TO: ALL HOLDERS OF JT8D ENGINE MOUNT COMPONENTS OVERHAUL MANUAL, 71-23-01

REVISION NO. 29, DATED MAR 1/04

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
Updated page 2A and 2B2 to 2B2 and 2B3 respectively and changed paragraph 4.D.(1) to show 0.320-0.327 inch holes Deleted 727 part numbers R18423-54 and 7350011 from Illustrated Parts List Incorporated Service Bulletin 737-54-1007R2 Added optional swaged repair sleeve for bearing item number 24					X							X	

JT8D ENGINE MOUNT COMPONENTS

71-23-01

BOEING P/N 65-49181-1, -2
65-50538-1, -2
65-19592-3-23, -24, -29, -30

AIRLINE P/N

THE FOLLOWING DIRECTIVES APPLY TO THIS SUBJECT:

BOEING SERVICE BULLETIN	BOEING TEMPORARY REVISION	OTHER DIRECTIVES	DATE DIRECTIVE INCORPORATED INTO TEXT
		PRR 32398	Sep 25/74
54-1009		PRR 32791	Jul 5/79
54-1012		PRR 33039	Jul 5/81
54A-1012, Rev 3			Jul 5/83
		PRR 33180-73	Jul 5/83
71-1069R2		PRR 34504	Sep 5/91
	71-09		Jun 5/92
54-1007, Rev 1			Nov 1/98
54-1007, Rev 2			Mar 1/04

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
71-23-01					
* T-1	Mar 1/04				
T-2	BLANK				
* LEP-1	Mar 1/04				
LEP-2	BLANK				
T/C-1	Jun 5/92				
T/C-2	BLANK				
1	Mar 5/89				
* 2	Mar 1/04				
* 2A	Mar 1/04				
* 2B	Mar 1/04				
* 2B1	Mar 1/04				
* 2B2	Mar 1/04				
* 2B3	Mar 1/04				
* 2B4	BLANK				
2C	Sep 1/96				
* 2D	Mar 1/04				
2E	Mar 1/01				
2F	Mar 1/01				
* 2G	Mar 1/04				
2H	Mar 1/01				
2I	Mar 1/01				
2J	BLANK				
3	Sep 1/96				
4	Sep 1/96				
* 4A	Mar 1/04				
4B	Jun 5/86				
4C	Mar 1/01				
4D	BLANK				
5	Mar 1/ 95				
6	Nov 1/98				
* 7	Mar 1/04				
8	Sep 1/96				
9	Sep 1/96				
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* 15	Mar 1/04				
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19	Jun 1/97				
20	BLANK				

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*[1] Use applicable procedures contained in 20-30-01 and standard industry practices.

*[2] Use applicable procedures contained in 20-44-02 and standard industry practices.

JT8D ENGINE MOUNT COMPONENTS

1. DESCRIPTION AND OPERATION

A. This manual contains overhaul information for the fitting assembly, thrust link assembly and installation parts for the forward engine mount, and aft engine mount cone bolt installation with secondary support cable assembly. These components are completely assembled when the powerplant is assembled and installed on the airplane.

2. DISASSEMBLY

A. The mount assemblies are partially disassembled during removal from the airplane. For residual disassembly, use standard industry practices. Do not remove bearings (24, Fig. 3) or bushings (22, 23, 27, 28, Fig. 3) unless replacement or repair is necessary.

3. INSPECTION/CHECK

A. Check all parts for obvious defects in accordance with standard industry practices. Particularly check edge radii area on both sides of each thrust link attach lug on fitting (21, Fig. 3).

B. Magnetic particle examine per 20-20-01.

(1) Fig. 3

(a) Fitting (21), closely check aft edges of lower flange of fitting on both sides of each attach lug and entire length between lugs (SB 54A-1012).

(b) Thrust link (26).

(2) Fig. 5 (65-19592-23 and -24)

(a) Fittings on cable assy (95).

(b) Bolt (15), both before and after plating.

(c) Fittings (40, 45).

(3) Fig. 5 (65-19592-29 and -30)

(a) Bolt (15), both before and after plating.

(b) Fittings (40, 45).

C. Check secondary support installation.

(1) Examine the honeycomb core of the load limiter (205, Fig. 5) for disbonding. Press lightly on the sides of the through-bolt (190, Fig. 5) to see if the honeycomb core moves.

(a) If the honeycomb core is damaged, replace the load limiter (205, Fig. 5).

(b) If the honeycomb core is loose, but not significantly damaged, it may be rebonded as follows:

1) Clean bond surfaces of the load limiter per SOPM 20-30-03. Flush any exposed core in the bondline with solvent or vapor-degreaser. Thoroughly dry bond surfaces with open cells to remove all solvent possibly present in the cells.

2) Lightly abrade adhesive-coated or primed bond surfaces with 400 grit sandpaper.

3) Apply and cure adhesive per SOPM 20-50-12, Type 70.

(2) Examine the self-locking nut (175, Fig. 5) to make sure there are at least two bolt threads exposed beyond the nut.

(a) If the nut is loose or missing, replace it. Make sure the self-locking torque of the replacement nut is within 12 to 60 pound-inches.

1) If the spacer is new or is at least 0.670 inches thick, tighten the nut (175, Fig. 5) until it touches the spacer.

2) If the spacer is crushed to less than 0.670 inches thick, tighten the nut until two to three complete threads can be seen beyond the nut. In this case, do not tighten the nut until it touches the spacer. The thickness requirement of 0.670 inch of the spacer is not critical to the operation of the secondary support assembly.

(3) Examine the load limiter through bolt (190, Fig. 5). If bolt shows wear, make sure the wear grooves are not deeper than the thread depth of the bolt. Replace any bolt with excessive wear.

D. Check support fitting assembly (20, Fig. 3)

(1) Visually examine the six 0.320-0.327 inch diameter holes for signs of corrosion.

(2) Check the six 0.320-0.327 inch diameter holes for using high frequency eddy current as shown in 737 NDT manual 51-00-00.

NOTE: If cracks are present, contact The Boeing Company for repair.

4. REPAIR

A. Materials

NOTE: Equivalent substitutes may be used

(1) Primer -- BMS 10-11, Type 1 (SOPM 20-60-02)

(2) Sealant -- BMS 5-95 (SOPM 20-60-04)

(3) Oversize Bearings -- Part numbers M81936/1-10RT and M81936/1-10RU, V09455, BFM Transport Dynamics Corp., P.O. Box 1953, 3131 West Segerstrom Ave., Santa Ana, California 92702-1953

B. Detail Repairs

(1) Fitting Assy (20, Fig. 3) Repair

(a) Bushing (22, 23 Fig. 3) Hole Repair (Fig. 1)

1) Machine as required to remove defects within repair limits indicated.

2) Stress relieve and shot-peen as specified on repair figure.

3) Manufacture oversize bushings per Fig. 2.

4) Install bushings using shrink-fit method per SOPM 20-50-03 and wet sealant.

5) Machine bushing bores and flanges to dimensions indicated.

(b) Bearing (24, Fig. 3) Hole Repair (Fig. 1)

1) Method 1 - Chrome Plate Buildup

a) Machine as required to remove defects within repair limits indicated.

b) Stress relieve and shot peen as specified on repair figure.

c) Chrome plate (F-15.03) and grind to design dimension and chamfer hole as shown in Fig. 1.

d) Install bearing and roller swage per SOPM 20-50-03.

2) Method 2 - Sleeve Repair

a) Machine the fitting to the repair limit shown in Fig. 1.

b) Stress relieve and shot peen as specified in Fig. 1.

c) Manufacture repair sleeve per Fig. 2B.

d) Install sleeve per SOPM 20-50-03 using wet sealant. Shrink fit method preferred.

NOTE: Retention load test is not required.

e) Machine inside diameter of repair sleeve to design dimension and chamfer repair sleeve and fitting per Fig. 1.

f) Install bearing and roller swage per SOPM 20-50-03.

3) Method 3 - Swaged Repair Sleeve (Optional to Method 2)

a) Machine the fitting to the repair limit shown in Fig. 1.

b) Chamfer the hole as shown in Fig. 1.

c) Stress relieve and shot peen the machined area as shown in Fig. 1.

d) Manufacture a repair sleeve as shown in Fig. 2B.

e) Install the repair sleeve wet using BMS 5-63 sealant and the shrink fit method as shown in SOPM 20-50-03.

f) Roller swage the repair sleeve as shown in SOPM 20-50-03.

g) Chamfer the repair sleeve as required as shown in Fig. 1.

h) Magnetic particle check the swaged area of the repair sleeve for cracks as shown in SOPM 20-20-01.

i) Machine the inside diameter of the repair sleeve as shown in Fig. 1.

j) Install the bearing and roller swage as shown in SOPM 20-50-03.

NOTE: Retention load test of repair sleeve or bearing is not required after installation.

4) Method 4 - Oversize Bearing Repair

a) Remove defects by machining to repair diameter for oversize bearing as shown in Fig. 1.

b) Chamfer hole as shown in Fig. 1.

c) Stress relieve and shot peen as specified in Fig. 1.

d) Procure required oversize bearing.

e) Install oversize bearing and roller swage per SOPM 20-50-03.

(c) Lug Face Repair (Fig. 1)

1) Machine lugs as required to remove defects. Maintain limits shown for repair using oversize bushings.

2) Stress relieve and shot peen as specified.

3) Manufacture oversize bushings per Fig. 2.

4) Install bushings using shrink-fit method per SOPM 20-50-03 and wet sealant.

5) Machine bushing bores and flanges to dimensions indicated.

(d) Isolator Hole Repair (Fig. 1)

1) Machine inside well and bottom as required within repair limits.

2) Stress relieve and shot peen as indicated.

3) Build up machined areas with nickel plate to dimensions specified.

(e) Lug hole corrosion repair (Fig. 1)

1) Machine the six isolator cup holes as required to remove defects up to the maximum design dimension shown in Fig. 1.

NOTE: If defects and/or corrosion remain in the holes after machining use the Lug Hole Sleeve Repair shown in Repair 4.13.(f).

2) Ammonium persulfate etch inspect the machined hole(s) for heat damage as shown in SOPM 20-10-02.

3) Magnetic particle inspect the machined hole(s) as shown in SOPM 20-20-01

4) Stress relieve the fitting assembly as shown in Fig. 1.

5) Refinish the machined holes as shown in Fig. 1.

(f) Lug Hole Sleeve Repair (Fig. 1)

1) Machine the six isolator cup holes as required to remove defects within the repair diameter shown in Fig. 1.

2) Ammonium persulfate etch inspect the machined hole(s) for heat damage as shown in SOPM 20-10-02.

3) Stress relieve the fitting assembly as shown in Fig. 1.

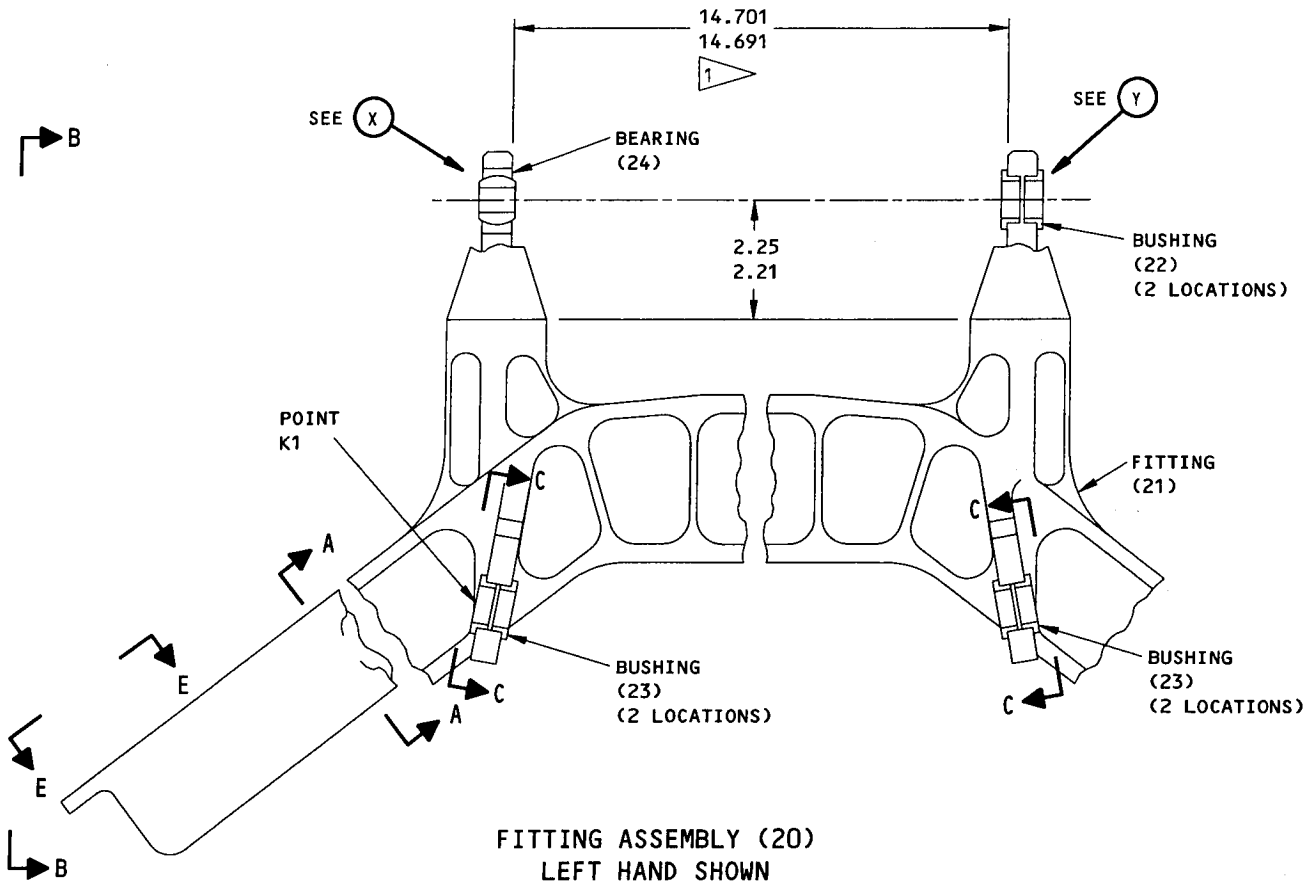
4) Magnetic particle inspect the machined hole(s) as shown in SOPM 20-20-01.

