COMPONENT MAINTENANCE MANUAL WITH ILLUSTRATED PARTS LIST

CFM56-7B TURBINE EXHAUST PRIMARY PLUG ASSEMBLY

PART NUMBER 314A2620–1

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COMPONENT MAINTENANCE MANUAL

Revision No. 9
Jul 01/2009

To: All holders of CFM56-7B TURBINE EXHAUST PRIMARY PLUG ASSEMBLY 78-11-38.

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.

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

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Location of Change	Description of Change
78-11-38	
REPAIR 1-1	Changed Flag Note.
ILLUSTRATED PARTS LIST	Added nontechnical change.

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COMPONENT MAINTENANCE MANUAL

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

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COMPONENT MAINTENANCE MANUAL

TEMPORARY REVISION AND SERVICE BULLETIN RECORD

BOEING SERVICE BULLETIN	BOEING TEMPORARY REVISION	OTHER DIRECTIVE	DATE OF INCORPORATION INTO MANUAL
		PRR 38001	JUN 01/97

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	
Number	Date	Date	Initials

Revision		Filed	
Number	Date	Date	Initials

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

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

Temporary Revision		Inserted		Removed	
Number	Date	Date	Initials	Date	Initials

Temporary Revision		Inserted		Removed	
Date	Initials	Number	Date	Date	Initials

Temporary Revision		Inserted		Removed	
Number	Date	Date	Initials	Date	Initials

Temporary Revision		Inserted		Removed	
Date	Initials	Number	Date	Date	Initials

INTRODUCTION

1. General

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

B. This manual is divided into different parts:

(1) Title Page

(2) Transmittal Letter

(3) Highlights

(4) List of Effective Pages

(5) Table of Contents

(6) Temporary Revision & Service Bulletin Record

(7) Record of Revisions

(8) Record of Temporary Revisions

(9) Introduction

(10) Procedures & IPL Sections

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

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

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

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

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

CFM56-7B TURBINE EXHAUST PRIMARY PLUG ASSEMBLY - DESCRIPTION AND OPERATION

1. Description

A. The primary plug assembly is a conical structure which is made of a forward plug assembly bolted to an aft plug assembly. The plug assemblies are made of welded Nickel alloy 625 sheet metal. Two stiffener rings are riveted to the forward plug, and an attach ring is welded to its front face. The attach ring is used to attach the primary plug assembly to the engine.

2. Operation

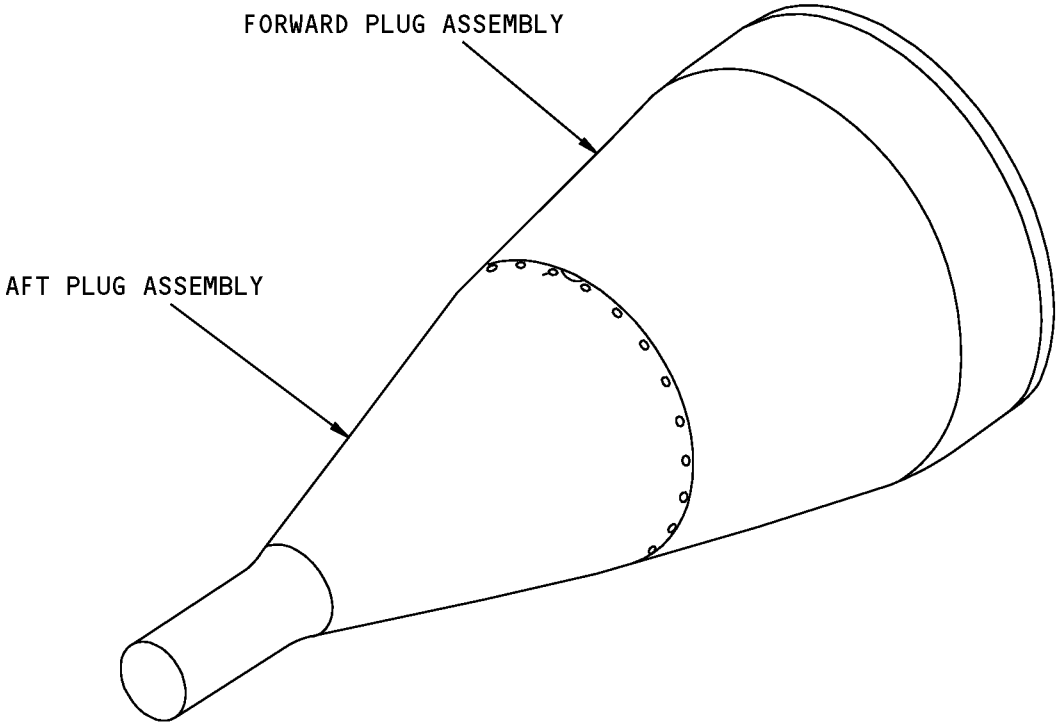
A. The primary plug assembly, together with the primary nozzle assembly (Refer to CMM 78-11-37), is used to control the expansion of the exhaust from the engine.

