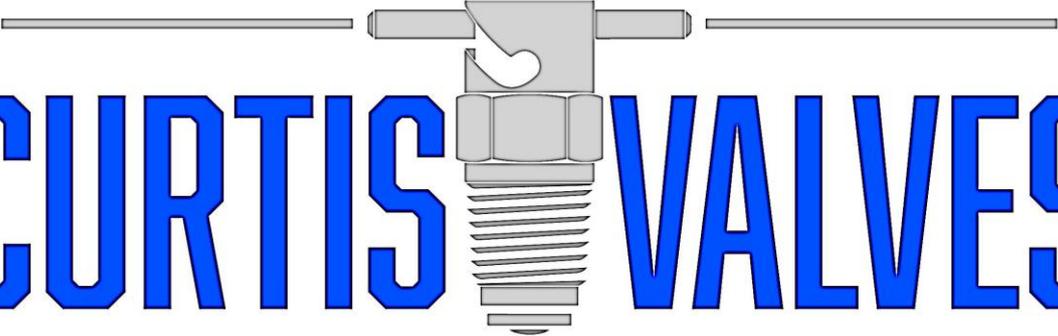


LOMA AIR
BE.145.34
UAE.145.1267



CURTIS VALVES

EST.1944



Curtis Valves: Product catalog (By Loma-Air)

Curtis Valves has been a manufacturer of OEM, PMA and experimental oil- and fuel drain valves for the aviation industry since 1944. With decades of experience, Curtis has become a trusted name in the general aviation community, delivering reliable and easy-to-use products that simplify maintenance and enhance safety all across the industry.

Curtis valves serve a large variety of applications, its fuel drain valves can be installed on many different makes and models of aircraft. Curtis oil drain valves can be installed on various engines incl. Lycoming, Continental, Rotax and more...

Loma-Air is proud to have become an official full line distributor of Curtis Valves. To celebrate the occasion: we have created this catalog for your convenience.



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Curtis Original Equipment Manufacturer (OEM) Parts & Partners:



GENERAL INFO: Curtis Valves standard designs are spring loaded closed. Valve springs are made from non-corrosive, long lasting stainless steel. Valve bodies and moving parts are manufactured to precise standards with low tolerances and are available in stainless steel, anodized aluminum, brass, and cadmium or nickel-plated brass. Most seals are made of a specially compounded “cure dated” synthetic rubber to withstand a wide variety of liquids over a broad temperature range. Our valves use a wedge seal design which helps to prevent leakage and improve seal life. All FAA certified oil drain valves use a Viton compound for long life in high temp applications.

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Fuel Drain Valves

FLUSH MOUNTED VALVES



Certification: TSO-C76b

CCA-53 Curtis Straight Thread Flush Mount Fuel Drain Valve

Valve Material: Brass

Thread Size: 7/16-20 UNF-3A

Valve Action: Push to Open, Non-Locking

Valve Inst Length: .220

Lock Wire Drilled: Yes

Mounting Seal Number: MS29513-014N

Direct replacement for:

Saf-Air (P/N: **SA53S**)

MDI Aerovalve (P/N: **F391-53S**)

Applicability:

Typically used on **Mooney M20J** (201) through **M20K** (231) models, among other aircraft using the same thread size. For questions regarding applicability, please don't hesitate to contact us!

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Certification: TSO-C76b

CCA-75 Curtis Straight Thread Flush Mount Fuel Drain Valve

Valve Material: Aluminum Anodized

Thread Size: 3/4-16 UNF-3A

Valve Action: Push, Turn to Lock or Push Sample Cup

Valve Inst Length: .120

Stem Seal Number: M25988-108

Replaceable O-Ring

Mounting Seal Number: MS29513-020

Direct replacement for:

Saf-Air (P/N: **F75**)

AVI/Auto Valve (P/N: **79C1**) (TEXTRON-CESSNA P/N)

Applicability:

Typically used on the **Cessna 208B** (Grand Caravan), among other aircraft using the same thread size. For questions regarding applicability, please don't hesitate to contact us!

CCA-1200 Curtis Straight Thread Flush Mount Fuel Drain Valve

Valve Material: Aluminum

Thread Size: 7/16-20 UNF,

Mounting thread 3/4-16 UNF

Valve Action: Push to Open, Non-Locking

Valve Inst Length: .130

Lock Wire Drilled: No



Certification: TSO-C76b

Direct replacement for:

Saf-Air (P/N: **SA5817-4C**)

AVI/Auto Valve (P/N: **710C-4 & 710C-4X**) (TEXTRON-BEEHCRAFT P/N)

Piper (P/N: **492-308**)

Cirrus Aircraft (P/N: **39497-001**) *

* 39497-001 replaces P/N: 50242-001

Applicability:

Typically used on **Beechcraft**, **Piper** and **Cirrus**, among other aircraft using the same thread size. For questions regarding applicability, please don't hesitate to contact us!

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Certification: TSO-C76a

CCA-2500 Curtis Straight Thread Flush Mount Fuel Drain Valve

Valve Material: Brass

Thread Size: 1/8 NPT

Valve Action: Push to Open, Non-Locking

Valve Inst Length: .335

Lock Wire Drilled: Yes

Direct replacement for:

Saf-Air (P/N: **SA18 & SA187**)

Cessna (P/N: **S2106-3**)

Piper (P/N: **491-806 & 492-278**)

MDI (P/N: **F391-18 & F391-187B**)

Applicability:

Typically used on some Piper Pa-28, Pa-32 & Pa-34, Maule, Stinson, Waco VK, UPF, Seabee, Bellanca, Taylorcraft and Navion among other aircraft using the same thread size. (Applicability varies), For questions regarding applicability, please don't hesitate to contact us!

CCA-2600 Pipe Thread Flush Mount Fuel Drain Valve

Valve Material: Brass

Thread Size: 1/4 NPT

Valve Action: Push to Open, Non-Locking

Valve Inst Length: .370

Lock Wire Drilled: Yes



Certification: TSO-C76a

Direct replacement for:

Saf-Air (P/N: **SA14**)

MDI (P/N: **F391-14**)

Applicability:

Typically used on some Cessna 120, 140 and various Piper models, among other aircraft using the same thread size. (Applicability varies), For questions regarding applicability, please don't hesitate to contact us!

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CCA-2700 Curtis Straight Thread Flush Mount Fuel Drain Valve

Valve Material: Brass

Thread Size: 3/8-24 UNF

Valve Action: Push to Open, Non-Locking

Valve Inst Length: .250

Lock Wire Drilled: Yes

Direct replacement for:

Saf-Air (P/N: **SA32**)

Cessna (P/N: **S2106-1**)

MDI (P/N: **F391-32**)

Certification: TSO-C76a

Mounting Seal Number: MS 29513-011N

Applicability:

Typically used on some Cessna 180, 182, 185, 188, 205, 206, 207 and 210 models, among other aircraft using the same thread size. (Applicability varies), For questions regarding applicability, please don't hesitate to contact us!

CCA-2800 Curtis Straight Thread Flush Mount Fuel Drain Valve

Valve Material: Brass

Thread Size: 7/16-20 UNF

Valve Action: Push to Open, Non-Locking

Valve Inst Length: .245

Lock Wire Drilled: Yes

Mounting Seal Number: MS 29513-012N

Direct replacement for:

Saf-Air (P/N: **SA72**)

Cessna (P/N: **S2106-2 & -4**)

MDI (P/N: **F391-72**)



Certification: TSO-C76a

Applicability:

Typically used on some Cessna 140, 150, 152, 172, 175 and 337 models, among other aircraft using the same thread size. (Applicability varies), For questions regarding applicability, please don't hesitate to contact us!

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Certification: TSO-C76a

CCA-2900 Curtis Straight Thread Flush Mount Fuel Drain Valve

Valve Material: Brass

Thread Size: 1/2-20 UNF

Valve Action: Push to Open, Non-Locking

Valve Inst Length: .192

Lock Wire Drilled: Yes

Mounting Seal Number: MS 29513-015N

Direct replacement for:

Saf-Air (P/N: **SA82**)

Cessna (P/N: **S2020-1, -2, -3 & C100360**)

Cirrus Aircraft: (P/N: **25038-001 & C100191**)

MDI (P/N: **F391-82**)

Applicability:

Typically used on some Cessna 172, 177, 182 (R/RG), 206, 207, 210 and Cirrus aircraft models, among other aircraft using the same thread size. (Applicability varies), For questions regarding applicability, please don't hesitate to contact us!

CCA-7500 Curtis Straight Thread Flush Mount Fuel Drain Valve

Valve Material: Aluminum Anodized

Thread Size: 3/4-16 UNF-3A

Valve Action: Spiral Lock Open, Screwdriver

Valve Inst Length: Flush Mount .118

Lock Wire Drilled: No



Certification: Mil V 25023

Applicability:

Applicability varies, for questions regarding applicability, please don't hesitate to contact us!

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Certification: Mil V 25023

CCA-7500-1 Curtis Straight Thread Flush Mount Fuel Drain Valve

Valve Material: Aluminum Anodized

Thread Size: 3/4-16 UNF-3A

Valve Action: Spiral Lock Open, Screwdriver

Valve Inst Length: Flush Mount .118

Lock Wire Drilled: No

Applicability:

Applicability varies, for questions regarding applicability, please don't hesitate to contact us!

CCA-7500-2 Curtis Straight Thread Flush Mount Fuel Drain Valve

Valve Material: Aluminum Anodized

Thread Size: 3/4-16 UNF-3A

Valve Action: Spiral Lock Open, Screwdriver

Valve Inst Length: Flush Mount .118

Lock Wire Drilled: No



Certification: Mil V 25023

Applicability:

Applicability varies, for questions regarding applicability, please don't hesitate to contact us!

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Certification: Mil V 25023

CCA-7500-5 Curtis Straight Thread Flush Mount Fuel Drain Valve

Valve Material: Aluminum Anodized

Thread Size: 3/4-16 UNF-3A

Valve Action: Spiral Lock Open, Screwdriver

Valve Inst Length: Flush Mount .118

Lock Wire Drilled: No

Applicability:

Applicability varies, for questions regarding applicability, please don't hesitate to contact us!

CCA-7600 Curtis Straight Thread Flush Mount Fuel Drain Valve

Valve Material: Aluminum Anodized

Thread Size: 3/4-16

Valve Action: Spiral to Open, Turn to Lock

Valve Inst Length: Flush Mount

Lock Wire Drilled: No

Direct Replacement 26613-001



Certification: Experimental only

(non-certified) *

***TSO-C76 Pending**

Applicability:

Applicability varies, currently only to be used for experimental aircraft applications, (TSO-C76 certification pending), for questions regarding applicability, please don't hesitate to contact us!

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Certification: Mil V 25023

CCB-36350-1 Curtis Straight Thread Flush Mount Fuel Drain Valve

Valve Material: Aluminum Anodized

Thread Size: 3/4-16 UNF

Valve Action: Spiral to Open, Non-Locking

Valve Inst Length: Flush Mount .125

Lock Wire Drilled: No

Mounting Seal Number: MS 29513-129

Applicability:

Applicability varies, for questions regarding applicability, please don't hesitate to contact us!

Note:

Saf-Air Cross Reference data suggests the F75 and CCB-36350-1 are direct replacements for each other, this is incorrect, aside from thread size, these valves have very little in common.

CCB-36450 Curtis Straight Thread Flush Mount Fuel Drain Valve

Valve Material: Aluminum Alodined

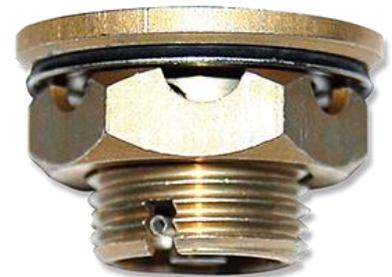
Thread Size: 3/4-16 UNF

Valve Action: Push to Open, Turn to Lock

Valve Inst Length: Flush Mount .118

Lock Wire Drilled: No

Mounting Seal Number: MS 29513-022



Certification: *Experimental only*
(non-certified)

-Use Installation tool: **CST-36450**

Applicability:

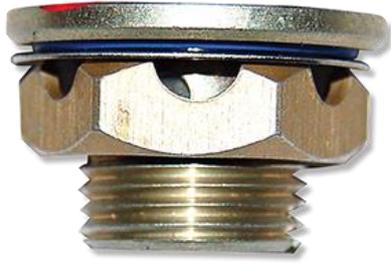
This valve is only to be used for experimental aircraft applications, for questions regarding applicability, please don't hesitate to contact us!

