

B757 MANUAL SUPPLEMENT - ATP 3510
SECTION 1 CHAPTER 52
CONTROL PAGE - ISSUE 4

- A. File the attached Temporary Revision/Alerts in the Manual Supplement in ATA Chapter/Section/Subject/Page sequence
- B. File this Control Page in front of the Chapter TRs/Alerts.
- C. The following list shows active TRs/Alerts together with TRs/Alerts added by this control page.

Chapter Section Subject	Page	TR/Alert No.
52-11-00	501	Alert 52-530
52-11-00	603	* 52-533
52-11-01	as 801	52-525
52-11-08	405	52-527

- D. Remove and Destroy the following TRs/Alerts:

* Indicates TRs/Alerts issued with this control page

**ATP
TEMPORARY
REVISION**

**AIRPLANE
NB322**

TR Page 1 of 1
9 May, 2000

**757 MAINTENANCE MANUAL
TEMPORARY REVISION No. 52-533**

THIS TEMPORARY REVISION IS ISSUED BY BRITISH AIRWAYS ENGINEERING (TECHNICAL INFORMATION SERVICES, G2, TBA, S401, P. O. BOX 10, HEATHROW AIRPORT, HOUNSLOW, MIDDLESEX TW6 2JA).
CAA DESIGN APPROVAL No. DAI/8566/78.

Manual Reference 52-11-00 Page 603

REASON FOR REVISION

To correct the Boeing text.

ACTION

TASK 52-11-00-206-021

3. No. 1, 2, and 4 Passenger Door Fast Check

B. Procedure

(2) Check the door opening cycle.

Ignore existing step (a) and read the following

(a) Measure the torque necessary to unlatch the door (200 pound-inches minimum without the lining and the slide, 400 pound-inches maximum with the lining and the slide).

Originator: R.PERKINS
Reference: 5023
Workbook: 52-68

52-11-00
Page 603

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ATP ALERT

AIRPLANE

ALERT Page 1 of 1

NB322

4 May, 2000

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ALERT No. 52-530

THIS TEMPORARY REVISION IS ISSUED BY BRITISH AIRWAYS ENGINEERING (TECHNICAL INFORMATION SERVICES, G2, TBA, S401, P. O. BOX 10, HEATHROW AIRPORT, HOUNSLOW, MIDDLESEX TW6 2JA).
CAA DESIGN APPROVAL No. DAI/8566/78.

Manual Reference 52-11-00 Page 501

REASON FOR REVISION

To add a stage sheet reference for main entry door rigging procedure.

ACTION

1. 2. AND 4 PASSENGER DOORS - ADJUSTMENT/TEST

1. General

Read the following additional step

- D. If the door requires a full re-rig i.e. due to removal, it is a requirement that the door re-rigging must be accomplished in accordance with UJDB Task:521100. This will ensure the rigging procedure is not carried out solely in a jacked configuration and the adjustment procedure and additional duplicate inspections are correctly carried out.

Persons performing a supervisory function are responsible for informing their appropriate staff of the substance of this ATP Alert.

Originator: P.MASON
Reference: 5059
Workbook: 52-62

52-11-00
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**ATP
TEMPORARY
REVISION**

AIRPLANE

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TR Page 1 of 1

9 August, 1997

757 MAINTENANCE MANUAL

TEMPORARY REVISION No. 52-525

THIS TEMPORARY REVISION IS ISSUED BY BRITISH AIRWAYS QUALITY AND TECHNICAL SERVICES AND COMPLIES WITH BCAR'S CHAPTER A5-3, B5-3 AND/OR TSS No. 0-2 AS REQUIRED. CAA DESIGN APPROVAL No. DAI/8566/78.



For CHIEF ENGINEER QUALITY AND TECHNICAL SERVICES.

Manual Reference 52-11-01 as Page 801

REASON FOR REVISION

To ensure the integrity of the passenger door latching mechanism is always maintained.

ACTION

NO. 1,2 AND 4 PASSENGER DOOR LATCH TORQUE TUBE
AND CRANK - APPROVED REPAIRS

1. General

A. Each latch torque tube and associated latch crank, gate crank and roller cranks (2) are a matched set. This ensures the correct angular relationship between these components is maintained. To ensure the integrity of the matched set is maintained the requirements of Para 2. must be strictly adhered to.

2. Upper and Lower Latch Torque Tubes and Cranks

- A. Individual replacement of a torque tube or crank is not permitted. If replacement of a torque tube or crank is required then the entire latch assembly (upper assembly or lower assembly) must be replaced with a new match drilled assembly.
- B. If replacement of both latch roller fittings from either latch assembly is required then, the entire latch assembly (upper assembly or lower assembly) must be replaced with a new match drilled assembly.
- C. Replacement of an individual latch roller fitting can be accomplished without the need to install a new match drilled assembly, provided only one latch roller fitting per latch assembly is replaced. The undrilled replacement latch roller fitting must be copy match drilled in an engineering machine workshop - it is not acceptable to copy match drill the component in the hangar environment.

Originator: N.EDWARDS
Reference: 000002125
Workbook: 52-44

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20 July, 1999

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TEMPORARY REVISION No. 52-527

THIS TEMPORARY REVISION IS ISSUED BY BRITISH AIRWAYS ENGINEERING (TECHNICAL INFORMATION SERVICES, G2, TBA, S401, P. O. BOX 10, HEATHROW AIRPORT, HOUNSLOW, MIDDLESEX TW6 2JA).
CAA DESIGN APPROVAL No. DAI/8566/78.

Manual Reference 52-11-08 Page 405

REASON FOR REVISION

Additional information.

ACTION

TASK 52-11-08-004-001

2. Prepare to Remove the Hold Open Lock

E. Procedure

(1) Remove the passenger door

Read the following additional note

NOTE: When replacing the hold open lock collar, if a split collar is being fitted door removal is not required (See TASK 52-11-08-358-001).

Originator: P.MASON
Reference: 0003963
Workbook: 52-58

52-11-08
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7	JAN 20/08	GUI	18	SEP 20/92	01	509	JAN 28/00	02
8	JAN 20/08	GUI	19	SEP 28/00	02	510	JAN 28/00	03
9	JAN 20/08	GUI	20	SEP 20/92	01	511	MAY 28/04	07
10	JAN 20/08	GUI	21	SEP 28/00	01	512	JAN 28/00	02
R 11	JAN 20/09	GUI.1	22	SEP 28/00	01	513	JAN 28/00	02
R 12	JAN 20/09	GUI.1	23	DEC 20/93	01	514	JAN 28/00	02
R 13	JAN 20/09	GUI.1	24	SEP 20/92	01	515	JAN 28/00	03
14	JAN 20/08	GUI	25	SEP 20/92	02	516	JAN 28/00	02
			26	SEP 28/00	01	517	JAN 28/00	02
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801	MAY 28/01	01	28	SEP 28/00	03	519	MAY 28/04	08
802	MAY 28/06	02	29	JUN 20/92	01	520	JAN 28/00	02
803	DEC 20/91	01	30	SEP 28/00	01	521	MAY 28/04	07
804	MAY 28/06	01	31	SEP 28/00	01	522	MAY 28/04	07
805	MAY 28/06	01	32	SEP 28/00	01	523	JAN 28/00	02
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808	MAY 28/01	03	35	SEP 20/97	01	526	SEP 28/04	02
			36	SEP 20/97	01			
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401	MAY 28/06	01	38	SEP 28/00	01	601	DEC 20/96	01
402	DEC 20/89	01	39	SEP 28/00	01	602	SEP 28/03	01
403	SEP 28/06	01	40	BLANK		603	MAY 28/04	03
404	DEC 20/89	01				604	SEP 28/01	01
405	DEC 20/89	01						
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402	DEC 15/84	01	104	SEP 28/99	01	52-11-01		
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			204	JUN 20/92	01	410	SEP 28/03	10
			205	DEC 20/89	01	411	SEP 28/03	17
			206	JUN 20/92	01	412	BLANK	

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604	MAR 20/96	01	420	JAN 20/98	02	204	JAN 20/98	01
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606	SEP 28/07	01	422	JUN 20/92	02	206	SEP 28/07	02
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403	SEP 20/90	04	803	MAR 20/93	01			
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52-11-04			402	MAR 20/90	01	506	JUN 20/93	01
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202	JUN 20/90	01	404	MAY 28/00	01	508	JUN 20/96	01
203	JAN 28/07	01	405	SEP 28/06	02	509	SEP 28/01	01
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415	MAY 28/01	02						
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406	SEP 20/97	01	52-11-37			512	SEP 28/06	06
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402	SEP 20/93	01	402	SEP 28/02	01	520	JAN 20/08	07
403	SEP 20/93	01	403	SEP 28/02	01	521	JAN 20/08	01
404	SEP 28/05	01	404	SEP 28/02	01	522	JAN 20/08	14
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508	JAN 28/07	02	402	JUN 20/90	01	402	JUN 20/90	01
509	JAN 28/01	03	403	JUN 20/90	01	403	SEP 28/05	01
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517	JAN 28/01	01	403	SEP 28/07	01	401	MAY 28/06	01
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524	JAN 28/01	02	404	SEP 28/07	01	408	BLANK	
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DOOR SEALS - APPROVED REPAIRS

1. General

- A. This procedure gives the instructions to repair the pressure seals on the doors and hatches. You can also use this procedure to repair the pressure seals on all pressure sealed access doors.
- B. These are the usual types of damage to the pressure seals:
- (1) Delamination of the joints where the mechanical blade seal section joins the diaphragm seal on the passenger doors (Fig. 801). The fabric-reinforced rubber which forms the joint can pull loose from the diaphragm seal or the blade seal.
 - (2) Cuts, nicks, splits or tears in the seal section.
 - (3) Splice failure in the fabric-reinforced splices on continuous blade seals.
- C. These two types of adhesives are used for pressure seal repairs:
- (1) Type I is a two-part, air-cured adhesive. Dow Corning 93-076 and General Electric GE RTV 430 are Type I adhesives. Allow a cure time of 24 hours minimum at 60 to 80 F (16 to 27 C) before handling. General Electric PSA-529 adhesive base with SRC-18 catalyst is Type I adhesive with a cure time of 6 days at 65 to 100 F (19 to 38 C). Cure times for Dow Corning 93-076 and General Electric GE RTV 430 can be decreased by applying heat. Cure under contact pressure at 180 F (83 C) for 4 hours minimum or at 200 F (93 C) for 2 hours minimum before handling.
 - (2) Type II is a clear, one-part, air-cured, flexible adhesive which keeps its flexibility at low temperatures. Allow 24 hours at 65 to 100 F (19 to 38 C) with a minimum of 30 percent relative humidity for cure. Use this adhesive for repairs to the sealing lip on the blade seals where flexibility is necessary to make an airtight seal. Dow Corning DC 3145, General Electric RTV 108, General Electric GE RTV 1106, and Dow Corning Q3-7063 are Type II adhesives.
 - (3) The cure times stated for the adhesive Types I and II are based on ambient temperature of 75 ±5°F and 50 ±5% relative humidity. If the temperature or the humidity decreases, the cure time will increase.
 - (4) When it is possible, make all repairs to the pressure seal with easy access to the seal and with minimum force. On installed seals, you can remove one or more sections of the retaining strip to work on the damaged area. For repairs to the joint area on an entry door seal, you must disengage the gates to remove tension from the seal.

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TASK 52-09-00-308-001

2. Repair Door Seals

A. Consumable Materials

- (1) A00923 Adhesive - General Electric PSA-529 Adhesive Base with SRC-18 Catalyst
- (2) A50025 General Electric GE RTV 430
- (3) A50026 General Electric GE FRV 1106
- (4) A00508 Adhesive - Dow Corning Q3-7063
- (5) A00635 Adhesive - General Electric RTV 108
- (6) A00281 Adhesive - Dow Corning DC 3145
- (7) A50094 Adhesive - Dow Corning Sealant DC 93-076 Adhesive Base with Catalyst (1/2 or 2).
- (8) G00028 Fabric - Dacron Tricot Reinforcing D117 or D118
- (9) B00650 Solvent - Methyl Ethyl Ketone (MEK), TT-M-261
- (10) B00130 Solvent - Isopropyl Alcohol TT-I-735
- (11) B00137 Abrasive paper
- (12) G00034 Cotton Wiper - Process Cleaning Absorbent Wiper BMS 15-5
- (13) B00068 Solvent - Ethyl Alcohol (Denatured) MIL-E-51454, Type II

B. Access

(1) Location Zones

- | | |
|-----|-----------------------------------|
| 821 | No. 1 Cargo Door |
| 822 | No. 2 Cargo Door |
| 823 | No. 3 Cargo Door |
| 831 | No. 1 Passenger Door (Left) |
| 832 | No. 2 Passenger Door (Left) |
| 835 | No. 3 Emergency Exit Door (Left) |
| 836 | No. 4 Passenger Door (Left) |
| 841 | No. 1 Passenger Door (Right) |
| 842 | No. 2 Passenger Door (Right) |
| 845 | No. 3 Emergency Exit Door (Right) |
| 846 | No. 4 Passenger Door (Right) |

C. Prepare to Repair Door Seals

S 558-002

(1) Storage of Adhesives

- (a) Keep the adhesives at 40 to 50°F until you use them.
- (b) You can keep small stacks of adhesives (to use in the shop) at room temperature (60 to 80°F) for a maximum of 6 months.
- (c) A plug of cured adhesive can dry in the nozzle or tube tip of type II adhesive during storage. Remove this plug before you use the adhesive.
- (d) Always keep Type II adhesives sealed when they are not used.

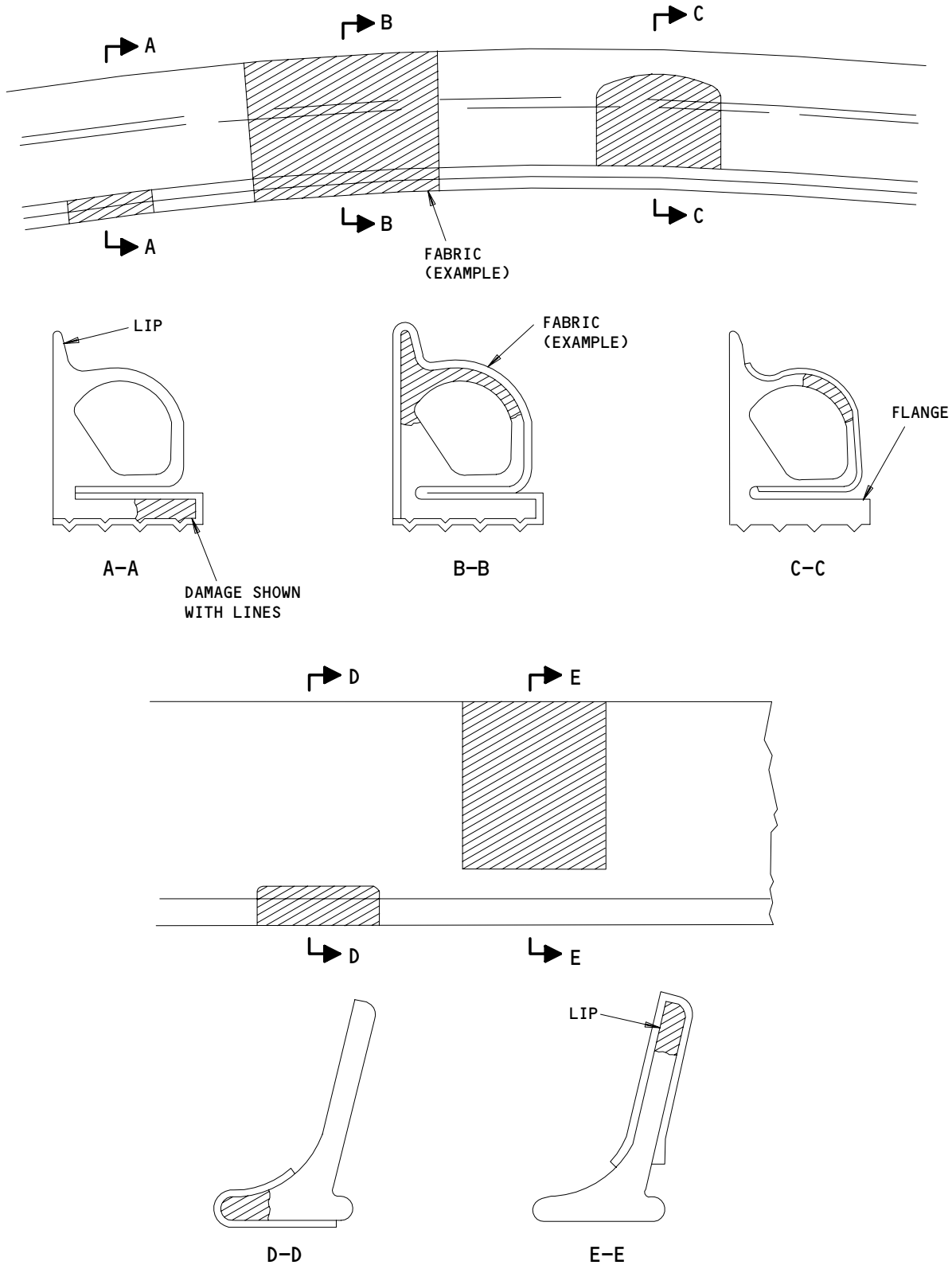
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Seal Repairs (Example)
Figure 801

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S 348-003

(2) Selection of Adhesives

- (a) Use Type I adhesive only on those parts of the blade seal where it is not necessary for the seal to be highly flexible. Do not use Type I adhesive on diaphragm seals or on the sealing lip of blade seals.
- (b) Use Type II adhesive where it is necessary for the seal to be highly flexible.

S 348-004

(3) Preparation of Adhesives

- (a) Mix the two-part adhesives (Type I) only in the quantity necessary, and use them as soon as possible after you mix them.

NOTE: The two-part adhesives are usually supplied in preweighed quantities for easy use in the shop.

- (b) Mix 100 parts by weight of General Electric PSA-529 adhesive base with 4 parts of SRC-18 Catalyst. The pot life is 2 days below 80 F (27 C).
- (c) General Electric RTV 430 (white) requires mixing with the proper catalyst for the type application. Beta 2 (red) remains pourable for 30 minutes, then becomes pastelike. Pot life is 1.5 hours at 77 F (25 C). Beta 2 should be used where a nonflowing material is desired. Beta 11 (blue) and Beta 4 (tan) should be used where flowing material is desired. They have a pot life of 1 hour and 3 hours respectively.
- (d) Mix 100 parts by weight of Dow Corning 93-076 adhesive base with 10 parts of Catalyst. The pot life is 2 hours below 80 F (27 C).

S 348-005

(4) General Repair Instructions

- (a) Make sure you have easy access to the seal. It will make the repair easier if the seal is not stretched. If necessary, remove the seal retaining strips. Disengage the gates to release the tension on the seal.
- (b) Make a decision on the type of repair necessary and the applicable repair procedure. Use fabric when possible. Replace the seal if there is too much damage to repair.
- (c) Refer to Prepare the Surfaces to Bond to clean and prepare the surfaces that you will repair.
- (d) Apply the adhesive to the two surfaces to be bonded, and hold the parts together in the correct position.
- (e) Obey the pot life limits of the adhesive as given in Preparation of Adhesives.

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- (f) There are three general repair procedures as follows:
- 1) Procedure A. This procedure uses only adhesive to repair the damaged seal.
 - a) Apply the adhesive to all areas that you will bond.
 - b) Hold the surfaces together and apply pressure to make sure all parts are fully bonded.
 - c) Let the adhesive dry for the necessary time before the seal is used.
 - 2) Procedure B. This procedure uses adhesive and an open-mesh Dacron fabric patch to repair the damaged seal.
 - a) Cut a Dacron fabric patch to fit the area that you will repair.
 - b) Apply the adhesive to the repair area on the seal.
 - c) Push the fabric patch into the wet adhesive.
 - d) Apply more adhesive on the patch.
 - e) Make the surface of the adhesive smooth.
 - f) Apply pressure to make sure all parts are fully bonded.
 - g) Let the adhesive dry for the necessary time before the seal is used.
 - 3) Procedure C. This procedure replaces the damaged part of the seal with a piece of replacement seal. Do one of these steps:
 - a) Miter the seal to get the correct fit, and use Procedure A to bond the seal with adhesive only.
 - b) Miter the seal to get the correct fit, and use Procedure B to bond the seal with adhesive and Dacron fabric.

S 118-006

(5) Prepare the Surfaces to Bond

WARNING: DO NOT GET SOLVENTS IN YOUR MOUTH OR EYES, OR ON YOUR SKIN. DO NOT BREATHE THE FUMES FROM SOLVENTS. SOLVENTS ARE HAZARDOUS MATERIALS. REFER TO PRODUCT MATERIAL SAFETY DATA SHEETS (MSDS) AND LOCAL REQUIREMENTS FOR PROPER HANDLING PROCEDURES.

- (a) Use a clean cotton wiper and methyl ethyl ketone, isopropyl alcohol, or ethyl alcohol to clean the two surfaces that you will bond. Also clean the area approximately 2 inches around the surfaces.
- (b) Dry the surfaces with a clean cotton wiper before the solvent dries.
- (c) Do the two steps above as necessary to fully remove dirt, oil, paint and other soils.

NOTE: Clean surfaces are necessary for a good bond.

- (d) Lightly rub the repair area with 180 grit (or finer) abrasive paper to make the surface rough.
- (e) Remove the dust particles with a dry cotton wiper.

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D. Repair Door Seals

S 348-007

- (1) Repair Delamination of Joints
- (a) When the delamination is minor (1/2 square inch maximum), repair the seal as follows:
 - 1) Refer to Prepare the Surfaces to Bond to prepare the delaminated surfaces.
 - 2) Use Procedure A with Type I adhesive to bond the delaminated seal.
 - (b) When the delamination is only in the edge of the splice and sealing capability is not decreased, repair the seal as follows:
 - 1) Cut off the delaminated flap with a sharp knife.
 - 2) Refer to Prepare the Surfaces to Bond to prepare the surfaces.
 - 3) Apply a thin layer of Type II adhesive.

S 348-008

- (2) Repair Delaminated Areas which May Result in Leaks Upon Enlargement of Delaminated Area
- (a) When the delamination is on the sealing edge, repair the seal as follows:
 - 1) Refer to Prepare the Surfaces to Bond to prepare the delaminated surfaces.
 - 2) Use Procedure A or Procedure B with Type II adhesive to bond the delaminated seal.

S 348-009

- (3) Repair Cuts or Splits in Rubber in Joint Area
- (a) Refer to Prepare the Surfaces to Bond to prepare the damaged surfaces.
 - (b) Use Procedure B with Type II adhesive to bond the damaged seal.

S 348-010

- (4) Repair Cuts or Splits in Blade Section of Seal
- (a) Repair small splits or cuts (0.2 inch maximum length).
 - 1) Refer to Prepare the Surfaces to Bond to prepare the damaged surfaces.
 - 2) Use Procedure A with Type I or Type II adhesive to bond the damaged seal.
 - (b) Repair large splits up to 1.0 inch maximum length.
 - 1) Pull the seal blade to open the cut.
 - 2) Carefully drill a hole in the end of the cut.

NOTE: You can use a sharpened metal tube as a drill bit to cut the hole.

- 3) Smooth out the hole and miter the edges.

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- 4) Refer to Prepare the Surfaces to Bond to prepare the damaged surfaces.
 - 5) Use Procedure A with Type II adhesive to bond the damaged seal.
- (c) Repair large splits up to 2.0 inches maximum length (Fig. 801).
- 1) Pull the seal blade to open the cut.
 - 2) Carefully drill a hole in the end of the cut.

NOTE: You can use a sharpened metal tube as a drill bit to cut the hole.

- 3) Smooth out the hole and miter the edges.
- 4) Refer to Prepare the Surfaces to Bond to prepare the damaged surfaces.
- 5) Cut a piece of Dacron fabric to overlay the sides and the ends of the split by 0.5 inch.
- 6) Use Procedure B with Type I or type II adhesive to bond the damaged seal (Fig. 801).

S 348-011

- (5) Repair Damaged Sealing Lip on Seal Blade up to 3.0 inches Maximum Length (Fig. 801).
- (a) Repair damage when it is not necessary to replace the seal blade section.
- 1) Refer to Prepare the Surfaces to Bond to prepare the damaged surfaces.
 - 2) Cut a piece of Dacron fabric to overlap the sides and the ends of the damaged areas by 0.5 inch.
 - 3) Use Procedure B with Type II adhesive to bond the damaged seal. Make sure the Dacron patch covers the lip of the seal and ends within 0.25 inch of the seal retainer on the two sides of the seal. The patch cannot end on the flat sealing area of the blade.
- (b) Repair damage when a part of the seal is not there.
- 1) Trim all ragged edges of the seal.
 - 2) Cut a similar section of a surplus seal to patch the seal.
 - 3) Refer to Prepare the Surfaces to Bond to prepare the damaged surfaces.
 - 4) Cut the Dacron fabric to overlap the sides and the ends of the splice areas by 0.5 inch.
 - 5) Use Procedure C with Dacron fabric and Type II adhesive to bond the piece of replacement seal to the seal. Make sure the patch covers the lip of the seal and ends within 0.25 inch of the seal retainer on the two sides of the seal. The patch cannot end on the flat sealing area of the blade.

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S 348-012

- (6) Repair Damaged Splices
- (a) Repair a splice on a galley or an entry door.
 - 1) Refer to Repair Delamination of Joints to repair the damaged area.
 - (b) Repair a separated splice bond on a cargo door or an escape hatch.
 - 1) Prepare the surfaces to be repaired, two inches on the two sides of the splice.
 - 2) Cut a piece of Dacron fabric 2.0 inches wide, and sufficiently long to wind fully around the seal.
 - 3) Apply Type II adhesive with a brush to the cleaned surfaces of the seal.
 - 4) Push the fabric into the wet adhesive and wind the fabric fully around the seal.
 - 5) Push the fabric into the contours.
 - 6) Apply more thin layers of adhesive by brush.
 - 7) Feather or fair the edges of the patch. Make sure the sealing lip is smooth and flat. Do not use too much adhesive which will make a stiff, rigid area over the seal lip.

S 348-013

- (7) Repair Large Imperfections or Severely Damaged Seal Sections
- (a) Locate the seal splices in straight sections of the seal.
 - (b) Remove all of the damaged area.
 - (c) Replace the removed area with a similar section of a surplus seal cut to exact length.
 - (d) Prepare the surfaces two inches on the two sides of the splice.
 - (e) Make mitered cuts on the abutting seal surfaces.
 - (f) Fill the mitered cuts with Type II adhesive.
 - (g) Use Procedure B and Procedure C to bond the seal splices.

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NO. 1, 2, AND 4 PASSENGER DOOR SEAL – REMOVAL/INSTALLATION

1. General

- A. This procedure gives the instructions to remove and install the seal on the No. 1, 2, and 4 passenger doors. The seal includes a lip seal around the outer edge of the door, and two diaphragm seals along the hinges between the door and the upper and lower gates. The seal is removed and installed in one piece.

TASK 52-09-01-004-001

2. Remove Passenger Door Seal

A. Consumable Materials

- (1) B00650 Solvent – Methyl Ethyl Ketone (MEK), TT-M-261
- (2) G00034 Cotton Wiper – Process Cleaning
Absorbent Wiper BMS 15-5
- (3) B00062 Solvent-Acetone ASTM D329
- (4) B00130 Solvent – Isopropyl Alcohol, TT-I-735
- (5) B00068 Solvent – Ethyl Alcohol MIL-E-51454,
Type II

B. References

- (1) 52-11-02/401, Door Lining

C. Access

(1) Location Zones

- 831 No. 1 Passenger Door (Left)
- 832 No. 2 Passenger Door (Left)
- 836 No. 4 Passenger Door (Left)
- 841 No. 1 Passenger Door (Right)
- 842 No. 2 Passenger Door (Right)
- 846 No. 4 Passenger Door (Right)

D. Procedure

S 014-002

- (1) Open the passenger door sufficiently to remove the seal.

S 014-003

- (2) Remove the door lining as necessary to remove the seal (Ref 52-11-02).

S 114-024

WARNING: DO NOT GET SOLVENTS IN YOUR MOUTH OR EYES, OR ON YOUR SKIN. DO NOT BREATHE THE FUMES FROM SOLVENTS. SOLVENTS ARE HAZARDOUS MATERIALS. REFER TO PRODUCT MATERIAL SAFETY DATA SHEETS (MSDS) AND LOCAL REQUIREMENTS FOR PROPER HANDLING PROCEDURES.

- (3) Use methyl ethyl ketone, acetone, isopropyl alcohol, or ethyl alcohol on a cotton wiper to remove the unwanted sealant from around the edges of the diaphragm seal.

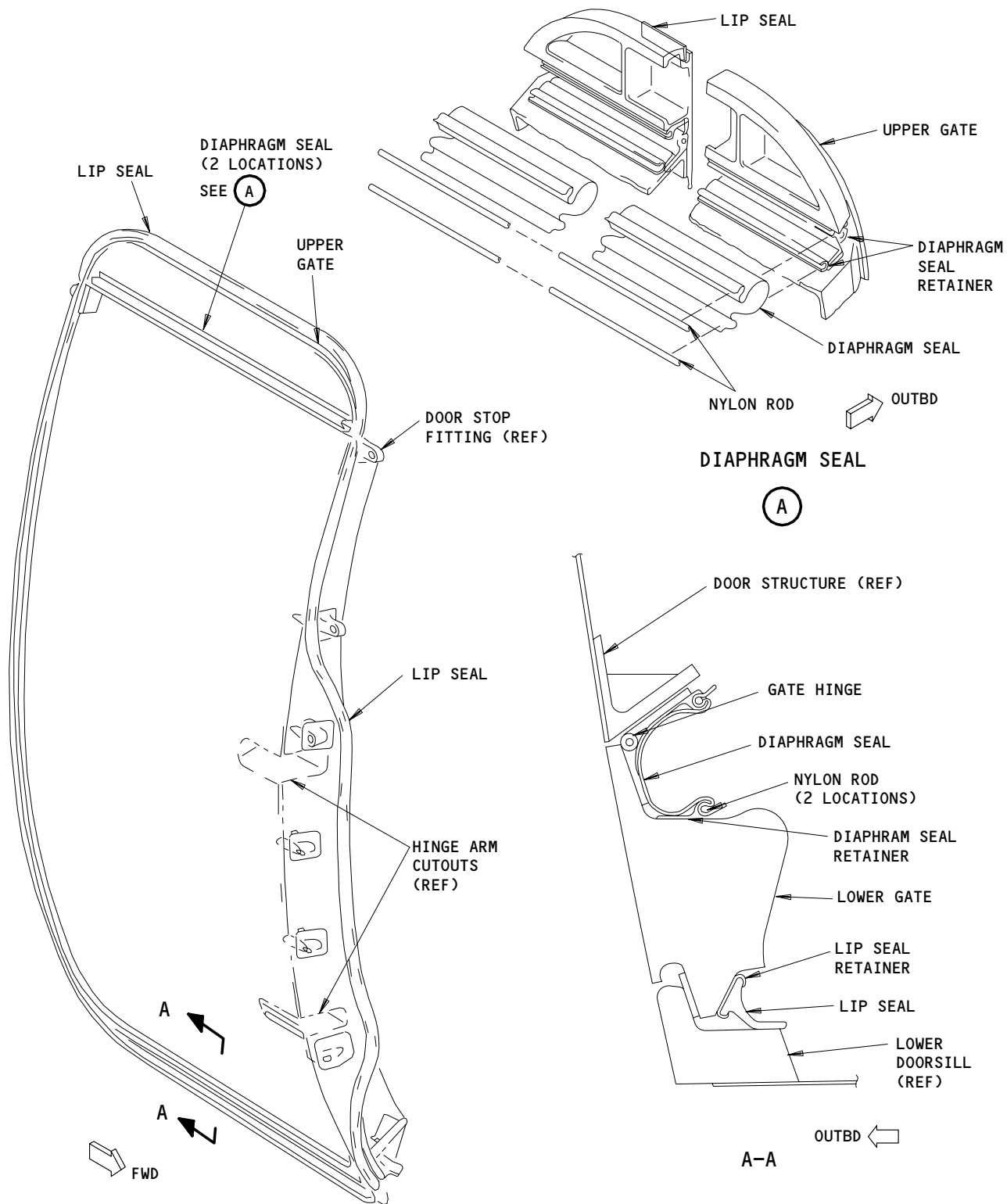
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NO. 1, 2, OR 4 PASSENGER DOOR

No. 1, 2, and 4 Passenger Door Seal
Figure 401

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S 114-005

- (4) Remove unwanted solvent with a dry cotton wiper before it dries.

S 034-006

- (5) Pull the nylon rods out of the diaphragm seal retainers to disconnect the diaphragm seal from the diaphragm seal retainers.

S 024-007

- (6) Carefully remove the lip seal from the lip seal retainer.

NOTE: Slowly pull and turn the lip seal to remove it from the lip seal retainer.

S 024-008

- (7) Remove the seal.

TASK 52-09-01-404-009

3. Install Passenger Door Seal

A. Consumable Materials

- (1) A00027 Sealant - Silicone General Electric RTV 102
(2) A00508 Sealant - Dow Corning Q3-7063 (Alternative)
(3) B00052 Soap - Liquid Turco 1526

B. References

- (1) 52-11-02/401, Door Lining

C. Access

(1) Location Zones

831	No. 1 Passenger Door (Left)
832	No. 2 Passenger Door (Left)
836	No. 4 Passenger Door (Left)
841	No. 1 Passenger Door (Right)
842	No. 2 Passenger Door (Right)
846	No. 4 Passenger Door (Right)

D. Procedure

S 824-010

- (1) Hold the seal against the seal retainer on the door.

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S 824-011

- (2) Make sure the TOP and BOTTOM identification marks on the lip seal are correctly aligned.

S 824-012

- (3) Make sure the location marks on the lip seal align with the marks on the seal retainer within 0.50 inch.

NOTE: The location marks are ink-stamped on the seal or made as part of the seal.

S 424-013

- (4) Install the lip seal into the lip seal retainer at each corner of the door for a distance of 1 to 2 inches as follows:
- (a) Install the inboard (longer) flange of the lip seal into the inboard side of the lip seal retainer.
 - (b) Use a smooth rounded tool to push the outboard (shorter) flange of the lip seal into the outboard side of the lip seal retainer.

NOTE: Use water or liquid soap to lubricate the seal during installation.

S 424-014

- (5) Use the above procedure to install the lip seal into the lip seal retainer in the middle of the edges of the door.

S 424-015

- (6) Use the above procedure to install the remaining part of the lip seal from the middle of the edges to the corners of the door.

S 824-016

- (7) Make sure there are no wrinkles in the lip seal.

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S 424-017
(8) Push the edges of the diaphragm seal into the diaphragm seal retainers.

S 434-018
(9) Install the nylon rods into the diaphragm seal retainers.

NOTE: Use liquid soap to lubricate the nylon rods.

S 394-019
(10) Apply silicone sealant to the ends of the seal retainer, the nylon rods, and the diaphragm.

S 414-020
(11) Close and latch the door.

S 214-021
(12) Visually make sure the lip seal pushes smoothly and evenly against the skin at the edge of the door cutout. The seal must touch the skin all around the seal.

S 414-022
(13) Install the door lining if it was removed (Ref 52-11-02).

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CARGO DOOR SEALS - REMOVAL/INSTALLATION

1. General

- A. This procedure contains two tasks. The first task is the removal of the No. 1 and 2 cargo door seals. The second task is the installation of the No. 1 and 2 cargo door seals.

TASK 52-09-04-004-001

2. Remove the No. 1 and 2 Cargo Door Seals (Fig. 401)

A. Access

(1) Location Zones

821 No. 1 Cargo Door

822 No. 2 Cargo Door

B. References

- (1) 52-34-00/201, Cargo Door Maintenance Practices

C. Procedure - Remove the No. 1 and 2 Cargo Door Seals

S 864-002

- (1) Open the door sufficiently to gain access to the door seal (Ref 52-34-00/201).

S 024-003

- (2) Start at the top center of door cutout (View A-A) and use your fingers to pull the seal out of the seal retainer. If you use tools to help you when you remove the seal, make sure that they do not have sharp edges.

S 024-004

- (3) Pull and roll the seal to disengage it from the sides of the door cutout (View B-B).

S 024-005

- (4) Pull and roll the seal to disengage it from the bottom of the door cutout (View C-C). Continue to remove the seal from the seal retainer along the full length of the seal until the seal is removed.

TASK 52-09-04-404-006

3. Install the No. 1 and 2 Cargo Door Seals (Fig. 401)

A. References

- (1) 52-34-00/201, Cargo Door Maintenance Practices

B. Equipment

- (1) Door Seal Installation Tool, B52004-1

C. Consumable Materials

- (1) Liquid Soaps (optional)
(a) B50093 Soap-Liquid-Kelite Spraywhite
(b) B00052 Turco Liquid Soap, 1526
(c) B00003 Emulsion Alkaline Cleaner, GMC528-B

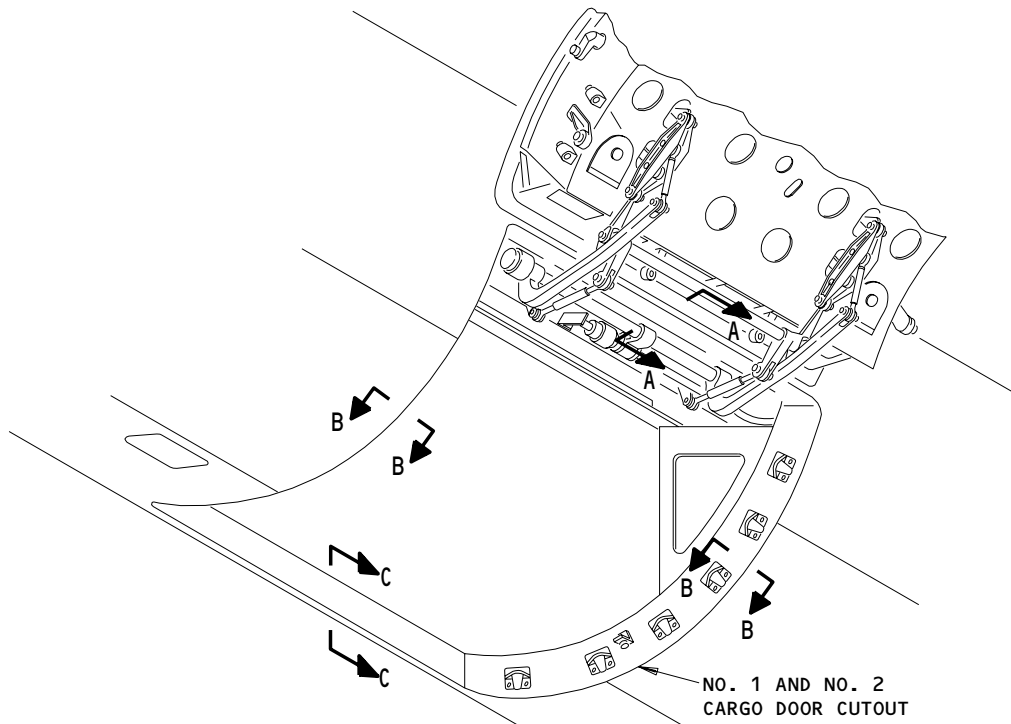
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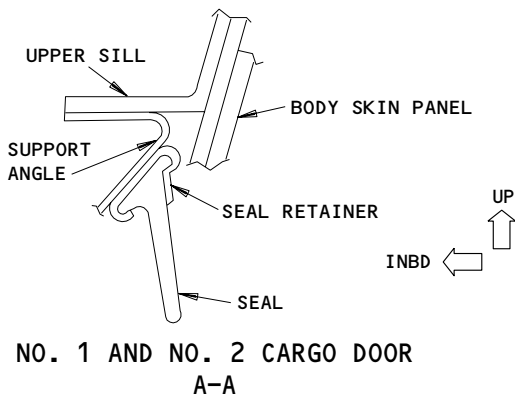
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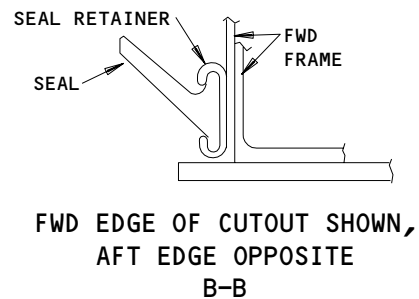
Page 401
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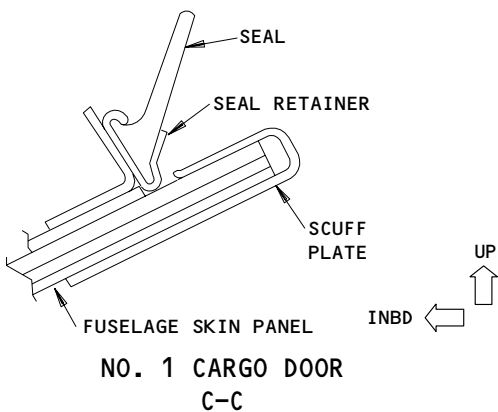
NO. 1 AND NO. 2
CARGO DOOR CUTOUT



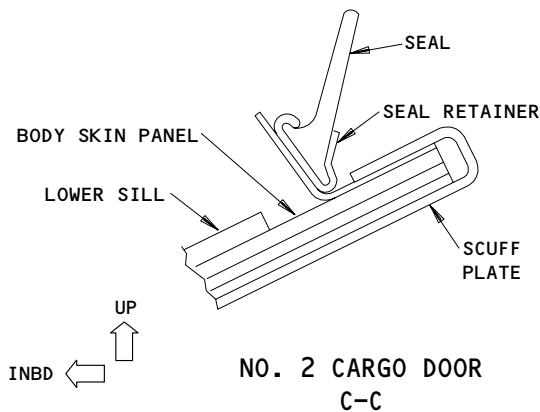
NO. 1 AND NO. 2 CARGO DOOR
A-A



FWD EDGE OF CUTOUT SHOWN,
AFT EDGE OPPOSITE
B-B



NO. 1 CARGO DOOR
C-C



NO. 2 CARGO DOOR
C-C

NO. 1 and 2 Cargo Door Seals Installation
Figure 401

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D. Access

(1) Location Zones

821 No. 1 Cargo Door

822 No. 2 Cargo Door

E. Procedure – Install the No. 1 and 2 Cargo Door Seals

S 214-007

- (1) Do a check on the seal retainers to make sure that the joints are aligned and there is no damage.

S 424-008

- (2) Put the seal over the door in the approximate position in door cutout.

NOTE: The word BOTTOM is written on the lower seal flange.

S 424-009

- (3) Align the four index marks on the seal with the retainer attach rivet which is at the approximate center of the corner radius.

S 424-010

CAUTION: BE CAREFUL WHEN YOU INSTALL THE SEAL. BE CAREFUL NOT TO CUT, MAKE TEARS, OR MAKE HOLES IN THE SEAL. DAMAGE TO THE THE SEAL CAN EASILY OCCUR.

- (4) Insert the seal into the seal retainer at the four corners. Make sure the marks align with the rivets.

NOTE: Use liquid soap or water to lubricate the seal during the installation.

S 424-011

- (5) Between the corners, use your fingers and the round-edged door seal installation tool to put the seal into the retainers. Be careful to prevent wrinkles in the seal.

S 864-012

- (6) If it is necessary, remove the seal at the corners and put back to make sure the seal is aligned correctly. There is a maximum tolerance of one inch between the index marks and the rivets if it is necessary for smooth seal installation.

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S 864-013

CAUTION: DO NOT USE SHARP-EDGED TOOLS TO OPEN OR PUT BACK THE SEAL RETAINER SECTIONS DURING THE INSTALLATION OF THE SEAL. DAMAGE TO THE SEAL CAN EASILY OCCUR.

- (7) If the seal is very difficult to install, open slightly the seal retainer sections at the upper, lower, and four corners to make the installation of seal easier. Then put the seal retainer sections back to the initial condition.

NOTE: Pull the seal in the direction of the corners to pull out the wrinkles in the seal blade.

S 864-014

- (8) Remove the wrinkles in the seal blade to make the seal blade smooth.

S 864-015

- (9) Do a check on the seal for the correct operation:
- (a) Make sure that the index marks on the seal align with the rivet at each corner within 1.00 inch.
 - (b) Make sure that the seal has no wrinkles.
 - (c) Open and close the door (Ref 52-34-00/201).
 - 1) Make sure that the cargo door stops moving before you go into the cargo door path area.
 - 2) Make sure that the seal does not touch the door structure or mechanism.
 - (d) With cargo door in the closed and latched position, make sure that the seal touches the seal depressors all around the door edges.

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NO. 3 EMERGENCY EXIT PRESSURE SEAL – REMOVAL/INSTALLATION

1. General

- A. This procedure contains two tasks. The first task is the removal of the No. 3 emergency exit pressure seal. The second task is the installation of the No. 3 emergency exit pressure seal.
- B. The No. 3 emergency exit pressure seal attaches to the seal retainers on the body structure around the door cutout.

TASK 52-09-06-004-001

2. Remove the Pressure Seal (Fig. 401)

A. Access

(1) Location Zones

241	Passenger Cabin – Section 44 (Left)
242	Passenger Cabin – Section 44 (Right)
835	No. 3 Emergency Exit Door (Left)
845	No. 3 Emergency Exit Door (Right)

B. Procedure

S 434-002

- (1) Remove the girt bar from the floor fittings. Attach the girt bar to the slide pack.

S 944-003

- (2) Put a workstand on the ground and external of the No. 3 emergency exit.

S 014-004

- (3) Open the emergency exit. Let the door stay on the workstand.

S 024-005

- (4) Pull and move the seal to remove it from the seal retainer.

S 024-006

- (5) Pull the seal from the retainer all around the door cutout until all of the seal is removed.

TASK 52-09-06-404-007

3. Install the Pressure Seal (Fig. 401)

A. Consumable Materials

- (1) B00052 Soap – Liquid Turco 1526

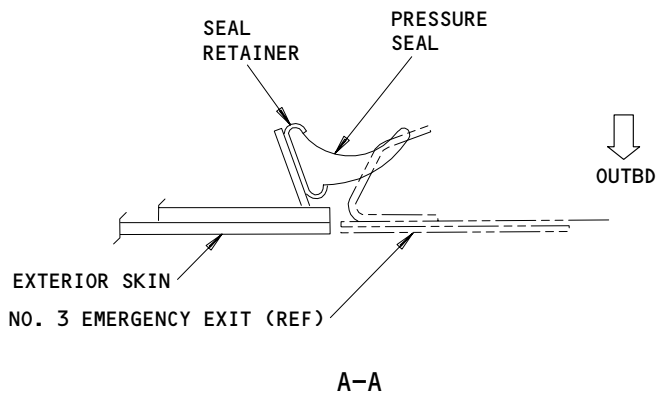
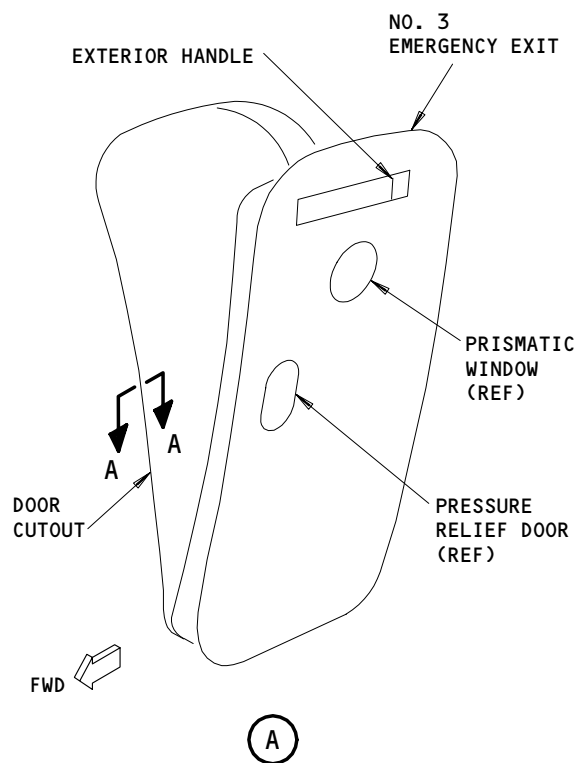
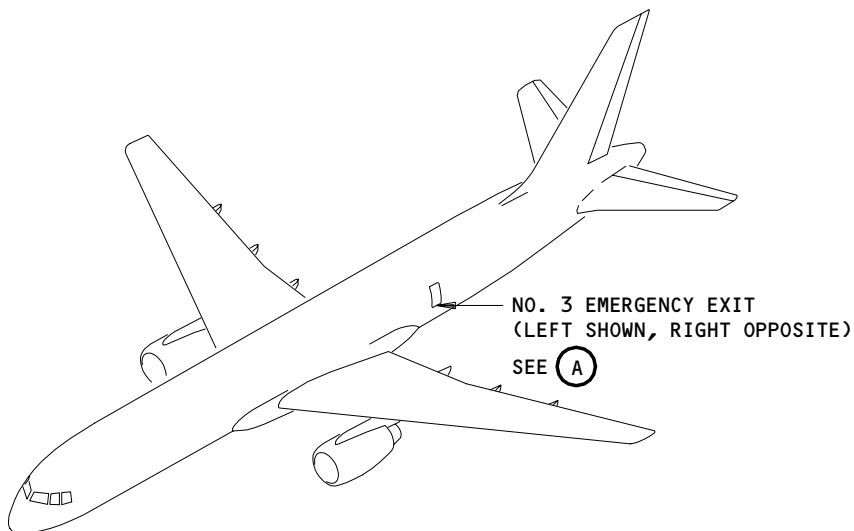
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NO. 3 Emergency Exit Pressure Seal Installation
Figure 401

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B. Access

(1) Location Zones

- 241 Passenger Cabin - Section 44 (Left)
- 242 Passenger Cabin - Section 44 (Right)
- 835 No. 3 Emergency Exit Door (Left)
- 845 No. 3 Emergency Exit Door (Right)

C. Procedure

S 414-008

- (1) Put the seal in position. Make sure the TOP and BOTTOM identification marks are in the correct position.

S 214-009

- (2) Make sure the location indicators on the seal are aligned with the indicators on the retainer.

NOTE: A 0.50 inch tolerance is permitted.

S 424-010

- (3) Install the seal into the seal retainer at each corner for a distance of 1 to 2 inches.
- (a) Install the inboard flange (the longer flange) of the seal into the inboard side of the seal retainer.
 - (b) Use a smooth, rounded tool to push the outboard flange (the shorter flange) of the seal into the outboard side of the seal retainer.

NOTE: Use the liquid soap to lubricate the seal during installation.

S 424-011

- (4) Install the seal into the seal retainer at the middle positions between the corners of the door.
- (a) Install the inboard flange (the longer flange) of the seal into the inboard side of the seal retainer.
 - (b) Use a smooth, rounded tool to push the outboard flange (the shorter flange) of the seal into the outboard side of the seal retainer.

NOTE: Use liquid soap to lubricate the seal during installation.

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S 424-012

- (5) Install the remaining parts of the seal.

NOTE: Start from the middle position and work to the corners of the door.

S 824-013

- (6) Make the wrinkles smooth in the lip of the seal.

S 414-014

- (7) Close the emergency exit. Make sure the seal does not touch part of the door structure or mechanism.