3. Leading Particulars (Approximate)

A. Length – 65 inches

B. Diameter – 26 inches (Forward) 5 inches (Aft)

C. Weight – 55 pounds



Primary Plug Assembly
Figure 1

(NOT APPLICABLE)

DISASSEMBLY

1. **General**

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

2. **Disassembly**

   A. Procedure

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

(NOT APPLICABLE)

CHECK

1. General

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

B. Refer to 737 SRM 54-40-02 to find the applicable limits of permitted damage.

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

D. Refer to IPL Figure 1 for item numbers.

2. Check

A. References

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

B. Procedure

(1) Use standard industry procedures to do a visual check of all the parts for defects.

(2) Do a check of the skins of the forward plug assembly (35) and the aft plug assembly (30) for dents, nicks, or pitting.

(3) Perform a visual check of the entire exhaust primary plug assembly (IPL Figure 1; 1A).

(a) Any problems that are noted during visual check shall be submitted to penetrant inspection as shown in SOPM 20-20-02 .

(4) Perform a penetrant inspction of the exhaust primary plug assembly (IPL Figure 1; 1A) as shown in SOPM 20-20-02 as follows:

(a) All weld locations.

(b) All fastener locations.

(c) The entire attachment ring.

(d) Areas that were tightly formed or heavily stressed during fabrication.

(e) All problem areas noted during Visual check.

(5) Make sure that the attach ring at the front of the forward plug assembly (35) is flat to within +/- 0.010 inch, when it is attached to a surface plate. The hold-down force at each fastener location must not be more than 500 pounds.

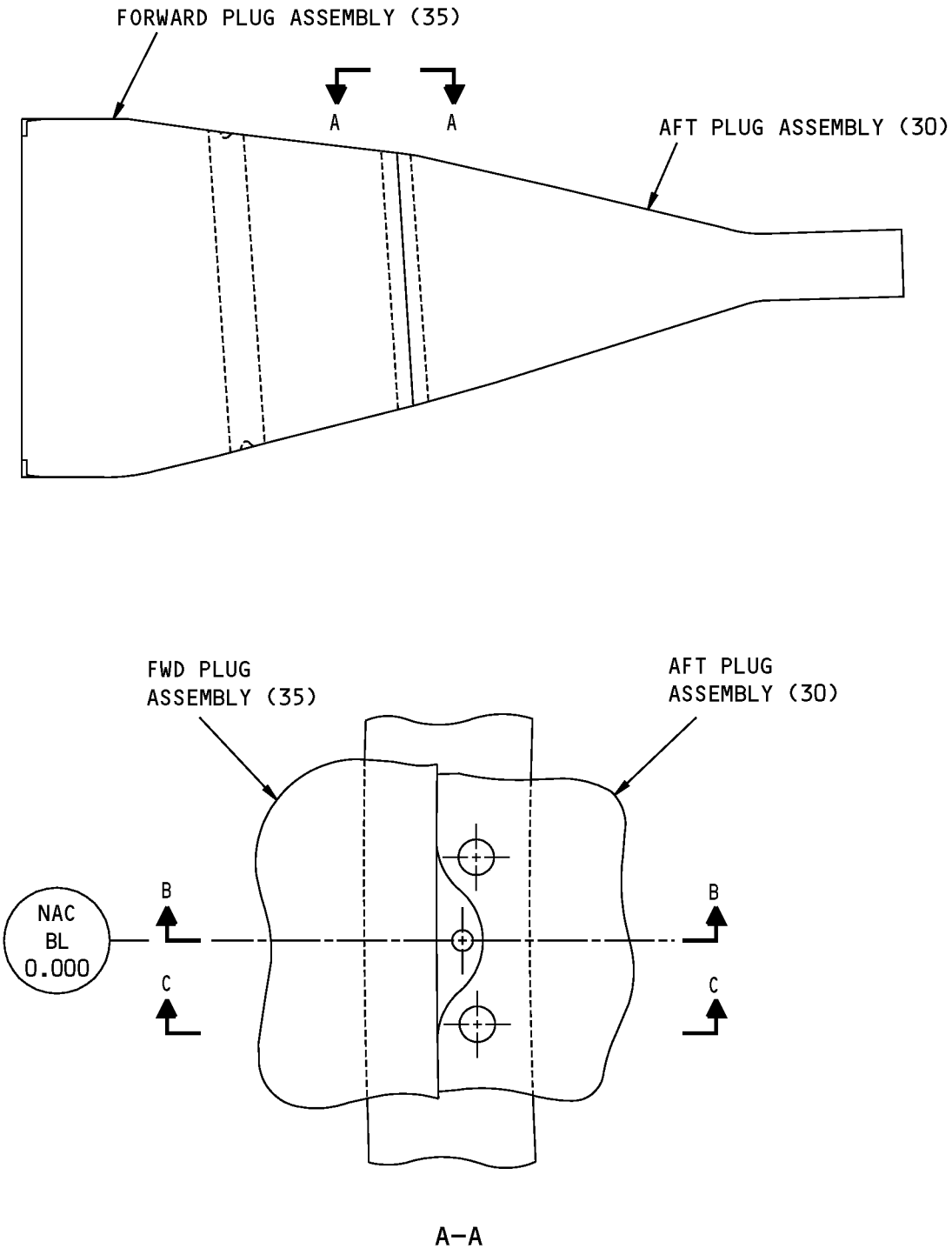
(6) Do a check of the aerodynamic smoothness of the outer contour of the primary plug assembly as follows. Refer to CHECK, Figure 501.