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Certification: TSO-C76b

CCB-36450-5 Curtis Straight Thread Flush Mount Fuel Drain Valve

Valve Material: Aluminum Alodined

Thread Size: 3/4-16 UNF

Valve Action: Push to Open, Turn to Lock

Valve Inst Length: Flush Mount .118

Lock Wire Drilled: No

Mounting Seal Number: CCA-37562

-Use Installation tool: **CST-36450**

Applicability:

Applicability varies, for questions regarding applicability, please don't hesitate to contact us!

CCB-37500 Curtis Straight Thread Flush Mount Fuel Drain Valve

Valve Material: Aluminum Nylon

Thread Size: 3/4-16

Valve Action: Push to Open, Turn to Lock

Valve Inst Length: Flush Mount

Lock Wire Drilled: No

Mounting Seal Number: CCA-37562

Direct replacement for:

Cirrus Aircraft (P/N: **26756-001**)



Certification: TSO-C76

Applicability:

This valve is designed for and commonly used on Cirrus **SR22** aircraft, for questions regarding applicability, please don't hesitate to contact us!

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FLUSH MOUNTED VALVE MOUNTING PLATES



PLT-275V Curtis Flush Mount Fuel Plate

Material: Aluminum

Diameter: 2.75"

THIS PLATE (KIT) INCLUDES A CCB-36450-5 FLUSH MOUNT FUEL DRAIN VALVE

Applicability:

This Mounting Plate is designed for experimental/homebuilt aircraft, and as such; is only to be used for experimental aircraft applications, for questions regarding applicability, please don't hesitate to contact us!

PLT-275AV Curtis Flush Mount Fuel Plate

Material: Aluminum

Diameter: 2.75"

1-1/2" From Mounting Surface to Bottom Hole Diameter

SAME AS PLT-275V BUT WITH MOUNTING HOLES



THIS PLATE (KIT) INCLUDES A CCB-36450-5 FLUSH MOUNT FUEL DRAIN VALVE

Applicability:

This Mounting Plate is designed for experimental/homebuilt aircraft, and as such; is only to be used for experimental aircraft applications, for questions regarding applicability, please don't hesitate to contact us!

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T-HANDLE VALVES



Certification: *Experimental only*
(non-certified)

CCA-1100 Curtis Pipe Thread T-Handle Fuel Drain Valve

Quick Drain Valve Action – Push to Open & Turn to Lock

- **Valve Material:** Aluminum
- **Thread Size:** 1/8 NPT
- **Valve Inst Length:** .790
- **Lock Wire Drilled:** No

Compatible with Bio Fuels

Stem Seal Number: CCA-007V

Replaceable O-Ring Viton

INFO:

The Curtis Valves CCA-1100 1/8 NPT fuel drain valve is a non-certified valve. Its design is spring loaded in the closed position, and can be locked in the open position using a push and turn action. The valve spring is made from non-corrosive, long lasting stainless steel. Valve body and moving parts are manufactured using aluminum and stainless steel to precise standards. The O-ring is made of a specially compounded “cure dated” Viton material to withstand a wide variety of liquids including bio-fuels over a broad temperature range. The CCA-1100 O-ring can be replaced, part # CCA-007V

-Can be used with Curtis Drain Hose **CCB-39600-5**

-Use Installation tool: **CST-716**

Applicability:

This Valve is designed for experimental/homebuilt aircraft, and as such; is only to be used for experimental aircraft applications, for questions regarding applicability, please don't hesitate to contact us!

(This Valve is compatible with Biofuels, ideal for homebuilders looking to experiment with alternative fuels)

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CCA-1150 Curtis Pipe Thread T-Handle Fuel Drain Valve

Valve Material: Aluminum

Thread Size: 1/8 NPT

Valve Action: Push to Open, Turn to Lock

Valve Inst Length: .790

Lock Wire Drilled: No

Certification: TSO-C76b

Stem Seal Number: CCA-007N or MS 29513-007N

INFO:

The Curtis Valves CCA-1150 1/8 NPT fuel drain valve is FAA certified to TSO-C76b MPS. Its design is spring loaded in the closed position, and can be locked in the open position using a push and turn action. The valve spring is made from non-corrosive, long lasting stainless steel. Valve body and moving parts are manufactured from anodized aluminum and stainless steel to precise standards. The O-ring is made of a specially compounded "cure dated" synthetic rubber to withstand a wide variety of liquids over a broad temperature range. Replacement seal part # CCA-007N or MS 29513-007N

-Can be used with Curtis Drain Hose **CCB-39600-5**

-Use Installation tool: **CST-716**

Direct replacement for:

Piper (P/N: **492-022**)

Cessna (P/N: **0850410-1**)

Beechcraft (P/N: **9504612 & 92-610-800-00**)

*Alternate for **CCA-1250, -1550 & -4850**

Applicability:

Applicability varies, for questions regarding applicability, please don't hesitate to contact us!

(This Valve is compatible with both Jet Fuels and AVGAS)

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CCA-1250 Curtis Pipe Thread T-Handle Fuel Drain Valve

Valve Material: Brass

Thread Size: 1/8 NPT

Valve Action: Spiral to Open, Turn to Lock

Valve Inst Length: .790

Lock Wire Drilled: No

Certification: TSO-C76

INFO:

The Curtis Valves CCA-1250 1/8 NPT fuel drain valve is FAA certified to TSO-C76 MPS. Its design is spring loaded in the closed position, and can be locked in the open position using a push and twist action. The valve spring is made from non-corrosive, long lasting stainless steel. Valve body and moving parts are manufactured from brass to precise standards. The seal is made of a specially compounded "cure dated" synthetic rubber to withstand a wide variety of liquids over a broad temperature range. The CCA-1250 uses a wedge seal design which helps to prevent leakage and improved seal life. The CCA-1250 seal cannot be replaced. Curtis offers an alternative with replaceable O-ring, part # **CCA-1150**

-Can be used with Curtis Drain Hose **CCB-39600-5**

-Use Installation tool: **CST-716**

Applicability:

Applicability varies, for questions regarding applicability, please don't hesitate to contact us!

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Certification: TSO-C76

CCA-1300 Curtis Pipe Thread T-Handle Fuel Drain Valve

Valve Material: Brass

Thread Size: 1/4 NPT

Valve Action: Spiral to Open, Turn to Lock

Valve Inst Length: ..965

Lock Wire Drilled: No

INFO:

The Curtis Valves CCA-1300 1/4 NPT fuel drain valve is FAA certified to TSO-C76 MPS. Its design is spring loaded in the closed position, and can be locked in the open position using a push and twist action. The valve spring is made from non-corrosive, long lasting stainless steel. Valve body and moving parts are manufactured from brass to precise standards. The seal is made of a specially compounded "cure dated" synthetic rubber to withstand a wide variety of liquids over a broad temperature range. The CCA-1300 uses a wedge seal design which helps to prevent leakage and improved seal life. The CCA-1300 seal cannot be replaced. Curtis also offers an alternate 100% stainless steel version part # **CCA-39000**

-Can be used with Curtis Drain Hose **CCB-39600-3**

-Use Installation tool: **CST-916**

Direct replacement for:

Saf-Air (P/N: **2500**)

Applicability:

This valve is typically used on various classic Cessna, Piper and Beechcraft models (including some Cessna T-50, 120 and 140, Beechcraft AT-11 and C-18S (Twin Beech) and Piper J-3, J-4, PA-11, PA-12, PA-14, PA-25, PA-16, PA-17, PA-18, PA-20, PA-22, PA-23, PA-15 and PA-28 models) among other aircraft using the same valve thread size. (Applicability varies), For questions regarding applicability, please don't hesitate to contact us!

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CCA-1350 Curtis Pipe Thread T-Handle Fuel Drain Valve

Valve Material: Brass

Thread Size: 3/8 NPT

Valve Action: Spiral to Open, Turn to Lock

Valve Inst Length: 1.080

Lock Wire Drilled: No

Certification: TSO-C76

INFO:

The Curtis Valves CCA-1350 3/8 NPT fuel drain valve is FAA certified to TSO-C76 MPS. Its design is spring loaded in the closed position, and can be locked in the open position using a push and twist action. The valve spring is made from non-corrosive, long lasting stainless steel. Valve body and moving parts are manufactured from brass to precise standards. The seal is made of a specially compounded "cure dated" synthetic rubber to withstand a wide variety of liquids over a broad temperature range. The CCA-1350 uses a wedge seal design which helps to prevent leakage and improved seal life. The CCA-1350 seal cannot be replaced.

-Can be used with Curtis Drain Hose **CCB-39600-2**

-Use Installation tool: **CST-1116**

Direct replacement for:

Saf-Air (P/N: **P3750**)

Applicability:

Applicability varies, for questions regarding applicability, please don't hesitate to contact us!

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Certification: TSO-C76

CCA-1400 Curtis Pipe Thread T-Handle Fuel Drain Valve

Valve Material: Brass

Thread Size: 1/2 NPT

Valve Action: Spiral to Open, Turn to Lock

Valve Inst Length: 1.125

Lock Wire Drilled: Yes

INFO:

The Curtis Valves CCA-1400 1/2 NPT fuel drain valve is FAA certified to TSO-C76 MPS. Its design is spring loaded in the closed position, and can be locked in the open position using a push and twist action. The valve spring is made from non-corrosive, long lasting stainless steel. Valve body and moving parts are manufactured from brass to precise standards. The seal is made of a specially compounded "cure dated" synthetic rubber to withstand a wide variety of liquids over a broad temperature range. The CCA-1400 uses a wedge seal design which helps to prevent leakage and improved seal life. The CCA-1400 seal cannot be replaced. Curtis also offers an alternative version with hose barb, part # **CCB-37000**

-Can be used with Curtis Drain Hose **CCB-39600-1**

-Use Installation tool: **CST-78**

Applicability:

Applicability varies, for questions regarding applicability, please don't hesitate to contact us!

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Certification: TSO-C76

CCA-1550 Curtis Pipe Thread T-Handle Fuel Drain Valve

Valve Material: Brass

Thread Size: 1/8 NPT

Valve Action: Push to Open, Turn to Lock

Valve Inst Length: .790

Lock Wire Drilled: No

INFO:

The Curtis Valves CCA-1550 1/8 NPT fuel drain valve is FAA certified to TSO-C76 MPS. Its design is spring loaded in the closed position, and can be locked in the open position using a push and turn action. The valve spring is made from non-corrosive, long lasting stainless steel. Valve body and moving parts are manufactured from brass to precise standards. The seal is made of a specially compounded "cure dated" synthetic rubber to withstand a wide variety of liquids over a broad temperature range. The CCA-1550 uses a wedge seal design which helps to prevent leakage and improved seal life. The CCA-1550 seal cannot be replaced. Curtis does offer an alternate version with replaceable O-ring. See **CCA-1150**

-Can be used with Curtis Drain Hose **CCB-39600-5**

-Use Installation tool: **CST-716**

Direct replacement for:

Piper (P/N: **492-022**)

Cessna (P/N: **0850410-1**)

Beechcraft (P/N: **9504612**)

Saf-Air (P/N: **1250**)

Applicability:

This is the most common fuel drain valve on the market and serves a very large range of applications including a wide variety of Cessna, Piper and Beechcraft models among other aircraft, for questions regarding applicability, please don't hesitate to contact us!