S 214-015

- (8) Make sure that all around the seal, the seal touches the seal depressor on the door.

S 094-016

- (9) Remove the workstand, if it is no longer necessary.

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NO. 1, 2 OR 4 PASSENGER DOORS – DESCRIPTION AND OPERATION

1. General (Fig. 1)
 - A. There are three passenger doors on each side of the fuselage.
 - B. Usually, the doors on the left side of the fuselage are for passenger and crew entry. The doors on the right side of the fuselage are for use by service personnel.
2. No. 1, 2 or 4 Passenger Door
 - A. The passenger doors are hinged, outward-opening and pressure-sealing. The doors operate from inside or outside the airplane.
 - B. The doors have upper and lower gates which unfold when the doors are closed and latched. When the door is unlatched, the gates fold inward to allow the door to fit through the door opening. The gate pushrods connect the gate to the latch torque tube. The gates operate when either handle is rotated to latch/unlatch the door.
 - C. The doors have a door torque tube mounted on the door. A pushrod connects the door torque tube to the handle box. The door torque tube opens the door to the cocked position when either handle is rotated to unlatch the door.
 - D. The door torque tube connects to the body torque tube by two hinge arms and a guide arm. The door pivots about the body torque tube on the hinge arms. The guide arm on the body torque tube controls the arc through which the door rotates.
 - E. The body torque tube is mounted on fuselage structure forward of each door. After the door is cocked, the door rotates about the body torque tube to the fully open position. A rotary snubber on the body torque tube slows the rotation of the door during emergency door opening.
 - F. The doors are latched closed by four latch roller cranks. The latch roller cranks are mounted on the latch torque tubes. The latch torque tubes are connected to the handle box by latch pushrods. The latch roller cranks rotate to engage or disengage the latch rollers in the latch cams mounted on the door sill. Either handle operates the latch torque tube to latch/unlatch the door.
 - G. The interior or exterior handle operates the latch mechanism on the door. Either handle operates the handle box mechanism, which controls the latch mechanism.

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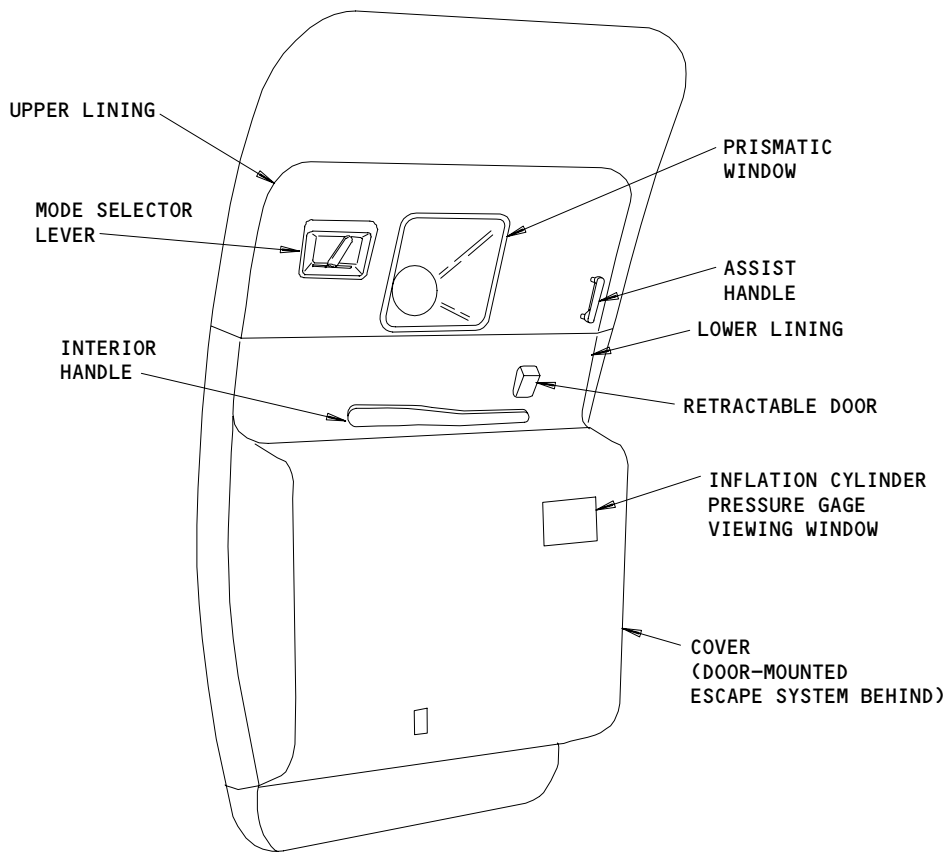
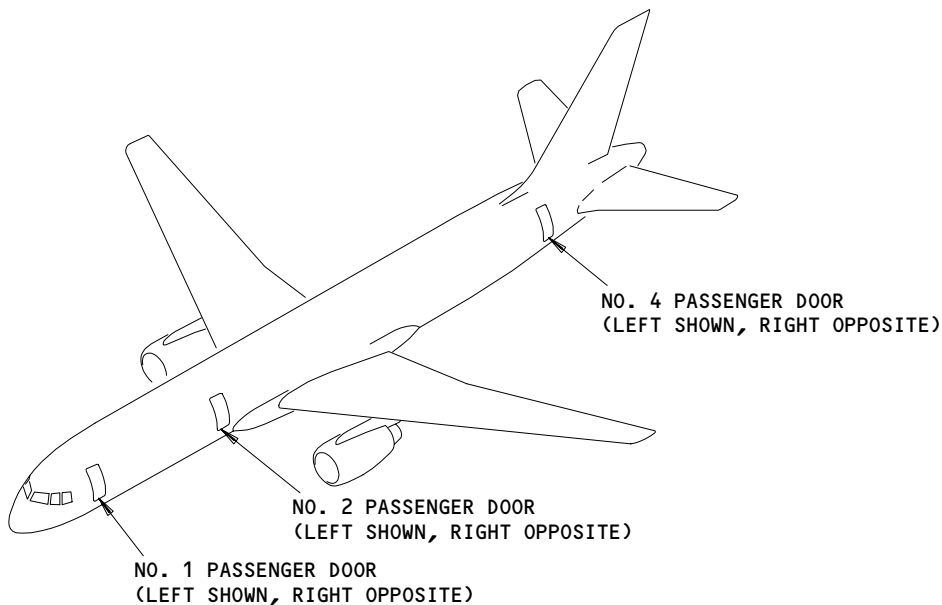
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BOEING
757
MAINTENANCE MANUAL



NO. 1,2 OR 4 PASSENGER DOOR
(EXAMPLE)

No. 1,2 or 4 Passenger Door
Figure 1

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H. The emergency mechanism activates the doors for emergency operation (powered door opening and escape system deployment). The emergency mechanism is activated or deactivated from inside the airplane using the mode selector lever. When the door is opened from outside the airplane, the door emergency mechanism is automatically deactivated. The inadvertent slide deployment mechanism prevents accidental escape system deployment.

3. Lining (Fig. 1)

- A. The door has a lining to cover its mechanisms and the escape system. An assist handle is mounted on the lining to assist in closing the door from the inside. A viewing window in the lower lining allows visual access to the inflation bottle pressure gage. A prismatic window in the upper lining allows the crew to see outside.
- B. The lower lining is hinged at its upper edge. It hinges open during emergency operation so the escape system can deploy.
- C. The upper lining is hinged at its lower edge. It hinges open to allow access for maintenance.

4. Door Torque Tube (Fig. 2)

- A. The door torque tube is mounted on the forward side of the door. The door torque tube assembly consists of the upper hinge arm, cocking bellcrank, coupler, torque shaft, and lower hinge arm. The door torque tube assembly is mounted in five bearings.
- B. The cocking bellcrank has internal splines on each end. The upper hinge arm has an external spline which is inserted into the upper end of the cocking bellcrank. The upper coupler shaft has an external spline which is inserted into the lower end of the cocking bellcrank.
- C. The torque shaft has internal splines on each end. The lower coupler shaft has an external spline which is inserted into the upper end of the torque shaft. The lower hinge arm has an external spline which is inserted into the lower end of the torque shaft.
- D. The door torque tube rotates in five bearings. When the door handle is rotated to unlatch the door, the door torque tube rotates the door to the cocked position.

5. Hinge Arms (Fig. 2)

- A. Two hinge arms connect the door torque tube to the body torque tube. The hinge arms are splined to the door hinge torque tube. The upper hinge arm is connected to the upper hinge link on the body torque tube. The lower hinge arm is connected to the lower hinge bellcrank on the body torque tube.
- B. The hinge arms support the door when it is unlatched or open. When the door is being opened or closed, it rotates on the hinge arms about the body torque tube.

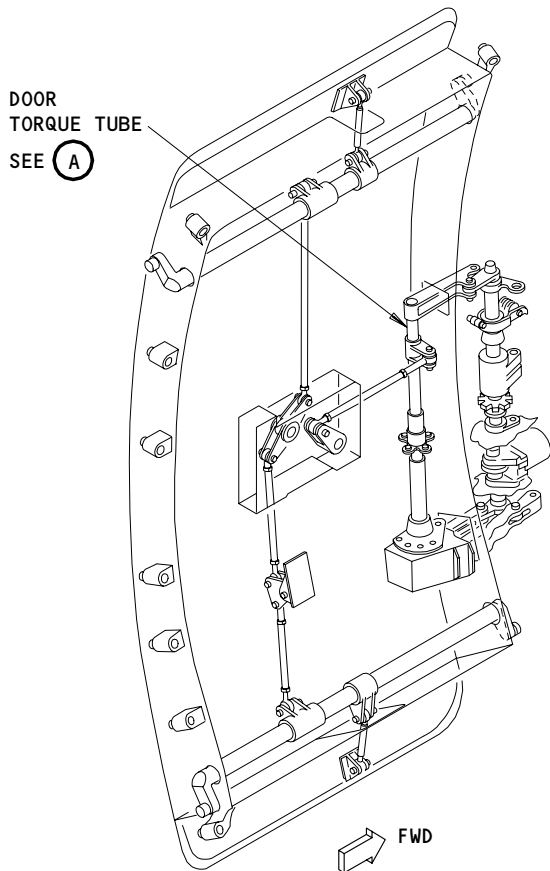
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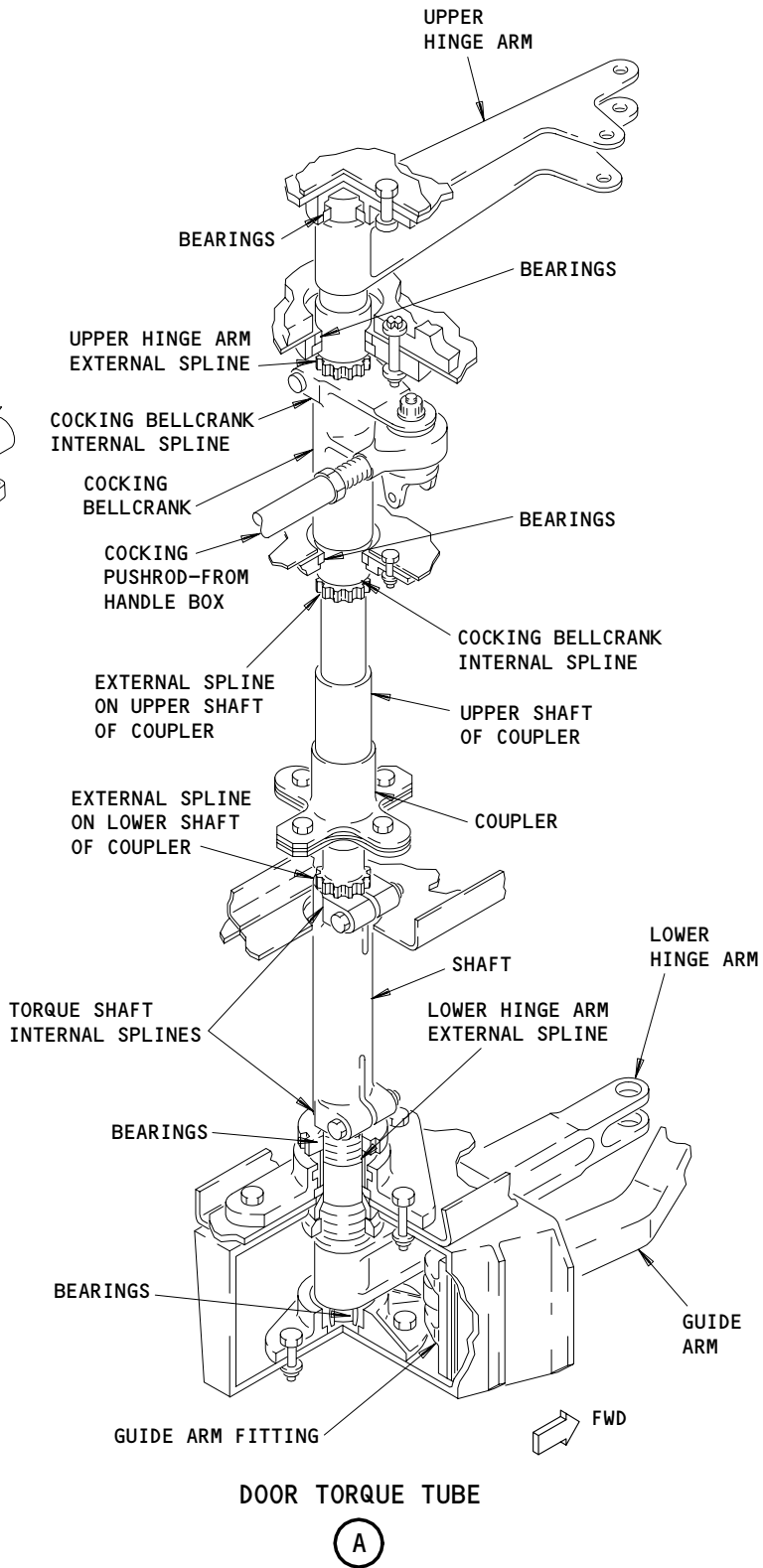
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NO. 1,2 OR 4 PASSENGER DOOR
(EXAMPLE)



Door Torque Tube
Figure 2

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6. Guide Arm (Fig. 2)

- A. The guide arm controls the motion of the door when it is opened or closed. The guide arm connects to a clevis attached to the lower hinge fitting. The guide arm is attached to the lower hinge bellcrank and connected to fuselage structure by two pins trapped between two cam plates.
- B. The guide arm elbow pin and follower pin move between cam plates attached to fuselage structure beneath the body torque tube. When the door is being opened or closed, the pins follow the tracks in the cam plates to control the rotation of the door.

7. Body Torque Tube (Fig. 3)

- A. The body torque tube is mounted on fuselage structure forward of the door. The body torque tube assembly consists of the upper hinge link, upper torque shaft, hold-open lock, rotary snubber, sprocket assembly, counterbalance assembly, and lower hinge bellcrank. The body torque tube is mounted in six bearings and on bushings.
- B. The upper hinge link has an external spline which is inserted into the upper end of the upper torque shaft. The upper torque shaft is inserted through the hold-open lock. The upper end of the snubber shaft has an external spline which is inserted into the lower end of the upper torque shaft.
- C. The lower hinge bellcrank has an external spline which is inserted into the lower end of the counterbalance assembly. The lower end of the snubber shaft is inserted through the sprocket assembly. The external spline of the lower snubber shaft is inserted into the upper end of the counterbalance assembly.
- D. The counterbalance assembly consists of a camshaft, roller which is attached to the piston and plug, and spring cylinder. The spring cylinder consists of two springs in compression (one inside the other), piston and plug, and yoke.
- E. The body torque tube rotates in six bearings. The body torque tube is the axis about which the door rotates open or closed.
- F. The sprocket assembly is part of the emergency Opening system. An emergency power chain engages with the sprocket. During emergency opening, the chain rotates the body torque tube to power the door open.
- G. The hold-open lock holds the door fully open. The hold-open lock is manually released to close the door.

8. Rotary Snubber (Fig. 3)

- A. The rotary snubber is part of the body torque tube assembly. The rotary snubber has an upper shaft with an external spline which is inserted into the upper torque shaft. The rotary snubber has a lower shaft which is inserted through the sprocket assembly. The lower snubber shaft has an external spline which is inserted into the counterbalance assembly.
- B. The rotary snubber slows the rotation of the door during emergency operation to prevent damage to the door, door hinges, or fuselage.

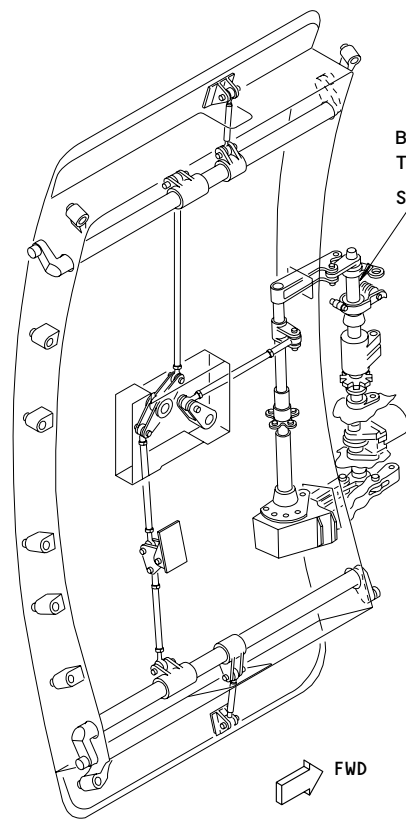
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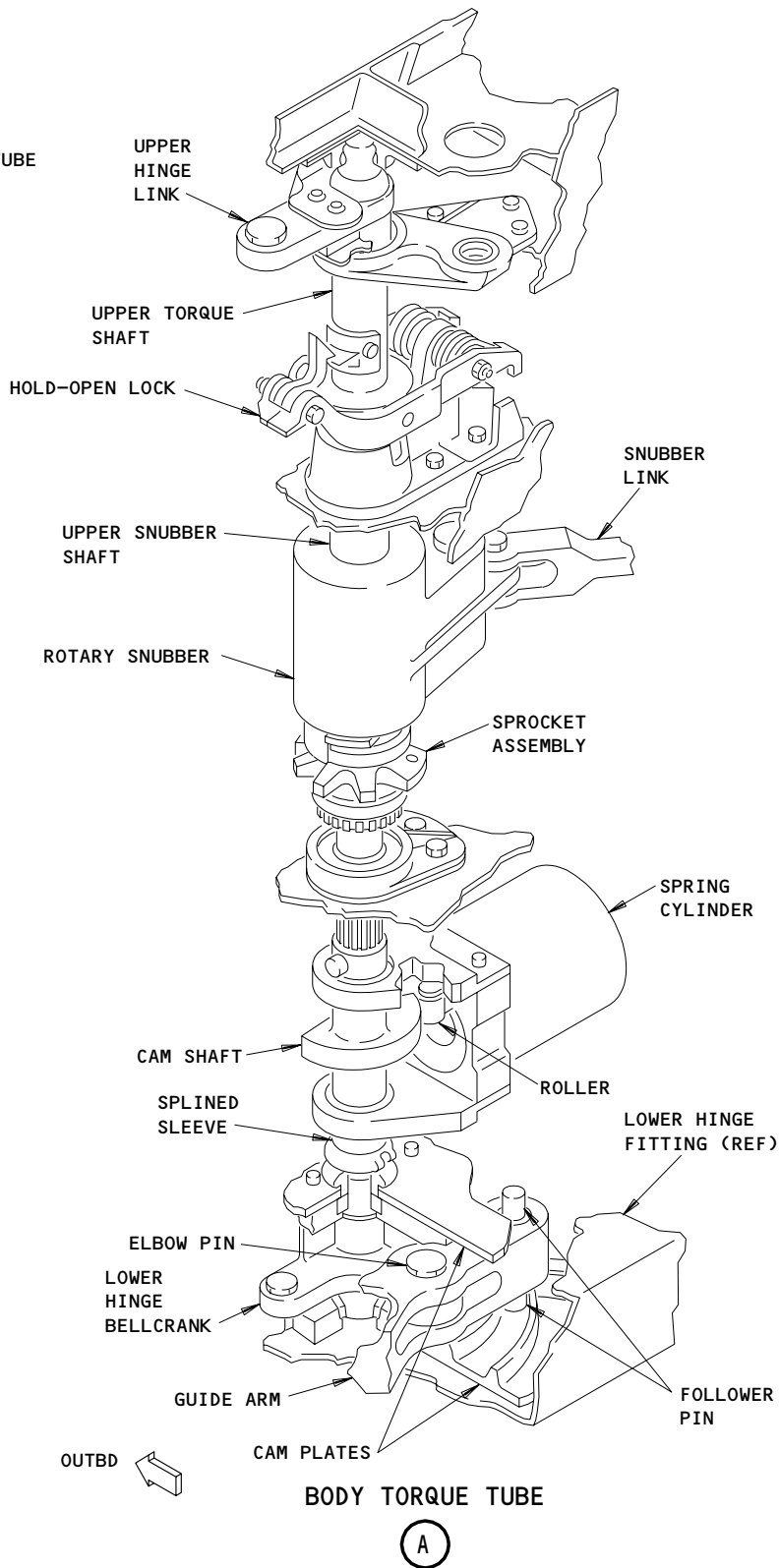
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NO. 1,2 OR 4 PASSENGER DOOR
(EXAMPLE)



Body Torque Tube
Figure 3

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9. Latch Mechanism (Fig. 4)

- A. The latch mechanism latches or unlatches the door and folds the upper and lower gates inward so the door can fit through the door opening. The door is latched when the latch rollers engage the latch cams mounted on the body. The latch rollers engage the latch cams when either handle is rotated to latch the door.
- B. The latch mechanism is mounted on the door. The interior or exterior handle rotates a cam in the handle box. Cam follower cranks operate latch pushrods which are connected to the latch torque tubes. The latch torque tubes rotate to engage the latch rollers with the latch cams mounted on the frame to latch the door.
- C. The upper and lower gates are operated by gate pushrods. The gate pushrods are connected to the latch torque tubes by a gate crank. When either handle is rotated to unlatch the door, the gate crank rotates and folds the gate inward.
- D. The cocking pushrod from the handle box to the door torque tube rotates the door torque tube to move the door to the cocked position. The cocking pushrod is operated by a cam follower crank in the handle box. The cam is turned when either handle is rotated to latch or unlatch the door.

10. Latch Torque Tube (Fig. 4)

- A. There are two latch torque tubes on each door. Each latch torque tube has a latch roller crank on each end. Each latch torque tube has a gate crank and a torque tube crank.
- B. When the latch torque tube rotates, the latch roller crank rotates to engage the latch roller into the latch cam mounted on the frame to latch the door.
- C. The gate crank is connected to the gate by the gate pushrod. When the latch torque tube rotates, the gate crank rotates to operate the gate.
- D. The upper torque tube crank is connected to the handle box by a latch pushrod. The lower torque tube crank is connected to the handle box by latch pushrods through an idler crank. When either handle is rotated to latch or unlatch the door, the latch pushrods from the handle box cause the latch torque tubes to rotate.

11. Handle Mechanism (Fig. 5)

- A. The handle mechanism is mounted on the door. The handle mechanism consists of the handle box assembly and the interior and exterior operating handles.
- B. The handle box is attached to door structure. The handle box mechanisms control the latch mechanism and the door cocking motion. When the door is opened using the exterior handle, the handle box mechanism automatically disarms the system.
- C. The latch crank operates the latch pushrods of the latch mechanism. The latching crank is connected to the latch roller crank cam follower external spline. The rotation of the latch roller crank cam follower is controlled by the control cam.

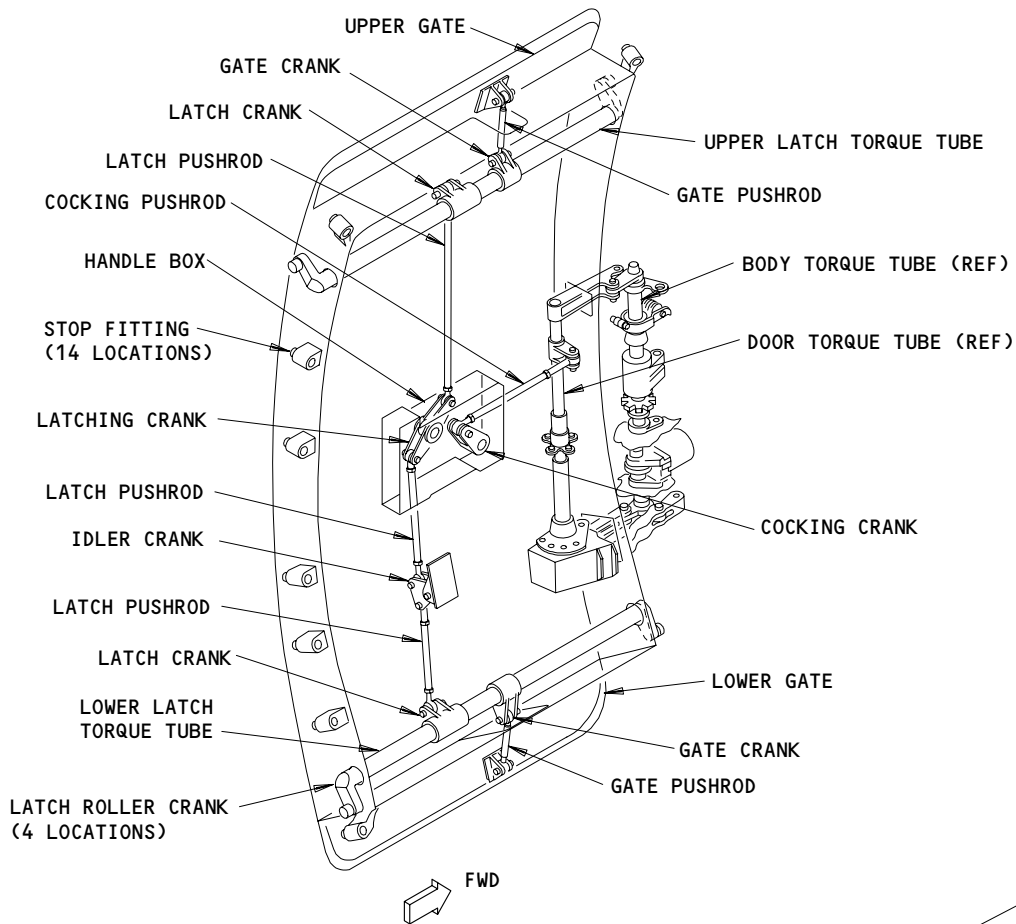
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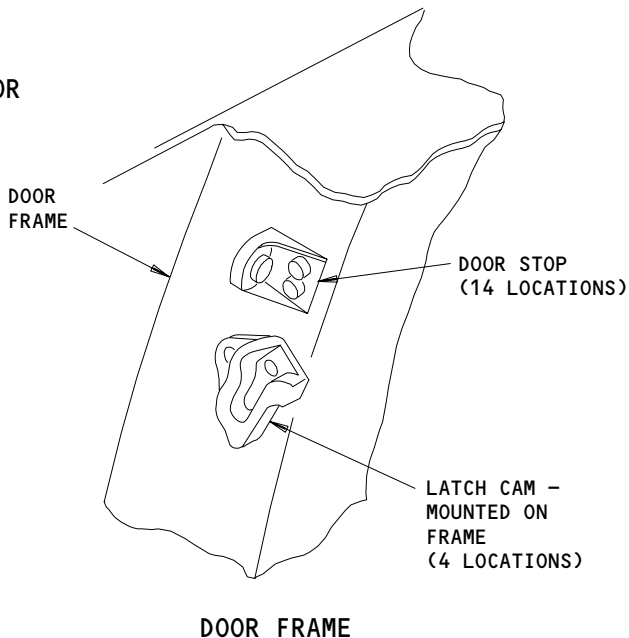
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NO. 1, 2 OR 4 PASSENGER DOOR
(EXAMPLE)



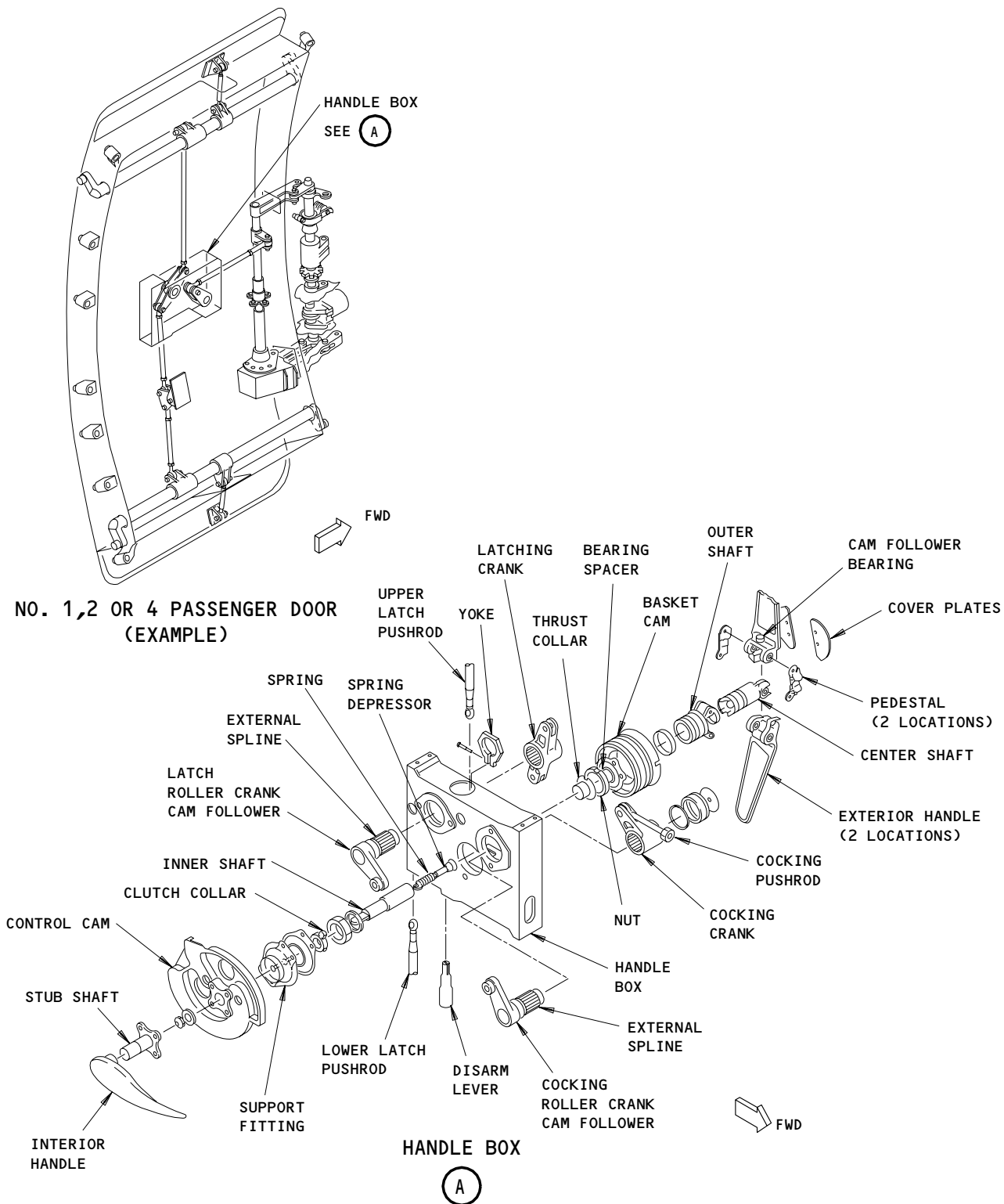
Latch Mechanism
Figure 4

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Handle Mechanism
Figure 5

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- D. The cocking crank operates the latch pushrod to the door torque tube. The cocking crank is connected to the cocking roller crank cam follower external spline. The rotation of the cocking roller crank cam follower is controlled by the control cam.
- E. The control cam rotates when either handle is used to latch or unlatch the door. As the control cam rotates, the latch crank and the cocking crank rotate to unlatch and cock the door.
- F. The interior handle is connected directly to the control cam by the stub shaft. Operation of the interior handle will not deactivate the escape system. From the inside, the escape system must be deactivated using the mode selector lever.
- G. The exterior handle does not operate when the door is opened using the interior handle. The exterior handle is bolted to the outer shaft and the sliding center shaft. The outer shaft rotates in the basket cam. The basket cam has two slots which allow the exterior handle to retract flush in the vertical position (door latched or unlatched) only.
- H. When the exterior handle is flared (butterflied), the escape system is automatically deactivated. The center shaft slides inward through the outer shaft as the handle is flared. A yoke attached to the center shaft operates the mode selector lever to deactivate the escape system.
- I. When the exterior handle is flared, the center shaft slides inward over the inner shaft and engages the clutch collar, which is attached to the inner shaft. When the exterior handle is rotated, the center shaft rotates, and causes the inner shaft and the interior handle to rotate with the exterior handle.

12. Emergency Mechanism (Fig. 6, 7 and 8)

- A. The emergency mechanism on the door activates the door for automatic emergency operation (powered door opening and escape system deployment). The emergency mechanism can be deactivated for normal door operation.
- B. A mode selector lever on the interior of the door activates or deactivates the door. When the lever is placed to ENGAGE, the door is activated for automatic emergency operation. When the lever is placed to DETACH, the door is deactivated and can be opened manually without deploying the escape system. The lever is held in position by an overcenter spring. The lever is connected to a crank which operates pushrods to the trigger pin mechanism and to the girt bar mechanism.

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- C. The inadvertent slide deployment mechanism is connected to the mode selector lever. A pushrod from the mode selector lever crank to the retractable door mechanism controls the retractable door. When the mode selector lever is at ENGAGE, the retractable door extends. When the mode selector lever is at DETACH, the retractable door retracts into the lining. To use the handle in ENGAGE, the retractable door must be pushed out of the path of the handle.
- D. The emergency mechanism is automatically deactivated when opened from the outside. A deactivate cable is connected to the mode selector lever crank. The deactivate cable is operated when the exterior handle is flared, causing the deactivate lever to pivot. The deactivate lever pulls on the deactivate cable which moves the mode selector lever crank to deactivate the emergency mechanism.
- E. No. 1 Passenger Door Emergency Mechanism (Fig. 6)
 - (1) A pushrod from the mode selector lever crank to the trigger pin crank operates the trigger pin (sear pin). When the mode selector lever is placed to ENGAGE, the trigger pin extends to engage the trigger for the door emergency powered opening system. When the lever is placed to DETACH, the trigger pin retracts and the door emergency mechanism is deactivated.
 - (2) The girt bar mechanism is connected to the mode selector lever crank by a two pushrods, three cranks, and one torque shaft. When the mode selector lever is operated, the girt bar mechanism operates to pick up the girt bar (DETACH) or leave the girt bar attached to the floor (ENGAGE).
- F. No. 2 Passenger Door Emergency Mechanism (Fig. 7)
 - (1) The trigger pin crank is connected to the mode selector lever crank by two pushrods and a crank. The linkage operates to engage (ENGAGE) or disengage (DETACH) the trigger pin (sear pin) from the trigger for the door emergency powered opening system.
 - (2) The girt bar mechanism is connected to the mode selector lever crank by five pushrods and five cranks. The linkage operates to pick up the girt bar (DETACH) or leave the girt bar attached to the floor (ENGAGE).
- G. No. 4 Passenger Door Emergency Mechanism (Fig. 8)
 - (1) The trigger pin crank is connected to the mode selector lever crank by two pushrods, two cranks, and one torque shaft. The linkage operates to engage (ENGAGE) or disengage (DETACH) the trigger pin (sear pin) from the trigger for the door emergency powered opening system.
 - (2) The girt bar mechanism is connected to the mode selector lever crank by two pushrods, three cranks, and one torque shaft. The linkage operates to pick up the girt bar (DETACH) or leave the girt bar attached to the floor (ENGAGE).

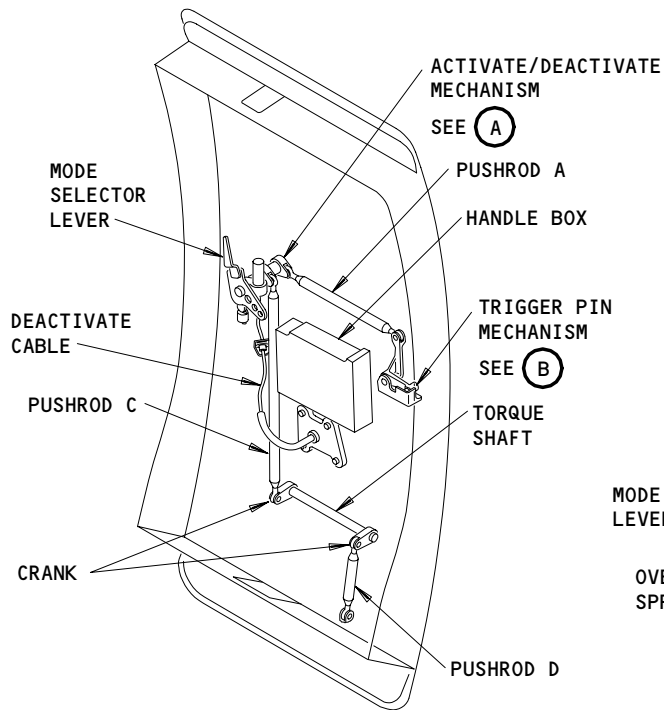
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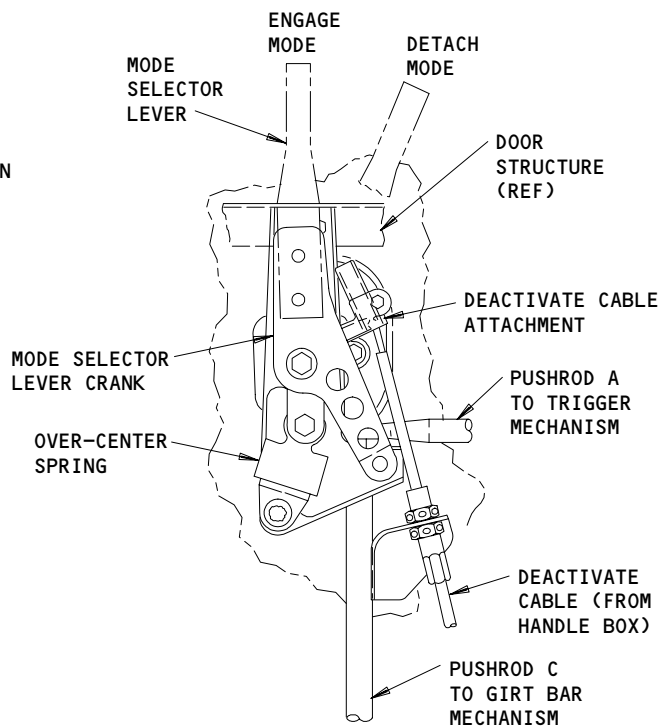
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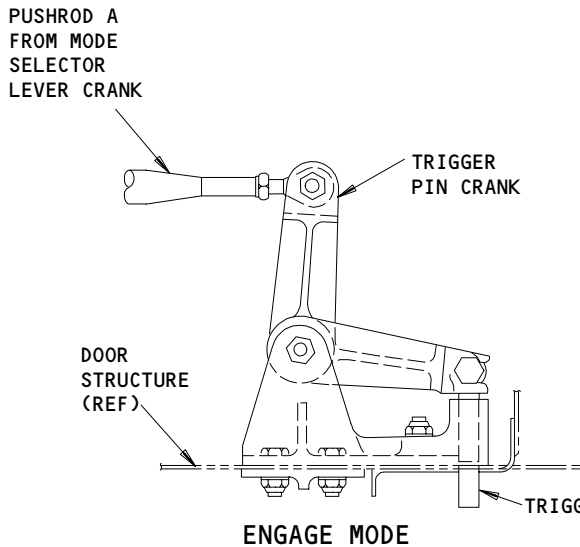
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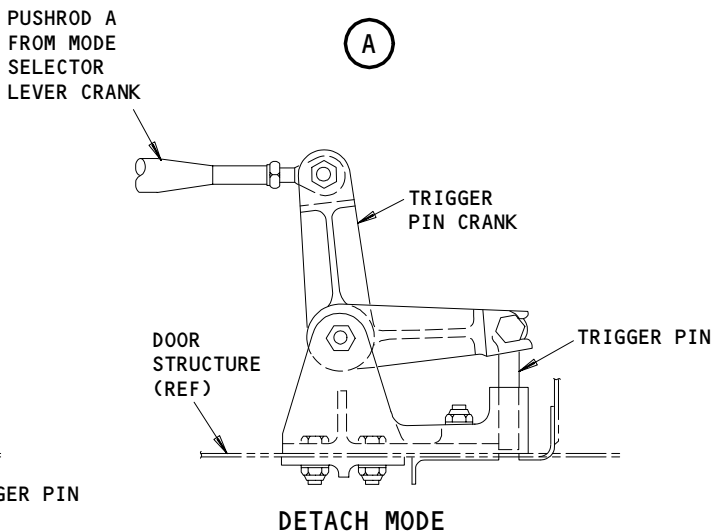
NO. 1 PASSENGER DOOR



ACTIVATE/DEACTIVATE MECHANISM



ENGAGE MODE



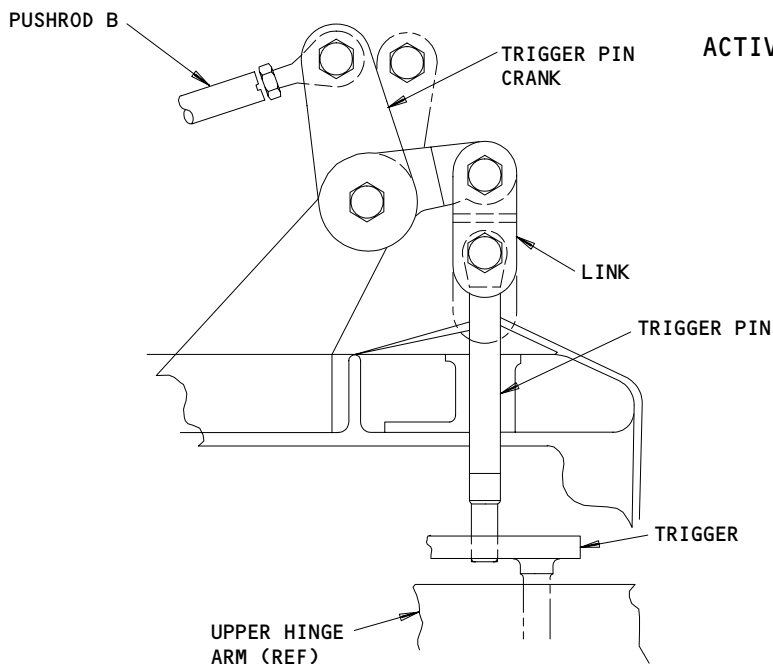
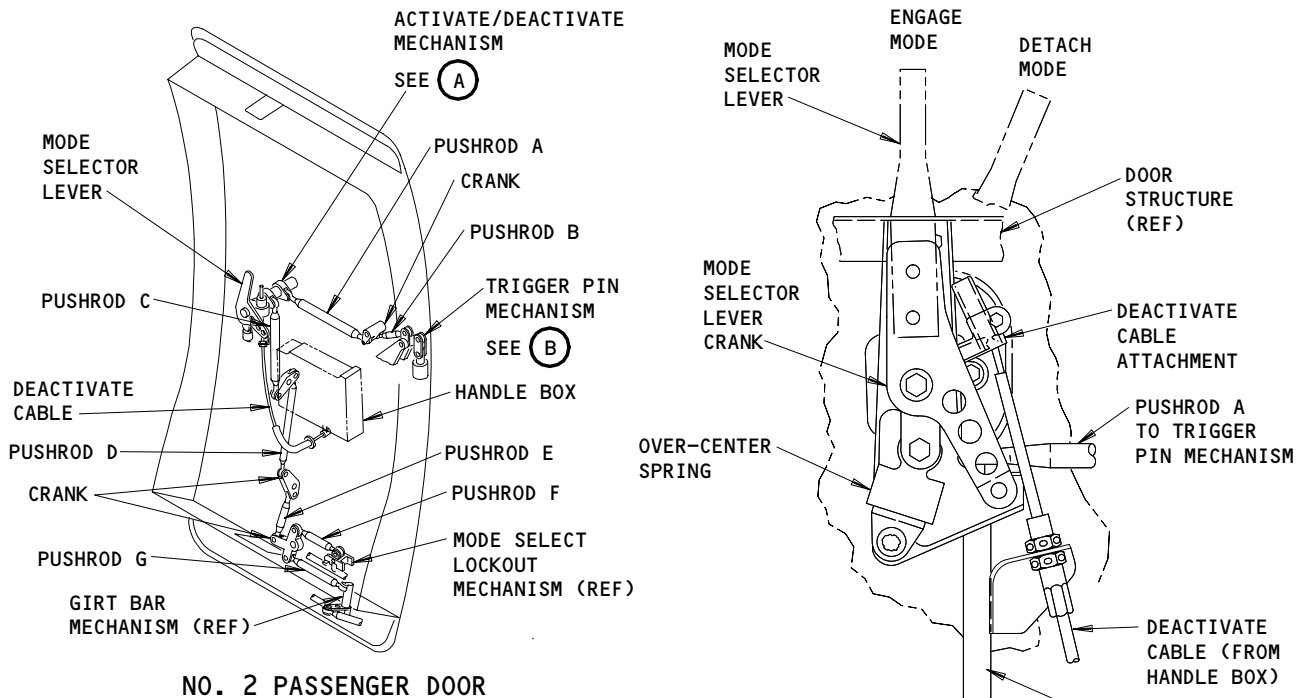
DETACH MODE

TRIGGER PIN MECHANISM

No. 1 Passenger Door Emergency Mechanism
Figure 6

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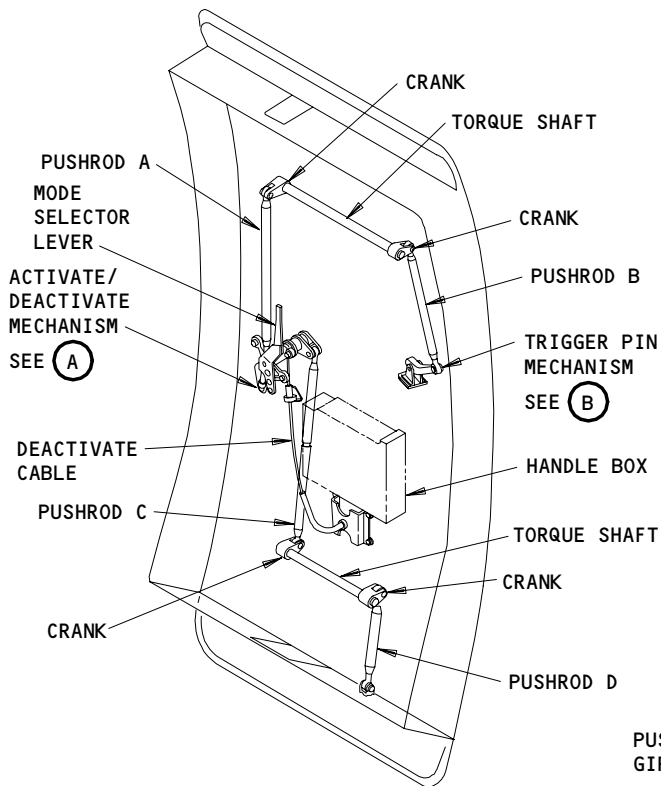
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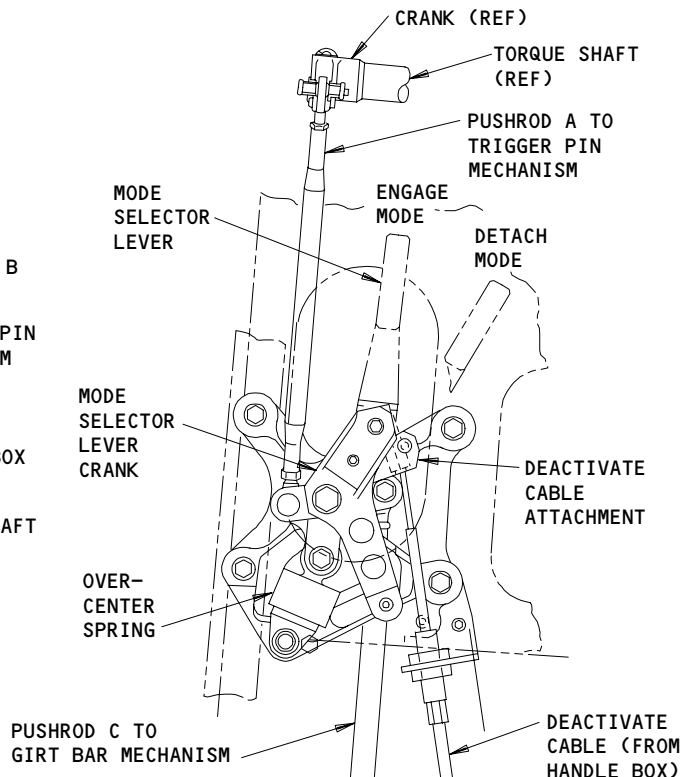
No. 2 Passenger Door Emergency Mechanism
Figure 7

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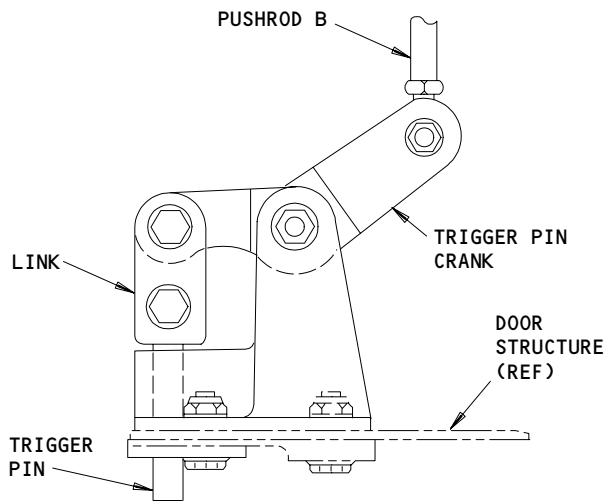


NO. 4 PASSENGER DOOR

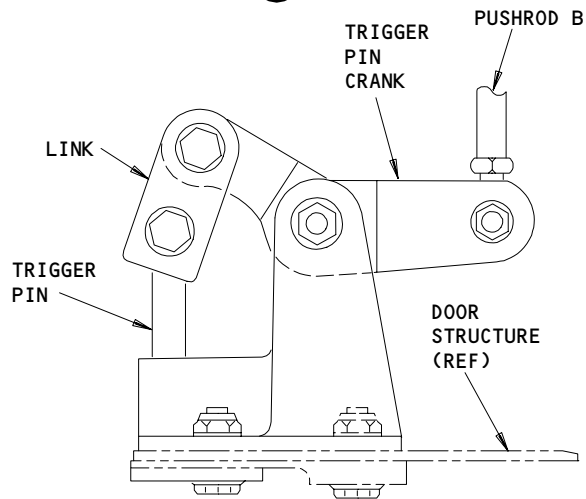


ACTIVATE/DEACTIVATE MECHANISM

(A)



ENGAGE MODE



DETACH MODE

TRIGGER PIN MECHANISM

(B)

No. 4 Passenger Door Emergency Mechanism
Figure 8

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13. Girt Bar Mechanism (Fig. 9)

- A. The girt bar mechanism operates with the mode selector lever. When the mode selector lever is placed to ENGAGE, the girt bar sliders remain engaged in the floor fittings, which hold the girt bar in place on the floor. When the mode selector lever is placed to DETACH, the sliders move to free the girt bar from the floor fittings. The sliders engage with the girt bar lifters which are connected to the lower gate. As the lower gate folds inward during door unlatching, the girt bar is picked up.
- B. A lockout mechanism prevents changing the mode selector lever position after the door is opened. The lockout mechanism prevents damage to the emergency mechanism. A lockout cam on the lower door latch torque tube prevents movement of the emergency mechanism unless the door is closed and latched. When the door is closed and latched, the lockout cam rotates out of the way of the crank stop on the girt bar mechanism, allowing movement of the emergency mechanism. When the door is unlatched, the lockout cam rotates to block movement of the crank on the girt bar mechanism.