(a) Make sure that the gap between the skins of the forward plug assembly (35) and the aft plug assembly (30) is less than 0.050 inch.

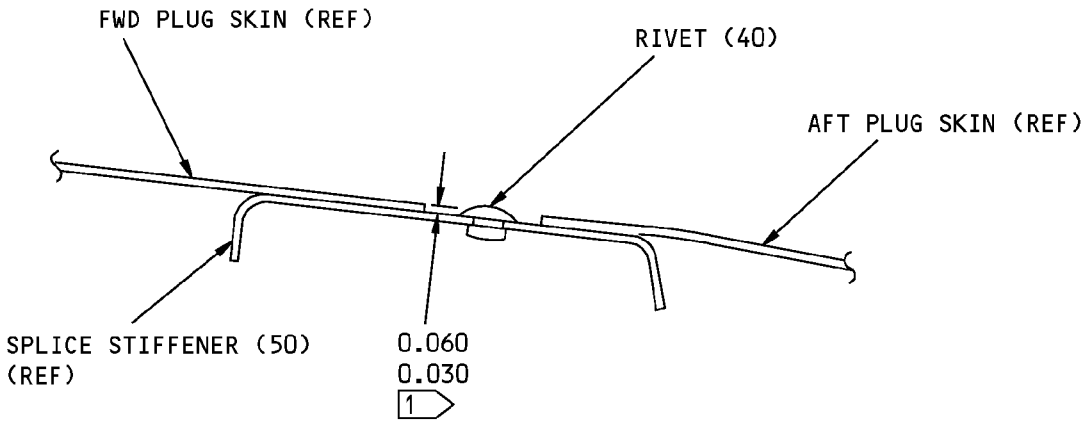
NOTE: This limit is not applicable at Top Dead Center (TDC), where the skin of the aft plug assembly is cut away to be clear of the rivet (40A).

(b) Make sure that the joint between the forward and aft plug assemblies is smooth to within 0.020 inch. This limit is not applicable at TDC.

(c) Make sure that the step from the forward plug skin to the splice stiffener (50) is 0.030-0.060 inch at TDC. This point is immediately in front of the rivet (40A).

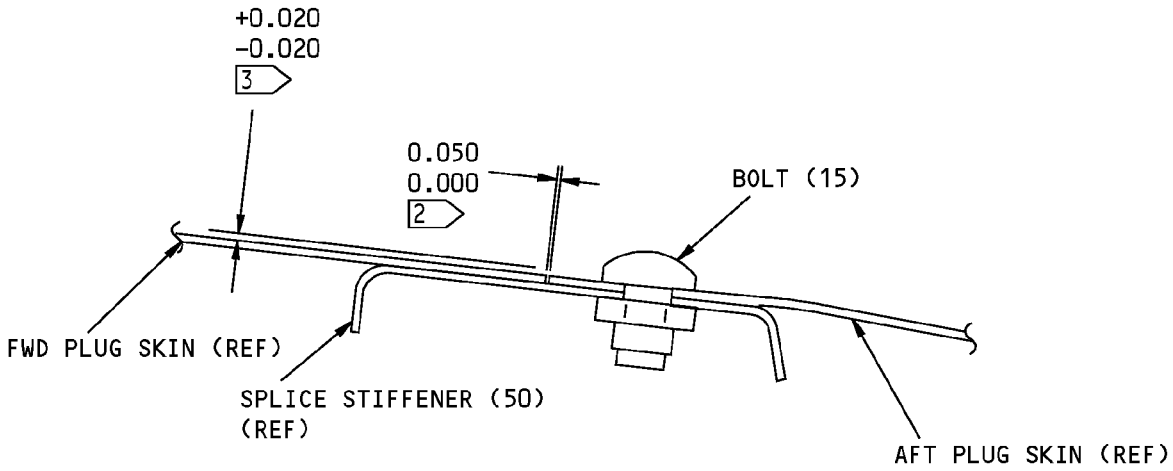


Check of Aerodynamic Smoothness
Figure 501 (Sheet 1 of 2)



B–B

DETAIL AT TOP DEAD CENTER (TDC)



C–C

TYPICAL SECTION THRU FWD/AFT PLUG JOINT

1 MEASUREMENT OF THE STEP FROM THE FWD PLUG SKIN TO THE SPLICE STIFFENER.

2 GAP BETWEEN THE FWD AND AFT PLUG SKINS.

3 MEASUREMENT OF THE STEP UP (+) OR DOWN (-) AT THE PLUG JOINT.

ITEM NUMBERS REFER TO IPL FIG. 1

ALL DIMENSIONS ARE IN INCHES

Check of Aerodynamic Smoothness
Figure 501 (Sheet 2 of 2)

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
314A2620	PRIMARY PLUG ASSEMBLY	1-1

PRIMARY PLUG ASSEMBLY - REPAIR 1-1

314A2620–1

1. General

A. This procedure has the data necessary to repair cracks, holes, and punctures in the primary plug assembly (1A, IPL Figure 1).

NOTE: Cracks, holes, or punctures are not permitted in the attach rings, stiffeners, or doublers.