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Certification: TSO-C76

CCA-1600 Curtis Pipe Thread T-Handle Fuel Drain Valve

Valve Material: Brass

Thread Size: 1/4 NPT

Valve Action: Push to Open, Turn to Lock

Valve Inst Length: .945

Lock Wire Drilled: No

INFO:

The Curtis Valves CCA-1600 1/4 NPT fuel drain valve is FAA certified to TSO-C76 MPS. Its design is spring loaded in the closed position, and can be locked in the open position using a push and turn action. The valve spring is made from non-corrosive, long lasting stainless steel. Valve body and moving parts are manufactured from brass to precise standards. The seal is made of a specially compounded "cure dated" synthetic rubber to withstand a wide variety of liquids over a broad temperature range. The CCA-1600 uses a wedge seal design which helps to prevent leakage and improved seal life. The CCA-1600 seal cannot be replaced. Curtis also offers an alternate 100% stainless steel version part # **CCA-39000**

-Can be used with Curtis Drain Hose **CCB-39600-3**

-Use Installation tool: **CST-916**

Direct replacement for:

Piper (P/N: **492-057**)

Applicability:

This valve is typically used on a large variety of aircraft including various Aero Commander, Aeronca, Beechcraft, Cessna, American Champion, Grumman American, Navion, Pacific aerospace and Piper models. (Applicability varies), For questions regarding applicability, please don't hesitate to contact us!

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Certification: TSO-C76

CCA-1650 Curtis Pipe Thread T-Handle Fuel Drain Valve

Valve Material: Brass

Thread Size: 3/8 NPT

Valve Action: Push to Open, Turn to Lock

Valve Inst Length: 1.080

Lock Wire Drilled: No

INFO:

The Curtis Valves CCA-1650 3/8 NPT fuel drain valve is FAA certified to TSO-C76 MPS. Its design is spring loaded in the closed position, and can be locked in the open position using a push and turn action. The valve spring is made from non-corrosive, long lasting stainless steel. Valve body and moving parts are manufactured from brass to precise standards. The seal is made of a specially compounded "cure dated" synthetic rubber to withstand a wide variety of liquids over a broad temperature range. The CCA-1650 uses a wedge seal design which helps to prevent leakage and improved seal life. The CCA-1650 seal cannot be replaced.

-Can be used with Curtis Drain Hose **CCB-39600-2**

-Use Installation tool: **CST-1116**

Direct replacement for:

Saf-Air (P/N: **P3750**)

Applicability:

Applicability varies, for questions regarding applicability, please don't hesitate to contact us!

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Certification: TSO-C76

CCA-1700 Curtis Pipe Thread T-Handle Fuel Drain Valve

Valve Material: Brass

Thread Size: 1/2 NPT

Valve Action: Push to Open, Turn to Lock

Valve Inst Length: 1.125

Lock Wire Drilled: Yes

INFO:

The Curtis Valves CCA-1700 1/2 NPT fuel drain valve is FAA certified to TSO-C76 MPS. Its design is spring loaded in the closed position, and can be locked in the open position using a push and turn action. The valve spring is made from non-corrosive, long lasting stainless steel. Valve body and moving parts are manufactured from brass to precise standards. The seal is made of a specially compounded "cure dated" synthetic rubber to withstand a wide variety of liquids over a broad temperature range. The CCA-1700 uses a wedge seal design which helps to prevent leakage and improved seal life. The CCA-1700 seal cannot be replaced. Curtis also offers an alternative version with hose barb, part # **CCB-37000**

-Can be used with Curtis Drain Hose **CCB-39600-1**

-Use Installation tool: **CST-78**

Applicability:

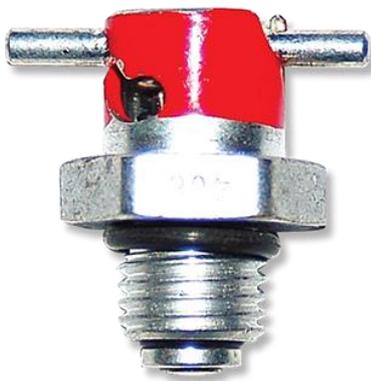
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Certification: TSO-C76

CCA-4300 Curtis Straight Thread T-Handle Fuel Drain Valve

Valve Material: Brass Cad

Thread Size: 7/16-20 UNF

Valve Action: Spiral to Open, Turn to Lock

Valve Inst Length: .625

Lock Wire Drilled: Yes

Mounting Seal Number: MS 29512-4

-Can be used with Curtis Drain Hose **CCB-39600-5**

Direct replacement for:

Saf-Air (P/N: 4375)

Applicability:

This valve is designed for, and typically used on the Cessna 140A, all Cessna 150, 170, 172 and 175 models and certain Pacific Aerospace aircraft. For questions regarding applicability, please don't hesitate to contact us!



Certification: TSO-C76

CCA-4350 Curtis Straight Thread T-Handle Fuel Drain Valve

Valve Material: Brass Cad

Thread Size: 9/16-18 UNF

Valve Action: Spiral to Open, Turn to Lock

Valve Inst Length: .635

Lock Wire Drilled: Yes

Mounting Seal Number: MS 29512-6

-Can be used with Curtis Drain Hose **CCB-39600-4**

Applicability:

Fits various aircraft models, for questions regarding applicability, please don't hesitate to contact us!

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Certification: TSO-C76

CCA-4800 Curtis Pipe Thread T-Handle Fuel Drain Valve

Valve Material: Brass Cad

Thread Size: 1/4 NPT

Valve Action: Push to Open, Turn to Lock

Valve Inst Length: .945

Lock Wire Drilled: Yes

INFO:

The Curtis Valves CCA-4800 1/4 NPT fuel drain valve is FAA certified to TSO-C76 MPS. Its design is spring loaded in the closed position, and can be locked in the open position using a push and turn action. The valve spring is made from non-corrosive, long lasting stainless steel. Valve body and moving parts are manufactured from Cadmium plated brass to precise standards. Includes safety wire provision. The seal is made of a specially compounded "cure dated" synthetic rubber to withstand a wide variety of liquids over a broad temperature range. The CCA-4800 uses a wedge seal design which helps to prevent leakage and improved seal life. The CCA-4800 seal cannot be replaced.

-Can be used with Curtis Drain Hose **CCB-39600-3**

-Use Installation tool: **CST-916**

Applicability:

Fits various aircraft models, for questions regarding applicability, please don't hesitate to contact us!

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Certification: TSO-C76

CCA-4850 Pipe Thread T-Handle Fuel Drain Valve

Valve Material: Brass Cad

Thread Size: 1/8 NPT

Valve Action: Spiral to Open, Turn to Lock

Valve Inst Length: .790

Lock Wire Drilled: No

INFO:

The Curtis Valves CCA-4850 1/8 NPT fuel drain valve is FAA certified to TSO-C76 MPS. Its design is spring loaded in the closed position, and can be locked in the open position using a push and turn action. The valve spring is made from non-corrosive, long lasting stainless steel. Valve body and moving parts are manufactured from Cadmium plated brass to precise standards. The seal is made of a specially compounded "cure dated" synthetic rubber to withstand a wide variety of liquids over a broad temperature range. The CCA-4850 uses a wedge seal design which helps to prevent leakage and improved seal life. The CCA-4850 seal cannot be replaced. Curtis does offer an alternative version with replaceable O-ring. See **CCA-1150**

-Can be used with Curtis Drain Hose **CCB-39600-5**

-Use Installation tool: **CST-716**

Direct replacement for:

Beechcraft (P/N: **92-610-800-00**)

*Alternate for **CCA-36150**

Applicability:

This fuel drain valve serves a large range of applications including a wide variety of Cessna, Piper and Beechcraft models among other aircraft, for questions regarding applicability, please don't hesitate to contact us!

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Certification: TSO-C76

CCA-4900 Curtis Pipe Thread T-Handle Fuel Drain Valve

Valve Material: Brass Cad

Thread Size: 1/4 NPT

Valve Action: Spiral to Open, Turn to Lock

Valve Inst Length: .945

Lock Wire Drilled: No

INFO:

The Curtis Valves CCA-4900 1/4 NPT fuel drain valve is FAA certified to TSO-C76 MPS. Its design is spring loaded in the closed position, and can be locked in the open position using a push and twist action. The valve spring is made from non-corrosive, long lasting stainless steel. Valve body and moving parts are manufactured from Cadmium plated brass to precise standards. The seal is made of a specially compounded "cure dated" synthetic rubber to withstand a wide variety of liquids over a broad temperature range. The CCA-4900 uses a wedge seal design which helps to prevent leakage and improved seal life. The CCA-4900 seal cannot be replaced. Curtis offers an alternative stainless-steel version, part # **CCA-39000**

-Can be used with Curtis Drain Hose **CCB-39600-3**

-Use Installation tool: **CST-916**

Applicability:

This valve is typically used on a large variety of aircraft including various Aero Commander, Aeronca, Beechcraft, Cessna, American Champion, Grumman American, Navion, Pacific aerospace and Piper models. (Applicability varies), For questions regarding applicability, please don't hesitate to contact us!

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CCA-4950 Curtis Pipe Thread T-Handle Fuel Drain Valve

Valve Material: Brass Cad

Thread Size: 3/8 NPT

Valve Action: Spiral to Open, Turn to Lock

Valve Inst Length: 1.080

Lock Wire Drilled: No

Certification: TSO-C76

INFO:

The Curtis Valves CCA-4950 3/8 NPT fuel drain valve is FAA certified to TSO-C76 MPS. Its design is spring loaded in the closed position, and can be locked in the open position using a push and twist action. The valve spring is made from non-corrosive, long lasting stainless steel. Valve body and moving parts are manufactured from Cadmium plated brass to precise standards. The seal is made of a specially compounded "cure dated" synthetic rubber to withstand a wide variety of liquids over a broad temperature range. The CCA-4950 uses a wedge seal design which helps to prevent leakage and improved seal life. The CCA-4950 seal cannot be replaced.

-Can be used with Curtis Drain Hose **CCB-39600-2**

-Use Installation tool: **CST-1116**

Applicability:

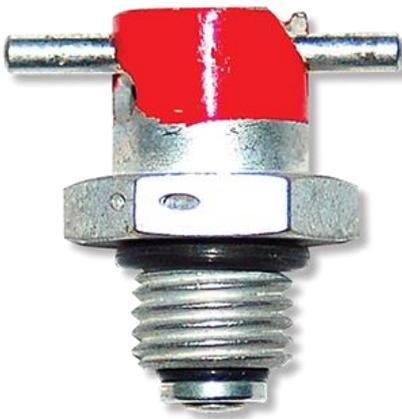
Fits various aircraft models, for questions regarding applicability, please don't hesitate to contact us!

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CCA-5800-1 Curtis Straight Thread T-Handle Fuel Drain Valve

Valve Material: Brass Cad

Thread Size: 7/16-20 UNF

Valve Action: Spiral to Open, Non-Locking

Valve Inst Length: .620

Lock Wire Drilled: Yes

Mounting Seal Number: MS 29512-4

Certification: TSO-C76

-Use Installation tool: **CST-1116**

Applicability:

Fits various aircraft models, for questions regarding applicability, please don't hesitate to contact us!

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CCA-7000 Curtis Pipe Thread T-Handle Fuel Drain Valve w/Viton Seal

Valve Material: Aluminum Anodized

Thread Size: 3/8 NPT

Valve Action: Push to Open, Turn to Lock

Valve Inst Length: 1.125

Lock Wire Drilled: No

Compatible with Bio Fuels

Stem Seal Number: CCA-108V

Replaceable O-Ring Viton



Certification: *Experimental only*
(non-certified)

-Can be used with Curtis Drain Hose **CCB-39600-2**

-Use Installation tool: **CST-716**

Applicability:

This Valve is designed for experimental/homebuilt aircraft, and as such; is only to be used for experimental aircraft applications, for questions regarding applicability, please don't hesitate to contact us!

(This Valve is Biofuel compatible, ideal for homebuilders looking to experiment with alternative fuels)

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Certification: TSO-C76

CCA-7450 Curtis Pipe Thread T-Handle Fuel Drain Valve

Valve Material: Brass Cad

Thread Size: 1/8 NPT

Valve Action: Spiral to Open, Turn to Lock

Valve Inst Length: .790

Lock Wire Drilled: No

INFO:

The Curtis Valves CCA-7450 1/8 NPT fuel drain valve is FAA certified to TSO-C76 MPS. Its design is spring loaded in the closed position, and can be locked in the open position using a push and turn action. The valve spring is made from non-corrosive, long lasting stainless steel. Valve body and moving parts are manufactured from Cadmium plated brass to precise standards. The seal is made of a specially compounded "cure dated" synthetic rubber to withstand a wide variety of liquids over a broad temperature range. The CCA-7450 uses a wedge seal design which helps to prevent leakage and improved seal life. The CCA-7450 seal cannot be replaced.

