COMPONENT MAINTENANCE MANUAL WITH ILLUSTRATED PARTS LIST

INBOARD TRAILING EDGE TRAILING ASSEMBLY FLAP ASSEMBLY

PART NUMBER 65C36505–11SP, –12SP, –13SP, –14SP, –15SP, –16SP, –19SP, –1SP, –20SP, –21SP, –22SP, –23SP, –24SP, –25SP, –26SP, –27SP, –28SP, –2SP, –3SP, –45SP,

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COMPONENT MAINTENANCE MANUAL

Revision No. 7
Jul 01/2009

To: All holders of INBOARD TRAILING EDGE TRAILING ASSEMBLY FLAP ASSEMBLY 57-53-29.

Attached is the current revision to this COMPONENT MAINTENANCE MANUAL

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

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Pages replaced or made obsolete by this revision should be removed and destroyed.

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Location of Change	Description of Change
	NO HIGHLIGHTS

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

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TEMPORARY REVISION AND SERVICE BULLETIN RECORD

BOEING SERVICE BULLETIN	BOEING TEMPORARY REVISION	OTHER DIRECTIVE	DATE OF INCORPORATION INTO MANUAL
		PRR 34857	DEC 01/96
		PRR 35022	DEC 01/96
		PRR 35071	DEC 01/96
		PRR 35198	DEC 01/96
		MC 5121MP3101	DEC 01/96
		MC 5750MP3001	DEC 01/96
		PRR 35005-178	JUL 01/98
737-57-1227		MRR 3579-1335	MAR 01/04
737-57-1227		PRR 35399-R	MAR 01/04

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	
Number	Date	Date	Initials	Number	Date	Date	Initials

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All temporary revisions to this manual will be accompanied by a cover sheet bearing the temporary revision number. Enter the temporary revision number in numerical order, together with the temporary revision date, the date the temporary revision is inserted and the initials of the person filing.
When the temporary revision is incorporated or cancelled, and the pages are removed, enter the date the pages are removed and the initials of the person who removed the temporary revision.

Temporary Revision		Inserted		Removed	
Number	Date	Date	Initials	Date	Initials

Temporary Revision		Inserted		Removed	
Date	Initials	Number	Date	Date	Initials

Temporary Revision		Inserted		Removed	
Number	Date	Date	Initials	Date	Initials

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.

INBOARD TRAILING EDGE MID/AFT FLAP ASSEMBLY - DESCRIPTION AND OPERATION

1. Description

A. The inboard trailing edge mid/aft flap assembly is one of a set of two flap assemblies, which form auxiliary wing surfce, and provide added lift during takeoff and landing. The unit has three segments: a midflap, an aftflap, and an exhaust gate. Actuating mechanisms in each of these components separate them during extension. When the flap is extended, it moves along underwing steel tracks, on rollers in two carriage assemblies which are part of the midflap.

B. The midflap is a sheet metal unit that has a front spar, rear spar, nose ribs, interspar ribs, and trailing edge assembly, an internal mechanism and three foreflap tracks. These tracks travel on roller bearings between three interspar rib assemblies. Four track ribs in the trailing edge section support the aftflap. The midflap has a clad aluminum skin. Removable panels on the lower surface permit access to the flap actuating mechanisms. Two carriage assemblies on torque tubes, one at each end of the midflap, have forged cams on which the foreflap toggle assemblies ride. The carriages travel along the underwing flap tracks on roller bearings.

C. The aftflap is a monospar structure which includes a spar, sheet metal covered nose ribs, and tapered honeycomb traiing edge assembly. The upper and lower surfaces have a clad aluminum skin. Four flap carriages on the leading edge of the flap include a support fitting, two carriage sideplates, and track rollers. The carriages roll along cam tracks in the trailing edge of the midflap. The forward track rollers are on eccentric bushings which permit adjustment of the aftflap contour to the contour of the midflap. When turned, the eccentrics raise or lower the forward end of the carriages, which turns the aftflap around the aft carriage rollers. Two pushrods connect the aftflap to the midflap actuating mechanism.

D. The exhaust gate flap is a tapered honeycomb assembly which is an extension of the mid and aftflaps. It is located adjacent to the tailpipe of the engine, and its movement, relative to the rest of the flap, is adjusted to prevent contact with the engine tailpipe.

2. Operation

A. The trailing edge flap is operated hydraulically through a power transmission system attached to torque tubes at each end of the midflap. As the flap is extended, cables attached to a fixed boom at the inboard end of the flap operate the mechanism in the midflap to make the mid and aftflaps separate at a controlled rate.

3. Leading Particulars (Approx)

A. Length – 130 inches

B. Width – 42 inches (retracted)

C. Thickness – 7 inches

D. Weight – 267 pounds

COMPONENT MAINTENANCE MANUAL

TESTING AND FAULT ISOLATION

(NOT APPLICABLE)

DISASSEMBLY

1. General

A. This procedure has the data necessary to disassemble the inboard trailing edge aft flap assembly.

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

C. Refer to IPL Figure 1 for item numbers.

2. Disassembly

A. References

Reference	Title
52-53-17	Component Maintenance Manual

B. Procedure

(1) Use standard industry practices and these steps.

(2) Make a note of the thickness and location of shims to help during assembly.

(3) Removal of aft flap (65)

(a) Extend the aft flap as far as it will go.

(b) Remove trailing edge assembly (300) from the mid flap with the related screws, bolts, radius blocks, and shims.

(c) Disconnect aft flap actuating pushrod from the aft flap with the related bolt, washer, nut, and cotter pin.

(d) Remove bottom flight roller bearings from the aft flap supports with the related bolt, washer, nut and cotter pin.

(e) Refer to 52-53-17 for overhaul of the mid flap.

CLEANING

1. General

A. This procedure has the data necessary to clean the inboard trailing edge aft flap assembly.

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

C. Refer to IPL Figure 1 for item numbers.

2. Cleaning

A. References

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

B. Procedure

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

(2) Clean bearings (50, 155, IPL Figure 1) as specified in SOPM 20-30-01.

CHECK

1. General

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

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. Check

A. References

Reference	Title
SOPM 20-20-02	PENETRANT METHODS OF INSPECTION

B. Procedure

(1) Examine all parts by standard industry practices. Do the penetrant check if you think there are defects.

(2) Penetrant check per SOPM 20-20-02: Brackets (55, 60, 115, 120, 160, 165, IPL Figure 1).

REPAIR

1. Content

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

Table 601:

P/N	NAME	REPAIR
	MISCELLANEOUS PARTS REFINISH	1-1
65C26316	HINGE BRACKET ASSEMBLY	2-1
65C35049	ACTUATOR BRACKET ASSEMBLY	3-1

2. Standard Practices

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

- 20-00-00 Introduction
- SOPM 20-30-01 Cleaning and Relubricating Antifriction Bearings
- SOPM 20-30-02 Stripping of Protective Finishes
- SOPM 20-30-03 General Cleaning Procedures
- SOPM 20-41-01 Decoding Table for Boeing Finish Codes
- SOPM 20-41-02 Application of Chemical and Solvent Resistant Finishes
- SOPM 20-43-01 Cadmium Plating
- SOPM 20-43-03 Chemical Conversion Coatings for Aluminum
- SOPM 20-44-01 Application of Special Purpose Coatings and Finishes
- SOPM 20-50-03 Bearing Installation and Retention
- SOPM 20-60-02 Finishing Materials
- SOPM 20-60-03 Lubricants
- SOPM 20-60-04 Miscellaneous Materials

3. Materials and Equipment

NOTE: Equivalent materials can be used.

A. Primer – primer, C00803 Type 51

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

C. Enamel – coating, C50075 BMS 10-60, gray gloss 707

D. Grease – grease, D00015 BMS 3-24

E. Sealant – sealant, A00247 BMS 5-95

4. 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

MISCELLANEOUS PARTS REFINISH - REPAIR 1-1

1. General

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

B. Refer to REPAIR-GENERAL, Paragraph 2. for the Standard Overhaul Practices Manual (SOPM) subjects identified in this procedure.

C. Refer to REPAIR-GENERAL, Paragraph 3. for the description of the consumable codes identified in this procedure.

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

2. Refinish details

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

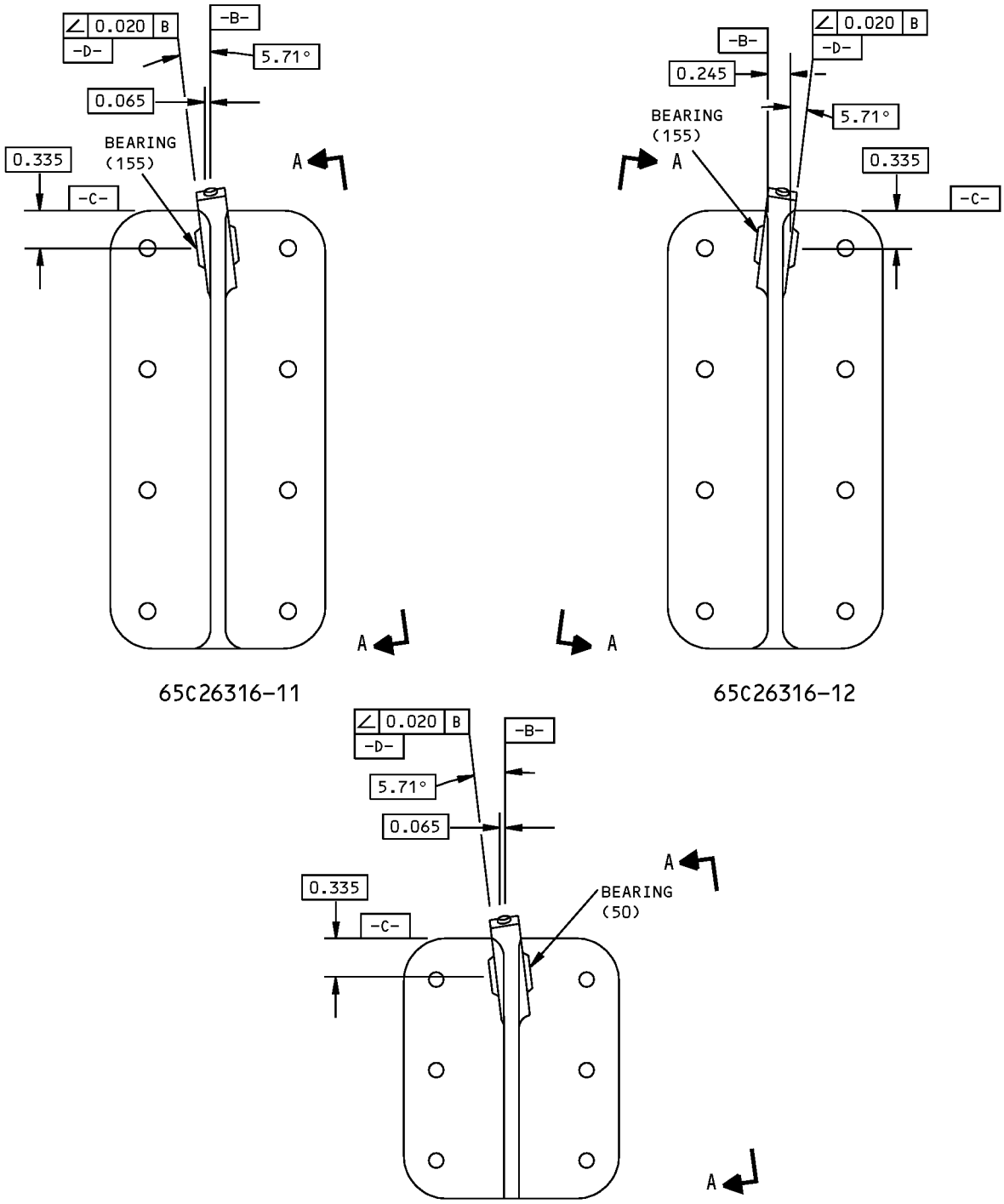
Table 601: Refinish Details

IPL FIG. & ITEM	MATERIAL	FINISH
Fig. 1		
Retainers (195, 200, 205, 210, 215)	Al alloy	Chromic acid anodize and apply primer, C00259 (F-18.13).
Retainers (225, 230, 265, 270), trailing edge (310)	Al alloy	Chromic acid anodize (F-17.04). Then apply primer, C00803 (F-19.43).