B. The forward plug (35) and the aft plug (30) are a matched set and must be maintained together. Part mark the forward and aft plug as shown in REPAIR 1-1, Figure 601.

C. Refer to 737 SRM 54-40-02 for repair of other types of damage, such as nicks, scratches, gouges, dents, or wrinkles.

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

2. Repair of a Cracked Plug Assembly

A. Tools/Equipment

NOTE: Equivalent substitutes may be used.

Reference	Description
STD-131	Brush - Stainless Steel Wire
STD-1088	Source - Cold Water, Regulated, 0-60 PSIG

B. Consumable Materials

NOTE: Equivalent substitutes may be used.

Reference	Description	Specification
E50001	Solvent - Acetone	0-A-51, Grade 1
G50220	Abrasive - Pad - Scotch- Brite 7447	
G50256	Water, Regular	
G50316	Cloth - Clean, Dry, Lint-free, White, Cotton	
G50398	Pad - Abrasive	
G50403	Filler - Welding, Nickel Alloy 625, Inconel 625	BMS 7-38, Type 7

C. References

Reference	Title
BAC 5975	Boeing Process Specification for Fusion Welding of Metal
SOPM 20-20-02	PENETRANT METHODS OF INSPECTION
SOPM 20-30-03	GENERAL CLEANING PROCEDURES
SOPM 20-60-04	MISCELLANEOUS MATERIALS

D. Examine the crack in the plug assembly.

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

NOTE: The plug assembly is divided into different zones. The maximum length of crack that can be weld repaired is different in each zone. Refer to REPAIR 1-1, Figure 601 for identification of the different zones on the plug assembly, and the maximum length of crack that can be weld repaired in each zone.

(1) Replace the part if the crack is less than 2.0 inches from an edge, fastener, another crack, or other damage, or if the crack divides.

(2) You can repair a crack that goes at approximately a right angle to a weld line. You can also repair a crack that is parallel to the weld if it is more than 0.5 inch from the weld. If a crack is parallel to the weld but less than 0.5 inch from the weld, replace the part.

E. Prepare the crack area for the weld repair.

(1) Clean an area of at least one inch on each side of the crack. Use an approved cleaner which will remove carbon or soot (SOPM 20-30-03).

(2) Clean the area again with steam.

(3) Do a penetrant check (SOPM 20-20-02) of the full length of the crack to find the ends of the crack. Do steps REPAIR 1-1, Paragraph 2.E.(1) and REPAIR 1-1, Paragraph 2.E.(2) again, if necessary, to find the ends of the crack.

NOTE: Do not repair the part if the penetrant check shows that the crack divides. The part must be replaced.

(4) Drill the stop holes at the ends of the crack.

(a) Drill 0.1875-inch diameter stop holes at the ends of the crack.

(b) Do a penetrant check of the stop holes.

(c) If the penetrant check shows that the crack does not extend through the holes, increase the hole size to 0.2500-inch diameter. Go to step REPAIR 1-1, Paragraph 2.E.(5).

NOTE: These larger holes are insurance cuts to make sure that the crack is stopped.

(d) If the crack extends through the first 0.1875-inch diameter stop holes, drill the 0.2500-inch diameter holes as oversize stop holes.

NOTE: If the crack extends through the stop holes, it is possible that the ends of the crack were not identified correctly. Clean the area and do the penetrant check carefully to make sure you can identify the ends of the crack.

(e) Do a penetrant check of the oversize stop holes to make sure that the crack is stopped.

(f) Drill 0.3125-inch diameter holes as insurance cuts.

(5) Use abrasive pad - Scotch-Brite 7447, G50220 (or Scotch-Brite Type S, G50398) to remove all colored oxide film from the crack and from an area of at least one inch all around the crack.

NOTE: Do not use a wire brush or a different abrasive cleaner as an alternative for Scotch-Brite Type A. Wire brushing only polishes the oxide film but does not remove it.

(6) Wipe the cleaned area or rinse with water, G50256 to remove all of the remaining oxide.

(7) Flush the crack and the adjacent area with methyl ethyl ketone (MEK) solvent, E50001 or acetone solvent, E50001. Use a, stainless steel wire brush, STD-131, to remove the remaining carbon or soot from the crack.

NOTE: If the repair area is not clean, the weld repair may not be satisfactory.

(8) Rinse the repair area fully with cold water source (0-60 PSIG), STD-1088, and dry the area with clean filtered air or with a clean cotton cloth, G50316 which has no lint.

NOTE: Parts to be welded must be kept clean and dry. There must be no oil, grease, fingerprints, or other contamination on the cleaned surface. Handle the parts with clean gloves.

F. Do the weld repair.

(1) Do the gas-tungsten-arc-weld (GTAW) procedure and the steps that follow to repair the crack. Use argon gas or a mixture of argon and helium gases, and weld filler, G50403. It is not necessary to do a stress relief procedure after the weld repair. Refer to BAC 5975 for more data.

(a) Use copper chill blocks to keep warpage to a minimum.

(b) Keep the weld bead to the minimum size necessary to get a satisfactory repair.

(c) Make sure you get a 100% penetration with the weld.

(d) Grind the weld until it is smooth to the adjacent skin within -0.000 to +0.010 inch, with a surface finish of 32 microinches or better. Be careful not to grind into the base metal. A maximum mismatch of 20 percent of the skin thickness is permitted across the crack.