5) Fabricate the repair sleeve as shown in Fig. 1.

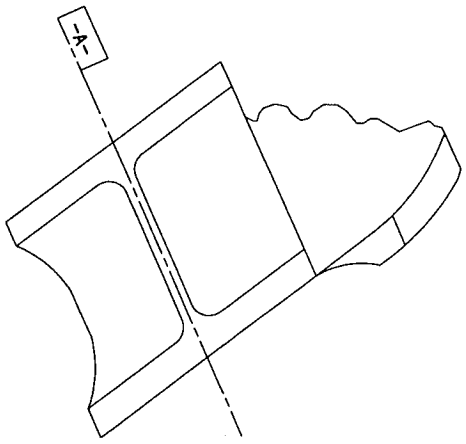
6) Apply wet Dow-Coming 93-006 or BMS 5-63 sealant to the lug hole and immediately install the repair sleeve. Use shrink fit method per SOPM 20-50-03. Remove excess sealant after repair sleeve installation.

7) Machine the inside diameter of the repair sleeve to the diameter shown in Fig. 1.

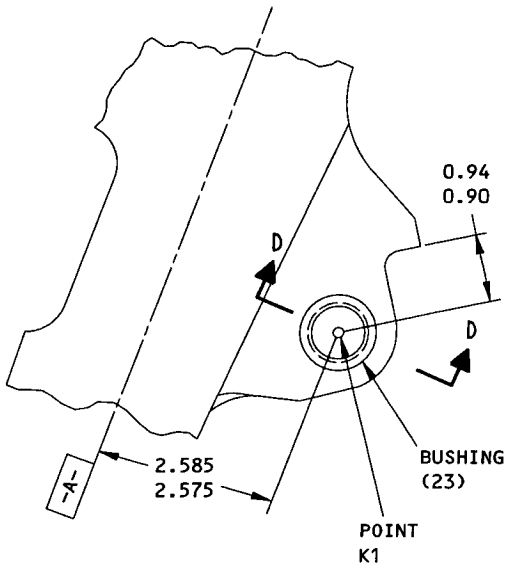
8) Machine the repair sleeve to the flushness requirements shown in Fig. 1.



FITTING ASSEMBLY (20)
LEFT HAND SHOWN

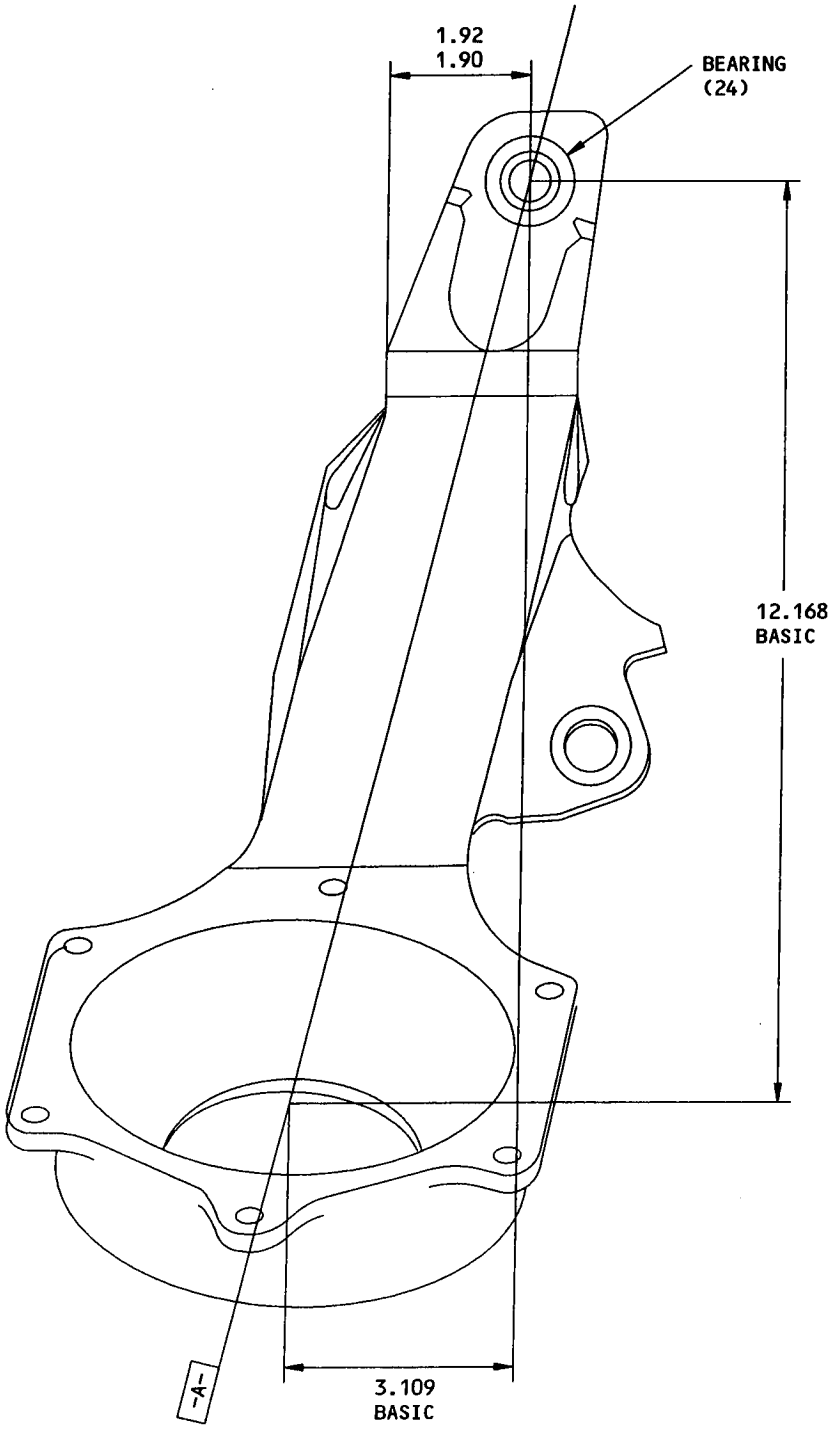


A-A
(TYPICAL)



C-C

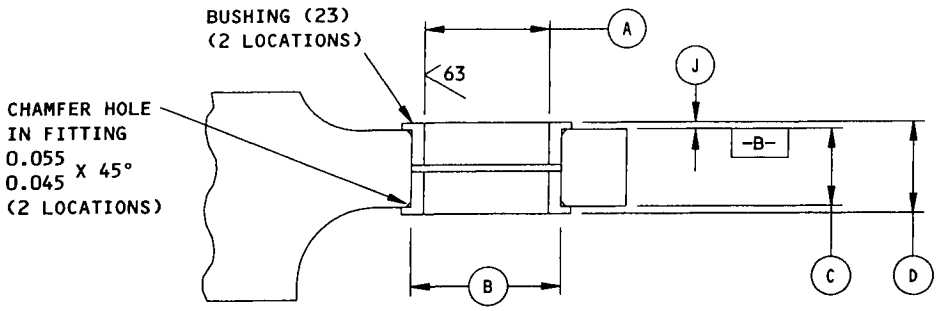
Fitting Assembly Repair
Figure 1 (Sheet 1)



B-B

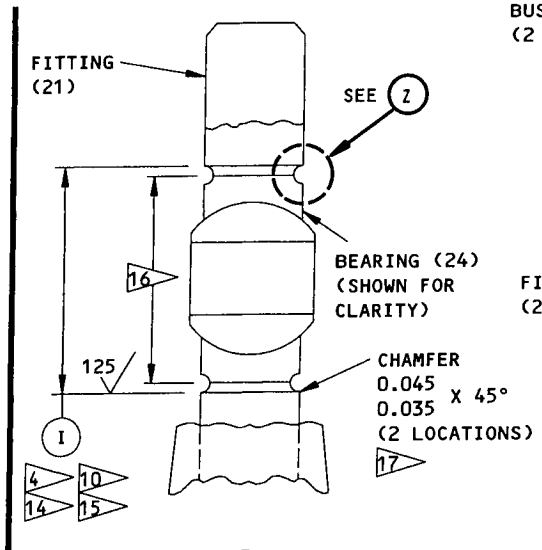
Fitting Assembly Repair
Figure 1 (Sheet 2)

F97692

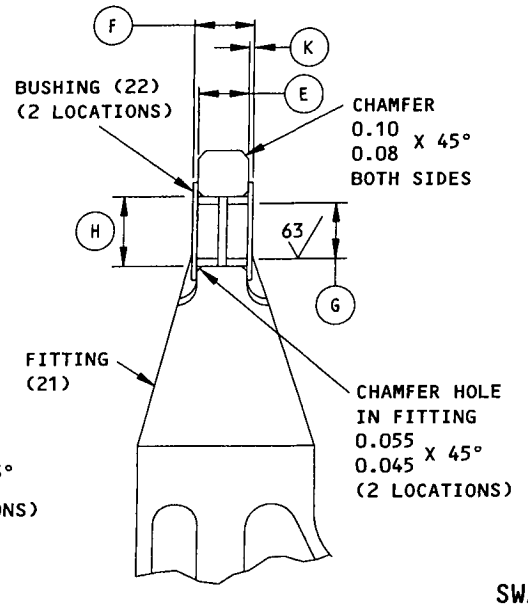


D-D

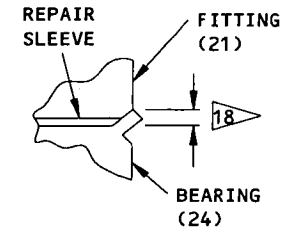
	A 1	B	C	D	E	F	G 1	H	I	J	K
DESIGN DIM	0.7207 0.7197 6	0.8755 0.8747	0.450 0.440	0.514 0.510 8	0.520 0.516	0.603 0.599 8	0.7207 0.7197 6	0.8755 0.8747	1.1879 1.1874	0.033 0.029	0.044 0.040
REPAIR LIMIT	----	1.000 5	0.410 7 9	----	0.486 7 9	----		1.200 5	1.2504 4 1.1979 10 1.1979 1.1974 14 1.2079 1.2074 15		