HINGE BRACKET ASSEMBLY - REPAIR 2-1

65C26316–11 thru, –14

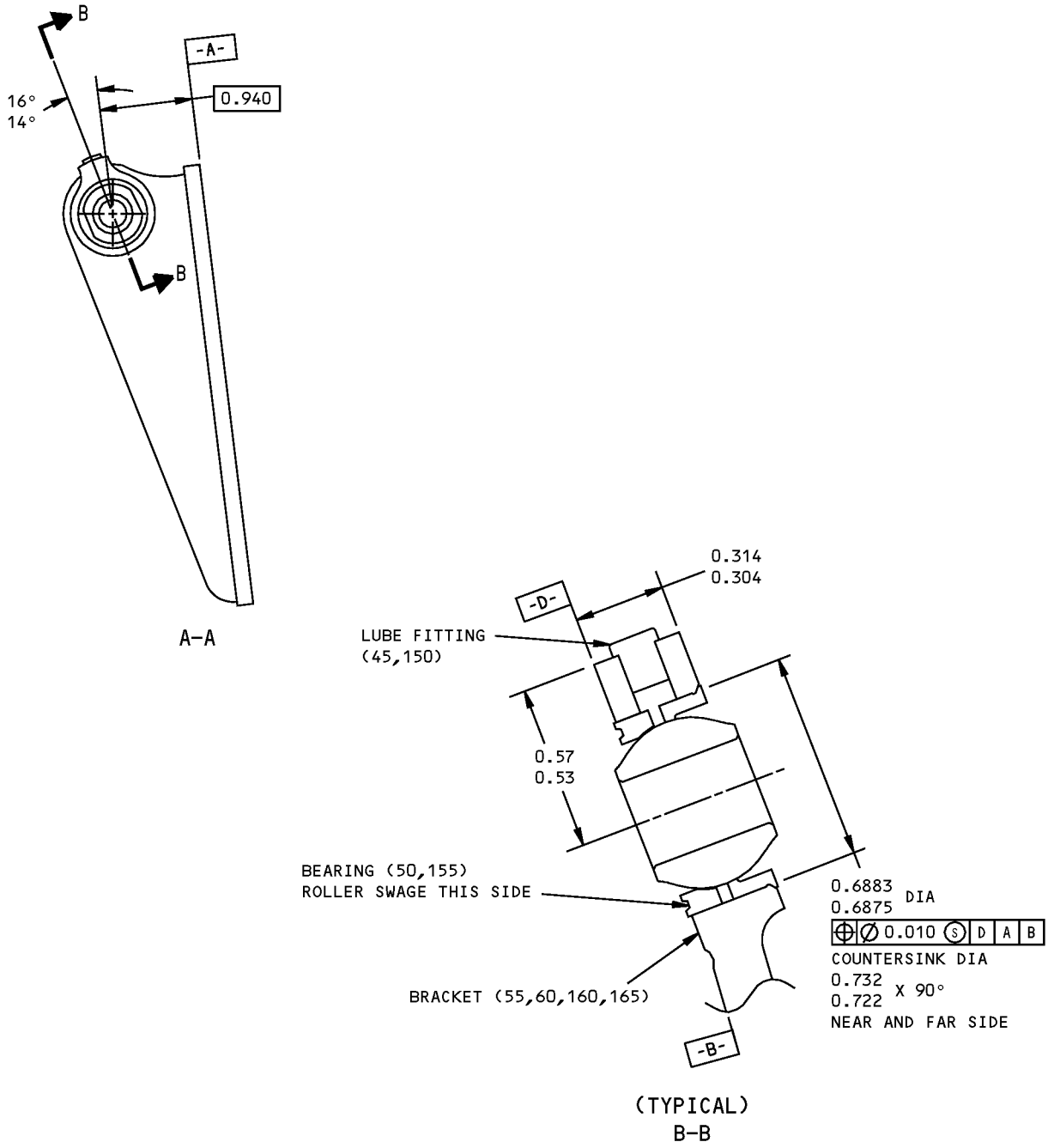
1. **General**
   A. This repair gives the data to repair and refinish the hinge bracket assembly.
   B. Refer to REPAIR-GENERAL, Paragraph 2. for the Standard Overhaul Practices Manual (SOPM) subjects identified in this procedure.
   C. Refer to REPAIR-GENERAL, Paragraph 3. for the description of the consumable codes identified in this procedure.
   D. Refer to REPAIR-GENERAL, Figure 601 for the Standard True Position Dimensioning Symbols shown in the repair.
   E. Refer to IPL Figure 1 for item numbers.
2. **Bearing Replacement (50, 155, REPAIR 2-1, Figure 601)**
   A. Remove the old bearing.
   B. Install a replacement bearing as shown with grease, D00015.
   C. Roller swage per SOPM 20-50-03.
3. **Refinish**
   A. For repair of surfaces which is only replacement of the original finish, refer to Refinish instructions, REPAIR 2-1, Figure 601.



ALL DIMENSIONS ARE IN INCHES

ITEM NUMBERS REFER TO IPL FIG. 1

65C26316-11 thru -14 Hinge Bracket Repair and Refinish
Figure 601 (Sheet 1 of 2)



REFINISH

BRACKETS (55,60,160,165):
CHROMIC ACID ANODIZE AND APPLY PRIMER BMS 10-11, TYPE 1 (F-18.13).

REPAIR

MATERIAL: AL ALLOY

125 ALL MACHINED SURFACES

ITEM NUMBERS REFER TO IPL FIG. 1

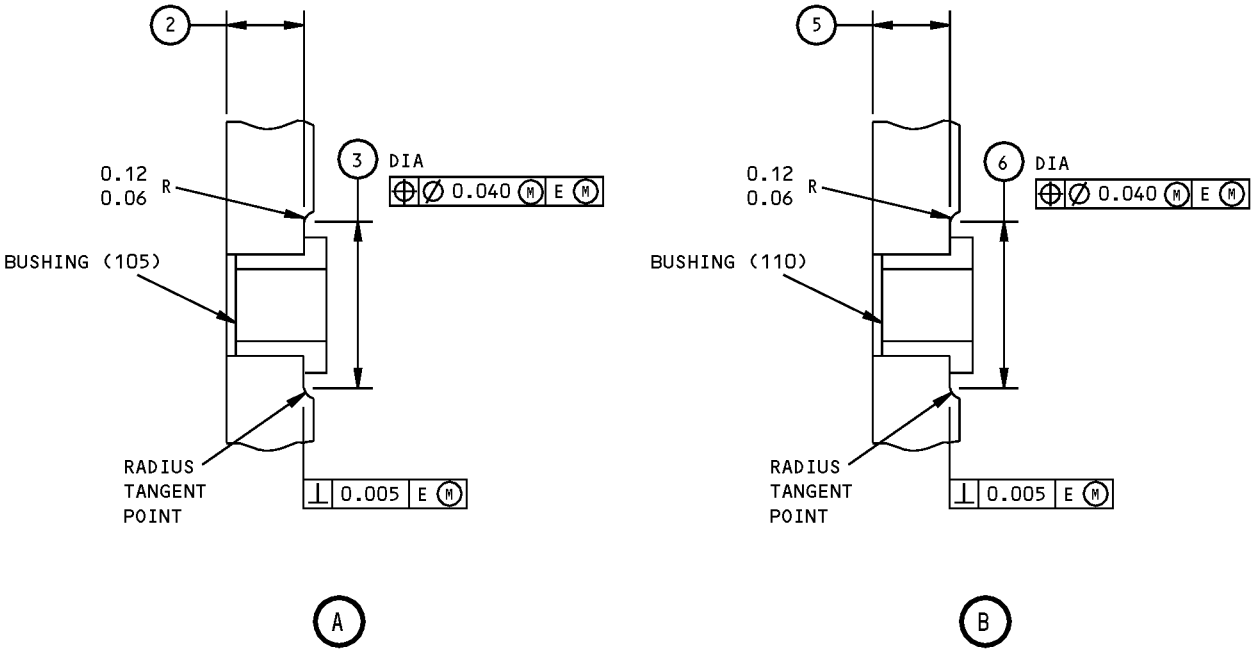
ALL DIMENSIONS ARE IN INCHES

65C26316-11 thru -14 Hinge Bracket Repair and Refinish
Figure 601 (Sheet 2 of 2)

ACTUATOR BRACKET ASSEMBLY - REPAIR 3-1

65C35049–1, –2

1. **General**
   A. This repair gives the data to repair and refinish the actuator bracket assembly.
   B. Refer to REPAIR-GENERAL, Paragraph 2. for the Standard Overhaul Practices Manual (SOPM) subjects identified in this procedure.
   C. Refer to REPAIR-GENERAL, Paragraph 3. for the description of the consumable codes identified in this procedure.
   D. Refer to REPAIR-GENERAL, Figure 601 for the Standard True Position Dimensioning Symbols shown in the repair.
   E. Refer to IPL Figure 1 for item numbers.
2. **Bushing Replacement (105, 110 REPAIR 3-1, Figure 601)**
   A. Remove the old bushings.
   B. Install replacement bushings by the shrink-fit method per SOPM 20-50-03.
   C. Machine the bushings to design dimensions and finish.
3. **Refinish**
   A. For repair of surfaces which is only replacement of the original finish, refer to Refinish instructions, REPAIR 3-1, Figure 601.



REFERENCE NUMBER	1A	1B	2	3	4A	4B	5	6
DESIGN DIMENSION	0.4381 0.4375	0.3132 0.3125	0.275 MIN	0.750 0.690	0.5631 0.5625	0.4382 0.4375	0.260 MIN	0.810 0.750
REPAIR LIMIT	---	---	---	---	---	---	---	---

REFINISH

BRACKETS (115,120):
CHROMIC ACID ANODIZE AND APPLY PRIMER BMS 10-11, TYPE 1 (F-18.13), BUT NO PRIMER IN HOLES FOR BUSHINGS.

REPAIR

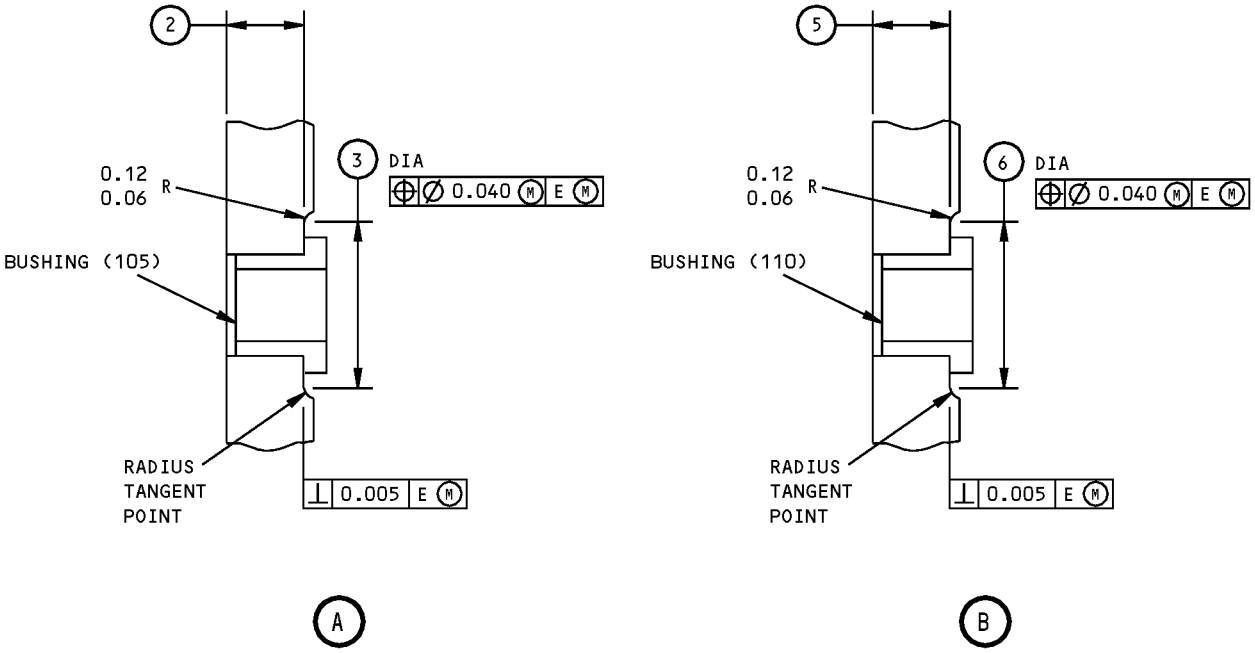
MATERIAL: AL ALLOY

125 ALL MACHINED SURFACES

ITEM NUMBERS REFER TO IPL FIG. 1

ALL DIMENSIONS ARE IN INCHES

65C35049-1,-2 Actuation Bracket Repair and Refinish
Figure 601 (Sheet 1 of 2)



REFERENCE NUMBER	1A	1B	2	3	4A	4B	5	6
DESIGN DIMENSION	0.4381 0.4375	0.3132 0.3125	0.275 MIN	0.750 0.690	0.5631 0.5625	0.4382 0.4375	0.260 MIN	0.810 0.750
REPAIR LIMIT	---	---	---	---	---	---	---	---

REFINISH

BRACKETS (115,120):
CHROMIC ACID ANODIZE AND APPLY PRIMER BMS 10-11, TYPE 1 (F-18.13), BUT NO PRIMER IN HOLES FOR BUSHINGS.

