COMPONENT MAINTENANCE MANUAL WITH ILLUSTRATED PARTS LIST

AUXILIARY POWER UNIT LOWER SHROUD ASSEMBLY

PART NUMBER 65-66213–1, –35, –38, –44, –45, –46, –47

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COMPONENT MAINTENANCE MANUAL

Revision No. 8
Jul 01/2009

To: All holders of AUXILIARY POWER UNIT LOWER SHROUD ASSEMBLY 49-10-25.

Attached is the current revision to this COMPONENT MAINTENANCE MANUAL

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TEMPORARY REVISION AND SERVICE BULLETIN RECORD

BOEING SERVICE BULLETIN	BOEING TEMPORARY REVISION	OTHER DIRECTIVE	DATE OF INCORPORATION INTO MANUAL
		PRR 32282	MAR 01/04
		PRR 32862	MAR 01/04
49-1029		PRR 32384	MAR 01/04
	49-5		MAR 01/04

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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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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.

AUXILIARY POWER UNIT LOWER SHROUD ASSEMBLY - DESCRIPTION AND OPERATION

1. Description

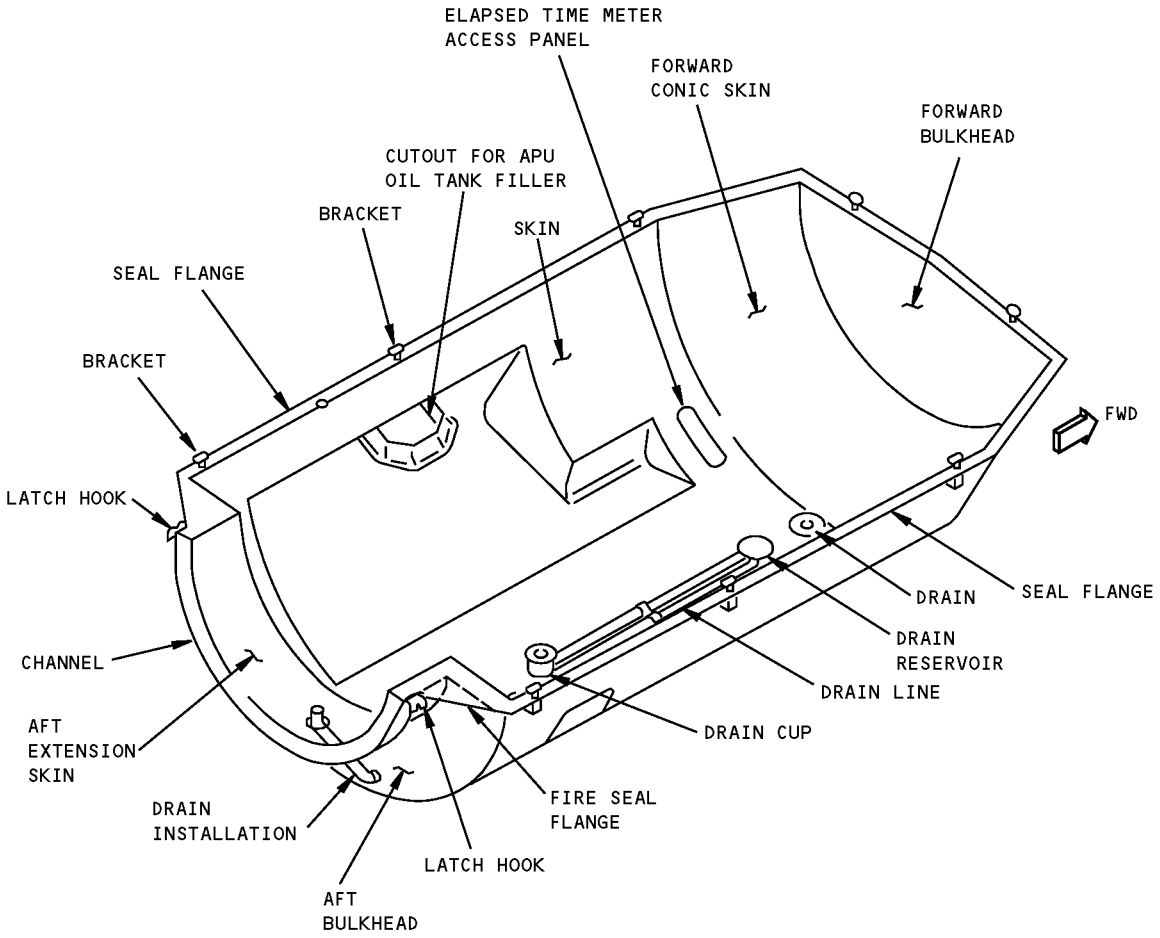
A. The auxiliary power unit lower shroud assembly is a titanium cover that attaches to the upper shroud. These shrouds give protection to the auxiliary power unit from fire and help decrease auxiliary power unit noise levels. Openings in the lower shroud give access to the auxiliary power unit oil tank filler port, elapsed time indicator and cooling air overboard exhaust. Drains collect unburned fuel from the auxiliary power unit exhaust, and fuel and oil leakage.

2. Leading Particulars (approximate)

A. Length – 45.0 inches

B. Width – 28.0 inches

C. Height – 18.0 inches



Auxiliary Power Unit Lower Shroud Assembly
Figure 1

(NOT APPLICABLE)

(NOT APPLICABLE)

(NOT APPLICABLE)

CHECK

1. **Examine**
   A. Examine all parts for defects by standard industry practices.
   B. Visually examine the inside bottom of the drain cup for signs of erosion damage.

REPAIR

1. Content

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

Table 601:

P/N	NAME	REPAIR
69-55133	DRAIN CUP ASSEMBLY	1-1
65-66213	STRUCTURE REPAIRS	2-1
————————	REFINISH OF OTHER PARTS	3-1

2. Dimensioning Symbols

A. Standard True Position Dimensioning Symbols used in the applicable repair procedures are shown in SOPM 20-00-00.

DRAIN CUP ASSEMBLY - REPAIR 1-1

69-55133–1, –4

1. General

A. This repair tells how to repair the drain cup (25, 35). It comes from SB 737-49-1029.

B. Refer to the Standard Overhaul Practices Manual (SOPM) for the standard practices shown in the repair.

C. General Repair Details

(1) Repair Doubler – Type 321, or 347 CRES sheet per MIL-S-6721 ANL

(2) Repair Wafer – 2024-T4 or 7075-T6 Aluminum sheet

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

2. Drain Cup Repair

A. Consumable Materials

NOTE: Equivalent substitutes may be used.

Reference	Description	Specification
A00273	Adhesive - Epoxy Polyamide, 2 Part, Natural Colored	BMS5-126, Type II, Class 1
A01070	Adhesive - Polyamide	BAC5010, Type 38
A50057	Adhesive - Silicone Rubber, RTV157	BAC5010, Type 60
C00048	Primer - Adhesive - 1200 RTV	BAC5010, Type 62

B. References

Reference	Title
SOPM 20-20-02	PENETRANT METHODS OF INSPECTION
SOPM 20-50-12	APPLICATION OF ADHESIVES

C. Procedure (REPAIR 1-1, Figure 601)

NOTE: For penetrant methods of inspection, refer to SOPM 20-20-02. For application of adhesive, refer to SOPM 20-50-12. For fusion welding of metals, refer to BAC 5975.

(1) Remove the rivets (145) from the drain cup assembly (25, 35).

(2) Remove the damaged part of the drain cup assembly (25, 35).

(3) Make a repair plate (REPAIR 1-1, Figure 602).

(4) Make a repair wafer (REPAIR 1-1, Figure 603).

(5) Fusion weld the repair plate to the outside bottom of the drain cup as shown (BAC 5975, Class B) with ER347 filler wire. Penetrant examine (SOPM 20-20-02) the weld zones.