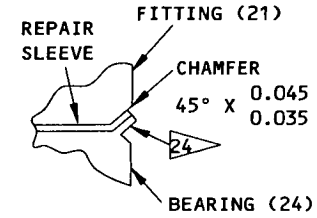
X



Y



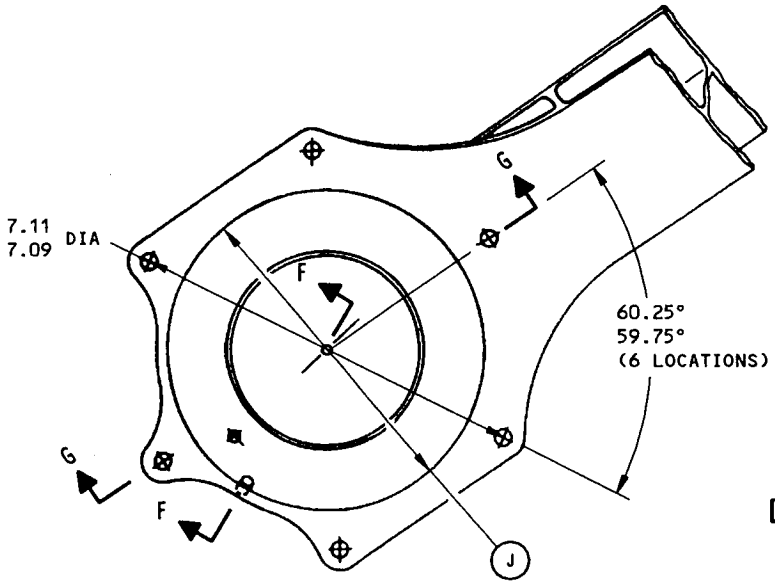
METHOD 2
REPAIR SLEEVE



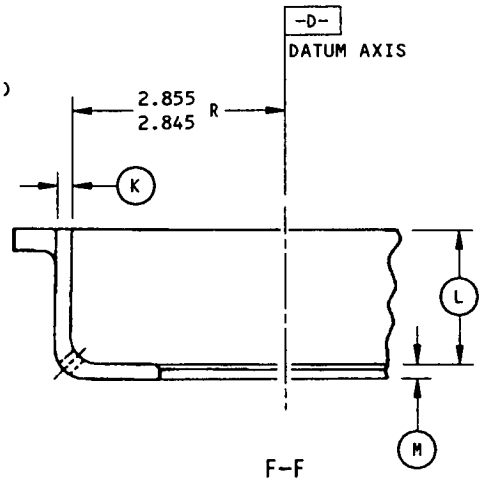
METHOD 3
SWAGED REPAIR SLEEVE

Z

Fitting Assembly Repair
Figure 1 (Sheet 3)

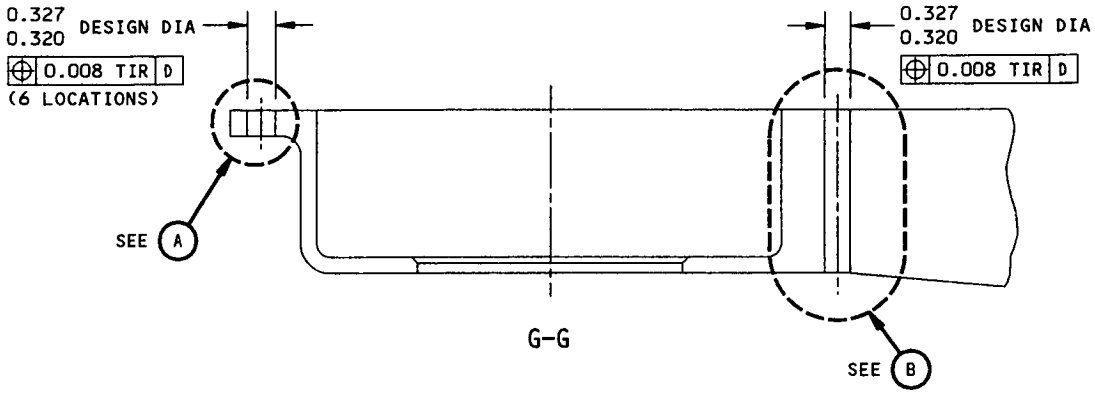


E-E



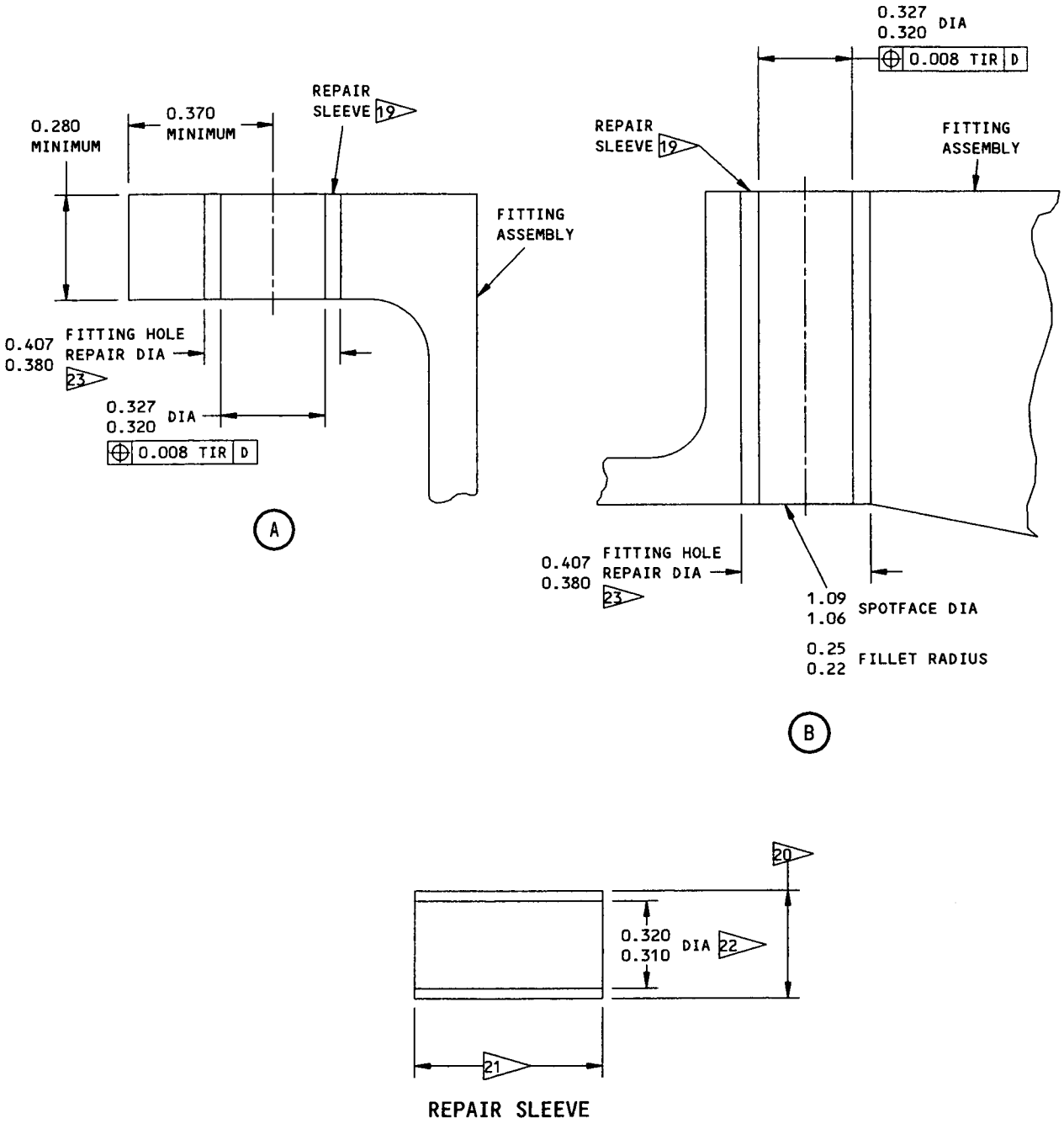
F-F

	J	K	L	M
DESIGN DIMENSION	5.705 5.695	0.230 0.180	1.800 1.795	0.230 0.190
REPAIR LIMIT	---	0.180 2 11	---	0.190 3 11



G-G

Fitting Repair
Figure 1 (Sheet 4)



Fitting Repair
Figure 1 (Sheet 5)

REFINISH

PHOSPHATE COAT (F-14.14) ALL OVER. EXCEPT OMIT FROM BUSHING AND BEARING HOLES. APPLY TWO COATS OF BMS 10-11, TYPE 1, PRIMER (F-20.03) ALL OVER.

1. CHAMFER BUSHING BORES 45° X 0.045-0.055.
2. MINIMUM WALL THICKNESS AFTER MACHINING.
3. MINIMUM BOTTOM THICKNESS AFTER MACHINING.
4. REPAIR DIAMETER FOR METHOD 2 AND 3 REPAIR SLEEVE INSTALLATION.
5. REPAIR DIAMETER FOR OVERSIZE BUSHING INSTALLATION.
6. CONCENTRIC TO FITTING BORE DIAMETER WITHIN 0.003 TIR.
7. BOTH LUG FACES PARALLEL WITHIN 0.002.
8. BOTH BUSHING FLANGE FACES PARALLEL TO LUG FACE WITHIN 0.002.
9. MAXIMUM 0.015 REMOVAL FROM ANY LUG FACE.
10. REPAIR DIAMETER FOR CHROME PLATE BUILDUP.
11. BUILD UP MACHINED AREA WITH SULFAMATE NICKEL PLATE, 0.003-0.015 THICK, AS GIVEN IN 20-42-09.
12. CONCENTRIC TO DATUM D WITHIN 0.005 TIR
13. FOR RIGHT HAND ASSEMBLIES, USE 14.677-14.687 INCHES.
14. REPAIR DIAMETER FOR OVERSIZE BEARING, P/N M81936/1-10RT.
15. REPAIR DIAMETER FOR OVERSIZE BEARING, P/N M81936/1-10RU.
16. REAM INSIDE DIAMETER OF REPAIR SLEEVE TO 1.1874-1.1879 INCHES.
17. CHAMFER FOR CHROME PLATE BUILDUP REPAIR AND OVERSIZE BEARING REPAIR ONLY.
18. CHAMFER 45° X 0.035-0.045 BOTH SIDES AFTER INSTALLATION OF REPAIR SLEEVE.
19. REPAIR SLEEVE TO BE FLUSH TO 0.005 INCH BELOW FITTING SURFACE.
20. REPAIR SLEEVE OUTSIDE DIAMETER SHALL BE THE REPAIR DIAMETER OF THE HOLE PLUS 0.0005-0.0015 INCH INTERFERENCE AFTER FINISH.
21. REPAIR SLEEVE LENGTH SHALL BE THE LENGTH OF THE HOLE IN THE FITTING ASSEMBLY.
22. INSIDE DIAMETER OF REPAIR SLEEVE TO BE MACHINED TO 0.320-0.327 INCH DIAMETER AFTER INSTALLATION.
23. STYLUS CAD PLATE HOLE (F-15.29) AS SHOWN IN SOPM (20-42-10).
24. CHAMFER 45° X 0.035-0.045 BOTH SIDES OF METHOD 3 SWAGED REPAIR SLEEVE AS REQUIRED AFTER INSTALLATION.

REPAIR

REF 4 5 10 11 14 15

125 ALL MACHINED SURFACES EXCEPT AS NOTED

MATERIAL: 4340M STEEL, 270-300 KSI
AFTER REWORK STRESS RELIEVE AT 525°F FOR 4 HOURS

OPTIONAL STRESS RELIEF:
375 ±25°F FOR 4 HOURS MINIMUM AS SHOWN IN SOPM 20-10-02

MAGNETIC PARTICLE CHECK PER 20-20-01

BREAK ALL SHARP EDGES 0.06-0.09

SHOT PEEN:
0.016-0.033 SHOT SIZE
0.015 A2 INTENSITY

ALL DIMENSIONS ARE IN INCHES

ITEM NUMBER REFER TO IPL FIG. 3

REPAIR SLEEVE

MATERIAL: 15-5PH CRES, 180-200 KSI
OR
17-4PH CRES, 180-200 KSI

CAD PLATE (F-1.302)

BREAK ALL SHARP EDGES

ALL DIMENSIONS ARE IN INCHES

Fitting Repair
Figure 1 (Sheet 6)

(2) Thrust Link Assy (25, Fig. 3) Repair

(a) Abrasion Repair (Fig. 1A)

1) Examine thrust link for cuts or abrasions at location indicated in Fig. 1A.

2) If cut is 0.025 inches deep or less, fair cut area in all directions to a length equal to 20 times the depth of the cut. Do not exceed original depth of cut.

3) Passivate (F-17.09) reworked surface.

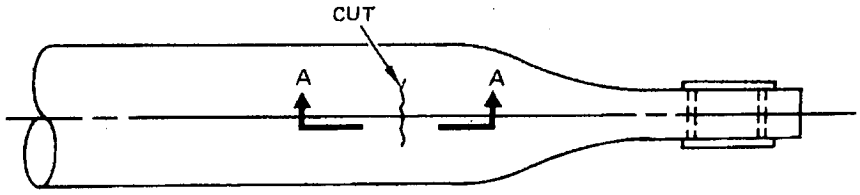
(b) Bushing (27, 28, Fig. 3) Hole Repair (Fig. 1B)

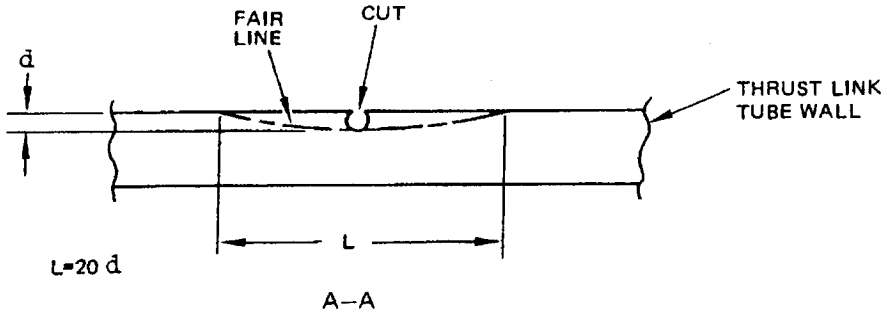
1) Machine as required to remove defects within repair limits indicated.

