COMPONENT MAINTENANCE MANUAL WITH ILLUSTRATED PARTS LIST

OUTBOARD TRAILING EDGE FLAP ASSEMBLY

PART NUMBER 113A3002–11, –12, –13, –14, –15, –16, –17, –18, –19, –20, –201, –202, –203, –204, –205, –206, –207, –208, –21, –22, –23, –24, –25, –26, –27, –28, –29, –30, –31,

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COMPONENT MAINTENANCE MANUAL

Revision No. 12
Jul 01/2009

To: All holders of OUTBOARD TRAILING EDGE FLAP ASSEMBLY 57-53-06.

Attached is the current revision to this COMPONENT MAINTENANCE MANUAL

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Location of Change	Description of Change
57-53-06	
REPAIR 3-2	Changed the data in the Consumable Materials list.
	Changed consumable from ''lubricant, D50081'' to ''solid film lubricant, D50081''
ILLUSTRATED PARTS LIST	Changed the data in the Vendor Codes list.
	Changed the data in the NUMERICAL INDEX list.
	Updated the IPL.

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COMPONENT MAINTENANCE MANUAL

Subject/Page	Date
TITLE PAGE	
O 1	Jul 01/2009
O 2	Jul 01/2009
57-53-06 TRANSMITTAL LETTER	
O 1	Jul 01/2009
2	BLANK
57-53-06 HIGHLIGHTS	
O 1	Jul 01/2009
2	BLANK
57-53-06 EFFECTIVE PAGES	
1 thru 2	Jul 01/2009
57-53-06 CONTENTS	
1	Mar 01/2006
2	BLANK
57-53-06 TR AND SB RECORD	
1	Jul 01/2006
2	BLANK
57-53-06 REVISION RECORD	
1	Mar 01/2006
2	Mar 01/2006
57-53-06 RECORD OF TEMPORARY REVISIONS	
1	Mar 01/2006
2	Mar 01/2006
57-53-06 INTRODUCTION	
1	Mar 01/2009
2	BLANK
57-53-06 DESCRIPTION AND OPERATION	
1	Mar 01/2006
2	Mar 01/2006
57-53-06 TESTING AND FAULT ISOLATION	
101	Mar 01/2006
102	BLANK
57-53-06 DISASSEMBLY	
301	Mar 01/2006
302	BLANK
57-53-06 CLEANING	
401	Jul 01/2006
57-53-06 CLEANING (cont)	
402	BLANK
57-53-06 CHECK	
501	Mar 01/2008
502	BLANK
57-53-06 REPAIR - GENERAL	
601	Mar 01/2006
602	Mar 01/2006
57-53-06 REPAIR 1-1	
601	Mar 01/2006
602	BLANK
57-53-06 REPAIR 2-1	
601	Mar 01/2008
602	Jul 01/2006
57-53-06 REPAIR 2-2	
601	Jul 01/2008
602	Jul 01/2008
603	Mar 01/2008
604	Mar 01/2008
605	Mar 01/2008
606	Mar 01/2008
607	Mar 01/2008
608	Mar 01/2008
609	Mar 01/2008
610	Mar 01/2008
57-53-06 REPAIR 2-3	
601	Mar 01/2008
602	Mar 01/2008
603	Nov 01/2008
604	Mar 01/2008
605	Nov 01/2008
606	Mar 01/2008
607	Nov 01/2008
608	Mar 01/2008
609	Nov 01/2008
610	Mar 01/2008
611	Mar 01/2008
612	BLANK
57-53-06 REPAIR 3-1	
601	Mar 01/2006
57-53-06 REPAIR 3-1 (cont)	
602	Mar 01/2006
603	Mar 01/2006
604	BLANK
57-53-06 REPAIR 3-2	
R 601	Jul 01/2009
602	BLANK
57-53-06 REPAIR 4-1	
601	Mar 01/2006
602	BLANK
57-53-06 REPAIR 4-2	
601	Mar 01/2008
602	BLANK
57-53-06 REPAIR 5-1	
601	Jul 01/2008
602	Mar 01/2008
603	Mar 01/2008
604	BLANK
57-53-06 REPAIR 5-2	
601	Mar 01/2008
602	Mar 01/2008
603	Mar 01/2008
604	Mar 01/2008
57-53-06 REPAIR 6-1	
601	Jul 01/2008
602	Mar 01/2008
603	Mar 01/2008
604	BLANK
57-53-06 REPAIR 6-2	
601	Mar 01/2008
602	Mar 01/2008
603	Mar 01/2008
604	Mar 01/2008
605	Mar 01/2008
606	Mar 01/2008
607	Mar 01/2008
608	BLANK
57-53-06 REPAIR 7-1	
601	Jul 01/2008
602	Jul 01/2006

A = Added, R = Revised, D = Deleted, O = Overflow

Subject/Page	Date
57-53-06 REPAIR 7-1 (cont)	
603	Mar 01/2008
604	BLANK
57-53-06 REPAIR 7-2	
601	Mar 01/2008
602	Mar 01/2008
603	Mar 01/2008
604	Mar 01/2008
57-53-06 REPAIR 8-1	
601	Jul 01/2008
602	Mar 01/2008
603	Mar 01/2008
604	BLANK
57-53-06 REPAIR 8-2	
601	Mar 01/2008
602	Mar 01/2008
603	Mar 01/2008
604	Mar 01/2008
57-53-06 ASSEMBLY	
701	Mar 01/2006
702	BLANK
57-53-06 FITS AND CLEARANCES	
801	Mar 01/2006
802	Mar 01/2006
803	Mar 01/2006
804	Nov 01/2007
57-53-06 SPECIAL TOOLS, FIXTURES, AND EQUIPMENT	
901	Mar 01/2006
902	BLANK
57-53-06 ILLUSTRATED PARTS LIST	
1001	Nov 01/2008
R 1002	Jul 01/2009
O 1003	Jul 01/2009
1004	Mar 01/2008
1005	Mar 01/2008
1006	Mar 01/2008
1007	Mar 01/2008
1008	Mar 01/2008
1009	Mar 01/2008
57-53-06 ILLUSTRATED PARTS LIST (cont)	
1010	Mar 01/2008
R 1011	Jul 01/2009
O 1012	Jul 01/2009
R 1013	Jul 01/2009
R 1014	Jul 01/2009
R 1015	Jul 01/2009
1016	Mar 01/2008
1017	Mar 01/2008
1018	Mar 01/2008
1019	Mar 01/2008
1020	Mar 01/2008
1021	Mar 01/2008
1022	Mar 01/2008
1023	Mar 01/2008
1024	Mar 01/2008
1025	Mar 01/2008
1026	Mar 01/2008
1027	Mar 01/2008
R 1028	Jul 01/2009
R 1029	Jul 01/2009
1030	Mar 01/2008
1031	Mar 01/2008
1032	Mar 01/2008
1033	Mar 01/2008
1034	Mar 01/2008
1035	Mar 01/2008
R 1036	Jul 01/2009
R 1037	Jul 01/2009
R 1038	Jul 01/2009
R 1039	Jul 01/2009
O 1040	Jul 01/2009
R 1041	Jul 01/2009
O 1042	Jul 01/2009
O 1043	Jul 01/2009
R 1044	Jul 01/2009
O 1045	Jul 01/2009
O 1046	Jul 01/2009
A 1047	Jul 01/2009
57-53-06 ILLUSTRATED PARTS LIST (cont)	
A 1048	BLANK

A = Added, R = Revised, D = Deleted, O = Overflow

TABLE OF CONTENTS

Paragraph Title		Page
OUTBOARD TRAILING EDGE FLAP ASSEMBLY - DESCRIPTION AND OPERATION		1
TESTING AND FAULT ISOLATION	(Not Applicable)	
DISASSEMBLY		301
CLEANING		401
CHECK		501
REPAIR		601
ASSEMBLY		701
FITS AND CLEARANCES		801
SPECIAL TOOLS, FIXTURES, AND EQUIPMENT	(Not Applicable)	
ILLUSTRATED PARTS LIST		1001

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TEMPORARY REVISION AND SERVICE BULLETIN RECORD

BOEING SERVICE BULLETIN	BOEING TEMPORARY REVISION	OTHER DIRECTIVE	DATE OF INCORPORATION INTO MANUAL
		PRR38040-6	MAR 01/98
		PRR38184	MAR 01/00
		PRR38275-46	JUL 01/04
		PRR38275-1	JUL 01/06

All revisions to this manual will be accompanied by transmittal sheet bearing the revision number. Enter the revision number in numerical order, together with the revision date, the date filed and the initials of the person filing.

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

Revision		Filed		Revision		Filed	
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Temporary Revision		Inserted		Removed	
Number	Date	Date	Initials	Date	Initials

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Temporary Revision		Inserted		Removed	
Date	Initials	Number	Date	Date	Initials

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.

OUTBOARD TRAILING EDGE FLAP ASSEMBLY - DESCRIPTION AND OPERATION

1. Description

A. Each wing has one outboard trailing edge flap assembly and one inboard trailing edge flap assembly. Each flap assembly has one main flap assembly and one aft flap assembly.

(1) The main flap assembly is specified in CMM 57-53-07.

(2) The aft flap assembly is specified in CMM 57-53-08.

(3) The outboard and inboard carriage assemblies are specified in CMM 27-55-73 and CMM 27-55-74.

2. Operation

A. During takeoff, the flap assemblies are extended to increase lift with low drag. During landing, the flap assemblies are fully extended to increase lift and high drag to help lower approach speed. The flap assemblies are retracted during cruise altitude. A torque tube drive system transfers movement from the flap power drive unit to the flap assemblies. The torque tube drive systems is hydraulically opearted. If a failure prevents normal hydraulic operation, there is an alternate drive system which uses electric power to drive the flap assemblies.

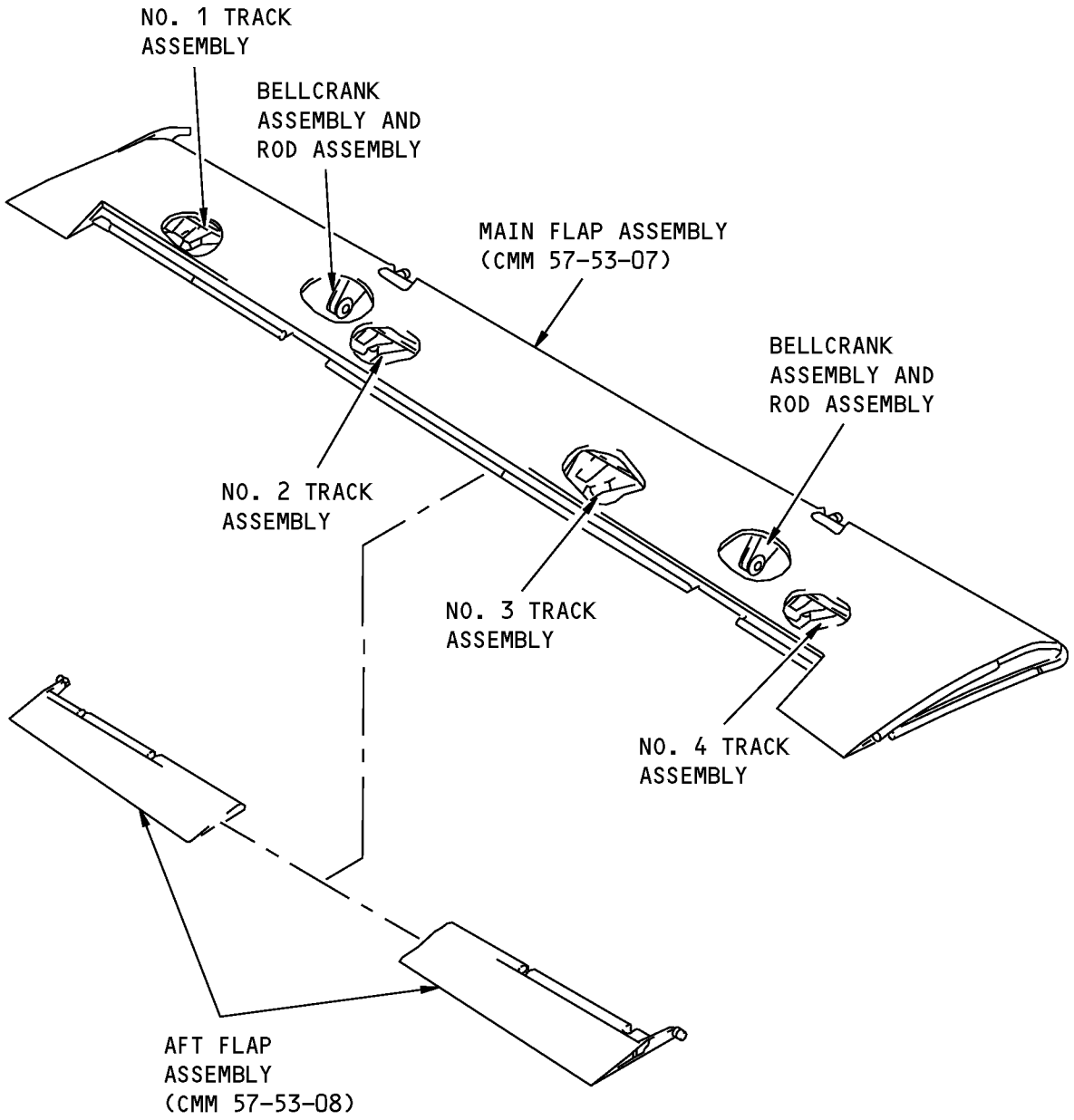
3. Leading Particulars (Approximate)

A. Length – 220 inches

B. Width – 41 inches

C. Height – 7 inches

D. Weight – X pounds



Outboard Trailing Edge Flap - Flap Assembly
Figure 1

(NOT APPLICABLE)

DISASSEMBLY

1. General

A. This procedure has the data necessary to disassemble the outboard trailing edge flap - flap assembly.

B. Disassemble this component sufficiently to isolate the defects, do the necessary repairs, and put the component back to a serviceable condition.

2. Disassembly

A. Procedure

NOTE: The removal of the aft flap assembly from the main flap assembly and the removal of the outboard and inboard carriage assemblies from the outboard trailing edge flap assembly are provided in the Airplane Maintenance Manual (AMM).

(1) Use standard industry procedures to disassemble this component.

CLEANING

1. General

A. This procedure has the data necessary to clean the outboard trailing edge flap - flap assembly (1, 5).

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. Cleaning

A. References

Reference	Title
SOPM 20-30-01	CLEANING AND RELUBRICATING BEARINGS
SOPM 20-30-03	GENERAL CLEANING PROCEDURES

B. Procedure

(1) Clean the bearings (65, 220, 335) as specified in SOPM 20-30-01.

(2) Clean the other parts by standard industry procedures and the instructions in SOPM 20-30-03.

CHECK

1. General

A. This procedure has the data necessary to find defects in the material of the specified parts.

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

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

2. Check

A. References

Reference	Title
CMM 27-55-73	OUTBOARD TRAILING EDGE FLAP OUTBOARD CARRIAGE ASSEMBLY
CMM 27-55-74	OUTBOARD TRAILING EDGE FLAP INBOARD CARRIAGE ASSEMBLY
CMM 57-53-07	OUTBOARD TRAILING EDGE FLAP MAIN FLAP ASSEMBLY
CMM 57-53-08	AFT OUTBOARD TRAILING EDGE FLAP ASSEMBLY
SOPM 20-20-01	MAGNETIC PARTICLE INSPECTION
SOPM 20-20-02	PENETRANT METHODS OF INSPECTION

B. Procedure

(1) Use standard industry procedures to do a visual check of all the parts for defects. Do the penetrant or magnetic particle check if the visual check shows possible damage or if you suspect possible damage on the parts listed below:

(a) Do a magnetic particle check (SOPM 20-20-01) of these parts:

1) Fitting (190, 195)

2) Tube (75, 80, 345, 350)

3) Track (535, 595, 600, 605)

(b) Do a penetrant check (SOPM 20-20-02) of these parts:

1) Fitting (250, 255, 260, 265)

2) Link (455, 460)

(2) Refer to CMM 27-55-73, CMM 27-55-74, CMM 57-53-07 and CMM 57-53-08 for other checks.

REPAIR

1. General

A. Instructions for repair, refinish, and replacement of the specified subassembly parts are included in each REPAIR when applicable:

Table 601:

PART NUMBER	NAME	REPAIR
—	REFINISH OF OTHER PARTS	1-1
113A3910	BELLCRANK ASSEMBLY	2-1
113A3911	BELLCRANK FITTING ASSEMBLY	2-2, 2-3
113A3913	ADJUST FITTING ASSEMBLY	3-1, 3-2
113A3920	ROD ASSEMBLY	4-1, 4-2
113A3940	NO. 1 TRACK ASSEMBLY	5-1, 5-2
113A3941	NO. 2 TRACK ASSEMBLY	6-1, 6-2
113A3942	NO. 3 TRACK ASSEMBLY	7-1, 7-2
113A3943	NO. 4 TRACK ASSEMBLY	8-1, 8-2

2. Dimensioning Symbols

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

—	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

REFINISH OF OTHER PARTS - REPAIR 1-1

1. General

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

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

C. Refer to IPL Figure 1 for item numbers.

2. Refinish of Other Parts

A. Procedure

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

Table 601: Refinish Details

IPL FIG. & ITEM	MATERIAL	FINISH
IPL Fig. 1		
No parts applicable		

BELLCRANK ASSEMBLY - REPAIR 2-1

113A3910–1, –2, –3, –4, –5, –6, –7, –8, –9, –10, –11, –12, –13, –14, –15, –16, –17, –18, –19, –20, –21, –22

1. General

A. This procedure has the data necessary to repair and refinish the bellcrank assembly (135, 140, 145, 150).

B. Refer to the Standard Overhaul Practice 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. Repair Procedures

A. References

Reference	Title
SOPM 20-50-01	BOLT AND NUT INSTALLATION

B. Adjust Fitting Assembly Replacement

NOTE: See REPAIR 3-1 and REPAIR 3-2 for fitting repair, fitting refinish, and bushing replacement instruction.

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

(1) For Bellcrank Assembly 113A3910-1 thru -10.

(a) Remove the nuts (155), washer (165), locking washer (160), and the adjust fitting assembly (170, 175).

(b) Install one nut (155) on the adjust fitting assembly (170, 175).

(c) Put the locking washer (160) on the fitting (250, 255, 260, 265). Make sure the locking washer (160) engages with the slot in the fitting (250, 255, 260, 265) and the bushing (230).

(d) Install the new adjust fitting assembly (170, 175) on the fittings (250, 255, 260, 265) with nut (155) and washer (165). Make sure the locking washer (160) engages with the slot in the shaft of the adjust fitting assembly (170, 175).

(2) For Bellcrank Assembly 113A3910-11 thru -22.

(a) Remove the lockwire, nuts (157), washer (165), locking washer (160), and the adjust fitting assembly (170,175).

(b) Install one nut (157) on the adjust fitting assembly (170, 175).

(c) Put the locking washer (160) on the fitting (250, 255, 260, 265). Make sure the locking washer (160) engages with the slot in the fitting (250, 255, 260, 265) and the bushing (230).

(d) Install the new adjust fitting assembly (170, 175) on the fittings (250, 255, 260, 265) with nut (157) and washer (165). Make sure the locking washer (160) engages with the slot in the shaft of the adjust fitting assembly (170, 175).

(3) Adjust the nuts (155, 157) and make sure the distance between the centerlines of the bushings (180, 185) and bushings (235, 240) is:

(a) 13.7291-13.7491 inches for the bellcrank assembly (135, 140).

(b) 14.5505-14.5705 inches for the bellcrank assembly (145, 150).

(4) Install the lockwire in the nuts (157) per BAC5018.

BELLCRANK FITTING ASSEMBLY - REPAIR 2-2

113A3911–1, –2, –3, –4, –9, –10, –11, –12, –17, –18, –21, –22, –23, –24, –27, –28, –31, –32

1. General

A. This procedure has the data necessary to repair and refinish the bellcrank fitting assembly (200, 205, 210, 215).

B. Refer to the Standard Overhaul Practice 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. Repair Procedures

A. Consumable Materials

NOTE: Equivalent substitutes may be used.

Reference	Description	Specification
A00247	Sealant - Pressure And Environmental - Chromate Type	BMS 5-95
D00013	Grease - Aircraft And Instrument Grease	MIL-PRF-23827 (NATO G-354) (Supersedes MIL-G-23827)
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)
D00633	Grease - Aircraft General Purpose	BMS3-33

B. References

Reference	Title
SOPM 20-41-01	DECODING TABLE FOR BOEING FINISH CODES
SOPM 20-50-03	BEARING AND BUSHING REPLACEMENT
SOPM 20-60-03	LUBRICANTS
SOPM 20-60-04	MISCELLANEOUS MATERIALS

C. Bearing Replacement

NOTE: For lubricants, refer to SOPM 20-60-03.

(1) Remove the damaged bearing (220) and the bearing retainer (225) from the fitting (250, 255, 260, 265).

(2) Inspect the lube fitting (245) for damage. Replace if required, prior to installing bearing (220). See Lube Fitting Replacement REPAIR 2-2, Paragraph 2.E..

(a) Make sure that grease, D00633 flows through the lube fitting.

(3) Install the new bearing retainer (225) on the fitting (250, 255, 260, 265) with grease, D00015 or grease, D00633. Make sure the four holes on the retainer (225) are aligned with the holes on the fitting (250, 255, 260, 265). Use the roller-swage method as specified in SOPM 20-50-03.

(4) Install the new bearing (220).

(a) Install bearing with grease, D00633 or grease, D00013 and roller swage per (SOPM 20-50-03).

(b) Lubricate the bearing. Use a restrictor-type adapter to decrease the flow of the grease.

(c) Do not push the seal out with the grease.

1) Stop if the shape of the seal starts to change.

2) Stop if grease comes out of the bearing.

D. Bushing Replacement

NOTE: For miscellaneous materials, refer to SOPM 20-60-04.

(1) For bushings (235, 240), replace as follows:

(a) Remove the bushing (235 or 240) from the bellcrank fitting assembly (200, 205, 210, 215).

(b) Install the new bushing (235 or 240) wet with sealant, A00247 using the shrink-fit method as specified in SOPM 20-50-03.

(c) Machine the inside diameter of the bushing (235, or 240) to the dimensions shown in REPAIR 2-2, Figure 601.

(2) For bushing (230) replace as follows:

(a) Remove the bushing (230) from the bellcrank fitting assembly (200, 205, 210, 215).

(b) Install the new bushing (230) with sealant, A00247 using the shrink-fit method as specified in SOPM 20-50-03. The notches must be aligned and flush at the notch end of the fitting. See REPAIR 2-2, Figure 601.

(c) Machine the inside diameter of the bushing (230) to the dimension as shown in REPAIR 2-2, Figure 601.

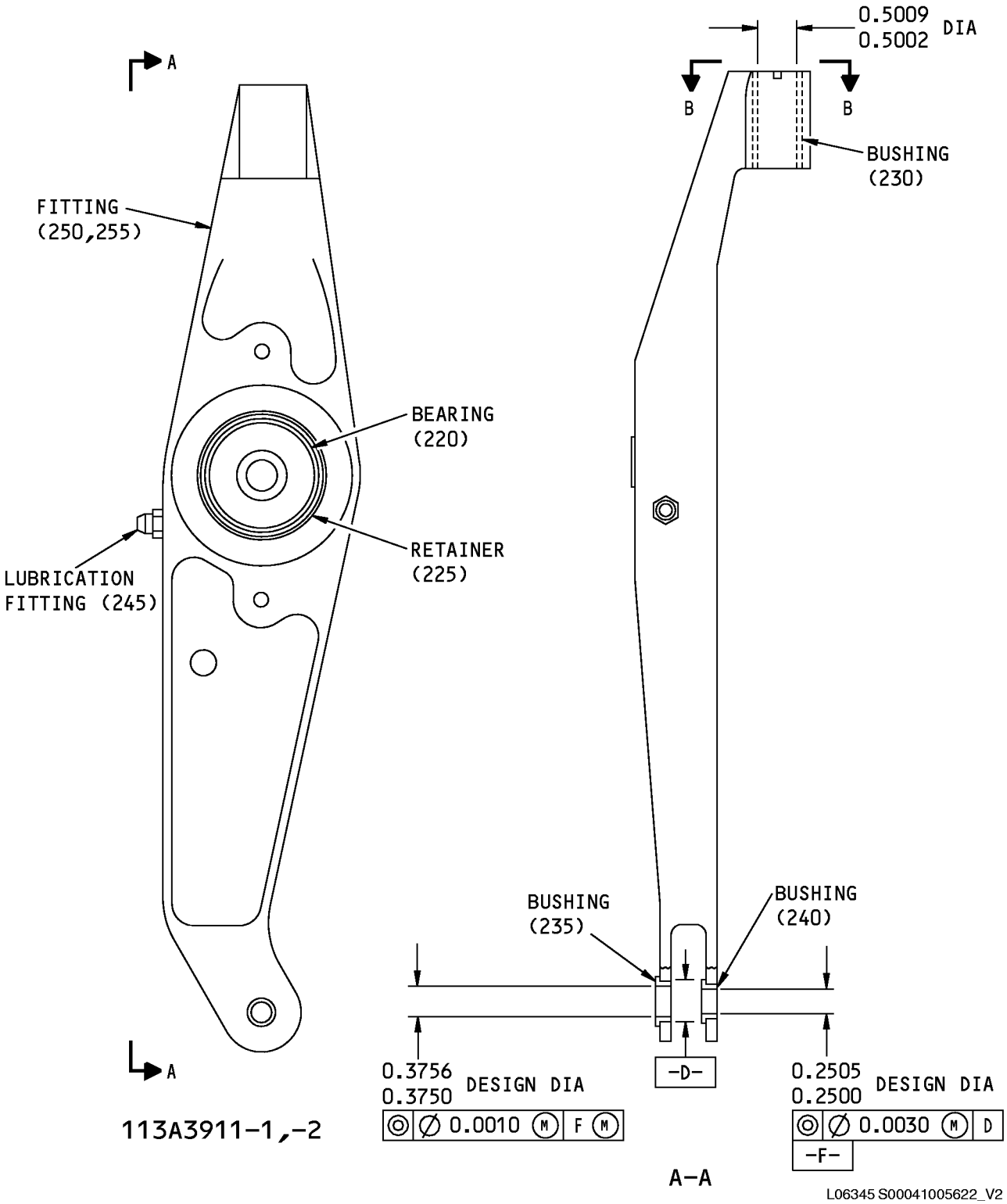
E. Lube Fitting Replacement

NOTE: For the decoding table for Boeing finish codes, refer to SOPM 20-41-01. For lubricants, refer to SOPM 20-60-03. For miscellaneous materials, refer to SOPM 20-60-04.

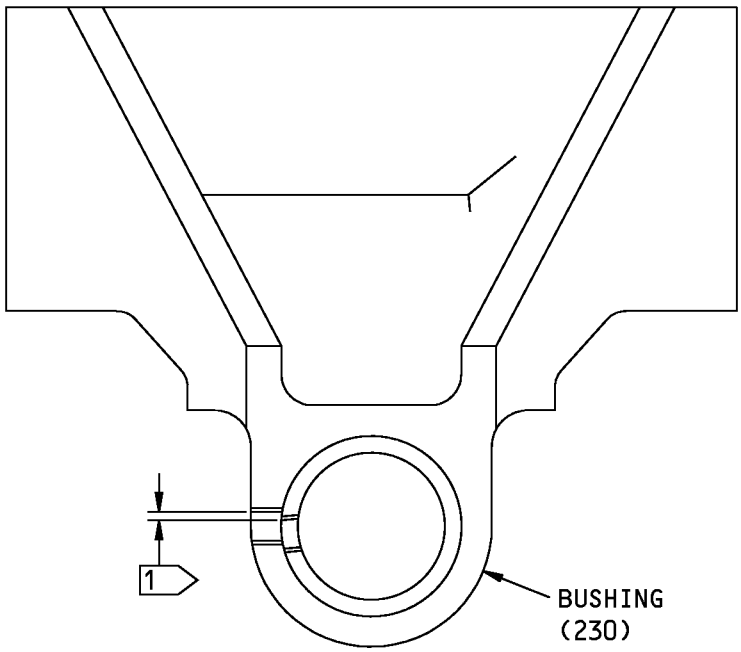
(1) Remove the damaged lube fitting (245) from the bellcrank fitting assembly (200, 205, 210, 215).

(2) Install the new lube fitting (245) on the bellcrank fitting assembly (200, 205, 210, 215) with grease, D00633. Torque to 20-30 in lbs.

(3) Apply grease, D00633 at the lube fitting (245) and make sure the grease flows freely through the lubrication channel.



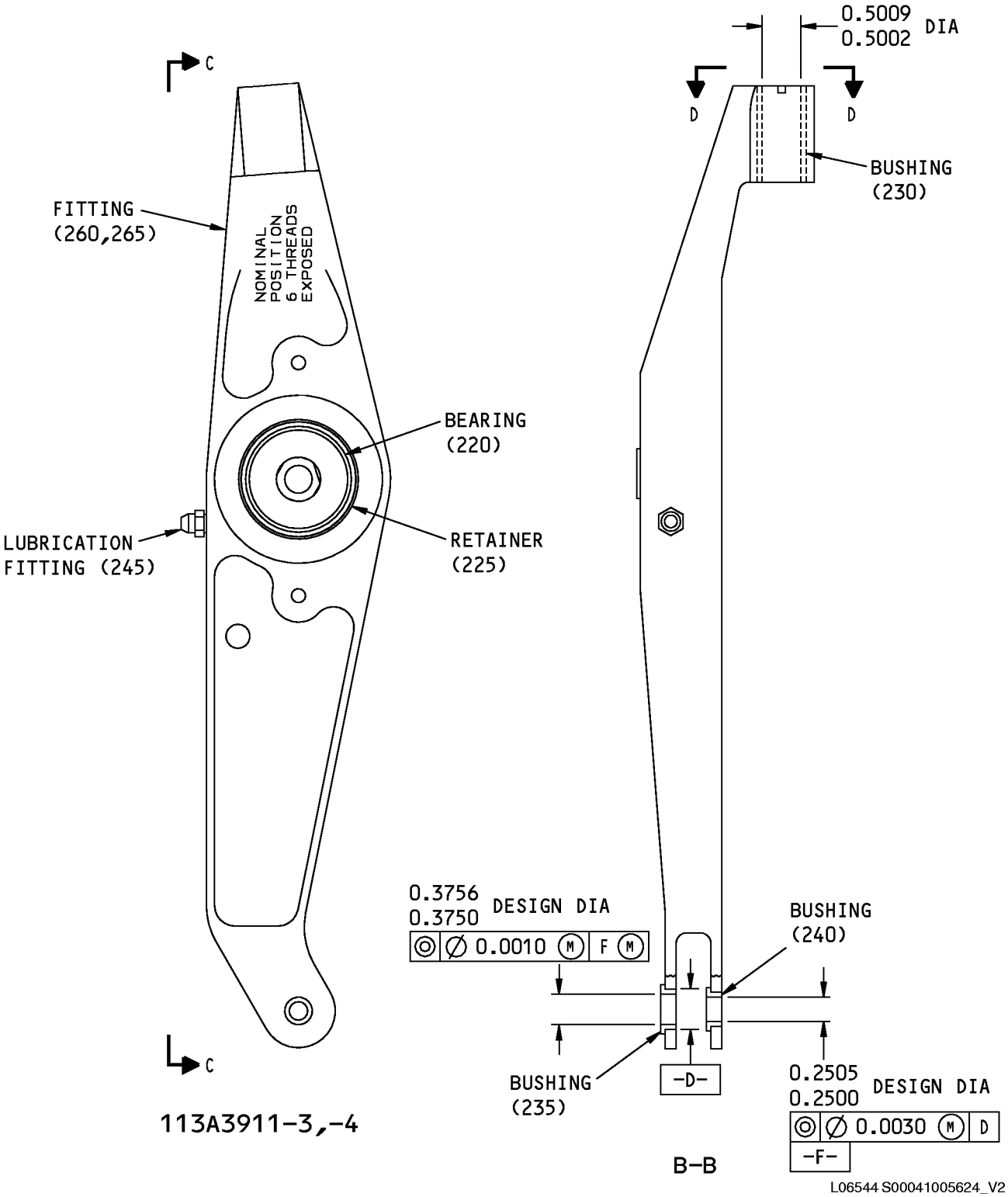
113A3911-1,-2,-3,-4,-9,-10,-11,-12,-17,-18,-21,-22,-23,-24,-27,-28,-31,-32 Bellcrank Fitting Assembly Repair
Figure 601 (Sheet 1 of 8)



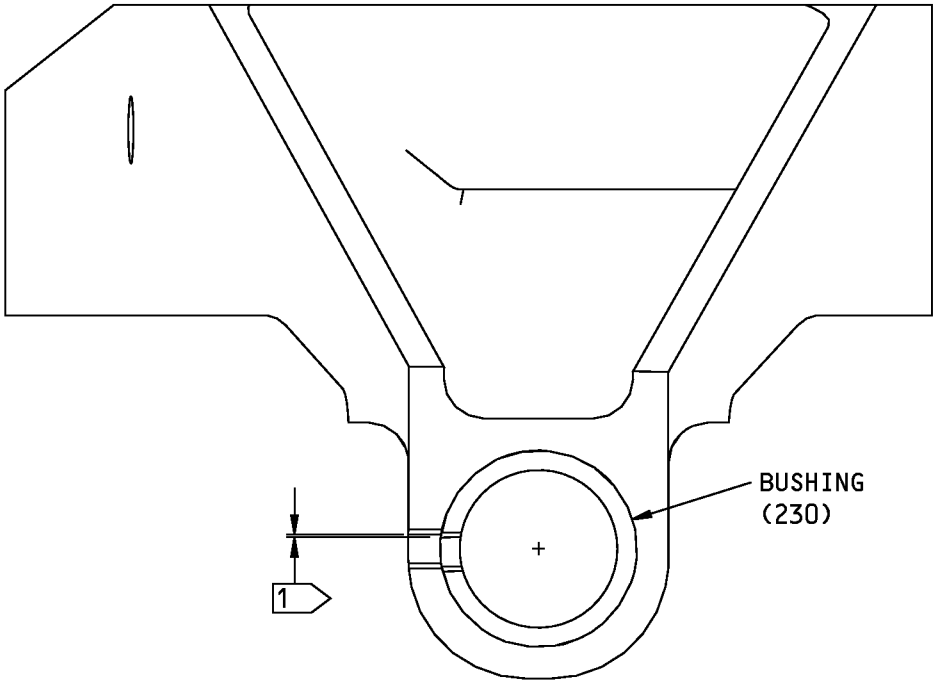
B–B

L06592 S00041005623_V2

113A3911-1,-2,-3,-4,-9,-10,-11,-12,-17,-18,-21,-22,-23,-24,-27,-28,-31,-32 Bellcrank Fitting Assembly Repair
Figure 601 (Sheet 2 of 8)



