COMPONENT MAINTENANCE MANUAL WITH ILLUSTRATED PARTS LIST

MAIN LANDING GEAR INNER DOOR ASSEMBLY

PART NUMBER 65C28178–19, –20, –29, –30

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COMPONENT MAINTENANCE MANUAL

Revision No. 11
Jul 01/2009

To: All holders of MAIN LANDING GEAR INNER DOOR ASSEMBLY 32-16-12.

Attached is the current revision to this COMPONENT MAINTENANCE MANUAL

The COMPONENT MAINTENANCE MANUAL is furnished either as a printed manual, on microfilm, or digital products, or any combination of the three. This revision replaces all previous microfilm cartridges or digital products. All microfilm and digital products are reissued with all obsolete data deleted and all updated pages added.

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TEMPORARY REVISION AND SERVICE BULLETIN RECORD

BOEING SERVICE BULLETIN	BOEING TEMPORARY REVISION	OTHER DIRECTIVE	DATE OF INCORPORATION INTO MANUAL
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		PRR 33650	SEP 05/85
		PRR 33600-72	JUN 05/87

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Revision		Filed		Revision		Filed	
Number	Date	Date	Initials	Number	Date	Date	Initials

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Temporary Revision		Inserted		Removed	
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INTRODUCTION

1. General

A. The instructions in this manual supply the data necessary to do the maintenance functions together with the test, fault isolation, repair, and replacement of the defective parts.

B. This manual is divided into different parts:

(1) Title Page

(2) Transmittal Letter

(3) Highlights

(4) List of Effective Pages

(5) Table of Contents

(6) Temporary Revision & Service Bulletin Record

(7) Record of Revisions

(8) Record of Temporary Revisions

(9) Introduction

(10) Procedures & IPL Sections

C. Components that can be repaired have a different repair number for each specified repair. To find the repair number location of a component, look in the Repair-General procedure at the beginning of the REPAIR section. The Repair-General procedure also has an explanation of the True Position Dimension symbols used.

D. All dimensions, measures, quantities and weights included are in English units. When metric equivalents are given they will be in the parentheses that follow the English units.

E. The introduction to the Illustrated Parts List (IPL) shows how the IPL data is used.

F. Design changes, optional parts, configuration differences and Service Bulletin modifications may cause different part numbers. These part numbers are identified in the IPL with an alphabetical letter which is added to the end of the basic item number. This new item number is referred to as an alpha-variant. Throughout the manual, IPL basic item number references also apply to alpha-variants unless shown differently.

G. The tool reference numbers found in the individual procedures and in the Special Tools, Fixtures, and Equipment section are used to identify if a tool is a standard tool (STD-XXXX), a commercial tool (COM-XXXX), or a Special Tool (SPL-XXXX). This reference number is also used to distinguish between tools with similar names in the same procedure. These reference numbers are for use in the documentation only. They are not to be used for ordering tools.

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MAIN LANDING GEAR INNER DOOR ASSEMBLY - DESCRIPTION & OPERATION

1. Description and Operation

A. The main landing gear inner door assembly is a fiberglass/graphite/epoxy/honeycomb sandwich bond assembly with fairing, hinge fittings, an actuator fitting, and an aero seal. The hinge fittings at the upper edge of the panel assembly are a pivot joint to make the door smooth with the wing structure.

B. The door is attached to the landing gear. The door opens and closes with the landing gear.

2. Leading Particulars (Approximate)

A. Length – 35 inches

B. Width – 19 inches

C. Depth – 5 inches

D. Weight – 14 pounds

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DISASSEMBLY

1. **General**
   A. Disassemble this component only as necessary for fault isolation, to find the serviceability of parts, to do repairs, and to put the unit back in serviceable condition.
   B. Refer to the Standard Overhaul Practices Manual (SOPM) for the standard practices identified in this procedure.
   C. Refer to IPL Figure 1 for the item numbers.
2. **Procedure**
   A. Use standard industry practices and these steps.
   B. Remove fitting assemblies (20, 22, 25, 60, 62, 65, 110 per SOPM 20-10-08.
   C. Measure and make a note of the thickness of shims (10, 15, 105, 197, 240, 245) to help during assembly. The thickness of the shims is adjusted to make the door smooth with the airplane body when the door is installed on the aiprlane.

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CLEANING

1. General

A. This procedure tells how to clean the MLG inner door assembly.

B. Refer to the Standard Overhaul Practices Manual (SOPM) for the standard practices identified in this procedure.

2. Cleaning

A. References

Reference	Title
SOPM 20-30-03	GENERAL CLEANING PROCEDURES

B. Procedure

CAUTION: DO NOT VAPOR DEGREASE EPOXY BONDED STRUCTURES WITH CHLORINATED CLEANING AGENTS SUCH AS METHYLENE CHLORIDE, TRICHLOROETHYLENE, AND TRICHLOROETHANE. CHLORINATED CLEANING AGENTS WILL CAUSE DAMAGE TO EPOXY BONDED STRUCTURES. 1,1,1-TRICHLOROETHANE IS ONE OF THE SOLVENTS ALLOWED FOR CLEANING COMPOSITE COMPONENTS. DO NOT SUBMERGE PARTS IN THE SOLVENT OR ALLOW STANDING SOLVENT ON THE PARTS OR DAMAGE MAY OCCUR. USE 1,1, 1-TRICHLOROETHANE ONLY AS A WIPE SOLVENT.

(1) Clean all parts by standard industry practices and the instructions in SOPM 20-30-03.

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CHECK

1. General

A. This procedure hells how to do a complete check of the MLG inner door assembly.

B. Refer to FITS AND CLEARANCES for the design dimensions and wear limits.

C. Refer to the Standard Overhaul Practices Manual (SOPM) for the standard practices in this procedure.

D. Refer to IPL Figure 1 for the item numbers.

2. Check

A. References

Reference	Title
SOPM 20-20-02	PENETRANT METHODS OF INSPECTION
737 SRM 52-80-02	Structural Repair Manual

B. Procedure

(1) Examine all parts for defects by standard industry practices. Do the penetrant check only if the visual check finds possible defects.