-Use Installation tool: **CST-716**

Direct replacement for:

Piper (P/N: **492-100**)

Cessna (P/N: **0511199-20**)

Applicability:

This valve is commonly used on many Cessna and Piper aircraft models, for questions regarding applicability, please don't hesitate to contact us!

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Certification: TSO-C76

CCA-9950 Curtis Pipe Thread T-Handle Fuel Drain Valve

Valve Material: Brass Cad

Thread Size: 1/8 NPT

Valve Action: Spiral to Open, Turn to Lock, Special Wire Locking

Valve Inst Length: .790

Lock Wire Drilled: No

INFO:

The Curtis Valves CCA-9950 1/8 NPT fuel drain valve is FAA certified to TSO-C76 MPS. Its design is spring loaded in the closed position, and can be locked in the open position using a push and turn action. The valve spring is made from non-corrosive, long lasting stainless steel. Valve body and moving parts are manufactured from Cadmium plated brass to precise standards. Valve includes safety wire provision to wire valve in the closed position. The seal is made of a specially compounded "cure dated" synthetic rubber to withstand a wide variety of liquids over a broad temperature range. The CCA-9950 uses a wedge seal design which helps to prevent leakage and improved seal life. The CCA-9950 seal cannot be replaced.

-Can be used with Curtis Drain Hose **CCB-39600-5**

-Use Installation tool: **CST-716**

Applicability:

Fits various aircraft models, for questions regarding applicability, please don't hesitate to contact us!

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CCA-36150 Curtis Pipe Thread T-Handle Fuel Drain Valve

Valve Material: Brass Cad

Thread Size: 1/8 NPT

Valve Action: Spiral to Open, Non-Locking

Valve Inst Length: .750

Lock Wire Drilled: No

Certification: TSO-C76

INFO:

The Curtis Valves CCA-36150 1/8 NPT fuel drain valve is FAA certified to TSO-C76 MPS. This is a non-locking design, spring loaded in the closed position. To function/open the valve, use a push and twist action. The valve spring is made from non-corrosive, long lasting stainless steel. Valve body and moving parts are manufactured from Cadmium plated brass to precise standards. The seal is made of a specially compounded "cure dated" synthetic rubber to withstand a wide variety of liquids over a broad temperature range. The CCA-36150 uses a wedge seal design which helps to prevent leakage and improved seal life. The CCA-36150 seal cannot be replaced. Curtis does offer an alternative locking version, part # **CCA-4850**

-Use Installation tool: **CST-716**

Direct replacement for:

Piper (P/N: **492-312**)

Applicability:

This valve is commonly used on the Cessna C650 (Citation III, VI and VII) and many Piper aircraft models, for questions regarding applicability, please don't hesitate to contact us!

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CCB-36750 Curtis Pipe Thread T-Handle Stainless Steel Fuel Drain Valve

Valve Material: Stainless Steel Body,
Brass Stem

Thread Size: 1/8 NPT

Valve Action: Spiral to Open, Turn to Lock

Valve Inst Length: .725

Certification: TSO-C76

Lock Wire Drilled: Yes

INFO:

The Curtis Valves CCB-36750 1/8 NPT fuel drain valve is FAA certified to TSO-C76 MPS. Its design is spring loaded in the closed position, and can be locked in the open position using a push and twist action. The valve body and spring are made from non-corrosive, long lasting stainless steel. All moving parts are manufactured from Cadmium plated brass to precise standards. Includes safety wire provisions. The seal is made of a specially compounded "cure dated" synthetic rubber to withstand a wide variety of liquids over a broad temperature range. The CCB-36750 uses a wedge seal design which helps to prevent leakage and improved seal life. The CCA-36750 seal cannot be replaced.

-Can be used with Curtis Drain Hose **CCB-39600-5**

-Use Installation tool: **CST-716**

Applicability:

Fits various aircraft models, for questions regarding applicability, please don't hesitate to contact us!

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Certification: TSO-C76

CCA-39000 Curtis Pipe Thread T-Handle Stainless Steel Fuel Drain Valve

Valve Material: Stainless Steel

Thread Size: 1/4 NPT

Valve Action: Spiral to Open, Turn to Lock

Valve Inst Length: .925

Lock Wire Drilled: No

INFO:

The Curtis Valves CCA-39000 1/4 NPT fuel drain valve is FAA certified to TSO-C76 MPS. Its design is spring loaded in the closed position, and can be locked in the open position using a push and twist action. The valve body and moving parts are manufactured from stainless steel to precise standards. The valve spring is made from non-corrosive, long lasting stainless steel. The seal is made of a specially compounded "cure dated" synthetic rubber to withstand a wide variety of liquids over a broad temperature range. The CCA-39000 uses a wedge seal design which helps to prevent leakage and improved seal life. The CCA-39000 seal cannot be replaced.

-Can be used with Curtis Drain Hose **CCB-39600-3**

-Use Installation tool: **CST-916**

Applicability:

Fits various aircraft models, for questions regarding applicability, please don't hesitate to contact us!

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PUSH BUTTON VALVES



Certification: TSO-C76b

CCA-110SS Curtis Pipe Thread Push Button Stainless Steel Fuel Drain Valve w/Viton Seal

Valve Material: Stainless Steel

Thread Size: 1/8 NPT

Valve Action: Push to Open, Non-Locking

Valve Inst Length: .520

Lock Wire Drilled: No

Stem Seal Number: CCA-007VX

Replaceable O-Ring Viton

Direct replacement for:

AVI/Auto Valve (P/N: **BJ1000AS1MY**)

Saf-Air (P/N: **110SS & CAV-110**)

*Alternate for **CCA-1800**

Applicability:

Fits various aircraft models, for questions regarding applicability, please don't hesitate to contact us!

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Certification: TSO-C76b

CCA-160SS Curtis Pipe Thread Push Button Stainless Steel Fuel Drain Valve w/Viton Seal

Valve Material: Stainless Steel

Thread Size: 1/4 NPT

Valve Action: Push to Open, Non-Locking

Valve Inst Length: .605

Lock Wire Drilled: No

Stem Seal Number: CCA-007VX

Replaceable O-Ring Viton

Direct replacement for:

AVI/Auto Valve (P/N: **BJ1000AS1MX**)

Saf-Air (P/N: **160SS & CAV-160**)

*Alternate for **CCA-1900**

Applicability:

This valve is mainly used on some classic Cessna & Piper aircraft, for questions regarding applicability, please don't hesitate to contact us!

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Certification: TSO-C76b

CCA-170SS Curtis Straight Thread Push Button Stainless Steel Fuel Drain Valve w/Viton Seal

Valve Material: Stainless Steel

Thread Size: 7/16-20 UNF

Valve Action: Push to Open, Non-Locking

Valve Inst Length: .470

Lock Wire Drilled: Yes

Stem Seal Number: CCA-007VX

Replaceable O-Ring Viton

Mounting Seal Number: MS 29513-012N

Direct replacement for:

AVI/Auto Valve (P/N: **1100B52Z-G**)

Saf-Air (P/N: **170SS & CAV-170**)

*Alternate for **CCA-2100**

Applicability:

Fits various aircraft models, for questions regarding applicability, please don't hesitate to contact us!

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Certification: TSO-C76b

CCA-180SS Curtis Straight Thread Push Button Stainless Steel Fuel Drain Valve w/Viton Seal

Valve Material: Stainless Steel

Thread Size: 3/8-24 UNF

Valve Action: Push to Open, Non-Locking

Valve Inst Length: .460

Lock Wire Drilled: Yes

Stem Seal Number: CCA-007VX

Replaceable O-Ring Viton

Mounting Seal Number: MS 29513-011N

Direct replacement for:

AVI/Auto Valve (P/N: **1100B52Z**)

Saf-Air (P/N: **180SS & CAV-180**)

*Alternate for **CCA-2000**

Applicability:

Fits various aircraft models, for questions regarding applicability, please don't hesitate to contact us!

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Certification: TSO-C76b

CCA-1800 Curtis Pipe Thread Push Button Fuel Drain Valve w/Viton Seal

Valve Material: Brass

Thread Size: 1/8 NPT

Valve Action: Push to Open, Non-Locking

Valve Inst Length: .520

Lock Wire Drilled: No

Stem Seal Number: CCA-007VX

Replaceable O-Ring Viton

Direct replacement for:

AVI/Auto Valve (P/N: **BJ1000AS1MY**)

Saf-Air (P/N: **CAV-110**)

Applicability:

Fits various aircraft models, for questions regarding applicability, please don't hesitate to contact us!

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Certification: TSO-C76b

CCA-1900 Curtis Pipe Thread Push Button Fuel Drain Valve w/Viton Seal

Valve Material: Brass

Thread Size: 1/4 NPT

Valve Action: Push to Open, Non-Locking

Valve Inst Length: .605

Lock Wire Drilled: No

Stem Seal Number: CCA-007VX

Replaceable O-Ring Viton

Direct replacement for:

AVI/Auto Valve (P/N: **BJ1000AS1MX**)

Saf-Air (P/N: **CAV-160**)

Applicability:

This valve is mainly used on some classic Cessna & Piper aircraft, for questions regarding applicability, please don't hesitate to contact us!

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Certification: TSO-C76b

CCA-2000 Curtis Straight Thread Push Button Fuel Drain Valve w/Viton Seal

Valve Material: Brass

Thread Size: 3/8-24 UNF

Valve Action: Push to Open, Non-Locking

Valve Inst Length: .460

Lock Wire Drilled: Yes

Stem Seal Number: CCA-007VX

Replaceable O-Ring Viton

Mounting Seal Number: MS 29513-011N

Direct replacement for:

AVI/Auto Valve (P/N: **1100B52Z**)

Saf-Air (P/N: **CAV-180**)

Applicability:

Fits various aircraft models, for questions regarding applicability, please don't hesitate to contact us!

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Certification: TSO-C76b

CCA-2100 Curtis Straight Thread Push Button Fuel Drain Valve w/Viton Seal

Valve Material: Brass

Thread Size: 7/16-20 UNF

Valve Action: Push to Open, Non-Locking

Valve Inst Length: .470

Lock Wire Drilled: Yes

Stem Seal Number: CCA-007VX

Replaceable O-Ring Viton

Mounting Seal Number: MS 29513-012N

Direct replacement for:

AVI/Auto Valve (P/N: **1100B52Z-G**)

Saf-Air (P/N: **CAV-170**)

Applicability:

Fits various aircraft models, for questions regarding applicability, please don't hesitate to contact us!

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CCB-4320 Curtis Straight Thread Push Button Fuel Drain Valve



Certification: TSO-C76

Valve Material: Brass Cad

Thread Size: 7/16-20 UNF

Valve Action: Push to Open, Non-Locking

Valve Inst Length: 0.840

Lock Wire Drilled: Yes

Mounting Seal Number: MS 29512-4

Applicability:

Fits various aircraft models, for questions regarding applicability, please don't hesitate to contact us!

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HOSE BARB VALVES



Certification: FAA-PMA

CCA-110-H4 Curtis Pipe Thread Hose Barb Fuel Drain Valve w/Viton Seal

Valve Material: Brass

Thread Size: 1/8 NPT

Valve Action: Push to Open, Non-Locking

Valve Inst Length: 1.53

Lock Wire Drilled: No

Stem Seal Number: CCA-007VX

Replaceable O-Ring Viton

Mo Gas, Ethanol, Bio Fuel Compatible

Direct replacement for:

Robinson (P/N: **A761-1**)

Saf-Air (P/N: **CAV-110H-4**)

Applicability:

This valve is PMA certified for use on the Robinson **R22** (all models, including Alpha, Beta and Mariner variants) and the Robinson **R44** (all models, including Astro, Clipper I, Clipper II, Cadet, Raven I and Raven II), but can also be installed on various other aircraft, for questions regarding applicability, please don't hesitate to contact us!

