COMPONENT MAINTENANCE MANUAL WITH ILLUSTRATED PARTS LIST

FORWARD AND AFT ENGINE (CFM56-7) MOUNT ASSEMBLY

PART NUMBER 310A2020–10, –11, –5, 310A2030–11, –12, –15, –16, –17, –4, –6

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COMPONENT MAINTENANCE MANUAL

Revision No. 19
Jul 01/2009

To: All holders of FORWARD AND AFT ENGINE (CFM56-7) MOUNT ASSEMBLY 71-21-37.

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.

For printed manuals, changes are indicated on the List of Effective Pages (LEP). The pages which are revised will be identified on the LEP by an R (Revised), A (Added), O (Overflow, i.e. changes to the document structure and/or page layout), or D (Deleted). Each page in the LEP is identified by Chapter-Section-Subject number, page number and page date.

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ATTENTION

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Location of Change	Description of Change
71-21-37	
CHECK	Changed CHECK to include shear pin Item 250, Fig. 2.
REPAIR 6-2	Changed SRM reference to enhance accuracy.
	Changed ''737 SRM 57-70-90'' to ''737 SRM 54-70-90''
REPAIR 6-4	Changed SRM reference to enhance accuracy.
	Changed ''737 SRM 57-70-90'' to ''737 SRM 54-70-90''
REPAIR 8-1	Changed REP 8-1 by adding 310A2037-16.
REPAIR 11-3	Changed REP 11-3 by including Item# 135.
ILLUSTRATED PARTS LIST	Changed the data in the NUMERICAL INDEX list.
	Added new Illustrated Parts List.

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

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Subject/Page	Date
71-21-37 ILLUSTRATED PARTS LIST (cont)	
O 1013	Jul 01/2009
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O 1048	Jul 01/2009
R 1049	Jul 01/2009
O 1050	Jul 01/2009
O 1051	Jul 01/2009
O 1052	Jul 01/2009
O 1053	Jul 01/2009
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O 1056	Jul 01/2009
O 1057	Jul 01/2009
O 1058	Jul 01/2009
R 1059	Jul 01/2009
O 1060	Jul 01/2009
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TEMPORARY REVISION AND SERVICE BULLETIN RECORD

BOEING SERVICE BULLETIN	BOEING TEMPORARY REVISION	OTHER DIRECTIVE	DATE OF INCORPORATION INTO MANUAL
		PRR 38013	SEP 01/96
		PRR 38040-15	DEC 01/97
		PRR 38700-1	DEC 01/97
		PRR 38342	MAR 01/01
737-71A1462R2			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

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INTRODUCTION

1. General

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

B. This manual is divided into different parts:

(1) Title Page

(2) Transmittal Letter

(3) Highlights

(4) List of Effective Pages

(5) Table of Contents

(6) Temporary Revision & Service Bulletin Record

(7) Record of Revisions

(8) Record of Temporary Revisions

(9) Introduction

(10) Procedures & IPL Sections

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

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

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

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

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

FORWARD AND AFT ENGINE MOUNT ASSEMBLIES - DESCRIPTION AND OPERATION

1. Description

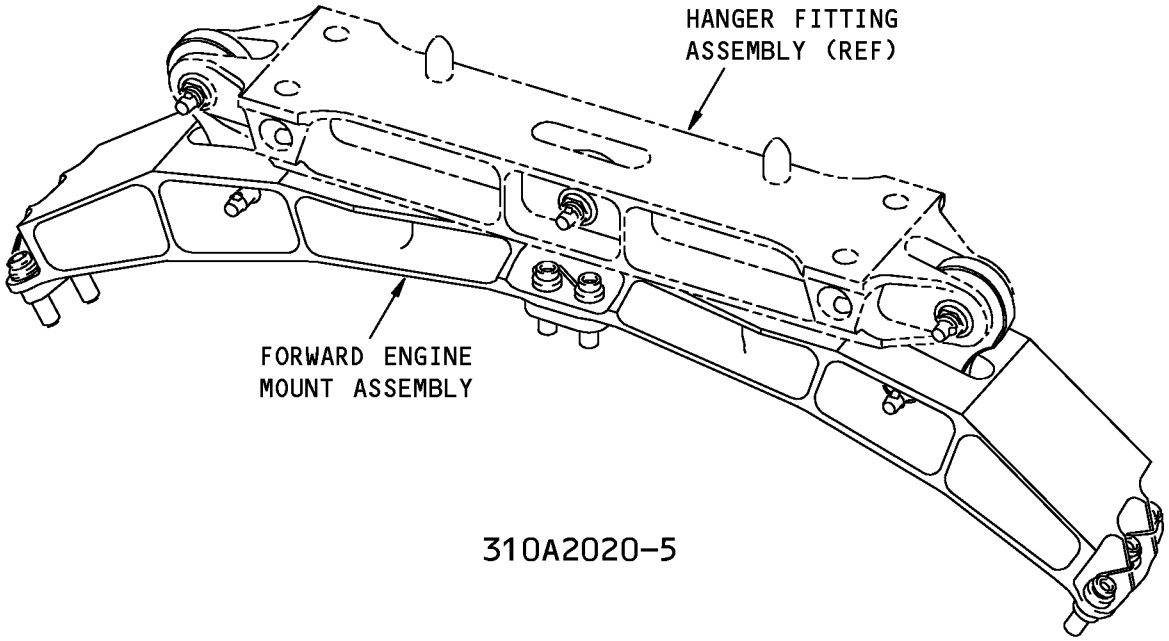
A. The engine mount assemblies have a forward engine mount assembly and an aft engine mount assembly to attach the CFM56-7 engine to the strut. The forward engine mount assembly has a fitting and a hanger assembly and two links. The aft engine mount assembly has three link assemblies and a fitting assembly.

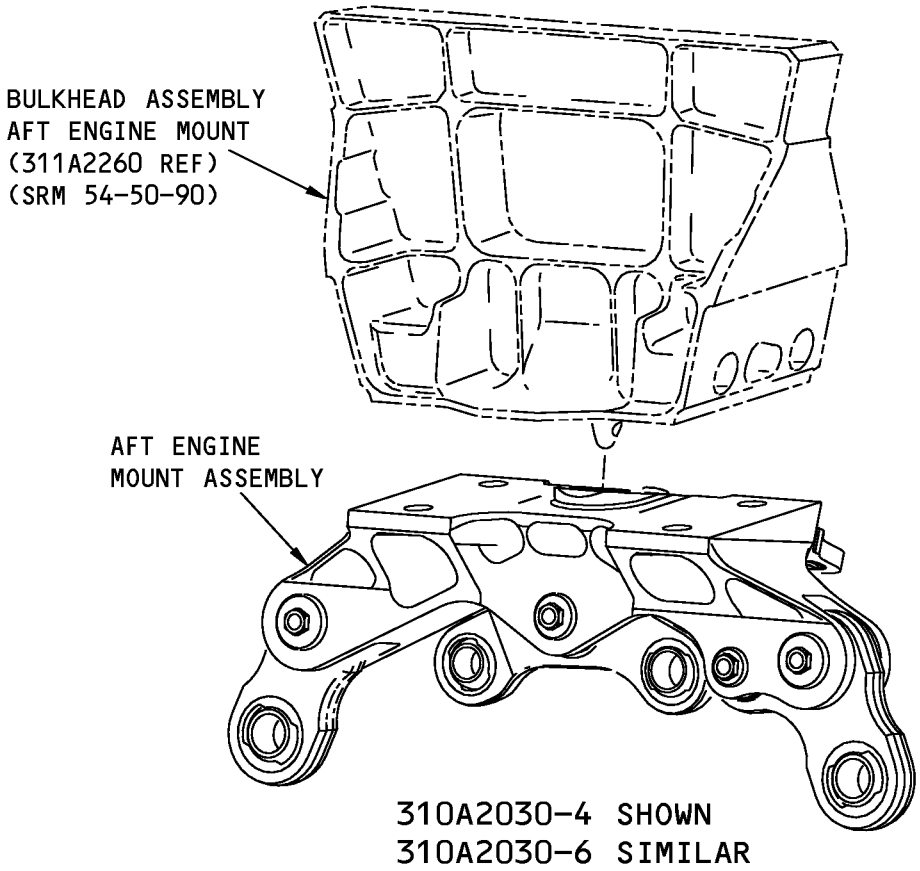
2. Leading Particulars (Approximate)

A. Refer to DESCRIPTION AND OPERATION, Table 1 for the leading particulars.

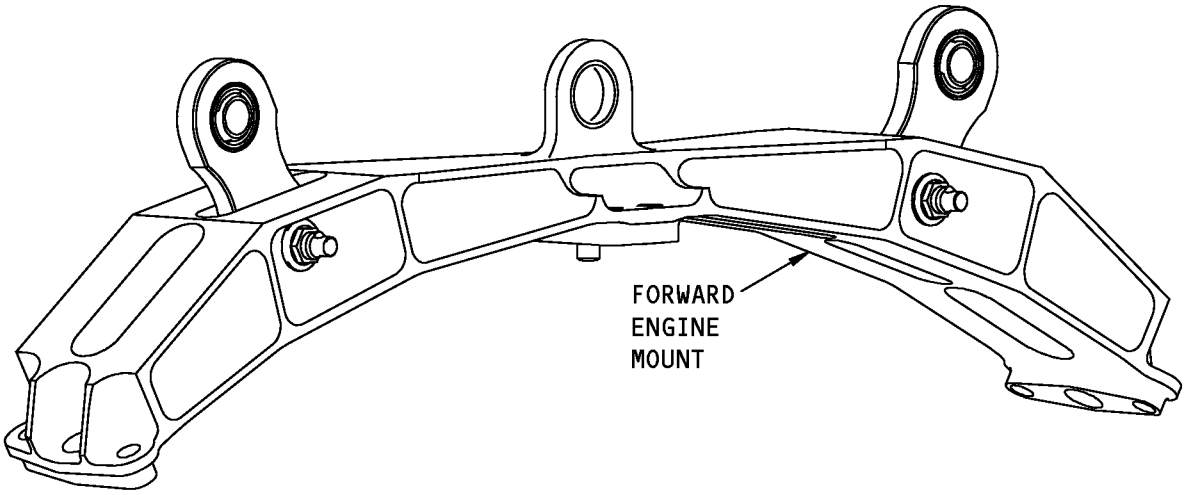
Table 1: Leading Particulars

Part Number	Length (inches)	Width (inches)	Height (inches)	Weight (pounds)
310A2020-5, -10, -11	34	5	9	34
310A2030-4	25	11	9	72
310A2030-6, -11, -12, -15, -16, -17	25	11	9	63

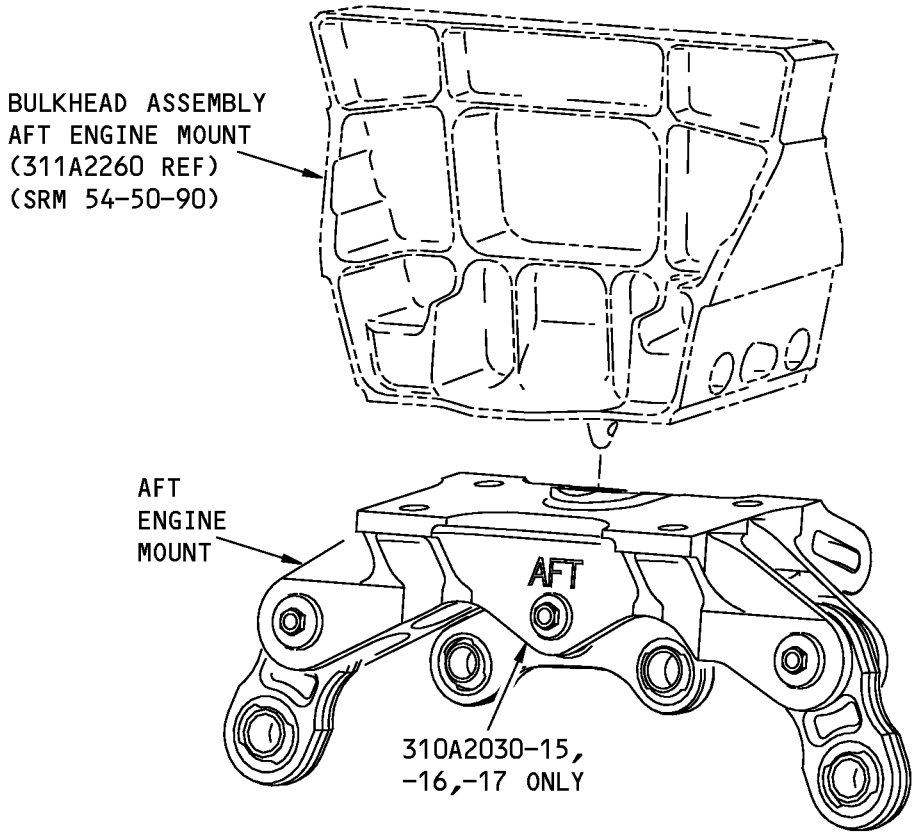




Forward and Aft Engine Mount Assemblies
Figure 1



310A2020-10,-11



310A2030-11,-15,-17 SHOWN
310A2030-12,-16 SIMILAR

Forward and Aft Engine Mount Assemblies
Figure 2

COMPONENT MAINTENANCE MANUAL

TESTING AND FAULT ISOLATION

(NOT APPLICABLE)

DISASSEMBLY

1. **General**
   A. This procedure has the data necessary to disassemble the forward and aft engine mount assemblies.
   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 the Standard Overhaul Practices Manual (SOPM) for the SOPM subjects identified in this procedure.
2. **Disassembly**
   A. Procedure
      (1) Use standard industry procedures to disassemble this component.

CLEANING

1. General

A. This procedure has the data necessary to clean the forward and aft engine mount assemblies.

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

2. Cleaning

A. References

Reference	Title
SOPM 20-30-03	GENERAL CLEANING PROCEDURES

B. Procedure

(1) Use standard industry procedures and refer to SOPM 20-30-03 to clean all parts.

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 the SOPM subjects identified in this procedure.

D. Refer to IPL Figure 2 and IPL Figure 3 for item numbers.

2. Check

A. References

Reference	Title
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:

(2) Do a magnetic particle check, class B, (SOPM 20-20-01) of these parts:

(a) Forward engine mount assembly (IPL Figure 2):

1) End cap (15, 230)

(b) Aft engine mount assembly (IPL Figure 3):

1) End cap (20, 475)

(c) Aft engine mount assembly (IPL Figure 4):

1) End cap (15, 475)

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

(a) Forward engine mount assembly (IPL Figure 2):

1) Pawl pin (5, 8, 220)

2) Link (30)

3) Shear pin (50, 250)

4) Fitting (55)

5) Hanger fitting (265)

(b) Aft engine mount assembly (IPL Figure 3):

1) Pawl pin (5, 10, 45, 75, 115, 120, 400, 415, 420, 460)

2) Bar (40)

3) End cap (55, 85, 130, 135, 410, 430)

4) Link (70, 110, 160)

5) Fitting (220)

(c) Aft engine mount assembly (IPL Figure 4):

1) Pawl pin (5, 8, 40, 43, 70, 73, 110, 113, 400, 403, 415, 418, 420, 423, 460)
2) Bar (35)
3) End cap (50, 80, 120, 410, 430)
4) Link (65, 105, 140)
5) Hanger fitting (195)

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
310A2021	HANGER FITTING ASSEMBLY	2-1, 2-2
310A2024	SHEAR PIN	2-3
310A2022	LINK ASSEMBLY	3-1, 3-2
310A2028	FAN CASE FITTING ASSEMBLY	4-1, 4-2
310A2042	PAWL/LINK PIN	5-1
310A2031	HANGER ASSEMBLY	6-1, 6-2, 6-3, 6-4
310A2036	EVENER BAR ASSEMBLY	7-1, 7-2, 7-3, 7-4
310A2037	PAWL/LINK PIN	8-1
310A2033	LEFT LINK ASSEMBLY	9-1, 9-2, 9-3, 9-4, 9-5, 9-6
310A2034	CENTER LINK ASSEMBLY	10-1, 10-2, 10-3, 10-4
310A2035	RIGHT LINK ASSEMBLY	11-1, 11-2, 11-3, 11-4, 11-5, 11-6

B. Refer to 737 SRM 54-50-90 for repair of the Aft Engine Mount Bulkhead Fitting Assembly 311A2260.

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 the SOPM subjects identified in this procedure.

C. Refer to IPL Figure 2 thru IPL Figure 4 for item numbers.

2. Refinish of other parts

A. References

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

B. Procedure

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

(2) Refer to REPAIR 1-1, Table 601 for the refinish details.

Table 601: Refinish Details

IPL FIG. & ITEM	MATERIAL	FINISH
IPL Fig. 2		
End cap (15, 230)	15-5 PH CRES 180-200 KSI	Prepare the surface and passivate (F-17.09).
Bolt (200, 205)	718 Nickel alloy 180 KSI minimum	Passivate all of the bolt as shown in QQ-P-35, Type optional.
Bushing (215)	15-5 PH CRES 150-170 KSI	Passivate (F-17.25).
IPL Fig. 3		
End cap (20, 475)	15-5 PH CRES 180-200 KSI	Passivate (F-17.25).
IPL Fig. 4		
End cap (15, 475)	15-5 PH CRES 180-200 KSI	Passivate (F-17.25).

HANGER FITTING ASSEMBLY - REPAIR 2-1

310A2021–4

1. General

A. This procedure has the data necessary to repair and refinish the hanger fitting assembly (235).

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

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

D. Refer to IPL Figure 2 for item numbers.

2. Repair Procedures

A. Consumable Materials

NOTE: Equivalent substitutes may be used.

Reference	Description	Specification
A00160	Sealant - Firewall - Hydraulic Fluid Resistant	BMS5-63

B. References

Reference	Title
SOPM 20-30-02	STRIPPING OF PROTECTIVE FINISHES
SOPM 20-50-03	BEARING AND BUSHING REPLACEMENT
SOPM 20-60-04	MISCELLANEOUS MATERIALS

C. Bushing Replacement

NOTE: For stripping of protective finishes, refer to SOPM 20-30-02.

(1) Remove the bushing (240, 245) from the fitting (265) (SOPM 20-50-03).

(2) Install the bushings (240, 245) as shown in SOPM 20-50-03, shrink-fit method using the liquid nitrogen coolant procedure.

(3) Machine the inside diameter of the bushing (240, 245) to the dimension and surface roughness shown in REPAIR 2-1, Figure 601.

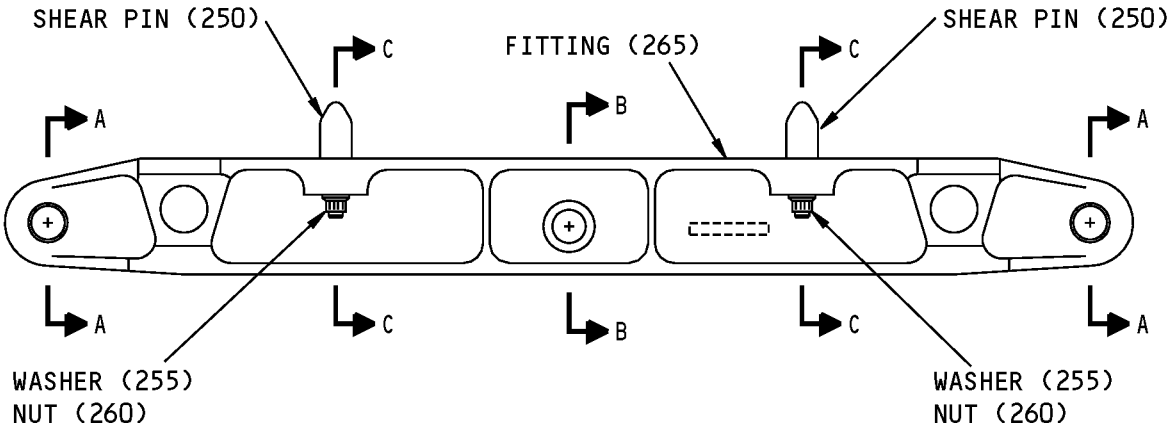
D. Shear Pin Replacement

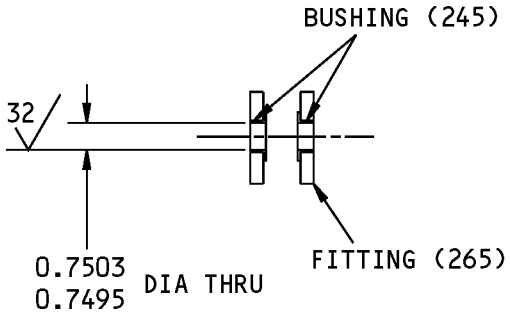
NOTE: For miscellaneous materials, refer to SOPM 20-60-04.

(1) Remove the nut (260), the washer (255) and the shear pin (250).

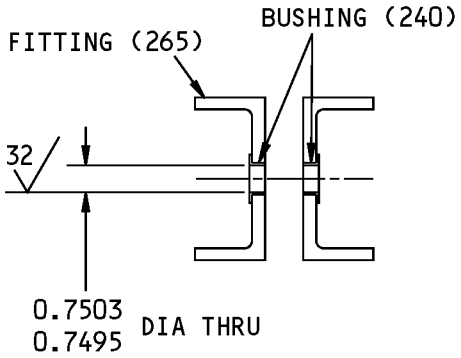
(2) Apply sealant, A00160 in the area shown in REPAIR 2-1, Figure 601.

(3) Install the shear pin (250) with the washer (255) and nut (260).

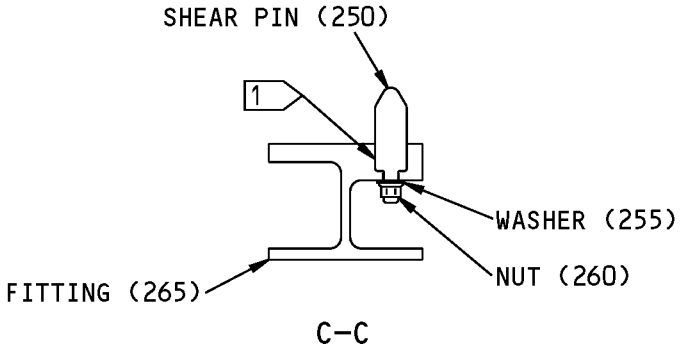




A–A



B–B



C–C

1 APPLY BMS 5-63 SEALANT IN THIS AREA.

125 ALL MACHINED SURFACES UNLESS SHOWN DIFFERENTLY

BREAK ALL SHARP EDGES.

ITEM NUMBERS REFER TO ILPL FIG. 2

ALL DIMENSIONS ARE IN INCHES.

310A2021-4 Hanger Fitting Assembly Repair
Figure 601

FITTING - REPAIR 2-2

310A2021–5

1. General

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

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

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

D. Refer to IPL Figure 2 for item numbers.

E. General repair details:

(1) Material: TI-6AL-4V Titanium alloy

(2) Shot peen: All surfaces

Intensity: 0.008A-0.013A

Coverage: 2.0

2. Fitting Repair

A. References

Reference	Title
SOPM 20-10-03	SHOT PEENING
SOPM 20-10-07	MACHINING OF TITANIUM
SOPM 20-20-01	MAGNETIC PARTICLE INSPECTION
SOPM 20-20-02	PENETRANT METHODS OF INSPECTION
SOPM 20-30-02	STRIPPING OF PROTECTIVE FINISHES
SOPM 20-41-01	DECODING TABLE FOR BOEING FINISH CODES
737 NDT Part 6, 71-20-01	Eddy Current

B. Procedure

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) Machine the hole in the fitting (265) as shown in SOPM 20-10-07, Class 2, to remove defects up to the repair limit shown in REPAIR 2-2, Figure 601.

(2) Break all sharp edges machined surfaces to a radius of 0.010-0.040 inch.

(3) Do a dye penetrant check as shown in SOPM 20-20-02. Optional to High Frequency Eddy Current inspect per 737 NDT Part 6, 71-20-01.

(4) Shot peen (SOPM 20-10-03) as shown in REPAIR 2-2, Paragraph 1.E.(2).

(a) After shot peen, 0.0015 inch maximum material can be removed from the surfaces of the holes to get the necessary dimensions and surface roughness as shown in REPAIR 2-2, Figure 601.

(5) Make the repair bushing as shown in REPAIR 2-2, Figure 602.

(a) Material for the replacement bushings (245) 15-5PH CRES, 180-200 ksi.

(b) Break all the sharp edges.

(c) Do a magnetic particle check as shown in (SOPM 20-20-01), Class A critical.

(d) Prepare the surface and passivate (F-17.25).

(6) Install and machine the oversize bushing as shown in REPAIR 2-1, Paragraph 2.C.(2) and REPAIR 2-1, Paragraph 2.C.(3).

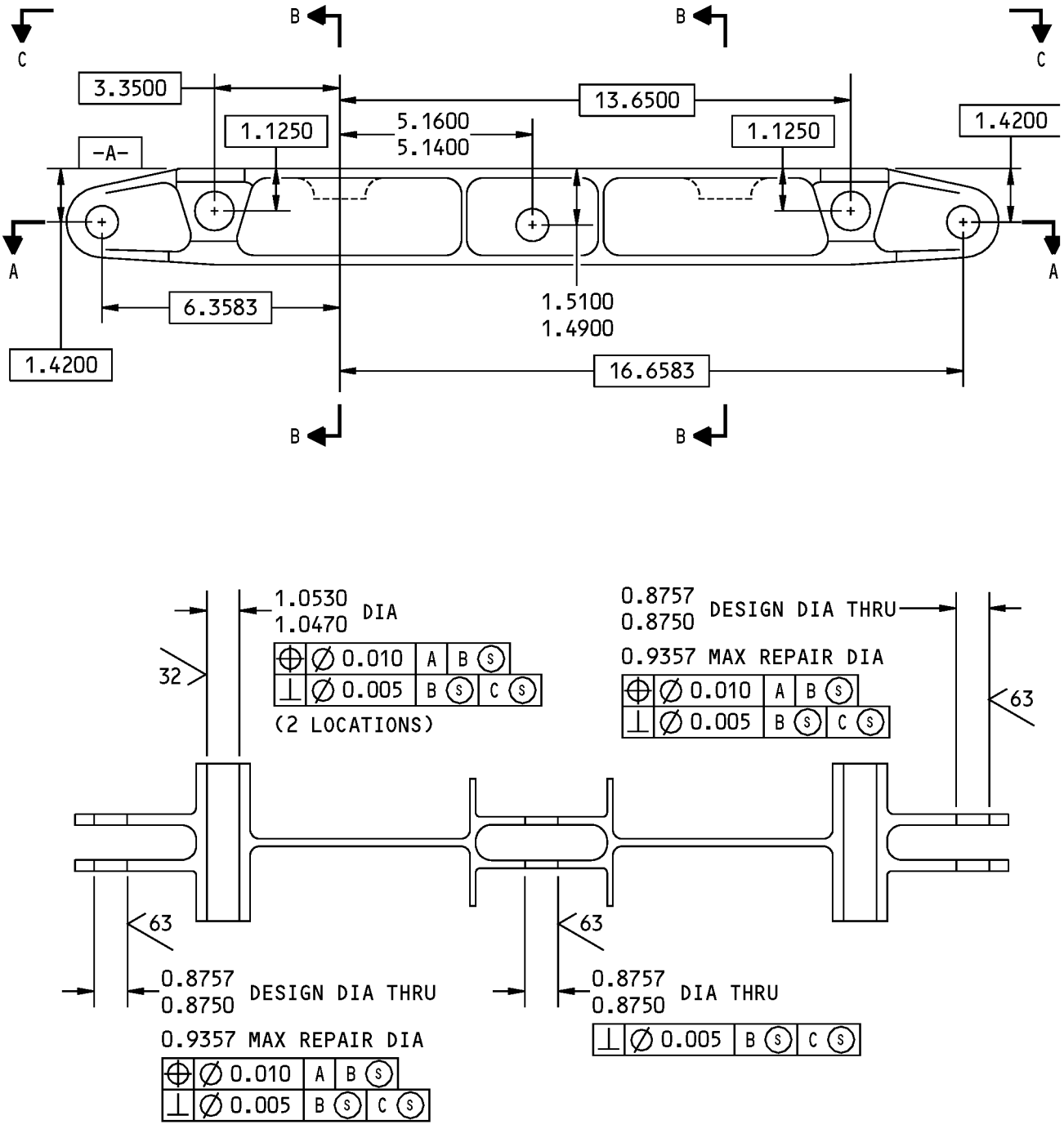
3. Forward Mount Hanger Blend Repair

A. References

Reference	Title
737 SRM 54-70-90	Mounts and Linkages

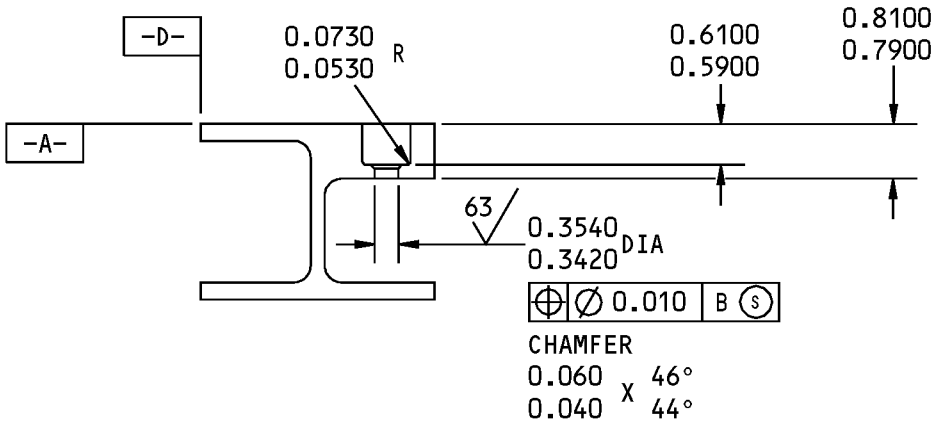
B. Procedure

(1) Refer to 737 SRM 54-70-90 for the forward mount hanger blend repair.

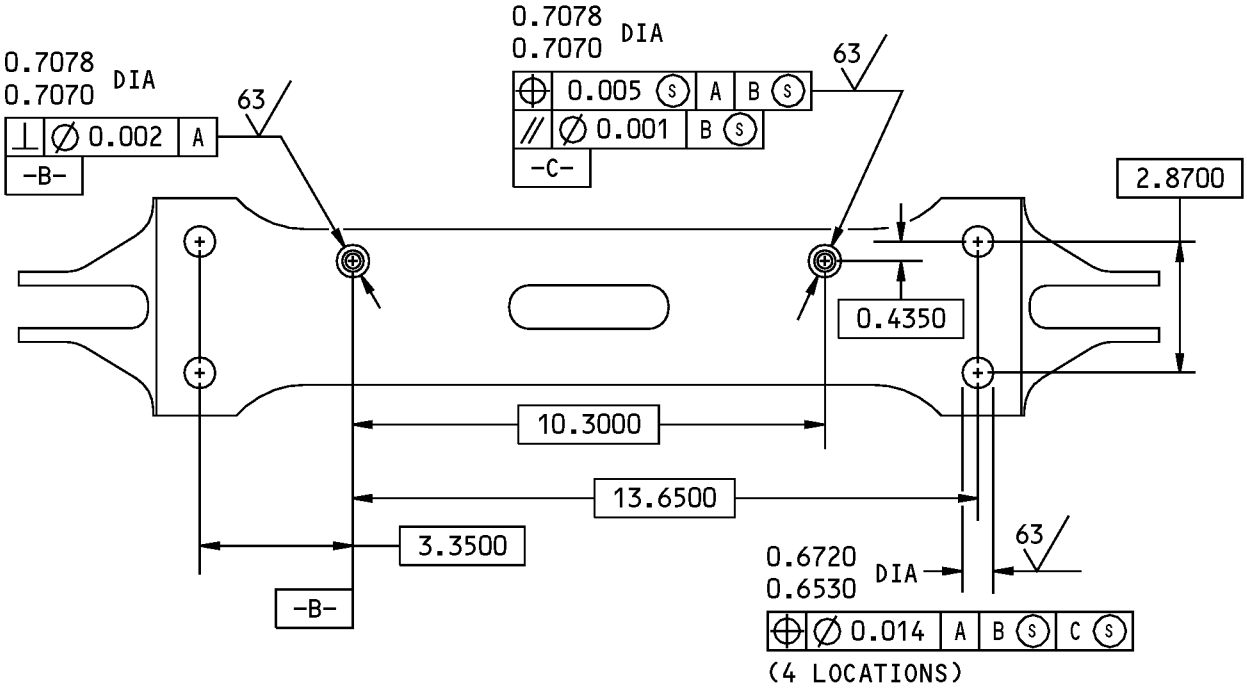


A–A

310A2021-5 Fitting Repair
Figure 601 (Sheet 1 of 2)



B–B



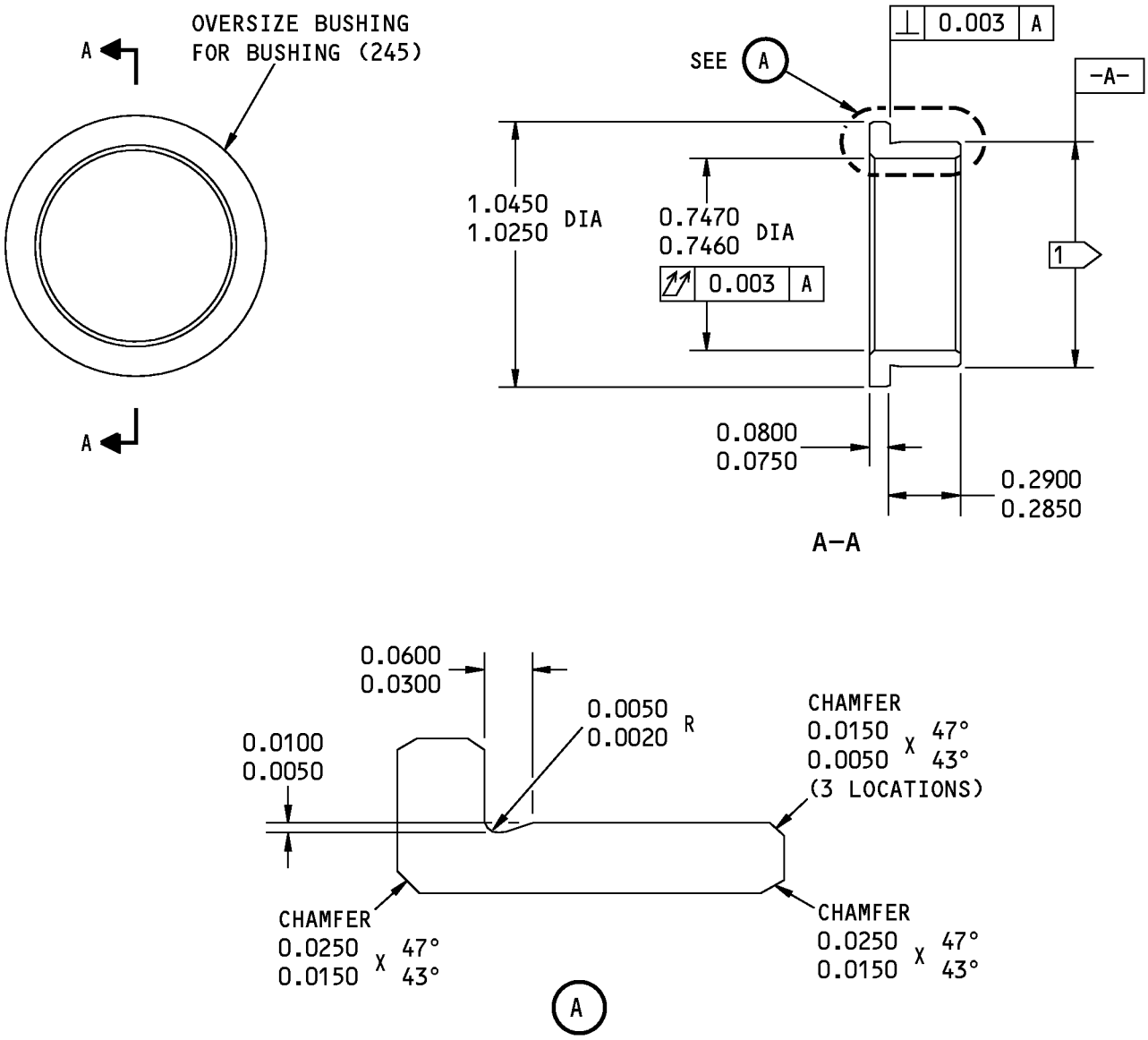
C–C

125 ALL MACHINED SURFACES UNLESS SHOWN DIFFERENTLY

ITEM NUMBERS REFER TO ILPL FIG. 2

ALL DIMENSIONS ARE IN INCHES.

310A2021-5 Fitting Repair
Figure 601 (Sheet 2 of 2)



1 THE OUTSIDE DIAMETER OF THE BUSHING IS EQUAL TO THE FITTING HOLE DIAMETER PLUS INTERFERENCE OF 0.0015–0.0020 INCH.

63 ALL MACHINED SURFACES UNLESS SHOWN DIFFERENTLY

ITEM NUMBERS REFER TO IPL FIG. 2

ALL DIMENSIONS ARE IN INCHES

F79597 S00041008482_V2

Oversize Bushing Detail
Figure 602

SHEAR PIN - REPAIR 2-3

310A2024–2

1. General

A. This procedure has the data necessary to repair and refinish the shear pin (250).

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

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

D. Refer to IPL Figure 2 for item numbers.

E. General repair details:

(1) Material: 718 Nickel alloy

Heat treat BAC 5616, condition II

(2) Shot peen: All surfaces, except threads

Intensity: 0.014A-0.019A

Coverage: 2.0

2. Repair Procedures

A. References

Reference	Title
SOPM 20-10-03	SHOT PEENING
SOPM 20-10-04	GRINDING OF CHROME PLATED PARTS
SOPM 20-20-02	PENETRANT METHODS OF INSPECTION
SOPM 20-30-02	STRIPPING OF PROTECTIVE FINISHES
SOPM 20-41-01	DECODING TABLE FOR BOEING FINISH CODES
SOPM 20-60-02	FINISHING MATERIALS

B. Shear Pin Repair

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 finishing materials, refer to SOPM 20-60-02.

(1) If the depth of wear, damage, and/or corrosion is greater than 0.010 inch, replace the shear pin (250).

(2) If the depth of wear, damage, and/or corrosion is less than 0.010 inch, repair the shear pin (250) as follows:

(a) Machine or grind the pin shank outside diameter to remove 0.003-0.005 inch of material, including chrome plate, to remove defects, cracks, and /or corrosion up to the limits shown in REPAIR 2-3, Figure 601.

(b) Do a check to make sure the surface roughness is 63 microinches RA or smoother after you machine the pin outside diameter.

(c) Break all the sharp edges to a radius of 0.005-0.015 inch.

(d) Do a penetrant check as shown in SOPM 20-20-02.

(e) Put a cover on the threads and shot peen (SOPM 20-10-03) as shown in REPAIR 2-3, Paragraph 1.E.(2).

1) After shot peen, 0.0020 inch maximum material can be removed from the shank of the pin to get the necessary dimension and surface roughness before plating.

(f) Apply nickel plate (F-15.33) to the outside diameter of the pin.

(g) Apply chrome plate (F-15.34) to the outside diameter of the pin and bake.

(h) Grind the pin outside diameter to the design dimensions as shown in REPAIR 2-3, Figure 601 (SOPM 20-10-04).

1) Chrome plate thickness must be 0.0005-0.0007 inch.

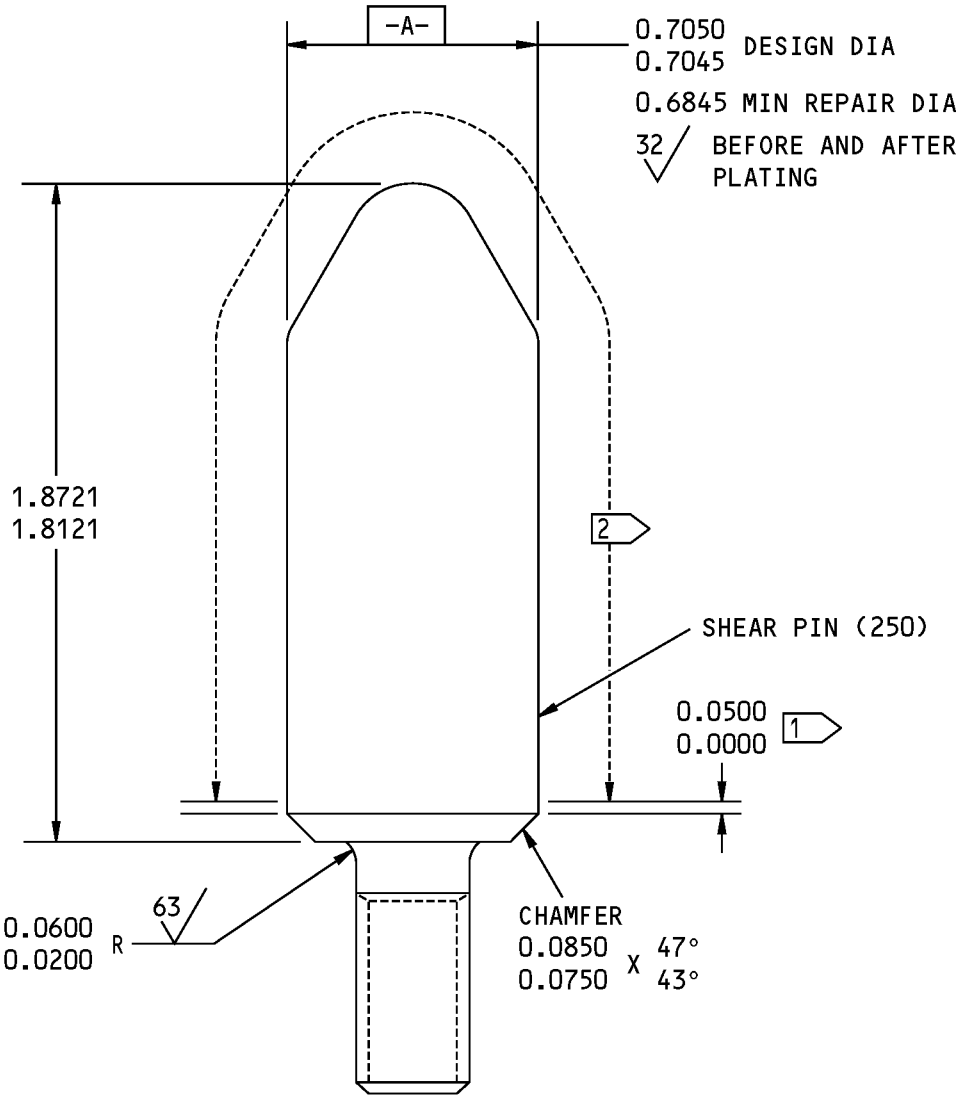
C. Shear Pin Refinish

NOTE: For stripping of protective finishes, refer to SOPM 20-30-02. For finishing materials, refer to SOPM 20-60-02.

(1) Apply chrome plate Class 4 to the surface shown in REPAIR 2-3, Figure 601.

(2) Grind the pin outside diameter (SOPM 20-10-04) to the design dimensions shown in REPAIR 2-3, Figure 601.

(a) Make sure that the chrome plate thickness is 0.0005-0.0007 inch.



1 CHROME PLATE RUN OUT AREA.

2 NICKEL PLATE AND CHROME PLATE TO THIS SURFACE.

125 ALL MACHINED SURFACES UNLESS SHOWN DIFFERENTLY.

ITEM NUMBERS REFER TO IPL FIG. 2

ALL DIMENSIONS ARE IN INCHES.

310A2024-2 Shear Pin Repair
Figure 601

LINK ASSEMBLY - REPAIR 3-1

310A2022–3

1. General

A. This procedure has the data necessary to repair the link assembly (20).

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

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

D. Refer to IPL Figure 2 for item numbers.

2. Bearing Replacement

A. Consumable Materials

NOTE: Equivalent substitutes may be used.

Reference	Description	Specification
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)

B. References

Reference	Title
SOPM 20-50-03	BEARING AND BUSHING REPLACEMENT
SOPM 20-60-03	LUBRICANTS

C. Procedure

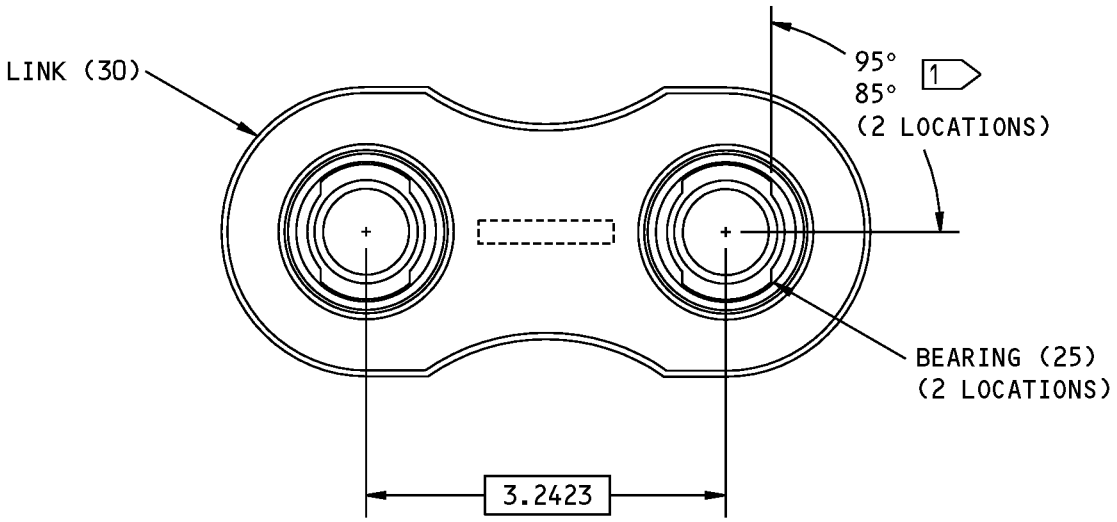
NOTE: For lubricants, refer to SOPM 20-60-03.

(1) Remove the bearing (25) from the link (30) (SOPM 20-50-03).

(2) Install the bearing (25) with grease, D00015 as shown in SOPM 20-50-03, shrink-fit method.

(a) Align the slot in the bearing (25) as shown in REPAIR 3-1, Figure 601.

(3) Roller swage as shown in SOPM 20-50-03.



1 ALIGN THE SLOT IN THE BEARING (25)

ITEM NUMBERS REFER TO IPL FIG. 2

310A2022-3 Link Assembly Repair
Figure 601

LINK - REPAIR 3-2

310A2022–4

1. General

A. This procedure has the data necessary to repair and refinish the link (30).

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

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

D. Refer to IPL Figure 2 for item numbers.

E. General repair details:

(1) Material: TI-6AL-4V Titanium alloy

(2) Shot peen: All surfaces

Intensity: 0.014A-0.019A

Coverage: 2.0

2. Link Repair

A. References

Reference	Title
SOPM 20-10-03	SHOT PEENING
SOPM 20-10-07	MACHINING OF TITANIUM
SOPM 20-20-02	PENETRANT METHODS OF INSPECTION
SOPM 20-30-02	STRIPPING OF PROTECTIVE FINISHES

B. Procedure

NOTE: For stripping of protective finishes, refer to SOPM 20-30-02.

(1) Machine the holes in the link (30) (SOPM 20-10-07) for the bearings (25) to the incremental link hole diameter dimensions shown in the table in REPAIR 3-2, Figure 602 to remove defects up to the limits shown in REPAIR 3-2, Figure 601.

(2) Break all sharp edges.

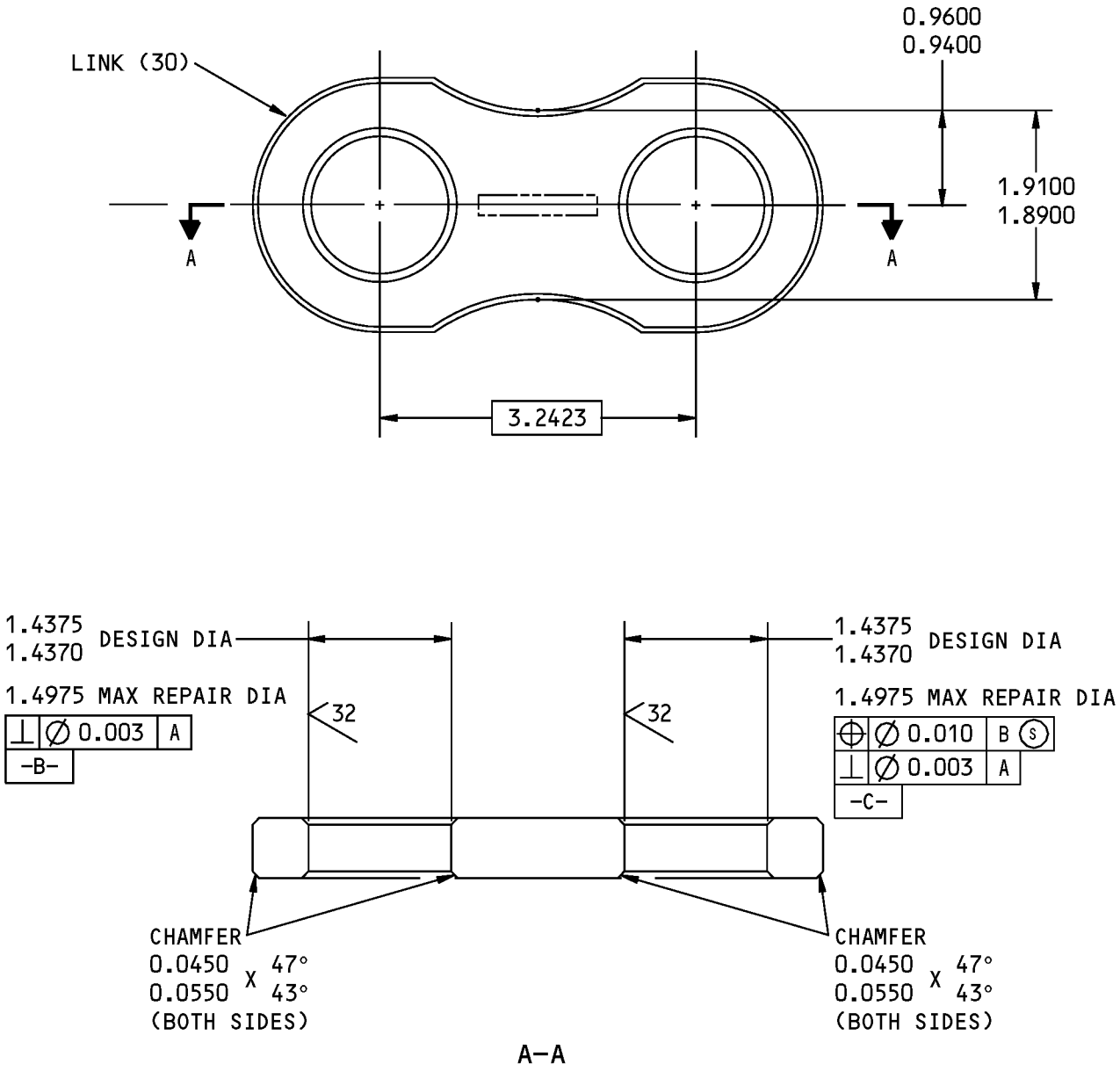
(3) Do a penetrant check of the link (30) as shown in SOPM 20-20-02.

(4) Shot peen the link (30) (SOPM 20-10-03) as shown in step REPAIR 3-2, Paragraph 1.E.(2).

(a) After shot peen , 0.002 inch maximum material can be removed from the surfaces of the holes to get the necessary dimensions and surface roughness as shown in REPAIR 3-2, Figure 601.

(5) Select the oversize bearing from the table in REPAIR 3-2, Figure 602 which corresponds to the link hole machined in step REPAIR 3-2, Paragraph 2.B.(1).

(6) Install the oversize bearing as shown in REPAIR 3-1, Paragraph 2.C.(2) and REPAIR 3-1, Paragraph 2.C.(3).



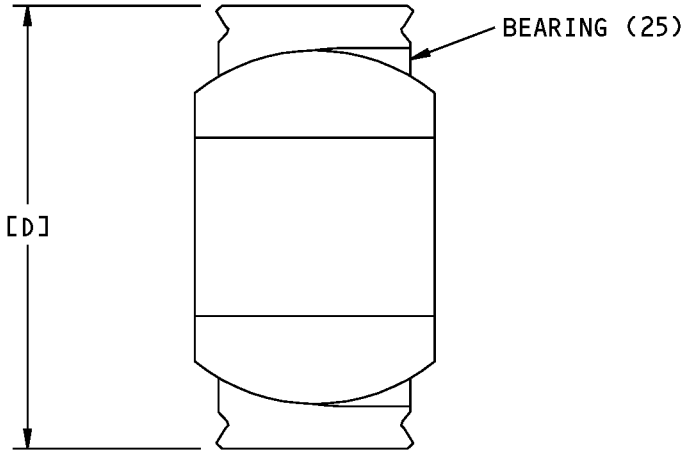
A–A

125 ALL MACHINED SURFACES UNLESS SHOWN DIFFERENTLY

ITEM NUMBER REFER TO IPL FIG. 1

ALL DIMENSIONS ARE IN INCHES

310A2022-4 Link Repair
Figure 601



BEARING PART NUMBER S302T001	BEARING OUTSIDE DIAMETER [D]	LINK HOLE DIAMETER
-209 BASIC	1.4375 1.4370	1.4375 1.4370
-209 P05	1.4425 1.4420	1.4425 1.4420
-209 P10	1.4475 1.4470	1.4475 1.4470
-209 P20	1.4575 1.4570	1.4575 1.4570
-209 P30	1.4675 1.4670	1.4675 1.4670
-209 P60	1.4975 1.4970	1.4975 1.4970

ITEM NUMBERS REFER TO IPL FIG. 2

ALL DIMENSIONS ARE IN INCHES

Oversize Repair Bearing Details
Figure 602

FAN CASE FITTING ASSEMBLY - REPAIR 4-1

310A2028–11, –13

1. General

A. This procedure has the data necessary to repair the fan case fitting assembly (35).

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

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

D. Refer to IPL Figure 2 for item numbers.

2. Repair Procedures

A. References

Reference	Title
SOPM 20-30-02	STRIPPING OF PROTECTIVE FINISHES
SOPM 20-50-03	BEARING AND BUSHING REPLACEMENT

B. Bushing Replacement

NOTE: For stripping of protective finishes, refer to SOPM 20-30-02.

(1) Remove the bushings (40, 45) from the fitting (55) (SOPM 20-50-03).

(2) Install the new bushings (40, 45) in the fitting (55) as shown in SOPM 20-50-03, shrink-fit method using the liquid nitrogen coolant procedure.

(a) The bushing (40) must be flush with both surfaces of the lug of the fitting (55).

