TO: ALL HOLDERS OF ENGINE FIXED FAIRING ASSEMBLY OVERHAUL MANUAL, 71-13-14

REVISION NO. 3, DATED MAR 1/03

HIGHLIGHTS

DESCRIPTION OF CHANGE	TOPICS AFFECTED												
	D & O	D / Assy	Cleaning	Insp/Chk	Repair	Assy	F/C	Test	T/Shooting	S/Tools	Storage	IPL	L/Overhaul
Changed the description and operation to reflect titanium construction	X				X								

ENGINE FIXED FAIRING ASSEMBLY

71-13-14

BOEING P/N 65-52263-1, -2, -275, -276, -1001 thru -1008, -1013, -1014, -1017, -1018

AIRLINE P/N

THE FOLLOWING DIRECTIVES APPLY TO THIS SUBJECT:

BOEING SERVICE BULLETIN	BOEING TEMPORARY REVISION	OTHER DIRECTIVES	DATE DIRECTIVE INCORPORATED INTO TEXT
		PRR 31030	Aug 15/69
71-1010		PRR 31326	Sep 10/70
		PRR 31892	Sep 10/70
		PRR 32070-5	Jun 25/73
		PRR 32829	Jul 5/78
54-1011			Jul 5/79

LIST OF EFFECTIVE PAGES

* Indicates pages revised, added or deleted in latest revision
F Indicates foldout pages - print one side only

	PAGE	DATE	PAGE	DATE	PAGE	DATE
	71-13-14					
	T-1	Jul 5/79				
	T-2	BLANK				
*	LEP-1	Mar 1/03				
	LEP-2	BLANK				
	T/C-1	Sep 10/70				
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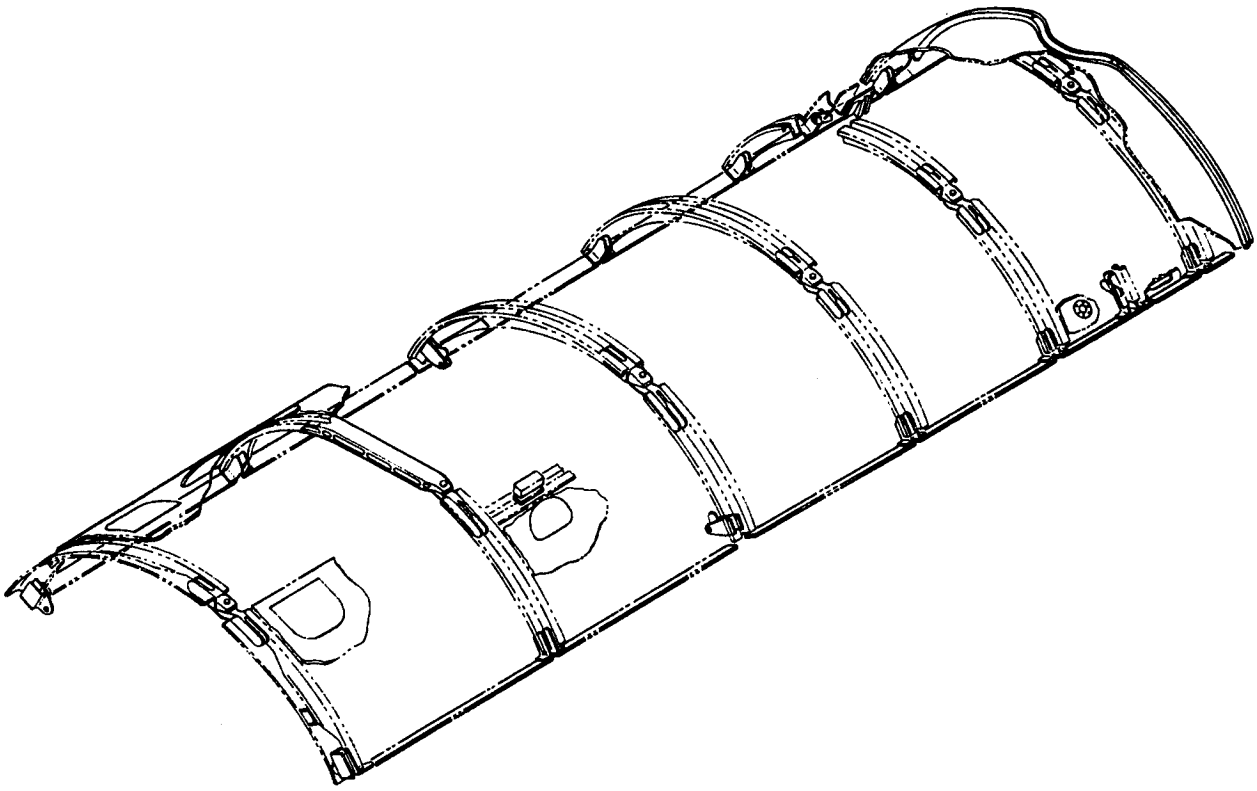
ENGINE FIXED FAIRING ASSEMBLY



Engine Fixed Fairing Assembly
Figure 1

DESCRIPTION AND OPERATION

1. The engine fixed fairing assembly is primarily titanium construction, and contain access doors, rub strips, seals, and fittings. The outboard assembly contains a drain. The inboard and outboard fairing assemblies bolt together at six points, and attach at three points on each engine.

2. The fairing assembly provides engine protection and access for engine servicing. They fair with the side cowl, nose cowl, thrust reverser fairing, and strut mid fairing.

3. Leading Particulars (Approximate)

   Length -- 121 inches
   Thickness -- 3 inches
   Width -- 21 inches (combined outboard assemblies)
   -- 32 inches (combined inboard assemblies)
   Weight -- 34.5 pounds (combined outboard assemblies)
   -- 41.5 pounds (combined inboard assemblies)

DISASSEMBLY

1. General

A. Disassembly is generally limited to those items which can be expected to wear during operation, or which must be removed to provide access to parts which require removal for inspection, repair, refinishing, or replacement. Integral parts of the fairing assembly such as frames, intercostals, doublers, skin, etc., normally should not be removed.

B. Place fairing assembly on a nonmarring surface or attach to a suitable handling fixture.

2. Detailed Disassembly (See figure 1101.)

A. Remove cotter pins (1), nuts (1A), washers (2), bushings (3), bolts (4), and spacers (5 and 6).

NOTE: Do not remove fittings (7) unless repair or replacement is necessary.

Do not remove rivets (8) unless replacement of shims (9) is necessary.

B. Remove cotter pins (9A), nuts (10), washers (11), bushings (12), bolts (13), and spacers (14 and 15).

C. Remove pin (16), nut (17), washer (18), bolt (19), spring (20), and link assembly (21).

NOTE: Do not remove bearings (22) from fitting (23) unless replacement is necessary.

D. Remove cotter pins (23A), nuts (24), washers (25), bolts (26 and 27), bushings (28 and 29), and spacers (30 and 31).

NOTE: Do not remove fitting assembly (32) from fairing structure unless repair or replacement is necessary.

Do not remove bushing (33) from fittings (34) unless replacement is necessary.