14. Door Emergency Powered Opening System (Fig. 10)

- A. The door emergency powered opening system is actuated when the door is opened from inside the airplane with the mode selector lever in ENGAGE. The door is powered open from slightly past the cocked position by pneumatic actuation.
- B. The door emergency powered opening system components are mounted on fuselage structure forward of the door. A drive chain is engaged with a sprocket on the body torque tube. The chain is driven by a pneumatic actuator. Pneumatic pressure for the actuator comes from the pneumatic reservoir. Reservoir pressure is released when a diaphragm on the reservoir is ruptured. The trigger mechanism actuates a knife to rupture the diaphragm.
- C. The trigger mechanism consists of an emergency power lever, cable and pulley system, and spring cylinder, mounted on the body; and a spring cartridge, roller arm, and trigger, mounted on the upper hinge arm. When the door is opened from inside in the ENGAGE mode, the trigger (held in place by the trigger pin) moves the roller arm to actuate the emergency power lever. The emergency power lever pulls on the cable which actuates the emergency power reservoir to release pneumatic pressure to the actuator. The actuator powers the drive chain to rotate the body torque tube and open the door.

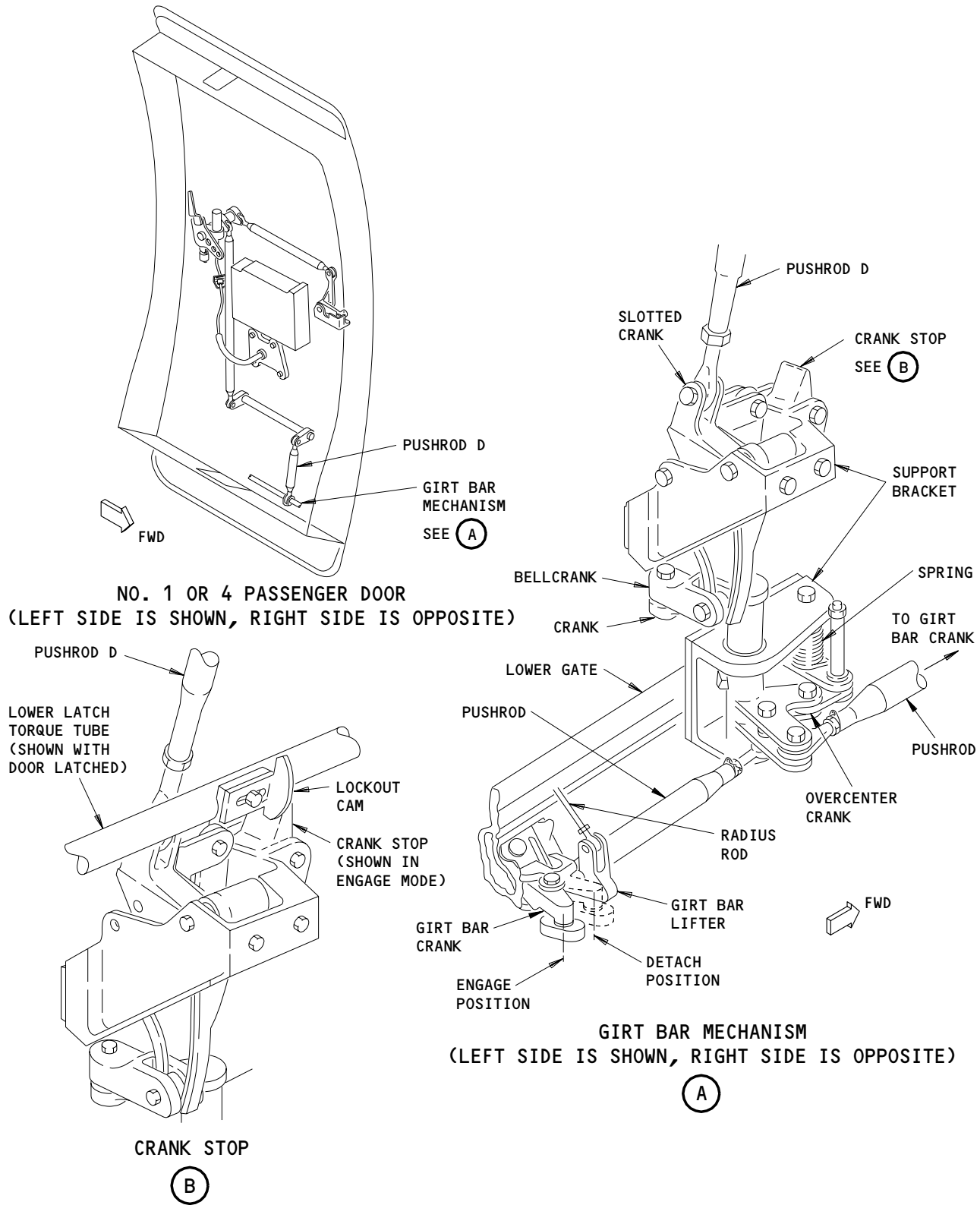
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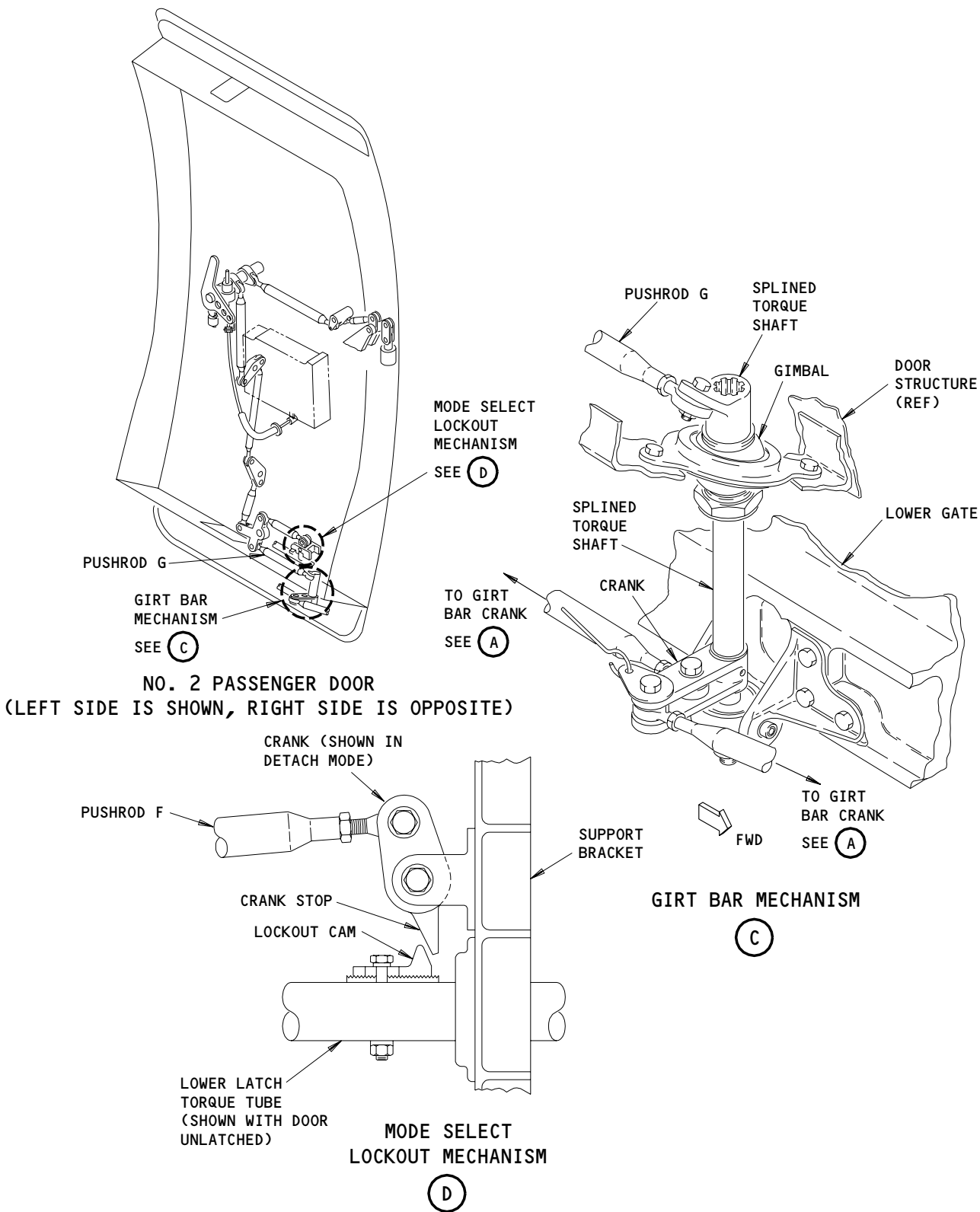
Girt Bar Mechanism
Figure 9 (Sheet 1)

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NO. 2 PASSENGER DOOR
(LEFT SIDE IS SHOWN, RIGHT SIDE IS OPPOSITE)

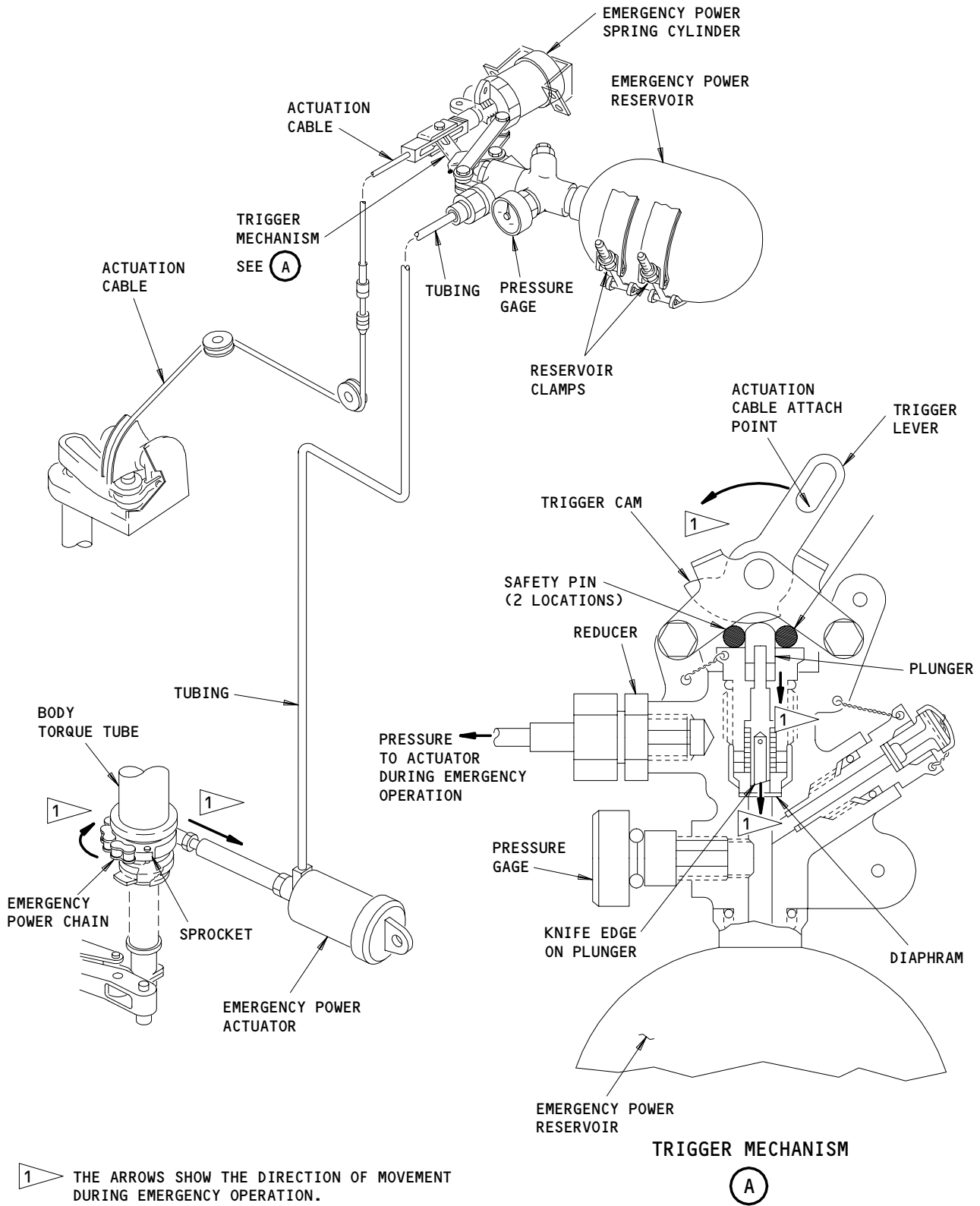
Girt Bar Mechanism
Figure 9 (Sheet 2)

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Door Emergency Powered Opening System
Figure 10

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15. Emergency Power Reservoir (Fig. 10)
 - A. The emergency power reservoir supplies pneumatic pressure to the emergency power actuator through tubing. The reservoir is mounted in a cradle over the door, and secured to the cradle with clamps. The trigger cable actuates the toggle lever on the reservoir. The toggle lever depresses the reservoir knife to rupture a diaphragm and release the pressure to the actuator.
16. Emergency Power Actuator and Emergency Power Chain (Fig. 10)
 - A. The emergency power actuator pulls the emergency power chain to rotate the body torque tube and power the door open. Pneumatic pressure from the emergency power reservoir drives the actuator.
17. No. 1, 2 or 4 Passenger Door Operation
 - A. Functional Description
 - (1) Normal Door Opening From Inside (Fig. 11)
 - (a) Before opening the door, the door emergency systems must be deactivated. This is done by moving the mode selector Lever from ENGAGE to DETACH. This action disengages the girt bar from the floor retainers to deactivate the escape system and retracts the trigger pin to deactivate the emergency powered door opening system. The retractable door above the interior handle will retract into the door lining. The girt bar engaged warning light will turn off.
 - (b) Initial rotation of the interior handle controls the door latching system. The upper and lower door latch torque tubes rotate to disengage the latch rollers from the latch cams and operate the gate pushrods to fold the upper and lower gates inward.
 - (c) Further rotation of the interior handle controls the door cocking motion. The handle rotation causes the door torque tube to rotate. As the door torque tube rotates, the forward edge of the door angles inboard; the aft edge of the door is pulled slightly inboard and forward.
 - (d) From the cocked position, the door is swung through the door opening. The door arc is controlled by the guide arm pins tracking in the cam plates as the hinge arms pivot about the door torque tube.
 - (e) The spring cylinder against the camshaft provides a force to help rotate the door from the cocked position to the open position.
 - (f) The rotary snubber on the body torque tube slows the rotation of the door to prevent damage. When the door is fully open, the hold-open lock holds the door open and prevents the door from contacting the fuselage.
 - (2) Normal Door Opening From Outside (Fig. 11)
 - (a) The door is opened from outside using the exterior handle. The door emergency systems are automatically deactivated when the door is opened from outside.
 - (b) To open the door from the outside, the exterior handles must be flared (butterflied) out of the recess on the door. This deactivates the escape system and the emergency powered door opening system.

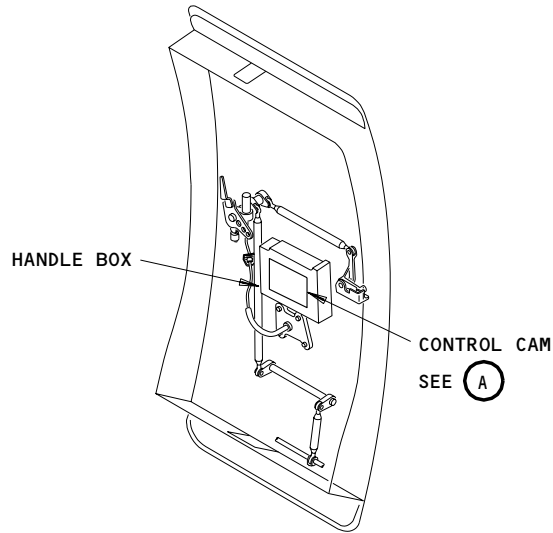
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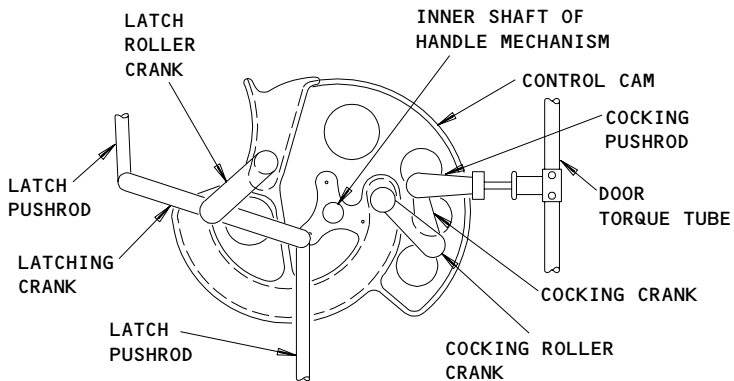
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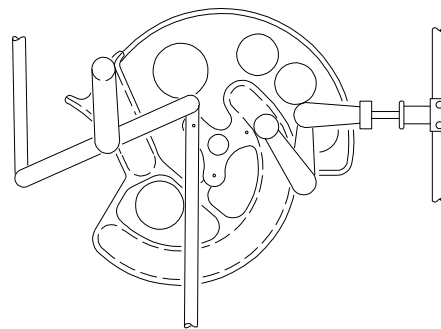
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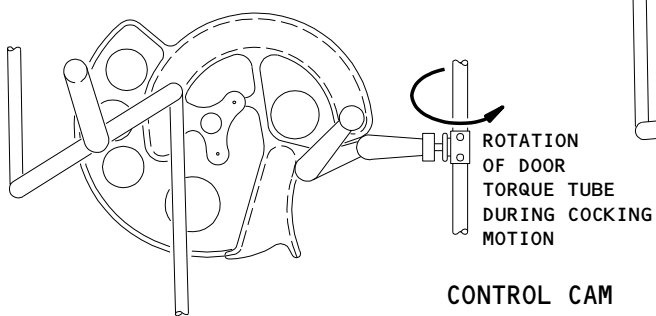
NO. 1,2 OR 4 PASSENGER DOOR



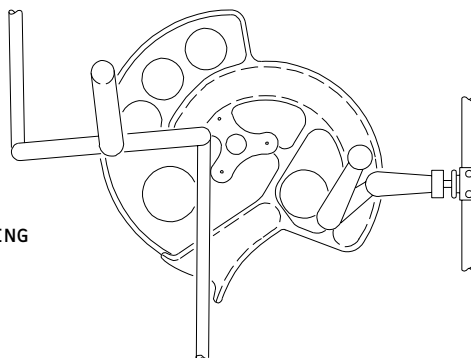
STEP 1
DOOR CLOSED AND LATCHED



STEP 2
DOOR UNLATCHED - STAYS CLOSED
APPROXIMATELY 30° OF HANDLE ROTATION



STEP 3
DOOR COCKED - FULL 180°
OF HANDLE ROTATION



STEP 4
DOOR OPEN - CONTROL CAM IS BACK-DRIVEN
BY REVERSE ROTATION OF DOOR TORQUE TUBE

Passenger Door Operation Control Cam Positions
Figure 11

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- (c) The exterior handles are then rotated 180 degrees to unlatch and cock the door. Before the door is swung open, the handles must be stowed in the recess.
 - (d) Exterior handle rotation results in the same actions of the door mechanisms as the interior handle rotation. As the exterior handle rotates from the door latched to the door cocked position, the interior handle also moves from the latched to the cocked position.
- (3) Normal Door Closing From Inside (Fig. 11)
- (a) Before the door is closed, the hold-open lock must be disengaged. The door is swung through the door opening to the cocked position. The spring cylinder counterbalance provides a force to help rotate the door from the open position to the closed position. An assist handle on the door can be grasped to pull the door into the cocked position.
 - (b) From the cocked position, initial rotation of the interior handle causes the door torque tube to rotate. This moves the door into the door opening.
 - (c) Further rotation of the interior handle operates the upper and lower latch torque tubes, which unfold the upper and lower gates, and engage the latch rollers in the latch cams.
 - (d) The door emergency system must now be activated. This is done by moving the mode selector lever from DETACH to ENGAGE. This action engages the girt bar with the floor retainers to activate the escape system and extends the trigger pin to activate the emergency powered door opening system. The retractable door above the interior handle will extend to prevent inadvertent handle operation. The girt bar engaged warning light will turn on.
- (4) Normal Door Closing From Outside (Fig. 11)
- (a) Before the door is closed, the hold-open lock must be disengaged.
 - (b) To close the door from the outside, the door is moved to the cocked position. From the cocked position, the external handles are flared from the recess and rotated 180 degrees. This closes and latches the door. The exterior handles must then be stowed in the recess.

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- (c) Exterior handle rotation results in the same actions of door mechanisms as the interior handle rotation. As the exterior handle is rotated to the door latched position, the interior handle also rotates to the door latched position.
- (5) Emergency Door Operation (Fig. 12)
 - (a) Emergency door operation can be initiated only from inside the airplane since exterior operation automatically deactivates the emergency systems.
 - (b) When the door is opened with the mode selector lever in ENGAGE, the door is powered open and the escape system is deployed. The trigger pin actuates the emergency power reservoir to supply pressure to the actuator to power the door open. As the door opens, the escape system deploys because the girt bar was left attached to the floor. The girt pulls the escape pack out of the lower bustle. As the escape pack falls, the inflation begins.

B. Control

- (1) Use the Exterior Handles to Open the Passenger Door (Fig. 13)
 - (a) Push the handle latch and hold the ends of the two exterior handles.
 - (b) Pull the exterior handles away from the door to the fully flared (butterflied) position.

NOTE: The door emergency systems are automatically deactivated when the exterior handles are flared.

WARNING: MAKE SURE THE INTERIOR HANDLE WILL NOT HIT PERSONS WHEN IT MOVES. THE INTERIOR HANDLE FOLLOWS THE MOVEMENT OF THE EXTERIOR HANDLES, AND CAN CAUSE INJURY TO PERSONS IN THE AIRPLANE.

CAUTION: MAKE SURE THE EXTERIOR HANDLES ARE IN THE FULLY FLARED (BUTTERFLIED) POSITION BEFORE YOU TURN THE HANDLES. FAILURE TO PULL THE EXTERIOR HANDLES TO THE FULLY FLARED (BUTTERFLIED) POSITION BEFORE YOU TURN THE HANDLES CAN CAUSE DAMAGE TO THE HANDLE MECHANISM.

- (c) Slowly turn the exterior handle no more than 90 degrees toward the open position.

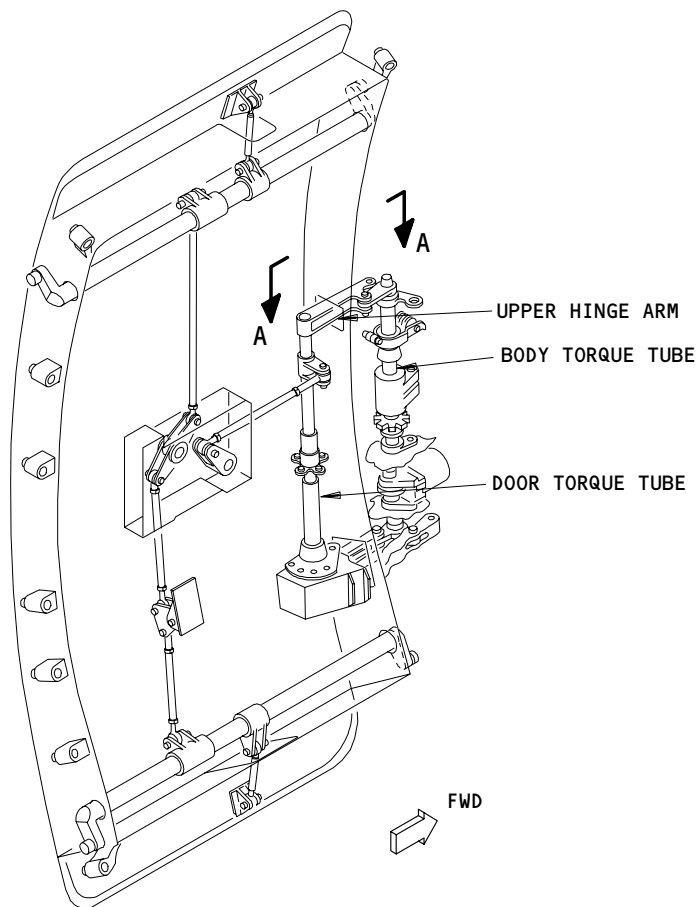
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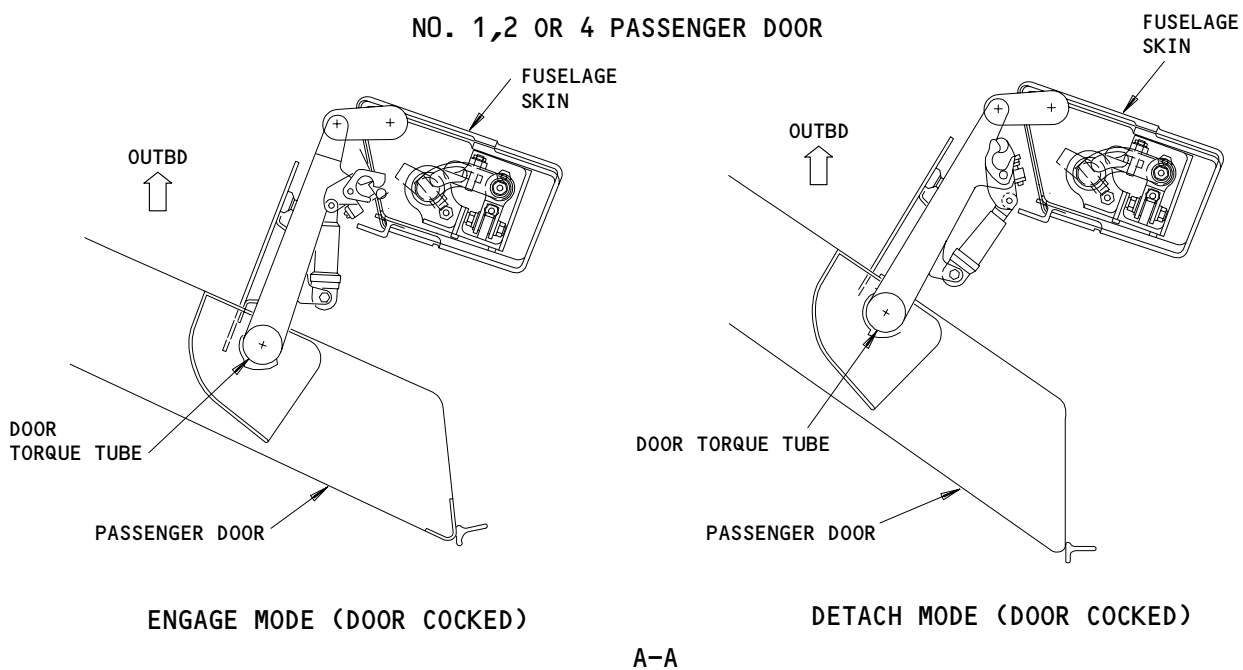
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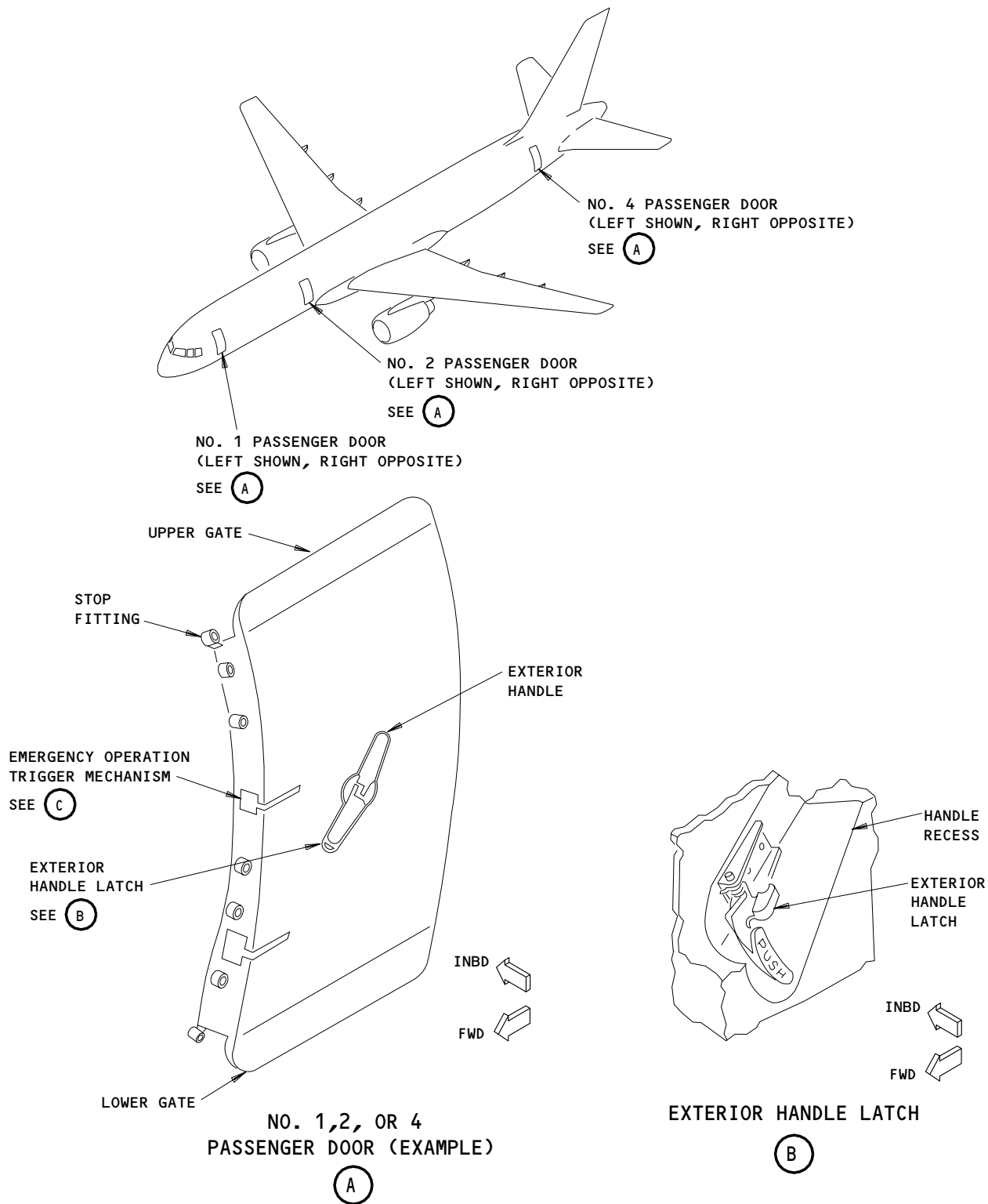
NO. 1, 2 OR 4 PASSENGER DOOR



Passenger Door Emergency Operation Powered Door Opening Actuation
Figure 12

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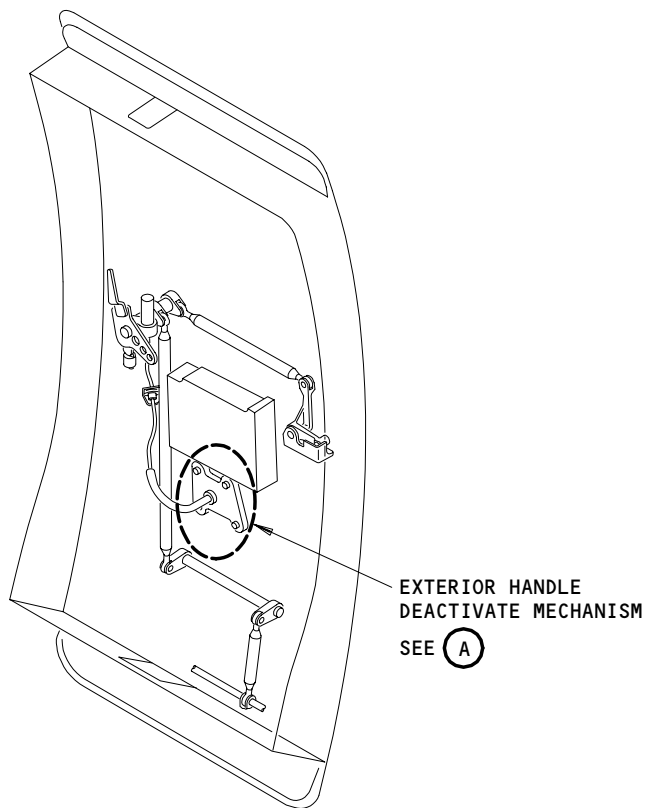
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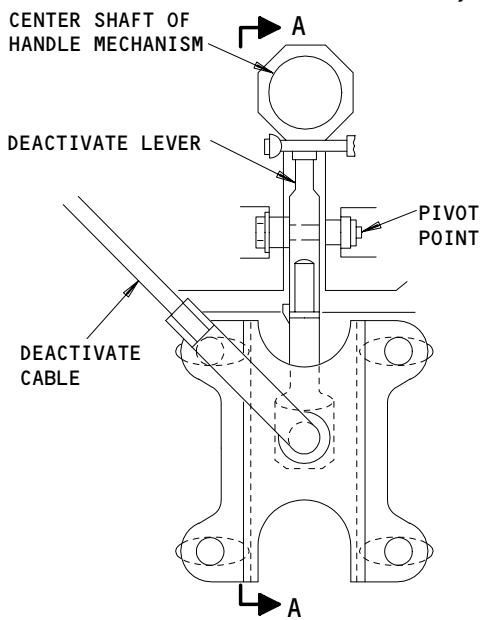
Passenger Door Operation with the Exterior Handle
Figure 13 (Sheet 1)

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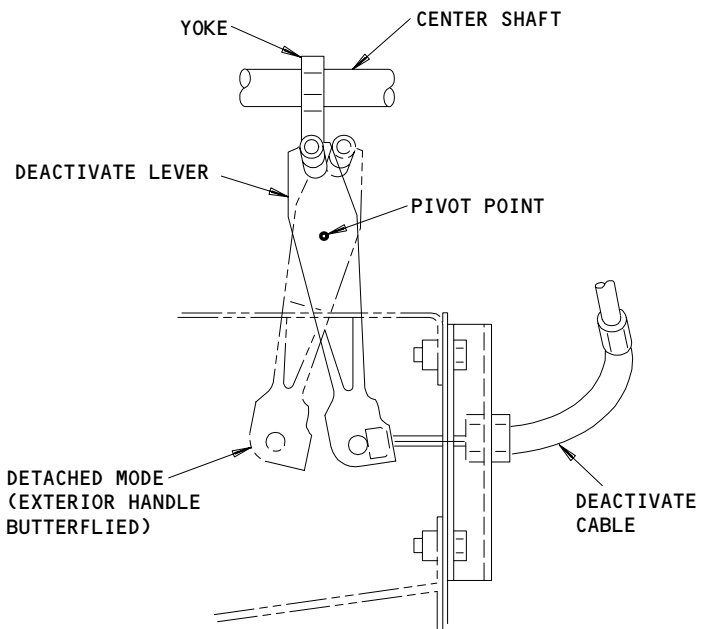


NO. 1,2 OR 4 PASSENGER DOOR



VIEW LOOKING OUTBOARD

(A)



A-A

Passenger Door Operation with the Exterior Handle
Figure 13 (Sheet 2)

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WARNING: MAKE SURE THE GIRT BAR IS NOT IN VIEW BELOW THE RETRACTED LOWER GATE. FAILURE TO OBEY CAN CAUSE THE ESCAPE SYSTEM TO INFLATE, WHICH CAN CAUSE INJURY OR DAMAGE.

- (d) Make sure the girt bar is not in view below the retracted lower gate. If the girt bar is in view, turn the exterior handles to the close position. Do not continue to open the door until the defect in the girt bar operation is corrected.
- (e) Continue to slowly turn the exterior handles no more than 30 degrees more (total of 120 degrees from the closed position).

WARNING: MAKE SURE THE EMERGENCY OPERATION TRIGGER MECHANISM IS NOT IN THE POSITION TO OPERATE. FAILURE TO OBEY CAN CAUSE THE OPERATION OF THE EMERGENCY POWER SYSTEM, WHICH CAN CAUSE INJURY OR DAMAGE.

- (f) When the door is open sufficiently to see the emergency operation trigger mechanism, make sure the trigger mechanism is not in the position to operate. If the trigger mechanism is in the position to operate, turn the external handle to the close position. Do not continue to open the door until the defect in the trigger mechanism operation is corrected.
- (g) Continue to slowly turn the exterior handles 60 degrees more (total of 180 degrees) to move the door to the cocked position.

NOTE: The cocked position is the position where the door is open approximately 30 degrees from the closed position.

- (h) Release the exterior handles and push them back against the door.

CAUTION: MAKE SURE YOU OPERATE THE DOOR SMOOTHLY. FAILURE TO OPERATE THE DOOR SMOOTHLY CAN CAUSE DAMAGE TO THE DOOR GUIDE ARM ADJUSTER RODS.

- (i) Use the assist handle on the aft door frame to push the door out through the doorway to the fully open position.

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- (j) Make sure the hold-open lock is engaged.
- (2) Use the Exterior Handles to Close the Passenger Door (Fig. 13)
 - (a) Remove unwanted material from the doorway which can prevent the correct engagement of the girt bar slider with the floor fittings.

CAUTION: MAKE SURE THE HOLD-OPEN LOCK IS FULLY DISENGAGED. IF THE LOCK IS NOT DISENGAGED, DAMAGE TO THE LOCK CAN OCCUR.

- (b) Lift the lock lever fully up to disengage the hold-open lock.
- (c) Use the assist handle on the aft door frame to pull the door in through the doorway to the cocked position.

NOTE: The cocked position is the position where the door is open approximately 30 degrees from the closed position.

- (d) Push the handle latch and hold the ends of the two exterior handles.
- (e) Pull the exterior handles away from the door to the flared (butterflied) position.

WARNING: MAKE SURE THE INTERIOR HANDLE WILL NOT HIT PERSONS WHEN IT MOVES. THE INTERIOR HANDLE FOLLOWS THE MOVEMENT OF THE EXTERIOR HANDLES, AND CAN CAUSE INJURY TO PERSONS IN THE AIRPLANE.

- (f) Slowly turn the external handles 180 degrees to close and latch door.

NOTE: If necessary, push in the aft edge of the door to start the movement to close and latch the door.

- (g) Push the exterior handles against the door and engage the handle latch.

NOTE: You can put the emergency system in the position to operate from the internal side of the airplane only.

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- (3) Use the Interior Handle to Open the Passenger Door (Fig. 14)

WARNING: MAKE SURE YOU MOVE THE MODE SELECTOR LEVER TO THE DETACH POSITION. FAILURE TO OBEY CAN CAUSE THE ESCAPE SYSTEM TO INFLATE, WHICH CAN CAUSE INJURY OR DAMAGE.

- (a) Move the mode selector lever to the DETACH position.
- (b) Make sure the mode selector lever covers the bar on the placard below the word DETACH, and that all of the arrow that points to the bar is in view. If the mode selector lever is not in this position, do not move the interior handle to the OPEN position.

WARNING: MAKE SURE THE GIRT BAR SLIDERS ARE RELEASED FROM THE FLOOR FITTINGS. FAILURE TO OBEY CAN CAUSE THE DEPLOYMENT OF THE ESCAPE SYSTEM, WHICH CAN CAUSE INJURY OR DAMAGE.

- (c) Lift the corners of the sweeper seal and make sure the girt bar sliders are released from the floor fittings. If the girt bar sliders are latched to the floor fittings, do not continue to open the door until the defect in the girt bar slider operation is corrected.
- (d) Make sure the retractable door above the interior handle is retracted into the door lining.
- (e) Make sure the girt bar warning light above the door is not on.

NOTE: This check is applicable only if electrical power is supplied to the airplane.

- (f) Turn the interior handle no more than 120 degrees in the direction of the OPEN arrow.

WARNING: MAKE SURE THE EMERGENCY OPERATION TRIGGER MECHANISM IS NOT IN THE POSITION TO OPERATE. FAILURE TO OBEY CAN CAUSE THE POWERED OPERATION OF THE DOOR, WHICH CAN CAUSE INJURY OR DAMAGE.

- (g) When the door is open sufficiently to see the emergency operation trigger mechanism, make sure the trigger mechanism is not in the position to operate. If the trigger mechanism is in the position to operate, turn the interior handle to the CLOSE position. Do not continue to open the door until the fault in the trigger mechanism operation is corrected.
 - (h) Continue to turn the interior handle to the OPEN position.
 - (i) Push the door through the doorway to the fully open position.
 - (j) Make sure the hold-open lock is engaged.
- (4) Use the Interior Handle to Open the Passenger Door - Emergency
- (a) With the door closed and latched, make sure the mode selector lever is in the ENGAGE position.
 - (b) Make sure the retractable door above the interior handle is extended and shows the emergency evacuation placard.

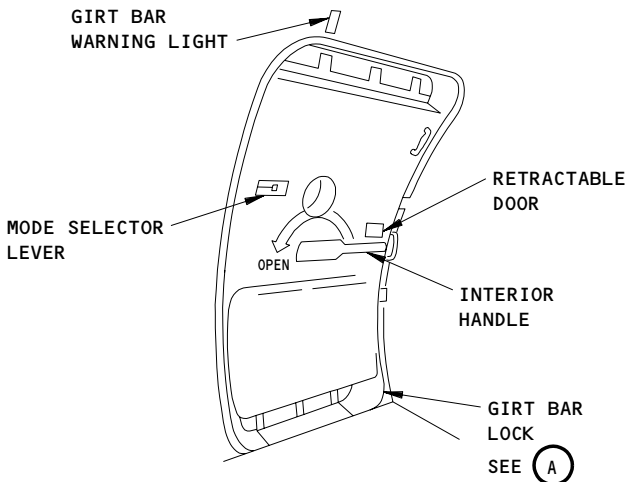
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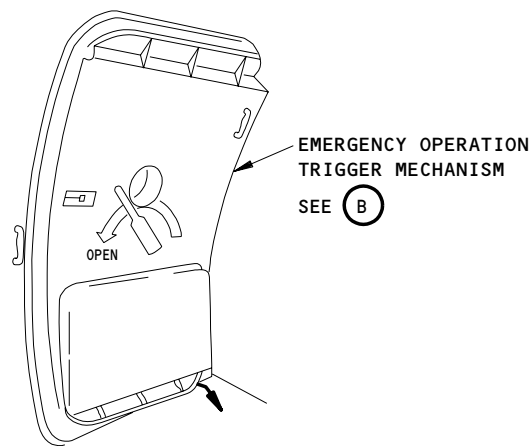
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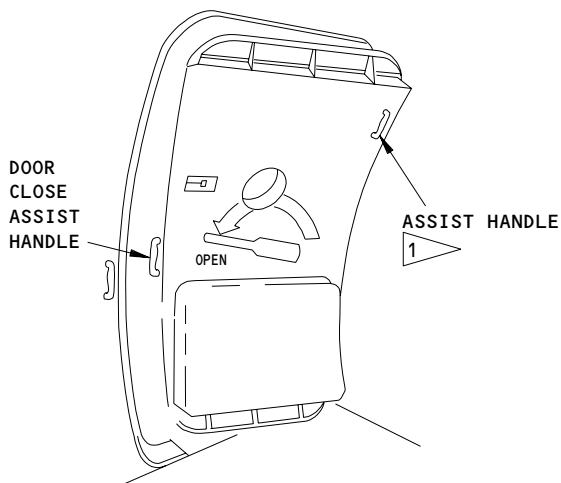
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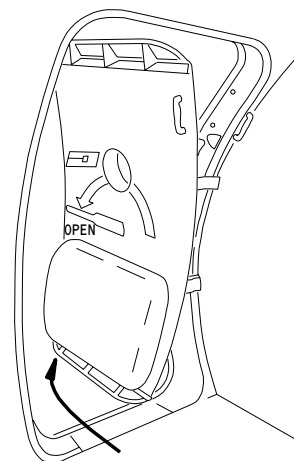
1. DOOR CLOSED AND LATCHED



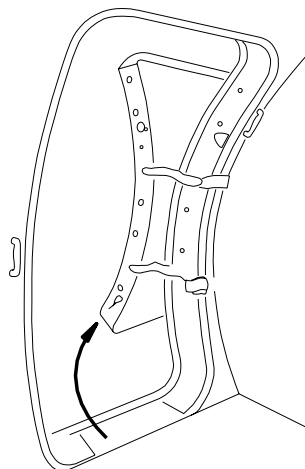
2. DOOR NOT LATCHED - UPPER AND LOWER GATES FOLDED IN - MOTION TO COCK BEGINS



3. DOOR FULLY COCKED - READY TO BE OPENED



4. DOOR NOT FULLY OPEN



5. DOOR FULLY OPEN

1 YOU CAN USE THE ASSIST HANDLE TO PULL THE DOOR TO THE COCKED POSITION.

Passenger Door Operation with the Interior Handle
Figure 14

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(c) Make sure the girt bar engaged warning light above the door is on.

NOTE: If you lift the forward and aft corners of the door sweeper seal, you can see if the girt bar sliders are engaged in the floor fittings.

WARNING: RELEASE THE INTERIOR HANDLE IMMEDIATELY AND STAND AWAY FROM THE DOOR WHEN THE POWERED DOOR OPENING STARTS. IF YOU ARE NOT CLEAR OF THE DOOR, THE SUDDEN MOVEMENT OF THE DOOR CAN CAUSE INJURY.

(d) Turn the interior handle in the direction of the OPEN arrow to unlatch and cock door. Continue to turn the handle while door moves past the cocked position. When the powered door opening starts, immediately release the handle and stand clear of the door.

NOTE: Door handle will turn approximately 170 degrees from the closed and latch position to the door-cocked position. The powered door operation is started when the handle is turned 180 degrees from the closed and latched position. Move the handle fast and continuously to get the full 180 degrees turn of the handle. If the movement of the handle is not fast and continuous, a resistance to movement will be felt when the door reaches the cocked position (approximately 170 degrees of handle turn). It will then be necessary to manually continue the turn of the handle to the full 180 degrees position to start the powered door opening. Acceleration and speed of powered door opening is rapid, but will allow time for the operator to release the handle. However, the operator must be alert to release the handle immediately when the powered door opening starts.

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- (e) If the door was not powered open, push the door through the doorway to the fully open position.

NOTE: Force necessary to push the door open with the mode selector lever in the ENGAGE position is slightly greater than in usual operation.

- (f) Make sure the door is fully open and that the hold-open lock is engaged.
 - (g) Make sure the escape system is inflated. If the escape system did not inflate, pull the manual inflation handle under the girt.
- (5) Use the Interior Handle to Close the Passenger Door (Fig. 14)
- (a) Remove unwanted material from the doorway which can prevent the correct engagement of the girt bar with the floor fittings.

CAUTION: MAKE SURE THE HOLD-OPEN LOCK IS FULLY DISENGAGED. IF THE LOCK IS NOT DISENGAGED, DAMAGE TO THE LOCK CAN OCCUR.

- (b) Lift the lock lever fully up to disengage the hold-open lock.
- (c) Use the assist handle on the forward inner face of the door to start the movement to close the door.
- (d) Pull the door through the doorway to the cocked position.

NOTE: The cocked position is the position where the door is open approximately 30 degrees from the closed position.

- (e) Turn the interior handle 180 degrees to close and latch the door.
- (f) If you close the door when you prepare for flight, move the mode selector lever to the ENGAGE position, and do the checks that follow:
 - 1) The retractable door above the interior handle is extended, so the emergency evacuation placard shows.
 - 2) The girt bar engaged warning light is on.

NOTE: If you lift the forward and aft corners of the door sweeper seal, you can see if the girt bar sliders are engaged in the floor fittings.

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18. Door Interior Water Drainage System

- A. All commercial aircraft are subject to water collecting in the interior of their entry doors through precipitation, condensation of warm, moist air on the cool door structure in-flight, and other means. Practical door design includes some provision to remove this water from the door. The 757 Passenger doors use several techniques to allow the water to drain from the doors (Fig. 15).
- (1) The streamwise beams in each door are "J" section beams with upward-facing flanges. At the forward and aft ends, the beams attach to station-wise frames. This attachment leaves small gaps at the four corners of the beams, allowing water collected by the beam to drain down in the door.
 - (2) The lowest streamwise beam in the door use small drain holes and or cutouts for the passage of mechanical system components. These holes allow drained water to escape from the bottom of the door onto the lower gate and the door opening threshold. The lowest beam and the lower gate include leveling compound, a lightweight material used to displace water and prevent water collecting in traps or pockets in the structure.
 - (3) Intercostals, intermediate beams installed station-wise between beams, are attached to the beams in a manner similar to the attachments at the ends of the beams themselves, with gaps remaining in the corners to allow water to escape.
- B. Specific Features of Door 1 Left (Fig. 16)
- (1) The streamwise beam immediately above each hinge assembly use a .25 inch (diameter) drain hole through the beam flange and the inner door skin, in line with the fasteners and about 1.8 inch from the forward edge of the door. Note that water may pass through this hole and run down the inboard surface of the inner door skin.
 - (2) The lowest streamwise beam includes areas at the extreme forward and aft ends which, due to the arrangement of the beam flanges and component locations, would trap water. These areas are each drained into the adjacent beam area through drain holes in the station-wise beam flanges. These drain holes are visible just above the leveling compound installed in the low area of the beam.