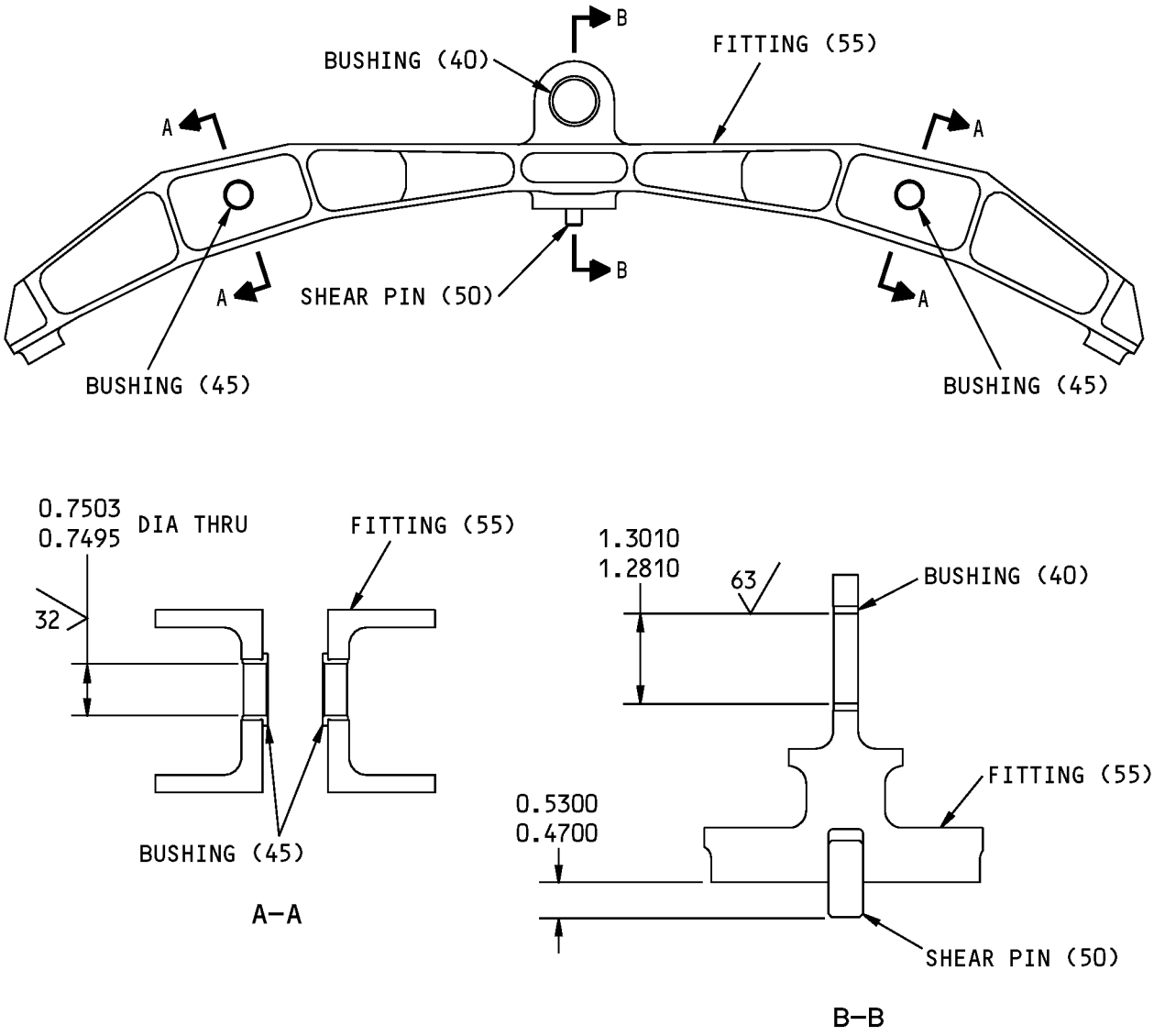
(3) Machine the bushings (40, 45) to the dimensions and surface roughness as shown in REPAIR 4-1, Figure 601.

C. Shear Pin Replacement

(1) Remove the shear pin (50) from the fitting (55) (SOPM 20-50-03).

(2) Install the new shear pin (50) in the fitting (55) as shown in SOPM 20-50-03, shrink-fit method.

(a) Make sure the shear pin (50) extends out 0.4700-0.5300 inch from the fitting (55) as shown in REPAIR 4-1, Figure 601.



125 ALL MACHINED SURFACES UNLESS SHOWN DIFFERENTLY

BREAK ALL SHARP EDGES

ITEM NUMBERS REFER TO ILPL FIG. 2

ALL DIMENSIONS ARE IN INCHES

310A2028-11,-13 Fan Case Fitting Assembly Repair
Figure 601

FITTING - REPAIR 4-2

310A2028–12, –14

1. General

A. This procedure has the data necessary to repair and refinish the fitting (55).

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

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

D. Refer to IPL Figure 2 for item numbers.

E. General repair details:

(1) Material: TI-6AL-4V Titanium alloy

(2) Shot peen: All surfaces

Intensity: 0.005A-0.010A

Coverage: 2.0

2. Fitting Repair

A. References

Reference	Title
SOPM 20-10-03	SHOT PEENING
SOPM 20-10-07	MACHINING OF TITANIUM
SOPM 20-20-01	MAGNETIC PARTICLE INSPECTION
SOPM 20-20-02	PENETRANT METHODS OF INSPECTION
SOPM 20-30-02	STRIPPING OF PROTECTIVE FINISHES
SOPM 20-41-01	DECODING TABLE FOR BOEING FINISH CODES
737 NDT Part 6, 71-20-01	Eddy Current

B. Procedure

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) Machine the hole in the fitting (55) as shown in SOPM 20-10-07, Class 2 to remove defects up to the repair limit shown in REPAIR 4-2, Figure 601.

(2) Break all sharp edges of the machined surfaces to a radius of 0.010-0.040 inch.

(3) Do a dye penetrant check as shown in SOPM 20-20-02. Optional to High Frequency Eddy Current inspect per 737 NDT Part 6, 71-20-01.

(4) Shot peen (SOPM 20-10-03) as shown in REPAIR 4-2, Paragraph 1.E.(2).

(a) After shot peen, 0.002 inch maximum material can be removed from the surfaces of the holes to get the necessary dimensions and surface roughness as shown in REPAIR 4-2, Figure 601.

(5) Make the repair bushing as shown in REPAIR 4-2, Figure 602.

(a) Material for the replacement bushing (40) is Al-Ni-Bronze and for bushing (45) it is 15-5PH CRES, 180-200 ksi.

(b) Break all the sharp edges.

(c) Do a magnetic particle check as shown in (SOPM 20-20-01), Class A critical.

(d) Prepare the surface and passivate (F-17.25).

(6) Install and machine the oversize bushing as shown in REPAIR 4-1, Paragraph 2.B.(2) and REPAIR 4-1, Paragraph 2.B.(3)).

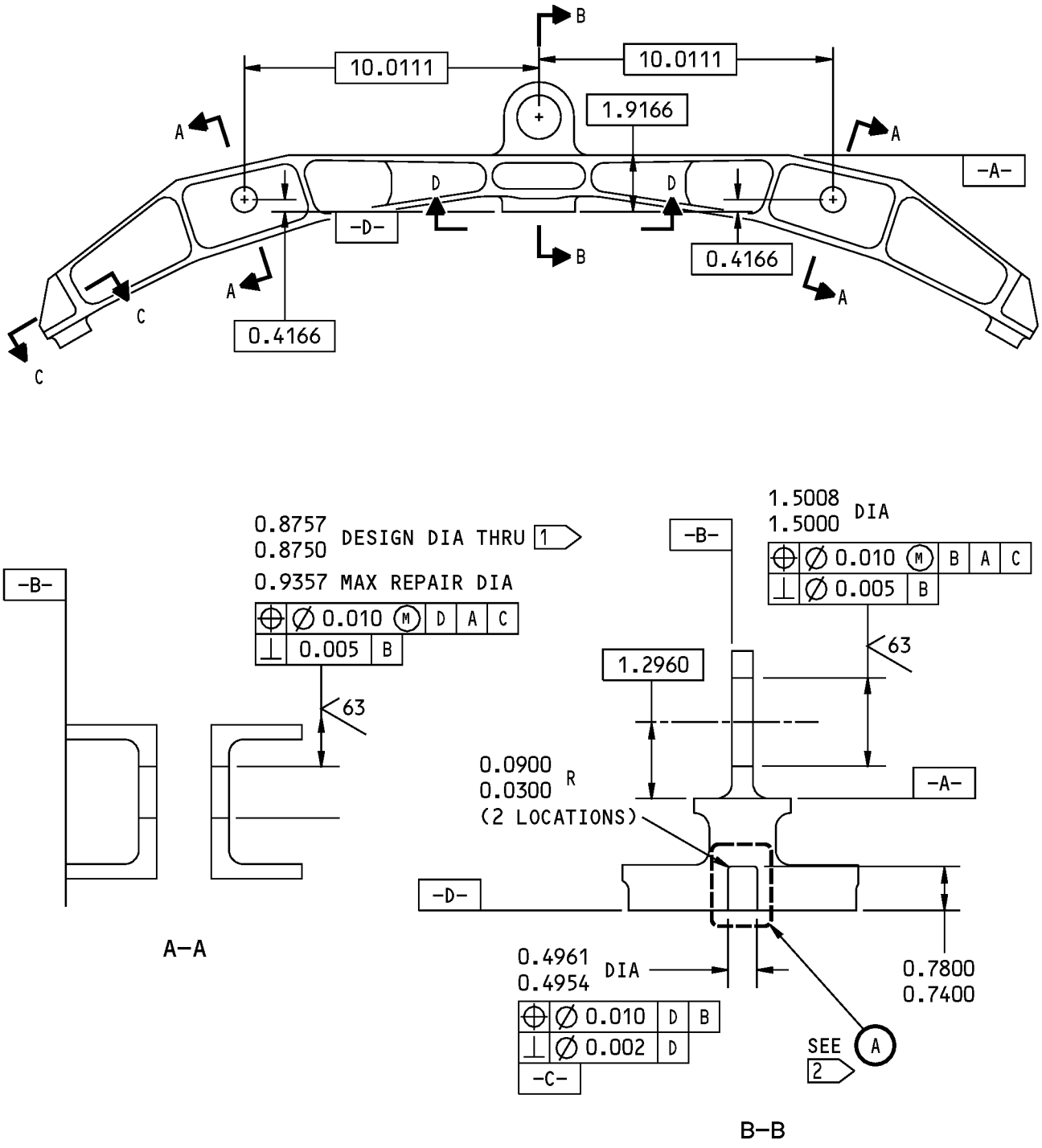
3. Fan Case Fitting Blend Repair

A. References

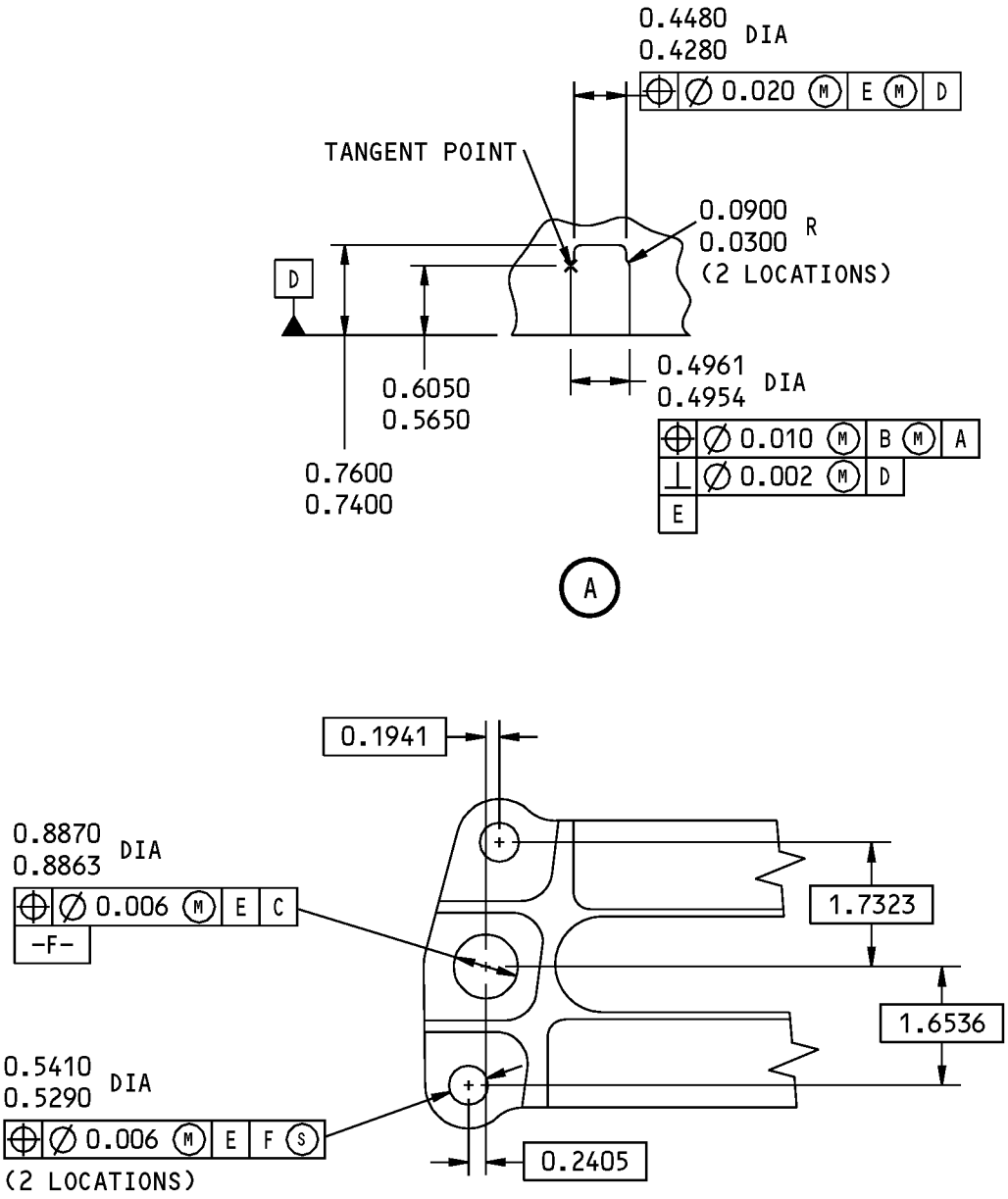
Reference	Title
737 SRM 54-70-90	Mounts and Linkages

B. Procedure

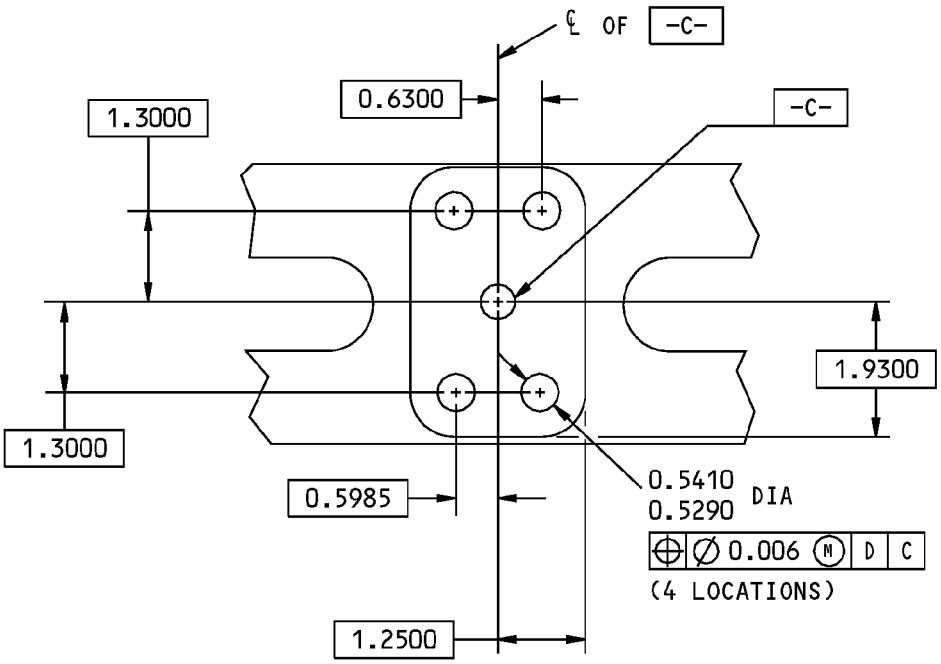
(1) Refer to 737 SRM 54-70-90 for the fan case fitting blend repair.



310A2028-12,-14 Fitting Repair
Figure 601 (Sheet 1 of 3)



310A2028-12,-14 Fitting Repair
Figure 601 (Sheet 2 of 3)



D–D

1 AFTER SHOT PEEN

2 PART NUMBER 310A2028-14

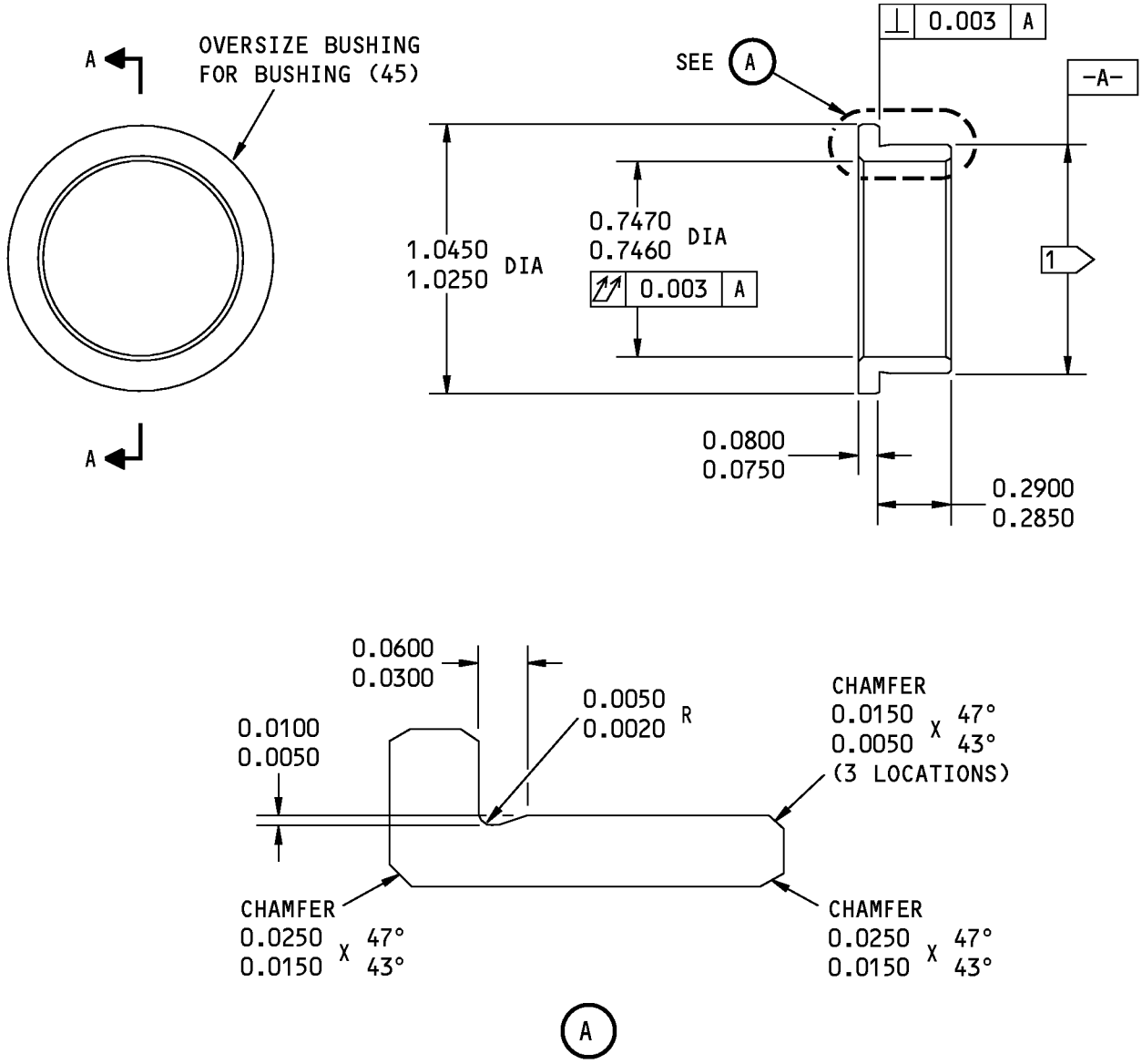
125 ALL MACHINED SURFACES UNLESS SHOWN DIFFERENTLY

BREAK ALL SHARP EDGES

ITEM NUMBERS REFER TO IPL FIG. 2

ALL DIMENSIONS ARE IN INCHES

310A2028-12,-14 Fitting Repair
Figure 601 (Sheet 3 of 3)



1 THE OUTSIDE DIAMETER OF THE BUSHING IS EQUAL TO THE FITTING HOLE DIAMETER PLUS INTERFERENCE OF 0.0015–0.0020 INCH.

63 ALL MACHINED SURFACES UNLESS SHOWN DIFFERENTLY

ITEM NUMBERS REFER TO IPL FIG. 2

ALL DIMENSIONS ARE IN INCHES.

F79856 S00041008499_V2

Oversize Bushing Detail
Figure 602

PAWL/LINK PIN - REPAIR 5-1

310A2042–2, –3

1. General

A. This procedure has the data necessary to repair and refinish the pawl/link pin (5, 8, 220, IPL Figure 2; 460, IPL Figure 3 and IPL Figure 4).

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

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

D. Refer to IPL Figure 2 thru IPL Figure 4 for item numbers.

E. General repair details:

(1) Material: 718 Nickel alloy

(2) Shot peen: All surfaces, except threads and head to shank fillet radius

Intensity: 0.014A-0.019A

Coverage: 2.0

2. Pawl/Link Pin Repair

A. References

Reference	Title
SOPM 20-10-03	SHOT PEENING
SOPM 20-10-04	GRINDING OF CHROME PLATED PARTS
SOPM 20-20-02	PENETRANT METHODS OF INSPECTION
SOPM 20-30-02	STRIPPING OF PROTECTIVE FINISHES
SOPM 20-41-01	DECODING TABLE FOR BOEING FINISH CODES
SOPM 20-42-03	HARD CHROME PLATING

B. Procedure

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) If the depth of wear, damage, and/or corrosion is greater than 0.010 inch, replace the pawl/link pin (5, 8, 220, IPL Figure 2; 460, IPL Figure 3 and IPL Figure 4).

(2) If the depth of wear, damage, and/or corrosion is less than 0.010 inch, repair the pawl/link pin (5, 8, 220, IPL Figure 2; 460, IPL Figure 3 and IPL Figure 4) as follows:

(a) Machine or grind (SOPM 20-10-04) the pin shank outside diameter to remove 0.003-0.005 inch of material, including chrome plate, to remove defects, cracks, and/or corrosion up to the limits shown in REPAIR 5-1, Figure 601.

(b) Do a check to make sure the surface roughness is 32 microinches RA or smoother after you machine the pin outside diameter.

(c) Break all the sharp edges to a radius of 0.010-0.030 inch.

(d) Do a penetrant check as shown in SOPM 20-20-02.

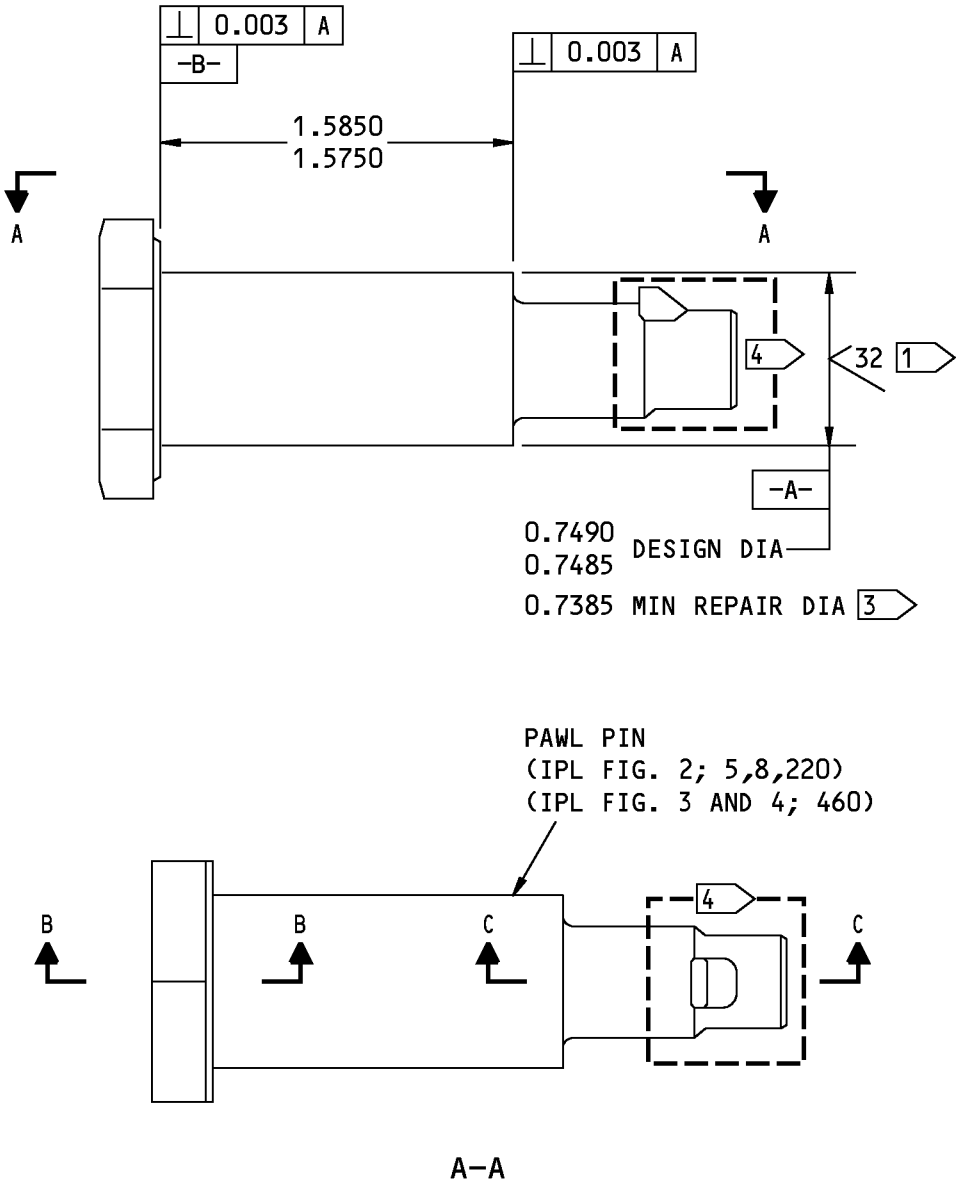
(e) Put a cover on the threads and shot peen (SOPM 20-10-03) as shown in REPAIR 5-1, Paragraph 1.E.(2).

1) After shot peen, 0.0020 inch maximum material can be removed from the shank of the pin to get the necessary dimension and surface roughness before plating.

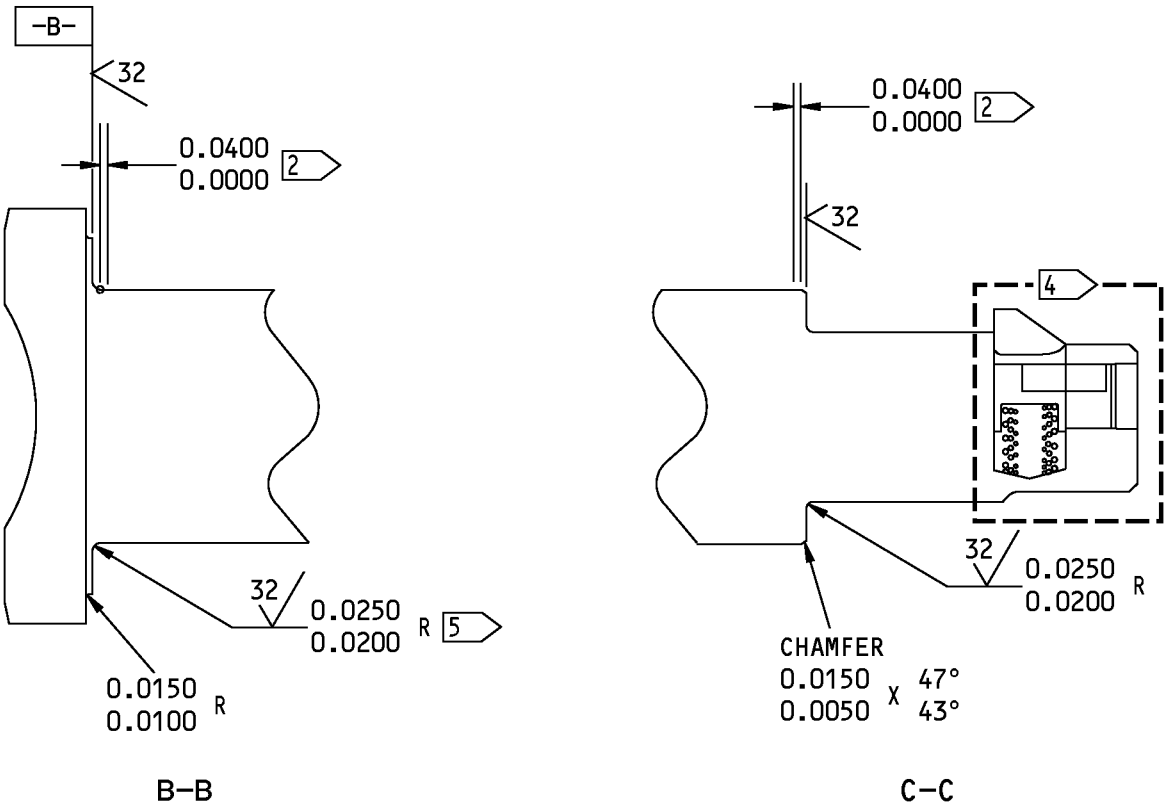
(f) Apply chrome plate (F-15.34) to the outside diameter of the pin per SOPM 20-42-03.

1) Prevent fillet radius from chrome plate particles during chrome plate.

(g) Grind the pin outside diameter (SOPM 20-10-04) to the design dimensions and surface roughness as shown in REPAIR 5-1, Figure 601.



310A2042-2, -3 Pawl/Link Pin Repair
Figure 601 (Sheet 1 of 2)



1 SURFACE ROUGHNESS IS BEFORE AND AFTER CHROME PLATE.

2 CHROME PLATE RUN OUT AREA.

3 CHROME PLATE THIS SURFACE.

4 SHOWN WITH PAWL FEATURE USED ON 310A2042-2. 310A2042-3 HAS COTTER PIN HOLE IN LIEU OF PAWL FEATURE.

5 PROTECT FULLET RADIUS FROM CHROME DEPOSIT DURING PLATING PROCESS.

125 ALL MACHINED SURFACES UNLESS SHOWN DIFFERENTLY

ITEM NUMBERS REFER TO IPL FIGS. 2 THRU 4

ALL DIMENSIONS ARE IN INCHES

310A2042-2, -3 Pawl/Link Pin Repair
Figure 601 (Sheet 2 of 2)

HANGER ASSEMBLY - REPAIR 6-1

310A2031–9

1. General

A. This procedure has the data necessary to repair and refinish the hanger assembly (165).

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

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

D. Refer to IPL Figure 3 for item numbers.

2. Bushing Replacement

A. References

Reference	Title
SOPM 20-30-02	STRIPPING OF PROTECTIVE FINISHES
SOPM 20-50-03	BEARING AND BUSHING REPLACEMENT

B. Procedure

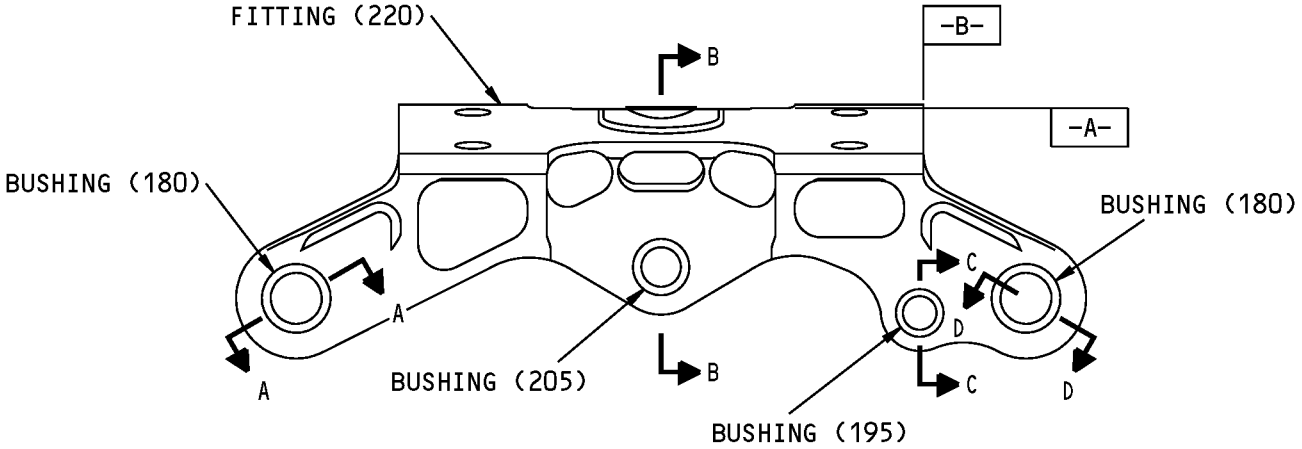
NOTE: For stripping of protective finishes, refer to SOPM 20-30-02.

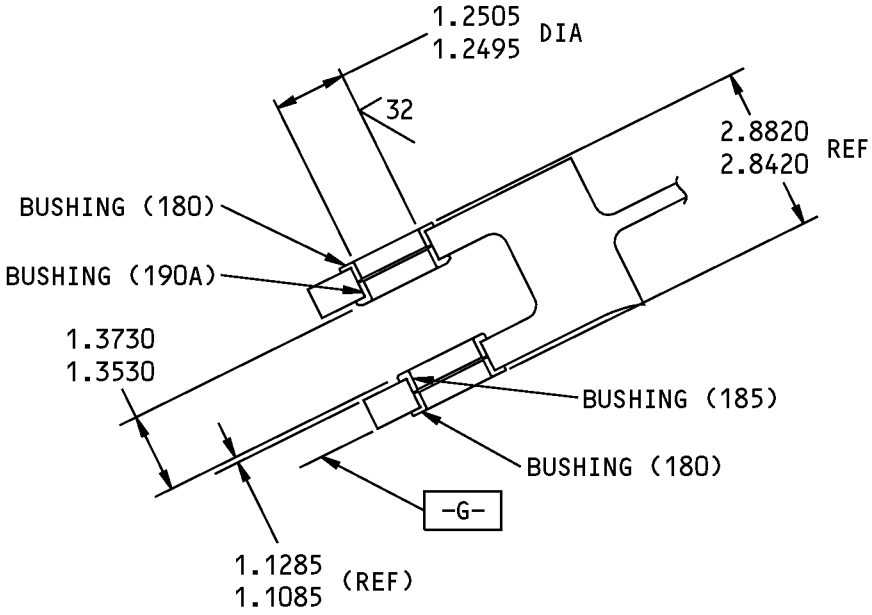
(1) Remove the bushing (170 thru 215) from the fitting (220) (SOPM 20-50-03).

(2) Install the new bushing (170 thru 215) as shown in SOPM 20-50-03, shrink-fit method.

(3) Machine the inside diameter of the bushing (170 thru 215) to the dimension shown in REPAIR 6-1, Figure 601.

(4) Machine as necessary the flange of the bushing (170, 175, 185, 190A, 200, 210, 215) to get the dimension shown in REPAIR 6-1, Figure 601.





A-A

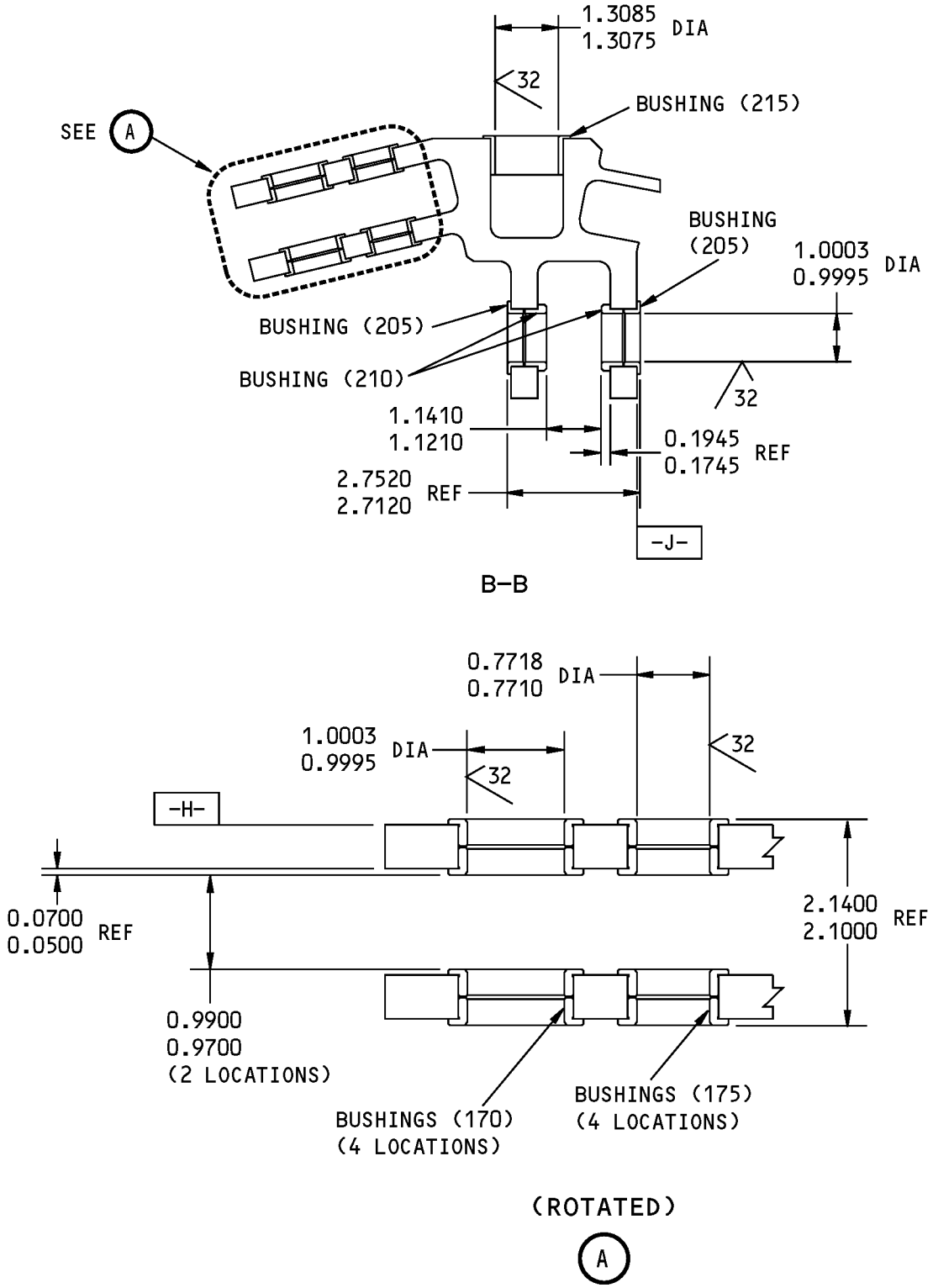
125 ALL MACHINED SURFACES UNLESS SHOWN DIFFERENTLY

BREAK ALL SHARP EDGES

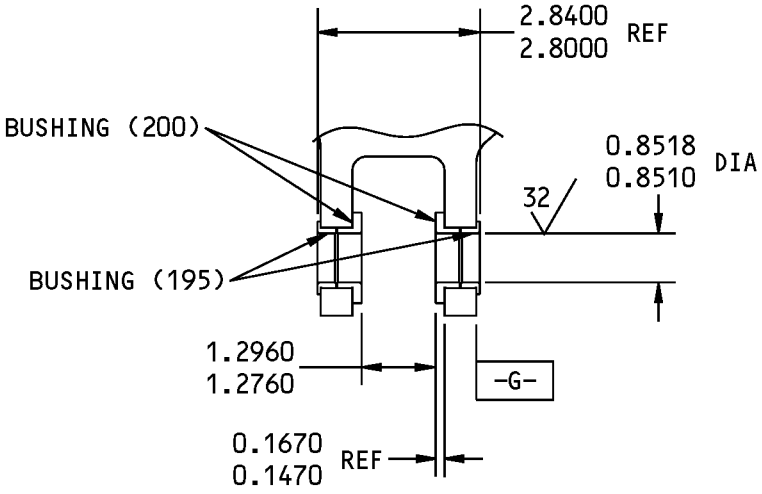
ITEM NUMBERS REFER TO IPL FIG. 3

ALL DIMENSIONS ARE IN INCHES

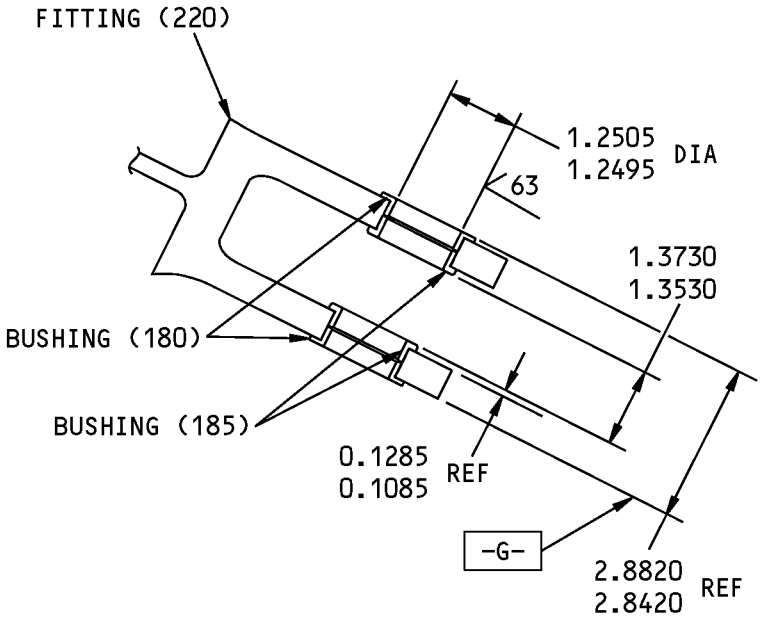
310A2031-9 Hanger Assembly Repair
Figure 601 (Sheet 1 of 3)



310A2031-9 Hanger Assembly Repair
Figure 601 (Sheet 2 of 3)



C–C



D–D

310A2031-9 Hanger Assembly Repair
Figure 601 (Sheet 3 of 3)

FITTING - REPAIR 6-2

310A2031–10

1. General

A. This procedure has the data necessary to repair and refinish the fitting (220).

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

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

D. Refer to 737 SRM 54-70-90 for repair of the Aft Engine Mount Bulkhead Assembly 311A2260.

E. Refer to IPL Figure 3 for item numbers.

F. General repair details:

(1) Material: TI-6AL-2SN-4ZR-2MO Titanium alloy

Heat treat 130 Ksi, Ultimate 120 Ksi, Yield

(2) Shot peen: Surfaces as shown REPAIR 6-2, Figure 601

Intensity: 0.014A-0.024A

Coverage: 2.0

Overspray is permitted

2. Fitting Repair

A. References

Reference	Title
BAC 5616	Heat Treatment of Nickel-Base and Cobalt-Base Alloys
SOPM 20-10-03	SHOT PEENING
SOPM 20-10-07	MACHINING OF TITANIUM
SOPM 20-20-02	PENETRANT METHODS OF INSPECTION
SOPM 20-30-02	STRIPPING OF PROTECTIVE FINISHES

B. Procedure

NOTE: For stripping of protective finishes, refer to SOPM 20-30-02.

(1) Machine the holes in the fitting (220) (SOPM 20-10-07) for the bushings (170, 180, 185, 190A, 205, 210) as shown in SOPM 20-10-07, Class 2, to remove defects up to the limits shown in REPAIR 6-2, Figure 601.

(2) Break all sharp edges.

(3) Do a penetrant check as shown in SOPM 20-20-02.

(4) Shot peen (SOPM 20-10-03) the surfaces as shown in REPAIR 6-2, Paragraph 1.F.(2) and REPAIR 6-2, Figure 601.

(a) After shot peen, 0.003 inch maximum material can be removed to get the necessary dimensions and surface roughness as shown in REPAIR 6-2, Figure 601.

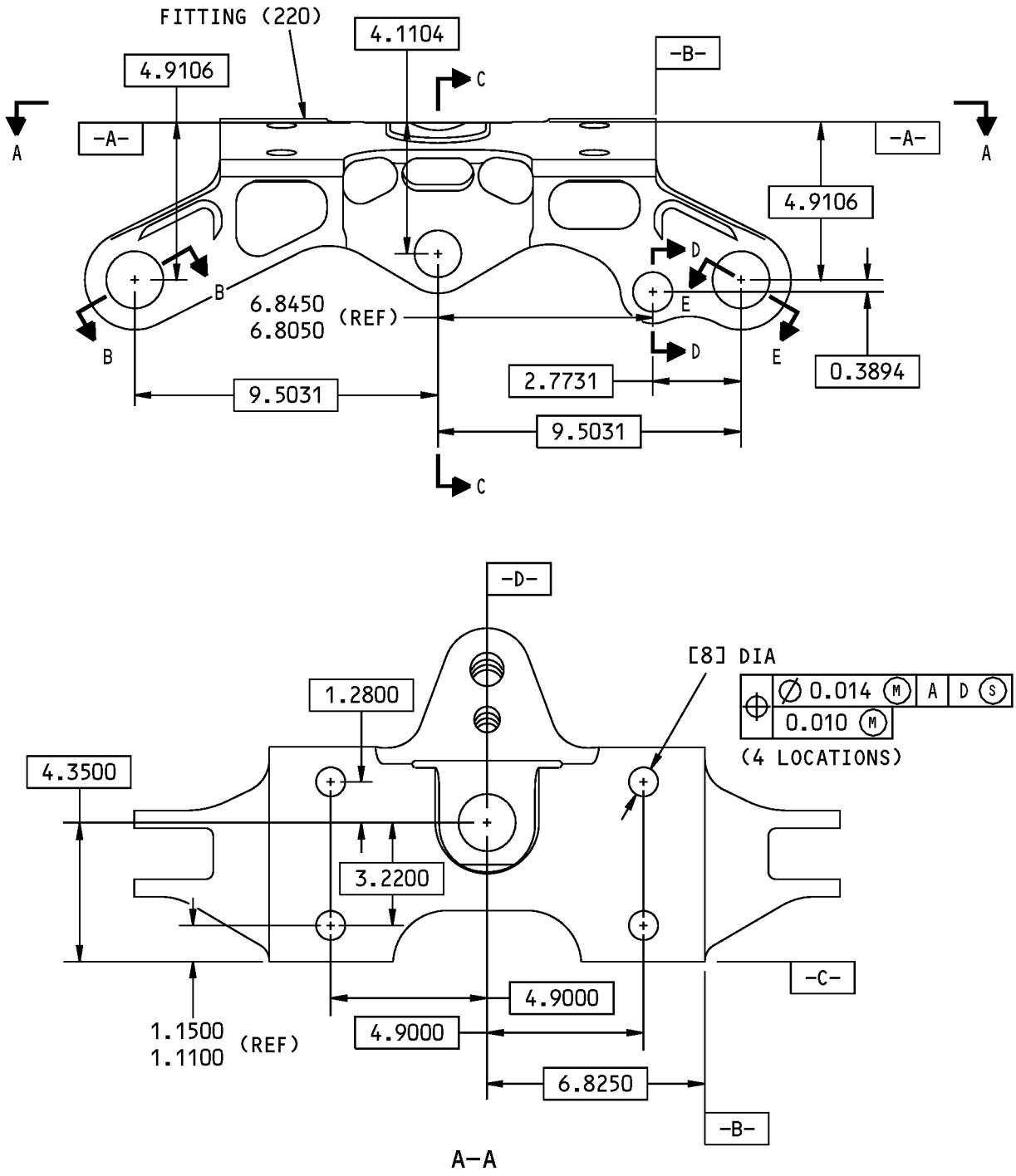
(5) Make the repair bushing as shown in REPAIR 6-2, Figure 602.

(a) Material for the replacement bushings (170 thru 215) 718 nickel alloy, heat treat BAC 5616, Condition II.

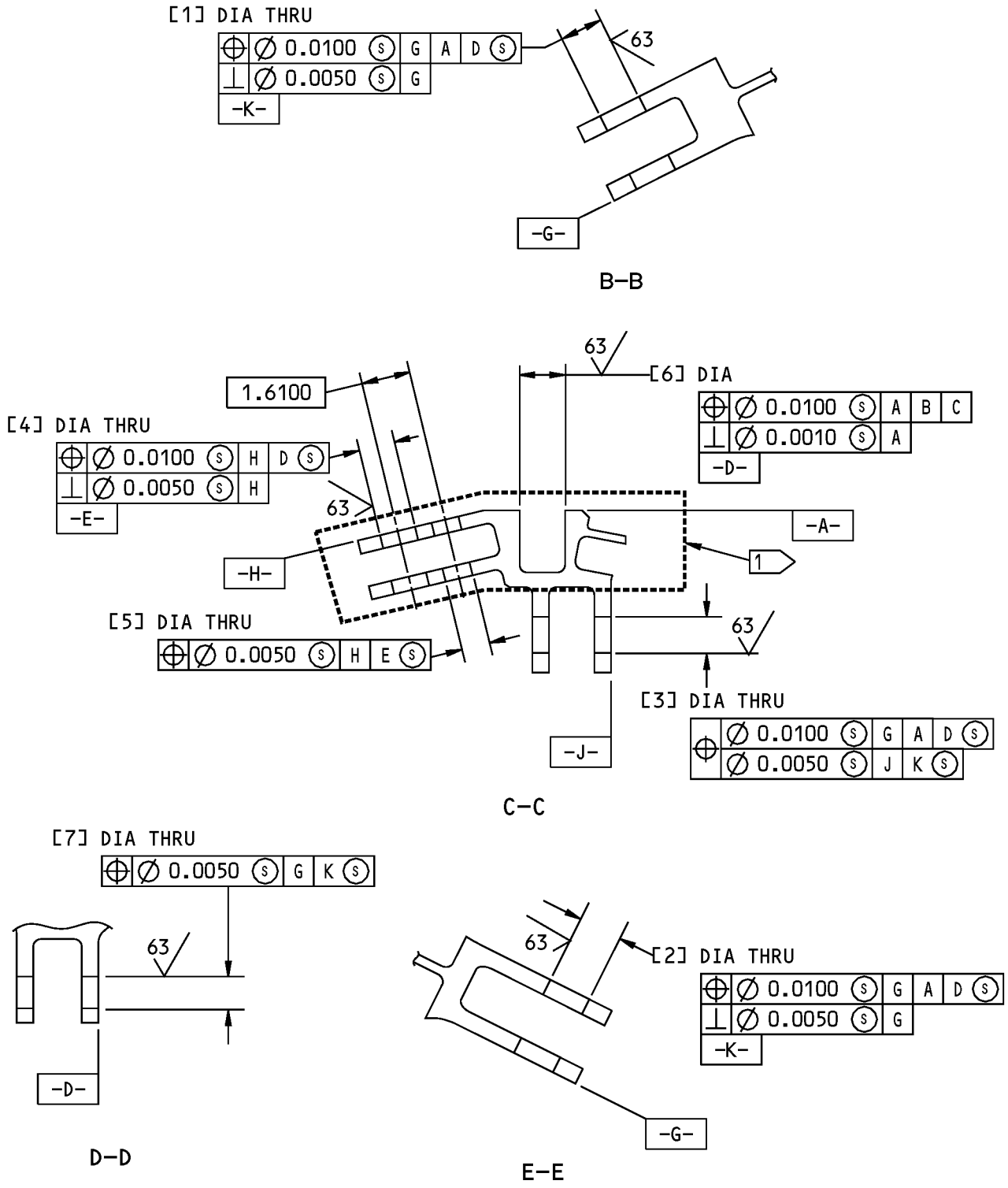
(b) Break all the sharp edges.

(c) Do a penetrant check as shown in SOPM 20-20-02.

(6) Install and machine the oversize bushing as shown in REPAIR 6-1, Paragraph 2.B.(2) through REPAIR 6-1, Paragraph 2.B.(4).



310A2031-10 Fitting Repair
Figure 601 (Sheet 1 of 3)

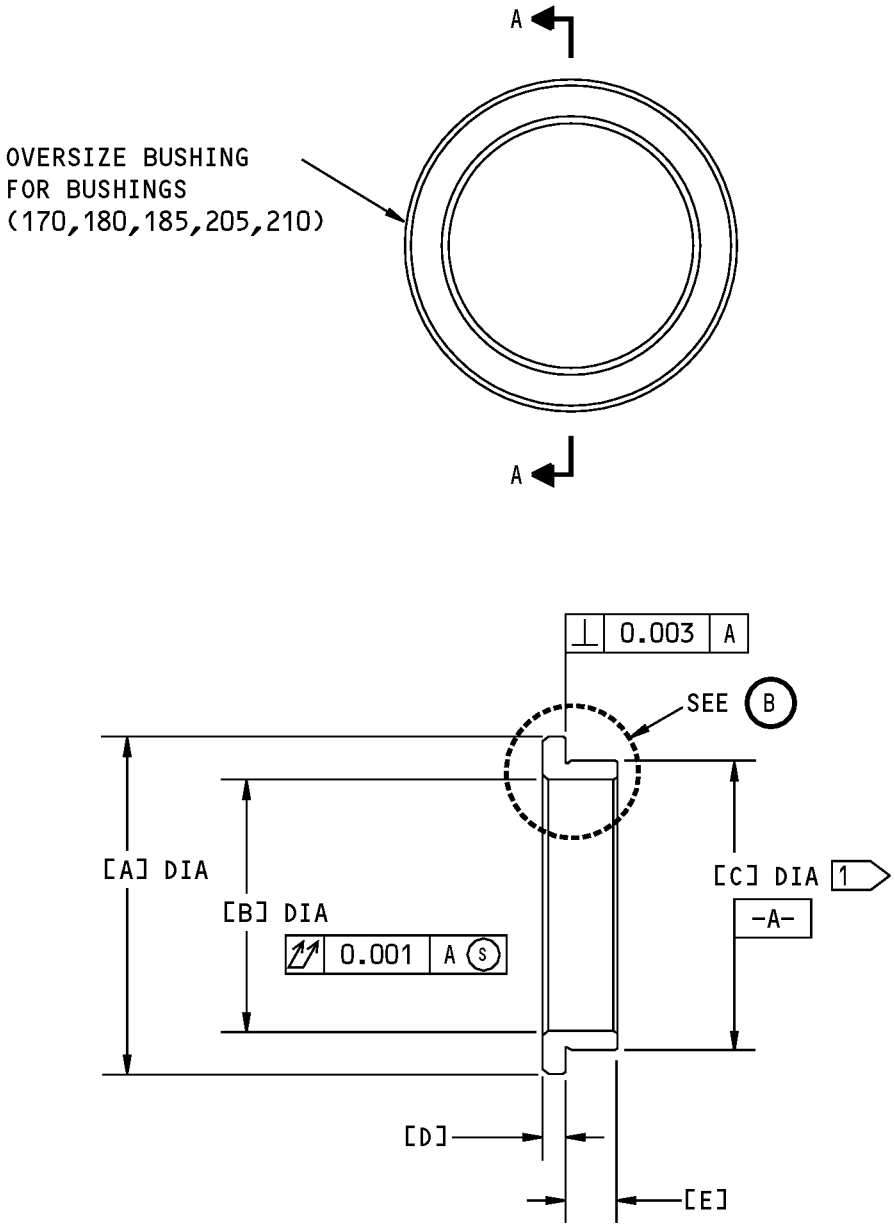


310A2031-10 Fitting Repair
Figure 601 (Sheet 2 of 3)

REFERENCE NUMBER	[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
DESIGN DIMENSION	1.4383 1.4375	1.4383 1.4375	1.1882 1.1875	1.1882 1.1875	0.9131 0.9124	1.5008 1.5000	1.0512 1.0505	0.9220 0.9030
REPAIR LIMIT	1.4983	1.4983	1.2482	1.2482				

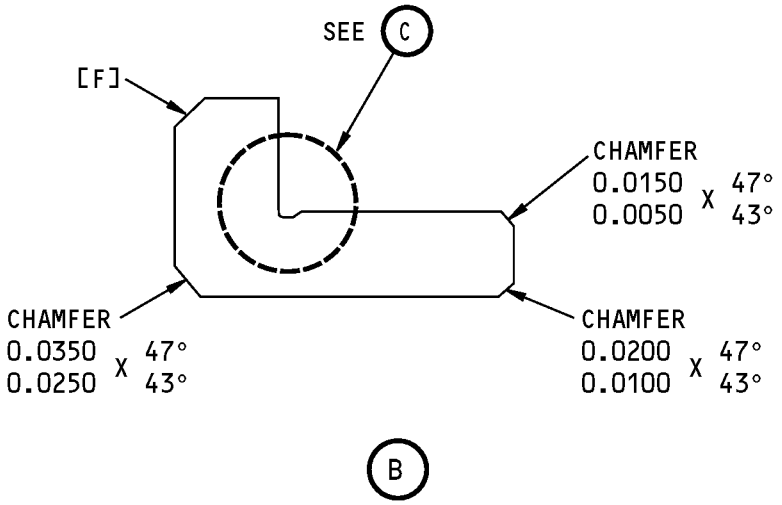
1 SHOT PEEN NECESSARY IN THIS AREA ONLY. OVERSPRAY PERMITTED.