E. Remove cotter pin (35), nut (36), bolt (37), spring (38), and link assembly (39).

NOTE: Do not remove bearings (40) from fitting (41) unless replacement is necessary.

F. Remove bushings (42) from fairing structure only if replacement is necessary.

G. Remove items (43, 44, 45, and 46) only if repair or replacement of fitting (47) is necessary.

H. Remove rivets (48, 51, and 54) only if repair or replacement of rub strips (49, 50, 52, 53, or 55) is necessary.

J. Remove fitting assemblies (56, 57, 64, 65, 68, and 75) only if repair or replacement is necessary.

K. Remove rivets (58 and 69), nut retainers (59 and 70), nuts (60 and 71), washers (61 and 72), and bushings (62 and 73) from fittings (63 and 74) and bushings (66 and 76) from fittings (67 and 77) only if replacement is necessary.

L. Remove door assemblies (78, 79, 86, 93, 114) from fairing structure.

NOTE: Do not remove stud assemblies (80, 87, and 94), grommets (81, 88, and 95), and rings (82, 89, and 96) from doors (83, 90, and 97) unless repair or replacement is necessary.

Do not remove rivets (84, 91, and 98) unless replacement of receptacles (85, 92, and 99) is necessary.

M. Remove pads (100 and 101) only if repair or replacement is necessary.

N. Remove plugs (102, 103, and 104) and separate seals (105 and 106) from retainers (108 and 109).

NOTE: Do not remove rivets (107) and seal retainers (108 and 109) unless repair or replacement is necessary.

P. Remove rivets (110 and 112), drain line assembly (111), and nameplate (113) only if repair or replacement is necessary.

CLEANING

1. General (See figure 1101.)

   A. Wash all metal parts removed from fixed fairing assembly, except bearings (22 and 40), with solvent, Specification P-D-680 or equivalent.

   B. Clean fixed fairing structure as necessary using cloth dampened in solvent, Specification P-D-680 or equivalent.

      CAUTION: EXERCISE CARE TO PREVENT SOLVENT FROM ENTERING FAYING SURFACES, CREVICES, CRACKS, ETC. REMOVE TRAPPED SOLVENT WITH CLEAN, DRY, COMPRESSED AIR BEING CAREFUL TO AVOID CONTAMINATION OF OTHER AREAS DURING THE PROCESS.

   C. Use stiff bristle brush to remove stubborn accumulations of foreign matter.

   D. Drain and dry all parts with lint-free cloth or clean, dry, compressed air.

   E. For further information, refer to "General Cleaning Procedures," Subject 20-30-03.

2. Bearings (See figure 1101.)

   A. Clean bearings (22 and 40) in accordance with procedures in Subject 20-30-01, "Cleaning and Relubricating of Antifriction Bearings."

3. Seals and Plugs (See figure 1101.)

   A. Wash seals (105 and 106) and seal plugs (102, 103, and 104) in a mild soap and water solution. Rinse with clean water and dry with clean, dry, compressed air.

4. Areas To Be Sealed

   A. Clean area to be sealed using clean bristle brush or clean cloth wet with BMS 11-7 cleaner. The use of excess solvent should be avoided. Remove all solvent with clean, dry, compressed air. Wipe area while wet with clean, lint-free cloth.

   B. Make final cleaning immediately prior to sealant application using clean, lint-free cloth just damp with solvent and immediately wipe dry.

      NOTE: It is acceptable if some primer is removed during cleaning. Sealant may be applied to exposed metal and remaining exposed area touched up with BMS 10-11 primer as necessary.

INSPECTION/CHECK

1. Visual Checks (See figure 1101.)

   A. Visually examine all metal parts for cracks, burrs, and corrosion, using strong light and 10-power magnification.

   B. Check all painted and plated surfaces for blistering, flaking, and continuity of plating surface.

   C. Examine all threaded parts for cross-threading or stripping.

   D. Check bushings (3, 12, 28, 29, 33, 42, 62, 66, 73, and 76) for cracks, scratches, scoring, excessive wear, or other damage.

   E. Check bearings (22 and 40) for corrosion, roughness, binding, excessive radial or axial play, and freedom of rotation.

   F. Check rub strips (49, 50, 52, 53, and 55) and support pads (100 and 101) for gouges, excessive wear, and security of attachment.

   G. Check plugs (103 and 104) and seals (105 and 106) for cuts, nicks, punctures, and evidence of deterioration.

   H. Check drain line assembly (111) for freedom of obstructions and security of attachment.

   J. Check nameplate (113) for legibility and security of attachment.

   K. Examine remainder of fairing assembly for security of attachment of all items not removed during disassembly.

2. Special Checks (See figure 1101.)

   A. If questionable areas are evident under visual examination, perform the following checks:

      (1) Dye Penetrant Check -- Fittings (34, 63, 67, 74, and 77).

         NOTE: Subject 20-20-02 contains information on dye penetrant check methods.

(2) Magnetic Particle Examination -- Fittings (7).

NOTE: Subject 20-20-01 contains information on magnetic particle examinations.

B. Check springs (20 and 38) for the following:

(1) Minimum moment should be 40 to 46 pound-inches at 52° to 56° angular rotation.

(2) Maximum moment should be 1.20 to 1.26 pound-inches at 142° to 146° angular rotation.

CAUTION: DO NOT ROTATE SPRINGS MORE THAN 600° TO PREVENT PERMANENT SET.

REPAIR

1. Repair

   A. Remove minor scratches, nicks, and corrosion by polishing lightly with 220-grit or finer abrasive cloth. Refinish as required for protection against corrosion.

   B. Clean up minor defects in threaded areas with thread chaser or small triangular file.

2. Refinish (See figure 1101.)

   NOTE: Refer to Subject 20-30-02 for stripping of protective finishes and to Subject 20-41-01 for decoding of F and SRF finish symbols and their BAC equivalents.

   A. If plated or painted surfaces are worn or chipped, refinish listed items as indicated in following steps:

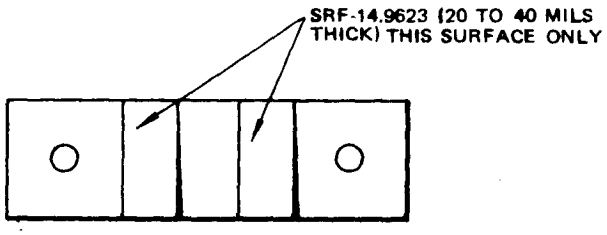
      (1) Spacers (5, 6, 14, 15, 30, and 31) -- Apply F-1.841 on outside diameter only. Outside diameter of spacers (5, 14, and 31) to be 0.5014 to 0.5017 inch and spacers (6, 15, and 30) to be 0.4075 to 0.4078 inch outside diameter after plating. Material is 17-4PH CRES per AMS 5643 heat treated from 180 to 200 ksi.

      (2) Fittings (23, 34, and 41) -- Apply SRF-2.30 all over.

      (3) Fitting (47) -- Apply SRF-14.9623 to thickness of 20 to 40 mils to areas shown in figure 401.

      (4) Strips (49 and 50) -- Apply SRF-14.9625 all over.

      (5) Strips (52 and 53) -- Apply SRF-14.9625 to convex surface only.