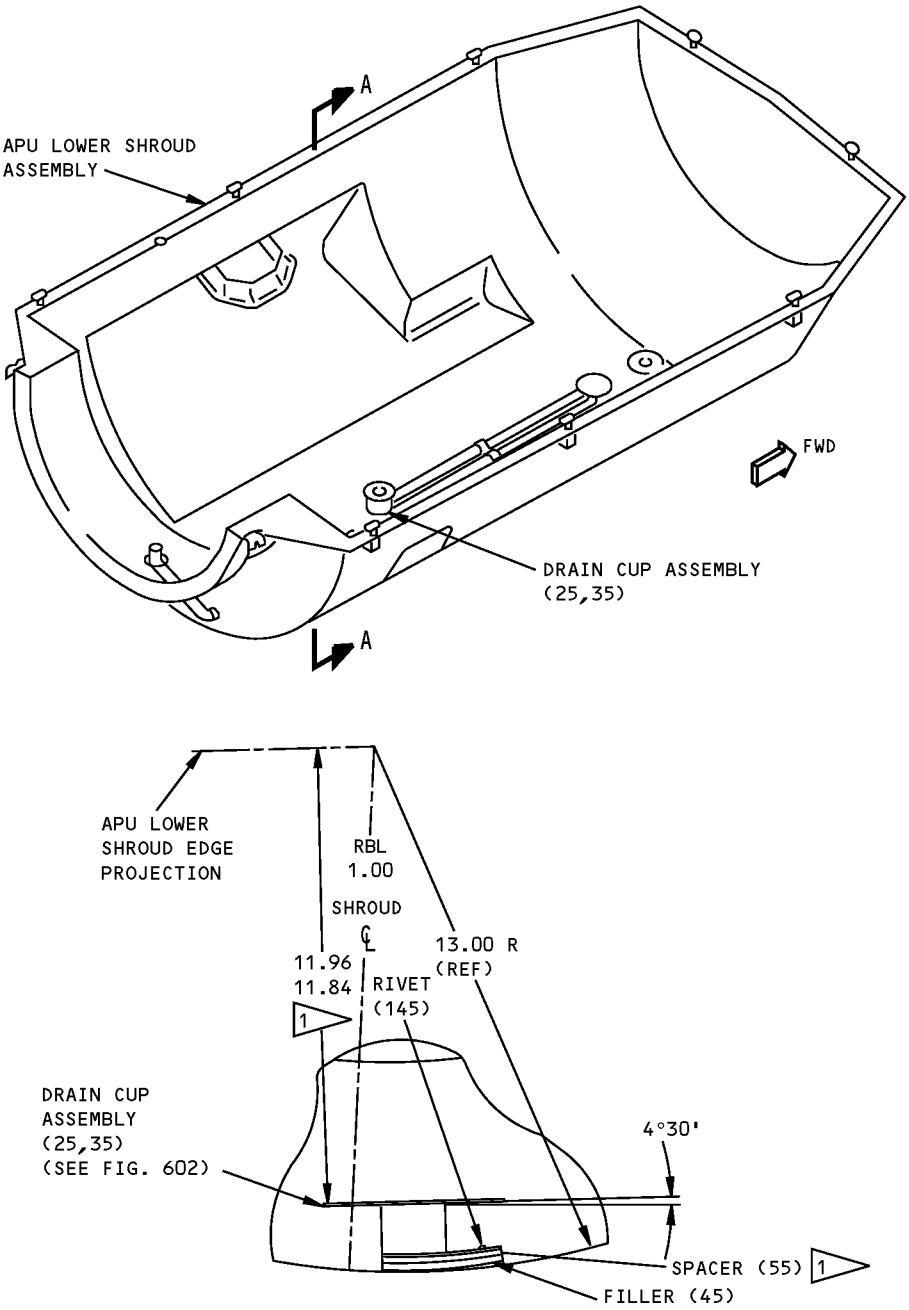
CAUTION: DO NOT LET THE SEALANT BLOCK THE DRAIN TUBE.

(6) Bond the repair wafer to the inside bottom of the drain cup with adhesive, A00273 or adhesive, A01070. You can turn the repair wafer to put a rounded edge under the drain tube stub to help hold it in position.

(7) Apply a 0.01 - 0.03 inch layer of adhesive, A50057 or 1200 RTV primer, C00048 to the top of the repair wafer after you bond the wafer to the drain cup.

(8) Install the drain cup (25, 35) in position with filler (45) and spacers (55). If necessary, adjust the spacers (55) to set the dimension shown.

(9) Attach the drain cup to the lower shroud assembly with new rivets (145).