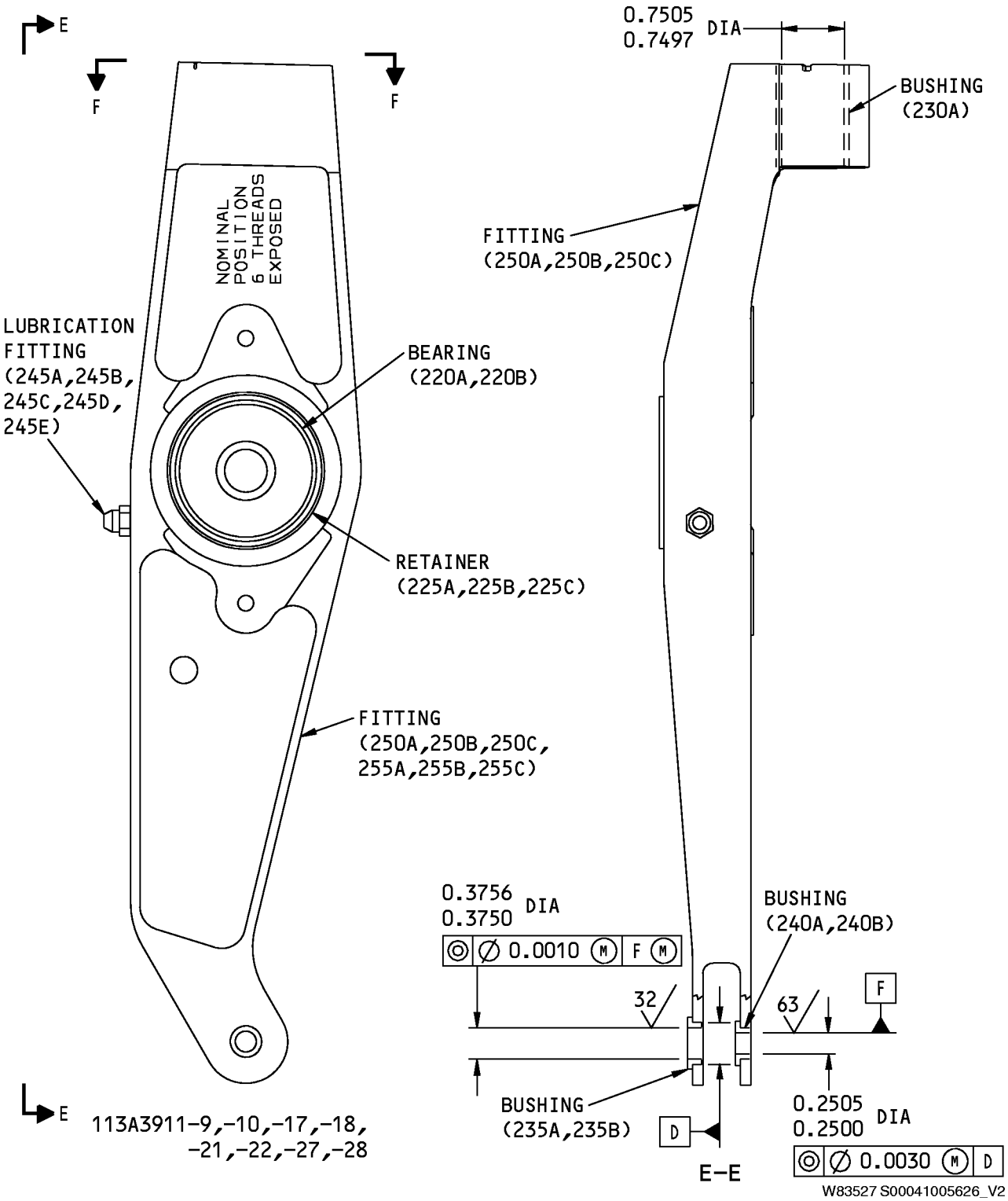
113A3911-1,-2,-3,-4,-9,-10,-11,-12,-17,-18,-21,-22,-23,-24,-27,-28,-31,-32 Bellcrank Fitting Assembly Repair
Figure 601 (Sheet 3 of 8)



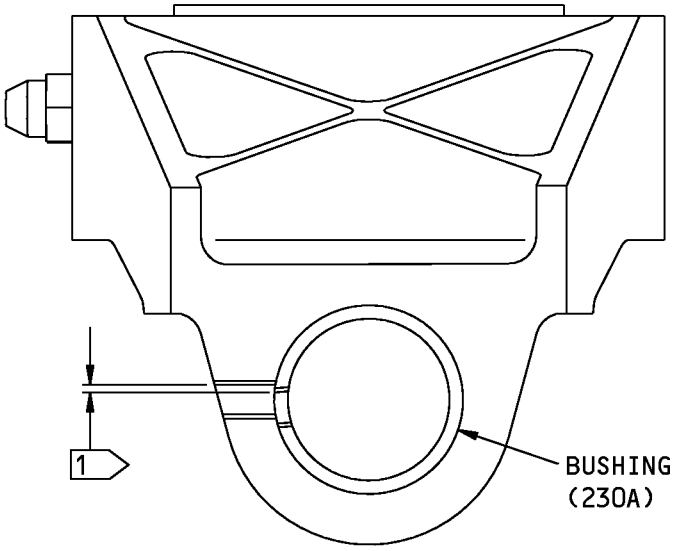
D–D

W83508 S00041005625_V2

113A3911-1,-2,-3,-4,-9,-10,-11,-12,-17,-18,-21,-22,-23,-24,-27,-28,-31,-32 Bellcrank Fitting Assembly Repair
Figure 601 (Sheet 4 of 8)



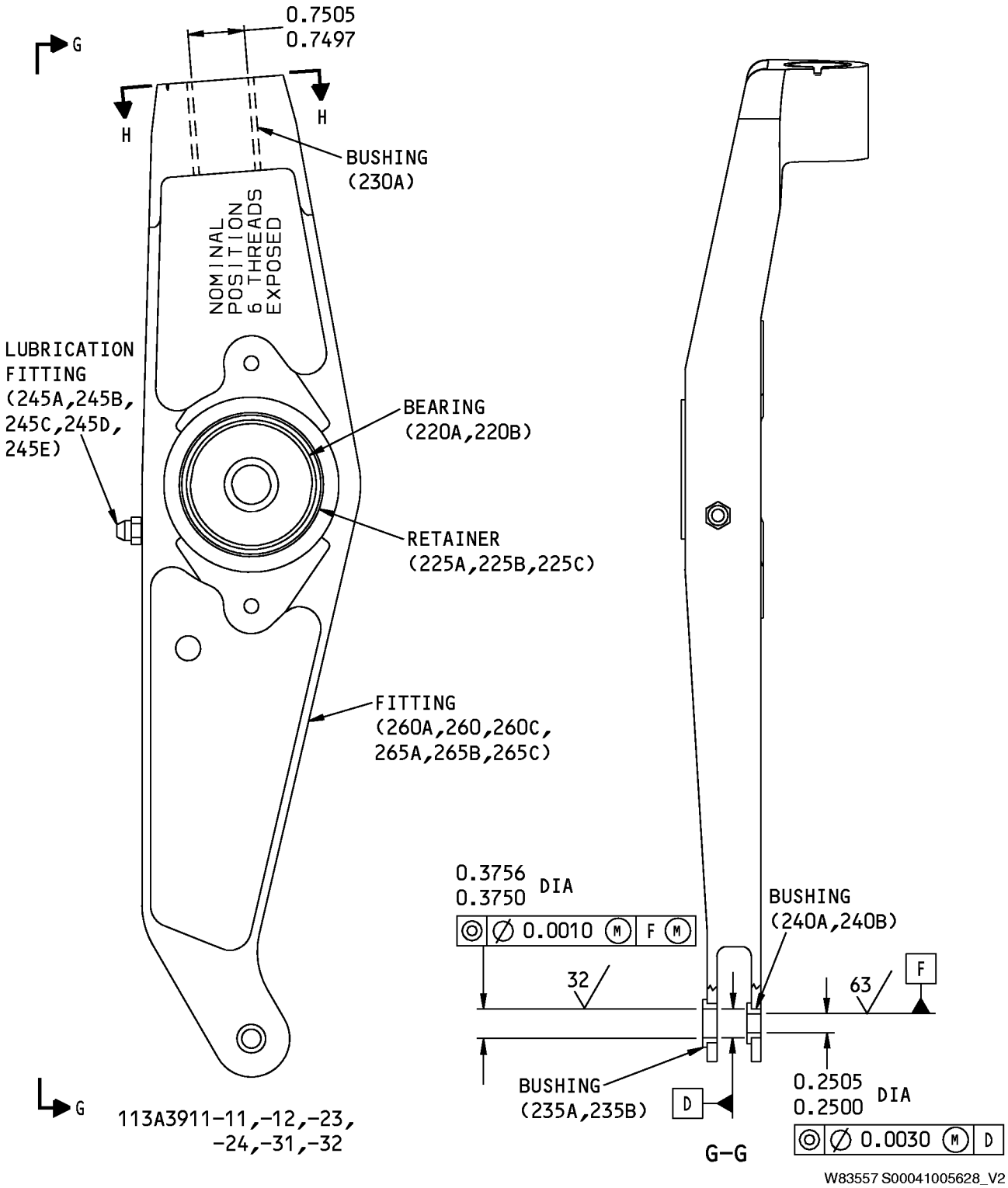
113A3911-1,-2,-3,-4,-9,-10,-11,-12,-17,-18,-21,-22,-23,-24,-27,-28,-31,-32 Bellcrank Fitting Assembly Repair
Figure 601 (Sheet 5 of 8)



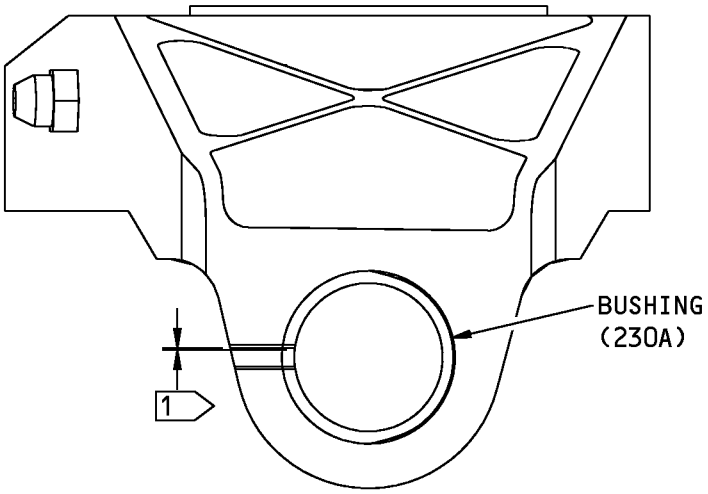
F–F

W83534 S00041005627_V2

113A3911-1,-2,-3,-4,-9,-10,-11,-12,-17,-18,-21,-22,-23,-24,-27,-28,-31,-32 Bellcrank Fitting Assembly
Repair
Figure 601 (Sheet 6 of 8)



113A3911-1,-2,-3,-4,-9,-10,-11,-12,-17,-18,-21,-22,-23,-24,-27,-28,-31,-32 Bellcrank Fitting Assembly Repair
Figure 601 (Sheet 7 of 8)



H–H

1 MAXIMUM MISMATCH BETWEEN FITTING AND BUSHING NOT TO EXCEED 0.0100 INCH

BREAK ALL SHARP EDGES

ITEM NUMBERS REFER TO IPL FIG. 1

ALL DIMENSIONS ARE IN INCHES

W84976 S00041005629_V2

113A3911-1,-2,-3,-4,-9,-10,-11,-12,-17,-18,-21,-22,-23,-24,-27,-28,-31,-32 Bellcrank Fitting Assembly
Repair
Figure 601 (Sheet 8 of 8)

FITTING - REPAIR 2-3

113A3911–5, –6, –7, –8, –13, –14, –15, –16, –19, –20, –25, –26, –29, –30

1. General

A. This procedure has the data necessary to repair and refinish the fitting (250, 255, 260, 265).

B. Refer to the Standard Overhaul Practice 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.

E. General repair details:

(1) Material: 7050-T7451 Aluminum alloy

2. Repair Procedures

A. Oversize Bushing Repair

NOTE: The oversize bushing repair is not applicable to fitting part numbers 113A3911-13, -14, -15, -16, -19, -20, -25, -26, -29, -30.

NOTE: For bright cadmium plating, refer to SOPM 20-42-05.

(1) Machine the bellcrank fitting (250, 255, 260, 265) holes for bushing (235, 240) as required to remove defects up to the maximum repair diameter shown in REPAIR 2-3, Figure 601.

(2) Do a penetrant check as specified in SOPM 20-20-02.

(3) Make the oversize repair bushing as follows and as specified in REPAIR 2-3, Figure 605.

(a) Bushing Material

1) For the oversized bushing replacement for bushing (235):

a) Aluminum-Bronze as specified in AMS 4640

Heat Treatment – HR50 or TQ50, AMS 4640

2) For the oversized bushing replacement for bushing (240):

a) 15-5PH CRES, AMS 5659 OR 17-4PH CRES, AMS 5643 Heat Treatment: 180-200 KSI

(b) Break all the sharp edges.

(c) Do a penetrant check to the oversized bushing for the bushing (235) as specified in SOPM 20-20-01.

(d) Do a magnetic particle check to the oversized bushing for bushing (240) as specified in SOPM 20-20-01.

(e) Apply a finish to the oversize bushings as follows:

1) For the oversized bushing replacement for bushing (235, 240):

a) Apply cadmium plate, type 2, class 2 (F-15.06) or apply a zinc-nickel plate, type 2, class 2 (F-15.40) all over.

<1> It is optional to apply cadmium plate or zinc-nickel plate to the inner diameter of the oversized bushing.

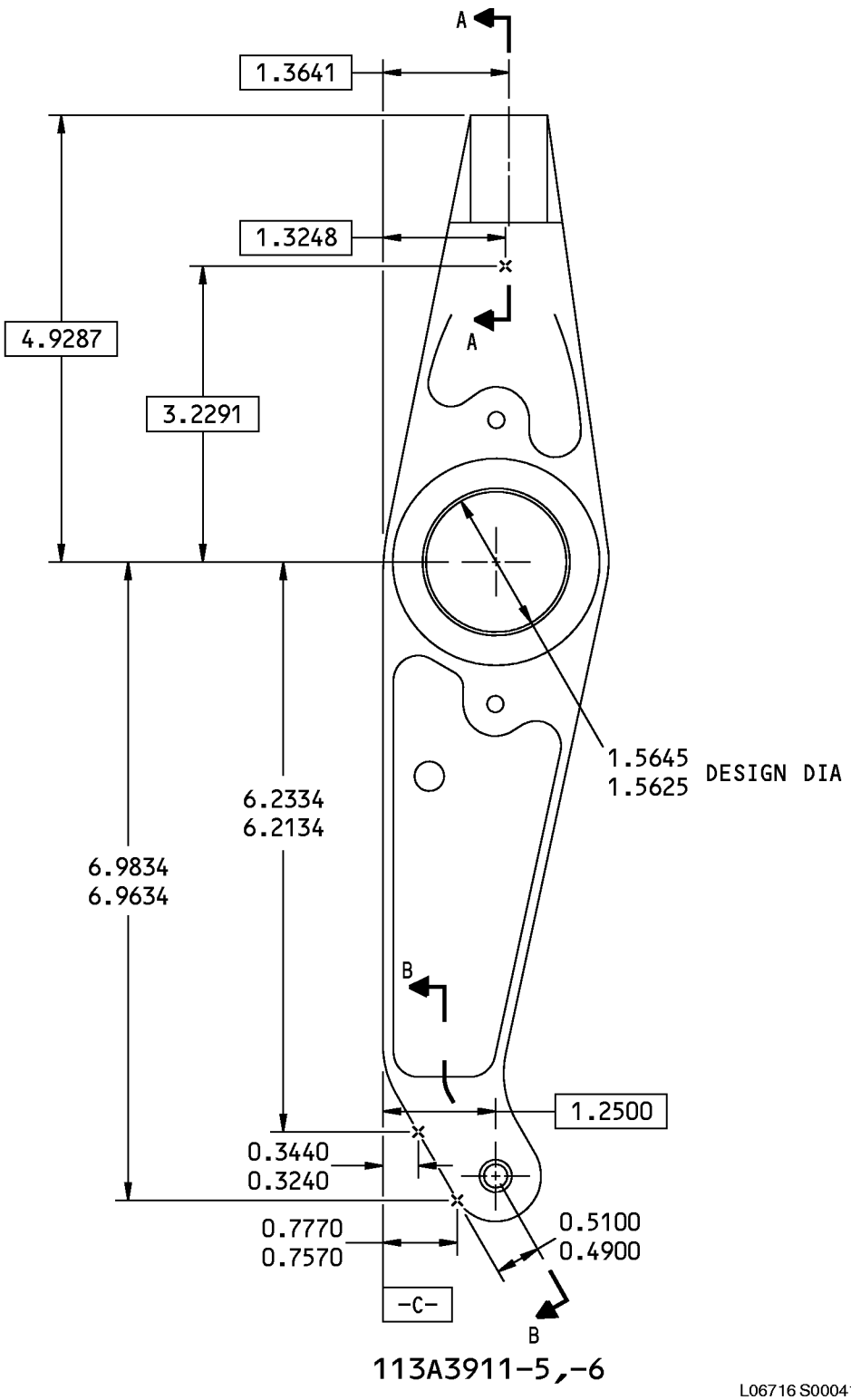
(4) Install and machine the oversize bushing as specified in REPAIR 2-2, Paragraph 2.D.(1)(b) and REPAIR 2-2, Paragraph 2.D.(1)(c).

B. Fitting Refinish

NOTE: For stripping of protective finishes, refer to SOPM 20-30-02. For the decoding table for Boeing finish codes, refer to SOPM 20-41-01. For application of chemical and solvent resistant finishes, refer to SOPM 20-41-02. For chromic acid anodizing, refer to SOPM 20-43-01. For finishing material, refer to SOPM 20-60-02

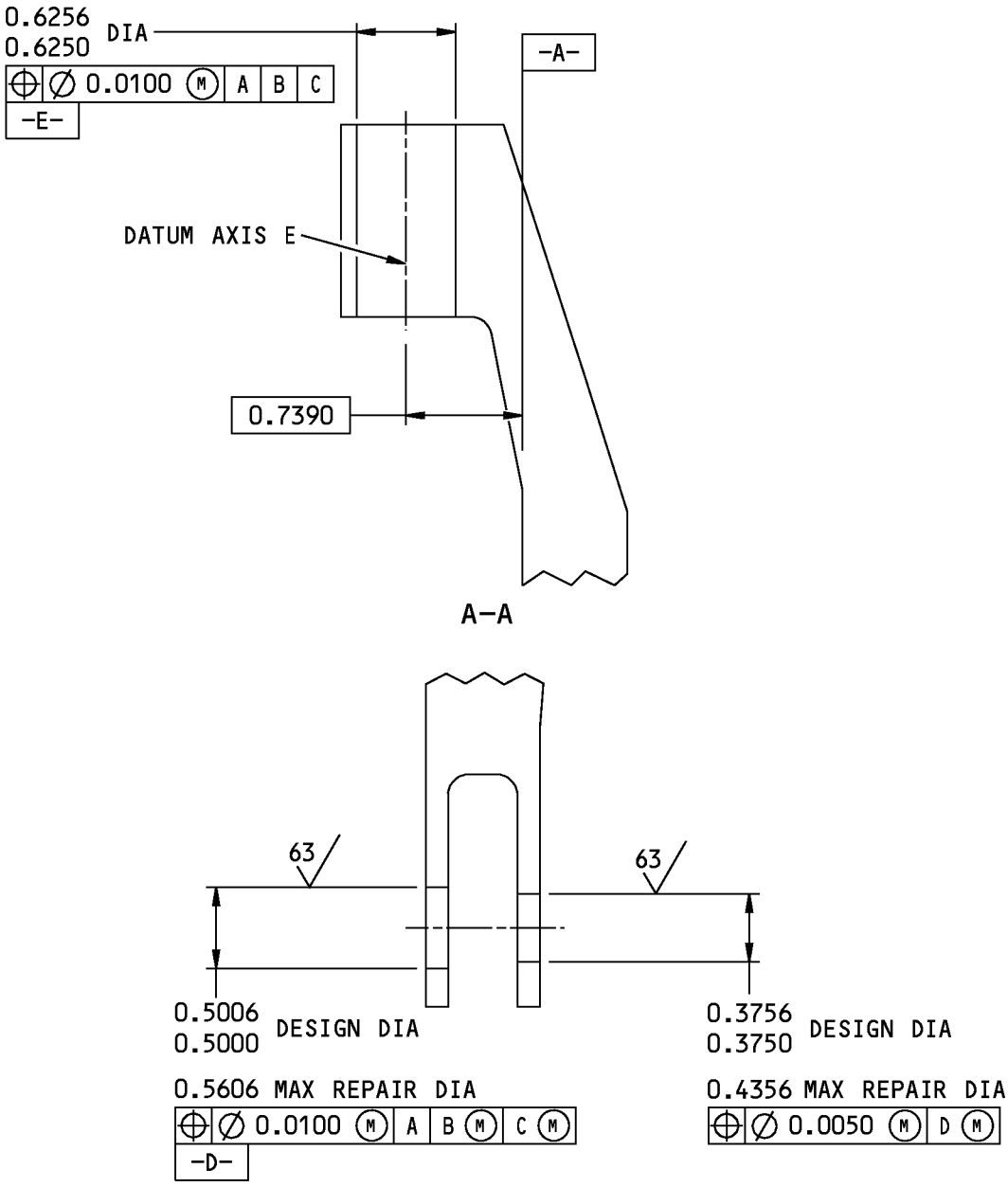
(1) Anodize (F-17.31) the fitting (250, 255, 260, 265)

(2) Apply one coat of primer, C00259 (F-20.02) all over but not in the bushing holes.

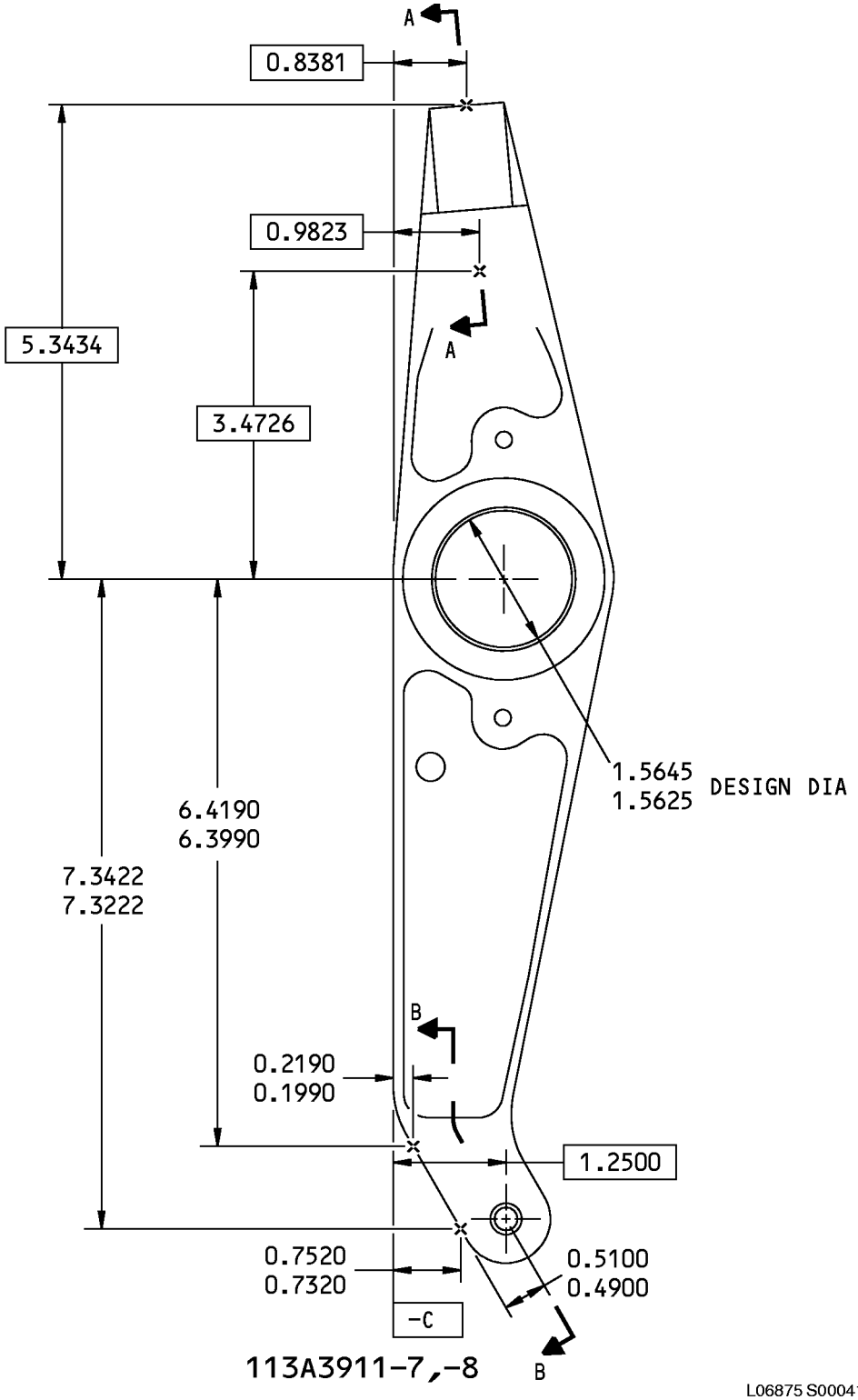


L06716 S00041005633_V3

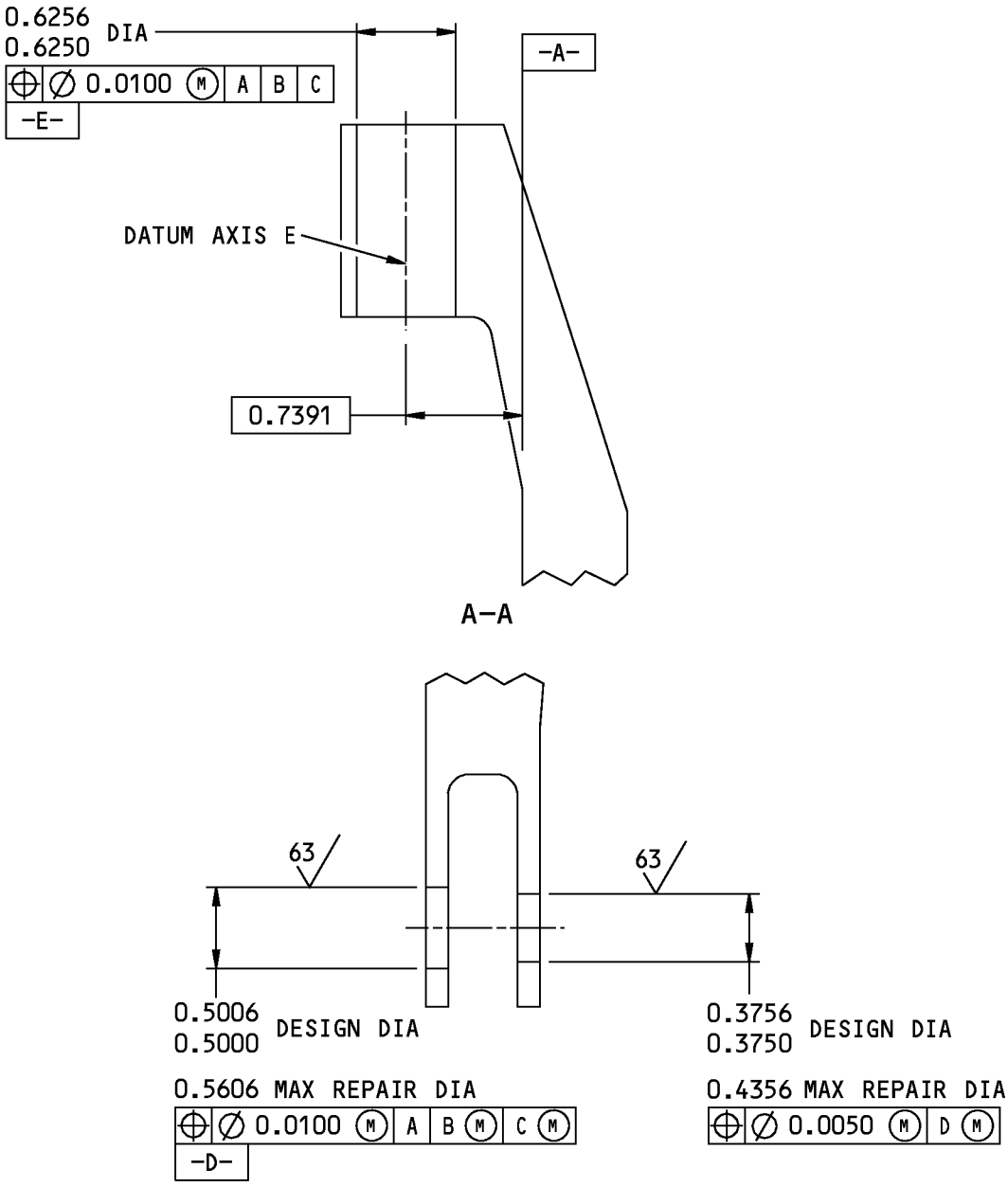
113A3911-5,-6 Bellcrank Fitting Repair
Figure 601 (Sheet 1 of 2)



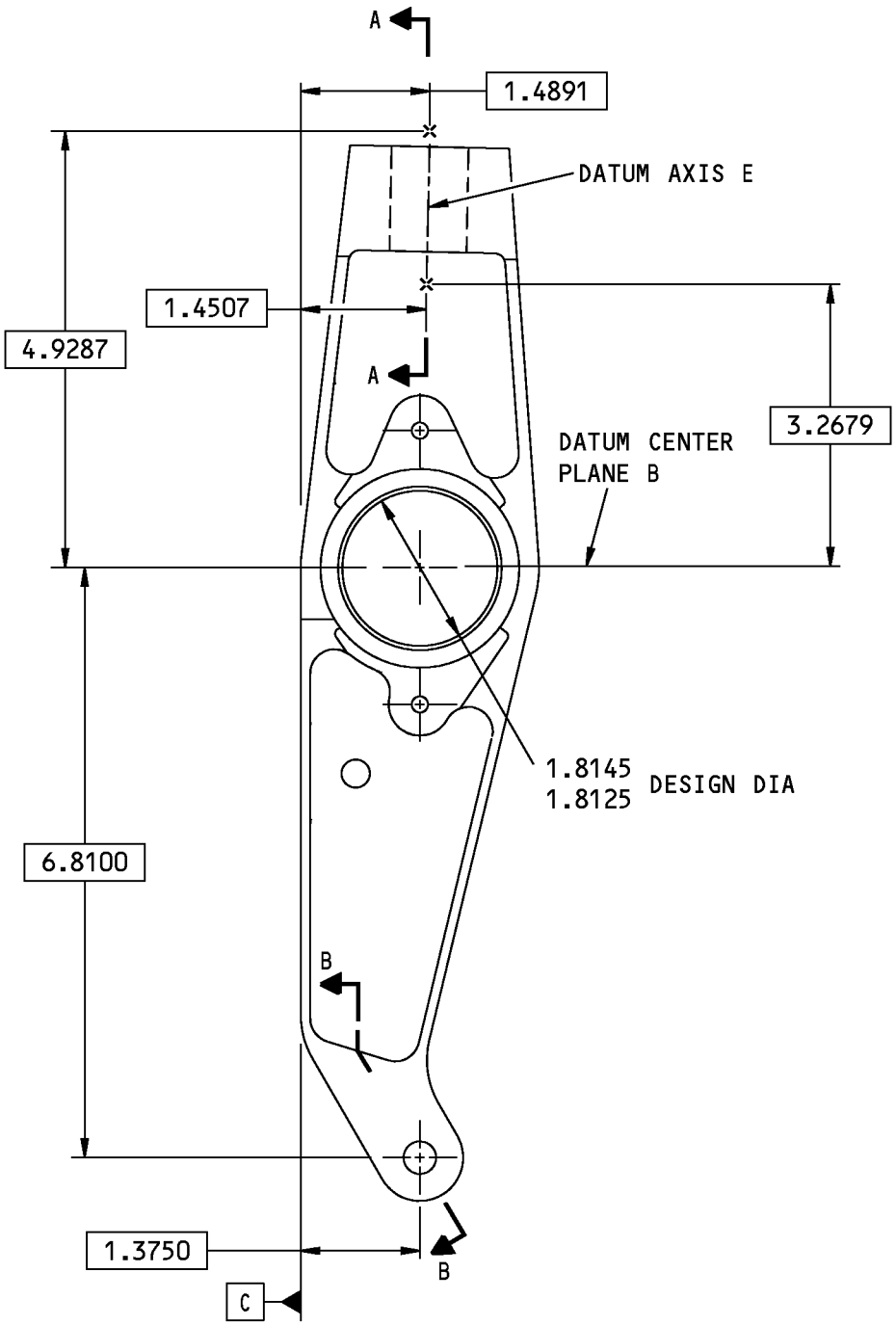
113A3911-5,-6 Bellcrank Fitting Repair
Figure 601 (Sheet 2 of 2)



113A3911-7,-8 Bellcrank Fitting Repair
Figure 602 (Sheet 1 of 2)