FITTING (47)

Refinish Detail
Figure 401

3. Replacement (See figure 1101.)

A. Replace all parts found unserviceable or damaged beyond simple repair.

B. Replace all removed cotter pins and lockwire at each overhaul. Install per Subject 20-50-02.

C. If replacement of shim (9) is required, remove damaged shim from fitting (7) and clean area per CLEANING, paragraph 4. Bond replacement shim to fitting with type 38 adhesive per Subject 20-50-12. Remove 0.003 laminations as required to match thickness of shim removed. Drill two 0.128 to 0.136 inch diameter holes to match holes in fitting and install rivets (8). Drill 0.25 inch diameter hole through shim to match bushing bore.

D. If necessary to replace bearings (22 and 40), roller swage replacement bearing per Subject 20-50-03.

NOTE: Bearing breakaway torque after swaging should not exceed 40 pound-inches. Bearings must be rotated and oscillated prior to measurement of breakaway torque.

E. If replacement of bushings (33 and 42) is necessary, remove old bearing and press new bushing in place per "Bearing Installation and Retention," Subject 20-50-03.

F. If replacement of fitting (47) is necessary, attach with collars (43), washers (44), and hi-loks (45).

CAUTION: USE CARE WHILE REMOVING FITTING FROM FAIRING STRUCTURE TO AVOID DAMAGE TO SHIM (46). IF REPLACEMENT OF SHIM IS REQUIRED, REMOVE 0.003 INCH LAMINATIONS AS REQUIRED TO MATCH THICKNESS OF SHIM REMOVED.

G. If replacement of bushing (62, 66, 73, or 76) is required, remove damaged bushing from fitting and press new applicable bushing in place per Subject 20-50-03. After installation, ream bushing to 0.467 to 0.479 inch diameter for fitting assemblies (56, 64, 68, and 75) and to 0.529 to 0.541 inch diameter for fitting assemblies (57 and 65).

NOTE: Removal of rivets (58 or 69), retainer nut (59 or 70), nut (60 or 71), and washer (61 or 72) will facilitate removal of bushings (62 or 73).

H. If necessary to replace stud assembly (80, 87, or 94), install using Camloc pliers, ST-2598 or equivalent.

NOTE: Stud assembly should be fully compressed and tilted while installing through grommet.

J. If replacement of pad (100 or 101) is necessary, remove damaged pad and clean bonding area per CLEANING, paragraph 4. Bond replacement pad in place with type 60 adhesive per Subject 20-50-12.

4. Materials

A. Adhesive -- Type 38 per Subject 20-50-12
Type 60 per Subject 20-50-12

ASSEMBLY

NOTE: Install all bolts and nuts per 20-50-01 and all lockwire and cotter pins per 20-50-02.

1. Install seals (105 and 106, Fig. 1101) in seal retainers (108 and 109) respectively. Push seal plugs (102) into lower end of seals (105 and 106), plug (103) into upper end of seal (105), and plug (104) into upper end of seal (106).

2. Attach door assemblies (78, 79, 86, 93, 114) to fairing structure.

3. Attach link assemblies (39) and springs (38) to fairing structure using bolts (37), nuts (36), and cotter pins (35).

   NOTE: Tighten nuts (36) to maintain 0.002 to 0.015 inch gap between face of bearings (40) and bushings (42).

4. Install spacers (30 and 31), bushings (28 and 29), bolts (26 and 27), washers (25), nuts (24), and cotter pins (23A). Assemble with wet BMS 10-11, type 1 primer.

   NOTE: Tighten nuts (24) finger tight plus minimum additional tightening as required to align nut castellation with locking hole in bolt.

5. Attach link assemblies (21) and springs (20) to fairing structure using bolts (19), washers (18), nuts (17), and cotter pins (16).

   NOTE: Tighten nuts (17) finger tight plus minimum additional tightening as required to align nut castellation with locking hole in bolt.

6. Install spacers (14 and 15), bolts (13), bushings (12), washers (11), nuts (10), and cotter pins (9A). Assemble with wet BMS 10-11, type 1 primer.

   NOTE: Tighten nuts (10) finger tight plus minimum additional tightening as required to align nut castellation with locking hole in bolt.

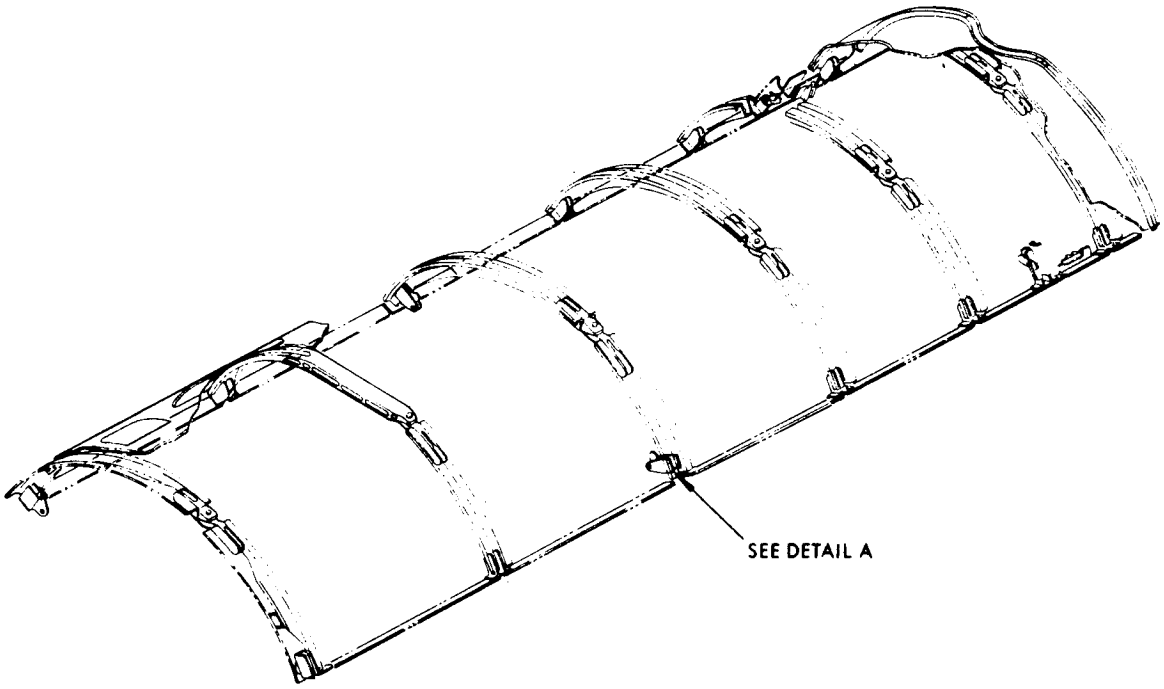
7. Install spacers (5 and 6), bolts (4), bushings (3), washers (2), nuts (1A), and cotter pins (1). Assemble with wet BMS 10-11, type 1 primer.

