

CHAPTER

53

FUSELAGE



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<u>Subject</u>	<u>Chapter Section Subject</u>	<u>Conf</u>	<u>Page</u>	<u>Effect</u>
Passenger Cabin Floor Panel Installation TASK 53-21-00-400-801			402	HAP ALL
<u>POLYURETHANE WATERSEAL - REPAIRS</u>	53-21-00		801	HAP ALL
Repair the Polyurethane Waterseal TASK 53-21-00-300-801			801	HAP ALL
<u>WATER BARRIER - REPAIRS</u>	53-21-11		801	HAP ALL
Vinyl Water Barrier Repair TASK 53-21-11-300-801			801	HAP ALL
Mylar Water Barrier Repair TASK 53-21-11-300-802			801	HAP ALL
<u>NOSE VORTEX GENERATORS - REMOVAL/ INSTALLATION</u>	53-31-11		401	HAP 031-054, 101-999
Remove the Nose Vortex Generators TASK 53-31-11-000-801			401	HAP 031-054, 101-999
Install the Nose Vortex Generators TASK 53-31-11-400-801			404	HAP 031-054, 101-999
<u>VORTEX GENERATOR ASSEMBLY - REMOVAL/INSTALLATION</u>	53-31-21		401	HAP ALL
Vortex Generator Assembly Removal TASK 53-31-21-000-801			401	HAP ALL
Vortex Generator Installation TASK 53-31-21-400-801			402	HAP ALL
<u>STABILIZER TO BODY FRONT SPAR SLIDING SEAL - REMOVAL/ INSTALLATION</u>	53-31-31	1	401	HAP 001-013, 015-026, 028-030 PRE SB 737-53-1252
Stabilizer-to-Body Front Spar Sliding Seal Removal TASK 53-31-31-000-801		1	401	HAP 001-013, 015-026, 028-030 PRE SB 737-53-1252
Stabilizer-to-Body Front Spar Sliding Seal Installation TASK 53-31-31-400-801		1	401	HAP 001-013, 015-026, 028-030 PRE SB 737-53-1252

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<u>Subject</u>	<u>Chapter Section Subject</u>	<u>Conf</u>	<u>Page</u>	<u>Effect</u>
<u>STABILIZER TO BODY FRONT SPAR SLIDING SEAL - REMOVAL/ INSTALLATION</u>	53-31-31	2	401	HAP 031-054, 101-999; HAP 001-013, 015-026, 028-030 POST SB 737-53-1252
Stabilizer-to-Body Upper Front Spar Sliding Seal Removal TASK 53-31-31-000-802		2	401	HAP 031-054, 101-999; HAP 001-013, 015-026, 028-030 POST SB 737-53-1252
Stabilizer-to-Body Upper Front Spar Sliding Seal Installation TASK 53-31-31-400-802		2	401	HAP 031-054, 101-999; HAP 001-013, 015-026, 028-030 POST SB 737-53-1252
Stabilizer-to-Body Lower Front Spar Sliding Seal Removal TASK 53-31-31-000-803		2	408	HAP 031-054, 101-999; HAP 001-013, 015-026, 028-030 POST SB 737-53-1252
Stabilizer-to-Body Lower Front Spar Sliding Seal Installation TASK 53-31-31-400-803		2	408	HAP 031-054, 101-999; HAP 001-013, 015-026, 028-030 POST SB 737-53-1252
<u>PASSENGER CABIN AND CARGO COMPARTMENT TRACKS - CLEANING/ PAINTING</u>	53-42-11		701	HAP ALL
Clean the Passenger Cabin and Cargo Compartment Track TASK 53-42-11-100-801			701	HAP ALL
<u>FRONT SPAR TO REAR SPAR UNDERWING PANEL - INSPECTION/REPAIR</u>	53-51-00		201	HAP ALL
Front Spar to Rear Spar Underwing Panel Inspection TASK 53-51-00-200-801			201	HAP ALL
Front Spar to Rear Spar Underwing Panel Repair TASK 53-51-00-300-801			201	HAP ALL

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<u>WING-TO-BODY FAIRING - INSPECTION/ CHECK</u>	53-51-01		601	HAP ALL
Wing-to-Body Fairing Electrical Resistance Check TASK 53-51-01-765-801			601	HAP ALL
<u>WING-TO-BODY FAIRING BLOWOUT PANEL - REMOVAL/INSTALLATION</u>	53-51-11		401	HAP ALL
Blowout Panel for the Wing-to-Body Fairing Removal TASK 53-51-11-000-801			401	HAP ALL
Blowout Panel for the Wing-to-Body Fairing Installation TASK 53-51-11-400-801			401	HAP ALL
<u>AFT WING TO BODY FAIRING PANELS - REMOVAL/INSTALLATION</u>	53-51-21		401	HAP ALL
Aft Wing To Body Fairing Panel Removal TASK 53-51-21-000-801			401	HAP ALL
Aft Wing To Body Fairing Panel Installation TASK 53-51-21-400-801			403	HAP ALL
<u>FORWARD WING TO BODY FAIRING PANELS - REMOVAL/INSTALLATION</u>	53-51-31		401	HAP ALL
Forward Wing to Body Fairing Removal TASK 53-51-31-000-801			401	HAP ALL
Forward Wing to Body Fairing Installation TASK 53-51-31-400-801			403	HAP ALL
<u>FILLET FAIRINGS CORROSION - MAINTENANCE PRACTICES</u>	53-51-37		201	HAP ALL
Wing to Body Fairing Cavity - Corrosion Prevention TASK 53-51-37-600-801			201	HAP ALL

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<u>Subject</u>	<u>Chapter Section Subject</u>	<u>Conf</u>	<u>Page</u>	<u>Effect</u>
<u>NOSE RADOME - REMOVAL/INSTALLATION</u>	53-52-00		401	HAP ALL
Nose Radome Removal TASK 53-52-00-000-801			401	HAP ALL
Nose Radome Installation TASK 53-52-00-400-801			402	HAP ALL
<u>NOSE RADOME - INSPECTION/CHECK</u>	53-52-00		601	HAP ALL
Do a Check of the Nose Radome TASK 53-52-00-200-801			601	HAP ALL
<u>NOSE RADOME - CLEANING/PAINTING</u>	53-52-00		701	HAP ALL
Nose Radome - Cleaning and Painting TASK 53-52-00-370-801			701	HAP ALL
<u>NOSE RADOME PROTECTIVE BOOT - REMOVAL/INSTALLATION</u>	53-52-00		201	HAP ALL
Nose Radome Protective Boot Removal TASK 53-52-00-000-802			201	HAP ALL
Nose Radome Protective Boot Installation TASK 53-52-00-400-802			202	HAP ALL
<u>LIGHTNING DIVERTER STRIPS - MAINTENANCE PRACTICES</u>	53-52-03		201	HAP ALL
Remove the Lightning Diverter Strips TASK 53-52-03-000-801			201	HAP ALL
Install the Lightning Diverter Strip TASK 53-52-03-400-801			201	HAP ALL
Lightning Diverter Strips - Test TASK 53-52-03-820-801			203	HAP ALL
<u>LIGHTNING DIVERTER STRIPS - APPROVED REPAIRS</u>	53-52-03		801	HAP ALL
Lightning Diverter Strip Temporary Repair TASK 53-52-03-300-801			801	HAP ALL

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<u>GLIDE SLOPE ANTENNA DIRECTOR BAR - REMOVAL/INSTALLATION</u>	53-52-31		401	HAP ALL
Glide Slope Director Bar Removal TASK 53-52-31-000-801			401	HAP ALL
Glide Slope Director Bar Installation TASK 53-52-31-400-801			401	HAP ALL
<u>TAILCONE - REMOVAL/INSTALLATION</u>	53-53-00		401	HAP ALL
Tailcone Removal TASK 53-53-00-000-801			401	HAP ALL
Tailcone Installation TASK 53-53-00-400-801			405	HAP ALL

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FUSELAGE - CORROSION PREVENTION

1. General

Refer to the applicable section in the Table 201 for corrosion prevention instructions for the different areas of the fuselage. This data is from the CPM D6-82560 Volume 2, Chapter 53.

Table 201/53-00-37-993-801 Specific Corrosion Problems - Fuselage

AREA	PROBLEM	INDEX
Crown Frames, Stringers and Skin	Corrosion of frames, stringers and interior skin surfaces.	53-11-37
Lower Lobe Structure	Corrosion of frames, stringers and interior skin surfaces.	53-11-37
	Corrosion of lower lobe doublers and lower lobe skins between BS 360 to 540 and BS 727 to 1016.	
Galleys and Lavatories	Corrosion of structure under galleys and lavatories due to spillage.	53-11-37
	Corrosion of partition support on cabin floor between BS 1006 and 1030 because of soaked foam dams.	53-11-37
Main Wheel Well and Keel Beam	Corrosion on surfaces inside wheel well because of air contaminants and runway splash.	53-11-37
	Stress corrosion on inboard lug of main landing gear trunnion support beam and the BS 706 frame lug.	
	Stress corrosion cracks on horizontal integral ribs on BS 685 and 706 frames.	
	Stress corrosion cracks in keel beam lower tee chords.	
	Stress corrosion of keel beam inboard splice tees.	
Nose Gear Wheel Well	Corrosion on the surfaces inside the wheel well because of air contaminants and runway splash.	53-11-37
	Stress corrosion on lock support fittings.	
	Stress corrosion cracking of the actuator support fittings.	
	Corrosion of the exterior surfaces.	
Doorway Openings	Corrosion on the structure around door openings.	53-11-37
	Stress corrosion of aft airstair door stop fittings.	
Aft Pressure Bulkhead	Corrosion on the aft face of the bulkhead.	53-11-37
	Corrosion on the lower 10 inches of the forward face of the bulkhead because of clogged drain hole.	
Upper Lobe Frames, Stringers and Skin	Cracks from fastener holes on Stringer 17 left and right.	53-11-37
	Broken attach bolt on BS 1088 bulkhead	
	Pillow blankets that trapped moisture.	

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(Continued)

AREA	PROBLEM	INDEX
Wing-To-Body Fairing Cavity	Corrosion on the door and door hinge.	53-51-37
	Corrosion of the under fairing skin.	

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FUSELAGE FATIGUE INSPECTIONS - MAINTENANCE PRACTICES

1. General

A.

TASK 53-05-02-010-801

2. Internal - Special Detailed: Left Wheel Well Aft Bulkhead

A. General

(1) This procedure is a scheduled maintenance task.

B. Inspection

SUBTASK 53-05-02-010-001

(1) Do the inspection.

_____ **END OF TASK** _____

TASK 53-05-02-010-802

3. Internal - Special Detailed: Right Wheel Well Aft Bulkhead

A. General

(1) This procedure is a scheduled maintenance task.

B. Inspection

SUBTASK 53-05-02-010-002

(1) Do the inspection.

_____ **END OF TASK** _____

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FUSELAGE - STRUCTURAL INSPECTIONS - MAINTENANCE PRACTICES

TASK 53-05-03-210-801

1. EXTERNAL - GENERAL VISUAL: EXTERNAL - FUSELAGE LOWER LOBE, FORWARD ACCESS DOOR CUTOUT

(Figure 201)

A. General

- (1) This procedure is a scheduled maintenance task.

B. Inspection

SUBTASK 53-05-03-210-001

- (1) Do the inspection.

————— **END OF TASK** —————

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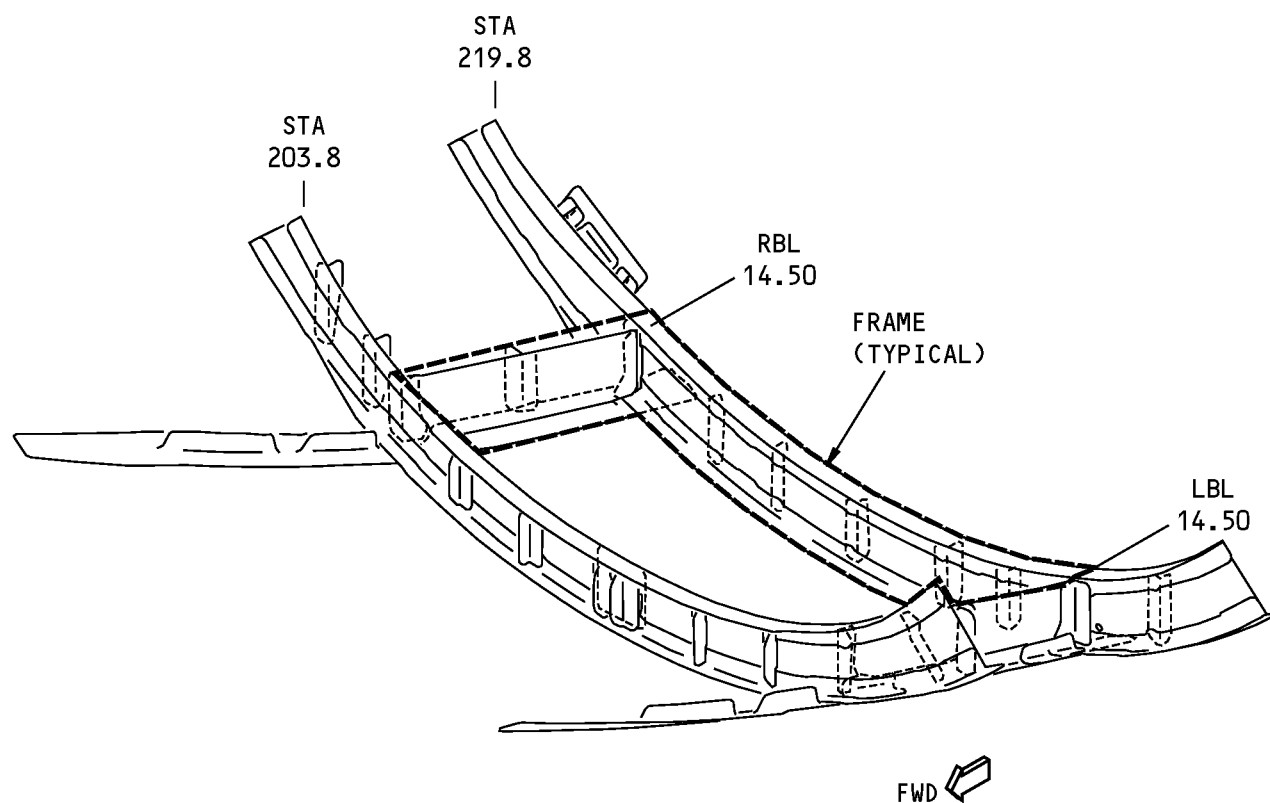
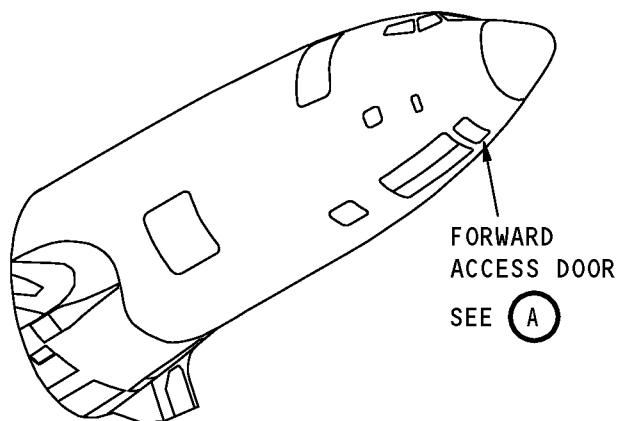
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FORWARD ACCESS DOOR FRAME

(A)

External - Forward Access Door Cutout Frame
Figure 201/53-05-03-990-801

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TASK 53-05-03-210-802

2. EXTERNAL - GENERAL VISUAL: EXTERNAL - FUSELAGE LOWER LOBE, EE COMPARTMENT DOOR CUTOUT

(Figure 202)

A. General

- (1) This procedure is a scheduled maintenance task.

B. Inspection

SUBTASK 53-05-03-210-002

- (1) Do the inspection.

————— END OF TASK —————

EFFECTIVITY
HAP ALL

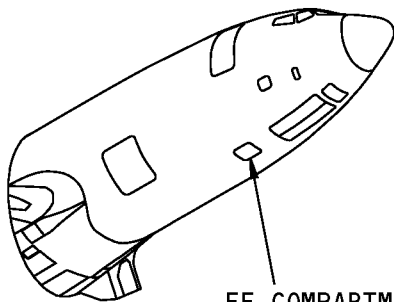
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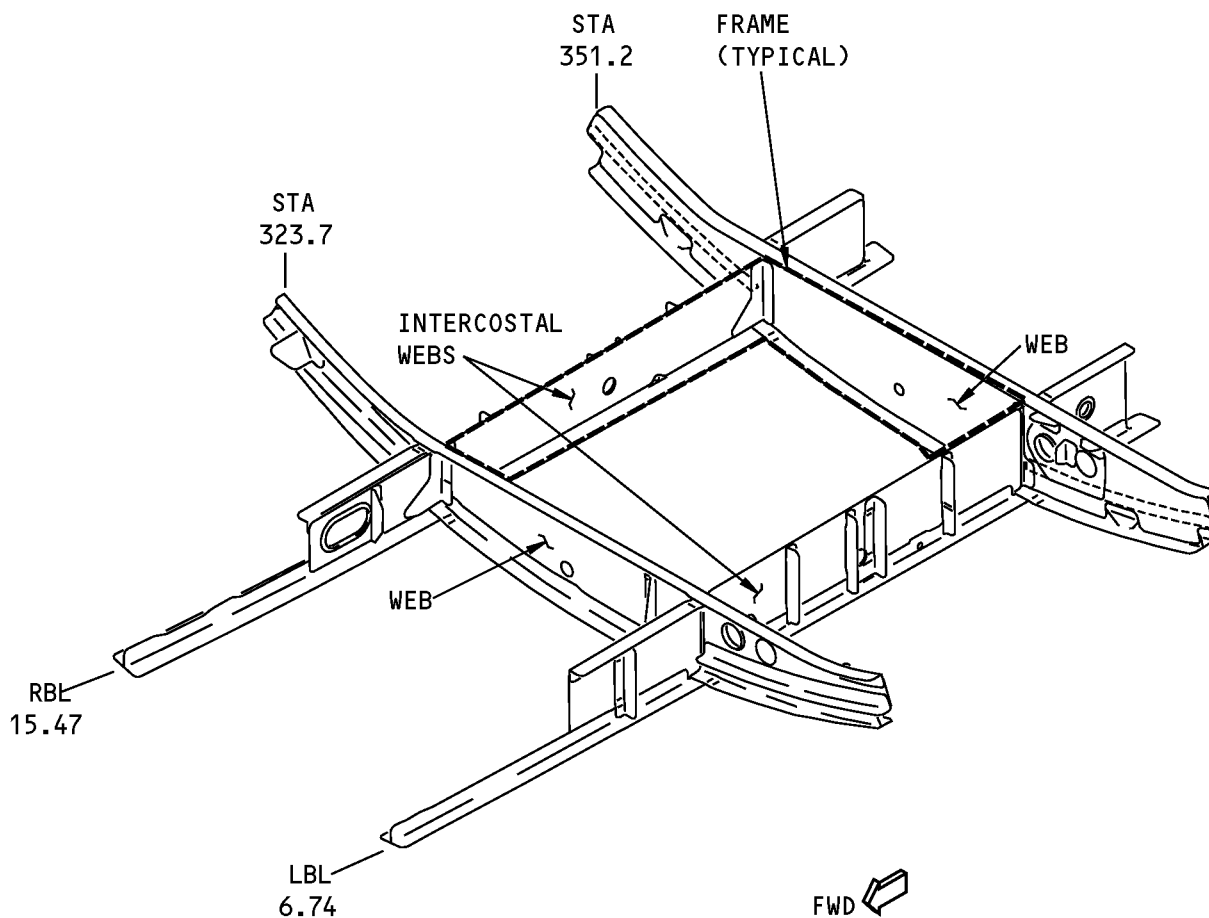


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EE COMPARTMENT DOOR
CUTOUT FRAME

SEE (A)



(A)

External - EE Compartment Door Cutout Frame
Figure 202/53-05-03-990-802

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TASK 53-05-03-210-803

3. EXTERNAL - GENERAL VISUAL: EXTERNAL - FUSELAGE LOWER LOBE, FWD AIRSTAIR DOOR CUTOUT

(Figure 203)

A. General

(1) This procedure is a scheduled maintenance task.

B. Inspection

SUBTASK 53-05-03-210-003

(1) Do the inspection.

————— **END OF TASK** —————

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737-600/-700/-800 CPCP BASIC TASK DESCRIPTION		MECH	INSP
<p>1) NOT APPLICABLE</p> <p>2) PRIOR TO INSPECTION CLEAN THE AREA AS REQUIRED TO ACCOMPLISH 3). IT IS NOT NECESSARY TO REMOVE NORMAL AMOUNTS OF SEALANT/LEVELING COMPOUND UNLESS IT HAS DETERIORATED TO THE POINT WHERE MOISTURE CAN PENETRATE DOWN TO THE METAL. A LIGHT UNIFORM FILM OF CORROSION INHIBITING COMPOUND (CIC) THAT HAS NOT ACCUMULATED DIRT OR DEBRIS, WILL NORMALLY ALLOW ADEQUATE INSPECTION OF THE STRUCTURE WITHOUT REMOVAL. CIC MAY REQUIRE REMOVAL IF THERE ARE MULTIPLE LAYERS AND/OR ACCUMULATIONS OF DIRT OR DEBRIS.</p> <p>3) VISUALLY INSPECT ALL STRUCTURE LISTED IN THE TASK DESCRIPTION. THE INSPECTION METHOD IS AS SPECIFIED IN EACH TASK DESCRIPTION. USE ADDITIONAL NON-DESTRUCTIVE INSPECTIONS OR VISUAL INSPECTIONS FOLLOWING PARTIAL DISASSEMBLY IF THERE ARE INDICATIONS OF HIDDEN CORROSION, SUCH AS BULGING SKINS OR CORROSION RUNNING INTO SPLICES, OR UNDER FITTINGS, ETC. IN THE TASK AREA, CHECK THE INTEGRITY OF ANY SEALANT/LEVELING COMPOUND TO DETERMINE IF REMOVAL IS REQUIRED, AND ANY CORROSION INHIBITING COMPOUND, PARTICULARLY AT FAYING SURFACES, TO DETERMINE IF ADDITIONAL APPLICATION IS REQUIRED PER 6).</p> <p>4) REMOVE ALL CORROSION, EVALUATE DAMAGE AND REPAIR OR REPLACE ALL DISCREPANT STRUCTURE AS REQUIRED, INCLUDING APPLICATION OF PROTECTIVE FINISHES PER BOEING CORROSION PREVENTION MANUAL (CPM) D6-41910 SECTION 20-50-00, OR 737 STRUCTURAL REPAIR MANUAL (SRM) D634A200, (-600), D634A201 (-700), D634A210 (-800), D634A333 (BBJ), OR RELATED SERVICE BULLETIN, AS APPROPRIATE. SURFACE OXIDATION OF FERROUS METAL FASTENERS MAY BE HANDLED BY NORMAL OR EXISTING MAINTENANCE PRACTICES.</p> <p>5) NOT APPLICABLE</p> <p>6) APPLY SUITABLE APPROVED WATER DISPLACING/ANTI-CORROSION COMPOUND AS NECESSARY.</p> <p>A) <u>MINIMUM REQUIREMENT</u> FOR ALL AREAS (EXCEPT AS NOTED IN 6C) IS SINGLE COAT OF WATER DISPLACING/ANTI-CORROSION COMPOUND THAT PENETRATES FAYING SURFACES AND DISPLACES MOISTURE, E.G. A SINGLE COAT OF BMS 3-29 OR BMS 3-23, WHERE THE INITIAL OF PREVIOUS COAT HAS BEEN DISTRIBUTED OR REMOVED.</p> <p>B) NOT APPLICABLE</p> <p>C) <u>LIST OF AREAS/ITEMS WHERE WATER DISPLACING/ANTI-CORROSION COMPOUNDS SHOULD NOT BE APPLIED:</u></p> <p>WATER DISPLACING/ANTI-CORROSION COMPOUNDS SHOULD NOT BE APPLIED IN THE FOLLOWING AREAS:</p> <ul style="list-style-type: none">-CABLES, PULLEYS, WIRING, PLASTICS, ELASTOMERS, OXYGEN SYSTEMS.-LUBRICATED OR TEFLON SURFACES (E.g. GREASED JOINTS, SEALED BEARINGS).-OVER COSMOLINE 1058 (OR EQUIVALENT PER MIL-C-16173 GRADE 1).-ADJACENT TO TEARS/HOLES IN INSULATION BLANKETS (WATER REPELLING CHARACTERISTICS ARE DIMINISHED).-AREAS WITH ELECTRICAL ARC POTENTIAL.-INTERIOR MATERIALS, INCLUDING CARGO LINERS (CHANGE OF FLAMMABILITY PROPERTIES).-FIBER-GLASS DUCTS WHERE TEMPERATURE EXCEEDS 220 DEGREES F.-SELECTED AREAS NOTED IN BASELINE PROGRAM. <p>7) NOT APPLICABLE</p>			

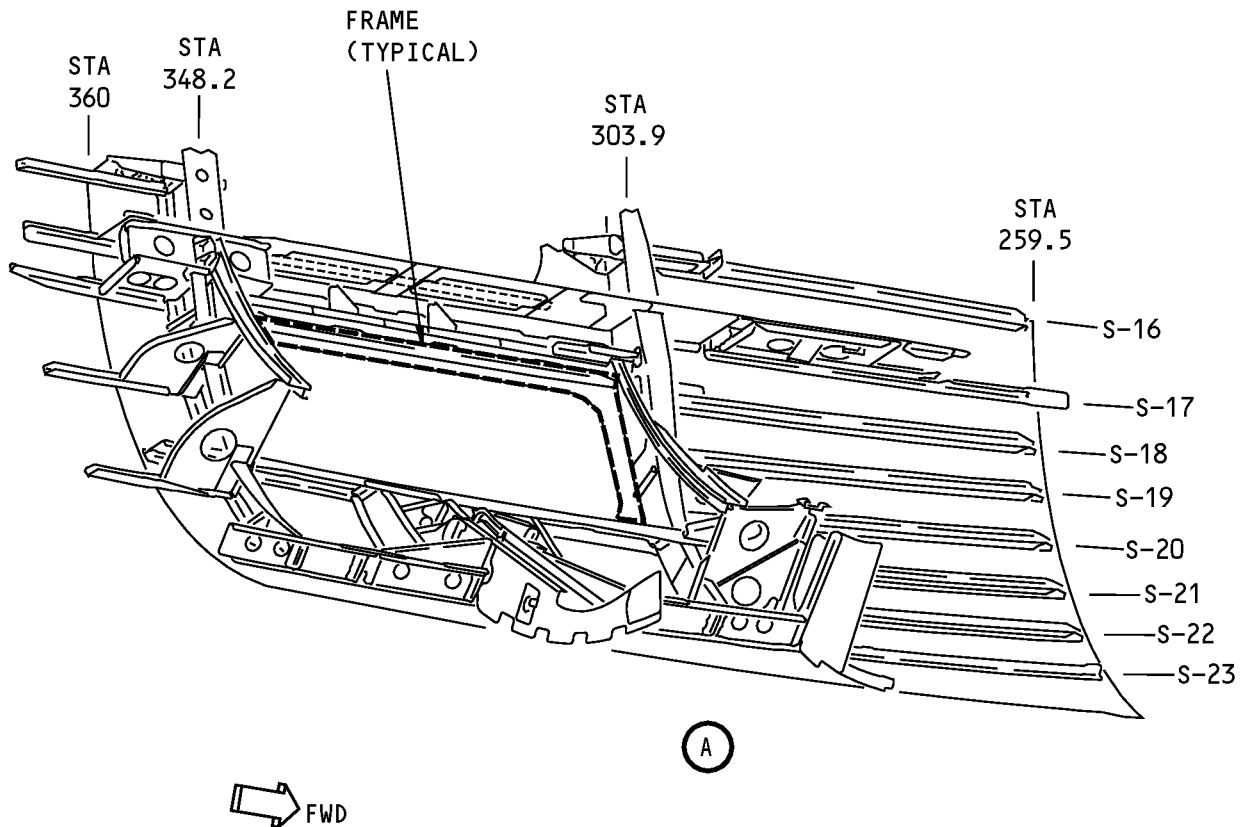
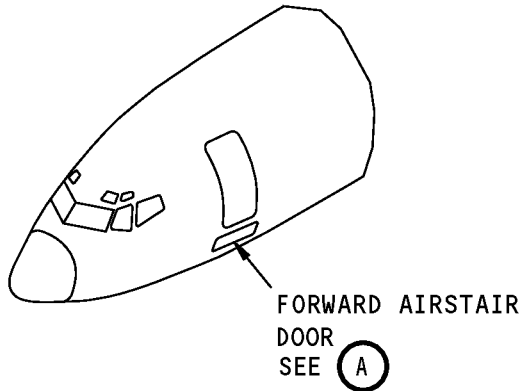
External - FWD Airstair Door Cutout Frame
Figure 203 (Sheet 1 of 2)/53-05-03-990-803

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External - FWD Airstair Door Cutout Frame
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TASK 53-05-03-210-804

4. EXTERNAL - GENERAL VISUAL: EXTERNAL - NOSE WHEEL WELL

A. General

(1) This procedure is a scheduled maintenance task.

B. Inspection

SUBTASK 53-05-03-210-004

(1) Do the inspection.

————— **END OF TASK** —————

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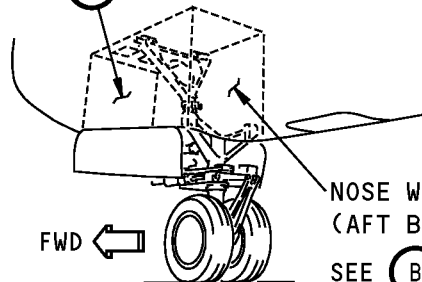
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NOSE WHEEL WELL
(FORWARD BULKHEAD)

SEE (A)



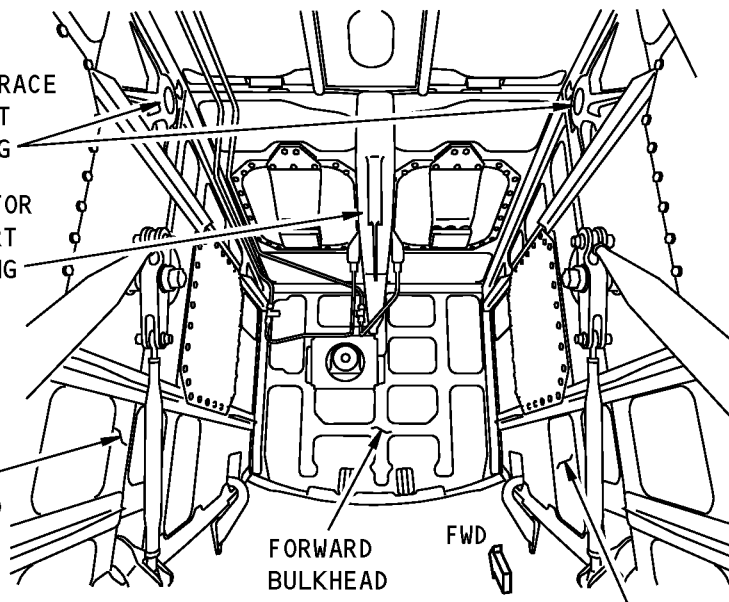
NOSE WHEEL WELL
(AFT BULKHEAD)

SEE (B)

DRAG BRACE
SUPPORT
FITTING

ACTUATOR
SUPPORT
FITTING

SIDE PANEL
(LEFT SIDE)



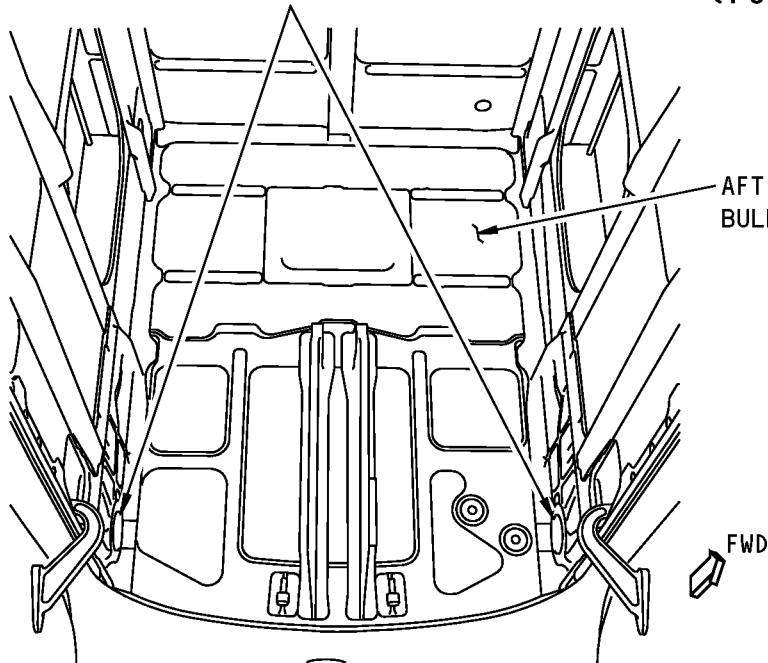
TRUNNION
SUPPORT
FITTINGS

NOSE WHEEL WELL
(FORWARD BULKHEAD)

(A)

SIDE PANEL
(RIGHT SIDE)

AFT
BULKHEAD



NOSE WHEEL WELL
(AFT BULKHEAD)

(B)

Nose Landing Gear Wheel Well
Figure 204/53-05-03-990-831

EFFECTIVITY
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AIRCRAFT MAINTENANCE MANUAL

TASK 53-05-03-211-801

5. EXTERNAL - DETAILED: EXTERNAL - FORWARD CARGO DOOR SURROUND STRUCTURE, FITTINGS AND STOPS

(Figure 205)

A. General

- (1) This procedure is a scheduled maintenance task.

B. Inspection

SUBTASK 53-05-03-211-001

- (1) Do the inspection.

————— **END OF TASK** —————

EFFECTIVITY
HAP ALL

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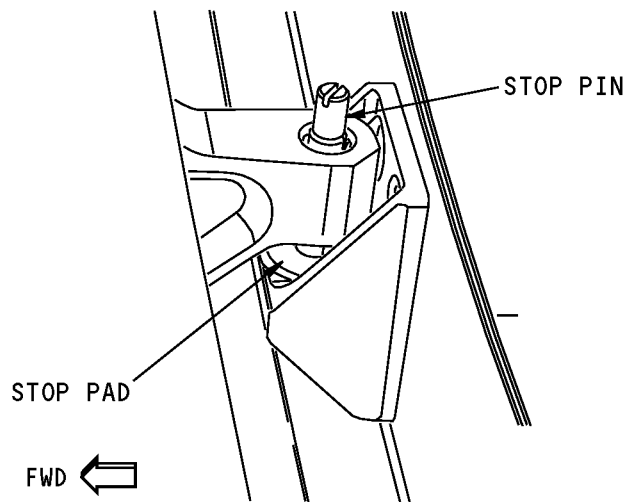
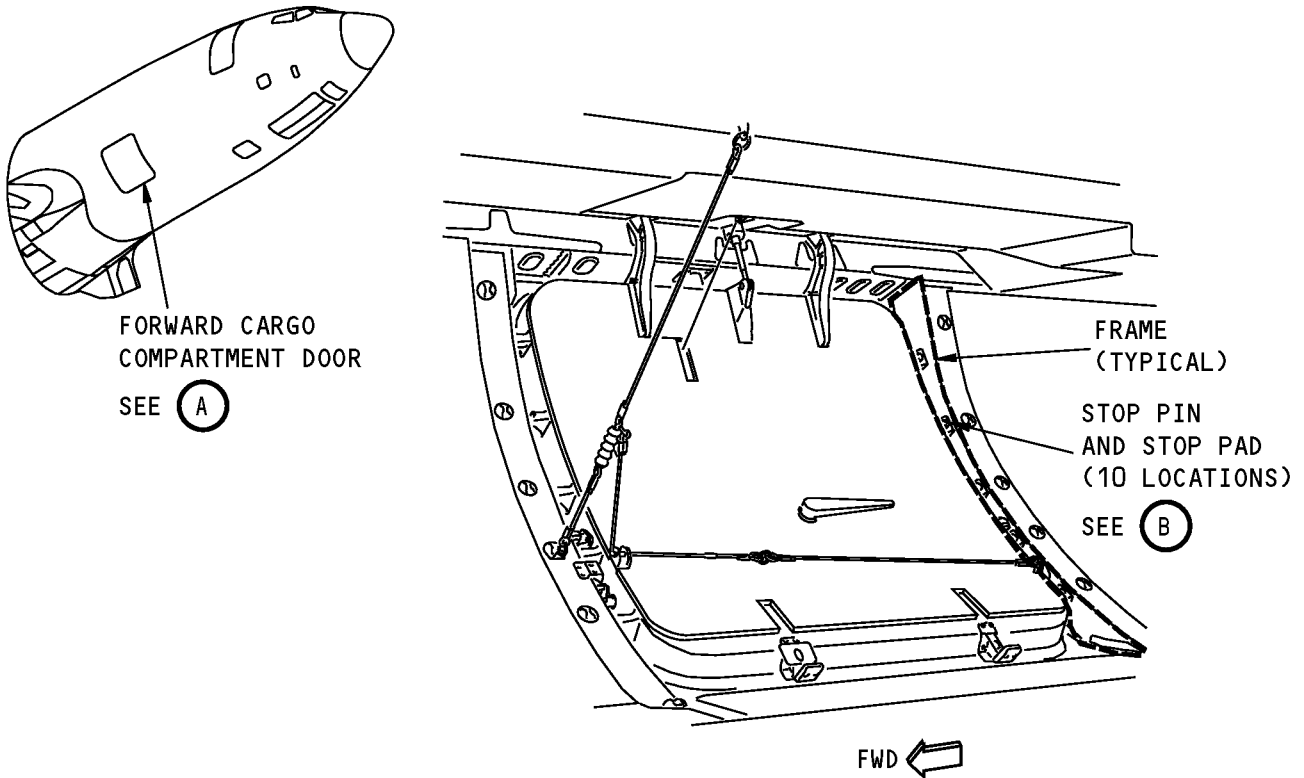
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STOP PIN AND STOP PAD
(EXAMPLE)

(B)

External - Forward Cargo Door Surround Structure Fitting and Stops
Figure 205/53-05-03-990-804

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HAP ALL

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TASK 53-05-03-211-802

6. EXTERNAL - DETAILED: EXTERNAL -AFT CARGO DOOR SURROUND STRUCTURE, FITTINGS AND STOPS

(Figure 206)

A. General

- (1) This procedure is a scheduled maintenance task.

B. Inspection

SUBTASK 53-05-03-211-002

- (1) Do the inspection.

————— **END OF TASK** —————

EFFECTIVITY
HAP ALL

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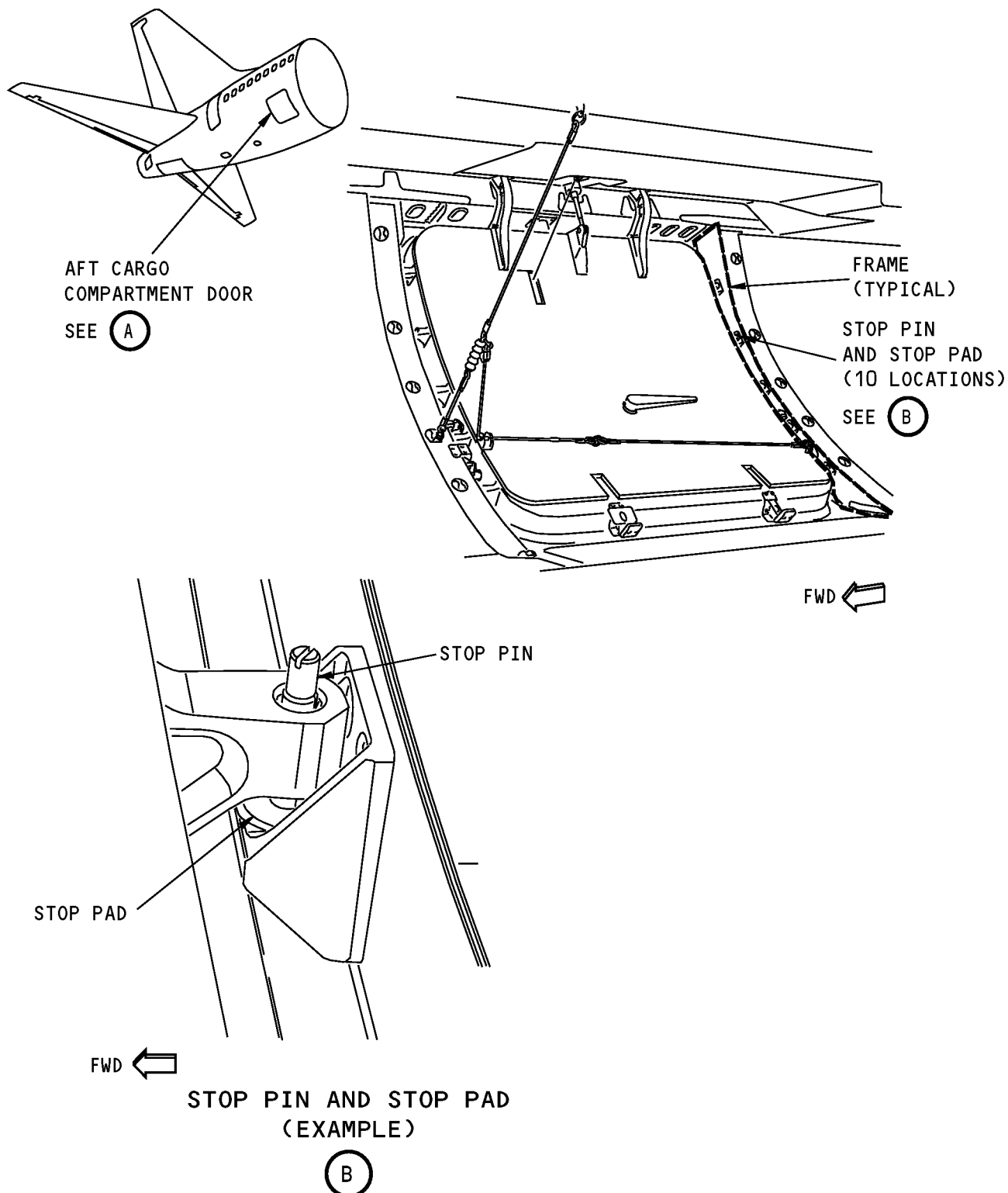
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External - Aft Cargo Door Surround Structure Fittings and Stops
Figure 206/53-05-03-990-805

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TASK 53-05-03-210-805

7. EXTERNAL - GENERAL VISUAL: EXTERNAL - MAIN LANDING GEAR WHEEL WELL

A. General

(1) This procedure is a scheduled maintenance task.

B. Inspection

SUBTASK 53-05-03-210-005

(1) Do the inspection.

————— **END OF TASK** —————

EFFECTIVITY
HAP ALL

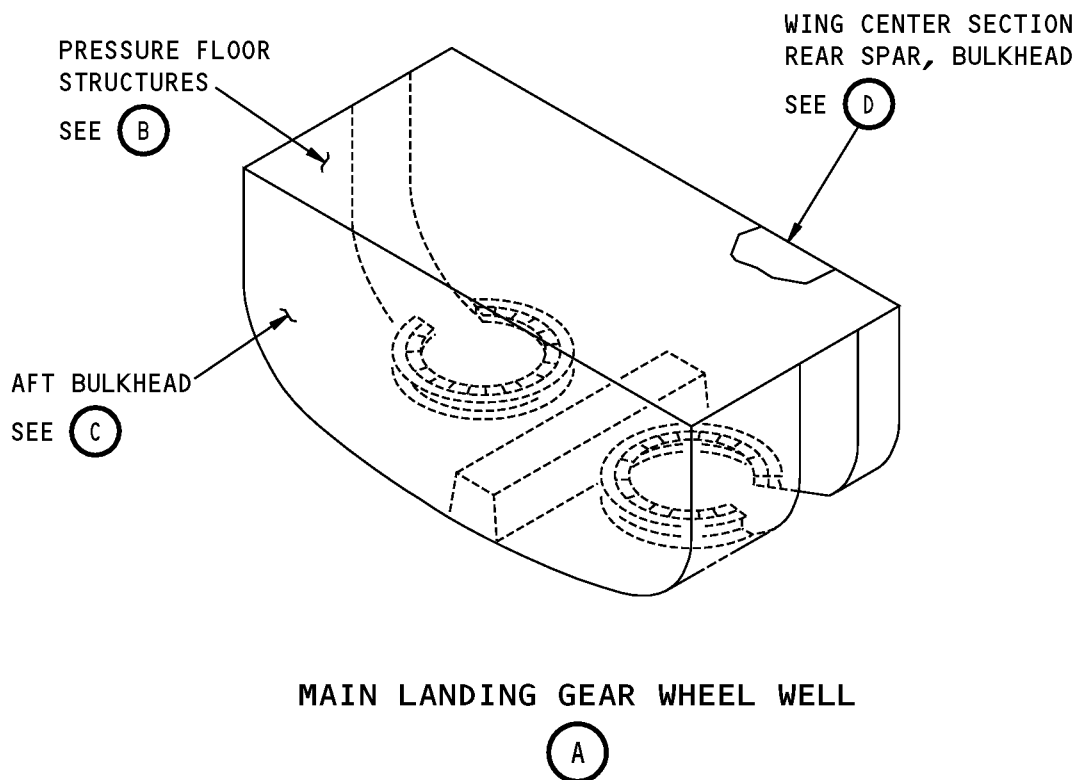
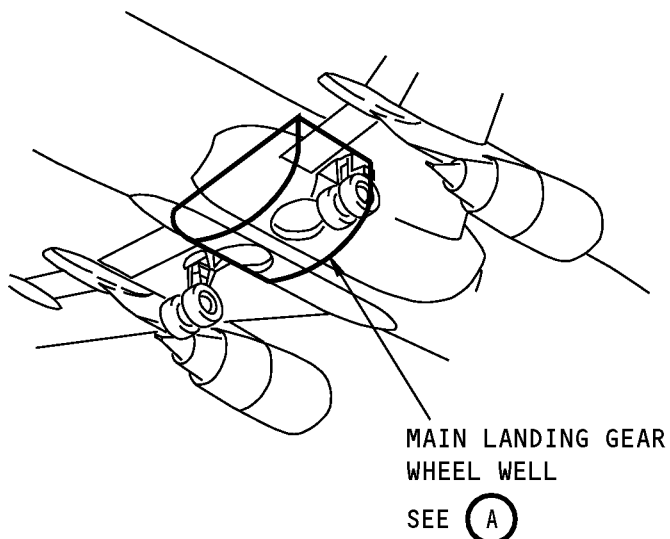
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EXTERNAL-GENERAL VISUAL: EXTERNAL-MAIN LANDING GEAR WHEEL WELL
Figure 207 (Sheet 1 of 4)/53-05-03-990-835

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HAP ALL

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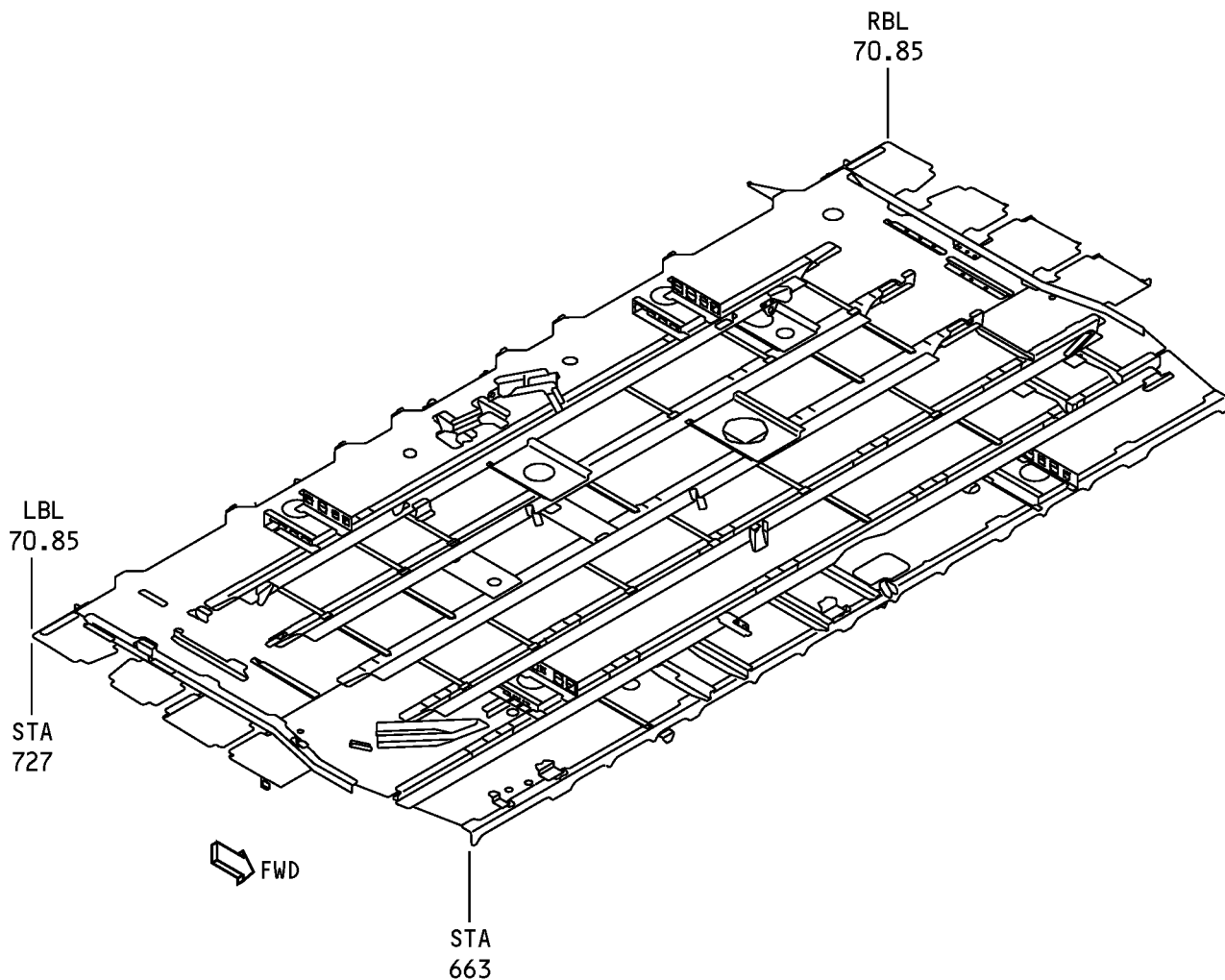
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PRESSURE FLOOR STRUCTURES
(BOTTOM VIEW LOOKING UP)

(B)

EXTERNAL-GENERAL VISUAL: EXTERNAL-MAIN LANDING GEAR WHEEL WELL
Figure 207 (Sheet 2 of 4)/53-05-03-990-835

EFFECTIVITY
HAP ALL

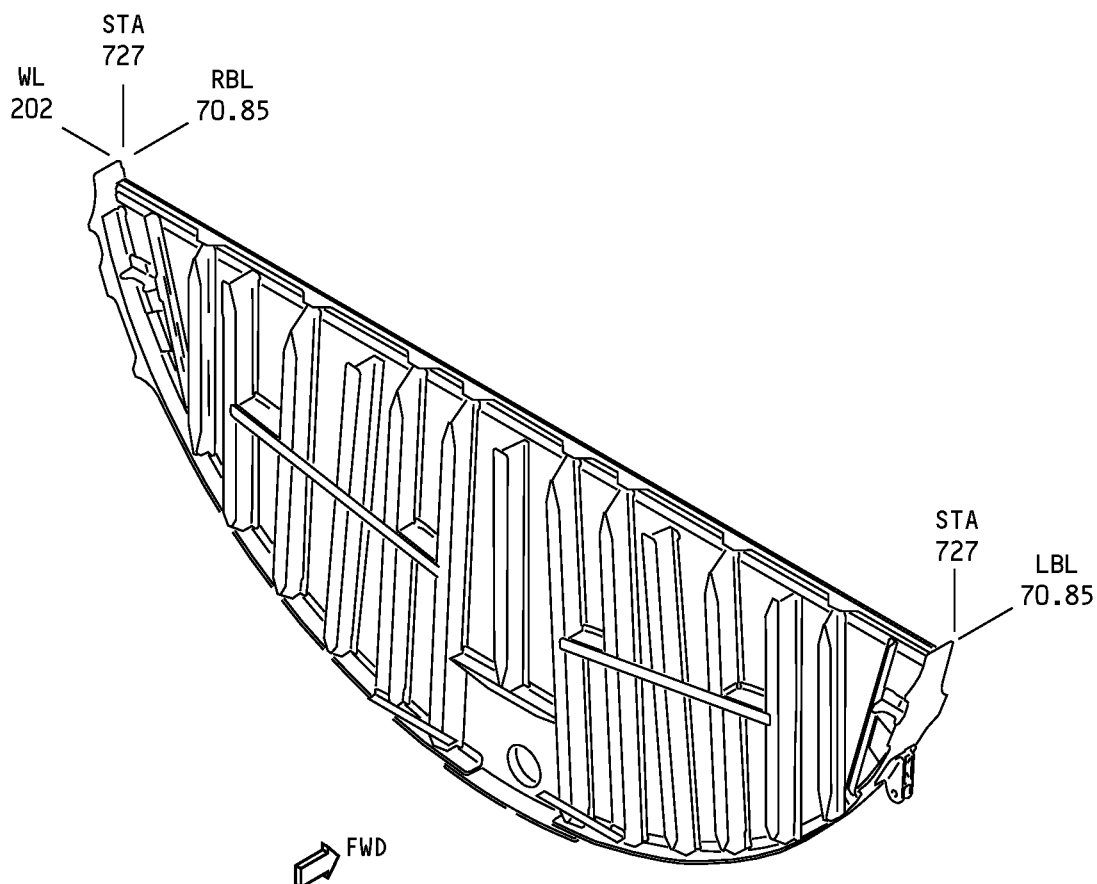
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AFT BULKHEAD
(STA 727)



EXTERNAL-GENERAL VISUAL: EXTERNAL-MAIN LANDING GEAR WHEEL WELL
Figure 207 (Sheet 3 of 4)/53-05-03-990-835

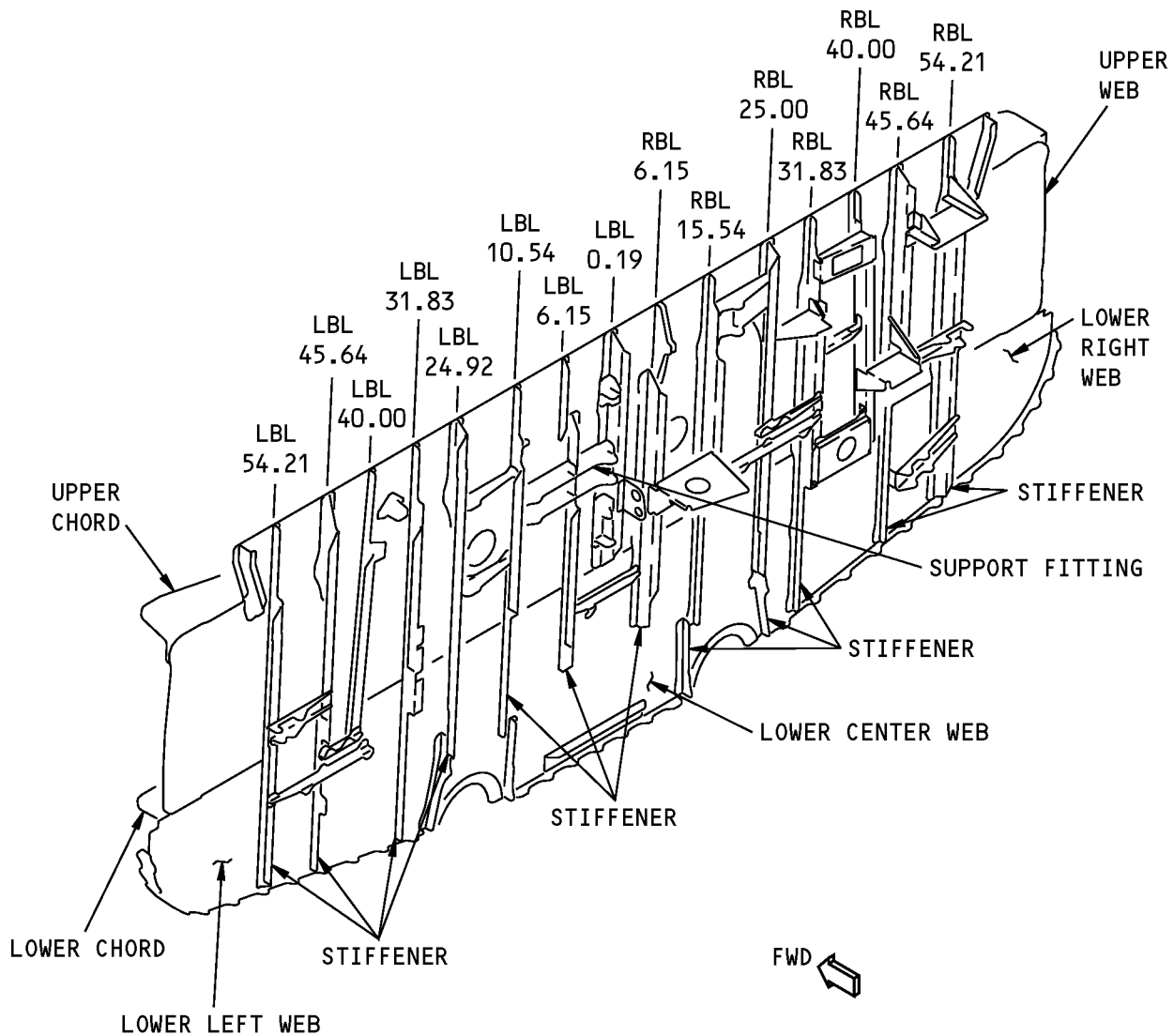
EFFECTIVITY
HAP ALL

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**WING CENTER SECTION
REAR SPAR, BULKHEAD
(STA 663)**

(D)

EXTERNAL-GENERAL VISUAL: EXTERNAL-MAIN LANDING GEAR WHEEL WELL
Figure 207 (Sheet 4 of 4)/53-05-03-990-835

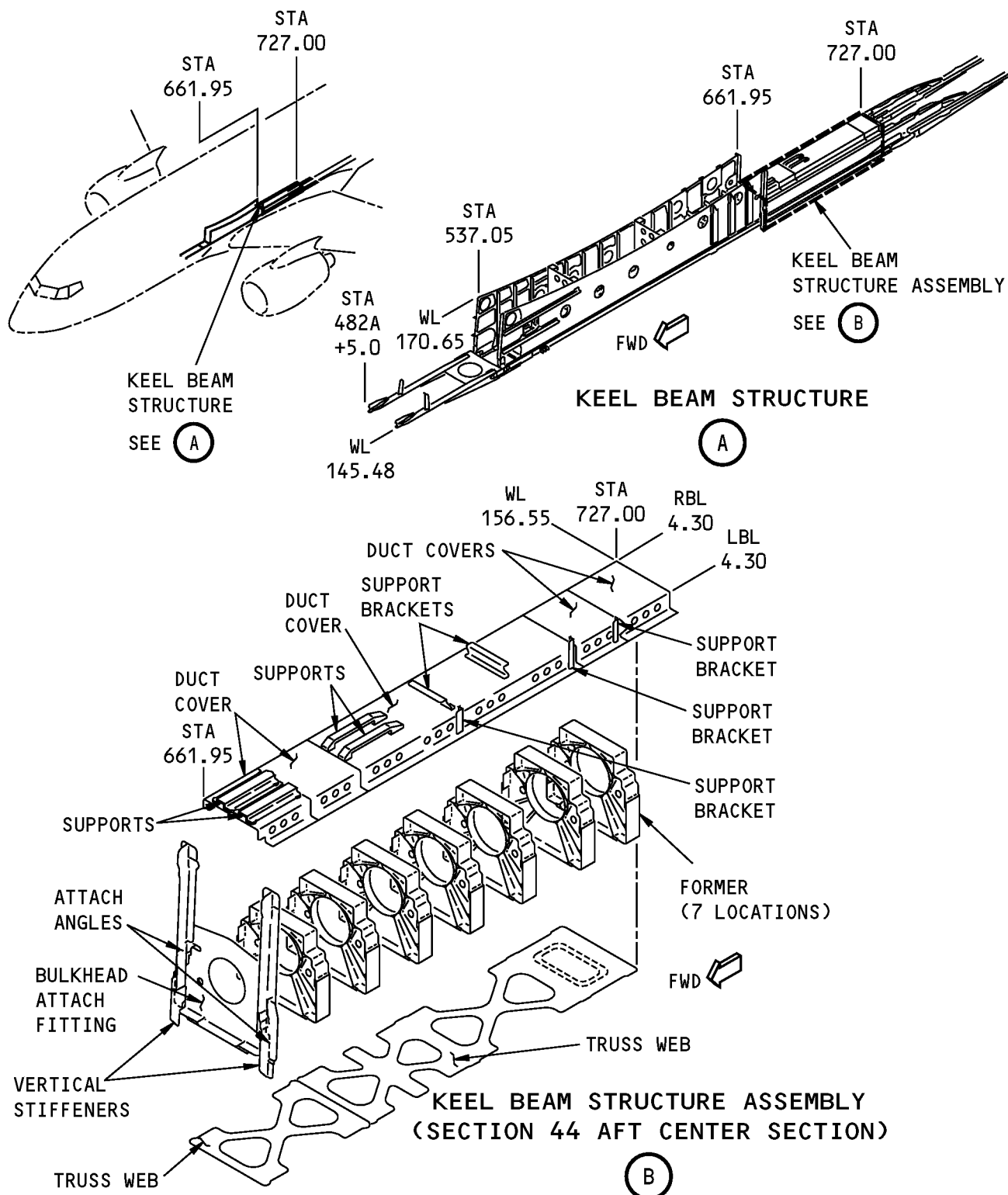
EFFECTIVITY
HAP ALL

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AIRCRAFT MAINTENANCE MANUAL



EXTERNAL-GENERAL VISUAL: EXTERNAL-MAIN LANDING GEAR WHEEL WELL

Figure 208/53-05-03-990-836

EFFECTIVITY
HAP ALL

53-05-03

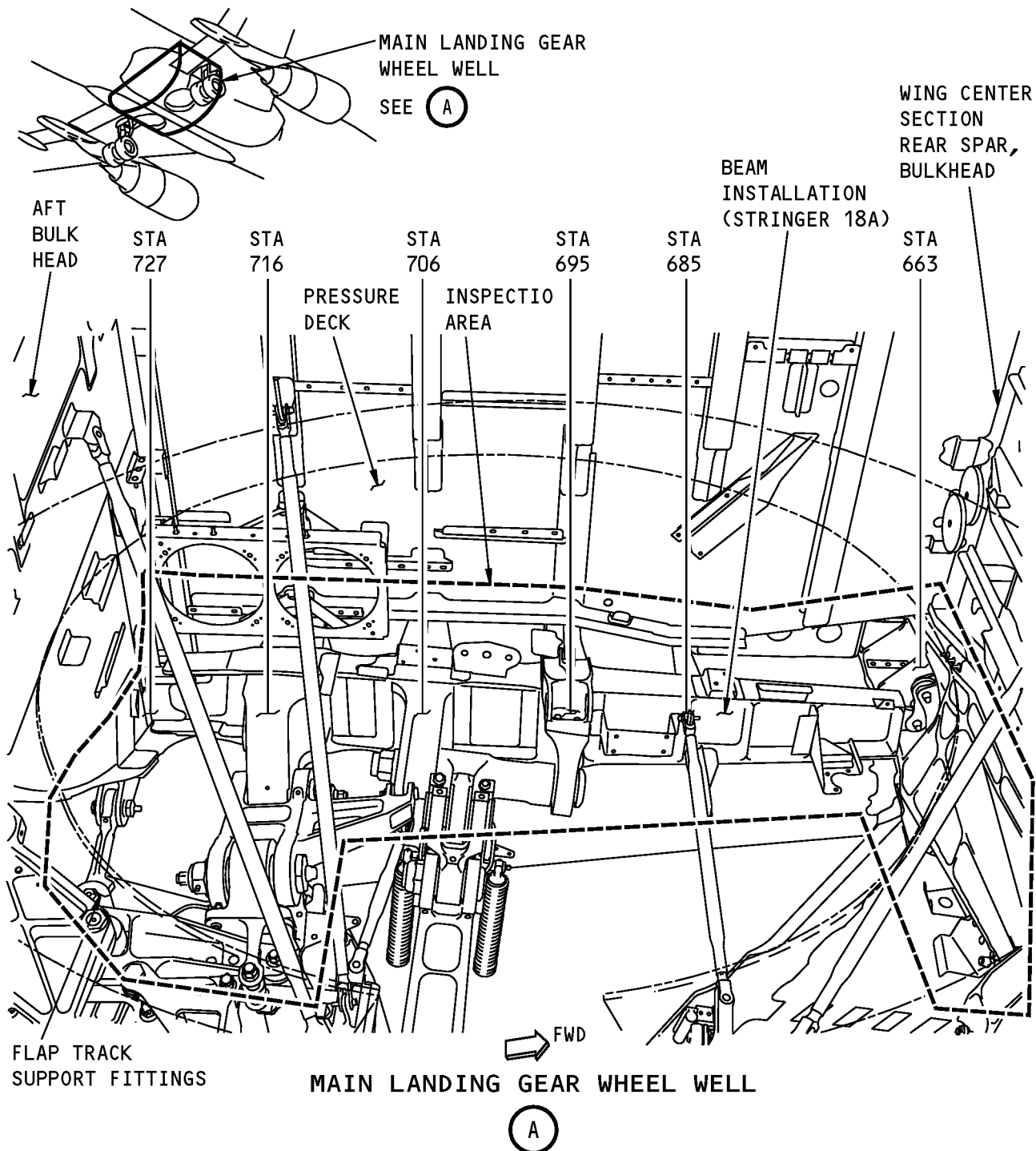
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AIRCRAFT MAINTENANCE MANUAL



NOTE: LEFT SIDE SHOWN, RIGHT SIDE OPPOSITE, LESS FIREBOTTLE BRACKET

EXTERNAL-GENERAL VISUAL: EXTERNAL-MAIN LANDING GEAR WHEEL WELL

Figure 209/53-05-03-990-837

EFFECTIVITY
HAP ALL

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AIRCRAFT MAINTENANCE MANUAL

TASK 53-05-03-210-806

8. INTERNAL - GENERAL VISUAL: INTERNAL - FORWARD PRESSURE BULKHEAD

A. General

(1) This procedure is a scheduled maintenance task.

B. Inspection

SUBTASK 53-05-03-210-006

(1) Do the inspection.

————— **END OF TASK** —————

EFFECTIVITY
HAP ALL

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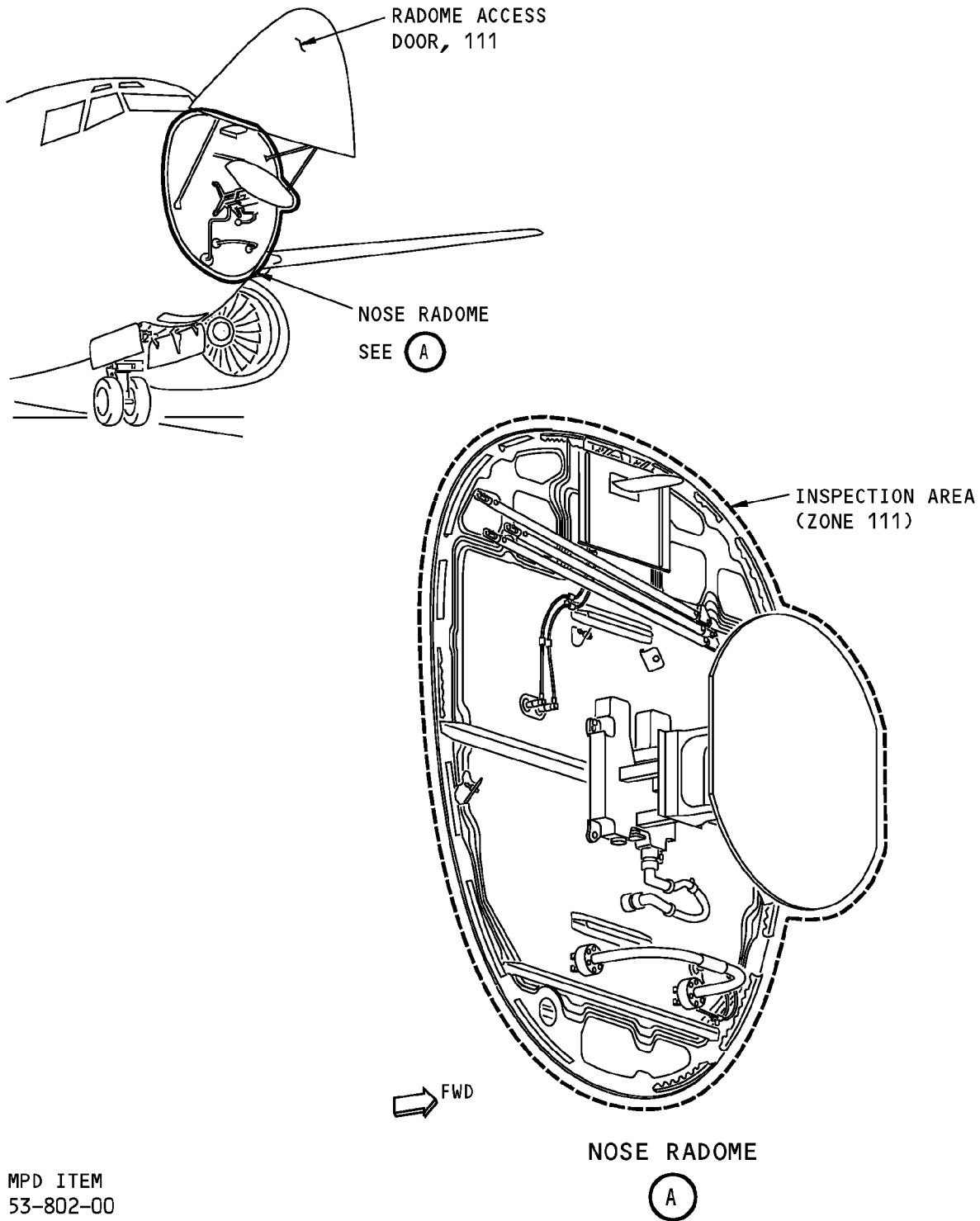
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AIRCRAFT MAINTENANCE MANUAL



MPD ITEM
53-802-00

Nose Radome General Visual (Internal)
Figure 210/53-05-03-990-841

EFFECTIVITY
HAP ALL

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AIRCRAFT MAINTENANCE MANUAL

TASK 53-05-03-210-807

9. INTERNAL - GENERAL VISUAL: INTERNAL - AREA FORWARD OF NOSE WHEEL WELL

A. General

(1) This procedure is a scheduled maintenance task.

B. Inspection

SUBTASK 53-05-03-210-007

(1) Do the inspection.

————— **END OF TASK** —————

EFFECTIVITY
HAP ALL

D633A101-HAP

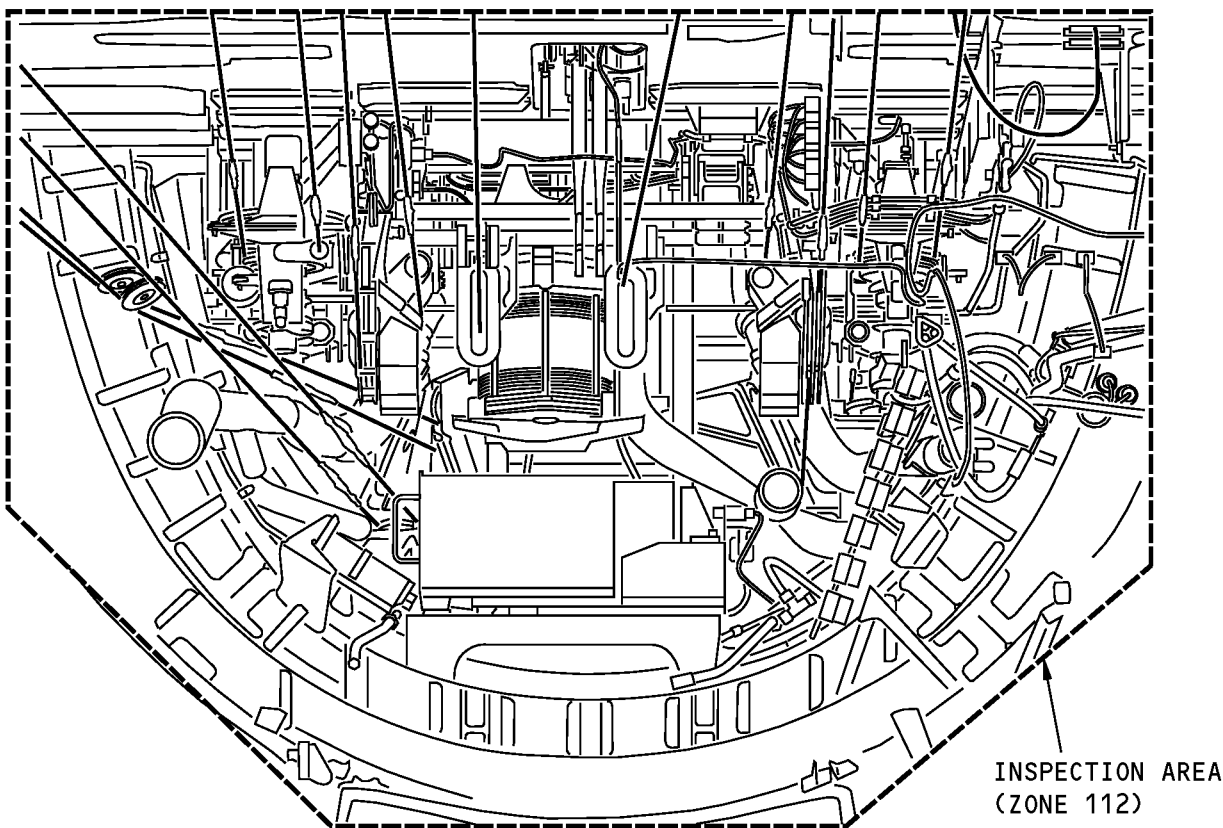
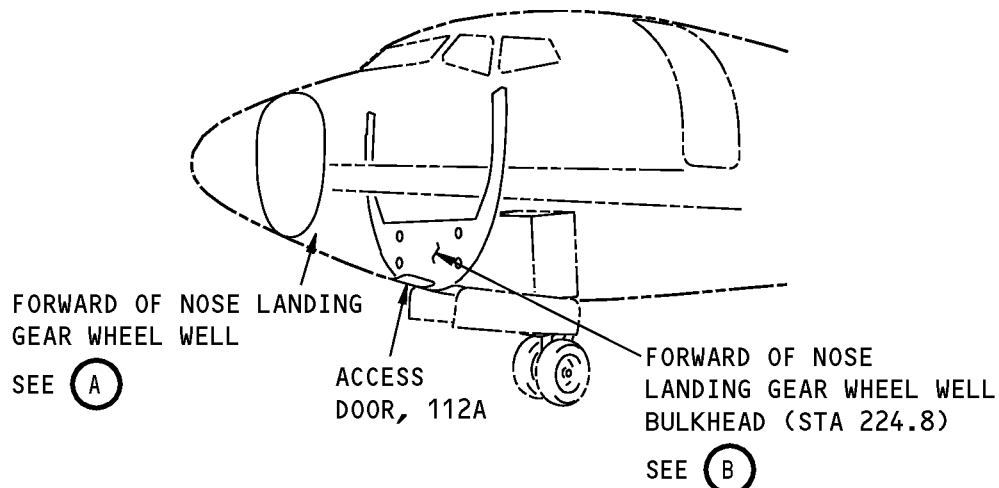
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FORWARD OF NOSE LANDING GEAR WHEEL WELL
(VIEW IN THE FORWARD DIRECTION)

(A)

MPD ITEM
53-804-00

Forward of Nose Landing Gear Wheel Well General Visual (Internal)
Figure 211 (Sheet 1 of 2)/53-05-03-990-845

EFFECTIVITY
HAP ALL

53-05-03

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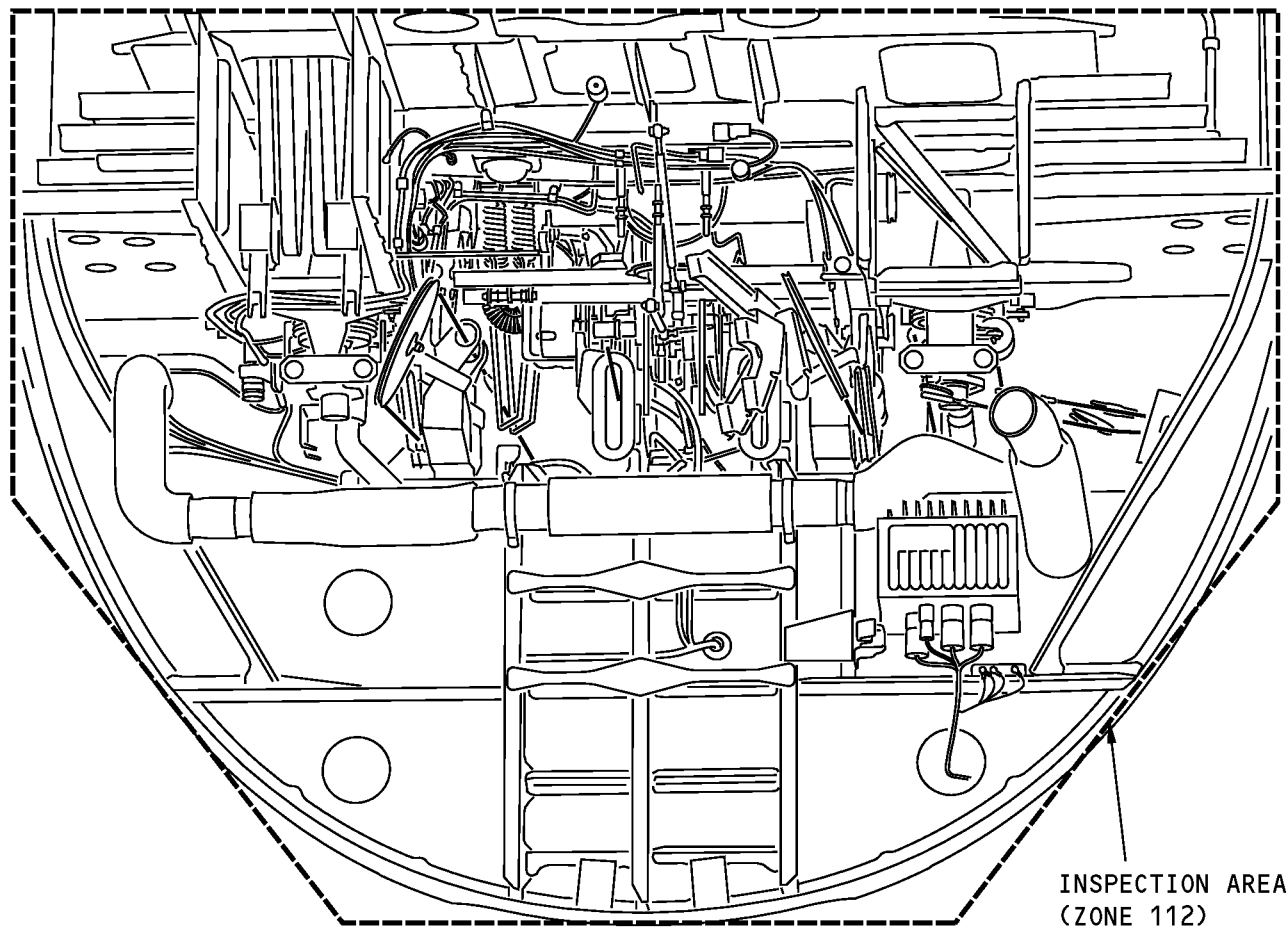
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AIRCRAFT MAINTENANCE MANUAL



FORWARD OF NOSE LANDING GEAR WHEEL WELL BULKHEAD (STA 224.8)
(VIEW IN THE AFT DIRECTION)

B

MPD ITEM
53-804-00

Forward of Nose Landing Gear Wheel Well General Visual (Internal)
Figure 211 (Sheet 2 of 2)/53-05-03-990-845

EFFECTIVITY
HAP ALL

53-05-03

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AIRCRAFT MAINTENANCE MANUAL

TASK 53-05-03-210-808

10. INTERNAL - GENERAL VISUAL: INTERNAL - FLIGHT COMPARTMENT FLOOR STRUCTURE

A. General

(1) This procedure is a scheduled maintenance task.

B. Inspection

SUBTASK 53-05-03-210-008

(1) Do the inspection.

————— **END OF TASK** —————

EFFECTIVITY
HAP ALL

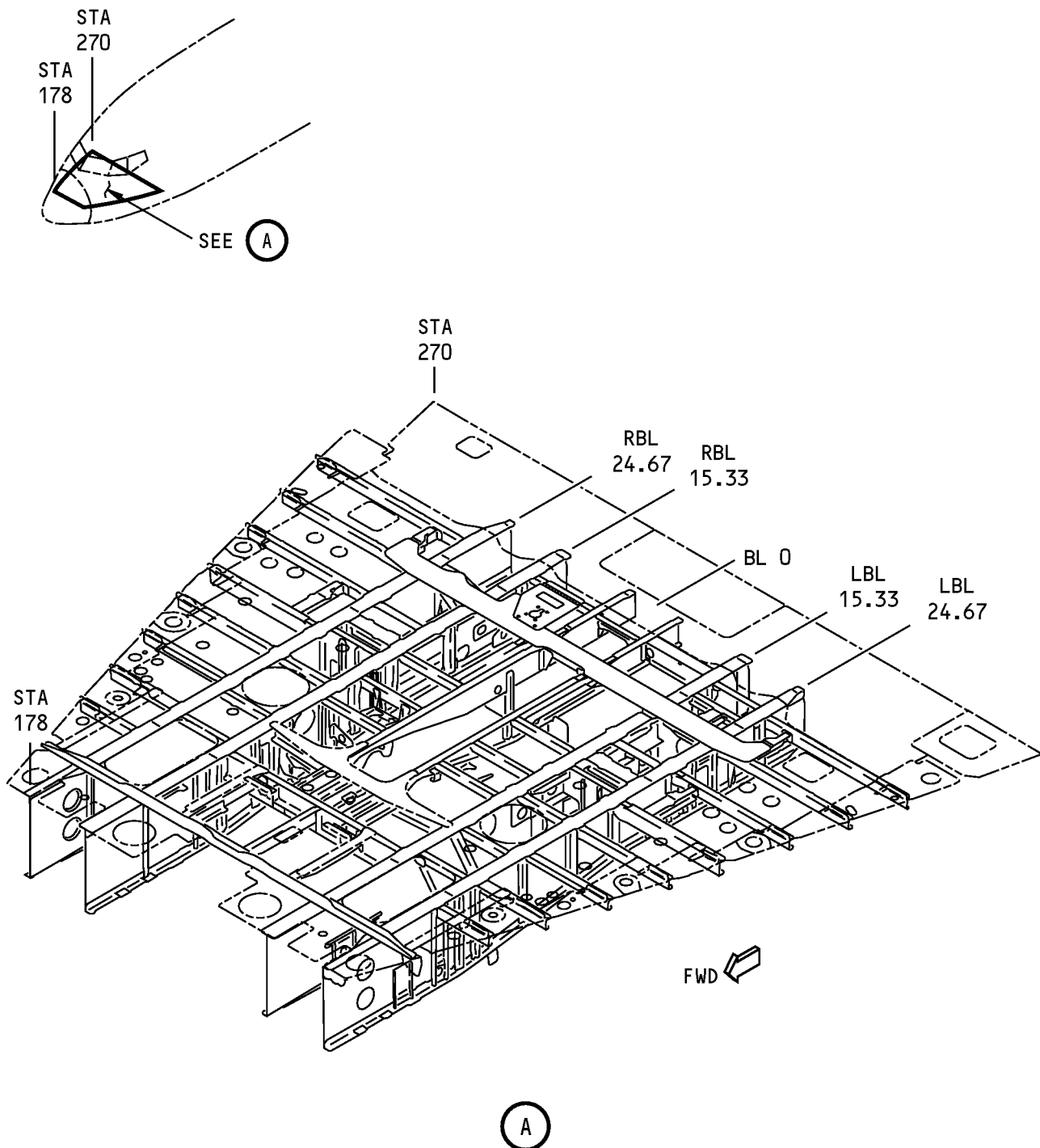
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AIRCRAFT MAINTENANCE MANUAL



Flight Deck Floor Structure
Figure 212/53-05-03-990-830

EFFECTIVITY
HAP ALL

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AIRCRAFT MAINTENANCE MANUAL

TASK 53-05-03-210-809

11. INTERNAL - GENERAL VISUAL: INTERNAL - AREA ABOVE AND OUTBOARD OF NOSE WHEEL WELL

A. General

(1) This procedure is a scheduled maintenance task.

B. Inspection

SUBTASK 53-05-03-210-009

(1) Do the inspection.

————— **END OF TASK** —————

EFFECTIVITY
HAP ALL

D633A101-HAP

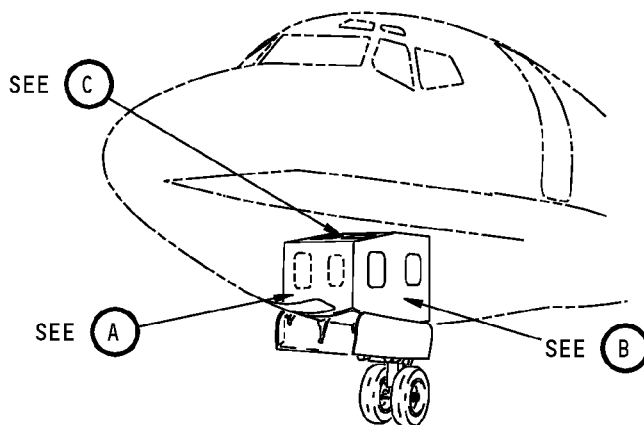
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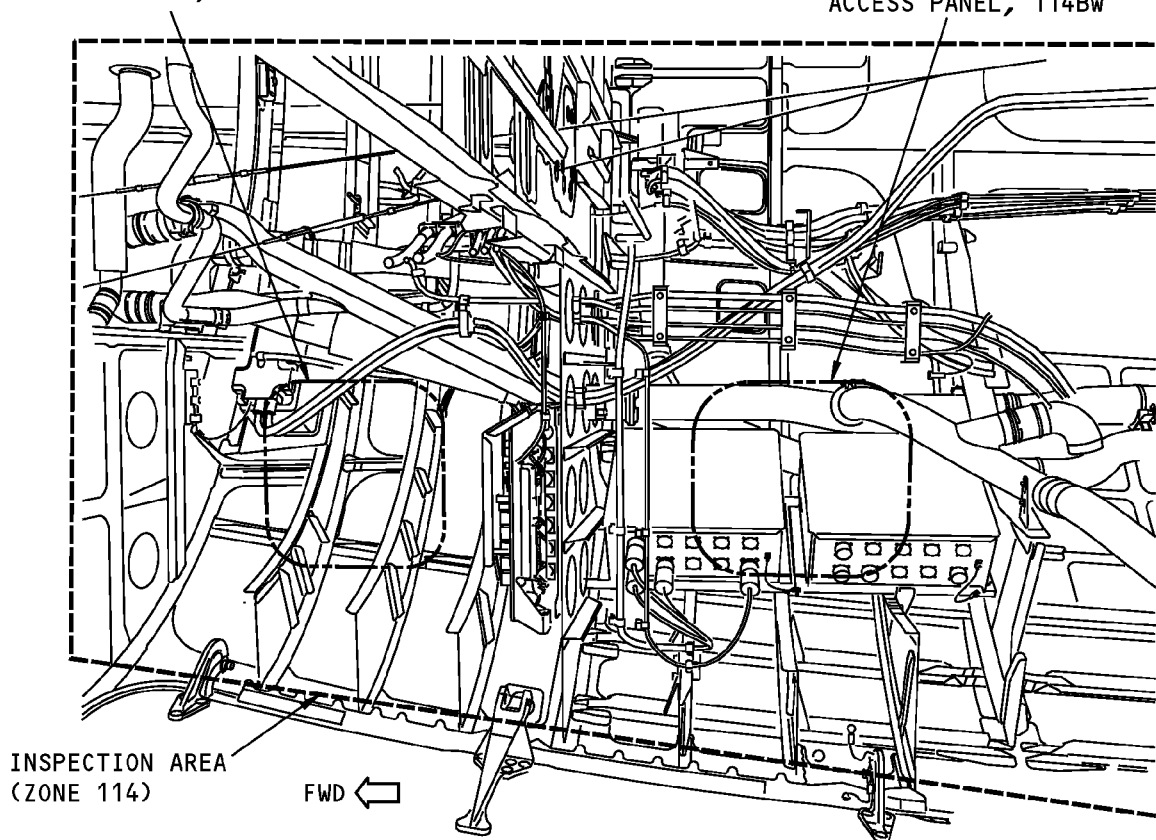
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AIRCRAFT MAINTENANCE MANUAL



FORWARD NOSE WHEEL WELL
ACCESS PANEL, 114AW

AFT NOSE WHEEL WELL
ACCESS PANEL, 114BW



NOSE LANDING GEAR WHEEL WELL
(OUTBOARD, RIGHT SIDE)

MPD ITEM
53-806-00



Above and Outboard of the Nose Landing Gear Wheel Well General Visual (Internal)
Figure 213 (Sheet 1 of 3)/53-05-03-990-844

EFFECTIVITY
HAP ALL

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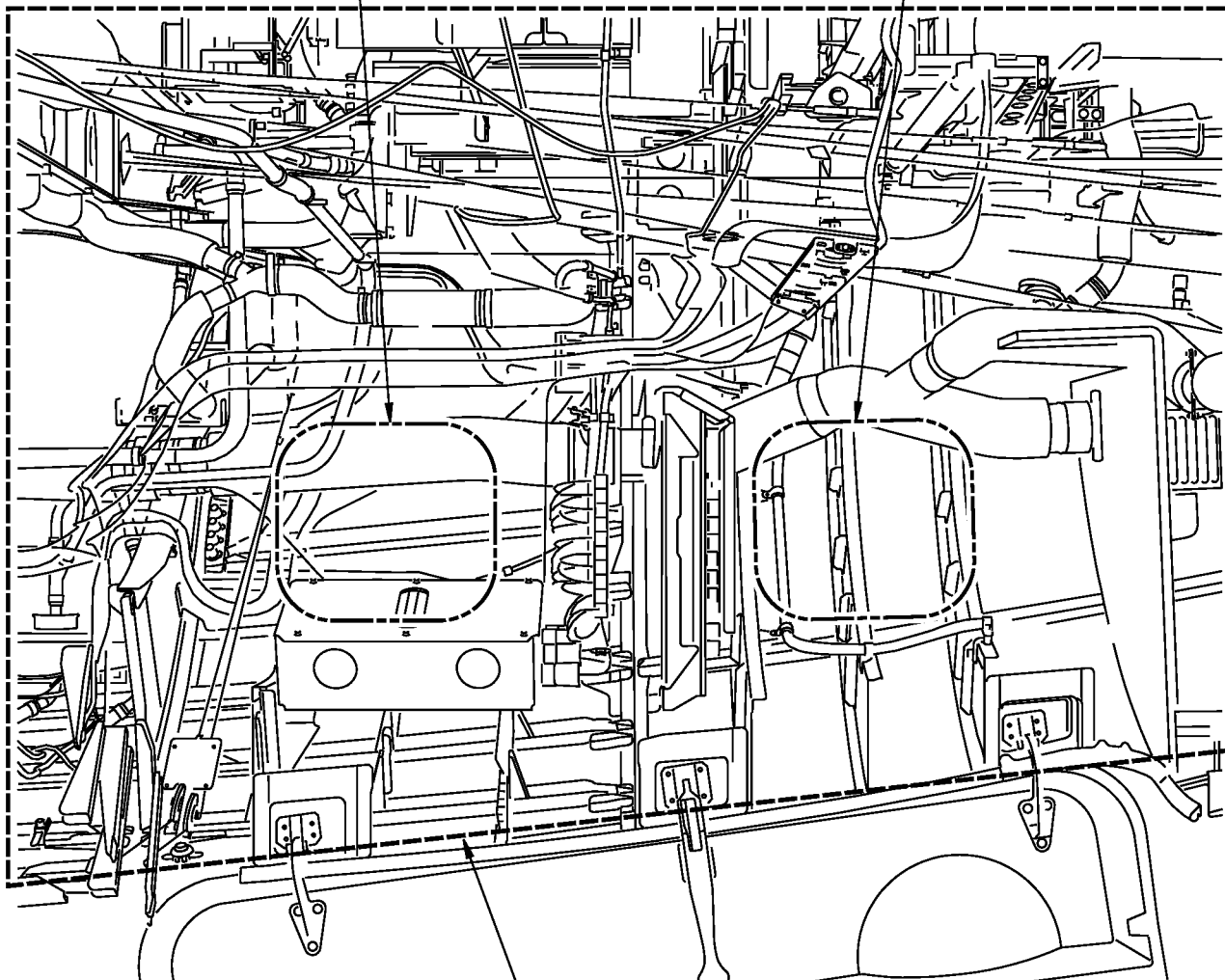


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AIRCRAFT MAINTENANCE MANUAL

AFT NOSE WHEEL WELL
ACCESS PANEL, 113BW

FORWARD NOSE WHEEL WELL
ACCESS PANEL, 113AW



INSPECTION AREA
(ZONE 113)

→ FWD

NOSE LANDING GEAR WHEEL WELL
(OUTBOARD, LEFT SIDE)

(B)

Above and Outboard of the Nose Landing Gear Wheel Well General Visual (Internal)
Figure 213 (Sheet 2 of 3)/53-05-03-990-844

EFFECTIVITY
HAP ALL

53-05-03

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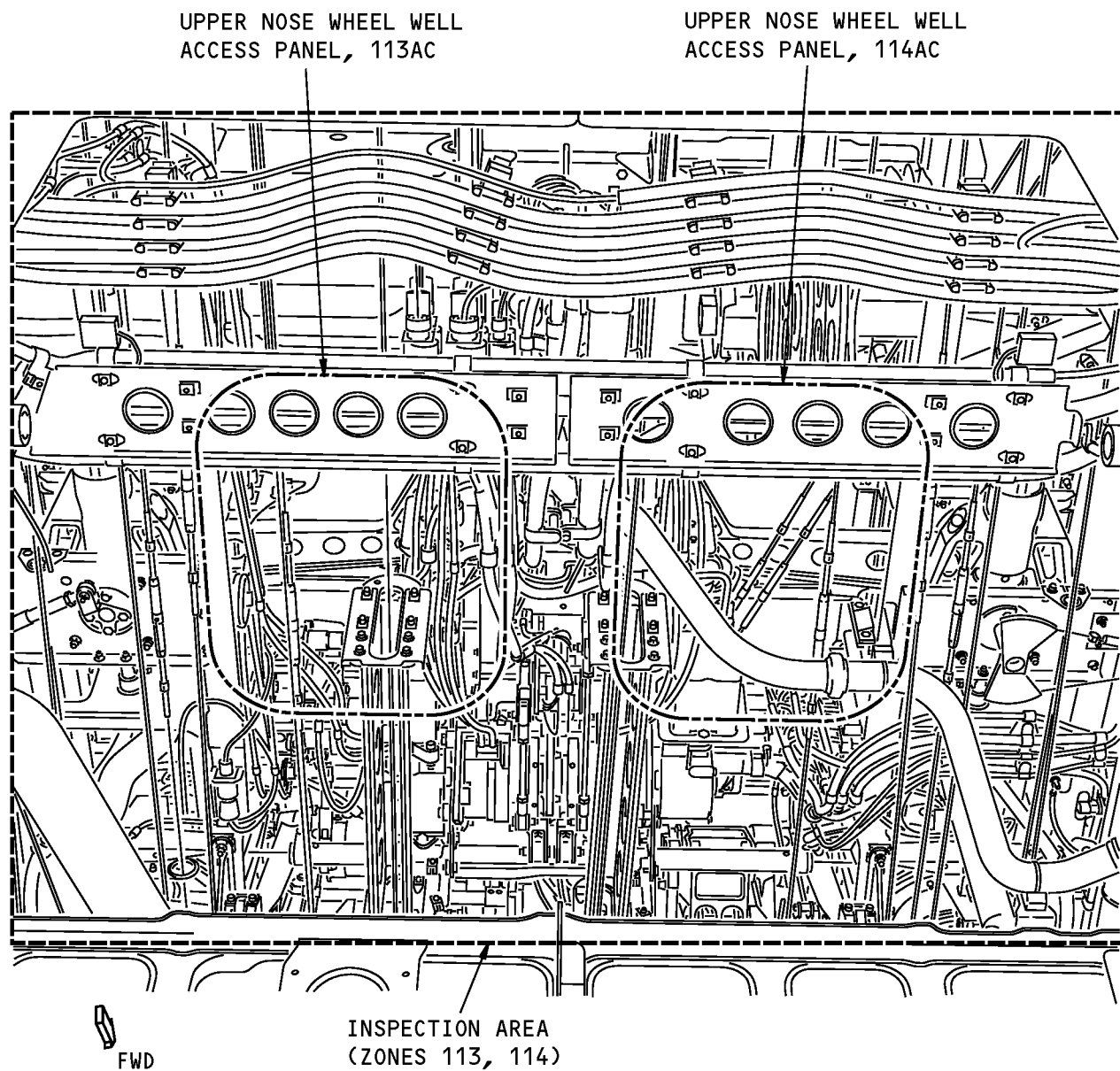
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AIRCRAFT MAINTENANCE MANUAL



ABOVE THE NOSE LANDING GEAR WHEEL WELL
(VIEW IN THE UP DIRECTION)

Above and Outboard of the Nose Landing Gear Wheel Well General Visual (Internal)
Figure 213 (Sheet 3 of 3)/53-05-03-990-844

EFFECTIVITY
HAP ALL

53-05-03

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AIRCRAFT MAINTENANCE MANUAL

TASK 53-05-03-210-810

12. INTERNAL - GENERAL VISUAL: INTERNAL - PASSENGER COMPARTMENT FLOOR STRUCTURE - DRY AREA

A. General

(1) This procedure is a scheduled maintenance task.

B. Inspection

SUBTASK 53-05-03-210-010

(1) Do the inspection.

————— **END OF TASK** —————

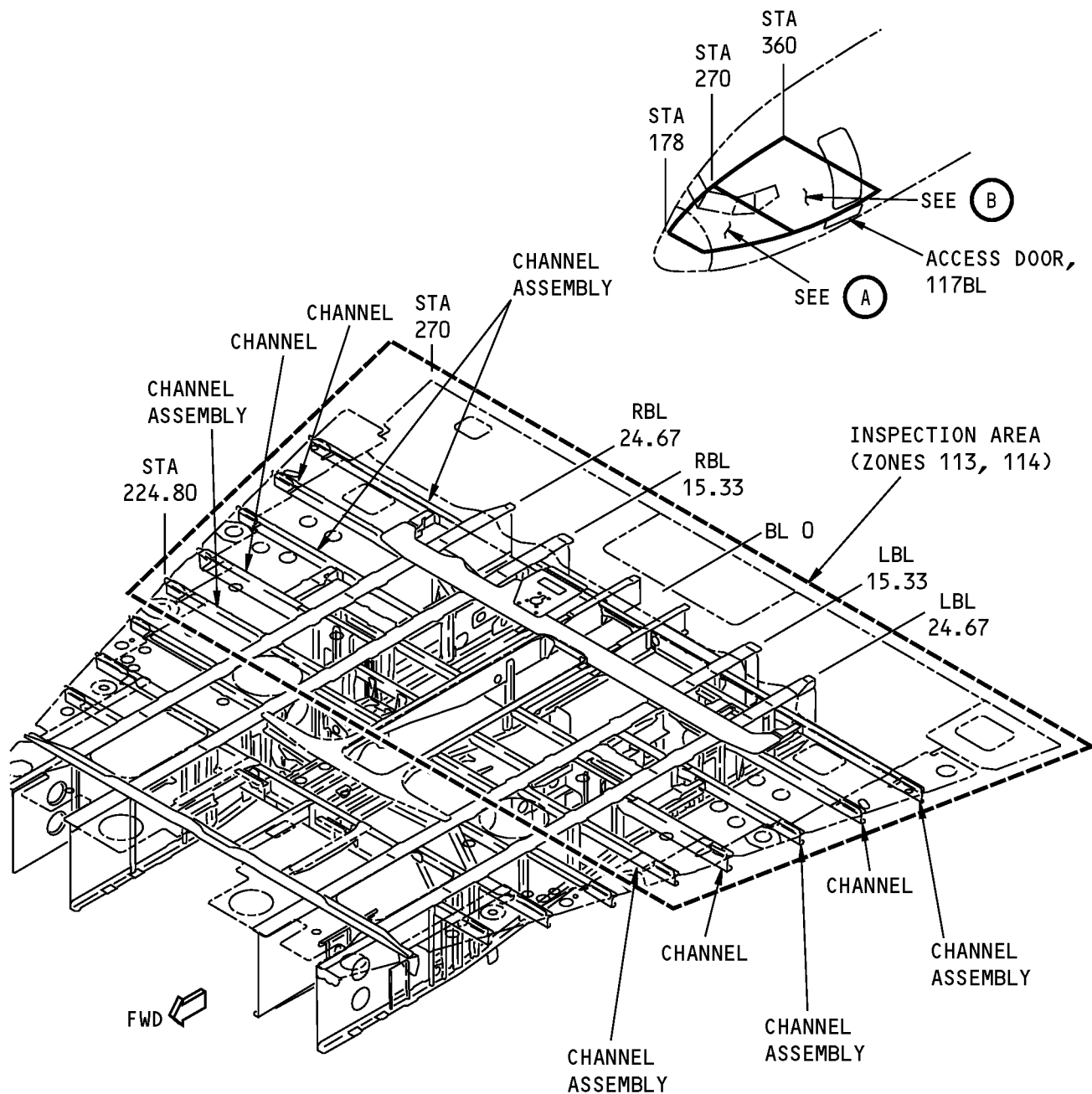
EFFECTIVITY
HAP ALL

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AIRCRAFT MAINTENANCE MANUAL



**PASSENGER COMPARTMENT FLOOR STRUCTURE
(TOP VIEW)**

(A)

INTERNAL-GENERAL VISUAL: INTERNAL-PASSENGER COMPARTMENT FLOOR STRUCTURE
Figure 214 (Sheet 1 of 2)/53-05-03-990-849

EFFECTIVITY HAP ALL

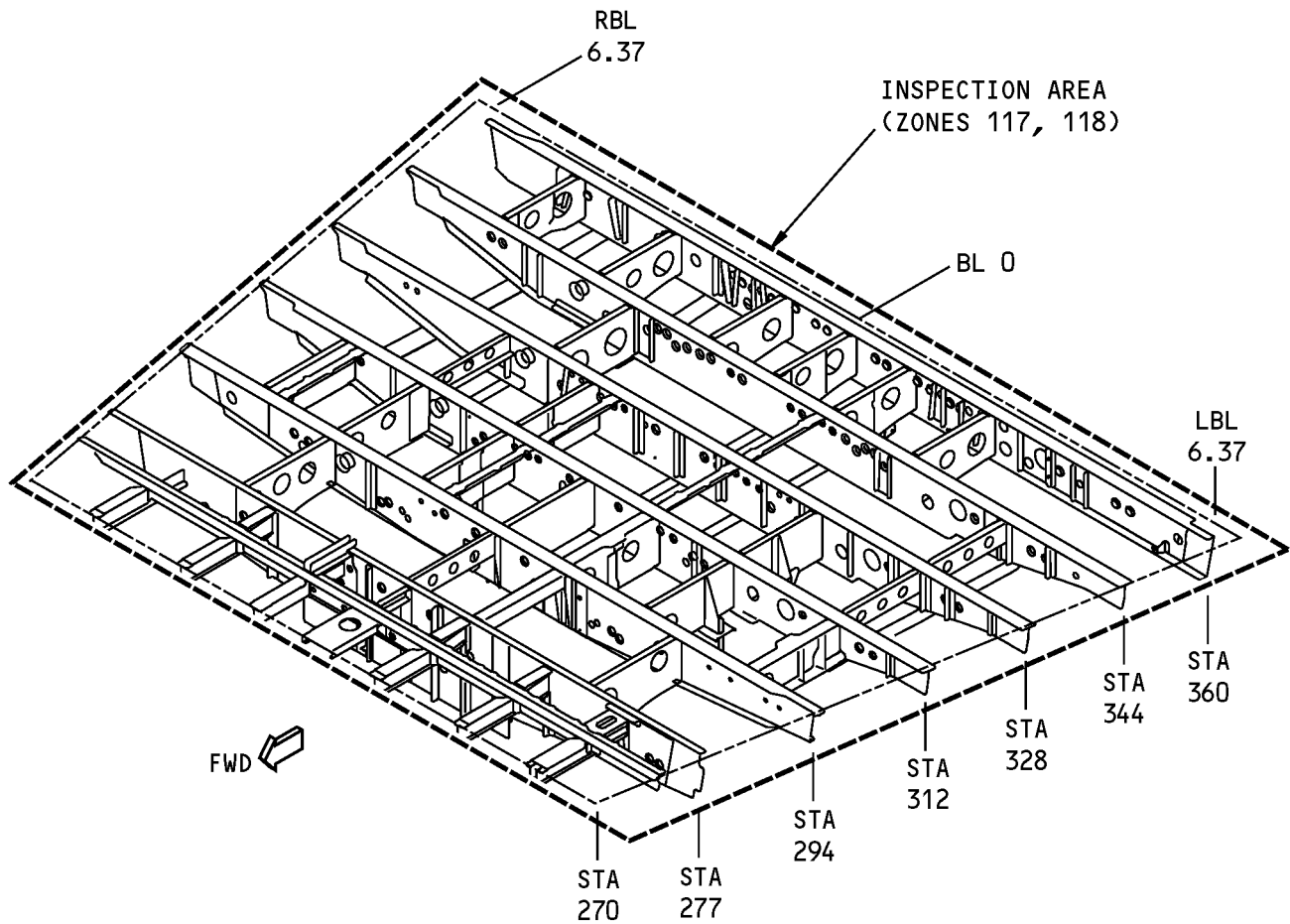
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PASSENGER COMPARTMENT FLOOR STRUCTURE
(TOP VIEW)

(B)

INTERNAL-GENERAL VISUAL: INTERNAL-PASSENGER COMPARTMENT FLOOR STRUCTURE
Figure 214 (Sheet 2 of 2)/53-05-03-990-849

EFFECTIVITY
HAP ALL

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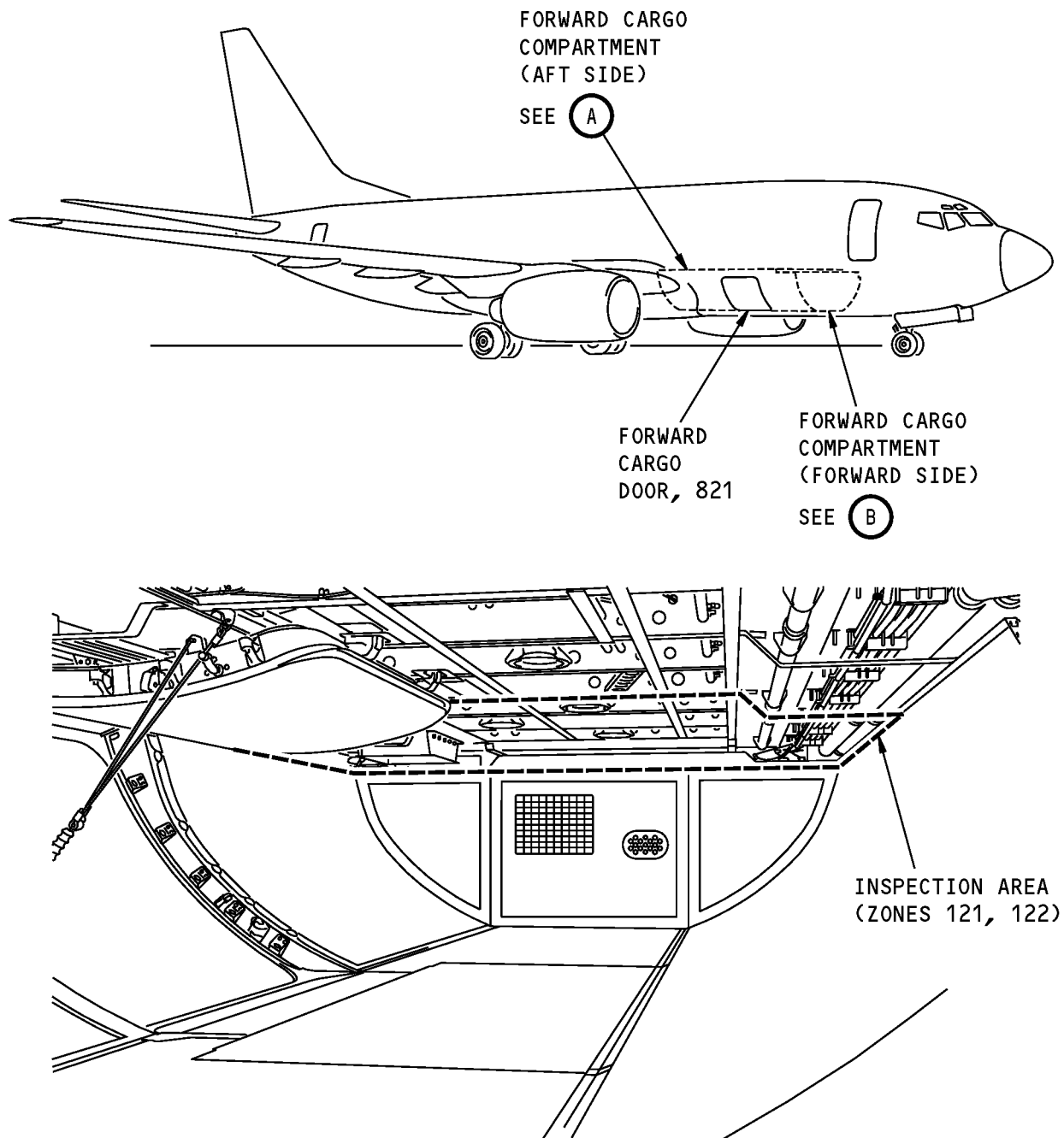
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AIRCRAFT MAINTENANCE MANUAL



FORWARD CARGO COMPARTMENT (AFT SIDE)

(A)

FWD Cargo Compartment General Visual (Internal)
Figure 215 (Sheet 1 of 2)/53-05-03-990-864

EFFECTIVITY
HAP ALL

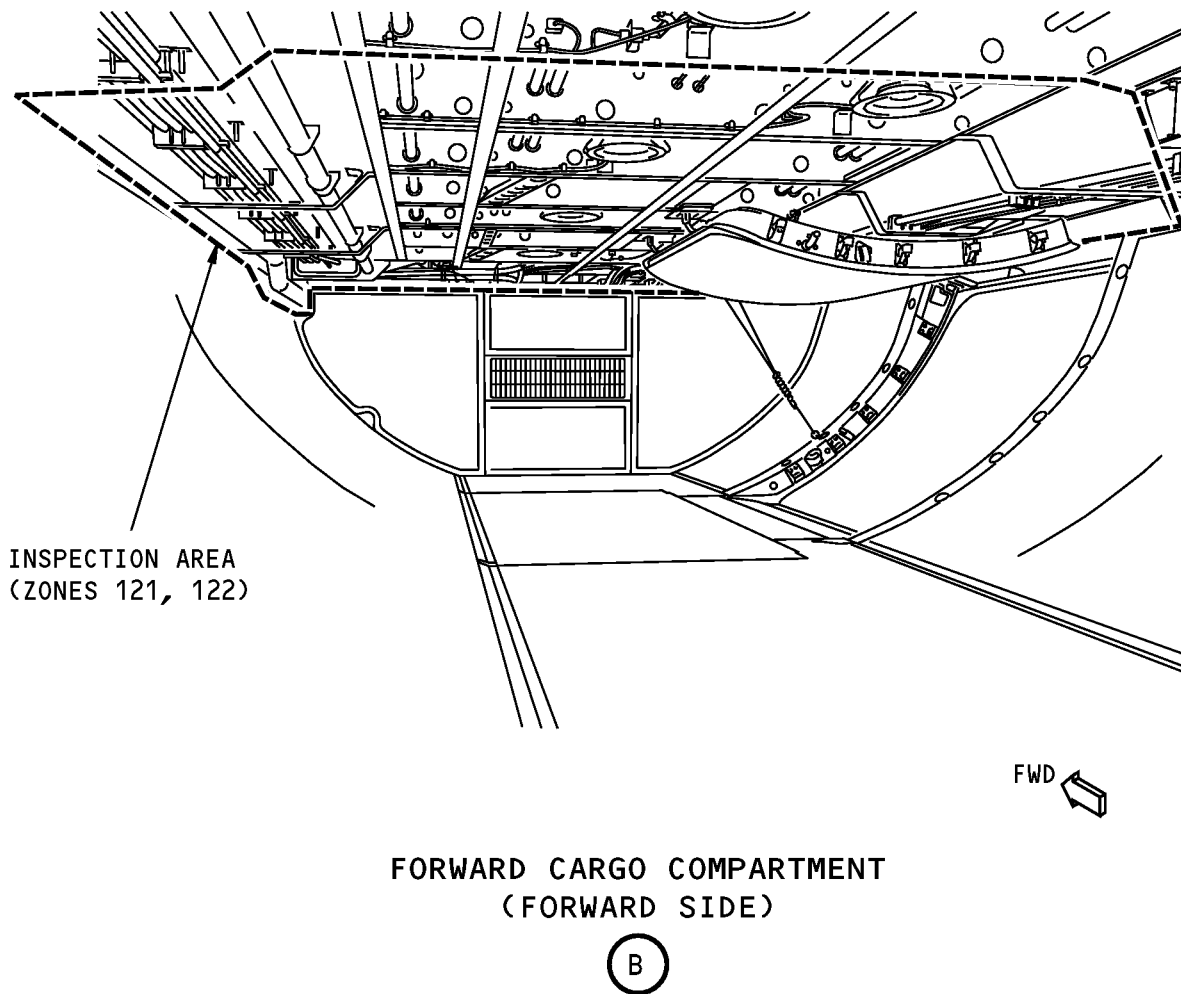
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AIRCRAFT MAINTENANCE MANUAL



FWD Cargo Compartment General Visual (Internal)
Figure 215 (Sheet 2 of 2)/53-05-03-990-864

EFFECTIVITY
HAP ALL

53-05-03

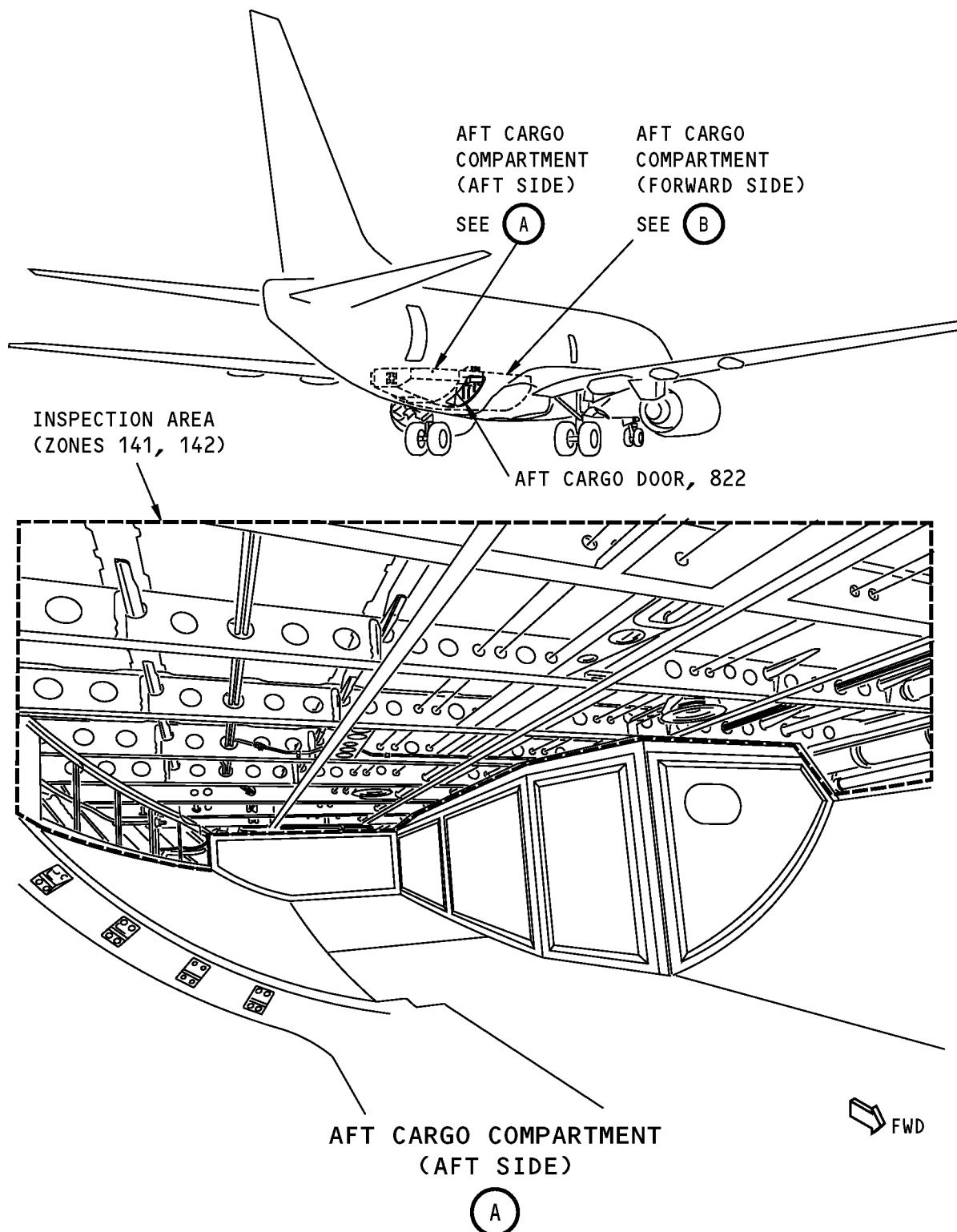
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AIRCRAFT MAINTENANCE MANUAL