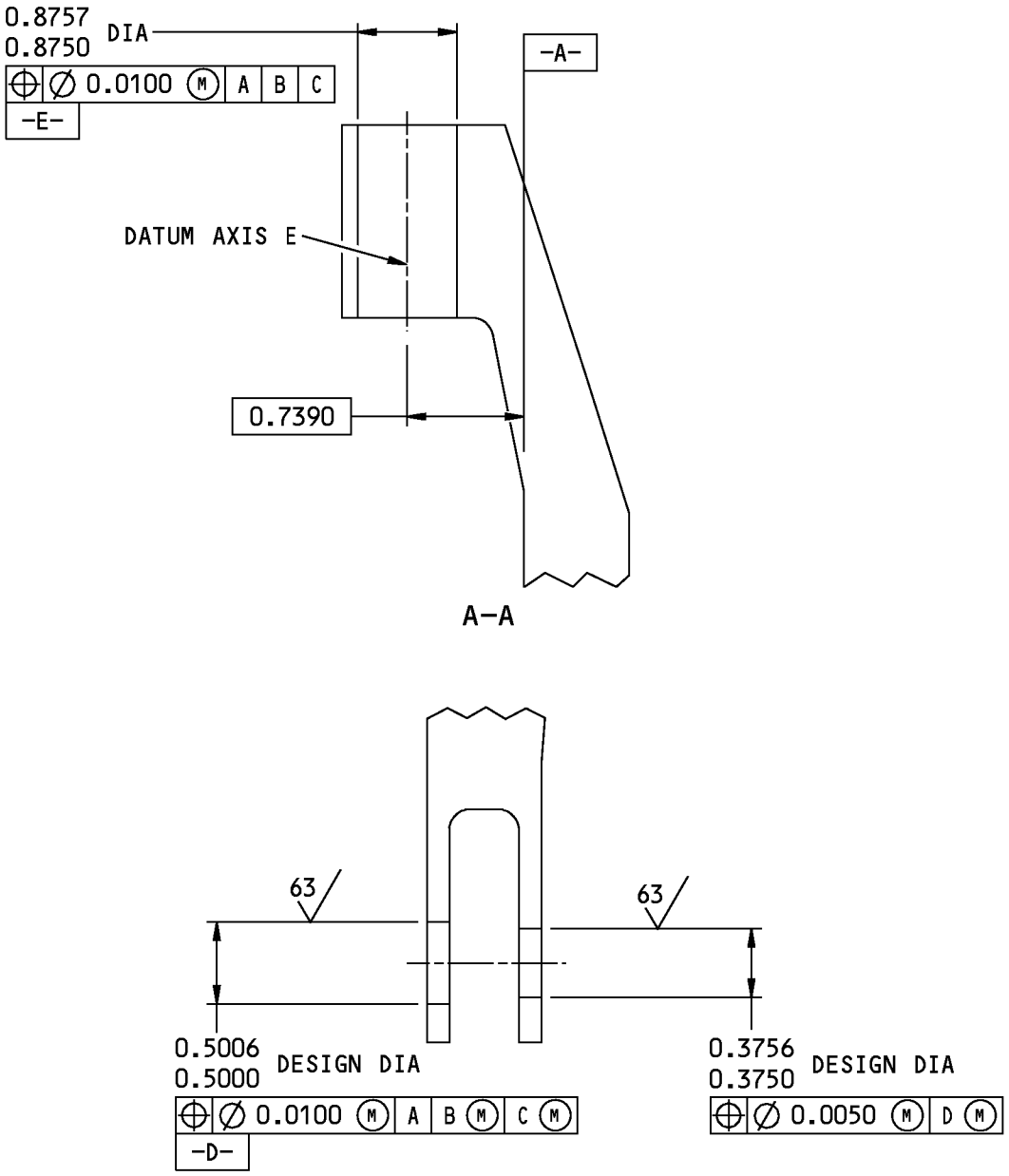
113A3911-7,-8 Bellcrank Fitting Repair
Figure 602 (Sheet 2 of 2)



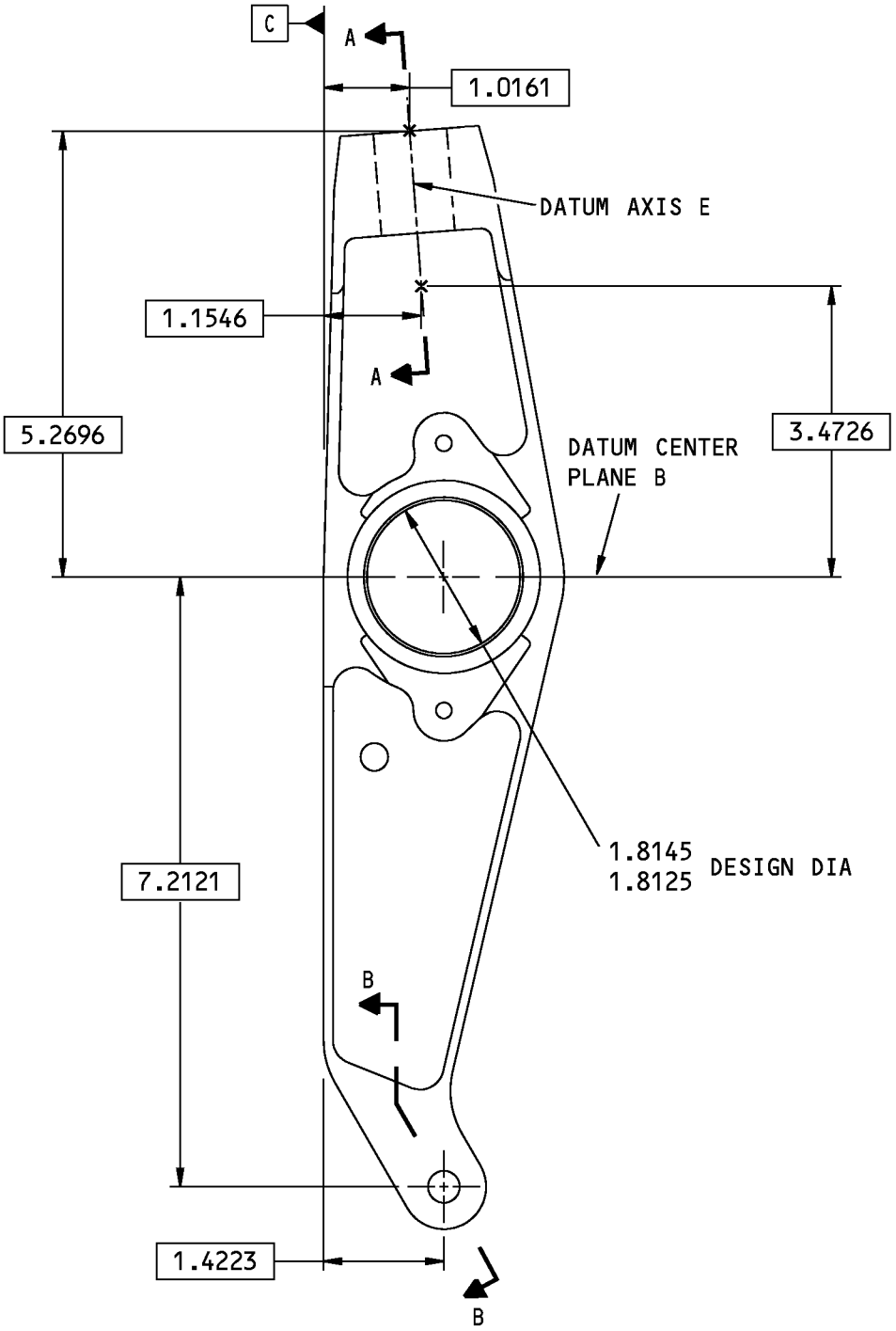
113A3911-13,-14,-19,-20,-25,-26

W83673 S00041005635_V3

113A3911-13,-14,-19,-20,-25,-26 Bellcrank Fitting Repair
Figure 603 (Sheet 1 of 2)



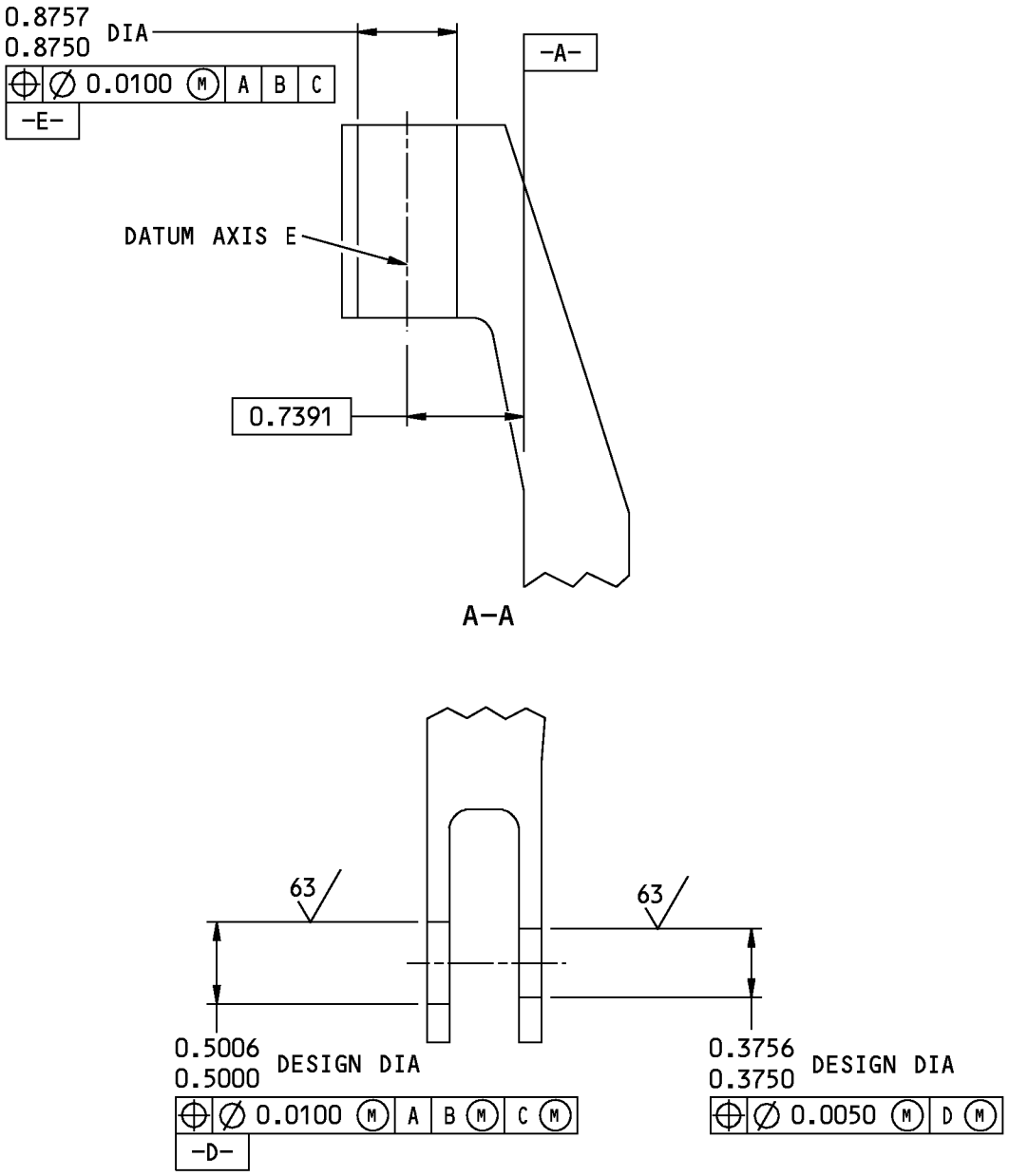
113A3911-13,-14,-19,-20,-25,-26 Bellcrank Fitting Repair
Figure 603 (Sheet 2 of 2)



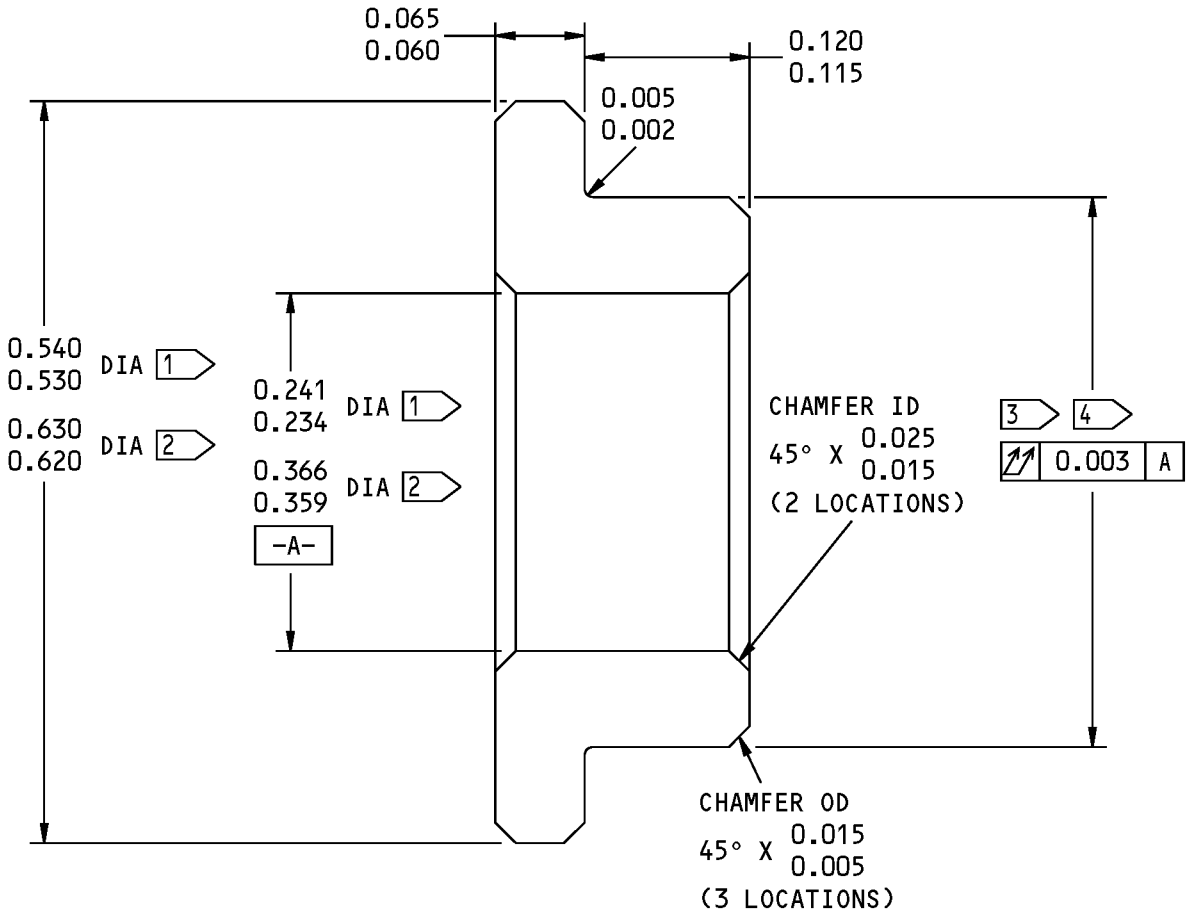
113A3911-15,-16,-29,-30

W83644 S00041005636_V3

113A3911-15,-16,-29,-30 Bellcrank Fitting Repair
Figure 604 (Sheet 1 of 2)



113A3911-15,-16,-29,-30 Bellcrank Fitting Repair
Figure 604 (Sheet 2 of 2)



OVERSIZE REPLACEMENT FOR BUSHINGS (235,240)

1 BUSHING (240) BACB28AP04P012

2 BUSHING (235) BACB28AT06B012C

3 THE DIAMETER OF THE OVERSIZE REPAIR BUSHING FOR THE BUSHING (240) BACB28AP04P012 SHALL BE THE DIAMETER OF THE MACHINED HOLE IN THE BELLCRANK FITTING PLUS 0.0003 TO 0.0008 INCH

4 THE DIAMETER OF THE OVERSIZE REPAIR BUSHING FOR THE BUSHING (235) BACB28AT06B012C SHALL BE THE DIAMETER OF THE MACHINED HOLE IN THE BELLCRANK FITTING PLUS 0.0004 TO 0.0009 INCH

250 ALL MACHINED SURFACES

BREAK ALL SHARP EDGES

ITEM NUMBERS REFER TO IPL FIG. 1

ALL DIMENSIONS ARE IN INCHES

Oversize Repair Bushing
Figure 605

ADJUST FITTING ASSEMBLY - REPAIR 3-1

113A3913–1, –2, –5, –6

1. General

A. This procedure has the data necessary to repair and refinish the adjust fitting assembly (170, 175).

B. Refer to the Standard Overhaul Practice 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. Repair Procedures

A. References

Reference	Title
SOPM 20-50-03	BEARING AND BUSHING REPLACEMENT
SOPM 20-60-04	MISCELLANEOUS MATERIALS

B. Bushing Replacement

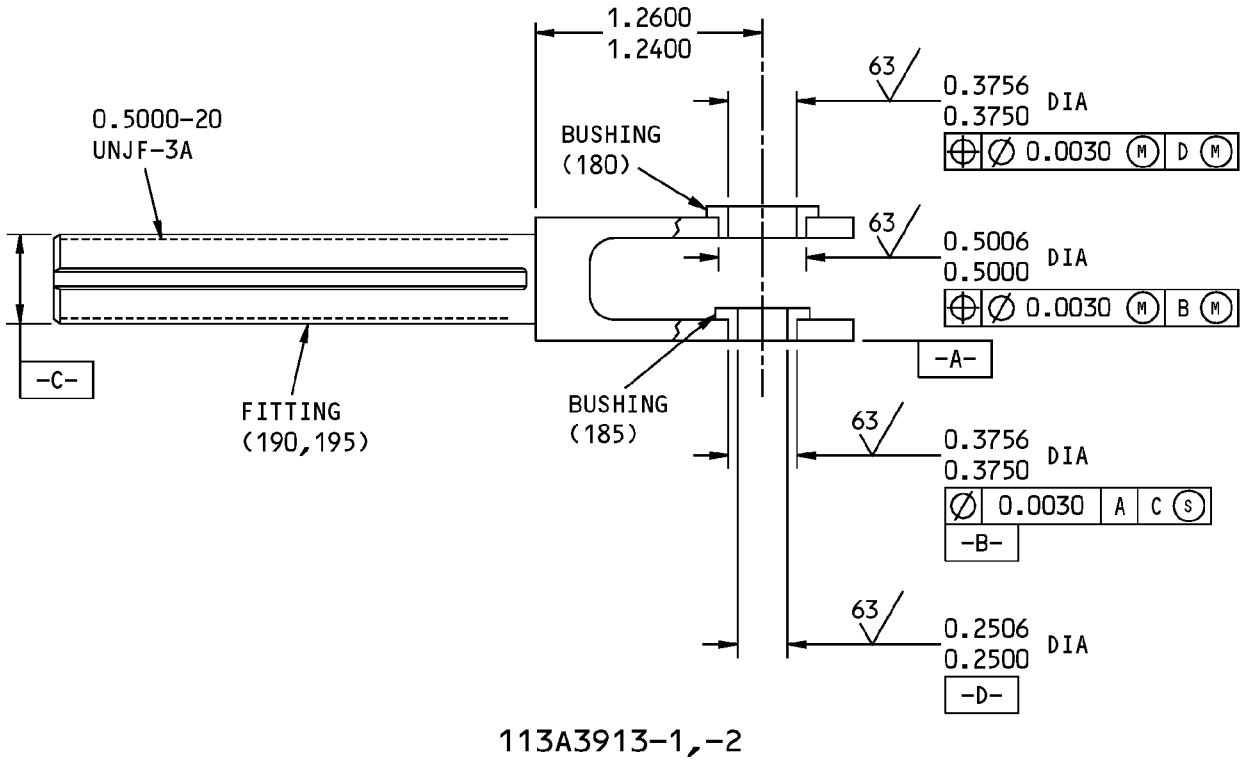
NOTE: For miscellaneous materials, refer to SOPM 20-60-04.

(1) Remove the bushing (180, 180A, 185, 185A) from the fitting (190, 190A, 195, 195A).

(2) Install the new bushing (180, 180A, 185, 185A) on the fitting (190, 190A, 195, 195A). Use the shrink-fit method (SOPM 20-50-03).

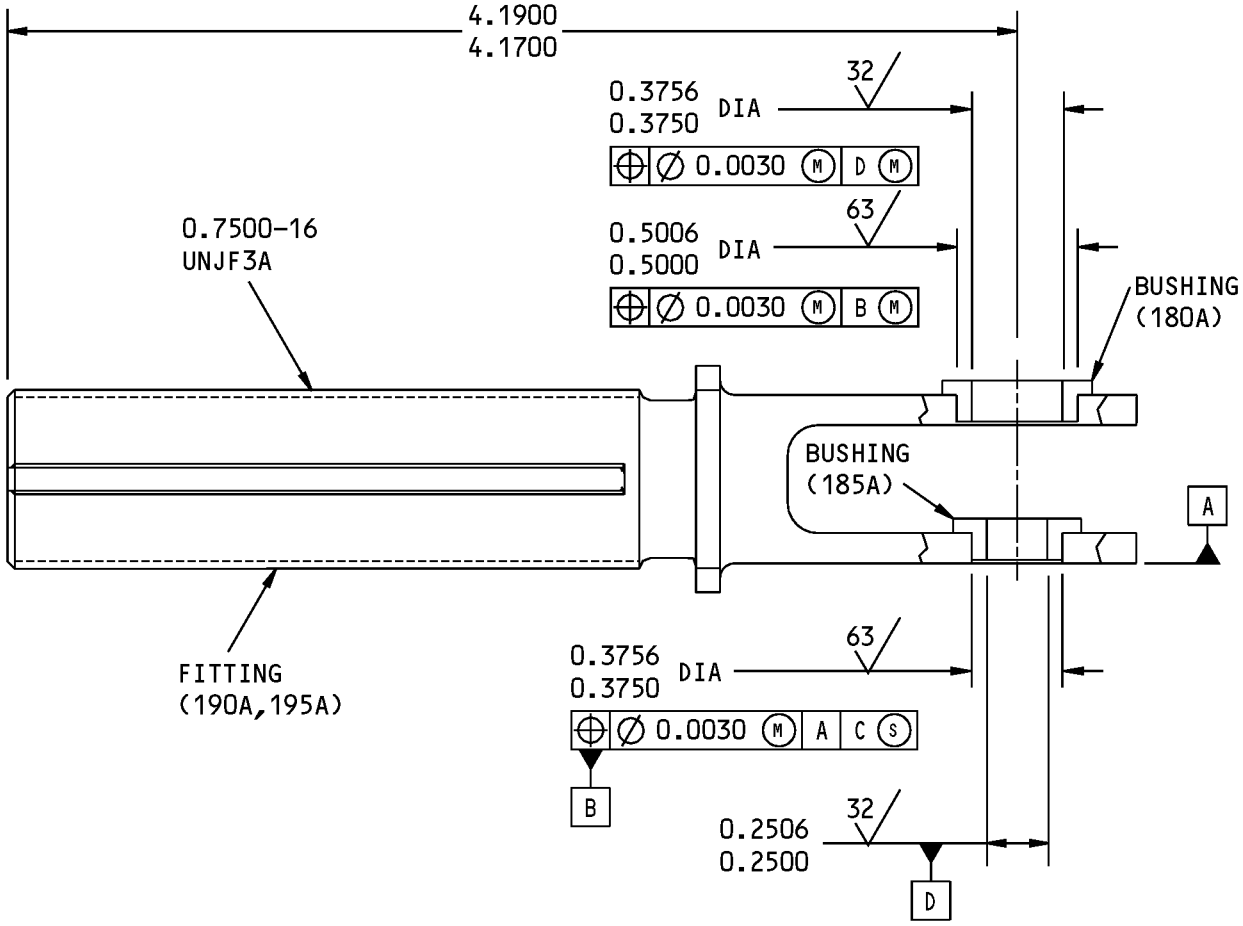
(3) Ream the inside diameter of the bushing (180, 180A, 185, 185A) to the dimensions shown on REPAIR 3-1, Figure 601.

(4) Break all sharp edges.



113A3913-1,-2

113A3913-1,-2,-5,-6 Adjust Fitting Assembly Repair
Figure 601 (Sheet 1 of 2)



113A3913-5,-6

ITEM NUMBERS REFER TO IPL FIG. 1

ALL DIMENSIONS ARE IN INCHES

113A3913-1,-2,-5,-6 Adjust Fitting Assembly Repair
Figure 601 (Sheet 2 of 2)

FITTING - REPAIR 3-2

113A3913–3, –4, –7, –8

1. General

A. This procedure has the data necessary to repair and refinish the fitting (190, 195).

B. Refer to the Standard Overhaul Practice 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.

E. General repair details:

(1) Material: 15-5PH CRES, Heat treat 180-200 ksi.

2. Repair Procedures

A. Consumable Materials

NOTE: Equivalent substitutes may be used.

Reference	Description	Specification
D50081	Lubricant - Solid Film Lubricant, Liquid Dispersed	BMS 3-8

B. References

Reference	Title
SOPM 20-30-02	STRIPPING OF PROTECTIVE FINISHES
SOPM 20-41-01	DECODING TABLE FOR BOEING FINISH CODES
SOPM 20-60-03	LUBRICANTS

C. Fitting Refinish

NOTE: For stripping of protective finishes,refer to SOPM 20-30-02. For the decoding table for Boeing finish codes, refer to SOPM 20-41-01. For lubricants, refer to SOPM 20-60-03.

(1) Passivate (F-17.25) the fitting (190, 190A, 195, 195A).

(2) Apply solid film lubricant, D50081 (F-19.10) on the threads of the fitting (190, 190A, 195, 195A).

ROD ASSEMBLY - REPAIR 4-1

113A3920–1, –2, –3, –5, –6, –7

1. General

A. This procedure has the data necessary to repair and refinish the rod assembly (40, 45, 300, 305, 310, 315).

B. Refer to the Standard Overhaul Practice 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. Repair Procedures

A. Rod End Bearing Replacement

(1) Loosen the nut (50, 55, 320, 325) then the device locking (60, 330) from the tube (75, 80, 345, 350).

(2) Remove the damaged rod end bearing (65, 70, 335, 340) from the tube (75, 80, 345, 350).

(3) Install the new rod end bearing (65, 70, 335, 340) on the tube (75, 80, 345, 350).

(4) Tighten the locking device (60, 330) and the nut (50, 55, 320, 325).

NOTE: Adjustment of the rod end bearings (335, 340) will be done on final installation.

TUBE - REPAIR 4-2

113A3921–1, –3, –5, –7

1. General

A. This procedure has the data necessary to repair and refinish the tube (75, 80, 345, 350).

B. Refer to the Standard Overhaul Practice 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.

E. General repair details:

(1) Material: 17-7PH CRES, Heat treat 150-170 ksi.

Optional: 15-5PH CRES, Heat treat 150-170 ksi

2. Repair procedures

A. References

Reference	Title
SOPM 20-30-02	STRIPPING OF PROTECTIVE FINISHES
SOPM 20-41-01	DECODING TABLE FOR BOEING FINISH CODES

B. Tube Refinish

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

(1) Passivate (F-17.25) the tube (75, 80, 345, 350).

NO. 1 TRACK ASSEMBLY - REPAIR 5-1

113A3940–1, –201

1. General

A. This procedure has the data necessary to repair and refinish the No. 1 track assembly (520).

B. Refer to the Standard Overhaul Practice 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. Repair Procedures

A. Consumable Materials

NOTE: Equivalent substitutes may be used.

Reference	Description	Specification
A00247	Sealant - Pressure And Environmental - Chromate Type	BMS 5-95
D00633	Grease - Aircraft General Purpose	BMS3-33

B. References

Reference	Title
SOPM 20-41-01	DECODING TABLE FOR BOEING FINISH CODES
SOPM 20-50-03	BEARING AND BUSHING REPLACEMENT
SOPM 20-60-03	LUBRICANTS
SOPM 20-60-04	MISCELLANEOUS MATERIALS

C. Bearing Replacement

NOTE: For the decoding table for Boeing finish codes, refer to SOPM 20-41-01. For lubricants, refer to SOPM 20-60-03.

(1) Remove the damaged bearing (525A, 525C) from the track (535, 535A).

(2) Inspect the lube fitting (530) for damage. Replace if required, prior to installing bearing (525A). See Lube Fitting Replacement in REPAIR 5-1, Paragraph 2.D..

(a) Make sure that grease, D00633 flows through the lube fitting.

(3) Install the new bearing (525A, 525C) on the track.

(a) Use shrink fit method on the sealed, self lubricated bearing (525C).

1) Roller or anvil swage bearing per SOPM 20-50-03.

(b) Install non-sealed bearings (525A) using grease, D00633.

1) Roller or anvil swage bearing per SOPM 20-50-03.

D. Lube Fitting Replacement

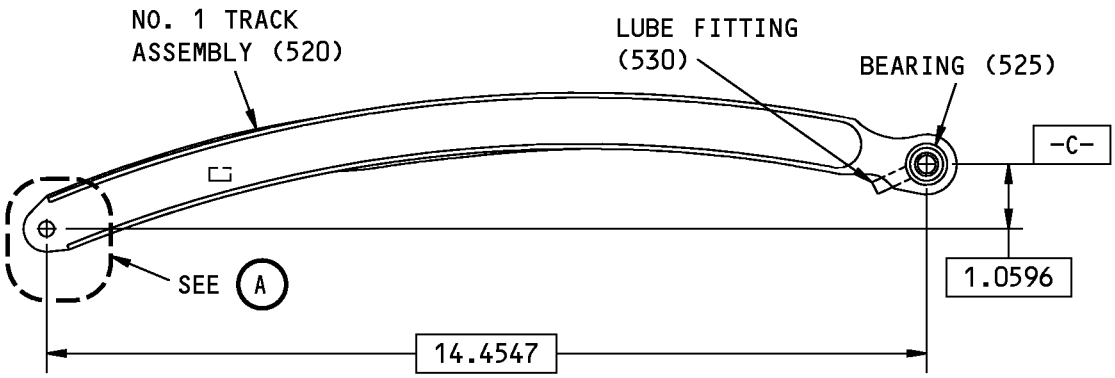
NOTE: For the decoding table for Boeing finish codes, refer to SOPM 20-41-01. For lubricants, refer to SOPM 20-60-03. For miscellaneous materials, refer to SOPM 20-60-04.

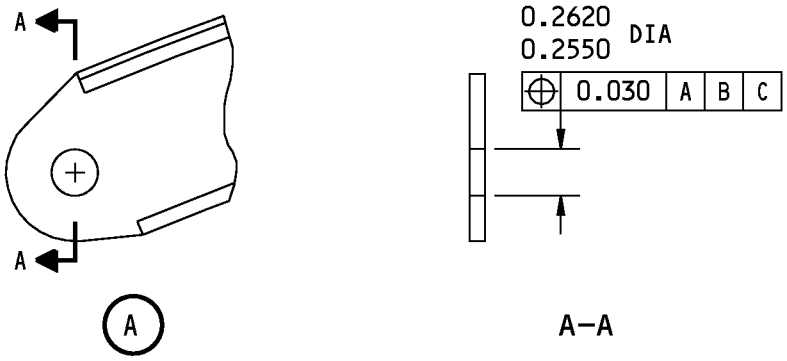
(1) Remove the damaged lube fitting (530) from the track (535).

(2) Remove the old sealant, A00247 from the hole.

(3) Install the new lube fitting (530) on the track (535) with sealant, A00247. Use the shrink-fit method (SOPM 20-50-03).

(4) Apply grease, D00633 at the lube fitting (530) and make sure the grease flows freely through the lubrication channel.





125 ALL MACHINED SURFACES UNLESS SHOWN DIFFERENTLY

BREAK ALL SHARP EDGES

ITEM NUMBERS REFER TO IPL FIG. 1

ALL DIMENSIONS ARE IN INCHES

G51130 S00041005647_V2

113A3940-1, -201 No. 1 Track Assembly Repair
Figure 601

TRACK - REPAIR 5-2

113A3940–2, –202

1. General

A. This procedure has the data necessary to repair and refinish the track (535, 535A).

B. Refer to the Standard Overhaul Practice 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.

E. General repair details:

(1) Material (535): 15-5PH CRES, Heat treat 180-200 ksi (535).

(a) Shot peen: All surfaces, but not in hole for fitting (530), Intensity 0.005-0.010A, Coverage 2.0.

(2) Material (535A): M0003969 Stainless Steel, Heat treat 170-190 ksi, HRC 38 to 41.

(a) Shot peen: All surfaces, Intensity 0.007A, Coverage 2.0.

2. Repair Procedures

A. References

Reference	Title
SOPM 20-10-03	SHOT PEENING
SOPM 20-10-05	APPLICATION AND FINISHING OF THERMAL SPRAY COATINGS
SOPM 20-20-01	MAGNETIC PARTICLE INSPECTION
SOPM 20-30-02	STRIPPING OF PROTECTIVE FINISHES
SOPM 20-41-01	DECODING TABLE FOR BOEING FINISH CODES

B. Track Flange Repair

(1) Machine the flap track fitting (535) upper and lower flanges as necessary to eliminate defects up to the maximum repair dimension as specified in REPAIR 5-2, Figure 601.

NOTE: A maximum of 0.005 inch of material may be removed from each flap track fitting upper and lower flange between points 1 and 3 and points 4 and 5 to eliminate defects.

NOTE: A maximum of 0.01 inch of material may be removed from each flap track fitting upper and lower flange between points 3 and 4 and points 5 and 7 to eliminate defects.

NOTE: Refer to REPAIR 5-2, Figure 601 for the flap track fitting point identification.

(2) Magnetic particle inspect the flap track fitting (535) as specified in SOPM 20-20-01.

(3) Shot peen the machined surfaces of the flap track fitting (535) as specified in SOPM 20-10-03.