2) Manufacture oversize bushings per Fig. 2 and 2A.

3) Install bushings using shrink-fit method per SOPM 20-50-03 with wet primer.

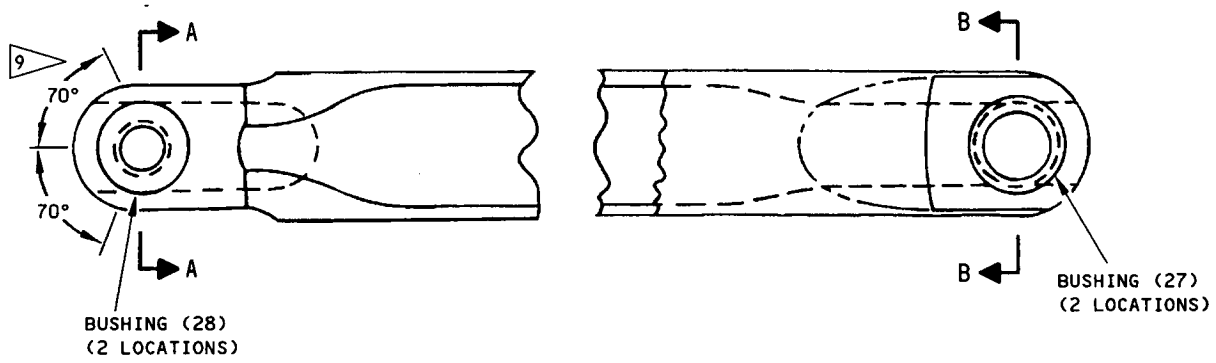
4) Machine bushing bores and flanges to dimensions indicated.

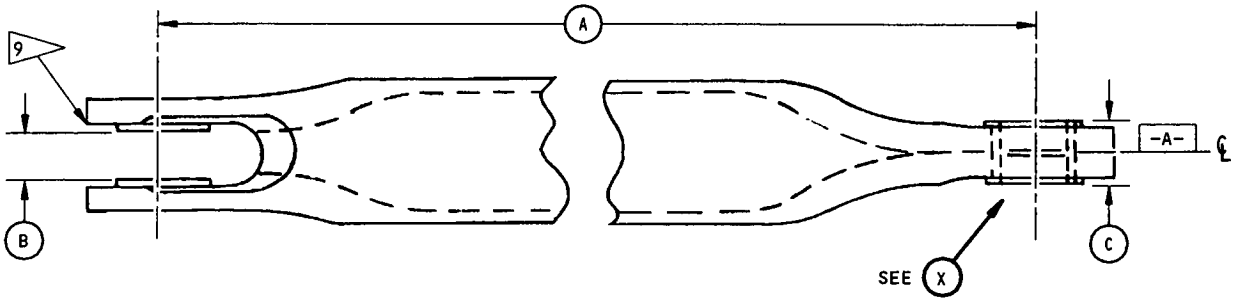




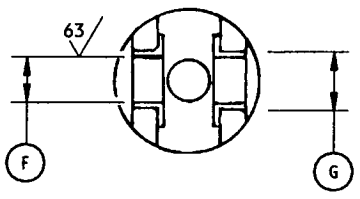
LINK ASSY (25, FIG. 3)

Abrasion Repair
Figure 1A

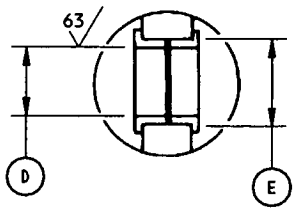




LINK ASSEMBLY (25)
65-49182-1 SHOWN

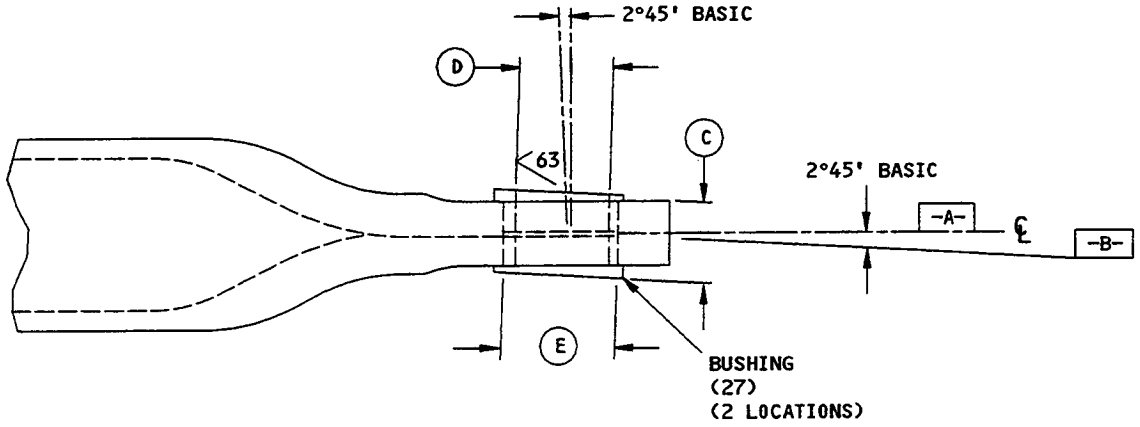


A-A

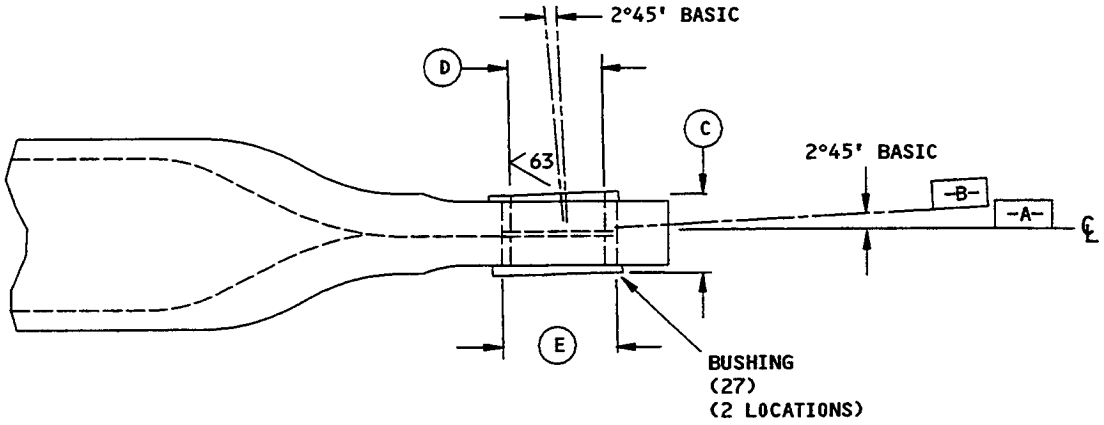


B-B
65-49182-1,-5,-9,-10

Bushing Hole Repair
Figure 1B (Sheet 1)



THRUST LINK 65-49182-3



THRUST LINK 65-49182-4

(X)

	(A)	(B) 1	(C) 2 3	(D) 4 5	(E) 6	(F) 4 5	(G) 8
DESIGN DIM	21.730 21.720	0.532 0.528	0.656 0.652	0.7207 0.7197	0.8755 0.8747	0.5005 0.4995	0.5629 0.5622
REPAIR LIMIT	—	—	—	—	0.9055 1	—	0.5829 1

Bushing Hole Repair
Figure 1B (Sheet 2)

REFINISH

PASSIVATE (F-17.09)

1. FLANGE FACE PARALLEL TO DATUM -A- WITHIN 0.002
2. FLANGE FACES PARALLEL TO DATUM -A- WITHIN 0.002 FOR 65-49182-1,-5,-9,-10
3. FLANGE FACES PARALLEL TO DATUM -B- WITHIN 0.002 FOR 65-49182-3,-4
4. CONCENTRIC TO LUG HOLE WITHIN 0.003 TIR AND PERPENDICULAR TO DATUM -A- WITHIN 0.0005 FOR 65-49182-1,-5,-9,-10
5. PERPENDICULAR TO DATUM -B- WITHIN 0.0005 FOR 65-49182-3,-4
6. CHAMFER LUG BORE 0.045-0.055 X 54°
7. REPAIR DIAMETER FOR OVERSIZE BUSHING INSTALLATION
8. CHAMFER LUG BORE 0.007-0.010 X 45°
9. CHAMFER LUGS 0.040-0.060 X 45° FOR 65-49182-11, -12 ONLY

REPAIR

REF 7

125 ALL MACHINED SURFACES UNLESS OTHERWISE INDICATED

BREAK ALL SHARP EDGES 0.01-0.02

MATERIAL: 17-4PH CRES, 180-200 KSI

ALL DIMENSIONS ARE IN INCHES

ITEM NUMBERS REFER TO IPL FIG. 3

Bushing Hole Repair
Figure 1B (Sheet 3)

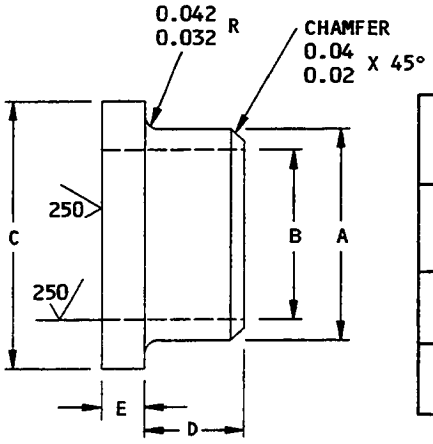
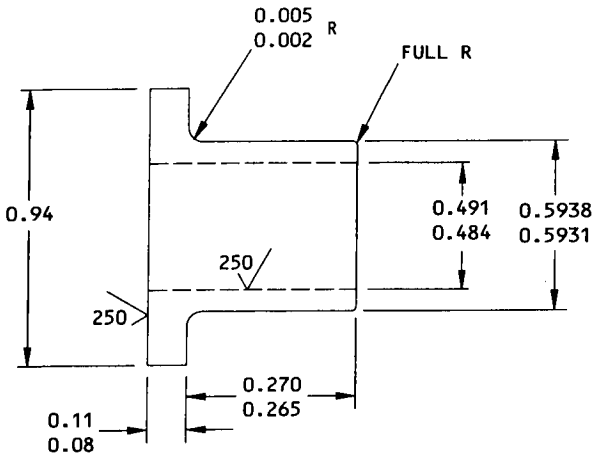


FIG. 3 ITEM NO.	A	B	C	D	E	MATERIAL
22	5	0.7112 0.7042	6	0.25 0.24 4	3	1
23	5	0.7112 0.7042	6	0.22 0.21 4	3	2
27	0.9067 0.9057	0.7112 0.7042	1.03	0.25 0.24	0.11 0.09	2

1. CRES BAR 17-4PH PER AMS 5643, SOLUTION TREATED. 1800-200 KSI. PASSIVATE (F-8.07)
2. AL-NI-BRONZE PER AMS 4640
3. AS REQUIRED TO OBTAIN FINISH DIMENSION AFTER INSTALLATION
4. VALUES IN TABLE LESS AMOUNT REMOVED FOR LUG CLEANUP
5. FITTING HOLE REPAIR DIAMETER PLUS 0.0012-0.0002
6. FITTING HOLE REPAIR DIAMETER PLUS 0.21

Oversize Repair Bushing
Figure 2

F97901



MATERIAL:

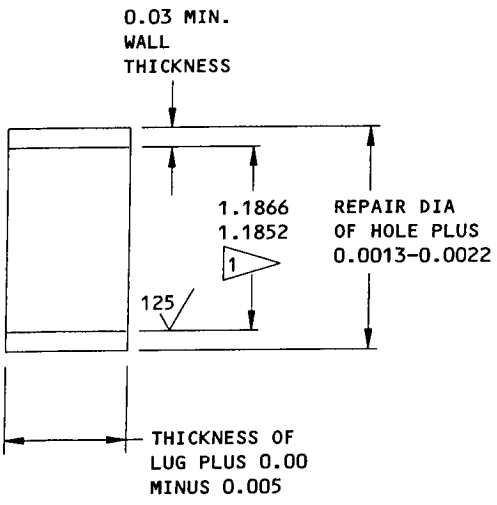
CRES BAR 17-4PH PER AMS 5643,
SOLUTION TREATED. 180-200 KSI.
PASSIVATE (F-8.07)

ALL DIMENSIONS ARE IN INCHES

ITEM NUMBERS REFER TO IPL FIG. 3

BUSHING (28)

Oversize Repair Bushing
Figure 2A



REPAIR SLEEVE

MATERIAL: FOR METHOD 2 SLEEVE-
17-4PH CRES, 180-200 KSI

FOR METHOD 3 SWAGED SLEEVE -
17-4PH CRES, CONDITION H1150

ALL DIMENSIONS ARE IN INCHES

1 INSIDE DIAMETER OF SLEEVE TO BE MACHINED FULL SIZE AFTER INSTALLATION.

Repair Sleeve
Figure 2B

C. Refinish

NOTE: Refer to 20-30-02 for stripping of protective finishes and to 20-41-01 for explanation of F and SRF finish codes.