(e) Use 10-power magnification to do a visual check of the repair.

(f) Do a penetrant or radiographic (X-ray) check of the weld zone. Make sure there are no cracks. Porosity and inclusions must not be more than 0.020 inch long, and must not have sharp edges.

3. Repair of Holes and Punctures in the Skins of the Plug Assembly

NOTE: All holes and punctures must be repaired before the part can go back into service.

A. Consumable Materials

NOTE: Equivalent substitutes may be used.

Reference	Description	Specification
G50403	Filler - Welding, Nickel Alloy 625, Inconel 625	BMS 7-38, Type 7

B. References

Reference	Title
737 SRM 54-40-02	Structural Repair Manual

C. Do a check of the condition of the hole or puncture.

NOTE: The plug assembly is divided into different zones. The maximum size of hole or puncture that can be weld repaired is different in each zone. Refer to REPAIR 1-1, Figure 601 for identification of the different zones on the plug assembly, and the maximum size of hole or puncture that can be weld repaired in each zone.

(1) A hole or puncture to be repaired with a rivet filler plug must be a minimum of 1.0 inch from frames, fasteners, edges, or other damage.

(2) A hole or puncture to be weld repaired must be a minimum of 2.0 inches from frames, fasteners, edges, or other damage.

(3) Prepare the hole or puncture for the repair.

(a) Remove burrs and cracks from the edges of the hole or puncture, then grind the area smooth.

(b) If the hole is smaller than 0.375 inch in diameter, drill the hole to the next larger standard drill dimension. If the hole is 0.375 inch in diameter or less after the clean-up, fill the hole with an NAS1198 rivet (or equivalent A286 corrosion resistant steel rivet).

(c) If the hole is larger than 0.375 inch in diameter after the clean-up, do a doubler repair or welded patch repair of the hole. If the hole or puncture is longer than 0.375 inch, but less than 0.19 inch wide, you can repair it with weld filler, G50403 material as an alternative to the doubler or patch repair procedures.

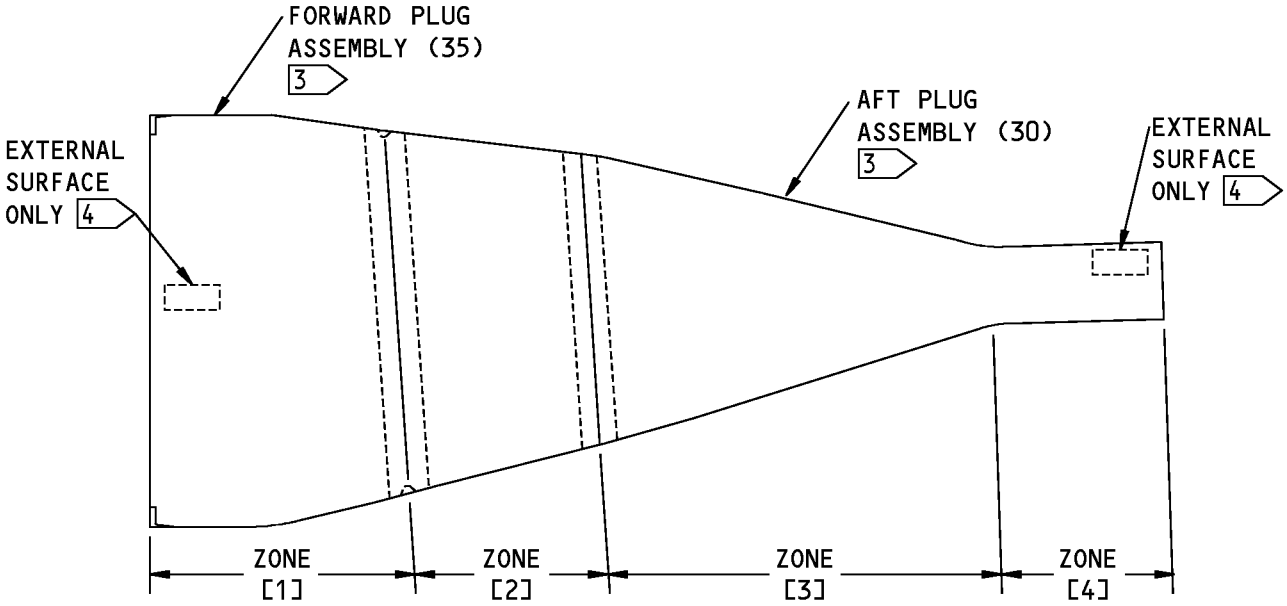
NOTE: Refer to 737 SRM 54-40-02 for the doubler repair procedure.

(4) Do the welded patch repair of the hole or puncture.

(a) Machine the hole, if necessary, to make the cutout into a smooth, regular shape (approximately a triangle, rectangle, circle, or oval), with corner radii of 0.50 inch or larger. If the largest dimension of the hole is less than 1.0 inch, use the next size standard drill to make a smooth circular cutout.

(b) Make a patch of weld filler, G50403 material of the same thickness as the skin. The contour of the patch must agree with the part to +/- 0.050 inch. The patch must also fill the hole without interference, and with no gap larger than 0.050 inch.