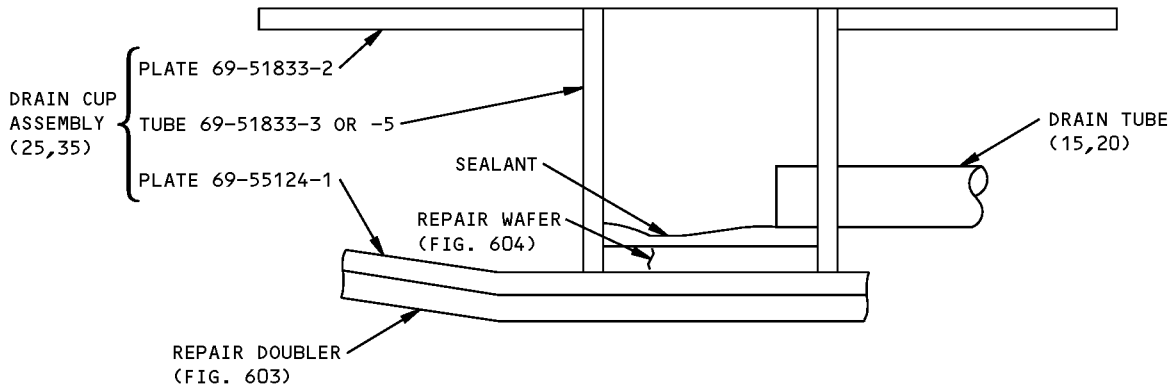
A–A

1 ADJUST THE QUANTITY OF THESE SPACERS TO GET THIS HEIGHT DIMENSION

ITEM NUMBER REFER TO IPL FIG. 1

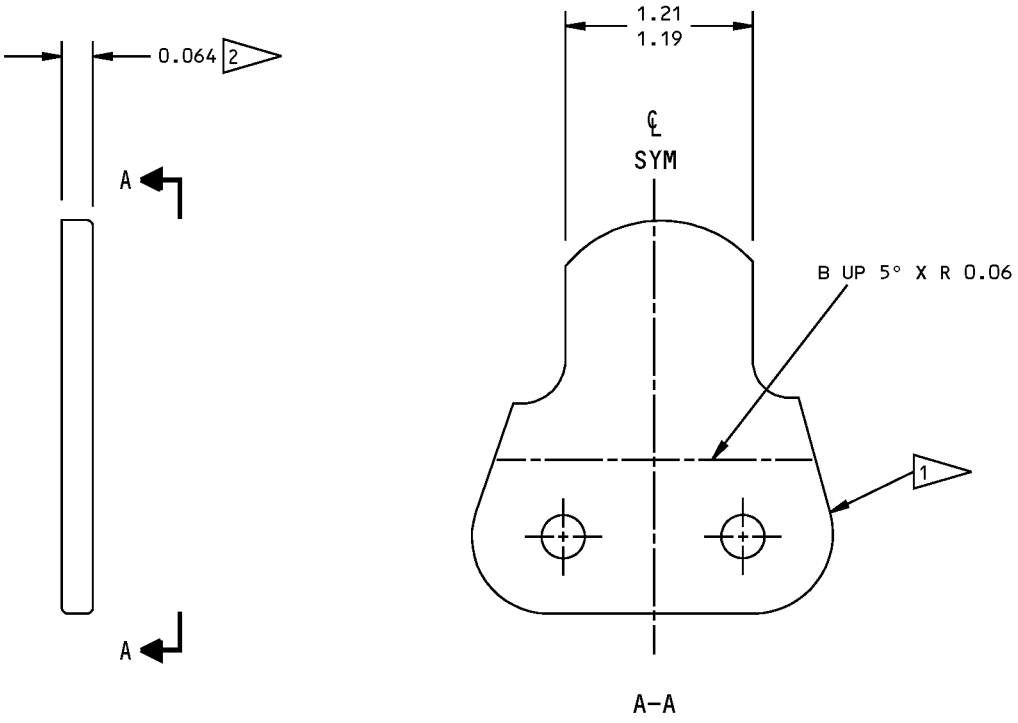
ALL DIMENSIONS ARE IN INCHES

65-62590-1,-2,-6 Drain Installation
Figure 601



ITEM NUMBERS REFER TO IPL FIG. 1

69-55133-1,-4 Drain Cup Installation Repairs
Figure 602



1 CUT THE EDGE OF THE REPAIR PLATE TO FIT THE BOTTOM OF DRAIN CUP ASSEMBLY (25,35)

2 THIS IS TWO TIMES THE DESIGN THICKNESS OF PLATE 69-55124-1

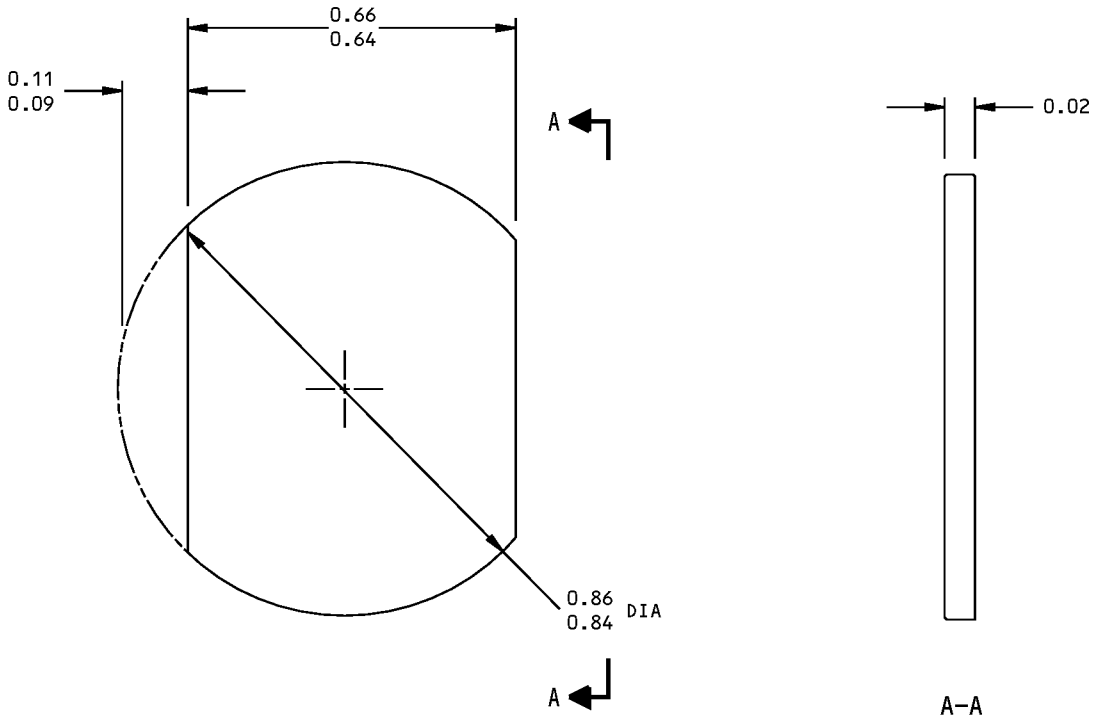
125 ALL MACHINED SURFACES UNLESS SHOWN DIFFERENTLY

MATERIAL: 321 OR 347 CRES, ANNEALED

FINISH: NO FINISH

ALL DIMENSIONS ARE IN INCHES

Repair Plate
Figure 603



ALL DIMENSIONS ARE IN INCHES

Repair Wafer
Figure 604

STRUCTURE REPAIRS - REPAIR 2-1

65-66213-SERIES

1. General

A. This procedure has the data to repair these areas of the APU lower shroud assembly (REPAIR 2-1, Figure 601):

(1) Titanium skins, bulkhead, straps and splice plate

(2) CRES bulkhead and seal flanges

B. This procedure is not for these areas of the APU lower shroud assembly:

(1) Latches

(2) Mount support structure

(3) Skin panels within six inches of the latches or mount support structure

2. Structure Repairs

A. References

Reference	Title
SOPM 20-10-01	REPAIR AND REFINISH OF HIGH STRENGTH STEEL PARTS
SOPM 20-10-02	MACHINING OF ALLOY STEEL
SOPM 20-10-07	MACHINING OF TITANIUM
SOPM 20-20-02	PENETRANT METHODS OF INSPECTION
SOPM 20-30-03	GENERAL CLEANING PROCEDURES
737 SRM 51-10-02	Structural Repair Manual
737 SRM 51-10-06	Corrosion removal, general repairs and surface finishing requirements

B. References

(1) 737-100/-200 SRM, D6-15565

(a) 737 SRM 51-10-06, Corrosion Removal, General Repairs, and Surface Finishing Requirements

(b) 51-20-1, Sheet Metal Materials

(c) 51-20-4, Repair Sealing

(d) 51-30-2, Fastener Installation and Removal

(e) 51-30-3, General Fastener Substitution

(f) 51-30-5, Fastener Hole Sizes

(g) 51-30-6, Fastener Edge Margin

(h) 51-30-8, Countersinking

(2) 737-300 SRM, D6-37635

(a) 737 SRM 51-10-02, Investigation and Cleanup of Damage

(b) 51-20-05, Repair Sealing

(c) 51-30-01, Sheet Metal Materials

(d) 51-40-02, Fastener Installation and Removal

(e) 51-40-03, Fastener Substitution

(f) 51-40-05, Fastener Hole Sizes

(g) 51-40-06, Fastener Edge Margins

(h) 51-40-08, Countersinking

(3) 737-400 SRM, D6-38246

(a) 737 SRM 51-10-02, Investigation and Cleanup of Damage

(b) 51-20-05, Repair Sealing

(c) 51-30-01, Sheet Metal Materials

(d) 51-40-02, Fastener Installation and Removal

(e) 51-40-03, Fastener Substitution

(f) 51-40-05, Fastener Hole Sizes

(g) 51-40-06, Fastener Edge Margins

(h) 51-40-08, Countersinking

(4) 737-500 SRM, D6-38441

(a) 737 SRM 51-10-02, Investigation and Cleanup of Damage

(b) 51-20-05, Repair Sealing

(c) 51-30-01, Sheet Metal Materials

(d) 51-40-02, Fastener Installation and Removal

(e) 51-40-03, Fstener Substitution

(f) 51-40-05, Fastener Hole Sizes

(g) 51-40-06, Fastener Edge Margins

(h) 51-40-08, Countersinking

(5) 737 NDT Manual, D6-37239, 51-00-00, High Frequency Eddy Current Inspection

(6) BAC5300, Forming, Straightening and Fitting Metal Parts

C. Procedure (REPAIR 2-1, Figure 601)

NOTE: For repair and refinish of high strength steel parts, refer to SOPM 20-10-01. For maching of alloys steels, refer to SOPM 20-10-02. For maching titanium, refer to SOPM 20-10-07. For penetrant checks, refer to SOPM 20-20-02.