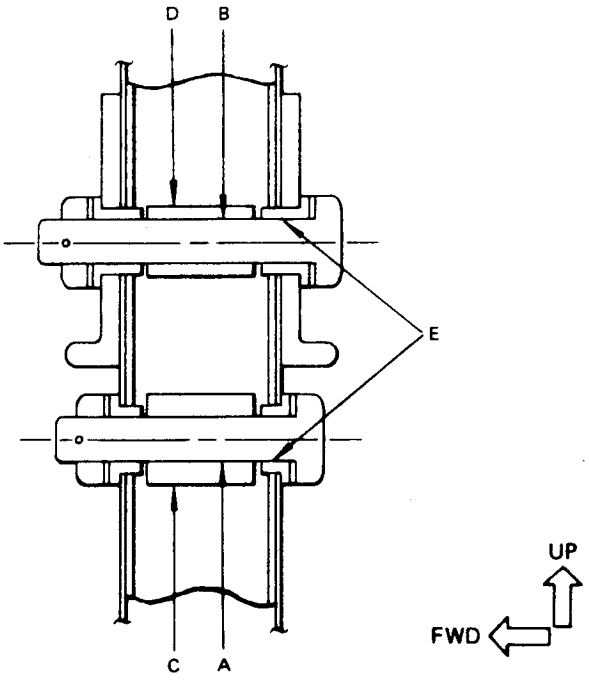
   NOTE: Tighten nuts (1) finger tight plus minimum additional tightening as required to align nut castellation with locking hole in bolt.

FITS AND CLEARANCES

1. Figure 601 lists original design dimensions and service wear limits for certain close tolerance parts of the assembly. The original design dimensions are to be used as a guide for rework of parts which fail to meet the wear tolerance requirements. Unless otherwise specified in the rework procedure, a part should be returned to the design dimensions whenever rework is accomplished.

2. Clearances are given to aid assembly of the component. The value given in the "Maximum Allowable Clearance" column is the maximum permitted to ensure proper functioning until the next overhaul cycle of the component. If assembled parts fail to meet these requirements, one or more of the parts must be rejected. Parts that are rejected should be reworked if within the rework limits given in the repair procedure; if not within rework limits, the parts should be scrapped. It is recommended that whenever newly reworked parts are assembled, the design clearances should be used as the guiding assembly criteria.





DETAIL A
TYPICAL 12 PLACES

Fits and Clearances
Figure 601 (Sheet 1)

Ref. Letter Fig. 601	Mating Index No. Fig. 1101		Original Design Limits				Service Wear Limits		
			Dimensions (inch)		Assembly Clearance (inch)		Dimension Limits (inch)		Maximum Allowable Clearance (inch)
			Min.	Max.	Min.	Max.	Min.	Max.	
A	ID	31	0.2500	0.2504	0.0005	0.0019	[1]	0.2524	0.0029
	OD	27	0.2485	0.2495			0.2471	[1]	
B	ID	30	0.2500	0.2504	0.0005	0.0019	[1]	0.2524	0.0029
	OD	26	0.2485	0.2495			0.2471	[1]	
C	ID OD	[2] 31	0.5014	0.5017			0.498	[3]	
D	ID	[2]	0.408	0.410	0.0002	0.0025	0.3980	0.4178 [3]	0.010
	OD	30	0.4075	0.4078					
E	ID	28, 29	0.2500	0.2515	0.0005	0.003	[1]	0.2545	0.005
	OD	26, 27	0.2485	0.2495			0.2450	[1]	

[1] Replace parts, if worn beyond wear limits
[2] 65-47970-11, -12, -13 or 65-77472-1, -2, -3 used on 65-73773 and 65-73774 (reference only).
[3] Rework permitted. Chromium plate to maximum build-up of 0.005 inch per requirements of REPAIR section.

STORAGE INSTRUCTIONS

1. Wrap entire fairing assembly in vapor barrier paper and tape securely.

2. Provide suitable surrounding structure or packing to protect fairing assembly from handling damage.

3. Tag or mark assembly with overhaul date and store.

4. For further information, refer to "Temporary Protective Coatings," Subject 20-44-02, and "Protection, Storage, and Handling of Airplane Components," Subject 20-70-01.

SPECIAL TOOLS, FIXTURES, AND EQUIPMENT

1. ST-2598 -- Stud Assembly Installation Tool

ILLUSTRATED PARTS LIST

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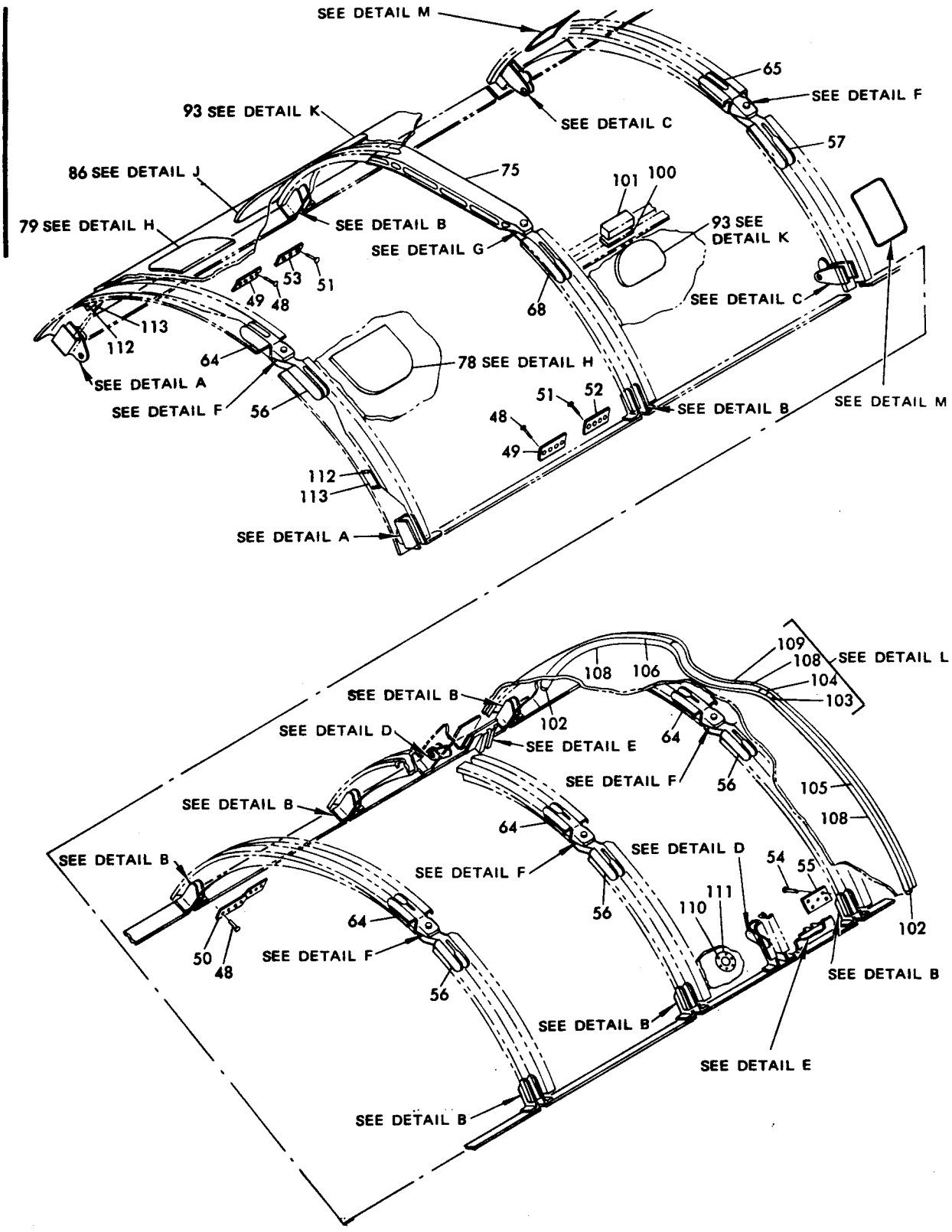
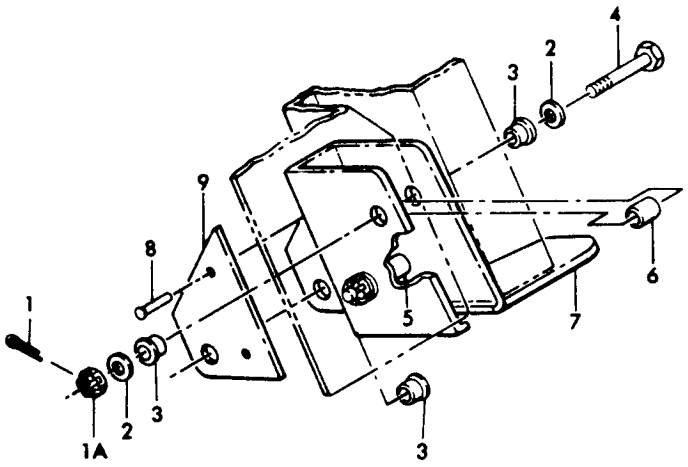