(2) Penetrant check (SOPM 20-20-02) – Fitting (50, 55, 57, 95, 100, 103, 130).

(3) Examine honeycomb and bonded parts for signs of delamination, internal water, scratches, and contour defects.

(a) Ultrasonically examine for delamination.

(b) Radiographically examine areas that could contain water to see how much damage there is.

(c) Examine the edges of the panel carefully for cuts and abrasions. Delamination starts very easily from damage to an edge member of the honeycomb panel.

(4) Refer to the applicable 737 Structural Repair Manual 737 SRM 52-80-02 for damage limits and repair instructions.

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REPAIR

1. Content

A. Repair, refinish and replacement procedures are included in separate repair sections as follows:

Table 601:

P/N	NAME	REPAIR
65C30883	HINGE ASSY	1-1
69-74442	HINGE ASSY	1-1
69-42378	ACTUATOR FITTING ASSY	2-1
- - -	MISCELLANEOUS PARTS REFINISH	3-1

2. Standard Practices

A. Refer to the following standard practices as applicable, for details of procedures in individual repairs.

- SOPM 20-00-00 Introduction
- SOPM 20-30-02 Stripping of Protective Finishes
- SOPM 20-30-03 General Cleaning Procedures
- SOPM 20-41-01 Decoding Table of Boeing Finish Codes
- SOPM 20-41-02 Application of Chemical and Solvent Resistant Finishes
- SOPM 20-43-03 Chemical Conversion Coatings for Aluminum and Bushing Replacement
- SOPM 20-50-03 Bearing and Bushing Replacement
- SOPM 20-60-02 Finishing Materials
- SOPM 20-60-04 Miscellaneous Materials

3. Materials

NOTE: Equivalent substitutes can be used.

A. Conductive Coating – coating, C00841 BMS 10-21, Type 3

B. Enamel – coating, C00032 BMS 10-60, BAC707 Gray Gloss

C. Enamel – coating, C00260 BMS 10-11, Type 2, BAC702 White Gloss

D. Primer – primer, C00259 BMS 10-11, Type 1

E. Primer – primer, C00319 BMS 10-79, Type 2

F. Sealant – sealant, A00247 BMS 5-95

4. Dimensioning Symbols

A. Standard True Position Dimensioning Symbols used in applicable repair procedures are shown in REPAIR-GENERAL, Figure 601.

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—	STRAIGHTNESS
▱	FLATNESS
⊥	PERPENDICULARITY (OR SQUARENESS)
//	PARALLELISM
○	ROUNDNESS
⌭	CYLINDRICITY
⌒	PROFILE OF A LINE
⌓	PROFILE OF A SURFACE
◎	CONCENTRICITY
⌯	SYMMETRY
∠	ANGULARITY
↗	RUNOUT
↗↗	TOTAL RUNOUT
⌴	COUNTERBORE OR SPOTFACE
∨	COUNTERSINK
⌖	THEORETICAL EXACT POSITION OF A FEATURE (TRUE POSITION)
∅	DIAMETER
S ∅	SPHERICAL DIAMETER
R	RADIUS
SR	SPHERICAL RADIUS
()	REFERENCE
BASIC (BSC) OR [DIM]	A THEORETICALLY EXACT DIMENSION USED TO DESCRIBE SIZE, SHAPE OR LOCATION OF A FEATURE. FROM THIS FEATURE PERMISSIBLE VARIATIONS ARE ESTABLISHED BY TOLERANCES ON OTHER DIMENSIONS OR NOTES.
[-A-]	DATUM
Ⓜ	MAXIMUM MATERIAL CONDITION (MMC)
Ⓛ	LEAST MATERIAL CONDITION (LMC)
Ⓢ	REGARDLESS OF FEATURE SIZE (RFS)
Ⓟ	PROJECTED TOLERANCE ZONE
FIM	FULL INDICATOR MOVEMENT

EXAMPLES

— | 0.002	STRAIGHT WITHIN 0.002
⊥ | 0.002 | B	PERPENDICULAR TO DATUM B WITHIN 0.002
// | 0.002 | A	PARALLEL TO DATUM A WITHIN 0.002
○ | 0.002	ROUND WITHIN 0.002
⌭ | 0.010	CYLINDRICAL SURFACE MUST LIE BETWEEN TWO CONCENTRIC CYLINDERS, ONE OF WHICH HAS A RADIUS 0.010 INCH GREATER THAN THE OTHER
⌒ | 0.006 | A	EACH LINE ELEMENT OF THE SURFACE AT ANY CROSS SECTION MUST LIE BETWEEN TWO PROFILE BOUNDARIES 0.006 INCH APART RELATIVE TO DATUM A
⌓ | 0.020 | A	SURFACES MUST LIE WITHIN PARALLEL BOUNDARIES 0.020 INCH APART AND EQUALLY DISPOSED ABOUT TRUE PROFILE
◎ | ∅ 0.0005 | C	CONCENTRIC TO DATUM C WITHIN 0.0005 DIAMETER
⌯ | 0.010 | A	SYMMETRICAL WITH DATUM A WITHIN 0.010
∠ | 0.005 | A	ANGULAR TOLERANCE 0.005 WITH DATUM A
⌖ | ∅ 0.002 Ⓢ | B	LOCATED AT TRUE POSITION WITHIN 0.002 DIA RELATIVE TO DATUM B, REGARDLESS OF FEATURE SIZE
⊥ | ∅ 0.010 Ⓜ | A 0.510 Ⓟ	AXIS IS TOTALLY WITHIN A CYLINDER OF 0.010 INCH DIAMETER, PERPENDICULAR TO DATUM A, AND EXTENDING 0.510 INCH ABOVE DATUM A, MAXIMUM MATERIAL CONDITION
[2.000] OR 2.000 BSC	THEORETICALLY EXACT DIMENSION IS 2.000

True Position Dimensioning Symbols
Figure 601

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HINGE ASSEMBLY - REPAIR 1-1

65C30883–5, –6, –9, –10, 69-74442–9, –10, –11, –12

1. General

A. This procedure tells how to repair the hinge assembly.

B. Refer to REPAIR-GENERAL for the Standard Overhaul Practices Manual (SOPM) for the SOPM subjects identified in this procedure.

