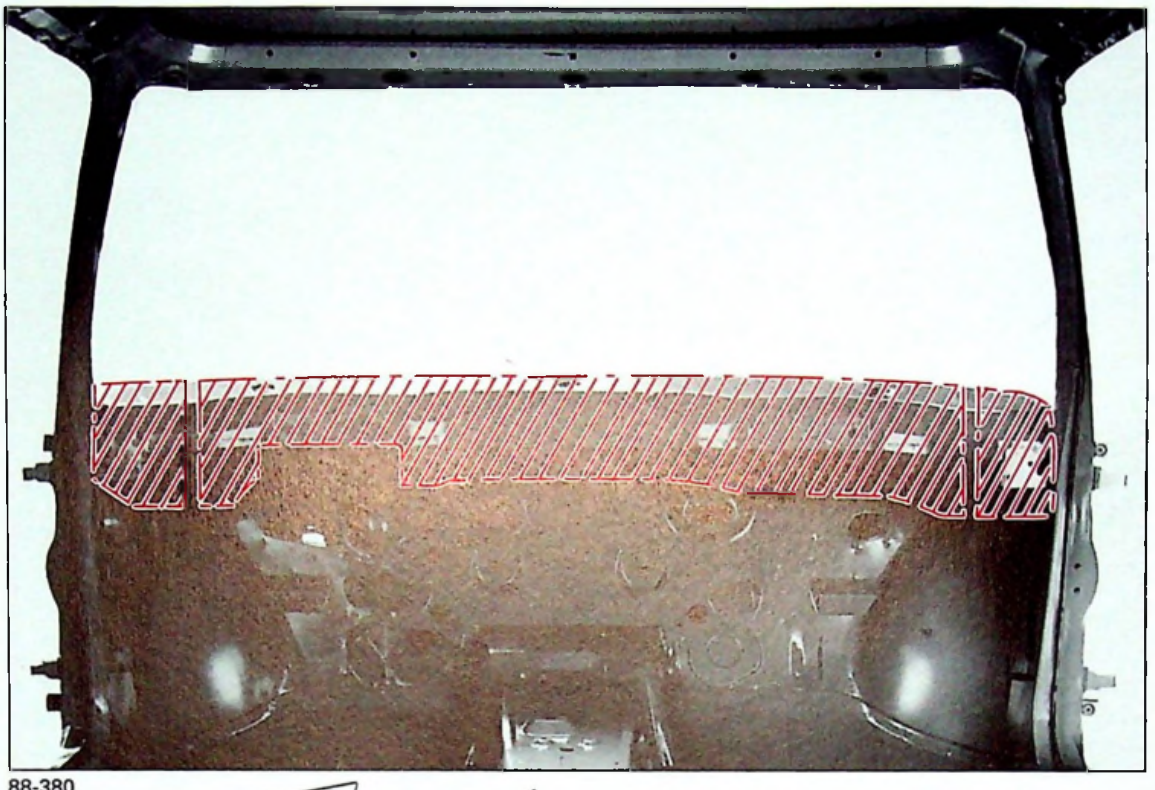
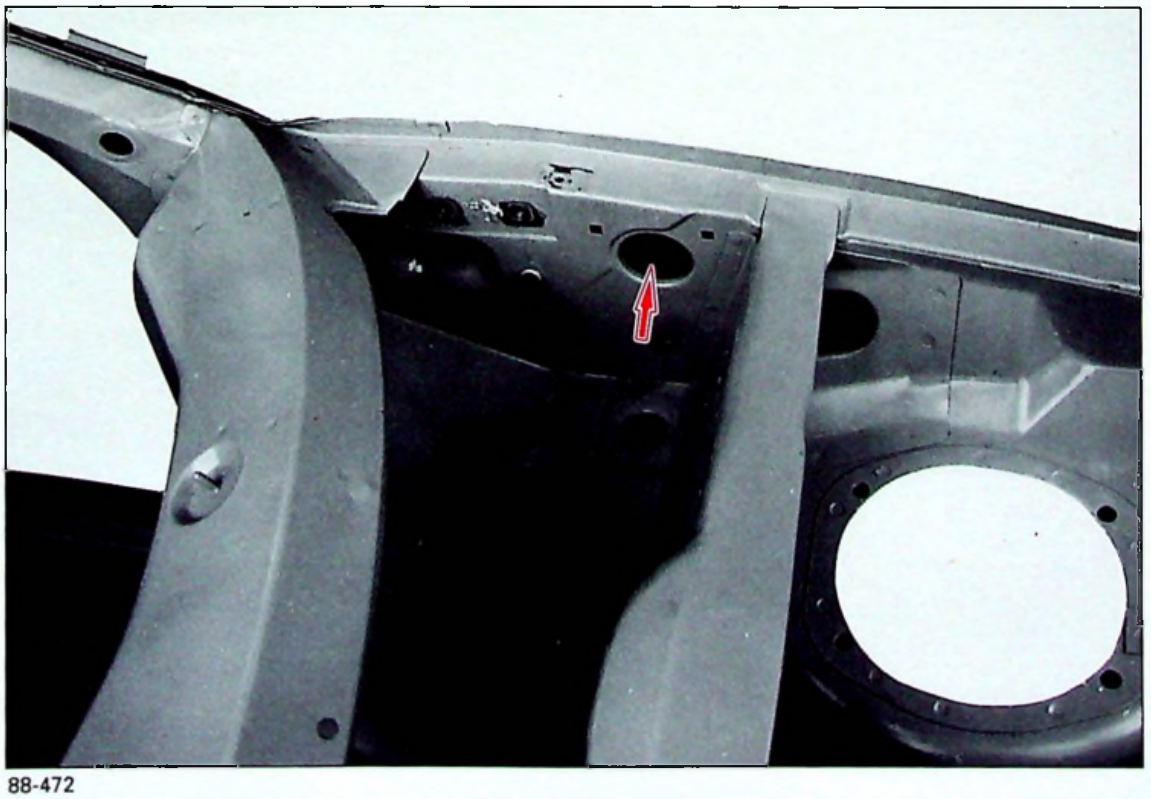


88-380

D5 XM 800-00/3

C5 XM 000-00/5



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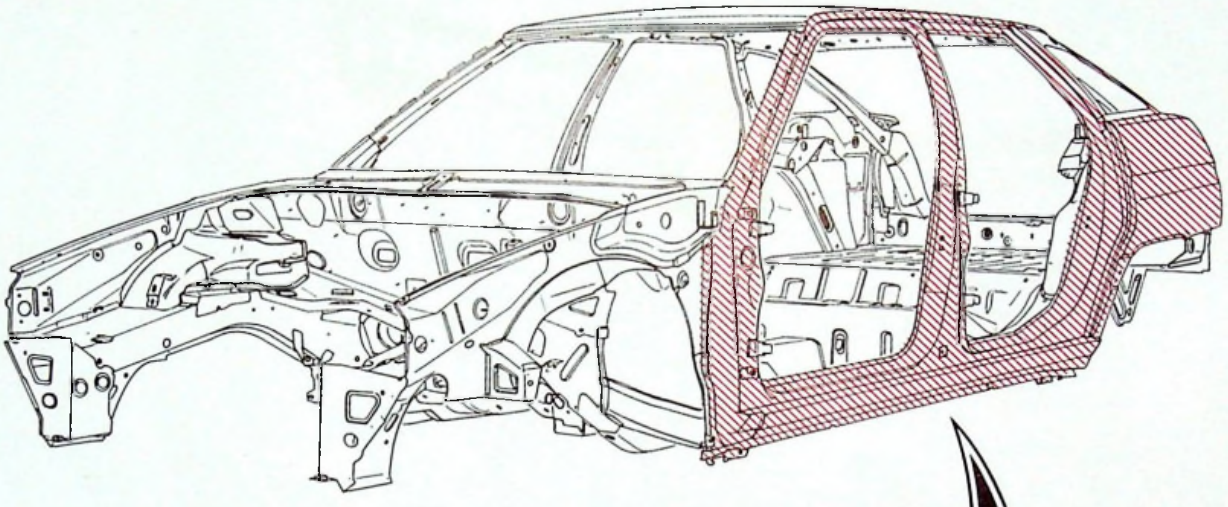
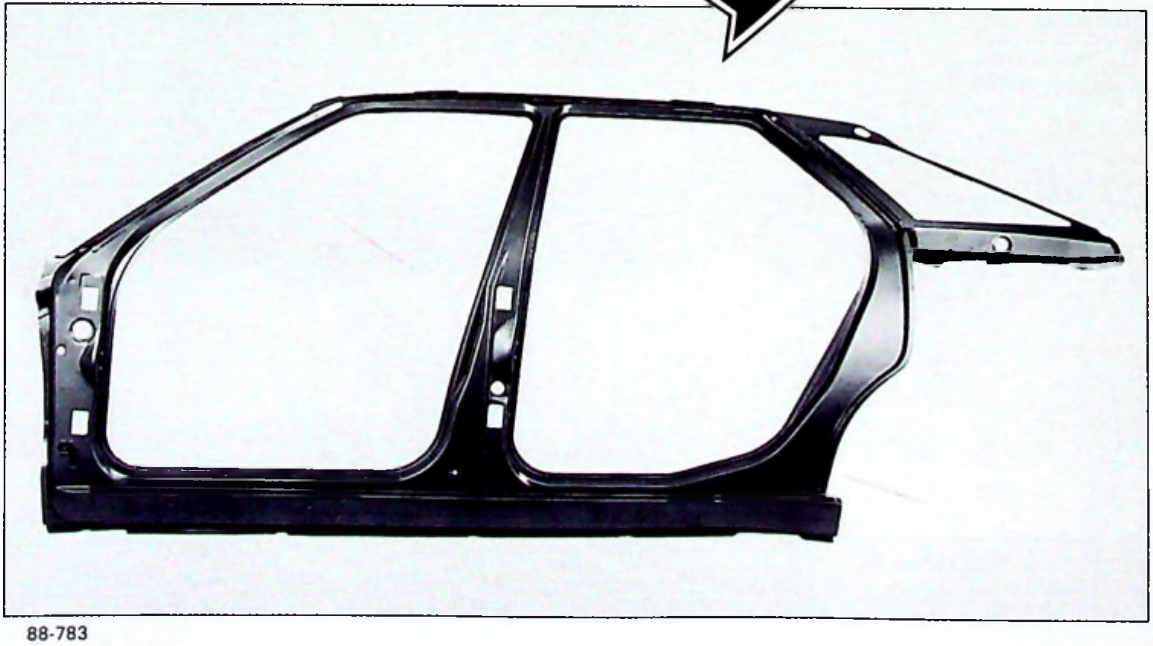


Y.80-1



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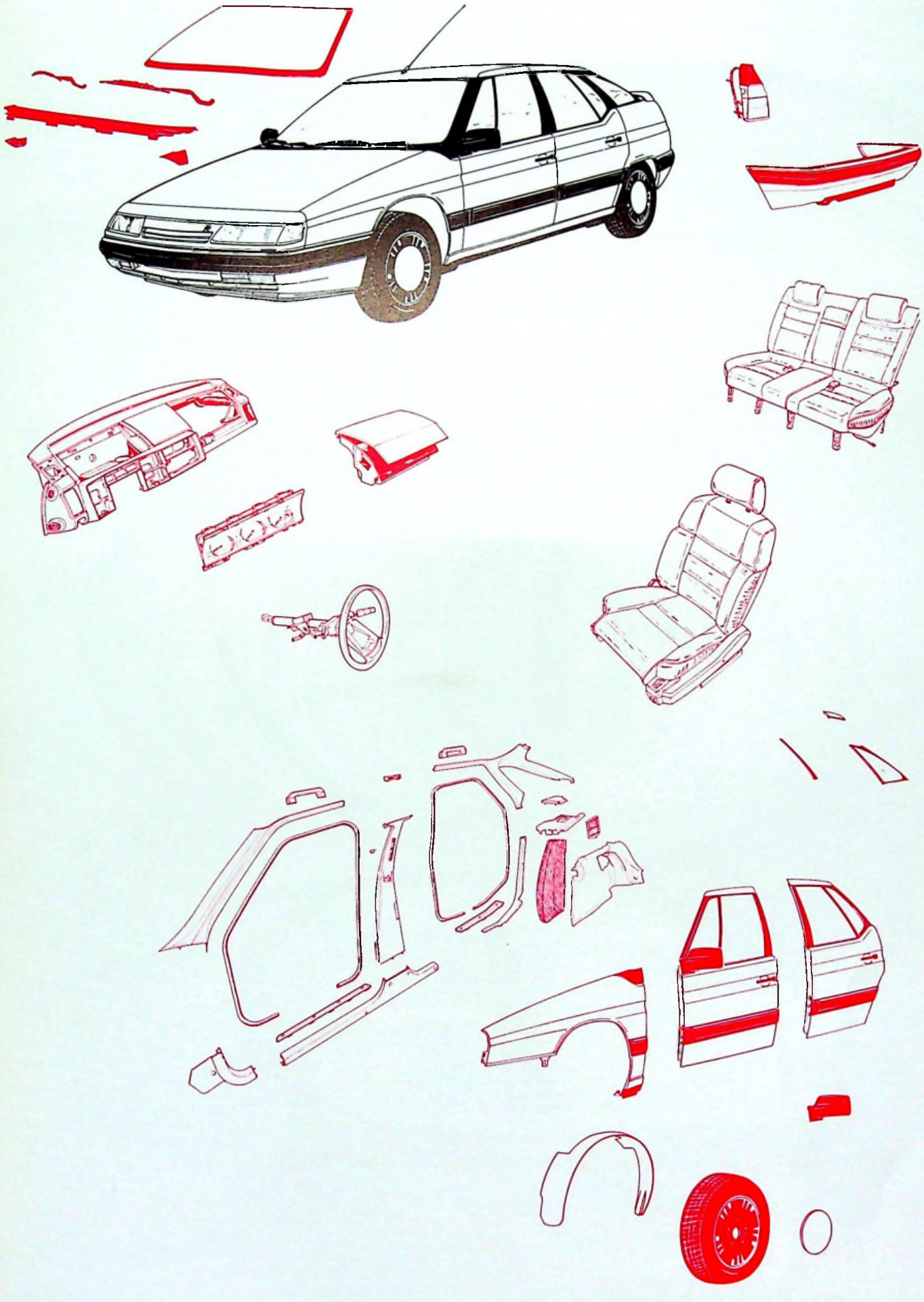

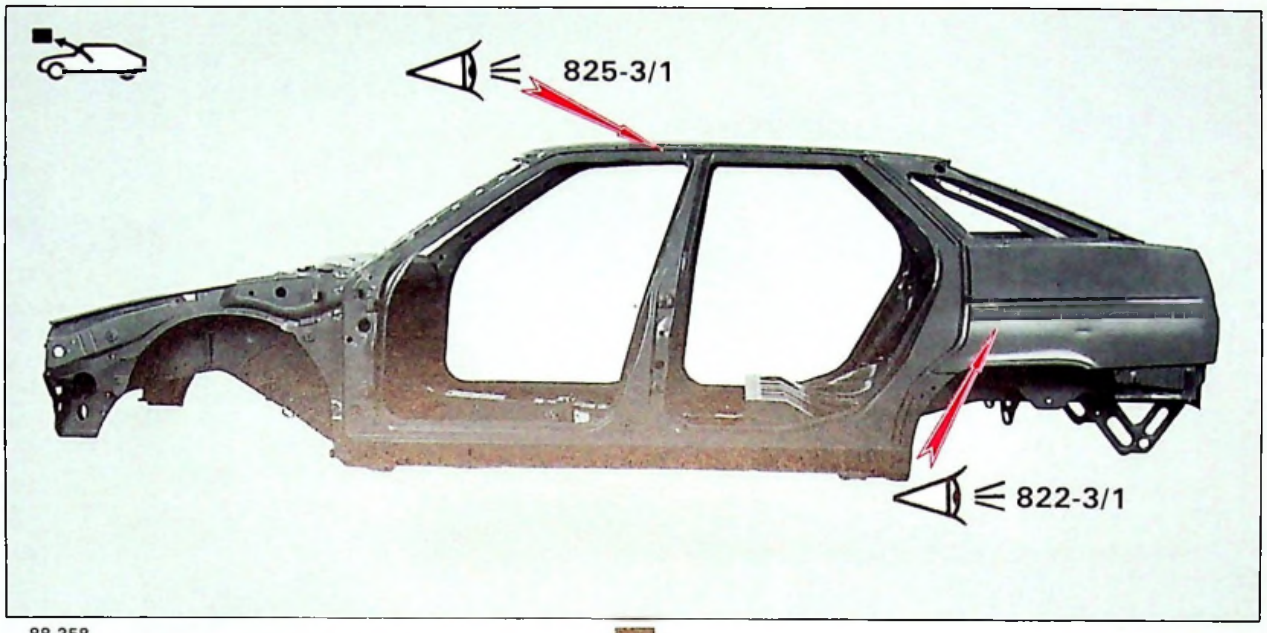

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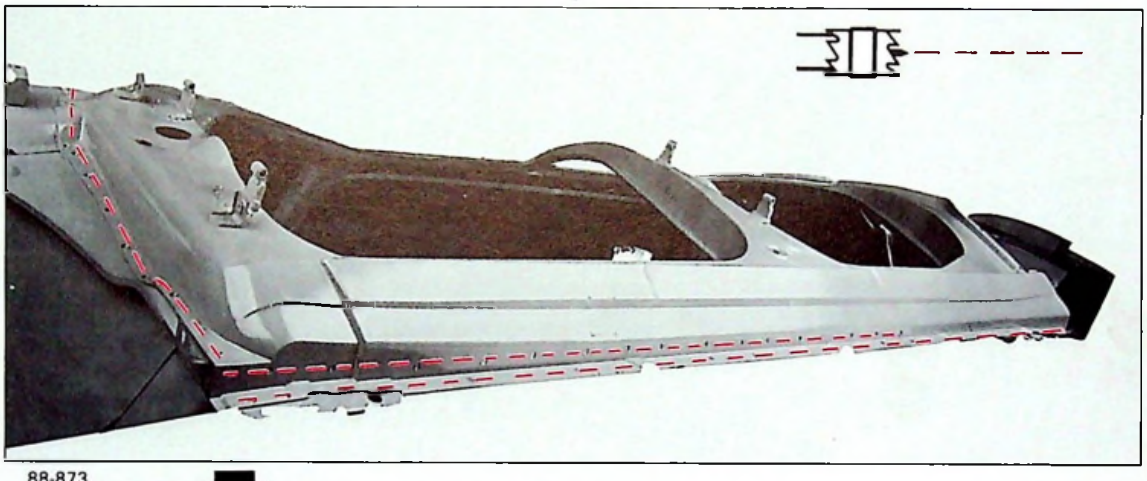

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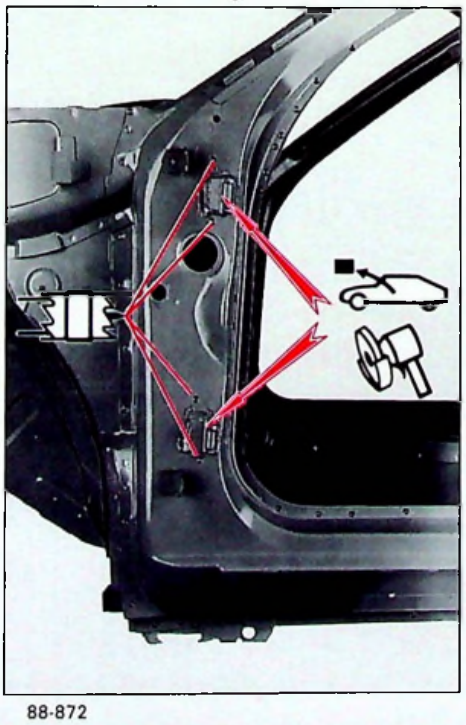

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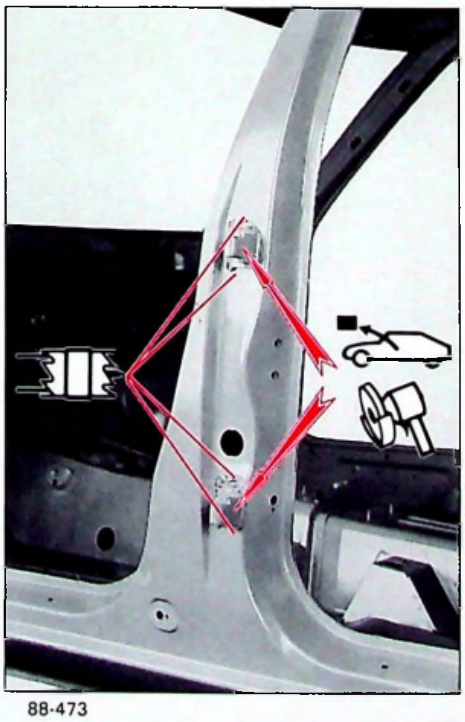

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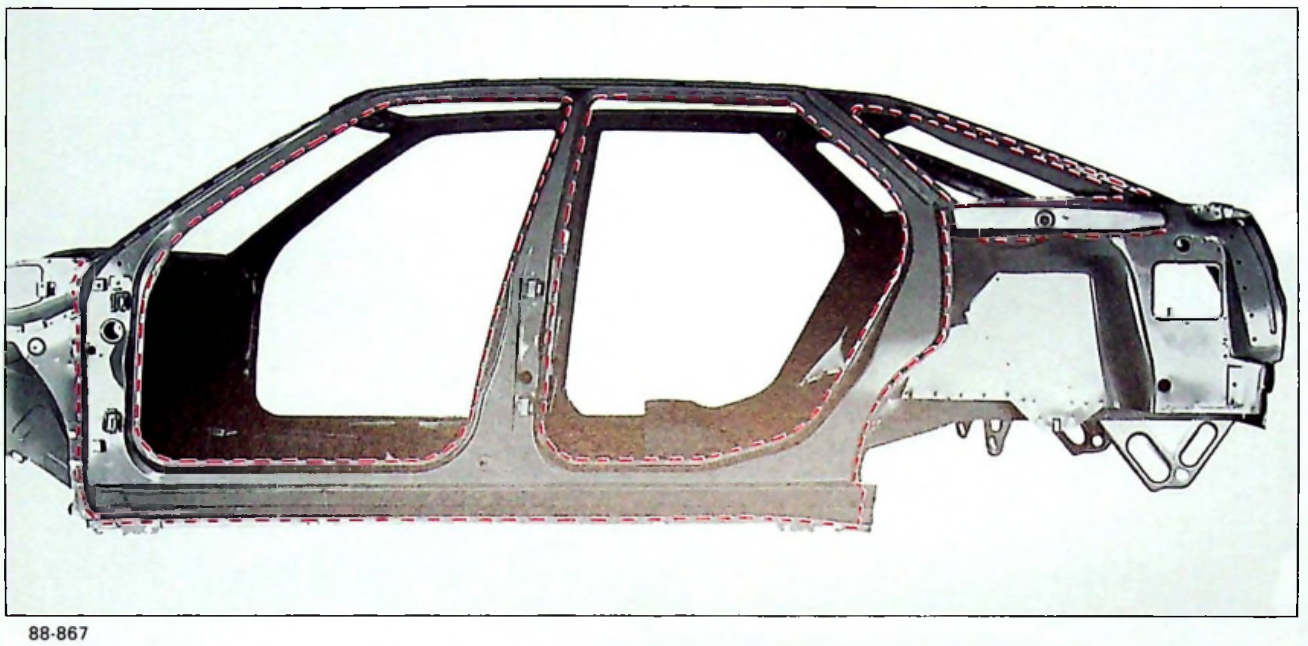

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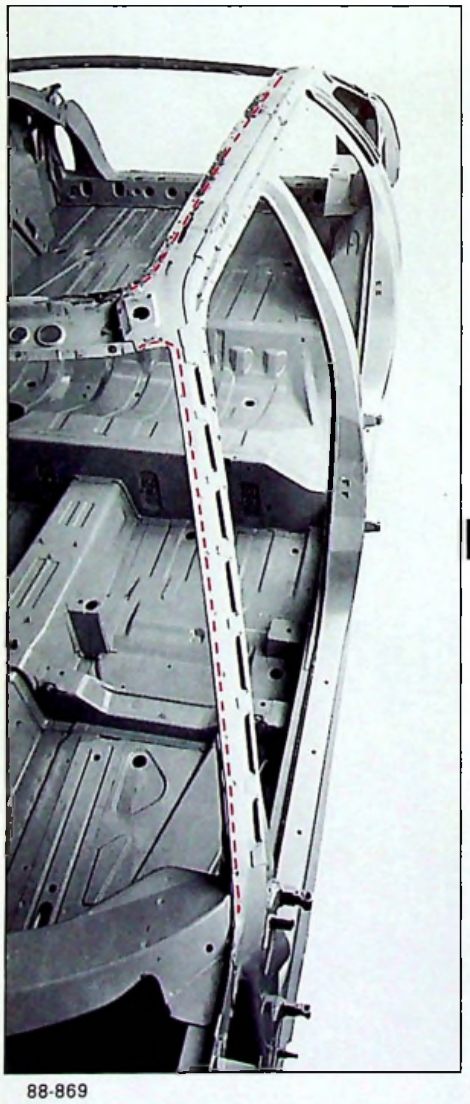

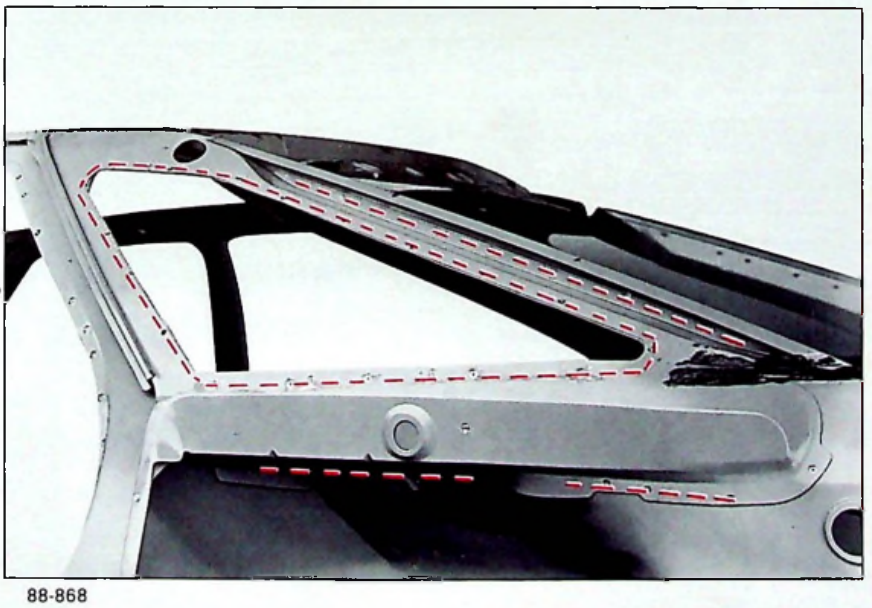

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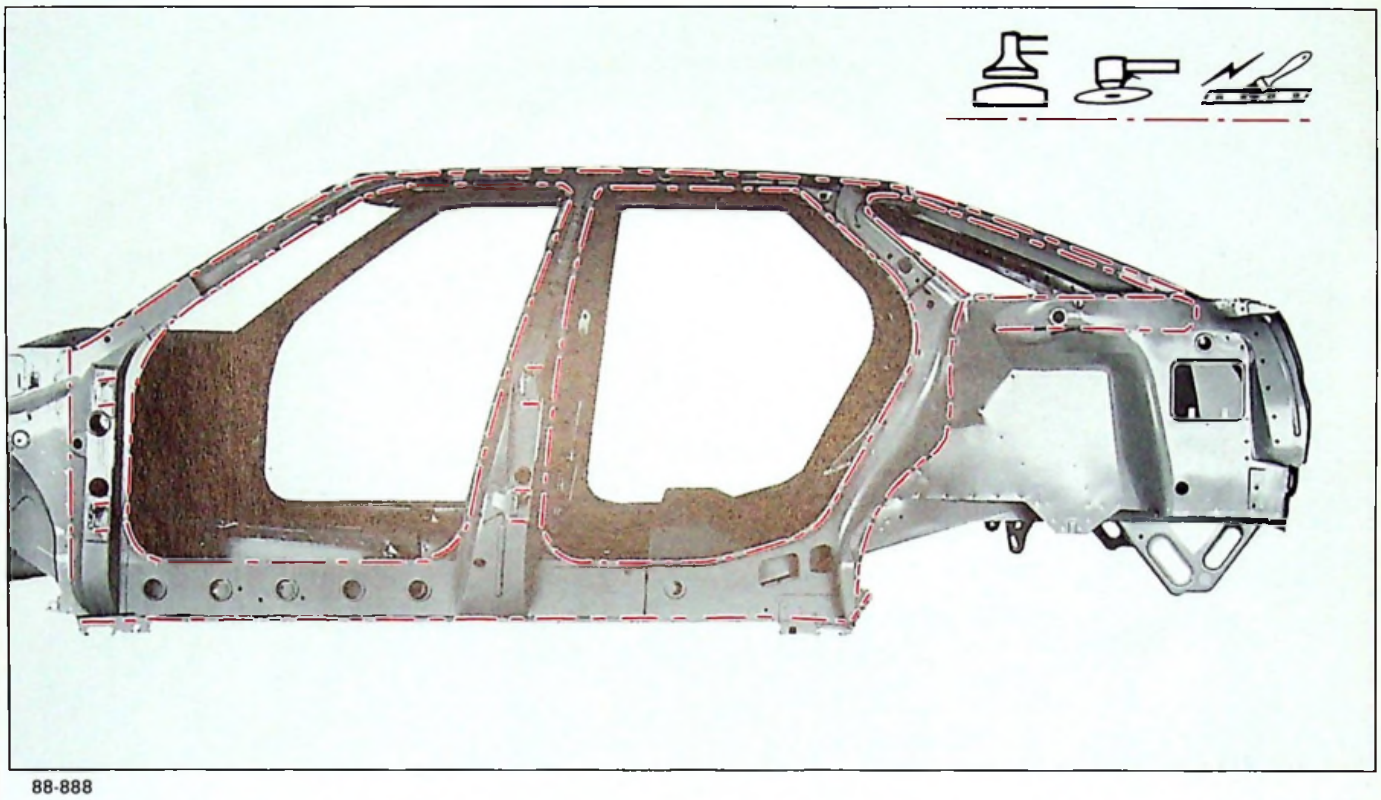
88-869



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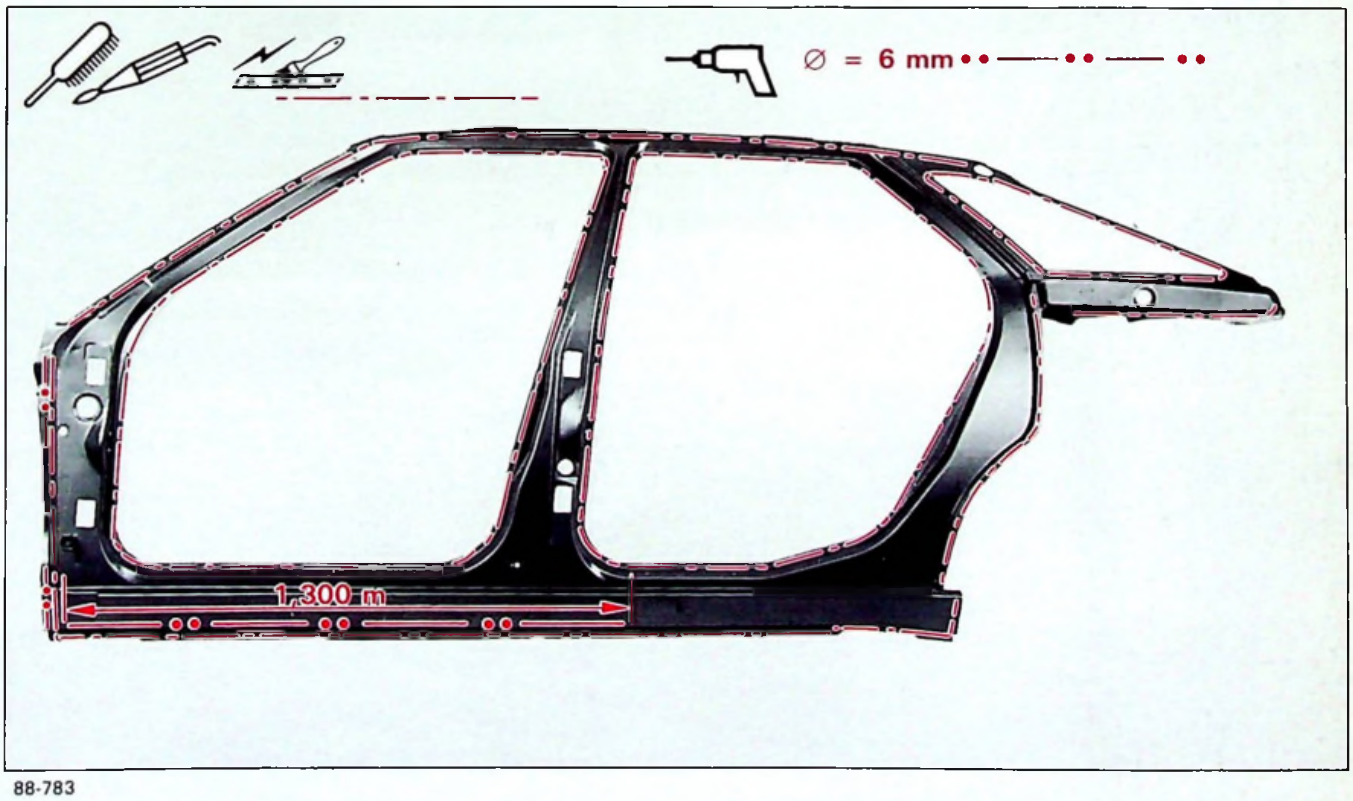

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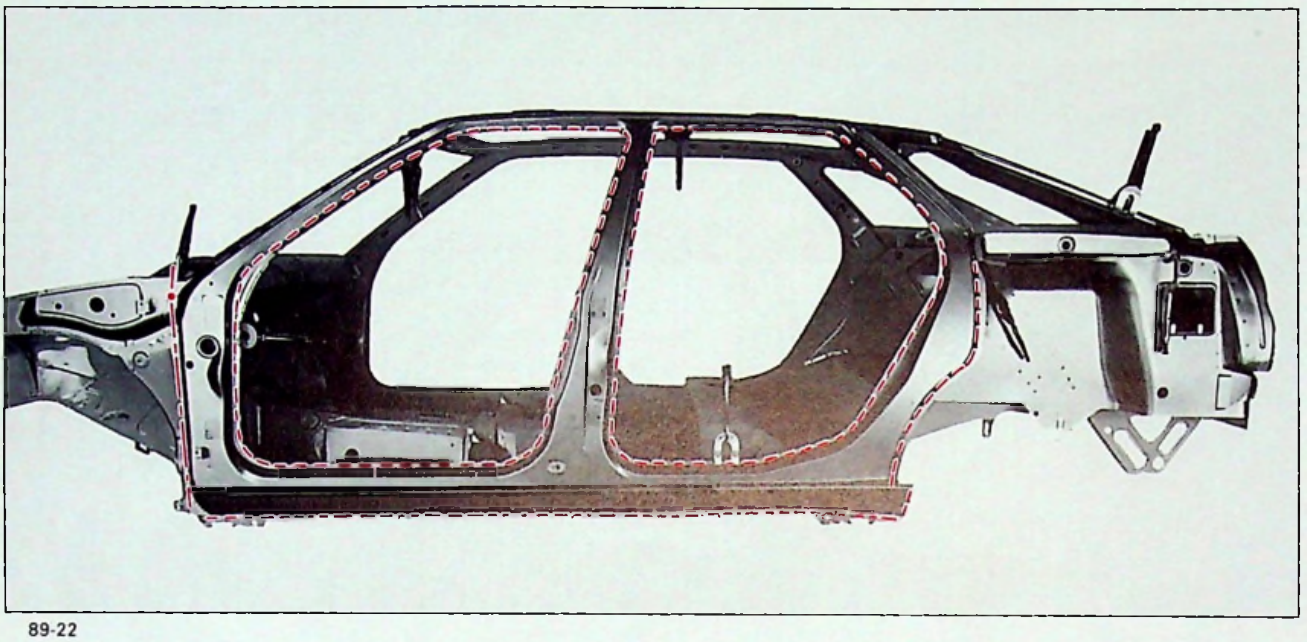

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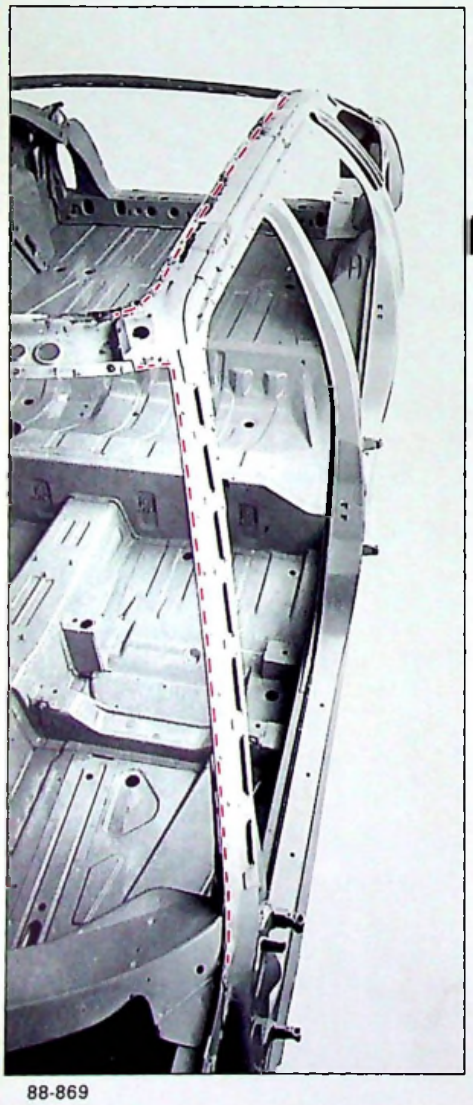

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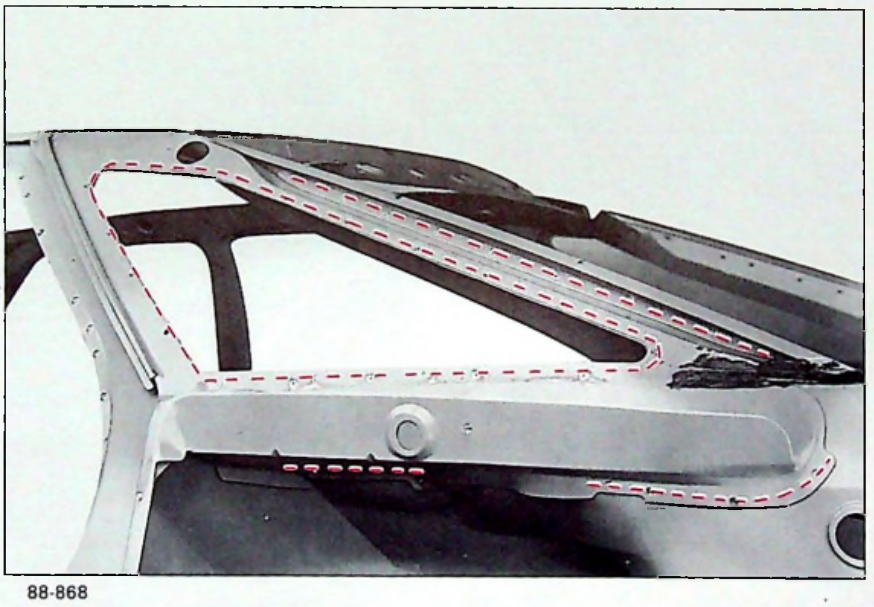

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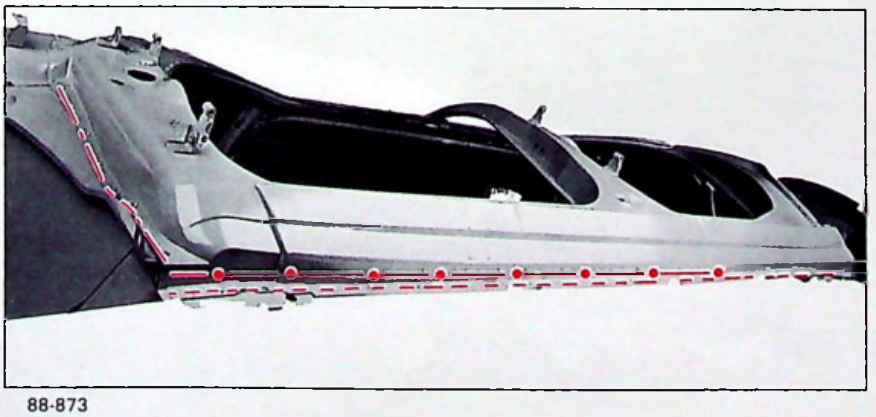

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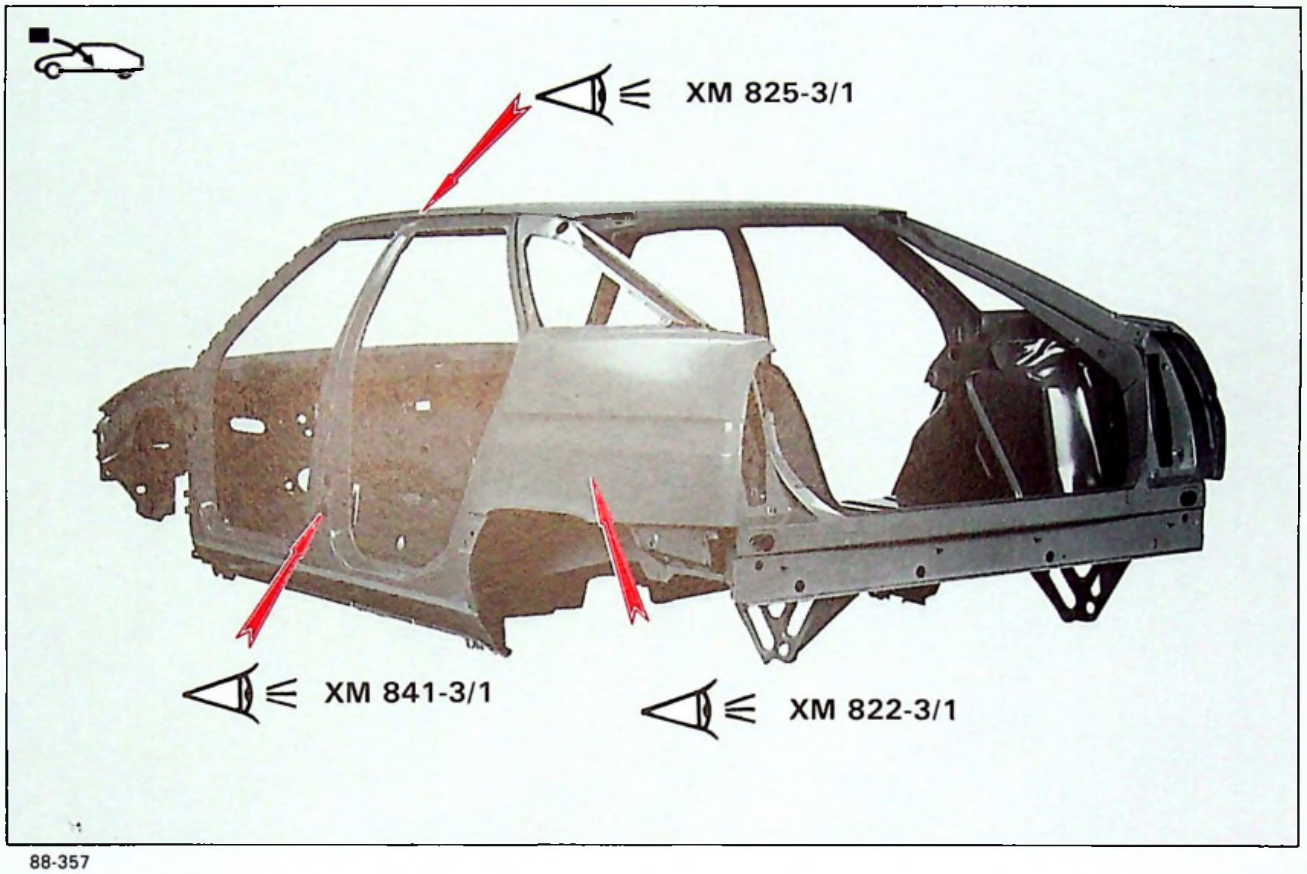

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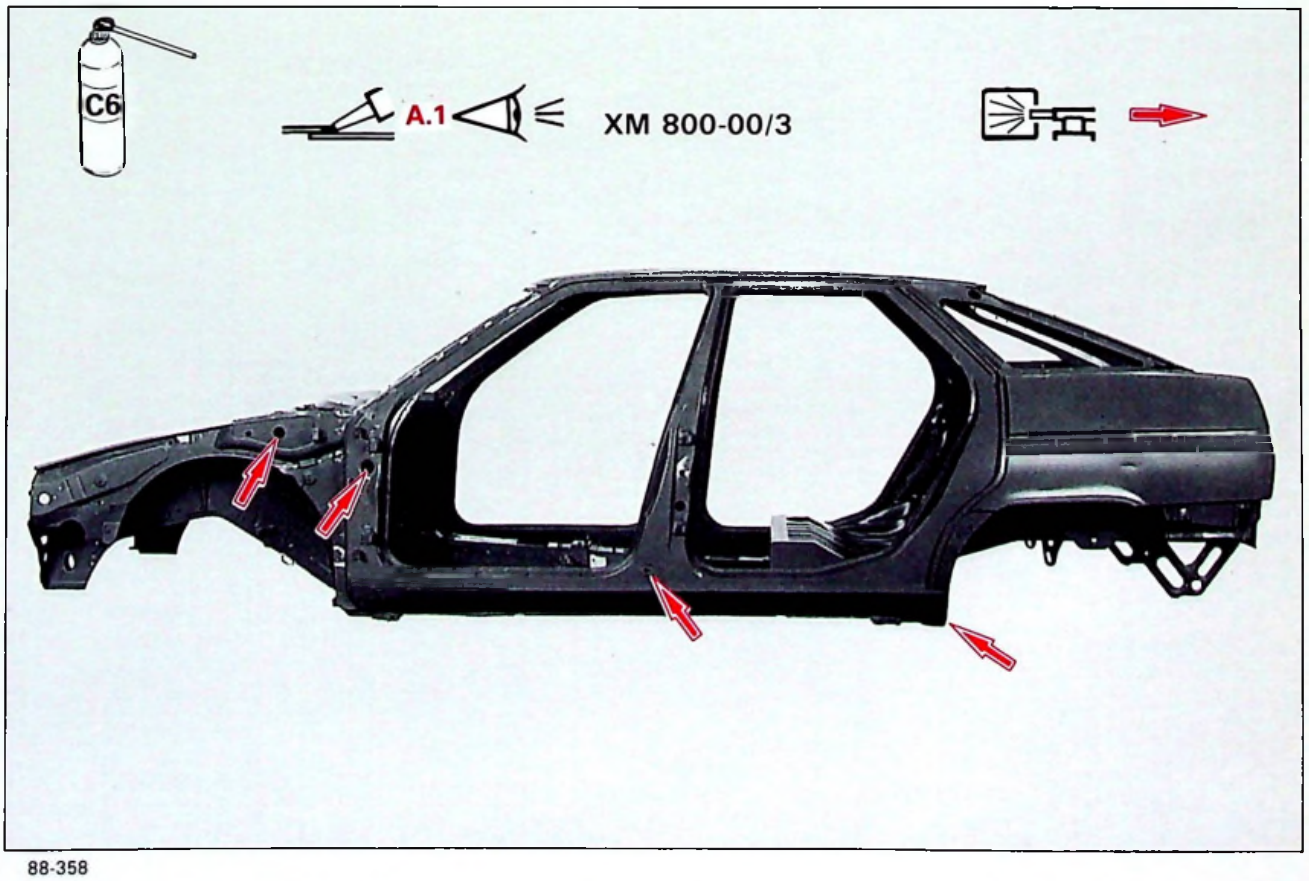

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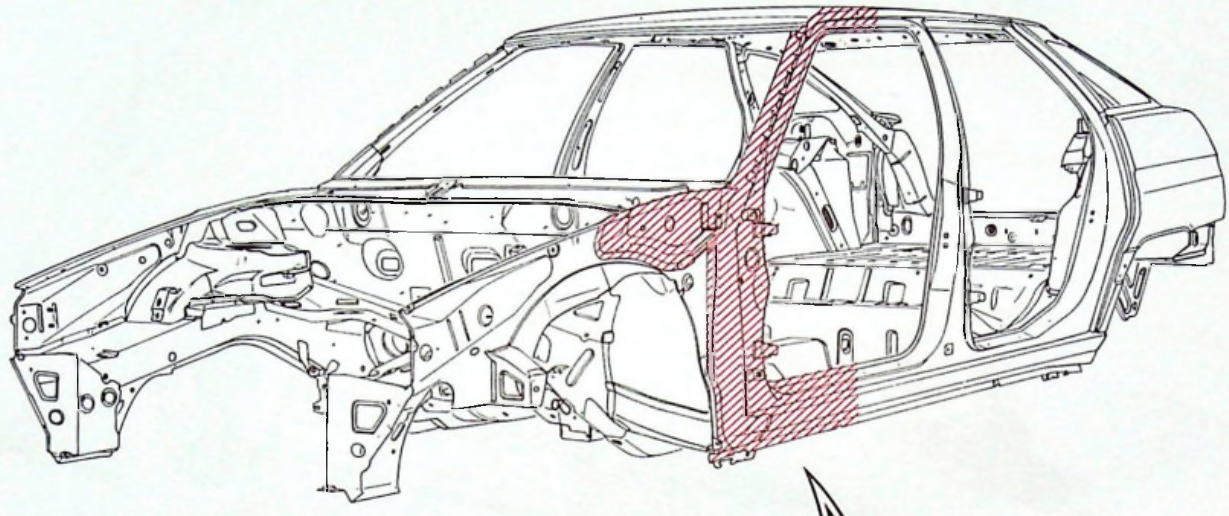
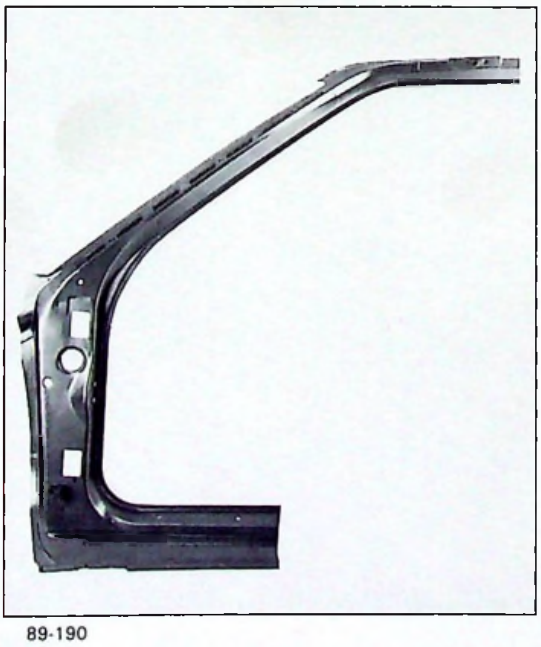


Y.80-1



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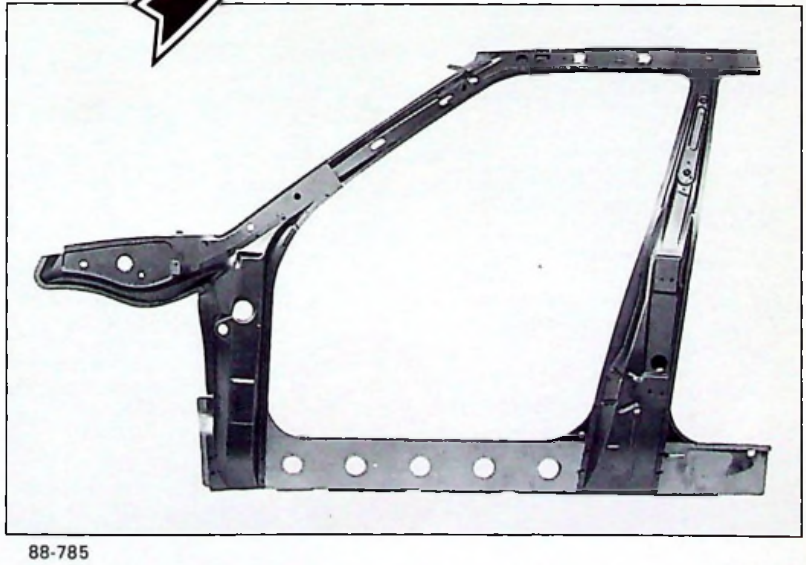

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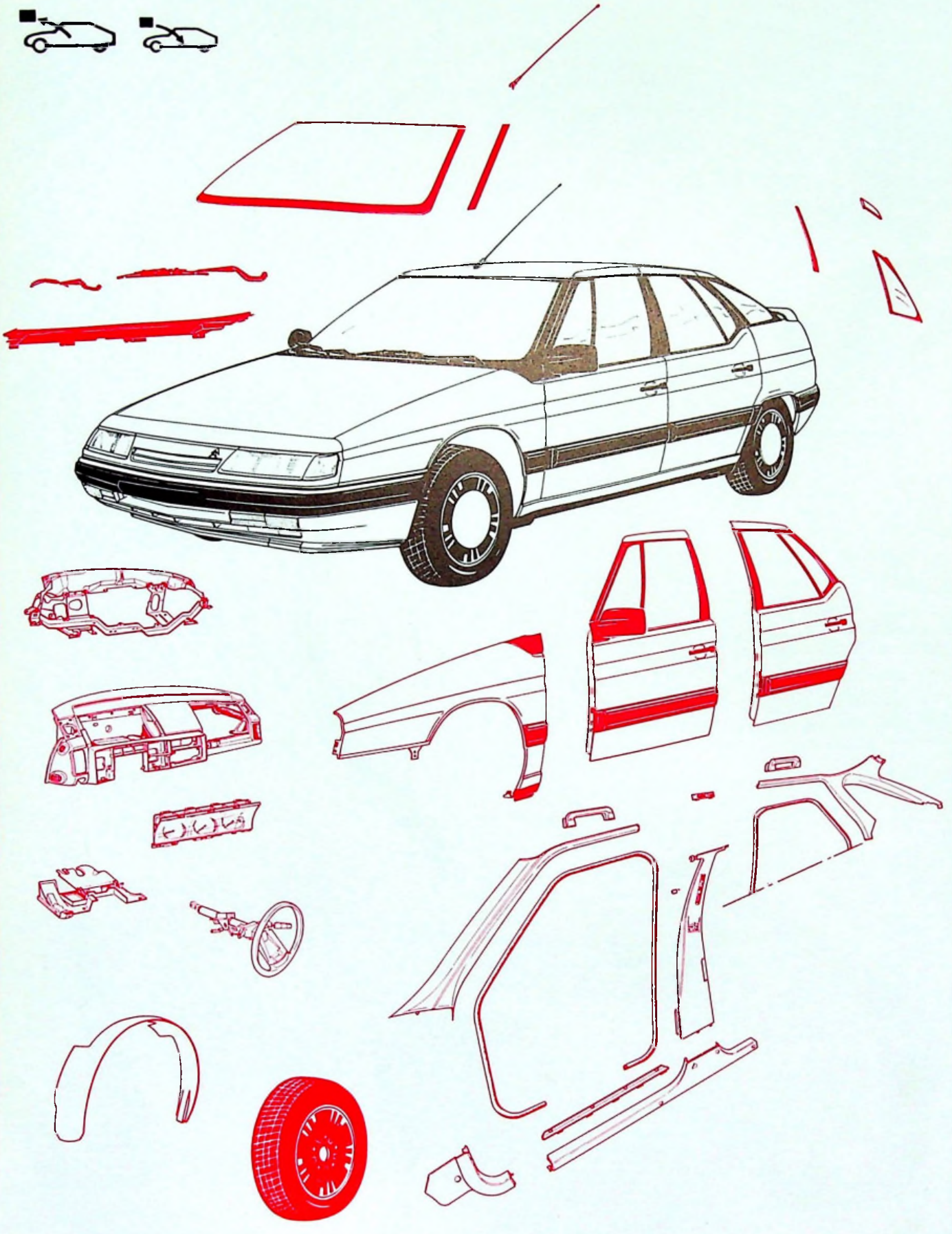
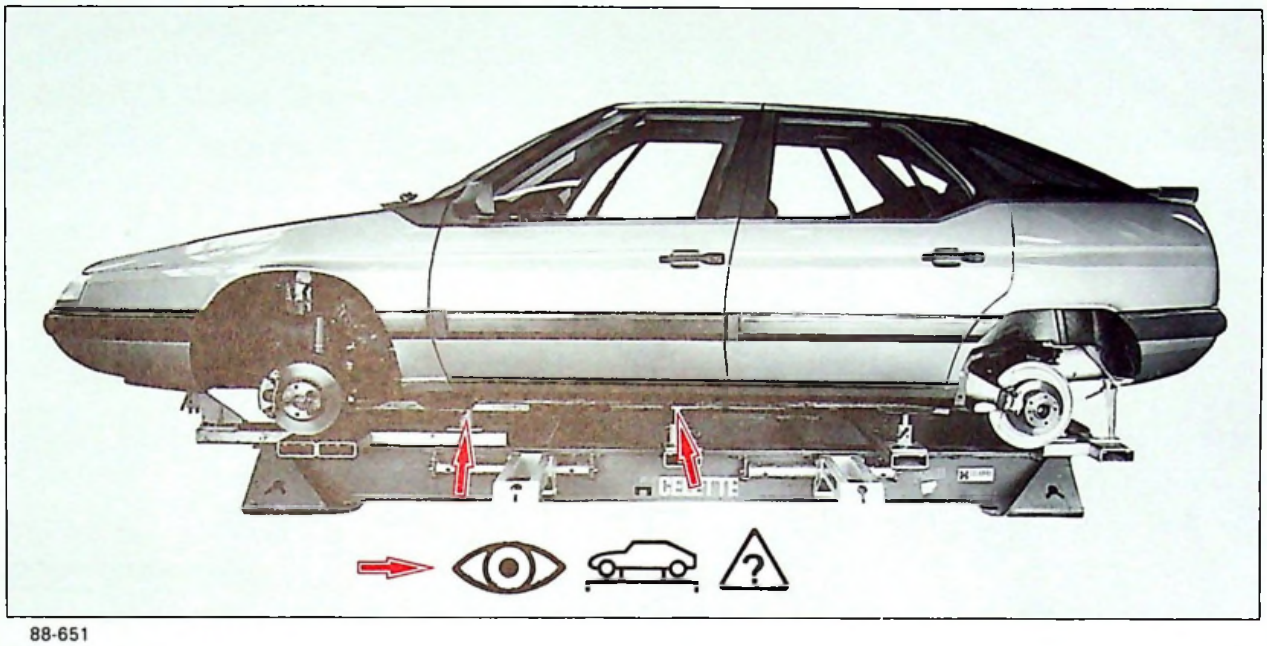


Y.80-7
Y.80-23



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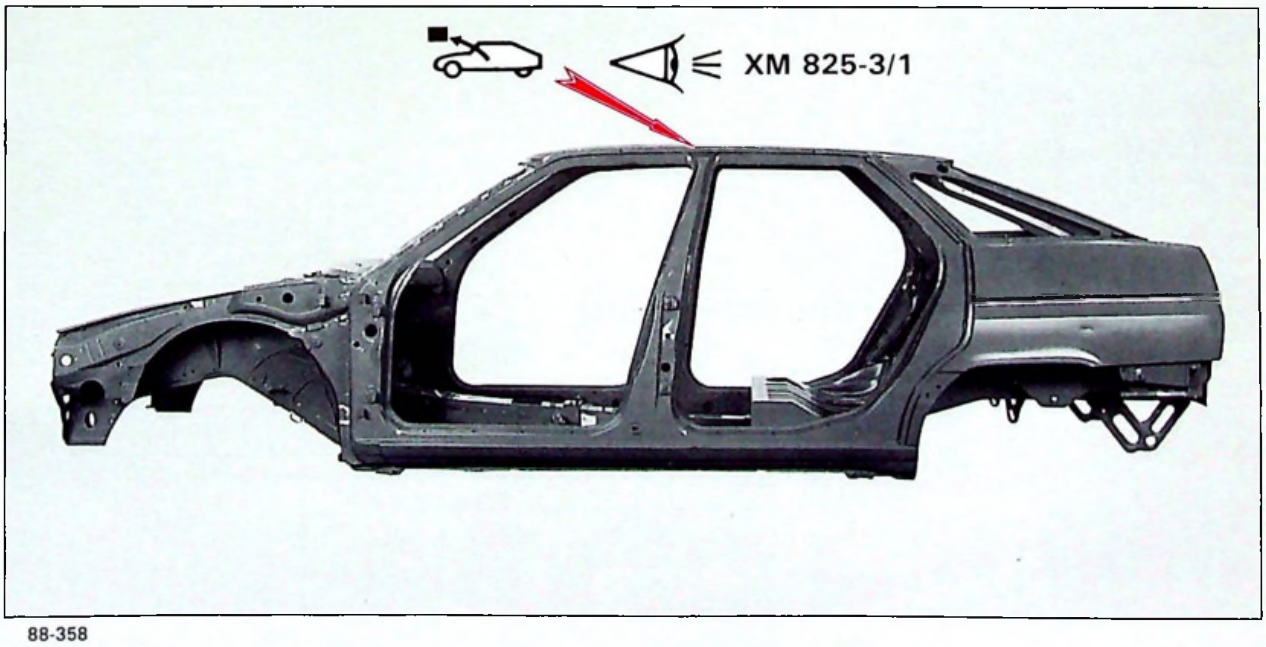

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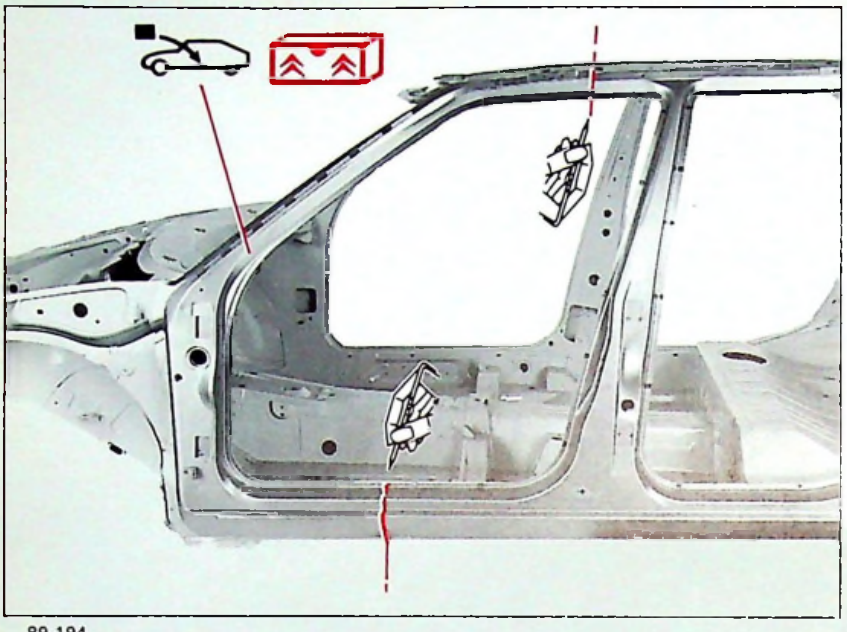

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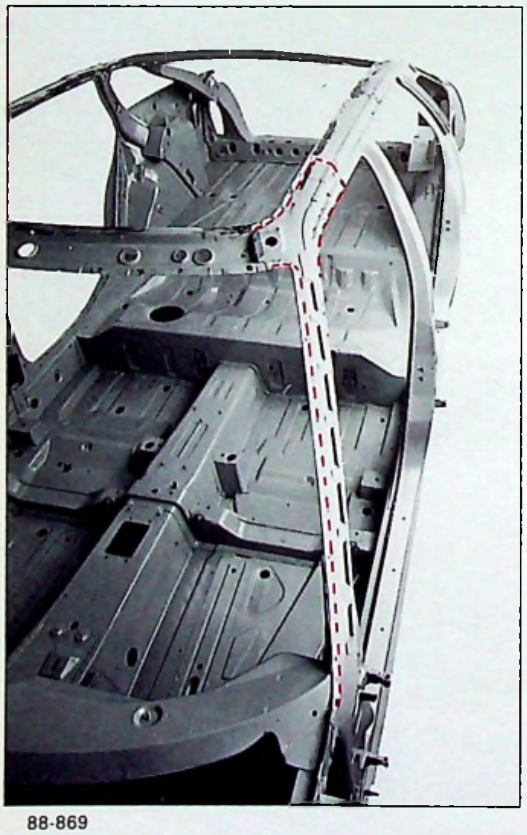

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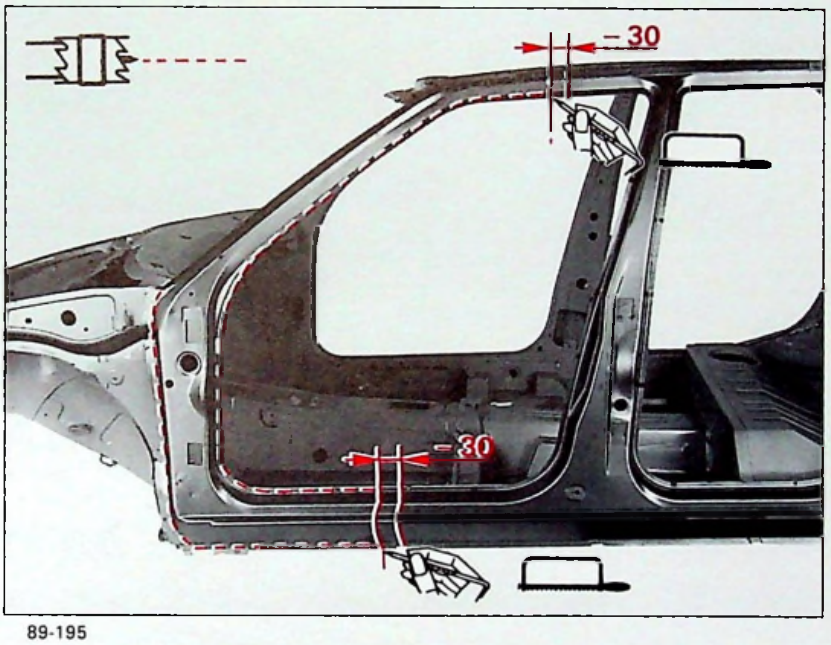

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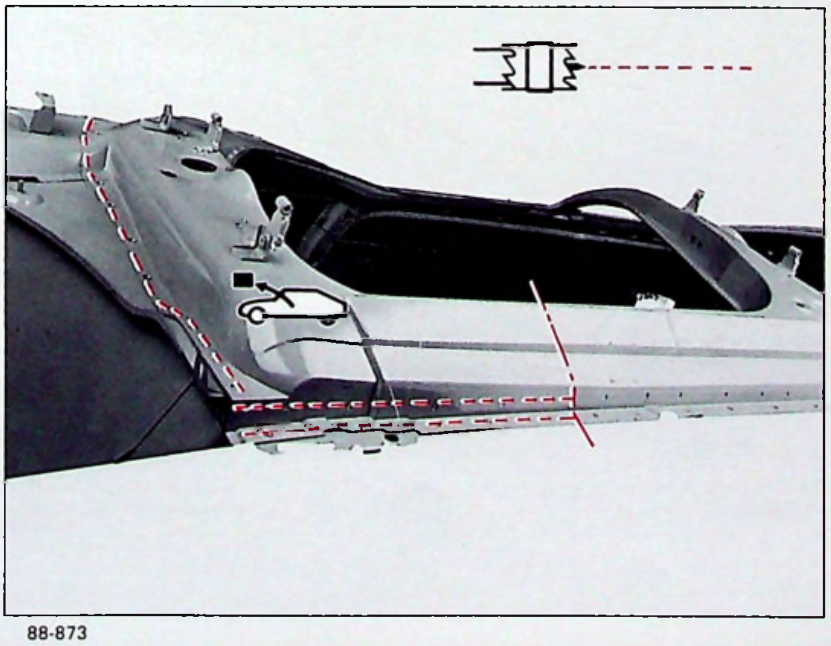

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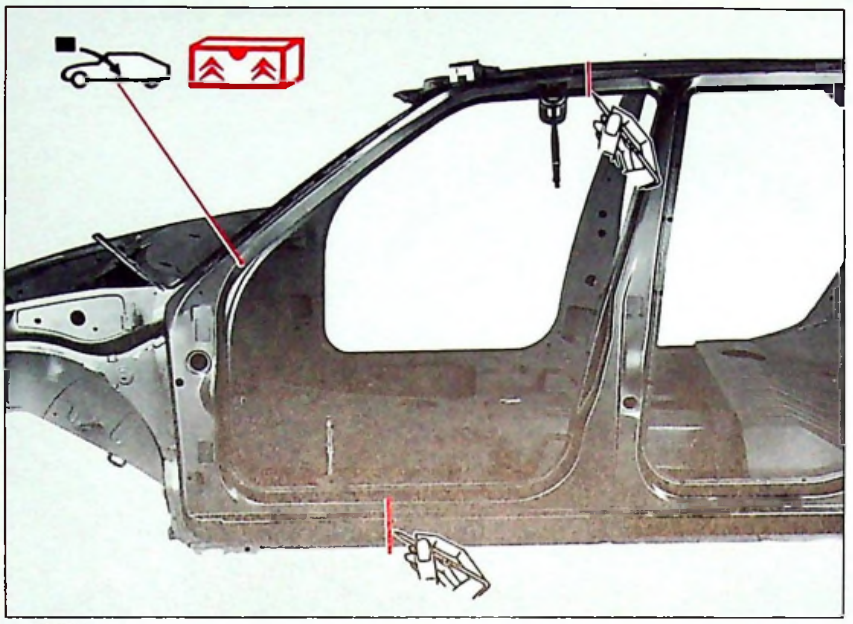

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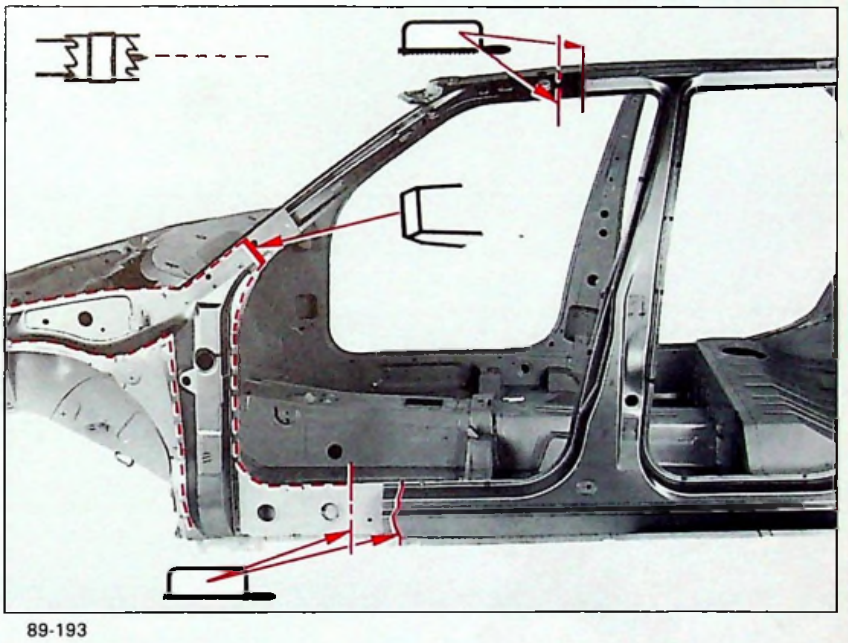
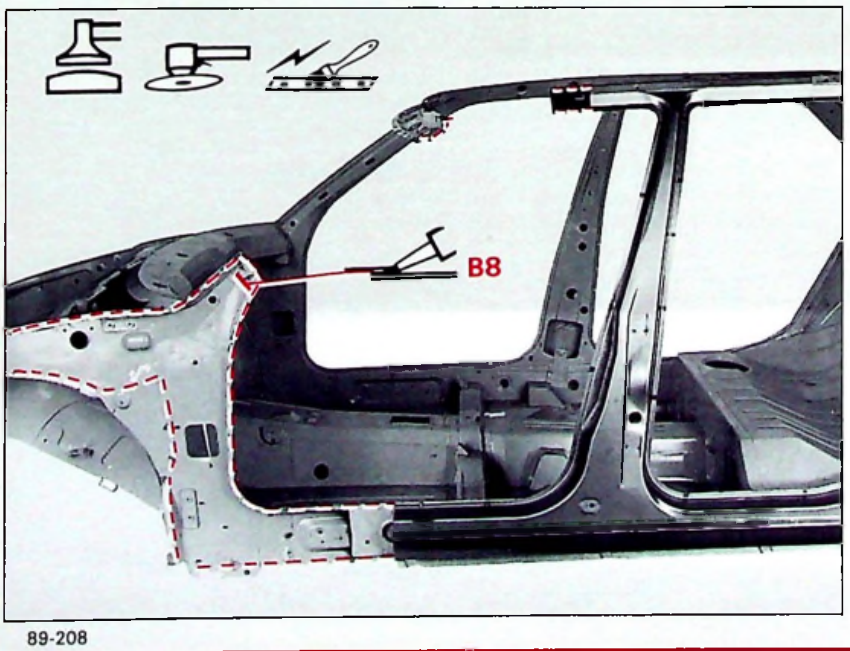
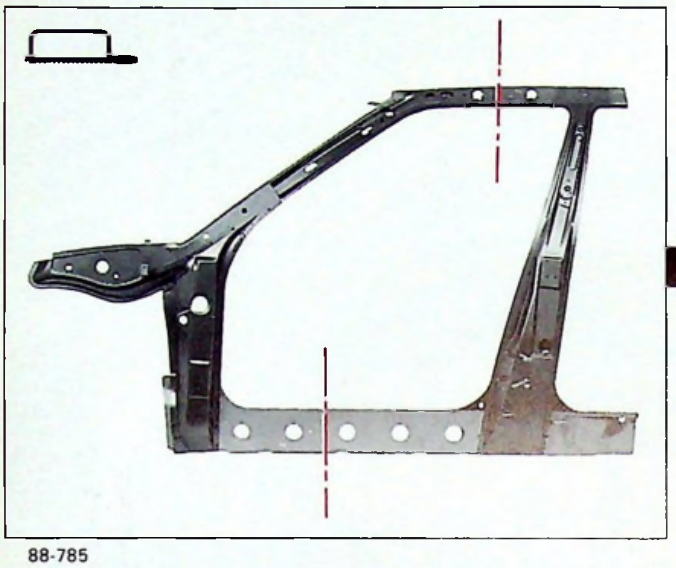


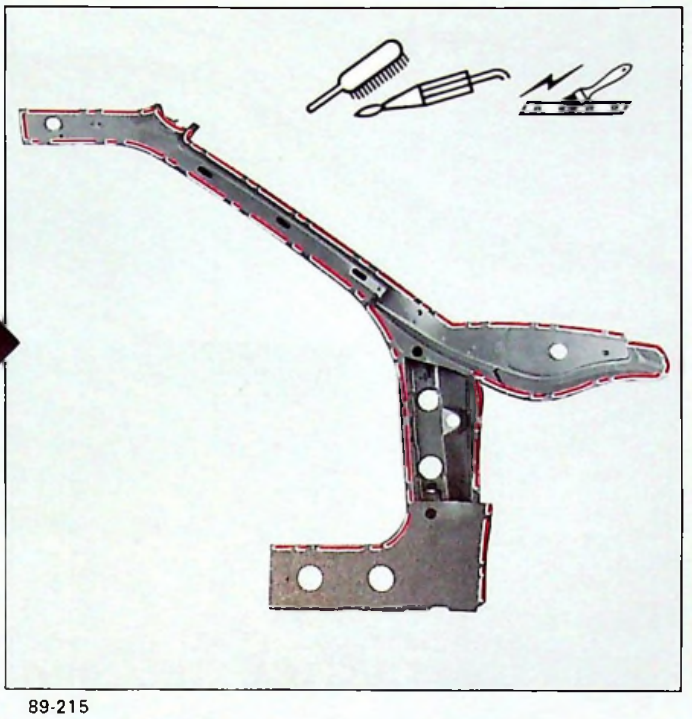
89-193



89-208



88-785



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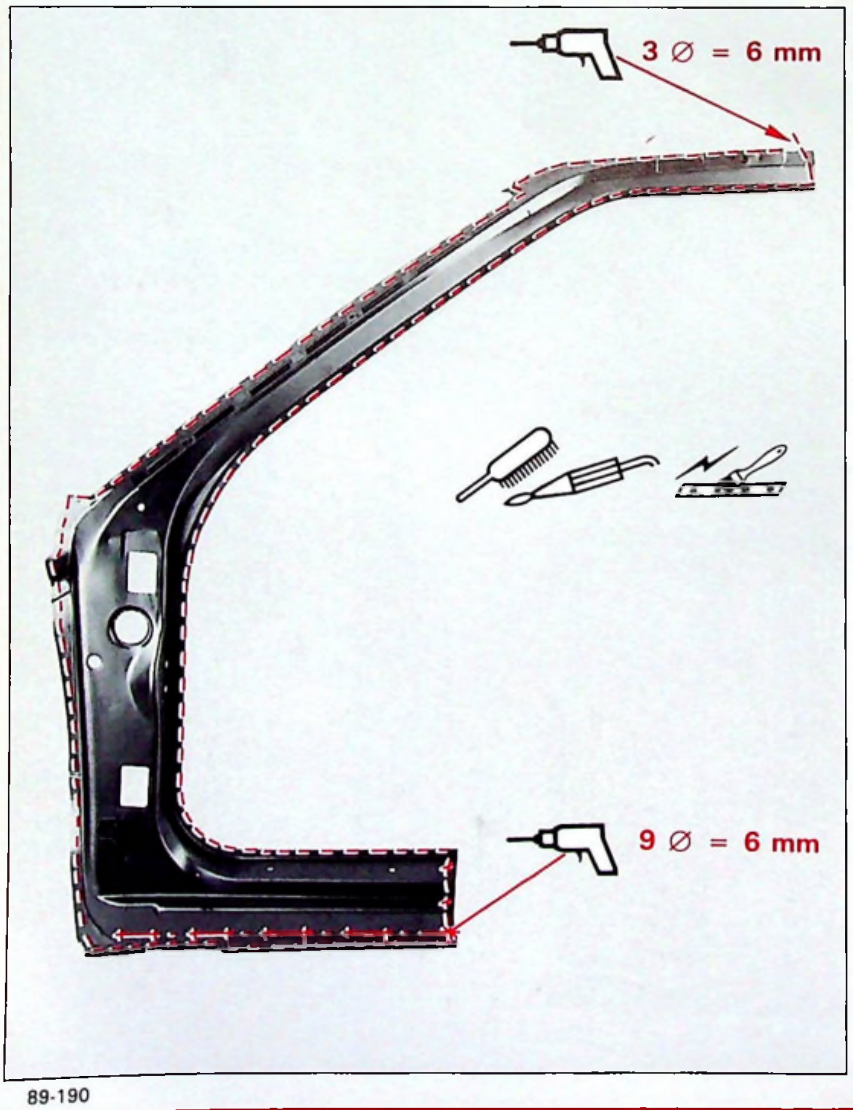
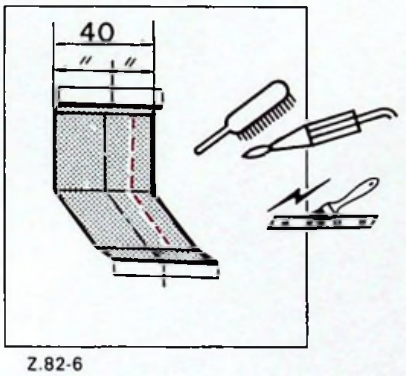
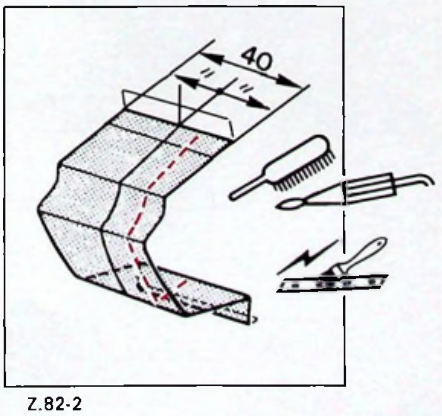


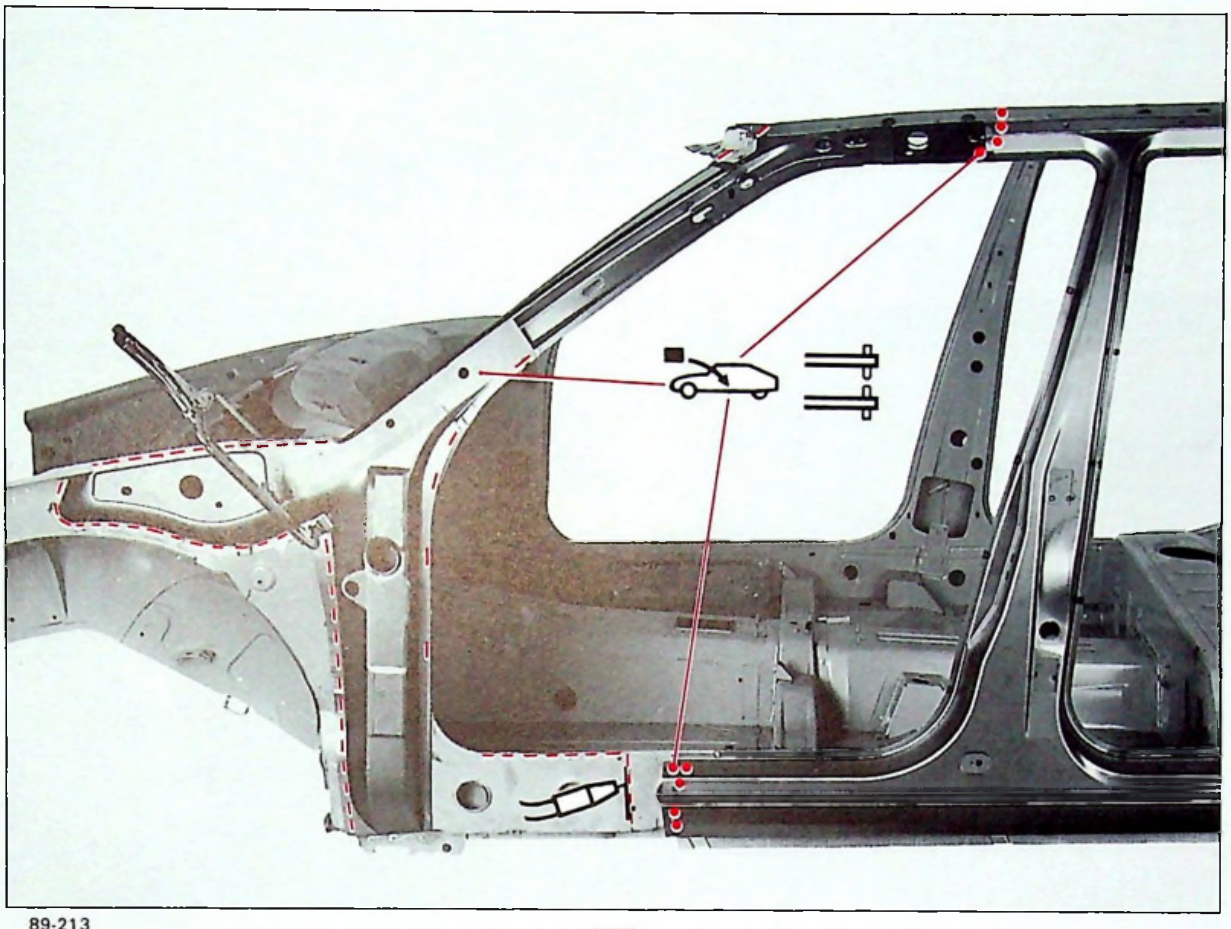
89-190



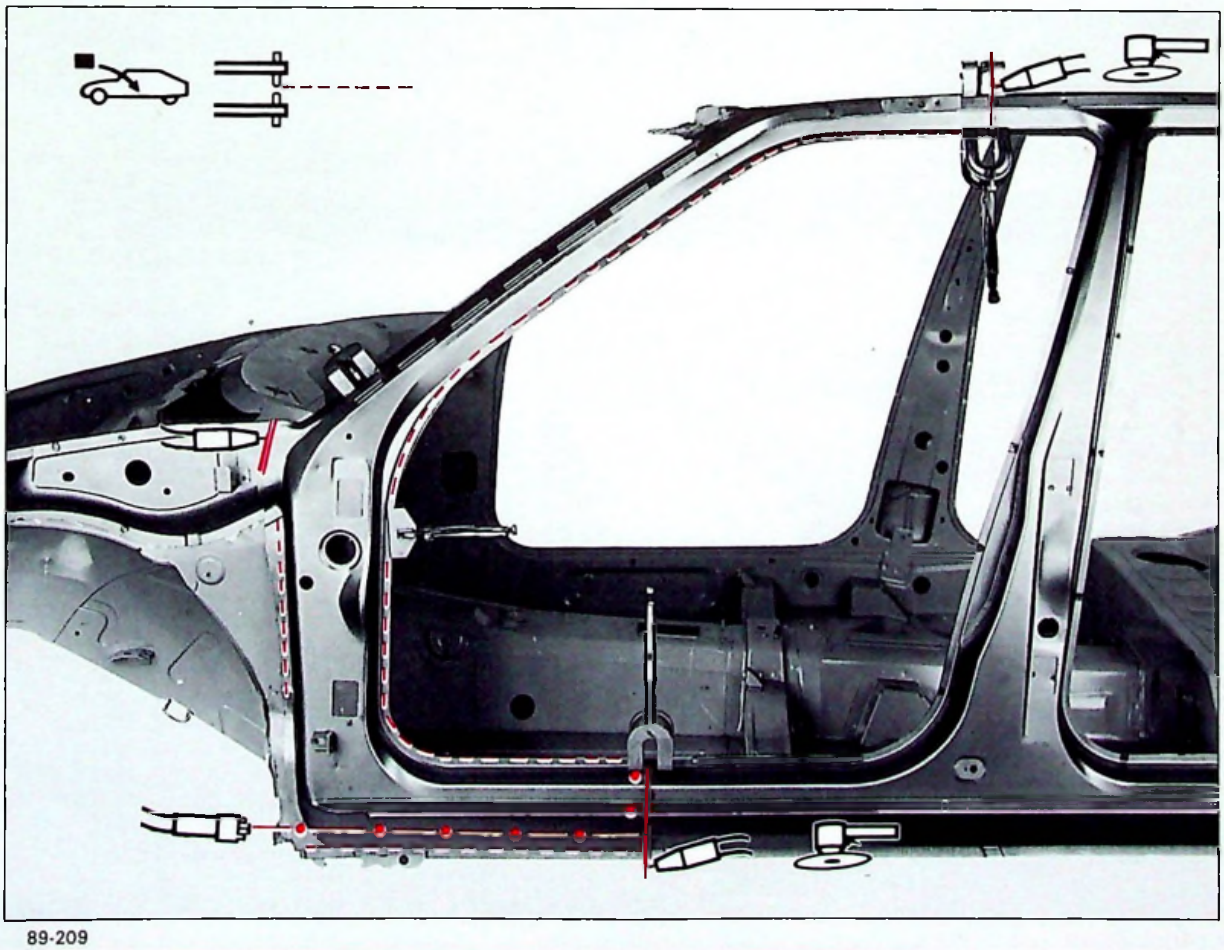
Z.82-6



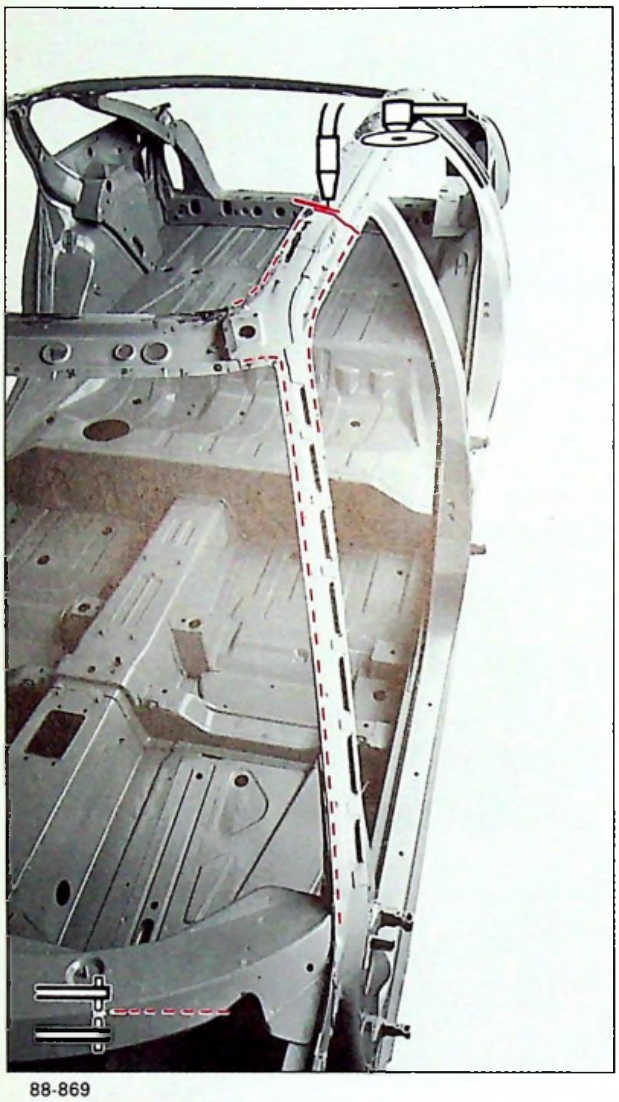
Z.82-2



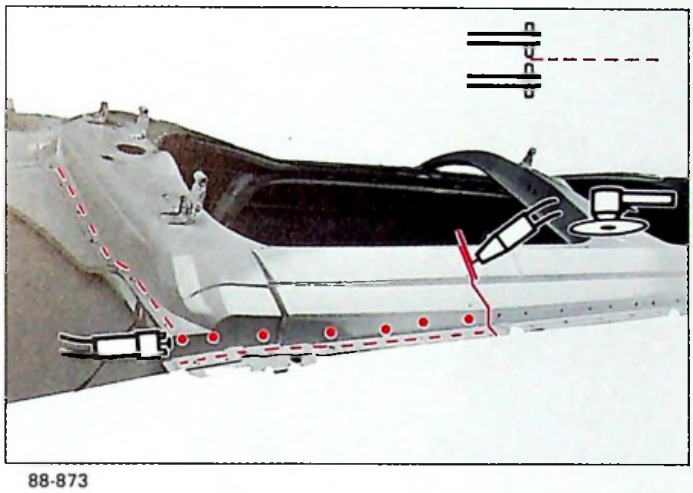
89-213



89-209



88-869



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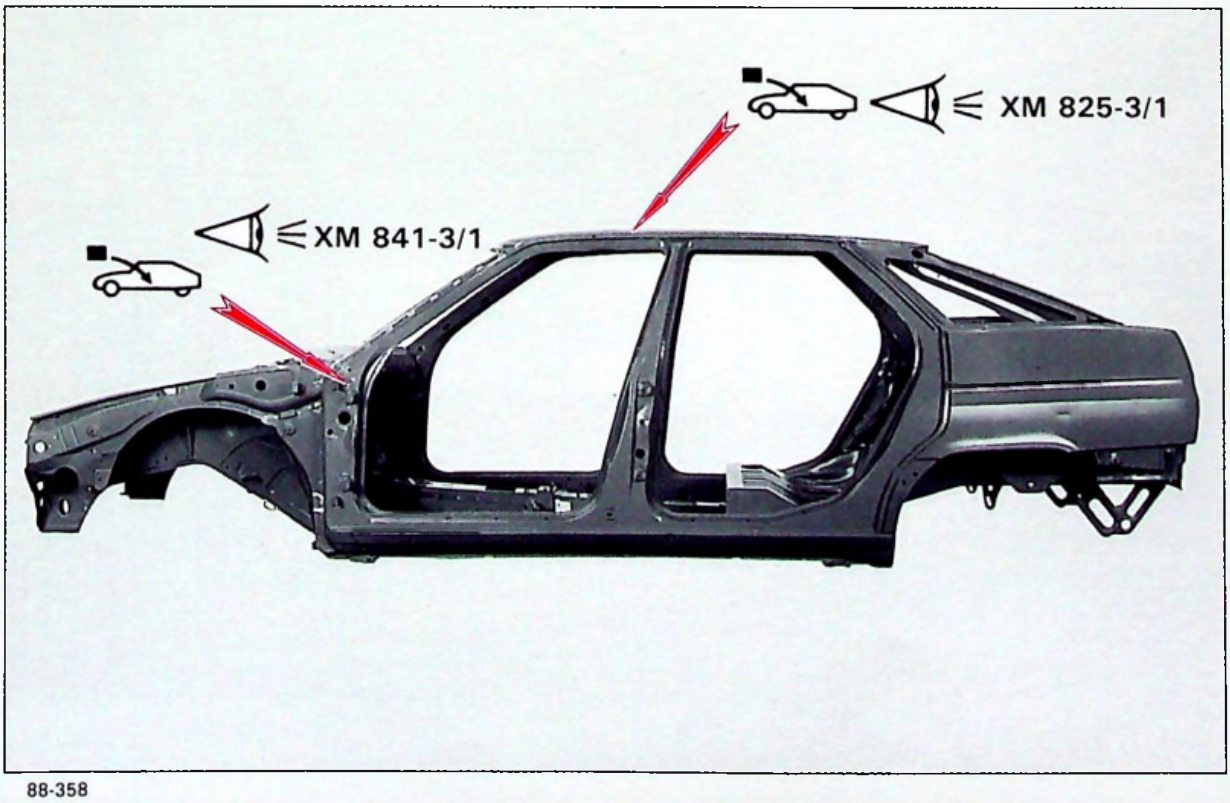

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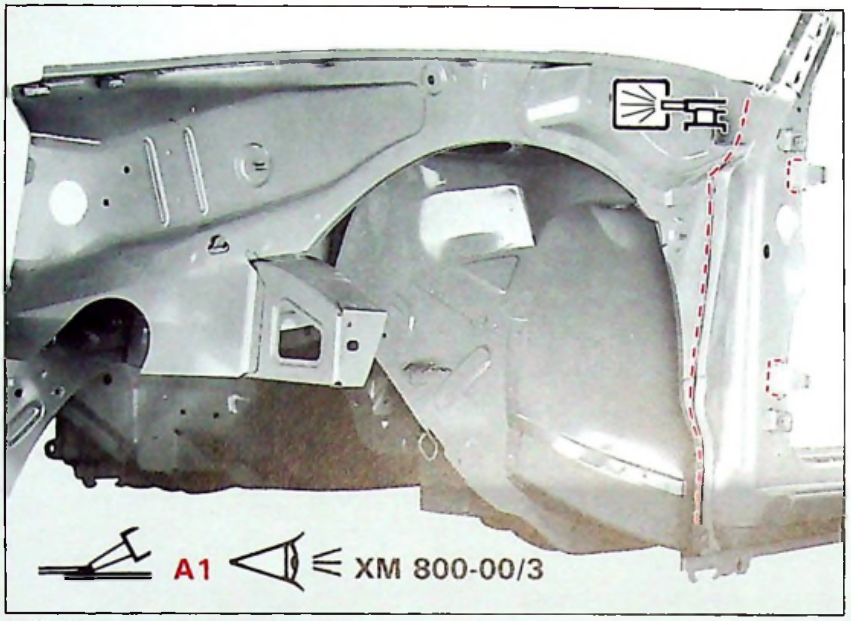

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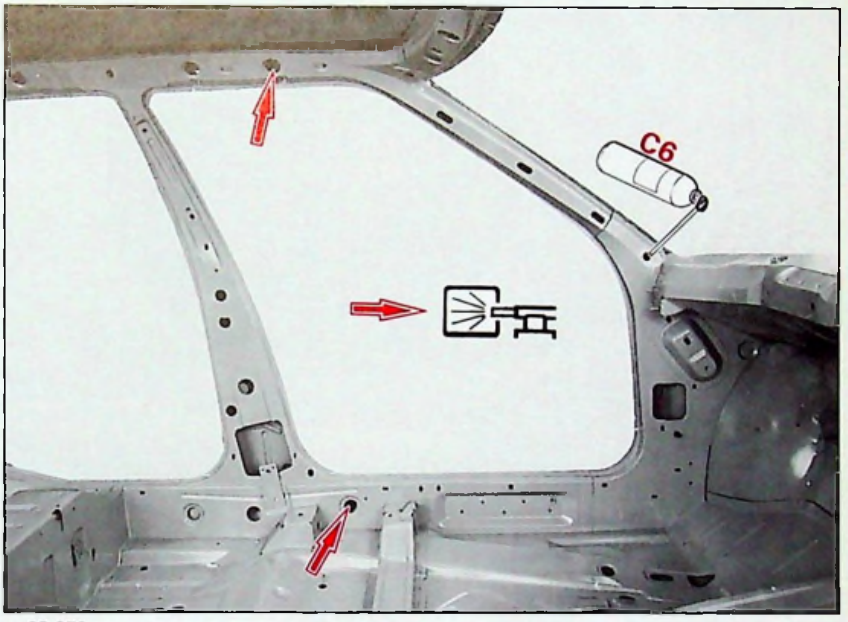