Aft Cargo Compartment General Visual (Internal)
Figure 216 (Sheet 1 of 2)/53-05-03-990-865

EFFECTIVITY
HAP ALL

53-05-03

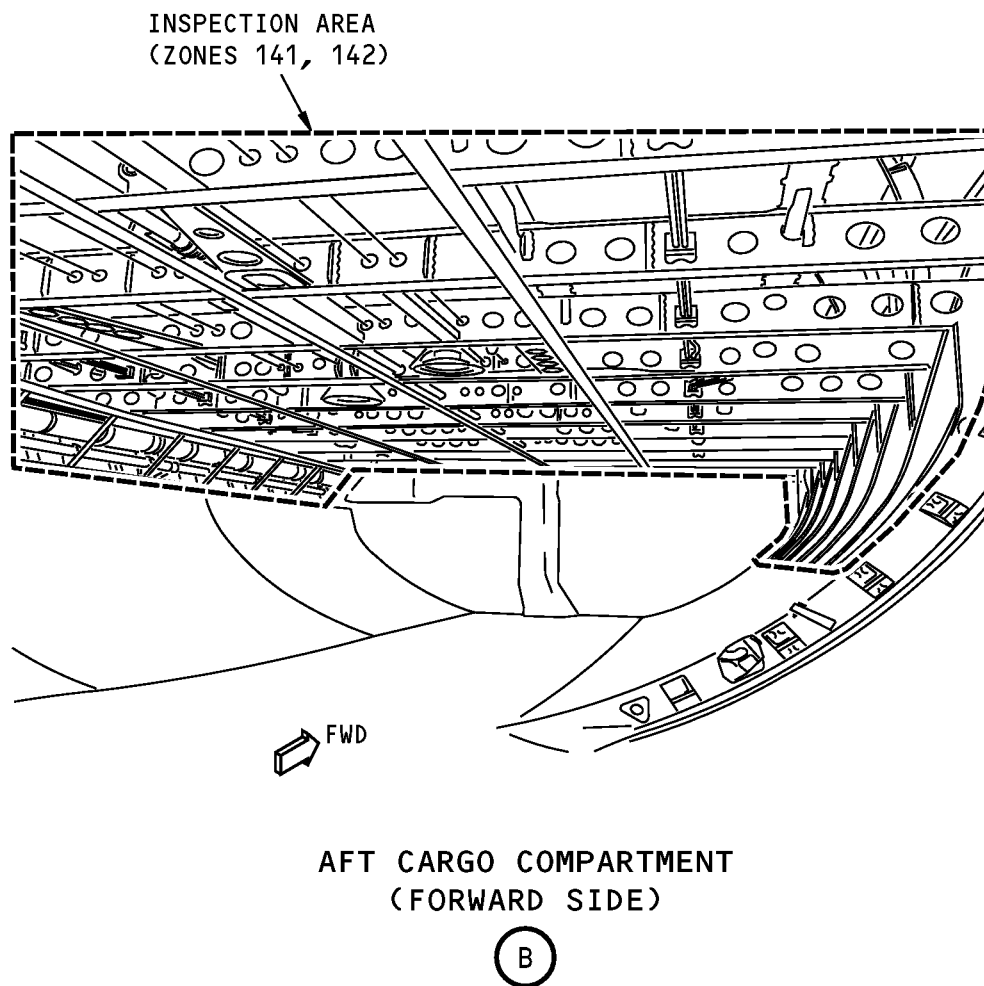
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AIRCRAFT MAINTENANCE MANUAL



Aft Cargo Compartment General Visual (Internal)
Figure 216 (Sheet 2 of 2)/53-05-03-990-865

EFFECTIVITY
HAP ALL

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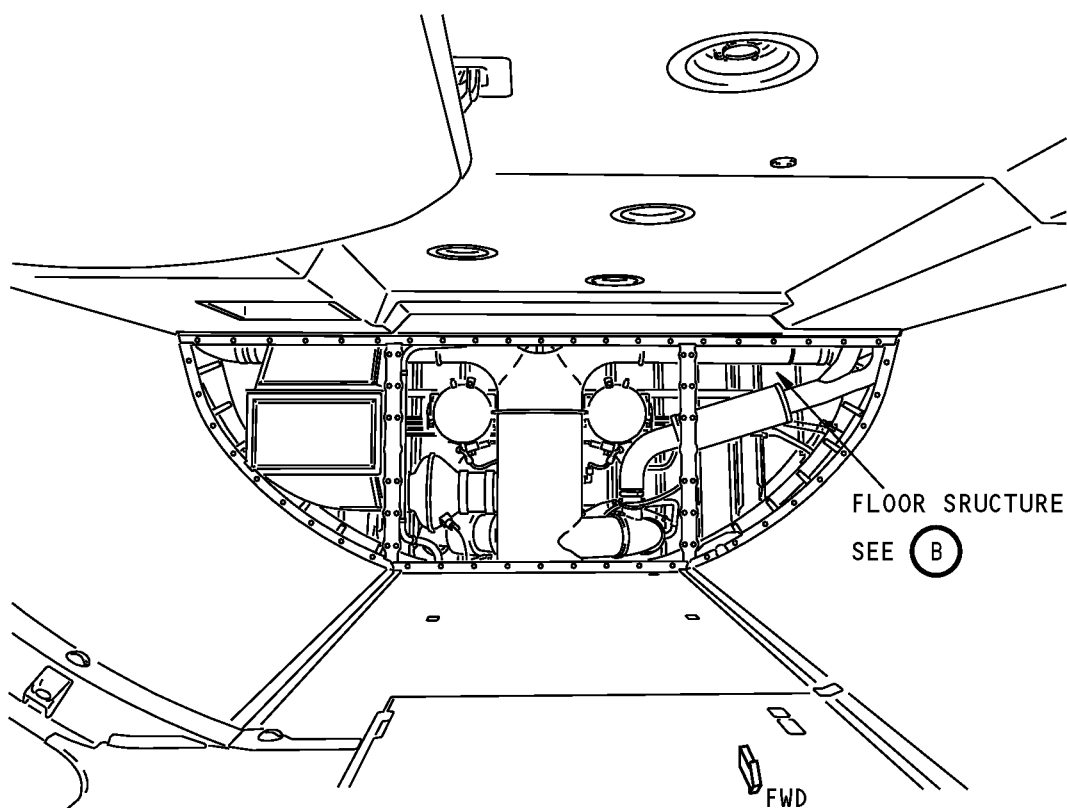
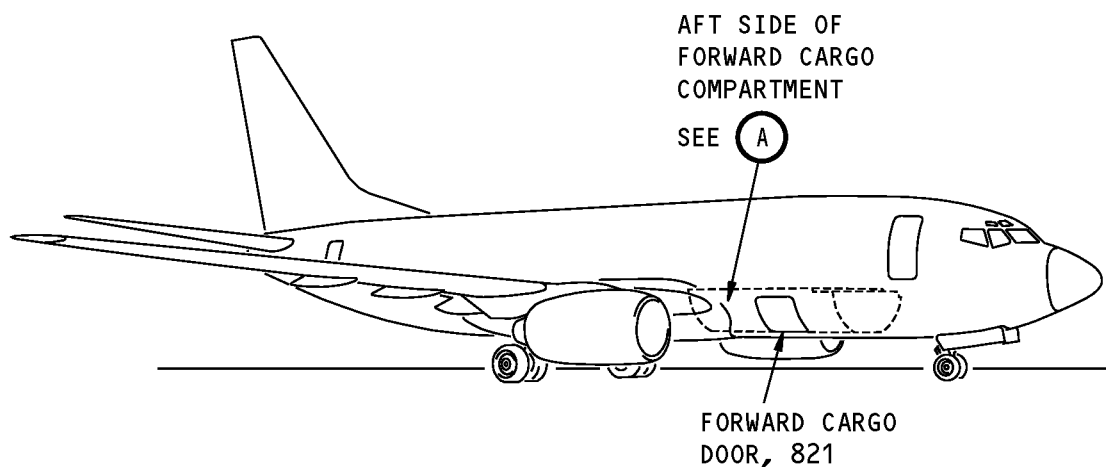
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AFT SIDE OF FORWARD CARGO COMPARTMENT
(AFT BULKHEAD PANELS REMOVED)

(A)

Passenger Compartment Floor Structure, Aft Of Forward Cargo Compartment
Figure 217 (Sheet 1 of 2)/53-05-03-990-867

EFFECTIVITY
HAP ALL

53-05-03

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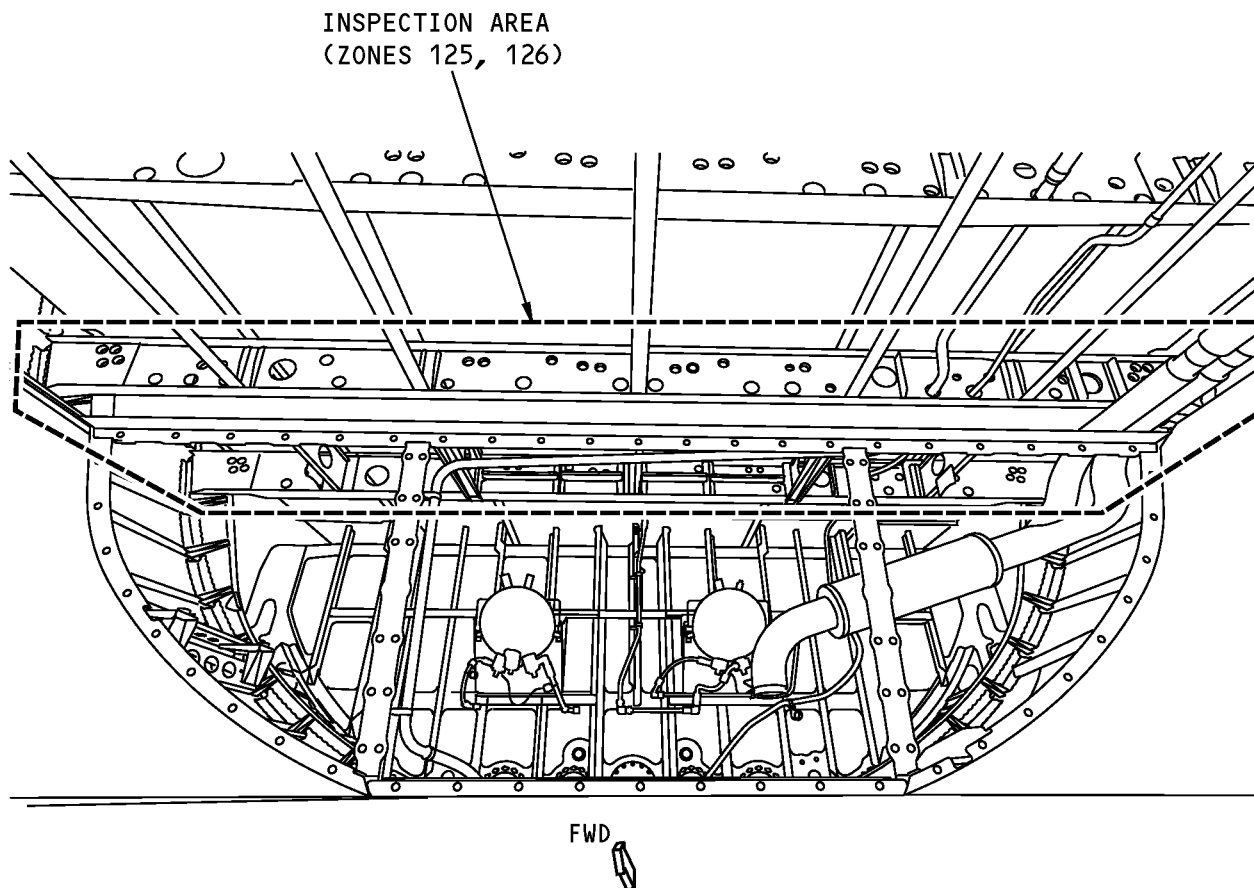
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AIRCRAFT MAINTENANCE MANUAL



FLOOR STRUCTURE (AIR RECIRCULATION FILTER AND MIX-MANIFOLD NOT SHOWN)

(B)

Passenger Compartment Floor Structure, Aft Of Forward Cargo Compartment
Figure 217 (Sheet 2 of 2)/53-05-03-990-867

EFFECTIVITY
HAP ALL

53-05-03

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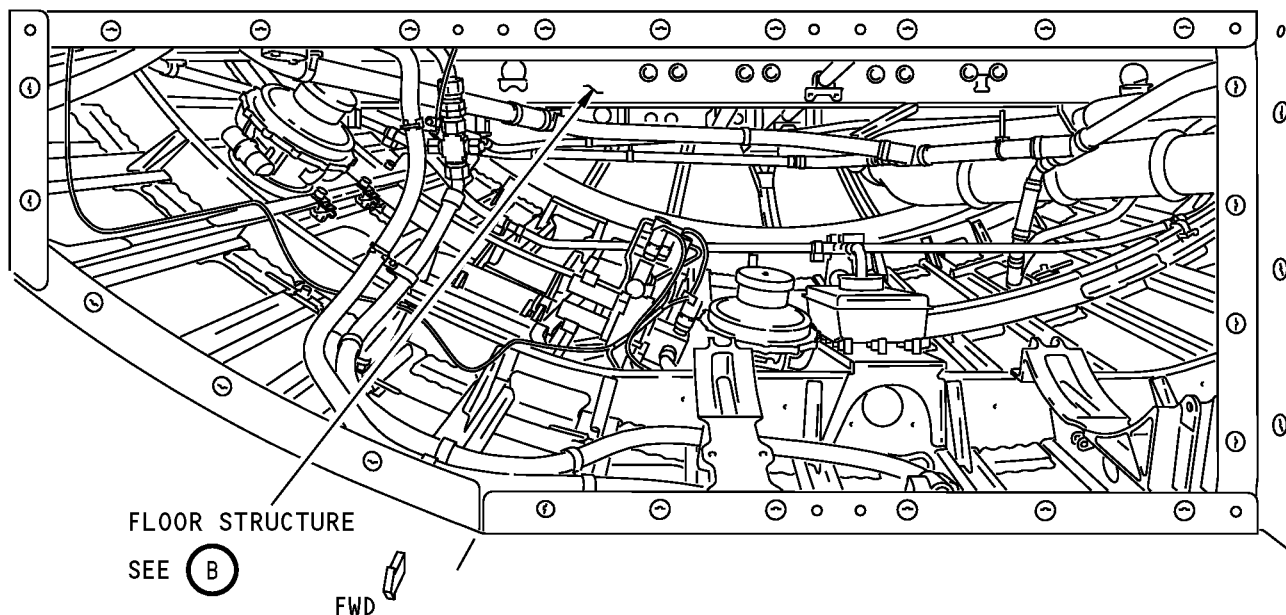
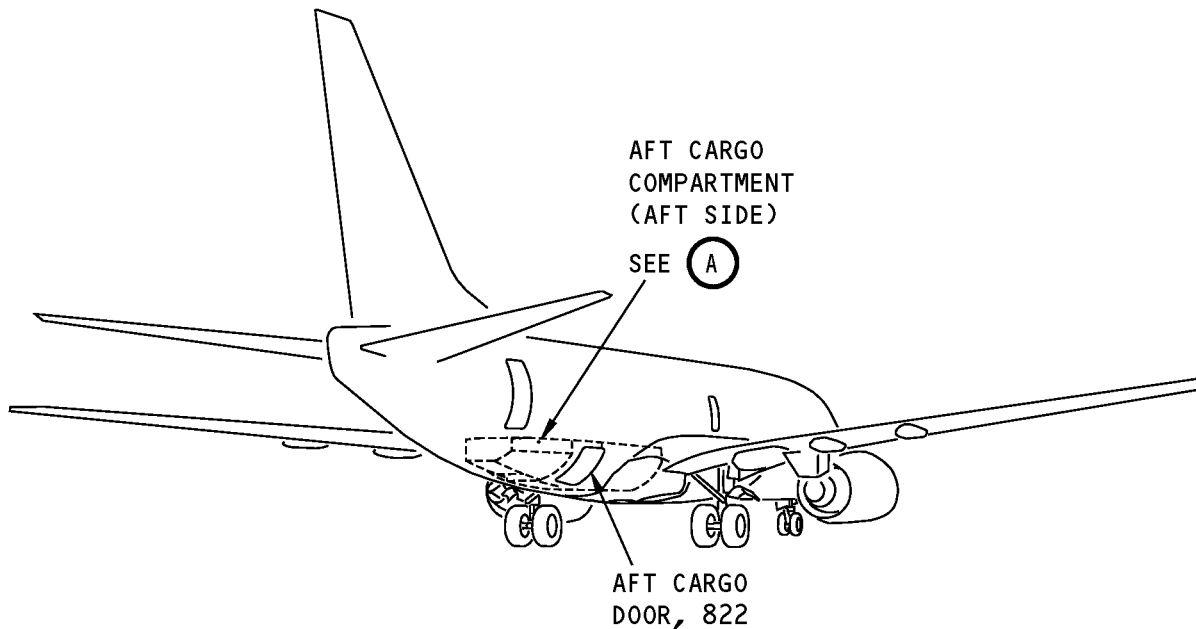
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AIRCRAFT MAINTENANCE MANUAL



AREA AFT OF CARGO COMPARTMENT
(POTABLE WATER TANK AND STANCHIONS REMOVED)

(A)

Passenger Compartment Floor Structure, Aft Of Aft Cargo Compartment
Figure 218 (Sheet 1 of 2)/53-05-03-990-868

EFFECTIVITY
HAP ALL

53-05-03

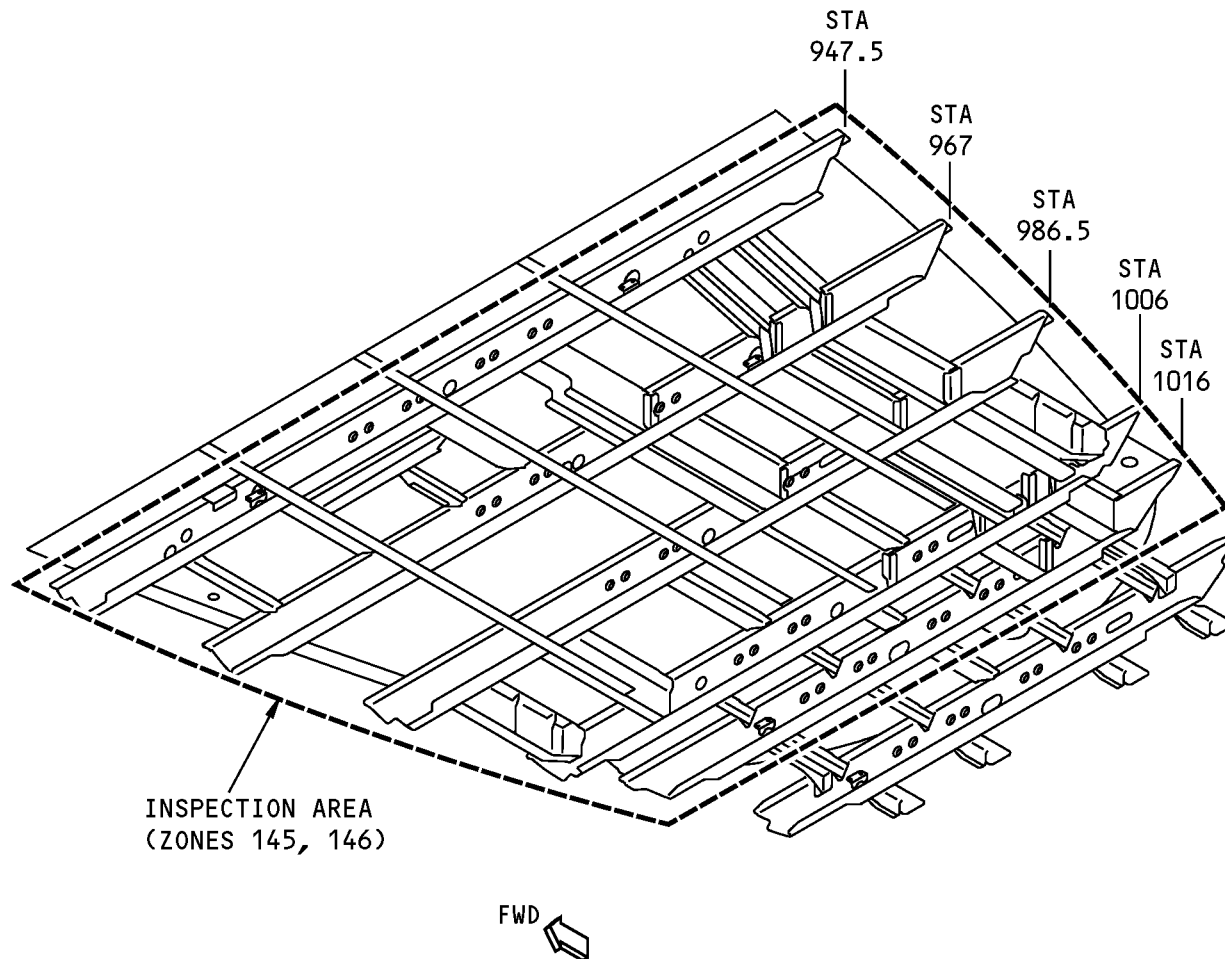
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FLOOR STRUCTURE

(B)

Passenger Compartment Floor Structure, Aft Of Aft Cargo Compartment
Figure 218 (Sheet 2 of 2)/53-05-03-990-868

EFFECTIVITY	
HAP ALL	

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AIRCRAFT MAINTENANCE MANUAL

TASK 53-05-03-210-811

13. INTERNAL - GENERAL VISUAL: INTERNAL - PASSENGER COMPARTMENT FLOOR STRUCTURE - WET AREA

A. General

(1) This procedure is a scheduled maintenance task.

B. Inspection

SUBTASK 53-05-03-210-011

(1) Do the inspection.

————— **END OF TASK** —————

EFFECTIVITY
HAP ALL

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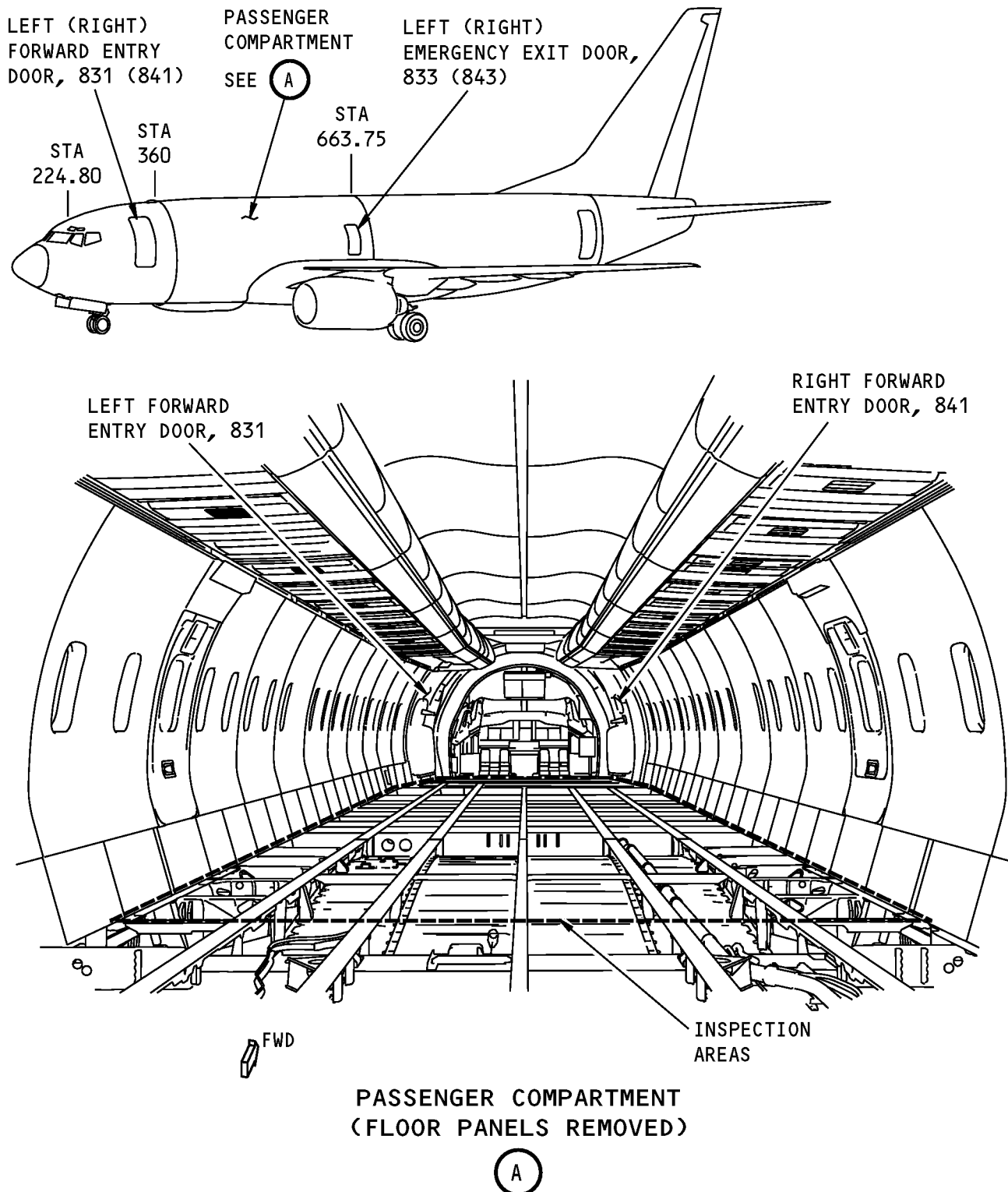
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AIRCRAFT MAINTENANCE MANUAL



Passenger Compartment Structure-Wet Area General Visual (Internal)
Figure 219 (Sheet 1 of 2)/53-05-03-990-869

EFFECTIVITY
HAP ALL

53-05-03

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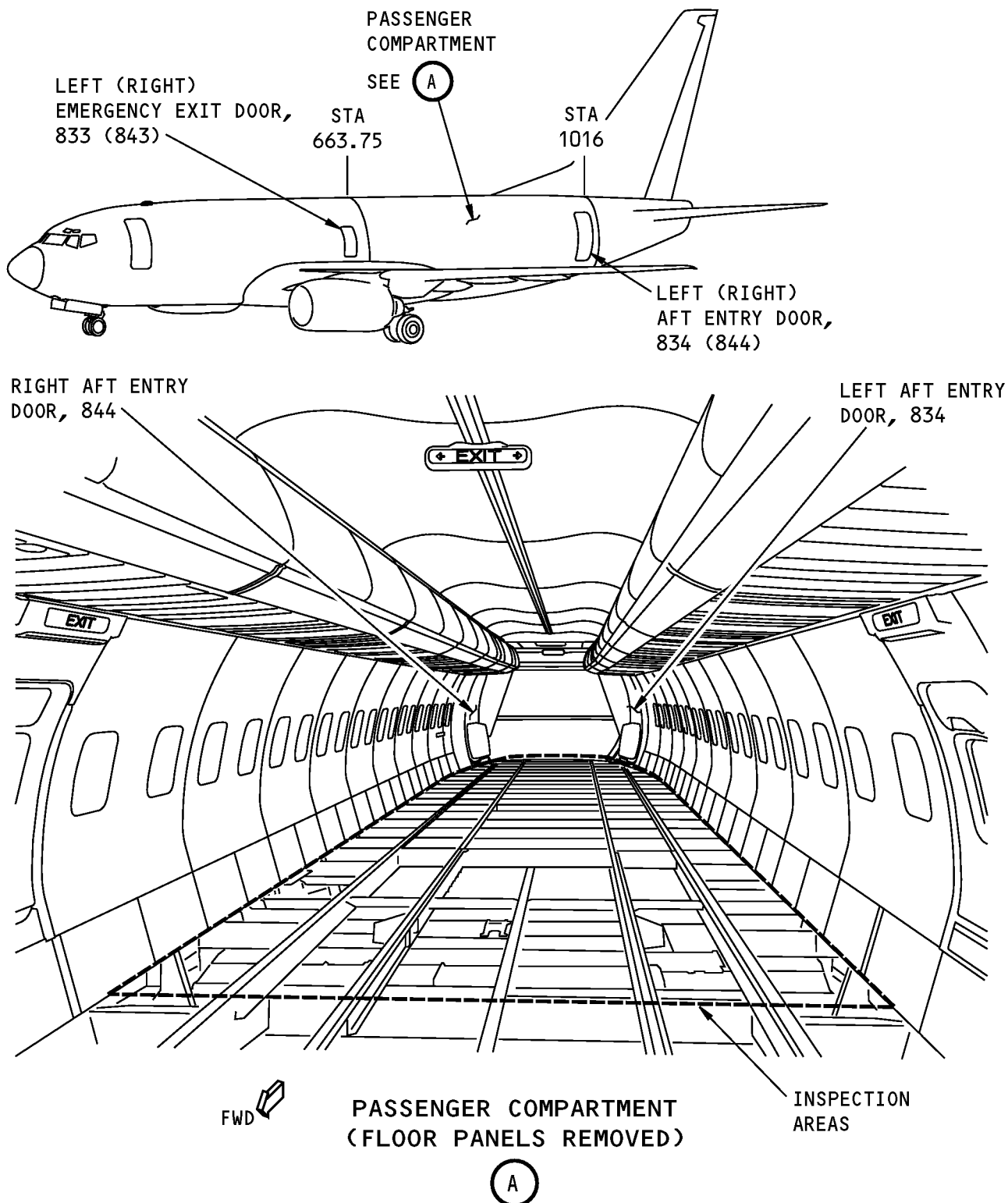
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AIRCRAFT MAINTENANCE MANUAL



Passenger Compartment Structure-Wet Area General Visual (Internal)
Figure 219 (Sheet 2 of 2)/53-05-03-990-869

EFFECTIVITY
HAP ALL

53-05-03

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AIRCRAFT MAINTENANCE MANUAL

TASK 53-05-03-210-812

14. INTERNAL - GENERAL VISUAL: INTERNAL - ELECTRICAL AND ELECTRONICS COMPARTMENT

A. General

(1) This procedure is a scheduled maintenance task.

B. Inspection

SUBTASK 53-05-03-210-012

(1) Do the inspection.

————— **END OF TASK** —————

EFFECTIVITY
HAP ALL

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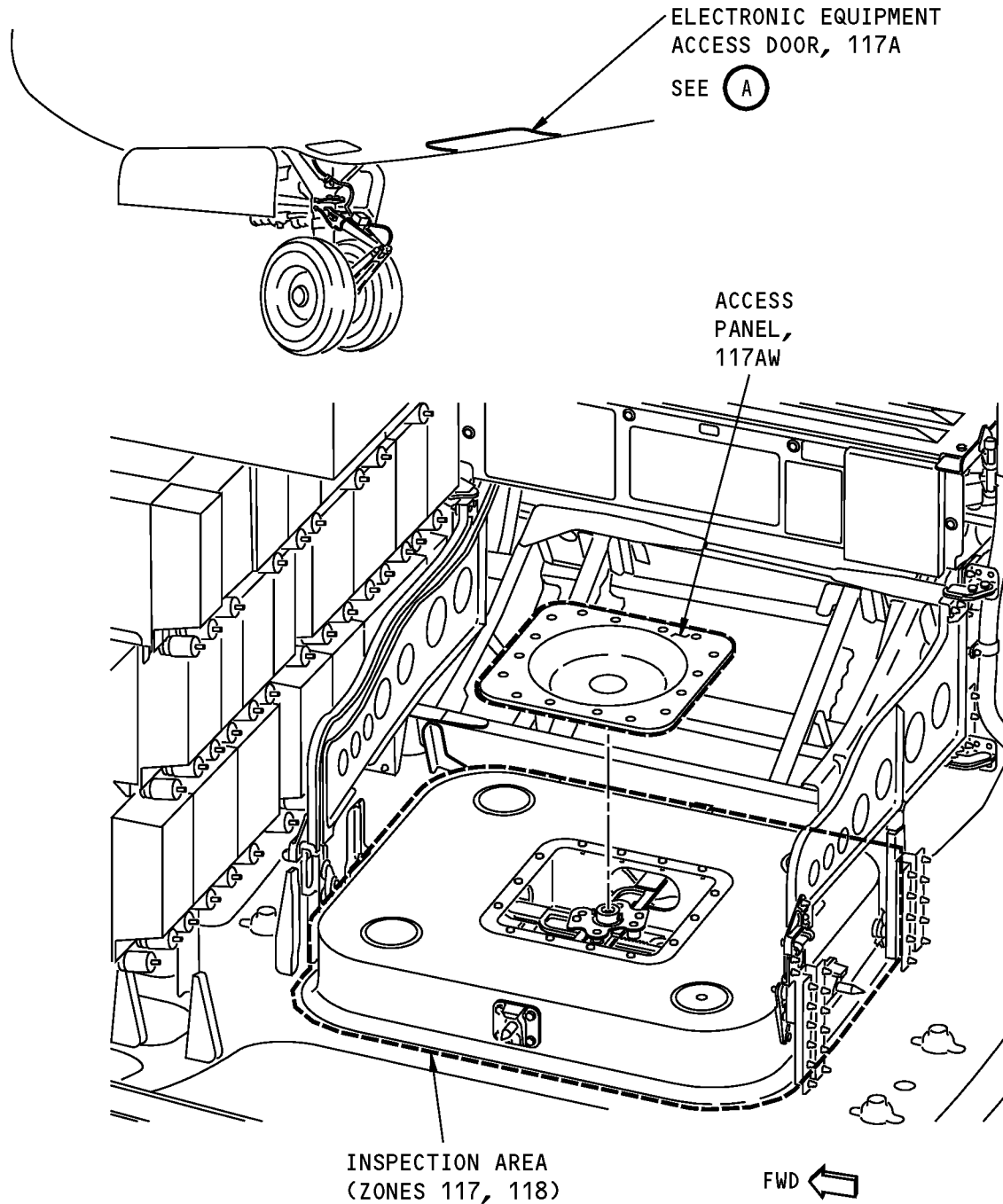
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AIRCRAFT MAINTENANCE MANUAL



ELECTRICAL EQUIPMENT ACCESS DOOR, 117A

(A)

MPD ITEM
53-810-00

Electrical Equipment Access Door General Visual (Internal)
Figure 220 (Sheet 1 of 3)/53-05-03-990-843

EFFECTIVITY
HAP ALL

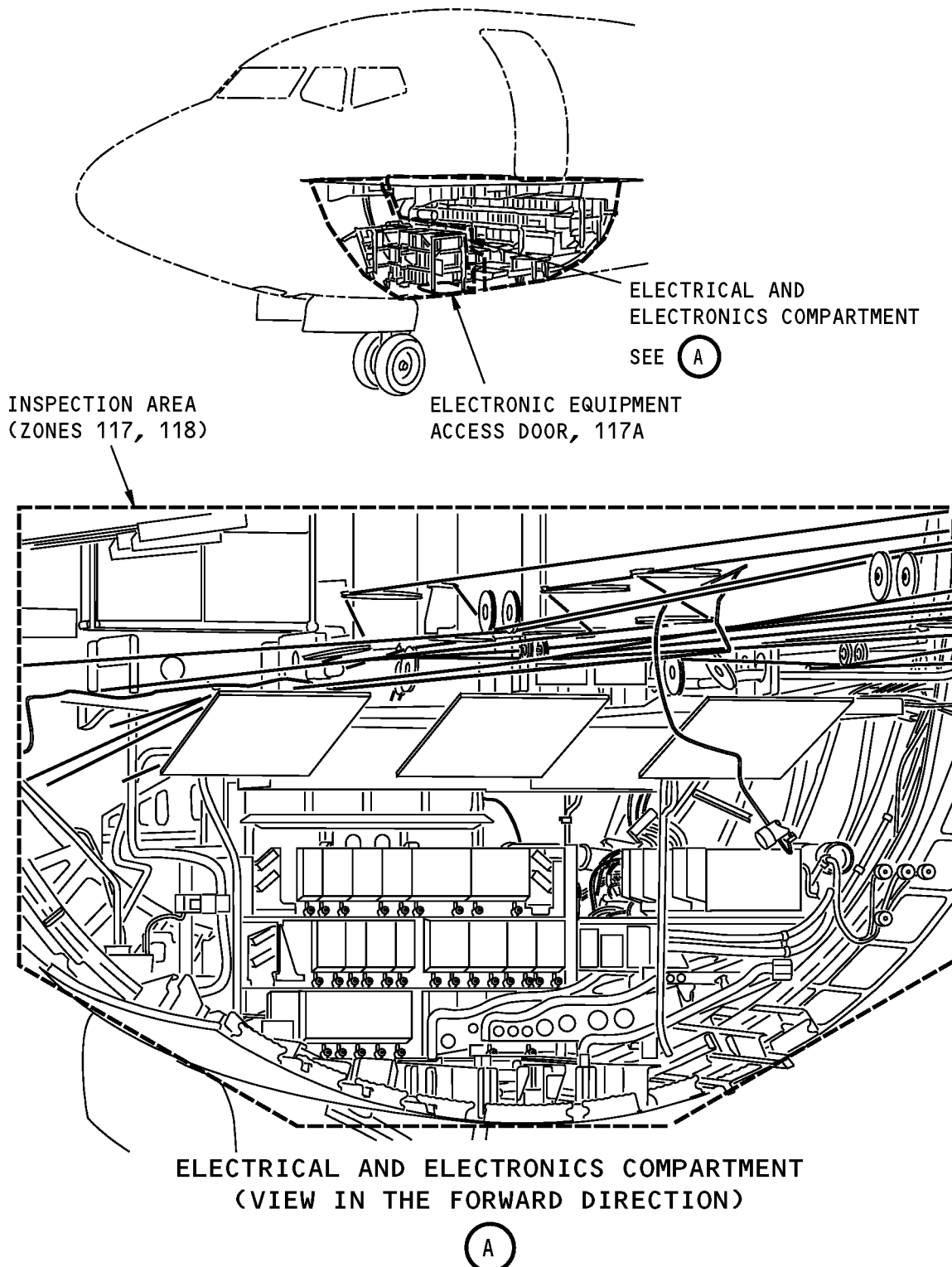
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AIRCRAFT MAINTENANCE MANUAL



Electrical Equipment Access Door General Visual (Internal)
Figure 220 (Sheet 2 of 3)/53-05-03-990-843

EFFECTIVITY
HAP ALL

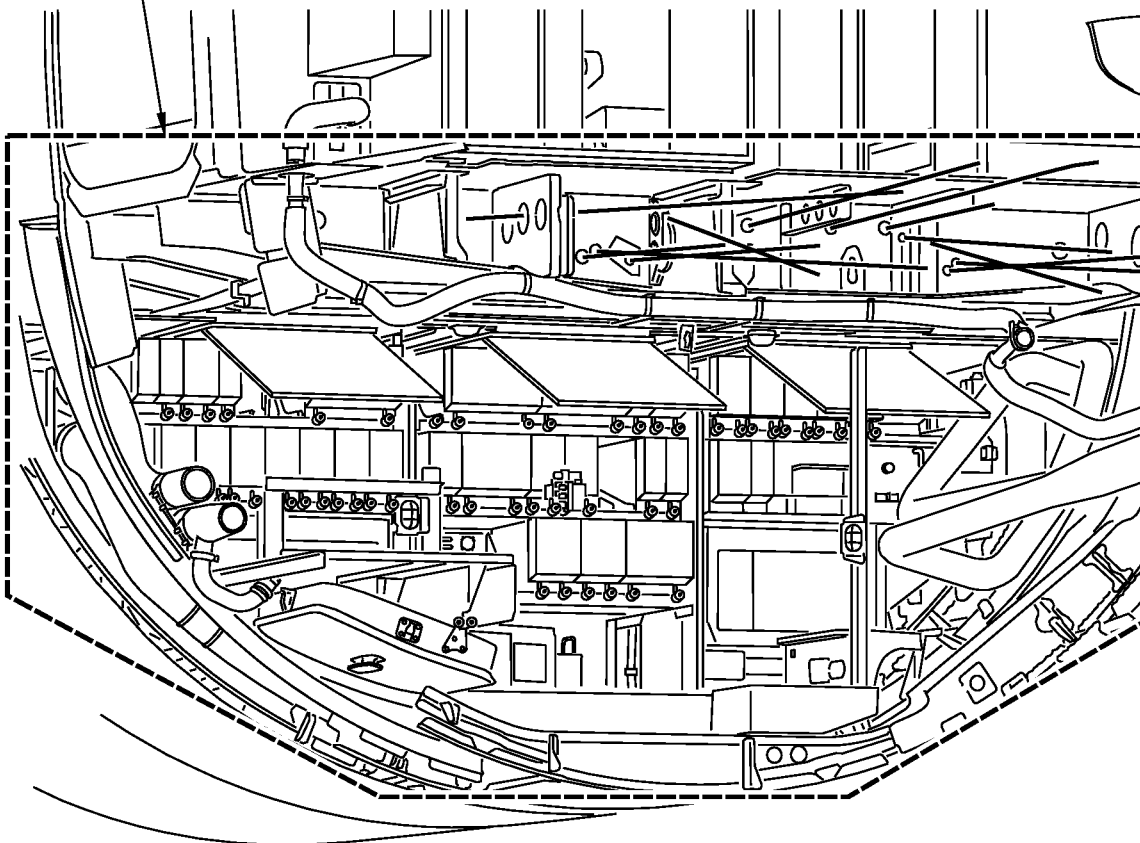
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INSPECTION AREA
(ZONES 117, 118)



**ELECTRICAL AND ELECTRONICS COMPARTMENT
(VIEW IN THE AFT DIRECTION)**

A

**Electrical Equipment Access Door General Visual (Internal)
Figure 220 (Sheet 3 of 3)/53-05-03-990-843**

EFFECTIVITY
HAP ALL

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AIRCRAFT MAINTENANCE MANUAL

TASK 53-05-03-210-813

15. INTERNAL - GENERAL VISUAL: INTERNAL - FORWARD CARGO COMPARTMENT

A. General

(1) This procedure is a scheduled maintenance task.

B. Inspection

SUBTASK 53-05-03-210-013

(1) Do the inspection.

————— **END OF TASK** —————

EFFECTIVITY
HAP ALL

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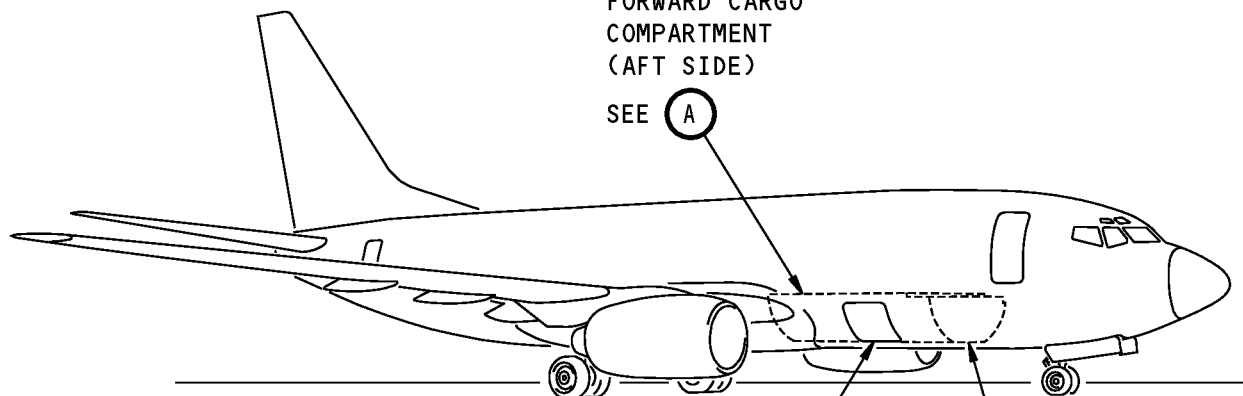


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AIRCRAFT MAINTENANCE MANUAL

FORWARD CARGO
COMPARTMENT
(AFT SIDE)

SEE (A)

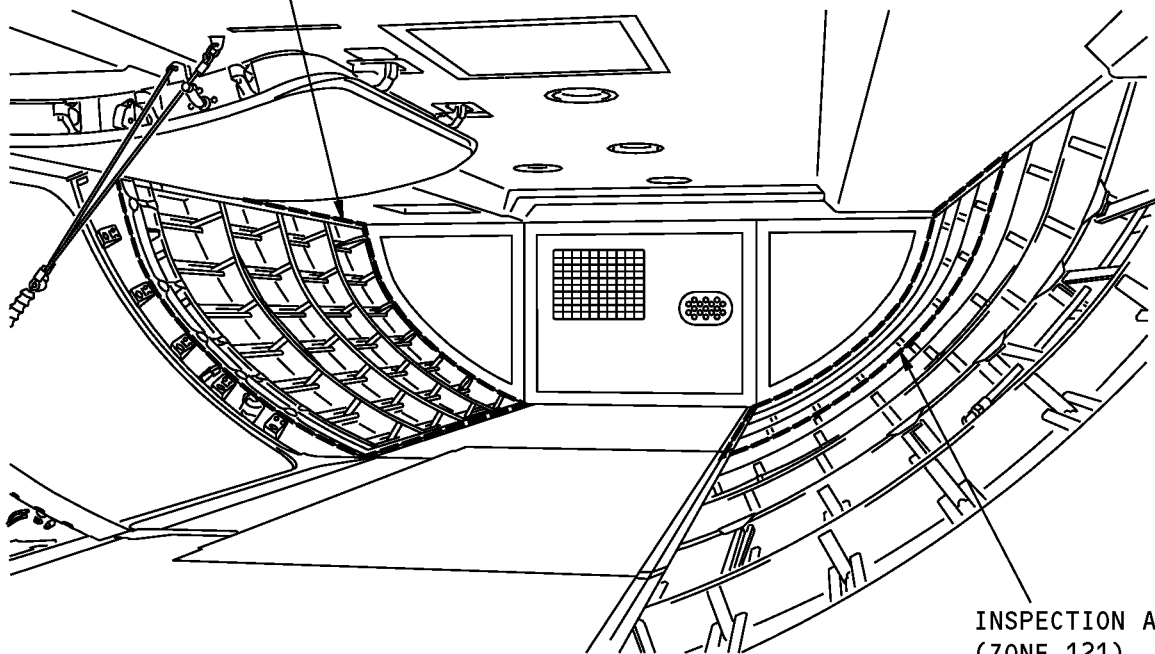


FORWARD
CARGO
DOOR, 821

FORWARD CARGO
COMPARTMENT
(FORWARD SIDE)

SEE (B)

INSPECTION AREA
(ZONE 122)



FWD

FORWARD CARGO COMPARTMENT
(AFT SIDE)

(A)

MPD ITEM
53-816-00

Forward Cargo Compartment General Visual (Internal) (Sidewall Liners and Insulation Removed)
Figure 221 (Sheet 1 of 4)/53-05-03-990-846

EFFECTIVITY
HAP ALL

53-05-03

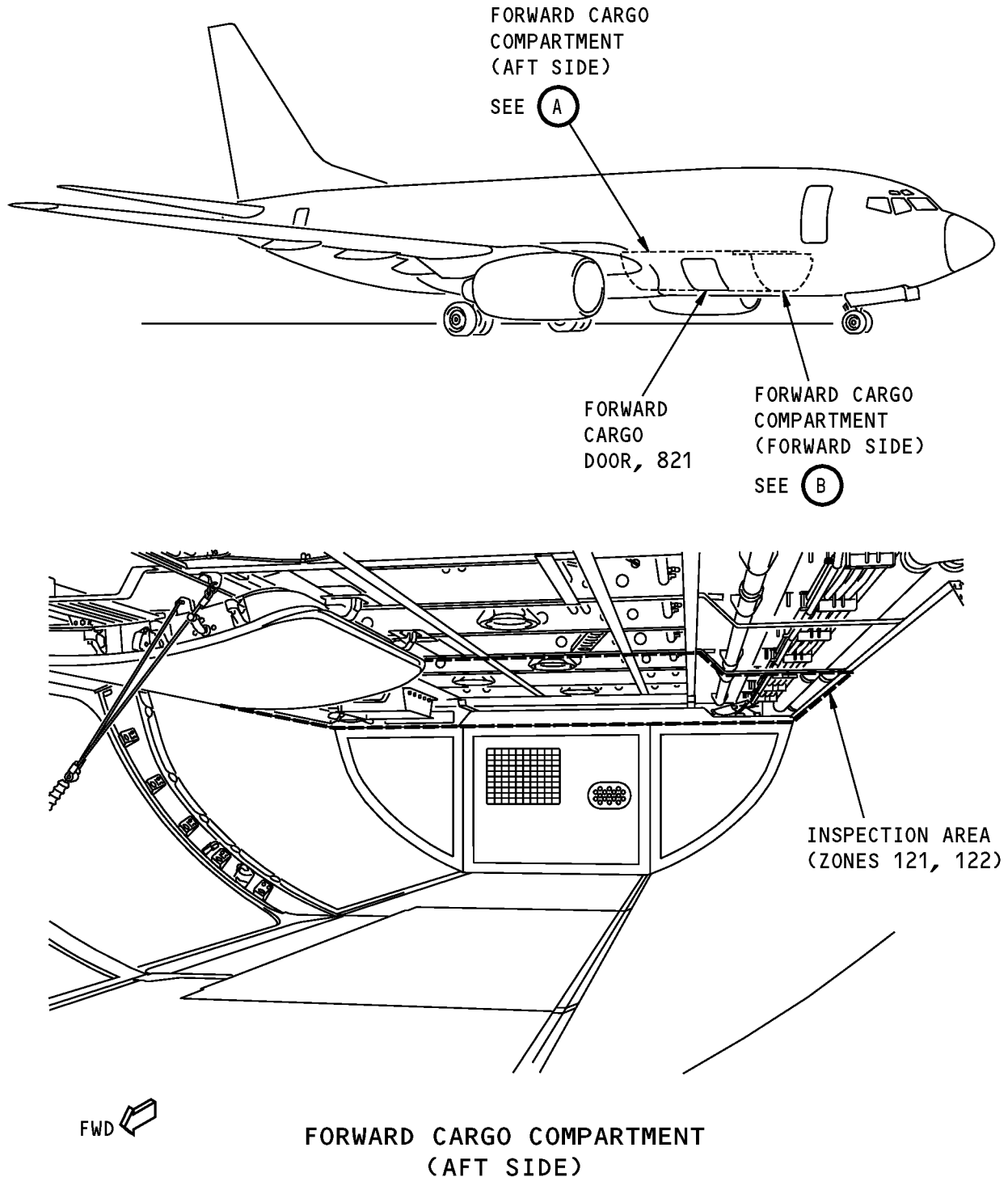
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AIRCRAFT MAINTENANCE MANUAL



MPD ITEM
53-814-00

Forward Cargo Compartment General Visual (Internal) (Sidewall Liners and Insulation Removed)
Figure 221 (Sheet 2 of 4)/53-05-03-990-846

EFFECTIVITY
HAP ALL

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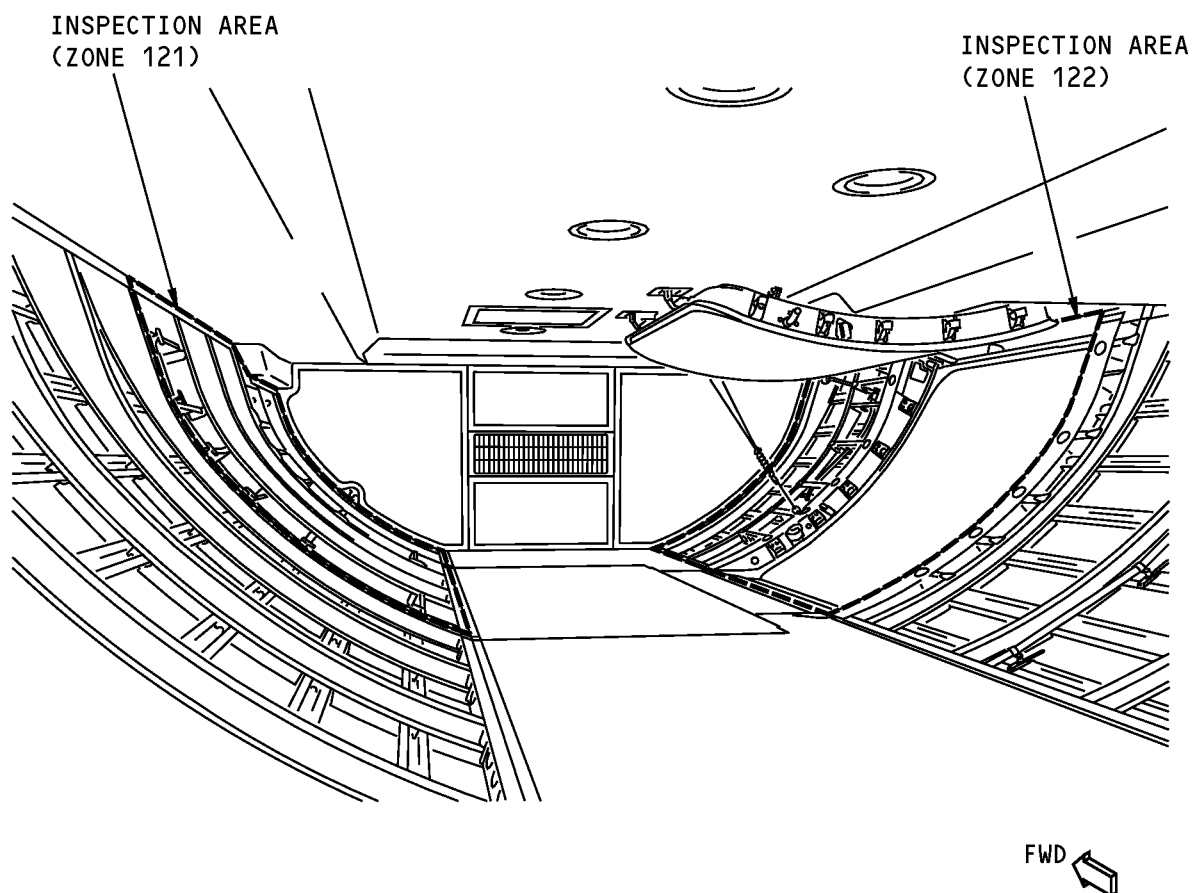
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AIRCRAFT MAINTENANCE MANUAL



FORWARD CARGO COMPARTMENT
(FORWARD SIDE)

(B)

MPD ITEM
53-816-00

Forward Cargo Compartment General Visual (Internal) (Sidewall Liners and Insulation Removed)
Figure 221 (Sheet 3 of 4)/53-05-03-990-846

EFFECTIVITY
HAP ALL

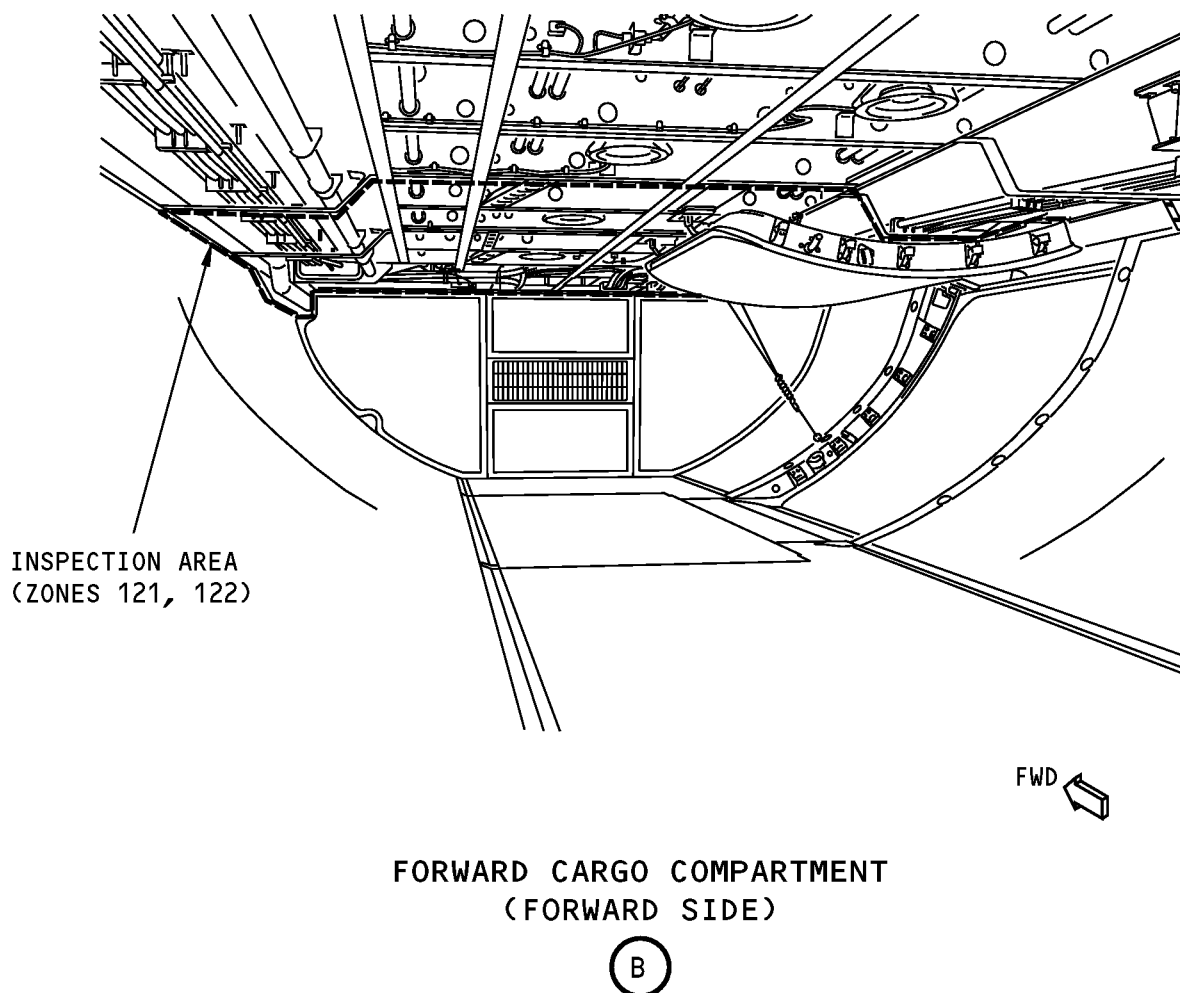
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MPD ITEM
53-814-00

Forward Cargo Compartment General Visual (Internal) (Sidewall Liners and Insulation Removed)
Figure 221 (Sheet 4 of 4)/53-05-03-990-846

EFFECTIVITY
HAP ALL

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AIRCRAFT MAINTENANCE MANUAL

TASK 53-05-03-210-814

16. INTERNAL - GENERAL VISUAL: INTERNAL - FORWARD CARGO COMPARTMENT FLOOR STRUCTURE

A. General

(1) This procedure is a scheduled maintenance task.

B. Inspection

SUBTASK 53-05-03-210-014

(1) Do the inspection.

————— **END OF TASK** —————

EFFECTIVITY
HAP ALL

D633A101-HAP

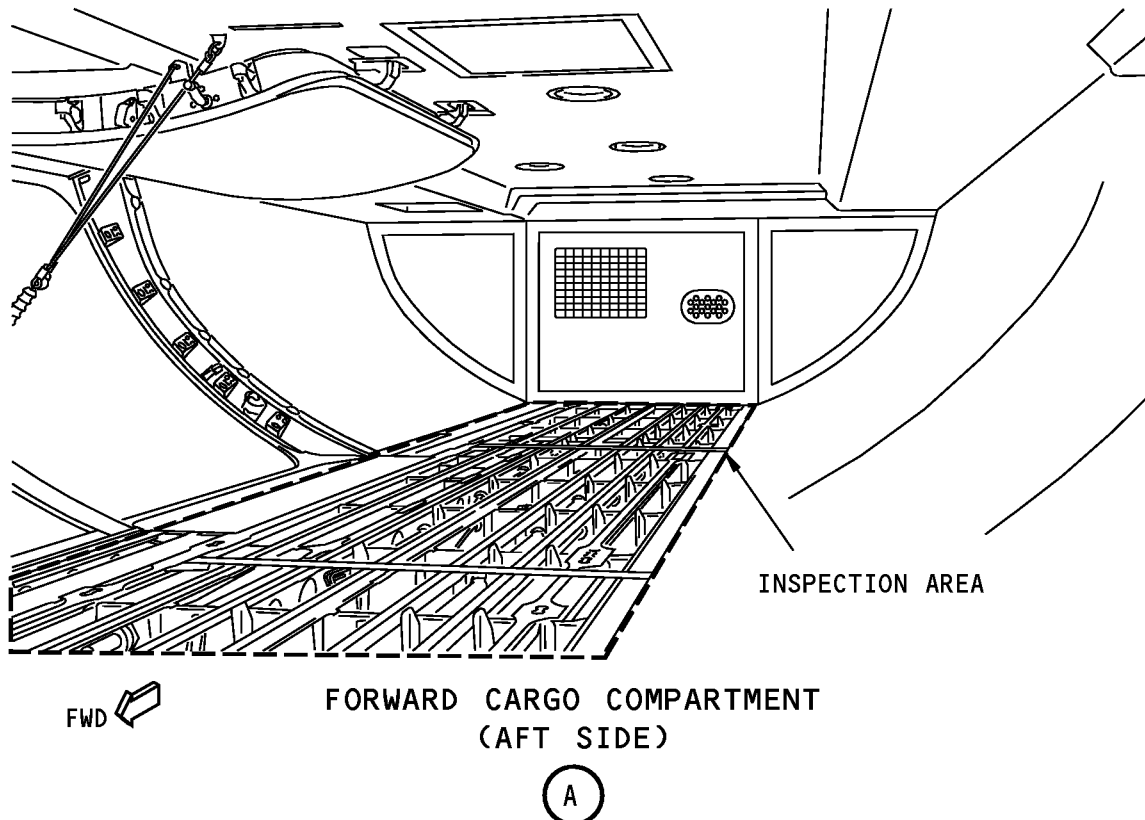
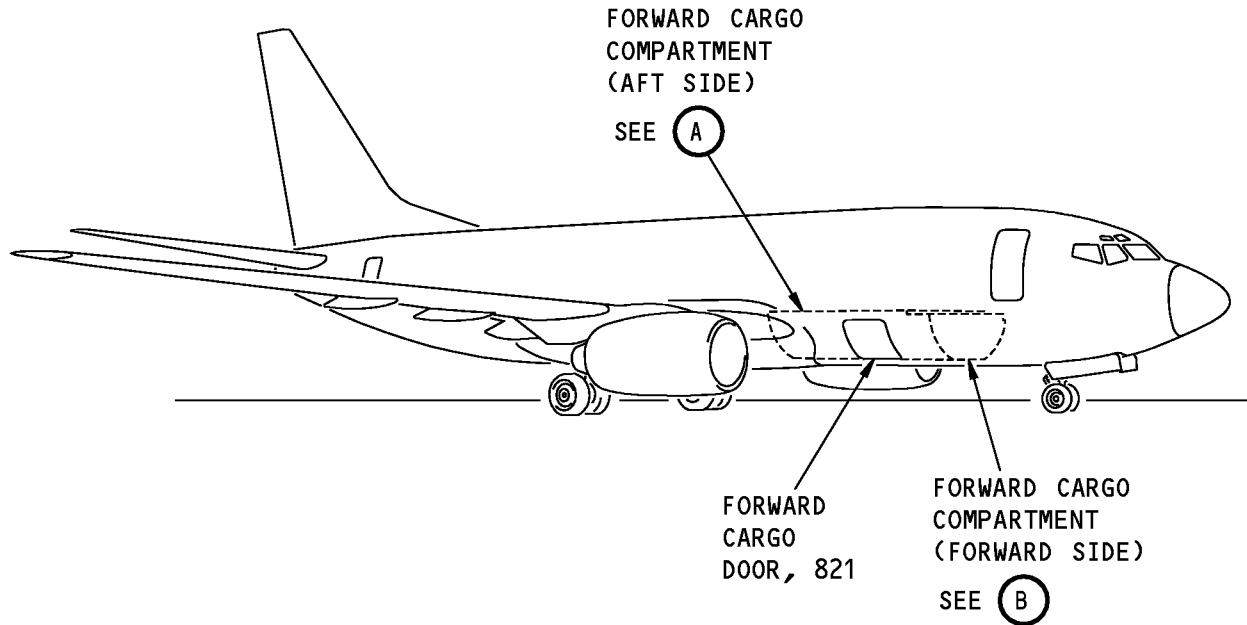
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Forward Cargo Compartment Floor Structure General Visual (Internal)
Figure 222 (Sheet 1 of 2)/53-05-03-990-819

EFFECTIVITY
HAP ALL

53-05-03

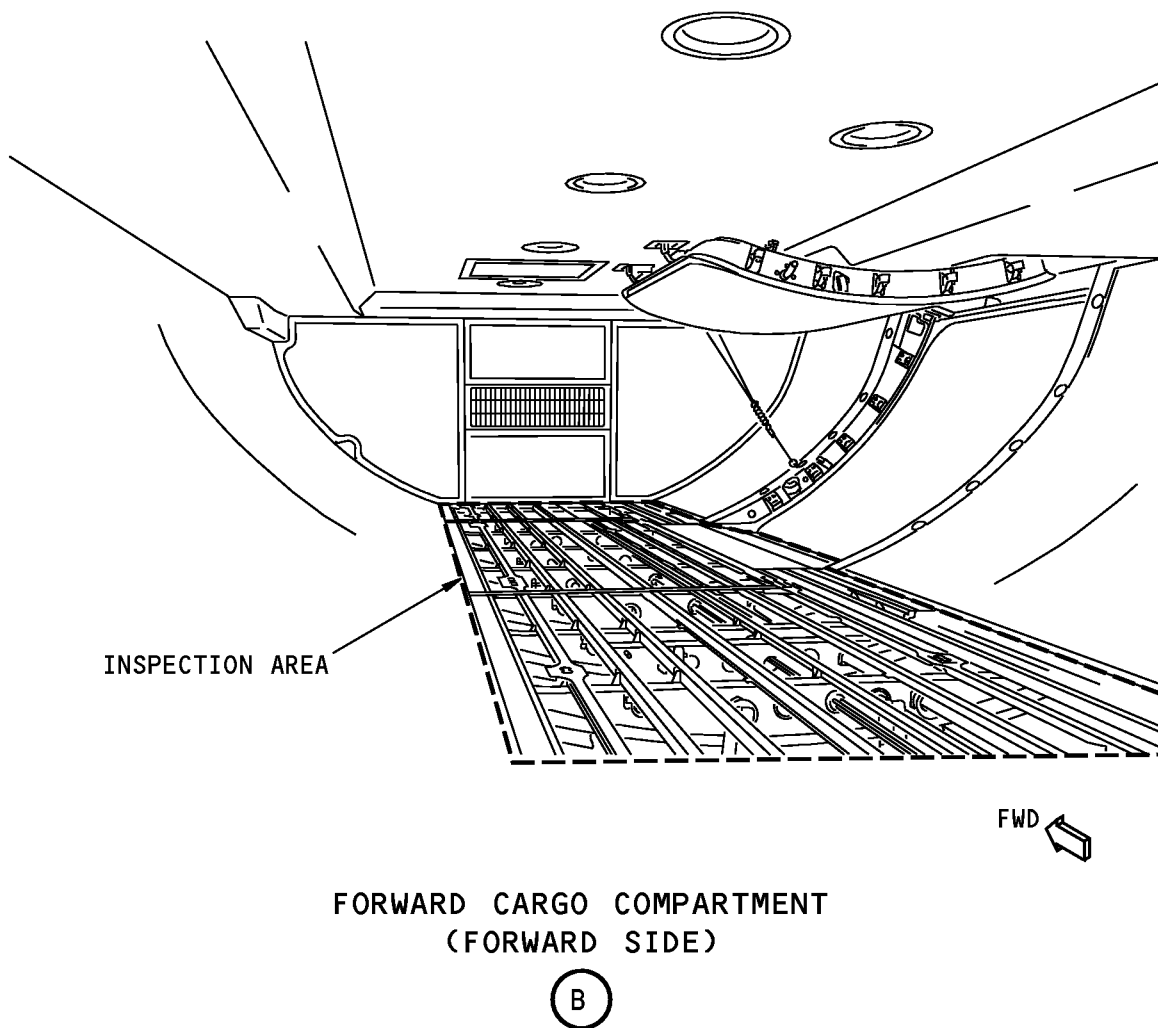
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AIRCRAFT MAINTENANCE MANUAL



Forward Cargo Compartment Floor Structure General Visual (Internal)
Figure 222 (Sheet 2 of 2)/53-05-03-990-819

EFFECTIVITY
HAP ALL

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AIRCRAFT MAINTENANCE MANUAL

TASK 53-05-03-210-815

17. INTERNAL - GENERAL VISUAL: INTERNAL - AFT CARGO COMPARTMENT FLOOR STRUCTURE

A. General

(1) This procedure is a scheduled maintenance task.

B. Inspection

SUBTASK 53-05-03-210-015

(1) Do the inspection.

————— **END OF TASK** —————

EFFECTIVITY
HAP ALL

D633A101-HAP

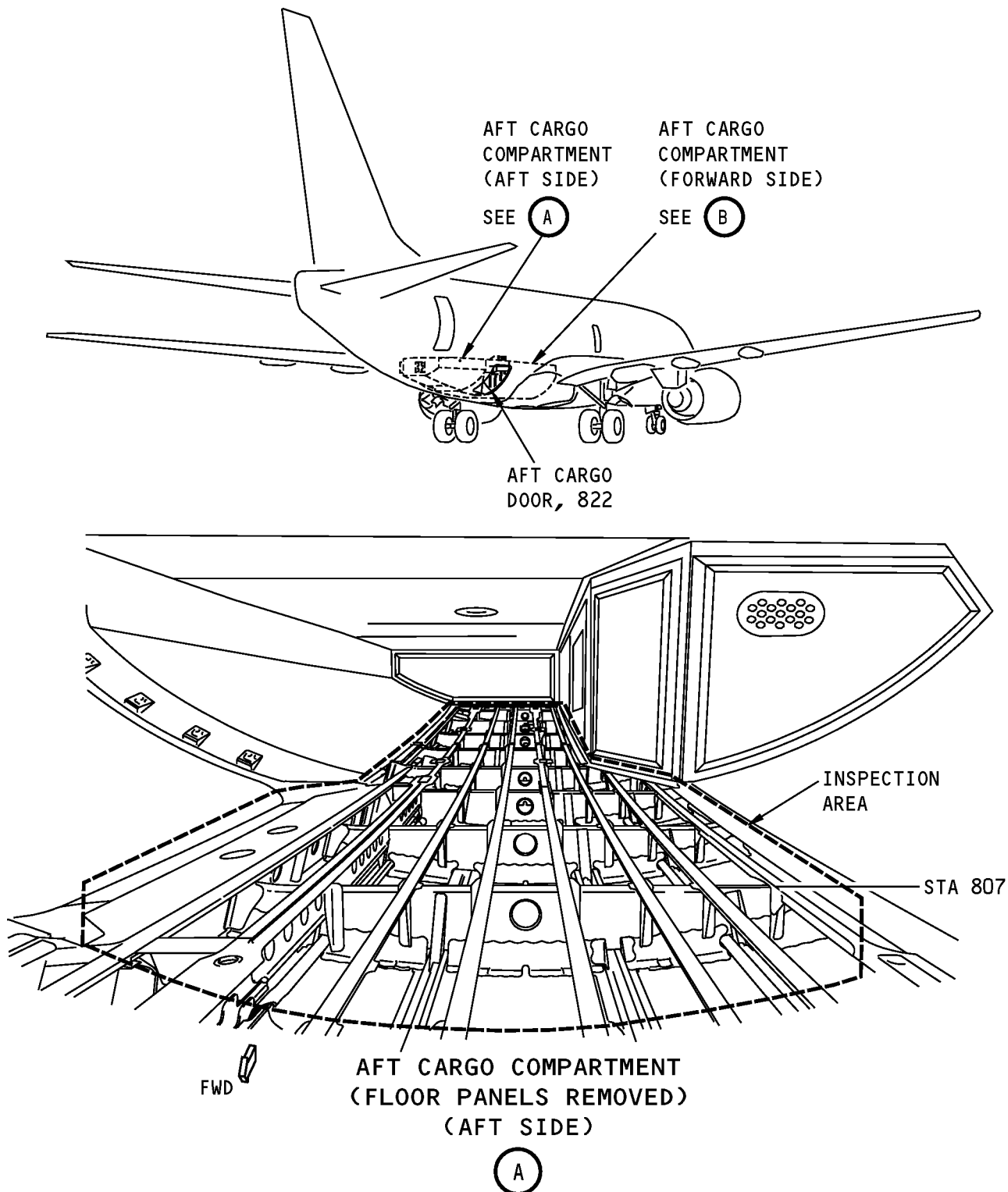
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AIRCRAFT MAINTENANCE MANUAL



INTERNAL - GENERAL VISUAL: AFT CARGO COMPARTMENT FLOOR STRUCTURE

Figure 223 (Sheet 1 of 2)/53-05-03-990-828

EFFECTIVITY
HAP ALL

53-05-03

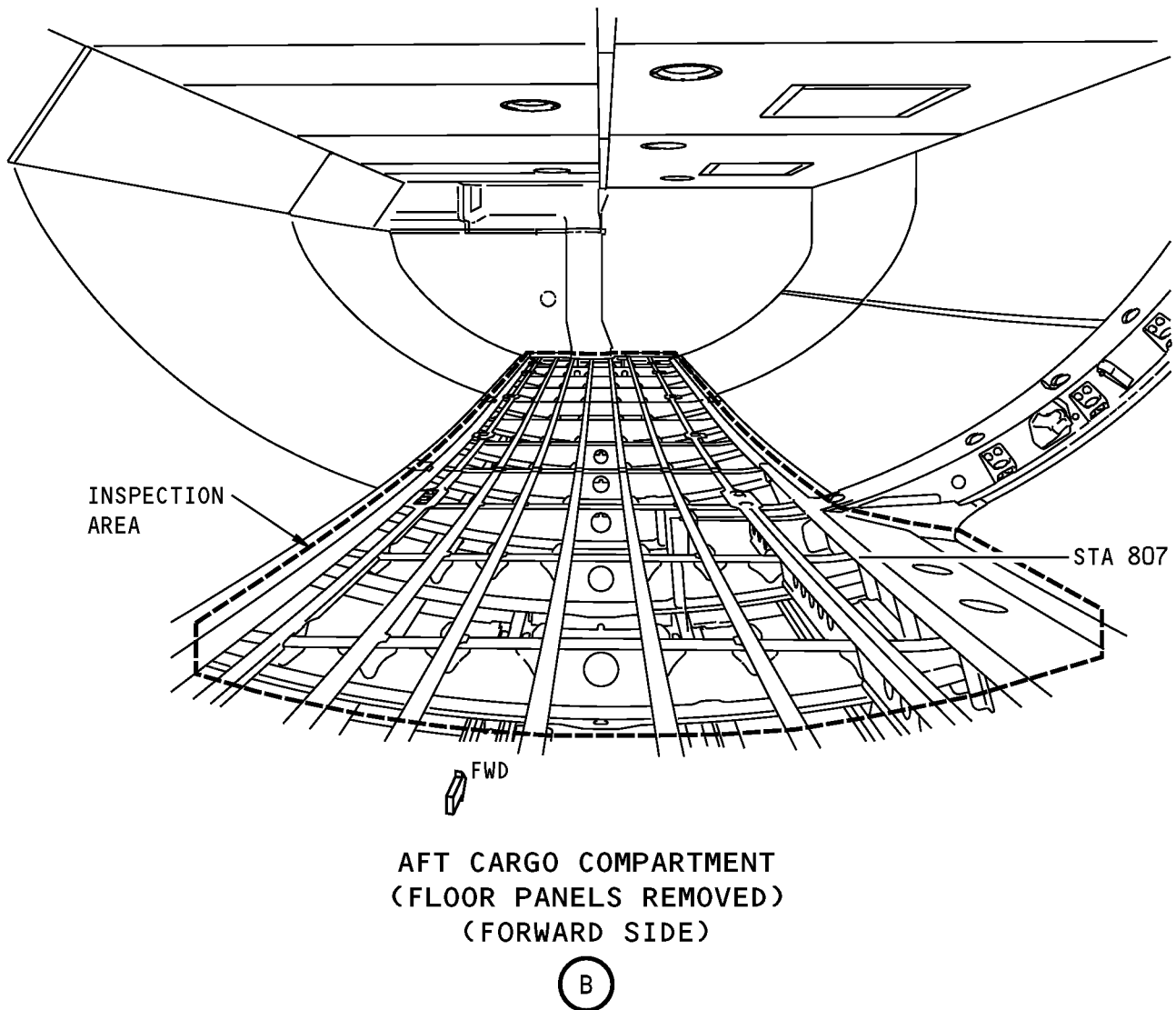
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INTERNAL - GENERAL VISUAL: AFT CARGO COMPARTMENT FLOOR STRUCTURE
Figure 223 (Sheet 2 of 2)/53-05-03-990-828

EFFECTIVITY
HAP ALL

53-05-03

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AIRCRAFT MAINTENANCE MANUAL

TASK 53-05-03-211-803

18. INTERNAL - DETAILED: INTERNAL - FORWARD CARGO DOOR CUTOUT

A. General

- (1) This procedure is a scheduled maintenance task.

B. Inspection

SUBTASK 53-05-03-211-003

- (1) Do the inspection.

————— **END OF TASK** —————

EFFECTIVITY
HAP ALL

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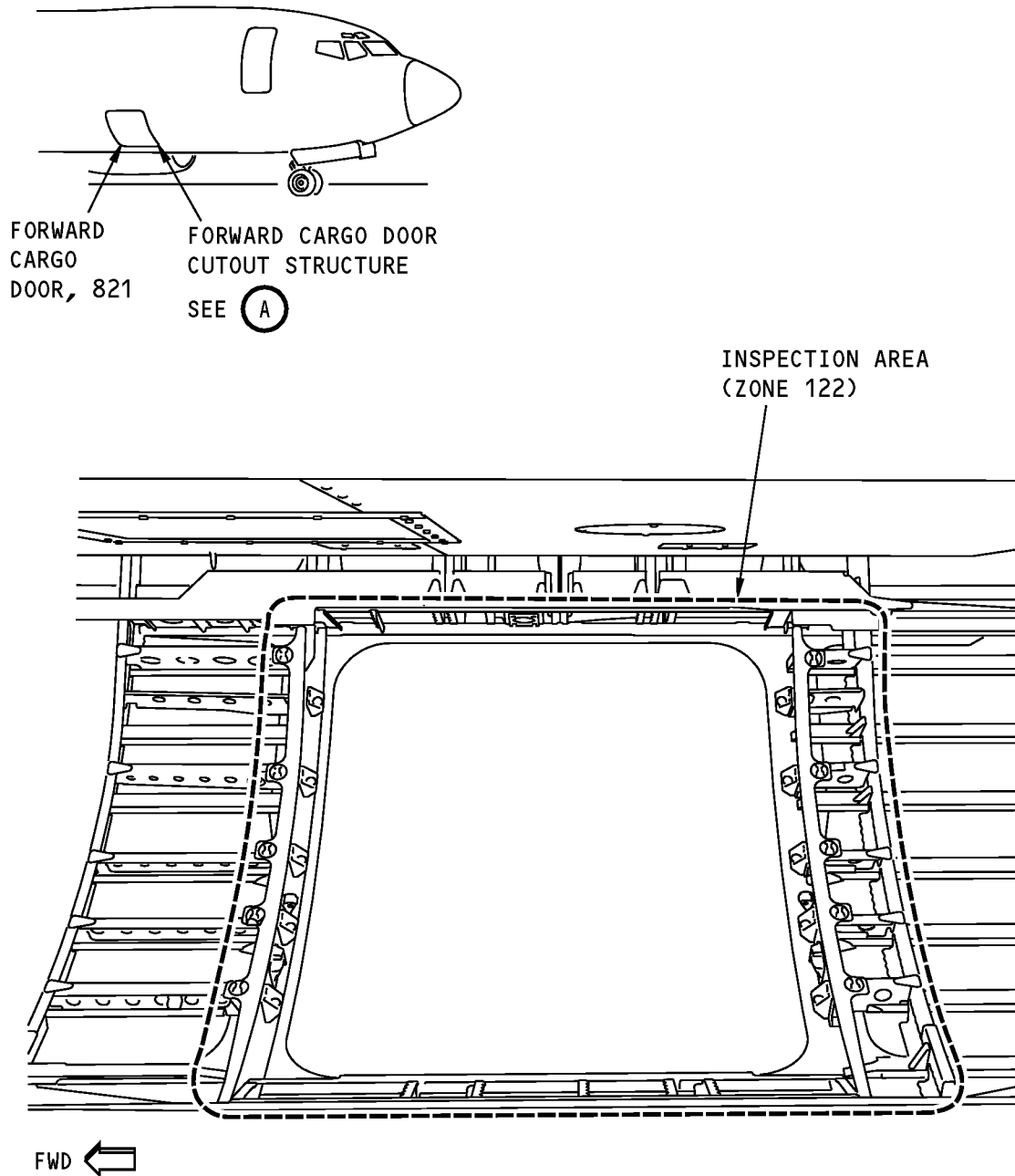
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FORWARD CARGO DOOR CUTOUT STRUCTURE
(DOOR REVEALS AND SIDEWALL PANELS REMOVED)

(A)

Forward Cargo Door Cutout Detailed (Internal)
Figure 224/53-05-03-990-821

EFFECTIVITY
HAP ALL

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AIRCRAFT MAINTENANCE MANUAL

TASK 53-05-03-210-816

19. INTERNAL - GENERAL VISUAL: INTERNAL - FORWARD BILGE

A. General

- (1) This procedure is a scheduled maintenance task.

B. Inspection

SUBTASK 53-05-03-210-016

- (1) Do the inspection.

————— **END OF TASK** —————

EFFECTIVITY
HAP ALL

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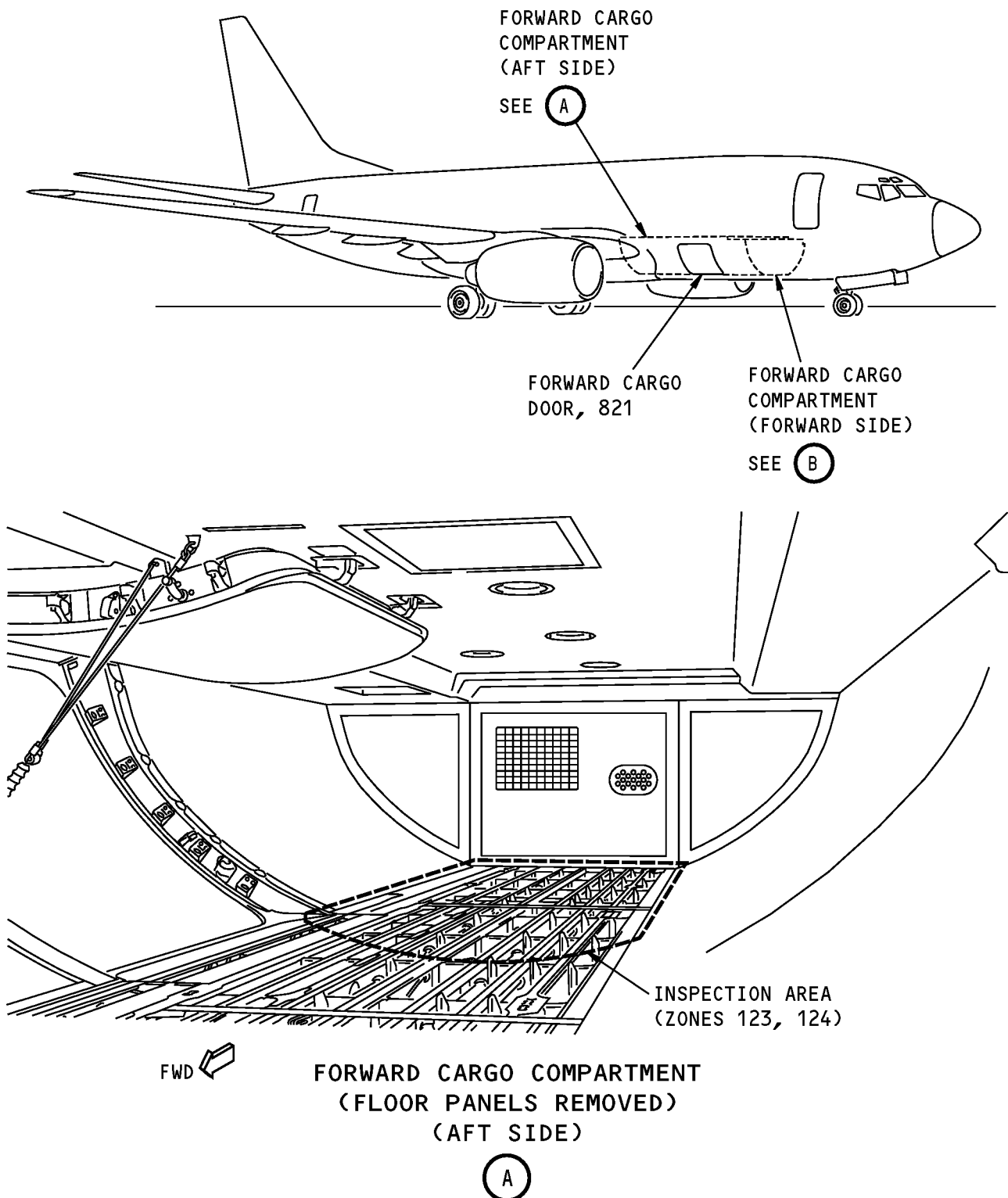
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Below the Forward Cargo Comp - Forward Bilge General Visual (Int)
Figure 225 (Sheet 1 of 2)/53-05-03-990-825

EFFECTIVITY
HAP ALL

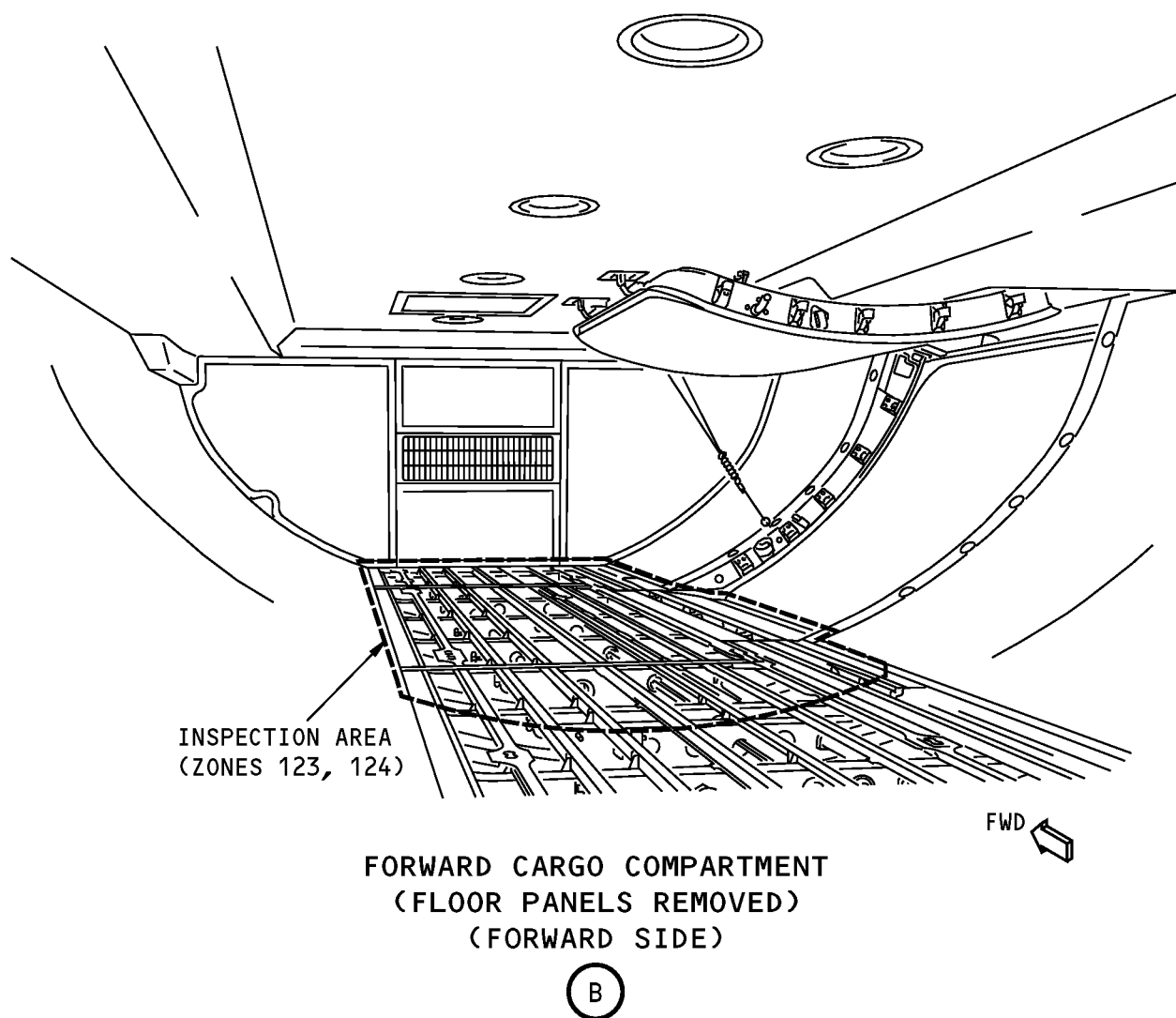
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Below the Forward Cargo Comp - Forward Bilge General Visual (Int)
Figure 225 (Sheet 2 of 2)/53-05-03-990-825

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HAP ALL

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AIRCRAFT MAINTENANCE MANUAL

TASK 53-05-03-210-817

20. INTERNAL - GENERAL VISUAL: INTERNAL - AREA AFT OF FORWARD CARGO COMPARTMENT

A. General

(1) This procedure is a scheduled maintenance task.

B. Inspection

SUBTASK 53-05-03-210-017

(1) Do the inspection.

————— **END OF TASK** —————

EFFECTIVITY
HAP ALL

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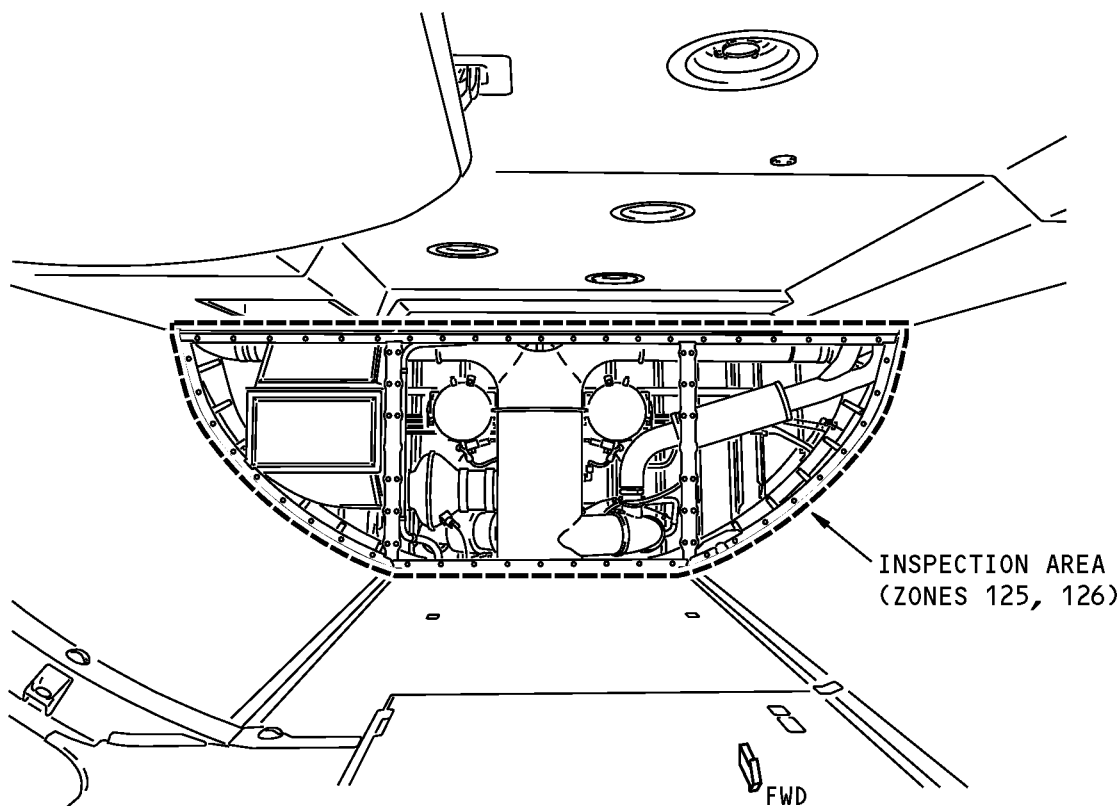
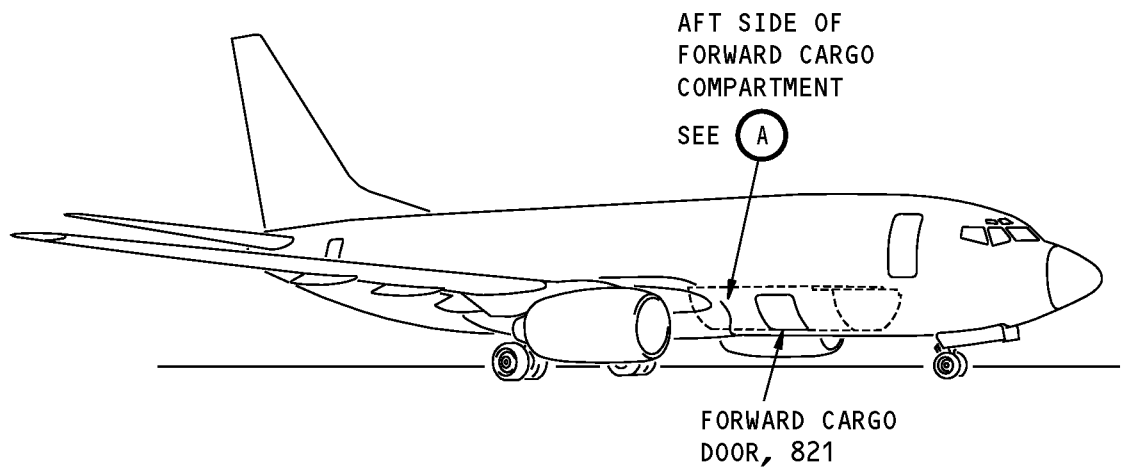
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AFT SIDE OF FORWARD CARGO COMPARTMENT
(AFT BULKHEAD PANELS REMOVED)

(A)

INTERNAL-GENERAL VISUAL: INTERNAL-AREA AFT OF FORWARD CARGO COMPARTMENT
Figure 226/53-05-03-990-847

EFFECTIVITY
HAP ALL

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AIRCRAFT MAINTENANCE MANUAL

TASK 53-05-03-210-818

21. INTERNAL - GENERAL VISUAL: INTERNAL - AREA UNDER LOWER WING-TO-BODY FAIRING (forward of wing box)

A. General

(1) This procedure is a scheduled maintenance task.

B. Inspection

SUBTASK 53-05-03-210-018

(1) Do the inspection.

————— **END OF TASK** —————

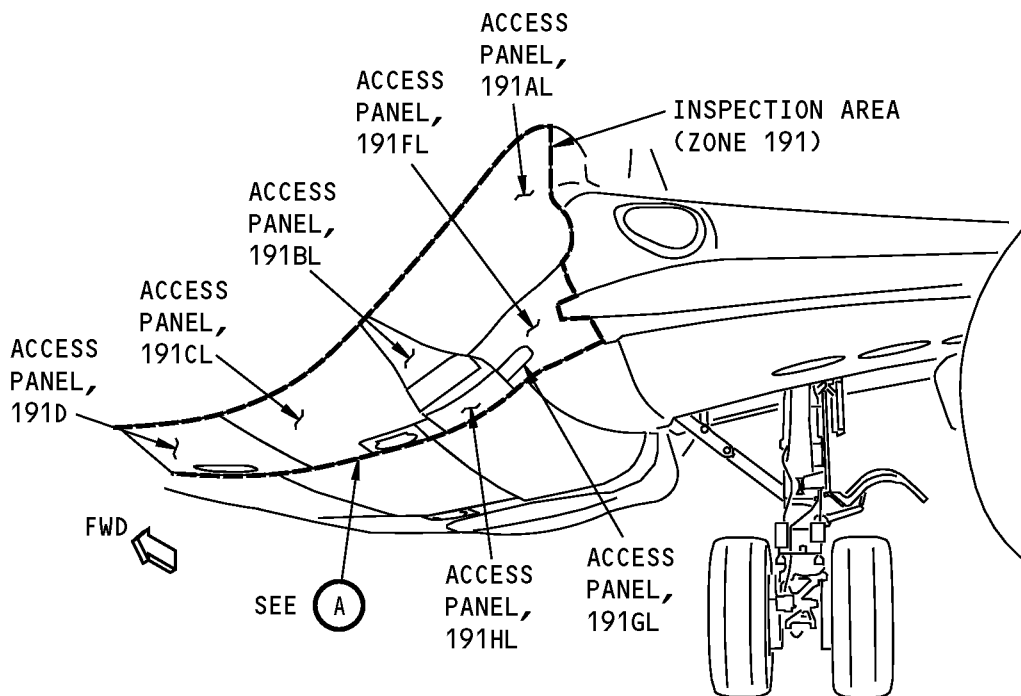
EFFECTIVITY
HAP ALL

D633A101-HAP

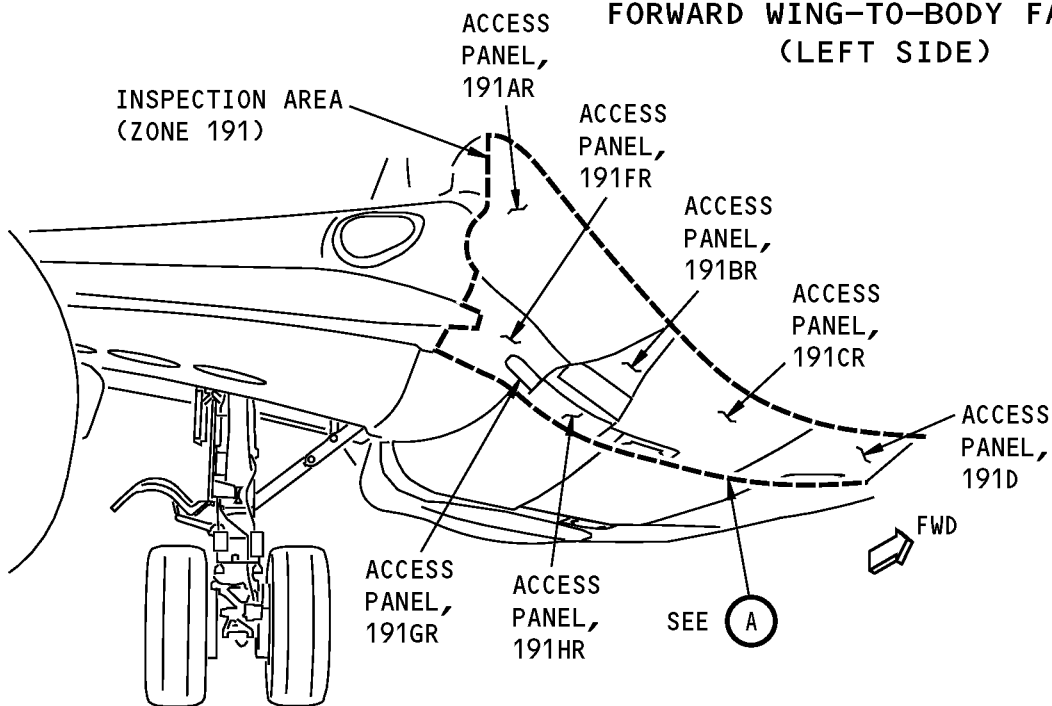
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**FORWARD WING-TO-BODY FAIRING
(LEFT SIDE)**



**FORWARD WING-TO-BODY FAIRING
(RIGHT SIDE)**

INTERNAL-GENERAL VISUAL: INTERNAL-AREA UNDER LOWER WING-TO-BODY FAIRING (Forward Of Wing Box)

Figure 227 (Sheet 1 of 2)/53-05-03-990-850

EFFECTIVITY
HAP ALL

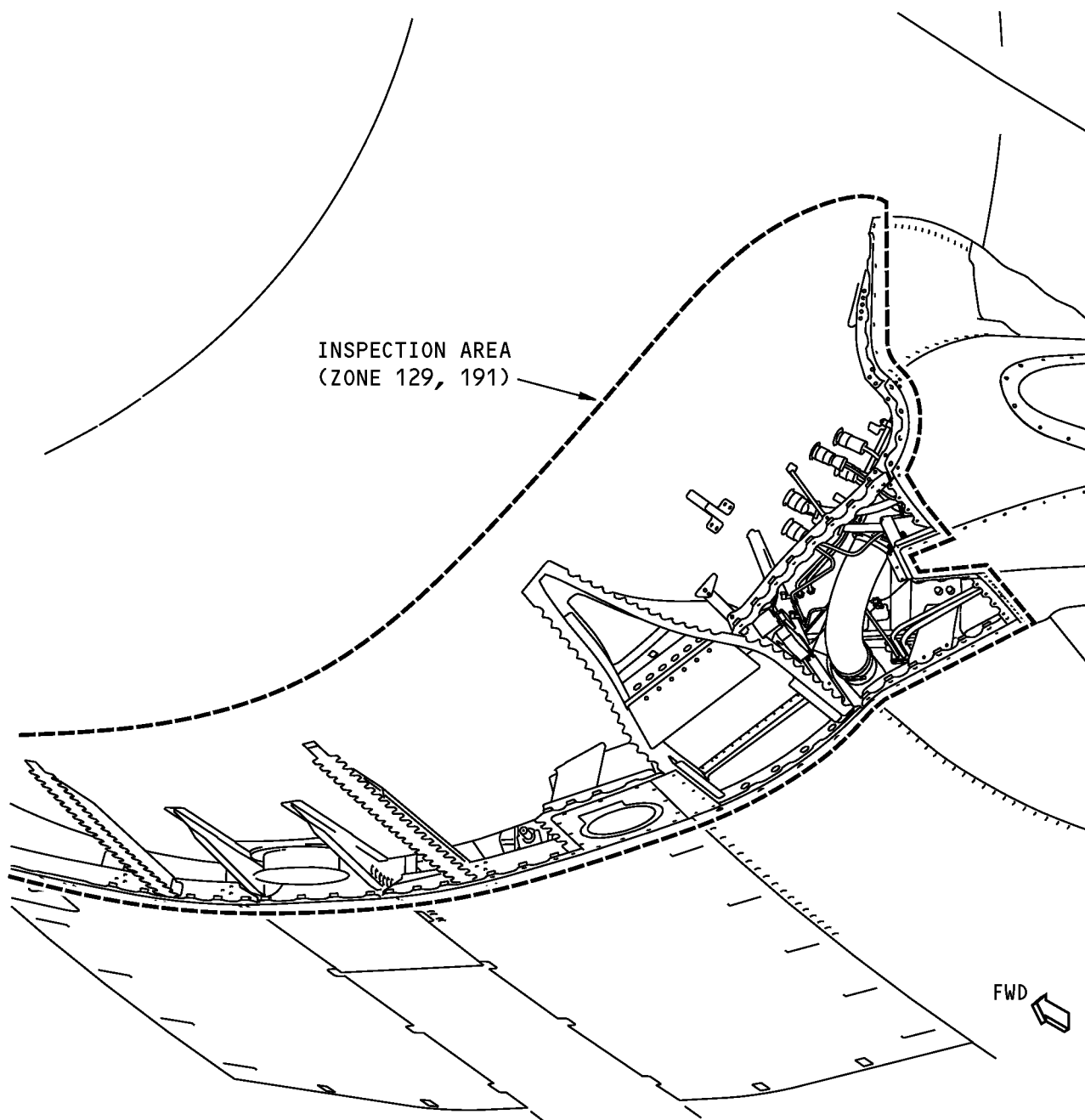
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(LEFT SIDE OF FUSELAGE SHOWN, RIGHT SIDE
OF FUSELAGE IS EQUIVALENT)

A

INTERNAL-GENERAL VISUAL: INTERNAL-AREA UNDER LOWER WING-TO-BODY FAIRING (Forward
Of Wing Box)

Figure 227 (Sheet 2 of 2)/53-05-03-990-850

EFFECTIVITY
HAP ALL

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AIRCRAFT MAINTENANCE MANUAL

TASK 53-05-03-210-819

22. INTERNAL - GENERAL VISUAL: INTERNAL - AREA ABOVE WING BOX CENTER SECTION

A. General

(1) This procedure is a scheduled maintenance task.

B. Inspection

SUBTASK 53-05-03-210-019

(1) Do the inspection.

————— **END OF TASK** —————

EFFECTIVITY
HAP ALL

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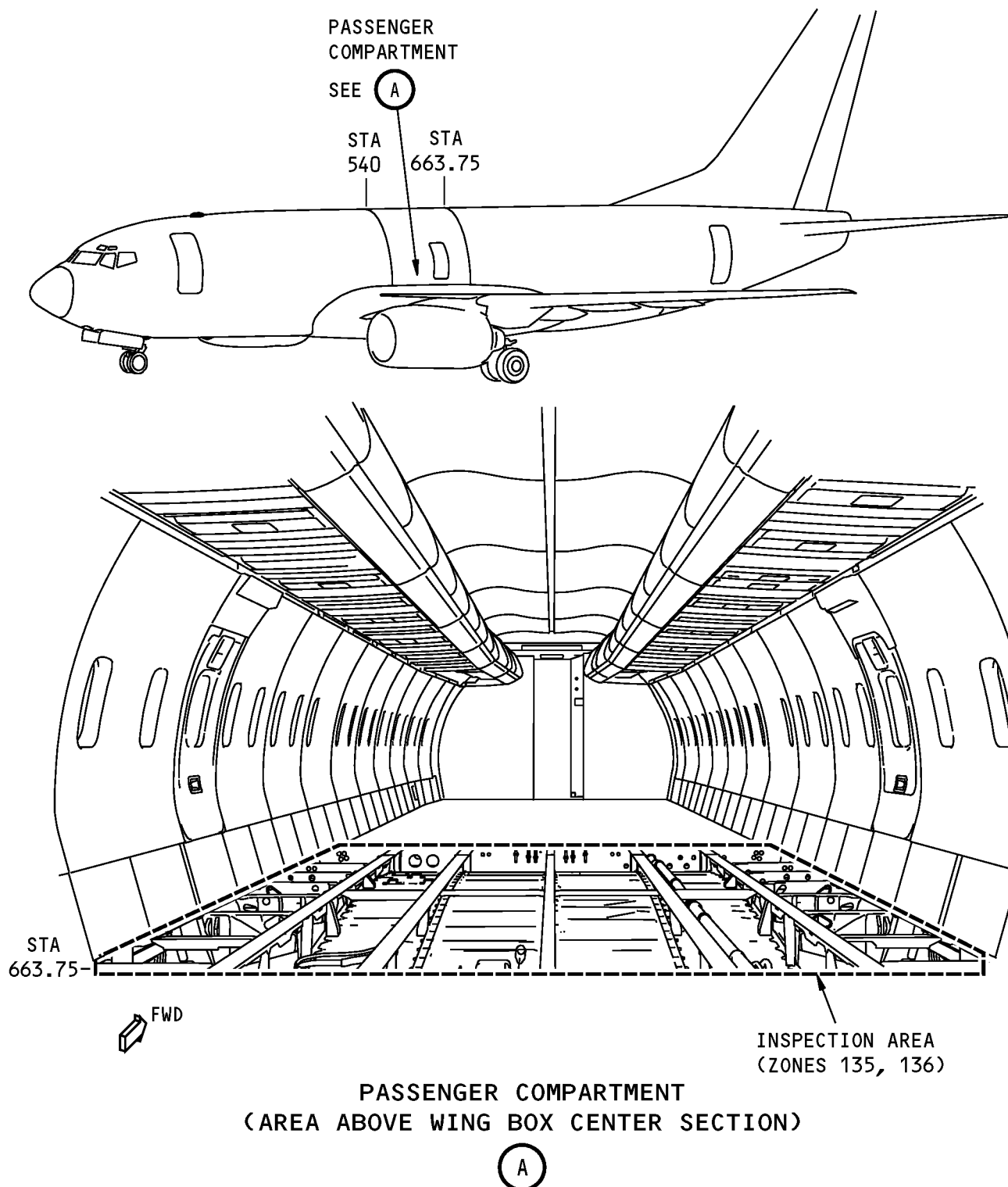
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INTERNAL-GENEAL VISUAL: INTERNAL-AREA ABOVE WING BOX CENTER SECTION
Figure 228/53-05-03-990-848

EFFECTIVITY
HAP ALL

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AIRCRAFT MAINTENANCE MANUAL

TASK 53-05-03-210-820

23. INTERNAL - GENERAL VISUAL: INTERNAL - AREA ABOVE MAIN LANDING GEAR WHEEL WELL

A. General

(1) This procedure is a scheduled maintenance task.

B. Inspection

SUBTASK 53-05-03-210-020

(1) Do the inspection.

————— **END OF TASK** —————

EFFECTIVITY
HAP ALL

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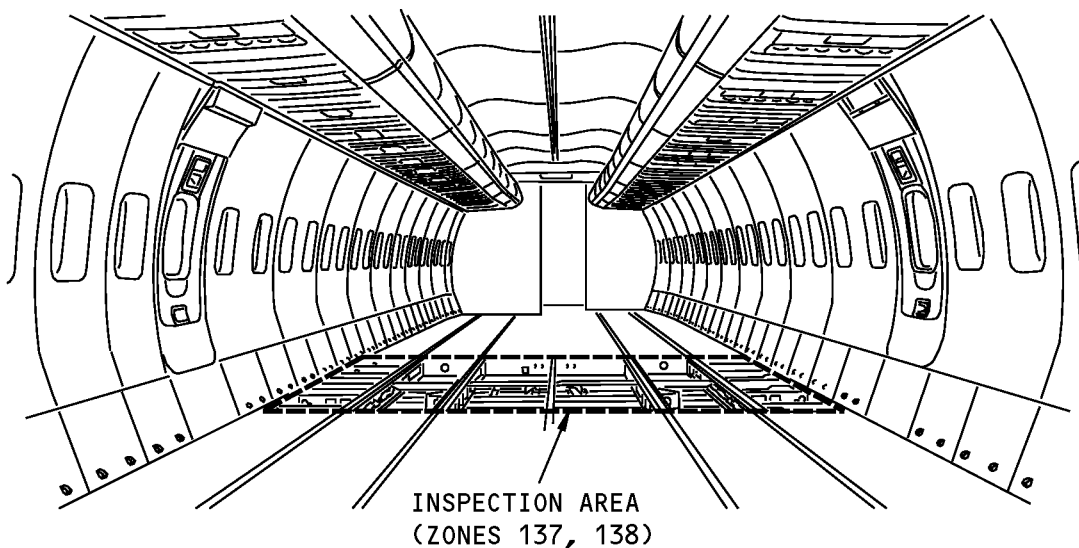
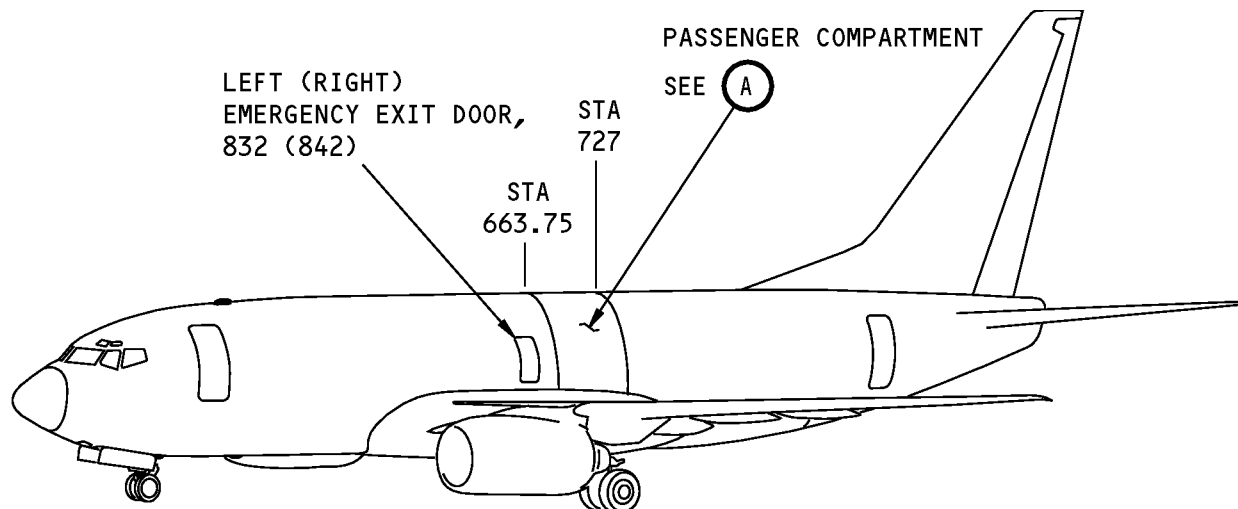
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FWD

PASSENGER COMPARTMENT

(A)

MPD ITEM
53-826-00

Above and Outboard of the Main Landing Gear Wheel Well General Visual (Internal)
Figure 229 (Sheet 1 of 2)/53-05-03-990-842

EFFECTIVITY
HAP ALL

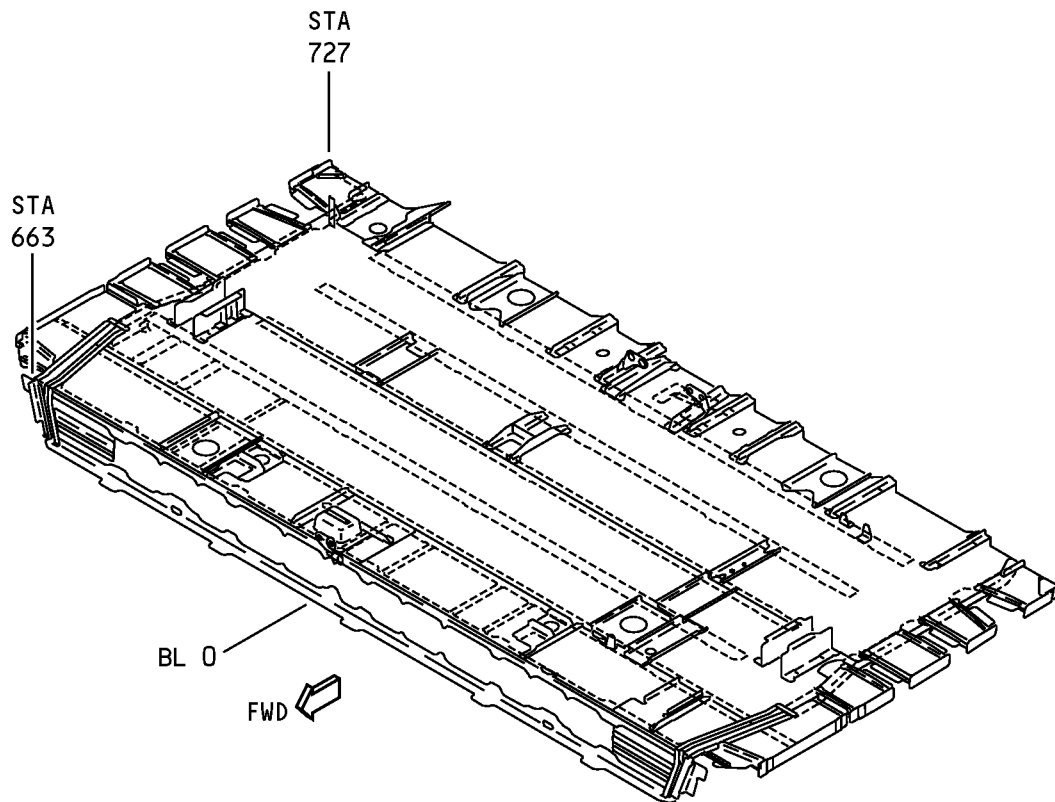
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(TOP OF PRESSURE FLOOR)

(B)

Above and Outboard of the Main Landing Gear Wheel Well General Visual (Internal)
Figure 229 (Sheet 2 of 2)/53-05-03-990-842

EFFECTIVITY
HAP ALL

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AIRCRAFT MAINTENANCE MANUAL

TASK 53-05-03-210-821

24. INTERNAL - GENERAL VISUAL: INTERNAL - KEEL BEAM UNDER WING-TO-BODY FAIRING (under wing box)

(Figure 230)

A. General

- (1) This procedure is a scheduled maintenance task.

B. Inspection

SUBTASK 53-05-03-210-021

- (1) Do the inspection.