C. Refer to the REPAIR-GENERAL, Figure 601 for the Standard True Position Dimensioning Symbols shown in the repair.

D. Refer to IPL Figure 1 for item numbers.

2. Bushing Replacement (REPAIR 1-1, Figure 601)

A. Remove the old bushings (SOPM 20-50-03).

B. Refinish per REPAIR 1-1, Paragraph 3..

C. Install replacement bushings by the shrink-fit or press-fit method (SOPM 20-50-03).

D. Machine the bushings to design dimensions and finish.

E. Fillet seal bushing (39, 45A, 84, 90) flanges with sealant, A00247.

3. Refinish

A. Fitting (50, 57A, 95, 103A) – Chromic acid anodize and apply primer, C00259 (F-18.13) but no primer, C00259 in holes for bushings. Material: Al alloy.

B. Hinge Assy (20, 25, 60, 65) – Apply enamel coating, C00033 (F-14.9813, which replaces SRF-14.9813) but no enamel coating, C00033 in bushing bores.

C. Hinge Assy (22A, 62A) – Apply enamel coating, C50069 (F-21.03).

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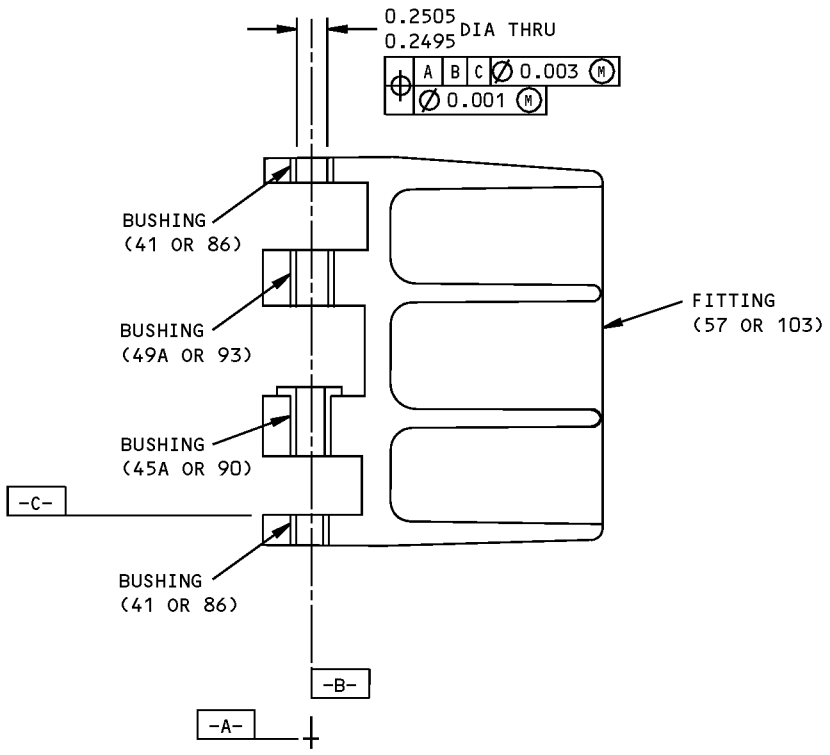
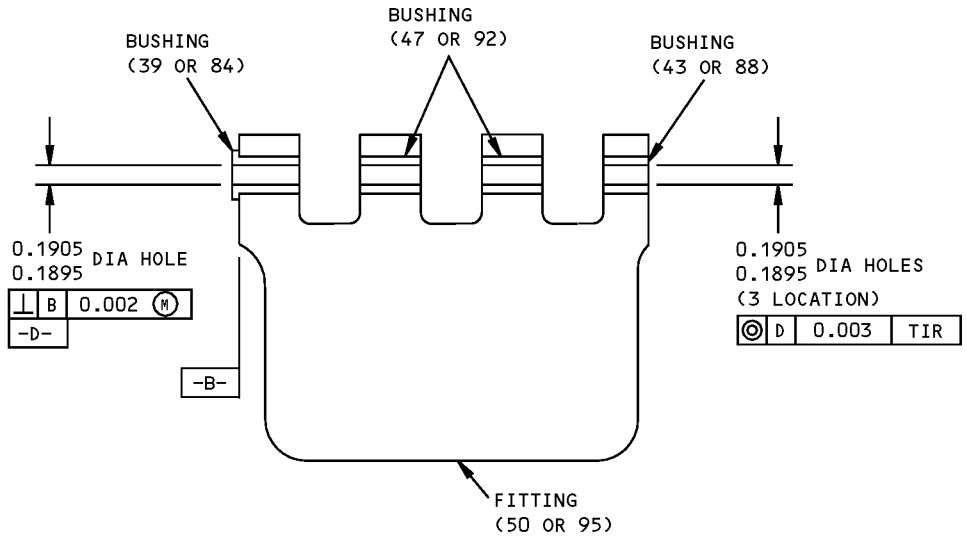


65C30883-5,-9 SHOWN



69-74442-9,-11 SHOWN

ALL DIMENSIONS ARE IN INCHES

65C30883-5,-6,-9,-10 69-74442-9 Thru -12 Bushing Replacement
Figure 601

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ACTUATOR FITTING ASSEMBLY - REPAIR 2-1

69-42378–3, –5

1. General

A. This procedure tells how to repair the actuator fitting assembly.

B. Refer to REPAIR-GENERAL for the Standard Overhaul Practices Manual (SOPM) for the SOPM subjects identified in this procedure.

C. Refer to the REPAIR-GENERAL, Figure 601 for the Standard True Position Dimensioning Symbols shown in the repair.

D. Refer to IPL Figure 1 for item numbers.

2. Bushing Replacement

A. Remove the old bushings (SOPM 20-50-03).

B. Refinish per REPAIR 2-1, Paragraph 3..

C. Install replacement bushing by the shrink-fit or press-fit method (SOPM 20-50-03).

D. Machine the bore to 0.4370-0.4380 inch diameter.

3. Refinish

A. Fitting (130) – Chromic acid anodize and apply primer, C00259 (F-18.13) but no primer, C00259 in holes for bushings. Material: Al alloy

B. Fitting (130A) – Boric acid-sulfuric acid anodize or chromic acid anodize or chromic acid anodize (F-17.31). Apply primer, C00259 (F-20.02) and enamel coating, C50069 (F-21.03), but no primer, C00259 or enamel coating, C50069 in holes for bushings. Material: Al alloy. Apply enamel coating, C50075 (F-14.9813, which replaces SRF-14.9813) but no enamel coating, C50075 in holes for bushings.