310A2031-10 Fitting Repair
Figure 601 (Sheet 3 of 3)

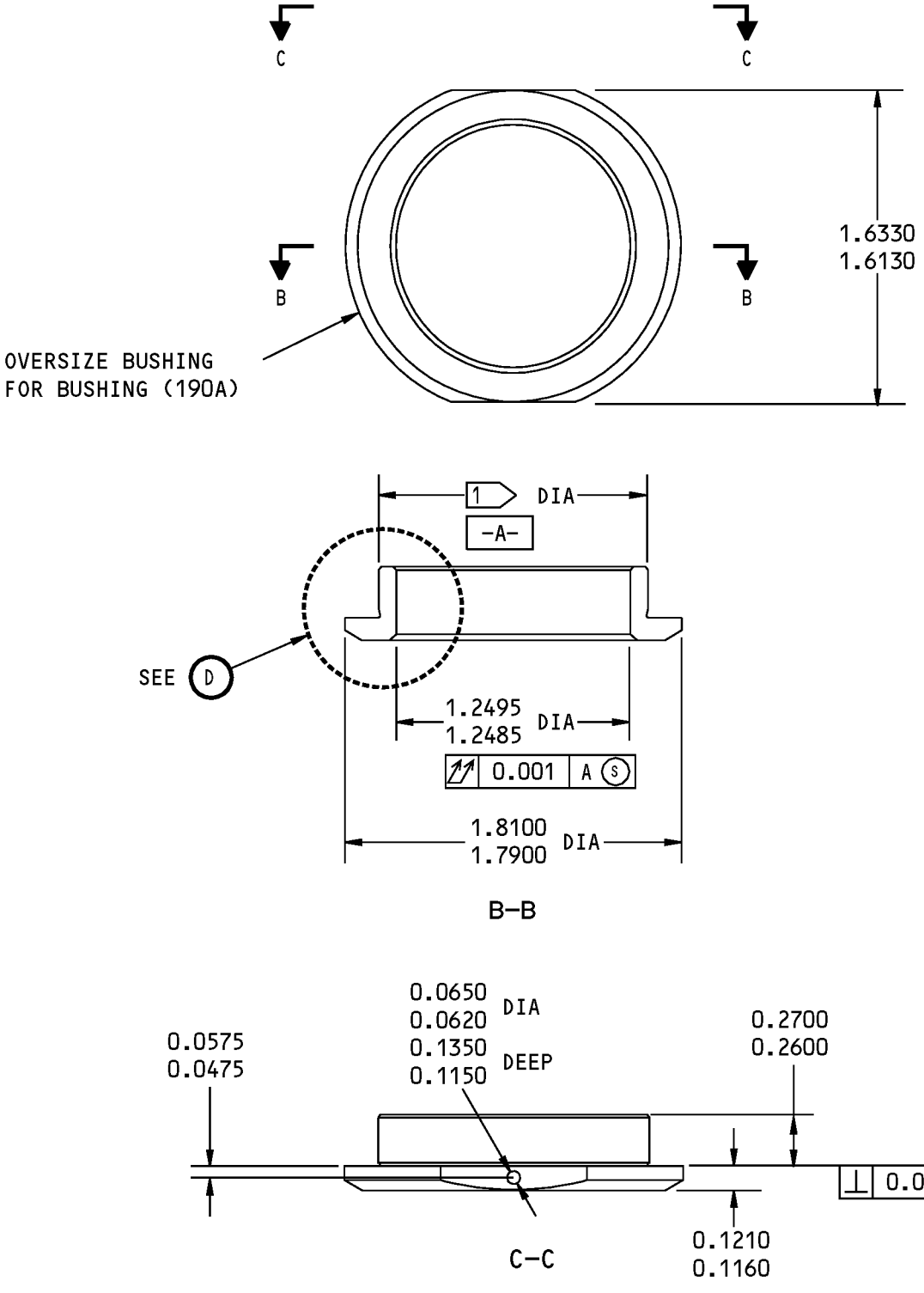


A-A

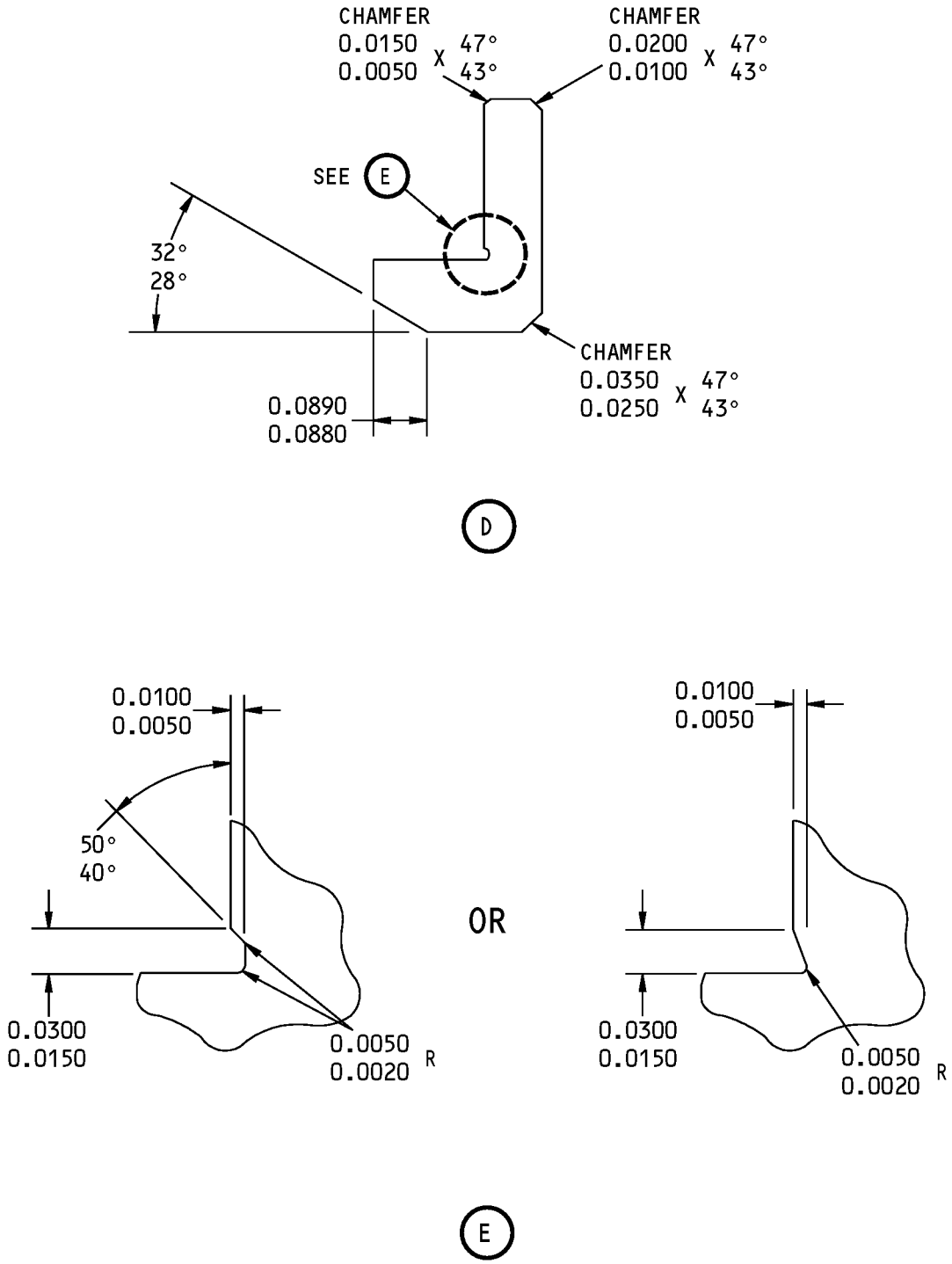
Oversize Bushing Details
Figure 602 (Sheet 1 of 5)



Oversize Bushing Details
Figure 602 (Sheet 2 of 5)



Oversize Bushing Details
Figure 602 (Sheet 3 of 5)



Oversize Bushing Details
Figure 602 (Sheet 4 of 5)

REPLACES BUSHING (IPL FIG. 3)	DIA-METER [A]	DIA-METER [B]	DIA-METER [C]	INTER-FERENCE	DIMEN-SION [D]	DIMEN-SION [E]	DIMEN-SION [F]
170	1.4000 1.3800	0.9994 0.9984	1	0.0020 0.0008	0.0625 0.0575	0.2200 0.2100	0.0150 0.0050
180	1.8100 1.7900	1.2495 1.2485	1	0.0025 0.0012	0.0835 0.0785	0.2700 0.2600	0.0150 0.0050
185	1.6930 1.6730	1.2495 1.2485	1	0.0025 0.0012	0.1210 0.1160	0.2700 0.2600	0.0350 0.0250
205	1.5100 1.4900	0.9994 0.9984	1	0.0020 0.0008	0.0685 0.0635	0.2700 0.2600	0.0150 0.0050
210	1.3800 1.3600	0.9994 0.9984	1	0.0020 0.0008	0.1870 0.1820	0.2700 0.2600	0.0550 0.0450

1 THE OUTSIDE DIAMETER OF THE BUSHING IS EQUAL TO THE FITTING HOLE DIAMETER PLUS 0.0012–0.0025 INCH INTERFERENCE.

63 ALL MACHINED SURFACES UNLESS SHOWN DIFFERENTLY

ITEM NUMBERS REFER TO IPL FIG. 3

ALL DIMENSIONS ARE IN INCHES

Oversize Bushing Details
Figure 602 (Sheet 5 of 5)

HANGER ASSEMBLY - REPAIR 6-3

310A2031–22, –24

1. General

A. This procedure has the data necessary to repair and refinish the hanger assembly (145).

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

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

D. Refer to IPL Figure 4 for item numbers.

2. Bushing Replacement

A. References

Reference	Title
SOPM 20-30-02	STRIPPING OF PROTECTIVE FINISHES
SOPM 20-50-03	BEARING AND BUSHING REPLACEMENT

B. Procedure

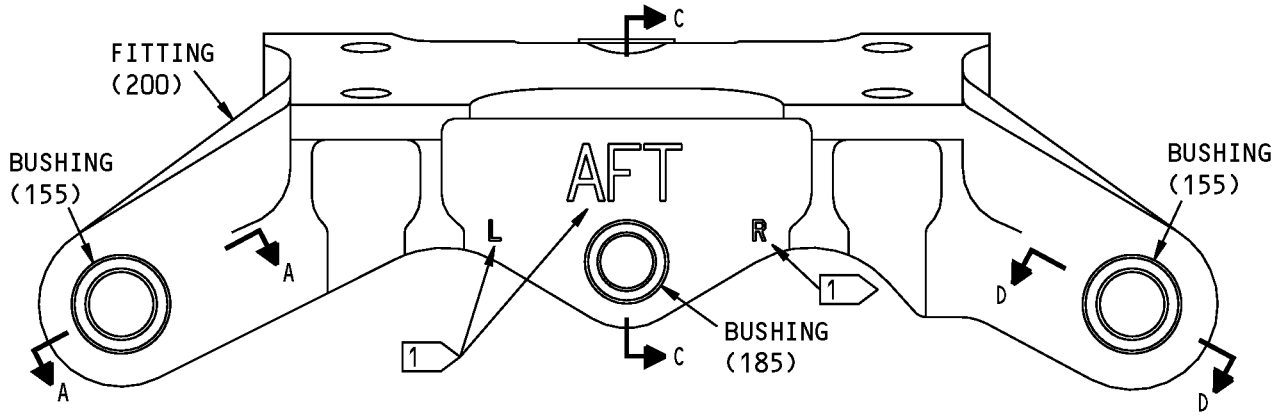
NOTE: For stripping of protective finishes, refer to SOPM 20-30-02.

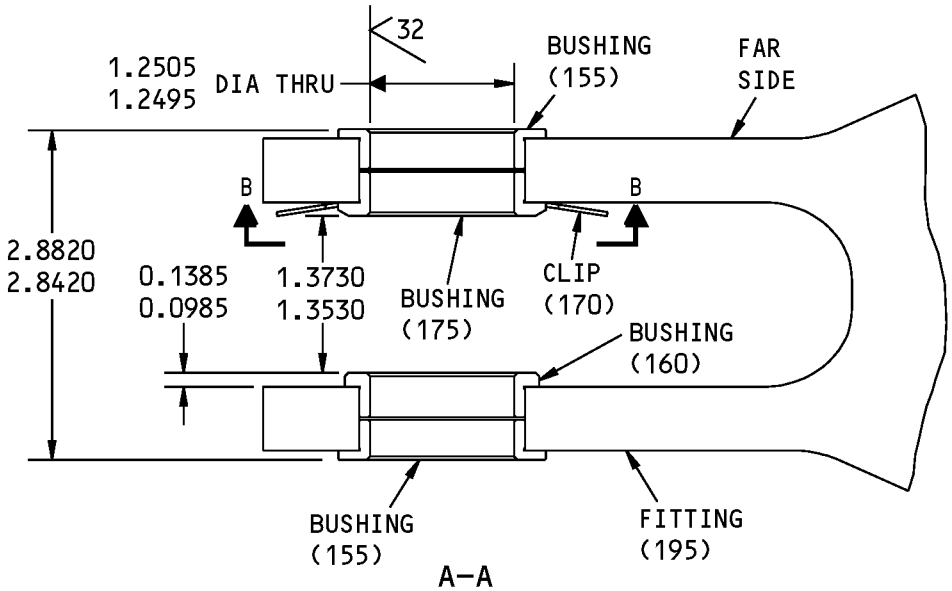
(1) Remove the bushing (150, 155, 160, 175, 180, 185, 190) from the fitting (195) (SOPM 20-50-03).

(2) Install the new bushing (150, 155, 160, 175, 180, 185, 190) as shown in SOPM 20-50-03, shrink-fit method.

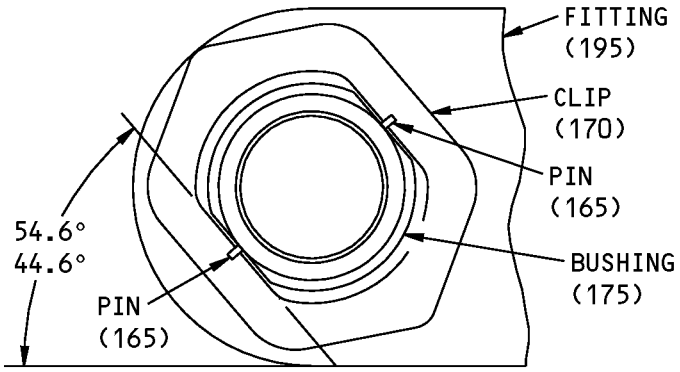
(3) Machine the inside diameter of the bushing (150, 155, 160, 175, 180, 185, 190) to the dimension shown in REPAIR 6-3, Figure 601.

(4) Machine as necessary the flange of the bushing (150, 155, 160, 175, 180, 185) to get the dimension shown in REPAIR 6-3, Figure 601.



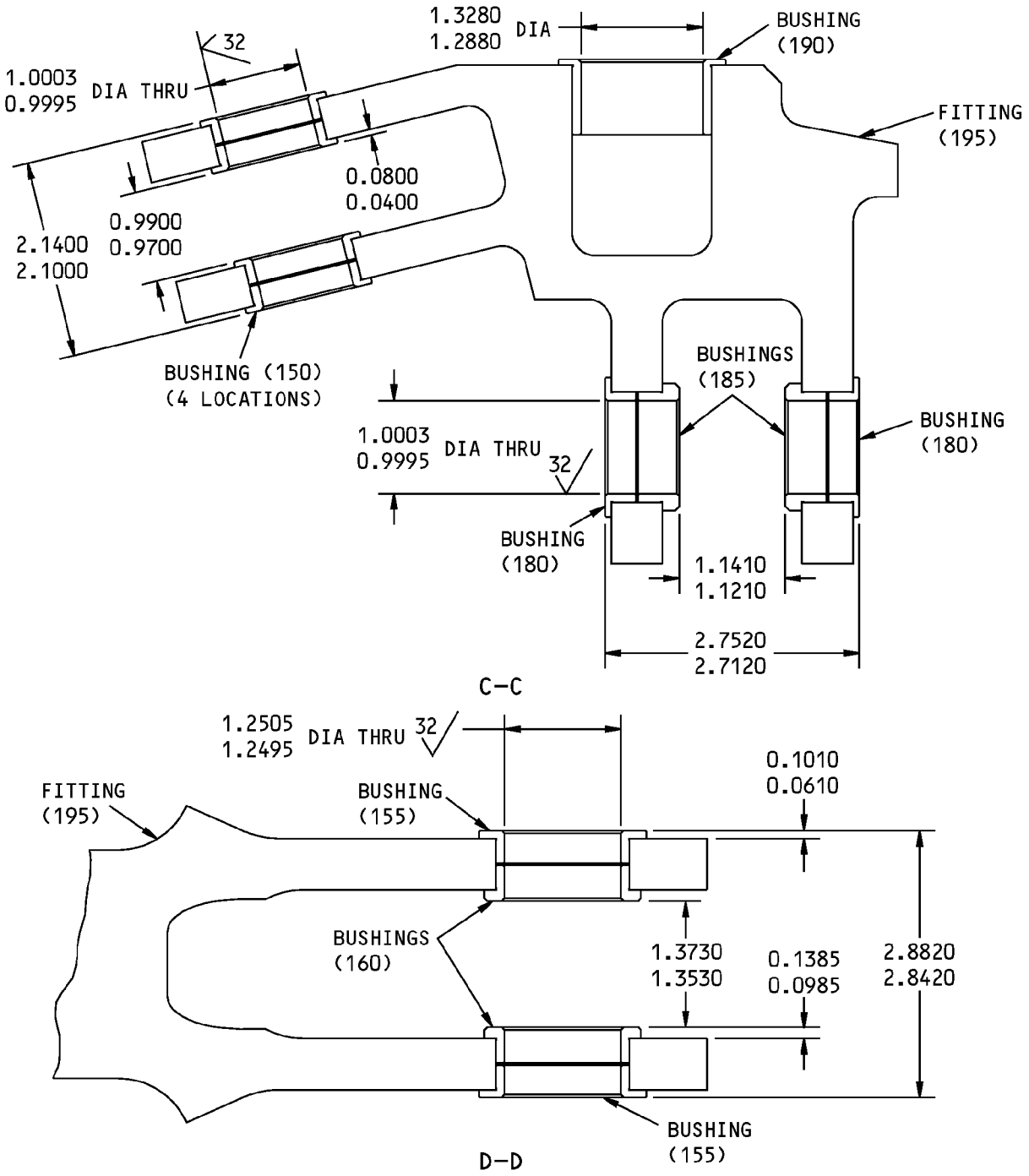


A–A



B–B

310A2031-22,-24 Hanger Assembly Repair
Figure 601 (Sheet 1 of 2)



1 AFT MARKING APPLIES ONLY TO 310A2031-24

ITEM NUMBERS REFER TO IPL FIG. 4

ALL DIMENSIONS ARE IN INCHES

310A2031-22,-24 Hanger Assembly Repair
Figure 601 (Sheet 2 of 2)

BOEING®

COMPONENT MAINTENANCE MANUAL

FITTING - REPAIR 6-4

310A2031–23, –25

1. General

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

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

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

D. Refer to IPL Figure 4 for item numbers.

E. Refer to 737 SRM 54-70-90 for additional aft mount hanger fitting loop blend repair.

F. General repair details:

(1) Material: TI-6AL-2SN-4ZR-2MO Titanium alloy

Heat treat 130 Ksi, Ultimate 120 Ksi, Yield

(2) Shot peen: Surfaces as shown in REPAIR 6-4, Figure 601

Intensity: 0.014A-0.024A

Coverage: 2.0

Overspray is permitted

2. Fitting Repair

A. References

Reference	Title
BAC 5616	Heat Treatment of Nickel-Base and Cobalt-Base Alloys
SOPM 20-10-03	SHOT PEENING
SOPM 20-10-07	MACHINING OF TITANIUM
SOPM 20-20-02	PENETRANT METHODS OF INSPECTION
SOPM 20-30-02	STRIPPING OF PROTECTIVE FINISHES

B. Procedure

NOTE: For stripping of protective finishes, refer to SOPM 20-30-02.

(1) Machine the holes in the fitting (195) for the bushings (150, 155, 160, 175, 180, 185, 190) as shown in SOPM 20-10-07, Class 2, to remove defects up to the limits shown in REPAIR 6-4, Figure 601.

(2) Break all sharp edges.

(3) Do a penetrant check as shown in SOPM 20-20-02.

(4) Shot peen (SOPM 20-10-03) the surfaces as shown in REPAIR 6-4, Paragraph 1.F.(2) and REPAIR 6-4, Figure 601.

(a) After shot peen, 0.003 inch maximum material can be removed to get the necessary dimensions and surface roughness as shown in REPAIR 6-4, Figure 601.

(5) Make the repair bushing as shown in REPAIR 6-4, Figure 602.

(a) Material for the replacement bushings (150 thru 160, 175 thru 185) 718 nickel alloy, heat treat BAC 5616, Condition II.

(b) Break all the sharp edges.

(c) Do a penetrant check as shown in SOPM 20-20-02.

(6) Install and machine the oversize bushing as shown in REPAIR 6-3, Paragraph 2.B.(2) through REPAIR 6-3, Paragraph 2.B.(4).

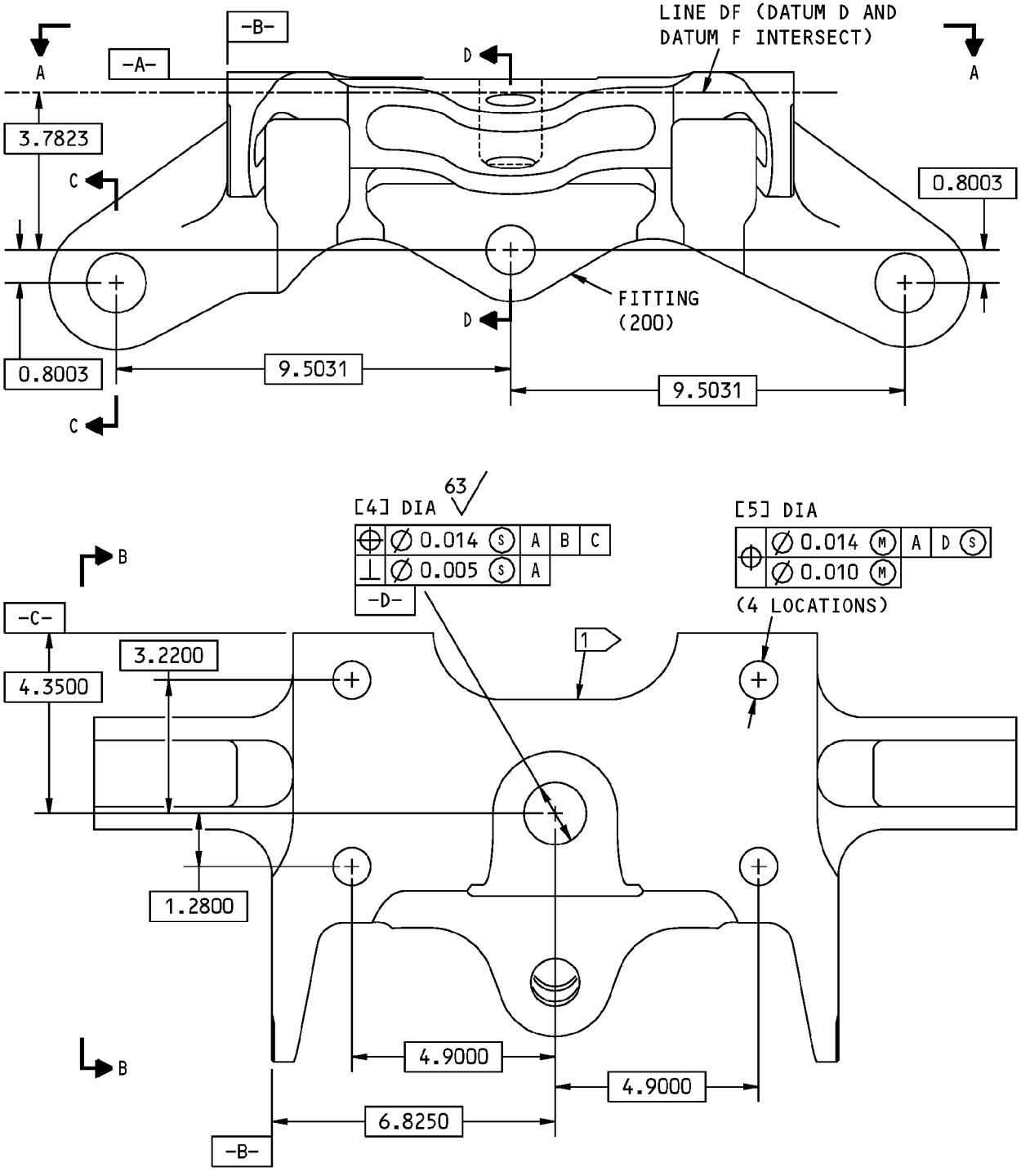
3. Fitting Loop Blend Repair

A. References

Reference	Title
737 SRM 54-70-90	Mounts and Linkages

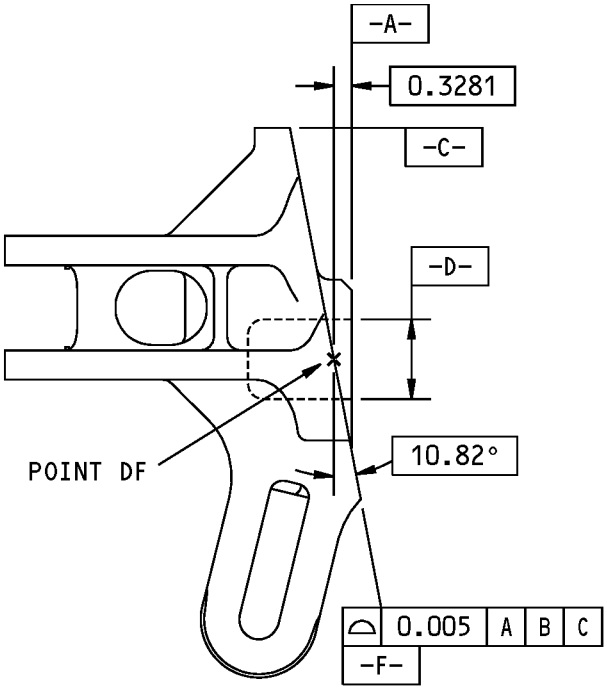
B. Procedure

(1) For the repair of the aft engine mount hanger fitting loop blend repair, refer to 737 SRM 54-70-90.

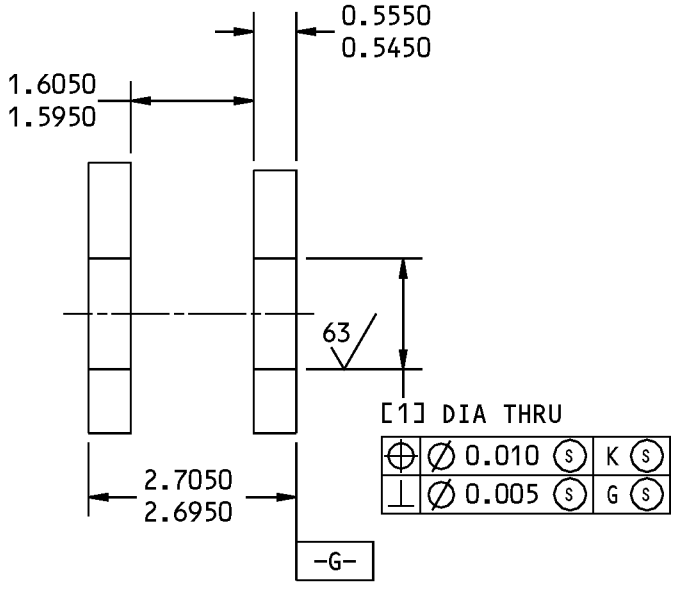


A–A

310A2031-23,-25 Fitting Repair
Figure 601 (Sheet 1 of 3)

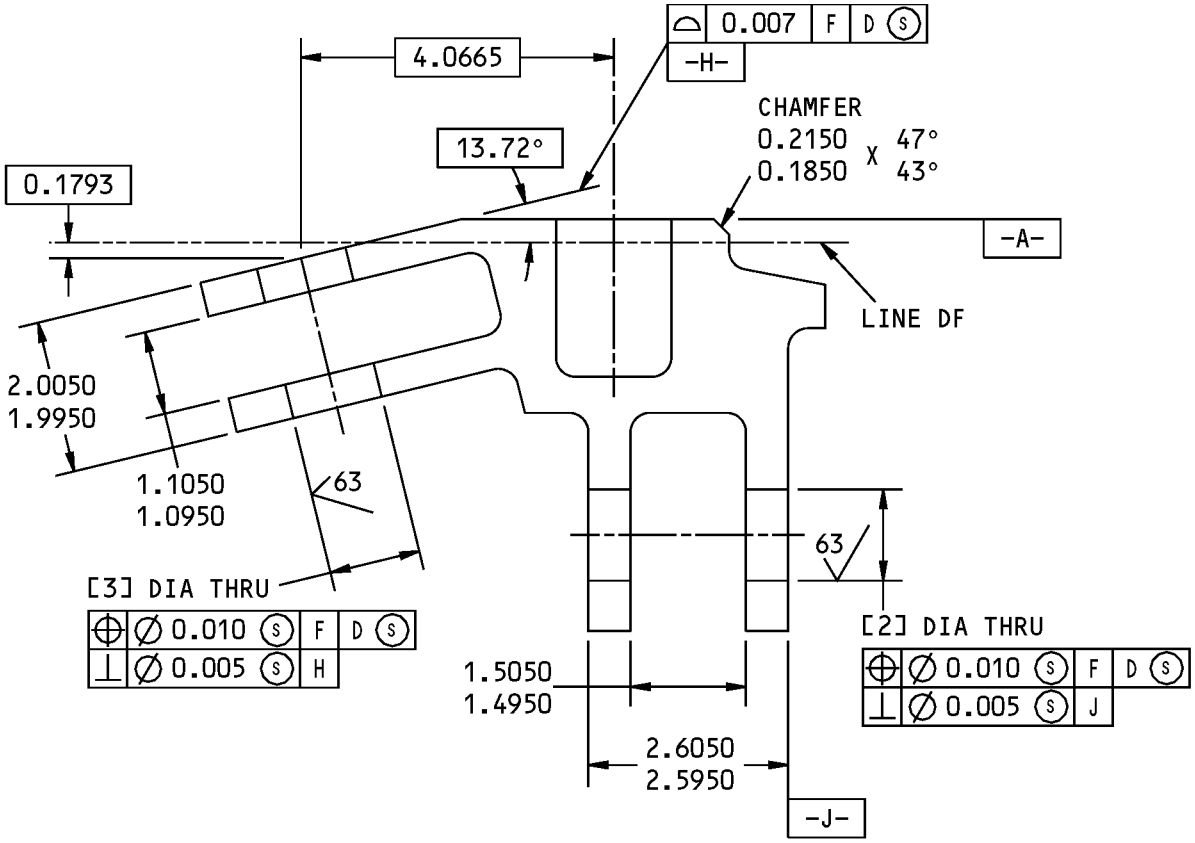


B–B



C–C

310A2031-23,-25 Fitting Repair
Figure 601 (Sheet 2 of 3)



D–D

REFERENCE NUMBER	[1]	[2]	[3]	[4]	[5]
DESIGN DIMENSION	1.4383 1.4375	1.1882 1.1875	1.1882 1.1875	1.5008 1.5000	0.9220 0.9030
REPAIR LIMIT	1.4983	1.2482	1.2482		

1 PART NUMBER IS FOUND HERE.

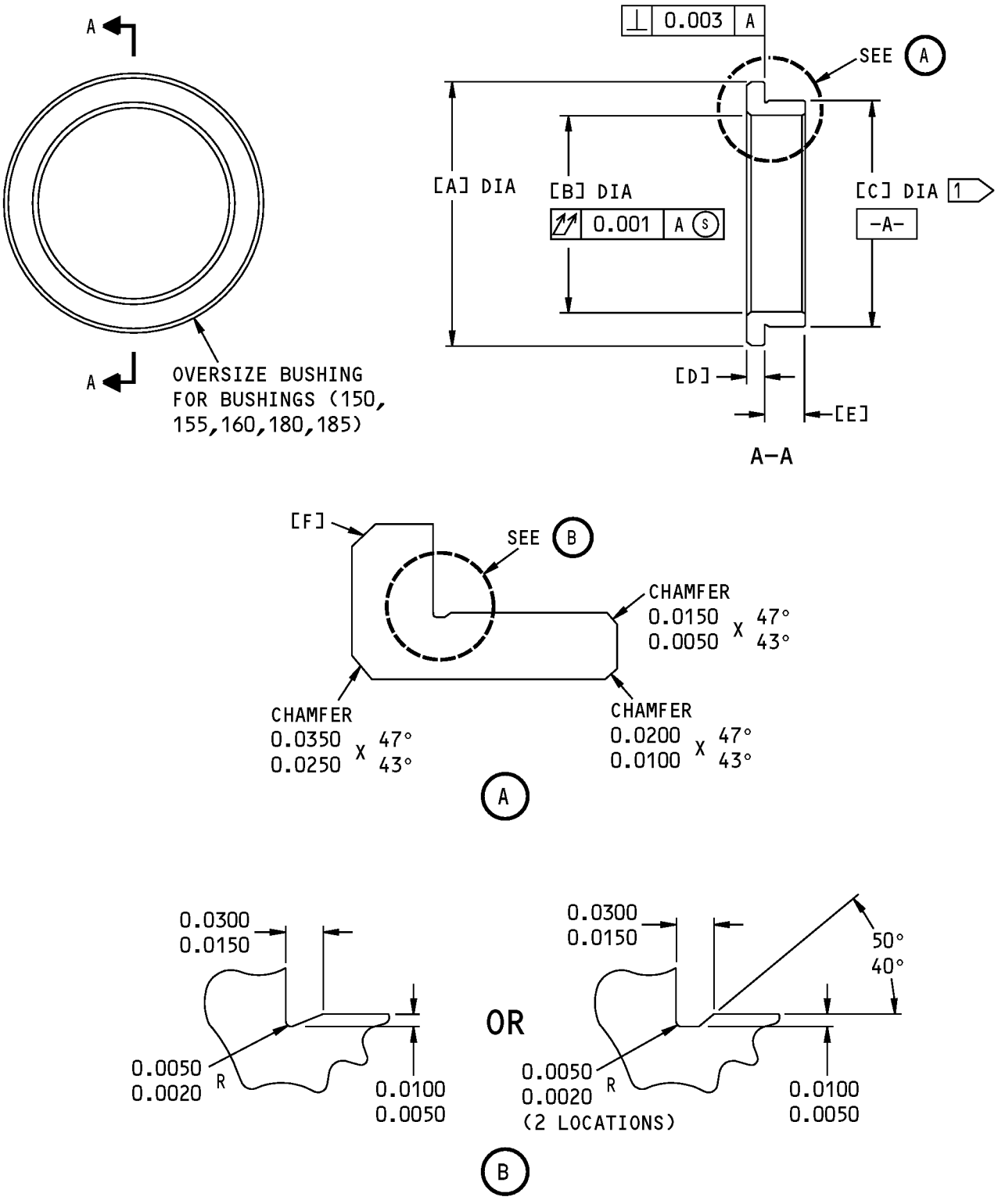
125 ALL MACHINED SURFACES UNLESS SHOWN DIFFERENTLY

BREAK ALL SHARP EDGES

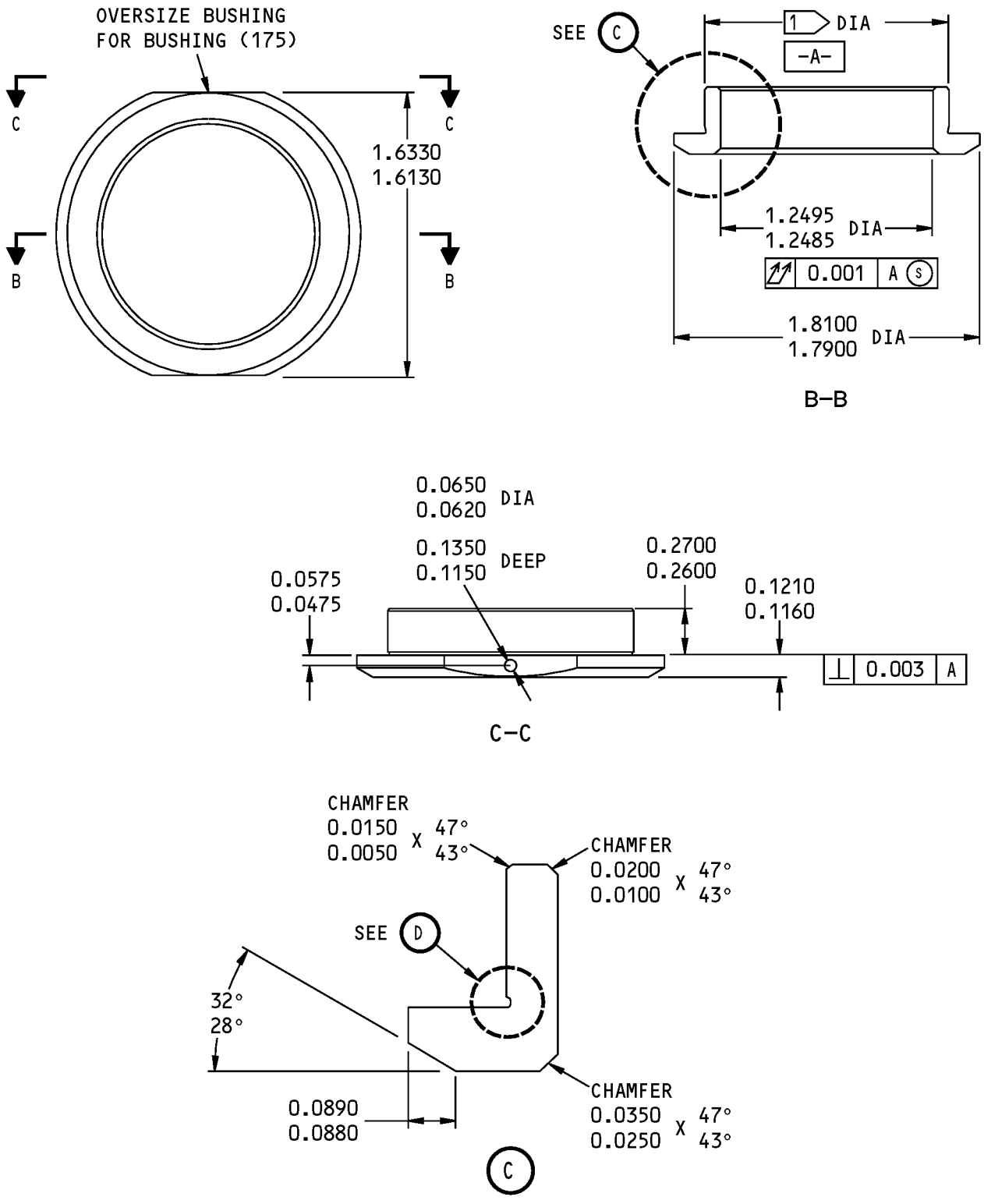
ITEM NUMBERS REFER TO IPL FIG. 4

ALL DIMENSIONS ARE IN INCHES

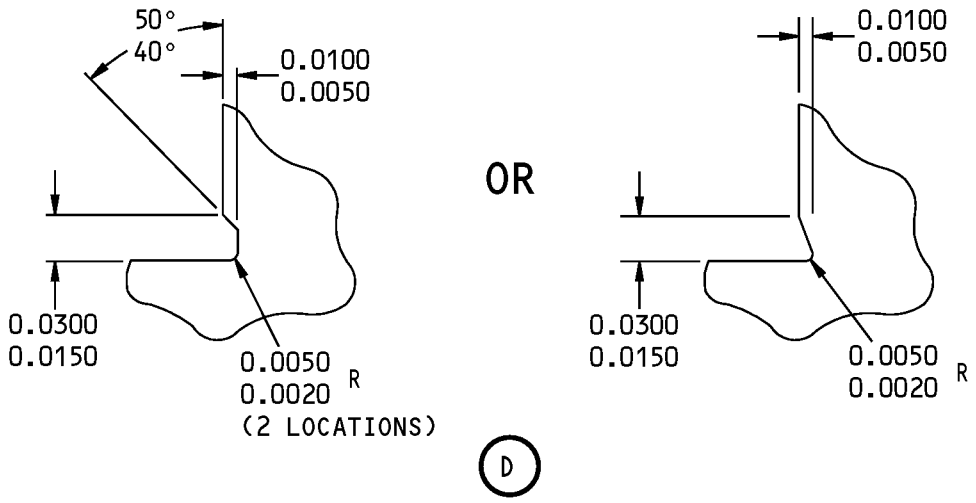
310A2031-23,-25 Fitting Repair
Figure 601 (Sheet 3 of 3)



Oversize Bushing Detail
Figure 602 (Sheet 1 of 3)



Oversize Bushing Detail
Figure 602 (Sheet 2 of 3)



BUSHING TO BE REPLACED (IPL FIG. 4)	[A]	[B]	[C]	[D]	[E]	[F]	INTERFERENCE
150	1.4000 1.3800	0.9994 0.9984	1	0.0625 0.0575	0.2200 0.2100	0.0150 0.0050	0.0020 0.0008
155	1.8100 1.7900	1.2495 1.2485	1	0.0835 0.0785	0.2700 0.2600	0.0150 0.0050	0.0025 0.0012
160	1.6930 1.6730	1.2495 1.2485	1	0.1210 0.1160	0.2700 0.2600	0.0350 0.0250	0.0025 0.0012
180	1.5100 1.4900	0.9994 0.9984	1	0.0685 0.0635	0.2700 0.2600	0.0150 0.0050	0.0020 0.0008
185	1.3800 1.3600	0.9994 0.9984	1	0.1870 0.1820	0.2700 0.2600	0.0550 0.0450	0.0020 0.0008

1 THE OUTSIDE DIAMETER OF THE BUSHING IS EQUAL TO THE FITTING HOLE DIAMETER PLUS INTERFERENCE

63 ALL MACHINED SURFACES UNLESS SHOWN DIFFERENTLY

ITEM NUMBERS REFER TO IPL FIG. 4

ALL DIMENSIONS ARE IN INCHES

Oversize Bushing Detail
Figure 602 (Sheet 3 of 3)

EVENER BAR ASSEMBLY - REPAIR 7-1

310A2036–5

1. General

A. This procedure has the data necessary to repair and refinish the evener bar assembly (25).

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

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

D. Refer to IPL Figure 3 for item numbers.

2. Repair Procedures

A. References

Reference	Title
SOPM 20-30-02	STRIPPING OF PROTECTIVE FINISHES
SOPM 20-50-03	BEARING AND BUSHING REPLACEMENT

B. Bearing Replacement

(1) Remove the bearing (30) from the evener bar (40) (SOPM 20-50-03).

(2) Install the new bearing (30) as shown in SOPM 20-50-03, shrink-fit method. Roller swage the outer race of the bearing (30).

(a) Align the slot in the bearing (30) as shown in REPAIR 7-1, Figure 601.

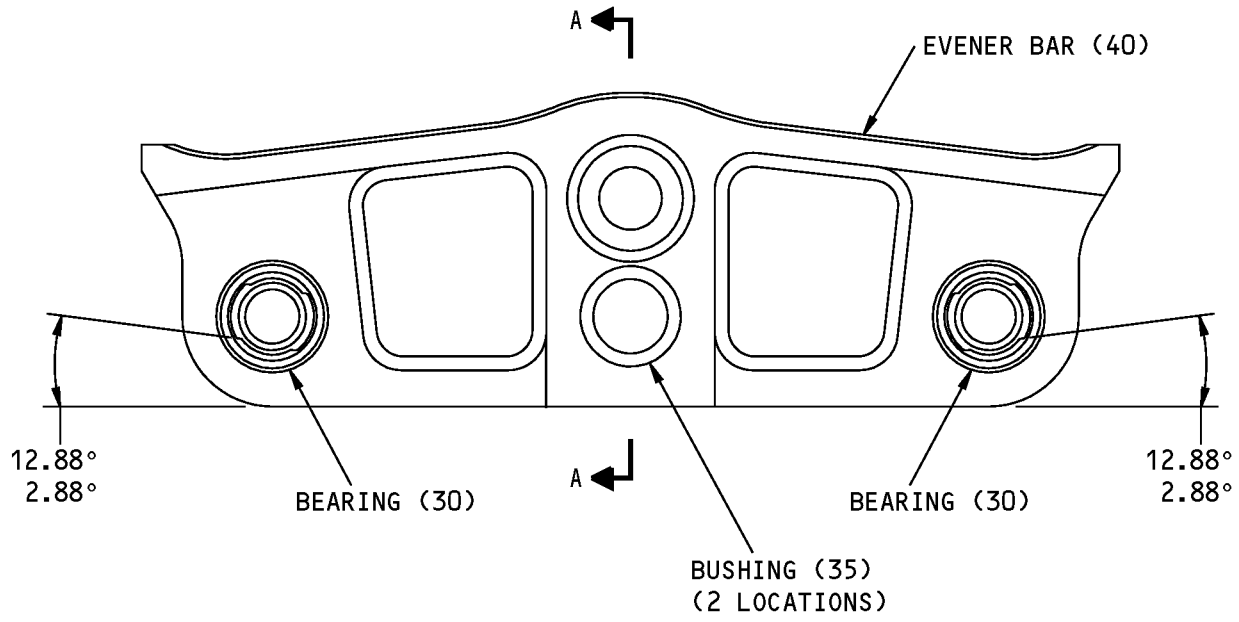
C. Bushing Replacement

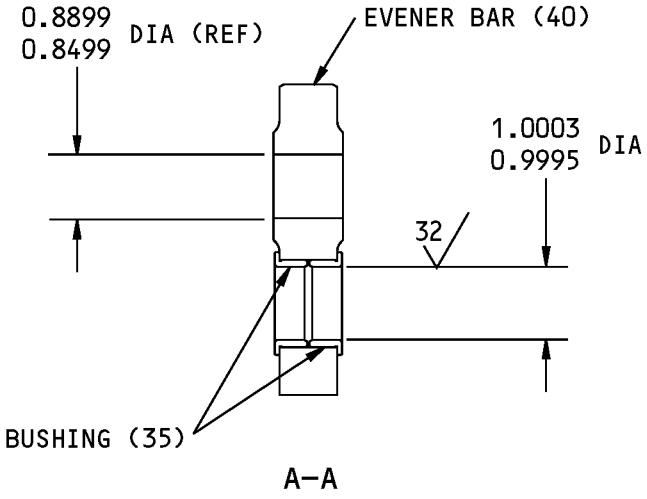
NOTE: For stripping of protective finishes, refer to SOPM 20-30-02.

(1) Remove the bushing (35) from the evener bar (40).

(2) Install the new bushing (35) as shown in SOPM 20-50-03, shrink-fit method.

(3) Machine the inside diameter of the bushing (35) to the dimension and surface roughness as shown in REPAIR 7-1, Figure 601.





A–A

125 ALL MACHINED SURFACES UNLESS SHOWN DIFFERENTLY

BREAK ALL SHARP EDGES

ITEM NUMBERS REFER TO IPL FIG. 3

ALL DIMENSIONS ARE IN INCHES

310A2036-5 Evener Bar Assembly Repair
Figure 601

EVENER BAR - REPAIR 7-2

310A2036–6

1. General

A. This procedure has the data necessary to repair and refinish the evener bar (40).

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

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

D. Refer to IPL Figure 3 for item numbers.

E. General repair details:

(1) Material: 718 Nickel alloy

Heat treat BAC 5616, Condition II

(2) (1) Shot peen: All surfaces

Intensity: 0.014A-0.019A

Coverage: 2.0

2. Evener Bar Repair

A. References

Reference	Title
BAC 5616	Heat Treatment of Nickel-Base and Cobalt-Base Alloys
SOPM 20-10-03	SHOT PEENING
SOPM 20-20-02	PENETRANT METHODS OF INSPECTION

B. Procedure

(1) Machine the hole in the evener bar (40) for the bushing (35) to remove defects up to the limits shown in REPAIR 7-2, Figure 601.

(2) Break all sharp edges to a radius of 0.010-0.030 inch.

(3) Do a penetrant check as shown in SOPM 20-20-02.

(4) Shot peen (SOPM 20-10-03) as shown in REPAIR 7-2, Paragraph 1.E.(2).

(a) After shot peen, 0.002 inch maximum material can be removed from the bore surface to get the necessary dimension and surface roughness as shown in REPAIR 7-2, Figure 601.

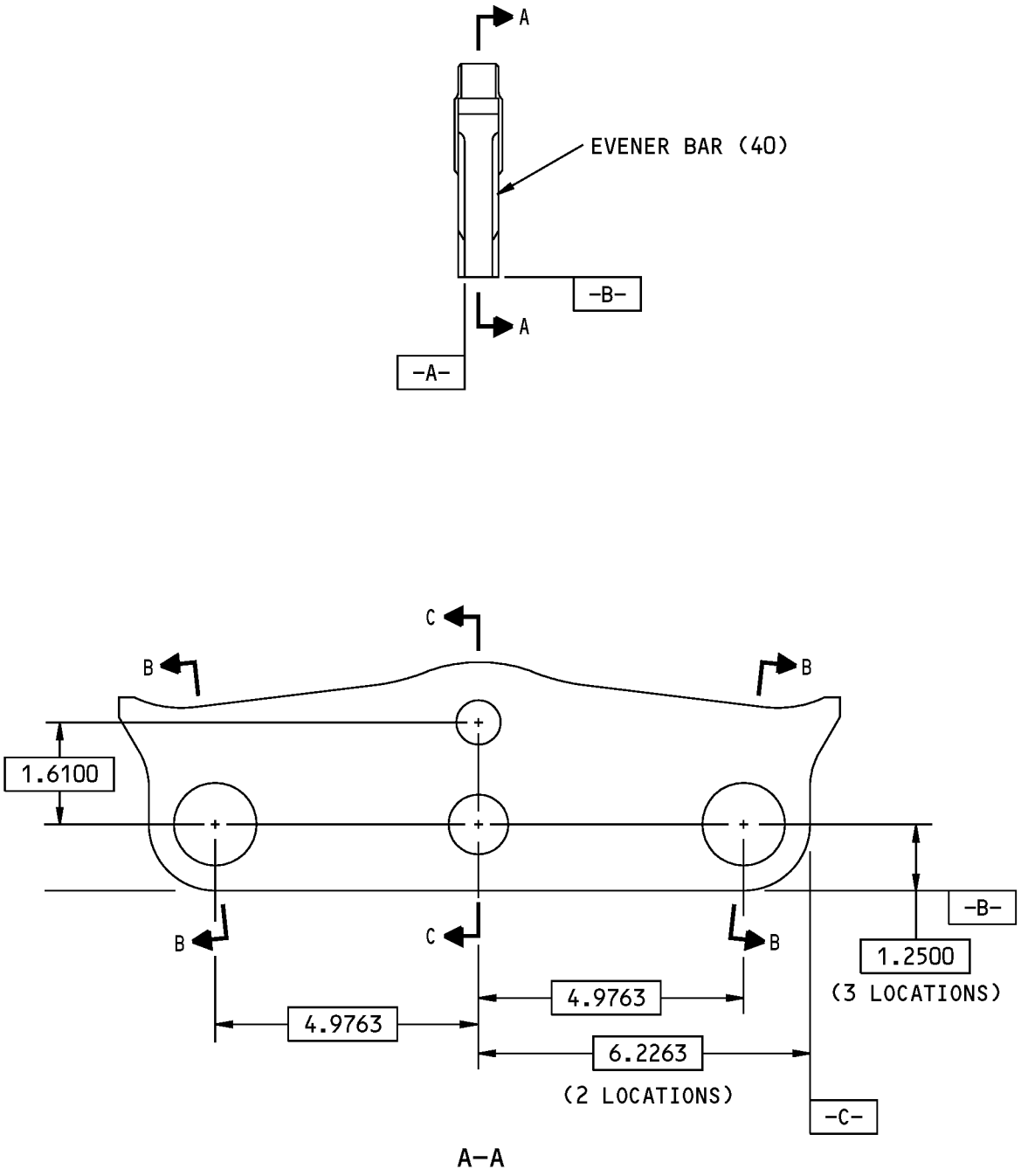
(5) Make the repair bushing as shown in REPAIR 7-2, Figure 602.

(a) Material for the replacement bushing (35) 718 nickel alloy, heat treat BAC 5616, Condition II.

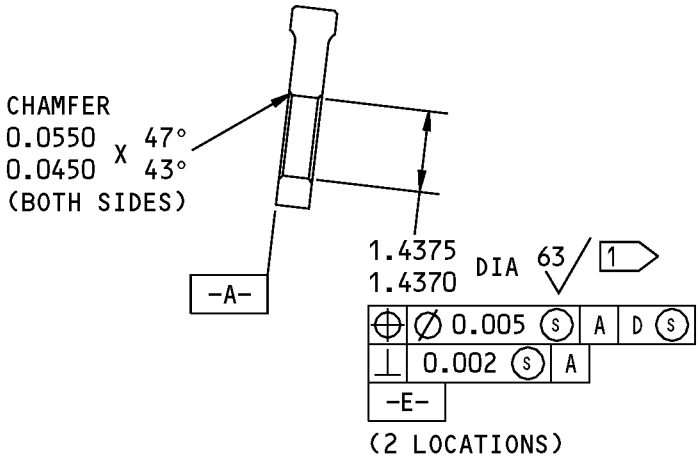
(b) Break all the sharp edges.

(c) Do a penetrant check as shown in SOPM 20-20-02.

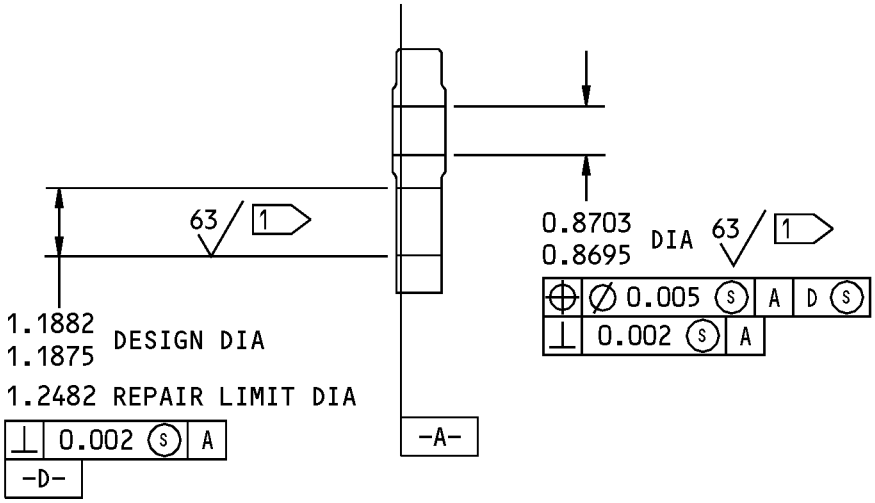
(6) Install and machine the oversize bushing as shown in REPAIR 7-1, Paragraph 2.C.(2) and REPAIR 7-1, Paragraph 2.C.(3).