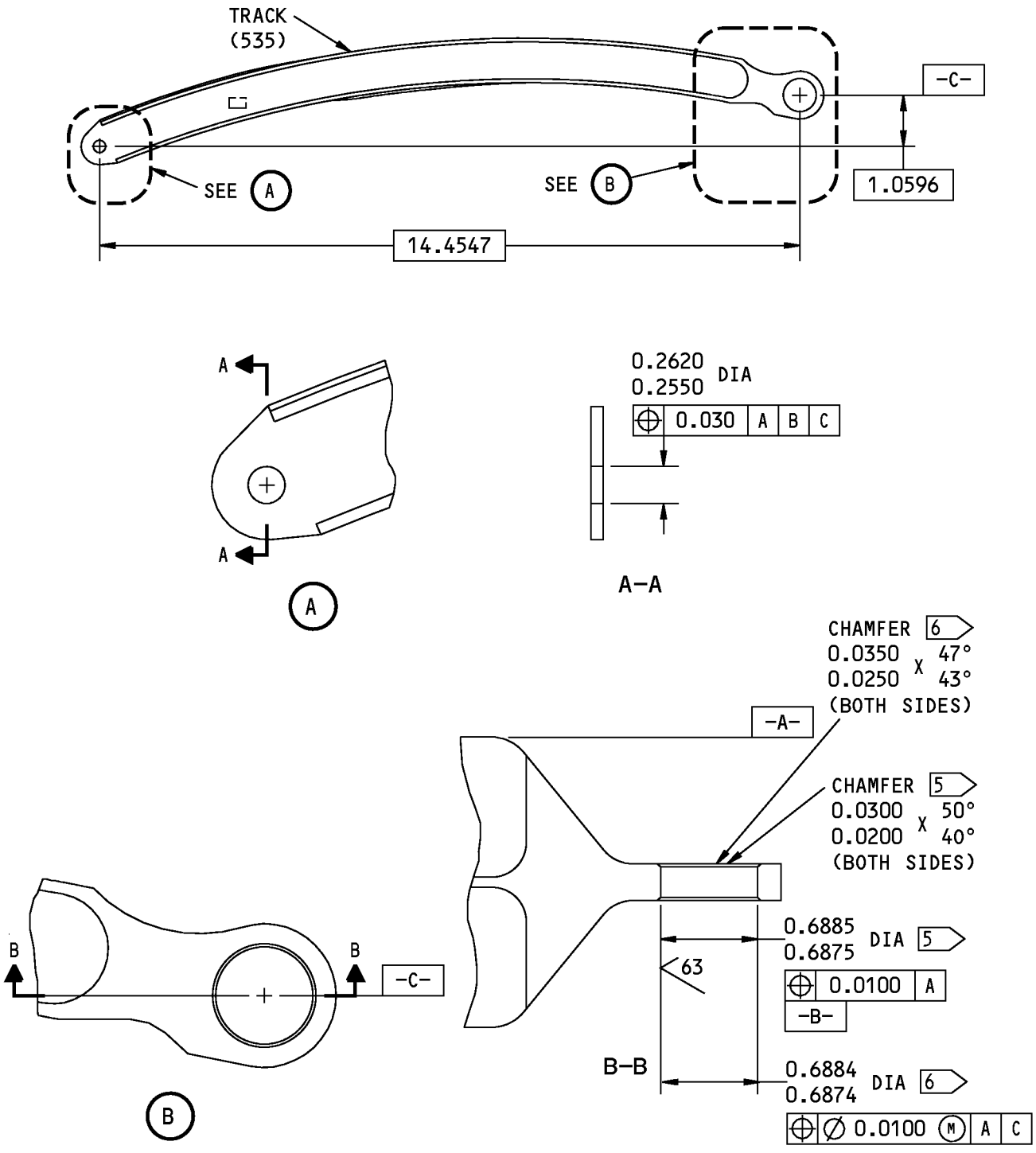
(4) Apply Tungsten Carbide coating (F-15.360) (SOPM 20-10-05) to the machined areas of the flap track fitting (535) upper and lower flanges to get the design dimensions shown in REPAIR 5-2, Figure 601.

(a) No Tungsten Carbide coating (F-15.360) on track (535A).

C. Track Refinish (REPAIR 5-2, Figure 601)

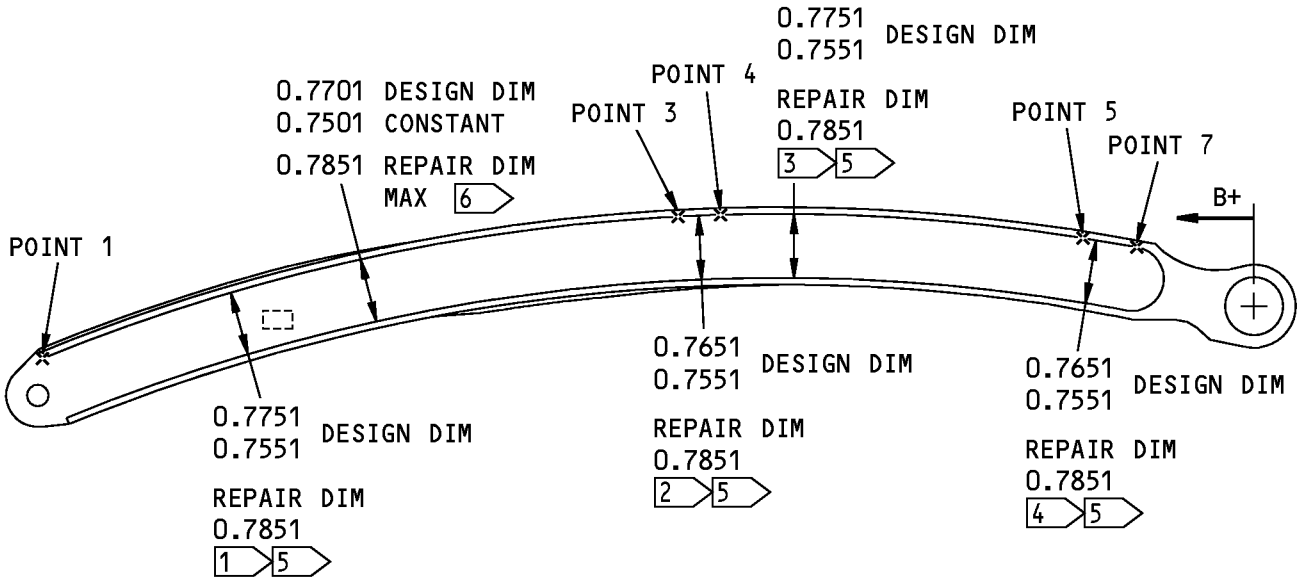
NOTE: For stripping of protective finishes,refer to SOPM 20-30-02. For the decoding table for Boeing finish codes, refer to SOPM 20-41-01.

(1) Passivate (F-17.25) the track (535).



G51133 S00041005650_V2

113A3940-2, -202 Track Repair
Figure 601 (Sheet 1 of 2)



POINT NUMBER	B+ DIMENSION	TOLERANCE (+/-)
1	14.3970	0.0100
3	6.8564	0.0300
4	6.3569	0.0300
5	2.0317	0.0300
7	1.3823	0.0100

113A3940-2

1 BETWEEN POINTS 1 AND 3

2 BETWEEN POINTS 3 AND 4

3 BETWEEN POINTS 4 AND 5

4 BETWEEN POINTS 5 AND 7

5 FOR 113A3940-2 ONLY

6 FOR 113A3940-202 ONLY

125 ALL MACHINED SURFACES UNLESS SHOWN DIFFERENTLY

BREAK ALL SHARP EDGES

ITEM NUMBERS REFER TO IPL FIG. 1

ALL DIMENSIONS ARE IN INCHES

L07299 S00041005651_V2

113A3940-2, -202 Track Repair
Figure 601 (Sheet 2 of 2)

NO. 2 TRACK ASSEMBLY - REPAIR 6-1

113A3941–1, –201

1. General

A. This procedure has the data necessary to repair and refinish the No. 2 track assembly (570).

B. Refer to the Standard Overhaul Practice 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. Repair procedures

A. Consumable Materials

NOTE: Equivalent substitutes may be used.

Reference	Description	Specification
A00247	Sealant - Pressure And Environmental - Chromate Type	BMS 5-95
D00633	Grease - Aircraft General Purpose	BMS3-33

B. References

Reference	Title
SOPM 20-41-01	DECODING TABLE FOR BOEING FINISH CODES
SOPM 20-50-03	BEARING AND BUSHING REPLACEMENT
SOPM 20-60-03	LUBRICANTS
SOPM 20-60-04	MISCELLANEOUS MATERIALS

C. Bearing Replacement

NOTE: For the decoding table for Boeing finish codes, refer to SOPM 20-41-01. For lubricants, refer to SOPM 20-60-03.

(1) Remove the damaged bearing (585, 585A) from the track (595, 595A, 595B).

(2) Inspect the Lube Fitting (590) for damage. Replace if required, prior to installing bearing (585). See Lube Fitting Replacement in REPAIR 6-1, Paragraph 2.D..

(a) Make sure that grease, D00633 flows freely through the lube fitting.

(3) Install the new bearing (585, 585A) on the track.

(a) Use shrink fit method on the sealed, self-lubricated bearings (585A).

1) Roller or anvil swage bearing per SOPM 20-50-03.

(b) Install non-sealed bearings (585) using grease, D00633.

1) Roller or anvil swage bearing per SOPM 20-50-03.

D. Lube Fitting Replacement

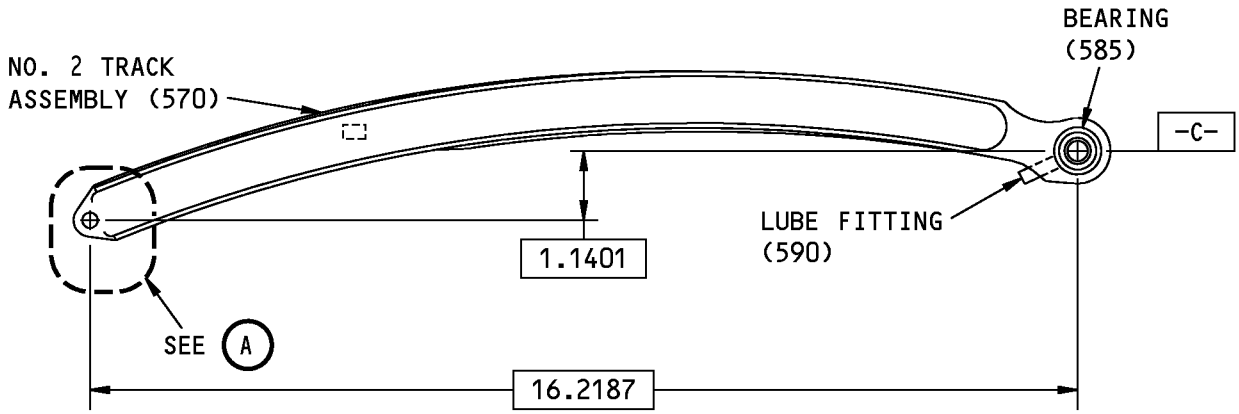
NOTE: For the decoding table for Boeing finish codes, refer to SOPM 20-41-01. For lubricants, refer to SOPM 20-60-03. For miscellaneous materials, refer to SOPM 20-60-04.

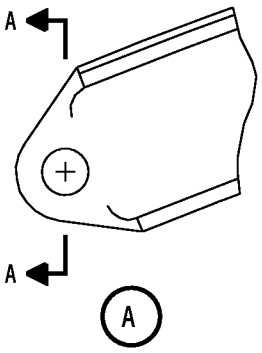
(1) Remove the damaged lube fitting (590) from the track (595).

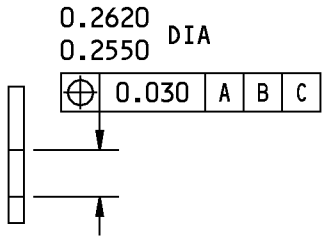
(2) Remove the old sealant, A00247 from the hole.

(3) Install the new lube fitting (590) on the track (595) with sealant, A00247. Use the shrink-fit method (SOPM 20-50-03).

(4) Apply grease, D00633 at the lube fitting (590) and make sure the grease flows freely through the lubrication channel.







A–A

125 ALL MACHINED SURFACES UNLESS SHOWN DIFFERENTLY

BREAK ALL SHARP EDGES

ITEM NUMBERS REFER TO IPL FIG. 1

ALL DIMENSIONS ARE IN INCHES

G51233 S00041005653_V2

113A3941-1, -201 No. 2 Track Assembly Repair
Figure 601

TRACK - REPAIR 6-2

113A3941–2, –3, –202

1. General

A. This procedure has the data necessary to repair and refinish the track (595, 595A, 595B).

B. Refer to the Standard Overhaul Practice 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.

E. General repair details:

(1) Material (595): 4340M steel, Heat treat 275-300 ksi.

(a) Shot peen all surfaces, except lube hole, using hard shot (RC 55-65).

(b) Intensity: 0.008A - 0.013A, coverage 2.0

(2) Material (595A): MA846W337 Alloy Steel, Heat treat 275-300 ksi.

(a) Shot peen all surfaces, except lube hole, using hard shot (RC 55-65).

(b) Intensity: 0.008A - 0.013A, coverage 2.0

(3) Material (595B): M000369 Stainless Steel, Heat treat 170-190 ksi, HRC 38 to 41.

(a) Shot peen all surfaces.

(b) Intensity: 0.007A, coverage 2.0

2. Repair Procedures

A. Consumable Materials

NOTE: Equivalent substitutes may be used.

Reference	Description	Specification
C00033	Coating - Exterior Protective Enamel, Flexibility Use	BMS10-60, Type II
C00175	Primer - Urethane Compatible, Corrosion Resistant (Less Than 1% Aromatic Amines)	BMS10-79, Type III

B. References

Reference	Title
BAC 5845	Application of Polyurethane Enamel
SOPM 20-10-03	SHOT PEENING
SOPM 20-10-05	APPLICATION AND FINISHING OF THERMAL SPRAY COATINGS
SOPM 20-20-01	MAGNETIC PARTICLE INSPECTION
SOPM 20-30-02	STRIPPING OF PROTECTIVE FINISHES
SOPM 20-41-01	DECODING TABLE FOR BOEING FINISH CODES
SOPM 20-42-02	LOW HYDROGEN EMBRITTLEMENT CADMIUM - TITANIUM ALLOY PLATING

Reference	Title
SOPM 20-44-04	APPLICATION OF URETHANE COMPATIBLE PRIMER

C. Track Flange Repair

(1) Machine the flap track fitting (595, 595A) upper and lower flanges as necessary to remove defects up to the maximum repair dimension as specified in REPAIR 6-2, Figure 601.

NOTE: A maximum of 0.005 inch of material may be removed from each flap track fitting upper and lower flange between points 1 and 3 and points 4 and 5 to eliminate defects.

NOTE: A maximum of 0.01 inch of material may be removed from each flap track fitting upper and lower flange between points 3 and 4 and points 5 and 7 to eliminate defects.

NOTE: Refer to REPAIR 6-2, Figure 601 for the flap track fitting point identification.

(2) Magnetic particle inspect the flap track fitting (595, 595A) as specified in SOPM 20-20-01.

(3) Shot peen the machined surfaces of the flap track fitting (595, 595A) as specified in SOPM 20-10-03.

(4) Apply Tungsten Carbide coating (F-15.360) (SOPM 20-10-05) to the machined areas of the flap track fitting (595) upper and lower flanges to get the design dimensions shown in REPAIR 6-2, Figure 601.

(5) Apply Tungsten Carbide coating (F-15.3871) (SOPM 20-10-05) to the machined areas of the flap track fitting (595A) upper and lower flanges to get the design dimensions shown in REPAIR 6-2, Figure 601.

(6) Do not apply Tungsten Carbide coating to the track (595B).

D. Track Refinish

NOTE: For shot peening, refer to SOPM 20-10-03. For the decoding table for Boeing finish codes, refer to SOPM 20-41-01.

(1) Tracks (595, 595A). Refer to REPAIR 6-2, Figure 601 for specific refinishing details.

(a) Cadmium-titanium plate (F-15.01) all over except as specified (SOPM 20-42-02).

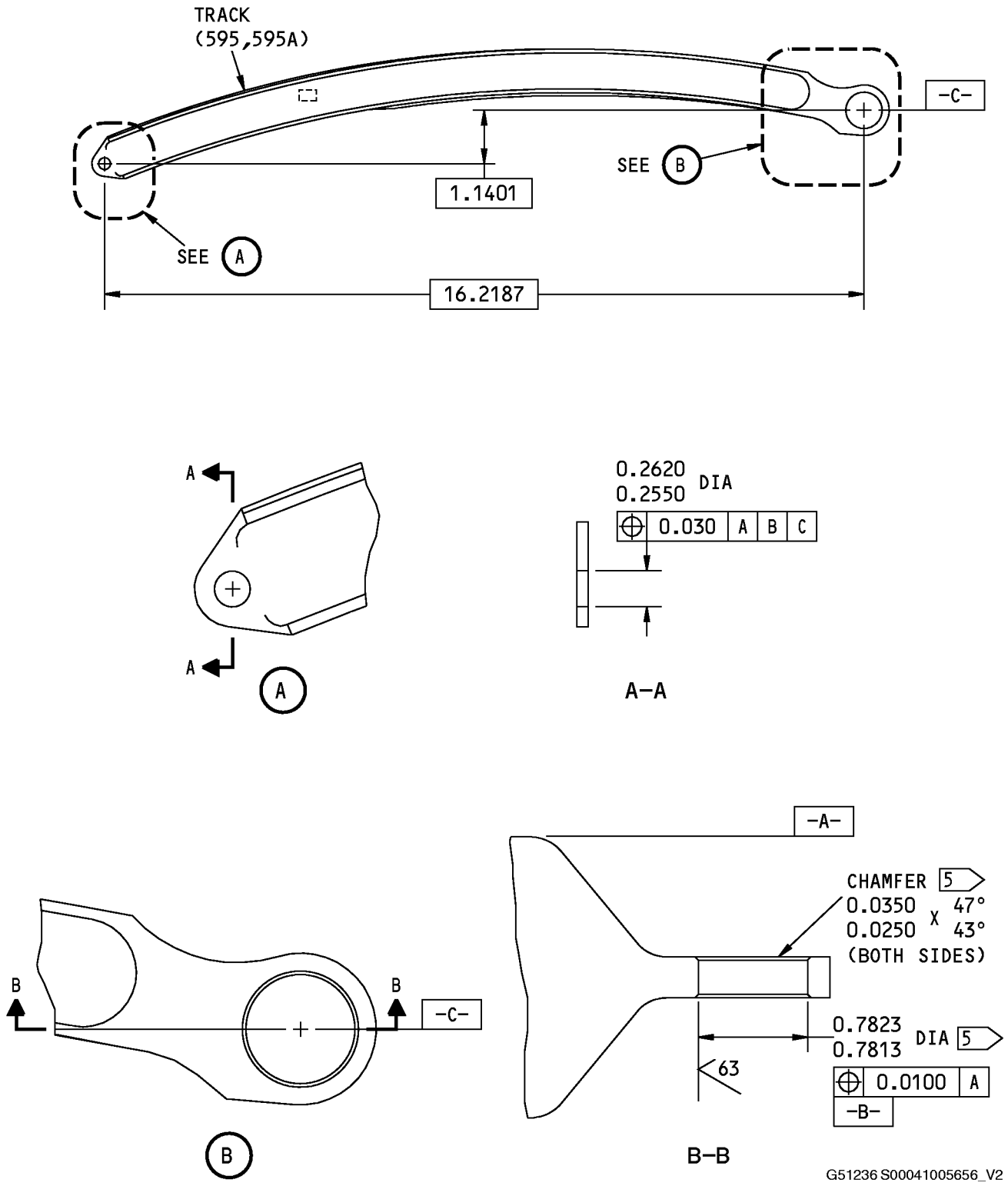
(b) Apply primer, C00175 (F-19.47) all over except as specified (SOPM 20-44-04).

(c) Apply enamel coating, C00033 (F-19.39-707) all over except as specified (BAC 5845).

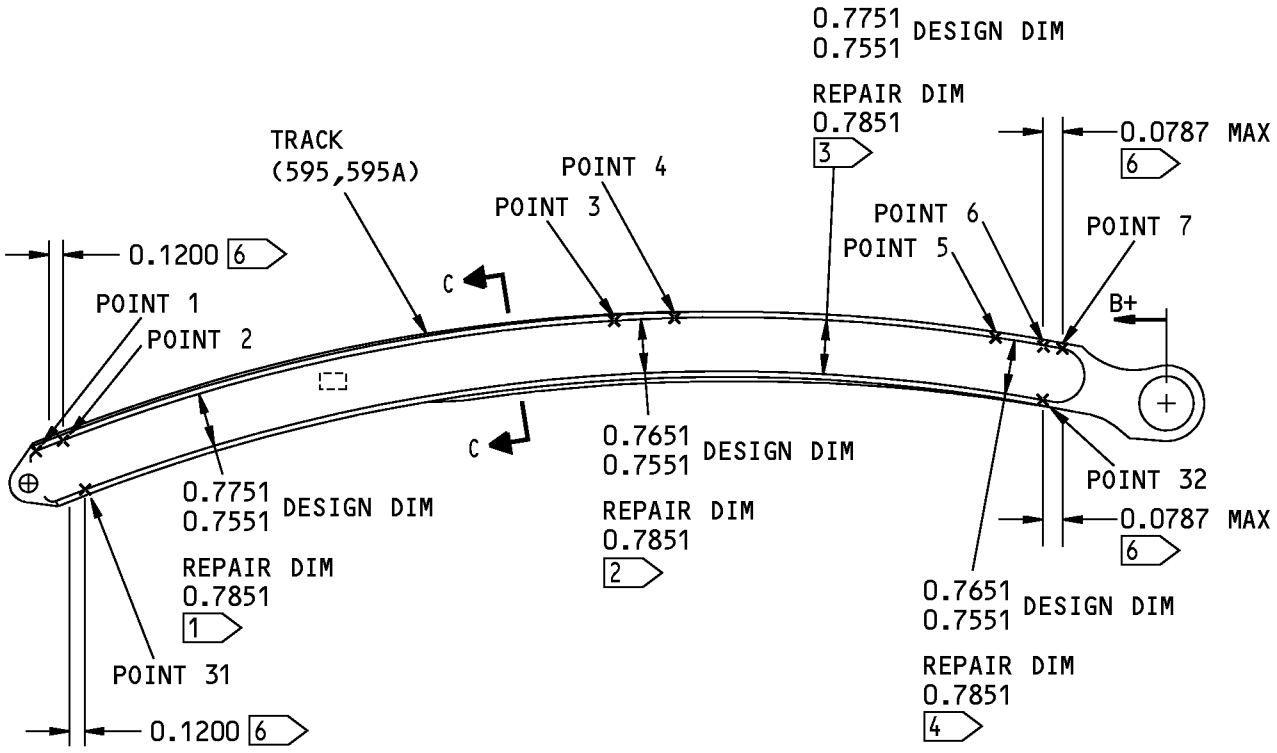
(d) Cadmium-titanium plate (F-15.32) the bearing hole (SOPM 20-42-02).

(2) Track (595B). Refer to REPAIR 6-2, Figure 602 for specific refinishing details.

(a) Passivate (F-17.25) as specified in SOPM 20-30-02.



113A3941-2,-3 Track Repair
Figure 601 (Sheet 1 of 3)

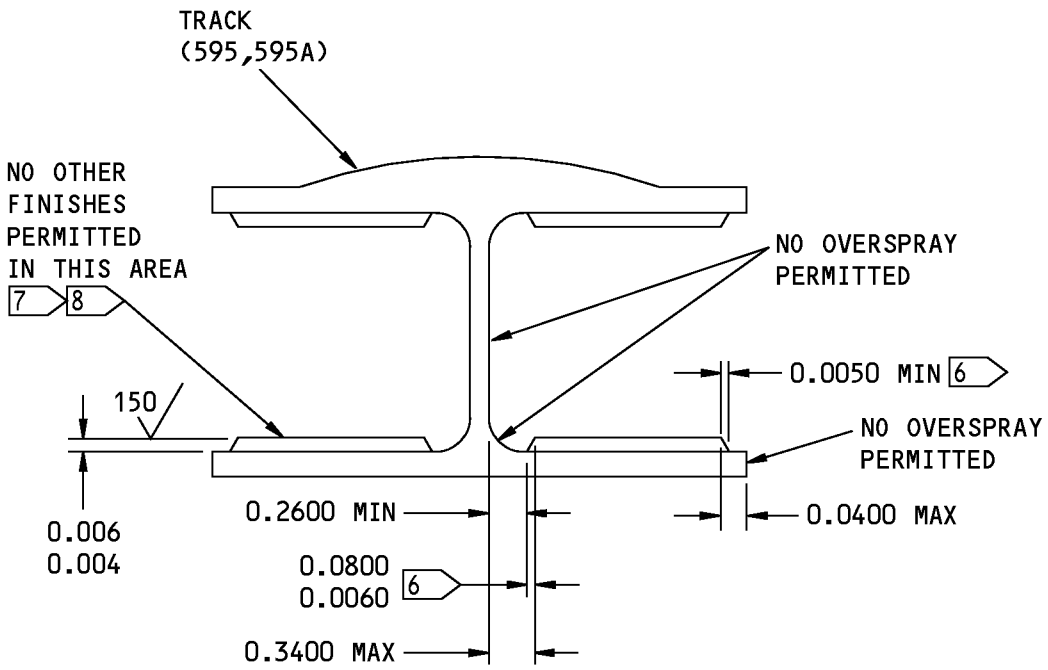


POINT NUMBER	B+ DIMENSION	TOLERANCE (+/-)
1	16.1136	0.0100
2	15.8815	0.0300
3	7.7167	0.0300
4	7.0671	0.0300
5	2.1392	0.0300
6	1.5750	0.0300
7	1.4817	0.0100
31	15.5931	0.0300
32	1.7169	0.0300

113A3941-2,-3

L07332 S00041005657_V2

113A3941-2,-3 Track Repair
Figure 601 (Sheet 2 of 3)



BETWEEN POINTS 2 AND 6, 31 AND 32
(ALL DIMENSIONS 4 LOCATIONS)
113A3941-2,-3
C-C

1. AFTER COATING BETWEEN POINTS 1 AND 3
2. AFTER COATING BETWEEN POINTS 3 AND 4
3. AFTER COATING BETWEEN POINTS 4 AND 5
4. AFTER COATING BETWEEN POINTS 5 AND 7
5. APPLY CADMIUM-TITANIUM PLATE (F-15.32) AS SPECIFIED IN SOPM 20-42-02. NO PRIMER OR ENAMEL COATING
6. ALLOWABLE RUNOUT
7. APPLY BMS 10-67, TYPE 1 THERMAL SPRAY COATING (F-15.360) AS SPECIFIED IN SOPM 20-10-05. FOR 113A3941-2 ONLY.
8. APPLY BMS 10-67, TYPE 1 THERMAL SPRAY COATING (F-15.3871) AS SPECIFIED IN SOPM 20-10-05. FOR 113A3941-3 ONLY.

125 ALL MACHINED SURFACES UNLESS SHOWN DIFFERENTLY

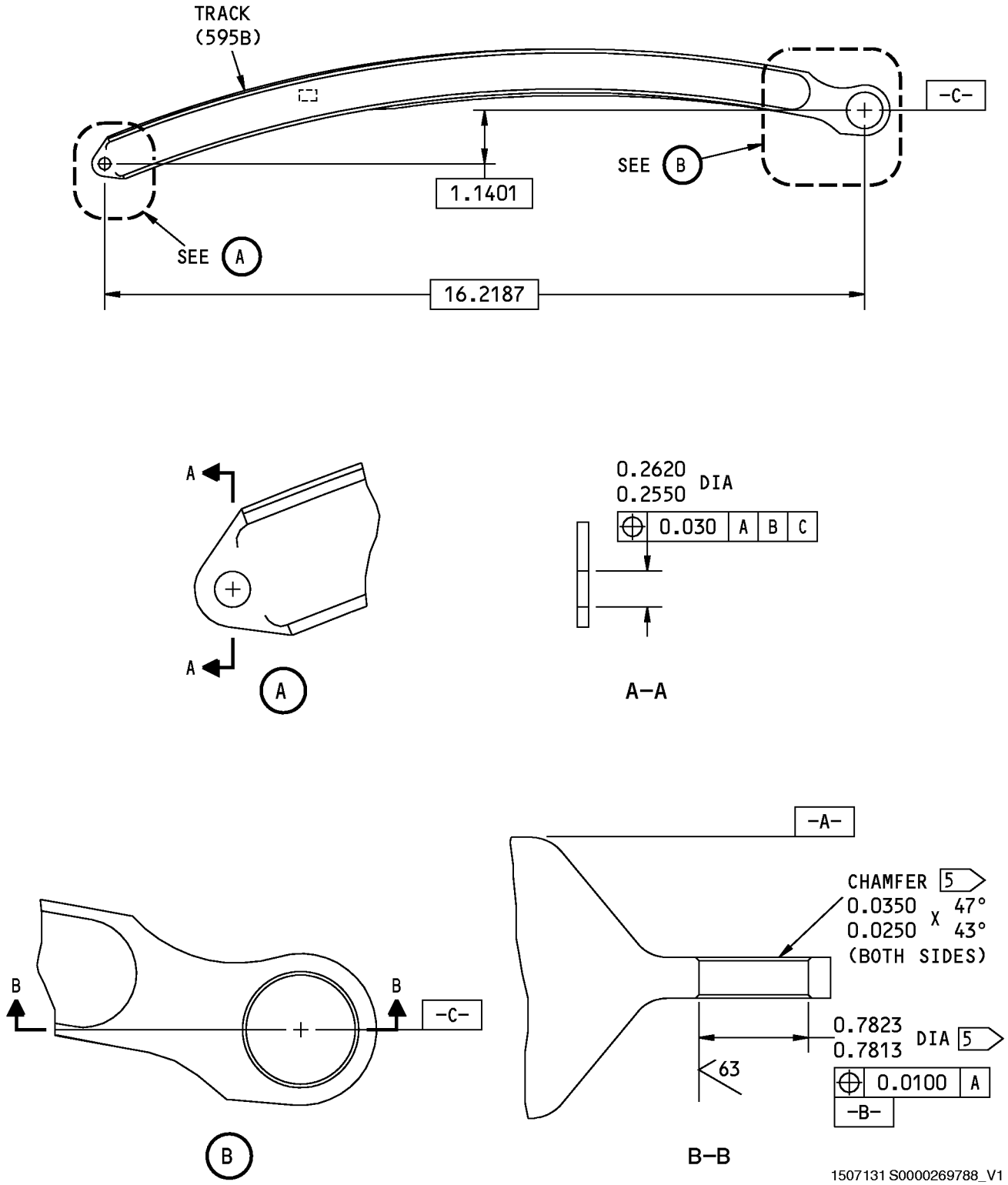
BREAK ALL SHARP EDGES

ITEM NUMBERS REFER TO IPL FIG. 1

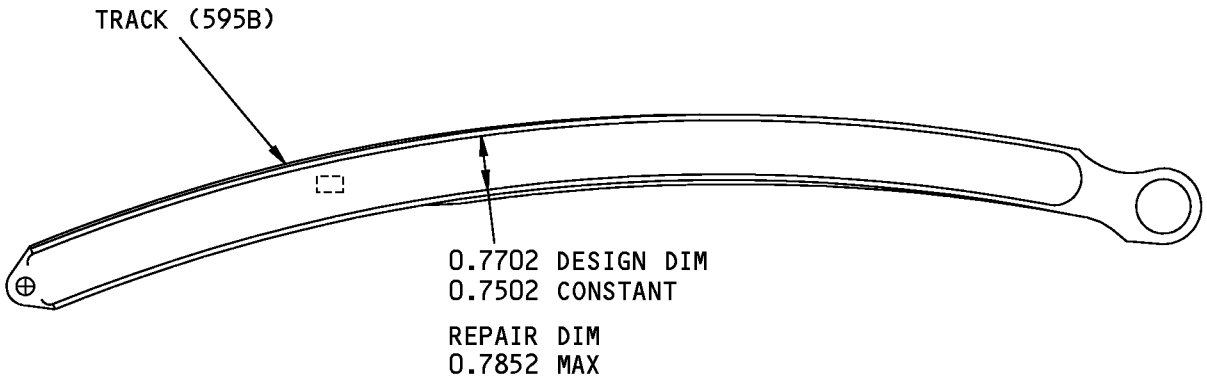
ALL DIMENSIONS ARE IN INCHES

1505676 S0000269692_V1

113A3941-2,-3 Track Repair
Figure 601 (Sheet 3 of 3)



113A3941-202 Track Repair
Figure 602 (Sheet 1 of 2)



113A3941-202

125 ALL MACHINED SURFACES UNLESS SHOWN DIFFERENTLY

BREAK ALL SHARP EDGES

FINISH: PASSIVATE (F-17.25) AS SPECIFIED IN SOPM 20-30-02

ITEM NUMBERS REFER TO IPL FIG. 1

ALL DIMENSIONS ARE IN INCHES

1507628 S0000269677_V1

113A3941-202 Track Repair
Figure 602 (Sheet 2 of 2)

NO. 3 TRACK ASSEMBLY - REPAIR 7-1

113A3942–1, –201

1. General

A. This procedure has the data necessary to repair and refinish the No. 3 track assembly (575).

B. Refer to the Standard Overhaul Practice 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. Repair procedures

A. Consumable Materials

NOTE: Equivalent substitutes may be used.

Reference	Description	Specification
A00247	Sealant - Pressure And Environmental - Chromate Type	BMS 5-95
D00633	Grease - Aircraft General Purpose	BMS3-33

B. References

Reference	Title
SOPM 20-41-01	DECODING TABLE FOR BOEING FINISH CODES
SOPM 20-50-03	BEARING AND BUSHING REPLACEMENT
SOPM 20-60-03	LUBRICANTS
SOPM 20-60-04	MISCELLANEOUS MATERIALS

C. Bearing Replacement

NOTE: For the decoding table for Boeing finish codes, refer to SOPM 20-41-01. For lubricants, refer to SOPM 20-60-03.

(1) Remove the damaged bearing (585, 585A) from the track (600, 600A).

(2) Inspect the Lube Fitting (590) for damage. Replace if required, prior to installing bearing (585). See Lube Fitting Replacement in REPAIR 7-1, Paragraph 2.D..

(a) Make sure that grease, D00633 flows freely through the lube fitting.

(3) Install the new bearing (585, 585A) on the track.

(a) Use shrink fit method on the sealed, self lubricated bearing (585A).

1) Roller or anvil swage bearing per SOPM 20-50-03.

(b) Install non-sealed bearings (585) using grease, D00633.

1) Roller or anvil swage bearing per SOPM 20-50-03.