————— END OF TASK —————

EFFECTIVITY
HAP ALL

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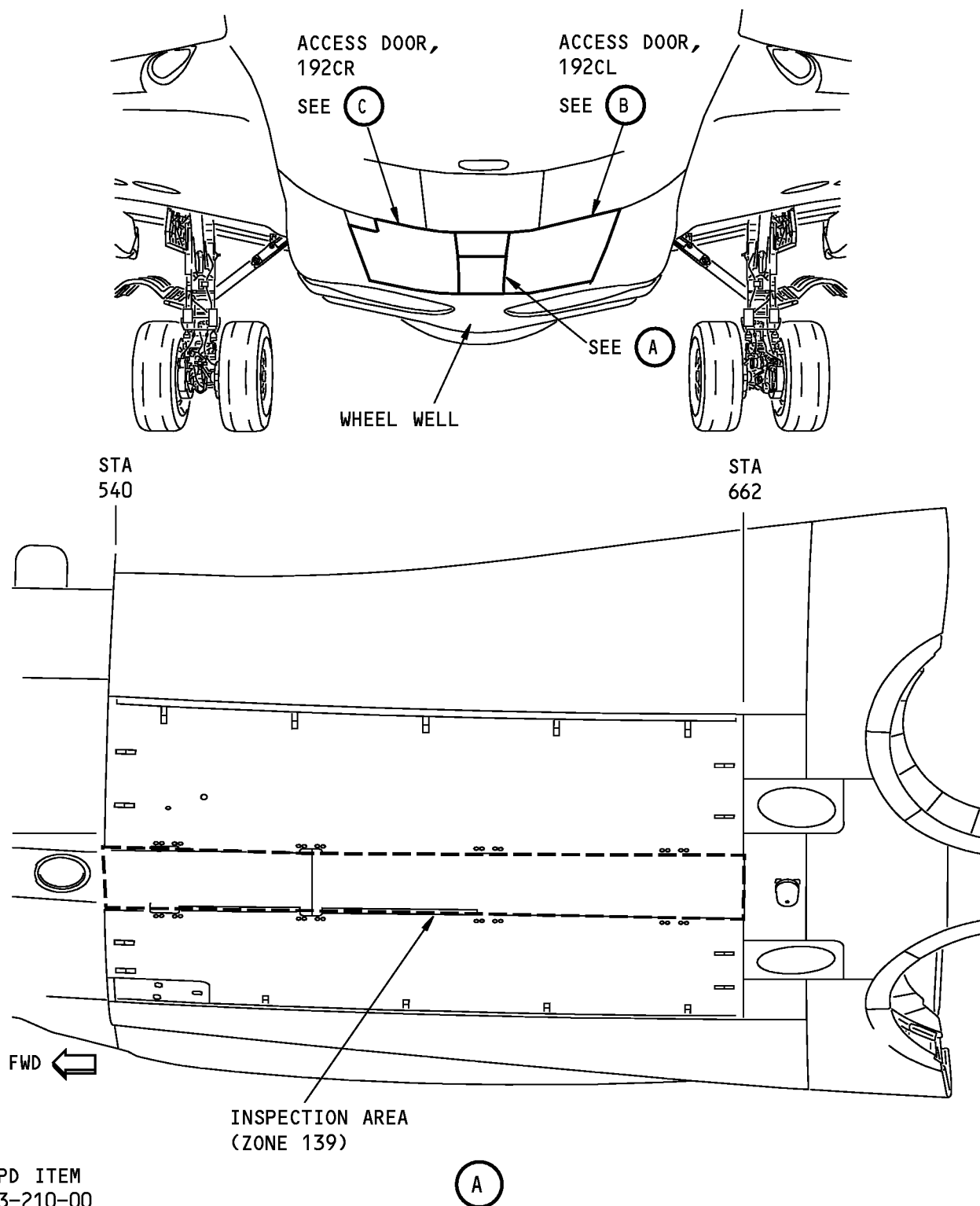
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AIRCRAFT MAINTENANCE MANUAL



MPD ITEM
53-210-00



Keel Beam

Figure 230 (Sheet 1 of 3)/53-05-03-990-806

EFFECTIVITY
HAP ALL

53-05-03

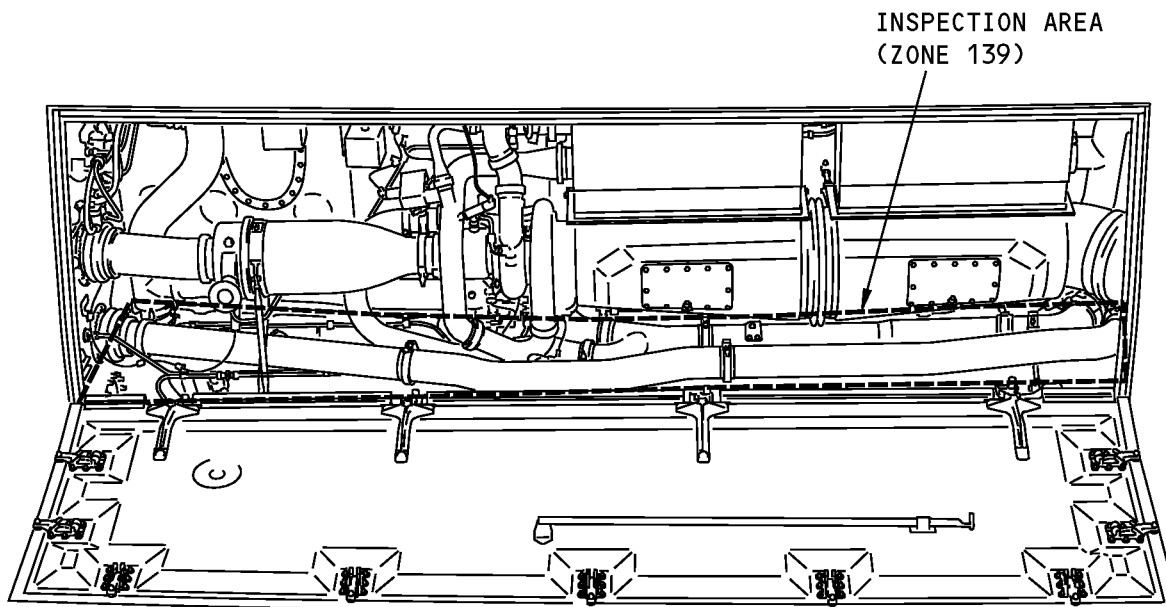
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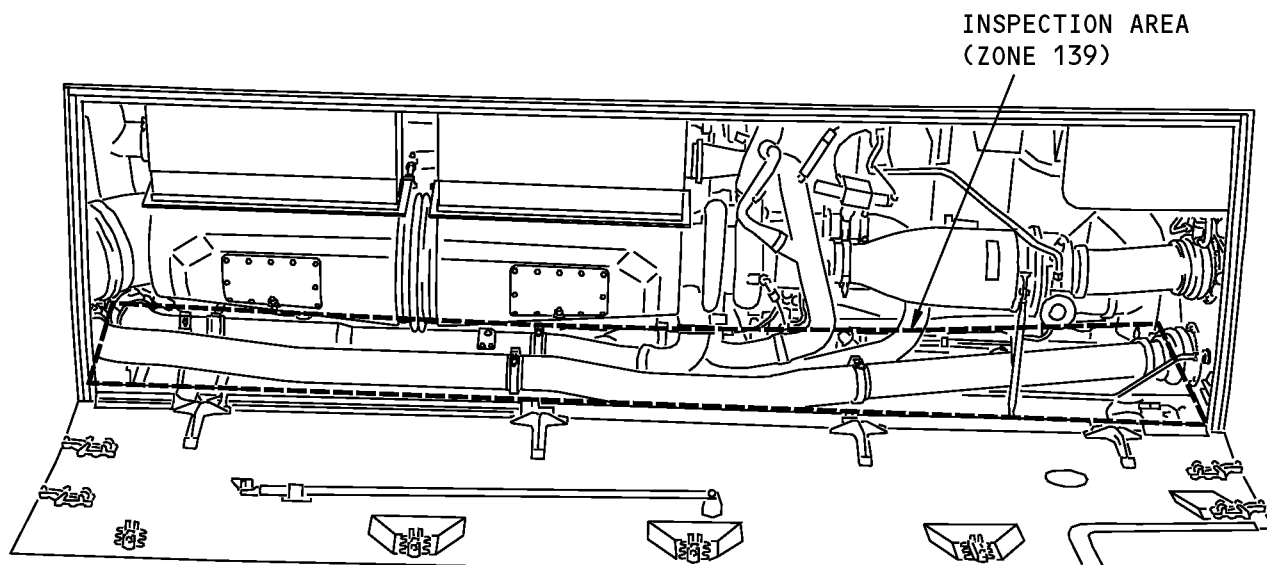


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AIRCRAFT MAINTENANCE MANUAL



B



C

MPD ITEM
53-828-00

Keel Beam

Figure 230 (Sheet 2 of 3)/53-05-03-990-806

EFFECTIVITY
HAP ALL

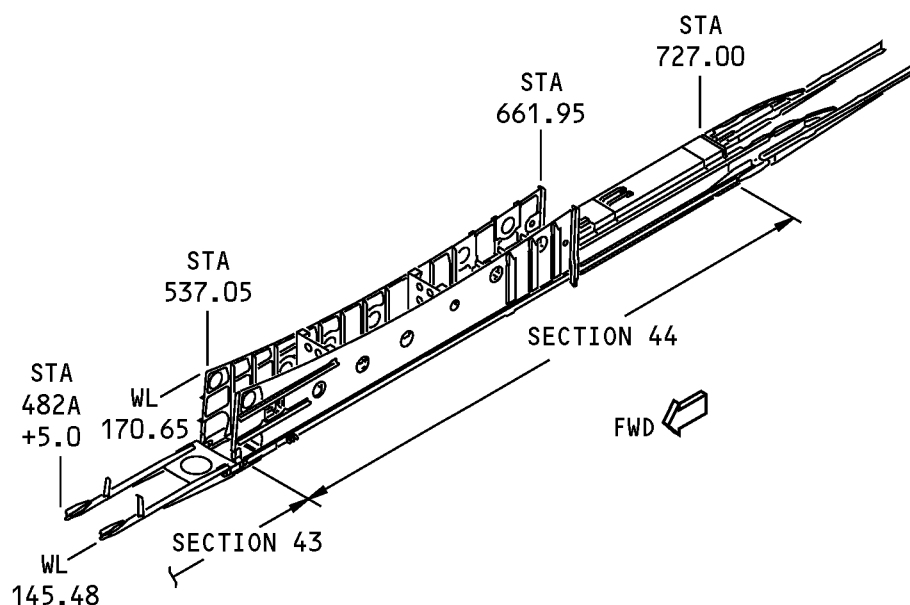
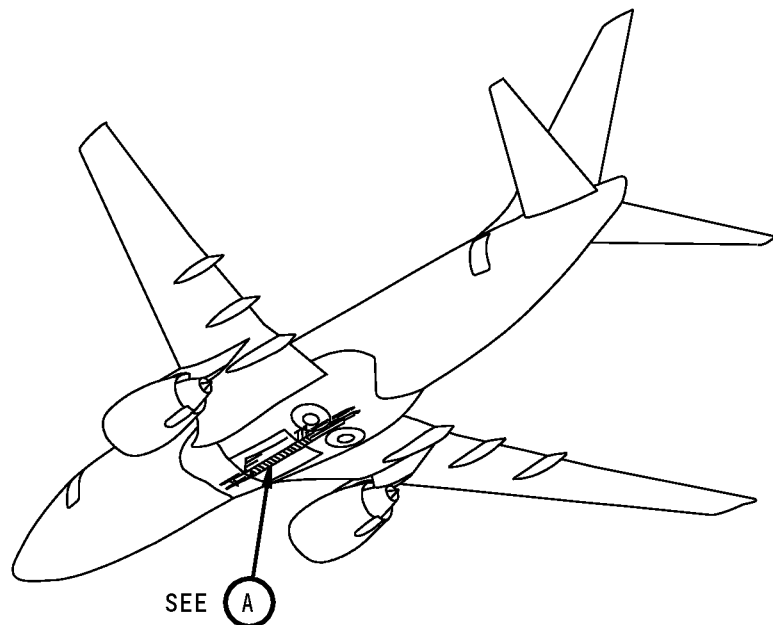
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KEEL BEAM



Keel Beam
Figure 230 (Sheet 3 of 3)/53-05-03-990-806

EFFECTIVITY
HAP ALL

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TASK 53-05-03-210-823

25. INTERNAL - GENERAL VISUAL: INTERNAL - KEEL BEAM IN WHEEL WELL

A. General

(1) This procedure is a scheduled maintenance task.

B. Inspection

SUBTASK 53-05-03-210-023

(1) Do the inspection.

————— **END OF TASK** —————

EFFECTIVITY
HAP ALL

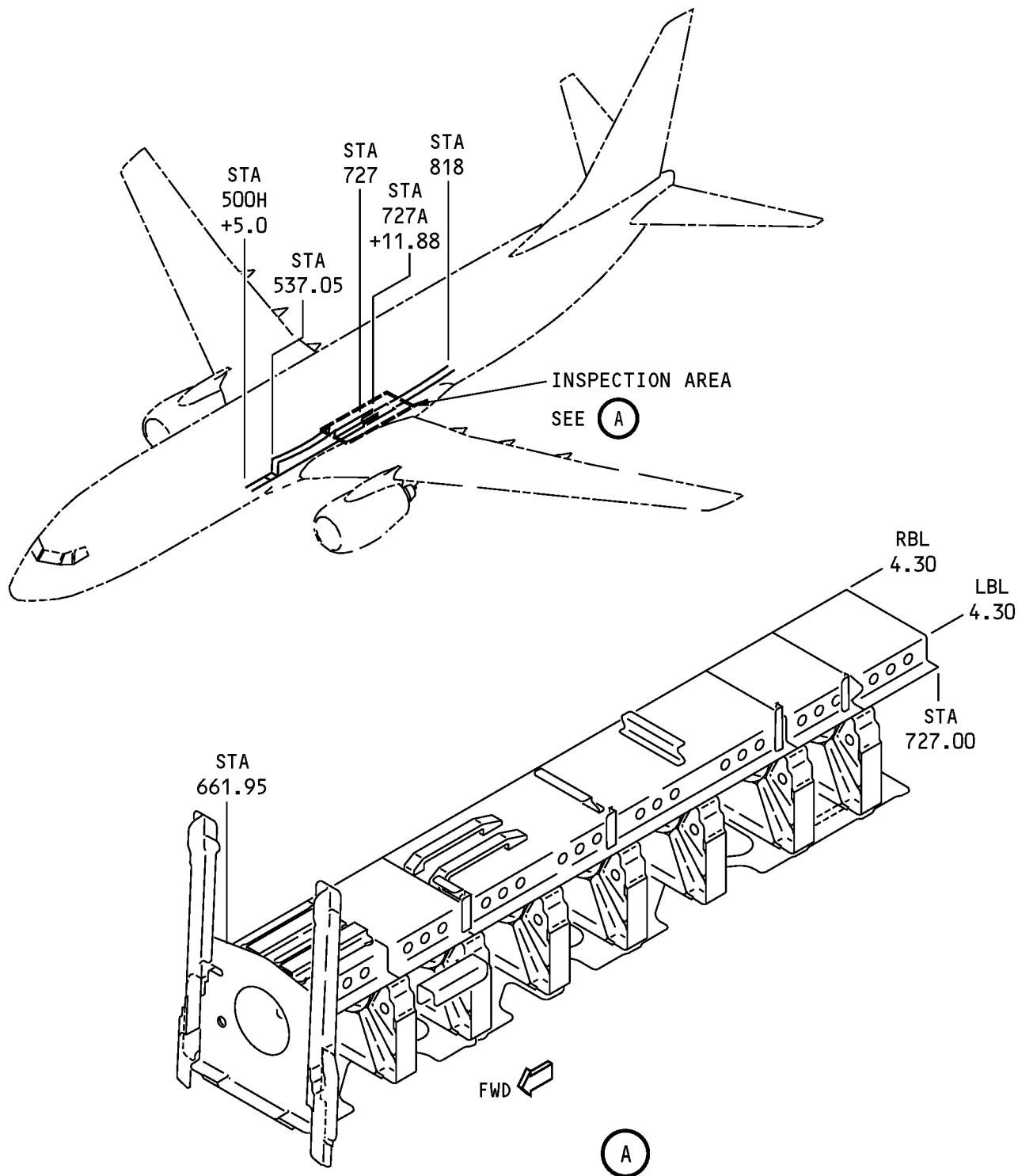
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INTERNAL - GENERAL VISUAL: KEEL BEAM IN WHEEL WELL
Figure 231/53-05-03-990-827

EFFECTIVITY
HAP ALL

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TASK 53-05-03-210-824

26. INTERNAL - GENERAL VISUAL: INTERNAL - AFT CARGO COMPARTMENT

A. General

(1) This procedure is a scheduled maintenance task.

B. Inspection

SUBTASK 53-05-03-210-024

(1) Do the inspection.

————— **END OF TASK** —————

EFFECTIVITY
HAP ALL

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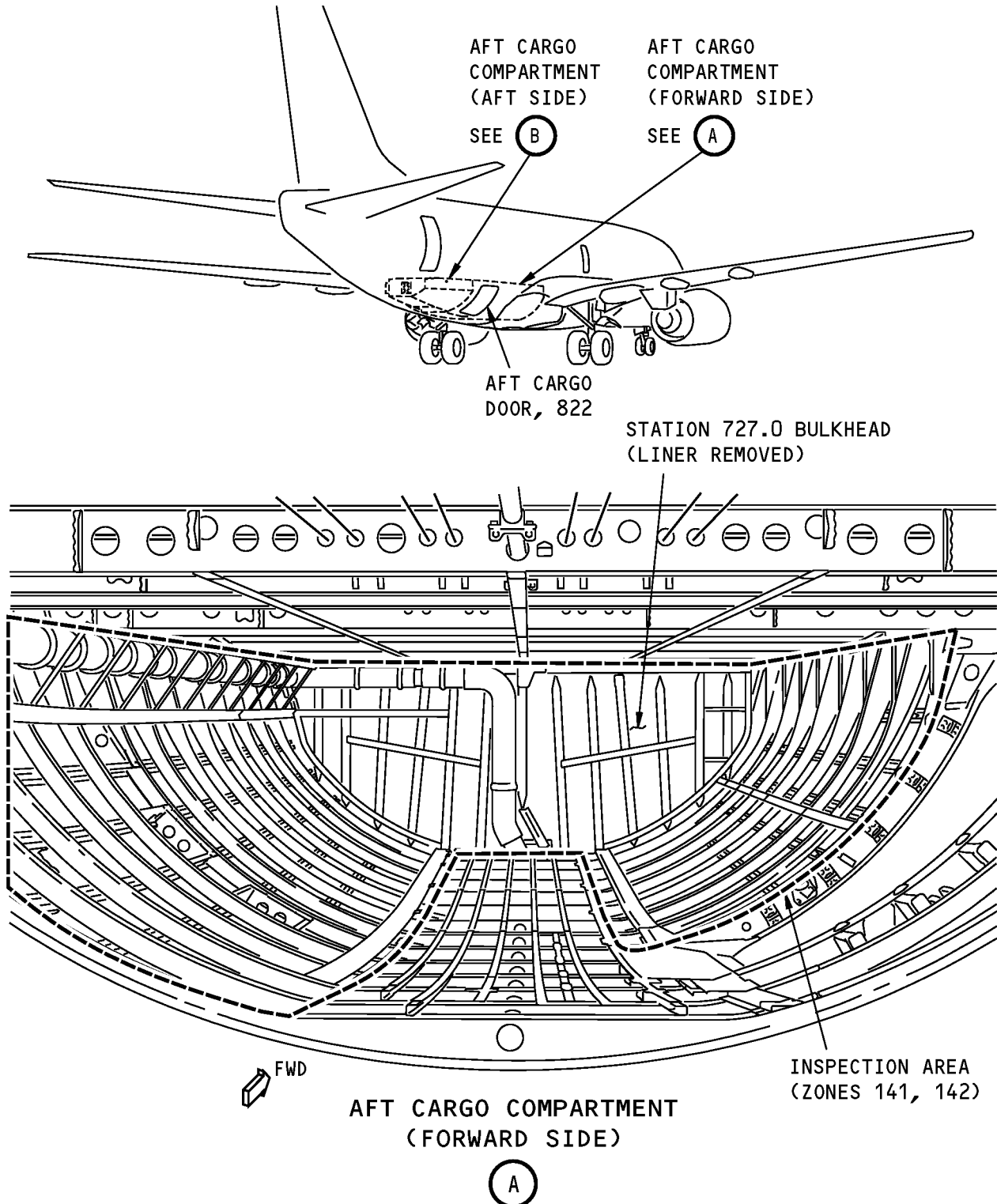
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INTERNAL-GENERAL VISUAL: INTERNAL-AFT CARGO COMPARTMENT

Figure 232 (Sheet 1 of 2)/53-05-03-990-859

EFFECTIVITY
HAP ALL

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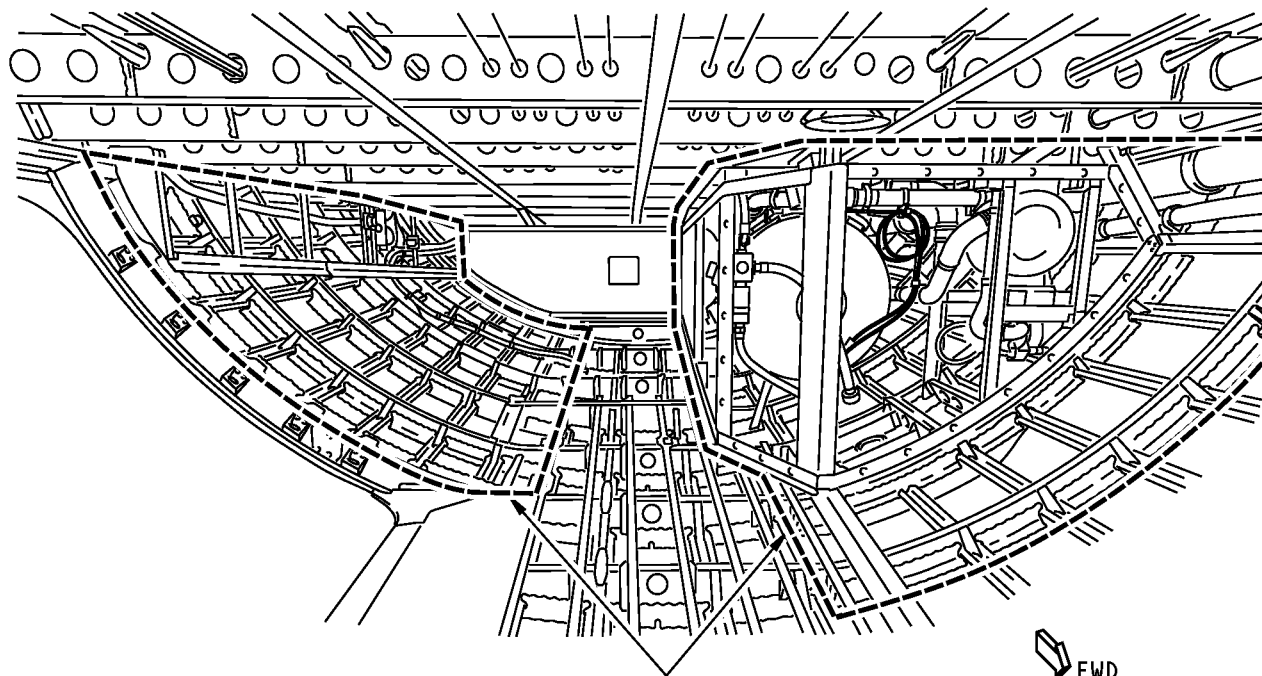
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AIRCRAFT MAINTENANCE MANUAL



INSPECTION AREA
(ZONES 141, 142)

AFT CARGO COMPARTMENT
(AFT SIDE)

B

INTERNAL-GENERAL VISUAL: INTERNAL-AFT CARGO COMPARTMENT
Figure 232 (Sheet 2 of 2)/53-05-03-990-859

EFFECTIVITY
HAP ALL

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TASK 53-05-03-211-804

27. INTERNAL - DETAILED: INTERNAL - AFT CARGO DOOR CUTOUT

A. General

- (1) This procedure is a scheduled maintenance task.

B. Inspection

SUBTASK 53-05-03-211-004

- (1) Do the inspection.

————— **END OF TASK** —————

EFFECTIVITY
HAP ALL

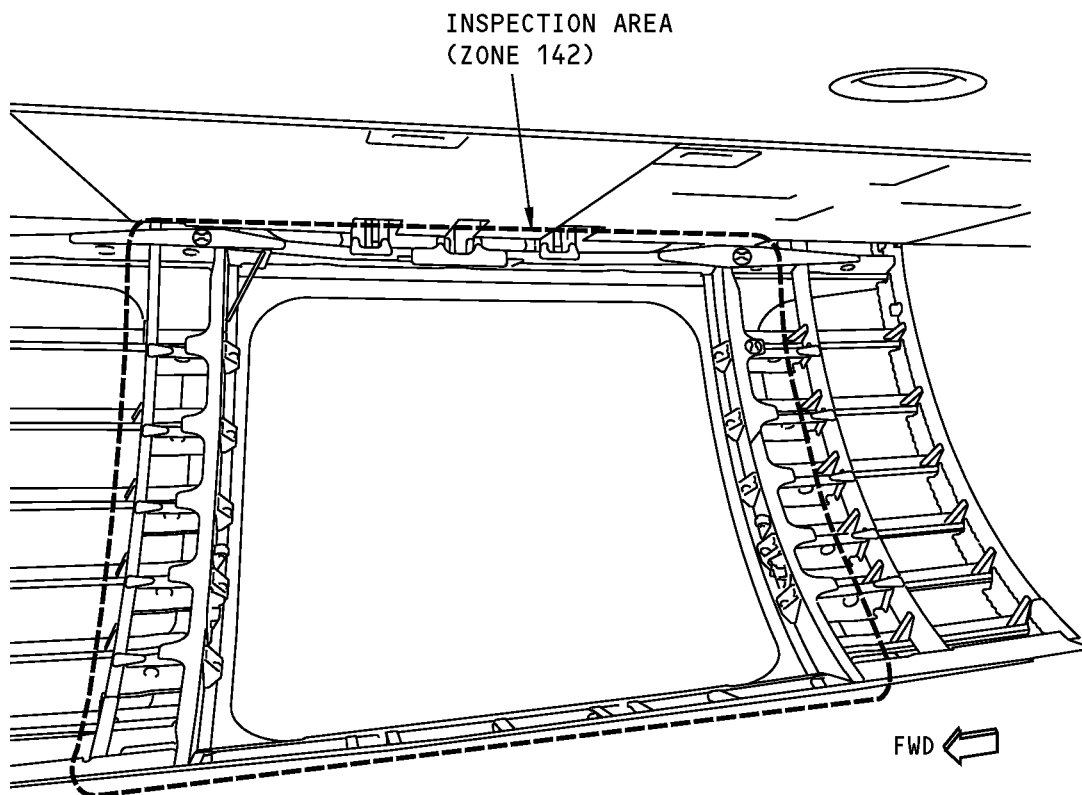
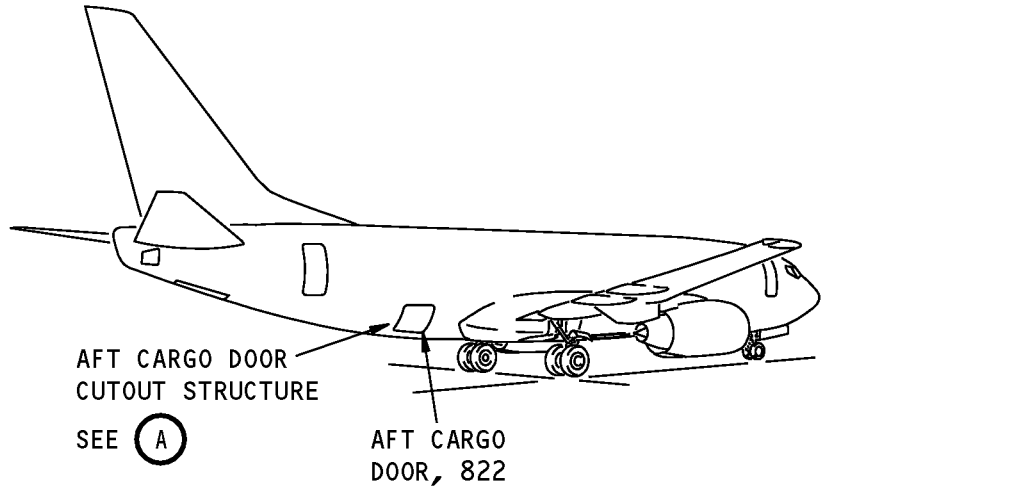
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AFT CARGO DOOR CUTOUT STRUCTURE
(DOOR REVEALS AND SIDEWALL PANELS REMOVED)

(A)

Aft Cargo Door Cutout Detailed (Internal)
Figure 233/53-05-03-990-820

EFFECTIVITY
HAP ALL

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AIRCRAFT MAINTENANCE MANUAL

TASK 53-05-03-210-825

28. INTERNAL - GENERAL VISUAL: INTERNAL - AFT BILGE

A. General

- (1) This procedure is a scheduled maintenance task.

B. Inspection

SUBTASK 53-05-03-210-025

- (1) Do the inspection.

————— **END OF TASK** —————

EFFECTIVITY
HAP ALL

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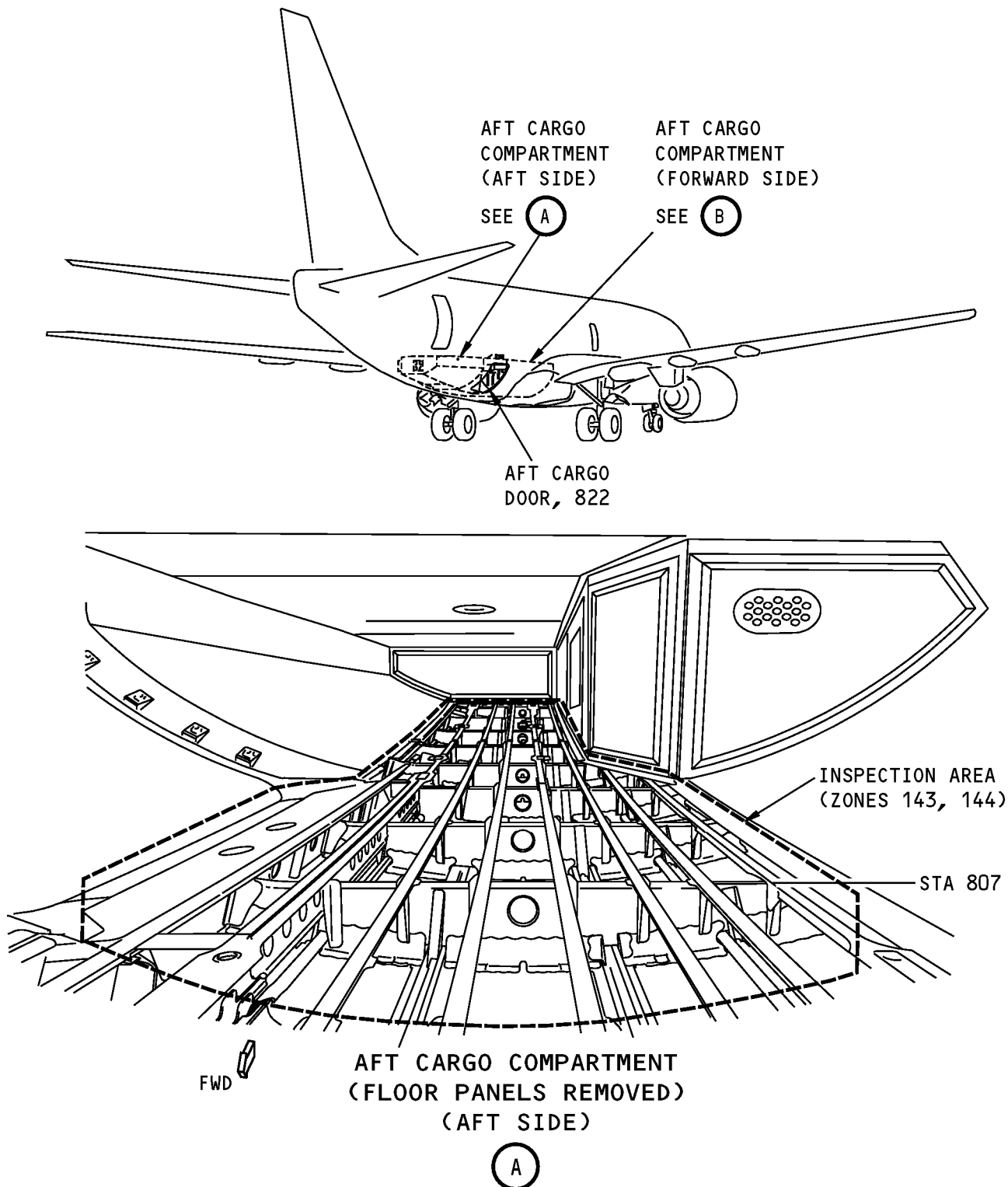
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Below the Aft Cargo Comp. - Aft Bilge General Visual (Int)
Figure 234 (Sheet 1 of 3)/53-05-03-990-826

EFFECTIVITY
HAP ALL

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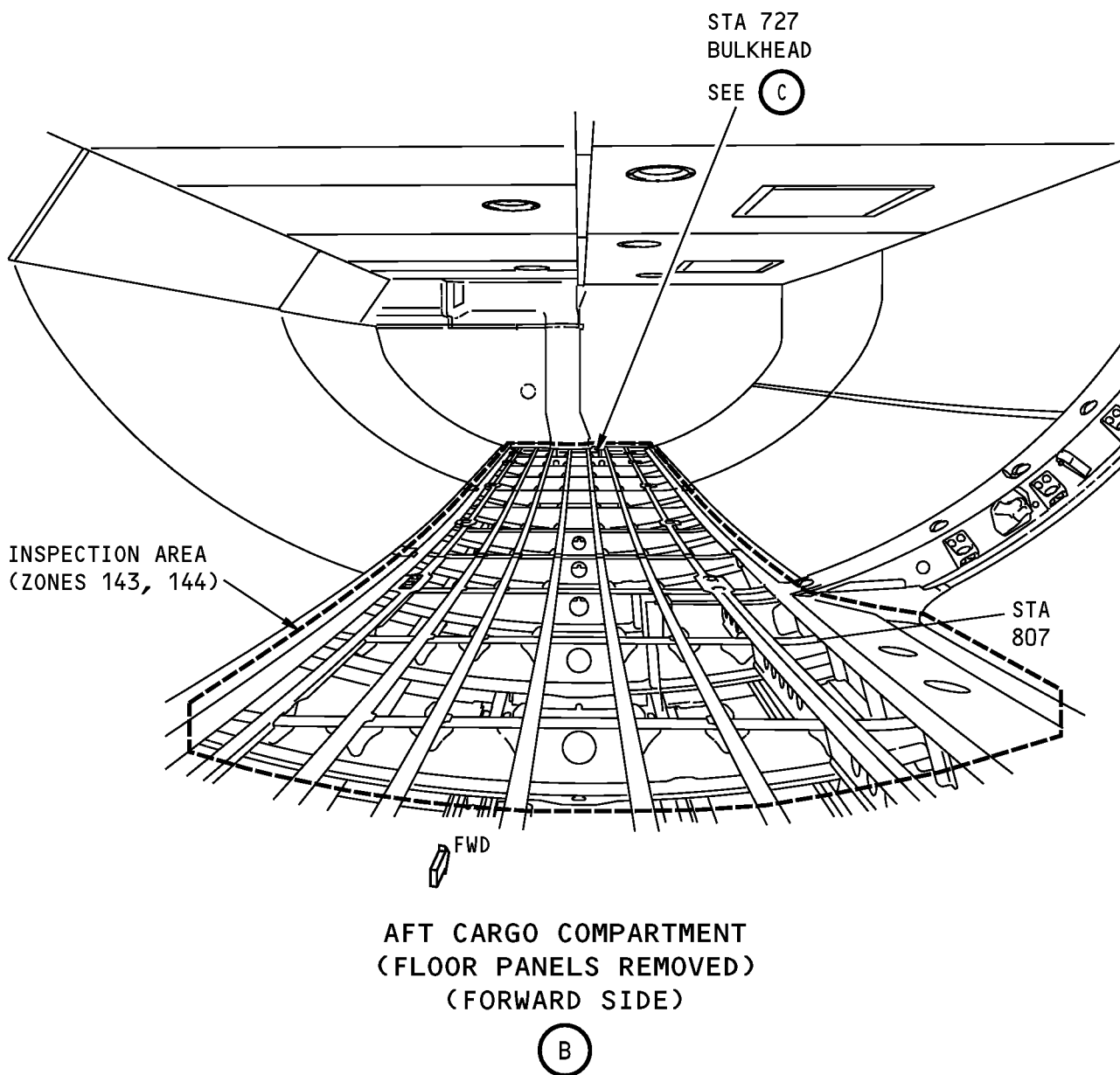
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Below the Aft Cargo Comp. - Aft Bilge General Visual (Int)
Figure 234 (Sheet 2 of 3)/53-05-03-990-826

EFFECTIVITY
HAP ALL

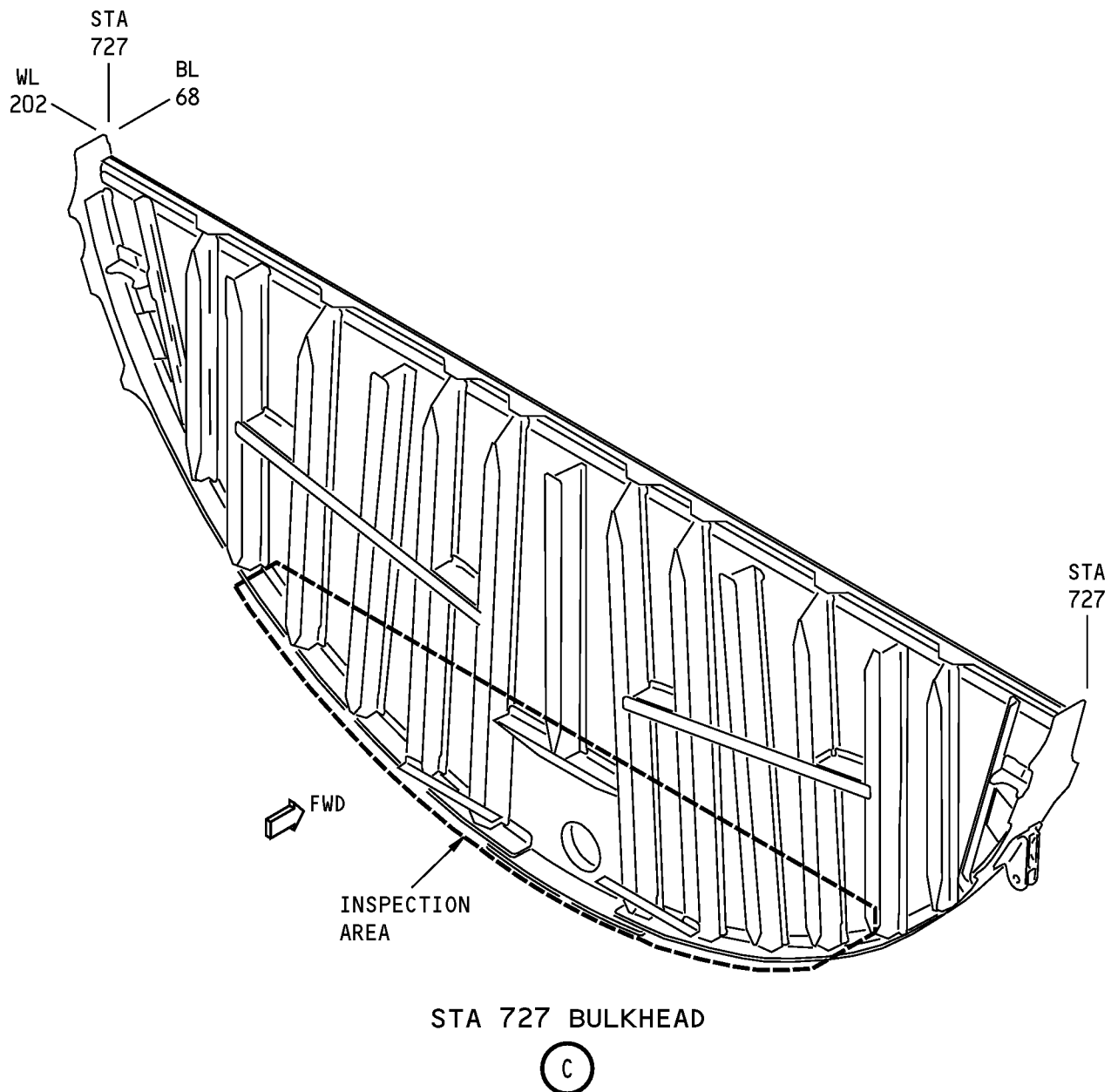
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Below the Aft Cargo Comp. - Aft Bilge General Visual (Int)
Figure 234 (Sheet 3 of 3)/53-05-03-990-826

EFFECTIVITY
HAP ALL

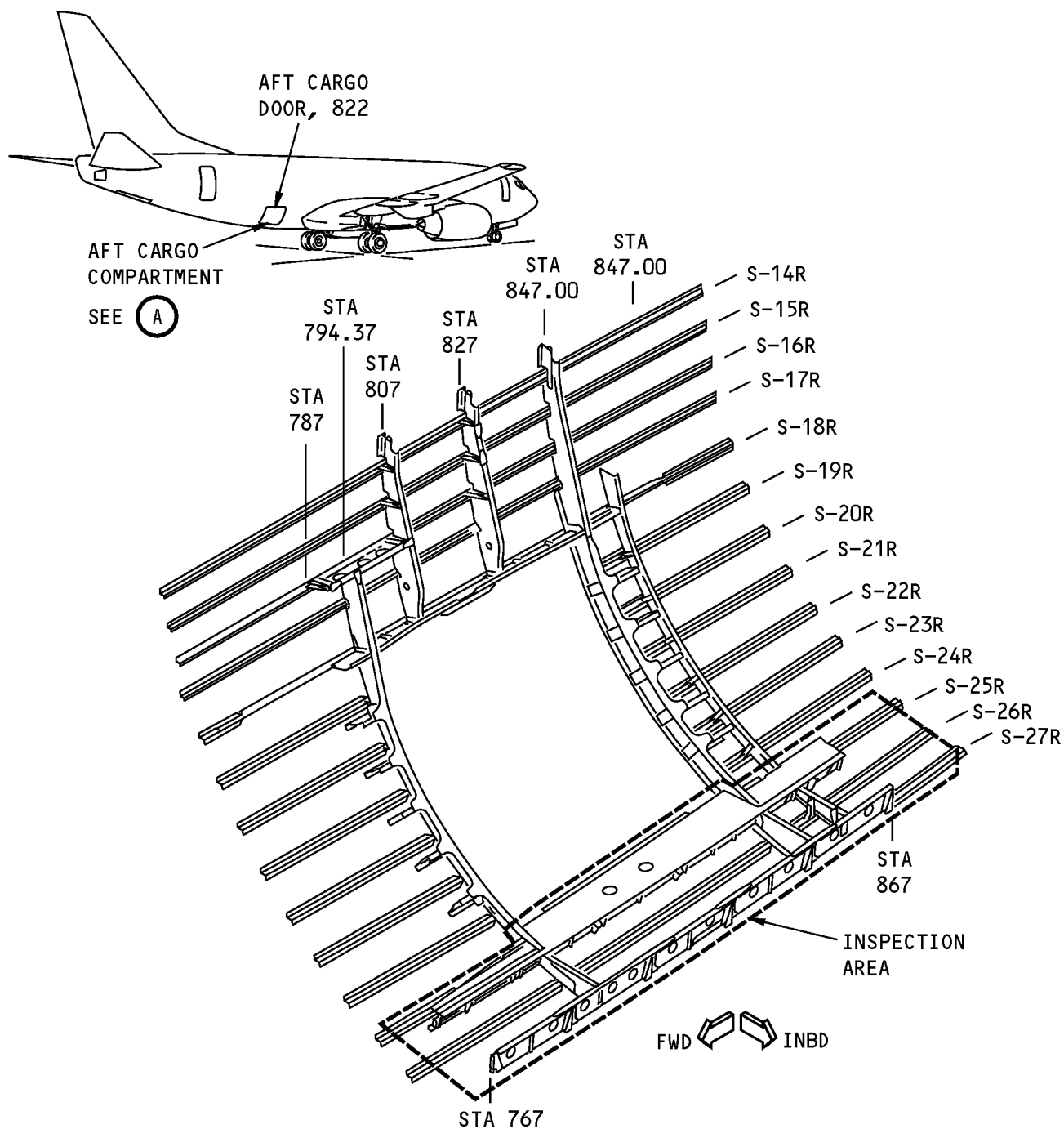
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AFT CARGO COMPARTMENT
(DOOR REVEALS AND SIDEWALL PANELS REMOVED)

(A)

Section 46 Aft Cargo Door Surround Structure Locations - General Visual (Internal)
Figure 235/53-05-03-990-832

EFFECTIVITY
HAP ALL

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AIRCRAFT MAINTENANCE MANUAL

TASK 53-05-03-210-826

29. INTERNAL - GENERAL VISUAL: INTERNAL - AREA AFT OF CARGO COMPARTMENT

A. General

(1) This procedure is a scheduled maintenance task.

B. Inspection

SUBTASK 53-05-03-210-026

(1) Do the inspection.

————— **END OF TASK** —————

EFFECTIVITY
HAP ALL

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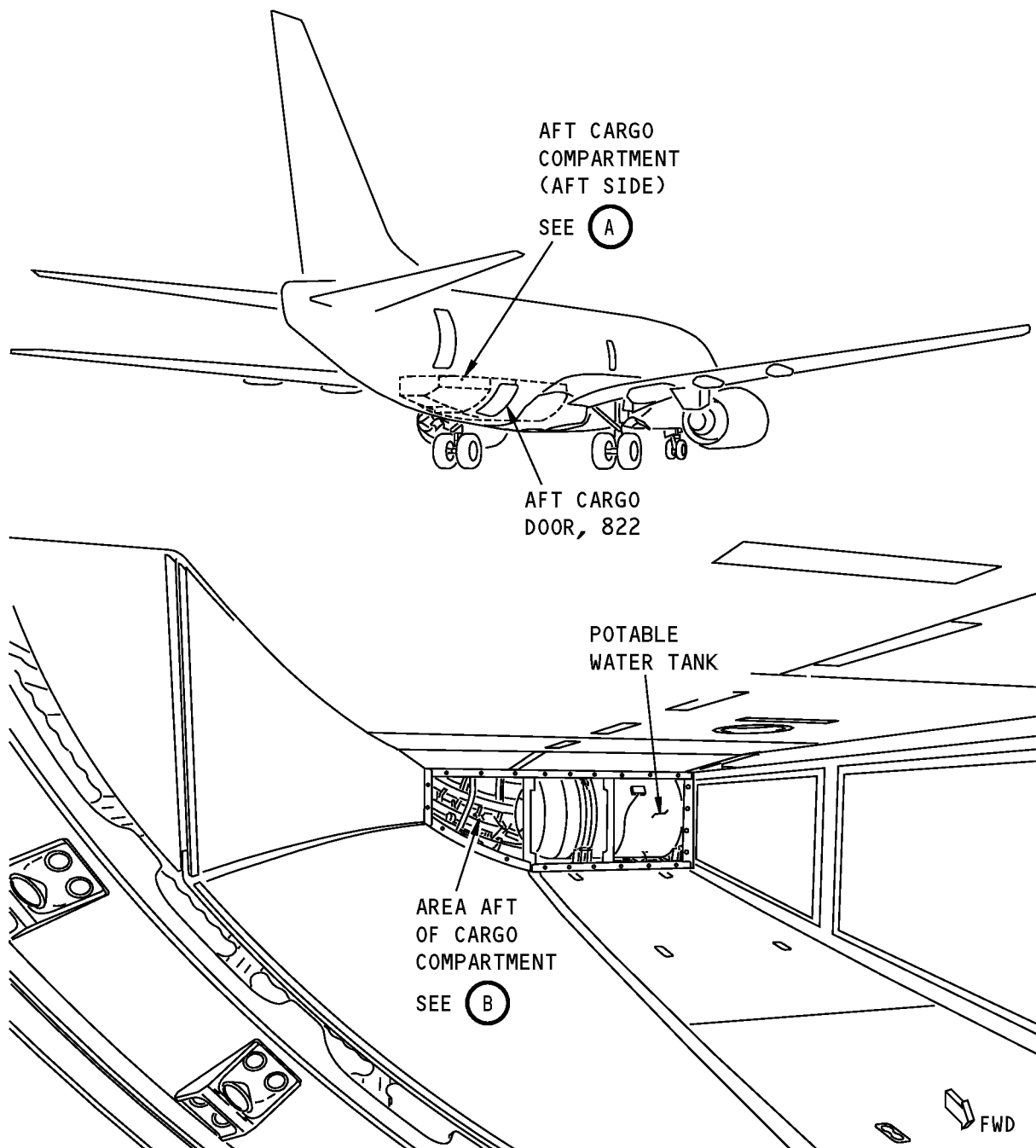
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AIRCRAFT MAINTENANCE MANUAL



AFT CARGO COMPARTMENT (AFT BULKHEAD LINER 121GW AND 121HW REMOVED)

(A)

Internal-General Visual: Internal-Area Aft Of Cargo Compartment
Figure 236 (Sheet 1 of 2)/53-05-03-990-866

EFFECTIVITY
HAP ALL

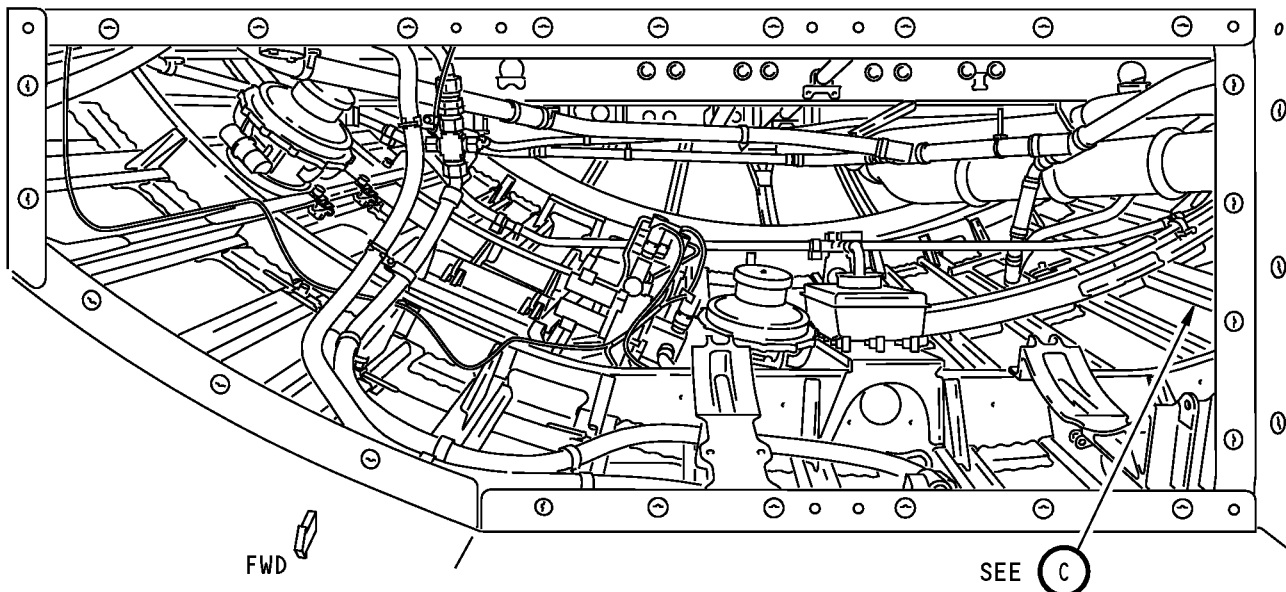
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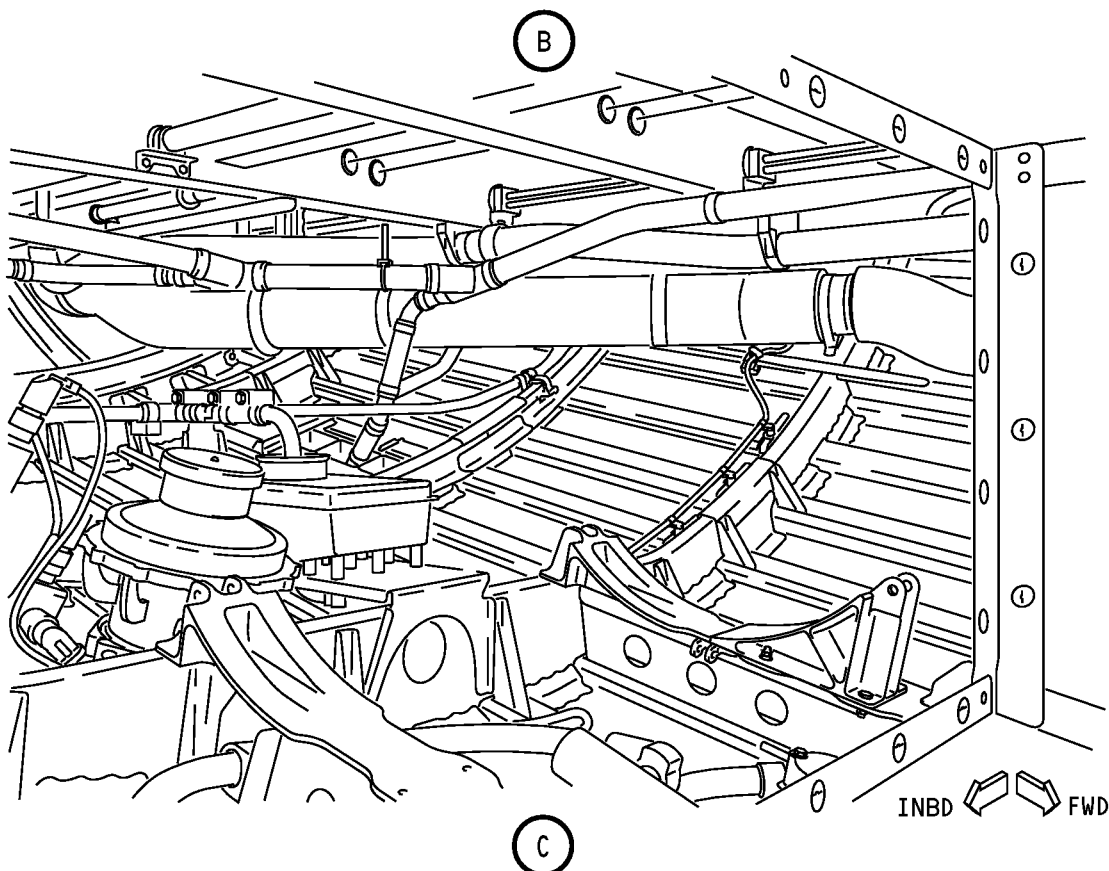
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AIRCRAFT MAINTENANCE MANUAL



**AREA AFT OF CARGO COMPARTMENT
(POTABLE WATER TANK AND STANCHIONS REMOVED)**



Internal-General Visual: Internal-Area Aft Of Cargo Compartment
Figure 236 (Sheet 2 of 2)/53-05-03-990-866

EFFECTIVITY
HAP ALL

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AIRCRAFT MAINTENANCE MANUAL

TASK 53-05-03-210-827

30. INTERNAL - GENERAL VISUAL: INTERNAL - AREA UNDER LOWER WING-TO-BODY FAIRING (aft of wheel well)

A. General

(1) This procedure is a scheduled maintenance task.

B. Inspection

SUBTASK 53-05-03-210-027

(1) Do the inspection.

————— **END OF TASK** —————

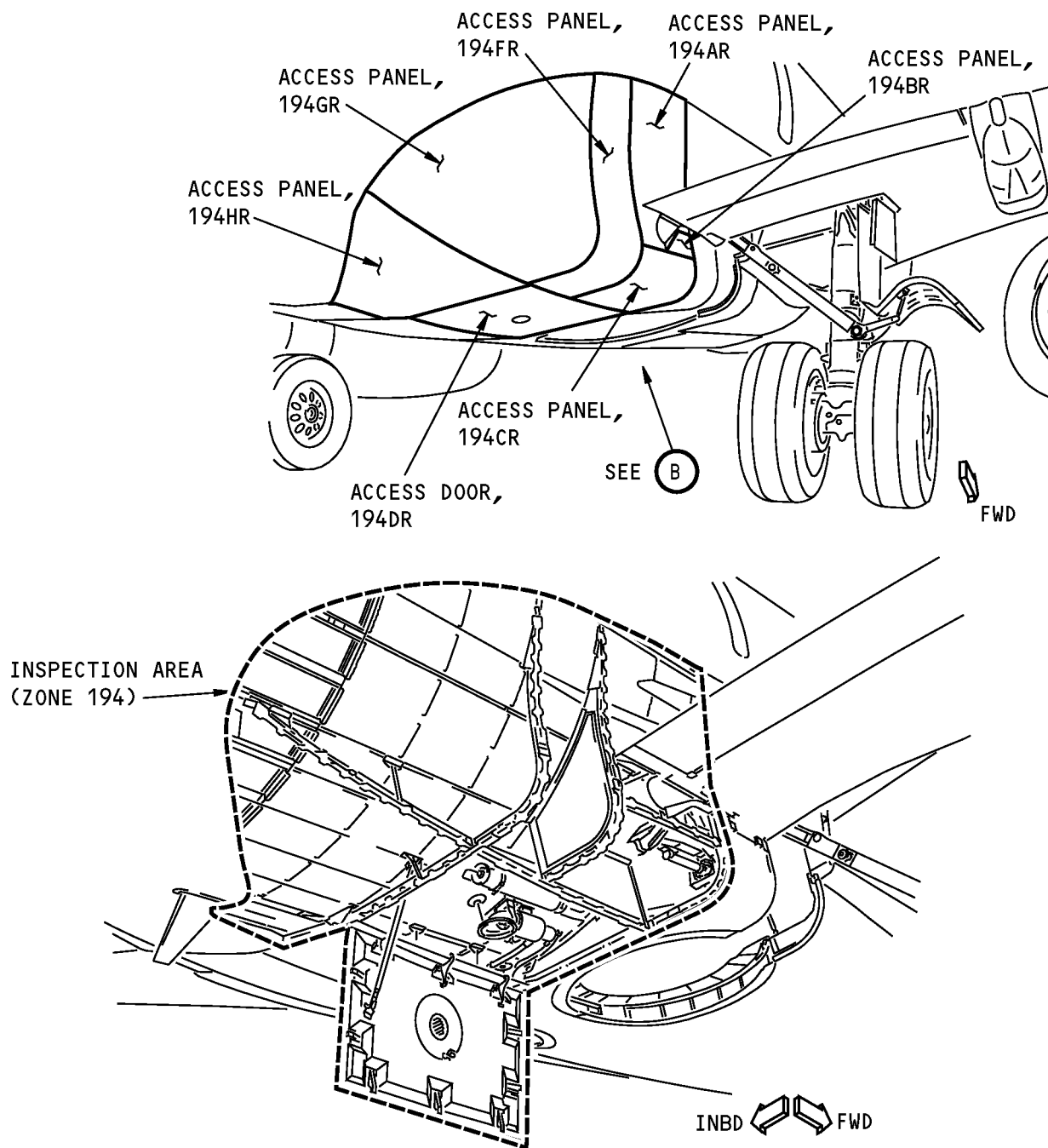
EFFECTIVITY
HAP ALL

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AIRCRAFT MAINTENANCE MANUAL



**LOWER AFT WING-TO-BODY FAIRING
(RIGHT SIDE)**

B

INTERNAL-GENERAL VISUAL: INTERNAL-AREA UNDER LOWER WING-TO-BODY FAIRING (aft of wheel well)

Figure 237 (Sheet 1 of 2)/53-05-03-990-855

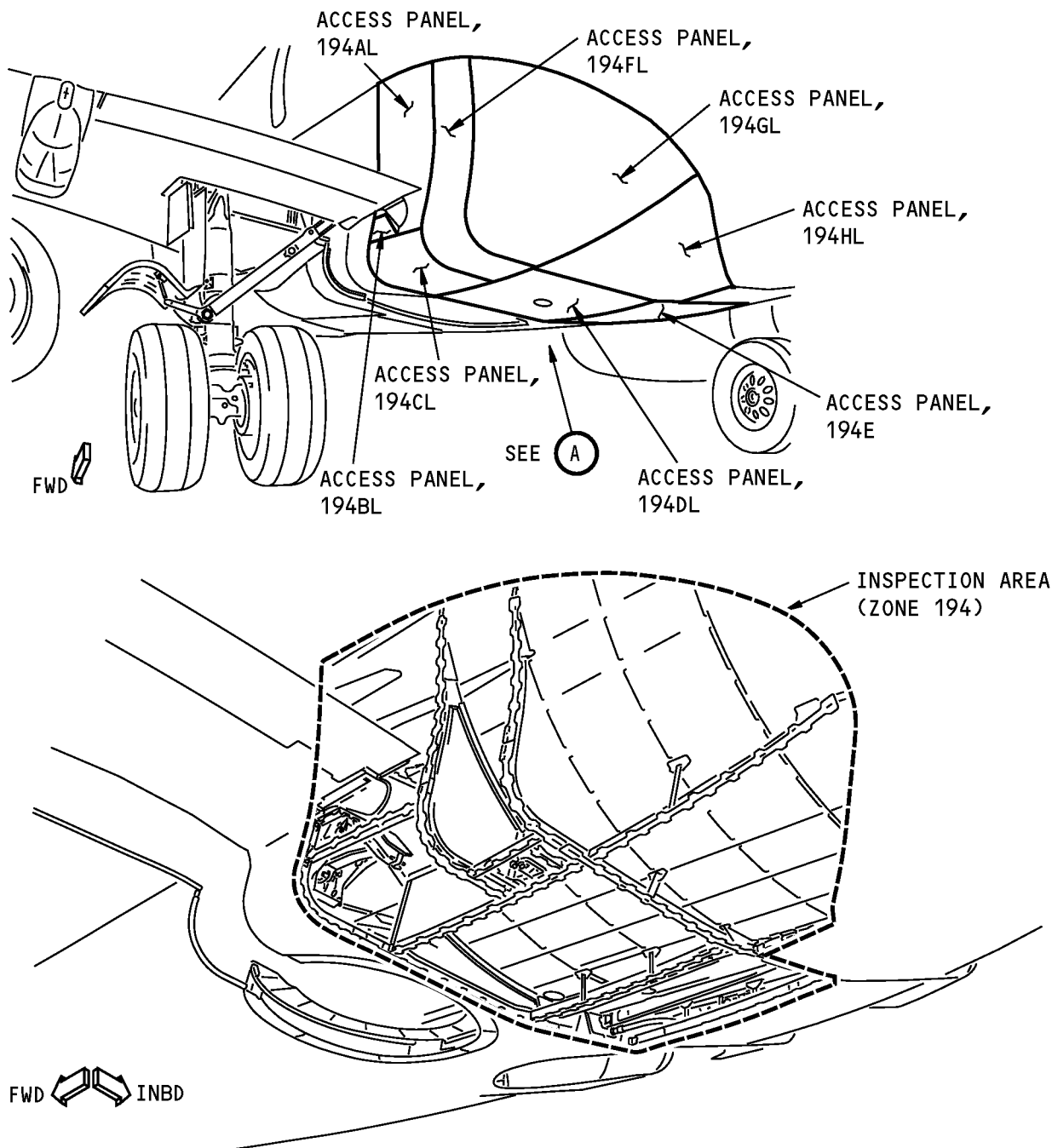
**EFFECTIVITY
HAP ALL**

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AIRCRAFT MAINTENANCE MANUAL



**LOWER AFT WING-TO-BODY FAIRING
(LEFT SIDE)**

A

INTERNAL-GENERAL VISUAL: INTERNAL-AREA UNDER LOWER WING-TO-BODY FAIRING (aft of wheel well)

Figure 237 (Sheet 2 of 2)/53-05-03-990-855

**EFFECTIVITY
HAP ALL**

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AIRCRAFT MAINTENANCE MANUAL

TASK 53-05-03-210-828

31. INTERNAL - GENERAL VISUAL: INTERNAL - AREA UNDER WING-TO-BODY FAIRING (above wing)

A. General

(1) This procedure is a scheduled maintenance task.

B. Inspection

SUBTASK 53-05-03-210-028

(1) Do the inspection.

————— **END OF TASK** —————

EFFECTIVITY
HAP ALL

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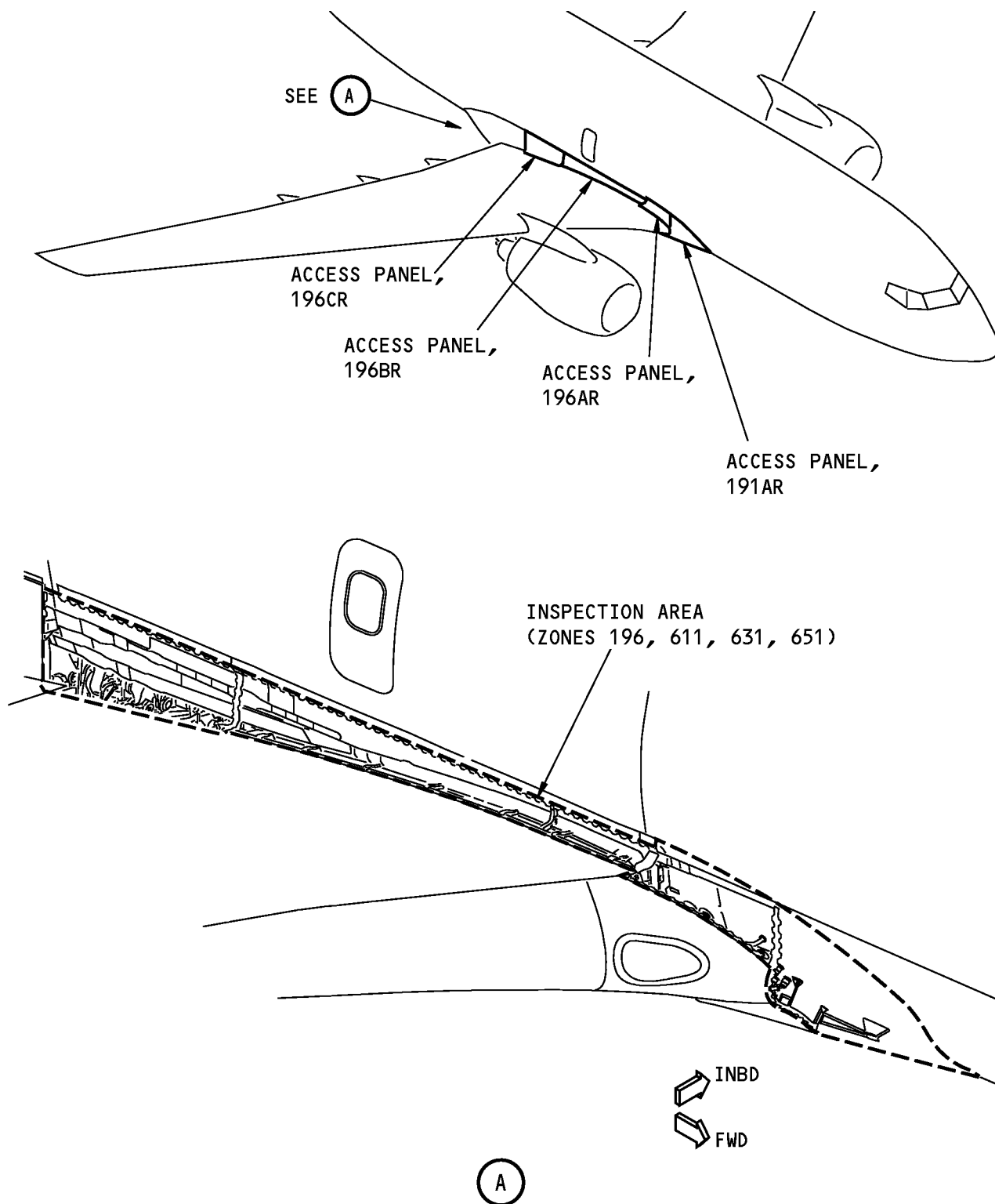
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AIRCRAFT MAINTENANCE MANUAL



INTERNAL-GENERAL VISUAL: INTERNAL-AREA UNDER WING-TO-BODY FAIRING

Figure 238 (Sheet 1 of 2)/53-05-03-990-856

EFFECTIVITY
HAP ALL

D633A101-HAP

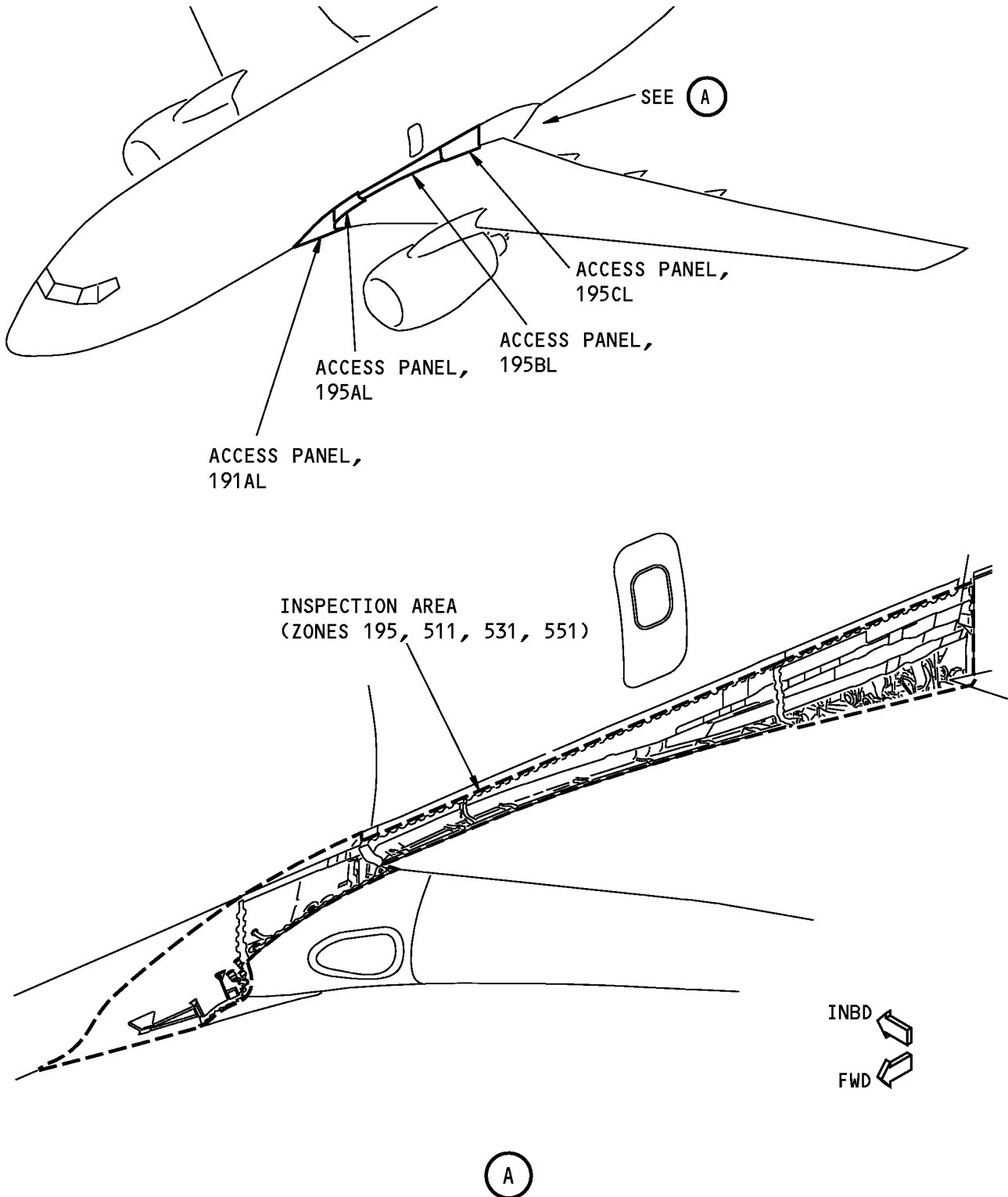
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AIRCRAFT MAINTENANCE MANUAL



INTERNAL-GENERAL VISUAL: INTERNAL-AREA UNDER WING-TO-BODY FAIRING

Figure 238 (Sheet 2 of 2)/53-05-03-990-856

EFFECTIVITY
HAP ALL

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AIRCRAFT MAINTENANCE MANUAL

TASK 53-05-03-210-829

32. EXTERNAL - GENERAL VISUAL: OVERWING EMERGENCY EXIT CUTOUT

A. General

- (1) This procedure is a scheduled maintenance task.

B. Inspection

SUBTASK 53-05-03-210-029

- (1) Do the inspection.

————— **END OF TASK** —————

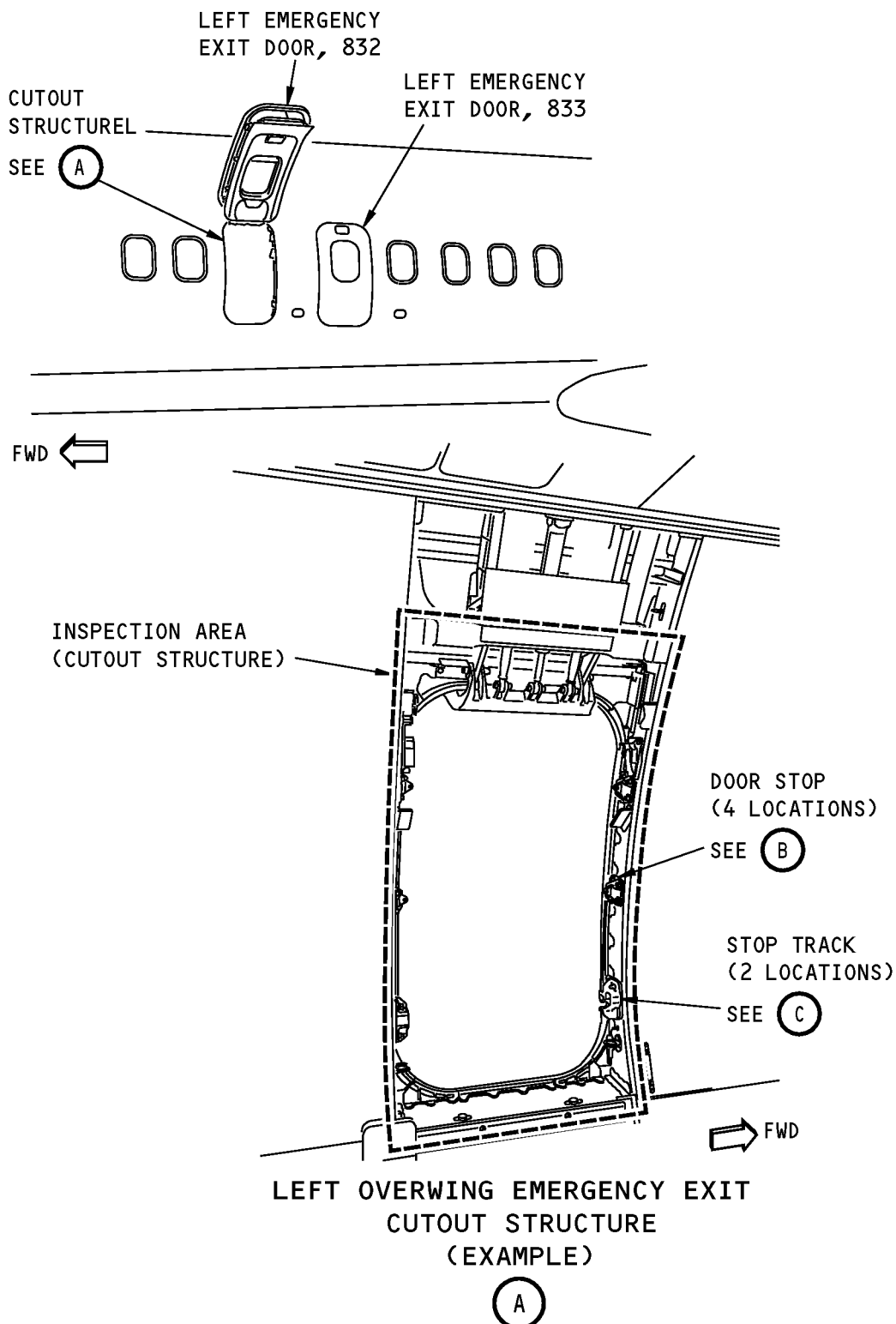
EFFECTIVITY
HAP ALL

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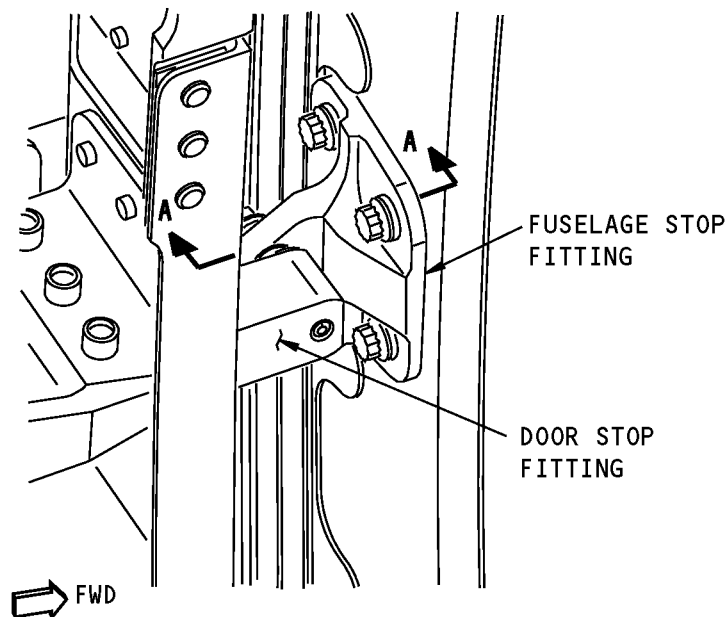
AIRCRAFT MAINTENANCE MANUAL



Left Overwing Emergency Exit Cutout
Figure 239 (Sheet 1 of 2)/53-05-03-990-814

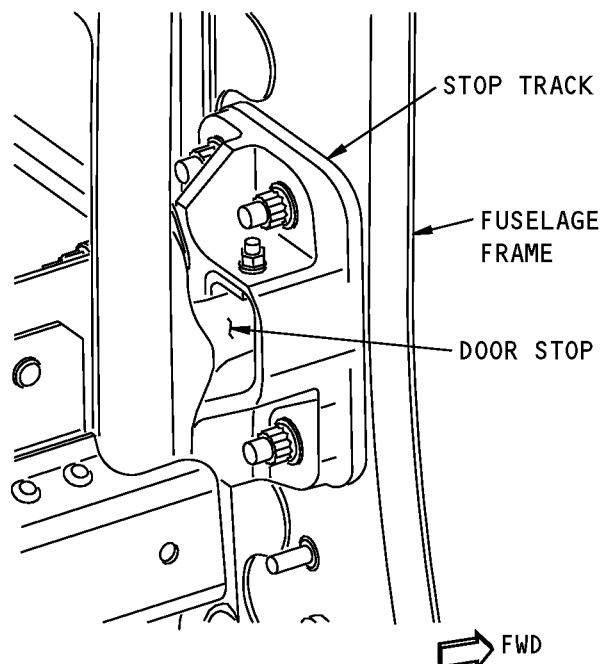
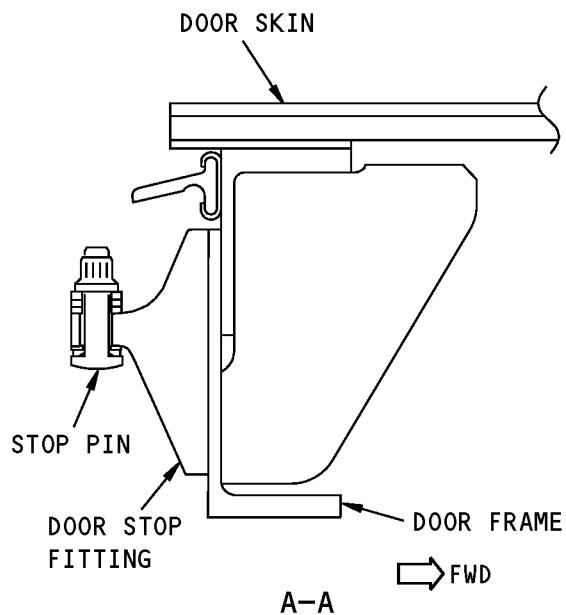
EFFECTIVITY HAP ALL

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**DOOR STOP
(EXAMPLE)**

(B)



**STOP TRACK
(EXAMPLE)**

(C)

**Left Overwing Emergency Exit Cutout
Figure 239 (Sheet 2 of 2)/53-05-03-990-814**

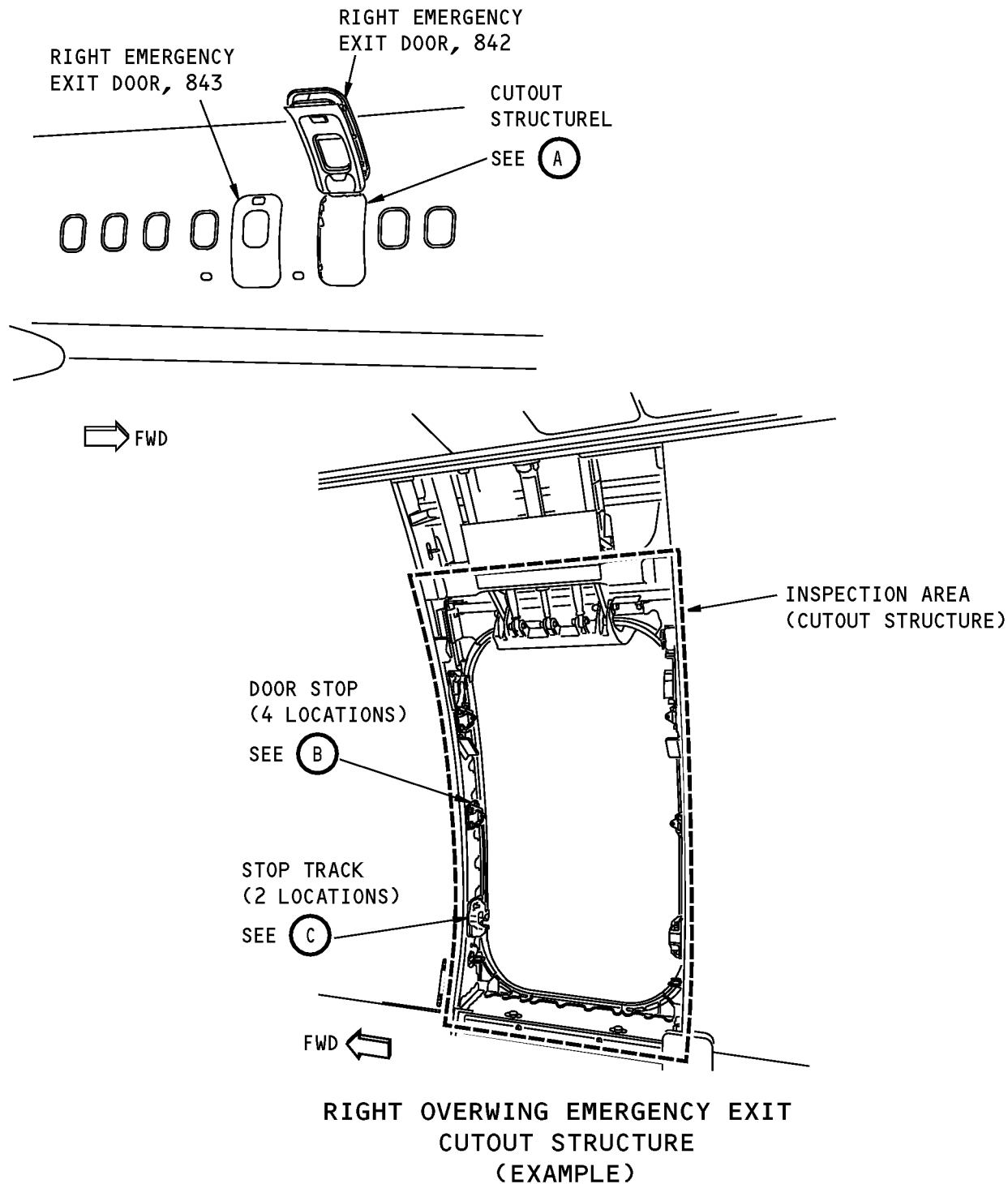
**EFFECTIVITY
HAP ALL**

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Right Overwing Emergency Exit Cutout
Figure 240 (Sheet 1 of 2)/53-05-03-990-815

EFFECTIVITY
HAP ALL

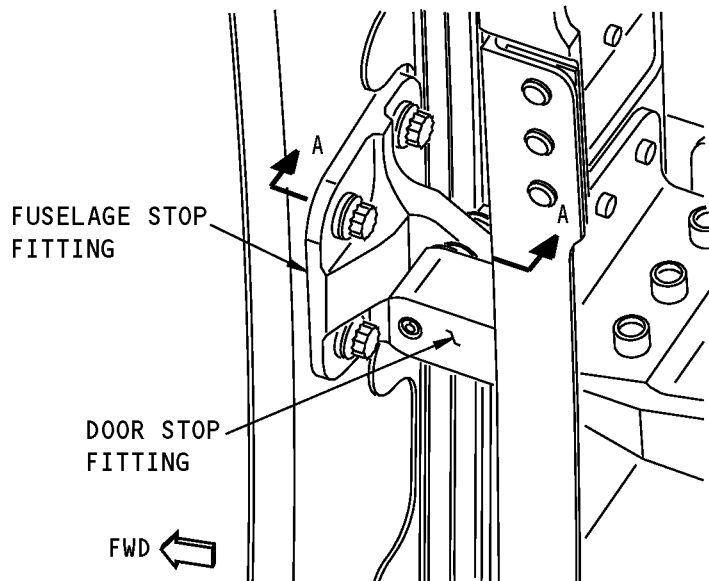
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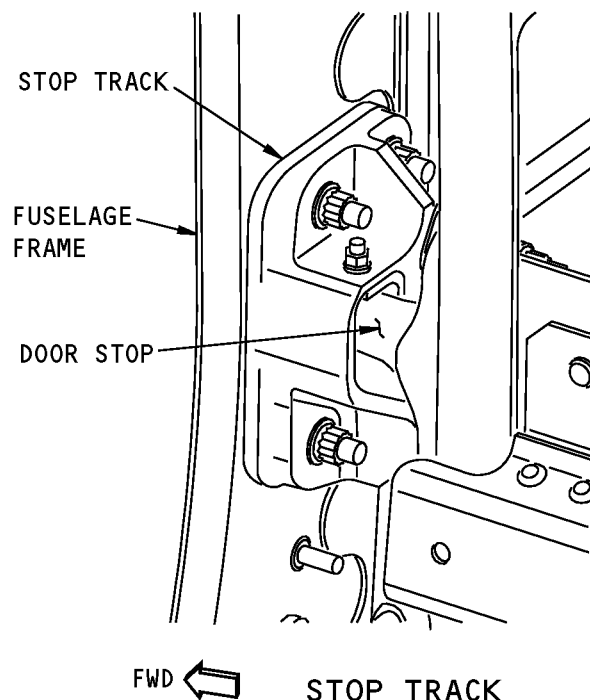
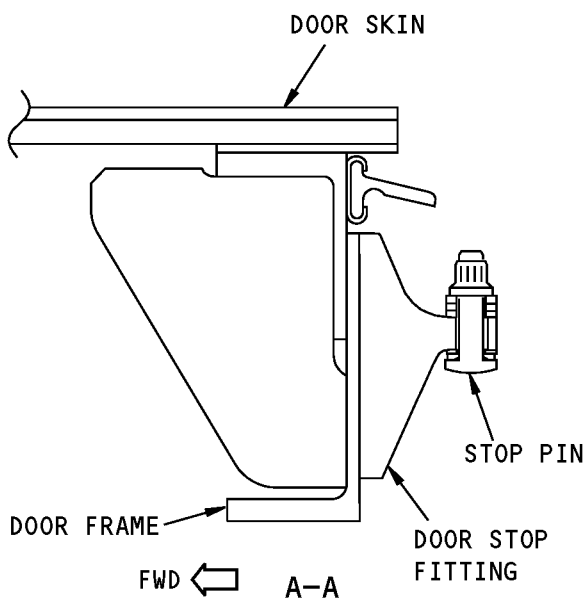
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AIRCRAFT MAINTENANCE MANUAL



**DOOR STOP
(EXAMPLE)**

(B)



**STOP TRACK
(EXAMPLE)**

(C)

**Right Overwing Emergency Exit Cutout
Figure 240 (Sheet 2 of 2)/53-05-03-990-815**

**EFFECTIVITY
HAP ALL**

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AIRCRAFT MAINTENANCE MANUAL

TASK 53-05-03-211-805

33. EXTERNAL - DETAILED: EXTERNAL - FORWARD ENTRY DOOR FRAME, STOPS, LATCHES AND HINGES

(Figure 241)

A. General

- (1) This procedure is a scheduled maintenance task.

B. Inspection

SUBTASK 53-05-03-211-005

- (1) Do the inspection.

_____ **END OF TASK** _____

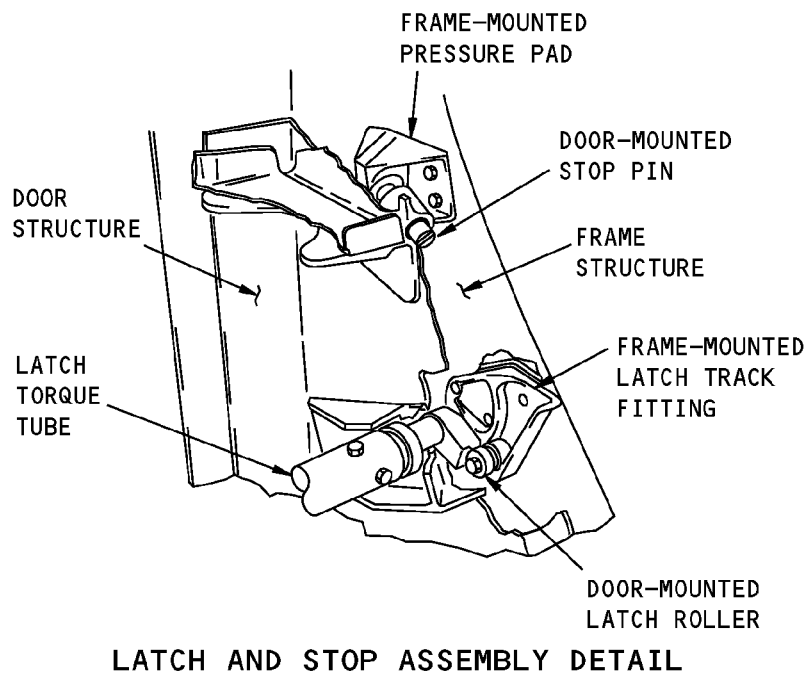
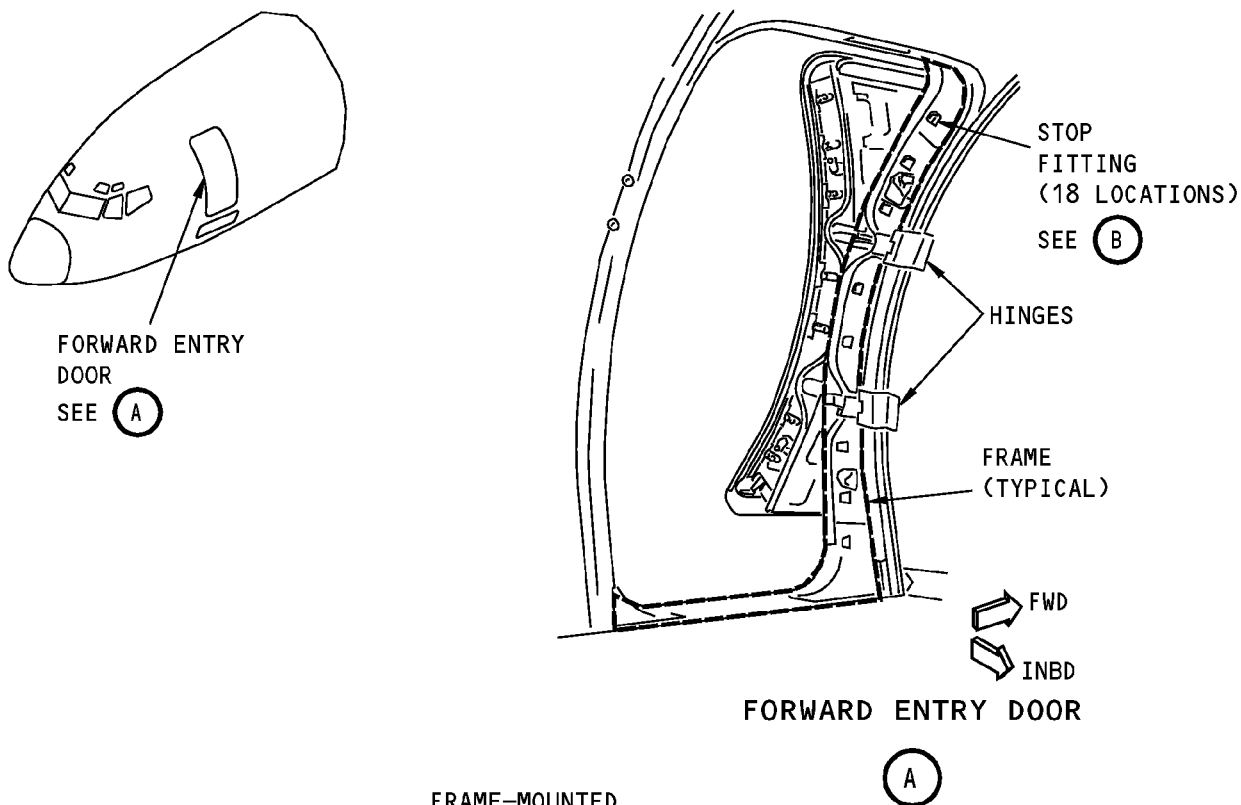
EFFECTIVITY
HAP ALL

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AIRCRAFT MAINTENANCE MANUAL



External - Forward Entry Door Frame, Stop, Latches and Hinges
Figure 241/53-05-03-990-808

EFFECTIVITY
HAP ALL

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TASK 53-05-03-211-806

34. EXTERNAL - DETAILED: EXTERNAL - FORWARD GALLEY SERVICE DOOR FRAME, STOPS, LATCHES AND HINGES

(Figure 242)

A. General

- (1) This procedure is a scheduled maintenance task.

B. Inspection

SUBTASK 53-05-03-211-006

- (1) Do the inspection.

————— **END OF TASK** —————

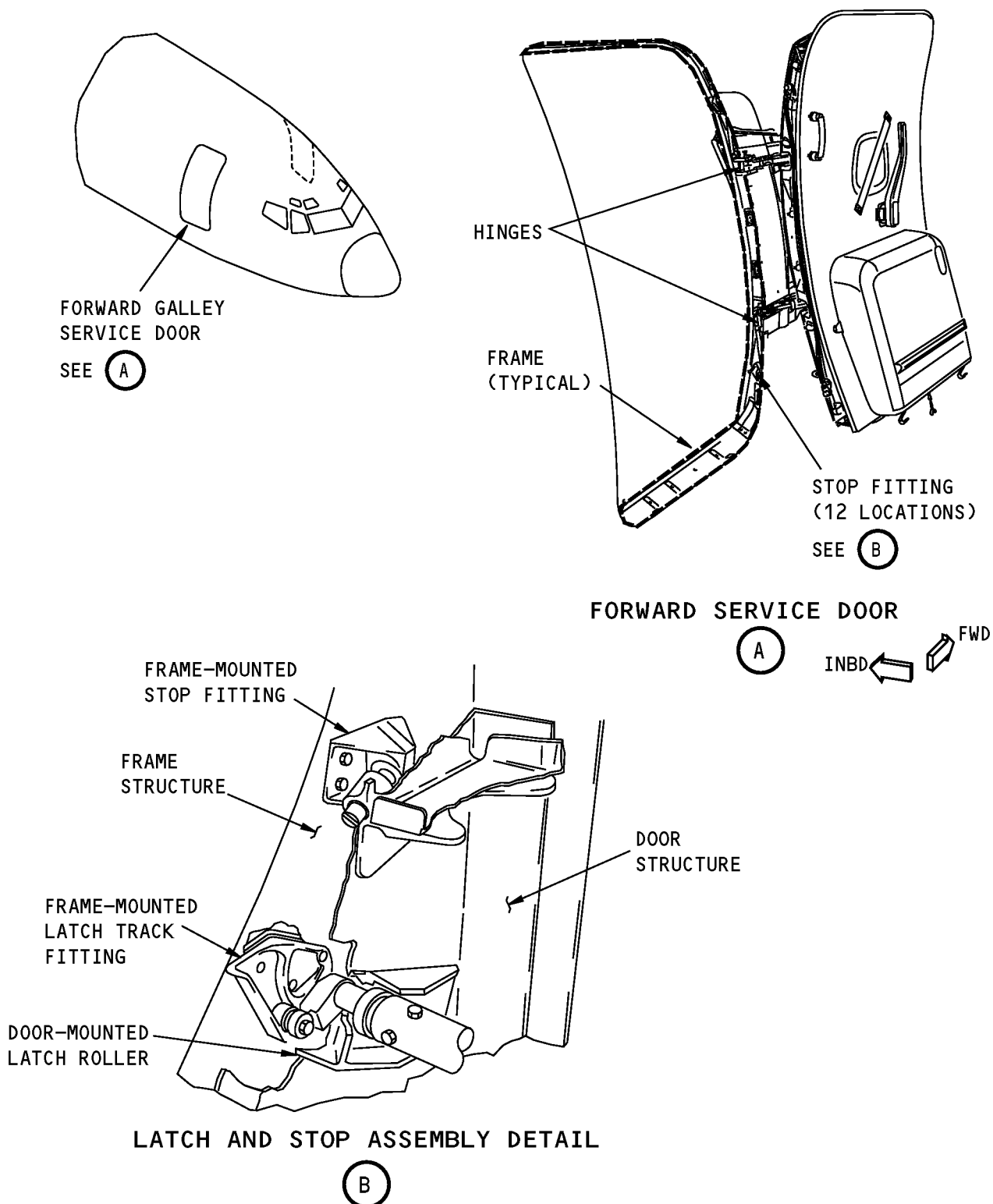
EFFECTIVITY
HAP ALL

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AIRCRAFT MAINTENANCE MANUAL



External - Forward Galley Service Door Frame, Stops, Latches and Hinges
Figure 242/53-05-03-990-809

EFFECTIVITY
HAP ALL

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AIRCRAFT MAINTENANCE MANUAL

TASK 53-05-03-211-807

35. EXTERNAL - DETAILED: EXTERNAL - AFT ENTRY DOOR FRAME, STOPS, LATCHES AND HINGES

(Figure 243)

A. General

- (1) This procedure is a scheduled maintenance task.

B. Inspection

SUBTASK 53-05-03-211-007

- (1) Do the inspection.

————— **END OF TASK** —————

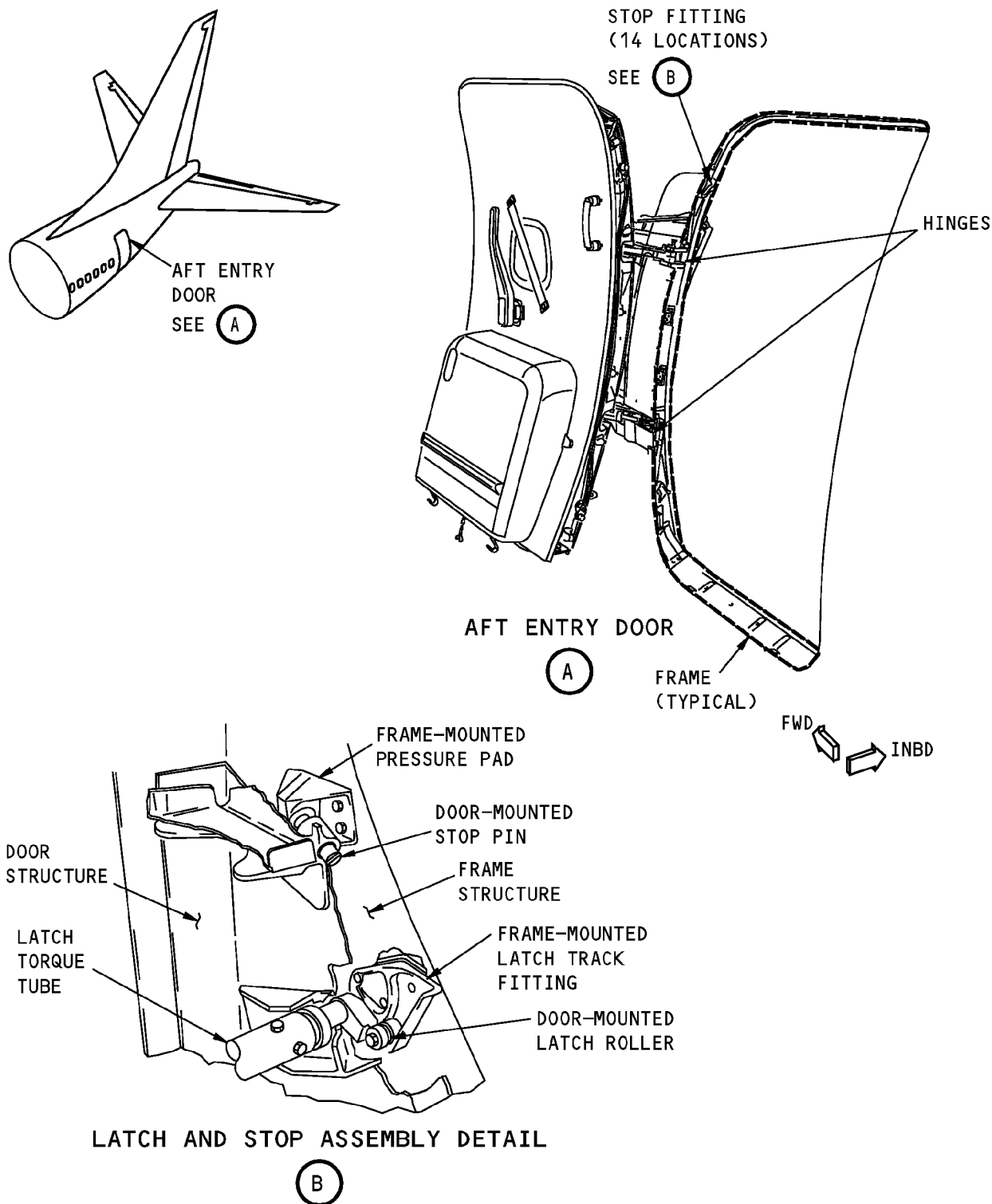
EFFECTIVITY
HAP ALL

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AIRCRAFT MAINTENANCE MANUAL



AFT Entry Door Frame, Stops, Latches and Hinges
Figure 243/53-05-03-990-810

EFFECTIVITY
HAP ALL

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AIRCRAFT MAINTENANCE MANUAL

TASK 53-05-03-211-808

36. EXTERNAL - DETAILED: EXTERNAL - AFT GALLEY SERVICE DOOR FRAME, STOPS, LATCHES AND HINGES

(Figure 244)

A. General

- (1) This procedure is a scheduled maintenance task.

B. Inspection

SUBTASK 53-05-03-211-008

- (1) Do the inspection.

————— **END OF TASK** —————

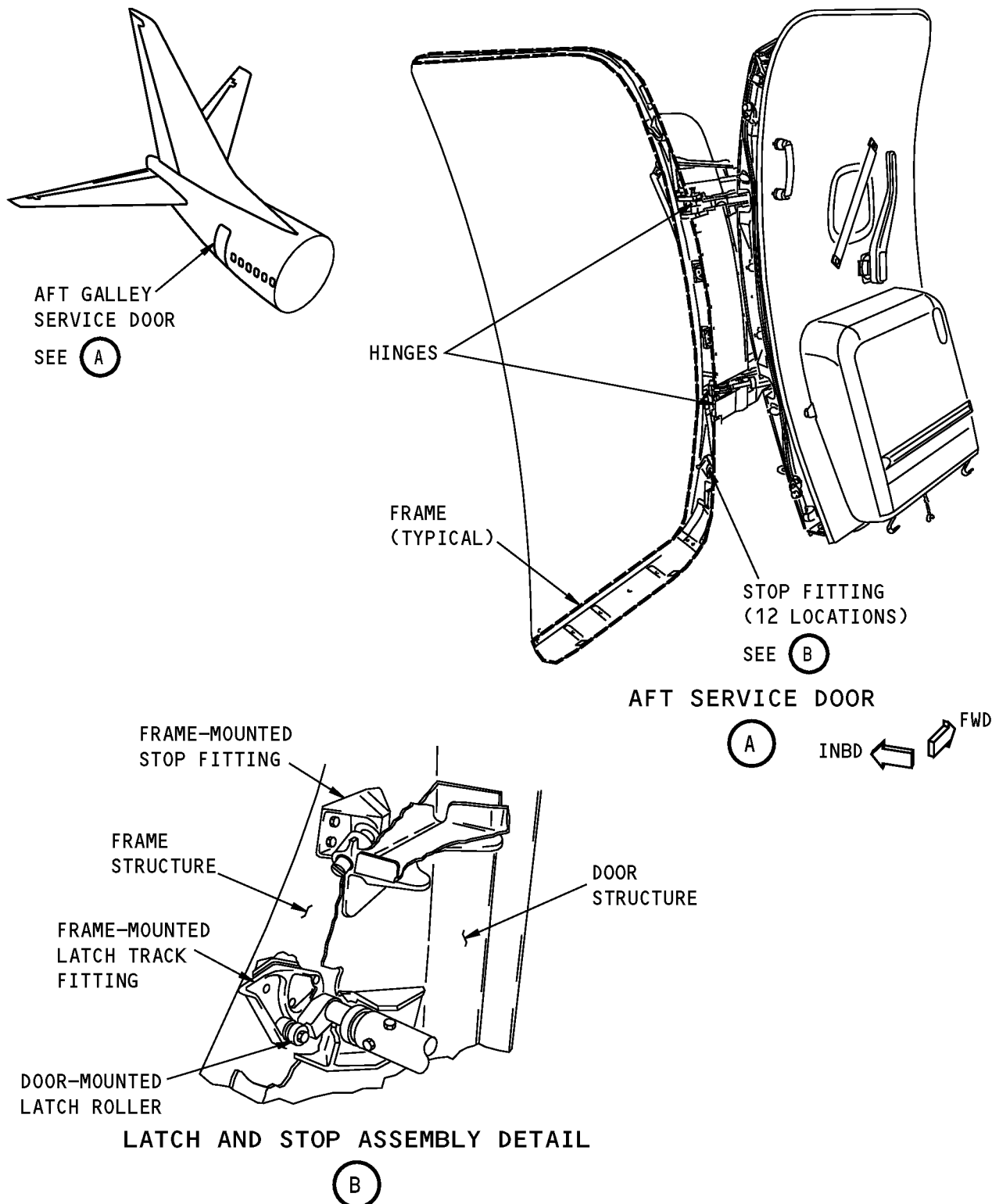
EFFECTIVITY
HAP ALL

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AIRCRAFT MAINTENANCE MANUAL



Aft Galley Door Frame, Stop, Latches and Hinges
Figure 244/53-05-03-990-811

EFFECTIVITY
HAP ALL

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AIRCRAFT MAINTENANCE MANUAL

TASK 53-05-03-210-830

37. INTERNAL - GENERAL VISUAL: INTERNAL - FLIGHT COMPARTMENT

A. General

- (1) This procedure is a scheduled maintenance task.

B. Inspection

SUBTASK 53-05-03-210-030

- (1) Do the inspection.