310A2036-6 Evener Bar Repair
Figure 601 (Sheet 1 of 2)



B–B



C–C

1 SURFACE ROUGHNESS AFTER SHOT PEEN.

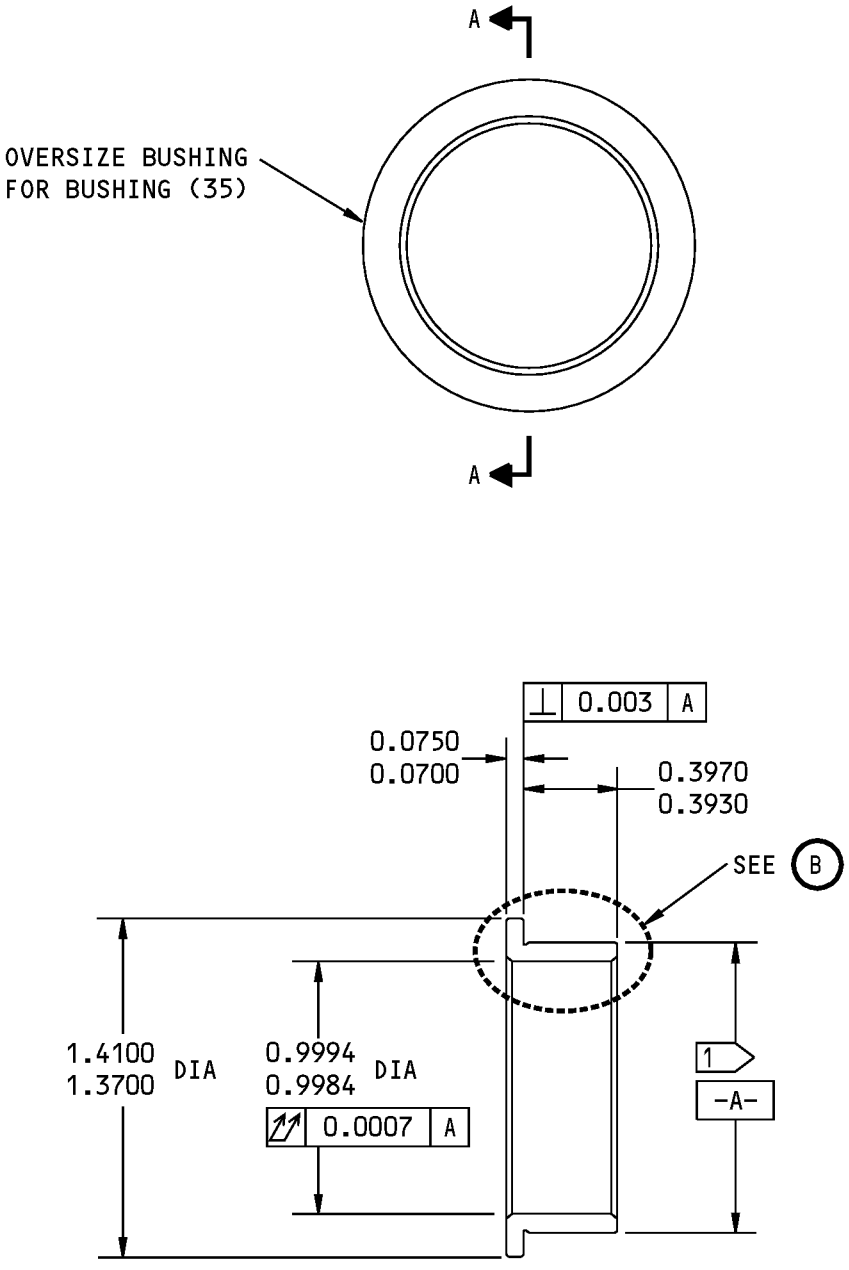
125 ALL MACHINED SURFACES UNLESS SHOWN DIFFERENTLY

BREAK ALL SHARP EDGES

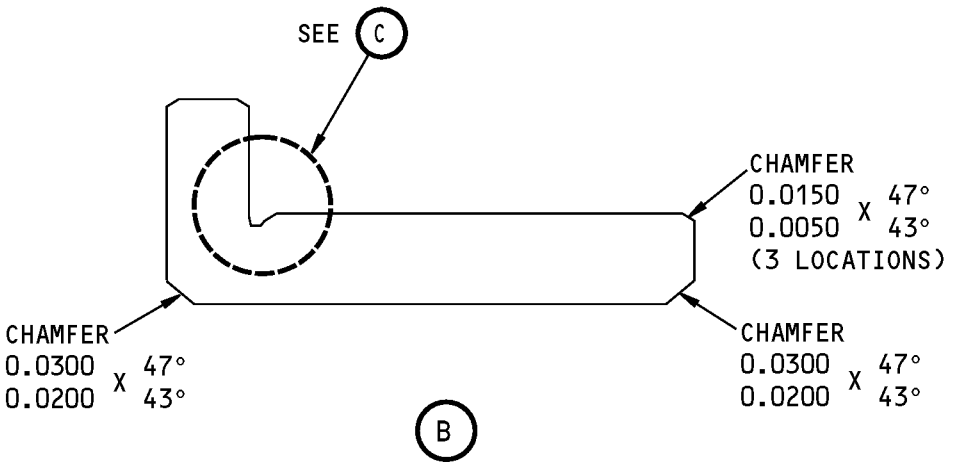
ITEM NUMBERS REFER TO IPL FIG. 3

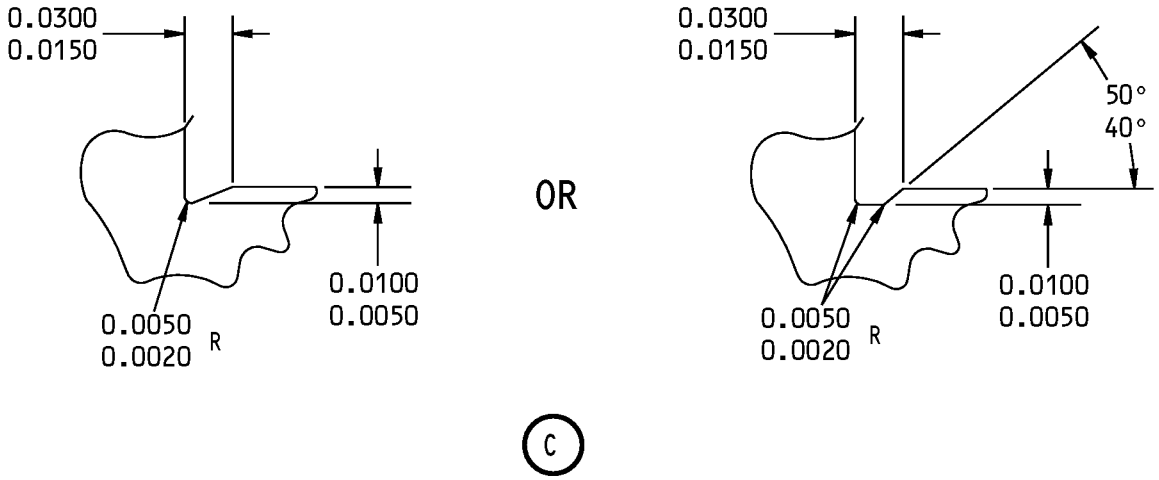
ALL DIMENSIONS ARE IN INCHES

310A2036-6 Evener Bar Repair
Figure 601 (Sheet 2 of 2)



Oversize Bushing Detail
Figure 602 (Sheet 1 of 2)





1 THE OUTSIDE DIAMETER OF THE BUSHING IS EQUAL TO THE EVENER BAR HOLE DIAMETER PLUS 0.0008-0.0023 INCH INTERFERENCE.

63 ALL MACHINED SURFACES UNLESS SHOWN DIFFERENTLY

ITEM NUMBERS REFER TO IPL FIG. 3

ALL DIMENSIONS ARE IN INCHES

Oversize Bushing Detail
Figure 602 (Sheet 2 of 2)

EVENER BAR ASSEMBLY - REPAIR 7-3

310A2036–8

1. General

A. This procedure has the data necessary to repair and refinish the evener bar assembly (20).

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

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

D. Refer to IPL Figure 4 for item numbers.

2. Repair Procedures

A. References

Reference	Title
SOPM 20-30-02	STRIPPING OF PROTECTIVE FINISHES
SOPM 20-50-03	BEARING AND BUSHING REPLACEMENT

B. Bearing Replacement

(1) Remove the bearing (25) from the evener bar (35) (SOPM 20-50-03).

(2) Install the new bearing (25) as shown in SOPM 20-50-03, shrink-fit method. Roller swage the outer race of the bearing (25).

(a) Align the slot in the bearing (25) as shown in REPAIR 7-3, Figure 601.

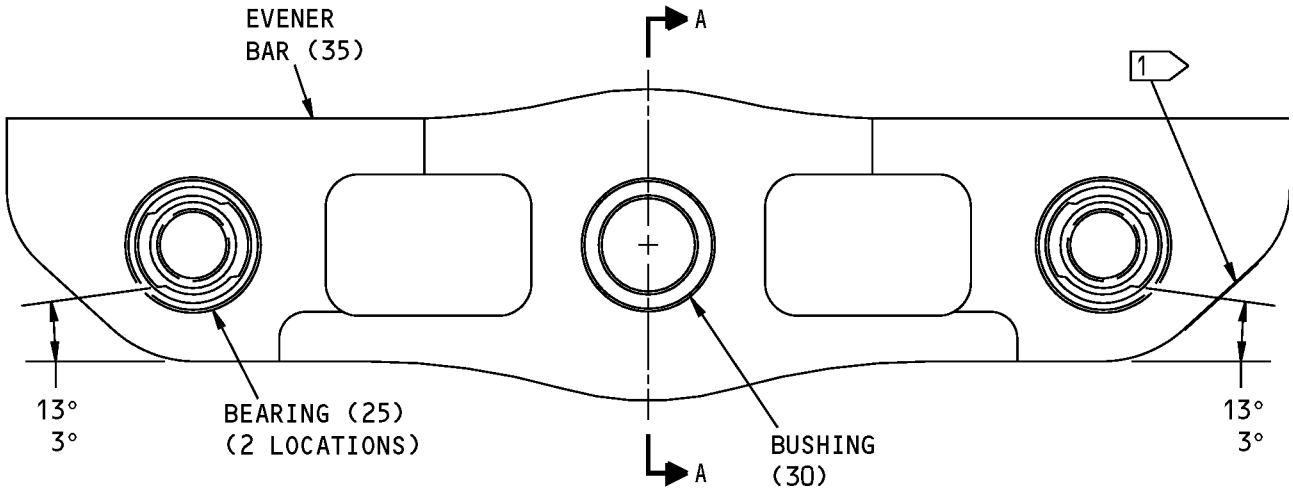
C. Bushing Replacement

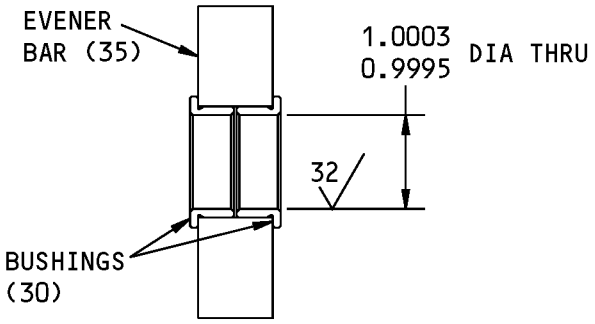
NOTE: For stripping of protective finishes, refer to SOPM 20-30-02.

(1) Remove the bushing (30) from the evener bar (35) (SOPM 20-50-03).

(2) Install the new bushing (30) as shown in SOPM 20-50-03, shrink-fit method.

(3) Machine the inside diameter of the bushing (30) to the dimension and surface roughness as shown in REPAIR 7-3, Figure 601.





A–A

1 PART NUMBER IS FOUND HERE.

125 ALL MACHINED SURFACES UNLESS SHOWN DIFFERENTLY

BREAK ALL SHARP EDGES

ITEM NUMBERS REFER TO IPL FIG. 4

ALL DIMENSIONS ARE IN INCHES

310A2036-8 Evener Bar Assembly Repair
Figure 601

BOEING®

COMPONENT MAINTENANCE MANUAL

EVENER BAR - REPAIR 7-4

310A2036–9

1. General

A. This procedure has the data necessary to repair and refinish the evener bar (35).

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

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

D. Refer to IPL Figure 4 for item numbers.

E. General repair details:

(1) Material: 718 Nickel alloy

Heat treat BAC 5616, Condition II

(2) Shot peen: All surfaces

Intensity: 0.014A-0.019A

Coverage: 2.0

2. Evener Bar Repair

A. References

Reference	Title
BAC 5616	Heat Treatment of Nickel-Base and Cobalt-Base Alloys
SOPM 20-10-03	SHOT PEENING
SOPM 20-20-02	PENETRANT METHODS OF INSPECTION
SOPM 20-30-02	STRIPPING OF PROTECTIVE FINISHES

B. Procedure

NOTE: For stripping of protective finishes, refer to SOPM 20-30-02.

(1) Machine the hole in the evener bar (35) for the bushing (30) to remove defects up to the limits shown in REPAIR 7-4, Figure 601.

(2) Break all sharp edges to a radius of 0.010-0.030 inch.

(3) Do a penetrant check as shown in SOPM 20-20-02.

(4) Shot peen (SOPM 20-10-03) as shown in REPAIR 7-4, Paragraph 1.E.(2).

(a) After shot peen, 0.002 inch maximum material can be removed from the bore surface to get the necessary dimension and surface roughness as shown in REPAIR 7-4, Figure 601.

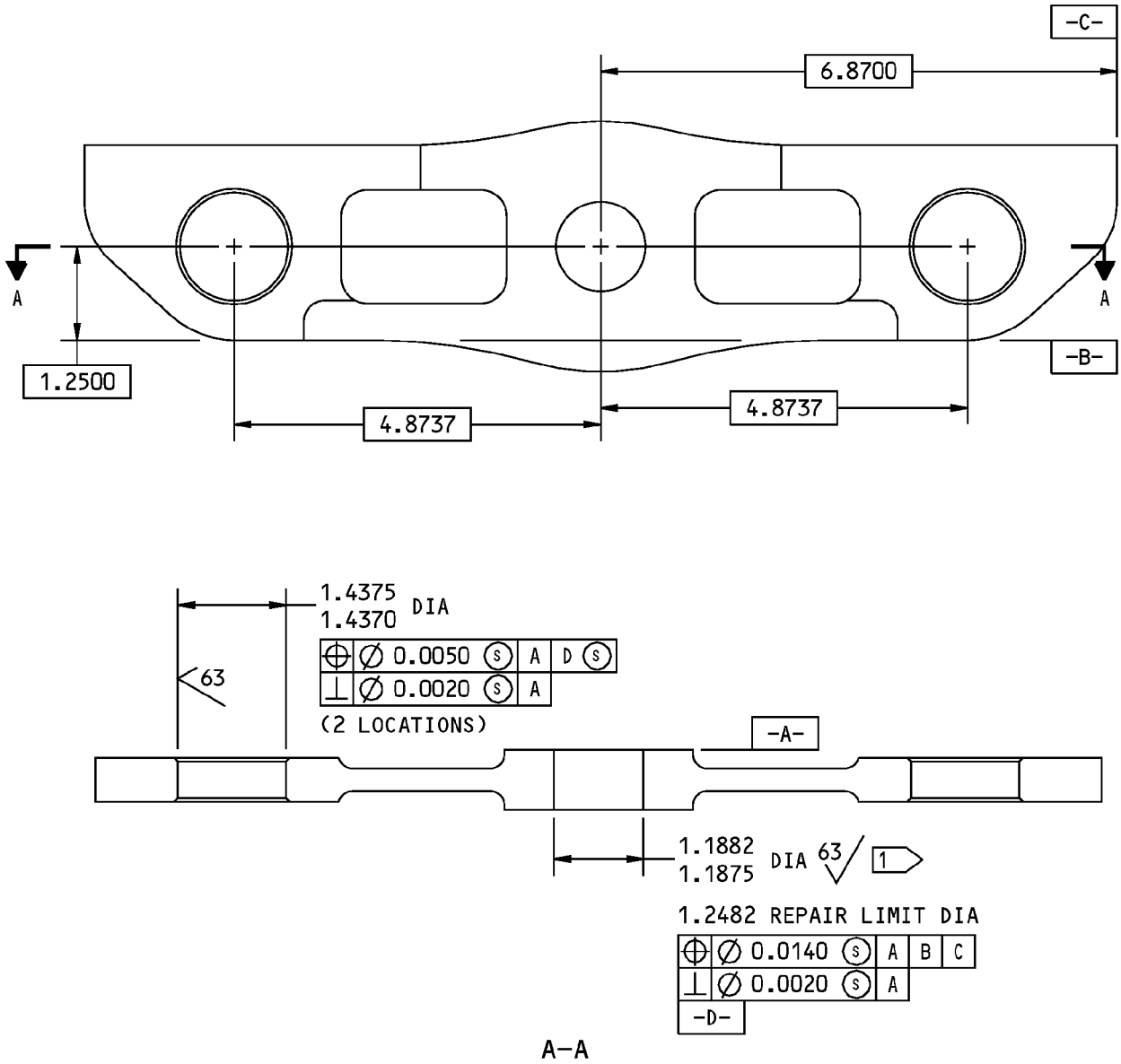
(5) Make the repair bushing as shown in REPAIR 7-4, Figure 602.

(a) Material for the replacement bushing (30) 718 nickel alloy, heat treat BAC 5616, Condition II.

(b) Break all the sharp edges.

(c) Do a penetrant check as shown in SOPM 20-20-02.

(6) Install the oversize bushing as shown in REPAIR 7-1, Paragraph 2.C.(2) and REPAIR 7-1, Paragraph 2.C.(3).



A–A

1 SURFACE ROUGHNESS AFTER SHOT PEEN.

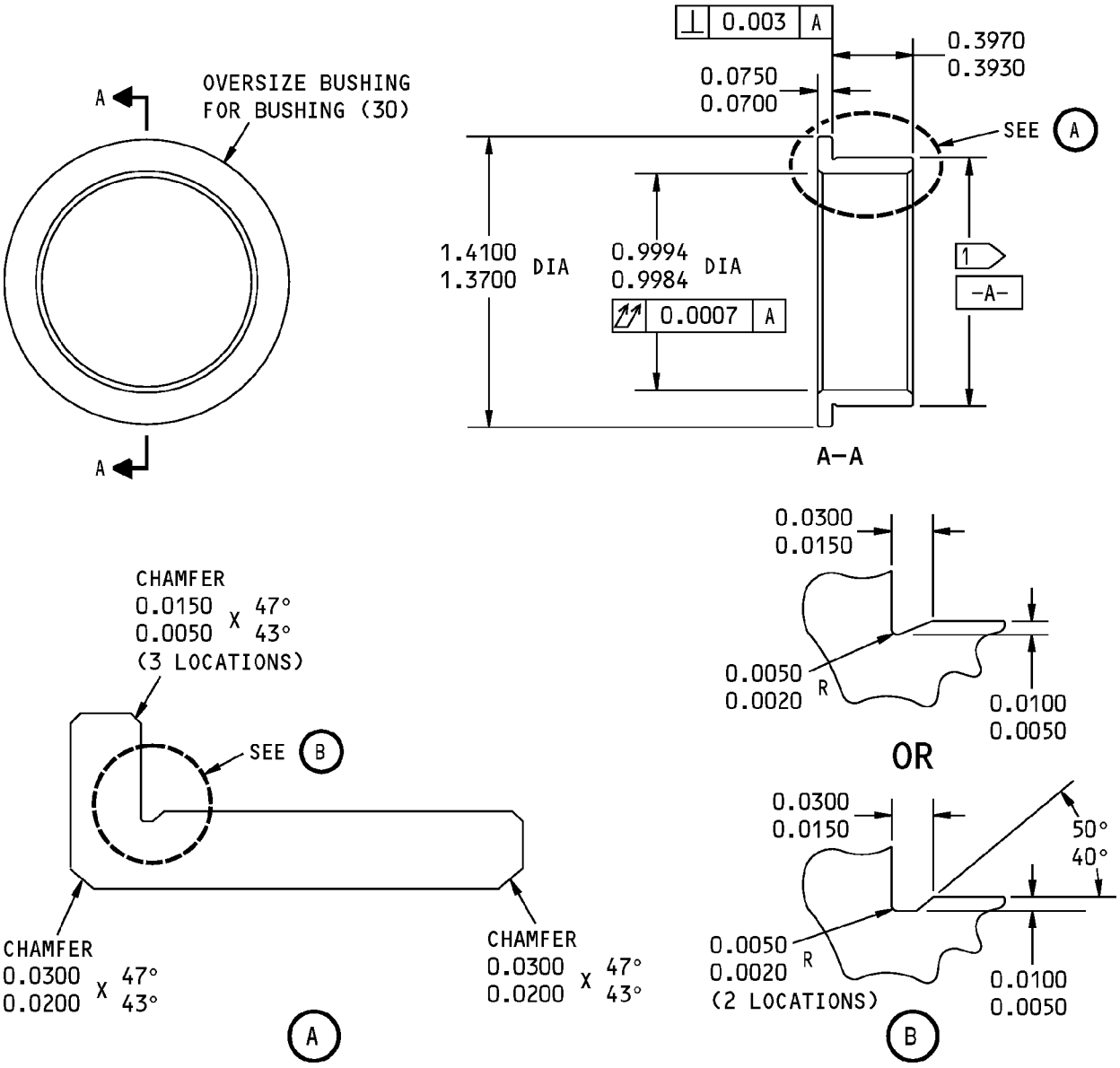
125 ALL MACHINED SURFACES UNLESS SHOWN DIFFERENTLY

BREAK ALL SHARP EDGES

ITEM NUMBERS REFER TO IPL FIG. 3

ALL DIMENSIONS ARE IN INCHES

310A2036-9 Evener Bar Repair
Figure 601



1 THE OUTSIDE DIAMETER OF THE BUSHING IS EQUAL TO THE EVENER BAR HOLE DIAMETER PLUS 0.0008–0.0023 INCH INTERFERENCE.

63 ALL MACHINED SURFACES UNLESS SHOWN DIFFERENTLY

ITEM NUMBERS REFER TO IPL FIG. 4

ALL DIMENSIONS ARE IN INCHES

Oversize Bushing Detail
Figure 602

PAWL/LINK PIN - REPAIR 8-1

310A2037–4, –5, –6, –7, –8, –9, –10, –11, –12, –13, –14, –15, –16

1. General

A. This procedure has the data necessary to repair and refinish the pawl/link pin.

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

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

D. Refer to IPL Figure 3 and IPL Figure 4 for item numbers.

E. General repair details:

(1) Material: 718 Nickel alloy

Heat treat BAC 5616, Condition II

2. Pawl/Link Pin Repair

A. References

Reference	Title
SOPM 20-10-04	GRINDING OF CHROME PLATED PARTS
SOPM 20-10-05	APPLICATION AND FINISHING OF THERMAL SPRAY COATINGS
SOPM 20-20-02	PENETRANT METHODS OF INSPECTION
SOPM 20-41-01	DECODING TABLE FOR BOEING FINISH CODES
SOPM 20-42-03	HARD CHROME PLATING

B. Procedure (For Pawl Pin P/N 310A2037-7, -8, -10)

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

(1) If the depth of wear, damage, and/or corrosion is greater than 0.005 inch, replace the pawl pins.

(2) If the depth of wear, damage, and/or corrosion is less than 0.005 inch, repair the pawl pins as follows:

(a) Machine or grind (SOPM 20-10-04) the pin shank outside diameter to remove 0.003-0.005 inch of material, including chrome plate, to remove defects, cracks, and/or corrosion up to the limits shown in REPAIR 8-1, Figure 601.

(b) Do a check to make sure the surface roughness is 63 microinches RA or smoother after you machine the pin outside diameter.

(c) Break all the sharp edges to a radius of 0.010 inch minimum.

(d) Do a penetrant check as shown in SOPM 20-20-02.

(e) Apply LC-1C chromium carbide as shown in SOPM 20-10-05, Class 3, to the area shown in REPAIR 8-1, Figure 601.

1) Plate thickness after all machining must be 0.0040 - 0.0060 inch.

2) Finish as shown in SOPM 20-10-05 in accordance with the parameters of BMS 10-67, Type 1 thermal spray powder to a surface roughness of 16 microinches RA.

C. Procedure (For Pawl/Link Pin P/N 310A2037-4, -5, -6, -9, -11 thru -16)

(1) If the depth of wear, damage, and/or corrosion is greater than 0.005 inch, replace the pawl/link pins.

(2) If the depth of wear, damage, and/or corrosion is less than 0.005 inch, repair the pawl/link pins as follows:

(a) Machine or grind (SOPM 20-10-04) the pin shank outside diameter to remove 0.003-0.005 inch of material, including chrome plate, to remove defects, cracks, and/or corrosion up to the limits shown in REPAIR 8-1, Figure 601.

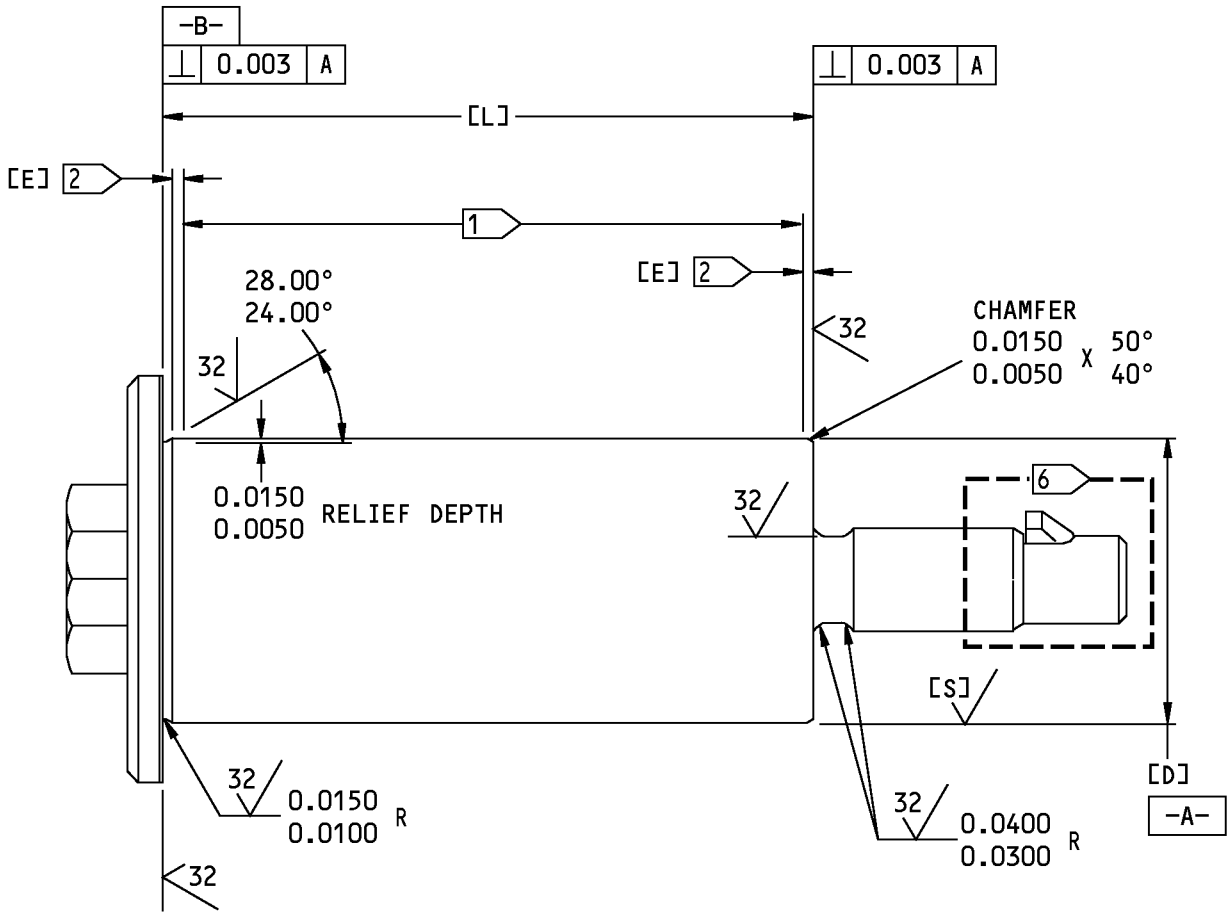
(b) Do a check to make sure the surface roughness is 63 microinches RA or smoother after you machine the pin outside diameter.

(c) Break all the sharp edges to a radius of 0.010 inch minimum.

(d) Do a penetrant check as shown in SOPM 20-20-02.

(e) Apply chrome plate (F-15.34) to the outside diameter of the pins and bake as shown in SOPM 20-42-03 (REPAIR 8-1, Figure 601).

(f) Grind the pin outside diameter (SOPM 20-10-04) to the design dimensions as shown in REPAIR 8-1, Figure 601.



F80756 S00041008545_V3

310A2037-4 thru -16 Pawl/Link Pin Repair
Figure 601 (Sheet 1 of 3)

PART NUMBER 310A2037	REFERENCE NUMBER FOR DESIGN DIMENSION			
	[D] DIAMETER	[S] 4	[L]	[E] 2
-4,-14	1.2490 1.2480 1.2380 3	32	2.9320 2.9120	0.0400 0.0000
-5,-15	0.9990 0.9980 0.9880 3	32	2.8020 2.7820	0.0400 0.0000
-6,-16	0.8755 0.8745 0.8645 3	32	2.8020 2.7820	0.0400 0.0000
-7	1.2490 1.2480 1.2380 3	16	2.9320 2.9120	0.0600 0.0000
-8	0.9990 0.9980 0.9880 3	16	2.8020 2.7820	0.0600 0.0000
-9	0.8505 0.8500 0.8400 3	32	2.8900 2.8700	0.0400 0.0000
-10	0.8755 0.8745 0.8645 3	16	2.8020 2.7820	0.0600 0.0000
-11,-13	0.9990 0.9985 0.9885 3	32	2.1600 2.1400	0.0400 0.0000
-12	0.7705 0.7700 0.7600 3	32	2.1600 2.1400	0.0400 0.0000

F80800 S00041008546_V3

310A2037-4 thru -16 Pawl/Link Pin Repair
Figure 601 (Sheet 2 of 3)

1 APPLY LC-1C CHROMIUM CARBIDE TO THIS AREA

2 CHROME PLATE RUNOUT IN THIS AREA

3 MINIMUM REPAIR LIMIT DIAMETER FOR REPAIR

4 SURFACE ROUGHNESS IN MICROINCHES RA

5 DELETED

6 SHOWN WITH PAWL FEATURE USED ON 310A2037-4 THRU -12. 310A2037-13 THRU -16 HAVE COTTER PIN HOLE IN LIEU OF PAWL FEATURE.

125 ALL MACHINED SURFACES UNLESS SHOWN DIFFERENTLY

ITEM NUMBERS REFER TO IPL FIGS. 3 AND 4

ALL DIMENSIONS ARE IN INCHES

L79116 S00041008547_V3

310A2037-4 thru -16 Pawl/Link Pin Repair
Figure 601 (Sheet 3 of 3)

LEFT LINK ASSEMBLY - REPAIR 9-1

310A2033–3

1. General

A. This procedure has the data necessary to repair the left link assembly (60).

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

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

D. Refer to IPL Figure 3 for item numbers.

2. Bearing Replacement

A. Consumable Materials

NOTE: Equivalent substitutes may be used.

Reference	Description	Specification
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)

B. References

Reference	Title
SOPM 20-50-03	BEARING AND BUSHING REPLACEMENT
SOPM 20-60-03	LUBRICANTS

C. Procedure

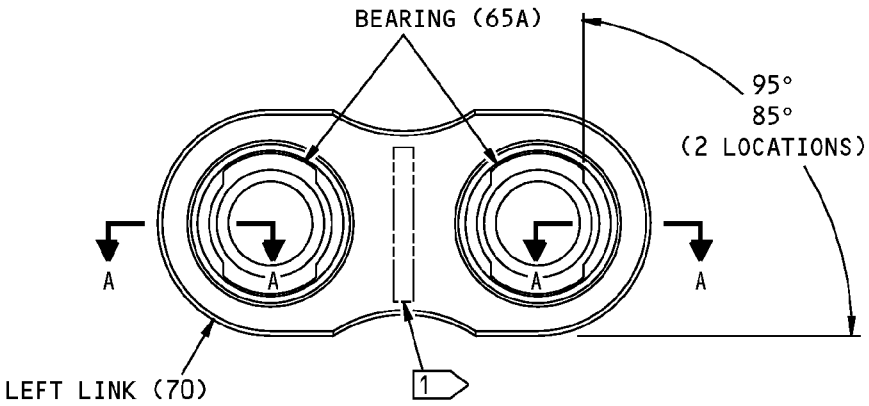
NOTE: For lubricants, refer to SOPM 20-60-03.

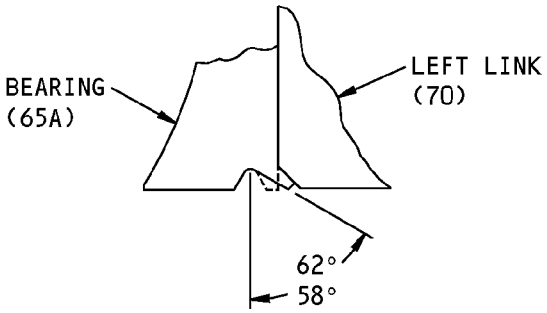
(1) Remove the bearing (65A) from the link (70) (SOPM 20-50-03).

(2) Install the new bearing (65A) with grease, D00015 as shown in SOPM 20-50-03, shrink-fit method.

(a) Align the slot in the bearing (65A) as shown in REPAIR 9-1, Figure 601.

(3) Roller swage as shown in (SOPM 20-50-03).





A–A

1 PART NUMBER IS FOUND HERE

125 ALL MACHINED SURFACES UNLESS SHOWN DIFFERENTLY

ITEM NUMBERS REFER TO IPL FIG. 3

ALL DIMENSIONS ARE IN INCHES

310A2033-3 Left Link Assembly Repair
Figure 601

LEFT LINK - REPAIR 9-2

310A2033–4

1. General

A. This procedure has the data necessary to repair and refinish the link (70).

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

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

D. Refer to IPL Figure 3 for item numbers.

E. General repair details:

(1) Material: 718 Nickel alloy

Heat treat BAC 5616, Condition II

2. Left Link Refinish

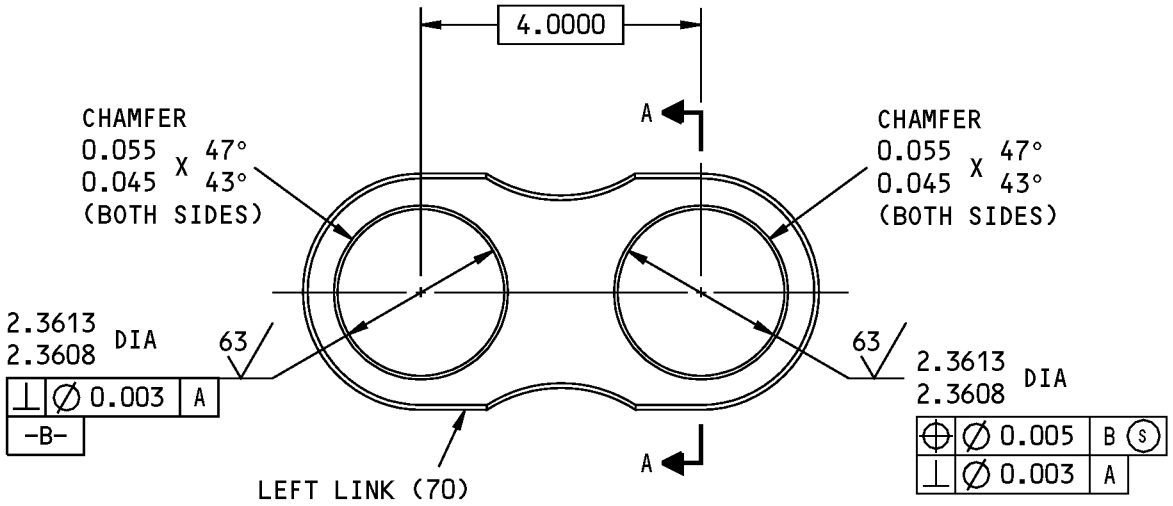
A. References

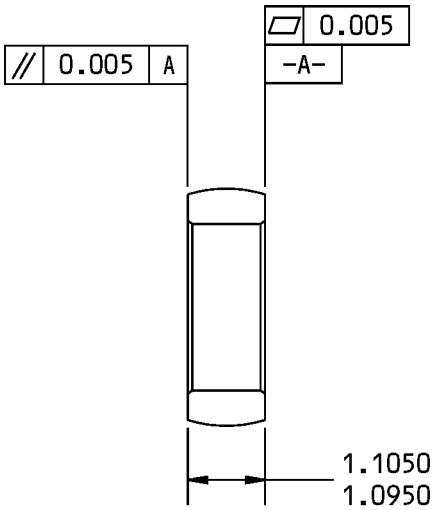
Reference	Title
SOPM 20-41-01	DECODING TABLE FOR BOEING FINISH CODES

B. Procedure

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

(1) No finish required (F-25.01).





A–A

125 ALL MACHINED SURFACES UNLESS SHOWN DIFFERENTLY

ITEM NUMBERS REFER TO IPL FIG. 3

ALL DIMENSIONS ARE IN INCHES

310A2033-4 Left Link Assembly Repair
Figure 601

LEFT LINK ASSEMBLY - REPAIR 9-3

310A2033–5

1. General

A. This procedure has the data necessary to repair the left link assembly (55).

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

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

D. Refer to IPL Figure 4 for item numbers.

2. Bearing Replacement

A. Consumable Materials

NOTE: Equivalent substitutes may be used.

Reference	Description	Specification
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)

B. References

Reference	Title
SOPM 20-50-03	BEARING AND BUSHING REPLACEMENT
SOPM 20-60-03	LUBRICANTS

C. Procedure

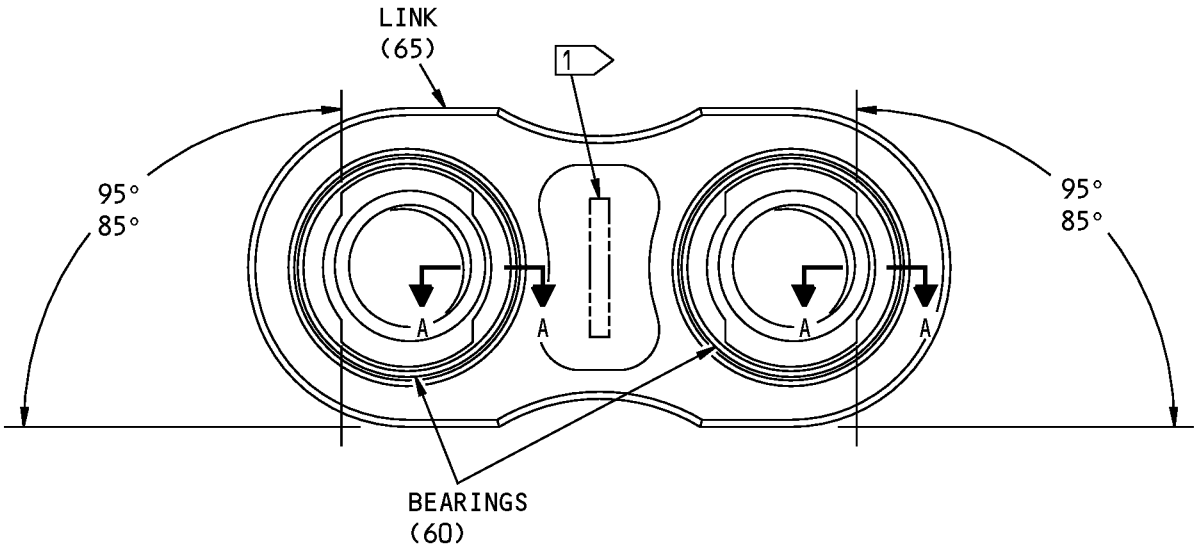
NOTE: For lubricants, refer to SOPM 20-60-03.

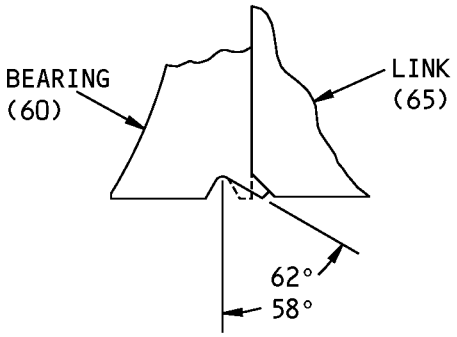
(1) Remove the bearing (60) from the link (65) (SOPM 20-50-03).

(2) Install the new bearing (60) with grease, D00015 shown in SOPM 20-50-03, shrink-fit method.

(a) Align the slot in the bearing (60) as shown in REPAIR 9-3, Figure 601.

(3) Roller swage as shown in SOPM 20-50-03.





A–A

1 PART NUMBER IS FOUND HERE.

ITEM NUMBERS REFER TO IPL FIG. 4

310A2033-5 Left Link Assembly Repair
Figure 601

LEFT LINK - REPAIR 9-4

310A2033–6

1. General

A. This procedure has the data necessary to repair and refinish the link (65).

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

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

D. Refer to IPL Figure 4 for item numbers.

E. General repair details:

(1) Material: 718 Nickel alloy

Heat treat BAC 5616, Condition II

2. Left Link Refinish

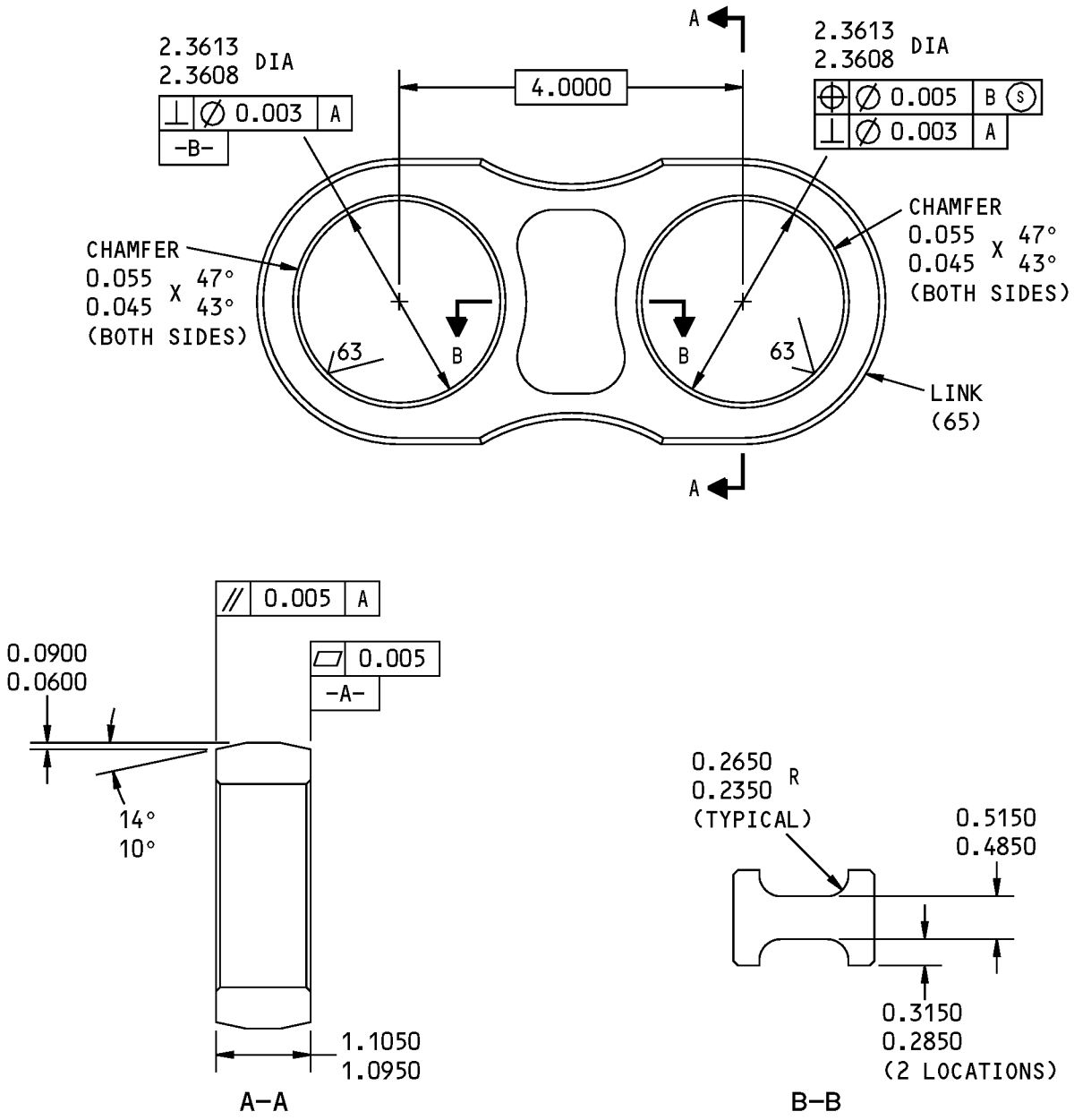
A. References

Reference	Title
SOPM 20-41-01	DECODING TABLE FOR BOEING FINISH CODES

B. Procedure

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

(1) No finish required (F-25.01).



125 ALL MACHINED SURFACES UNLESS SHOWN DIFFERENTLY

ITEM NUMBERS REFER TO IPL FIG. 4

ALL DIMENSIONS ARE IN INCHES

310A2033-6 Left Link Repair
Figure 601

LEFT LINK ASSEMBLY - REPAIR 9-5

310A2033–7, –8

1. General

A. This procedure has the data necessary to repair the left link assembly (55A, 55B).

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

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

D. Refer to IPL Figure 4 for item numbers.

2. Bearing Replacement

A. Consumable Materials

NOTE: Equivalent substitutes may be used.

Reference	Description	Specification
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)

B. References

Reference	Title
SOPM 20-50-03	BEARING AND BUSHING REPLACEMENT
SOPM 20-60-03	LUBRICANTS

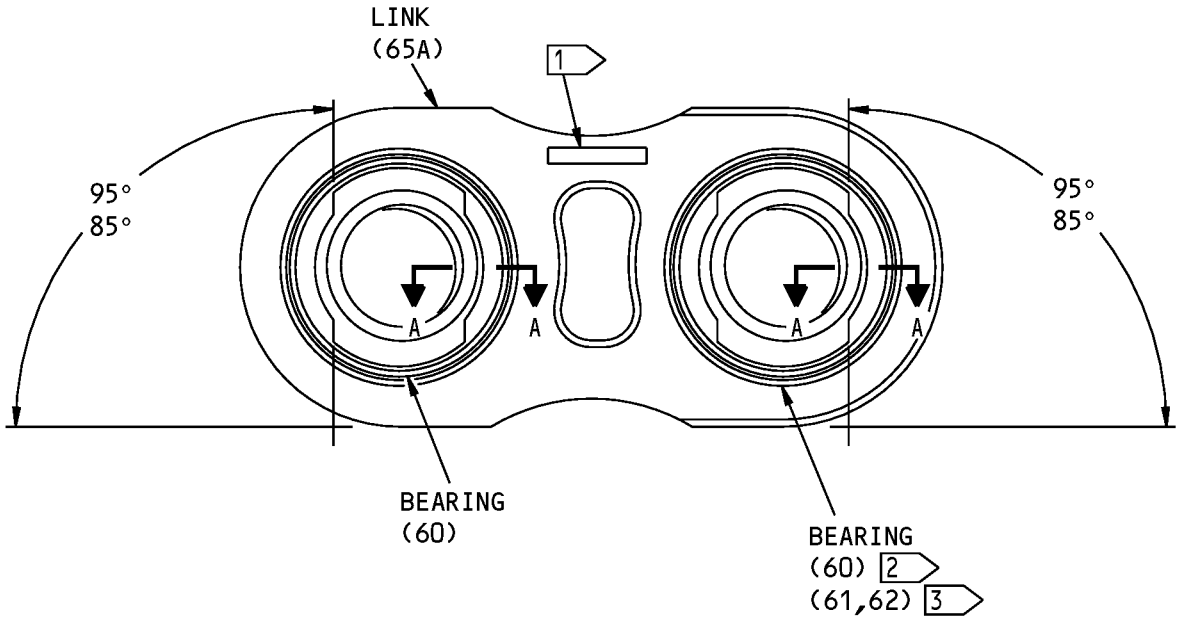
C. Procedure

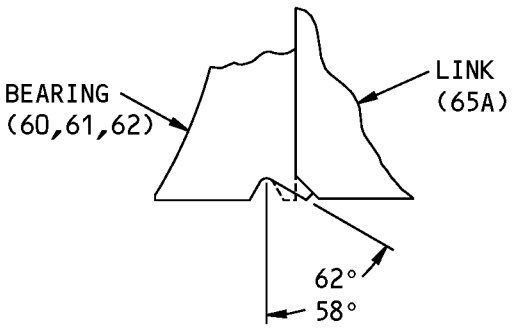
NOTE: For lubricants, refer to SOPM 20-60-03.

(1) Remove the bearing (60) or (61) or (62) from the link (65A) (SOPM 20-50-03).

(2) Install the new bearing (60) or (61) or (62) with grease, D00015 as shown in SOPM 20-50-03, shrink-fit method.

(3) Roller swage as shown in SOPM 20-50-03.





A–A

1 PART NUMBER LOCATION

2 310A2033-7

3 310A2033-8

ITEM NUMBERS REFER TO IPL FIG. 4

310A2033-7,-8 Left Link Assembly Repair
Figure 601

LEFT LINK - REPAIR 9-6

310A2033–9

1. General

A. This procedure has the data necessary to repair and refinish the link (65A).

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

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

D. Refer to IPL Figure 4 for item numbers.

E. General repair details:

(1) Material: 718 Nickel alloy

Heat treat BAC 5616, Condition II

2. Left Link Refinish

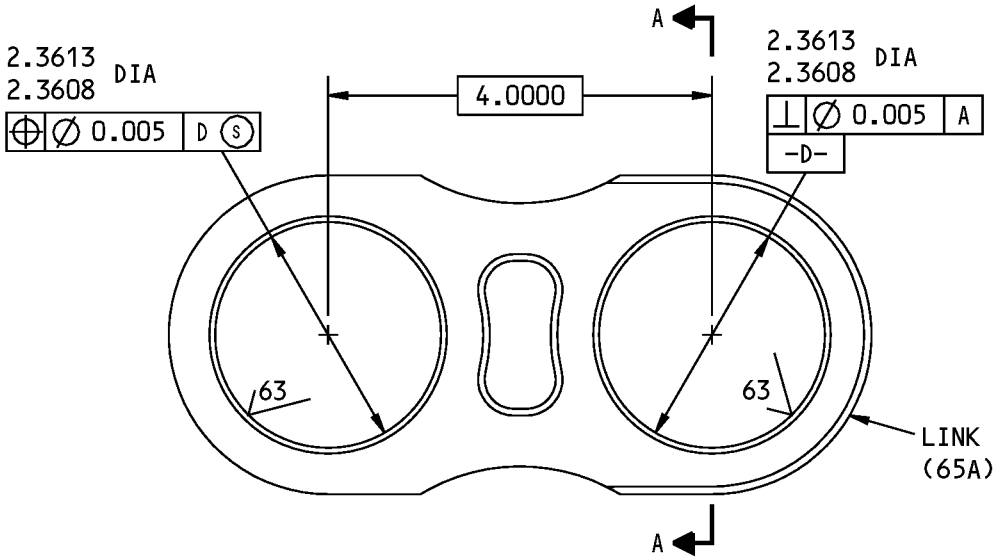
A. References

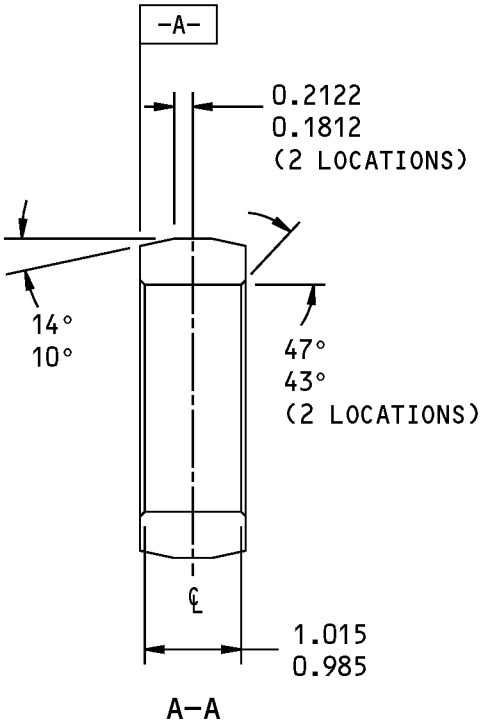
Reference	Title
SOPM 20-41-01	DECODING TABLE FOR BOEING FINISH CODES

B. Procedure

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

(1) No finish required (F-25.01).





A–A

125 ALL MACHINED SURFACES UNLESS SHOWN DIFFERENTLY

ITEM NUMBERS REFER TO IPL FIG. 4

ALL DIMENSIONS ARE IN INCHES

310A2033-9 Left Link Repair
Figure 601

CENTER LINK ASSEMBLY - REPAIR 10-1

310A2034–3

1. General

A. This procedure has the data necessary to repair and refinish the center link assembly (90).

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

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

D. Refer to IPL Figure 3 for item numbers.

2. Bearing Replacement

A. Consumable Materials

NOTE: Equivalent substitutes may be used.

Reference	Description	Specification
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)

B. References

Reference	Title
SOPM 20-50-03	BEARING AND BUSHING REPLACEMENT
SOPM 20-60-03	LUBRICANTS

C. Procedure

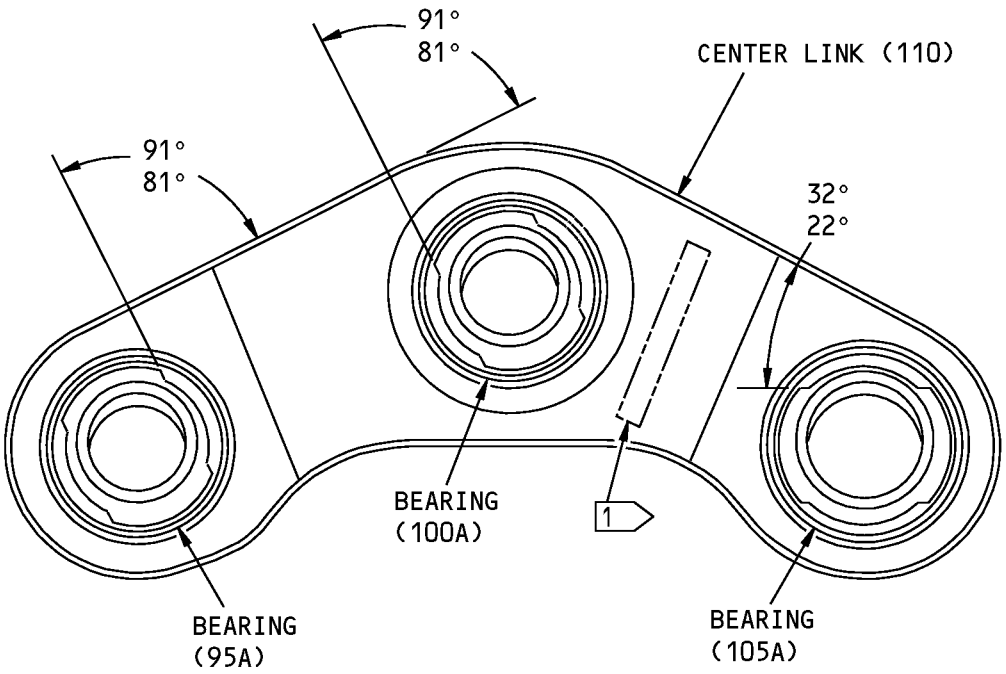
NOTE: For lubricants, refer to SOPM 20-60-03.

(1) Remove the bearing (95A, 100A, 105A) from the center link (110) (SOPM 20-50-03).