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MISCELLANEOUS PARTS REFINISH - REPAIR 3-1

1. General

A. This procedure tells how to refinish the parts which are not in the other repairs.

B. Refer to REPAIR-GENERAL for the Standard Overhaul Practices Manual (SOPM) for the SOPM subjects identified in this procedure.

C. Refer to IPL Figure 1 for the item numbers.

2. Refinish Details

A. Repair of these parts is only replacement of the original finish. Refer to REPAIR 3-1, Table 601 for refinish details.

Table 601: Refinish Details

IPL FIG. & ITEM	MATERIAL	FINISH
Fig. 1		
Fairing bond assy (200, 205, 205A, 205B), inner door bond assy (340B, 345B, 350, 355, 360, 365)	Fiberglass/ graphite/epoxy/ honeycomb sandwich	Prepare the surface (SRF-14.672). Apply conductive coating, C00767 (F-14.685, which replaces SRF-14.68). Apply primer, C00319 (F-19.46). Apply enamel coating, C00700 (SRF-14.9813).
Fairing end closure (210A,215A,220, 225), support angle (260A,265A,285,290)	Al alloy	Chemical treat and apply primer, C00259 (F-18.06). Apply enamel coating, C00700 (SRF-14.9813).
Fairing seal depressor (230, 235)	Al alloy	Chemical treat and apply primer, C00259 (F-18.06).
Seal retainer (326, 327)	Al alloy	Chemical treat or chromic acid anodize and apply primer, C00259 (F-2.30). Apply enamel coating, C00700 (F-14.9813, which replaces SRF-14.9813).

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ASSEMBLY

1. General

A. This procedure tells how to assemble the main landing gear inner door assembly.

B. Refer to the Standard Overhaul Practices Manual (SOPM) for the SOPM subjects identified in this procedure.

C. Refer to IPL Figure 1 for item numbers.

2. Assembly (IPL Figure 1)

CAUTION: BE SURE TO USE ONLY TITANIUM OR CORROSION RESISTANT STEEL FASTENERS THROUGH THE DOOR-BOND ASSEMBLY. DO NOT USE ALUMINUM OR PLATED ALLOY STEEL FASTENERS BECAUSE GALVANIC CORROSION WILL OCCUR.

2.

A.
Consumable Materials

NOTE: Equivalent substitutes may be used.

Reference	Description	Specification
A00247	Sealant - Pressure And Environmental - Chromate Type	BMS 5-95

B. References

Reference	Title
SOPM 20-50-01	BOLT AND NUT INSTALLATION
SOPM 20-60-04	MISCELLANEOUS MATERIALS

C. Procedure

NOTE: For bolt and nut installation, refer to SOPM 20-50-01. For miscellaneous materials, refer to SOPM 20-60-04.

(1) Use standard industry practices and these steps.

(2) Use shim (197) with fasteners, as necessary. Fay surface seal with sealant, A00247 between shim (197) and inner door bond assy (340B, 345B, 350, 355, 360, 365).

(3) Shims (10, 15, 105, 240, 245) – Fay surface seal with sealant, A00247.

(4) Fairing end closure (210A, 215A, 220, 225) – Fay surface seal between the fairing end closure and inner door bond assembly (340B, 345B, 350, 355, 360, 365) with sealant, A00247.

(5) Support angle (260A, 265A, 285, 290) – Fay surface seal between the support angle and inner door bond assy (340B, 345B) with sealant, A00247.

(6) Bolts (30, 32, 70, 75, 115, 135, 140, 145, 150, 250, 275A, 295) – Install with wet sealant, A00247.

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FITS AND CLEARANCES

Ref Letter Fig.801	Mating Item No. IPL Fig.1	Design Dimension				Service Wear Limit		
		Dimension		Assembly Clearance		Dimension		Maximum Clearance
		Min	Max	Min	Max	Min	Max	
A	ID 22,22A, 62,62A OD *[1]	0.2495 0.2490	0.2505 0.2495	0.0000	0.0015	0.2465	0.2525	0.0030
B	ID 20,25, 60,65 OD *[2]	0.1895 0.1890	0.1905 0.1895	0.0000	0.0015	0.1865	0.1925	0.0030
C	ID 125 OD *[3]	0.4370 0.4370	0.4380 0.4365	0.0005	0.0010	0.4350	0.4385	0.0020

*[1] NAS6704 - BOLT (USED TO JOIN HINGE HALVES)
*[2] NAS6703 - BOLT (USED TO JOIN HINGE HALVES)
*[3] NAS6707 - BOLT (USED TO ATTACH ROD ASSY)

ALL DIMENSIONS ARE IN INCHES

Fits and Clearances
Figure 801

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ILLUSTRATED PARTS LIST

1. Introduction

A. The Illustrated Parts List (IPL) contains an illustration and a list of component parts you can repair or replace. The Illustrated Parts Catalog (IPC) shows how to use the Boeing part number system.

B. This shows how parts are related: The relation of each item to its next higher assembly (NHA) is shown in the NOMENCLATURE column. Use the indenture system that follows:

1 2 3 4 5 6 7

. Assembly

. Attaching parts for assembly

. . Detail parts for assembly

. . Subassembly

. . Attaching parts for subassembly

. . . Detail parts for subassembly

. . . Sub-subassembly

. . . Attaching parts for subassembly

. . . . . Details parts for sub-subassembly

Detail Installation Parts (Included only if installation parts may be sent to the shop as part of assembly)

C. Each top assembly is given one use code letter (A, B, C, etc.) in the USAGE CODE column. All subsequent component parts in the list can have one or more of the use code letters to show effectivity to top assemblies. A component part without a use code applies to all top assemblies.