(c) Weld the patch to the skin. Refer to REPAIR 1-1, Paragraph 2..



ZONE	REPAIR LIMITS (INCHES)	
	CRACKS 1	HOLES/PUNCTURES 2
[1]	20	20
[2]	15	15
[3]	8	8
[4]	4	4

1 MAXIMUM LENGTH

ITEM NUMBERS REFER TO IPL FIG. 1

2 MAXIMUM DIMENSION

3 THE FORWARD PLUG (35) AND AFT PLUG (30) ARE A MATCHED SET AND MUST BE MAINTAINED TOGETHER

4 DEEP ETCH MARK ASSEMBLY NUMBER, VENDER IDENTIFICATION, AND THE WORD "MATCHED SET-DO NOT SEPARATE" IN 12 POINT LETTERS ON ONE HALF OF THE IDENTIFICATION TAG AND DEEP ETCH MARK SERIAL NUMBER OF THE ASSEMBLY IN 0.25 INCH LETTERS ON THE OTHER HALF OF THE ID TAG PER BAC5338

G46473 S00041009003_V4

Repair Limits for Weld Repairs
Figure 601

ASSEMBLY

1. **General**
   A. This procedure has the data necessary to assemble the primary plug assembly (1A, IPL Figure 1).
   B. Refer to the Standard Overhaul Practices Manual (SOPM) for the SOPM subjects identified in this procedure.
2. **Assembly**
   A. Procedure
      (1) Use standard industry procedures to assemble this component.
      (2) After the primary plug is assembled, do a check of the aerodynamic smoothness of the outer contour. Refer to the Check procedures (78-11-38,/501).
3. **Storage**
   A. Procedure
      (1) Use standard industry procedures and the data in SOPM 20-44-02 to store this component.

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COMPONENT MAINTENANCE MANUAL

FITS AND CLEARANCES

(NOT APPLICABLE)

(NOT APPLICABLE)