(2) Install the new bearing (95A, 100A, 105A) with grease, D00015 as shown in SOPM 20-50-03, shrink-fit method.

(a) Align the slot in the bearing (95A, 100A, 105A) as shown in REPAIR 10-1, Figure 601.

(3) Roller swage as shown in SOPM 20-50-03.



1 PART NUMBER IS FOUND HERE

ITEM NUMBERS REFER TO IPL FIG. 3

310A2034-3 Center Link Assembly Repair
Figure 601

CENTER LINK - REPAIR 10-2

310A2034–4, –5

1. General

A. This procedure has the data necessary to repair and refinish the center link (110).

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

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

D. Refer to IPL Figure 3 for item numbers.

E. General repair details:

(1) Material: 718 Nickel alloy

Heat treat BAC 5616, Condition II

2. Center Link Refinish

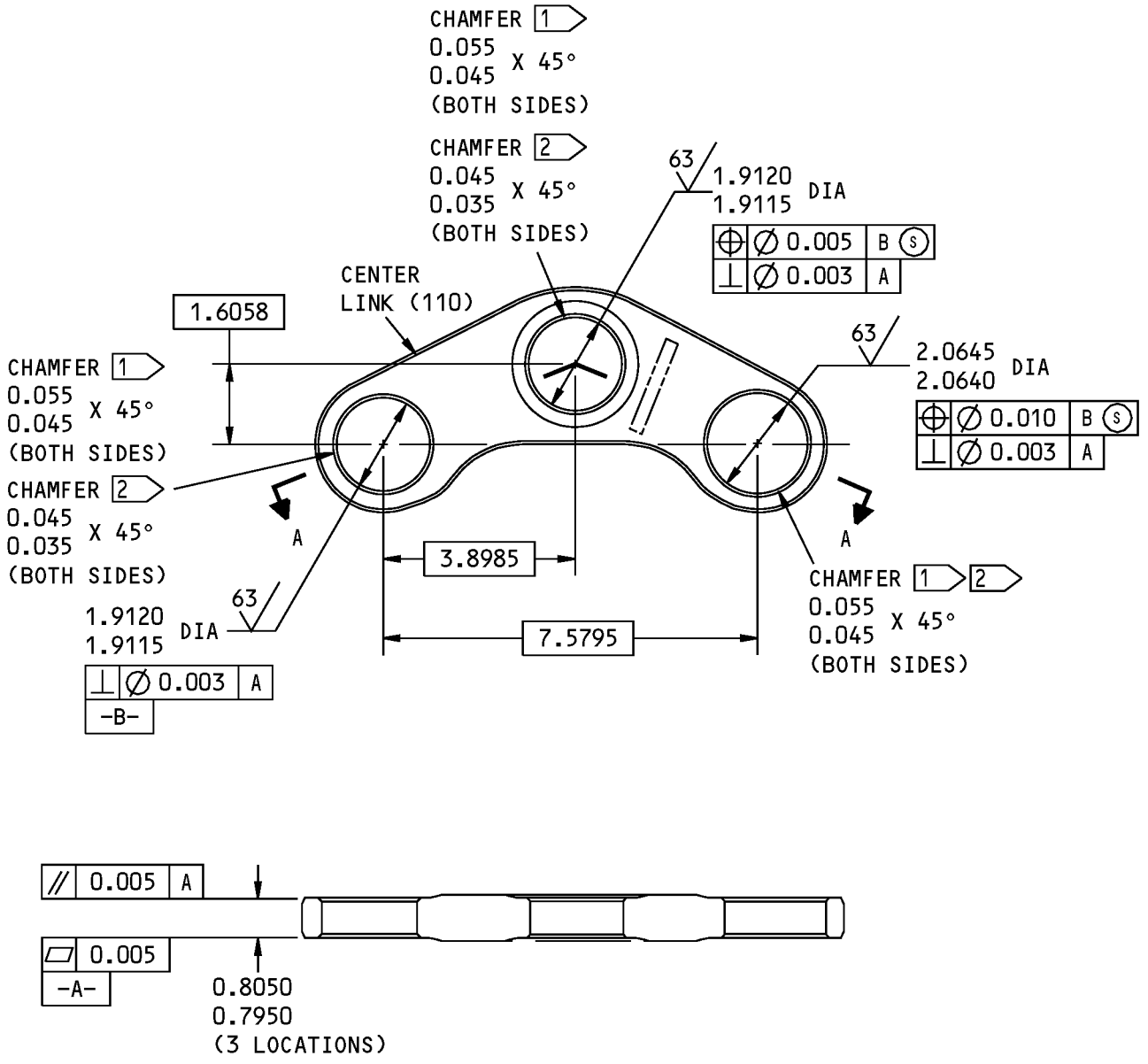
A. References

Reference	Title
SOPM 20-41-01	DECODING TABLE FOR BOEING FINISH CODES

B. Procedure

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

(1) No finish required (F-25.01).



A–A

1 > 310A2034-4

2 > 310A2034-5

125 ALL MACHINED SURFACES UNLESS SHOWN DIFFERENTLY

ITEM NUMBERS REFER TO IPL FIG. 3

ALL DIMENSIONS ARE IN INCHES

310A2034-4,-5 Center Link Repair
Figure 601

BOEING®

COMPONENT MAINTENANCE MANUAL

CENTER LINK ASSEMBLY - REPAIR 10-3

310A2034–7, –8, –13, –14

1. General

A. This procedure has the data necessary to repair and refinish the center link assembly (85A, 85B, 85C, 85D, 85E, 85F, 85G).

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

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

D. Refer to IPL Figure 4 for item numbers.

2. Bearing Replacement

A. Consumable Materials

NOTE: Equivalent substitutes may be used.

Reference	Description	Specification
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)

B. References

Reference	Title
SOPM 20-50-03	BEARING AND BUSHING REPLACEMENT
SOPM 20-60-03	LUBRICANTS

C. Procedure

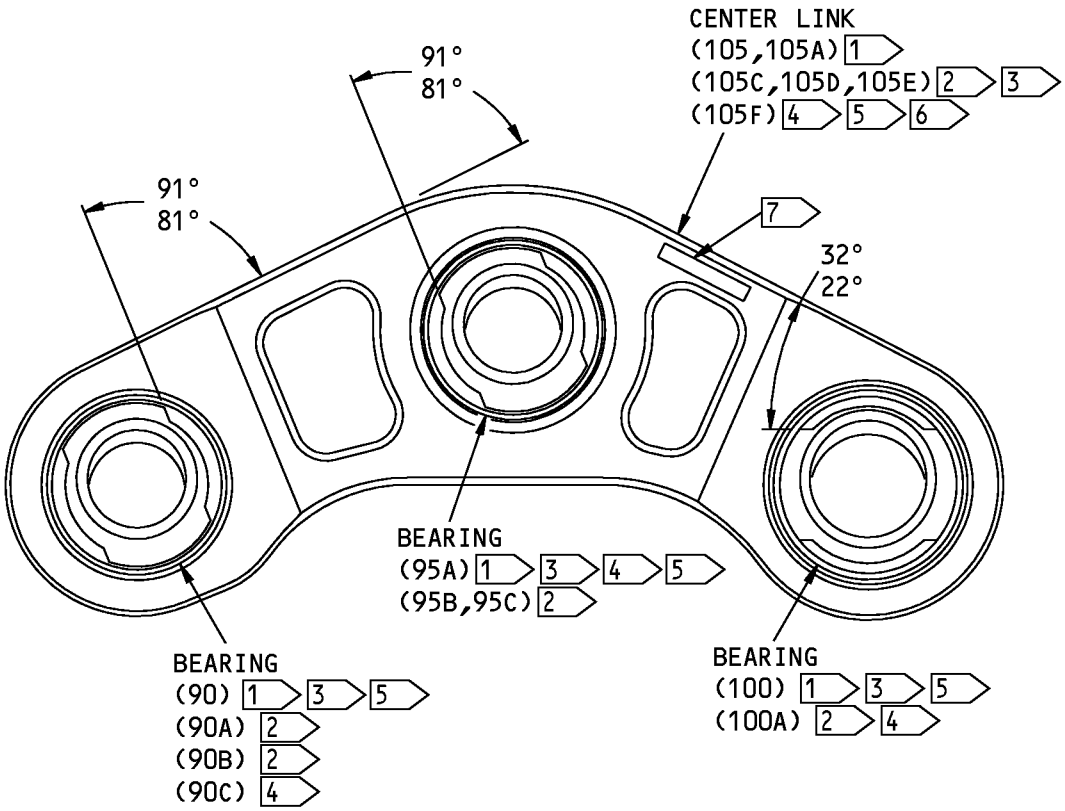
NOTE: For lubricants, refer to SOPM 20-60-03.

(1) Remove the bearing (90, 90C, 95A, 95C, 100, 100A) from the center link (105, 105A, 105C, 105D, 105E, 105F) (SOPM 20-50-03).

(2) Install the new bearing (90, 90C, 95A, 95C, 100, 100A) with grease, D00015 as shown in SOPM 20-50-03, shrink-fit method.

(a) Align the slot in the bearing (90, 90C, 95A, 95C, 100, 100A) as shown in REPAIR 10-3, Figure 601.

(3) Roller swage as shown in SOPM 20-50-03.



1 > 310A2034-3

2 > 310A2034-7

3 > 310A2034-8

4 > 310A2034-13

5 > 310A2034-14

6 > MARKINGS NOT SHOWN ON CENTER LINK (105F)

7 > PART NUMBER LOCATIONS

ITEM NUMBERS REFER TO IPL FIG. 4

L80386 S00041008569_V2

310A2034-7,-8,-13,-14 Center Link Assembly Repair
Figure 601

CENTER LINK - REPAIR 10-4

310A2034–9, –11, –12, –15

1. General

A. This procedure has the data necessary to repair and refinish the center link (105B, 105C, 105D, 105E, 105F).

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

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

D. Refer to IPL Figure 4 for item numbers.

E. General repair details:

(1) Material: 718 Nickel alloy

Heat treat BAC 5616, Condition II

2. Center Link Refinish

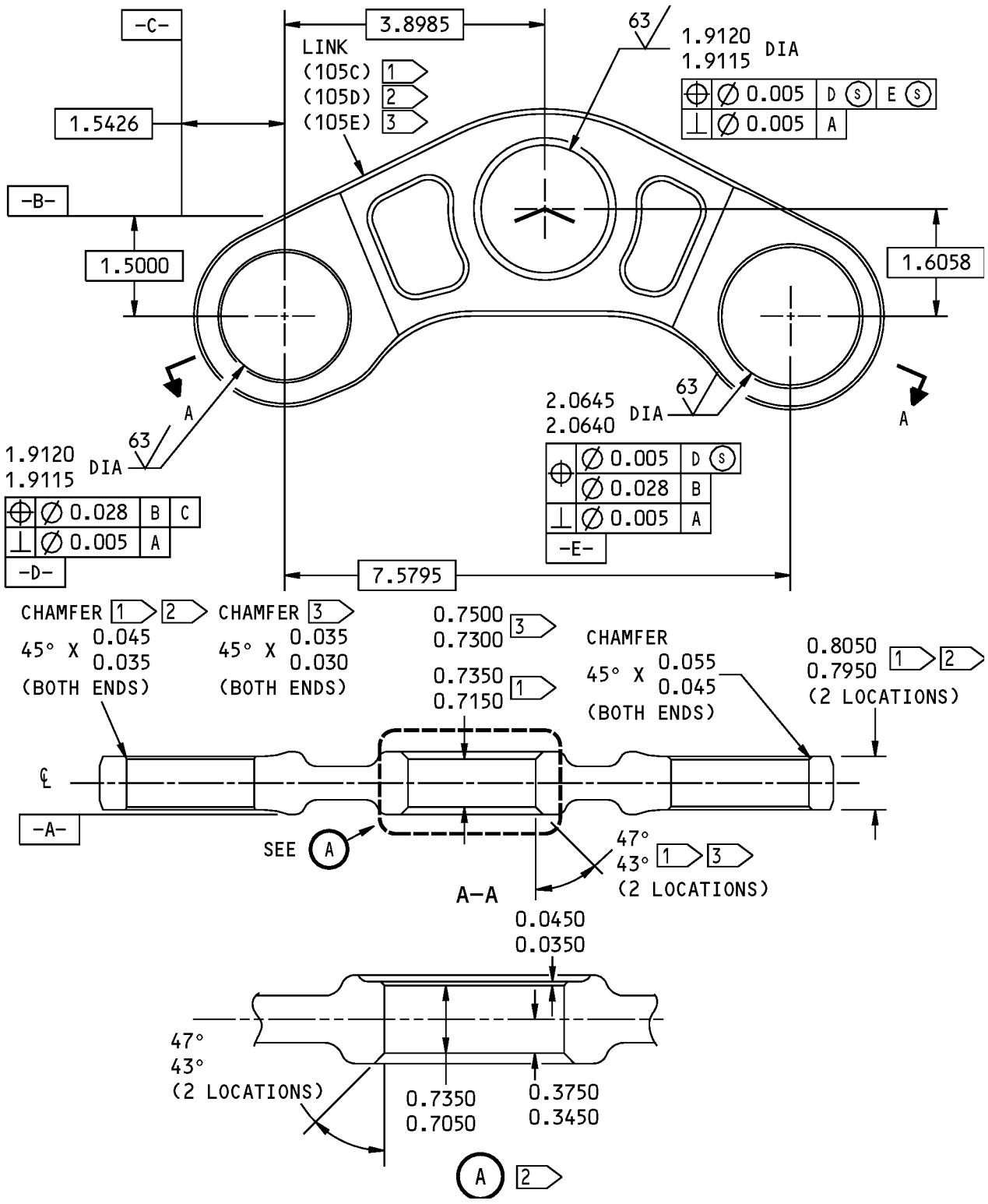
A. References

Reference	Title
SOPM 20-41-01	DECODING TABLE FOR BOEING FINISH CODES

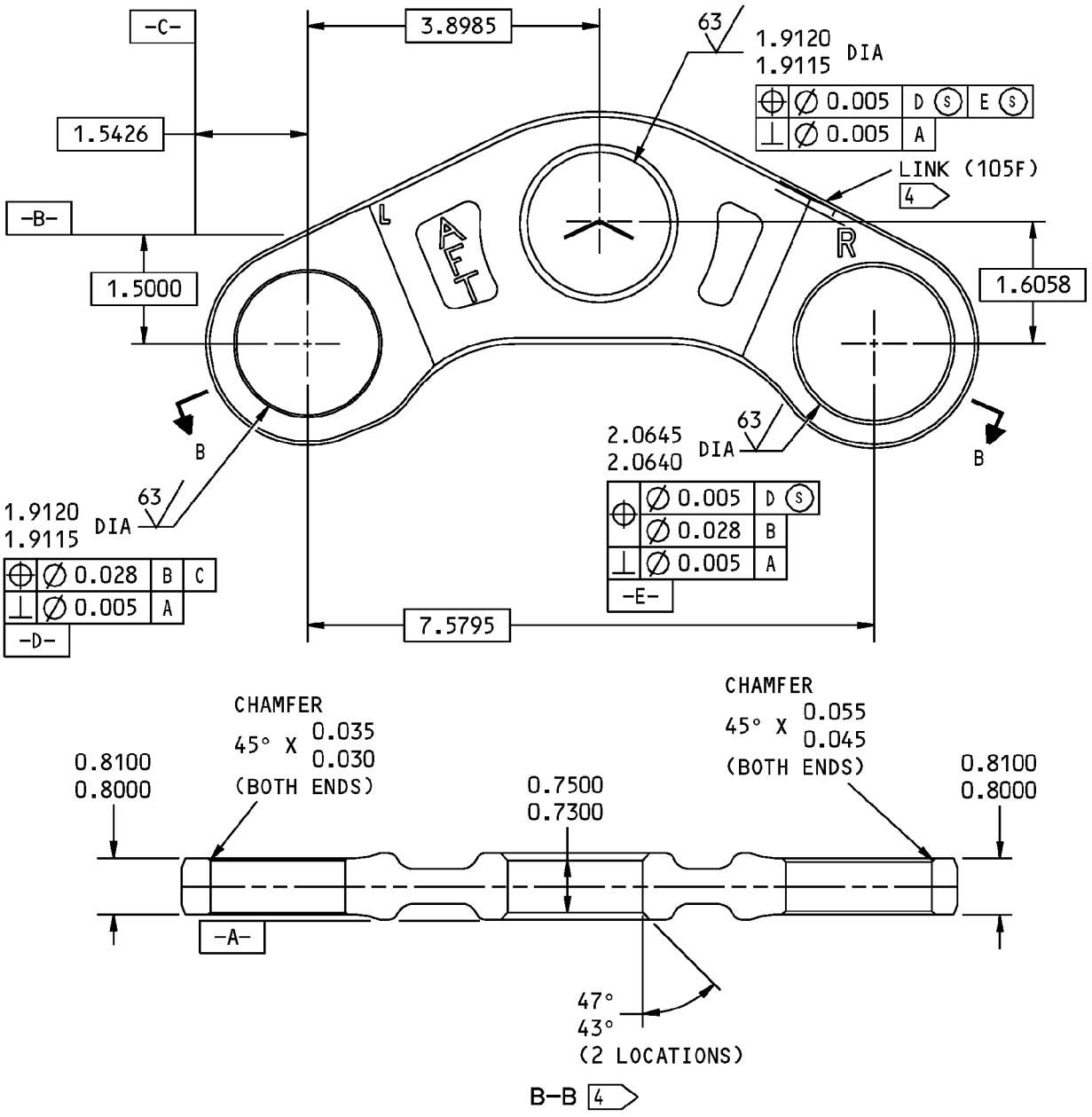
B. Procedure

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

(1) No finish required (F-25.01).



310A2034-9,-11,-12,-15 Center Link Repair
Figure 601 (Sheet 1 of 2)



1 > 310A2034-9

2 > 310A2034-11

3 > 310A2034-12

4 > 310A2034-15

125 ALL MACHINED SURFACES UNLESS SHOWN DIFFERENTLY

ITEM NUMBERS REFER TO IPL FIG. 4

ALL DIMENSIONS ARE IN INCHES

310A2034-9,-11,-12,-15 Center Link Repair
Figure 601 (Sheet 2 of 2)

RIGHT LINK ASSEMBLY - REPAIR 11-1

310A2035–3

1. General

A. This procedure has the data necessary to repair and refinish the right link assembly (140).

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

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

D. Refer to IPL Figure 3 for item numbers.

2. Bearing Replacement

A. Consumable Materials

NOTE: Equivalent substitutes may be used.

Reference	Description	Specification
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)

B. References

Reference	Title
SOPM 20-50-03	BEARING AND BUSHING REPLACEMENT
SOPM 20-60-03	LUBRICANTS

C. Procedure

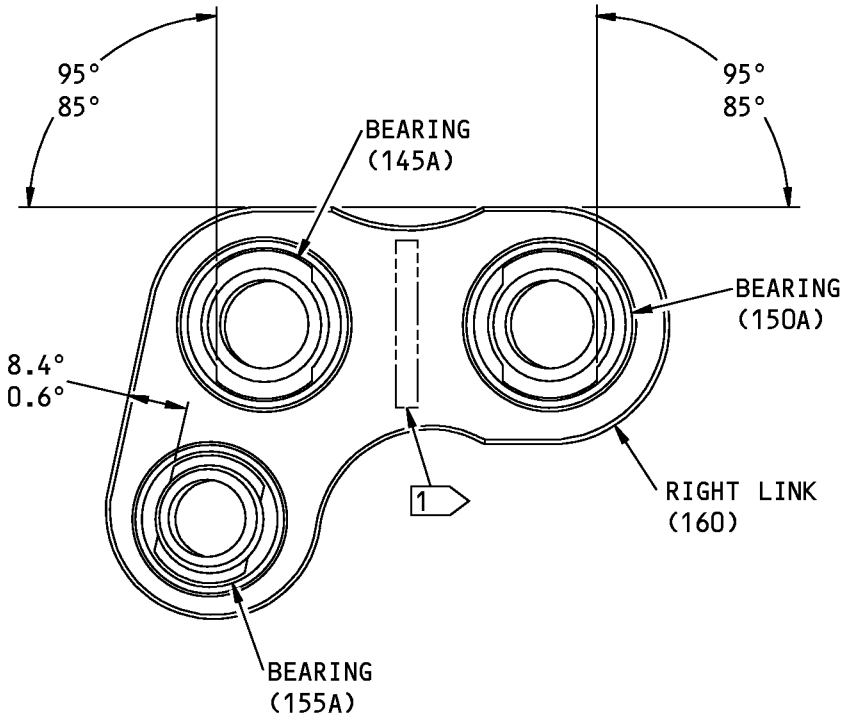
NOTE: For lubricants, refer to SOPM 20-60-03.

(1) Remove the bearing (145A, 150A, 155A) from the right link (160) (SOPM 20-50-03).

(2) Install the new bearing (145A, 150A, 155A) with grease, D00015 as shown in SOPM 20-50-03, shrink-fit method.

(a) Align the slot in the bearing (145A, 150A, 155A) as shown in REPAIR 11-1, Figure 601.

(3) Roller swage as shown in SOPM 20-50-03.



1 > PART NUMBER IS FOUND HERE

ITEM NUMBERS REFER TO IPL FIG. 3

F80916 S00041008575_V2

310A2035-3 Right Link Assembly Repair
Figure 601

RIGHT LINK - REPAIR 11-2

310A2035–4

1. General

A. This procedure has the data necessary to repair and refinish the right link (160).

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

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

D. Refer to IPL Figure 3 for item numbers.

E. General repair details:

(1) Material: 718 Nickel alloy

Heat treat BAC 5616, Condition II

2. Right Link Refinish

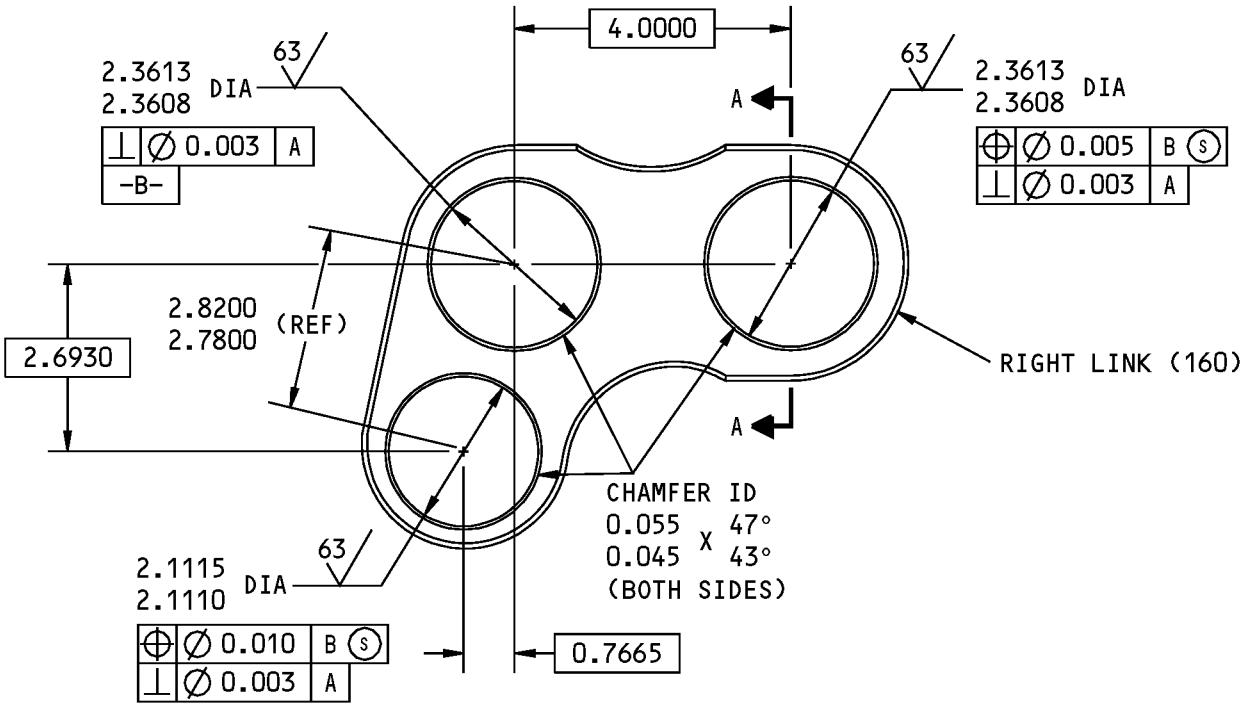
A. References

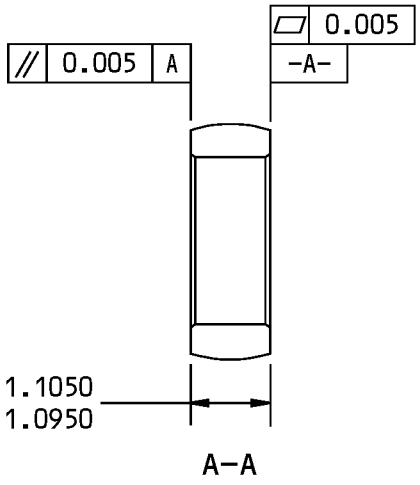
Reference	Title
SOPM 20-41-01	DECODING TABLE FOR BOEING FINISH CODES

B. Procedure

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

(1) No finish required (F-25.01).





A–A

125 ALL MACHINED SURFACES UNLESS SHOWN DIFFERENTLY

ITEM NUMBERS REFER TO IPL FIG. 3

ALL DIMENSIONS ARE IN INCHES

310A2035-4 Right Link Repair
Figure 601

RIGHT LINK ASSEMBLY - REPAIR 11-3

310A2035–5

1. General

A. This procedure has the data necessary to repair and refinish the right link assembly (125).

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

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

D. Refer to IPL Figure 4 for item numbers.

2. Bearing Replacement

A. Consumable Materials

NOTE: Equivalent substitutes may be used.

Reference	Description	Specification
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)

B. References

Reference	Title
SOPM 20-50-03	BEARING AND BUSHING REPLACEMENT
SOPM 20-60-03	LUBRICANTS

C. Procedure

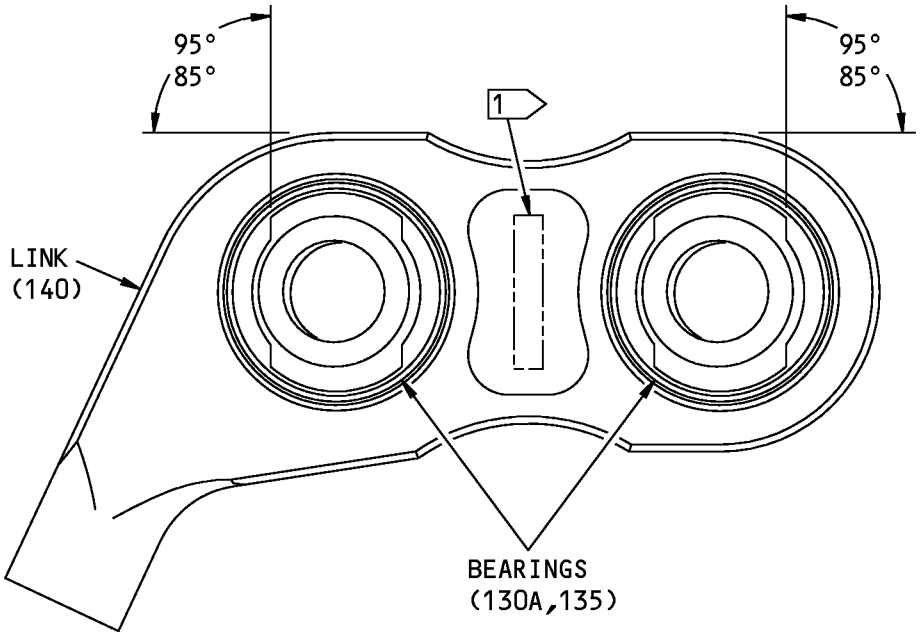
NOTE: For lubricants, refer to SOPM 20-60-03.

(1) Remove the bearing (130A, 135) from the right link (140) (SOPM 20-50-03).

(2) Install the new bearing (130A, 135) with grease, D00015 as shown in SOPM 20-50-03, shrink-fit method.

(a) Align the slot in the bearing (130A, 135) as shown in REPAIR 11-3, Figure 601.

(3) Roller swage as shown in SOPM 20-50-03.



1 PART NUMBER IS FOUND HERE

ITEM NUMBERS REFER TO IPL FIG. 4

G40216 S00041008580_V3

310A2035-5 Right Link Assembly Repair
Figure 601

RIGHT LINK - REPAIR 11-4

310A2035–6

1. General

A. This procedure has the data necessary to repair and refinish the right link (140).

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

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

D. Refer to IPL Figure 4 for item numbers.

E. General repair details:

(1) Material: 718 Nickel alloy

Heat treat BAC 5616, Condition II

2. Right Link Refinish

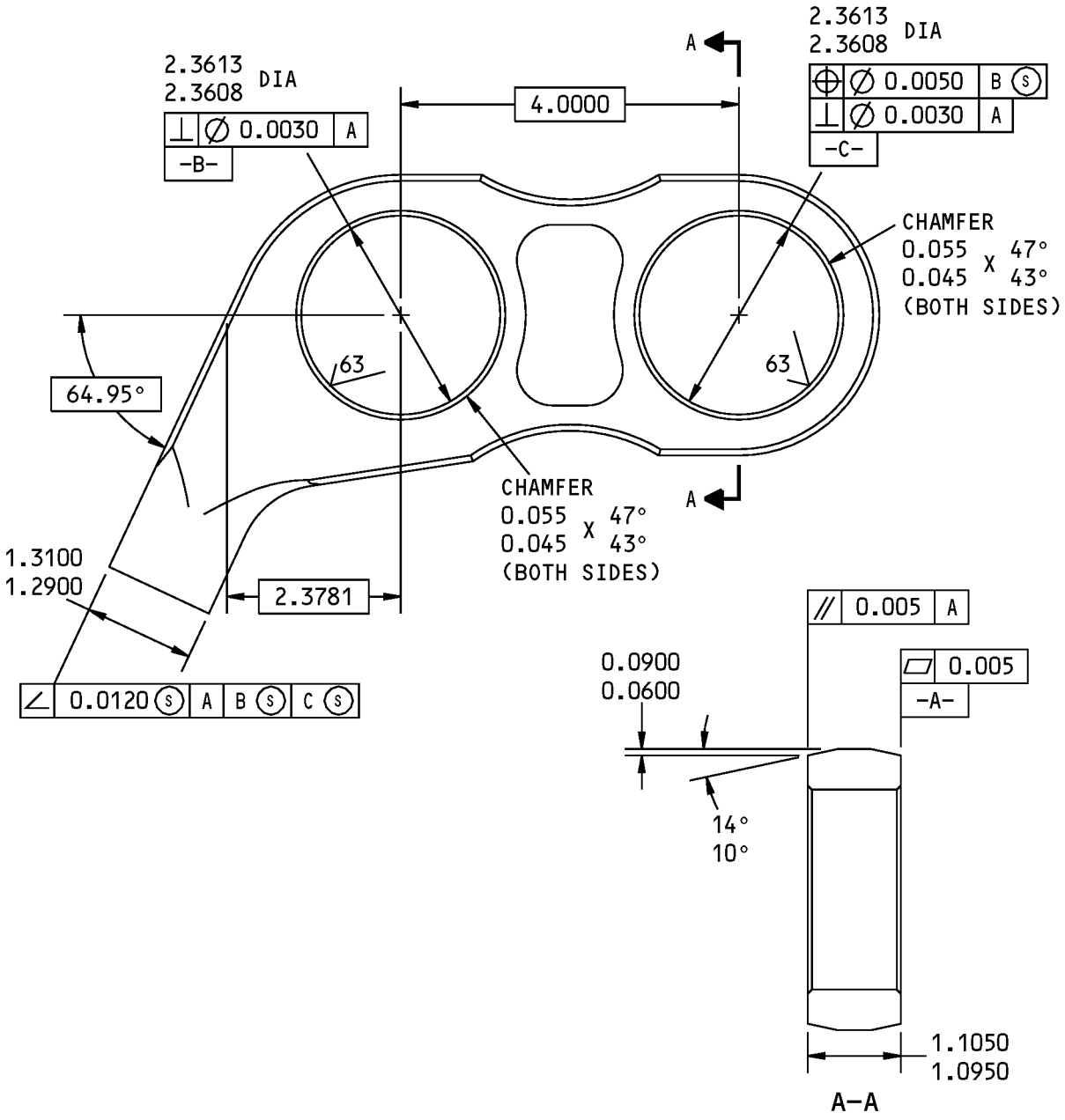
A. References

Reference	Title
SOPM 20-41-01	DECODING TABLE FOR BOEING FINISH CODES

B. Procedure

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

(1) No finish required (F-25.01).



125 ALL MACHINED SURFACES UNLESS SHOWN DIFFERENTLY

ITEM NUMBERS REFER TO IPL FIG. 4

ALL DIMENSIONS ARE IN INCHES

310A2035-6 Right Link Repair
Figure 601

RIGHT LINK ASSEMBLY - REPAIR 11-5

310A2035–7, –8

1. General

A. This procedure has the data necessary to repair and refinish the right link assembly (140A).

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

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

D. Refer to IPL Figure 4 for item numbers.

2. Bearing Replacement

A. Consumable Materials

NOTE: Equivalent substitutes may be used.

Reference	Description	Specification
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)

B. References

Reference	Title
SOPM 20-50-03	BEARING AND BUSHING REPLACEMENT
SOPM 20-60-03	LUBRICANTS

C. Procedure

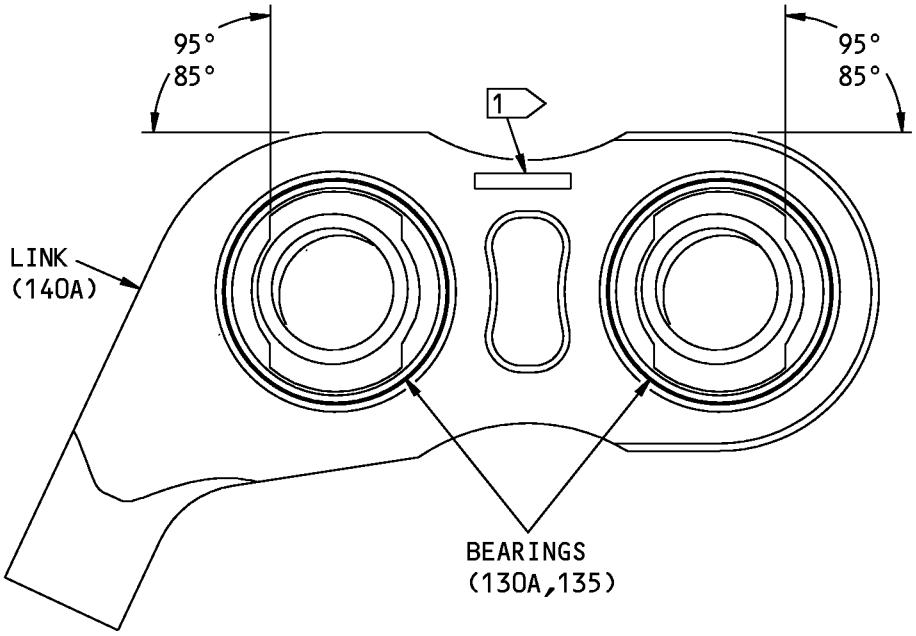
NOTE: For lubricants, refer to SOPM 20-60-03.

(1) Remove the bearing (130A, 135) from the right link (140) (SOPM 20-50-03).

(2) Install the new bearing (130A, 135) with grease, D00015 as shown in SOPM 20-50-03, shrink-fit method.

(a) Align the slot in the bearing (130A, 135) as shown in REPAIR 11-5, Figure 601.

(3) Roller swage as shown in SOPM 20-50-03.



1 PART MARK LOCATION

ITEM NUMBERS REFER TO IPL FIG. 4

L80460 S00041008585_V2

310A2035-7,-8 Right Link Assembly Repair
Figure 601

RIGHT LINK - REPAIR 11-6

310A2035–9

1. General

A. This procedure has the data necessary to repair and refinish the right link (140A).

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

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

D. Refer to IPL Figure 4 for item numbers.

E. General repair details:

(1) Material: 718 Nickel alloy

Heat treat BAC 5616, Condition II

2. Right Link Refinish

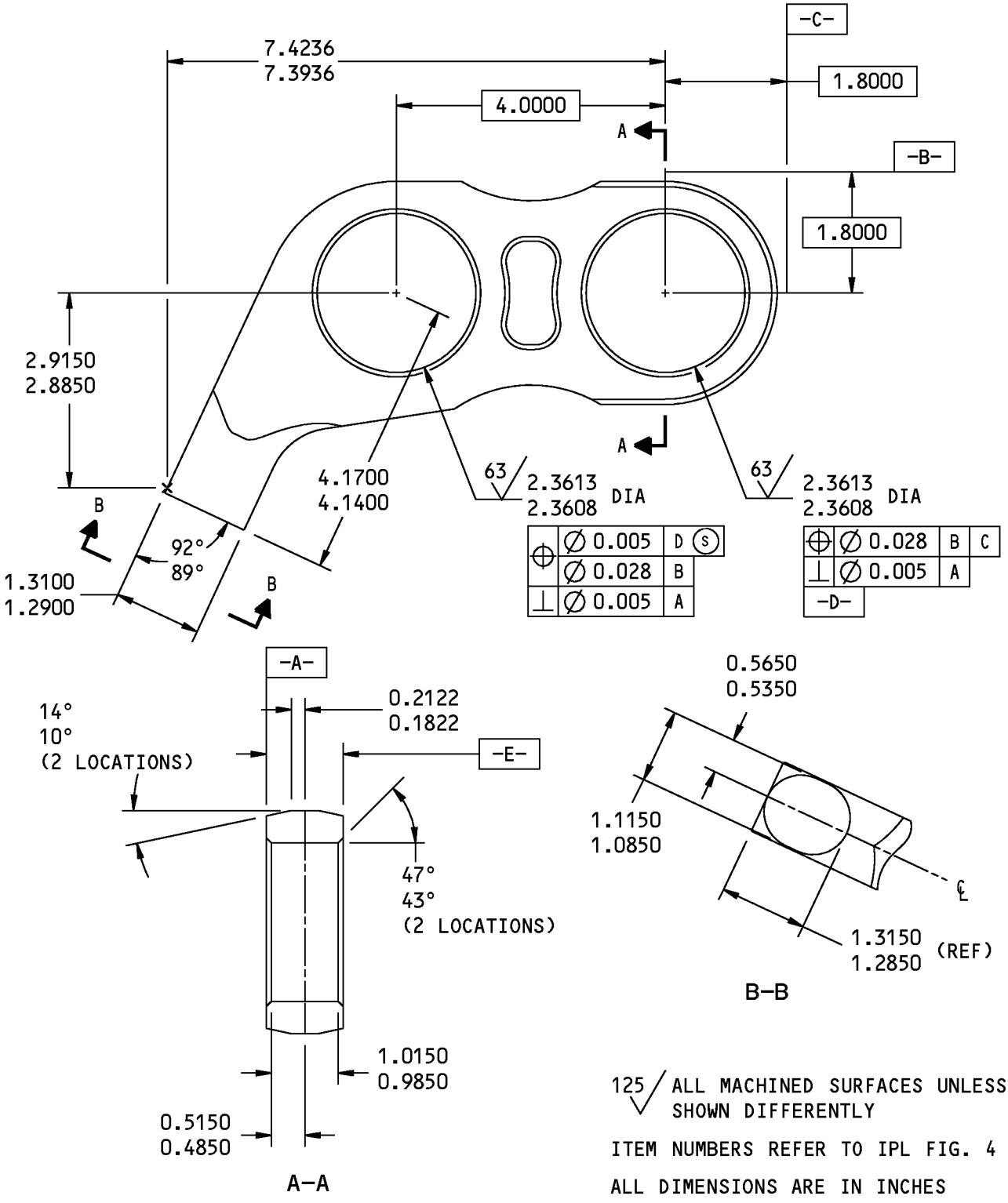
A. References

Reference	Title
SOPM 20-41-01	DECODING TABLE FOR BOEING FINISH CODES

B. Procedure

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

(1) No finish required (F-25.01).



310A2035-9 Right Link Repair
Figure 601

ASSEMBLY

1. General

A. This procedure has the data necessary to assemble the forward and aft engine mount assemblies.

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

C. Refer to IPL Figure 2 thru IPL Figure 4 for item numbers.

2. Assembly Procedures

A. Consumable Materials

NOTE: Equivalent substitutes may be used.

Reference	Description	Specification
G00199	Sleeve - Insulation Sleeving, Electrical	MIL-I-7444 Type 1
G01505	Lockwire - Safety And Lock	NASM20995

B. References

Reference	Title
SOPM 20-50-01	BOLT AND NUT INSTALLATION
SOPM 20-50-02	INSTALLATION OF SAFETYING DEVICES
SOPM 20-50-07	LUBRICATION
SOPM 20-60-03	LUBRICANTS

C. Forward Engine Mount Assembly (IPL Figure 2, 1A thru 1C)

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

(1) Use standard industry procedures and the steps shown below to assemble this component.

(2) Apply Bostik Neverseez lubricant as shown in SOPM 20-50-07 to the following surfaces:

(a) The threads of the pins

(b) The shanks of the pins

(c) Below the heads of the pins

(d) The bores of the bushings

(e) The flange faces of the bushings

(f) The threads of the bolts

(g) Below the heads of the bolts

(h) The bore of the spherical bearing

(i) The flat surface of the spherical bearing ball

(3) Install each link assembly (20) on the fan case fitting assembly (35) with the pawl pin (5) or drilled pin (8), the end cap (15), the nut (10) and the cotter pin (3) as shown in FITS AND CLEARANCES, Figure 801.

(a) Install the end cap (15) with the flat side against the shoulder of the pin (5, 8).

(4) Tighten the nut (10) to 290-510 pound-inches. Make sure that the spring loaded pawl on the pin (5) is extended, or that the cotter pin (3) may be inserted through the drilled pin (8) after the nut (10) is installed.

CAUTION: THE HANGER FITTING ASSEMBLY (235) IS NOT SYMMETRICAL. CORRECT INSTALLATION IS VERY IMPORTANT.

(5) Install the hanger fitting assembly (235) on the forward engine mount assembly (1A, 1B, 1C) with the pawl pins (220), the sacrificial washers (295), the end caps (230) and the nuts (225).

NOTE: Sacrificial washer may be fitted to either forward or aft side of link. Make sure chamfer faces bearing.

(a) Make sure that the hanger fitting assembly (235) is installed with the shear pins (250) forward as shown in the IPL Figure 2.

(b) Install the end caps (230) with the flat side against the shoulder of the pins (220).

(6) Tighten the nuts (225) to 290-510 pound-inches. Make sure the spring loaded pawls of the pins (220) are extended after the nuts (225) are installed.

(7) Installation of forward engine mount assembly (1A, 1B, 1C) onto the engine fan case.

(a) Install the shear bushing (215), the washers (210) and the bolts (200, 205) onto the forward engine mount assembly (1A, 1B, 1C) and engine fan case. Make sure the washers (210) countersunk surface is up.

(b) Tighten the bolts (200, 205) to 585-715 pound-inches.

(c) Install lockwire, G01505 and sleeve, G00199 onto bolts (200, 205) as shown in SOPM 20-50-02. Make sure the safety wire does not touch the fan case fitting.

D. Aft Engine Mount Assembly (IPL Figure 3 and IPL Figure 4)

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

(1) Use standard industry procedures and the steps shown below to assemble this component.

(2) Apply Bostik Neverseez lubricant as shown in SOPM 20-50-07 to the following surfaces:

(a) The threads of the pins

(b) The shanks of the pins

(c) Below the heads of the pins

(d) The bores of the bushings

(e) The flange faces of the bushings

(f) The bore of the spherical bearing

(g) The flat surface of the spherical bearing ball

(3) Install the end caps with the flat side against the shoulders of the pawl pins.

(4) Assemble aft engine mount assembly (IPL Figure 3, 1A).

(a) Install the evener bar assembly (25) on the hanger assembly (165) with the pawl pins (5, 10), the end caps (20) and the nuts (15).

(b) Tighten the nuts (15) to 440-650 pound-inches. Make sure the spring loaded pawls on the pins (5, 10) are extended after the nuts (15) are installed.

(c) Install the left link assembly (60) on the hanger assembly (165) with the pawl pin (45), the end cap (55) and the nut (50).

(d) Tighten the nut (50) to 440-650 pound-inches. Make sure the spring loaded pawl on the pin (45) is extended after the nut (50) is installed.

CAUTION: THE CENTER LINK ASSEMBLY (90) IS NOT A SYMMETRICAL PART. CORRECT INSTALLATION IS VERY IMPORTANT.

(e) Install the center link assembly (90) on the hanger assembly (165) with the pawl pin (75), the end cap (85) and the nut (80).

1) Make sure that the center link assembly (90) is oriented as shown in the IPL Figure 3.

NOTE: The smaller inside diameter bearing (95A) is on the left side of the center link assembly (90) as you are installing in a forward orientation.

(f) Tighten the nut (80) to 440-650 pound-inches. Make sure the spring loaded pawl on the pin (75) is extended after the nut (80) is installed.

(g) Install the right link assembly (140) on the hanger assembly (165) with the pawl pins (115, 120), the end caps (130, 135) and the nuts (125).

(h) Tighten the nuts (125) to 440-650 pound-inches. Make sure the spring loaded pawl on the pins (115, 120) are extended after the nuts (125) are installed.

(i) Install pawl pin (460), washer (465), end cap (475) and nut (470) onto the evener bar assembly (25). Nut (470) to be torqued upon installation to the thrust link assemblies.

(5) Assemble aft engine mount assembly (IPL Figure 4, 1A thru 1F).

(a) Install the evener bar assembly (20) on the hanger assembly (145) with the pawl pin (5) or drilled pin (8), the end cap (15), the nut (10, 13) and the cotter pin (3).

(b) Tighten the nut (10, 13) to 440-650 pound-inches. Make sure that the spring loaded pawl on the pin (5) is extended, or that the cotter pin (3) may be inserted through the drilled pin (8) after the nut (10, 13) is installed.

(c) Install the left link assembly (55) on the hanger assembly (145) with the pawl pin (40) or drilled pin (43), the end cap (50) and the nut (45, 48).

(d) Tighten the nut (45, 48) to 440-650 pound-inches. Make sure the spring loaded pawl on the pin (40) is extended, or that the cotter pin (38) may be inserted through the drilled pin (43) after the nut (45, 48) is installed.

CAUTION: THE CENTER LINK ASSEMBLY (85) IS NOT A SYMMETRICAL PART. CORRECT INSTALLATION IS VERY IMPORTANT.

(e) Install the center link assembly (85) on the hanger assembly (145) with the pawl pin (70) or drilled pin (73), the end cap (80) and the nut (75, 78).

1) For center link assemblies (85 thru 85D), make sure that the center link is oriented as shown in the IPL Figure 4.

NOTE: The smaller inside diameter bearing (90) is on the left side of the center link assembly (85) as you are installing in a forward orientation.

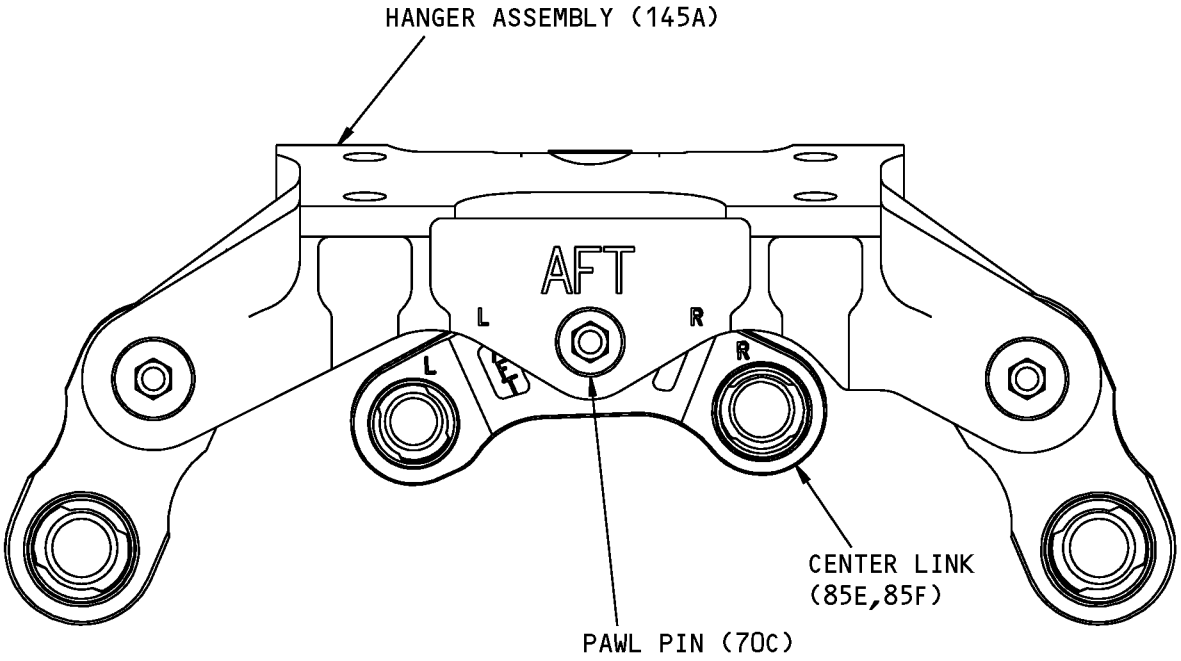
2) For center link assemblies (85E and 85F), install the center link assembly with the markings as shown in ASSEMBLY, Figure 701.

(f) Tighten the nut (75, 78) to 440-650 pound-inches. Make sure the spring loaded pawl on the pin (70) is extended, or that the cotter pin (68) may be inserted through the drilled pin (73) after the nut (75, 78) is installed.

(g) Install the right link assembly (125) on the hanger assembly (145) with the pawl pin (110) or drilled pin (113), the end cap (120) and the nut (115, 118).

(h) Tighten the nut (115, 118) to 440-650 pound-inches. Make sure the spring loaded pawl on the pin (110) is extended, or that the cotter pin (108) may be inserted through the drilled pin (113) after the nut (115, 118) is installed.

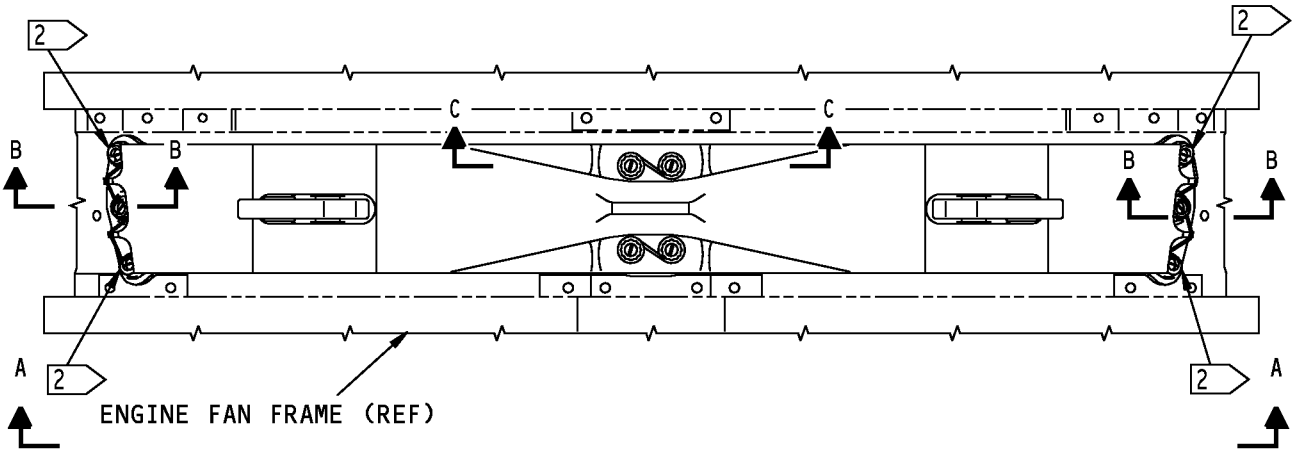
(i) Install pawl pin (460), washer (465), end cap (475) and nut (470) onto the evener bar assembly (20). Nut (470) to be torqued upon installation to the thrust link assemblies.