NOTE: The procedure for CRES and titanium is the same. Differences will be shown.

CAUTION: LIMITS OF (A) AND (B) CANNOT BE COMBINED AT THE SAME LOCATION.

(1) Acceptable Damage Limits

(a) Wear, nicks and gouges: 0.021-inch remaining thickness for 0.032-inch thick bulkheads or skins, and 0.040-inch remaining thickness for 0.063-inch thick CRES seal flanges. Maximum area of these defects: 2 square inches in each part.

(b) Cracks

1) Bulkheads: None

2) Titanium skins: None

3) Titanium splice plates and straps, CRES seal flanges: A crack from one fastener and out from the splice center. No more than one crack per 5 fasteners in a splice. No loss of seal. No multiple cracks, or cracks toward the center of the splice (REPAIR 2-1, Figure 602).

4) Cracks in other locations: Ask Boeing for advice.

(2) Solvent clean the repair area (SOPM 20-30-03).

(3) Blend worn areas, nicks and gouges to 20-to-1 length to depth ratio, within wear limits. Keep a 63 microinch surface finish. Use the SRM procedure for corrosion removal and general repairs, or the equivalent SRM procedure for investigation and cleanup of damage.

(4) Cracks less than 0.25 inch long and holes smaller than 0.25 inch diameter:

(a) Drill out the damage. Use a drill equivalent to a standard rivet size (0.250 inch maximum). Use the SRM procedure for sheet metal materials.

(b) Penetrant examine, or high frequency eddy current examine, to make sure you removed the tip of the crack.

(c) Fill the hole with an unplated Monel or solid titanium rivet. Use the SRM procedure for fastener installation and removal.

(5) Large Penetrations

(a) Use this procedure for penetrations or cracks more than the par. (1) limits. The size of the damaged area you can remove is limited by the largest doubler you can make, as noted below.

(b) Remove the fasteners in the damaged area by the SRM procedure for fastener installation and removal.

(c) Cut out the area of the crack or the area which has less than 0.021 inch wall thickness. Remove the damage with a circular cut-out of the smallest radius possible. Or use a square or rectangular cut-out with the largest corner radius possible, but not less than 0.75 inch.

(d) If the edge of the damaged part is nearer than one fastener row from the edge of the part, extend the cutout to the edge of the part.

(e) Penetrant examine, or high frequency eddy current examine, to make sure you removed all of the damaged area.

(f) The doubler can be on the interior or exterior surface of the damaged part. But doublers cannot go from one part to another, unless shown differently.

(g) Doubler details

1) Make the doubler or the same material as the damaged part: titanium for titanium, CRES for CRES. But use titanium for doublers in titanium skin which connect with fasteners in steel parts.

2) Make the doubler circular or rectangular, to agree with the shape of the cutout. For rectangular doublers, make the corners with a minimum radius of 0.5 inch. See REPAIR 2-1, Figure 603 thru 606 for doublers in specific areas.

3) Make the doubler extend one row of fasteners out from the cutout, but do not make the doubler larger than 30 square inches.

4) Bend the doubler to fit the contour of the shroud. Grind or sand the doubler locally for a good fit, but do not make it too thin. Keep a surface finish of 63 microinches.

5) Pre-assemble the repair parts and pre-drill fastener holes. See below for fastener types, and refer to the SRM for fastener hole sizes. Use existing fastener locations when possible. Refer to the SRM for fastener edge margins.

6) Disassemble the repair parts. Break sharp edges (BAC5300, sonic area requirement).

(h) Filler details

1) Use fillers to fill the gaps between the doubler and adjacent parts.

2) Make the fillers of the same material as the doubler.

3) Bend the fillers to fit the contour of the shroud.

4) Break sharp edges (BAC5300, sonic area requirement).

5) Preassemble and pre-drill holes for fasteners (2 fasteners minimum in each filler). Keep a minimum edge margin of 2 times the fastener diameter.

(i) Doubler installation

1) Use MS20615-4 or -5 unplated Monel rivets at new fastener locations.

2) Use MS20615 unplated Monel rivets of the same size as the original rivets, or a maximum of 1/32 inch oversize, if necessary.

3) If a rivet head could hit against adjacent parts, you can install a countersunk rivet, but only in the doubler. Then use BACR15CE4M or -5M rivets, with the countersunk head in the doubler. There are thickness limits for sheets with countersunk holes. To be sure the doubler will not be not too thin for the rivet size you will use, refer to the table of minimum sheet thickenss of countersunk fasteners in the SRM procedure for countersinking.

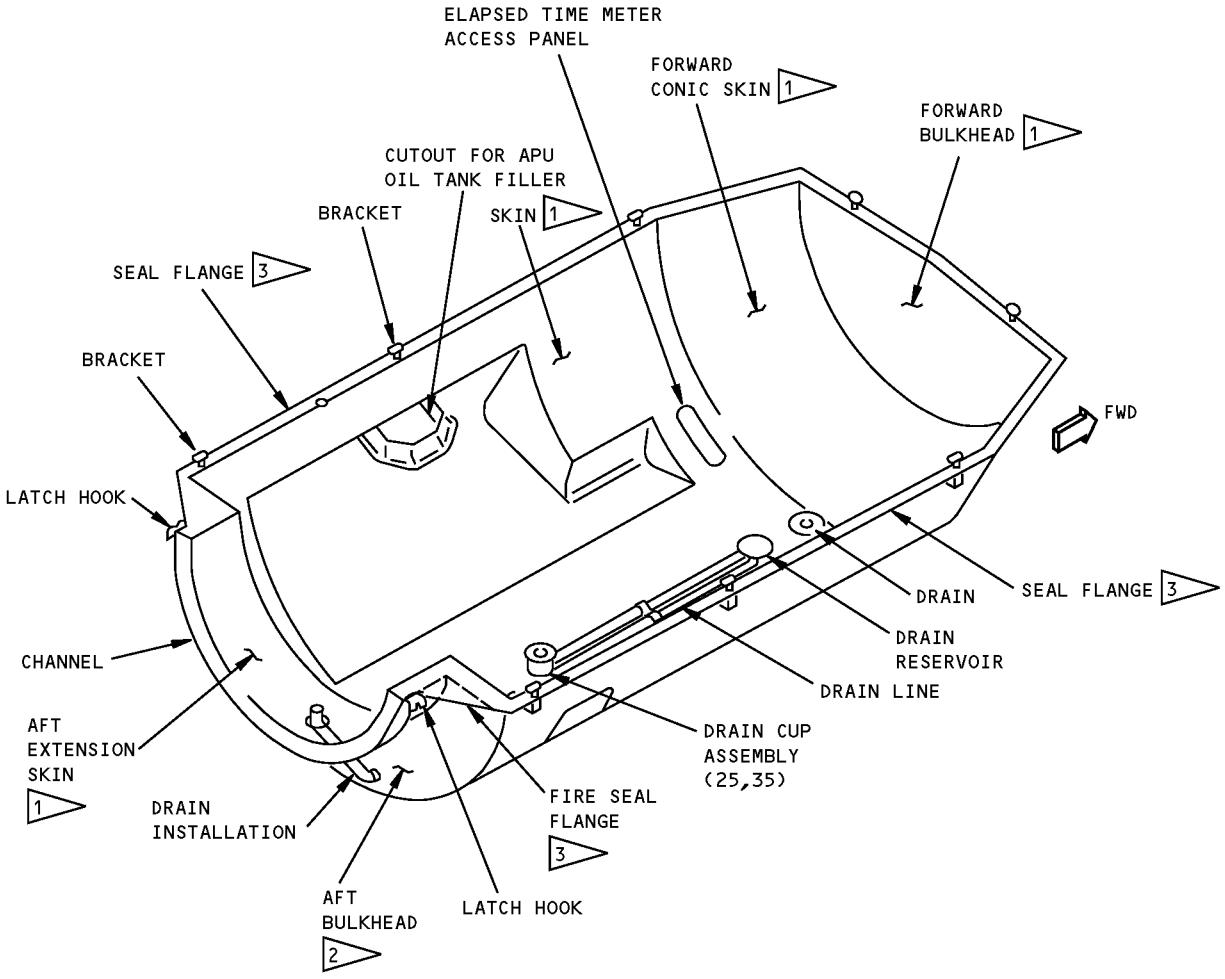
4) Refer to SRM for fastener substitutions.