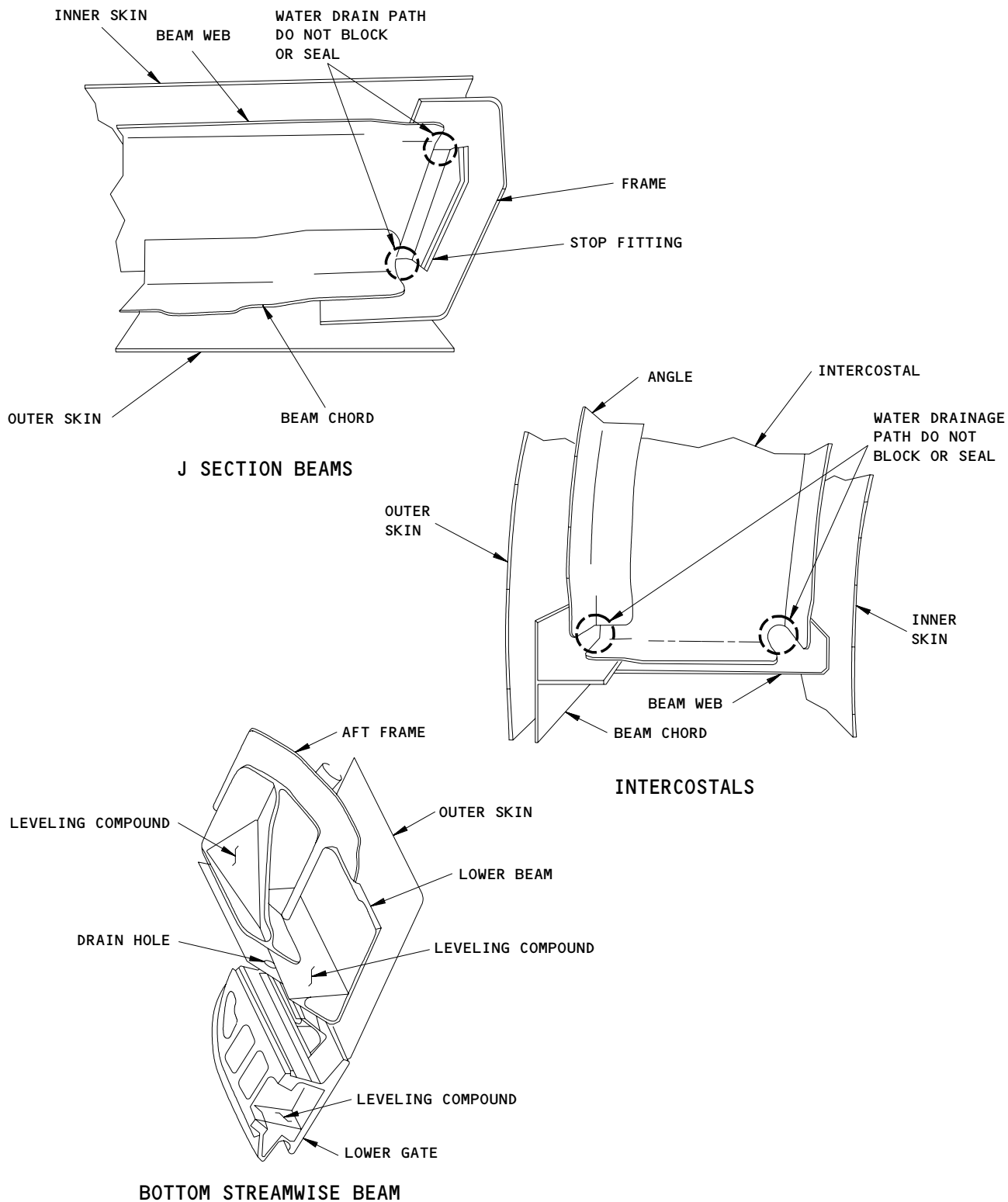
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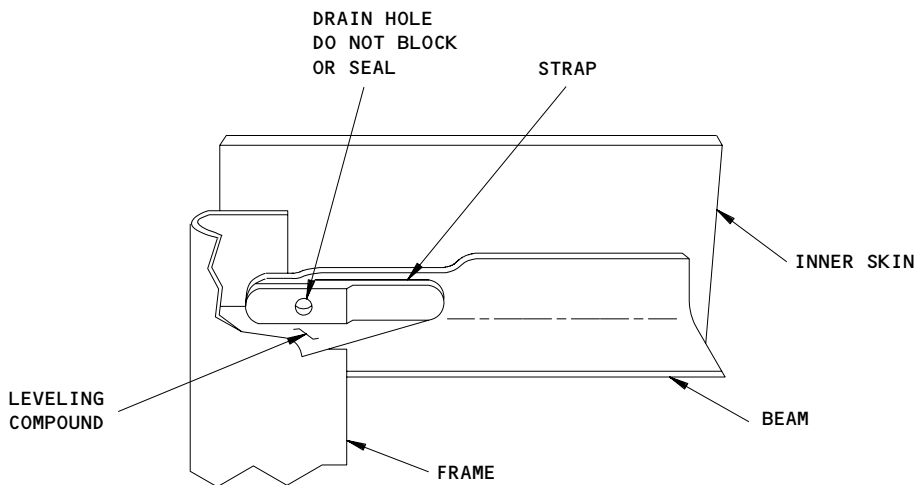
Door Structure and Water Drain Passage (Example)
Figure 15

EFFECTIVITY	ALL
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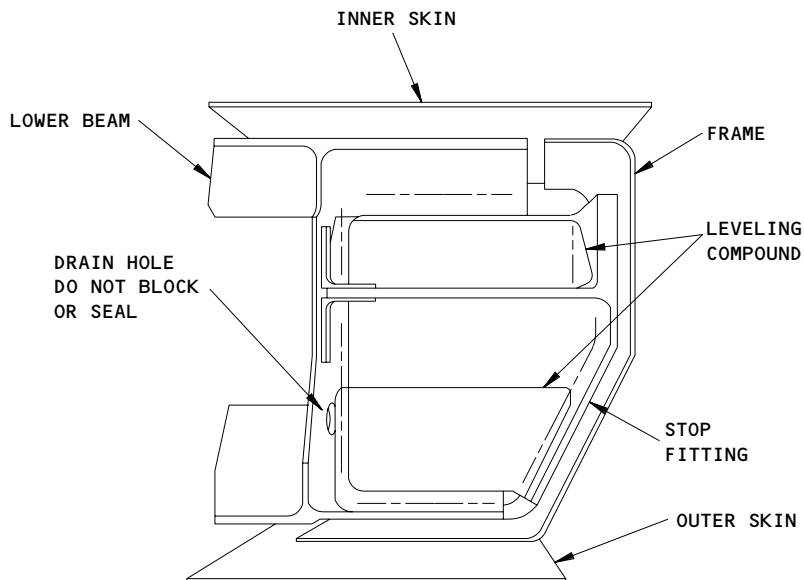
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STREAMWISE BEAM ABOVE HINGE ASSEMBLY



LOWEST STREAMWISE BEAM

Specific Features of Door 1 Left Water Drain Passages
Figure 16

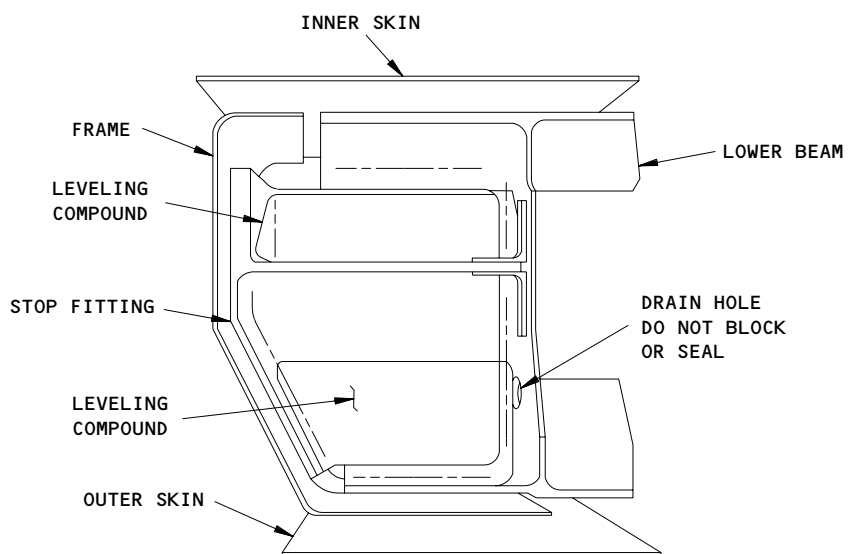
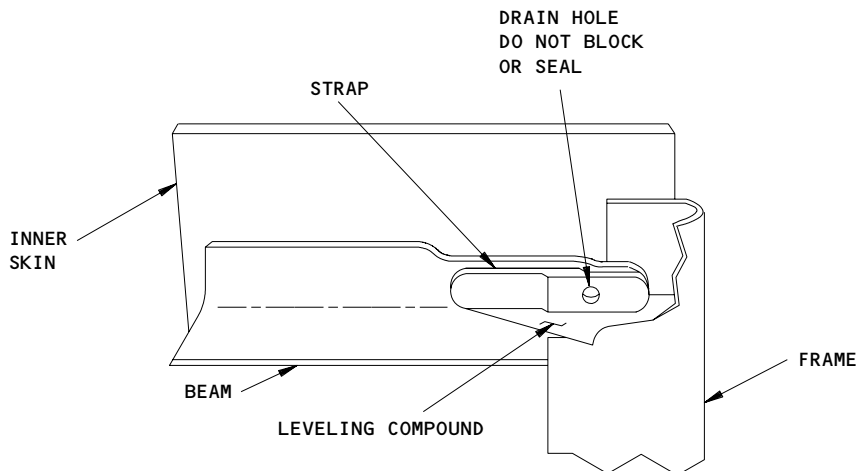
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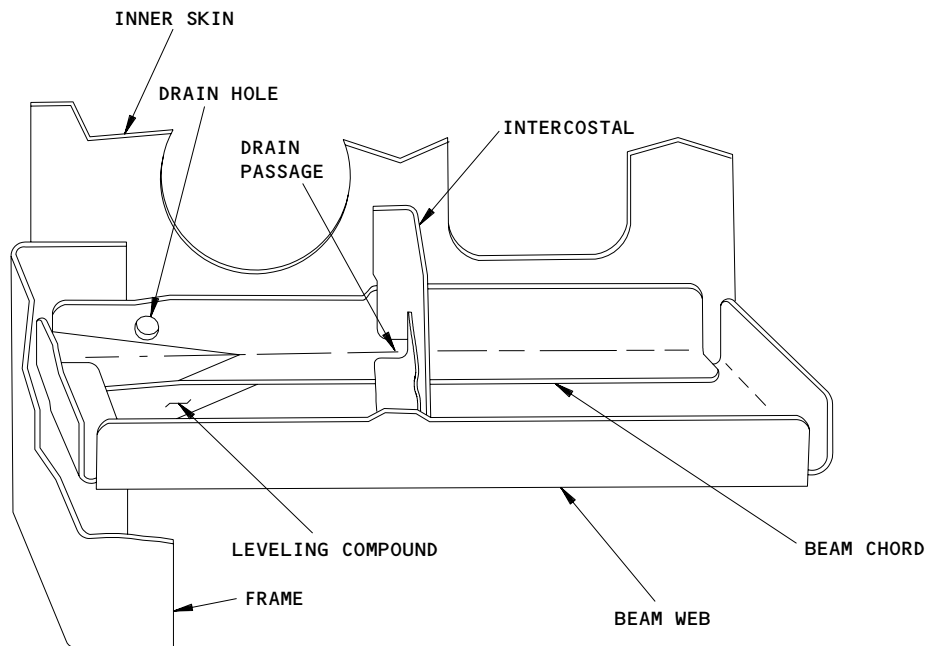
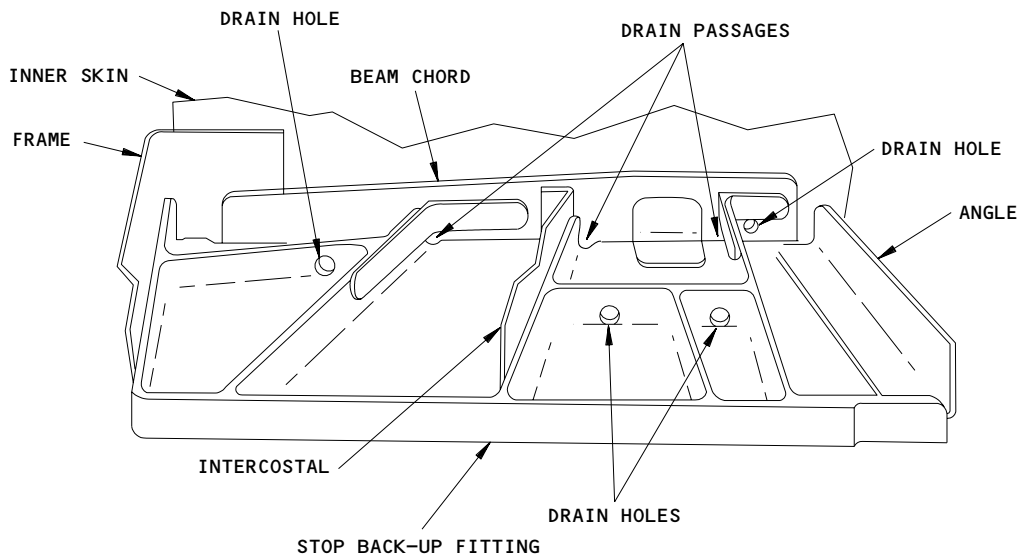
Specific Features of Door 1 Right Water Drain Passages
Figure 17

EFFECTIVITY ————
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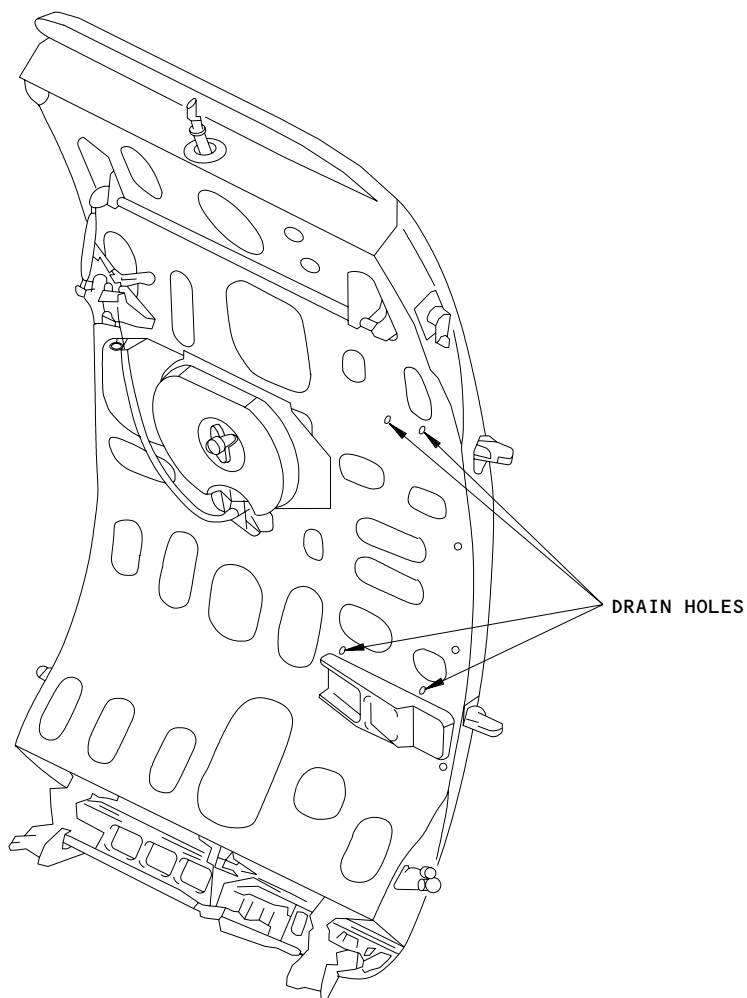
Specific Features of Door 2 Left and Right Water Drain Passages
Figure 18

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Specific Features of Door 4 Left and Right Water Drain Passages
Figure 19

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- (3) Specific features of Door# 1 Right (Fig. 17)
- (a) The streamwise beam immediately above each hinge assembly incorporates a .25 inch (diameter) drain hole through the beam flange and the inner door skin, in line with the fasteners and about 1.8 inch from the forward edge of the door. Note that water may pass through this hole and run down the inboard surface of the inner door skin.
 - (b) The lowest stream wise beam includes areas at the extreme forward and aft ends which, due to the arrangement of the beam flanges and system penetrations, would trap water. These areas are each drained into the adjacent beam area through drain holes in the station-wise beam flanges. These drain holes are visible just above the leveling compound installed in the low area of the beam.
- (4) Specific features of Doors 2 Left and Right (Fig. 18)
- (a) The streamwise beam immediately above the upper hinge assembly uses a .25 inch (diameter) drain hole through the beam flange and the inner door skin, slightly below the line of adjacent fasteners and about 12.5 inches from the forward edge of the door. Note that water may pass through this hole and run down the inboard surface of the inner door skin.
 - (b) The streamwise beam immediately above the lower hinge assembly uses a .25 inch (diameter) drain hole through the beam flange and the inner door skin, in line with the adjacent fasteners and about 2.9 inches from the forward edge of the door. Note that water may pass through this hole and run down the inboard surface of the inner door skin.
- (5) Specific features of Doors 4 Left and Right (Fig. 19)
- (a) The streamwise beam immediately above the upper hinge assembly uses two .25 inch (diameter) drain holes through the beam flange and the inner door skin, slightly below the line of adjacent fasteners and about 4.1 and 7.0 inches from the forward edge of the door, respectively. Note that water may pass through this hole and run down the inboard surface of the inner door skin.

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- (b) The streamwise beam immediately above the lower hinge assembly uses a .25 inch (diameter) drain holes through the beam flange and the inner door skin, slightly below the line of adjacent fasteners and about 4.3 and 10.4 inches from the forward edge of the door, respectively. Note that water may pass through this hole and run down the inboard surface of the inner door skin.

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PASSENGER DOORS

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	REFERENCE
ACTUATOR - EMERGENCY POWER	7	6		
DOOR NO. 1 LEFT			221AL	52-11-31
DOOR NO. 1 RIGHT			222AR	52-11-31
DOOR NO. 2 LEFT			231AL	52-11-34
DOOR NO. 2 RIGHT			232AR	52-11-34
DOOR NO. 4 LEFT			251AL	52-11-35
DOOR NO. 4 RIGHT			252AR	52-11-35
ARM - GUIDE	3,4	6	BOTTOM OF THE BODY HINGE TORQUE TUBES	52-11-04
ARMS - HINGE	3,4	12	TOP AND BOTTOM OF THE DOOR HINGE TORQUE TUBES	52-11-00
CHAIN - EMERGENCY POWER	4,7	6	EMERGENCY POWER ACTUATOR	
DOOR NO. 1 LEFT AND DOOR NO. 1 RIGHT				52-11-31
DOOR NO. 2 LEFT AND DOOR NO. 2 RIGHT				52-11-34
DOOR NO. 4 LEFT AND DOOR NO. 4 RIGHT				52-11-35
COUNTERBALANCE - CAMSHAFT/SPRING CYLINDER	4	6	BODY HINGE TORQUE TUBE	52-11-11
DOOR - PASSENGER	1	6		52-11-01
NO. 1 LEFT			831	
NO. 1 RIGHT			841	
NO. 2 LEFT			832	
NO. 2 RIGHT			842	
NO. 4 LEFT			834	
NO. 4 RIGHT			844	
LINING - DOOR	2	6	ALL PASSENGER DOORS	52-11-02
LOCK - HOLD OPEN	4	6	BODY HINGE TORQUE TUBES	52-11-00
MECHANISM - DOOR EMERGENCY	5,6	6	ALL PASSENGER DOORS	52-11-20
MECHANISM - DOOR HANDLE	5,6	6	ALL PASSENGER DOORS	52-11-13
MECHANISM - GIRT BAR	5,6	6	ALL PASSENGER DOORS	52-11-25
RESERVOIR - EMERGENCY POWER	7	6		52-11-30
DOOR NO. 1 LEFT AND DOOR NO. 1 RIGHT			ABOVE ACCESS PANEL IN THE CEILING BETWEEN THE DOORS	
DOOR NO. 2 LEFT AND DOOR NO. 2 RIGHT			ABOVE PASSENGER SERVICE UNIT	
DOOR NO. 4 LEFT AND DOOR NO. 4 RIGHT			ABOVE EACH DOOR	
			ABOVE ACCESS PANEL IN THE CEILING	
			ABOVE EACH DOOR	
SNUBBER - ROTARY	4	6	BODY HINGE TORQUE TUBE	52-11-10
SPRING CYLINDER - EMERGENCY POWER	7	6	EMERGENCY POWER RESERVOIR	52-11-33
TORQUE TUBE - BODY	4	6	FUSELAGE STRUCTURE FORWARD OF THE DOOR	52-11-00
TORQUE TUBE - LATCH	3	12	TWO ON EACH PASSENGER DOOR	52-11-00
TORQUE TUBE - DOOR	3	6	ALL PASSENGER DOORS	52-11-00
TRIGGER - EMERGENCY POWER	3	6	BODY HINGE TORQUE TUBE	52-11-32

Passenger Doors - Component Index
Figure 101

EFFECTIVITY

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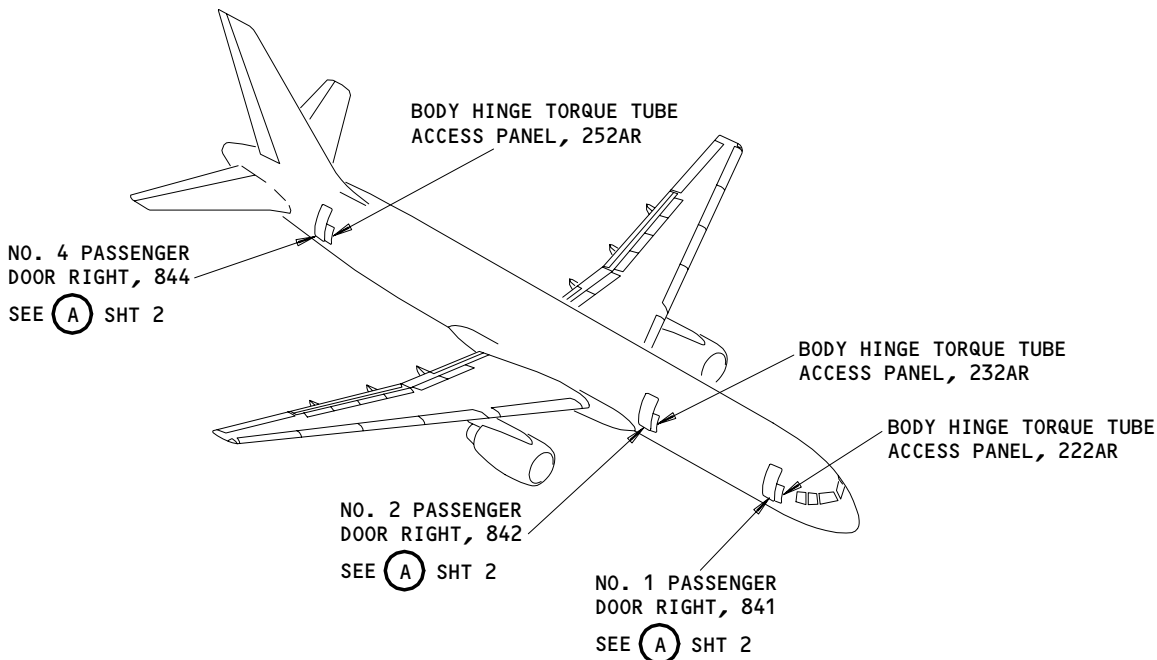
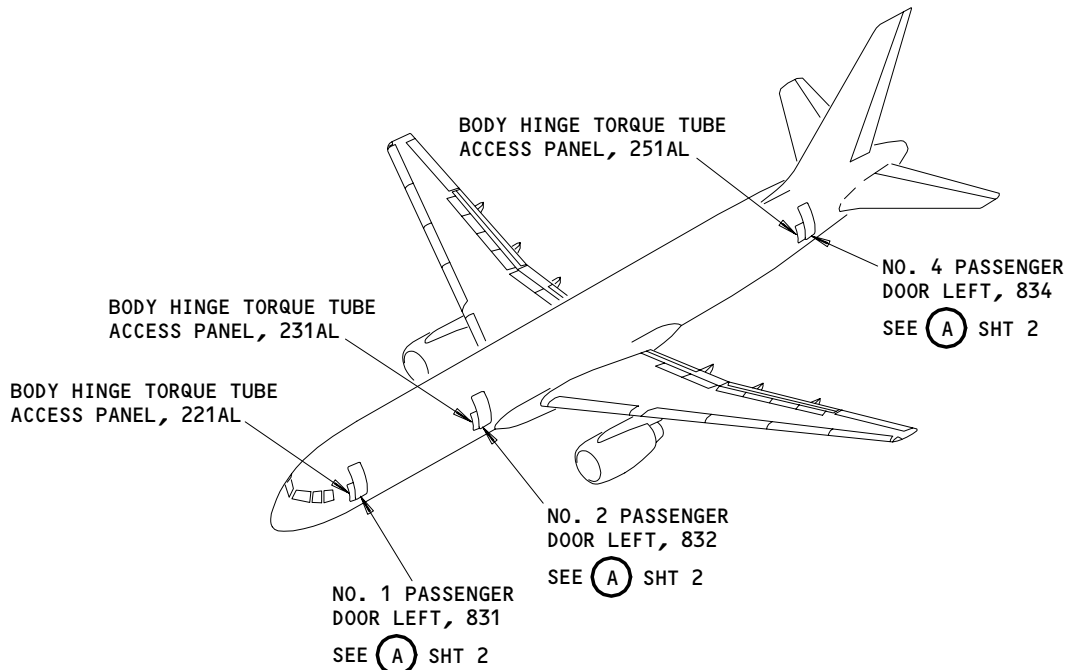
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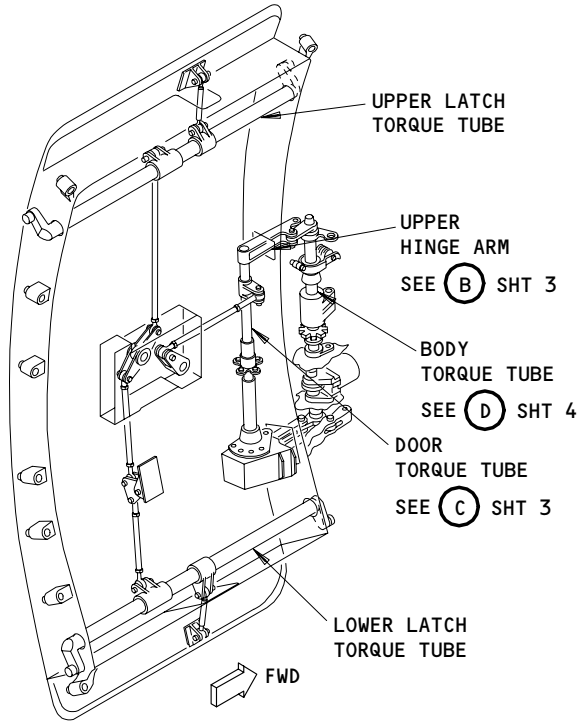
BOEING
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Passenger Doors - Component Location
Figure 102 (Sheet 1)

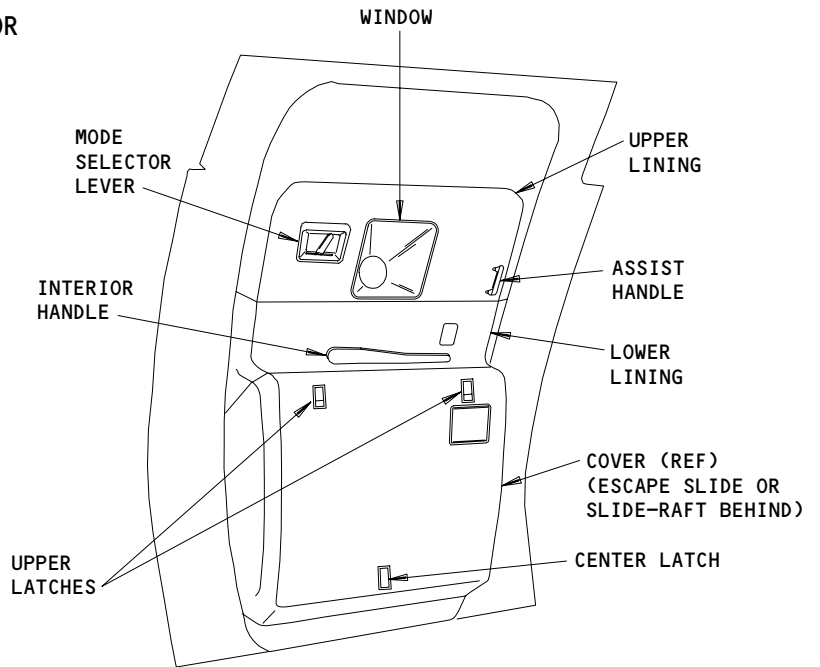
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NO. 1, 2, OR 4 PASSENGER DOOR
(INTERNAL MECHANISMS)
(EXAMPLE)

(A)



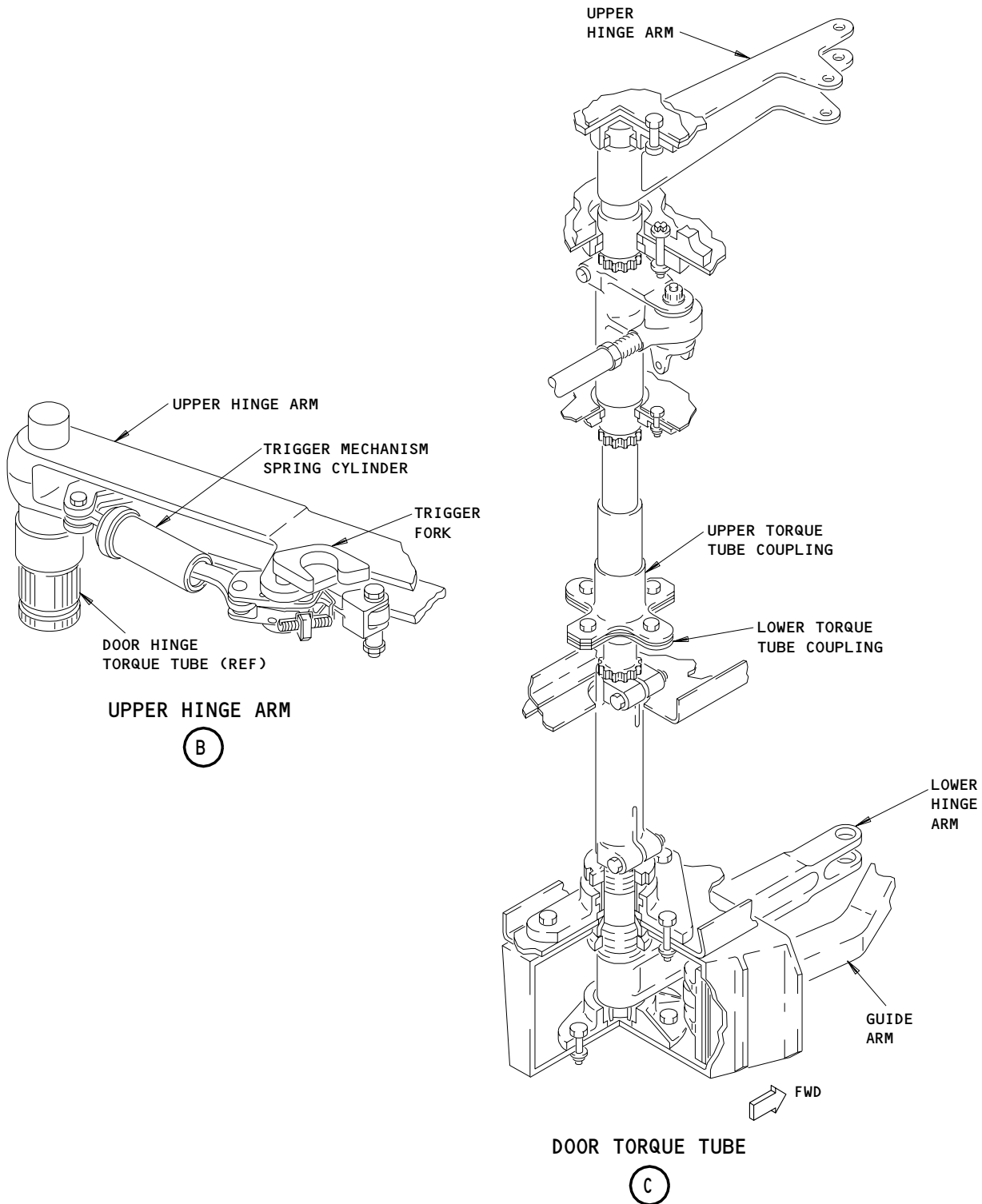
NO. 1, 2 OR 4 PASSENGER DOOR
(INTERNAL VIEW)
(EXAMPLE)

(A)

Passenger Doors - Component Location (Detail from Sht 1)
Figure 102 (Sheet 2)

EFFECTIVITY	ALL
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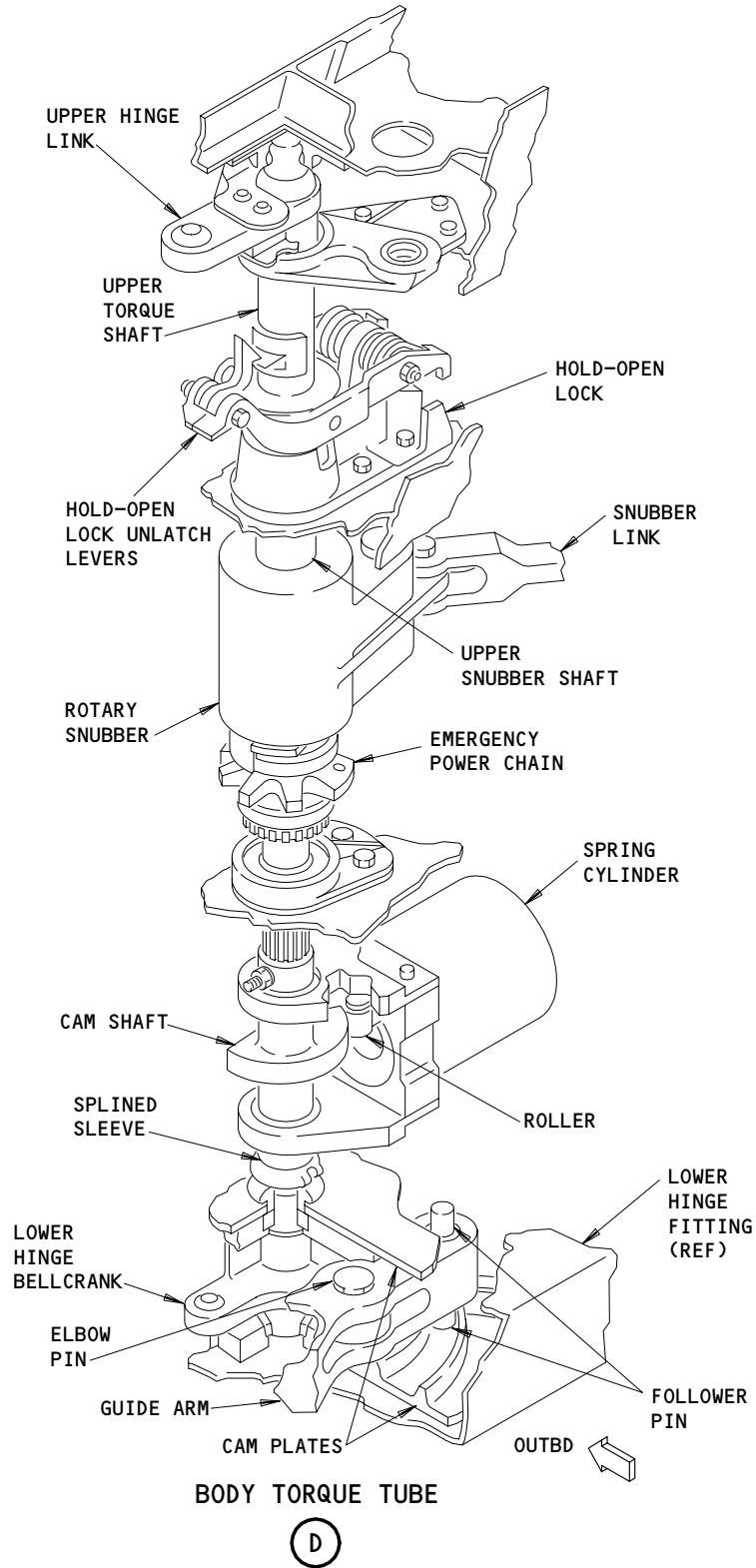


Passenger Doors - Component Location (Details from Sht 2)
Figure 102 (Sheet 3)

EFFECTIVITY	
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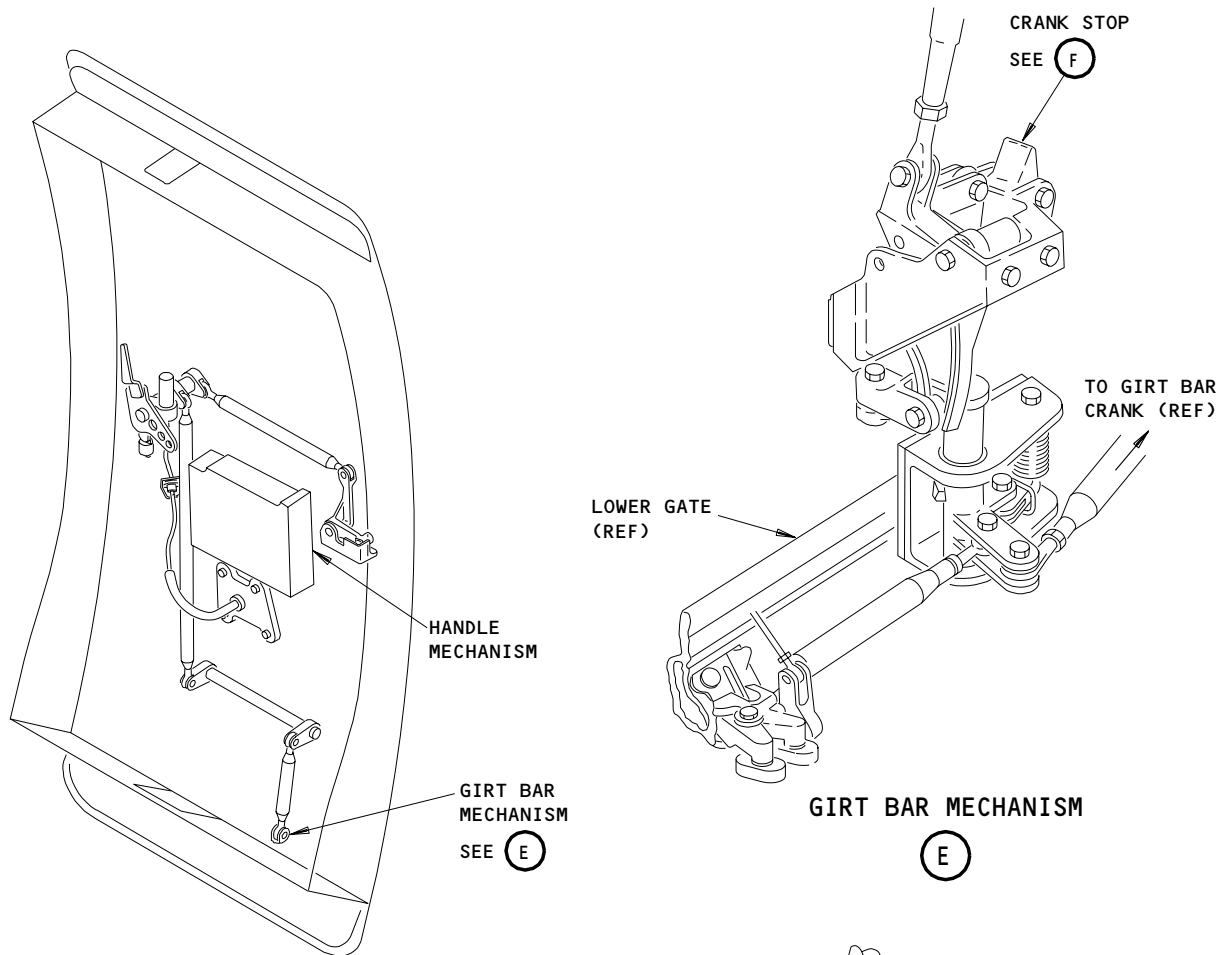
Passenger Doors - Component Location (Detail from Sht 2)
Figure 102 (Sheet 4)

EFFECTIVITY	
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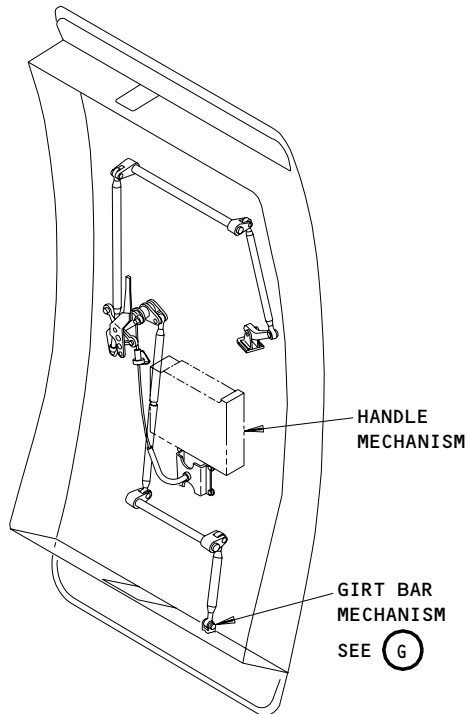


NO. 1 PASSENGER DOOR EMERGENCY MECHANISM (EXAMPLE)

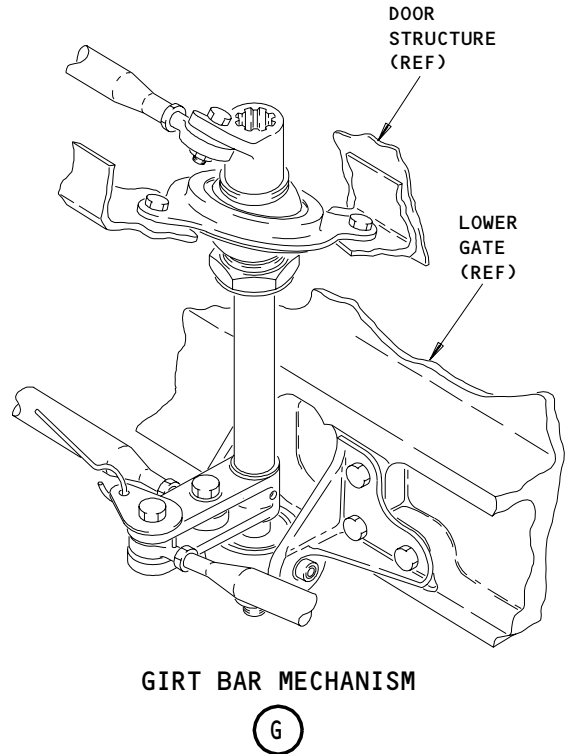
Passenger Doors - Component Location
Figure 102 (Sheet 5)

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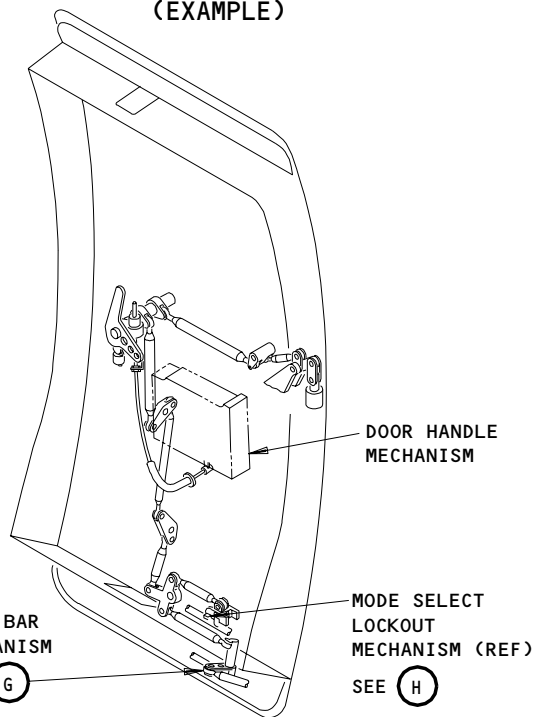


NO. 4 PASSENGER DOOR EMERGENCY MECHANISM
(EXAMPLE)

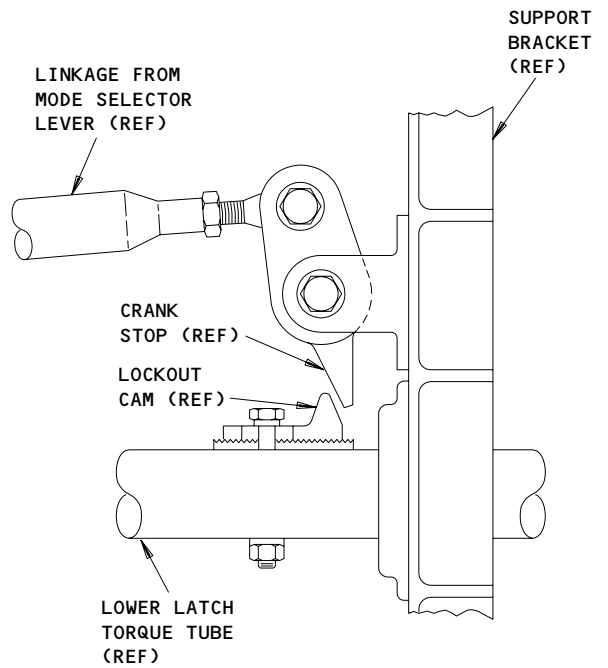


GIRT BAR MECHANISM

(G)



NO. 2 PASSENGER DOOR EMERGENCY MECHANISM
(EXAMPLE)



MODE SELECT LOCKOUT MECHANISM

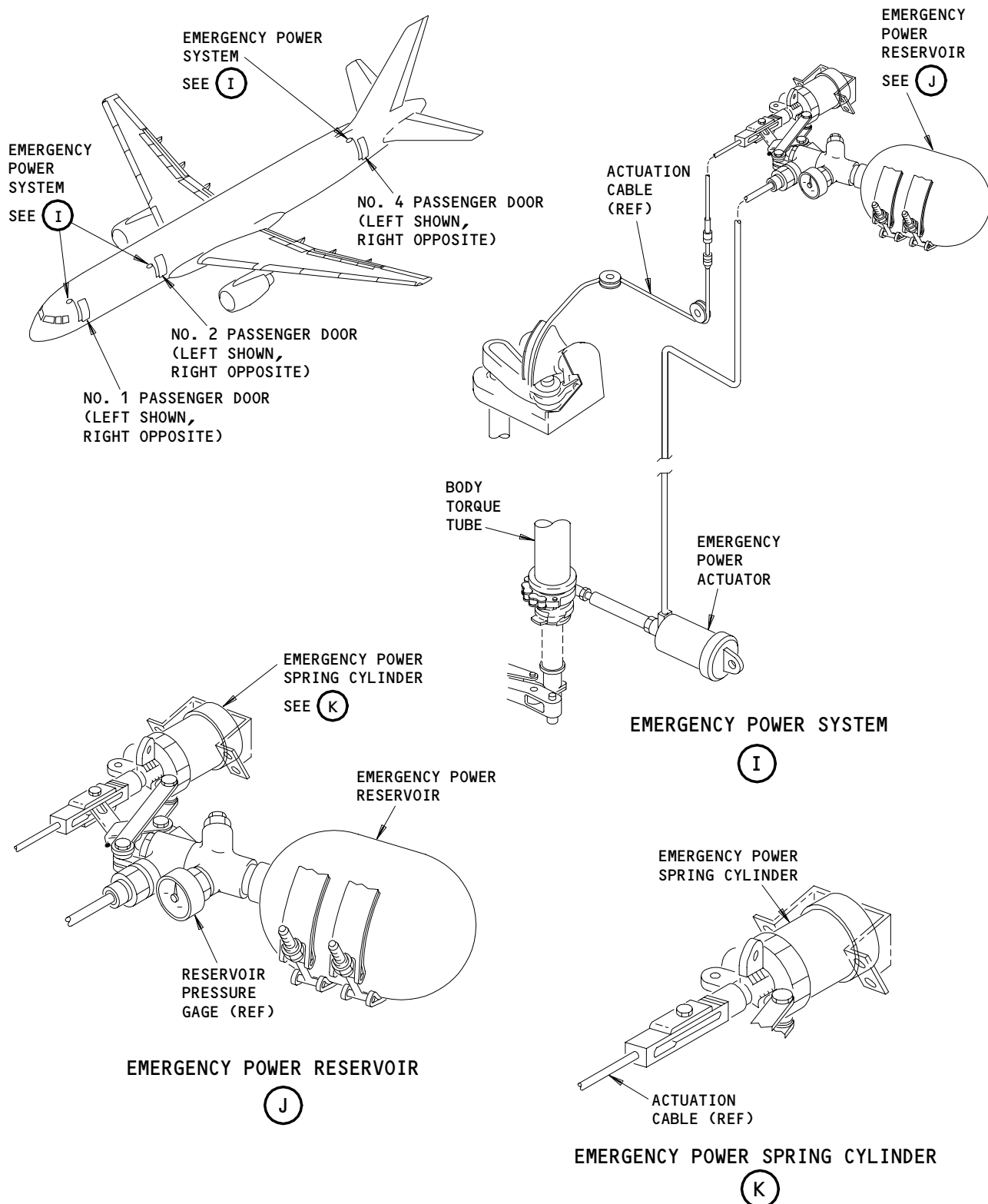
(H)

Passenger Doors - Component Location
Figure 102 (Sheet 6)

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FAULT ISOLATION/MAINT MANUAL



Passenger Doors - Component Location
Figure 102 (Sheet 7)

EFFECTIVITY	
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NO. 1, 2, AND 4 PASSENGER DOORS – MAINTENANCE PRACTICES

1. General

- A. This procedure gives the instructions to use the exterior and the interior handles to open and close the No. 1, 2, or 4 passenger door.

CAUTION: DO NOT OPERATE THE DOOR IN WINDS MORE THAN 40 KNOTS. DO NOT LET THE DOOR STAY OPEN IN WINDS MORE THAN 65 KNOTS. STRONG WINDS CAN CAUSE DAMAGE TO THE STRUCTURE OF THE AIRPLANE.

TASK 52-11-00-862-001

2. Use the Exterior Handles to Open/Close the Passenger Door (Fig. 201)

A. References

- (1) 52-11-20/501, Door Emergency Mechanism
(2) 52-11-25/501, Girt Bar Handling Mechanism

B. Access

(1) Location Zones

831	No. 1 Passenger Door (Left)
832	No. 2 Passenger Door (Left)
836	No. 4 Passenger Door (Left)
841	No. 1 Passenger Door (Right)
842	No. 2 Passenger Door (Right)
846	No. 4 Passenger Door (Right)

C. Open the Passenger Door with the Exterior Handles

S 822-002

- (1) Push the handle latch and hold the ends of the two exterior handles.

S 822-004

- (2) Pull the exterior handles away from the door to the fully flared (butterflied) position.

NOTE: The door emergency systems are automatically deactivated when the exterior handles are flared.