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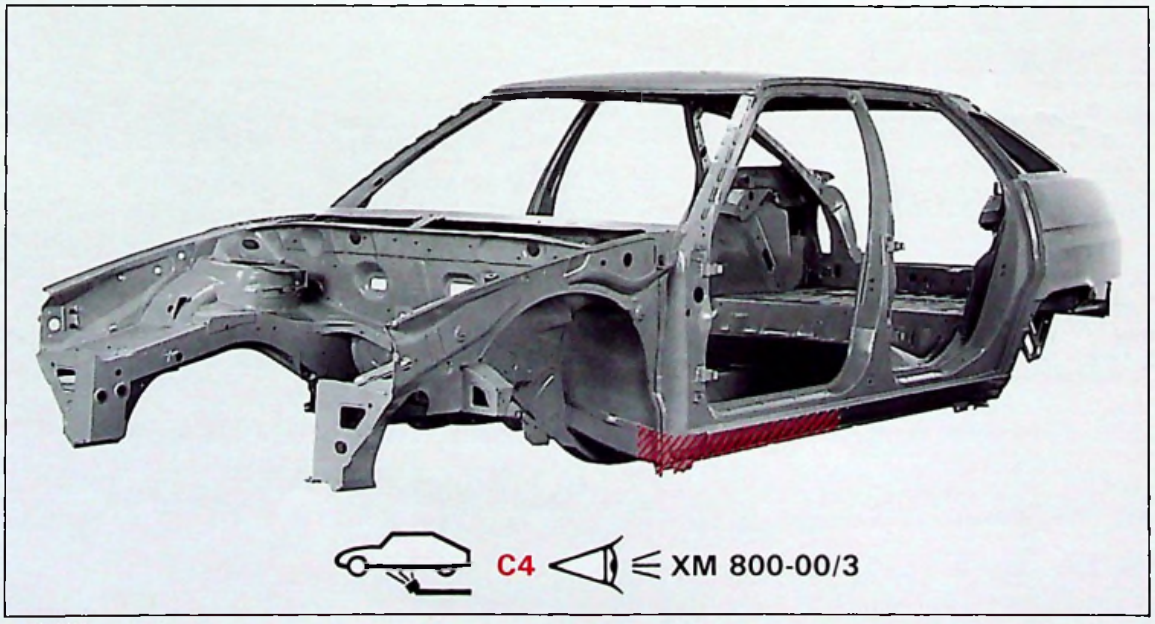
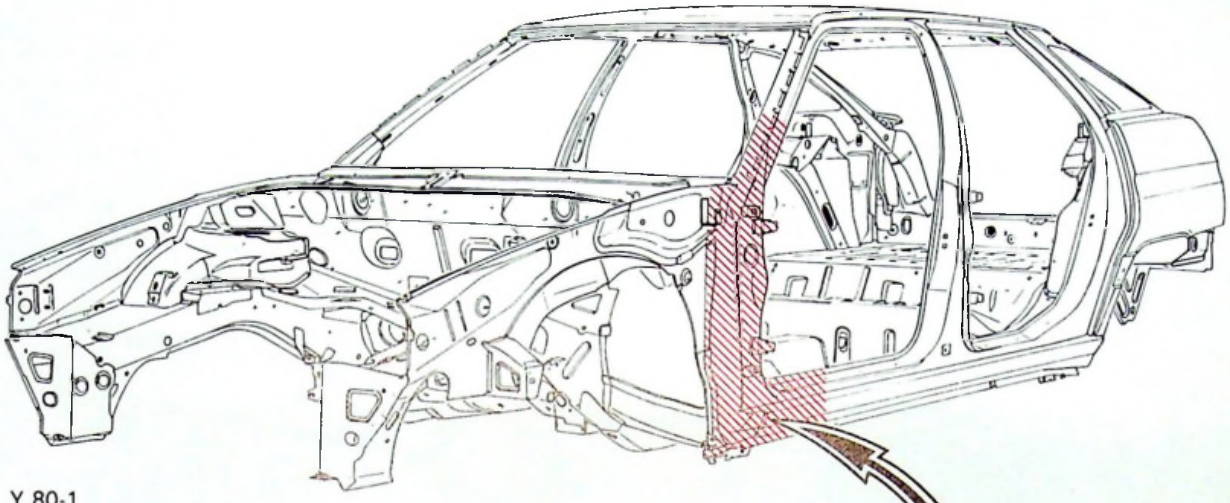


88-359



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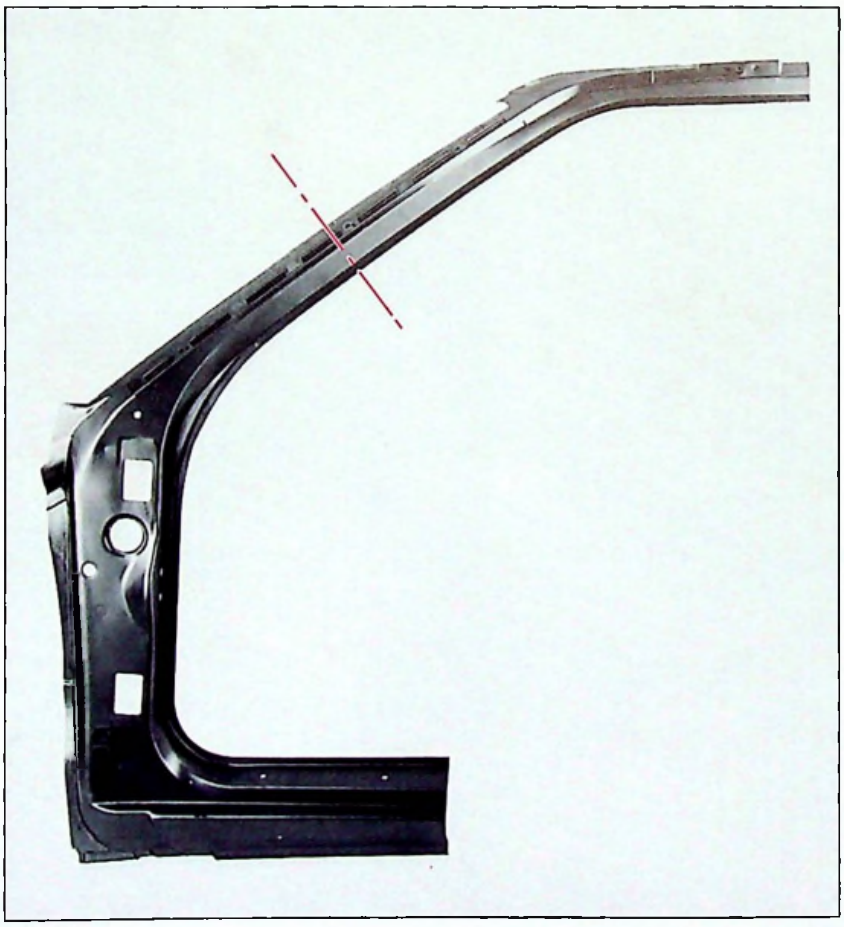

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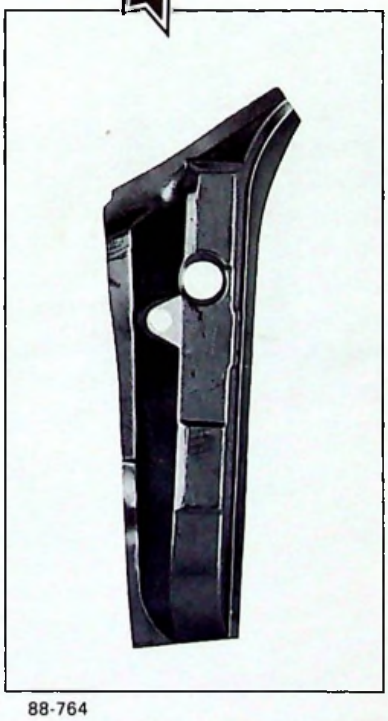

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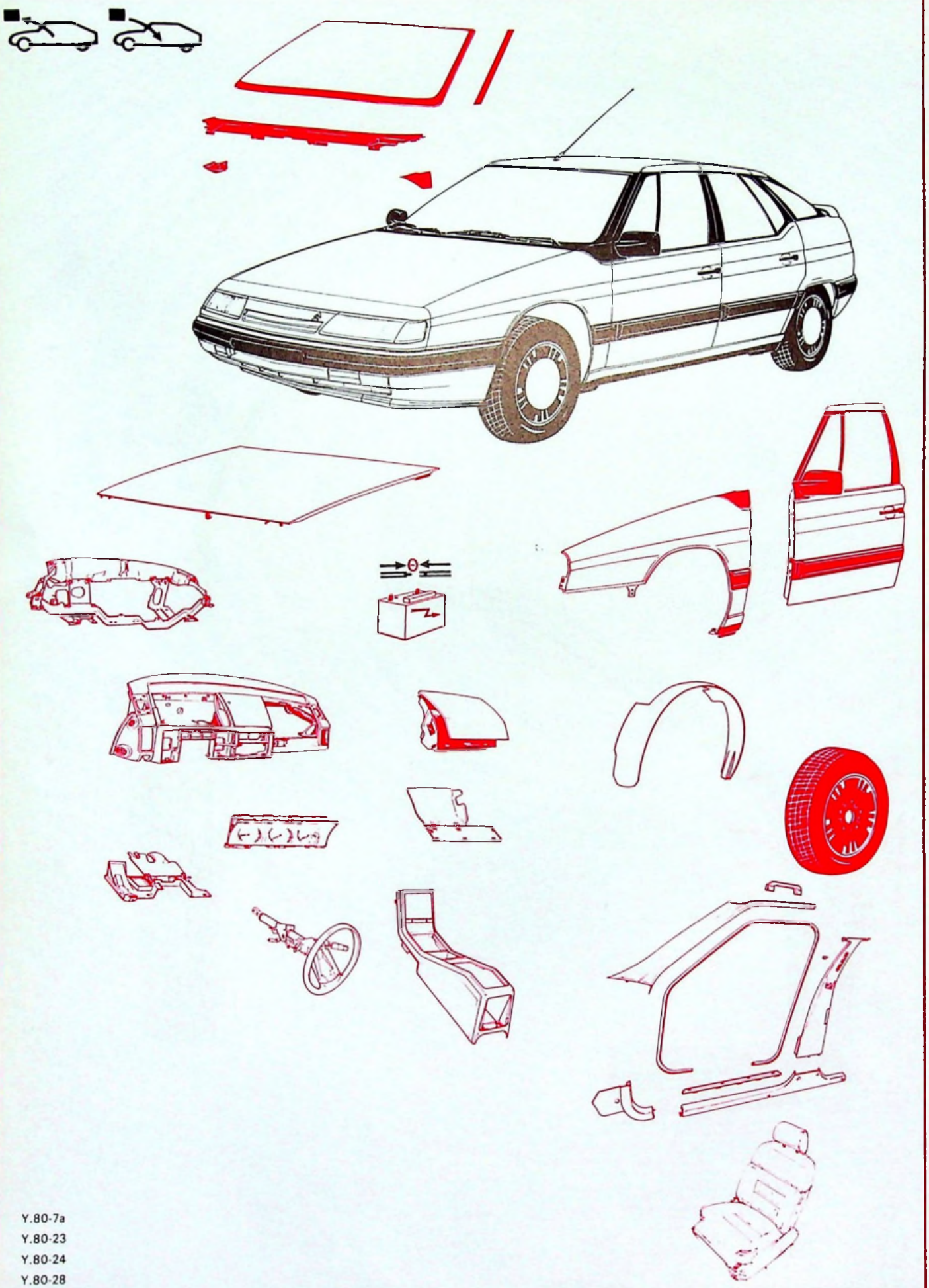
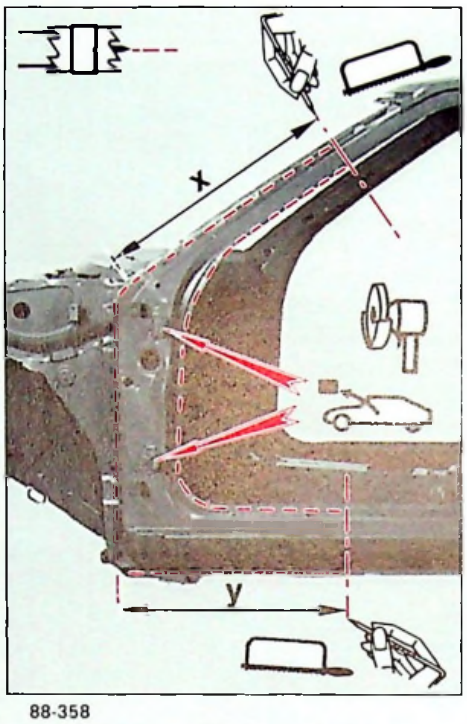
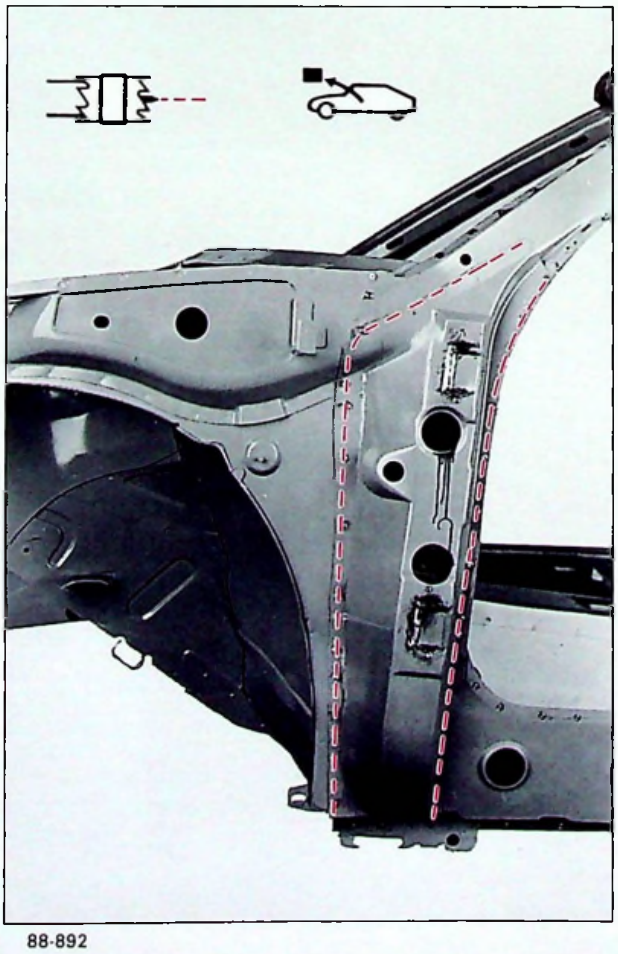


Y.80-7a
Y.80-23
Y.80-24
Y.80-28



88-358

88-873



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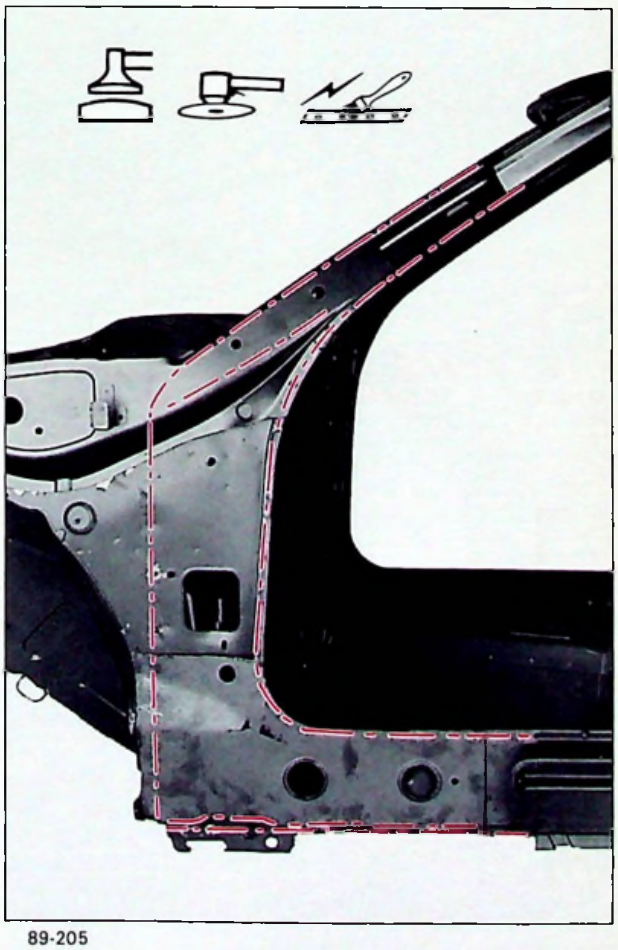

89-205

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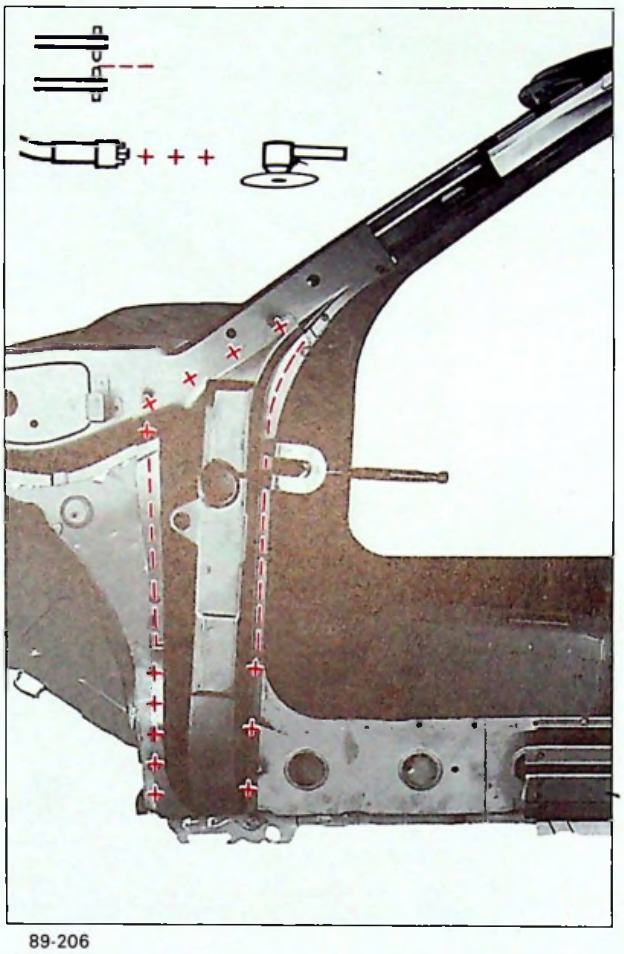

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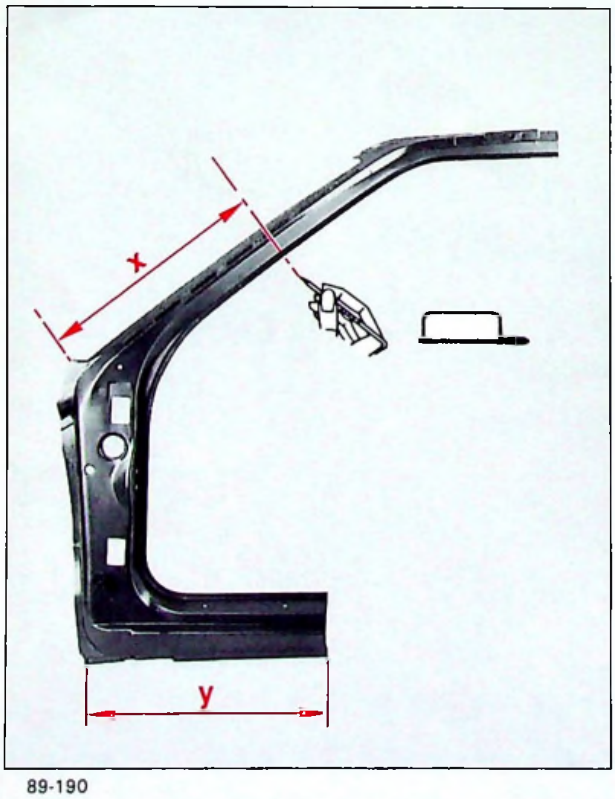

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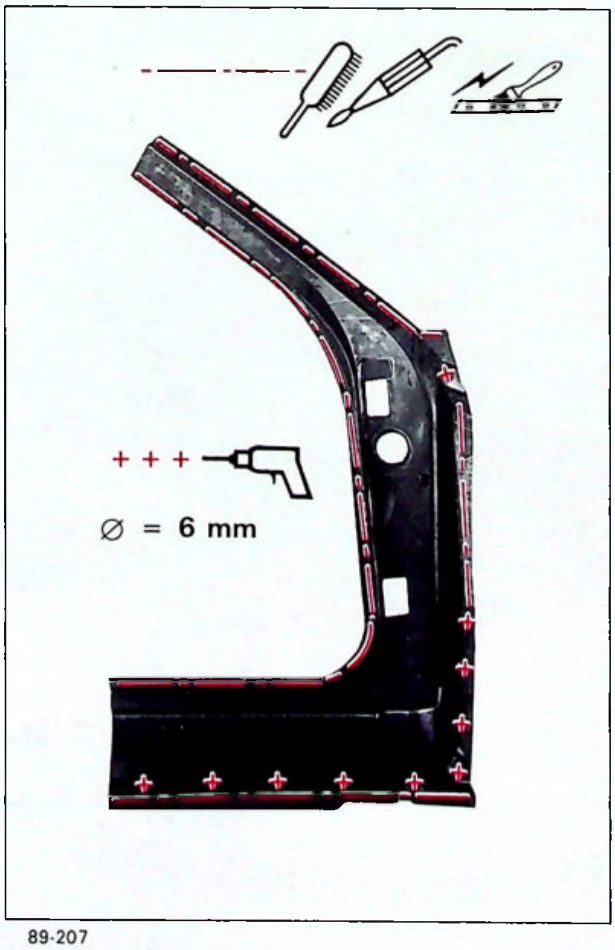

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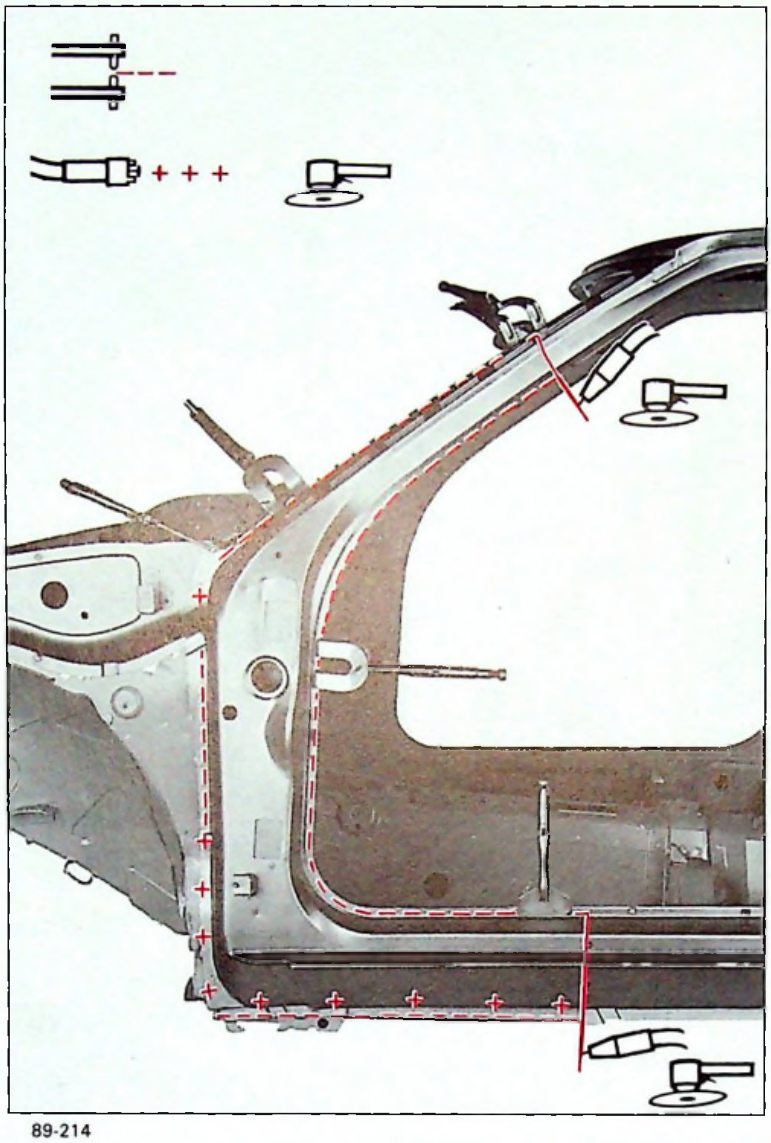

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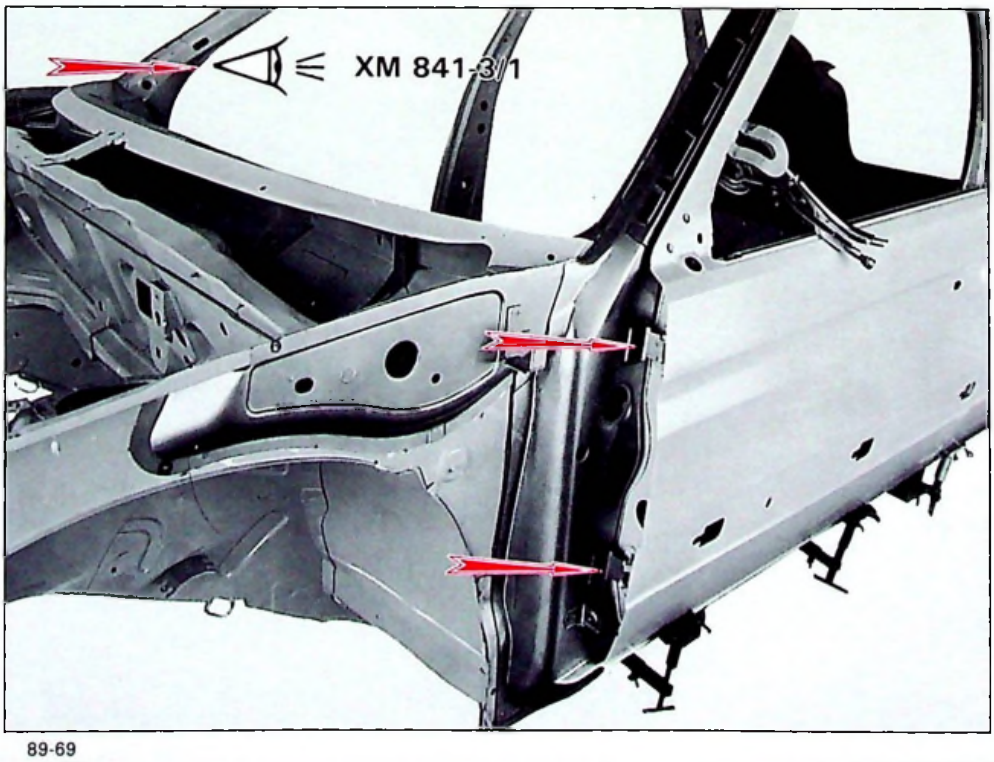

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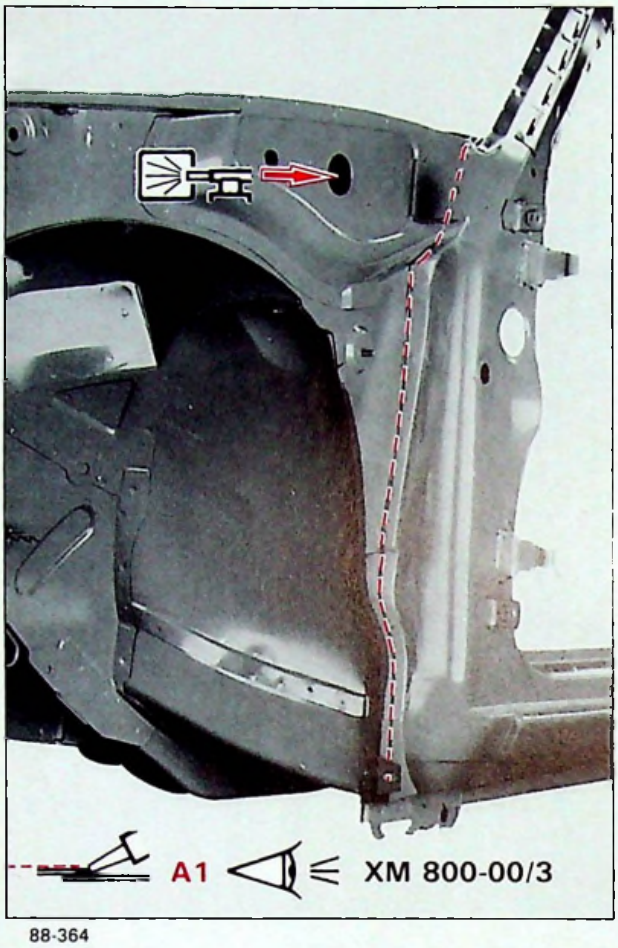

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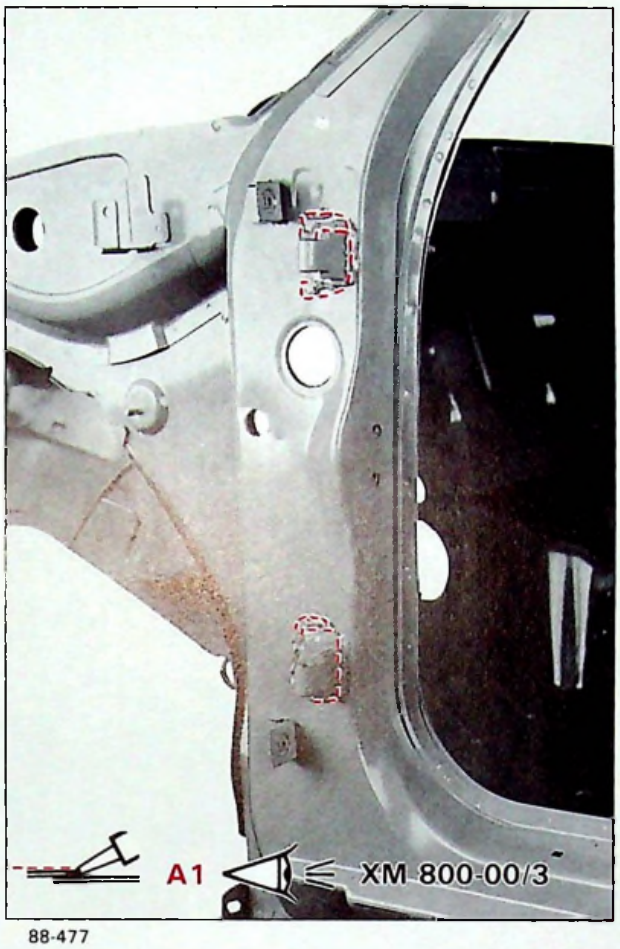

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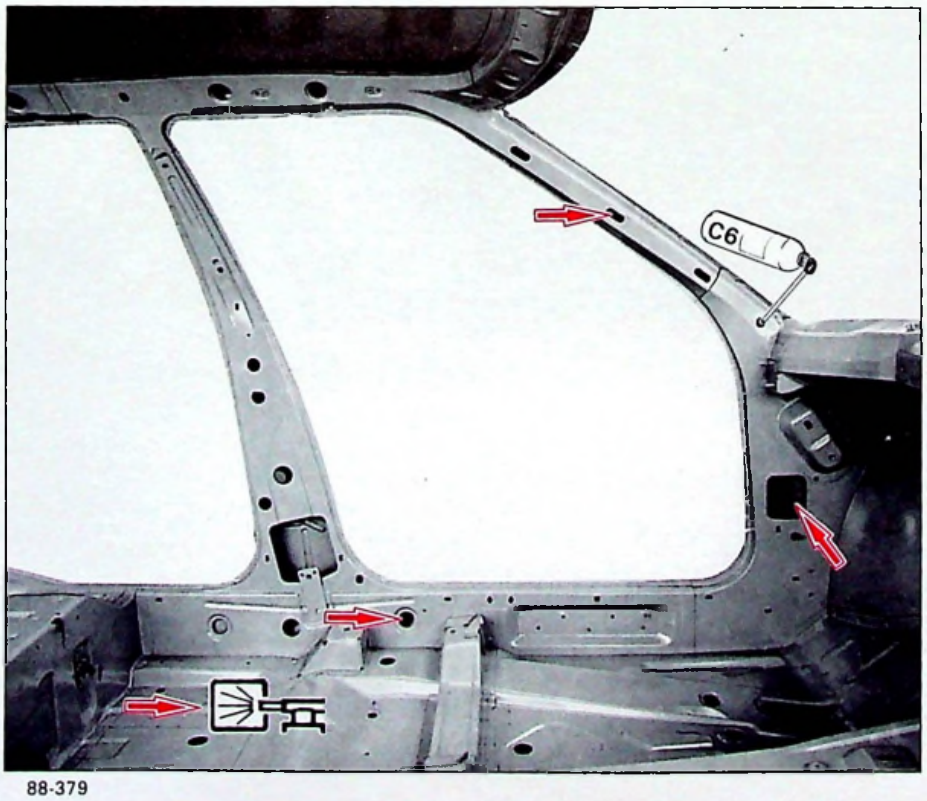

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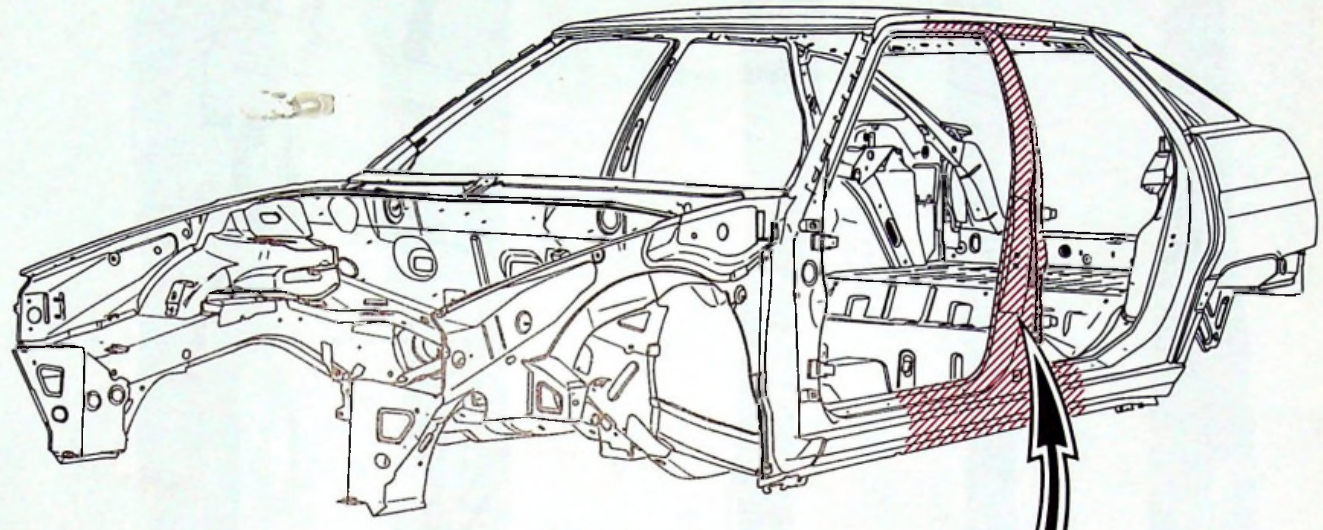
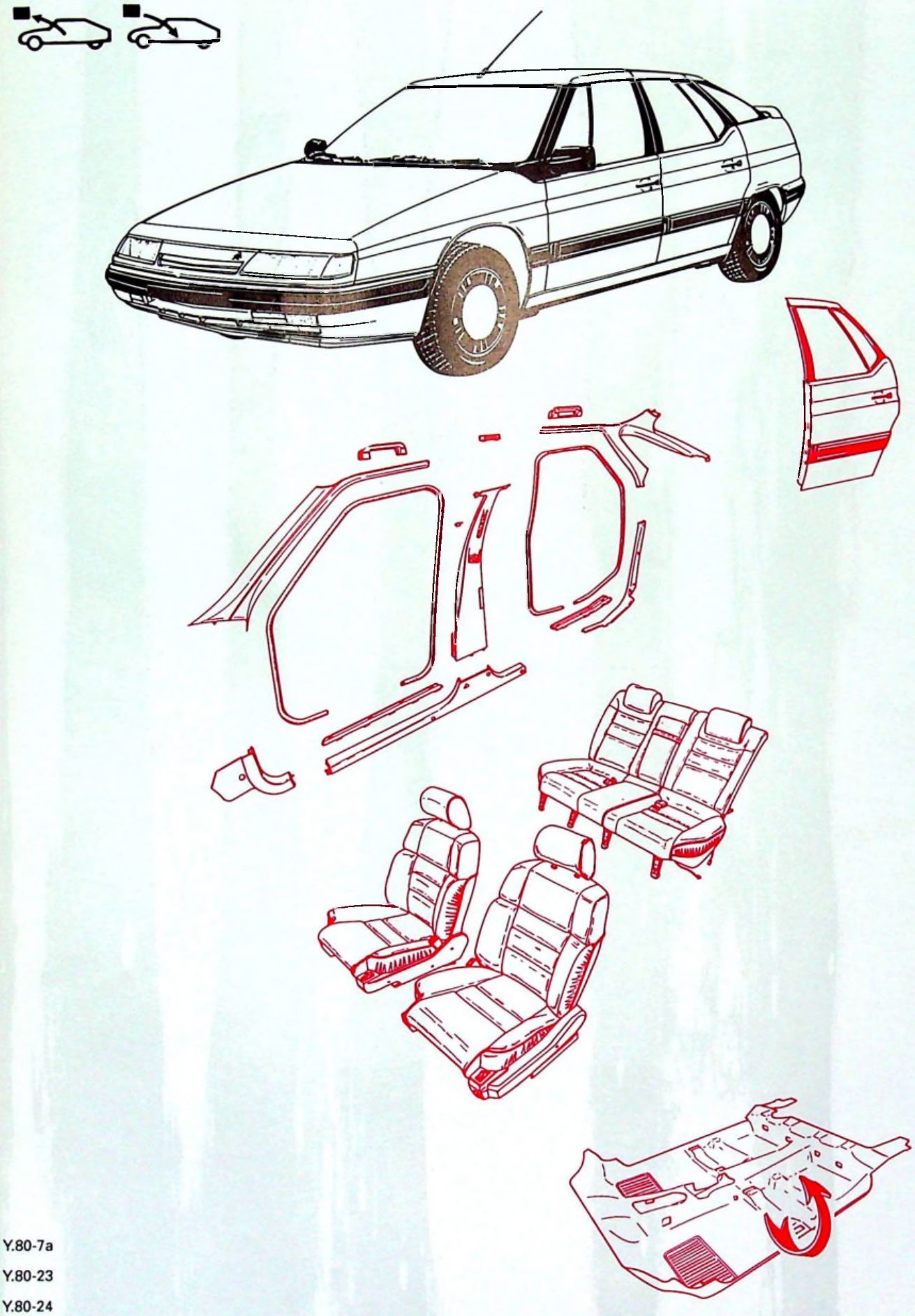
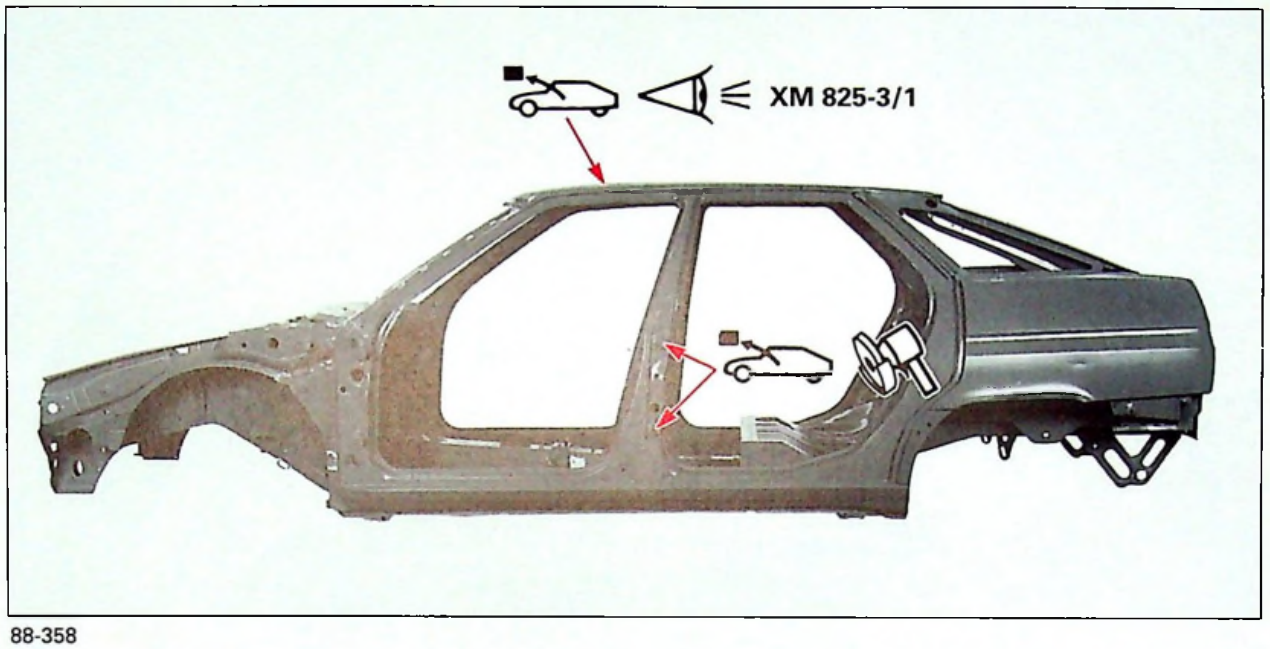


Y.80-1

89-187



Y.80-7a
Y.80-23
Y.80-24
Y.80-27



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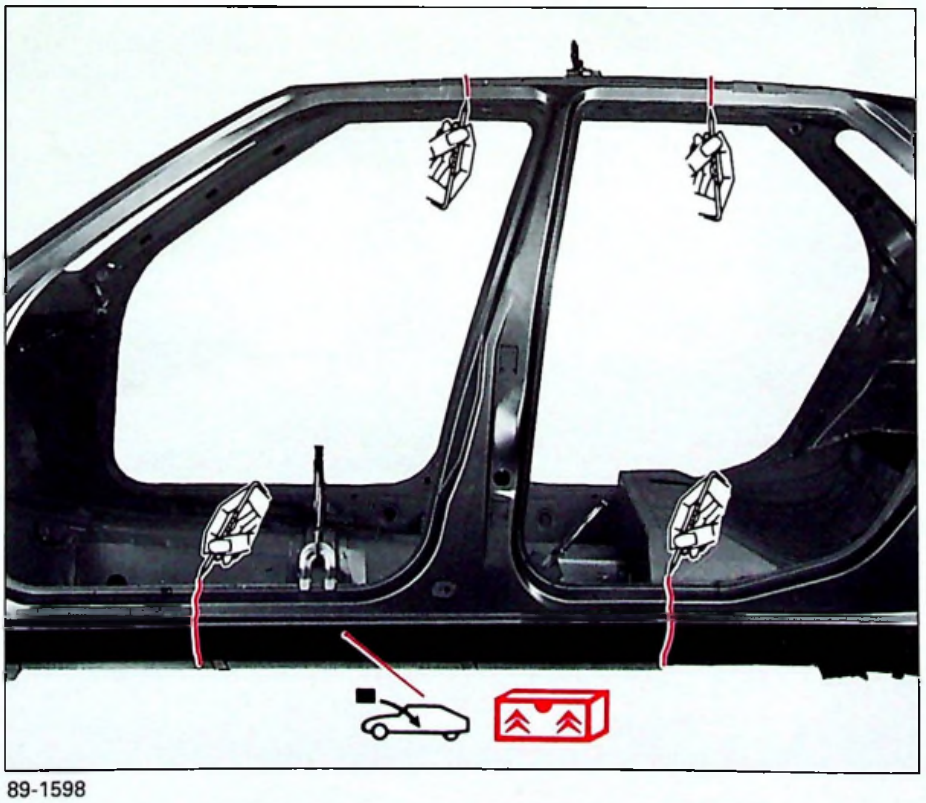

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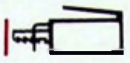

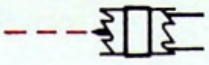

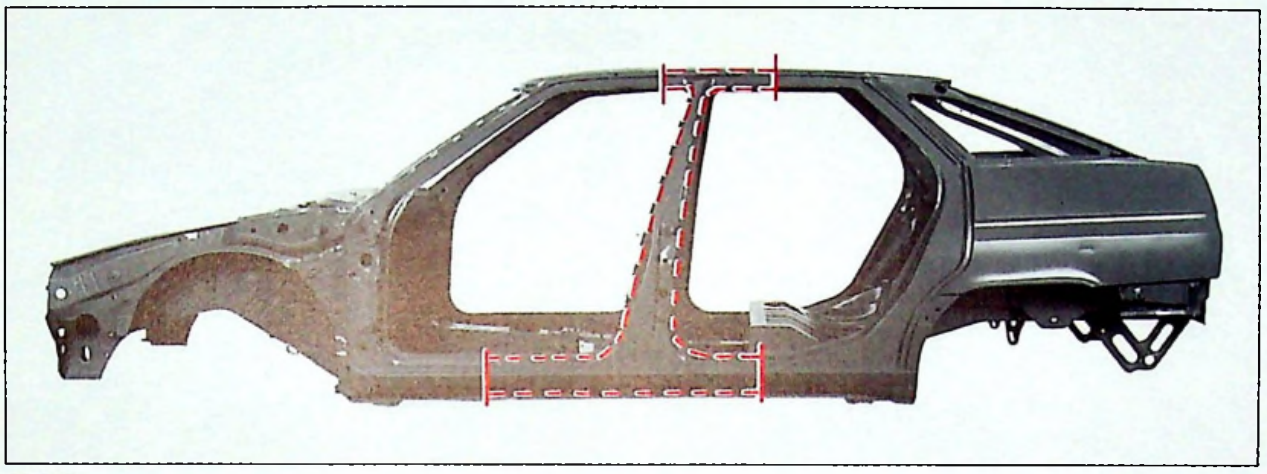

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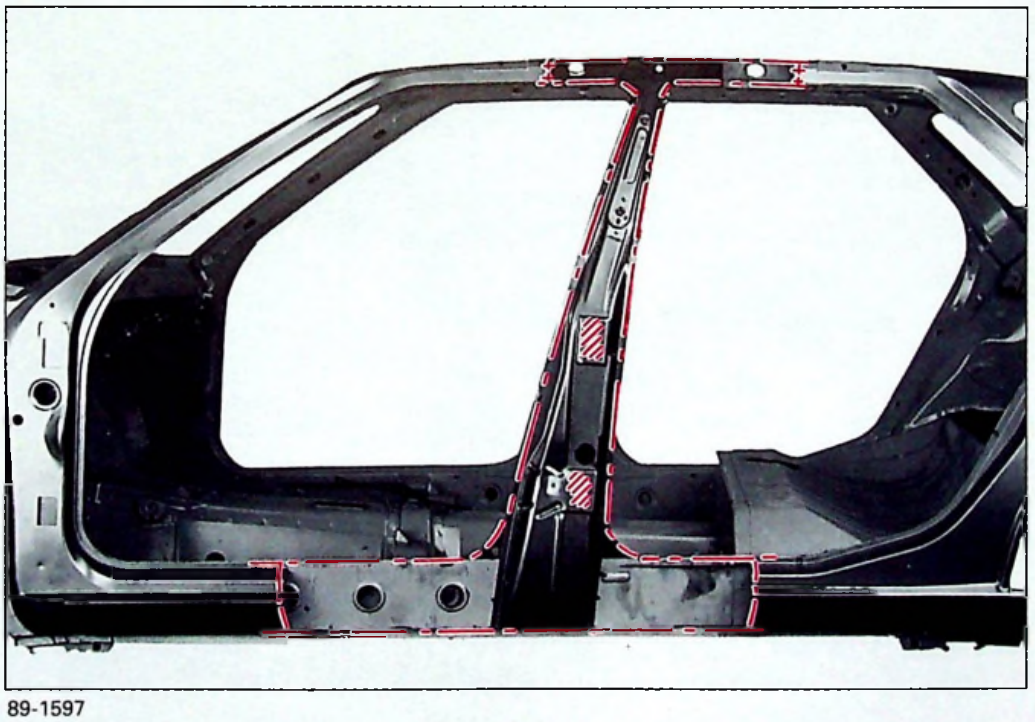

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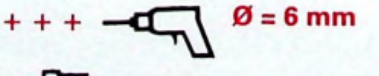
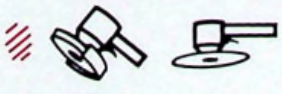
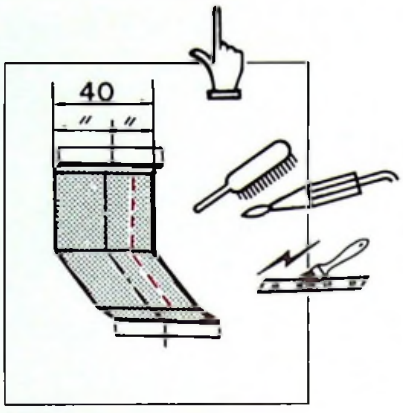
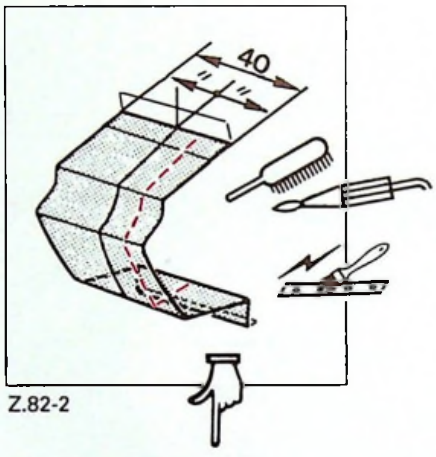


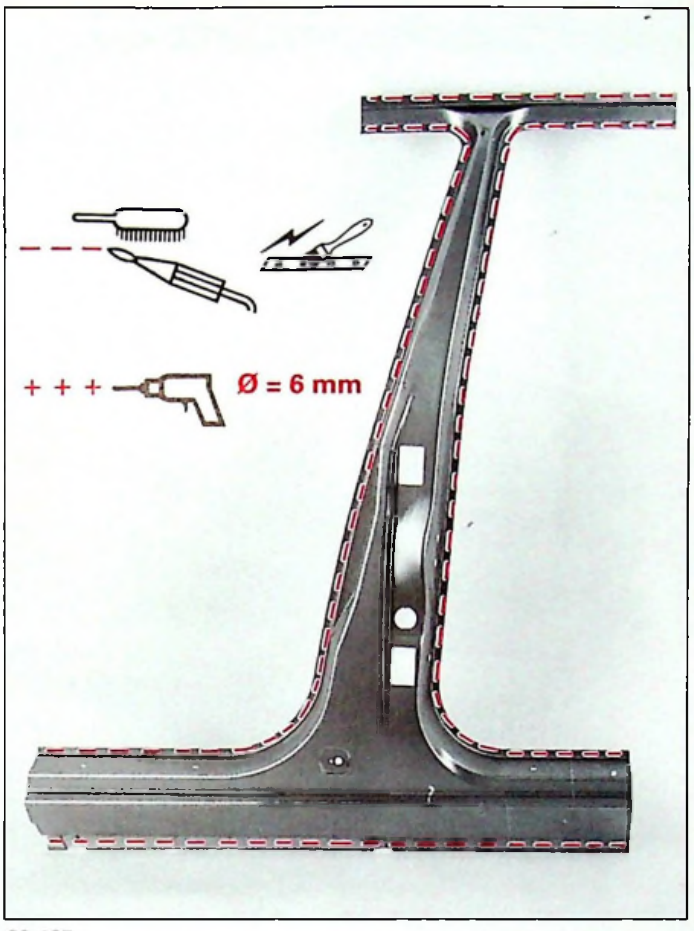




Z.82-6



Z.82-2



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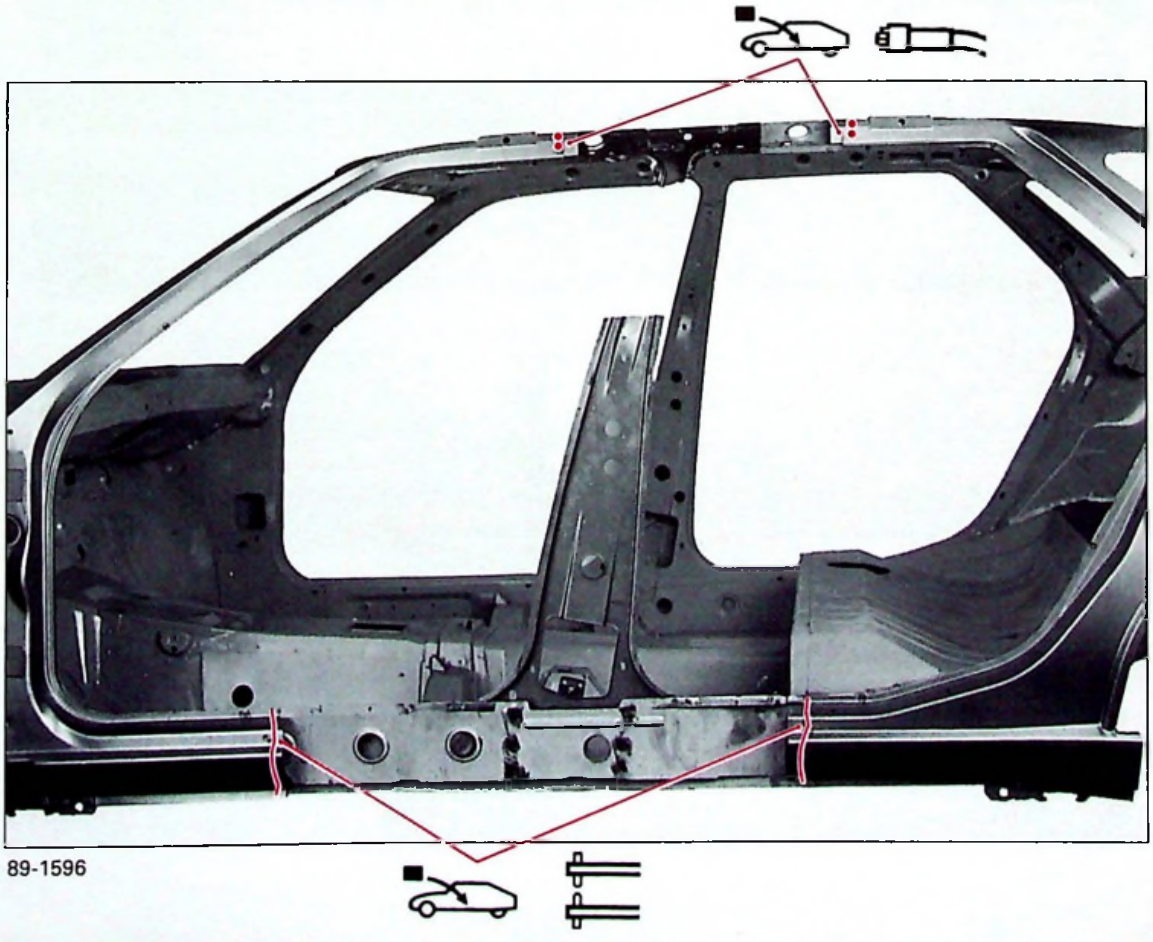

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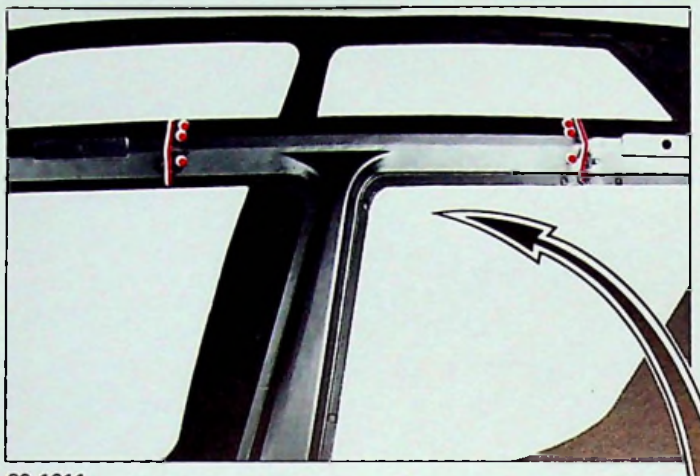

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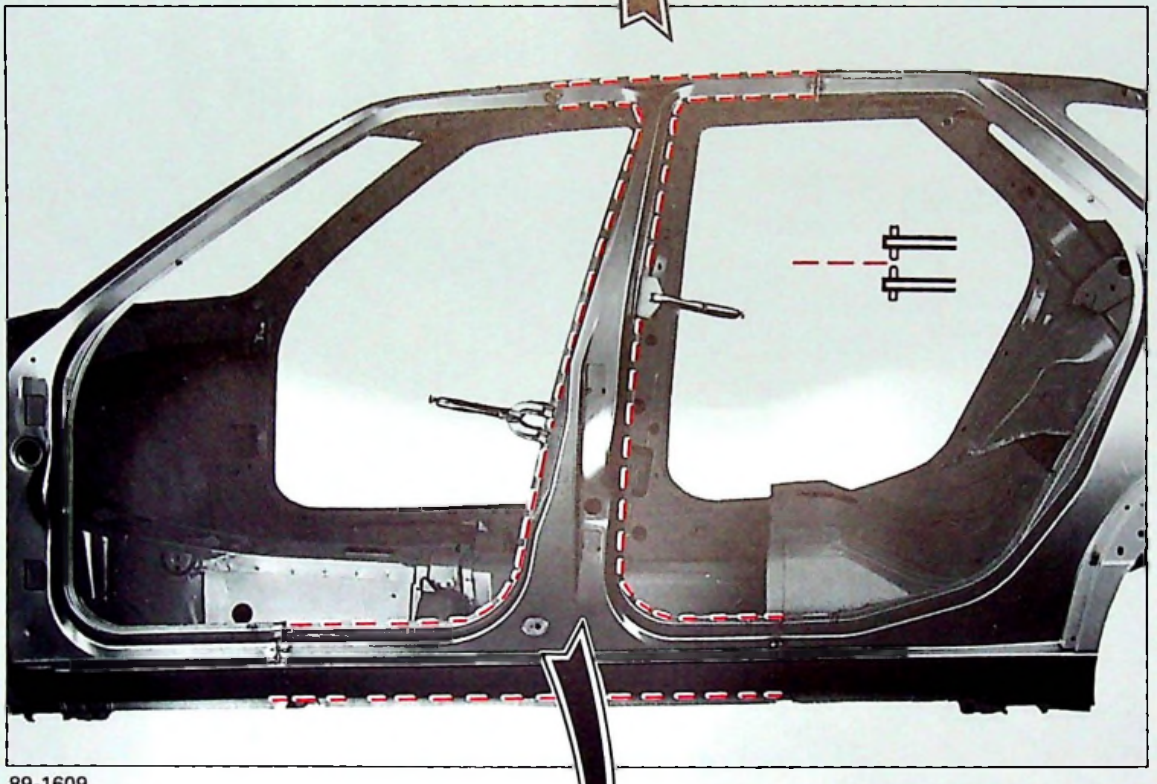

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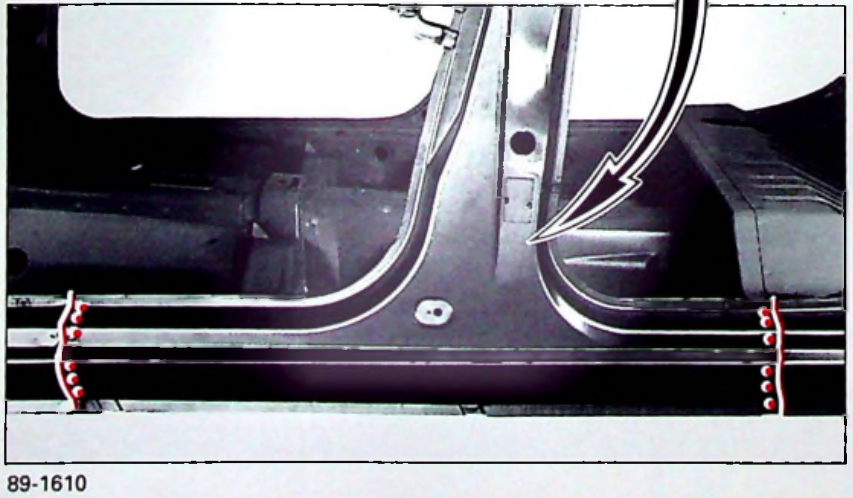

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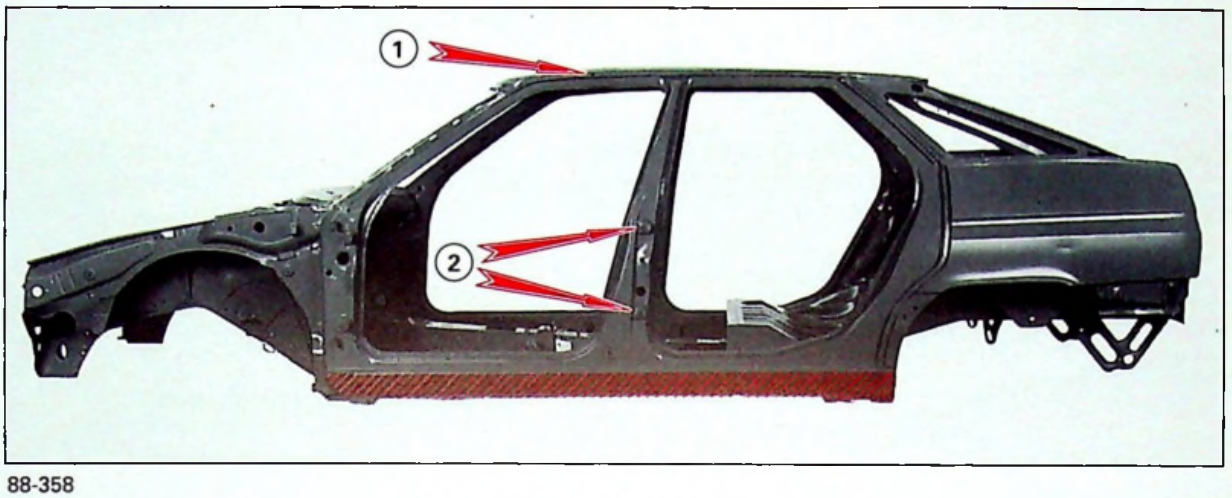

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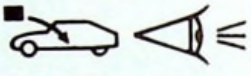
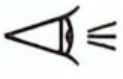


① XM 825-3/1

② XM 841-3/1

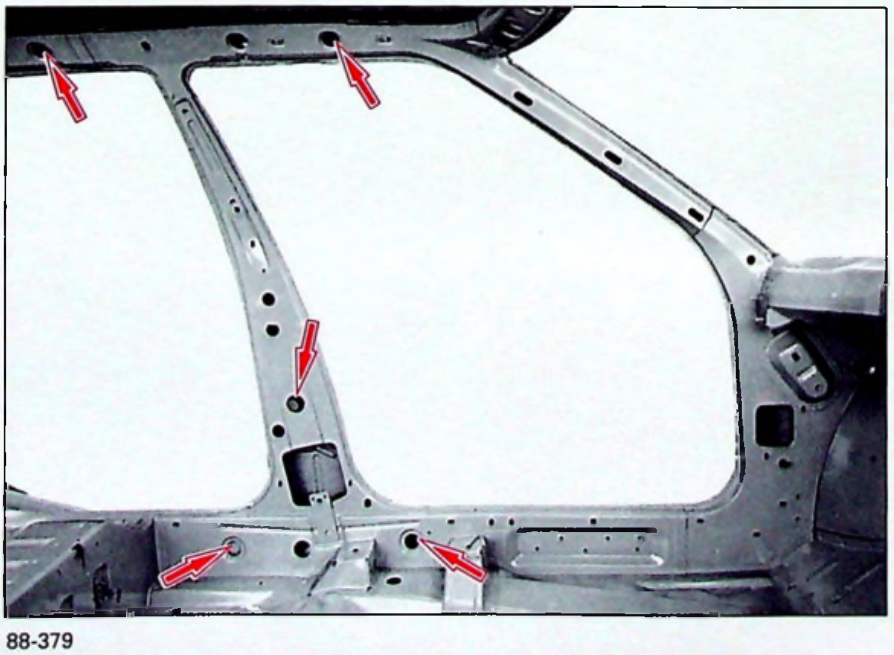
C3



XM 800-00/3

A1

88-473



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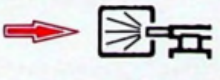
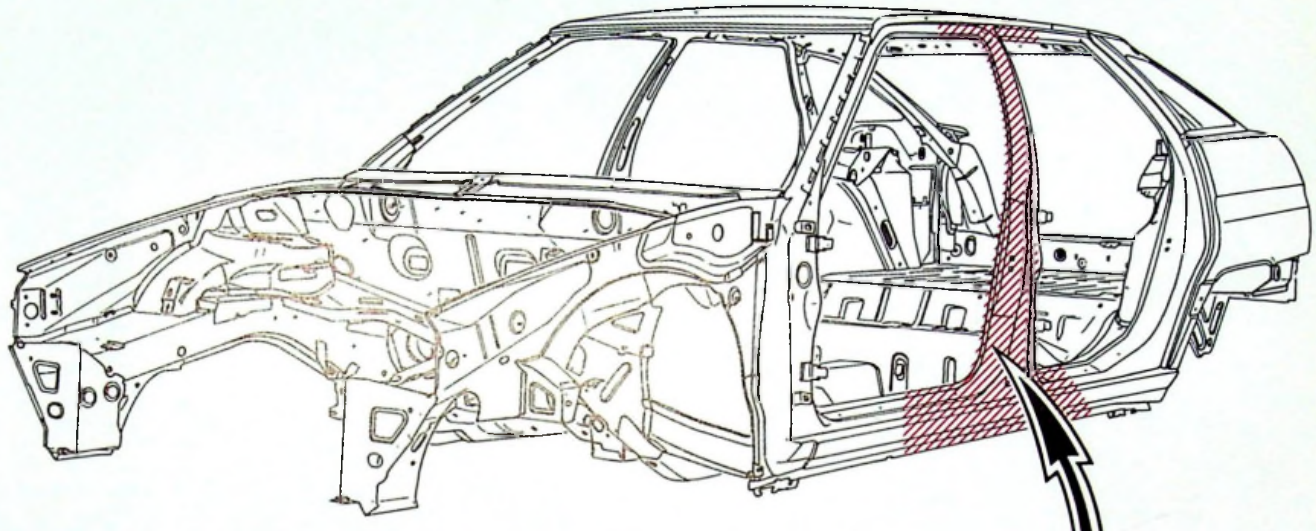


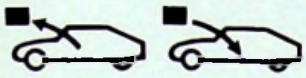


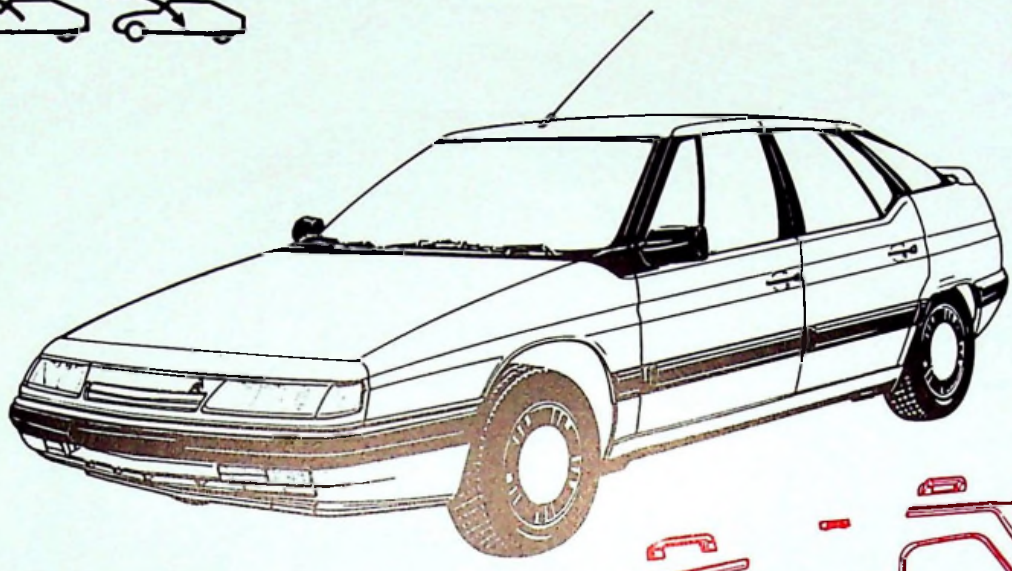
Y.80-1

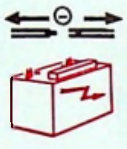
89-187

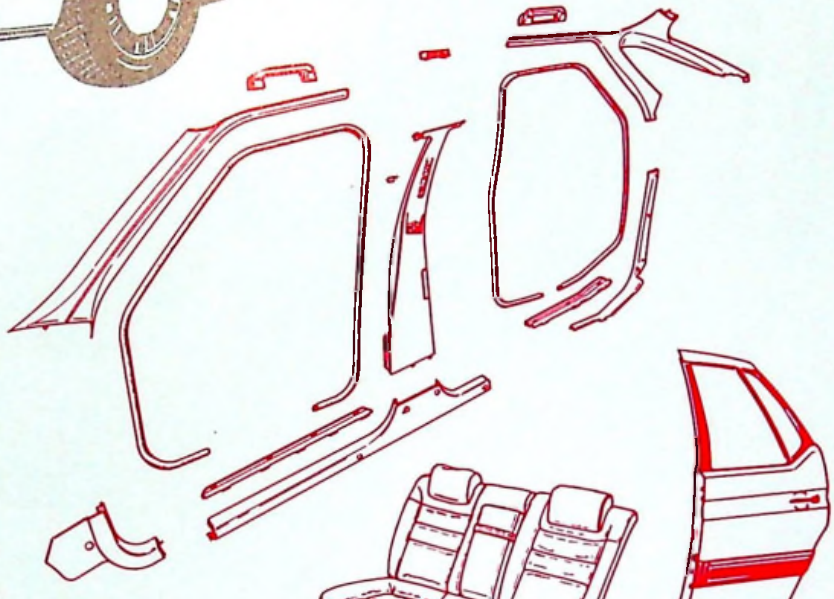
88-779

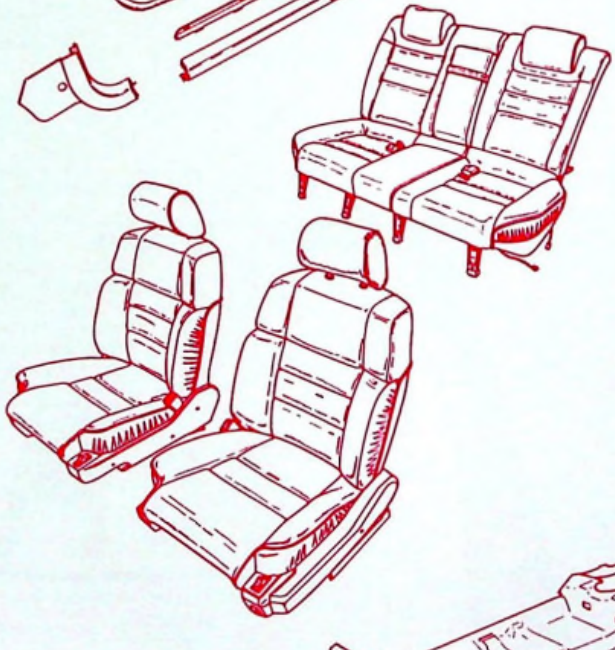
88-767

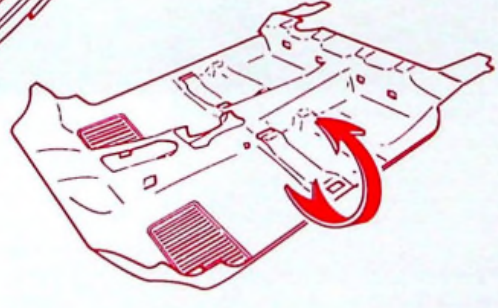










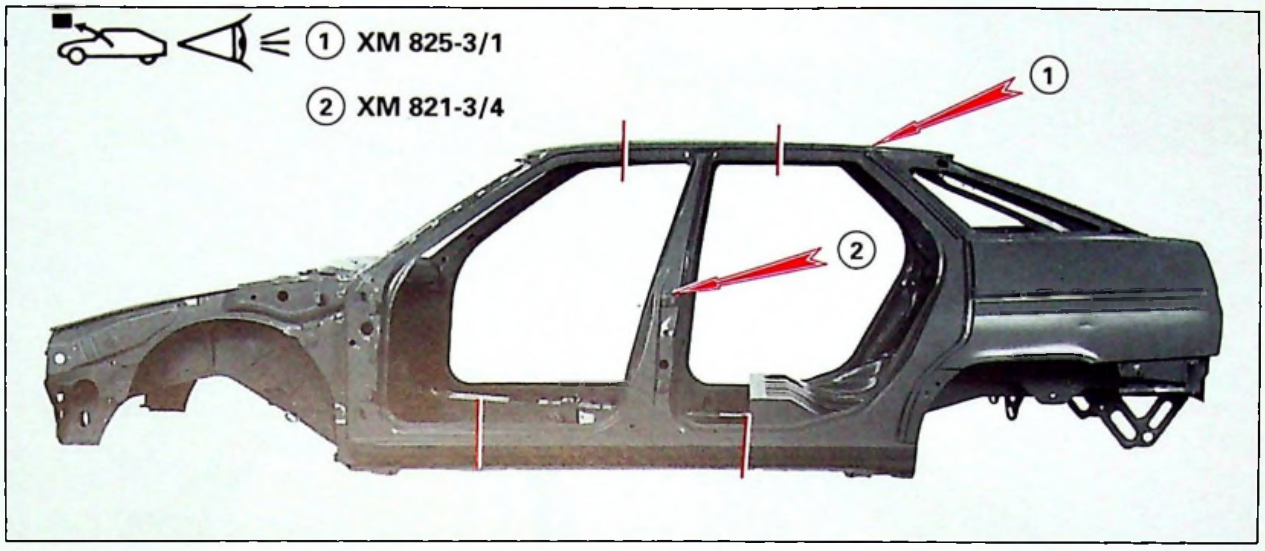


Y.80-7a

Y.80-23

Y.80-24

Y.80-27



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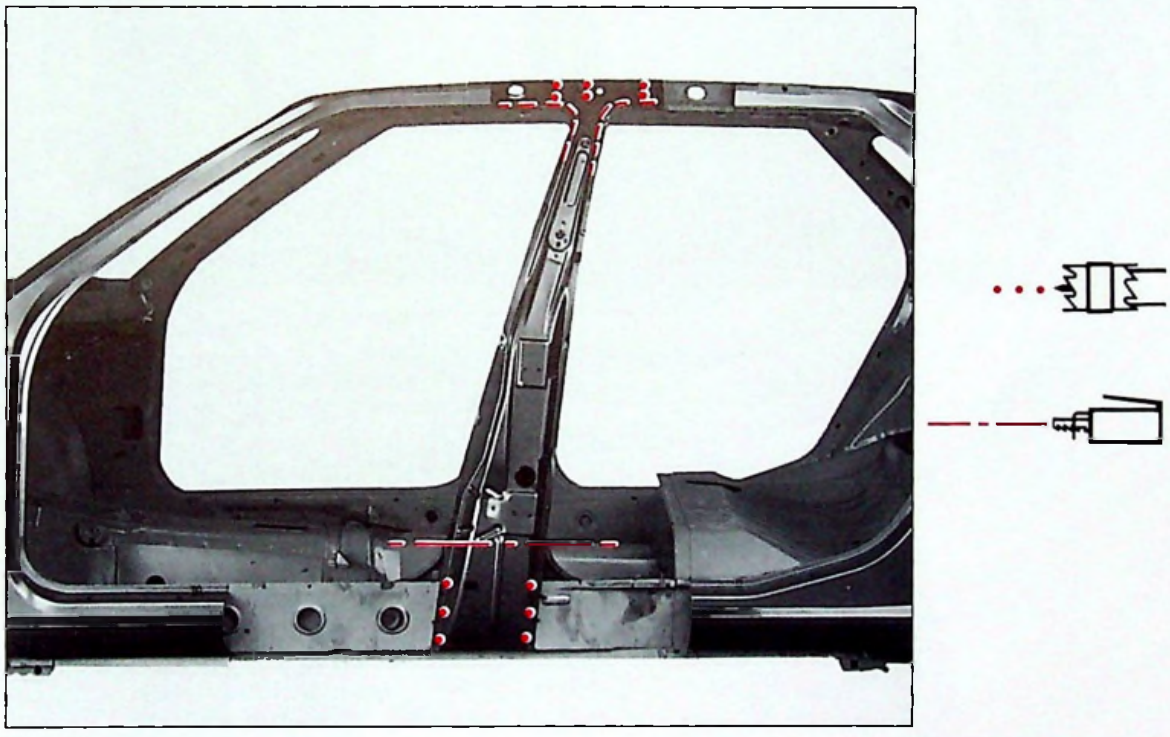

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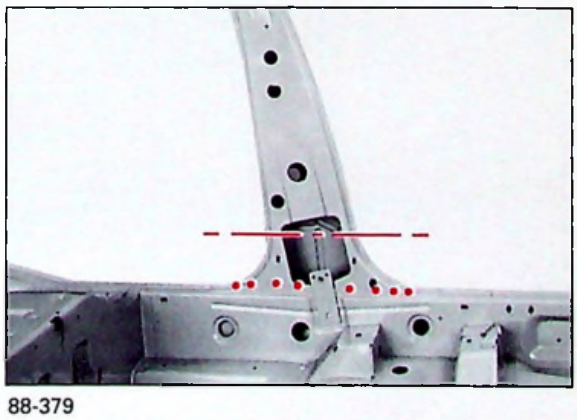

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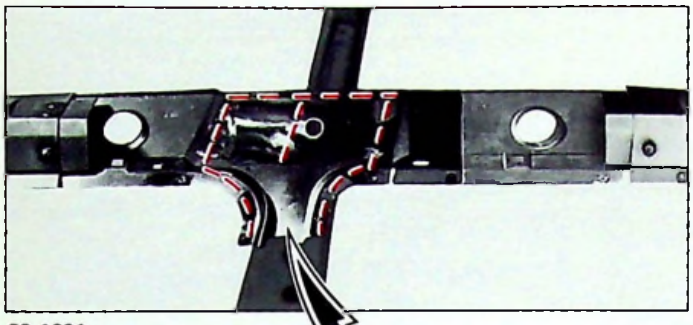

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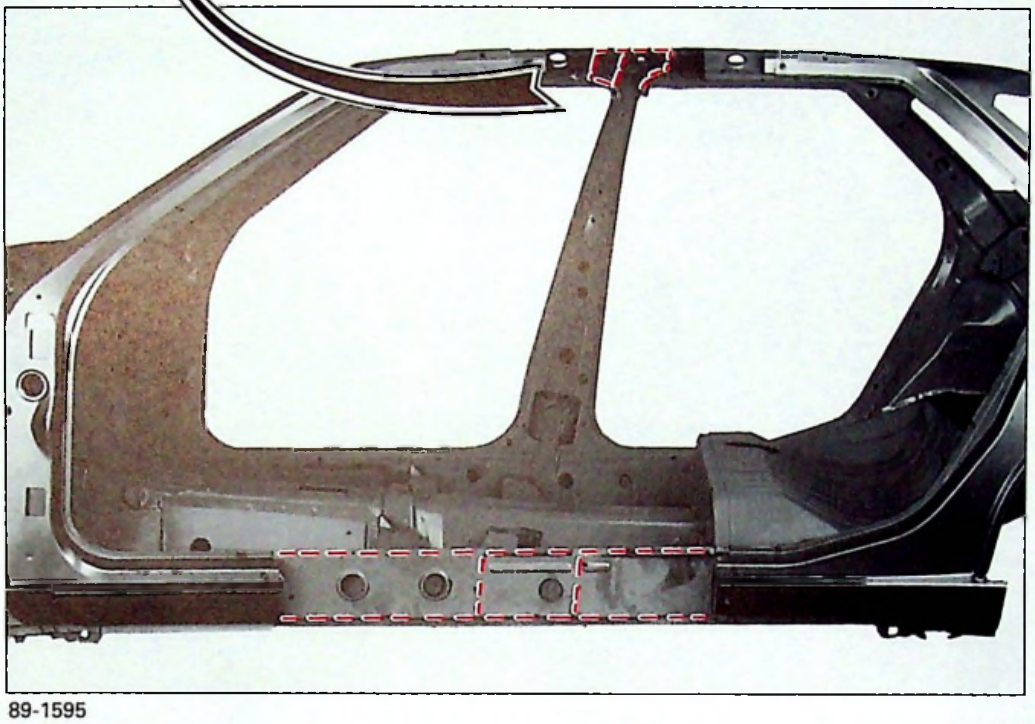
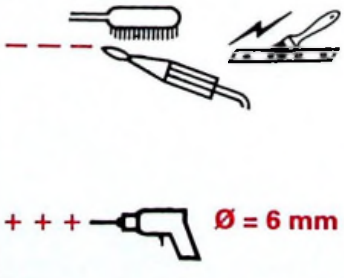
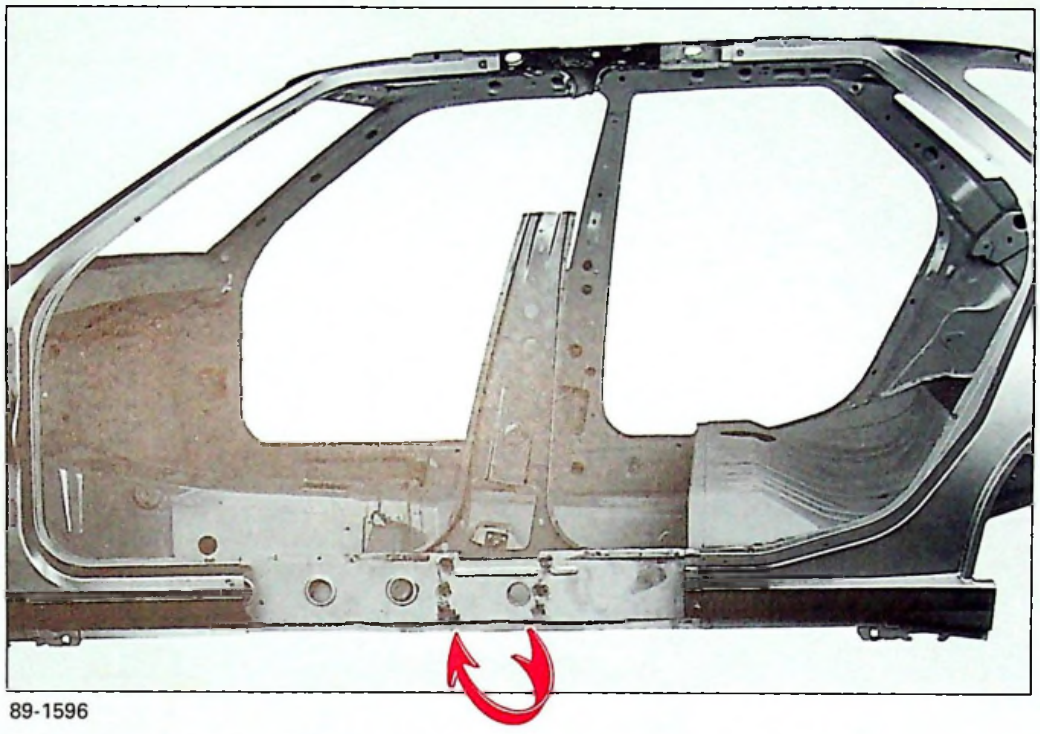


89-1595

88-767



88-779



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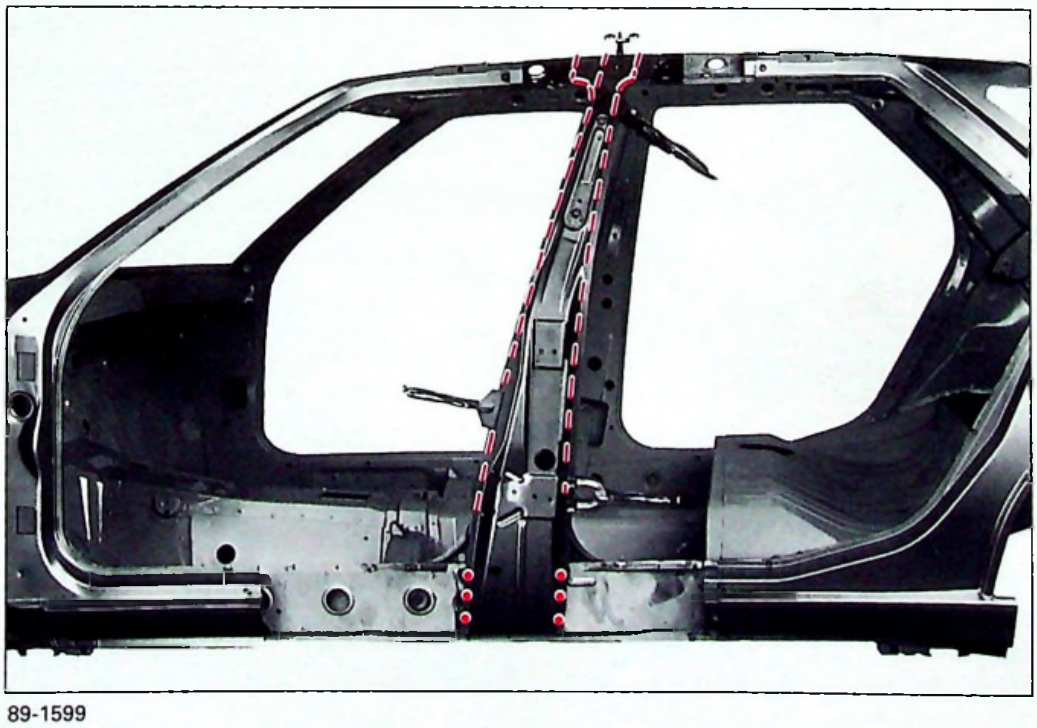

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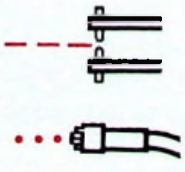
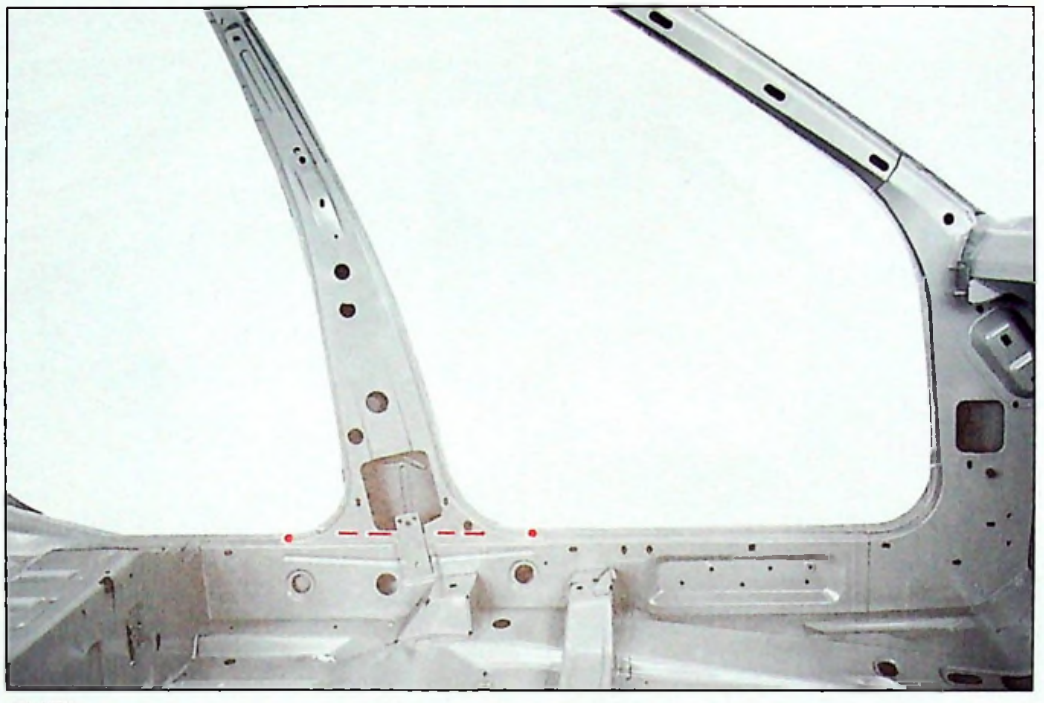
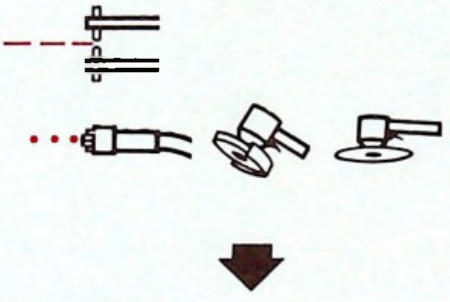
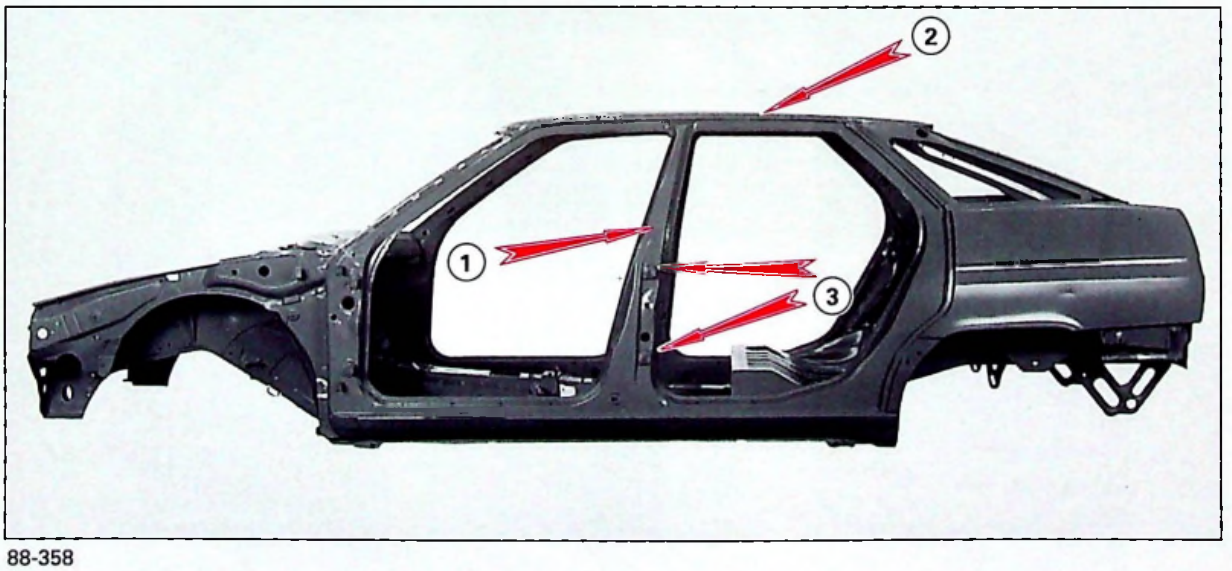


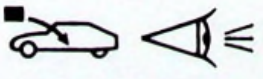


88-379





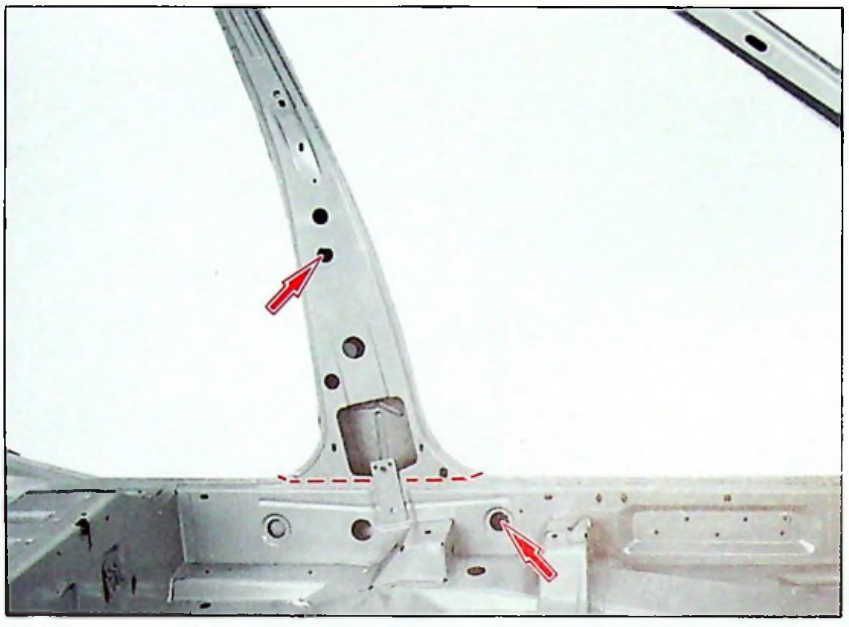
88-358



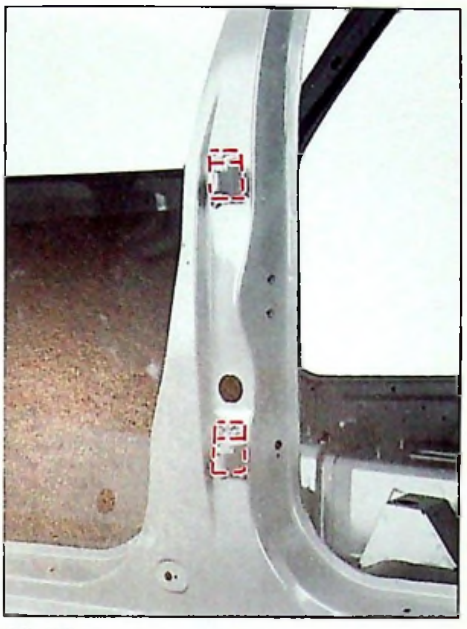
① XM 821-3/4

② XM 825-3/1

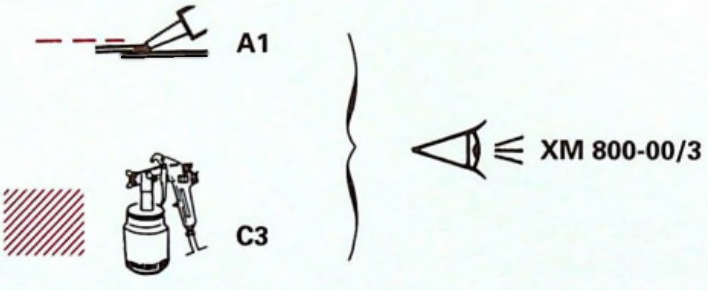
③ XM 841-3/1

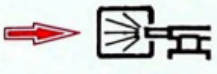


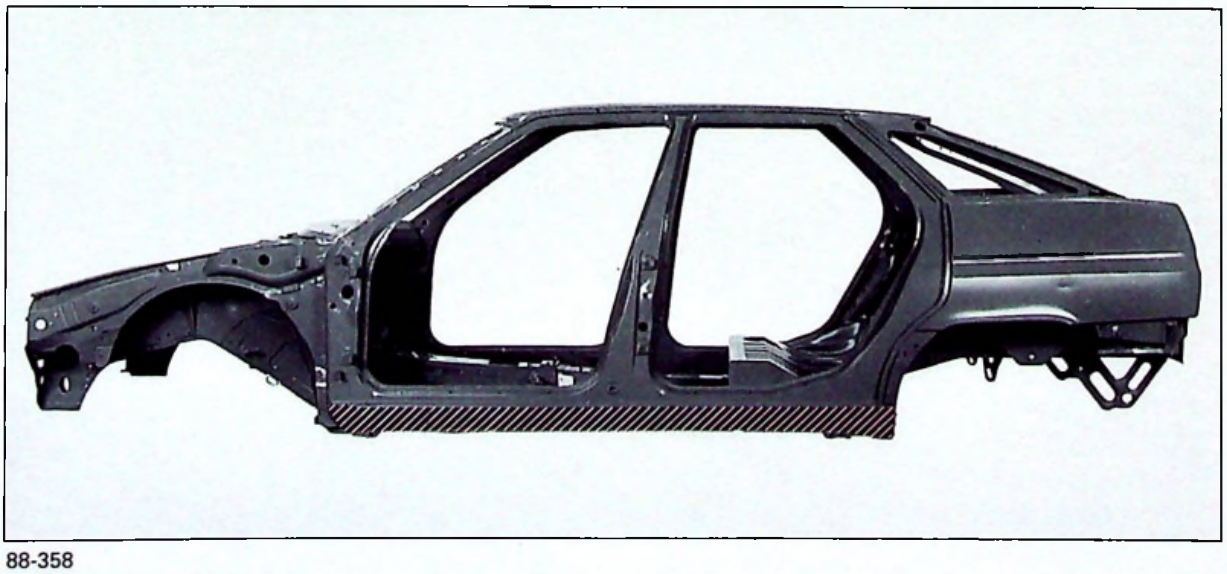
88-379



88-473







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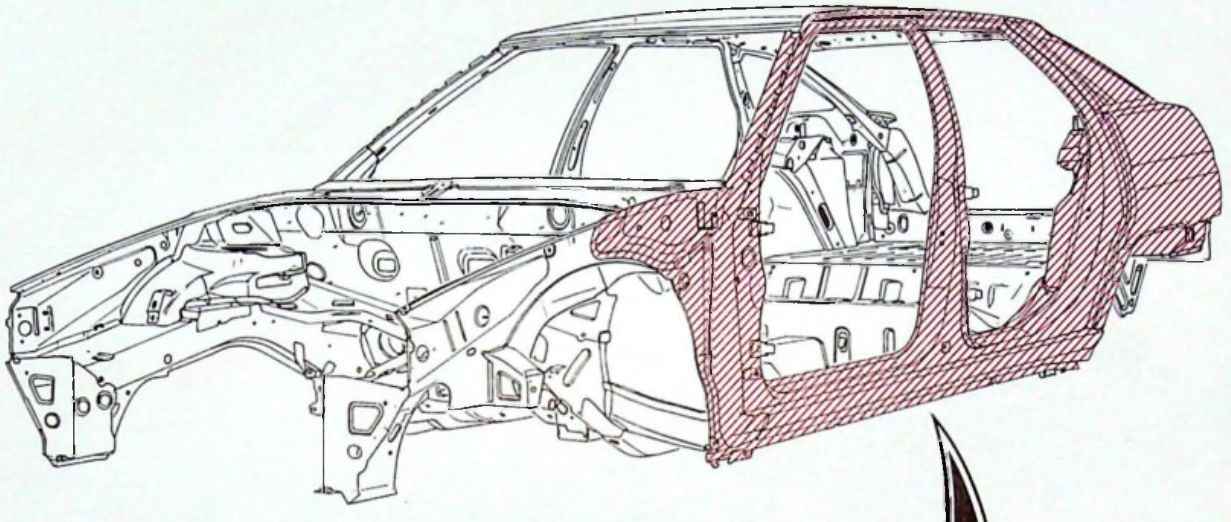
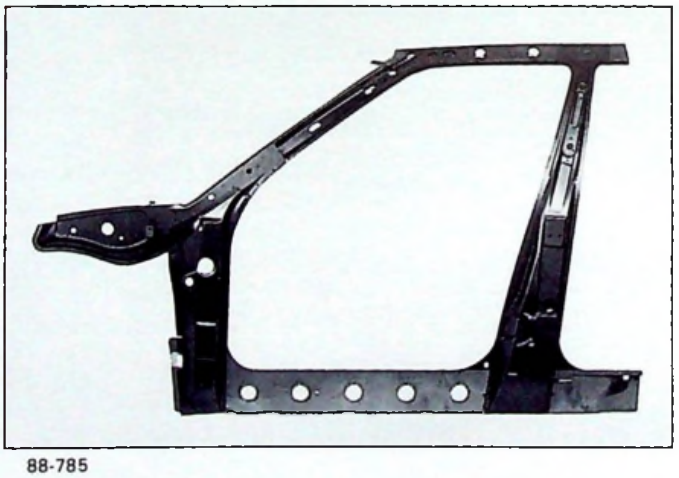