REPAIR

MATERIAL: AL ALLOY

125 ALL MACHINED SURFACES

ITEM NUMBERS REFER TO IPL FIG. 1

ALL DIMENSIONS ARE IN INCHES

65C35049-1,-2 Actuation Bracket Repair and Refinish
Figure 601 (Sheet 2 of 2)

ASSEMBLY

1. General

A. This procedure has the necessary data to assemble the inboard trailing edge flap assembly.

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

C. Refer to IPL Figure 1 for item numbers.

2. Assembly

A. Consumable Materials

NOTE: Equivalent substitutes may be used.

Reference	Description	Specification
A00027	Adhesive - Silicone Rubber, 1 Part, RTV	BAC5010, Type 60
C00259	Primer - Chemical And Solvent Resistant Finish, Epoxy Resin	BMS10-11, Type I
G01048	Lockwire - Corrosion Resistant Steel (0.032 In. Dia.)	NASM20995˜ C32
G50347	Lockwire - Nickel-copper, 0.032 inch diameter	NASM20995N˜ C32

B. References

Reference	Title
SOPM 20-50-01	BOLT AND NUT INSTALLATION
SOPM 20-50-02	INSTALLATION OF SAFETYING DEVICES
SOPM 20-50-12	APPLICATION OF ADHESIVES
SOPM 20-60-02	FINISHING MATERIALS
SOPM 20-60-03	LUBRICANTS

C. Procedure

NOTE: For bolt and nut installation, refer to SOPM 20-50-01. For finishing materials, refer to SOPM 20-60-02. For lubricants, refer to SOPM 20-60-03.

(1) Use standard industry practices and these steps.

(2) Connect the aft flap to the mid flap (ASSEMBLY, Figure 701).

NOTE: The trailing edge installation must be removed from the midflap to install or remove the aftflap.

(a) Make sure each pair of top and bottom deadweight rollers is adjusted the same between the opposite sides of the carriage support (4 locations). Look at the rollers or find the location of the lockplate relative to the bore with the eccentric bushing not fullly out, as shown.

(b) If necessary, remove the aft flight roller from the aftflap assembly with the related cotter pin, nut, bolt, and washers.

(c) Install the aftflap assembly into midflap assembly with the forward flight rollers and the top and bottom deadweight rollers into the aftflap tracks in the midflap. Push the aftflap assembly forward into the midflap.

(d) Install the aft flight roller with its washers, bolt, nut, and cotter pin.

CAUTION: BE CAREFUL TO APPLY THE LOAD TO AN AREA OF 20 SQUARE INCHES OR MORE TO AVOID DAMAGE TO THE SKIN.

(e) Fully extend the aftflap and make sure the two pairs of bottom deadweight rollers are against the track flanges. As an alternative, make sure there is clearance between the forward flight rollers and the upper flange. If not, adjust the top deadweight rollers with the procedure in ASSEMBLY, Paragraph 2.C.(2)(f)1) thru ASSEMBLY, Paragraph 2.C.(2)(f)6).

(f) Make sure the aftflap is fully extended. Then apply a 15-30-pound downward load in the area of the tracks to make sure the two pairs of deadweight rollers touch the track flanges. Measure the gap between aft flight roller and the flange. If the gap is more than 0.015 inch, adjust the bottom deadweight roller as follows:

1) Remove the cotter pin, nut, and washer from the bottom deadweight roller bolt.

2) Pull out the eccentric bushing to disengage the lock.

3) Turn the eccentric bushing as necessary to engage the lock. If necessary, back off the bushing to the next detent to lock. If you cannot decrease the gap with the adjacent notches, turn the eccentric bushing ± 90 degrees to let you use other positions. Do not turn the eccentric bushings independently. Adjustments must be made equally to both sides. The final position of the eccentric bushings must be within ± 1 detent. A minimum of 3 rollers must touch.

CAUTION: BE SURE TO HOLD THE PUSHRODS AWAY FROM THE AFTFLAP DURING THE CHECK OF THE INSTALLATION.

4) Install the bottom deadweight rollers with their washers and nuts. Tighten the nuts a maximum of 5 pound-inches.

5) Move the aftflap slowly forward to the retracted position, and then aft to the extended position. One person can do this with approximately 50 pounds of force. If the operation is not smooth, adjust the deadweight rollers as necessary within the 0.015 inch limits specified for aft flight roller to track clearance.

6) Install the cotter pins into the nuts, as shown in ASSEMBLY, Figure 701.

(3) Adjust the midflap to the aftflap.

(a) Temporarily connect the pushrods to the leading edge of the aftflap with the related bolts, washers, and nuts. Do not tighten the nuts.

(b) Make sure the dimension from the bottom trailing edge of the midflap to the trailing edge of aftflap is as shown in ASSEMBLY, Figure 702. If necessary, adjust the pushrods to get this dimension.

(c) Tighten the checknuts to engage the keys. Extend and retract the flaps as necessary for adjustments and check of dimensions. Then lockwire through the checknuts per SOPM 20-50-02 using lockwire, G50347 or lockwire, G01048.

(d) Put the aftflap segment into the stowed position and temporarily install the trailing edge on the midflap. Make a check of the gap between the upper trailing edge of the midflap and the aftflap. Adjust the thickness of the related shims as necessary. Install the shims with primer, C00259 wet or dry. The maximum shim thickness permitted is 0.066 inch.

(e) Install the trailing edge on the midflap.

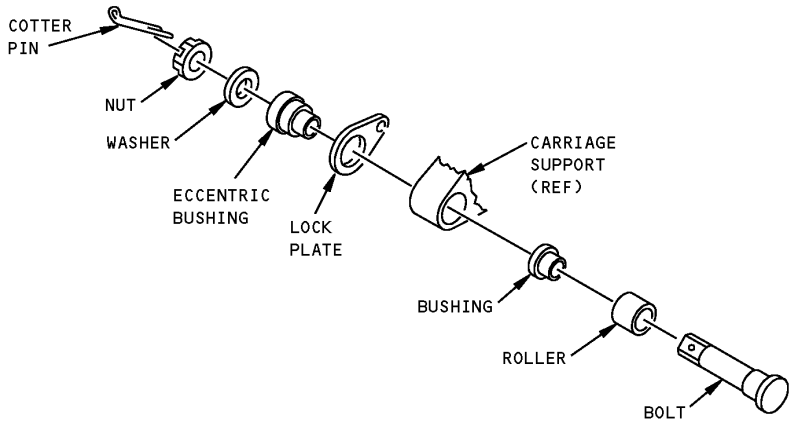
(f) Make a check of the seal at the leading edge of the aftflap (ASSEMBLY, Figure 703). When fully retracted, the aftflap leading edge must compress the seal between 10 and 30 percent. Adjust the seal as follows:

1) Add or remove shims as necessary under the seal retainer at each fastener to get seal compression.

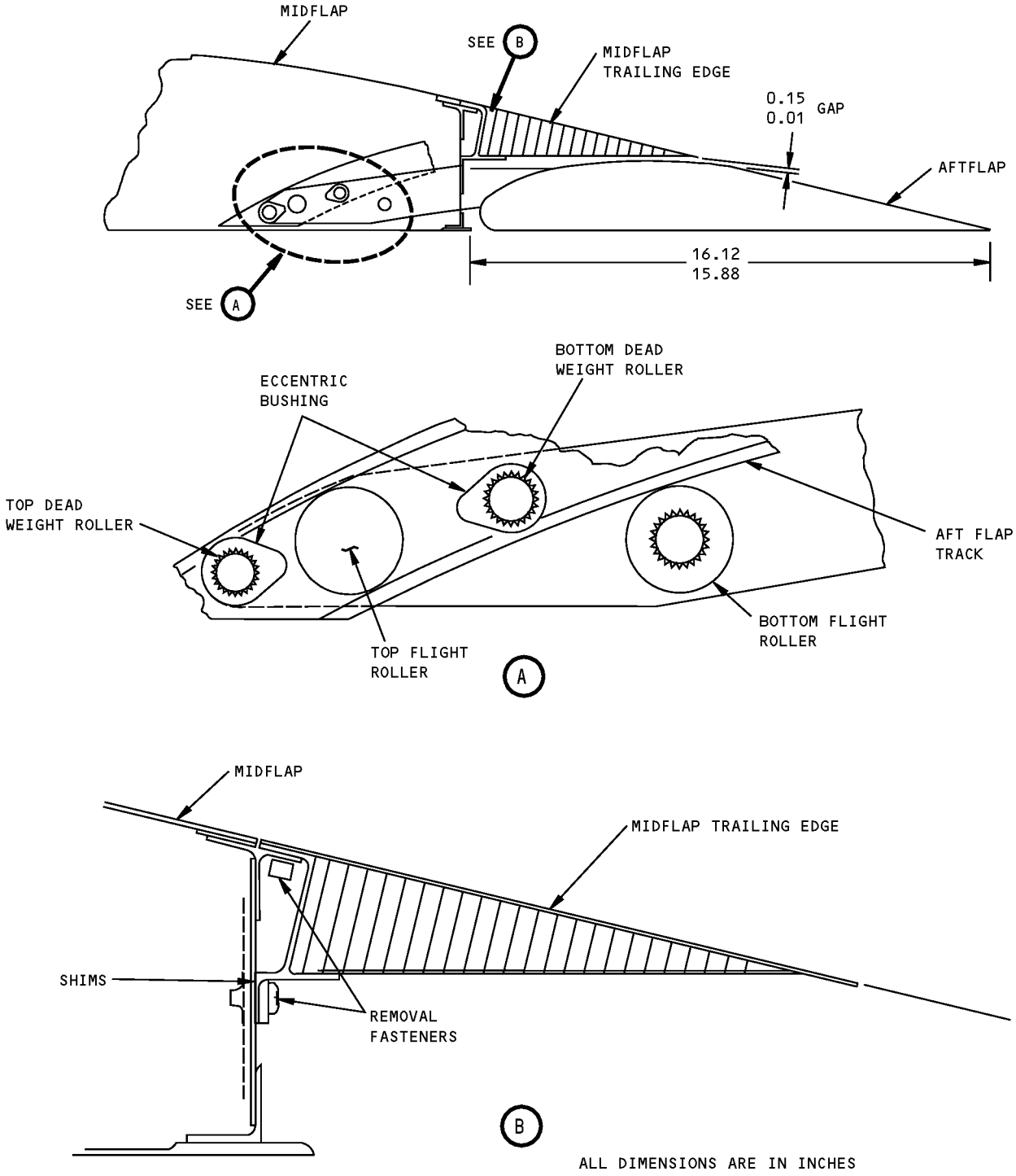
2) When the retainer is correctly shimmed, seal along the length of the retainer with the adhesive, A00027 procedure in SOPM 20-50-12.