Engine Fixed Fairing Assembly
Figure 1101 (Sheet 1)



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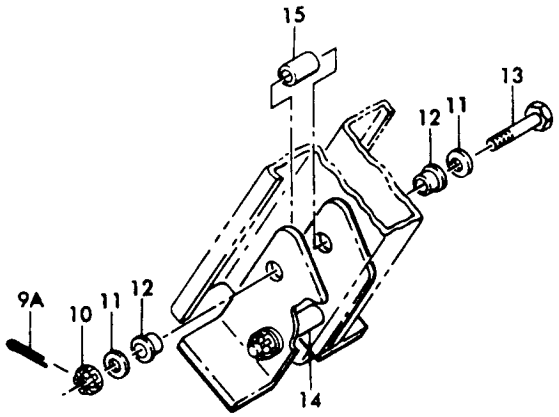

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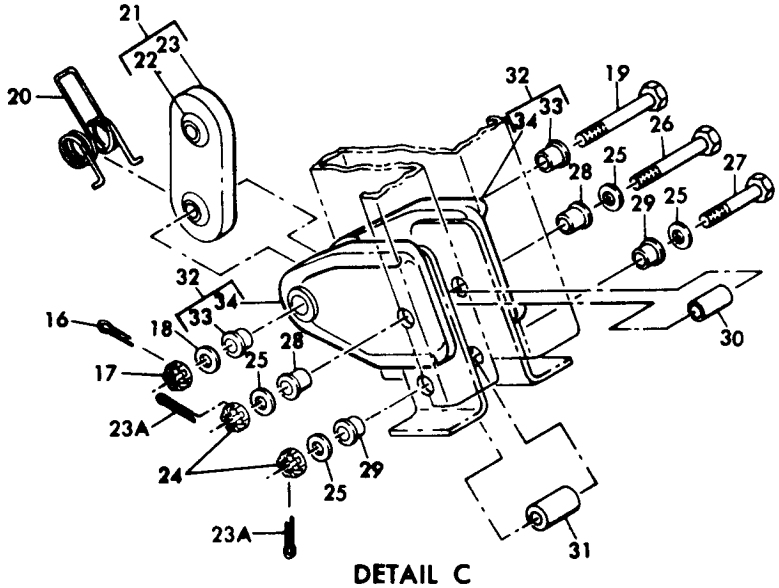

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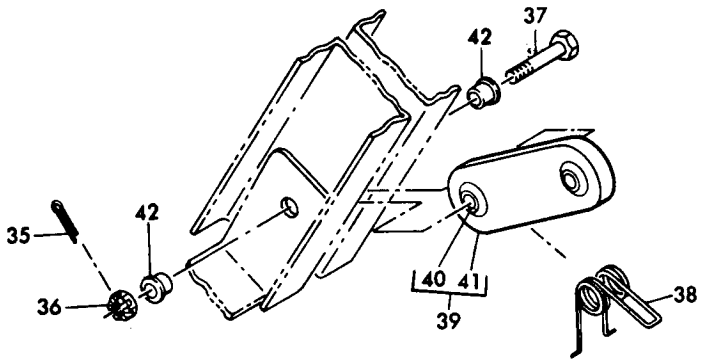

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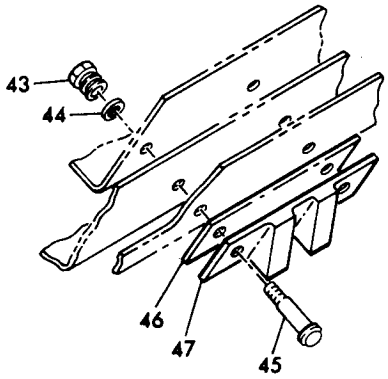

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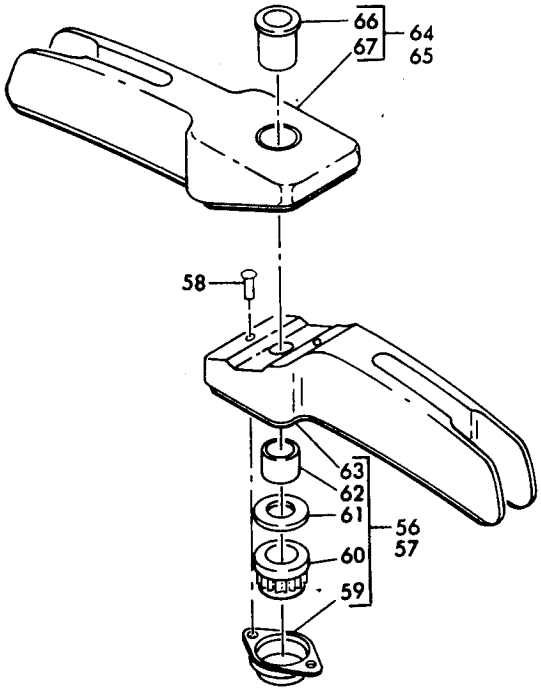