ILLUSTRATED PARTS LIST

1. Introduction

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

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

1 2 3 4 5 6 7

. Assembly

. Attaching parts for assembly

. . Detail parts for assembly

. . Subassembly

. . Attaching parts for subassembly

. . . Detail parts for subassembly

. . . Sub-subassembly

. . . Attaching parts for subassembly

. . . . . Details parts for sub-subassembly

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

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

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

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

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

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

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

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

H. Interchangeable Parts

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

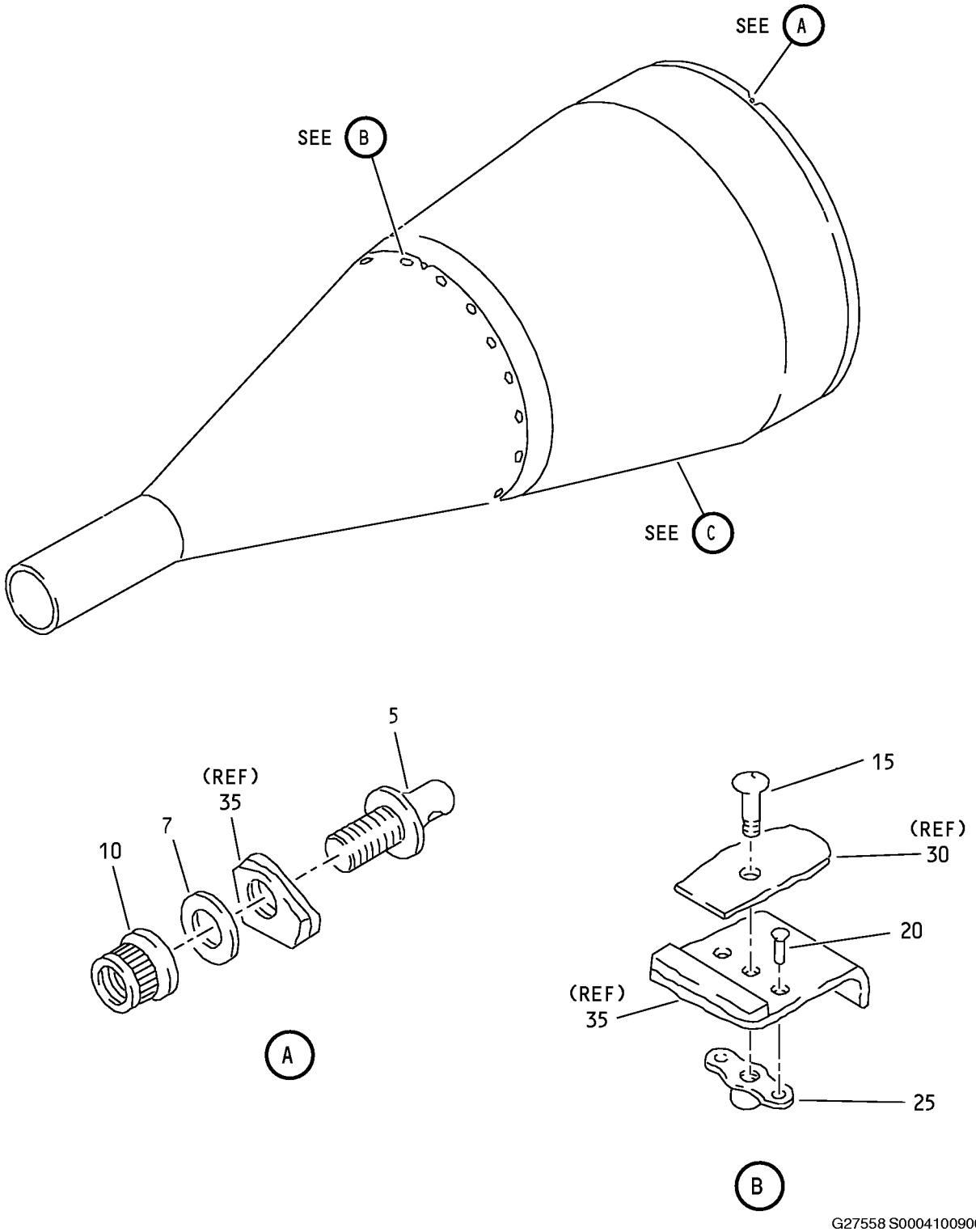
VENDOR CODES

Code	Name
06710	LAMSON AND SESSIONS CO THE VALLEY-TODECO 12975 BRADLEY AVENUE SYLMAR, CALIFORNIA 91342-3830 FORMERLY VALLEY BOLT CORP VB0097 IN NORTH HOLLYWOOD, CA
11815	CHERRY AEROSPACE FASTENERS DIV OF TEXTRON 1224 EAST WARNER AVENUE PO BOX 2157 SANTA ANA, CALIFORNIA 92707-0157 FORMERLY IN LOS ANGELES, CALIF , FORMERLY CHERRY FASTENERS TOWNSEND DIV OF TEXTRON INC V71087
15653	ALCOA GLOBAL FASTENERS INC DIV KAYNAR PRODUCTS 800 S STATE COLLEGE BLVD FULLERTON, CALIFORNIA 92831-3001 FORMERLY VK6405 MICRODOT AEROSP LTD; FORMERLY KAYNAR TECH FORMERLY FAIRCHILD FASTENERS KAYNAR DIV
27238	BRISTOL INDUSTRIES 630 EAST LAMBERT ROAD PO BOX 630 BREA, CALIFORNIA 92621-4119
56878	SPS TECHNOLOGIES INC AEROSPACE AND INDUSTRIAL PRODUCTS DIV 301 HIGHLAND AVE JENKINTOWN, PENNSYLVANIA 19046 FORMERLY STANDARD PRESSED STEEL FORMERLY IN SALT LAKE, UTAH
62554	SIMMONDS MECAERO FASTENERS INC 1734 SEQUOIA AVENUE ORANGE, CALIFORNIA 92668

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
80539	SPS TECHNOLOGIES INC DIV AERPSOACE - SANTA ANA 2701 SOUTH HARBOR BOULEVARD SANTA ANA, CALIFORNIA 92704-5803 FORMERLY NUTT-SHEL DIV OF SPC WESTERN CO V80539 AND STANDARD PRESSED STEEL WESTERN DIV V17279
92215	FAIRCHILD IND INC FAIRCHILD AEROSPACE FASTENER DIV 3010 W LOMITA BLVD TORRANCE, CALIFORNIA 90505-5102 FORMERLY VOI-SHAN IN CULVER CITY, CALIF
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
101F9201-4		1	25	24
101LH9031-4		1	10	1
101LH90314		1	10	1
314A2620-1		1	1A	RF
314A2620-2		1	35	1
314A2620-4		1	60	1
314A2620-5		1	30	1
314A2620-6		1	50	1
314A2620-7		1	55	1
333A2010-2		1	5	1
67832A4		1	10	1
67832A428		1	10	1
BACB30LK4U1		1	15	24
BACN10HR4C		1	10	1
BACN10JR4CF		1	25	24
BH00304-4		1	10	1
		1	10	1
BMN10HRC4		1	10	1
BMN5024C4		1	10	1
CR59074		1	10	1
F5031-4BAC		1	25	24
H97-4		1	10	1
H974		1	10	1
NAS1149E0432R		1	7	1
NAS1198-5		1	40	1
		1	45	210
NAS1200-3		1	20	48
NS103203S048		1	25	24
SL70604		1	10	1
SL7060C428		1	10	1
T8093C428		1	25	24
VAL280024		1	10	1
VN152B1-048		1	25	24