(g) When the pushrods and seal retainer are correctly adjusted, install their bolts, washers, and nuts to connect the pushrods to the leading edge of aftflap. Tighten the nuts and install the cotter pins.

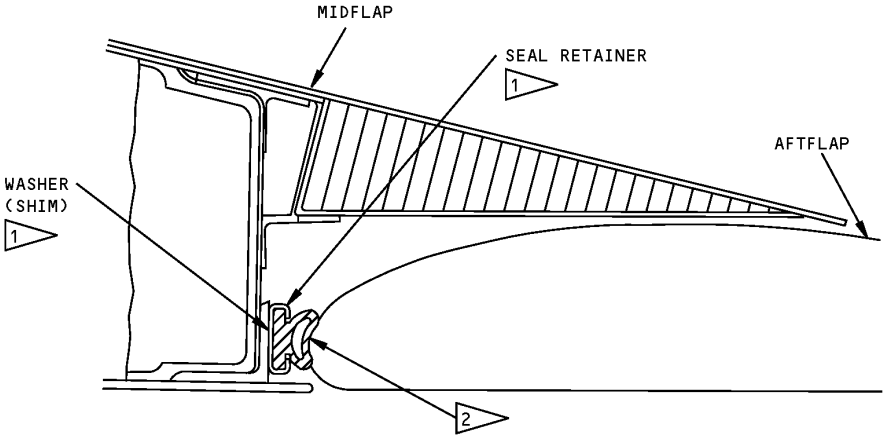
(h) Operate the flaps through one complete cycle. Make sure they operate smoothly.



Deadweight Roller Assembly
Figure 701



Inboard Aftflap Adjustment
Figure 702



1 ADJUST THE SEAL RETAINER AS NECESSARY TO GET THE SEAL TO TOUCH THE AFTFLAP WHEN THE AFTFLAP IS FULLY RETRACTED. AFTER YOU SHIM THE SEAL RETAINER (IF APPLICABLE) SEAL THE LENGTH OF THE RETAINER WITH TYPE 60 ADHESIVE AS SPECIFIED IN 20-50-12.

2 SEAL COMPRESSION OF BETWEEN 10 TO 30 PERCENT IS ACCEPTABLE.

Seal Adjustment
Figure 703

BOEING®

COMPONENT MAINTENANCE MANUAL

FITS AND CLEARANCES

(NOT APPLICABLE)

(NOT APPLICABLE)

ILLUSTRATED PARTS LIST

1. Introduction

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

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

1 2 3 4 5 6 7

. Assembly

. Attaching parts for assembly

. . Detail parts for assembly

. . Subassembly

. . Attaching parts for subassembly

. . . Detail parts for subassembly

. . . Sub-subassembly

. . . Attaching parts for subassembly

. . . . . Details parts for sub-subassembly

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

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

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

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

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

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

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

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

H. Interchangeable Parts

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

VENDOR CODES

Code	Name
11815	CHERRY AEROSPACE FASTENERS DIV OF TEXTRON 1224 EAST WARNER AVENUE PO BOX 2157 SANTA ANA, CALIFORNIA 92707-0157 FORMERLY IN LOS ANGELES, CALIF , FORMERLY CHERRY FASTENERS TOWNSEND DIV OF TEXTRON INC V71087
15653	ALCOA GLOBAL FASTENERS INC DIV KAYNAR PRODUCTS 800 S STATE COLLEGE BLVD FULLERTON, CALIFORNIA 92831-3001 FORMERLY VK6405 MICRODOT AEROSP LTD; FORMERLY KAYNAR TECH FORMERLY FAIRCHILD FASTENERS KAYNAR DIV
15860	NEW HAMPSHIRE BALL BEARINGS, INC ASTRO DIVISION 155 LEXINGTON AVENUE LACONIA, NEW HAMPSHIRE 03246-2937 FORMERLY ASTRO BEARING CORP, LOS ANGELES, CALIF.
17446	HUCK INTL INC AEROSPACE FASTENER DIV 900 WATSON CENTER ROAD CARSON, CALIFORNIA 90745-4201 FORMERLY V32134 REXNORD INC; FORMERLY V97928 HUCK INTL
52828	REPUBLIC FASTENER MFG CORP 1300 RANCHO CONEJO BLVD NEWBURY PARK, CALIFORNIA 91320-1405 FORMERLY IN SYLMAR, CALIFORNIA

Code	Name
53551	ALLFAST FASTENING SYSTEMS INC 15200 EAST DON JULIAN ROAD PO BOX 3166 CITY OF INDUSTRY, CALIFORNIA 91745-1001 FORMERLY V0736B FORMERLY ALLFAST INC V5K545
57606	REXNORD CORP PSI BEARINGS DIV 2175 UNION PL SIMI VALLEY, CALIFORNIA 93065-1661 FORMERLY PSI BEARINGS
72962	HARVARD INDUSTRIES INC 3 WERNER WAY SUITE 210 LEBANON, NEW JERSEY 08833 FORMERLY ESNA V7A079 FORMERLY ELASTIC STOP NUT IN UNION, NJ
80539	SPS TECHNOLOGIES INC DIV AERPSOACE - SANTA ANA 2701 SOUTH HARBOR BOULEVARD SANTA ANA, CALIFORNIA 92704-5803 FORMERLY NUTT-SHEL DIV OF SPC WESTERN CO V80539 AND STANDARD PRESSED STEEL WESTERN DIV V17279
92215	FAIRCHILD IND INC FAIRCHILD AEROSPACE FASTENER DIV 3010 W LOMITA BLVD TORRANCE, CALIFORNIA 90505-5102 FORMERLY VOI-SHAN IN CULVER CITY, CALIF
98996	OLYMPIC FASTENING SYSTEMS INC DOWNEY, CALIFORNIA 90241-4986 OBSOLETE RECORD

NUMERICAL INDEX

PART NUMBER	AIRLINE PART NUMBER	FIGURE	ITEM	UNITS PER ASSEMBLY
102F9202-2-3		1	190	3
102F9206-2-3		1	185	14
2TCC06		1	40	6
		1	40	6
		1	100	6
		1	100	6
		1	145	8
		1	145	8
65-46434-335SP		1	325G	1
65-46434-336SP		1	330G	1
65-46434-349SP		1	325K	1
65-46434-350SP		1	330K	1
65-46434-367SP		1	325H	1
65-46434-368SP		1	330H	1
65-46434-369SP		1	325M	1
65-46434-370SP		1	330M	1
65-46434-379SP		1	325J	1
65-46434-380SP		1	330J	1
65-46434-385SP		1	325L	1
65-46434-386SP		1	330L	1
65-46434-409SP		1	325P	1
65-46434-410SP		1	330P	1
65-46434-413SP		1	325Q	1
65-46434-414SP		1	330Q	1
65-46434-453SP		1	325U	1
65-46434-454SP		1	330U	1
65C26310-17SP		1	335F	1
65C26310-18SP		1	340F	1
65C26310-19SP		1	335G	1
65C26310-20SP		1	340G	1
65C26310-21SP		1	335H	1
65C26310-22SP		1	340H	1
65C26310-23SP		1	335J	1
65C26310-24SP		1	340J	1

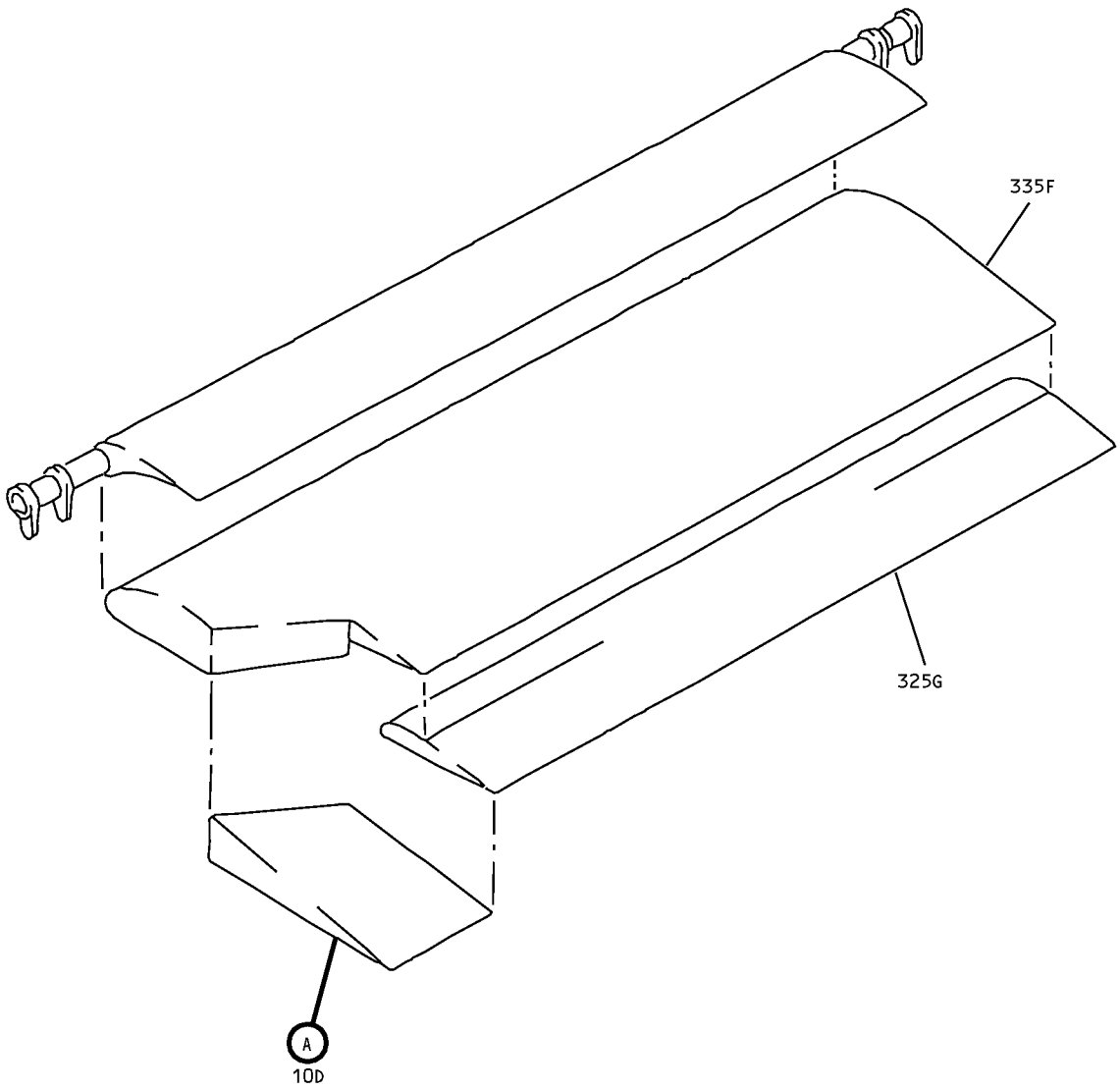
PART NUMBER	AIRLINE PART NUMBER	FIGURE	ITEM	UNITS PER ASSEMBLY
65C26310-25SP		1	335K	1
65C26310-26SP		1	340K	1
65C26310-27SP		1	335L	1
65C26310-28SP		1	340L	1
65C26310-31SP		1	335P	1
65C26310-32SP		1	340P	1
65C26310-33SP		1	335Q	1
65C26310-34SP		1	340Q	1
65C26310-35SP		1	335T	1
		1	335U	1
65C26310-36SP		1	340T	1
		1	340U	1
65C26310-37SP		1	335R	1
65C26310-38SP		1	340R	1
65C26310-39SP		1	335S	1
65C26310-40SP		1	340S	1
65C26311-100SP		1	15G	1
65C26311-35		1	225	1
		1	225B	1
65C26311-36		1	230	1
		1	230B	1
65C26311-41		1	265	1
		1	265B	1
65C26311-42		1	270	1
		1	270B	1
65C26311-43		1	200	1
65C26311-44		1	205	1
65C26311-45		1	210	1
65C26311-46		1	215	1
65C26311-47		1	195	1
65C26311-49		1	235A	1
65C26311-50		1	240A	1
65C26311-501		1	245	1
		1	285	1
65C26311-502		1	250	1