(1) Bolt (10, Fig. 3) -- Cadmium plate (F-1.1926). Material: 4340 bar 170-180 ksi.

(2) Fitting (21, Fig. 3) -- See Fig. 1.

(3) Thrust link (26, Fig. 3) -- See Fig. 2.

(4) Plate (6, Fig. 4) -- Primer BMS 10-11, type 1 (SRF-12.206). Material: AISI 301 per MIL-S-5059, composition 301, annealed condition 2D.

(5) Bracket (7, Fig. 4) -- Primer BMS 10-11, type 1 (SRF-12.206). Material: AISI 301.

(6) Coverplate (11, Fig. 4) -- Primer BMS 10-11, type 1 (SRF-12.206). Material: 6AL-4V titanium solution treated and aged.

(7) Bushings (9, 14, 19, Fig. 3) -- Passivate (F-8.07) and chrome plate (F-1.842). Material: CRES 17-4PH, 180-200 ksi.

(8) Bushings (22, 28, Fig. 3) -- Passivate (F-8.07). Material: CRES 17-4PH, 180-200 ksi.

(9) Bolt (15, Fig. 5) -- Hard chrome plate per 20-42-03 (F-1.90) on shank only, use 0.08-inch chrome plate runout from bolthead. Cadmium plate per 20-42-05 on bolthead, fillet, and threads (F-1.191). Material: 4340 STEEL BAR, 160-180 KSI.

(10) Fittings (40, 45, Fig. 5) and fittings used on cable assy (95, Fig. 5) -- Cadmium-titanium plate per SOPM 20-42-02 (F-15.01). Apply two coats of BMS 10-11, Type 1 primer (F-20.03). Material: 4340 STEEL BAR, 275-300 KSI.

(11) Spacer (55, Fig. 5) -- Cadmium plate and apply two coats of BMS 10-11, Type 1 primer (F-16.01). Material: 17-4PH CRES, 180-200 KSI.

(12) Rub strip (75, Fig. 5) -- Cadmium plate and apply two coats of BMS 10-11, Type 1 primer (F-16.01). Material: 321 or 347 CRES.

(13) Retainer (115, 120, Fig. 5) -- Cadmium plate and apply two coats of BMS 10-11, Type 1 primer (F-16.01). Material: 304 CRES.

(14) Rub strip (135, Fig. 5) -- Prepare all surfaces and passivate (F-8.07). Material: 301 or 302 CRES.

D. Replacement

(1) Replace unserviceable and irreparable parts.

(2) Bearing (24, Fig. 3) -- Install and roller swage per SOPM 20-50-03, except install with wet sealant BMS 5-95.

(3) Bushings (22, 23, 27, 28, Fig. 3) -- Install using shrink-fit method per SOPM 20-50-03, using wet sealant BMS 5-95. Machine flanges and bushing bores per 4.B.(1)(a)5) and 4.B.(2)(b)4).

5. ASSEMBLY

NOTE: Assembly of engine mount components is accomplished during installation on the airplane.

A. Ensure that isolator assemblies (12, Fig. 4) are installed.

B. Coat bolt shanks (1, 9, 10, Fig. 4) with grease, MIL-G-23827, and secure coverplates (11) and bracket assembly (4, 5, Fig. 4), using bolts, washers (2, Fig. 4) and nuts (3, Fig. 4). Locate bracket assembly (4 or 5, Fig. 4) on coverplate of outboard isolator.

NOTE: Use oversize washers for (2, Fig. 4) when repair sleeves have been installed in the bolt holes.

C. Tighten nuts (3, Fig. 4) to 130-180 lb-in.

NOTE: Tolerance buildup may cause nuts (3, Fig. 4) to bottom on bolt shoulder. If this occurs, add another washer (2, Fig. 4) to correct condition.

D. Refer to OHM 71-03-01 for engine mount cone bolt installation (Fig. 5) assembly instructions. Torque cone bolt nuts (510) using proper sequence during power plant installation.

E. Tighten nuts BACN10JD109AU (30, 50, Fig. 5) and install cotter pin to allow 0.005 to 0.010 end play of bolt.

F. Bolts (15, 70, Fig. 5) and holes shall be given a coat of corrosion preventative grease, MIL-G-23827, immediately prior to installation of bolts, per 20-50-01. Install bolt heads forward.

G. Install cotter pins MS24665-370 (35, Fig. 5) per 20-50-02.

H. Use laminated shims (60, 65, Fig. 5) if and as required, to obtain a gap of 0.000-0.005 inch between spacer (55, Fig. 5) and engine flange. Remove laminations as required for gap, but apply two coats BMS 10-11 Type 1 primer, Ref. F-20.03, after delamination and prior to final installation.

I. Tighten nut BACN10JD11DAU (90, Fig. 5) to within 660-980 pound-inches.

J. Secondary Support Assembly (Fig. 5)

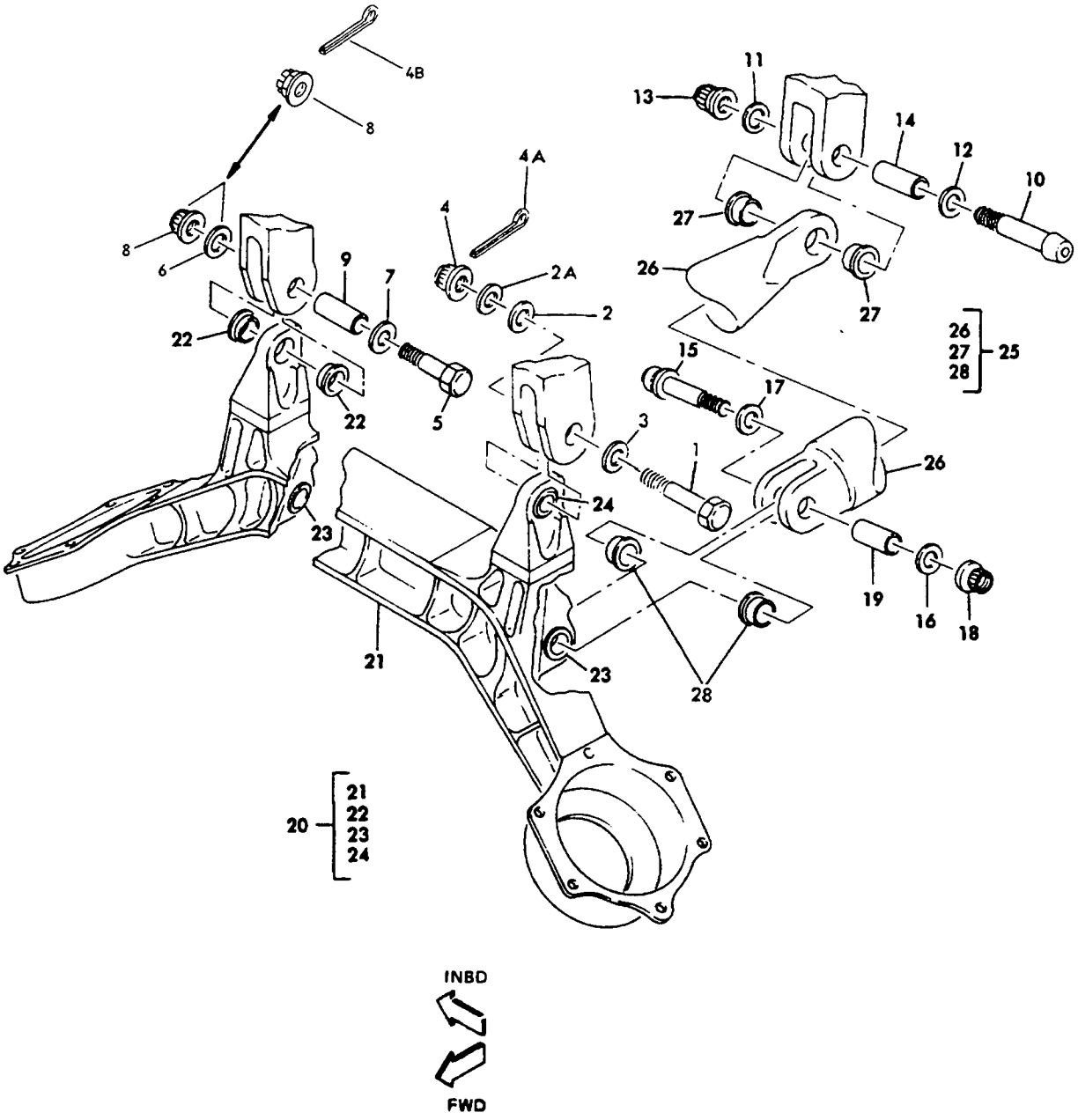
(1) Install bolts (220) with bolt head up, washer (215) under nut only. Torque nut (210) to within 220-410 pound-inches.

(2) Elastomer portion of washer assy (230) must rest in the counter-bore of the bottom of the load limiter assy (245).

(3) The steel portion of the washer assy (230) must mate against the BACN10HR5CD (225) nut at the top of the Secondary Support Assembly.

(4) Tighten nut BACN10HR5CD (225) at top of Secondary Support Assy until the bolt can no longer be rotated with finger pressure. Then tighten the nut an additional half turn on final installation.

8. ILLUSTRATED PARTS LIST



Forward Mount Istallation, LH
Figure 3

FIG. & ITEM NO.	PART NO.	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USE CODE	QTY PER ASSY
3-					
	65-49181-1		ENGINE FORWARD MOUNT INSTL, LH	A	
	65-49181-2		ENGINE FORWARD MOUNT INSTL, RH	B	
1	BACB30LJ10CD23		. BOLT *[1] *[10]		1
1	BACB30LM10U23		. BOLT *[2] *[10]		1
2	BACW10BR410		. WASHER *[1] *[10]		1
2	BACW10BP10APU		. WASHER *[2] *[10]		1
2A	BACW10BR210		. WASHER *[5] *[10]		AR
2A	BACW10BR310		. WASHER *[5] *[10]		AR
3	BACW10BR10ACU		DELETED		
3	BACW10BP10ACU		. WASHER, COUNTERSUNK *[2] *[10]		1
4	BACN10JDI10A		. NUT *[1] *[10]		1
4	BACN10GW10		. NUT *[2] *[10]		1
4A	MS24665-370		. COTTER PIN *[1] *[10]		1
4B	BACP18BC03A10P		. COTTER PIN (POST SB 54-1007, R1)		1
5	BACB30US8SU21D		. BOLT (POST SB 54-1007, R1)		1
5	BACB30LE8U21		. BOLT (PRE SB 54-1007, R1) *[7] *[10]		1
5	BACB30LM8U21		. BOLT (PRE SB 54-1007) *[8] *[10]		1
6	BACW10BP8APU		. WASHER *[10]		1
7	BACW10BP8ACU		. WASHER, COUNTERSUNK *[10]		1
8	BACN11N8C5		. NUT (POST SB 54-1007, R1)		1
8	BACN10HR8C		. NUT (PRE SB 54-1007, R1) *[7] *[10]		1
8	BACN10GW8A		. NUT (PRE SB 54-1007) *[8] *[10]		1
9	66-23598-9		. BUSHING (REPLS 66-23598-7,-8) (POST SB 54-1007) *[10]		1
9	66-23598-8		. BUSHING (REPLD BY 66-23598-9) (REPLS 66-23598-7) (PRE SB 54-1007) *[10]		1
9	66-23598-7		. BUSHING (REPLD BY 66-23598-8) (PRE SB 54-1007) *[10]		1
10	69-46665-2		. BOLT		2
11	MS20002-8		. WASHER *[10]		2
12	MS20002C8		. WASHER, COUNTERSUNK *[10]		2
13	BACN10B8L		. NUT		2
14	66-23598-6		. BUSHING		2
15	BACB30LE8U21		. BOLT *[10]		2
16	BACW10BP8APU		. WASHER *[10]		2
17	BACW10BP8ACU		. WASHER		2
18	BACN10HR8C		. NUT *[10]		2
19	66-23598-4		. BUSHING		2
20	65-46850-13		. SUPPORT FITTING ASSY, LH *[10]	A	1
20	65-46850-9		. SUPPORT FITTING ASSY, LH *[10] (POST SB 54A1012)	A	1
20	65-46850-7		. SUPPORT FITTING ASSY, LH *[10] (POST SB 54-1009) (PRE SB 54A1012)	A	1
20	65-46850-5		. SUPPORT FITTING ASSY, LH *[10] (PRE SB'S 54-1009 AND 54A1012)	A	1
20	65-46850-1		. SUPPORT FITTING ASSY, LH *[10] (PRE SB'S 54-1009 AND 54A1012)	A	1