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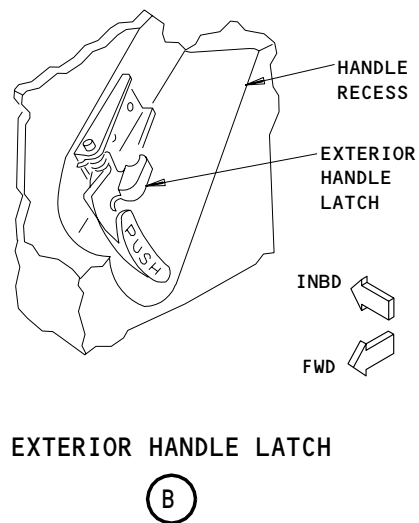
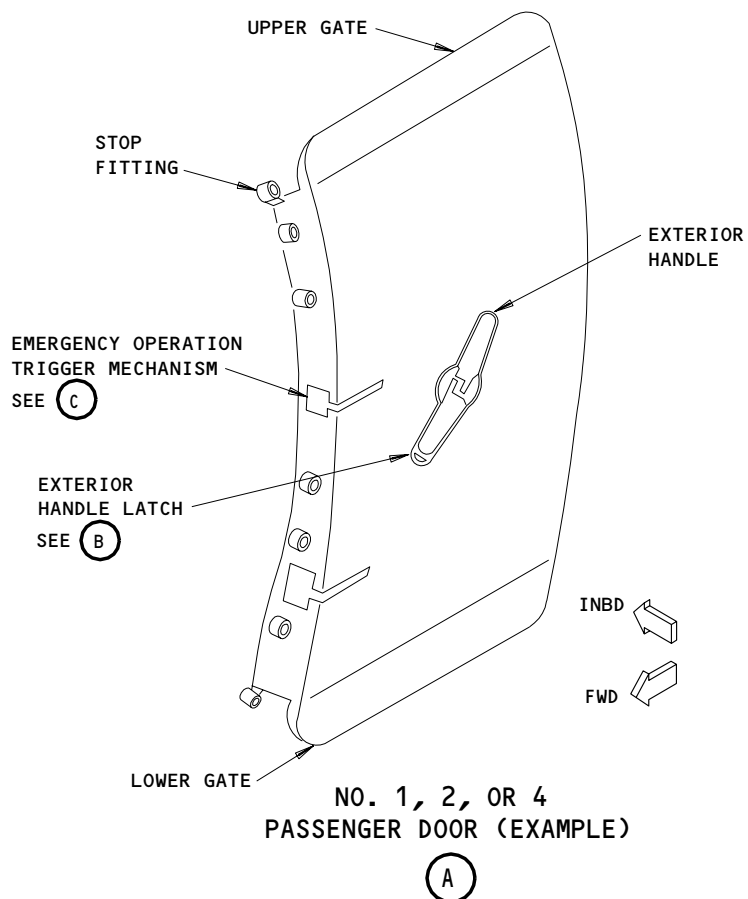
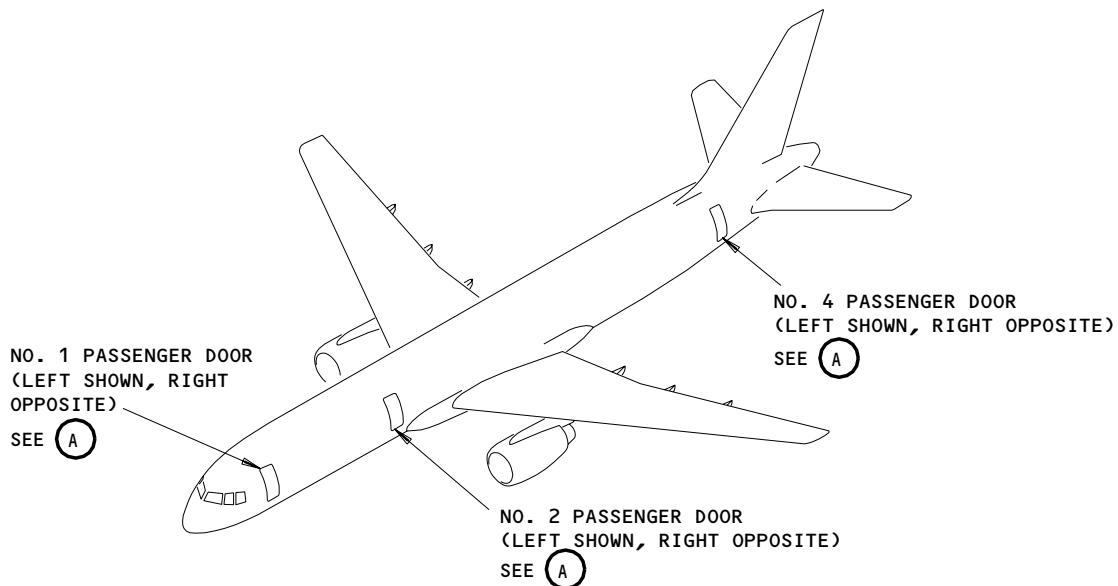
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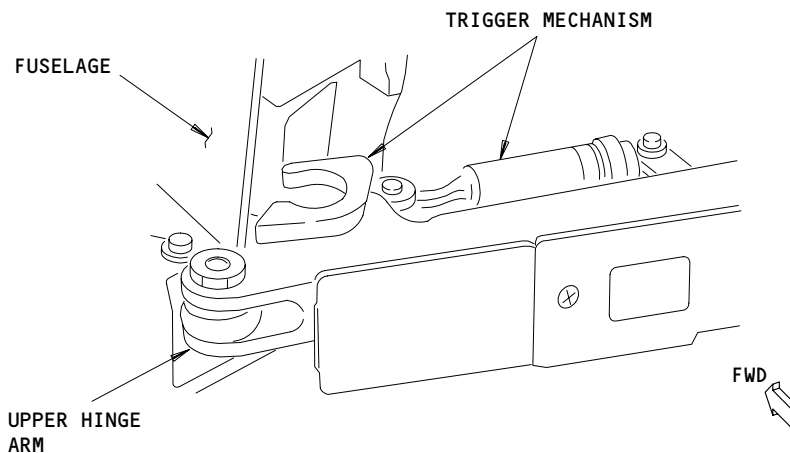
Passenger Door Operation with the Exterior Handle
Figure 201 (Sheet 1)

EFFECTIVITY	
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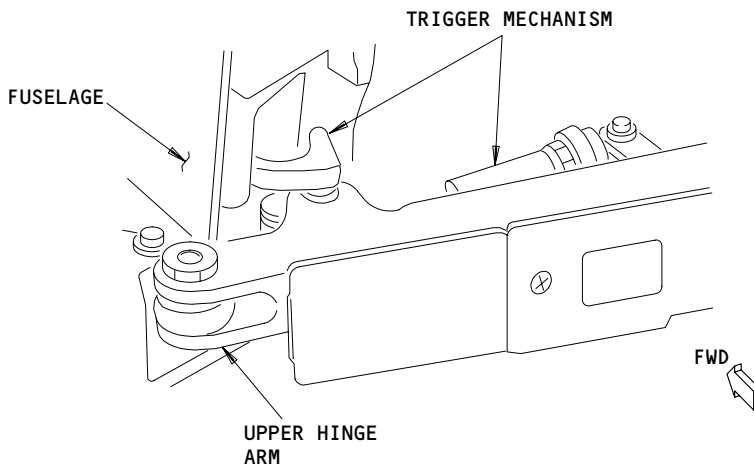
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EMERGENCY OPERATION TRIGGER MECHANISM
(MECHANISM NOT IN THE POSITION TO OPERATE)

(C)



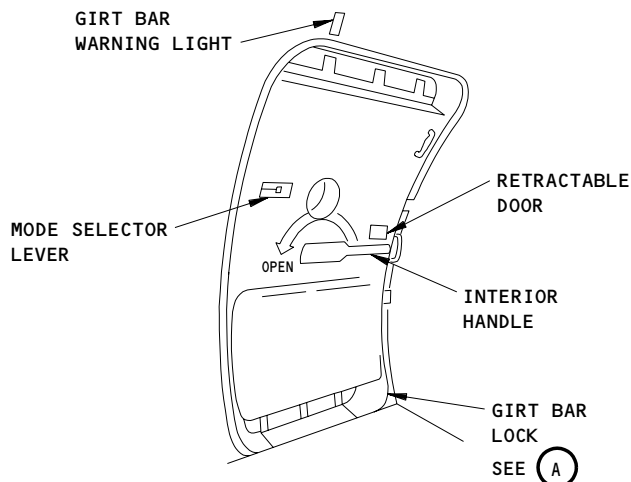
EMERGENCY OPERATION TRIGGER MECHANISM
(MECHANISM IN THE POSITION TO OPERATE)

(C)

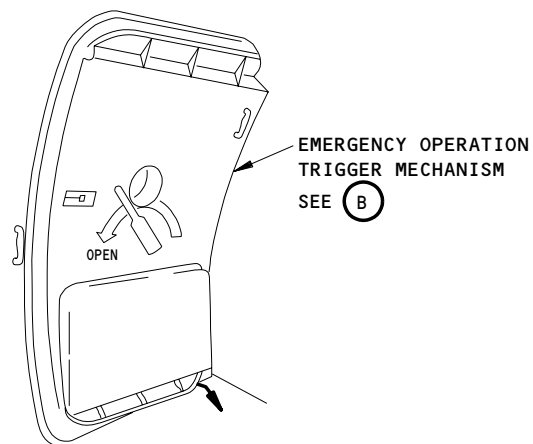
Passenger Door Operation with the Exterior Handle
Figure 201 (Sheet 2)

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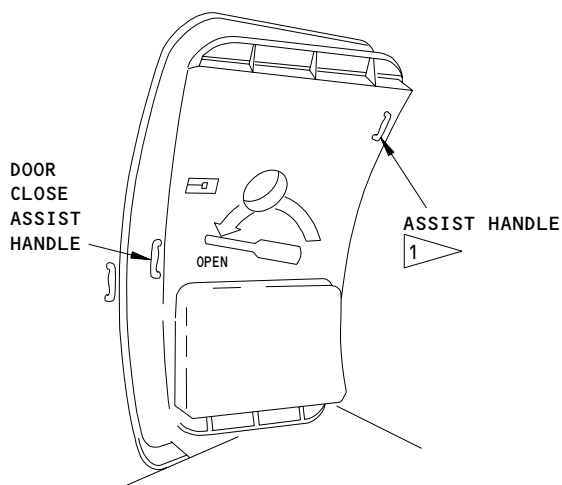
52-11-00



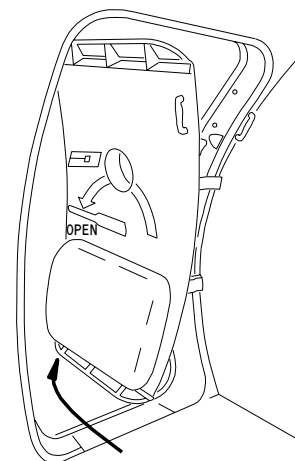
1. DOOR CLOSED AND LATCHED



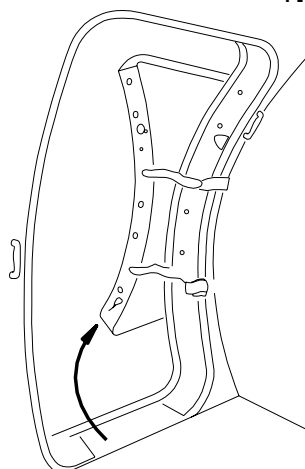
2. DOOR NOT LATCHED - UPPER AND LOWER GATES FOLDED IN - MOTION TO COCK BEGINS



3. DOOR FULLY COCKED - READY TO BE OPENED



4. DOOR NOT FULLY OPEN



5. DOOR FULLY OPEN

1 YOU CAN USE THE ASSIST HANDLE TO PULL THE DOOR TO THE COCKED POSITION.

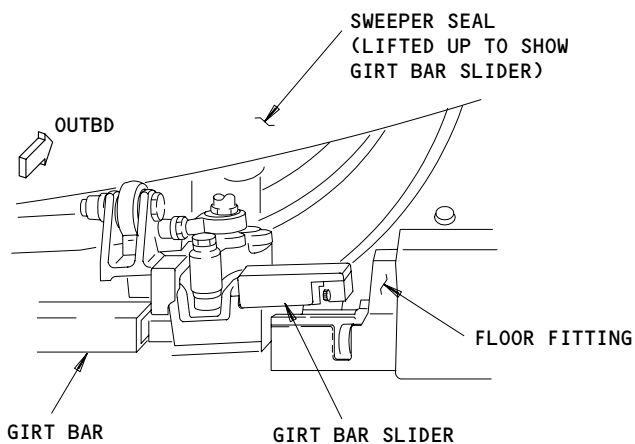
Passenger Door Operation with the Interior Handle
Figure 202 (Sheet 1)

EFFECTIVITY	
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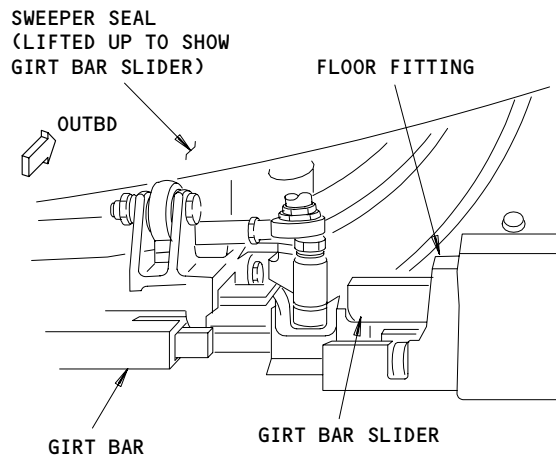
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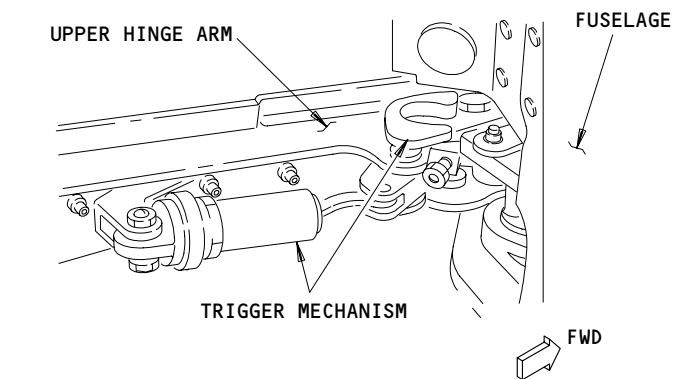
GIRT BAR LOCK
(GIRT BAR SLIDER NOT LATCHED)

(A)



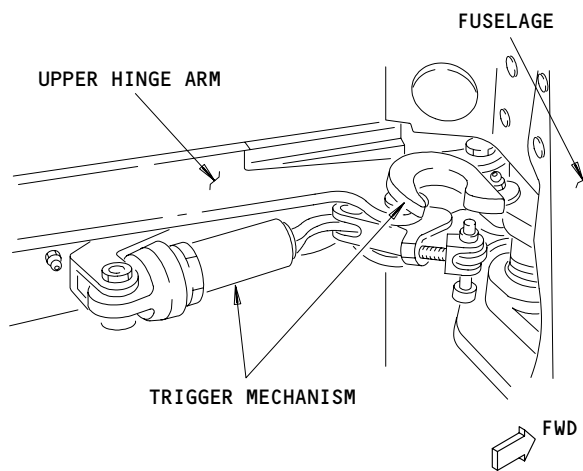
GIRT BAR LOCK
(GIRT BAR SLIDER LATCHED)

(A)



EMERGENCY OPERATION TRIGGER MECHANISM
(MECHANISM NOT IN THE POSITION TO OPERATE)

(B)



EMERGENCY OPERATION TRIGGER MECHANISM
(MECHANISM IN THE POSITION TO OPERATE)

(B)

Passenger Door Operation with the Interior Handle
Figure 202 (Sheet 2)

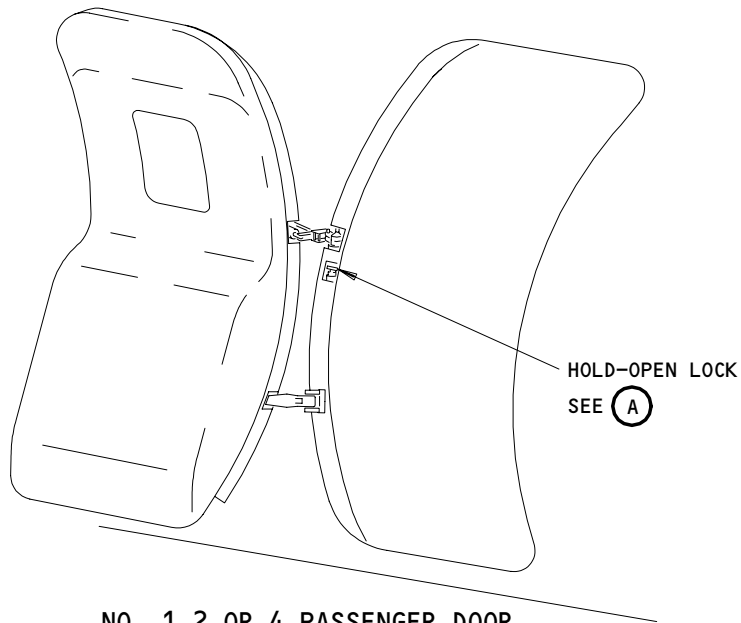
EFFECTIVITY

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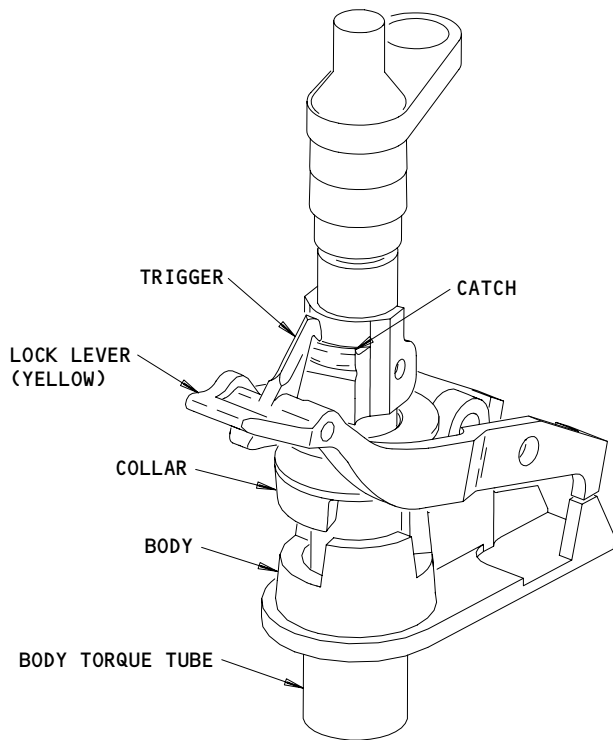
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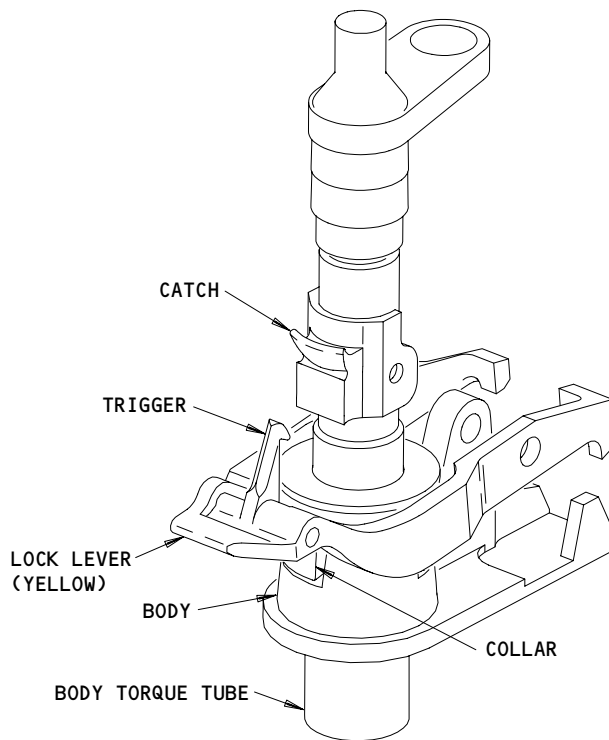


NO. 1,2 OR 4 PASSENGER DOOR
(EXAMPLE)



HOLD-OPEN LOCK
(DISENGAGED "FULLY UP" POSITION)

(A)



HOLD-OPEN LOCK
(ENGAGED POSITION)

(A)

Hold-Open Lock
Figure 203

EFFECTIVITY	
	ALL

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S 822-005

WARNING: MAKE SURE THE INTERIOR HANDLE WILL NOT HIT PERSONS WHEN IT MOVES. THE INTERIOR HANDLE FOLLOWS THE MOVEMENT OF THE EXTERIOR HANDLES, AND CAN CAUSE INJURY TO PERSONS IN THE AIRPLANE.

CAUTION: MAKE SURE THE EXTERIOR HANDLES ARE IN THE FULLY FLARED (BUTTERFLIED) POSITION BEFORE YOU TURN THE HANDLES. FAILURE TO PULL THE EXTERIOR HANDLES TO THE FULLY FLARED (BUTTERFLIED) POSITION BEFORE YOU TURN THE HANDLES CAN CAUSE DAMAGE TO THE HANDLE MECHANISM.

- (3) Slowly turn the exterior handle no more than 90 degrees toward the open position.

S 212-006

WARNING: MAKE SURE THE GIRT BAR IS NOT IN VIEW BELOW THE RETRACTED LOWER GATE. FAILURE TO OBEY CAN CAUSE THE ESCAPE SYSTEM TO INFLATE, WHICH CAN CAUSE INJURY OR DAMAGE.

- (4) Make sure the girt bar is not in view below the retracted lower gate. If the girt bar is in view, turn the exterior handles to the close position. Do not continue to open the door until the defect in the girt bar operation is corrected (Ref 52-11-25).

S 822-009

- (5) Continue to slowly turn the exterior handles no more than 30 degrees more (total of 120 degrees from the closed position).

S 212-010

WARNING: MAKE SURE THE EMERGENCY OPERATION TRIGGER MECHANISM IS NOT IN THE POSITION TO OPERATE. FAILURE TO OBEY CAN CAUSE THE OPERATION OF THE EMERGENCY POWER SYSTEM, WHICH CAN CAUSE INJURY OR DAMAGE.

- (6) When the door is open sufficiently to see the emergency operation trigger mechanism, make sure the trigger mechanism is not in the position to operate (View A, Fig. 201). If the trigger mechanism is in the position to operate (View B, Fig. 201), turn the external handle to the close position. Do not continue to open the door until the defect in the trigger mechanism operation is corrected (Ref 52-11-20).

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S 822-011

- (7) Continue to slowly turn the exterior handles 60 degrees more (total of 180 degrees) to move the door to the cocked position.

NOTE: The cocked position is the position where the door is open approximately 30 degrees from the closed position.

S 822-012

- (8) Release the exterior handles.

NOTE: The exterior handles should retract flush with the door when released from the butterfly position.

S 822-013

CAUTION: MAKE SURE YOU OPERATE THE DOOR SMOOTHLY. FAILURE TO OPERATE THE DOOR SMOOTHLY CAN CAUSE DAMAGE TO THE DOOR GUIDE ARM ADJUSTER RODS.

- (9) Use the assist handle on the aft door frame to push the door out through the doorway to the fully open position.

S 212-014

- (10) Make sure the hold-open lock is engaged (Fig. 203).

S 482-070

WARNING: DO NOT USE THE WARNING STRAP TO SUPPORT THE WEIGHT OF A PERSON. THE WARNING STRAP INSTALLED ACROSS THE DOOR OPENING IS ONLY A VISUAL INDICATION THE DOOR IS OPEN. IT WILL NOT SUPPORT A PERSONS WEIGHT. IF YOU USE THE STRAP TO SUPPORT YOUR WEIGHT, YOU CAN FALL THROUGH THE OPENING AND CAUSE INJURY.

- (11) Make sure you attach the warning strap after you open the door.
D. Close the Passenger Door with the Exterior Handles

S 082-067

- (1) Make sure you remove the warning strap before you close the door.

S 162-015

- (2) Remove unwanted material from the doorway which can prevent the correct engagement of the girt bar slider with the floor fittings.

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S 822-048

CAUTION: MAKE SURE THE HOLD-OPEN LOCK IS DISENGAGED. IF THE LOCK IS NOT DISENGAGED, DAMAGE TO THE LOCK CAN OCCUR.

- (3) Lift the lock lever fully up to disengage the hold-open lock (Fig. 203).

S 822-017

- (4) Use the assist handle on the aft door frame to pull the door in through the doorway to the cocked position.

NOTE: The cocked position is the position where the door is open approximately 30 degrees from the closed position.

S 822-018

- (5) Push the handle latch and hold the ends of the two exterior handles.

S 822-019

- (6) Pull the exterior handles away from the door to the flared (butterflied) position.

S 822-020

WARNING: MAKE SURE THE INTERIOR HANDLE WILL NOT HIT PERSONS WHEN IT MOVES. THE INTERIOR HANDLE FOLLOWS THE MOVEMENT OF THE EXTERIOR HANDLES, AND CAN CAUSE INJURY TO PERSONS IN THE AIRPLANE.

- (7) Slowly turn the external handles 180 degrees to close and latch door.

NOTE: If necessary, push in the aft edge of the door to start the movement to close and latch the door.

S 822-021

- (8) Release the exterior handles from the butterfly position. The handles should retract flush with the door.

NOTE: You can put the emergency system in the position to operate from the internal side of the airplane only.

TASK 52-11-00-862-022

3. Use the Interior Handle to Open/Close the Passenger Door (Fig. 202)

A. References

- (1) 52-11-20/501, Door Emergency Mechanism
(2) 52-11-25/501, Girt Bar Handling Mechanism

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B. Access

(1) Location Zones

831	No. 1 Passenger Door (Left)
832	No. 2 Passenger Door (Left)
836	No. 4 Passenger Door (Left)
841	No. 1 Passenger Door (Right)
842	No. 2 Passenger Door (Right)
846	No. 4 Passenger Door (Right)

C. Open the Passenger Door with the Interior Handle

S 822-023

WARNING: MAKE SURE YOU MOVE THE MODE SELECTOR LEVER TO THE DETACH POSITION. FAILURE TO OBEY CAN CAUSE THE ESCAPE SYSTEM TO INFLATE, WHICH CAN CAUSE INJURY OR DAMAGE.

- (1) AIRPLANES WITH MODE SELECT LEVER IDENTIFIED WITH ENGAGE AND DETACH POSITIONS:

Move the mode selector lever to the DETACH position.

S 212-028

- (2) Make sure the mode selector lever covers the bar on the placard below the word DETACH, and that all of the arrow that points to the bar is in view. If the mode selector lever is not in this position, do not turn the interior handle to the OPEN position.

S 212-030

WARNING: MAKE SURE THE GIRT BAR SLIDERS ARE RELEASED FROM THE FLOOR FITTINGS. FAILURE TO OBEY CAN CAUSE THE DEPLOYMENT OF THE ESCAPE SYSTEM, WHICH CAN CAUSE INJURY OR DAMAGE.

- (3) Lift the corners of the sweeper seal and make sure the girt bar sliders are released from the floor fittings (View A, Fig. 202). If the girt bar sliders are latched to the floor fittings (View B, Fig. 202), do not continue to open the door until the defect in the girt bar slider operation is corrected (Ref 52-11-25).

S 212-033

- (4) Make sure the retractable door above the interior handle is retracted into the door lining.

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S 212-034

- (5) Make sure the girt bar warning light above the door is not on.

NOTE: This check is applicable only if electrical power is supplied to the airplane.

S 822-035

- (6) Turn the interior handle no more than 120 degrees in the direction of the OPEN arrow.

S 212-036

WARNING: MAKE SURE THE EMERGENCY OPERATION TRIGGER MECHANISM IS NOT IN THE POSITION TO OPERATE. FAILURE TO OBEY CAN CAUSE THE POWERED OPERATION OF THE DOOR, WHICH CAN CAUSE INJURY OR DAMAGE.

- (7) When the door is open sufficiently to see the emergency operation trigger mechanism, make sure the trigger mechanism is not in the position to operate (View C, Fig. 202). If the trigger mechanism is in the position to operate (View D, Fig. 202), turn the interior handle to the CLOSE position. Do not continue to open the door until the fault in the trigger mechanism operation is corrected (Ref 52-11-20).

S 822-037

- (8) Continue to turn the interior handle to the OPEN position.

S 822-038

- (9) Push the door through the doorway to the fully open position.

S 212-039

- (10) Make sure the hold-open lock is engaged (Fig. 203).

S 482-071

WARNING: DO NOT USE THE WARNING STRAP TO SUPPORT THE WEIGHT OF A PERSON. THE WARNING STRAP INSTALLED ACROSS THE DOOR OPENING IS ONLY A VISUAL INDICATION THE DOOR IS OPEN. IT WILL NOT SUPPORT A PERSONS WEIGHT. IF YOU USE THE STRAP TO SUPPORT YOUR WEIGHT, YOU CAN FALL THROUGH THE OPENING AND CAUSE INJURY.

- (11) Make sure you attach the warning strap after you open the door.
D. Close the Passenger Door with the Interior Handle

S 082-069

- (1) Make sure you remove the warning strap before you close the door.

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S 162-040

- (2) Remove unwanted material from the doorway which can prevent the correct engagement of the girt bar with the floor fittings.

S 822-049

CAUTION: MAKE SURE THE HOLD-OPEN LOCK IS DISENGAGED. IF THE LOCK IS NOT DISENGAGED, DAMAGE TO THE LOCK CAN OCCUR.

- (3) Lift the lock lever fully up to disengage the hold-open lock (Fig. 203).

S 822-042

- (4) Use the assist handle on the forward inner face of the door to start the movement to close the door.

S 822-043

- (5) Pull the door through the doorway to the cocked position.

NOTE: The cocked position is the position where the door is open approximately 30 degrees from the closed position.

S 822-044

- (6) Turn the interior handle 180 degrees to close and latch the door.

S 822-045

- (7) If you close the door when you prepare for flight, move the mode selector lever to the ENGAGE position, and do the checks that follow:
 - (a) The retractable door above the interior handle is extended, so the emergency evacuation placard shows.
 - (b) The girt bar engaged warning light is on.

NOTE: If you lift the forward and aft corners of the door sweeper seal, you can see if the girt bar sliders are engaged in the floor fittings.

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NO. 1, 2, AND 4 PASSENGER DOORS – ADJUSTMENT/TEST

1. General

- A. This procedure gives the instructions to adjust the No. 1, 2, and 4 passenger doors. These adjustment procedures are included:
- (1) Adjust the vertical position of the door in the door opening.
 - (2) Adjust the latch rollers.
 - (3) Adjust the latch cams.
 - (4) Adjust the door stop pins.
 - (5) Adjust the lower and upper gates.
 - (6) Adjust the door centering guide.
 - (7) Adjust the door skin flushness.
- B. More adjustment data is given in other maintenance manual sections as follows:
- (1) Guide arm length adjustment (Ref 52-11-04/201).
 - (2) Handle mechanism adjustment (Ref 52-11-13/201).
 - (3) Emergency mechanism adjustment (with the emergency power system) (Ref 52-11-20/501).
 - (4) Girt bar mechanism adjustment (Ref 52-11-25/501).
- C. Refer to 52-71-00/501 for the adjustment and the system test of the proximity sensors for the door warning system.

TASK 52-11-00-825-001

2. Adjustment – No. 1, 2 and 4 Passenger Doors

A. General

- (1) Do the installation and adjustment procedures only with the airplane on its landing gear. Do not try to do the adjustments with the airplane on jacks.

B. Equipment

- (1) B52009-1 Safety Pin Set, Passenger Door
Emergency Power Reservoir

NOTE: The safety pin set is a set of 2 pins connected by a lanyard. If the safety pin set is not available, you can use 2 bolts (3/16-inch diameter by 1-1/4-inches) as an alternative. Install one bolt above and one bolt below the knife assembly plunger. Attach streamers to the bolts to identify the bolts for removal.

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- (2) B52027-1 Rigging Simulator-Escape Slide, Passenger Door
 - (3) B52023-1 Spanner Wrench
 - (4) C52008-1 Torque Wrench Adaptor, Passenger Door Handle
- C. Consumable Materials
- (1) D00633 Grease - BMS 3-33 (Preferred)
 - (2) D00013 Grease - MIL-PRF-23827 (Supersedes MIL-G-23827) (Alternate)
 - (3) G50447 Parting Agent - Del Chem X-769
 - (4) A00247 Sealant - Chromate Type, BMS 5-95
- D. References
- (1) AMM 51-21-10/701, Decorative Exterior Finishes
 - (2) AMM 52-11-02/401, Door Lining
 - (3) AMM 52-11-04/201, Door Guide Arm
 - (4) AMM 52-11-13/201, Door Handle Mechanism
 - (5) AMM 52-11-20/501, Door Emergency Mechanism
 - (6) AMM 52-11-25/501, Girt Bar Handling Mechanism
 - (7) AMM 52-11-30/401, Emergency Power Reservoir
 - (8) AMM 52-71-00/501, Door Warning System - Adjustment/Test
- E. Access
- (1) Location Zones
 - 831 No. 1 Passenger Door (Left)
 - 832 No. 2 Passenger Door (Left)
 - 836 No. 4 Passenger Door (Left)
 - 841 No. 1 Passenger Door (Right)
 - 842 No. 2 Passenger Door (Right)
 - 846 No. 4 Passenger Door (Right)
- F. Prepare for Adjustment
- S 215-002
 - (1) Make sure the airplane is on its landing gear.
 - S 825-033
 - (2) "Lift DISARM indicator flap to allow the Arm/Disarm lever to be moved to the ARMED position".
 - S 035-006
 - (3) Remove the emergency power reservoir (Ref 52-11-30).
 - S 015-025
 - (4) Remove the cover for the escape slide or slide raft (AMM 52-11-02/401).
- NOTE:** If the escape slide or slide-raft is removed, install the escape slide rigging simulator.
- S 015-008
 - (5) Remove the upper and lower hinge covers, and the torque tube access cover, as necessary.

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G. Adjust the No. 1, 2 or 4 Passenger Door

S 825-024

- (1) Adjust the vertical position of the door in the door opening as follows (Fig. 501):
 - (a) Back off all of the door stop pins.
 - (b) Close the door.
 - (c) Use the spanner wrench (B52023-1) to back off the upper locknut at the lower hinge arm on the door hinge torque tube.
 - (d) Tighten the lower locknut to lift the door in the opening (loosen the lower locknut to lower the door) to get the correct skin clearances at the upper and lower gates.

NOTE: On new doors, you can cut unwanted skin material as necessary to get the correct skin clearance.

- (e) Tighten the upper locknut to 80-100 pound-inches.
- (f) Lock the tabs on the lockwashers for the upper and lower locknuts.
- (g) If the clearance between the outer door skin and fuselage skin is not in the clearance range shown in Fig. 501A, use the Aero-Averaging method to determine if the clearance deviation is acceptable:
 - 1) Make sure the door is open.
 - 2) Use a non-permanent marker to make a location mark on the exterior skin of the door within 1.00 vertical inch of each of the 14 door stop pins.
 - 3) Go out of the airplane.
 - 4) Close the door.
 - 5) Measure and record the clearance between the door skin and fuselage skin at each of the 14 location marks.
 - 6) Make sure the clearance dimensions are in the range of requirements for Aero-Averaging (Fig. 501A).
 - 7) Remove the location marks.
 - 8) Use Table 501A to determine a drag value for each of the 14 clearances.

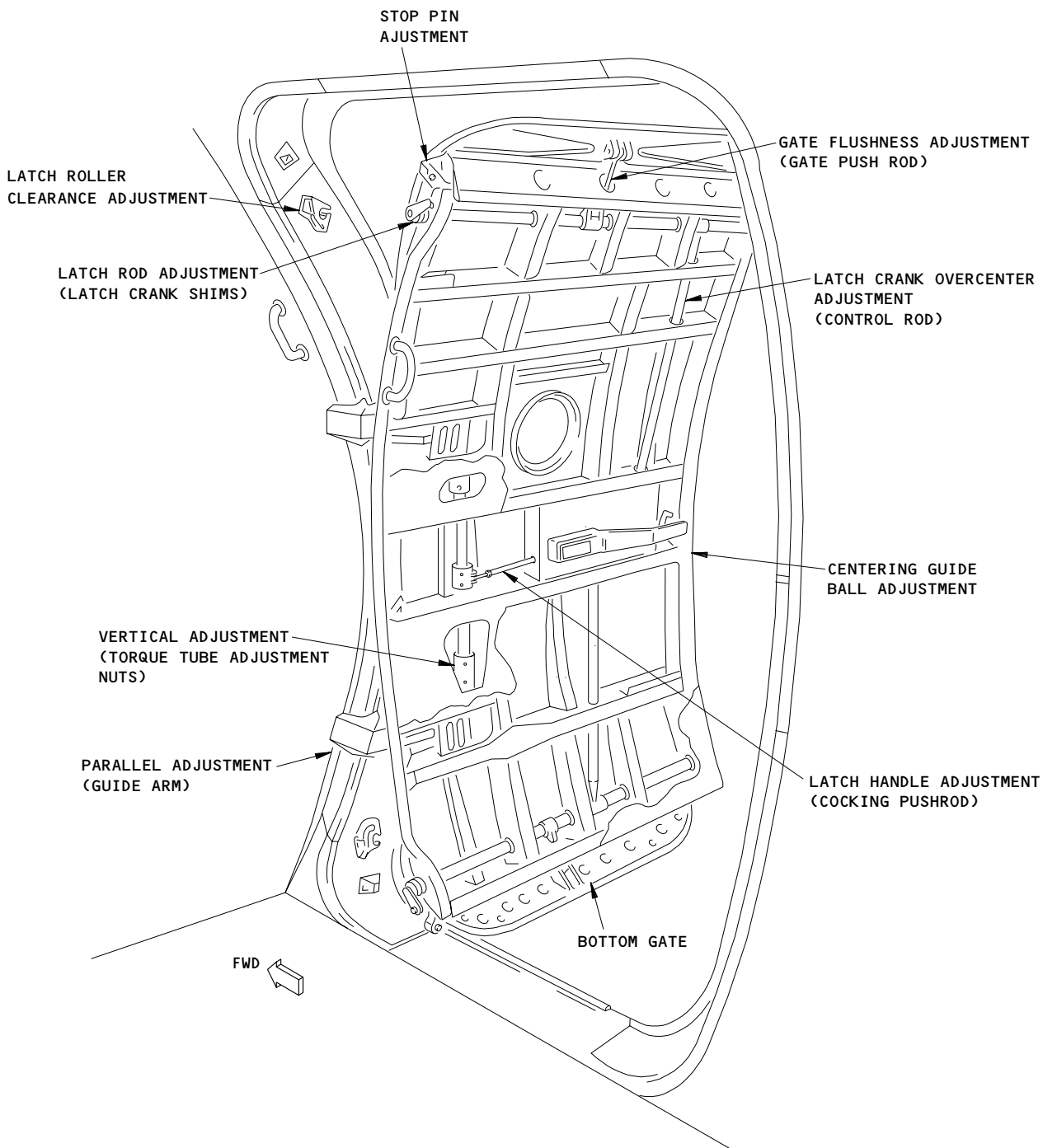
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Typical Areas of Door Adjustment
Figure 501

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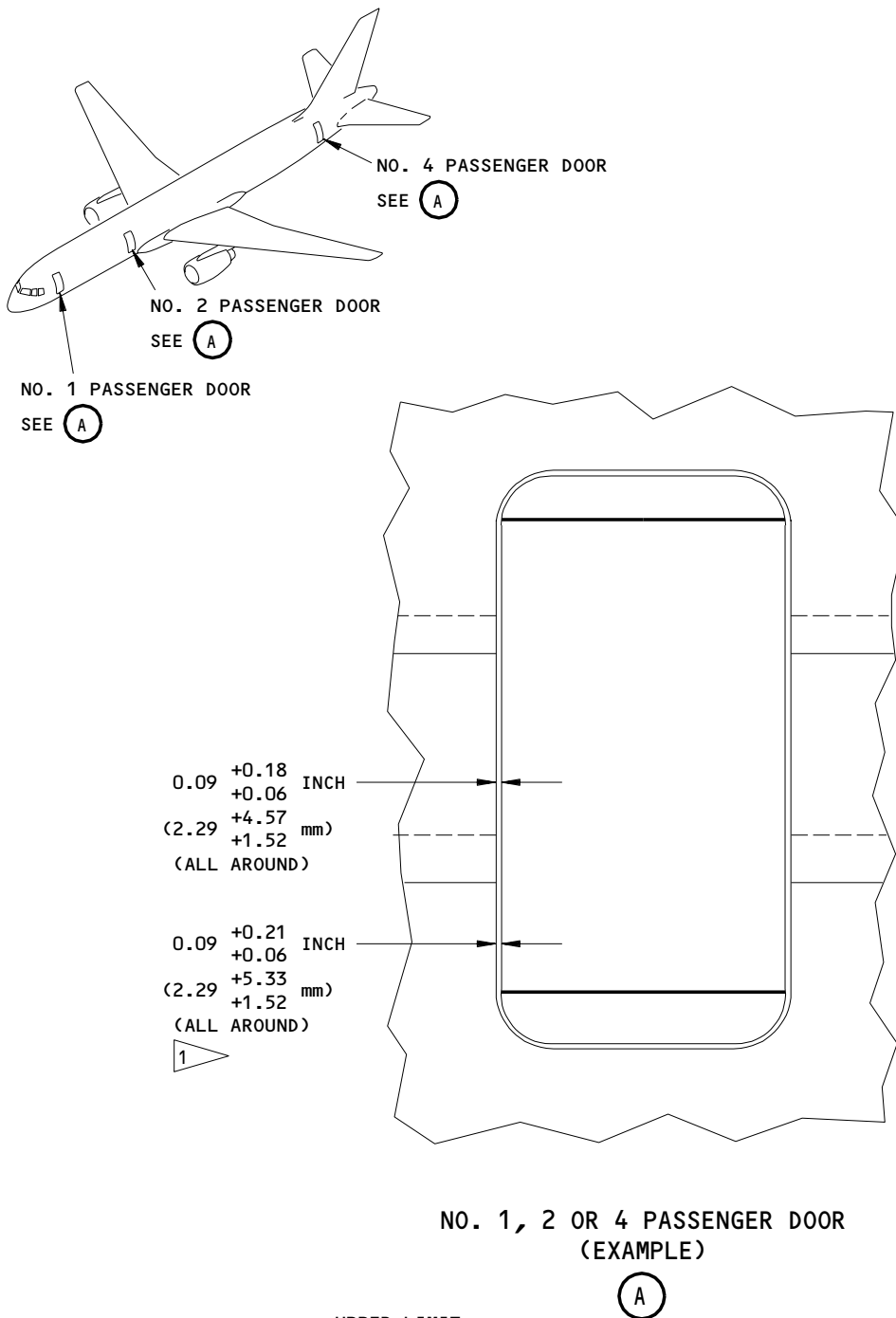
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HD1174



NOTE: DIMENSION STANDARD: NOMINAL UPPER LIMIT
LOWER LIMIT

1 USE THIS CLEARANCE DIMENSION ONLY WITH THE AERO-AVERAGING METHOD TO DETERMINE ACCEPTABLE CLEARANCE DEVIATIONS.

Passenger Door Skin Clearances
Figure 501A

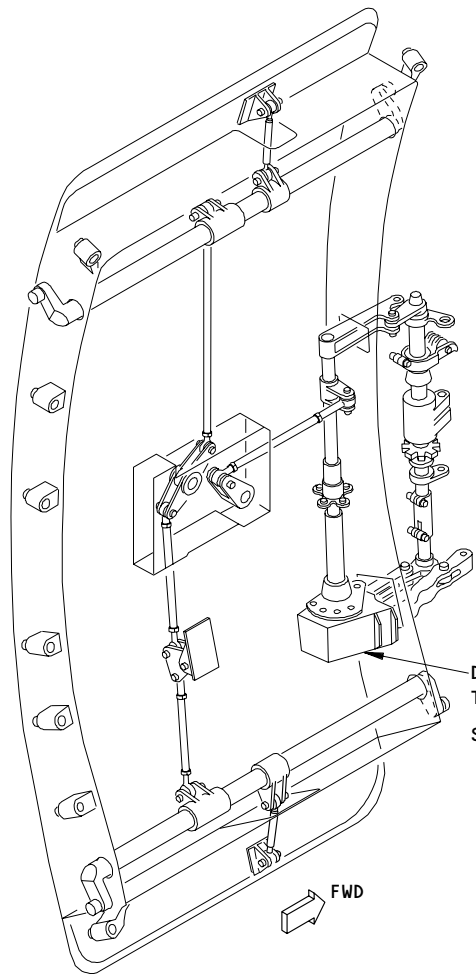
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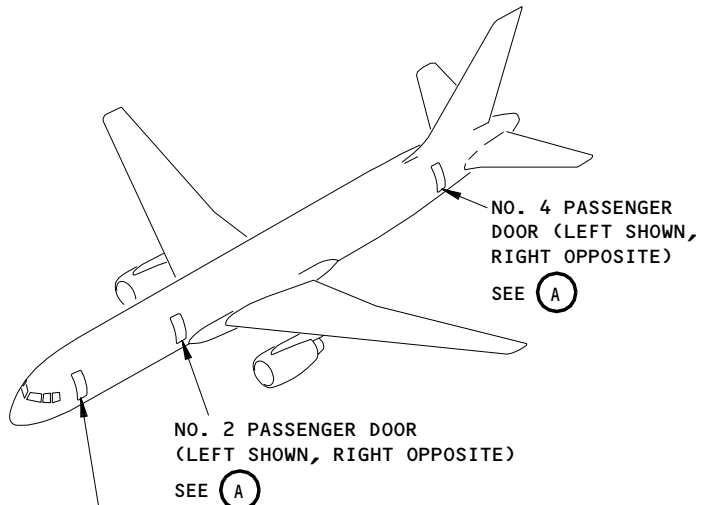
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821114



NO. 1, 2, OR 4 PASSENGER DOOR
(INTERNAL VIEW)

(A)

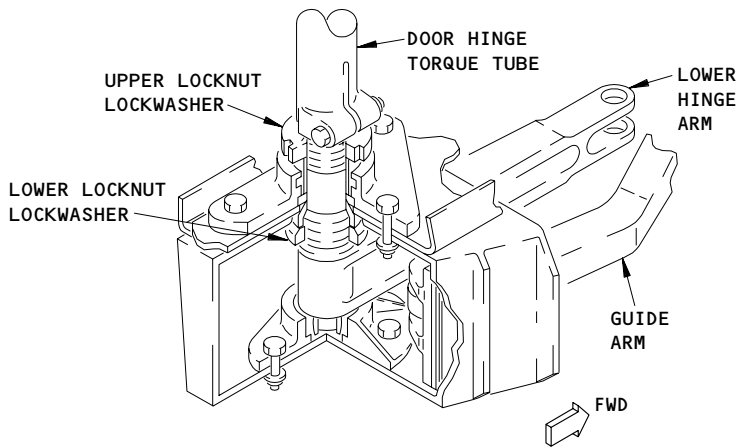


NO. 1 PASSENGER DOOR
(LEFT SHOWN, RIGHT OPPOSITE)
SEE (A)

NO. 2 PASSENGER DOOR
(LEFT SHOWN, RIGHT OPPOSITE)
SEE (A)

NO. 4 PASSENGER DOOR
(LEFT SHOWN, RIGHT OPPOSITE)
SEE (A)

DOOR HINGE TORQUE TUBE
SEE (B)



DOOR HINGE TORQUE TUBE

(B)

Passenger Door Skin Clearance Adjustment
Figure 501B

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- 9) Calculate the sum of the 14 drag values.
- 10) Divide the sum of the 14 drag values by 14.
- 11) If the sum of the drag values divided by 14 is less than 1.00, then the clearance deviation is acceptable.

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Table 501A	
CLEARANCE Inch (mm)	DRAG VALUE
0.06 (1.52)	0.37
0.07 (1.78)	0.43
0.08 (2.03)	0.50
0.09 (2.29)	0.56
0.10 (2.59)	0.62
0.11 (2.79)	0.69
0.12 (3.05)	0.75
0.13 (3.30)	0.81
0.14 (3.56)	0.87
0.15 (3.81)	0.94
0.16 (4.06)	1.00
0.17 (4.32)	1.06
0.18 (4.57)	1.13
0.19 (4.83)	1.19
0.20 (5.08)	1.25
0.21 (5.33)	1.32

- S 825-010
(2) Adjust the latch rollers.

NOTE: Use these steps to make sure the four latch rollers correctly engage the latch cams. Dimensions X and Y are used for this adjustment (View A, Fig. 502).