D. An alphabetical letter is added after the item number for optional parts, parts changed by a Service Bulletin, configuration differences (except left-handed and right-handed parts), last engineering releases, and parts added between item numbers in a sequence. The alphabetical letter will not be shown on the illustration for equivalent parts of the same part number.

E. Color-coded parts are identified with a single digit alpha following the dash number or with ''SP'' suffix. If the ''SP'' suffix is used, it represents consolidation of all color codes applicable for a given usage which are not separately listed. Orders for color-coded parts should include the registry number of the airplane for which the parts are ordered.

F. If a part number is 15 characters long but will not fit in the part number column, the part number will be displayed with a ''~'' at the end of the line and will be continued on the next line. The ''~'' denotes that the part number continues on the next line.

G. Parts changed by a Service Bulletin are shown by PRE SB XXXX and POST SB XXXX added to the NOMENCLATURE column.

(1) When a new top assembly is added by a Service Bulletin, PRE SB XXXX and POST SB XXXX will be added at the top assembly level only. The configuration differences at the detail part level are shown by use code letters.

(2) When the top assembly part number is not changed by the Service Bulletin, PRE SB XXXX and POST SB XXXX will be added at the detail level.

H. Interchangeable Parts

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Optional (OPT)	The part is optional to and interchangeable with other parts that have the same item number.
Replaces, Replaced by and not interchangeable with (REPLACES, REPLACED BY AND NOT INTCHG/W)	The part replaces and is not interchangeable with the initial part.
Replaces, Replaced by (REPLACES, REPLACED BY)	The part replaces and is interchangeable with, or is an alternative to, the initial part.

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NUMERICAL INDEX

PART NUMBER	AIRLINE PART NUMBER	FIGURE	ITEM	UNITS PER ASSEMBLY
65-73718-10		1	315	1
		1	315A	1
65-73718-9		1	310	1
		1	310A	1
65C28178-13		1	10	2
65C28178-14		1	240	1
65C28178-15		1	245	1
65C28178-16		1	105	1
65C28178-17		1	15	2
65C28178-19		1	1	RF
65C28178-20		1	5	RF
65C28178-25		1	220	1
65C28178-26		1	225	1
65C28178-27		1	285	1
		1	285A	1
65C28178-28		1	290	1
		1	290A	1
65C28178-29		1	1A	RF
65C28178-30		1	5A	RF
65C28178-31		1	260A	1
		1	260B	1
65C28178-32		1	265A	1
		1	265B	1
65C28178-41		1	260C	1
65C28178-42		1	265C	1
65C28178-43		1	285B	1
65C28178-44		1	290B	1
65C28178-45		1	230B	1
65C28178-46		1	235B	1
65C28178-7		1	230	1
		1	230A	1
65C28178-8		1	235	1
		1	235A	1
65C28179-13		1	340B	1

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PART NUMBER	AIRLINE PART NUMBER	FIGURE	ITEM	UNITS PER ASSEMBLY
65C28179-14		1	345B	1
65C28179-15		1	350	1
65C28179-16		1	355	1
65C28179-17		1	360	1
65C28179-18		1	365	1
65C28180-5		1	200	1
65C28180-6		1	205	1
65C28180-7		1	205A	1
65C28180-8		1	205B	1
65C30439-1		1	210A	1
65C30439-2		1	215A	1
65C30883-10		1	22B	1
65C30883-5		1	62A	1
65C30883-6		1	22A	1
65C30883-7		1	57A	1
		1	103A	1
65C30883-8		1	57B	1
		1	103B	1
65C30883-9		1	62B	1
65C36823-1		1	310B	1
65C36823-2		1	315B	1
69-37867-76		1	39	1
		1	84	1
69-42378-3		1	110	1
		1	110A	1
69-42378-4		1	130	1
69-42378-5		1	110B	1
69-42378-6		1	130A	1
69-54976-10		1	318	1
69-54976-11		1	326	1
69-54976-12		1	327	1
69-54976-9		1	317	1
69-74442-10		1	25	1
69-74442-11		1	60	1
69-74442-12		1	65	1

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PART NUMBER	AIRLINE PART NUMBER	FIGURE	ITEM	UNITS PER ASSEMBLY
69-74442-5		1	50	1
69-74442-6		1	55	1
69-74442-7		1	95	1
69-74442-8		1	100	1
69-74442-9		1	20	1
BACB28U3B033		1	43	1
		1	88	1
BACB28U3B049		1	47	2
		1	92	2
BACB28U4B016		1	41A	2
		1	86A	2
BACB28U4B025		1	41	2
		1	86	2
BACB28U4B042		1	49A	1
		1	93	1
BACB28W4B045		1	45A	1
		1	90	1
BACB28W7B017		1	125	2
BACB30LR3U8		1	295	6
BACB30MY6K12		1	150	2
BACB30MY6K15		1	145	2
BACB30MY6K18		1	140	2
BACB30MY6K20		1	135	10
BACB30MY6K8		1	30	3
		1	75	3
BACB30NN3K3		1	160	7
BACB30NN3K4		1	165	12
BACB30NW6K20		1	250	13
BACB30NW6K4		1	170	13
BACB30NW6K8		1	32	3
		1	70	3
BACB30NY6K3		1	155A	15
BACB30NY6K8		1	275A	12
BACB30VG8K20		1	115	6
BACC30M6		1	35	6

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PART NUMBER	AIRLINE PART NUMBER	FIGURE	ITEM	UNITS PER ASSEMBLY
		1	80	6
		1	175	44
		1	255	13
		1	280	12
BACC30M8		1	120	6
BACF3T01F26G8		1	197	2
BACF3T06J8-8		1	195A	6
BACN10JC3CD		1	180	12
BACN10LK5A32		1	325A	6
BACN10YF32CD		1	190	7
BACR15BA3AD		1	185	14
BACR15ET3B		1	330	4
MS20426D3		1	320	12
MS27253-1		1	335	1