PART NUMBER	AIRLINE PART NUMBER	FIGURE	ITEM	UNITS PER ASSEMBLY
		1	290	1
65C26311-51		1	275A	1
65C26311-515		1	255A	1
65C26311-516		1	260A	1
65C26311-517		1	295A	1
65C26311-518		1	300C	1
65C26311-52		1	280A	1
65C26311-53		1	225A	1
65C26311-54		1	230A	1
65C26311-55		1	265A	1
65C26311-56		1	270A	1
65C26311-57		1	255B	1
65C26311-58		1	260B	1
65C26311-59		1	295B	1
65C26311-60		1	300B	1
65C26311-61		1	245A	1
		1	285A	1
65C26311-62		1	250A	1
		1	290A	1
65C26311-7		1	310	1
65C26311-87SP		1	10D	1
65C26311-88SP		1	15D	1
65C26311-89SP		1	10E	1
65C26311-90SP		1	15E	1
65C26311-91		1	235C	1
		1	235D	1
65C26311-92		1	240C	1
		1	240D	1
65C26311-93		1	275C	1
		1	275D	1
65C26311-94		1	280C	1
		1	280D	1
65C26311-95SP		1	10F	1
65C26311-96SP		1	15F	1
65C26311-99SP		1	10G	1

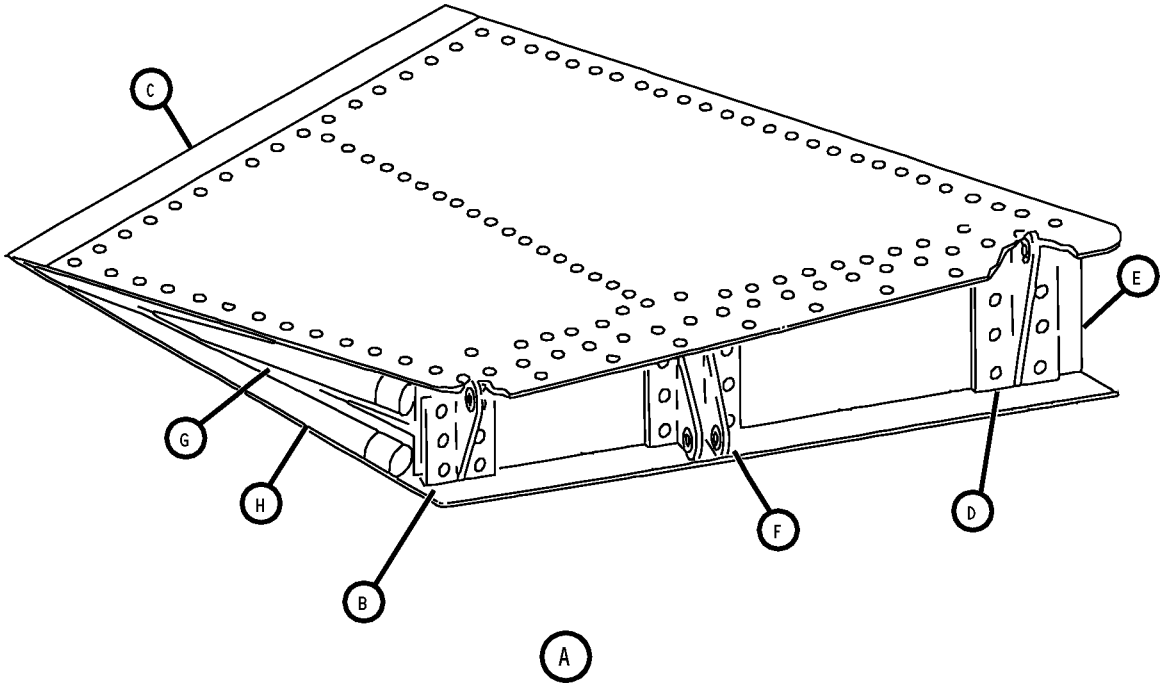
PART NUMBER	AIRLINE PART NUMBER	FIGURE	ITEM	UNITS PER ASSEMBLY
65C26316-11		1	125	1
65C26316-12		1	130	1
65C26316-13		1	20	1
65C26316-14		1	25	1
65C26316-15		1	160	1
65C26316-16		1	165	1
65C26316-17		1	55	1
65C26316-18		1	60	1
65C35049-1		1	65	1
65C35049-2		1	70	1
65C35049-3		1	115	1
65C35049-4		1	120	1
65C36505-11SP		1	1D	RF
65C36505-12SP		1	5D	RF
65C36505-13SP		1	1E	RF
65C36505-14SP		1	5E	RF
65C36505-15SP		1	1F	RF
65C36505-16SP		1	5F	RF
65C36505-19SP		1	1G	RF
65C36505-1SP		1	1	RF
65C36505-20SP		1	5G	RF
65C36505-21SP		1	1H	RF
65C36505-22SP		1	5H	RF
65C36505-23SP		1	1J	RF
65C36505-24SP		1	5J	RF
65C36505-25SP		1	1L	RF
65C36505-26SP		1	5L	RF
65C36505-27SP		1	1K	RF
65C36505-28SP		1	5K	RF
65C36505-2SP		1	5	RF
65C36505-3SP		1	1A	RF
65C36505-45SP		1	1R	RF
65C36505-46SP		1	5R	RF
65C36505-4SP		1	5A	RF
65C36505-5SP		1	1B	RF

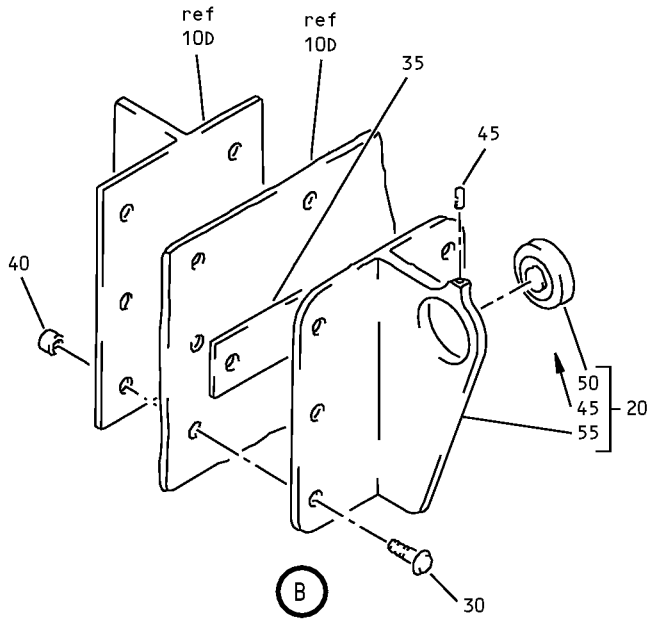
PART NUMBER	AIRLINE PART NUMBER	FIGURE	ITEM	UNITS PER ASSEMBLY
65C36505-6SP		1	5B	RF
AF5141-3C3		1	180	34
AMB5V4002		1	50A	1
		1	155A	1
BACB28AP05P027		1	105	1
BACB28AT07B027C		1	110	1
BACB30NN3K5		1	170	16
BACB30NN3K6		1	175	1
BACB30UB6K10		1	85	2
BACB30UB6K7		1	30	6
		1	75	2
		1	135	8
BACB30UB6K8		1	80	2
BACC30BF6		1	40	6
		1	100	6
		1	145	8
BACF3H07VH007HN		1	90	3
BACN10JS3A2CD		1	185	14
BACN10JS3B2CD		1	190	3
BACR15CE6AD8		1	305	34
BACR15DR3AC3		1	180	34
BACR15NX3KR1		1	315	4
BACS40R008B022F		1	35	1
BACS40R013B027F		1	95	1
BACS40R022B024F		1	140	1
BRF120C2-3D		1	190	3
BRF220C2-3D		1	185	14
CCR264CS3-3IT		1	180	34
F51849-3-2BAC		1	190	3
F51900-3-2BAC		1	185	14
MS27253-1		1	320	1
NAS516-1A		1	45	1
		1	150	1
NS202562-3-2		1	185	14
NS202563-3-2		1	190	3

PART NUMBER	AIRLINE PART NUMBER	FIGURE	ITEM	UNITS PER ASSEMBLY
P27850		1	50	1
		1	155	1
RV541A3C3		1	180	34

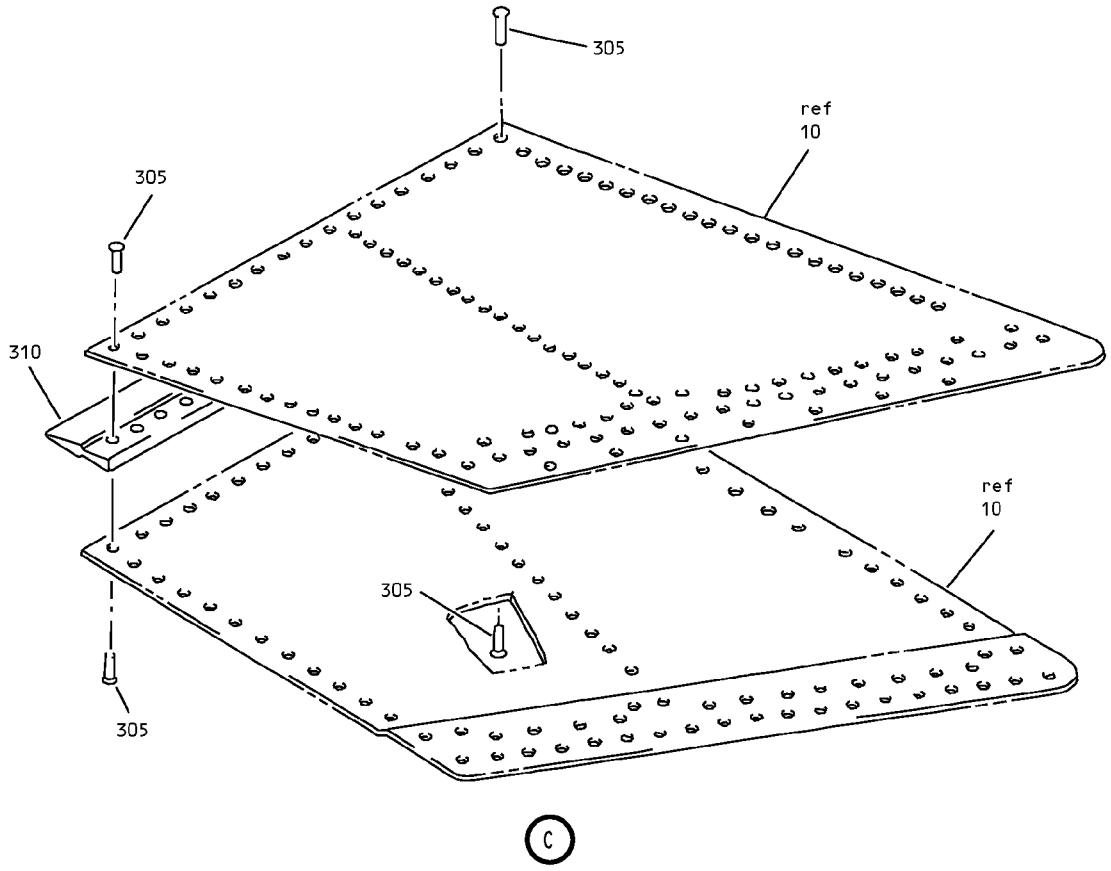


Inboard Trailing Edge Mid/Aft Flap Assembly
IPL Figure 1 (Sheet 1 of 6)