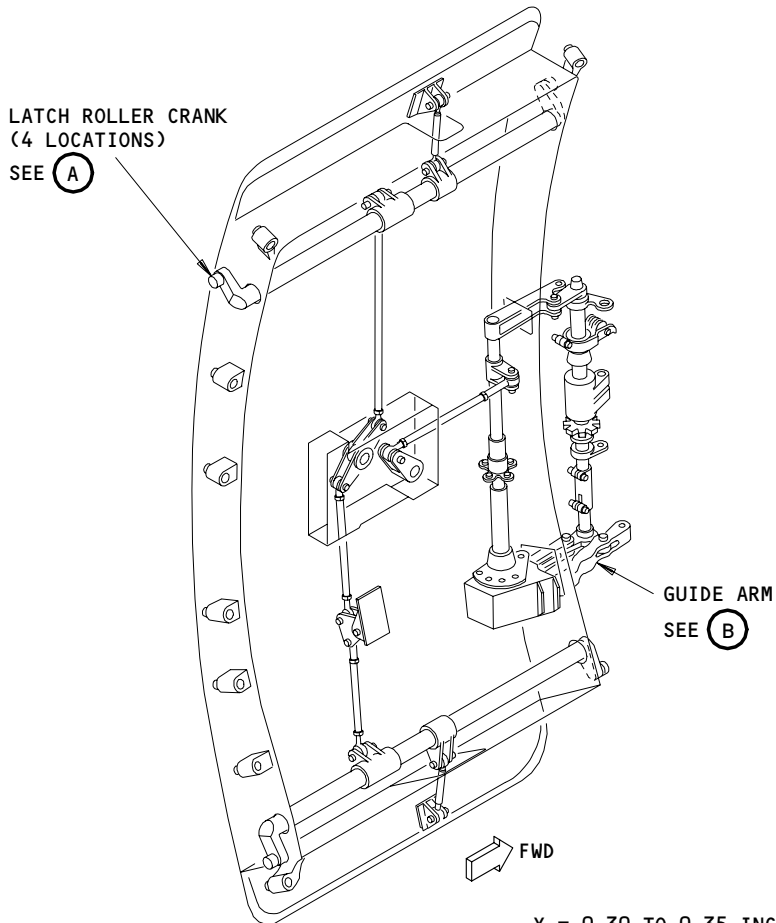
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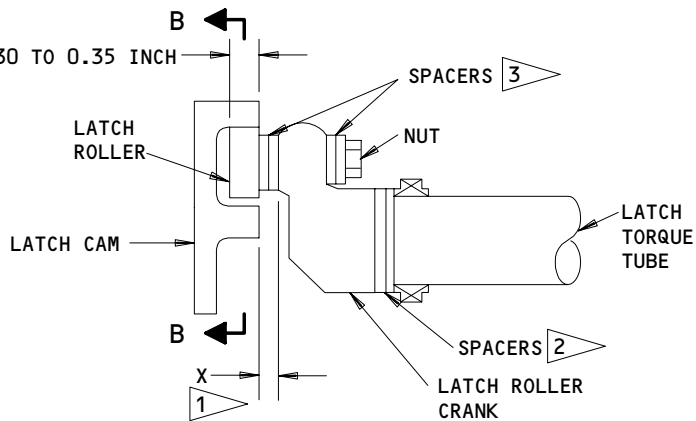
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NO. 1, 2, OR 4 PASSENGER DOOR
(INTERNAL VIEW)



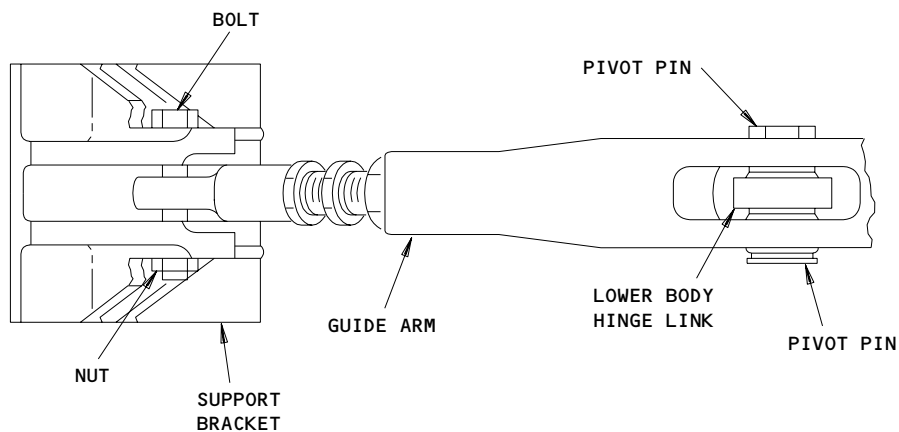
LATCH ROLLER CRANK
(EXAMPLE)

- 1 MAKE THE DIFFERENCE BETWEEN THE X DIMENSIONS OF THE ENDS OF THE LATCH TORQUE TUBE LESS THAN 0.060 INCH
- 2 ONE SPACER THICKNESS = 0.024 INCH
ADD OR REMOVE THESE SPACERS TO CHANGE DIMENSION X
- 3 ADD OR REMOVE THESE SPACERS TO CHANGE DIMENSION Y

Passenger Door Latch Roller Adjustment
Figure 502 (Sheet 1)

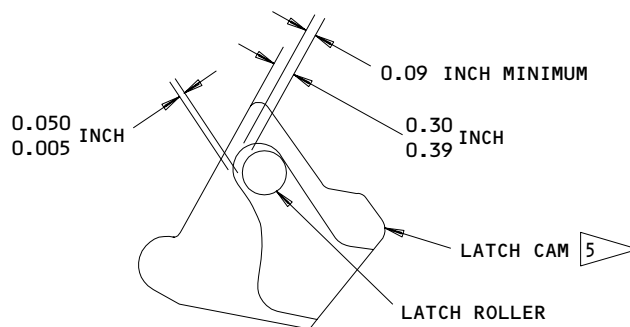
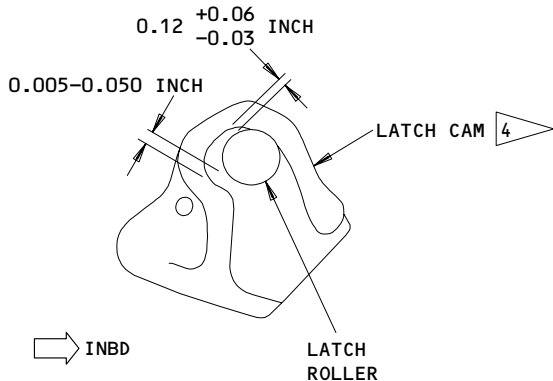
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**GUIDE ARM
(DOOR HINGE FITTING NOT SHOWN)**

(B)



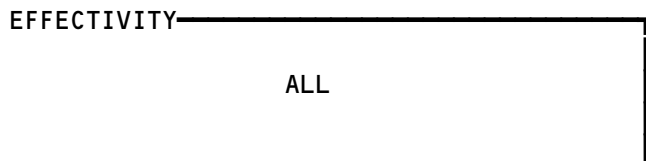
B-B

DOOR	LOCATION OF LATCH CAM WITH SWITCH
1L	UPPER AFT
1R	UPPER FWD
2L	UPPER AFT
2R	UPPER AFT
4L	LOWER AFT
4R	LOWER AFT

4 LATCH CAM AT LOCATION OTHER THAN DOOR WARNING SWITCH

5 LATCH CAM AT LOCATION OF DOOR WARNING SWITCH

**Passenger Door Latch Roller Adjustment
Figure 502 (Sheet 2)**



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- (a) Remove the bolt, washer, bushing, and nut to disconnect the upper and lower gate pushrods from the gate cranks on the latch torque tubes.

CAUTION: HOLD THE DISCONNECTED GATE PUSHRODS OUT OF THE WAY WHEN YOU CLOSE THE DOOR. THE DISCONNECTED GATE PUSHRODS CAN CAUSE DAMAGE TO THE DOOR STRUCTURE.

- (b) Hold the disconnected gate pushrods and close the door.
- (c) Measure the dimension X at each end of the latch torque tube.
- (d) If the difference between the X dimensions at the ends of the latch torque tube is more than 0.06 inch, then adjust the dimension X clearance. To adjust the dimension X clearance, add or remove spacers (from under the latch roller cranks) between the forward and aft ends of the latch torque tube.

NOTE: One spacer thickness = 0.024 inch.

- (e) Point the open ends of the spacers in different directions around the shaft.
- (f) Apply sealant into the area between the spacers at four locations, 90 degrees apart, around the outer edge of the spacers. Make sure the sealant does not prevent the rotation of the bearings.
- (g) Measure dimension Y.
- (h) Add or remove spacers between the roller side and nut side of the latch roller crank to adjust the dimension Y clearance.

NOTE: The maximum allowable lateral movement of the cranks and torque tubes after the installation of the spacers must be less than the thickness of one spacer (0.024 inch or 6.1 mm).

- (i) Install the cotter pin.
- (j) Install the bolt, washer, bushing, and nut to connect the gate pushrods to the latch torque tubes. Tighten the nuts to 50-75 pound-inches (Fig. 505).

S 825-011

- (3) Adjust the latch cams as follows (Fig. 503):

NOTE: Do not let the latch roller bottom out on the latch cam (Fig. 502).

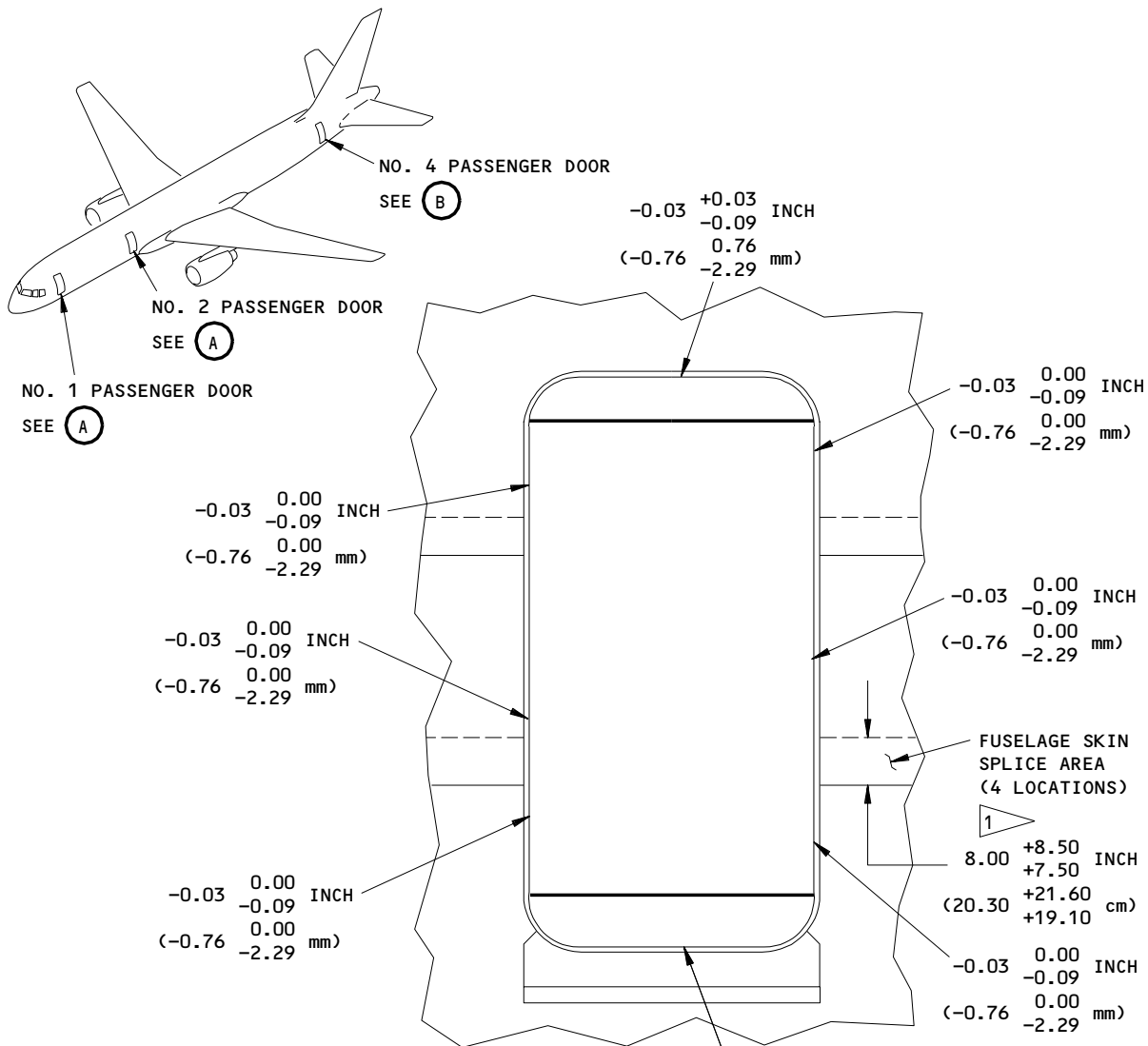
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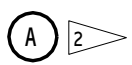
NOTE: DIMENSION STANDARD: NOMINAL
 UPPER LIMIT LOWER LIMIT
 -0.07 0.00 INCH
 (-1.78 0.00 mm)
 -0.15 -3.81

A NEGATIVE TOLERANCE FOR THE FLUSHNESS SHOWS THE DOOR IS INBOARD OF THE FUSELAGE EXTERNAL CONTOUR.

ALL THE DIMENSIONS SHOWN ARE FOR THE UNPRESSURIZED CONDITION.

YOU CAN INCREASE THE TOLERANCE BY 0.03 INCH IN ONE OR MORE LOCATIONS AROUND A MAXIMUM OF 5.0 PERCENT OF THE DOOR.

NO. 1 OR 2 PASSENGER DOOR
(EXAMPLE)



1 THE FLUSHNESS TOLERANCES ARE NOT APPLICABLE IN THE SKIN SPLICE AREA.

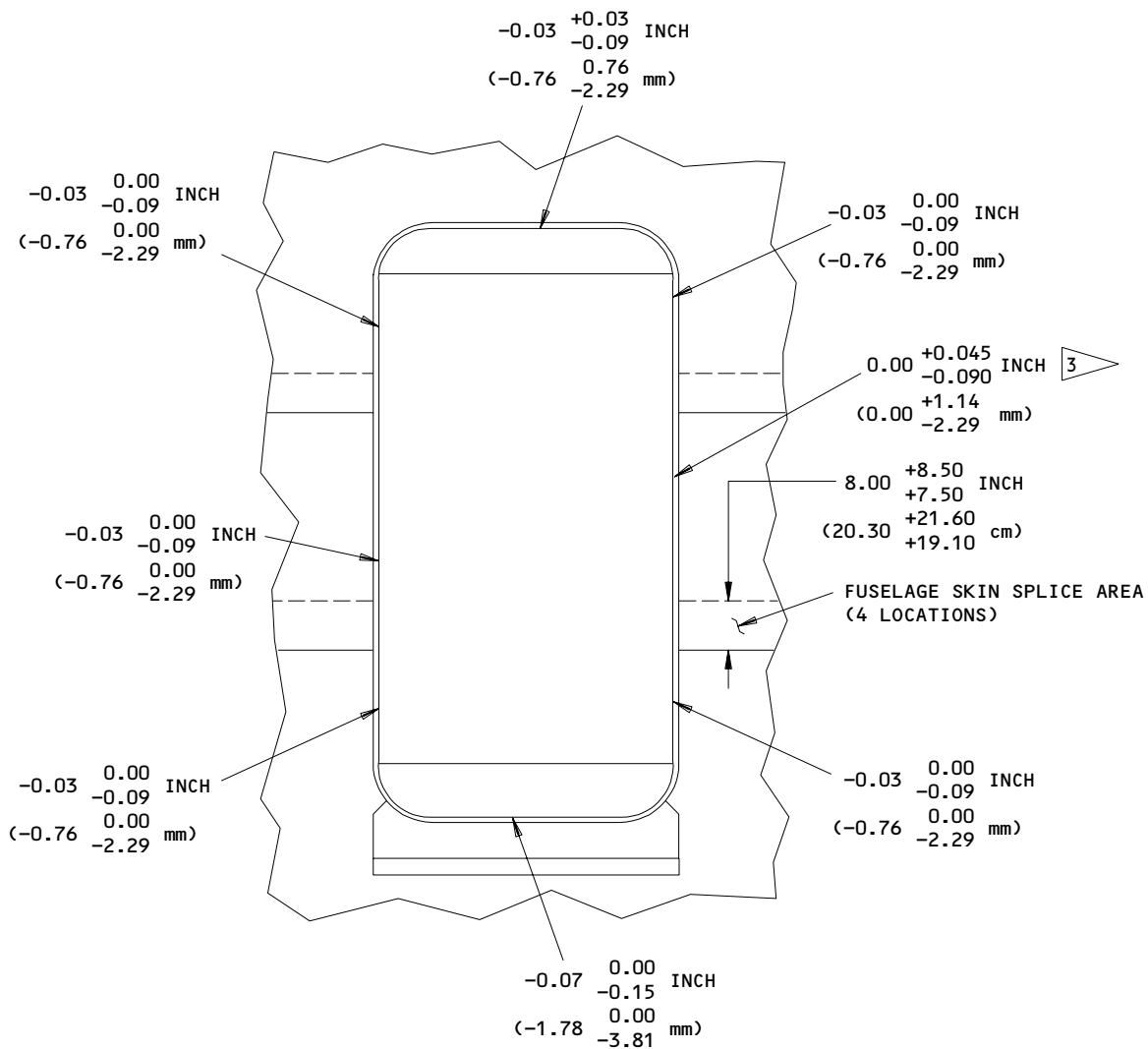
2 DO NOT USE THESE FLUSHNESS DIMENSIONS WITH THE AERO-AVERAGING METHOD

Passenger Door Flushness, Non-Aero-Averaging
Figure 503 (Sheet 1)

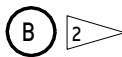
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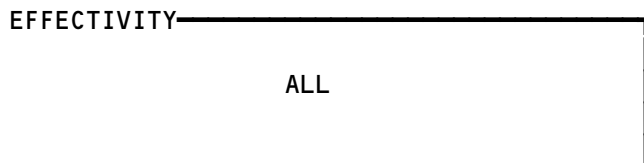


NO. 4 PASSENGER DOOR
(EXAMPLE)

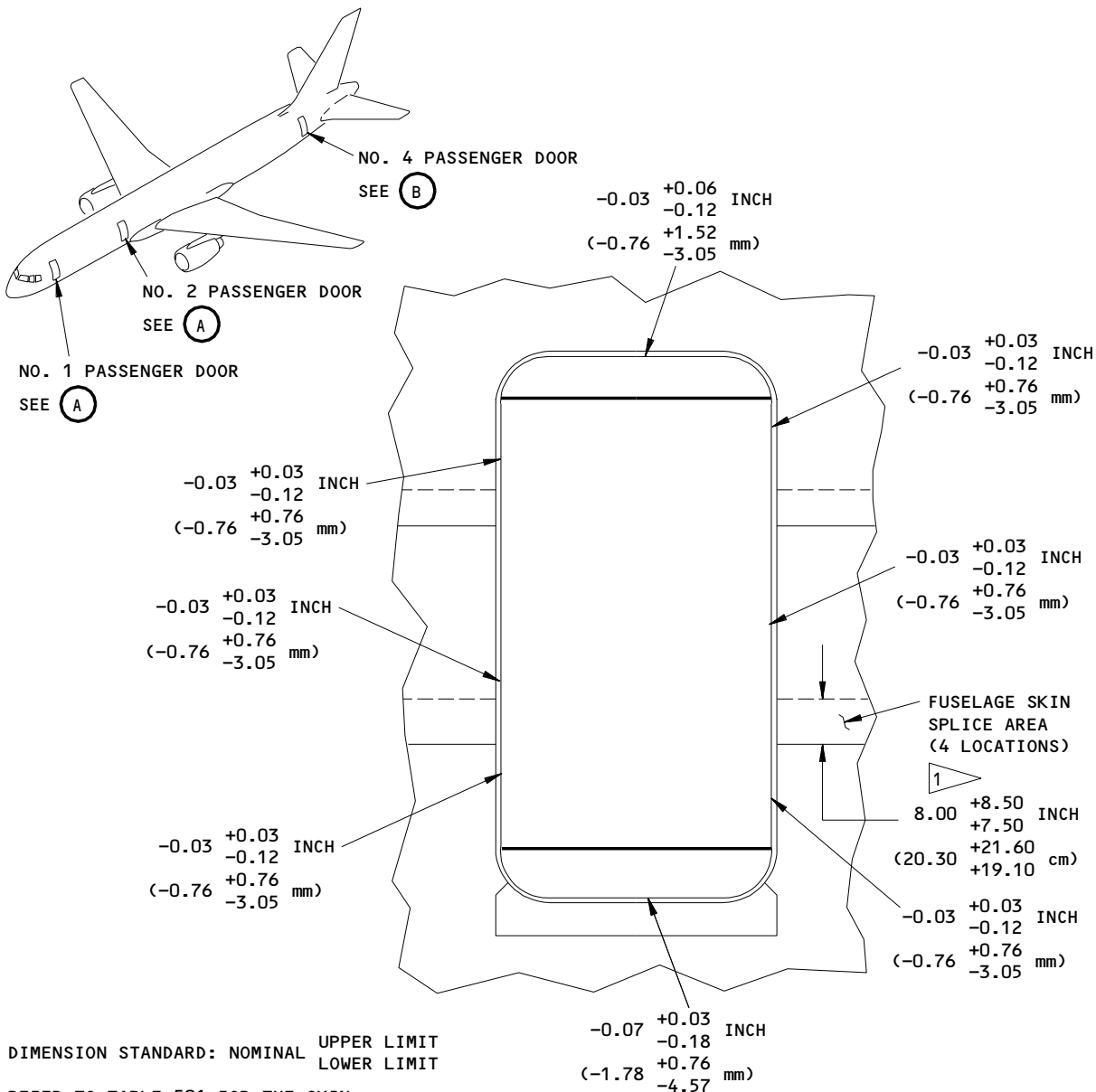


$\triangle 3$ FLUSHNESS ON OPPOSITE SIDE OF THE
DOOR FROM THE HINGES.

Passenger Door Flushness, Non-Aero-Averaging
Figure 503 (Sheet 2)



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NOTE: DIMENSION STANDARD: NOMINAL UPPER LIMIT
LOWER LIMIT

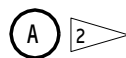
REFER TO TABLE 501 FOR THE SKIN CLEARANCE DEVIATIONS.

A NEGATIVE TOLERANCE FOR THE FLUSHNESS SHOWS THE DOOR IS INBOARD OF THE FUSELAGE EXTERNAL CONTOUR.

ALL THE DIMENSIONS SHOWN ARE FOR THE UNPRESSURIZED CONDITION.

YOU CAN INCREASE THE TOLERANCE BY 0.03 INCH IN ONE OR MORE LOCATIONS AROUND A MAXIMUM OF 5.0 PERCENT OF THE DOOR.

NO. 1 OR 2 PASSENGER DOOR
(EXAMPLE)



- 1 THE FLUSHNESS TOLERANCES ARE NOT APPLICABLE IN THE SKIN SPLICE AREA.
- 2 USE THESE FLUSHNESS DIMENSIONS ONLY WITH THE AERO-AVERAGING METHOD TO DETERMINE ACCEPTABLE FLUSHNESS DEVIATIONS.

Passenger Door Flushness, Aero-Averaging
Figure 503A (Sheet 1)

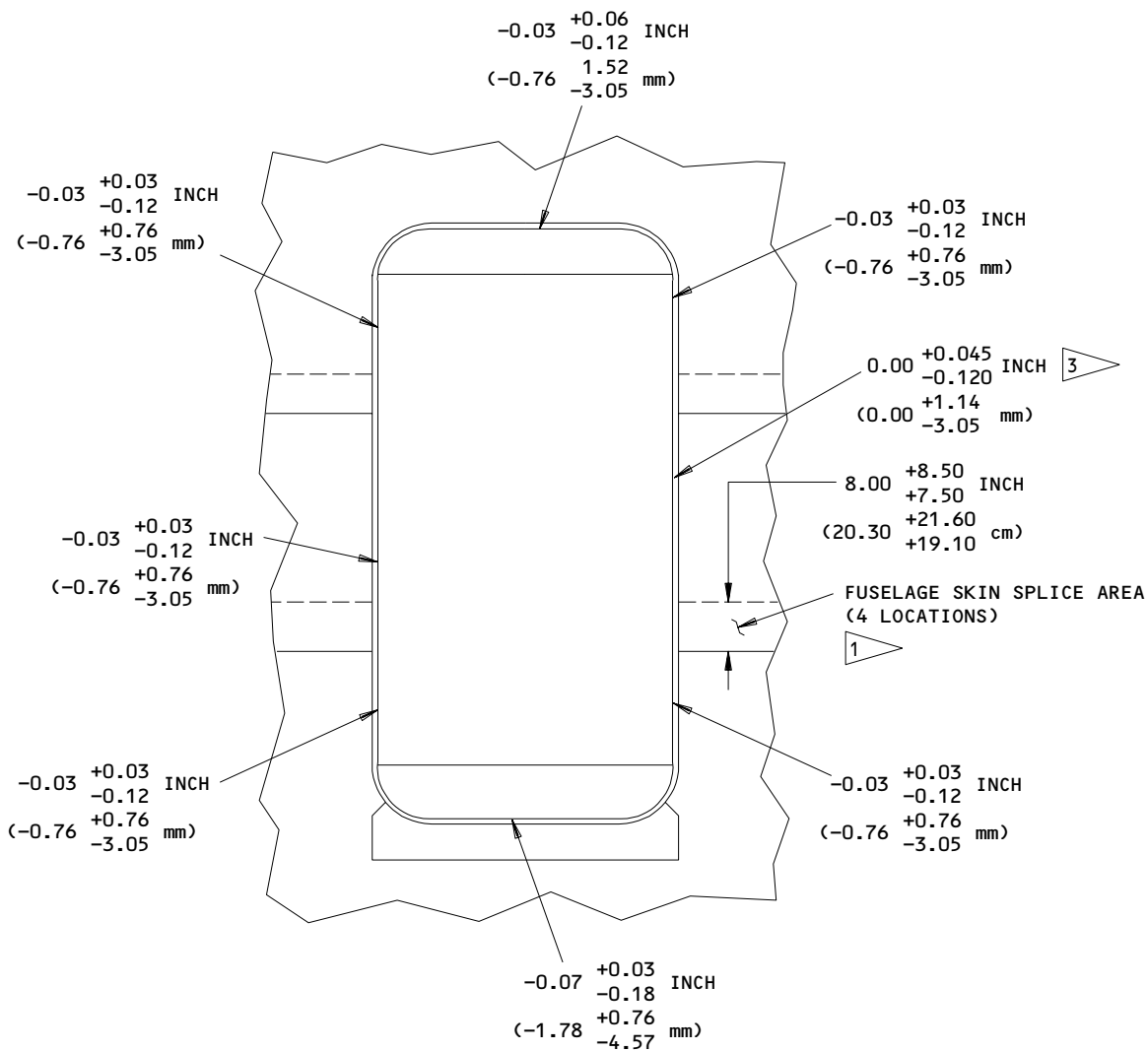
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NO. 4 PASSENGER DOOR
(EXAMPLE)



3 FLUSHNESS ON OPPOSITE SIDE OF THE DOOR FROM THE HINGES.

Passenger Door Flushness, Aero-Averaging
Figure 503A (Sheet 2)

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- (a) Adjust the latch cams on the serrated plates as necessary to get the flushness shown in Fig. 503.

NOTE: Make the latch rollers touch the inboard side of the latch cams at three locations for each door, and within one serration at the fourth location.

- (b) If the door flushness is not in the range shown in Fig. 503, use the Aero-Averaging method to determine if the flushness deviation is acceptable:
- 1) Make sure the door is open.
 - 2) Use a non-permanent marker to make a location mark on the exterior skin of the door within 1.00 vertical inch of each of the 14 door stop pins.
 - 3) Go out of the airplane.
 - 4) Close the door.
 - 5) Measure and record the door flushness at each of the 14 location marks.
 - 6) Make sure the flushness dimensions are in the range of flushness requirements for Aero-Averaging (Fig. 503A).
 - 7) Remove the location marks.
 - 8) Use Table 502A to determine a drag value for each of the 14 flushness dimensions.
 - 9) Calculate the sum of the 14 drag values.
 - 10) Divide the sum of the 14 drag values by 14.
 - 11) If the sum of the drag values divided by 14 is less than 1.00, then the flushness deviation is acceptable.

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Table 502A		
DOOR FLUSHNESS		DRAG VALUE
FWD EDGE Inch (mm)	AFT EDGE Inch (mm)	
	0.05 (1.27)	1.61
	0.04 (1.02)	1.43
	0.03 (0.76)	1.26
	0.02 (0.51)	1.09
	0.01 (0.25)	0.93
-0.12 (-3.05)	0.00 (0.00)	0.77
-0.11 (-2.79)	-0.01 (-0.25)	0.61
-0.10 (-2.54)	-0.02 (-0.51)	0.47
-0.09 (-2.29)	-0.03 (-0.76)	0.33
-0.08 (-2.03)	-0.04 (-1.02)	0.20
-0.07 (-1.78)	-0.05 (-1.27)	0.08
-0.06 (-1.52)	-0.06 (-1.52)	0.00
-0.05 (-1.27)	-0.07 (-1.78)	0.08
-0.04 (-1.02)	-0.08 (-2.03)	0.28
-0.03 (-0.76)	-0.09 (-2.29)	0.55
-0.02 (-0.51)	-0.10 (-2.54)	0.84
-0.01 (-0.25)	-0.11 (-2.79)	1.17
0.00 (0.00)	-0.12 (-3.05)	1.51
0.01 (0.25)		1.87
0.02 (0.51)		2.24
0.03 (0.76)		2.62

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- (c) Adjust the latch cams on the serrated plates as necessary to get the clearances shown in View B-B, Fig. 502.

NOTE: The clearance is different for the latch cam with a door warning switch (one location on each door) than for the latch cams without door warning switches (three locations on each door).

- 1) If it is necessary to get to the serrated plates behind the fuselage structure, remove the applicable doorway lining (AMM 25-21-06/401).

NOTE: The serrated plates that allow you to move the latch cams in the vertical direction are behind the structure on the door cut-out. To get access to these serrated plates, you must remove the liner next to the door cut-out.

- (d) Measure the flushness for the door.
(e) Adjust the flushness if necessary.
(f) Measure the guide arm preload as follows:
1) Open the door to the fully open position.
2) Remove the nut from the bolt that connects the guide arm to the support bracket (View B, Fig. 502).
3) Close and latch the door.
4) Remove the lower hinge cover.
5) Try to move the bolt, that connects the guide arm to the support bracket, up and down.
6) If the bolt does not move freely, then adjust the guide arm (Ref 52-11-04).
7) If the bolt moves freely, then do these steps:
a) Install the lower hinge cover.
b) Open the door to the fully open position.
c) Apply grease to the threads of the bolt.
d) Install the nut on the bolt, and tighten the nut.

S 825-012

- (4) Adjust the door stop pins.

NOTE: Use these steps to get a constant clearance between the door stop pins and the stop pads as shown in Fig. 504.

- (a) Remove the retainer springs and back off all of the door stop pins.
(b) Close and latch the door.
(c) Extend each stop pin to touch the stop pad.
(d) Turn back the stop pin 1/2 turn.

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- (e) Open the door and turn the stop pin (maximum 30 degrees) until the nearest locking groove in the pin aligns with the locking groove in the bushing.
- (f) Install the retainer springs in the locking grooves on each pin.
- (g) On No. 1 and 2 passenger doors, apply a parting agent and sealant on the inboard side of the forward stop pin numbers 3, 4, 5, and 6 as shown (View A-A, Fig. 504).

NOTE: The stop pins are numbered from one at the top of the door to seven at the bottom of the door.

- (h) On the No. 4 passenger door, apply a parting agent and sealant on the inboard side of the forward stop pin numbers 3, 4, and 5 as shown (View A-A, Fig. 504).

NOTE: The stop pins are numbered from one at the top of the door to six at the bottom of the door.

- (i) Remove unwanted material from the surfaces of all stop pins and stop pads.

S 825-013

- (5) Adjust the lower and upper gates.

NOTE: Adjust the lower gate first, then the upper gate.

- (a) Remove the door lining and escape slide from the door, to gain access to the gate push rods.
- (b) Remove the bolt, washer, bushing, and nut to disconnect the gate pushrod from the gate crank on the latch torque tube.
- (c) Install a 0.005-inch thick shim between the threshold and gate in the area of the push rod as shown (Views B-B and C-C, Fig. 505).
- (d) Turn the gate to the closed position, until the gate pushes against the shim.

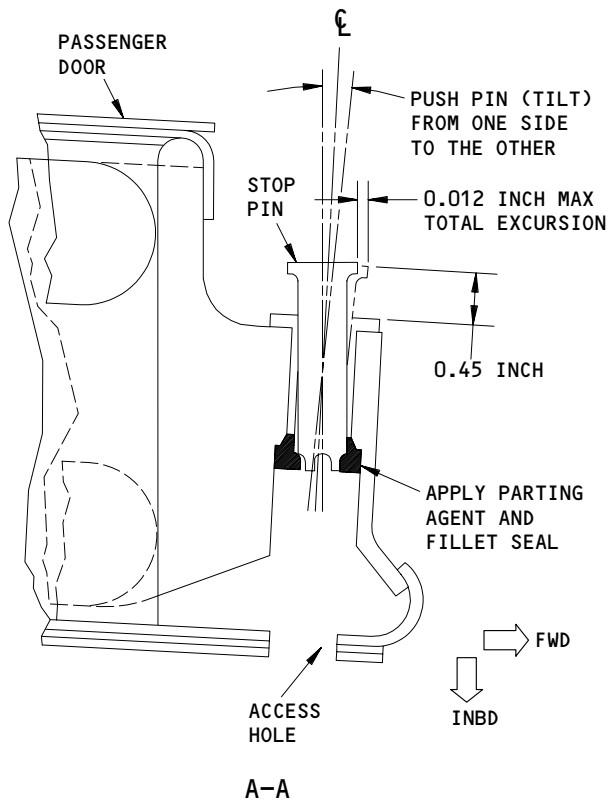
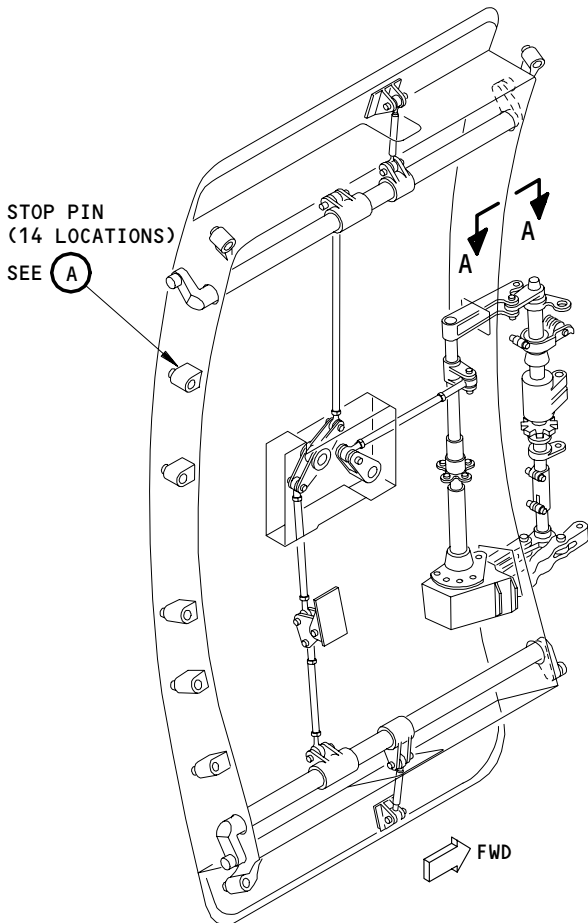
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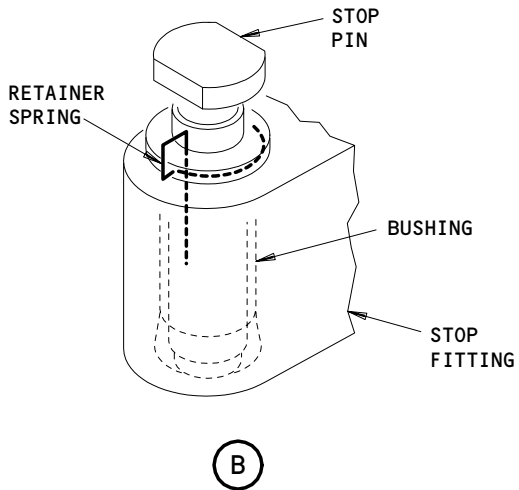
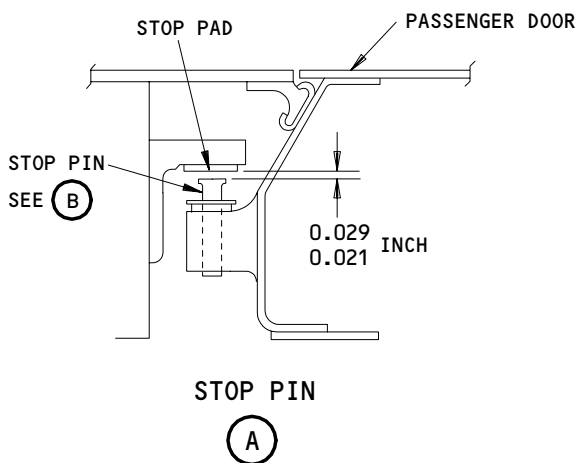
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NO. 1, 2, OR 4 PASSENGER DOOR
(INTERNAL VIEW)



Passenger Door Stop Pin Adjustment
Figure 504

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- (e) Make sure the shim is held tightly between the gate and threshold.
- (f) With the shim held tightly between the threshold and gate, adjust the gate pushrod to connect to the gate crank. Adjust the pushrod to the nearest 1/2 turn of the rod end.

NOTE: The adjustable end of the gate pushrod is connected to the gate. Do the rod end adjustments there.

- (g) Install the bolt, washer, bushing, and nut to connect the pushrod to the gate crank. Tighten the nut to 50-75 pound-inches.
- (h) Tighten the jam nut on the adjustable rod-end to 60-80 pound-inches.
- (i) Close and latch the door.
- (j) Measure the handle torque necessary to unlatch the door. If less than 200 pound-inches minimum (slide and door lining removed), do these steps:
 - 1) Turn either the upper or the lower gate pushrod one-half turn to make the gate pushrod longer.

NOTE: This adjustment changes the unlatching and latching torque by approximately 40-80 pound-inches.

- (k) Close and latch the door.
 - 1) Measure the torque necessary to turn the interior handle again.
 - 2) After the adjustment of the gate pushrod, if the minimum unlatching force is less than 200 pound-inches (slide and door lining removed), adjust the cocking pushrod (AMM 52-11-13/201).
- (l) Install the door lining and escape slide.
- (m) If the latching force is more than 600 pounds-inches maximum with the slide and door lining installed (450 pound-inches maximum with the slide and door lining removed), adjust the handle mechanism (AMM 52-11-13/201).

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S 825-014

- (6) Adjust the door centering guide.

NOTE: Use these steps to make the centering guide go into the guide track smoothly and freely as the door is closed. Dimensions A and B are used for this adjustment (View A-A, Fig. 505).

- (a) Adjust the centering guide fitting up or down on the serrated plate to get the correct clearance for dimension A (View A-A, Fig. 504).

NOTE: You can get dimension A if you adjust the centering guide to just clear the underside of the guide track, and then move the centering guide one serration upward.

- (b) Add or remove washers between the guide side and the nut side of the guide fitting to adjust dimension B.
(c) Tighten the nut on the centering guide until the guide cannot turn.

S 225-015

- (7) Do the final check of the door skin flushness (Fig. 503).
H. Do a check of the clearances for the emergency operation trigger mechanism as follows (Fig. 506):

S 225-016

- (1) While you open and close the door one full cycle, do these clearance checks:
- (a) Make sure the trigger fork clears the body skin, door skin, and forward frame cutouts by more than 0.15 inch.
 - (b) Make sure the roller retainer bolt clears the body skin and door skin cutouts by more than 0.05 inch.
 - (c) Make sure the roller retainer bolt clears the forward frame cutout by more than 0.15 inch.

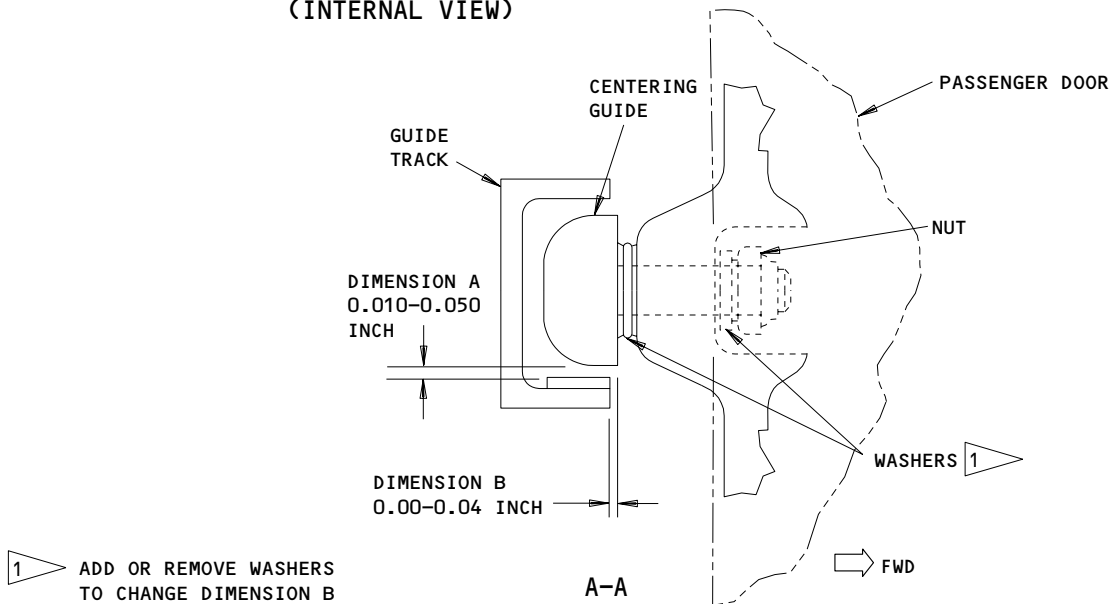
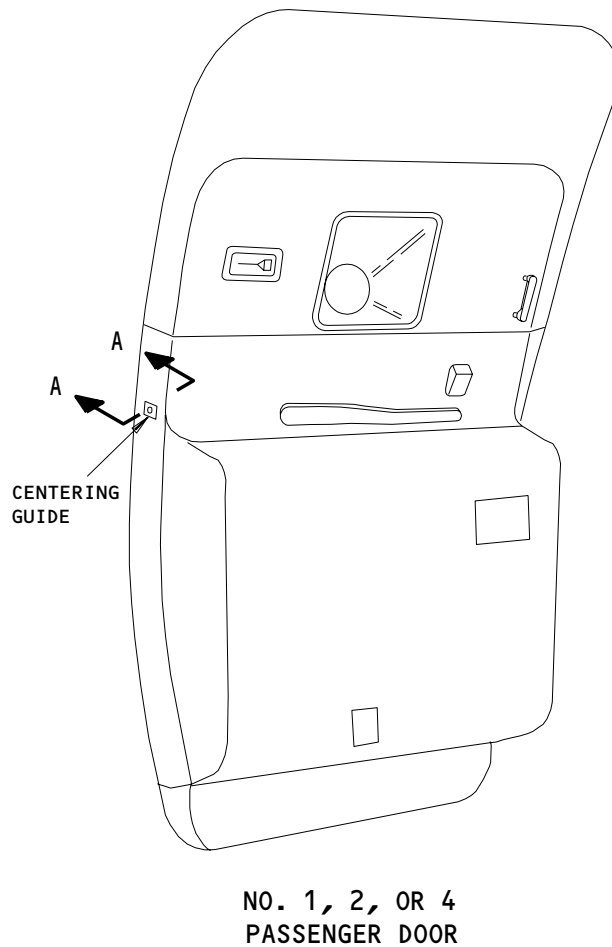
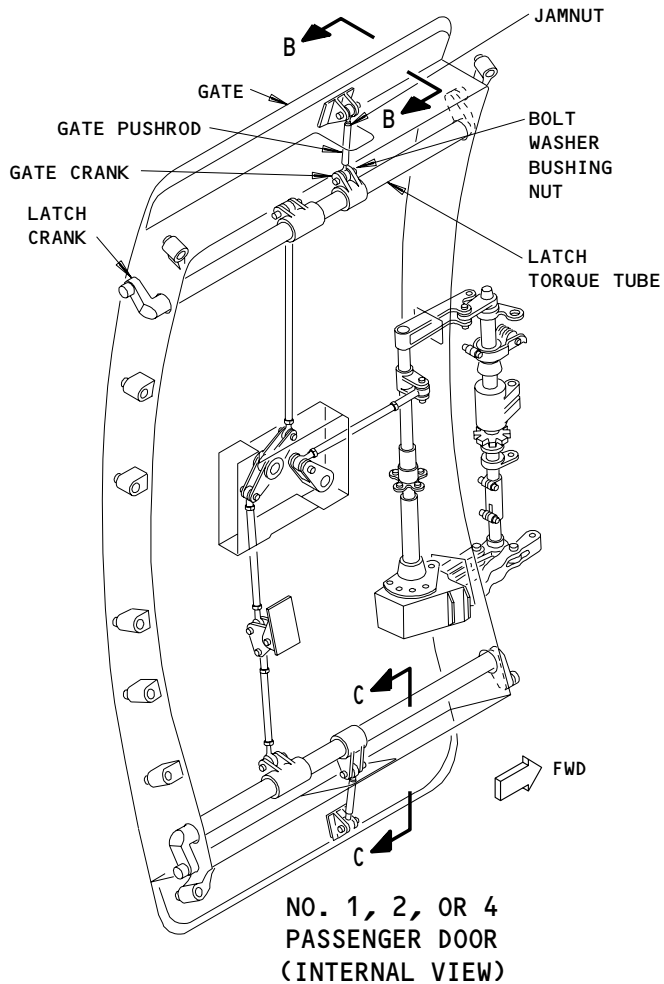
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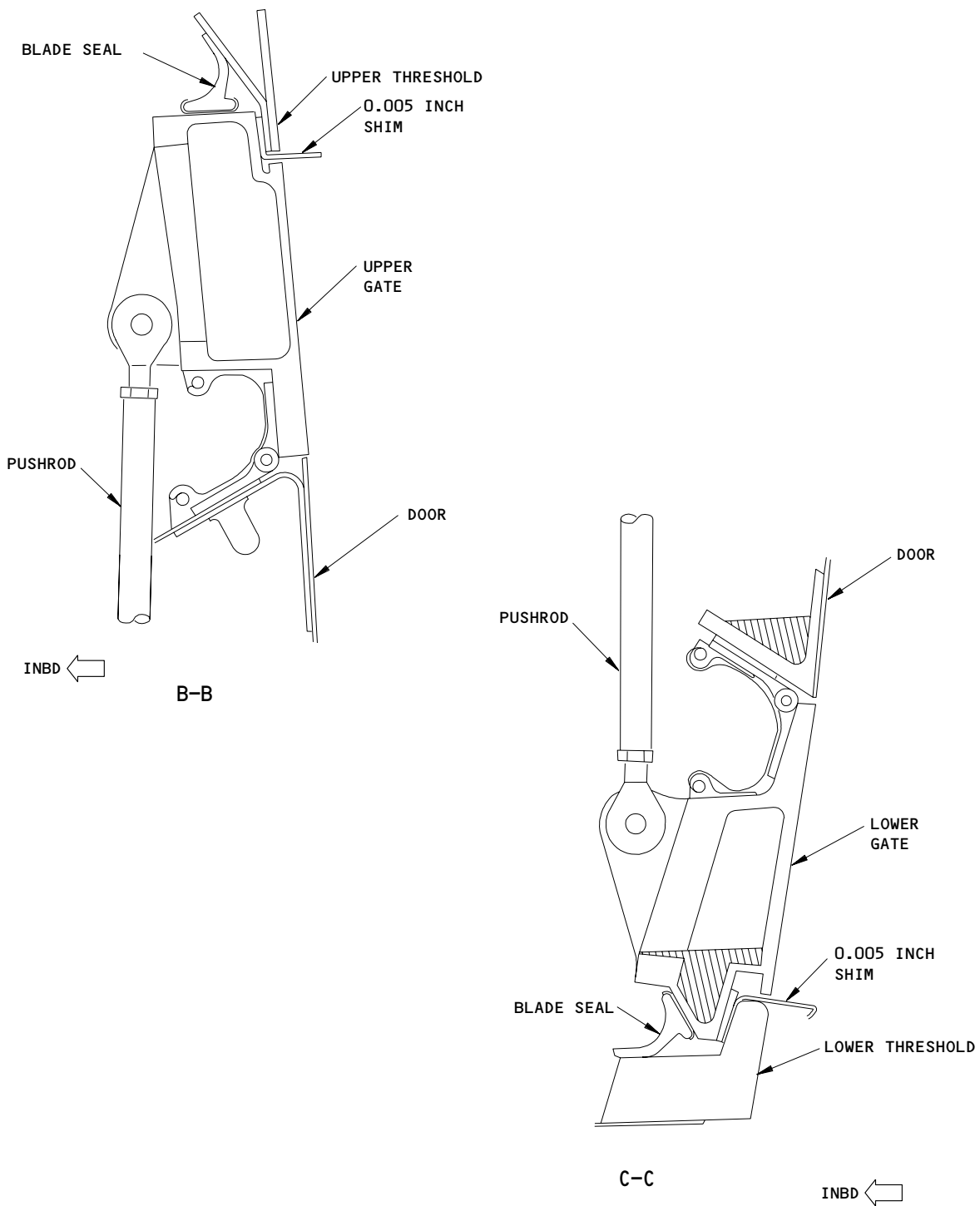
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Passenger Door Lower and Upper Gate Adjustment
Figure 505 (Sheet 1)

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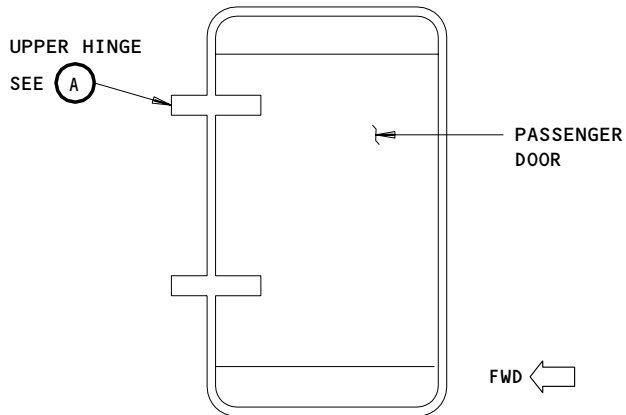
Passenger Door Lower and Upper Gate Adjustment
Figure 505 (Sheet 2)

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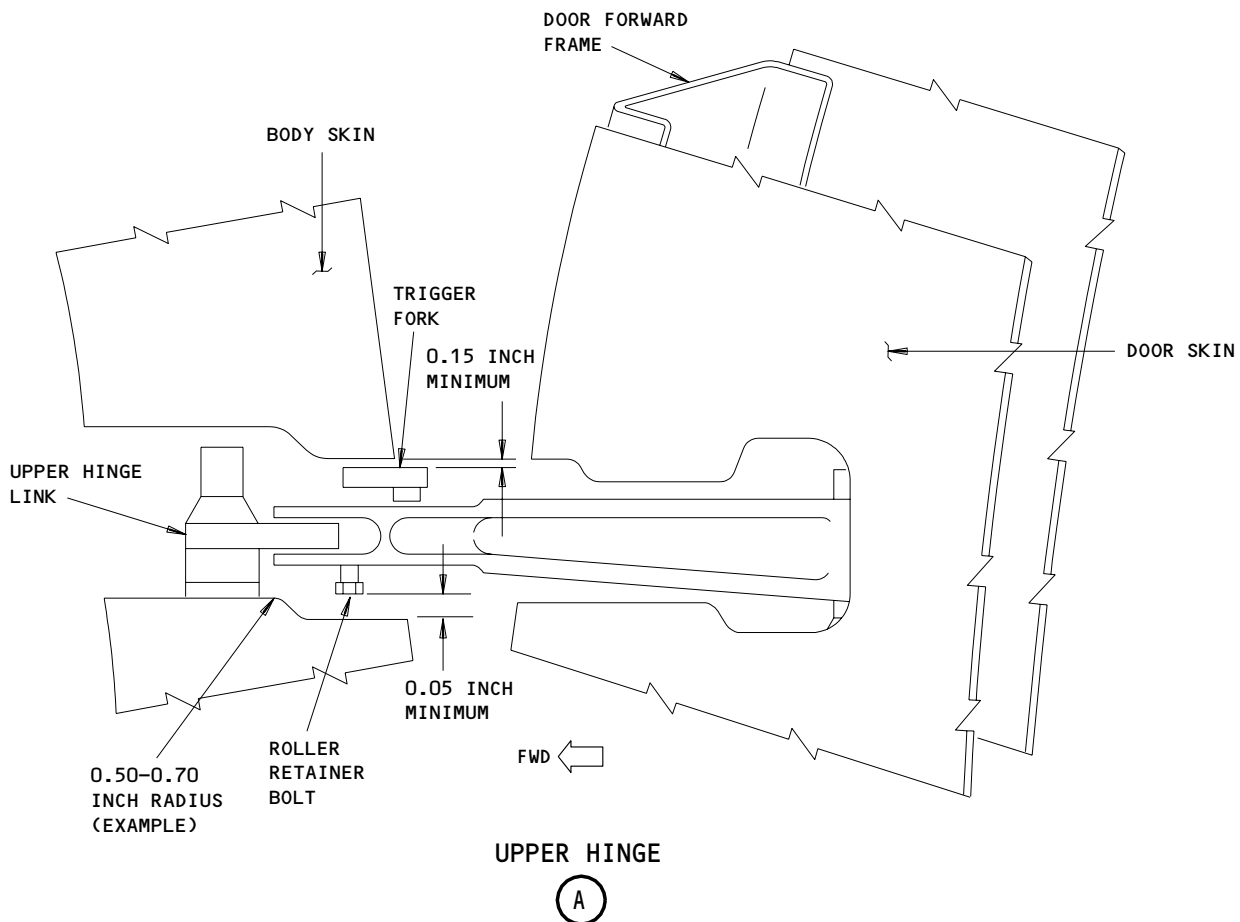
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NO. 1, 2, OR 4 PASSENGER DOOR
(EXTERNAL VIEW)



Emergency Operation Trigger Mechanism Adjustment
Figure 506

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(d) Make sure the bolts that attach the trigger guard to the upper hinge link clear the body skin cutout by more than 0.05 inch.