D. Lube Fitting Replacement

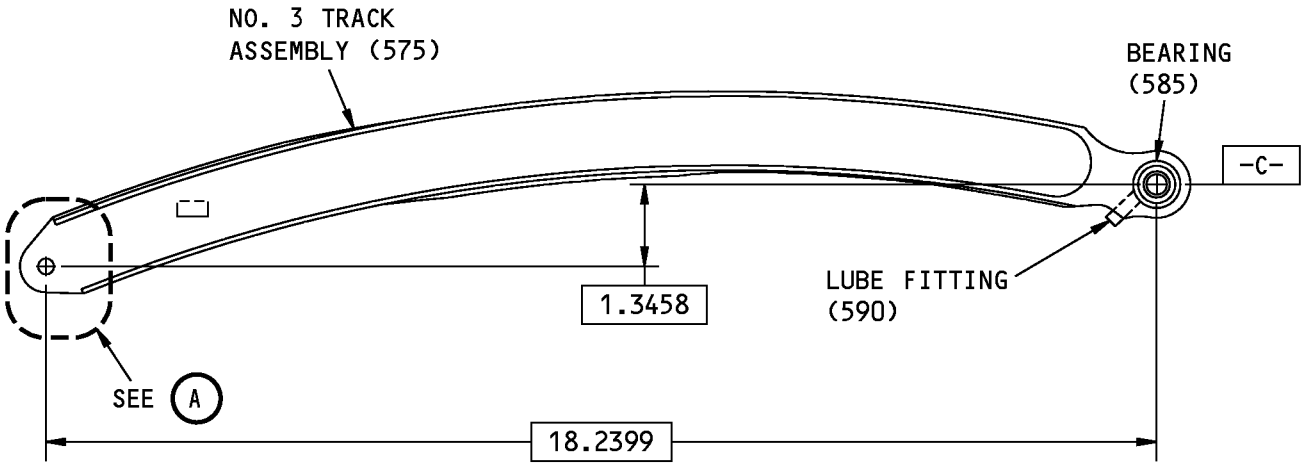
NOTE: For the decoding table for Boeing finish codes, refer to SOPM 20-41-01. For lubricants, refer to SOPM 20-60-03. For miscellaneous materials, refer to SOPM 20-60-04.

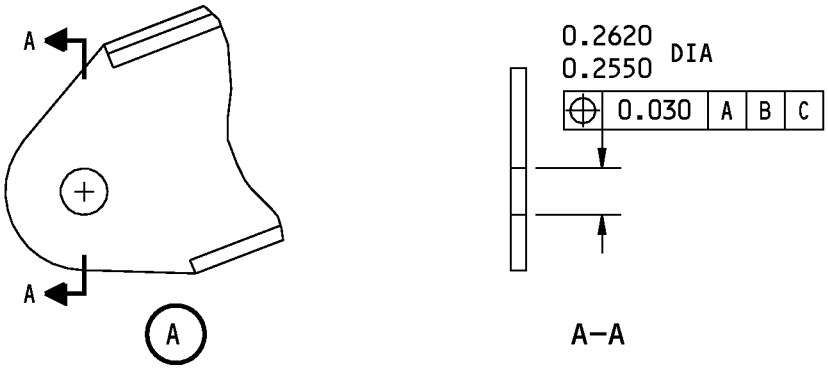
(1) Remove the damaged lube fitting (590) from the track (600).

(2) Remove the old sealant, A00247 from the hole.

(3) Install the new lube fitting (590) on the track (600) with sealant, A00247. Use the shrink-fit method (SOPM 20-50-03).

(4) Apply grease, D00633 at the lube fitting (590) and make sure grease, D00633 flows freely through the lubrication channel.





125 ALL MACHINED SURFACES UNLESS SHOWN DIFFERENTLY

BREAK ALL SHARP EDGES

ITEM NUMBERS REFER TO IPL FIG. 1

ALL DIMENSIONS ARE IN INCHES

G51246 S00041005659_V2

113A3942-1,-201 No. 3 Track Assembly Repair
Figure 601

TRACK - REPAIR 7-2

113A3942–2, –202

1. General

A. This procedure has the data necessary to repair and refinish the track (600, 600A).

B. Refer to the Standard Overhaul Practice 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.

E. General repair details:

(1) Material: 15-5PH CRES. Heat treat 180-200 ksi (600).

(a) Shot peen: All surfaces, but not in holes for fitting (590)

1) Intensity 0.005A-0.010A, coverage 2.0

(2) Material: M0003969 Stainless Steel, Heat treat 170-190 ksi, HRC 38 to 41 (600A).

(a) Shot peen all surfaces

1) Intensity 0.007A, coverage 2.0

2. Repair Procedures

A. References

Reference	Title
SOPM 20-10-03	SHOT PEENING
SOPM 20-10-05	APPLICATION AND FINISHING OF THERMAL SPRAY COATINGS
SOPM 20-20-01	MAGNETIC PARTICLE INSPECTION
SOPM 20-30-02	STRIPPING OF PROTECTIVE FINISHES
SOPM 20-41-01	DECODING TABLE FOR BOEING FINISH CODES

B. Track Flange Repair

(1) Machine the flap track fitting (600) upper and lower flanges as necessary to remove defects up to the maximum repair dimension as specified in REPAIR 7-2, Figure 601.

NOTE: A maximum of 0.005 inch of material may be removed from each flap track fitting upper and lower flange between points 1 and 3 and points 4 and 5 to eliminate defects.

NOTE: A maximum of 0.01 inch of material may be removed from each flap track fitting upper and lower flange between points 3 and 4 and points 5 and 7 to eliminate defects.

NOTE: Refer to REPAIR 7-2, Figure 601 for the flap track fitting point identification.

(2) Magnetic particle inspect the flap track fitting (600) as specified in SOPM 20-20-01.

(3) Shot peen the machined surfaces of the flap track fitting (600) as specified in SOPM 20-10-03.

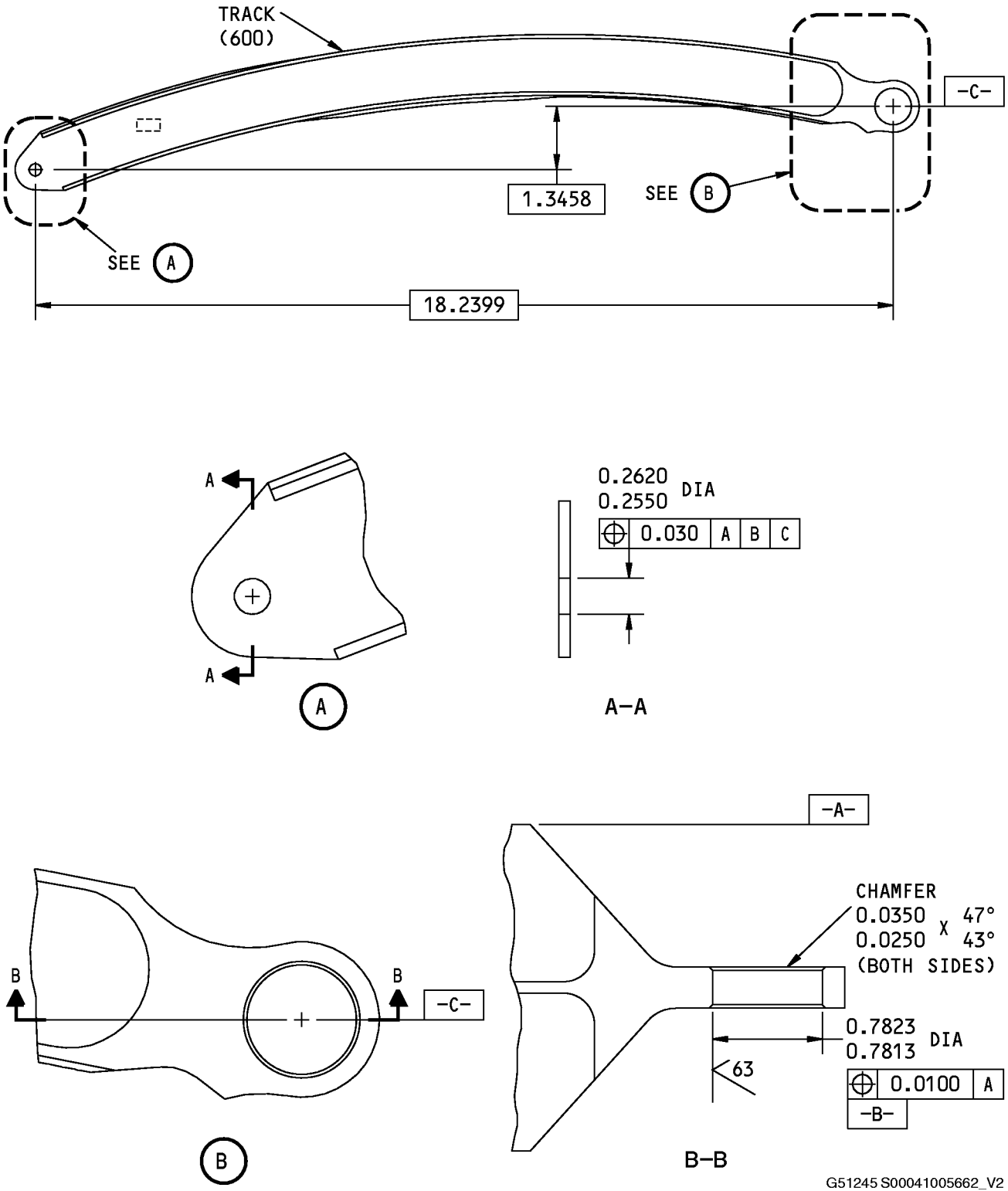
(4) Apply Tungsten Carbide coating (F-15.360) (SOPM 20-10-05) to the machined areas of the flap track fitting (600) upper and lower flanges to get the design dimensions shown in REPAIR 7-2, Figure 601.

(a) Do not apply Tungsten Carbide coating to the track (600A).

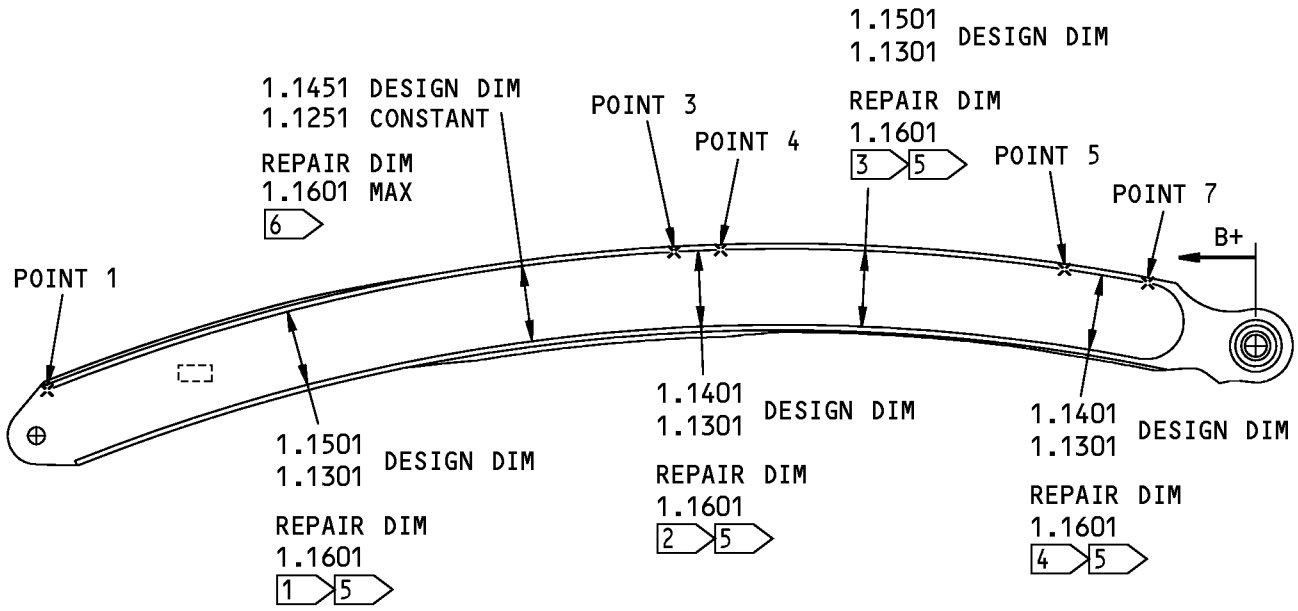
C. Track Refinish (REPAIR 7-2, Figure 601)

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

(1) Passivate (F-17.25) the track (600).



113A3942-2,-202 Track Repair
Figure 601 (Sheet 1 of 2)



POINT NUMBER	B+ DIMENSION	TOLERANCE (+/-)
1	18.0803	0.0100
3	8.7495	0.0300
4	8.1002	0.0300
5	2.3130	0.0300
7	1.5422	0.0100

113A3942-2

1 BETWEEN POINTS 1 AND 3

2 BETWEEN POINTS 3 AND 4

3 BETWEEN POINTS 4 AND 5

4 BETWEEN POINTS 5 AND 7

5 FOR 113A3942-2 ONLY

6 FOR 113A3942-202 ONLY

125 ALL MACHINED SURFACES UNLESS SHOWN DIFFERENTLY

BREAK ALL SHARP EDGES

ITEM NUMBERS REFER TO IPL FIG. 1

ALL DIMENSIONS ARE IN INCHES

L07354 S00041005663_V2

113A3942-2,-202 Track Repair
Figure 601 (Sheet 2 of 2)

NO. 4 TRACK ASSEMBLY - REPAIR 8-1

113A3943–1, –201

1. General

A. This procedure has the data necessary to repair and refinish the No. 4 track assembly (580).

B. Refer to the Standard Overhaul Practice 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. Repair Procedures

A. Consumable Materials

NOTE: Equivalent substitutes may be used.

Reference	Description	Specification
A00247	Sealant - Pressure And Environmental - Chromate Type	BMS 5-95
D00633	Grease - Aircraft General Purpose	BMS3-33

B. References

Reference	Title
SOPM 20-41-01	DECODING TABLE FOR BOEING FINISH CODES
SOPM 20-50-03	BEARING AND BUSHING REPLACEMENT
SOPM 20-60-03	LUBRICANTS
SOPM 20-60-04	MISCELLANEOUS MATERIALS

C. Bearing Replacement

(1) Remove the damaged bearing (585, 585A) from the track (605, 605A).

(2) Inspect the Lube Fitting (590) for damage. Replace if required, prior to installing bearing (585). See Lube Fitting Replacement in REPAIR 8-1, Paragraph 2.D..

(a) Make sure that grease, D00633 flows through the lube fitting.

(3) Install the new bearing (585, 585A) on the track.

(a) Use the shrink fit method on the sealed, self lubricated bearing (585A).

1) Roller or anvil swage bearing per SOPM 20-50-03.

(b) Install non-sealed bearings (585) using grease, D00633.

1) Roller or anvil swage bearing per SOPM 20-50-03.

D. Lube Fitting Replacement

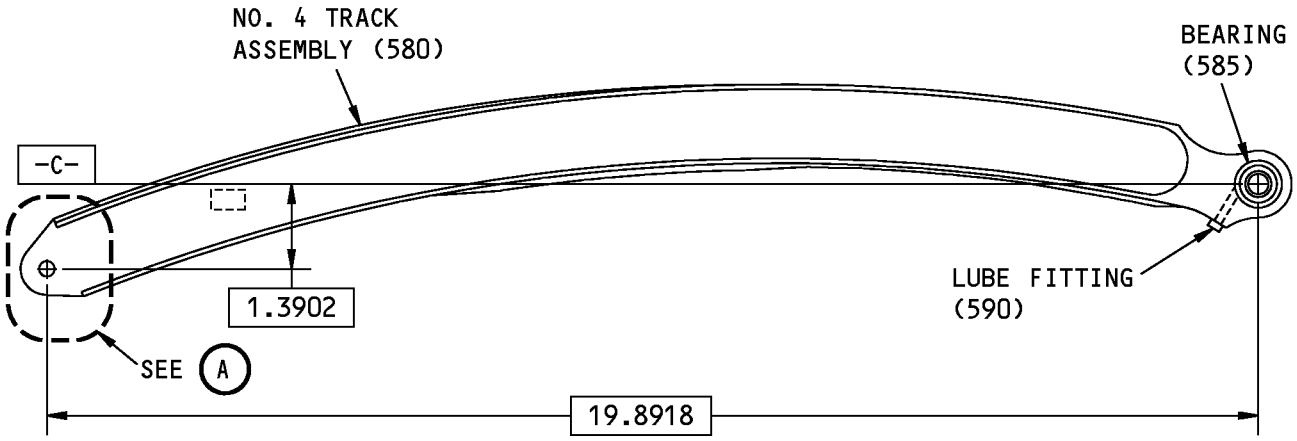
NOTE: For the decoding table for Boeing finish codes, refer to SOPM 20-41-01. For lubricants, refer to SOPM 20-60-03. For miscellaneous materials, refer to SOPM 20-60-04.

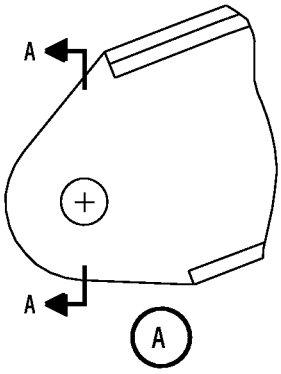
(1) Remove the damaged lube fitting (590) from the track (605).

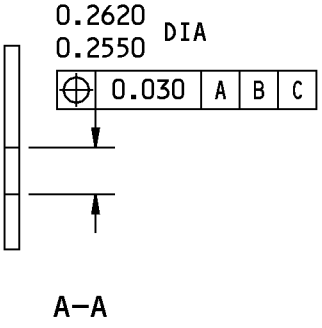
(2) Remove the old sealant, A00247 from the hole.

(3) Install the new lube fitting (590) on the track (605) with sealant, A00247. Use the shrink-fit method (SOPM 20-50-03).

(4) Apply grease, D00633 at the lube fitting (590) and make sure the grease flows freely through the lubrication channel.







125 ALL MACHINED SURFACES UNLESS SHOWN DIFFERENTLY

BREAK ALL SHARP EDGES

ITEM NUMBERS REFER TO IPL FIG. 1

ALL DIMENSIONS ARE IN INCHES

G50947 S00041005665_V2

113A3943-1,-201 No. 4 Track Assembly Repair
Figure 601

TRACK - REPAIR 8-2

113A3943–2, –202

1. General

A. This procedure has the data necessary to repair and refinish the track (605, 605B).

B. Refer to the Standard Overhaul Practice 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.

E. General repair details:

(1) Material (605): 15-5PH CRES. Heat treat 180-200 ksi.

(a) Shot peen: All surfaces, but not in hole for fitting (590)

1) Intensity 0.005A-0.010A, coverage 2.0

(2) Material (605B): M0003969 Stainless Steel, Heat treat 170-190 ksi, HRC 38 to 41.

(a) Shot peen all surfaces

1) Intensity 0.007A, coverage 2.0

2. Repair Procedures

A. References

Reference	Title
SOPM 20-10-03	SHOT PEENING
SOPM 20-10-05	APPLICATION AND FINISHING OF THERMAL SPRAY COATINGS
SOPM 20-20-01	MAGNETIC PARTICLE INSPECTION
SOPM 20-30-02	STRIPPING OF PROTECTIVE FINISHES
SOPM 20-41-01	DECODING TABLE FOR BOEING FINISH CODES

B. Track Flange Repair

(1) Machine the flap track fitting (605) upper and lower flanges as necessary to remove defects up to the maximum repair dimension as specified in REPAIR 8-2, Figure 601.

NOTE: A maximum of 0.005 inch of material may be removed from each flap track fitting upper and lower flange between points 1 and 3 and points 4 and 5 to eliminate defects.

NOTE: A maximum of 0.01 inch of material may be removed from each flap track fitting upper and lower flange between points 3 and 4 and points 5 and 7 to eliminate defects.

NOTE: Refer to REPAIR 8-2, Figure 601 for the flap track fitting point identification.

(2) Magnetic particle inspect the flap track fitting (605) as specified in SOPM 20-20-01.

(3) Shot peen the machined surfaces of the flap track fitting (605) as specified in SOPM 20-10-03.

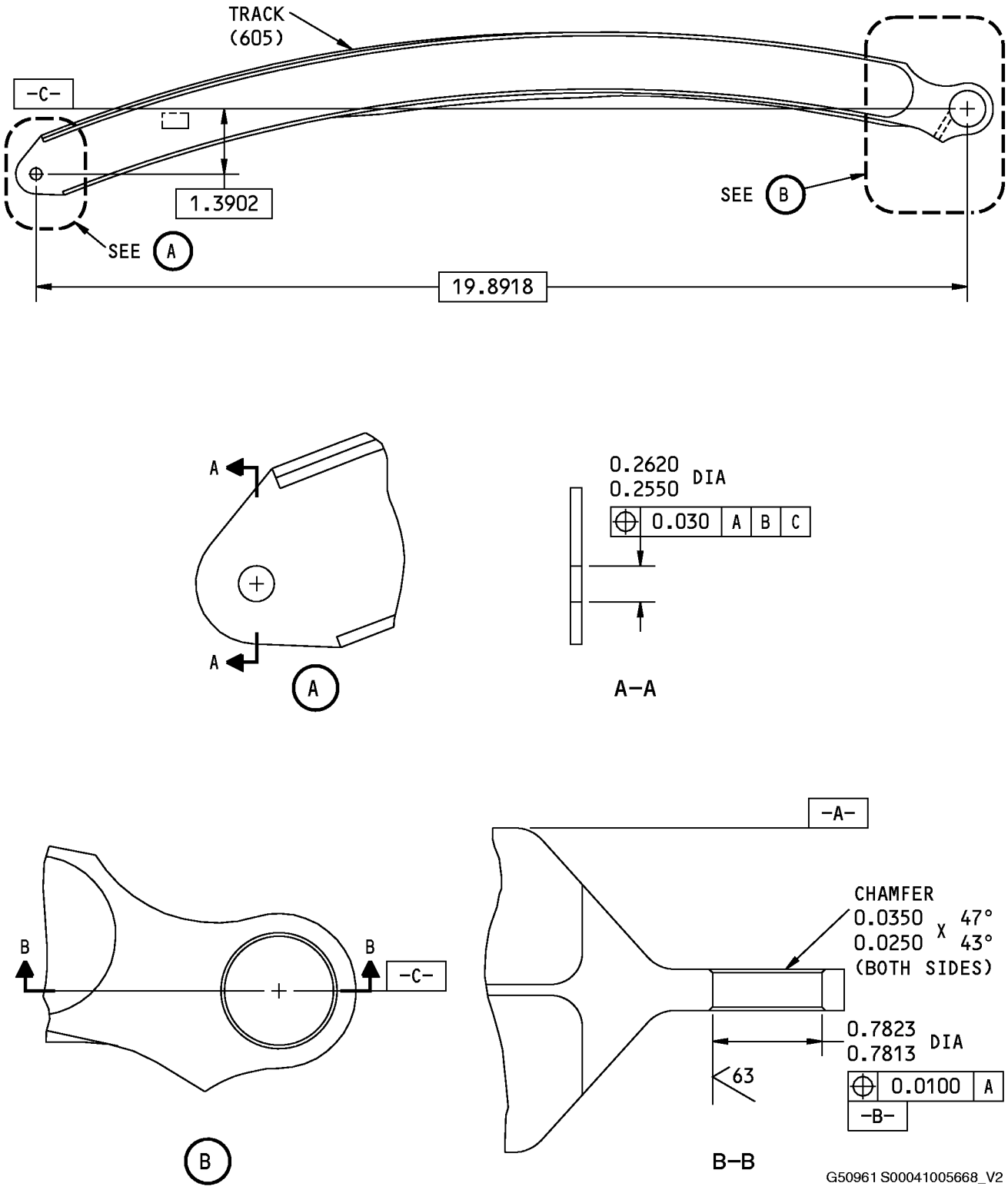
(4) Apply Tungsten Carbide coating (F-15.360) (SOPM 20-10-05) to the machined areas of the flap track fitting (605) upper and lower flanges to get the design dimensions shown in REPAIR 8-2, Figure 601.

(a) Do not apply Tungsten Carbide coating to track (605B).

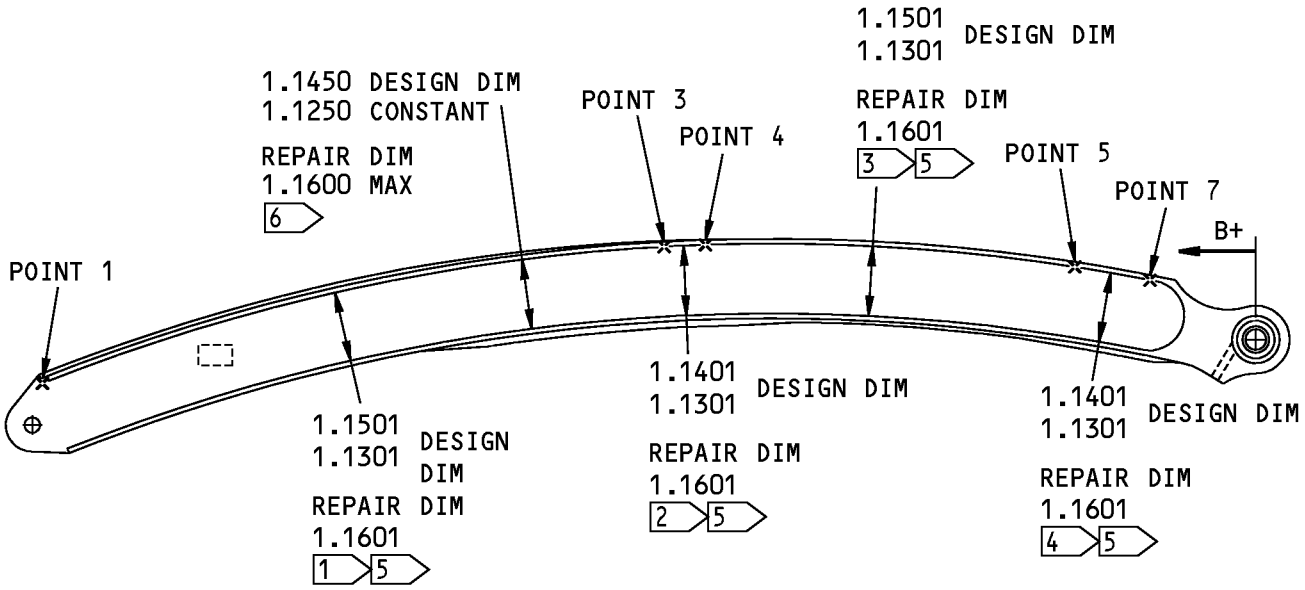
C. Track Refinish (REPAIR 8-2, Figure 601)

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

(1) Passivate (F-17.25) the track (605).



113A3943-2,-202 Track Repair
Figure 601 (Sheet 1 of 2)



POINT NUMBER	B+ DIMENSION	TOLERANCE (+/−)
1	19.7235	0.0100
3	9.7647	0.0300
4	9.1155	0.0300
5	2.4382	0.0300
7	1.6181	0.0100

113A3943-2

1 > BETWEEN POINTS 1 AND 3

2 > BETWEEN POINTS 3 AND 4

3 > BETWEEN POINTS 4 AND 5

4 > BETWEEN POINTS 5 AND 7

5 > FOR 113A3943-2 ONLY

6 > FOR 113A3943-202 ONLY

125 √ ALL MACHINED SURFACES UNLESS SHOWN DIFFERENTLY

BREAK ALL SHARP EDGES

ITEM NUMBERS REFER TO IPL FIG. 1

ALL DIMENSIONS ARE IN INCHES

L07377 S00041005669_V2

113A3943-2,-202 Track Repair
Figure 601 (Sheet 2 of 2)

ASSEMBLY

1. General

A. This procedure has the data necessary to assemble the outboard trailing edge flap - flap assembly (1E, 5D).

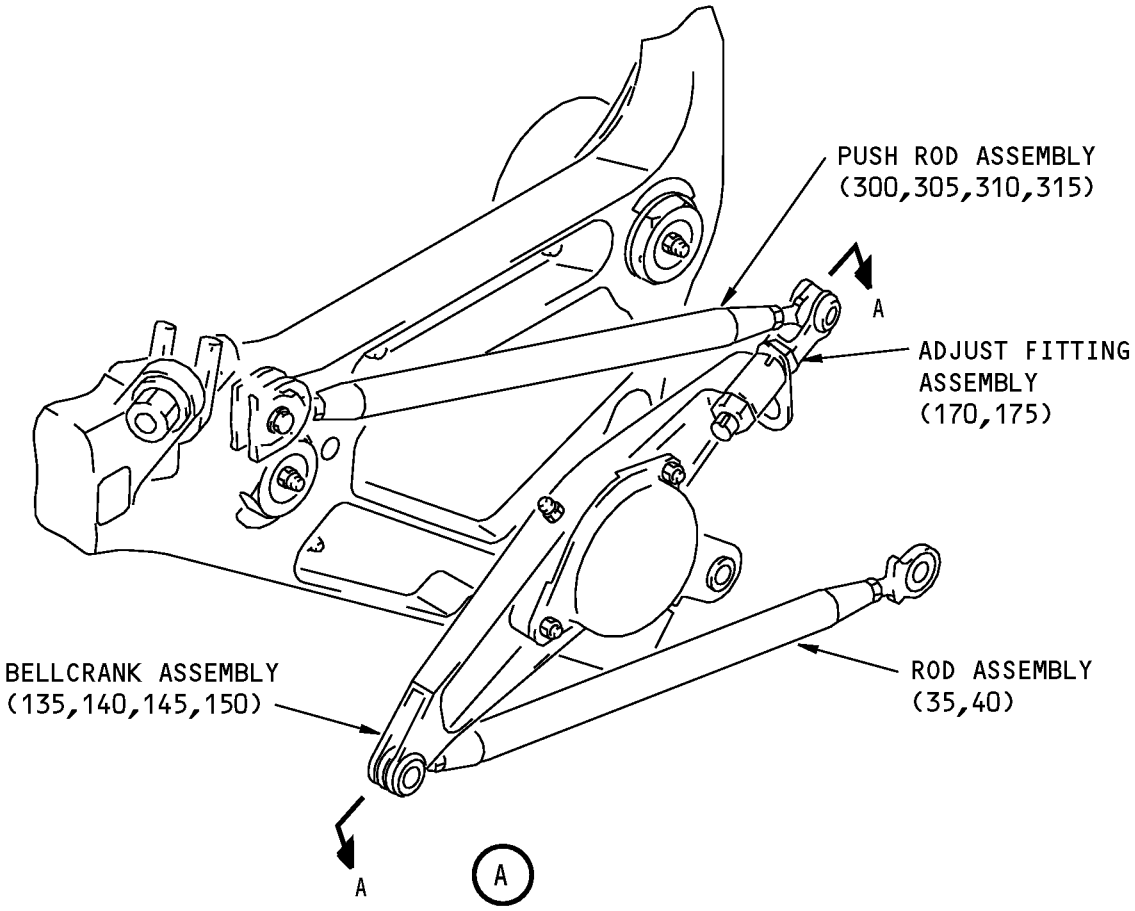
NOTE: The installation of the aft flap assembly to the main flap assembly and the installation of the inboard and outboard carriage assemblies to the outboard trailing edge flap assembly are provided in the Airplane Maintenance Manual (AMM).

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

2. Assembly

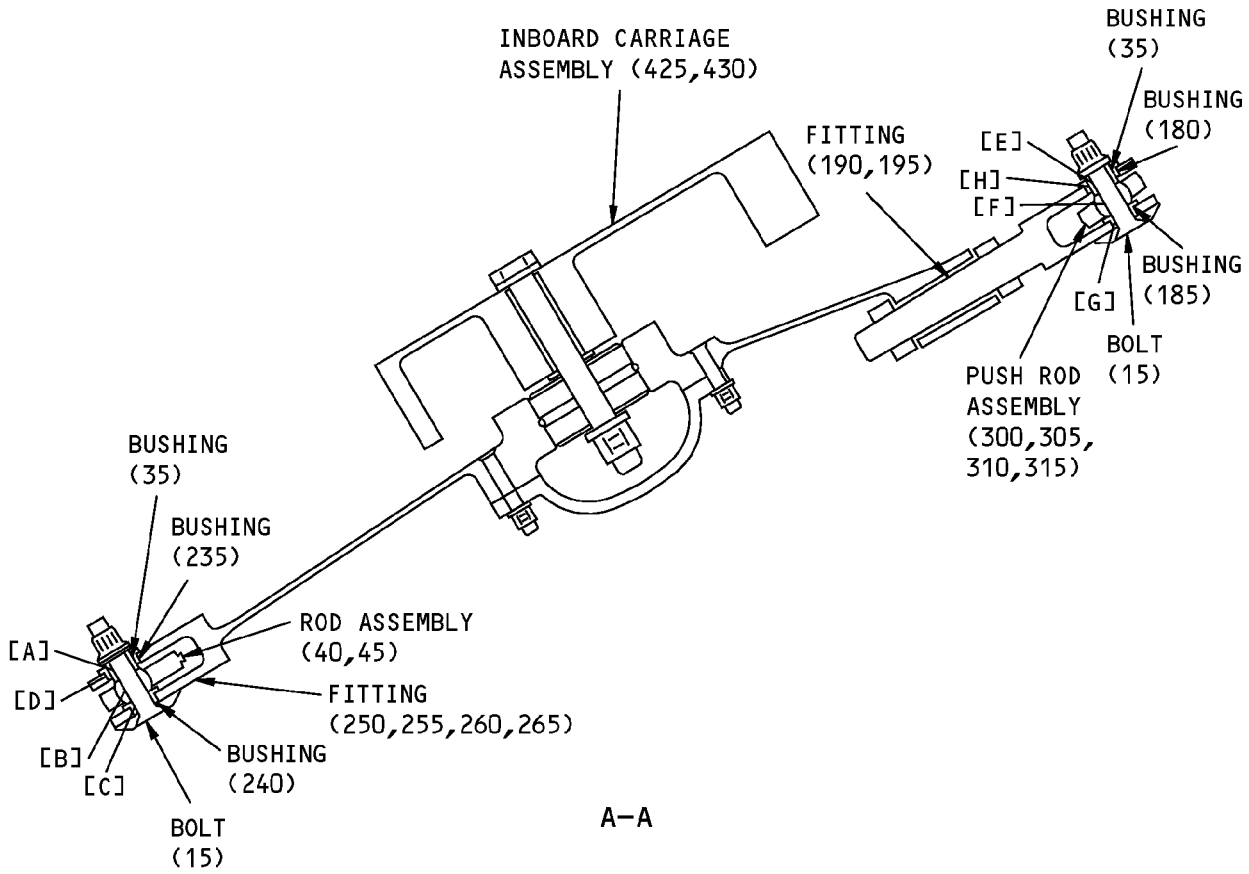
A. Procedures

(1) Use standard industry procedures to assemble this component.



