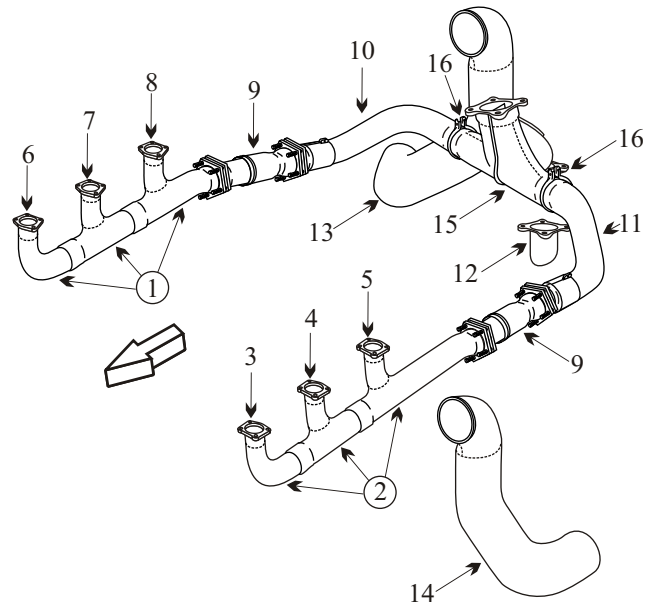


## CESSNA 402C

Item	Part Number	Description	Code
1	9910295-14/30	STACK ASSY RIGHT HAND	
2	9910295-13/29	STACK ASSY LEFT HAND	
3	9910295-17/33	STACK LEFT HAND FWD	
4	9910295-19/35	STACK LEFT HAND CTR	
5	9910295-21/37	STACK LEFT HAND AFT	
6	9910295-18/34	STACK RIGHT HAND FWD	
7	9910295-20/36	STACK RIGHT HAND CTR	
8	9910295-22/38	STACK RIGHT HAND AFT	
9	9910296-2/7	SLIP JOINT (INCONEL)	
9	9910296-1	SLIP JOINT (STAINLESS STEEL)	
10	9910377-2	MANIFOLD ELBOW RIGHT HAND	
11	9910377-1	MANIFOLD ELBOW LEFT HAND	
12	9910433-7	TAILPIPE WASTEGATE	
-	9910306-1	GASKET TURBO WASTEGATE	
13	9910433-2	TAILPIPE RIGHT ENGINE	
14	9910433-3	TAILPIPE LEFT ENGINE	
15	9910433-6	HEADER	
15	9910433-10	HEADER	
16	NH1000897-60	CLAMP MANIFOLD ELBOW	
-	NH1000897-40	CLAMP TAILPIPE	
-	3063CC400	CLAMP TAILPIPE SUPPORT	
-	3063CC262	CLAMP MANIFOLD ELBOW SUPPORT	
-	5250110-1	BRACKET TURBO SUPPORT LH/RH	A
-	5250110-2	BRACKET TURBO SUPPORT LH/RH	B
-	011-252	SPRING KIT 4 REQ	
-	628260	GASKET	
-	5650300-14	INDUCTION AIR CANISTER	
-	VARIOUS	SEAT BASE	



**AD 2000-01-16**  
 Applies to all S/N's  
 Visual inspection of exhaust system every 50 hrs or 30 days of operation.  
 Remove/inspect tailpipes for cracks, corrosion, holes or distortion every 12 months.  
 Inspect/pressure test exhaust system every 12 months.  
 Replace multi-segment V-band clamps every 500 hrs of operation.  
 Remove exhaust system from slip-joints aft to all turbo-charger components every 2500 hrs of operation or 12 yrs whichever occurs first and send to approved repair facility.

**Usable on Codes**  
 A: SN C0001-C0632      B: SN C0633-and on

- Inspect tailpipes for internal pitting and wall thickness especially at the outside radius, which is the thin section, and at support bracket.
- Inspect joints for freedom of movement and distortion.
- Inspect turbo header for internal pitting, warped or cracked flow divider and thin sections.
- Some of the parts for this aircraft are Inconel. Although Inconel is a far superior metal, it is more difficult to inspect. Inconel tends to corrode from the inside without showing signs of flaking or bulging like stainless steel. The carbon on the inside of the exhaust parts should be removed to properly inspect the components. If the welds are developing pinholes the component may not pass an internal inspection.
- Slip fit stacks should be ordered as a complete assembly to ensure good joint integrity with smooth slip fits.