5) Do not install fasteners at the apex of a bend.

6) If you install the doublers on the inside of the shroud, install the doublers with wet sealant, and apply a bead of sealant along the doubler edges. Refer to the SRM procedure for repair sealing.

(6) Multiple Damage Sites: When defects are all inside a 4-inch diameter circle, all of them can be repaired by one doubler.

(7) Weld Repairs – not permitted.



1 > 0.032-THICK TI-6AL-4V

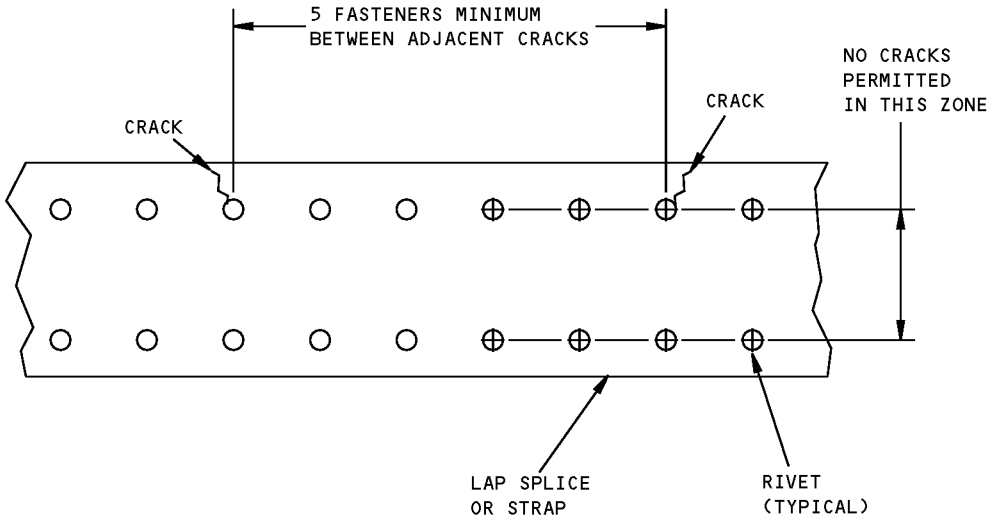
2 > 0.032-THICK 321 OR 347 CRES

3 > 0.063-THICK 321 OR 347 CRES