Y.80-1



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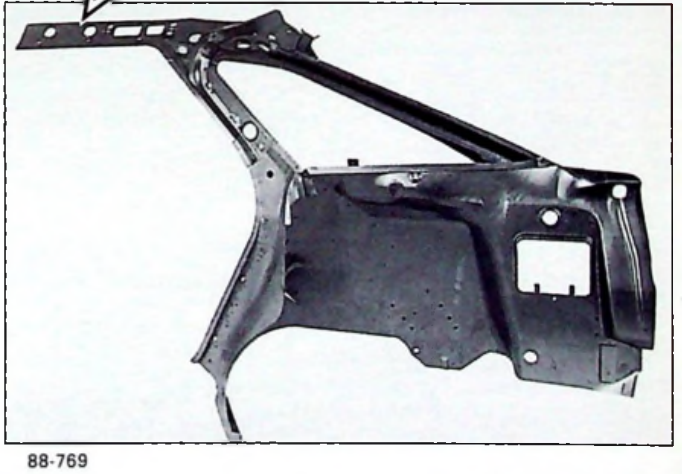

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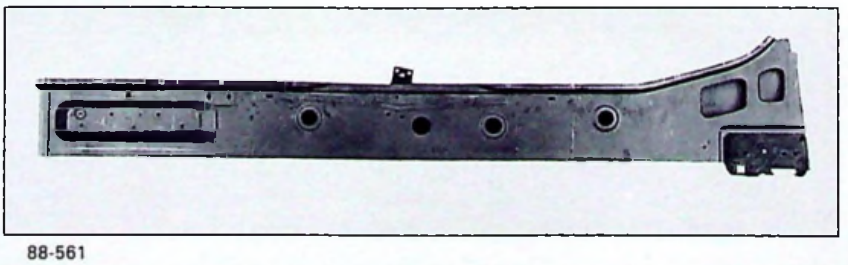

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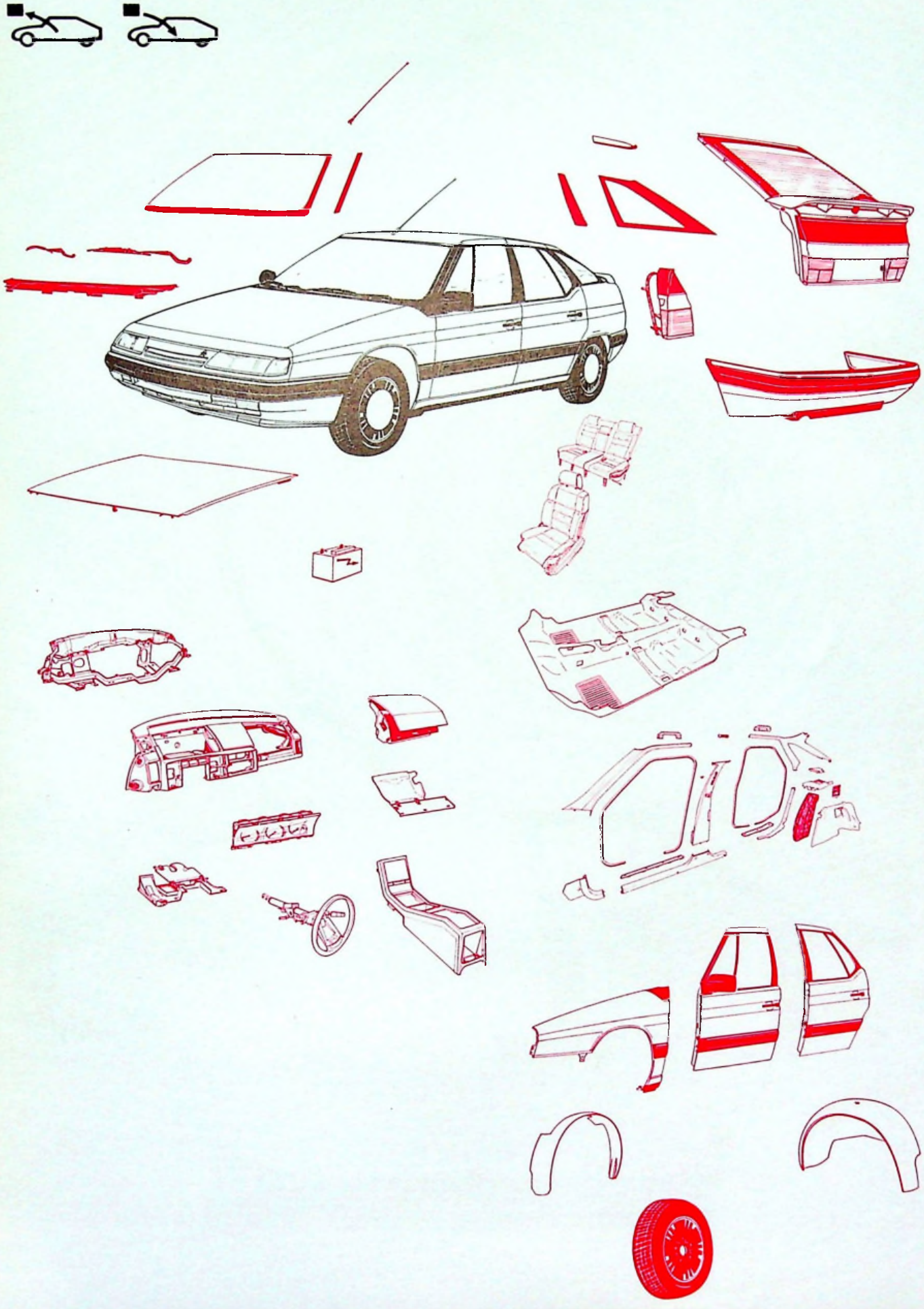

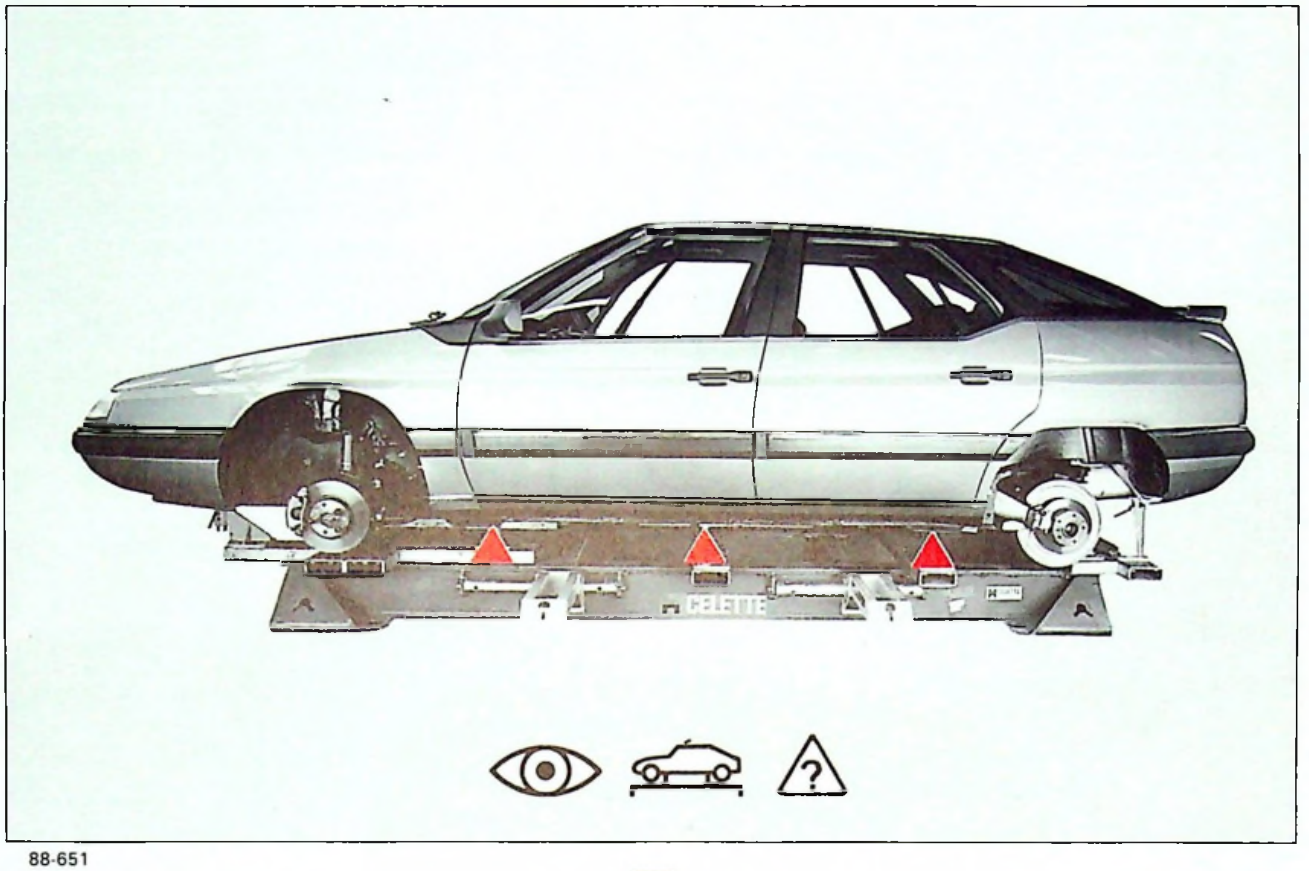

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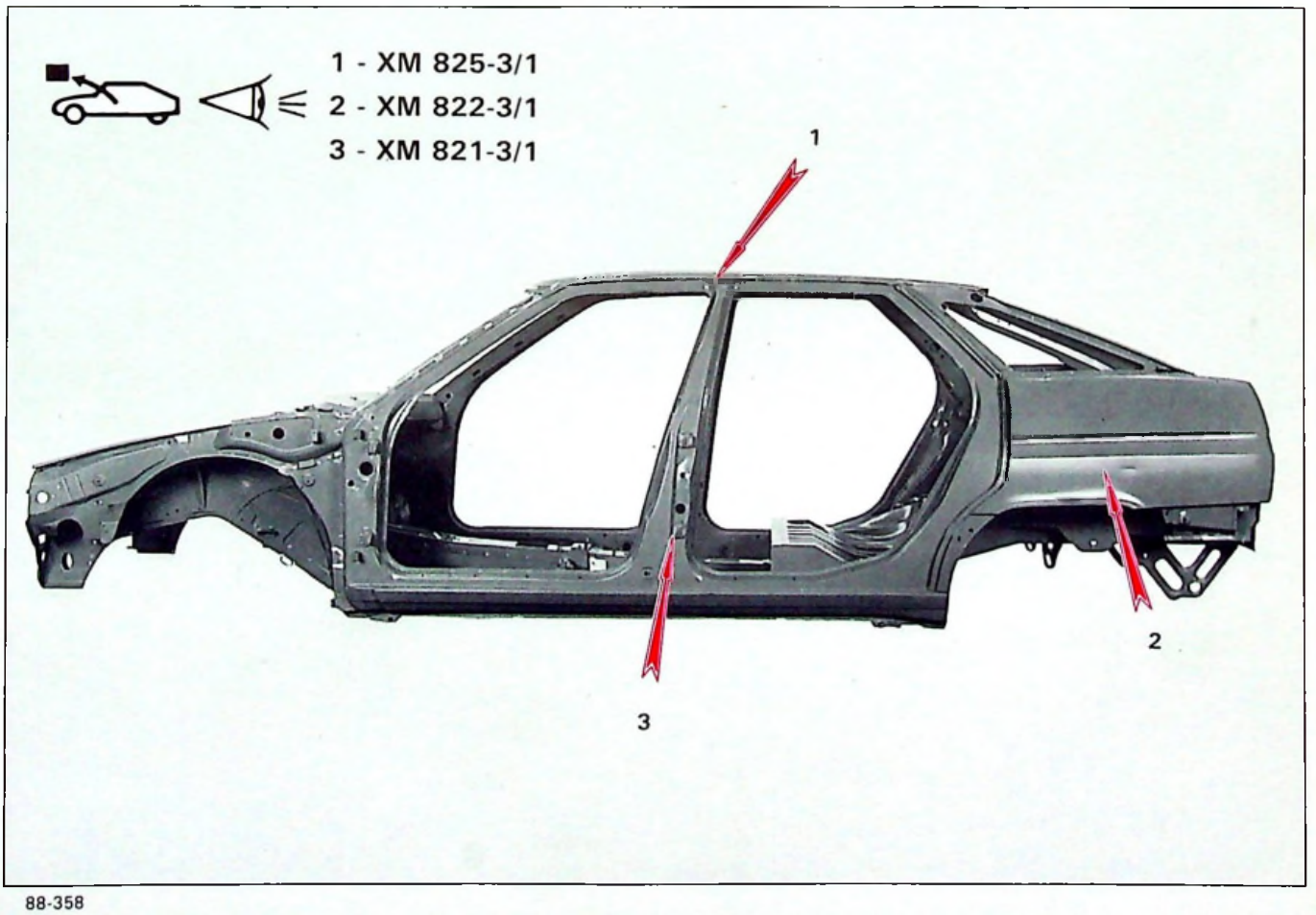

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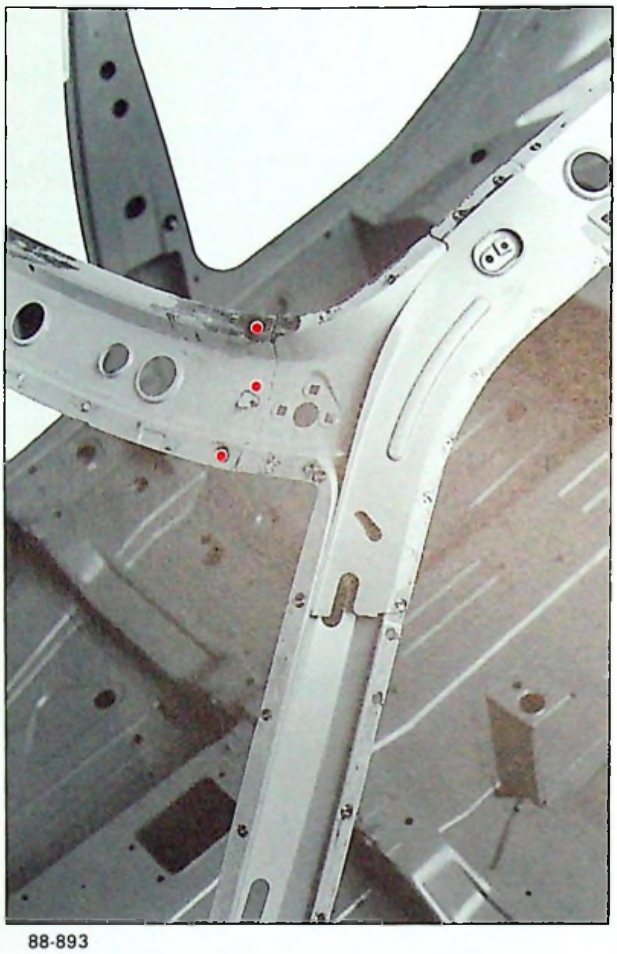

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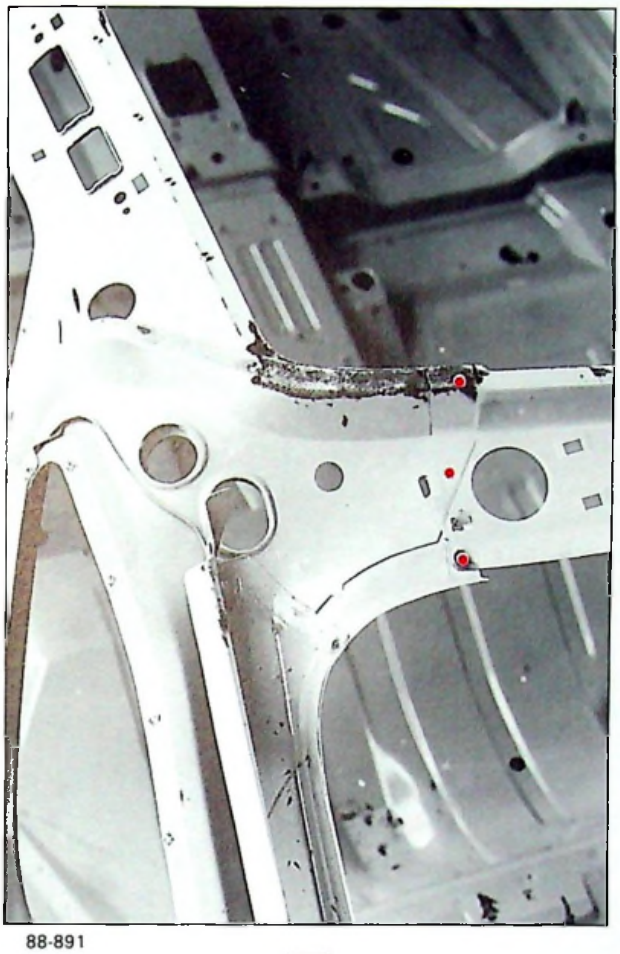

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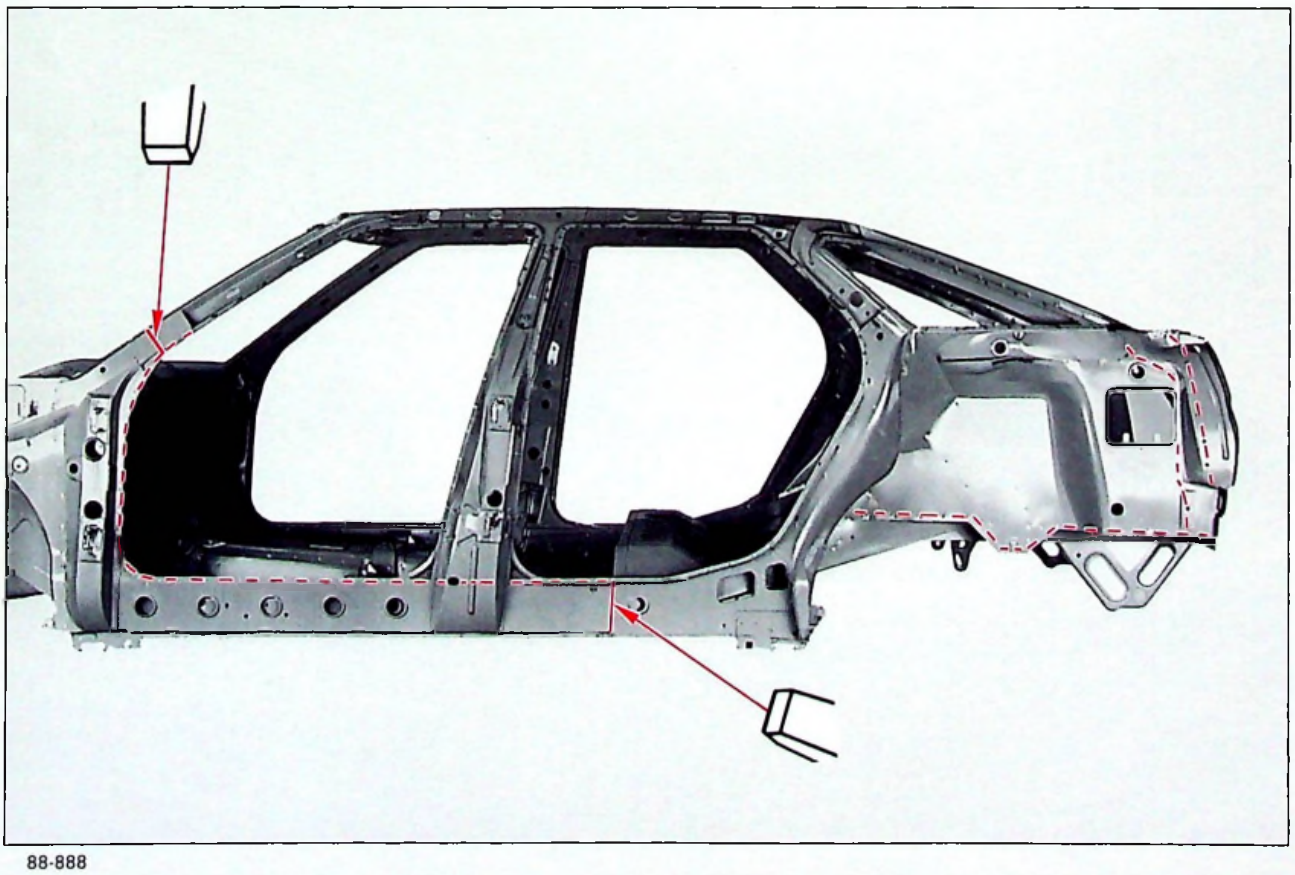

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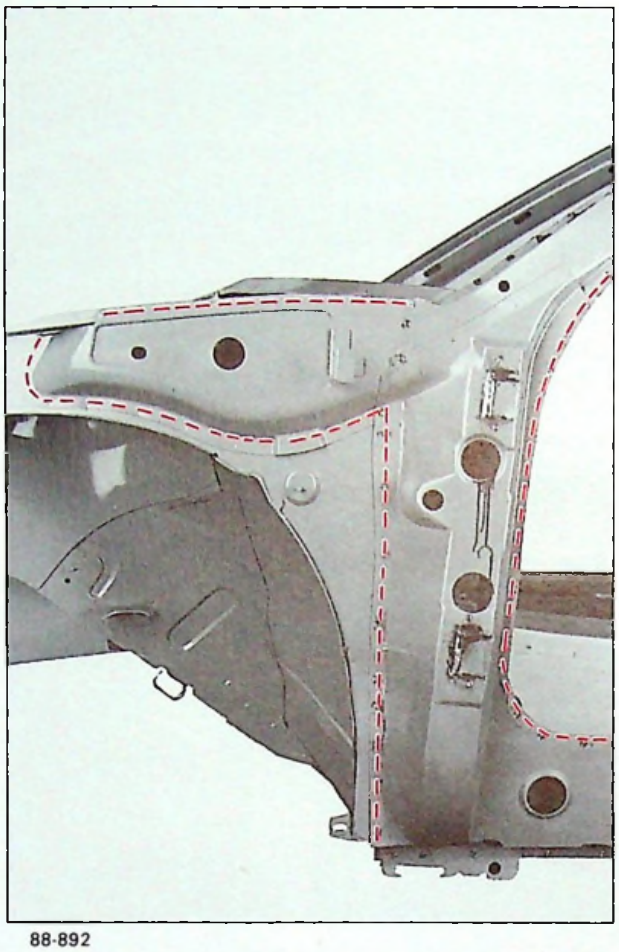

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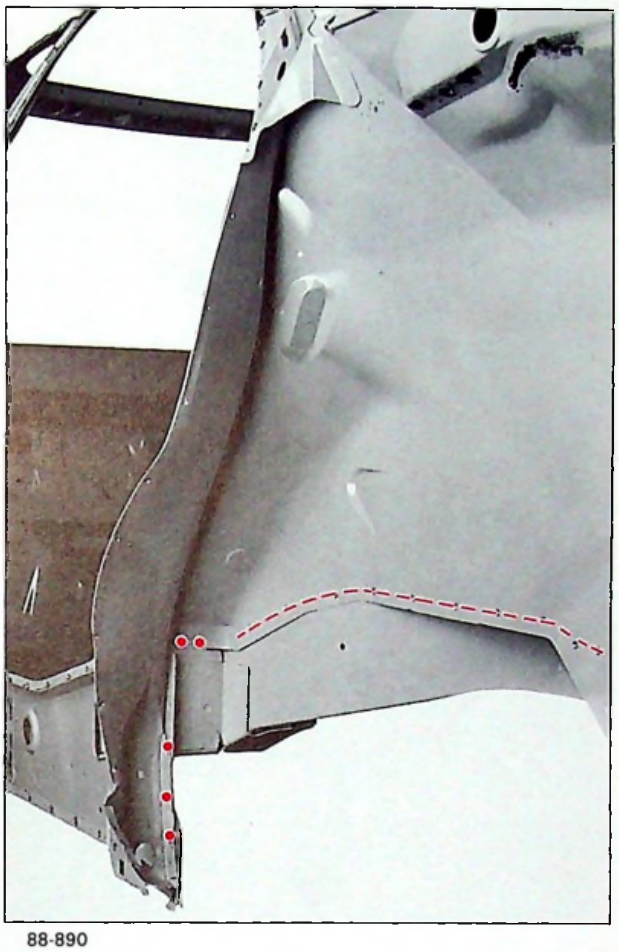

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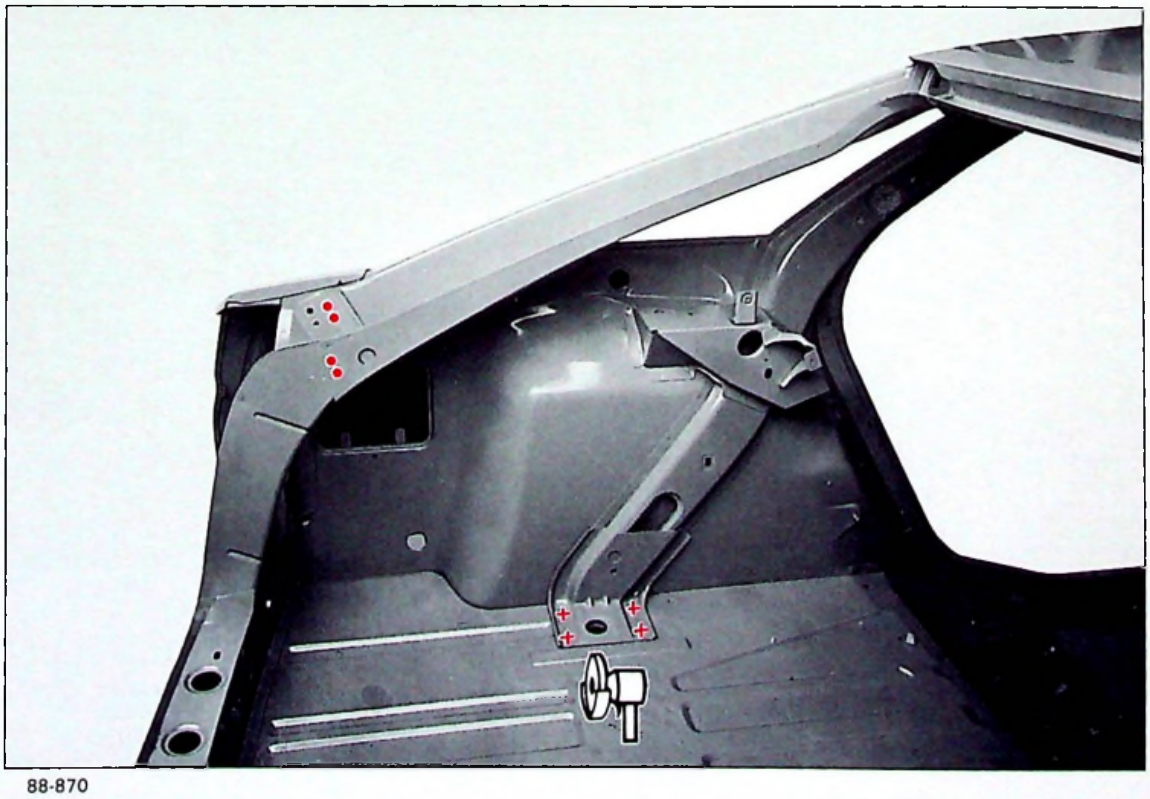

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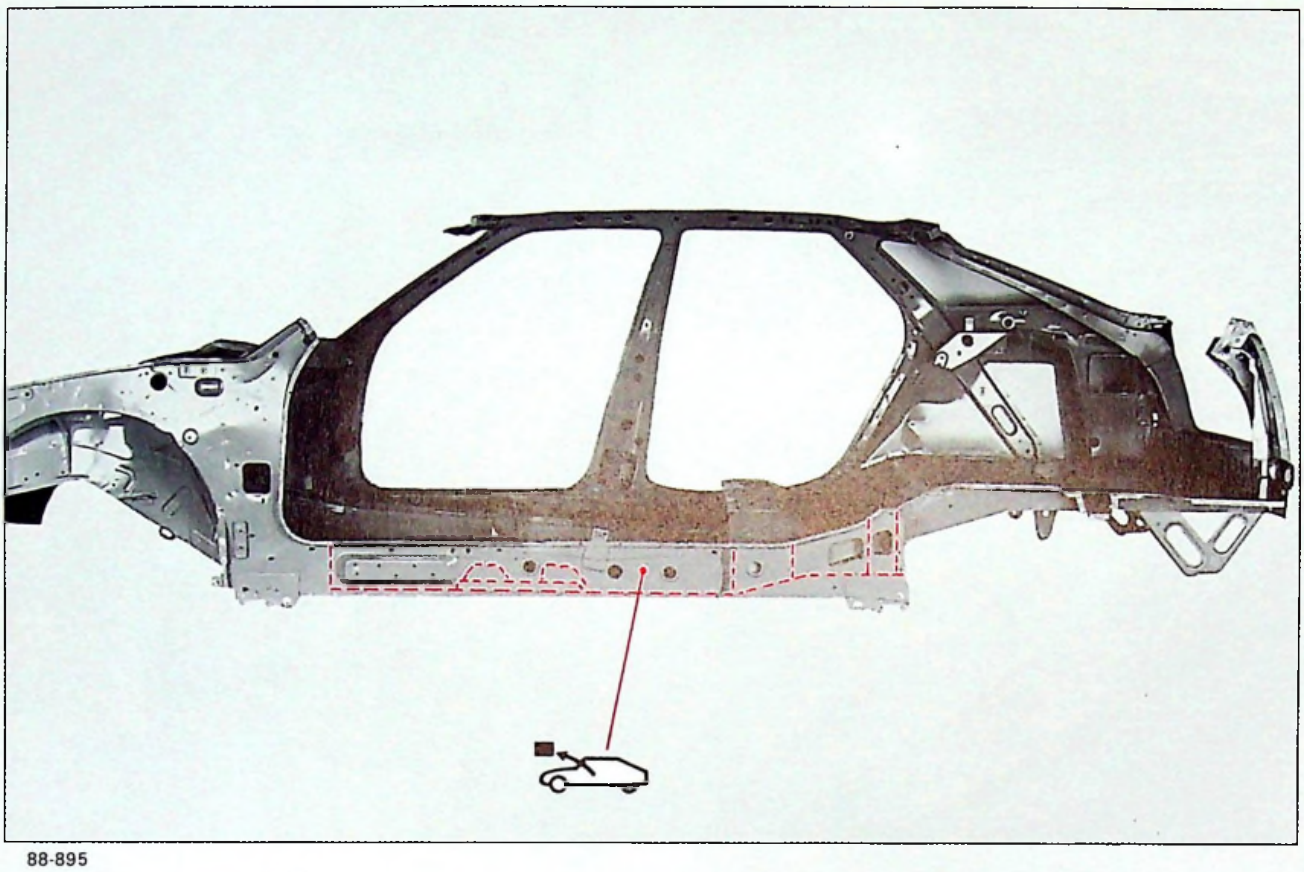

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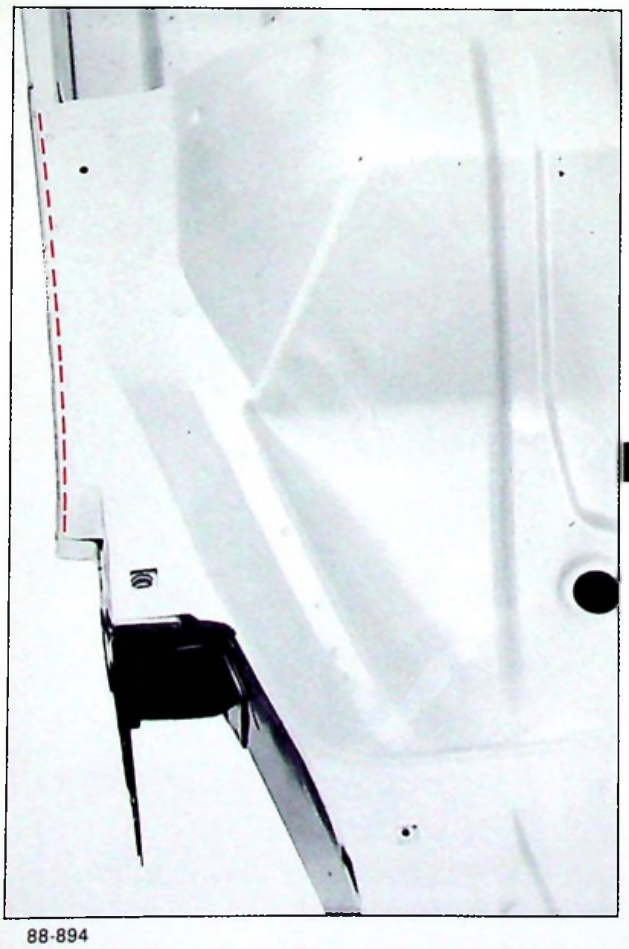

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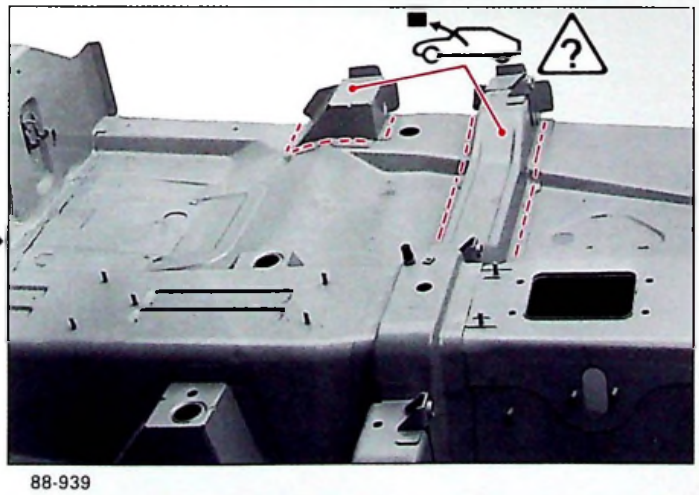

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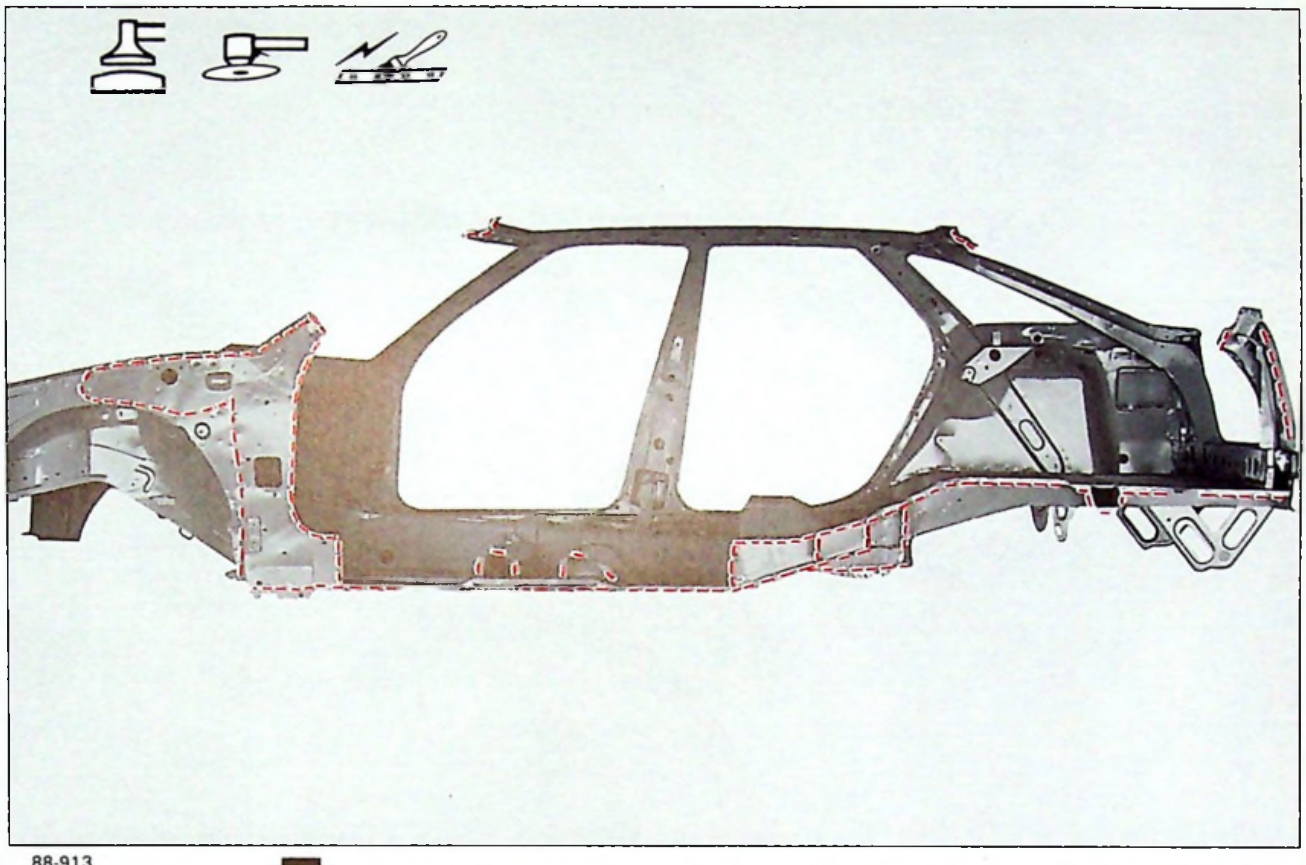

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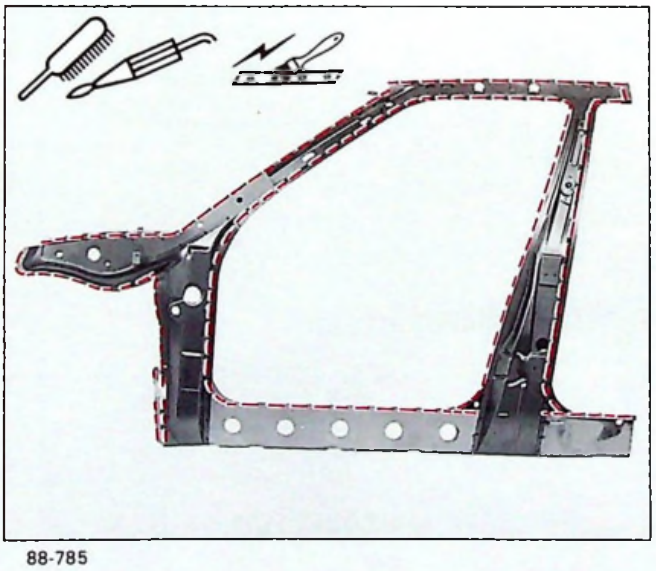

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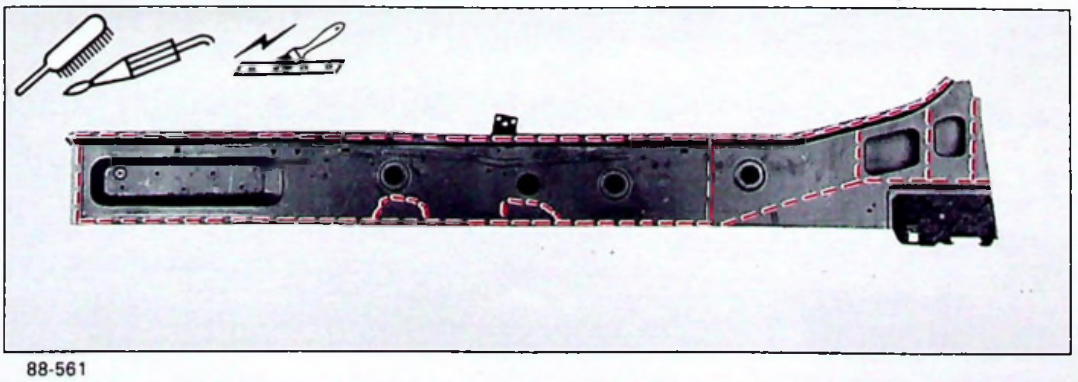
88-769



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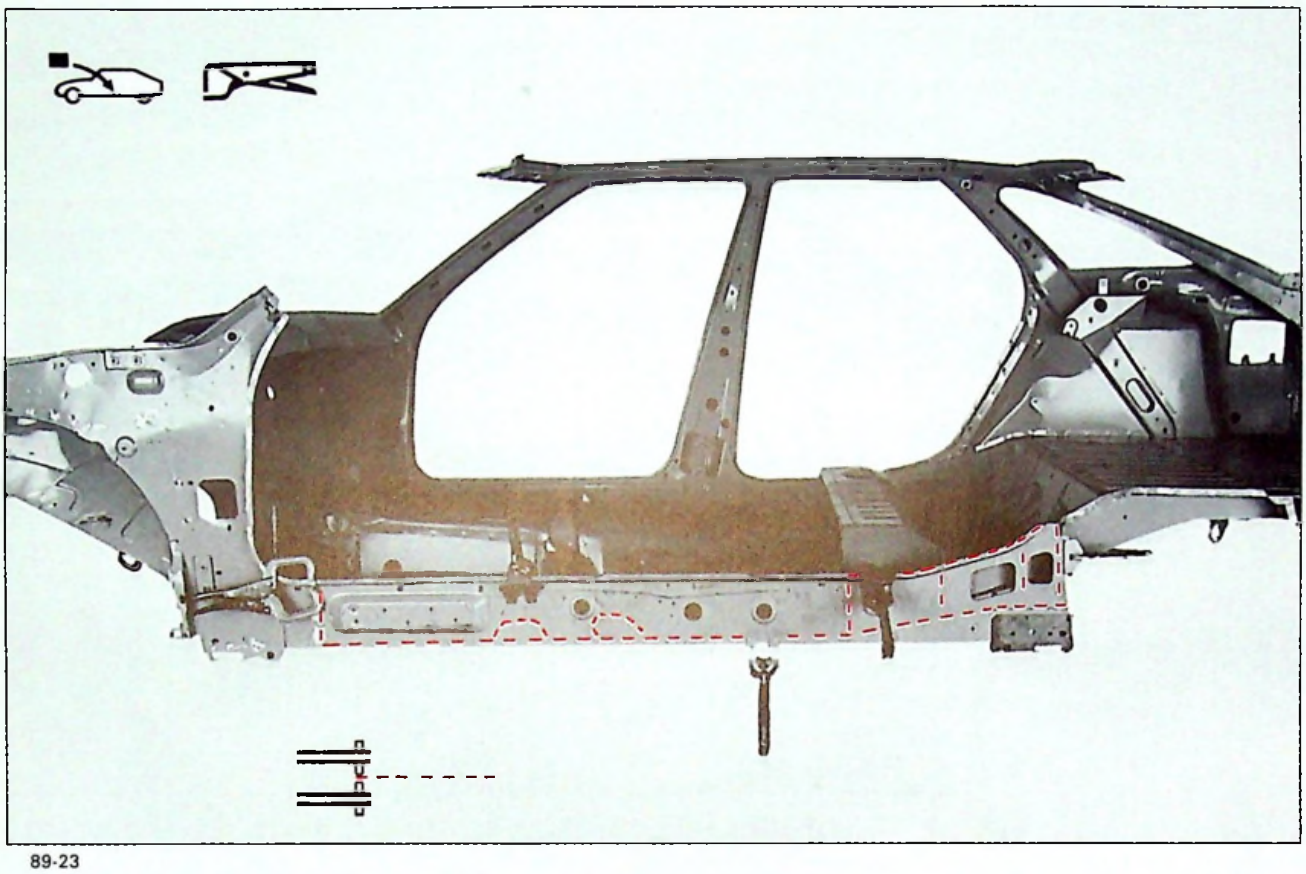

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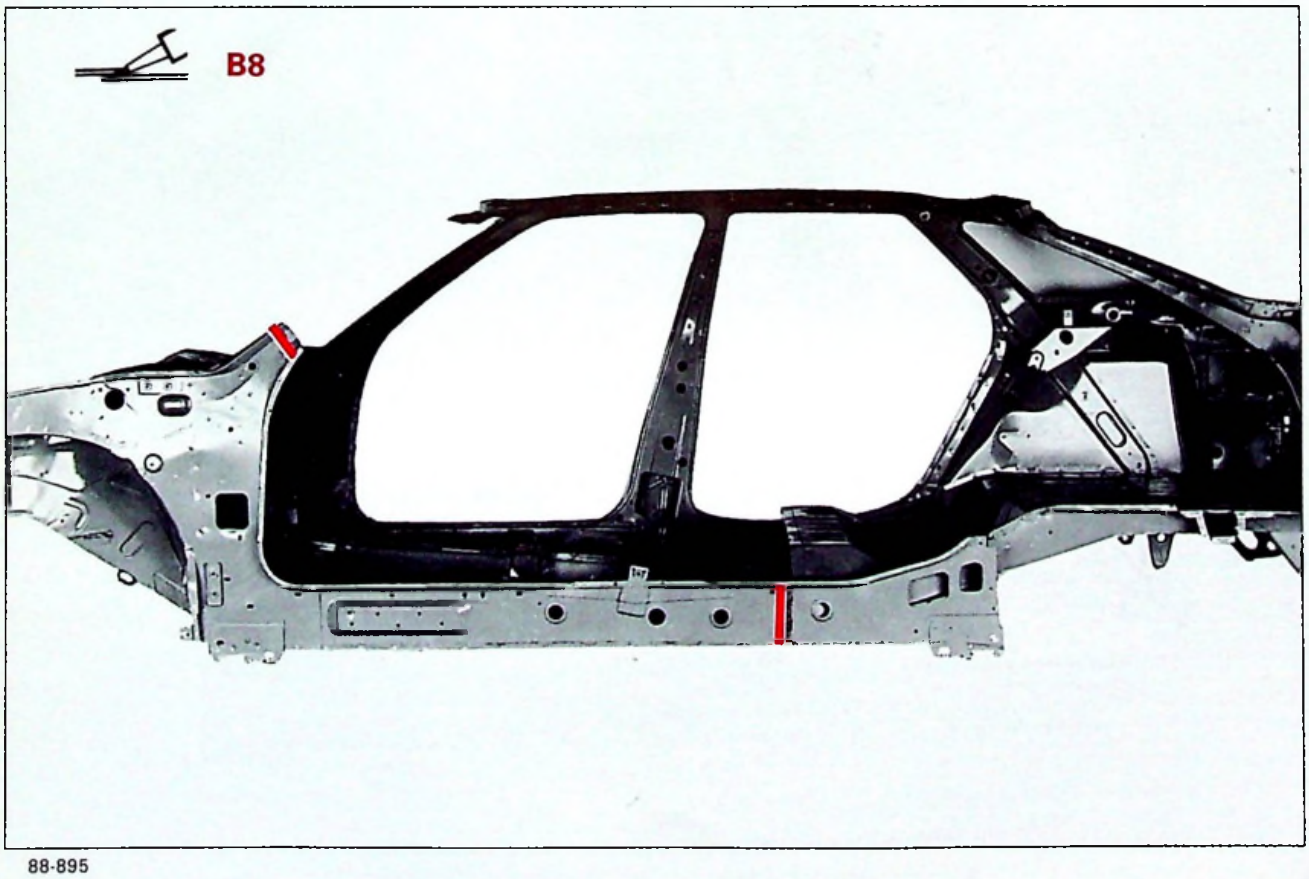

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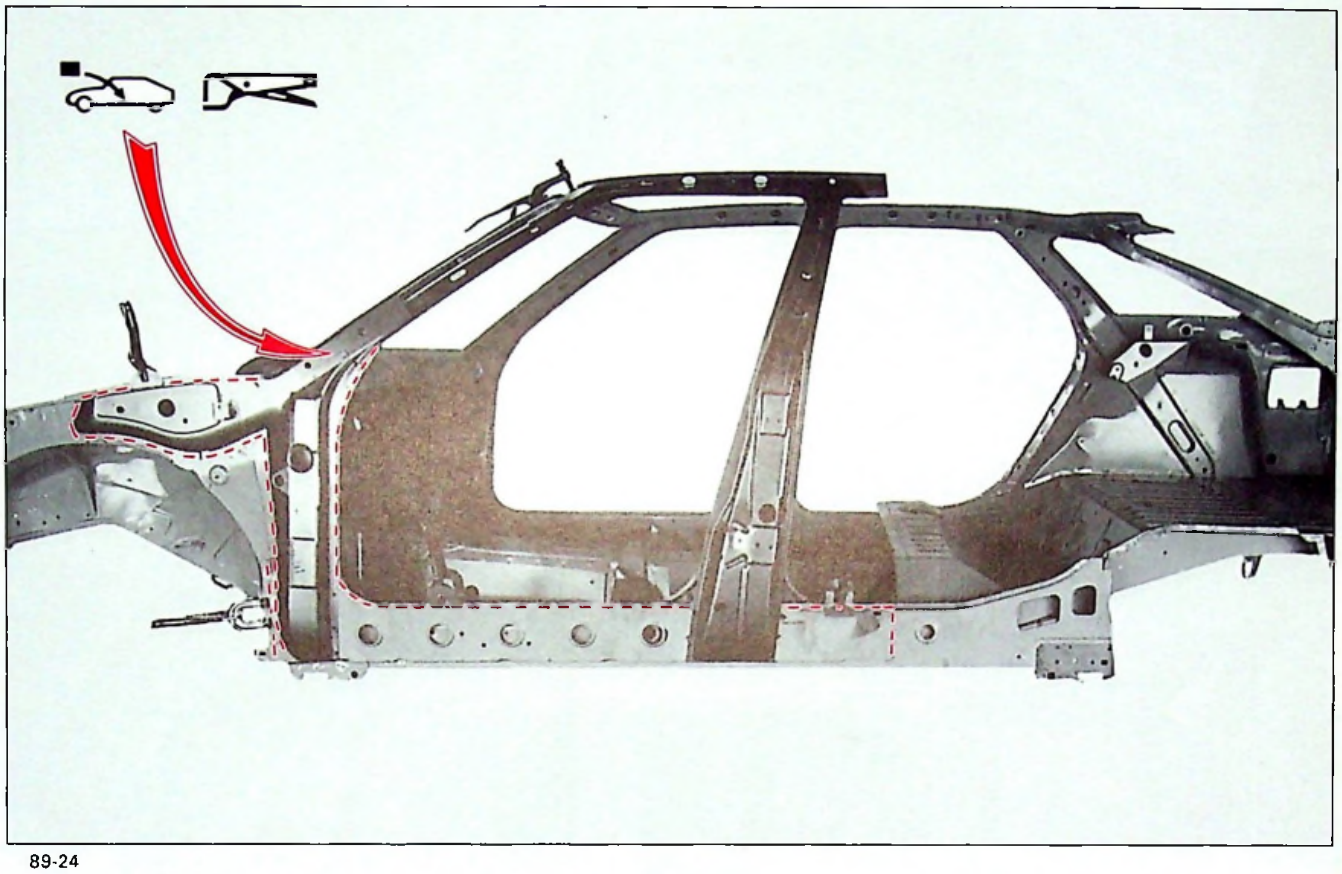

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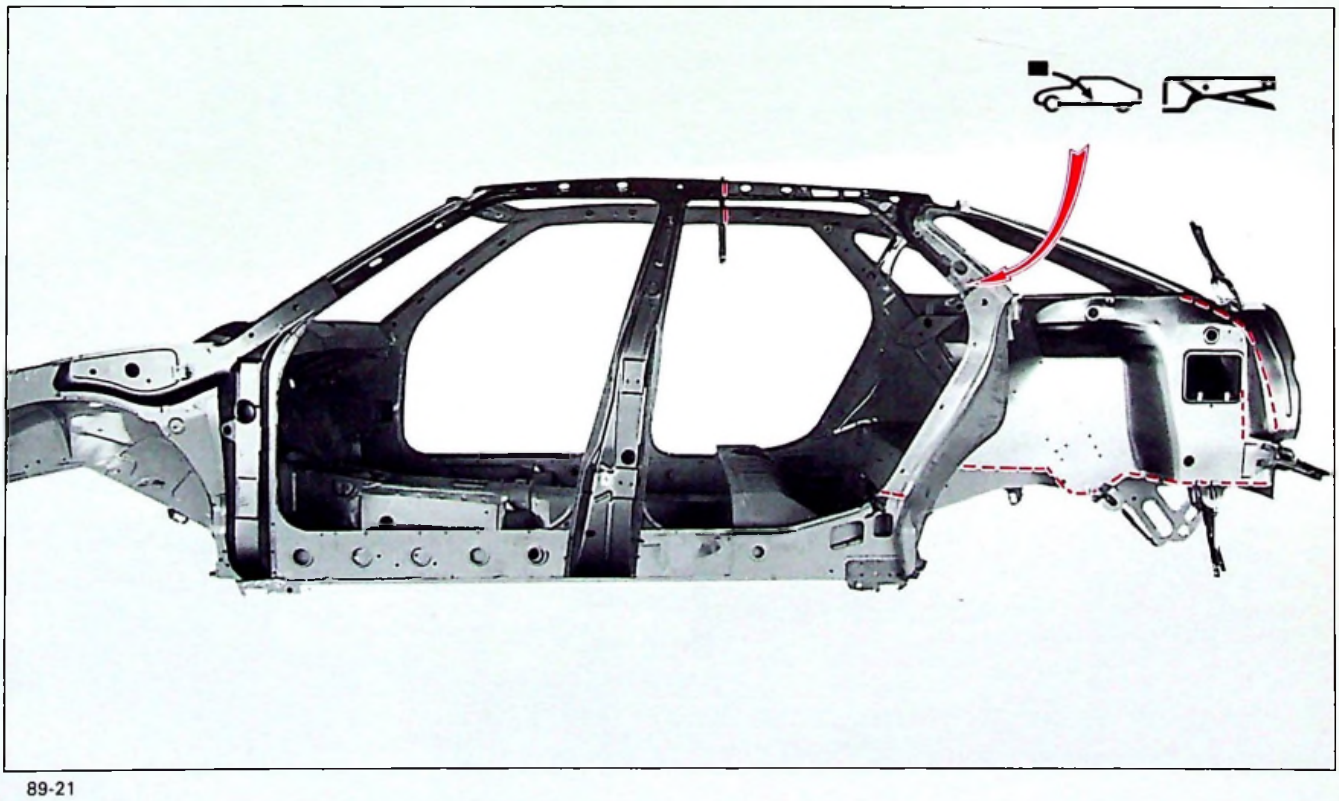

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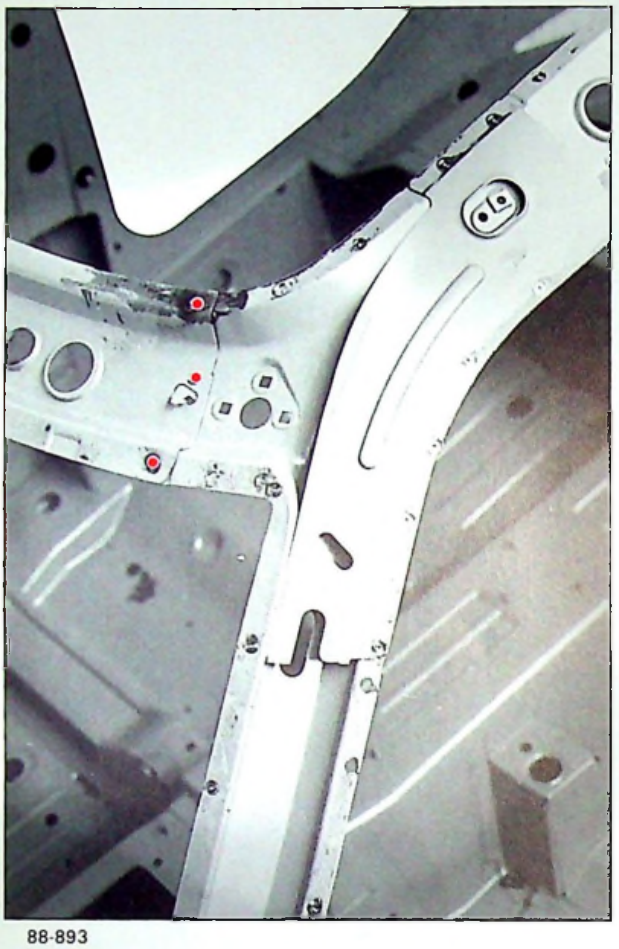

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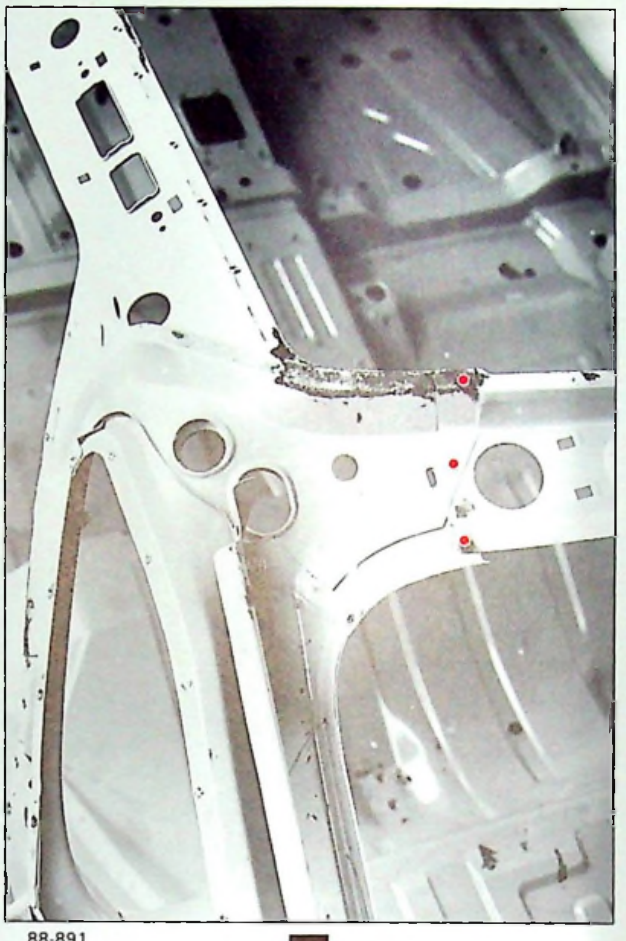

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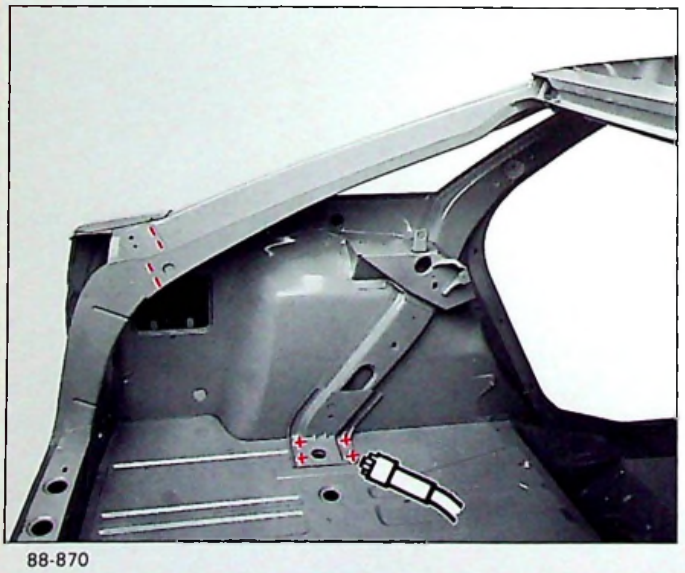
88-890



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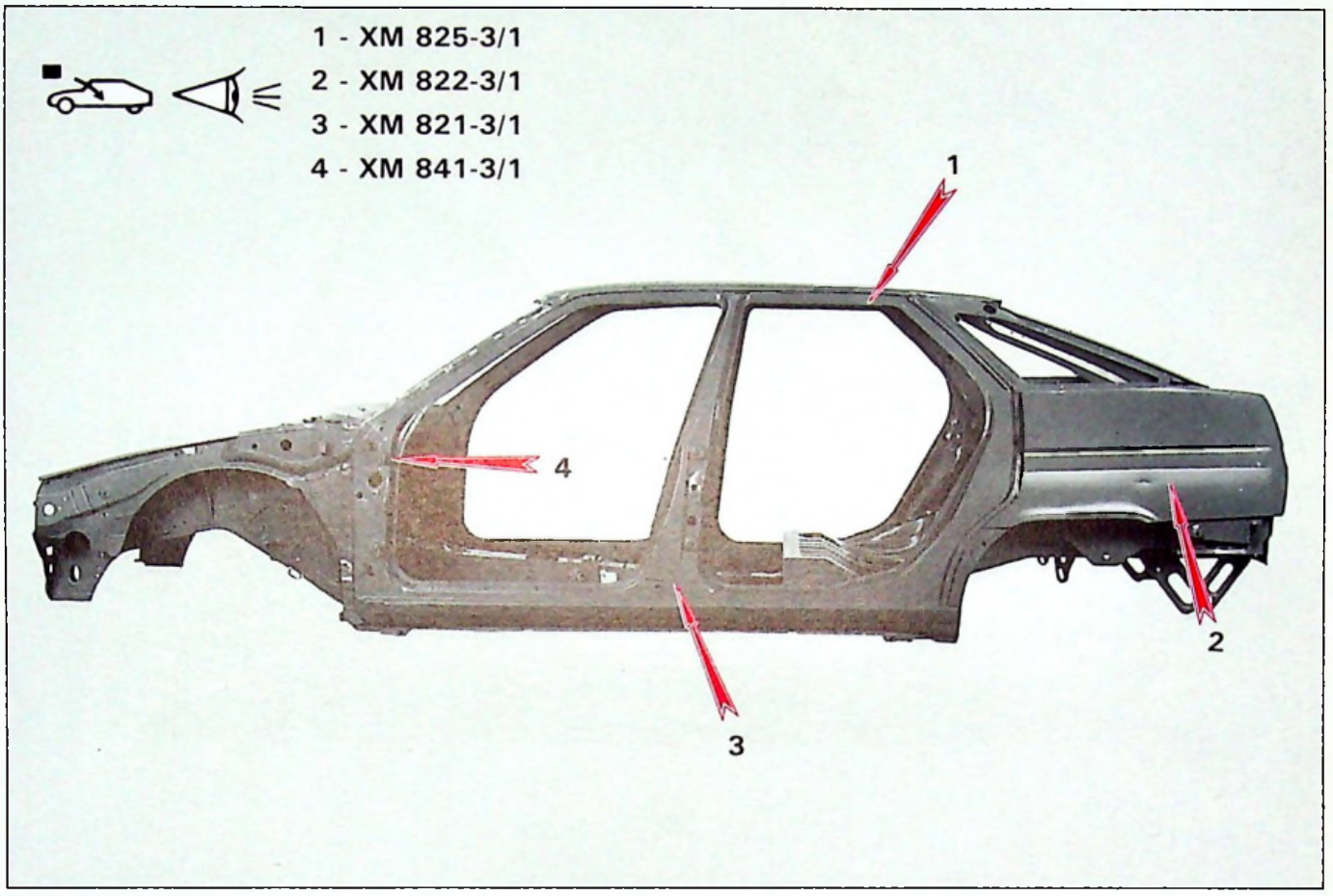

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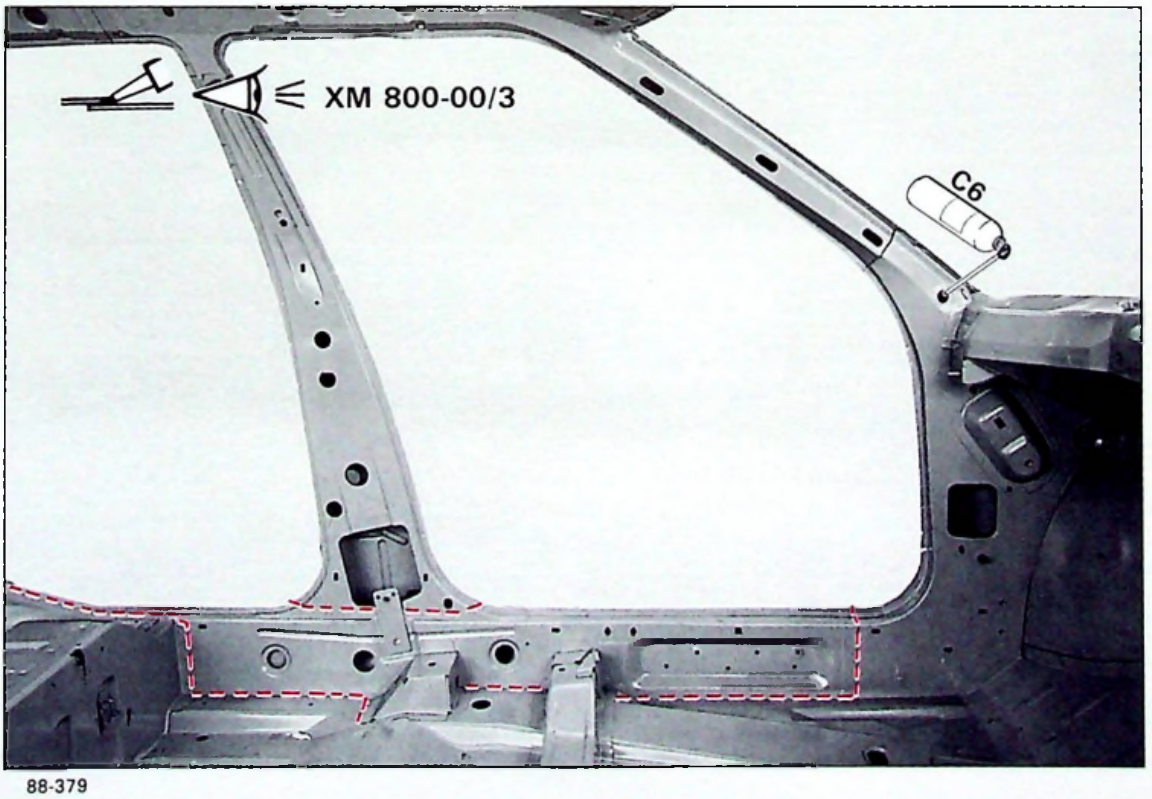

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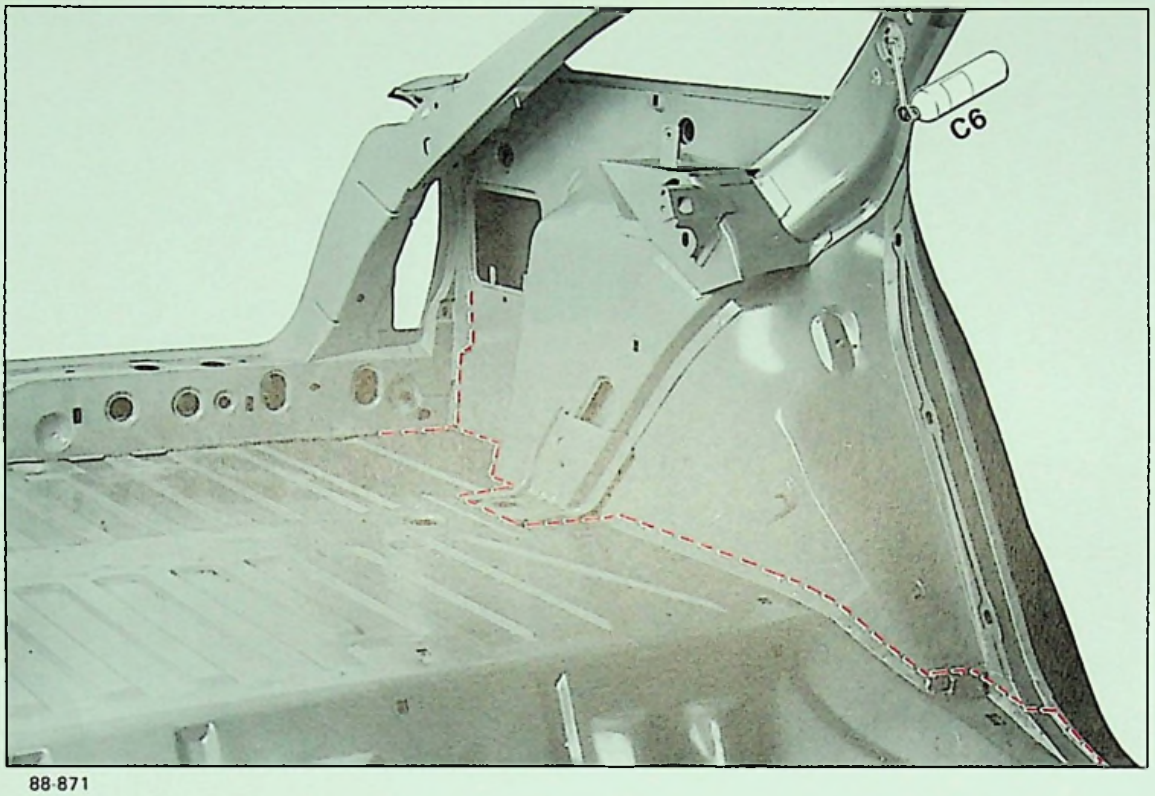

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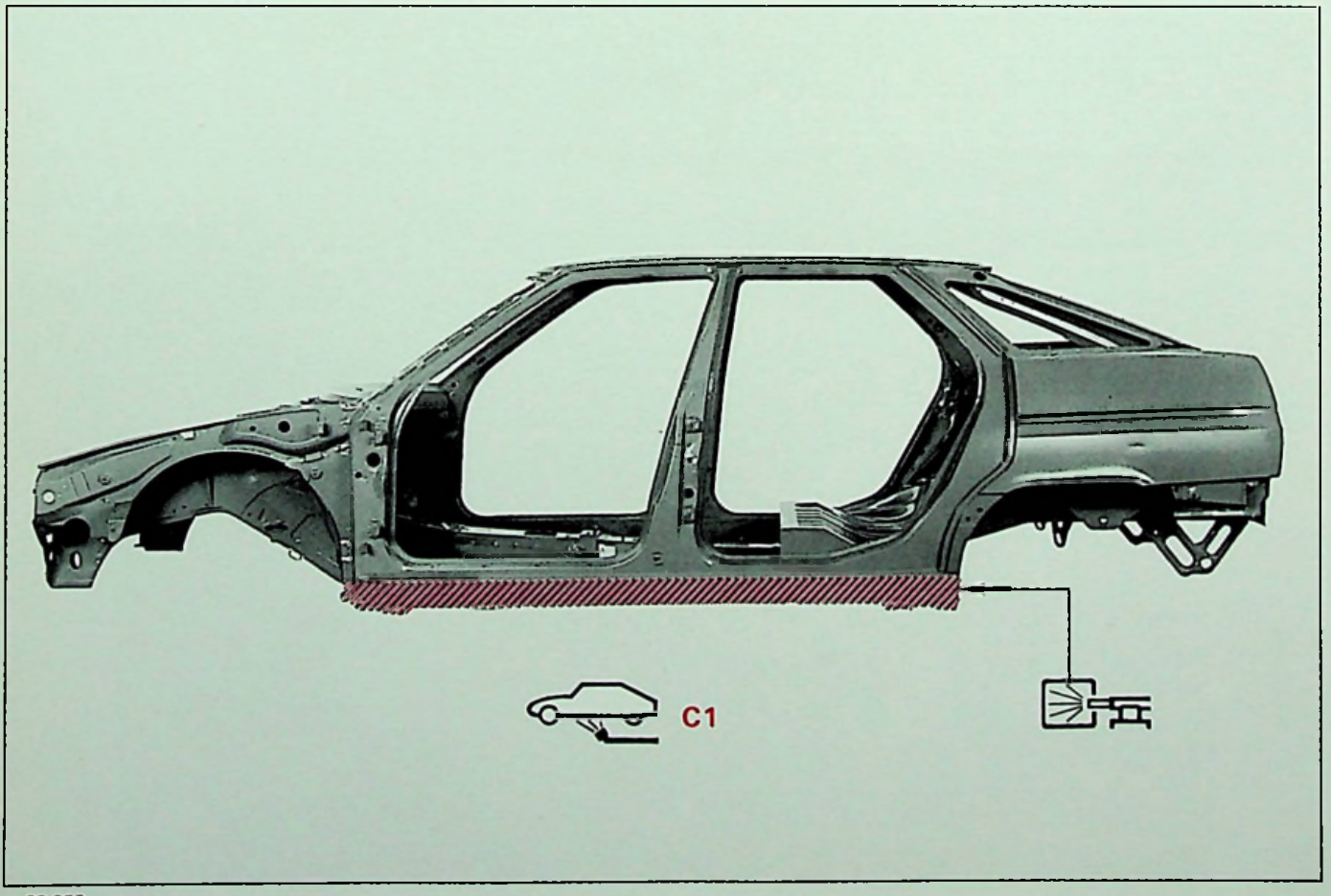

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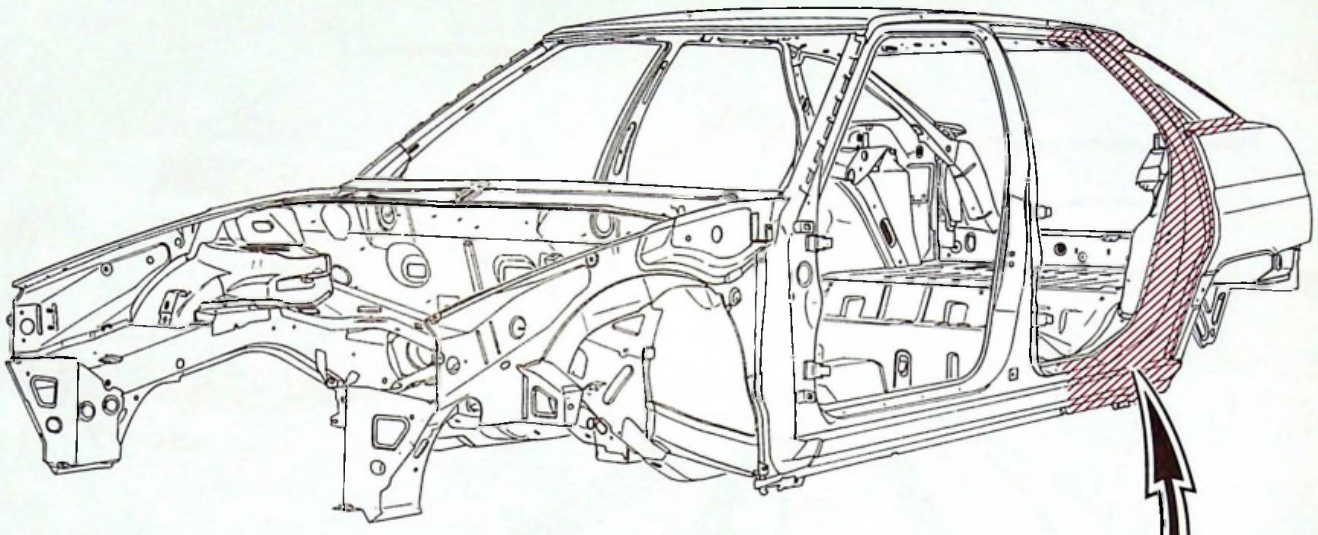
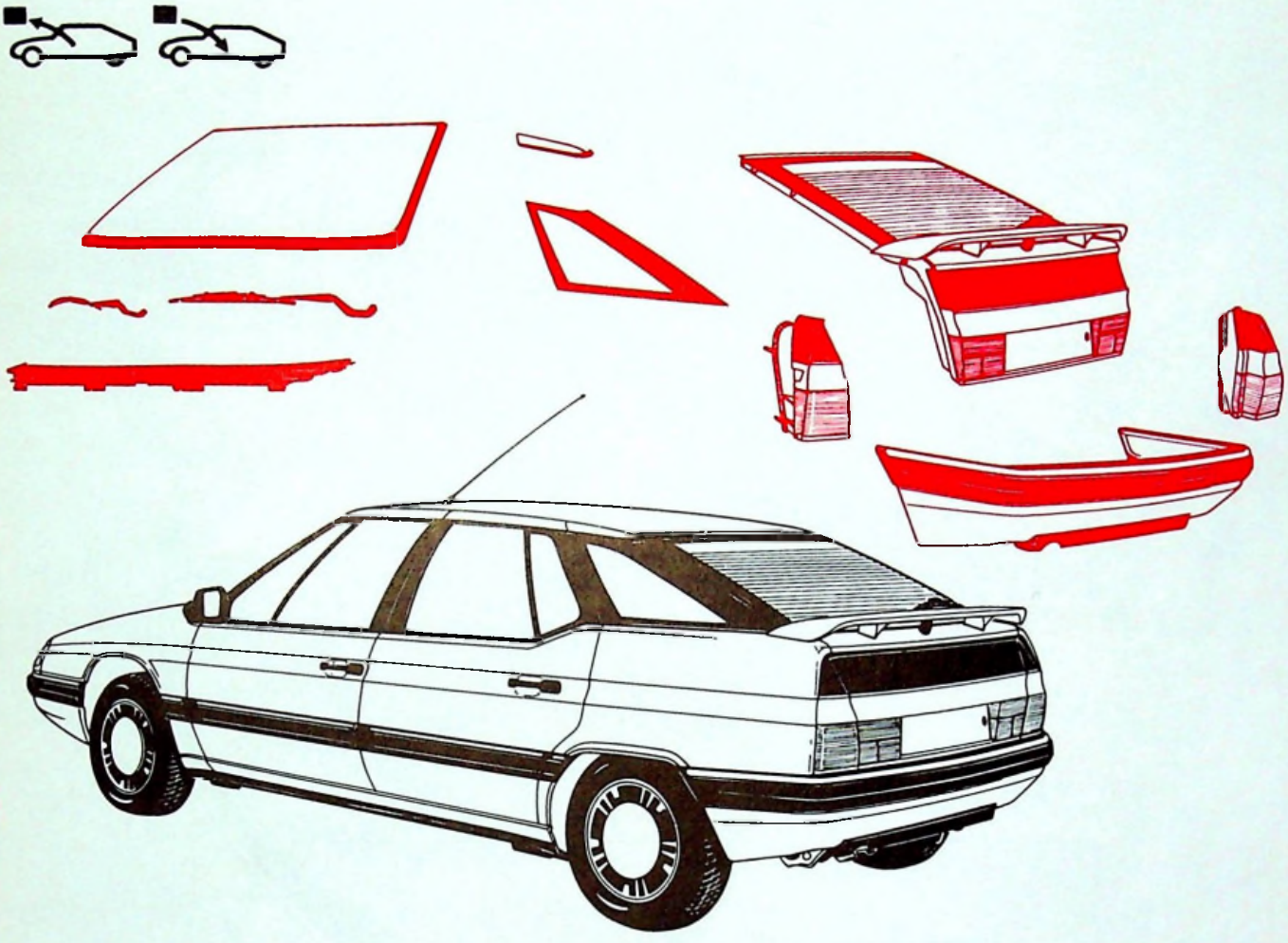
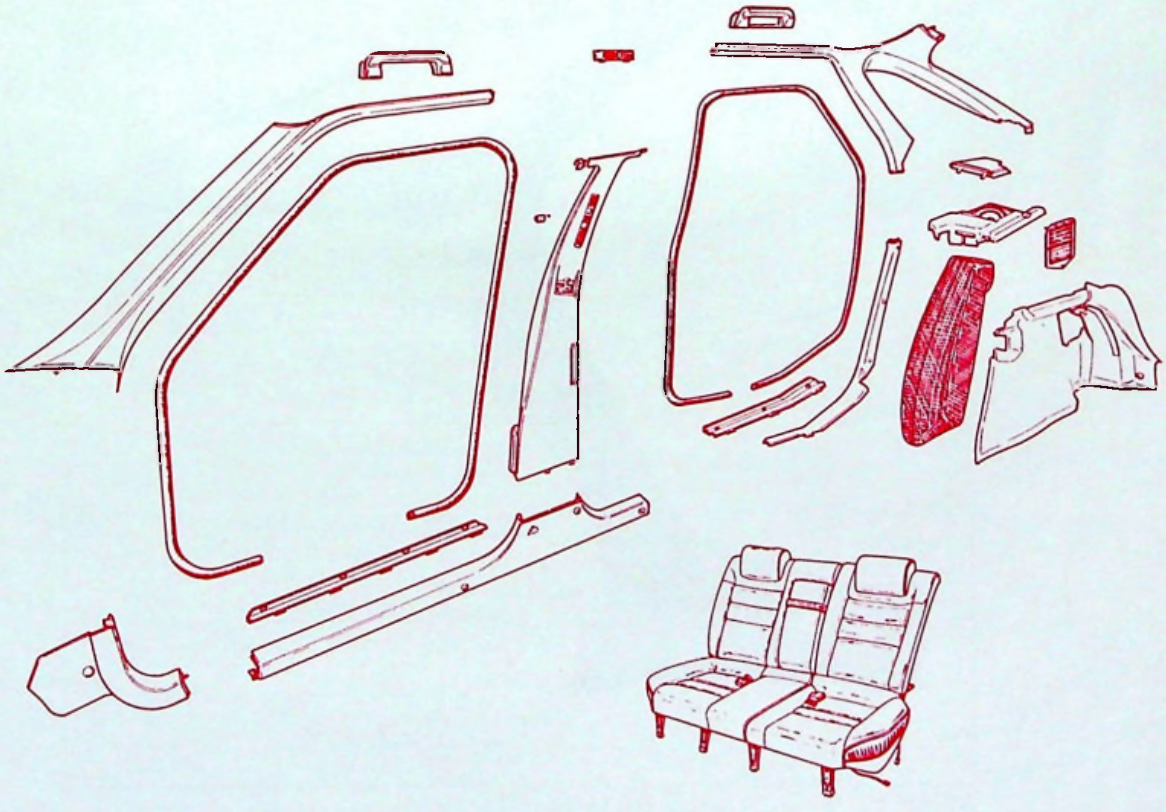


Y. 80-1

89-188



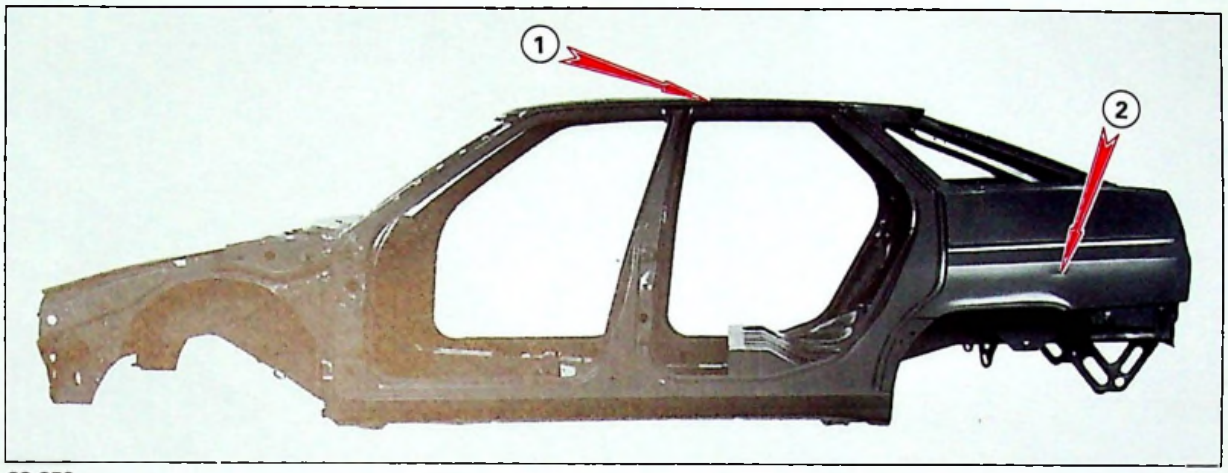


Y-80-7a

Y-80-8

Y-80-23

Y-80-24



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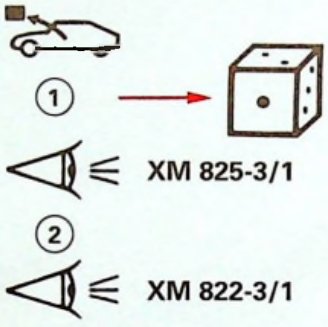

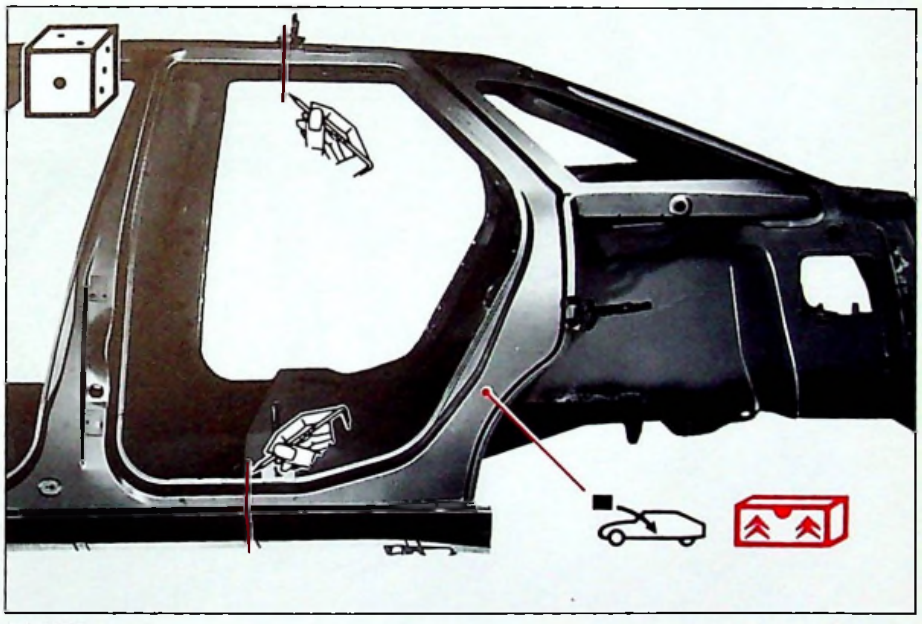

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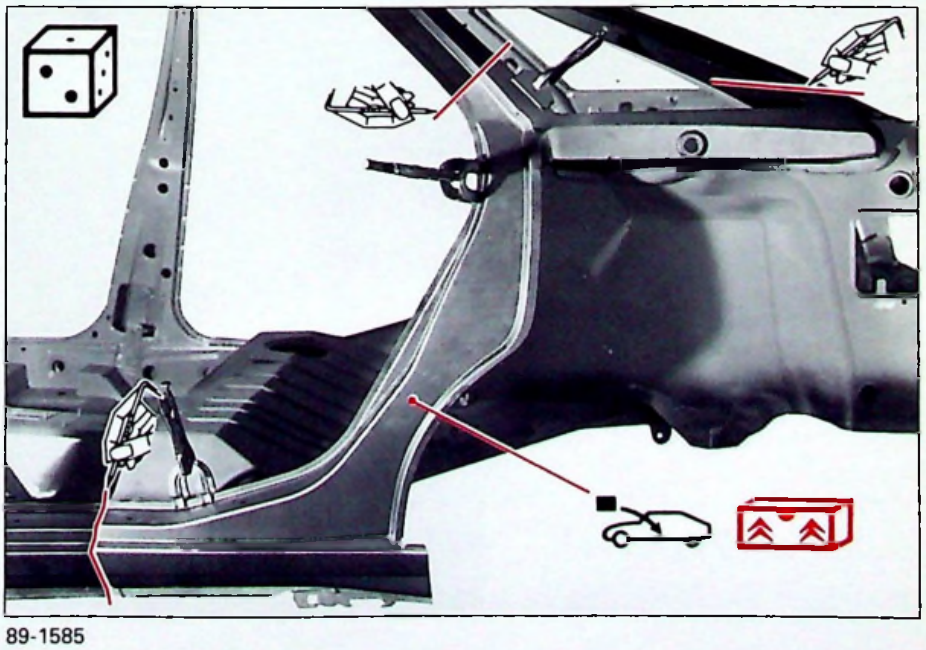

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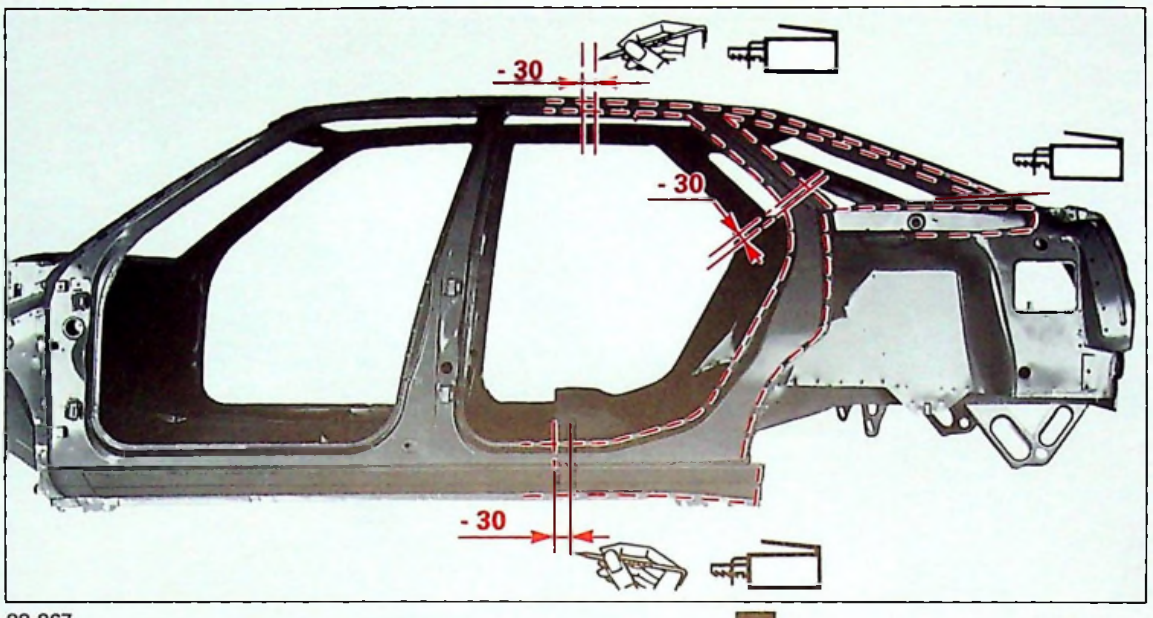
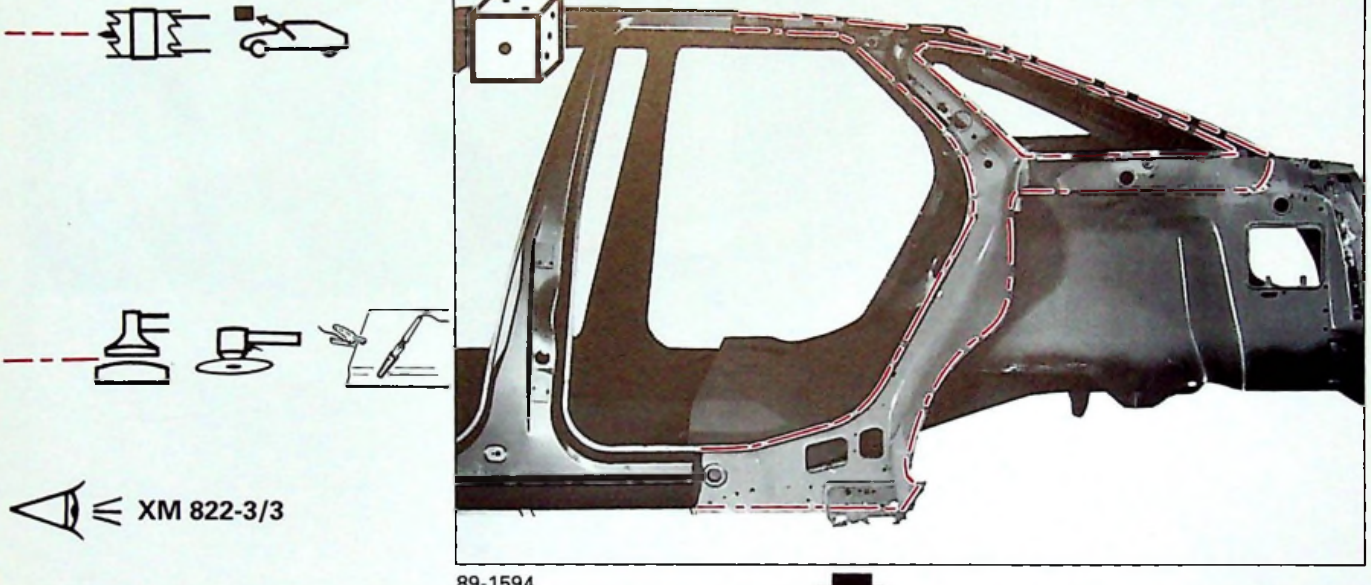