FIG. & ITEM NO.	PART NO.	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USE CODE	QTY PER ASSY
3-					
20	65-46850-14		. SUPPORT FITTING ASSY, RH *[10]	B	1
20	65-46850-10		. SUPPORT FITTING ASSY, RH *[10] (POST SB 54A1012)	B	1
20	65-46850-8		. SUPPORT FITTING ASSY, RH *[10] (POST SB 54-1009)(PRE SB 54A1012)	B	1
20	65-46850-6		. SUPPORT FITTING ASSY, RH *[10] (PRE SB'S 54-1009 AND 54A1012)	B	1
20	65-46850-2		. SUPPORT FITTING ASSY, RH *[10] (PRE SB'S 54-1009 AND 54A1012)	B	1
21	65-46850-3		. . FITTING (USED ON 65-46850-1,-5, -7)		1
21	65-46850-4		. . FITTING (USED ON 65-46850-2,-6, -8)		1
21	65-46850-11		. . FITTING (USED ON 65-46850-9)		1
21	65-46850-12		. . FITTING (USED ON 65-46850-10)		1
21	65-46850-15		. . FITTING (USED ON 65-46850-13)		1
21	65-46850-16		. . FITTING (USED ON 65-46850-14)		1
22	66-23599-4		. . BUSHING (USED ON 65-46850-5,-6, -7,-8,-9,-10,-13,-14)		2
22	66-23599-2		. . BUSHING (USED ON 65-46850-1,-2) *[9]		2
22	66-23599-4		. . BUSHING (USED ON 65-46850-1,-2) *[9]		2
23	66-23599-1		. . BUSHING		4
24	M81936-1-10R		. . BEARING, V09455, V81376 (USED ON 65-46850-7,-8, -9,-10,-13,-14) *[4] *[11]		1
24	KSB10-9		. . BEARING, V97613 (USED ON 65-46850-1,-2,-5,-6) *[3]		1
25	65-49182-10		. THRUST LINK FITTING ASSY *[10]		1
25	65-49182-9		. THRUST LINK FITTING ASSY *[10] (REPLS 65-49182-1,-3,-4,-5)		1
25	65-49182-7		DELETED		1
25	65-49182-5		. THRUST LINK FITTING ASSY *[6]*[10]		2
25	65-49182-1		. THRUST LINK FITTING ASSY (OPT TO 65-49182-5) *[6] *[10]		2
25	65-49182-3		. THRUST LINK FITTING ASSY *[6]*[10]		1
25	65-49182-4		. THRUST LINK FITTING ASSY *[6]*[10]		1
26	65-49182-12		. . THRUST LINK (USED ON 65-49182-10)	1	
26	65-49182-11		. . THRUST LINK (USED ON 65-49182-11)	1	
26	65-49182-8		DELETED		

FIG. & ITEM NO.	PART NO.	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USE CODE	QTY PER ASSY
3-26	65-49182-6		. . THRUST LINK (USED ON 65-49182-5)		1
26	65-49182-2		. . THRUST LINK (USED ON 65-49182-1, -3,-4)		1
27	66-23599-2		. . BUSHING (USED ON 65-49182-1,-5, -9, -10) *[9]		2
27	66-23599-4		. . BUSHING (USED ON 65-49182-1,-5, -9, -10) *[9]		2
27	66-23599-3		. . BUSHING (USED ON 65-49182-3,-4)		2
28	66-24103-1		. . BUSHING		2

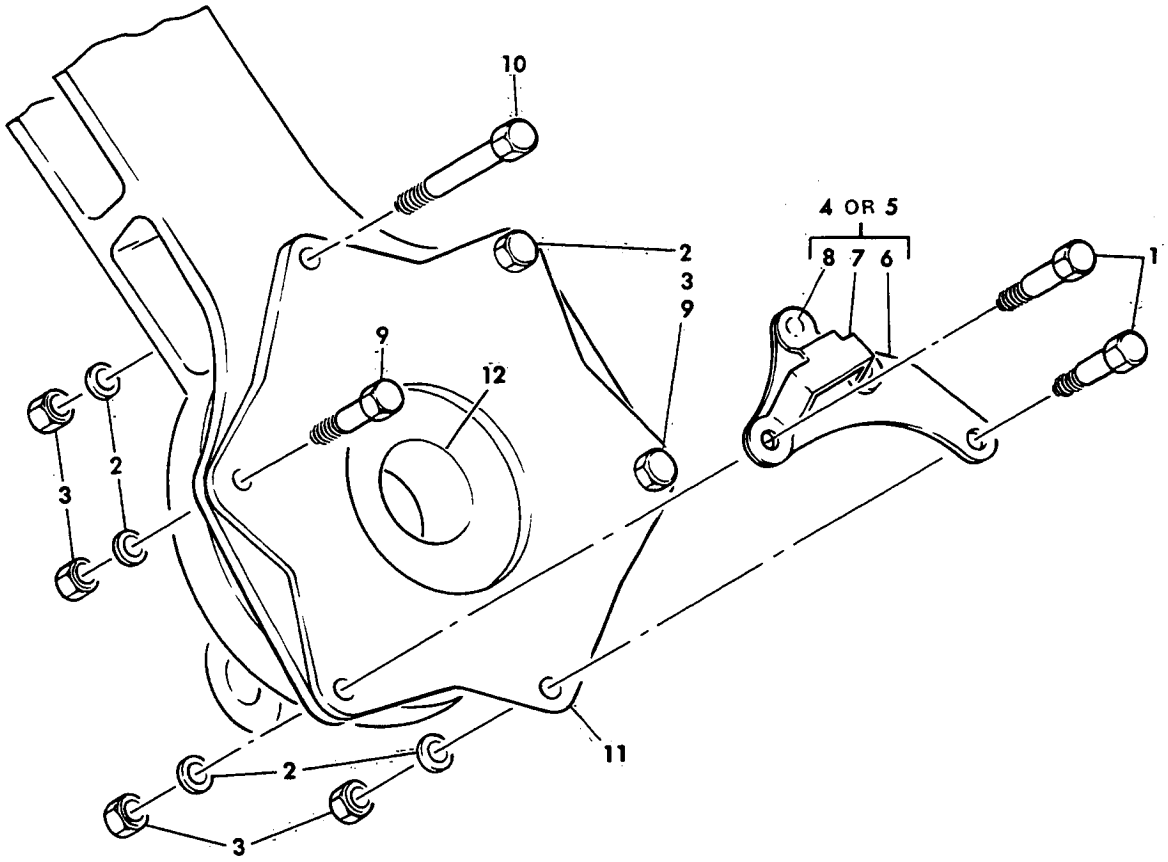
*[1] THESE PARTS, USED TOGETHER, REPLACE PARTS CODED *[2]
*[2] THESE PARTS, USED TOGETHER, ARE REPLACED BY PARTS CODED *[1]
*[3] PRE SB 54-1009
*[4] POST SB 54-1009
*[5] USE AS REQUIRED TO INSTALL COTTER PIN (4A).
*[6] REPLACED BY 65-49182-9
*[7] THESE PARTS, USED TOGETHER, REPLACE PARTS CODED BY *[8]
*[8] THESE PARTS, USED TOGETHER, ARE REPLACED BY PARTS CODED BY *[7]
*[9] 66-23599-4 OPTIONAL TO 66-23599-2
*[10] LIMITED USE
*[11] THE M81936-1-10R PART NUMBER IS CORRECT AS SHOWN, ALTHOUGH IT MAY ALSO BE IDENTIFIED AS PART NUMBER M81936/1(10)R.

VENDOR

V09455 BFM TRANSPORT DYNAMICS CORP., P.O. BOX 1953, 3131 WEST SEGERSTROM AVENUE, SANTA ANA, CALIFORNIA 92702-1953

V81376 SOUTHWEST PRODUCTS COMPANY, 2240 BUENA VISTA STREET, IRVINDALE, CALIFORNIA 91706

V97613 SARGENT TECHNOLOGIES, 1851 SOUTH FANTANO ROAD., TUCSON, ARIZONA 85710

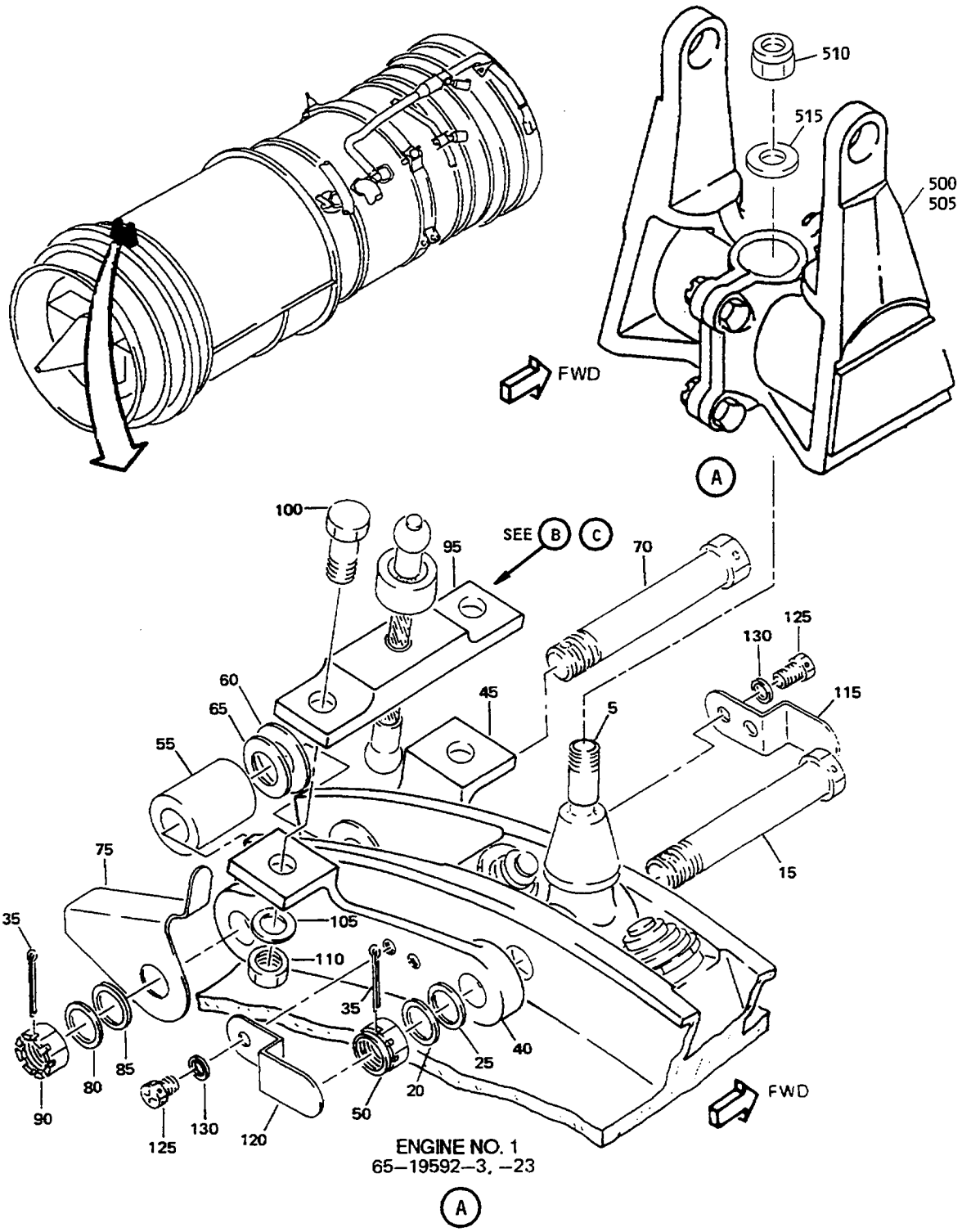


Forward Mount Vibration Isolator Installation
Figure 4

FIG. & ITEM NO.	PART NO.	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USE CODE	QTY PER ASSY
4-					
	65-50538-1		FORWARD MOUNT VIBRATION ISOLATOR INSTL, LH		
	65-50538-2		FORWARD MOUNT VIBRATION ISOLATOR INSTL, RH		
1	BACB30LM5U11		. BOLT		4
2	AN960C516		. WASHER		12
3	BACN10GW5A		. NUT		12
4	69-47530-1		. BRACKET ASSY		1
5	69-47530-2		. BRACKET ASSY		1
6	69-47530-3		. . PLATE		1
7	69-47530-4		. . BRACKET		1
8	BACR15CE5		. . RIVET		2
9	BACB30LM5U10		. BOLT		6
10	BACB30LM5U38		. BOLT		2
11	69-37479-1		. COVERPLATE		2
11	69-37479-2		. COVERPLATE (OPT TO 69-37479-1)		2
12	7351087		. ISOLATOR ASSY, V13636 (BOEING 60517-28) (LIMITED)		2
12	5467-ISA1		. ISOLATOR ASSY, V13636 (BOEING 60517-41) (LIMITED)		2