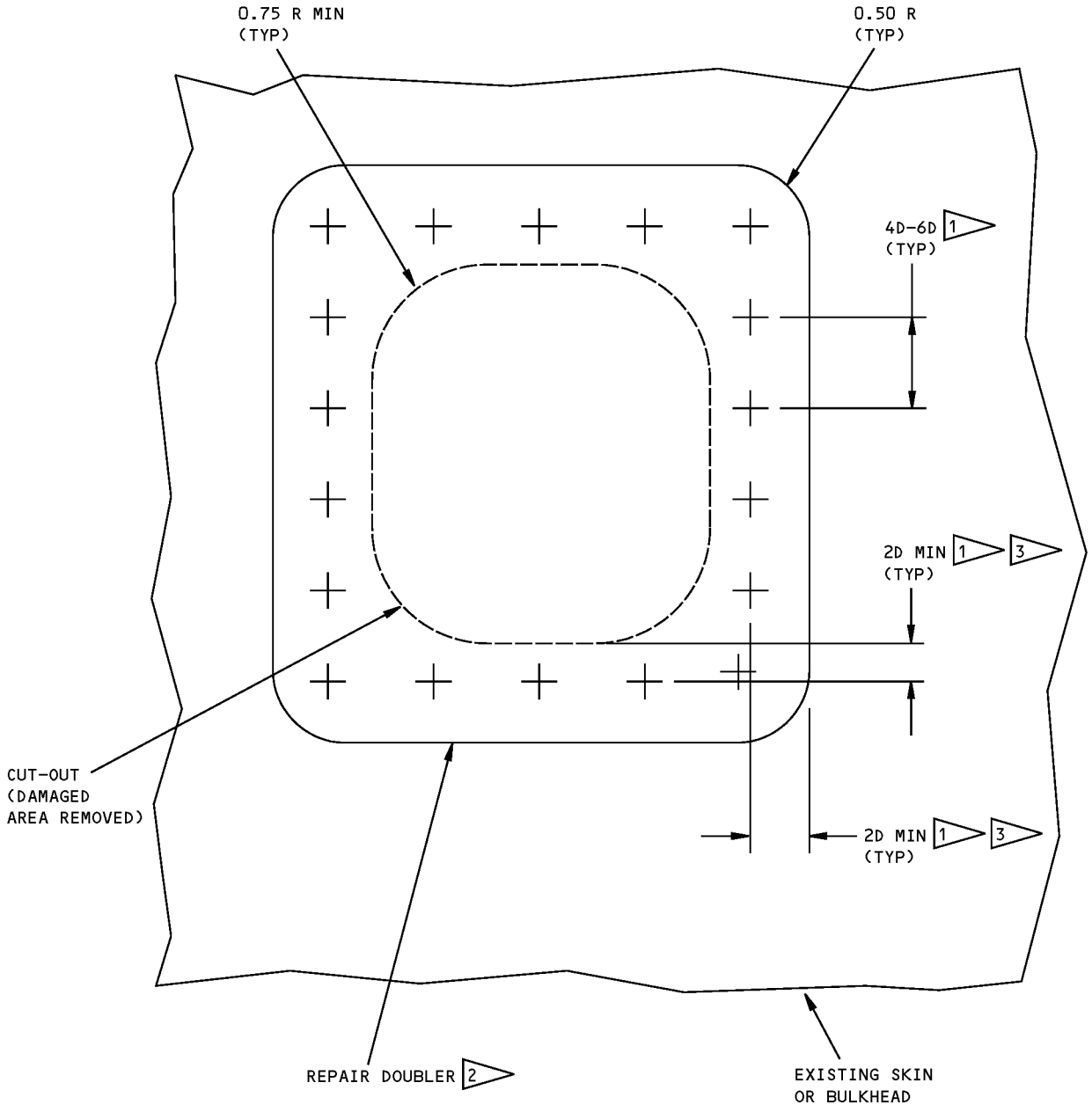
ITEM NUMBERS REFER TO IPL FIG. 1

ALL DIMENSIONS ARE IN INCHES

65-66213-1,-35,-38,-44 thru -47 APU Lower Shroud Structure Details
Figure 601



Splice Plate and Strap Crack Damage Limits
Figure 602



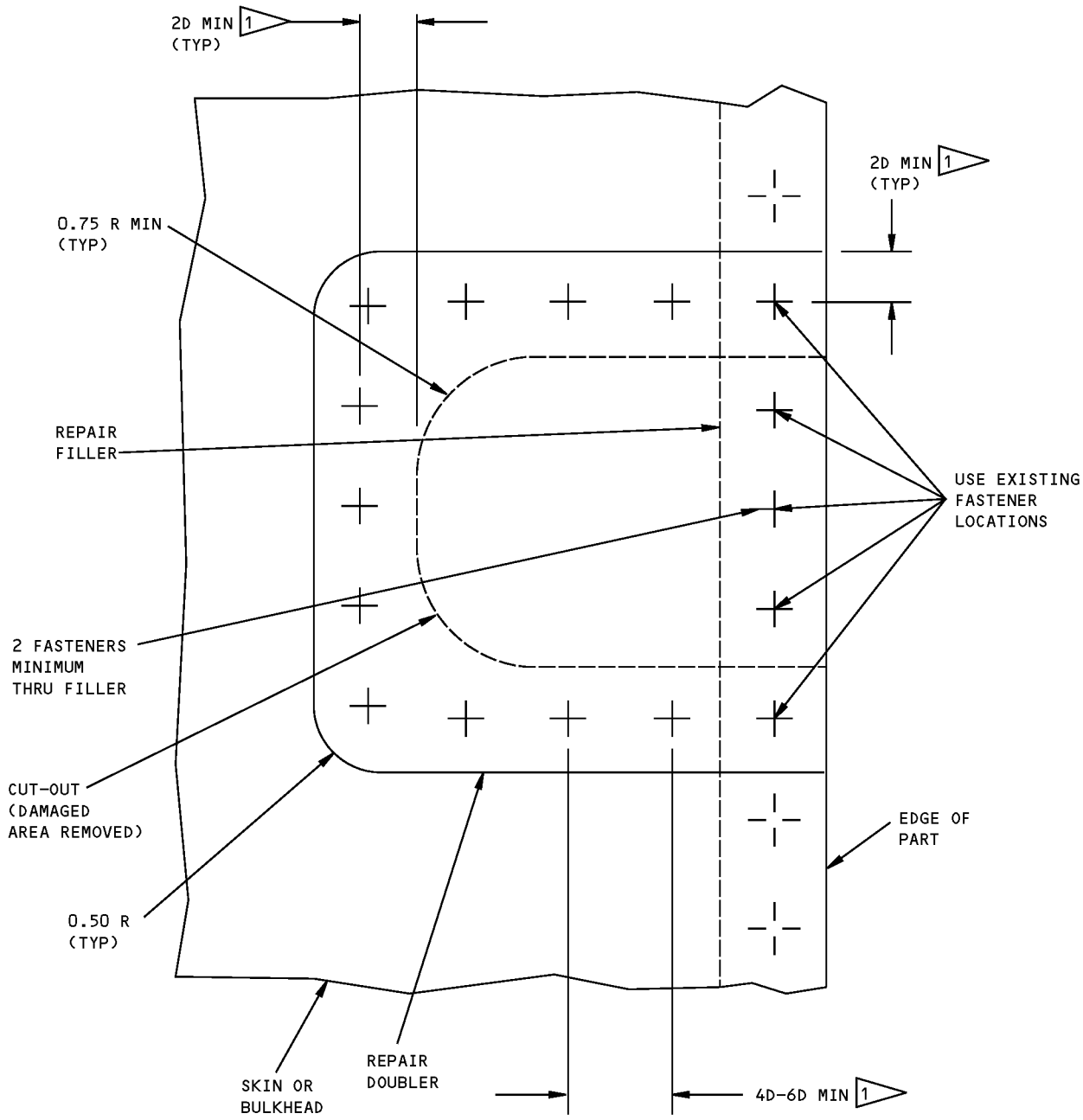
1 D = DIAMETER OF FASTENER

2 DOUBLER CAN BE INSTALLED ON INSIDE OR OUTSIDE

3 1.6D MINIMUM FOR OVERSIZE FASTENERS

ALL DIMENSIONS ARE IN INCHES

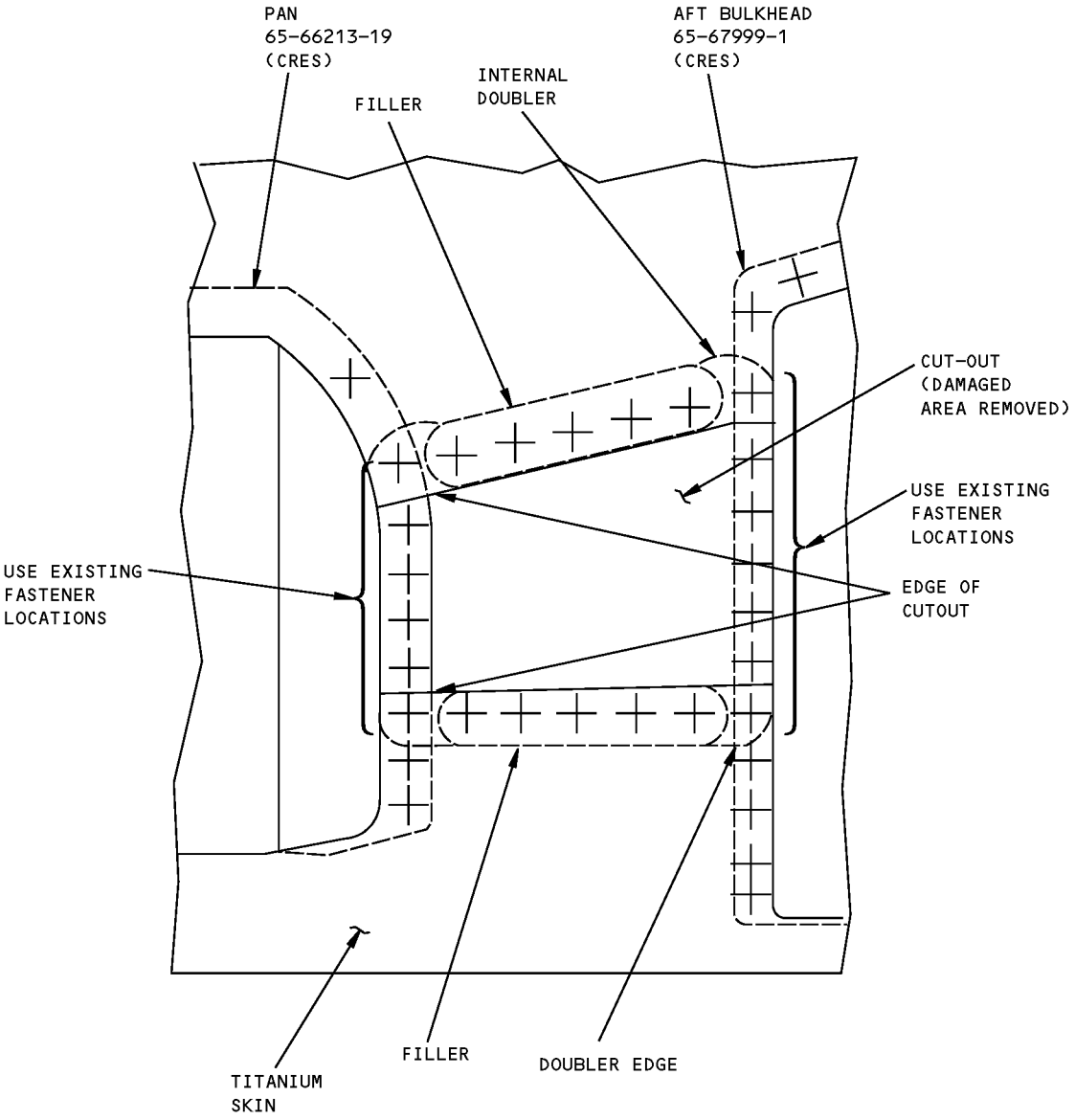
Repair Doubler In Interior Areas
Figure 603