88-867



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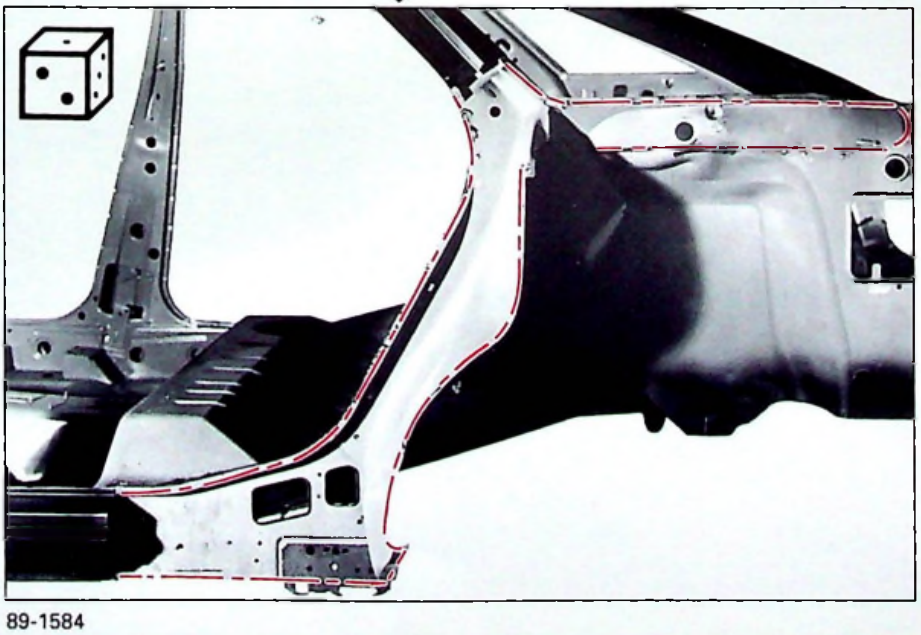
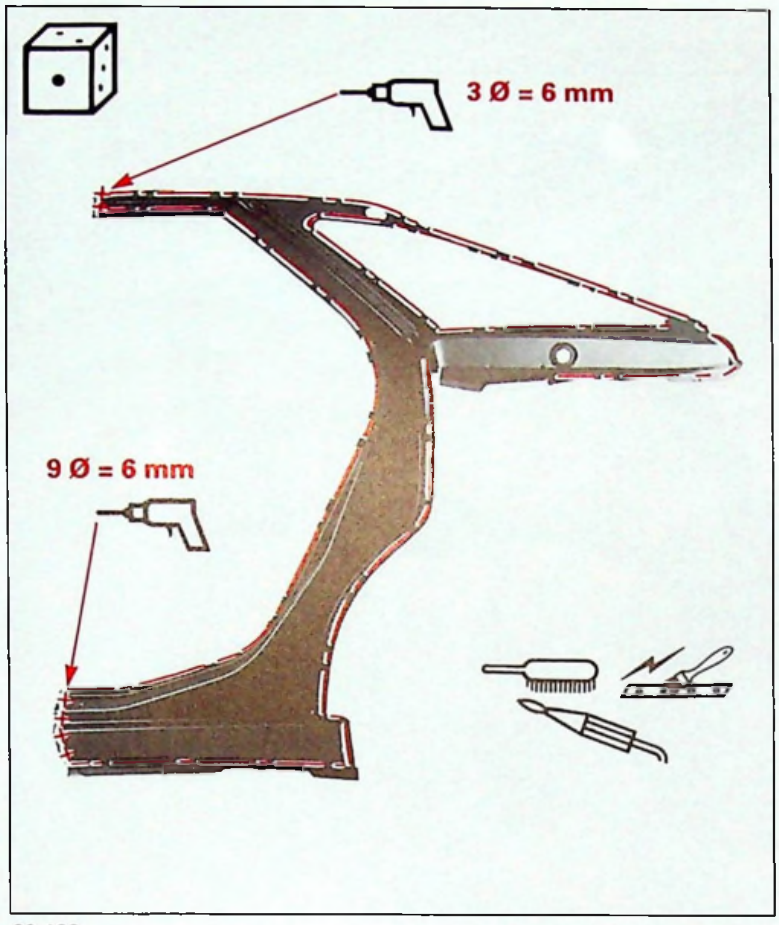
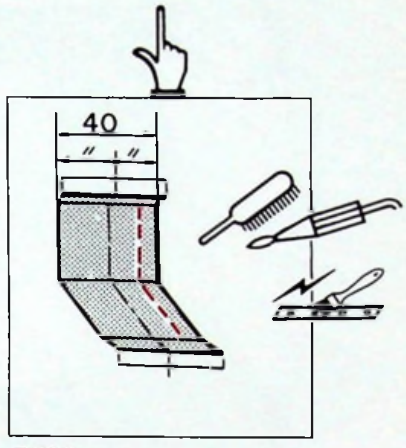


89-1584

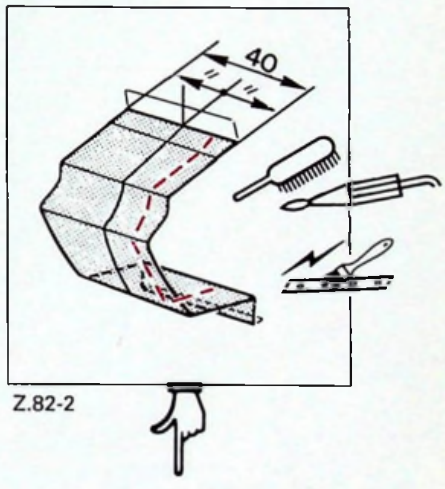
XM 822-3/3



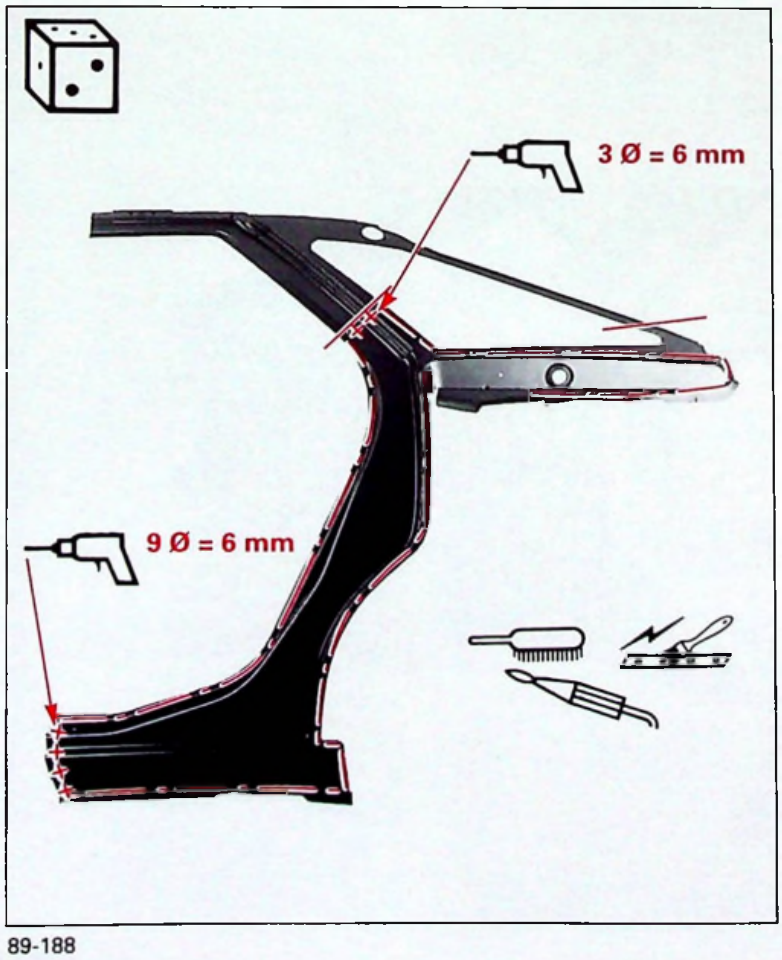
89-188



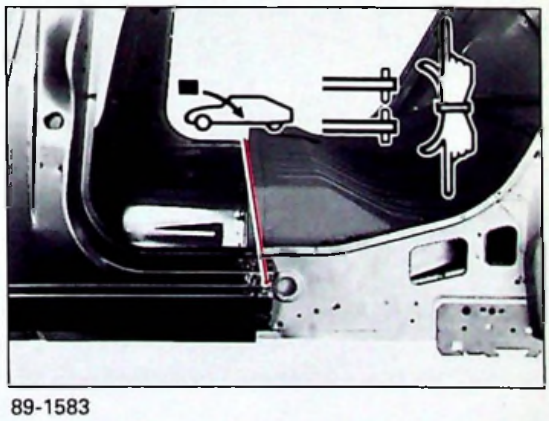
Z.82-6



Z.82-2



89-188



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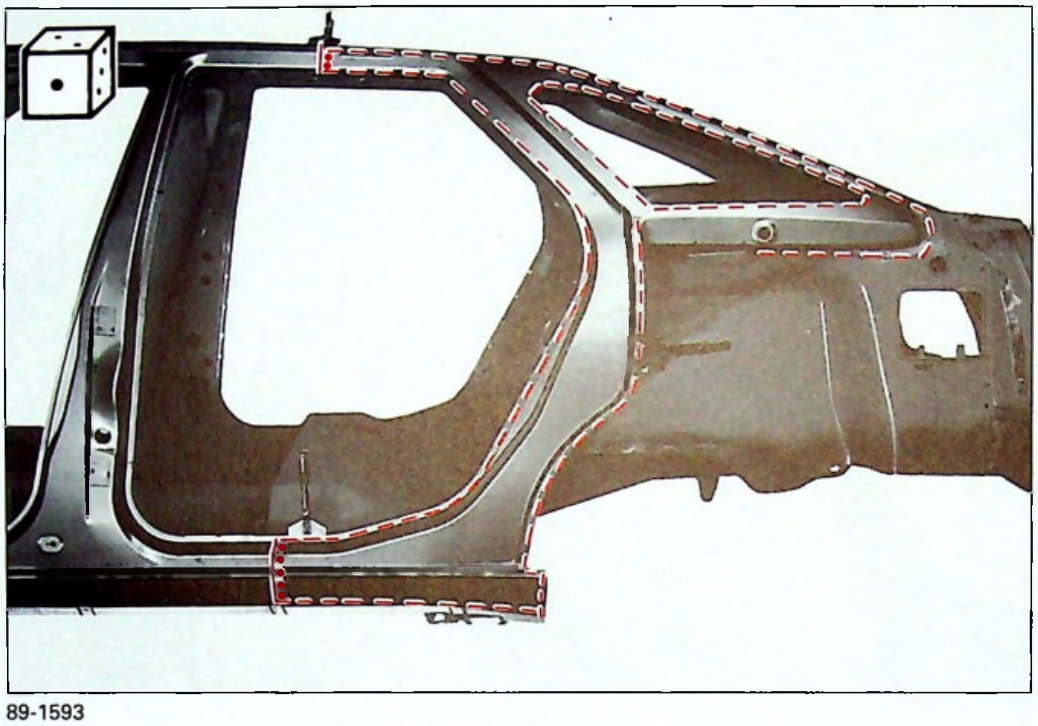

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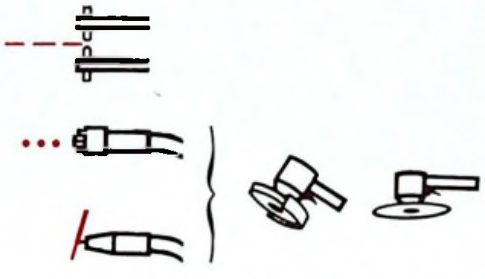
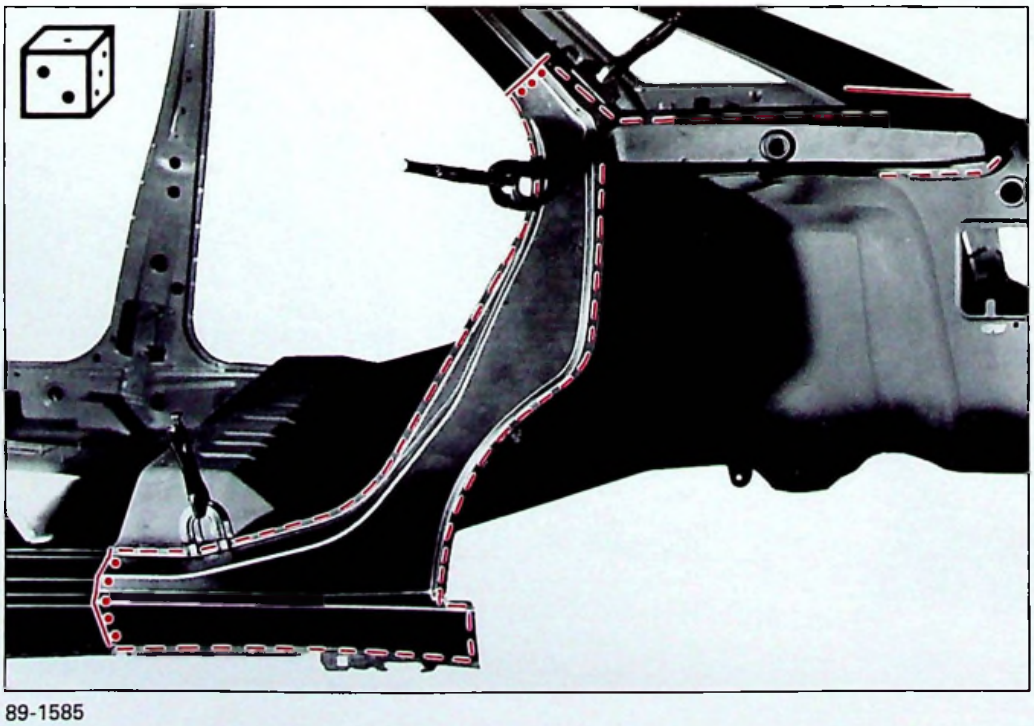


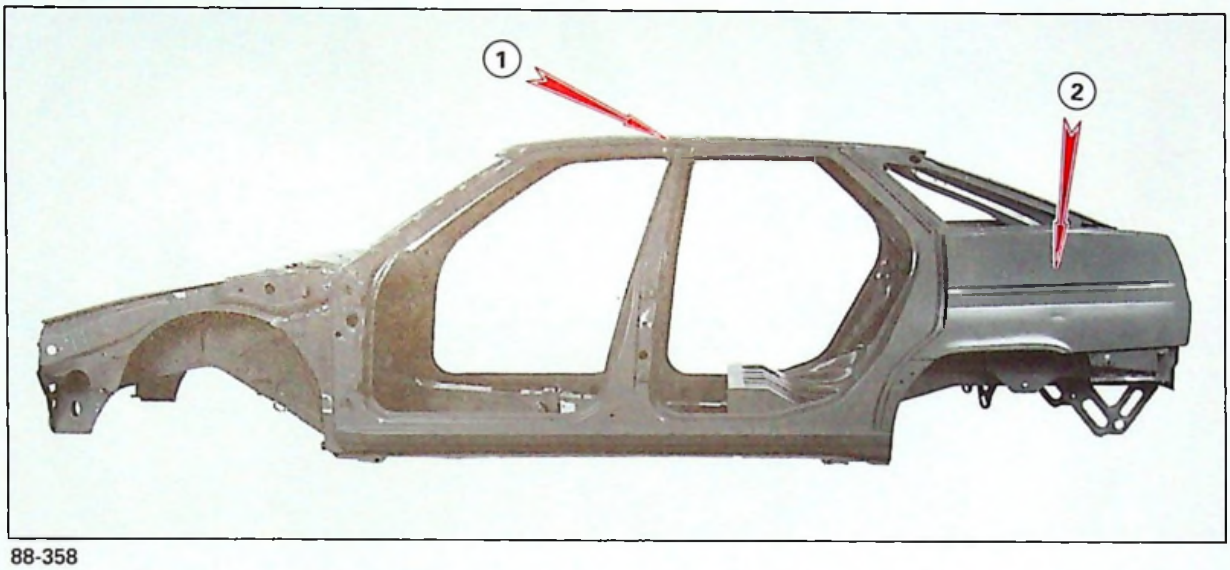


89-1585

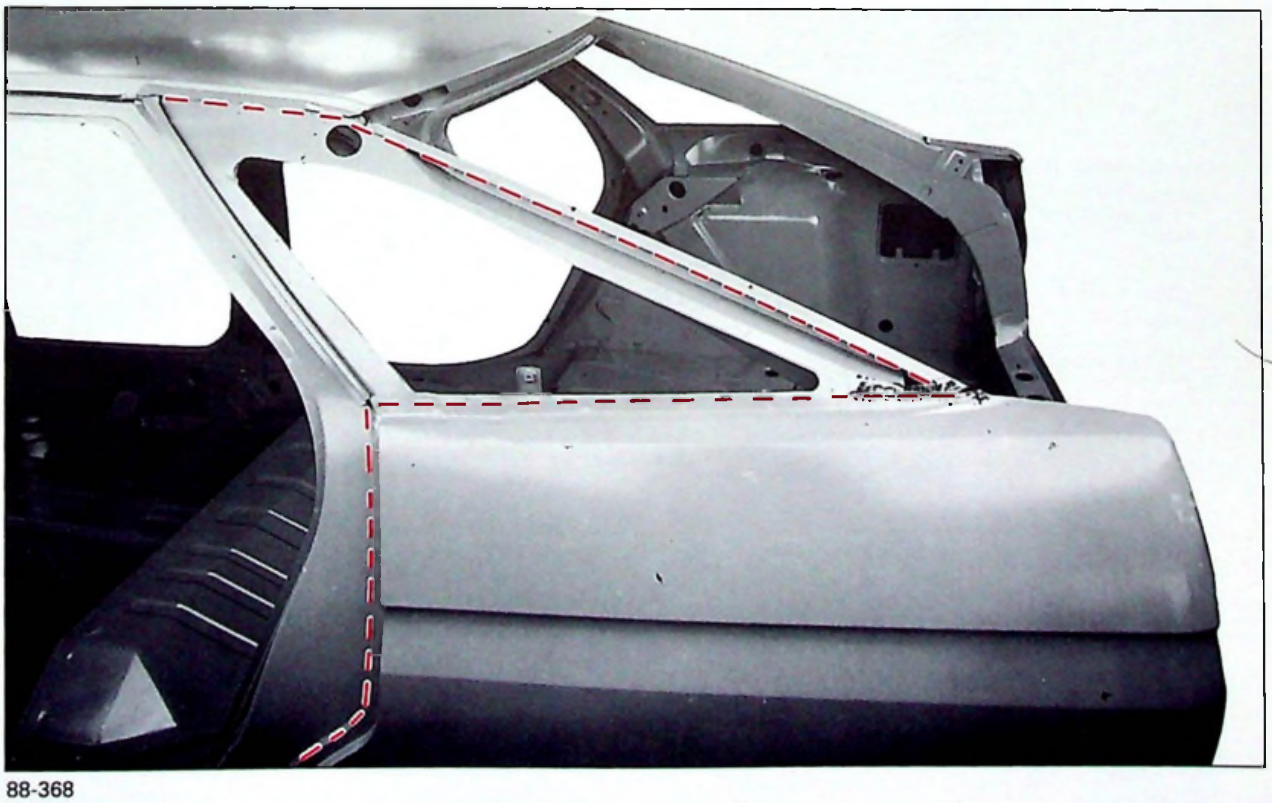
① →

XM 825-3/1

② XM 822-3/1

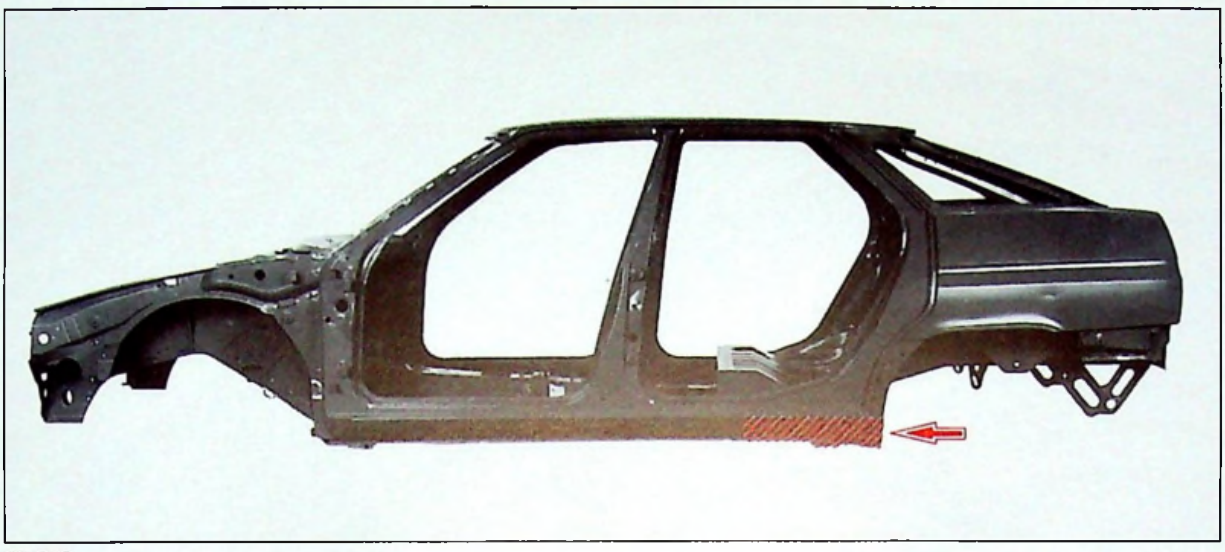


88-358



88-368

A1 XM 800-00/3



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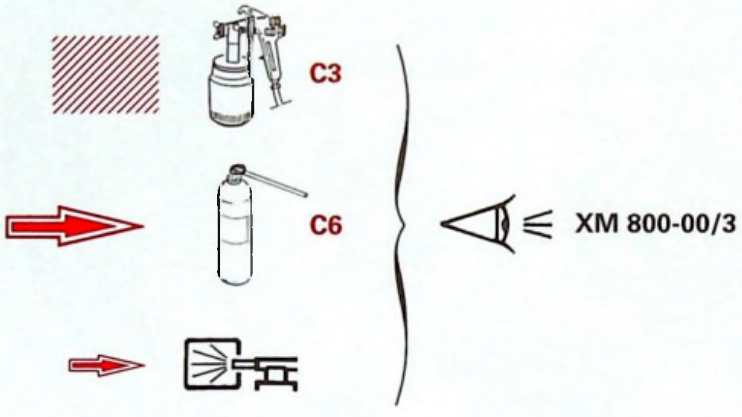

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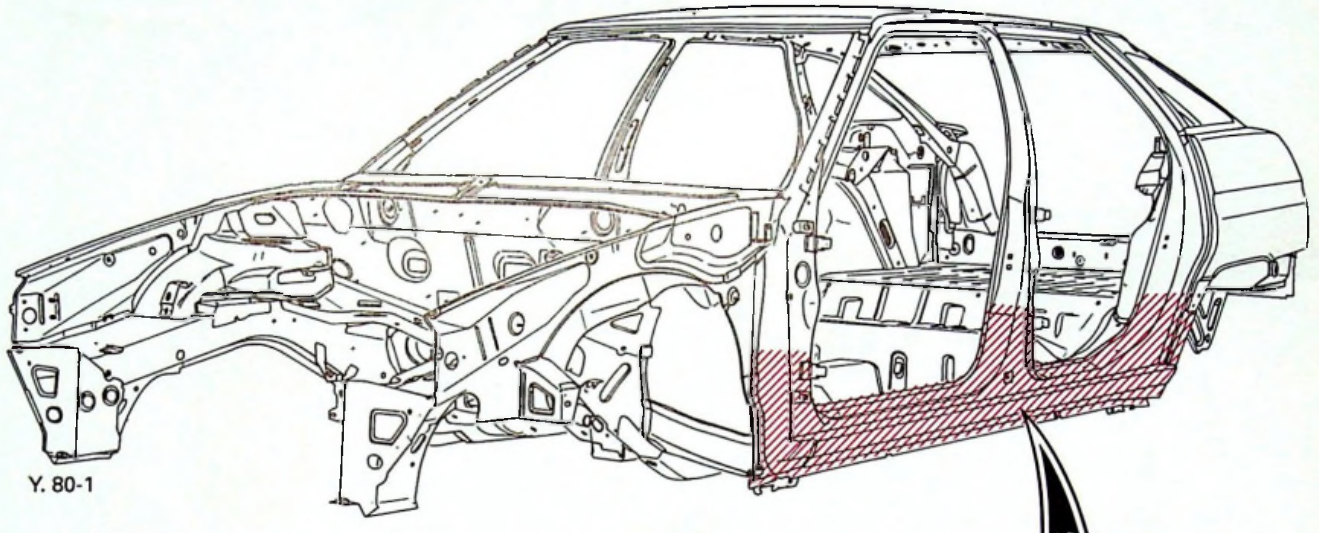
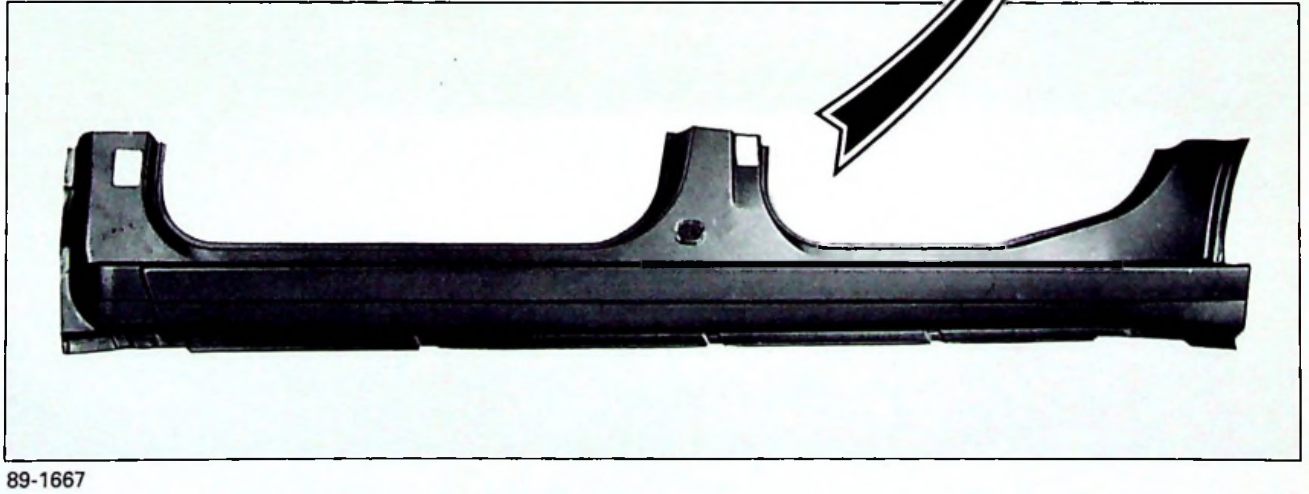
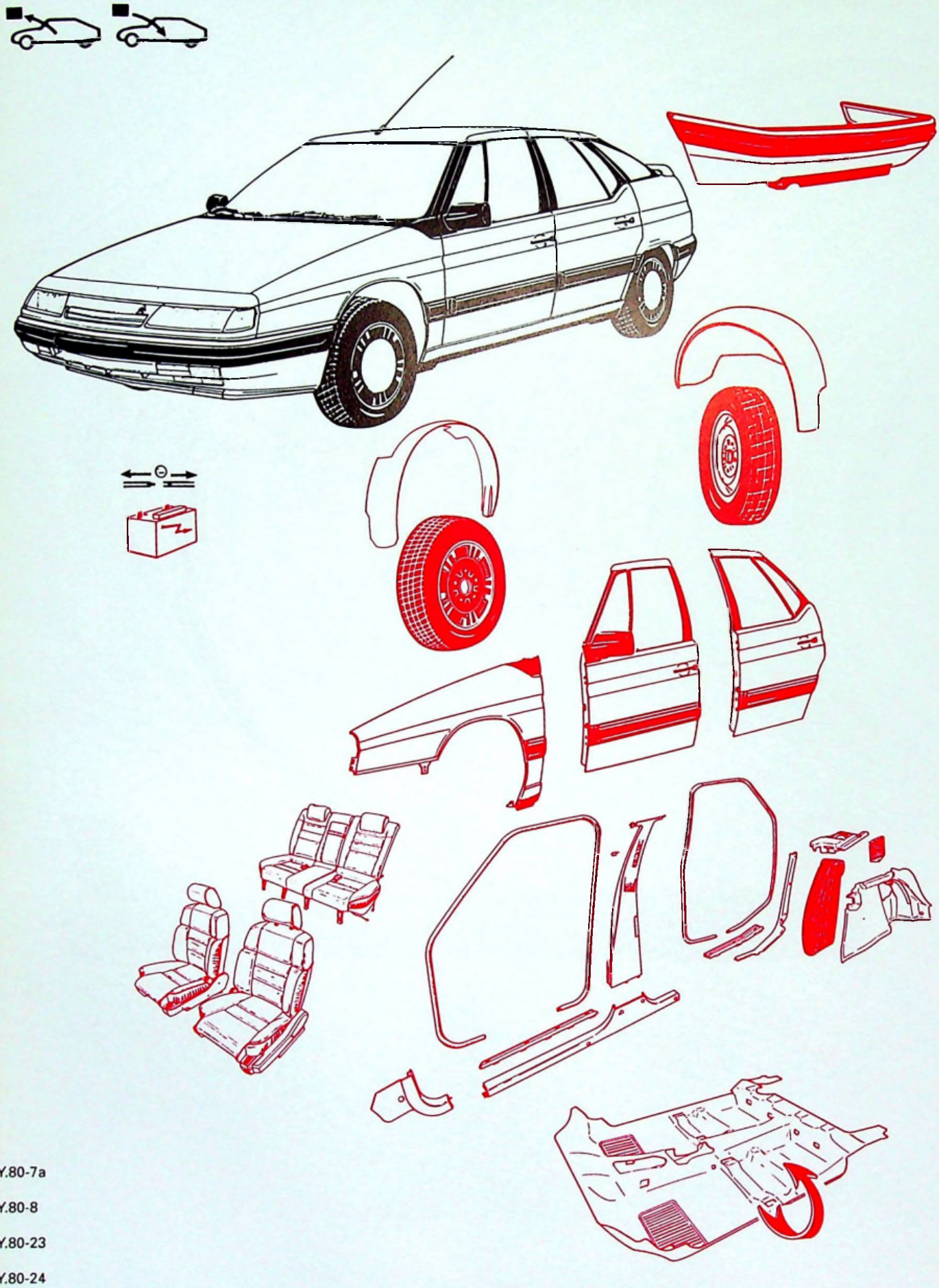


Y. 80-1



89-1667



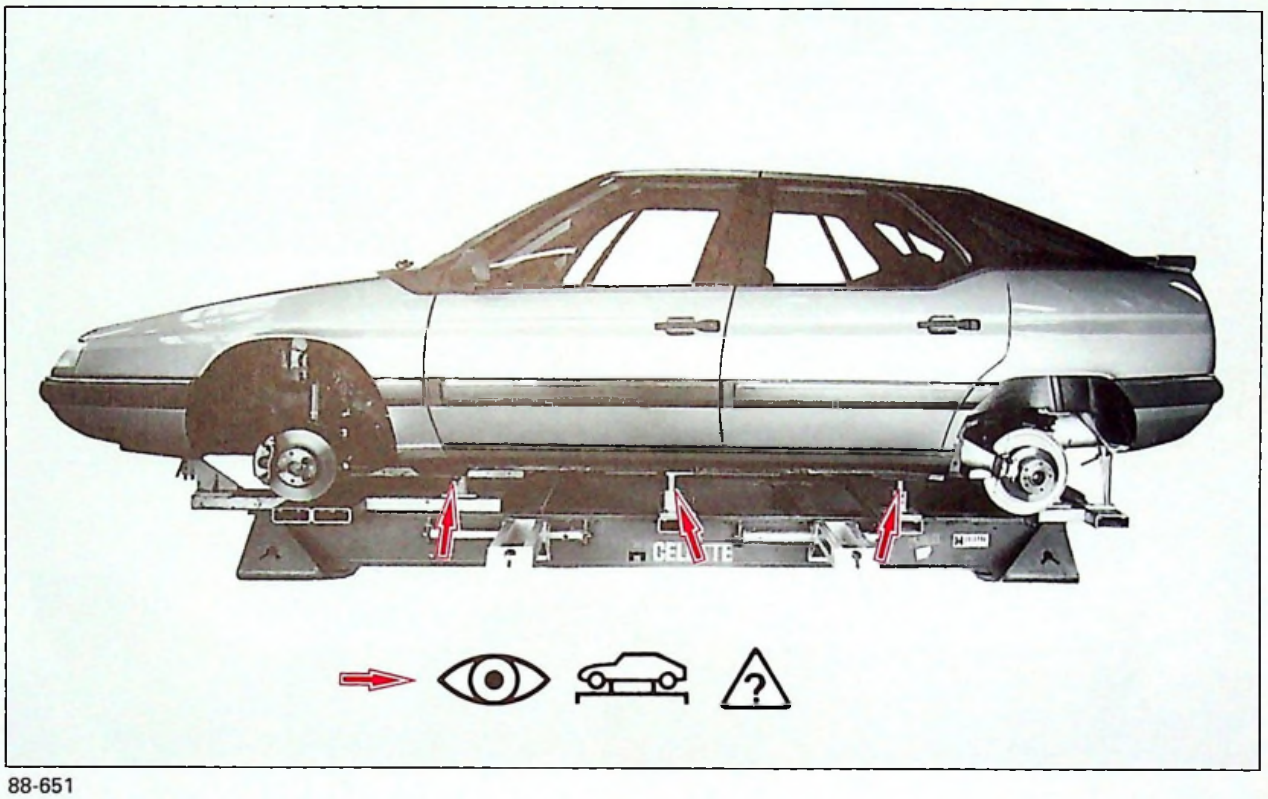
Y.80-7a

Y.80-8

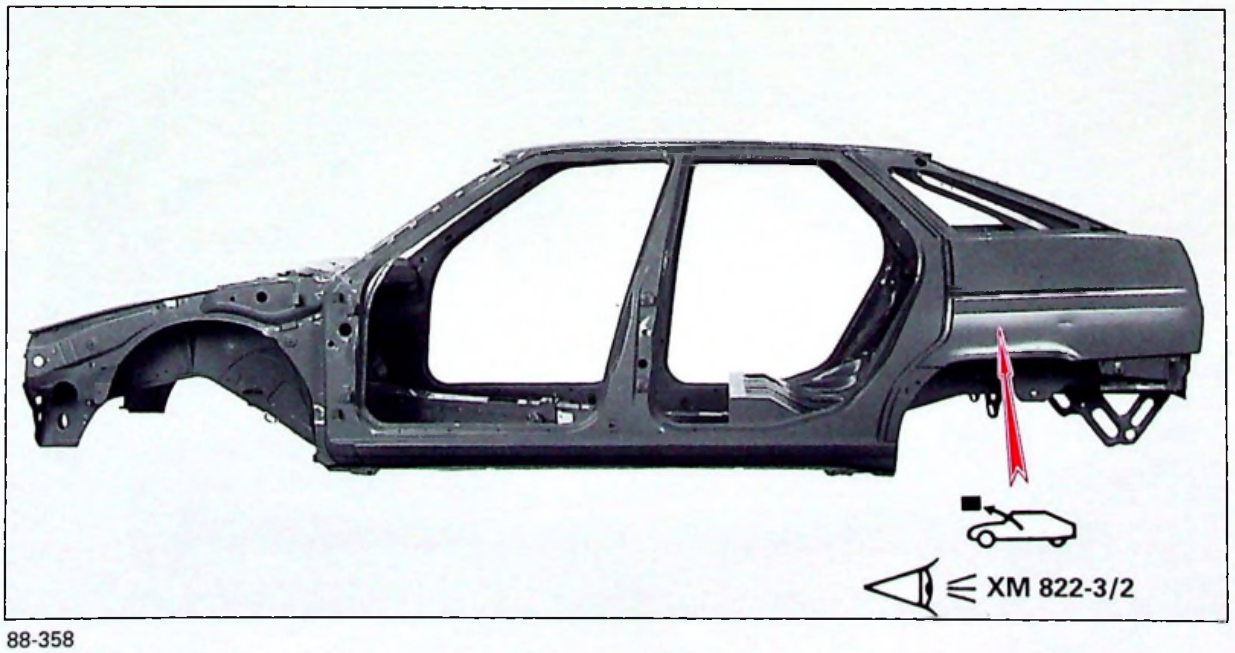
Y.80-23

Y.80-24

Y.80-27



88-651



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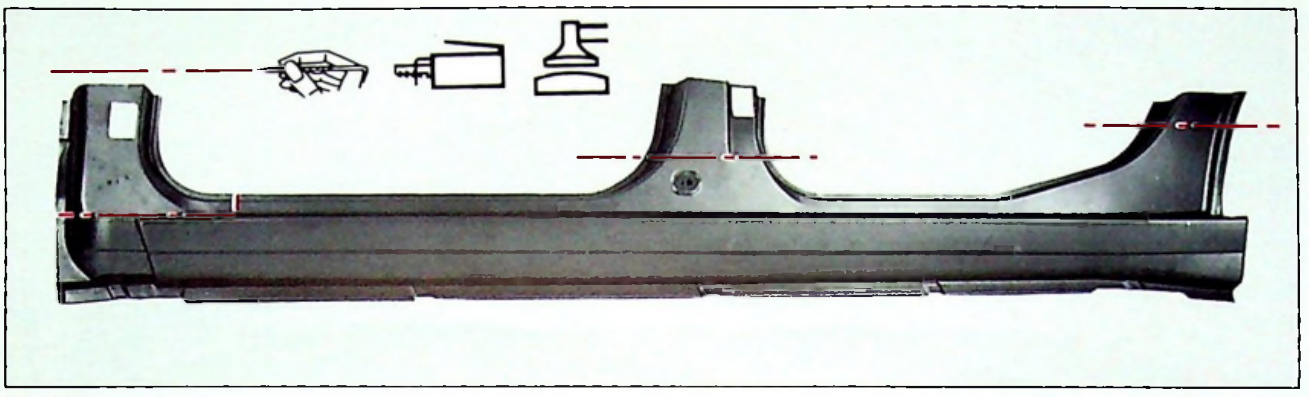
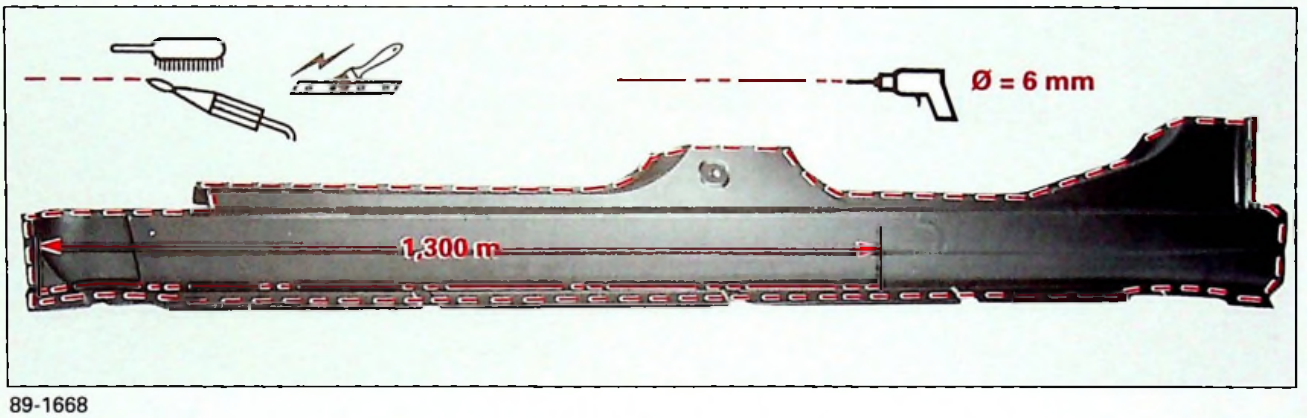
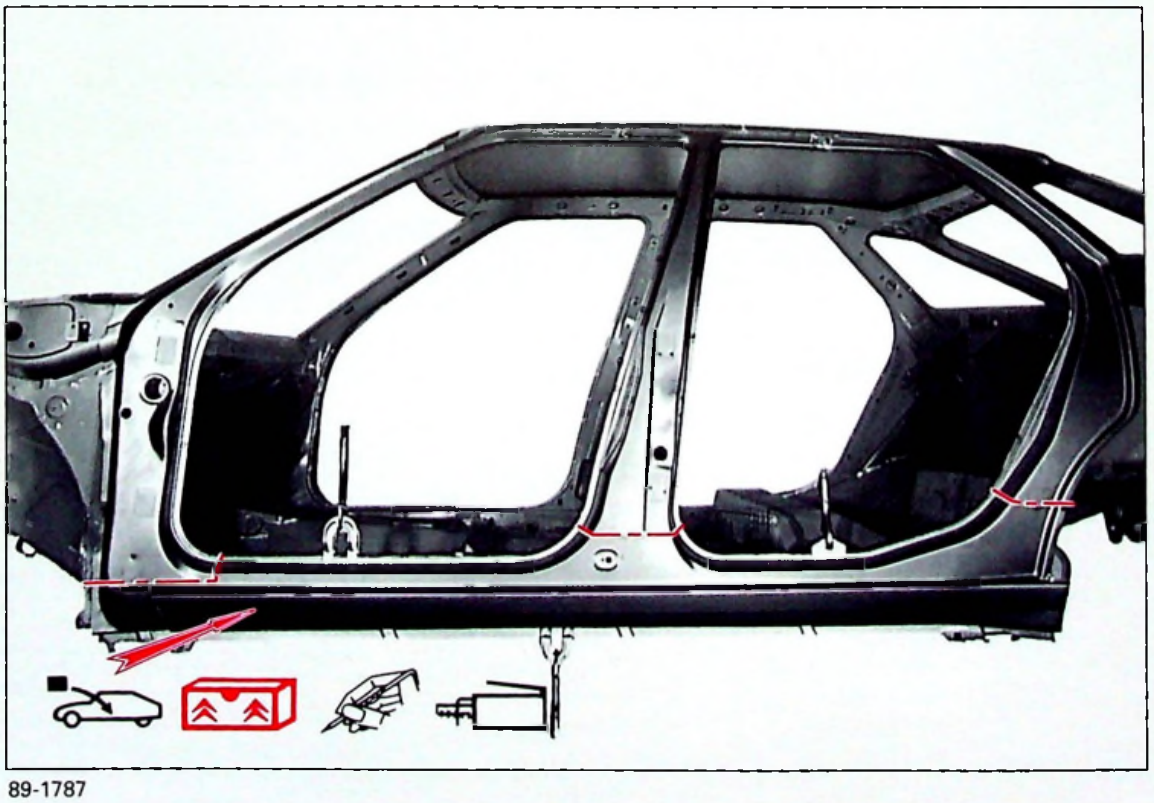


89-1667



89-1668



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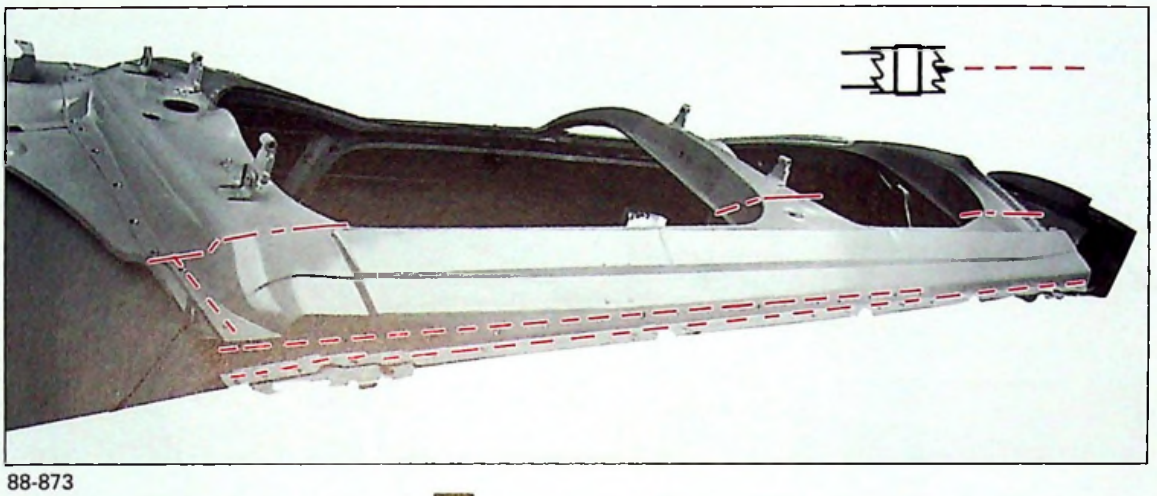
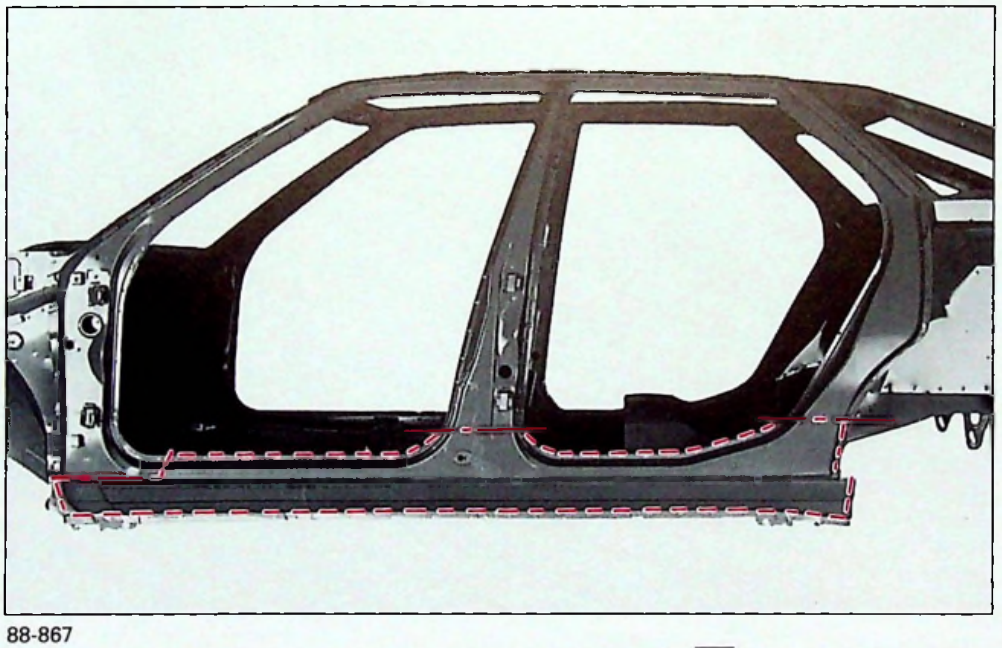


88-873



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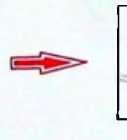
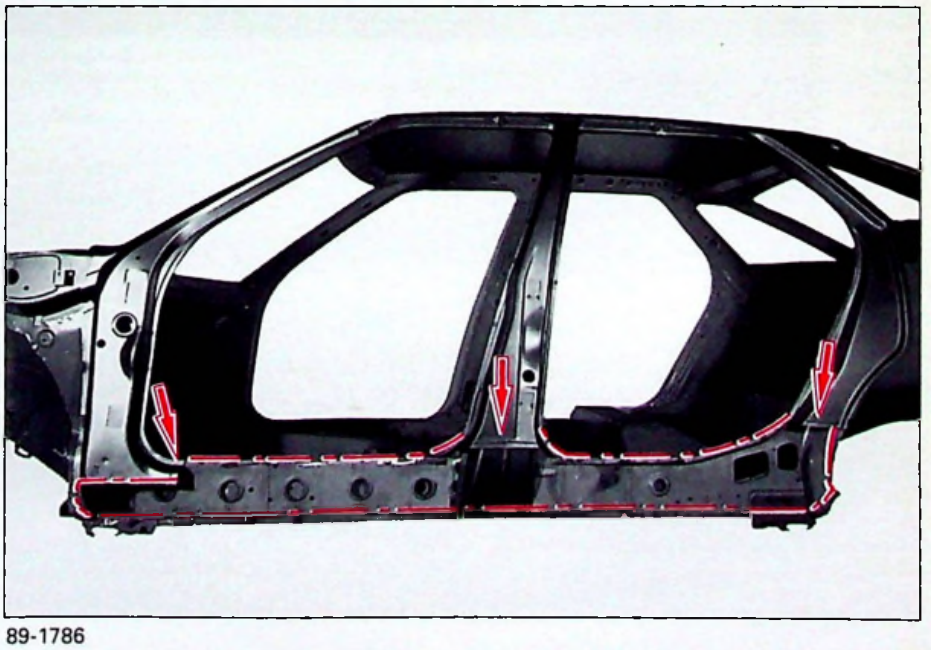


TT.80-17



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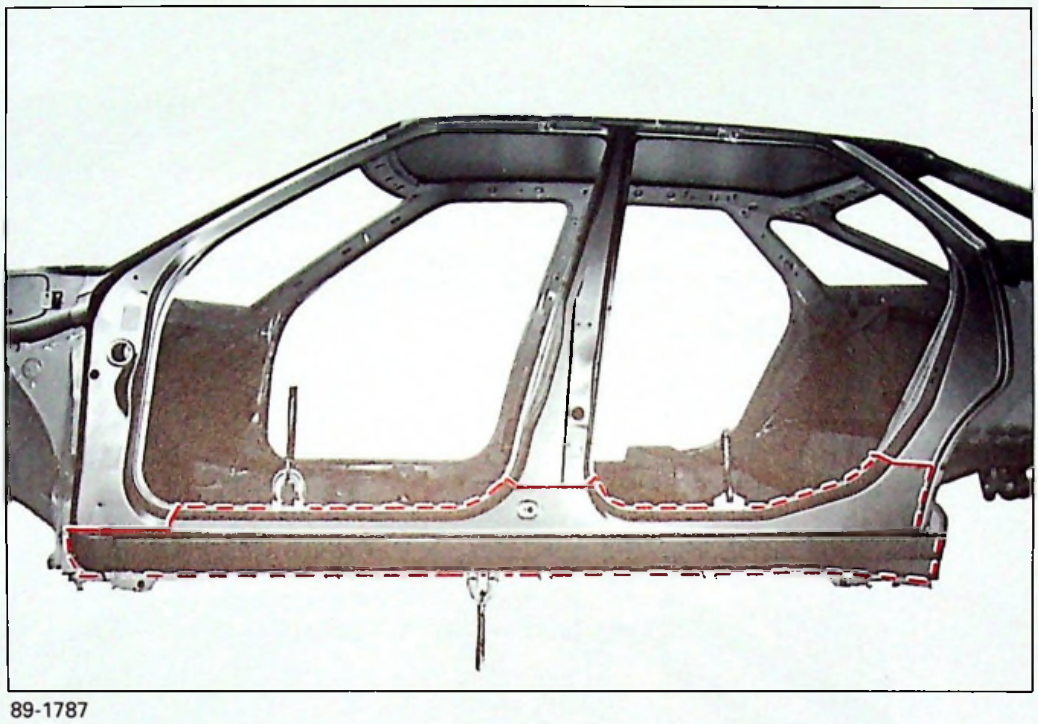

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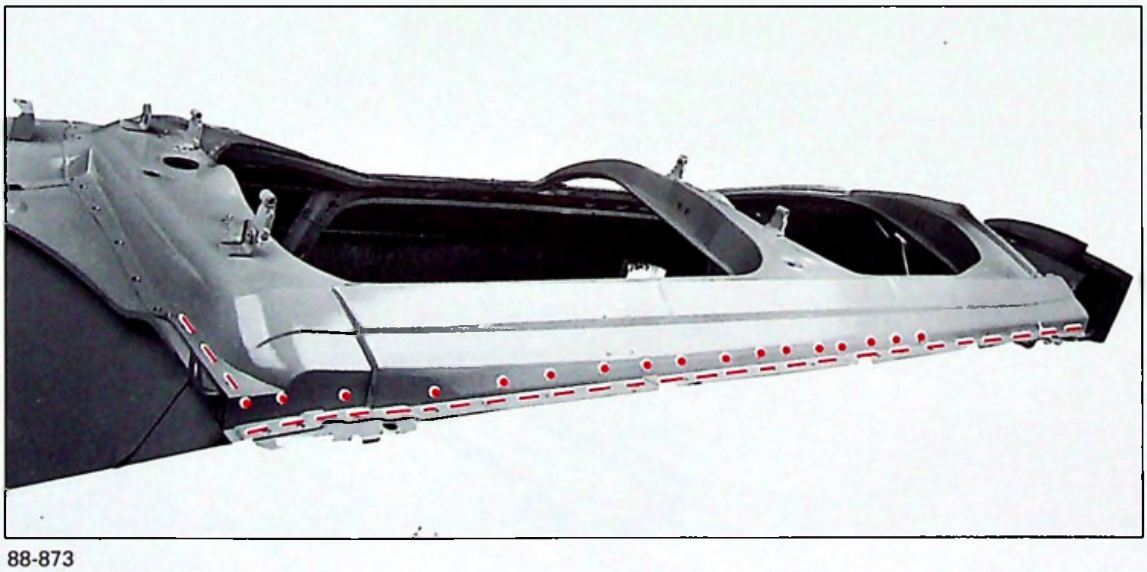

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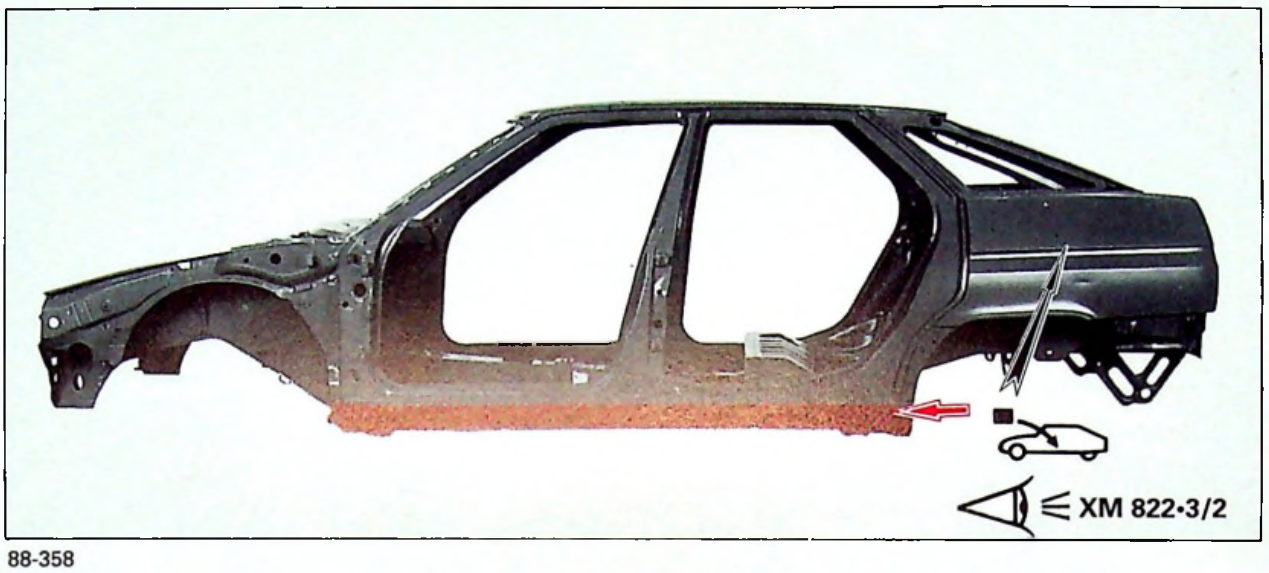

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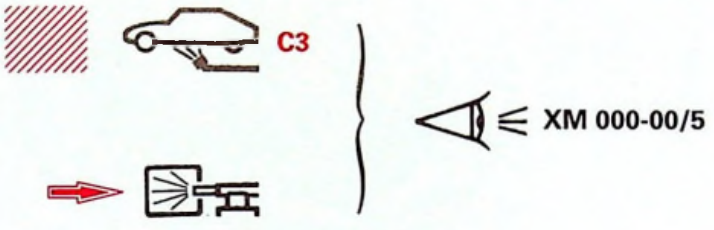

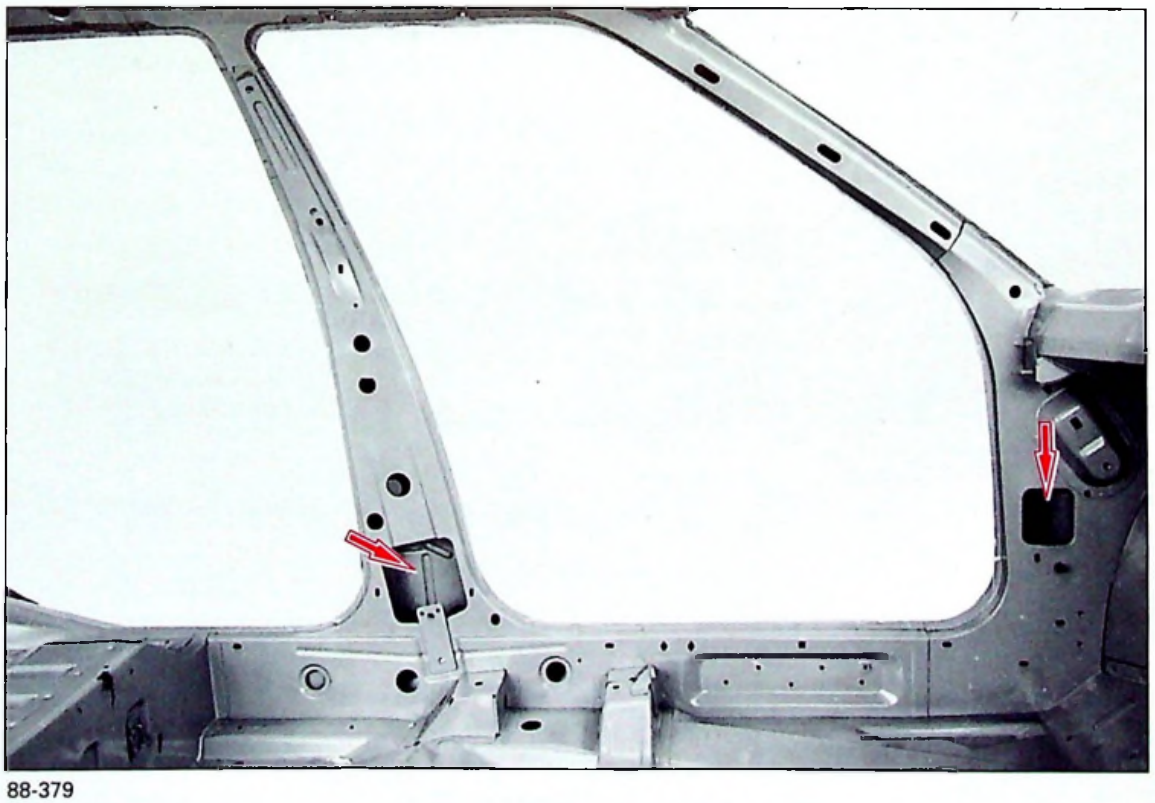

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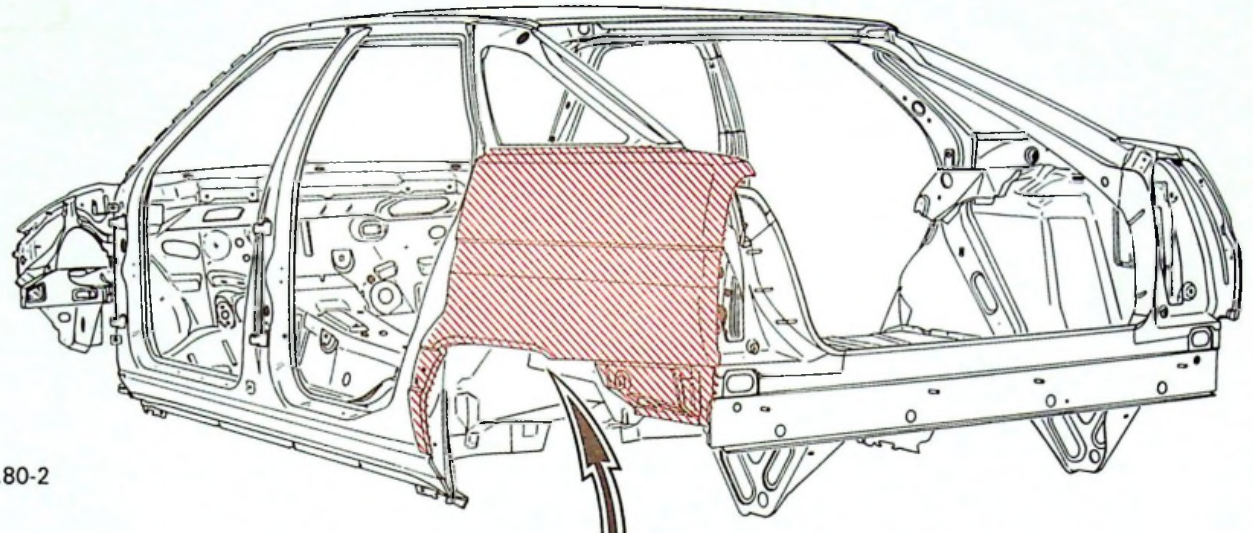

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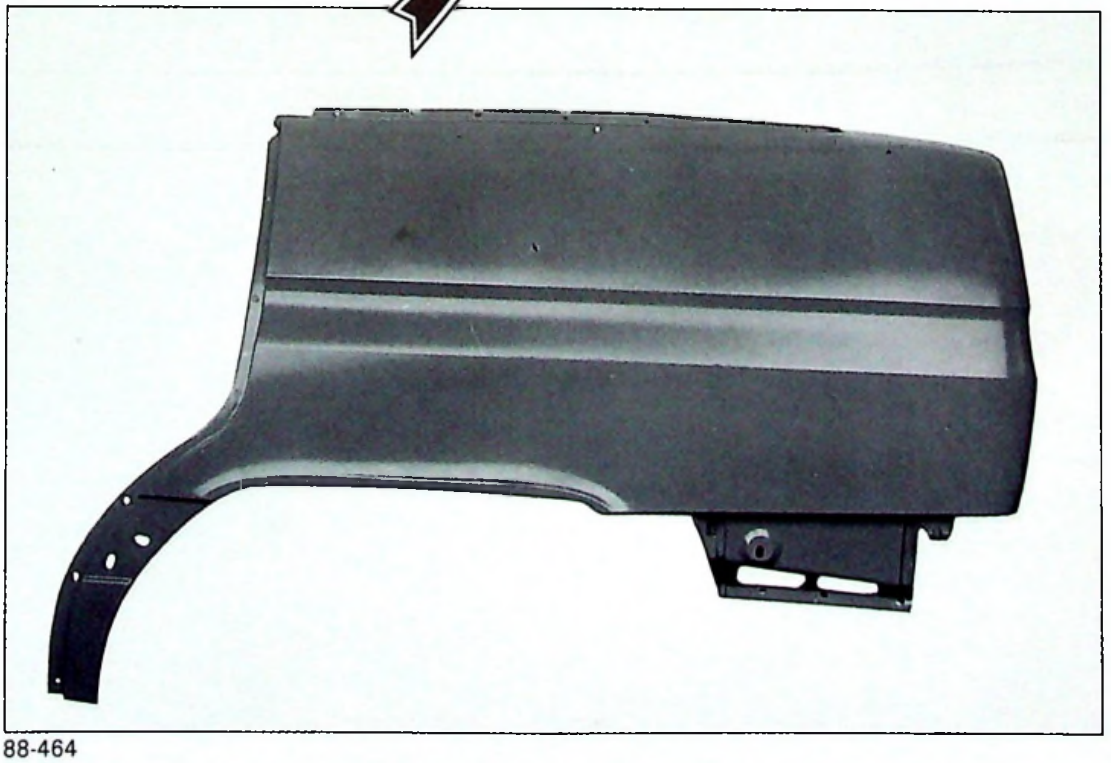

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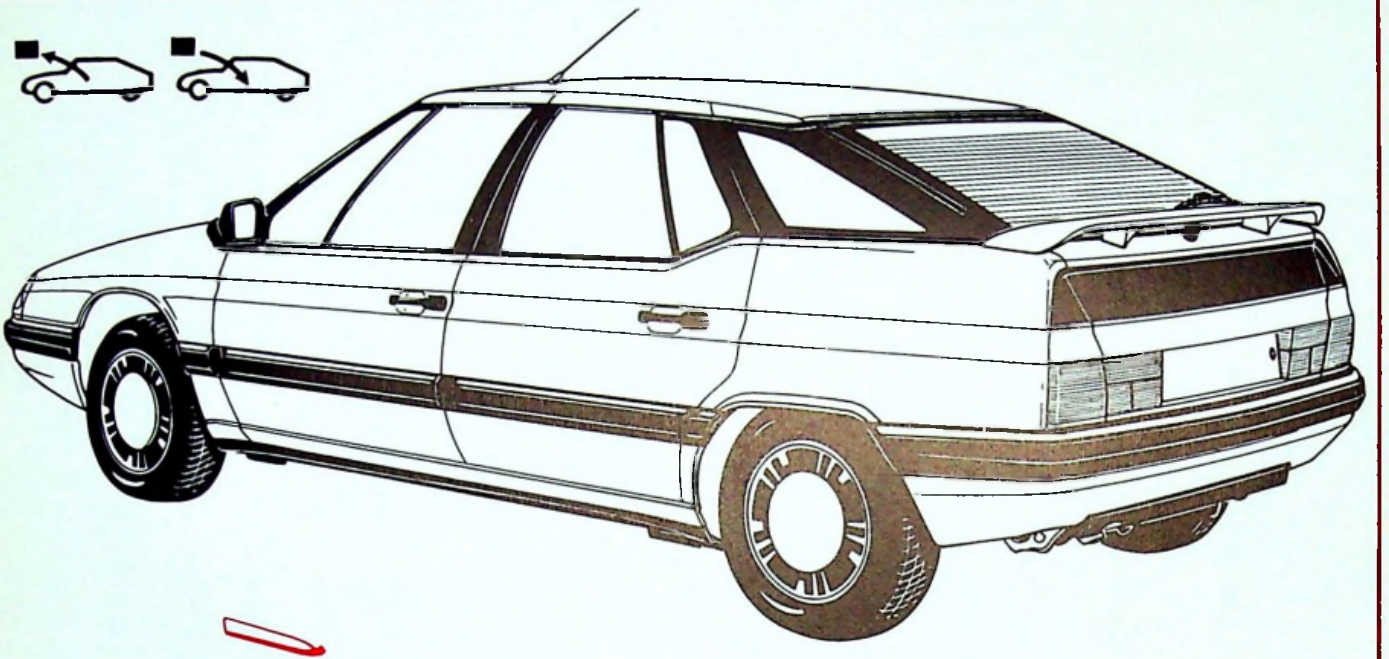

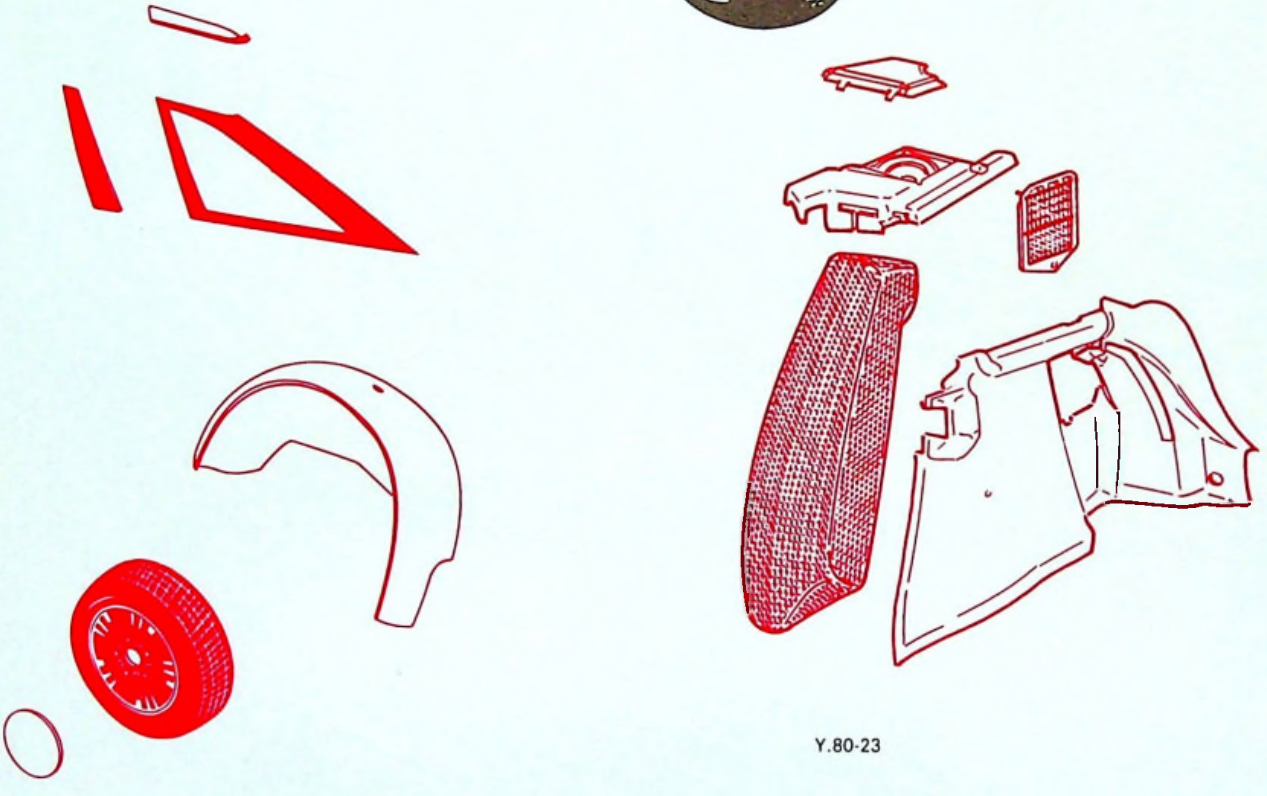

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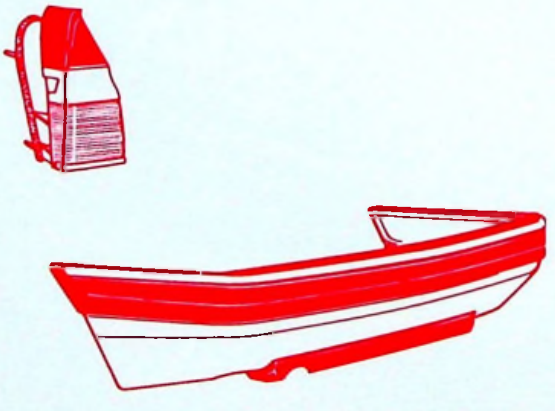
Y.80-7



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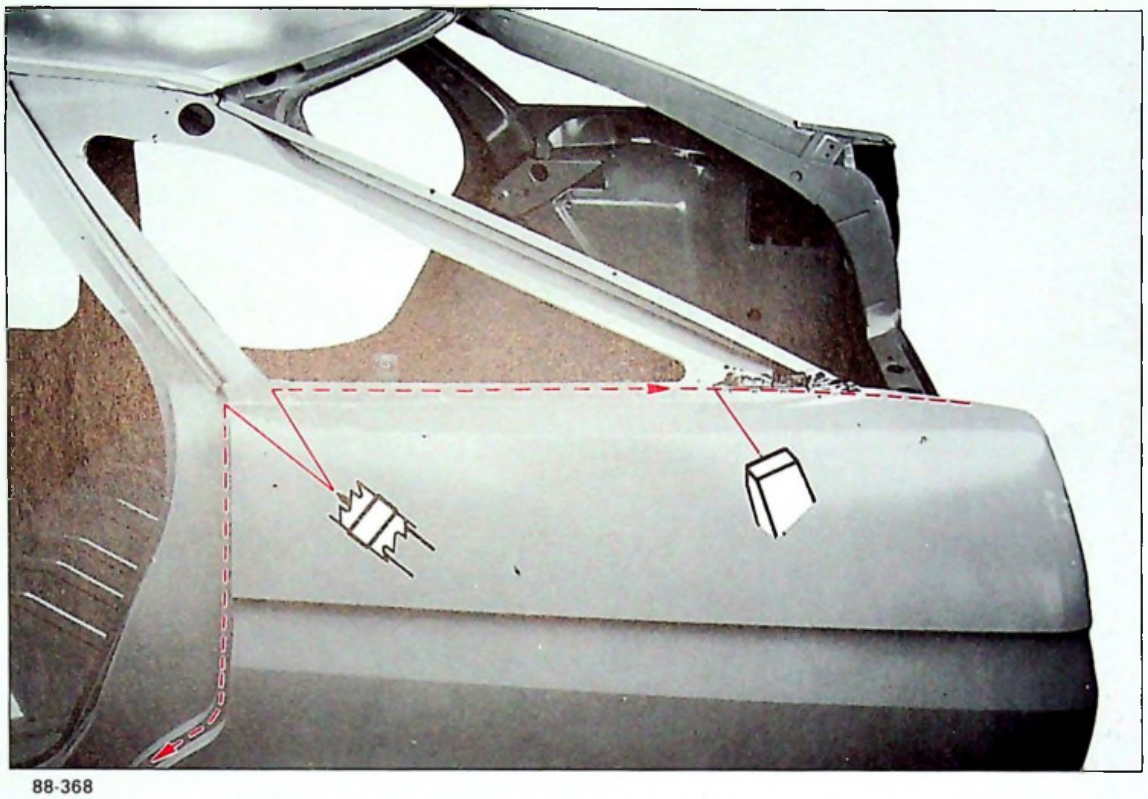

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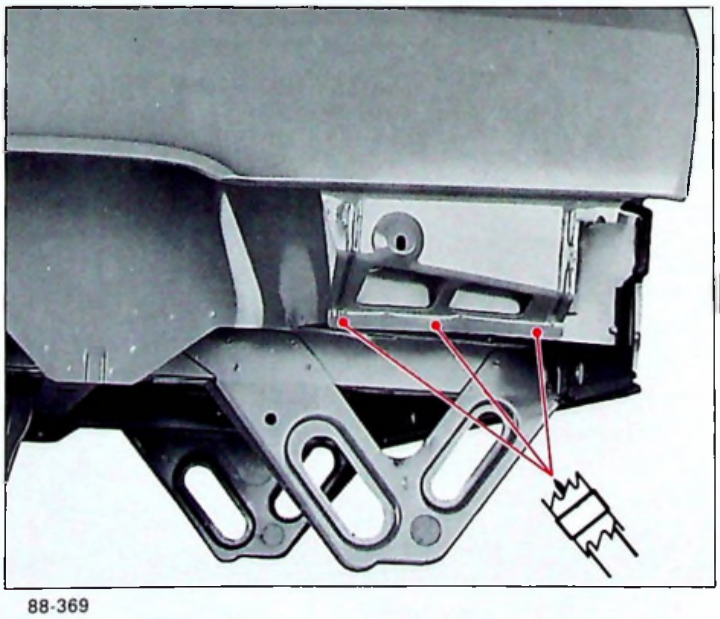

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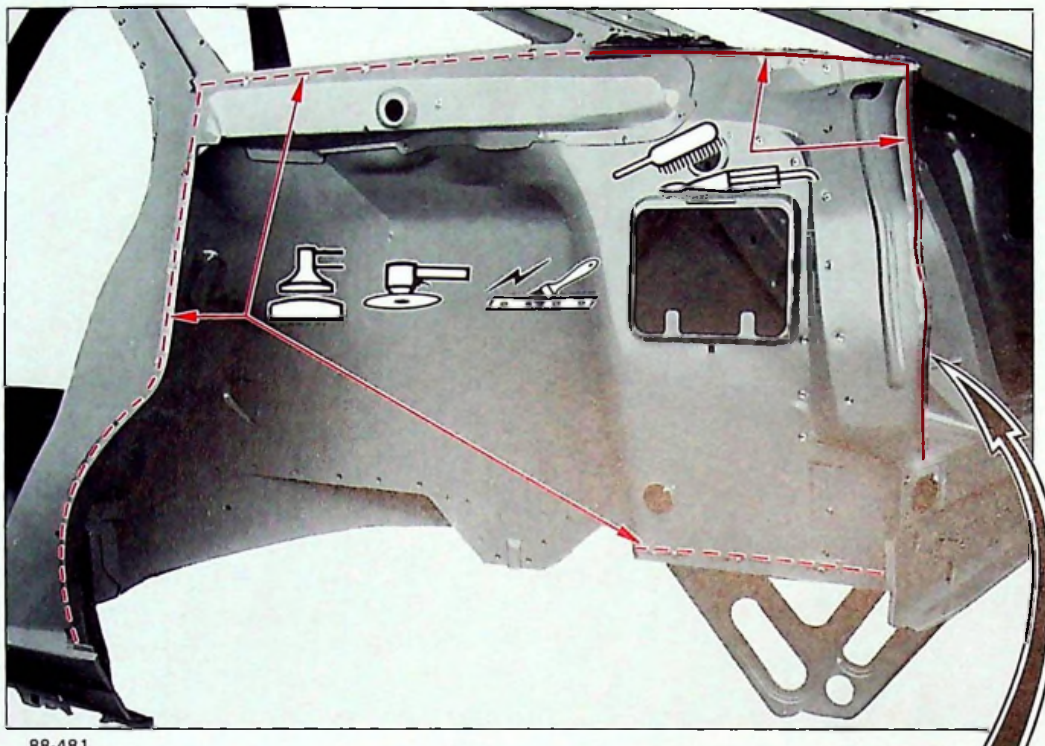
88-378



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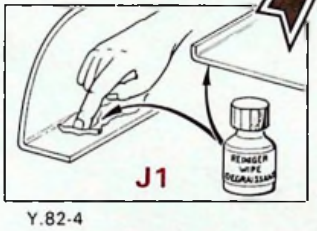
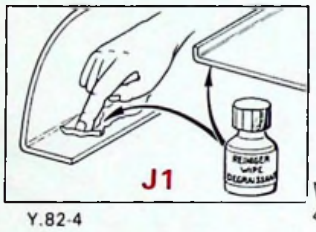


Y.82-4



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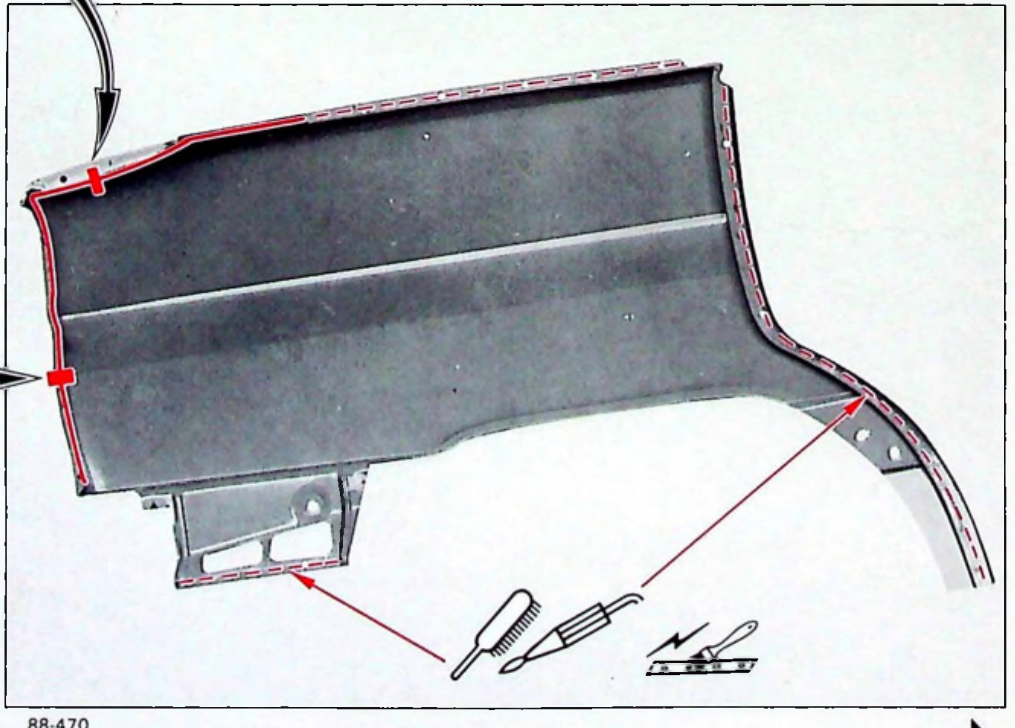

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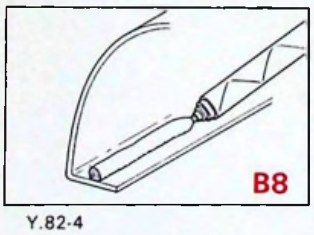

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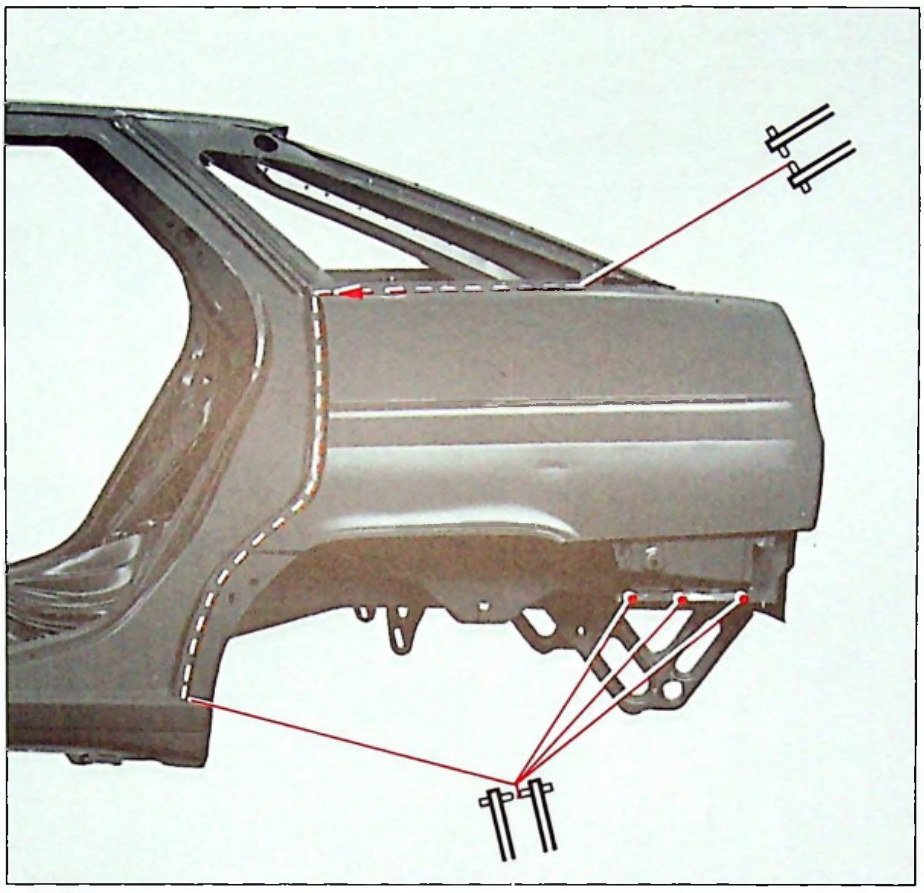

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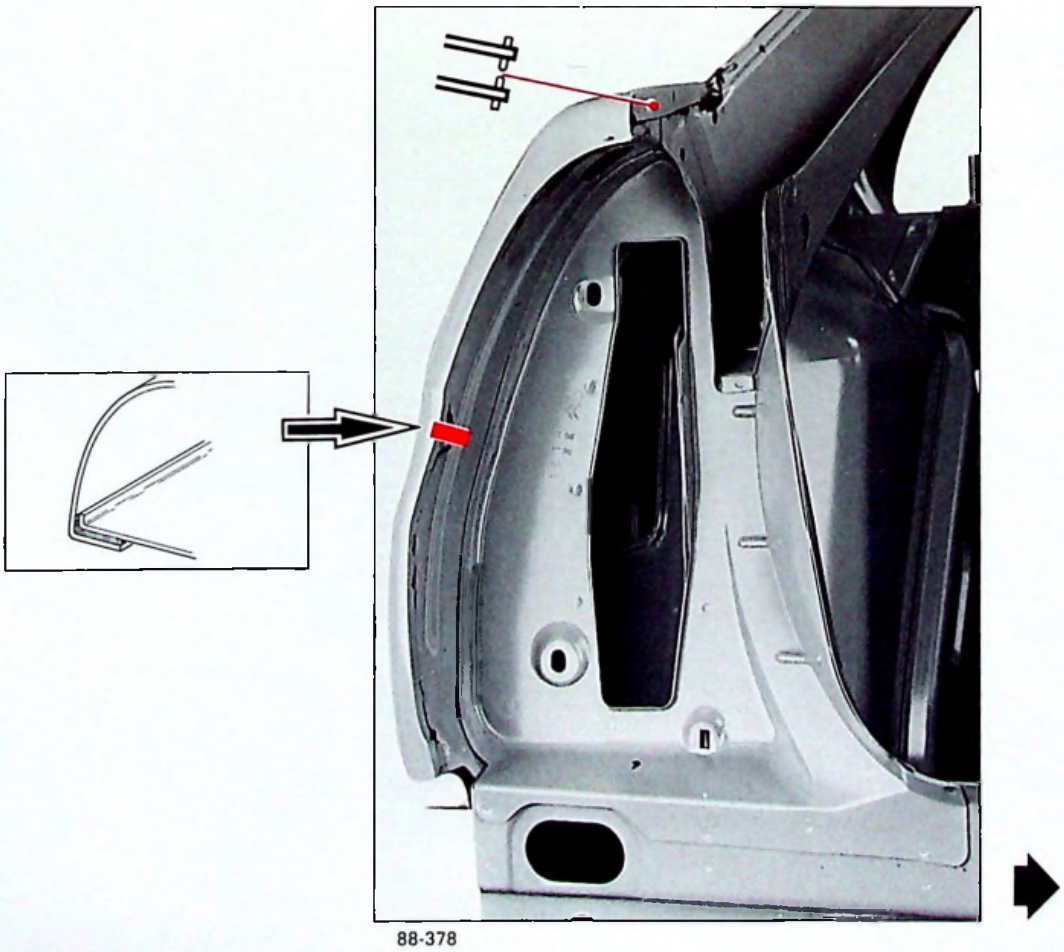

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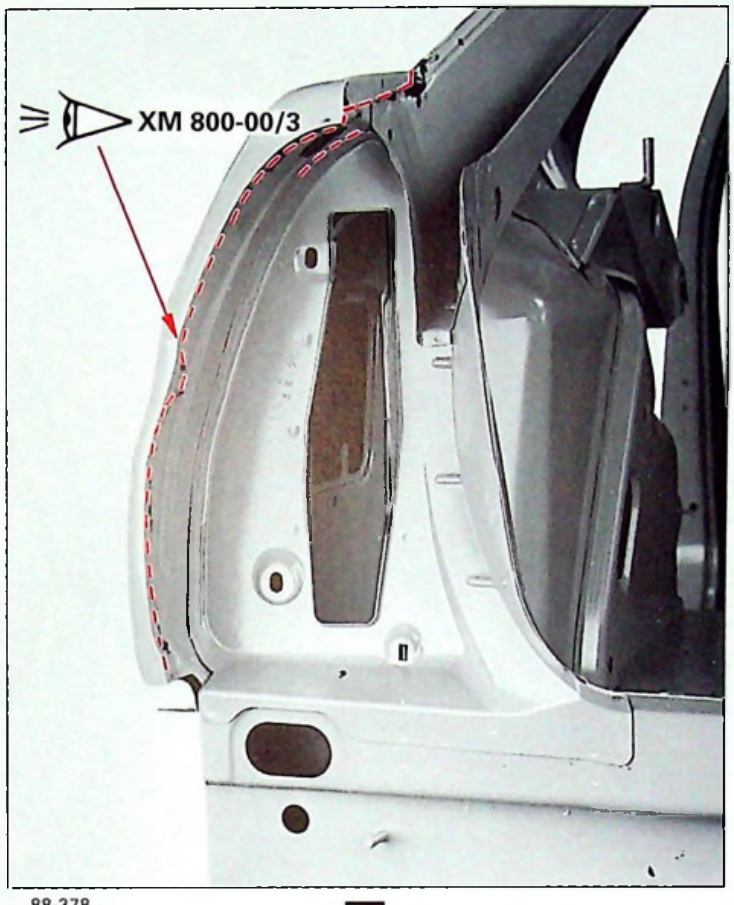

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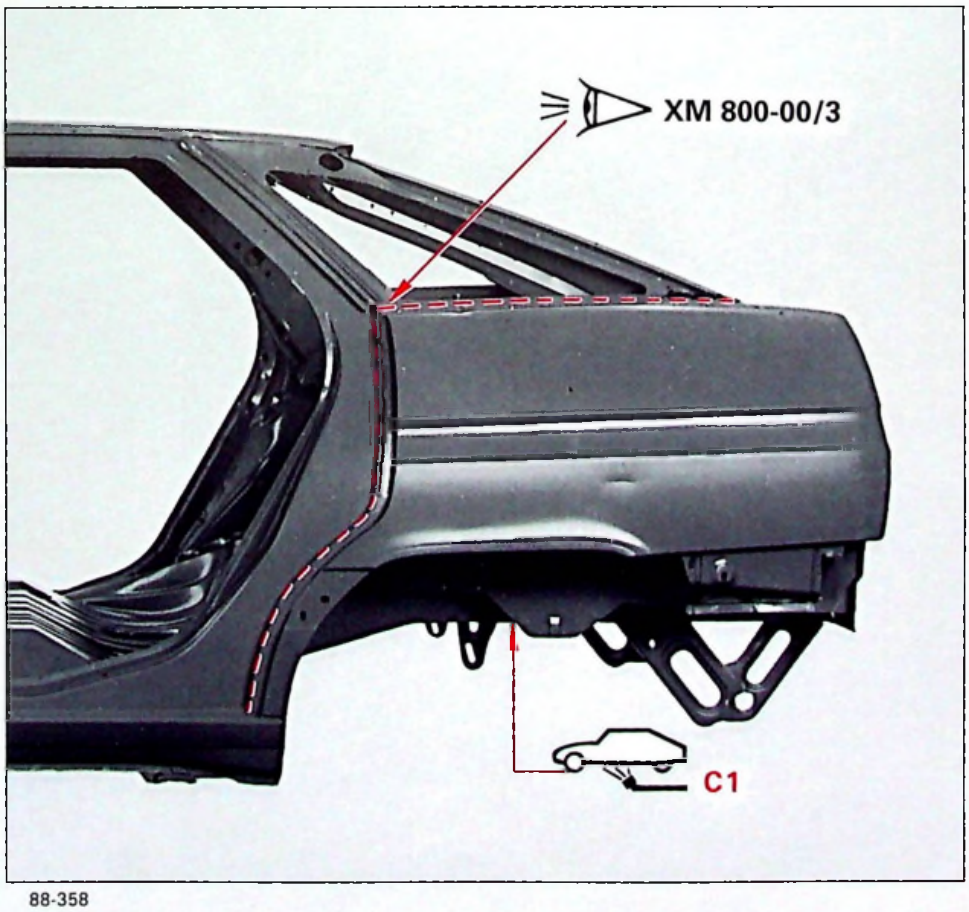

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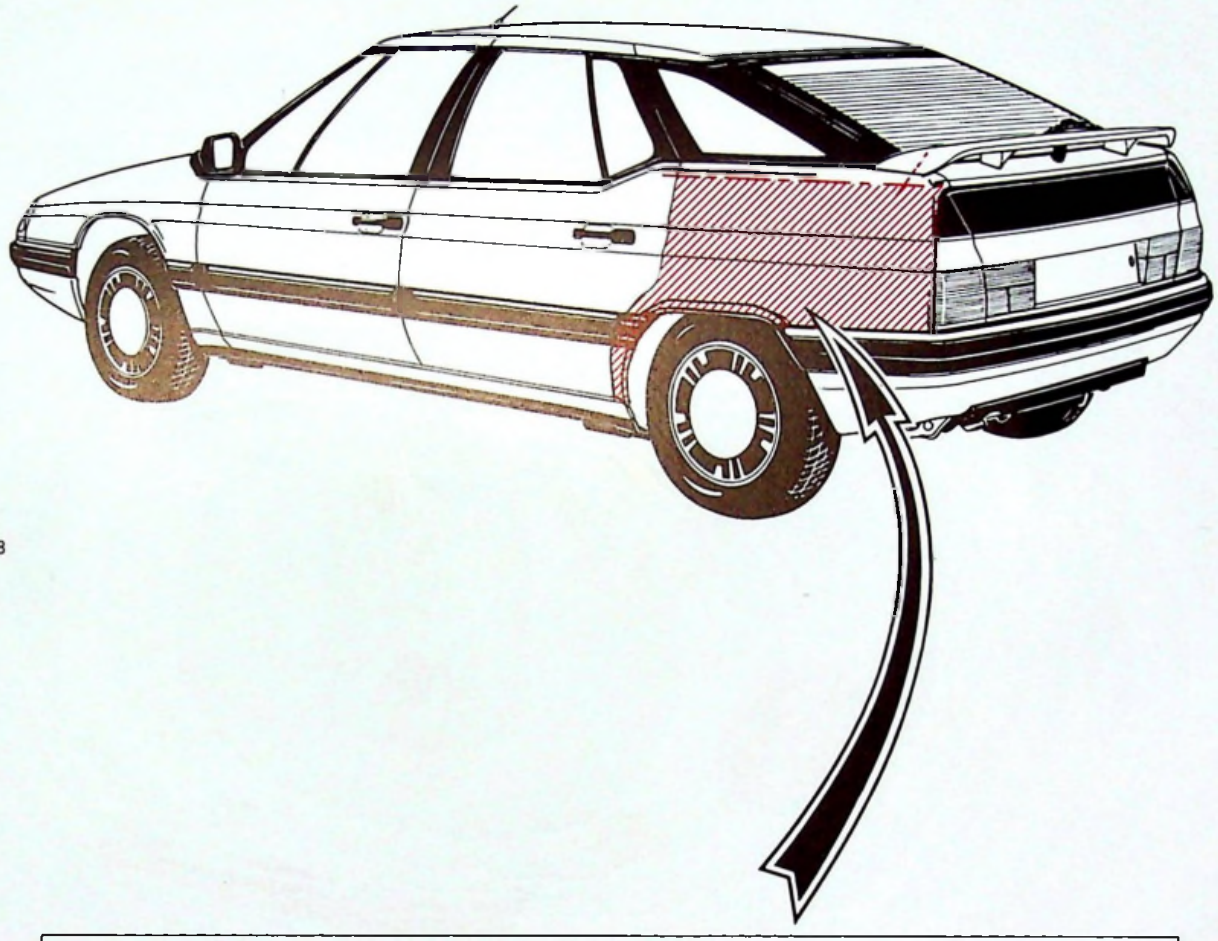

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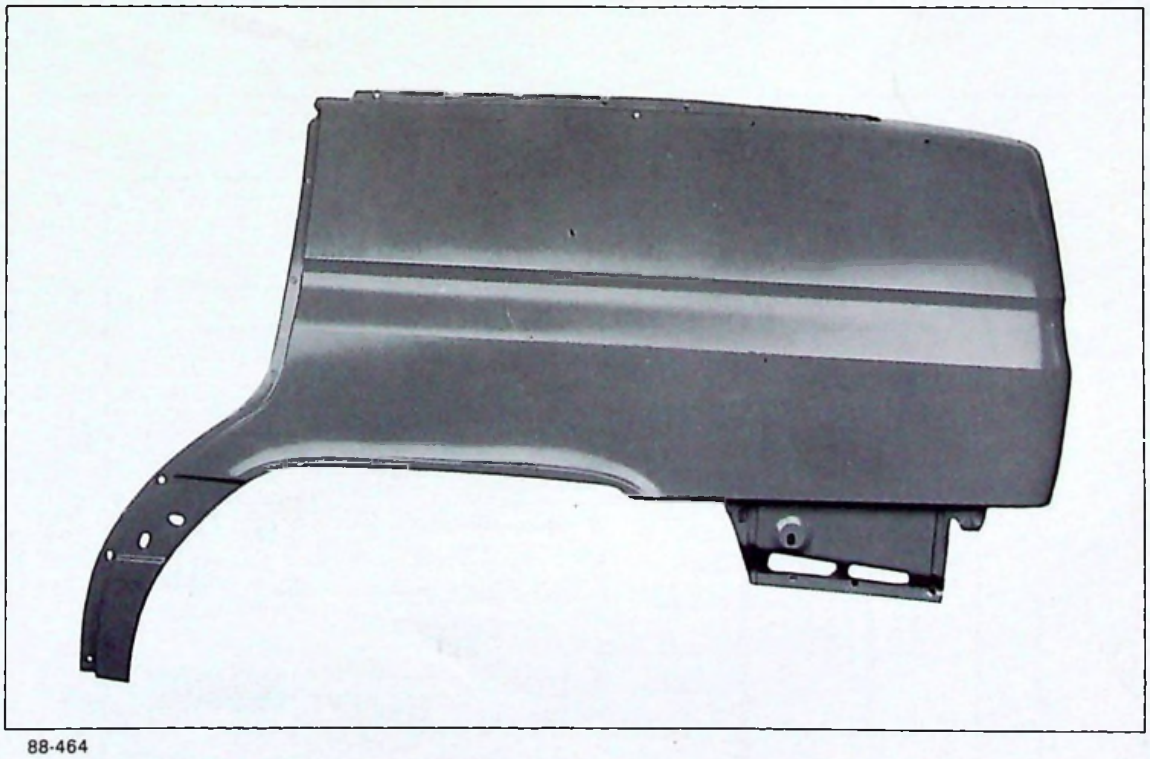