————— **END OF TASK** —————

EFFECTIVITY
HAP ALL

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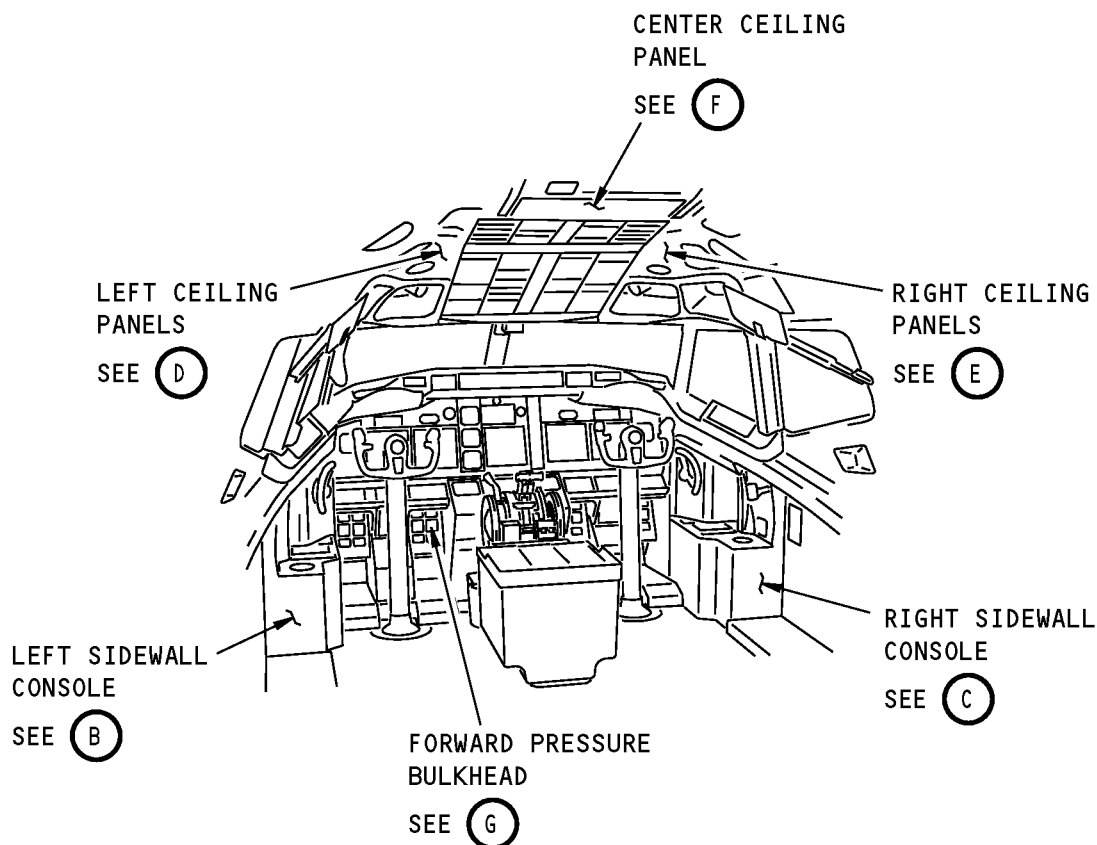
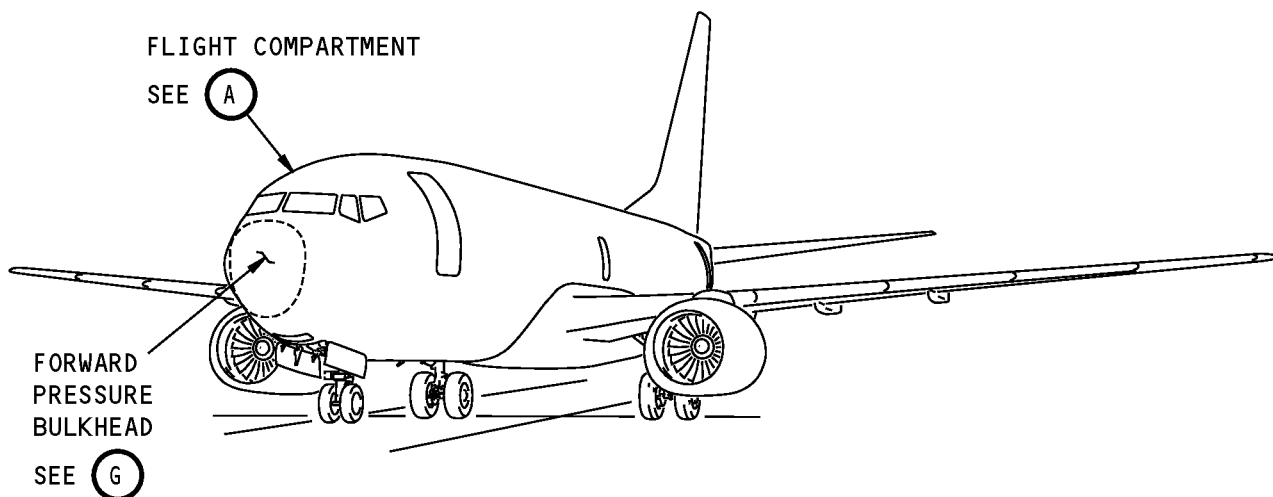
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AIRCRAFT MAINTENANCE MANUAL



FLIGHT COMPARTMENT

(A)

INTERNAL-GENERAL VISUAL: INTERNAL-FLIGHT COMPARTMENT

Figure 245 (Sheet 1 of 7)/53-05-03-990-853

EFFECTIVITY
HAP ALL

53-05-03

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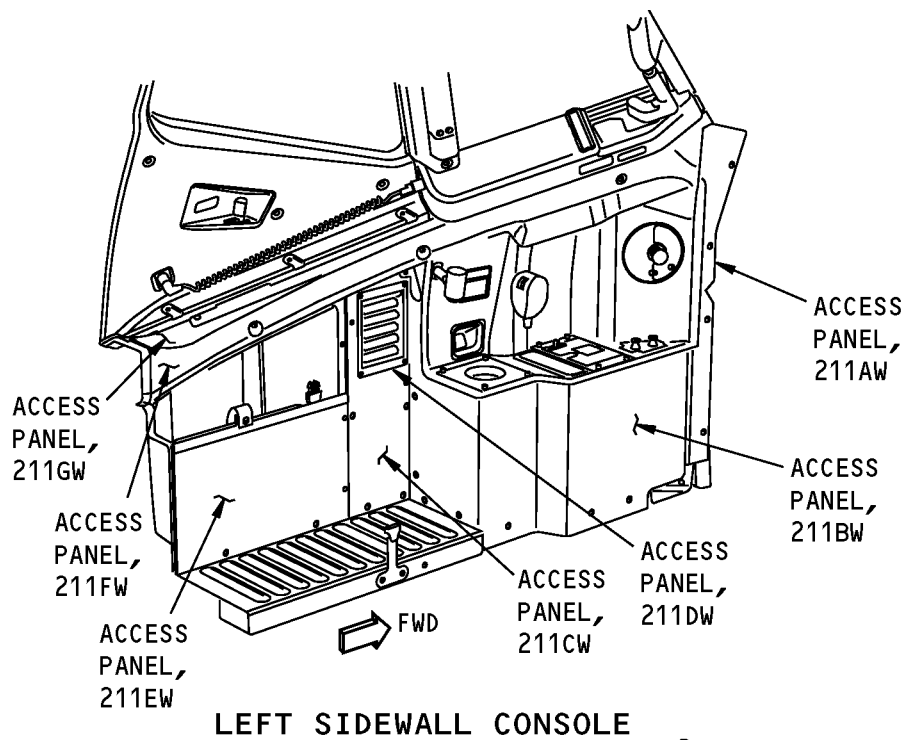
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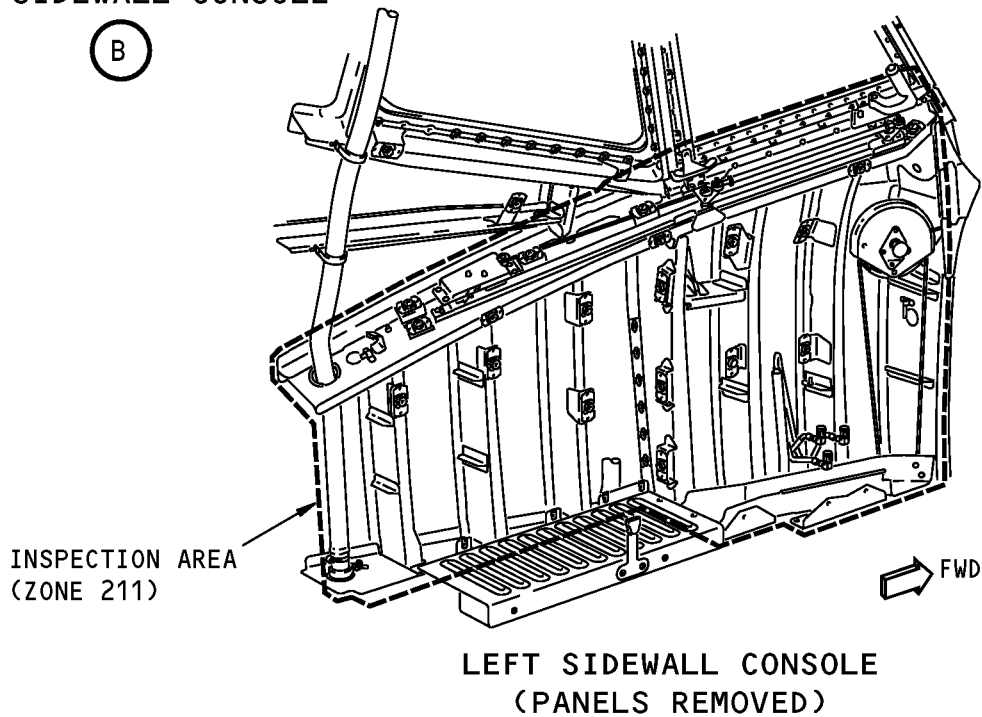


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AIRCRAFT MAINTENANCE MANUAL



(B)



(B)

MPD ITEM
53-862-00

INTERNAL-GENERAL VISUAL: INTERNAL-FLIGHT COMPARTMENT
Figure 245 (Sheet 2 of 7)/53-05-03-990-853

EFFECTIVITY
HAP ALL

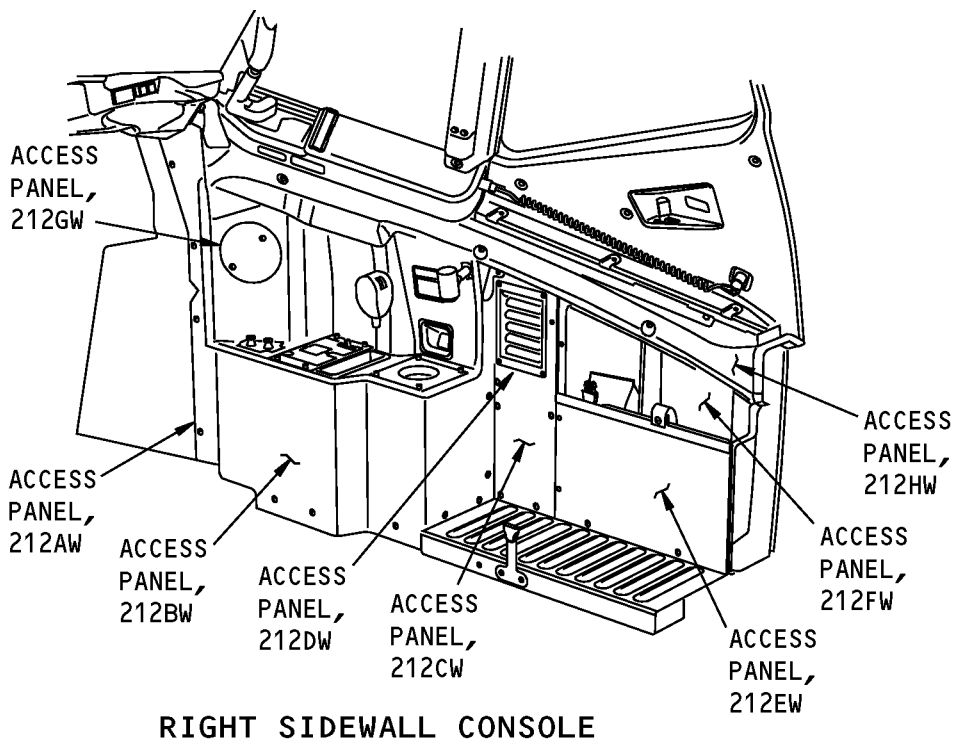
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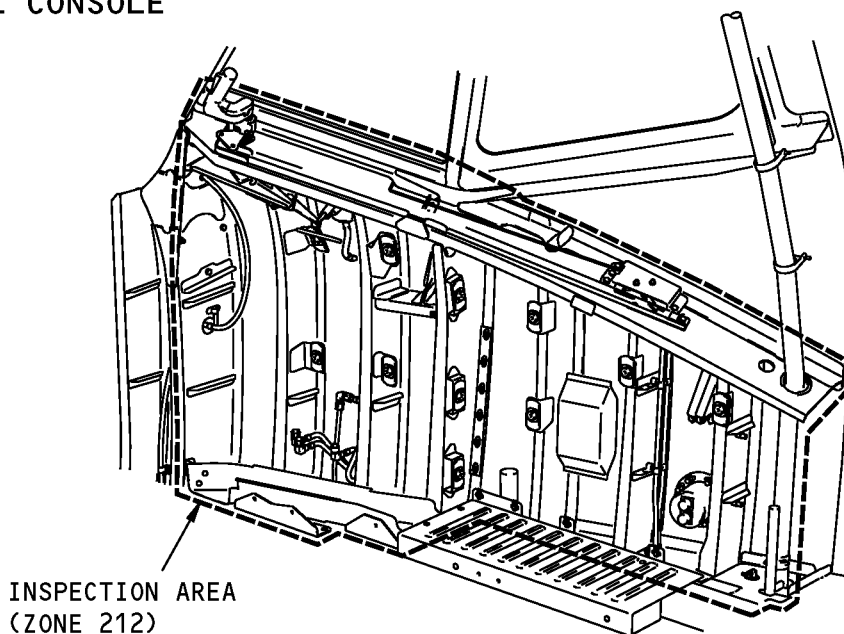
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AIRCRAFT MAINTENANCE MANUAL



RIGHT SIDEWALL CONSOLE

(C)



**RIGHT SIDEWALL CONSOLE
(PANELS REMOVED)**

(C)

MPD ITEM
53-862-00

INTERNAL-GENERAL VISUAL: INTERNAL-FLIGHT COMPARTMENT
Figure 245 (Sheet 3 of 7)/53-05-03-990-853

EFFECTIVITY
HAP ALL

53-05-03

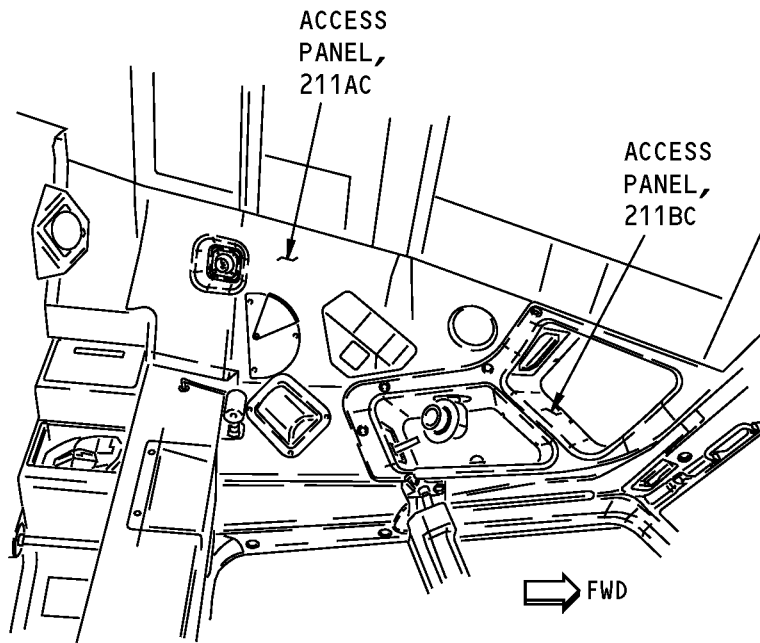
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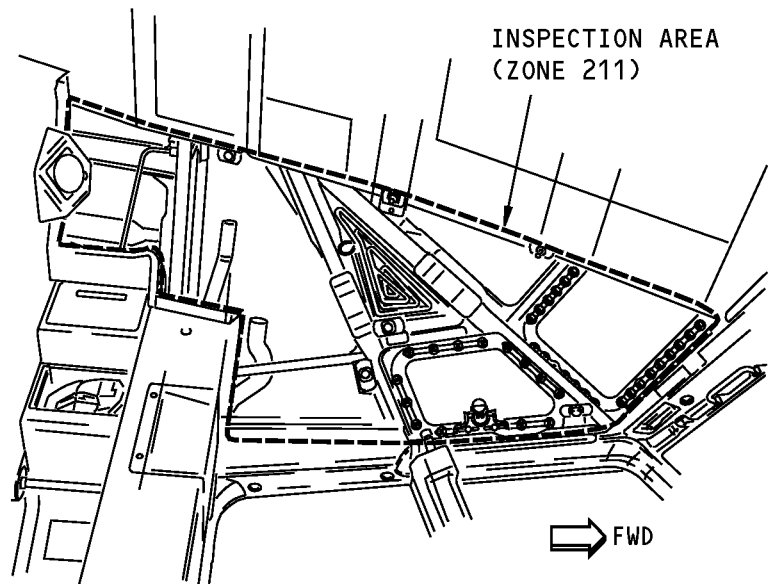
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AIRCRAFT MAINTENANCE MANUAL



LEFT CEILING PANELS

(D)



LEFT CEILING PANELS
(PANELS REMOVED)

(D)

MPD ITEM
53-862-00

INTERNAL-GENERAL VISUAL: INTERNAL-FLIGHT COMPARTMENT
Figure 245 (Sheet 4 of 7)/53-05-03-990-853

EFFECTIVITY
HAP ALL

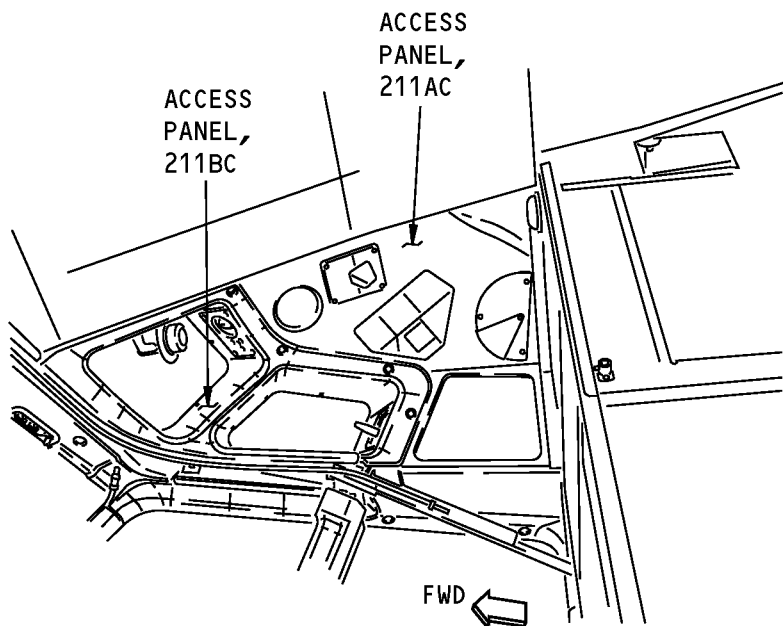
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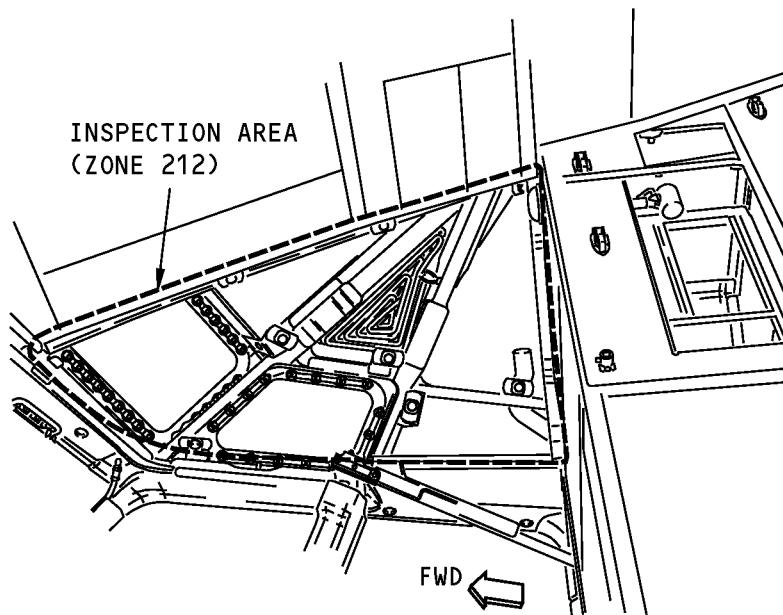
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AIRCRAFT MAINTENANCE MANUAL



RIGHT CEILING PANELS

(E)



**RIGHT CEILING PANELS
(PANELS REMOVED)**

(E)

MPD ITEM
53-862-00

INTERNAL-GENERAL VISUAL: INTERNAL-FLIGHT COMPARTMENT
Figure 245 (Sheet 5 of 7)/53-05-03-990-853

EFFECTIVITY
HAP ALL

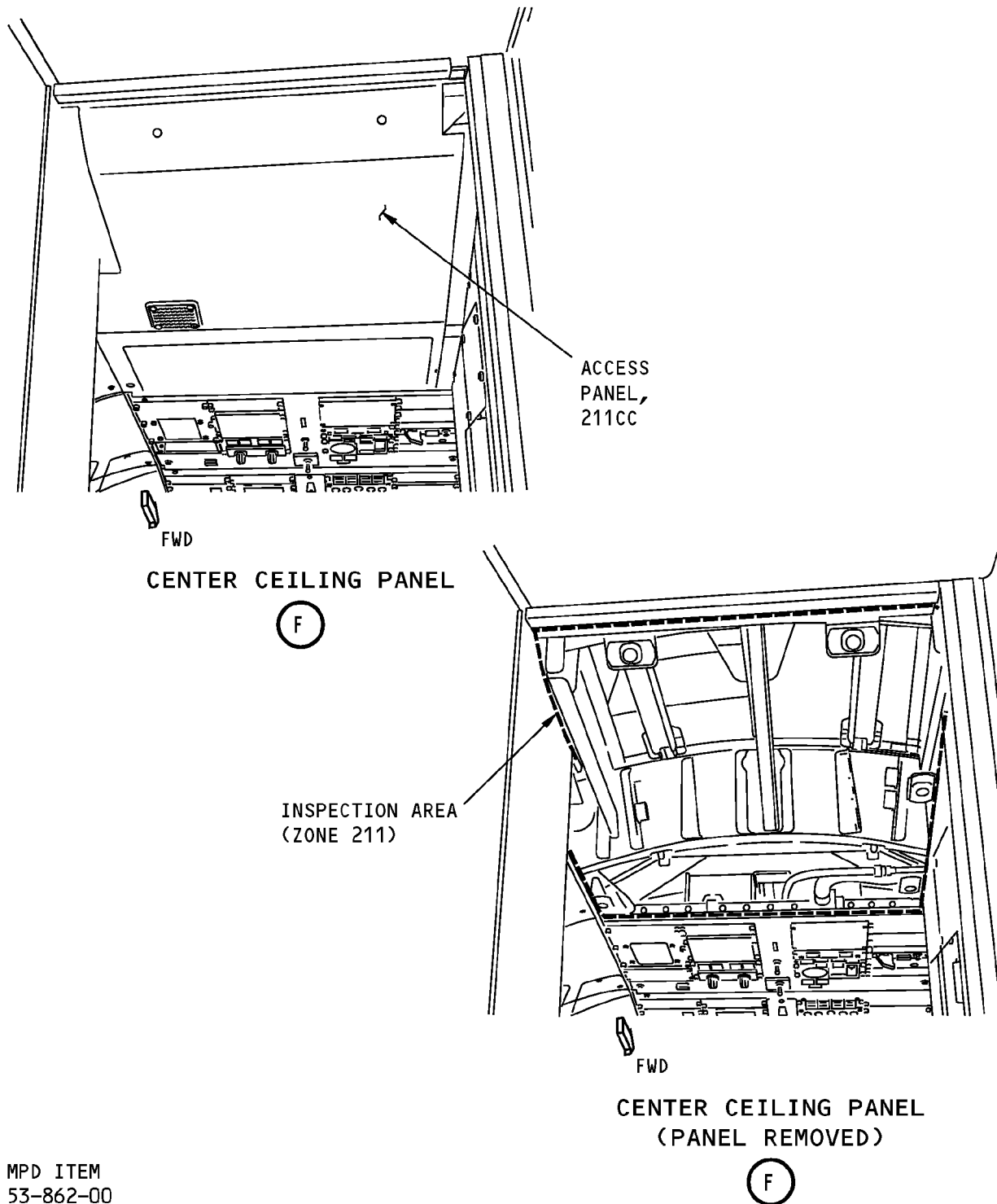
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MPD ITEM
53-862-00

INTERNAL-GENERAL VISUAL: INTERNAL-FLIGHT COMPARTMENT
Figure 245 (Sheet 6 of 7)/53-05-03-990-853

EFFECTIVITY
HAP ALL

53-05-03

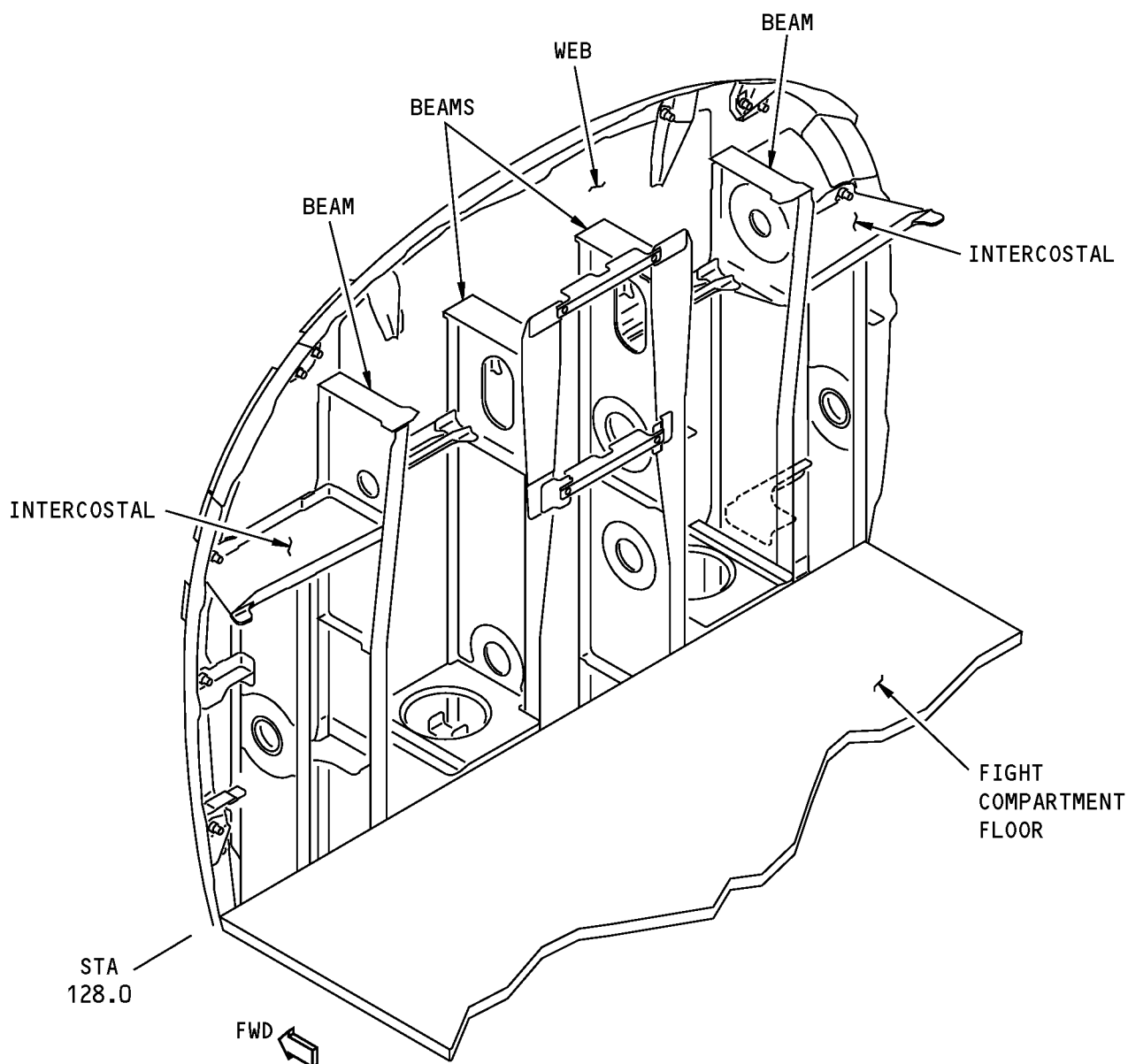
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AIRCRAFT MAINTENANCE MANUAL



FORWARD PRESSURE BULKHEAD
(ZONES 211 AND 212)

G

INTERNAL-GENERAL VISUAL: INTERNAL-FLIGHT COMPARTMENT
Figure 245 (Sheet 7 of 7)/53-05-03-990-853

EFFECTIVITY
HAP ALL

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AIRCRAFT MAINTENANCE MANUAL

TASK 53-05-03-210-831

38. INTERNAL - GENERAL VISUAL: INTERNAL - FLIGHT COMPARTMENT FLOOR STRUCTURE

A. General

- (1) This procedure is a scheduled maintenance task.

B. Inspection

SUBTASK 53-05-03-210-031

- (1) Do the inspection.

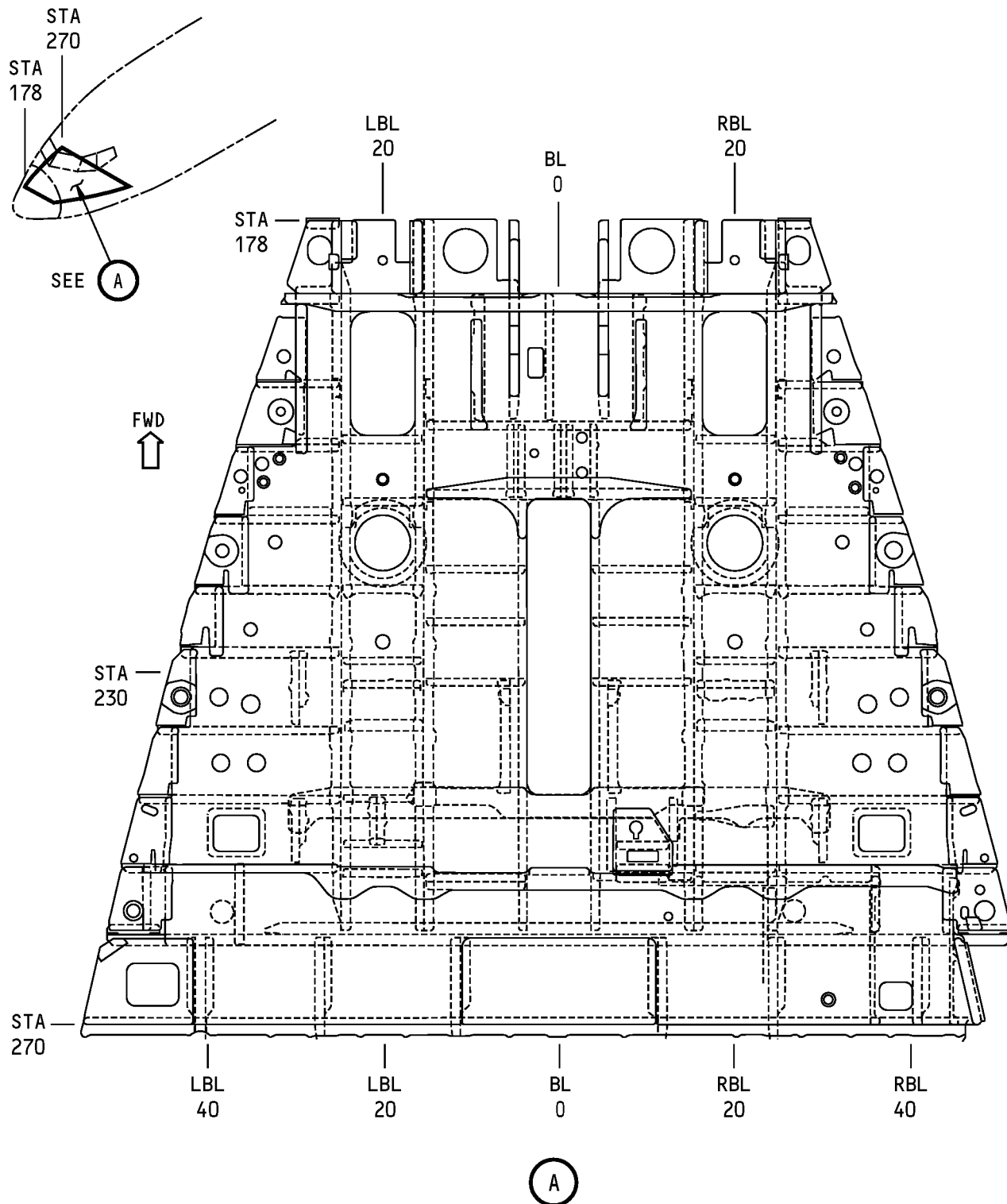
————— **END OF TASK** —————

EFFECTIVITY
HAP ALL

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Flight Deck Floor Structure
Figure 246/53-05-03-990-829

EFFECTIVITY
HAP ALL

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AIRCRAFT MAINTENANCE MANUAL

TASK 53-05-03-210-832

39. INTERNAL - GENERAL VISUAL: INTERNAL - PASSENGER COMPARTMENT FROM STA 259.5 to 360

A. General

- (1) This procedure is a scheduled maintenance task.

B. Inspection

SUBTASK 53-05-03-210-032

- (1) Do the inspection.

————— END OF TASK —————

EFFECTIVITY
HAP ALL

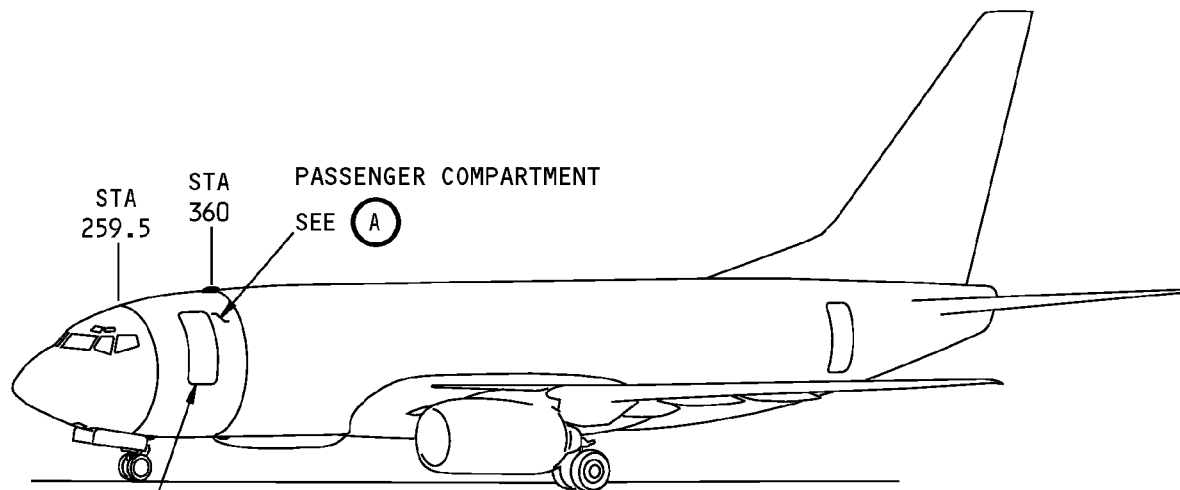
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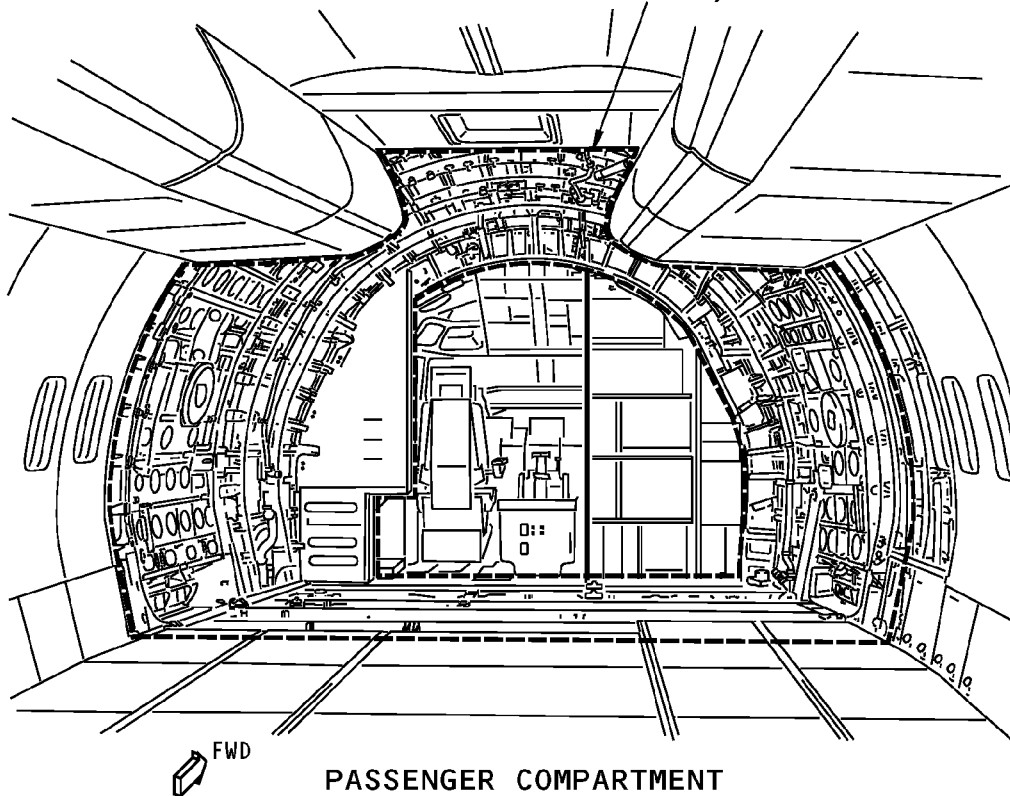


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AIRCRAFT MAINTENANCE MANUAL



LEFT (RIGHT)
FORWARD ENTRY DOOR,
831 (841)

INSPECTION AREA
(ZONES 221, 222)



PASSENGER COMPARTMENT

(A)

MPD ITEM
53-868-00

INTERNAL-GENERAL VISUAL: INTERNAL-PASSENGER COMPARTMENT FROM STA 259.5 TO STA
360

Figure 247/53-05-03-990-860

EFFECTIVITY
HAP ALL

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AIRCRAFT MAINTENANCE MANUAL

TASK 53-05-03-211-809

40. INTERNAL - DETAILED: INTERNAL - PASSENGER COMPARTMENT DOOR CUTOUTS

A. General

- (1) This procedure is a scheduled maintenance task.

B. Inspection

SUBTASK 53-05-03-211-009

- (1) Do the inspection.

————— **END OF TASK** —————

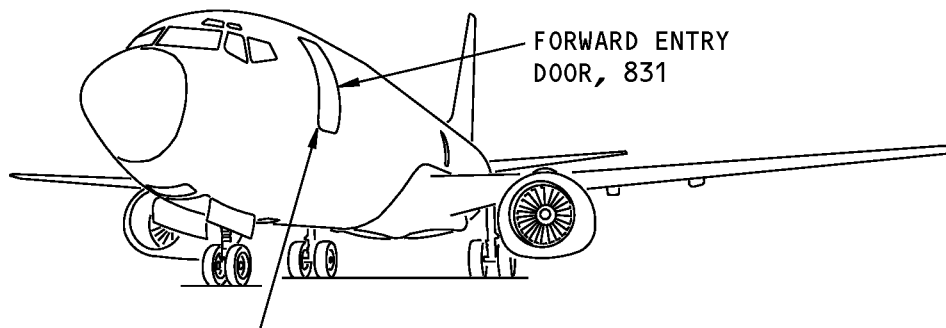
EFFECTIVITY
HAP ALL

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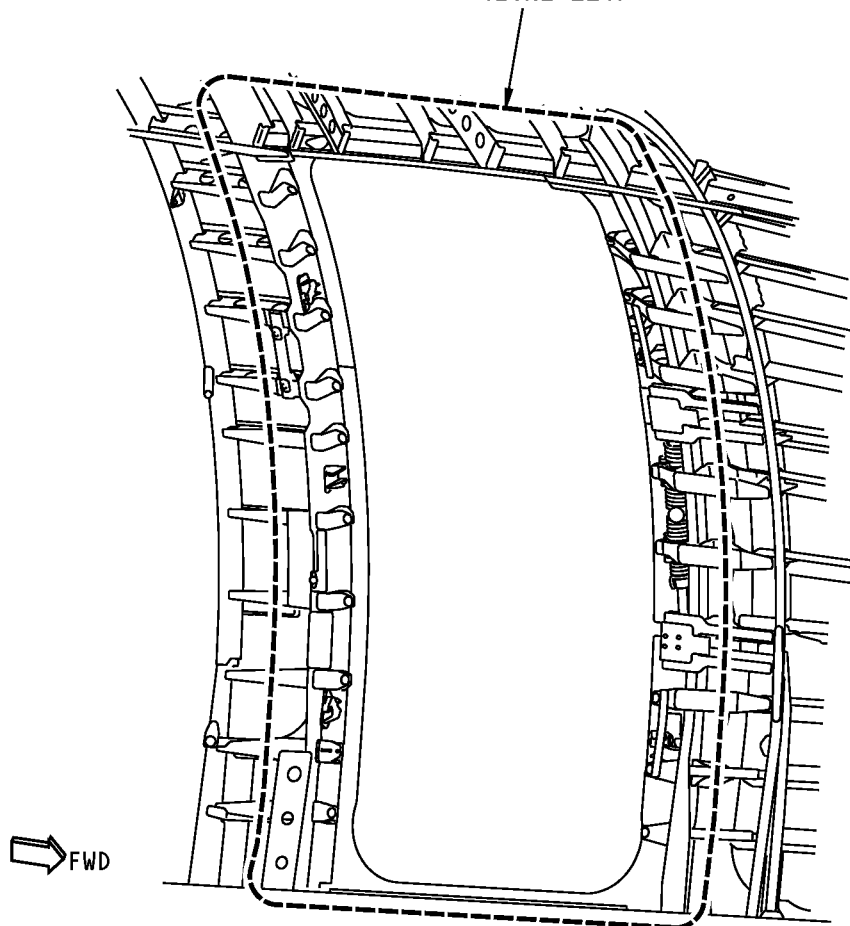
AIRCRAFT MAINTENANCE MANUAL



FORWARD ENTRY DOOR
CUTOUT STRUCTURE

SEE (A)

INSPECTION AREA
(ZONE 221)



**FORWARD ENTRY DOOR CUTOUT STRUCTURE
(LAVATORY, SIDEWALL PANELS AND INSULATION REMOVED)**

(A)

Forward Entry Door Cutout Surround Structure (Lavatory, Sidewall Panels And Insulation Removed)
Figure 248/53-05-03-990-816

EFFECTIVITY
HAP ALL

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AIRCRAFT MAINTENANCE MANUAL

TASK 53-05-03-211-810

41. INTERNAL - DETAILED: INTERNAL - PASSENGER COMPARTMENT DOOR CUTOUTS

A. General

- (1) This procedure is a scheduled maintenance task.

B. Inspection

SUBTASK 53-05-03-211-010

- (1) Do the inspection.

————— **END OF TASK** —————

EFFECTIVITY
HAP ALL

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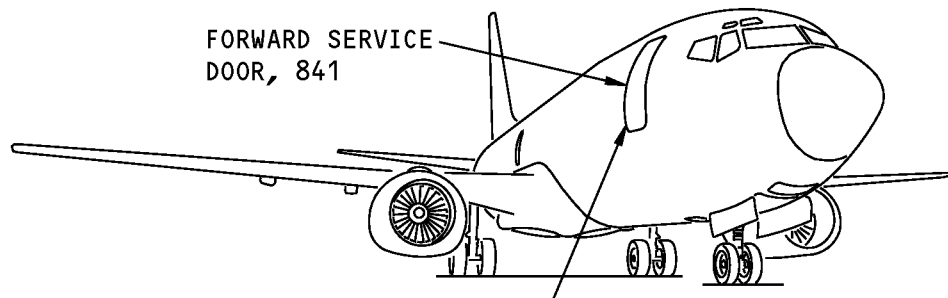
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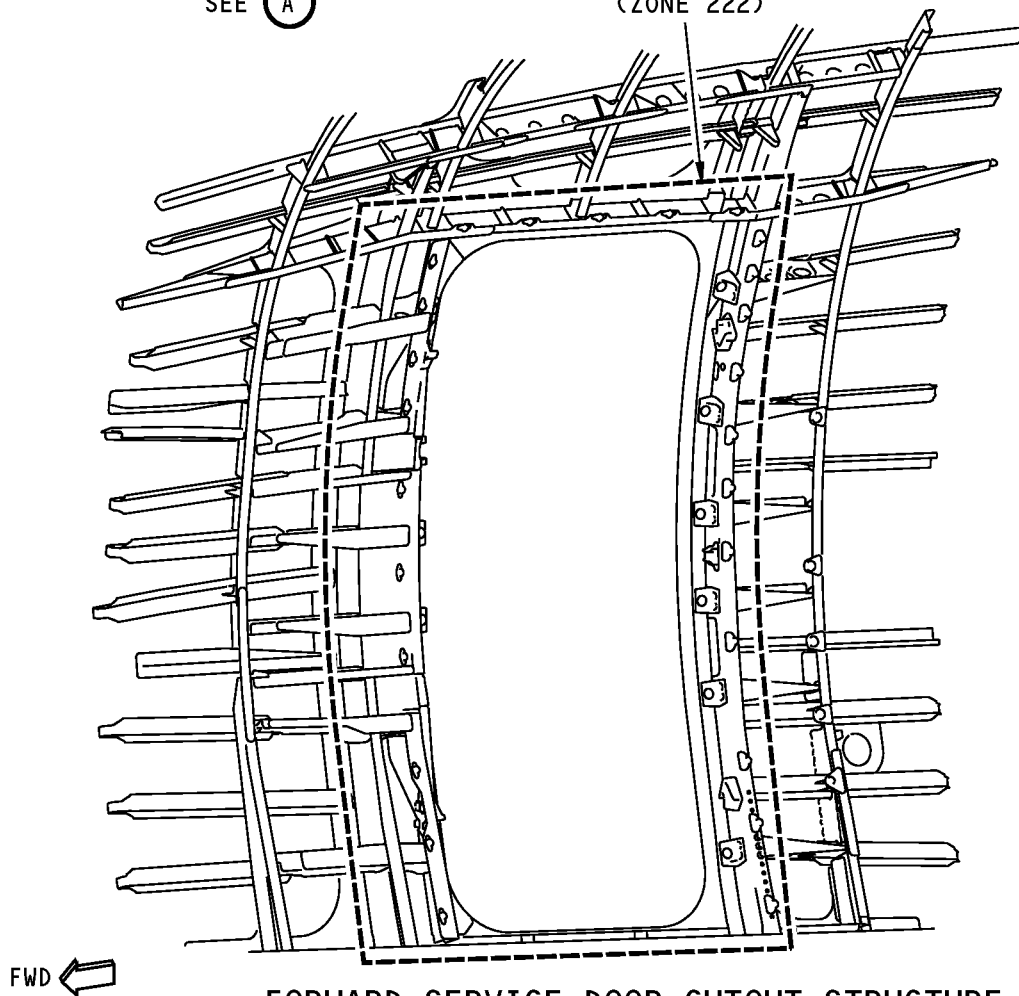


FORWARD SERVICE
DOOR, 841

FORWARD SERVICE DOOR
CUTOUT STRUCTURE

SEE (A)

INSPECTION AREA
(ZONE 222)



FORWARD SERVICE DOOR CUTOUT STRUCTURE
(GALLEY, SIDEWALL PANELS AND INSULATION REMOVED)

(A)

Forward Galley Service Door Cutout Surround Structure (Galley, Sidewall Panels and Insulation
Removed)

Figure 249/53-05-03-990-813

EFFECTIVITY
HAP ALL

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TASK 53-05-03-211-811

42. INTERNAL - DETAILED: INTERNAL - PASSENGER COMPARTMENT DOOR CUTOUTS

A. General

- (1) This procedure is a scheduled maintenance task.

B. Inspection

SUBTASK 53-05-03-211-011

- (1) Do the inspection.

————— **END OF TASK** —————

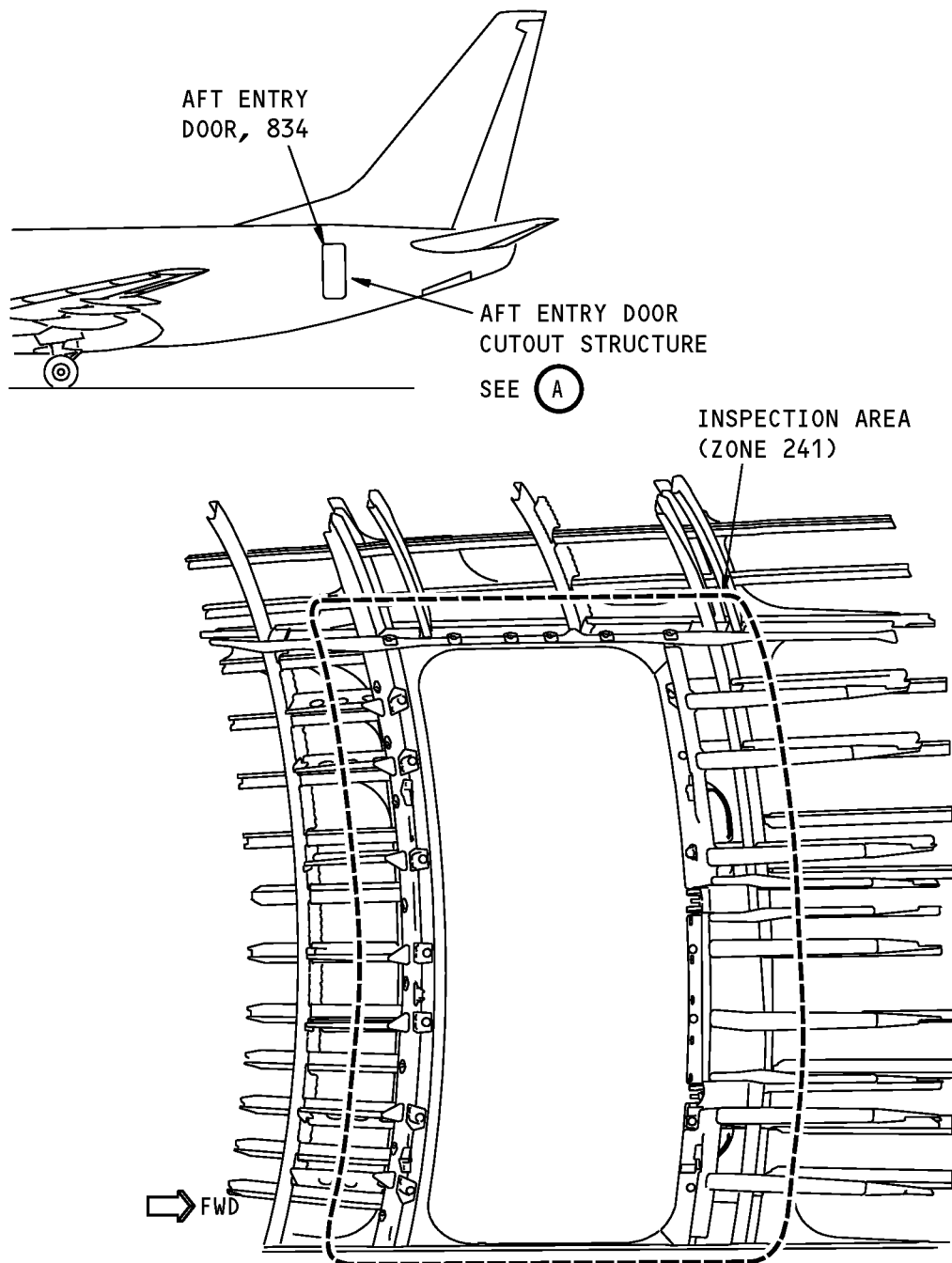
EFFECTIVITY
HAP ALL

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**AFT ENTRY DOOR CUTOUT STRUCTURE
(LAVATORY, SIDEWALL PANELS AND INSULATION REMOVED)**

(A)

**Passenger Compartment Door Cutouts
Figure 250/53-05-03-990-817**

EFFECTIVITY
HAP ALL

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TASK 53-05-03-211-812

43. INTERNAL - DETAILED: INTERNAL - PASSENGER COMPARTMENT DOOR CUTOUTS

A. General

- (1) This procedure is a scheduled maintenance task.

B. Inspection

SUBTASK 53-05-03-211-012

- (1) Do the inspection.

————— **END OF TASK** —————

EFFECTIVITY
HAP ALL

D633A101-HAP

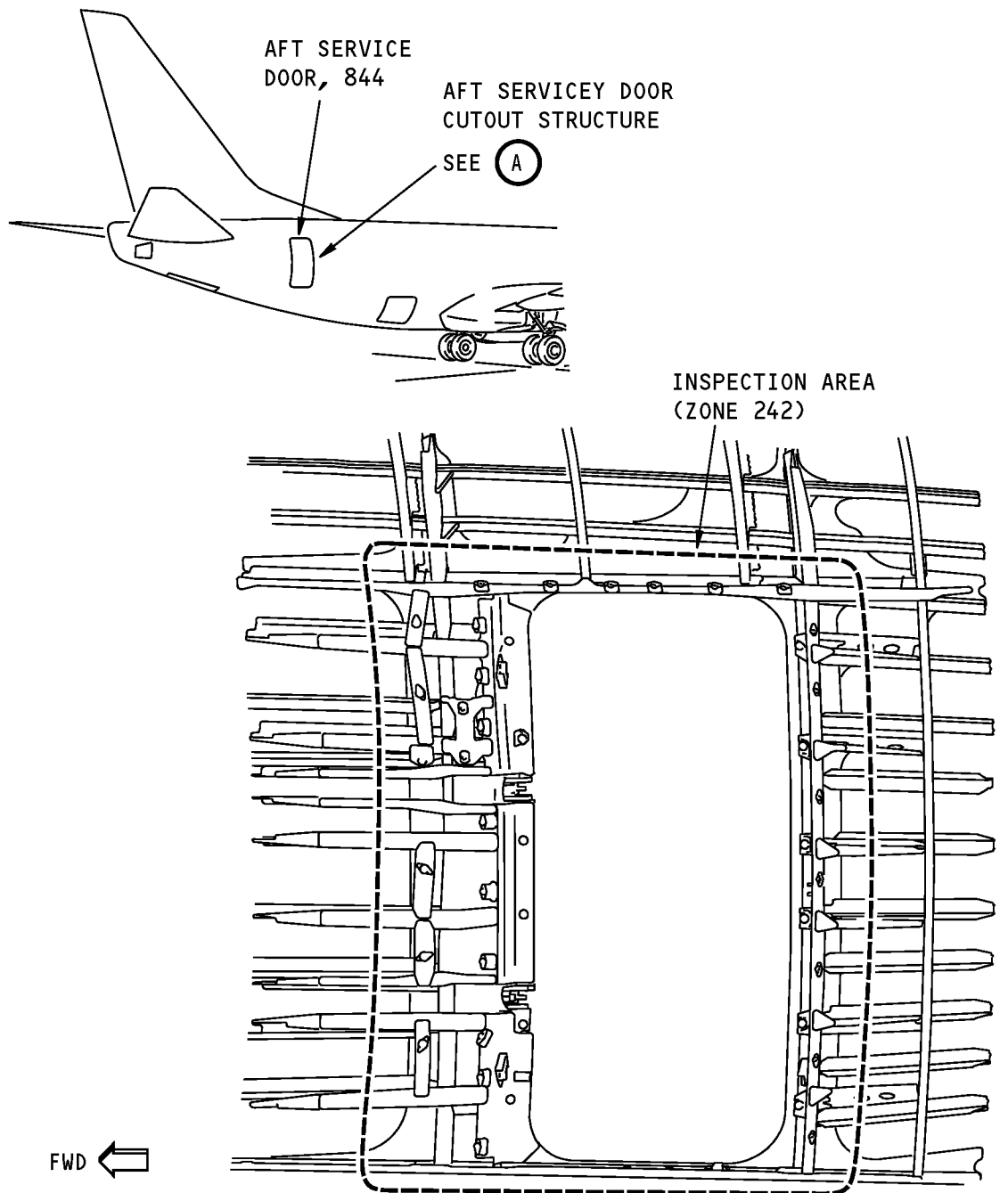
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AFT SERVICE DOOR CUTOUT STRUCTURE
(GALLEY, SIDEWALL PANELS AND INSULATION REMOVED)

(A)

Passenger Compartment Door Cutouts
Figure 251/53-05-03-990-818

EFFECTIVITY
HAP ALL

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TASK 53-05-03-210-833

44. INTERNAL - GENERAL VISUAL: INTERNAL - PASSENGER COMPARTMENT FLOOR STRUCTURE - DRY AREA

A. General

(1) This procedure is a scheduled maintenance task.

B. Inspection

SUBTASK 53-05-03-210-033

(1) Do the inspection.

END OF TASK

EFFECTIVITY
HAP ALL

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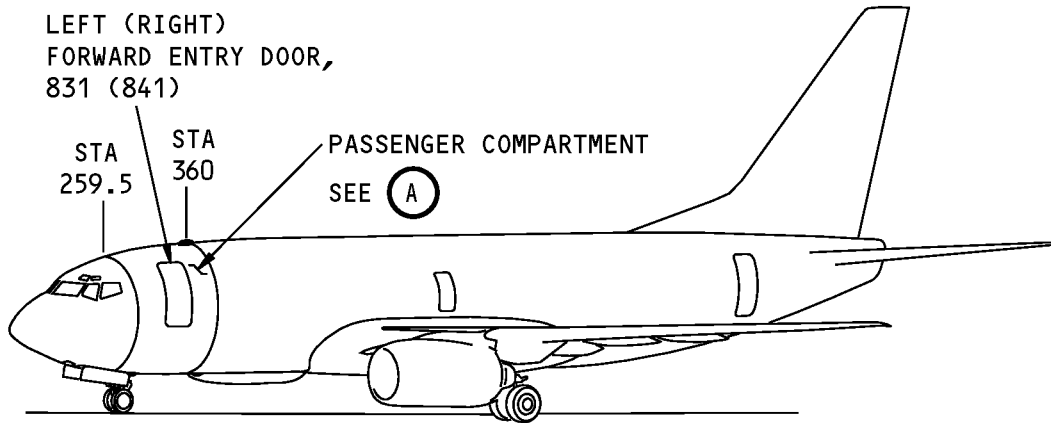
LEFT (RIGHT)
FORWARD ENTRY DOOR,
831 (841)

STA
259.5

STA
360

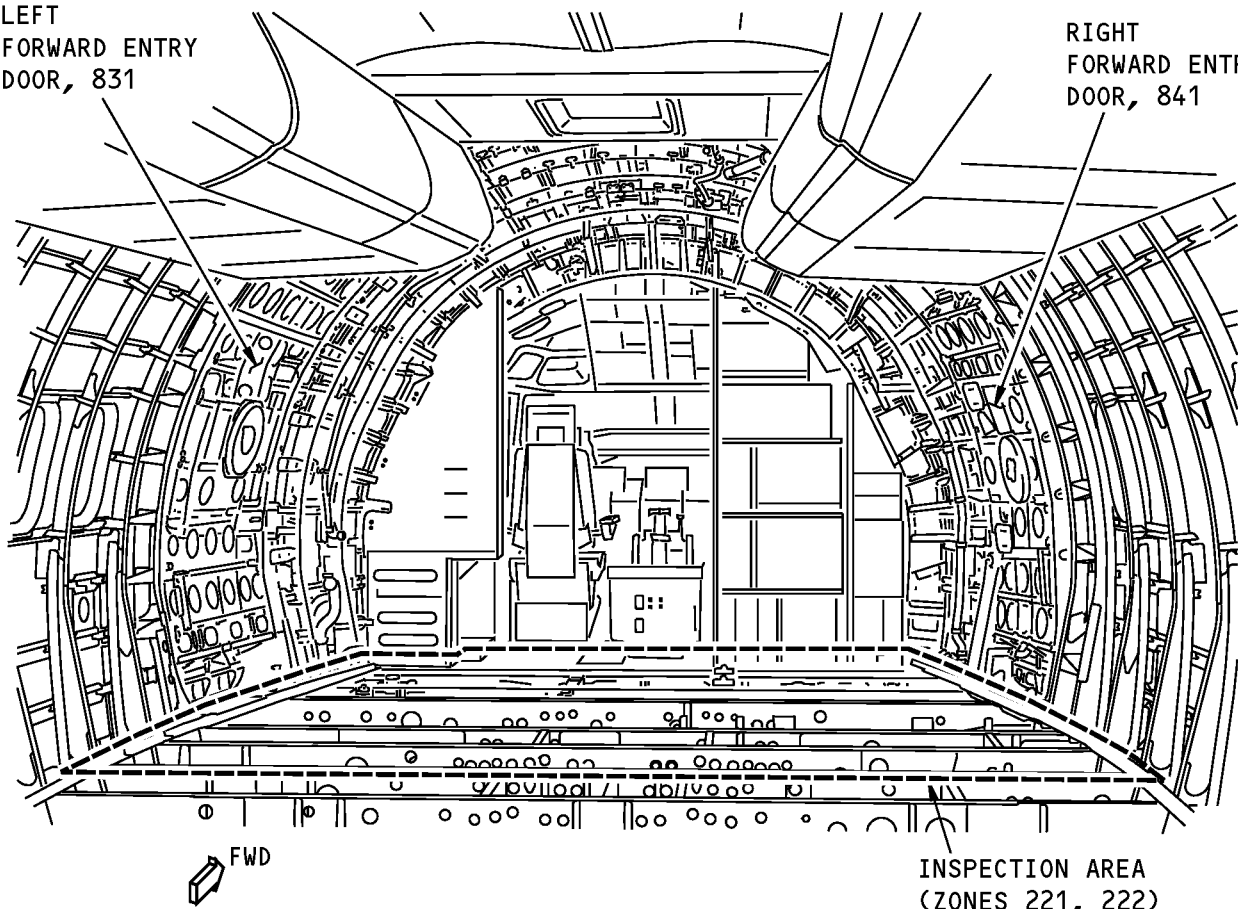
PASSENGER COMPARTMENT

SEE (A)



LEFT
FORWARD ENTRY
DOOR, 831

RIGHT
FORWARD ENTRY
DOOR, 841



PASSENGER COMPARTMENT
(FLOOR, SIDEWALL PANELS AND INSULATIONS REMOVED)

(A)

INTERNAL-GENERAL VISUAL: INTERNAL-PASSENGER COMPARTMENT FLOOR STRUCTURE-DRY
AREA

Figure 252 (Sheet 1 of 3)/53-05-03-990-861

EFFECTIVITY
HAP ALL

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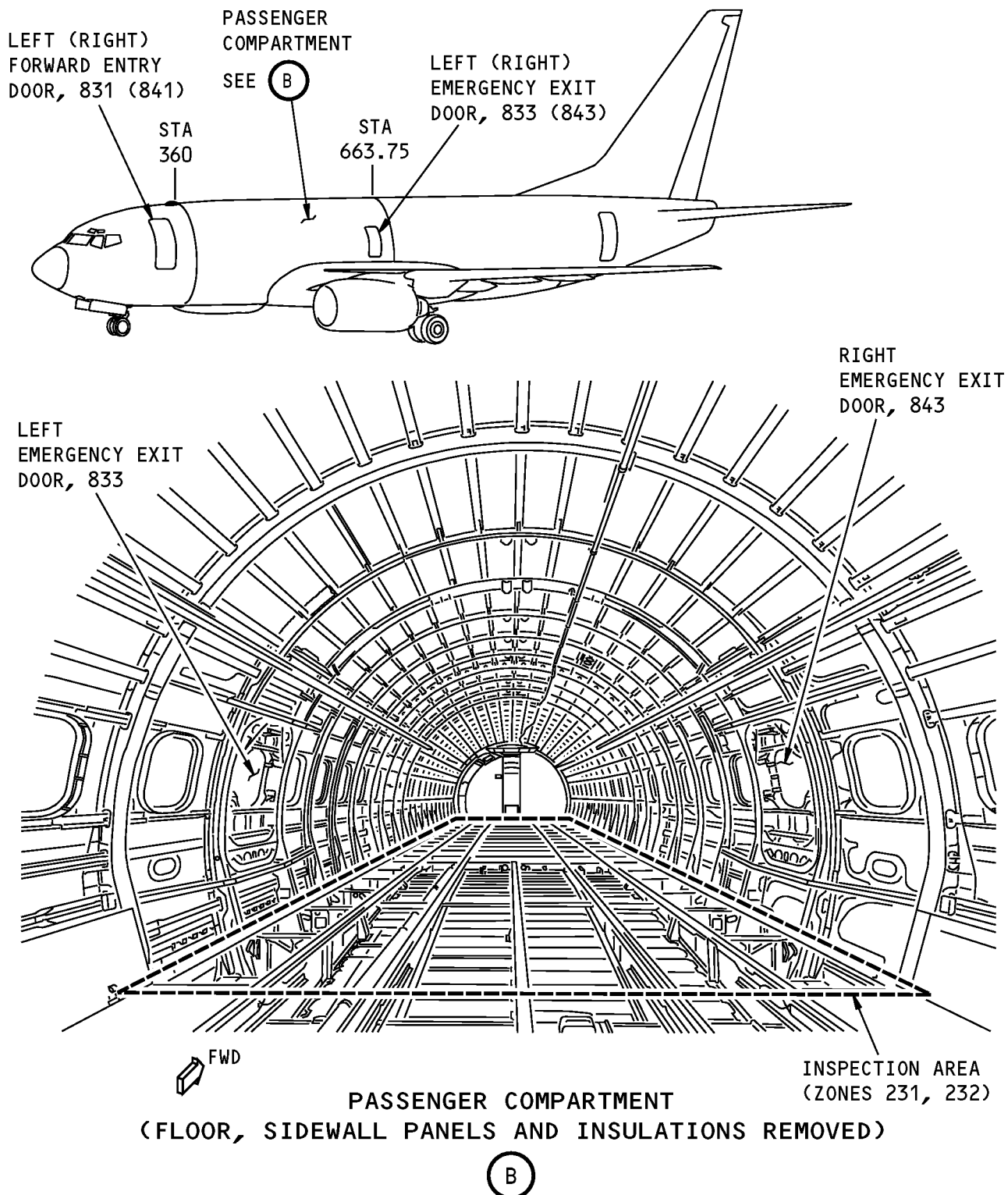
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INTERNAL-GENERAL VISUAL: INTERNAL-PASSENGER COMPARTMENT FLOOR STRUCTURE-DRY AREA

Figure 252 (Sheet 2 of 3)/53-05-03-990-861

EFFECTIVITY
HAP ALL

D633A101-HAP

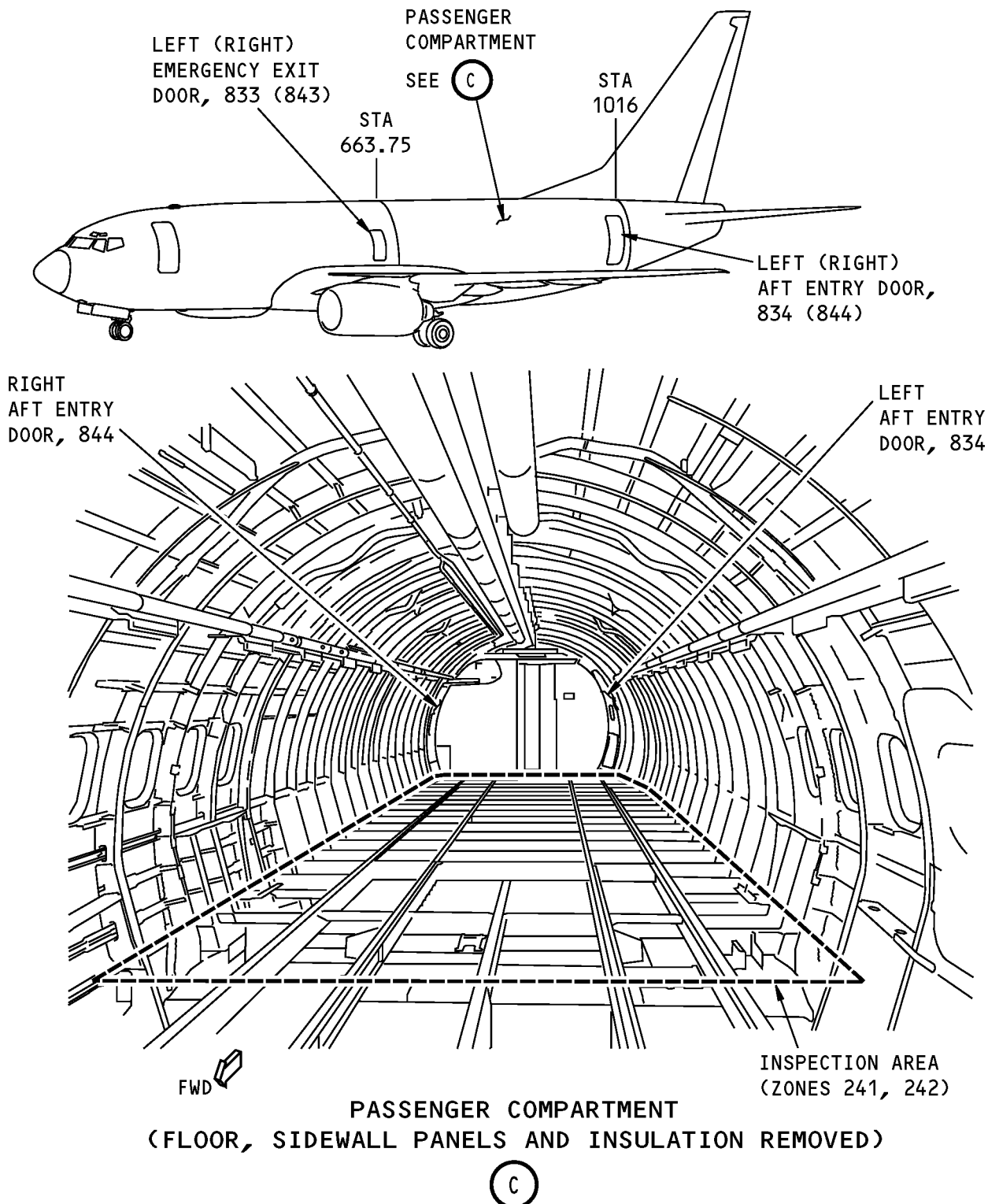
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INTERNAL-GENERAL VISUAL: INTERNAL-PASSENGER COMPARTMENT FLOOR STRUCTURE-DRY AREA

Figure 252 (Sheet 3 of 3)/53-05-03-990-861

EFFECTIVITY
HAP ALL

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HAP ALL; AIRPLANES WITH A CURVED AFT PRESSURE BULKHEAD

TASK 53-05-03-210-834

45. INTERNAL - GENERAL VISUAL: INTERNAL - PASSENGER COMPARTMENT FLOOR STRUCTURE - WET AREA

A. General

(1) This procedure is a scheduled maintenance task.

B. Inspection

SUBTASK 53-05-03-210-034

(1) Do the inspection.

————— **END OF TASK** —————

EFFECTIVITY
HAP ALL

D633A101-HAP

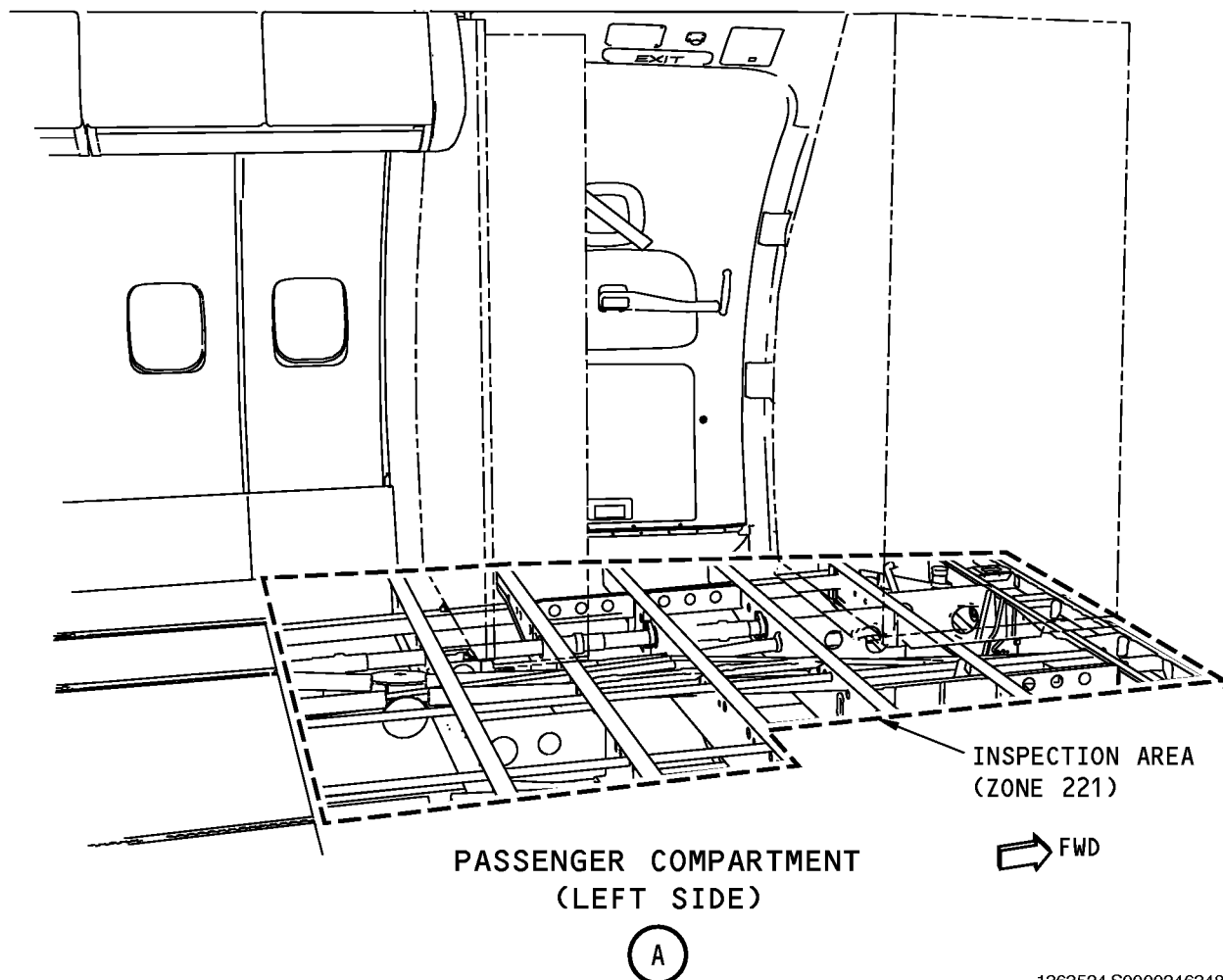
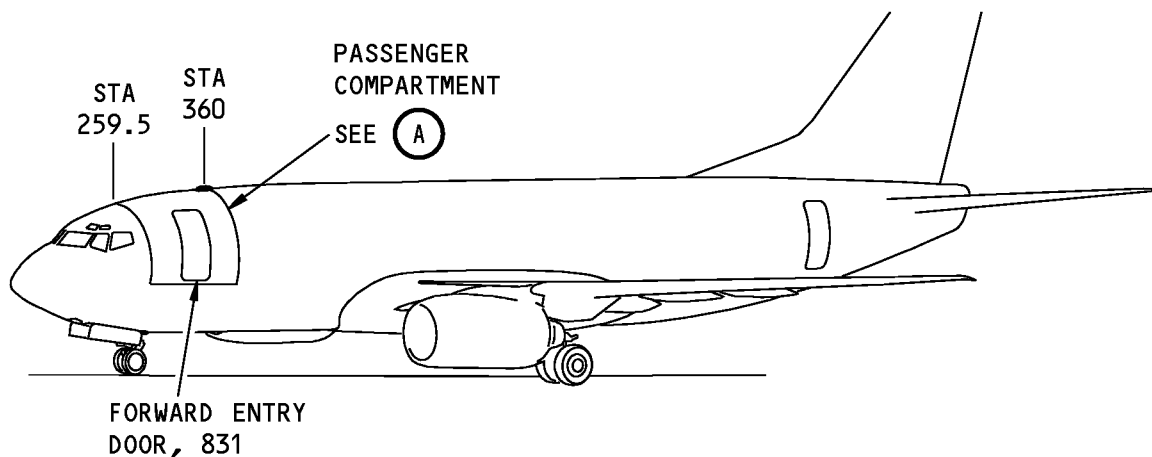
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1363524 S0000246348_V2

Passenger Compartment Structure - Wet Area General Visual (Internal)
Figure 253 (Sheet 1 of 2)/53-05-03-990-871

EFFECTIVITY
HAP ALL; AIRPLANES WITH A CURVED AFT PRESSURE BULKHEAD

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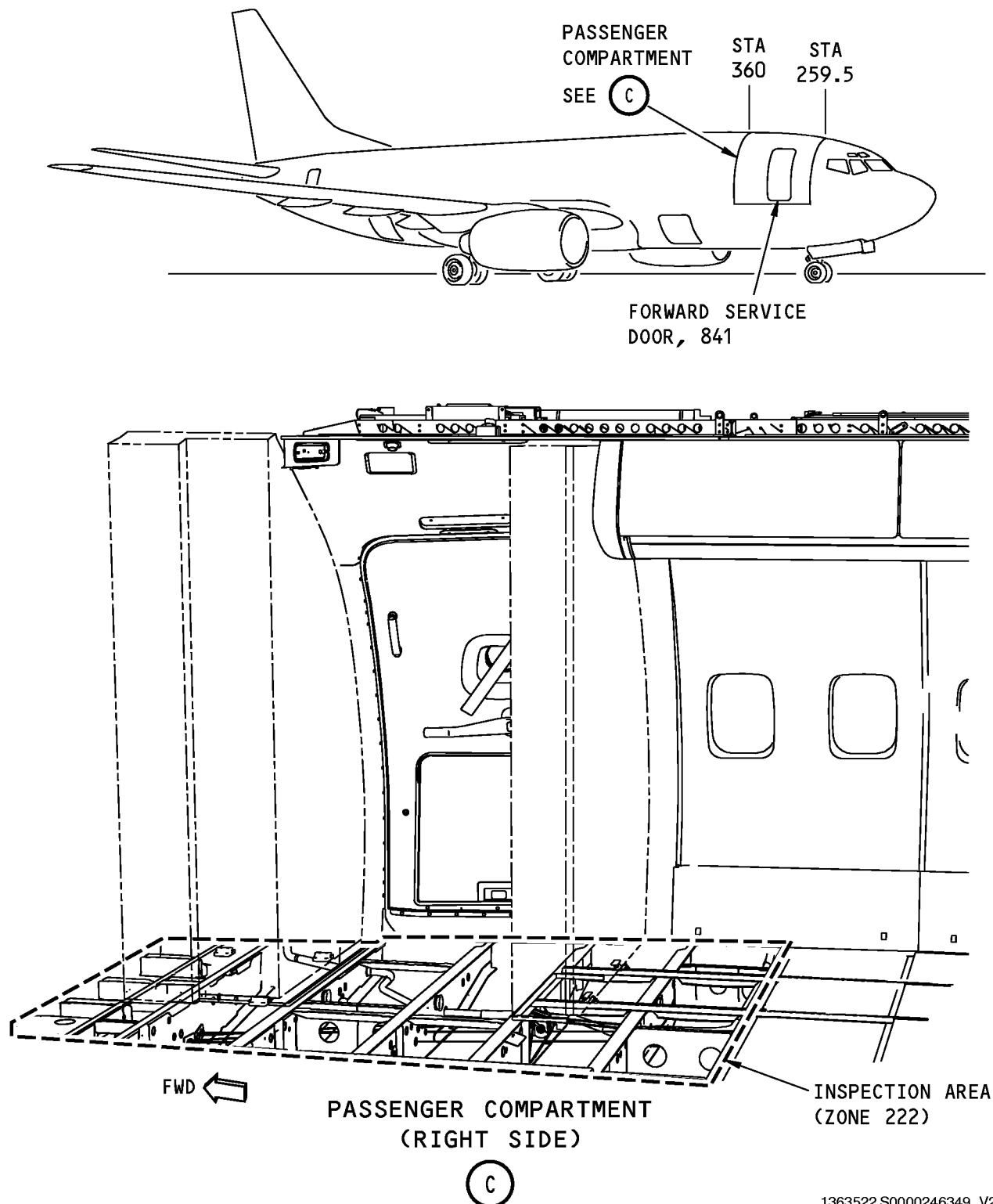
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AIRCRAFT MAINTENANCE MANUAL



1363522 S0000246349_V2

Passenger Compartment Structure - Wet Area General Visual (Internal)
Figure 253 (Sheet 2 of 2)/53-05-03-990-871

EFFECTIVITY
HAP ALL; AIRPLANES WITH A CURVED AFT PRESSURE BULKHEAD

53-05-03

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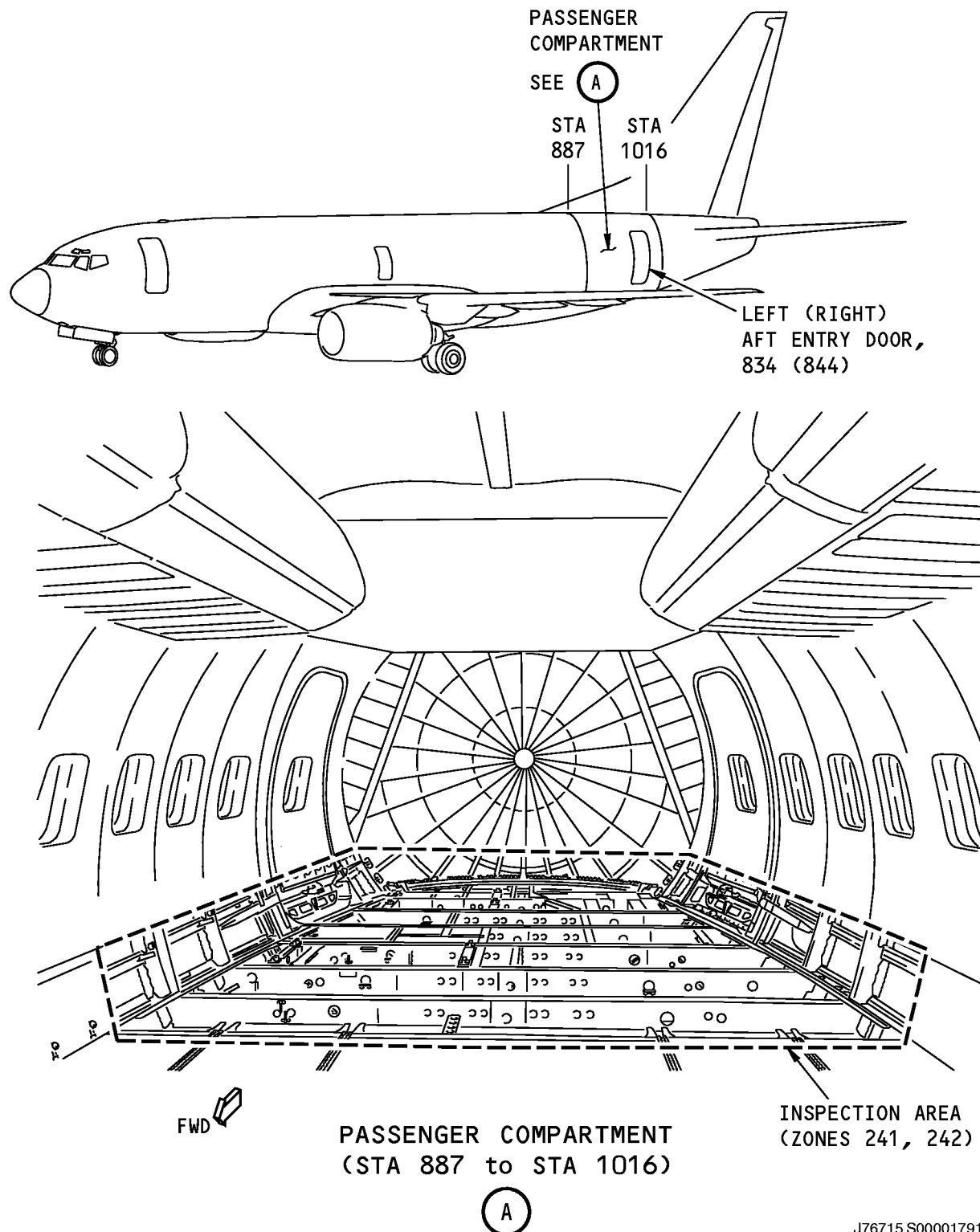
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AIRCRAFT MAINTENANCE MANUAL



J76715 S0000179157_V2

Passenger Compartment Structure - Wet Area General Visual (Internal)
Figure 254/53-05-03-990-872

EFFECTIVITY
HAP ALL; AIRPLANES WITH A CURVED AFT PRESSURE BULKHEAD

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AIRCRAFT MAINTENANCE MANUAL

TASK 53-05-03-210-835

46. INTERNAL - GENERAL VISUAL: INTERNAL - PASSENGER COMPARTMENT FLOOR STRUCTURE - WET AREA

A. General

(1) This procedure is a scheduled maintenance task.

B. Inspection

SUBTASK 53-05-03-210-035

(1) Do the inspection.

————— **END OF TASK** —————

EFFECTIVITY
HAP ALL

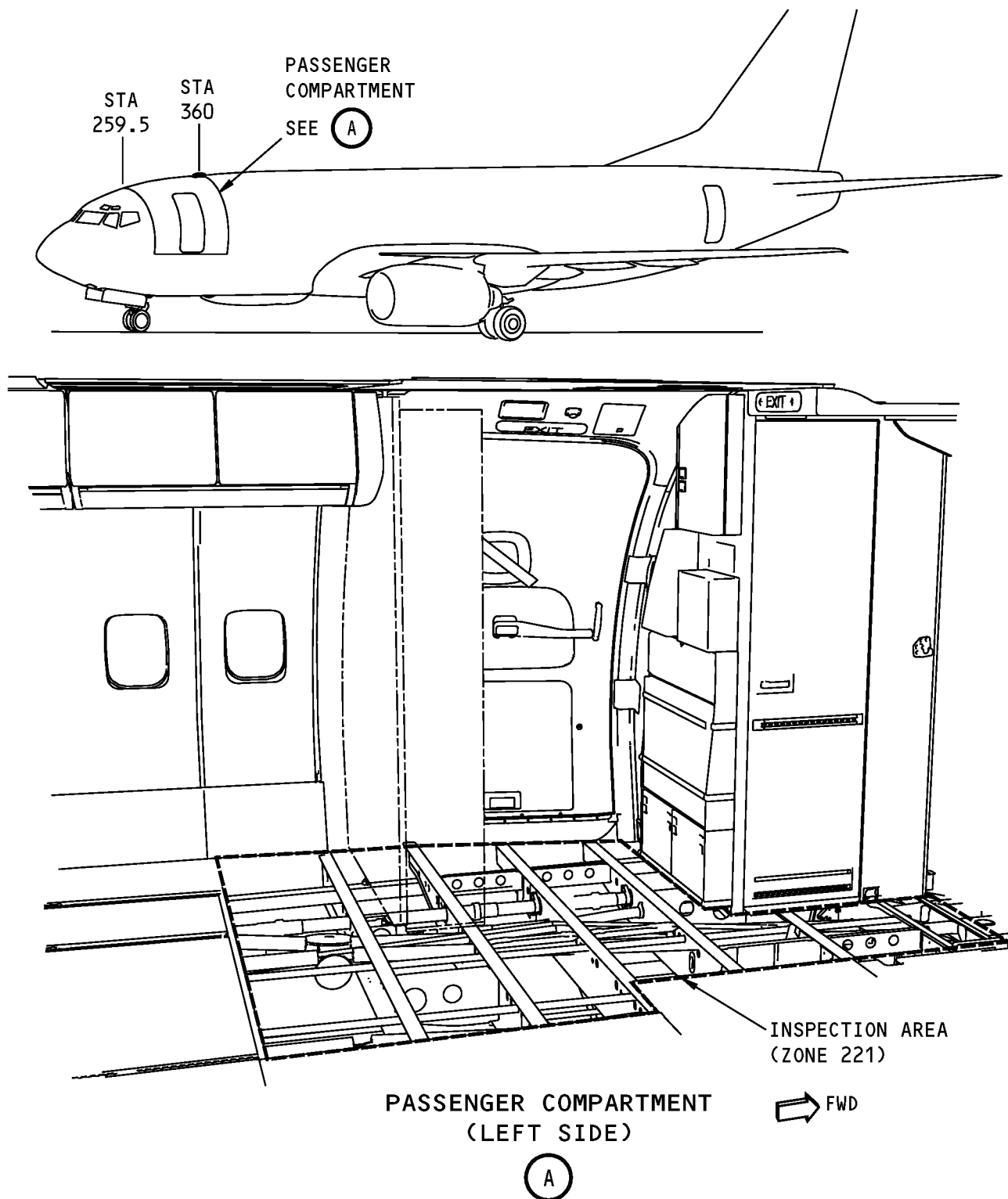
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Pass. Compartment Floor Structure - Wet Area General Visual (Internal)
Figure 255 (Sheet 1 of 3)/53-05-03-990-822

EFFECTIVITY
HAP ALL

53-05-03

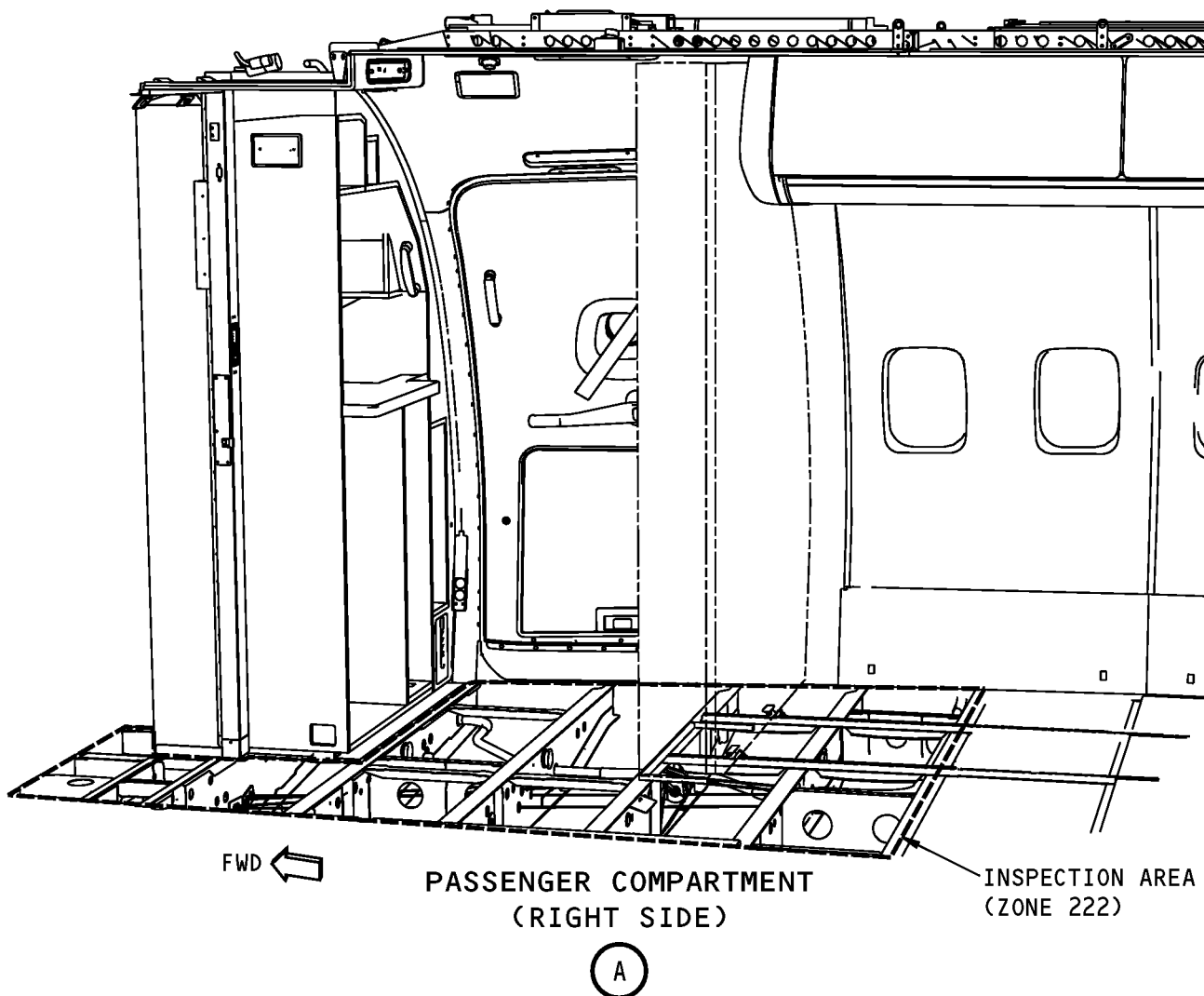
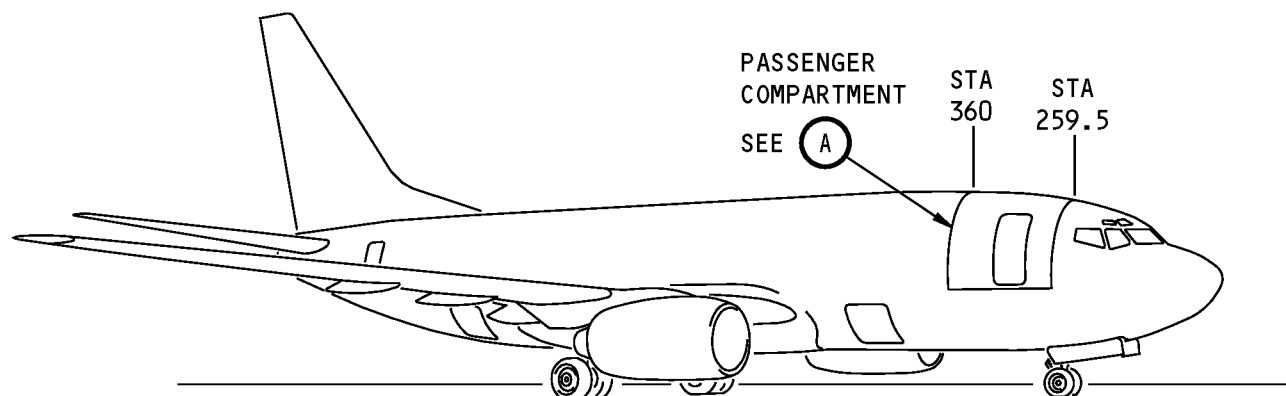
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Pass. Compartment Floor Structure - Wet Area General Visual (Internal)
Figure 255 (Sheet 2 of 3)/53-05-03-990-822

EFFECTIVITY
HAP ALL

53-05-03

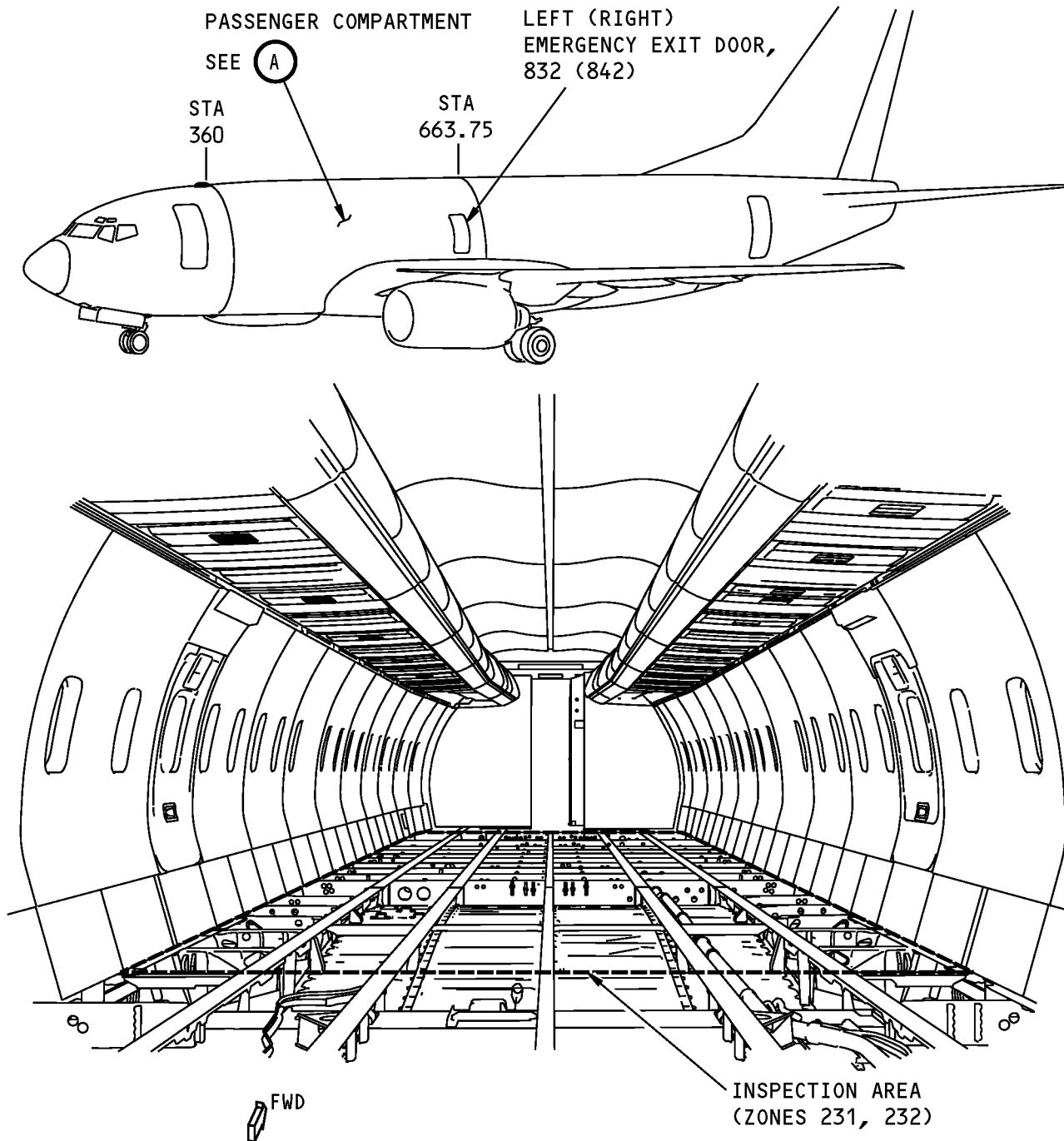
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PASSENGER COMPARTMENT (VIEW IS IN THE AFT DIRECTION)

(A)

Pass. Compartment Floor Structure - Wet Area General Visual (Internal)
Figure 255 (Sheet 3 of 3)/53-05-03-990-822

EFFECTIVITY
HAP ALL

53-05-03

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AIRCRAFT MAINTENANCE MANUAL

TASK 53-05-03-210-836

47. INTERNAL - GENERAL VISUAL: INTERNAL - FORWARD PASSENGER COMPARTMENT, STA 360 to 663.75

A. General

(1) This procedure is a scheduled maintenance task.

B. Inspection

SUBTASK 53-05-03-210-036

(1) Do the inspection.

————— **END OF TASK** —————

EFFECTIVITY
HAP ALL

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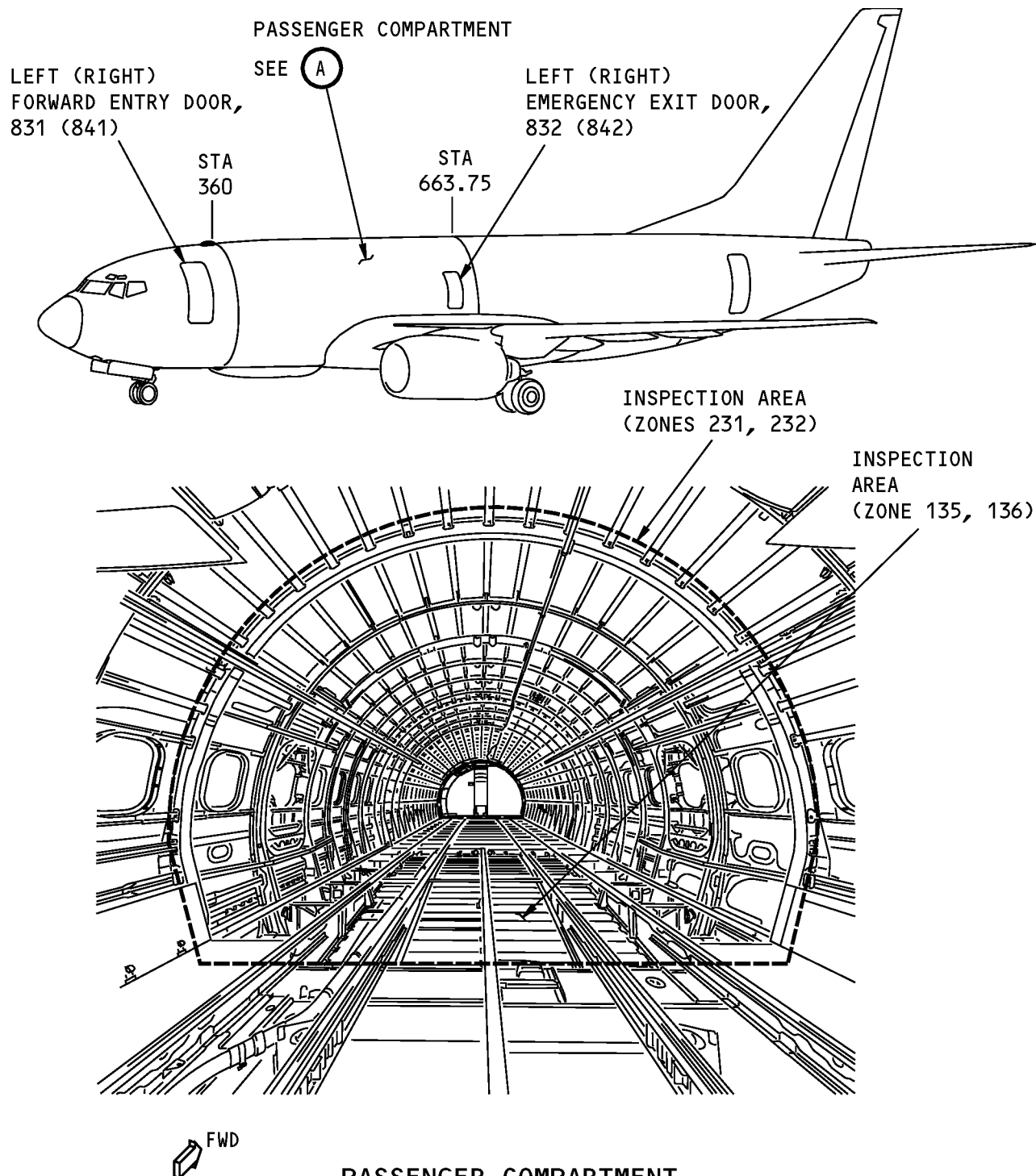
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AIRCRAFT MAINTENANCE MANUAL



PASSENGER COMPARTMENT



MPD ITEM
53-880-00

INTERNAL-GENERAL VISUAL: INTERNAL-FORWARD PASSENGER COMPARTMENT, STA 360 TO
STA 663.75

Figure 256/53-05-03-990-862

EFFECTIVITY
HAP ALL

53-05-03

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TASK 53-05-03-210-837

48. INTERNAL - GENERAL VISUAL: INTERNAL - AFT PASSENGER COMPARTMENT, STA 663.75 to 1016

A. General

(1) This procedure is a scheduled maintenance task.

B. Inspection

SUBTASK 53-05-03-210-037

(1) Do the inspection.

————— **END OF TASK** —————

EFFECTIVITY
HAP ALL

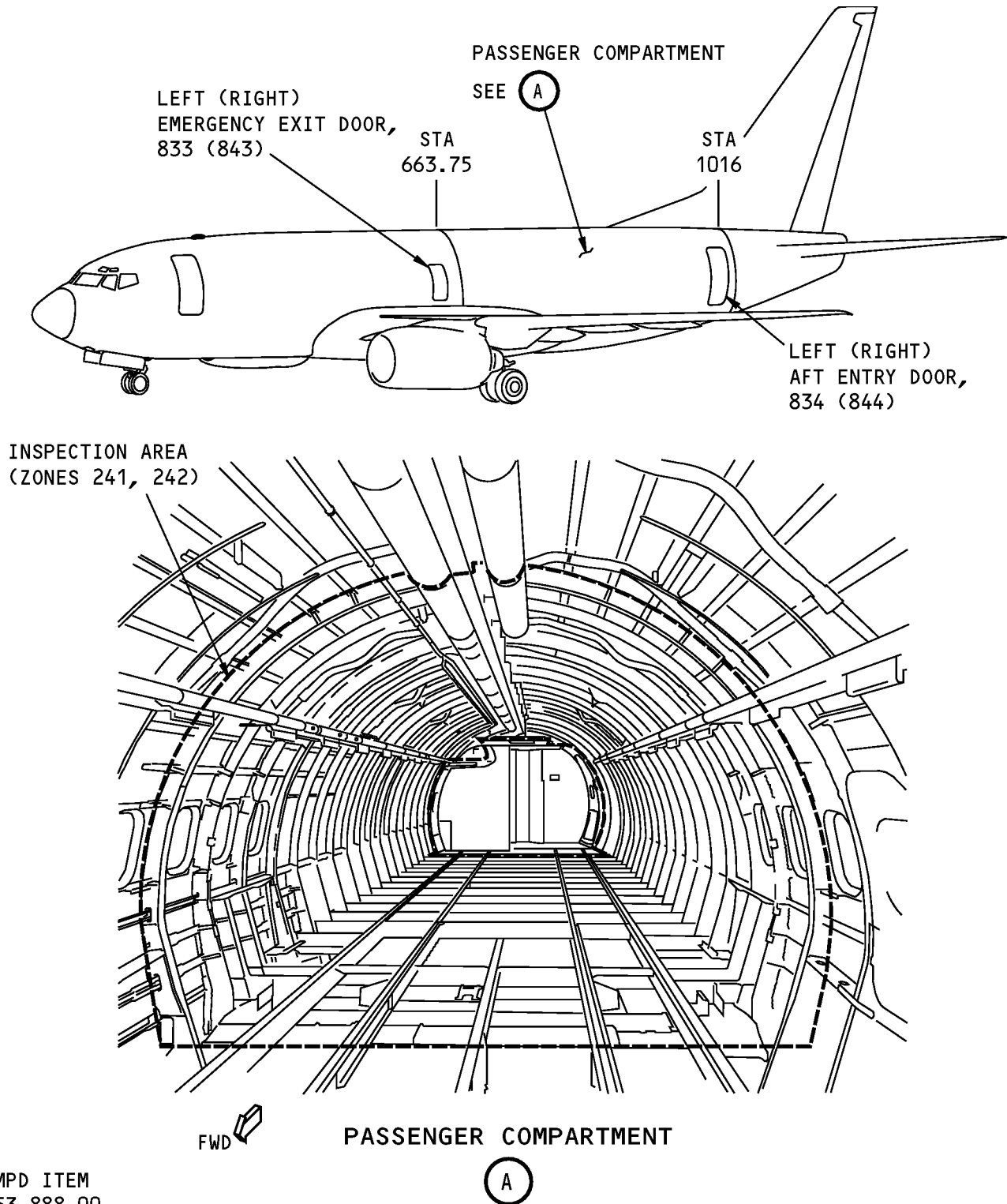
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AIRCRAFT MAINTENANCE MANUAL



MPD ITEM
53-888-00

INTERNAL-GENERAL VISUAL: INTERNAL-AFT PASSENGER COMPARTMENT, STA 663.75 TO STA 1016

Figure 257 (Sheet 1 of 2)/53-05-03-990-863

EFFECTIVITY
HAP ALL

53-05-03

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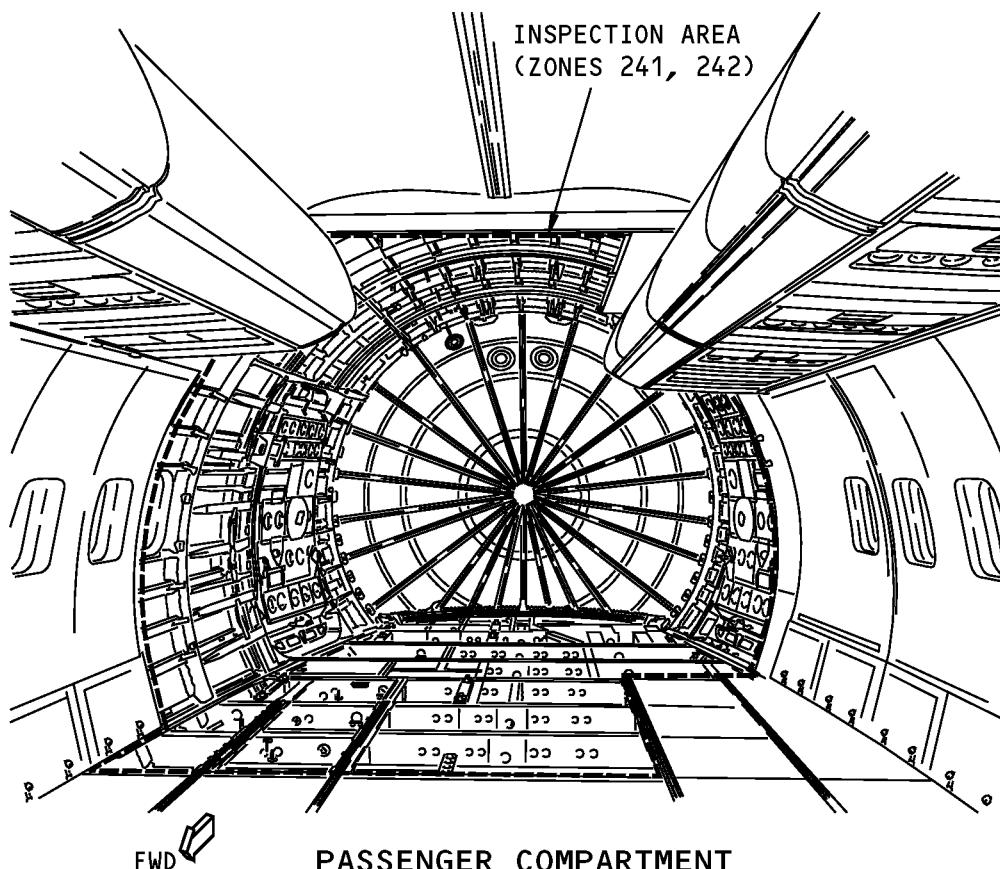
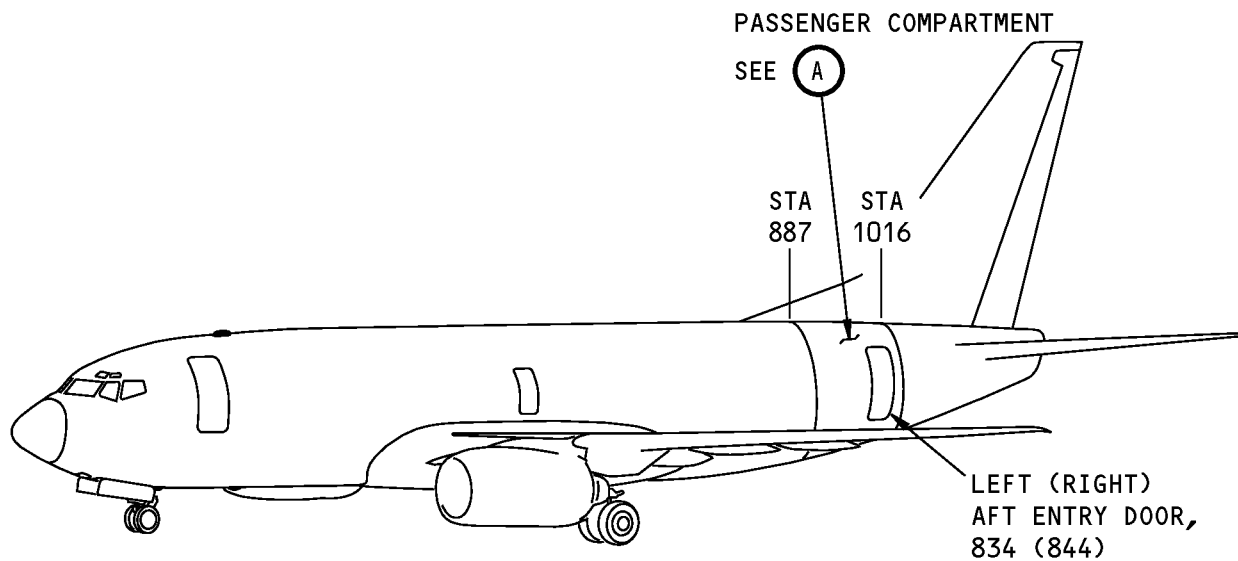
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MPD ITEM
53-886-00

(A)

INTERNAL-GENERAL VISUAL: INTERNAL-AFT PASSENGER COMPARTMENT, STA 663.75 TO STA 1016

Figure 257 (Sheet 2 of 2)/53-05-03-990-863

EFFECTIVITY
HAP ALL

53-05-03

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AIRCRAFT MAINTENANCE MANUAL

TASK 53-05-03-210-838

49. INTERNAL - GENERAL VISUAL: INTERNAL - AREA AFT OF STA 1016 BULKHEAD

A. General

(1) This procedure is a scheduled maintenance task.

B. Inspection

SUBTASK 53-05-03-210-038

(1) Do the inspection.

————— **END OF TASK** —————

EFFECTIVITY
HAP ALL

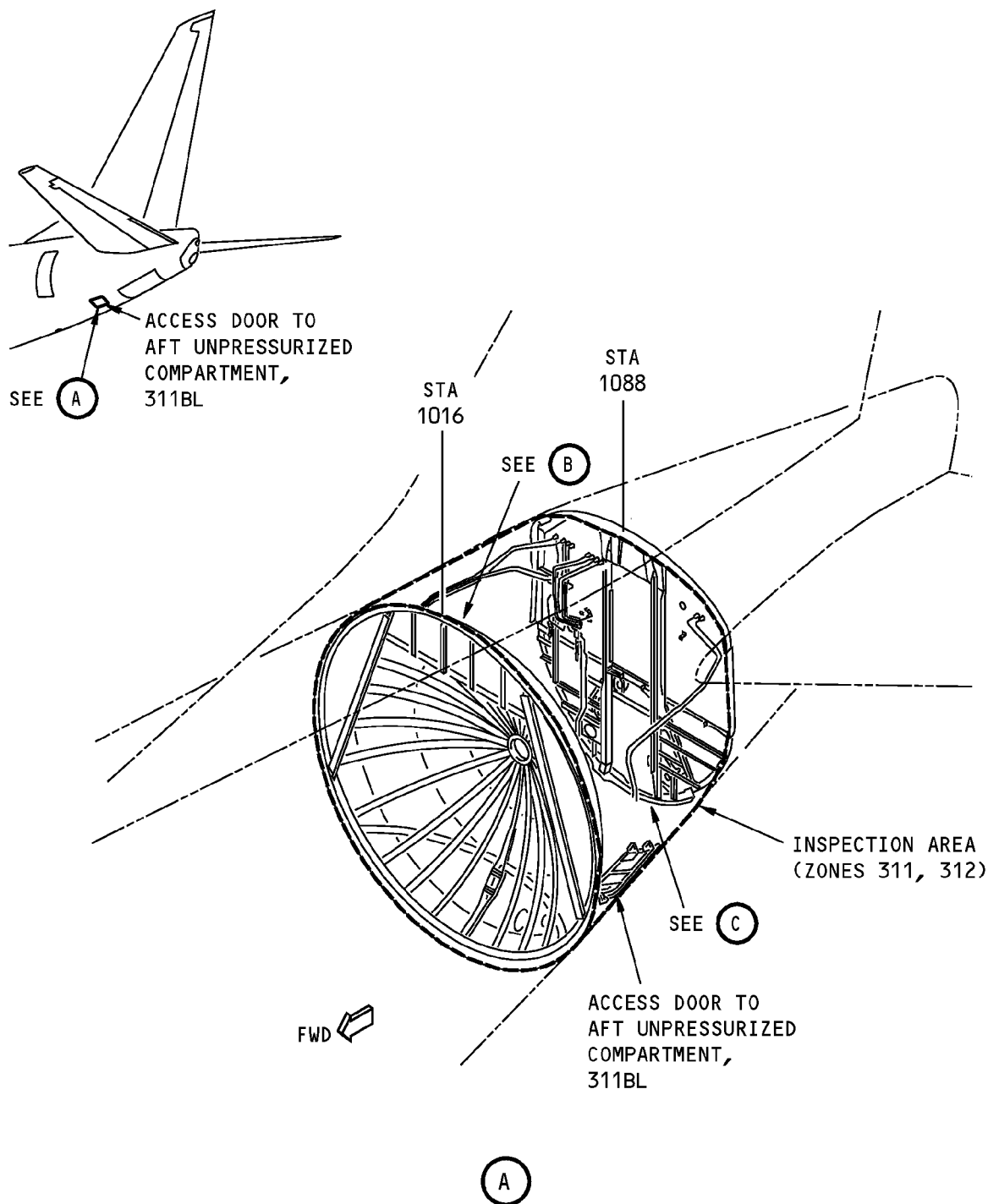
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MPD ITEM
53-896-00

INTERNAL-GENERAL VISUAL: INTERNAL-AREA AFT OF STA 1016 BULKHEAD
Figure 258 (Sheet 1 of 3)/53-05-03-990-851

EFFECTIVITY
HAP ALL

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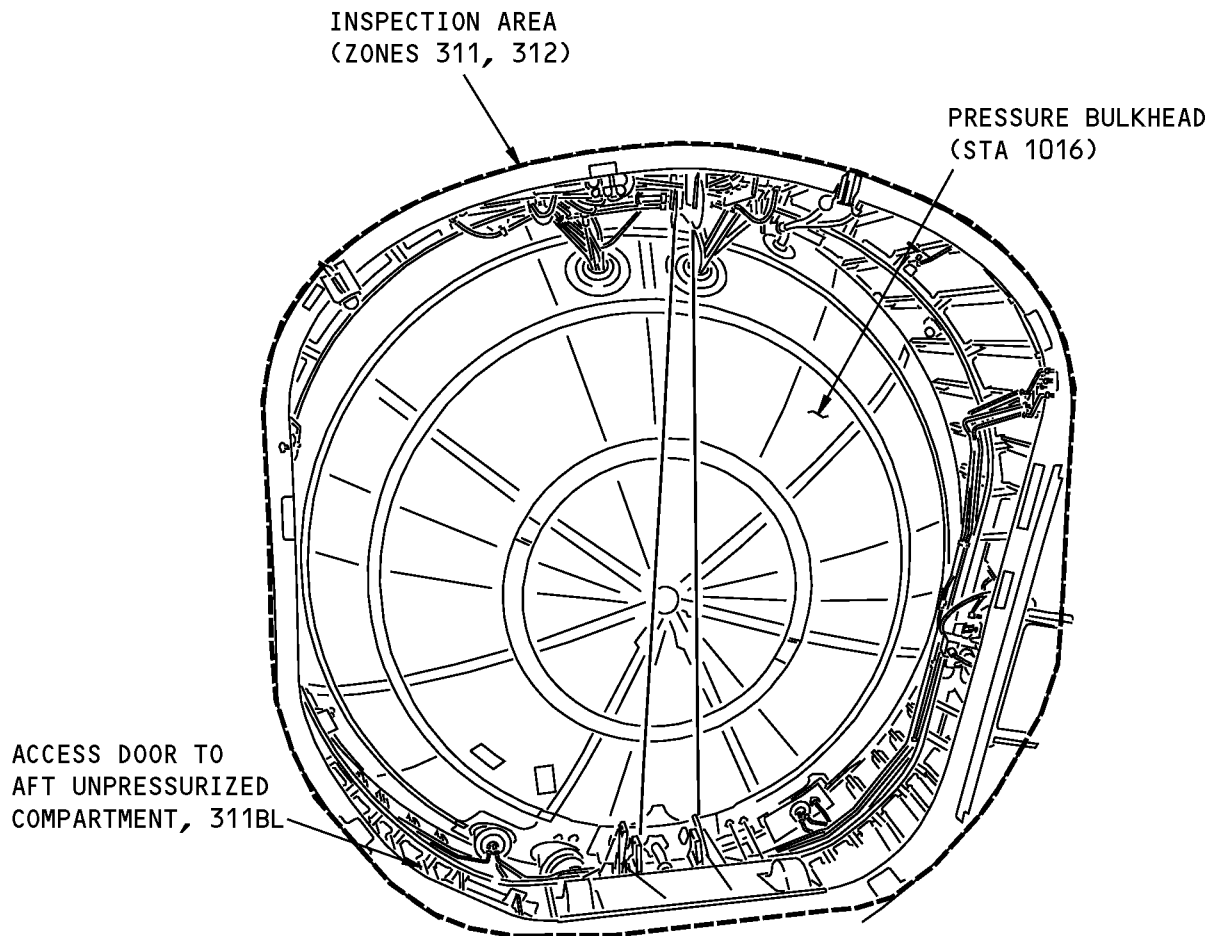
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AFT PRESSURE BULKHEAD
(VIEW IN THE FORWARD DIRECTION)

B

MPD ITEM
53-896-00

INTERNAL-GENERAL VISUAL: INTERNAL-AREA AFT OF STA 1016 BULKHEAD
Figure 258 (Sheet 2 of 3)/53-05-03-990-851

EFFECTIVITY
HAP ALL

53-05-03

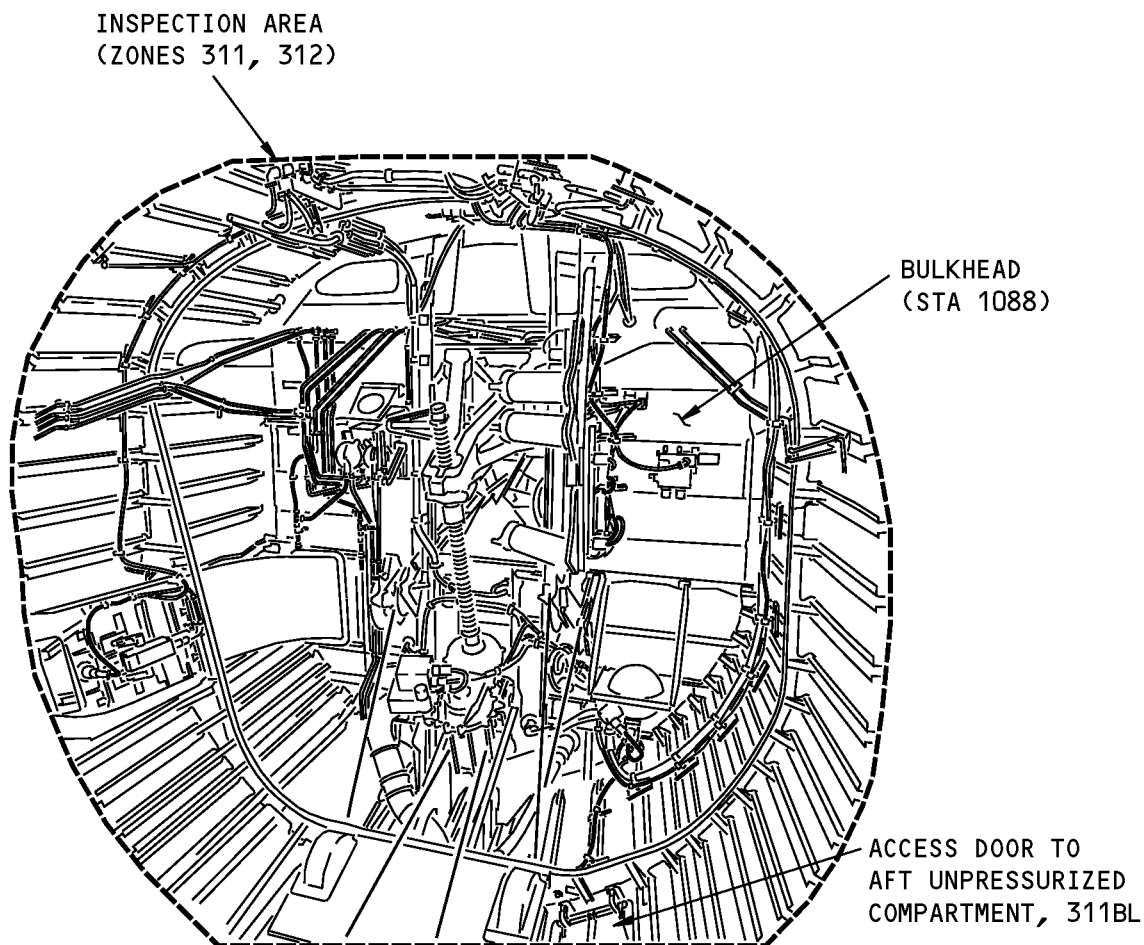
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AFT PRESSURE BULKHEAD
(VIEW IN THE AFT DIRECTION)



MPD ITEM
53-896-00

INTERNAL-GENERAL VISUAL: INTERNAL-AREA AFT OF STA 1016 BULKHEAD
Figure 258 (Sheet 3 of 3)/53-05-03-990-851

EFFECTIVITY
HAP ALL

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TASK 53-05-03-210-839

50. INTERNAL - GENERAL VISUAL: INTERNAL - STABILIZER TORSION BOX COMPARTMENT AND APU COMPARTMENT

A. General

(1) This procedure is a scheduled maintenance task.

B. Inspection

SUBTASK 53-05-03-210-039

(1) Do the inspection.