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CCA-160-H4 Curtis Pipe Thread Hose Barb Fuel Drain Valve w/Viton Seal



Valve Material: Brass

Thread Size: 1/4 NPT

Valve Action: Push to Open, Non-Locking

Valve Inst Length: 1.49

Lock Wire Drilled: No

Stem Seal Number: CCA-007VX

Replaceable O-Ring Viton

Mo Gas, Ethanol, Bio Fuel Compatible

Certification: *Experimental only*

(non-certified) *

***TSO-C76b Pending**

Direct replacement for:

Saf-Air (P/N: **CAV-160H-4**)

Applicability:

Currently only to be used for experimental aircraft applications, (TSO-C76b certification pending), for questions regarding applicability, please don't hesitate to contact us!

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CCA-170-H4 Curtis Hose Barb Fuel Drain Valve w/Viton Seal



Valve Material: Brass

Thread Size: 7/16-20 UNF-3A

Valve Action: Push to Open, Non-Locking

Valve Inst Length: 1.35

Lock Wire Drilled: Yes

Stem Seal Number: CCA-007VX

Mounting Seal Number: MS29513-012

Replaceable O-Ring Viton

Mo Gas, Ethanol, Bio Fuel Compatible

Certification: *Experimental only*

(non-certified) *

***TSO-C76b Pending**

Direct replacement for:

Saf-Air (P/N: **CAV-170H-4**)

Applicability:

Currently only to be used for experimental aircraft applications, (TSO-C76b certification pending), for questions regarding applicability, please don't hesitate to contact us!

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CCA-180-H4 Curtis Hose Barb Fuel Drain Valve w/Viton Seal



Valve Material: Brass

Thread Size: 3/8-24 UNF-3A

Valve Action: Push to Open, Non-Locking

Valve Inst Length: 1.40

Lock Wire Drilled: Yes

Stem Seal Number: CCA-007VX

Mounting seal Number: MS29513-011

Replaceable O-Ring Viton

Mo Gas, Ethanol, Bio Fuel Compatible

Certification: *Experimental only*

(non-certified) *

***TSO-C76b Pending**

Direct replacement for:

Saf-Air (P/N: **CAV-180H-4**)

Applicability:

Currently only to be used for experimental aircraft applications, (TSO-C76b certification pending), for questions regarding applicability, please don't hesitate to contact us!

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Certification: TSO-C76

CCA-3400 Curtis Hose Barb Fuel Drain Valve

Valve Material: Brass

Thread Size: 1/2 Hose Fitting

Valve Action: Spiral to Open, Turn to Lock

Valve Inst Length: .705

Lock Wire Drilled: No

Can be used with Curtis Drain Hose **CCB-39600-3**

Direct replacement for:

Beechcraft (P/N: **92-610-200-00**)

Saf-Air (P/N: **C500**)

Applicability:

This valve is mainly used on bladder style wing tanks with a 1/2" diameter nozzle and is frequently used on many Beechcraft models as well as Hawker business jets, for questions regarding applicability, please don't hesitate to contact us!

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OTHER FUEL DRAIN VALVES



Certification: TSO-C76

CCA-5800-3 Curtis Straight Thread Fuel Drain Valve

Valve Material: Brass Cad

Thread Size: 7/16-20 UNF

Valve Action: Push to Open, Non-Locking

Valve Inst Length: 0.620

Lock Wire Drilled: Yes

Mounting Seal Number: MS 29512-4

Applicability:

Fits various aircraft models, for questions regarding applicability, please don't hesitate to contact us!

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CCB-36700 Curtis Pipe Thread Fuel Drain Valve

Valve Material: Brass Cad

Thread Size: 1/8 NPT

Valve Action: Push to Open w/Drain Cup

Valve Inst Length: .790

Lock Wire Drilled: No

Certification: TSO-C76

Applicability:

Fits various aircraft models, for questions regarding applicability, please don't hesitate to contact us!

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CCA-39500 Curtis Straight Thread Fuel Drain Valve



Certification: TSO-C76

Valve Material: Aluminum Anodized

Thread Size: 9/16-18

Valve Action: Push to Open, Non-Locking

Valve Inst Length: .628

Lock Wire Drilled: No

Mounting Seal Number: MS 29512-6

Direct replacement for:

AVI/Auto Valve (P/N: **150B**)

Applicability:

Fits various aircraft models, for questions regarding applicability, please don't hesitate to contact us!

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CURTIS FUEL SECURITY SYSTEM

Protect yourself against fuel theft and tampering with the ‘Curtis Fuel Quick Drain Security System’.

This system includes a **CCA-39680** Fuel Sampler Drain Cup, **2 CCA-39670** Master Keys and either **2** or **4 EA CCA-39660** Quick Drain Locks & **CCA-39650** Quick Drain Valves. (The amount of Drain Valves and Locks included in each set is represented by the last digit of the Part Number)

The *Curtis Fuel Quick Drain Security System* is **TSO-C76** approved.

CCA-39650 Curtis Fuel Drain Valve

Valve Material: Brass

Thread Size: 1/8 NPT

Valve Action: Push to Open, Non-Locking



Certification: TSO-C76

CCA-39660 Quick Drain Locks come with a red “remove before flight” style ribbon attached.

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CCA-39700-2 Fuel Quick Drain Security System

- (2) CCA-39650 Quick Drain Valves
- (2) CCA-39660 Quick Drain Locks
- (2) CCA-39670 Master Keys
- (1) CCA-39680 Sample Cup Opener

CCA-39700-4 Fuel Quick Drain Security System

- (4) CCA-39650 Quick Drain Valves
- (4) CCA-39660 Quick Drain Locks
- (2) CCA-39670 Master Keys
- (1) CCA-39680 Sample Cup Opener



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QUICK DRAIN HOSES & TOOLS

CCB-39600-1 Quick Drain Hose Assembly, Black Connector



This Curtis Quick Drain Hose is compatible with the following valves:

Fuel Drain:

- CCA-1400
- CCA-1700
- CCA-39550 (This valve can also be used for fuel drain valve applications)

Oil Drain:

- CCA-39550

Belgium

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CCB-39600-2 Hose Assembly, Blue Connector



This Curtis Quick Drain Hose is compatible with the following valves:

Fuel Drain:

- CCA-1350
- CCA-1650
- CCA-4950
- CCA-7000

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CCB-39600-3 Hose Assembly, Yellow Connector



This Curtis Quick Drain Hose is compatible with the following valves:

Fuel Drain:

- CCA-1300
- CCA-1600
- CCA-3400
- CCA-3600
- CCA-4800
- CCA-4900
- CCA-39000

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CCB-39600-4 Hose Assembly, Silver Connector



This Curtis Quick Drain Hose is compatible with the following valves:

Fuel Drain:

- CCA-4350
- CCA-36400
- CCB-36650

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CCB-39600-5 Hose Assembly, Brass Connector



This Curtis Quick Drain Hose is compatible with the following valves:

Fuel Drain:

- CCA-1100
- CCA-1150
- CCA-1250
- CCA-1550
- CCA-4300
- CCA-4850
- CCA-9950
- CCB-36750

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CCA-39680 Curtis Fuel Sampler Drain Cup

Ensure you can depart safely by checking the composition and quality of your fuel before each flight. This essential tool allows you to quickly and effectively detect water, sediment, and debris when taking a fuel sample.

Pin Material: Stainless Steel

Pin Diameter: 1/8"

This drain cup is directly compatible with the following valves:

- CCA-53
- CCA-75
- CCA-110SS
- CCA-160SS
- CCA-170SS
- CCA-180SS
- CCA-1200
- CCA-1800
- CCA-1900
- CCA-2000
- CCA-2100
- CCA-2500
- CCA-2600
- CCA-2700
- CCA-2900
- CCA-39650

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CST-78 Curtis Installation Tool

-Fits all 7/8 Hex valves

Use for installation and removal of the following valves:

- CCA-1400
- CCA-1700
- CCB-37000
- CCA-39550
- CCA-39560



CST-716 Curtis Installation Tool

-Fits all 7/16 Hex valves

Use for installation and removal of the following valves:

- CCA-1100
- CCA-1150
- CCA-1250
- CCA-1550
- CCA-4850
- CCA-7450
- CCA-9950
- CCA-36150
- CCB-36750



CST-916 Curtis Installation Tool

-Fits all 9/16 Hex valves

Use for installation and removal of the following valves:

- CCA-1300
- CCA-1600
- CCA-3600
- CCA-4800
- CCA-4900
- CCA-39000

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CST-1116 Curtis Installation Tool

-Fits all 11/16 Hex valves



Use for installation and removal of the following valves:

- CCA-1350
- CCA-1650
- CCA-2440
- CCA-2450
- CCA-2460
- CCA-4950
- CCA-5400 (No Longer Available)
- CCA-5800-1
- CCA-7000
- CCB-4320

CST-36450 Curtis Installation Tool



-This tool is used for installation and removal of certain Curtis flush mount fuel drain valves:

- CCA-36450
- CCA-36450-5

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Oil Drain Valves

(Quick Drain Valves)



Lycoming & Continental Quick Drain Valves





CCB-5000 Curtis Lycoming Oil Drain Valve w/Viton Seal

Valve Material: Aluminum Anodized

Thread Size: ½ NPT

Valve Action: Push to Open, Turn to Lock

Valve Inst Length: 2.100

Lock wire Drilled: Yes

Stem Seal Number: CCA-109V

Replaceable O-Ring Viton

Certification: FAA-PMA

Direct replacement for:

Saf-Air (P/N: **P5000**)

(Lycoming Oil Sump Plug (P/N: STD-551))

Applicability:

This valve is PMA approved for use on various Lycoming engine models,
(See next page for full model list)

Note:

Aerobatic -, retractable gear -, and twin-engine aircraft (with close fit cowling), should preferably use oil drain valve P/N: **CCB-38000**, please check clearance requirements before ordering this valve.

WARNING:

Do **NOT** install this valve on Piper Arrow models **Pa-28R-200, Pa-28R-201 & Pa-28RT-201**.
(See FAA AD81-11-02 R1 and Piper SL 910), Use valve P/N: **CCB-38000** instead.

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Applicability (1):

Curtis Oil Drain Valve P/N: **CCB-5000** is FAA-PMA approved for use on the following **Lycoming** engines:

- 235 Series
 - **O-235** (-L2A, -L2C)

- 290 Series
 - **O-290** (-D, -D2, -D2A, -D2B, -D2C)

- 320 Series
 - **O-320** (-A1A, -A1B, -A2A, -A2B, -A2C, -A2D, -A3A, -A3B, -A3C, -B1B, -B2A, -B2B, -B2C, -B2D, -B2E, -B3A, -B3B, -B3C, -C1A, -C2A, -C2B, -C2C, -C3A, -C3B, -C3C, -D, -D1A, -D1B, -D1C, -D1D, -D1F, -D2, -D2A, -D2B, -D2C, -E2D, -E3D)
 - **IO-320** (-C1A, -C1B)
 - **LIO-320** (-B1A, -C1A)
 - **AIO-320** (-A1A, -A1B, -A2A, -A2B, -B1B, -C1B)

- 360 Series
 - **O-360** (-A1P, -A4M, -J2A)
 - **HO-360** (-B1B, -C1A)
 - **LO-360** (-A1H6)
 - **LTO-360** (-A1A6D, -E1A6D)
 - **IO-360** (-A1A, -A1B, -A1B6, -A1B6D, -A1C, -A1D, -A1D6, -A1D6D, -A2A, -A2B, -A2C, -A3B6, -A3B6D, -A3D6D, -B1A, -C1A, -C1B, -C1C6, -C1D6, -C1E6, -C1E6D, -C1F, -C1G6)
 - **LIO-360** (-C1E6)
 - **AIO-360** (-A1A, -A1B, -A2A, -A2B, -B1B)
 - **HIO-360** (-B1A, -D1A, -F1AD)

List Continues on next page...