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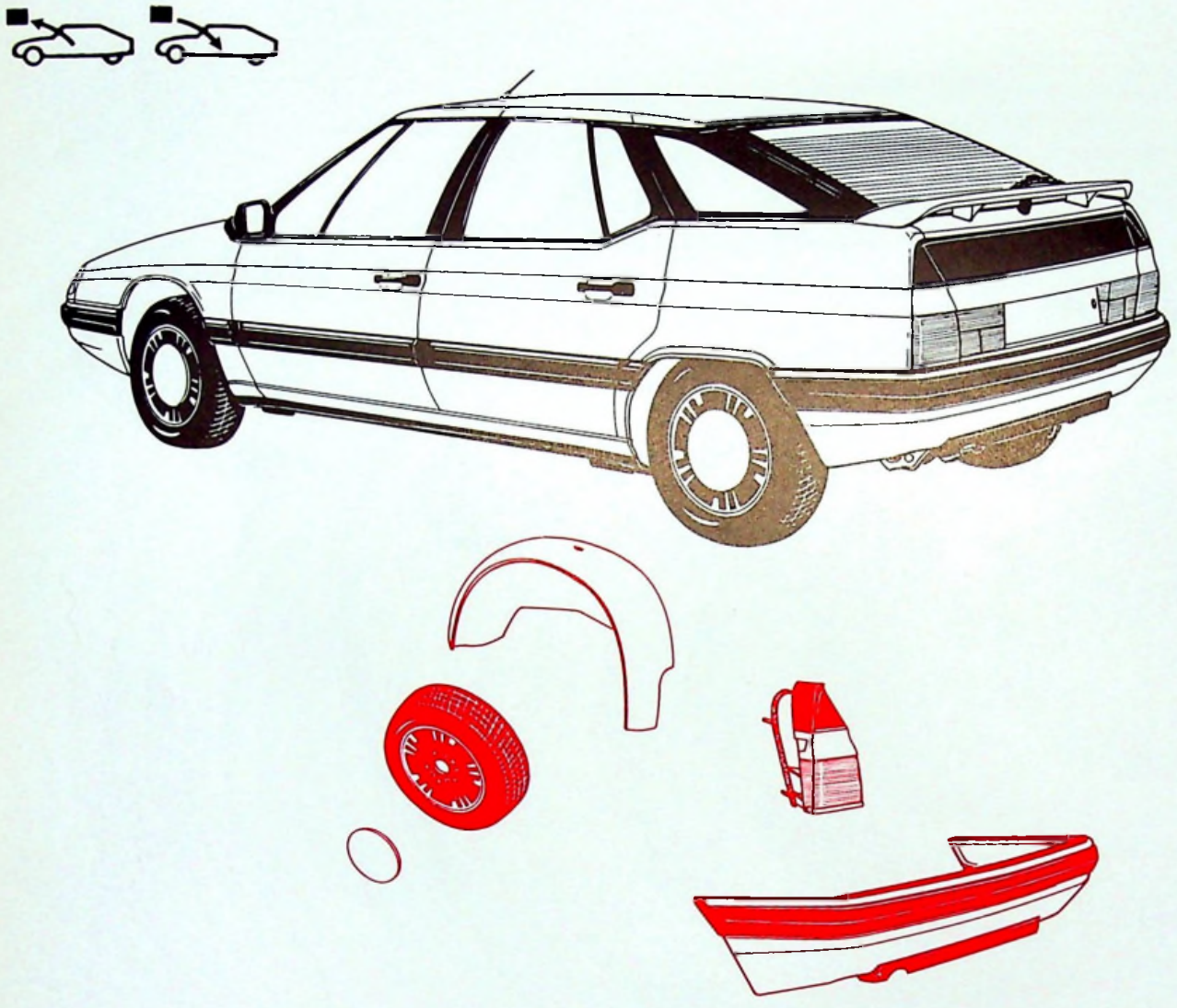

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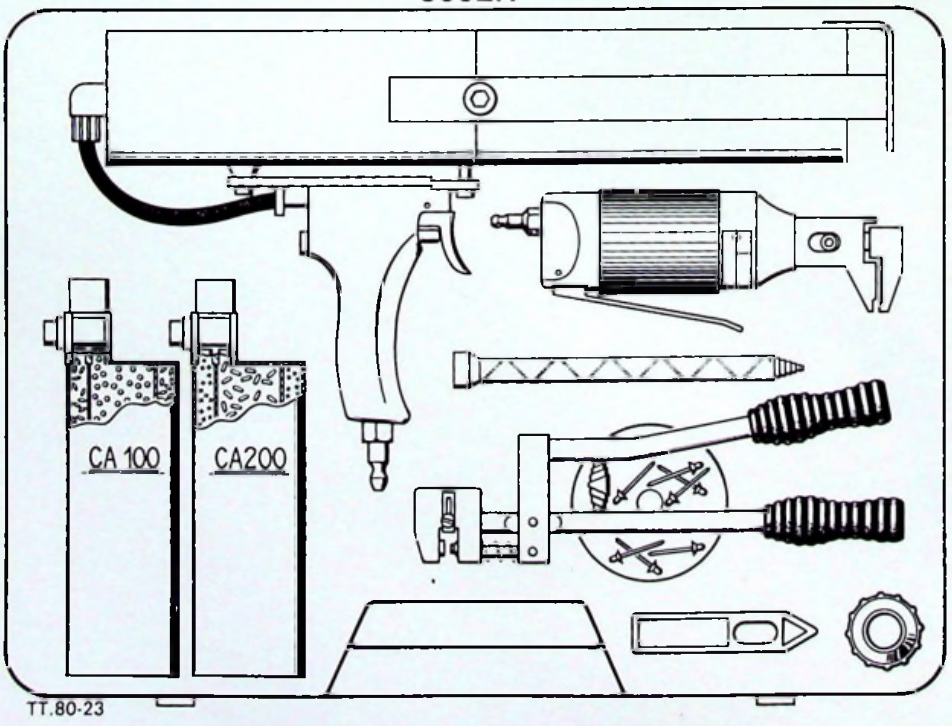

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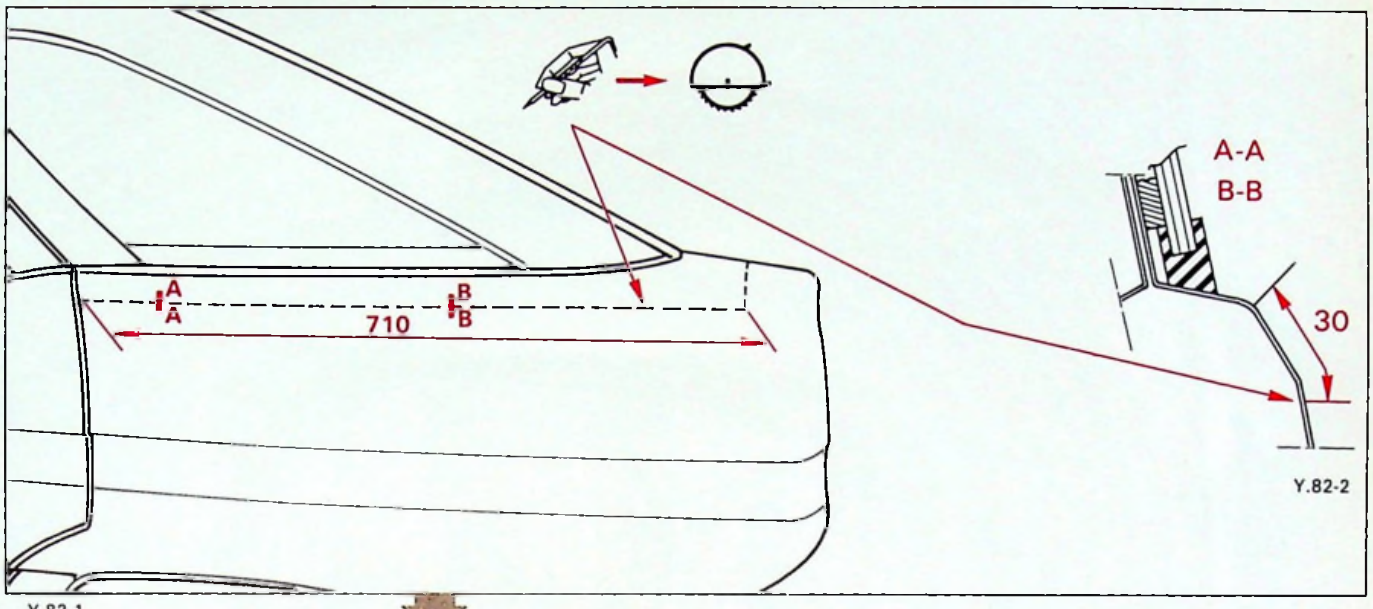

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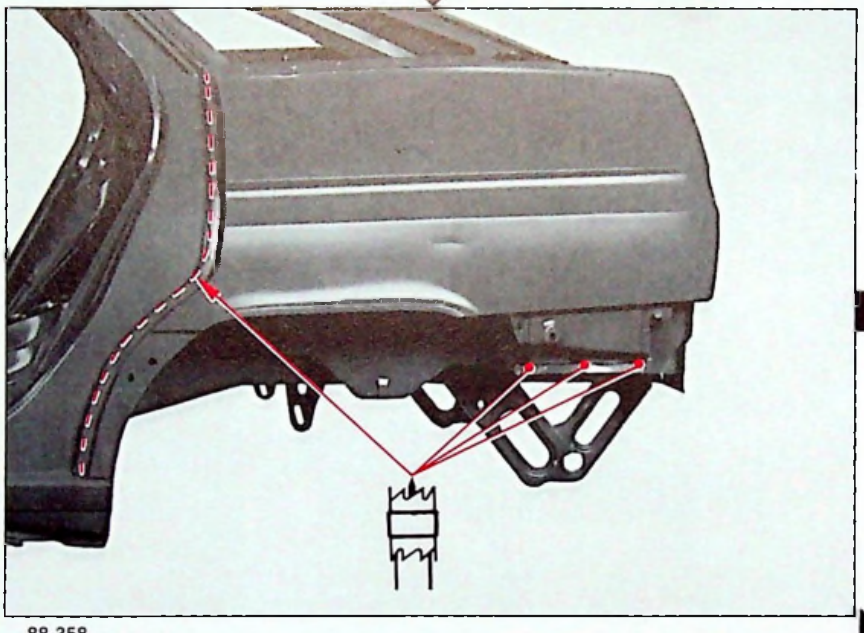

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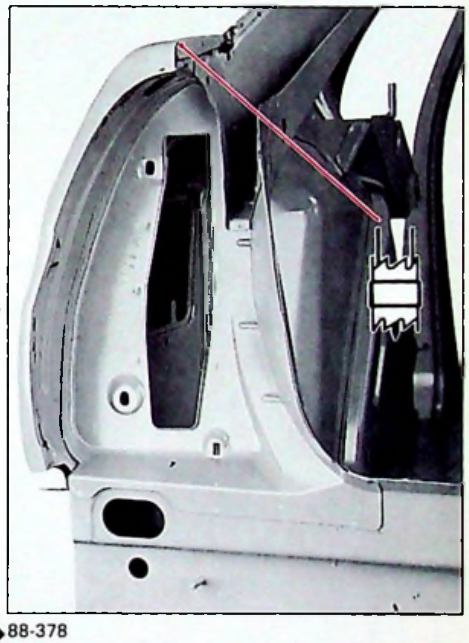

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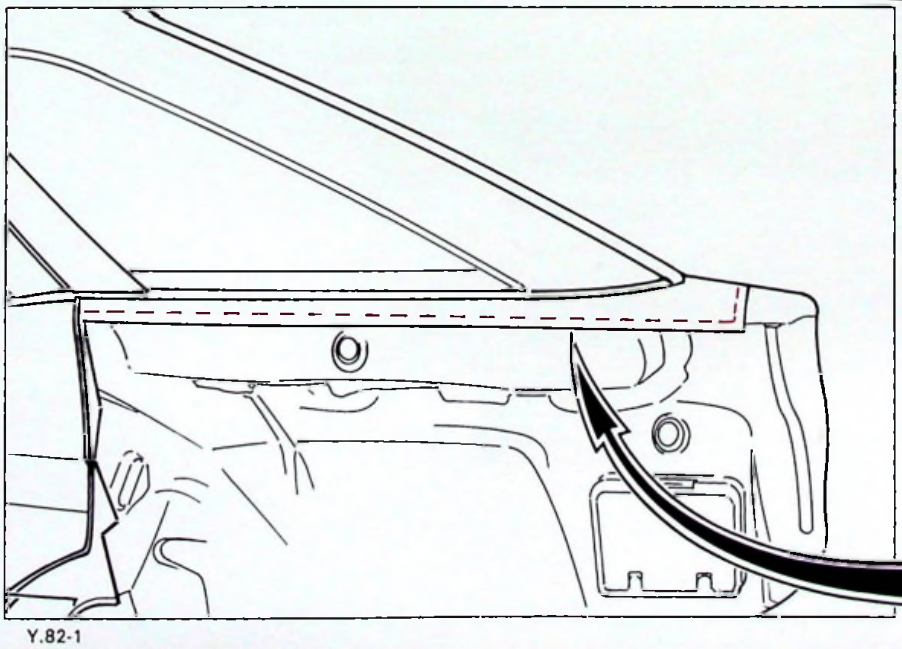

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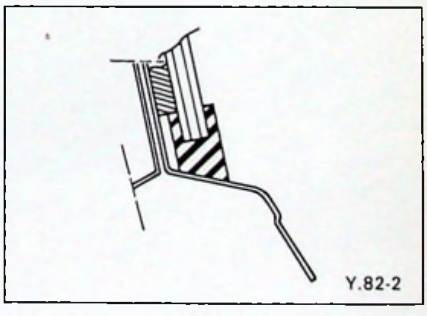

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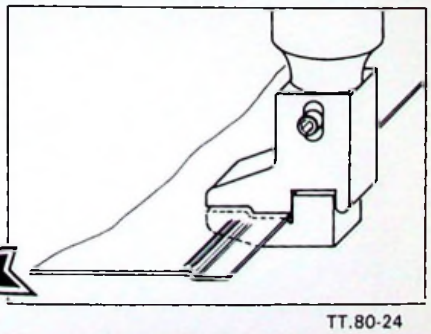

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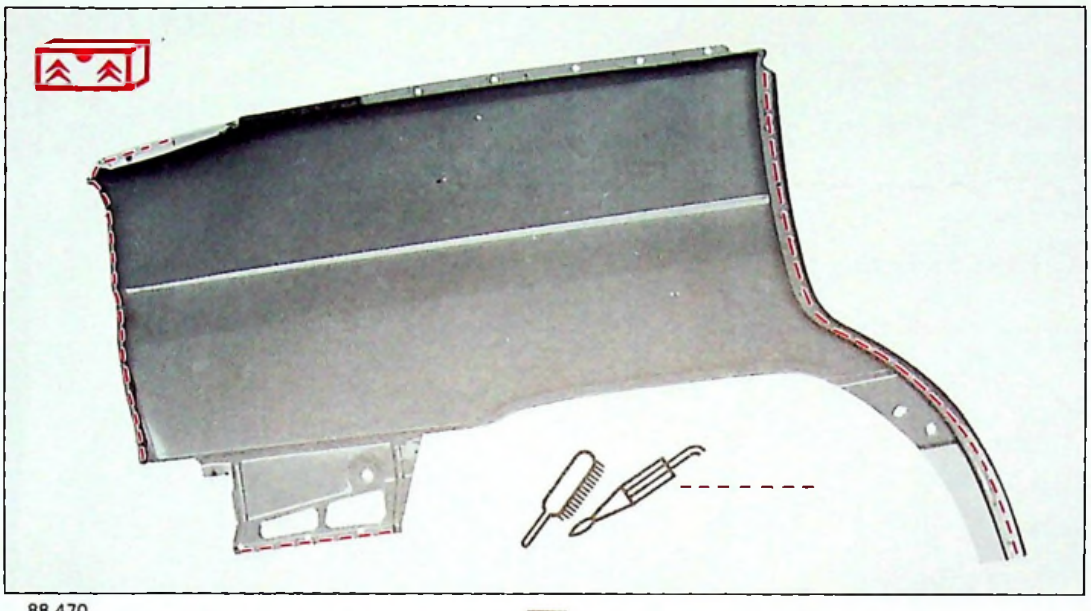

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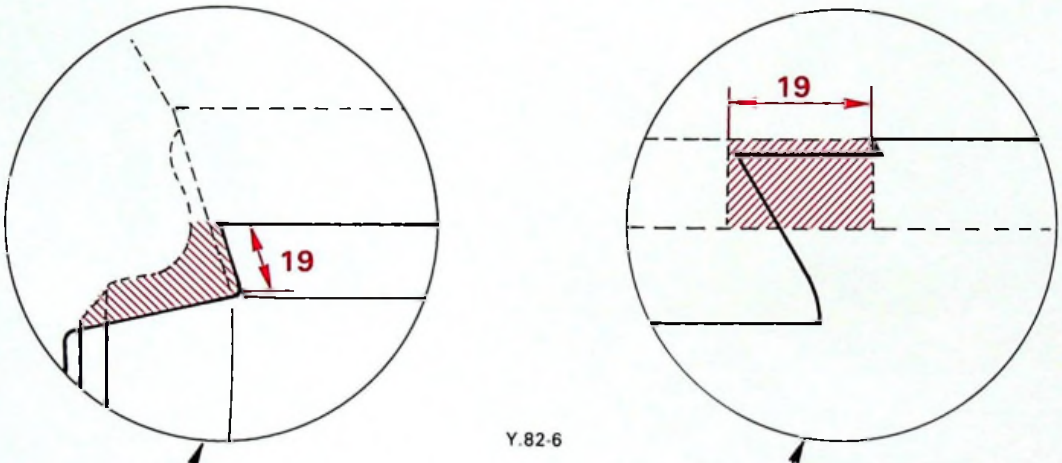

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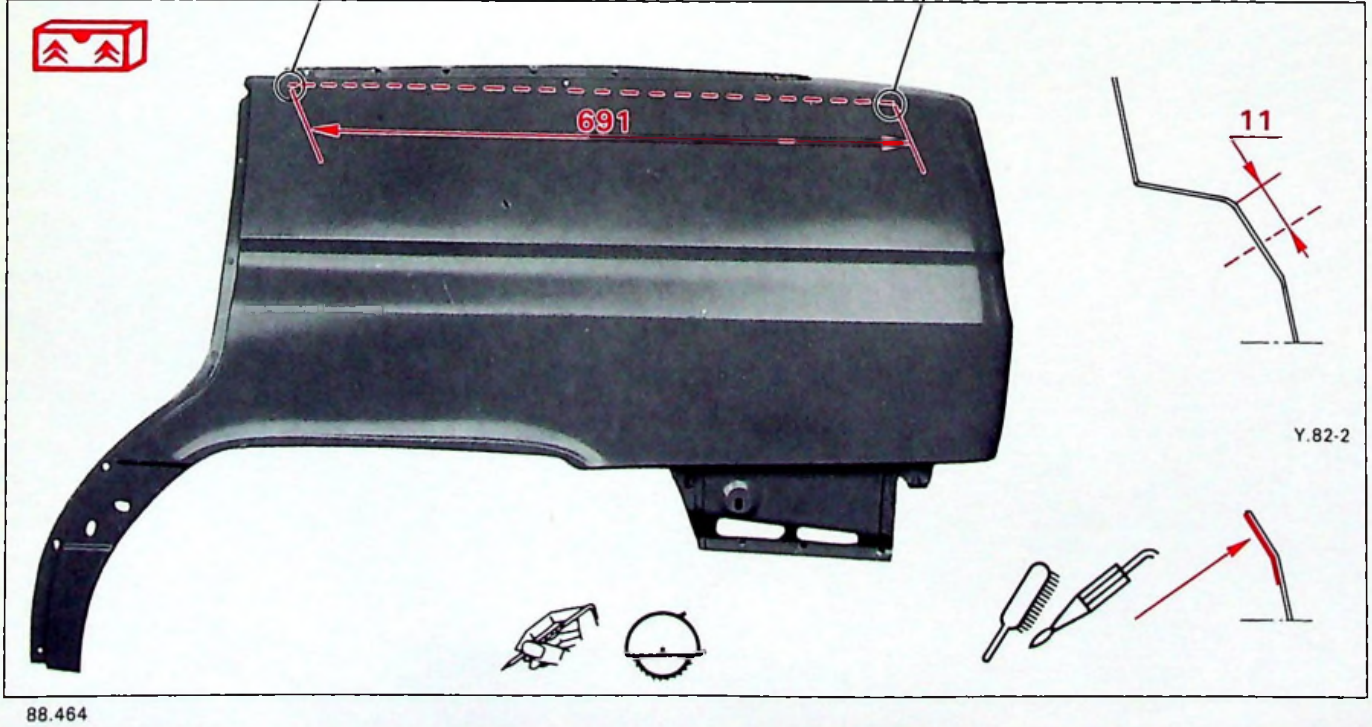
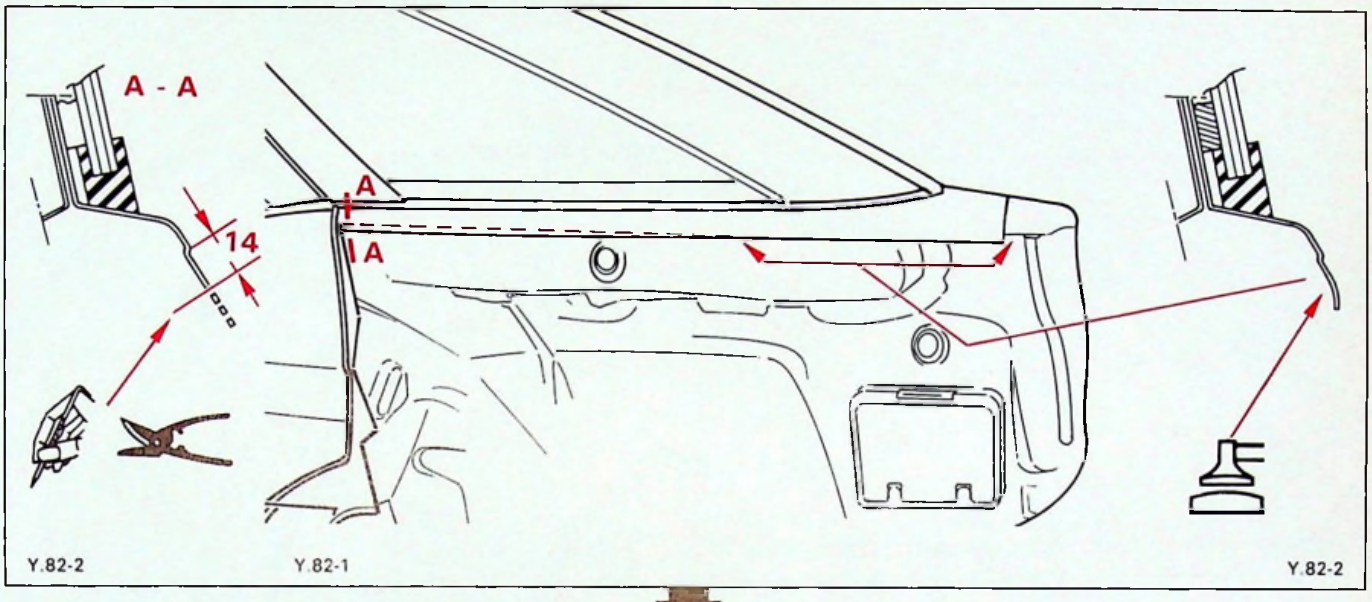
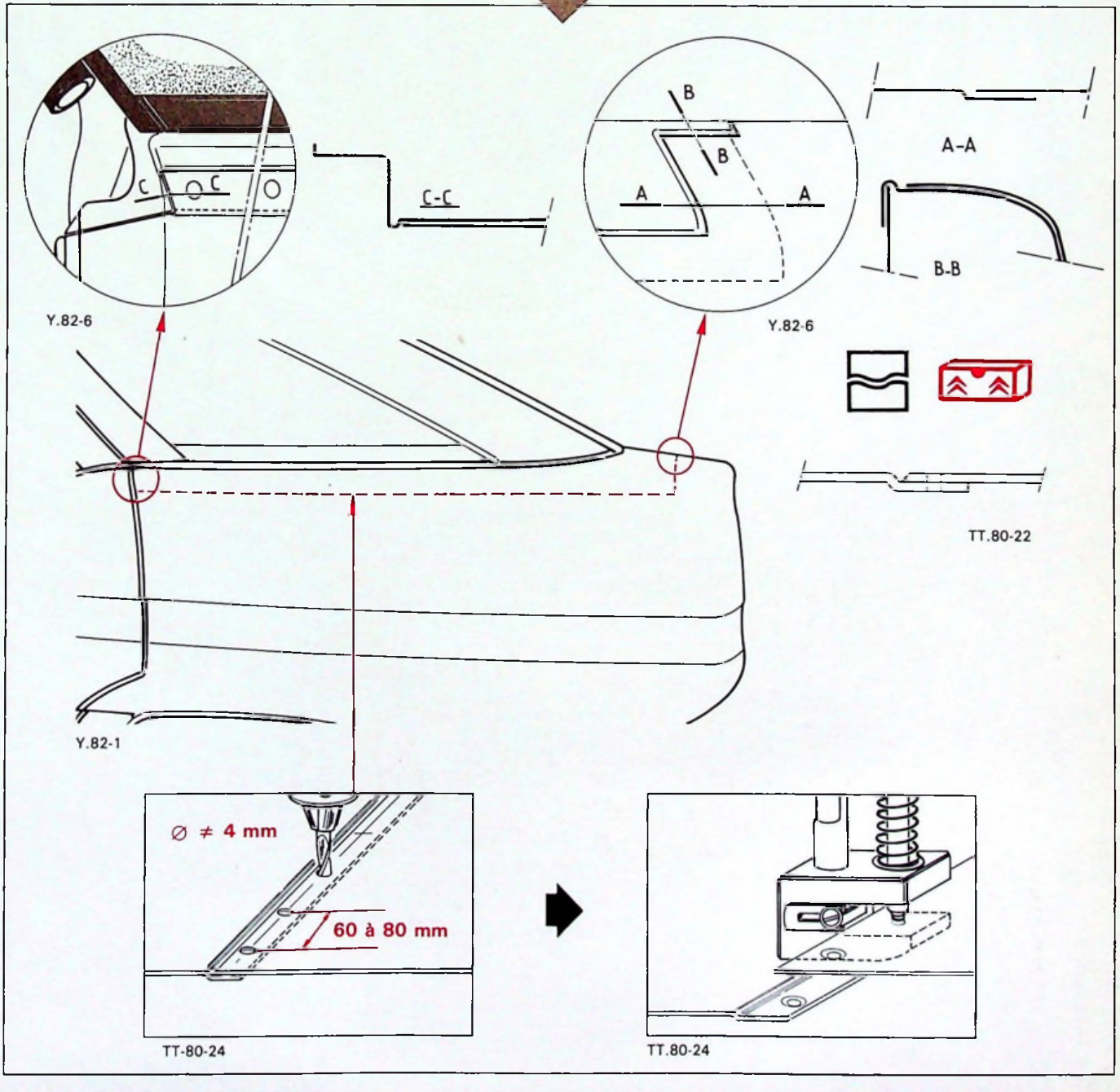
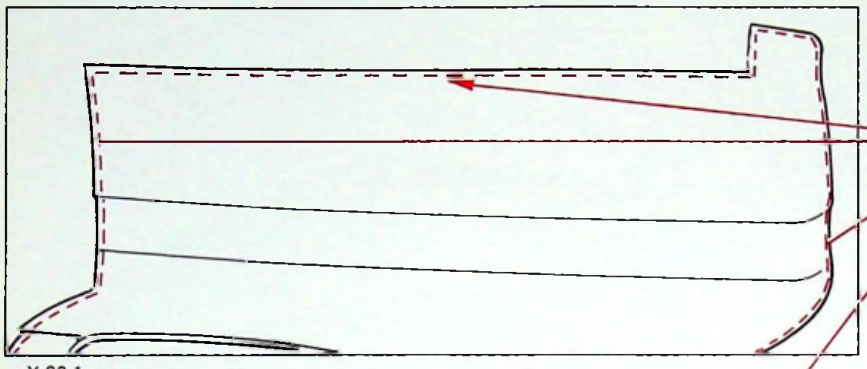


Y.82-2

88.464


A - A
14
A
A
Y.82-2
Y.82-1
Y.82-2


C
C
C-C
Y.82-6
B
B
A
A
Y.82-6
A-A
B-B
TT.80-22
Y.82-1
∅ ≠ 4 mm
60 à 80 mm
TT-80-24
TT.80-24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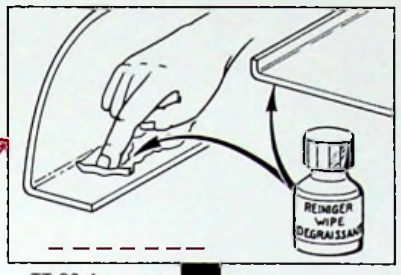

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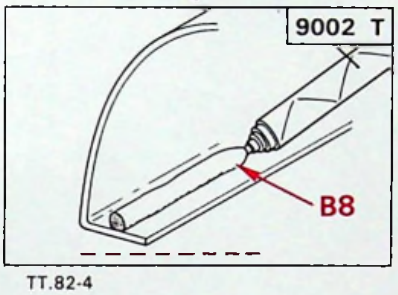

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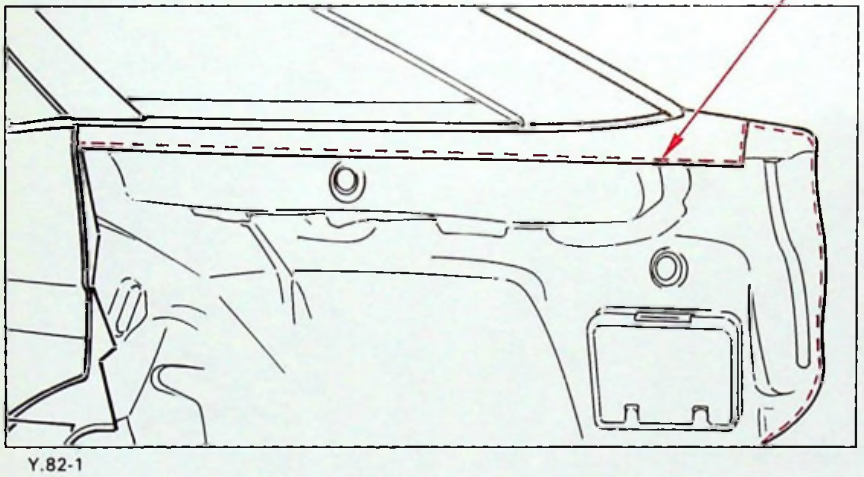
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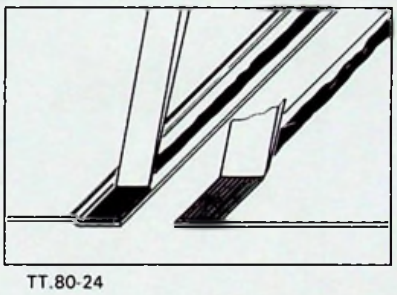
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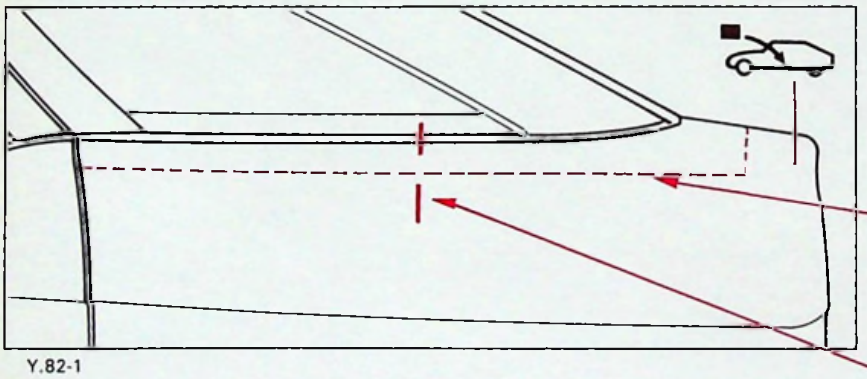
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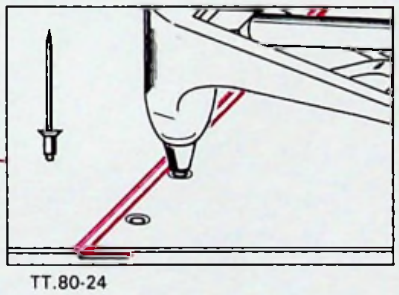
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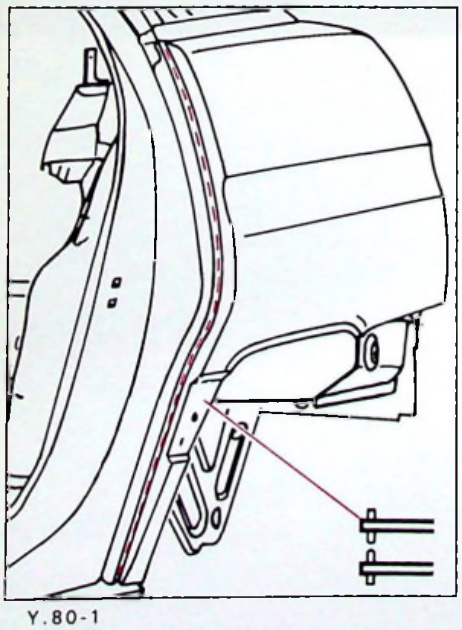
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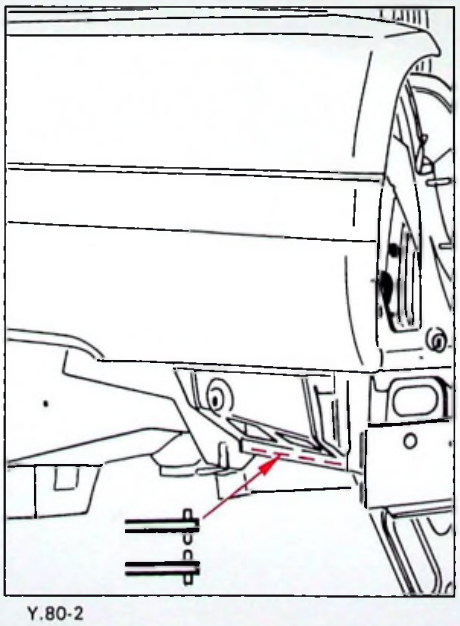
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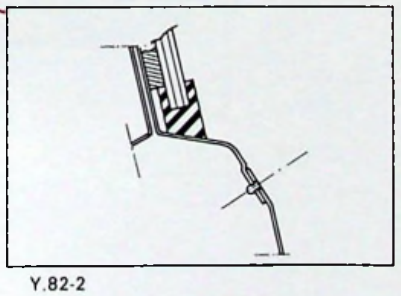
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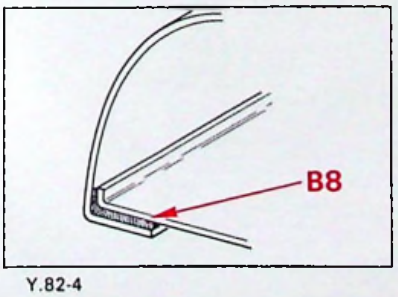

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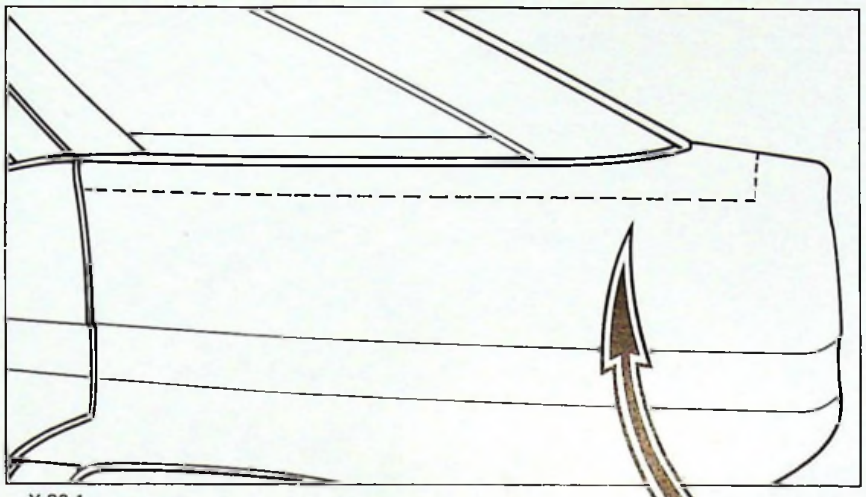
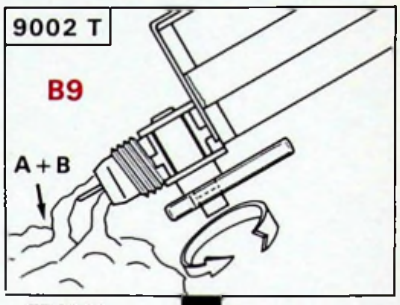


Y.82-1



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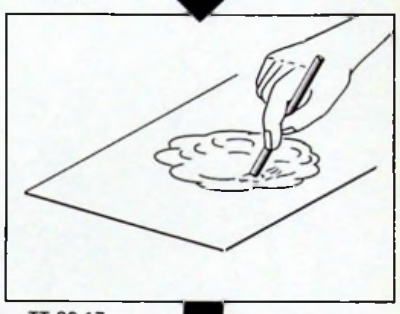
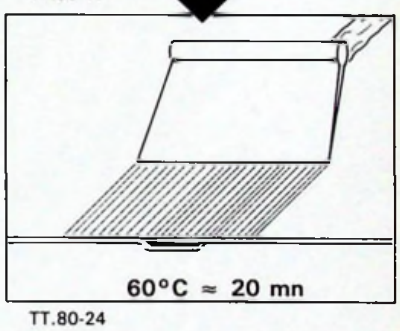


TT.80-17



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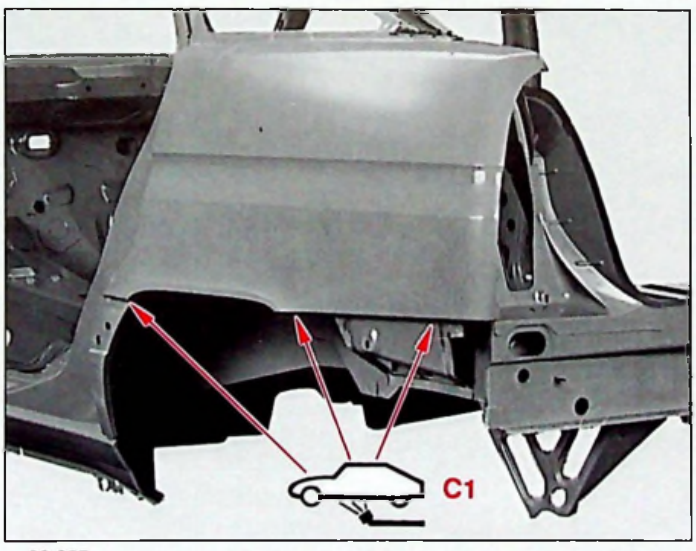
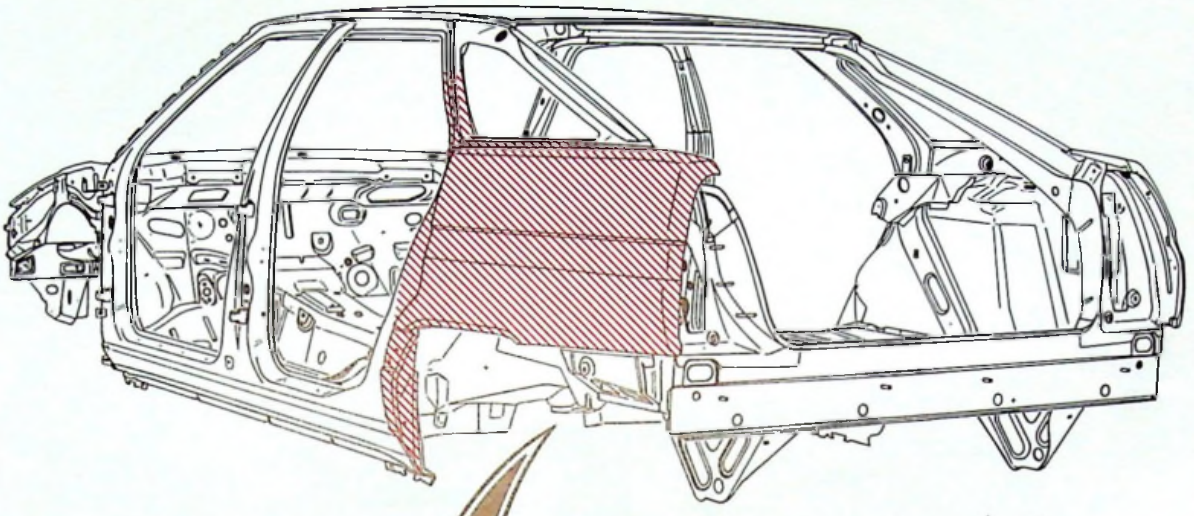
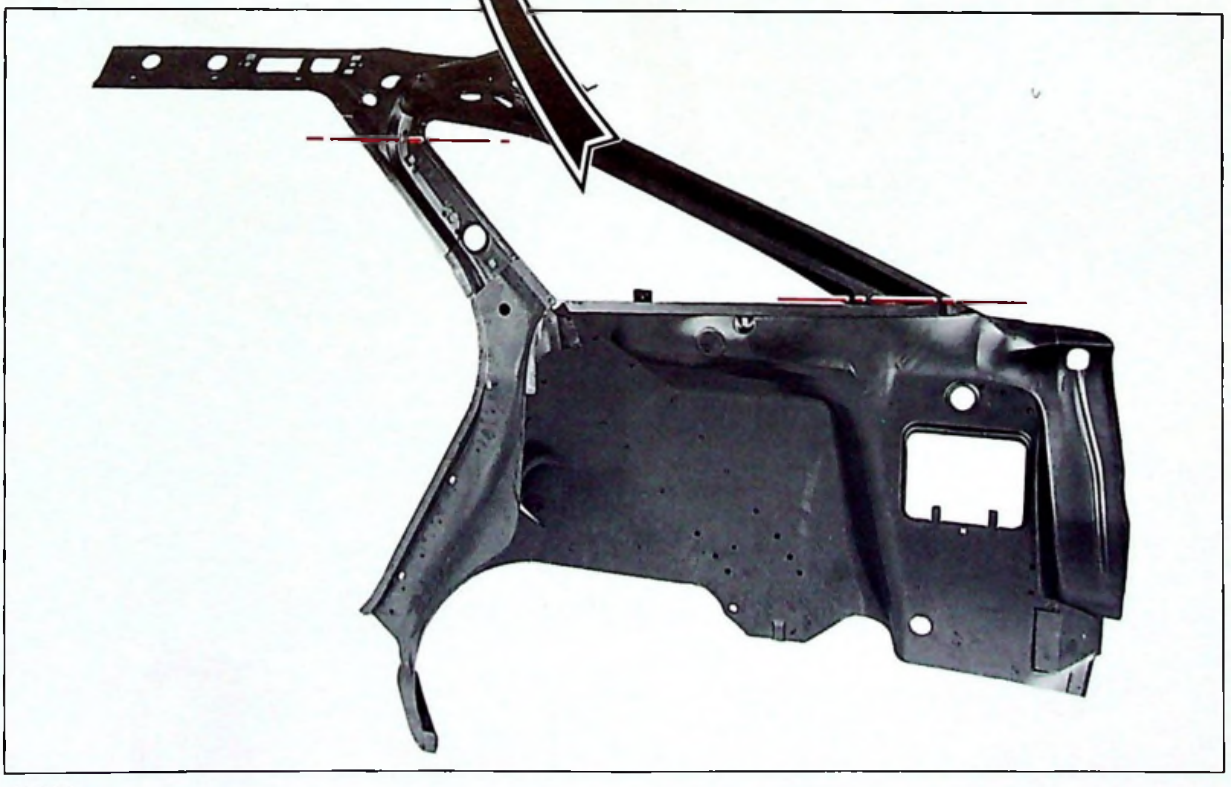


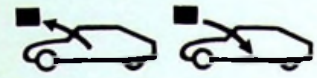
88-357

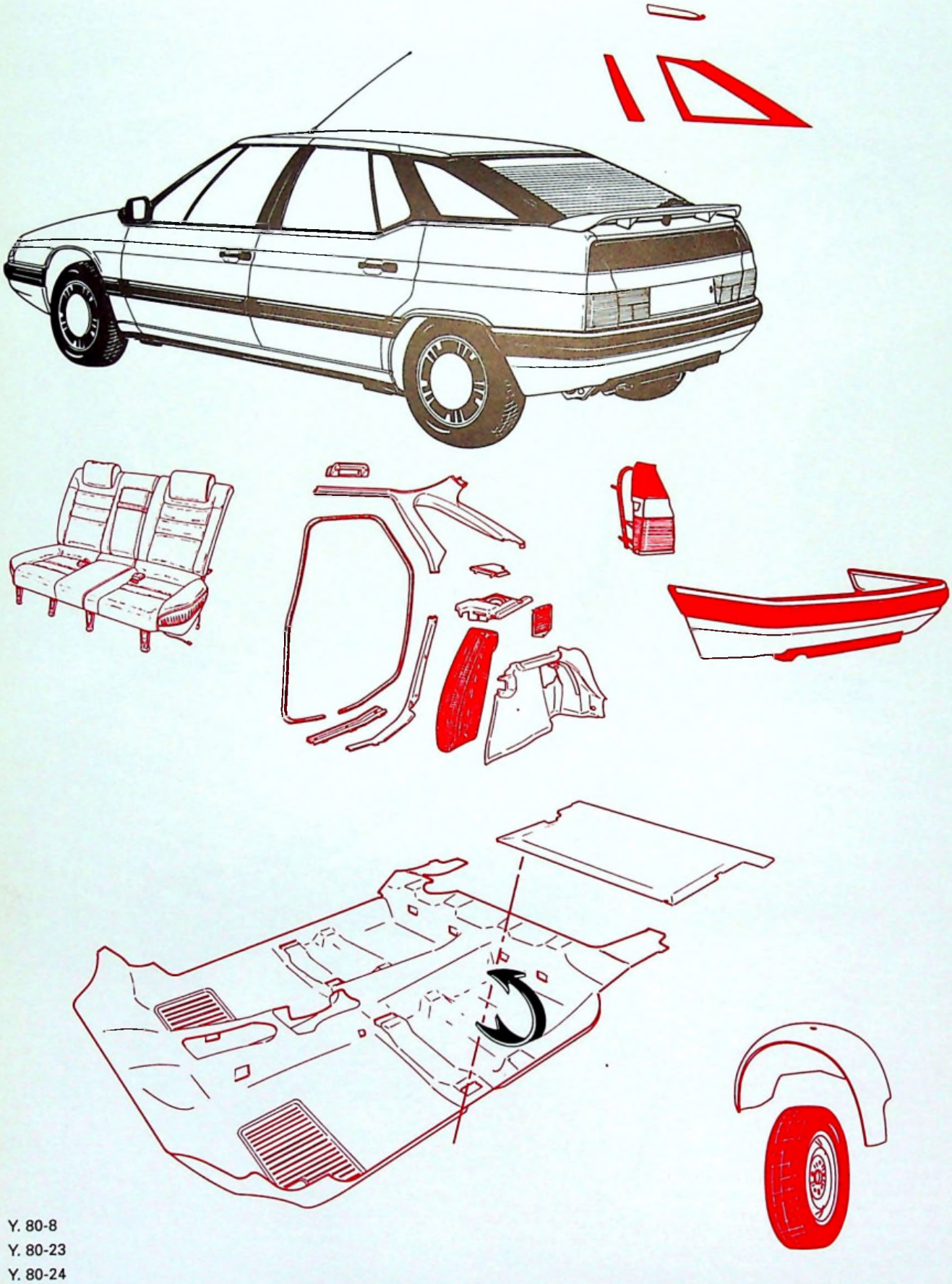


Y. 80-2

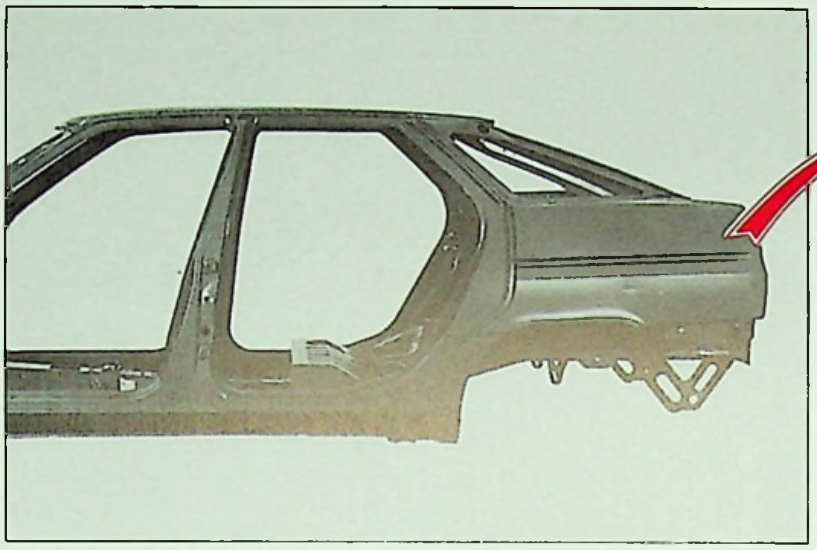


88-769



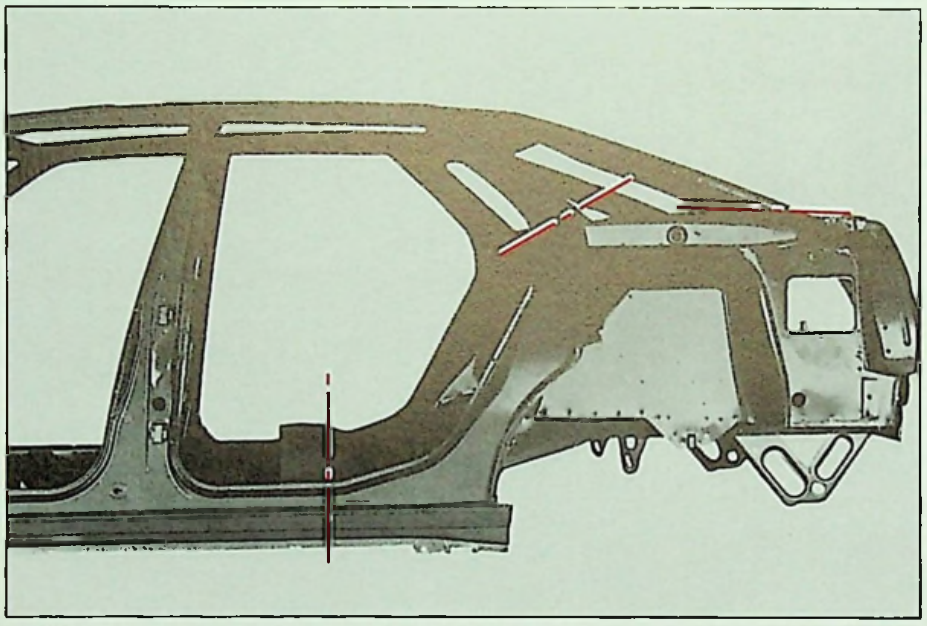


Y. 80-8
Y. 80-23
Y. 80-24
Y. 80-27



XM 822-3/1

88-358



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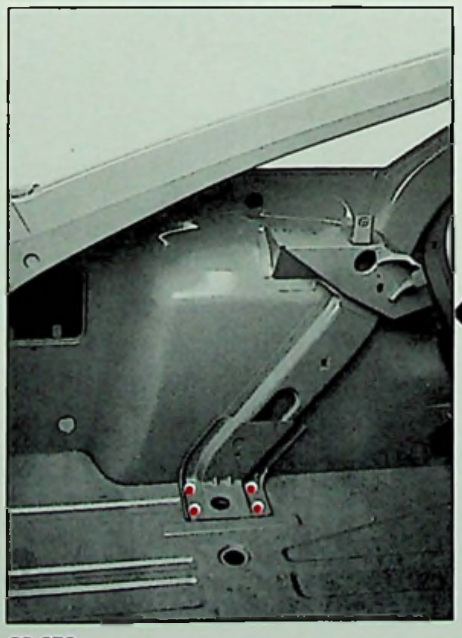
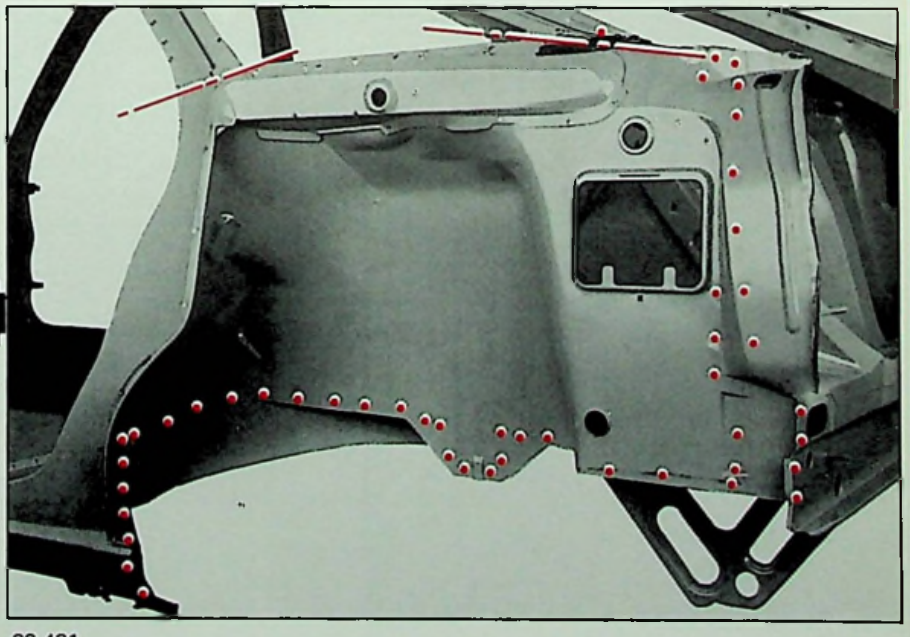


88-870



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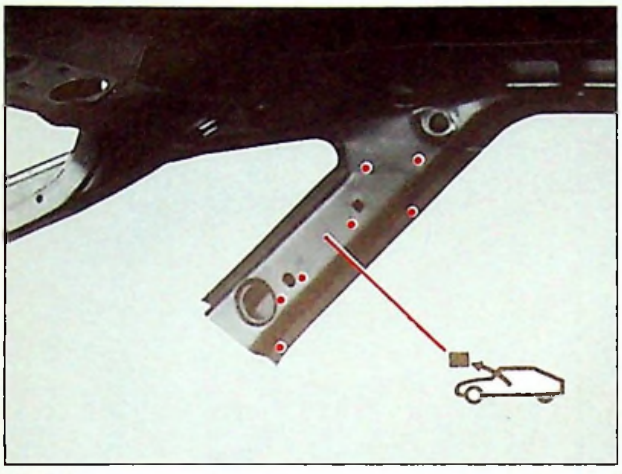
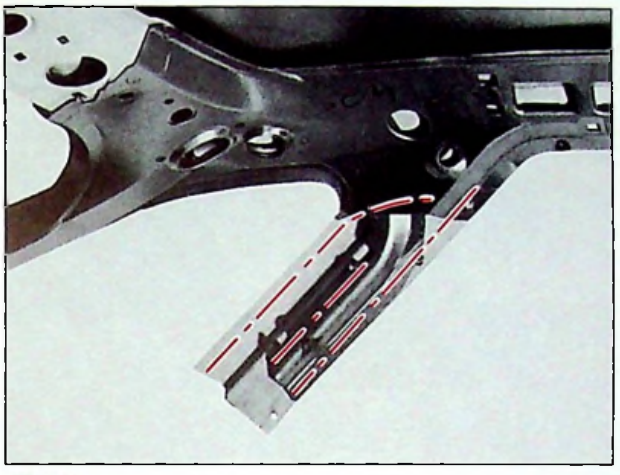


89-356



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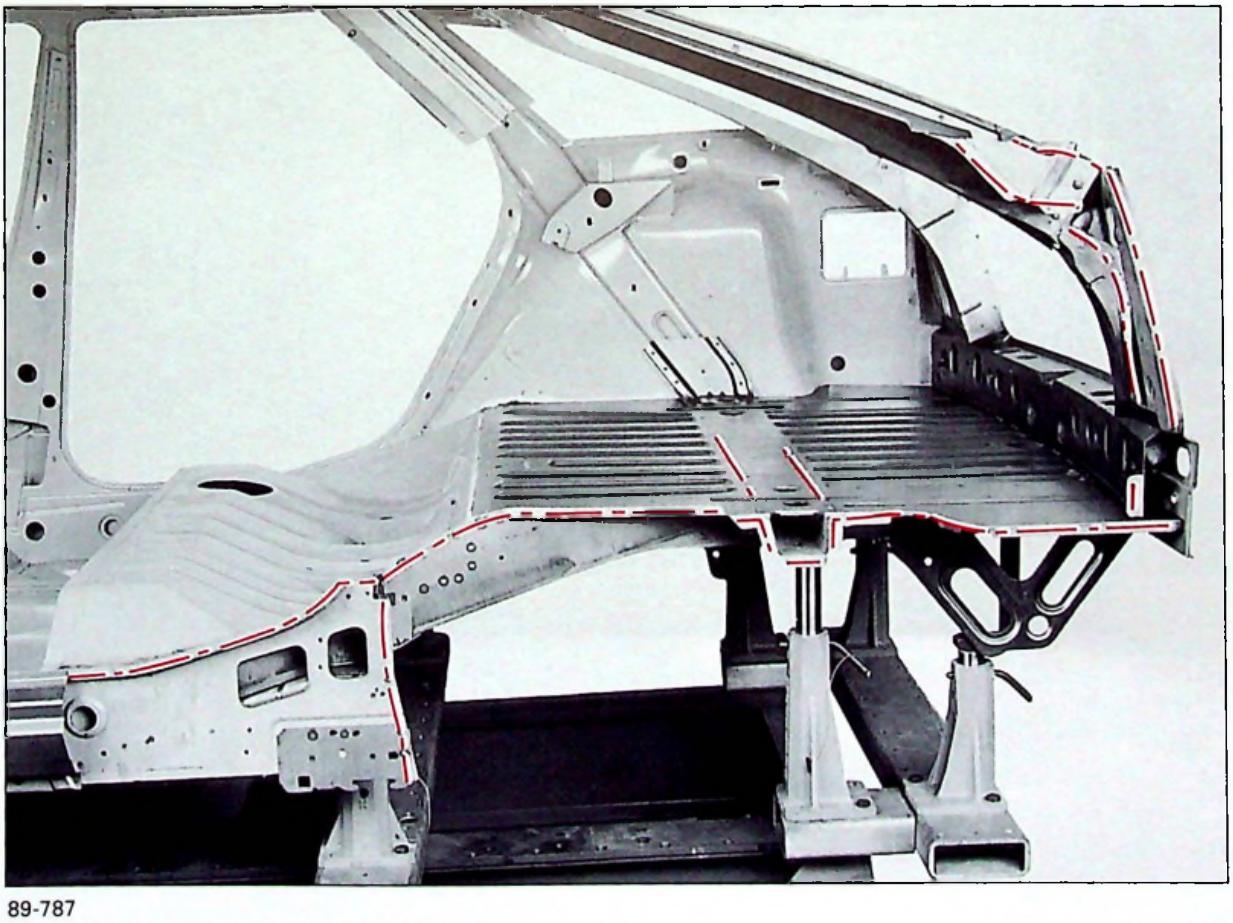

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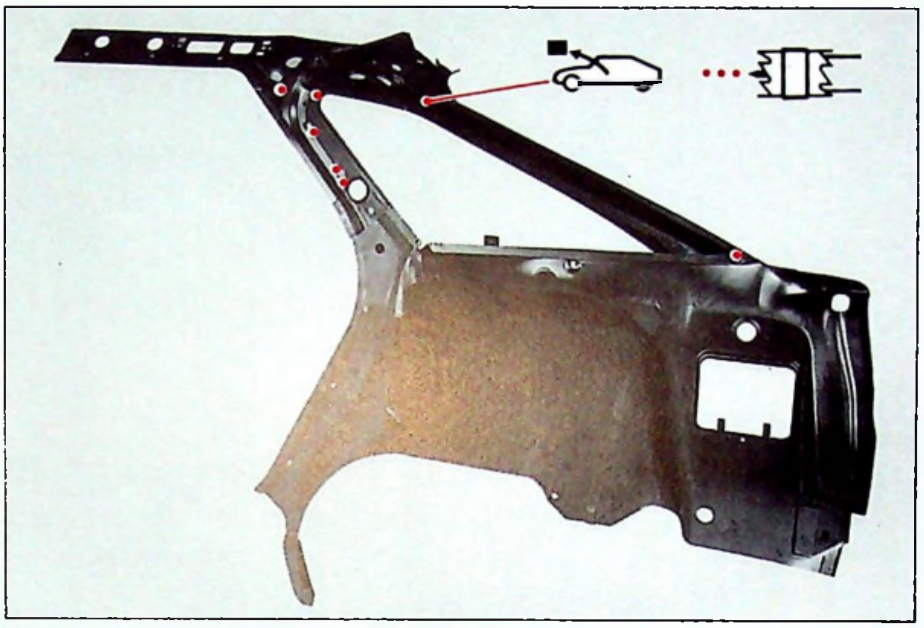

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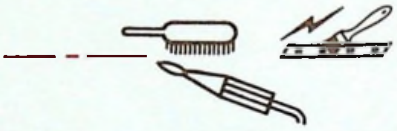

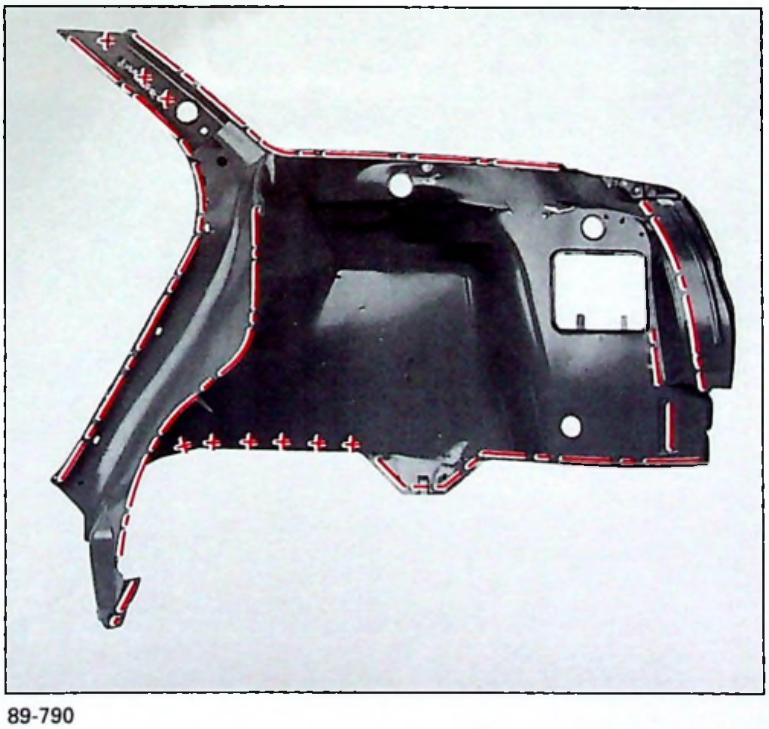

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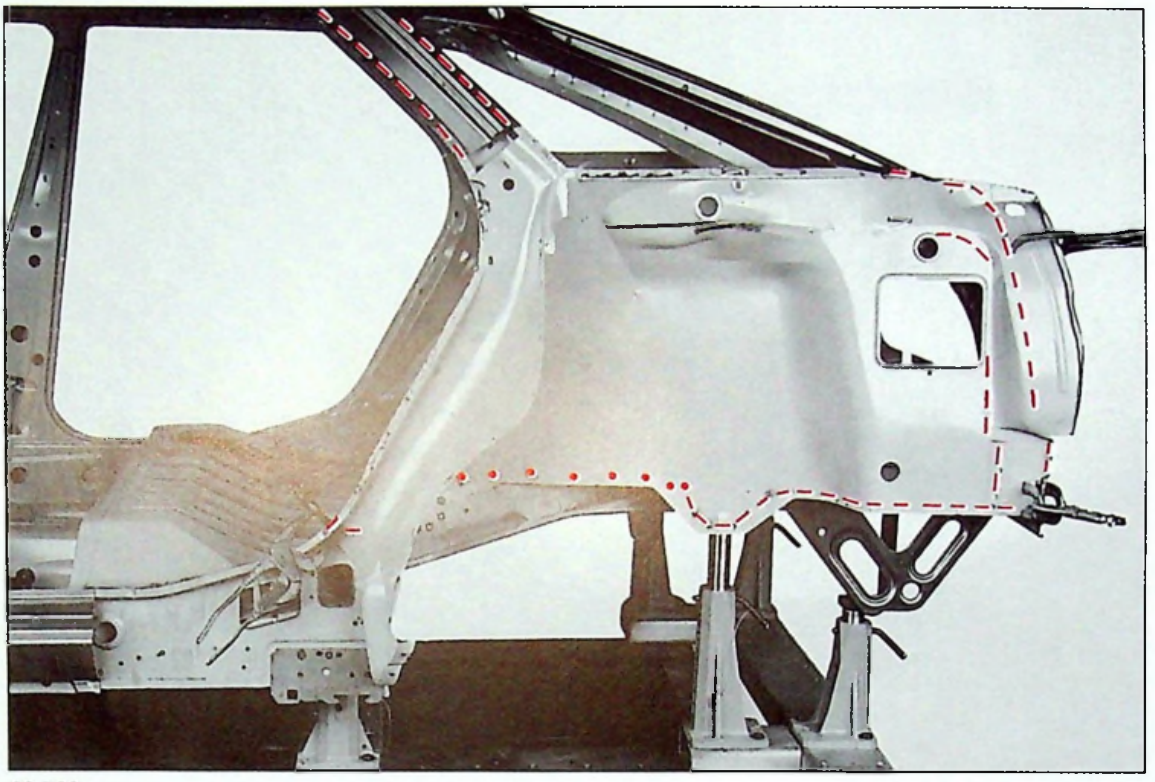

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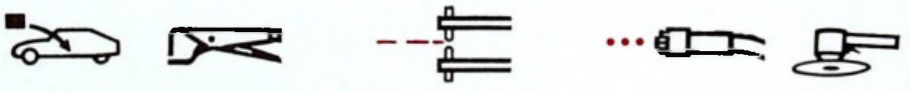

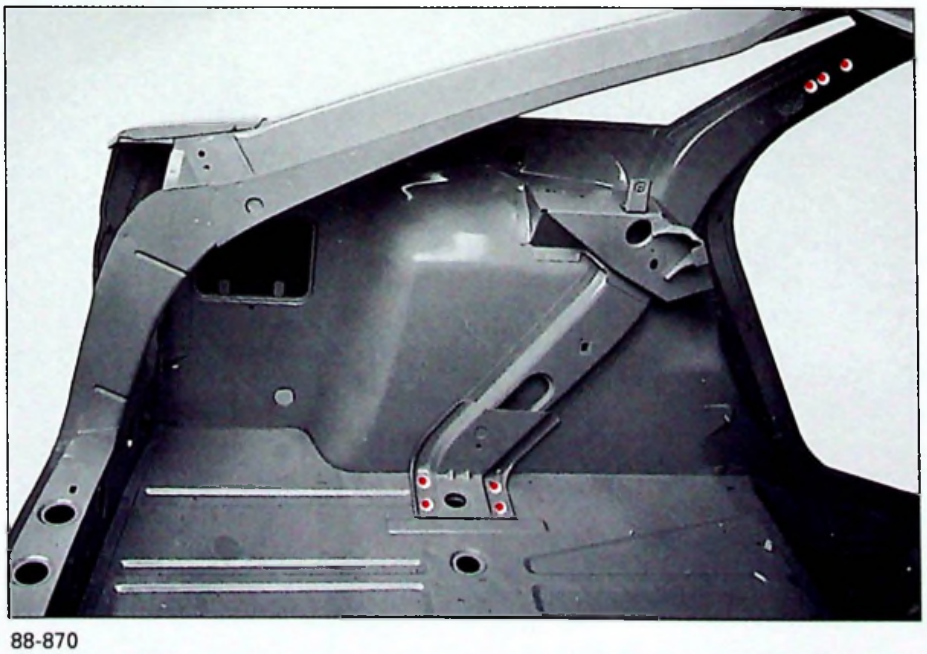

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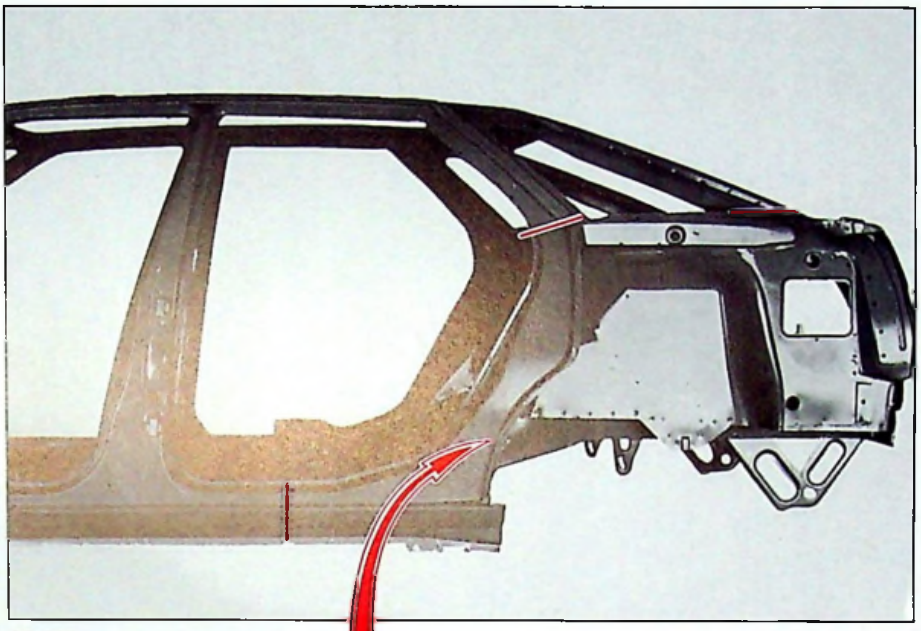
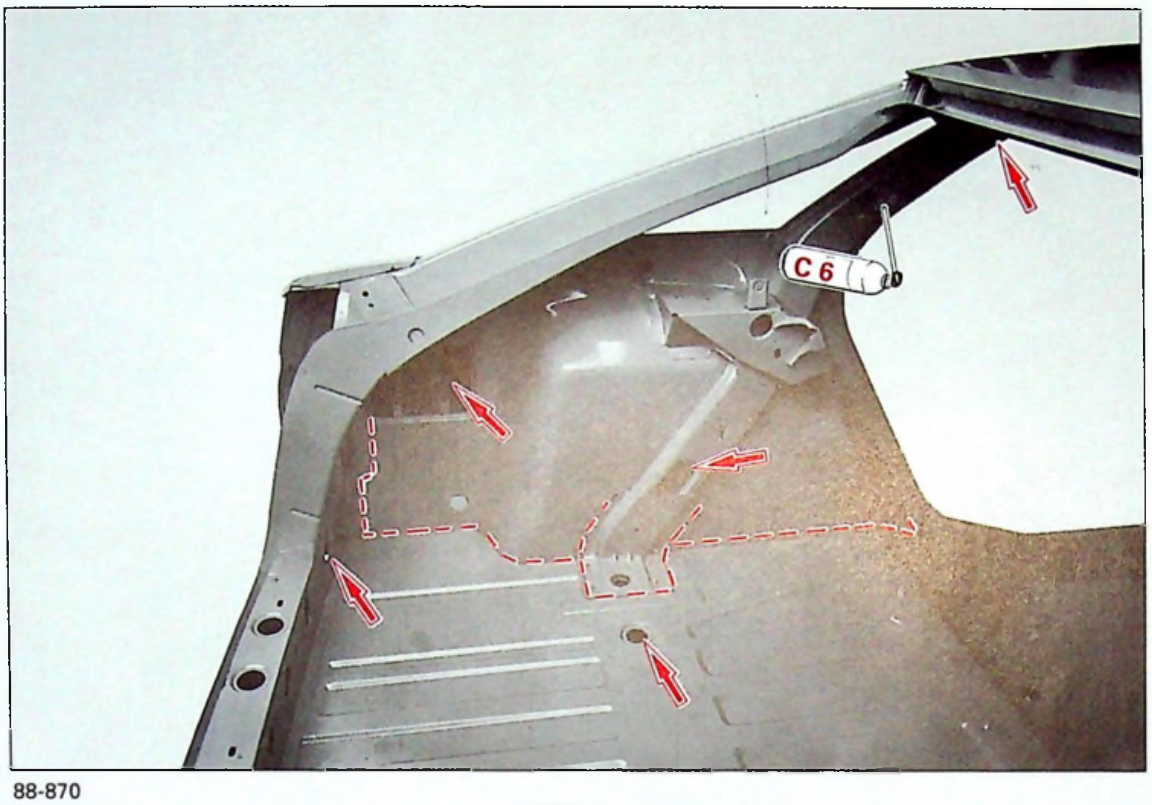


88-867

XM 821-3/7

88-358

XM 822-3/1



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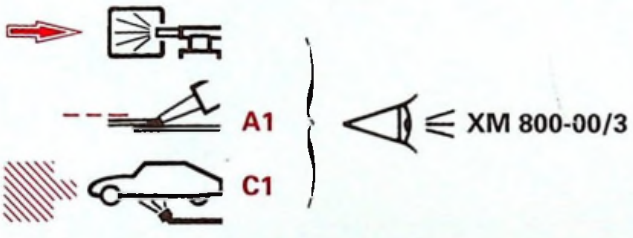

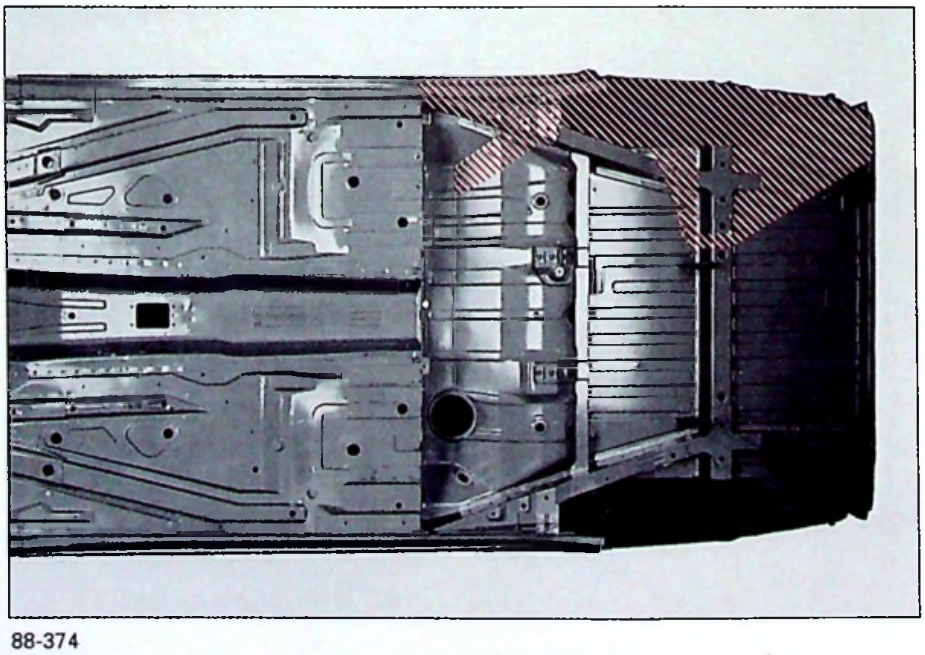

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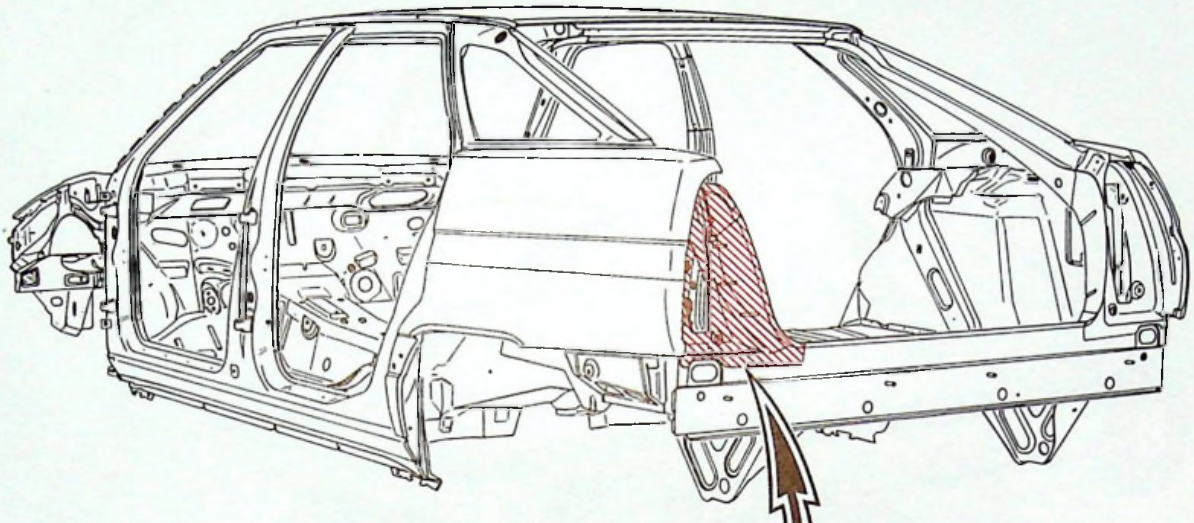
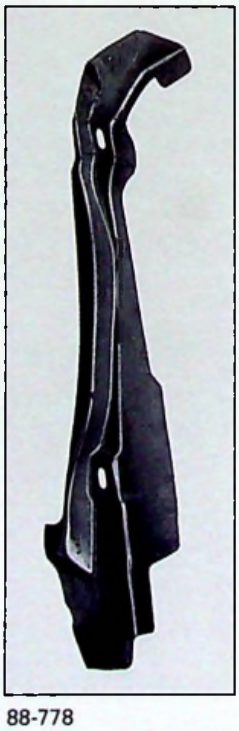
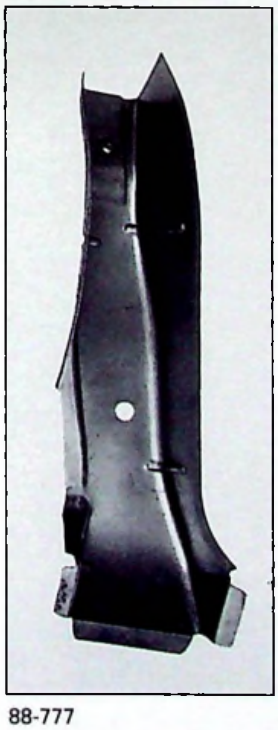


Y. 80-2



88-778

88-766



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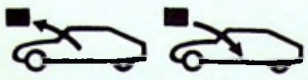
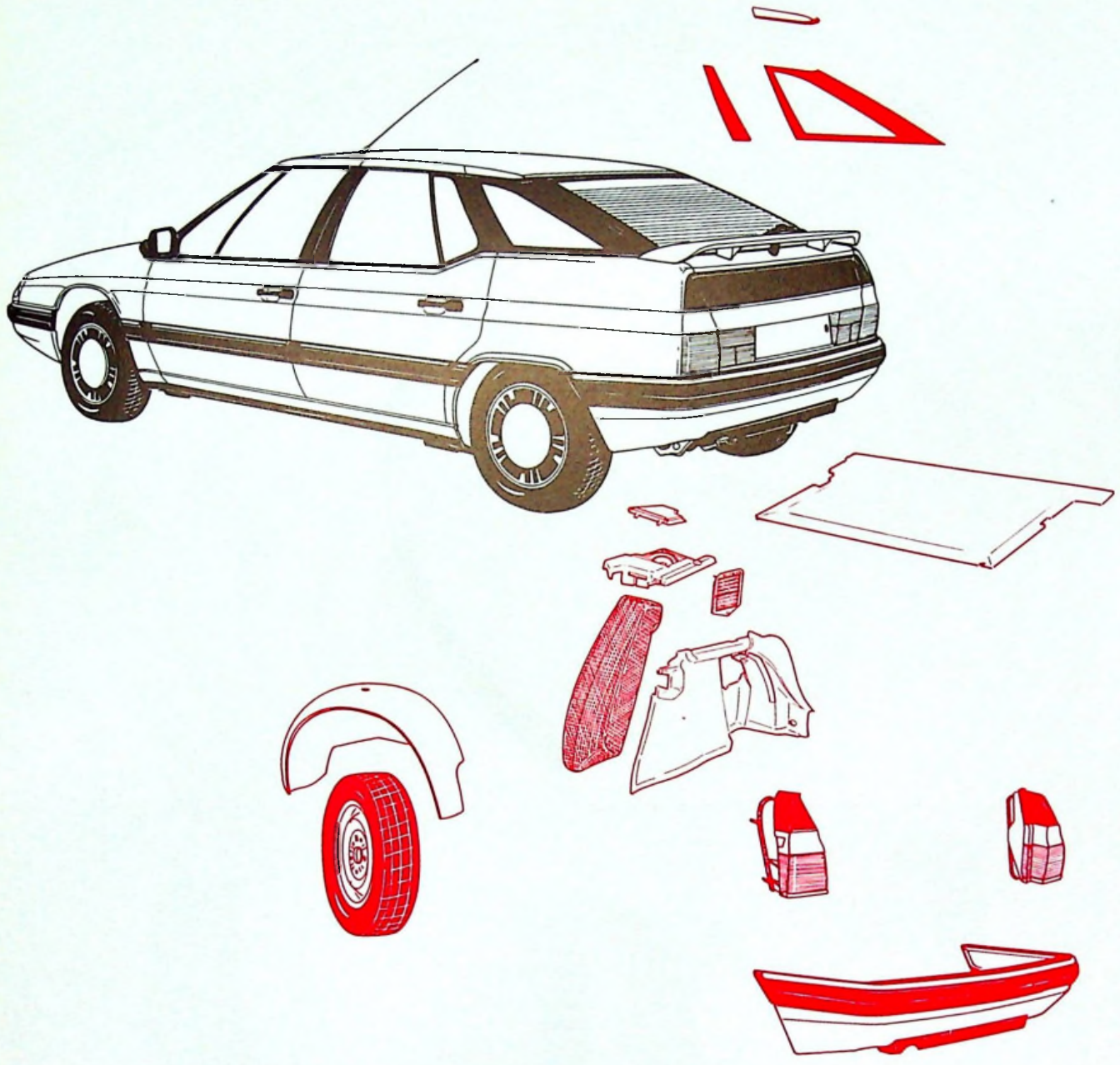
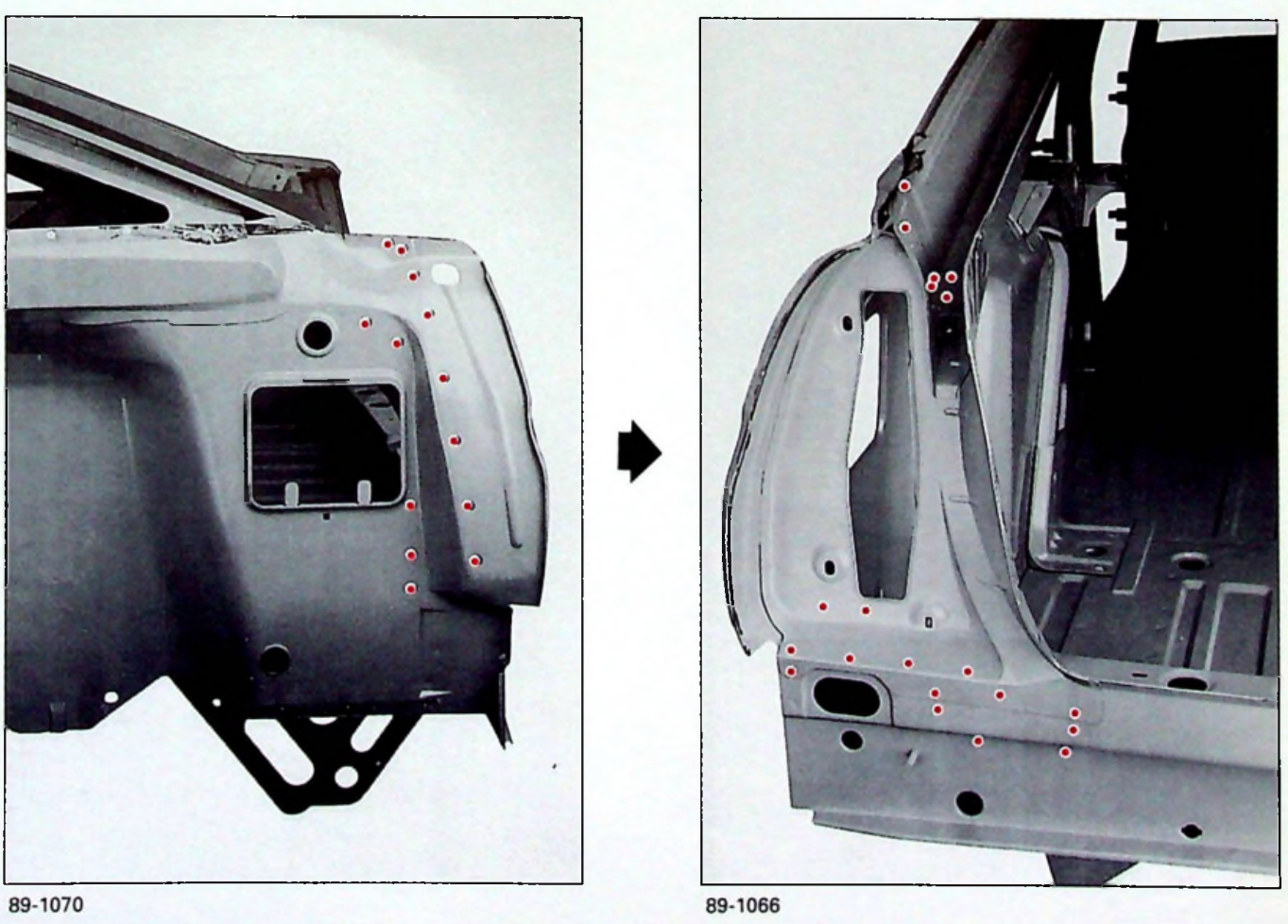




Y. 80-8
Y. 80-23
Y. 80-27

88-357



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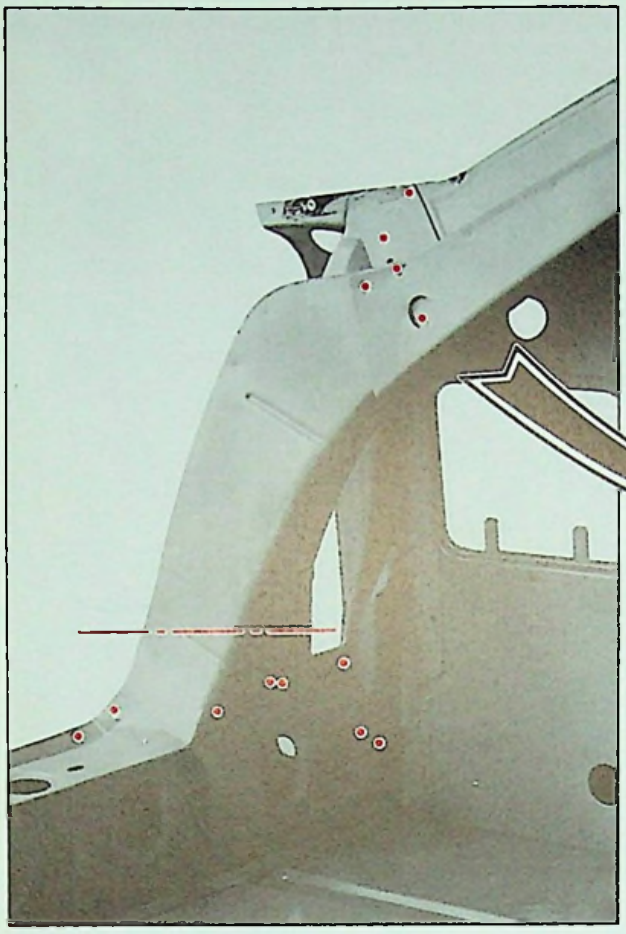
89-1066



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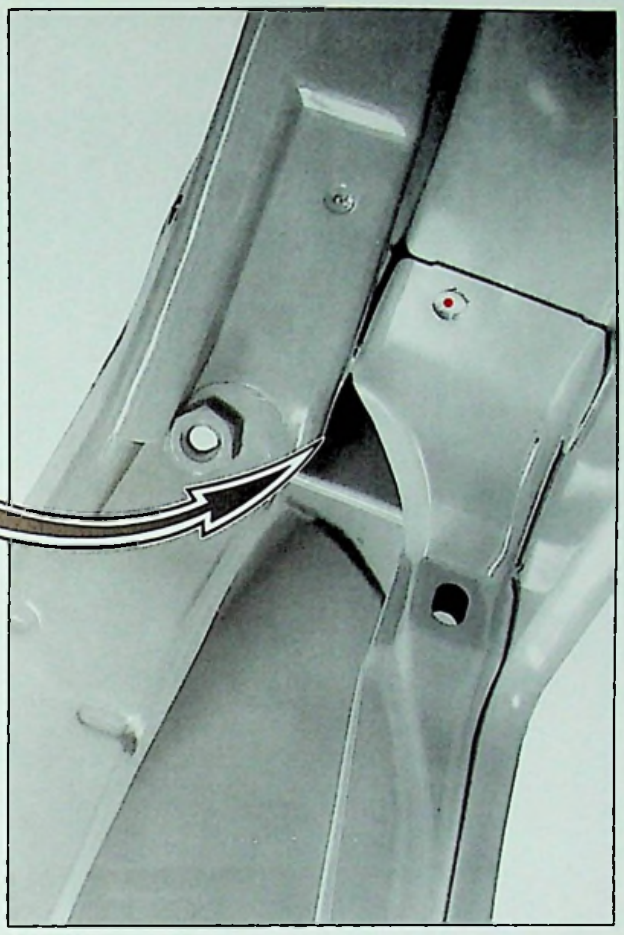

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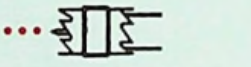

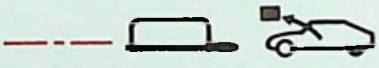

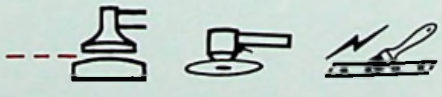

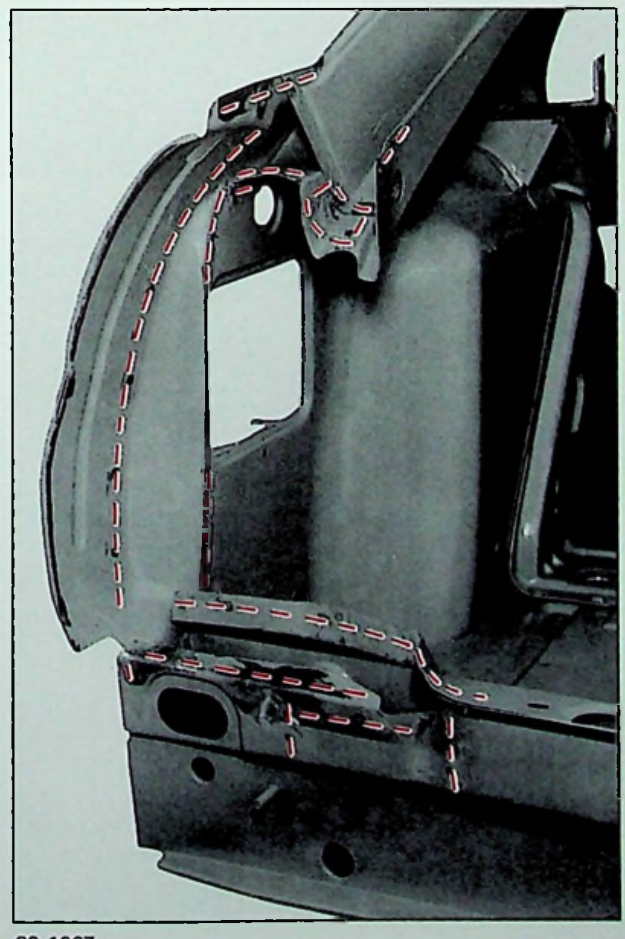

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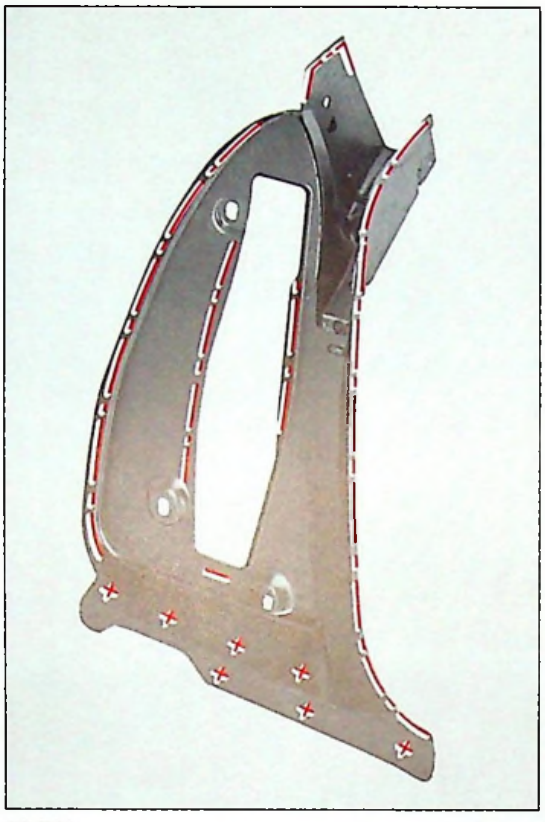
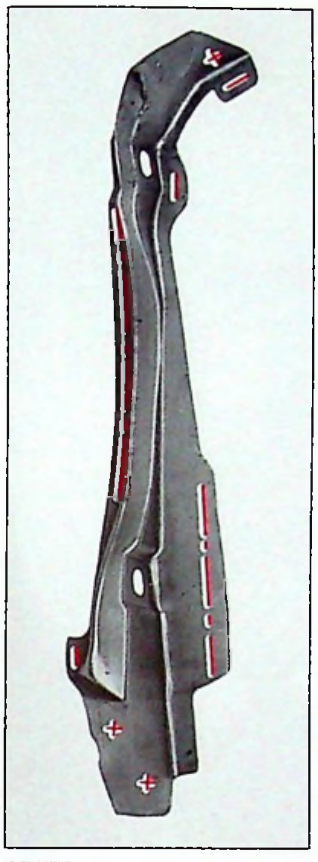


88-766



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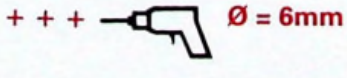
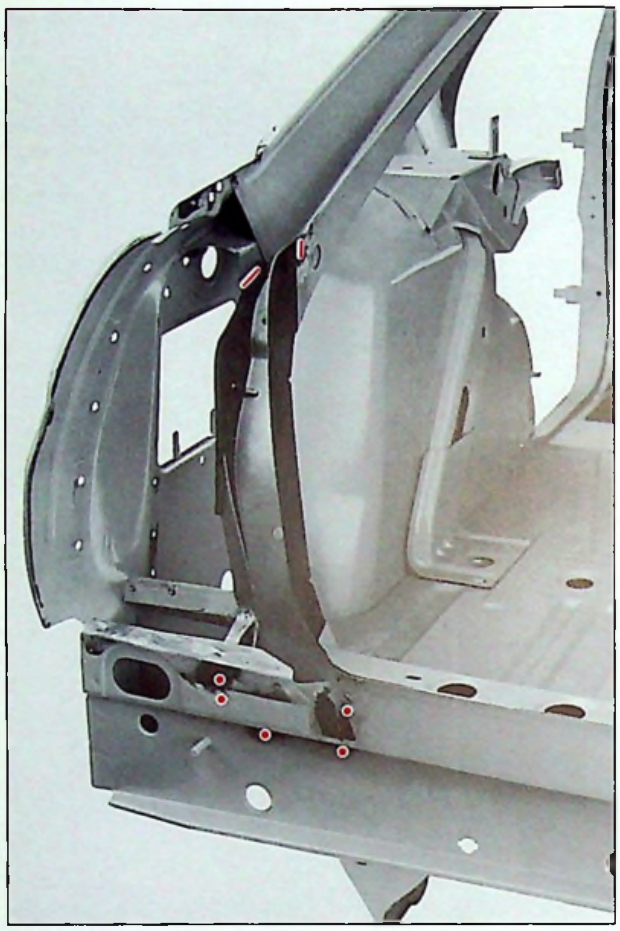
88-777





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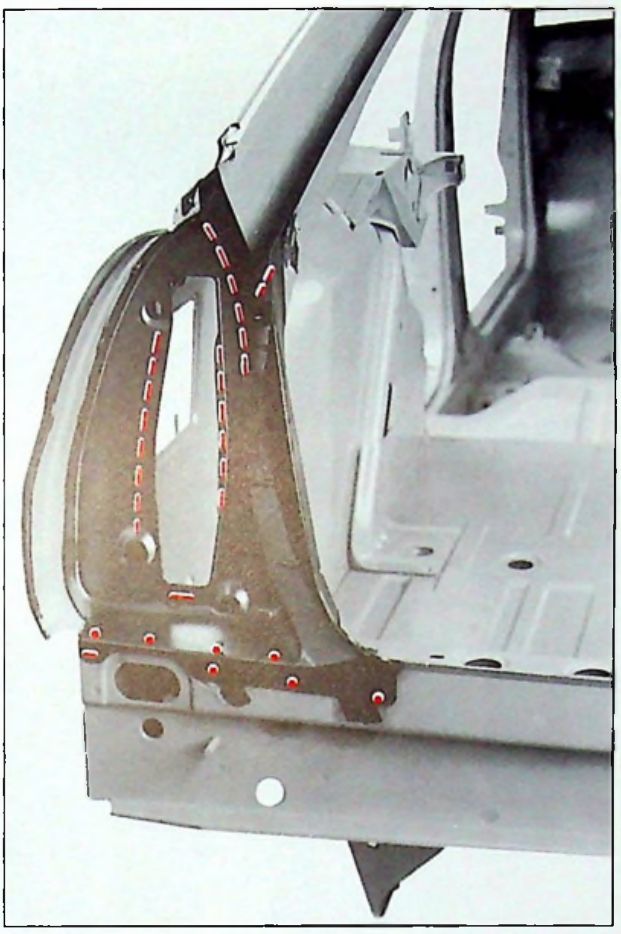