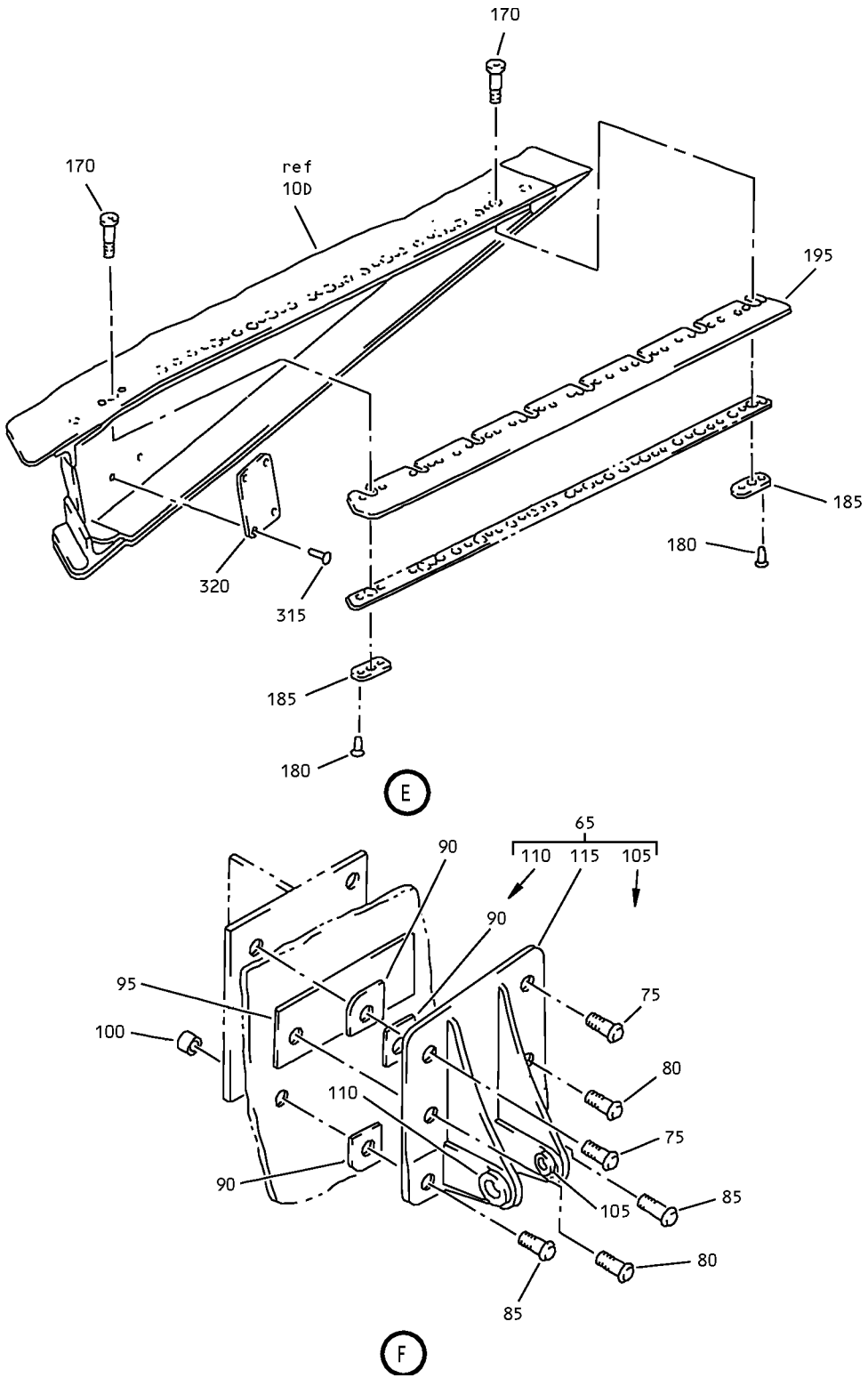




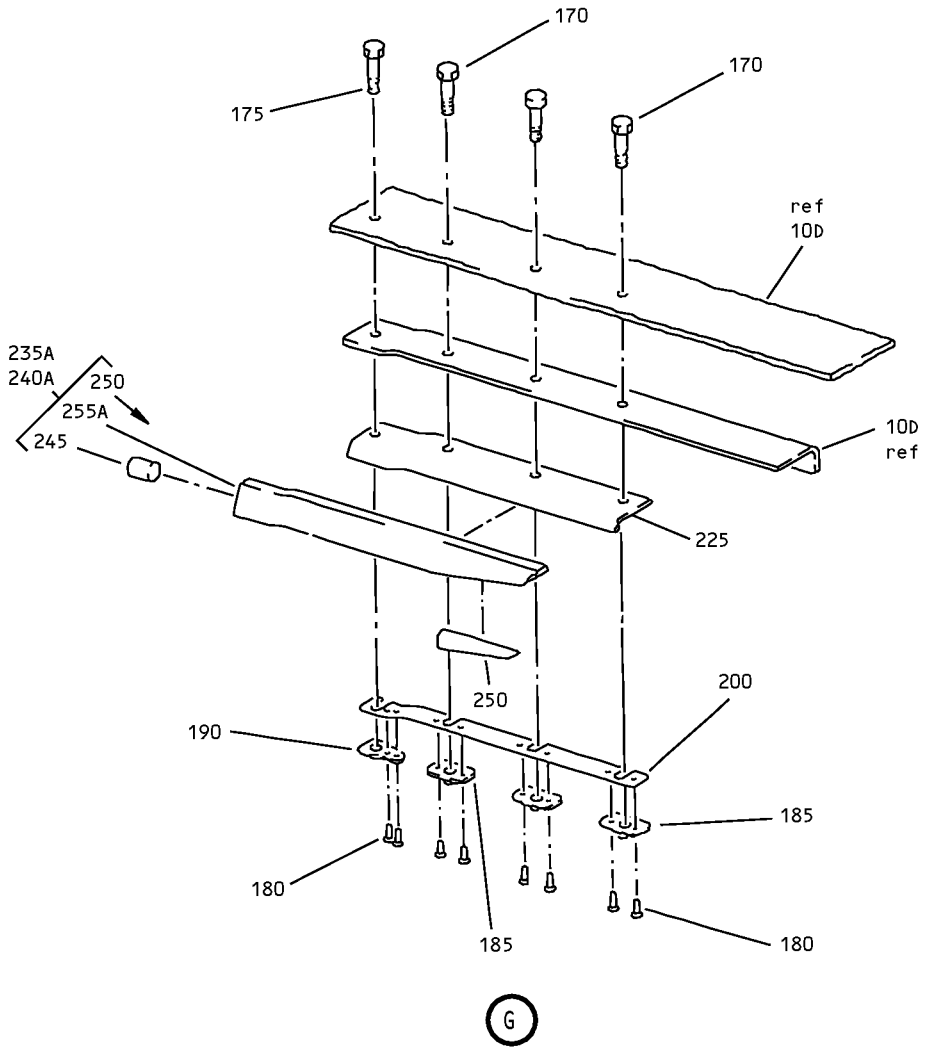
Inboard Trailing Edge Mid/Aft Flap Assembly
IPL Figure 1 (Sheet 2 of 6)



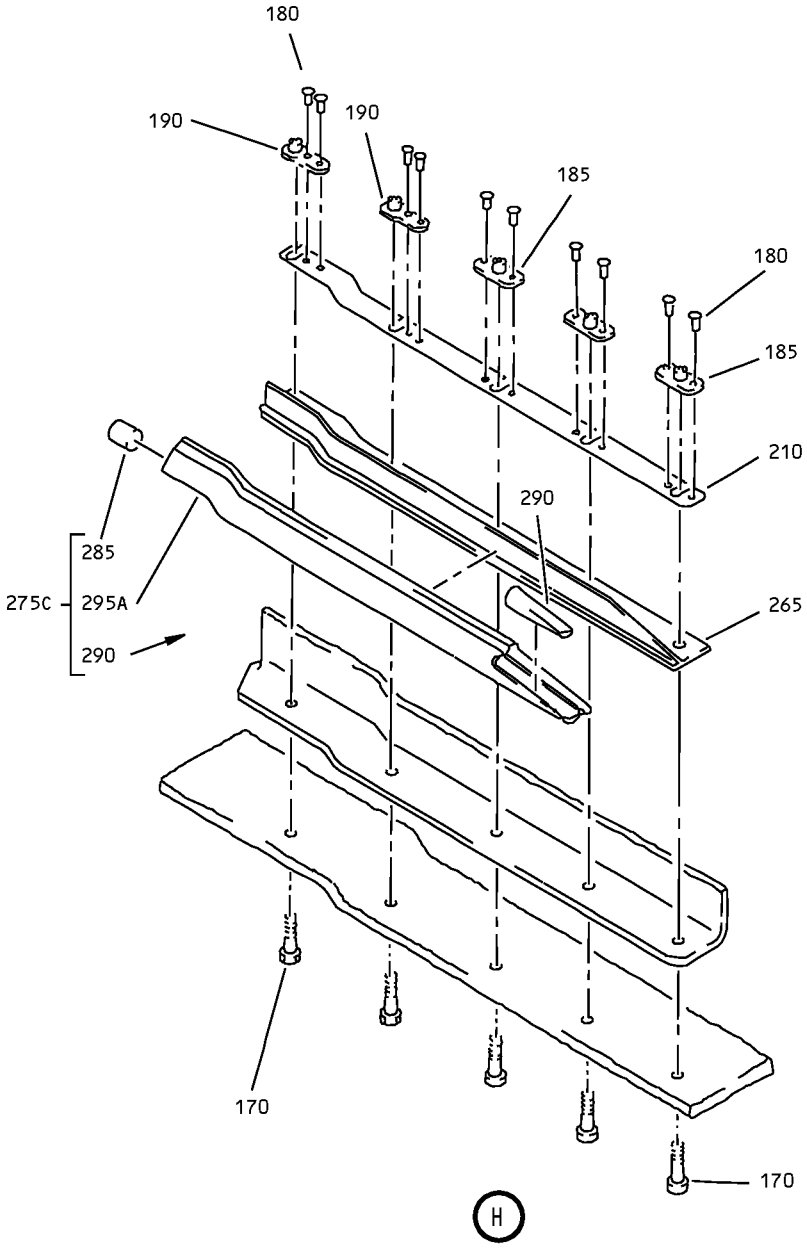
Inboard Trailing Edge Mid/Aft Flap Assembly
IPL Figure 1 (Sheet 3 of 6)



Inboard Trailing Edge Mid/Aft Flap Assembly
IPL Figure 1 (Sheet 4 of 6)



Inboard Trailing Edge Mid/Aft Flap Assembly
IPL Figure 1 (Sheet 5 of 6)



Inboard Trailing Edge Mid/Aft Flap Assembly
IPL Figure 1 (Sheet 6 of 6)

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
1–					
–1	65C36505-1SP		FLAP ASSY-INBD TE MID/AFT (PRE SB 737-57-1227)	A	RF
–1A	65C36505-3SP		FLAP ASSY-INBD TE MID/AFT (VARIABLE) (PRE SB 737-57-1227)	B	RF
–1B	65C36505-5SP		FLAP ASSY-INBD TE MID/AFT (VARIABLE) (PRE SB 737-57-1227)	C	RF
–1C	65C36505-7SP		DELETED		
–1D	65C36505-11SP		FLAP ASSY-INBD TE MID/AFT (VARIABLE) (PRE SB 737-57-1227)	E	RF
–1E	65C36505-13SP		FLAP ASSY-INBD TE MID/AFT (PRE SB 737-57-1227)	F	RF
–1F	65C36505-15SP		FLAP ASSY-INBD TE MID/AFT (VARIABLE) (PRE SB 737-57-1227)	G	RF
–1G	65C36505-19SP		FLAP ASSY-INBD TE MID/AFT (VARIABLE) (PRE SB 737-57-1227)	Q	RF
–1H	65C36505-21SP		FLAP ASSY-INBD TE MID/AFT (VARIABLE) (PRE SB 737-57-1227)	R	RF
–1J	65C36505-23SP		FLAP ASSY-INBD TE MID/AFT (VARIABLE) (PRE SB 737-57-1227)	D	RF
–1K	65C36505-27SP		FLAP ASSY-INBD TE MID/AFT (VARIABLE) (PRE SB 737-57-1227)	U	RF
–1L	65C36505-25SP		FLAP ASSY-INBD TE MID/AFT (VARIABLE) (POST SB 737-57-1227)	W	RF
–1M	65C36505-37SP		DELETED		
–1N	65C36505-39SP		DELETED		
–1P	65C36505-41SP		DELETED		
–1Q	65C36505-43SP		DELETED		
–1R	65C36505-45SP		FLAP ASSY-INBD TE MID/AFT (VARIABLE)	AC	RF