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Applicability (2):

Curtis Oil Drain Valve P/N: **CCB-5000** is FAA-PMA approved for use on the following **Lycoming** engines:

- 540 Series
 - **IO-540** (-**AE1A5**, -C1B5, -C1C5, -C2C, -C4B5, -C4C5, -C4D5, -C4D5D, -D4A5, -D4B5, -D4C5, -K1A5, -K1A5D, -K1B5, -K1B5D, -K1C5, -K1D5, -K1E5, -K1E5D, -K1F5, -K1F5D, -K1G5, -K1G5D, -K1H5, -K1J5, -K1J5D, -K1K5, -K2A5, -S1A5)
 - **LTIO-540** (-F2BD, -J2BD, -U2A)
 - **AEIO-540** (-D4A5, -D4B5)

- 720 Series
 - **IO-720** (-A1A, -A1B, -B1BD, -D1B, -D1C, -D1CD)

(**Note**: Robinson **R22** and **R44** helicopters fitted with these engine models should use oil drain valve P/N: **CCB-36000H**)

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CCB-6250 Curtis Continental Oil Drain Valve w/Viton Seal



Valve Material: Aluminum Anodized

Thread Size: 5/8-18 UNF

Valve Action: Push to Open, Turn to Lock

Valve Inst Length: 2.100

Lock wire Drilled: Yes

Stem Seal Number: CCA-108V

Mounting Crush gasket: MS-35769-11

Replaceable O-Ring Viton

Certification: FAA-PMA

Direct replacement for:

Saf-Air (P/N: **S6250**)

(Continental coupling plug (P/N: 532432, 636376 & 656995))

Applicability:

This valve is PMA approved for use on various Continental engine models,
(See next page for full model list)

Note:

retractable gear -, and twin-engine aircraft (with close fit cowling), should preferably use oil drain valve P/N: **CCB-32000**, please check clearance requirements before ordering this valve.

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Applicability (1):

Curtis Oil Drain Valve P/N: **CCB-6250** is FAA-PMA approved for use on the following **Continental Aerospace Technologies** engines:

- A Series
 - **A-65** (-1, -3, -6J, -6, -7, -8FJ, -8F, -8J, -8, -12, -12F, -12FJ, -12J, -14, -14F, -14FJ, -14J)
 - **A-75** (-3, -6, -6J, -8, -8FJ, -8J, -9, -9J)

- C Series
 - **C-75** (-8, -8F, -8FH, -8FJ, -8FHJ, -8J, -12B, -12BF, -12BFH, -12F, -12FH, -12FHJ, -12FJ, -12J, -15, -15F)
 - **C-85** (-8, -8F, -8FH, -8FJ, -8FHJ, -8J, -12B, -12BF, -12BFH, -12F, -12FH, -12FHJ, -12FJ, -12J, -15, -15F)
 - **C-90** (-8F, -12F, -14F)

- E Series
 - **E-185** (-1, -2, -3, -5, -8, -9, -10, -11)
 - **E-225** (-2, -4, -8, -9)

- 200 Series
 - **O-200** (-A, -B)
 - **IO-240** (-B)

- 300 Series
 - **GO-300** (-A, -C, -D, -E)
 - **IO-360** (-A, -B, -C, -D, -G, -H, -J, -K)
 - **TSIO-360** (-A, -B, -C, -D, -E, -EB, -F, -FB, -H)

List Continues on next page...

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Applicability (2):

Curtis Oil Drain Valve P/N: **CCB-6250** is FAA-PMA approved for use on the following **Continental Aerospace Technologies** engines:

- 470 Series
 - **O-470** (-4, -11, -13, -15, -B, -G, -J, -K, -L, -M, -P, -R, -S, -U)
 - **IO-470** (-C, -D, -E, -F, -G, -H, -J, -K, -L, -M, -N, -P, -R, -S, -U, -V, -VO)
 - **TSIO-470** (-B, -C, -D)

- 520 Series
 - **IO-520** (-A, -B, -BA, -C, -D, -E, -F, -J, -L, -M)
 - **TSIO-520** (-B, -C, -D, -E, -G, -H, -J, -K, -L, -M, -N, -P, -R, -NB)
 - **GTSIO-520** (-C, -D, -F, -H, -K, -L, -M)

- 550 Series
 - **IO-550** (-A, -B, -C, -D, -E, -F, -G, -L, -N, -P, -R, -N17B, -N32B, -N41B, -N42B, -N43B, -N46B, -N47B, -N48B, -N49B, -N50B, -N51B, -N52B, -N53B, -N57B, -N58B, -N59B, -N60B, -N61B, -N62B, -N63B, -N64B, -N65B, -N67B, -N68B, -N69B)
 - **TSIO-550** (-K1B)

(Note: **IO-550-N** & **TSIO-550-K** engines (usually installed in Cirrus SR22 & SR22T aircraft) should preferably use oil drain valve P/N: **CCB-33000**)

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CCB-32000 Curtis Continental Low Profile Oil Drain Valve w/Viton Seal & CCA-38001 Activator Tool



5/8 - 18 UNF-3A

Inst. Lgth .600

Open with Activator CCA-38001

Activator Included

Lock wire drilled

O-Ring # VM 835-75-108

Replaceable O-Ring

Certification: FAA-PMA

Direct replacement for:

Saf-Air (P/N: **F62**)

(Continental coupling plug (P/N: 532432, 636376 & 656995))

Applicability:

This valve is PMA approved for use on various Continental engine models,

(See next page for full model list)

Note:

This 2-piece valve is ideal for retractable gear -, and twin-engine aircraft (with close fit cowling) and any other installation where the available space is limited, due to its low installed length of only 0.6 In.

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Applicability (1):

Curtis Oil Drain Valve P/N: **CCB-32000** is FAA-PMA approved for use on the following **Continental Aerospace Technologies** engines:

- A Series
 - **A-50** (All)
 - **A-65** (All)
 - **A-75** (All)
 - **A-80** (All)

- C Series
 - **C-75** (All)
 - **C-85** (All)
 - **C-90** (All)

- E Series
 - **E-165** (All)
 - **E-185** (All)
 - **E-225** (All)

- 200 Series
 - **O-200** (-A, -B, -C)
 - **IO-240** (-A, -B)

- 300 Series
 - **GO-300** (-A, -C, -D, -E)
 - **IO-360** (-A)
 - **TSIO-360** (-A)

List Continues on next page...

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Applicability (2):

Curtis Oil Drain Valve P/N: **CCB-32000** is FAA-PMA approved for use on the following **Continental Aerospace Technologies** engines:

- 470 Series
 - **O-470** (-A, -B, -E, -G, -J, -K, -L, -M, -P, -R, -S, -U)
 - **IO-470** (-D, -E, -F, -G, -L, -P)
 - **TSIO-470** (-B, -C, -D)

- 520 Series
 - **IO-520** (-A, -D, -F, -K, -J, -L)
 - **TSIO-520** (-B, -C, -D, -E, -G, -H, -J, -K, -L, -M, -N, -P, -R)
 - **GTSIO-520** (-C, -D, -H, -K, -L, -M)

- 550 Series
 - **IO-550** (-D, -E, -F, -L, -N)
 - **TSIO-550** (-K)

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CCB-33000 Curtis Continental Oil Drain Valve w/Viton Seal



Valve material: Aluminum Anodized

Thread size: 5/8-18 UNF

Valve Action: Turn & Push to Open,
Turn to Lock

Valve Inst Length: 2.100

Lock wire Drilled: Yes

Mounting Crush Gasket: MS 35769-11

Stem Seal Number: CCA-108V

Replaceable O-Ring Viton

Certification: FAA-PMA

Direct replacement for:

Eaton (P/N: **AE99950G**)

(Continental coupling plug (P/N: 658764))

Info:

-This valve comes with a 12" drain hose **included**

-Unlike the **CCB-6250**, this valve is locked in the closed position and must be turned to open. This adds an extra layer of security, preventing the valve from unintended opening and draining oil.

Applicability:

See next page...

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Applicability:

Curtis Oil Drain Valve P/N: **CCB-33000** is FAA-PMA approved for use on **Continental Aerospace Technologies' IO-550-N & TSIO-550-K** engines, usually installed on Cirrus **SR22 & SR22T** aircraft.

Installation approved models:

- **IO-550** (-N17B, -N32B, -N41B, -N42B, -N43B, -N46B, -N47B, -N48B, -N49B, -N50B, -N51B, -N52B, -N53B, -N57B, -N58B, -N59B, -N60B, -N61B, -N62B, -N63B, -N64B, -N65B, -N67B, -N68B, -N69B)
- **TSIO-550** (-K1B)

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CCB-36000H Curtis Lycoming Oil Drain Valve w/Viton Seal



Valve material: Aluminum Anodized

Thread size: ½ NPT

Valve Action: Turn & Push to Open,
Turn to Lock

Valve Inst Length: 2.040

Lock wire Drilled: Yes

Stem Seal Number: CCA-109V

Replaceable O-Ring Viton

Certification: FAA-PMA

Direct replacement for:

Robinson (P/N: **B367-1**)

Aeroquip/Eaton (P/N: **AE82230H & AE80664H**)

(P/N: **391564-001**)

Info:

-This valve comes with a 12" drain hose **included**

-Unlike the **CCB-5000**, this valve is locked in the closed position and must be turned to open. This adds an extra layer of security, preventing the valve from unintended opening and draining oil.

Applicability:

See next page...

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Applicability:

Curtis Oil Drain Valve P/N: **CCB-36000H** is FAA-PMA approved for use on **Robinson helicopters**.

Installation approved models:

- **R22:** (All models Including: **Alpha, Beta** and **Mariner** variants)

These Helicopters may be fitted with the following **Lycoming** engine models:

- 320 Series
 - **O-320** (-A2B, -A2C, -B2C)
- 360 Series
 - **O-360** (-J2A)

- **R44:** (All models Including: **Astro, Clipper I, Clipper II, Cadet, Newscopter, Raven I** and **Raven II** variants)

These Helicopters may be fitted with the following **Lycoming** engine models:

- 540 Series
 - **O-540** (-F1B5)
 - **IO-540** (-AE1A5)

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CCB-37000 Curtis Lycoming Oil Drain Valve



Valve Material: Brass

Thread Size: 1/2 NPT

Valve Action: Push to Open, Turn to Lock

Valve Inst Length: 2.000

Lock Wire Drilled: Yes

Alternate Part Number:

Piper (P/N: **61879-02** & **492-018**)

**Certification: FAA-PMA
AND TSO-C76**

Info:

-This valve is an **OEM** valve specifically designed for engine oil drain applications on **Piper** aircraft.

-This valve is **TSO-C76** certified and may also be used for fuel drain applications.

-For installation and removal, please use Installation tool: **CST-78**

Applicability:

See next page...

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Applicability (1):

Curtis Oil Drain Valve P/N: **CCB-37000** is FAA-PMA approved for use on **Piper aircraft**.

Installation approved models:

- Piper **PA-23**:
 - **PA-23-250** Aztec & Turbo Aztec (All models (THRU -F & Turbo -F), 1958-1982)

- Piper **PA-28**:
 - **PA-28-140** Cherokee, Cruiser, Flight Liner (All models)
 - **PA-28-150** Cherokee (All models)
 - **PA-28-151** Cherokee warrior
 - **PA-28-160** Cherokee (All models)
 - **PA-28-161** Warrior II, Warrior III, Cadet (All models)
 - **PA-28-180** Cherokee, Challenger, Archer (All models)
 - **PA-28-181** Archer II, Archer III, Archer TX, Archer LX, Pilot 100, Pilot 100i, (All models using a **Lycoming** engine)

- Piper **PA-31**:
 - **PA-31P-350** Mojave

- Piper **PA-32**:
 - **PA-32-260** Cherokee six (All models)
 - **PA-32-300** Cherokee six (All models)
 - **PA-32-301** Saratoga
 - **PA-32-301T** Turbo Saratoga
 - **PA-32-301FT** Piper 6X
 - **PA-32RT-300** Lance II
 - **PA-32RT-300T** Turbo Lance II
 - **PA-32R-301** Saratoga SP, Saratoga II, Saratoga II HP
 - **PA-32R-301T** Turbo Saratoga SP, Saratoga II TC

List Continues on next page...

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Applicability (2):

Curtis Oil Drain Valve P/N: **CCB-37000** is FAA-PMA approved for use on **Piper aircraft**.

Installation approved models:

- Piper **PA-34**:
 - **PA-34-200** Seneca*

*(Seneca I, equipped with a Lycoming IO-360-C1E6 and LIO-360-C1E6 engine).