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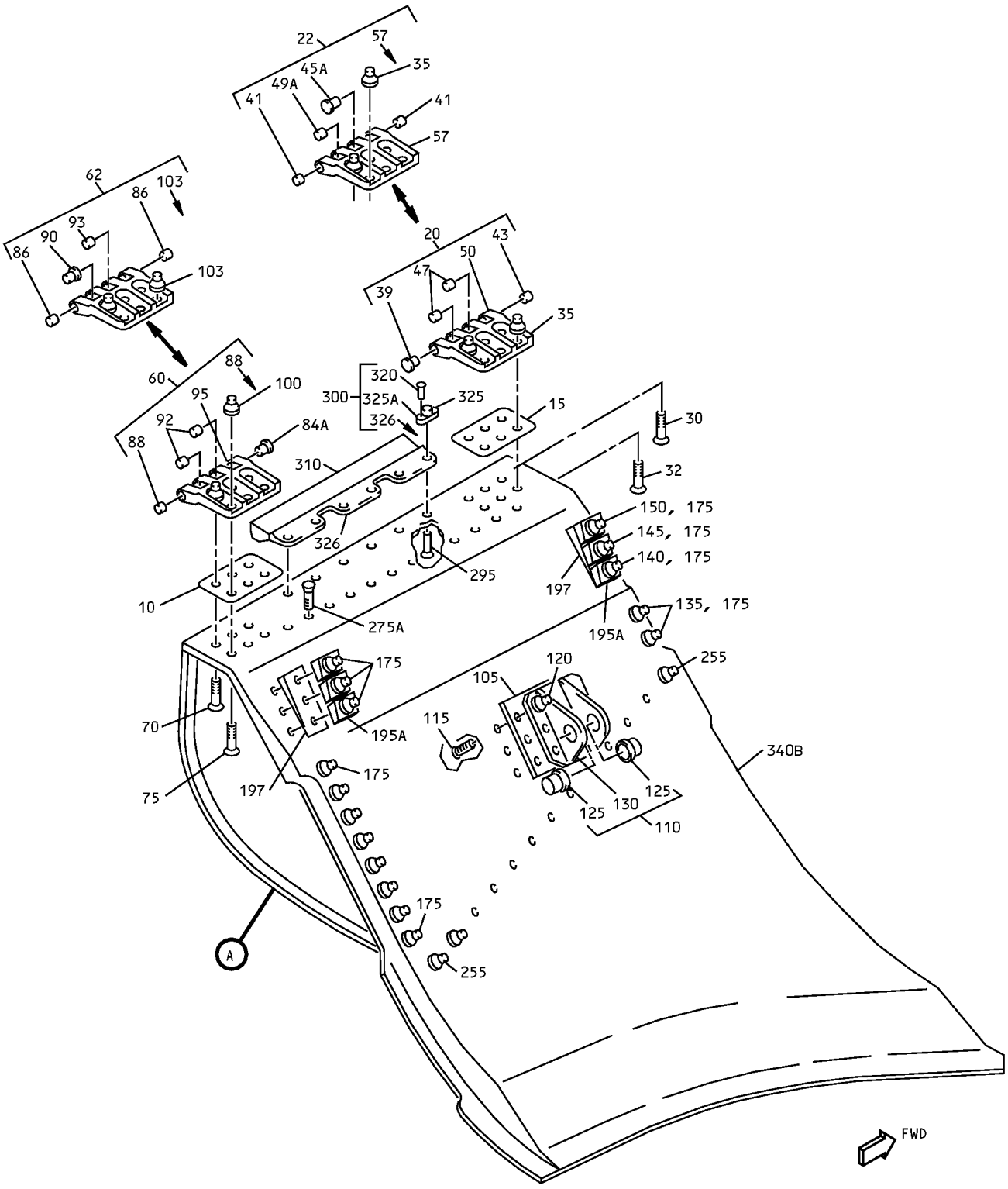

MLG Inner Door Assembly
IPL Figure 1 (Sheet 1 of 2)

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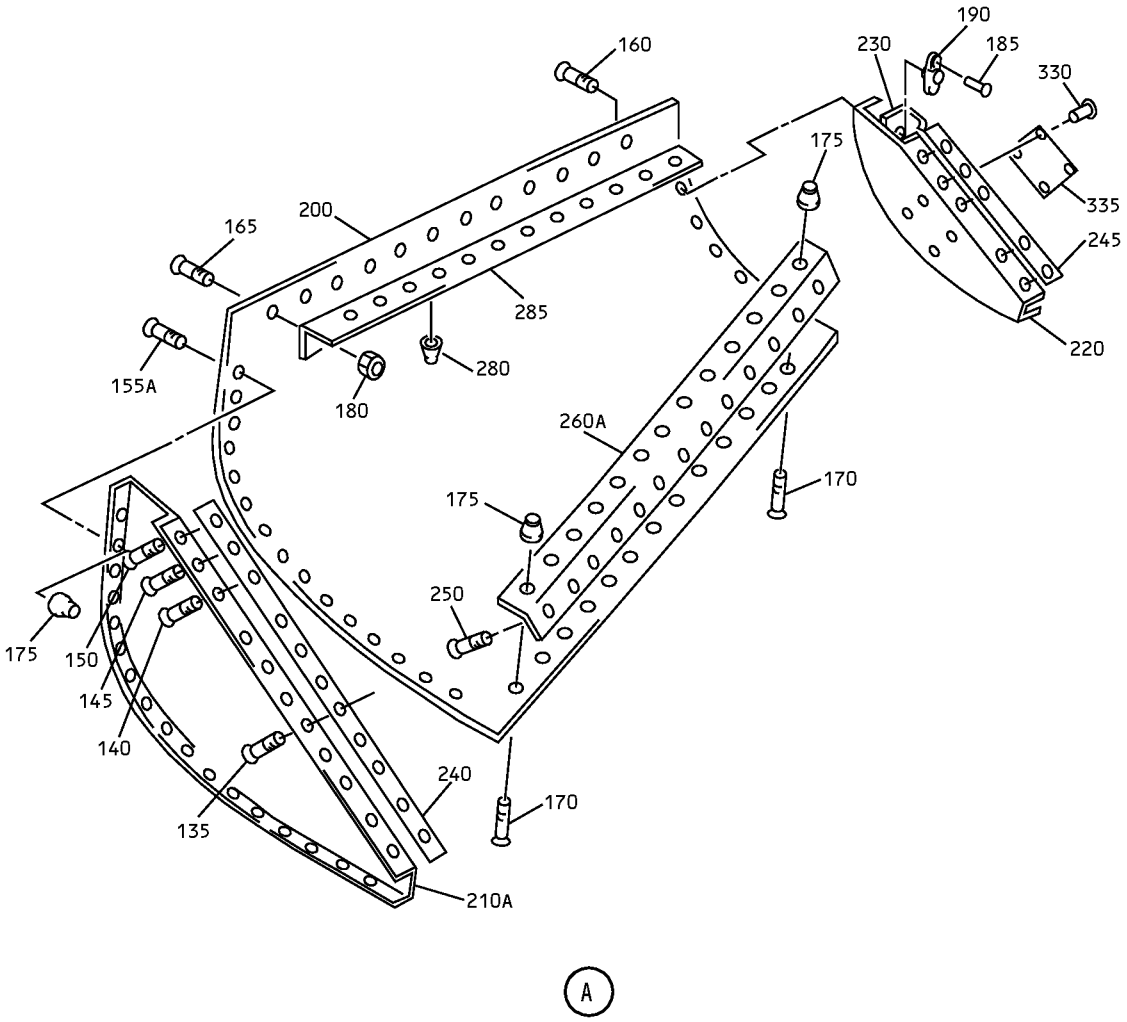