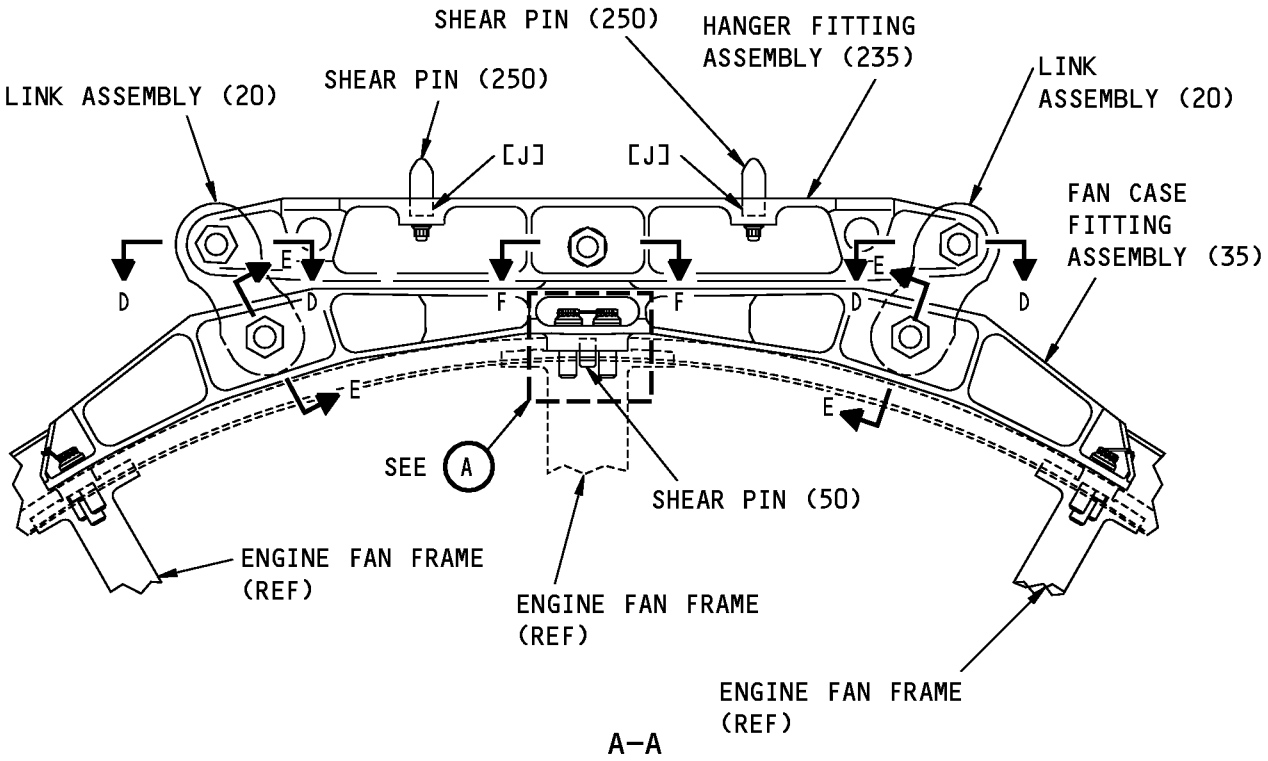


ITEM NUMBERS REFER TO IPL FIG. 4

Center Link Installation
Figure 701

FITS AND CLEARANCES

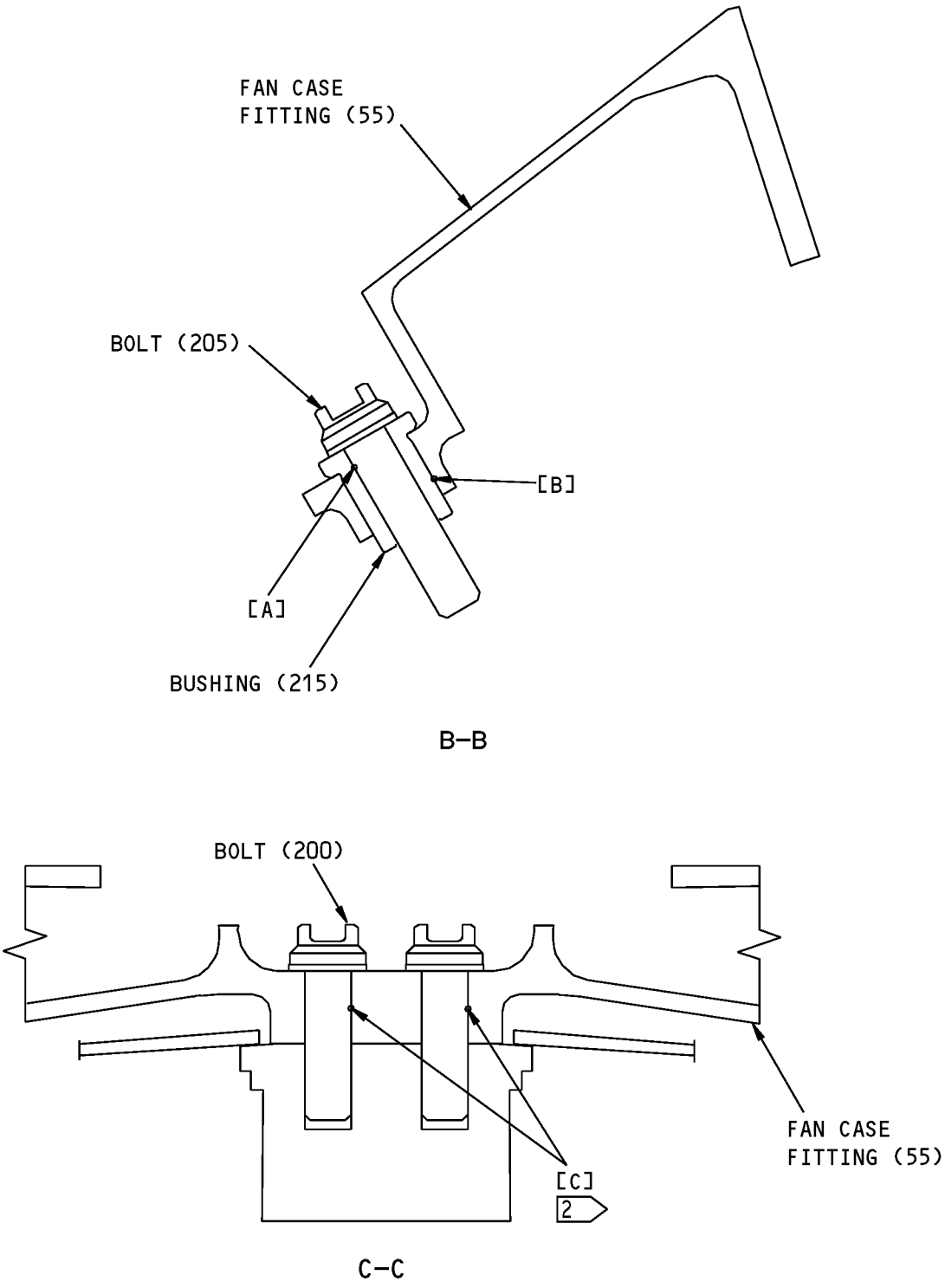




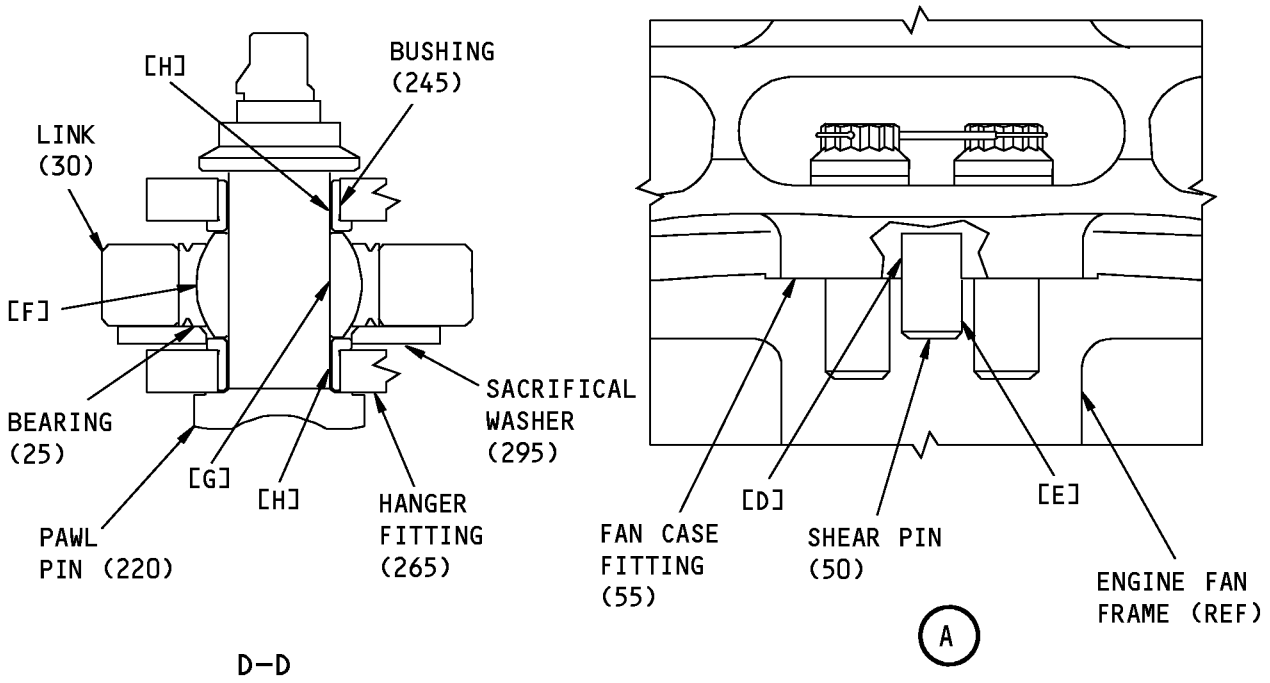
ITEM NUMBERS REFER TO IPL FIG. 2

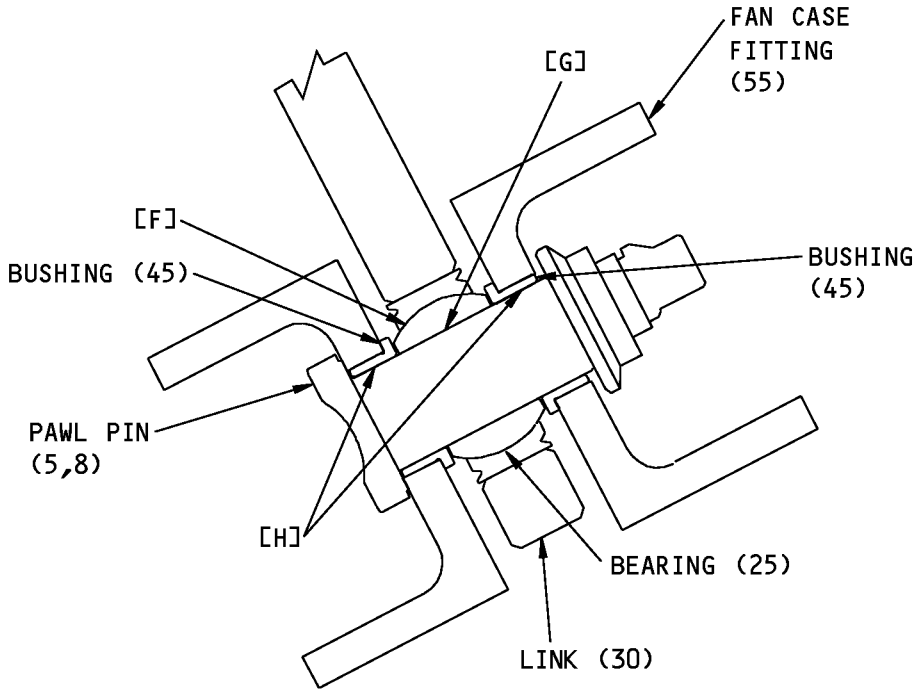
F81074 S00041008592_V3

Fits and Clearances
Figure 801 (Sheet 1 of 5)



Fits and Clearances
Figure 801 (Sheet 2 of 5)

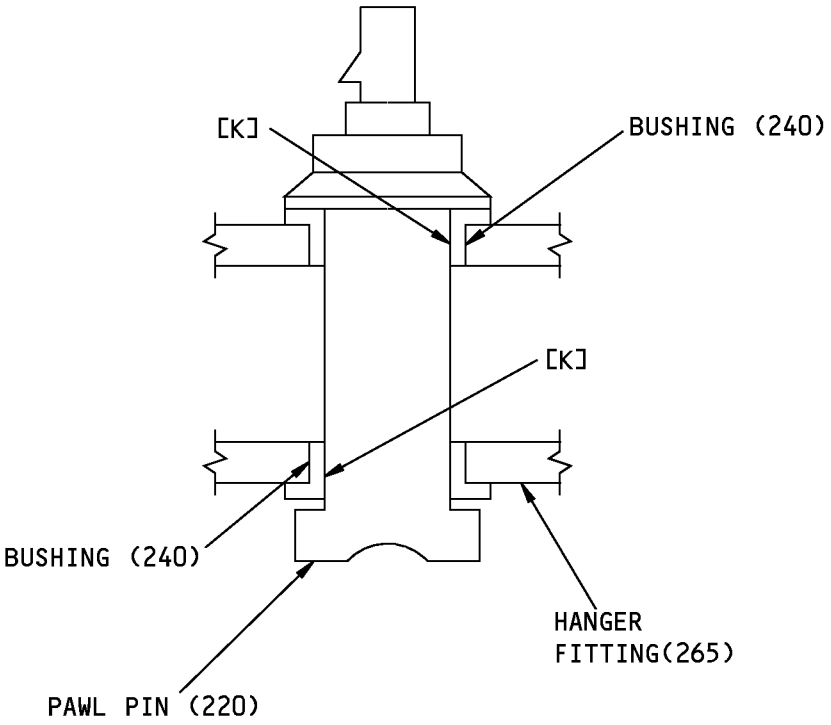




ITEM NUMBERS REFER TO IPL FIG. 2

F81582 S00041008594_V3

Fits and Clearances
Figure 801 (Sheet 3 of 5)



F–F

ITEM NUMBERS REFER TO IPL FIG. 2

1505307 S0000274534_V1

Fits and Clearances
Figure 801 (Sheet 4 of 5)

REF LETTER	REF IPL FIG. 2, MATING ITEM NO.	DESIGN DIMENSION*				SERVICE WEAR LIMIT*		
		DIMENSION		ASSEMBLY CLEARANCE 1		DIMENSION		MAXIMUM CLEARANCE
		MIN	MAX	MIN	MAX	MIN	MAX	
[A]	ID 215	0.5350	0.5380	0.0355	0.0390		0.5575	0.0585
	OD 205	0.4990	0.4995			0.4985		
[B]	ID 55	0.8863	0.8870	0.0220	0.0235		0.8905	0.0270
	OD 215	0.8635	0.8643			0.8600		
[C]	ID 55	0.5290	0.5410	0.0295	0.0420		0.5620	0.0630
	OD 200	0.4990	0.4995			0.4985		
[D]	ID 55	0.4954	0.4961	-0.0016	-0.0004		--	--
	OD 50	0.4965	0.4970			--		
[E]	ID 3	0.5000	0.5011	0.0030	0.0046		0.5057	0.0092
	OD 50	0.4965	0.4970			0.4919		
[F]	ID 25 (RACE)	1.1880	1.1885	0.0010	0.0020		1.1905	0.0040
	OD 25 (BALL)	1.1865	1.1870			1.1845		
[G]	ID 25	0.7495	0.7500	0.0005	0.0015		0.7515	0.0030
	OD 5,8,220	0.7485	0.7490			0.7470		
[H]	ID 45,245	0.7495	0.7503	0.0005	0.0018		0.7521	0.0036
	OD 5,8,220	0.7485	0.7490			0.7467		
[J]	ID 265	0.7070	0.7078	0.0020	0.0035		0.7115	0.0070
	OD 250	0.7045	0.7050			0.7010		
[K]	ID 240	0.7495	0.7503	0.0005	0.0018		0.7521	0.0036
	OD 220	0.7485	0.7490			0.7467		

* ALL DIMENSIONS ARE IN INCHES

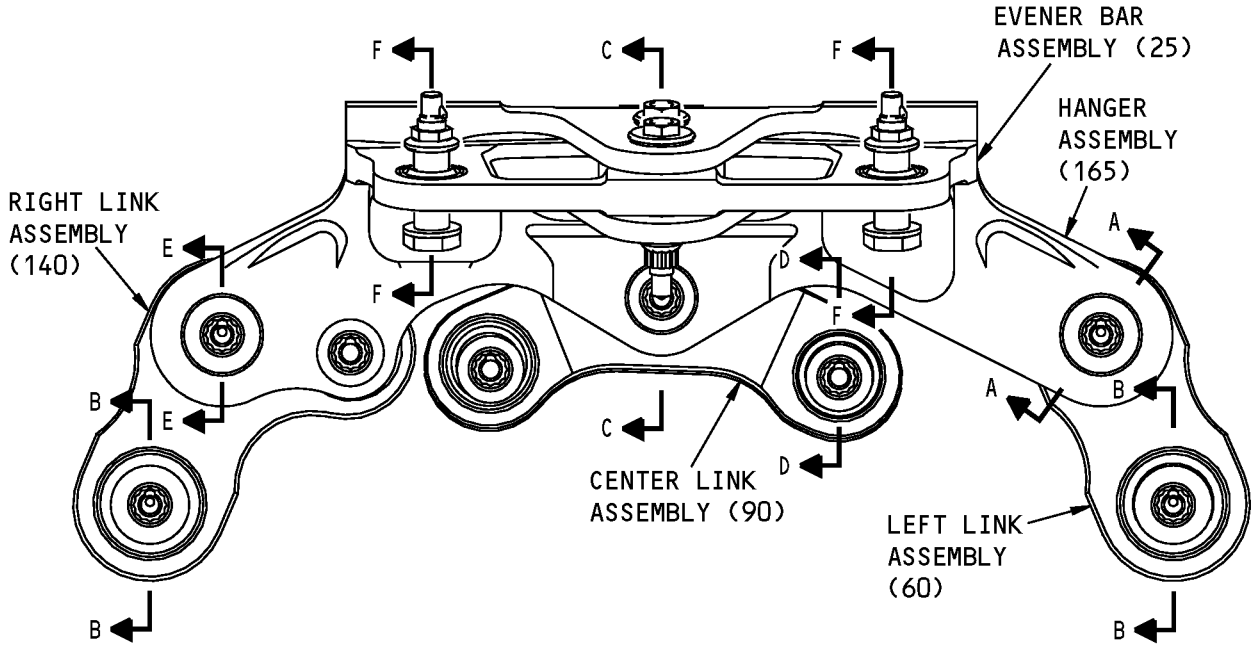
1 NEGATIVE VALUES SHOW INTERFERENCE FIT

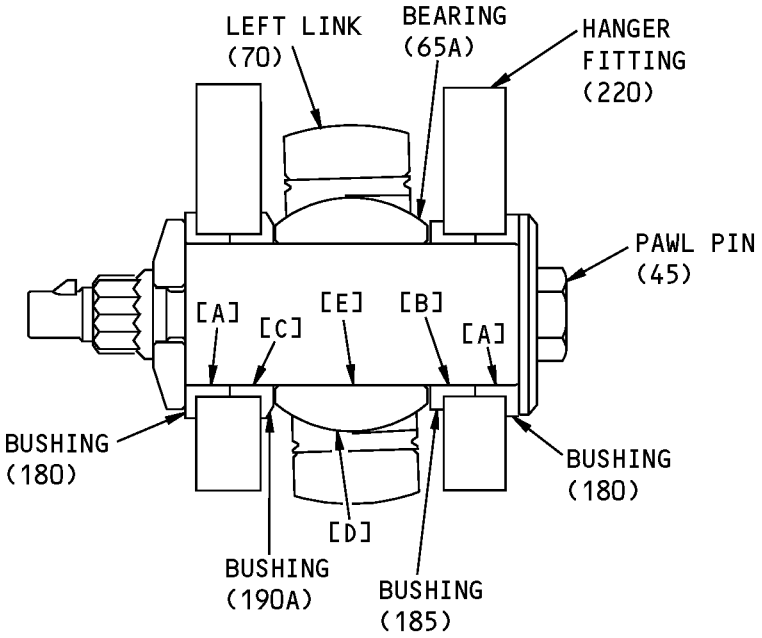
2 REFERENCE [C] APPLIES TO ALL SPECIAL BOLTS, P/N 310A2029-11

3 ENGINE FAN FRAME

F81054 S00041008595_V3

Fits and Clearances
Figure 801 (Sheet 5 of 5)

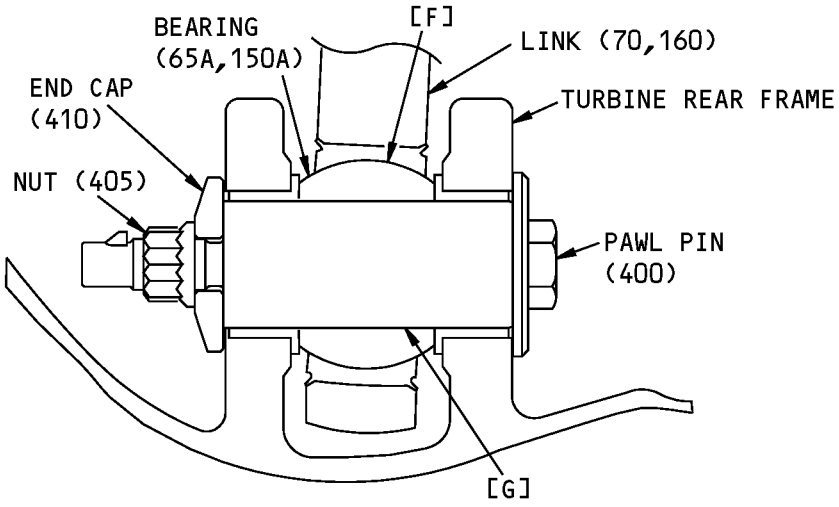




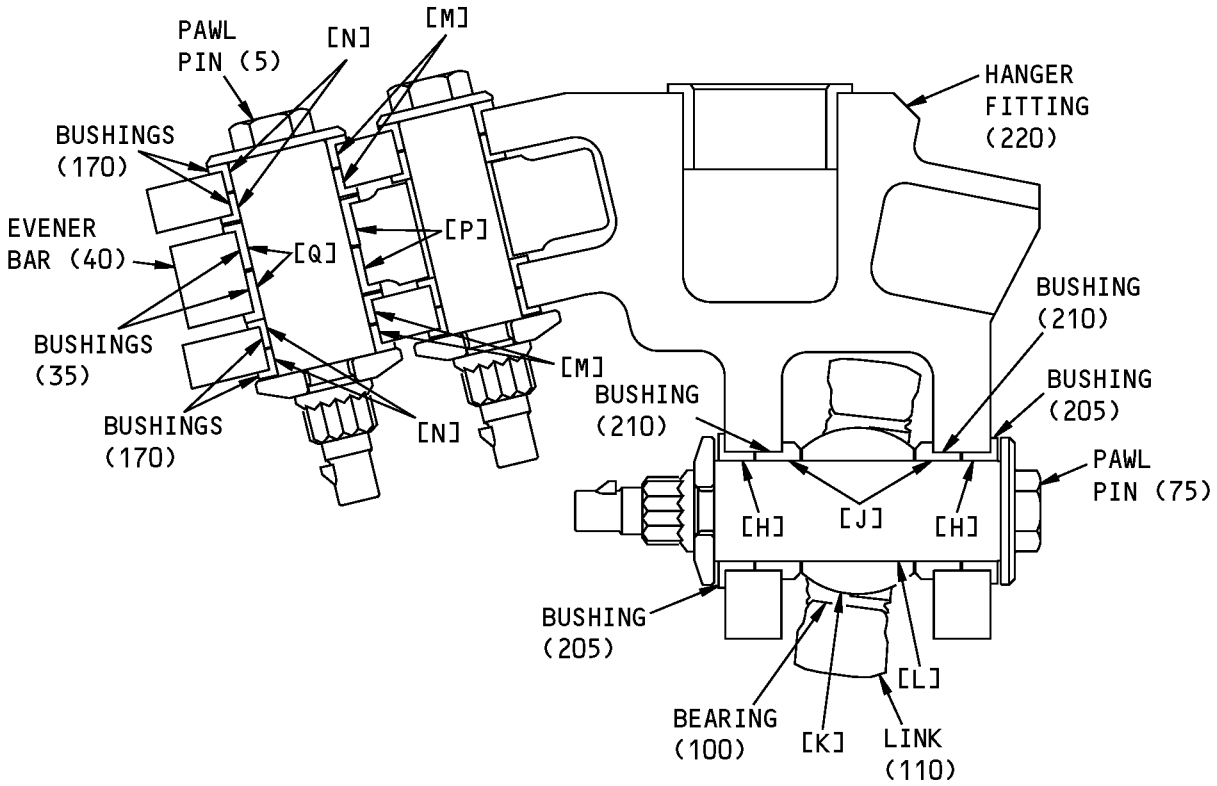
A-A

ITEM NUMBERS REFER TO IPL FIG. 3

Fits and Clearances
Figure 802 (Sheet 1 of 6)



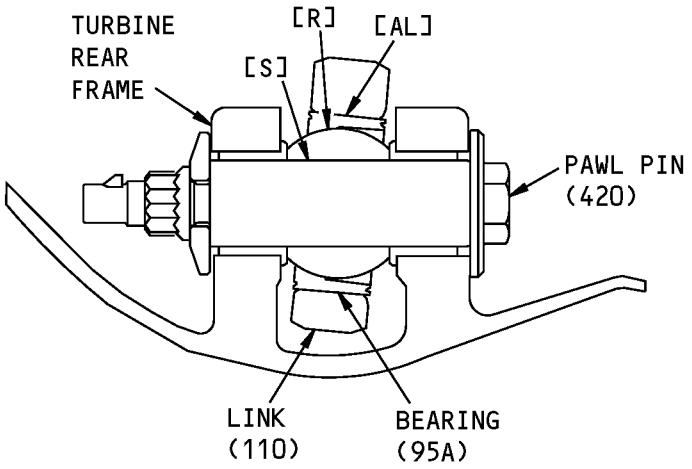
B–B



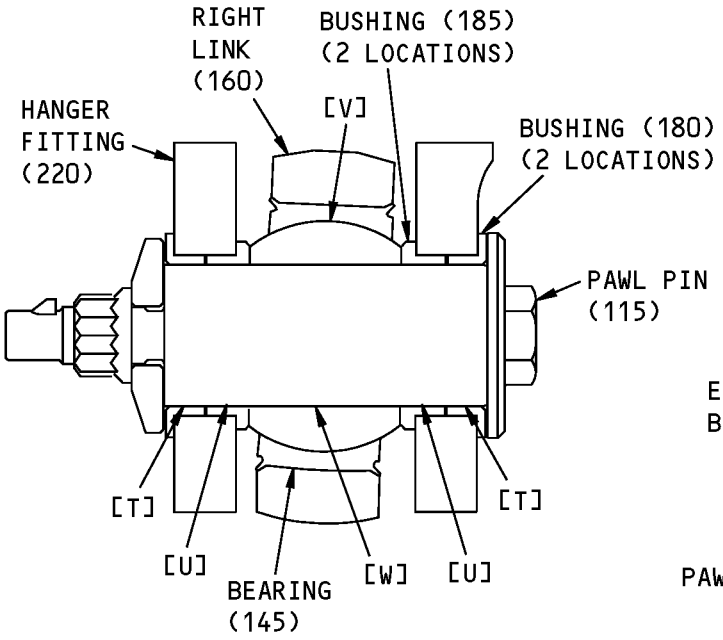
C–C

ITEM NUMBERS REFER TO IPL FIG. 3

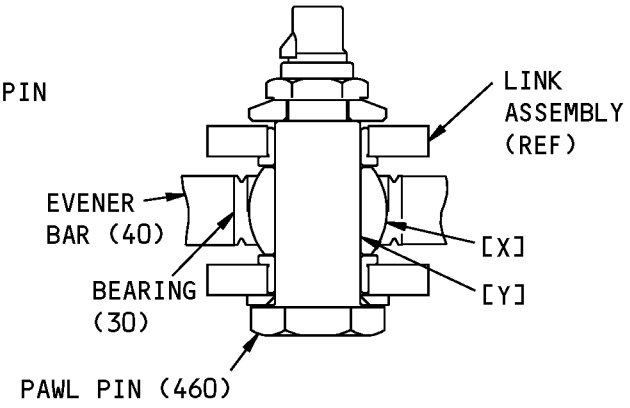
Fits and Clearances
Figure 802 (Sheet 2 of 6)



D–D



E–E



F–F

ITEM NUMBERS REFER TO IPL FIG. 3

Fits and Clearances
Figure 802 (Sheet 3 of 6)

REF LETTER	REF IPL FIG. 3, 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 180 OD 45	1.2495 1.2480	1.2505 1.2490	0.0005	0.0025	1.2455	1.2530	0.0050
[B]	ID 185 OD 45	1.2495 1.2480	1.2505 1.2490	0.0005	0.0025	1.2455	1.2530	0.0050
[C]	ID 190A OD 45	1.2495 1.2480	1.2505 1.2490	0.0005	0.0025	1.2455	1.2530	0.0050
[D]	ID 65A (RACE) OD 65A (BALL)	2.0591 2.0568	2.0596 2.0573	0.0018	0.0028	2.0540	2.0642	0.0056
[E]	ID 65A OD 45	1.2500 1.2480	1.2505 1.2490	0.0010	0.0025	1.2455	1.2530	0.0050
[F]	ID 65A,150A (RACE) OD 65A,150A (BALL)	2.0591 2.0568	2.0596 2.0573	0.0018	0.0028	2.0540	2.0642	0.0056
[G]	ID 65A,150A OD 400	1.2500 1.2480	1.2505 1.2490	0.0010	0.0025	1.2455	1.2530	0.0050
[H]	ID 205 OD 75	0.9995 0.9980	1.0003 0.9990	0.0005	0.0023	0.9957	1.0026	0.0046
[J]	ID 210 OD 75	0.9995 0.9980	1.0003 0.9990	0.0005	0.0023	0.9957	1.0026	0.0046

Fits and Clearances
Figure 802 (Sheet 4 of 6)

REF LETTER	REF IPL FIG. 3, MATING ITEM NO.	DESIGN DIMENSION*				SERVICE WEAR LIMIT*		
		DIMENSION		ASSEMBLY CLEARANCE		DIMENSION		MAXIMUM CLEARANCE
		MIN	MAX	MIN	MAX	MIN	MAX	
[K]	ID 100 (RACE) OD 100 (BALL)	1.6713 16684	1.6718 1.6689	0.0024	0.0034	1.6650	1.6752	0.0068
[L]	ID 100 OD 75	1.0000 0.9980	1.0005 0.9990	0.0010	0.0025	0.9955	1.0030	0.0050
[M]	ID 220 OD 170	1.1875 1.1890	1.1882 1.1895	-0.0020	-0.0008	--	--	--
[N]	ID 170 OD 5	0.9995 0.9980	1.0003 0.9990	0.0005	0.0023	0.9957	1.0026	0.0046
[P]	ID 40 OD 35	1.1875 1.1890	1.1882 1.1898	-0.0023	-0.0008	--	--	--
[Q]	ID 35 OD 5	0.9995 0.9980	1.0003 0.9990	0.0005	0.0023	0.9957	1.0026	0.0046
[R]	ID 95A (RACE) OD 95A (BALL)	1.6705 1.6684	1.6710 1.6689	0.0016	0.0026	1.6658	1.6736	0.0052
[S]	ID 95A OD 420	1.0000 0.9980	1.0005 0.9990	0.0010	0.0025	0.9955	1.0030	0.0050
[T]	ID 180 OD 115	1.2495 1.2480	1.2505 1.2490	0.0005	0.0025	1.2455	1.2530	0.0050

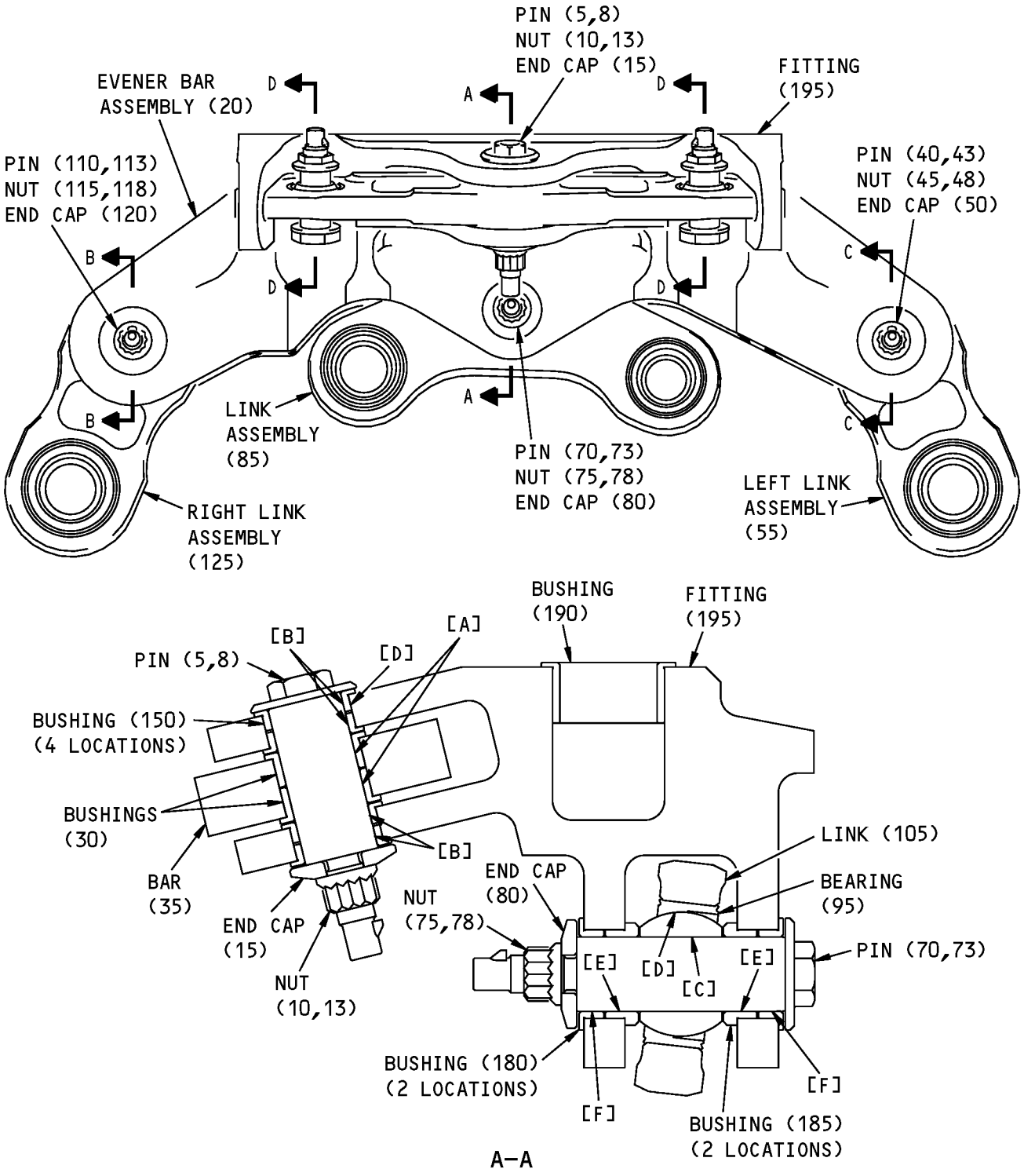
Fits and Clearances
Figure 802 (Sheet 5 of 6)

REF LETTER	REF IPL FIG. 3, MATING ITEM NO.	DESIGN DIMENSION*				SERVICE WEAR LIMIT*		
		DIMENSION		ASSEMBLY CLEARANCE		DIMENSION		MAXIMUM CLEARANCE
		MIN	MAX	MIN	MAX	MIN	MAX	
[U]	ID 185	1.2495	1.2505	0.0005	0.0025		1.2530	0.0050
	OD 115	1.2480	1.2490			1.2455		
[V]	ID 145 (RACE)	2.0601	2.0606	0.0028	0.0038		2.0644	0.0076
	OD 145 (BALL)	2.0568	2.0573			2.0530		
[W]	ID 145	1.2500	1.2505	0.0010	0.0025		1.2530	0.0050
	OD 115	1.2480	1.2490			1.2455		
[X]	ID 30 (RACE)	1.1880	1.1885	0.0010	0.0020	--	1.1905	0.0040
	OD 30 (BALL)	1.1865	1.1870			1.1845	--	
[Y]	ID 30	0.7495	0.7500	0.0005	0.0015	--	0.7515	0.0030
	OD 460	0.7485	0.7490			0.7470	--	

* ALL DIMENSIONS ARE IN INCHES

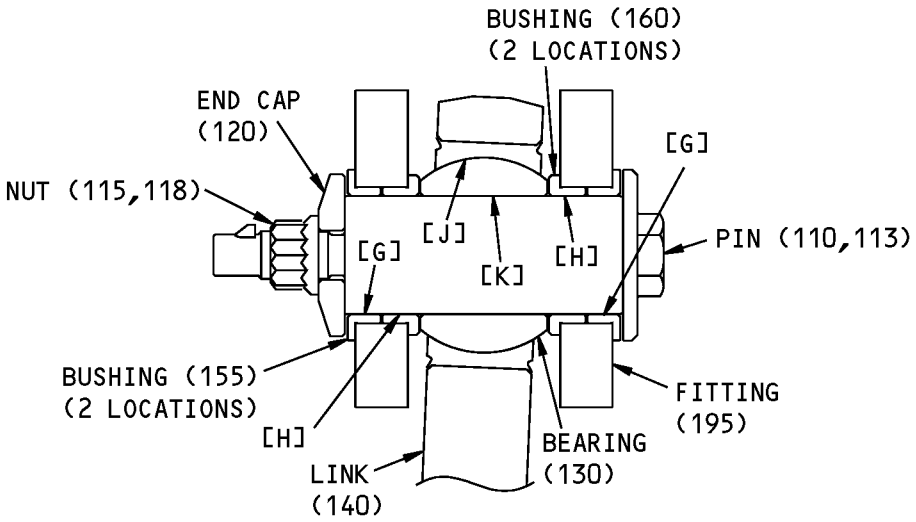
ITEM NUMBERS REFER TO IPL FIG. 3

Fits and Clearances
Figure 802 (Sheet 6 of 6)

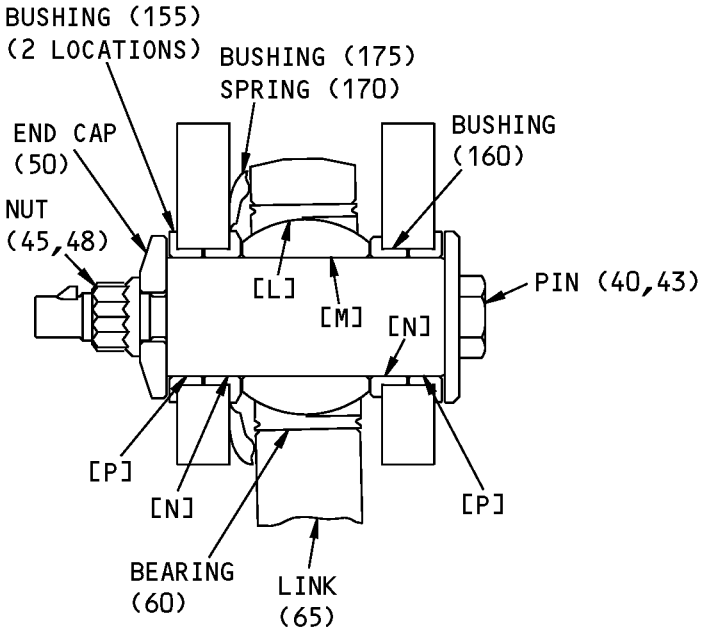


ITEM NUMBERS REFER TO IPL FIG. 4

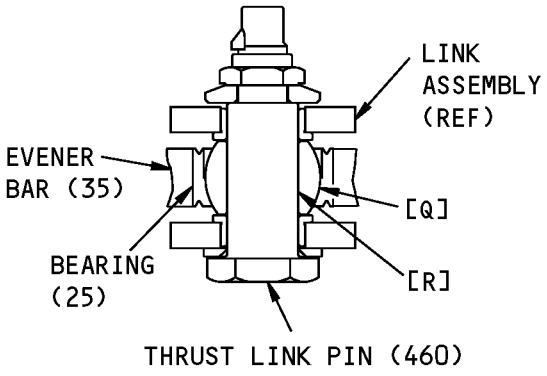
Fits and Clearances
Figure 803 (Sheet 1 of 4)



B–B



C–C



D–D

ITEM NUMBERS REFER TO IPL FIG. 4

Fits and Clearances
Figure 803 (Sheet 2 of 4)

REF LETTER	REF IPL FIG. 4, MATING ITEM NO.	DESIGN DIMENSION*				SERVICE WEAR LIMIT*		
		DIMENSION		ASSEMBLY CLEARANCE		DIMENSION		MAXIMUM CLEARANCE
		MIN	MAX	MIN	MAX	MIN	MAX	
[A]	ID 30 OD 5,8	0.9995 0.9980	1.0003 0.9990	0.0005	0.0023	0.9957	1.0026	0.0046
[B]	ID 150 OD 5,8	0.9995 0.9980	1.0003 0.9990	0.0005	0.0023	0.9957	1.0026	0.0046
[C]	ID 95 OD 70,73	1.0000 0.9980	1.0005 0.9990	0.0010	0.0025	0.9955	1.0030	0.0050
[D]	ID 95 (RACE) OD 95 (BALL)	1.6713 1.6684	1.6718 1.6689	0.0024	0.0034	1.6650	1.6752	0.0068
[E]	ID 185 OD 70,73	0.9995 0.9980	1.0003 0.9990	0.0005	0.0023	0.9957	1.0026	0.0046
[F]	ID 180 OD 70,73	0.9995 0.9980	1.0003 0.9990	0.0005	0.0023	0.9957	1.0026	0.0046
[G]	ID 155 OD 110,113	1.2495 1.2480	1.2505 1.2490	0.0005	0.0025	1.2455	1.2530	0.0050
[H]	ID 160 OD 110,113	1.2495 1.2480	1.2505 1.2490	0.0005	0.0025	1.2455	1.2530	0.0050
[J]	ID 130 (RACE) OD 130 (BALL)	2.0591 2.0568	2.0596 2.0573	0.0018	0.0028	2.0540	2.0642	0.0056
[K]	ID 130 OD 110,113	1.2500 1.2480	1.2505 1.2490	0.0010	0.0025	1.2455	1.2530	0.0050
[L]	ID 60 (RACE) OD 60 (BALL)	2.0591 2.0568	2.0596 2.0573	0.0018	0.0028	2.0540	2.0642	0.0056

Fits and Clearances
Figure 803 (Sheet 3 of 4)

REF LETTER	REF IPL FIG. 4, MATING ITEM NO.	DESIGN DIMENSION*				SERVICE WEAR LIMIT*		
		DIMENSION		ASSEMBLY CLEARANCE		DIMENSION		MAXIMUM CLEARANCE
		MIN	MAX	MIN	MAX	MIN	MAX	
[M]	ID 60	1.2500	1.2505	0.0010	0.0025		1.2530	0.0050
	OD 40	1.2480	1.2490			1.2455		
[N]	ID 160,175	1.2495	1.2505	0.0005	0.0025		1.2530	0.0050
	OD 40	1.2480	1.2490			1.2455		
[P]	ID 155	1.2495	1.2505	0.0005	0.0025		1.2530	0.0050
	OD 40	1.2480	1.2490			1.2455		
[Q]	ID 25 (BALL)	1.1880	1.1885	0.0010	0.0020	--	1.1905	0.0040
	OD 25 (RACE)	1.1865	1.1870			1.1845	--	
[R]	ID 25	0.7495	0.7500	0.0005	0.0015	--	0.7515	0.0030
	OD 460	0.7485	0.7490			0.7470	--	

* ALL DIMENSIONS ARE IN INCHES

Fits and Clearances
Figure 803 (Sheet 4 of 4)

REF IPL		NAME	TORQUE*	
FIG. NO.	ITEM NO.		POUND-INCHES	POUND-FEET
2	10,225	Nut	290-510	
2	200,205	Bolt - Special	585-715	
2	260	Nut	130-200	
3	15,50,80, 125,405,425	Nut	440-650	
4	10,13,45,48, 75,78,115, 118,405,408, 425,428	Nut	440-650	

* REFER TO SOPM 20-50-01 FOR TORQUE VALUES OF STANDARD FASTENERS.

F81051 S00041008606_V3

Torque Table
Figure 804

(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
06710	LAMSON AND SESSIONS CO THE VALLEY-TODECO 12975 BRADLEY AVENUE SYLMAR, CALIFORNIA 91342-3830 FORMERLY VALLEY BOLT CORP VB0097 IN NORTH HOLLYWOOD, CA
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.
56878	SPS TECHNOLOGIES INC AEROSPACE AND INDUSTRIAL PRODUCTS DIV 301 HIGHLAND AVE JENKINTOWN, PENNSYLVANIA 19046 FORMERLY STANDARD PRESSED STEEL FORMERLY IN SALT LAKE, UTAH
57606	REXNORD CORP PSI BEARINGS DIV 2175 UNION PL SIMI VALLEY, CALIFORNIA 93065-1661 FORMERLY PSI BEARINGS

Code	Name
72962	HARVARD INDUSTRIES INC 3 WERNER WAY SUITE 210 LEBANON, NEW JERSEY 08833 FORMERLY ESNA V7A079 FORMERLY ELASTIC STOP NUT IN UNION, NJ
85495	Replaced: [V85495] BRILES MFG CO SEE V97928 OMARK INDUSTRIES OMARK INDUSTRIES SEE PRECISION FASTENING PRECISION FASTENING SUB OF OMARK IND INC SEE DEUTSCH FASTENER CORP V08524 Replaced: [V08524] DEUTSCH FASTENER CORP SEE CODE V97928 Replaced: [V97928] HUCK INTL SEE V17446 HUCK INTL by Code: Name and Address below 17446: HUCK INTL INC AEROSPACE FASTENER DIV 900 WATSON CENTER ROAD CARSON, CALIFORNIA 90745-4201 FORMERLY V32134 REXNORD INC; FORMERLY V97928 HUCK INTL
97393	SHUR-LOK CORPORATION 2541 WHITE ROAD PO BOX 19584 IRVINE, CALIFORNIA 92623-9584 FORMERLY SHUR LOK CORP VB0060 FORMERLY IN SANTA ANA, CALIFORNIA 92714
97928	Replaced: [V97928] SEE V17446 HUCK INTL by Code: Name and Address below 17446: HUCK INTL INC AEROSPACE FASTENER DIV 900 WATSON CENTER ROAD CARSON, CALIFORNIA 90745-4201 FORMERLY V32134 REXNORD INC; FORMERLY V97928 HUCK INTL

NUMERICAL INDEX

PART NUMBER	AIRLINE PART NUMBER	FIGURE	ITEM	UNITS PER ASSEMBLY
		1		3
		1		3
		4		1
109LH9074-8		2	10	2
		2	225	3
		3	470	2
		4	470	2
310A2020-10		1	1B	RF
		2	1B	RF
310A2020-11		1	1C	RF
		2	1C	RF
310A2020-12		2	1D	RF
310A2020-5		1	1A	RF
		2	1A	RF
310A2020-6		2	215	2
310A2021-3		2	240	2
310A2021-4		2	235	1
310A2021-5		2	265	1
310A2022-3		2	20	2
310A2022-4		2	30	1
310A2024-2		2	250	2
310A2028-10		2	50	1
310A2028-11		2	35	1
310A2028-12		2	55	1
310A2028-13		2	35A	1
310A2028-14		2	55A	1
310A2028-6		2	45	4
		2	245	4
310A2029-11		2	200	8
310A2029-19		2	205	2
310A2030-11		1	5B	RF
		4	1B	RF
310A2030-12		1	5C	RF
		4	1C	RF

PART NUMBER	AIRLINE PART NUMBER	FIGURE	ITEM	UNITS PER ASSEMBLY
310A2030-15		1	5D	RF
		4	1D	RF
310A2030-16		1	5E	RF
		4	1E	RF
310A2030-17		1	5F	RF
		4	1F	RF
310A2030-18		4	400M	2
310A2030-4		1	5	RF
		3	1A	RF
310A2030-6		1	5A	RF
		4	1A	RF
310A2031-10		3	220	1
310A2031-11		3	185	3
		4	160	3
310A2031-12		3	180	4
		4	155	4
310A2031-13		3	210	2
		4	185	2
310A2031-14		3	205	2
		4	180	2
310A2031-15		3	200	2
310A2031-16		3	195	2
310A2031-17		3	170	4
		4	150	4
310A2031-18		3	175	4
310A2031-19		3	215	1
		4	190	1
310A2031-21		3	190A	1
		4	175	1
310A2031-22		4	145	1
310A2031-23		4	195	1
310A2031-24		4	145A	1
310A2031-25		4	195A	1
		4	195B	1
310A2031-9		3	165	1

PART NUMBER	AIRLINE PART NUMBER	FIGURE	ITEM	UNITS PER ASSEMBLY
310A2033-3		3	60	1
310A2033-4		3	70	1
310A2033-5		4	55	1
		4	55D	1
310A2033-6		4	65	1
310A2033-7		4	55A	1
		4	55E	1
310A2033-8		4	55B	1
		4	55C	1
310A2033-9		4	65A	1
310A2034-11		4	105D	1
310A2034-12		4	105E	1
310A2034-13		4	85E	1
		4	85M	1
310A2034-14		4	85F	1
		4	85G	1
310A2034-15		4	105F	1
310A2034-3		3	90	1
		3	90A	1
		4	85	1
		4	85D	1
		4	85H	1
		4	85L	1
310A2034-4		3	110	1
		4	105	1
310A2034-5		3	110A	1
		4	105A	1
310A2034-7		4	85A	1
		4	85J	1
310A2034-8		4	85B	1
		4	85C	1
		4	85K	1
		4	85N	1
		4	85P	1
		4	85Q	1

PART NUMBER	AIRLINE PART NUMBER	FIGURE	ITEM	UNITS PER ASSEMBLY
310A2034-9		4	105C	1
310A2035-3		3	140	1
310A2035-4		3	160	1
310A2035-5		4	125	1
		4	125D	1
310A2035-6		4	140	1
310A2035-7		4	125A	1
		4	125E	1
310A2035-8		4	125B	1
		4	125C	1
310A2035-9		4	140A	1
310A2036-5		3	25	1
310A2036-6		3	40	1
310A2036-7		3	35	2
		4	30	2
310A2036-8		4	20	1
310A2036-9		4	35	1
310A2037-10		3	415	1
		4	415	1
		4	415B	1
310A2037-11		3	5	1
		4	5	1
310A2037-12		3	10	1
310A2037-13		4	8	1
310A2037-14		4	43	1
		4	113	1
		4	402	1
310A2037-15		4	73	1
		4	423	1
310A2037-16		4	418	1
310A2037-4		4	40A	1
		4	40C	1
		4	110A	1
		4	110C	1
		4	400A	2

PART NUMBER	AIRLINE PART NUMBER	FIGURE	ITEM	UNITS PER ASSEMBLY
		4	400C	2
		4	400D	2
310A2037-5		4	70A	1
		4	70C	1
		4	420A	1
		4	420C	1
310A2037-6		4	415A	1
		4	415C	1
310A2037-7		3	45	1
		3	115	1
		3	400	2
		4	40	1
		4	40B	1
		4	110	1
		4	110B	1
		4	400	2
		4	400B	2
310A2037-8		3	75	1
		3	420	1
		4	70	1
		4	70B	1
		4	420	1
		4	420B	1
310A2037-9		3	120	1
310A2039-1		3	55	1
		3	130	1
		3	410	2
		4	50	1
		4	120	1
		4	410	2
310A2039-2		3	85	1
		3	135	1
		3	430	2
		4	80	1
		4	430	2

PART NUMBER	AIRLINE PART NUMBER	FIGURE	ITEM	UNITS PER ASSEMBLY
310A2039-3		3	20	2
		4	15	1
310A2040-7		2	295	4
310A2042-2		2	5	2
		2	220	3
		3	460	2
		4	460	2
310A2042-3		2	8	2
		2	223	3
310A2043-1		2	15	2
		2	230	3
		3	475	2
		4	475	2
310A2044-1		3	188	1
		4	170	1
69235-820CM		2	10	2
		2	225	3
		3	470	2
		4	470	2
AMB12V4017		2	25	2
		2	25A	2
		2	25B	2
		3	30	2
		3	30A	2
		3	30B	2
		4	25	2
		4	25A	2
		4	25B	2
AMB16V4020		3	95A	1
		4	90	1
		4	90B	1
		4	95C	1
AMB16V4031		3	100A	1
		4	90A	1
		4	90C	1

PART NUMBER	AIRLINE PART NUMBER	FIGURE	ITEM	UNITS PER ASSEMBLY
		4	95A	1
		4	95B	1
AMB17V4001		3	155A	1
AMB19V4003		3	105A	1
		4	100	1
AMB20V4014		3	65A	2
		3	65B	2
		3	65C	2
		3	150A	1
		3	150B	1
		3	150C	1
		4	60	2
		4	60B	2
		4	60C	2
		4	61	1
		4	61A	1
		4	61B	1
		4	135	1
		4	135B	1
		4	135C	1
AMB20V4019		3	145A	1
		4	60A	2
		4	62	1
		4	130A	1
		4	135A	1
BACB28AW21B035A		2	40	1
BACB30PN10-19		2	270A	4
BACB30PN10-19M		2	270	4
BACB30PN14-32M		3	435	4
		4	435	4
BACN10JC8CM		2	10	2
		2	225	3
		3	470	2
		4	470	2
BACN11Z8C		4	13	1

PART NUMBER	AIRLINE PART NUMBER	FIGURE	ITEM	UNITS PER ASSEMBLY
		4	48	1
		4	78	1
		4	118	1
		4	408	2
		4	428	2
BACP18BC03B06P		2	217A	3
		4	3A	1
		4	38A	1
		4	68A	1
		4	108A	1
BACP18BC03B07P		2	3	2
		2	217	3
		4	3	1
		4	38	1
		4	68	1
		4	108	1
		4	401	1
		4	413	2
BACP18BC03B08P		2	217B	3
		4	3B	1
		4	38B	1
		4	68B	1
		4	108B	1
BACW10BP10ACU		2	275	4
BACW10BP12ACU		3	465	2
		4	465	2
BACW10BP14ACU		3	440	4
		4	440	4
BACW10BP5APU		2	255	2
BACW10BP8ACU		2	210A	10
BACW10BP8APU		2	210	10
BMN4122C1D2-8		2	10	2
		2	10	2
		2	225	3
		2	225	3

PART NUMBER	AIRLINE PART NUMBER	FIGURE	ITEM	UNITS PER ASSEMBLY
		3	470	2
		3	470	2
		4	470	2
		4	470	2
H01-8BAC		2	10	2
		2	225	3
		3	470	2
		4	470	2
MS16562-190		3	187	2
		4	165	2
NAS1805-5P		2	260	2
NAS1805-8P		3	15	2
		3	50	1
		3	80	1
		3	125	2
		3	405	2
		3	425	2
		4	10	1
		4	45	1
		4	75	1
		4	115	1
		4	405	2
		4	425	2
P21610		2	25	2
		2	25A	2
		2	25B	2
		3	30	2
		3	30A	2
		3	30B	2
		4	25	2
		4	25A	2
		4	25B	2
P2A1690		3	145A	1
		4	60A	2
		4	62	1

PART NUMBER	AIRLINE PART NUMBER	FIGURE	ITEM	UNITS PER ASSEMBLY
		4	130A	1
		4	135A	1
P2A1700		3	100A	1
		4	90A	1
		4	90C	1
		4	95A	1
		4	95B	1
P2A2370		3	65A	2
		3	65B	2
		3	65C	2
		3	150A	1
		3	150B	1
		3	150C	1
		4	60	2
		4	60B	2
		4	60C	2
		4	61	1
		4	61A	1
		4	61B	1
		4	135	1
		4	135B	1
		4	135C	1
P2A2380		3	95A	1
		4	90	1
		4	90B	1
		4	95C	1
P2A2390		3	105A	1
		4	100	1
P2A2400		3	155A	1
S302T001-209		2	25	2
		2	25A	2
		2	25B	2
		3	30	2
		3	30A	2
		3	30B	2

PART NUMBER	AIRLINE PART NUMBER	FIGURE	ITEM	UNITS PER ASSEMBLY
		4	25	2
		4	25A	2
		4	25B	2
S302T001-701		3	65A	2
		3	65B	2
		3	65C	2
		3	150A	1
		3	150B	1
		3	150C	1
		4	60	2
		4	60B	2
		4	60C	2
		4	61	1
		4	61A	1
		4	61B	1
		4	135	1
		4	135B	1
		4	135C	1
S302T001-702		3	95A	1
		4	90	1
		4	90B	1
		4	95C	1
S302T001-703		3	105A	1
		4	100	1
S302T001-821		3	145A	1
		4	60A	2
		4	62	1
		4	130A	1
		4	135A	1
S302T001-822		3	100A	1
		4	90A	1
		4	90C	1
		4	95A	1
		4	95B	1
S302T001-824		4	100A	1

PART NUMBER	AIRLINE PART NUMBER	FIGURE	ITEM	UNITS PER ASSEMBLY
S302T001-825		3	155A	1
SL4081CA10		2	290	1
SL4081CA14SP1		3	455	1
		4	455	1
SL4147CA10A		2	280	4
SL4147CA14EBSP1		3	445	4
		4	445	4
SLR4124C10		2	285A	1
SLR4124C14EB		3	450	1
		4	450	1
VTB04560		2	25	2
		2	25A	2
		2	25B	2
		3	30	2
		3	30A	2
		3	30B	2
		4	25	2
		4	25A	2
		4	25B	2
VTB12100		3	145A	1
		4	60A	2
		4	62	1
		4	130A	1
		4	135A	1
VTB12110		3	100A	1
		4	90A	1
		4	90C	1
		4	95A	1
		4	95B	1
VTB12280		3	65A	2
		3	65B	2
		3	65C	2
		3	150A	1
		3	150B	1
		3	150C	1