————— **END OF TASK** —————

EFFECTIVITY
HAP ALL

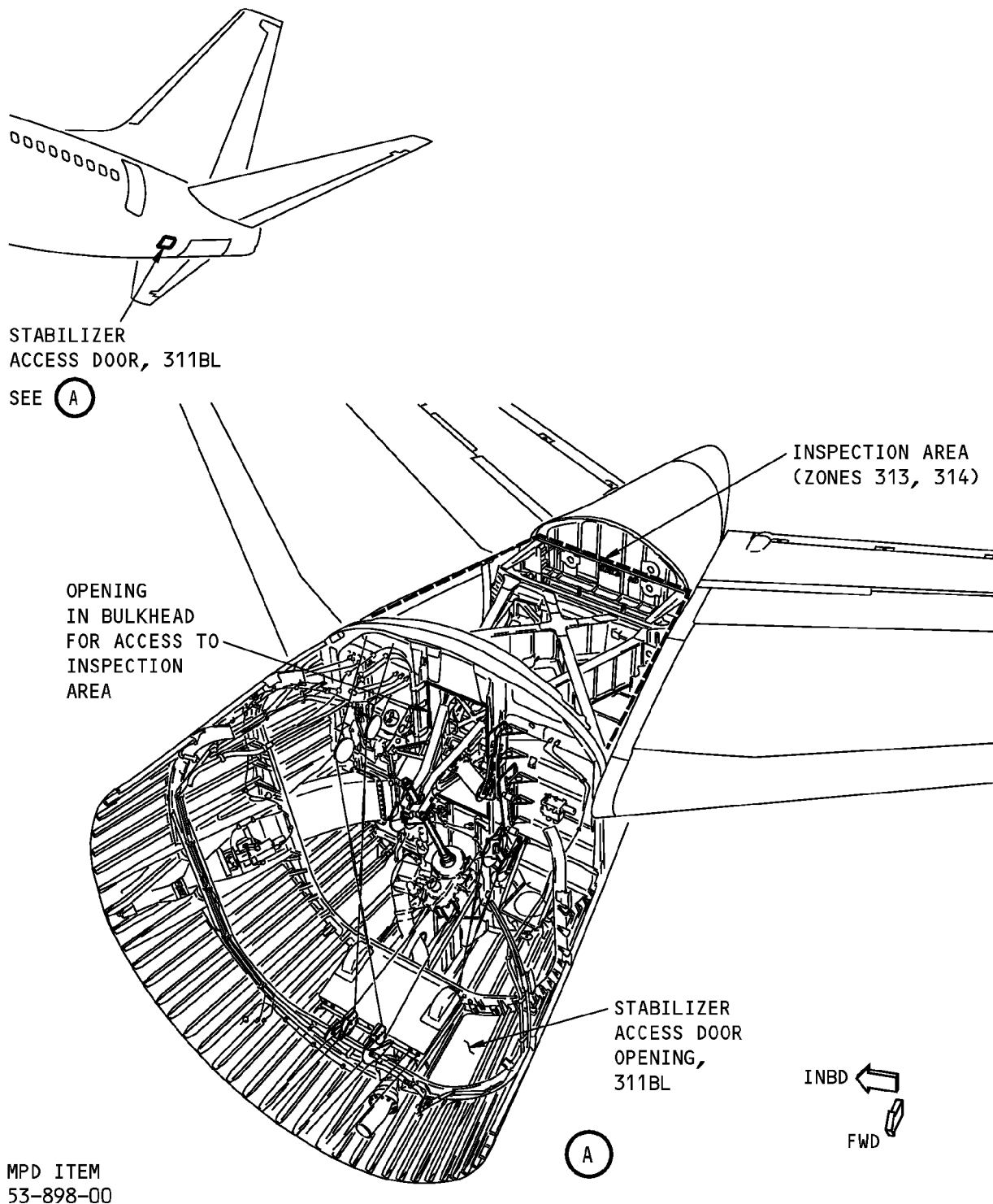
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MPD ITEM
53-898-00

INTERNAL-GENERAL VISUAL: INTERNAL-STABILIZER TORSION BOX COMPARTMENT AND APU
COMPARTMENT

Figure 259/53-05-03-990-857

EFFECTIVITY
HAP ALL

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TASK 53-05-03-210-840

51. INTERNAL - GENERAL VISUAL: INTERNAL - STA 1156 BULKHEAD

A. General

- (1) This procedure is a scheduled maintenance task.

B. Inspection

SUBTASK 53-05-03-210-040

- (1) Do the inspection.

————— **END OF TASK** —————

EFFECTIVITY
HAP ALL

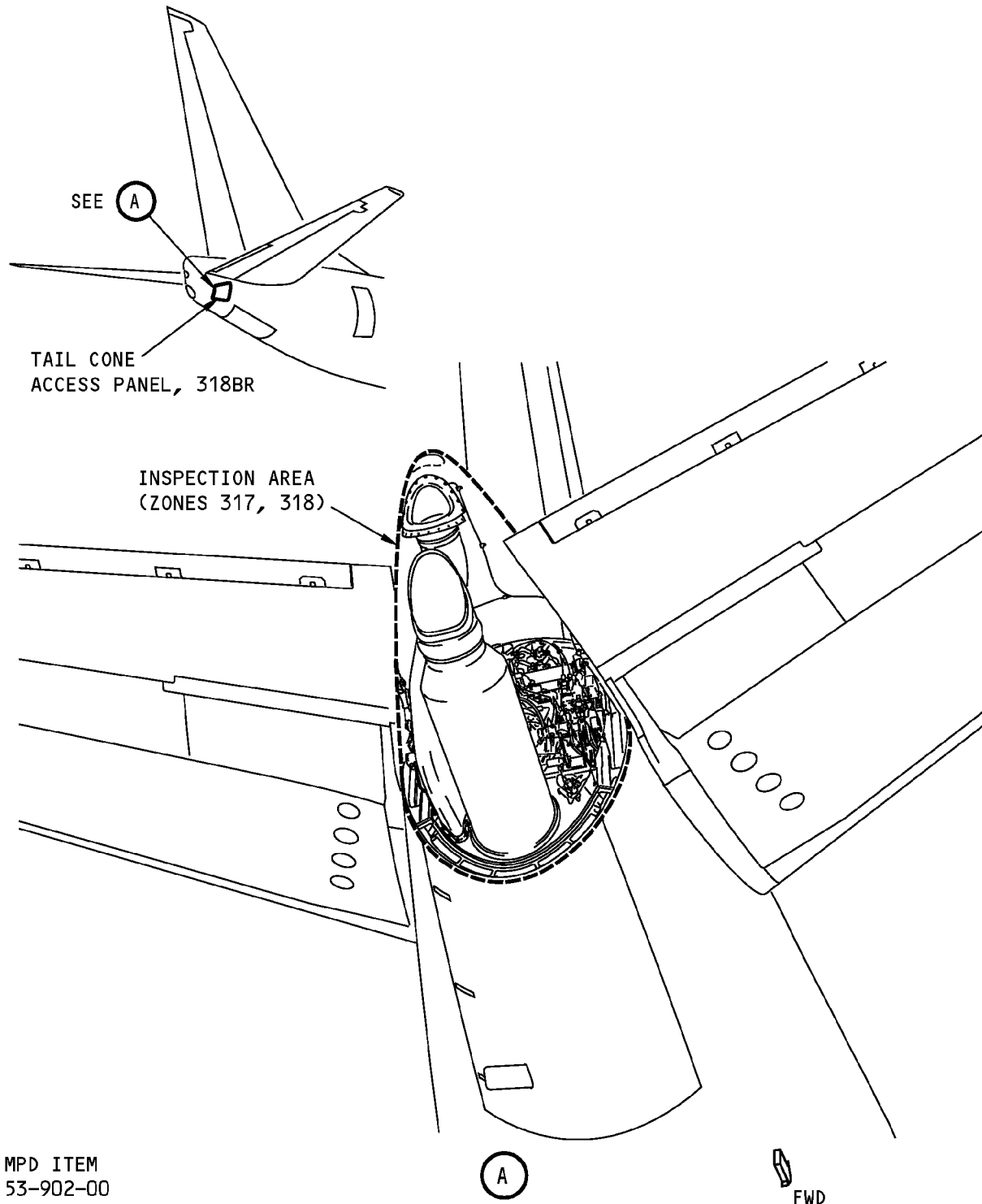
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MPD ITEM
53-902-00

INTERNAL-GENERAL VISUAL: INTERNAL-STA 1156 BULKHEAD
Figure 260/53-05-03-990-852

EFFECTIVITY
HAP ALL

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TASK 53-05-03-210-841

52. INTERNAL - GENERAL VISUAL: INTERNAL - FUSELAGE SKIN UNDER DORSAL FIN

A. General

- (1) This procedure is a scheduled maintenance task.

B. Inspection

SUBTASK 53-05-03-210-041

- (1) Do the inspection.

————— **END OF TASK** —————

EFFECTIVITY
HAP ALL

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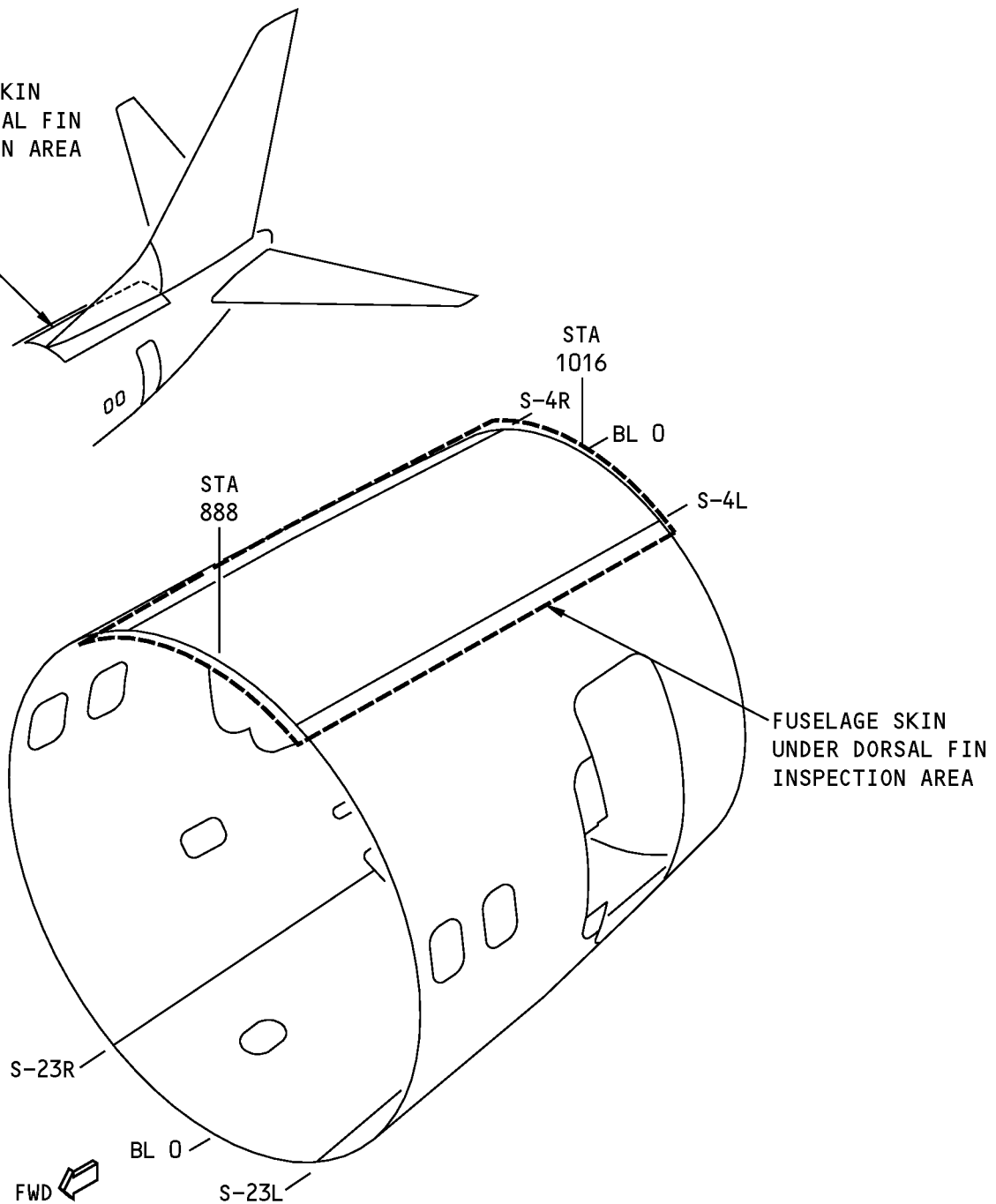
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FUSELAGE SKIN
UNDER DORSAL FIN
(INSPECTION AREA
ZONE 321)

SEE

A



FUSELAGE SKIN UNDER DORSAL FIN

A

Internal-General Visual: Internal- Fuselage Skin Under Dorsal Fin
Figure 261/53-05-03-990-834

EFFECTIVITY
HAP ALL

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TASK 53-05-03-210-842

53. INTERNAL - GENERAL VISUAL: INTERNAL - VERTICAL FIN FRONT SPAR FITTING

A. General

- (1) This procedure is a scheduled maintenance task.

B. Inspection

SUBTASK 53-05-03-210-042

- (1) Do the inspection.

————— **END OF TASK** —————

EFFECTIVITY
HAP ALL

D633A101-HAP

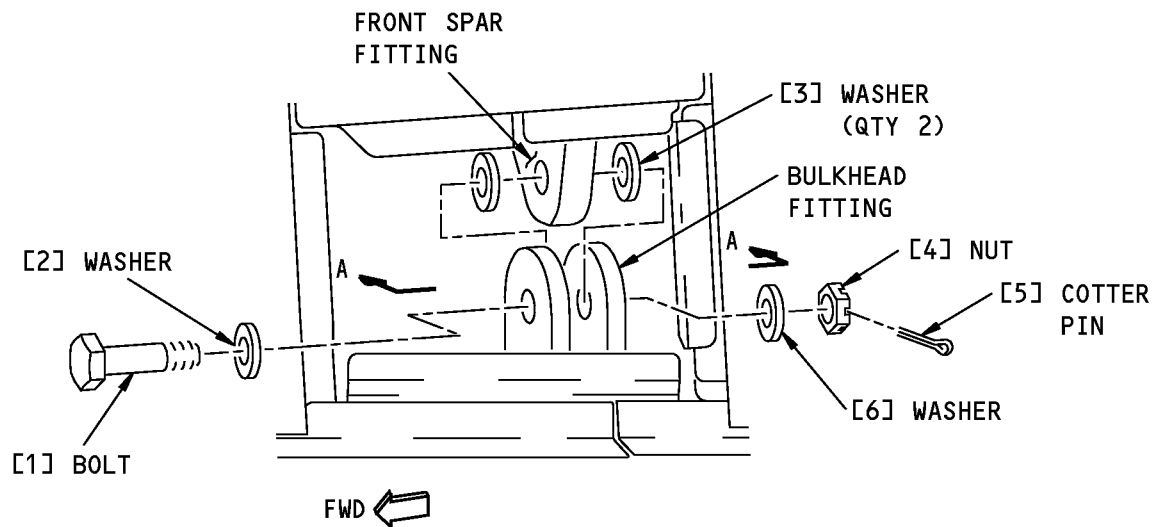
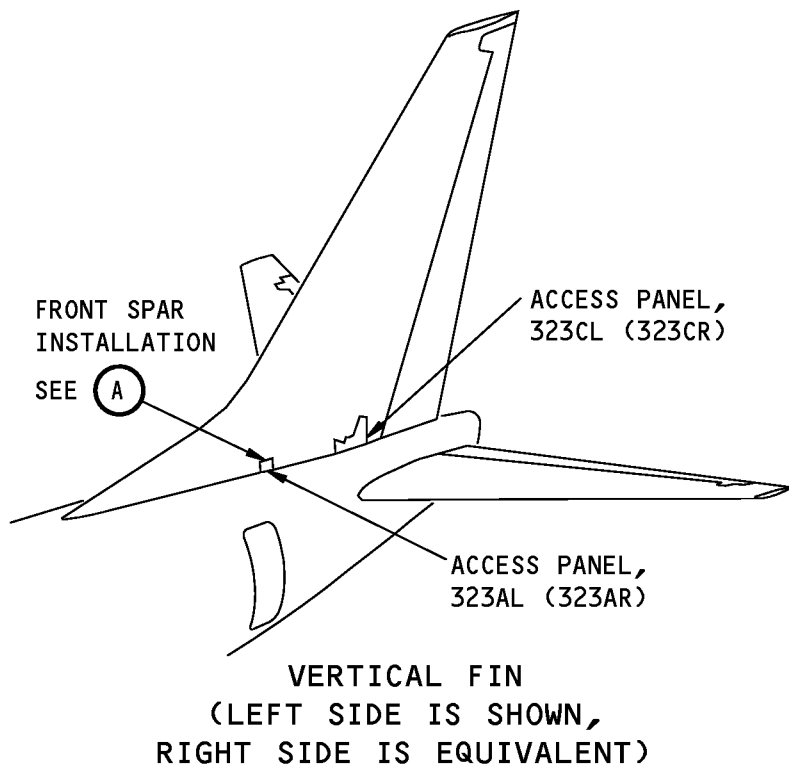
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FRONT SPAR INSTALLATION (ACCESS PANEL REMOVED)



INTERNAL-GENERAL VISUAL: INTERNAL-FIN FRONT SPAR FITTING
Figure 262 (Sheet 1 of 4)/53-05-03-990-858

EFFECTIVITY
HAP ALL

D633A101-HAP

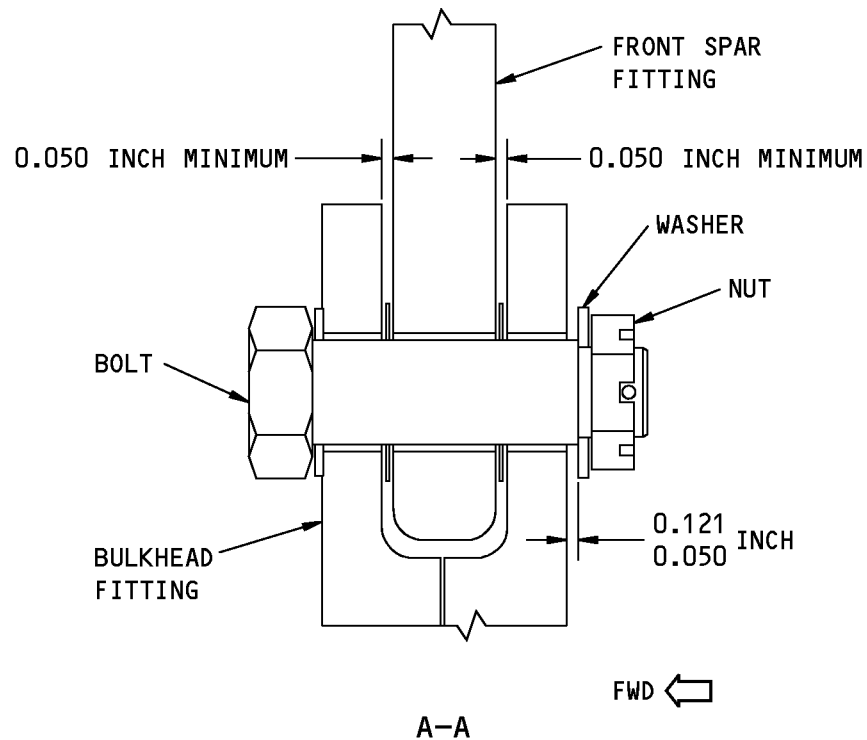
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INTERNAL-GENERAL VISUAL: INTERNAL-FIN FRONT SPAR FITTING
Figure 262 (Sheet 2 of 4)/53-05-03-990-858

EFFECTIVITY
HAP ALL

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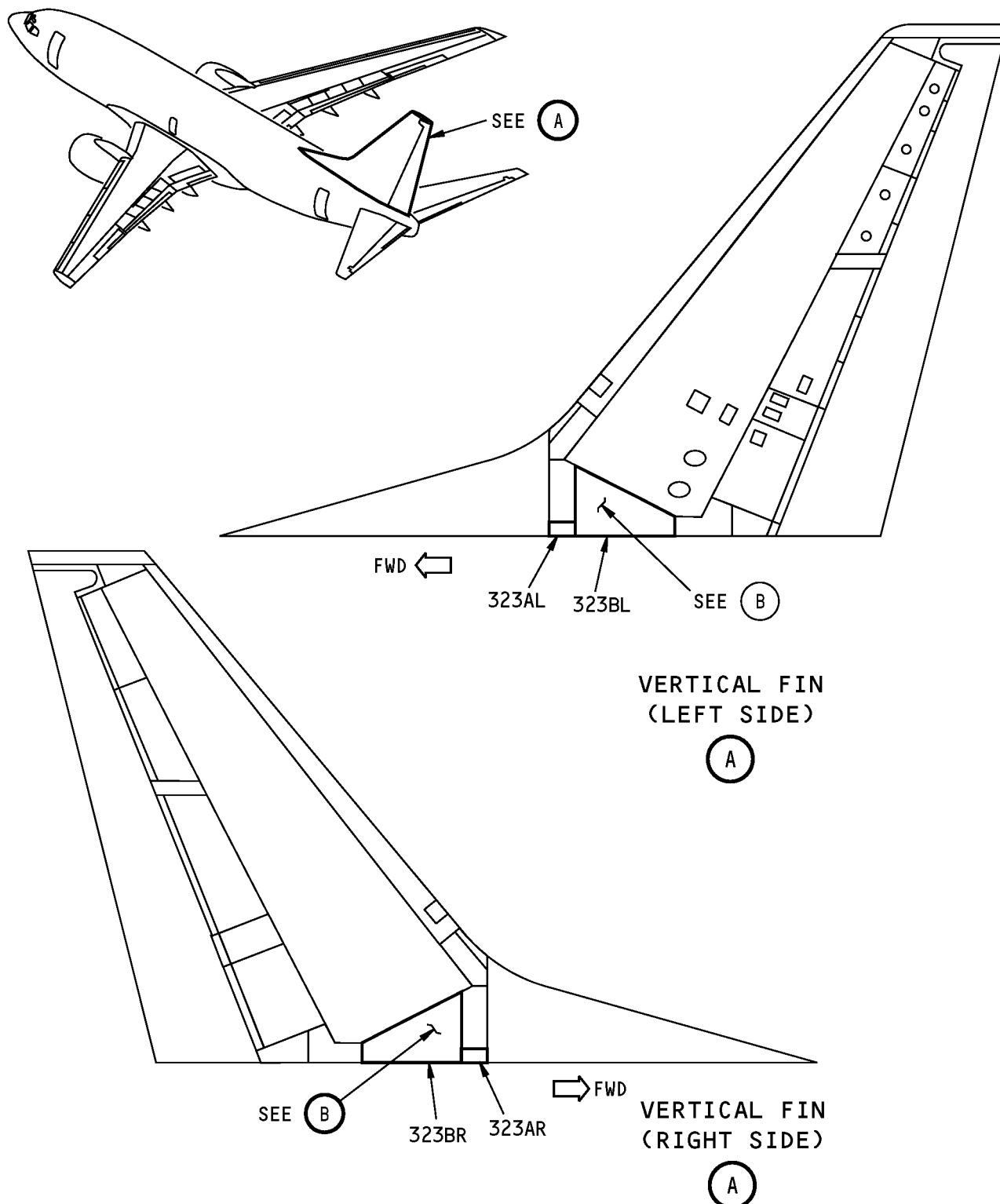
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INTERNAL-GENERAL VISUAL: INTERNAL-FIN FRONT SPAR FITTING
Figure 262 (Sheet 3 of 4)/53-05-03-990-858

EFFECTIVITY
HAP ALL

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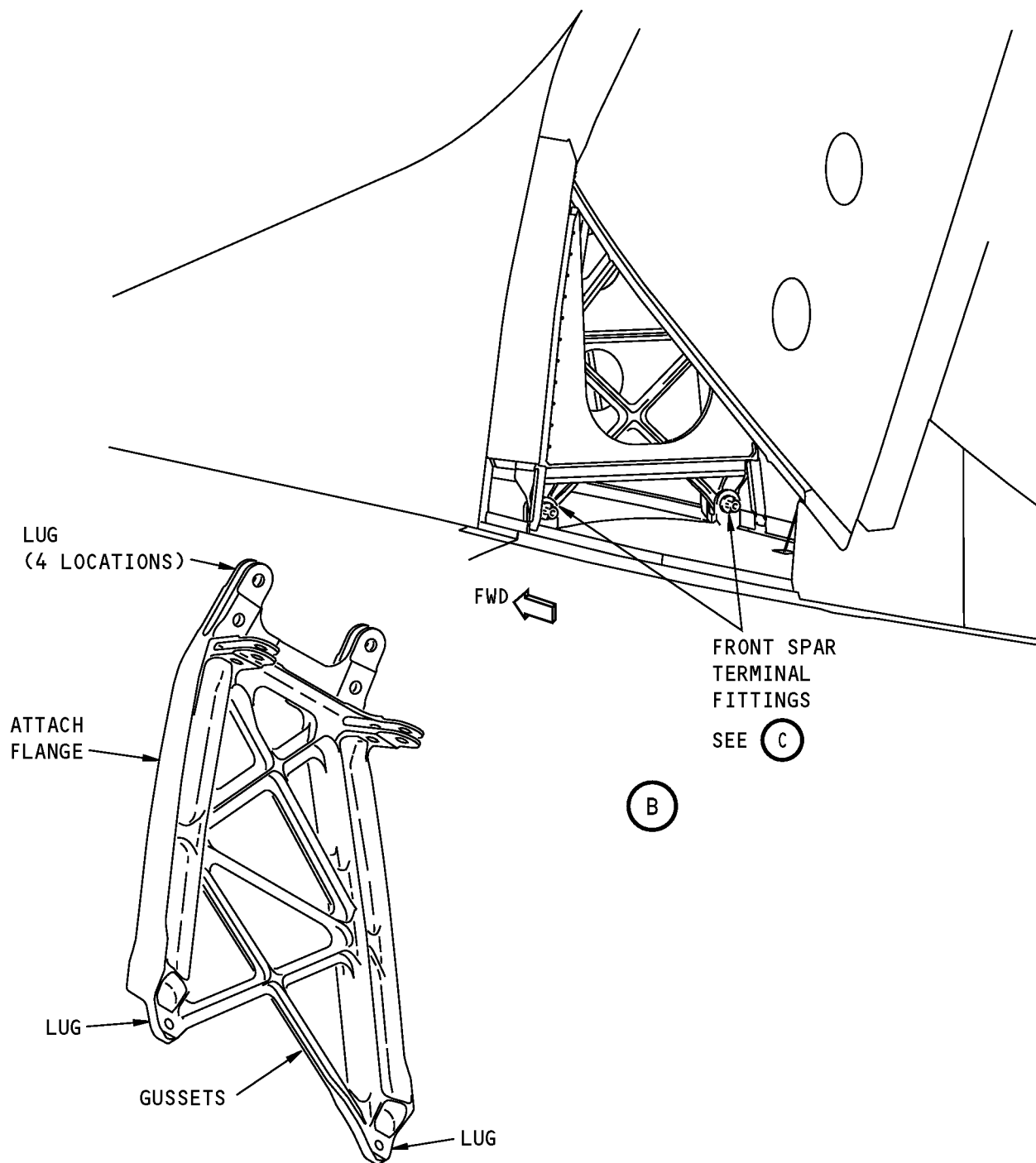
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FRONT SPAR TERMINAL FITTINGS

(C)

INTERNAL-GENERAL VISUAL: INTERNAL-FIN FRONT SPAR FITTING

Figure 262 (Sheet 4 of 4)/53-05-03-990-858

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TASK 53-05-03-210-843

54. INTERNAL - GENERAL VISUAL: INTERNAL - VERTICAL FIN FRONT SPAR FITTING

A. General

(1) This procedure is a scheduled maintenance task.

B. Inspection

SUBTASK 53-05-03-210-043

(1) Do the inspection.

————— END OF TASK —————

TASK 53-05-03-210-844

55. INTERNAL - GENERAL VISUAL: INTERNAL - VERTICAL FIN REAR SPAR FITTING

A. General

(1) This procedure is a scheduled maintenance task.

B. Inspection

SUBTASK 53-05-03-210-044

(1) Do the inspection.

————— END OF TASK —————

EFFECTIVITY
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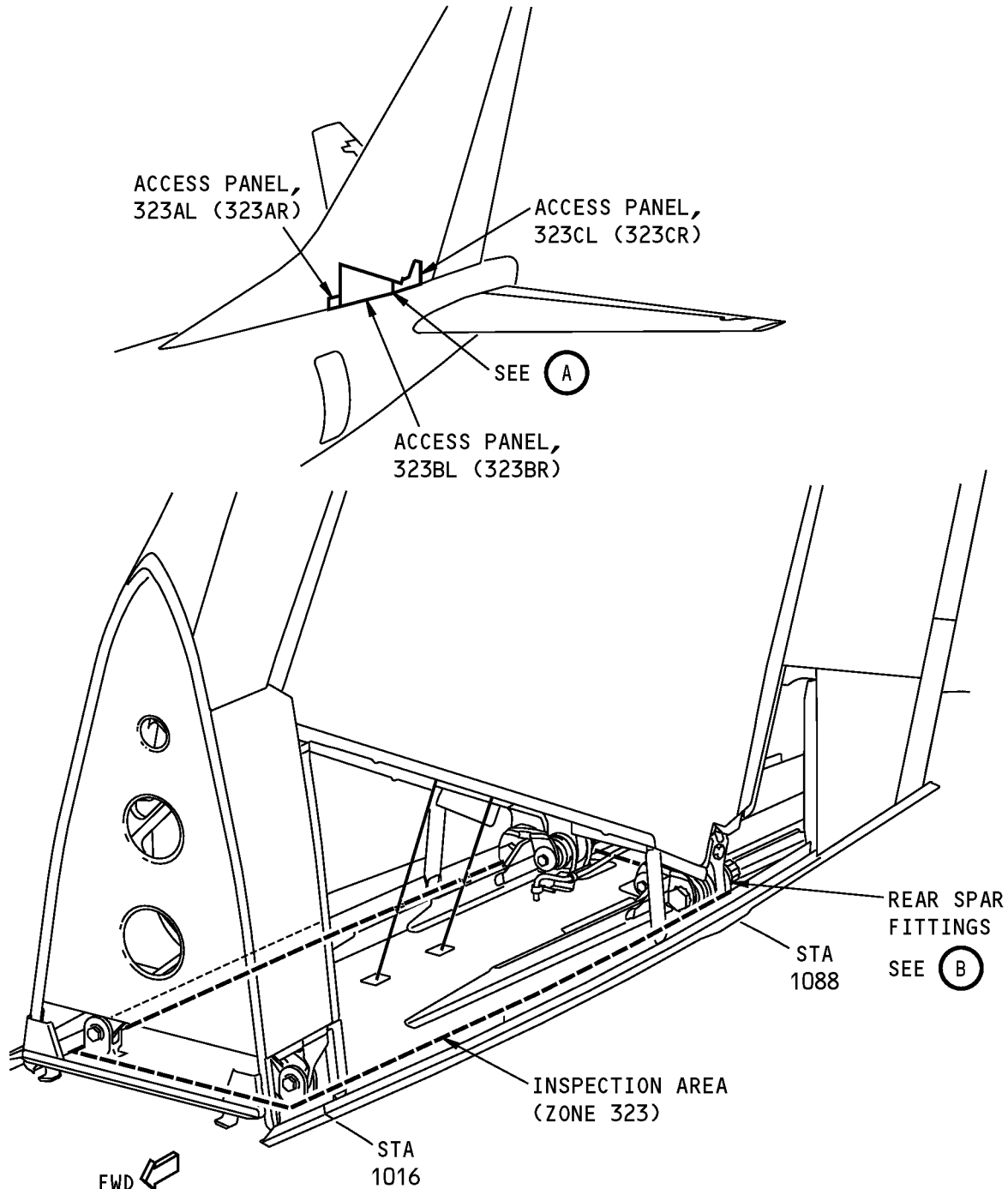
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(DORSAL FIN PANEL NOT SHOWN FOR CLARITY)

(A)

INTERNAL-GENERAL VISUAL: INTERNAL-VERTICAL FIN REAR SPAR FITTING
Figure 263 (Sheet 1 of 2)/53-05-03-990-854

EFFECTIVITY
HAP ALL

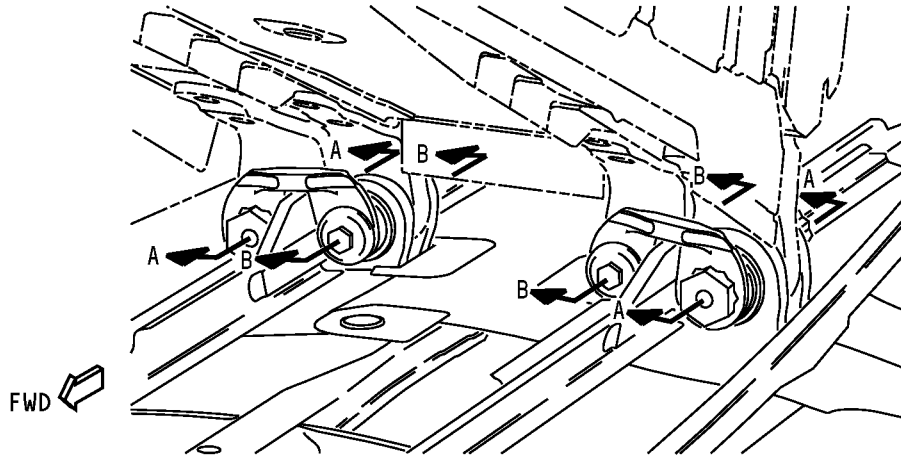
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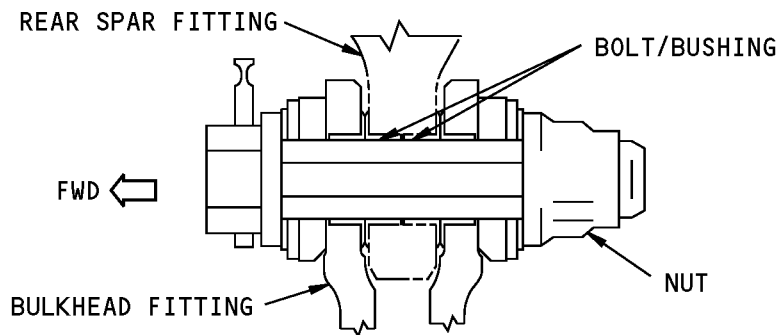
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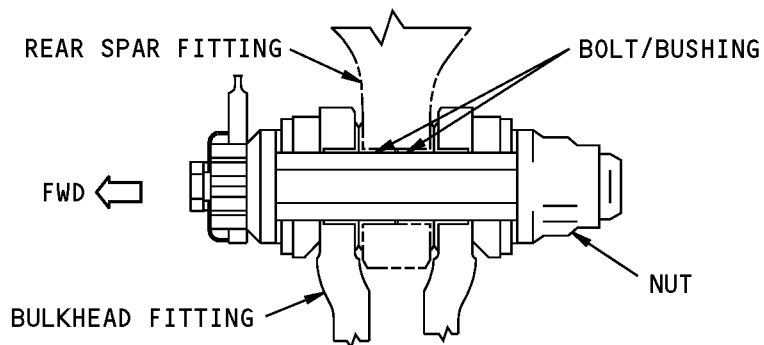
REAR SPAR FITTINGS

(B)



OUTBOARD SPAR FITTING

A-A



INBOARD SPAR FITTING

B-B

INTERNAL-GENERAL VISUAL: INTERNAL-VERTICAL FIN REAR SPAR FITTING

Figure 263 (Sheet 2 of 2)/53-05-03-990-854

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AIRCRAFT MAINTENANCE MANUAL

PASSENGER ENTRY DOOR SCUFF PLATE - REMOVAL/INSTALLATION

1. General

A. This procedure contains these tasks:

- (1) The removal of the passenger entry door scuff plates.
- (2) The installation of the passenger entry door scuff plates.

TASK 53-11-01-000-801

2. Remove the Scuff Plate

(Figure 401, Figure 402, Figure 403)

A. Tools/Equipment

Reference	Description
STD-1064	Scraper - Phenolic, Hard Resin

B. Consumable Materials

Reference	Description	Specification
B00148	Solvent - Methyl Ethyl Ketone (MEK)	ASTM D740

C. Location Zones

Zone	Area
830	Subzone - Passenger Compartment Doors, Left
840	Subzone - Passenger Compartment Doors, Right

D. Procedure

SUBTASK 53-11-01-020-001

(1) Remove the scuff plate:

- (a) Remove the fasteners that attach the scuff plate to structure.
- (b) Use a hard resin phenolic scraper, STD-1064 to release the scuff plate from structure.
- (c) Remove the scuff plate.

NOTE: The door lining attached to the scuff plate is installed with a parting agent on the scuff plate for separation and removal of the scuff plate. It is possible to remove the door lining attached to the scuff plate with the scuff plate.

WARNING: DO NOT GET SOLVENTS IN YOUR MOUTH OR EYES, OR ON YOUR SKIN. DO NOT BREATHE THE FUMES FROM THE SOLVENTS. SOLVENTS ARE HAZARDOUS MATERIALS. REFER TO PRODUCT SAFETY DATA SHEETS (MSDS) AND LOCAL REQUIREMENTS FOR PROPER HANDLING PROCEDURES.

- (d) Remove sealant and parting agent from faying surfaces with solvent, B00148 and hard resin phenolic scraper, STD-1064.
- (e) Do a visual inspection of the nut plates to determine if they are in acceptable condition. If it is necessary, replace them.

————— **END OF TASK** —————

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AIRCRAFT MAINTENANCE MANUAL

TASK 53-11-01-420-801

3. Install the Scuff Plate

(Figure 401, Figure 402, Figure 403)

A. Consumable Materials

Reference	Description	Specification
A00247	Sealant - Pressure And Environmental - Chromate Type	BMS 5-95
A01024	Compound - Fairing - 3M EC-3587B	BAC5530
A02315	Sealant - Low Density, Synthetic Rubber. 2 Part	BMS5-142
B00148	Solvent - Methyl Ethyl Ketone (MEK)	ASTM D740
C00259	Primer - Chemical And Solvent Resistant Finish, Epoxy Resin	BMS10-11, Type I
C00528	Compound - Corrosion Preventive, Petroleum Hot Application (Soft Film)	MIL-C-11796, Class III
C50033	Chromated Conversion Coating for Aluminum - Alodine 1200	
G02185	Agent - Peelable Parting (Valspar - 4A-183 Green Strippable Coating) (Formerly 598-5002 Green Strippable Coating)	BAC 5000
G02497	Agent - Non-Peelable Parting (Henkel Loctite - Frekote 700-NC Mold Release)	BAC 5000
G50313	Agent - Non-Peelable Parting (Henkel Loctite - Frekote 710-NC Mold Release)	BAC 5000
G50365	Agent - Peelable Parting (AC Products - AC962-73C)	
G50366	Agent - Parting, Peelable, AZ 534-2B (0A3C8 - Aztec Chemical, Inc., El Monte, CA)	BAC5000, PSD 6-187
G50367	Agent - Peelable Parting (Aztec Chemical AZ 634-2)	MIL-PRF-6799, BAC 5000
G50368	Agent - Peelable Parting (Rexco Chemical Company - Partall Coverall Film)	
G50369	Agent - Peelable Parting (Spraylat - SC-1071H-1 Blue, ZR-5827)	BAC5000, PSD 6-187

B. Location Zones

Zone	Area
830	Subzone - Passenger Compartment Doors, Left
840	Subzone - Passenger Compartment Doors, Right

C. Procedure

SUBTASK 53-11-01-110-001

(1) Install the scuff plate:

WARNING: DO NOT GET SOLVENTS IN YOUR MOUTH, OR YOUR EYES, OR ON YOUR SKIN. SOLVENTS ARE HAZARDOUS MATERIALS. REFER TO PRODUCT MATERIAL SAFETY DATA SHEETS (MSDS) AND LOCAL REQUIREMENTS FOR PROPER HANDLING PROCEDURES.

- If it is necessary, clean all faying surfaces with a solvent, B00148 MEK.
- Apply MIL-C-81706, class 1A, form II Alodine 1200 coating, C50033 and two coats of primer, C00259 to exposed metal surfaces of the outer skin that will be under the scuff plate.

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- (c) Apply a coat of parting agent to the bottom side of the scuff plate and the outer skin.
- (d) Preferred peelable AC962-73C peelable parting agent, G50365
 - 1) Alternate Valspar 4A-183 green strippable coating, G02185
 - 2) Alternate peelable parting agent, G50366
 - 3) Alternate AZ 634-2 peelable parting agent, G50367
 - 4) Alternate Rexco Partall Coverall Film peelable parting agent, G50368
 - 5) Alternate Spraylat SC-1071H-1 agent, G50369
 - 6) Alternate Frekote 710-NC non-peelable parting agent, G50313
- (e) Prepack the scuff plate in the area shown with sealant, A00247, minimum 0.35 inch (8.9 mm) thick.
- (f) Prepack the structure in the areas shown with sealant, A00247.
- (g) Apply sealant, A00247 to the structure surface that will touch the scuff plate.
- (h) Install the scuff plate.
- (i) If a new door lining will be installed on the scuffplate, do these steps:
 - 1) Apply sealant, A00247 to the area of the door lining that will touch the scuff plate.
 - 2) Apply Frekote 700-NC non-peelable parting agent, G02497 to the area of the scuff plate that will touch the door lining.
 - 3) Install the door lining on the scuff plate.
- (j) Apply primer, C00259 to the fastener holes.
- (k) Make sure the primer, C00259 is dry before the fasteners are installed.
- (l) Install the fasteners wet with compound, C00528.
- (m) Remove excess sealant from the edges of the scuff plate.
- (n) FOR FORWARD ENTRY DOOR;
Fill gaps and fastener recesses with sealant, A00247 and fair flush with adjacent surfaces.
- (o) FOR AFT ENTRY DOOR AND GALLEY SERVICE DOORS;
Fill gaps and fastener recesses with 3M EC-3587B compound, A01024 and fair flush with the adjacent surfaces.
- (p) FOR FORWARD ENTRY DOOR AND FORWARD GALLEY SERVICE DOOR;
Fill forward and aft edges of the scuff plate with 3M EC-3587B compound, A01024 and fair flush with adjacent surfaces.
NOTE: This will provide a smooth surface for the door seal.
- (q) FOR AFT ENTRY DOOR AND AFT GALLEY SERVICE DOOR;
Fill forward and aft edges of the scuff plate with sealant, A00247 and fair flush with adjacent surfaces.
NOTE: This will provide a smooth surface for the door seal.
- (r) FOR FORWARD GALLEY SERVICE DOOR;
Apply sealant, A00247 aero-smoother around scuff plate at a 6 to 1 taper ratio.
- (s) FOR AFT ENTRY AND AFT GALLEY SERVICE DOORS;
Apply a sealant, A02315 fillet seal around the scuff plate.
- (t) FOR AFT ENTRY AND AFT GALLEY SERVICE DOORS;

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Fill slots at forward area of the scuff plate with sealant, A00247 and fair flush with adjacent surfaces.

————— **END OF TASK** —————

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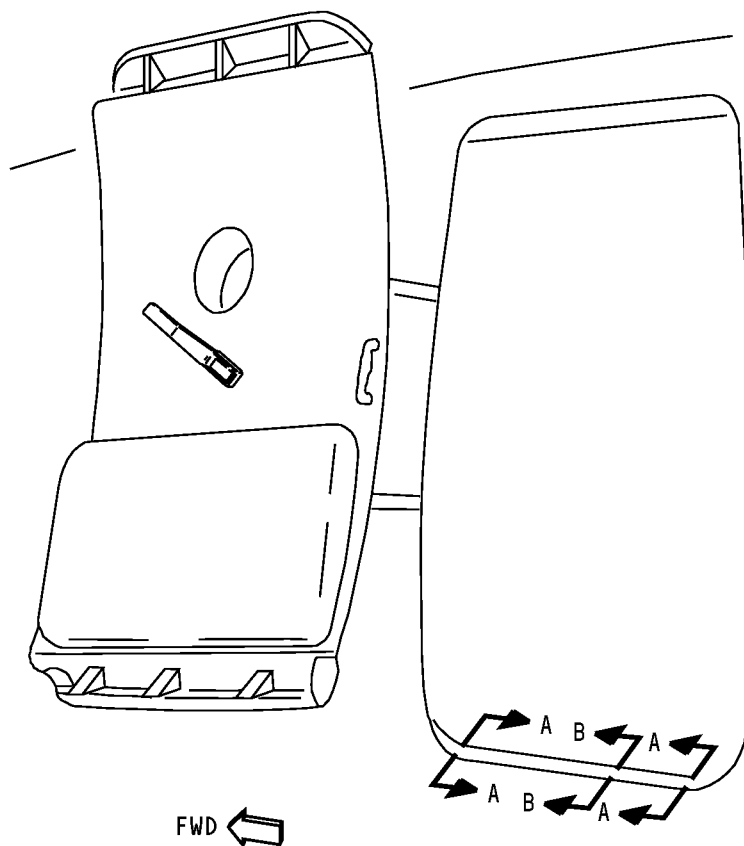
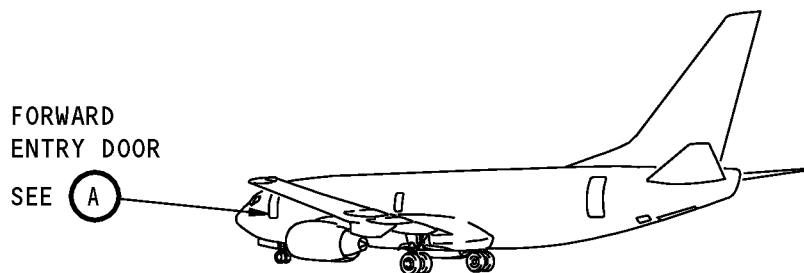
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FORWARD ENTRY DOOR



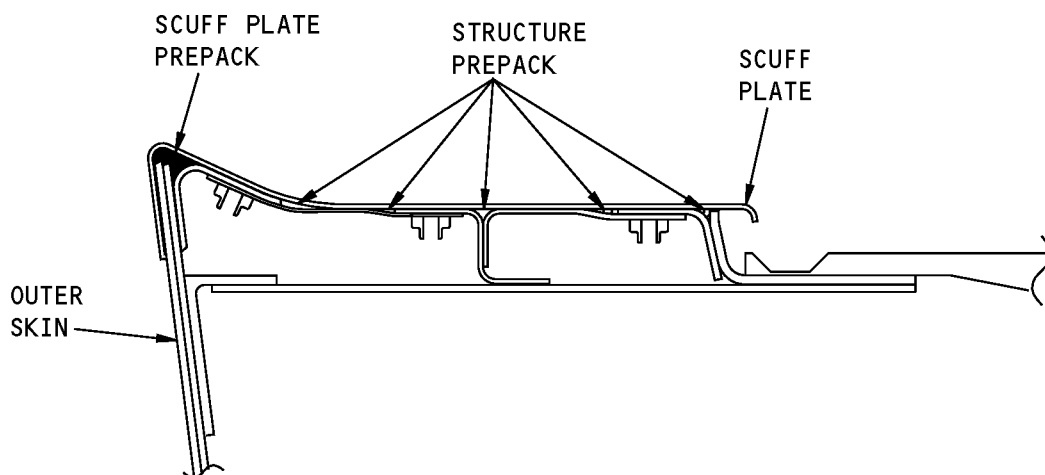
Forward Entry Door Scuff Plate Installation
Figure 401 (Sheet 1 of 2)/53-11-01-990-801

EFFECTIVITY
HAP ALL

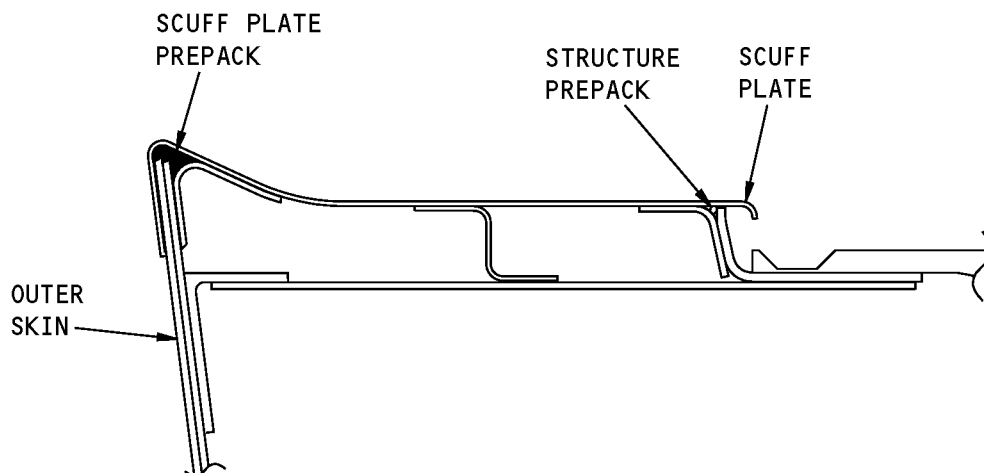
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A-A



B-B

Forward Entry Door Scuff Plate Installation
Figure 401 (Sheet 2 of 2)/53-11-01-990-801

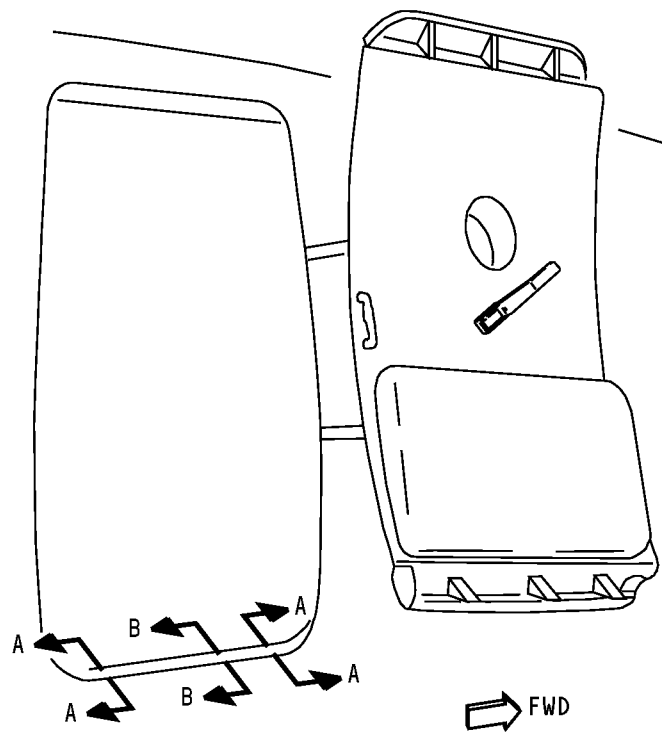
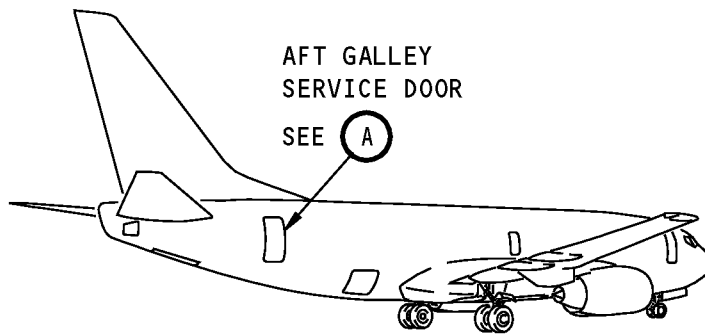
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Aft Galley Service Door and Aft Entry Door Scuff Plate Installation
Figure 402 (Sheet 1 of 2)/53-11-01-990-802

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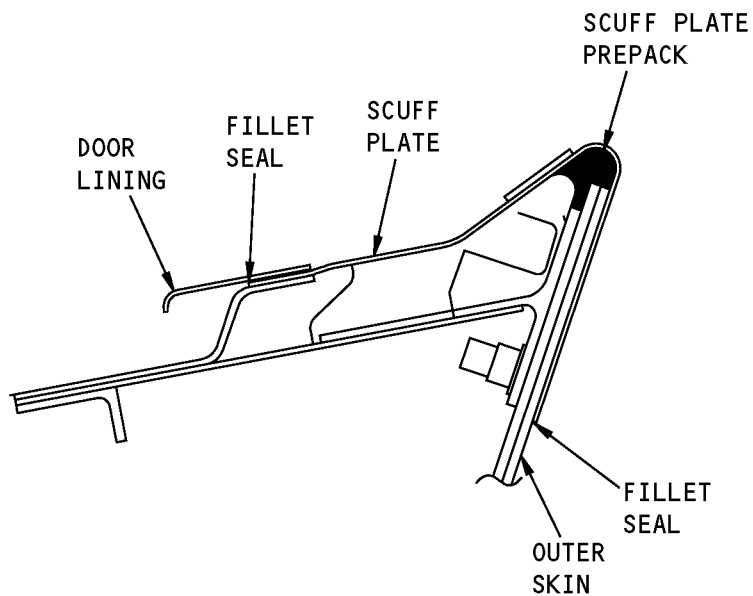
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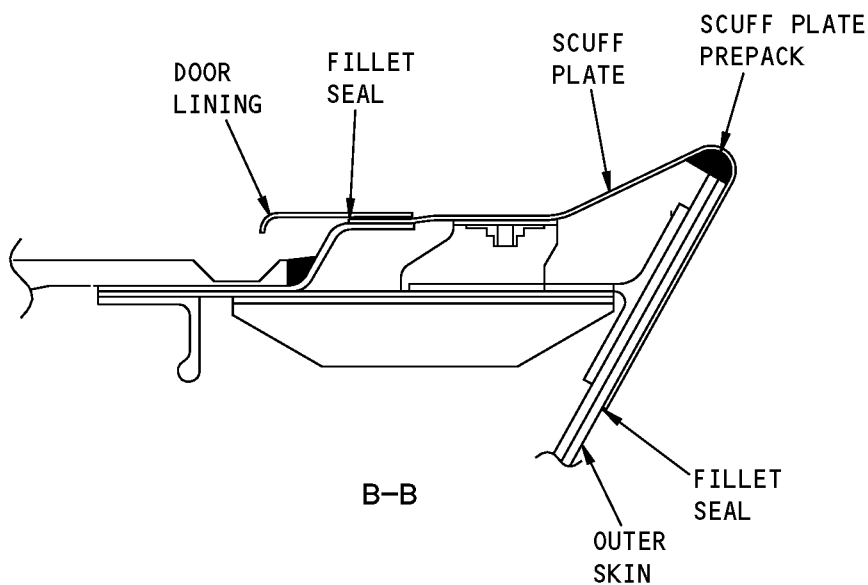


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A-A



B-B

Aft Galley Service Door and Aft Entry Door Scuff Plate Installation
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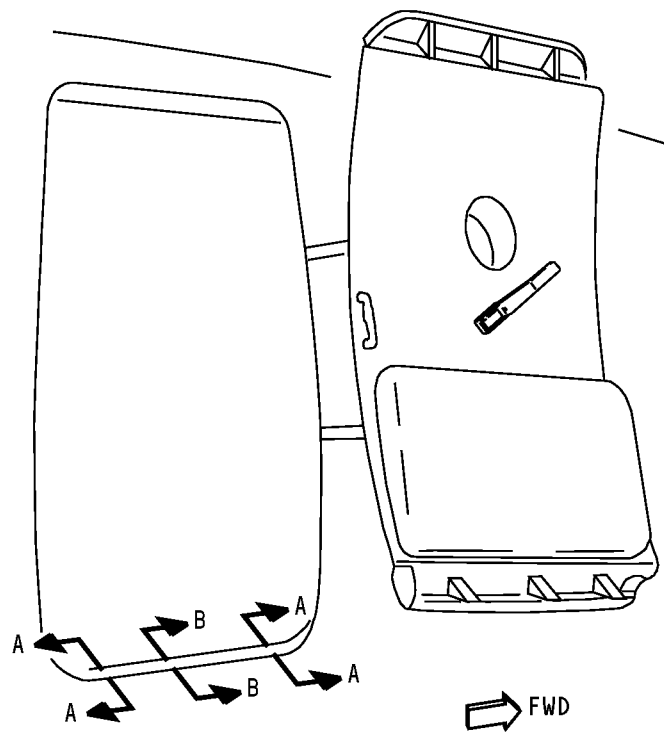
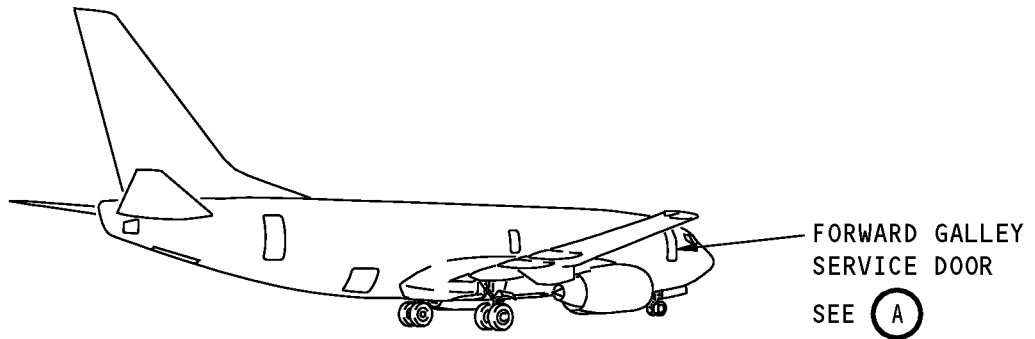
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FORWARD GALLEY SERVICE DOOR

(A)

Forward Galley Service Door Scuff Plate Installation
Figure 403 (Sheet 1 of 2)/53-11-01-990-803

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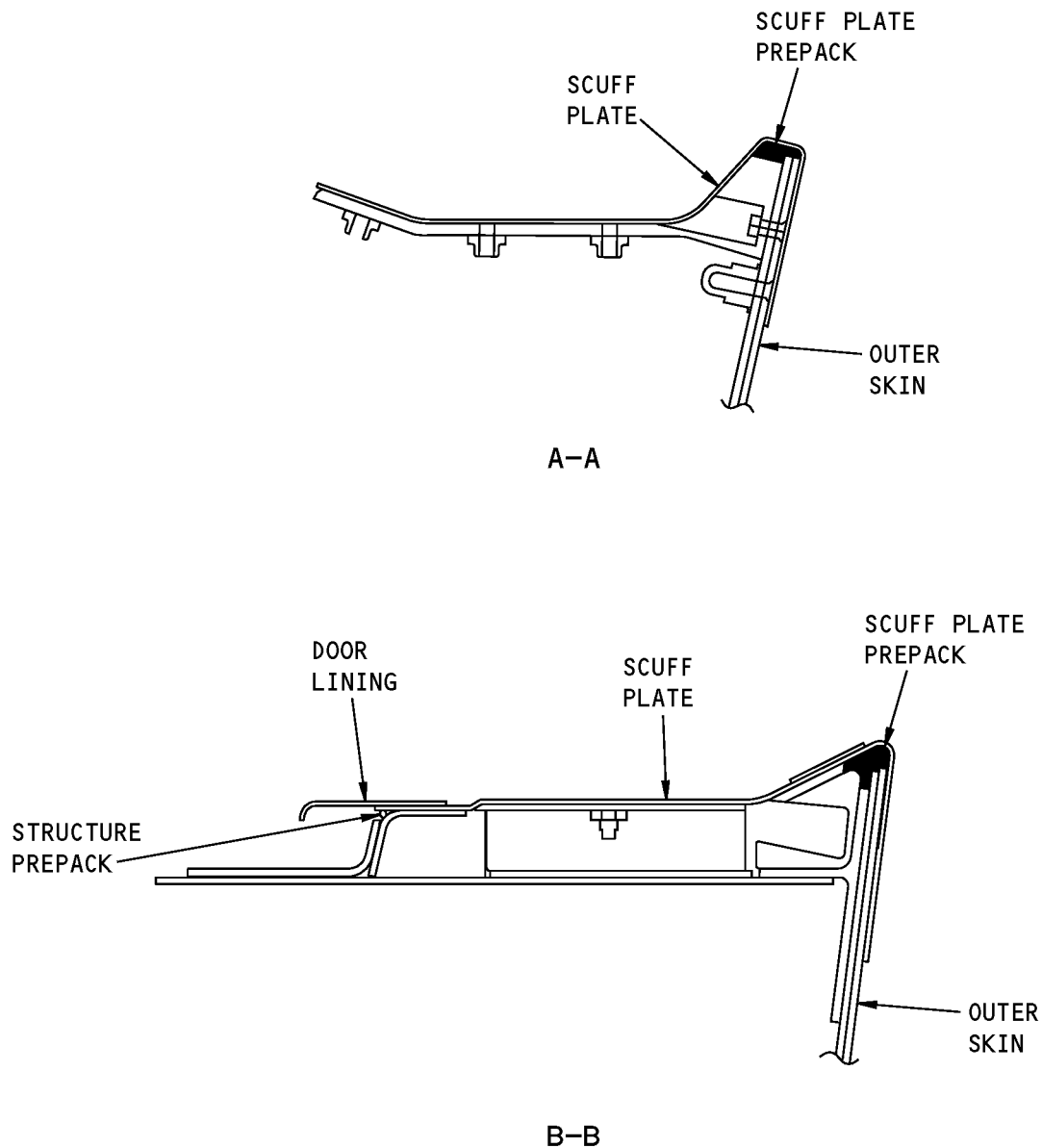
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Forward Galley Service Door Scuff Plate Installation
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AIRCRAFT MAINTENANCE MANUAL

CARGO DOOR SCUFF PLATE - REMOVAL/INSTALLATION

1. General

- A. This procedure contains two tasks:
 - (1) The first task is the removal of the scuff plates.
 - (2) second task is the installation of the scuff plates.
- B. All the installations of the scuff plates are almost the same.
- C. The clearances between the scuff plates and the airplane structure are sealed for aerodynamic smoothness.

TASK 53-11-02-020-801

2. Remove the Scuff Plate

A. References

Reference	Title
51-31-00 P/B 201	SEALS AND SEALING - MAINTENANCE PRACTICES

B. Tools/Equipment

Reference	Description
STD-1064	Scraper - Phenolic, Hard Resin

C. Consumable Materials

Reference	Description	Specification
B00148	Solvent - Methyl Ethyl Ketone (MEK)	ASTM D740

D. Location Zones

Zone	Area
821	Forward Cargo Door
822	Aft Cargo Door

E. Procedure

SUBTASK 53-11-02-020-001

- (1) Remove the scuff plate fasteners.

CAUTION: DO NOT USE METAL TOOLS TO REMOVE THE SEALANT. AN APPROVED TOOL WILL PREVENT DAMAGE TO THE SKIN OF THE AIRCRAFT.

- (2) Use a hard resin phenolic scraper, STD-1064 to release the scuff plate from structure.

SUBTASK 53-11-02-020-002

- (3) Remove the scuff plate.

WARNING: DO NOT GET SOLVENTS IN YOUR MOUTH, YOUR EYES, OR ON YOUR SKIN. DO NOT BREATHE THE FUMES FROM SOLVENTS. SOLVENTS ARE DANGEROUS MATERIALS. SOLVENTS CAN BE FLAMMABLE. OBEY THE MATERIAL SAFETY DATA SHEETS (MSDS) FOR SOLVENTS. OBEY LOCAL REGULATIONS FOR THE CORRECT PROCEDURES TO USE OR DISCARD SOLVENTS. SOLVENTS CAN CAUSE INJURIES TO PERSONNEL AND DAMAGE TO EQUIPMENT.

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(WARNING PRECEDES)

CAUTION: BE CAREFUL WHEN YOU REMOVE THE SEAL WITH THE SEALANT REMOVAL TOOL. DAMAGE TO THE AIRPLANE SKIN CAN OCCUR.

- (4) Remove sealant and parting agent from faying surfaces with solvent, B00148 and hard resin phenolic scraper, STD-1064 (SEALS AND SEALING - MAINTENANCE PRACTICES, PAGEBLOCK 51-31-00/201).
- (5) Do a visual inspection of the nut plates to determine if they are in acceptable condition. If it is necessary, replace them.

END OF TASK

TASK 53-11-02-420-801

3. Install the Scuff Plate

A. References

Reference	Title
20-30-88 P/B 201	AIRPLANE STRUCTURE CLEANING SOLVENTS (Series 88) - MAINTENANCE PRACTICES
51-31-00 P/B 201	SEALS AND SEALING - MAINTENANCE PRACTICES

B. Consumable Materials

Reference	Description	Specification
A00247	Sealant - Pressure And Environmental - Chromate Type	BMS 5-95
B00148	Solvent - Methyl Ethyl Ketone (MEK)	ASTM D740
C00259	Primer - Chemical And Solvent Resistant Finish, Epoxy Resin	BMS10-11, Type I
C50033	Chromated Conversion Coating for Aluminum - Alodine 1200	
G00009	Compound - Organic Corrosion Inhibiting	BMS3-23
G02185	Agent - Peelable Parting (Valspar - 4A-183 Green Strippable Coating) (Formerly 598-5002 Green Strippable Coating)	BAC 5000
G50313	Agent - Non-Peelable Parting (Henkel Loctite - Frekote 710-NC Mold Release)	BAC 5000
G50365	Agent - Peelable Parting (AC Products - AC962-73C)	
G50366	Agent - Parting, Peelable, AZ 534-2B (0A3C8 - Aztec Chemical, Inc., El Monte, CA)	BAC5000, PSD 6-187
G50367	Agent - Peelable Parting (Aztec Chemical AZ 634-2)	MIL-PRF-6799, BAC 5000
G50368	Agent - Peelable Parting (Rexco Chemical Company - Partall Coverall Film)	
G50369	Agent - Peelable Parting (Spraylat - SC-1071H-1 Blue, ZR-5827)	BAC5000, PSD 6-187

C. Location Zones

Zone	Area
821	Forward Cargo Door
822	Aft Cargo Door

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D. Procedure

SUBTASK 53-11-02-110-001

WARNING: DO NOT GET SOLVENTS IN YOUR MOUTH, YOUR EYES, OR ON YOUR SKIN. DO NOT BREATHE THE FUMES FROM SOLVENTS. SOLVENTS ARE DANGEROUS MATERIALS. SOLVENTS CAN BE FLAMMABLE. OBEY THE MATERIAL SAFETY DATA SHEETS (MSDS) FOR SOLVENTS. OBEY LOCAL REGULATIONS FOR THE CORRECT PROCEDURES TO USE OR DISCARD SOLVENTS. SOLVENTS CAN CAUSE INJURIES TO PERSONNEL AND DAMAGE TO EQUIPMENT.

- (1) Clean all faying surfaces with a solvent, B00148 (AIRPLANE STRUCTURE CLEANING SOLVENTS (Series 88) - MAINTENANCE PRACTICES, PAGEBLOCK 20-30-88/201)

SUBTASK 53-11-02-370-001

- (2) Apply Alodine 1200 coating, C50033 and one coat of primer, C00259 to the exposed metal surfaces of the outer skin that will be under the scuff plate.

SUBTASK 53-11-02-840-001

- (3) Apply a coat of parting agent to the scuff plates in all areas that contact a faying surface (SEALS AND SEALING - MAINTENANCE PRACTICES, PAGEBLOCK 51-31-00/201)

- (a) Preferred peelable AC962-73C peelable parting agent, G50365.

- 1) Alternate Valspar 4A-183 green strippable coating, G02185.
- 2) Alternate peelable parting agent, G50366.
- 3) Alternate AZ 634-2 peelable parting agent, G50367.
- 4) Alternate Rexco Partall Coverall Film peelable parting agent, G50368.
- 5) Alternate Spraylat SC-1071H-1 agent, G50369.
- 6) Alternate Frekote 710-NC non-peelable parting agent, G50313.

SUBTASK 53-11-02-820-001

- (4) Apply corrosion inhibiting compound, G00009 Type II to the area under the threshold.

NOTE: The area in contact with the scuff plate should be masked to prevent exposure to the corrosion inhibiting compound so the sealant will adhere.

SUBTASK 53-11-02-820-002

- (5) Prepack sealant sealant, A00247 to the cap, mating surface and the skin mating surface and install scuff plate with fasteners.

NOTE: It is critical that sufficient sealant be preppacked into the scuff plates to completely fill the gap between the scuff plates and the fuselage skin along the lower edge of the doorway. Continuous sealant squeeze-out is required along the gaps.

SUBTASK 53-11-02-390-001

- (6) Remove excess sealant from the gap and the edge after squeeze-out has stopped.

————— **END OF TASK** —————

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AIRCRAFT MAINTENANCE MANUAL

FRAMES AND BULKHEADS CORROSION PREVENTION - MAINTENANCE PRACTICES

1. General

A. This procedure contains 7 tasks:

- (1) Corrosion Prevention of the Crown Frames, Stringers and Skin.
- (2) Corrosion Prevention of the Lower Lobe Structure.
- (3) Corrosion Prevention of the Galley and Lavatory Areas.
- (4) Corrosion Prevention of the Main Gear Wheel Well and Keel Beam.
- (5) Corrosion Prevention of the Nose Gear Wheel Well.
- (6) Corrosion Prevention of the Door Openings.
- (7) Corrosion Prevention of the Upper Lobe Frames, Stringers and Skin.

TASK 53-11-37-600-811

2. Crown Frames, Stringers and Skin - Corrosion Prevention

Figure 201

A. General

- (1) The fuselage is of semimonocoque construction utilizing aluminum skins, circumferential frames and longitudinal hat section stringers. The fuselage skin is installed with circumferential butt joints and longitudinal lap joints that are usually flush riveted. Skins should be treated concurrently with fuselage structure.
- (2) The stringers, frames and skins have been found susceptible to corrosion due to moisture entrapment between the skin and insulation blankets. Added to this moisture spillage, condensation or moisture through open doors running along frames or stringers collecting at some dammed location contribute to corrosion. Corrosion can readily start where protective finishes have been broken or deteriorated.
- (3) Treatment of the interior structure should be accomplished at the same time as longitudinal lap splices are treated or whenever access is gained to expose the frame/stringer/skin structure. For lap splices, refer to INSPECTION AND DETECTION, SUBJECT 51-00-51.
- (4) Insulation blankets are provided on cabin interiors for passenger comfort and to minimize the condensation of warm cabin air on cold skins and stringers. Corrosion has been experienced in areas where the blankets are not installed taut and wrap around stringers or lay on the skins. Reports of water soaked blankets have been common in these instances.
- (5) Delamination of the waffle doublers on the crown and side skin panels has been reported. If left untreated, delaminated doublers may promote corrosion and cracking of the skin interior and doublers.
- (6) Stress corrosion has been attributed to reported three cracks in the right side BS540 bulkhead forging refer to Figure 201 (Sheet 1).
- (7) Refer to CORROSION PREVENTION, SECTION 51-00 of this manual for a discussion of the Aging Airplane Corrosion Prevention and Control Program and related documentation. Structural items within this section are subject to the unique requirements of the mandatory Corrosion Prevention and Control Program.

B. References

Reference	Title
51-00	CORROSION PREVENTION
51-00-51	INSPECTION AND DETECTION
51-00-59	STANDARD PREVENTIVE MAINTENANCE PROCEDURES

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(Continued)

Reference	Title
SRM 737-678	Structural Repair Manual

C. Consumable Materials

Reference	Description	Specification
A00247	Sealant - Pressure And Environmental - Chromate Type	BMS 5-95
C00259	Primer - Chemical And Solvent Resistant Finish, Epoxy Resin	BMS10-11, Type I
G00009	Compound - Organic Corrosion Inhibiting	BMS3-23

D. Location Zones

Zone	Area
100	Lower Half of Fuselage
200	Upper Half of Fuselage

E. Corrosion Prevention

SUBTASK 53-11-37-610-061

- (1) Make the periodic inspection described in INSPECTION AND DETECTION, SUBJECT 51-00-51 to preclude or detect the early stages of corrosion. Missing fasteners, white powdery or any discolored deposits are evidences of the existence of corrosion which should alert operators that some corrective action is required. A corrosion prevention program should be initiated to prevent the accumulation of corrosive products in order to minimize the occurrence of corrosion.

SUBTASK 53-11-37-610-009

(2) Corrosion Inspection/Removal

- (a) Following cleaning of suspected areas, a visual inspection utilizing bright lighting and mirror is effective for identifying the existence of corrosion. In specific localized areas where inspection by visual means is impossible or where extent of corrosion has to be determined after visual detection, INSPECTION AND DETECTION, SUBJECT 51-00-51 for applicable method.
- (b) Where corrosion exists (noticeable bulges of the skin or white deposits of corrosion products at fastener heads or joint edges), refer to SRM 737-678 for details of corrosion removal.
- (c) For minor corrosion, to minimize the downtime of the airplane, the corrosion products should be cleaned off, followed by an application of a corrosion inhibiting compound into the affected area to retard the corrosion process. The finish system should be restored at the first opportunity consistent with the maintenance schedule (STANDARD PREVENTIVE MAINTENANCE PROCEDURES, SUBJECT 51-00-59).

SUBTASK 53-11-37-610-010

(3) Application of Corrosion Inhibitors

- (a) For details of application of water displacing corrosion inhibiting compound, refer to STANDARD PREVENTIVE MAINTENANCE PROCEDURES, SUBJECT 51-00-59.

SUBTASK 53-11-37-610-011

(4) Prevention Treatment

- (a) Maintenance Prevention

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- 1) At first opportunity when scheduled maintenance work allows access to the structure, corrosion prevention treatment should be accomplished.
 - 2) Remove insulation blankets to expose frame, stringer and skin. Dry blankets thoroughly if found wet.
 - 3) Open plugged drains.
 - 4) Replace broken or damaged finishes. Refer to STANDARD PREVENTIVE MAINTENANCE PROCEDURES, SUBJECT 51-00-59 for protective finish systems.
 - 5) In all areas, except where indicated, apply a coat of epoxy primer, C00259 primer to inboard flanges of stringers and allow to dry thoroughly.
 - 6) Allow solvent to evaporate before reinstalling insulation blankets.
 - 7) Reinstall blankets so they are taut and so that the outboard surfaces of the upper blanket overlap the lower blanket.
- (b) Improved Corrosion Protection
- 1) On airplanes with sealant applied to inboard flanges of stringers, apply a coat of sealant, A00247, class F, by spray, brush or roller coat to inboard face of stringer flanges and edges of frames where contacted by the insulation blanket, in areas above the window belt, between stations 259.5 and 1015. On other airplanes stringers may have either sealant or an additional coat of Type 1 (yellow) primer, C00259.
 - 2) Apply corrosion inhibiting compound, G00009 to all exposed structure. Refer to STANDARD PREVENTIVE MAINTENANCE PROCEDURES, SUBJECT 51-00-59 for methods of application of corrosion inhibiting compound, G00009.
 - 3) On some airplanes operators may wish to rework insulation blankets by removing the sewn cap strip from the lower edge of the blanket and continuously penetrate the stitch sealing. The blankets to be reworked must be fabricated with water-repellent fillers. All 737 airplanes are known to be delivered utilizing water-repellent fillers.
 - 4) Some airplane have had the tightly sealed covers replaced with unsealed covers to permit water to enter the blanket and drain. The blankets serve as drain paths into the lower lobe drain masts. Water repellent blanket filler is used.
 - 5) The sealant, A00247 class F, is applied by spray, brush or roller coating to the inner flanges of stringers and edges of frames where contacted by the insulation blankets above the window belt, between stations 259.5 and 1015. Airplane stringers may have sealant, A00247 or an additional coat of yellow primer, C00259.

SUBTASK 53-11-37-610-012

(5) Frequency of Application

- (a) Periodic inspection is required to areas identified susceptible to corrosion and should be consistent to the schedules identified in the Maintenance Planning Document. Operators must be aware of reported problems and areas of occurrences.
- (b) Periodic application of corrosion inhibiting compound, G00009 compounds is necessary to areas identified and should be consistent to the schedule specified in the Maintenance Planning Document.

————— END OF TASK —————

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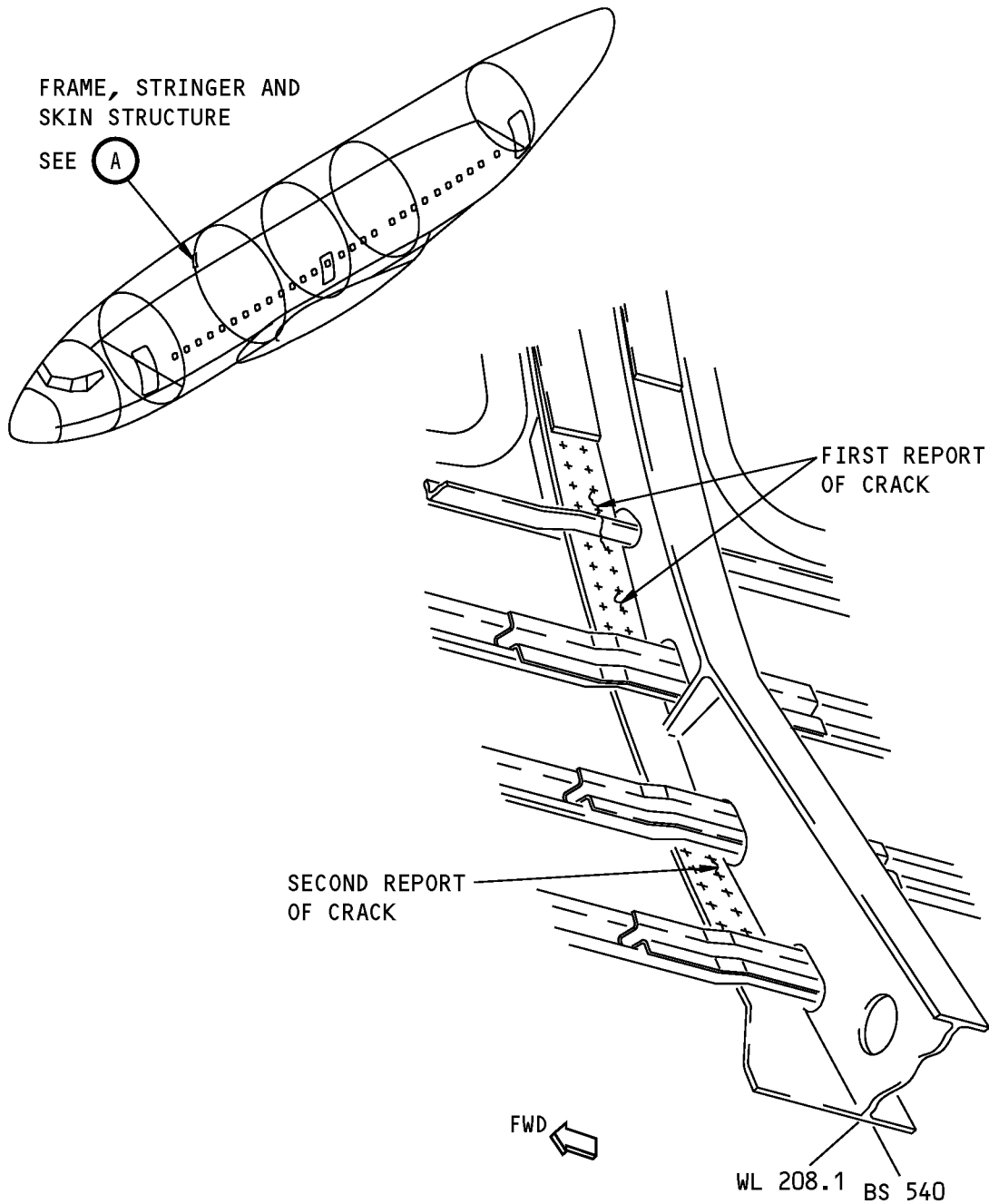
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FRAME, STRINGER AND SKIN STRUCTURE
(INSULATION BLANKET NOT SHOWN)

A

Crown Frames, Stringers and Skin
Figure 201 (Sheet 1 of 2)/53-11-37-990-811

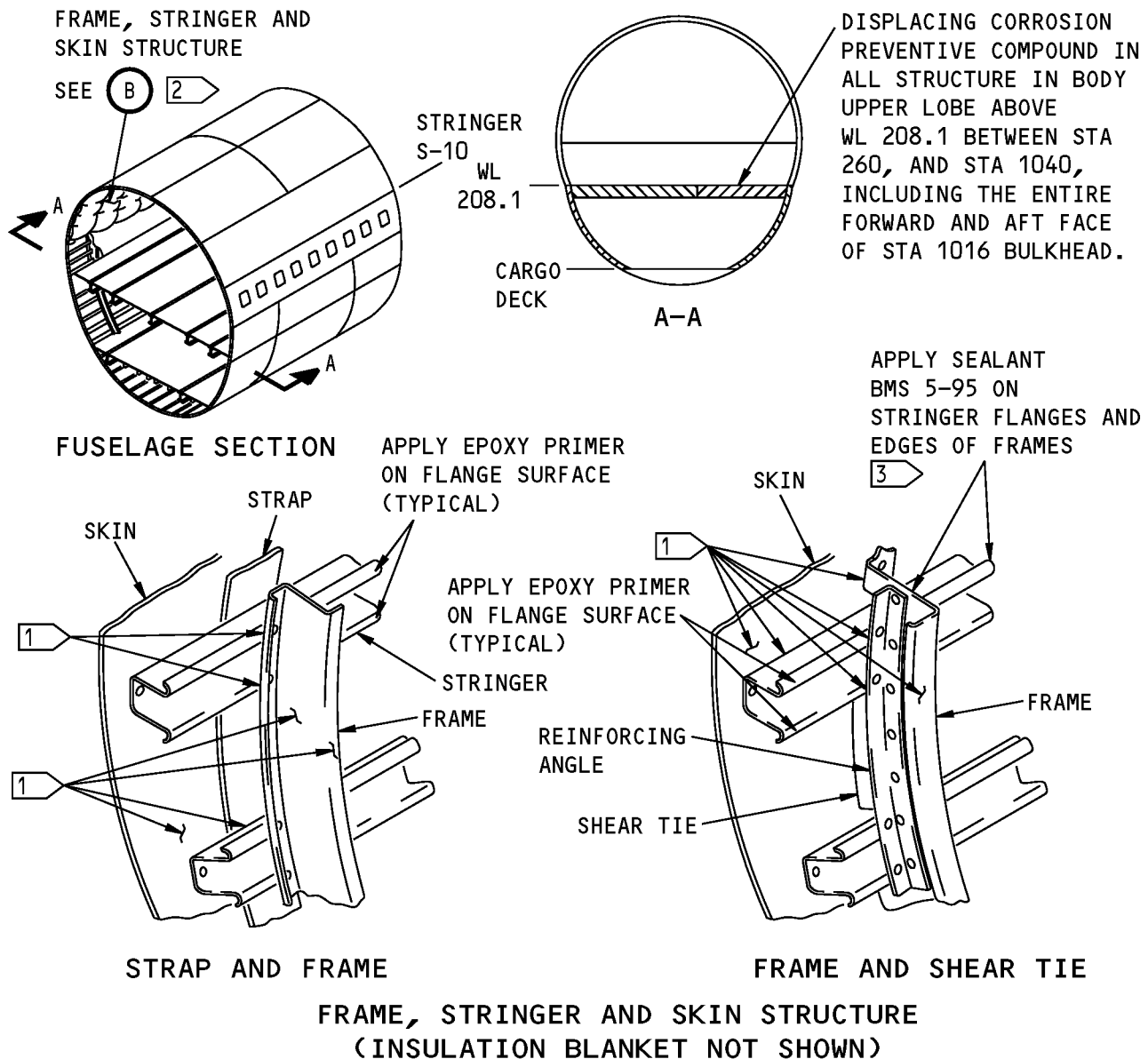
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- (B)
- 1 APPLY BMS 3-23 TO ALL EXPOSED STRUCTURE
 - 2 WHEN INSULATION BLANKETS ARE REINSTALLED, ENSURE THAT OUTBOARD SURFACE OF UPPER BLANKET OVERLAPS LOWER BLANKET.
 - 3 IN AREAS ABOVE THE WINDOW BELT BETWEEN STA 259.5 AND STA 1015 WHERE BLANKETS CONTACT STRINGER FLANGES AND EDGES OF FRAMES.
BETWEEN BODY STATIONS 540 AND 1016 WHERE STRINGER SOUND DAMPING CAPS ARE USED, SEALANT IS NOT REQUIRED.

Crown Frames, Stringers and Skin
Figure 201 (Sheet 2 of 2)/53-11-37-990-811

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TASK 53-11-37-600-812

3. Lower Lobe Structure - Corrosion Prevention

Figure 202

A. General

- (1) The fuselage is of semimonocoque construction utilizing aluminum skins, circumferential frames and longitudinal stringers. The fuselage skin is installed with circumferential butt joints and longitudinal lap joints. The floor beams act as tension ties across the frames. In the lower lobe area, shear ties from the skin to the frame are used between stringers with an inner angle on the frame.
- (2) The lower lobe structure including stringers, frames, shear ties, faying surfaces at doublers and straps, etc., are susceptible to corrosion due to moisture accumulation, moisture laden insulation blankets, cargo spillage, toilet effluent leakage and environmental contaminants. The lower lobe areas described herein include the cargo compartments, bilge areas and the electronic compartment.
- (3) To help clean out contamination in the lower lobe, dam divide the bilge into compartments for optional hose out operations (Figure 202 (Sheet 3)). But on some airplanes, these dams have foam blocks which can become soaked with moisture and cause corrosion.
- (4) Some lower lobe doublers came apart from the skin, and corrosion and cracks occurred on airplanes with 1400 flight hours or more. The damaged areas were between Stringers 26L and 26R under the forward cargo compartment, BS 360-540 and between Stringers 25L and 25R under the aft cargo compartment, BS 727-1016.
- (5) At the nose wheel well, the three hinge bracket supports for the wheel well doors on the left and right side have pockets that can catch moisture.
- (6) Insulation blankets are provided on cabin interiors for passenger comfort and to minimize the condensation of warm cabin air on cold skins and stringers. Corrosion has been experienced in areas where the blankets are not installed taut and wrap around stringers or lay on the skins. Reports of water soaked blankets have been common in these instances.
- (7) Treatment of the areas under galleys and lavatories is described in Figure 203.
- (8) Much corrosion and separation of doublers has been reported in the lower lobe. Areas where corrosion is of particular concern is from BS 260 to BS 360, stringers S-19 left to S-19 right.
- (9) Refer to CORROSION PREVENTION, SECTION 51-00 of this manual for a discussion of the Aging Airplane Corrosion Prevention and Control Program and related documentation. Structural items within this section are subject to the unique requirements of the mandatory Corrosion Prevention and Control Program.

B. References

Reference	Title
51-00	CORROSION PREVENTION
51-00-51	INSPECTION AND DETECTION
51-00-59	STANDARD PREVENTIVE MAINTENANCE PROCEDURES
SRM 737-678	Structural Repair Manual

C. Consumable Materials

Reference	Description	Specification
A00247	Sealant - Pressure And Environmental - Chromate Type	BMS 5-95
C00032	Coating - Exterior Protective Enamel, General Use	BMS10-60, Type I

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Reference	Description	Specification
C00259	Primer - Chemical And Solvent Resistant Finish, Epoxy Resin	BMS10-11, Type I
C00260	Coating - Chemical And Solvent Resistant Finish, Epoxy Resin Enamel	BMS10-11, Type II
D00015	Grease - Aircraft Bearing (Use BMS 3-24 until existing stocks are depleted, BMS 3-33 supersedes BMS 3-24)	BMS3-24 (Superseded by BMS 3-33)
G00009	Compound - Organic Corrosion Inhibiting	BMS3-23

D. Location Zones

Zone	Area
100	Lower Half of Fuselage

E. Corrosion Prevention

SUBTASK 53-11-37-610-013

- (1) Make the regular inspections of INSPECTION AND DETECTION, SUBJECT 51-00-51 to stop of find the start of corrosion. Inspect the areas beneath the forward and aft cargo floors. Skin bulges, missing fasteners, or white powdery deposits are signs of corrosion.

SUBTASK 53-11-37-610-014

WARNING: DO NOT APPLY THE CORROSION-INHIBITING COMPOUNDS IN THE AREAS THAT HAVE OXYGEN SYSTEM COMPONENTS. THE MIXTURE OF CORROSION-INHIBITING COMPOUNDS, AND OXYGEN CAN CAUSE AN EXPLOSION. AN EXPLOSION CAN CAUSE INJURIES TO PERSONS, AND DAMAGE TO EQUIPMENT.

CAUTION: DO NOT INSTALL THE INSULATION BLANKETS THAT ARE SOAKED WITH CORROSION INHIBITING COMPOUNDS. INSULATION BLANKETS INADVERTENTLY SPATTERED WITH THE CORROSION INHIBITING COMPOUNDS SHOULD BE ALLOWED TO DRY BEFORE INSTALLATION. SOAKED INSULATION BLANKETS ARE POTENTIAL FIRE HAZARDS. THEY CAN CAUSE DAMAGE TO THE AIRPLANE.

- (2) If you find corrosion (skin bulges, missing fasteners or large amounts of white deposits at the fastener heads or faying surfaces), refer to SRM 737-678 for details of corrosion removal.

SUBTASK 53-11-37-610-015

- (3) For details of application of water displacing corrosion inhibiting compound, refer to STANDARD PREVENTIVE MAINTENANCE PROCEDURES, SUBJECT 51-00-59.

SUBTASK 53-11-37-610-016

- (4) For minor corrosion, to minimize the downtime of the airplane, the corrosion products should be cleaned off, followed by an application of a corrosion inhibiting compound into the affected area to retard the corrosion process. The finish system should be restored at the first opportunity consistent with the maintenance schedule.

NOTE: The treatment of internal structure described above should be made at first opportunity the area is exposed. Location of the area should be noted and monitored from the outside every 3 months for visual indication of corrosion progression. Any noticeable skin bulges would require scheduling corrosion removal outlined in SRM 737-678.

SUBTASK 53-11-37-610-017

- (5) The corrosion inhibiting compound, G00009 should not be used in the vicinity of oxygen system components. The suggested protection system for areas near oxygen system components is as follows:

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- (a) Clean corrosion and repair affected area per the SRM 737-678.
- (b) Chemical treat bare aluminum surfaces.
- (c) Apply one coat of green primer, C00259 Type 1.
- (d) Apply one coat of yellow primer, C00259 type 1.
- (e) Apply coating, C00260, type 2 epoxy or coating, C00032 polyurethane enamel top coat.

SUBTASK 53-11-37-610-018

(6) Prevention Treatment

- (a) At first opportunity when scheduled maintenance work allows access to the structure, corrosion prevention treatment should be accomplished.
- (b) Remove sidewall lining and insulation blankets in the cargo compartment and beneath the upper lobe entry and cargo doors to expose frame, stringer, doublers and skin.
- (c) Remove floor panels to gain access to bilge areas, if required.
- (d) Remove ceiling lining for access to main deck floor beams and intercostals.
- (e) Open plugged drains.
- (f) Make sure that all drain paths are clear at the frames and stringers in the airframe lower lobe and stringer ends at station bulkhead.
- (g) Replace broken or damaged finishes. Refer to STANDARD PREVENTIVE MAINTENANCE PROCEDURES, SUBJECT 51-00-59 for protective finish systems.
- (h) Apply a coat of primer, C00259 primer to the inboard flange surfaces of stringers and allow to dry thoroughly.
- (i) Replace or repair broken or damaged leveling compounds used for drainage.
- (j) The chromate-loaded sealant, A00247, class F, is applied to the inboard flanges and to portions of the frames that come in contact with insulation blankets. Allow to cure for 48 hours. Note condition of the sealant and reapply as necessary.
- (k) Apply corrosion inhibiting compound to all exposed structure under the cargo floor and to the sidewalls beneath the upper lobe entry and cargo doors. The use of spray equipment with nozzle directed into faying surfaces is recommended. Do not apply excessively.

NOTE: To reduce the possibility of moisture entrapment between insulation blankets and airplane skins in the bilge area, supports for the insulation blankets were provided. These supports consist of nylon twine and brackets. Earlier installations utilizing silicone rubber loops may deteriorate because of exposure to hydrocarbons such as corrosion inhibitors and should be replaced with the nylon twine.

- (l) Allow solvent to evaporate before reinstalling insulation blankets.
- (m) Install blankets so they are taut and so that the outboard surfaces of the upper blanket overlap the lower blanket.
- (n) Install liners and floor panels. Install the floor panel fasteners with grease, D00015 grease.

SUBTASK 53-11-37-610-019

(7) Frequency of Application

- (a) Structural inspection and application of corrosion inhibiting compound every 2 years in the cargo compartment bilge areas is recommended on all 737 airplanes.

————— **END OF TASK** —————

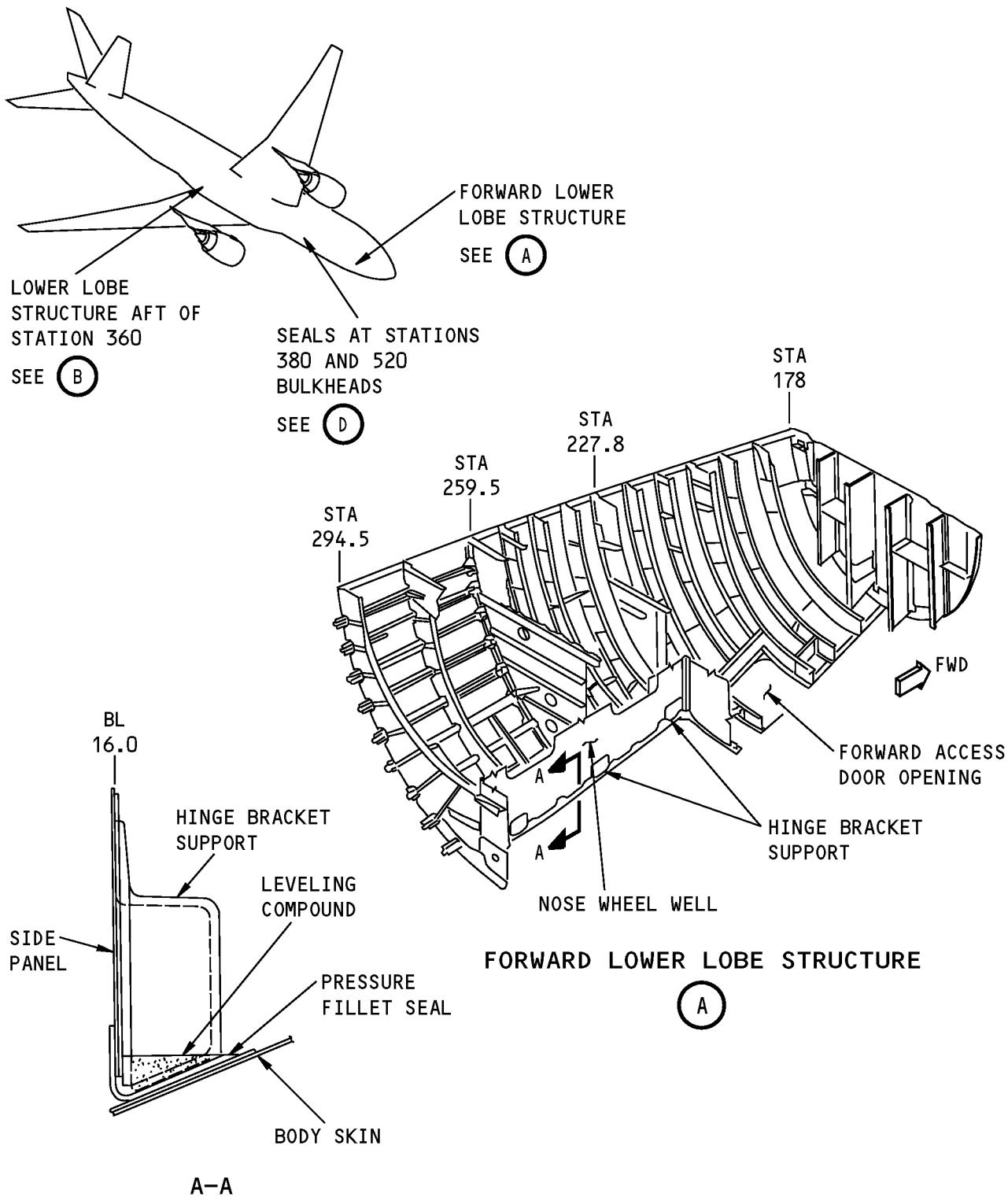
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Lower Lobe Structure
Figure 202 (Sheet 1 of 4)/53-11-37-990-803

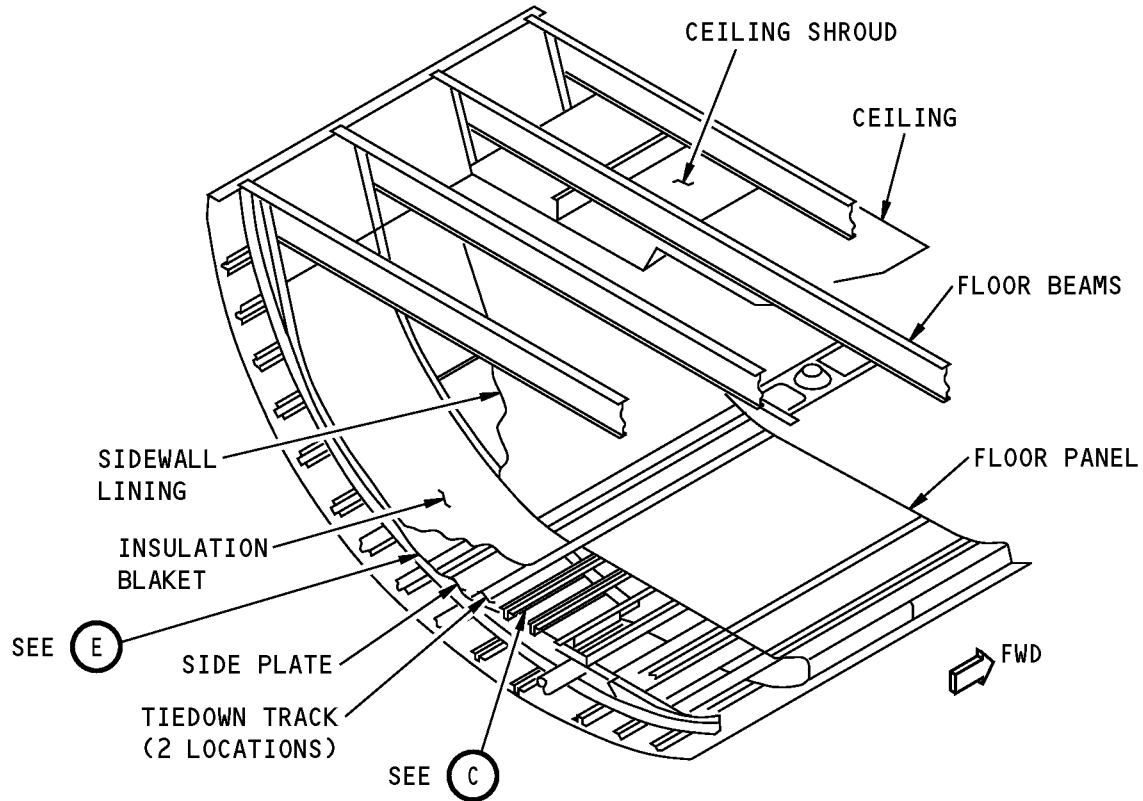
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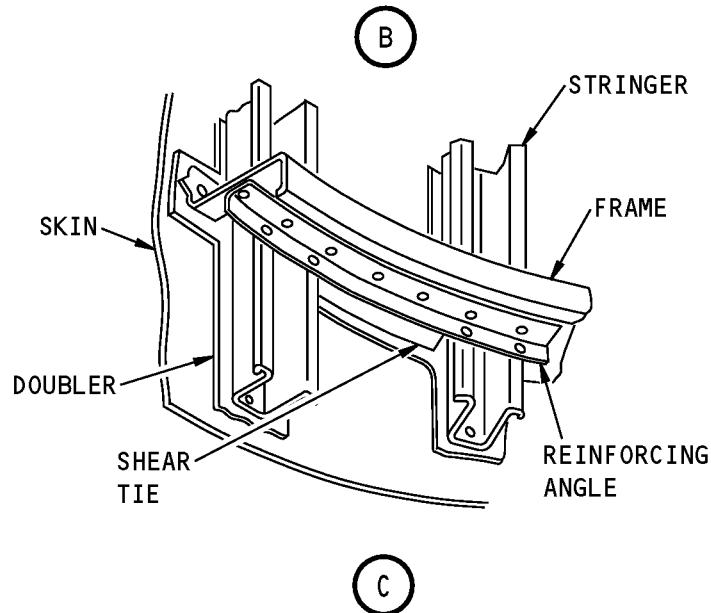
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LOWER LOBE STRUCTURE AFT



Lower Lobe Structure
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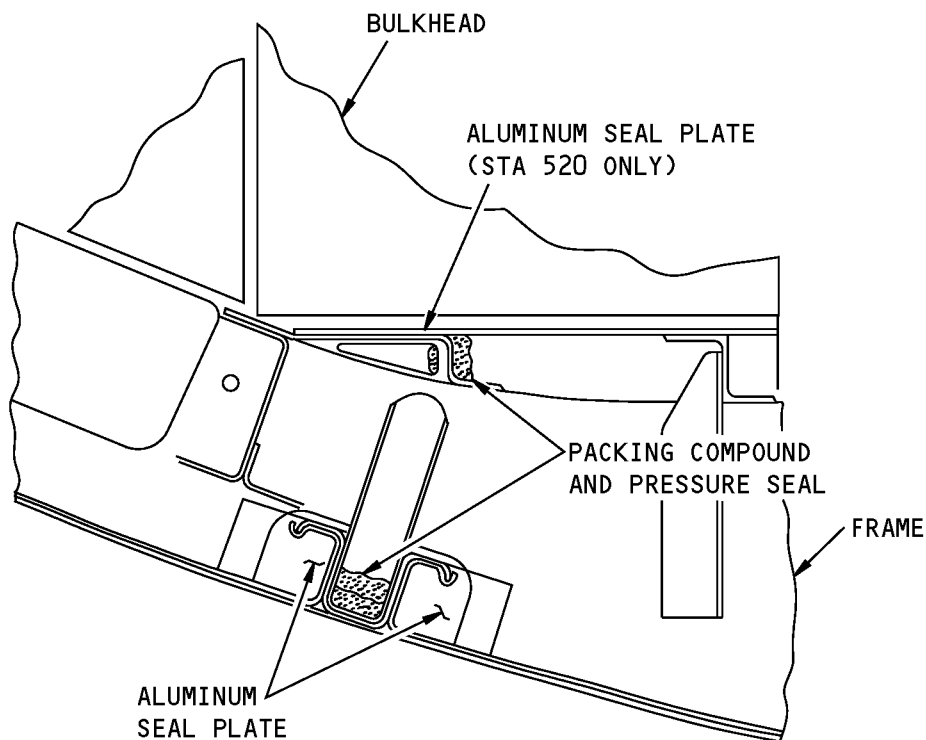
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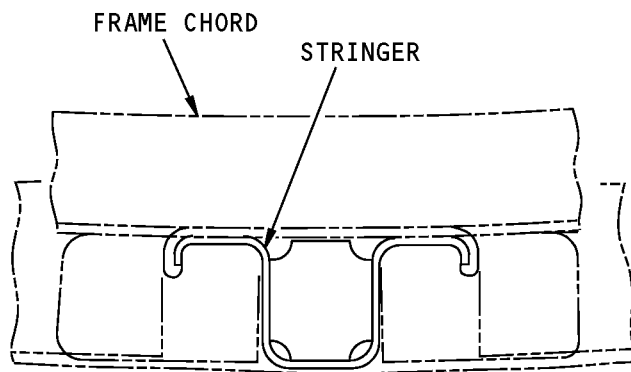


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SEALS AT STATIONS 380 AND 520 BULKHEAD

D



DAMS FOR HOSE-OUT OPTION

E

Lower Lobe Structure
Figure 202 (Sheet 3 of 4)/53-11-37-990-803

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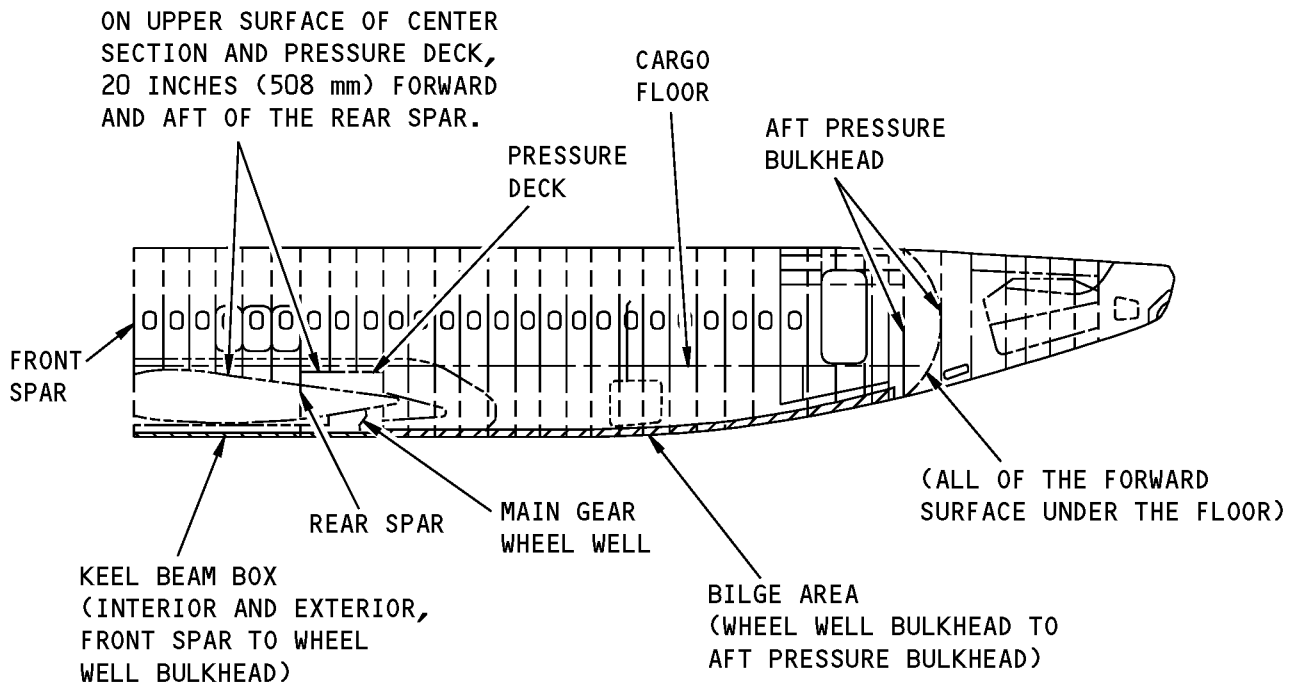
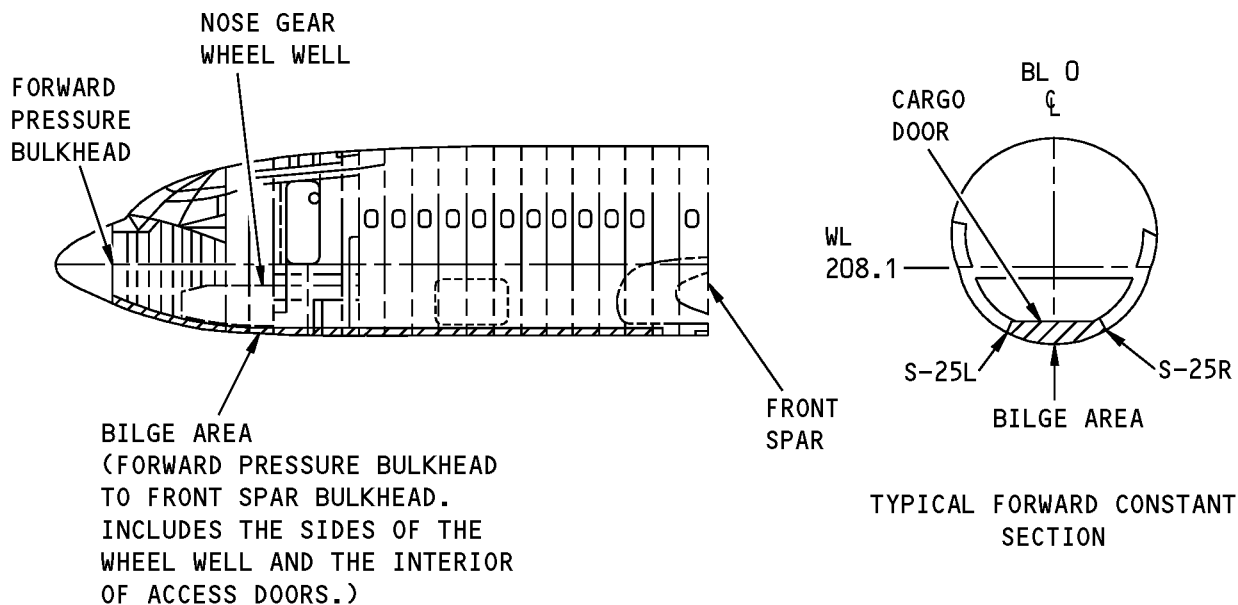
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Lower Lobe Structure
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TASK 53-11-37-600-804

4. Galley and Lavatory Areas - Corrosion Prevention

Figure 203

A. General

- (1) Areas under galleys and lavatories are susceptible to corrosion because of spillage of fluids or food. Leakage from plumbing lines also contributes to corrosion. Seat tracks in galley or lavatory areas are particularly susceptible because of exposure to traffic debris and spillage which collect inside the track. Corrosion has also been reported on the forward lavatory bulkhead-to-floor area and door post, aft of the lavatory door.
- (2) Corrosion of the aluminum faced floor panels under galleys and lavatories has been alleviated by using fiberglass faced balsa panels.
- (3) Insulation blankets are provided on cabin interiors for passenger comfort and to minimize the condensation of warm cabin air on cold skins and stringers. Corrosion has been experienced in areas where the blankets are not installed taut and wrap around stringers or lie on the skins. Reports of water soaked blankets have been common in these instances.
- (4) Unsealed covers permit water to enter the blanket and drain. The blankets serve as drain paths into the lower lobe drain masts. Water repellent blanket filler is used.
- (5) A water dam and seal has been added to the outboard side of the forward lavatory floor, and between the aft lavatories. Floor drains have been added to the aft lavatories and a drain installation to the forward lavatory.
- (6) For improved corrosion protection, a production change has been made to apply sealant, A00247, class F, to inboard flanges of stringers and to portions of frames that contact insulation blankets.
- (7) Severe corrosion and corrosion cracking have been reported on the lower ten inches of the bulkhead forward face. Corrosion of the bulkhead web can result in severe cracks and rapid cabin depressurization. The corrosion, has been attributed to fluids from galleys and lavatories. A plugged drain hole in the station 1016 frame chord assembly can trap these fluids and thereby accelerate the corrosion process. See Figure 203 for aft pressure bulkhead.
- (8) Apply corrosion inhibiting compound corrosion inhibiting compound, G00009 to wet areas (doorways, galleys and lavatories) of the main cabin Ref. (Figure 203).
- (9) Refer to CORROSION PREVENTION, SECTION 51-00 of this manual for a discussion of the Aging Airplane Corrosion Prevention and Control Program and related documentation. Structural items within this section are subject to the unique requirements of the mandatory Corrosion Prevention and Control Program.

B. References

Reference	Title
51-00	CORROSION PREVENTION
51-00-59	STANDARD PREVENTIVE MAINTENANCE PROCEDURES
SRM 737-678	Structural Repair Manual

C. Consumable Materials

Reference	Description	Specification
A00247	Sealant - Pressure And Environmental - Chromate Type	BMS 5-95
D00015	Grease - Aircraft Bearing (Use BMS 3-24 until existing stocks are depleted, BMS 3-33 supersedes BMS 3-24)	BMS3-24 (Superseded by BMS 3-33)

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(Continued)

Reference	Description	Specification
G00009	Compound - Organic Corrosion Inhibiting	BMS3-23

D. Location Zones

Zone	Area
100	Lower Half of Fuselage
200	Upper Half of Fuselage

E. Corrosion Prevention

SUBTASK 53-11-37-610-020

- (1) Periodically examine galley and lavatory areas to detect early stages of corrosion. Skin bulges, missing fasteners or white powdery deposits are evidences of the existence of corrosion which should alert operators that some corrective action is required. A corrosion prevention program should be initiated to prevent the accumulation of moisture in order to minimize the occurrence of corrosion.

SUBTASK 53-11-37-610-021

- (2) Where extensive corrosion exists (noticeable skin bulges, missing fasteners, or large amounts of white deposits) refer to SRM 737-678 for details of corrosion removal.

SUBTASK 53-11-37-610-022

WARNING: DO NOT APPLY THE CORROSION-INHIBITING COMPOUNDS IN THE AREAS THAT HAVE OXYGEN SYSTEM COMPONENTS. THE MIXTURE OF CORROSION-INHIBITING COMPOUNDS, AND OXYGEN CAN CAUSE AN EXPLOSION. AN EXPLOSION CAN CAUSE INJURIES TO PERSONS, AND DAMAGE TO EQUIPMENT.

CAUTION: DO NOT INSTALL THE INSULATION BLANKETS THAT ARE SOAKED WITH CORROSION INHIBITING COMPOUNDS. INSULATION BLANKETS INADVERTENTLY SPATTERED WITH THE CORROSION INHIBITING COMPOUNDS SHOULD BE ALLOWED TO DRY BEFORE INSTALLATION. SOAKED INSULATION BLANKETS ARE POTENTIAL FIRE HAZARDS. THEY CAN CAUSE DAMAGE TO THE AIRPLANE.

- (3) For details of application of corrosion inhibiting compound, G00009, refer to STANDARD PREVENTIVE MAINTENANCE PROCEDURES, SUBJECT 51-00-59.

SUBTASK 53-11-37-610-023

- (4) For minor corrosion to minimize the down time of the airplane, the corrosion products should be cleared off, followed by an application of a corrosion inhibiting compound into the affected area to retard the corrosion process. The finish system should be restored at the first opportunity consistent with the maintenance schedule (STANDARD PREVENTIVE MAINTENANCE PROCEDURES, SUBJECT 51-00-59).

NOTE: The treatment of the internal structure described above should be made at the first opportunity the area is exposed. Location of the area should be noted and monitored from the outside every 3 months for visual indication of corrosion progression. Any noticeable skin bulges would require scheduling corrosion removal outlined in Structural Repair Manual.

SUBTASK 53-11-37-610-024

- (5) The treatment of seat tracks in the galleys and lavatories should be accomplished per Figure 203.

SUBTASK 53-11-37-610-025

- (6) Prevention Treatment

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- (a) At first opportunity when scheduled maintenance work allows access to the structure, corrosion prevention treatment should be accomplished.

NOTE: Preferred access to the floor structure is from the lower lobe.

- (b) Remove sidewall lining and insulation blankets to expose frames, stringers, doublers and skin.
- (c) Remove floor panels to gain access to bilge areas.
- (d) Remove insulation blankets and liners (if any) from bulkheads in the immediate area below galleys or lavatories.
- (e) Remove ceiling lining for access to main deck floor beams and intercostals.
- (f) Open plugged drains, if any.
- (g) Clear all drain paths.
- (h) Refinish broken or damaged finishes. Refer to STANDARD PREVENTIVE MAINTENANCE PROCEDURES, SUBJECT 51-00-59 for protective finish systems. Use interior finish system with polyurethane enamel topcoat.
- (i) Replace or repair broken or damaged leveling compounds used for drainage.
- (j) Apply sealant, A00247, class F, chromate-loaded sealant to the inboard flanges and to portions of the frames that come in contact with insulation blankets. Allow to cure for 48 hours. Note condition of the sealant and reapply as necessary.
- (k) Apply corrosion inhibiting compound, G00009 water displacing corrosion inhibiting compound to all structures under galleys and lavatories. Exposed structure of bulkheads should also be included. Special efforts should be made to apply the corrosion inhibitor to the top of the floor support structure where moisture may be trapped between the floor panel and floor support. The use of spray equipment with nozzle directed into faying surfaces is recommended. Do not apply excessively.

NOTE: To reduce the possibility of moisture entrapment between insulation blankets and airplane skins in the bilge area, supports for the insulation blankets were provided. These supports consist of nylon twine and brackets. Silicone rubber used on earlier installations may deteriorate due to exposure to hydrocarbons present in corrosion inhibiting compound and should be replaced with nylon twine.

- (l) Allow solvent in the corrosion inhibitor to evaporate before reinstalling insulation blankets.
- (m) Install blankets so they are taut and so that the outboard surfaces of lower blanket overlap the lower blanket.
- (n) Install liners and floor panels. Install the floor panel fasteners with grease, D00015.

SUBTASK 53-11-37-610-026

(7) Frequency of Application

- (a) It is recommended that corrosion inhibiting compound, G00009 water displacing corrosion inhibiting compound be applied to the lower lobe structure whenever the area is made accessible, at intervals not to exceed the "D" check.