MLG Inner Door Assembly
IPL Figure 1 (Sheet 2 of 2)

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FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
1–					
–1	65C28178-19		DOOR ASSY-MAIN LANDING GEAR INNER (LH)	A	RF
–1A	65C28178-29		DOOR ASSY-MAIN LANDING GEAR INNER (LH)	C	RF
–5	65C28178-20		DOOR ASSY-MAIN LANDING GEAR INNER (RH)	B	RF
–5A	65C28178-30		DOOR ASSY-MAIN LANDING GEAR INNER (RH)	D	RF
10	65C28178-13		. SHIM (MAKE FROM BAC1535-60)		2
15	65C28178-17		. SHIM (MAKE FROM BAC1535-60)		2
20	69-74442-9		. HINGE ASSY-FWD	A	1
22	65C30883-2		DELETED		
–22A	65C30883-6		. HINGE ASSY-FWD (LIMITED USAGE)	C, D	1
–22B	65C30883-10		. HINGE ASSY (LIMITED USAGE)	C, D	1
–25	69-74442-10		. HINGE ASSY-FWD	B	1
–27	65C30883-1		DELETED		
			ATTACHING PARTS		
30	BACB30MY6K8		. BOLT		3
32	BACB30NW6K8		. BOLT		3
35	BACC30M6		. COLLAR		6
			- - - - - - - * - - - - - - -		
39	69-37867-76		. . BUSHING-FLANGED (USED ON ITEMS 20,25)		1
–39A	69-37867-14		DELETED		
41	BACB28U4B025		. . BUSHING (USED ON ITEM 22A)		2
41A	BACB28U4B016		. . BUSHING (USED ON ITEM 22B)		2

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FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
1–					
43	BACB28U3B033		. . BUSHING (USED ON ITEMS 20,25)		1
–45	BACB28W4B042		DELETED		
45A	BACB28W4B045		. . BUSHING-FLANGED (USED ON ITEMS 22A,22B)		1
47	BACB28U3B049		. . BUSHING (USED ON ITEMS 20,25)		2
–49	BACB28U4B045		DELETED		
49A	BACB28U4B042		. . BUSHING (USED ON ITEMS 22A,22B)		1
50	69-74442-5		. . FITTING-HINGE (USED ON ITEM 20)		1
–55	69-74442-6		. . FITTING HINGE (USED ON ITEM 25)		1
–57	65C30883-3		DELETED		
57A	65C30883-7		. . FITTING-HINGE (USED ON ITEM 22A)		1
–57B	65C30883-8		. . FITTING-HINGE (USED ON ITEM 22B)		1
60	69-74442-11		. HINGE ASSY-AFT	A	1
–62	65C30883-1		DELETED		
62A	65C30883-5		. HINGE ASSY-AFT (LIMITED USAGE)	C, D	1
–62B	65C30883-9		. HINGE ASSY (LIMITED USAGE)	C, D	1
–65	69-74442-12		. HINGE ASSY-AFT	B	1
–67	65C30883-2		DELETED		
			ATTACHING PARTS		
70	BACB30NW6K8		. BOLT		3
75	BACB30MY6K8		. BOLT		3
80	BACC30M6		. COLLAR		6
			- - - - - - - * - - - - - - -		
84	69-37867-76		. . BUSHING-FLANGED (USED ON ITEMS 60,65)		1
–84A	69-37867-14		DELETED		

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FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
1–					
86	BACB28U4B025		. . BUSHING (USED ON ITEM 62A)		2
86A	BACB28U4B016		. . BUSHING (USED ON ITEM 62B)		2
88	BACB28U3B033		. . BUSHING (USED ON ITEMS 60,65)		1
90	BACB28W4B045		. . BUSHING-FLANGED (USED ON ITEMS 62A,62B)		1
–90A	BACB28X4M042		DELETED		
92	BACB28U3B049		. . BUSHING (USED ON ITEMS 60,65)		2
93	BACB28U4B042		. . BUSHING (USED ON ITEMS 62A,62B)		1
–93A	BACB28U4B045		DELETED		
95	69-74442-7		. . FITTING HINGE (USED ON ITEM 60)		1
–100	69-74442-8		. . FITTING-HINGE (USED ON ITEM 60)		1
–103	65C30883-3		DELETED		
103A	65C30883-7		. . FITTING-HINGE (USED ON ITEM 62A)		1
–103B	65C30883-8		. . FITTING-HINGE (USED ON ITEM 62B)		1
105	65C28178-16		. SHIM (MAKE FROM BAC1535-60)		1
110	69-42378-3		. FITTING ASSY-ACTUATOR	A, B	1
–110A	69-42378-3		. FITTING ASSY-ACTUATOR (LIMITED USAGE)	C, D	1
–110B	69-42378-5		. FITTING ASSY-ACTUATOR (LIMITED USAGE)	C, D	1
			ATTACHING PARTS		
115	BACB30VG8K20		. BOLT		6
120	BACC30M8		. COLLAR		6
			- - - - - - - - * - - - - - - - -		
125	BACB28W7B017		. . BUSHING-FLANGED		2