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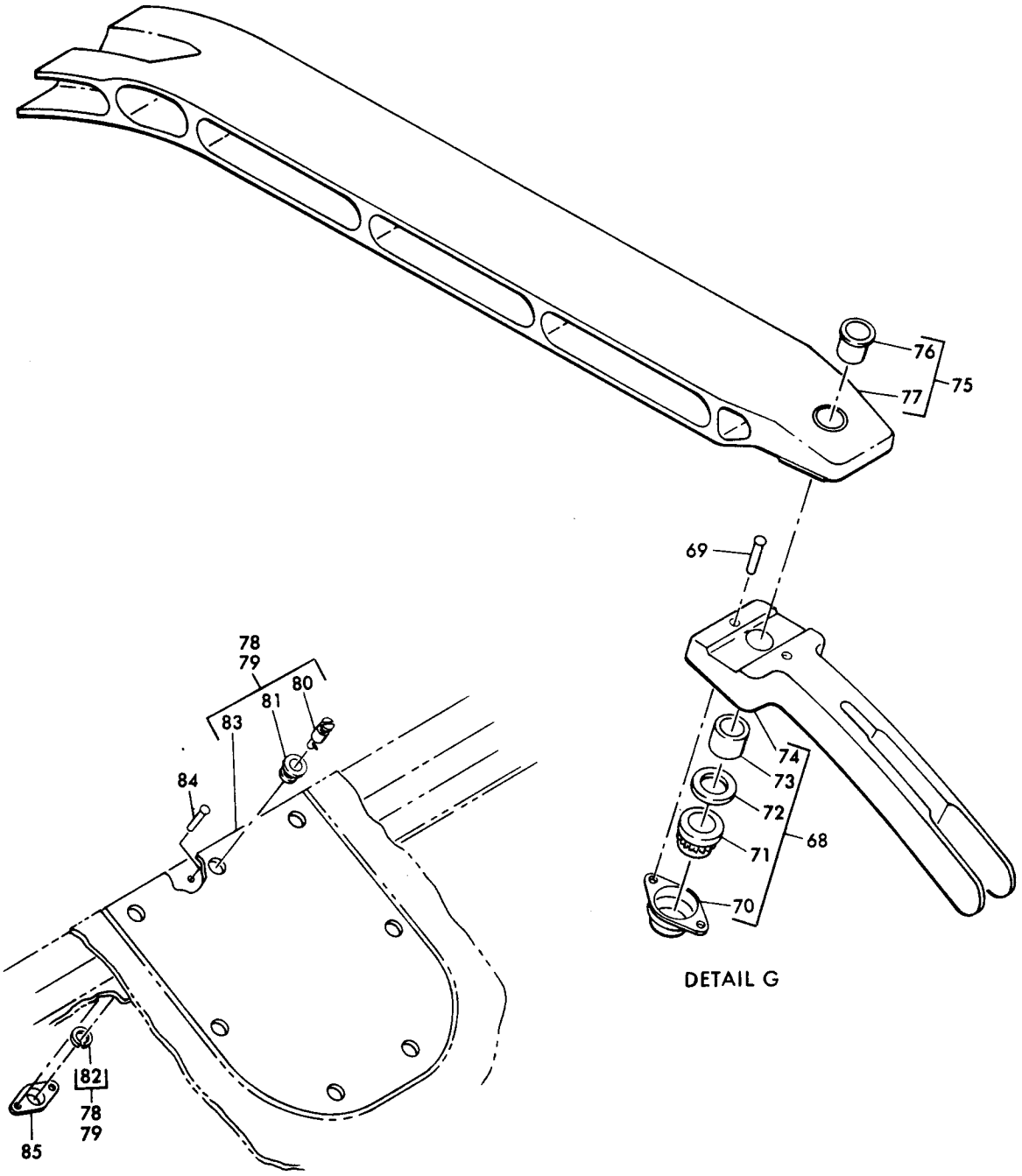
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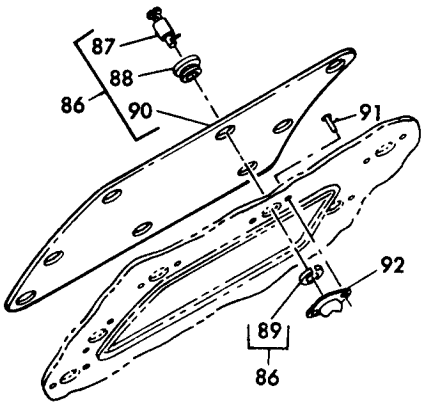

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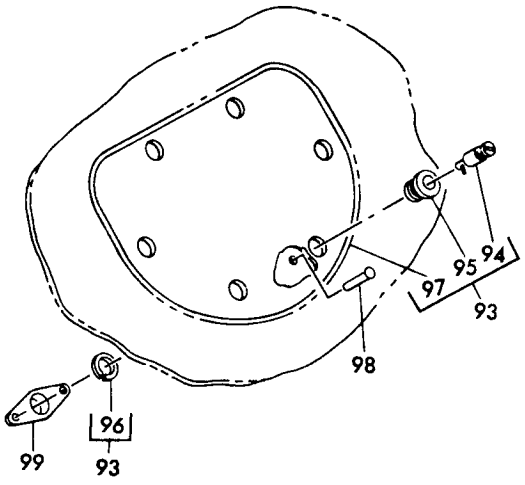

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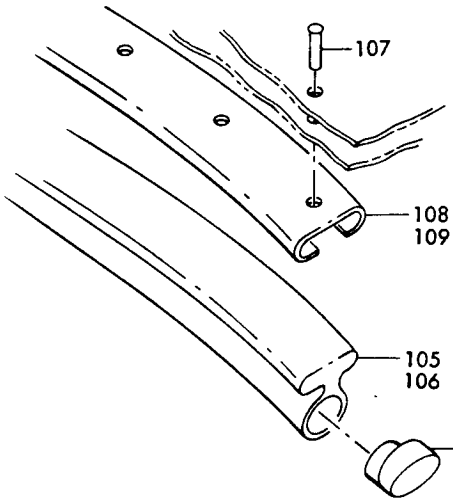

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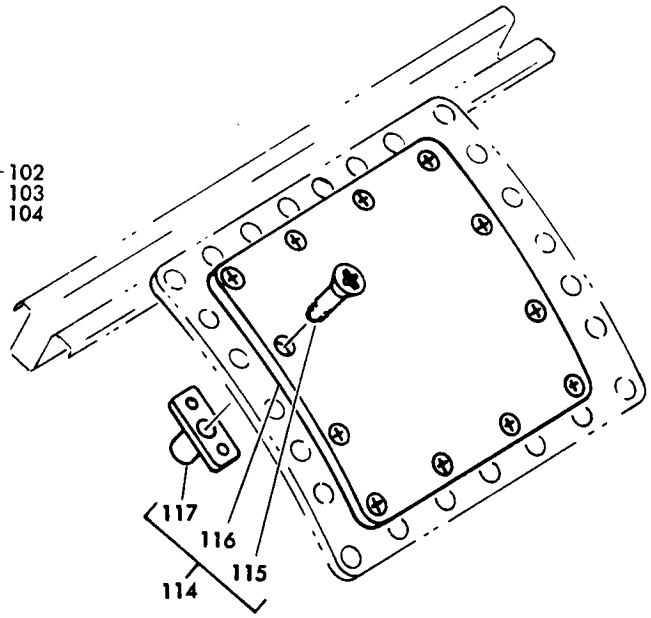