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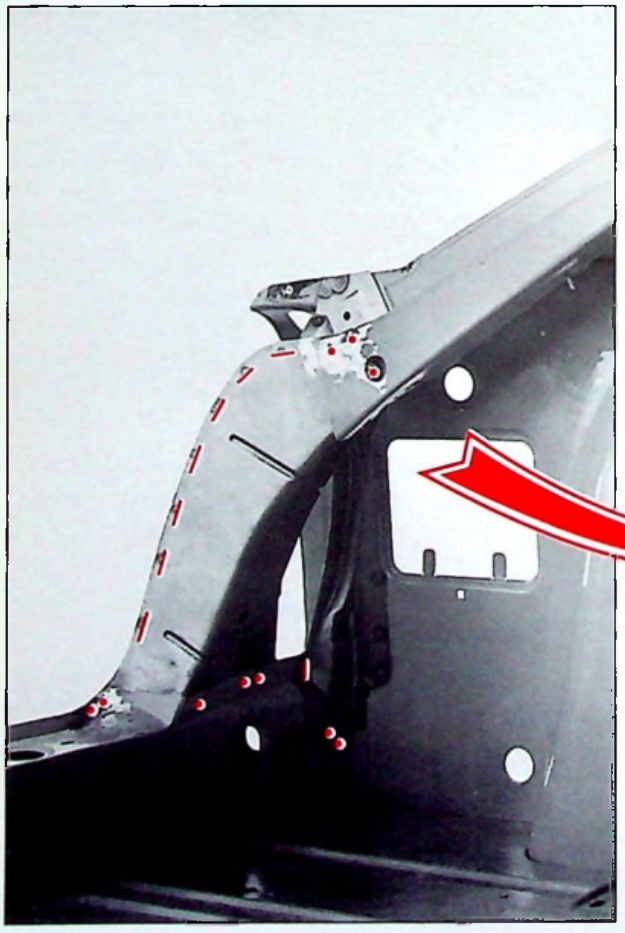

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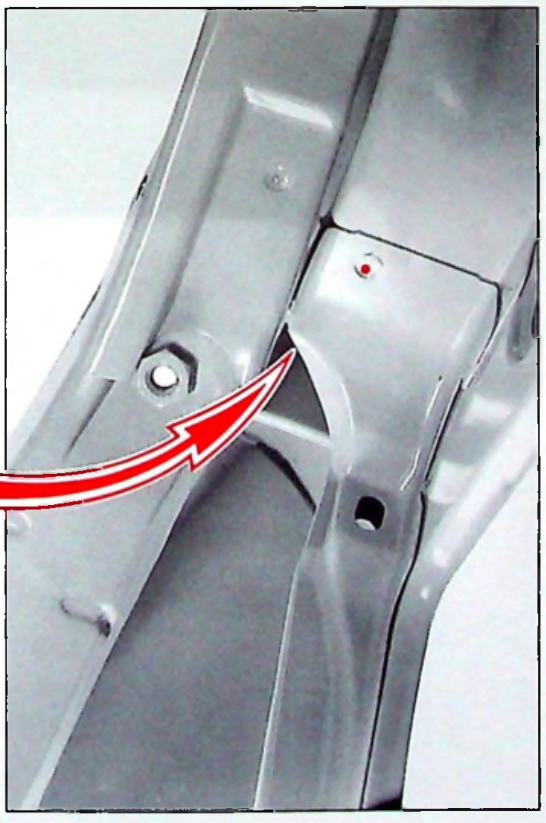

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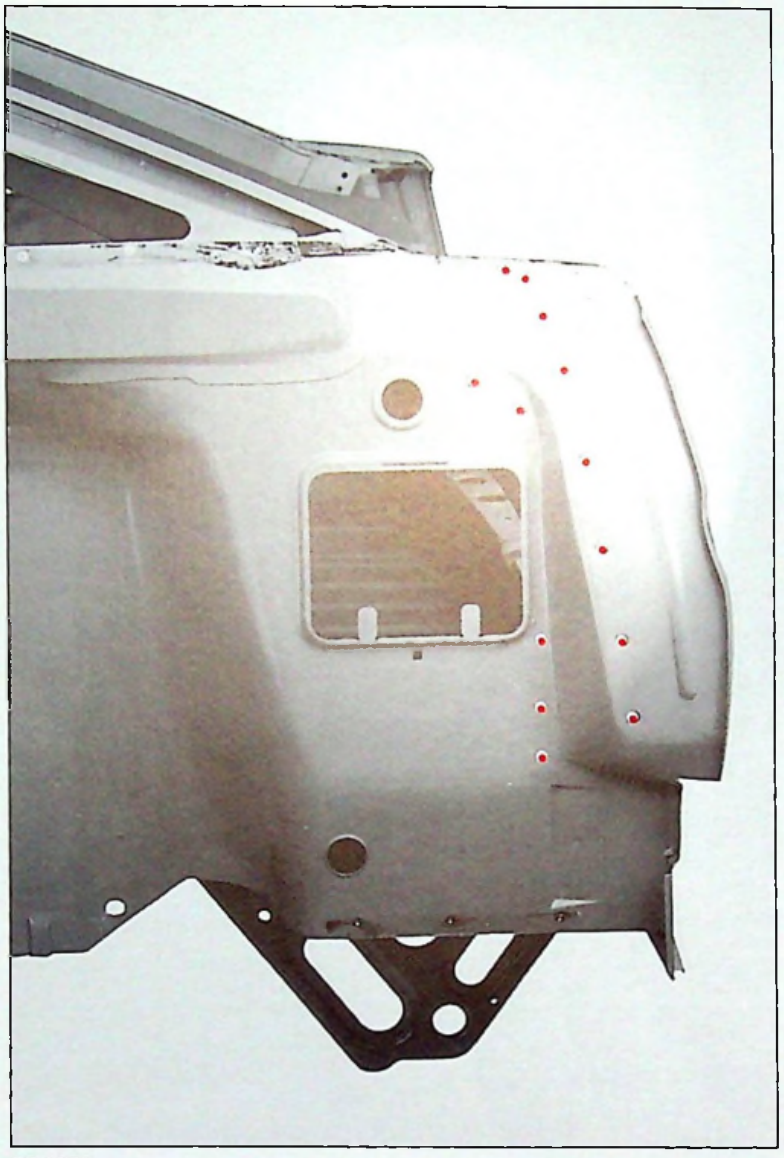

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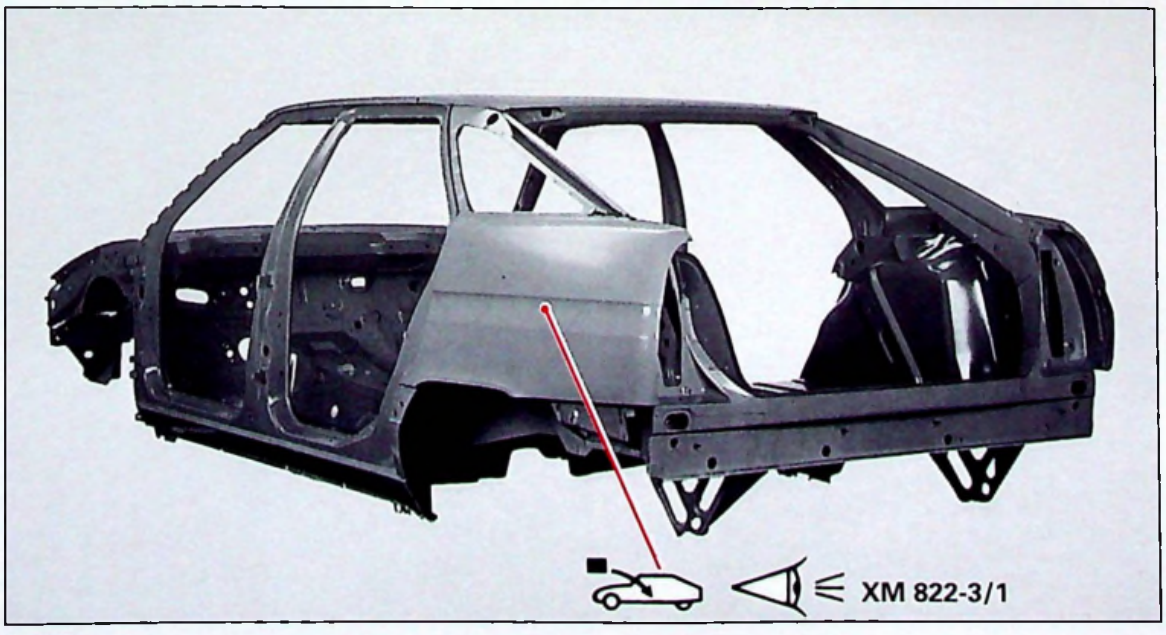

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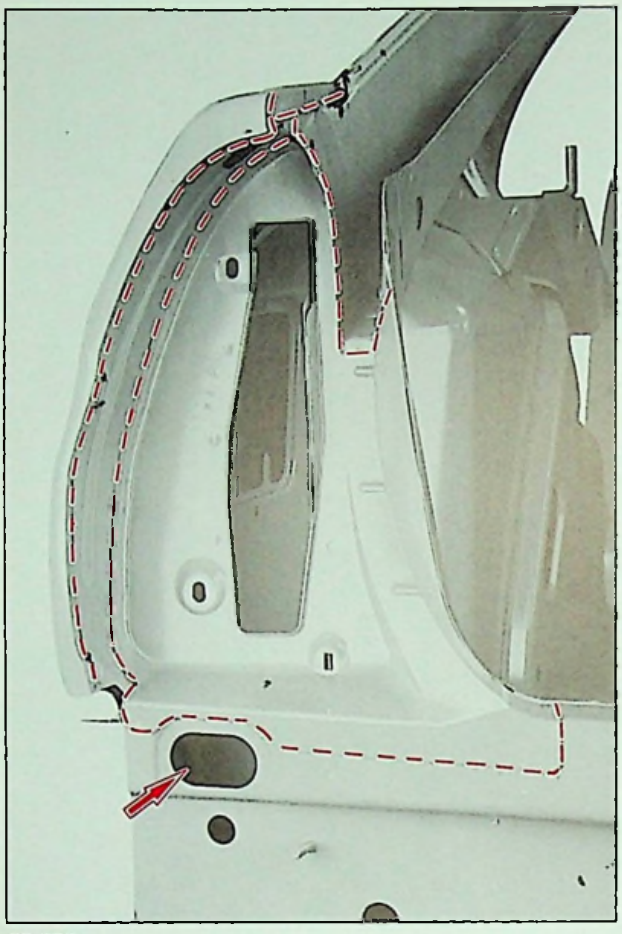

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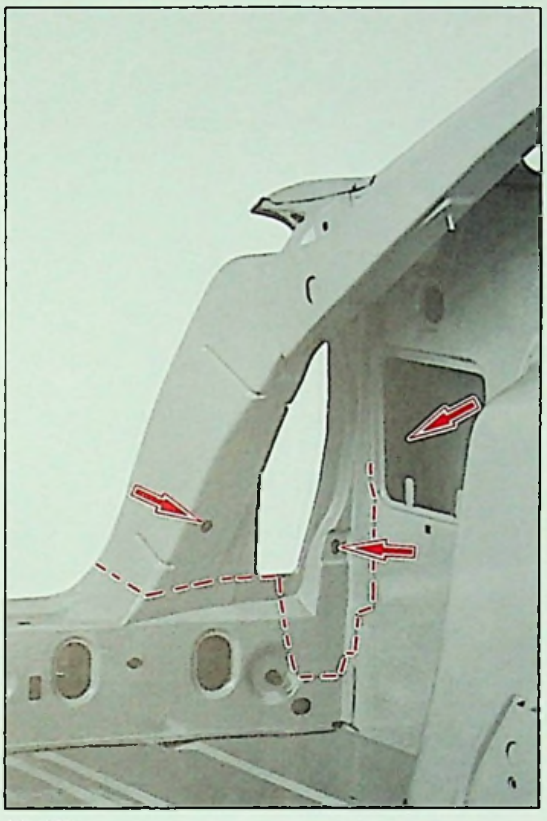

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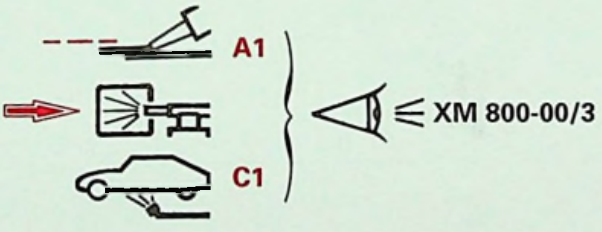

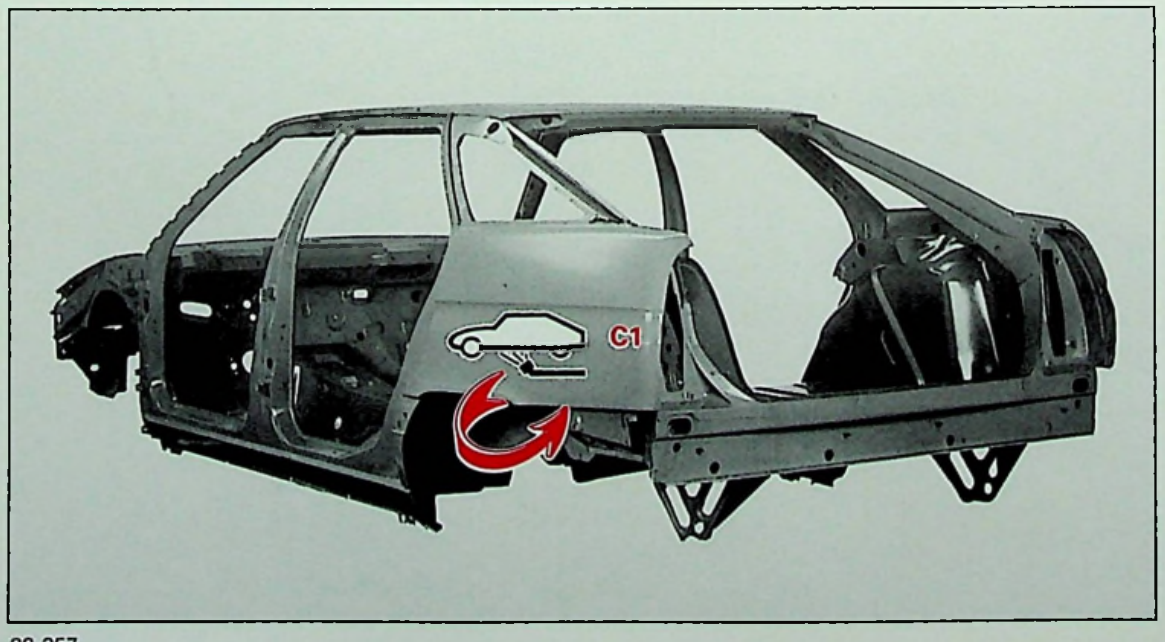

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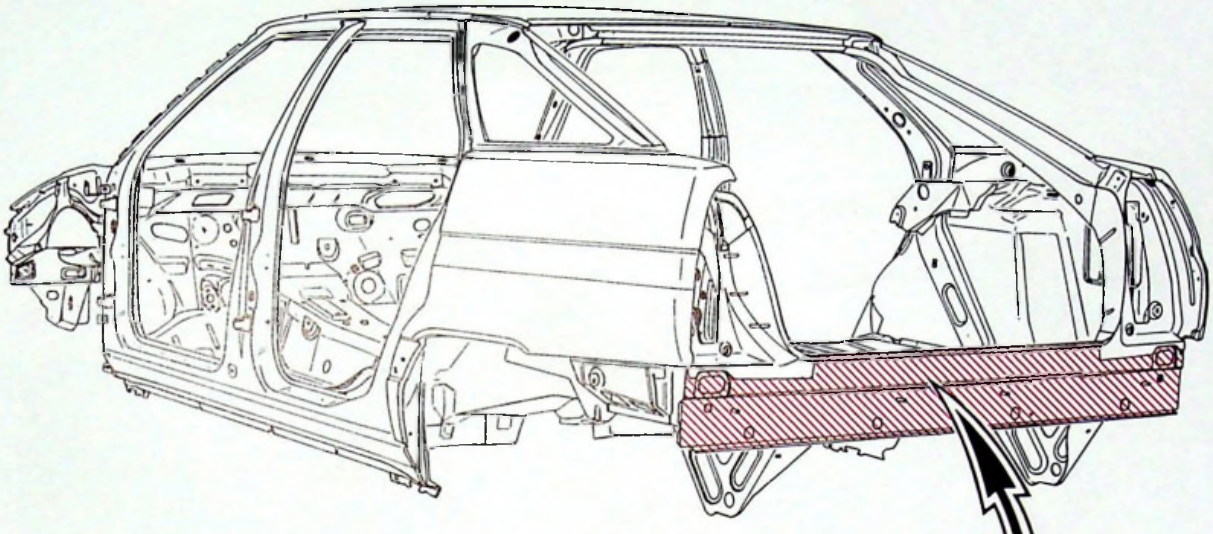
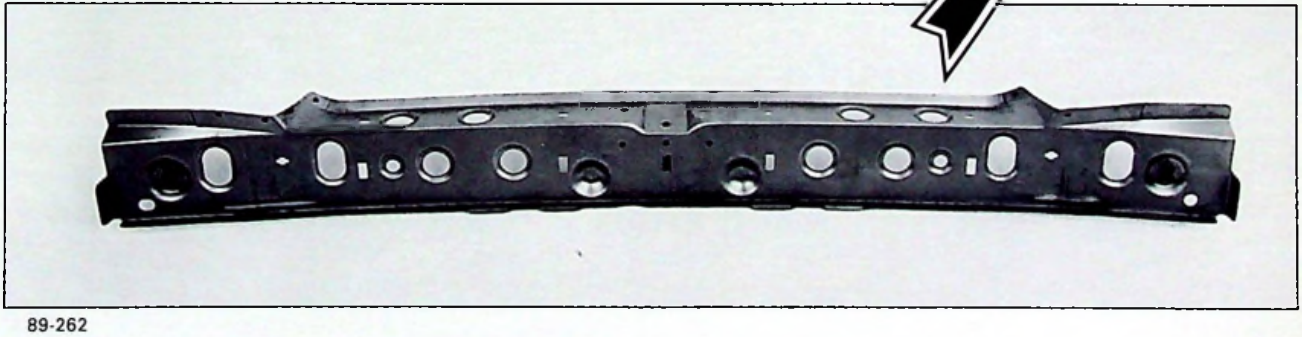


Y.80-2



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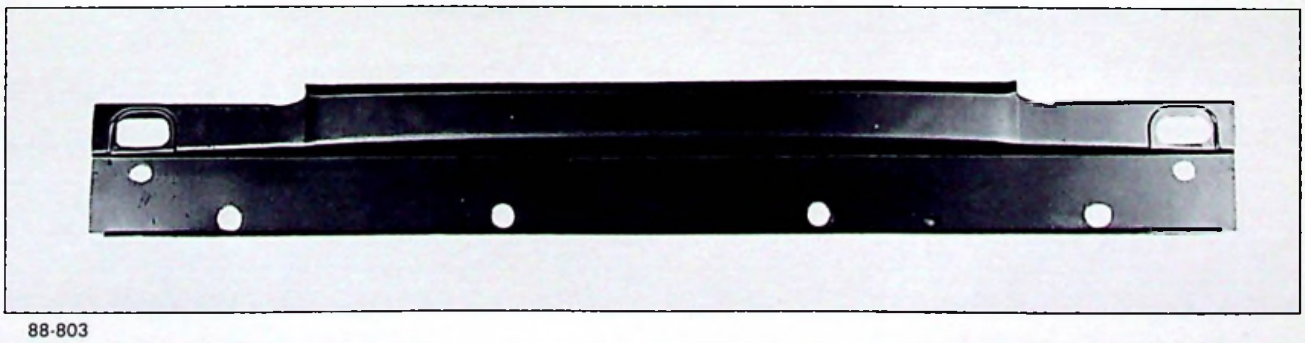

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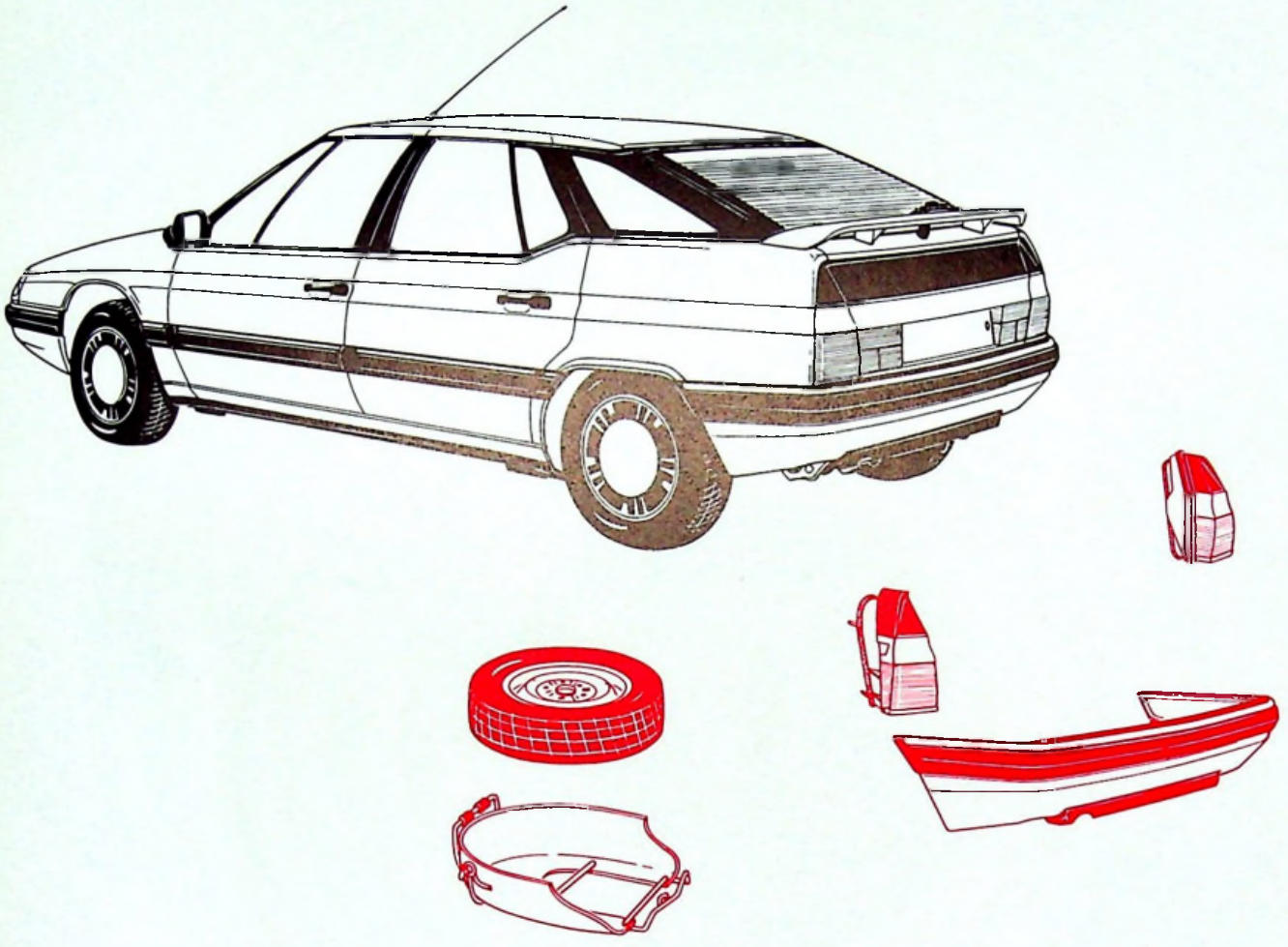

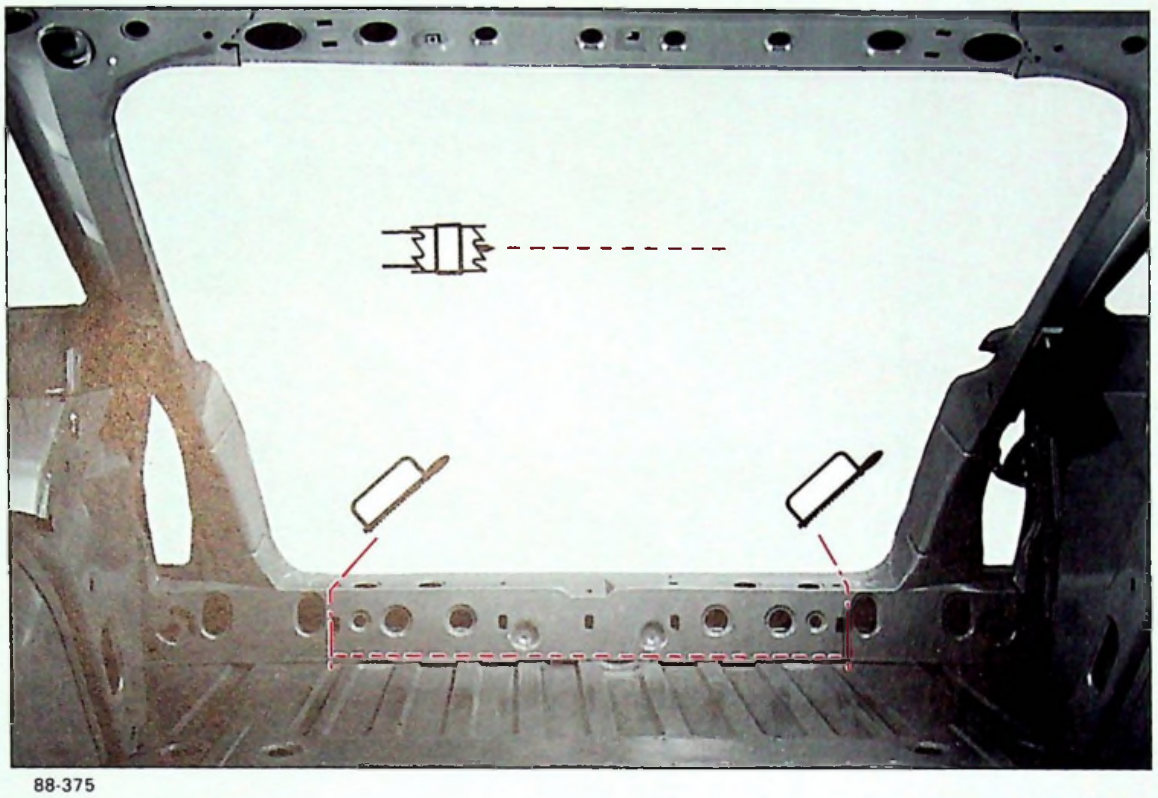

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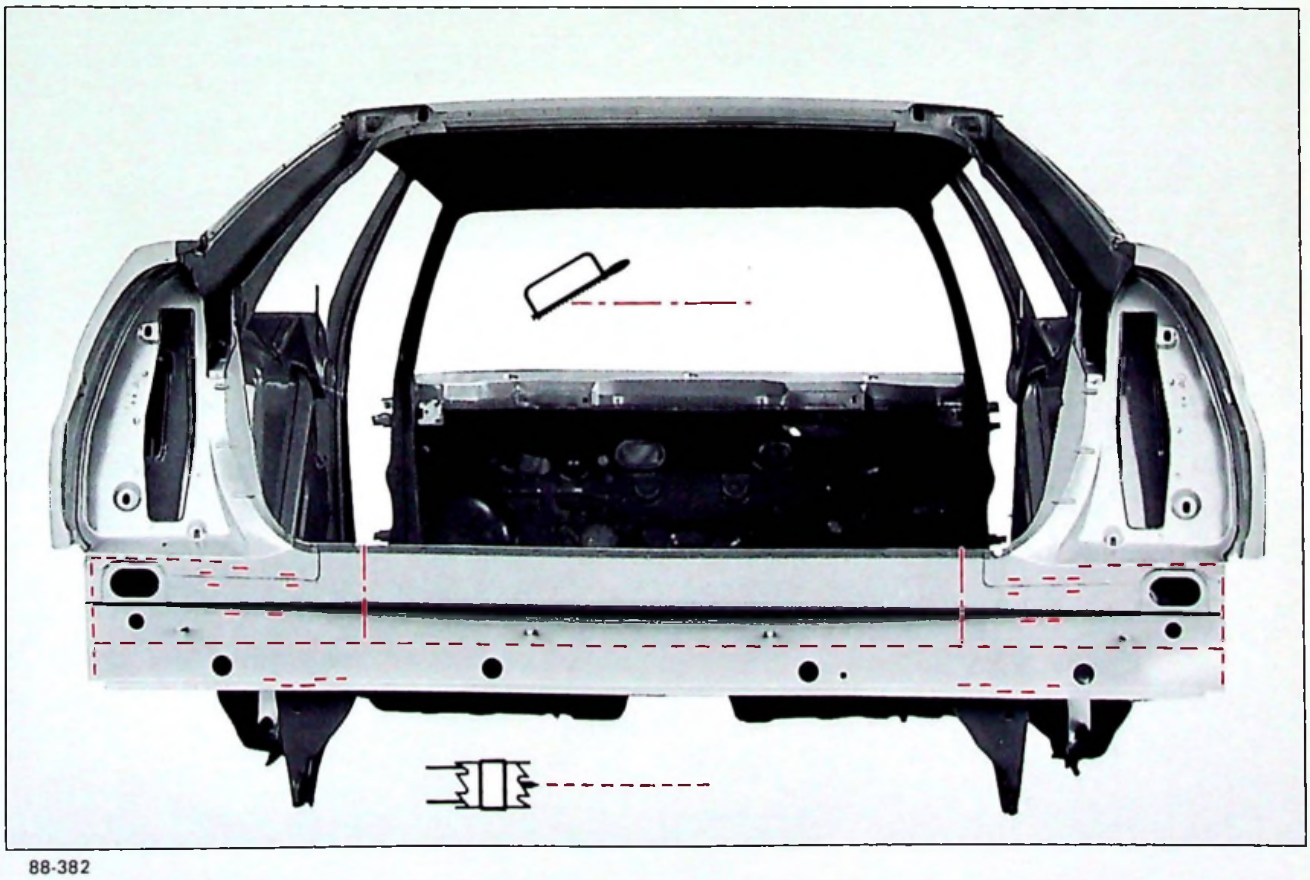

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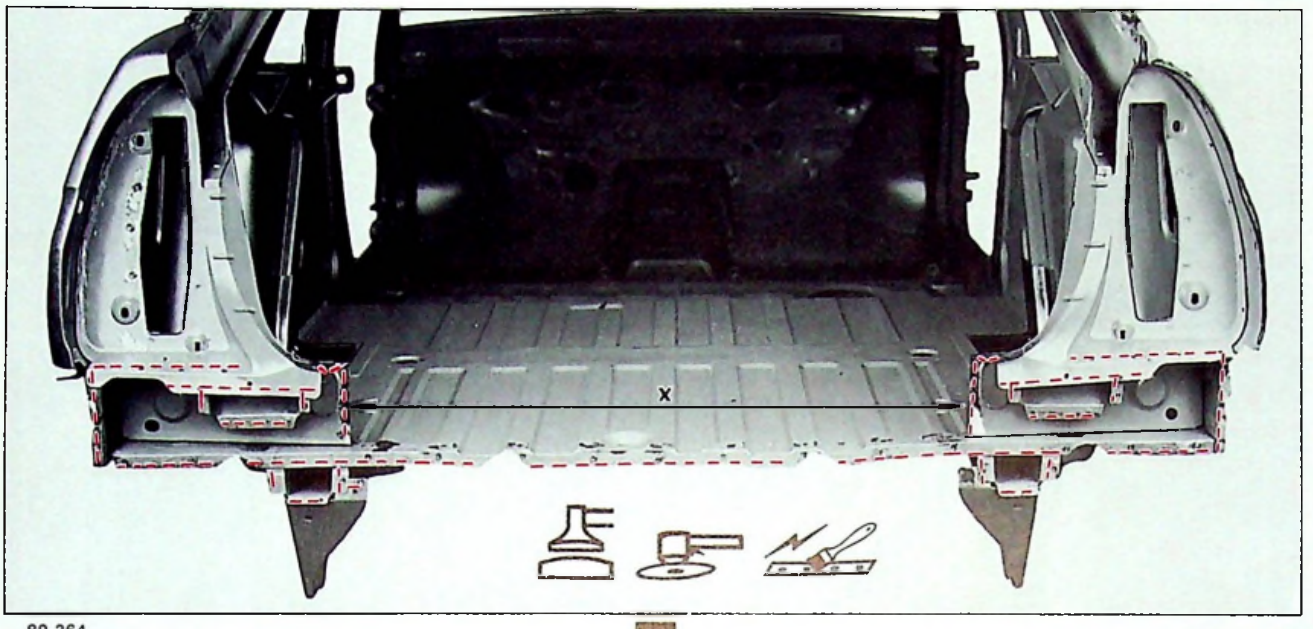

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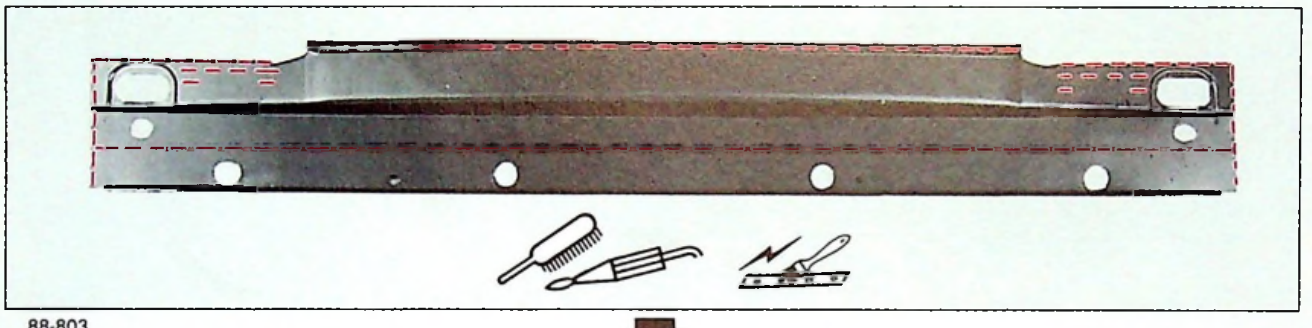

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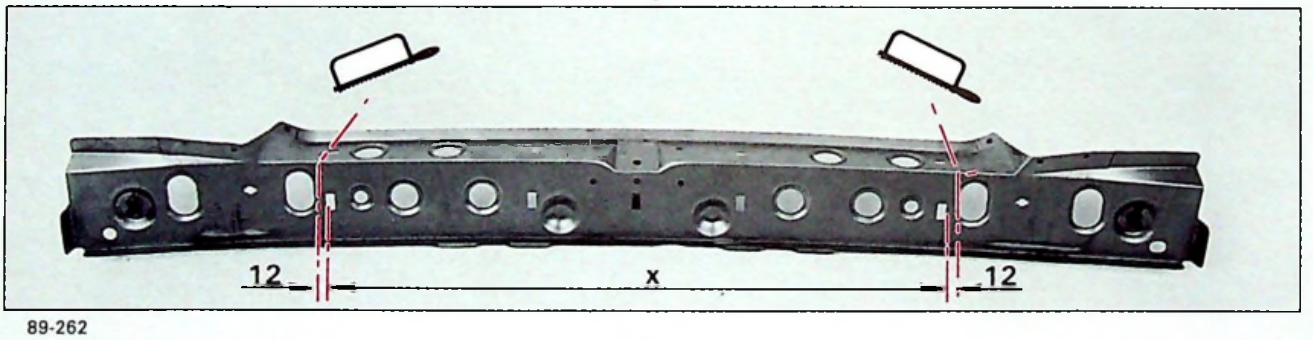

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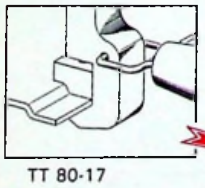
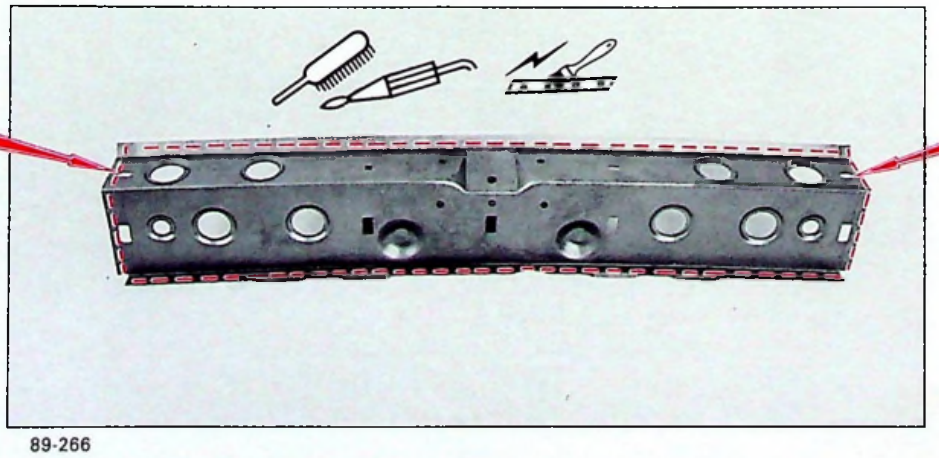
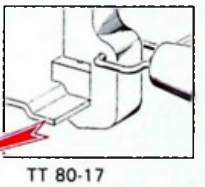


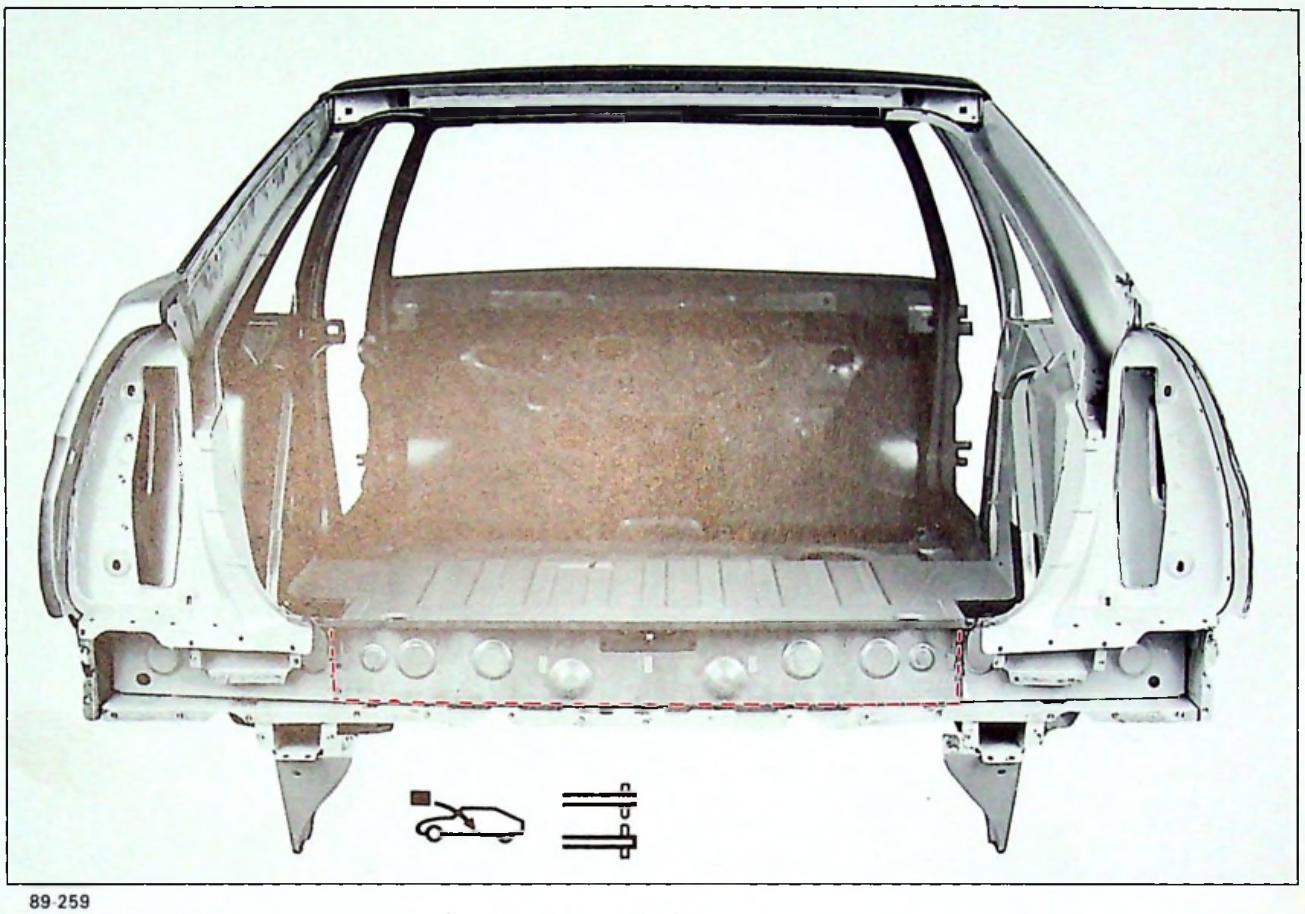
TT 80-17



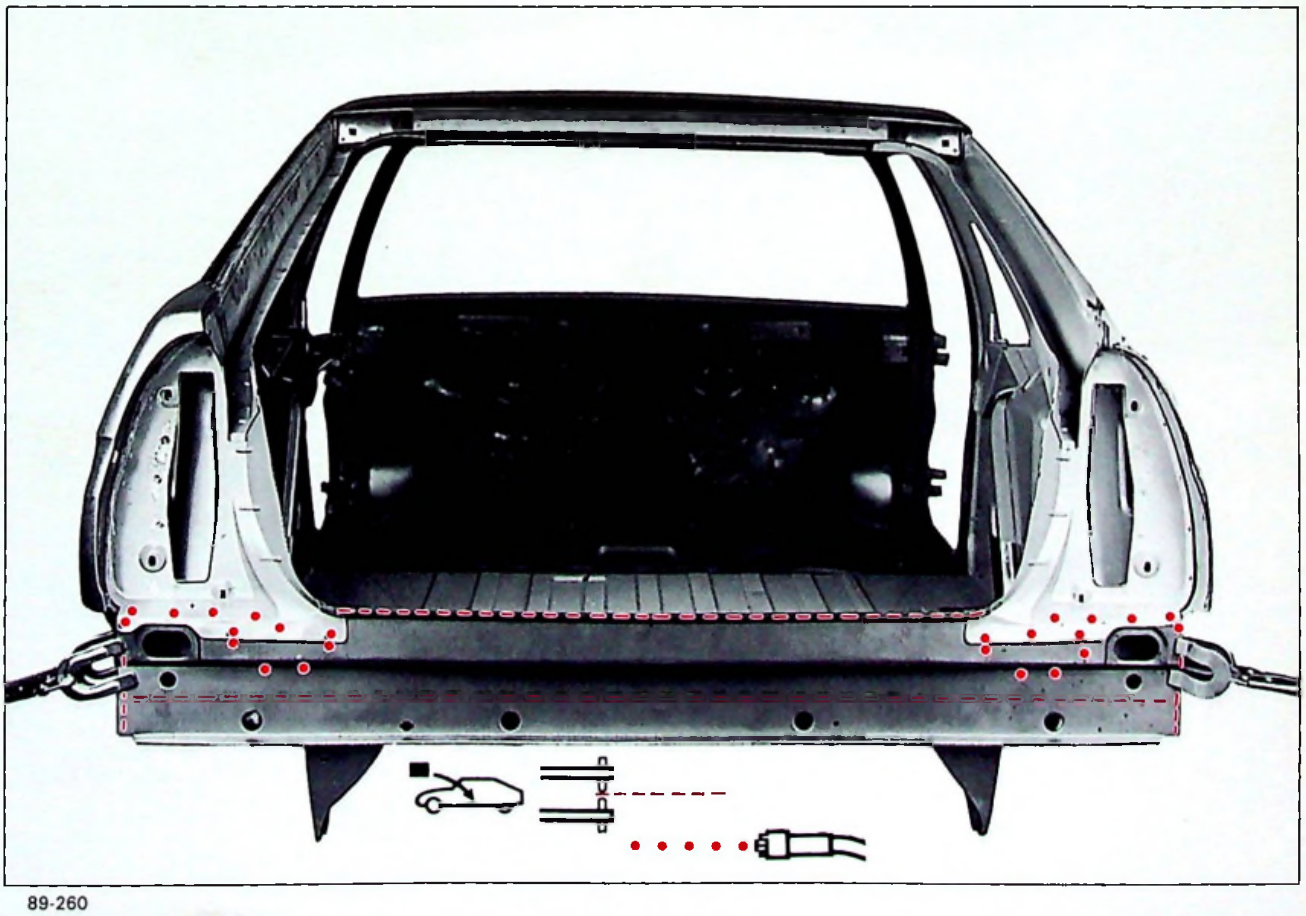
89-266



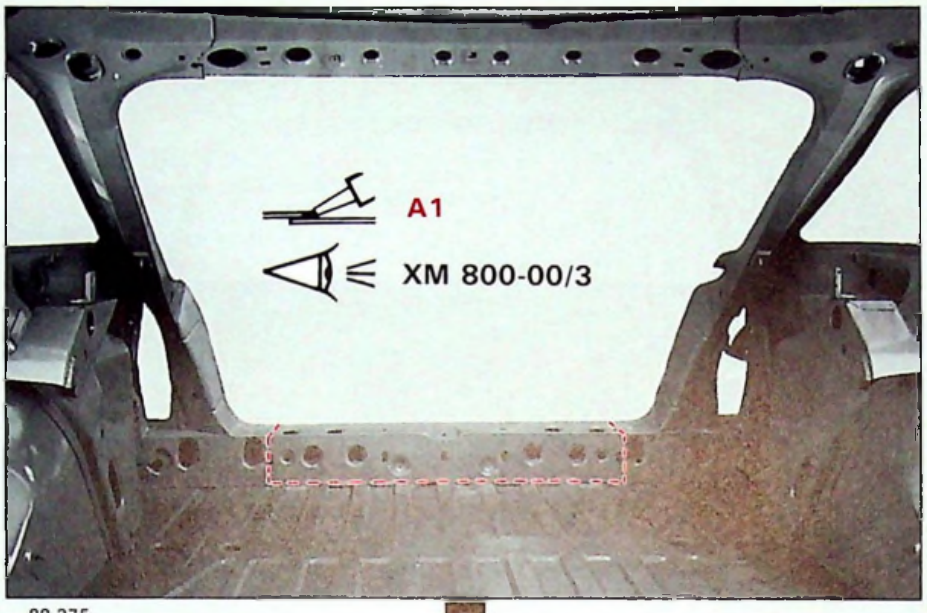
TT 80-17



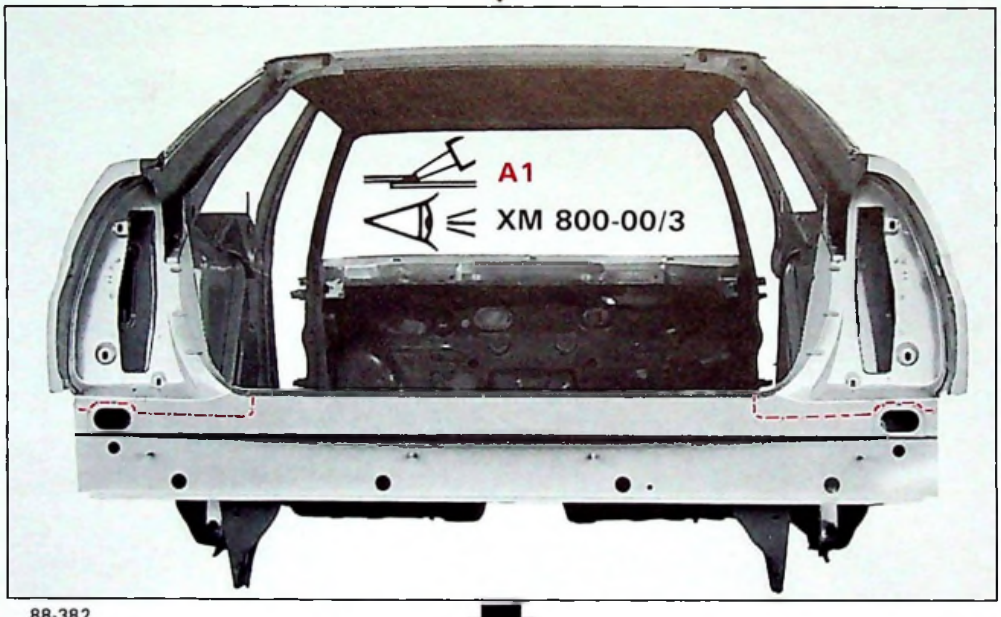
89-259



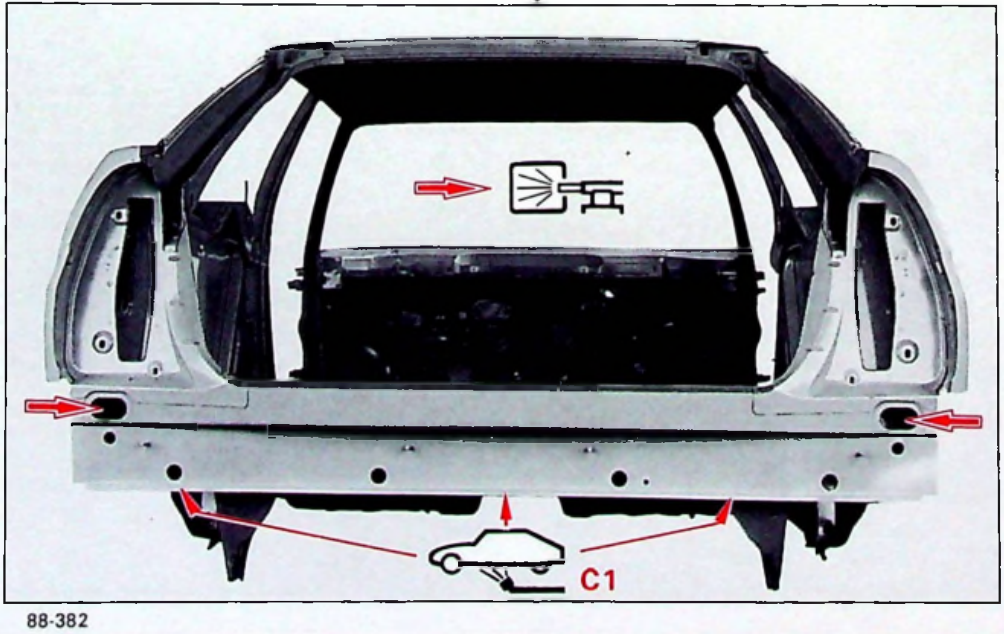
89-260



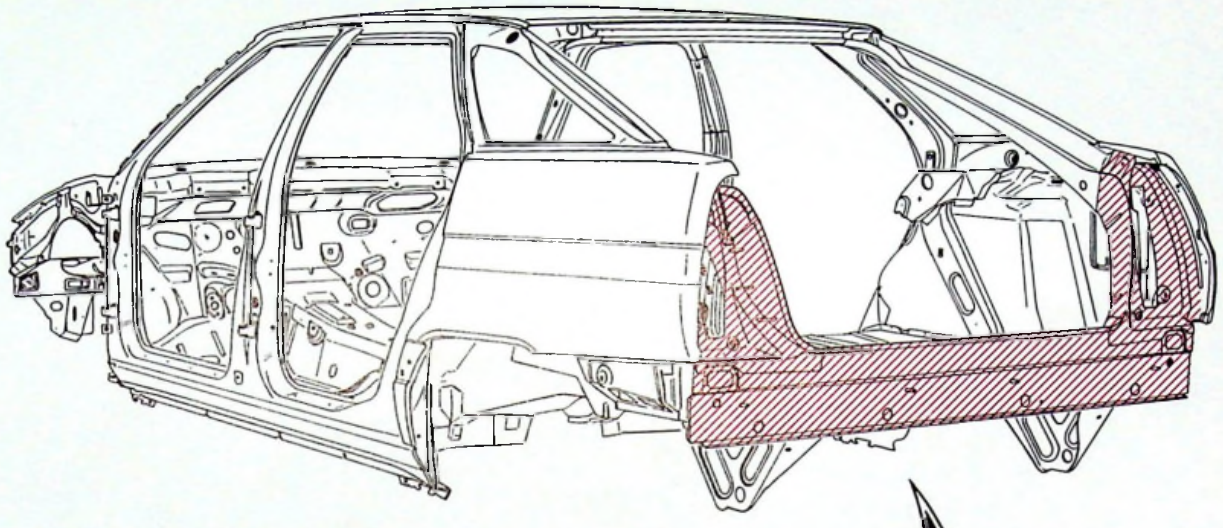
88-375



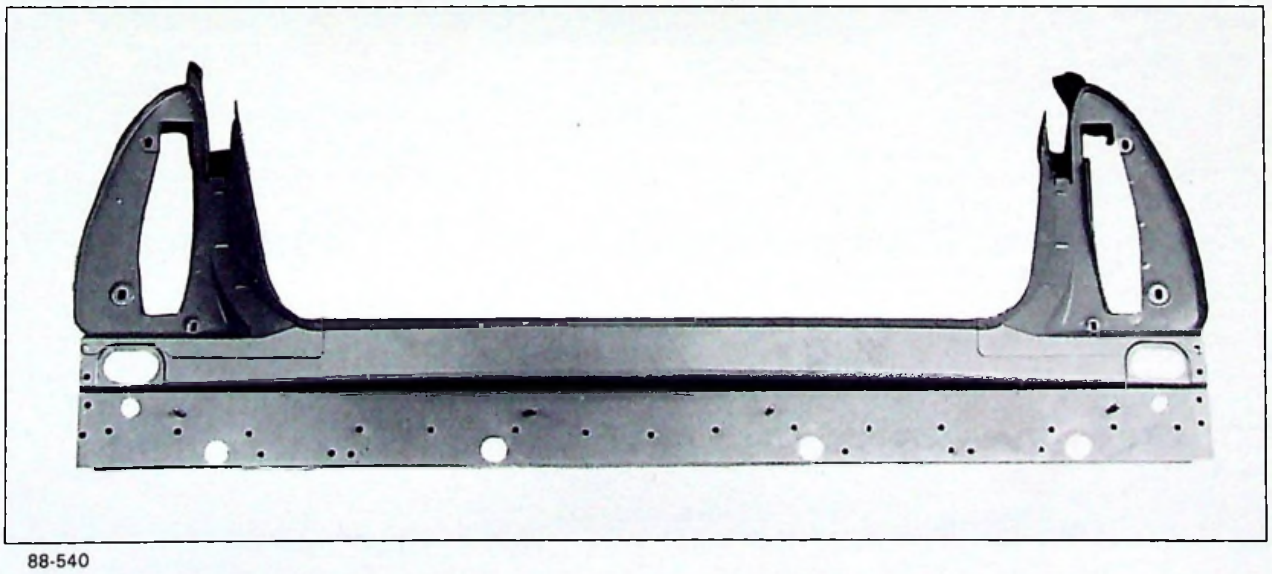
88-382



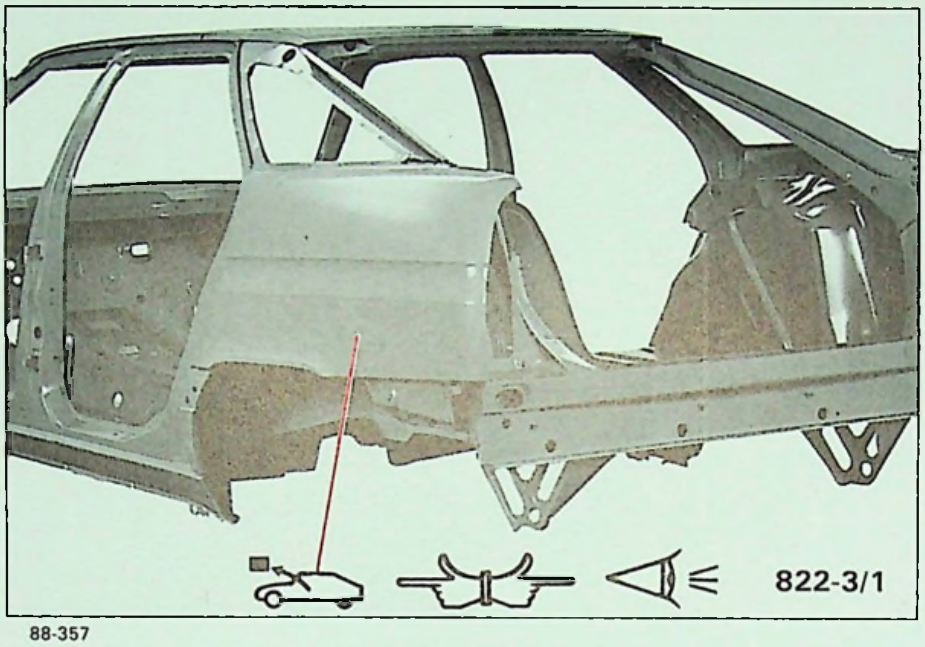
88-382



Y.80-2



88-540



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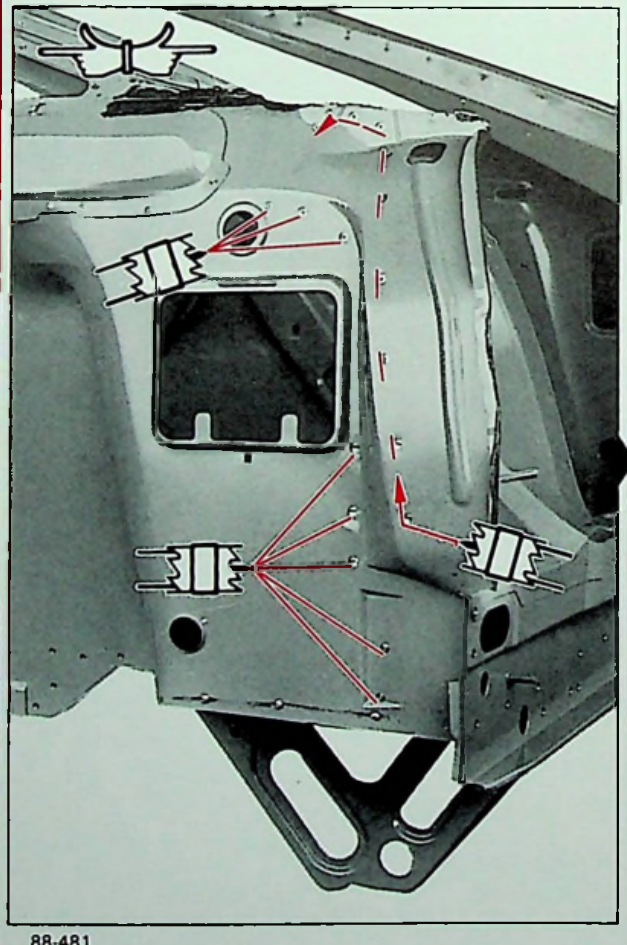

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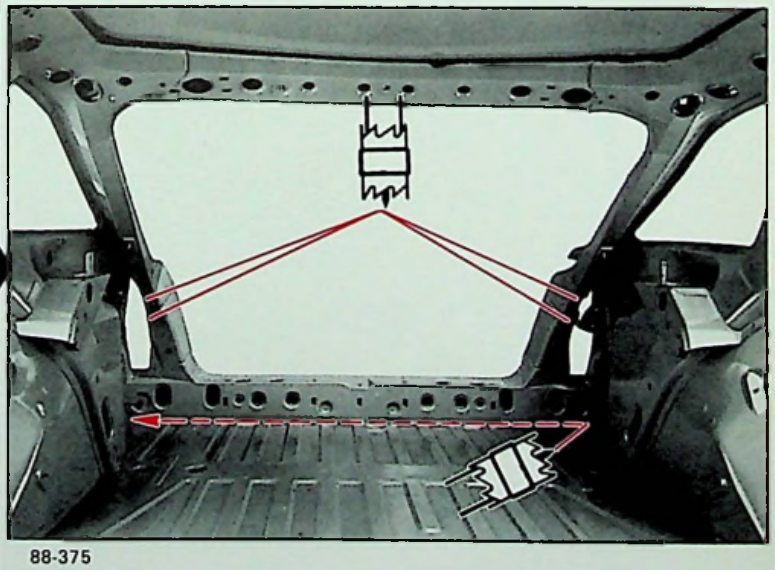

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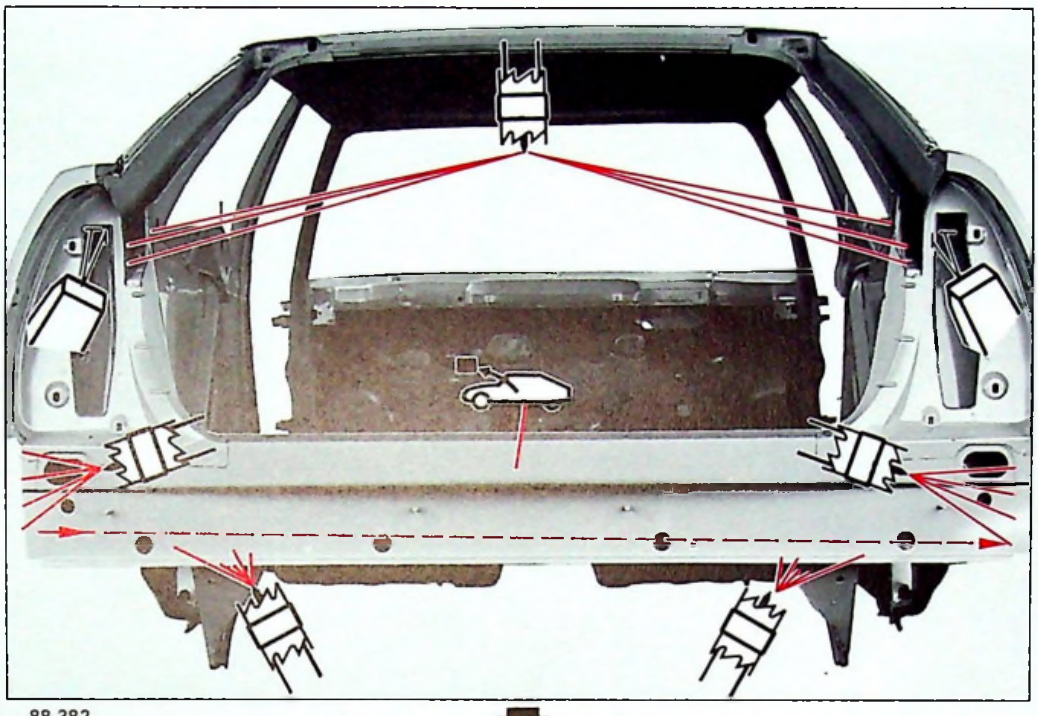

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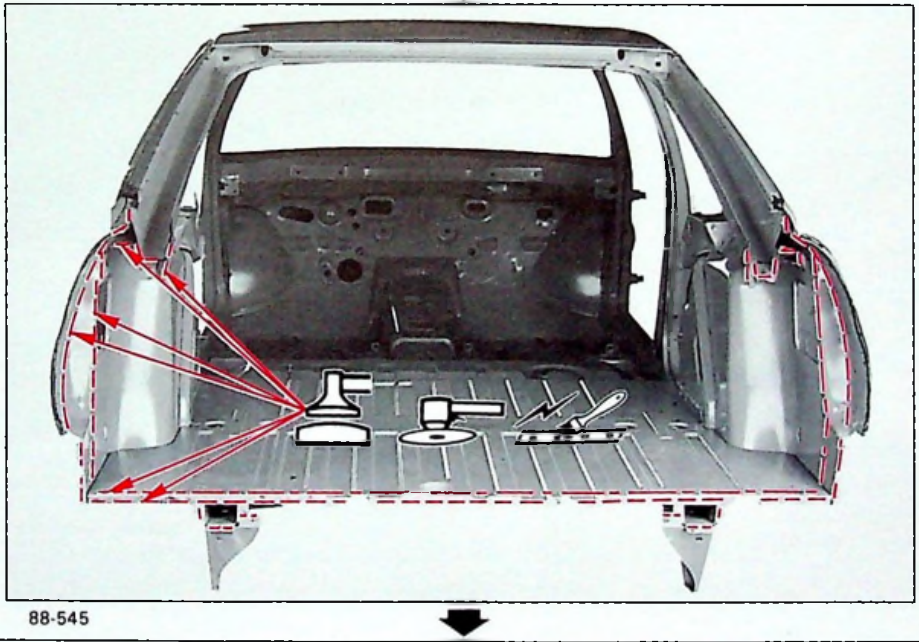

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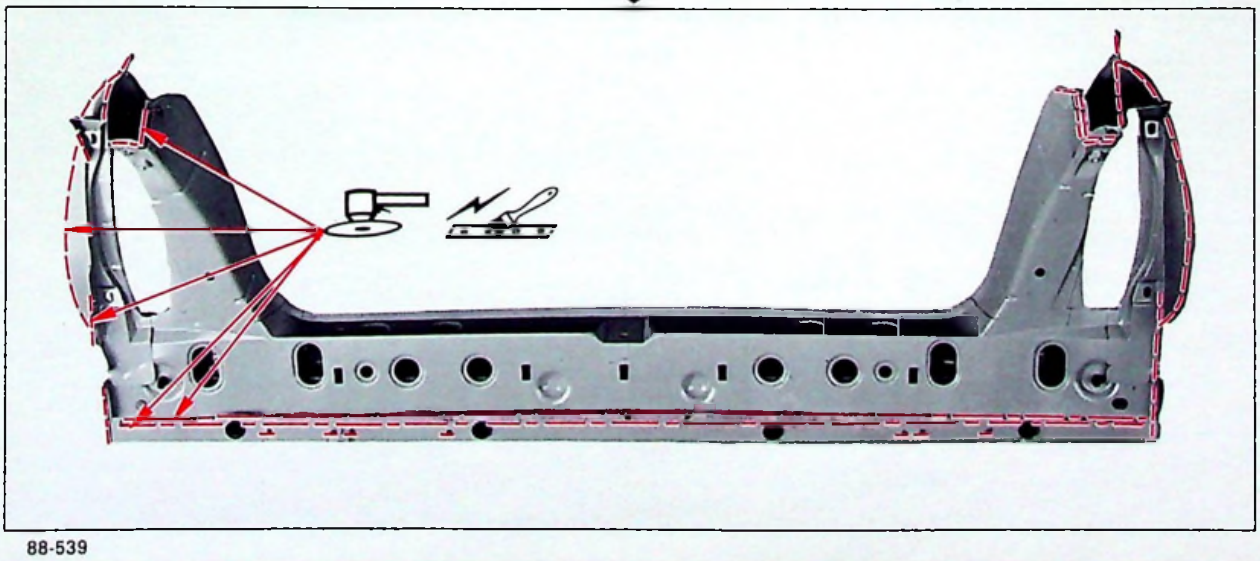

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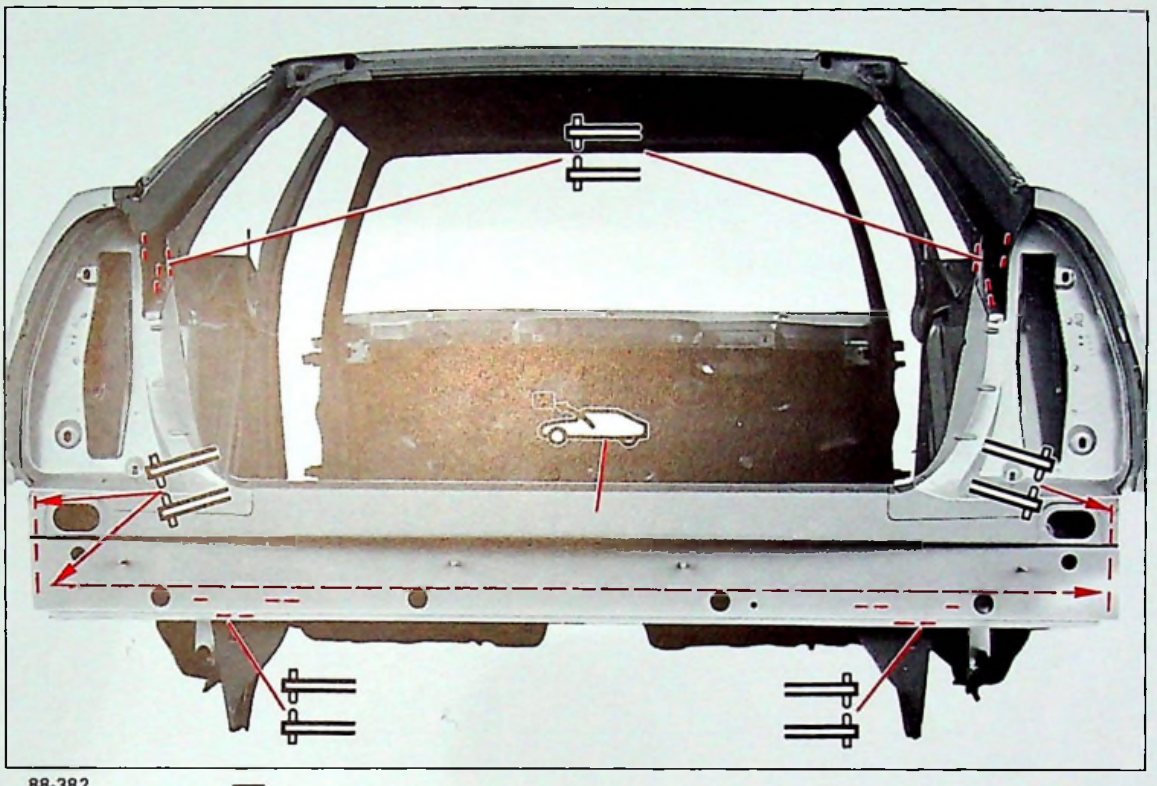

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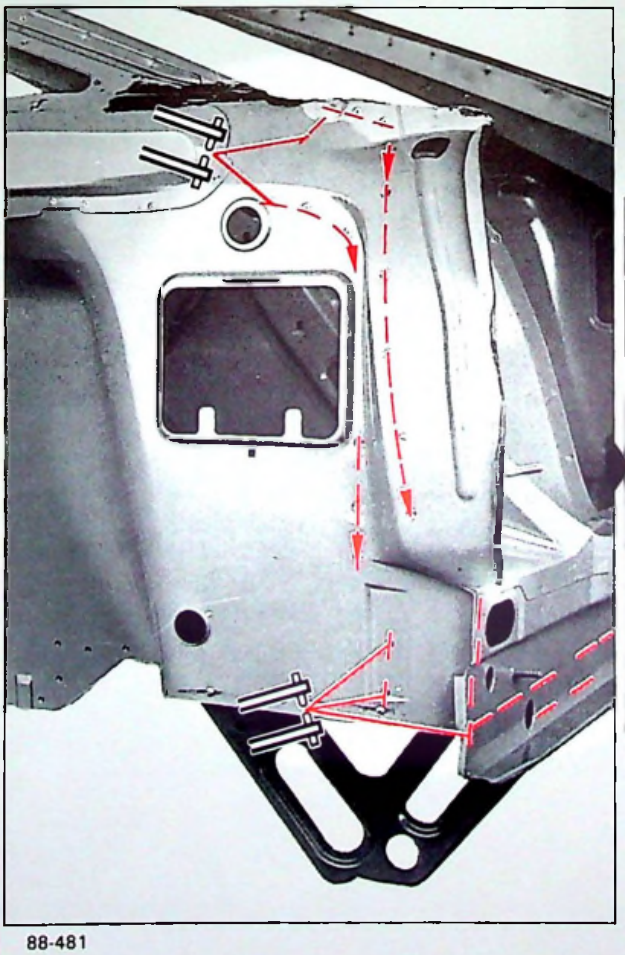

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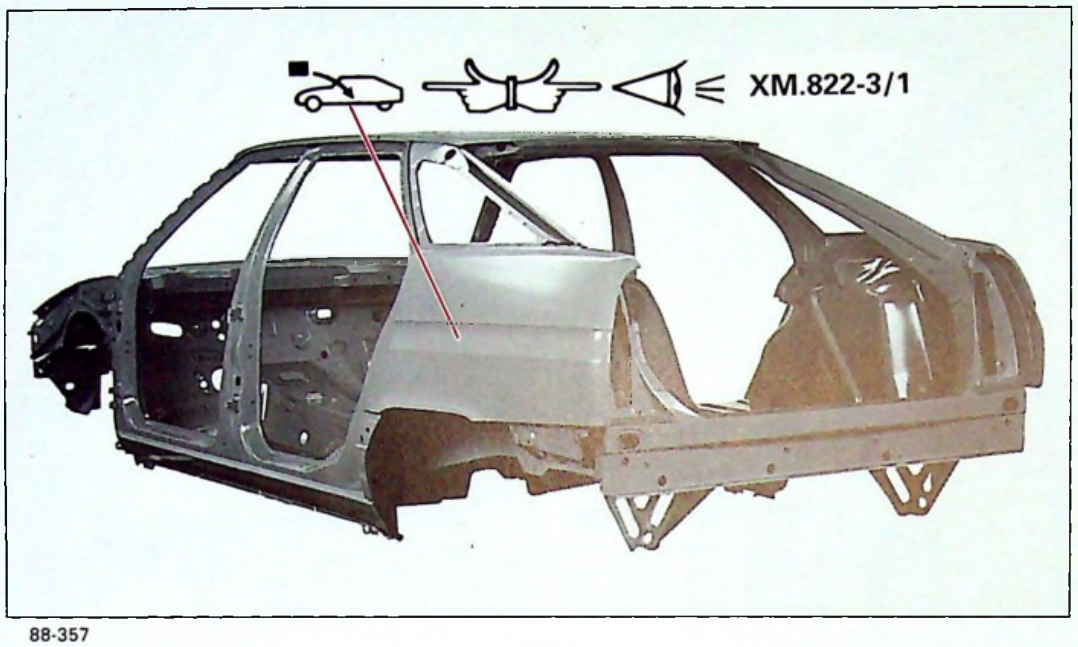
88-375



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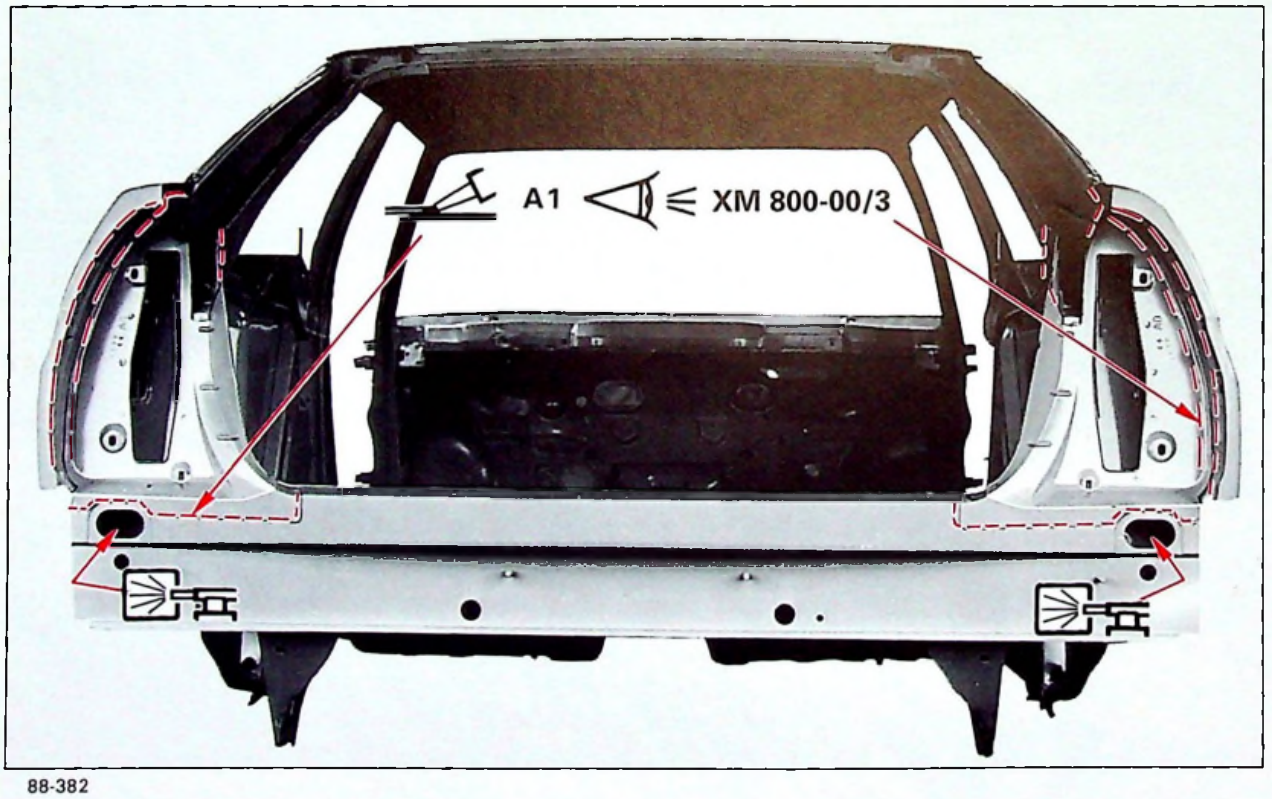

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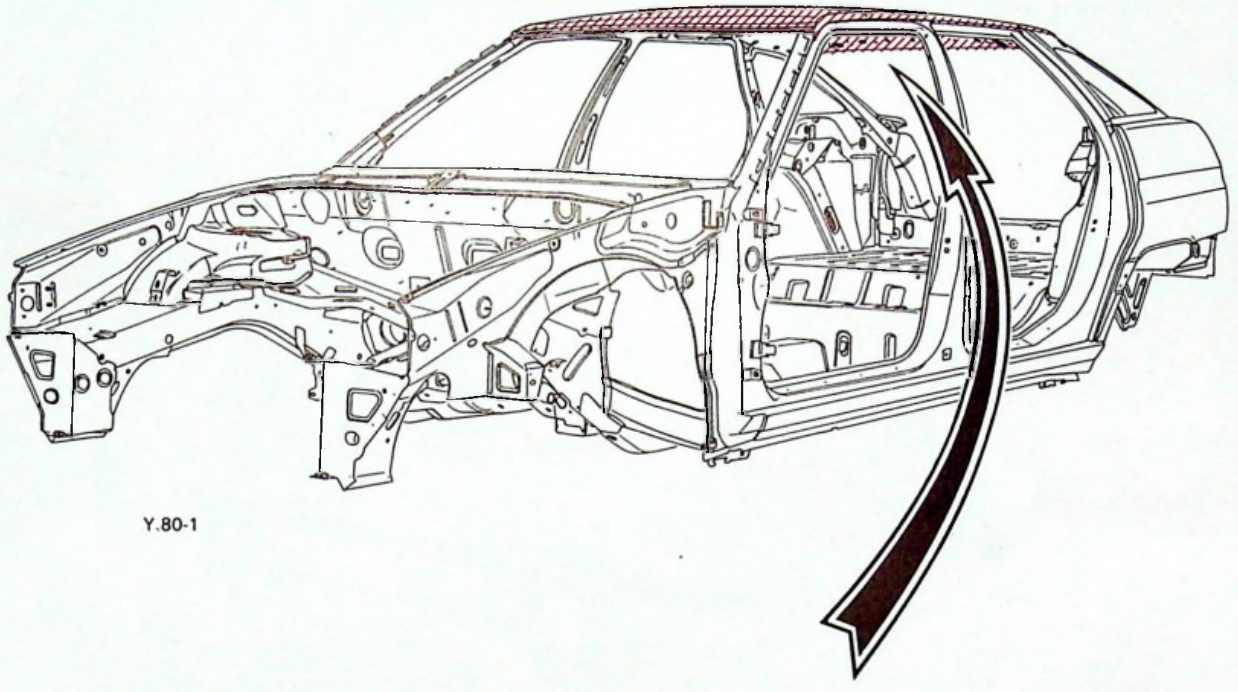
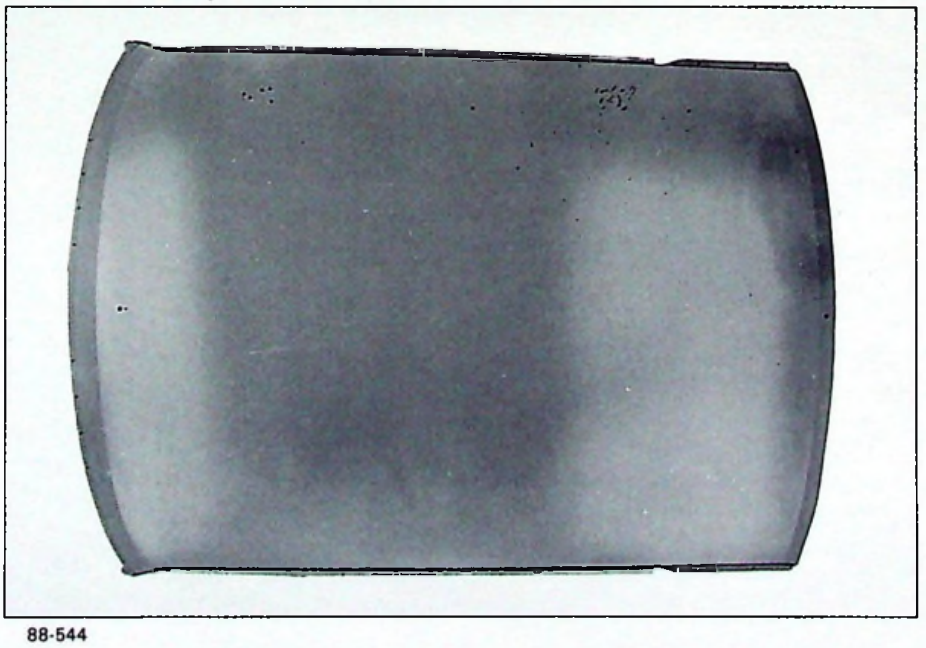


Y.80-1

88-538



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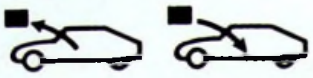
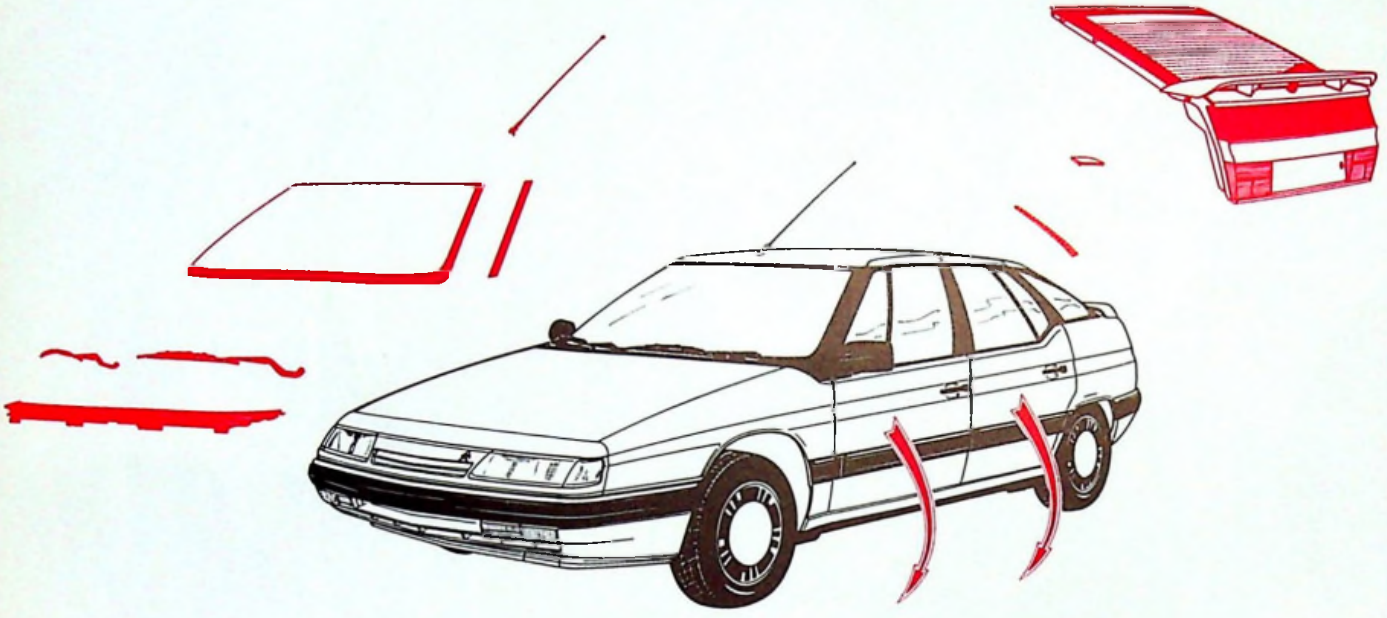
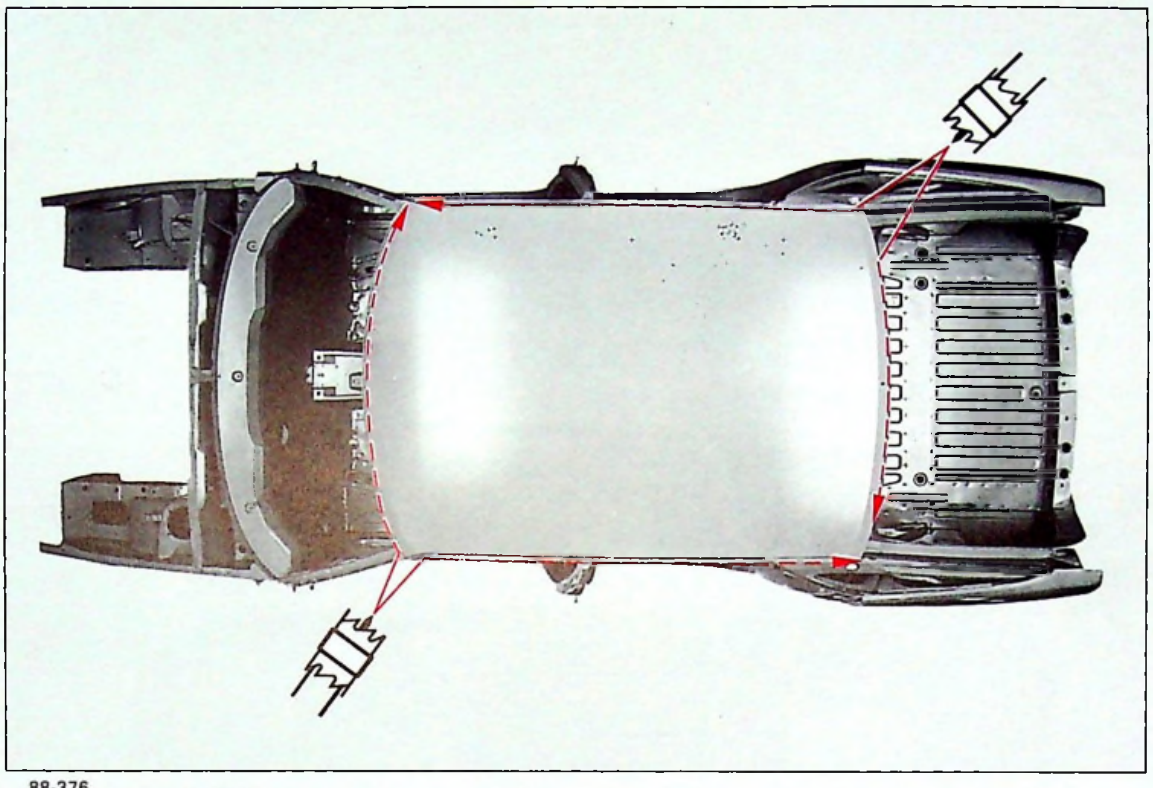
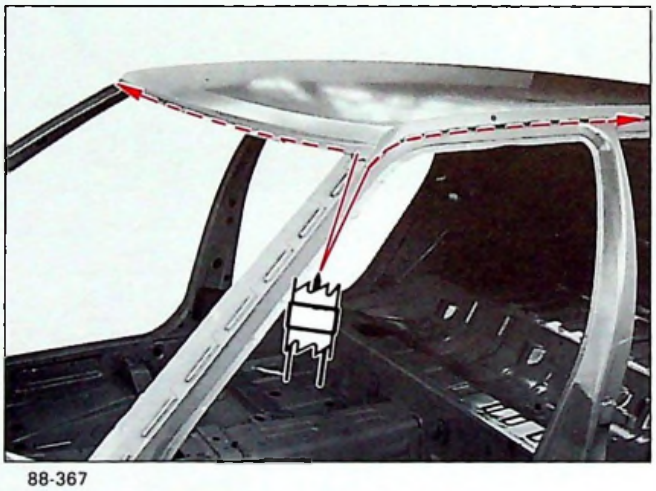
88-538



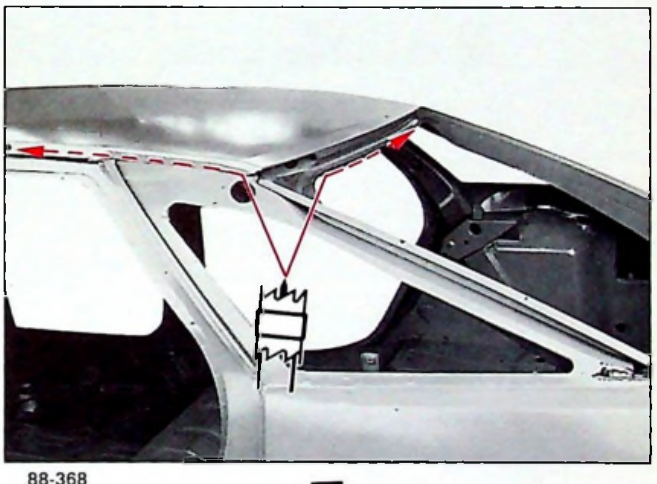




88-376



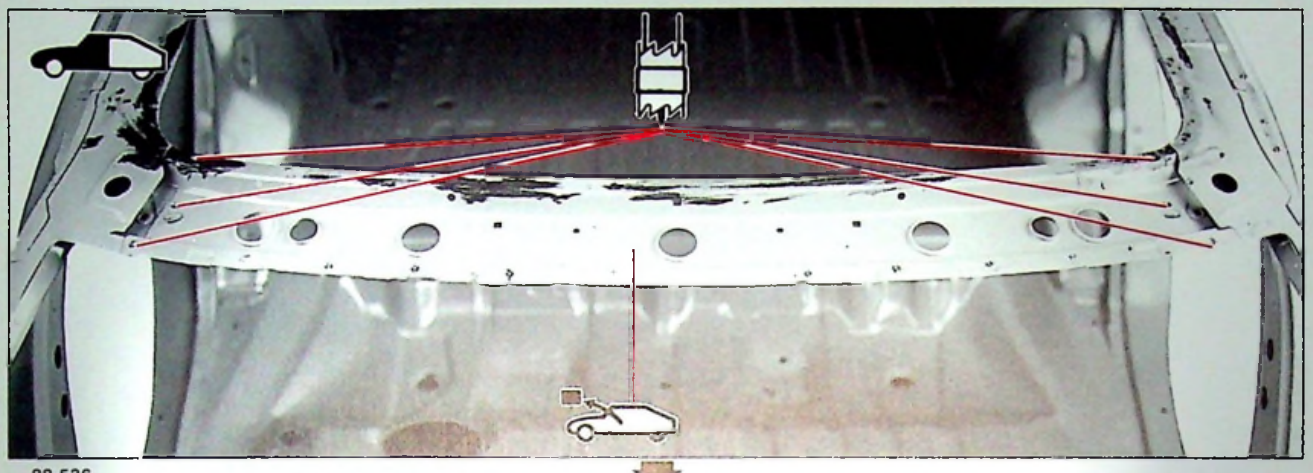
88-367



88-368

88-375

88-381



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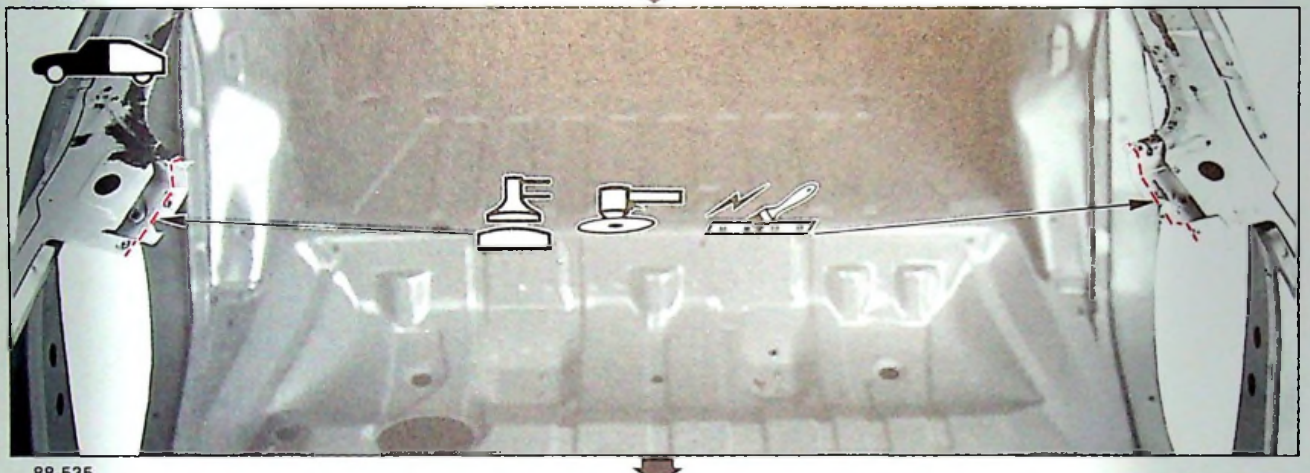

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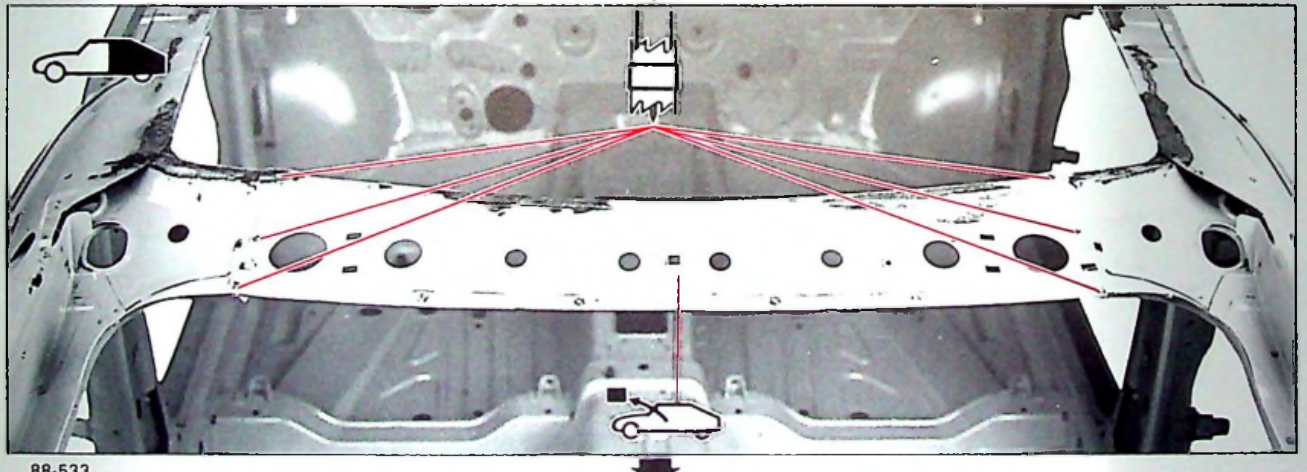

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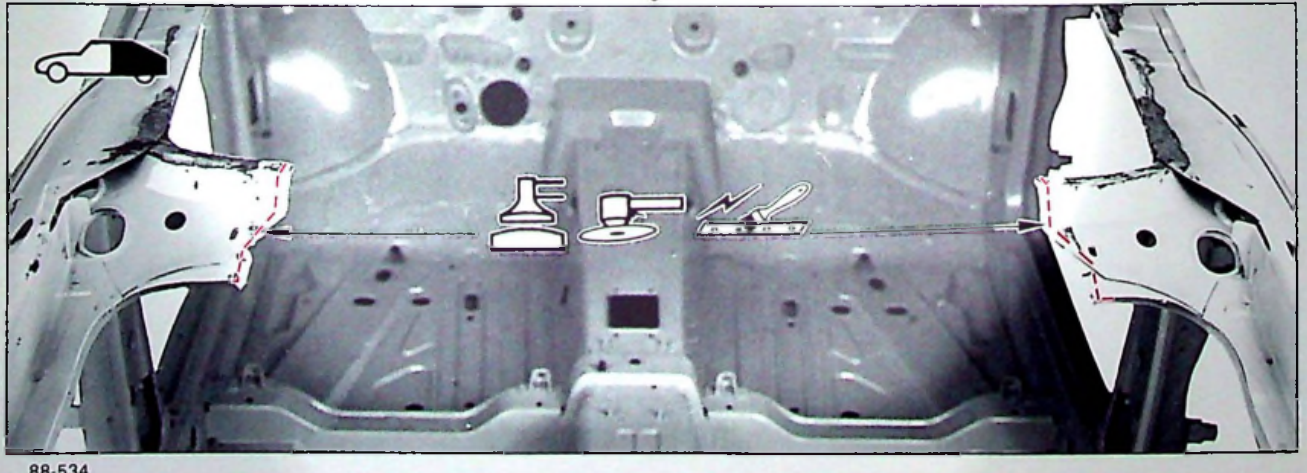