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FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
1–					
130	69-42378-4		. . FITTING (USED ON ITEMS 110,110A)		1
–130A	69-42378-6		. . FITTING (USED ON ITEM 110B)		1
135	BACB30MY6K20		. BOLT		10
140	BACB30MY6K18		. BOLT		2
145	BACB30MY6K15		. BOLT		2
150	BACB30MY6K12		. BOLT		2
–155	BACB30NW6K3		DELETED		
155A	BACB30NY6K3		. BOLT		15
160	BACB30NN3K3		. BOLT		7
165	BACB30NN3K4		. BOLT		12
170	BACB30NW6K4		. BOLT		13
175	BACC30M6		. COLLAR		44
180	BACN10JC3CD		. NUT		12
185	BACR15BA3AD		. RIVET		14
190	BACN10YF32CD		. NUTPLATE		7
–195	69-74443-1		DELETED		
195A	BACF3T06J8-8		. FILLER		6
197	BACF3T01F26G8		. SHIM		2
200	65C28180-5		. FAIRING BOND ASSY (LIMITED USAGE)	A	1
–205	65C28180-6		. FAIRING BOND ASSY (LIMITED USAGE)	B	1
–205A	65C28180-7		. FAIRING BOND ASSY (LIMITED USAGE)	A, C	1
–205B	65C28180-8		. FAIRING BOND ASSY (LIMITED USAGE)	B, D	1
210	65C28178-23		DELETED		
–210A	65C30439-1		. FAIRING END CLOSURE	A, C	1
–215	65C28178-24		DELETED		
–215A	65C30439-2		. FAIRING END CLOSURE	B, D	1
220	65C28178-25		. FAIRING END CLOSURE	A, C	1

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FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
1–					
–225	65C28178-26		. FAIRING END CLOSURE	B, D	1
230	65C28178-7		. FAIRING-SEAL DEPRESSOR	A	1
230A	65C28178-7		. FAIRING-SEAL DEPRESSOR (LIMITED USAGE)	C	1
230B	65C28178-45		. FAIRING-SEAL DEPRESSOR (LIMITED USAGE)	C	1
–235	65C28178-8		. FAIRING-SEAL DEPRESSOR	B	1
–235A	65C28178-8		. FAIRING-SEAL DEPRESSOR (LIMITED USAGE)	D	1
–235B	65C28178-46		. FAIRING-SEAL DEPRESSOR (LIMITED USAGE)	D	1
240	65C28178-14		. SHIM		1
245	65C28178-15		. SHIM		1
250	BACB30NW6K20		. BOLT		13
255	BACC30M6		. COLLAR		13
260	65C28178-21		DELETED		
260A	65C28178-31		. SUPPORT ANGLE	A, B	1
260B	65C28178-31		. SUPPORT ANGLE (LIMITED USAGE)	C	1
260C	65C28178-41		. SUPPORT ANGLE (LIMITED USAGE)	C	1
–265	65C28178-22		DELETED		
–265A	65C28178-32		. SUPPORT ANGLE	B	1
–265B	65C28178-32		. SUPPORT ANGLE (LIMITED USAGE)	D	1
–265C	65C28178-42		. SUPPORT ANGLE (LIMITED USAGE)	D	1
275	BACB30MY6K8		DELETED		
275A	BACB30NY6K8		. BOLT		12
280	BACC30M6		. COLLAR		12
285	65C28178-27		. SUPPORT ANGLE	A, B	1
–285A	65C28178-27		. SUPPORT ANGLE (LIMITED USAGE)	C	1
–285B	65C28178-43		. SUPPORT ANGLE (LIMITED USAGE)	C	1

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FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
1–					
–290	65C28178-28		. SUPPORT ANGLE	B	1
–290A	65C28178-28		. SUPPORT ANGLE (LIMITED USAGE)	D	1
–290B	65C28178-44		. SUPPORT ANGLE (LIMITED USAGE)	D	1
295	BACB30LR3U8		. BOLT		6
300	69-54976-11		DELETED		
–305	69-54976-12		DELETED		
310	65-73718-9		. SEAL	A	1
–310A	65-73718-9		. SEAL (LIMITED USAGE)	C	1
–310B	65C36823-1		. SEAL (LIMITED USAGE)	C	1
–315	65-73718-10		. SEAL	B	1
–315A	65-73718-10		. SEAL (LIMITED USAGE)	D	1
–315B	65C36823-2		. SEAL (LIMITED USAGE)	D	1
317	69-54976-9		. SEAL RETAINER ASSY	A, C	1
–318	69-54976-10		. SEAL RETAINER ASSY	B, D	1
320	MS20426D3		. RIVET		12
325	BACN10LKA32		DELETED		
325A	BACN10LK5A32		. . NUTPLATE		6
326	69-54976-11		. . SEAL RETAINER (USED ON ITEM 317)		1
–327	69-54976-12		. . SEAL RETAINER (USED ON ITEM 318)		1
330	BACR15ET3B		. . RIVET		4
335	MS27253-1		. IDENTIFICATION PLATE		1
340	65C28179-7		DELETED		
340A	65C28179-9		DELETED		
340B	65C28179-13		. BOND ASSY-INNER DOOR (LIMITED USAGE)	A	1
–345	65C28179-8		DELETED		

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FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
1–					
–345A	65C28179-10		DELETED		
–345B	65C28179-14		. BOND ASSY-INNER DOOR (LIMITED USAGE)	B	1
–350	65C28179-15		. BOND ASSY-INNER DOOR (LIMITED USAGE)	A, C	1
–355	65C28179-16		. BOND ASSY-INNER DOOR (LIMITED USAGE)	B, D	1
–360	65C28179-17		. BOND ASSY-INNER DOOR (LIMITED USAGE)	C	1
–365	65C28179-18		. BOND ASSY-INNER DOOR (LIMITED USAGE)	D	1

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