DETAIL M

FIG. & ITEM NO.	PART NO.	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USE CODE	QTY PER ASSY
1101-					
	65-52263-1		FIXED FAIRING ASSY, ENG #1 (OUTBD)	A	RF
	65-52263-2		FIXED FAIRING ASSY, ENG #2 (OUTBD)	B	RF
	65-52263-275		FIXED FAIRING ASSY, ENG #1 (INBD)	C	RF
	65-52263-276		FIXED FAIRING ASSY, ENG #2 (INBD)	D	RF
	65-52263-1001		FIXED FAIRING ASSY, ENG #1 (OUTBD)	E	RF
	65-52263-1002		FIXED FAIRING ASSY, ENG #2 (OUTBD)	F	RF
	65-52263-1003		FIXED FAIRING ASSY, ENG #1 (INBD)	G	RF
	65-52263-1004		FIXED FAIRING ASSY, ENG #2 (INBD)	H	RF
	65-52263-1005		FIXED FAIRING ASSY, ENG #1 (OUTBD)	I	RF
	65-52263-1006		FIXED FAIRING ASSY, ENG #2 (OUTBD)	J	RF
	65-52263-1007		FIXED FAIRING ASSY, ENG #1 (INBD)	K	RF
	65-52263-1008		FIXED FAIRING ASSY, ENG #2 (INBD)	L	RF
	65-52263-1013		FIXED FAIRING ASSY, ENG #1 (OUTBD)	M	RF
	65-52263-1014		FIXED FAIRING ASSY, ENG #2 (INBD)	N	RF
	65-52263-1017		FIXED FAIRING ASSY, ENG #1 (OUTBD) (POST SB 54-1011)	O	RF
	65-52263-1018		FIXED FAIRING ASSY, ENG #2 (INBD) (POST SB 54-1011)	P	RF
1	MS24665-134		. PIN, COTTER		2
1A	BACN10JD104		. NUT (REPLACES AN320-4)		2
2	AN960C416L		. WASHER		4
3	BACB28X4B15		. BUSHING	A-D	4
3	BACB28X4E15		. BUSHING	E-P	4
4	BACB30GE4D18		. BOLT		2
5	69-41745-1		. SPACER, COWL HINGE		1
6	69-41745-2		. SPACER, COWL HINGE		1
7	69-40731-801		. FITTING, FORWARD ATTACH	ADEHI LM-P	1
7	69-40731-802		. FITTING, FORWARD ATTACH	BCFGJ K	1
8	BACR15CE4M		. RIVET		2
9	65-52263-3804		. SHIM, LAMINATED		1
9A	MS24665-134		. PIN, COTTER		2
10	BACN10JD104		. NUT (REPLACES AN320-4)		8
11	AN960C416L		. WASHER		16
12	BACB28X4B12		. BUSHING	A-D	16
12	BACB28X4E12		. BUSHING	E-P	16
13	BACB30GE4D16		. BOLT		8
14	69-41745-1		. SPACER, COWL HINGE		4
15	69-41745-2		. SPACER, COWL HINGE		4
16	MS24665-4		. PIN, COTTER		1
17	BACN10JD104		. NUT (REPLACES AN320-4)		1
18	AN960C416L		. WASHER		1

FIG. & ITEM NO.	PART NO.	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USE CODE	QTY PER ASSY
1101-					
19	BACB30GE4D20		. BOLT		1
20	69-40722-1		. SPRING		1
21	69-40754-1		. LINK ASSY, ATTACH		1
22	10-60545-111S		. . BEARING, SELF-LUBRICATED APPROVED PARTS ARE: SBS8ATC21, V21335; KSBG4N5, V97613; YTA118, V14125; BLFN4-061, V81376; 03-728-0250, V09455		2
23	69-40754-2		. . FITTING		1
23A	MS24665-134		. PIN, COTTER		2
24	BACN10JD104		. NUT (REPLACES AN320-4)		2
25	AN960C416L		. WASHER		4
26	BACB30GE4D20		. BOLT		1
27	BACB30GE4D16		. BOLT		1
28	BACB28X4B22		. BUSHING		2
29	BACB28X4B12		. BUSHING	A-D	2
29	BACB28X4E12		. BUSHING	E-P	2
30	69-41745-2		. SPACER, COWL HINGE		1
31	69-41745-1		. SPACER, COWL HINGE		1
32	69-41650-4		. FITTING ASSY, ATTACH (REFERRED)		2
32	69-41650-1		. FITTING ASSY, ATTACH		2
33	BACB28X4B37		. . BUSHING		1
34	69-41650-2		. . FITTING (USED ON 69-41650-1)		1
34	69-41650-5		. . FITTING (USED ON 69-41650-4)		1
35	MS24665-153		. PIN, COTTER		2
36	BACN10JD104AU		. NUT (REPLACES AN320C4)		1
37	BACB30GE4D13		. BOLT		1
38	69-40722-1		. SPRING, ATTACH LINK		1
39	69-40754-3		. LINK ASSY, ATTACH		1
40	10-60545-111S		. . BEARING, SELF-LUBRICATED APPROVED PARTS ARE: SBS8ATC21, V21335; KSBG4N5, V97613; YTA118, V14125; BLFN4-061, V81376; 03-728-0250, V09455		2
41	69-40754-4		. . FITTING		1
42	BACB28X4B19		. BUSHING	A-D	2
42	BACB28X4E19		. BUSHING	E-P	2
43	BACC30M6		. COLLAR		2

FIG. & ITEM NO.	PART NO.	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USE CODE	QTY PER ASSY
1101-					
44	AN960C10L		. WASHER		2
45	BACB30FM6A4U		. HI-LOK		2
46	BACS40R08W30		. SHIM		1
47	69-43440-800		. FITTING (REPLS 69-43440-1)		1
47	69-43440-1		. FITTING (REPLD BY 69-43440-800)		1
48	MS20615-5M5		. RIVET (SB 71-1010)	BCGJK	AR
49	65-52263-406		. STRIP, RUB (SB 71-1010)	BCGJK	1
50	65-52263-407		. STRIP, RUB (SB 71-1010)	BCGJK	1
51	CR2538-5-2		. RIVET, V11815	DHLNP	7
51	CR2538-5-2		. RIVET, V11815	AEIMO	8
51	CR2538-5-2		. RIVET, V11815	BCFGJK	4
52	65-52263-366		. STRIP, RUB	ADEHILM-P	1
53	65-52263-367		. STRIP, RUB	DHLNP	1
54	BACR15CE5B		. RIVET	DHLNP	5
55	65-52263-340		. STRIP, RUB	DHLNP	1
56	65-55881-1		. FITTING ASSY, FIXED FAIRING	AB	4
56	65-55881-6		. FITTING ASSY, FIXED FAIRING	EFIJMO	4
57	65-55881-3		. FITTING ASSY, FIXED FAIRING	AB	1
57	65-55881-7		. FITTING ASSY, FIXED FAIRING	EFIJMO	1
58	MS20615-4M		. . RIVET		2
59	NS103086-070		. . RETAINER, NUT, V56878 (USED ON 65-55881-1 AND -6)		
59	NS103086-080		. . RETAINER, NUT, V56878 (USED ON 65-55881-3 AND -7)		1
60	BACN10GW7A		. . NUT (USED ON 65-55881-1 AND -6)		1
60	BACN10GW8A		. . NUT (USED ON 65-55881-3 AND -7)		1
61	AN960C716		. . WASHER (USED ON 65-55881-1 AND -6)		1
61	AN960C816		. . WASHER (USED ON 65-55881-3)		1
61	AN960C816		. . WASHER (USED ON 65-55881-3)		1
62	BACB28U7B45		. . BUSHING (USED ON 65-55881-1)		1
62	BACB28U7E45		. . BUSHING (USED ON 65-55881-6)		1
62	BACB28U7B44		. . BUSHING (USED ON 65-55881-3)		1
62	BACB28U7E44		. . BUSHING (USED ON 65-55881-7)		1
63	65-55881-2		. . FITTING (USED ON 65-55881-1)		1
63	65-55881-4		. . FITTING (USED ON 65-55881-3)		1
64	65-55880-1		. FITTING ASSY, FIXED FAIRING	CD	4
64	65-55880-6		. FITTING ASSY, FIXED FAIRING	GHKLNP	4