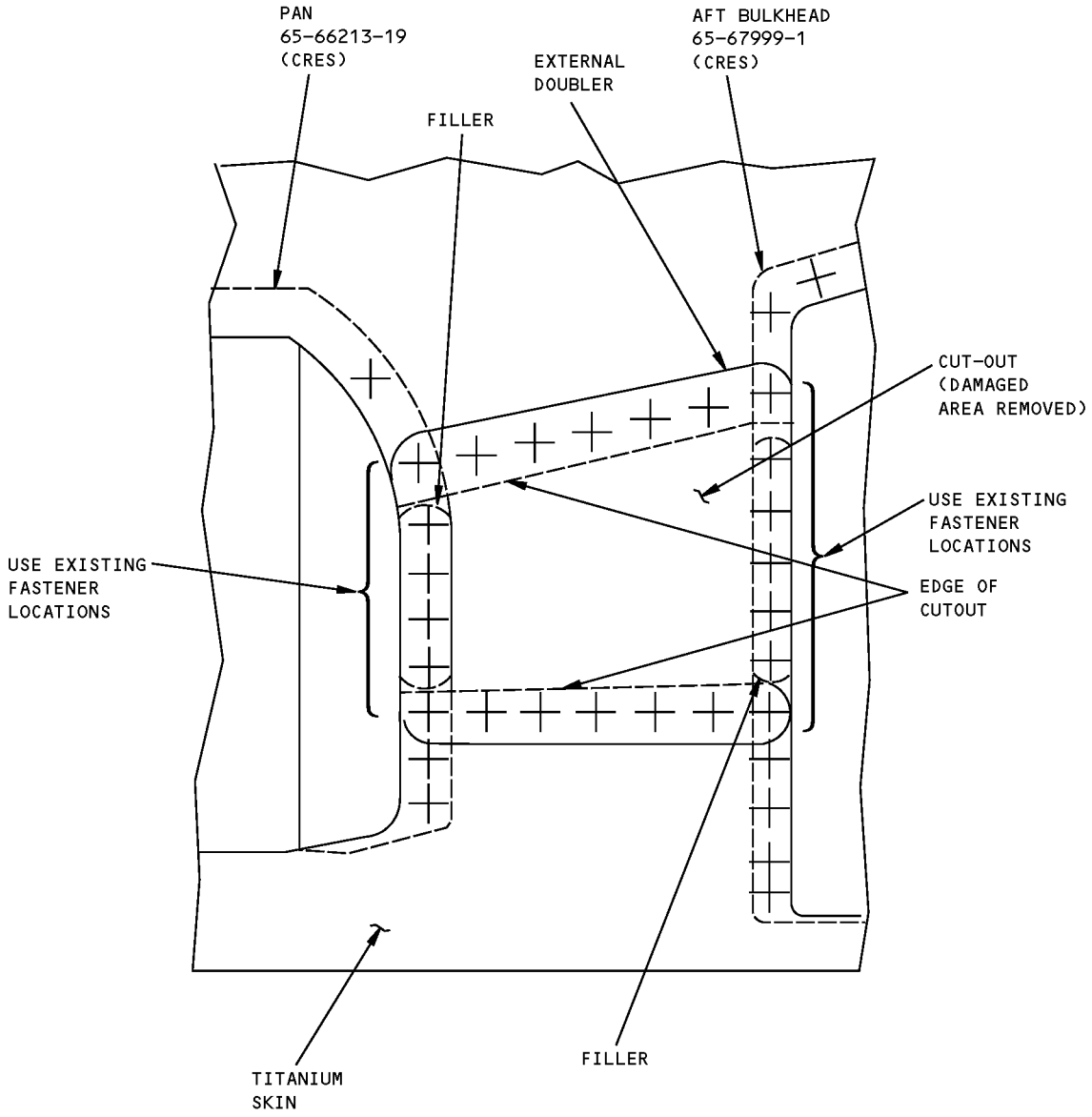
1 D = DIAMETER OF FASTENER

ALL DIMENSIONS ARE IN INCHES

Repair Doubler Near the Part Edge
Figure 604



Internal Repair Doubler Between Pan and Aft Bulkhead
Figure 605



LEFT SIDE VIEW

External Repair Doubler Between Pan and Aft Bulkhead
Figure 606

REFINISH OF OTHER PARTS - REPAIR 3-1

1. General

A. This procedure has the data to refinish the parts which are not given in the other repairs.

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

C. Refer to IPL Figure 1 for item numbers.

2. Refinish of Other Parts

A. Consumable Materials

NOTE: Equivalent substitutes may be used.

Reference	Description	Specification
G50332	Foil - Stainless Steel 321, 0.003 - 0.006 inches thick, Texturized, Diamond Patten	SAE AMS5510

B. References

Reference	Title
SOPM 20-30-02	STRIPPING OF PROTECTIVE FINISHES
SOPM 20-41-01	DECODING TABLE FOR BOEING FINISH CODES
SOPM 20-41-02	APPLICATION OF CHEMICAL AND SOLVENT RESISTANT FINISHES

C. General

(1) Instructions for the repair of the parts listed in REPAIR 3-1, Table 601 is for replacement of the original finish.

D. Procedure

NOTE: For stripping of protective finishes, refer to SOPM 20-30-02. For decoding table for Boeing finish codes SOPM 20-41-01. For application of chemical aand solvent resistant finishes, refer to SOPM 20-41-02

(1) Refinish Details

Table 601: Refinish Details

IPL FIG. & ITEM	MATERIAL	FINISH
IPL Fig. 1		
Drain assembly (10)	stainless steel foil, G50332 or 347 CRES	No finish
Drain tube (15,20)	stainless steel foil, G50332 or 347 CRES	No finish
Drain cup (25,35)	stainless steel foil, G50332 or 347 CRES	No finish
Drains (30,40,50, 140)	stainless steel foil, G50332 or 347 CRES	No finish

Table 601: Refinish Details (Continued)

IPL FIG. & ITEM	MATERIAL	FINISH
Filler (45)	stainless steel foil, G50332 or 347 CRES	No finish
Spacers (55)	stainless steel foil, G50332 or 347 CRES	No finish
Tube (80)	stainless steel foil, G50332 or 347 CRES	No finish
Gasket (95)	Rubber	No finish
Cover (100)	stainless steel foil, G50332 or 347 CRES	Passivate (F-8.07)

(NOT APPLICABLE)

BOEING®

COMPONENT MAINTENANCE MANUAL

FITS AND CLEARANCES

(NOT APPLICABLE)

(NOT APPLICABLE)

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

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.