–Item not Illustrated

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
1–					
–5	65C36505-2SP		FLAP ASSY-INBD TE MID/AFT (PRE SB 737-57-1227)	H	RF
–5A	65C36505-4SP		FLAP ASSY-INBD TE MID/AFT (VARIABLE) (PRE SB 737-57-1227)	J	RF
–5B	65C36505-6SP		FLAP ASSY-INBD TE MID/AFT (VARIABLE) (PRE SB 737-57-1227)	K	RF
–5C	65C36505-8SP		DELETED		
–5D	65C36505-12SP		FLAP ASSY-INBD TE MID/AFT (VARIABLE) (PRE SB 737-57-1227)	M	RF
–5E	65C36505-14SP		FLAP ASSY-INBD TE MID/AFT (PRE SB 737-57-1227)	N	RF
–5F	65C36505-16SP		FLAP ASSY-INBD TE MID/AFT (VARIABLE) (PRE SB 737-57-1227)	P	RF
–5G	65C36505-20SP		FLAP ASSY-INBD TE MID/AFT (VARIABLE) (PRE SB 737-57-1227)	S	RF
–5H	65C36505-22SP		FLAP ASSY-INBD TE MID/AFT (VARIABLE) (PRE SB 737-57-1227)	T	RF
–5J	65C36505-24SP		FLAP ASSY-INBD TE MID/AFT (VARIABLE) (PRE SB 737-57-1227)	L	RF
–5K	65C36505-28SP		FLAP ASSY-INBD TE MID/AFT (VARIABLE) (PRE SB 737-57-1227)	V	RF
–5L	65C36505-26SP		FLAP ASSY-INBD TE MID/AFT (VARIABLE) (POST SB 737-57-1227)	X	RF
–5M	65C36505-38SP		DELETED		
–5N	65C36505-40SP		DELETED		
–5P	65C36505-42SP		DELETED		
–5Q	65C36505-44SP		DELETED		
–5R	65C36505-46SP		FLAP ASSY-INBD TE MID/AFT (VARIABLE)	AH	RF
10	65C26311-87		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–					
–10A	65C26311-87		DELETED		
–10B	65C26311-89		DELETED		
–10C	65C26311-95		DELETED		
10D	65C26311-87SP		. GATE ASSY-EXHAUST (LIMITED USAGE)	A, C	1
–10E	65C26311-89SP		. GATE ASSY-EXHAUST (LIMITED USAGE)	B, D-G, Q, R, U, W, AC	1
–10F	65C26311-95SP		. GATE ASSY-EXHAUST (LIMITED USAGE)	B, D-G, Q, R, U, W, AC	1
–10G	65C26311-99SP		. GATE ASSY-EXHAUST (LIMITED USAGE)	D, F, Q, AC	1
–10H	65C26311-99SP		DELETED		
–15	65C26311-88		DELETED		
–15A	65C26311-88		DELETED		
–15B	65C26311-90		DELETED		
–15C	65C26311-96		DELETED		
–15D	65C26311-88SP		. GATE ASSY-EXHAUST (LIMITED USAGE)	H, K	1
–15E	65C26311-90SP		. GATE ASSY-EXHAUST (LIMITED USAGE)	J, L-P, S, T, V, X, AH	1
–15F	65C26311-96SP		. GATE ASSY-EXHAUST (LIMITED USAGE)	J, L-P, S, T, V, X, AH	1
–15G	65C26311-100SP		. GATE ASSY-EXHAUST (LIMITED USAGE)	L, N, S, AH	1
–15H	65C26311-100SP		DELETED		
20	65C26316-13		. . BRACKET ASSY-INBD HINGE	A-G, Q, R, U, W, AC	1
–25	65C26316-14		. . BRACKET ASSY-INBD HINGE	H-P, S, T, V, X, AH	1
			ATTACHING PARTS		
30	BACB30UB6K7		. . BOLT		6

–Item not Illustrated

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
1–					
35	BACS40R008B022F		. . SHIM		1
40	2TCC06		. . COLLAR (V17446) (SPEC BACC30BF6) (OPT 2TCC06 (V92215))		6
			- - - - - - - * - - - - - - -		
45	NAS516-1A		. . . FITTING		1
50	P27850		. . . BEARING (V57606) (OPT ITEM 50A)		1
–50A	AMB5V4002		. . . BEARING (V15860) (OPT ITEM 50)		1
55	65C26316-17		. . . BRACKET	A-G, Q, R, U, W, AC	1
–60	65C26316-18		. . . BRACKET	H-P, S, T, V, X, AH	1
65	65C35049-1		. . BRACKET ASSY-ACTUATOR	A-G, Q, R, U, W, AC	1
–70	65C35049-2		. . BRACKET ASSY-ACTUATOR	H-P, S, T, V, X, AH	1
			ATTACHING PARTS		
75	BACB30UB6K7		. . BOLT		2
80	BACB30UB6K8		. . BOLT		2
85	BACB30UB6K10		. . BOLT		2
90	BACF3H07VH007HN		. . FILLER		3
95	BACS40R013B027F		. . SHIM		1
100	2TCC06		. . COLLAR (V17446) (SPEC BACC30BF6) (OPT 2TCC06 (V92215))		6
			- - - - - - - * - - - - - - -		
105	BACB28AP05P027		. . . BUSHING		1
110	BACB28AT07B027C		. . . BUSHING		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–					
115	65C35049-3		. . . BRACKET	A-G, Q, R, U, W, AC	1
–120	65C35049-4		. . . BRACKET	H-P, S, T, V, X, AH	1
125	65C26316-11		. . BRACKET ASSY-OUTBD HINGE	A-G, Q, R, U, W, AC	1
–130	65C26316-12		. . BRACKET ASSY-OUTBD HINGE	H-P, S, T, V, X, AH	1
			ATTACHING PARTS		
135	BACB30UB6K7		. . BOLT		8
140	BACS40R022B024F		. . SHIM		1
145	2TCC06		. . COLLAR (V17446) (SPEC BACC30BF6) (OPT 2TCC06 (V92215))		8
			- - - - - - - * - - - - - - -		
150	NAS516-1A		. . . FITTING		1
155	P27850		. . . BEARING (V57606) (OPT ITEM 155A)		1
–155A	AMB5V4002		. . . BEARING (V15860) (OPT ITEM 155)		1
160	65C26316-15		. . . BRACKET	A-G, Q, R, U, W, AC	1
–165	65C26316-16		. . . BRACKET	H-P, S, T, V, X, AH	1
170	BACB30NN3K5		. . BOLT		16
175	BACB30NN3K6		. . BOLT		1
180	AF5141-3C3		. . RIVET (V53551) (SPEC BACR15DR3AC3) (OPT CCR264CS3-3IT (V11815)) (OPT RV541A3C3 (V98996))		34

–Item not Illustrated

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
1–					
185	BRF220C2-3D		. . NUTPLATE (V52828) (SPEC BACN10JS3A2CD) (OPT F51900-3-2BAC (V15653)) (OPT NS202562-3-2 (V80539)) (OPT 102F9206-2-3 (V72962))		14
190	BRF120C2-3D		. . NUTPLATE (V52828) (SPEC BACN10JS3B2CD) (OPT F51849-3-2BAC (V15653)) (OPT NS202563-3-2 (V80539)) (OPT 102F9202-2-3 (V72962))		3
195	65C26311-47		. . RETAINER		1
200	65C26311-43		. . RETAINER	A-G, Q, R, U, W, AC	1
–205	65C26311-44		. . RETAINER	H-P, S, T, V, X, AH	1
210	65C26311-45		. . RETAINER	A-G, Q, R, U, W, AC	1
–215	65C26311-46		. . RETAINER	H-P, S, T, V, X, AH	1
225	65C26311-35		. . RETAINER-UPR SEAL (ITEM 235A PLUS ITEM 225A IS OPT TO ITEM 235C PLUS ITEM 225) (USED ON ITEM 10D)	A, C	1
–225A	65C26311-53		. . RETAINER-UPR SEAL (ITEM 235A PLUS ITEM 225A IS OPT TO ITEM 235C PLUS ITEM 225) (USED ON ITEM 10D)	A, C	1
–225B	65C26311-35		. . RETAINER-UPR SEAL (USED ON ITEMS 10E,10F,10G)	B, D-G, Q, R, U, W, AC	1
–230	65C26311-36		. . RETAINER-UPR SEAL (ITEM 240A PLUS ITEM 230A IS OPT TO ITEM 240C PLUS ITEM 230) (USED ON ITEM 15D)	H, K	1
–230A	65C26311-54		. . RETAINER-UPR SEAL (ITEM 240A PLUS ITEM 230A IS OPT TO ITEM 240C PLUS ITEM 230) (USED ON ITEM 15D)	H, K	1