FIG. & ITEM NO.	PART NO.	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USE CODE	QTY PER ASSY
1101-64	65-55880-7		. FITTING ASSY, FIXED FAIRING	GHKLN P	1
65	65-55880-3		. FITTING ASSY, FIXED FAIRING	CD	1
66	BACB28W7B52		. . BUSHING (USED ON 65-55880-1)		1
66	BACB28W8B64		. . BUSHING (USED ON 65-55880-3)		1
67	65-55880-2		. . FITTING (USED ON 65-55880-1)		1
67	65-55880-4		. . FITTING (USED ON 65-55880-3)		1
68	65-55883-1		. FITTING ASSY, LATCH	AB	1
68	65-55883-3		. FITTING ASSY, LATCH	EFIJM O	1
69	MS20615-4M		. . RIVET		2
70	NS103086-070		. . RETAINER, NUT, V56878		1
71	BACN10GW7A		. . NUT		1
72	AN960C716		. . WASHER		1
73	BACB28U7B40		. . BUSHING (USED ON 65-55883-1)		1
73	BACB28U7E40		. . BUSHING (USED ON 65-55883-3)		1
74	65-55883-2		. . FITTING		1
75	65-55882-1		. FITTING ASSY, FRAME	CD	1
75	65-55882-3		. FITTING ASSY, FRAME	CD	1
75	65-55882-5		. FITTING ASSY, FRAME	GHKLN P	1
76	BACB28W7B49		. . BUSHING (USED ON 65-55882-1 AND -3)		1
76	BACB28W7E49		. . BUSHING (USED ON 65-55882-5)		1
77	65-55882-2		. . FITTING (USED ON 65-55882-1)		1
77	65-55882-4		. . FITTING (USED ON 65-55882-3 AND -5)		1
78	65-52263-364		. DOOR ASSY	AEIMO	1
79	65-52263-365		. DOOR ASSY	DHLNP	1
80	BACS21X3R		. . STUD ASSY		7
81	BACG20X3C		. . GROMMET		7
82	BACR12X2		. . RING, SNAP		7
83	65-52263-326		. . DOOR (USED ON 65-52263-364)		1
83	65-52263-327		. . DOOR (USED ON 65-52263-365)		1
84	BACR15CE4M		. RIVET	ADEHI L-P	14
85	BACR11X1C		. RECEPTACLE	ADEHI L-P	7
86	65-52263-321		. DOOR ASSY	BCFGJ K	1
87	BACS21X4R		. . STUD ASSY		8
88	BACG20X4C		. . GROMMET		8
89	BACR12X2		. . RING, SNAP		8

FIG. & ITEM NO.	PART NO.	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USE CODE	QTY PER ASSY
1101-					
90	65-52263-299		. . DOOR		1
91	BACR15CE4M		. RIVET	BCFGJ K	16
92	BACR11X1C		. RECEPTACLE	BCFGJ K	8
93	65-52263-363		. DOOR ASSY		1
94	BACS21X3R		. . STUD ASSY		6
95	BACG20X3C		. . GROMMET		1
96	BACR12X2		. . RING		6
97	65-52263-351		. . DOOR		1
98	BACR15CE4M		. RIVET		12
99	BACR11X1C		. RECEPTACLE		6
100	69-47535-1		. PAD, SUPPORT		1
101	69-47535-2		. PAD, SUPPORT		1
102	66-18265-1		. PLUG, SEAL		1
103	66-18265-1		. PLUG, SEAL	ABEFI JMO	1
104	66-18265-2		. PLUG, SEAL	CDGHK LNP	1
105	65-52263-304		. SEAL	ABEFI JMO	1
106	65-52263-246		. SEAL	CDGHK LNP	1
107	BACR15CE4M		. RIVET		AR
108	65-52263-243		. RETAINER, SEAL		1
109	65-52263-245		. RETAINER, SEAL	CDGHK LNP	1
110	BACR15CE5M		. RIVET	ABEFI JMO	6
111	69-57708-1		. DRAIN FITTING	ABEFI JMO	1
112	MS20604MP3		. RIVET		4
113	MS27253C1		. NAMEPLATE (REPLS AN7510C1)		1
114	65-87868-1		. DOOR INSTL	M	1
114	65-87868-2		. DOOR INSTL	N	1
114	65-87868-9		. DOOR INSTL (SB 54-1011)	O	1
114	65-87868-10		. DOOR INSTL (SB 54-1011)	P	1
115	BACB30LH3SU2		. . BOLT	M-P	12
116	65-87868-3		. . PANEL, ACCESS	M-P	1
117	BACN10JN3CM		. . NUTPLATE	M-P	12
-118	BACR15CE3M		. . RIVET, MONEL	M-P	24

- NOT ILLUSTRATED
*[1] NO BOEING PART NUMBER ASSIGNED

VENDOR

V09455	LEAR SEAGLER INC., TRANSPORT DYNAMICS DIV., P.O. BOX 1953, 3131 WEST SEGERSTROM STREET, SANTA ANA, CALIFORNIA 92702
V11815	CHERRY FASTENERS/TOWNSEND DIV. OF TEXTRON INC., P.O. BOX 2157, 1224 EAST WARNER AVE., SANTA ANA, CALIFORNIA 92707
V14125	REX CHAINBELT INC., ROLLER CHAIN DIVISION, 1075 SOUTHBRIDGE, WORCESTER, MASSACHUSETTS 01610
V21335	THE FAFNIR BEARING CO., DIVISION OF TEXTRON INC., 37 BOOTH STREET, NEW BRITAIN, CONNECTICUT 06050
V56878	STANDARD PRESSED STEEL CO., P.O. BOX 608/BENSON EAST, JENKINTOWN, PENNSYLVANIA 19046
V81376	SOUTHWEST PRODUCTS CO., 1705 SOUTH MOUNTAIN AVE., MONROVIA, CALIFORNIA 91016
V97613	SARGENT INDUSTRIES KAHR BEARING DIV., 3010 NORTH SAN FERNANDO ROAD, BURBANK, CALIFORNIA 91503