S 355-017

(2) If the clearances that you measured are too small, then cut the body skin, door skin, or forward frame cutouts as necessary.

S 355-018

(3) When you cut the body skin, door skin, or forward frame cutouts, make sure the radii of the corners are 0.50-0.70 inch.

S 375-019

(4) If the body skin, door skin, or forward frame cutouts were cut, then manually apply coating, primer, and decorative paint to the trimmed edges (Ref 51-21-10).

S 825-031

(5) Make sure the door warning sensors are adjusted (AMM 52-71-00/501).

I. Put the airplane back to its usual condition.

S 415-020

(1) If necessary, install the upper and lower hinge covers, and the torque tube access cover.

S 415-028

(2) Install the cover for the escape slide or slide raft (AMM 52-11-02/401).

S 435-022

(3) Install the emergency power reservoir (Ref 52-11-30).

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NO. 1, 2, AND 4 PASSENGER DOORS - INSPECTION / CHECK

1. General

A. This procedure contains two tasks:

- (1) The first task is to check for damage to the door after it has been hit by ground service equipment.
- (2) The second task gives a fast check for the correct operation of the passenger entry door system.

TASK 52-11-00-206-013

2. Special Inspection for Door Damage

A. General

- (1) Do these steps to find possible damage to the door after it has been hit by ground service equipment (i.e. a jetway). Severe damage will be evident in the fuselage between the hinge arms. Less severe damage will be evident on the door between the hinge fittings. The door torque tube can be damaged as well as the lower gate and girt bar mechanism.

B. Reference

- (1) AMM 52-11-00/501, Entry/Service Door

C. Procedure

S 216-014

- (1) Do a check of the body structure between the hinge fittings.
 - (a) Look for wrinkled skin.
 - (b) Look for broken or bent structure.
 - (c) Look for loose or missing fasteners.

S 216-015

- (2) Do a check of the door structure between the hinge fittings.
 - (a) Look for wrinkled skin.
 - (b) Look for bent or broken structure.
 - (c) Look for loose or missing fasteners.

S 216-016

- (3) Do a check of the lower hinge structure.
 - (a) Look for damaged bushings, bearings and fittings.
 - (b) Look for damage to the hinge arm.
 - (c) Look for damage to the guide arm.

S 216-017

- (4) Do a check of the upper hinge structure.
 - (a) Look for damaged bushings, bearings and fittings.
 - (b) Look for damage to the hinge arm.
 - (c) Look for damage to the emergency trigger mechanism.

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S 216-018

- (5) Do a check of the door torque tube.
 - (a) Look for damage to the coupling.
 - (b) Look for damage at the splines. With the door in the cocked position, look for misalignment of the hinge arms.

S 216-019

- (6) Do a check of lower gate structure.
 - (a) Look for damaged bearings, pushrods and hinges.
 - (b) Look for bent or broken structure.

S 226-020

- (7) Do the operation check of the door (AMM 52-11-00/501).

TASK 52-11-00-206-021

3. No. 1, 2, and 4 Passenger Door Fast Check

A. General

- (1) This procedure gives a fast check for the correct operation of the door systems. This procedure is not a full systems test. For a full system test do this task: No. 1, 2, and 4 Passenger Door System Test (AMM 52-11-00/501).
- (2) If the door does not operate as specified and does not meet the conditions specified in this procedure, do this task: No. 1, 2, and 4 Passenger Door Adjustment (AMM 52-11-00/501).

B. Equipment

- (1) Torque Wrench Adaptor, Passenger Door Handle - C52008-1

C. Procedure

S 216-023

- (1) Check the door closing cycle.
 - (a) Pull the door toward the closed position.
 - (b) As the door closes, look for the following:
 - 1) Look for clearances between the door mechanism and the fuselage structure.
 - 2) See that the hold open latch has disengaged.
 - 3) As the door latches, make sure the centering guide clears the fitting.
 - 4) See that all four latch rollers engage the latch cams near the same time.
 - 5) See that the clearances in the latch cams are correct.
 - 6) See that the stop pins are on the stop pads correctly.
 - 7) Measure the torque necessary to latch the door handle (600 pound-inches maximum with the lining and slide installed, 450 pound-inches maximum without the slide and the lining).
 - 8) Make sure the door gap and flushness is correct.

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S 216-024

- (2) Check the door opening cycle.
- (a) Measure the torque necessary to unlatch the door (200 pound-inches minimum without the lining and the slide, 400 pound-inches maximum with the lining and the slide).
 - (b) Look for clearance between the door mechanism and the fuselage as the door opens.
 - (c) Look for clearance between the hinge arm the guide arm.
 - (d) See that the hold open lock engages when the door is fully open.

S 216-025

- (3) Check the door Arm/Disarm operation.
- (a) Close and latch the door.
 - (b) "Lift DISARM indicator flap to allow the Arm/Disarm lever to be moved to the ARMED position.
 - (c) Move the mode select lever several times from the armed position to the disarmed position.
 - 1) See that the lever moves freely.
 - 2) See that the cam engages the slider.
 - 3) See that the slider engages the lifters on the floor fitting.
 - (d) Do a check of the external handle disarm function (the door is Armed for this check).
 - 1) Fully butterfly the external handles and see that the mode select lever moves to the disarmed position.
 - 2) Rotate the external handle to open the door.
 - 3) Make sure the handles rotate 180 degrees and retract flush with the door.
 - (e) Close the door and put the mode select lever in the top dead center position.

NOTE: The top dead center position is the position where the spring cartridge is at its shortest length. The spring cartridge will be in a straight line with the mode selector lever bellcrank.

CAUTION: THE DOOR IS ARMED FOR THIS CHECK. DO NOT OPEN THE DOOR COMPLETELY YOU CAN CAUSE THE DOOR EMERGENCY MECHANISM TO OPERATE IF THE MODE SELECT LEVER DOES NOT MOVE TO THE DISARMED POSITION

- (f) Operate the interior handle and ensure that the mode select lever moves to the disarmed position.

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- S 846-028
(4) Put the airplane back to normal condition.

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NO. 1, 2 AND 4 PASSENGER DOOR STOP FITTING
BEARING PLATE – APPROVED REPAIRS

1. General

- A. This procedure contains one task. The task is the approved repairs for the stop fitting bearing plate on the No. 1, 2 and 4 passenger doors.
- B. The procedure only contains instructions to replace the bearing plate on the stop fittings of the fuselage cutout structure.

TASK 52-11-00-968-001

2. Replace the No. 1, 2 and 4 Passenger Door Stop Fitting Bearing Plate
(Fig. 801)

A. Consumable Materials

- (1) A00247 Sealant, BMS 5-95, Type I, Class B

B. Access

(1) Location Zones

831	No. 1 Passenger Door (Left)
832	No. 2 Passenger Door (Left)
836	No. 4 Passenger Door (Left)
841	No. 1 Passenger Door (Right)
842	No. 2 Passenger Door (Right)
846	No. 4 Passenger Door (Right)

C. Prepare to Replace the Stop Fitting Bearing Plate

S 868-003

- (1) Open the applicable passenger door.

D. Procedure – Replace the Stop Fitting Bearing Plate

S 028-005

- (1) Remove the bearing plate from the stop fitting.

S 628-015

- (2) Put a layer of sealant on the matting surfaces of the bearing plate and stop fitting.

S 428-008

- (3) Install the bearing plate into the stop fitting as shown in Fig. 801.

S 628-011

- (4) Apply a fillet seal around the flange of the bearing plate and the stop fitting with the sealant.

E. Put the Airplane Back to its Usual Condition

S 868-012

- (1) Close the passenger door.

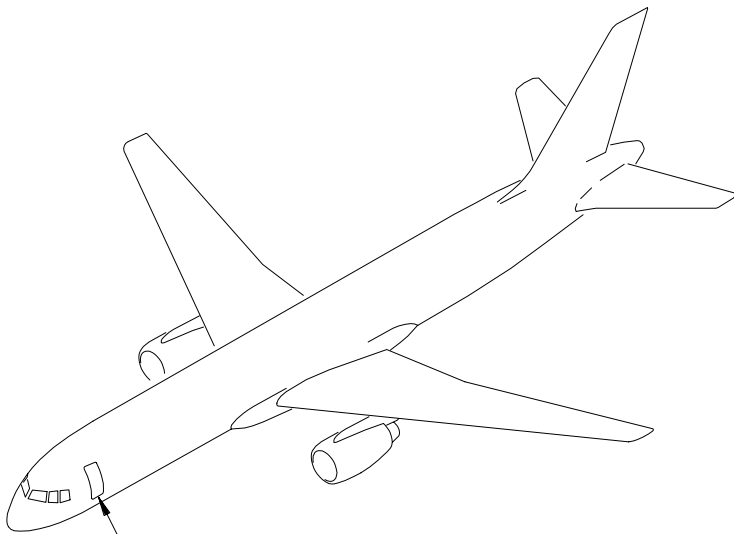
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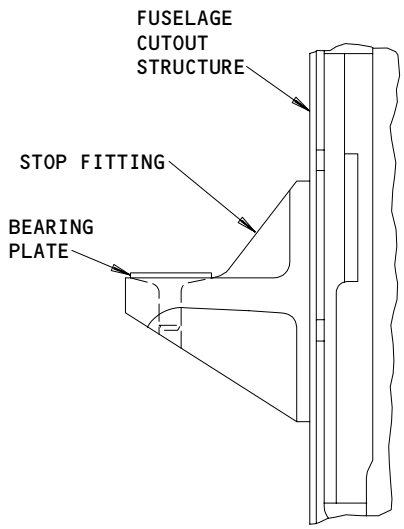
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PASSENGER DOOR
STOP FITTING
(EXAMPLE)
SEE (A)



STOP FITTING
(A)

Entry Door Stop Fitting Approved Repair
Figure 801

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NO. 1, 2, AND 4 PASSENGER DOORS – REMOVAL/INSTALLATION

1. General

- A. This procedure gives the instructions to remove and install the No. 1, 2, or 4 passenger door.
- B. You must install and adjust the No. 1, 2, or 4 passenger door only with the airplane on its landing gear. Do not try to adjust the door with the airplane on jacks.
- C. New passenger doors have unwanted skin material around the edge. You must remove this unwanted skin material during the installation to get the correct clearances.

TASK 52-11-01-004-001

2. Remove the Passenger Door (Fig. 401)

A. Equipment

- (1) Sling – Passenger Door – B52001-1
- (2) Safety Barrier – Passenger Door – B52003-15
- (3) Safety Pin Set – Passenger Door Emergency Power Reservoir, B52009-1

NOTE: The safety pin set is a set of two pins connected by a lanyard. If the safety pin set is not available, you can use two bolts (3/16-inch diameter by 1-1/4-inch grip) as an alternative. Install one bolt above and one bolt below the reservoir plunger. Attach tags to the bolts to identify the bolts for removal.

- (4) Overhead lift equipment – 400-pound capacity

B. References

- (1) 25-66-01/401, No. 1, 2 and 4 Passenger Door Escape Slides or Slide-Rafts
- (2) 52-11-02/401, Door Lining

C. Access

(1) Location Zones

- 831 No. 1 Passenger Door (Left)
- 832 No. 2 Passenger Door (Left)
- 836 No. 4 Passenger Door (Left)
- 841 No. 1 Passenger Door (Right)
- 842 No. 2 Passenger Door (Right)
- 846 No. 4 Passenger Door (Right)

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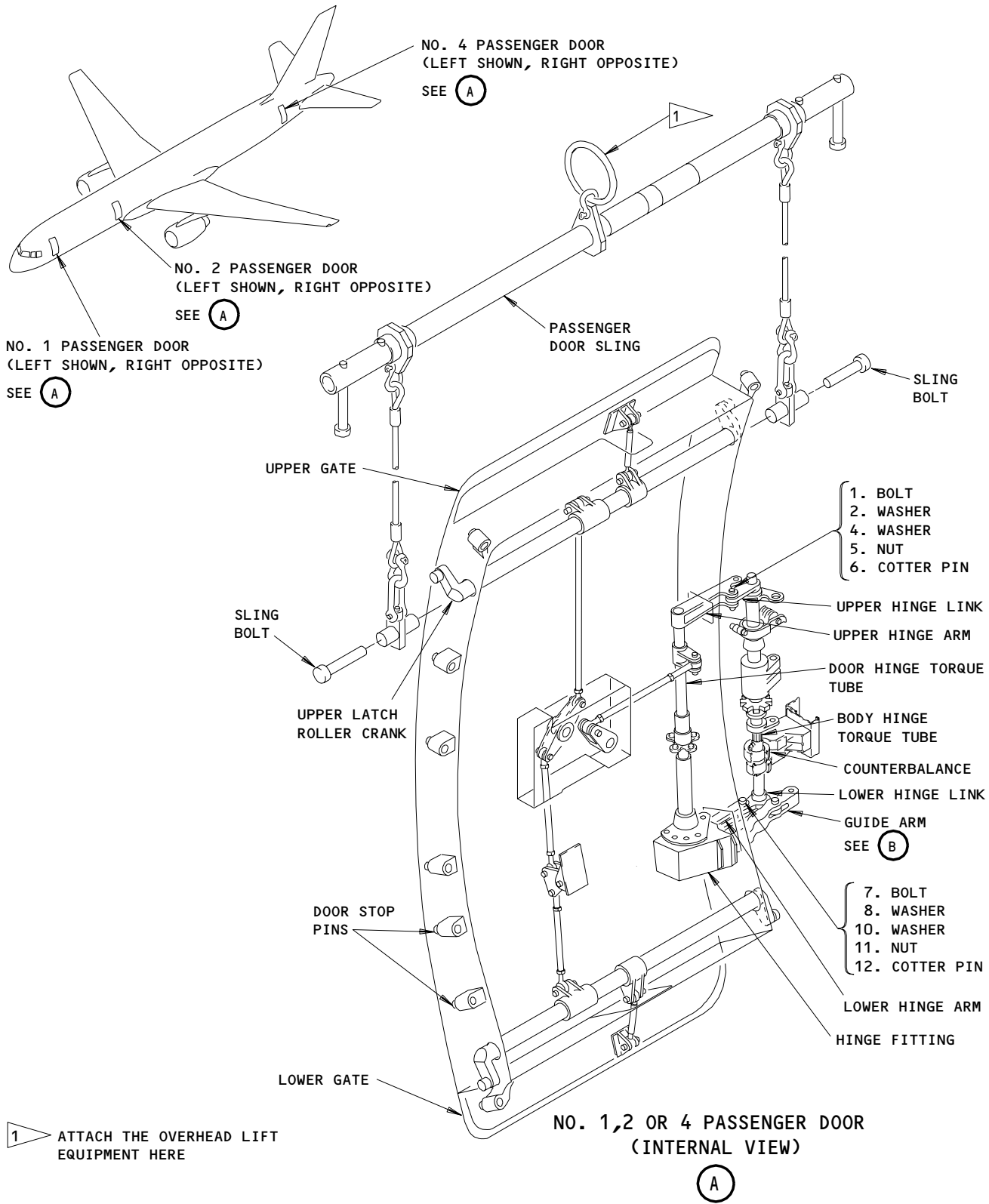
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No. 1,2, or 4 Passenger Door
Figure 401 (Sheet 1)

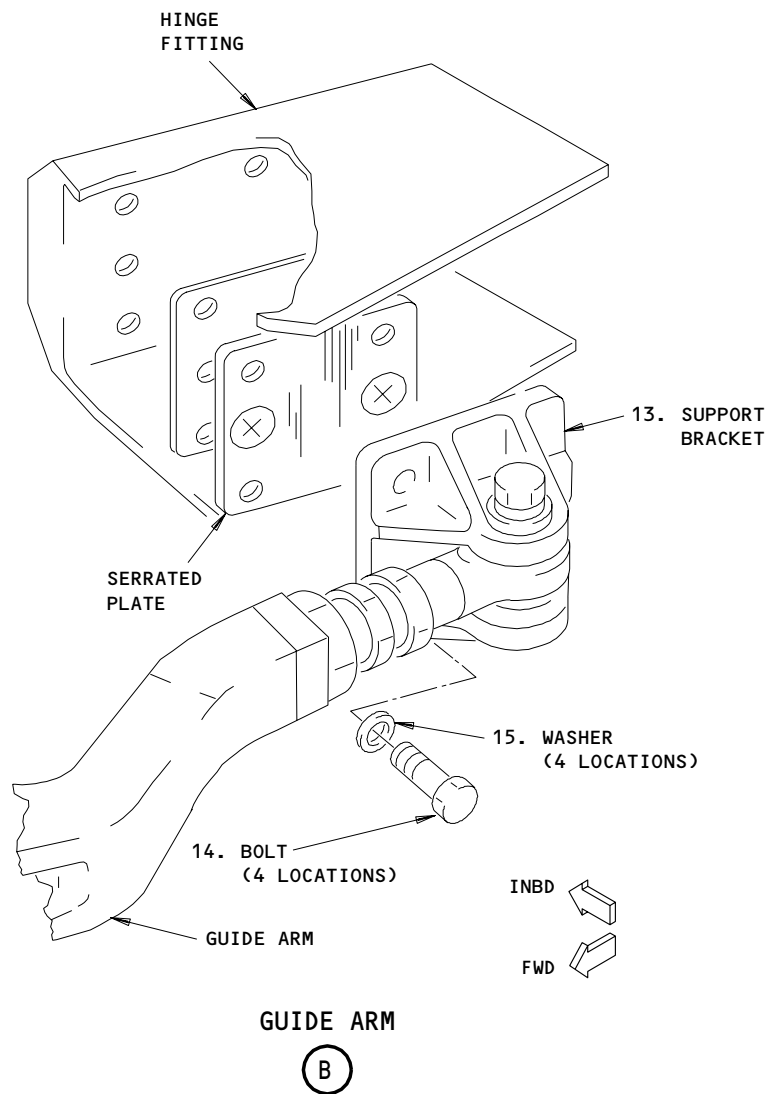
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No. 1,2, or 4 Passenger Door
Figure 401 (Sheet 2)

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D. Procedure

S 864-002

- (1) Move the mode selector lever to the DETACH position.

S 494-005

WARNING: MAKE SURE YOU INSTALL THE SAFETY PINS ON THE CORRECT EMERGENCY POWER RESERVOIR. THE ACCIDENTAL OPERATION OF THE EMERGENCY POWER RESERVOIR CAN CAUSE INJURY OR DAMAGE.

- (2) Install the safety pins on the correct emergency power reservoir.

NOTE: The reservoirs for the No. 1 passenger doors are left of the airplane center line above the ceiling between the doors. The reservoir for the right No. 1 door is left of the reservoir for the left No. 1 door. The reservoirs for the No. 2 and 4 passenger doors are above each door.

S 034-007

- (3) Remove the escape slide or the slide-raft (Ref 25-66-01).

S 014-009

- (4) Remove the door lining (Ref 52-11-02).

S 014-010

- (5) Remove the upper and lower hinge covers.

S 824-011

WARNING: YOU MUST REMOVE THE FORCE FROM THE COUNTERBALANCE BEFORE YOU DISCONNECT THE DOOR FROM THE HINGE LINKS. THE HINGE LINK CAN CAUSE INJURY OR DAMAGE IF IT HAS THE FORCE FROM THE COUNTERBALANCE.

- (6) Open the door approximately half-open (until the counterbalance roller is on the concave part of the camshaft).

S 494-014

- (7) Attach the passenger door sling to the door at the upper latch roller cranks with the sling bolts.

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S 934-015

- (8) Make a mark for the location of the support bracket (13) on the serrated plate (View A).

NOTE: You will use this mark to install the support bracket in the same location. The guide arm adjustment will not be necessary if the same door that was removed is installed.

S 034-016

- (9) Remove the four bolts (14) and washers (15) that attach the support bracket (13) to the serrated plate on the hinge fitting.

S 034-017

- (10) Apply a sufficient force on the sling with the overhead lift equipment to hold the full weight of the door.

S 024-018

- (11) Remove the bolt (1) to disconnect the upper hinge arm from the upper hinge link on the body torque tube.

S 024-019

- (12) Remove the bolt (7) to disconnect the lower hinge arm from the lower hinge link.

S 024-020

CAUTION: DO NOT LET THE DOOR TOUCH THE FUSELAGE SKIN WHEN YOU LIFT THE DOOR. YOU CAN CAUSE DAMAGE IF THE DOOR TOUCHES THE FUSELAGE SKIN.

- (13) Use the overhead lift equipment to lift the door away from the airplane and set it on a stand.

S 494-021

- (14) Install the safety barrier across the door opening.

TASK 52-11-01-404-022

3. Install the Passenger Door (Fig. 401)

A. Equipment

- (1) Sling - Passenger Door - B52001-1
(2) Safety Barrier - Passenger Door - B52003-15

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- (3) Safety Pin Set – Passenger Door Emergency Power Reservoir, B52009-1

NOTE: The safety pin set is a set of two pins connected by a lanyard. If the safety pin set is not available, you can use two bolts (3/16-inch diameter by 1-1/4-inch grip) as an alternative. Install one bolt above and one bolt below the reservoir plunger. Attach tags to the bolts to identify the bolts for removal.

- (4) Overhead lift equipment – 400-pound capacity

B. Consumable Materials

- (1) D00633 Grease – BMS 3-33 (Preferred)
(2) D00013 Grease – MIL-PRF-23827 (Supersedes MIL-G-23827) (Alternate)

C. Parts

- (1) This table is for the left No. 1 passenger door.

MM		NOMENCLATURE	IPC				
FIG	ITEM		SUBJECT	FIG	ITEM		
401	1	Bolt	52-11-01	03	202		
	2	Washer (adjacent to the head)			204		
	4	Washer (adjacent to the nut)			207		
	5	Nut			214		
	6	Cotter Pin			200		
	7	Bolt			202		
	8	Washer (adjacent to the head)			204		
	10	Washer (adjacent to the nut)			207		
	11	Nut			214		
	12	Cotter Pin			200		
	13	Support Bracket			52-11-01	12	870
	14	Bolt					866
	15	Washer	867				

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(2) This table is for the right No. 1 passenger door.

MM		NOMENCLATURE	IPC				
FIG	ITEM		SUBJECT	FIG	ITEM		
401	1	Bolt	52-11-01	04	28		
	2	Washer (adjacent to the head)			30		
	4	Washer (adjacent to the nut)			33		
	5	Nut			37		
	6	Cotter Pin			26		
	7	Bolt			194		
	8	Washer (adjacent to the head)			196		
	10	Washer (adjacent to the nut)			199		
	11	Nut			203		
	12	Cotter Pin			192		
	13	Support Bracket			52-11-01	22	40
	14	Bolt					5
	15	Washer	10				

(3) This table is for the left and right No. 2 passenger doors.

MM		NOMENCLATURE	IPC				
FIG	ITEM		SUBJECT	FIG	ITEM		
401	1	Bolt	52-11-01	02	84		
	2	Washer (adjacent to the head)			85		
	4	Washer (adjacent to the nut)			90		
	5	Nut			96		
	6	Cotter Pin			82		
	7	Bolt			84		
	8	Washer (adjacent to the head)			85		
	10	Washer (adjacent to the nut)			90		
	11	Nut			96		
	12	Cotter Pin			82		
	13	Support Bracket			52-11-01	24	700
	14	Bolt					705
	15	Washer	710				

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(4) This table is for the left and right No. 4 passenger doors.

MM		NOMENCLATURE	IPC				
FIG	ITEM		SUBJECT	FIG	ITEM		
401	1	Bolt	52-11-01	01	337		
	2	Washer (adjacent to the head)			340		
	4	Washer (adjacent to the nut)			348		
	5	Nut			353		
	6	Cotter Pin			335		
	7	Bolt			337		
	8	Washer (adjacent to the head)			340		
	10	Washer (adjacent to the nut)			348		
	11	Nut			353		
	12	Cotter Pin			335		
	13	Support Bracket			52-11-01	32	937 LH
		Support Bracket					941 RH
	14	Bolt					938 LH
		Bolt					942 RH
	15	Washer			939 LH		
Washer				943 RH			

D. References

- (1) 12-21-18/301, No. 1, 2 and 4 Passenger Doors
- (2) 25-66-01/401, No. 1, 2 and 4 Passenger Door Escape Slides or Slide-Rafts
- (3) 52-11-00/501, No. 1, 2 and 4 Passenger Doors
- (4) 52-11-02/401, Door Lining
- (5) 52-11-04/201, No. 1, 2, and 4 Passenger Door Guide Arm
- (6) 52-11-13/201, Door Handle Mechanism
- (7) 52-11-20/501, No. 1, 2, and 4 Door Emergency Mechanism
- (8) 52-11-25/501, No. 1, 2, and 4 Passenger Door Girt Bar Mechanism

E. Access

- (1) Location Zones
 - 831 No. 1 Passenger Door (Left)
 - 832 No. 2 Passenger Door (Left)
 - 836 No. 4 Passenger Door (Left)
 - 841 No. 1 Passenger Door (Right)
 - 842 No. 2 Passenger Door (Right)
 - 846 No. 4 Passenger Door (Right)

F. Procedure

- S 644-023
- (1) Lubricate the door torque tube and the body torque tube (Ref 12-21-18).

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S 824-024

- (2) Move the hinge arms on the door to the open position.

S 094-025

- (3) Remove the safety barrier from the passenger door.

S 424-026

CAUTION: DO NOT LET THE DOOR TOUCH THE FUSELAGE SKIN WHEN YOU LIFT THE DOOR. YOU CAN CAUSE DAMAGE IF THE DOOR TOUCHES THE FUSELAGE SKIN.

- (4) Lift the door into position near the door opening.

S 424-046

- (5) Install the bolt (7), washers (8, 10), and nut (11).

S 424-020

- (6) Install the bolt (7), washers (8, 10), and nut (11).

S 424-042

- (7) If the nut (11) is a self-locking nut, then tighten the nut (11) to 150-200 pound-inches (lubricated) or 160-240 pound-inches (dry).

S 424-034

- (8) If the nut (11) is a castellated nut, then do these steps:
(a) Tighten the nut (11) to a maximum of 42.5 pound-inches.
(b) Install the cotter pin (12) on the bolt (7).

S 824-022

- (9) Move the upper hinge link up or down to attach it to the upper hinge arm.

NOTE: Only the upper hinge link is free to move up or down to fit the distance between the door hinge arms. The lower hinge link cannot move.

S 424-029

- (10) Install the bolt (1), washers (2, 4), and nut (5).

S 424-030

- (11) If the nut (5) is a self-locking nut, then tighten the nut (5) to 150-200 pound-inches (lubricated) or 160-240 pound-inches (dry).

S 424-031

- (12) If the nut (5) is a castellated nut, then do these steps:
(a) Tighten the nut (5) to a maximum of 42.5 pound-inches.
(b) Install the cotter pin (6) on the bolt (1).

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S 094-026

- (13) Release the weight of the passenger door from the sling.

S 094-027

- (14) Remove the sling.

S 434-029

- (15) Install the escape slide or the slide-raft (Ref 25-66-01).

S 214-031

- (16) Make sure the airplane is on its landing gear.

NOTE: You must adjust the passenger door only with the airplane on its landing gear. Do not try to adjust the door with the airplane on jacks.

S 434-041

- (17) If you install the same door that was removed, then do these steps:

NOTE: If repairs or replacement to the opening or closing mechanism, torque tube, support structure including, inner or outer skin, frames, and beams were made to the door, then the term "same door" does not apply.

- (a) Put the support bracket (13) in the same location on the serrated plate. Use the marks that were made during the removal.
- (b) Install the bolts (14) and the washers (15) to attach the support bracket (13) to the serrated plate on the hinge fitting.
- (c) Move the door to the closed position. Make sure all four latch rollers on the door approach the latch cams on the body at the same time.
- (d) If all four latch rollers do not approach the latch cams at the same time, do the procedure to adjust the guide arm (Ref 52-11-04).

S 434-033

- (18) If you install a different door than the door that was removed, then do these steps:
- (a) Put the support bracket (13) on the serrated plate so the bolt holes in the serrated plate are at the approximate midpoint of the slots in the support bracket (13).
 - (b) Install the washers (15) and the bolts (14) to attach the support bracket (13) to the serrated plate.
 - (c) Adjust the vertical position of the door in the opening, if it is necessary (Ref 52-11-00).
 - (d) Adjust the latching mechanism, if it is necessary (Ref 52-11-00).

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- (e) Adjust the stop pins, if it is necessary (Ref 52-11-00).
- (f) Adjust the guide arm to set the final guide arm length (Ref 52-11-04).
- (g) Adjust the upper and lower gates, if it is necessary (Ref 52-11-00).
- (h) Do a check of the operation of the exterior handles (Ref 52-11-13).
- (i) Adjust the centering guide, if it is necessary (Ref 52-11-00).
- (j) Make sure the door seal touches the body skin around 100 percent of the seal.
- (k) Adjust the emergency mechanism, if it is necessary (Ref 52-11-00).
- (l) Adjust the girt bar mechanism, if it is necessary (Ref 52-11-25).
- (m) Adjust the disarm cable travel, if it is necessary (Ref 52-11-25).
- (n) Do a check of the clearances of the emergency operation trigger mechanism (Ref 52-11-00).
- (o) Do a check of the door flushness (Ref 52-11-00).

S 414-034

- (19) Install the upper and lower hinge covers.

NOTE: The hinge covers should be installed with a gape of 0.12 +/- 0.06 inch between them to prevent damage to the covers. If binding occurs, trimming the covers can be accomplished to obtain the gap requirements.

S 414-035

- (20) Install the door lining (Ref 52-11-02).

S 214-036

- (21) Make sure the mode selector lever is in the DETACH position.

S 094-039

- (22) Remove the safety pins from the emergency power reservoir.

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52-11-01

NO. 1, 2, AND 4 PASSENGER DOOR MAINTENANCE-INSPECTION/CHECK

1. General

- A. This procedure contains three tasks.
- (1) The first task is to examine the No. 1, 2, and 4 passenger doors, the door mechanisms, and the door seals.
 - (2) The second task is to do a check on the rotary snubber.
 - (a) Task two is included in task one. Thus, if you do task one, then it is not necessary to do task two.
 - (3) The third task is to examine the passenger door emergency power trigger mechanism.

TASK 52-11-01-206-001

2. No. 1, 2, or 4 Passenger Door Check

A. References

- (1) AMM 52-11-00/501, No. 1, 2, and 4 Passenger Doors
- (2) AMM 52-11-02/401, Door Lining
- (3) AMM 52-11-10/401, No. 1, 2, and 4 Passenger Door Rotary Snubber
- (4) SRM 52-10-02
- (5) CPM 52-10-01, Part 2 and Part 3

B. Access

(1) Location Zones

- | | |
|-----|------------------------------|
| 831 | No. 1 Passenger Door (Left) |
| 832 | No. 2 Passenger Door (Left) |
| 836 | No. 4 Passenger Door (Left) |
| 841 | No. 1 Passenger Door (Right) |
| 842 | No. 2 Passenger Door (Right) |
| 846 | No. 4 Passenger Door (Right) |

(2) Access Panels

- | | |
|-------|--|
| 221AL | Body Hinge Torque Tube, No. 1 Door (Left) |
| 222AR | Body Hinge Torque Tube, No. 1 Door (Right) |
| 231AL | Body Hinge Torque Tube, No. 2 Door (Left) |
| 232AR | Body Hinge Torque Tube, No. 2 Door (Right) |
| 251AL | Body Hinge Torque Tube, No. 4 Door (Left) |
| 252AR | Body Hinge Torque Tube, No. 4 Door (Right) |

C. Procedure

S 016-002

- (1) Remove the door lining, if necessary (Ref 52-11-02).

S 016-003

- (2) Open the passenger door as necessary.

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S 216-004

- (3) Look for damage and corrosion on the internal and external skins.

S 216-005

- (4) Make sure all of the screws on the hinge fairings are installed and tight.

S 216-021

- (5) Look for damage, corrosion, and loose fasteners on the door frames and all other internal structure.

S 216-006

- (6) Look for damage and corrosion on the window and its parts.

S 216-022

- (7) Look to see that the drain holes in the structure adjacent to the hinges are open.
(a) Remove any debris that blocks the drain holes.

S 216-007

- (8) Look for damage, corrosion, unwanted material, and loose fasteners on and around these items:
(a) Door hinge torque tube.
(b) Body hinge torque tube, door hinge arms, and door guide arm.

NOTE: Look for worn surfaces on the guide arm elbow pin and follower pin and the guide arm cam plates.

- (c) Door latch mechanism, with the body-mounted parts.

NOTE: Make sure there is no unwanted material in the latch cams or on the door stop fittings.

- (d) Door handle mechanism.
(e) Door emergency mechanism.
(f) Girt bar mechanism.
(g) Door emergency power system.

NOTE: Make sure there is no unwanted material in the reservoir trigger mechanism, and around the emergency pneumatic actuator and the power chain.

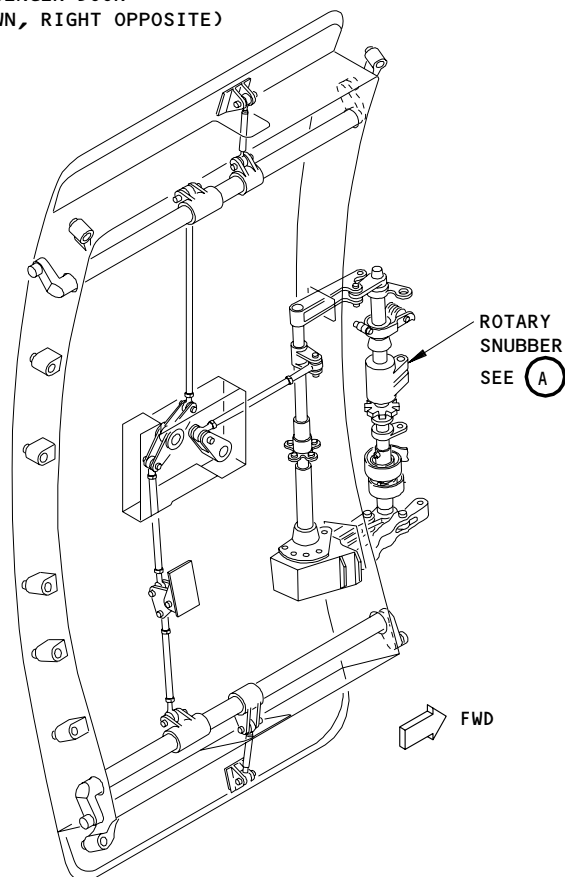
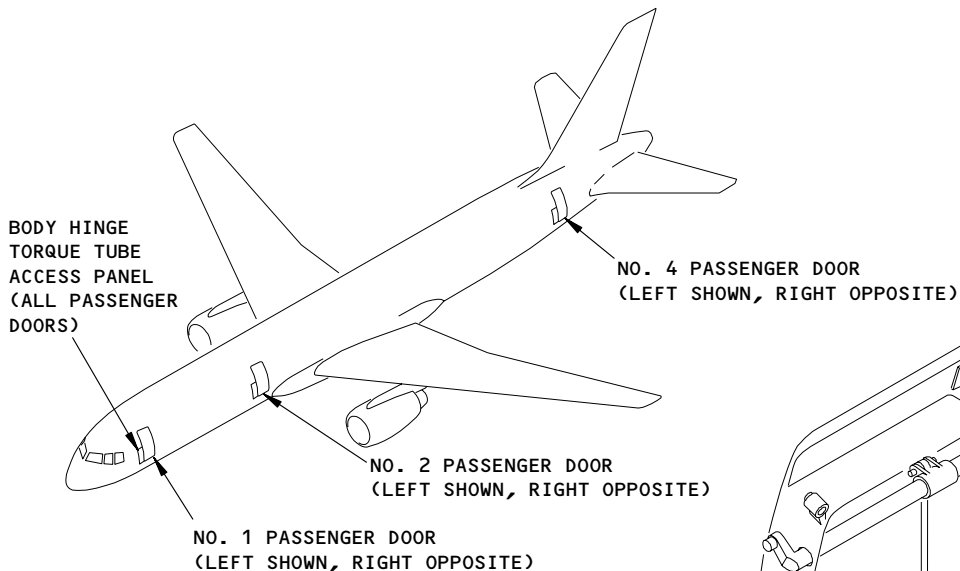
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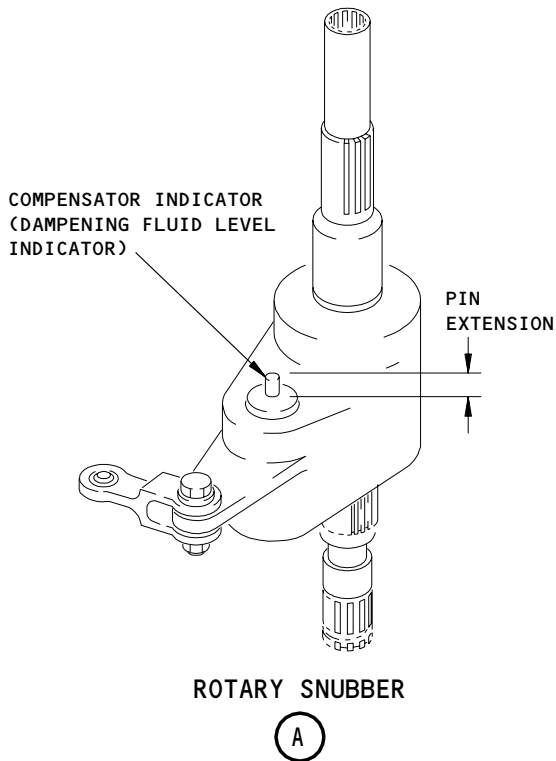
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NO. 1, 2, OR 4 PASSENGER DOOR



PIN EXTENSION - TEMPERATURE CHART	
TEMPERATURE	MINIMUM PERMITTED EXTENSION (INCHES)
-45°F	-0.17 (BOTTOMED OUT)
+20°F	-0.17 (BOTTOMED OUT)
+70°F	0.00 (FLUSH)
+120°F	+0.18

Rotary Snubber Inspection
Figure 601

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52-11-01

- (h) Handle box for corrosion and cracks.
- (i) Exterior Handle Pan for corrosion and cracks.

S 216-008

- (9) Look for corrosion on the lower surface of the lower gate, and on the upper surface of the upper gate.

S 306-009

- (10) If you find corrosion, then repair the corrosion as follows:
 - (a) For the limits of the material removal during corrosion repair, refer to SRM 52-10-02.
 - (b) For the corrosion removal procedures, refer to CPM 52-10-01, Part 3.
 - (c) For the protective finish application, refer to CPM 52-10-01, Part 2.

S 216-010

- (11) Examine the door seals for damage, hardness, brittleness, and too many repair splices.

S 216-011

- (12) Look for these signs of air leakage around the door seal:
 - (a) Tobacco smoke stains on the seal or on the adjacent surfaces.
 - (b) Damage to the seal retainer.

S 226-012

- (13) Incorrect door-to-body flushness (AMM 52-11-00).

S 216-013

- (14) Examine the door stop fittings (stop pins) and the door stops (stop pads) as follows:
 - (a) Make sure the stop pins are aligned with the stop pads.

NOTE: Look for the marks where the stop pins touch the door stop pads.

- (b) Do a check for metal galling on the stop pins and stop pads. Replace the stop pin and the stop pad when there is metal galling.

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(c) Do a check for tightness of the stop pads.

S 206-027

(15) Do this task: Do a Check on the Rotary Snubber.

S 416-026

(16) Make sure the door lining is installed (Ref 52-11-02).

TASK 52-11-01-206-015

3. Do a Check on the Rotary Snubber

NOTE: This is a scheduled maintenance task.

A. References

(1) 52-11-10/401, No. 1, 2, and 4 Passenger Door Rotary Snubber

B. Access

(1) Location Zones

831	No. 1 Passenger Door (Left)
832	No. 2 Passenger Door (Left)
836	No. 4 Passenger Door (Left)
841	No. 1 Passenger Door (Right)
842	No. 2 Passenger Door (Right)
846	No. 4 Passenger Door (Right)

(2) Access Panels

221AL	Body Hinge Torque Tube, No. 1 Door (Left)
222AR	Body Hinge Torque Tube, No. 1 Door (Right)
231AL	Body Hinge Torque Tube, No. 2 Door (Left)
232AR	Body Hinge Torque Tube, No. 2 Door (Right)
251AL	Body Hinge Torque Tube, No. 4 Door (Left)
252AR	Body Hinge Torque Tube, No. 4 Door (Right)

C. Do a check of the fluid level of the rotary snubber.

S 016-016

(1) Remove the access panel for the body hinge torque tube forward of the door.

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- S 226-018
- (2) Measure the length of the compensator indicator extension.

- S 226-019
- (3) Compare the length to the pin extension dimension shown in (Fig. 601).

- S 966-020
- (4) Replace the rotary snubber if the minimum pin extension is not correct (Ref 52-11-10).

- S 416-025
- (5) Replace the access panel for the body hinge torque tube.

TASK 52-11-01-206-035

4. Examine the Passenger Door Emergency Power Trigger Mechanism.

A. Consumables

- (1) Alodine
- (2) Iridite

B. References

- (1) AMM 52-11-32, Emergency Power Trigger Mechanism
- (2) AMM 52-11-00, No. 1,2, and 4 Passenger Doors

C. Access

(1) Location Zones

831	No. 1 Passenger Door (Left)
832	No. 2 Passenger Door (Left)
836	No. 4 Passenger Door (Left)
841	No. 1 Passenger Door (Right)
842	No. 2 Passenger Door (Right)
846	No. 4 Passenger Door (Right)

D. Procedure

- S 016-028
- (1) Disarm the passenger door (Ref 52-11-00).

- S 016-029
- (2) Open the passenger door to the fully open and locked position.

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- S 216-030
- (3) Visually examine the emergency power trigger mechanism for damage, cracks, or worn areas on the top surface.
- (a) If there is damage or cracks, replace the emergency power trigger mechanism (Ref 52-11-32).
- S 826-031
- (4) Moderately twist the emergency power trigger.
- (a) The emergency power trigger and the support housing must turn together until the guard stops the movement.
- S 286-032
- (5) If the emergency power trigger and support housing do not turn together, the trigger shaft is broken.
- (a) Replace the emergency power trigger mechanism (Ref 52-11-32).
- S 116-033
- (6) If the emergency power triggers top surface has worn areas.
- (a) Apply a layer of alodine or Iridite to the bare metal.
- (b) If the emergency power trigger is removed to apply finish, do not apply primer or enamel to the shaft.
- S 866-034
- (7) Put the airplane back to its usual condition.

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NO. 1, 2, AND 4 PASSENGER DOOR LINING – REMOVAL/INSTALLATION

1. General

- A. This procedure contains four tasks. The first task is the removal and the installation of the cover for the escape slide or slide-raft. The second task is the removal and the installation of the upper lining. The third task is the removal and the installation of the lower lining. The fourth task is the installation of the placards for the positions of the mode selector lever.

TASK 52-11-02-904-002

2. Remove and Install the Cover for the Escape Slide or the Slide-Raft

A. Access

(1) Location Zones

831	No. 1 Passenger Door (Left)
832	No. 2 Passenger Door (Left)
836	No. 4 Passenger Door (Left)
841	No. 1 Passenger Door (Right)
842	No. 2 Passenger Door (Right)
846	No. 4 Passenger Door (Right)

B. Procedure

S 024-005

(1) Remove the cover:

- (a) Close and latch the passenger door.
- (b) Make sure the mode selector lever is in the DETACH position.
- (c) Release the center latch at the bottom of the cover.
- (d) Pull the bottom of the cover inboard sufficiently to let the latch strap go through the slots in the center latch.
- (e) Release the upper latches on the cover.
- (f) Pull the cover inboard until the latch strap is clear of the center latch.
- (g) Remove the cover.
- (h) Remove the safety pin from the pouch on the escape slide or slide-raft.
- (i) Install the safety pin into the valve on the inflation cylinder.

S 424-006

(2) Install the cover:

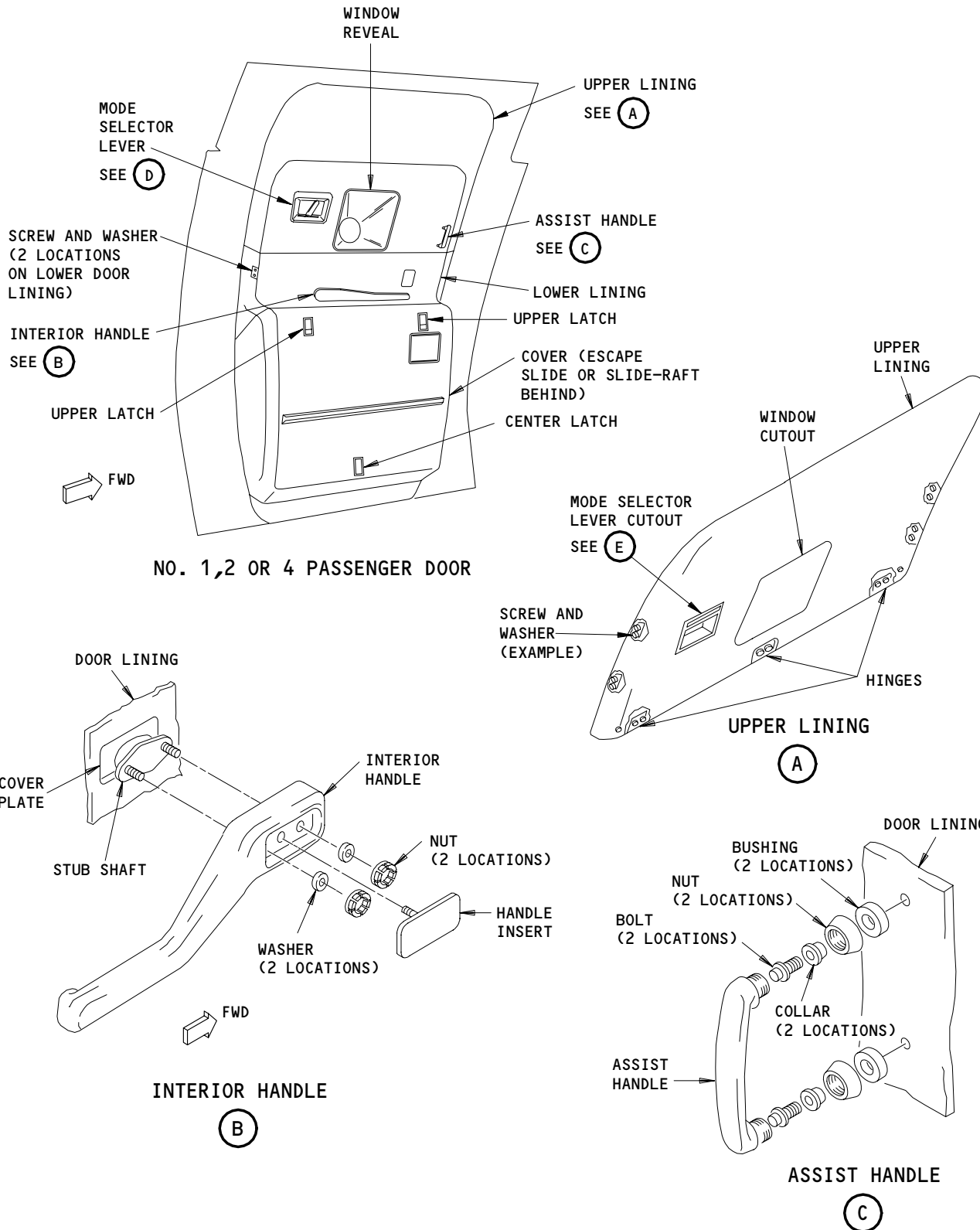
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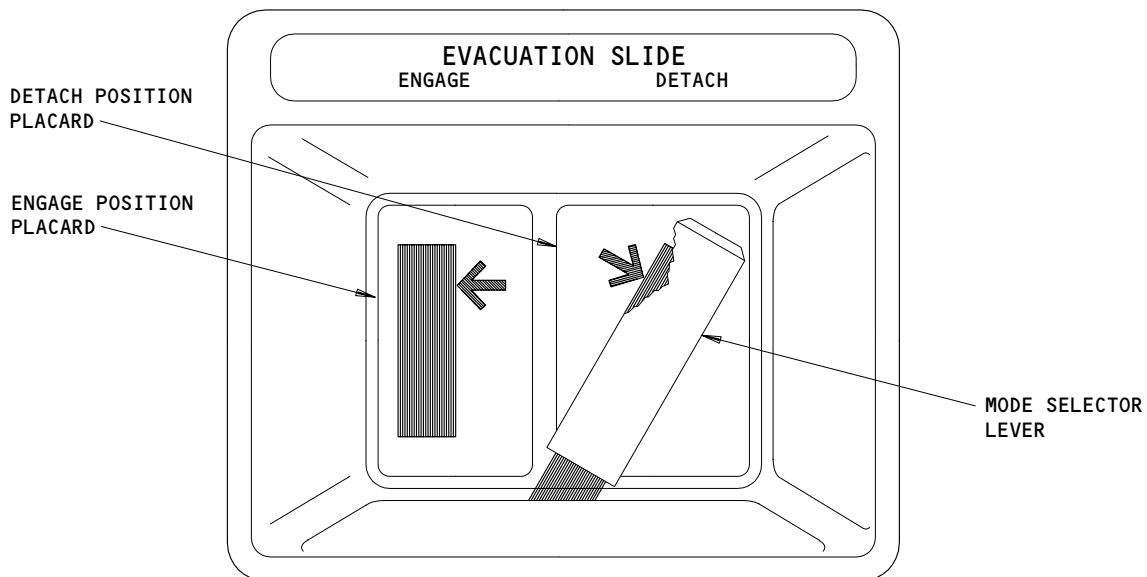
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No. 1,2, and 4 Passenger Door Lining
Figure 401 (Sheet 1)

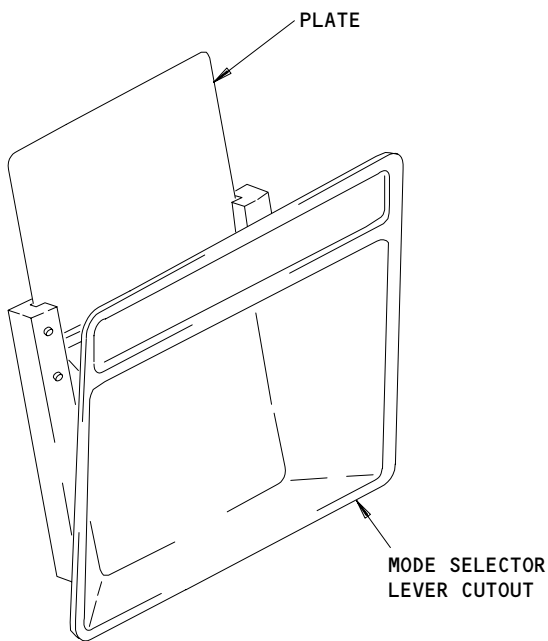
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MODE SELECTOR LEVER

(D)



MODE SELECTOR LEVER CUTOUT

(E)

No. 1,2, and 4 Passenger Door Lining
Figure 401 (Sheet 2)

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250523

WARNING: MAKE SURE YOU REMOVE THE SAFETY PIN FROM THE VALVE ON THE INFLATION CYLINDER. THE ESCAPE SLIDE OR SLIDE-RAFT WILL NOT INFLATE IN AN EMERGENCY IF THE SAFETY PIN IS INSTALLED.