- Piper **PA-36**:
 - **PA-36-300** Pawnee Brave 300
 - **PA-36-375** Brave 375

- Piper **PA-38**:
 - **PA-38-112** Tomahawk, Tomahawk II

- Piper **PA-46**:
 - **PA-46-310P** Malibu ***
 - **PA-46-350P** Malibu Mirage, M350
 - **PA-46R-350T** Matrix

***Warning: Although Certified by the FAA for use on the PA-46-310P, this valve does **NOT** fit the Continental **TSIO-520-BE** engines typically installed on this airframe.

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CCB-38000 Curtis Lycoming Low Profile Oil Drain Valve w/Viton Seal & CCA-38001 Activator Tool



Valve Material: Aluminum Anodized

Thread Size: 1/2 NPT

Valve Action: Use Act. Tool CCA-38001

Valve Inst Length: .789

Lock Wire Drilled: Yes

Low Profile Valve Oil Drain

Stem Seal Number: CCA-109V

Replaceable O-Ring Viton

Certification: FAA-PMA

Direct replacement for:

Saf-Air (P/N: **F50**)

(Lycoming Oil Sump Plug (P/N: STD-551))

Applicability:

This valve is PMA approved for use on many Lycoming engine models,

(See next page for full model list)

This valve **can** also replace Piper P/N: **492-172V**, as part of an equivalent method of compliance to FAA **AD 81-11-02 R1** and is approved for installation on the Lycoming IO-360 (-C1C or -C1C6) engine typically found on Piper Arrow, Arrow II, Arrow III and Arrow IV aircraft.

Note:

This 2-piece valve is ideal for aerobatic, retractable gear -, and twin-engine aircraft (with close fit cowling), and any other installation where the available space is limited, due to its low installed length of only 0.789 In. and extra safety barrier, being closed without the CCA-38001 activation tool.

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Applicability (1):

Curtis Oil Drain Valve P/N: **CCB-38000** is FAA-PMA approved for use on the following **Lycoming** engines:

- 235 Series
 - **O-235** (-C1, -C1A, -C1B, -C1C, -C2A, -C2C, -F2A, -F2B, -H2C, -J2A, -K2A, -K2B, -K2C, -L2A, -L2C, -M1, -N2A, -N2C)
- 290 Series
 - **O-290** (-D, -D2, -D2B, -D2C)
- 320 Series
 - **O-320** (-A2A, -A2B, -A2C, -A3A, -A3B, -A3C, -B2A, -B2B, -B2C, -B3A, -B3B, -B3C, -D1A, -D1D, -D1F, -D2A, -D2B, -D2C, -D2G, -D2J, -D3G, -E1A, -E2A, -E2B, -E2C, -E2D, -H1AD, -H1BD, -H2AD, -H2BD, -H3AD, -H3BD)
 - **IO-320** (-B1A, -B1C, -C1A, -D1A, -D1B, -E1A, -E1B, -E2A, -E2B)
 - **LIO-320** (-B1A, -C1A)
 - **AEIO-320** (-D1B, -D2B, -E1A, -E1B, -E2A, -E2B)
- 360 Series
 - **O-360** (-A1A, -A1D, A2A, -A2D, -A2E, -A3A, -B2A, -C2A, -C2C, -D2A, -D2B)
 - **HO-360** (-C1A)
 - **IO-360** (-A1A, -A1B, -A1B6, -A1B6D, -A1C, -A1D, -A1D6, -A1D6D, -A2A, -A2B, -A3B6D, -B1A, -B1B, -B1D, -B1E, -B1F, B1G6, -B2F, -B2F6, -B4A -C1A, -C1B, -C1C, -C1C6, -C1D6, -C1E6, -C1E6D, -C1F, -D1A, -J1A6D, -L2A, -M1B)
 - **LIO-360** (-C1E6, -M1A)
 - **TIO-360** (-A1B)
 - **AEIO-360** (-A1E, -A1E6, -B1G6, -H1A)
 - **HIO-360** (-A1A, -A1B, -C1A, -C1B, -D1A, -E1AD, -E1BD, -F1AD, -G1A)

List Continues on next page...

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Applicability (2):

Curtis Oil Drain Valve P/N: **CCB-3800** is FAA-PMA approved for use on the following **Lycoming** engines:

- 390 Series
 - **IO-390** (-A1A6, -A1B6, -A3A6, -A3B6, -C1A6, -C1B6, -C3A6, -C3B6)
 - **AEIO-390** (-A1A6, -A1B6, -A3A6, -A3B6)

- 540 Series
 - **O-540** (-A1A, -A1A5, -A1B5, -A1C5, -A1D, -A1D5, -A2B, -A3D5)
 - **IO-540** (-A1A5, -AB1A5, -AC1A5, -B1A5, -B1C5, -C1B5, -C4B5, -C4C5, -E1A5, -E1B5, -G1A5, -G1B5, -G1C5, -G1D5, -G1E5, -G1F5, -K1A5, -K1A5D, -K1B5, -K1D5, -K1E5, -K1F5, -K1F5D, -K1G5, -K1G5D, -K1J5, -K1J5D, -S1A5, -T4A5D, -T4B5D)
 - **TIO-540** (-A1A, -A1B, -A2A, -A2B, -A2C, -AH1A, -AJ1A, -C1A, -E1A, -F2BD, -G1A, -H1A, -J2B, -J2BD, -N2BD, -R2AD, -S1AD)
 - **LTIO-540** (-F2BD, -J2B, -J2BD, -N2BD, -R2AD)
 - **AEIO-540** (-D4A5, -D4B5, -D4D5, -L1B5, -L1B5D)

- 541 Series
 - **TIGO-541** (-E1A)

- 720 Series
 - **IO-720** (-A1A, -A1B, -B1B, -B1BD, -C1B, -D1B, -D1C)

(Note: Robinson **R22** helicopters fitted with these engine models should use oil drain valve P/N: **CCB-36000H**)

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CCA-39550 Curtis Continental Straight Thread Oil Drain Valve



Valve Material: Brass

Thread Size: 5/8-18 UNF

Valve Action: Spiral to Open, Turn to Lock

Valve Installation Length: 1.054

Lock Wire Drilled: Yes

Mounting Crush Gasket: MS 35769-11

Certification: TSO-C76

(Experimental ONLY)

Warning: This valve is not certified for oil drain valve applications and as such, should not be installed as an oil drain valve on certified aircraft, unless approved by the aircraft manufacturer.

Info:

-This valve is **TSO-C76** certified and may also be used for fuel drain applications.

-For installation and removal, please use Installation tool: **CST-78**

-Can be used with Curtis Drain Hose **CCB-39600-1**

Applicability:

The Curtis **CCA-39550** valve fits most Continental engines, for questions regarding applicability please contact us.

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CCA-39560 Curtis Continental Oil Drain Valve

Valve Material: Brass

Thread Size: 5/8-18 UNF

Valve Action: Spiral to Open, Turn to Lock

Valve Inst Length: 2.005

Lock Wire Drilled: Yes

for oil drain

Mounting Crush Gasket: MS 35769-11

(Experimental ONLY)

Warning: This valve is not certified for oil drain valve applications and as such, should not be installed as an oil drain valve on certified aircraft, unless approved by the aircraft manufacturer.

Info:

-For installation and removal, please use Installation tool: **CST-78**

Applicability:

The Curtis **CCA-39560** valve fits most Continental engines, for questions regarding applicability please contact us.

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Rotax®

Quick Drain Valves & Accessories

ROTAX®
AIRCRAFT ENGINES





(Experimental ONLY)

CCA-2450 Curtis Rotax Engine Oil Drain Valve

Valve Material: Brass

Thread Size: 12mm 1.75

Valve Action: Spiral to Open, Turn to Lock

Valve Inst Length: 2.000

Lock Wire Drilled: Yes

Certification: Non Certified Aircraft

Mounting Crush Gasket: MS 35769-8

Replacement for:

Saf-Air (P/N: **M12175**)

(Rotax oil tank Plug (P/N: **241 403**))

Warning: This valve is not certified for oil drain valve applications and as such, should not be installed as an oil drain valve on certified aircraft, unless approved by the aircraft manufacturer.

Info:

-This valve can also be purchased with a 90° adapter in the form of Curtis **CCA-2475** Rotax 90 Degree Oil Drain Valve Assembly.

- A Rotax oil tank extension adapter piece Curtis **CCA-2474** is also available, if required to achieve the needed clearance for installation. (This adapter is also a requirement for installation on late engine models)

Applicability:

The Curtis **CCA-2450** valve fits most Rotax aircraft engines, including the popular **912** and **914** series. Ideal for many **ULM / LSA** and experimental (kit) aircraft.

However, this valve is not PMA approved. Please consult your aircraft manufacturer before installation on any **certified** aircraft.

For additional questions regarding applicability please contact us.

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CCA-2470 Rotax 90 Degree Adapter



Valve Material: Aluminum

Thread Size: 12mm 1.75

Valve Action: Rotax 90 Adapter

Valve Inst Length: 1.335

Lock Wire Drilled: Yes

Mounting Crush Gasket: MS 35769-8 & -9

(Experimental ONLY)

Info:

-Depending on the application, this adapter may be required to achieve the needed clearance for installation, (for example to stay clear of the exhaust muffler).

-This adapter can also be purchased with a CCA-2450 Rotax oil drain valve in the form of Curtis **CCA-2475** Rotax 90 Degree Oil Drain Valve Assembly.

Applicability:

Same as Curtis **CCA-2450** Rotax engine oil drain valve.

For additional questions regarding applicability please contact us.

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CCA-2474 Rotax Oil Tank Extension

Valve Material: Aluminum

Thread Size: 12mm 1.75

Valve Action: Rotax Ext. Adapter

Valve Inst Length: 1.075

Lock Wire Drilled: Yes

Mounting Crush Gasket: MS 35769-8

Late Model Adapter



(Experimental ONLY)

Info:

- This adapter is required for the Curtis **CCA-2450** Rotax engine oil drain valve to fit late engine models

Applicability:

Same as Curtis **CCA-2450** Rotax engine oil drain valve.

For additional questions regarding applicability please contact us.

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CCA-2475 Rotax 90 Degree Oil Drain Valve Assembly

Valve Material: Aluminum

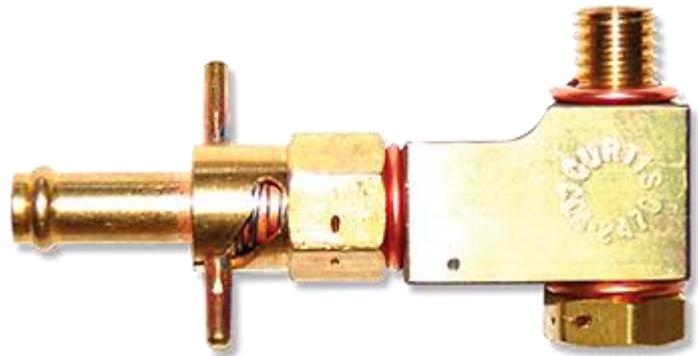
Thread Size: 12mm 1.75

Valve Action: Rotax Adapter Assy

Valve Inst Length: 1.335

Lock Wire Drilled: Yes

Mounting Crush Gasket: MS 35769-8 & -9



(Experimental ONLY)

Info:

- This assembly contains 1EA Curtis **CCA-2450** Rotax engine oil drain valve, and 1EA Curtis **CCA-2470** Rotax 90-degree adapter. (Also sold separately, if required)
- Depending on the application, the **CCA-2470** 90-degree adapter may be required to achieve the needed clearance for installation, (for example to stay clear of the exhaust muffler).
- A Rotax oil tank extension adapter piece Curtis **CCA-2474** is also available, if required to achieve the needed clearance for installation. (This adapter is also a requirement for installation on late engine models)

Applicability:

Same as Curtis **CCA-2450** Rotax engine oil drain valve.

For additional questions regarding applicability please contact us.

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Jabiru®

Quick Drain Valves & Accessories



CCA-2460 Curtis Jabiru Engine Oil Drain Valve



(Experimental ONLY)

Valve Material: Brass

Thread Size: 1/2-20 UNF

Valve Action: Spiral to Open, Turn to Lock

Valve Inst Length: 2.000

Lock Wire Drilled: Yes

Certification: Non Certified Aircraft

Mounting Crush Gasket: MS 35769-9

Direct replacement for:

Saf-Air (P/N: **S5020J**)

Warning: This valve is not certified for oil drain valve applications and as such, should not be installed as an oil drain valve on certified aircraft, unless approved by the aircraft manufacturer.