————— **END OF TASK** —————

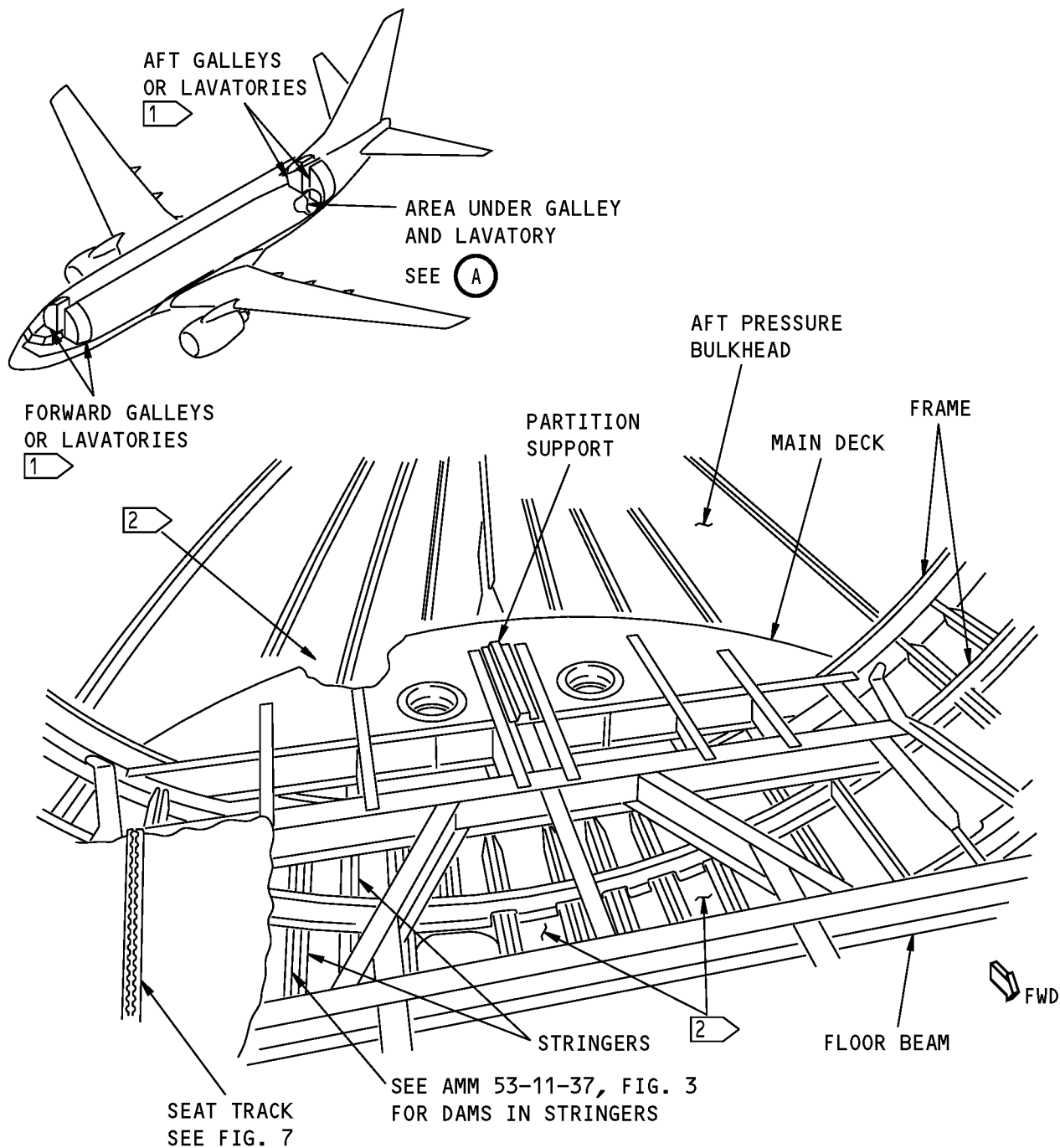
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AREA UNDER GALLEY AND LAVATORY

- 1** LOCATION OF GALLEY AND LAVATORY VARIES **A**
- 2** APPLY BMS 3-23 ON ALL EXPOSED STRUCTURE

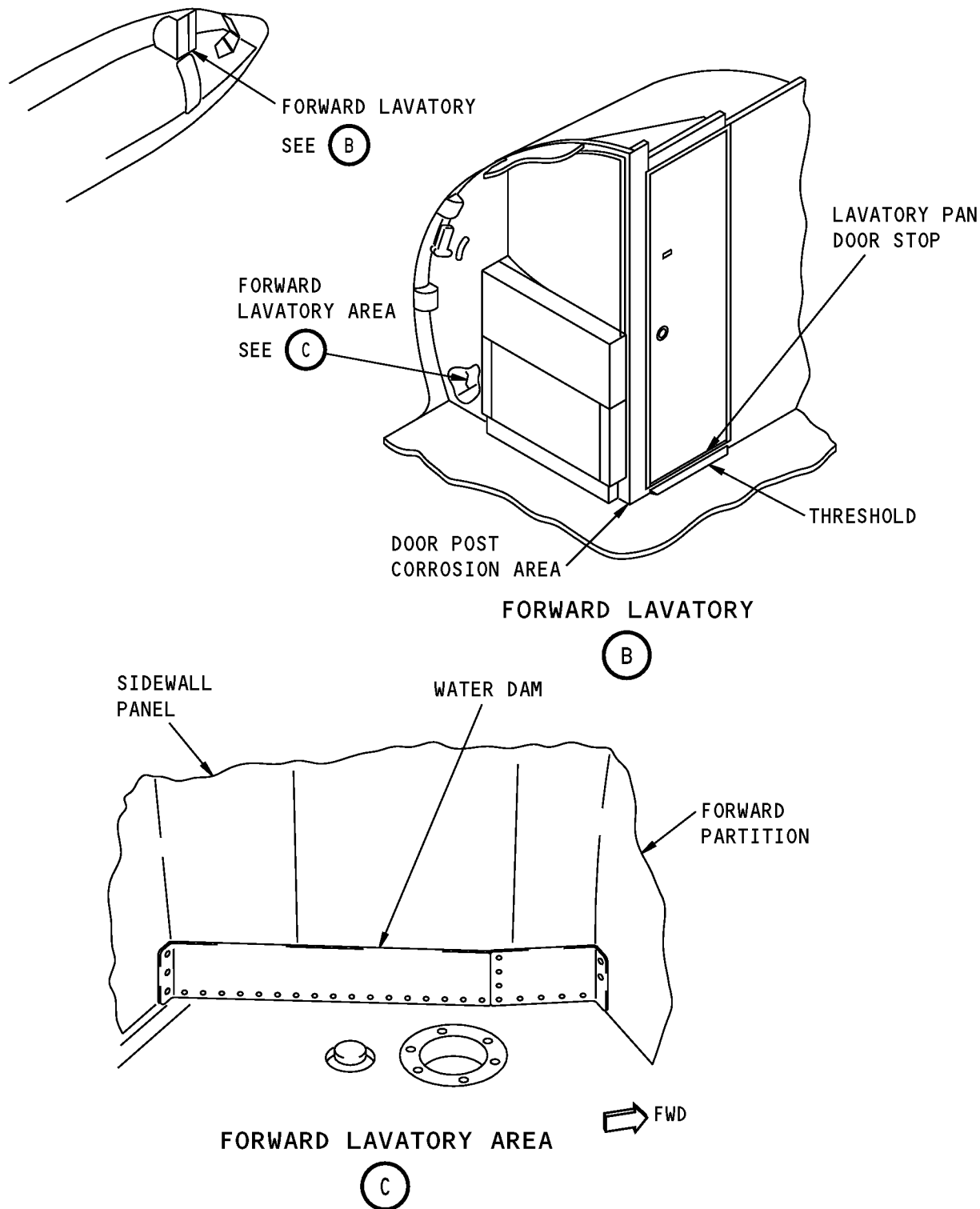
Galley and Lavatory Areas
Figure 203 (Sheet 1 of 3)/53-11-37-990-804

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Galley and Lavatory Areas
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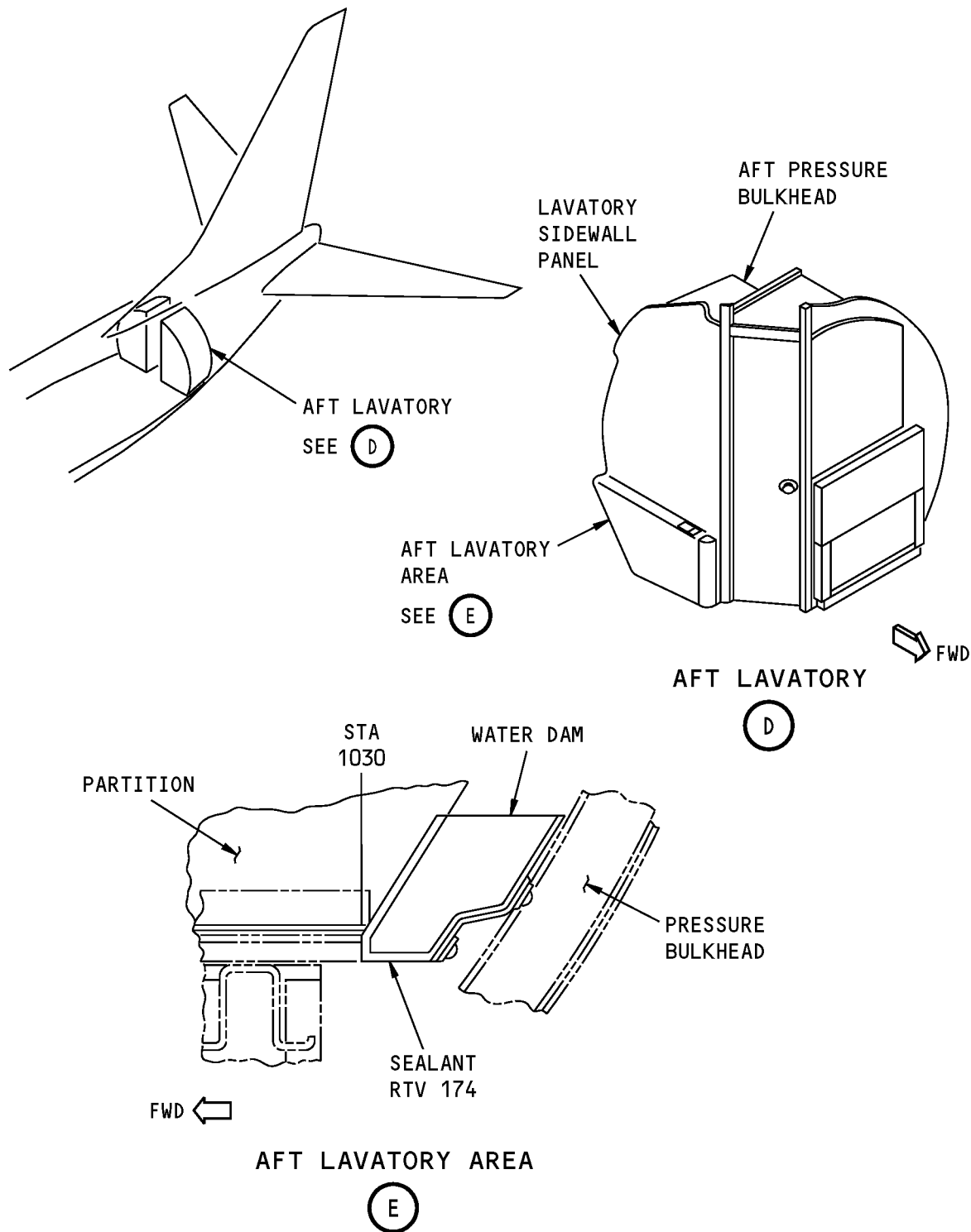
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TASK 53-11-37-600-805

5. Main Gear Wheel Well and Kell Beam - Corrosion Prevention

Figure 204

A. General

- (1) The main gear wheel well is in the fuselage section aft of the bulkhead at the rear spar of the wing center section. The floor is formed by the wing to body fairing with an opening provided to fit the tire, with the outboard tire providing the closure for the cavity. A keel beam carries the longitudinal stress loads across the cavity. The wheel well in the fuselage extends into the inboard end of the wing trailing edge structure. The wing wheel well houses the greater portion of the landing gear components.
- (2) The surfaces inside the fuselage are exposed to air contaminants and runway splash and are subject to corrosion.
- (3) The wing wheel well should be treated at the same time as the trunnion attach fittings, the landing gear support beam and forward trunnion support structure.
- (4) Stress corrosion cracking has been reported in the horizontal integral ribs of the BS 685 and 706 frames. Cracks occurred at WL192, 202 and 208 on Sta 685 frames and at WL202 on STA 706 frames on both sides of airplanes. Cracks originated at, or passed through holes for fasteners used to attach shear webs to frame ribs. Cracks occurred in frames made from 7079 material.
- (5) Stress corrosion cracks have occurred in the keel beam left and right lower tee chord. They initiated under the splice near the ends of the 7178-T6511 aluminum chords at Sta 743. Corrosion has also occurred between the tee chord and skin.
- (6) Corrosion has been reported on the keel beam lower chord surfaces between STA 520 and STA 540 and aft of STA 727. Stress corrosion cracks have also been reported on the keel beam lower chord at STA 590 and between STA 530 and STA 536.
- (7) Stress corrosion cracking has been reported in the horizontal flange of the forward and aft frame fitting at STA 695. The cracks ran along the line of fasteners common to the stringer S-18A shear beam Figure 204 (Sheet 2).
- (8) Stress corrosion cracks has been reported in both left and right inboard splice tees of the keel beam at the main wheel well aft bulkhead Figure 204 (Sheet 3).
- (9) Refer to CORROSION PREVENTION, SECTION 51-00 of this manual for a discussion of the Aging Airplane Corrosion Prevention and Control Program and related documentation. Structural items within this section are subject to the unique requirements of the mandatory Corrosion Prevention and Control Program.

B. References

Reference	Title
29	HYDRAULIC POWER
51-00	CORROSION PREVENTION
51-00-51	INSPECTION AND DETECTION
51-00-59	STANDARD PREVENTIVE MAINTENANCE PROCEDURES

C. Consumable Materials

Reference	Description	Specification
G00009	Compound - Organic Corrosion Inhibiting	BMS3-23

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D. Location Zones

Zone	Area
133	Main Landing Gear Wheel Well, Body Station 663.75 to Body Station 727.00 - Left
134	Main Landing Gear Wheel Well, Body Station 663.75 to Body Station 727.00 - Right

E. Corrosion Prevention

SUBTASK 53-11-37-610-027

(1) General Philosophy

- (a) The basic corrosion prevention philosophy is to make the periodic inspection described in INSPECTION AND DETECTION, SUBJECT 51-00-51 to preclude or detect the early stages of corrosion. Missing fasteners, white powdery or discolored deposits are evidences of the existence of corrosion which should alert operators that some corrective action is required. A corrosion prevention program should be initiated to prevent the accumulation of moisture or corrosive products in order to minimize the occurrence of corrosion.

SUBTASK 53-11-37-610-028

(2) Corrosion Inspection/Removal

- (a) Following cleaning of suspected areas, a visual inspection utilizing bright lighting and mirror is effective for identifying the existence of corrosion. In specific localized areas where inspection by visual means is impossible or where extent of corrosion has to be determined after visual detection, INSPECTION AND DETECTION, SUBJECT 51-00-51 for applicable method.
- (b) Where corrosion exists (noticeable bulges of the skin or white deposits of corrosion products at fastener heads of joint edges), refer to Structural Repair Manual for details of corrosion removal.
- (c) For minor corrosion, to minimize the downtime of the airplane, the corrosion products should be cleaned off, followed by the application of a corrosion inhibiting compound into the affected area to retard the corrosion process (STANDARD PREVENTIVE MAINTENANCE PROCEDURES, SUBJECT 51-00-59). The finish system should be restored at the first opportunity consistent with the maintenance schedule.

SUBTASK 53-11-37-610-029

(3) Application of Corrosion Inhibitors

- (a) For details of application of water displacing corrosion inhibiting compound, refer to STANDARD PREVENTIVE MAINTENANCE PROCEDURES, SUBJECT 51-00-59.
- (b) Hydraulic tubing, tubing supports and fittings are to be treated per HYDRAULIC POWER, CHAPTER 29.

SUBTASK 53-11-37-610-030

(4) Prevention Treatment

- (a) Maintenance Prevention
 - 1) At first opportunity consistent with scheduled maintenance activity, corrosion prevention treatment should be accomplished in the wheel well and on the aft keel beam.
 - 2) Treatment of the wheel well at the same time as the main gear is recommended.
 - 3) Remove runway debris and generally clean the entire wheel well area.

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- 4) Replace damaged or broken finishes if at all possible. Refer to STANDARD PREVENTIVE MAINTENANCE PROCEDURES, SUBJECT 51-00-59 for protective finish systems.
- 5) Apply corrosion inhibiting compound to all exposed wheel well structure. Special effort should be made to apply corrosion inhibitor along doubler edges, along faying surfaces and on fastener heads. The use of spray equipment with nozzle directed into faying surface is recommended.
- 6) Apply water displacing corrosion inhibiting compound to the frames at BS 685 and 706, WL 193 to 208.
- 7) Regrease all grease fittings in the treatment area.
- 8) In cases where the wheel well is cleaned with steam or high pressure water and detergent, reapplication of corrosion inhibiting compound is recommended.

SUBTASK 53-11-37-610-031

(5) Frequency of Application

- (a) Periodic inspection is required to areas identified as susceptible to corrosion and should be consistent to the schedules specified in the Maintenance Planning Document. Operators must be aware of reported problems and areas of occurrences.
- (b) Periodic application of corrosion inhibiting compound, G00009 is necessary to areas identified and should be consistent to the schedule specified in the Maintenance Planning Document.

————— **END OF TASK** —————

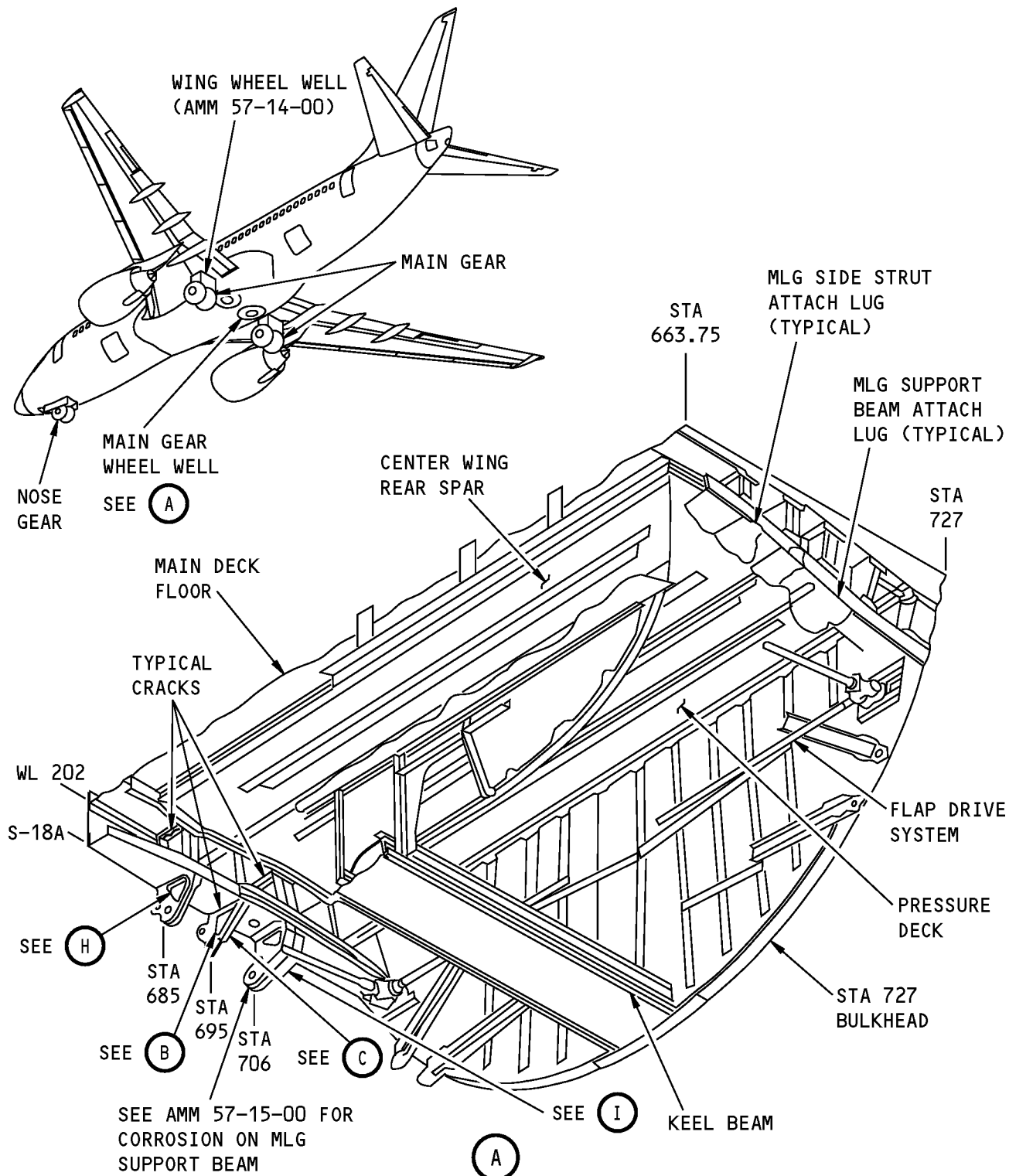
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Main Gear Wheel and Keel Beam
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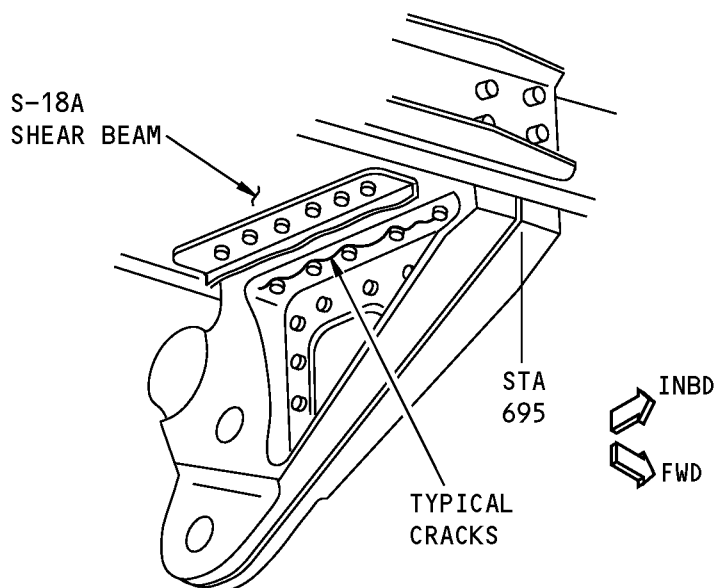
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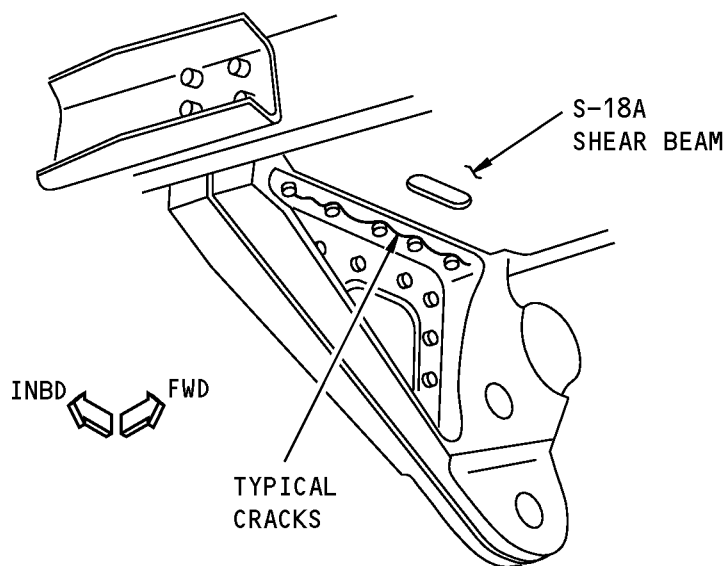
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B



C

Main Gear Wheel and Keel Beam
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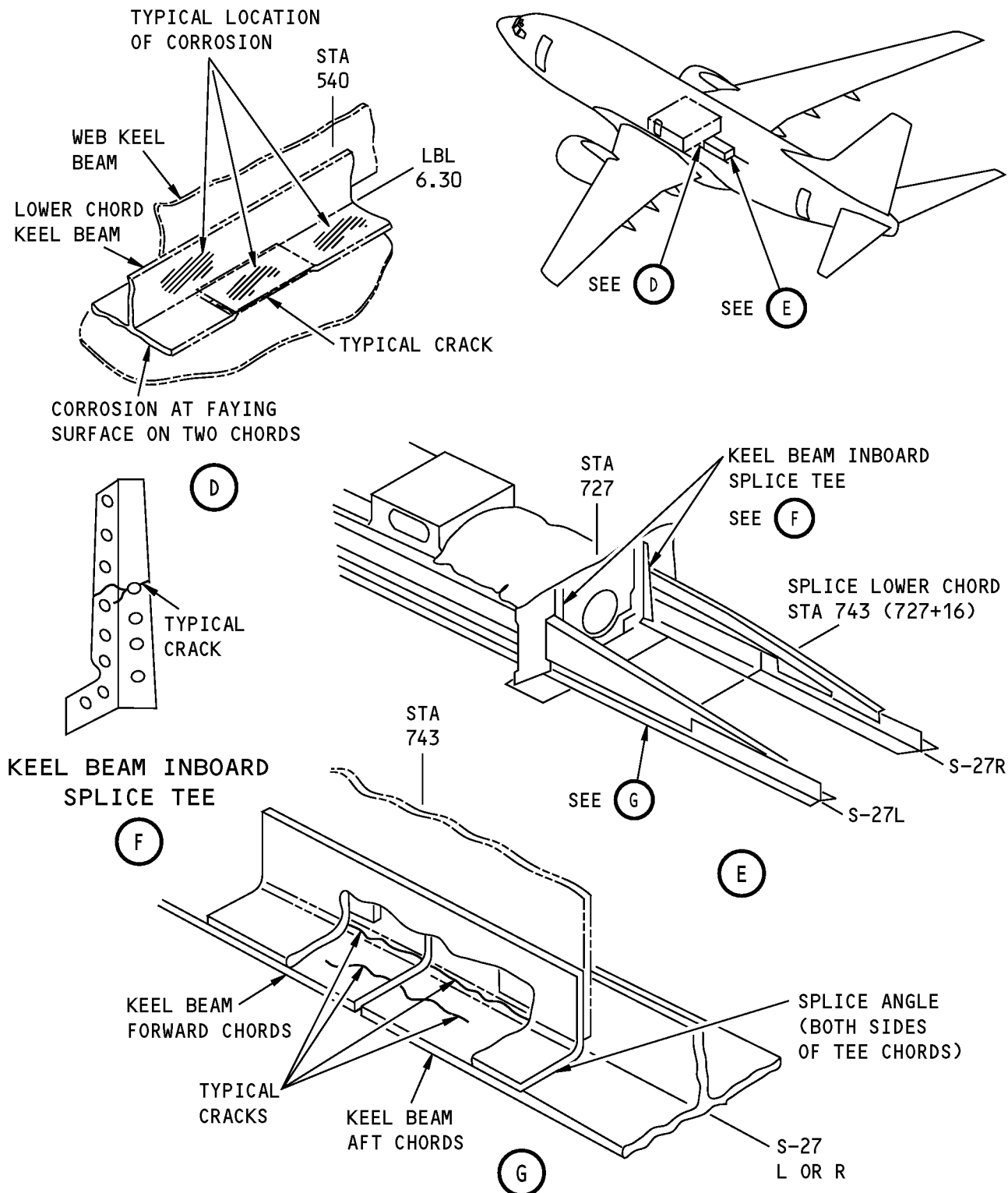
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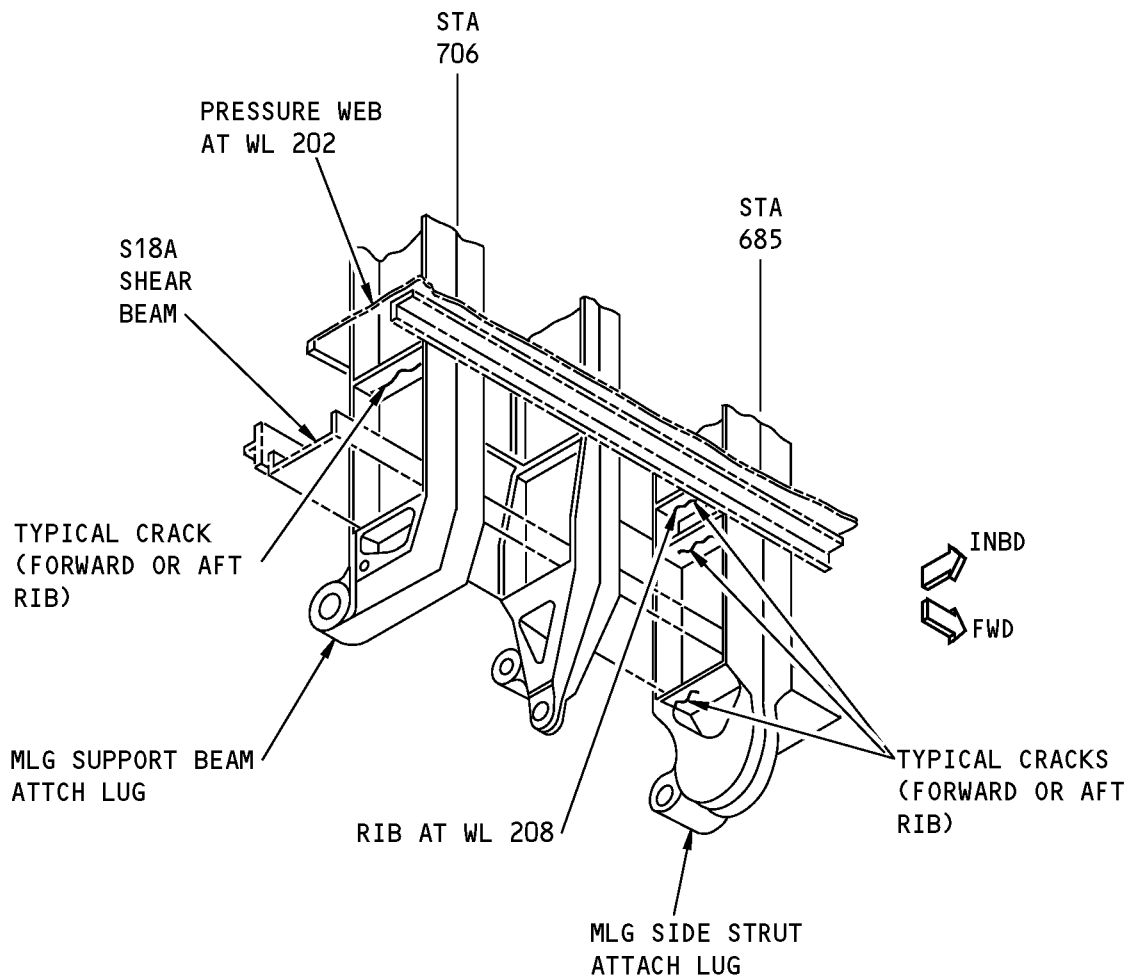


Main Gear Wheel and Keel Beam
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(LEFT SIDE IS SHOWN, RIGHT SIDE IS OPPOSITE)

H

Main Gear Wheel and Keel Beam
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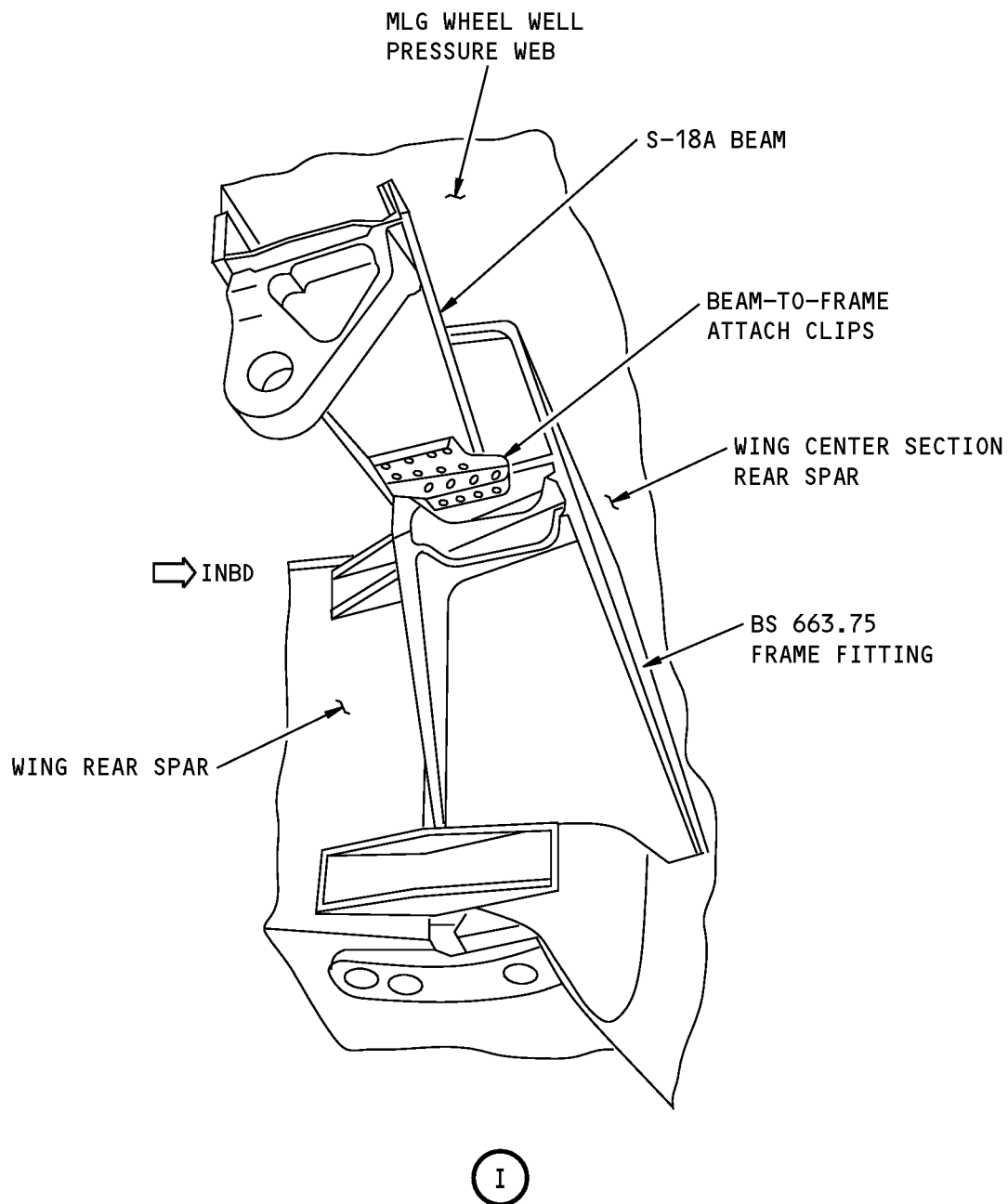
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TASK 53-11-37-600-806

6. Nose Gear Wheel Well - Corrosion Prevention

Figure 205

A. General

- (1) The nose gear wheel well is a rigid box structure consisting of a ceiling, two sidewalls, a forward and an aft wall and is located in the forward fuselage. The nose gear attachment fittings are located in the wheel well.
- (2) The surfaces inside the box structure are exposed to air contaminants and runway splash and are subject to corrosion. The nose gear attachment fittings are also found to be susceptible to corrosion.
- (3) Stress corrosion cracking of the aluminum alloy actuator support fitting has been reported. Cracks occurred in the vertical leg midway between the rows of fastener holes. In another instance cracking and failure of the bearing retaining lug was reported.
- (4) Corrosion has been reported on the exterior surfaces of the box, on webs, stiffeners and chords. Cracking of the upper panel web BS 277 stiffener has also been reported.
- (5) Stress corrosion cracks have been reported on the LH and RH lock support fitting to which the strap is riveted. One of the cracks was between the two attach rivet holes and the other extended into the upper flange radius. It was determined that the strap induced clamp-up stresses in the fitting during strap installation. The strap was removed as a crack preventive measure.
- (6) Refer to CORROSION PREVENTION, SECTION 51-00 of this manual for a discussion of the Aging Airplane Corrosion Prevention and Control Program and related documentation. Structural items within this section are subject to the unique requirements of the mandatory Corrosion Prevention and Control Program.

B. References

Reference	Title
51-00	CORROSION PREVENTION
51-00-51	INSPECTION AND DETECTION
51-00-59	STANDARD PREVENTIVE MAINTENANCE PROCEDURES

C. Consumable Materials

Reference	Description	Specification
C00755	Compound - Organic Corrosion Inhibiting, Heavy Duty	BMS3-26
G00009	Compound - Organic Corrosion Inhibiting	BMS3-23

D. Location Zones

Zone	Area
115	Nose Landing Gear Wheel Well - Left
116	Nose Landing Gear Wheel Well - Right

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E. Corrosion Prevention

SUBTASK 53-11-37-610-032

- (1) Make the periodic inspection described in INSPECTION AND DETECTION, SUBJECT 51-00-51 to preclude or detect the early stages of corrosion. Missing fasteners, white powdery or any discolored deposits are evidences of the existence of corrosion which should alert operators that some corrective action is required. A corrosion prevention program should be initiated to prevent the accumulation of corrosive products in order to minimize the occurrence of corrosion.

SUBTASK 53-11-37-610-033

(2) Corrosion Inspection/Removal

- (a) Following cleaning of suspected areas, a visual inspection utilizing bright lighting and mirror is effective for identifying the existence of corrosion. In specific localized areas where inspection by visual means is impossible or where extent of corrosion has to be determined after visual detection, INSPECTION AND DETECTION, SUBJECT 51-00-51 for applicable method.
- (b) Where corrosion exists (noticeable bulges of the skin or white deposits of corrosion products at fastener heads or joint edges), refer to Structural Repair Manual for details of corrosion removal.
- (c) For minor corrosion, to minimize the downtime of the airplane, the corrosion products should be cleaned off, followed by the application of a corrosion inhibiting compound into the affected area to retard the corrosion process (STANDARD PREVENTIVE MAINTENANCE PROCEDURES, SUBJECT 51-00-59). The finish system should be restored at the first opportunity consistent with the maintenance schedule.

SUBTASK 53-11-37-610-034

(3) Application of Corrosion Inhibitors

- (a) For details of application of water displacing corrosion inhibiting compound, refer to STANDARD PREVENTIVE MAINTENANCE PROCEDURES, SUBJECT 51-00-59.

SUBTASK 53-11-37-610-035

(4) Prevention Treatment

- (a) At first opportunity consistent with scheduled maintenance activity, corrosion prevention treatment should be accomplished in the wheel well.
- (b) Treatment of the wheel well at the same time as the nose gear is recommended.
- (c) Remove runway debris and generally clean the entire wheel well. Make sure that all drain paths are clear in structural areas at the nose gear wheel well.
- (d) Replace damaged or broken finishes if at all possible. Refer to STANDARD PREVENTIVE MAINTENANCE PROCEDURES, SUBJECT 51-00-59 for protective finish systems.
- (e) Apply water displacing corrosion inhibiting compound to all exposed wheel well structure. Special effort should be made to apply the corrosion inhibitor along doubler edges, along faying surfaces and on fastener heads. The use of spray equipment with nozzle directed into faying surfaces is recommended.
- (f) Apply water displacing corrosion inhibiting compound to nose gear actuator attachment fitting, nose gear trunnion support fittings and miscellaneous other fittings. Ensure that all lugs and lug faces are treated.
- (g) Regrease all grease fittings in the treatment area.
- (h) In cases where the wheel well is cleaned with steam or high pressure water and detergent, reapplication of corrosion inhibiting compound is recommended.

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SUBTASK 53-11-37-610-036

(5) Frequency of Application

- (a) Periodic inspection is required to areas identified as susceptible to corrosion and should be consistent to the schedules specified in the Maintenance Planning Document. Operators must be aware of reported problems and areas of occurrences.
- (b) Periodic application of corrosion inhibiting compound, G00009 is necessary to areas identified and should be consistent to the schedule specified in the Maintenance Planning Document.

SUBTASK 53-11-37-610-037

(6) Improved Corrosion Protection

- (a) A layer of corrosion preventive compound, C00755 was added on the corrosion inhibiting compound, G00009 in some areas.

————— **END OF TASK** —————

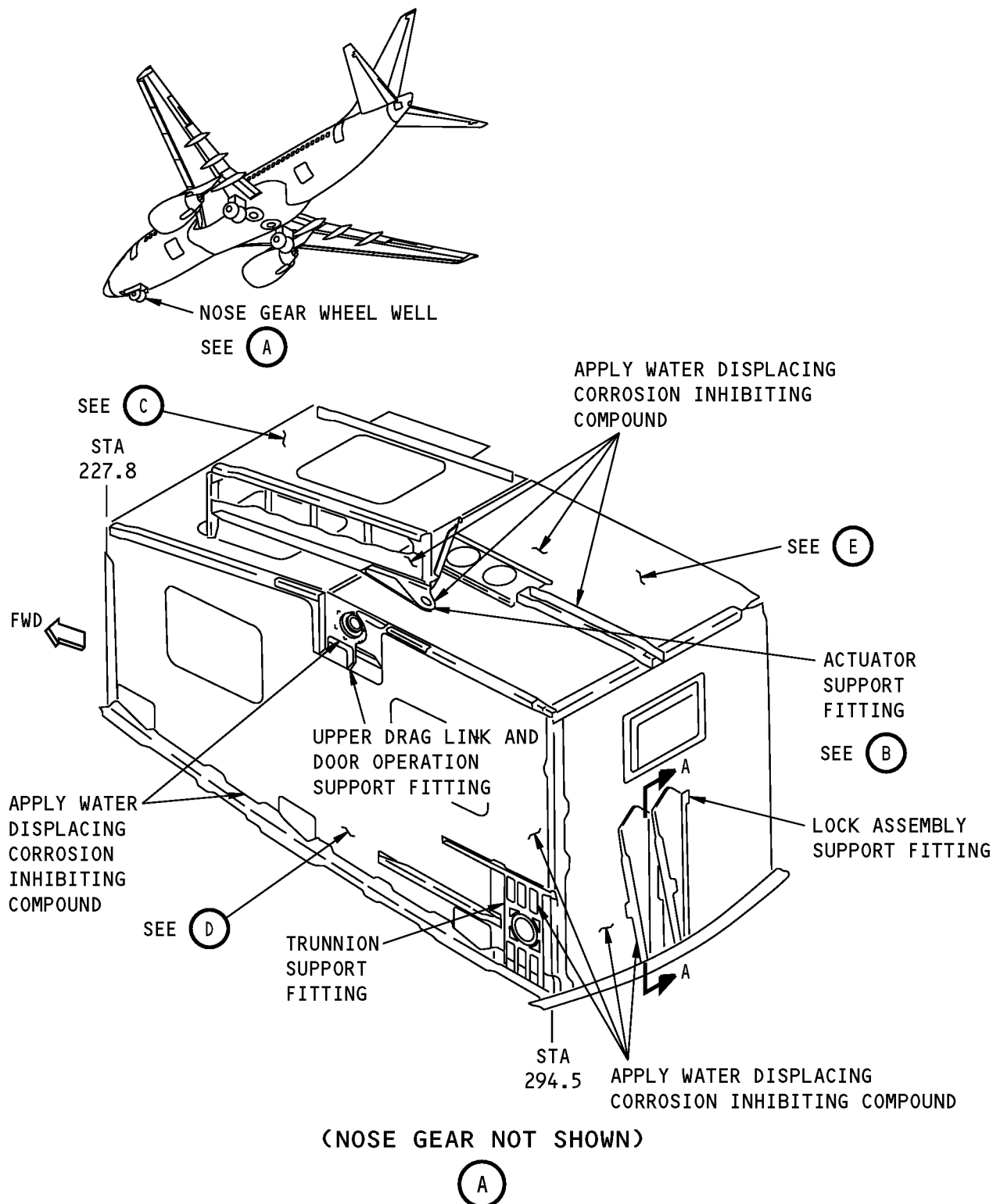
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Nose Gear Wheel Well
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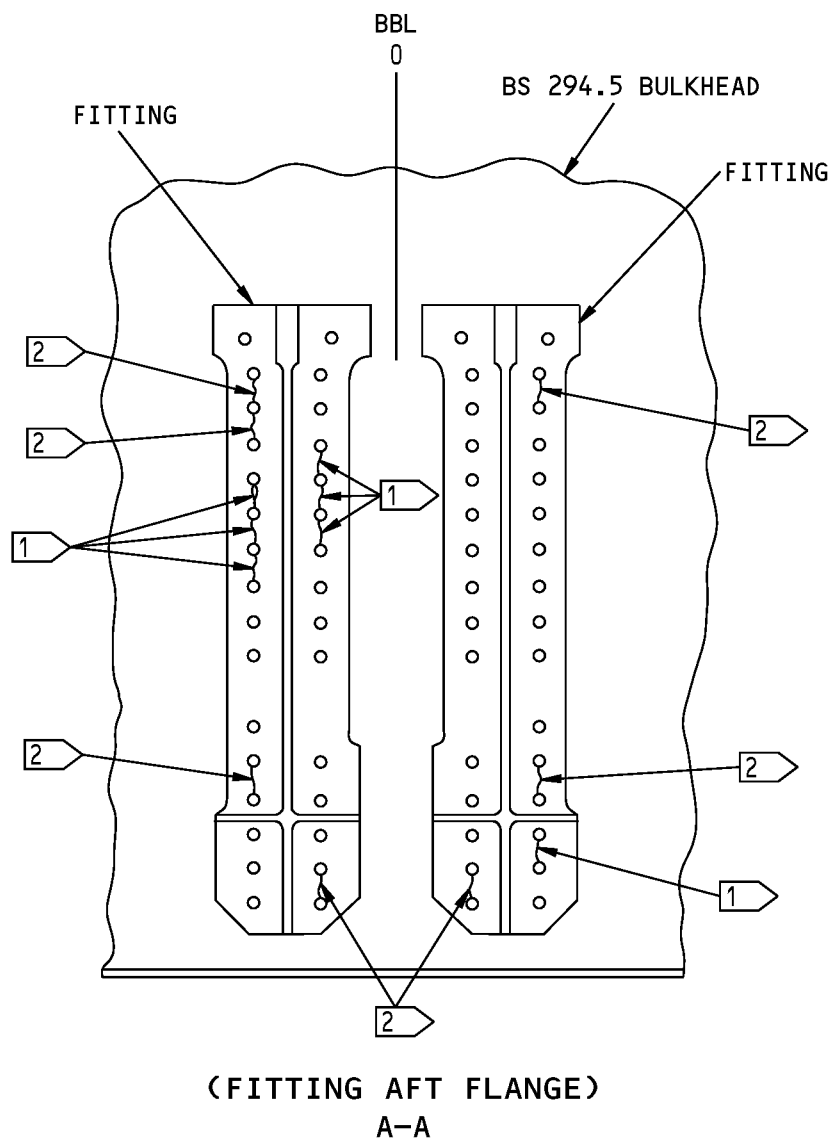
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- 1 CRACK LOCATION ON AIRPLANE WITH 5567 FLIGHT HOURS
- 2 CRACK LOCATION ON AIRPLANE WITH 5648 FLIGHT HOURS

Nose Gear Wheel Well
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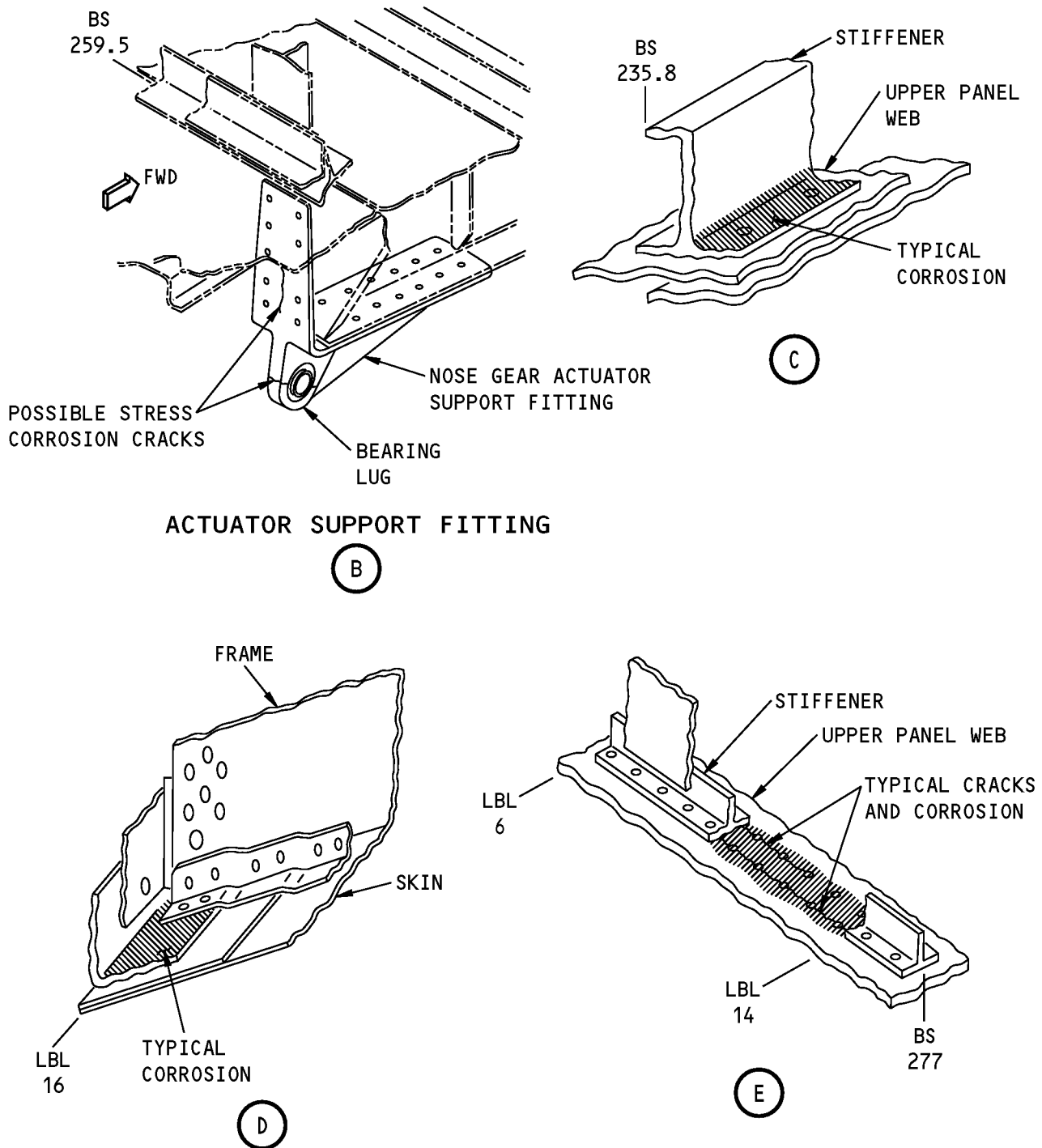
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Nose Gear Wheel Well
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TASK 53-11-37-600-808

7. Door Openings - Corrosion Prevention

Figure 206

A. General

- (1) The door openings and surrounding structure in the fuselage section are made up of frames, doublers, fittings, stiffeners and intercostals. In addition, the passenger and/or crew entry doors have reveals and scuff plates.
- (2) The primary corrosion area is under the door sill, floor panels and floor beams. Contaminants are tracked in by passenger, crew members, cargo and service personnel or by driven rain/snow when door is opened. Specific problems have been reported under the corrosion resistant steel plates at the cargo doors.
- (3) Insulation blankets are provided on cabin interiors for passenger comfort and to minimize the condensation of warm cabin air on cold skins and stringers. Corrosion has been experienced in areas where the blankets are not installed taut and wrap around stringers or lay on the skins. Reports of water soaked blankets have been common in these instances.
- (4) Stress corrosion can cause cracks in the frame at Station 360.
- (5) Some skins and doublers came apart, pulled through the rivets, and tore the skin at the aft edge of the cutout for the aft cargo door. The damage was caused by the water from the main landing gear tires when the runway was wet.
- (6) Refer to the CORROSION PREVENTION, SECTION 51-00 for a discussion of the Aging Airplane Corrosion Prevention and Control Program and related documentation. Structural items within this section are subject to the unique requirements of the mandatory Corrosion Prevention and Control Program.

B. References

Reference	Title
51-00	CORROSION PREVENTION
51-00-51	INSPECTION AND DETECTION
51-00-59	STANDARD PREVENTIVE MAINTENANCE PROCEDURES

C. Consumable Materials

Reference	Description	Specification
A00247	Sealant - Pressure And Environmental - Chromate Type	BMS 5-95
C00259	Primer - Chemical And Solvent Resistant Finish, Epoxy Resin	BMS10-11, Type I
D00015	Grease - Aircraft Bearing (Use BMS 3-24 until existing stocks are depleted, BMS 3-33 supersedes BMS 3-24)	BMS3-24 (Superseded by BMS 3-33)
G00009	Compound - Organic Corrosion Inhibiting	BMS3-23

D. Location Zones

Zone	Area
821	Forward Cargo Door
822	Aft Cargo Door
830	Subzone - Passenger Compartment Doors, Left
835	Main Deck Cargo Door
840	Subzone - Passenger Compartment Doors, Right

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E. Corrosion Prevention

SUBTASK 53-11-37-610-041

- (1) Make the regular inspection of INSPECTION AND DETECTION, SUBJECT 51-00-51 to stop or find the start of corrosion. Missing fasteners, white powdery or any discolored deposits are signs of corrosion.

SUBTASK 53-11-37-610-042

- (2) If you find corrosion (web bulges, missing fasteners or large amounts of discolored deposits at fastener heads or faying surfaces), refer to Structural Repair Manual for details of corrosion removal.

SUBTASK 53-11-37-610-043

- (3) For small amounts of corrosion, to decrease the downtime of the airplane, clean off the corrosion products. Apply a corrosion inhibiting compound into the affected area to stop the corrosion process Ref (STANDARD PREVENTIVE MAINTENANCE PROCEDURES, SUBJECT 51-00-59). Repair the finish system when the maintenance schedule permits.

SUBTASK 53-11-37-610-044

(4) Prevention Treatment

- (a) At first opportunity consistent with scheduled maintenance activity corrosion prevention treatment should be accomplished in the door opening area.
- (b) Treatment of the door at the same time as the door opening is recommended.
- (c) Remove traffic debris and generally clean the entire door opening area. Remove reveal and scuff plate where applicable.
- (d) Remove sidewall lining and insulation blankets to expose frames, stringers, doublers and skin.
- (e) Remove door reveal, scuff plates and thresholds.
- (f) Remove floor panels to gain access to floor beams and intercostals near the door opening.
- (g) Open plugged drains.
- (h) Make sure that all drain paths are clear at the equipment access doorway, fwd and aft galley and entry doorways and cargo doorway.
- (i) Replace damaged or broken finishes. Refer to STANDARD PREVENTIVE MAINTENANCE PROCEDURES, SUBJECT 51-00-59 for protective finish system.
- (j) Apply a coat of epoxy primer, C00259 to the inboard flange surfaces of stringers and allow to dry thoroughly.
- (k) Apply sealant, A00247, class F, chromate-loaded sealant to the inboard flanges and to portions of the frames that come in contact with insulation blankets. Allow to cure for 48 hours. Note condition of the sealant and reapply as necessary.
- (l) Apply corrosion inhibiting compound to all immediate structure. Special efforts should be made to apply the corrosion inhibitor along doubler edges, along faying surfaces and on fastener heads. The use of spray equipment with nozzle directed into faying surfaces is recommended. Special attention should be given to flanges of floor beams, doorsills and floor beam to fuselage frame splices.
- (m) Replace or repair broken or damaged leveling compounds used for drainage.
- (n) Allow solvent in corrosion inhibiting compound to evaporate before reinstalling insulation blankets.
- (o) Install blankets so they are tight and so that the outboard surfaces of the upper blanket overlap the lower blanket.

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- (p) Relubricate all lube points per standard servicing procedures.
- (q) Install liners and floor panels. Install the floor panel fasteners with grease, D00015.

SUBTASK 53-11-37-610-045

(5) Frequency of Application

- (a) Regular inspection is required in areas that can get corrosion and should agree with the schedules in the Maintenance Planning Document. Operators must know of problems and areas.
- (b) Regular application of corrosion inhibiting compound, G00009 compound is necessary on areas identified and should agree with the schedule in the Maintenance Planning Document.

SUBTASK 53-11-37-610-046

(6) Improved Corrosion Protection

- (a) On all entry and galley doorway scuff plate support structures, a production change added sealant, A00247, to surface seals between the scuff plate and support structure and installed the screws through the scuff plate with sealant, A00247.
- (b) A production change applied sealant, A00247, class F, chromate- loaded sealant to inboard flanges of stringers and to the areas of the frames that touch the insulation blankets.
- (c) You can rework insulation blankets by removing the sewn cap strip from the lower edge of the blanket and continuously penetrate the stitch sealing. The blankets to be reworked must be made with water-repellent fillers. All 737 airplanes are known to be delivered with blankets that use water-repellent fillers.
- (d) A production change applied a new insulation blanket installation is used. The tightly sealed covers are replaced with unsealed covers to permit water to enter the blanket and drain equally easily. The blankets become drain paths into the lower lobe drain masts. Water repellent blanket filler is also used.
- (e) Drain holes with drain tubes were added at the forward entry doorway, but the drain tubes can become clogged with dirt and carpet debris. To make it easier to clean the drain lines, a production change added cutouts in the floor mat retainer plate.

END OF TASK

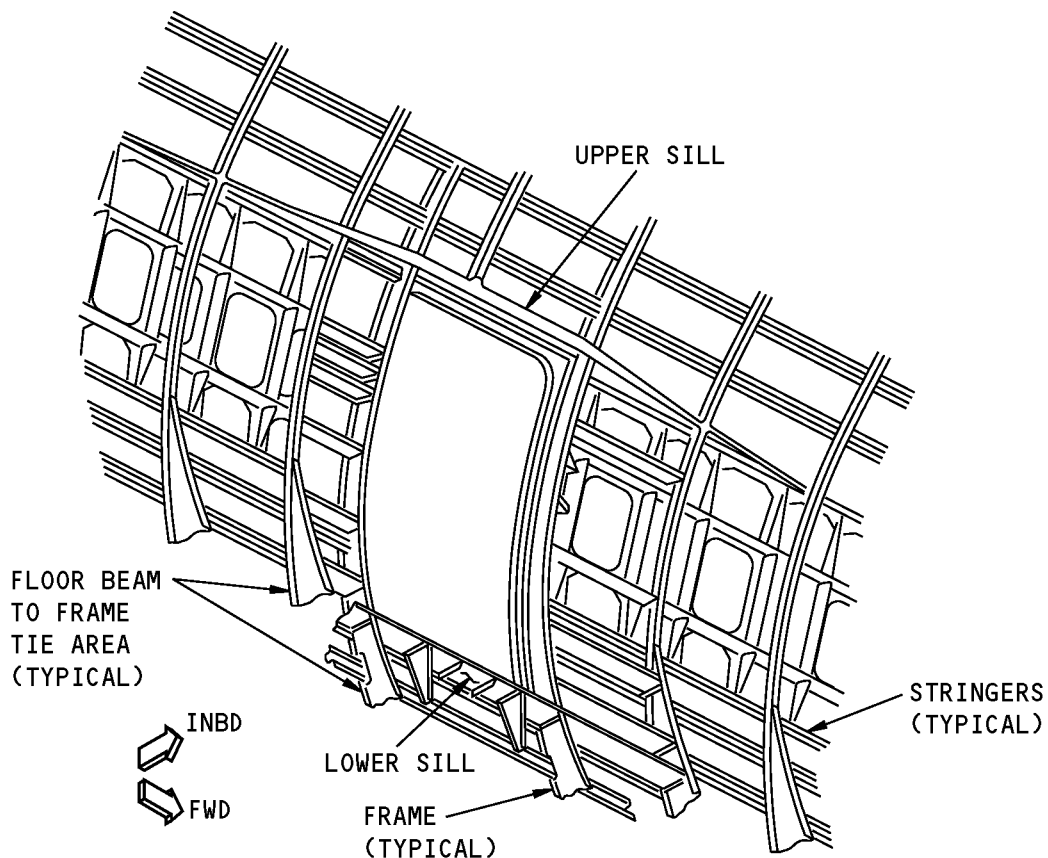
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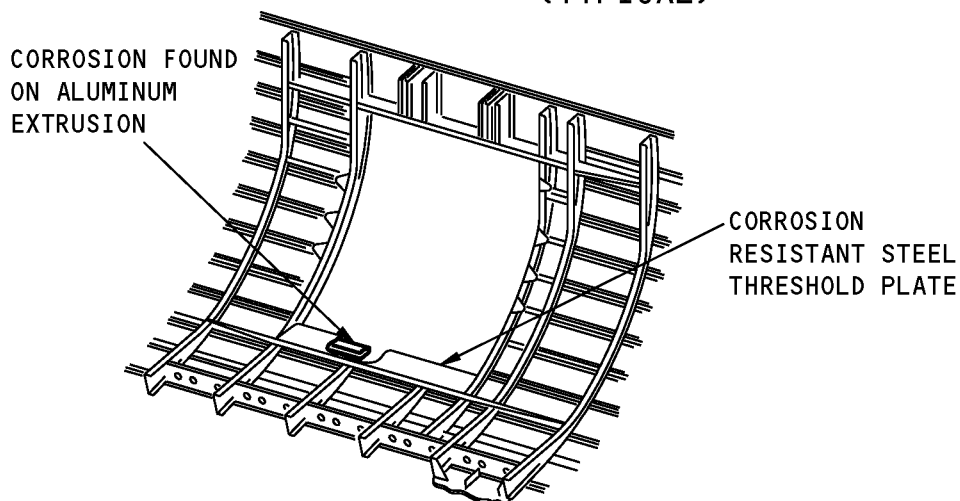
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**DOOR OPENING STRUCTURE
(TYPICAL)**



**CARGO DOOR OPENING
(TYPICAL)**

Door Openings
Figure 206 (Sheet 1 of 4)/53-11-37-990-808

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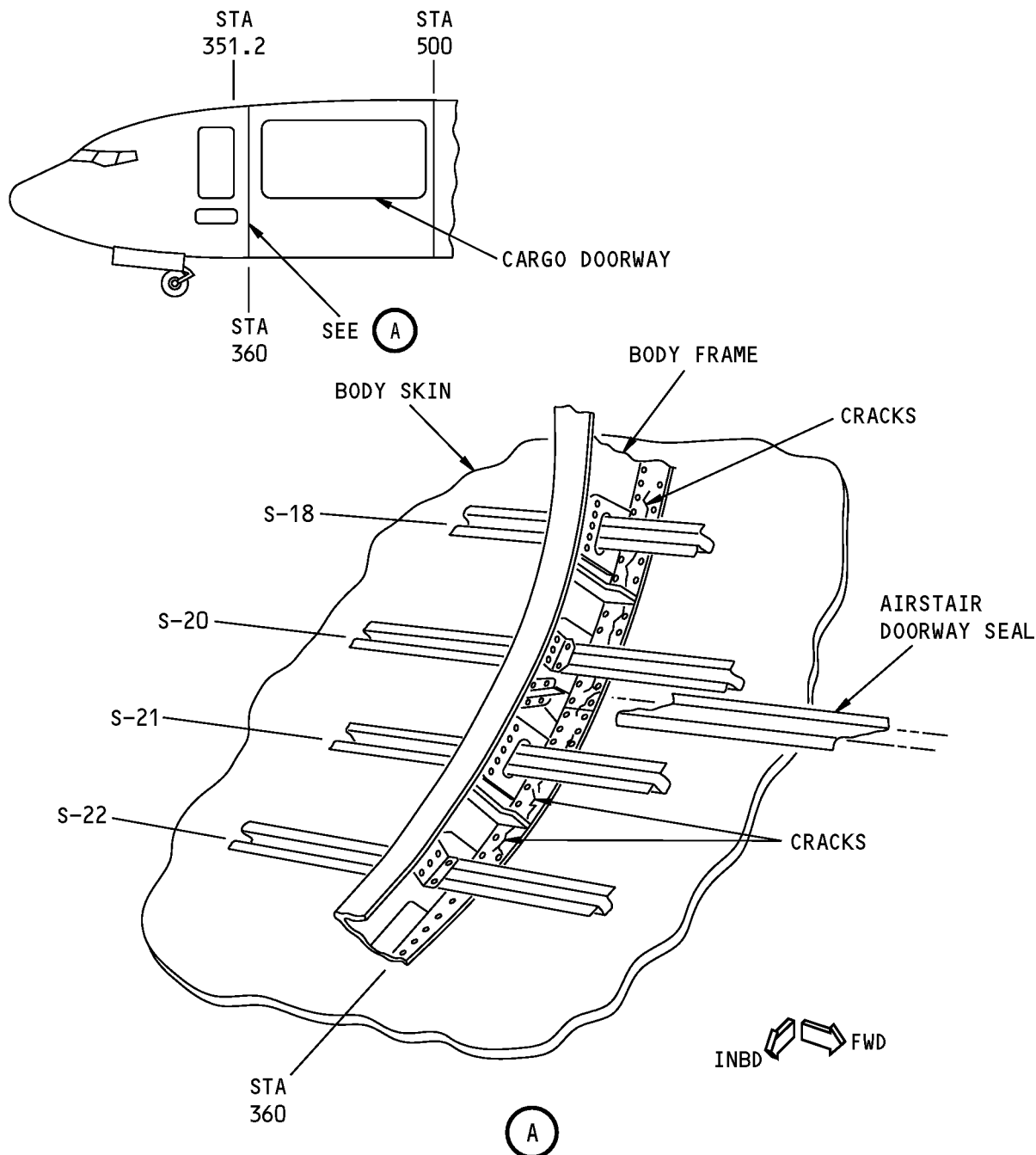
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737 CARGO AIRPLANES

**Door Openings
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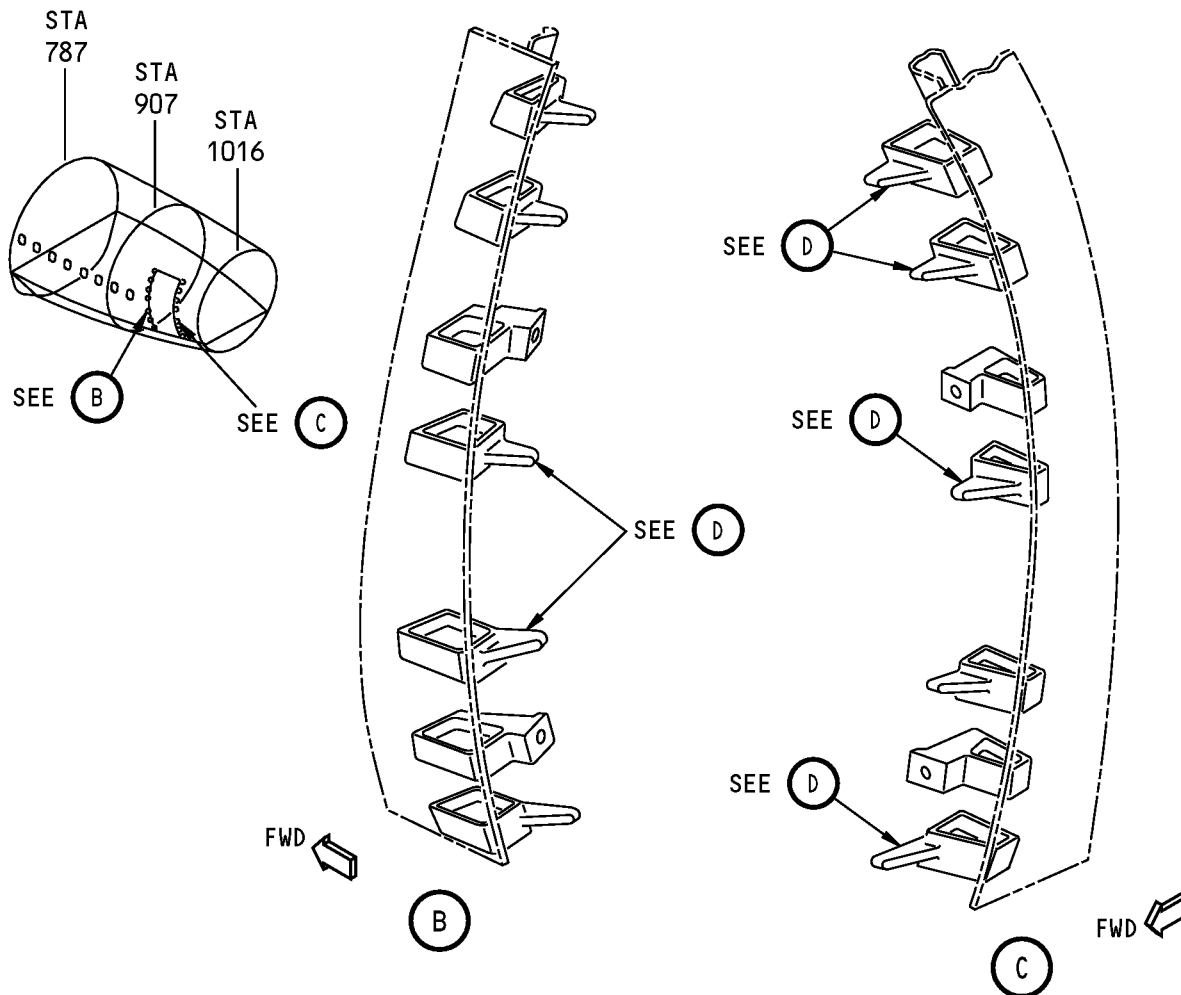
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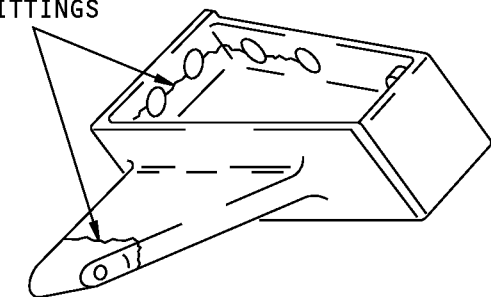
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TYPICAL CRACKS ON
7079-T6 FITTINGS



**DOOR STOP FITTING FOR
AIRPLANES WITH AFT AIRSTAIRS
(TYPICAL)**

(D)

Door Openings
Figure 206 (Sheet 3 of 4)/53-11-37-990-808

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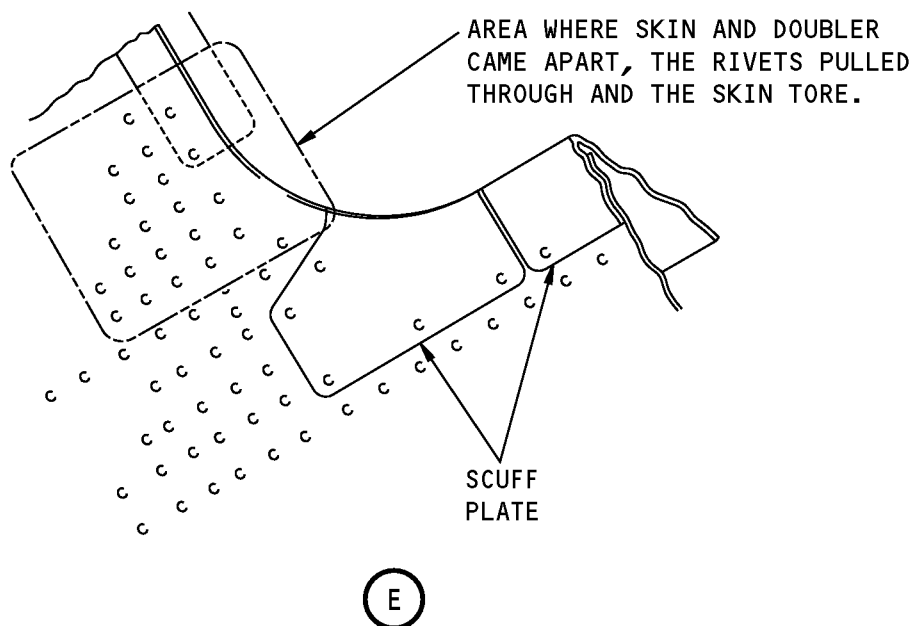
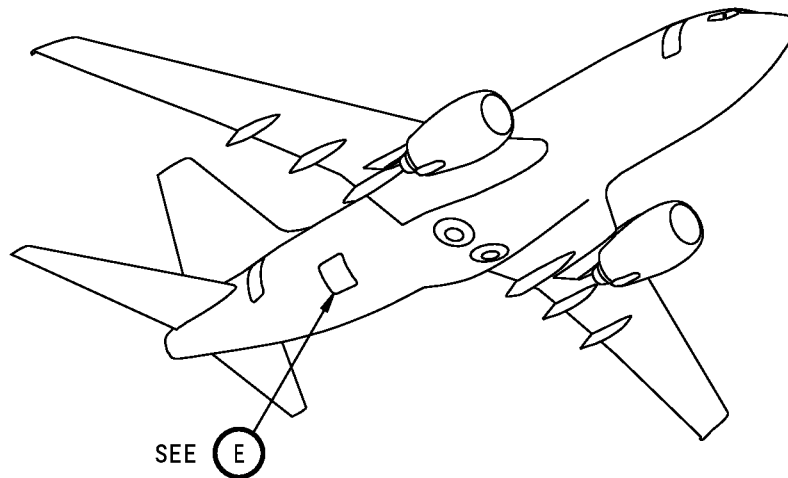
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Door Openings
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TASK 53-11-37-600-810

8. Upper Lobe Frames, Stringers and Skin - Corrosion Prevention

Figure 207

A. General

- (1) The fuselage is of semimonocoque construction which uses aluminum skins, circumferential frames and longitudinal hat section stringers. The fuselage skin is installed with circumferential butt joints and longitudinal lap joints that are usually flush riveted. Skins should be treated at the same time with the fuselage structure.
- (2) Cracks were found in the areas where the skin and doubler come apart. Cracks come from the fastener holes in the double rivet row in Stringer 17L and 17R between BS 422 to 500A, and BS 727A to BS 747.
- (3) Broken attach bolts were found in the vertical-fin-aft-spar-terminal support fitting at the upper center part of BS 1088 bulkhead. The attach bolts are made from H-11 steel alloy which are susceptible to cracks caused by stress corrosion.
- (4) The main compartment sidewall insulation have pillow blankets installed just inboard of the airplane skin and insulation blankets installed inboard of the pillow blankets. It was found that the pillow catches the moisture against the airplane skin which can add to possible corrosion of the adjacent structure.
- (5) Refer to CORROSION PREVENTION, SECTION 51-00 of this manual for a discussion of the Aging Airplane Corrosion Prevention and Control Program and related documentation. Structural items within this section are subject to the unique requirements of the mandatory Corrosion Prevention and Control Program.

B. References

Reference	Title
51-00	CORROSION PREVENTION
51-00-51	INSPECTION AND DETECTION
51-00-59	STANDARD PREVENTIVE MAINTENANCE PROCEDURES

C. Consumable Materials

Reference	Description	Specification
C00259	Primer - Chemical And Solvent Resistant Finish, Epoxy Resin	BMS10-11, Type I

D. Location Zones

Zone	Area
200	Upper Half of Fuselage

E. Corrosion Prevention

SUBTASK 53-11-37-610-055

- (1) The basic corrosion prevention philosophy is to make the periodic inspection described in INSPECTION AND DETECTION, SUBJECT 51-00-51 to preclude or detect the early stages of corrosion. Skin bulges, missing fasteners or white powdery deposits are evidences of the existence of corrosion which should alert operators that some corrective action is required. A corrosion prevention program should be initiated to prevent the accumulation of moisture or corrosive compounds in order to minimize the occurrence of corrosion.

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SUBTASK 53-11-37-610-056

- (2) Where extensive corrosion exists (very noticeable skin bulges, missing fasteners, or large amounts of white deposits at the fastener heads or faying surfaces), refer to Structural Repair Manual for details of corrosion removal.

SUBTASK 53-11-37-610-057

WARNING: DO NOT APPLY THE CORROSION-INHIBITING COMPOUNDS IN THE AREAS THAT HAVE OXYGEN SYSTEM COMPONENTS. THE MIXTURE OF CORROSION-INHIBITING COMPOUNDS, AND OXYGEN CAN CAUSE AN EXPLOSION. AN EXPLOSION CAN CAUSE INJURIES TO PERSONS, AND DAMAGE TO EQUIPMENT.

CAUTION: DO NOT INSTALL THE INSULATION BLANKETS THAT ARE SOAKED WITH CORROSION INHIBITING COMPOUNDS. INSULATION BLANKETS INADVERTENTLY SPATTERED WITH THE CORROSION INHIBITING COMPOUNDS SHOULD BE ALLOWED TO DRY BEFORE INSTALLATION. SOAKED INSULATION BLANKETS ARE POTENTIAL FIRE HAZARDS. THEY CAN CAUSE DAMAGE TO THE AIRPLANE.

- (3) For details of application of water displacing corrosion inhibiting compound, refer to STANDARD PREVENTIVE MAINTENANCE PROCEDURES, SUBJECT 51-00-59.

SUBTASK 53-11-37-610-058

- (4) For minor corrosion detected during the periodic inspections and to minimize the downtime of the airplane, the corrosion products should be cleaned off, followed by an application of a corrosion inhibiting compound into the affected area to retard the corrosion process.

SUBTASK 53-11-37-610-059

(5) Prevention Treatment

- (a) At first opportunity when schedule maintenance work allows access to the structure, corrosion prevention treatment should be accomplished.
- (b) Remove insulation blankets to expose frame, stringer and skin. Dry blankets thoroughly if found wet.
- (c) Replace broken or damaged finishes. Refer to STANDARD PREVENTIVE MAINTENANCE PROCEDURES, SUBJECT 51-00-59 for protective finish systems.
- (d) Apply a coat of epoxy primer, C00259 to the inboard flange surfaces of stringer and allow to dry thoroughly.
- (e) Apply water displacing corrosion inhibiting compound to all exposed structure. The use of spray equipment with nozzle directed into faying surfaces is recommended.
- (f) Allow solvent to evaporate before reinstalling insulation blankets.
- (g) Reinstall blankets so they are taut and so that the outboard surface of the upper blanket overlaps the lower blanket.
- (h) Reinstall liner and restore airplane to normal.

SUBTASK 53-11-37-610-060

(6) Improved Corrosion Protection

- (a) A production change replaced the H-11 attach bolts used in the vertical-fin-aft-spar-terminal support fitting at BS 1088 bulkhead with Inconel 718 bolts. The Inconel 718 bolt is less susceptible to cracks caused by stress corrosion.

————— **END OF TASK** —————

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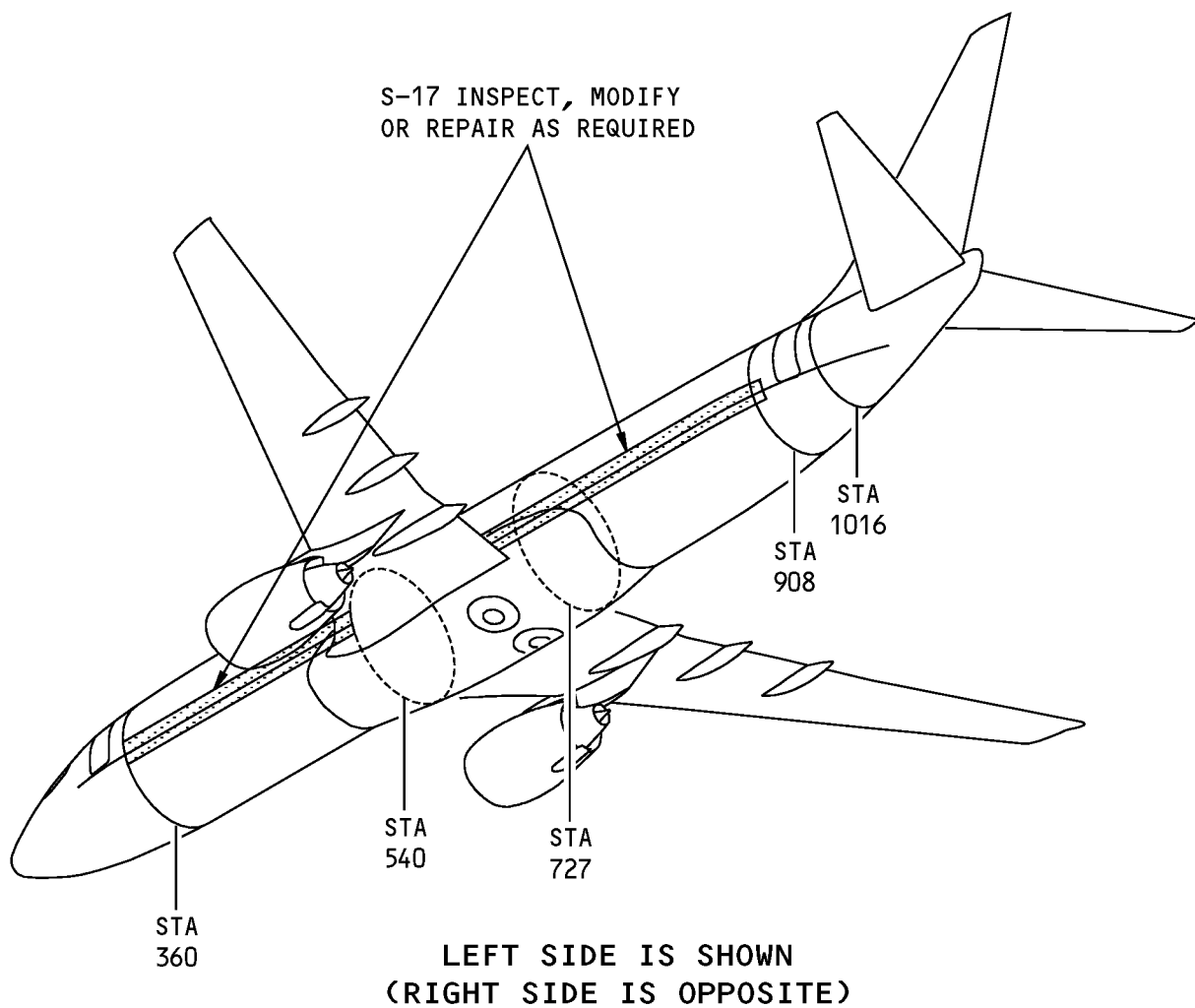
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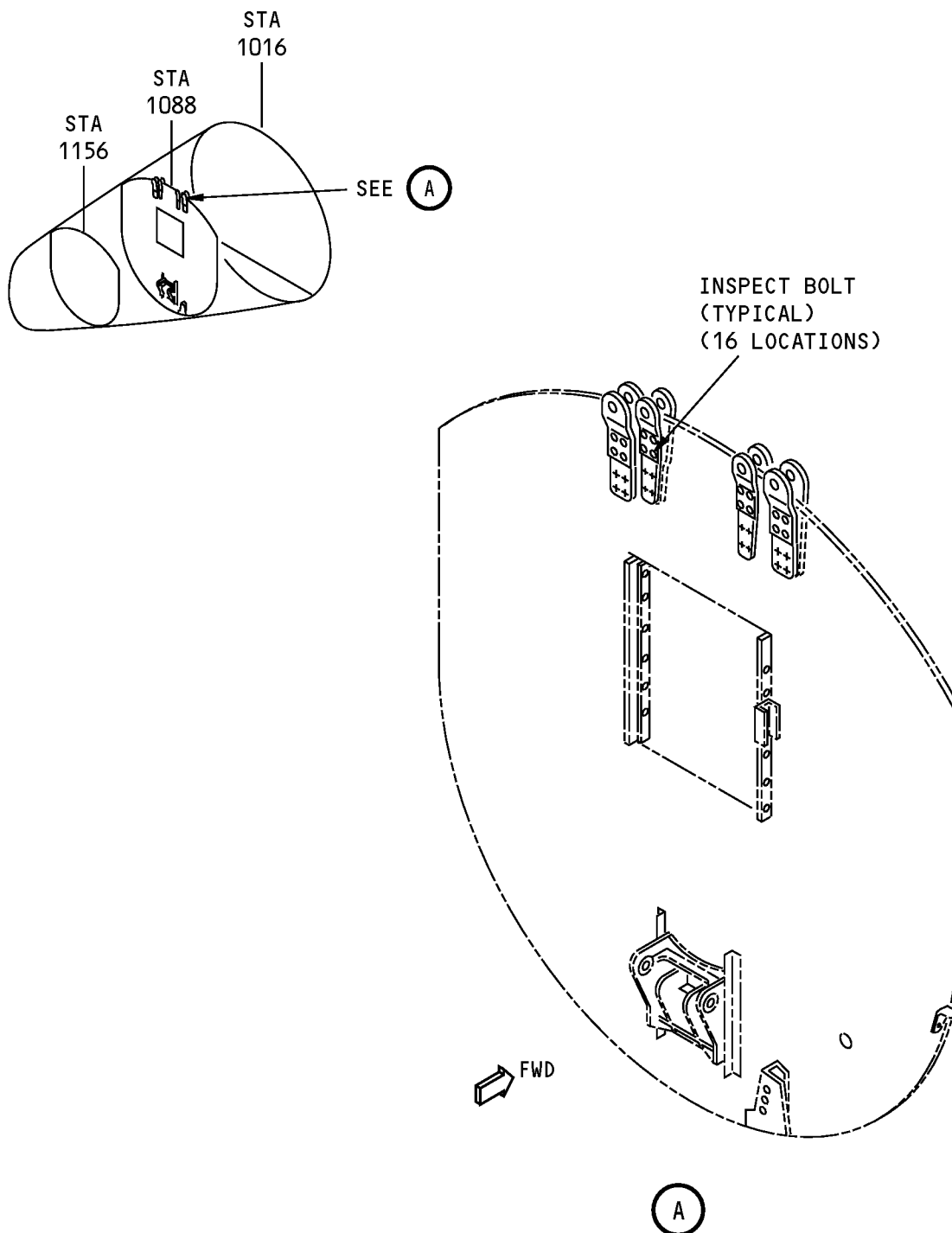
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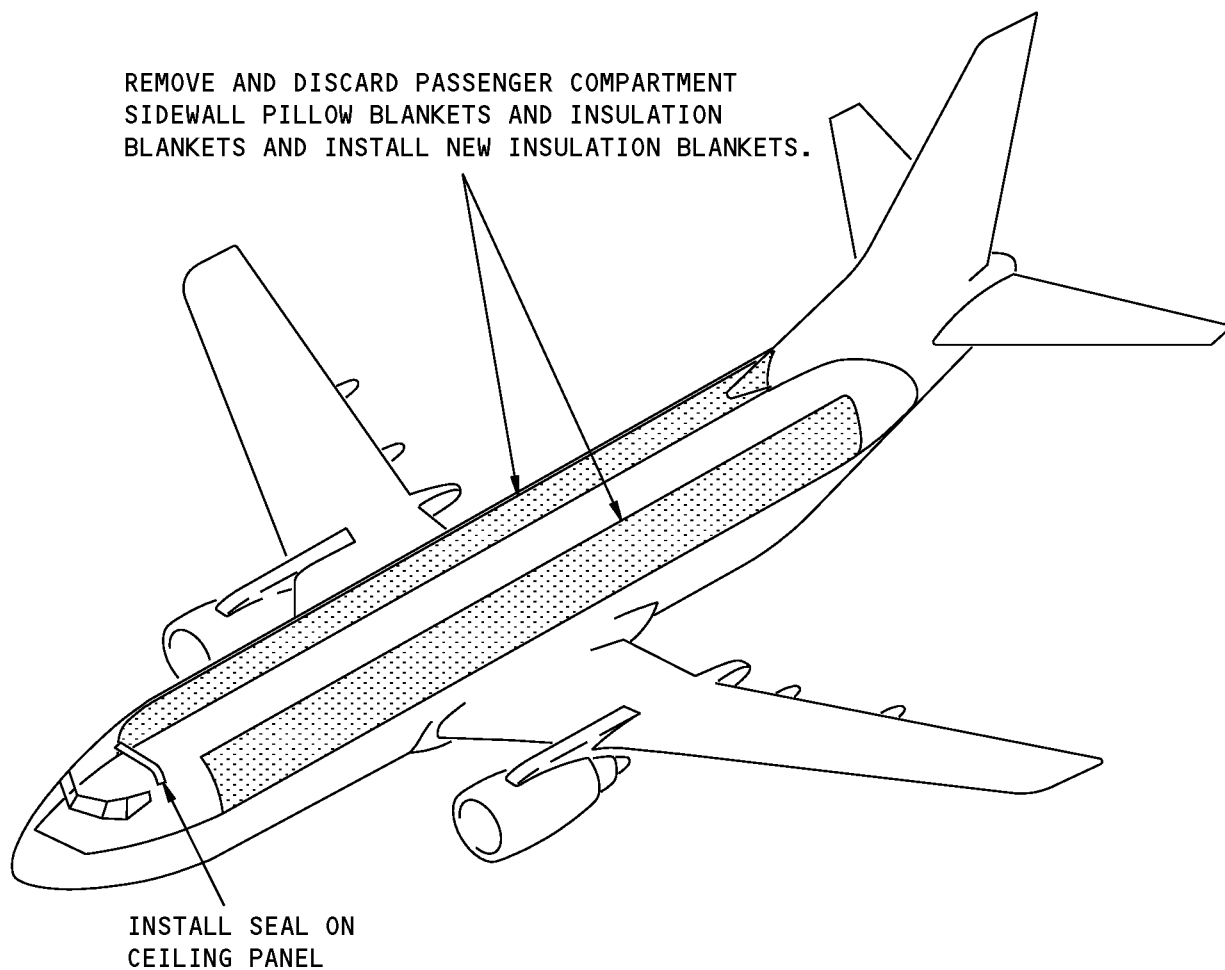
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KEEL BEAM BLOWOUT PANEL - REMOVAL/INSTALLATION

1. General

- A. The blowout panel of the keel beam is on the centerline of the airplane, forward of the main wheel well. The function of the panel is to release the pressure that is too high in the keel beam because of a broken APU duct. The panel is hinged and will blow open when special attach rivets are sheared. The panel has a deflector to keep the panel open in flight. Decals give the replacement rivets.

TASK 53-12-11-400-801

2. Keel Beam Blowout Panel Installation

A. References

Reference	Title
20-30-92-910-801	Final Cleaning Prior to General Sealing (Series 92) (P/B 201)
51-31-00-160-801	Prepare For Sealing (P/B 201)

B. Tools/Equipment

Reference	Description
STD-810	Spatula - Fillet Smoothing, Hardwood or Plastic

C. Consumable Materials

Reference	Description	Specification
A00247	Sealant - Pressure And Environmental - Chromate Type	BMS 5-95
B01012	Solvent - Final Cleaning Prior To General Sealing (AMM 20-30-92/201) - Series 92	

D. Location Zones

Zone	Area
129	Keel Beam (Part) Body Station 501.70 to Body Station 540.00

E. Prepare for the Installation

SUBTASK 53-12-11-160-002

- (1) Clean the unwanted material where it is necessary.

SUBTASK 53-12-11-110-001

WARNING: DO NOT GET SOLVENTS IN YOUR MOUTH, OR YOUR EYES, OR ON YOUR SKIN. DO NOT BREATHE THE FUMES FROM SOLVENTS. SOLVENTS ARE HAZARDOUS MATERIALS. REFER TO PRODUCT MATERIAL SAFETY DATA SHEETS (MSDS) AND LOCAL REQUIREMENTS FOR PROPER HANDLING PROCEDURES.

- (2) Remove and clean the sealant that remains from the mating surfaces with a hardwood or plastic fillet smoothing spatula, STD-810.

SUBTASK 53-12-11-110-002

- (3) Clean the area with Series 92 solvent, B01012 (TASK 20-30-92-910-801).

SUBTASK 53-12-11-210-001

- (4) Apply the parting agent to external faces of the fairing mating surface (TASK 51-31-00-160-801).

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SUBTASK 53-12-11-620-001

CAUTION: APPLY PRESSURE WITH YOUR HAND TO INSTALL THE PANEL. DO NOT DAMAGE OR PRELOAD THE PANEL DURING THE INSTALLATION. REMOVE ALL THE UNWANTED SEALANT FROM THE INNER AND THE OUTER AREA OF THE PANEL. USE THE MINIMUM SEALANT TO PREVENT A PANEL OUT OF THE FAIR CONDITION.

- (5) Apply the sealant, A00247 to the inner faces of the panel mating surfaces immediately before the panel installation.

NOTE: You can apply the sealant as a continuous or broken seal (Ref 51-31-00/201).

SUBTASK 53-12-11-210-002

- (6) Examine the attachment clips for damage.

SUBTASK 53-12-11-210-003

- (7) Examine the door for free motion at the hinge line.

SUBTASK 53-12-11-420-001

CAUTION: USE THE RECOMMENDED RIVETS TO GET THE CORRECT FUNCTION OF THE BLOWOUT PANEL.

- (8) If the panel has opened due to excess pressure, then re-install the panel to the "T" structure with two rivets.

SUBTASK 53-12-11-420-002

- (9) If the panel has been open for inspection, then attach the panel assembly to airplane with 4 screws.

————— **END OF TASK** —————

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NOSE WHEEL WELL ACCESS PANELS - REMOVAL/INSTALLATION

1. General

A. This procedure contains these tasks:

- (1) The removal of the Nose Wheel Well Access panels.
- (2) The installation of the Nose Wheel Well Access panels.

TASK 53-14-01-020-801

2. Removal of the Nose Wheel Well Acces Panels

A. References

Reference	Title
32-00-01 P/B 201	LANDING GEAR DOWNLOCK PINS - MAINTENANCE PRACTICES

B. Location Zones

Zone	Area
115	Nose Landing Gear Wheel Well - Left
116	Nose Landing Gear Wheel Well - Right

C. Removal of the wheel well access panels:

SUBTASK 53-14-01-860-001

- (1) Prepare for the removal

WARNING: YOU MUST CAREFULLY DO THE STEPS IN THE TASK BELOW TO INSTALL THE DOOR LOCKS ON THE LANDING GEAR DOORS. THE DOORS CAN CLOSE QUICKLY IF YOU DO NOT INSTALL THE DOOR LOCKS CORRECTLY. THIS CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

- (2) Install the door locks for the main landing gear LANDING GEAR DOWNLOCK PINS - MAINTENANCE PRACTICES, PAGEBLOCK 32-00-01/201

SUBTASK 53-14-01-020-001

- (3) The removal of the access panel [4] and the spring assembly [20].
 - (a) Remove the bolts [1], [5] and [6].
 - (b) Remove the washer [2].
 - (c) Remove the o-ring seal washer [3].
 - (d) Remove the access panel [4] and the spring assembly [20].
 - (e) Remove the gasket seal [11].
 - (f) If necessary, remove the spring assembly [20].
 - 1) Remove the bolts [8], the washers [9] and the nuts [10] from the spring assembly [20] and access panel [4].
 - 2) Remove the spring leaf [7], the filler [12] and the plate [13].

SUBTASK 53-14-01-020-002

- (4) The removal of the forward and aft access panels
 - (a) Remove the bolts [14] and [17].
 - (b) Remove the washer [2].
 - (c) Remove the o-ring seal washers [3].
 - (d) Remove the access panel [15] and [18].

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- (e) Remove the gasket seal [16] and [19].

END OF TASK

TASK 53-14-01-420-801

3. Installation of the Nose Wheel Well Access Panels

A. References

Reference	Title
05-51-91-790-801	Cabin Pressure Leak Test (P/B 201)
32-00-01 P/B 201	LANDING GEAR DOWNLOCK PINS - MAINTENANCE PRACTICES

B. Consumable Materials

Reference	Description	Specification
A00247	Sealant - Pressure And Environmental - Chromate Type	BMS 5-95
G00268	Brush - Soft Bristle, Paint	

C. Location Zones

Zone	Area
115	Nose Landing Gear Wheel Well - Left
116	Nose Landing Gear Wheel Well - Right

D. Installation of the Nose Wheel Well Access Panels:

SUBTASK 53-14-01-420-001

- (1) Prepare for the installation

WARNING: YOU MUST CAREFULLY DO THE STEPS IN THE TASK BELOW TO INSTALL THE DOOR LOCKS ON THE LANDING GEAR DOORS. THE DOORS CAN CLOSE QUICKLY IF YOU DO NOT INSTALL THE DOOR LOCKS CORRECTLY. THIS CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

- (2) Install the door locks for the main landing gear, LANDING GEAR DOWNLOCK PINS - MAINTENANCE PRACTICES, PAGEBLOCK 32-00-01/201.

SUBTASK 53-14-01-420-002

- (3) The installation of the forward and aft access panels

- Install the gasket seal [19] and [16].
- Install the access panel [18] and [15] in their location.
- Install the bolts [17] and [14].
- Install the washers [2].
- Install a new o-ring seal washer [3].
- Tighten the bolts 50 in-lb (6 N·m) to 70 in-lb (8 N·m).
- Make sure that there are no air leaks, Cabin Pressure Leak Test, TASK 05-51-91-790-801.

SUBTASK 53-14-01-420-003

- (4) The installation of the access panel and the spring assembly.

- If necessary, install the spring assembly [20].
 - Apply sealant, A00247 between the plate [13] and the spring [7].
 - Put the plate [13] on the bottom of the spring [7].

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- 3) Apply sealant, A00247 between the spring [7] and the filler [12].
- 4) Put the filler [12] on the top of the spring [7].
- 5) Apply sealant, A00247 between the filler [12] and the access cover [4].
- 6) Put the access panel [4] above the spring assembly [20].
- 7) With a brush, G00268, apply sealant, A00247 to the access panel holes before you install the bolts [8].
- 8) Install the bolts [8].
- 9) Install the washers [9] and the nut [10].
- 10) Tighten the nuts [10] 20 in-lb (2 N·m) to 25 in-lb (3 N·m)
- (b) Install the gasket seal [11].
- (c) Install the access panel [4] with the spring assembly [20] in its location.
- (d) Install the bolts [6], [5] and [1].
- (e) Install the washer [2].
- (f) Install a new o-ring seal washer [3].
- (g) Tighten the bolts 50 in-lb (6 N·m) to 70 in-lb (8 N·m).
- (h) Make sure that there are no air leaks, Cabin Pressure Leak Test, TASK 05-51-91-790-801
- (5) Put the airplane to its usual configuration

SUBTASK 53-14-01-020-003

WARNING: USE THE CORRECT PROCEDURE TO REMOVE THE DOOR LOCKS. THE DOORS CAN OPEN AND CLOSE QUICKLY. THIS CAN CAUSE INJURIES TO PERSONNEL OR DAMAGE TO EQUIPMENT.

- (6) Remove the door locks for the main landing gear, LANDING GEAR DOWNLOCK PINS - MAINTENANCE PRACTICES, PAGEBLOCK 32-00-01/201

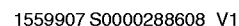
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Nose Wheel Well Access Panels Removal/Installation

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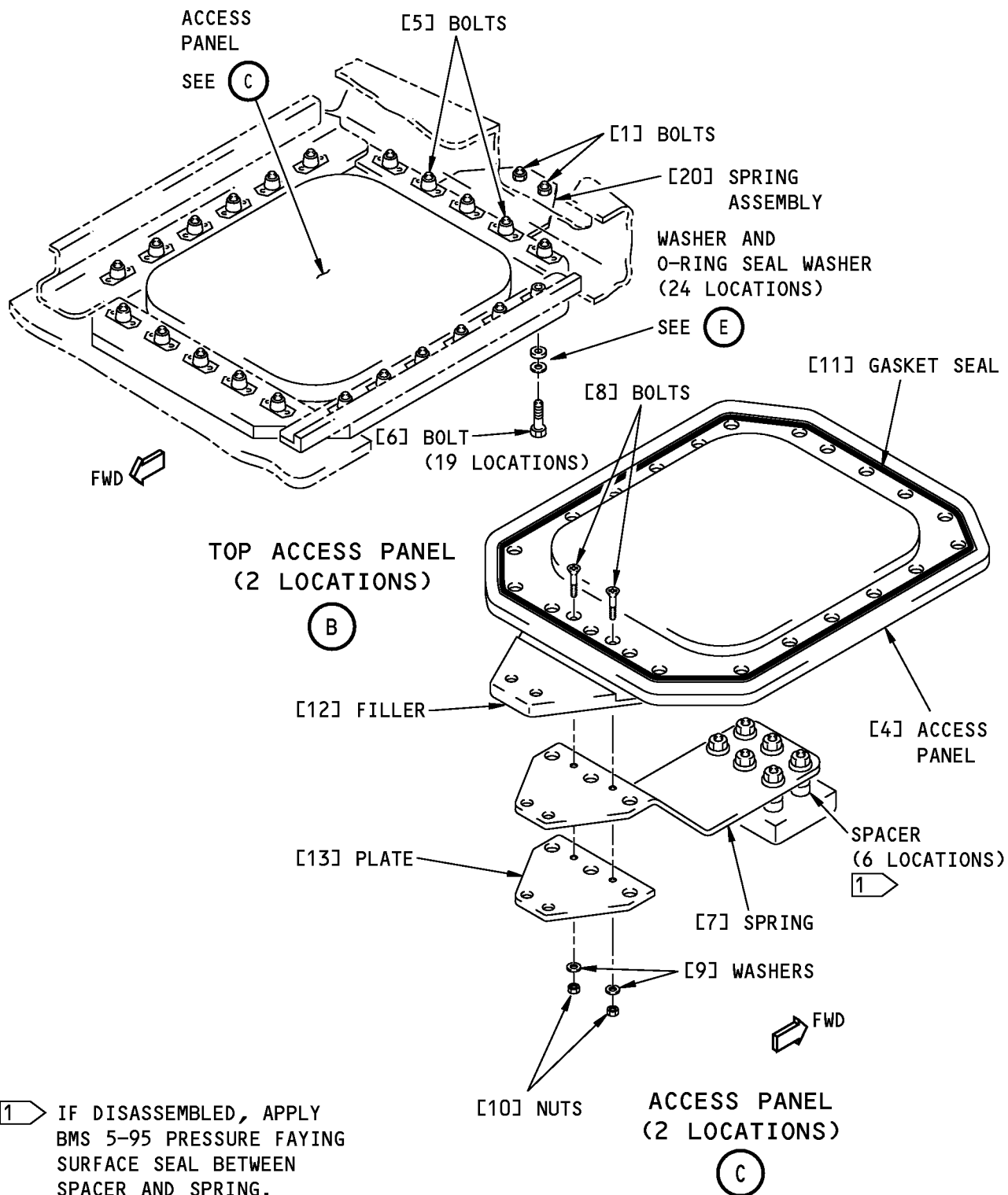
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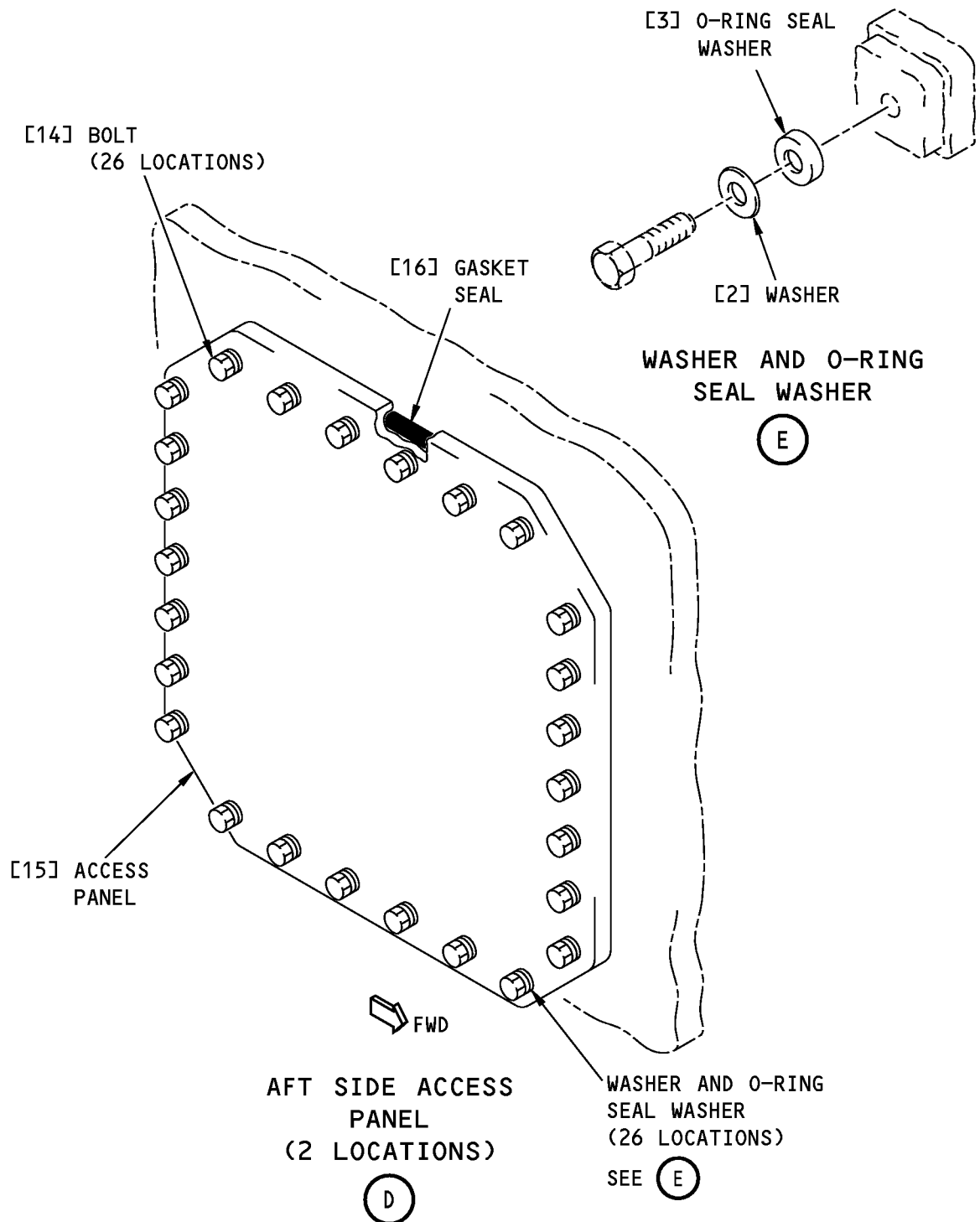
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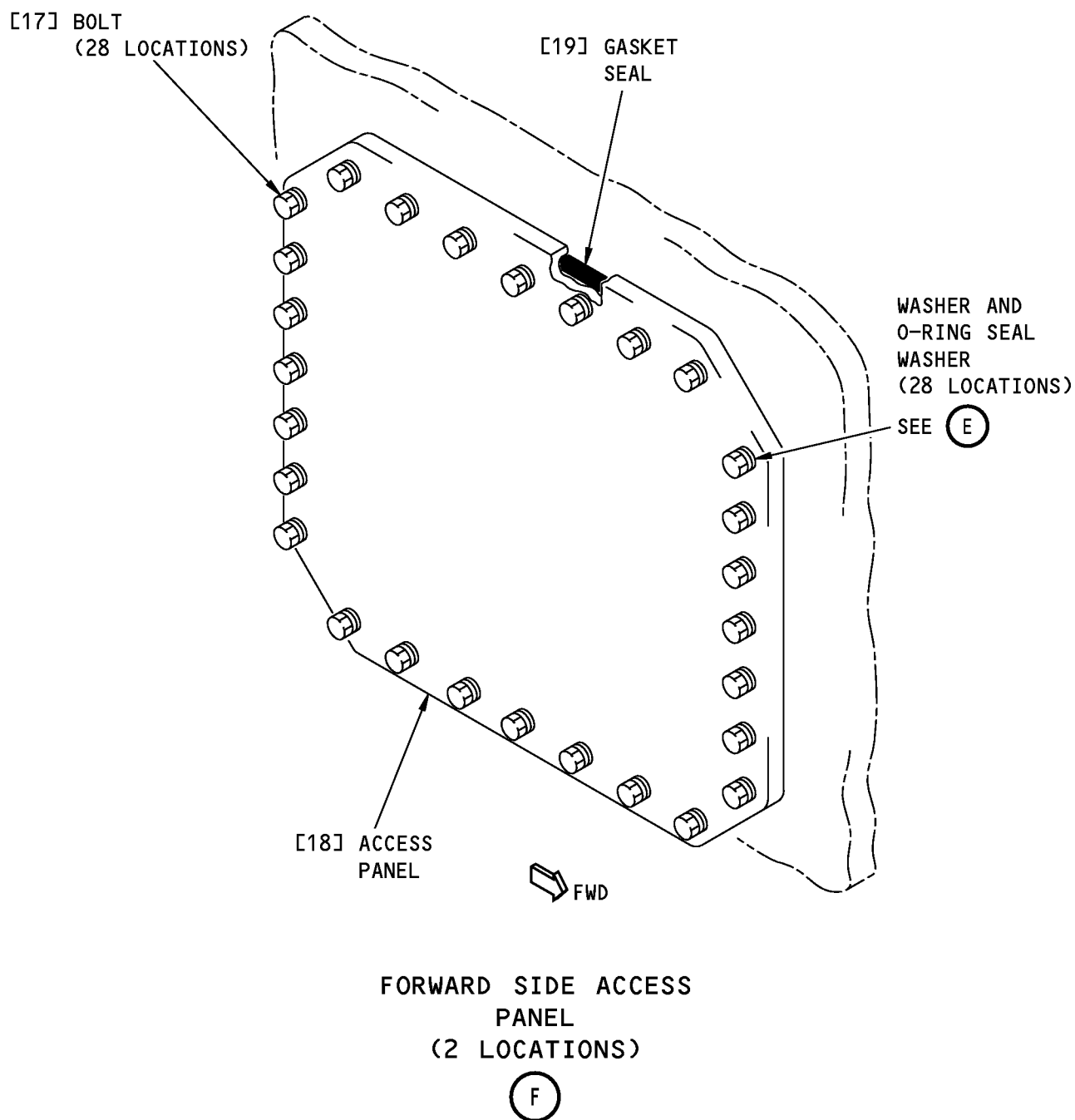
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PASSENGER CABIN FLOORS - REMOVAL/INSTALLATION

1. General

A. This procedure contains two tasks:

- (1) The removal of the passenger cabin floor panels.
- (2) The installation of the passenger cabin floor panels.

TASK 53-21-00-000-801

2. Passenger Cabin Floor Panel Removal

A. References

Reference	Title
25-27-21-000-801	Entry and Service Area Floor Covering Removal (P/B 401)
28-00-00-910-801	Airworthiness Limitation Precautions (P/B 201)
28-11-00-211-801	External Wires Over the Center Tank Inspection (P/B 601)
53-21-11-300-801	Vinyl Water Barrier Repair (P/B 801)

B. Tools/Equipment

Reference	Description
STD-1064	Scraper - Phenolic, Hard Resin

C. Removal Procedure

SUBTASK 53-21-00-010-001

(1) Break the panel seals.

(a) If the water barrier is installed, get access to the panel fasteners:

1) Do this task: Vinyl Water Barrier Repair, TASK 53-21-11-300-801.

(b) If the entry and service area floor covering is installed, get access to the panel fasteners.

1) Do this task: Entry and Service Area Floor Covering Removal,
TASK 25-27-21-000-801.

(c) If the nylon cord is installed in the sealant, pull the nylon cord to break the seal.

(d) Break the seals without a nylon cord installed with a hard resin phenolic scraper, STD-1064 or a sealant removal tool.

SUBTASK 53-21-00-020-001

(2) Remove the fasteners.

SUBTASK 53-21-00-020-002

(3) Remove the panel.

SUBTASK 53-21-00-010-002

(4) If you removed the panels over the center fuel tank and do maintenance in the area above the center fuel tank, do these steps:

(a) Make sure you do not change the routing and clamping of the wires over the center fuel tank.

NOTE: CDCCL- Refer to the task: Airworthiness Limitation Precautions, TASK 28-00-00-910-801, for important Information on Critical Design Configuration Control Limitations (CDCCLs).

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- (b) Before you install the panels over the center tank, do this task only for the areas over the center tank where you removed the panels: External Wires Over the Center Tank Inspection, TASK 28-11-00-211-801.

NOTE: CDCCL- Refer to the task: Airworthiness Limitation Precautions, TASK 28-00-00-910-801, for important Information on Critical Design Configuration Control Limitations (CDCCLs).

END OF TASK

TASK 53-21-00-400-801

3. Passenger Cabin Floor Panel Installation

A. References

Reference	Title
28-00-00-910-801	Airworthiness Limitation Precautions (P/B 201)
28-11-00-211-801	External Wires Over the Center Tank Inspection (P/B 601)
53-21-00-300-801	Repair the Polyurethane Waterseal (P/B 801)

B. Tools/Equipment

Reference	Description
STD-449	Gun - Sealant
STD-810	Spatula - Fillet Smoothing, Hardwood or Plastic

C. Consumable Materials

Reference	Description	Specification
A00247	Sealant - Pressure And Environmental - Chromate Type	BMS 5-95
A00306	Resin - Urethane - Flexane-80	
A02315	Sealant - Low Density, Synthetic Rubber. 2 Part	BMS5-142
C00259	Primer - Chemical And Solvent Resistant Finish, Epoxy Resin	BMS10-11, Type I
C00528	Compound - Corrosion Preventive, Petroleum Hot Application (Soft Film)	MIL-C-11796, Class III
C00953	Primer - Devcon Flexane FL-20	
C50033	Chromated Conversion Coating for Aluminum - Alodine 1200	
G00270	Tape - Scotch Flatback Masking 250	ASTM D6123 (Supersedes A-A-883)
G02424	Tape - Skyflex Noise Reduction - GUA1057-1, GUA1059-1	
G50734	Tape - Flame Retardant Hi-Tak (Av-DEC - HI-TAK HT3935-7FR-XXX)	

D. Installation Procedure

SUBTASK 53-21-00-210-001

- (1) If you removed the panels over the center fuel tank and do maintenance in the area above the center fuel tank, do these steps:

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- (a) Make sure you do not change the routing and clamping of the wires over the center fuel tank.

NOTE: CDCCL- Refer to the task: Airworthiness Limitation Precautions, TASK 28-00-00-910-801, for important Information on Critical Design Configuration Control Limitations (CDCCLs).

NOTE: This is applicable to Airworthiness Limitation 28-AWL-02.

- (b) Before you install the panels over the center tank, do this task only for the areas over the center tank where you removed the panels: External Wires Over the Center Tank Inspection, TASK 28-11-00-211-801.

NOTE: CDCCL- Refer to the task: Airworthiness Limitation Precautions, TASK 28-00-00-910-801, for important Information on Critical Design Configuration Control Limitations (CDCCLs).

NOTE: This is applicable to Airworthiness Limitation 28-AWL-02.

SUBTASK 53-21-00-390-002

- (2) Prepare the fastener holes for the floor panel in the wet areas of the structure as follows:

- (a) Clean and apply Alodine 1200 coating, C50033, to the bare aluminum surface on the floor support structure.
- (b) Apply one layer of primer, C00259, to the floor support structure.
- (c) Apply compound, C00528, (Corrosion Preventive Compound) to the holes.
- (d) If the clipnuts were removed, install the new clipnuts as follows:
- 1) Apply a compound, C00528, to the floor support structure at the clipnut locations.
 - 2) To improve corrosion resistance, install new composite torlon clipnuts everywhere on the floor structure at the floor panel attachment locations (preferred BACN11AL, optional BACN10YD G).

NOTE: Be careful when you install the clipnuts to prevent scratches on the floor support structure.

- 3) Turn the clipnuts clockwise against the floor support structure.

SUBTASK 53-21-00-390-001

- (3) Before the installation of the HI-TAK Tape, G50734 (preferred), or GUA1057-1, GUA1059-1 tape, G02424 (alternate) apply the sealant to these mating surfaces:

NOTE: Do not apply the sealant on the panels installed with the nutplates.

- (a) Between the body stations 178 and 277
- (b) Between the floor webs
- (c) Between the floor straps
- (d) Between the floor structure components.

SUBTASK 53-21-00-390-003

- (4) Before you install the floor panels, examine the condition of the HI-TAK Tape, G50734 (preferred) or GUA1057-1, GUA1059-1 tape, G02424 (alternate). Do these steps to replace damaged tape.
- (5) Apply HI-TAK Tape, G50734 (preferred) or GUA1057-1, GUA1059-1 tape, G02424 (alternate), on the floor support structure.

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- (a) Splices between strips of HI-TAK Tape, G50734 (preferred) or the GUA1057-1, GUA1059-1 tape, G02424 (alternate), must overlap by 1.00 in. (25.40 mm).

NOTE: A minimum of 20 psi (138 kPa) pressure is needed to make a waterproof joint on the tape splices.

SUBTASK 53-21-00-350-001

- (6) Install a replacement floor panel.

- (a) Make sure that the new floor panel has the same contour and dimensions as the removed floor panel.

SUBTASK 53-21-00-420-004

- (7) Align the floor panel with the holes in the floor support structure.

SUBTASK 53-21-00-420-002

- (8) Install the screws wet with compound, C00528, until they are smooth with the floor panel.

NOTE: Do not tighten the screws.

SUBTASK 53-21-00-820-001

- (9) Do these steps to torque the floor panel screws:

- (a) Tighten the screws on the panels with the two-piece insert to 22.5 ± 2.5 in-lb (2.5 ± 0.3 N·m).

NOTE: Do a check of the torque before the installation of the floor covering.

- (b) Tighten the screws on the panels with the one-piece insert to 32.5 ± 2.5 in-lb (3.7 ± 0.3 N·m).

NOTE: Let the panel dish at the fastener -0.005 in. (-0.127 mm) to 0.030 in. (0.762 mm).

SUBTASK 53-21-00-390-005

- (10) Apply one layer of Scotch Flatback Masking Tape 250, G00270, to the edge of the joints that are adjacent to and along the full length of the clearance.

SUBTASK 53-21-00-420-003

- (11) If you apply sealant, A00247, or sealant, A02315 (preferred), do these steps:

- (a) Apply sealant in the clearance between the floor panel and the crease beam in the area that follows:

- 1) From station 344.00 to station 380.00.

- (b) Apply the sealant to the rest of the areas.

SUBTASK 53-21-00-390-006

CAUTION: DO NOT CAUSE A BLOCKAGE WHEN YOU APPLY THE SEALANT NEAR OR AROUND THE FUSELAGE DRAIN HOLES, OR PATHS. THE FUNCTION OF THE DRAIN HOLES IS TO DRAIN CONDENSATION AND FLUIDS OVERBOARD. IF YOU CAUSE A BLOCKAGE, FLUIDS WILL COLLECT IN THE AIRPLANE. THE FLUIDS CAN CAUSE CORROSION TO THE STRUCTURE, OR A FIRE IF THE FLUIDS ARE FLAMMABLE.

- (12) If you apply Flexane-80 resin, A00306 (alternate), do these steps:

- (a) Install the nylon cord around the edges of the panel.

- (b) Apply the Devcon Flexane FL-20 primer, C00953.

- (c) Apply the Flexane-80 resin, A00306 (alternate), with a sealant gun, STD-449, or hardwood or plastic fillet smoothing spatula, STD-810.

- (d) Make sure there are no air bubbles when you apply the sealant.

- (e) Use a hardwood or plastic fillet smoothing spatula, STD-810, to make the seal smooth with the Scotch Flatback Masking Tape 250, G00270.

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SUBTASK 53-21-00-390-007

(13) Make the edges of the seal smooth.

- (a) Remove all of the unwanted compound with hardwood or plastic fillet smoothing spatula, STD-810.
- (b) Remove the Scotch Flatback Masking Tape 250, G00270, after the seal is smooth or let the Scotch Flatback Masking Tape 250, G00270, stay during the curing time.
- (c) Install the moisture barrier if it is applicable, do this task: Repair the Polyurethane Waterseal, TASK 53-21-00-300-801.