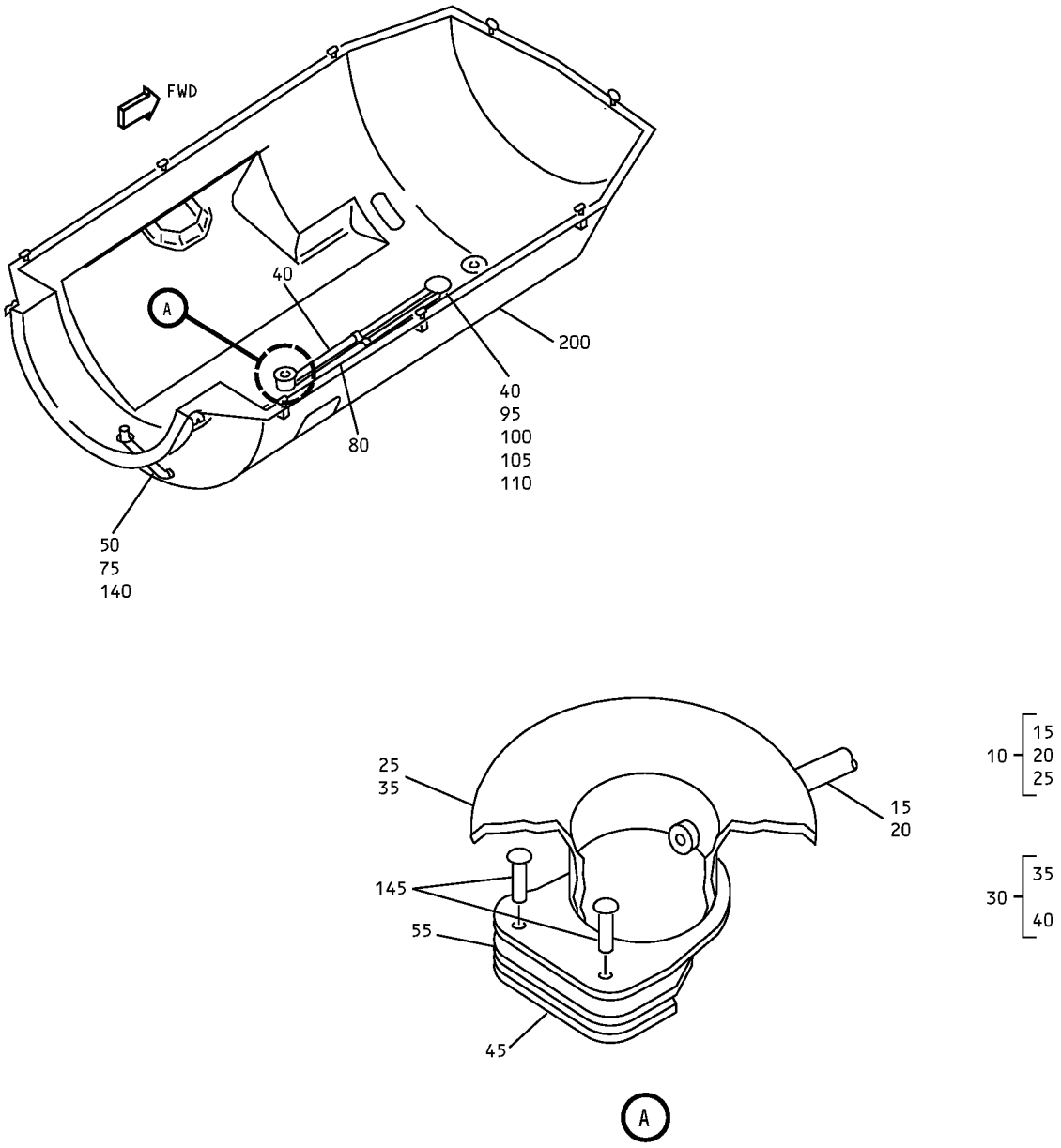
VENDOR CODES

Code	Name
14798	DEUTSCH CO METAL COMPONENTS DIV 14800 SOUTH FIGUEROA STREET GARDEN, CALIFORNIA 90248-1795 FORMERLY WEATHERHEAD V79470 FOR AEROSPACE PROD V 61498 DEUSCH CO THE DEUTSCH AEROSPACE FITTINGS CO DIV

NUMERICAL INDEX

PART NUMBER	AIRLINE PART NUMBER	FIGURE	ITEM	UNITS PER ASSEMBLY
118-10414		1	75	1
65-62590-1		1	5	1
65-62590-2		1	5A	1
65-62590-3		1	30	1
65-62590-5		1	80	1
65-62590-6		1	5B	1
65-62590-800		1	10	1
65-62590-801		1	45	1
65-66213-1		1	1	RF
65-66213-35		1	1A	RF
65-66213-38		1	1B	RF
65-66213-44		1	1C	RF
65-66213-45		1	1D	RF
65-66213-46		1	1E	RF
65-66213-47		1	1F	RF
65C19369-1		1	140	1
69-52211-1		1	50	1
69-55125-1		1	15	1
69-55126-1		1	20	1
69-55133-1		1	25	1
69-55133-4		1	35	1
69-56399-1		1	55	2
69-65328-4		1	95	1
69-65328-5		1	100	1
69-65329-1		1	40	1
AN924-6J		1	60	1
AN960C10L		1	105	6
AN960C916		1	65	1
BACB30LM3U2		1	110	4
BACB30LM3U7		1	115	2
BACC10EP6		1	70	1
BACN10JC3CM		1	120	2
BACS13AP6W		1	85	2
MS20615-6M		1	145	2

PART NUMBER	AIRLINE PART NUMBER	FIGURE	ITEM	UNITS PER ASSEMBLY
MS21902J6		1	125	1
MS21921-6J		1	90	2
NAS1057T3-018		1	130	1
NAS1057T3-028		1	135	1
STRUCTURE		1	200	1



Auxiliary Power Unit Lower Shroud Assembly
IPL Figure 1

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
1–					
–1	65-66213-1		SHROUD ASSY-LOWER, AUXILIARY POWER UNIT	A	RF
–1A	65-66213-35		SHROUD ASSY-LOWER, AUXILIARY POWER UNIT	B	RF
–1B	65-66213-38		SHROUD ASSY-LOWER, AUXILIARY POWER UNIT	C	RF
–1C	65-66213-44		SHROUD ASSY-LOWER, AUXILIARY POWER UNIT	D	RF
–1D	65-66213-45		SHROUD ASSY-LOWER, AUXILIARY POWER UNIT	E	RF
–1E	65-66213-46		SHROUD ASSY-LOWER, AUXILIARY POWER UNIT	F	RF
–1F	65-66213-47		SHROUD ASSY-LOWER, AUXILIARY POWER UNIT	G	RF
–5	65-62590-1		. DRAIN INSTL	A, B, C	1
–5A	65-62590-2		. DRAIN INSTL	D	1
–5B	65-62590-6		. DRAIN INSTL	E, F, G	1
10	65-62590-800		. . DRAIN ASSY (USED ON ITEM 5)		1
15	69-55125-1		. . . DRAIN TUBE ASSY		1
20	69-55126-1		. . . DRAIN TUBE ASSY		1
25	69-55133-1		. . . DRAIN CUP ASSY		1
30	65-62590-3		. . DRAIN ASSY (USED ON ITEMS 5A,5B)		1
35	69-55133-4		. . . DRAIN CUP ASSY		1
40	69-65329-1		. . . DRAIN ASSY		1
45	65-62590-801		. . FILLER		1
50	69-52211-1		. . DRAIN ASSY (USED ON ITEMS 5,5A)		1
55	69-56399-1		. . SPACER		2
–60	AN924-6J		. . NUT		1
–65	AN960C916		. . WASHER		1
–70	BACC10EP6		. . CLAMP		1

–Item not Illustrated

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
1–					
75	118-10414		. . TUBE (V14798) (USED ON ITEMS 5,5A)		1
80	65-62590-5		. . TUBE ASSY (USED ON ITEMS 5A,5B)		1
–85	BACS13AP6W		. . . SLEEVE		2
–90	MS21921-6J		. . . NUT		2
95	69-65328-4		. . GASKET (USED ON ITEMS 5A,5B)		1
100	69-65328-5		. . COVER (USED ON ITEMS 5A,5B)		1
105	AN960C10L		. . WASHER (USED ON ITEMS 5A,5B)	D, E, F, G	6
110	BACB30LM3U2		. . BOLT (USED ON ITEMS 5A,5B)	D, E, F, G	4
–115	BACB30LM3U7		. . BOLT (USED ON ITEMS 5A,5B)	D, E, F, G	2
–120	BACN10JC3CM		. . NUT (USED ON ITEMS 5A,5B)	D, E, F, G	2
–125	MS21902J6		. . UNION (USED ON ITEMS 5A,5B)	D, E, F, G	1
–130	NAS1057T3-018		. . SPACER (USED ON ITEMS 5A,5B)	D, E, F, G	1
–135	NAS1057T3-028		. . SPACER (USED ON ITEMS 5A,5B)	D, E, F, G	1
140	65C19369-1		. . DRAIN ASSY	E, F, G	1
145	MS20615-6M		. . RIVET		2
200	STRUCTURE		. WELDED ASSEMBLY		1

–Item not Illustrated