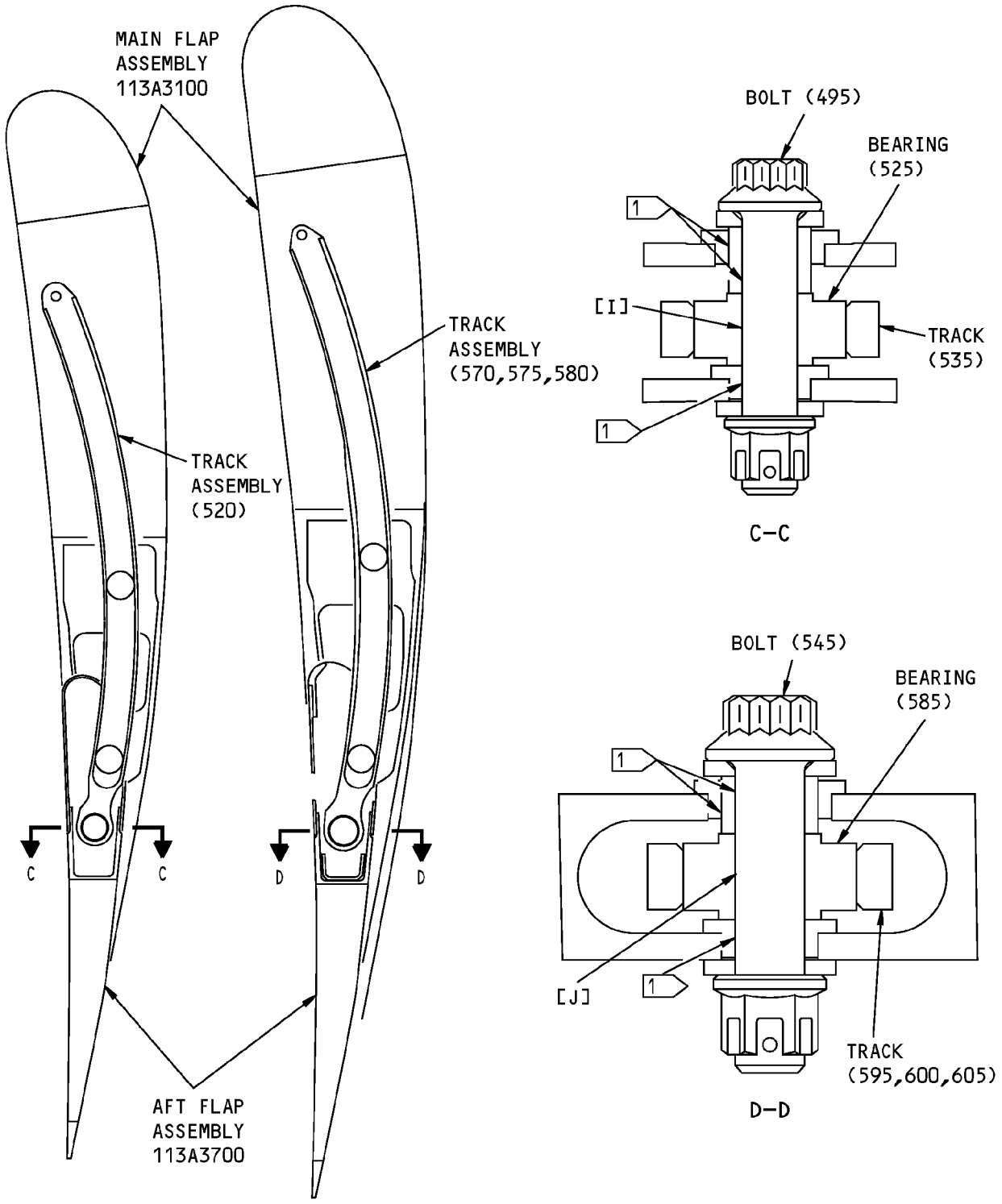
Fits and Clearances
Figure 801 (Sheet 1 of 4)

FITS AND CLEARANCES



ITEM NUMBERS REFER TO IPL FIG. 1

Fits and Clearances
Figure 801 (Sheet 2 of 4)



Fits and Clearances
Figure 801 (Sheet 3 of 4)

REF LETTER	REF IPL FIG. 1, MATING ITEM NO.	DESIGN DIMENSION* DIMENSION MIN	DESIGN DIMENSION* DIMENSION MAX	DESIGN DIMENSION* ASSEMBLY CLEARANCE MIN	DESIGN DIMENSION* ASSEMBLY CLEARANCE MAX	SERVICE WEAR LIMIT* DIMENSION MIN	SERVICE WEAR LIMIT* DIMENSION MAX	SERVICE WEAR LIMIT* MAXIMUM CLEARANCE
[A]	ID BUSHING (35) OD BOLT (15)	0.2500 0.2485	0.2505 0.2495	0.0005	0.0020	0.2470	0.2520	0.0050
[B]	ID BEARING (335, 340) OD BOLT (15)	0.2500 0.2485	0.2505 0.2495	0.0005	0.0020	0.2470	0.2520	0.0050
[C]	ID BUSHING (240) OD BOLT (15)	0.2500 0.2485	0.2505 0.2495	0.0005	0.0020	0.2470	0.2520	0.0050
[D]	ID BUSHING (235) OD BUSHING (35)	0.3750 0.3740	0.3756 0.3745	0.0005	0.0016	0.3725	0.3766	0.0040
[E]	ID BUSHING (35) OD BOLT (15)	0.2500 0.2485	0.2505 0.2495	0.0005	0.0020	0.2470	0.2520	0.0050
[F]	ID BEARING (335, 340) OD BOLT (15)	0.2500 0.2485	0.2505 0.2495	0.0005	0.0020	0.2470	0.2520	0.0050
[G]	ID BUSHING (185) OD BOLT (15)	0.2500 0.2485	0.2506 0.2495	0.0005	0.0021	0.2470	0.2521	0.0050
[H]	ID BUSHING (180) OD BUSHING (35)	0.3750 0.3740	0.3756 0.3745	0.0005	0.0016	0.3725	0.3766	0.0040
[I]	ID BEARING (525) OD BOLT (495)	0.2500 0.2485	0.2505 0.2495	0.0005	0.0020	0.2470	0.2521	0.0050
[J]	ID BEARING (585) OD BOLT (545)	0.3125 0.3110	0.3130 0.3120	0.0005	0.0020	0.3095	0.3145	0.0050

* ALL DIMENSIONS ARE IN INCHES

[1] SEE CMM 57-53-08 FOR FITS AND CLEARANCES DATA

Fits and Clearances
Figure 801 (Sheet 4 of 4)

COMPONENT MAINTENANCE MANUAL

SPECIAL TOOLS, FIXTURES, AND EQUIPMENT

(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
06725	AIR INDUSTRIES CORPORATION 12570 KNOTT STREET GARDEN GROVE, CALIFORNIA 92641-3932 FORMERLY AIR INDUSTRIES OF CALIF IN GARDENA, CALIF.
0PTK6	SPS TECHNOLOGIES INC AEROSPACE PRODUCTS DIV 5195 W 4700 SALT LAKE CITY, UTAH 94118 SEE V56878 SPS TECHNOLOGIES INC
16746	SPECLINE INCORPORATED 2230 MOUTON DR CARSON CITY, NV 89706 FORMERLY IN SUN VALLEY, CAIFORNIA
56644	AURORA BEARING CO 970 SOUTH LAKE STREET AURORA, ILLINOIS 60506-5929
56878	SPS TECHNOLOGIES INC AEROSPACE AND INDUSTRIAL PRODUCTS DIV 301 HIGHLAND AVE JENKINTOWN, PENNSYLVANIA 19046 FORMERLY STANDARD PRESSED STEEL FORMERLY IN SALT LAKE, UTAH
60380	TORRINGTON CO BEARINGS DIV SUBSIDIARY OF INGERSOLL-RAND CORP 59 FIELD STREET PO BOX 1008 TORRINGTON, CONNECTICUT 06790-1008 FORMERLY TORRINGTON BEARING COMPANY

Code	Name
60516	WEST COAST AEROSPACE INC 812 MIRAFLORES STREET SAN PEDRO, CALIFORNIA 90731-1439
62554	SIMMONDS MECAERO FASTENERS INC 1734 SEQUOIA AVENUE ORANGE, CALIFORNIA 92668
73134	ROLLER BEARING COMPANYOF AMER DBA HEIM BEARINGS DIV 60 ROUND HILL RD FAIRFIELD, CONNECTICUT 06430-0000 FORMERLY INCOM INTL HEIM DIV; HEIM UNIVERSAL CORP INCOM; FORMERLY HEIM DIV INCOM INTL; IMO IND HEIM BEARINGS DIV
73197	HI-SHEAR TECHNOLOGY CORP 2600 SKYPARK DRIVE TORRANCE, CALIFORNIA 90509
81205	BOEING CO THE 7755 EAST MARGINAL WAY PO BOX 3707 SEATTLE, WASHINGTON 98124
97613	SARGENT CONTROLS & AEROSPACE/KAHR BEARING DIV 5675 W BURLINGAME RD TUCSON, ARIZONA 85743 FORMERLY AETNA STEEL PROD KAHR BEARING DIV V96579 FORMERLY SARGENT IND KAHR BEARING DIV, BURBANK, CALIFORNIA
F0224	SIMMONDS SA FAIRCHILD FASTENERS ST COSME ST COSME EN VAIRAIS F-72580, FRANCE
S0352	NIPPON MINIATURE BEARING CO LTD TOKYO, JAPAN

NUMERICAL INDEX

PART NUMBER	AIRLINE PART NUMBER	FIGURE	ITEM	UNITS PER ASSEMBLY
113A3002-11		1	1E	RF
113A3002-12		1	5D	RF
113A3002-13		1	1F	RF
113A3002-14		1	5E	RF
113A3002-15		1	1G	RF
113A3002-16		1	5F	RF
113A3002-17		1	1H	RF
113A3002-18		1	5G	RF
113A3002-19		1	1J	RF
113A3002-20		1	5H	RF
113A3002-201		1	1Y	RF
113A3002-202		1	5X	RF
113A3002-203		1	1Z	RF
113A3002-204		1	5Y	RF
113A3002-205		1	2A	RF
113A3002-206		1	6	RF
113A3002-207		1	2B	RF
113A3002-208		1	6A	RF
113A3002-21		1	1K	RF
113A3002-22		1	5J	RF
113A3002-23		1	1L	RF
113A3002-24		1	5K	RF
113A3002-25		1	1M	RF
113A3002-26		1	5L	RF
113A3002-27		1	1P	RF
113A3002-28		1	5N	RF
113A3002-29		1	1N	RF
113A3002-30		1	5M	RF
113A3002-31		1	1Q	RF
113A3002-32		1	5P	RF
113A3002-33		1	1R	RF
113A3002-34		1	5Q	RF
113A3002-35		1	1S	RF
113A3002-36		1	5R	RF

PART NUMBER	AIRLINE PART NUMBER	FIGURE	ITEM	UNITS PER ASSEMBLY
113A3002-37		1	1T	RF
113A3002-38		1	5S	RF
113A3002-39		1	1U	RF
113A3002-40		1	5T	RF
113A3002-41		1	1V	RF
113A3002-42		1	5U	RF
113A3002-43		1	1W	RF
113A3002-44		1	5V	RF
113A3002-45		1	1X	RF
113A3002-46		1	5W	RF
113A3002-49		1	2	RF
113A3002-50		1	5Z	RF
113A3100-10		1	615D	1
113A3100-11		1	610E	1
113A3100-12		1	615E	1
113A3100-13		1	610F	1
113A3100-14		1	615F	1
113A3100-15		1	610G	1
113A3100-16		1	615G	1
113A3100-17		1	610H	1
113A3100-18		1	615H	1
113A3100-19		1	610J	1
113A3100-20		1	615J	1
113A3100-201		1	610L	1
113A3100-202		1	615L	1
113A3100-203		1	610N	1
113A3100-204		1	615N	1
113A3100-21		1	610K	1
113A3100-22		1	615K	1
113A3100-25		1	610M	1
113A3100-26		1	615M	1
113A3100-5		1	610B	1
113A3100-6		1	615B	1
113A3100-7		1	610C	1
113A3100-8		1	615C	1

PART NUMBER	AIRLINE PART NUMBER	FIGURE	ITEM	UNITS PER ASSEMBLY
113A3100-9		1	610D	1
113A3327-13		1	230A	1
113A3327-14		1	160A	1
113A3327-15		1	165A	1
113A3327-3		1	230	1
113A3327-4		1	160	1
113A3327-9		1	165	1
113A3700-11		1	620C	1
113A3700-12		1	625C	1
113A3700-13		1	620E	1
113A3700-14		1	625E	1
113A3700-19		1	620D	1
113A3700-20		1	625D	1
113A3700-21		1	620F	1
113A3700-22		1	625F	1
113A3700-23		1	620G	1
113A3700-24		1	625G	1
113A3700-5		1	620A	1
113A3700-6		1	625A	1
113A3700-7		1	620B	1
113A3700-8		1	625B	1
113A3800-1		1	415	1
113A3800-10		1	420E	1
113A3800-15		1	415F	1
113A3800-16		1	420F	1
113A3800-2		1	420	1
113A3800-3		1	415A	1
		1	415B	1
113A3800-4		1	420A	1
		1	420B	1
113A3800-5		1	415C	1
113A3800-6		1	420C	1
113A3800-7		1	415D	1
113A3800-8		1	420D	1
113A3800-9		1	415E	1

PART NUMBER	AIRLINE PART NUMBER	FIGURE	ITEM	UNITS PER ASSEMBLY
113A3850-1		1	425	1
113A3850-10		1	430E	1
113A3850-15		1	425F	1
113A3850-16		1	430F	1
113A3850-2		1	430	1
113A3850-3		1	425A	1
		1	425B	1
113A3850-4		1	430A	1
		1	430B	1
113A3850-5		1	425C	1
113A3850-6		1	430C	1
113A3850-7		1	425D	1
113A3850-8		1	430D	1
113A3850-9		1	425E	1
113A3910-1		1	135	1
113A3910-10		1	140B	1
113A3910-11		1	145B	1
113A3910-12		1	150B	1
113A3910-13		1	135C	1
113A3910-14		1	140C	1
113A3910-15		1	135D	1
113A3910-16		1	140D	1
113A3910-17		1	145C	1
113A3910-18		1	150C	1
113A3910-19		1	135E	1
113A3910-2		1	140	1
113A3910-20		1	140E	1
113A3910-21		1	145D	1
113A3910-22		1	150D	1
113A3910-3		1	145	1
113A3910-4		1	150	1
113A3910-5		1	135A	1
113A3910-6		1	140A	1
113A3910-7		1	145A	1
113A3910-8		1	150A	1

PART NUMBER	AIRLINE PART NUMBER	FIGURE	ITEM	UNITS PER ASSEMBLY
113A3910-9		1	135B	1
113A3911-1		1	200	1
113A3911-10		1	205A	1
113A3911-11		1	210A	1
113A3911-12		1	215A	1
113A3911-13		1	250A	1
113A3911-14		1	255A	1
113A3911-15		1	260A	1
113A3911-16		1	265A	1
113A3911-17		1	200B	1
113A3911-18		1	205B	1
113A3911-19		1	250B	1
113A3911-2		1	205	1
113A3911-20		1	255B	1
113A3911-21		1	200C	1
113A3911-22		1	205C	1
113A3911-23		1	210B	1
113A3911-24		1	215B	1
113A3911-25		1	250C	1
113A3911-26		1	255C	1
113A3911-27		1	200D	1
113A3911-28		1	205D	1
113A3911-29		1	260B	1
113A3911-3		1	210	1
113A3911-30		1	265B	1
113A3911-31		1	210C	1
113A3911-32		1	215C	1
113A3911-4		1	215	1
113A3911-5		1	250	1
113A3911-6		1	255	1
113A3911-7		1	260	1
113A3911-8		1	265	1
113A3911-9		1	200A	1
113A3912-1		1	105	2
113A3913-1		1	170	1

PART NUMBER	AIRLINE PART NUMBER	FIGURE	ITEM	UNITS PER ASSEMBLY
113A3913-2		1	175	1
113A3913-3		1	190	1
113A3913-4		1	195	1
113A3913-5		1	170A	1
113A3913-6		1	175A	1
113A3913-7		1	190A	1
113A3913-8		1	195A	1
113A3920-1		1	300	1
113A3920-2		1	305	1
113A3920-3		1	40	1
113A3920-5		1	310	1
113A3920-6		1	315	1
113A3920-7		1	45	1
113A3921-1		1	345	1
113A3921-3		1	75	1
113A3921-5		1	350	1
113A3921-7		1	80	1
113A3930-1		1	455	1
113A3930-3		1	460	1
113A3940-1		1	520	1
113A3940-2		1	535	1
113A3940-201		1	520A	1
113A3940-202		1	535A	1
113A3941-1		1	570	1
113A3941-2		1	595	1
113A3941-201		1	570A	1
113A3941-202		1	595B	1
113A3941-3		1	595A	1
113A3942-1		1	575	1
113A3942-2		1	600	1
113A3942-201		1	575A	1
113A3942-202		1	600A	1
113A3943-1		1	580	1
113A3943-2		1	605	1
113A3943-201		1	580A	1

PART NUMBER	AIRLINE PART NUMBER	FIGURE	ITEM	UNITS PER ASSEMBLY
113A3943-202		1	605B	1
113N3002-3		1	20	4
69B01706-10		1	225A	1
69B01706-11		1	225B	1
69B01706-13		1	225C	1
69B01706-9		1	225	1
ARH4E115KM		1	70	1
		1	340	1
AS15001-1		1	245A	1
		1	245D	1
AS15001-1C		1	245C	1
AS15001-1P		1	245E	1
BACB10FB04AGL		1	525C	1
BACB10FB05AGL		1	585A	1
BACB10GB04GC		1	525A	1
BACB10GB05GC		1	585	1
BACB28AK04-026		1	565	3
BACB28AK04-029		1	35	4
		1	295	2
BACB28AK04-030		1	515	1
BACB28AK05-026		1	565A	3
BACB28AP04-011		1	185A	1
BACB28AP04-012		1	185	1
BACB28AP04P011		1	240A	1
BACB28AP04P012		1	240	1
		1	240B	1
BACB28AT06B011A		1	180A	1
BACB28AT06B011C		1	235A	1
BACB28AT06B012A		1	180	1
BACB28AT06B012C		1	235	1
		1	235B	1
BACB28Z4-050		1	485	8
BACB30LE4DK14		1	495A	1
		1	495C	1
BACB30LE5DK15		1	545A	3

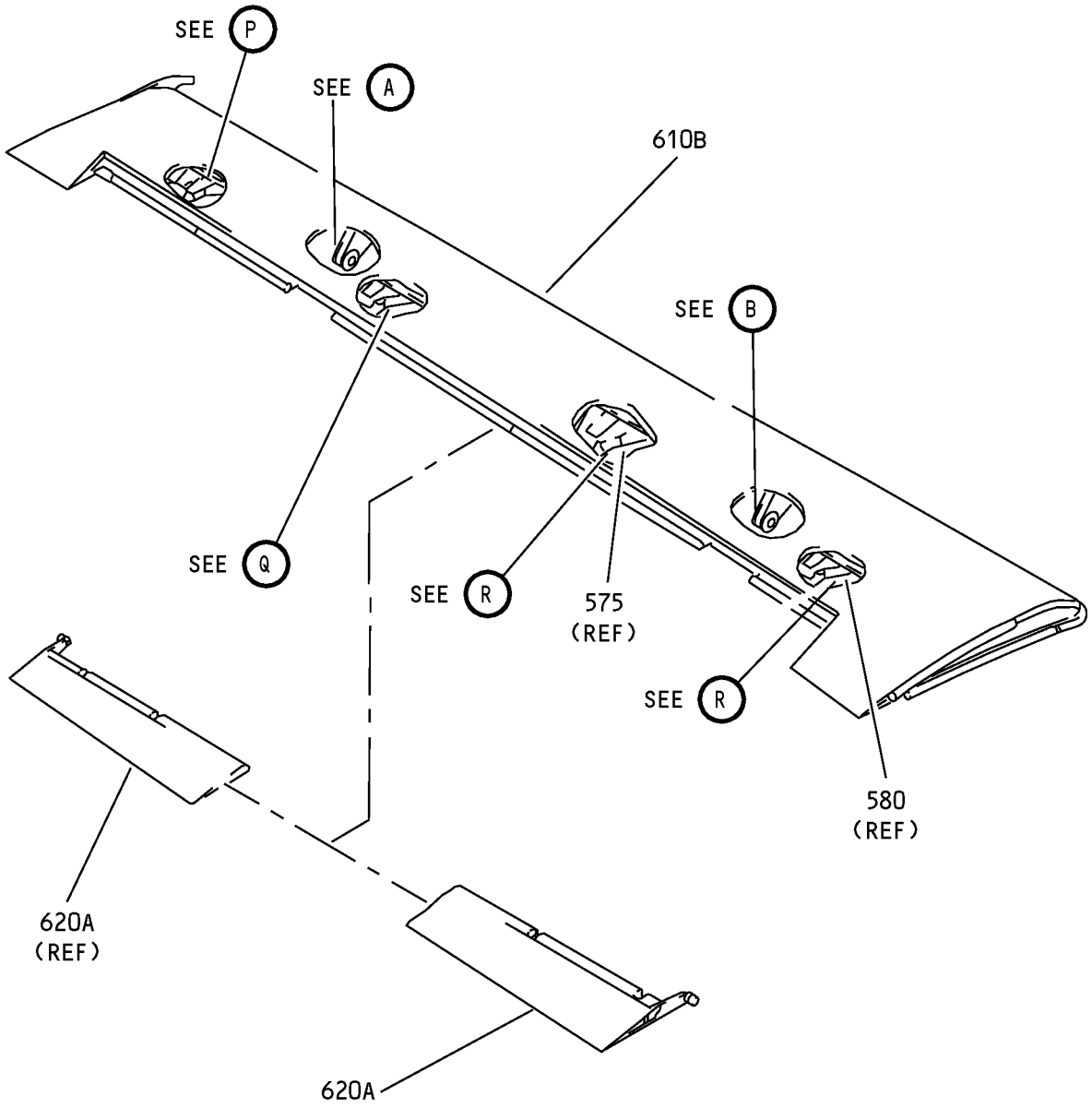
PART NUMBER	AIRLINE PART NUMBER	FIGURE	ITEM	UNITS PER ASSEMBLY
		1	545C	3
BACB30LE8DU27		1	393	1
BACB30LE8DU28		1	397	1
BACB30LH4D16		1	15A	4
BACB30LM4DU15		1	275B	2
		1	275C	2
BACB30LR4D16		1	15	4
BACB30MR4A19		1	465A	4
BACB30MR4AD14		1	495B	1
		1	495E	1
BACB30MR4DK14		1	495	1
		1	495D	1
		1	495F	1
BACB30MR4K19		1	465	4
BACB30MR5AD15		1	545B	3
BACB30MR5DK15		1	545	3
		1	545D	3
BACB30MR8AD25		1	390E	1
BACB30MR8AD27		1	395E	1
BACB30NM8DS25		1	390	1
		1	390B	1
		1	390D	1
BACB30NM8DS27		1	395	1
		1	395B	1
		1	395D	1
BACB30PW8DU28		1	390C	1
		1	395C	1
BACB30US8K38DM		1	115B	2
BACB30VU6K10		1	90	2
BACB30VU6K14		1	85	2
		1	90A	2
BACB30XJ8DK25		1	390A	1
BACB30XJ8DK27		1	395A	1
BACB30YP6K14		1	85A	2
		1	90B	2

PART NUMBER	AIRLINE PART NUMBER	FIGURE	ITEM	UNITS PER ASSEMBLY
BACN10JD107AU		1	440A	2
BACN10JD207AU		1	440	2
		1	440B	2
BACN10YR3CM		1	100	4
BACN11N4CD		1	30	4
		1	30B	4
		1	290	2
		1	290B	2
		1	510	1
		1	510B	1
BACN11N5CD		1	560	3
		1	560B	3
BACN11N6CS		1	130	2
BACN11N7CS		1	410C	2
BACN11N8CS		1	130B	2
		1	130D	2
		1	360	2
		1	360B	2
		1	410	2
		1	410B	2
BACN11N9CS		1	375	2
		1	375B	2
BACN11U12CD2		1	157A	2
BACN11U12CM1		1	155A	2
BACN11U12CM2		1	157	2
BACN11Z4CK		1	480A	4
		1	480C	4
BACP18BC02A06P		1	10	4
		1	270	2
		1	490	1
		1	540	3
BACP18BC03A10P		1	110	2
		1	355	2
		1	385	2
		1	435	2

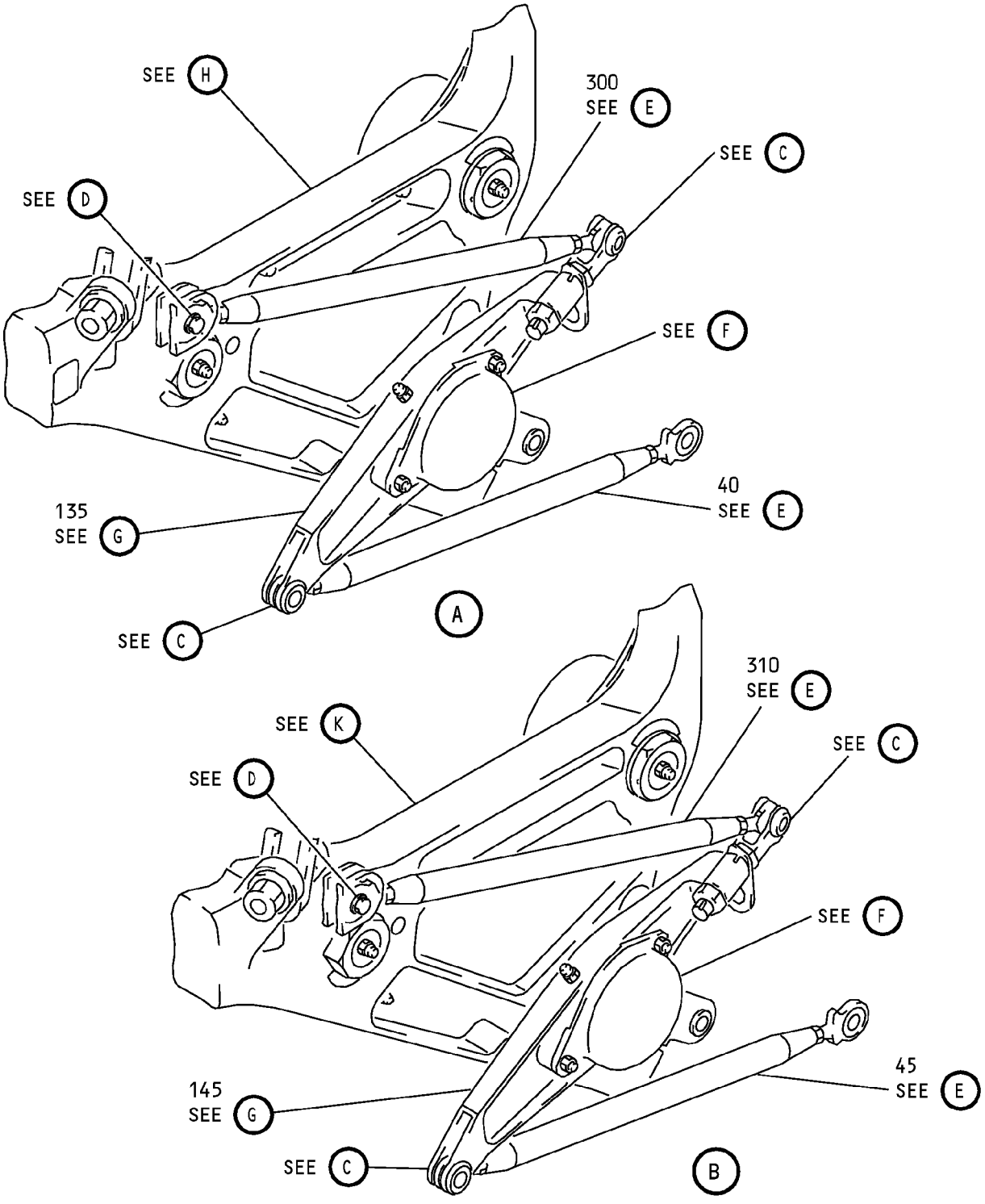
PART NUMBER	AIRLINE PART NUMBER	FIGURE	ITEM	UNITS PER ASSEMBLY
BACP18BC04A10P		1	370A	2
BACP18BC04A12P		1	370	2
BACW10BP4ACU		1	280	2
		1	470	4
		1	500	1
BACW10BP4APU		1	25	4
		1	475	4
BACW10BP4DP		1	285	2
		1	505	1
BACW10BP5ACU		1	550	3
BACW10BP5DP		1	555	3
BACW10BP6ACU		1	120	2
BACW10BP6APU		1	125	2
BACW10BP7APU		1	405A	2
		1	406	2
BACW10BP8ACU		1	120A	2
		1	400	2
BACW10BP8APU		1	125A	2
		1	365	2
		1	405	2
		1	406A	2
		1	408	1
BACW10BP9APU		1	380	2
BACW10EC7C		1	450A	1
		1	452A	1
BACW10P444CG		1	445C	2
		1	445D	2
BCREF106922		1	65	1
		1	335	1
BNG04H118C		1	525A	1
BNG05H118C		1	585	1
GDPP6WFS428		1	220	1
GDPP8WFS428		1	220A	1
GDPP8WSD629		1	220B	1
HST11AG6-10		1	90	2

PART NUMBER	AIRLINE PART NUMBER	FIGURE	ITEM	UNITS PER ASSEMBLY
		1	90	2
		1	90	2
		1	90	2
HST11AG6-14		1	85	2
		1	85	2
		1	85	2
		1	85	2
		1	90A	2
		1	90A	2
		1	90A	2
		1	90A	2
KBE4-225W		1	70	1
		1	340	1
MK4EPDL		1	70	1
		1	340	1
MS14144L4		1	30A	4
		1	290A	2
		1	510A	1
MS14144L5		1	560A	3
MS14144L6		1	130A	2
MS14144L8		1	130C	2
		1	360A	2
		1	410A	2
MS14144L9		1	375A	2
MS15001-1		1	245	1
		1	245B	1
MS15795-817		1	445	2
MS35338-142		1	450	1
		1	452	1
NAS1149E0332R		1	95	4
NAS1193K6-1		1	62	1
		1	332	1
NAS1193K6-2		1	63	1
		1	333	1
NAS1193K6C		1	60	2

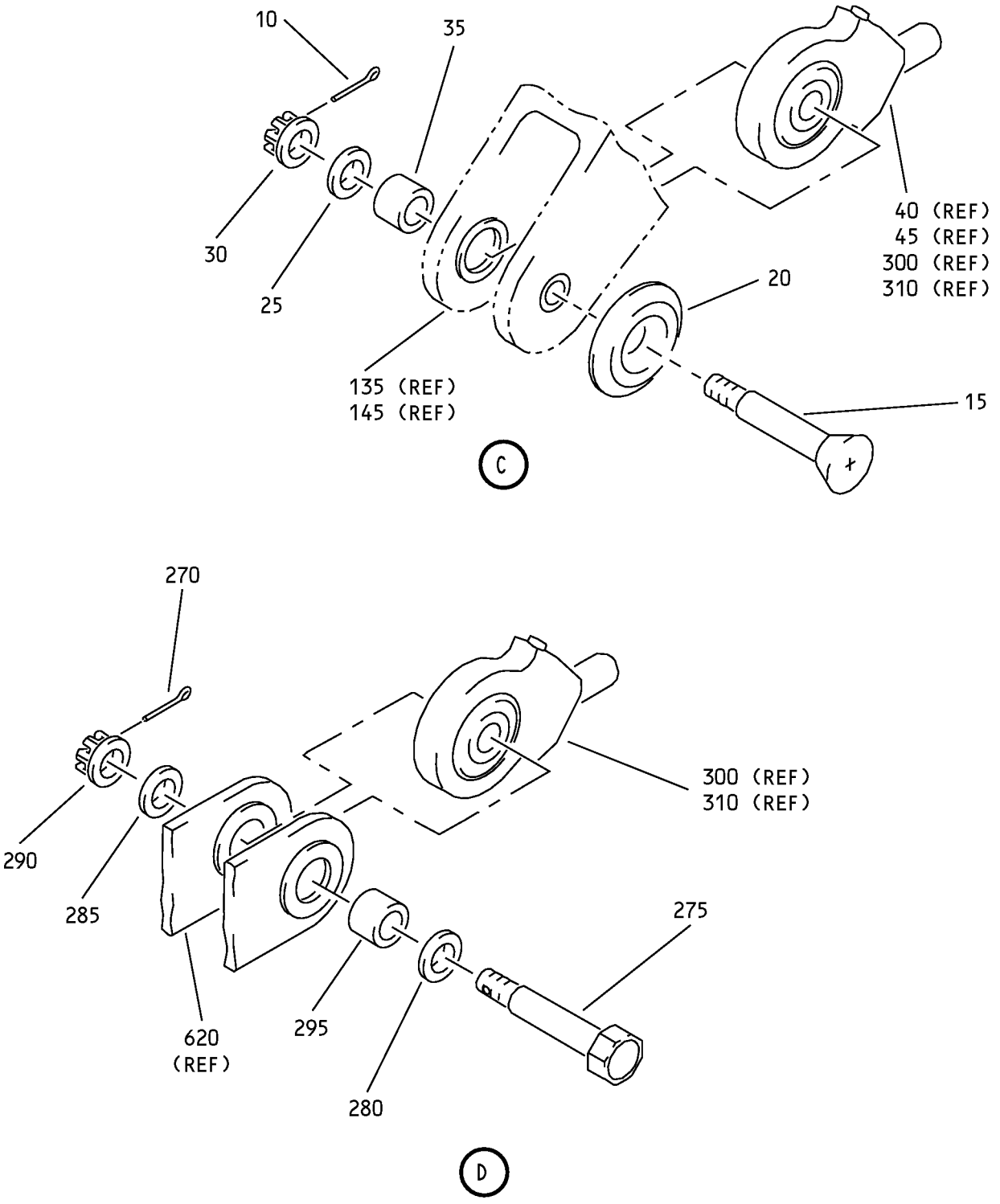
PART NUMBER	AIRLINE PART NUMBER	FIGURE	ITEM	UNITS PER ASSEMBLY
		1	330	2
NAS1423C12		1	157B	2
NAS1805-4		1	480	4
		1	480B	4
NAS509-6C		1	55	1
		1	325	1
NAS509-8C		1	155	2
NAS509L6C		1	50	1
		1	320	1
NAS516-1A		1	530	1
		1	590	1
NAS6704DU15		1	275	2
		1	275A	2
NAS6706DU37		1	115	2
NC04G10C		1	525A	1
NC05G10C		1	585	1
PHCR54CDBACN		1	30	4
		1	30B	4
		1	290	2
		1	290B	2
		1	510	1
		1	510B	1
PHCR55CDBACN		1	560	3
		1	560B	3
PLH53CM		1	100	4
		1	100	4
S012T234-104-789		1	65	1
		1	335	1
S012T234-104-79		1	70	1
		1	340	1
WC331K6-14		1	85A	2
		1	90B	2