————— **END OF TASK** —————

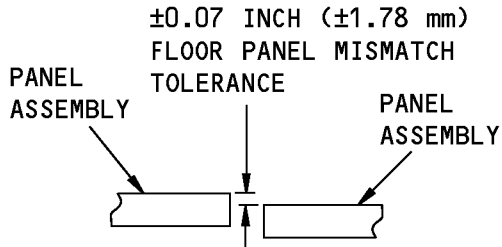
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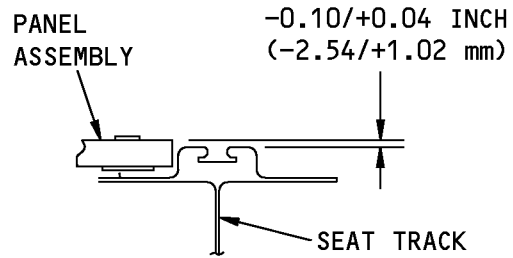
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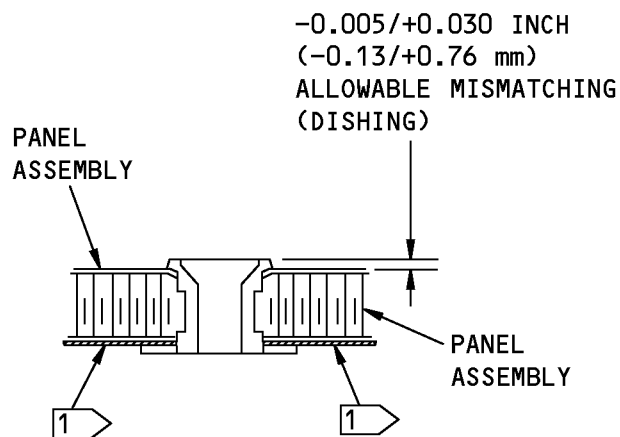
AIRCRAFT MAINTENANCE MANUAL



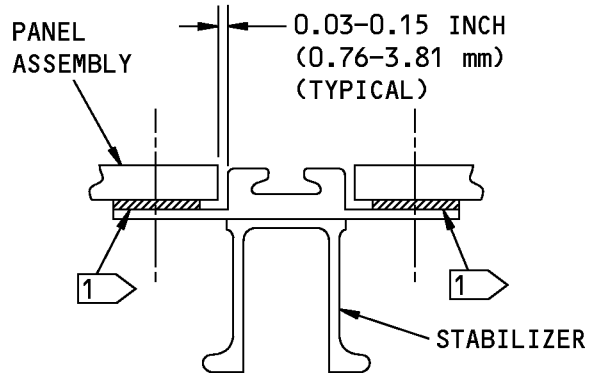
TYPICAL MISMATCH DIMENSION
FOR FLOOR PANEL INSTALLATION



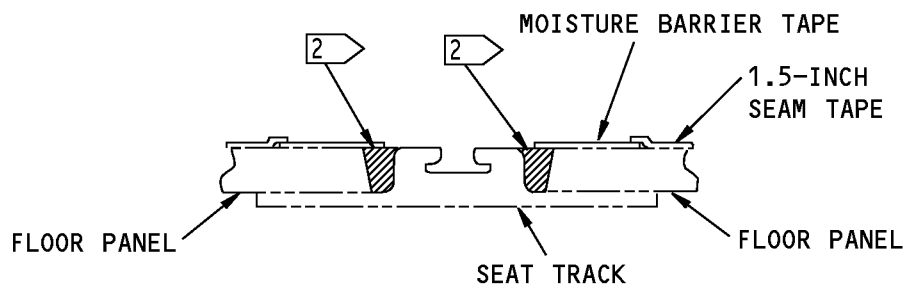
TYPICAL MISMATCH DIMENSION
FOR FLOOR PANEL INSTALLATION



TYPICAL MISMATCH DIMENSION
FOR FLOOR PANEL INSTALLATION



TYPICAL MISMATCH DIMENSION
FOR FLOOR PANEL INSTALLATION



- 1 HI-TAK TAPE
- 2 SEALANT

TYPICAL FLOOR PANEL
SEALING AT SEAT TRACKS

U63204 S0000210324_V2

Floor Panel Installation and Sealing
Figure 401/53-21-00-990-803

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POLYURETHANE WATERSEAL - REPAIRS

1. General

- A. This procedure contains the task to repair polyurethane waterseal on passenger floors in wet areas of the aircraft, which are defined as that part of the floor that is local to doorways, galleys and lavatories.
- B. The waterseal installation is intended to reduce corrosion of floor structure by preventing liquids spilled in wet areas from traveling below floor level.

TASK 53-21-00-300-801

2. Repair the Polyurethane Waterseal

A. Consumable Materials

Reference	Description	Specification
G02423	Tape - Moisture Barrier - 3 Feet Wide - 3M 8663	
G02453	Tape - Polyurethane, 4.0 inches Wide - Patco 809	
G02500	Tape - Moisture Barrier - 4 inch Wide - 3M 8663DL	
G50179	Tape - Polyurethane, Joint	BMS8-346, Type I, Moisture Barrier Tape

B. Location Zones

Zone	Area
200	Upper Half of Fuselage

C. Procedure

SUBTASK 53-21-00-420-001

- (1) If the tape shows deterioration or damage because of the floor panel removal, install the new polyurethane tape.

SUBTASK 53-21-00-410-001

- (2) Install the polyurethane moisture barrier in the wet areas of the floor structure as follows:

- (a) Center pieces of Patco 809 tape, G02453, 0.009 inch (0.229 mm) thick, 4.0 inches (10.2 cm) wide over all floor panel joints.
- (b) Install the polyurethane joint tape, G50179, 0.018 inch (0.457 mm) thick, 36 inches (91 cm) wide over the entire wet area. Each strip will overlap by at least one inch.

NOTE: The polyurethane joint tape, G50179 is the recommended water barrier tape. The alternative water barrier tape is the 3M 8663DL tape, G02500 or the 3M 8663 tape, G02423.

- (c) Install an additional piece of 3M 8663DL tape, G02500, 0.018 inch (0.457 mm) thick, 4.0 inches (10.2 cm) wide to cover each area of overlap and along the side of body.

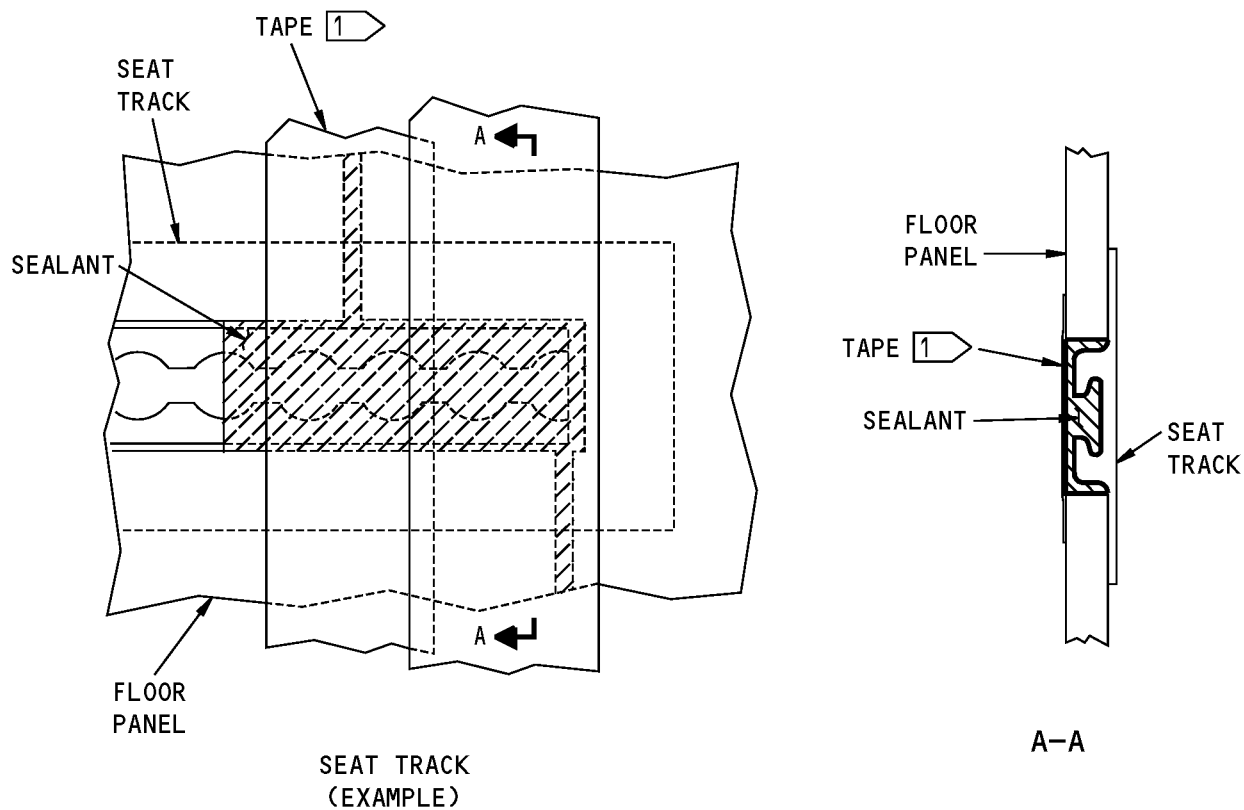
————— **END OF TASK** —————

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1 MOISTURE BARRIER TAPE

Repair the Polyurethane Waterseal
Figure 801/53-21-00-990-802

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WATER BARRIER - REPAIRS

1. General

- A. This procedure contains two tasks. The first task is the repair of the vinyl part of the water barrier. The second task is the repair of the mylar part of the water barrier.
- B. The water barrier has mylar sheets (transparent), vinyl sheets (nontransparent) or 18 in. (457 mm) wide strips of tape bonded to the floor panels. This procedure gives instructions on how to cut the water barrier for the removal of a floor panel. It also gives instructions on how to repair the water barrier with the floor panel installed.
- C. The vinyl tape at right angles to the seat tracks with a 1.00 in. (25.40 mm) overlap is the preferred replacement of the water barrier.
- D. Cut through the water barrier around the edges of the floor panel to remove the floor panel. Pull back the vinyl to get to the fasteners for the floor panels. If mylar is on the floor panel fasteners, cut a circular patch for each fastener.

TASK 53-21-11-300-801

2. Vinyl Water Barrier Repair

A. Consumable Materials

Reference	Description	Specification
A00247	Sealant - Pressure And Environmental - Chromate Type	BMS 5-95
G00157	Tape - Vinyl Protection - Permacel P-306L (Unprinted surface)	

B. Location Zones

Zone	Area
200	Upper Half of Fuselage

C. Procedure

SUBTASK 53-21-11-350-001

- (1) Apply the Permacel P-306L tape, G00157 vinyl tape at right angles to the seat tracks with a minimum of a 1.00 in. (25.40 mm) overlap.

SUBTASK 53-21-11-390-001

- (2) Apply a sealant, A00247 to the tape overlap.

NOTE: You can use 3.00 in. (76.20 mm) wide tape on the edge of the overlap as an alternative to the sealant.

————— **END OF TASK** —————

TASK 53-21-11-300-802

3. Mylar Water Barrier Repair

A. References

Reference	Title
53-21-00-400-801	Passenger Cabin Floor Panel Installation (P/B 401)

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B. Consumable Materials

Reference	Description	Specification
A00156	Adhesive - For Bonding Mylar And Nylon, 2 Part, RT Cure	BMS 5-31
B00083	Solvent - Aliphatic Naphtha (For Acrylic Plastics)	TT-N-95 Type II, ASTM D-3735 Type III
G00034	Cotton Wiper - Process Cleaning Absorbent Wiper (Cheesecloth, Gauze)	BMS15-5
G00111	Sheet - Mylar	

C. Location Zones

Zone	Area
200	Upper Half of Fuselage

D. Prepare for the Repair of the Mylar Water Barrier

SUBTASK 53-21-11-410-001

- (1) Do this task: Passenger Cabin Floor Panel Installation, TASK 53-21-00-400-801.

SUBTASK 53-21-11-350-002

- (2) Cut strips of mylar sheet, G00111 to make a splice with the edges of the floor panel.

NOTE: The splice must make a 0.75-inch (19 mm) overlap with the fastener line and adjacent floor panel 3/4 inch (19 mm).

SUBTASK 53-21-11-140-001

- (3) Clean the mating surfaces with solvent, B00083.

SUBTASK 53-21-11-350-003

- (4) Mix 100 parts by weight of the adhesive, A00156 Pro-Seal 501 with 30 parts by weight of the Pro-Seal 501-A accelerator. Mix for approximately 5 minutes with a spatula or an equivalent tool. If you mix the adhesive in the original can, cut off the rim of the can to make it easier.

NOTE: Apply the adhesive as soon as it is possible. The heat of the material in a container decreases the work life. The Work life is 20 minutes at 77°F (25°C). Use 50 (±5) grams for each square foot of the surface that you cover.

E. Repair Procedure

SUBTASK 53-21-11-390-002

- (1) Apply a layer of adhesive to the mating surface of the splice.

SUBTASK 53-21-11-390-003

- (2) Bond the splice to the water barrier.

SUBTASK 53-21-11-140-002

- (3) Remove the unwanted adhesive with a clean cotton wiper, G00034 moist with solvent, B00083.

SUBTASK 53-21-11-350-004

- (4) Put a weight or tape on the edges that show signs of delamination until the adhesive dries.

SUBTASK 53-21-11-860-001

- (5) Let the adhesive dry for a minimum of 2 hours.

NOTE: A minimum of 12 hours is necessary for the adhesive to fully dry.

————— **END OF TASK** —————

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NOSE VORTEX GENERATORS - REMOVAL/INSTALLATION

1. General

A. This procedure contains two tasks.

- (1) The first task is the removal of the nose vortex generators.
- (2) The second task is the installation of the nose vortex generators.

TASK 53-31-11-000-801

2. Remove the Nose Vortex Generators

(Figure 401)

A. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
COM-2481	Tool - Sealant Removal, BAC5000, PSD 6-184 Approved (Part #: 1-6390-A, Supplier: 63318, A/P Effectivity: 737-ALL) (Part #: 10810, Supplier: \$0855, A/P Effectivity: 737-ALL) (Part #: 234350, Supplier: \$0857, A/P Effectivity: 737-ALL) (Part #: 311, Supplier: KA861, A/P Effectivity: 737-ALL) (Part #: 411B60, Supplier: 3DN12, A/P Effectivity: 737-ALL) (Part #: 411B90, Supplier: 3DN12, A/P Effectivity: 737-ALL) (Part #: DAD5013, Supplier: \$0856, A/P Effectivity: 737-ALL) (Part #: DFD5019, Supplier: \$0856, A/P Effectivity: 737-ALL) (Part #: J5-0275-2010, Supplier: 435R8, A/P Effectivity: 737-ALL) (Part #: SCD5019, Supplier: \$0856, A/P Effectivity: 737-ALL) (Part #: ST982LF, Supplier: 3Z323, A/P Effectivity: 737-ALL) (Part #: TS1275-4, Supplier: 1DWR5, A/P Effectivity: 737-ALL)

B. Location Zones

Zone	Area
211	Flight Compartment - Left
212	Flight Compartment - Right

C. Procedure - Remove the Nose Vortex Generators

SUBTASK 53-31-11-020-001

- (1) Remove the loose vortex generator [1] with sealant removal tool, COM-2481.

————— **END OF TASK** —————

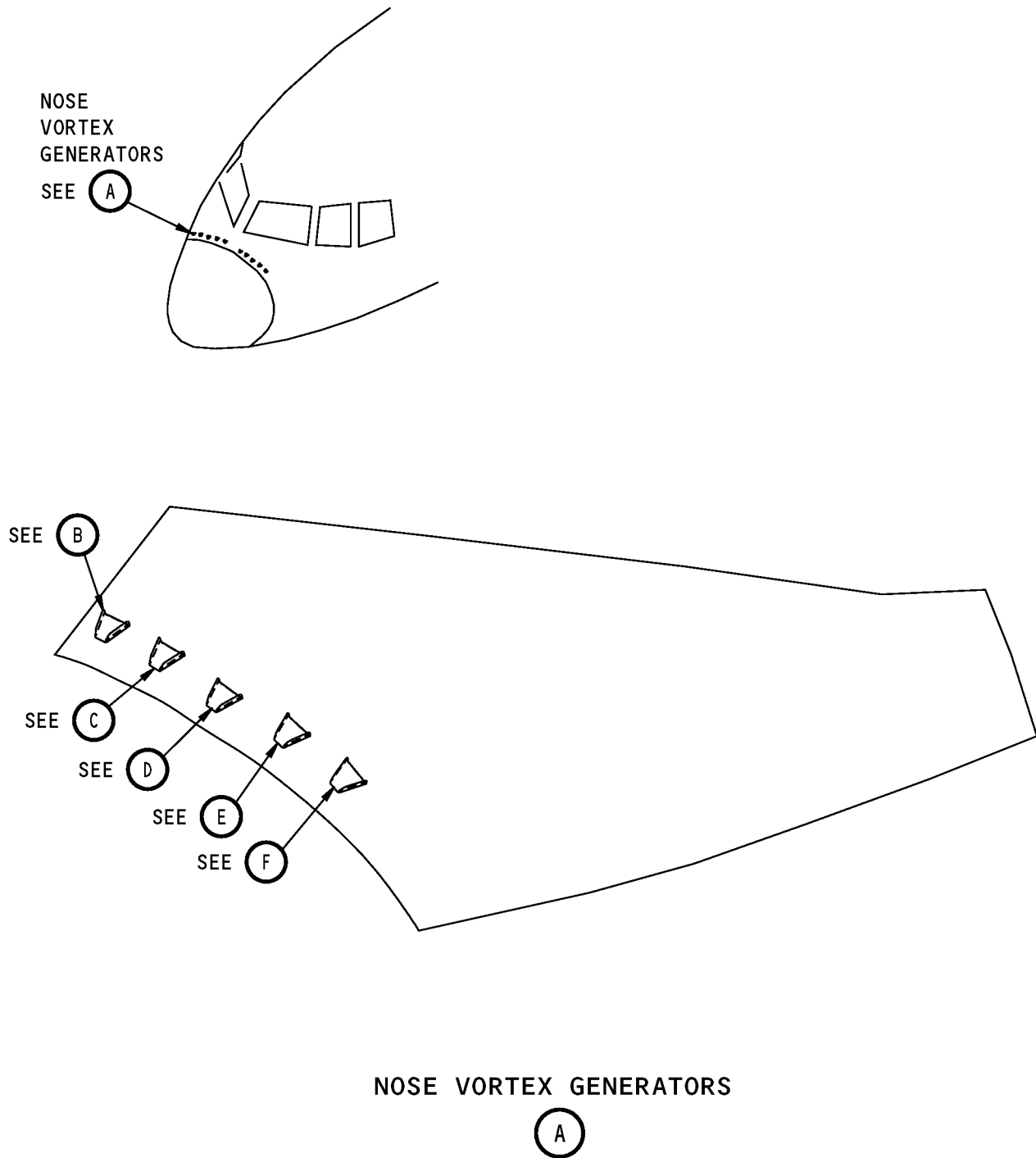
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Nose Vortex Generators
Figure 401 (Sheet 1 of 2)/53-31-11-990-801

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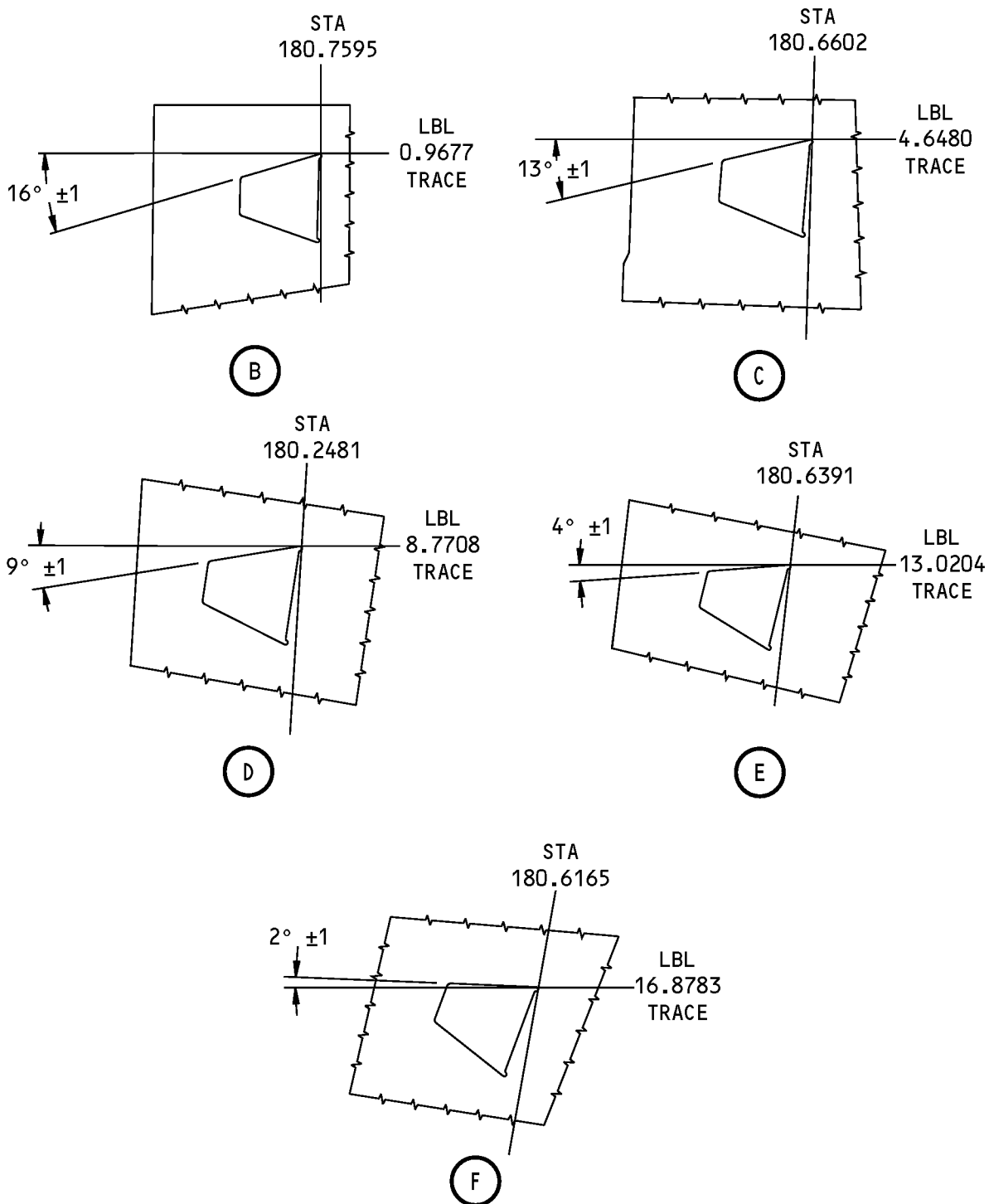
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Figure 401 (Sheet 2 of 2)/53-31-11-990-801

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TASK 53-31-11-400-801

3. Install the Nose Vortex Generators

(Figure 401)

A. References

Reference	Title
51-31-00-160-801	Prepare For Sealing (P/B 201)
57-32-00-993-802	Table: Cure Time For BMS 5-44 (Class B), BMS 5-45 (Class B) and PR-1828 (Class B) (P/B 401)

B. Consumable Materials

Reference	Description	Specification
A00436	Sealant - Fuel Tank	BMS5-45 (Supersedes BMS 5-26)
A00551	Sealant - Fuel Tank	BAC5010, Type 44 (BMS5-44, BMS5-45)

C. Location Zones

Zone	Area
211	Flight Compartment - Left
212	Flight Compartment - Right

D. Procedure - Install the Nose Vortex Generator

SUBTASK 53-31-11-150-001

(1) Clean the mating surface, do this task: Prepare For Sealing, TASK 51-31-00-160-801

SUBTASK 53-31-11-410-001

(2) Put the vortex generator [1] in the correct position.

SUBTASK 53-31-11-410-002

(3) Do the steps that follow to bond the vortex generator to the upper wing surface:

WARNING: DO NOT GET THE SEALANT ON YOUR SKIN OR IN YOUR EYES. PUT ON PROTECTIVE CLOTHING, GOGGLES AND A FACE MASK. USE IN A WELL VENTILATED AREA. DO NOT BREATHE THE GAS. IF YOU GET THE SEALANT ON YOUR SKIN OR IN YOUR EYES, WIPE IT AWAY. GET MEDICAL AID IF YOUR SKIN OR EYES BECOME IRRITATED.

(a) Mix the base compound for the sealant, A00551 with the activator.

NOTE: Refer to the manufacturer's instructions for the details.

1) Do not thin the sealant.

(b) Apply a thin, constant layer of the adhesive mixture to each mating surface.

(c) Put the vortex generator on the nose section surface immediately, with sufficient pressure.

NOTE: Make sure that the surfaces are sealed together fully. Make sure that a continuous bead of extruded adhesive is around the edge of the vortex generator. This seals the surfaces together and shows a correct seal.

(d) Remove the unwanted adhesive around the edges of the vortex generator.

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SUBTASK 53-31-11-410-003

(4) Fillet seal around the vortex generator.

(a) Make the fillet seal to 0.03 in. (0.76 mm) by 0.03 in. (0.76 mm).

NOTE: If more sealant is necessary for the fillet seal, use sealant, A00436 Class B.

SUBTASK 53-31-11-410-004

(5) After the adhesive dries, (Table 57-32-00-993-802), apply paint to the nose section surface if it is necessary.

Table 401/53-31-11-993-801 Cure Time For BMS 5-44 (Class B) and BMS 5-45 (Class B)

Adhesive	Cure Time
BMS 5-44 Class B-1/2	6 hours at standard conditions
BMS 5-44 Class B-2	48 hours at standard conditions
BMS 5-45 Class B-1/2	12 hours at standard conditions
BMS 5-45 Class B-2	24 hours at standard conditions

————— END OF TASK —————

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VORTEX GENERATOR ASSEMBLY - REMOVAL/INSTALLATION

1. General

- A. This procedure contains two tasks:
 - (1) The removal of the vortex generator assembly.
 - (2) The installation of the vortex generator assembly.
- B. The vortex generator assembly is installed on the left and right side of the fuselage above the horizontal stabilizer. The function of the vortex generators are to increase the efficiency of the airflow over the flying surface.

TASK 53-31-21-000-801

2. Vortex Generator Assembly Removal

(Figure 401)

A. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
SPL-1672	Assembly - Lock, Stabilizer Trim (Part #: F71336-501, Supplier: 81205, A/P Effectivity: 737-100, -200, -200C, -300, -400, -500, -600, -700, -700C, -700ER, -700QC, -800, -900, -900ER, -BBJ)
STD-1064	Scraper - Phenolic, Hard Resin

B. Location Zones

Zone	Area
300	Empennage

C. Access Panels

Number	Name/Location
311BL	Stabilizer Trim Access Door

D. Prepare for the Removal

SUBTASK 53-31-21-010-001

WARNING: MAKE SURE THAT ALL PERSONNEL, AND EQUIPMENT ARE AWAY FROM THE HORIZONTAL STABILIZER. THE MOVEMENT OF THE HORIZONTAL STABILIZER DURING MAINTENANCE CAN CAUSE INJURY TO PERSONNEL, AND DAMAGE TO EQUIPMENT.

- (1) Use the switches on the control wheel to set the leading edge of the horizontal stabilizer to the full down (airplane nose up) position.

SUBTASK 53-31-21-860-001

- (2) Open these circuit breakers and install safety tags:

CAPT Electrical System Panel, P18-1

Row	Col	Number	Name
C	2	C00849	AFCS STABILIZER TRIM

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F/O Electrical System Panel, P6-2

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
B	10	C00207	FLIGHT CONTROL STAB TRIM CONT
D	10	C00840	FLIGHT CONTROL STAB TRIM ACTUATOR

SUBTASK 53-31-21-860-002

- (3) Install the lock, SPL-1672 on the stabilizer trim wheel at the control stand, (Figure 402).
 - (a) Adjust the height of the trim lock to put the trim wheel handle correctly on the yoke.
 - (b) Install the pin through the yoke.
 - (c) Install the safety pin.

SUBTASK 53-31-21-010-002

- (4) Open this access panel:

<u>Number</u>	<u>Name/Location</u>
311BL	Stabilizer Trim Access Door

SUBTASK 53-31-21-010-003

- (5) Get access to the vortex generator fasteners from inside the fuselage.

NOTE: The leading edge of the horizontal stabilizer may be moved farther down by turning the handwheel by hand if needed.

- (a) Go on the horizontal stabilizer torque box to reach the fasteners.

E. Removal Procedure

SUBTASK 53-31-21-010-004

- (1) Remove the 13 bolts [2] which hold the vortex generator assembly [1] to the fuselage, (Figure 401).

SUBTASK 53-31-21-020-001

- (2) Remove the generator assembly [1] with a hardwood hard resin phenolic scraper, STD-1064.

————— **END OF TASK** —————

TASK 53-31-21-400-801

3. Vortex Generator Installation

(Figure 401)

A. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

<u>Reference</u>	<u>Description</u>
SPL-1672	Assembly - Lock, Stabilizer Trim (Part #: F71336-501, Supplier: 81205, A/P Effectivity: 737-100, -200, -200C, -300, -400, -500, -600, -700, -700C, -700ER, -700QC, -800, -900, -900ER, -BBJ)
STD-1064	Scraper - Phenolic, Hard Resin

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B. Consumable Materials

Reference	Description	Specification
A00247	Sealant - Pressure And Environmental - Chromate Type	BMS 5-95
B00083	Solvent - Aliphatic Naphtha (For Acrylic Plastics)	TT-N-95 Type II, ASTM D-3735 Type III

C. Location Zones

Zone	Area
300	Empennage

D. Access Panels

Number	Name/Location
311BL	Stabilizer Trim Access Door

E. Prepare for the Installation

SUBTASK 53-31-21-140-001

- (1) If there is bonding material on the fuselage skin, remove the bonding material with a hardwood hard resin phenolic scraper, STD-1064.

SUBTASK 53-31-21-110-001

- (2) Use solvent, B00083 to clean the mating surfaces.

F. Installation Procedure

SUBTASK 53-31-21-420-001

- (1) Bond the vortex generator assembly [1] to the fuselage surface.
 - (a) Apply a thin, constant layer of sealant, A00247 to each mating surface.

NOTE: Make sure the sealant will cover all of the mating surfaces.

- (b) Align the vortex generator assembly [1] to the fuselage (Figure 401).
- (c) Make a 0.05 inch by 0.05 inch (1.27mm by 1.27 mm) fillet seal around the edge of the assembly.

SUBTASK 53-31-21-420-002

- (2) Attach the vortex generator assembly [1] to the empennage with 13 bolts [2] in the applicable locations.

NOTE: The installation of permanent fasteners will hold the vortex generator assembly in position. You do not have to wait for the full cure of the sealant before you return the airplane to service.

G. Put the Airplane Back to its Usual Condition

SUBTASK 53-31-21-860-003

- (1) Remove the lock, SPL-1672 on the stabilizer trim wheel at the control stand, (Figure 402).

SUBTASK 53-31-21-860-004

- (2) Remove the safety tags and close these circuit breakers:

CAPT Electrical System Panel, P18-1

Row	Col	Number	Name
C	2	C00849	AFCS STABILIZER TRIM

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F/O Electrical System Panel, P6-2

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
B	10	C00207	FLIGHT CONTROL STAB TRIM CONT
D	10	C00840	FLIGHT CONTROL STAB TRIM ACTUATOR

SUBTASK 53-31-21-010-005

(3) Close this access panel:

<u>Number</u>	<u>Name/Location</u>
311BL	Stabilizer Trim Access Door

————— **END OF TASK** —————

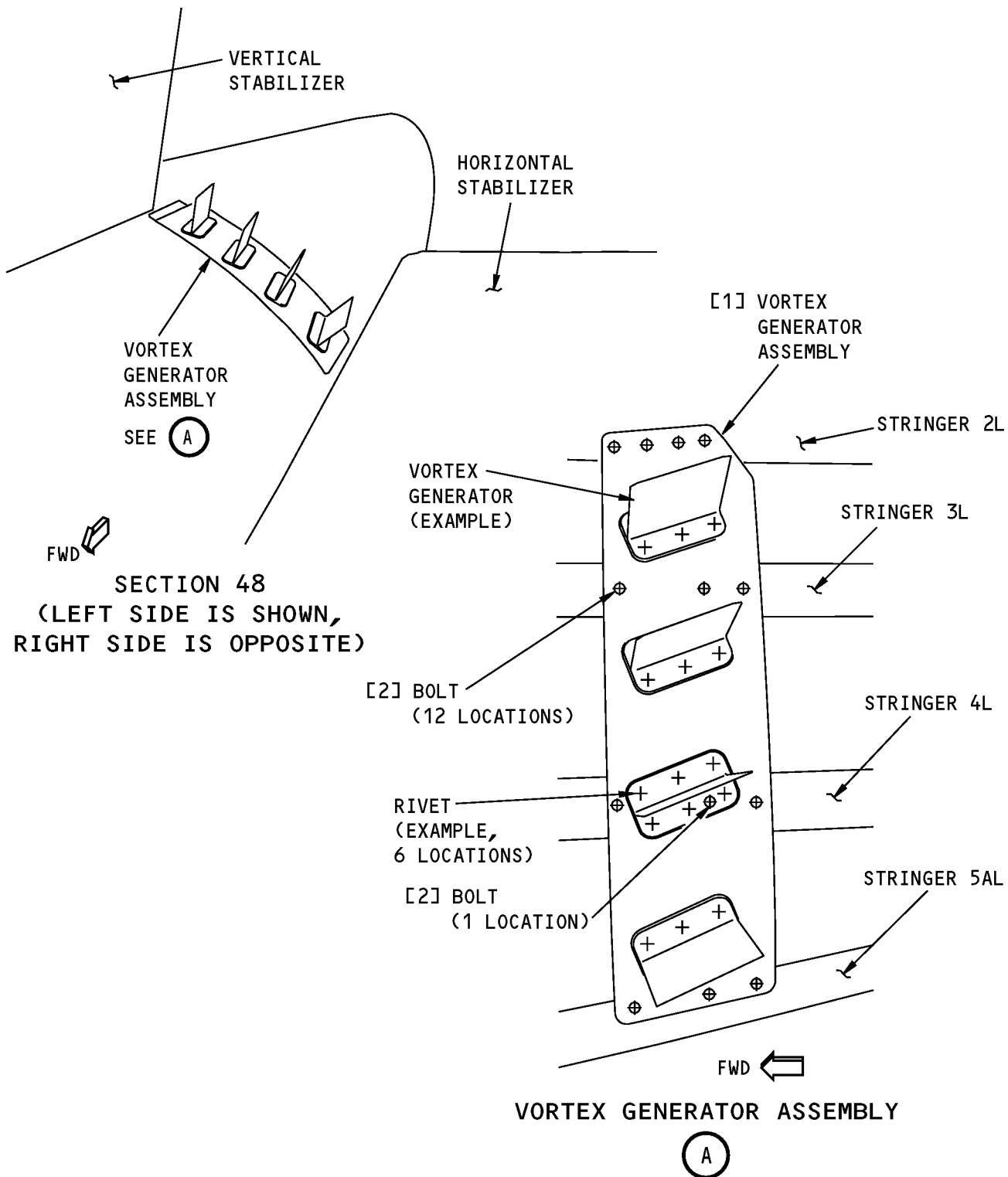
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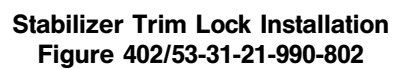
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Fuselage Vortex Generator Installation
Figure 401/53-31-21-990-801

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STABILIZER TO BODY FRONT SPAR SLIDING SEAL - REMOVAL/INSTALLATION

1. General

- A. This procedure contains two tasks:
- (1) The removal of the stabilizer-to-body front spar sliding seal.
 - (2) The installation of the stabilizer-to-body front spar sliding seal (referred to as the sliding seal).
- B. The sliding seal closes the opening where the attach fitting of the forward stabilizer moves. You can do the approved repair of the seal when you remove the seal plates and, do this task: Apply The Abrasion-Resistant Teflon Finish, BMS 10-86 Type I, TASK 51-21-81-370-801.

TASK 53-31-31-000-801

2. Stabilizer-to-Body Front Spar Sliding Seal Removal

(Figure 401)

A. Location Zones

Zone	Area
300	Empennage

B. Removal Procedure

NOTE: The use of safety lockwire is optional to secure the two links together.

SUBTASK 53-31-31-020-012

- (1) Remove the center track strips [3].

SUBTASK 53-31-31-020-003

- (2) To remove the lower seal plate, move the stabilizer to the full up position.

SUBTASK 53-31-31-020-004

- (3) To remove the upper seal plate, move the stabilizer to the full down position.

SUBTASK 53-31-31-020-005

- (4) Remove the pins [4] that connect the link assemblies [5] to the pedestal [6].

SUBTASK 53-31-31-020-006

- (5) Pull out the upper sliding seal plate [1] or the lower sliding seal plate [2].

SUBTASK 53-31-31-020-007

- (6) Remove all the hardware from the seal plate.

NOTE: Keep the link assembly and the corner plates for installation.

————— **END OF TASK** —————

TASK 53-31-31-400-801

3. Stabilizer-to-Body Front Spar Sliding Seal Installation

(Figure 401)

A. Consumable Materials

Reference	Description	Specification
G00368	Tape - Mylar - Permacel 92	

B. Location Zones

Zone	Area
300	Empennage

EFFECTIVITY

HAP 001-013, 015-026, 028-030 PRE SB 737-53-1252

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C. Installation Procedure

SUBTASK 53-31-31-420-001

- (1) Adjust the link assembly [5] on the center of the replacement seal plate [1] or [2].

SUBTASK 53-31-31-210-001

- (2) Make sure that the tie-bar lugs are clear of the seal plate edges and that the edge distances will be satisfactory.

SUBTASK 53-31-31-210-002

- (3) Make a mark of the location of the tie-bar on the seal plate with a pencil for reference.

SUBTASK 53-31-31-140-001

- (4) Clean the tracks and the area which is near the tracks to remove any contamination or unwanted material.

SUBTASK 53-31-31-420-002

- (5) Temporarily attach the link assembly [5] to the pedestal [6].

NOTE: Do not install the cotter pins.

SUBTASK 53-31-31-420-003

- (6) Wind the protective Mylar tape around the end of the track strip as shown to prevent the seal plate from damage during the installation.

SUBTASK 53-31-31-420-004

- (7) Put the seal plate into the tracks.

NOTE: You must bend the plate in the opposite direction during installation to remove the stabilizer.

SUBTASK 53-31-31-420-005

- (8) Use the index mark to align the seal plate on the link assembly [5].

SUBTASK 53-31-31-420-006

- (9) Lightly attach the seal plate to the tie-bar with a clamp.

SUBTASK 53-31-31-420-007

- (10) You get equal dimensions when you move the seal plate in a longitudinal direction where it is necessary.

NOTE: The dimensions are between the etched line on the seal plate and the edges of the track strip along the full length of the track that you can see.

SUBTASK 53-31-31-950-001

CAUTION: YOU MUST DO THE STEP BELOW CAREFULLY. IF THE CHIPS GO INTO THE TRACKS, IT CAN CAUSE DAMAGE TO THE TEFLON COATING ON THE SEAL.

- (11) Apply the Permacel 92 tape, G00368 to all the track openings, so that the drilled chips can not go into the track.

SUBTASK 53-31-31-420-008

- (12) Tighten the clamps.

SUBTASK 53-31-31-420-009

- (13) Back drill, a minimum of two locations through the holes in the tie-bar into the seal plate.

SUBTASK 53-31-31-420-010

- (14) Install the temporary cleco fasteners in the holes.

SUBTASK 53-31-31-020-008

- (15) Remove the pins [4] that attach the link assembly [5] to the pedestal [6].

EFFECTIVITY

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SUBTASK 53-31-31-020-009

- (16) Remove the seal plate with the attached link assembly [5].

SUBTASK 53-31-31-420-011

- (17) At the bench, assemble the seal plate, the link assembly [5], and the corner plates.

NOTE: Use the holes that are in the tie-bar for the locations to drill.

- (a) Attach the link assembly to the fitting.
- (b) Attach the fitting to the seal plate and the corner plates.

SUBTASK 53-31-31-210-003

- (18) Make sure that the protective Permacel 92 tape, G00368 stays around the end of the strip.

SUBTASK 53-31-31-420-016

- (19) Install the rub guide.

SUBTASK 53-31-31-420-017

- (20) Adjust and trim the ends of the rub guide where it is necessary to keep 0.03 ± 0.01 inch clearance between each end of the rub guide and the track.

SUBTASK 53-31-31-420-012

- (21) Put the seal assembly into the tracks.

NOTE: The plate must be bent in the opposite direction during installation to remove the stabilizer.

SUBTASK 53-31-31-420-013

- (22) Move the seal up and down.

SUBTASK 53-31-31-020-010

- (23) The force to move the seal must not be more than 20 pounds and the seal must move freely.

SUBTASK 53-31-31-420-014

- (24) Attach the link assembly [5] to the pedestal [6] with the pins [4].

SUBTASK 53-31-31-420-015

- (25) Install the cotter pins.

SUBTASK 53-31-31-420-018

- (26) On the upper seal only, manually put the leading edge of the stabilizer to the full up position.

SUBTASK 53-31-31-210-004

- (27) Make sure that the double flush rivet at the uppermost corner of the seal plates is not out more than 0.003 in. (0.076 mm).

NOTE: If the rivet touches the body structure, cut the driven head until it does not touch the body structure.

D. Put the Airplane to Its Usual Condition

SUBTASK 53-31-31-020-011

- (1) Remove all the protective tapes and the covers.

SUBTASK 53-31-31-160-001

- (2) Clean up the area.

SUBTASK 53-31-31-420-019

- (3) Install the center track strips [3].

————— **END OF TASK** —————

EFFECTIVITY

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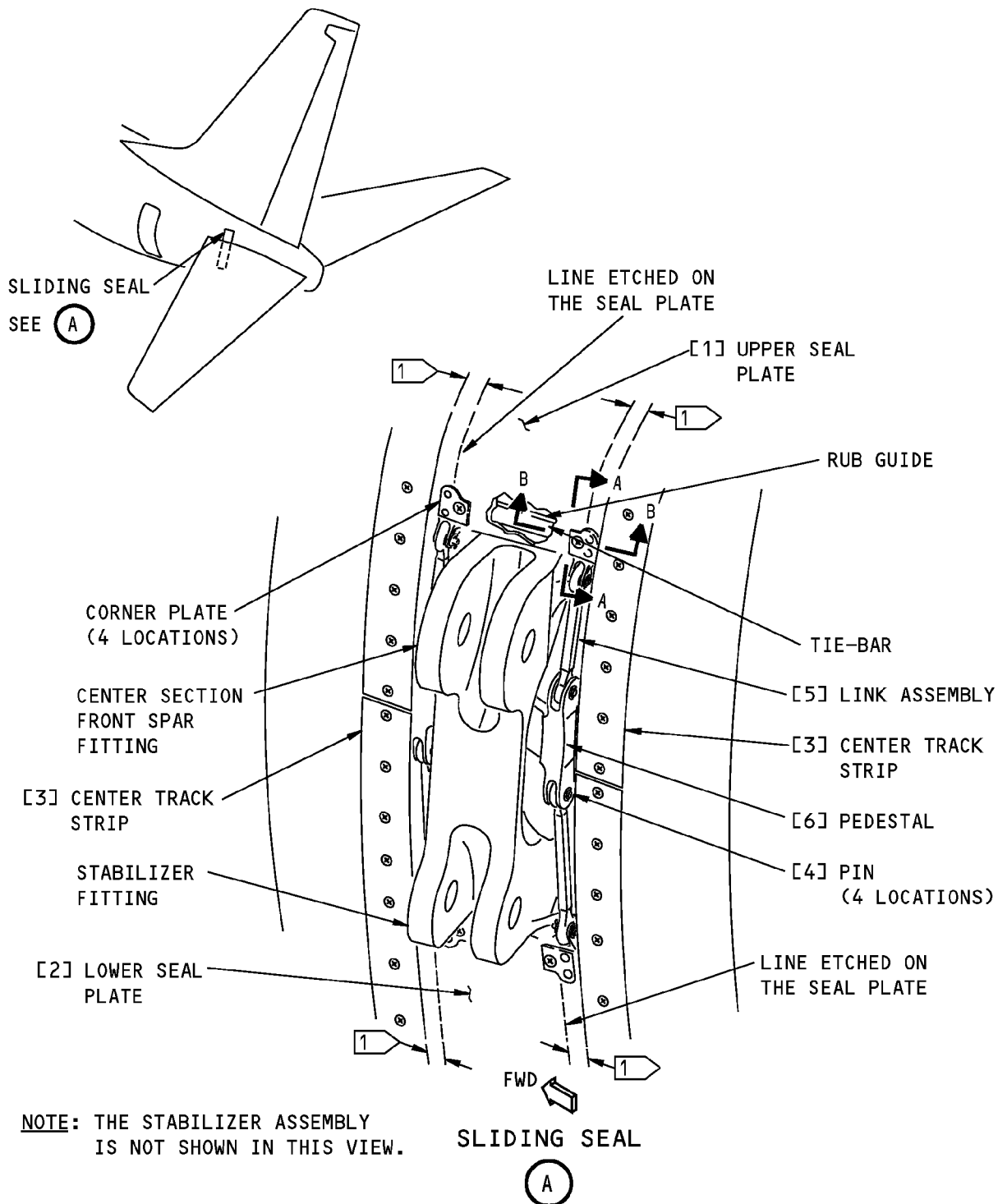
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1 THE DISTANCE MUST BE THE SAME ON THE SEAL PLATE

Front Spar Sliding Seal Installation
Figure 401 (Sheet 1 of 3)/53-31-31-990-801

EFFECTIVITY
HAP 001-013, 015-026, 028-030 PRE SB 737-53-1252

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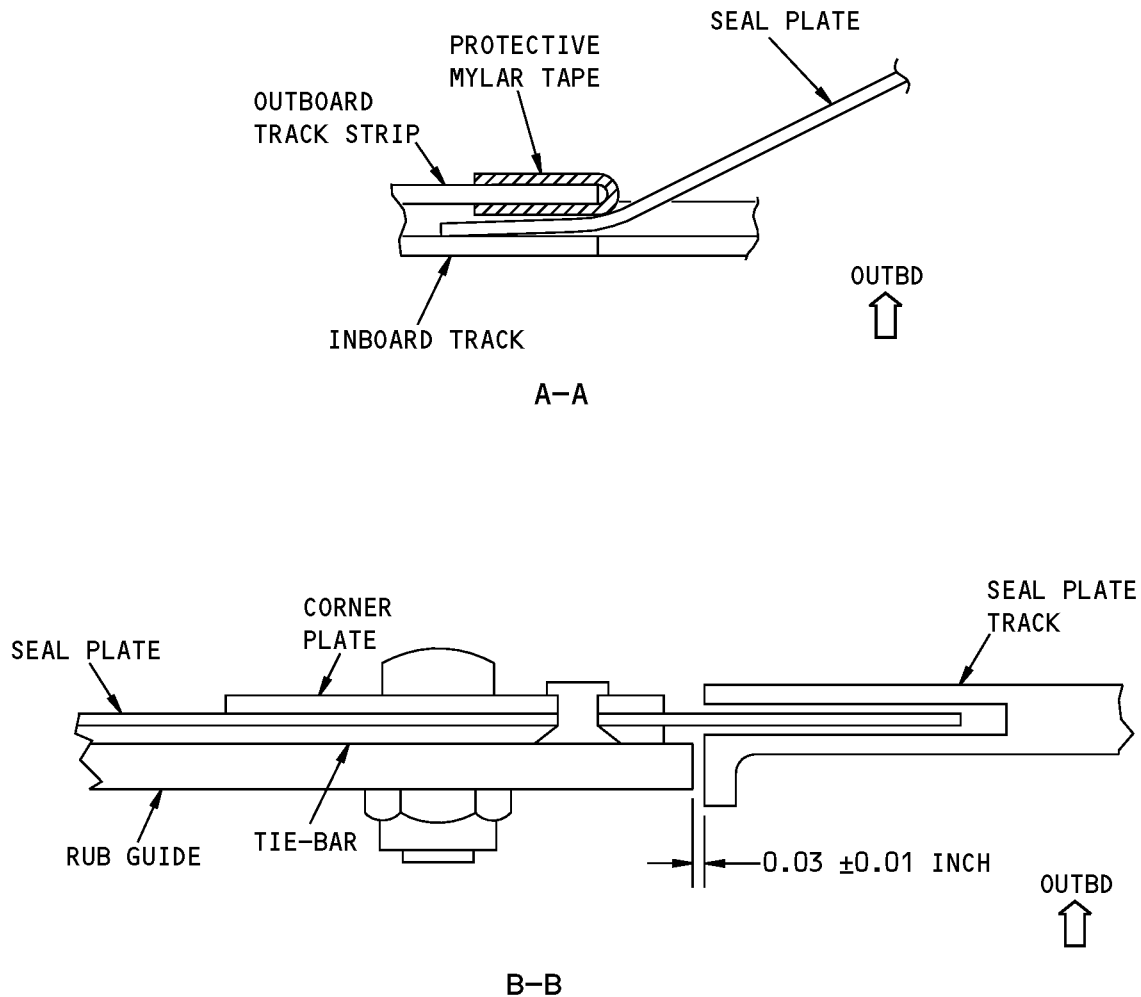
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Front Spar Sliding Seal Installation
Figure 401 (Sheet 2 of 3)/53-31-31-990-801

EFFECTIVITY
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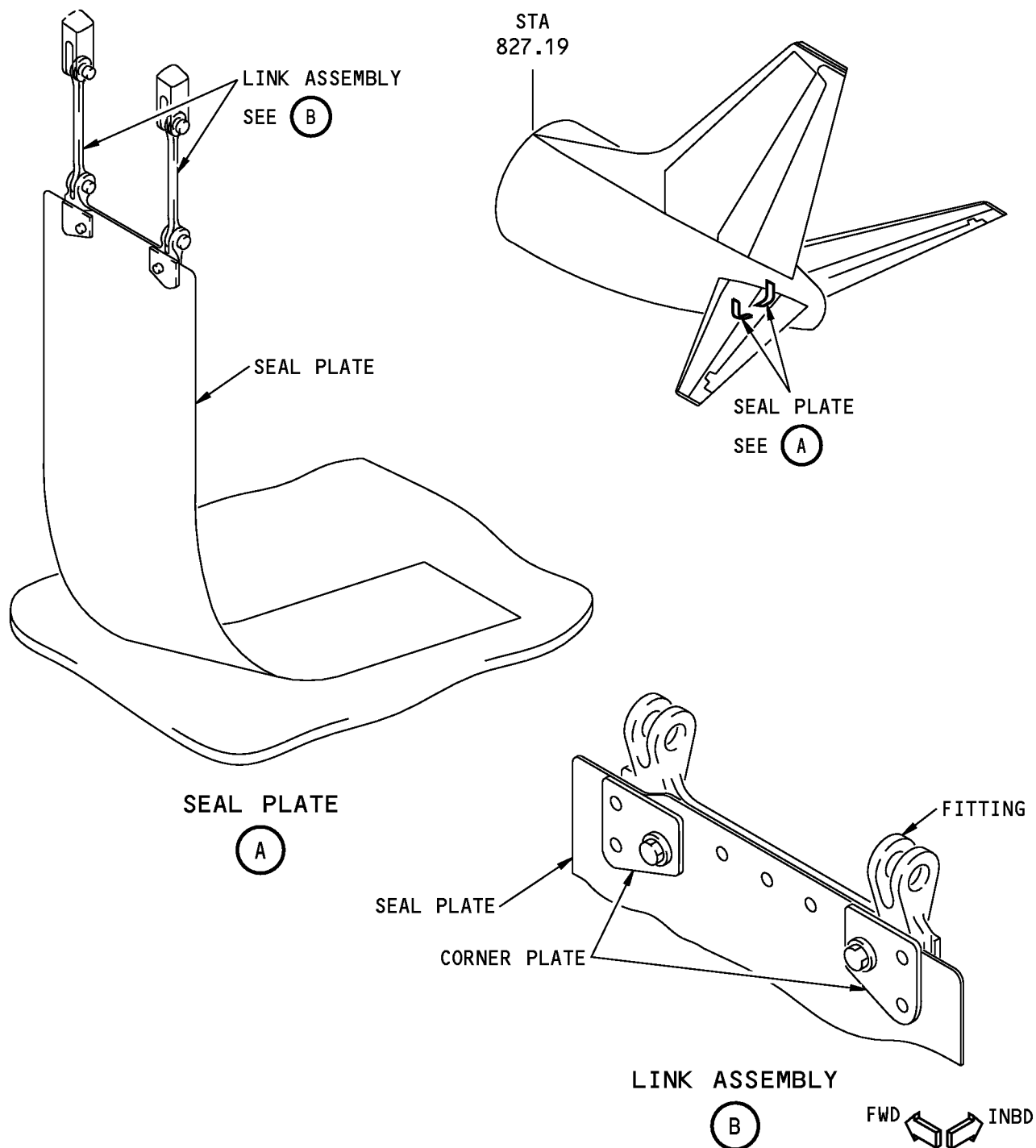
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Front Spar Sliding Seal Installation
Figure 401 (Sheet 3 of 3)/53-31-31-990-801

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STABILIZER TO BODY FRONT SPAR SLIDING SEAL - REMOVAL/INSTALLATION

1. General

A. This procedure contains four tasks:

- (1) The removal of the stabilizer-to-body upper front spar sliding seal.
- (2) The installation of the stabilizer-to-body upper front spar sliding seal (referred to as the sliding seal).
- (3) The removal of the stabilizer-to-body lower front spar sliding seal.
- (4) The installation of the stabilizer-to-body lower front spar sliding seal (referred to as the sliding seal).

B. The sliding seal closes the opening where the attach fitting of the forward stabilizer moves. You can do the approved repair of the seal when you remove the seal plates and, do this task: Apply The Abrasion-Resistant Teflon Finish, BMS 10-86 Type I, TASK 51-21-81-370-801.

TASK 53-31-31-000-802

2. Stabilizer-to-Body Upper Front Spar Sliding Seal Removal

Figure 401

A. Location Zones

Zone	Area
300	Empennage

B. Removal Procedure

NOTE: The use of safety lockwire is optional to secure the two links together.

SUBTASK 53-31-31-020-013

- (1) Remove the upper center track strips [3].

SUBTASK 53-31-31-020-014

- (2) To remove the upper sliding seal plate, move the stabilizer to the full down position.

SUBTASK 53-31-31-020-015

- (3) Remove the pins [4] that connect the link assemblies [5] to the pedestal [6].

SUBTASK 53-31-31-020-016

- (4) Pull out the upper sliding seal plate.

SUBTASK 53-31-31-020-017

- (5) Remove all the hardware from the seal plate.

NOTE: Keep the link assembly and the corner plates for installation.

————— **END OF TASK** —————

TASK 53-31-31-400-802

3. Stabilizer-to-Body Upper Front Spar Sliding Seal Installation

Figure 401

A. Consumable Materials

Reference	Description	Specification
G00368	Tape - Mylar - Permacel 92	

EFFECTIVITY

HAP 031-054, 101-999; HAP 001-013, 015-026, 028-030 POST
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B. Location Zones

Zone	Area
300	Empennage

C. Installation Procedure

SUBTASK 53-31-31-420-020

- (1) Adjust the link assembly [5] on the center of the replacement seal plate [1].

SUBTASK 53-31-31-210-005

- (2) Make sure that the tie-bar lugs are clear of the seal plate edges and that the edge distances will be satisfactory.

SUBTASK 53-31-31-210-006

- (3) Make a mark of the location of the tie-bar on the seal plate with a pencil for reference.

SUBTASK 53-31-31-160-004

- (4) Clean the tracks and the area which is near the tracks to remove any contamination or unwanted material.

SUBTASK 53-31-31-420-021

- (5) Temporarily attach the link assembly [5] to the pedestal [6].

NOTE: Do not install the cotter pins.

SUBTASK 53-31-31-420-022

- (6) Wind the protective Mylar tape around the end of the track strip as shown to prevent the seal plate from damage during the installation.

SUBTASK 53-31-31-420-023

- (7) Put the seal plate [1] into the tracks.

NOTE: You must bend the plate in the opposite direction during installation to remove the stabilizer.

SUBTASK 53-31-31-420-024

- (8) Use the index mark to align the seal plate [1] on the link assembly [5].

SUBTASK 53-31-31-420-025

- (9) Lightly attach the seal plate to the tie-bar with a clamp.

SUBTASK 53-31-31-420-026

- (10) You get equal dimensions when you move the seal plate in a longitudinal direction where it is necessary.

NOTE: The dimensions are between the etched line on the seal plate and the edges of the track strip along the full length of the track that you can see.

SUBTASK 53-31-31-950-002

CAUTION: DO THIS STEP CAREFULLY. IF THE PARTICLES GO INTO THE TRACKS, IT CAN CAUSE DAMAGE TO THE TEFLON COATING ON THE SEAL.

- (11) Apply the Permacel 92 tape, G00368 to all the track openings, so that the drilled chips can not go into the track.

SUBTASK 53-31-31-420-027

- (12) Tighten the clamps.

SUBTASK 53-31-31-420-028

- (13) Back drill, a minimum of two locations through the holes in the tie-bar into the seal plate.

EFFECTIVITY

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SUBTASK 53-31-31-420-029

- (14) Install the temporary cleco fasteners in the holes.

SUBTASK 53-31-31-020-018

- (15) Remove the pins [4] that attach the link assembly [5] to the pedestal [6].

SUBTASK 53-31-31-020-019

- (16) Remove the seal plate [1] with the attached link assembly [5].

SUBTASK 53-31-31-420-030

- (17) At the bench, assemble the seal plate [1], the link assembly [5], and the corner plates.

NOTE: Use the holes that are in the tie-bar for the locations to drill.

SUBTASK 53-31-31-210-007

- (18) Make sure that the protective Permacel 92 tape, G00368 stays around the end of the strip.

SUBTASK 53-31-31-420-031

- (19) Put the seal assembly into the tracks.

NOTE: The plate must be bent in the opposite direction during installation to remove the stabilizer.

SUBTASK 53-31-31-420-032

- (20) Move the seal up and down.

SUBTASK 53-31-31-020-020

- (21) The force to move the seal must not be more than 20 pounds and the seal must move freely.

SUBTASK 53-31-31-420-033

- (22) Attach the link assembly [5] to the pedestal [6] with the pins [4].

SUBTASK 53-31-31-420-034

- (23) Install the cotter pins.

SUBTASK 53-31-31-420-035

- (24) Install the rub guide.

SUBTASK 53-31-31-420-038

- (25) Adjust and trim the ends of the rub guide where it is necessary to keep 0.03 ± 0.01 inch clearance between each end of the rub guide and the track.

SUBTASK 53-31-31-420-037

- (26) Manually put the leading edge of the stabilizer to the full up position.

SUBTASK 53-31-31-210-008

- (27) Make sure that the double flush rivet at the uppermost corner of the seal plates is not out more than 0.003 in. (0.076 mm).

NOTE: If the rivet touches the body structure, cut the driven head until it does not touch the body structure.

D. Put the Airplane to Its Usual Condition

SUBTASK 53-31-31-020-021

- (1) Remove all the protective tapes and the covers.

SUBTASK 53-31-31-160-002

- (2) Clean up the area.

EFFECTIVITY

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SUBTASK 53-31-31-420-036

(3) Install the center track strips [3].

————— **END OF TASK** —————

EFFECTIVITY

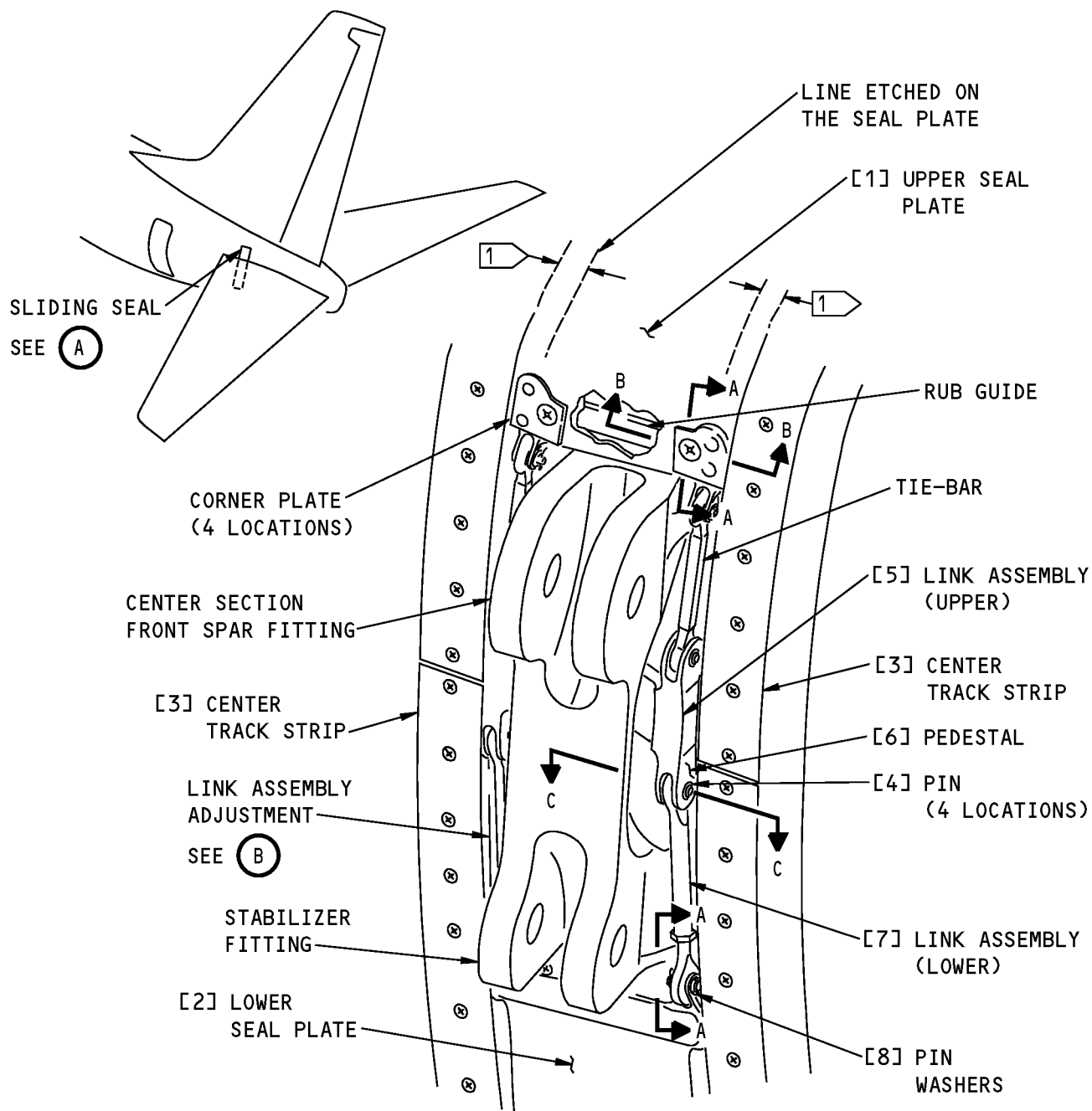
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NOTE: THE STABILIZER ASSEMBLY IS NOT SHOWN IN THIS VIEW.

1 THE DISTANCE MUST BE THE SAME ON THE SEAL PLATE

SLIDING SEAL



Front Spar Sliding Seal Installation
Figure 401 (Sheet 1 of 3)/53-31-31-990-802

EFFECTIVITY

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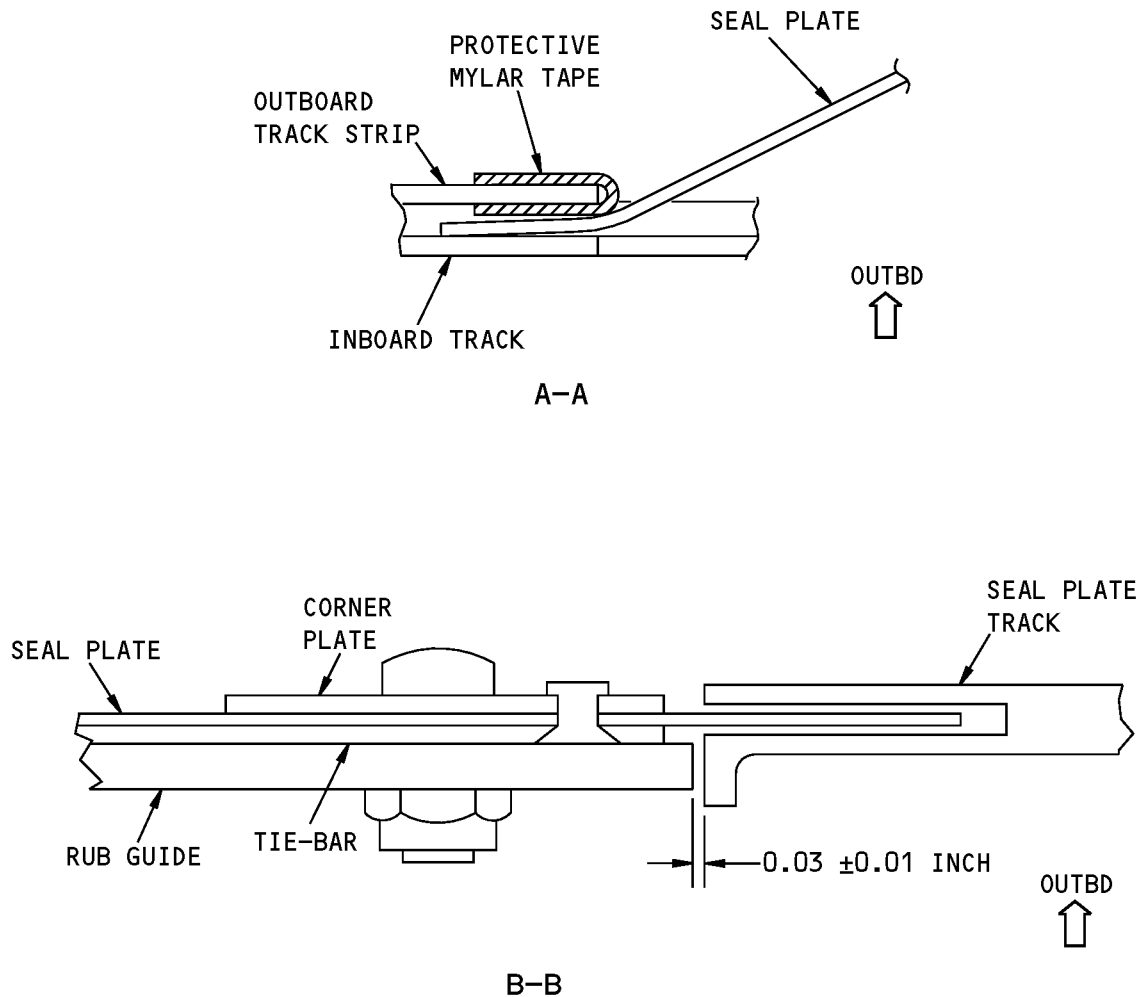
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Front Spar Sliding Seal Installation
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EFFECTIVITY

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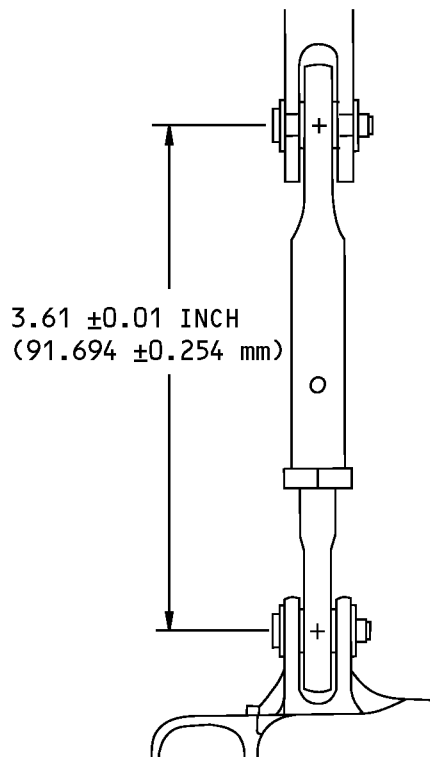
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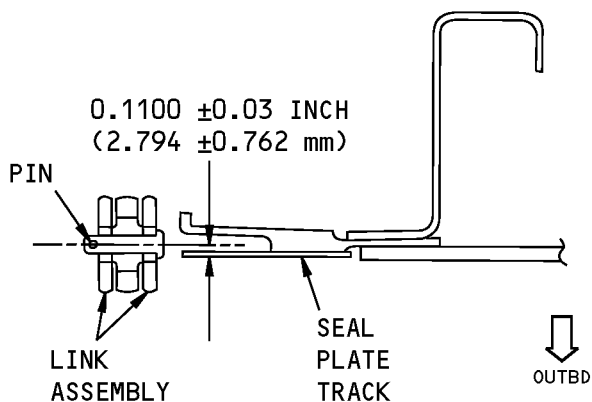
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LINK ASSEMBLY ADJUSTMENT



C-C

Front Spar Sliding Seal Installation
Figure 401 (Sheet 3 of 3)/53-31-31-990-802

EFFECTIVITY

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TASK 53-31-31-000-803

4. Stabilizer-to-Body Lower Front Spar Sliding Seal Removal

Figure 401

A. Location Zones

Zone	Area
300	Empennage

B. Removal Procedure

NOTE: The use of safety lockwire is optional to secure the two links together.

SUBTASK 53-31-31-020-022

- (1) Remove the lower center track strips [3].

SUBTASK 53-31-31-020-023

- (2) To remove the lower sliding seal plate, move the stabilizer to the full up position.

SUBTASK 53-31-31-020-024

- (3) Remove the pins [4] that connect the link assemblies [7] to the pedestal [6].

SUBTASK 53-31-31-020-025

- (4) Pull out the lower sliding seal plate [2].

SUBTASK 53-31-31-020-026

- (5) Remove the link assemblies [7] and attaching hardware.

NOTE: Keep the link assembly and attaching hardware for installation.

————— **END OF TASK** —————

TASK 53-31-31-400-803

5. Stabilizer-to-Body Lower Front Spar Sliding Seal Installation

Figure 401

A. Location Zones

Zone	Area
300	Empennage

B. Installation Procedure

SUBTASK 53-31-31-160-003

- (1) Clean the tracks and the area which is near the tracks to remove any contamination or unwanted material.

SUBTASK 53-31-31-420-039

- (2) Wind the protective Mylar tape around the end of the track strip as shown to prevent the seal plate from damage during the installation.

SUBTASK 53-31-31-420-040

- (3) Put the seal plate [2] into the tracks.

NOTE: You must bend the plate in the opposite direction during installation to remove the stabilizer.

SUBTASK 53-31-31-420-041

- (4) Move the seal plate [2] up and down.

EFFECTIVITY

HAP 031-054, 101-999; HAP 001-013, 015-026, 028-030 POST
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SUBTASK 53-31-31-210-009

- (5) The force to move the seal plate must not be more than 20 pounds and the seal plate must move freely..

SUBTASK 53-31-31-220-001

- (6) Adjust the gap between the link assembly/pedestal centerline mount point and the seat track edge to $.1100 \pm 0.03$ inch.

SUBTASK 53-31-31-420-042

- (7) Attach the link assembly [7] to the pedestal [6] with the pins [4].

SUBTASK 53-31-31-420-043

- (8) Install the cotter pins.

SUBTASK 53-31-31-420-044

- (9) Attach the seal plate [2] to the link assemblies [7] with the pins [8].

SUBTASK 53-31-31-420-045

- (10) Install the cotter pins.

SUBTASK 53-31-31-220-002

- (11) Adjust the forward link assembly length to 3.61 ± 0.01 inch.

SUBTASK 53-31-31-210-010

- (12) Adjust the aft link assembly length in half turn increments to achieve an equal gap between the rub guide and seal tracks.

C. Put the Airplane to Its Usual Condition

SUBTASK 53-31-31-020-027

- (1) Remove all the protective tapes and the covers.

SUBTASK 53-31-31-160-005

- (2) Clean up the area.

SUBTASK 53-31-31-420-046

- (3) Install the center track strips [3].

END OF TASK

EFFECTIVITY

**HAP 031-054, 101-999; HAP 001-013, 015-026, 028-030 POST
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PASSENGER CABIN AND CARGO COMPARTMENT TRACKS - CLEANING/PAINTING

1. General

- A. This procedure contains one task. The task is to clean the passenger cabin and cargo compartment tracks.
- B. A minimum quantity of maintenance is necessary for the passenger cabin and cargo compartment tracks if you keep them clean and free of moisture. Use the task that follows when you find corrosion.

TASK 53-42-11-100-801

2. Clean the Passenger Cabin and Cargo Compartment Track

A. References

Reference	Title
SRM 51-20-01	Structural Repair Manual

B. Tools/Equipment

Reference	Description
STD-123	Brush - Soft Bristle

C. Consumable Materials

Reference	Description	Specification
B00083	Solvent - Aliphatic Naphtha (For Acrylic Plastics)	TT-N-95 Type II, ASTM D-3735 Type III
B00102	Abrasive - Aluminum Oxide Coated Cloth	ANSI B74.18
C00064	Coating - Aluminum Chemical Conversion	BAC5719, Type II, Class A (MIL-C-5541, Class A)
C00755	Compound - Organic Corrosion Inhibiting, Heavy Duty	BMS3-26

D. Location Zones

Zone	Area
100	Lower Half of Fuselage
200	Upper Half of Fuselage

E. Procedure

SUBTASK 53-42-11-140-001

- (1) Manually clean the track with solvent, B00083.

SUBTASK 53-42-11-210-001

- (2) Make sure you remove oil or grease.

SUBTASK 53-42-11-140-002

- (3) Rub the track with abrasive cloth, B00102 paper to remove the corrosion.

SUBTASK 53-42-11-140-003

- (4) Remove the residue with a soft bristle brush, STD-123.

SUBTASK 53-42-11-140-004

- (5) Clean the surface again with solvent, B00083.

EFFECTIVITY
HAP ALL

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SUBTASK 53-42-11-110-001

WARNING: DO NOT TOUCH YOUR SKIN WITH THE CHEMICAL CONVERSION COATING. IT CONTAINS CHROMIC ACID AND CAN CAUSE INJURY TO PERSONS.

CAUTION: PUT A COVER ON THE CARPETS WHILE YOU APPLY THE CHEMICAL CONVERSION COATING. IT CAN CAUSE A STAIN ON SOME FABRICS.

(6) Apply a layer of the chemical conversion coating, C00064 to the surface.

SUBTASK 53-42-11-370-001

(7) Apply a finish if it is necessary.

SUBTASK 53-42-11-390-001

(8) Below the galleys, apply a corrosion preventive compound, C00755 in the seat tracks (SRM 51-20-01).

————— **END OF TASK** —————

EFFECTIVITY
HAP ALL

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AIRCRAFT MAINTENANCE MANUAL

FRONT SPAR TO REAR SPAR UNDERWING PANEL - INSPECTION/REPAIR

1. General

- A. This procedure contains two tasks. The first task is to examine the countersunk of the fastener holes of the front spar to rear spar underwing panel. The second task is the repair the holes if cracks are found.

TASK 53-51-00-200-801

2. Front Spar to Rear Spar Underwing Panel Inspection

Figure 201

A. Location Zones

Zone	Area
100	Lower Half of Fuselage

B. Procedure

SUBTASK 53-51-00-010-001

- (1) Remove the sixteen 0.25 in. (6.35 mm) attach fasteners from the outboard edge of the aft and forward panels on the left and right sides (Figure 201).

SUBTASK 53-51-00-210-001

- (2) Do a visual inspection with a 10X magnifying glass of the countersunk and adjacent area of the hole.

SUBTASK 53-51-00-300-001

- (3) If you find cracks in or adjacent to the countersunk area, do this task: Front Spar to Rear Spar Underwing Panel Repair, TASK 53-51-00-300-801.

SUBTASK 53-51-00-420-002

- (4) If you do not find cracks, or you have made repairs to cracks, install the bolts and washers:
- (a) Measure and record the nutplate for the self-locking torque. The torque should be 3.5 in-lb (0.4 N·m) to 30 in-lb (3 N·m).
 - (b) Add the self-locking torque (5 in-lb (1 N·m) to 10 in-lb (1 N·m)) to calculate the installation torque.
 - (c) Tighten the bolts to the midrange of this torque range.

————— **END OF TASK** —————

TASK 53-51-00-300-801

3. Front Spar to Rear Spar Underwing Panel Repair

A. References

Reference	Title
SRM 51-70-04	Repair of Damage to the Edgeband of a Honeycomb Panel
SRM 51-70-05	Structural Repair Manual

B. Consumable Materials

Reference	Description	Specification
G50400	Resin - Fiberglass Layup, Short Worklife, Non-Brominated	BMS 8-201, Type IV (Supersedes BMS 8-201, Type II)

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C. Location Zones

Zone	Area
100	Lower Half of Fuselage

D. Procedure

SUBTASK 53-51-00-340-003

(1) If you find cracks only in the countersunk area:

(a) Fill the crack with resin, G50400.

SUBTASK 53-51-00-340-001

(2) If you find cracks that extend more than the countersunk area, do one of the repair procedures that follow:

(a) SRM 51-70-04, Repair 6

(b) SRM 51-70-05, Repair 6.

————— **END OF TASK** —————

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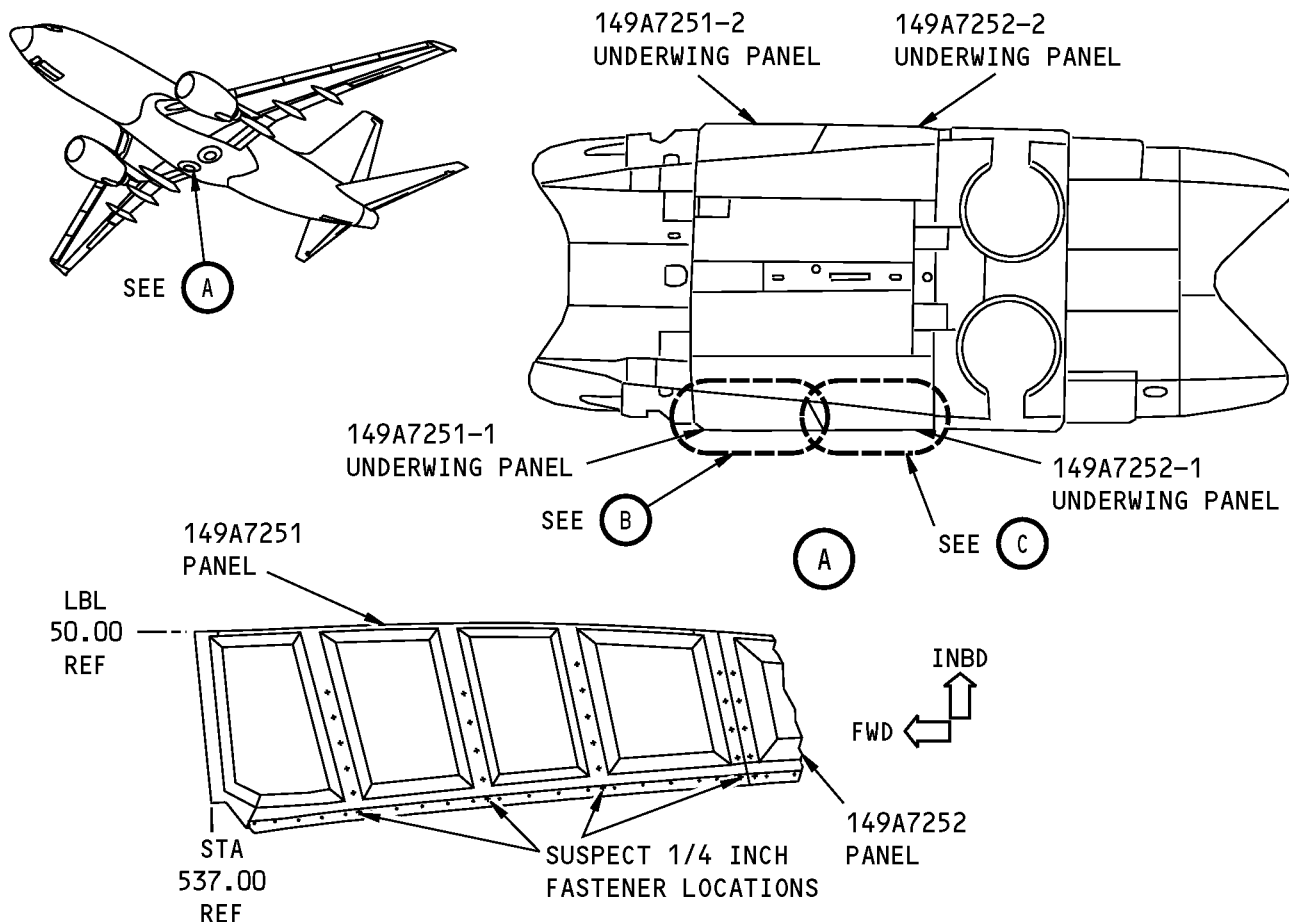
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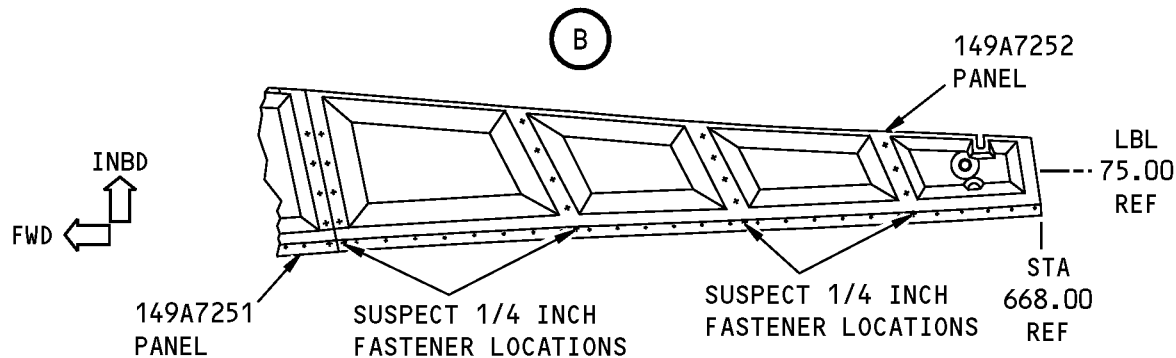


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FORWARD UNDERWING PANEL, 149A7251, FASTENER LOCATIONS
(LEFT PANEL IS SHOWN, RIGHT PANEL IS OPPOSITE)



AFT UNDERWING PANEL, 149A7252, FASTENER LOCATIONS
(LEFT PANEL IS SHOWN, RIGHT PANEL IS OPPOSITE)

Front Spar to Rear Spar Underwing Panel Attachment Fasteners
Figure 201/53-51-00-990-801

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WING-TO-BODY FAIRING - INSPECTION/CHECK

1. General

- A. This procedure has one task. The task gives instructions to check the electrical resistance of a wing-to-body fairing panel.

TASK 53-51-01-765-801

2. Wing-to-Body Fairing Electrical Resistance Check

- A. Tools/Equipment

Reference	Description
STD-5494	Multimeter - 0-1 megohm

- B. Consumable Materials

Reference	Description	Specification
C00767	Coating - Anti-Static Coating	BMS10-21, Type III
C00862	Coating - Chemical Conversion - Alodine 600	

- C. Location Zones

Zone	Area
190	Subzone - Wing-to-Body Fairing
191	Lower Wing-To-Body Fairing - Forward of Wing Box
192	Lower Wing-To-Body Fairing - Under Wing Box
193	Lower Wing-To-Body Fairing - Wheel Well
194	Lower Wing-To-Body Fairing - Aft of Wheel Well
195	Above Wing, Wing-To-Body Fairing - Left
196	Above Wing, Wing-To-Body Fairing - Right

- D. Prepare for the Electrical Resistance Check

SUBTASK 53-51-01-200-001

- (1) Identify the fastener locations on each panel that an electrical bond is necessary:

NOTE: There are usually four fasteners per panel with electrical bonds. It is recommended to examine the panel at the corners first. Usually the locations are at or near the corners of the panel. Panel repairs can change the locations of the electrical bonds. It is necessary to examine all the fastener holes to identify locations with an electrical bond.

- (a) Examine the area around each fastener hole:

- 1) Locations that have an electrical bond have an abraded area in the panel that surrounds the fastener hole Figure 601.

SUBTASK 53-51-01-211-001

- (2) Do these steps if the electrical bond locations are not identified after the visual inspection:

- (a) Remove one fastener and one dimpled washer from the panel.

NOTE: There are usually four fasteners per panel with electrical bonds. It is recommended to examine the panel at the corners first. Usually the locations are at or near the corners of the panel. Panel repairs can change the locations of the electrical bonds. It is necessary to examine all the fastener holes to identify locations with an electrical bond.

- (b) Examine the area around the fastener hole:

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- 1) Locations that have an electrical bond have an abraded area in the panel that surrounds the fastener hole Figure 601.
- (c) Examine the countersunk area of the fastener hole:
NOTE: Examine the countersunk area of the panel below the dimpled washer.
 - 1) The countersunk area for each electrically bonded fastener hole will have a coating, C00767 or Alodine 600 coating, C00862.NOTE: Non-electrical bonding locations do not have coatings in the countersunk hole.
- (d) Examine the countersunk mating surface between the dimpled washer and the panel: Figure 601.
 - 1) Make sure that the surfaces without an electrical bond between the dimpled washer and the panel are free from contamination.
 - 2) Make sure that the surfaces with an electrical bond between the dimpled washer and the panel are free from contamination, primer, or paint.
- (e) Re-install the fastener and dimpled washer if the location is not a designated electrical bond.
- (f) Do not re-install the fastener and dimpled washer if the location is not a designated electrical bond.
- (g) Do the steps again to find all the designated bond locations.

SUBTASK 53-51-01-000-001

- (3) If installed, remove the fasteners and dimpled washers that are in a designated electrical bond location.

SUBTASK 53-51-01-100-001

- (4) Make sure that the mating surface between the panel conductive surface and the dimpled washer is clean.

SUBTASK 53-51-01-100-002

- (5) Make sure that the fasteners and the area around the fastener holes are clean.

E. Check the Electrical Resistance of the Designated Bonds

SUBTASK 53-51-01-400-001

- (1) Install one fastener, and one dimpled washer in a designated bond location in the panel.

SUBTASK 53-51-01-765-001

- (2) Put a dimpled washer only in an adjacent (empty) designated bonded fastener location.

SUBTASK 53-51-01-765-002

- (3) Put one probe of a Multimeter, STD-5494 on the installed designated bonded fastener head.

SUBTASK 53-51-01-765-003

- (4) Put the second probe on a dimpled washer in the adjacent (empty) designated bonded fastener location.

NOTE: The dimpled washer completes an electrical bond between the panel conductive surface and the probe.

SUBTASK 53-51-01-765-004

- (5) Make sure that the resistance is not more than in the Table 601.

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Table 601/53-51-01-993-801 Panel Conductive Surface Maximum Resistance

Conductive Surface Type	Maximum Resistance (Ohm)
Expanded Aluminum Foil	10
Anti-Static Coating	300000

SUBTASK 53-51-01-765-005

(6) Make sure that the dimpled washer does not move:

- (a) Remove the probe.
- (b) Install the fastener.

F. Repeat the Check

SUBTASK 53-51-01-765-006

(1) Repeat the Check of the Electrical Resistance of the Designated Bonds

- (a) Do the check with each subsequently installed designated bond fastener as the start point until all fasteners are installed.

NOTE: It is not necessary to remove or do the resistance check again for the very first fastener installed.

1) If the panel does not pass the electrical resistance test:

- a) Do the steps again that apply the electrical coating to the panel and do the resistance test again, or replace the panel.

G. Restore the Fairing to Normal

SUBTASK 53-51-01-390-001

(1) Apply finish to fairing panel:

- (a) Apply finish to the fastener heads.
- (b) Apply finish to areas adjacent to the fasteners on the panel if necessary.

————— **END OF TASK** —————

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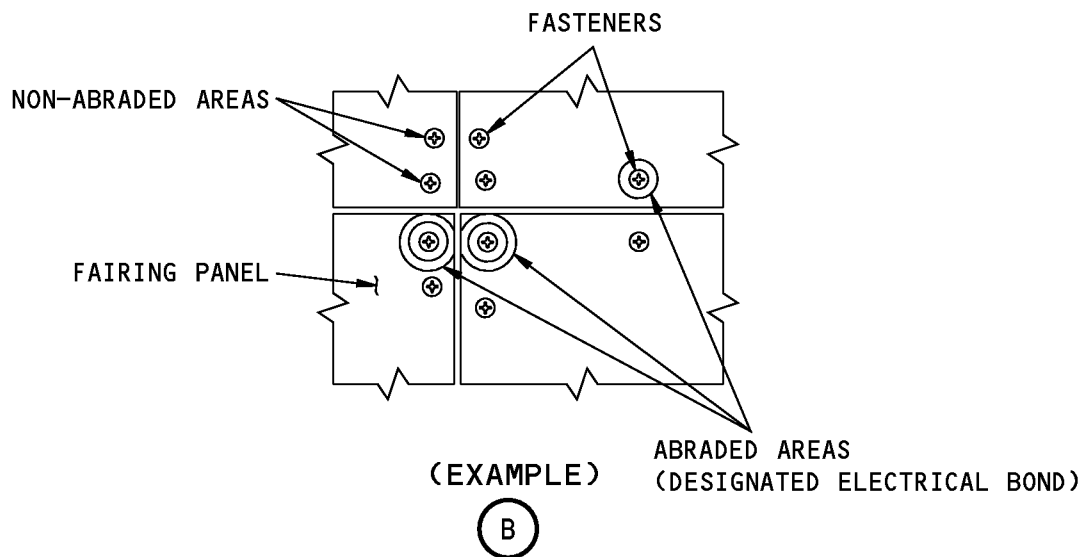
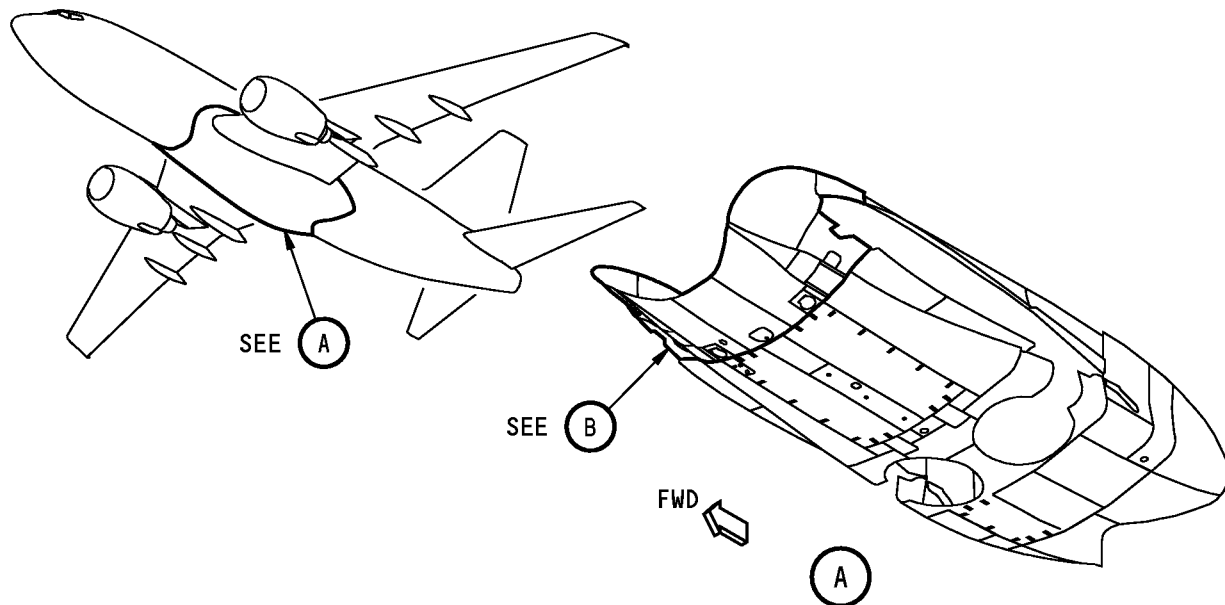
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Wing-to-Body Fairing
Figure 601/53-51-01-990-801

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WING-TO-BODY FAIRING BLOWOUT PANEL - REMOVAL/INSTALLATION

1. General

- A. This procedure contains two tasks. The first task is the removal of the blowout panel for the wing-to-body fairing. The second task is the installation of the blowout panel for the wing-to-body fairing.
- B. The blowout panels have a hinge on one side. The rivets that go through the clips on the other side hold the blowout panels closed.

TASK 53-51-11-000-801

2. Blowout Panel for the Wing-to-Body Fairing Removal

A. Location Zones

Zone	Area
200	Upper Half of Fuselage

B. Procedure

SUBTASK 53-51-11-010-001

- (1) If the panel blows out, open the underwing fairing and remove the rivets.

————— **END OF TASK** —————

TASK 53-51-11-400-801

3. Blowout Panel for the Wing-to-Body Fairing Installation

A. References

Reference	Title
51-21-81 P/B 701	ABRASION-RESISTANT TEFLON FINISH - CLEANING/PAINTING
51-31-00-390-801	Non-Removable Faying (Mated) Surface Seal Application (P/B 201)

B. Tools/Equipment

Reference	Description
STD-810	Spatula - Fillet Smoothing, Hardwood or Plastic

C. Location Zones

Zone	Area
200	Upper Half of Fuselage

D. Procedure

SUBTASK 53-51-11-210-001

- (1) Examine the attach clips for damage.

SUBTASK 53-51-11-140-003

- (2) Use a hardwood or plastic fillet smoothing spatula, STD-810 to clean the sealant from the mating surfaces.

SUBTASK 53-51-11-120-002

- (3) Apply an abrasion resistant finish and parting agent to the outer face of the fairing lip (ABRASION-RESISTANT TEFLON FINISH - CLEANING/PAINTING, PAGEBLOCK 51-21-81/701).

SUBTASK 53-51-11-140-004

- (4) Remove the sealant from the clearance between the blowout panel and panel cutout.

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SUBTASK 53-51-11-390-002

CAUTION: BE CAREFUL WHEN YOU APPLY HAND PRESSURE TO PUT THE BLOWOUT PANEL IN THE CORRECT POSITION. TOO MUCH PRESSURE CAN CAUSE DISTORTION OF THE BLOWOUT PANEL.

- (5) Before you install the blowout panel, apply a bead of sealant to the inner face of the panel lip (Non-Removable Faying (Mated) Surface Seal Application, TASK 51-31-00-390-801).

SUBTASK 53-51-11-420-001

- (6) Install the blowout panels with one rivet, 3/32 in. (2.4 mm) diameter, in the aft outboard location and one rivet, 1/8 in. (3.2 mm) diameter, in the forward outboard location.

SUBTASK 53-51-11-860-003

- (7) After the sealant dries, open and close the blowout panel to make sure it does not bond.

SUBTASK 53-51-11-860-002

- (8) Close and latch the blowout panel.

————— **END OF TASK** —————

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AFT WING TO BODY FAIRING PANELS - REMOVAL/INSTALLATION

1. General

A. This procedure has these tasks:

- (1) A removal of the aft wing to body fairings
- (2) An installation of the aft wing to body fairings.

TASK 53-51-21-000-801

2. Aft Wing To Body Fairing Panel Removal

(Figure 401)

A. References

Reference	Title
51-31-00-160-801	Prepare For Sealing (P/B 201)

B. Location Zones

Zone	Area
194	Lower Wing-To-Body Fairing - Aft of Wheel Well

C. Access Panels

Number	Name/Location
194AL	Aft Wing To Body Fairing Panel
194AR	Aft Wing To Body Fairing Panel
194BL	Flap Track Lubrication Panel - Aft
194BR	Flap Track Lubrication Panel - Aft
194CL	Aft Wing To Body Fairing Panel
194CR	Aft Wing To Body Fairing Panel
194FL	Aft Wing To Body Fairing Panel
194FR	Aft Wing To Body Fairing Panel
194GL	Aft Wing To Body Fairing Panel
194GR	Aft Wing To Body Fairing Panel
194HL	Aft Wing To Body Fairing Panel
194HR	Aft Wing To Body Fairing Panel

D. Procedure

SUBTASK 53-51-21-020-001

(1) Remove the Aft Wing to Body fairing panels:

- (a) If there is sealant on the edge of the panel, remove it (Prepare For Sealing, TASK 51-31-00-160-801).

NOTE: You can remove a section of the fillet seal.

CAUTION: PUT A MARK OR LABEL ON THE ELECTRICAL BONDING BOLTS AFTER YOU REMOVE THE BOLTS. MAKE SURE THAT THE BOLTS ARE INSTALLED INTO THE CORRECT FASTENER HOLES. BONDING BOLTS HELP PREVENT POSSIBLE DAMAGE DUE TO LIGHTNING. IF BONDING BOLTS ARE NOT INSTALLED CORRECTLY, DAMAGE TO THE AIRPLANE MAY OCCUR.

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(CAUTION PRECEDES)

CAUTION: IF YOU FIND AN ATTACHED DOUBLER ON PANEL 194AL, 194BL, 194AR, OR 194BR, PUT A MARK OR LABEL ON THE BOLTS REMOVED OFF OF THESE ACCESS PANELS. MAKE SURE THE BOLTS ARE INSTALLED INTO THE CORRECT FASTENER HOLES. BOLTS ARE LONGER TO SECURE PANEL WITH ATTACHED DOUBLER. IF BOLTS ARE NOT INSTALLED CORRECTLY, PANEL LOSS OR LATERAL TRIM MAY BE AFFECTED.

- (b) Make a note of the fastener locations for each fairing panel.
- (c) Do these steps to remove the fasteners that hold the applicable fairing panels:

NOTE: Hold up the fairing panel until all fasteners have been removed. If a fairing panel has doubler, it will be attached at STA 727, WL 180.

NOTE: Some airplanes have panels with doublers on both sides of the airplane. Some airplanes have panels with the doublers on one side of the airplane.

- 1) Remove the access panel fasteners (1):

<u>Number</u>	<u>Name/Location</u>
194AL	Aft Wing To Body Fairing Panel

- 2) Remove the access panel fasteners (2):

<u>Number</u>	<u>Name/Location</u>
194AR	Aft Wing To Body Fairing Panel

- 3) Remove the access panel fasteners (3):

<u>Number</u>	<u>Name/Location</u>
194BL	Flap Track Lubrication Panel - Aft

- 4) Remove the access panel fasteners (4):

<u>Number</u>	<u>Name/Location</u>
194BR	Flap Track Lubrication Panel - Aft

- 5) Remove the access panel fasteners (5):

<u>Number</u>	<u>Name/Location</u>
194CL	Aft Wing To Body Fairing Panel

- 6) Remove the access panel fasteners (6):

<u>Number</u>	<u>Name/Location</u>
194CR	Aft Wing To Body Fairing Panel

- 7) Remove the access panel fasteners (7):

<u>Number</u>	<u>Name/Location</u>
194FL	Aft Wing To Body Fairing Panel

- 8) Remove the access panel fasteners (8):

<u>Number</u>	<u>Name/Location</u>
194FR	Aft Wing To Body Fairing Panel

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- 9) Remove the access panel fasteners (9):

<u>Number</u>	<u>Name/Location</u>
194GL	Aft Wing To Body Fairing Panel

- 10) Remove the access panel fasteners (10):

<u>Number</u>	<u>Name/Location</u>
194GR	Aft Wing To Body Fairing Panel

- 11) Remove the access panel fasteners (11):

<u>Number</u>	<u>Name/Location</u>
194HL	Aft Wing To Body Fairing Panel

- 12) Remove the access panel fasteners (12):

<u>Number</u>	<u>Name/Location</u>
194HR	Aft Wing To Body Fairing Panel

- (d) Remove the applicable fairing panels from the airplane.

END OF TASK

TASK 53-51-21-400-801

3. Aft Wing To Body Fairing Panel Installation

(Figure 401)

A. References

<u>Reference</u>	<u>Title</u>
20-40-11-760-802	Measurement of Airplane Electrical Resistance to Ground (P/B 201)
27-51-00-820-801	Trailing Edge Flap Control System Adjustment (P/B 501)

B. Consumable Materials

<u>Reference</u>	<u>Description</u>	<u>Specification</u>
A02315	Sealant - Low Density, Synthetic Rubber. 2 Part	BMS5-142
C00175	Primer - Urethane Compatible, Corrosion Resistant (Less Than 1% Aromatic Amines)	BMS10-79, Type III
C00259	Primer - Chemical And Solvent Resistant Finish, Epoxy Resin	BMS10-11, Type I
C00308	Compound - Corrosion Preventive, Petrolatum Hot Application	MIL-C-11796
C00528	Compound - Corrosion Preventive, Petroleum Hot Application (Soft Film)	MIL-C-11796, Class III

C. Location Zones

<u>Zone</u>	<u>Area</u>
194	Lower Wing-To-Body Fairing - Aft of Wheel Well

D. Access Panels

<u>Number</u>	<u>Name/Location</u>
194AL	Aft Wing To Body Fairing Panel
194AR	Aft Wing To Body Fairing Panel

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(Continued)

Number	Name/Location
194BL	Flap Track Lubrication Panel - Aft
194BR	Flap Track Lubrication Panel - Aft
194CL	Aft Wing To Body Fairing Panel
194CR	Aft Wing To Body Fairing Panel
194FL	Aft Wing To Body Fairing Panel
194FR	Aft Wing To Body Fairing Panel
194GL	Aft Wing To Body Fairing Panel
194GR	Aft Wing To Body Fairing Panel
194HL	Aft Wing To Body Fairing Panel
194HR	Aft Wing To Body Fairing Panel

E. Installation Procedure

SUBTASK 53-51-21-210-001

(1) Prepare to install the panel as follows:

- Make sure the surface between the structure and the applicable fairing panel is clean.
- Make sure the area around each fastener hole and each fastener is very clean.

SUBTASK 53-51-21-910-001

(2) To install the fairing panel, do the following:

- Find the fastener locations for the electrical bonding (grounding).

CAUTION: DO NOT APPLY, CORROSION PREVENTIVE COMPOUND, C00308 TO THE BONDING FASTENERS AND THEIR HOLES. THIS COMPOUND INTERFERES WITH THE CONDUCTIVITY CONTACT OF THE BONDING BOLT. THERE MUST BE SUFFICIENT CONDUCTIVE CONTACT BETWEEN A BONDING BOLT HEAD AND THE COUNTERSUNK SURFACE THAT THE BOLT HEAD GOES INTO. BONDING BOLTS HELP PREVENT POTENTIAL DAMAGE DUE TO LIGHTNING. IF BONDING BOLTS ARE NOT INSTALLED CORRECTLY, DAMAGE TO THE AIRPLANE MAY OCCUR.

- Apply primer, C00259 to the hole areas of all fasteners in the aluminum structure as needed.
- Allow the primer to dry.
- Put the panel into its position.
- Install only the bonding fasteners.
- If installing one of the following panels, make sure that the resistance for each of the bonding fasteners does not exceed 300,000 ohms, (AMM 20-40-11-XXX-80X p201).

1) Close this access panel (1):

<u>Number</u>	<u>Name/Location</u>
194AL	Aft Wing To Body Fairing Panel

2) Close this access panel (2):

<u>Number</u>	<u>Name/Location</u>
194AR	Aft Wing To Body Fairing Panel

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- 3) Close this access panel (3):

<u>Number</u>	<u>Name/Location</u>
194BL	Flap Track Lubrication Panel - Aft

- 4) Close this access panel (4):

<u>Number</u>	<u>Name/Location</u>
194BR	Flap Track Lubrication Panel - Aft

- 5) Close this access panel (5):

<u>Number</u>	<u>Name/Location</u>
194CL	Aft Wing To Body Fairing Panel

- 6) Close this access panel (6):

<u>Number</u>	<u>Name/Location</u>
194CR	Aft Wing To Body Fairing Panel

- 7) Close this access panel (7):

<u>Number</u>	<u>Name/Location</u>
194FL	Aft Wing To Body Fairing Panel

- 8) Close this access panel (8):

<u>Number</u>	<u>Name/Location</u>
194FR	Aft Wing To Body Fairing Panel

- 9) Close this access panel (9):

<u>Number</u>	<u>Name/Location</u>
194GL	Aft Wing To Body Fairing Panel

- 10) Close this access panel (10):

<u>Number</u>	<u>Name/Location</u>
194GR	Aft Wing To Body Fairing Panel

CAUTION: IF YOU NEED TO REPLACE A PANEL THAT HAS A DOUBLER (194AL, 194BL, 194AR, OR 194BR), YOU MUST INSTALL A NEW PANEL WITH A NEW DOUBLER. MAKE SURE THAT YOU INSTALL IT CORRECTLY. IF DOUBLERS ARE NOT INSTALLED CORRECTLY, PANEL LOSS MAY OCCUR OR LATERAL TRIM MAY BE AFFECTED.

- (g) If access panels [1], [2], [3], or [4] are to be replaced and have a doubler, do the following:

NOTE: The same thickness doubler and nylon liner should be used and edges sealed with sealant. This makes an aerodynamic and a weather seal.

- 1) Replace with new doubler and nylon at STA 727.
- 2) Fay seal doubler to fairing panel.
- 3) Make sure seal compression is within limits of operation and trailing edge flaps are within limits, (Trailing Edge Flap Control System Adjustment, TASK 27-51-00-820-801).
- 4) Apply sealant, A02315 to make a fillet seal around edge of doubler.

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- (h) If installing one of the following panels, make sure that the resistance for each of the bonding fasteners does not exceed 10 ohms, (Measurement of Airplane Electrical Resistance to Ground, TASK 20-40-11-760-802).

- 1) Close this access panel (11):

<u>Number</u>	<u>Name/Location</u>
194HL	Aft Wing To Body Fairing Panel

- 2) Close this access panel (12):

<u>Number</u>	<u>Name/Location</u>
194HR	Aft Wing To Body Fairing Panel

- (i) After installing the bonding fasteners, apply one coat of primer, C00175 as needed to the bonding fasteners only.
- (j) Install all of the remaining fasteners.

NOTE: The remaining fasteners should not be bonding fasteners.

CAUTION: DO NOT APPLY CORROSION PREVENTIVE COMPOUND, C00308 TO THE BONDING FASTENERS AND THEIR HOLES. THIS COMPOUND INTERFERES WITH THE CONDUCTIVITY CONTACT OF THE BONDING BOLT. THERE MUST BE SUFFICIENT CONDUCTIVE CONTACT BETWEEN A BONDING BOLT HEAD AND THE COUNTERSUNK SURFACE THAT THE BOLT HEAD GOES INTO. BONDING BOLTS HELP PREVENT POTENTIAL DAMAGE DUE TO LIGHTNING. IF BONDING BOLTS ARE NOT INSTALLED CORRECTLY, DAMAGE TO THE AIRPLANE MAY OCCUR.

- 1) Apply compound, C00528 to the fastener and its hole.
- 2) Install the fastener.

SUBTASK 53-51-21-220-001

(3) Installation Test

- (a) Measure the flushness and the gap between the panels.

- 1) If installing panels [1], [2], [5], [6], [7], or [8], see (Figure 401). Make sure the misfair of this joint area is within the range of 0.0600 in. (1.524 mm) + 0.0400 in. (1.016 mm) or - 0.1000 in. (2.540 mm).
- 2) For all other panel joints, make sure that the misfair is less than or equal to 0.0400 in. (1.016 mm).
- 3) Make sure that the gap between the panels is 0.1400 in. (3.556 mm) \pm 0.0600 in. (1.524 mm).

- (b) Make sure that the fasteners are flush to the fairing panel within + 0.005 in. (0.127 mm) or - 0.010 in. (0.254 mm).

SUBTASK 53-51-21-910-003

CAUTION: DO NOT APPLY SEALANT BETWEEN THE FAIRING ACCESS PANELS OR DOORS. SEALANT IN THE INCORRECT LOCATION CAN CAUSE STRUCTURAL DAMAGE TO THE FAIRING PANELS DURING FLIGHT.

- (4) Apply sealant, A02315 to make a fillet seal where the panel touches the fuselage.

NOTE: This makes an aerodynamic and a weather seal.

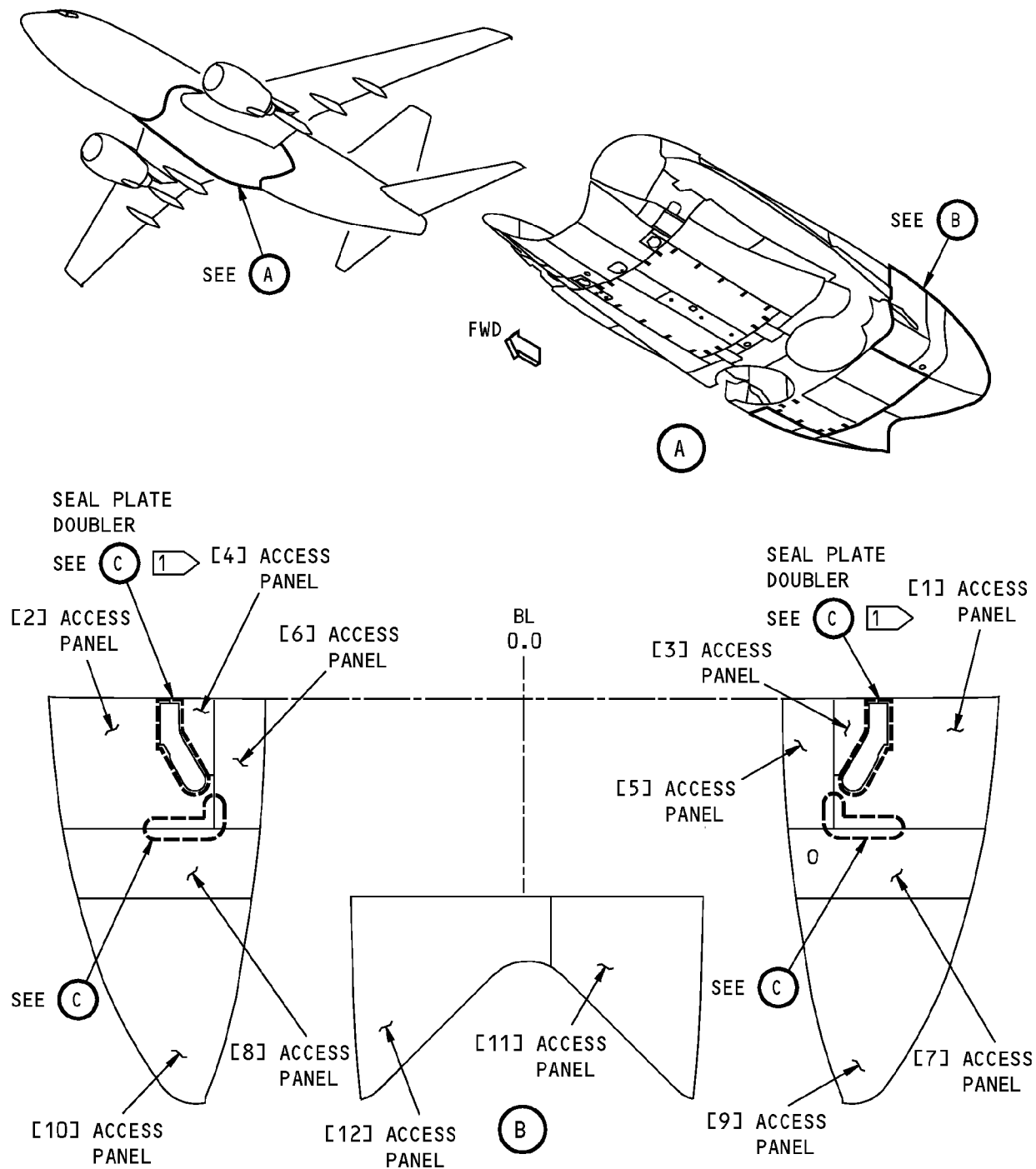
————— **END OF TASK** —————

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1 SEAL PLATE DOUBLERS ARE NOT INSTALLED ON ALL AIRPLANES.

Aft Wing-To-Body Fairing Access Panels Installation
Figure 401 (Sheet 1 of 2)/53-51-21-990-801

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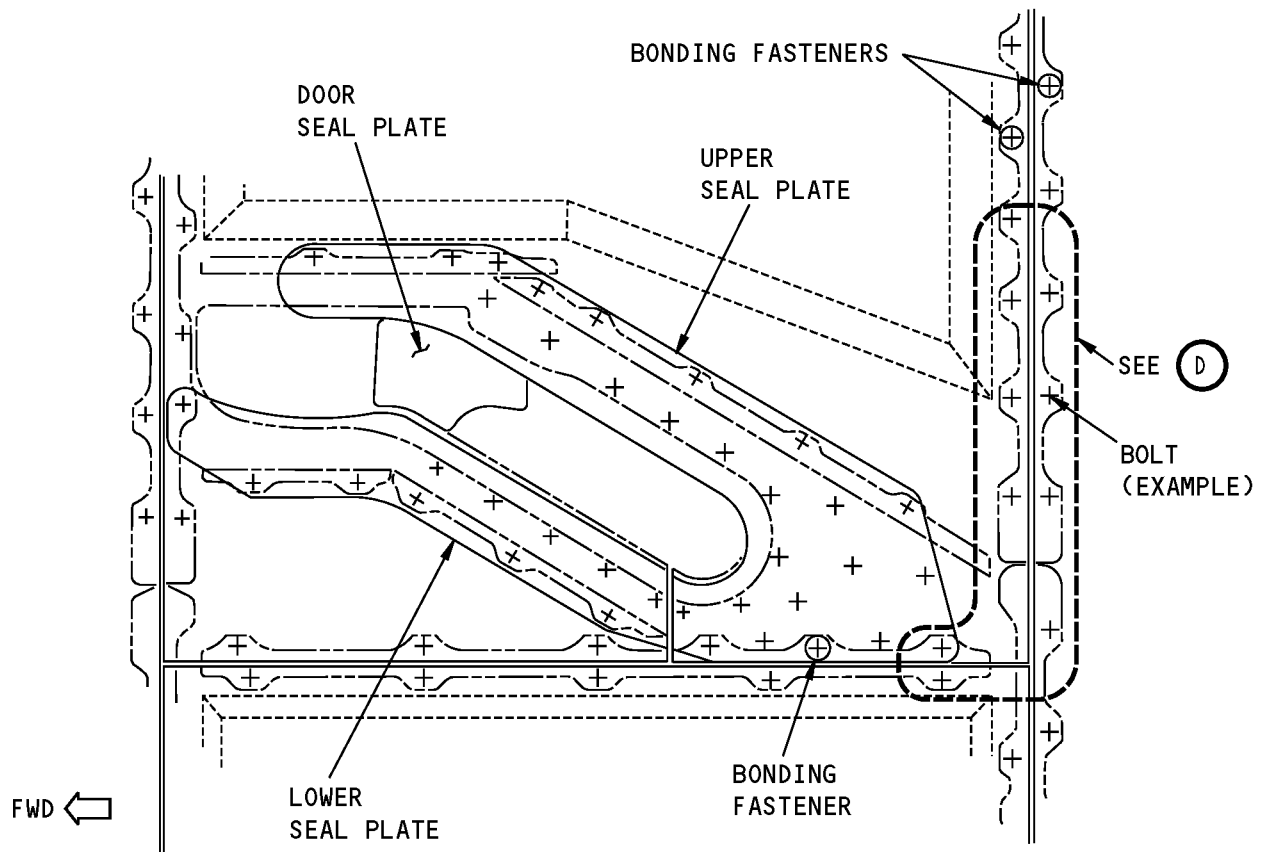
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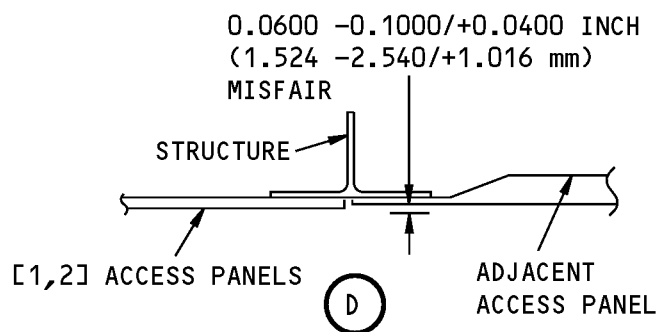
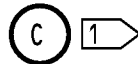


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SEAL PLATE DOUBLER



Aft Wing-To-Body Fairing Access Panels Installation
Figure 401 (Sheet 2 of 2)/53-51-21-990-801

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FORWARD WING TO BODY FAIRING PANELS - REMOVAL/INSTALLATION

1. General

A. This procedure has these tasks:

- (1) A removal of the forward wing to body fairings.
- (2) An installation of the forward wing to body fairings.

TASK 53-51-31-000-801

2. Forward Wing to Body Fairing Removal

A. References

Reference	Title
51-31-00-160-801	Prepare For Sealing (P/B 201)

B. Location Zones

Zone	Area
191	Lower Wing-To-Body Fairing - Forward of Wing Box

C. Access Panels

Number	Name/Location
191AL	Forward Wing To Body Fairing Panel - Upper
191AR	Forward Wing To Body Fairing Panel - Upper
191BL	Forward Wing To Body Fairing Panel, Ram Air Inlet
191BR	Forward Wing To Body Fairing Panel, Ram Air Inlet
191CL	Forward Wing To Body Fairing Panel - Middle
191CR	Forward Wing To Body Fairing Panel - Middle
191D	Forward Wing To Body Fairing Panel - Lower
191E	Low Pressure ECS Panel - Forward
191FL	Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet
191FR	Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet
191GL	Ram Air Actuator Panel - Forward
191GR	Ram Air Actuator Panel - Forward
191HL	Ram Air Inlet Lip Panel - Forward
191HR	Ram Air Inlet Lip Panel - Forward

D. Remove the Forward Wing to Body fairing panels:

SUBTASK 53-51-31-030-001

- (1) If it is necessary, remove or disconnect the equipment that is attached to the fairing.
 - (a) Refer to the applicable chapter for the instructions to remove or disconnect the equipment.

SUBTASK 53-51-31-100-001

- (2) Remove the sealant:
 - (a) If necessary, remove the sealant on the edge of the panel (Prepare For Sealing, TASK 51-31-00-160-801).