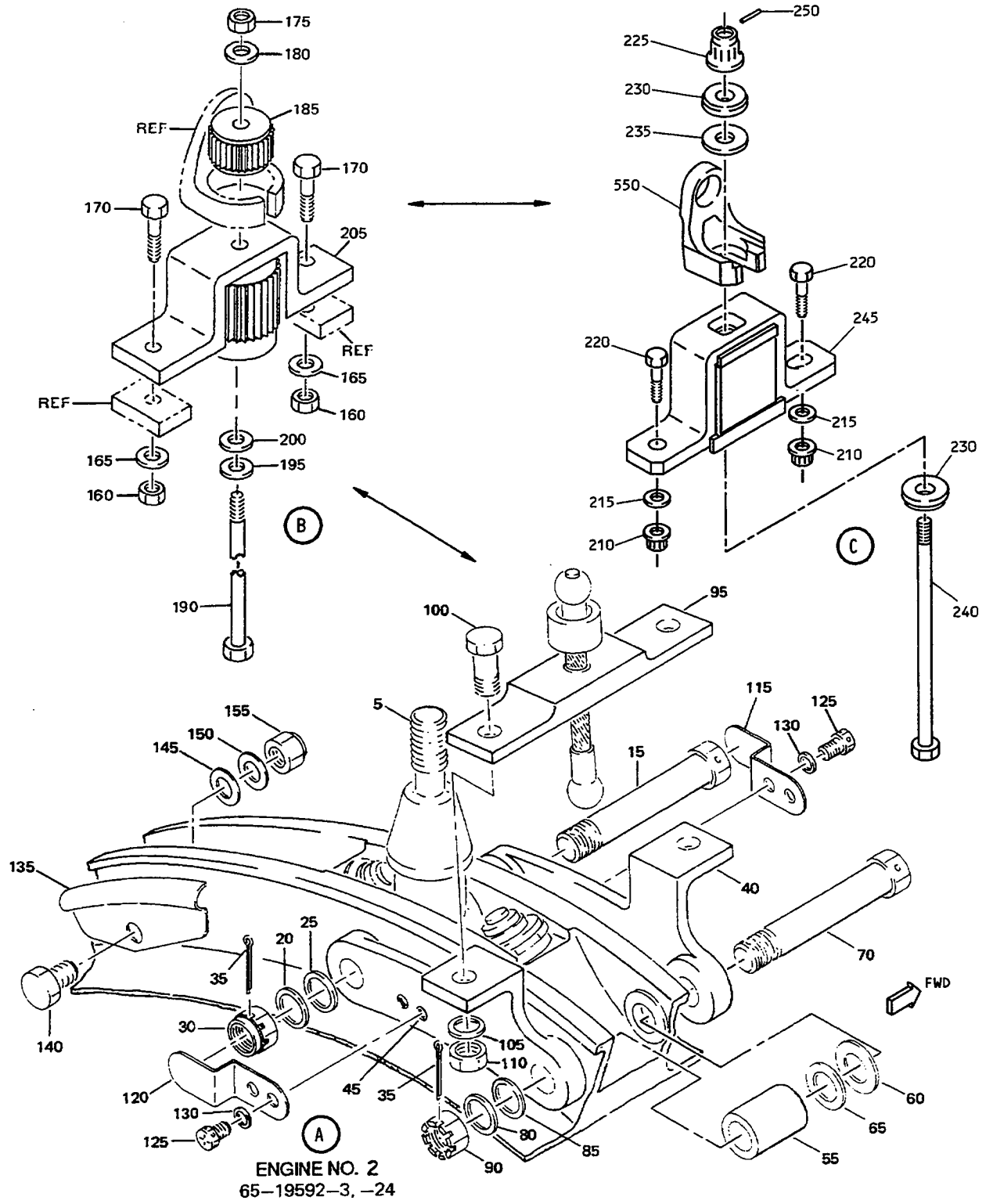
VENDOR

V13636 BARRY WRIGHT CORP., CONTROL DIVISION, 2323 VALLEY STREET, BURBANK, CALIFORNIA 91505-1336



Engine Mount Aft Cone Bolt Installation
Figure 5 (Sheet 1)

E76426

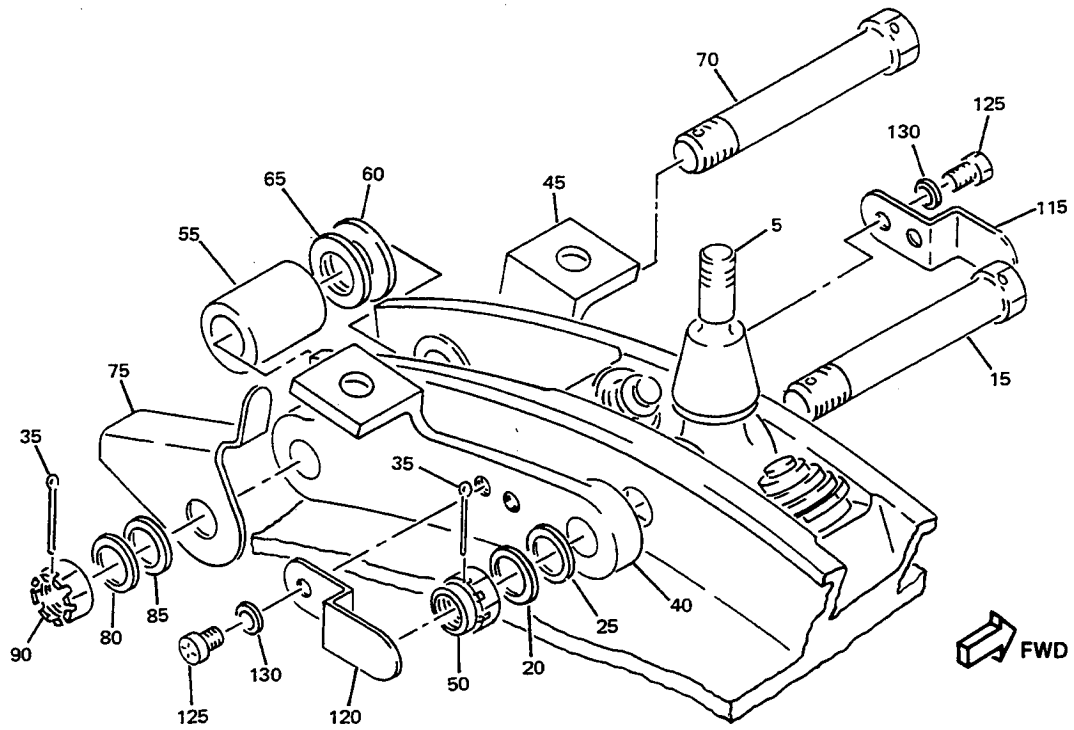


ENGINE NO. 2
65–19592–3, –24

Engine Mount Aft Cone Bolt Installation
Figure 5 (Sheet 2)

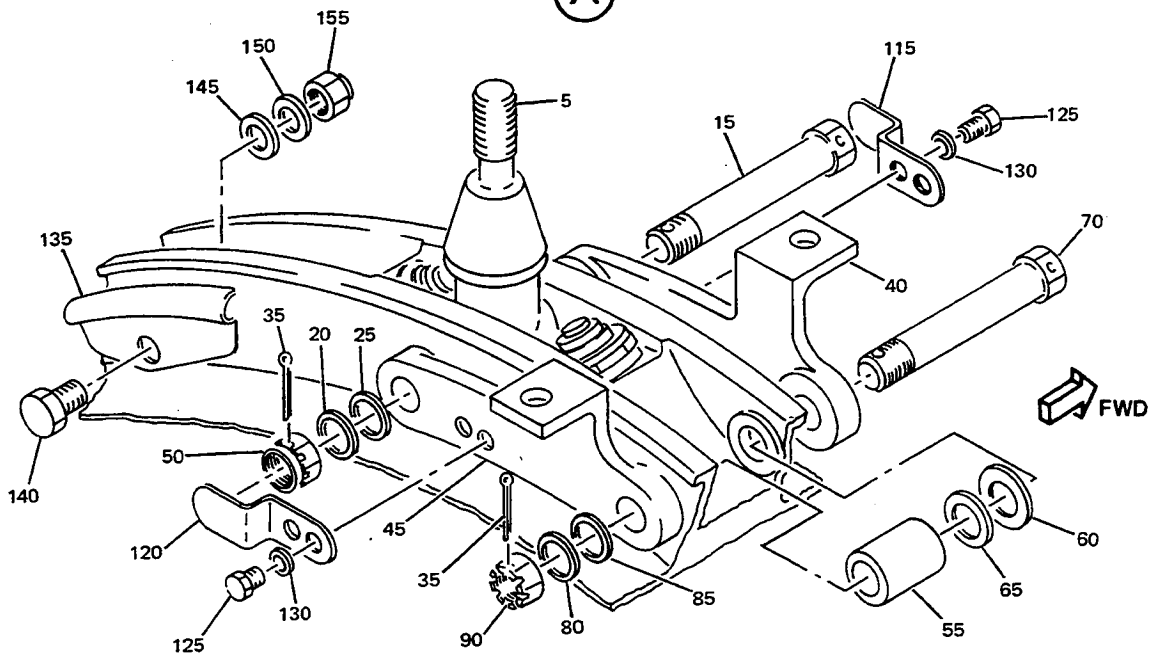
E76363

JT8D ENG MOUNT
COMPONENTS
(NO P/N ASSIGNED)



ENGINE NO. 1
65-19592-29 (POST SB 71-1069)

(A)



ENGINE NO. 2
65-19592-30 (POST SB 71-1069)

(A)

Engine Mount Aft Cone Bolt Installation
Figure 5 (Sheet 3)

FIG. & ITEM NO.	PART NO.	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USE CODE	QTY PER ASSY
5-					
	65-19592-23		CONE BOLT INSTL, ENG MOUNT, ENG NO. 1 *[1]	A	RF
	65-19592-24		CONE BOLT INSTL, ENG MOUNT, ENG NO. 2 *[1]	B	RF
	65-19592-29		CONE BOLT INSTL, ENG MOUNT, ENG NO. 1	C	RF
	65-19592-30		CONE BOLT INSTL, ENG MOUNT, ENG NO. 2	D	RF
	65-19592-3		CONE BOLT INSTL, CENTER ENG MOUNT	E	RF
5	R18424-2		. CONE BOLT, AFT V13636 (BOEING 10-60517-50)(PREF)		1
5	R18424-2		. CONE BOLT, AFT V13636 (BOEING 10-60517-44)(OPT)	A-D	1
5	R18424-2		. CONE BOLT, AFT V13636 (BOEING 10-60517-44)(LIMITED)	E	1
5	R18424-1		. CONE BOLT, AFT V13636 (BOEING 10-60517-40)(LIMITED)(REPLD BY R18424-2)	E	1
5	R18423-54		DELETED		
5	7350011		DELETED		
15	66-13297-3		. BOLT	A-D	1
15	66-13297-2		. BOLT (PRE SB 71-1069R2)	E	1
15	66-13297-3		. BOLT (POST SB 71-1069R2)	E	1
20	AN960C916L		. WASHER		1
25	AN960C916		. WASHER	A-D	2
25	AN960C916		. WASHER (PRE SB 71-1069R2)	E	2
25	AN960C916		. WASHER (POST SB 71-1069R2)	E	*[2]
30	AN320C9		. NUT (PRE SB 71-1069R2)	E	1
30	BACN10JD109AU		. NUT (POST SB 71-1069R2)	E	1
30	BACN10JD109AU		. NUT	A-D	1
35	MS24665-370		. COTTER PIN	A-D	AR
35	AN381-4-16		. COTTER PIN (PRE SB 71-1069R2)	E	AR
35	MS24665-370		. COTTER PIN (POST SB 71-1069R2)	E	AR
40	69-72053-1		. FITTING, SIDE	A-D	1
40	69-72053-1		. FITTING, SIDE (POST SB 71-1069R2) (PRE SB 737-71-1289)	E	1
40	69-72053-3		. FITTING, SIDE (POST SB 737-71-1289)	E	1
45	69-72053-2		. FITTING, SIDE	A-D	1
45	69-72053-2		. FITTING, SIDE (POST SB 71-1069R2) (PRE SB 737-71-1289)	E	1
45	69-72053-4		. FITTING, SIDE (POST SB 737-71-1289)	E	1
50	BACN10JD109AU		. NUT	A-D	1
50	BACN10JD109AU		. NUT (POST SB 71-1069R2)	E	1
55	65-19592-25		. SPACER	A-D	1
55	65-19592-25		. SPACER (POST SB 71-1069R2)	E	1