Info:

-This valve can also be purchased with a 90° adapter in the form of Curtis **CCA-2485** Jabiru 90 Degree Oil Drain Valve Assembly.

Applicability:

The Curtis **CCA-2460** oil drain valve fits **Jabiru 2200** and **3300** aircraft engines. Ideal for many **ULM / LSA** and experimental (kit) aircraft.

However, this valve is not PMA approved. Please consult your aircraft manufacturer before installation on any **certified** aircraft.

For additional questions regarding applicability please contact us.

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CCA-2480 Jabiru 90 Degree Adapter



Valve Material: Aluminum

Thread Size: 1/2-20 UNF

Valve Action: Jabiru 90 Adapter

Valve Inst Length: 1.335

Lock Wire Drilled: Yes

Mounting Crush Gasket: MS 35769-9

(Experimental ONLY)

Info:

-Depending on the application, this adapter may be required to achieve the needed clearance for installation, (for example to stay clear of the engine exhaust muffler).

-This adapter can also be purchased with a **CCA-2460 Jabiru** oil drain valve in the form of Curtis **CCA-2485** Jabiru 90 Degree Oil Drain Valve Assembly.

Applicability:

Same as Curtis **CCA-2460** Jabiru engine oil drain valve.

For additional questions regarding applicability please contact us.

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CCA-2485 Jabiru 90 Degree Oil Drain Valve Assembly

Valve Material: Aluminum

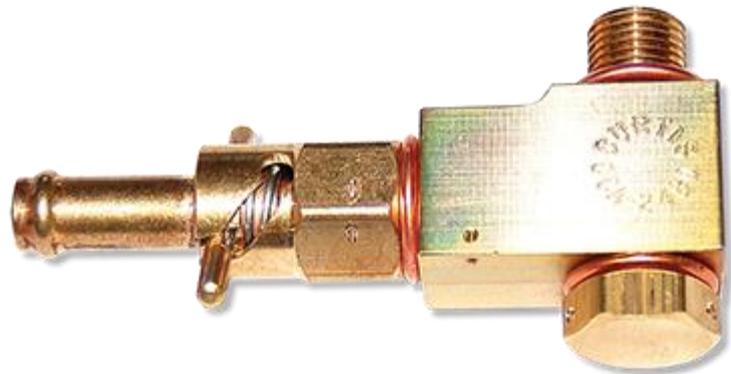
Thread Size: 1/2-20 UNF

Valve Action: Jabiru Adapter Assy

Valve Inst Length: 1.335

Lock Wire Drilled: Yes

Mounting Crush Gasket: MS 35769-9



(Experimental ONLY)

Info:

-This assembly contains 1EA Curtis **CCA-2460** Jabiru engine oil drain valve, and 1EA Curtis **CCA-2480** Jabiru 90-degree adapter. (Also sold separately, if required)

-Depending on the application, the **CCA-2480** 90-degree adapter may be required to achieve the needed clearance for installation, (for example to stay clear of the engine exhaust muffler).

Applicability:

Same as Curtis **CCA-2460** Jabiru engine oil drain valve.

For additional questions regarding applicability please contact us.

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HKS Engines

Quick Drain Valve





(Experimental ONLY)

CCA-2440 Curtis HKS Engine Oil Drain Valve

Valve Material: Brass

Thread Size: 14mm 1.50

Valve Action: Spiral to Open, Turn to Lock

Valve Inst Length: 2.000

Lock Wire Drilled: Yes

Certification: Non Certified Aircraft

Mounting Gasket: MS 17840-2

Warning: This valve is not 'certified' for oil drain valve applications and as such, should not be installed as an oil drain valve on certified aircraft, unless approved by the aircraft manufacturer.

Applicability:

The Curtis **CCA-2440** oil drain valve fits the **HKS 700E** aircraft engine. Ideal for many **ULM / LSA**, experimental (kit) aircraft fitted with this engine.

For additional questions regarding applicability please contact us.

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Check-Flapper Free Flow Drain Valves

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GENERAL INFO:

Engineered and manufactured to provide superior performance, Curtis in line Check Valves are finely crafted from the highest quality materials. Curtis in-line Check Valves are used in a diverse range of aviation applications such as oil and fuel systems as one way flow control devices. Optimize your system performance in multiple ways by ensuring fluid only flows in one direction and eliminate potential damage from back pressure.

Curtis Check Valve construction consists of a valve body with an inlet and outlet port. Contained within the valve body, a closing member is spring loaded in the closed position. Once the inlet port fluid pressure becomes greater than the spring force (crack pressure) the closing member opens allowing fluid to flow in only one direction. When the fluid PSI drops below the crack pressure or reverse flow attempts to enter through the outlet port the valve closes and flow through the valve is halted.

NOTE:

Curtis Check-Flapper Free Flow Drain Valves are exclusively available through Continental Aerospace Technologies, and therefore, are best known under their Continental part number.

As we also distribute Continental parts, we are able to offer these valves and decided to include them in this catalog for informational purposes.

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CCA-641 Curtis Valves Check Flapper Swing, One-Way, Inline, Free Flow Drain Valve



**Certification: OEM,
FAA-PC Approved**

The Curtis CCA-641 swing check valve is an inline, swing flapper check valve that has many uses. This design incorporates a flapper style soft seat to ensure flow in one direction only. Must be mounted horizontally with the "Hinge" marking in the up position. This mounting method ensures the valve will still protect against backflow in the unlikely event of a failure.

ADDITIONAL INFORMATION

Valve Body Material	Anodized Aluminum
Seat Type	Soft
Crack Pressure	Free-Flow
Inlet Port	MS33656-6
Outlet Port	MS33656-6
OAL	2.695"

Alternate Part Number:

Continental (P/N: **641068**)

Direct Replacement For:

Dukes (P/N: **367-00**)

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CCA-642 Curtis Valves Check Valve, Inline, One-Way



**Certification: OEM,
FAA-PC Approved**

The Curtis CCA-642 check valve incorporates a soft seat to ensure flow in one direction only and can be mounted in any position. This soft seat design uses a replaceable seal guaranteeing long service life.

ADDITIONAL INFORMATION

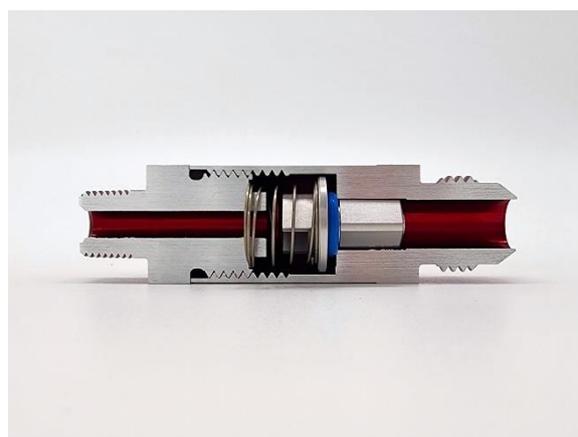
Valve Material	<i>Anodized Aluminum</i>
Seat Type	<i>Soft</i>
Crack Pressure	<i>3 PSIG +.5/-1.0</i>
Inlet Port	<i>MS33656-6</i>
Outlet Port	<i>1/8-27 NPT</i>
OAL	<i>2.510"</i>

Alternate Part Number:

Continental (P/N: **642211**)

Direct Replacement For:

Dukes (P/N: **1240-00-1**)



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CCA-717 Curtis Valves Check Valve, Inline, One Way



**Certification: OEM,
FAA-PC Approved**

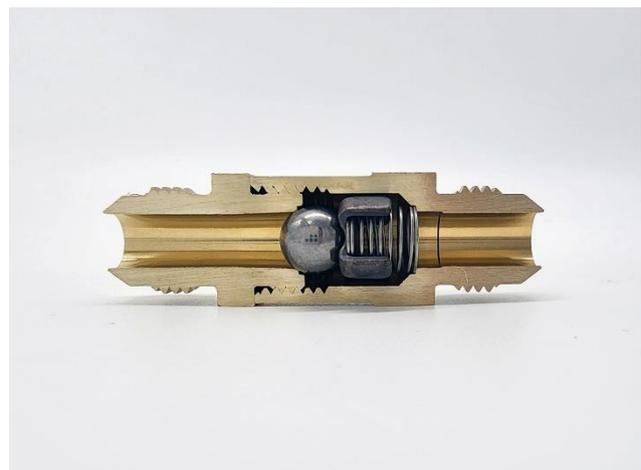
The Curtis CCA-717 check valve employs an economical metal seat or zero-leak seat. Fluid flows in one direction only and can be mounted in any position. This hard seat design incorporates a metal-to-metal seal able to withstand high flow surges and provides longer service life.

ADDITIONAL INFORMATION

Valve Body Material	Brass
Seat Type	Hard
Crack Pressure	3 PSIG +/- 2.0
Inlet Port	MS33656-6
Outlet Port	MS33656-6
OAL	2.25"

Alternate Part Number:

Continental (P/N: **646717**)



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INSTALATION & MAINTENANCE INSTRUCTIONS

IMPORTANT VALVE INSTRUCTIONS

-MAINTENANCE

Curtis Valves are specifically designed for installation in standard NPT ports for NPT threaded valves or AND-10050 style ports for UNF threaded valves. When using NPT threaded valves, it is recommended to apply a suitable sealant, while UNF threaded valves should be paired with a fuel-resistant O-ring of the appropriate size. To ensure proper installation, please refer to the torque specifications provided by the aircraft manufacturer for the specific aircraft.

Curtis Valves do not require any special maintenance. It is advisable to keep them reasonably clean and replace according to the prescribed maintenance schedule for the synthetic rubber components or within their 10-year usable life, whichever comes first. Curtis valves cannot be overhauled, should the valve begin to leak, please clean the seal area (and replace O-ring if necessary/possible), should the leak persist: replace the valve.

-OVERHAUL

Considering the low replacement cost of Curtis Quick Drain Valves in comparison to the expenses associated with replacing seals, potential seal breakage during overhaul installations, and labor costs, it is not recommended to overhaul these valves. Instead, it is advised to replace the entire valve in accordance with the instructions provided in the maintenance section above or if any leakage issues arise.

RECOMMEND THREAD SEALANTS PER CURTIS VALVES:

1. Pipe threads: 1/4" teflon tape, Permatex 80632 Thread Sealant, Loctite 592 PST Pipe Sealant
2. Straight Threads: Lubricating Oil

TORQUE SPECIFICATIONS

PIPE THREADS		STRAIGHT THREADS		SPECIAL THREADS WITH CRUSH WASHERS		
1/8 -27 N.P.T.	40 - 45 In. Lbs	3/8 -24	80 - 85 In. Lbs	CCA - 2450	12MM 1.75	60 - 70 In. Lbs
1/4 -18 N.P.T.	80 - 85 In. Lbs	7/16 -20	80 - 85 In. Lbs	CCA - 2460	1/2 - 20	60 - 70 In. Lbs
3/8 -18 N.P.T.	105 - 115 In. Lbs	1/2 -20	80 - 85 In. Lbs	CCA - 2470	12MM 1.75	60 - 70 In. Lbs
1/2 -14 N.P.T.	155 - 165 In. Lbs	9/16 -18	80 - 85 In. Lbs	CCA - 2480	1/2 - 20	60 - 70 In. Lbs
		3/4 -16	80 - 90 In. Lbs			
		5/8 -18	100 - 115 In. Lbs			

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Final Notes

“All replaceable O-rings, Gaskets and Seals mentioned in this catalog are also available to order from Loma-Air”

“Dear Customer, thank you for your continued support! If you have any questions regarding our products and services, please feel free to reach out, and we will answer them to the best of our ability.

We highly value your satisfaction, since you are the reason for our existence. If you have any remarks, complaints or suggestions to improve our services, feel free to let us know, your advice is valuable to us as a company and will be taken to heart.”

Disclaimer: Application data found within this catalog is meant for reference only, although great effort has been made to provide you with data that is as accurate as possible, please always make sure to follow applicable manuals/guidelines, aircraft and engines may be modified in a way that excludes applicability of a certain product, when in doubt, please contact us or seek other professional advice before installing any products.

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