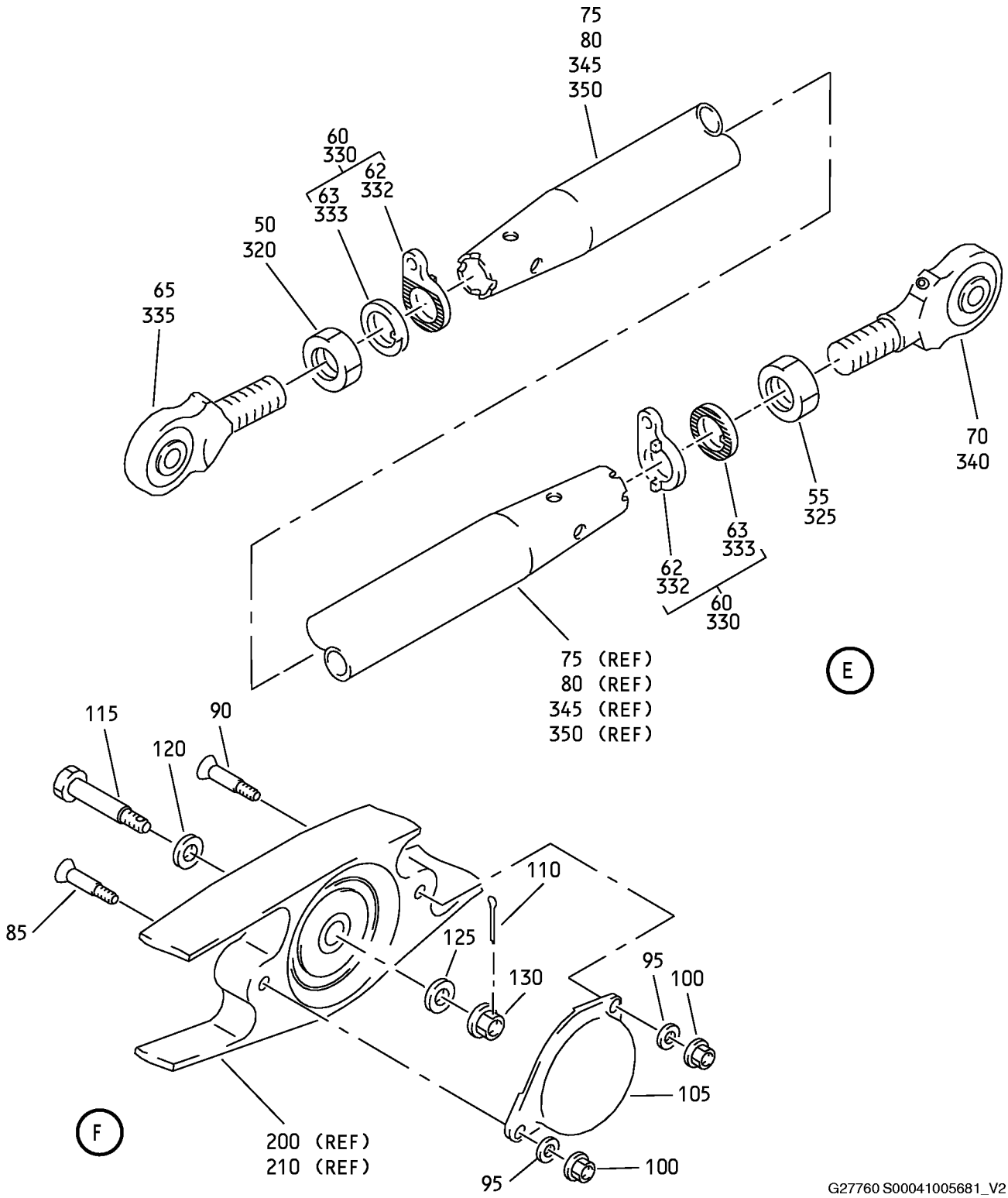
Outboard Trailing Edge Flap - Flap Assembly
IPL Figure 1 (Sheet 1 of 10)



Outboard Trailing Edge Flap - Flap Assembly
IPL Figure 1 (Sheet 2 of 10)

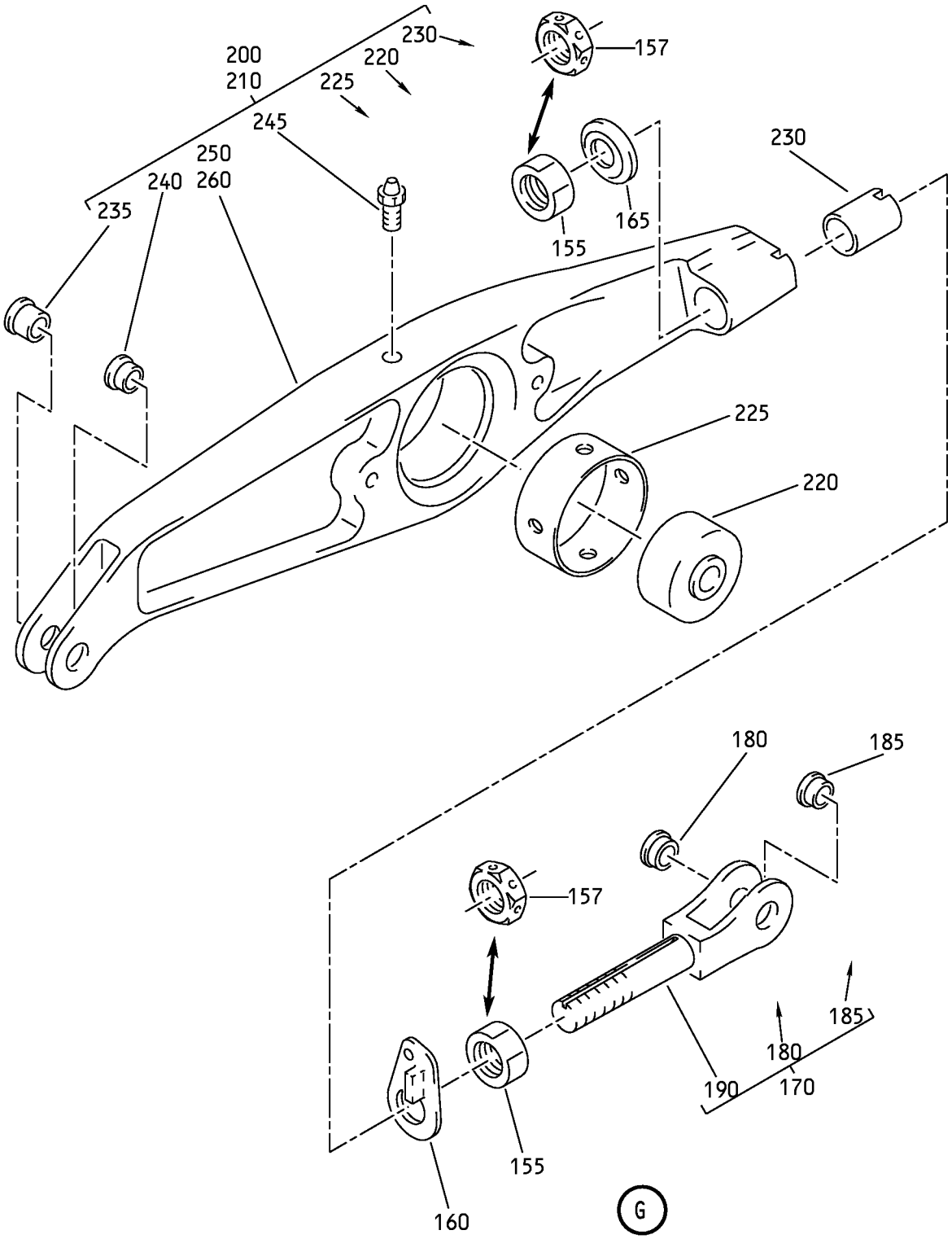


Outboard Trailing Edge Flap - Flap Assembly
IPL Figure 1 (Sheet 3 of 10)



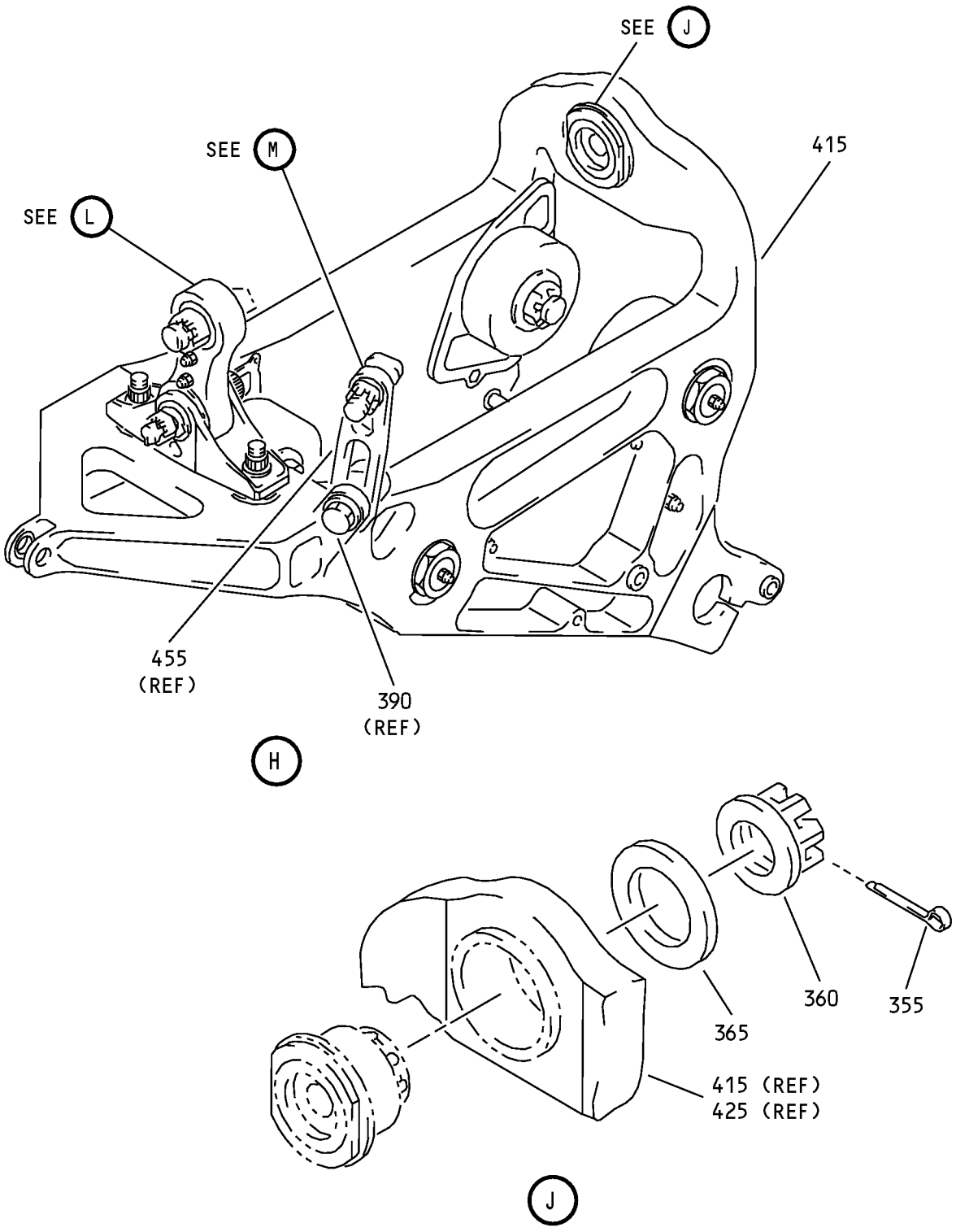
G27760 S00041005681_V2

Outboard Trailing Edge Flap - Flap Assembly
IPL Figure 1 (Sheet 4 of 10)

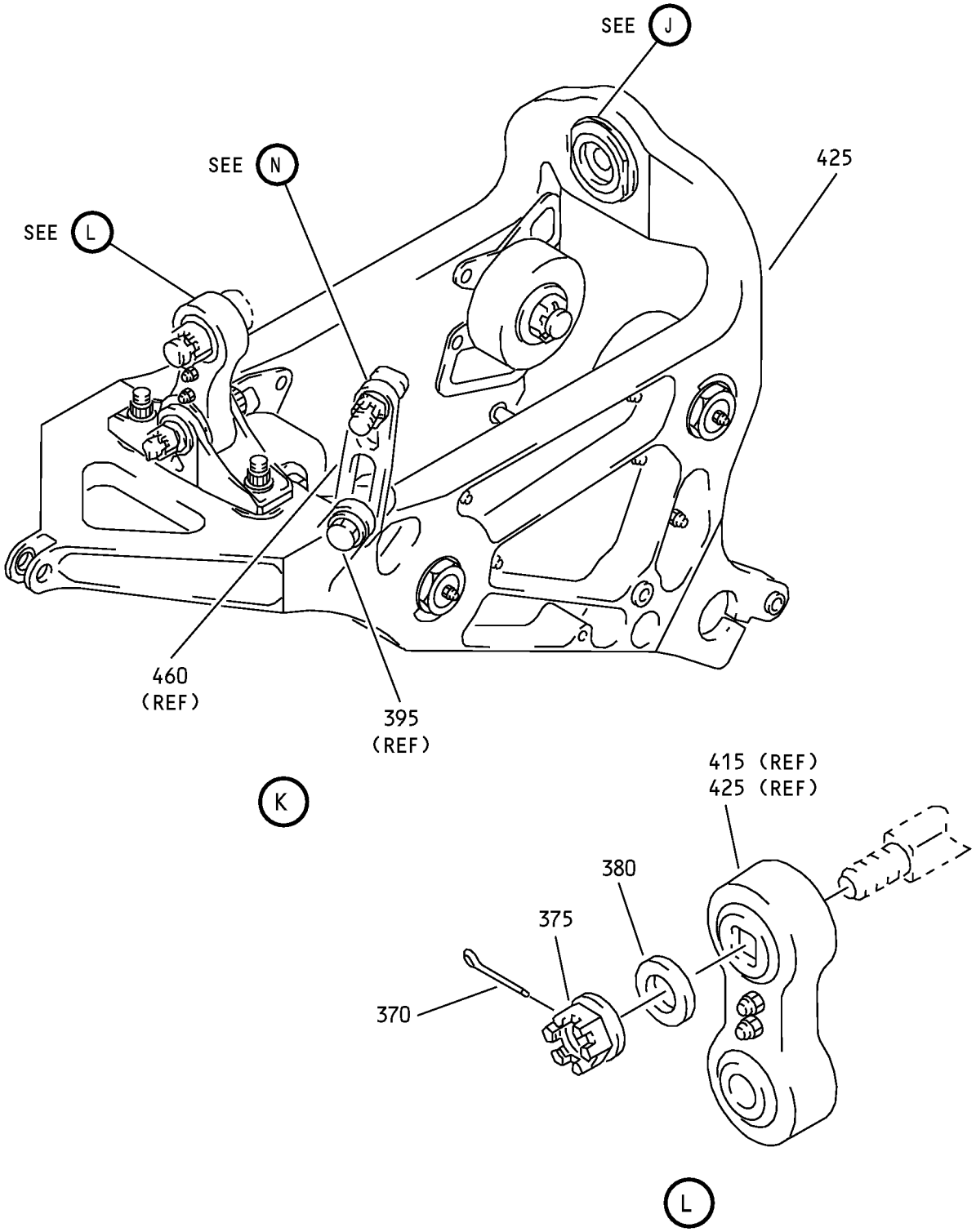


G29625 S00041005682_V3

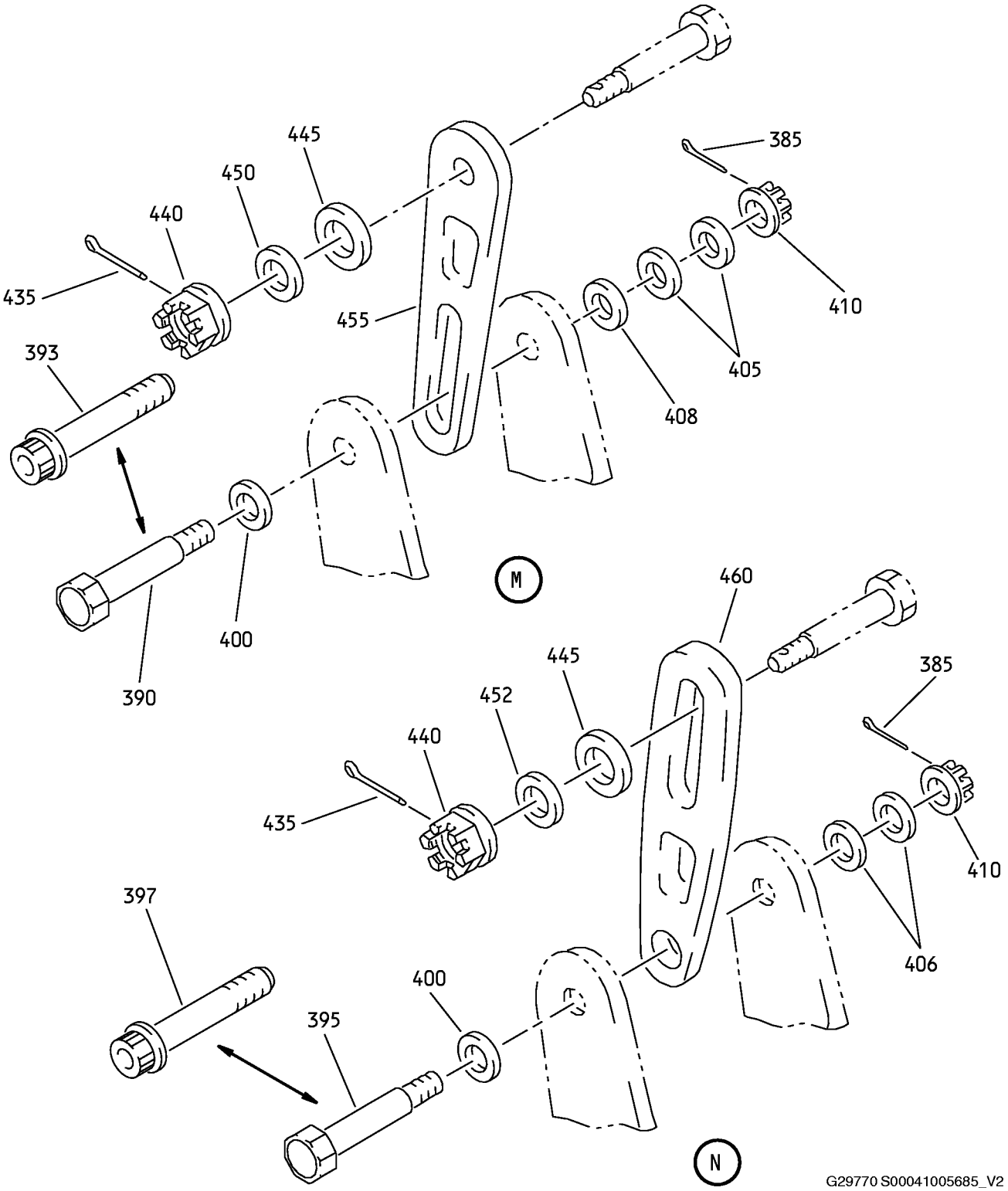
Outboard Trailing Edge Flap - Flap Assembly
IPL Figure 1 (Sheet 5 of 10)



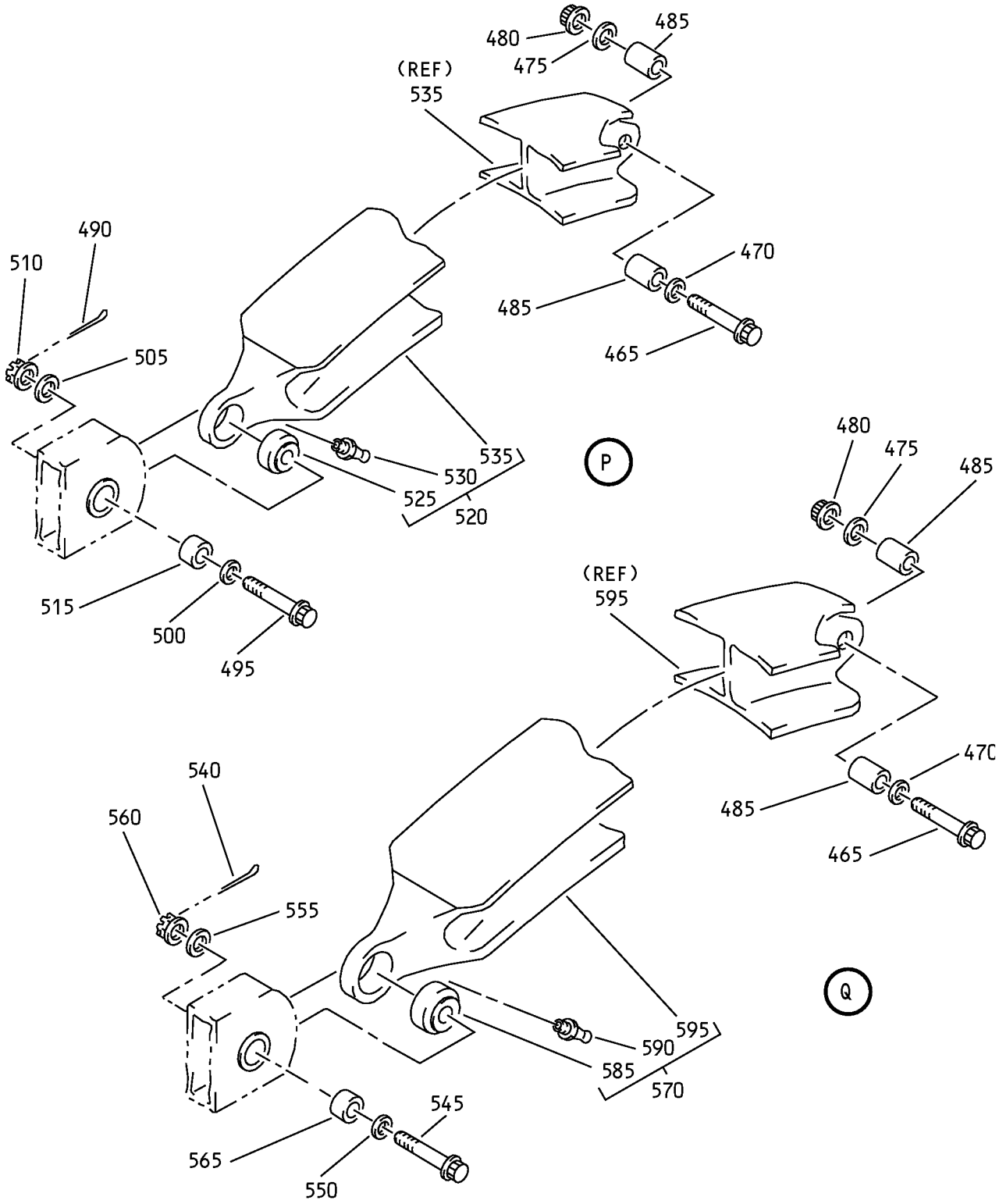
Outboard Trailing Edge Flap - Flap Assembly
IPL Figure 1 (Sheet 6 of 10)



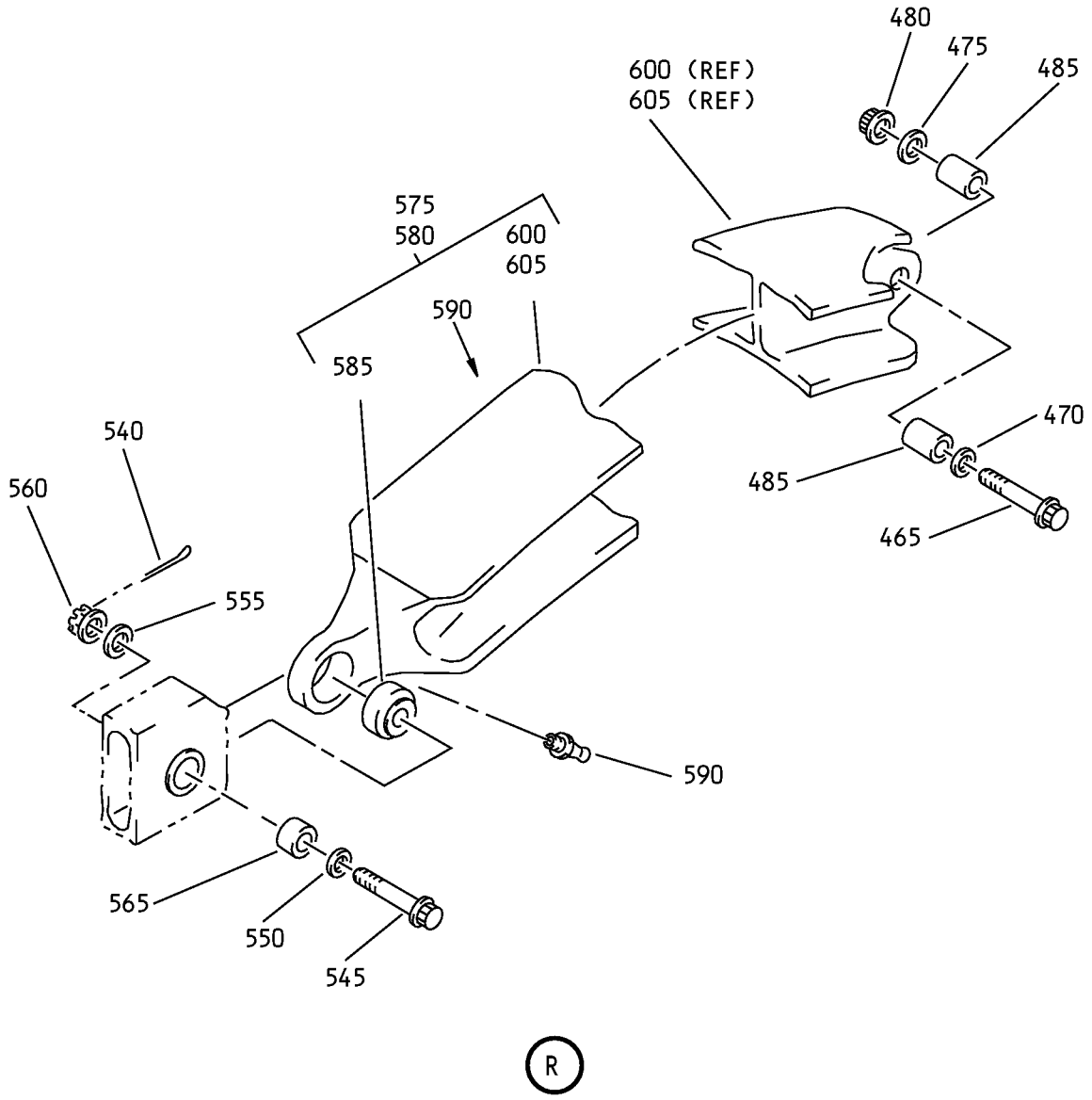
Outboard Trailing Edge Flap - Flap Assembly
IPL Figure 1 (Sheet 7 of 10)



Outboard Trailing Edge Flap - Flap Assembly
IPL Figure 1 (Sheet 8 of 10)



Outboard Trailing Edge Flap - Flap Assembly
IPL Figure 1 (Sheet 9 of 10)



Outboard Trailing Edge Flap - Flap Assembly
IPL Figure 1 (Sheet 10 of 10)

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
1–					
–1A	113A3002-1		DELETED		
–1B	113A3002-3		DELETED		
–1C	113A3002-7		DELETED		
–1D	113A3002-9		DELETED		
–1E	113A3002-11		FLAP ASSY-OUTBD TE	J	RF
–1F	113A3002-13		FLAP ASSY-OUTBD TE	K	RF
–1G	113A3002-15		FLAP ASSY-OUTBD TE	L	RF
–1H	113A3002-17		FLAP ASSY-OUTBD TE	A	RF
–1J	113A3002-19		FLAP ASSY-OUTBD TE	C	RF
–1K	113A3002-21		FLAP ASSY-OUTBD TE	E	RF
–1L	113A3002-23		FLAP ASSY-OUTBD TE	G	RF
–1M	113A3002-25		FLAP ASSY-OUTBD TE	Q	RF
–1N	113A3002-29		FLAP ASSY-OUTBD TE	S	RF
–1P	113A3002-27		FLAP ASSY-OUTBD TE	U	RF
–1Q	113A3002-31		FLAP ASSY-OUTBD TE	W	RF
–1R	113A3002-33		FLAP ASSY-OUTBD TE	Y	RF
–1S	113A3002-35		FLAP ASSY-OUTBD TE	AA	RF
–1T	113A3002-37		FLAP ASSY-OUTBD TE	AC	RF
–1U	113A3002-39		FLAP ASSY-OUTBD TE	AE	RF
–1V	113A3002-41		FLAP ASSY-OUTBD TE	AG	RF
–1W	113A3002-43		FLAP ASSY-OUTBD TE	AJ	RF
–1X	113A3002-45		FLAP ASSY-OUTBD TE	AL	RF
–1Y	113A3002-201		FLAP ASSY-OUTBD TE	AN	RF
–1Z	113A3002-203		FLAP ASSY-OUTBD TE	AQ	RF
–2	113A3002-49		FLAP ASSY-OUTBD TE	AS	RF
–2A	113A3002-205		FLAP ASSY-OUTBD TE	AU	RF
–2B	113A3002-207		FLAP ASSY-OUTBD TE	AW	RF
–5	113A3002-2		DELETED		
–5A	113A3002-4		DELETED		
–5B	113A3002-8		DELETED		
–5C	113A3002-10		DELETED		

–Item not Illustrated

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
1–					
–5D	113A3002-12		FLAP ASSY-OUTBD TE	M	RF
–5E	113A3002-14		FLAP ASSY-OUTBD TE	N	RF
–5F	113A3002-16		FLAP ASSY-OUTBD TE	P	RF
–5G	113A3002-18		FLAP ASSY-OUTBD TE	B	RF
–5H	113A3002-20		FLAP ASSY-OUTBD TE	D	RF
–5J	113A3002-22		FLAP ASSY-OUTBD TE	F	RF
–5K	113A3002-24		FLAP ASSY-OUTBD TE	H	RF
–5L	113A3002-26		FLAP ASSY-OUTBD TE	R	RF
–5M	113A3002-30		FLAP ASSY-OUTBD TE	T	RF
–5N	113A3002-28		FLAP ASSY-OUTBD TE	V	RF
–5P	113A3002-32		FLAP ASSY-OUTBD TE	X	RF
–5Q	113A3002-34		FLAP ASSY-OUTBD TE	Z	RF
–5R	113A3002-36		FLAP ASSY-OUTBD TE	AB	RF
–5S	113A3002-38		FLAP ASSY-OUTBD TE	AD	RF
–5T	113A3002-40		FLAP ASSY-OUTBD TE	AF	RF
–5U	113A3002-42		FLAP ASSY-OUTBD TE	AH	RF
–5V	113A3002-44		FLAP ASSY-OUTBD TE	AK	RF
–5W	113A3002-46		FLAP ASSY-OUTBD TE	AM	RF
–5X	113A3002-202		FLAP ASSY-OUTBD TE	AP	RF
–5Y	113A3002-204		FLAP ASSY-OUTBD TE	AR	RF
–5Z	113A3002-50		FLAP ASSY-OUTBD TE	AT	RF
–6	113A3002-206		FLAP ASSY-OUTBD TE	AV	RF
–6A	113A3002-208		FLAP ASSY-OUTBD TE	AX	RF
10	BACP18BC02A06P		. PIN-COTTER		4
15	BACB30LR4D16		. BOLT (OPT ITEM 15A)		4
–15A	BACB30LH4D16		. BOLT (OPT ITEM 15)		4
20	113N3002-3		. WASHER		4
25	BACW10BP4APU		. WASHER		4

–Item not Illustrated

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
1–					
30	PHCR54CDBACN		. NUT (VF0224) (SPEC BACN11N4CD) (OPT ITEM 30A)	A-X	4
–30A	MS14144L4		. NUT (OPT ITEM 30)	A-X	4
–30B	PHCR54CDBACN		. NUT (VF0224) (SPEC BACN11N4CD)	Y-AX	4
35	BACB28AK04-029		. BUSHING		4
40	113A3920-3		. ROD ASSY		1
45	113A3920-7		. ROD ASSY		1
50	NAS509L6C		. . NUT		1
55	NAS509-6C		. . NUT		1
60	NAS1193K6C		. . LOCK ASSY-WASHER		2
62	NAS1193K6-1		. . . WASHER		1
63	NAS1193K6-2		. . . WASHER		1
65	BCREF106922		. . BEARING-ROD END (V81205) (S012T234-104-789)		1
70	MK4EPDL		. . BEARING-ROD END (V73134) (SPEC S012T234-104-79) (OPT ARH4E115KM (VS0352)) (OPT KBE4-225W (V97613))		1
75	113A3921-3		. . TUBE (USED ON ITEM 40)		1
80	113A3921-7		. . TUBE (USED ON ITEM 45)		1
85	HST11AG6-14		. BOLT (V06725) (SPEC BACB30VU6K14) (OPT HST11AG6-14 (V73197)) (OPT HST11AG6-14 (V0PTK6)) (OPT HST11AG6-14 (V56878))	A-Z	2
–85A	WC331K6-14		. BOLT (V60516) (SPEC BACB30YP6K14)	AA-AX	2