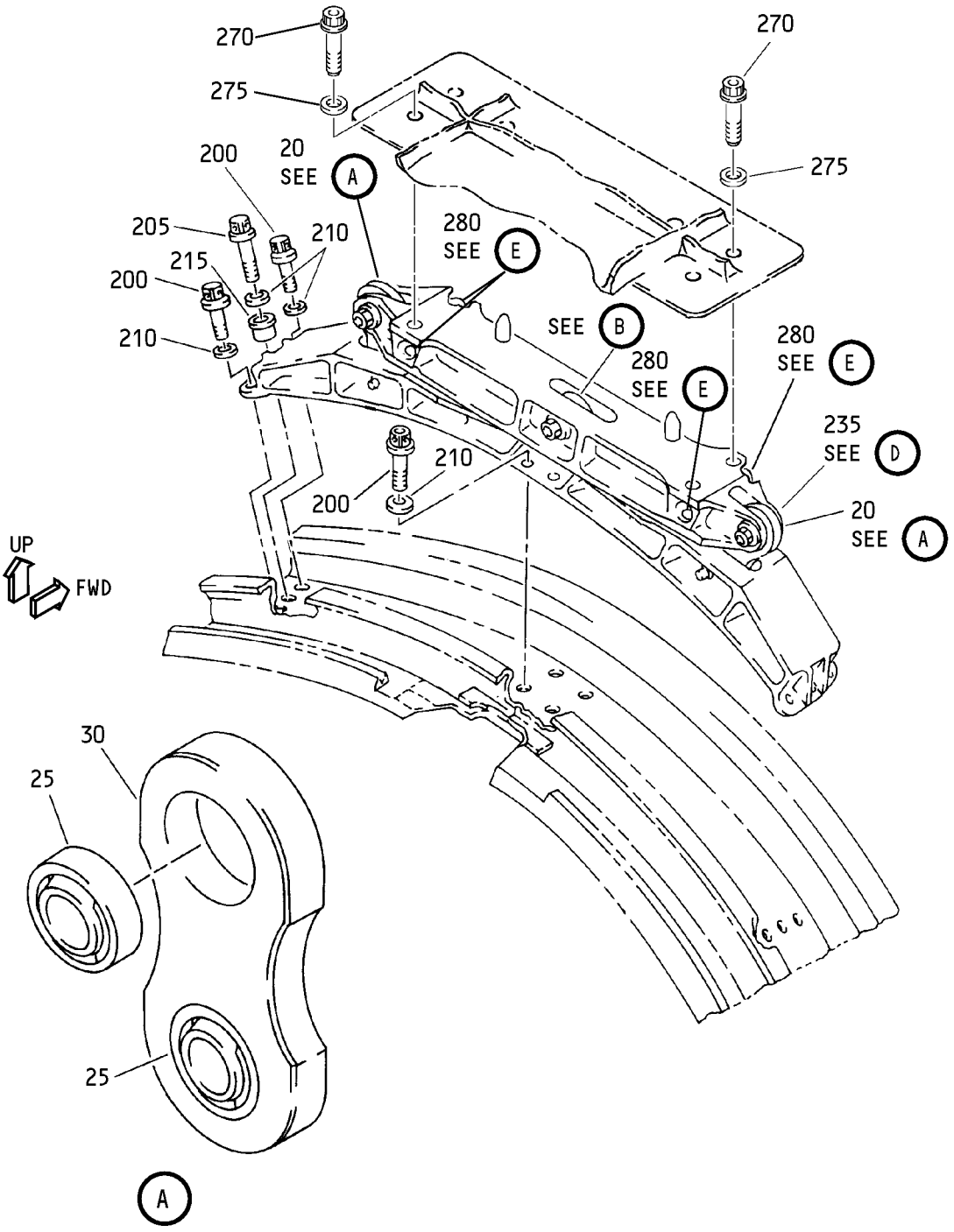
PART NUMBER	AIRLINE PART NUMBER	FIGURE	ITEM	UNITS PER ASSEMBLY
		4	60	2
		4	60B	2
		4	60C	2
		4	61	1
		4	61A	1
		4	61B	1
		4	135	1
		4	135B	1
		4	135C	1
VTB12290		3	95A	1
		4	90	1
		4	90B	1
		4	95C	1
VTB12300		3	105A	1
		4	100	1
VTB12310		3	155A	1

FIGURE NOT ILLUSTRATED

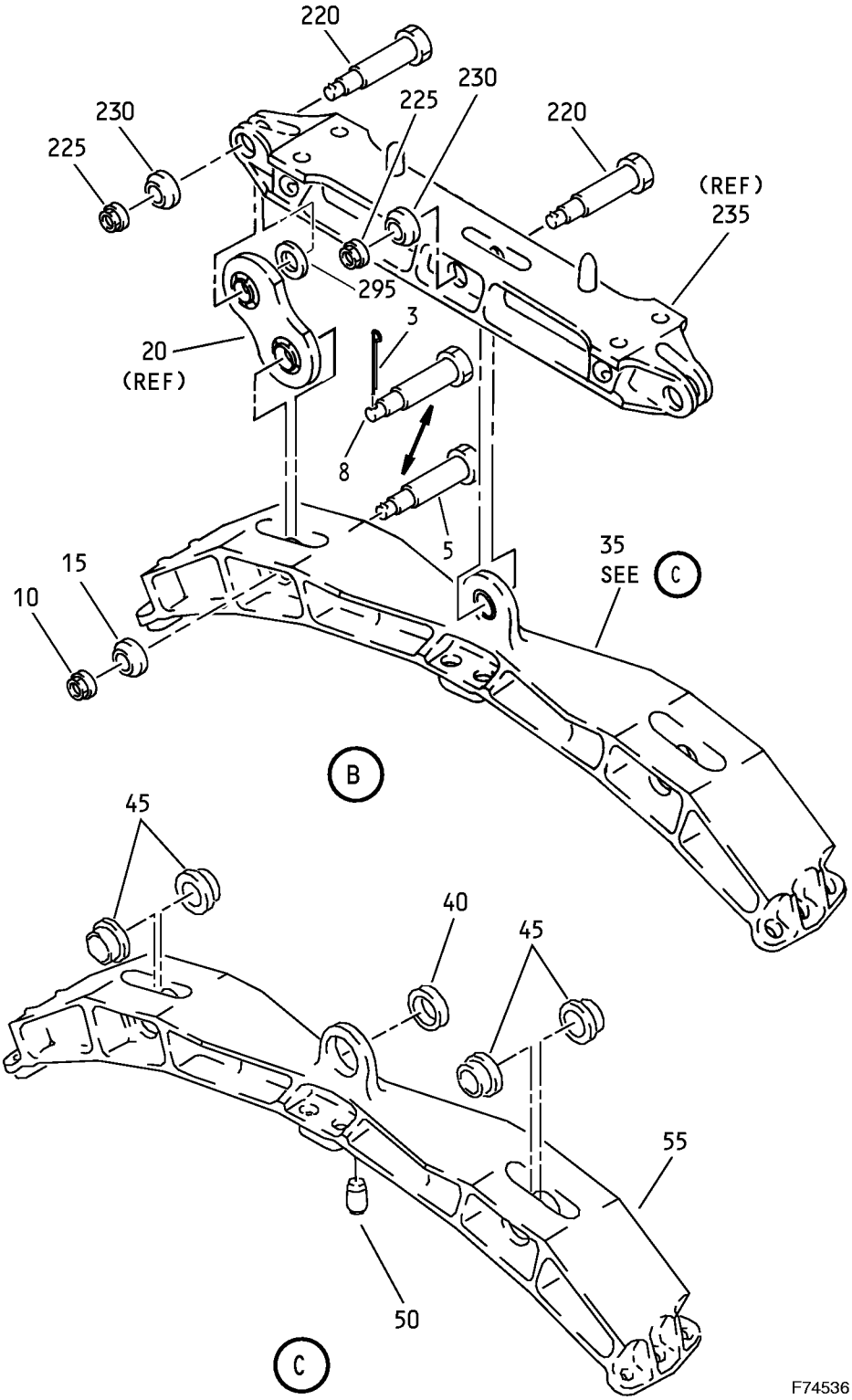
Engine Mount Assy, Fwd and Aft
IPL Figure 1

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
1–			ENGINE MOUNT ASSY, FWD AND AFT		
–1A	310A2020-5		MOUNT ASSY-ENG, FWD (FOR DETAILS SEE FIG. 2)	A	RF
–1B	310A2020-10		MOUNT ASSY-ENG, FWD (FOR DETAILS SEE FIG. 2)	F	RF
–1C	310A2020-11		MOUNT ASSY-ENG, FWD (FOR DETAILS SEE FIG. 2)	J	RF
–5	310A2030-4		MOUNT ASSY-ENG, AFT (FOR DETAILS SEE FIG. 3)	B	RF
–5A	310A2030-6		MOUNT ASSY-ENG, AFT (FOR DETAILS SEE FIG. 4)	C	RF
–5B	310A2030-11		MOUNT ASSY-ENG, AFT (FOR DETAILS SEE FIG. 4)	D	RF
–5C	310A2030-12		MOUNT ASSY-ENG, AFT (FOR DETAILS SEE FIG. 4)	E	RF
–5D	310A2030-15		MOUNT ASSY-ENG, AFT (FOR DETAILS SEE FIG. 4)	G	RF
–5E	310A2030-16		MOUNT ASSY-ENG, AFT (FOR DETAILS SEE FIG. 4)	H	RF
–5F	310A2030-17		MOUNT ASSY-ENG, AFT (FOR DETAILS SEE FIG. 4)	K	RF

–Item not Illustrated



Forward Engine Mount Assembly
IPL Figure 2 (Sheet 1 of 3)



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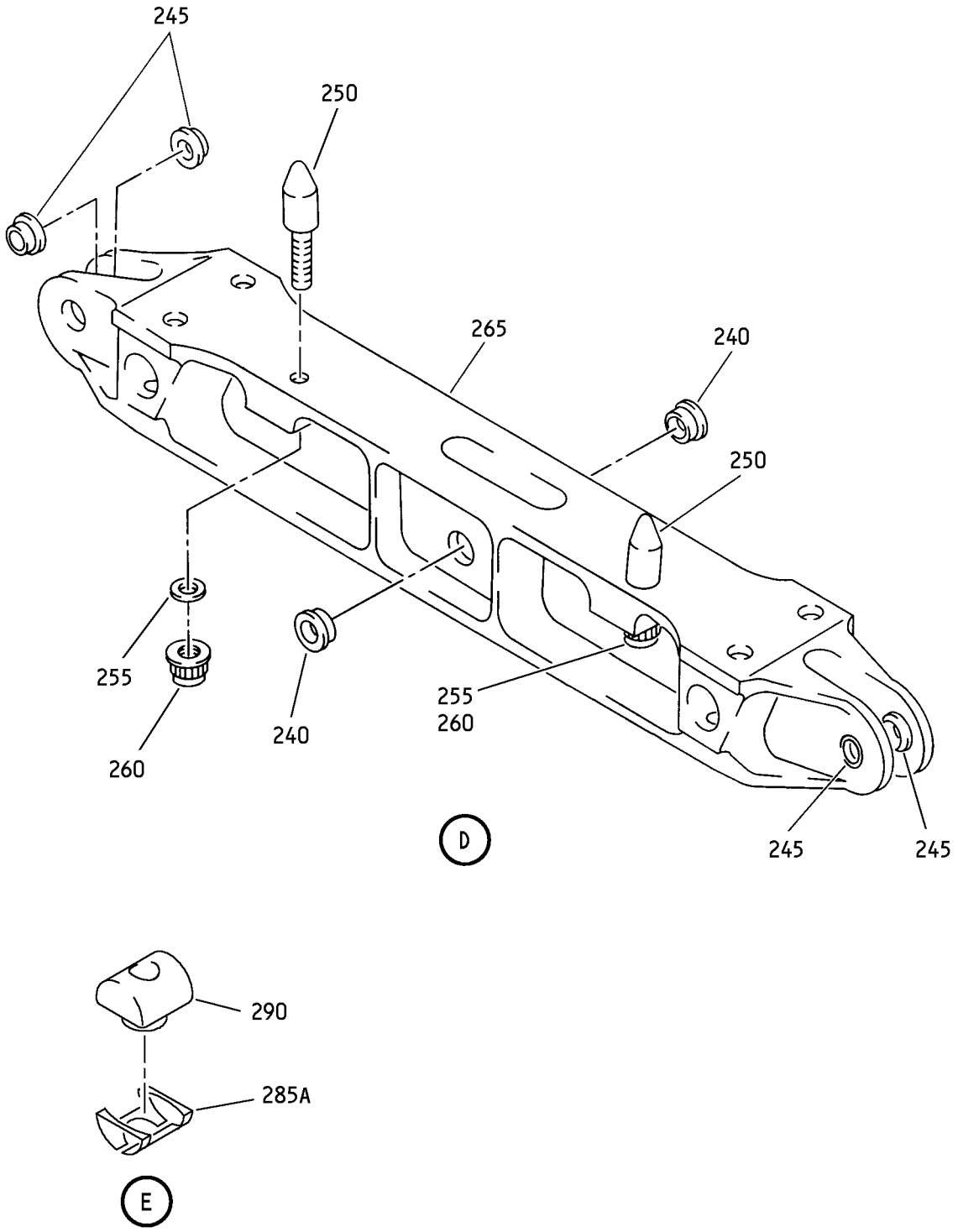
Forward Engine Mount Assembly
IPL Figure 2 (Sheet 2 of 3)



Forward Engine Mount Assembly
IPL Figure 2 (Sheet 3 of 3)

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
2–					
–1A	310A2020-5		MOUNT ASSY-ENG, FWD	A	RF
–1B	310A2020-10		MOUNT ASSY-ENG, FWD	F	RF
–1C	310A2020-11		MOUNT ASSY-ENG, FWD	J	RF
–1D	310A2020-12		MOUNT ASSY-ENG, FWD	L	RF
3	BACP18BC03B07P		. PIN-COTTER	J	2
5	310A2042-2		. PIN-PAWL (310A2042-3 PIN TOGETHER WITH BACP18BC03B07P COTTER PIN CAN REPLACE OR BE REPLACED BY 310A2042-2 PAWL PIN.)	A, F	2
8	310A2042-3		. PIN-PAWL (310A2042-3 PIN TOGETHER WITH BACP18BC03B07P COTTER PIN CAN REPLACE OR BE REPLACED BY 310A2042-2 PAWL PIN.)	J	2
10	H01-8BAC		. NUT (V15653) (SPEC BACN10JC8CM) (OPT BMN4122C1D2-8 (V85495)) (OPT 109LH9074-8 (V72962)) (OPT 69235-820CM (V56878)) (OPT BMN4122C1D2-8 (V97928))	A, F, J	2
15	310A2043-1		. CAP-END	A, F, J	2
20	310A2022-3		. LINK ASSY	A, F, J	2
25	VTB04560		. . BEARING (V06710) (SPEC S302T001-209) (OPT P21610 (V57606)) (OPT AMB12V4017 (V15860))	A, F, J	2
–25A	P21610		. . BEARING (V57606) (SPEC S302T001-209) (OPT VTB04560 (V06710)) (OPT AMB12V4017 (V15860))	A, F, J	2
–25B	AMB12V4017		. . BEARING (V15860) (SPEC S302T001-209) (OPT VTB04560 (V06710)) (OPT P21610 (V57606))	A, F, J	2

–Item not Illustrated

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
2–					
30	310A2022-4		. . LINK	A, F, J	1
35	310A2028-11		. FITTING ASSY-FAN CASE	A	1
–35A	310A2028-13		. FITTING ASSY-FAN CASE	F, J	1
40	BACB28AW21˜ B035A		. . BUSHING	A, F, J	1
45	310A2028-6		. . BUSHING	A, F, J	4
50	310A2028-10		. . PIN-SHEAR	A, F, J	1
55	310A2028-12		. . FITTING	A	1
–55A	310A2028-14		. . FITTING	F, J	1
			INSTALLATION PARTS		
200	310A2029-11		BOLT-SPECIAL	A, F, J	8
205	310A2029-19		BOLT-SPECIAL	A, F, J	2
210	BACW10BP8APU		WASHER	A	10
–210A	BACW10BP8ACU		WASHER	F, J	10
215	310A2020-6		BUSHING-SHEAR	A, F, J	2
–217	BACP18BC03B07P		PIN-COTTER (OPT ITEM 217A, 217B) (310A2042-3 PIN TOGETHER WITH BACP18BC03B07P, BACP18BC03B06P OR BACP18BC03B08P CAN REPLACE OR BE REPLACED BY 310A2042-2 PAWL PIN.)	A, F, J	3
–217A	BACP18BC03B06P		PIN-COTTER (OPT ITEM 217, 217B) (310A2042-3 PIN TOGETHER WITH BACP18BC03B07P, BACP18BC03B06P OR BACP18BC03B08P CAN REPLACE OR BE REPLACED BY 310A2042-2 PAWL PIN.)	A, F, J	3
–217B	BACP18BC03B08P		PIN-COTTER (OPT ITEM 217, 217A) (310A2042-3 PIN TOGETHER WITH BACP18BC03B07P, BACP18BC03B06P OR BACP18BC03B08P CAN REPLACE OR BE REPLACED BY 310A2042-2 PAWL PIN.)	A, F, J	3

–Item not Illustrated

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
2–					
220	310A2042-2		PIN-PAWL (310A2042-3 PIN TOGETHER WITH BACP18BC03B07P, BACP18BC03B06P OR BACP18BC03B08P CAN REPLACE OR BE REPLACED BY 310A2042-2 PAWL PIN.)	A, F, J	3
–223	310A2042-3		PIN-PAWL (310A2042-3 PIN TOGETHER WITH BACP18BC03B07P, BACP18BC03B06P OR BACP18BC03B08P CAN REPLACE OR BE REPLACED BY 310A2042-2 PAWL PIN.)	A, F, J	3
225	H01-8BAC		NUT (V15653) (SPEC BACN10JC8CM) (OPT BMN4122C1D2-8 (V85495)) (OPT 109LH9074-8 (V72962)) (OPT 69235-820CM (V56878)) (OPT BMN4122C1D2-8 (V97928))	A, F, J	3
230	310A2043-1		CAP-END	A, F, J	3
235	310A2021-4		FITTING ASSY-HANGER	A, F, J	1
240	310A2021-3		. BUSHING-HANGER FTG	A, F, J	2
245	310A2028-6		. BUSHING	A, F, J	4
250	310A2024-2		. PIN-SHEAR	A, F, J	2
255	BACW10BP5APU		. WASHER	A, F, J	2
260	NAS1805-5P		. NUT	A, F, J	2
265	310A2021-5		. FITTING-HANGER	A, F, J	1
270	BACB30PN10-19M		BOLT (OPT ITEM 270A)	A, F, J	4
–270A	BACB30PN10-19		BOLT (OPT ITEM 270)	A, F, J	4
275	BACW10BP10ACU		WASHER	A, F, J	4
280	SL4147CA10A		NUT ASSY (V97393)	A, F, J	4
–285	SLR4124C10A		DELETED		
285A	SLR4124C10		. RETAINER (V97393)	A, F, J	1
290	SL4081CA10		. NUT-BARREL (V97393)	A, F, J	1

–Item not Illustrated

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
2–					
295	310A2040-7		WASHER-SACRIFICIAL (LIMITED USAGE)	A, F, J	4

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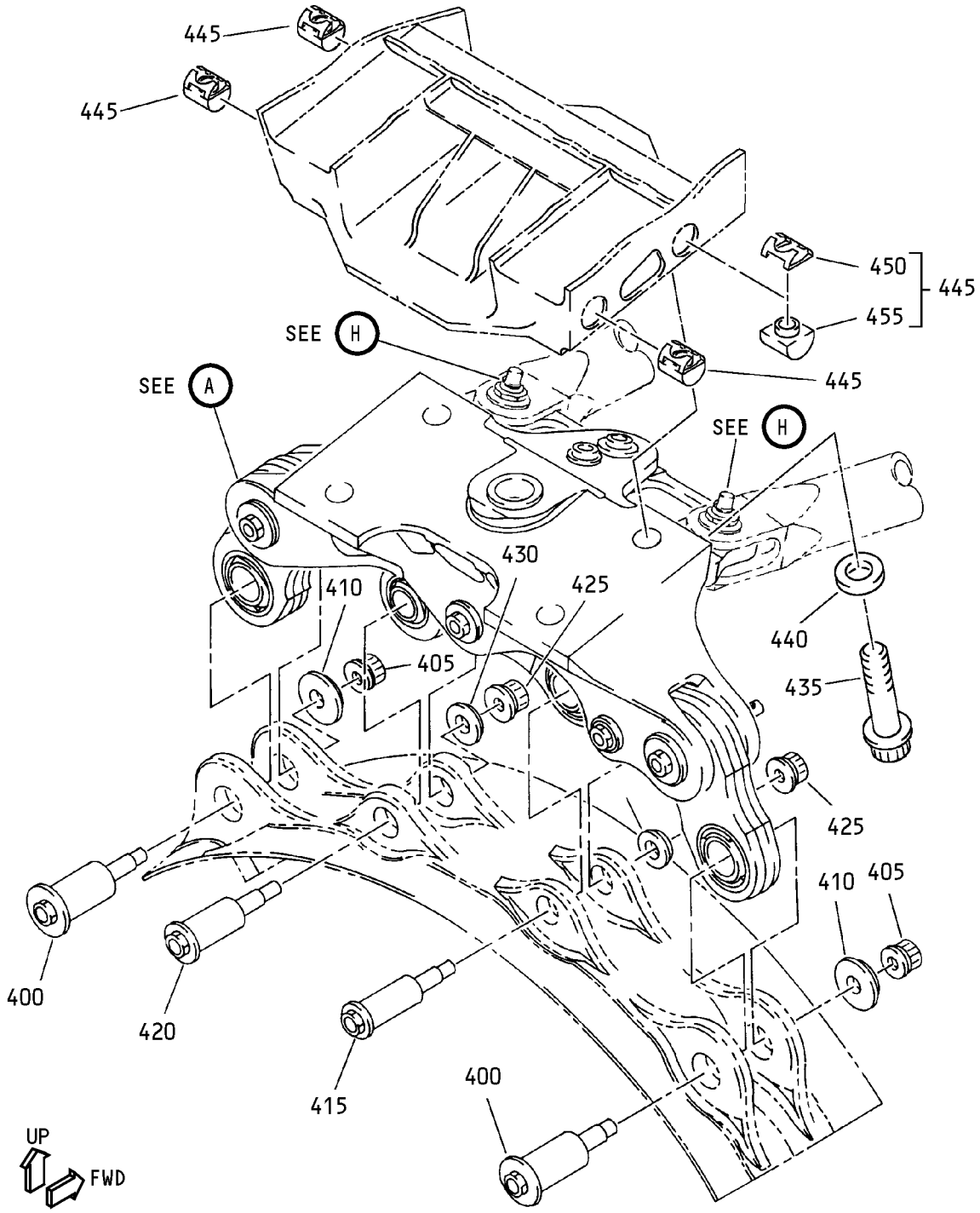
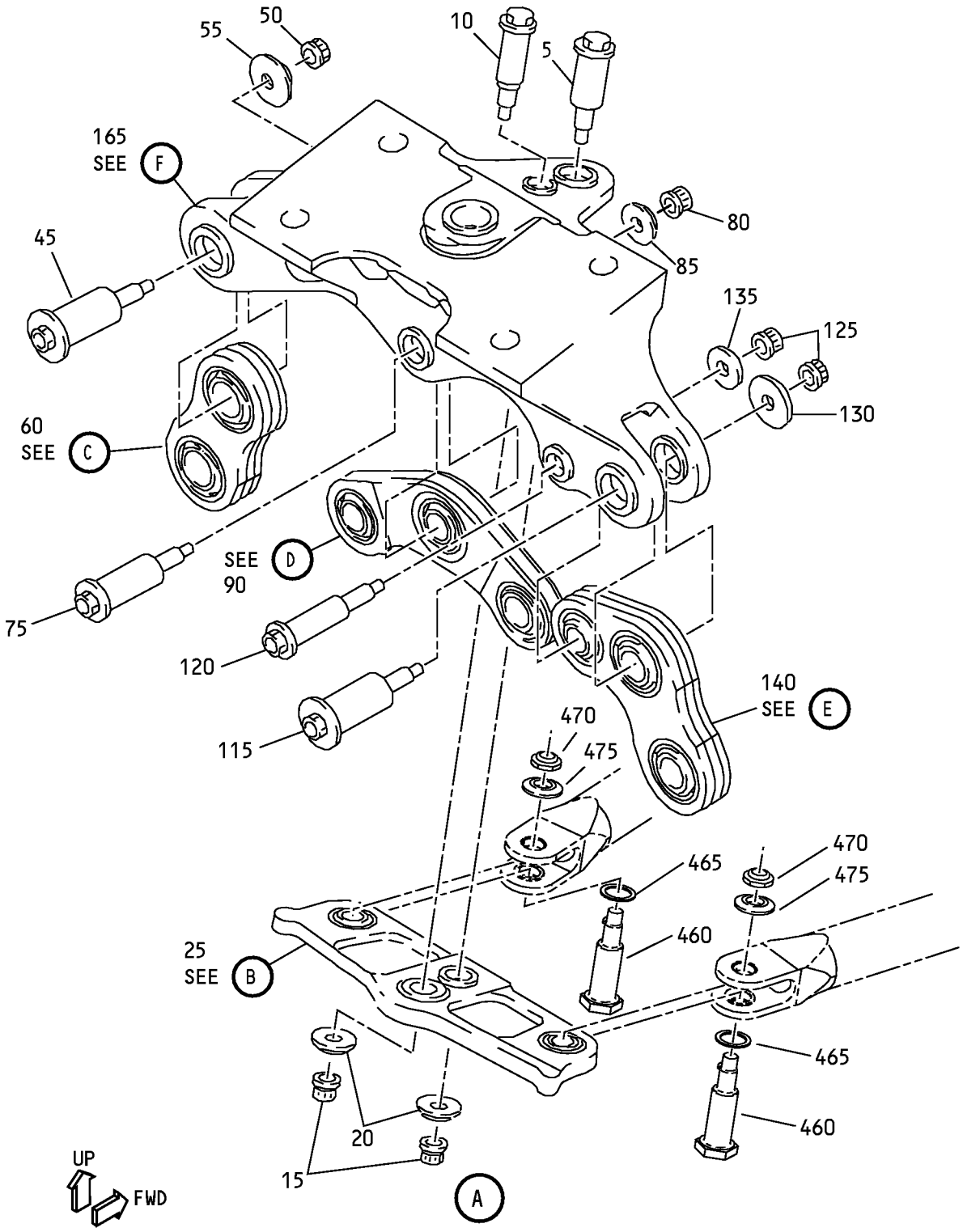
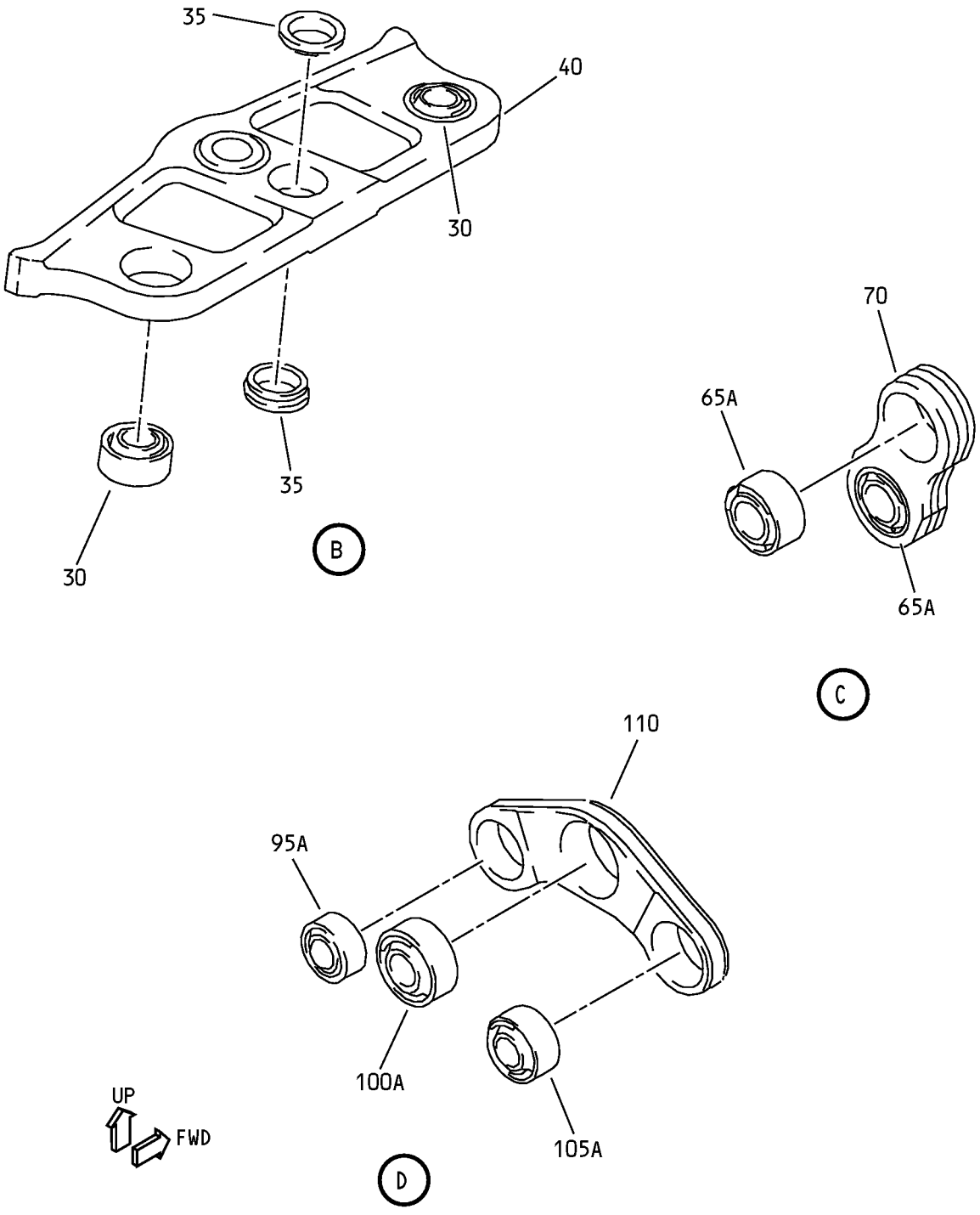


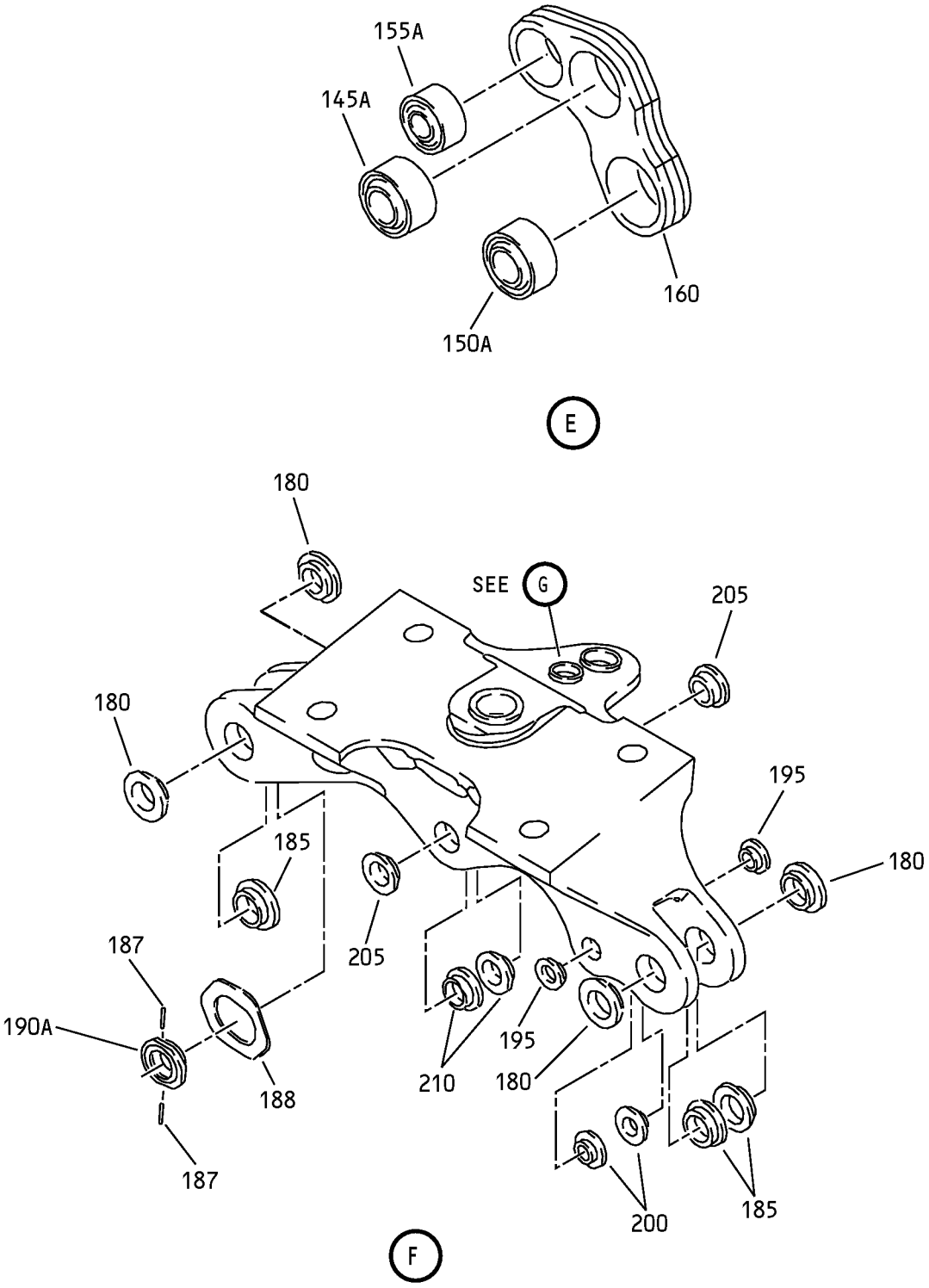
Aft Engine Mount Assembly
IPL Figure 3 (Sheet 1 of 5)



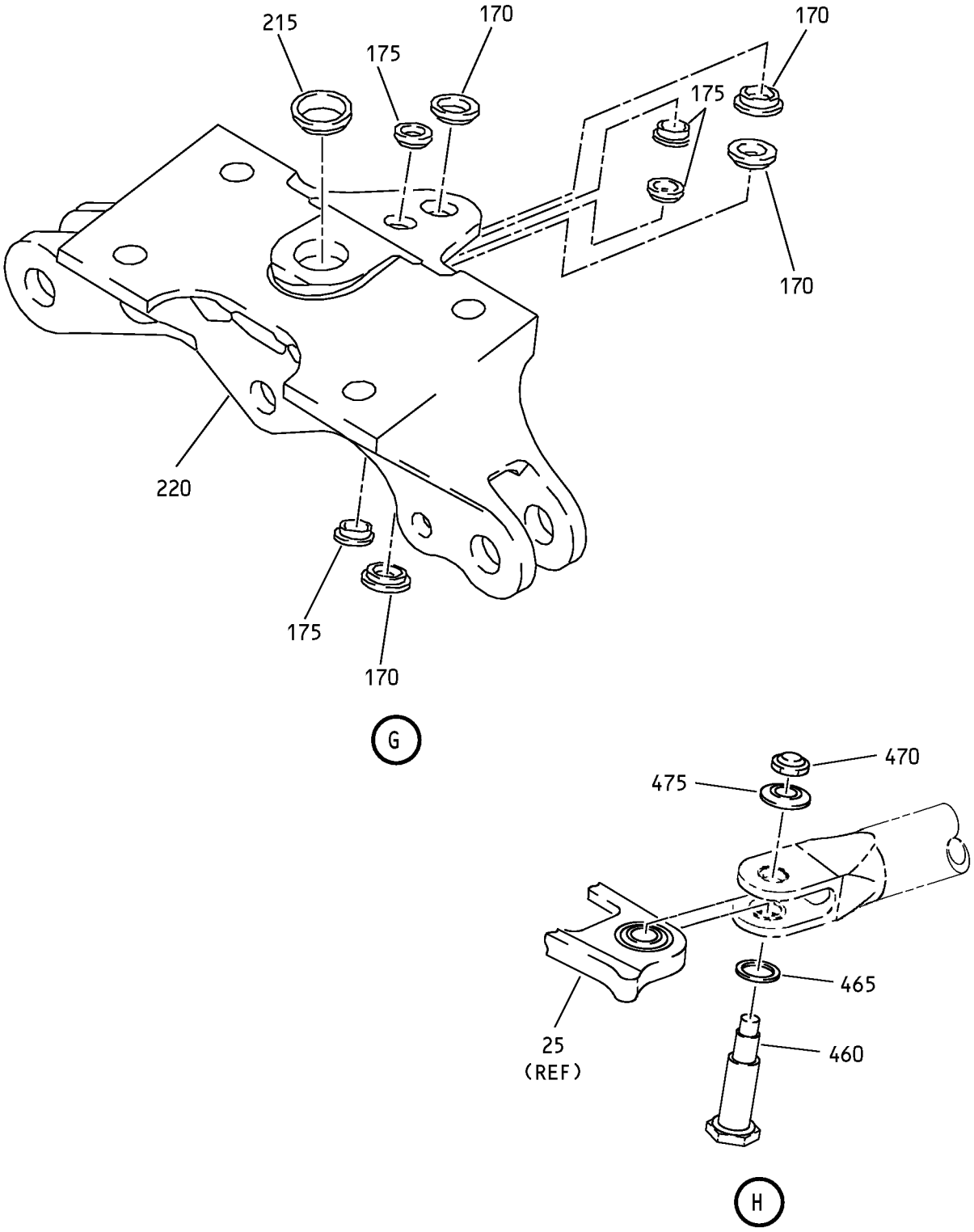
Aft Engine Mount Assembly
IPL Figure 3 (Sheet 2 of 5)



Aft Engine Mount Assembly
IPL Figure 3 (Sheet 3 of 5)



Aft Engine Mount Assembly
IPL Figure 3 (Sheet 4 of 5)



Aft Engine Mount Assembly
IPL Figure 3 (Sheet 5 of 5)

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
3–					
–1A	310A2030-4		MOUNT ASSY-ENG, AFT	B	RF
5	310A2037-11		. PIN-PAWL	B	1
10	310A2037-12		. PIN-PAWL	B	1
15	NAS1805-8P		. NUT	B	2
20	310A2039-3		. CAP-END	B	2
25	310A2036-5		. BAR ASSY-EVENER	B	1
30	VTB04560		. . BEARING (V06710) (SPEC S302T001-209) (OPT P21610 (V57606)) (OPT AMB12V4017 (V15860))	B	2
–30A	P21610		. . BEARING (V57606) (SPEC S302T001-209) (OPT VTB04560 (V06710)) (OPT AMB12V4017 (V15860))	B	2
–30B	AMB12V4017		. . BEARING (V15860) (SPEC S302T001-209) (OPT VTB04560 (V06710)) (OPT P21610 (V57606))	B	2
35	310A2036-7		. . BUSHING-FLANGED	B	2
40	310A2036-6		. . BAR	B	1

–Item not Illustrated

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
3–					
45	310A2037-7		. PIN-PAWL (310A2037-7 MAY ALWAYS REPLACE 310A2037-4; 310A2037-4 MAY REPLACE 310A2037-7 IN ALL LOCATIONS EXCEPT POSITIONS DIRECTLY ON DAC, DUAL ANNULAR COMBUSTOR, ENGINED TURBINE CASINGS) (310A2037-7 CAN ALWAYS REPLACE 310A2037-14 TOGETHER WITH BACP18BC03B07P COTTER PIN. 310A2037-14 TOGETHER WITH BACP18BC03B07P COTTER PIN, CAN REPLACE 310A2037-7 IN ALL LOCATIONS EXCEPT POSITIONS DIRECTLY ON DAC, DUAL ANNULAR COMBUSTOR, ENGINED TURBINE CASINGS.)	B	1
50	NAS1805-8P		. NUT	B	1
55	310A2039-1		. CAP-END	B	1
60	310A2033-3		. LINK ASSY-LEFT (310A2033-3 MAY REPLACE 310A2033-7, 310A2033-3 USES HIGH TEMP BEARINGS WITH EXPENSIVE COATINGS REQUIRED FOR DAC ENGINES)	B	1
–65	S302T001-701		DELETED		
65A	P2A2370		. . BEARING (V57606) (SPEC S302T001-701) (OPT AMB20V4014 (V15860)) (OPT VTB12280 (V06710))	B	2
–65B	AMB20V4014		. . BEARING (V15860) (SPEC S302T001-701) (OPT P2A2370 (V57606)) (OPT VTB12280 (V06710))	B	2
–65C	VTB12280		. . BEARING (V06710) (SPEC S302T001-701) (OPT P2A2370 (V57606)) (OPT AMB20V4014 (V15860))	B	2
70	310A2033-4		. . LINK	B	1

–Item not Illustrated

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
3–					
75	310A2037-8		. PIN-PAWL (310A2037-8 MAY ALWAYS REPLACE 310A2037-5; 310A2037-5 MAY REPLACE 310A2037-8 IN ALL LOCATIONS EXCEPT POSITIONS DIRECTLY ON DAC, DUAL ANNULAR COMBUSTOR, ENGINED TURBINE CASINGS) (310A2037-8 CAN ALWAYS REPLACE 310A2037-15 TOGETHER WITH BACP18BC03B07P COTTER PIN. 310A2037-15 TOGETHER WITH BACP18BC03B07P COTTER PIN, CAN REPLACE 310A2037-8 IN ALL LOCATIONS EXCEPT POSITIONS DIRECTLY ON DAC, DUAL ANNULAR COMBUSTOR, ENGINED TURBINE CASINGS.)	B	1
80	NAS1805-8P		. NUT	B	1
85	310A2039-2		. CAP-END	B	1
90	310A2034-3		. LINK ASSY-CTR (310A2034-3 CAN REPLACE 310A2034-7, BUT 310A2034-7 CAN NOT REPLACE 310A2034-3. 310A2034-3 USES HIGH TEMP BEARINGS WITH EXPENSIVE COATINGS REQUIRED FOR DAC ENGINES.) (310A2034-14 CAN REPLACE 310A2034-3 UNCONDITIONALLY, BUT 310A2034-3 MUST BE REWORKED TO A "310A2034-14" CONFIGURATION PER SB 737-71A1462 WHICH ADDS "AFT, L AND R" MARKINGS, IN ORDER TO BE USED AS A REPLACEMENT FOR 310A2034-14.) (CONT. AT ITEM 90A)	B	1

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
3–					
–90A	310A2034-3		. LINK ASSY-CTR (CONT FROM ITEM 90) (310A2034-13 CAN REPLACE 310A2034-3 FOR SAC ENGINES ONLY. 310A2034-3 CAN REPLACE 310A2034-13, FOR SAC OR DAC ENGINES, HOWEVER 310A2034-3 MUST BE REWORKED TO A "310A2034-14" CONFIGURATION PER SB 737-71A1462 WHICH ADDS "AFT, L, AND R" MARKINGS, IN ORDER TO BE AS A REPLACEMENT FOR 310A2034-13.)	B	1
–95	S302T001-702		DELETED		
95A	P2A2380		. . BEARING (V57606) (SPEC S302T001-702) (OPT AMB16V4020 (V15860)) (OPT VTB12290 (V06710))	B	1
–100	VTB12110		DELETED		
100A	AMB16V4031		. . BEARING (V15860) (SPEC S302T001-822) (OPT P2A1700 (V57606)) (OPT VTB12110 (V06710))	B	1
–105	S302T001-703		DELETED		
105A	P2A2390		. . BEARING (V57606) (SPEC S302T001-703) (OPT AMB19V4003 (V15860)) (OPT VTB12300 (V06710))	B	1
110	310A2034-4		. . LINK (OPT ITEM 110A)	B	1
–110A	310A2034-5		. . LINK (OPT ITEM 110)	B	1

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
3–					
115	310A2037-7		. PIN-PAWL (310A2037-7 MAY ALWAYS REPLACE 310A2037-4; 310A2037-4 MAY REPLACE 310A2037-7 IN ALL LOCATIONS EXCEPT POSITIONS DIRECTLY ON DAC, DUAL ANNULAR COMBUSTOR, ENGINED TURBINE CASINGS) (310A2037-7 CAN ALWAYS REPLACE 310A2037-14 TOGETHER WITH BACP18BC03B07P COTTER PIN. 310A2037-14 TOGETHER WITH BACP18BC03B07P COTTER PIN, CAN REPLACE 310A2037-7 IN ALL LOCATIONS EXCEPT POSITIONS DIRECTLY ON DAC, DUAL ANNULAR COMBUSTOR, ENGINED TURBINE CASINGS.)	B	1
120	310A2037-9		. PIN-PAWL	B	1
125	NAS1805-8P		. NUT	B	2
130	310A2039-1		. CAP-END	B	1
135	310A2039-2		. CAP-END	B	1
140	310A2035-3		. LINK ASSY-RIGHT	B	1
145	VTB12100		DELETED		
145A	AMB20V4019		. . BEARING (V15860) (SPEC S302T001-821) (OPT P2A1690 (V57606)) (OPT VTB12100 (V06710))	B	1
–150	S302T001-701		DELETED		
150A	P2A2370		. . BEARING (V57606) (SPEC S302T001-701) (OPT AMB20V4014 (V15860)) (OPT VTB12280 (V06710))	B	1
–150B	AMB20V4014		. . BEARING (V15860) (SPEC S302T001-701) (OPT P2A2370 (V57606)) (OPT VTB12280 (V06710))	B	1

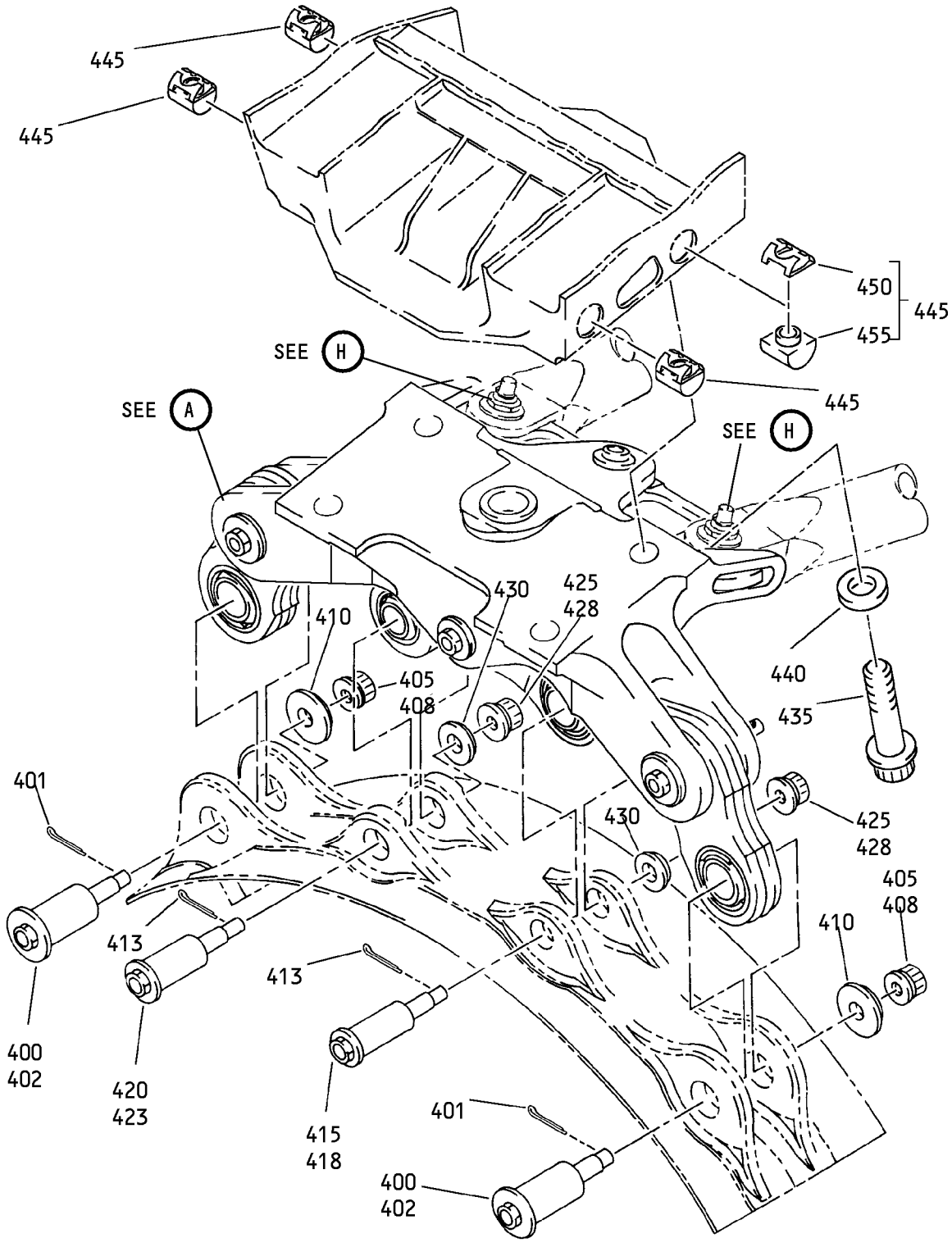
FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
3–					
–150C	VTB12280		. . BEARING (V06710) (SPEC S302T001-701) (OPT P2A2370 (V57606)) (OPT AMB20V4014 (V15860))	B	1
–155	S302T001-825		DELETED		
155A	P2A2400		. . BEARING (V57606) (SPEC S302T001-825) (OPT AMB17V4001 (V15860)) (OPT VTB12310 (V06710))	B	1
160	310A2035-4		. . LINK	B	1
165	310A2031-9		. HANGER ASSY	B	1
170	310A2031-17		. . BUSHING	B	4
175	310A2031-18		. . BUSHING	B	4
180	310A2031-12		. . BUSHING	B	4
185	310A2031-11		. . BUSHING	B	3
187	MS16562-190		. . PIN-SPR	B	2
188	310A2044-1		. . SPRING-CLIP	B	1
–190	310A2031-20		DELETED		
190A	310A2031-21		. . BUSHING	B	1
195	310A2031-16		. . BUSHING	B	2
200	310A2031-15		. . BUSHING	B	2
205	310A2031-14		. . BUSHING	B	2
210	310A2031-13		. . BUSHING	B	2
215	310A2031-19		. . BUSHING	B	1
220	310A2031-10		. . FITTING	B	1

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
3–			INSTALLATION PARTS		
400	310A2037-7		PIN-PAWL (310A2037-7 MAY ALWAYS REPLACE 310A2037-4; 310A2037-4 MAY REPLACE 310A2037-7 IN ALL LOCATIONS EXCEPT POSITIONS DIRECTLY ON DAC, DUAL ANNULAR COMBUSTOR, ENGINED TURBINE CASINGS) (310A2037-7 CAN ALWAYS REPLACE 310A2037-14 TOGETHER WITH BACP18BC03B07P COTTER PIN. 310A2037-14 TOGETHER WITH BACP18BC03B07P COTTER PIN, CAN REPLACE 310A2037-7 IN ALL LOCATIONS EXCEPT POSITIONS DIRECTLY ON DAC, DUAL ANNULAR COMBUSTOR, ENGINED TURBINE CASINGS.)	B	2
405	NAS1805-8P		NUT	B	2
410	310A2039-1		CAP-END	B	2
415	310A2037-10		PIN-PAWL	B	1
420	310A2037-8		PIN-PAWL (310A2037-8 MAY ALWAYS REPLACE 310A2037-5; 310A2037-5 MAY REPLACE 310A2037-8 IN ALL LOCATIONS EXCEPT POSITIONS DIRECTLY ON DAC, DUAL ANNULAR COMBUSTOR, ENGINED TURBINE CASINGS) (310A2037-8 CAN ALWAYS REPLACE 310A2037-15 TOGETHER WITH BACP18BC03B07P COTTER PIN. 310A2037-15 TOGETHER WITH BACP18BC03B07P COTTER PIN, CAN REPLACE 310A2037-6 IN ALL LOCATIONS EXCEPT POSITIONS DIRECTLY ON DAC, DUAL ANNULAR COMBUSTOR, ENGINED TURBINE CASINGS.)	B	1
425	NAS1805-8P		NUT	B	2
430	310A2039-2		CAP-END	B	2
435	BACB30PN14-32M		BOLT	B	4
440	BACW10BP14ACU		WASHER	B	4

–Item not Illustrated

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
3–					
445	SL4147CA14EBSP1		NUT ASSY (V97393)	B	4
450	SLR4124C14EB		. RETAINER (V97393)	B	1
455	SL4081CA14SP1		. NUT-BARREL (V97393)	B	1
460	310A2042-2		PIN-PAWL	B	2
465	BACW10BP12ACU		WASHER	B	2
470	BMN4122C1D2-8		NUT (V97928) (SPEC BACN10JC8CM) (OPT BMN4122C1D2-8 (V85495)) (OPT H01-8BAC (V15653)) (OPT 109LH9074-8 (V72962)) (OPT 69235-820CM (V56878))	B	2
475	310A2043-1		CAP-END	B	2