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
1–					
–230B	65C26311-36		. . RETAINER-UPR SEAL (USED ON ITEMS 15E,15F,15G)	J, L-P, S, T, V, X, AH	1
235	65C26311-13		DELETED		
235A	65C26311-49		. . SEAL ASSY-BULB (ITEM 235A PLUS ITEM 225A IS OPT TO ITEM 235C PLUS ITEM 225) (USED ON ITEM 10D)	A, C	1
–235B	65C26311-13		DELETED		
–235C	65C26311-91		. . SEAL ASSY-BULB (ITEM 235A PLUS ITEM 225A IS OPT TO ITEM 235C PLUS ITEM 225) (USED ON ITEM 10D)	A, C	1
–235D	65C26311-91		. . SEAL ASSY-BULB (USED ON ITEMS 10E,10F,10G)	B, D-G, Q, R, U, W, AC	1
–240	65C26311-14		DELETED		
240A	65C26311-50		. . SEAL ASSY-BULB (ITEM 240A PLUS ITEM 230A IS OPT TO ITEM 240C PLUS ITEM 230) (USED ON ITEM 15D)	H, K	1
–240B	65C26311-14		DELETED		
–240C	65C26311-92		. . SEAL ASSY-BULB (ITEM 240A PLUS ITEM 230A IS OPT TO ITEM 240C PLUS ITEM 230) (USED ON ITEM 15D)	H, K	1
–240D	65C26311-92		. . SEAL ASSY-BULB (USED ON ITEMS 15E,15F,15G)	J, L-P, S, T, V, X, AH	1
245	65C26311-501		. . . PLUG (USED ON ITEMS 235C, 235D, 240C, 240D)		1
–245A	65C26311-61		. . . PLUG (USED ON ITEMS 235A, 240A)	A, C, H, K	1
250	65C26311-502		. . . PLUG (USED ON ITEMS 235C, 235D, 240C, 240D)		1
–250A	65C26311-62		. . . PLUG (USED ON ITEMS 235A, 240A)	A, C, H, K	1
255	65C26311-503		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–					
255A	65C26311-515		. . . SEAL (USED ON ITEMS 235C, 235D)	A-G, Q, R, U, W, AC	1
–255B	65C26311-57		. . . SEAL (USED ON ITEM 235A)	A, C	1
–260	65C26311-504		DELETED		
–260A	65C26311-516		. . . SEAL	H-P, S, T, V, X, AH	1
–260B	65C26311-58		. . . SEAL (USED ON ITEM 240A)	H, K	1
265	65C26311-41		. . RETAINER-LWR SEAL (ITEM 275A PLUS ITEM 265A IS OPT TO ITEM 275C PLUS ITEM 265)	A, C	1
–265A	65C26311-55		. . RETAINER-LWR SEAL (ITEM 275A PLUS ITEM 265A IS OPT TO ITEM 275C PLUS ITEM 265)	A, C	1
–265B	65C26311-41		. . RETAINER-LWR SEAL	B, D-G, Q, R, U, W, AC	1
–270	65C26311-42		. . RETAINER-LWR SEAL (ITEM 280A PLUS ITEM 270A IS OPT TO ITEM 280C PLUS ITEM 270)	H, K	1
–270A	65C26311-56		. . RETAINER-LWR SEAL (ITEM 280A PLUS ITEM 270A IS OPT TO ITEM 280C PLUS ITEM 270)	H, K	1
–270B	65C26311-42		. . RETAINER-LWR SEAL	J, L-P, S, T, V, X, AH	1
275	65C26311-15		DELETED		
–275A	65C26311-51		. . SEAL ASSY-BULB (ITEM 275A PLUS ITEM 265A IS OPT TO ITEM 275C PLUS ITEM 265)	A, C	1
–275B	65C26311-15		DELETED		
275C	65C26311-93		. . SEAL ASSY-BULB (ITEM 275A PLUS ITEM 265A IS OPT TO ITEM 275C PLUS ITEM 265)	A, C	1
–275D	65C26311-93		. . SEAL ASSY-BULB	B, D-G, Q, R, U, W, AC	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–					
–280	65C26311-16		DELETED		
–280A	65C26311-52		. . SEAL ASSY-BULB (ITEM 280A PLUS ITEM 270A IS OPT TO ITEM 280C PLUS ITEM 270)	H, K	1
–280B	65C26311-16		DELETED		
–280C	65C26311-94		. . SEAL ASSY-BULB (ITEM 280A PLUS ITEM 270A IS OPT TO ITEM 280C PLUS ITEM 270)	H, K	1
–280D	65C26311-94		. . SEAL ASSY-BULB	J, L-P, S, T, V, X, AH	1
285	65C26311-501		. . . PLUG		1
–285A	65C26311-61		. . . PLUG (USED ON ITEMS 275A, 280A)	A, C, H, K	1
290	65C26311-502		. . . PLUG (USED ON ITEMS 275C, 275D, 280C, 280D)		1
–290A	65C26311-62		. . . PLUG (USED ON ITEMS 275A, 280A)	A, C, H, K	1
295	65C26311-505		DELETED		
295A	65C26311-517		. . . SEAL (USED ON ITEMS 275C, 275D)	A-G, Q, R, U, W, AC	1
–295B	65C26311-59		. . . SEAL (USED ON ITEM 275A)	A, C	1
–300	65C26311-506		DELETED		
–300A	65C26311-516		DELETED		
–300B	65C26311-60		. . . SEAL (USED ON ITEM 280A)	H, K	1
–300C	65C26311-518		. . . SEAL (USED ON ITEMS 280C, 280D)	H-P, S, T, V, X, AH	1
305	BACR15CE6AD8		. . RIVET		34
310	65C26311-7		. . EDGE		1
315	BACR15NX3KR1		. . RIVET		4
320	MS27253-1		. . PLATE		1
325	65-46434-335		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–					
–325A	65-46434-367		DELETED		
–325B	65-46434-379		DELETED		
–325C	65-46434-349		DELETED		
–325D	65-46434-385		DELETED		
–325E	65-46434-369		DELETED		
–325F	65-46434-379		DELETED		
325G	65-46434-335SP		. FLAP ASSY-AFT (LIMITED USAGE) (OPT ITEM 325H) (PRE SB 737-57-1227) (REFER TO CMM 57-53-28)	A, C	1
–325H	65-46434-367SP		. FLAP ASSY-AFT (LIMITED USAGE) (OPT ITEM 325G) (PRE SB 737-57-1227) (REFER TO CMM 57-53-28)	A, C	1
–325J	65-46434-379SP		. FLAP ASSY-AFT (LIMITED USAGE) (65-46434-385SP MAY REPLACE 65-46434-379SP FOR GRAVEL RUNWAY PROTECTION CONFIGURATION) (PRE SB 737-57-1227) (REFER TO CMM 57-53-28)	A-G, R, U	1
–325K	65-46434-349SP		. FLAP ASSY-AFT (65-46434-349SP MAY REPLACE 65-46434-369SP FOR GRAVEL RUNWAY PROTECTION CONFIGURATION) (PRE SB 737-57-1227) (REFER TO CMM 57-53-28)	B	1
–325L	65-46434-385SP		. FLAP ASSY-AFT (65-46434-385SP MAY REPLACE 65-46434-379SP FOR GRAVEL RUNWAY PROTECTION CONFIGURATION) (PRE SB 737-57-1227) (REFER TO CMM 57-53-28)	E	1

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
1–					
–325M	65-46434-369SP		. FLAP ASSY-AFT (LIMITED USAGE) (65-46434-349SP MAY REPLACE 65-46434-369SP FOR GRAVEL RUNWAY PROTECTION CONFIGURATION) (65-46434-409SP MAY REPLACE 65-46434-369SP FOR GRAVEL RUNWAY PROTECTION CONFIGURATION) (65-46434-413 CAN REPLACE 65-46434-369 FOR P6474 ONLY) (PRE SB 737-57-1227) (REFER TO CMM 57-53-28)	D-G, U	1
–325N	65-46434-409		DELETED		
–325P	65-46434-409SP		. FLAP ASSY-AFT (65-46434-409SP MAY REPLACE 65-46434-369SP FOR GRAVEL RUNWAY PROTECTION CONFIGURATION) (PRE SB 737-57-1227) (REFER TO CMM 57-53-28)	Q, R	1
–325Q	65-46434-413SP		. FLAP ASSY-AFT (65-46434-413 CAN REPLACE 65-46434-369 FOR P6474 ONLY) (POST SB 737-57-1227) (REFER TO CMM 57-53-28)	W	1
–325R	65-46434-441SP		DELETED		
–325S	65-46434-447SP		DELETED		
–325T	65-46434-451SP		DELETED		
–325U	65-46434-453SP		. FLAP ASSY-AFT (REFER TO CMM 57-53-28)	AC	1
–330	65-46434-336		DELETED		
–330A	65-46434-368		DELETED		
–330B	65-46434-380		DELETED		
–330C	65-46434-350		DELETED		
–330D	65-46434-386		DELETED		
–330E	65-46434-370		DELETED		
–330F	65-46434-380		DELETED		

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
1–					
–330G	65-46434-336SP		. FLAP ASSY-AFT (LIMITED USAGE) (OPT ITEM 330H) (PRE SB 737-57-1227) (REFER TO CMM 57-53-28)	H, K	1
–330H	65-46434-368SP		. FLAP ASSY-AFT (LIMITED USAGE) (OPT ITEM 330G) (PRE SB 737-57-1227) (REFER TO CMM 57-53-28)	H, K	1
–330J	65-46434-380SP		. FLAP ASSY-AFT (LIMITED USAGE) (65-46434-386SP MAY REPLACE 65-46434-380SP FOR GRAVEL RUNWAY PROTECTION CONFIGURATION) (PRE SB 737-57-1227) (REFER TO CMM 57-53-28)	H-P, T, V	1
–330K	65-46434-350SP		. FLAP ASSY-AFT (ADDED EXTRA COAT OF FIBERGLASS TO PROVIDE GRAVEL RUNWAY PROTECTION) (PRE SB 737-57-1227) (REFER TO CMM 57-53-28)	J	1
–330L	65-46434-386SP		. FLAP ASSY-AFT (PRE SB 737-57-1227) (REFER TO CMM 57-53-28)	M	1
–330M	65-46434-370SP		. FLAP ASSY-AFT (LIMITED USAGE) (ADDED EXTRA COAT OF FIBERGLASS TO PROVIDE GRAVEL RUNWAY PROTECTION) (65-46434-410SP MAY REPLACE 65-46434-370SP FOR GRAVEL RUNWAY PROTECTION CONFIGURATION) (THE 65-46434-414 CAN REPLACE 65-46434-370 FOR P6474 ONLY) (PRE SB 737-57-1227) (REFER TO CMM 57-53-28)	L-P, V	1
–330N	65-46434-410		DELETED		

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
1–					
–330P	65-46434-410SP		. FLAP ASSY-AFT (65-46434-410SP MAY REPLACE 65-46434-370SP FOR GRAVEL RUNWAY PROTECTION CONFIGURATION) (PRE SB 737-57-1227) (REFER TO CMM 57-53-28)	S, T	1
–330Q	65-46434-414SP		. FLAP ASSY-AFT (LIMITED USAGE) (THE 65-46434-414 CAN REPLACE -370 FOR P6474 ONLY) (POST SB 737-57-1227) (REFER TO CMM 57-53-28)	X	1
–330R	65-46434-442SP		DELETED		
–330S	65-46434-448SP		DELETED		
–330T	65-46434-452SP		DELETED		
–330U	65-46434-454SP		. FLAP ASSY-AFT (REFER TO CMM 57-53-28)	AH	1
335	65C26310-17		DELETED		
–335A	65C26310-19		DELETED		
–335B	65C26310-21		DELETED		
–335C	65C26310-23		DELETED		
–335D	65C26310-25		DELETED		
–335E	65C26310-27		DELETED		
335F	65C26310-17SP		. FLAP ASSY-MID (PRE SB 737-57-1227) (REFER TO CMM 57-53-17)	A	1
–335G	65C26310-19SP		. FLAP ASSY-MID (PRE SB 737-57-1227) (REFER TO CMM 57-53-17)	B	1
–335H	65C26310-21SP		. FLAP ASSY-MID (PRE SB 737-57-1227) (REFER TO CMM 57-53-17)	C	1
–335J	65C26310-23SP		. FLAP ASSY-MID (PRE SB 737-57-1227) (REFER TO CMM 57-53-17)	E	1
–335K	65C26310-25SP		. FLAP ASSY-MID (PRE SB 737-57-1227) (REFER TO CMM 57-53-17)	F	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–					
–335L	65C26310-27SP		. FLAP ASSY-MID (PRE SB 737-57-1227) (REFER TO CMM 57-53-17)	G	1
–335M	65C26310-31		DELETED		
–335N	65C26310-33		DELETED		
–335P	65C26310-31SP		. FLAP ASSY-MID (PRE SB 737-57-1227) (REFER TO CMM 57-53-17)	Q	1
–335Q	65C26310-33SP		. FLAP ASSY-MID (PRE SB 737-57-1227) (REFER TO CMM 57-53-17)	R	1
–335R	65C26310-37SP		. FLAP ASSY-MID (PRE SB 737-57-1227) (REFER TO CMM 57-53-17)	D	1
–335S	65C26310-39SP		. FLAP ASSY-MID (PRE SB 737-57-1227) (REFER TO CMM 57-53-17)	U	1
–335T	65C26310-35SP		. FLAP ASSY-MID (REFER TO CMM 57-53-17)	AC	1
–335U	65C26310-35SP		. FLAP ASSY-MID (POST SB 737-57-1227) (REFER TO CMM 57-53-17)	W	1
–340	65C26310-18		DELETED		
–340A	65C26310-20		DELETED		
–340B	65C26310-22		DELETED		
–340C	65C26310-24		DELETED		
–340D	65C26310-26		DELETED		
–340E	65C26310-28		DELETED		
–340F	65C26310-18SP		. FLAP ASSY-MID (PRE SB 737-57-1227) (REFER TO CMM 57-53-17)	H	1
–340G	65C26310-20SP		. FLAP ASSY-MID (PRE SB 737-57-1227) (REFER TO CMM 57-53-17)	J	1
–340H	65C26310-22SP		. FLAP ASSY-MID (PRE SB 737-57-1227) (REFER TO CMM 57-53-17)	K	1

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
1–					
–340J	65C26310-24SP		. FLAP ASSY-MID (PRE SB 737-57-1227) (REFER TO CMM 57-53-17)	M	1
–340K	65C26310-26SP		. FLAP ASSY-MID (PRE SB 737-57-1227) (REFER TO CMM 57-53-17)	N	1
–340L	65C26310-28SP		. FLAP ASSY-MID (PRE SB 737-57-1227) (REFER TO CMM 57-53-17)	P	1
–340M	65C26310-32		DELETED		
–340N	65C26310-34		DELETED		
–340P	65C26310-32SP		. FLAP ASSY-MID (PRE SB 737-57-1227) (REFER TO CMM 57-53-17)	S	1
–340Q	65C26310-34SP		. FLAP ASSY-MID (PRE SB 737-57-1227) (REFER TO CMM 57-53-17)	T	1
–340R	65C26310-38SP		. FLAP ASSY-MID (PRE SB 737-57-1227) (REFER TO CMM 57-53-17)	L	1
–340S	65C26310-40SP		. FLAP ASSY-MID (PRE SB 737-57-1227) (REFER TO CMM 57-53-17)	V	1
–340T	65C26310-36SP		. FLAP ASSY-MID (REFER TO CMM 57-53-17)	AH	1
–340U	65C26310-36SP		. FLAP ASSY-MID (POST SB 737-57-1227) (REFER TO CMM 57-53-17)	X	1

–Item not Illustrated