–Item not Illustrated

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
1–					
90	HST11AG6-10		. BOLT (V06725) (SPEC BACB30VU6K10) (OPT HST11AG6-10 (V73197)) (OPT HST11AG6-10 (V0PTK6)) (OPT HST11AG6-10 (V56878))	A-X	2
–90A	HST11AG6-14		. BOLT (V06725) (SPEC BACB30VU6K14) (OPT HST11AG6-14 (V73197)) (OPT HST11AG6-14 (V0PTK6)) (OPT HST11AG6-14 (V56878))	Y, Z	2
–90B	WC331K6-14		. BOLT (V60516) (SPEC BACB30YP6K14)	AA-AX	2
95	NAS1149E0332R		. WASHER		4
–97	NAS1149E0332R		DELETED		
100	PLH53CM		. NUT (VF0224) (SPEC BACN10YR3CM) (OPT PLH53CM (V62554))		4
105	113A3912-1		. CAP-RUB, BELLCRANK		2
110	BACP18BC03A10P		. PIN-COTTER		2
115	NAS6706DU37		. BOLT	A-X	2
–115A	BACB30US8C38DM		DELETED		
–115B	BACB30US8K38DM		. BOLT	Y-AX	2
120	BACW10BP6ACU		. WASHER	A-X	2
–120A	BACW10BP8ACU		. WASHER	Y-AX	2
125	BACW10BP6APU		. WASHER	A-X	2
–125A	BACW10BP8APU		. WASHER	Y-AX	2
130	BACN11N6CS		. NUT (OPT ITEM 130A)	A-X	2
–130A	MS14144L6		. NUT (OPT ITEM 130)	A-X	2
–130B	BACN11N8CS		. NUT (OPT ITEM 130C)	Y-AB	2
–130C	MS14144L8		. NUT (OPT ITEM 130B)	Y-AB	2

–Item not Illustrated

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
1–					
–130D	BACN11N8CS		. NUT	AC-AX	2
135	113A3910-1		. BELLCRANK ASSY	A, C, E, G, J-L, Q, S, U, W	1
–135A	113A3910-5		. BELLCRANK ASSY	Y, AA	1
–135B	113A3910-9		. BELLCRANK ASSY	AC	1
–135C	113A3910-13		. BELLCRANK ASSY	AE, AG, AJ, AN	1
–135D	113A3910-15		. BELLCRANK ASSY	AL, AQ	1
–135E	113A3910-19		. BELLCRANK ASSY	AS, AU, AW	1
–140	113A3910-2		. BELLCRANK ASSY	B, D, F, H, M-P, R, T, V, X	1
–140A	113A3910-6		. BELLCRANK ASSY	Z, AB	1
–140B	113A3910-10		. BELLCRANK ASSY	AD	1
–140C	113A3910-14		. BELLCRANK ASSY	AF, AH, AK, AP	1
–140D	113A3910-16		. BELLCRANK ASSY	AM, AR	1
–140E	113A3910-20		. BELLCRANK ASSY	AT, AV, AX	1
145	113A3910-3		. BELLCRANK ASSY	A, C, E, G, J-L, Q, S, U, W	1
–145A	113A3910-7		. BELLCRANK ASSY	Y, AA, AC	1
–145B	113A3910-11		. BELLCRANK ASSY	AE, AG, AJ, AN	1
–145C	113A3910-17		. BELLCRANK ASSY	AL, AQ	1
–145D	113A3910-21		. BELLCRANK ASSY	AS, AU, AW	1
–150	113A3910-4		. BELLCRANK ASSY	B, D, F, H, M-P, R, T, V, X	1
–150A	113A3910-8		. BELLCRANK ASSY	Z, AB, AD	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–					
–150B	113A3910-12		. BELLCRANK ASSY	AF, AH, AK, AP	1
–150C	113A3910-18		. BELLCRANK ASSY	AM, AR	1
–150D	113A3910-22		. BELLCRANK ASSY	AT, AV, AX	1
155	NAS509-8C		. . NUT	A-X	2
–155A	BACN11U12CM1		. . NUT	Y-AD	2
157	BACN11U12CM2		. . NUT (OPT ITEM 157A, 157B)	AE-AX	2
–157A	BACN11U12CD2		. . NUT (OPT ITEM 157, 157B)	AE-AX	2
–157B	NAS1423C12		. . NUT (OPT ITEM 157, 157A)	AE-AX	2
160	113A3327-4		. . WASHER-LOCKING	A-X	1
–160A	113A3327-14		. . WASHER-LOCKING	Y-AX	1
165	113A3327-9		. . WASHER	A-X	1
–165A	113A3327-15		. . WASHER	Y-AX	1
170	113A3913-1		. . FITTING ASSY-ADJUST	A, C, E, G, J-L, Q, S, U, W	1
–170A	113A3913-5		. . FITTING ASSY-ADJUST	Y, AA, AC, AE, AG, AJ, AL, AN, AQ, AS, AU, AW	1
–175	113A3913-2		. . FITTING ASSY-ADJUST	B, D, F, H, M-P, R, T, V, X	1
–175A	113A3913-6		. . FITTING ASSY-ADJUST	Z, AB, AD, AF, AH, AK, AM, AP, AR, AT, AV, AX	1
180	BACB28AT06B012A		. . . BUSHING	A-X	1
–180A	BACB28AT06B011A		. . . BUSHING	Y-AX	1
185	BACB28AP04-012		. . . BUSHING	A-X	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–					
–185A	BACB28AP04-011		. . . BUSHING	Y-AX	1
190	113A3913-3		. . . FITTING	A, C, E, G, J-L, Q, S, U, W	1
–190A	113A3913-7		. . . FITTING	Y, AA, AC, AE, AG, AJ, AL, AN, AQ, AS, AU, AW	1
–195	113A3913-4		. . . FITTING	B, D, F, H, M-P, R, T, V, X	1
–195A	113A3913-8		. . . FITTING	Z, AB, AD, AF, AH, AK, AM, AP, AR, AT, AV, AX	1
200	113A3911-1		. . FITTING ASSY-BELLCRANK (USED ON ITEM 135)	A, C, E, G, J-L, Q, S, U, W	1
–200A	113A3911-9		. . FITTING ASSY-BELLCRANK (USED ON ITEM 135A)	Y, AA	1
–200B	113A3911-17		. . FITTING ASSY-BELLCRANK (USED ON ITEMS 135B, 135C)	AC, AE, AG, AJ, AN	1
–200C	113A3911-21		. . FITTING ASSY-BELLCRANK (USED ON ITEM 135D)	AL, AQ	1
–200D	113A3911-27		. . FITTING ASSY-BELLCRANK (USED ON ITEM 135E)	AS, AU, AW	1
–205	113A3911-2		. . FITTING ASSY-BELLCRANK (USED ON ITEM 140)	B, D, F, H, M-P, R, T, V, X	1
–205A	113A3911-10		. . FITTING ASSY-BELLCRANK (USED ON ITEM 140A)	Z, AB	1
–205B	113A3911-18		. . FITTING ASSY-BELLCRANK (USED ON ITEMS 140B, 140C)	AD, AF, AH, AK, AP	1
–205C	113A3911-22		. . FITTING ASSY-BELLCRANK (USED ON ITEM 140D)	AM, AR	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–					
–205D	113A3911-28		. . FITTING ASSY-BELLCRANK (USED ON ITEM 140E)	AT, AV, AX	1
210	113A3911-3		. . FITTING ASSY-BELLCRANK (USED ON ITEM 145)	A, C, E, G, J-L, Q, S, U, W	1
–210A	113A3911-11		. . FITTING ASSY-BELLCRANK (USED ON ITEMS 145A, 145B)	Y, AA, AC, AE, AG, AJ, AN	1
–210B	113A3911-23		. . FITTING ASSY-BELLCRANK (USED ON ITEMS 145C)	AL, AQ	1
–210C	113A3911-31		. . FITTING ASSY-BELLCRANK (USED ON ITEM 145D)	AS, AU, AW	1
–215	113A3911-4		. . FITTING ASSY-BELLCRANK (USED ON ITEM 150)	B, D, F, H, M-P, R, T, V, X	1
–215A	113A3911-12		. . FITTING ASSY-BELLCRANK (USED ON ITEMS 150A, 150B)	Z, AB, AD, AF, AH, AK, AP	1
–215B	113A3911-24		. . FITTING ASSY-BELLCRANK (USED ON ITEMS 150C)	AM, AR	1
–215C	113A3911-32		. . FITTING ASSY-BELLCRANK (USED ON ITEM 150D)	AT, AV, AX	1
220	GDPP6WFS428		. . . BEARING (V60380)	A-X	1
–220A	GDPP8WFS428		. . . BEARING (V60380) (OPT ITEM 220B)	Y-AX	1
–220B	GDPP8WSD629		. . . BEARING (V60380) (OPT ITEM 220A)	Y-AX	1
225	69B01706-9		. . . RETAINER-BRG	A-X	1
–225A	69B01706-10		. . . RETAINER-BRG	Y-AK, AN, AP	1
–225B	69B01706-11		. . . RETAINER-BRG	AL, AM, AQ, AR	1
–225C	69B01706-13		. . . RETAINER-BRG	AS-AX	1
230	113A3327-3		. . . BUSHING	A-X	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–					
–230A	113A3327-13		. . . BUSHING	Y-AX	1
235	BACB28AT06B012C		. . . BUSHING	A-X	1
–235A	BACB28AT06B011C		. . . BUSHING (USED ON ITEMS 200A, 200B, 200C, 200D, 205A, 205B, 205C, 205D, 210B, 210C, 215B, 215C)	Y-AM, AQ-AX	1
–235B	BACB28AT06B012C		. . . BUSHING (USED ON ITEMS 210A, 215A)	Y-AK, AN, AP	1
240	BACB28AP04P012		. . . BUSHING	A-X	1
–240A	BACB28AP04P011		. . . BUSHING (USED ON ITEMS 200A, 200B, 200C, 200D, 205A, 205B, 205C, 205D, 210B, 210C, 215B, 215C)	Y-AM, AQ-AX	1
–240B	BACB28AP04P012		. . . BUSHING (USED ON ITEMS 210A, 215A)	Y-AK, AN, AP	1
245	MS15001-1		. . . FITTING	A-X	1
–245A	AS15001-1		. . . FITTING (OPT ITEM 245B)	Y-AR	1
–245B	MS15001-1		. . . FITTING (OPT ITEM 245A)	Y-AR	1
–245C	AS15001-1C		. . . FITTING (OPT ITEM 245D, 245E)	AS-AX	1
–245D	AS15001-1		. . . FITTING (OPT ITEM 245C, 245E)	AS-AX	1
–245E	AS15001-1P		. . . FITTING (OPT ITEM 245C, 245D)	AS-AX	1
250	113A3911-5		. . . FITTING (USED ON ITEM 200)	A, C, E, G, J-L, Q, S, U, W	1
–250A	113A3911-13		. . . FITTING (USED ON ITEM 200A)	Y, AA	1
–250B	113A3911-19		. . . FITTING (USED ON ITEMS 200B, 200C)	AC, AE, AG, AJ, AL, AN, AQ	1
–250C	113A3911-25		. . . FITTING (USED ON ITEM 200D)	AS, AU, AW	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–					
–255	113A3911-6		. . . FITTING (USED ON ITEM 205)	B, D, F, H, M-P, R, T, V, X	1
–255A	113A3911-14		. . . FITTING (USED ON ITEM 205A)	Z, AB	1
–255B	113A3911-20		. . . FITTING (USED ON ITEM 205B, 205C)	AD, AF, AH, AK, AM, AP, AR	1
–255C	113A3911-26		. . . FITTING (USED ON ITEM 205D)	AT, AV, AX	1
260	113A3911-7		. . . FITTING (USED ON ITEM 210)	A, C, E, G, J-L, Q, S, U, W	1
–260A	113A3911-15		. . . FITTING (USED ON ITEM 210A, 210B)	Y, AA, AC, AE, AG, AJ, AL, AN, AQ	1
–260B	113A3911-29		. . . FITTING (USED ON ITEM 210C)	AS, AU, AW	1
–265	113A3911-8		. . . FITTING (USED ON ITEM 215)	B, D, F, H, M-P, R, T, V, X	1
–265A	113A3911-16		. . . FITTING (USED ON ITEM 215A, 215B)	Z, AB, AD, AF, AH, AK, AM, AP, AR	1
–265B	113A3911-30		. . . FITTING (USED ON ITEM 215C)	AT, AV, AX	1
270	BACP18BC02A06P		. PIN-COTTER		2
275	NAS6704DU15		. BOLT	A-X	2
–275A	NAS6704DU15		. BOLT (OPT ITEM 275B)	Y-AB	2
–275B	BACB30LM4DU15		. BOLT (OPT ITEM 275A)	Y-AB	2
–275C	BACB30LM4DU15		. BOLT	AC-AX	2
280	BACW10BP4ACU		. WASHER		2

–Item not Illustrated

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
1–					
285	BACW10BP4DP		. WASHER		2
290	PHCR54CDBACN		. NUT (VF0224) (SPEC BACN11N4CD) (OPT ITEM 290A)	A-X	2
–290A	MS14144L4		. NUT (OPT ITEM 290)	A-X	2
–290B	PHCR54CDBACN		. NUT (VF0224) (SPEC BACN11N4CD)	Y-AX	2
295	BACB28AK04-029		. BUSHING		2
300	113A3920-1		. ROD ASSY-PUSH	A, C, E, G, J-L, Q, S, U, W, Y, AA, AC, AE, AG, AJ, AL, AN, AQ, AS, AU, AW	1
–305	113A3920-2		. ROD ASSY-PUSH	B, D, F, H, M-P, R, T, V, X, Z, AB, AD, AF, AH, AK, AM, AP, AR, AT, AV, AX	1
310	113A3920-5		. ROD ASSY-PUSH	A, C, E, G, J-L, Q, S, U, W, Y, A A , AC, AE, AG, AJ, AL, AN, AQ, AS, AU, AW	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–					
–315	113A3920-6		. ROD ASSY-PUSH	B, D, F, H, M-P, R, T, V, X, Z, AB, AD, AF, AH, AK, AM, AP, AR, AT, AV, AX	1
320	NAS509L6C		. . NUT		1
325	NAS509-6C		. . NUT		1
330	NAS1193K6C		. . LOCK ASSY-WASHER		2
332	NAS1193K6-1		. . . WASHER		1
333	NAS1193K6-2		. . . WASHER		1
335	BCREF106922		. . BEARING-ROD END (V81205) (S012T234-104-789)		1
340	MK4EPDL		. . BEARING-ROD END (V73134) (SPEC S012T234-104-79) (OPT ARH4E115KM (VS0352)) (OPT KBE4-225W (V97613))		1
345	113A3921-1		. . TUBE (USED ON ITEMS 300, 305)		1
350	113A3921-5		. . TUBE (USED ON ITEMS 310, 315)		1
355	BACP18BC03A10P		. PIN-COTTER		2
360	BACN11N8CS		. NUT (OPT ITEM 360A)	A-AB	2
–360A	MS14144L8		. NUT (OPT ITEM 360)	A-AB	2
–360B	BACN11N8CS		. NUT	AC-AX	2
365	BACW10BP8APU		. WASHER		2
370	BACP18BC04A12P		. PIN-COTTER	A-AB	2
–370A	BACP18BC04A10P		. PIN-COTTER	AC-AX	2
375	BACN11N9CS		. NUT (OPT ITEM 375A)	A-X	2

–Item not Illustrated

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
1–					
–375A	MS14144L9		. NUT (OPT ITEM 375)	A-X	2
–375B	BACN11N9CS		. NUT	Y-AX	2
380	BACW10BP9APU		. WASHER		2
385	BACP18BC03A10P		. PIN-COTTER		2
390	BACB30NM8DS25		. BOLT (OPT ITEM 390A)	A-X	1
–390A	BACB30XJ8DK25		. BOLT (OPT ITEM 390)	A-X	1
–390B	BACB30NM8DS25		. BOLT	Y-AR	1
–390C	BACB30PW8DU28		. BOLT	AU, AV	1
–390D	BACB30NM8DS25		. BOLT (OPT ITEM 390E)	AS, AT	1
–390E	BACB30MR8AD25		. BOLT (OPT ITEM 390D)	AS, AT	1
393	BACB30LE8DU27		. BOLT	AW, AX	1
395	BACB30NM8DS27		. BOLT (OPT ITEM 395A)	A-X	1
–395A	BACB30XJ8DK27		. BOLT (OPT ITEM 395)	A-X	1
–395B	BACB30NM8DS27		. BOLT	Y-AR	1
–395C	BACB30PW8DU28		. BOLT	AU, AV	1
–395D	BACB30NM8DS27		. BOLT (OPT ITEM 395E)	AS, AT	1
–395E	BACB30MR8AD27		. BOLT (OPT ITEM 395D)	AS, AT	1
397	BACB30LE8DU28		. BOLT	AW, AX	1
400	BACW10BP8ACU		. WASHER		2
405	BACW10BP8APU		. WASHER	A-AT, AW, AX	2
–405A	BACW10BP7APU		. WASHER	AU, AV	2
406	BACW10BP7APU		. WASHER	AU, AV	2
–406A	BACW10BP8APU		. WASHER	AW, AX	2
408	BACW10BP8APU		. WASHER	AU, AV	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–					
410	BACN11N8CS		. NUT (OPT ITEM 410A)	A-AB	2
–410A	MS14144L8		. NUT (OPT ITEM 410)	A-AB	2
–410B	BACN11N8CS		. NUT	AC-AT, AW, AX	2
–410C	BACN11N7CS		. NUT	AU, AV	2
415	113A3800-1		. CARRIAGE ASSY-OUTBD (OPT ITEM 415A) (REF CMM 27-55-73)	J, K	1
–415A	113A3800-3		. CARRIAGE ASSY-OUTBD (OPT ITEM 415) (REF CMM 27-55-73)	J, K	1
–415B	113A3800-3		. CARRIAGE ASSY-OUTBD (REF CMM 27-55-73)	A, C, L	1
–415C	113A3800-5		. CARRIAGE ASSY-OUTBD (REF CMM 27-55-73)	E, G	1
–415D	113A3800-7		. CARRIAGE ASSY-OUTBD (REF CMM 27-55-73)	Q, U	1
–415E	113A3800-9		. CARRIAGE ASSY-OUTBD (REF CMM 27-55-73)	S, W	1
–415F	113A3800-15		. CARRIAGE ASSY-OUTBD (FOR SPARES PROCURE 654A0004-330) (REF CMM 27-55-73)	Y, AA, AC, AE, AG, AJ, AL, AN, AQ,AS, AU	1
–420	113A3800-2		. CARRIAGE ASSY-OUTBD (OPT ITEM 420A) (REF CMM 27-55-73)	M, N	1
–420A	113A3800-4		. CARRIAGE ASSY-OUTBD (OPT ITEM 420) (REF CMM 27-55-73)	M, N	1
–420B	113A3800-4		. CARRIAGE ASSY-OUTBD (REF CMM 27-55-73)	B, D, P	1
–420C	113A3800-6		. CARRIAGE ASSY-OUTBD (REF CMM 27-55-73)	F, H	1
–420D	113A3800-8		. CARRIAGE ASSY-OUTBD (REF CMM 27-55-73)	R, V	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–					
–420E	113A3800-10		. CARRIAGE ASSY-OUTBD (REF CMM 27-55-73)	T, X	1
–420F	113A3800-16		. CARRIAGE ASSY-OUTBD (REF CMM 27-55-73)	Z, AB, AD, AF, AH, AK, AM, AP, AR, AT, AV	1
425	113A3850-1		. CARRIAGE ASSY-INBD (REF CMM 27-55-74)	J, K	1
–425A	113A3850-3		. CARRIAGE ASSY-INBD (REF CMM 27-55-74)	J, K	1
–425B	113A3850-3		. CARRIAGE ASSY-INBD (REF CMM 27-55-74)	A, C, L	1
–425C	113A3850-5		. CARRIAGE ASSY-INBD (113A3850-15 IS INTERCHANGEABLE WITH -9 OR -7 OR -5 IF S/B 535-57-1278 HAS BEEN INCORPORATED ON 113A3850-9 OR -7 OR -5.) (REF CMM 27-55-74)	E, G	1
–425D	113A3850-7		. CARRIAGE ASSY-INBD (113A3850-15 IS INTERCHANGEABLE WITH -9 OR -7 OR -5 IF S/B 535-57-1278 HAS BEEN INCORPORATED ON 113A3850-9 OR -7 OR -5.) (REF CMM 27-55-74)	Q, U	1
–425E	113A3850-9		. CARRIAGE ASSY-INBD (113A3850-15 IS INTERCHANGEABLE WITH -9 OR -7 OR -5 IF S/B 535-57-1278 HAS BEEN INCORPORATED ON 113A3850-9 OR -7 OR -5.) (REF CMM 27-55-74)	S, W	1
–425F	113A3850-15		. CARRIAGE ASSY-INBD (113A3850-15 IS INTERCHANGEABLE WITH -9 OR -7 OR -5 IF S/B 535-57-1278 HAS BEEN INCORPORATED ON 113A3850-9 OR -7 OR -5.) (REF CMM 27-55-74)	Y, AA, AC, AE, AG, AJ, AL, AN, AQ, AS, AU	1
–430	113A3850-2		. CARRIAGE ASSY-INBD (REF CMM 27-55-74)	M, N	1
–430A	113A3850-4		. CARRIAGE ASSY-INBD (REF CMM 27-55-74)	M, N	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–					
–430B	113A3850-4		. CARRIAGE ASSY-INBD (REF CMM 27-55-74)	B, D, P	1
–430C	113A3850-6		. CARRIAGE ASSY-INBD (113A3850-16 IS INTERCHANGEABLE WITH -10 OR -8 OR -6 IF S/B 535-57-1278 HAS BEEN INCORPORATED ON 113A3850-10 OR -8 OR -6.) (REF CMM 27-55-74)	F, H	1
–430D	113A3850-8		. CARRIAGE ASSY-INBD (113A3850-16 IS INTERCHANGEABLE WITH -10 OR -8 OR -6 IF S/B 535-57-1278 HAS BEEN INCORPORATED ON 113A3850-10 OR -8 OR -6.) (REF CMM 27-55-74)	R, V	1
–430E	113A3850-10		. CARRIAGE ASSY-INBD (113A3850-16 IS INTERCHANGEABLE WITH -10 OR -8 OR -6 IF S/B 535-57-1278 HAS BEEN INCORPORATED ON 113A3850-10 OR -8 OR -6.) (REF CMM 27-55-74)	T, X	1
–430F	113A3850-16		. CARRIAGE ASSY-INBD (113A3850-16 IS INTERCHANGEABLE WITH -10 OR -8 OR -6 IF S/B 535-57-1278 HAS BEEN INCORPORATED ON 113A3850-10 OR -8 OR -6.) (REF CMM 27-55-74)	Z, AB, AD, AF, AH, AK, AM, AP, AR,AT, AV	1
435	BACP18BC03A10P		. PIN-COTTER		2
440	BACN10JD207AU		. NUT (OPT ITEM 440A)	A-Z	2
–440A	BACN10JD107AU		. NUT (OPT ITEM 440)	A-Z	2
–440B	BACN10JD207AU		. NUT	AA-AX	2
445	MS15795-817		. WASHER (OPT ITEM 445C)	C-H, J-X, AA-AX	2
–445A	NAS1149E0832R		DELETED		
–445B	NAS1149E0832R		DELETED		
–445C	BACW10P444CG		. WASHER (OPT ITEM 445)	C-H, J-X, AA-AX	2
–445D	BACW10P444CG		. WASHER	A, B, Y, Z	2
450	MS35338-142		. WASHER	A-X	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–					
–450A	BACW10EC7C		. WASHER	Y-AX	1
452	MS35338-142		. WASHER	A-P	1
–452A	BACW10EC7C		. WASHER	Q-AX	1
455	113A3930-1		. LINK-OUTBD		1
460	113A3930-3		. LINK-INBD		1
465	BACB30MR4K19		. BOLT	A-AT	4
–465A	BACB30MR4A19		. BOLT	AU-AX	4
470	BACW10BP4ACU		. WASHER		4
475	BACW10BP4APU		. WASHER		4
480	NAS1805-4		. NUT	A-X	4
–480A	BACN11Z4CK		. NUT	Y, Z, AC-AV	4
–480B	NAS1805-4		. NUT (OPT ITEM 480C)	AA, AB	4
–480C	BACN11Z4CK		. NUT (OPT ITEM 480B)	AA, AB	4
485	BACB28Z4-050		. BUSHING		8
490	BACP18BC02A06P		. PIN-COTTER		1
495	BACB30MR4DK14		. BOLT (OPT ITEM 495A)	A-AR	1
–495A	BACB30LE4DK14		. BOLT (OPT ITEM 495)	A-AR	1
–495B	BACB30MR4AD14		. BOLT (OPT ITEM 495C, 495D)	AU-AX	1
–495C	BACB30LE4DK14		. BOLT (OPT ITEM 495B, 495D)	AU-AX	1
–495D	BACB30MR4DK14		. BOLT (OPT ITEM 495B, 495C)	AU-AX	1
–495E	BACB30MR4AD14		. BOLT (OPT ITEM 495F)	AS, AT	1
–495F	BACB30MR4DK14		. BOLT (OPT ITEM 495E)	AS, AT	1
500	BACW10BP4ACU		. WASHER		1
505	BACW10BP4DP		. WASHER		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–					
510	PHCR54CDBACN		. NUT (VF0224) (SPEC BACN11N4CD) (OPT ITEM 510A)	A-Z	1
–510A	MS14144L4		. NUT (OPT ITEM 510)	A-Z	1
–510B	PHCR54CDBACN		. NUT (VF0224) (SPEC BACN11N4CD)	AA-AX	1
515	BACB28AK04-030		. BUSHING		1
520	113A3940-1		. TRACK ASSY-NO. 1	A-AM	1
–520A	113A3940-201		. TRACK ASSY-NO. 1	AN-AX	1
–525	BACB10GB05GC		DELETED		
525A	NC04G10C		. . BEARING (V56644) (SPEC BACB10GB04GC) (OPT BNG04H118C (V16746))	A-AM	1
–525B	BACB10FB04GL		DELETED		
–525C	BACB10FB04AGL		. . BEARING	AN-AX	1
530	NAS516-1A		. . FITTING-LUBE	A-AM	1
535	113A3940-2		. . TRACK	A-AM	1
–535A	113A3940-202		. . TRACK	AN-AX	1
540	BACP18BC02A06P		. PIN-COTTER		3
545	BACB30MR5DK15		. BOLT (OPT ITEM 545A)	A-AR	3
–545A	BACB30LE5DK15		. BOLT (OPT ITEM 545)	A-AR	3
–545B	BACB30MR5AD15		. BOLT (OPT ITEM 545C, 545D)	AS-AX	3
–545C	BACB30LE5DK15		. BOLT (OPT ITEM 545B, 545D)	AS-AX	3
–545D	BACB30MR5DK15		. BOLT (OPT ITEM 545B, 545C)	AS-AX	3
550	BACW10BP5ACU		. WASHER		3
555	BACW10BP5DP		. WASHER		3

–Item not Illustrated

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
1–					
560	PHCR55CDBACN		. NUT (VF0224) (SPEC BACN11N5CD) (OPT ITEM 560A)	A-AB	3
–560A	MS14144L5		. NUT (OPT ITEM 560)	A-AB	3
–560B	PHCR55CDBACN		. NUT (VF0224) (SPEC BACN11N5CD)	AC-AX	3
565	BACB28AK04-026		. BUSHING	A-V	3
–565A	BACB28AK05-026		. BUSHING	W-AX	3
570	113A3941-1		. TRACK ASSY-NO. 2	A-AM	1
–570A	113A3941-201		. TRACK ASSY-NO. 2	AN-AX	1
575	113A3942-1		. TRACK ASSY-NO. 3	A-AM	1
–575A	113A3942-201		. TRACK ASSY-NO. 3	AN-AX	1
580	113A3943-1		. TRACK ASSY-NO. 4	A-AM	1
–580A	113A3943-201		. TRACK ASSY-NO. 4	AN-AX	1
585	NC05G10C		. . BEARING (V56644) (SPEC BACB10GB05GC) (OPT BNG05H118C (V16746))	A-AM	1
–585A	BACB10FB05AGL		. . BEARING	AN-AX	1
590	NAS516-1A		. . FITTING-LUBE	A-AM	1
595	113A3941-2		. . TRACK (OPT ITEM 595A) (USED ON ITEM 570)	A-AM	1
–595A	113A3941-3		. . TRACK (OPT ITEM 595) (USED ON ITEM 570)	A-AM	1
–595B	113A3941-202		. . TRACK (USED ON ITEM 570A)	AN-AX	1
600	113A3942-2		. . TRACK (USED ON ITEM 575)	A-AM	1
–600A	113A3942-202		. . TRACK (USED ON ITEM 575A)	AN-AX	1
605	113A3943-2		. . TRACK (USED ON ITEM 580)	A-AM	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–					
–605A	113A3943-201		DELETED		
–605B	113A3943-202		. . TRACK (USED ON ITEM 580A)	AN-AV	1
–610	113A3100-1		DELETED		
–610A	113A3100-3		DELETED		
610B	113A3100-5		. FLAP ASSY-MAIN (REF CMM 57-53-07)	J, K	1
–610C	113A3100-7		. FLAP ASSY-MAIN (REF CMM 57-53-07)	L	1
–610D	113A3100-9		. FLAP ASSY-MAIN (REF CMM 57-53-07)	A	1
–610E	113A3100-11		. FLAP ASSY-MAIN (REF CMM 57-53-07)	C, E	1
–610F	113A3100-13		. FLAP ASSY-MAIN (REF CMM 57-53-07)	G, Q, S, U	1
–610G	113A3100-15		. FLAP ASSY-MAIN (REF CMM 57-53-07)	W, Y	1
–610H	113A3100-17		. FLAP ASSY-MAIN (REF CMM 57-53-07)	AA, AC	1
–610J	113A3100-19		. FLAP ASSY-MAIN (REF CMM 57-53-07)	AE	1
–610K	113A3100-21		. FLAP ASSY-MAIN (REF CMM 57-53-07)	AG, AJ, AL	1
–610L	113A3100-201		. FLAP ASSY-MAIN (REF CMM 57-53-07)	AN, AQ	1
–610M	113A3100-25		. FLAP ASSY-MAIN (REF CMM 57-53-07)	AS	1
–610N	113A3100-203		. FLAP ASSY-MAIN (REF CMM 57-53-07)	AU, AW	1
–615	113A3100-2		DELETED		
–615A	113A3100-4		DELETED		
–615B	113A3100-6		. FLAP ASSY-MAIN (REF CMM 57-53-07)	M, N	1
–615C	113A3100-8		. FLAP ASSY-MAIN (REF CMM 57-53-07)	P	1
–615D	113A3100-10		. FLAP ASSY-MAIN (REF CMM 57-53-07)	B	1

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
1–					
–615E	113A3100-12		. FLAP ASSY-MAIN (REF CMM 57-53-07)	D, F	1
–615F	113A3100-14		. FLAP ASSY-MAIN (REF CMM 57-53-07)	H, R, T, V	1
–615G	113A3100-16		. FLAP ASSY-MAIN (REF CMM 57-53-07)	X, Z	1
–615H	113A3100-18		. FLAP ASSY-MAIN (REF CMM 57-53-07)	AB, AD	1
–615J	113A3100-20		. FLAP ASSY-MAIN (REF CMM 57-53-07)	AF	1
–615K	113A3100-22		. FLAP ASSY-MAIN (REF CMM 57-53-07)	AH, AK, AM	1
–615L	113A3100-202		. FLAP ASSY-MAIN (REF CMM 57-53-07)	AP, AR	1
–615M	113A3100-26		. FLAP ASSY-MAIN (REF CMM 57-53-07)	AT	1
–615N	113A3100-204		. FLAP ASSY-MAIN (REF CMM 57-53-07)	AV, AX	1
620	113A3700-1		DELETED		
620A	113A3700-5		. FLAP ASSY-AFT (REF CMM 57-53-08)	J	1
–620B	113A3700-7		. FLAP ASSY-AFT (REF CMM 57-53-08)	A, C, E, K, L	1
–620C	113A3700-11		. FLAP ASSY-AFT (REF CMM 57-53-08)	G, Q	1
–620D	113A3700-19		. FLAP ASSY-AFT (REF CMM 57-53-08)	S, W, Y	1
–620E	113A3700-13		. FLAP ASSY-AFT (REF CMM 57-53-08)	U	1
–620F	113A3700-21		. FLAP ASSY-AFT (REF CMM 57-53-08)	AA, AC, AE, AG	1
–620G	113A3700-23		. FLAP ASSY-AFT (REF CMM 57-53-08)	AJ, AL, AN, AQ, AS, AU, AW	1
–625	113A3700-2		DELETED		
–625A	113A3700-6		. FLAP ASSY-AFT (REF CMM 57-53-08)	M	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–					
–625B	113A3700-8		. FLAP ASSY-AFT (REF CMM 57-53-08)	B, D, F, N, P	1
–625C	113A3700-12		. FLAP ASSY-AFT (REF CMM 57-53-08)	H, R	1
–625D	113A3700-20		. FLAP ASSY-AFT (REF CMM 57-53-08)	T, X, Z	1
–625E	113A3700-14		. FLAP ASSY-AFT (REF CMM 57-53-08)	V	1
–625F	113A3700-22		. FLAP ASSY-AFT (REF CMM 57-53-08)	AB, AD, AF, AH	1
–625G	113A3700-24		. FLAP ASSY-AFT (REF CMM 57-53-08)	AK, AM, AP, AR, AT, AV, AX	1

–Item not Illustrated