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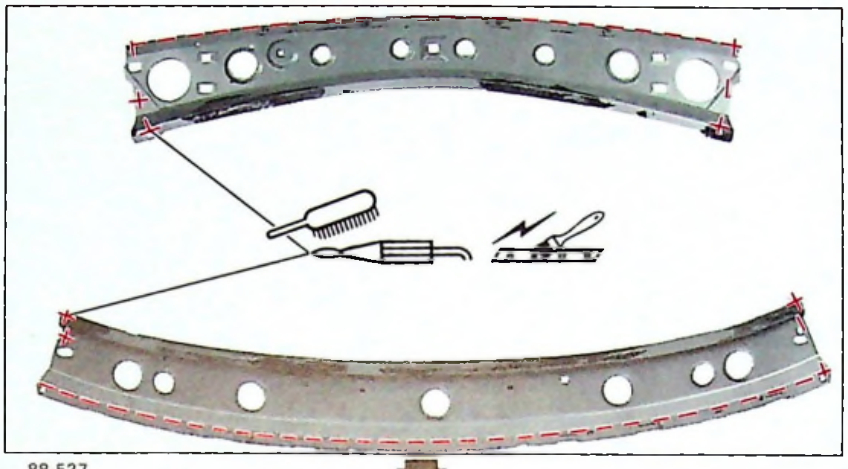
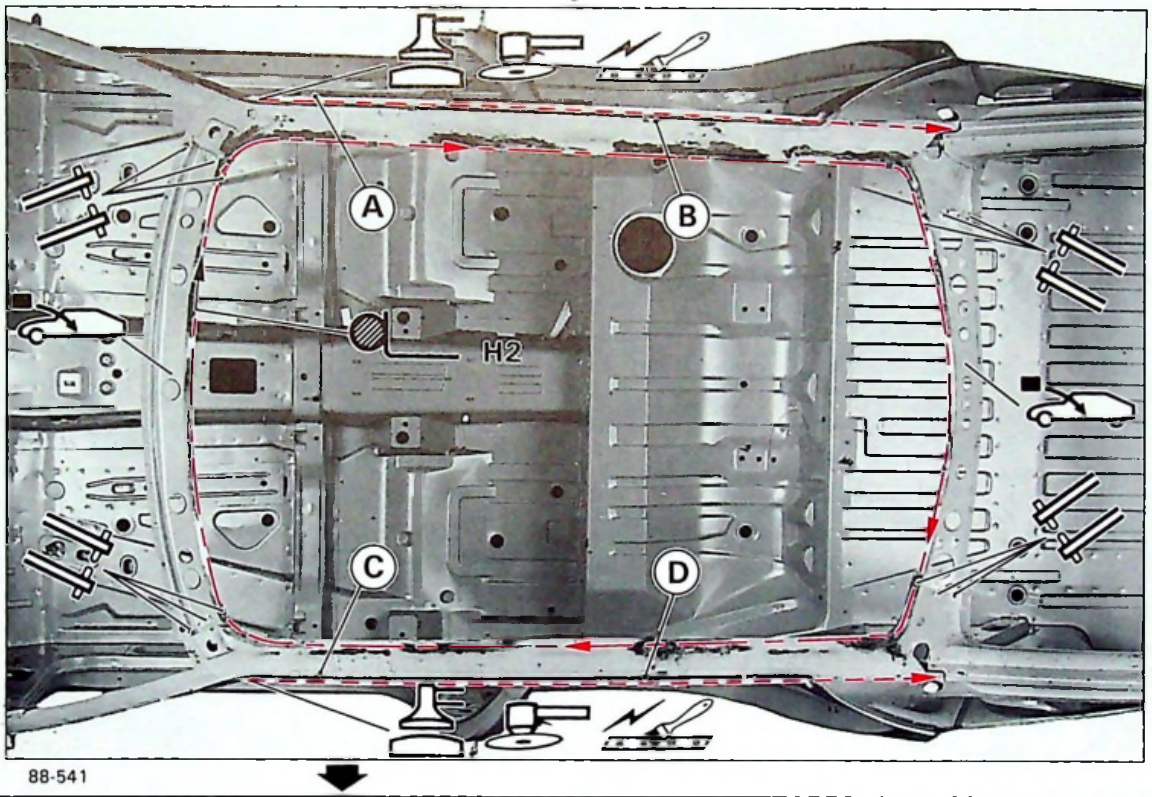


88-537



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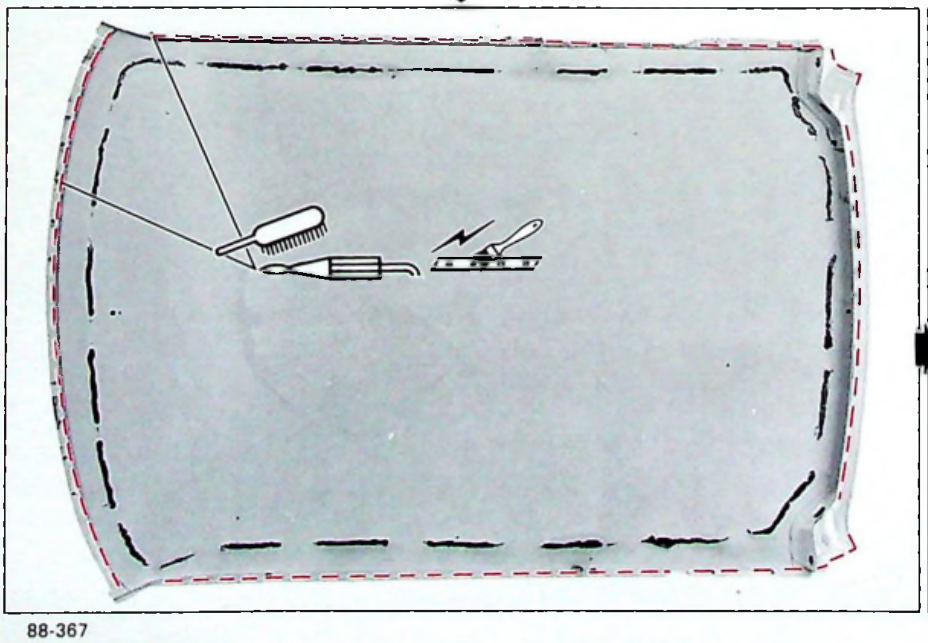
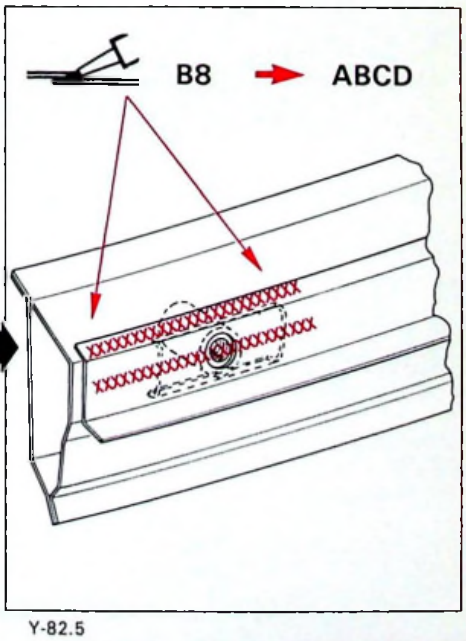
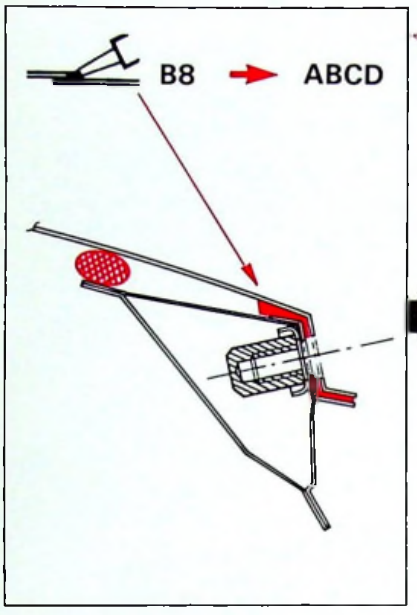


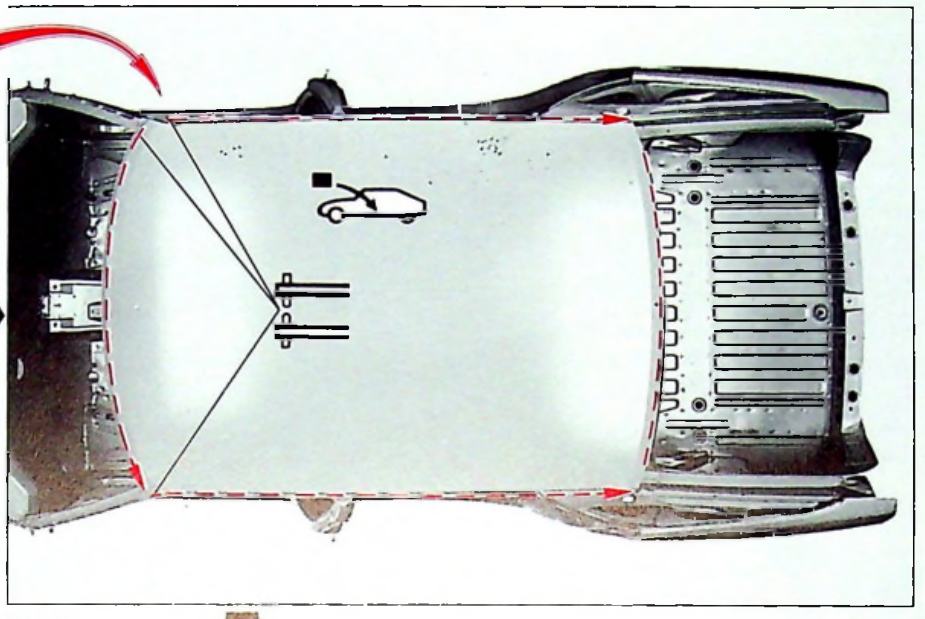
88-367



Y-82.5

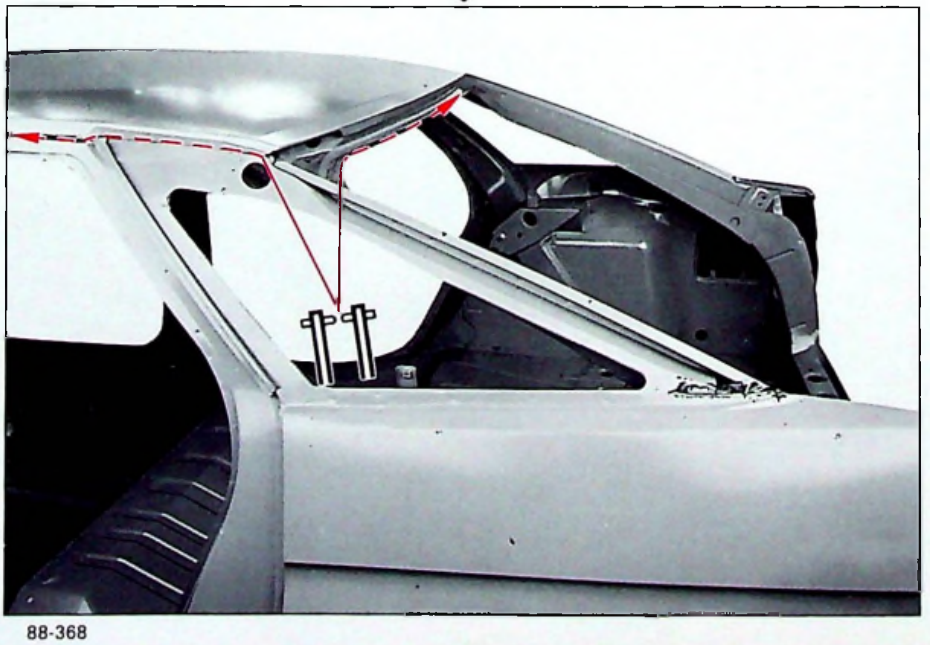


Y-82-5

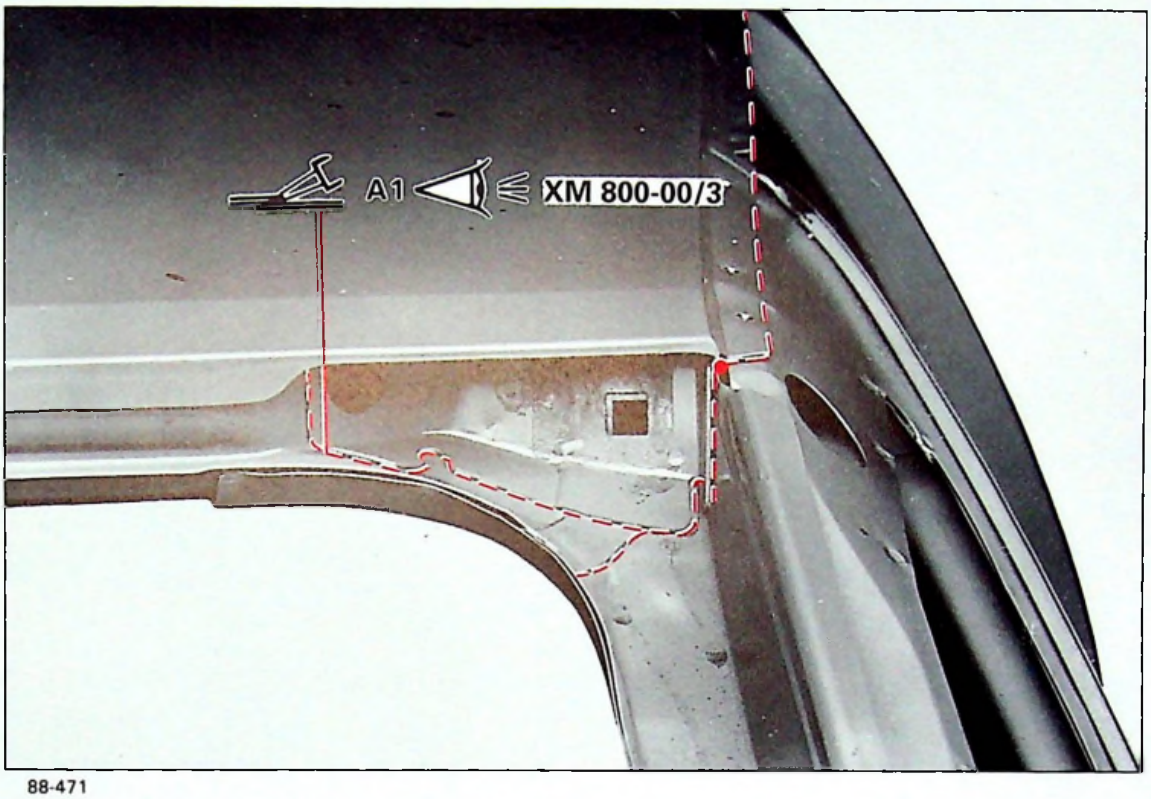


88-376

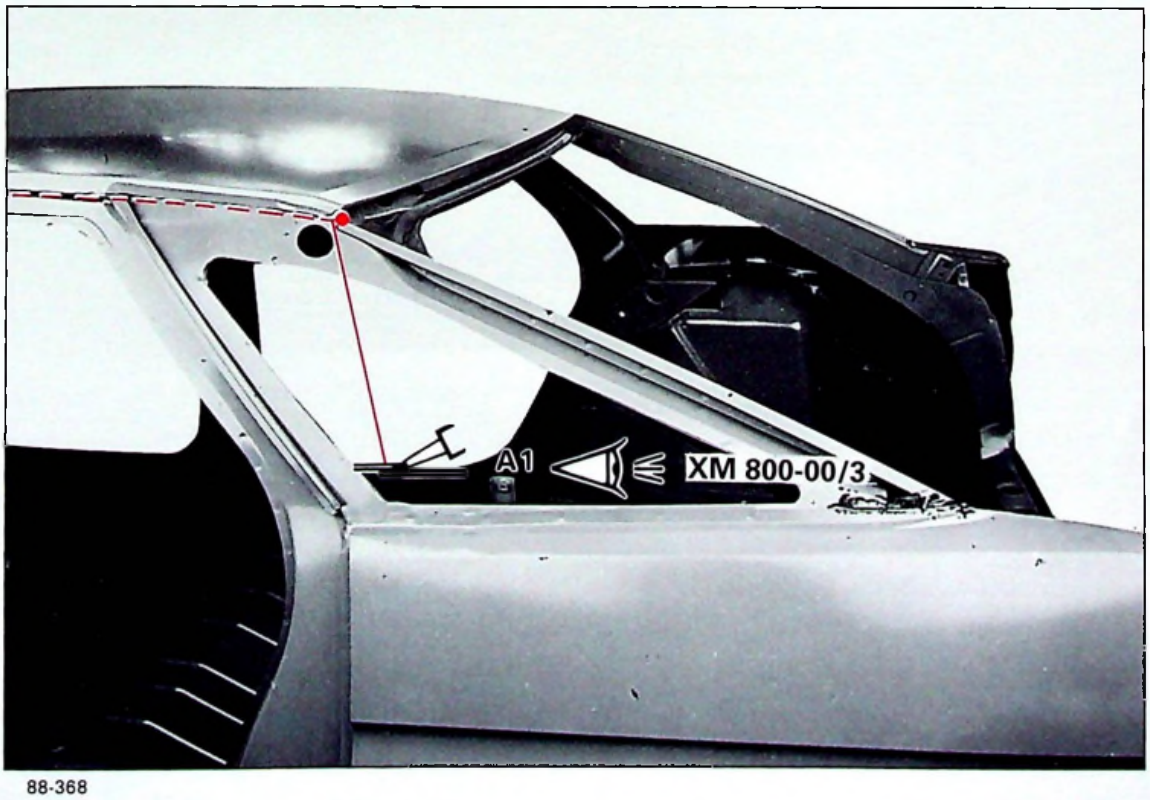
88-367



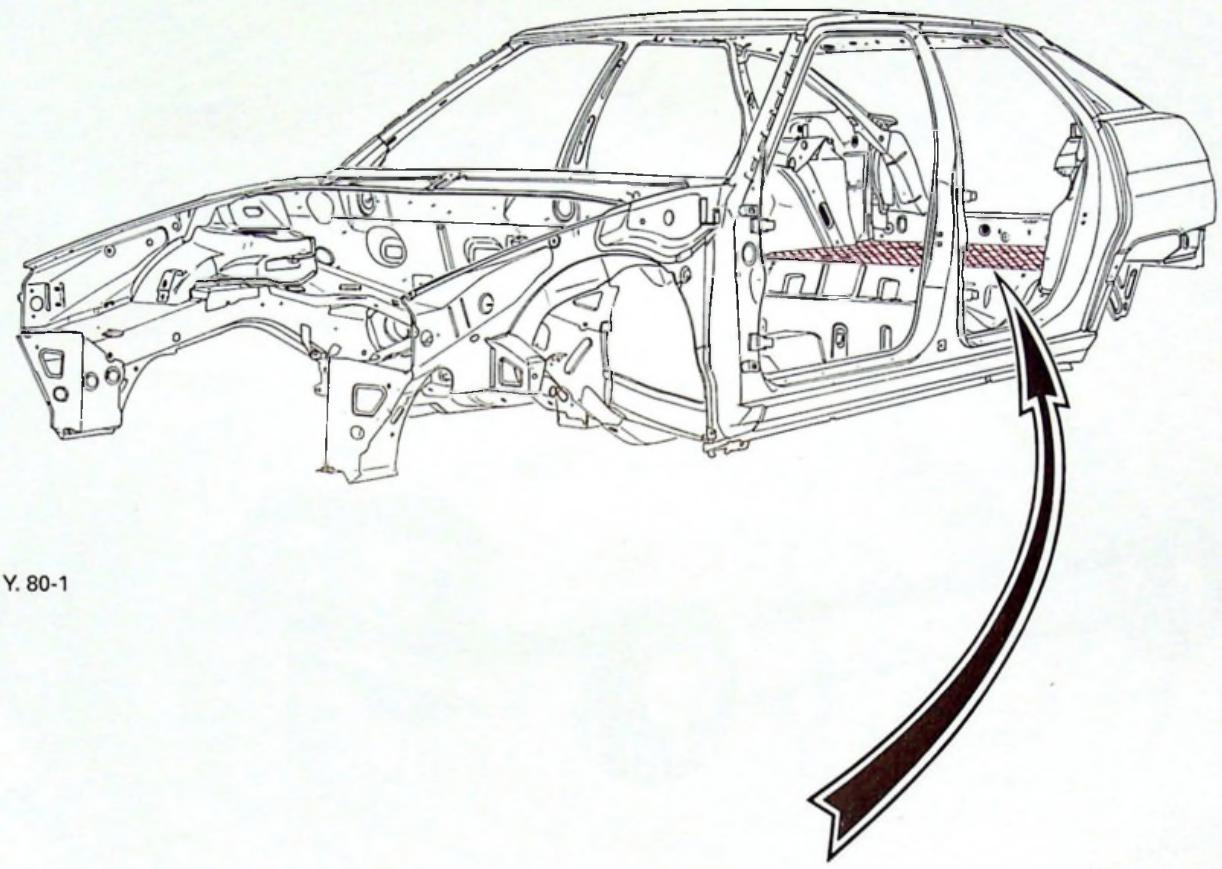
88-368



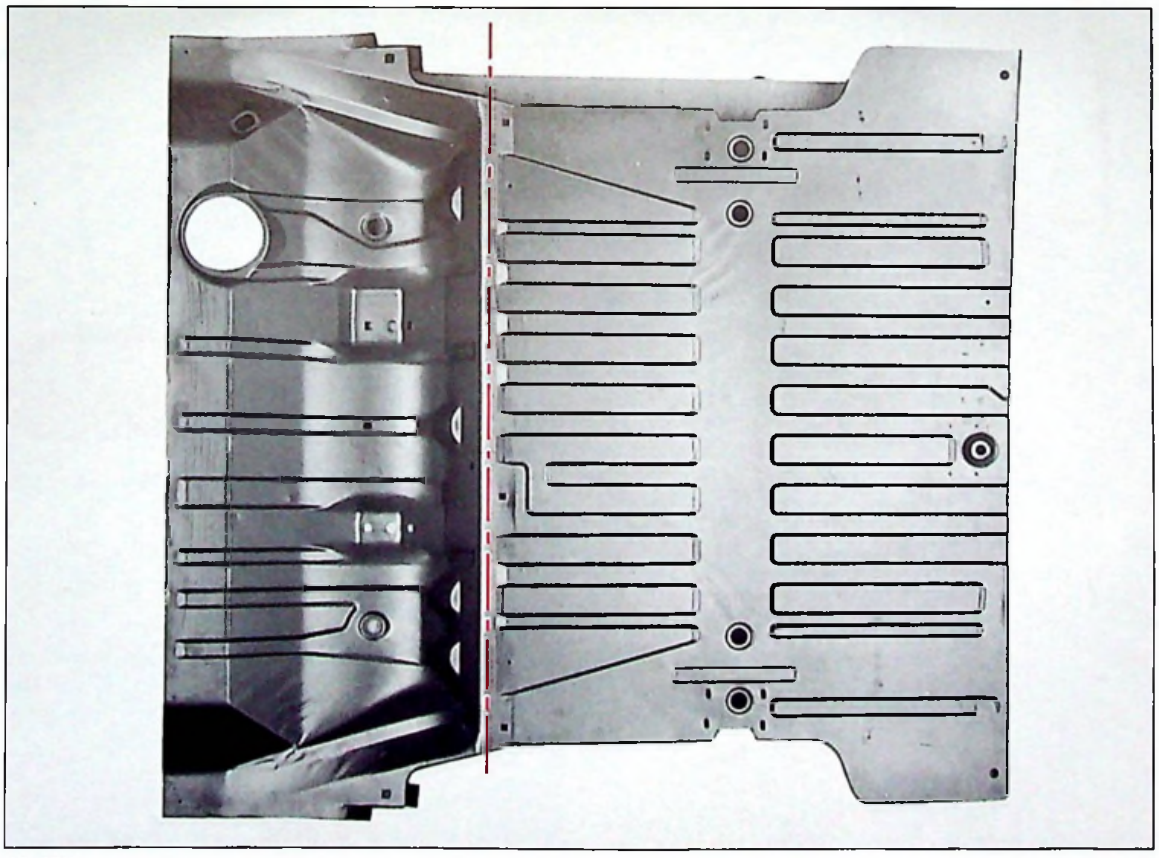
88-471



88-368



Y. 80-1



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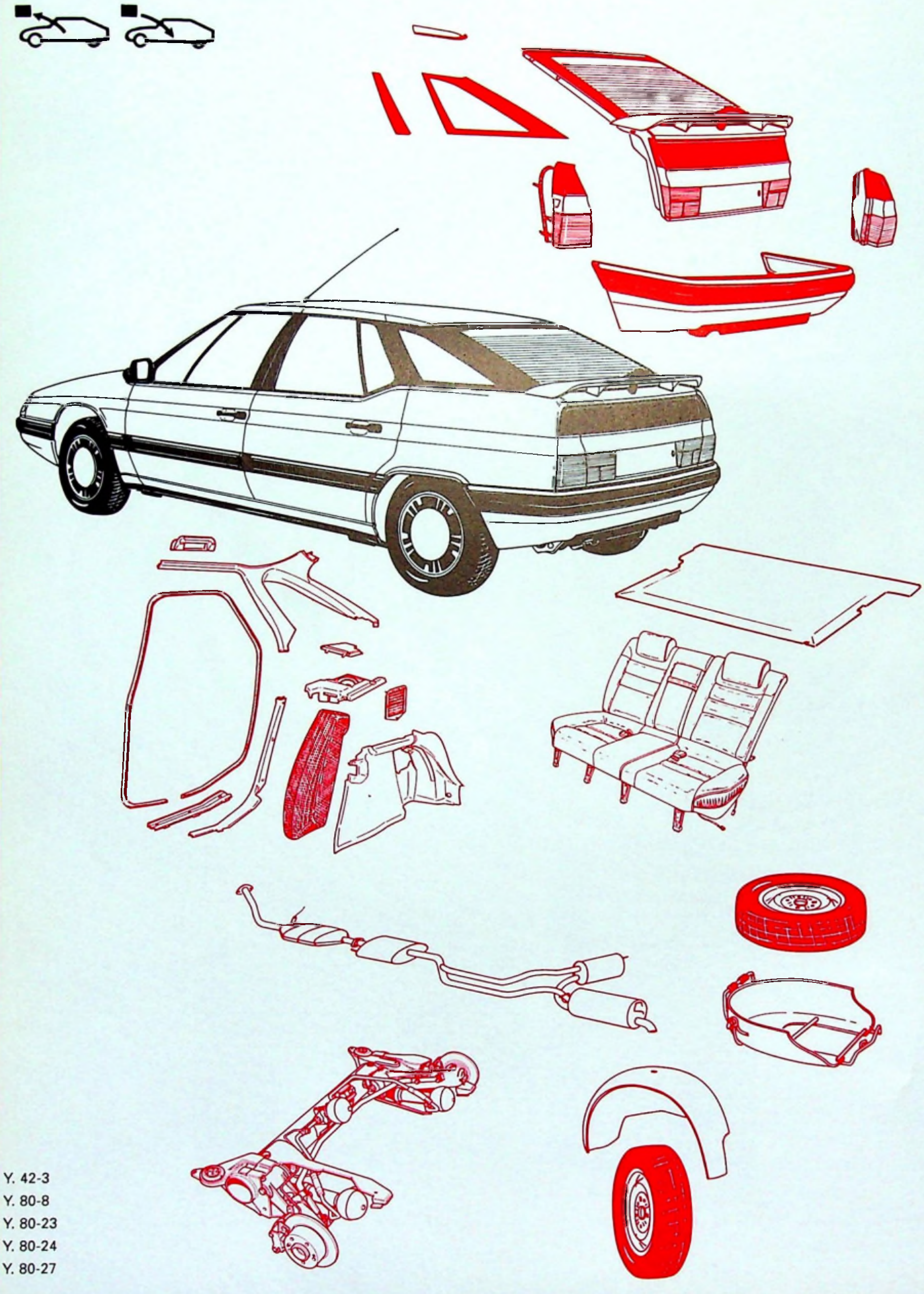
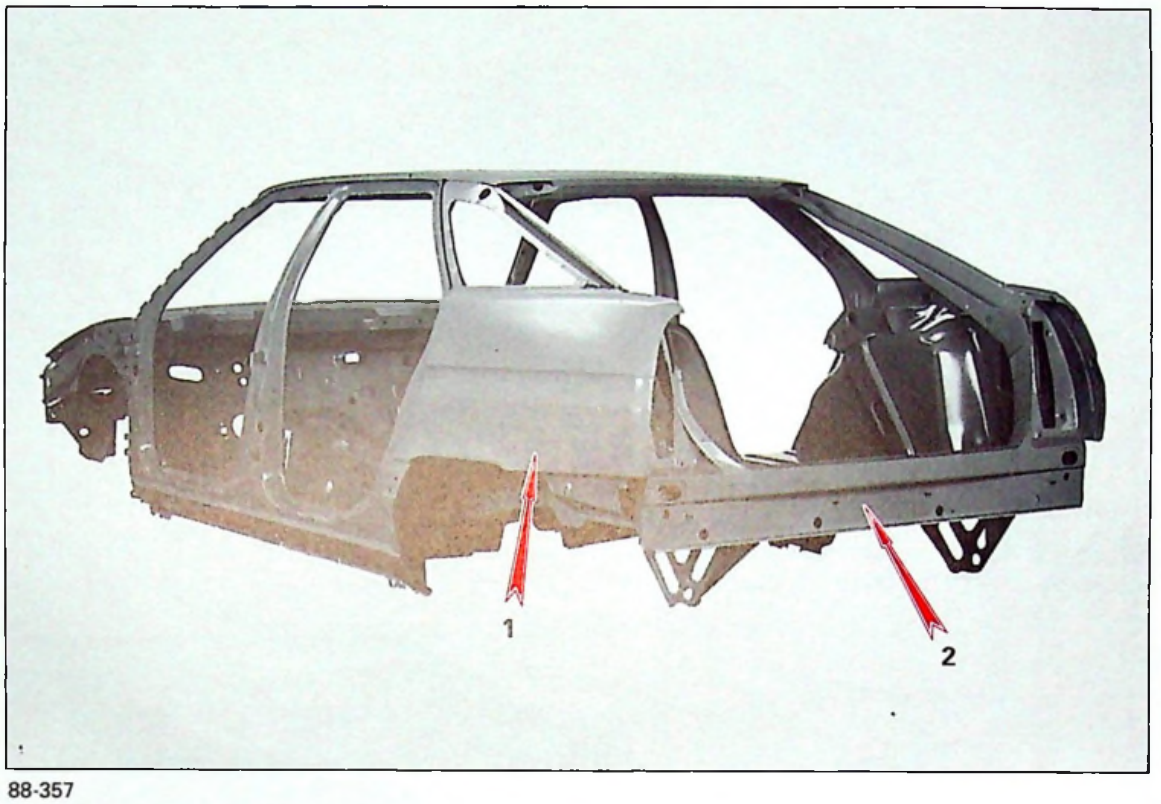


Y. 42-3
Y. 80-8
Y. 80-23
Y. 80-24
Y. 80-27



88-357

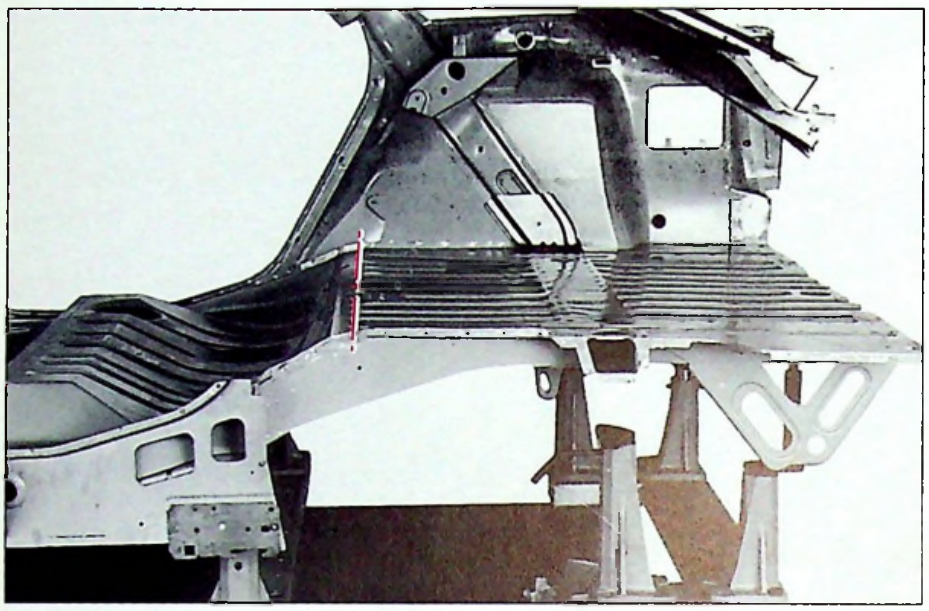
88-542

1 - XM 822-3/1

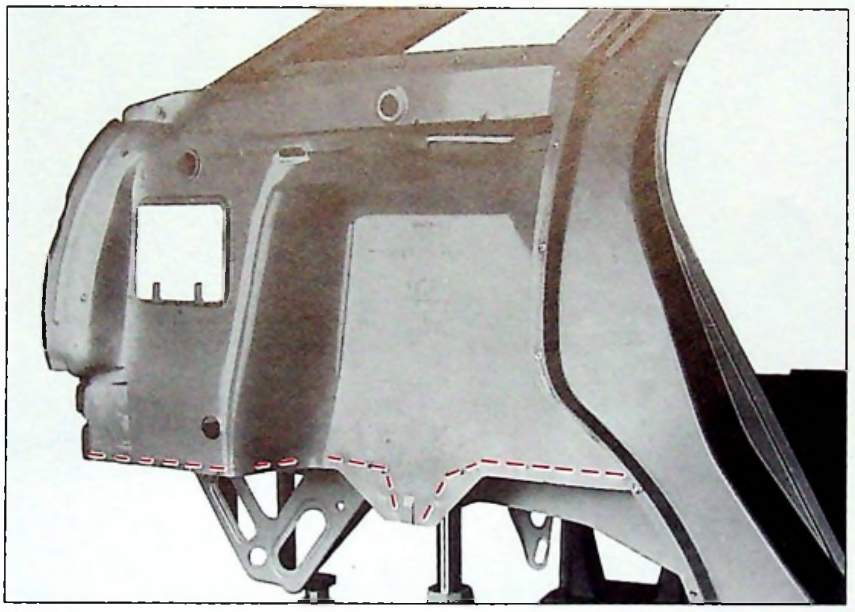
2 - XM 823-3/3

3 - XM 821-3/7

4 - XM 822-3/3



89-355



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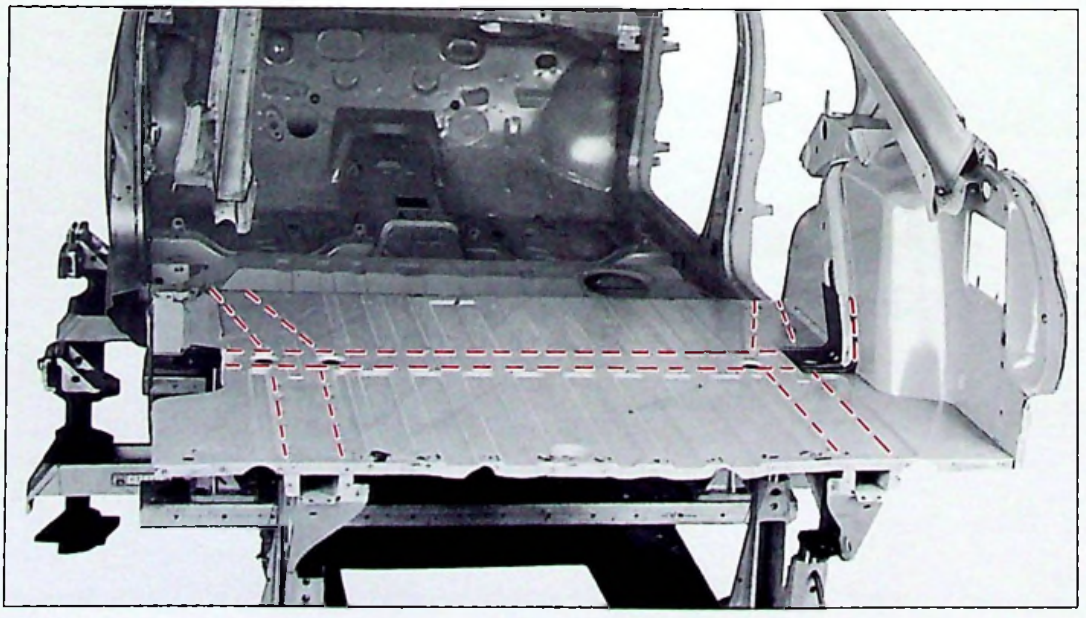

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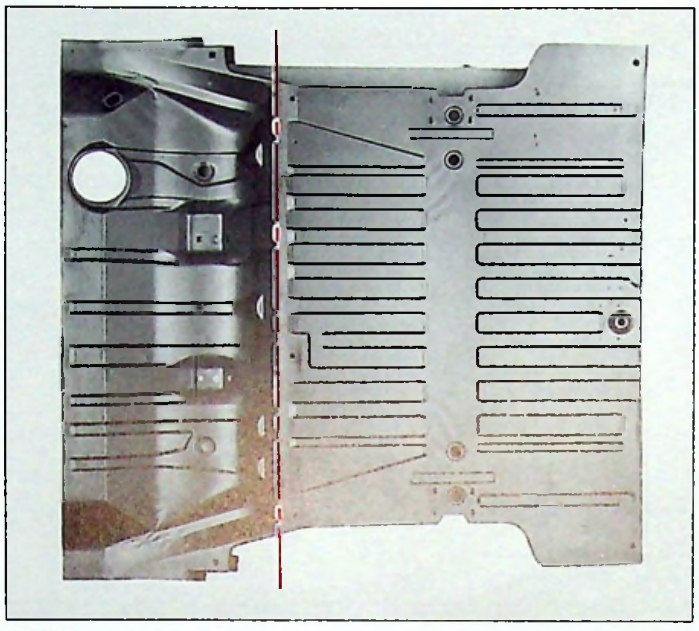

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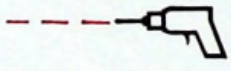
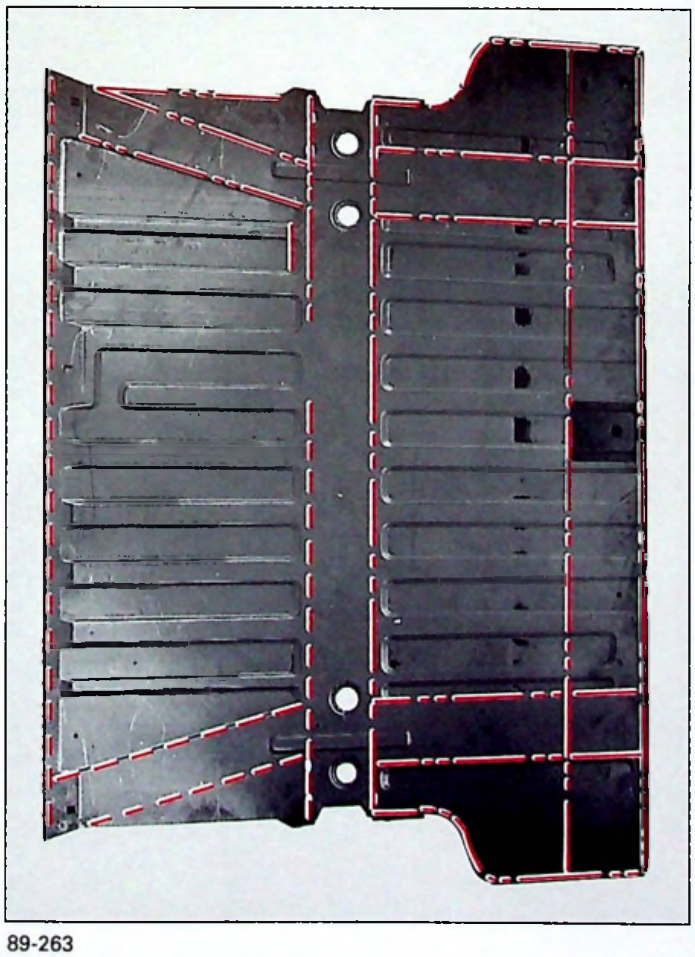
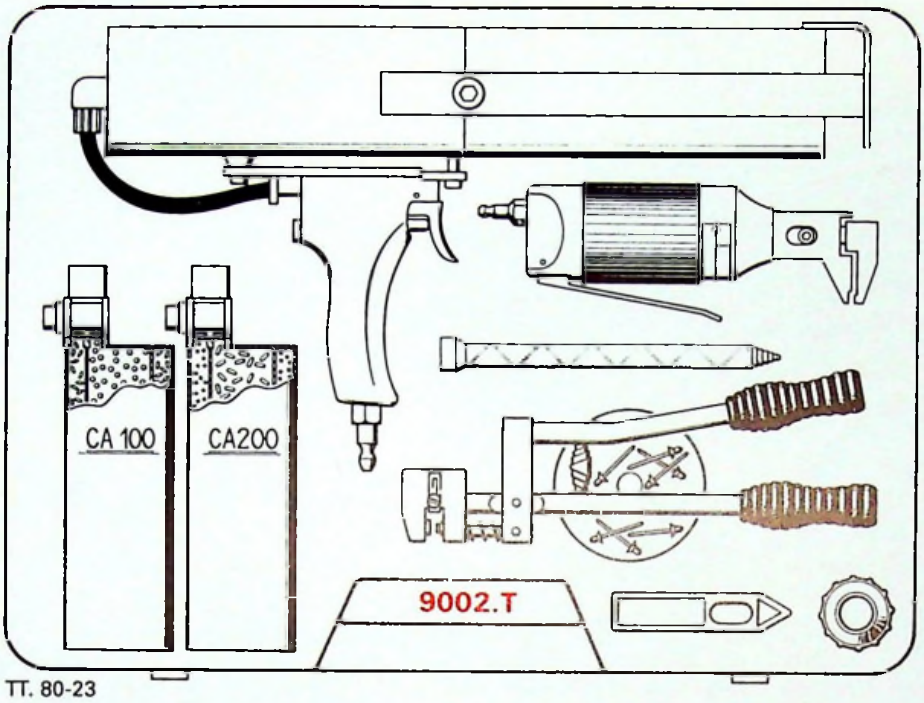
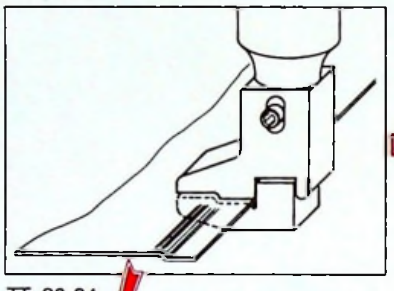