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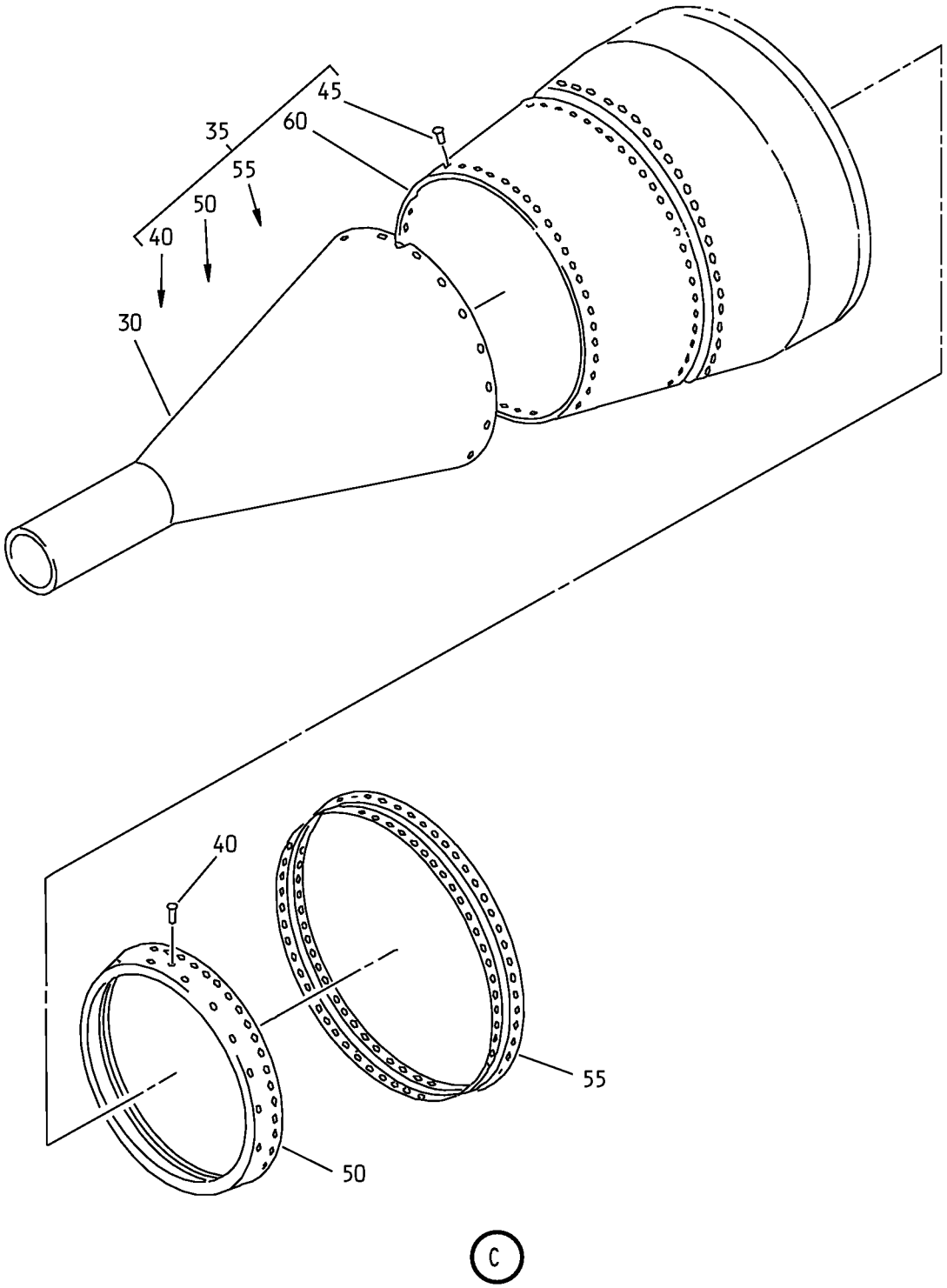
CFM56-7B Turbine Exhaust Primary Plug Assembly
IPL Figure 1 (Sheet 1 of 2)



CFM56-7B Turbine Exhaust Primary Plug Assembly
IPL Figure 1 (Sheet 2 of 2)

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
1–					
–1A	314A2620-1		PLUG ASSY-PRIMARY		RF
5	333A2010-2		. PIN-ALIGNMENT		1
7	NAS1149E0432R		. WASHER		1
10	H97-4		. NUT (V15653) (SPEC BACN10HR4C) (OPT 101LH9031-4 (V72962)) (OPT 67832A428 (V56878)) (OPT BMN5024C4 (V97928)) (OPT BH00304-4 (V27238)) (OPT SL7060C428 (V11815)) (OPT BH00304-4 (V27238)) (OPT CR59074 (V62554)) (OPT H974 (V15653)) (OPT SL70604 (V11815)) (OPT VAL280024 (V06710)) (OPT 101LH90314 (V72962)) (OPT 67832A4 (V56878)) (OPT BMN10HRC4 (V97928))		1
15	BACB30LK4U1		. BOLT		24
20	NAS1200-3		. RIVET (SIZE DETERMINED ON INST)		48
25	F5031-4BAC		. NUTPLATE (V15653) (SPEC BACN10JR4CF) (OPT NS103203S048 (V80539)) (OPT VN152B1-048 (V92215)) (OPT 101F9201-4 (V72962)) (OPT T8093C428 (V11815))		24
30	314A2620-5		. PLUG ASSY-AFT (The Forward Plug (35) And The Aft Plug (30) Are A Matched Set)		1
35	314A2620-2		. PLUG ASSY-FWD (The Forward Plug (35) And The Aft Plug (30) Are A Matched Set)		1
40	NAS1198-5		. . RIVET (SIZE DETERMINED ON INST)		1
45	NAS1198-5		. . RIVET (SIZE DETERMINED ON INST)		210
50	314A2620-6		. . STIFFENER-SPLICE		1

–Item not Illustrated

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
1–					
55	314A2620-7		. . STIFFENER		1
60	314A2620-4		. . SKIN-MID		1

–Item not Illustrated