–Item not Illustrated



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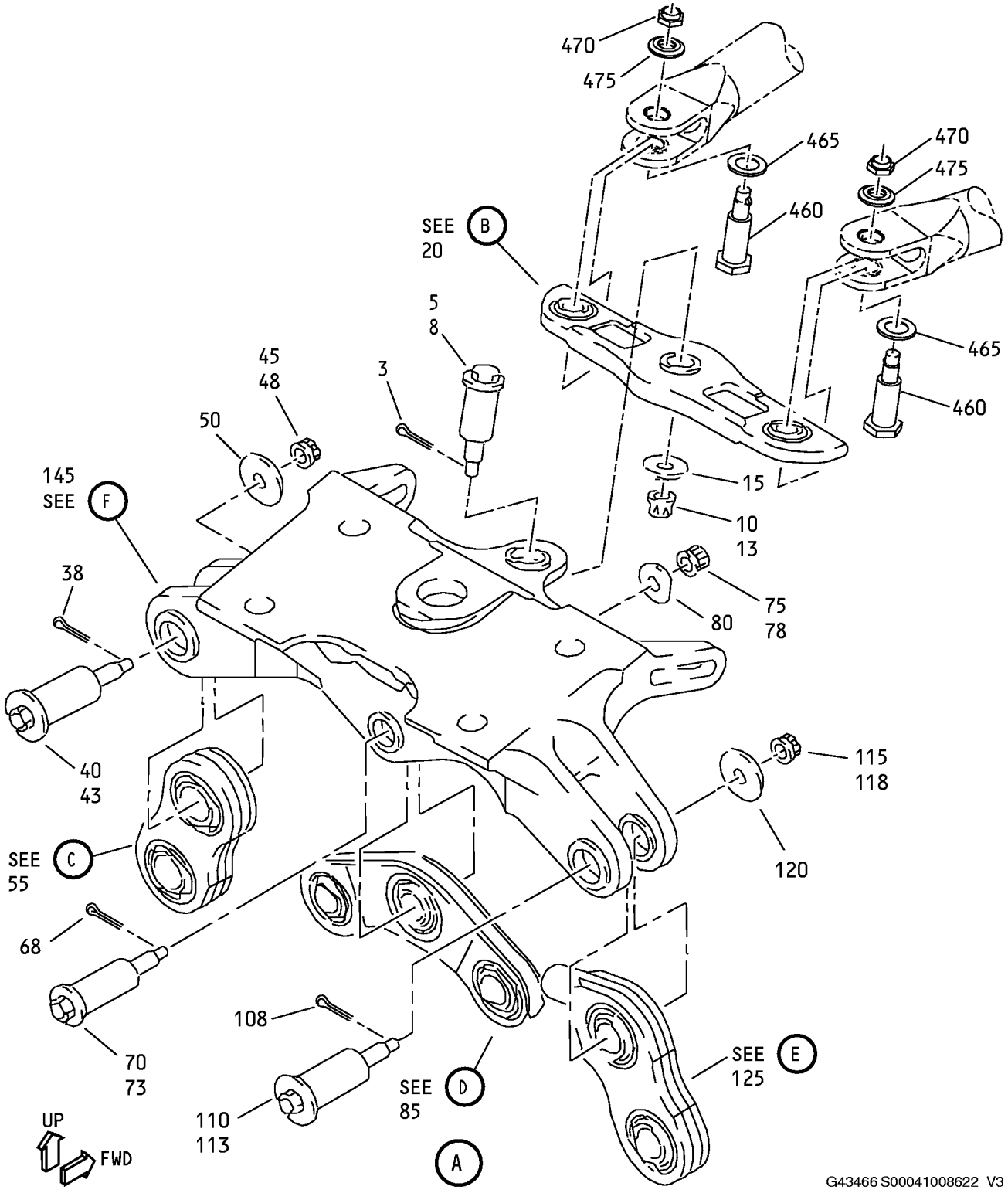
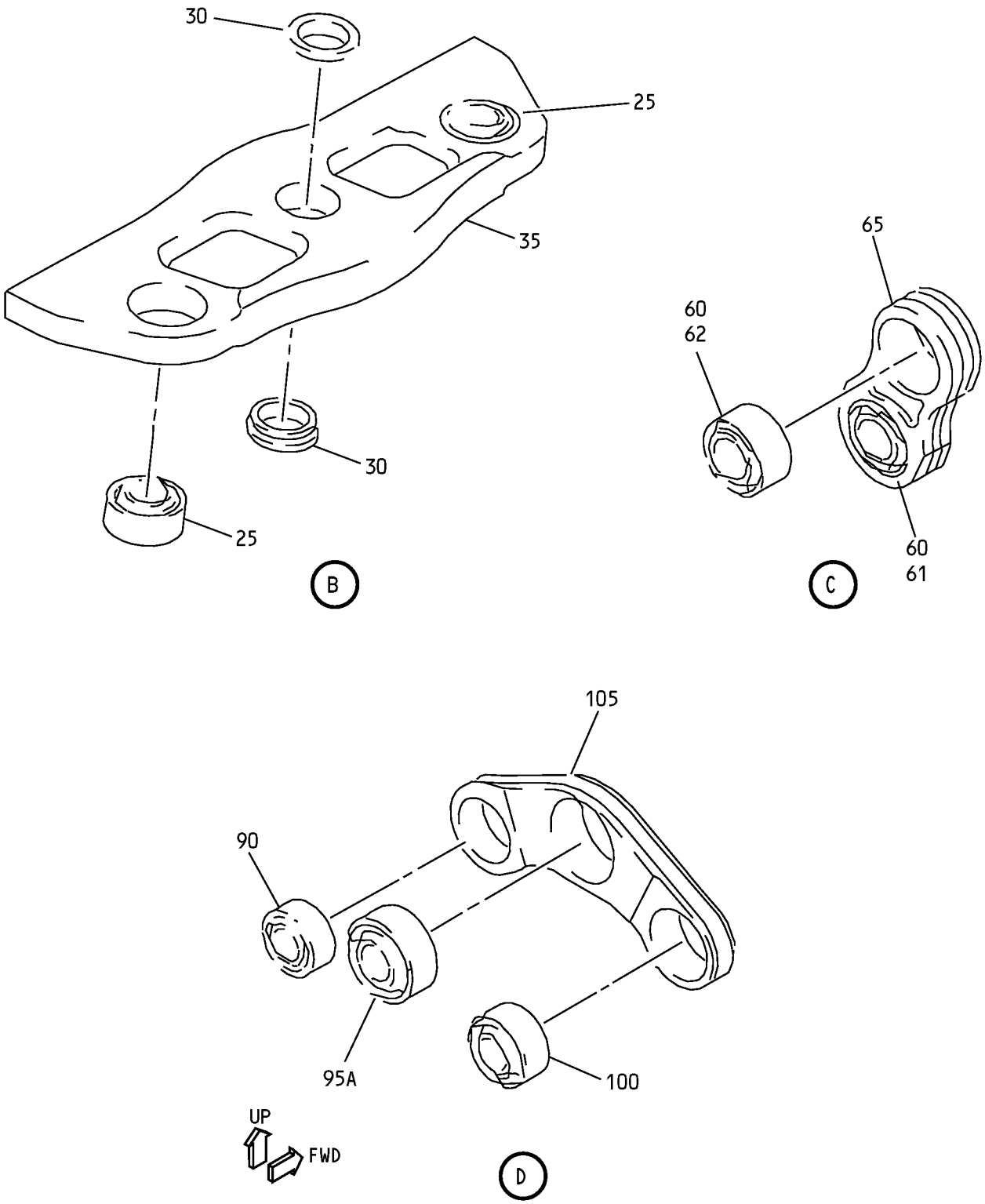
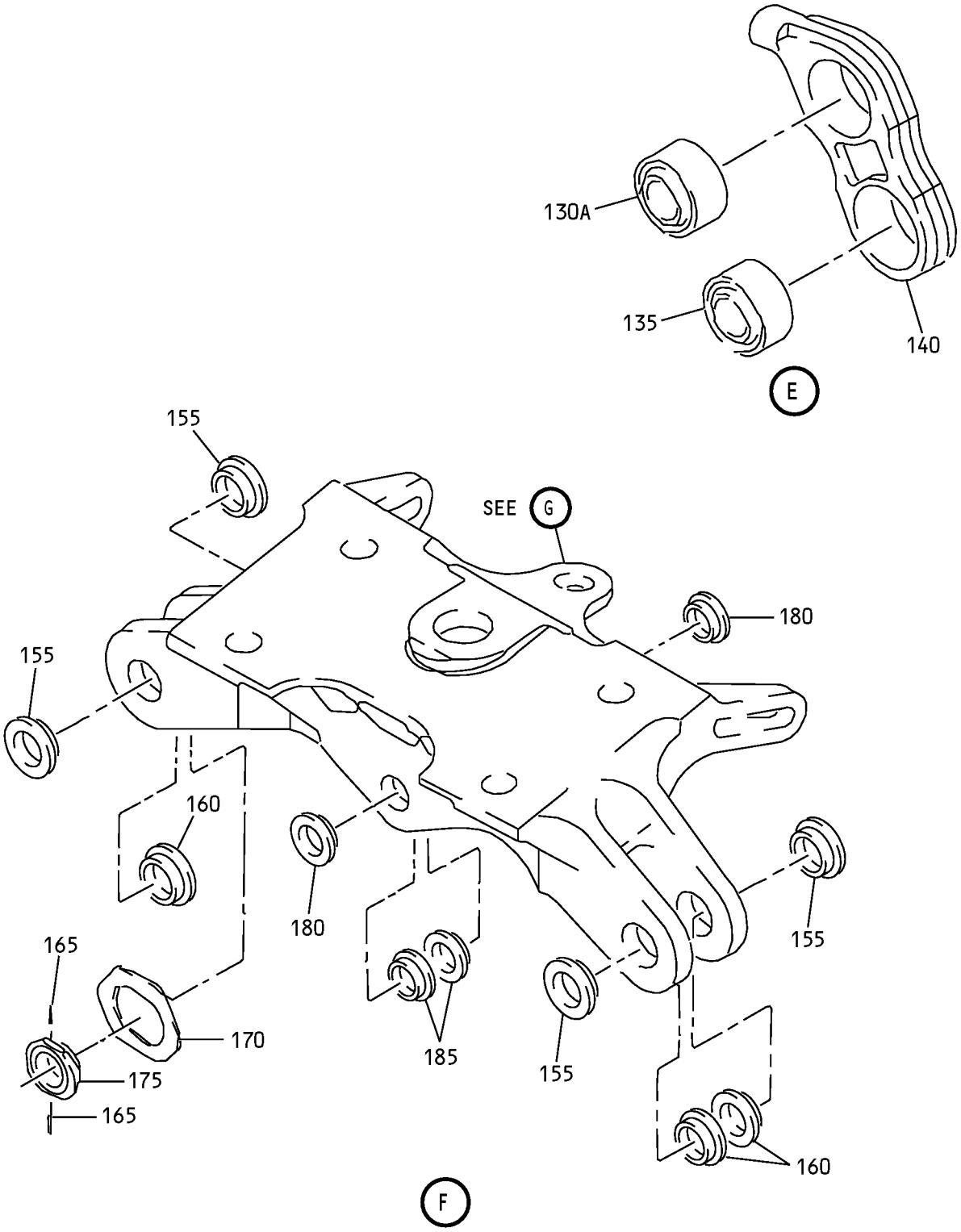
Aft Engine Mount Assembly
IPL Figure 4 (Sheet 1 of 5)



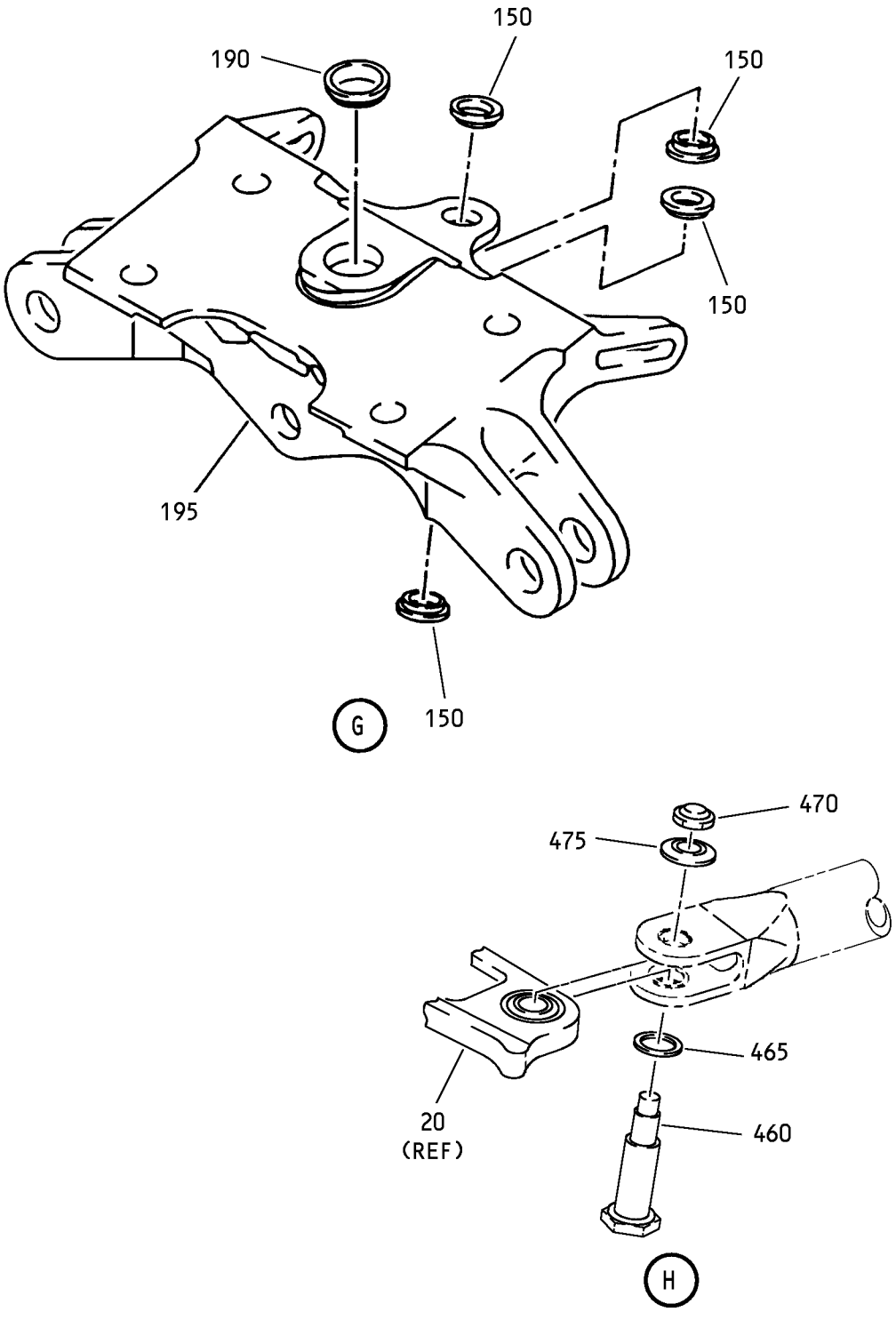
Aft Engine Mount Assembly
IPL Figure 4 (Sheet 2 of 5)



Aft Engine Mount Assembly
IPL Figure 4 (Sheet 3 of 5)



Aft Engine Mount Assembly
IPL Figure 4 (Sheet 4 of 5)



Aft Engine Mount Assembly
IPL Figure 4 (Sheet 5 of 5)

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
4–					
–1A	310A2030-6		MOUNT ASSY-ENG, AFT	C	RF
–1B	310A2030-11		MOUNT ASSY-ENG, AFT	D	RF
–1C	310A2030-12		MOUNT ASSY-ENG, AFT	E	RF
–1D	310A2030-15		MOUNT ASSY-ENG, AFT	G	RF
–1E	310A2030-16		MOUNT ASSY-ENG, AFT	H	RF
–1F	310A2030-17		MOUNT ASSY-ENG, AFT	K	RF
3	BACP18BC03B07P		. PIN-COTTER (OPT ITEM 3A, 3B)	K	1
–3A	BACP18BC03B06P		. PIN-COTTER (OPT ITEM 3, 3B)	K	1
–3B	BACP18BC03B08P		. PIN-COTTER (OPT ITEM 3, 3A)	K	1
5	310A2037-11		. PIN-PAWL (310A2037-13 TOGETHER WITH BACP18BC03B07P COTTER PIN, CAN REPLACE OR BE REPLACED BY 310A2037-11.)	C-E, G, H	1
8	310A2037-13		. PIN-PAWL (310A2037-13 TOGETHER WITH BACP18BC03B07P COTTER PIN, CAN REPLACE OR BE REPLACED BY 310A2037-11.)	K	1
10	NAS1805-8P		. NUT	C-E, G, H	1
13	BACN11Z8C		. NUT	K	1
15	310A2039-3		. CAP-END	C-E, G, H, K	1
20	310A2036-8		. BAR ASSY-EVENER	C-E, G, H, K	1
25	VTB04560		. . BEARING (V06710) (SPEC S302T001-209) (OPT P21610 (V57606)) (OPT AMB12V4017 (V15860))	C-E, G, H, K	2
–25A	P21610		. . BEARING (V57606) (SPEC S302T001-209) (OPT VTB04560 (V06710)) (OPT AMB12V4017 (V15860))	C-E, G, H, K	2

–Item not Illustrated

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
4–					
–25B	AMB12V4017		. . BEARING (V15860) (SPEC S302T001-209) (OPT VTB04560 (V06710)) (OPT P21610 (V57606))	C-E, G, H, K	2
30	310A2036-7		. . BUSHING-FLANGED	C-E, G, H, K	2
35	310A2036-9		. . BAR	C-E, G, H, K	1
38	BACP18BC03B07P		. PIN-COTTER (OPT ITEM 38A, 38B)	K	1
–38A	BACP18BC03B06P		. PIN-COTTER (OPT ITEM 38, 38B)	K	1
–38B	BACP18BC03B08P		. PIN-COTTER (OPT ITEM 38, 38A)	K	1
40	310A2037-7		. PIN-PAWL (310A2037-7 MAY ALWAYS REPLACE 310A2037-4; 310A2037-4 MAY REPLACE 310A2037-7 IN ALL LOCATIONS EXCEPT POSITIONS DIRECTLY ON DAC, DUAL ANNULAR COMBUSTOR, ENGINED TURBINE CASINGS) (310A2037-7 CAN ALWAYS REPLACE 310A2037-14 TOGETHER WITH BACP18BC03B07P COTTER PIN. 310A2037-14 TOGETHER WITH BACP18BC03B07P COTTER PIN, CAN REPLACE 310A2037-7 IN ALL LOCATIONS EXCEPT POSITIONS DIRECTLY ON DAC, DUAL ANNULAR COMBUSTOR, ENGINED TURBINE CASINGS.)	C	1

–Item not Illustrated

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
4–					
–40A	310A2037-4		. PIN-PAWL (310A2037-7 MAY ALWAYS REPLACE 310A2037-4; 310A2037-4 MAY REPLACE 310A2037-7 IN ALL LOCATIONS EXCEPT POSITIONS DIRECTLY ON DAC, DUAL ANNULAR COMBUSTOR, ENGINED TURBINE CASINGS) (310A2037-14 TOGETHER WITH BACP18BC03B07P COTTER PIN, CAN REPLACE OR BE REPLACED BY 310A2037-4.) (OPT ITEM 40B)	D, E	1
–40B	310A2037-7		. PIN-PAWL (310A2037-7 MAY ALWAYS REPLACE 310A2037-4; 310A2037-4 MAY REPLACE 310A2037-7 IN ALL LOCATIONS EXCEPT POSITIONS DIRECTLY ON DAC, DUAL ANNULAR COMBUSTOR, ENGINED TURBINE CASINGS) (310A2037-7 CAN ALWAYS REPLACE 310A2037-14 TOGETHER WITH BACP18BC03B07P COTTER PIN. 310A2037-14 TOGETHER WITH BACP18BC03B07P COTTER PIN, CAN REPLACE 310A2037-7 IN ALL LOCATIONS EXCEPT POSITIONS DIRECTLY ON DAC, DUAL ANNULAR COMBUSTOR, ENGINED TURBINE CASINGS.) (OPT ITEM 40C)	D, E	1
–40C	310A2037-4		. PIN-PAWL (310A2037-7 MAY ALWAYS REPLACE 310A2037-4; 310A2037-4 MAY REPLACE 310A2037-7 IN ALL LOCATIONS EXCEPT POSITIONS DIRECTLY ON DAC, DUAL ANNULAR COMBUSTOR, ENGINED TURBINE CASINGS) (310A2037-14 TOGETHER WITH BACP18BC03B07P COTTER PIN, CAN REPLACE OR BE REPLACED BY 310A2037-4.)	G, H	1

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
4–					
43	310A2037-14		. PIN-PAWL (310A2037-14 TOGETHER WITH BACP18BC03B07P COTTER PIN, CAN REPLACE OR BE REPLACED BY 310A2037-4.) (310A2037-7 CAN ALWAYS REPLACE 310A2037-14 TOGETHER WITH BACP18BC03B07P COTTER PIN. 310A2037-14 TOGETHER WITH BACP18BC03B07P COTTER PIN, CAN REPLACE 310A2037-7 IN ALL LOCATIONS EXCEPT POSITIONS DIRECTLY ON DAC, DUAL ANNULAR COMBUSTOR, ENGINED TURBINE CASINGS.)	K	1
45	NAS1805-8P		. NUT	C-E, G, H	1
48	BACN11Z8C		. NUT	K	1
50	310A2039-1		. CAP-END	C-E, G, H, K	1
55	310A2033-5		. LINK ASSY-LEFT (310A2033-5 CAN REPLACE 310A2033-7 UNCONDITIONALLY. 310A2033-7 CAN ONLY REPLACE 310A2033-5 FOR SAC ENGINES.)	C	1
–55A	310A2033-7		. LINK ASSY-L (310A2033-5 CAN REPLACE 310A2033-7 UNCONDITIONALLY. 310A2033-7 CAN ONLY REPLACE 310A2033-5 FOR SAC ENGINES.) (310A2033-8 CAN REPLACE 310A2033-7 UNCONDITIONALLY. 310A2033-7 CAN ONLY REPLACE 310A2033-8 FOR SAC ENGINES.) (OPT ITEM 55B, 55D)	D	1
–55B	310A2033-8		. LINK ASSY-L (310A2033-8 CAN REPLACE 310A2033-7 UNCONDITIONALLY. 310A2033-7 CAN ONLY REPLACE 310A2033-8 FOR SAC ENGINES.)	D	1
–55C	310A2033-8		. LINK ASSY-L (310A2033-8 CAN REPLACE 310A2033-7 UNCONDITIONALLY. 310A2033-7 CAN ONLY REPLACE 310A2033-8 FOR SAC ENGINES.)	E, G	1

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
4–					
–55D	310A2033-5		. LINK ASSY-L (310A2033-5 CAN REPLACE 310A2033-7 UNCONDITIONALLY. 310A2033-7 CAN ONLY REPLACE 310A2033-5 FOR SAC ENGINES.)	D	1
–55E	310A2033-7		. LINK ASSY-L (310A2033-5 CAN REPLACE 310A2033-7 UNCONDITIONALLY. 310A2033-7 CAN ONLY REPLACE 310A2033-5 FOR SAC ENGINES.) (310A2033-8 CAN REPLACE 310A2033-7 UNCONDITIONALLY. 310A2033-7 CAN ONLY REPLACE 310A2033-8 FOR SAC ENGINES.)	H, K	1
60	P2A2370		. . BEARING (V57606) (SPEC S302T001-701) (OPT AMB20V4014 (V15860)) (OPT VTB12280 (V06710)) (USED ON ITEMS 55, 55D)	C, D	2
–60A	AMB20V4019		. . BEARING (V15860) (SPEC S302T001-821) (OPT P2A1690 (V57606)) (OPT VTB12100 (V06710)) (USED ON ITEMS 55A, 55E)	D, H, K	2
–60B	AMB20V4014		. . BEARING (V15860) (SPEC S302T001-701) (OPT P2A2370 (V57606)) (OPT VTB12280 (V06710)) (USED ON ITEMS 55, 55D)	C, D	2
–60C	VTB12280		. . BEARING (V06710) (SPEC S302T001-701) (OPT P2A2370 (V57606)) (OPT AMB20V4014 (V15860)) (USED ON ITEMS 55, 55D)	C, D	2
61	P2A2370		. . BEARING (V57606) (SPEC S302T001-701) (OPT AMB20V4014 (V15860)) (OPT VTB12280 (V06710)) (USED ON ITEMS 55B, 55C)	D, E	1

–Item not Illustrated

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
4–					
–61A	AMB20V4014		. . BEARING (V15860) (SPEC S302T001-701) (OPT P2A2370 (V57606)) (OPT VTB12280 (V06710)) (USED ON ITEMS 55B, 55C)	D, E	1
–61B	VTB12280		. . BEARING (V06710) (SPEC S302T001-701) (OPT P2A2370 (V57606)) (OPT AMB20V4014 (V15860)) (USED ON ITEMS 55B, 55C)	D, E	1
62	AMB20V4019		. . BEARING (V15860) (SPEC S302T001-821) (OPT P2A1690 (V57606)) (OPT VTB12100 (V06710)) (USED ON ITEMS 55B, 55C)	D	1
65	310A2033-6		. . LINK (USED ON ITEMS 55, 55D)	C, D	1
–65A	310A2033-9		. . LINK (USED ON ITEMS 55A, 55B, 55C, 55E)	D, E, H, K	1
68	BACP18BC03B07P		. PIN-COTTER (OPT ITEM 68A, 68B)	K	1
–68A	BACP18BC03B06P		. PIN-COTTER (OPT ITEM 68, 68B)	K	1
–68B	BACP18BC03B08P		. PIN-COTTER (OPT ITEM 68, 68A)	K	1

–Item not Illustrated

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
4–					
70	310A2037-8		. PIN-PAWL (310A2037-8 MAY ALWAYS REPLACE 310A2037-5; 310A2037-5 MAY REPLACE 310A2037-8 IN ALL LOCATIONS EXCEPT POSITIONS DIRECTLY ON DAC, DUAL ANNULAR COMBUSTOR, ENGINED TURBINE CASINGS) (310A2037-8 CAN ALWAYS REPLACE 310A2037-15 TOGETHER WITH BACP18BC03B07P COTTER PIN. 310A2037-15 TOGETHER WITH BACP18BC03B07P COTTER PIN, CAN REPLACE 310A2037-8 IN ALL LOCATIONS EXCEPT POSITIONS DIRECTLY ON DAC, DUAL ANNULAR COMBUSTOR, ENGINED TURBINE CASINGS.)	C	1
–70A	310A2037-5		. PIN-PAWL (310A2037-8 MAY ALWAYS REPLACE 310A2037-5; 310A2037-5 MAY REPLACE 310A2037-8 IN ALL LOCATIONS EXCEPT POSITIONS DIRECTLY ON DAC, DUAL ANNULAR COMBUSTOR, ENGINED TURBINE CASINGS) (310A2037-15 TOGETHER WITH BACP18BC03B07P COTTER PIN, CAN REPLACE OR BE REPLACED BY 310A2037-5.)	D, E	1

–Item not Illustrated

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
4–					
–70B	310A2037-8		. PIN-PAWL (310A2037-8 MAY ALWAYS REPLACE 310A2037-5; 310A2037-5 MAY REPLACE 310A2037-8 IN ALL LOCATIONS EXCEPT POSITIONS DIRECTLY ON DAC, DUAL ANNULAR COMBUSTOR, ENGINED TURBINE CASINGS) (310A2037-8 CAN ALWAYS REPLACE 310A2037-15 TOGETHER WITH BACP18BC03B07P COTTER PIN. 310A2037-15 TOGETHER WITH BACP18BC03B07P COTTER PIN, CAN REPLACE 310A2037-8 IN ALL LOCATIONS EXCEPT POSITIONS DIRECTLY ON DAC, DUAL ANNULAR COMBUSTOR, ENGINED TURBINE CASINGS.)	D, E	1
–70C	310A2037-5		. PIN-PAWL (310A2037-8 MAY ALWAYS REPLACE 310A2037-5; 310A2037-5 MAY REPLACE 310A2037-8 IN ALL LOCATIONS EXCEPT POSITIONS DIRECTLY ON DAC, DUAL ANNULAR COMBUSTOR, ENGINED TURBINE CASINGS) (310A2037-15 TOGETHER WITH BACP18BC03B07P COTTER PIN, CAN REPLACE OR BE REPLACED BY 310A2037-5.)	G, H	1
73	310A2037-15		. PIN-PAWL (310A2037-15 TOGETHER WITH BACP18BC03B07P COTTER PIN, CAN REPLACE OR BE REPLACED BY 310A2037-5.) (310A2037-8 CAN ALWAYS REPLACE 310A2037-15 TOGETHER WITH BACP18BC03B07P COTTER PIN. 310A2037-15 TOGETHER WITH BACP18BC03B07P COTTER PIN, CAN REPLACE 310A2037-8 IN ALL LOCATIONS EXCEPT POSITIONS DIRECTLY ON DAC, DUAL ANNULAR COMBUSTOR, ENGINED TURBINE CASINGS.)	K	1
75	NAS1805-8P		. NUT	C-E, G, H	1

–Item not Illustrated

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
4–					
78	BACN11Z8C		. NUT	K	1
80	310A2039-2		. CAP-END	C-E, G, H, K	1
85	310A2034-3		. LINK ASSY-CTR (310A2034-3 CAN REPLACE 310A2034-7, BUT 310A2034-7 CAN NOT REPLACE 310A2034-3. 310A2034-3 USES HIGH TEMP BEARINGS WITH EXPENSIVE COATINGS REQUIRED FOR DAC ENGINES.) (310A2034-14 CAN REPLACE 310A2034-3 UNCONDITIONALLY, BUT 310A2034-3 MUST BE REWORKED TO A "310A2034-14" CONFIGURATION PER SB 737-71A1462 WHICH ADDS "AFT, L AND R" MARKINGS, IN ORDER TO BE USED AS A REPLACEMENT FOR 310A2034-14.) (PRE ALERT SB 737-71A1462) (CONT. AT ITEM 85H)	C	1
–85A	310A2034-7		. LINK ASSY-CTR (310A2034-3 CAN REPLACE 310A2034-7, BUT 310A2034-7 CAN NOT REPLACE 310A2034-3. 310A2034-3 USES HIGH TEMP BEARINGS WITH EXPENSIVE COATINGS REQUIRED FOR DAC ENGINES.) (310A2034-13 CAN REPLACE 310A2034-7 UNCONDITIONALLY. 310A2034-7 CAN REPLACE 310A2034-13, ONLY PROVIDED THAT THE 310A2034-7 IS REWORKED TO THE "310A2034-13" CONFIGURATION PER SB 737-71A1462 WHICH ADDS "AFT, L, AND R" MARKINGS.) (OPT ITEM 85B, 85D) (PRE ALERT SB 737-71A1462) (CONT. AT ITEM 85J)	D	1

–Item not Illustrated

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
4–					
–85B	310A2034-8		. LINK ASSY-CTR (310A2034-14 CAN REPLACE BUT NOT BE REPLACED BY 310A2034-8 ONLY IF SERVICE BULLETIN 737-71A1462 INCORPORATED, OTHERWISE, THEY ARE NOT INTERCHANGEABLE WITH EACH OTHER.) (310A2034-8 CAN REPLACE 310A2034-7 ON BOTH SAC AND DAC ENGINES, BUT 310A2034-7 CAN ONLY REPLACE 310A2034-8 ON SAC ENGINES ONLY.) (OPT ITEM 85A, 85D) (PRE ALERT SB 737-71A1462) (CONT. AT ITEM 85K)	D	1
–85C	310A2034-8		. LINK ASSY-CTR (310A2034-14 CAN REPLACE BUT NOT BE REPLACED BY 310A2034-8 ONLY IF SERVICE BULLETIN 737-71A1462 INCORPORATED, OTHERWISE, THEY ARE NOT INTERCHANGEABLE WITH EACH OTHER.) (310A2034-8 CAN REPLACE 310A2034-7 ON BOTH SAC AND DAC ENGINES, BUT 310A2034-7 CAN ONLY REPLACE 310A2034-8 ON SAC ENGINES ONLY.) (310A2034-8 CAN REPLACE 310A2034-13 ON BOTH SAC AND DAC ENGINES. USAGE OF 310A2034-8 REQUIRES REWORK TO THE "310A2034-14" CONFIGURATION PER SB 737-71A1462 WHICH ADDS "AFT, L, AND R" MARKINGS. 310A2034-13 CAN REPLACE 310A2034-8 ON SAC ENGINES ONLY.) (PRE ALERT SB 737-71A1462) (CONT. AT ITEM 85N)	E	1

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
4–					
–85D	310A2034-3		. LINK ASSY-CTR (310A2034-3 CAN REPLACE 310A2034-7, BUT 310A2034-7 CAN NOT REPLACE 310A2034-3. 310A2034-3 USES HIGH TEMP BEARINGS WITH EXPENSIVE COATINGS REQUIRED FOR DAC ENGINES.) (310A2034-13 CAN REPLACE 310A2034-3 FOR SAC ENGINES ONLY. 310A2034-3 CAN REPLACE 310A2034-13, FOR SAC OR DAC ENGINES, HOWEVER 310A2034-3 MUST BE REWORKED TO A "310A2034-14" CONFIGURATION PER SB 737-71A1462 WHICH ADDS "AFT, L, AND R" MARKINGS, IN ORDER TO BE AS A REPLACEMENT FOR 310A2034-13.) (OPT ITEM 85A, 85B) (PRE ALERT SB 737-71A1462) (CONT. AT ITEM 85L)	D	1
–85E	310A2034-13		. LINK ASSY-CTR (310A2034-13 CAN REPLACE 310A2034-3 FOR SAC ENGINES ONLY. 310A2034-3 CAN REPLACE 310A2034-13, FOR SAC OR DAC ENGINES, HOWEVER 310A2034-3 MUST BE REWORKED TO A "310A2034-14" CONFIGURATION PER SB 737-71A1462 WHICH ADDS "AFT, L, AND R" MARKINGS, IN ORDER TO BE AS A REPLACEMENT FOR 310A2034-13.) (310A2034-13 CAN REPLACE 310A2034-7 UNCONDITIONALLY. 310A2034-7 CAN REPLACE 310A2034-13, ONLY PROVIDED THAT THE 310A2034-7 IS REWORKED TO THE "310A2034-13" CONFIGURATION PER SB 737-71A1462 WHICH ADDS "AFT, L, AND R" MARKINGS.) (CONT. AT ITEM 85M)	G, K	1

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
4–					
–85F	310A2034-14		. LINK ASSY-CTR (310A2034-14 CAN REPLACE 310A2034-3 UNCONDITIONALLY, BUT 310A2034-3 MUST BE REWORKED TO A "310A2034-14" CONFIGURATION PER SB 737-71A1462 WHICH ADDS "AFT, L AND R" MARKINGS, IN ORDER TO BE USED AS A REPLACEMENT FOR 310A2034-14.) (310A2034-14 CAN REPLACE BUT NOT BE REPLACED BY 310A2034-8 ONLY IF SERVICE BULLETIN 737-71A1462 INCORPORATED, OTHERWISE, THEY ARE NOT INTERCHANGEABLE WITH EACH OTHER.) (CONT. AT ITEM 85P)	H	1
–85G	310A2034-14		. LINK ASSY-CTR (310A2034-14 CAN REPLACE 310A2034-3 UNCONDITIONALLY, BUT 310A2034-3 MUST BE REWORKED TO A "310A2034-14" CONFIGURATION PER SB 737-71A1462 WHICH ADDS "AFT, L AND R" MARKINGS, IN ORDER TO BE USED AS A REPLACEMENT FOR 310A2034-14.) (310A2034-14 CAN REPLACE BUT NOT BE REPLACED BY 310A2034-8 ONLY IF SERVICE BULLETIN 737-71A1462 INCORPORATED, OTHERWISE, THEY ARE NOT INTERCHANGEABLE WITH EACH OTHER.) (CONT. AT ITEM 85Q) (POST ALERT SB 737-71A1462)	C-E	1

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
4–					
–85H	310A2034-3		. LINK ASSY-CTR (CONT. FROM ITEM 85) (310A2034-13 CAN REPLACE 310A2034-3 FOR SAC ENGINES ONLY. 310A2034-3 CAN REPLACE 310A2034-13, FOR SAC OR DAC ENGINES, HOWEVER 310A2034-3 MUST BE REWORKED TO A "310A2034-14" CONFIGURATION PER SB 737-71A1462 WHICH ADDS "AFT, L, AND R" MARKINGS, IN ORDER TO BE AS A REPLACEMENT FOR 310A2034-13.)	C	1
–85J	310A2034-7		. LINK ASSY-CTR (CONT. FROM ITEM 85A) (310A2034-8 CAN REPLACE 310A2034-7 ON BOTH SAC AND DAC ENGINES, BUT 310A2034-7 CAN ONLY REPLACE 310A2034-8 ON SAC ENGINES ONLY.)	D	1
–85K	310A2034-8		. LINK ASSY-CTR (CONT. FROM ITEM 85B) (310A2034-8 CAN REPLACE 310A2034-13 ON BOTH SAC AND DAC ENGINES. USAGE OF 310A2034-8 REQUIRES REWORK TO THE "310A2034-14" CONFIGURATION PER SB 737-71A1462 WHICH ADDS "AFT, L, AND R" MARKINGS. 310A2034-13 CAN REPLACE 310A2034-8 ON SAC ENGINES ONLY.)	D	1
–85L	310A2034-3		. LINK ASSY-CTR (CONT. FROM ITEM 85D) (310A2034-14 CAN REPLACE 310A2034-3 UNCONDITIONALLY, BUT 310A2034-3 MUST BE REWORKED TO A "310A2034-14" CONFIGURATION PER SB 737-71A1462 WHICH ADDS "AFT, L AND R" MARKINGS, IN ORDER TO BE USED AS A REPLACEMENT FOR 310A2034-14.)	D	1

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
4–					
–85M	310A2034-13		. LINK ASSY-CTR (CONT. FROM ITEM 85E) (310A2034-8 CAN REPLACE 310A2034-13 ON BOTH SAC AND DAC ENGINES. USAGE OF 310A2034-8 REQUIRES REWORK TO THE "310A2034-14" CONFIGURATION PER SB 737-71A1462 WHICH ADDS "AFT, L, AND R" MARKINGS. 310A2034-13 CAN REPLACE 310A2034-8 ON SAC ENGINES ONLY.)	G, K	1
–85N	310A2034-8		. LINK ASSY-CTR (CONT. FROM ITEM 85C)	D	1
–85P	310A2034-8		. LINK ASSY-CTR (CONT. FROM ITEM 85F)	H	1
–85Q	310A2034-8		. LINK ASSY-CTR (CONT. FROM ITEM 85G)	C-E	1
90	P2A2380		. . BEARING (V57606) (SPEC S302T001-702) (OPT AMB16V4020 (V15860)) (OPT VTB12290 (V06710)) (USED ON ITEMS 85, 85B, 85C, 85D, 85F, 85G)	C-E, H	1
–90A	AMB16V4031		. . BEARING (V15860) (SPEC S302T001-822) (OPT P2A1700 (V57606)) (OPT VTB12110 (V06710)) (OPT ITEM 90B) (USED ON ITEM 85A)	D	1
–90B	P2A2380		. . BEARING (V57606) (SPEC S302T001-702) (OPT AMB16V4020 (V15860)) (OPT VTB12290 (V06710)) (OPT ITEM 90A) (USED ON ITEM 85A)	D	1
–90C	AMB16V4031		. . BEARING (V15860) (SPEC S302T001-822) (OPT P2A1700 (V57606)) (OPT VTB12110 (V06710))	G, K	1

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
4–					
–95	VTB12110		DELETED		
95A	AMB16V4031		. . BEARING (V15860) (SPEC S302T001-822) (OPT P2A1700 (V57606)) (OPT VTB12110 (V06710)) (USED ON ITEMS 85, 85B, 85C, 85D, 85E, 85F, 85G)	C-E, G, H, K	1
–95B	AMB16V4031		. . BEARING (V15860) (SPEC S302T001-822) (OPT P2A1700 (V57606)) (OPT VTB12110 (V06710)) (OPT ITEM 95C) (USED ON ITEM 85A)	D	1
–95C	P2A2380		. . BEARING (V57606) (SPEC S302T001-702) (OPT AMB16V4020 (V15860)) (OPT VTB12290 (V06710)) (OPT ITEM 95B) (USED ON ITEM 85A)	D	1
100	P2A2390		. . BEARING (V57606) (SPEC S302T001-703) (OPT AMB19V4003 (V15860)) (OPT VTB12300 (V06710)) (USED ON ITEMS 85, 85B, 85C, 85D, 85F, 85G)	C-E, H	1
–100A	S302T001-824		. . BEARING (USED ON ITEMS 85A, 85E)	D, G, H, K	1
105	310A2034-4		. . LINK (OPT ITEM 105A) (USED ON ITEMS 85, 85D)	C, D	1
–105A	310A2034-5		. . LINK (OPT ITEM 105) (USED ON ITEMS 85, 85D)	C, D	1
–105B	310A2034-9		DELETED		
–105C	310A2034-9		. . LINK (OPT ITEM 105D, 105E) (USED ON ITEMS 85A, 85B, 85C)	D, E	1

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
4–					
–105D	310A2034-11		. . LINK (OPT ITEM 105C, 105E) (USED ON ITEMS 85A, 85B, 85C)	D, E	1
–105E	310A2034-12		. . LINK (OPT ITEM 105C, 105D) (USED ON ITEMS 85A, 85B, 85C)	D, E	1
–105F	310A2034-15		. . LINK (USED ON ITEMS 85E, 85F)	C-E, G, H, K	1
108	BACP18BC03B07P		. PIN-COTTER (OPT ITEM 108A, 108B)	K	1
–108A	BACP18BC03B06P		. PIN-COTTER (OPT ITEM 108, 108B)	K	1
–108B	BACP18BC03B08P		. PIN-COTTER (OPT ITEM 108, 108A)	K	1
110	310A2037-7		. PIN-PAWL (310A2037-7 MAY ALWAYS REPLACE 310A2037-4; 310A2037-4 MAY REPLACE 310A2037-7 IN ALL LOCATIONS EXCEPT POSITIONS DIRECTLY ON DAC, DUAL ANNULAR COMBUSTOR, ENGINED TURBINE CASINGS) (310A2037-7 CAN ALWAYS REPLACE 310A2037-14 TOGETHER WITH BACP18BC03B07P COTTER PIN. 310A2037-14 TOGETHER WITH BACP18BC03B07P COTTER PIN, CAN REPLACE 310A2037-7 IN ALL LOCATIONS EXCEPT POSITIONS DIRECTLY ON DAC, DUAL ANNULAR COMBUSTOR, ENGINED TURBINE CASINGS.)	C	1
–110A	310A2037-4		. PIN-PAWL (310A2037-7 MAY ALWAYS REPLACE 310A2037-4; 310A2037-4 MAY REPLACE 310A2037-7 IN ALL LOCATIONS EXCEPT POSITIONS DIRECTLY ON DAC, DUAL ANNULAR COMBUSTOR, ENGINED TURBINE CASINGS) (310A2037-14 TOGETHER WITH BACP18BC03B07P COTTER PIN, CAN REPLACE OR BE REPLACED BY 310A2037-4.) (OPT ITEM 110B)	D, E	1

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
4–					
–110B	310A2037-7		. PIN-PAWL (310A2037-7 MAY ALWAYS REPLACE 310A2037-4; 310A2037-4 MAY REPLACE 310A2037-7 IN ALL LOCATIONS EXCEPT POSITIONS DIRECTLY ON DAC, DUAL ANNULAR COMBUSTOR, ENGINED TURBINE CASINGS) (310A2037-7 CAN ALWAYS REPLACE 310A2037-14 TOGETHER WITH BACP18BC03B07P COTTER PIN. 310A2037-14 TOGETHER WITH BACP18BC03B07P COTTER PIN, CAN REPLACE 310A2037-7 IN ALL LOCATIONS EXCEPT POSITIONS DIRECTLY ON DAC, DUAL ANNULAR COMBUSTOR, ENGINED TURBINE CASINGS.) (OPT ITEM 110A)	D, E	1
–110C	310A2037-4		. PIN-PAWL (310A2037-7 MAY ALWAYS REPLACE 310A2037-4; 310A2037-4 MAY REPLACE 310A2037-7 IN ALL LOCATIONS EXCEPT POSITIONS DIRECTLY ON DAC, DUAL ANNULAR COMBUSTOR, ENGINED TURBINE CASINGS) (310A2037-14 TOGETHER WITH BACP18BC03B07P COTTER PIN, CAN REPLACE OR BE REPLACED BY 310A2037-4.)	G, H	1
113	310A2037-14		. PIN-PAWL (310A2037-14 TOGETHER WITH BACP18BC03B07P COTTER PIN, CAN REPLACE OR BE REPLACED BY 310A2037-4.) (310A2037-7 CAN ALWAYS REPLACE 310A2037-14 TOGETHER WITH BACP18BC03B07P COTTER PIN. 310A2037-14 TOGETHER WITH BACP18BC03B07P COTTER PIN, CAN REPLACE 310A2037-7 IN ALL LOCATIONS EXCEPT POSITIONS DIRECTLY ON DAC, DUAL ANNULAR COMBUSTOR, ENGINED TURBINE CASINGS.)	K	1
115	NAS1805-8P		. NUT	C-E, G, H	1

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
4–					
118	BACN11Z8C		. NUT	K	1
120	310A2039-1		. CAP-END	C-E, G, H	1
125	310A2035-5		. LINK ASSY-RIGHT (310A2035-7 IS FULLY INTERCHANGEABLE WITH 310A2035-5 FOR ENGINES WITH SINGLE ANNULAR COMBUSTORS, SAC, ONLY)	C	1
–125A	310A2035-7		. LINK ASSY-R (310A2035-7 IS FULLY INTERCHANGEABLE WITH 310A2035-5 FOR ENGINES WITH SINGLE ANNULAR COMBUSTORS, SAC, ONLY) (310A2035-7 IS FULLY INTERCHANGEABLE WITH 310A2035-8 FOR ENGINES WITH SINGLE ANNULAR COMBUSTORS (SAC) ONLY) (OPT ITEM 125B, 125D)	D	1
–125B	310A2035-8		. LINK ASSY-R (310A2035-7 IS FULLY INTERCHANGEABLE WITH 310A2035-8 FOR ENGINES WITH SINGLE ANNULAR COMBUSTORS, SAC, ONLY) (OPT ITEM 125A, 125D)	D	1
–125C	310A2035-8		. LINK ASSY-R (310A2035-7 IS FULLY INTERCHANGEABLE WITH 310A2035-8 FOR ENGINES WITH SINGLE ANNULAR COMBUSTORS, SAC, ONLY)	E, H	1
–125D	310A2035-5		. LINK ASSY-R (310A2035-7 IS FULLY INTERCHANGEABLE WITH 310A2035-5 FOR ENGINES WITH SINGLE ANNULAR COMBUSTORS, SAC, ONLY) (OPT ITEM 125A, 125B)	D	1

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
4–					
–125E	310A2035-7		. LINK ASSY-R (310A2035-7 IS FULLY INTERCHANGEABLE WITH 310A2035-5 FOR ENGINES WITH SINGLE ANNULAR COMBUSTORS, SAC, ONLY) (310A2035-7 IS FULLY INTERCHANGEABLE WITH 310A2035-8 FOR ENGINES WITH SINGLE ANNULAR COMBUSTORS, SAC, ONLY)	G, K	1
–130	VTB12100		DELETED		
130A	AMB20V4019		. . BEARING (V15860) (SPEC S302T001-821) (OPT P2A1690 (V57606)) (OPT VTB12100 (V06710))	C-E, G, H, K	1
135	P2A2370		. . BEARING (V57606) (SPEC S302T001-701) (OPT AMB20V4014 (V15860)) (OPT VTB12280 (V06710)) (USED ON ITEMS 125, 125B, 125C, 125D)	C-E, H	1
–135A	AMB20V4019		. . BEARING (V15860) (SPEC S302T001-821) (OPT P2A1690 (V57606)) (OPT VTB12100 (V06710)) (USED ON ITEMS 125A, 125E)	D, G, K	1
–135B	AMB20V4014		. . BEARING (V15860) (SPEC S302T001-701) (OPT P2A2370 (V57606)) (OPT VTB12280 (V06710)) (USED ON ITEMS 125, 125B, 125C, 125D)	C-E, H	1
–135C	VTB12280		. . BEARING (V06710) (SPEC S302T001-701) (OPT P2A2370 (V57606)) (OPT AMB20V4014 (V15860)) (USED ON ITEMS 125, 125B, 125C, 125D)	C-E, H	1

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
4–					
140	310A2035-6		. . LINK (USED ON ITEMS 125, 125D)	C, D	1
–140A	310A2035-9		. . LINK (USED ON ITEMS 125A, 125B, 125C, 125E)	D, E, G, H, K	1
145	310A2031-22		. HANGER ASSY (310A2031-24 CAN REPLACE 310A2031-22 UNCONDITIONALLY, BUT 310A2031-22 CAN REPLACE 310A2031-24 ONLY PROVIDED CUSTOMER IS AWARE THE "AFT,L AND R" MARKINGS ARE ABSENT ON THE -22. DUE TO AD 2003-03-01 IT IS HIGHLY RECOMMENDED THAT 310A2031-22 BE REWORKED TO THE "310A2031-24" CONFIGURATION) (REWORKED BY ALERT SB 737-71A1462)	C-E	1
–145A	310A2031-24		. HANGER ASSY (310A2031-24 CAN REPLACE 310A2031-22 UNCONDITIONALLY, BUT 310A2031-22 CAN REPLACE 310A2031-24 ONLY PROVIDED CUSTOMER IS AWARE THE "AFT,L AND R" MARKINGS ARE ABSENT ON THE -22. DUE TO AD 2003-03-01 IT IS HIGHLY RECOMMENDED THAT 310A2031-22 BE REWORKED TO THE "310A2031-24" CONFIGURATION)	G, H, K	1
150	310A2031-17		. . BUSHING	C-E, G, H, K	4
155	310A2031-12		. . BUSHING	C-E, G, H, K	4
160	310A2031-11		. . BUSHING	C-E, G, H, K	3
165	MS16562-190		. . PIN-SPR	C-E, G, H, K	2
170	310A2044-1		. . SPRING-CLIP	C-E, G, H, K	1
175	310A2031-21		. . BUSHING	C-E, G, H, K	1

–Item not Illustrated

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
4–					
180	310A2031-14		. . BUSHING	C-E, G, H, K	2
185	310A2031-13		. . BUSHING	C-E, G, H, K	2
190	310A2031-19		. . BUSHING	C-E, G, H, K	1
195	310A2031-23		. . FITTING-HANGER (PRE ALERT SB 737-71A1462)	C-E	1
–195A	310A2031-25		. . FITTING-HANGER	G, H, K	1
–195B	310A2031-25		. . FITTING-HANGER (POST ALERT SB 737-71A1462)	C-E	1
			INSTALLATION PARTS		
				, H, K	
400	310A2037-7		PIN-PAWL (310A2037-7 MAY ALWAYS REPLACE 310A2037-4; 310A2037-4 MAY REPLACE 310A2037-7 IN ALL LOCATIONS EXCEPT POSITIONS DIRECTLY ON DAC, DUAL ANNULAR COMBUSTOR, ENGINED TURBINE CASINGS) (310A2037-7 CAN ALWAYS REPLACE 310A2037-14 TOGETHER WITH BACP18BC03B07P COTTER PIN. 310A2037-14 TOGETHER WITH BACP18BC03B07P COTTER PIN, CAN REPLACE 310A2037-7 IN ALL LOCATIONS EXCEPT POSITIONS DIRECTLY ON DAC, DUAL ANNULAR COMBUSTOR, ENGINED TURBINE CASINGS.)	C, E, H	2
–400A	310A2037-4		PIN-PAWL (310A2037-7 MAY ALWAYS REPLACE 310A2037-4; 310A2037-4 MAY REPLACE 310A2037-7 IN ALL LOCATIONS EXCEPT POSITIONS DIRECTLY ON DAC, DUAL ANNULAR COMBUSTOR, ENGINED TURBINE CASINGS) (310A2037-14 TOGETHER WITH BACP18BC03B07P COTTER PIN, CAN REPLACE OR BE REPLACED BY 310A2037-4.) (OPT ITEM 400B)	D	2

–Item not Illustrated

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
4–					
–400B	310A2037-7		PIN-PAWL (310A2037-7 MAY ALWAYS REPLACE 310A2037-4; 310A2037-4 MAY REPLACE 310A2037-7 IN ALL LOCATIONS EXCEPT POSITIONS DIRECTLY ON DAC, DUAL ANNULAR COMBUSTOR, ENGINED TURBINE CASINGS) (310A2037-7 CAN ALWAYS REPLACE 310A2037-14 TOGETHER WITH BACP18BC03B07P COTTER PIN. 310A2037-14 TOGETHER WITH BACP18BC03B07P COTTER PIN, CAN REPLACE 310A2037-7 IN ALL LOCATIONS EXCEPT POSITIONS DIRECTLY ON DAC, DUAL ANNULAR COMBUSTOR, ENGINED TURBINE CASINGS.) (OPT ITEM 400A)	D	2
–400C	310A2037-4		PIN-PAWL (310A2037-7 MAY ALWAYS REPLACE 310A2037-4; 310A2037-4 MAY REPLACE 310A2037-7 IN ALL LOCATIONS EXCEPT POSITIONS DIRECTLY ON DAC, DUAL ANNULAR COMBUSTOR, ENGINED TURBINE CASINGS) (310A2037-14 TOGETHER WITH BACP18BC03B07P COTTER PIN, CAN REPLACE OR BE REPLACED BY 310A2037-4.)	G	2
–400D	310A2037-4		PIN-PAWL (310A2037-7 MAY ALWAYS REPLACE 310A2037-4; 310A2037-4 MAY REPLACE 310A2037-7 IN ALL LOCATIONS EXCEPT POSITIONS DIRECTLY ON DAC, DUAL ANNULAR COMBUSTOR, ENGINED TURBINE CASINGS) (310A2037-14 TOGETHER WITH BACP18BC03B07P COTTER PIN, CAN REPLACE OR BE REPLACED BY 310A2037-4.) (OPT ITEM 400M)	K	2
–400M	310A2030-18		SUB KIT-AFT MOUNT PIN PLUS COTTER PIN (OPT ITEM 400D)	K	2
401	BACP18BC03B07P		. PIN-COTTER	K	1

–Item not Illustrated

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
4–					
402	310A2037-14		. PIN-PAWL (310A2037-14 TOGETHER WITH BACP18BC03B07P COTTER PIN, CAN REPLACE OR BE REPLACED BY 310A2037-4.) (310A2037-7 CAN ALWAYS REPLACE 310A2037-14 TOGETHER WITH BACP18BC03B07P COTTER PIN. 310A2037-14 TOGETHER WITH BACP18BC03B07P COTTER PIN, CAN REPLACE 310A2037-7 IN ALL LOCATIONS EXCEPT POSITIONS DIRECTLY ON DAC, DUAL ANNULAR COMBUSTOR, ENGINED TURBINE CASINGS.)	K	1
405	NAS1805-8P		NUT	C-E, G, H	2
408	BACN11Z8C		NUT	K	2
410	310A2039-1		CAP-END	C-E, G, H, K	2
413	BACP18BC03B07P		PIN-COTTER	K	2
415	310A2037-10		PIN-PAWL	C, E, H	1
–415A	310A2037-6		PIN-PAWL (OPT ITEM 415B)	D	1
–415B	310A2037-10		PIN-PAWL (OPT ITEM 415A)	D	1
–415C	310A2037-6		PIN-PAWL	G	1
418	310A2037-16		PIN-PAWL	K	1

–Item not Illustrated

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
4–					
420	310A2037-8		PIN-PAWL (310A2037-8 MAY ALWAYS REPLACE 310A2037-5; 310A2037-5 MAY REPLACE 310A2037-8 IN ALL LOCATIONS EXCEPT POSITIONS DIRECTLY ON DAC, DUAL ANNULAR COMBUSTOR, ENGINED TURBINE CASINGS) (310A2037-8 CAN ALWAYS REPLACE 310A2037-15 TOGETHER WITH BACP18BC03B07P COTTER PIN. 310A2037-15 TOGETHER WITH BACP18BC03B07P COTTER PIN, CAN REPLACE 310A2037-8 IN ALL LOCATIONS EXCEPT POSITIONS DIRECTLY ON DAC, DUAL ANNULAR COMBUSTOR, ENGINED TURBINE CASINGS.)	C, E, H	1
–420A	310A2037-5		PIN-PAWL (310A2037-8 MAY ALWAYS REPLACE 310A2037-5; 310A2037-5 MAY REPLACE 310A2037-8 IN ALL LOCATIONS EXCEPT POSITIONS DIRECTLY ON DAC, DUAL ANNULAR COMBUSTOR, ENGINED TURBINE CASINGS) (310A2037-15 TOGETHER WITH BACP18BC03B07P COTTER PIN, CAN REPLACE OR BE REPLACED BY 310A2037-5.) (OPT ITEM 420B)	D	1

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
4–					
–420B	310A2037-8		PIN-PAWL (310A2037-8 MAY ALWAYS REPLACE 310A2037-5; 310A2037-5 MAY REPLACE 310A2037-8 IN ALL LOCATIONS EXCEPT POSITIONS DIRECTLY ON DAC, DUAL ANNULAR COMBUSTOR, ENGINED TURBINE CASINGS) (310A2037-8 CAN ALWAYS REPLACE 310A2037-15 TOGETHER WITH BACP18BC03B07P COTTER PIN. 310A2037-15 TOGETHER WITH BACP18BC03B07P COTTER PIN, CAN REPLACE 310A2037-8 IN ALL LOCATIONS EXCEPT POSITIONS DIRECTLY ON DAC, DUAL ANNULAR COMBUSTOR, ENGINED TURBINE CASINGS.) (OPT ITEM 420A)	D	1
–420C	310A2037-5		PIN-PAWL (310A2037-8 MAY ALWAYS REPLACE 310A2037-5; 310A2037-5 MAY REPLACE 310A2037-8 IN ALL LOCATIONS EXCEPT POSITIONS DIRECTLY ON DAC, DUAL ANNULAR COMBUSTOR, ENGINED TURBINE CASINGS) (310A2037-15 TOGETHER WITH BACP18BC03B07P COTTER PIN, CAN REPLACE OR BE REPLACED BY 310A2037-5.)	G	1
423	310A2037-15		PIN-PAWL (310A2037-15 TOGETHER WITH BACP18BC03B07P COTTER PIN, CAN REPLACE OR BE REPLACED BY 310A2037-5.) (310A2037-8 CAN ALWAYS REPLACE 310A2037-15 TOGETHER WITH BACP18BC03B07P COTTER PIN. 310A2037-15 TOGETHER WITH BACP18BC03B07P COTTER PIN, CAN REPLACE 310A2037-8 IN ALL LOCATIONS EXCEPT POSITIONS DIRECTLY ON DAC, DUAL ANNULAR COMBUSTOR, ENGINED TURBINE CASINGS.)	K	1
425	NAS1805-8P		NUT	C-E, G, H	2
428	BACN11Z8C		NUT	K	2

–Item not Illustrated

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
4–					
430	310A2039-2		CAP-END	C-E, G, H, K	2
435	BACB30PN14-32M		BOLT	C-E, G, H, K	4
440	BACW10BP14ACU		WASHER	C-E, G, H, K	4
445	SL4147CA14EBSP1		NUT ASSY (V97393)	C-E, G, H, K	4
450	SLR4124C14EB		. RETAINER (V97393)	C-E, G, H, K	1
455	SL4081CA14SP1		. NUT-BARREL (V97393)	C-E, G, H, K	1
460	310A2042-2		PIN-PAWL	C-E, G, H, K	2
465	BACW10BP12ACU		WASHER	C-E, G, H, K	2
470	BMN4122C1D2-8		NUT (V97928) (SPEC BACN10JC8CM) (OPT BMN4122C1D2-8 (V85495)) (OPT H01-8BAC (V15653)) (OPT 109LH9074-8 (V72962)) (OPT 69235-820CM (V56878))	C-E, G, H, K	2
475	310A2043-1		CAP-END	C-E, G, H, K	2

–Item not Illustrated