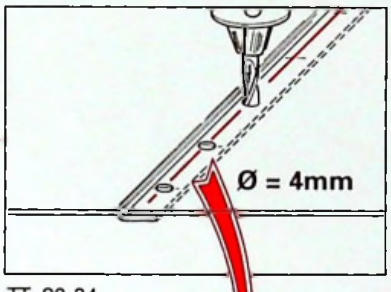
89-263



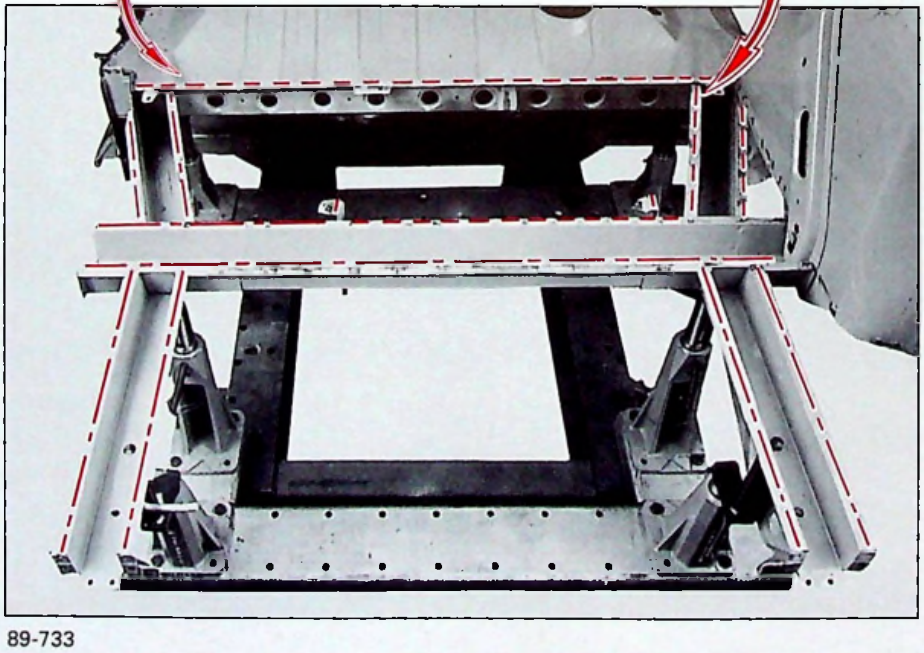
TT. 80-23



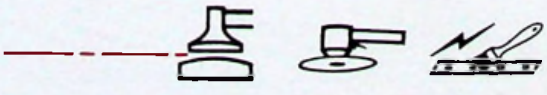
TT. 80-24

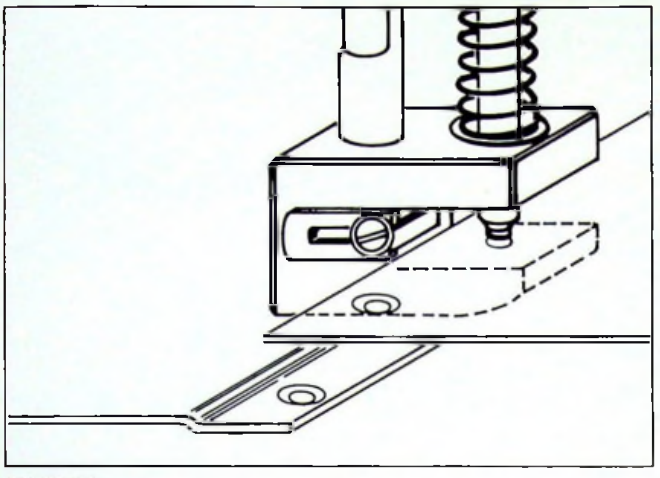


TT. 80-24

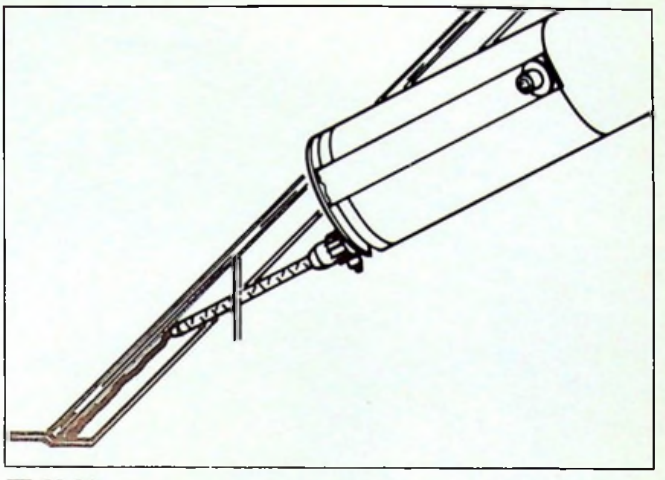


89-733

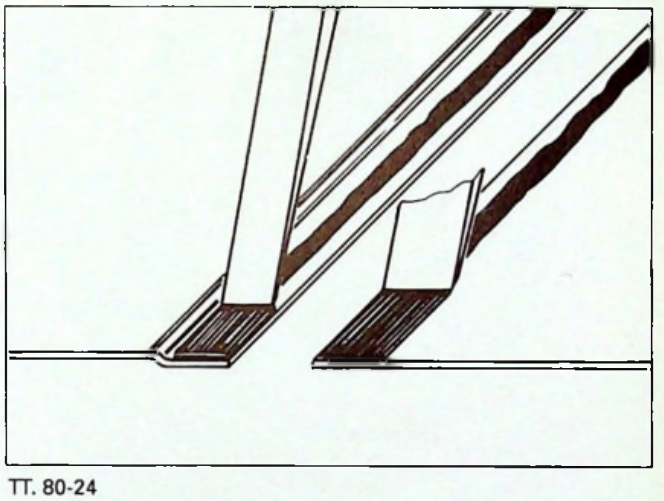




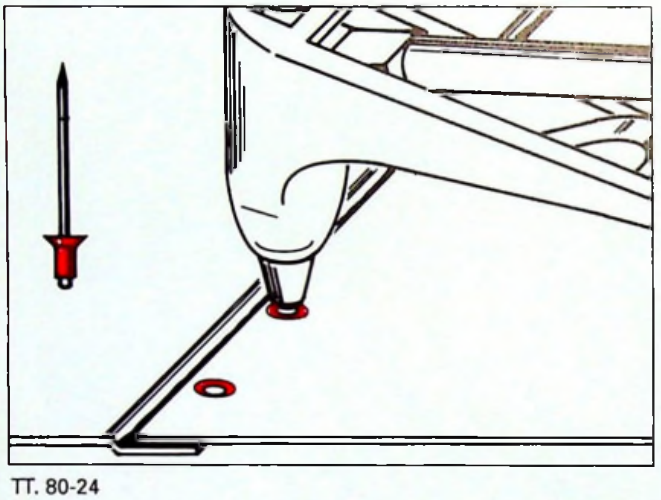
TT. 80-24



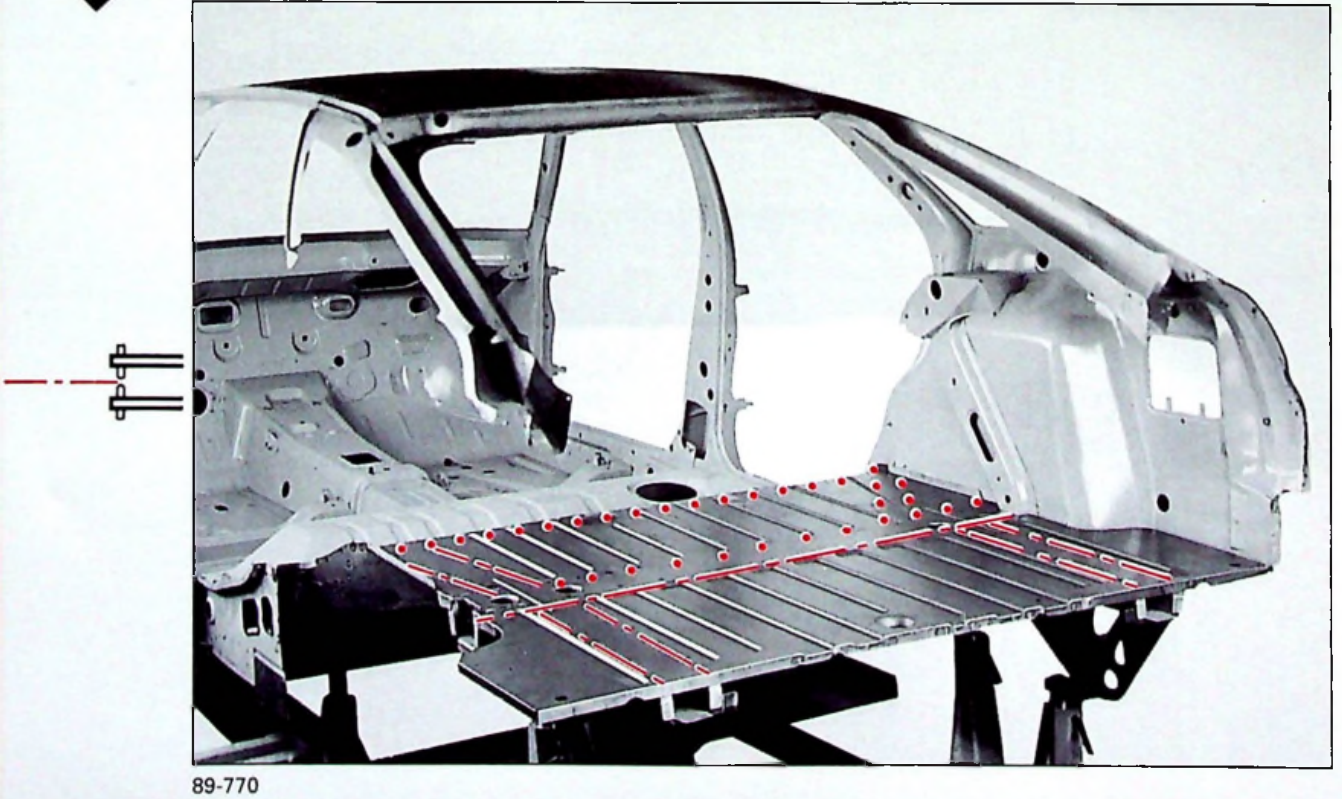
TT. 80-24



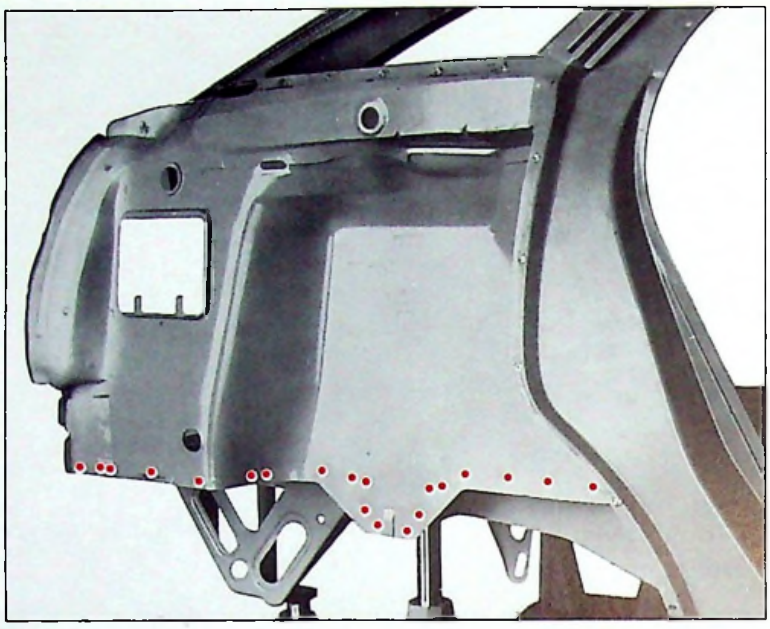
TT. 80-24



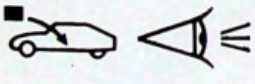
TT. 80-24



89-770

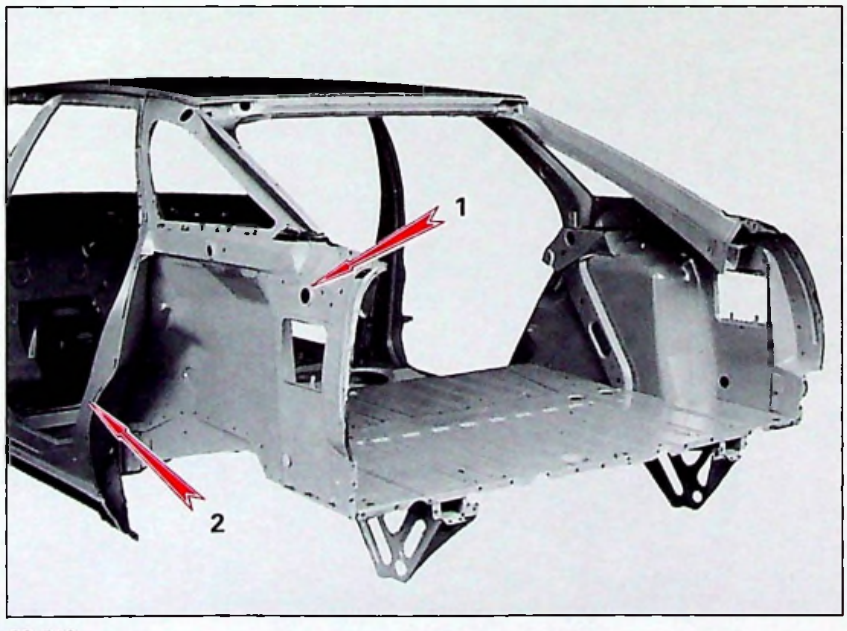


89-354

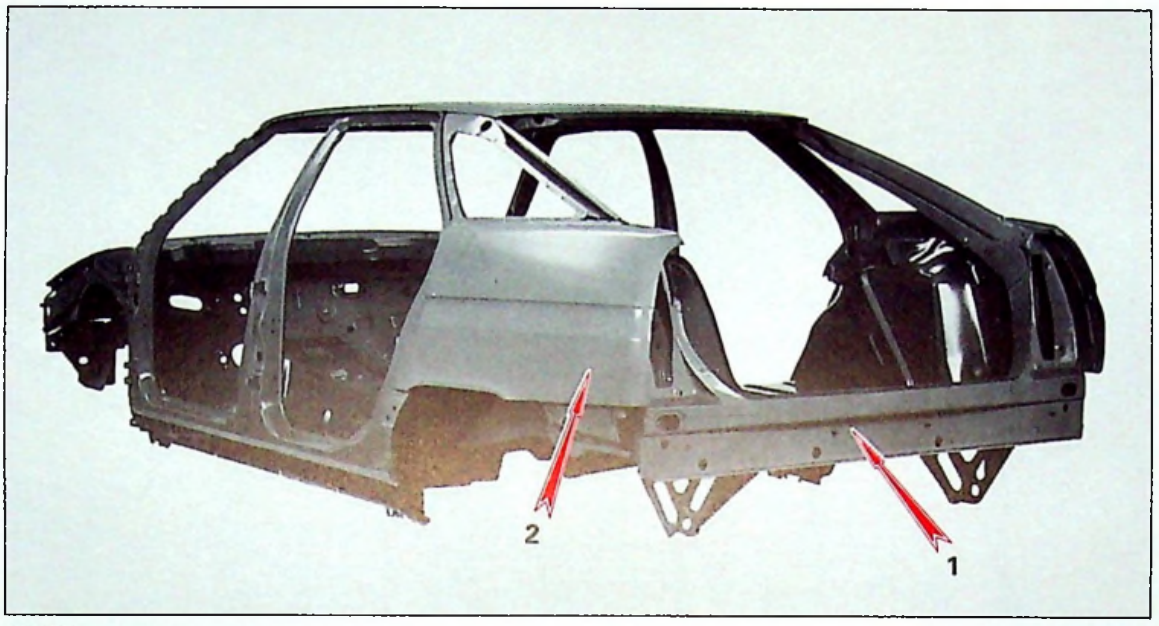


1 - XM 822-3/3

2 - XM 821-3/7



88-542



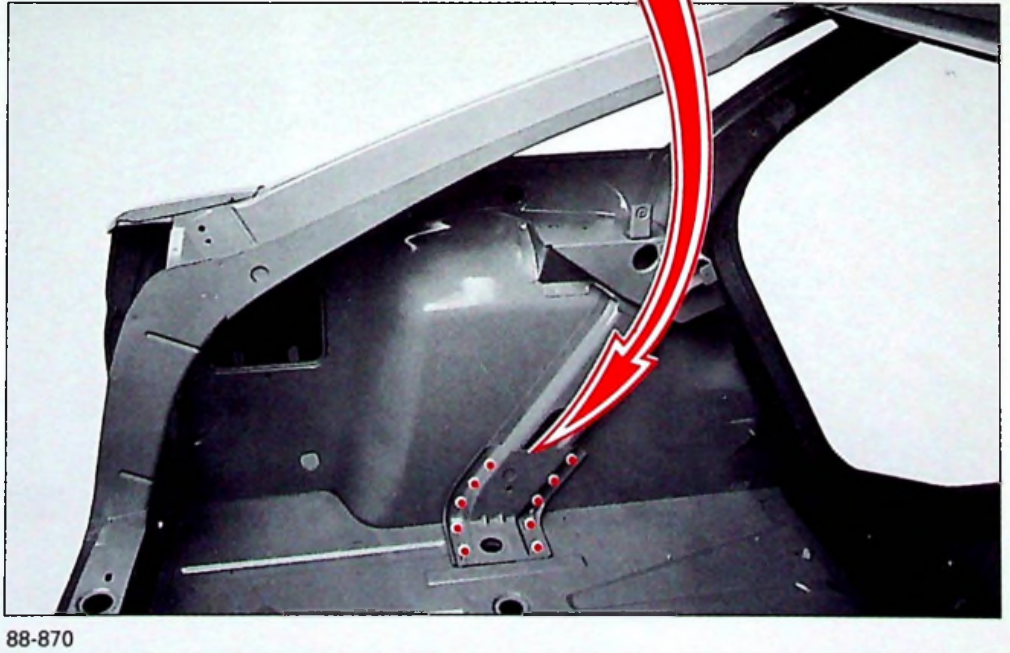
88-357

1 - XM 823-3/3

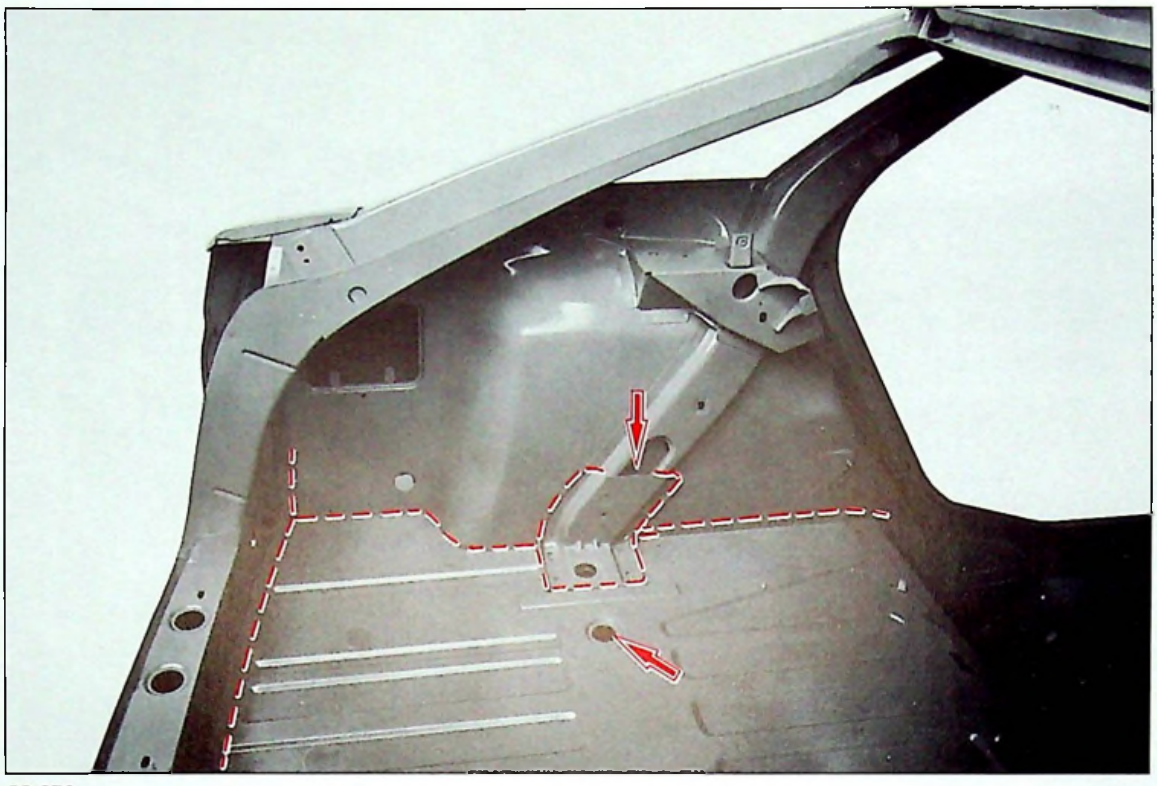
2 - XM 822-3/1

+ + + Ø = 8 mm

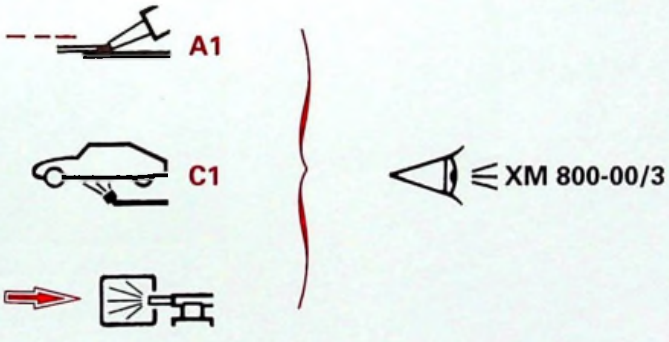
89-368

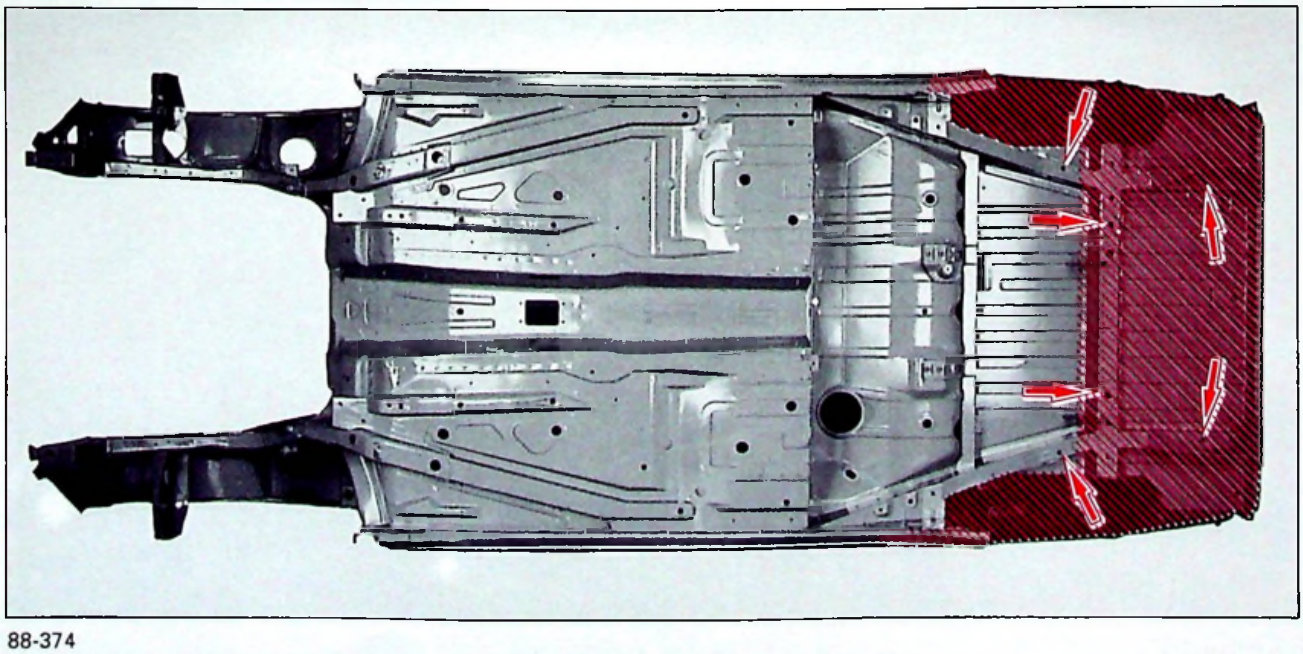


88-870

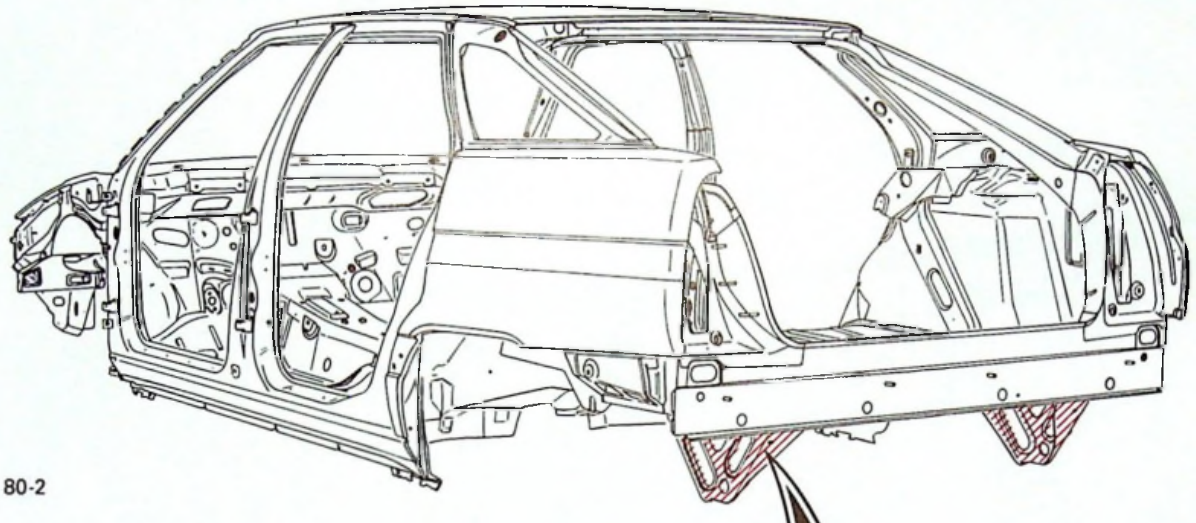


88-870

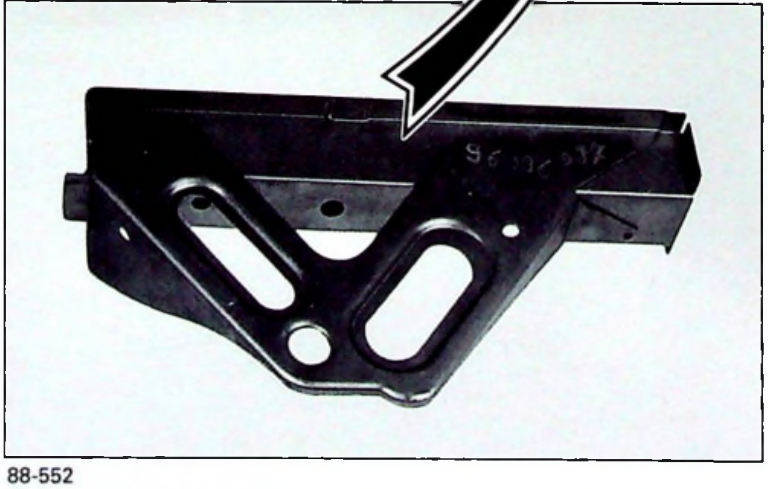




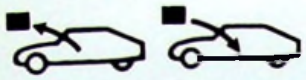
88-374

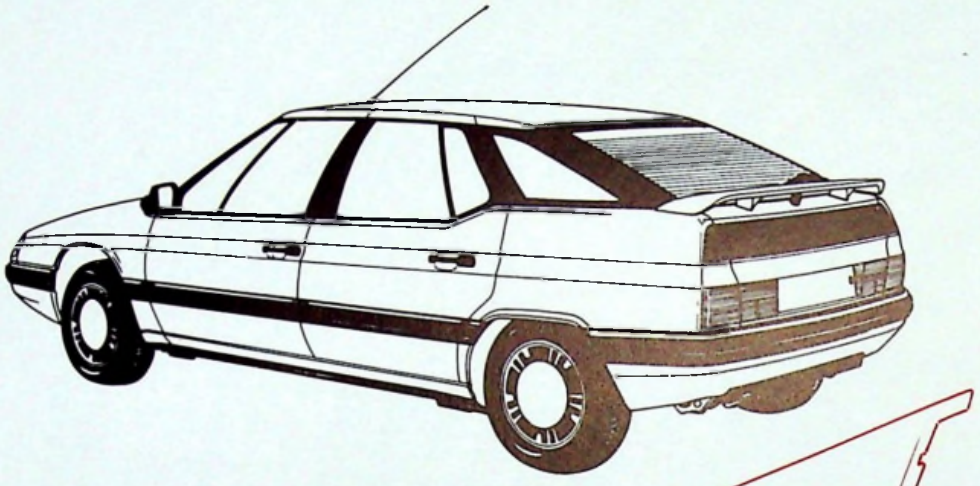


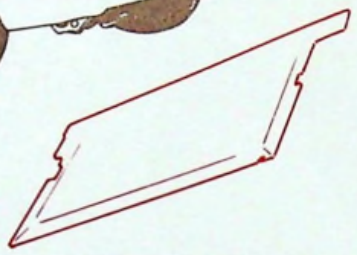
Y. 80-2

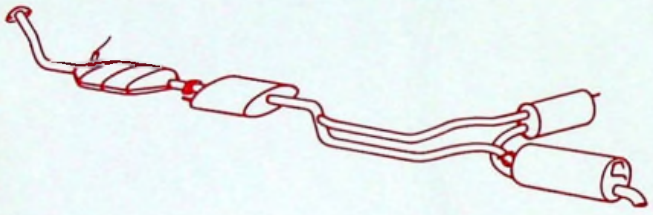


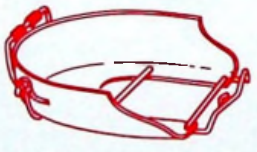
88-552



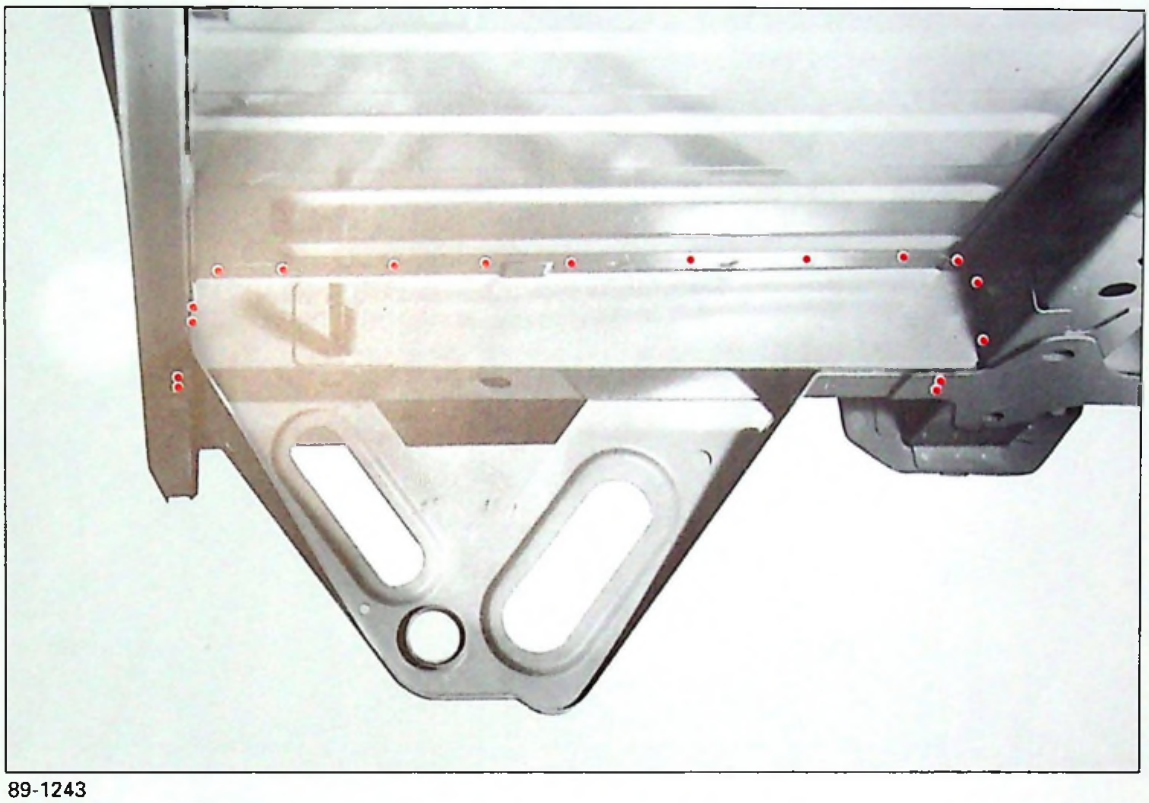




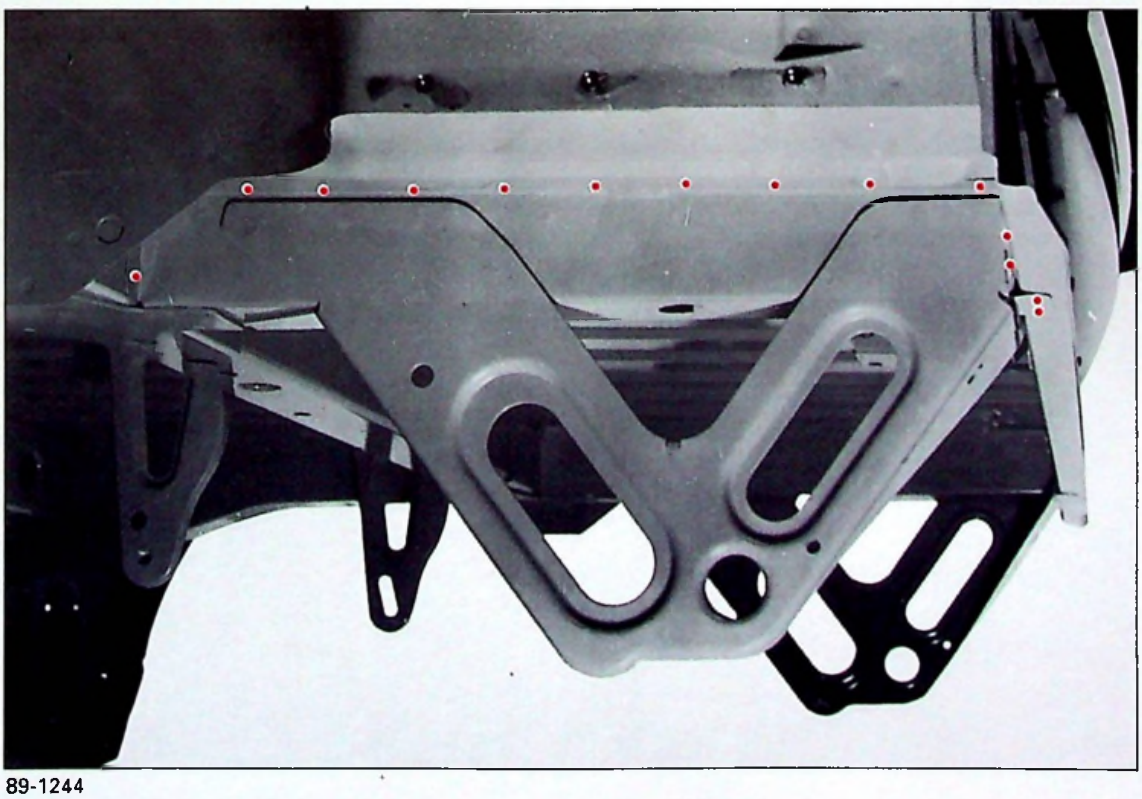




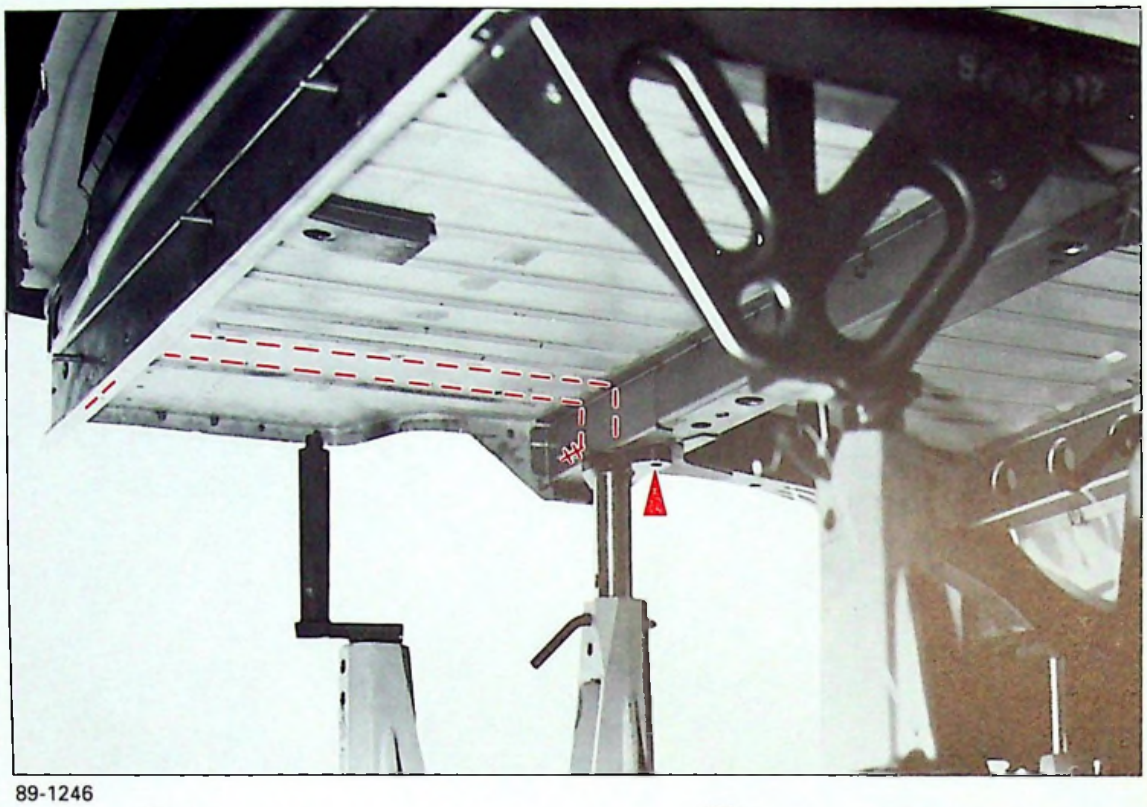
Y. 80-27
Y. 80-8



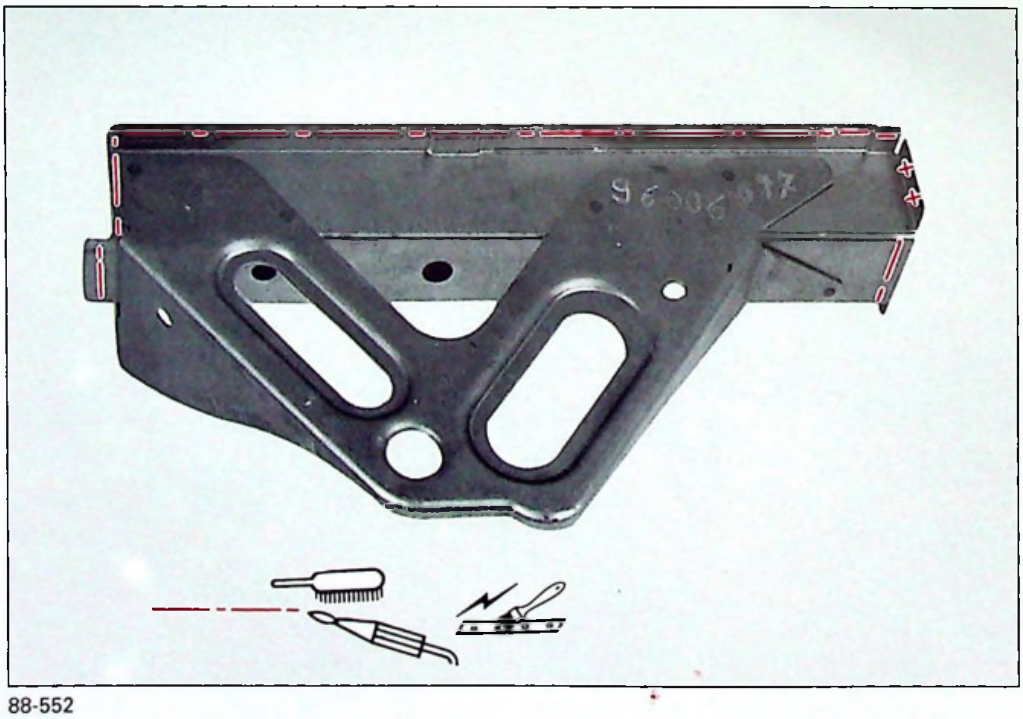
89-1243



89-1244

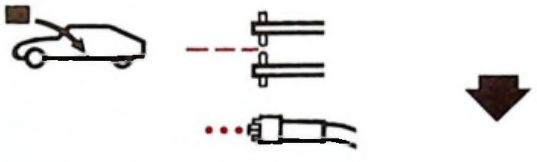


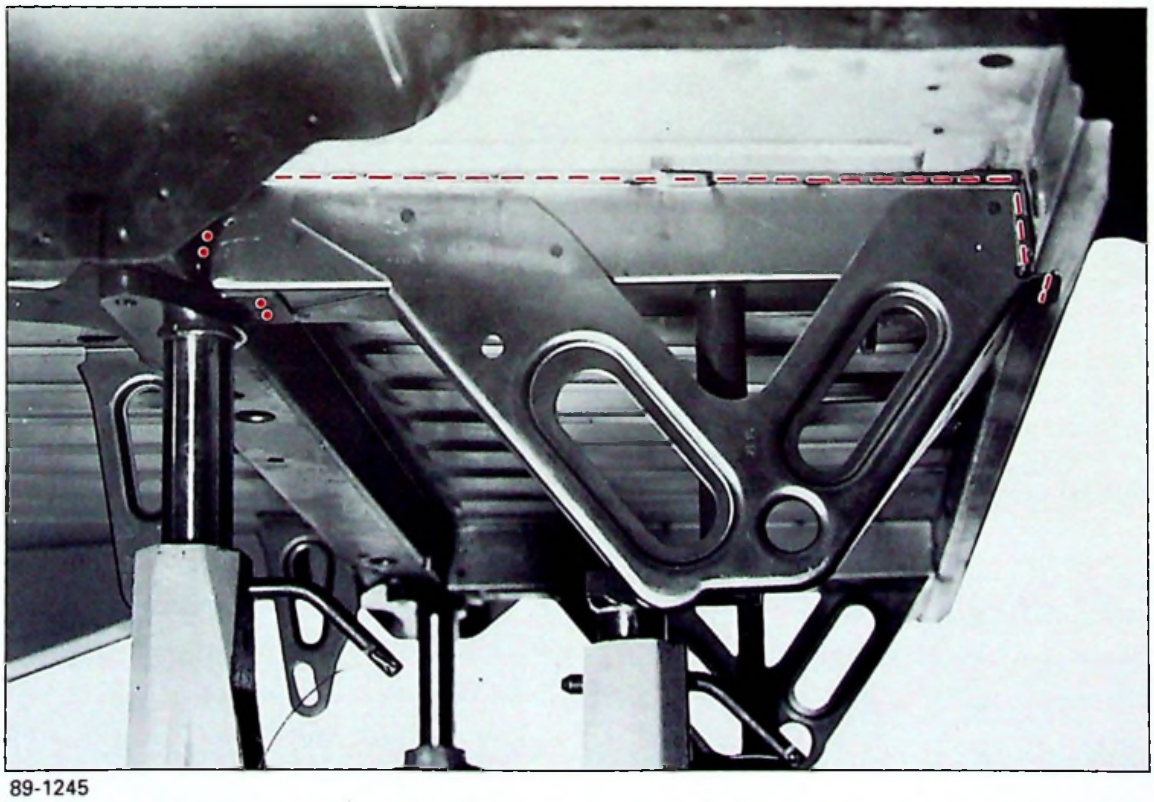
89-1246



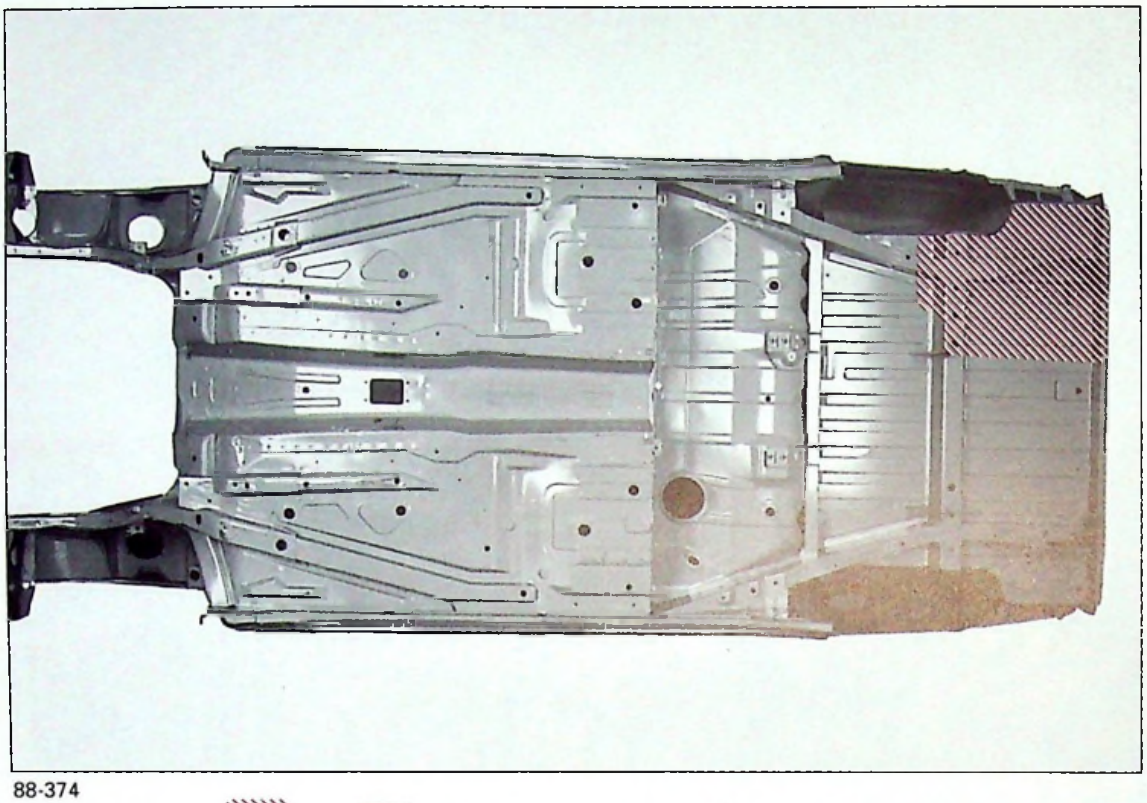
88-552

89-1247



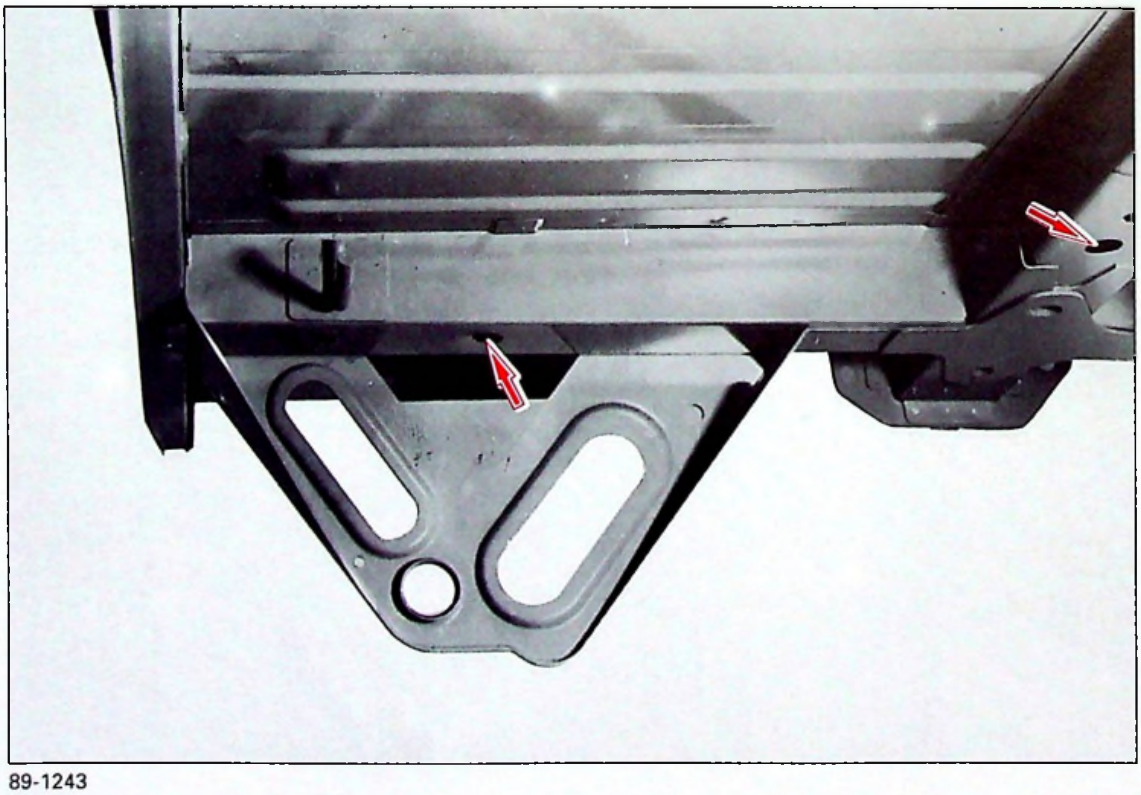


89-1245

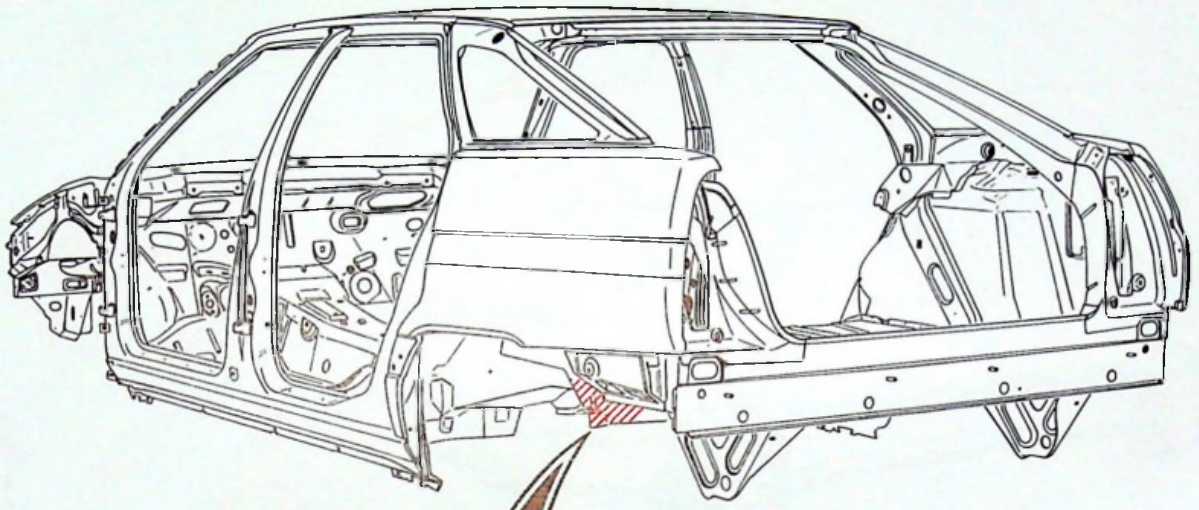


88-374

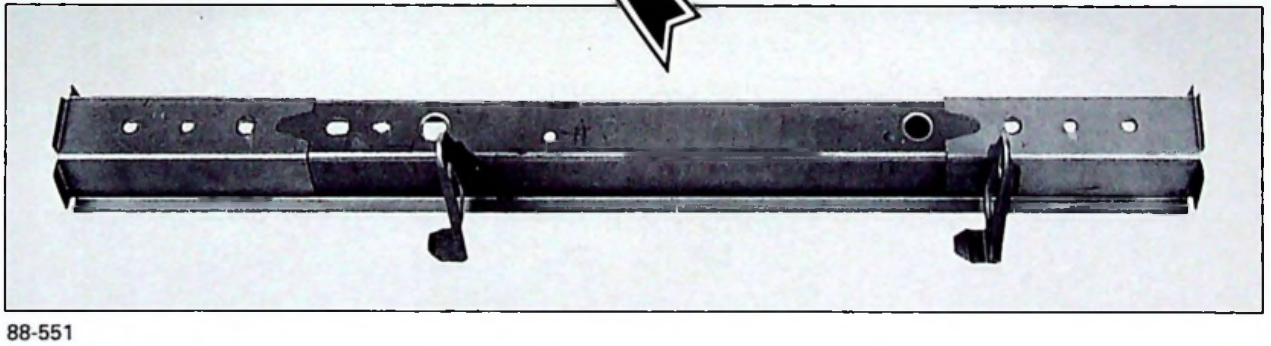
C1 XM 800-00/3



89-1243

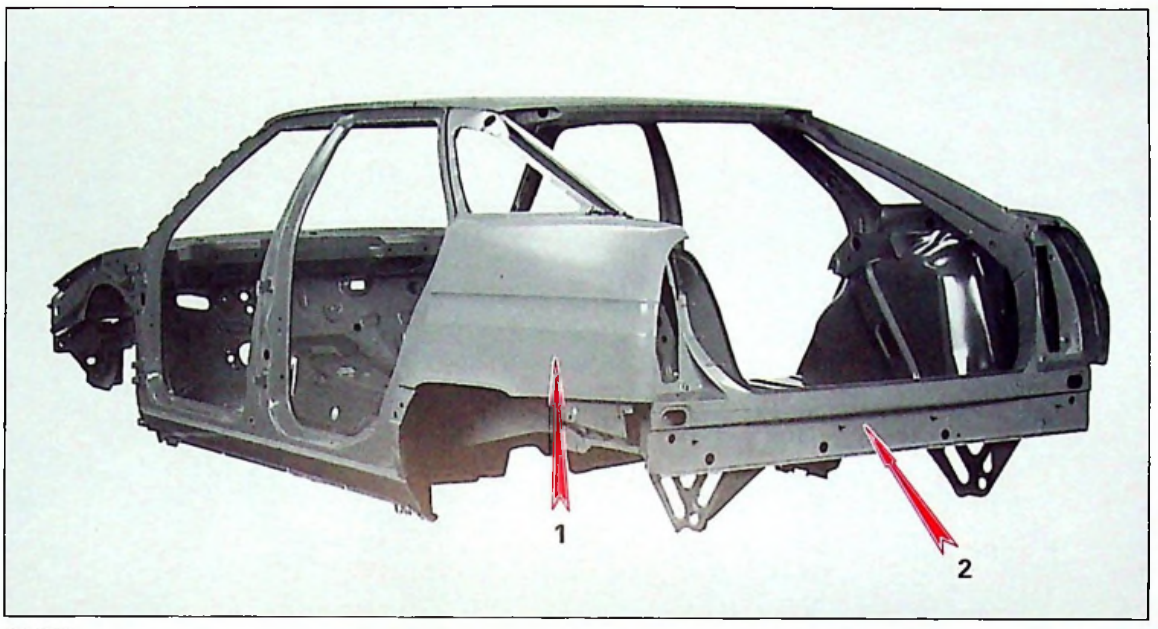


Y. 80-2



88-551

Y. 42-3
Y. 80-8
Y. 80-23
Y. 80-24
Y. 80-27



88-357

1 - 2 - 3 - 4 - 5

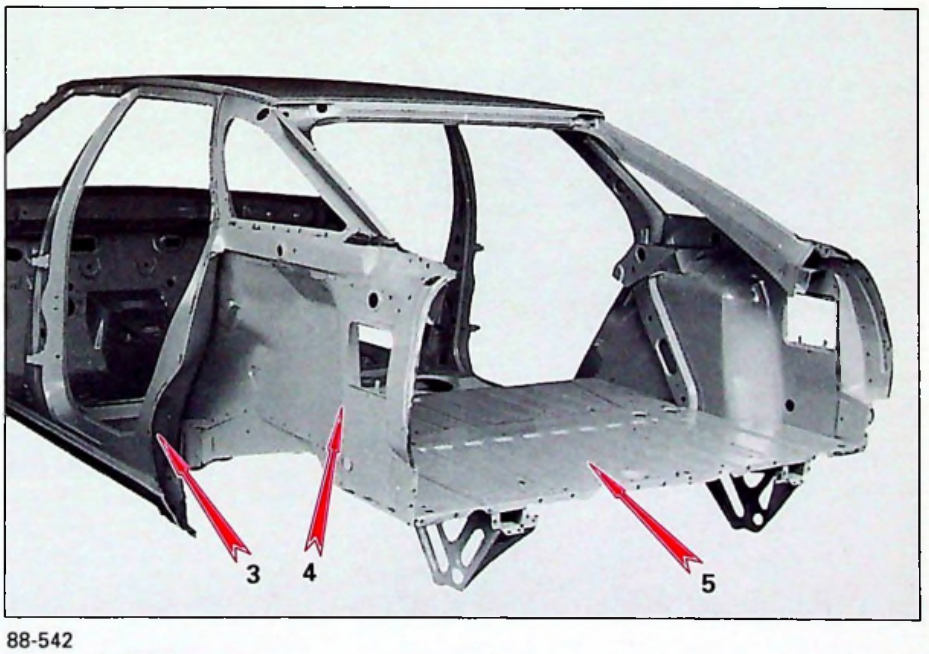
1 - XM 822-3/1

2 - XM 823-3/3

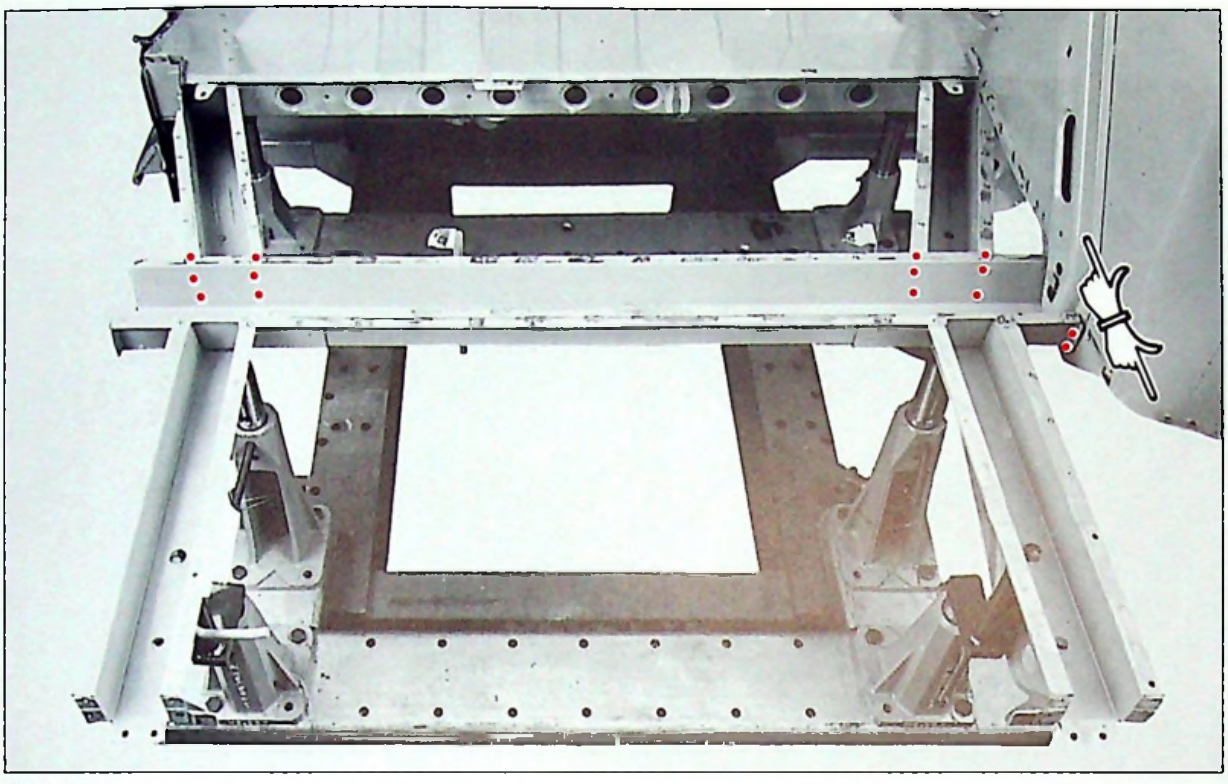
3 - XM 821-3/7

4 - XM 822-3/3

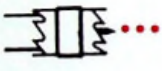
5 - XM 831-3/1

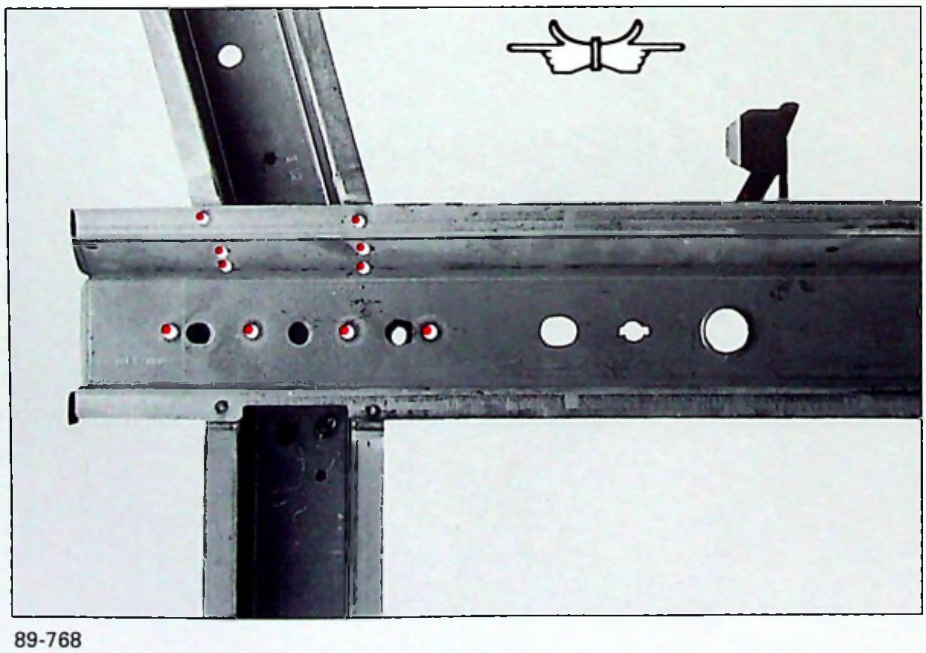


88-542

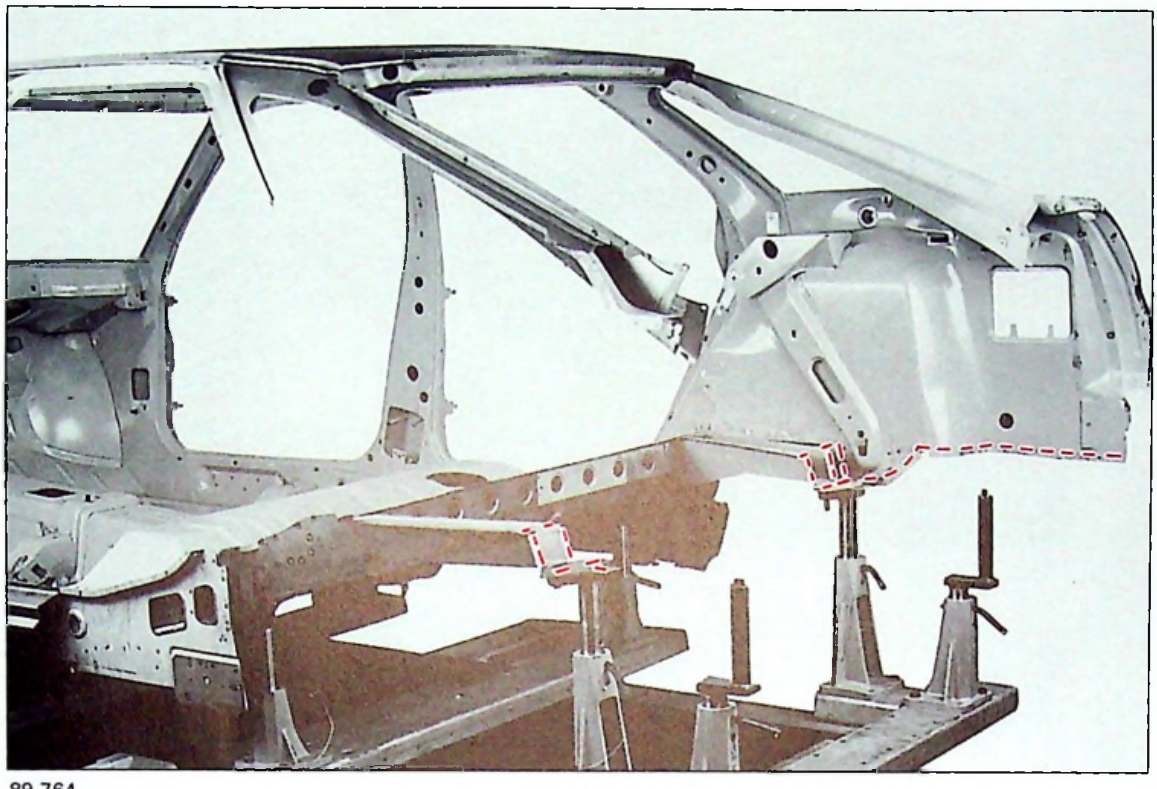


89-733

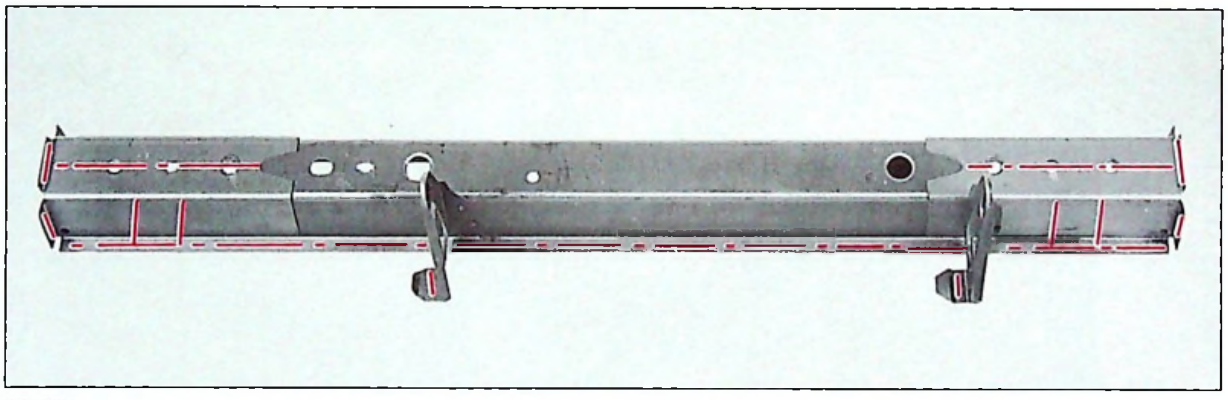




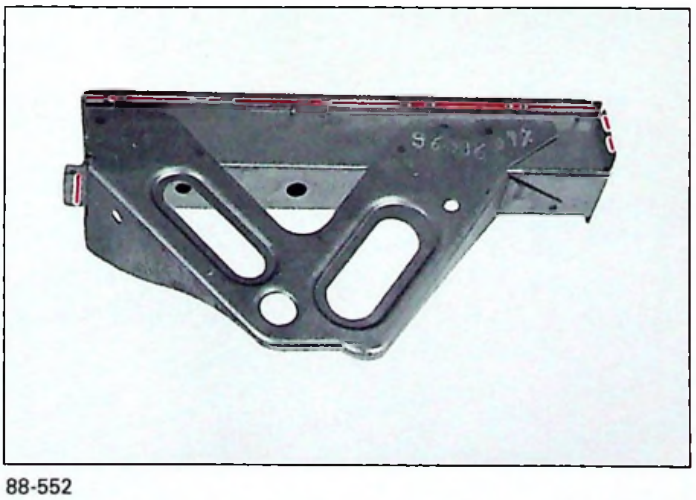
89-768



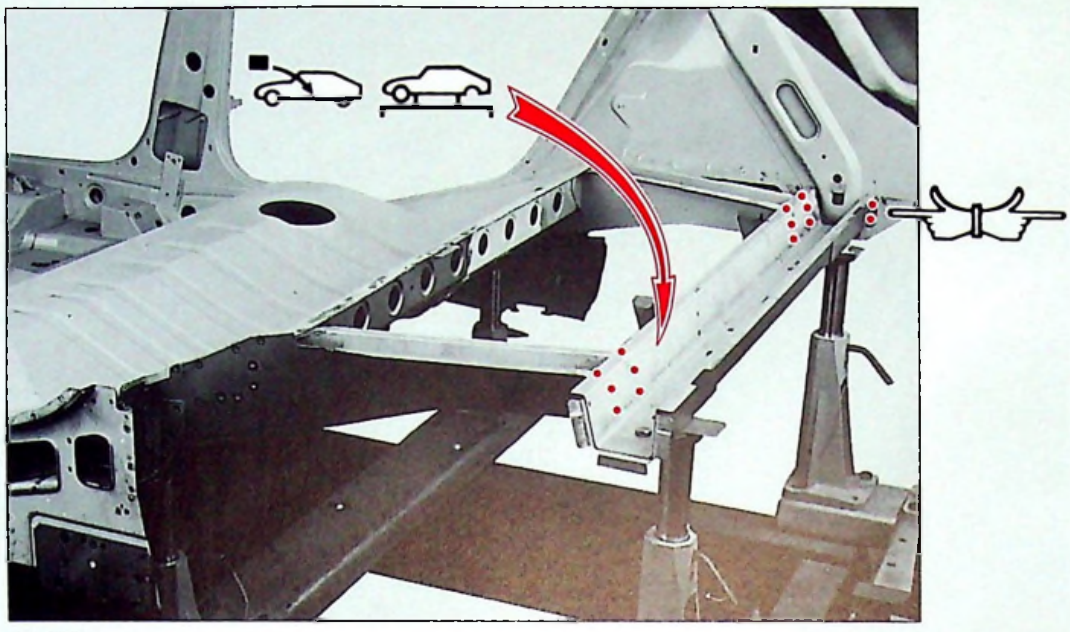
89-764



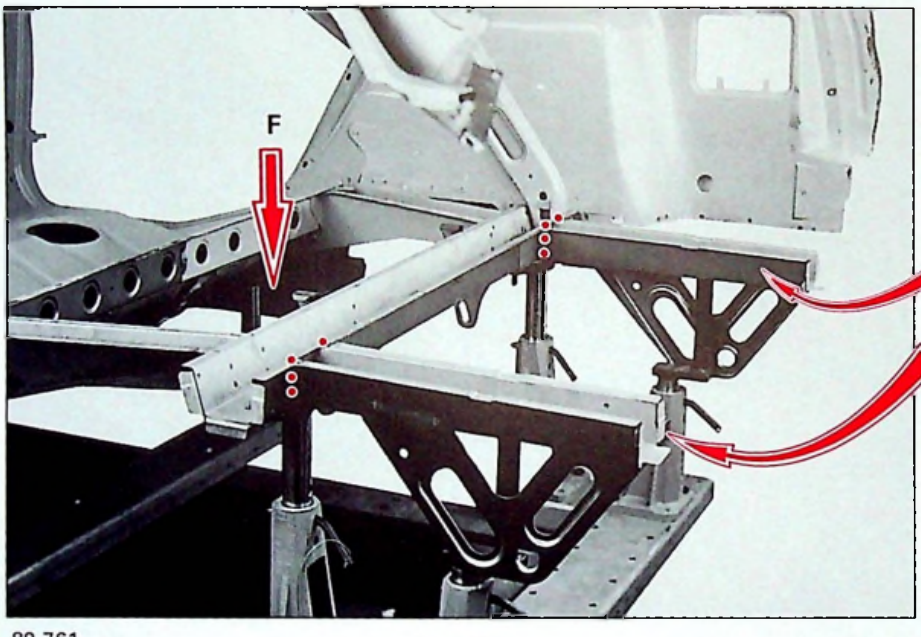
88-551



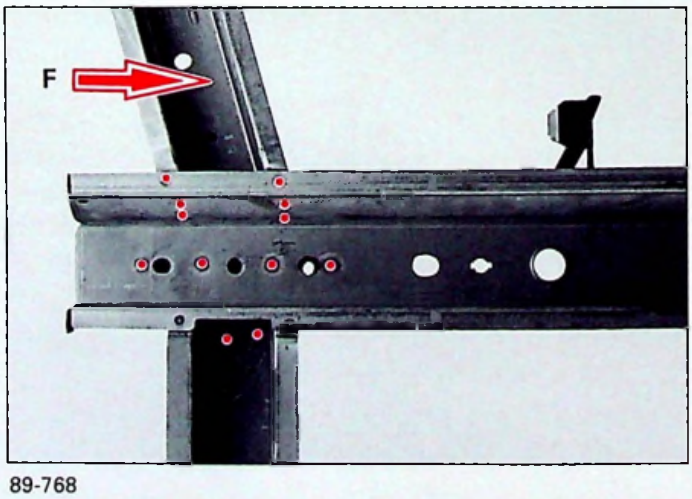
88-552



89-766



89-761



89-768

1 - 2 - 3 - 4 - 5

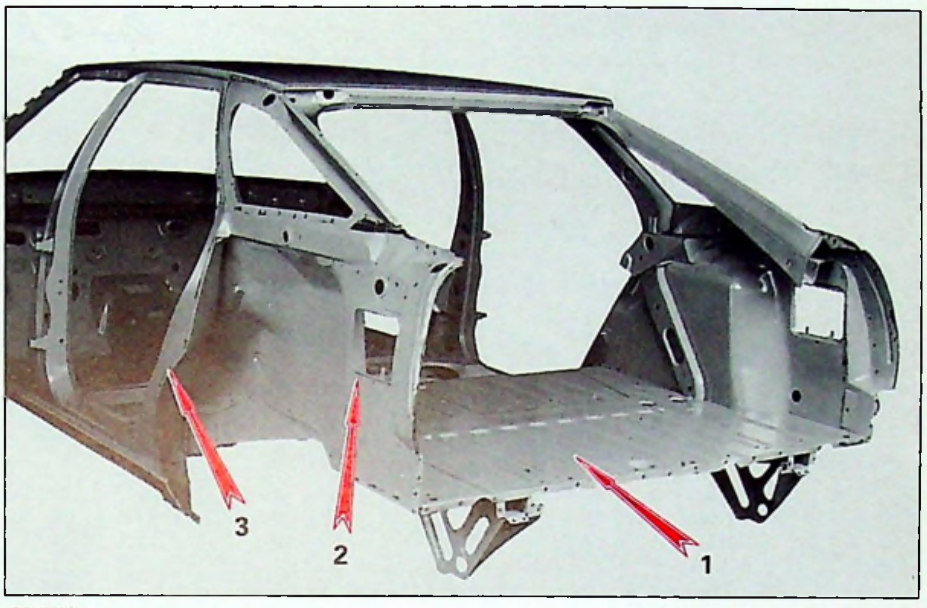
1 - XM 831-3/1

2 - XM 822-3/3

3 - XM 821-3/7

4 - XM 823-3/3

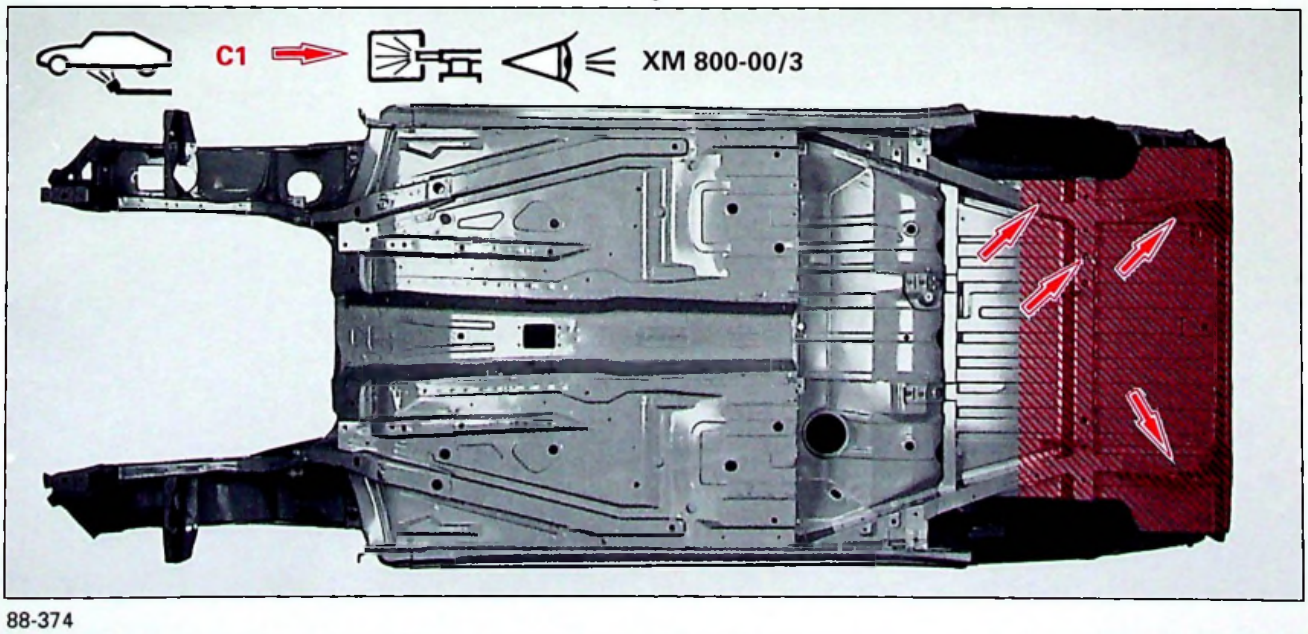
5 - XM 822-3/1



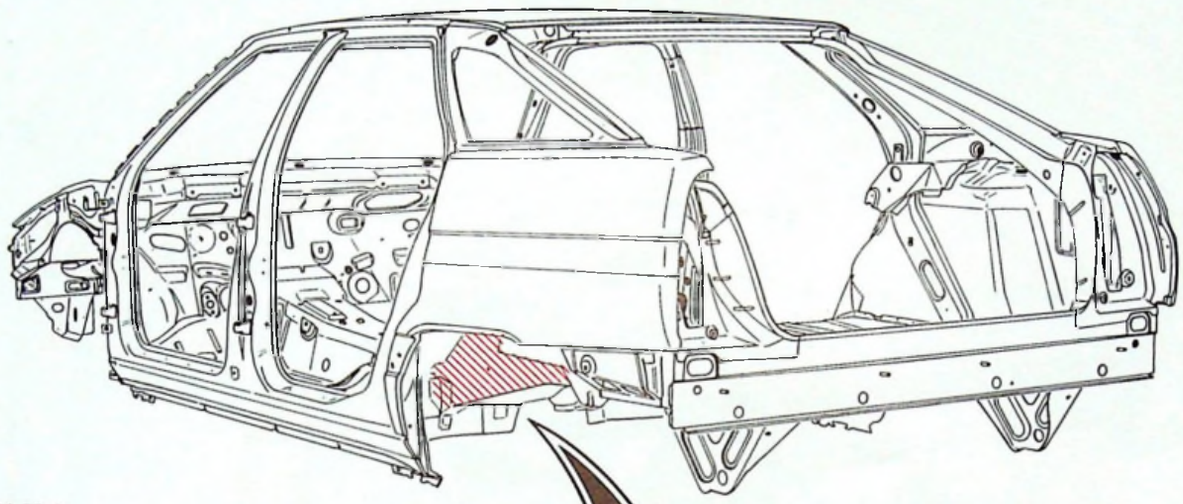
88-542

88-357

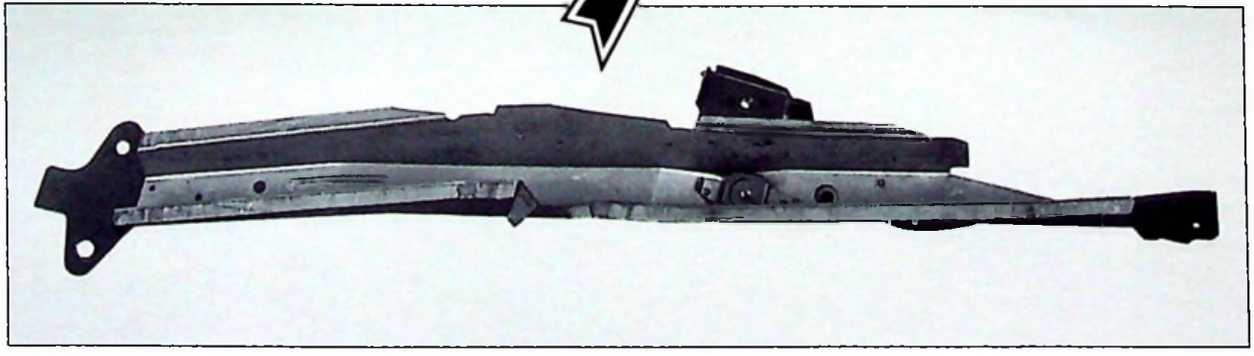
C1 XM 800-00/3



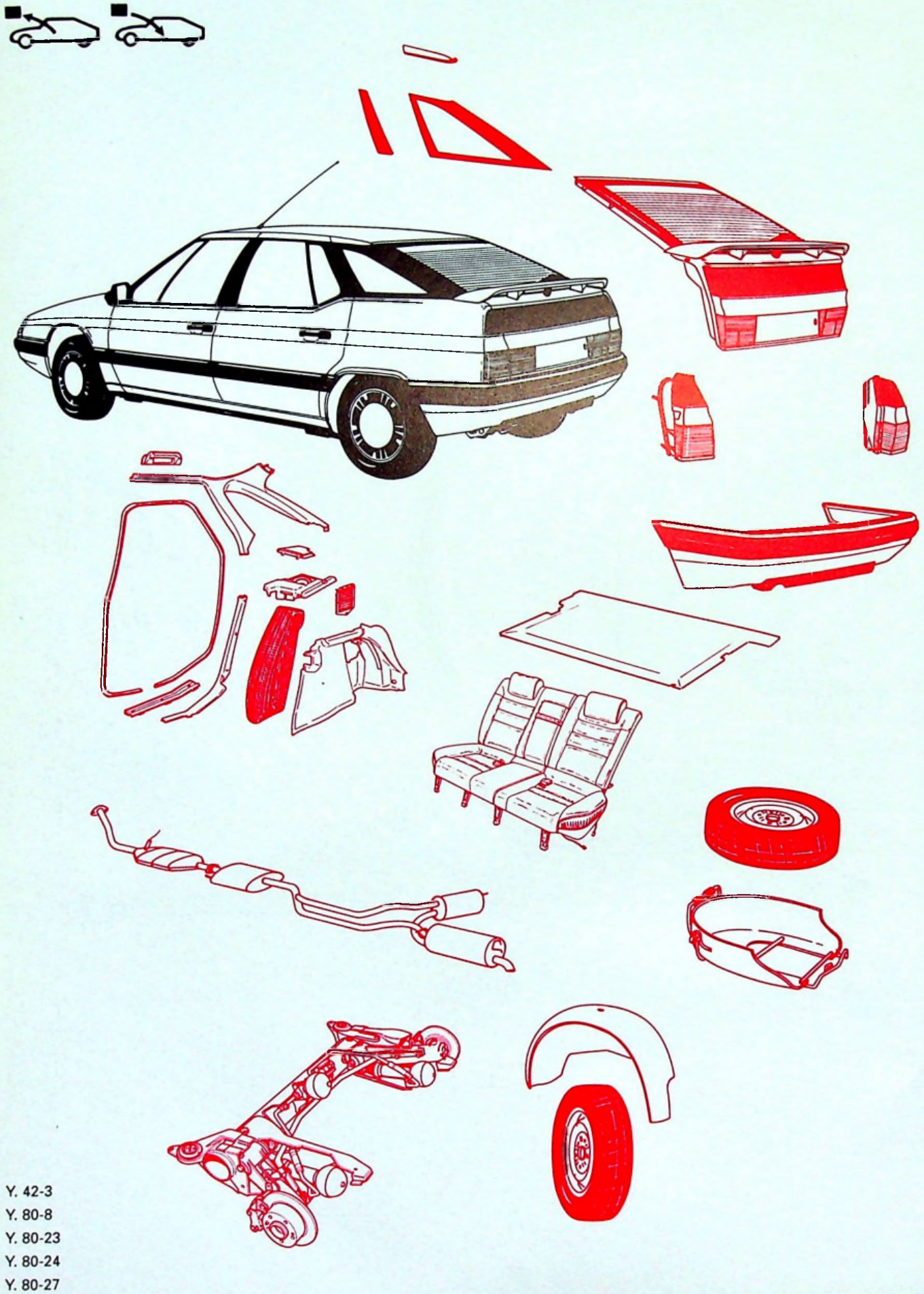
88-374



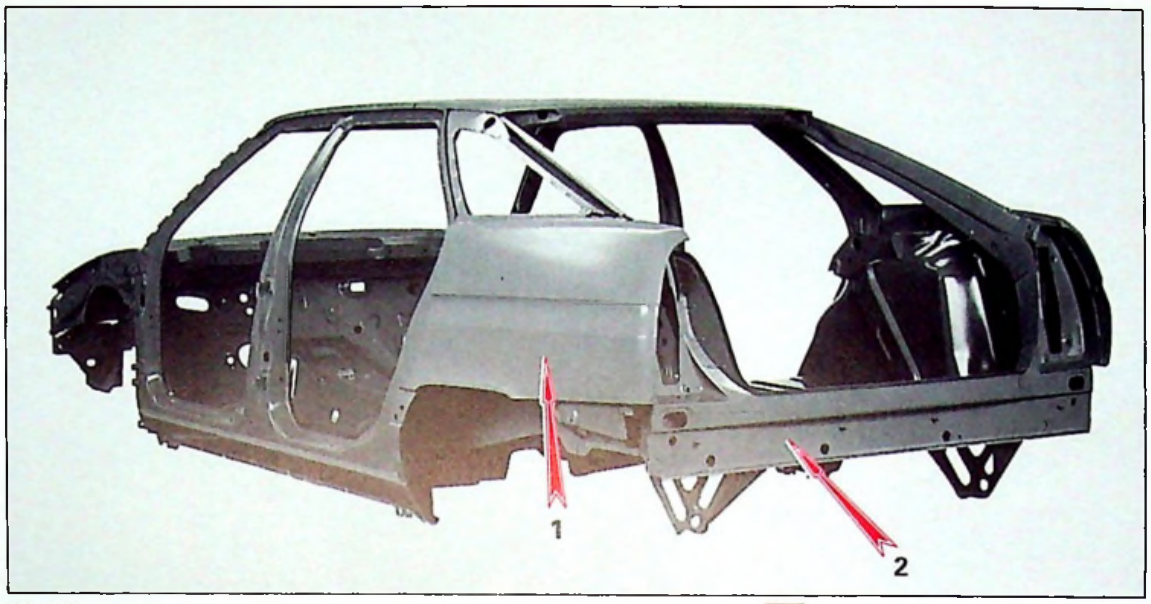
Y. 80-1



88-565



Y. 42-3
Y. 80-8
Y. 80-23
Y. 80-24
Y. 80-27



88-357

1 - 2 - 3 - 4 - 5 - 6

1 - XM 822-3/1

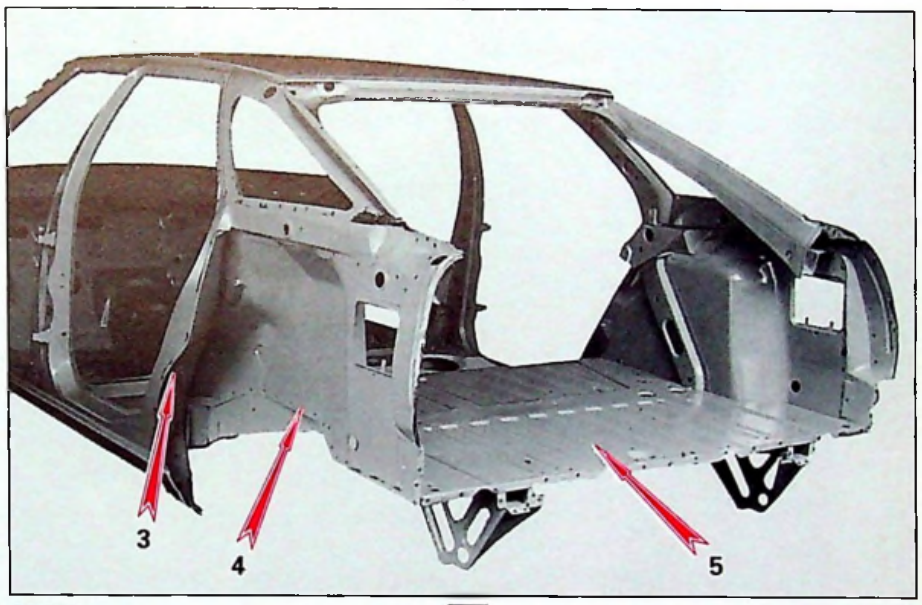
2 - XM 823-3/3

3 - XM 821-3/7

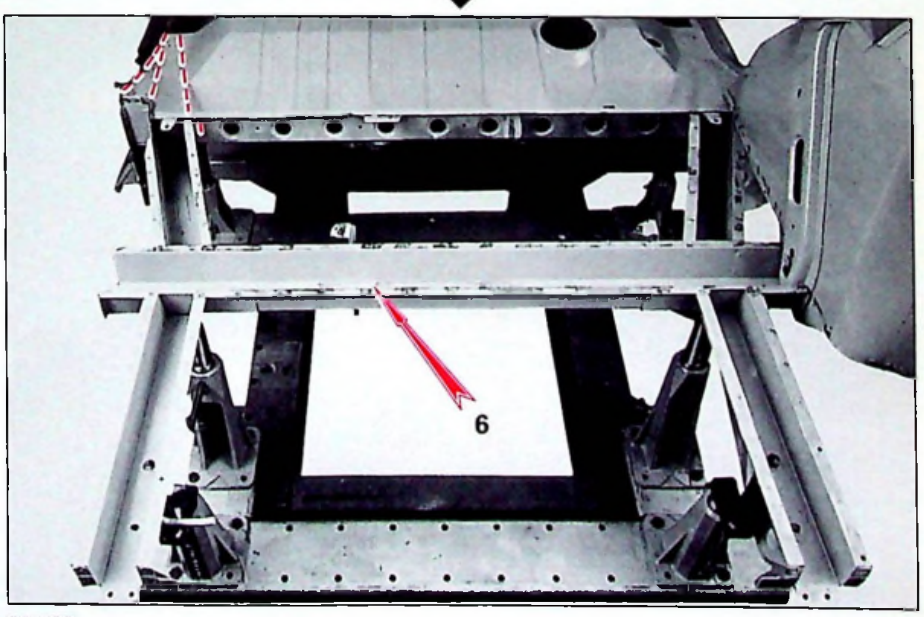
4 - XM 822-3/3

5 - XM 831-3/1

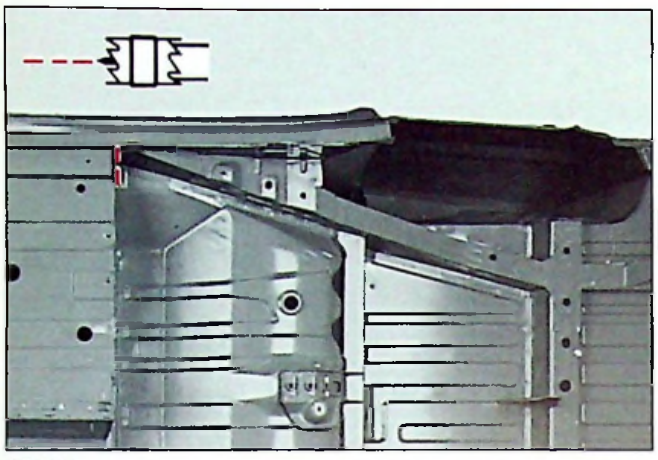
6 - XM 831-3/3



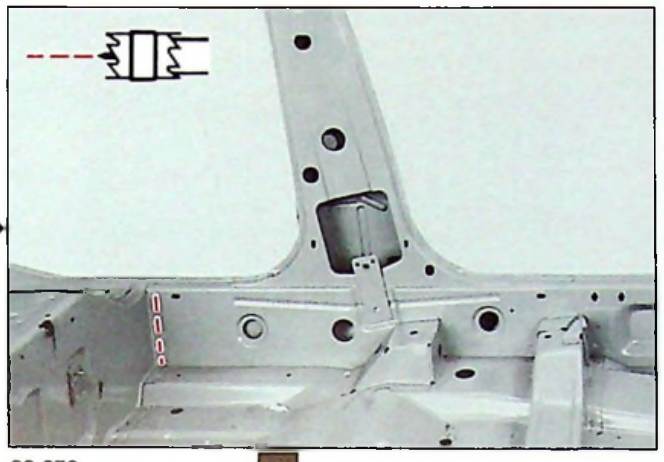
88-542



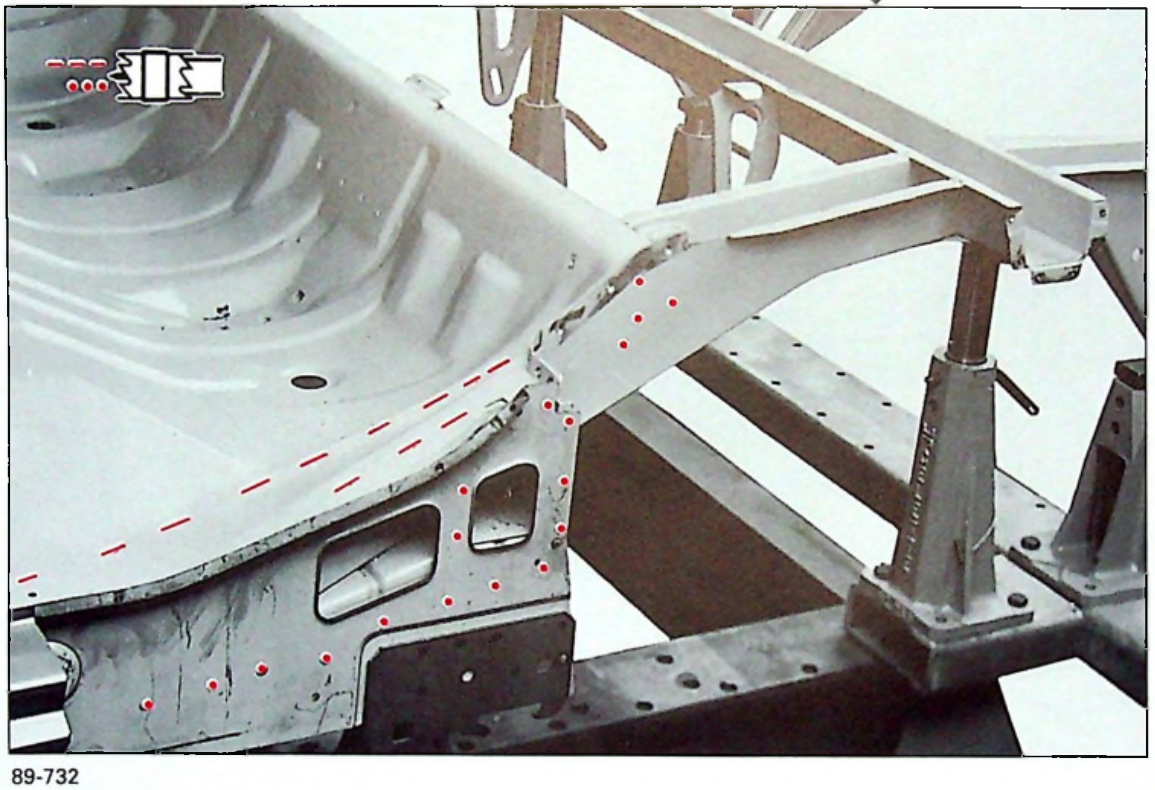
89-733



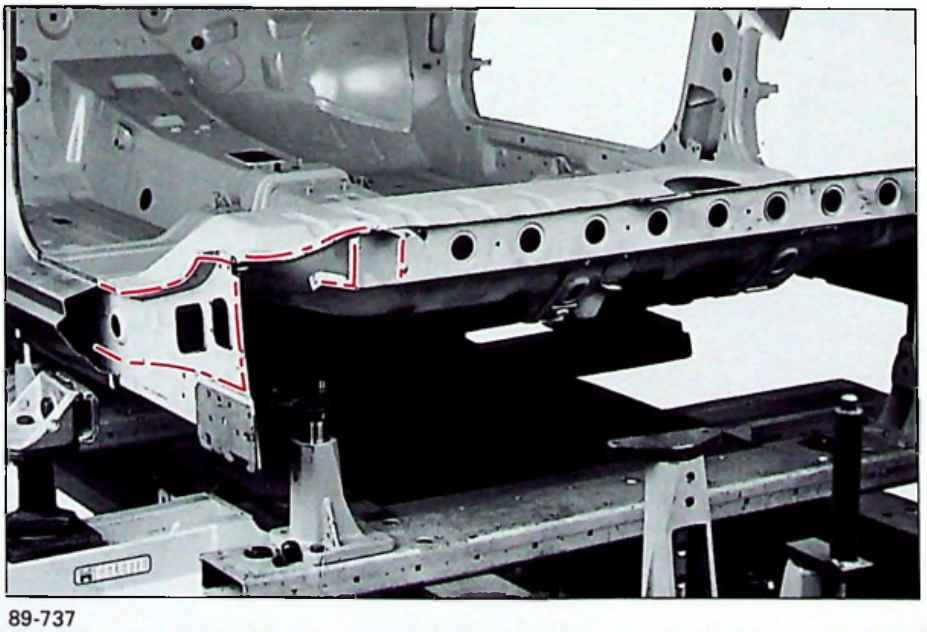
88-374



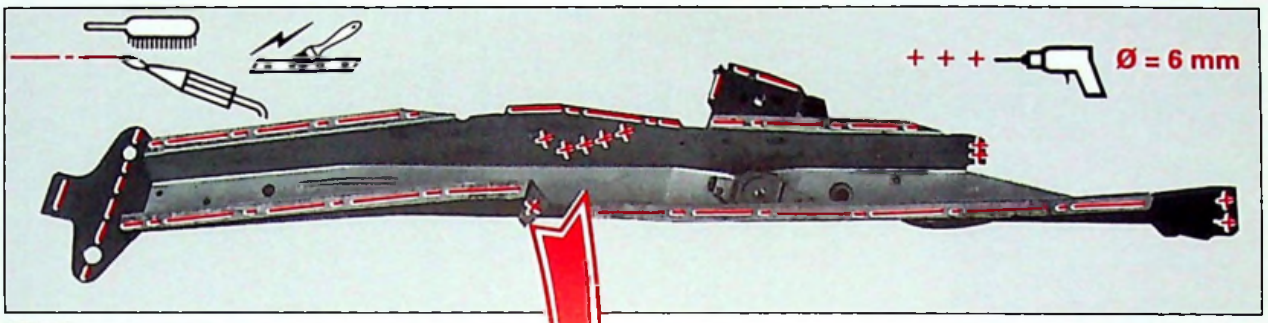
88-379



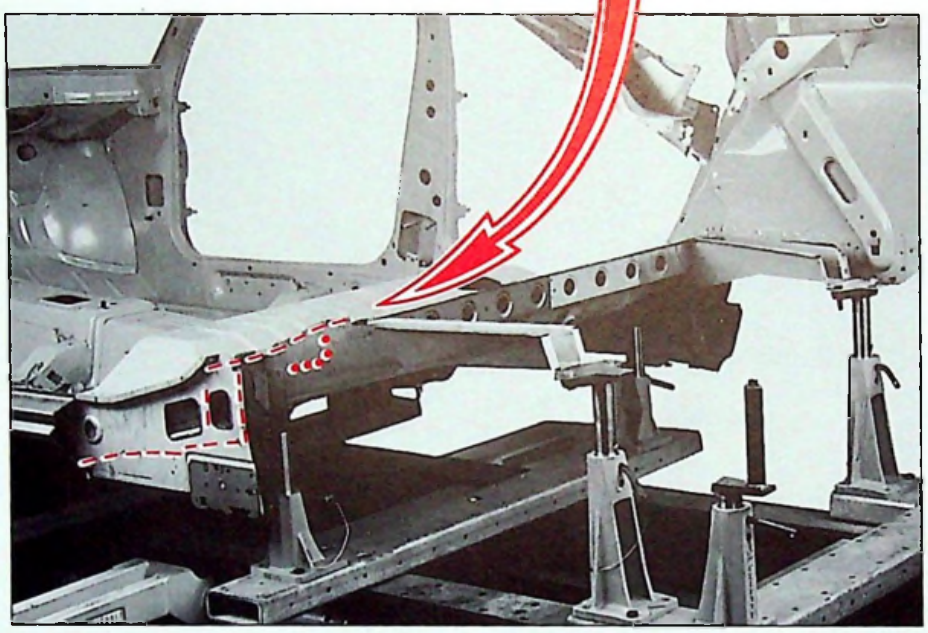
89-732



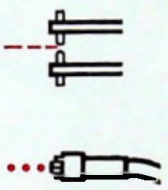
89-737

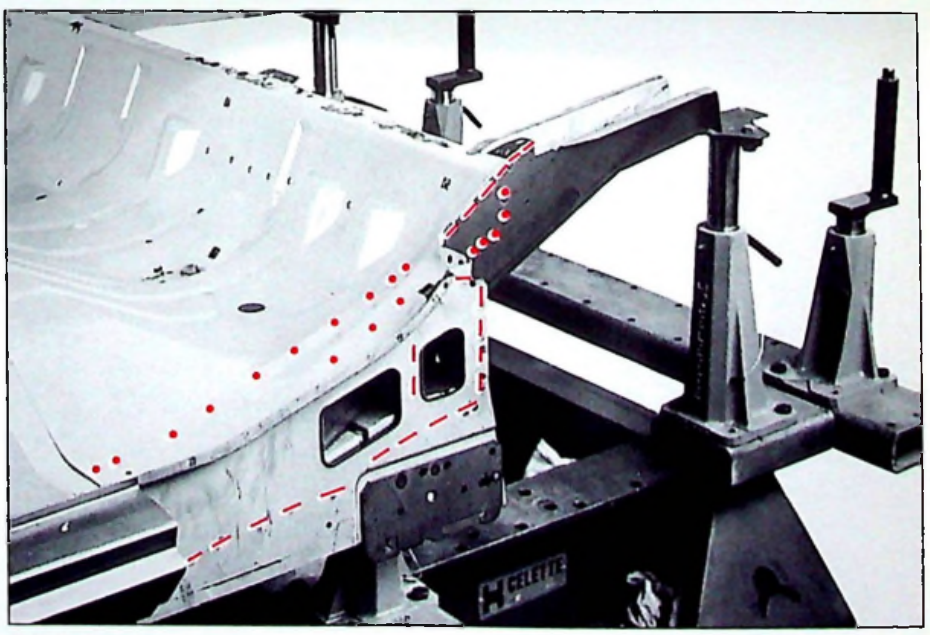


88-565

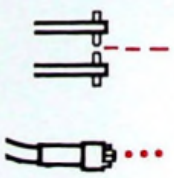


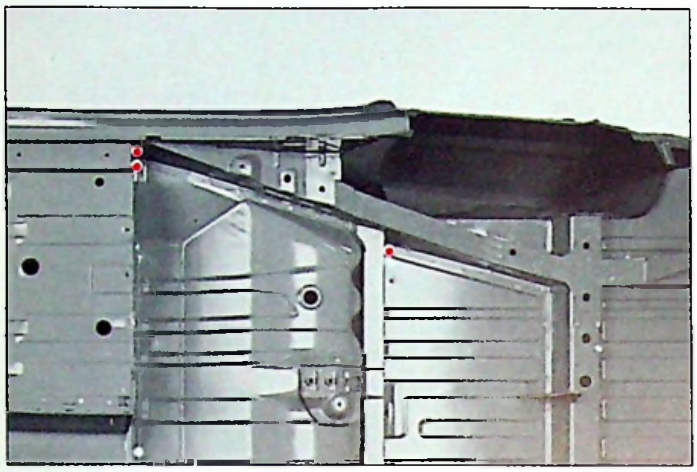
89-764





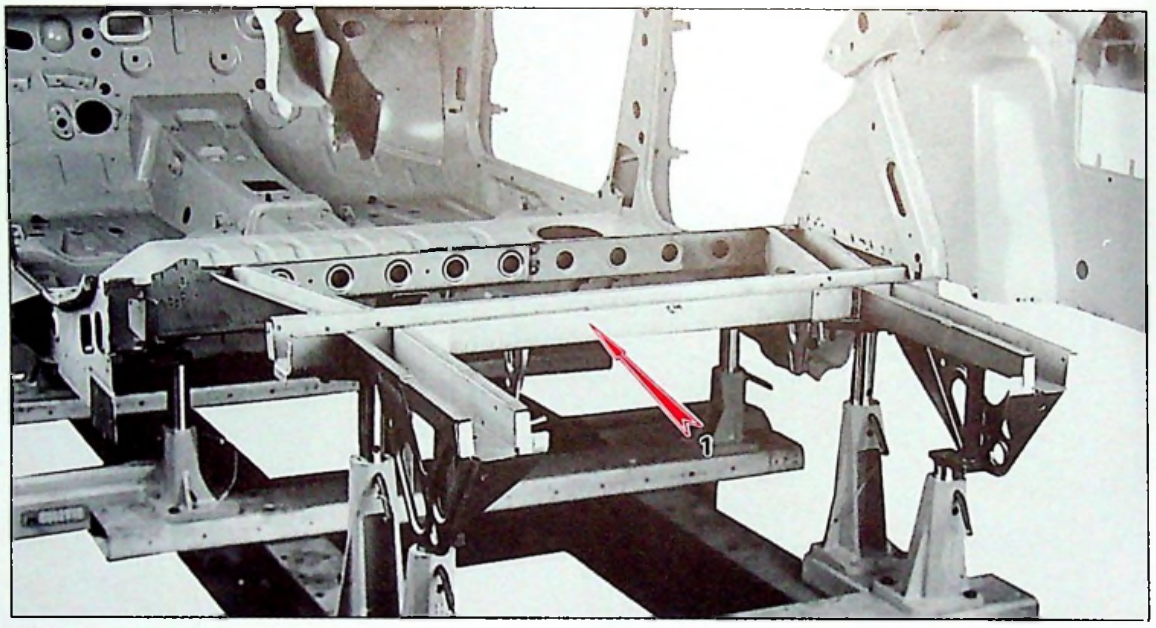
89-762





88-374

88-379



89-767

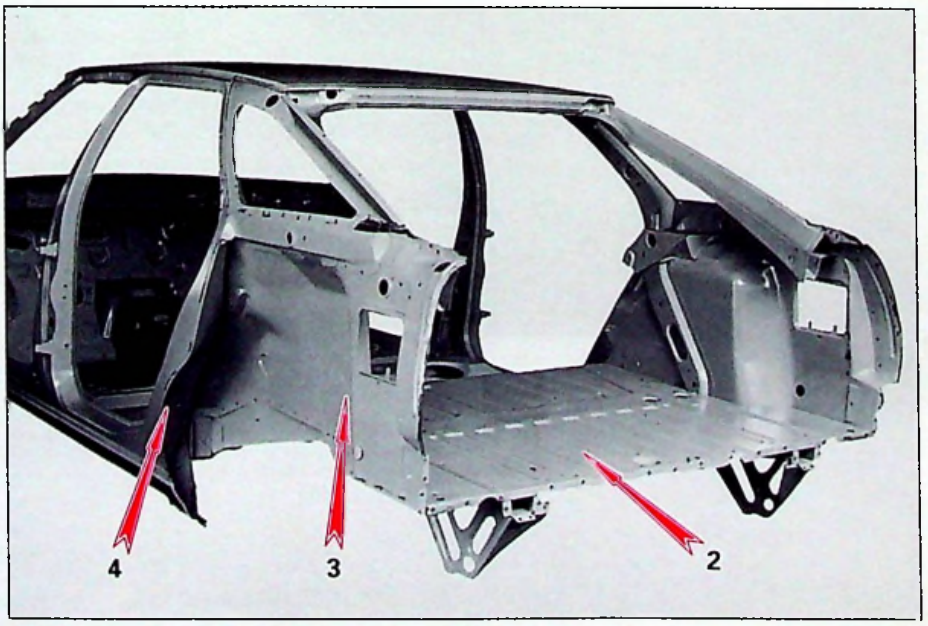
1 - 2 - 3 - 4

1 - XM 831-3/3

2 - XM 831-3/1

3 - XM 822-3/3

4 - XM 821-3/7



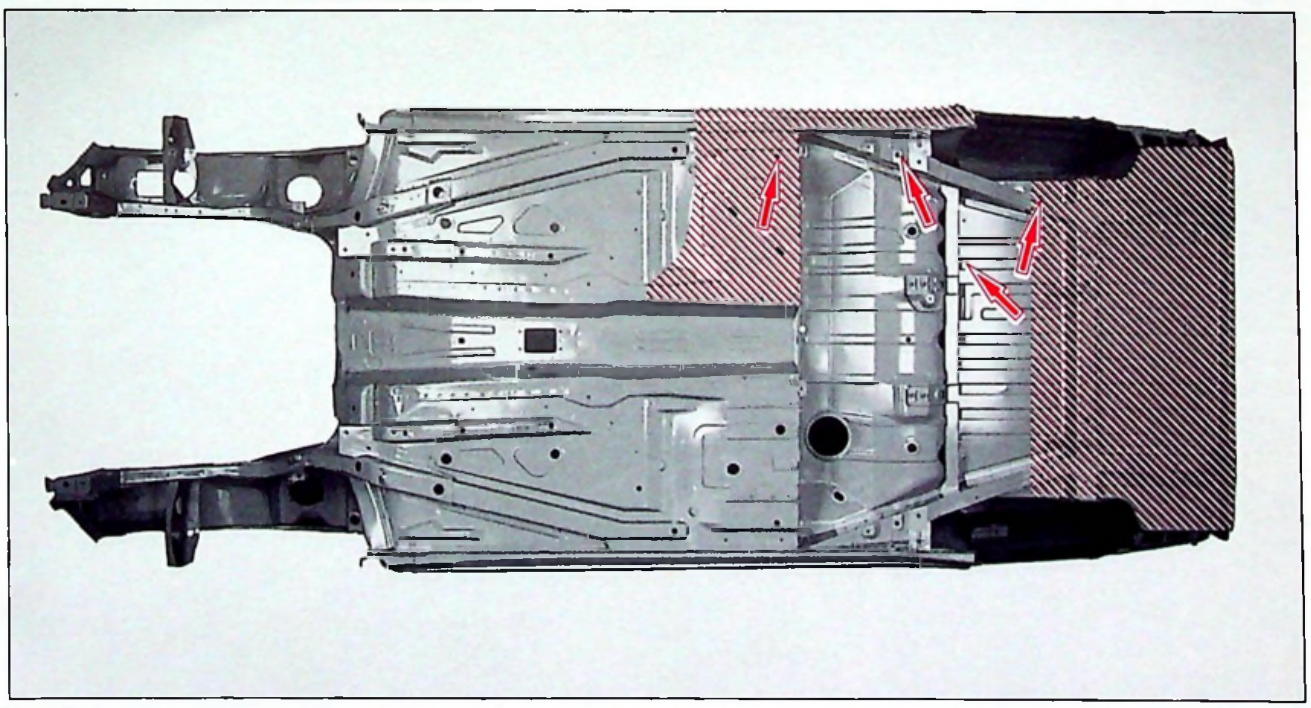
88-542

88-357

1 - 2

1 - XM 823-3/3

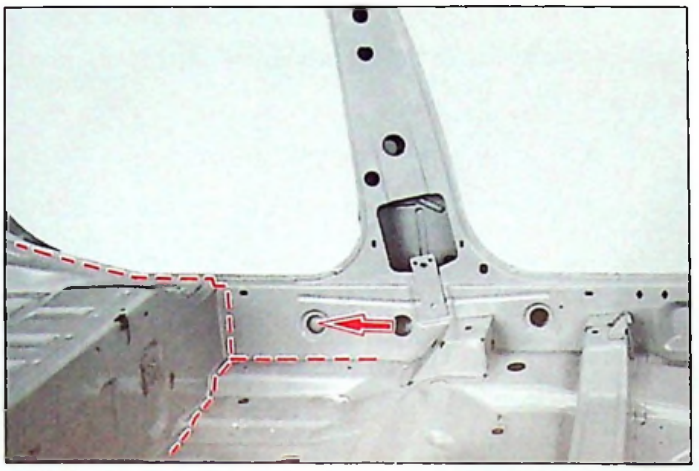
2 - XM 822-3/1



88-374

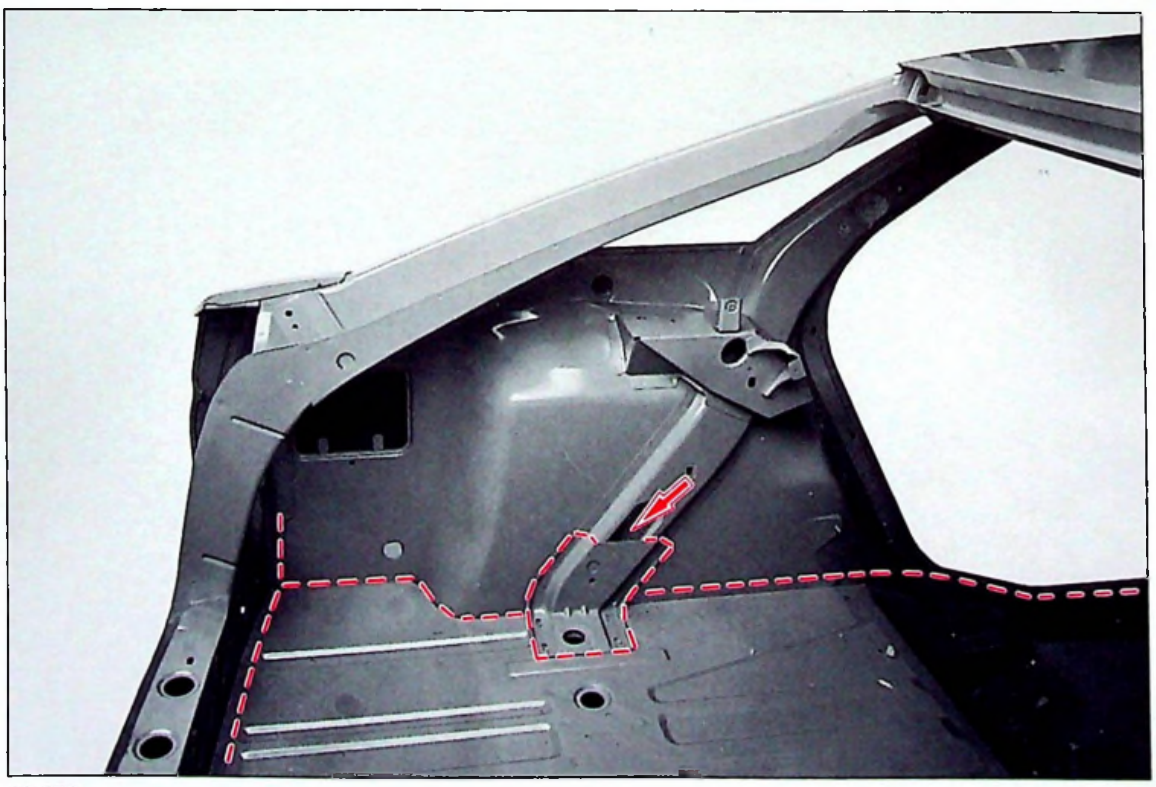
C1

XM 800-00/3

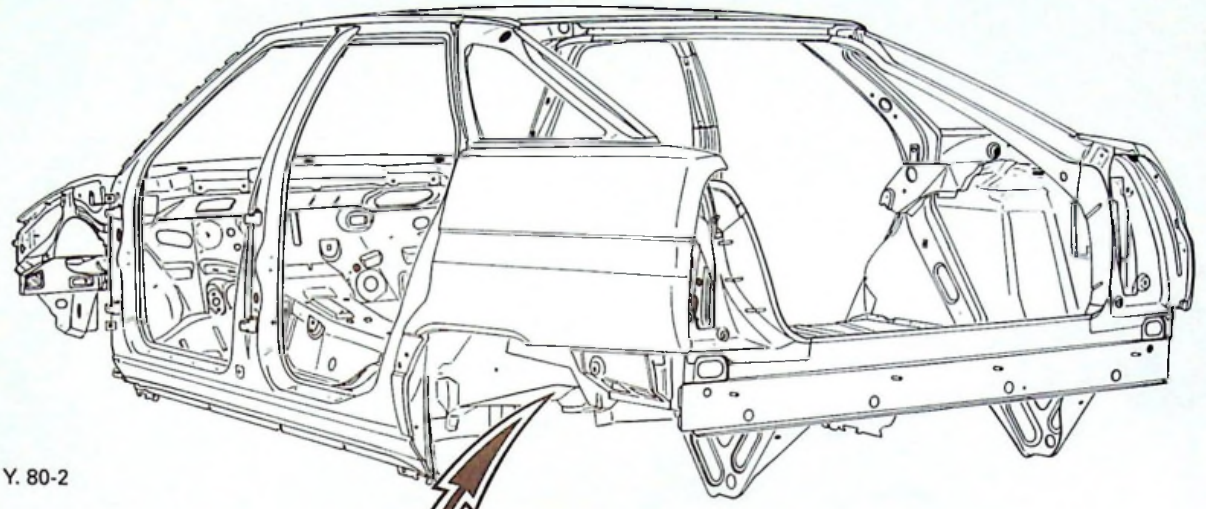


88-379

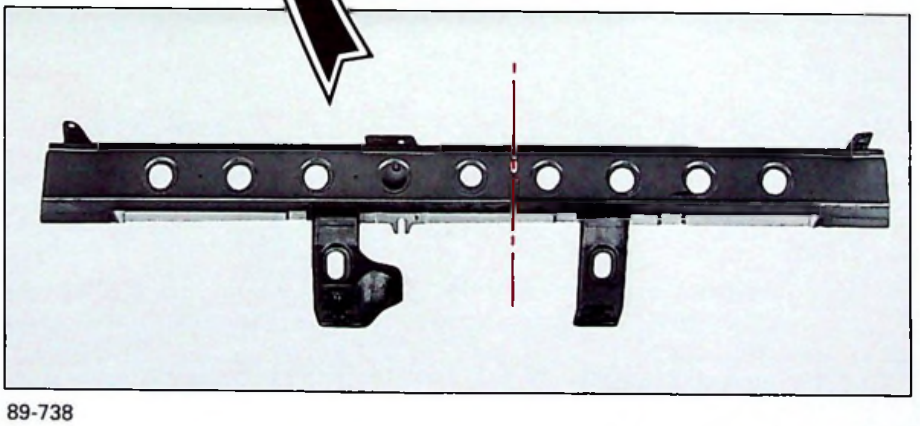
A1 XM 800-00/3



88-870

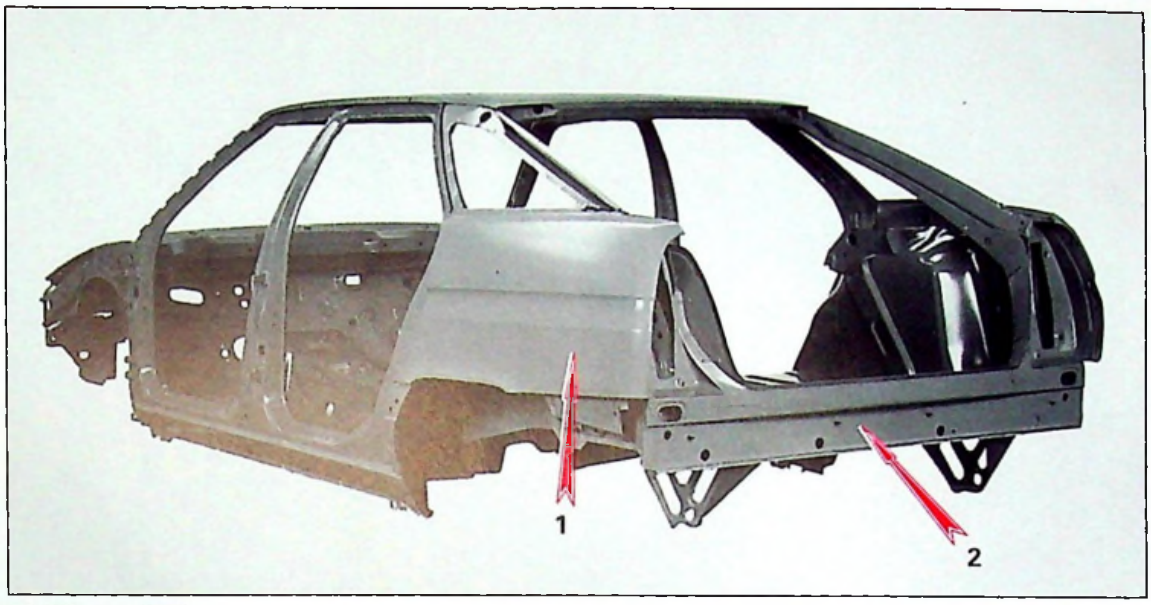


Y. 80-2



89-738

Y. 42-3
Y. 80-8
Y. 80-23
Y. 80-24
Y. 80-27



88-357

1 - 2 - 3 - 4 - 5 - 6

1 - XM 822-3/1

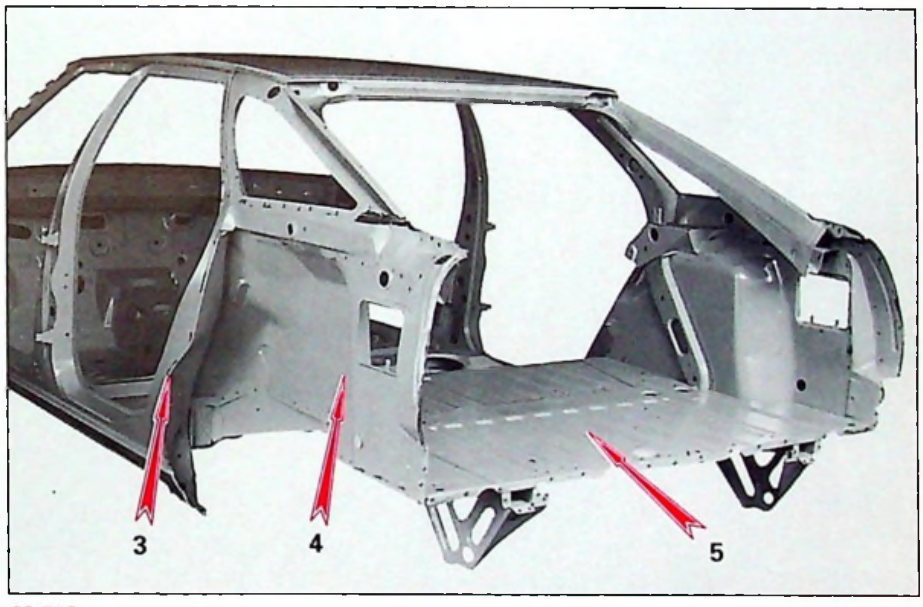
2 - XM 823-3/3

3 - XM 821-3/7

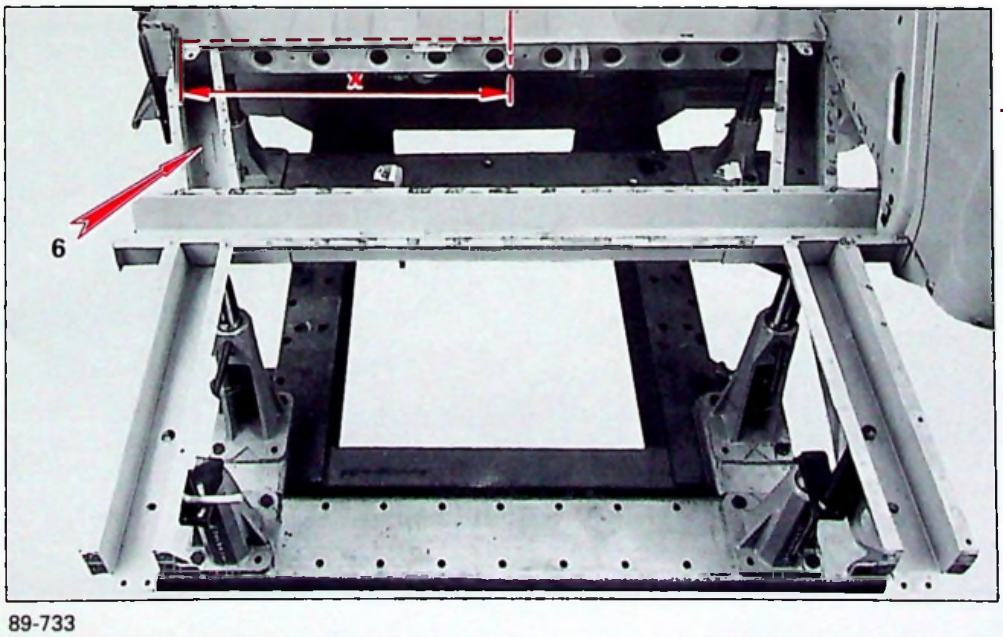
4 - XM 822-3/3

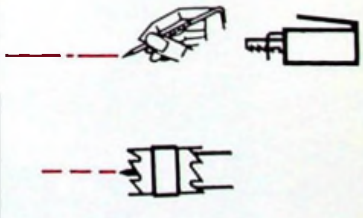
5 - XM 831-3/1

6 - XM 831-3/4

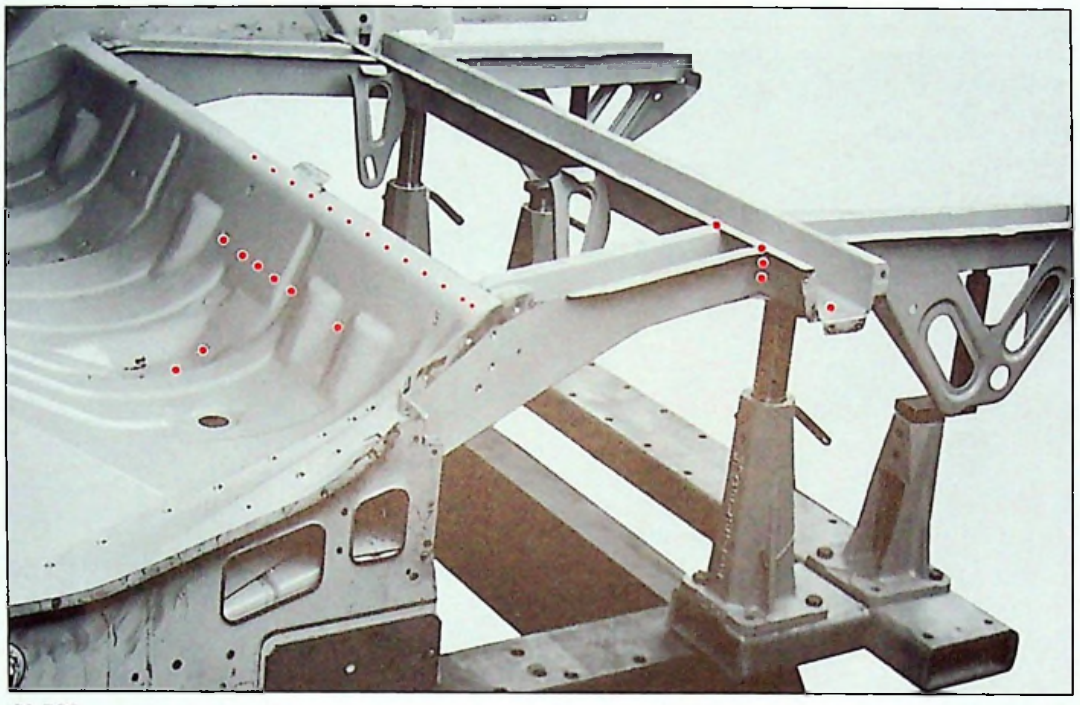


88-542





89-733



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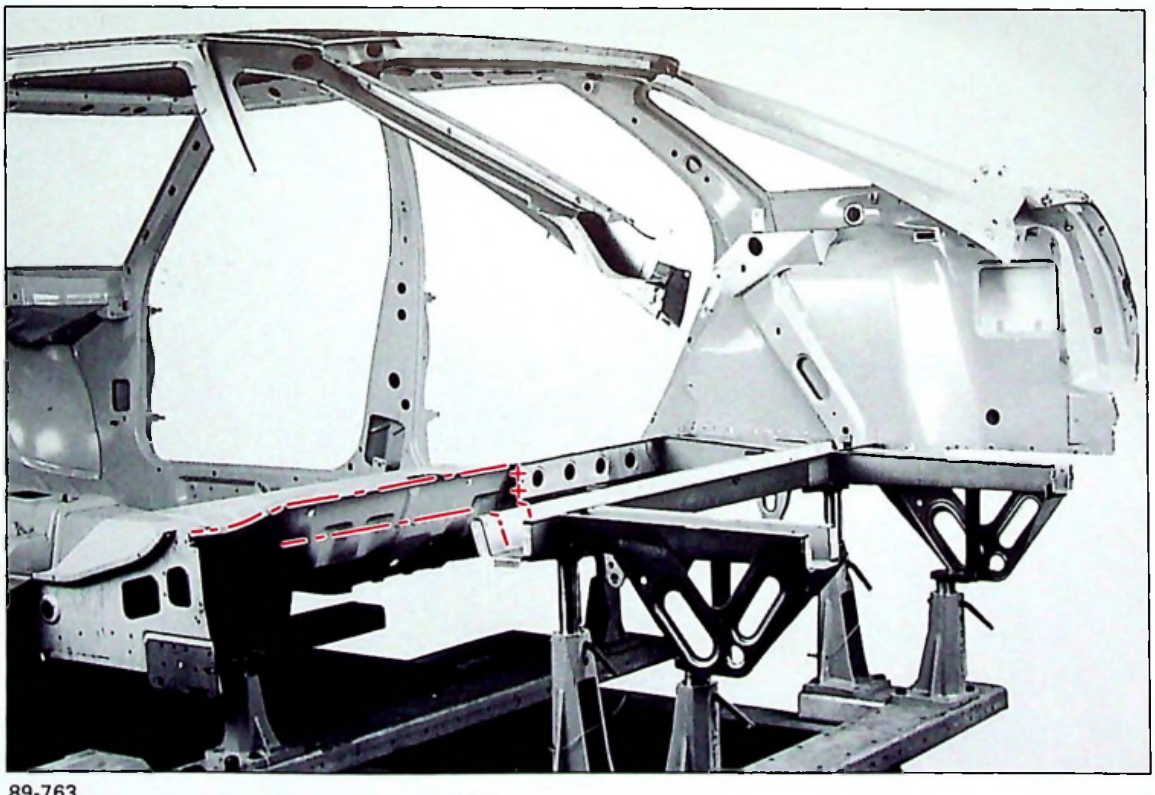

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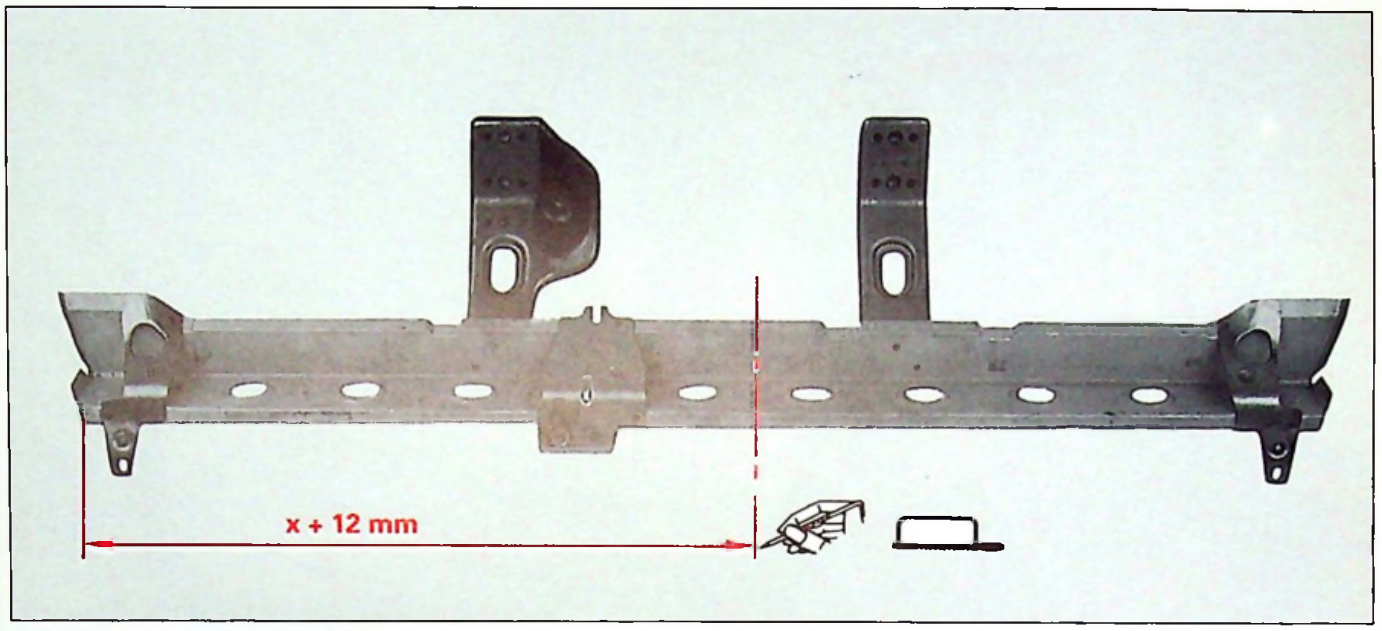

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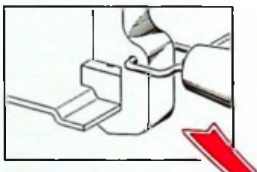
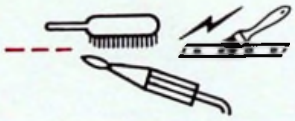
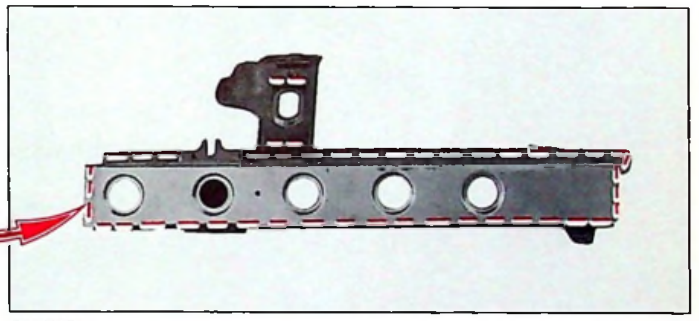


TT. 80-17





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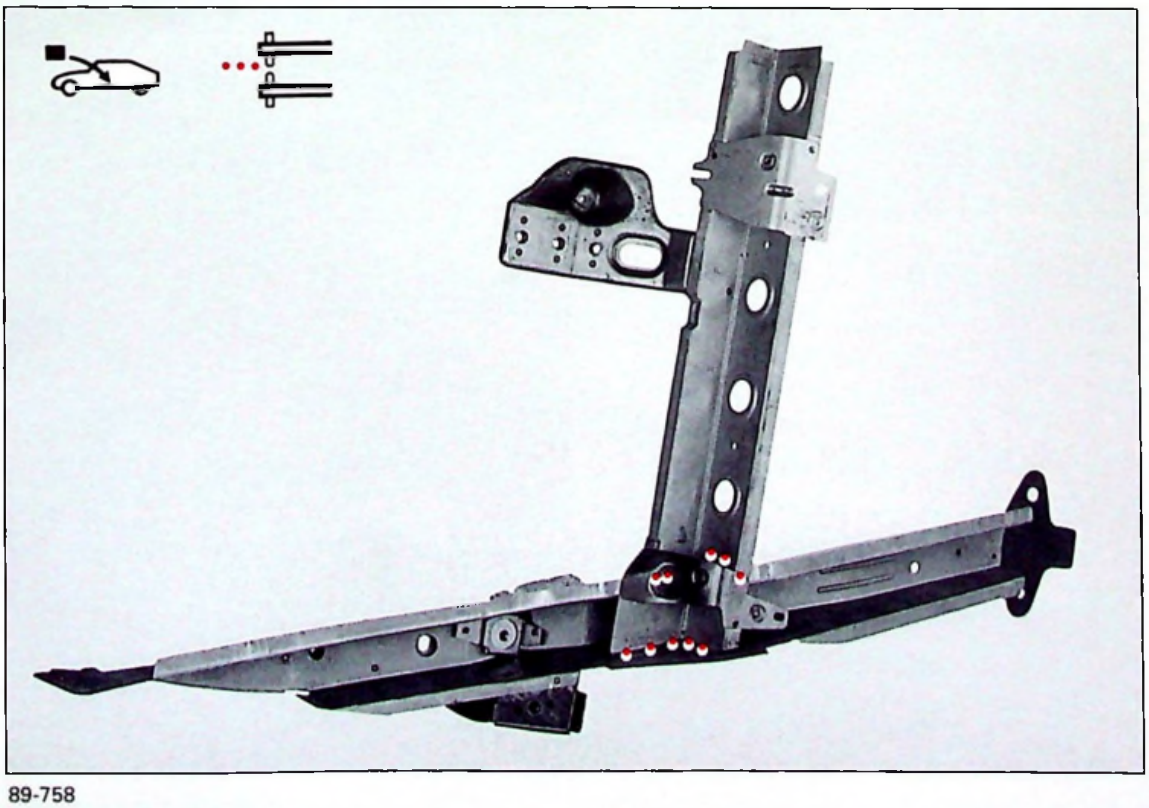

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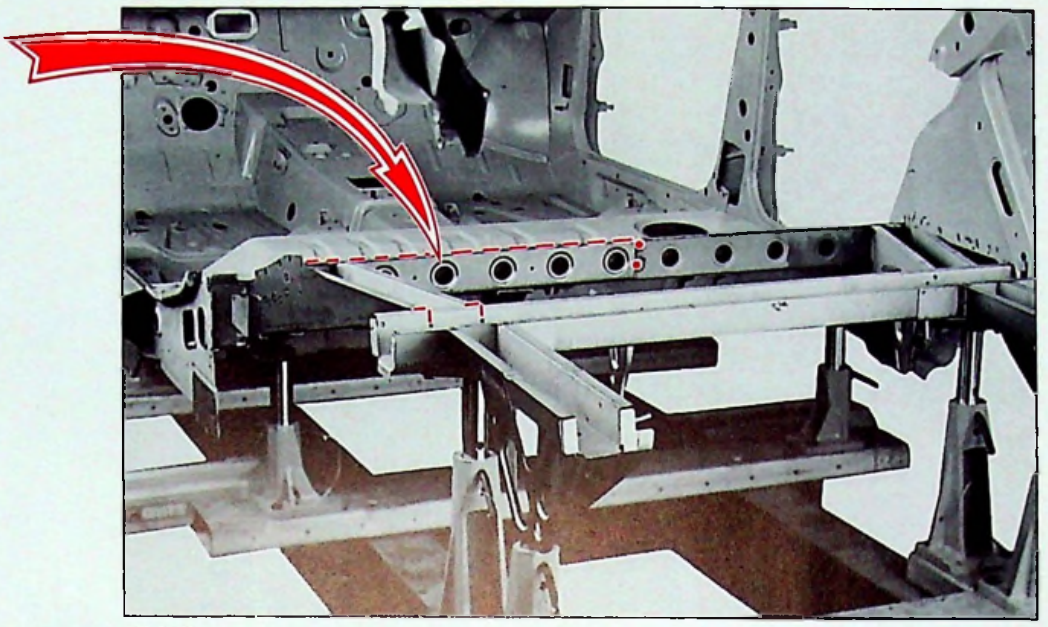

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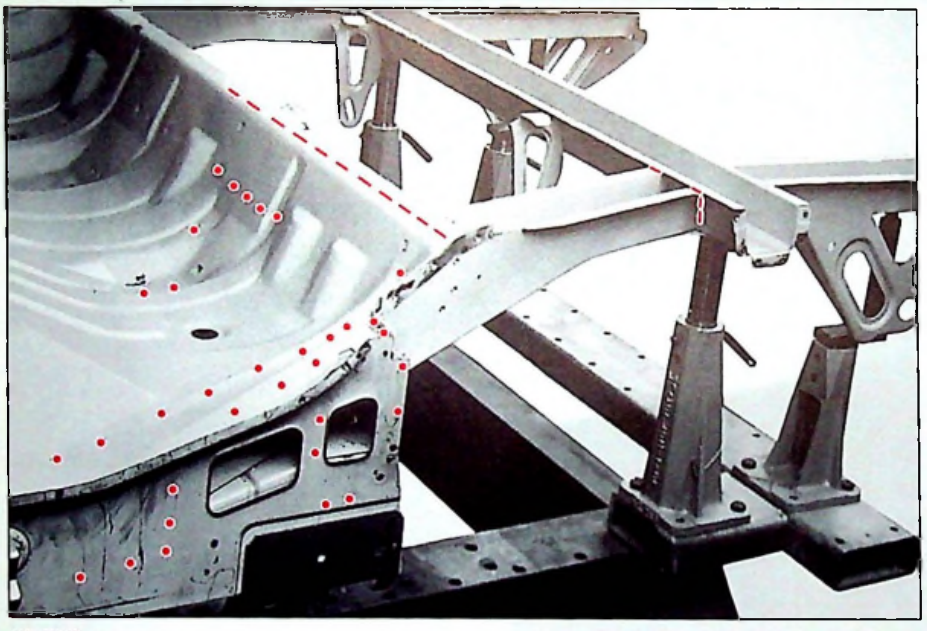

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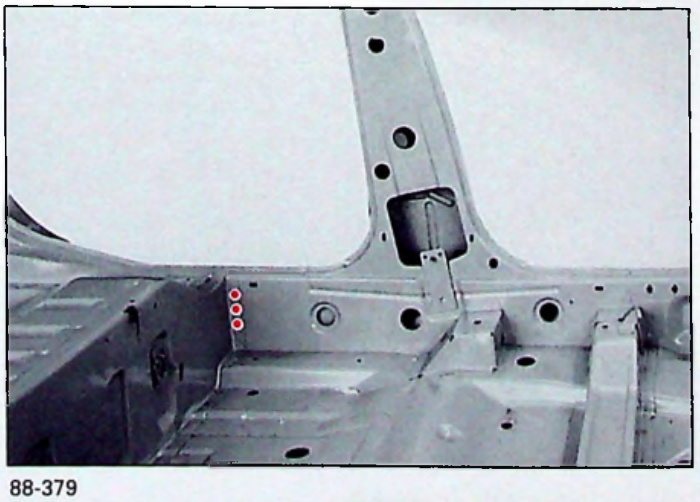


88-379

1 - 2 - 3 - 4 - 5

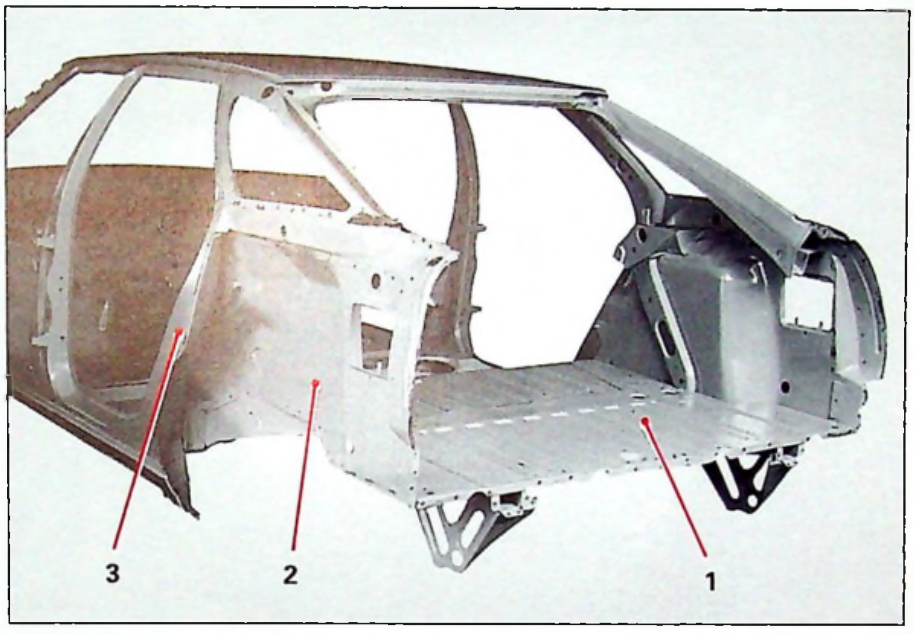
1 - XM 831-3/1

2 - XM 822-3/3

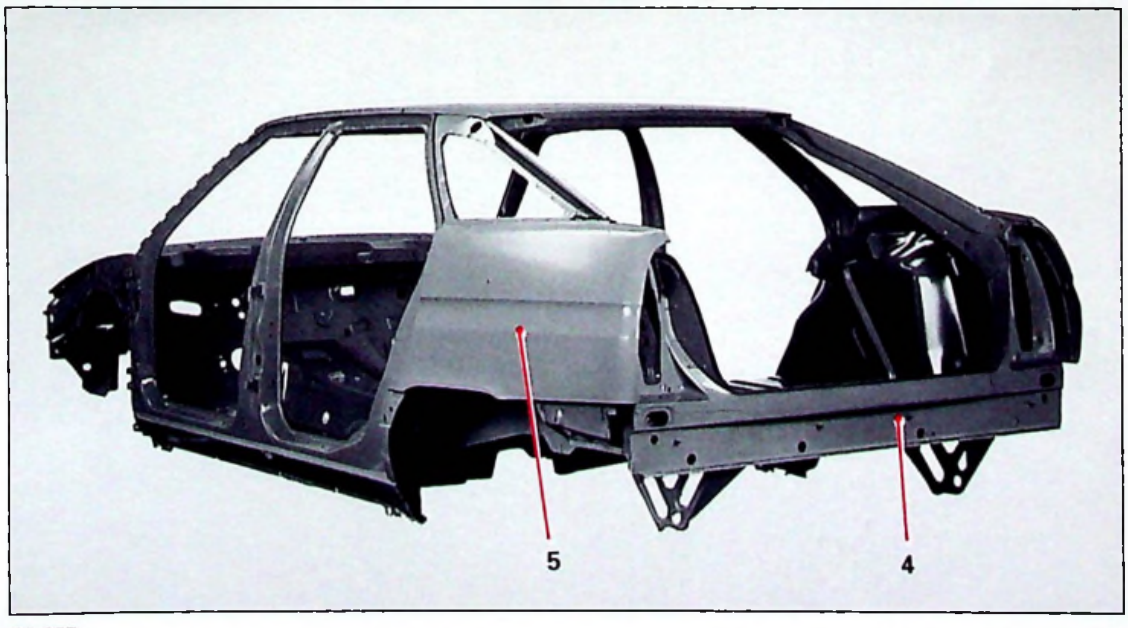
3 - XM 821-3/7

4 - XM 823-3/3

5 - XM 822-3/1



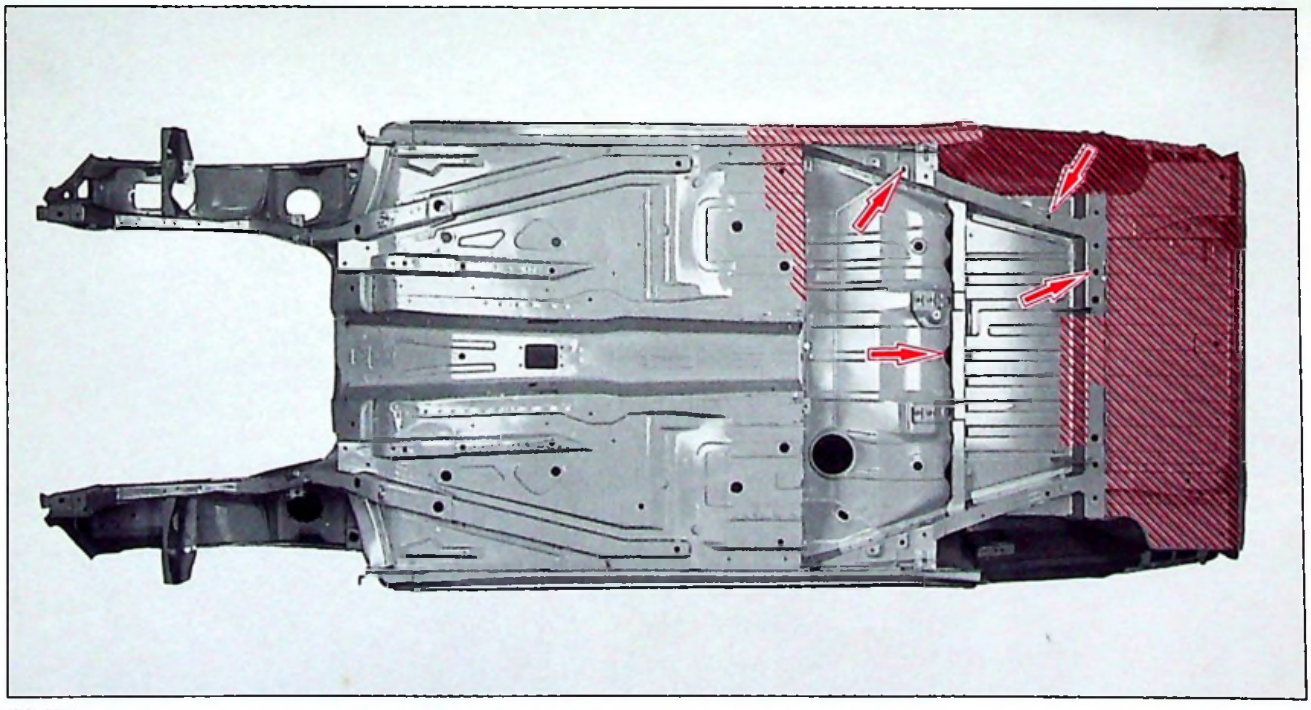
88-542



88-357

88-357

XM 800-00/3



88-374