FIG. & ITEM NO.	PART NO.	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USE CODE	QTY PER ASSY
5-					
55	65-19592-25		. SPACER	A-D	1
55	65-19592-25		. SPACER (POST SB 71-1069R2)	E	1
60	69B00412-6		. SHIM, LAMINATED	A-D	AR
60	69B00412-6		. SHIM, LAMINATED (POST SB 71-1069R2)	E	AR
65	69B63073-501		. SHIM, LAMINATED	A-D	AR
65	69B63073-501		. SHIM, LAMINATED (POST SB 71-1069R2)	E	AR
70	BACB30NF10D51		. BOLT	A-D	1
70	BACB30NF10D51		. BOLT (POST SB 71-1069R2)	E	1
75	69-72056-2		. RUB STRIP	AC	1
75	69-72056-2		. RUB STRIP (POST SB 71-1069R2) (PRE SB 737-71-1289)	E	1
75	69-72056-4		. RUB STRIP (POST SB 737-71-1289)	E	1
80	AN9601016L		. WASHER	A-D	1
80	AN9601016L		. WASHER (POST SB 71-1069R2)	E	1
85	AN9601016		. WASHER	A-D	1
85	AN9601016		. WASHER (POST SB 71-1069R2) *[2]		1
90	BACN10JD110AU		. NUT	A-D	1
90	BACN10JD110AU		. NUT (POST SB 71-1069R2)	E	1
95	69-72057-1		. CABLE ASSY (PRE SB 71-1069R2)	AB	1
100	NAS6605-8		. BOLT (PRE SB 71-1069R2)	AB	2
105	AN960C516		. WASHER (PRE SB 71-1069R2)	AB	2
110	NAS1804-5		. NUT (PRE SB 71-1069R2)	AB	2
115	69-72056-1		. RETAINER, BOLT	A-D	1
115	69-72056-1		. RETAINER, BOLT (POST SB 71-1069R2)	E	1
120	69-72056-3		. RETAINER, BOLT	A-D	1
120	69-72056-3		. RETAINER, BOLT (POST SB 71-1069R2)	E	1
125	NAS1801-3D6		. SCREW	A-D	4
125	NAS1801-3D6		. SCREW (POST SB 71-1069R2)	E	4
130	AN960C10L		. WASHER	A-D	4
130	AN960C10L		. WASHER (POST SB 71-1069R2)	E	4
135	69-29863-2		. RUB STRIP	BD	1
140	NAS1105-3		. BOLT	BD	1
145	BACW10AK-WP5		. WASHER	BD	1
150	BACW10P-16S		. WASHER	BD	1
155	BACN10JC5		. NUT	BD	1
160	NAS1804-5		. NUT (POST SB 71-1069R2) (PRE SB 737-71-1289) *[3]	AB	2
165	AN960C516		. WASHER (POST SB 71-1069R2) (PRE SB 737-71-1289) *[3]	AB	2
170	NAS6605-9		. BOLT (POST SB 71-1069R2) (PRE SB 737-71-1289) *[3]	AB	2
175	84821CD-524		. NUT (POST SB 71-1069R2) (PRE SB 737-71-1289) *[3]	AB	1
180	AN960C516		. WASHER (POST SB 71-1069R2) (PRE SB 737-71-1289) *[3]	AB	1

FIG. & ITEM NO.	PART NO.	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USE CODE	QTY PER ASSY
5-185	10-62188-2		. SPACER CRUSHABLE (POST SB 71-1069R2) (PRE SB 737-71-1289) *[3]	AB	1
190	BACB30LE5-79		. BOLT (POST SB 71-1069R2) (PRE SB 737-71-1289) *[3]	AB	1
195	MS20002C5		. WASHER (POST SB 71-1069R2) (PRE SB 737-71-1289) *[3]	AB	1
200	AN960C516		. WASHER (POST SB 71-1069R2) (PRE SB 737-71-1289) *[3]	AB	AR
205	10-62188-1		. LIMITER, LOAD (POST SB 71-1069R2) (PRE SB 737-71-1289) *[3]	AB	AR
210	NAS1804-6		. NUT (POST SB 737-71-1289) *[3]	AB	2
215	AN960C616		. WASHER (POST SB 737-71-1289) *[3]	AB	2
220	NAS6606-10		. BOLT (POST SB 737-71-1289) *[3]	AB	2
225	BACN10HR5CD		. NUT (POST SB 737-71-1289) *[3]	AB	1
230	69-76789-1		. WASHER ASSY (POST SB 737-71-1289) *[3]	AB	2
235	69-76789-4		. WASHER, CHAMFERED (POST SB 737-71-1289) *[3]	AB	1
240	69-78715-1		. BOLT (POST SB 737-71-1289) *[3]	AB	1
245	65C26824-1		. LIMITER, LOAD (POST SB 737-71-1289) *[3]	AB	1
250	MS24665-88		. COTTER PIN (POST SB 737-71-1289) *[3]	AB	1
			INSTALLATION PARTS		
500	7351305		VIBRATION ISOLATOR, AFT, V13636 (BOEING 10-60517-35 (LIM)		1
505	5467-1SA2		VIBRATION ISOLATOR, AFT, V13636 (BOEING 10-60517-42) (LIM)		1
510	69-59074-1		NUT		1
515	MS20002-10		WASHER		1
550	69-72054-3		RETAINER		2

*[1] THIS FIGURE DEPICTS AFT ENGINE MOUNT CONE BOLT INSTL WITH SECONDARY SUPPORT CABLE ONLY.

*[2] INSTALL UP TO THREE WASHERS UNDER NUT. MINIMUM OF ONE WASHER REQUIRED UNDER NUT WITH COTTER PIN INSTALLED. NO WASHER UNDER BOLT HEAD.

*[3] THESE PARTS USED WITH CONE BOLT INSTALLATION 65-19592-3, -29, -30 AS INSTALLATION PARTS ONLY.

VENDOR

V13636 BARRY WRIGHT CORP, CONTROL DIVISION, 2323 VALLEY STREET, BURBANK, CALIFORNIA 91505-1336

Part No.	Fig. and Index No.	Qty. per Assy.
AN320C9	5-30	1
AN381-4-16	5-35	AR
AN9601016	5-85	1
AN9601016	5-85	1
AN9601016L	5-80	1
AN9601016L	5-80	1
AN960C10L	5-130	4
AN960C10L	5-130	4
AN960C516	4-2	12
AN960C516	5-105	2
AN960C516	5-165	2
AN960C516	5-180	1
AN960C516	5-200	AR
AN960C616	5-215	2
AN960C916	5-25	2
AN960C916	5-25	2
AN960C916	5-25	*[2]
AN960C916L	5-20	1
BACB30LE5-79	5-190	1
BACB30LE8U21	3-15	2
BACB30LE8U21	3-5	1
BACB30LJ10CD23	3-1	1
BACB30LM10U23	3-1	1
BACB30LM5U10	4-9	6
BACB30LM5U11	4-1	4
BACB30LM5U38	4-10	2
BACB30LM8U21	3-5	1
BACB30NF10D51	5-70	1
BACB30NF10D51	5-70	1
BACN10B8L	3-13	2
BACN10GW10	3-4	1
BACN10GW5A	4-3	12
BACN10GW8A	3-8	1
BACN10HR5CD	5-225	1
BACN10HR8C	3-18	2
BACN10HR8C	3-8	1
BACN10JC5	5-155	1
BACN10JD109AU	5-30	1
BACN10JD109AU	5-30	1
BACN10JD109AU	5-50	1
BACN10JD109AU	5-50	1
BACN10JD110AU	5-90	1
BACN10JD110AU	5-90	1
BACN10JDl10A	3-4	1
BACR15CE5	4-8	2
BACW10AK-WP5	5-145	1
BACW10BP10ACU	3-3	1
BACW10BP10APU	3-2	1
BACW10BP8ACU	3-17	2
BACW10BP8ACU	3-7	1
BACW10BP8APU	3-16	2
BACW10BP8APU	3-6	1
BACW10BR10ACU	3-3	
BACW10BR210	3-2A	AR
BACW10BR310	3-2A	AR
BACW10BR410	3-2	1
BACW10P-16S	5-150	1
KSB10-9	3-24	1
M81936-1-10R	3-24	1
MS20002-10	5-515	1
MS20002-8	3-11	2
MS20002C5	5-195	1
MS20002C8	3-12	2
MS24665-370	3-4A	1
MS24665-370	5-35	AR
MS24665-370	5-35	AR
MS24665-88	5-250	1
NAS1105-3	5-140	1
NAS1801-3D6	5-125	4
NAS1801-3D6	5-125	4
NAS1804-5	5-110	2
NAS1804-5	5-160	2
NAS1804-6	5-210	2
NAS6605-8	5-100	2
NAS6605-9	5-170	2
NAS6606-10	5-220	2
R18423-54	5-5	1
R18424-1	5-5	1
R18424-2	5-5	1
R18424-2	5-5	1
R18424-2	5-5	1
10-62188-1	5-205	AR
10-62188-2	5-185	1
5467-1SA2	5-505	1
5467-1SA1	4-12	2
65-19592-23	5-	RF
65-19592-24	5-	RF
65-19592-25	5-55	1
65-19592-25	5-55	1
65-19592-29	5-	RF

Part No.	Fig. and Index No.	Qty. per Assy.
65-19592-3	5-	RF
65-19592-30	5-	RF
65-46850-1	3-20	1
65-46850-10	3-20	1
65-46850-11	3-21	1
65-46850-12	3-21	1
65-46850-13	3-20	1
65-46850-14	3-20	1
65-46850-15	3-21	1
65-46850-16	3-21	1
65-46850-2	3-20	1
65-46850-3	3-21	1
65-46850-4	3-21	1
65-46850-5	3-20	1
65-46850-6	3-20	1
65-46850-7	3-20	1
65-46850-8	3-20	1
65-46850-9	3-20	1
65-49181-1	3-	
65-49181-2	3-	
65-49182-1	3-25	2
65-49182-10	3-25	1
65-49182-11	3-26	
65-49182-12	3-26	
65-49182-2	3-26	1
65-49182-3	3-25	1
65-49182-4	3-25	1
65-49182-5	3-25	2
65-49182-6	3-26	1
65-49182-7	3-25	1
65-49182-8	3-26	
65-49182-9	3-25	1
65-50538-1	4-	
65-50538-2	4-	
65B14399		RF
65B14399	3-	RF
65C26824-1	5-245	1
66-13297-2	5-15	1
66-13297-3	5-15	1
66-13297-3	5-15	1
66-23598-4	3-19	2
66-23598-6	3-14	2
66-23598-7	3-9	1
66-23598-8	3-9	1
66-23598-9	3-9	1
66-23599-1	3-23	4
66-23599-2	27	2
66-23599-2	3-22	2
66-23599-3	27	2

Part No.	Fig. and Index No.	Qty. per Assy.
66-23599-4	27	2
66-23599-4	3-22	2
66-23599-4	3-22	2
66-24103-1	28	2
69-29863-2	5-135	1
69-37479-1	4-11	2
69-37479-2	4-11	2
69-46665-2	3-10	2
69-47530-1	4-4	1
69-47530-2	4-5	1
69-47530-3	4-6	1
69-47530-4	4-7	1
69-59074-1	5-510	1
69-72053-1	5-40	1
69-72053-1	5-40	1
69-72053-2	5-45	1
69-72053-2	5-45	1
69-72053-3	5-40	1
69-72053-4	5-45	1
69-72054-3	5-550	2
69-72056-1	5-115	1
69-72056-1	5-115	1
69-72056-2	5-75	1
69-72056-2	5-75	1
69-72056-3	5-120	1
69-72056-3	5-120	1
69-72056-4	5-75	1
69-72057-1	5-95	1
69-76789-1	5-230	2
69-76789-4	5-235	1
69-78715-1	5-240	1
69B00412-6	5-60	AR
69B00412-6	5-60	AR
69B63073-501	5-65	AR
69B63073-501	5-65	AR
7350011	5-5	1
7351087	4-12	2
7351305	5-500	1
84821CD-524	5-175	1