NOTE: You can remove a section of the fillet seal.

SUBTASK 53-51-31-000-001

- (3) Remove the fairing:

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- (a) Remove the fasteners that hold the fairing panel.

NOTE: It is recommended to hold up the fairing panel until all the fasteners have been removed.

NOTE: It is recommended to make sure the fasteners are marked to put back in the same locations as they were removed from.

- 1) Remove the access panel fasteners (1):

<u>Number</u>	<u>Name/Location</u>
191AL	Forward Wing To Body Fairing Panel - Upper

- 2) Remove the access panel fasteners (2):

<u>Number</u>	<u>Name/Location</u>
191AR	Forward Wing To Body Fairing Panel - Upper

- 3) Remove the access panel fasteners (3):

<u>Number</u>	<u>Name/Location</u>
191BL	Forward Wing To Body Fairing Panel, Ram Air Inlet

- 4) Remove the access panel fasteners (4):

<u>Number</u>	<u>Name/Location</u>
191BR	Forward Wing To Body Fairing Panel, Ram Air Inlet

- 5) Remove the access panel fasteners (5):

<u>Number</u>	<u>Name/Location</u>
191CL	Forward Wing To Body Fairing Panel - Middle

- 6) Remove the access panel fasteners (6):

<u>Number</u>	<u>Name/Location</u>
191CR	Forward Wing To Body Fairing Panel - Middle

- 7) Remove the access panel fasteners (7):

<u>Number</u>	<u>Name/Location</u>
191D	Forward Wing To Body Fairing Panel - Lower

- 8) Remove the access panel fasteners (8):

<u>Number</u>	<u>Name/Location</u>
191E	Low Pressure ECS Panel - Forward

- 9) Remove the access panel fasteners (9):

<u>Number</u>	<u>Name/Location</u>
191FL	Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet

- 10) Remove the access panel fasteners (10):

<u>Number</u>	<u>Name/Location</u>
191FR	Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet

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- 11) Remove the access panel fasteners (11):

<u>Number</u>	<u>Name/Location</u>
191GL	Ram Air Actuator Panel - Forward

- 12) Remove the access panel fasteners (12):

<u>Number</u>	<u>Name/Location</u>
191GR	Ram Air Actuator Panel - Forward

- 13) Remove the access panel fasteners (13):

<u>Number</u>	<u>Name/Location</u>
191HL	Ram Air Inlet Lip Panel - Forward

- 14) Remove the access panel fasteners (14):

<u>Number</u>	<u>Name/Location</u>
191HR	Ram Air Inlet Lip Panel - Forward

- (b) Remove the fairing panel from the aircraft.

END OF TASK

TASK 53-51-31-400-801

3. Forward Wing to Body Fairing Installation

A. References

<u>Reference</u>	<u>Title</u>
51-00-59	STANDARD PREVENTIVE MAINTENANCE PROCEDURES
51-51-00-340-805	Bonded Teflon Rub Pad Repair (P/B 801)
53-51-01-765-801	Wing-to-Body Fairing Electrical Resistance Check (P/B 601)
SWPM 20-20-00	Electrical Bonds and Grounds

B. Consumable Materials

<u>Reference</u>	<u>Description</u>	<u>Specification</u>
A00247	Sealant - Pressure And Environmental - Chromate Type	BMS 5-95
C00308	Compound - Corrosion Preventive, Petrolatum Hot Application	MIL-C-11796
C00767	Coating - Anti-Static Coating	BMS10-21, Type III
C00862	Coating - Chemical Conversion - Alodine 600	
G00009	Compound - Organic Corrosion Inhibiting	BMS3-23

C. Location Zones

<u>Zone</u>	<u>Area</u>
191	Lower Wing-To-Body Fairing - Forward of Wing Box

D. Access Panels

<u>Number</u>	<u>Name/Location</u>
191AL	Forward Wing To Body Fairing Panel - Upper
191AR	Forward Wing To Body Fairing Panel - Upper
191BL	Forward Wing To Body Fairing Panel, Ram Air Inlet

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(Continued)

Number	Name/Location
191BR	Forward Wing To Body Fairing Panel, Ram Air Inlet
191CL	Forward Wing To Body Fairing Panel - Middle
191CR	Forward Wing To Body Fairing Panel - Middle
191D	Forward Wing To Body Fairing Panel - Lower
191E	Low Pressure ECS Panel - Forward
191FL	Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet
191FR	Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet
191GL	Ram Air Actuator Panel - Forward
191GR	Ram Air Actuator Panel - Forward
191HL	Ram Air Inlet Lip Panel - Forward
191HR	Ram Air Inlet Lip Panel - Forward

E. Install the Forward Wing to Body Fairing Panels:

SUBTASK 53-51-31-100-002

- (1) Make sure that the mating surfaces between the panel and the structure are free from contamination.

NOTE: Teflon is applied in the mating surface. The teflon is not contamination and does not need to be removed.

SUBTASK 53-51-31-300-001

- (2) Make sure that the teflon mating surface is in good condition:

- (a) If it is necessary, repair the teflon substrip (Bonded Teflon Rub Pad Repair, TASK 51-51-00-340-805).

SUBTASK 53-51-31-211-001

- (3) Identify the fastener locations on each panel that have a designated electrical bond:

NOTE: There are usually four fasteners per panel with designated electrical bonds. It is recommended to examine the panel at the corners first. Usually the locations are at or near the corners of the panel. Panel repairs can change the locations of the designated electrical bonds. It is necessary to examine all the fastener holes to identify locations with an electrical bond.

- (a) Examine the area around each fastener hole:

- 1) Locations that have a designated electrical bond have an abraded area in the panel that surrounds the fastener hole.

SUBTASK 53-51-31-211-002

- (4) Do these steps if the designated electrical bond locations are not identified after the visual inspection:

- (a) Remove the dimpled washers from the panel.

- (b) Examine the area around each fastener hole:

- 1) Locations that have a designated electrical bond have an abraded area in the panel that surrounds the fastener hole.

- (c) Examine the countersunk area of each fastener hole:

NOTE: Examine the countersunk area of the panel below the dimpled washer.

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- 1) The countersunk area for each electrically bonded fastener hole will have a coating, C00767 or Alodine 600 coating, C00862.
- (d) Examine the countersunk mating surface between the dimpled washer and the panel:
 - 1) Make sure that the surfaces without a designated electrical bond between the dimpled washer and the panel are free from contamination.
 - 2) Make sure that the surfaces with a designated electrical bond between the dimpled washer and the panel are free from contamination or paint.
 - 3) The countersunk area for each non-electrically bonded fastener hole will have corrosion preventive compound, C00308.

SUBTASK 53-51-31-200-001

- (5) If the washer is removed or missing, examine the mating surface between the dimpled washer and the panel.
 - (a) Apply the conductive coating to the countersunk holes of the panel that are designated electrical bonds.
 - 1) If the conductive surface is expanded aluminum foil, apply Alodine 600 coating, C00862 above the exposed aluminum.
 - 2) If the conductive surface has an anti-static coating, apply coating, C00767 above the exposed area.
 - (b) Apply the conductive coating to the countersunk holes of the panel that are not designated electrical bonds.
 - 1) Apply corrosion preventive compound, C00308 to the countersunk areas of the holes.

SUBTASK 53-51-31-400-001

- (6) Apply the corrosion preventive compound, C00308, to the flanges on the fairing which touches the structure.

SUBTASK 53-51-31-400-002

CAUTION: DO NOT APPLY SEALANT BETWEEN THE FAIRING PANELS THAT DO NOT TOUCH THE FUSELAGE SKIN. IF YOU APPLY SEALANT INCORRECTLY, IT CAN CAUSE STRUCTURAL DAMAGE TO THE FAIRING PANELS.

- (7) Apply the sealing compound, sealant, A00247, to the flanges on the fairing which touches the body skin.

SUBTASK 53-51-31-400-003

- (8) Apply the corrosion inhibiting compound, G00009, to the area on the structure and the body skin which touches the fairing (STANDARD PREVENTIVE MAINTENANCE PROCEDURES, SUBJECT 51-00-59).

SUBTASK 53-51-31-400-004

- (9) If the panel has a bonding jumper:
 - (a) Connect the bonding jumpers (SWPM 20-20-00).

SUBTASK 53-51-31-400-005

- (10) Install the panel:
 - (a) Install the panel with the fasteners that do not have a designated electrical bond.

NOTE: The fasteners that do have a designated electrical bond are installed with the resistance check.

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- 1) Install this access panel:

<u>Number</u>	<u>Name/Location</u>
191AL	Forward Wing To Body Fairing Panel - Upper

- 2) Install this access panel:

<u>Number</u>	<u>Name/Location</u>
191AR	Forward Wing To Body Fairing Panel - Upper

- 3) Install this access panel:

<u>Number</u>	<u>Name/Location</u>
191BL	Forward Wing To Body Fairing Panel, Ram Air Inlet

- 4) Install this access panel:

<u>Number</u>	<u>Name/Location</u>
191BR	Forward Wing To Body Fairing Panel, Ram Air Inlet

- 5) Install this access panel:

<u>Number</u>	<u>Name/Location</u>
191CL	Forward Wing To Body Fairing Panel - Middle

- 6) Install this access panel:

<u>Number</u>	<u>Name/Location</u>
191CR	Forward Wing To Body Fairing Panel - Middle

- 7) Install this access panel:

<u>Number</u>	<u>Name/Location</u>
191D	Forward Wing To Body Fairing Panel - Lower

- 8) Install this access panel:

<u>Number</u>	<u>Name/Location</u>
191E	Low Pressure ECS Panel - Forward

- 9) Install this access panel:

<u>Number</u>	<u>Name/Location</u>
191FL	Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet

- 10) Install this access panel:

<u>Number</u>	<u>Name/Location</u>
191FR	Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet

- 11) Install this access panel:

<u>Number</u>	<u>Name/Location</u>
191GL	Ram Air Actuator Panel - Forward

- 12) Install this access panel:

<u>Number</u>	<u>Name/Location</u>
191GR	Ram Air Actuator Panel - Forward

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13) Install this access panel:

<u>Number</u>	<u>Name/Location</u>
191HL	Ram Air Inlet Lip Panel - Forward

14) Install this access panel:

<u>Number</u>	<u>Name/Location</u>
191HR	Ram Air Inlet Lip Panel - Forward

SUBTASK 53-51-31-765-001

(11) Do this task: Wing-to-Body Fairing Electrical Resistance Check, TASK 53-51-01-765-801.

SUBTASK 53-51-31-490-001

(12) Connect or install the equipment to the fairing and do an operational test if the equipment was disconnected or removed.

- (a) Refer to the applicable chapter for the instructions to connect, install or do an operational test of the equipment.

————— **END OF TASK** —————

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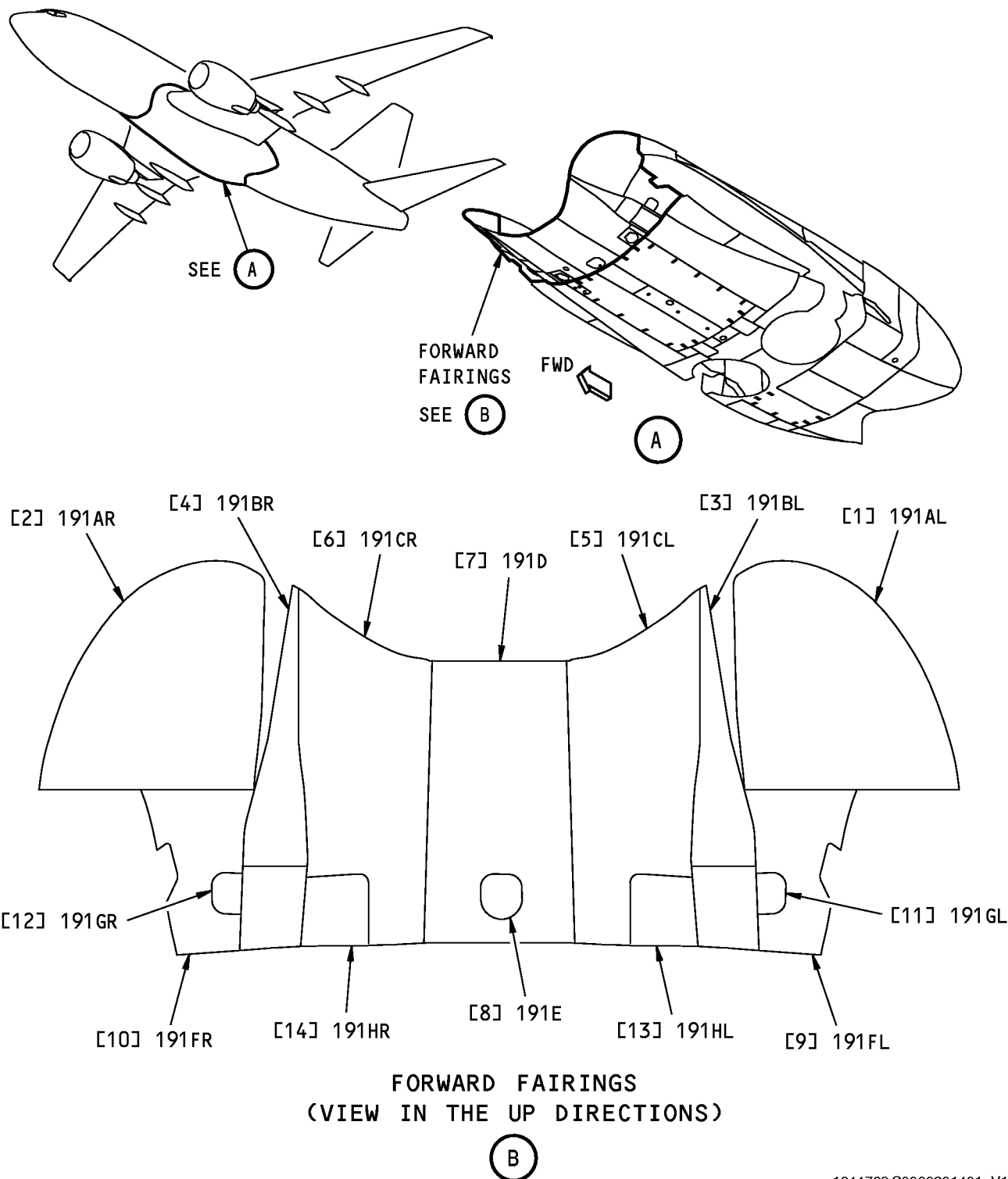
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Fwd Wing-To-Body Fairing Access Panels Installation
Figure 401/53-51-31-990-801

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FILLET FAIRINGS CORROSION - MAINTENANCE PRACTICES

1. General

A. This procedure contains 1 task:

- (1) Corrosion Prevention of the Wing to Body Fairing Cavity.

TASK 53-51-37-600-801

2. Wing to Body Fairing Cavity - Corrosion Prevention

Figure 201

A. General

- (1) The upper wing-to-body fairing is attached to the upper wing surface and fuselage skin along the wing to fuselage joints. The lower lobe fairing houses the ambient air inlets to the ram air system during pack cooling fan operation. The lower lobe fuselage skin under the fairing extends to the bulkhead below the front spar of the center wing section. The cavity formed by the lower lobe fairing and fuselage skin is the area of concern and is the subject of this figure. Aft of this area the fairing covers the center wing section.
- (2) Service experience has shown the revised finish system has been effective in controlling the corrosion problem. Corrosion damage is due to the accumulation of moisture from the ambient air as it enters the cavity during pack cooling fan operation.
- (3) Corrosion was reported on the fuselage skin and the external doubler on the wing upper surface under the wing to body fairing. The body surfaces under the fairing is treated with a water displacing corrosion inhibiting compound in production.
- (4) Refer to CORROSION PREVENTION, SECTION 51-00 of this manual for a discussion of the Aging Airplane Corrosion Prevention and Control Program and related documentation. Structural items within this section are subject to the unique requirements of the mandatory Corrosion Prevention and Control Program.

B. References

Reference	Title
51-00	CORROSION PREVENTION
51-00-51	INSPECTION AND DETECTION
51-00-59	STANDARD PREVENTIVE MAINTENANCE PROCEDURES
SRM 737-678	Structural Repair Manual

C. Consumable Materials

Reference	Description	Specification
G00009	Compound - Organic Corrosion Inhibiting	BMS3-23

D. Location Zones

Zone	Area
100	Lower Half of Fuselage

E. Corrosion Prevention

SUBTASK 53-51-37-610-001

- (1) Make the periodic inspection described in INSPECTION AND DETECTION, SUBJECT 51-00-51 to ensure that the protective finishes provided at manufacture remain intact. Access for inspections can be made through service doors and access panels in the fairing. A corrosion prevention program should be initiated to prevent the accumulation of corrosive products in order to minimize the occurrence of corrosion.

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SUBTASK 53-51-37-610-002

CAUTION: DO NOT APPLY THE CORROSION-INHIBITING COMPOUND TO SILICONE RUBBER, RUBBER SEALS, OR RUBBER CUSHIONS. THE CORROSION-INHIBITING COMPOUND CAN CAUSE SEALS, AND CUSHIONS TO BECOME LARGER, AND CAN CAUSE THE DETERIORATION OF THEM.

- (2) Use corrosion inhibiting compound, G00009 where extensive corrosion exists (noticeable skin bulges, missing fasteners or large amounts of discolored deposits of fastener heads or faying surfaces), refer to SRM 737-678 for details of corrosion removal.

SUBTASK 53-51-37-610-003

- (3) Where corrosion is not evident, apply corrosion inhibiting compound in all metallic areas of the cavity.

NOTE: For details of water displacing corrosion inhibiting compound, corrosion inhibiting compound, G00009, refer to STANDARD PREVENTIVE MAINTENANCE PROCEDURES, SUBJECT 51-00-59.

SUBTASK 53-51-37-610-004

- (4) For minor corrosion, to minimize the downtime of the airplane, the corrosion products should be cleaned off, followed by an application of corrosion inhibiting compound on the affected area to retard the corrosion process and into the entire cavity area noted in part C. The finish system should be restored at the first opportunity consistent with the maintenance schedule Ref (STANDARD PREVENTIVE MAINTENANCE PROCEDURES, SUBJECT 51-00-59 and SRM 737-678).

SUBTASK 53-51-37-610-005

- (5) Frequency of Application

- (a) Inspect the area at regular maintenance intervals and reapply corrosion inhibitor as necessary.

————— **END OF TASK** —————

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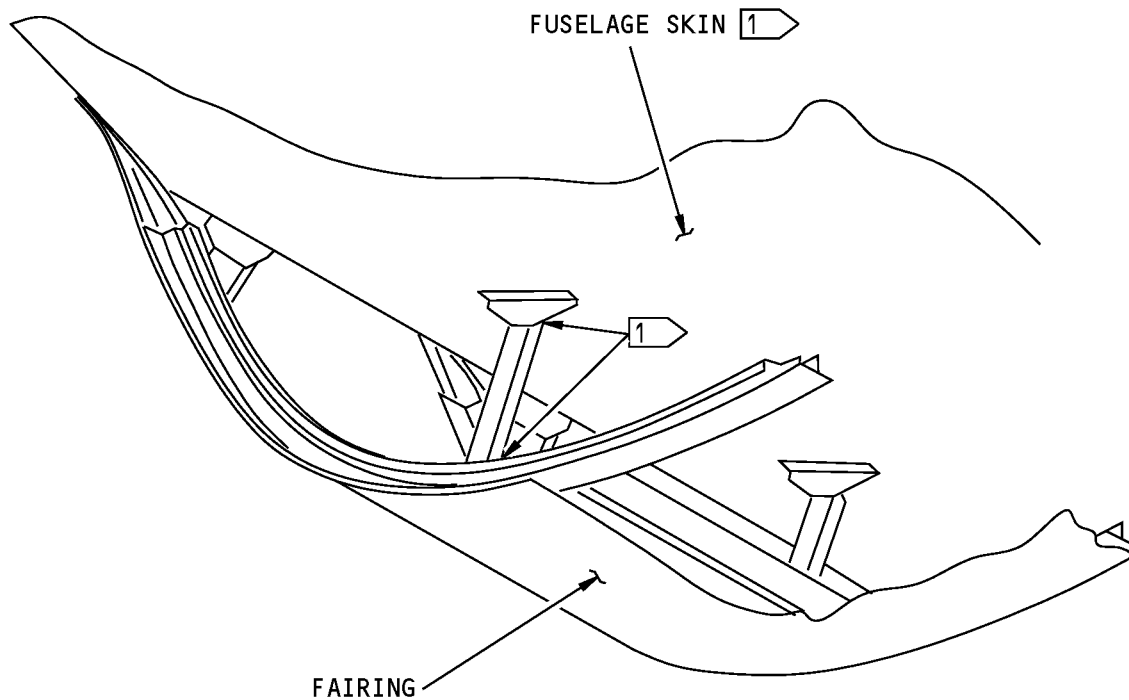
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TYPICAL FAIRING CAVITY STRUCTURE

NOTE:

1 APPLY BMS 3-23 CORROSION
INHIBITOR

Wing to Body Fairing Cavity
Figure 201/53-51-37-990-801

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NOSE RADOME - REMOVAL/INSTALLATION

1. General

A. This section contains two tasks:

- (1) The removal of the nose radome.
- (2) The installation of the nose radome.

TASK 53-52-00-000-801

2. Nose Radome Removal

(Figure 401)

A. Location Zones

<u>Zone</u>	<u>Area</u>
111	Radome

B. Procedure

SUBTASK 53-52-00-860-001

- (1) Open this circuit breaker and install safety tag:

F/O Electrical System Panel, P6-1

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	13	C00120	WEATHER RADAR RT

SUBTASK 53-52-00-020-001

- (2) Remove the screws that attach the aft edge of the radome to the clips on the fuselage bulkhead.

SUBTASK 53-52-00-010-001

WARNING: DO NOT OPEN THE NOSE RADOME IF THE WIND IS MORE THAN 15 KNOTS. IF YOU OPEN THE NOSE RADOME IN A WIND, THE RADOME CAN MOVE QUICKLY. THIS CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

- (3) Open the radome and hold it in the open position by the installation of the support rods on each side.

SUBTASK 53-52-00-020-002

- (4) Disconnect one of the two ends of the bonding jumper at the radome hinge.

SUBTASK 53-52-00-020-003

- (5) Remove the bolts that attach the hinge arms to the hinge fittings on the radome and remove the radome from the fuselage.

NOTE: When you remove the bolts, prepare to catch the shims that are installed between the hinge arms and the hinge fittings. Look at the installed positions of the shims to help the installation of the same radome.

————— **END OF TASK** —————

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TASK 53-52-00-400-801

3. Nose Radome Installation

(Figure 401)

A. References

Reference	Title
20-30-89-910-801	Final Cleaning of All Organic Coatings Prior to Non-structural Bonding (Series 89) (P/B 201)
51-31-00-160-801	Prepare For Sealing (P/B 201)

B. Consumable Materials

Reference	Description	Specification
A00335	Adhesive - Silicone Rubber, 2 Part, RTV	BAC5010, Type 68
B00148	Solvent - Methyl Ethyl Ketone (MEK)	ASTM D740
B01009	Solvent - Final Clnng Of All Organic Ctgs Before Non-Structural Bonding (AMM20-30-89/201) - Series 89	
D50004	Compound - Antiseize	BMS3-28

C. Location Zones

Zone	Area
111	Radome

D. Prepare for the Installation

SUBTASK 53-52-00-110-001

- (1) Install the erosion protection and the lightning diverter strips where it is necessary.

SUBTASK 53-52-00-420-008

- (2) Install the hinge brackets, the serrated plates, and the fillers on the radome with attachment screws, and install the brackets (New radome only).

NOTE: These brackets can push against the flange of the reinforcement angle.

SUBTASK 53-52-00-420-009

- (3) Tighten the bolts.

SUBTASK 53-52-00-210-016

- (4) Make sure that you open all WEATHER RADAR circuit breakers on the P6-1 circuit breaker panel.

NOTE: See the Weather Radar System coverage for the airplane.

SUBTASK 53-52-00-860-002

- (5) Hold the radome adjacent to the fuselage bulkhead until the hinge brackets can be engaged with the hinge arms on the bulkhead.

SUBTASK 53-52-00-420-003

- (6) Install the shims, where it is necessary, between the hinge brackets and the hinge arms, and install the hinge attachment bolts.

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E. Procedure

SUBTASK 53-52-00-410-001

CAUTION: YOU MUST BE CAREFUL WHEN YOU LOWER THE RADOME TO THE CLOSED POSITION AFTER THE INSTALLATION OF THE HINGE. IF YOU ARE NOT CAREFUL WHEN YOU LOWER THE RADOME, THE TOP AFT EDGE OF THE RADOME CAN HIT THE FUSELAGE SKIN AND CAUSE DAMAGE.

- (1) Remove the radome hold-open support rods, if used, to keep the radome in the open position.
- (2) Securely install the support rods in their storage clips on the forward pressure bulkhead.
- (3) Lower the radome carefully to the closed position.

SUBTASK 53-52-00-210-007

- (4) Make sure that the top aft edge does not hit the fuselage skin.

SUBTASK 53-52-00-020-005

- (5) If you find an interference, do these steps:

NOTE: Do this procedure as many times as it is necessary to stop the interference between the top and the aft edge of the radome, and the fuselage skin.

NOTE: Make sure that the seal ends do not touch at the bottom of the bulkhead. There must be an opening of 8.3 in. (21.1 cm) to 8.7 in. (22.1 cm) at the bottom of the bulkhead to allow radome compartment drainage.

- (a) Lift and hold the radome in an open position.
- (b) Loosen the attachment screws of the hinge bracket.
- (c) Move the brackets forward in relation to the radome and tighten the screws.

SUBTASK 53-52-00-210-008

- (6) Examine the nose radome seal for rough and damaged areas.

SUBTASK 53-52-00-210-009

- (7) Make sure that the seal is bonded to the bulkhead 7 in. (18 cm) on the two sides of the airplane centerline and 2 in. (5 cm) that align each end of the seal.

SUBTASK 53-52-00-020-007

- (8) Replace the seal if it is necessary as follows:

WARNING: DO NOT GET SOLVENTS IN YOUR MOUTH, OR YOUR EYES, OR ON YOUR SKIN. DO NOT BREATHE THE FUMES FROM SOLVENTS. SOLVENTS ARE HAZARDOUS MATERIALS. REFER TO PRODUCT MATERIAL SAFETY DATA SHEETS (MSDS) AND LOCAL REQUIREMENTS FOR PROPER HANDLING PROCEDURES.

- (a) Clean the mating surfaces on the bulkhead with solvent, B00148, or Series 89 solvent, B01009 (TASK 20-30-89-910-801).
- (b) Apply adhesive, A00335 to the bulkhead 7 in. (18 cm) on the two sides of the airplane centerline and 2 in. (5 cm) that align each end of the seal.
- (c) Apply adhesive, A00335 to the flat align part of the seal and install with the flat surface against the bulkhead.
- (d) Permit the adhesive, A00335 to cure for 24 hours.

SUBTASK 53-52-00-210-012

- (9) Examine the attachment clips on the fuselage bulkhead.

NOTE: Carefully examine the areas adjacent to the hinges, for binding on the radome when you move the radome to closed position.

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SUBTASK 53-52-00-020-008

(10) If an adjustment is necessary, do these steps:

- (a) Loosen the attachment bolts on the applicable clips and move the clips inboard.
- (b) Lower the radome to the closed position.
- (c) Apply compound, D50004 to the threads of the screws and install them.
- (d) Tighten the screws sufficiently to put the clips into contact with the inner face of the radome, and then remove the screws.

SUBTASK 53-52-00-860-003

(11) Open the radome carefully to prevent movement of the adjusted clips.

NOTE: If the pressure sealant is moved on the clip attachment bolts, the sealant must be applied to make sure there is sufficient seal (TASK 51-31-00-160-801).

SUBTASK 53-52-00-420-004

(12) Tighten the clip attachment bolts 100 in-lb (11.3 N·m) - 125 in-lb (14.1 N·m).

SUBTASK 53-52-00-760-001

(13) If there is an electrical interference in the ADF system, you must do this step:

NOTE: If a clip is not serviceable, you must remove it and install it after you clean the mating surface between the clip and the structure. You clean it to remove all the sealant or the unwanted material which causes high resistance. Make sure those clips form a bonding path for the lightning diverter strips.

- (a) Make sure that the bonding resistance between those clips and the airplane structure is not more than 0.01 ohm.

SUBTASK 53-52-00-210-013

(14) Make sure that the mating surfaces are clean and bright and connect the bonding jumper to the correct attachment at one of the two sides of the radome hinge.

SUBTASK 53-52-00-760-002

(15) If there is an electrical interference in the ADF system, you must do this step:

- (a) Make sure that the bonding resistance between the bonding jumper and the radome is not more than 0.001 ohm.

SUBTASK 53-52-00-210-014

(16) With the radome in a closed position, make sure the screw holes of the radome attachment are aligned with the holes in the attachment clips.

SUBTASK 53-52-00-420-005

(17) If the adjustment is necessary, do these steps:

- (a) Put a mandrel or equivalent tool of applicable diameter in the applicable screw holes in the radome and the clip.
- (b) Apply the leverage to move the holes align.
- (c) Make sure not to damage the radome or the clip by use of too much force.

SUBTASK 53-52-00-420-006

(18) Install the screws with the compound, D50004 in the aft edge of the radome then torque screws to 120 in-lb (13.6 N·m) - 150 in-lb (16.9 N·m).

SUBTASK 53-52-00-210-015

(19) Make sure the seal engages correctly and the radome clearances are correct.

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SUBTASK 53-52-00-860-004

(20) Remove the safety tag and close this circuit breaker:

F/O Electrical System Panel, P6-1

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	13	C00120	WEATHER RADAR RT

————— **END OF TASK** —————

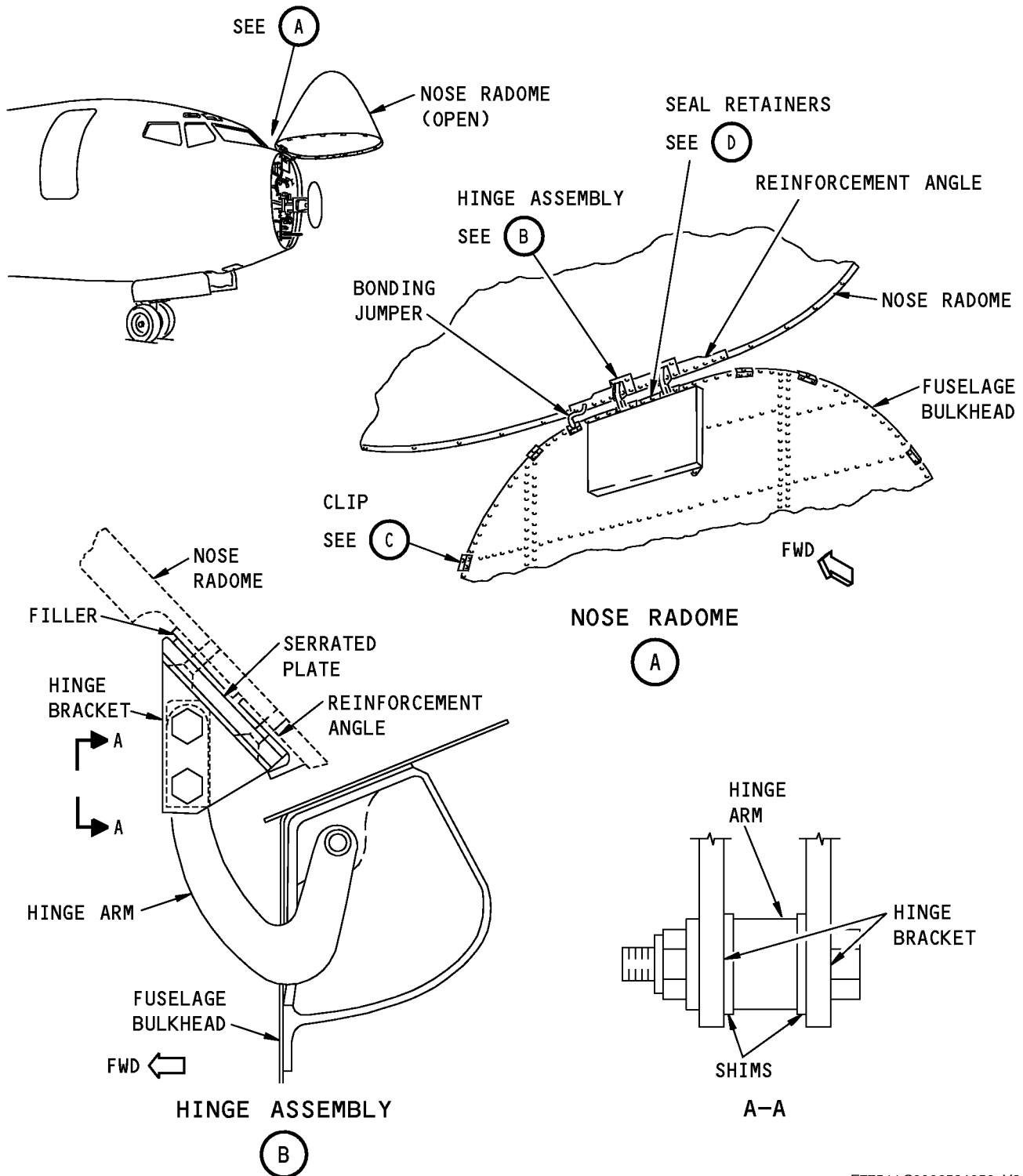
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Nose Radome Installation
Figure 401 (Sheet 1 of 3)/53-52-00-990-802

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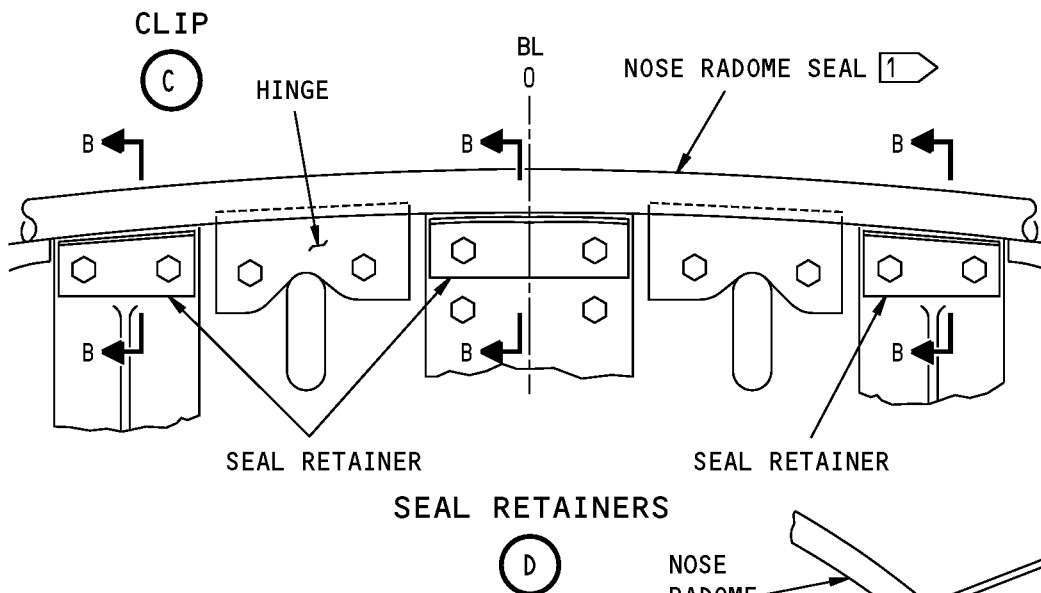
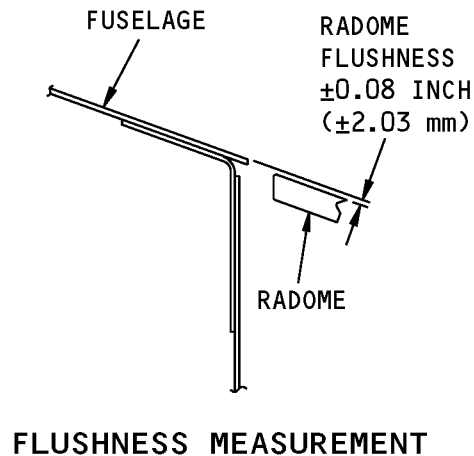
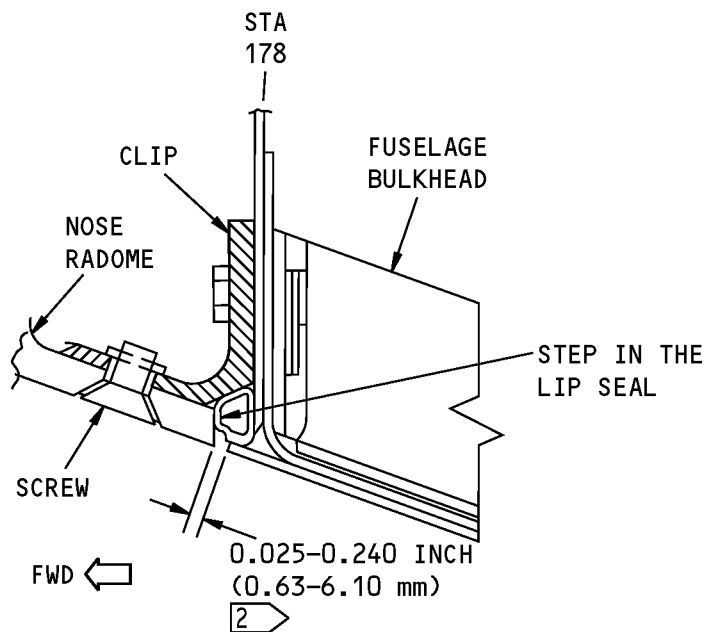
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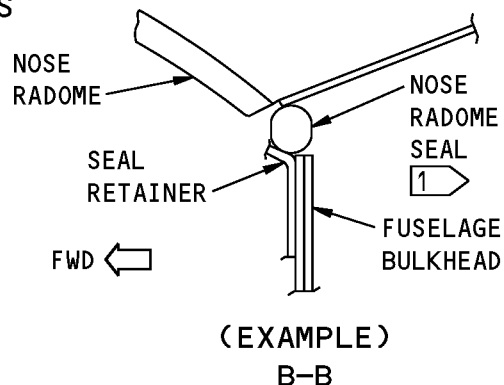
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1 MAKE SURE THAT THE NOSE RADOME SEAL COMPRESSES PROPERLY AROUND THE FULL PERIPHERY OF THE NOSE RADOME.

2 IN SERVICE LIMIT



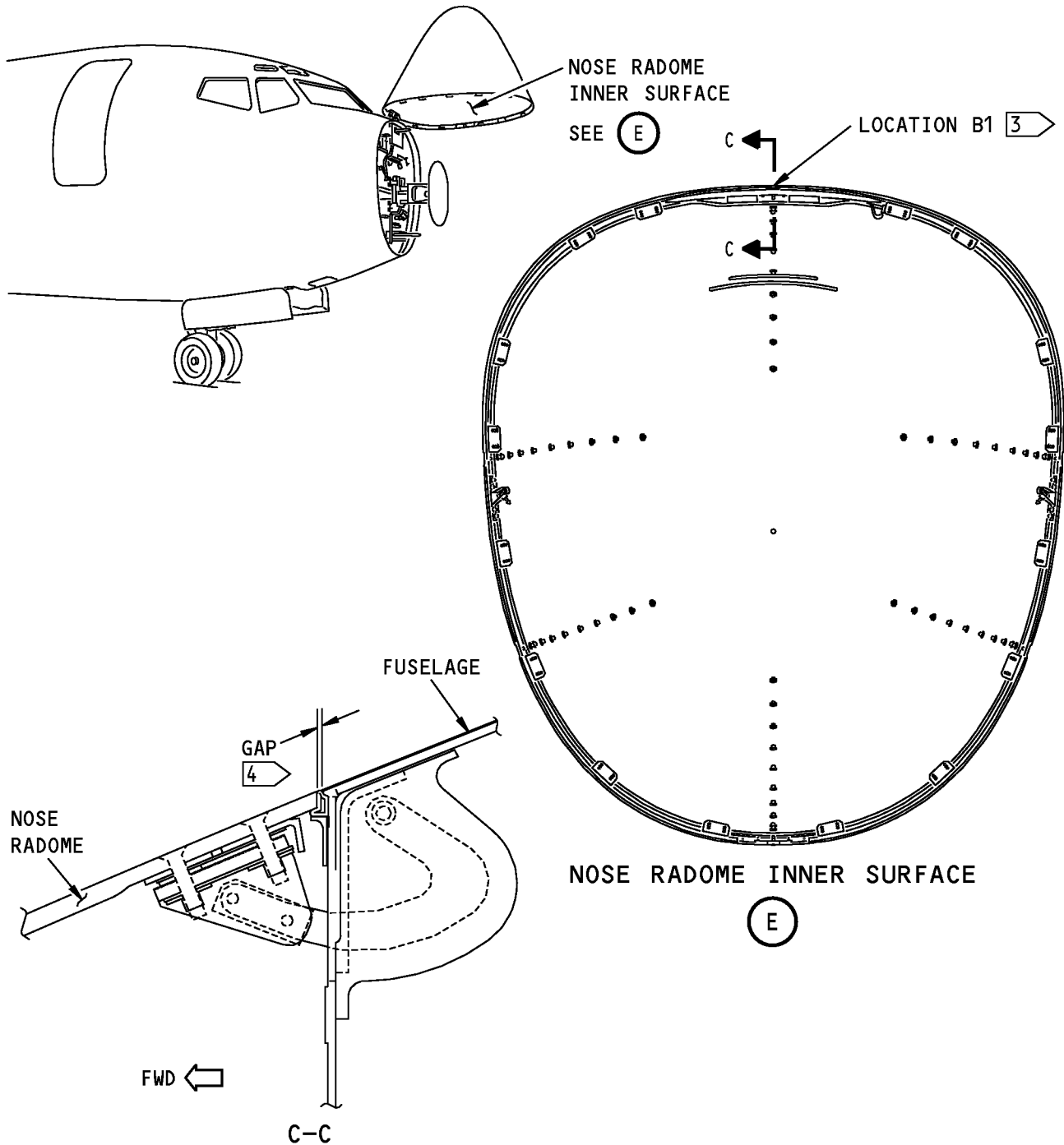
Nose Radome Installation
Figure 401 (Sheet 2 of 3)/53-52-00-990-802

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3 GAP AT LOCATION B1 IS 0.046 TO 0.216 INCH (1.70 TO 5.49 mm)

4 ONLY MEASURE THE GAP WHEN NOSE RADOME IS FULLY CLOSED.

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Nose Radome Installation
Figure 401 (Sheet 3 of 3)/53-52-00-990-802

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NOSE RADOME - INSPECTION/CHECK

1. General

A. This procedure contains one task. This task is the check of the nose radome.

TASK 53-52-00-200-801

2. Do a Check of the Nose Radome

A. References

Reference	Title
05-51-19-210-801	Examine External and Internal Areas for Lightning Strike Damage (P/B 201)
05-51-19-710-801	Inspection and Operational Check of Radio and Navigation Systems (P/B 201)
53-52-00-000-801	Nose Radome Removal (P/B 401)
53-52-00-400-801	Nose Radome Installation (P/B 401)
53-52-03-990-801	Figure: Lightning Diverter Strip (P/B 201)
53-52-31-000-801	Glide Slope Director Bar Removal (P/B 401)
53-52-31-400-801	Glide Slope Director Bar Installation (P/B 401)
737 NDT Part 9, 51-00-01	Non-Destructive Testing
SRM 51-00-01	Fuselage- Repair Nose Radome
SRM 53-10-72	Repair General - Nose Radome

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
COM-1550	Meter - Bonding (Approved Explosion Proof & Intrinsically Safe) (Part #: C15292 (MODEL T477W), Supplier: 01014, A/P Effectivity: 737-ALL) (Part #: M1, Supplier: 3AD17, A/P Effectivity: 737-ALL) (Part #: M1B, Supplier: 3AD17, A/P Effectivity: 737-ALL)
COM-2010	Equipment - Moisture Indicator/Register, RADOME (Part #: MRC005574, Supplier: OCT97, A/P Effectivity: 737-ALL) (Part #: MRC006507, Supplier: OCT97, A/P Effectivity: 737-ALL)

C. Location Zones

Zone	Area
111	Radome

D. Procedure - Do a Check of the Nose Radome

SUBTASK 53-52-00-210-001

- (1) You must do a check of the nose radome to see if there are lightning strikes (Examine External and Internal Areas for Lightning Strike Damage, TASK 05-51-19-210-801 or Inspection and Operational Check of Radio and Navigation Systems, TASK 05-51-19-710-801).

SUBTASK 53-52-00-210-002

- (2) Do a check for damage such as holes, scuffs, cracks, blisters, and delamination.

NOTE: You can locate the delamination if you lightly hit the radome skin with a small metal object such as a short socket extension and listen for changes in the sound.

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SUBTASK 53-52-00-280-001

(3) Do a check for moisture.

- (a) Moisture that enters the honeycomb cells of a radome can cause the radar transmission to decrease. Periodic radome inspection is necessary to ensure sufficient radar transmission. Water that is entrapped in the honeycomb cells can be detected with the three methods that follow.
- (b) There are three radome moisture inspection methods. The recommended method 1 is the moisture meter inspection method. Two alternative methods are electronic thermography inspection method and liquid crystal sheets method. (737 NDT Part 9, 51-00-01 and SRM 51-00-01).

(4) Use the moisture indicator/register RADOME equipment, COM-2010 to do a check for moisture as follows:

NOTE: The moisture indicator/register RADOME equipment, COM-2010 indicates pockets in aircraft radomes by measuring the radio frequency dielectric power loss of the material in contact with the moisture indicator/register RADOME equipment, COM-2010 gun. The radio frequency depth of penetration is approximately 2.5 in. (6.4 cm). Any conductive materials such as water, aluminum, or metallic fasteners within 3 in. (7.6 cm) from the gun will cause the meter to read high. It is important that all metallic parts be removed from the area on the radome that is being tested for moisture content.

- (a) Hold the gun part of the moisture indicator/register RADOME equipment, COM-2010 a minimum of 3 in. (7.6 cm) from each part.
- (b) Push the ON-OFF switch on the case to the ON position.
- (c) Put the sensor head on the inner surface of the radome.
 - 1) Make sure that all the electrodes contact the radome surface.
 - 2) If necessary, apply light force to make sure the sensor head contacts the radome surface.
- (d) Move the sensor head over all of the inner surface of the radome. The sensor head must touch the full inner surface of the radome. To perform an adequate inspection, the sensor must be indexed at an interval of 1 in. (25 mm) or less.
- (e) In areas that cause a meter reading of 20 or greater, put the sensor head away from the center of the indication (in an adjacent area with a reading of less than 20) Monitor the meter reading as you move the sensor head toward the of the area.
- (f) To identify the area of entrapped water, make marks on the radome at the position of the electrodes closest to the entrapped water when the meter reading increases to 20.
- (g) You must dry and then seal all of the areas where you find moisture.
 - 1) Do these steps until the boundary of the entrapped water is marked.
- (h) If there is moisture, dry the radome and refer to SRM 53-10-72 to remove the moisture and seal it.

Table 601/53-52-00-993-802 RADOME CONDITION NUMERICAL SCALE

RADOME CONDITION	COLOR	NUMERICAL SCALE	ALLOWABLE SURFACE AREA of WATER
Good	Green	0 to 5	4 in. (102 mm) diameter or equivalent area
Fair	Yellow	5 to 10	
Poor	Orange	10 to 20	

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RADOME CONDITION	COLOR	NUMERICAL SCALE	ALLOWABLE SURFACE AREA of WATER
NOTE: Unlimited 1-inch (25.4 mm) diameter areas of water are allowed if they are spaced more than 10 inches (254.0 mm) apart.			

(5) Electronic Thermography (alternative) Inspection Method.

- (a) Refer to the 737 NDT Part 9, 51-00-01 for equipment, calibration and inspection instructions.

NOTE: The inspection can be performed from either side of the radome.

- (b) Examine the entire surface of the radome.

NOTE: Areas that contain entrapped water will appear cold.

- (c) Monitor the surface of the radome with the infrared camera while you use a marker to put a mark at the boundry of the entrapped water.

- (d) If the area that you marked is greater than the allowable area shown in Table 2, remove the moisture in the marked area and seal it (SRM 53-10-72).

(6) Liquid Crystal (alternative) Inspection Method

- (a) Refer to the 737 NDT Part 9, 51-00-01 for equipment, calibration and inspection instructions.

NOTE: The inspection can be performed from either side of the radome.

- (b) Examine the entire surface of the radome.

NOTE: Areas that contain entrapped water will appear cold.

- (c) Monitor the surface of the radome with the liquid crystal sheets while you use a marker to put a markat the boundry layerof the entrapped water on the transparent template.

- (d) If the area that you marked is greater than the allowable area shown in Table 602, remove the moisture in the marked area and seal it (SRM 53-10-72).

Table 602/53-52-00-993-803 Table 2. RADAR CONDITION MOISTURE ACCEPTANCE CRITERIA

TABLE 2	
Moisture Meter Reject Level	Allowable Surface Area of Water
20	(4 in. (102 mm) diameter or equivalent area
<u>NOTE:</u> Unlimited 1-inch (25.4 mm) diameter areas of water are allowed if they are spaced more than 10 inches (254.0 mm) apart.	

E. Procedure - Do a Check of the Conductor Strips and Diverter Strips

SUBTASK 53-52-00-210-003

(1) Do the visual check that follows:

- (a) Examine the conductor strips for tears, loose areas, burned areas, and general deterioration.
- (b) Examine the aluminum diverter strips for loose fasteners, burned areas, and corrosion.

NOTE: Sharp corners, or points on the conductive strip can cause radio interference.

SUBTASK 53-52-00-280-002

(2) Do the steps that follow to measure the conductivity:

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- (a) With the radome open, measure the resistance between the ends of the diverter strips.

NOTE: The maximum resistances must be 0.1 ohm. Use a test probe with a sharp point to go through the paint or epoxy on the strip.

- (b) Measure the electrical resistance between the points in Figure 53-52-03-990-801 with an bonding meter, COM-1550.

NOTE: The maximum resistance must be 0.001 ohms.

- (c) With the radome closed, measure the resistance between the diverter strips on the radome and body structure skin.

NOTE: The maximum resistance must be 0.1 ohms.

- (d) Measure the electrical resistance between the diverter strip and airframe with a bonding meter, COM-1550 and make sure that it is less than 30 milliohms.

SUBTASK 53-52-00-210-004

- (3) If there is damage, replace the radome.

(a) Do this task: (Nose Radome Removal, TASK 53-52-00-000-801)

(b) Do this task: (Nose Radome Installation, TASK 53-52-00-400-801)

F. Procedure - Do a Check of the Director Bar for the Glide Slope Antenna

SUBTASK 53-52-00-210-005

- (1) Do a check for damage of the director bar for the glide slope antenna.

NOTE: The antenna director bar is a 13 in. (33 cm) continuous strip of aluminum foil tape. The strip is installed horizontally across the centerline on the inner surface of the nose radome.

SUBTASK 53-52-00-210-006

- (2) Make sure the attachment of the director bar is satisfactory.

SUBTASK 53-52-00-960-001

- (3) If you find damage or an unsatisfactory bond of the director bar for the glide slope antenna replace the director bar.

(a) Do this task: (Glide Slope Director Bar Removal, TASK 53-52-31-000-801).

(b) Do this task: (Glide Slope Director Bar Installation, TASK 53-52-31-400-801).

————— **END OF TASK** —————

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NOSE RADOME - CLEANING/PAINTING

1. General

A. This procedure contains these tasks:

- (1) Prepare the nose radome surface for painting.
- (2) Apply coating, C00841 to the entire outer radome surface.
- (3) Apply primer, C00319 on the radome.
- (4) Apply coating, C00033 to the radome.
- (5) Apply coating, C00033 for the erosion coating from the radome nose tip to station 138.6.

TASK 53-52-00-370-801

2. Nose Radome - Cleaning and Painting

A. References

Reference	Title
51-21-21-100-802	Cleaning and Preparation of Internal and External Plastic Surfaces (P/B 701)
51-21-99-300-801	Decorative Exterior Paint System Application (P/B 701)
53-52-00-000-801	Nose Radome Removal (P/B 401)
53-52-00-400-801	Nose Radome Installation (P/B 401)

B. Consumable Materials

Reference	Description	Specification
A50099	Surfacer - Dexter 8-W-5	
C00033	Coating - Exterior Protective Enamel, Flexibility Use	BMS10-60, Type II
C00058	Compound - Magna Static Conditioner Filler 28C1 (Formerly Dexter 28-C-1)	BAC 5837
C00319	Primer - Urethane Compatible, Corrosion Resistant	BMS10-79, Type II
C00766	Primer - Nonchromated (For Non-Metallic Composites)	BMS10-103, Type 1
C00841	Coating - Anti-Static Coating	BMS10-21, Type II
G00034	Cotton Wiper - Process Cleaning Absorbent Wiper (Cheesecloth, Gauze)	BMS15-5

C. Location Zones

Zone	Area
111	Radome

D. Prepare the Nose Radome Surface for Paint

SUBTASK 53-52-00-000-001

- (1) Remove the nose radome from the airplane, do this task: (Nose Radome Removal, TASK 53-52-00-000-801).

SUBTASK 53-52-00-100-002

- (2) Clean and prepare the surface of the nose radome, do this task: (Cleaning and Preparation of Internal and External Plastic Surfaces, TASK 51-21-21-100-802).
 - (a) Solvent clean the surface of the radome.

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- (b) Abrade the surface of the radome.

SUBTASK 53-52-00-350-001

- (3) If there are surface defects, do these steps:

CAUTION: ONLY USE THE STATIC CONDITIONER FILLER TO FILL SMALL SURFACE DEFECTS SUCH AS PINHOLES. DO NOT USE THE FILLER TO MAKE LARGE AREAS SMOOTH. A CONTINUOUS LAYER OF FILLER WILL CAUSE A BAD PAINT BOND.

- (a) Apply the Magna 28C1 conditioner filler, C00058-1 to small surface defects with your hand.
- (b) Let the filler dry.
- (c) Remove unwanted filler with a dry cotton wiper, G00034.

NOTE: Do not use solvents to remove the remaining filler. Solvents will remove the static conditioner on touch.

CAUTION: DO NOT APPLY THE SURFACER MORE THAN 0.002 INCH THICK. IF YOU NEED MORE THAN 0.002 INCH YOU MUST USE PUTTY.

- (d) If there are surface defects that you cannot fill with the filler, use the Laminar X-500 Off-White surfacer, A50099.

Let the surfacer dry.

E. Procedure

SUBTASK 53-52-00-370-013

- (1) Mix the anti-static coating, C00841 as follows:

- (a) Mix the base material until it is smooth.
- (b) Add the catalyst to the base while you mix the base material.
- (c) Stop for a minimum induction time of 30 minutes before application.

SUBTASK 53-52-00-370-004

- (2) Apply the anti-static coating, C00841 as follows:

NOTE: To apply the primer, the temperature must be between 40°F and 100°F.

- (a) Use spray equipment to apply a 0.0008 inch thick layer of anti-static coating, C00841 to the nose radome.

NOTE: Obey the pot life of the paint.

- (b) Allow time for the anti-static paint to dry. You can accelerate the cure of the coating, C00841 at a minimum temperature of 140°F in accordance with BAC5639.

SUBTASK 53-52-00-840-004

- (3) Install lighting diverter strips.

SUBTASK 53-52-00-950-001

- (4) Mask-off a 5 inch vertical band from STA. 138.6 to STA. 143.6.

SUBTASK 53-52-00-370-014

- (5) Mix the primer, C00319, as follows, do this task: Decorative Exterior Paint System Application, TASK 51-21-99-300-801

- (a) Mix the base material until it is smooth.
- (b) Add the catalyst to the base as you mix the base.
- (c) Stop for the necessary induction time of 30 minutes.

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- (d) Add thinner, if necessary.

SUBTASK 53-52-00-340-001

- (6) Apply the primer, C00319 as follows:

NOTE: To apply the primer, C00319, the temperature must be between 40°F and 100°F.

- (a) Use spray equipment to apply a layer of primer, C00319 to a thickness of between 0.0003 inch to 0.0008 inch to the radome.
- (b) Make sure the primer coating, primer, C00319 covers the entire external surface of the radome.
- (c) Let the primer coating, primer, C00319 cure for 2 hours.

SUBTASK 53-52-00-340-002

- (7) Mix the enamel coating, C00033, as follows, do this task: Decorative Exterior Paint System Application, TASK 51-21-99-300-801

- (a) Mix the base material until it is smooth.
- (b) Add the catalyst to the base while you mix the base material.
- (c) Add a thinner, if necessary.

SUBTASK 53-52-00-340-003

- (8) Apply the enamel coating, coating, C00033 as follows:

- (a) Use spray equipment to apply a layer of enamel coating, coating, C00033 of 0.001 inch to 0.002 inch thick to the external surface of the radome.
- (b) Let the coating, C00033 coating dry.

SUBTASK 53-52-00-370-016

- (9) Mix the anti-static coating, C00841 as follows:

- (a) Mix the base material until it is smooth.
- (b) Add the catalyst to the base while you mix the base material.
- (c) Stop for a minimum induction time of 30 minutes before application.

SUBTASK 53-52-00-950-002

- (10) Remove the masking from the 5 inch vertical band.

- (a) Mask-off the exterior surface of the radome, except for the 5 inch band.

SUBTASK 53-52-00-370-017

- (11) Apply the anti-static coating, C00841 as follows:

NOTE: To apply the primer, the temperature must be between 40°F and 100°F.

- (a) Use spray equipment to apply a 0.0008 inch thick layer of anti-static coating, C00841 to the nose radome.

NOTE: Obey the pot life of the paint.

- (b) Allow time for the anti-static paint to dry. You can accelerate the cure of the coating, C00841 at a minimum temperature of 140°F in accordance with BAC5639.

SUBTASK 53-52-00-370-020

- (12) Prepare the leading edge of the anti-static coating, C00841 (under the primer, C00766) as follows:

- (a) Abrade through the primer, C00766 down to the anti-static coating, C00841 at Sta 138.6 with 220 grit or finer abrasive paper.

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- (b) Abrade up to 0.25 inch of the leading edge of the anti-static coating, C00841 to feather the edge smooth.

NOTE: Abrading the trailing edge of the anti-static coating at Sta 143.6 is not required.

- 1) Exposed anti-static coating, C00841 does not have an overcoat time limit.

NOTE: The BMS10-21, Type II anti-static coating must be intact on and adjacent to the lightning diverter strips.

SUBTASK 53-52-00-860-012

- (13) Measure the surface resistance of the coating, C00841 as follows:

- (a) Find 5 pairs of equidistant points in each quadrant of the anti-static paint band (20 total pairs).
- (b) Push the multimeter probes to each pair of the points on the anti-static paint.
- (c) Make sure that the multimeter indication of paint resistance is between 1 and 100 megohms at each point.
- (d) If the surface resistance is less than 1 megohm, remove and apply the anti-static paint again.
- (e) If the surface resistivity is more than 100 megohms, dry the anti-static paint and measure the resistance again.

SUBTASK 53-52-00-950-003

- (14) Remove the masking.

- (a) Mask-off the exterior surface of the radome, except the erosion area

NOTE: (Erosion area extends from the radome tip to STA. 138.6).

SUBTASK 53-52-00-370-018

- (15) Mix the enamel coating, C00033, as follows, do this task: Decorative Exterior Paint System Application, TASK 51-21-99-300-801

- (a) Mix the base material until it is smooth.
- (b) Add the catalyst to the base while you mix the base material.
- (c) Add a thinner, if necessary.

SUBTASK 53-52-00-340-005

CAUTION: DO NOT APPLY DECORATIVE PAINT, BMS10-60, TYPE II OVER THE ANTI-STATIC PAINT, THE BAND AREA BETWEEN STA 138.6 AND STA 143.6 ON THE NOSE RADOME. UNSATISFACTORY OPERATION OF THE ANTENNA CAN OCCUR.

- (16) Apply the enamel coating, coating, C00033 to the erosion area as follows:

NOTE: Decorative paint can be applied to this area if specified to do so on the customer's decorative livery.

- (a) Apply the erosion coating consisting of a total of 0.008 inch to 0.010 inch of enamel coating, coating, C00033 from the nose tip to STA 138.6.
- (b) Make sure each layer cures before you apply the next layer.

SUBTASK 53-52-00-950-004

- (17) Remove the masking.

SUBTASK 53-52-00-370-019

- (18) Apply decorative paint to the exterior surface of the radome if it is necessary, do this task: (Decorative Exterior Paint System Application, TASK 51-21-99-300-801).

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SUBTASK 53-52-00-410-003

- (19) Install the nose radome on the airplane, do this task: (Nose Radome Installation, TASK 53-52-00-400-801).

————— **END OF TASK** —————

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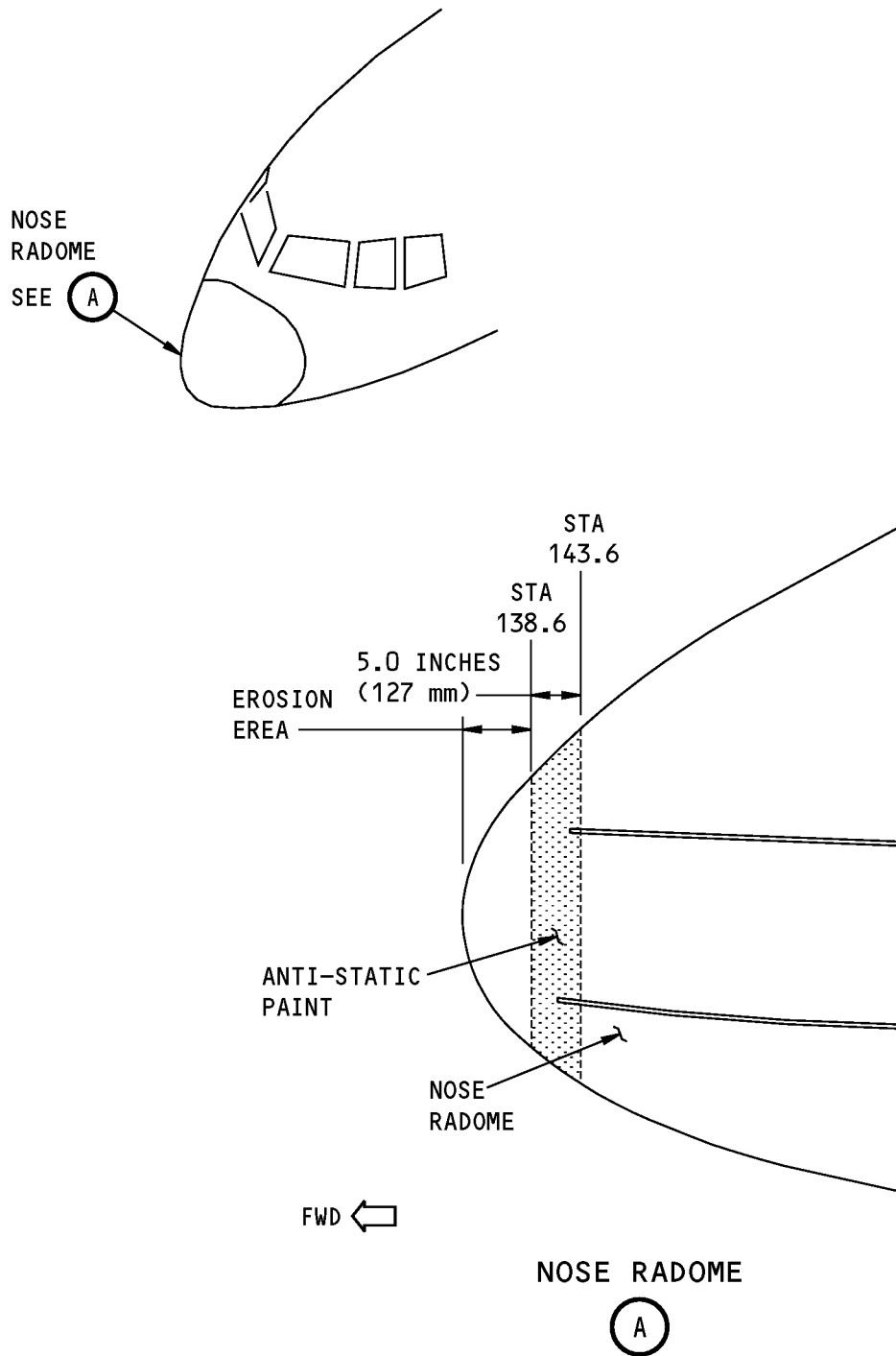
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Nose Radome anti-static band
Figure 701/53-52-00-990-803

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NOSE RADOME PROTECTIVE BOOT - REMOVAL/INSTALLATION

1. General

A. This section contains two tasks:

- (1) The removal of the nose radome protective boot.
- (2) The installation of the nose radome protective boot.

TASK 53-52-00-000-802

2. Nose Radome Protective Boot Removal

A. References

Reference	Title
53-52-00-370-801	Nose Radome - Cleaning and Painting (P/B 701)

B. Location Zones

Zone	Area
111	Radome

C. Procedure

SUBTASK 53-52-00-000-002

CAUTION: USE CARE WHEN USING KNIFE TO PREVENT DAMAGE TO LAMINATIONS OF RADOME.

- (1) Lightly cut the radome boot into 4 pieces with a knife or a razor blade.

SUBTASK 53-52-00-000-003

- (2) Remove the 4 radome boot pieces:

- (a) Lift an edge slowly.
- (b) Remove the radome boot piece slowly at an angle of 90° to 180°.

NOTE: When removing the radome boot pieces, the speed and angle may affect how much adhesive residue is left and how much paint is removed from the nose radome. Remove the radome boot pieces slowly to avoid adhesive residue and removed paint.

- (c) Do the procedure again until all 4 pieces are removed.

SUBTASK 53-52-00-000-004

- (3) Remove the adhesive residue.

SUBTASK 53-52-00-100-004

- (4) Clean the radome boot area.

SUBTASK 53-52-00-300-001

- (5) Repair areas of removed paint:

- (a) Do this task: Nose Radome - Cleaning and Painting, TASK 53-52-00-370-801.

————— **END OF TASK** —————

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TASK 53-52-00-400-802

3. Nose Radome Protective Boot Installation

A. Tools/Equipment

Reference	Description
STD-821	Squeegee - Plastic

B. Consumable Materials

Reference	Description	Specification
B00148	Solvent - Methyl Ethyl Ketone (MEK)	ASTM D740
G02219	Tape - Yellow Vinyl Adhesive, Scotch Brand No.471, 1.5 Inches (38.1 mm) Wide	

C. Location Zones

Zone	Area
111	Radome

D. Procedure

SUBTASK 53-52-00-100-005

- (1) Clean the nose radome area for the radome boot installation.

NOTE: Use a clean cloth to clean the area to keep from contamination.

SUBTASK 53-52-00-400-001

- (2) Cut the radome boot 0.25 in. (0.64 cm) above the cut line.

NOTE: Make the cuts as smooth as possible and avoid jagged edges.

SUBTASK 53-52-00-400-002

- (3) Put the radome boot on the nose radome.

(a) Align the radome boot to the center of the nose radome.

SUBTASK 53-52-00-400-003

- (4) Apply Scotch Brand No.471 tape, G02219 at 3 locations on the nose radome and the radome boot (Figure 201).

NOTE: The markings will be used to align the radome boot to the same location after the protective lining is removed.

SUBTASK 53-52-00-400-004

- (5) Apply the wet solution to the radome boot.

NOTE: The wet solution is made from 25% isopropyl alcohol, 75% water, and 1 teaspoon of a dishwashing liquid per 1 gallon (3.8 liters).

NOTE: The wet solution prevents the adhesive from sticking to itself.

SUBTASK 53-52-00-400-005

- (6) Turn the inner surface of the radome boot out.

SUBTASK 53-52-00-400-006

- (7) Put the radome boot back on the nose radome.

SUBTASK 53-52-00-000-005

- (8) Remove the protective lining:

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- (a) Slowly and carefully remove the protective lining.
- (b) Apply the wet solution to the nose radome adhesive during the lining removal.

NOTE: The wet solution is made from 25% isopropyl alcohol, 75% water, and 1 teaspoon of a dishwashing liquid per 1 gallon (3.8 liters).

NOTE: The wet solution prevents the adhesive from sticking to itself.

SUBTASK 53-52-00-400-007

- (9) Turn the inner surface of the radome boot out again.

NOTE: The adhesive side of the radome boot should be facing the nose radome.

SUBTASK 53-52-00-400-008

- (10) Align the 3 marks on the radome boot to the 3 correct locations on the nose radome.

SUBTASK 53-52-00-400-009

- (11) Apply the wet solution to the radome boot.

SUBTASK 53-52-00-400-010

- (12) Use the plastic squeegee, STD-821 to make the radome boot smooth.

- (a) Start at the center of the radome boot.
- (b) Slowly remove the trapped air bubbles and the wet solution with the plastic squeegee, STD-821.

SUBTASK 53-52-00-400-011

- (13) If there are trapped air bubbles:

NOTE: Small bubbles less than 0.125 in. (0.318 cm) will evaporate by themselves in less than one week.

- (a) Slowly and carefully remove the radome boot.
- (b) Apply the wet solution to the area.
- (c) Slowly remove the trapped air bubbles and the wet solution with the plastic squeegee, STD-821.

SUBTASK 53-52-00-400-012

- (14) Dry the surface of the radome boot.

- (a) Allow the radome boot to dry for one hour at 70°F (21°C).

SUBTASK 53-52-00-400-013

- (15) Paint the nose radome boot if applicable:

- (a) Clean the nose radome boot with the solvent, B00148.
- (b) Paint the nose radome boot.

————— END OF TASK —————

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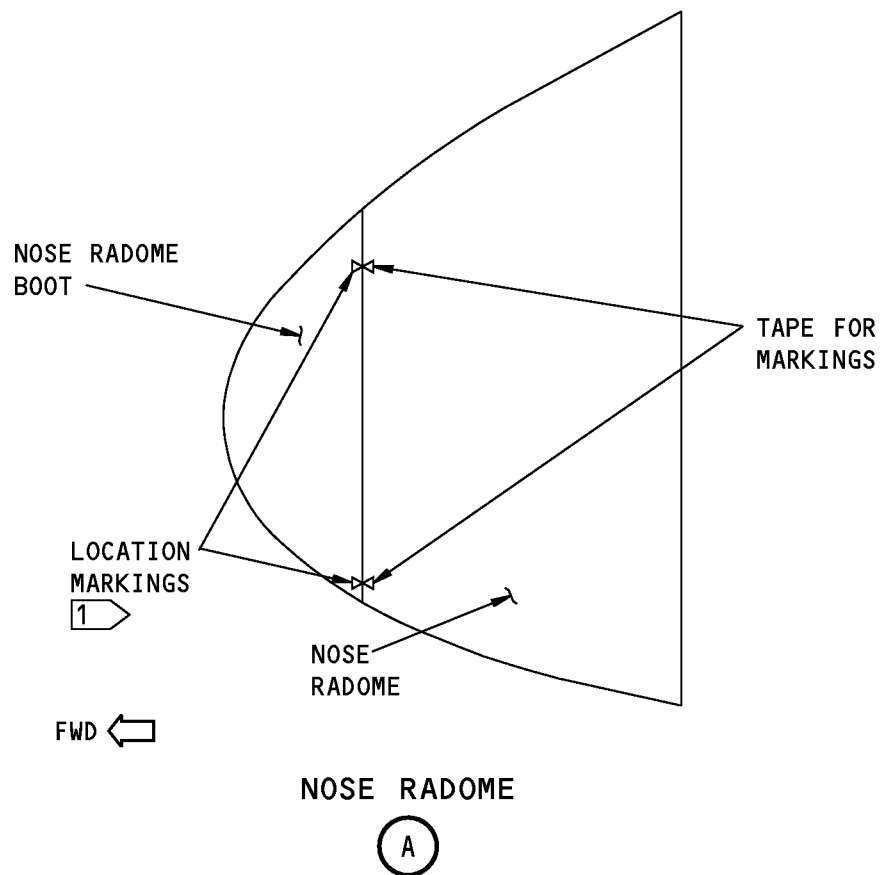
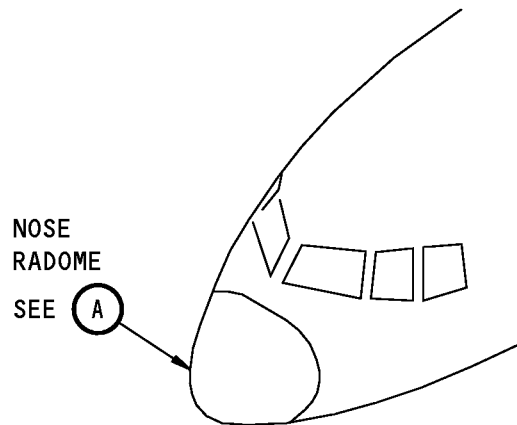
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- 1 REMOVE LOCATION MARKINGS AFTER
INSTALLATION OF THE RADOME BOOT

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Radome Boot Installation
Figure 201/53-52-00-990-804

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LIGHTNING DIVERTER STRIPS - MAINTENANCE PRACTICES

1. General

A. This procedure contains three tasks:

- (1) The first task is the removal of the lightning diverter strips.
- (2) The second task is the installation of the lightning diverter strips.
- (3) The third task is the adjustment/test of the lightning diverter strips.

B. You must repair the damaged radome surface before you install the new lightning diverter strips.

TASK 53-52-03-000-801

2. Remove the Lightning Diverter Strips

(Figure 201)

A. Consumable Materials

Reference	Description	Specification
B00083	Solvent - Aliphatic Naphtha (For Acrylic Plastics)	TT-N-95 Type II, ASTM D-3735 Type III
G00034	Cotton Wiper - Process Cleaning Absorbent Wiper (Cheesecloth, Gauze)	BMS15-5

B. Location Zones

Zone	Area
111	Radome

C. Procedure

SUBTASK 53-52-03-010-001

- (1) Open the nose radome and keep it in the open position, or fully remove the nose radome.

SUBTASK 53-52-03-020-001

- (2) Remove the screws that attach the diverter strips to the nose radome (Figure 201).

SUBTASK 53-52-03-020-002

- (3) Remove the diverter strip from the nose radome.

SUBTASK 53-52-03-100-001

- (4) Remove all unwanted material from the nose radome surface.

SUBTASK 53-52-03-100-002

- (5) Clean the nose radome surface with a cotton wiper, G00034 that is moist with solvent, B00083.

————— **END OF TASK** —————

TASK 53-52-03-400-801

3. Install the Lightning Diverter Strip

(Figure 202)

A. References

Reference	Title
51-21-99-300-802	Decorative Exterior Paint System Repair (P/B 701)

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B. Consumable Materials

Reference	Description	Specification
A00247	Sealant - Pressure And Environmental - Chromate Type	BMS 5-95
B00083	Solvent - Aliphatic Naphtha (For Acrylic Plastics)	TT-N-95 Type II, ASTM D-3735 Type III

C. Location Zones

Zone	Area
111	Radome

D. Procedure

SUBTASK 53-52-03-370-001

- (1) Repair the nose radome surface if the protective finish is damaged, do this task: (Decorative Exterior Paint System Repair, TASK 51-21-99-300-802).

SUBTASK 53-52-03-100-003

- (2) Clean the mating surfaces of the diverter plate and the diverter strip for a satisfactory electrical bond.

SUBTASK 53-52-03-390-001

- (3) Seal the nose radome lightning diverter strip attach inserts.
- (a) Clean insert surface with a rag moistened with solvent, B00083 and let dry.
 - (b) Clean radome surface around insert hole with a rag moistened with solvent, B00083 and let dry.
 - (c) Apply sealant, A00247 on and around the insert hole in the nose radome and the mating surface of the insert. Completely coat the honeycomb core cells with sealant (Figure 202).
 - (d) Install the insert immediately before the sealant has a chance to set-up.
 - (e) Make sure there is squeeze out of the sealant all round the insert on both surfaces of the nose radome. The sealant squeeze out on the aerodynamic surface of the nose radome needs to be flush with the surface. This is to accommodate the fit-up of the diverted strips.
 - (f) Apply a 0.12 inch fillet seal of sealant, A00247 around the flange of the diverter strip insert that is exposed to the interior side of the nose radome.

NOTE: It is important to make sure that the diverter strip attach inserts are completely sealed to prevent moisture from entering into the nose radome honeycomb core.

SUBTASK 53-52-03-420-001

- (4) Put the diverter strip in position and install the screws.

SUBTASK 53-52-03-410-001

- (5) Install the nose radome if it was removed.

SUBTASK 53-52-03-210-001

- (6) Make sure there are no clearances between the diverter strip and the nose radome.

SUBTASK 53-52-03-860-001

- (7) Do a lightning diverter strips test.

SUBTASK 53-52-03-410-002

- (8) Close the nose radome.

————— **END OF TASK** —————

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TASK 53-52-03-820-801

4. Lightning Diverter Strips - Test

(Figure 201), (Figure 202)

A. General

- (1) This procedure gives the instructions to do a dc continuity test for all parts that are related to the lightning diverter strips. You must do this test after you install the new diverter strips or when the inspection shows deterioration. The deterioration of the lightning diverter strips can cause radio noise interference.

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
COM-1550	Meter - Bonding (Approved Explosion Proof & Intrinsically Safe) (Part #: C15292 (MODEL T477W), Supplier: 01014, A/P Effectivity: 737-ALL) (Part #: M1, Supplier: 3AD17, A/P Effectivity: 737-ALL) (Part #: M1B, Supplier: 3AD17, A/P Effectivity: 737-ALL)

C. Location Zones

Zone	Area
111	Radome

D. Procedure

SUBTASK 53-52-03-010-002

- (1) Open the nose radome.

SUBTASK 53-52-03-210-002

- (2) Measure the electrical resistance between the points shown in (Figure 201) with an bonding meter, COM-1550 and make sure the resistance is less than 10 milliohms.

SUBTASK 53-52-03-410-003

- (3) Close the nose radome.

SUBTASK 53-52-03-210-003

- (4) Measure the electrical resistance between the diverter strip and the airframe with an bonding meter, COM-1550, and make sure the resistance is less than 30 milliohms.

————— **END OF TASK** —————

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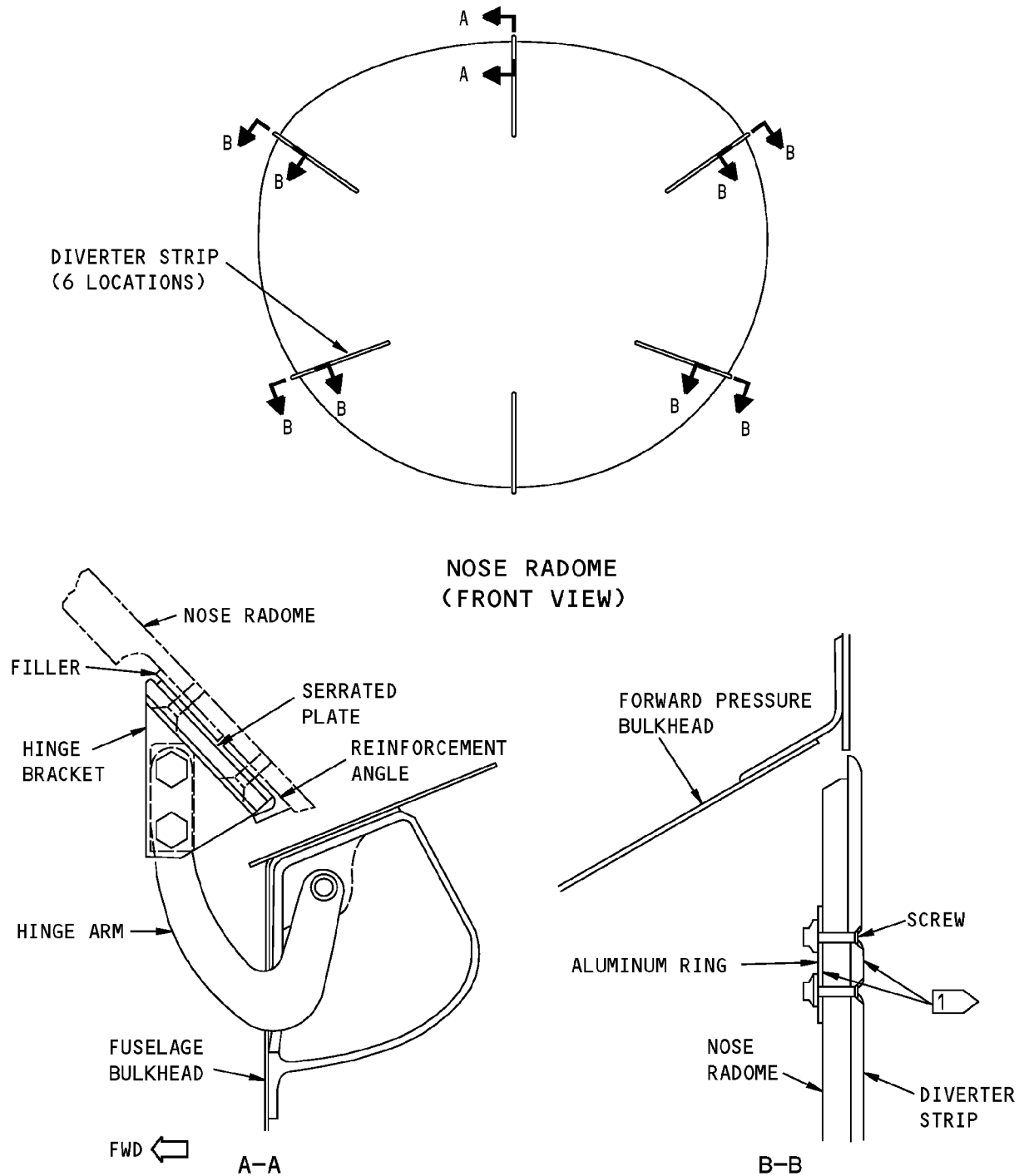
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1 THE ELECTRICAL RESISTANCE BETWEEN THESE SURFACES MUST BE LESS THAN 0.01 OHM

Lightning Diverter Strip
Figure 201/53-52-03-990-801

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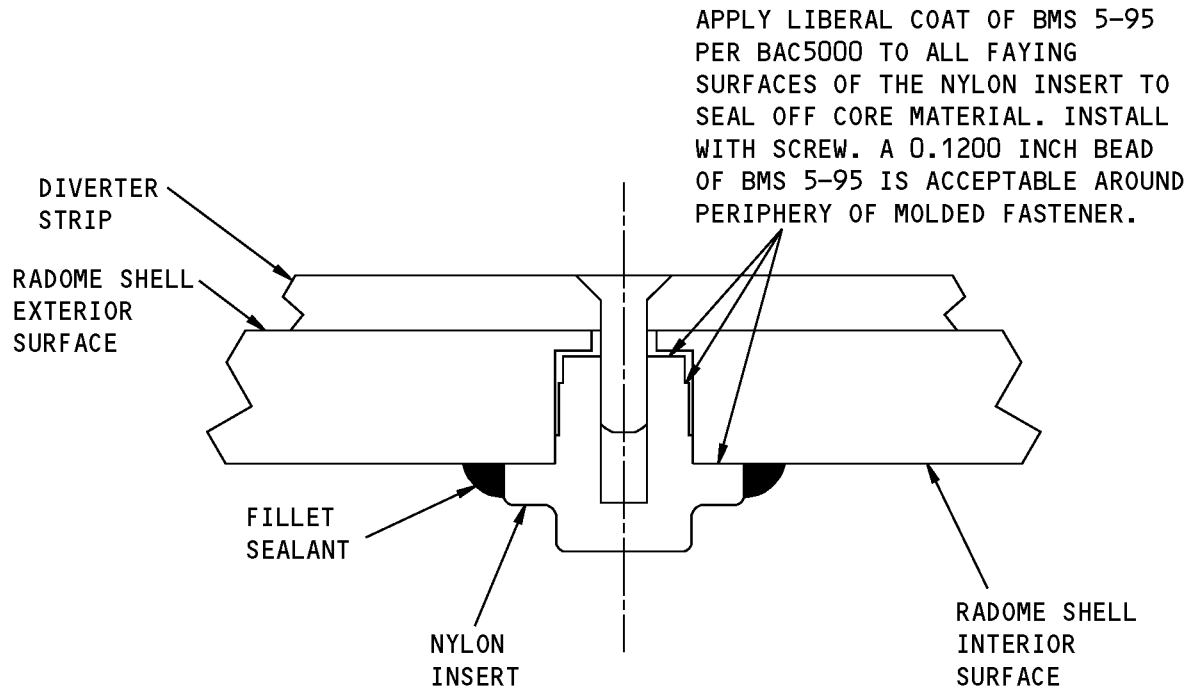
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Insert/Sealant Installation
Figure 202/53-52-03-990-802

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LIGHTNING DIVERTER STRIPS - APPROVED REPAIRS

1. General

A. This procedure has one task:

CAUTION: DO NOT OPERATE THE AIRPLANE FOR LONG PERIODS OF TIME WITH MISSING, OR DAMAGED DIVERTER STRIPS. REPAIR THE DIVERTER STRIPS QUICKLY. THE RISK OF DAMAGE TO THE RADOME, AND OTHER EQUIPMENT FROM LIGHTNING STRIKES INCREASES WHILE THERE ARE MISSING, OR DAMAGED STRIPS.

- (1) A temporary repair of the Lighting Diverter Strips.
- (2) Because of the possible effects on the ILS antenna pattern, the number of missing or damaged strips must be at a minimum and missing/removed in a symmetrical pattern. It is possible to remove strips on BL 0 independently.
- (3) The number of diverter strips missing/damaged must not be more than 40% of the total number of diverter strips. (For example, on radomes with 6 diverter strips, there must be no more than 2 diverter strips in symmetrical pairs missing or damaged at one time. Radomes with 10 diverter strips there must be no more than 4 diverter strips in symmetrical pairs missing or damaged.)
- (4) Sections of diverter strips not connected to the grounding plate can cause interference with communications equipment.

TASK 53-52-03-300-801

2. Lightning Diverter Strip Temporary Repair

A. References

Reference	Title
53-52-03-000-801	Remove the Lightning Diverter Strips (P/B 201)

B. Consumable Materials

Reference	Description	Specification
G50012 [P05-278]	Tape - Protective Polyurethane - 3M 8672	
G50361	Tape - Mylar, Permacel P-280	
G50362	Tape - Scotch-853	

C. Location Zones

Zone	Area
111	Radome

D. Procedure

SUBTASK 53-52-03-350-001

(1) For damaged diverter strips

- (a) Remove all loose pieces of the lightning diverter strip, Remove the Lightning Diverter Strips, TASK 53-52-03-000-801.
- (b) Make sure that the remaining section of the damaged strip is safely held.
- (c) Make sure that the grounding plate is not damaged.
- (d) Make sure that there is a continuous connection with the remaining section of the damaged strip and the grounding plate.

SUBTASK 53-52-03-350-002

(2) For missing or removed diverter strips

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- (a) Seal openings from missing bolts with speed tape (tape, G50362, Permacel P-280 tape, G50361, 3M 8672 tape, G50012 [P05-278] or equivalent).
- (b) Make sure that all tape edges are flush with the surface of the radome.

————— **END OF TASK** —————

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GLIDE SLOPE ANTENNA DIRECTOR BAR - REMOVAL/INSTALLATION

1. General

- A. This procedure contains two tasks. The first task is the removal of the director bar for the glide scope antenna. The second task is the installation of the director bar for the glide scope antenna.
- B. The director bar for the glide slope antenna is an aluminum foil pressure-sensitive strip of tape. The director bar is attached to the inner surface of the nose radome. It changes the radiation signals for the glide slope antenna.

TASK 53-52-31-000-801

2. Glide Slope Director Bar Removal

(Figure 401)

A. Location Zones

Zone	Area
111	Radome

B. Procedure

SUBTASK 53-52-31-860-001

- (1) Open this circuit breaker and install safety tag:

F/O Electrical System Panel, P6-1

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	13	C00120	WEATHER RADAR RT

SUBTASK 53-52-31-010-001

- (2) Open the nose radome.

- (a) Remove the screws which attach the radome to the clips on the fuselage.

CAUTION: DO NOT OPEN THE RADOME IF THE WIND SPEED IS MORE THAN 15 KNOTS.
THIS CAN CAUSE DAMAGE TO THE RADOME.

- (b) Open the radome.

- (c) Install the support rod to hold the radome open.

SUBTASK 53-52-31-020-001

- (3) Remove the director bar [1].

————— **END OF TASK** —————

TASK 53-52-31-400-801

3. Glide Slope Director Bar Installation

(Figure 401)

A. References

Reference	Title
53-52-00-400-801	Nose Radome Installation (P/B 401)

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B. Consumable Materials

Reference	Description	Specification
B00083	Solvent - Aliphatic Naphtha (For Acrylic Plastics)	TT-N-95 Type II, ASTM D-3735 Type III
C00259	Primer - Chemical And Solvent Resistant Finish, Epoxy Resin	BMS10-11, Type I
G00291	Tape - Aluminum Foil, Scotch 425	AMS-T-23397 / L-T-80

C. Location Zones

Zone	Area
111	Radome

D. Procedure

SUBTASK 53-52-31-110-001

(1) Clean the nose radome surface where you will install the director bar with solvent, B00083.

SUBTASK 53-52-31-370-001

(2) Apply one layer of the primer, C00259 to the surface where you will install the director bar.

SUBTASK 53-52-31-110-002

(3) Clean the surface with the solvent, B00083.

SUBTASK 53-52-31-420-001

(4) Install the director bar [1].

(a) Cut a 13 in. (33 cm) long strip of the Scotch 425 Aluminum Foil Tape, G00291.

(b) Install the tape as shown in (Figure 401).

(c) Push the Scotch 425 Aluminum Foil Tape, G00291 correctly into its location.

SUBTASK 53-52-31-420-002

(5) Install the M1458 decal on the radome as shown in (Figure 401) if it is not installed.

SUBTASK 53-52-31-410-001

(6) Do this task: (Nose Radome Installation, TASK 53-52-00-400-801).

SUBTASK 53-52-31-860-002

(7) Remove the safety tag and close this circuit breaker:

F/O Electrical System Panel, P6-1

Row	Col	Number	Name
D	13	C00120	WEATHER RADAR RT

END OF TASK

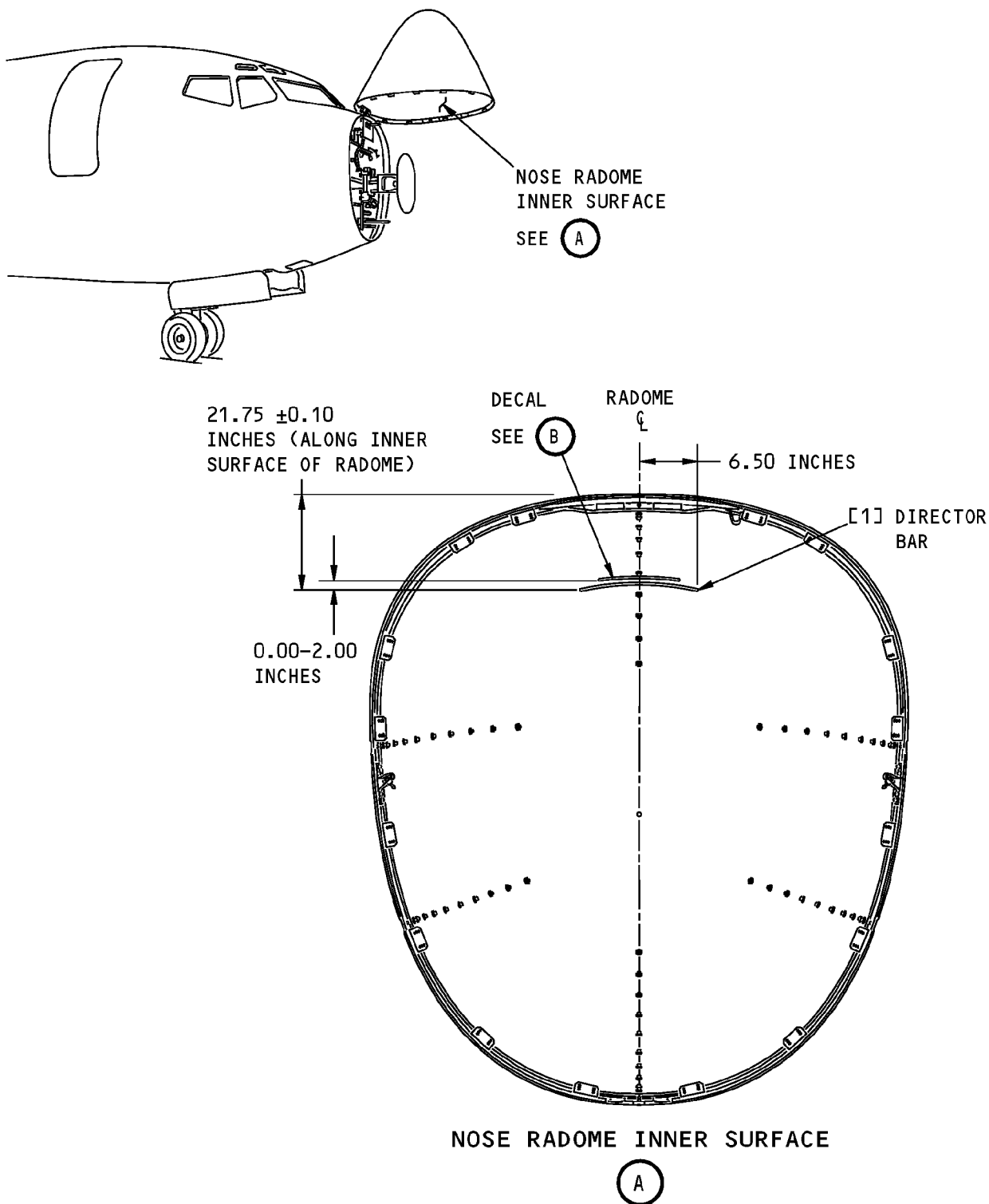
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**Director Bar - Glide Slope Antenna Installation
Figure 401 (Sheet 1 of 2)/53-52-31-990-801**

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GLIDESLOPE ANTENNA DIRECTOR BAR -M1458

DECAL



Director Bar - Glide Slope Antenna Installation
Figure 401 (Sheet 2 of 2)/53-52-31-990-801

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TAILCONE - REMOVAL/INSTALLATION

1. General

A. This procedure contains these tasks:

- (1) Tailcone Removal
- (2) Tailcone Installation

TASK 53-53-00-000-801

2. Tailcone Removal

A. References

Reference	Title
27-21-17-000-801	Rudder Index Plate Removal (P/B 401)
27-31-00-800-801	Elevator Hydraulic System A and B - Pressurization (P/B 201)
27-31-00-800-802	Remove Pressure from the Elevator Hydraulic Systems A and B (P/B 201)
27-31-11-000-801	Elevator - Removal (P/B 401)
27-31-81-000-801	Elevator Index Plate Removal (P/B 401)
27-41-11-000-801	Horizontal Stabilizer Removal (P/B 401)
49-91-71-000-801	Eductor Inlet Duct Removal (P/B 401)

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
SPL-1672	Assembly - Lock, Stabilizer Trim (Part #: F71336-501, Supplier: 81205, A/P Effectivity: 737-100, -200, -200C, -300, -400, -500, -600, -700, -700C, -700ER, -700QC, -800, -900, -900ER, -BBJ)

C. Location Zones

Zone	Area
315	APU Compartment - Left
316	APU Compartment - Right

D. Access Panels

Number	Name/Location
333AB	Horizontal Stabilizer, Gap Cover, Horizontal Stabilizer to Body
333AT	Horizontal Stabilizer, Gap Cover, Horizontal Stabilizer to Body
333AZ	Horizontal Stabilizer, Access Panel, Inboard T.E. Closure Rib
333BB	Horizontal Stabilizer, Access Panel, Trailing Edge
343AB	Horizontal Stabilizer, Gap Cover - H. Stab. to Body
343AT	Horizontal Stabilizer, Gap Cover - H. Stab. to Body
343AZ	Horizontal Stabilizer, Access Panel - Inbd T.E. Closure Rib
343BB	Horizontal Stabilizer, Access Panel - T.E. Area

E. Prepare to Remove the Tailcone

SUBTASK 53-53-00-860-005

- (1) Use a non-permanent marker to make alignment marks on the tailcone and fuselage.

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SUBTASK 53-53-00-480-001

- (2) Move the stabilizer and elevator to a position that will let the elevator control pushrods be disconnected (Elevator - Removal, TASK 27-31-11-000-801).

SUBTASK 53-53-00-040-001

WARNING: MAKE SURE THAT ALL PERSONNEL, AND EQUIPMENT ARE AWAY FROM THE HORIZONTAL STABILIZER. THE MOVEMENT OF THE HORIZONTAL STABILIZER DURING MAINTENANCE CAN CAUSE INJURY TO PERSONNEL, AND DAMAGE TO EQUIPMENT.

- (3) Make sure that the horizontal stabilizer will not move (Horizontal Stabilizer Removal, TASK 27-41-11-000-801):

- (a) Do this task: (Remove Pressure from the Elevator Hydraulic Systems A and B, TASK 27-31-00-800-802).
- (b) Set the stabilizer trim cutout switches to the CUTOFF position.

NOTE: The stabilizer trim cutout switches are on the control stand.

- (c) Open these circuit breakers and install safety tags:

CAPT Electrical System Panel, P18-1

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
C	2	C00849	AFCS STABILIZER TRIM

CAPT Electrical System Panel, P18-2

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
C	8	C00544	FLIGHT RECORDER POSITION SENSOR

F/O Electrical System Panel, P6-2

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
B	10	C00207	FLIGHT CONTROL STAB TRIM CONT
D	10	C00840	FLIGHT CONTROL STAB TRIM ACTUATOR

Power Distribution Panel Number 1, P91

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
C	5	C00389	ACCESS COMPT LT

- (d) Install the lock, SPL-1672, on the stabilizer trim wheel at the control stand:
- 1) Turn the trim wheel to put the handle at the top of the wheel.
 - 2) Adjust the height of the trim lock to put the trim wheel handle correctly on the yoke.
 - 3) Install the pin through the yoke.
 - 4) Install the safety pin.

SUBTASK 53-53-00-010-005

- (4) Open these access panels:

<u>Number</u>	<u>Name/Location</u>
333AB	Horizontal Stabilizer, Gap Cover, Horizontal Stabilizer to Body
333AT	Horizontal Stabilizer, Gap Cover, Horizontal Stabilizer to Body
333AZ	Horizontal Stabilizer, Access Panel, Inboard T.E. Closure Rib

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<u>Number</u>	<u>Name/Location</u>
333BB	Horizontal Stabilizer, Access Panel, Trailing Edge
343AB	Horizontal Stabilizer, Gap Cover - H. Stab. to Body
343AT	Horizontal Stabilizer, Gap Cover - H. Stab. to Body
343AZ	Horizontal Stabilizer, Access Panel - Inbd T.E. Closure Rib
343BB	Horizontal Stabilizer, Access Panel - T.E. Area

SUBTASK 53-53-00-010-006

- (5) Remove these parts to get access to the tailcone fasteners (Figure 401):

- (a) Remove one top and three bottom screws [7] that attach the vertical blade seal [6] to the structure.
- (b) Remove the lower track assembly [2].
- (c) Remove the upper track assembly [11].

NOTE: The forward fastener can stay installed and the upper track assembly turned up to get access to tailcone fasteners.

- (d) Remove the rub strip [9].
 - (e) Do this task: Eductor Inlet Duct Removal, TASK 49-91-71-000-801.
 - (f) Disconnect the electrical connector, D44584P (Station 1166), that attaches the tailcone wire harness to the structure connector.
- (6) Install a plastic shield on the tailcone to prevent damage.

NOTE: When the tailcone is removed, it will touch the horizontal stabilizer.

- (7) Remove the tailcone fasteners that are inboard of the horizontal stabilizer.

NOTE: Access is not sufficient to remove all fasteners. When the horizontal stabilizer is moved, these fasteners will have access.

- (8) Use the steps from the elevator removal procedure to disconnect the elevator control pushrod from the elevator (Elevator - Removal, TASK 27-31-11-000-801).

- (9) Start the horizontal stabilizer:

- (a) Remove the lock, SPL-1672, from the stabilizer trim wheel at the control stand.
- (b) Set the stabilizer trim cutout switches to the NORMAL position.

NOTE: The stabilizer trim cutout switches are on the control stand.

- (c) Do this task: Elevator Hydraulic System A and B - Pressurization, TASK 27-31-00-800-801.
- (d) Close these circuit breakers:

CAPT Electrical System Panel, P18-1

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
C	2	C00849	AFCS STABILIZER TRIM

CAPT Electrical System Panel, P18-2

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
C	8	C00544	FLIGHT RECORDER POSITION SENSOR

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F/O Electrical System Panel, P6-2

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
B	10	C00207	FLIGHT CONTROL STAB TRIM CONT
D	10	C00840	FLIGHT CONTROL STAB TRIM ACTUATOR

Power Distribution Panel Number 1, P91

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
C	5	C00389	ACCESS COMPT LT

(10) Set flight control surfaces to remove the tailcone:

- Move the stabilizer trailing edge to the fully up position.
- Move the rudder trailing edge fully left or right.
- Move the elevator trailing edge to the fully up position.
- Make sure that the horizontal stabilizer will not move.

F. Tailcone Removal Procedure

SUBTASK 53-53-00-020-001

(1) Use these procedures to remove the tailcone:

- Remove the fasteners and washers that attach the tailcone to the structure.

NOTE: Some of the tailcone fasteners do not have washers. If it is necessary, put marks at the locations of the fastener holes that do not have washers.

NOTE: Tailcone fasteners inboard of the horizontal stabilizer can have access. If it is necessary, move the horizontal stabilizer to get access to tailcone fasteners.

CAUTION: WHEN YOU REMOVE THE TAILCONE, IT CAN TOUCH EQUIPMENT ON THE AFT BULKHEAD. IF YOU APPLY TOO MUCH FORCE TO THE TAILCONE, DAMAGE TO EQUIPMENT ON THE AFT BULKHEAD CAN OCCUR.

- When you remove the tailcone, make sure that it does not cause damage to equipment on the aft bulkhead.
- Turn and lower the tailcone away from the aft bulkhead.

NOTE: The bottom forward edge of the tailcone will be forward of the aft bulkhead for a short time during this step.

- If it is necessary, lightly push the forward end of the tailcone together to clear flight surfaces.
- If you will install a new tailcone or a tailcone from a different airplane, do this task: (Elevator Index Plate Removal, TASK 27-31-81-000-801).
- If you will install a new tail cone or a tailcone from a different airplane, do this task: (Rudder Index Plate Removal, TASK 27-21-17-000-801).

————— **END OF TASK** —————

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TASK 53-53-00-400-801

3. Tailcone Installation

A. References

Reference	Title
27-21-17-400-801	Rudder Index Plate Installation (P/B 401)
27-31-00-800-802	Remove Pressure from the Elevator Hydraulic Systems A and B (P/B 201)
27-31-11-400-801	Elevator - Installation (P/B 401)
27-31-81-400-801	Elevator Index Plate Installation (P/B 401)
27-41-11 P/B 401	HORIZONTAL STABILIZER - REMOVAL/INSTALLATION
27-41-11-400-801	Horizontal Stabilizer Installation (P/B 401)
49-91-71-400-801	Eductor Inlet Duct Installation (P/B 401)
51-31-00-160-801	Prepare For Sealing (P/B 201)
51-31-00-390-806	Aerodynamic Smoother Application (P/B 201)

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
SPL-1672	Assembly - Lock, Stabilizer Trim (Part #: F71336-501, Supplier: 81205, A/P Effectivity: 737-100, -200, -200C, -300, -400, -500, -600, -700, -700C, -700ER, -700QC, -800, -900, -900ER, -BBJ)
STD-10684	Plastic Sheet - Protective

C. Consumable Materials

Reference	Description	Specification
A02315	Sealant - Low Density, Synthetic Rubber. 2 Part	BMS5-142

D. Location Zones

Zone	Area
315	APU Compartment - Left
316	APU Compartment - Right

E. Access Panels

Number	Name/Location
333AB	Horizontal Stabilizer, Gap Cover, Horizontal Stabilizer to Body
333AT	Horizontal Stabilizer, Gap Cover, Horizontal Stabilizer to Body
333AZ	Horizontal Stabilizer, Access Panel, Inboard T.E. Closure Rib
333BB	Horizontal Stabilizer, Access Panel, Trailing Edge
343AB	Horizontal Stabilizer, Gap Cover - H. Stab. to Body
343AT	Horizontal Stabilizer, Gap Cover - H. Stab. to Body
343AZ	Horizontal Stabilizer, Access Panel - Inbd T.E. Closure Rib
343BB	Horizontal Stabilizer, Access Panel - T.E. Area

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F. Prepare To Install The Tailcone

SUBTASK 53-53-00-040-002

- (1) Make sure that the horizontal stabilizer will not move (HORIZONTAL STABILIZER - REMOVAL/INSTALLATION, PAGEBLOCK 27-41-11/401):

- (a) If it is necessary, do this task: Remove Pressure from the Elevator Hydraulic Systems A and B, TASK 27-31-00-800-802.
- (b) Make sure that the stabilizer trim cutout switches are set to the CUTOUT position.

NOTE: The stabilizer trim cutout switches are on the control stand.

- (c) Make sure that these circuit breakers are open and have safety tags:

CAPT Electrical System Panel, P18-1

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
C	2	C00849	AFCS STABILIZER TRIM

CAPT Electrical System Panel, P18-2

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
C	8	C00544	FLIGHT RECORDER POSITION SENSOR

F/O Electrical System Panel, P6-2

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
B	10	C00207	FLIGHT CONTROL STAB TRIM CONT
D	10	C00840	FLIGHT CONTROL STAB TRIM ACTUATOR

Power Distribution Panel Number 1, P91

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
C	5	C00389	ACCESS COMPT LT

- (d) Make sure that the lock, SPL-1672 on the stabilizer trim wheel at the control stand is installed.

SUBTASK 53-53-00-100-001

- (2) Remove the aerodynamic sealant and clean the area of aft bulkhead where the tailcone attaches, do this task Prepare For Sealing, TASK 51-31-00-160-801.

SUBTASK 53-53-00-950-001

- (3) Install a protective plastic sheet, STD-10684 on the tailcone to prevent damage.

G. Tailcone Installation Procedure

SUBTASK 53-53-00-400-002

- (1) Install the tailcone:

CAUTION: WHEN YOU REMOVE THE TAILCONE, IT CAN TOUCH EQUIPMENT ON THE AFT BULKHEAD. IF YOU APPLY TOO MUCH FORCE TO THE TAILCONE, DAMAGE TO EQUIPMENT ON THE AFT BULKHEAD CAN OCCUR.

- (a) When you instal the tailcone, make sure that it does not cause damage to equipment on the aft bulkhead.
- (b) Make sure that the elevator control rods are outboard of the tailcone.
- (c) Turn and lift the tailcone into its position on the aft bulkhead.

NOTE: The bottom forward edge of the tailcone will be forward of the aft bulkhead at the beginning of this step.

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- (d) If it is necessary, lightly push the forward end of the tailcone together to clear flight surfaces.
- (e) Make sure that the alignment marks are aligned.
- (f) Install but do not tighten the tailcone attachment fasteners.
- (g) Snug up opposite fasteners all around, then tighten opposite fasteners all around to the necessary torque.

NOTE: Some fasteners will not have access. When the horizontal stabilizer is moved, these fasteners will have access.

- (h) Do the steps to start the horizontal stabilizer (HORIZONTAL STABILIZER - REMOVAL/INSTALLATION, PAGEBLOCK 27-41-11/401).
- (i) Move the stabilizer and elevator to a position that will let the elevator control pushrods be connected.

WARNING: MAKE SURE THAT ALL PERSONNEL, AND EQUIPMENT ARE AWAY FROM THE HORIZONTAL STABILIZER. THE MOVEMENT OF THE HORIZONTAL STABILIZER DURING MAINTENANCE CAN CAUSE INJURY TO PERSONNEL, AND DAMAGE TO EQUIPMENT.

- (j) Make sure that the horizontal stabilizer will not move.
- (k) Install and tighten remaining tailcone fasteners that are inboard of the horizontal stabilizer.
- (l) Remove the protective plastic sheet, STD-10684.

H. Put the Airplane Back to Its Usual Condition

SUBTASK 53-53-00-410-005

(1) Use these steps to put the airplane back to its usual condition Figure 401:

- (a) Use the steps from the elevator installation procedure to connect the elevator control pushrods to the elevator (Elevator - Installation, TASK 27-31-11-400-801).
- (b) If you installed a new tailcone or a tailcone from a different airplane, do this task: Rudder Index Plate Installation, TASK 27-21-17-400-801.
- (c) If you installed a new tailcone or a tailcone from a different airplane, do this task: Elevator Index Plate Installation, TASK 27-31-81-400-801.
- (d) Install the rub strip [9].
- (e) Install the lower track assembly [2].
- (f) Install the upper track assembly [11].
- (g) Install the fasteners that attach the vertical blade [6] seal to structure.
- (h) Connect the electrical connector, D44584P (Station 1166), that attaches the tailcone wire harness to the structure connector.
- (i) Do this task: Eductor Inlet Duct Installation, TASK 49-91-71-400-801.
- (j) Close these access panels:

<u>Number</u>	<u>Name/Location</u>
333AB	Horizontal Stabilizer, Gap Cover, Horizontal Stabilizer to Body
333AT	Horizontal Stabilizer, Gap Cover, Horizontal Stabilizer to Body
333AZ	Horizontal Stabilizer, Access Panel, Inboard T.E. Closure Rib
333BB	Horizontal Stabilizer, Access Panel, Trailing Edge

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<u>Number</u>	<u>Name/Location</u>
343AB	Horizontal Stabilizer, Gap Cover - H. Stab. to Body
343AT	Horizontal Stabilizer, Gap Cover - H. Stab. to Body
343AZ	Horizontal Stabilizer, Access Panel - Inbd T.E. Closure Rib
343BB	Horizontal Stabilizer, Access Panel - T.E. Area

- (k) Use the steps from Horizontal Stabilizer Installation, TASK 27-41-11-400-801 to adjust the stabilizer-to-body seals.
- (l) Remove the alignment marks.
- (m) Apply sealant, A02315 between the tailcone and fuselage skin (Aerodynamic Smoother Application, TASK 51-31-00-390-806).
- (n) Start the horizontal stabilizer.
- (o) Do an operational check of the stabilizer, rudder and elevators.

————— **END OF TASK** —————

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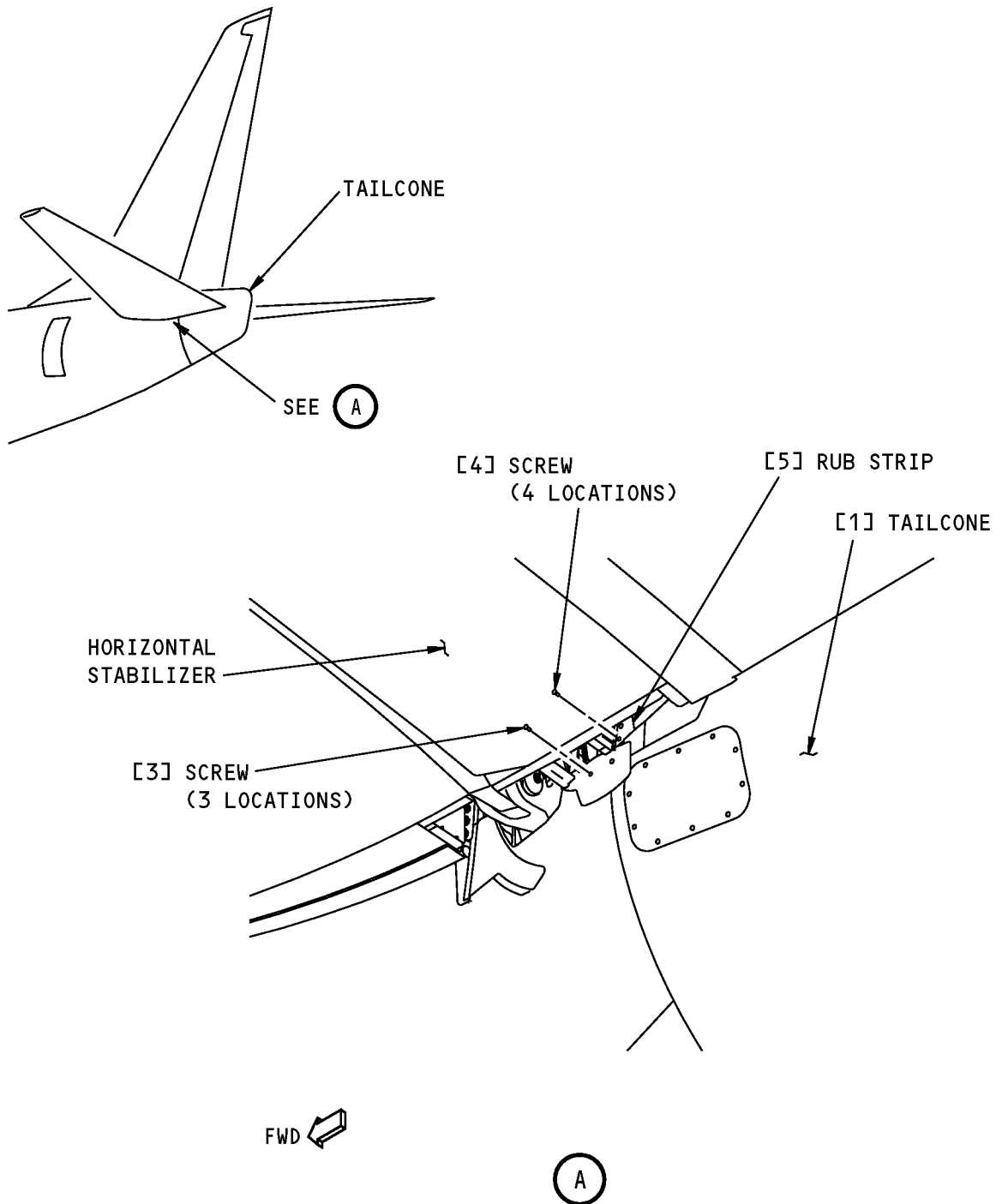
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Tailcone Removal / Installation
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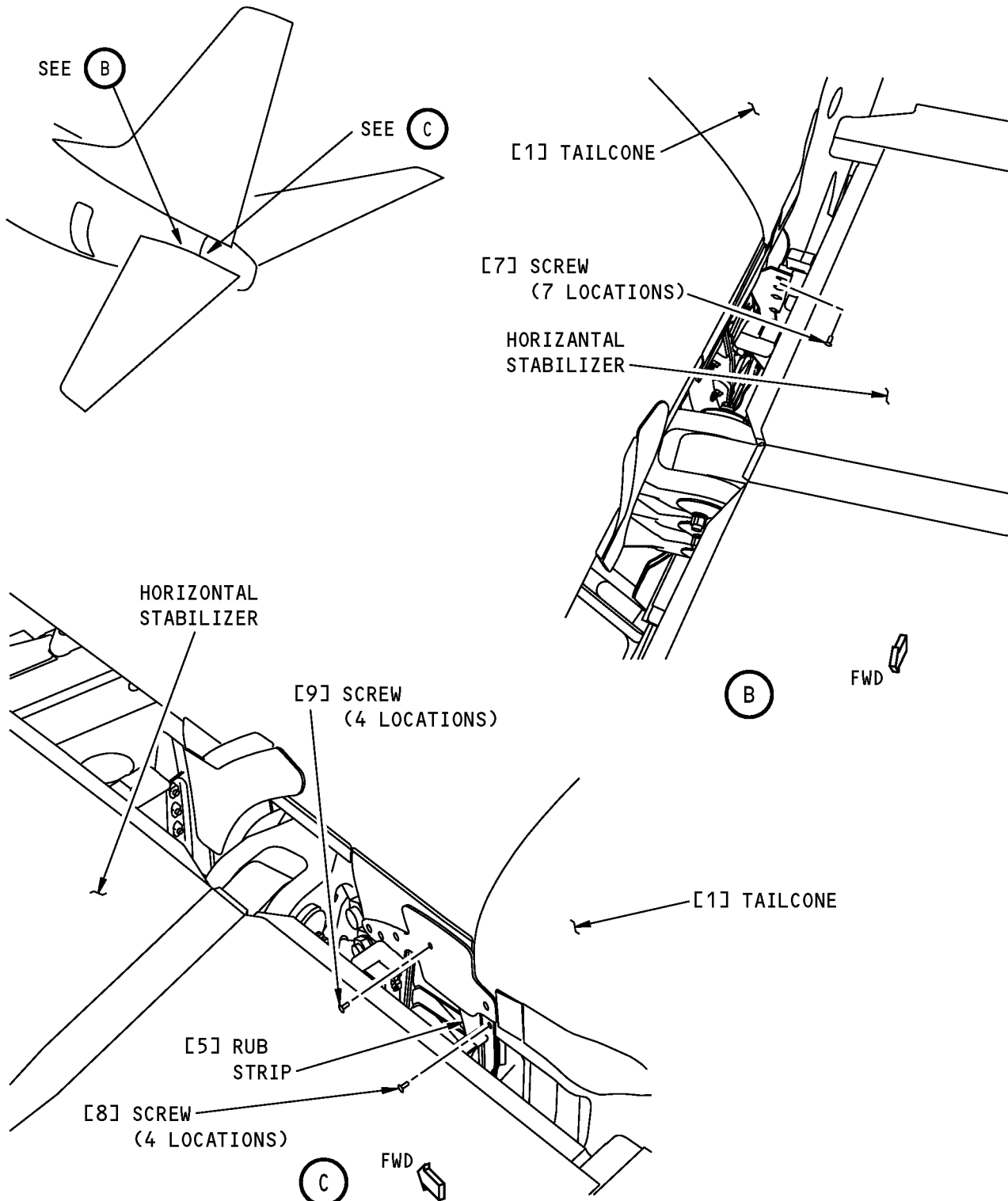
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