- (a) Remove the safety pin from the inflation cylinder valve.
- (b) Put the safety pin into the pouch on the escape slide or slide-raft.
- (c) Set the bottom of the cover at the bottom of the escape slide or slide-raft.
- (d) Push the latch strap through the top slots in the center latch.
- (e) Turn the top of the cover outboard and align the upper latches.
- (f) Lift the upper latch handles, engage the upper latches, and release the latch handles.
- (g) Hold the end of the latch strap, push the cover tightly against the escape slide or slide-raft, and push down the center latch.
- (h) Push the end of the latch strap through the lower slot in the center latch.

TASK 52-11-02-904-007

3. Remove and Install the Lower Lining

A. Access

(1) Location Zones

831	No. 1 Passenger Door (Left)
832	No. 2 Passenger Door (Left)
836	No. 4 Passenger Door (Left)
841	No. 1 Passenger Door (Right)
842	No. 2 Passenger Door (Right)
846	No. 4 Passenger Door (Right)

B. Procedure

S 024-008

(1) Remove the Lower Lining:

- (a) Remove the cover (refer to Remove and Install the Cover for the Escape Slide or the Slide-Raft).
- (b) Make sure the mode selector lever is in the DETACH position.
- (c) Open the passenger door.
- (d) Remove the handle insert.

NOTE: Apply even lift pressure on each long side of the insert to prevent breaking the stud.

- (e) Remove the interior handle (View B, Fig. 401).
- (f) Remove the screw and the cover plates from above the handle opening.

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- (g) Remove the screws to disconnect the lower lining from the brackets along the sides.
- (h) Remove the lower lining.

S 424-009

- (2) Install the lower lining:
 - (a) Hold the lower lining against the door. Install the screws and the washers to attach the lower lining to the brackets along the sides.
 - (b) Hold the cover plates in the correct position and install the screw.
 - (c) Hold the interior handle against the stub shaft. Install the washers, nuts, and cotter pins to connect the handle to the shaft.
 - (d) Install the handle insert.
 - (e) Install the cover (refer to Remove and Install the Cover for the Escape Slide or the Slide-Raft).

TASK 52-11-02-904-010

4. Remove and Install the Upper Lining

A. Special Tools and Equipment

- (1) Spanner Wrench - Main Entry Door Assist Handle - F70336-1

B. Access

(1) Location Zones

831	No. 1 Passenger Door (Left)
832	No. 2 Passenger Door (Left)
836	No. 4 Passenger Door (Left)
841	No. 1 Passenger Door (Right)
842	No. 2 Passenger Door (Right)
846	No. 4 Passenger Door (Right)

C. Procedure

S 024-011

- (1) Remove the upper lining:
 - (a) Remove the lower lining (refer to Remove and Install the Lower Lining).
 - (b) Make sure the mode selector lever is in the DETACH position.
 - (c) Open the passenger door.

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- (d) Remove the assist handle (View C, Fig. 401).
 - 1) Use the spanner wrench to loosen the nuts.
- (e) Pull out on the four spring clips to remove the window reveal.
- (f) Remove the screws to disconnect the upper lining from the brackets.

NOTE: There are two locations along each side and two locations on the top.

- (g) Move the plate, which is behind the mode selector lever, up in the tracks.
- (h) Move the top of the upper lining away from the door.
- (i) Disconnect the upper lining from the hinges.
- (j) Remove the upper lining.

S 424-012

- (2) Install the upper lining:
 - (a) Hold the upper lining against the door. Connect the upper lining to the hinges along the lower edge.
 - (b) Move the plate up to let the mode selector lever get through the opening.
 - (c) Move the upper lining back around the mode selector lever.
 - (d) Install the screws and the washers to attach the upper lining to the brackets along the sides.
- (e) Move the plate, which is behind the mode selector lever, down in the tracks.
- (f) Install the window reveal.
- (g) Install the assist handle (View C, Fig. 401).
 - 1) Use the spanner wrench to tighten the nuts.
- (h) Install the lower lining (refer to Remove and Install the Lower Lining).

TASK 52-11-02-404-013

5. Install the Placards for the Positions of the Mode Selector Lever

A. Access

(1) Location Zones

831	No. 1 Passenger Door (Left)
832	No. 2 Passenger Door (Left)
836	No. 4 Passenger Door (Left)
841	No. 1 Passenger Door (Right)
842	No. 2 Passenger Door (Right)
846	No. 4 Passenger Door (Right)

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B. Procedure

- S 864-014
(1) Close the passenger door.
- S 214-015
(2) Make sure the mode selector lever is in the DETACH position.
- S 934-018
(3) Use a pencil to make a line along the left edge of the mode selector lever.
- S 864-019
(4) Move the mode selector lever to the ENGAGE position.
- S 934-022
(5) Use a pencil to make a line along the right edge of the mode selector lever.
- S 424-023
(6) Install the placard for the DETACH position. Use the line to align the edge of the placard that has the arrow (View D, Fig. 401).
- S 864-026
(7) Move the mode selector lever to the DETACH position.
- S 424-029
(8) Install the placard for the ENGAGE position. Use the line to align the edge of the placard that has the arrow (View D, Fig. 401).

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NO. 1, 2, AND 4 PASSENGER DOOR GUIDE ARM – MAINTENANCE PRACTICES

1. General

A. This procedure gives these instructions for the No. 1, 2, and 4 passenger doors:

- (1) Remove and install the guide arm adjuster rod.
- (2) Remove and install the guide arm.
- (3) Adjust the guide arm.

TASK 52-11-04-002-001

2. Remove the Guide Arm Adjuster Rod (Fig. 201)

A. General

- (1) The instructions are given to remove and install the guide arm adjuster rod while the guide arm stays installed on the airplane.

B. Equipment

- (1) Safety Pin Set – Passenger Door Emergency Power Reservoir, B52009-1

NOTE: The safety pin set is a set of two pins connected by a lanyard. If the safety pin set is not available, you can use two bolts (3/16-inch diameter by 1 1/4-inch grip) as an alternative. Install one bolt above and one bolt below the reservoir plunger. Attach tags to the bolts to identify the bolts for removal.

C. References

- (1) 52-11-32/401, Emergency Power Trigger

D. Access

(1) Location Zones

831	No. 1 Passenger Door (Left)
832	No. 2 Passenger Door (Left)
836	No. 4 Passenger Door (Left)
841	No. 1 Passenger Door (Right)
842	No. 2 Passenger Door (Right)
846	No. 4 Passenger Door (Right)

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E. Procedure

S 862-002

- (1) Move the mode selector lever to the DETACH position.

S 492-005

WARNING: MAKE SURE YOU INSTALL THE SAFETY PINS ON THE CORRECT EMERGENCY POWER RESERVOIR. ACCIDENTAL OPERATION OF THE EMERGENCY POWER RESERVOIR CAN CAUSE INJURY OR DAMAGE.

- (2) Install the safety pins on the correct emergency power reservoir.

NOTE: The reservoirs for the No. 1 passenger doors are left of the airplane center line above the ceiling between the doors. The reservoir for the right No. 1 door is left of the reservoir for the left No. 1 door. The reservoirs for the No. 2 and 4 passenger doors are above each door.

S 862-006

- (3) Move the door to the partially open position.

S 932-007

- (4) Make a mark for the position of the support bracket (4) on the serrated plate (21) on the hinge fitting.

NOTE: You will use this mark to install the support bracket (4) in the same position on the serrated plate (21).

S 032-008

- (5) Remove the four bolts (17) and the washers (18).

S 032-009

- (6) Remove the support bracket (4) from the serrated plate (21).

S 032-010

- (7) Remove the heat shrinkable sleeve (26).

S 222-011

- (8) Measure and write the dimension between the guide arm (9) and the rod end (7) (View B-B).

NOTE: If the adjuster rod is broken, then hold the broken pieces together to measure the approximate dimension.

S 022-012

- (9) Remove the adjuster rod (8) from the rod end (7) and from the guide arm (9).

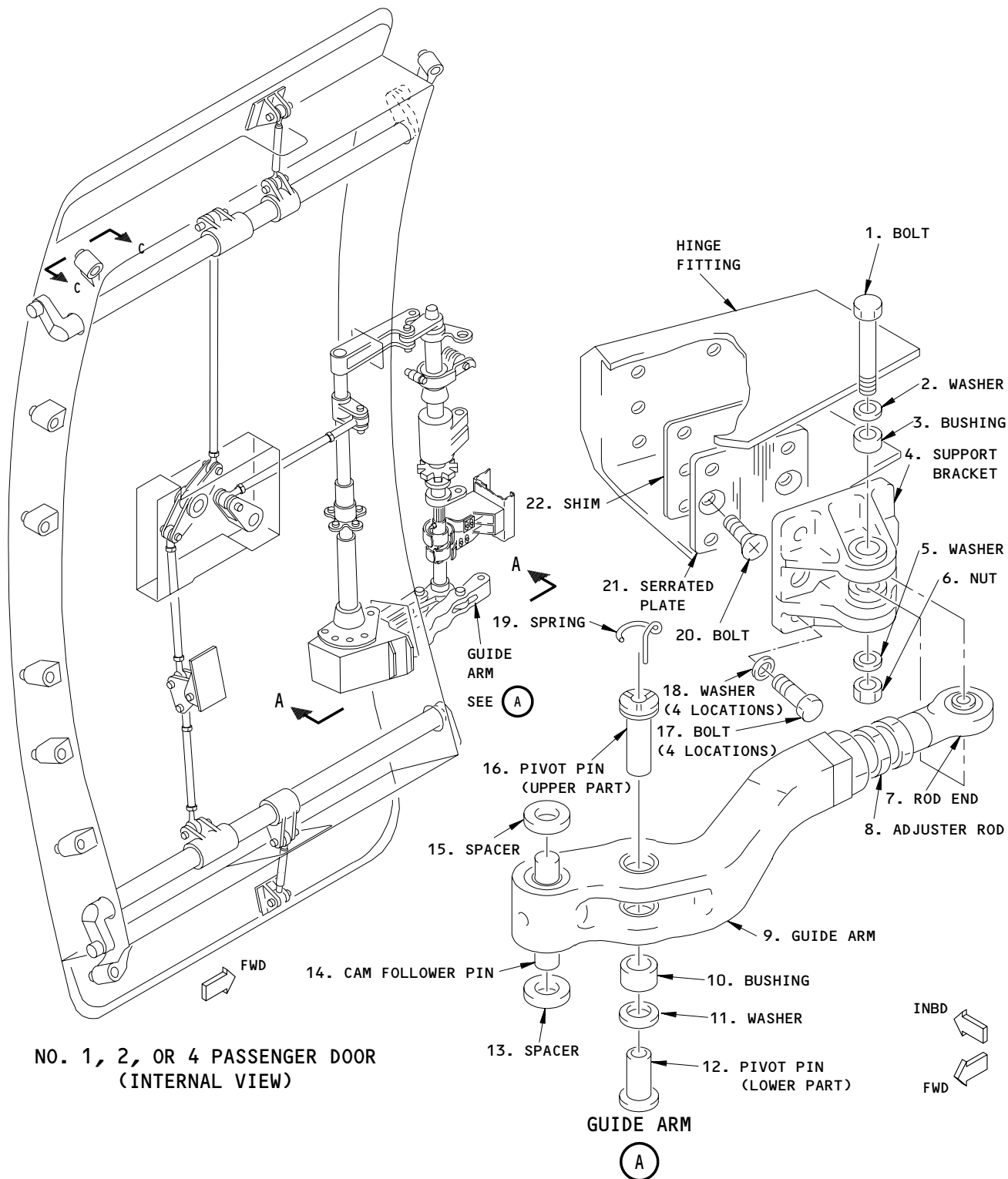
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Passenger Door Guide Arm
Figure 201 (Sheet 1)

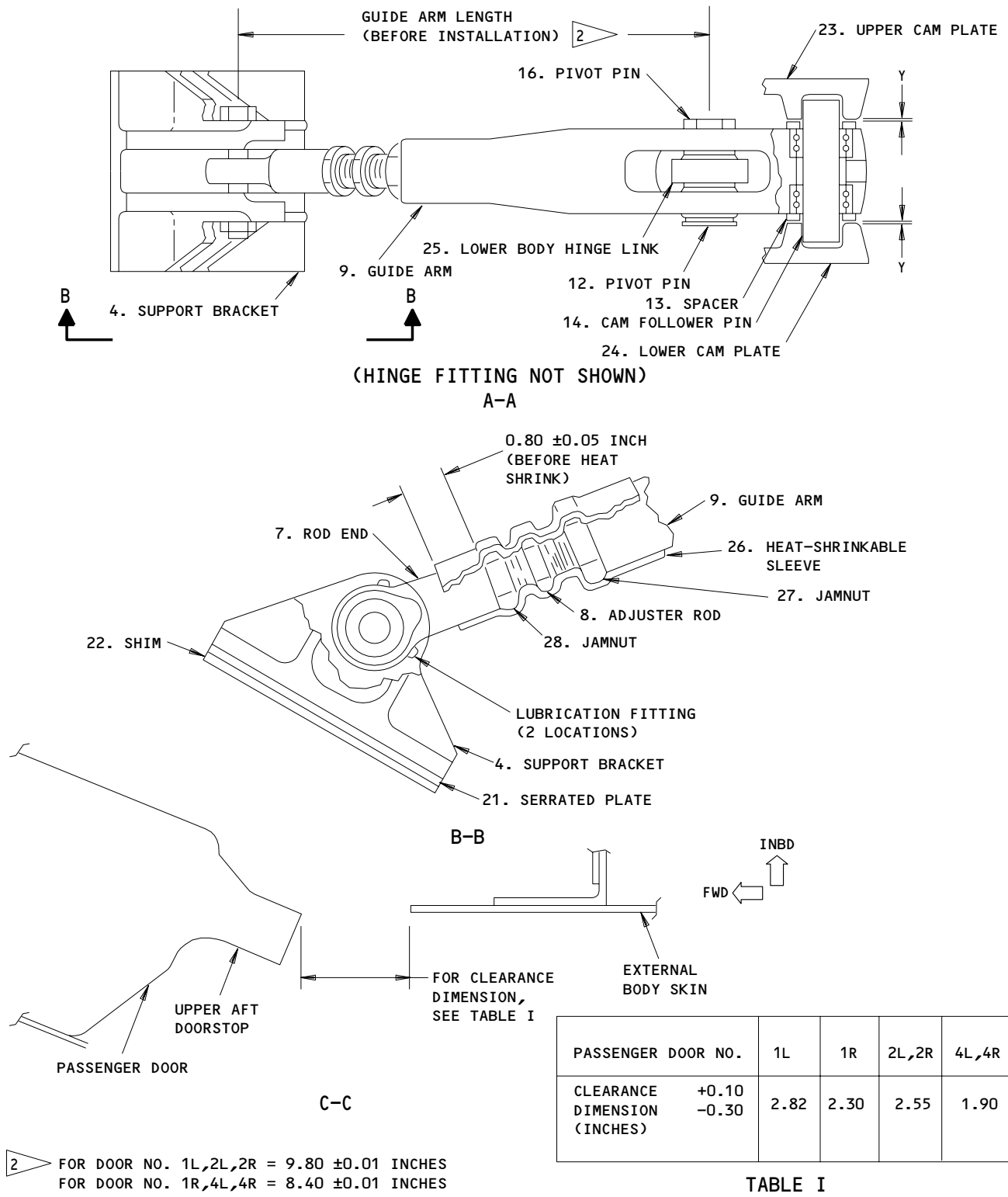
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Passenger Door Guide Arm
Figure 201 (Sheet 2)

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S 022-013

(10) Remove the jamnuts (27, 28) from the adjuster rod (8).

TASK 52-11-04-402-014

3. Install the Guide Arm Adjuster Rod (Fig. 201)

A. Parts

(1) This table is for the left No. 1 passenger door.

MM		NOMENCLATURE	IPC		
FIG	ITEM		SUBJECT	FIG	ITEM
201	4	Support Bracket	52-11-01	12	870
	7	Rod End		03	549
	8	Adjuster Rod			564
	26	Heat-Shrinkable Sleeve			543

(2) This table is for the right No. 1 passenger door.

MM		NOMENCLATURE	IPC		
FIG	ITEM		SUBJECT	FIG	ITEM
201	4	Support Bracket	52-11-01	22	40
	7	Rod End		04	339
	8	Adjuster Rod			336
	26	Heat-Shrinkable Sleeve			309

(3) This table is for the left and right No. 2 passenger doors.

MM		NOMENCLATURE	IPC		
FIG	ITEM		SUBJECT	FIG	ITEM
201	4	Support Bracket	52-11-01	24	700
	7	Rod End		02	169
	8	Adjuster Rod			174
	26	Heat-Shrinkable Sleeve			166

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(4) This table is for the left and right No. 4 passenger doors.

MM		NOMENCLATURE	IPC		
FIG	ITEM		SUBJECT	FIG	ITEM
201	4	Support Bracket	52-11-01	32 01	525
	7	Rod End			696
	8	Adjuster Rod			712
	26	Heat-Shrinkable Sleeve			684

B. Access

(1) Location Zones

- 831 No. 1 Passenger Door (Left)
- 832 No. 2 Passenger Door (Left)
- 836 No. 4 Passenger Door (Left)
- 841 No. 1 Passenger Door (Right)
- 842 No. 2 Passenger Door (Right)
- 846 No. 4 Passenger Door (Right)

C. Procedure

S 432-015

- (1) Put the heat shrinkable sleeve (26) on the guide arm (9).

S 422-016

- (2) Install the jamnuts (27, 28) on the adjuster rod (8).

S 422-017

- (3) Install the adjuster rod (8) into the rod end (7) and the guide arm (9).

S 822-018

- (4) Adjust the adjuster rod (8) to get the dimension between the rod end (7) and the guide arm (9) that was measured during the removal.

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S 432-019

- (5) Tighten the jamnuts (27, 28) with your fingers. Do not fully tighten the jamnuts (27, 28).

S 432-020

- (6) Install the four bolts (17) and the four washers (18) to attach the support bracket (4) to the serrated plate (21) on the hinge fitting.

NOTE: Use the marks made during the removal to install the support bracket (4) in the same position on the serrated plate (21).

S 822-021

- (7) Adjust the guide arm (9) (Refer to Adjust the Guide Arm paragraph).

S 822-022

- (8) If it was not done, adjust the cable travel at the emergency power spring cylinder (Ref 52-11-32).

TASK 52-11-04-002-023

4. Remove the Guide Arm (Fig. 201)

A. Equipment

- (1) Safety Pin Set – Passenger Door Emergency Power Reservoir, B52009-1

NOTE: The safety pin set is a set of two pins connected by a lanyard. If the safety pin set is not available, you can use two bolts (3/16-inch diameter by 1 1/4-inch grip) as an alternative. Install one bolt above and one bolt below the reservoir plunger. Attach tags to the bolts to identify the bolts for removal.

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B. References

- (1) 52-11-32/401, Emergency Power Trigger

C. Access

(1) Location Zones

831	No. 1 Passenger Door (Left)
832	No. 2 Passenger Door (Left)
836	No. 4 Passenger Door (Left)
841	No. 1 Passenger Door (Right)
842	No. 2 Passenger Door (Right)
846	No. 4 Passenger Door (Right)

D. Procedure

S 862-024

- (1) Move the mode selector lever to the DETACH position.

S 492-027

WARNING: MAKE SURE YOU INSTALL THE SAFETY PINS ON THE CORRECT EMERGENCY POWER RESERVOIR. ACCIDENTAL OPERATION OF THE EMERGENCY POWER RESERVOIR CAN CAUSE INJURY OR DAMAGE.

- (2) Install the safety pins on the correct emergency power reservoir.

NOTE: The reservoirs for the No. 1 passenger doors are left of the airplane center line above the ceiling between the doors. The reservoir for the right No. 1 door is left of the reservoir for the left No. 1 door. The reservoirs for the No. 2 and 4 passenger doors are above each door.

S 862-074

- (3) Open the door to the fully open position.

S 032-028

- (4) Remove the spring (19), the upper and the lower parts of the pivot pin (12, 16), the washer (11), and the bushing (10).

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- S 862-029
- (5) Move the door to the partially open position.
- S 932-030
- (6) If you will install the same guide arm, make a mark for the position of the support bracket (4) on the serrated plate (21).
- NOTE:** You will use this mark to install the support bracket (4) in the same position on the serrated plate (21).
- S 032-031
- (7) Remove the four bolts (17) and the washers (18) that attach the support bracket (4) to the serrated plate (21) on the hinge fitting.
- S 862-032
- (8) Open the door to the fully open position.
- S 862-033
- (9) Engage the hold-open lock.
- S 032-034
- (10) Twist the guide arm (9) to disengage the cam follower pin (14) from the tracks in the cam plates (23, 24) at the mid-point of the cam plates.
- S 022-035
- (11) Remove the guide arm (9) from between the cam plates (23, 24).
- S 022-036
- (12) Remove the spacers (13, 15).
- S 022-037
- (13) If you will install a new guide arm (9), remove the bolt (1), washers (2, 5), bushing (3), and nut (6) to disconnect the guide arm (9) from the support bracket (4).

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TASK 52-11-04-402-037

5. Install the Guide Arm (Fig. 201)

A. Parts

(1) This table is for the left No. 1 passenger doors.

MM		NOMENCLATURE	IPC		
FIG	ITEM		SUBJECT	FIG	ITEM
201	3	Bushing	52-11-01	03	525
	4	Support Bracket		12	870
	9	Guide Arm			546
	10	Bushing			540
	26	Heat-Shrinkable Sleeve		03	543

(2) This table is for the right No. 1 passenger door.

MM		NOMENCLATURE	IPC		
FIG	ITEM		SUBJECT	FIG	ITEM
201	3	Bushing	52-11-01	04	308
	4	Support Bracket		22	40
	9	Guide Arm		04	311
	10	Bushing			291
	26	Heat-Shrinkable Sleeve			309

(3) This table is for the left and right No. 2 passenger doors.

MM		NOMENCLATURE	IPC		
FIG	ITEM		SUBJECT	FIG	ITEM
201	3	Bushing	52-11-01	02	165
	4	Support Bracket		24	700
	9	Guide Arm (Left)			167
		Guide Arm (Right)			168
	10	Bushing			160
26	Heat-Shrinkable Sleeve		166		

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(4) This table is for the left and right No. 4 passenger doors.

MM		NOMENCLATURE	IPC		
FIG	ITEM		SUBJECT	FIG	ITEM
201	3	Bushing	52-11-01	32	520
	4	Support Bracket			525
	9	Guide Arm (Left)			688
		Guide Arm (Right)	692		
	10	Bushing		406	
	26	Heat-Shrinkable Sleeve	01	684	

B. Access

(1) Location Zones

- 831 No. 1 Passenger Door (Left)
- 832 No. 2 Passenger Door (Left)
- 836 No. 4 Passenger Door (Left)
- 841 No. 1 Passenger Door (Right)
- 842 No. 2 Passenger Door (Right)
- 846 No. 4 Passenger Door (Right)

C. Procedure

S 862-038

- (1) Move the door to the fully open position.

S 862-039

- (2) Engage the hold-open lock.

S 422-040

- (3) If you install a new guide arm (9), then do these steps:
- (a) Set the initial length of the guide arm (9) before the installation as shown.
 - (b) Tighten the jamnut (27), but do not tighten it fully.
 - (c) Tighten the jamnut (28), but do not tighten it fully.

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- (d) Put the heat-shrinkable sleeve (26) on the guide arm (9). Do not heat-shrink the sleeve (26).
- (e) Install the bolt (1), washers (2, 5), bushing (3), and nut (6) to connect the guide arm (9) to the support bracket (4). Do not fully tighten the nut (6).

S 432-041

- (4) Put one spacer (13, 15) on each end of the cam follower pin (14).

S 432-042

- (5) Put the cam follower pin (14) at the mid-point of the cam plates (23, 24).

S 422-042

- (6) With the cam follower pin (14) horizontal, move the guide arm (9) between the cam plates (23, 24).

S 422-043

- (7) Twist guide arm (9) to engage the cam follower pin (14) with the tracks in the cam plates (23, 24).

S 422-044

- (8) Move the guide arm (9) with your hand, within the cam plates (23, 24), until the lower body hinge link (25) fits into the slot in the guide arm (9).

S 432-045

- (9) Install the lower part of the pivot pin (12), with the clamp-up spacer (10) and the washer (11) from below.

NOTE: If it is necessary, you can move the door a small distance in the close direction to install the pivot pin components.

S 432-046

- (10) Install the upper part of the pivot pin (16) from above.

S 432-047

- (11) Tighten the pivot pins (12, 16) to seat the bushing (10). Do not tighten the pivot pins (12, 16) more than 100 pound-inches.

S 032-048

- (12) Back off the upper pivot pin (16) as necessary to align the first available keyway.

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S 222-049

- (13) Move the door in the close direction. Make sure the distance Y is equal on each end of the cam follower pin (14) (View A-A).

NOTE: The distance Y is between the guide arm spacer (13) and the cam plate (24).

S 432-050

- (14) If the clearances are not equal, add a thin washer between the lower body hinge link (25) and the guide arm (9) at the pivot pin (12, 16) to get equal clearances within 0.02 inch.

S 432-051

- (15) Install the lockspring (19).

S 862-052

- (16) Move the door to the cocked position.

S 422-053

- (17) Install the four washers (18) and the bolts (17) to attach the support bracket (4) to the serrated plate (21).

NOTE: If you install the same guide arm that was removed, then attach the support bracket (4) at the mark on the serrated plate made during the removal.

- (a) Install the bolts (17) approximately in the middle of the slots in the support bracket (4).

S 822-054

- (18) Adjust the guide arm (9) (Refer to Adjust the Guide Arm paragraph).

S 822-055

- (19) If it was not done, adjust the cable travel at the emergency power spring cylinder (Ref 52-11-32).

TASK 52-11-04-822-056

6. Adjust the Guide Arm (Fig. 201)

A. General

- (1) The instructions are given to adjust the guide arm after the installation of the guide arm adjuster rod or the guide arm. These adjustments are for the correct movement of the door when it is opened and closed.

NOTE: You must adjust the guide arm with the airplane on its landing gear. Do not try to do the adjustments with the airplane on jacks.

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B. Equipment

- (1) Safety Pin Set – Passenger Door Emergency Power Reservoir, B52009-1

NOTE: The safety pin set is a set of two pins connected by a lanyard. If the safety pin set is not available, you can use two bolts (3/16-inch diameter by 1 1/4-inch grip) as an alternative. Install one bolt above and one bolt below the reservoir plunger. Attach tags to the bolts to identify the bolts for removal.

C. Parts

- (1) This table is for the left No. 1 passenger door.

MM		NOMENCLATURE	IPC		
FIG	ITEM		SUBJECT	FIG	ITEM
201	4	Support Bracket	52-11-01	12	870
	21	Serrated Plate			910
	22	Shim			905
	26	Heat Shrinkable Sleeve		03	543

- (2) This table is for the right No. 1 passenger door.

MM		NOMENCLATURE	IPC		
FIG	ITEM		SUBJECT	FIG	ITEM
201	4	Support Bracket	52-11-01	22	40
	21	Serrated Plate			20
	22	Shim			25
	26	Heat Shrinkable Sleeve		04	309

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(3) This table is for the left and right No. 2 passenger doors.

MM		NOMENCLATURE	IPC		
FIG	ITEM		SUBJECT	FIG	ITEM
201	4	Support Bracket	52-11-01	24	700
	21	Serrated Plate			730
	22	Shim			740
	26	Heat Shrinkable Sleeve	02	166	

(4) This table is for the left and right No. 4 passenger doors.

MM		NOMENCLATURE	IPC		
FIG	ITEM		SUBJECT	FIG	ITEM
201	4	Support Bracket	52-11-01	32	525
	21	Serrated Plate			560
	22	Shim			565
	26	Heat Shrinkable Sleeve	01	684	

D. References

- (1) 12-21-18/301, No. 1, 2 and 4 Passenger Door
- (2) 52-11-32/401, Emergency Power Trigger

E. Access

(1) Location Zones

- 831 No. 1 Passenger Door (Left)
- 832 No. 2 Passenger Door (Left)
- 836 No. 4 Passenger Door (Left)
- 841 No. 1 Passenger Door (Right)
- 842 No. 2 Passenger Door (Right)
- 846 No. 4 Passenger Door (Right)

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F. Procedure

S 212-057

- (1) Try to latch the door. Make sure the four latch rollers on the door go near the latch cams on the body at the same time.

S 822-058

- (2) If the four latch rollers do not go near the latch cams at the same time, then do these steps:
 - (a) If the forward latch rollers are too close and the aft latch rollers are too far from the latch cams, then do these steps:
 - 1) Loosen the jamnuts (27, 28).
 - 2) Increase the length of the guide arm (9) a small distance.
 - 3) Loosen the bolts (17).
 - 4) Move the support bracket (4) forward two serrations.
 - 5) Do the check again.
 - (b) If the forward latch rollers are too far and the aft latch rollers are too close to the latch cams, then do these steps:
 - 1) Loosen the jamnuts (27, 28).
 - 2) Decrease the length of the guide arm (9) a small distance.
 - 3) Loosen the bolts (17).
 - 4) Move the support bracket (4) aft one serration.
 - 5) Do the check again.

S 822-059

- (3) Make sure the door latches and the stops are correctly adjusted (Ref 52-11-00).

S 722-060

- (4) Do a check of the guide arm for preloading as follows:
 - (a) Open the door to the fully open position.
 - (b) Remove the nut (6) where the guide arm connects to the support bracket (4).
 - (c) Close and latch the door.
 - (d) Remove the lower hinge cover.

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- (e) Make sure you can move the bolt (1) that connects the guide arm (9) to the support bracket (4) up and down without interference.
- (f) If you cannot move the bolt (1) without interference, then do these steps:
 - 1) Loosen the jamnuts (27, 28) on the guide arm (9).
 - 2) Turn the adjuster rod (8) to increase or decrease the length of the guide arm to permit the bolt (1) to move up and down without interference.
- (g) Open the door to the fully open position.

S 432-061

- (5) Tighten the jamnut (27) to 650-700 pound-inches.

S 432-062

- (6) Tighten the jamnut (28) to 350-400 pound-inches.

S 642-063

- (7) Apply grease to the threads of nut (6).

S 432-064

- (8) Install the nut (6) on the bolt (1) to connect the guide arm (9) to the support bracket (4).

S 432-065

- (9) Tighten the bolt (1) to 150-200 pound-inches.

S 432-066

- (10) Pull the heat-shrinkable sleeve (26) on the jamnuts (27, 28) as shown (View B-B). Make sure the drain holes in the sleeve (26) point down.

S 882-067

- (11) Heat-shrink the sleeve (26) around the jamnuts (27, 28).

S 412-068

- (12) Install the lower hinge cover.

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S 822-069

- (13) Adjust the clearance between the upper aft doorstop and the external body skin as follows:
- (a) Close and latch the door.
 - (b) Unlatch and open the door until the upper aft doorstop aligns with the external body skin as shown in View C-C.
 - (c) Move the door in and out a small distance to get the nearest dimension between the edge of the doorstop and the external body skin. Make sure the closest dimension is as specified (View C-C).
 - (d) If a gap adjustment is necessary, mark the position of the support bracket (4, View A) on the serrated plate (21) on door hinge fitting, so that the support bracket can subsequently be attached at the same position.
 - (e) To increase or decrease the clearance, do the steps that follow:
 - 1) Remove the bolts (17) and the washers (18) to remove the support bracket (4).
 - 2) Remove the bolts (20), and remove the serrated plate (21).
 - 3) Add or remove the shims (22) as necessary to decrease or increase the clearance.
 - 4) Install the serrated plate (21) with the bolts (20).
 - 5) Install the support bracket (4) with the washers (18) and the bolts (17).

S 712-070

- (14) With the door latched, use the exterior handles to open the door. Observe the outer handle roller bearing position on the basket cam surface as follows:
- (a) Move the door through the opening by holding the assist handle on the aft door frame, the outer handle will rotate 180 degrees and retract when roller bearings line up with basket cam slot.

NOTE: Handle retraction problems can be caused by lack of lubrication. Make sure the handle roller bearings and handle shaft are lubricated.

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- (b) If the exterior handles will not stow in the recess, adjust the length of the cocking pushrod to permit the exterior handles to stow.
- (c) Make sure the exterior handles rotate 180 degrees, and retract when the roller bearing aligns with the slot in the basket cam. If the outer handles rotate less than 180 degrees, move the support bracket aft on the serrated plate.

S 822-071

- (15) Adjust the cable travel at the emergency power spring cylinder (Ref 52-11-32).

S 642-072

- (16) Lubricate the rod end bearing of the guide arm (Ref 12-21-18).

S 092-073

- (17) Remove the safety pins from the emergency power reservoir.

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NO. 1, 2, AND 4 PASSENGER DOOR HOLD-OPEN LOCK AND
UPPER HINGE LINK - REMOVAL/INSTALLATION

1. General

- A. This procedure gives the instructions to remove and install the hold-open lock and the upper hinge link for the No. 1, 2, and 4 passenger doors. The hold-open lock and the upper hinge link are on the body torque tube.

TASK 52-11-08-004-001

2. Prepare to Remove the Hold-Open Lock or the Upper Hinge Link (Fig. 401)

A. Equipment

- (1) Safety Pin Set - Passenger Door Emergency Power Reservoir, B52009-1

NOTE: The safety pin set is a set of two pins connected by a lanyard. If the safety pin set is not available, you can use two bolts (3/16-inch diameter by 1 1/4-inch grip) as an alternative. Install one bolt above and one bolt below the reservoir plunger. Attach tags to the bolts to identify the bolts for removal.

B. Consumable Materials

- (1) D00633 Grease - BMS 3-33 (Preferred)
(2) D00013 Grease - MIL-PRF-23827 (Supersedes MIL-G-23827) (Alternate)
(3) A00247 Sealant, Chromate Type - BMS 5-95, Type I, Class B or C

C. References

- (1) 52-11-01/401, No. 1, 2 and 4 Passenger Door
(2) 52-11-08/801, No. 1, 2 and 4 Passenger Door Hold-Open Lock

D. Access

- (1) Location Zones
- | | |
|-----|------------------------------|
| 831 | No. 1 Passenger Door (Left) |
| 832 | No. 2 Passenger Door (Left) |
| 836 | No. 4 Passenger Door (Left) |
| 841 | No. 1 Passenger Door (Right) |
| 842 | No. 2 Passenger Door (Right) |
| 846 | No. 4 Passenger Door (Right) |

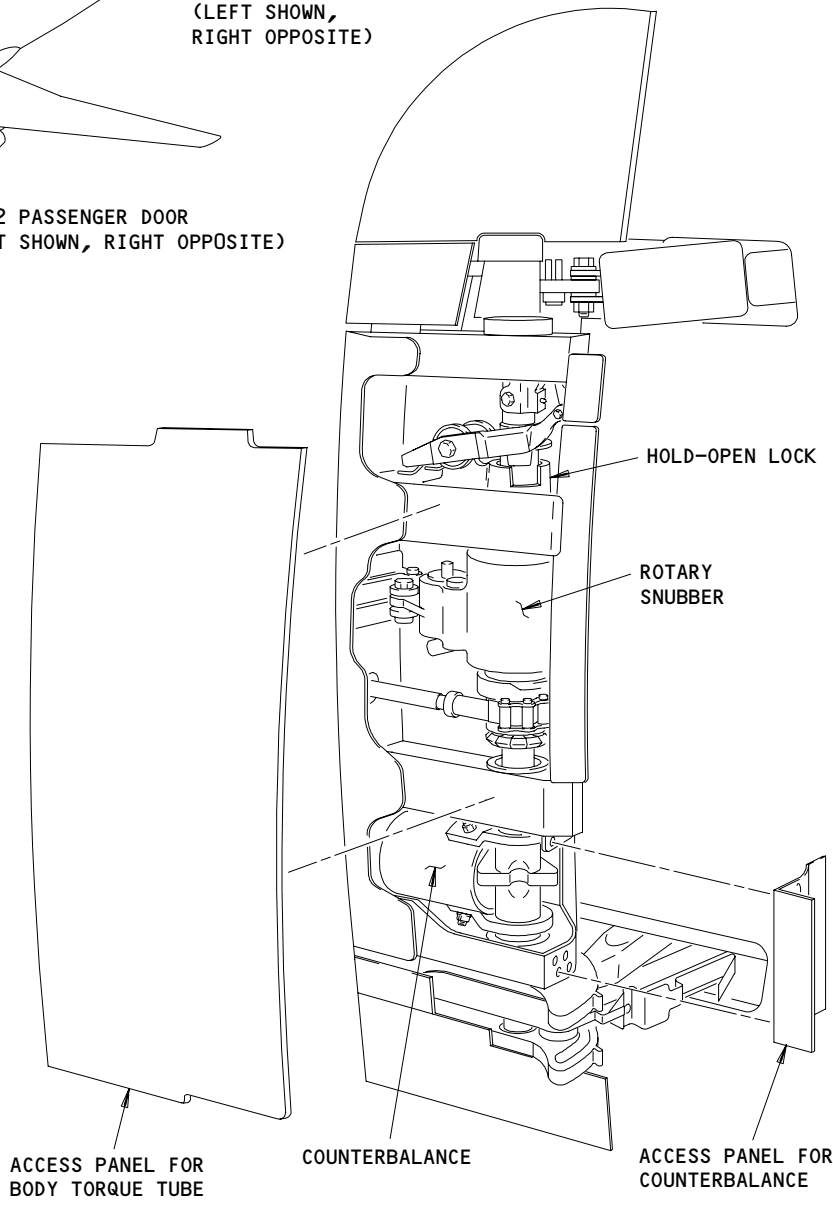
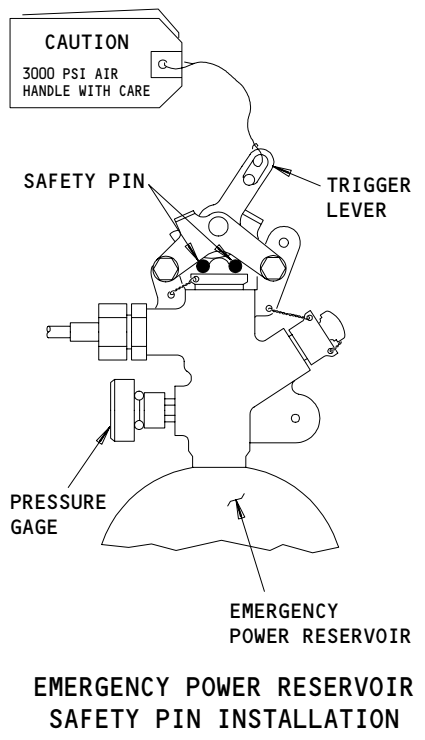
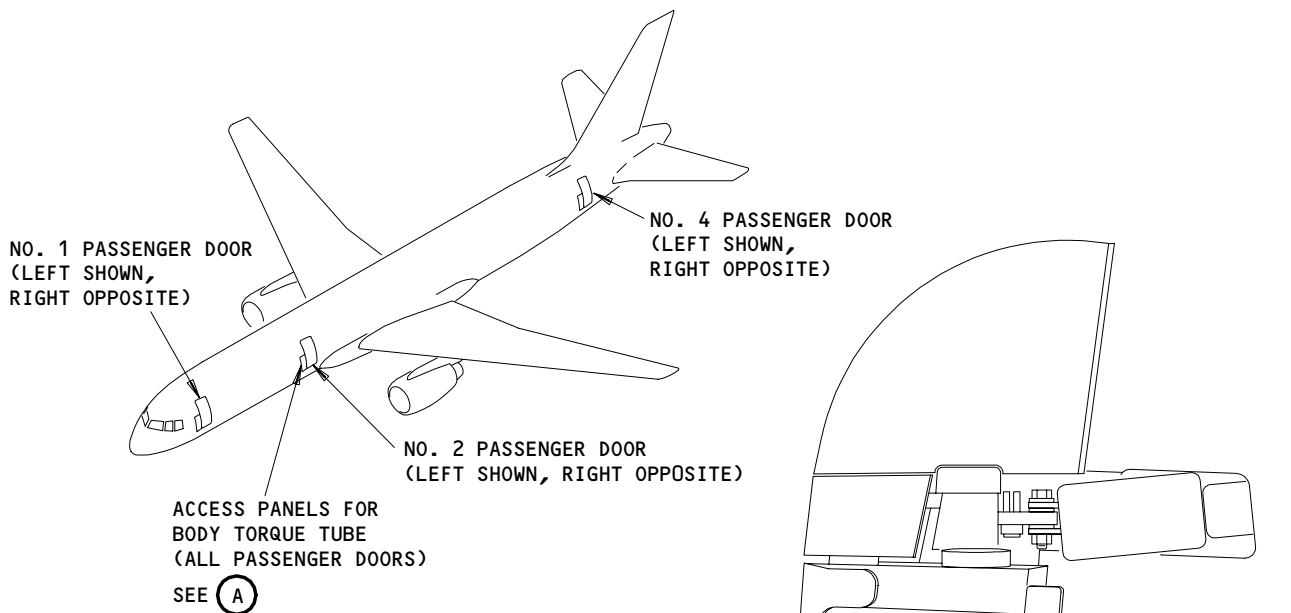
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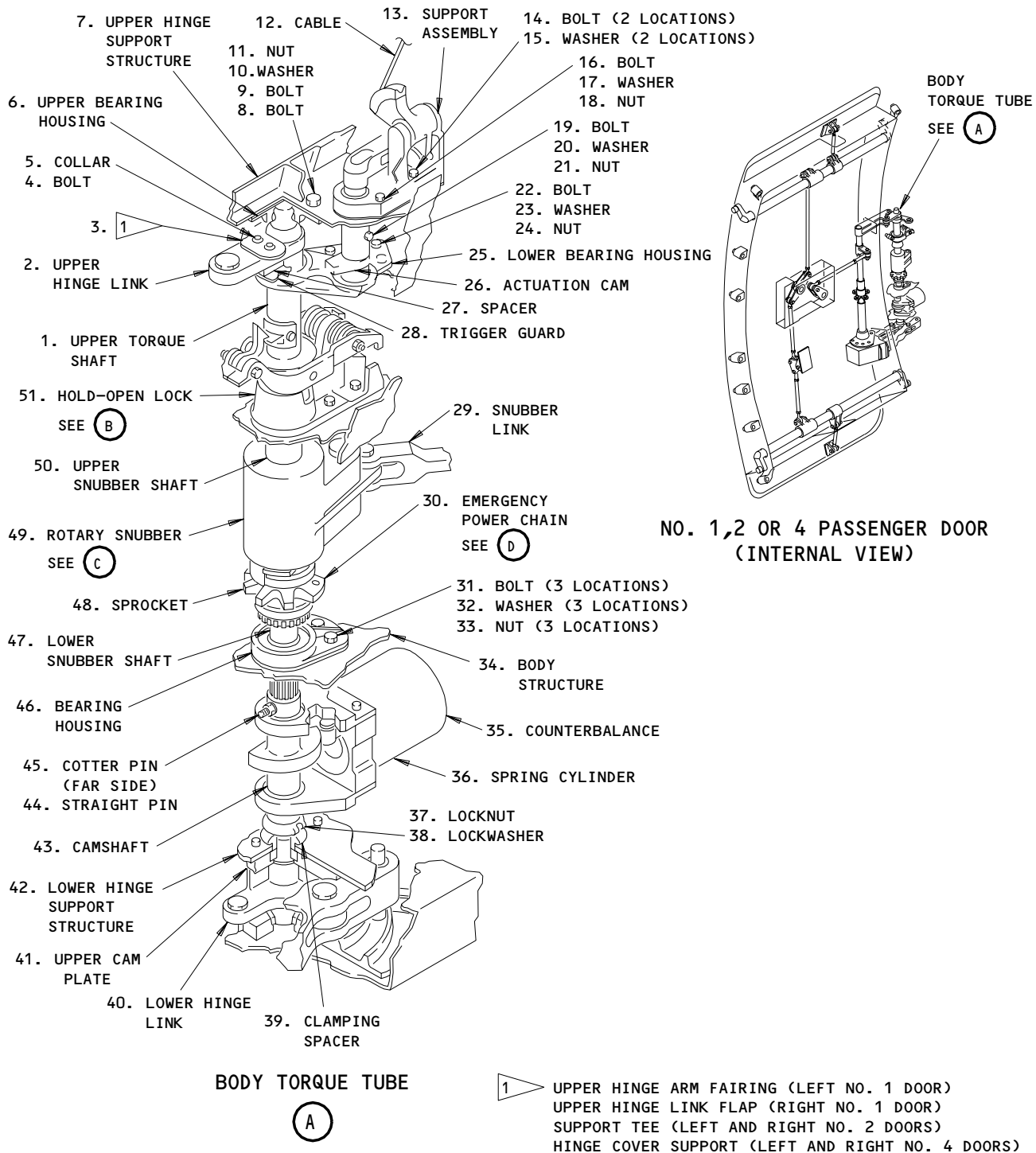
ACCESS PANELS FOR BODY TORQUE TUBE
(EXAMPLE)
(A)

Preparation for Hold-Open Lock and Upper Hinge Link Removal and Installation
Figure 401

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Body Torque Tube
Figure 402 (Sheet 1)

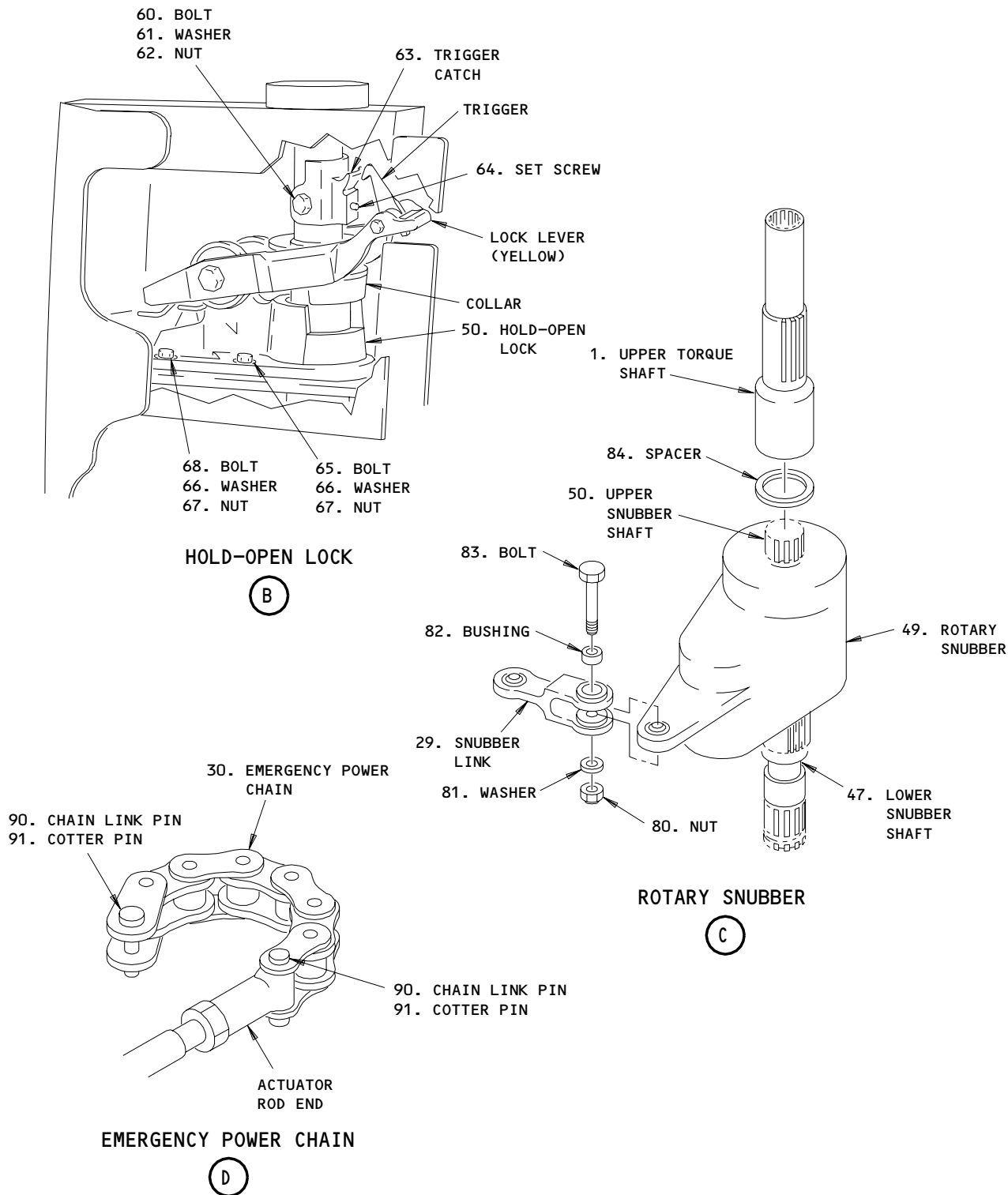
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Body Torque Tube
Figure 402 (Sheet 2)

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E. Procedure

S 034-004

- (1) Remove the passenger door (Ref 52-11-01).

NOTE: If a split hold-open lock collar will be installed, do not remove the door. Use the steps in (AMM 52-11-08/801) to install a new hold-open lock split collar.

S 494-005

WARNING: MAKE SURE YOU INSTALL THE SAFETY PINS ON THE CORRECT EMERGENCY POWER RESERVOIR. THE ACCIDENTAL OPERATION OF THE EMERGENCY POWER RESERVOIR CAN CAUSE INJURY OR DAMAGE.

- (2) Install the safety pins on the correct emergency power reservoir.

NOTE: The reservoirs for the No. 1 passenger doors are left of the the airplane centerline above the ceiling between the doors. The reservoir for the right No. 1 door is left of the reservoir for the left No. 1 door. The reservoirs for the No. 2 and 4 passenger doors are above each door.

S 014-006

- (3) Remove the access panel for the body torque tube.

S 034-007

- (4) Loosen the setscrew (64) on the trigger catch (63) (View B, Fig. 402).

S 034-008

- (5) Remove the bolt (60), nut (62), and washer (61). Remove the trigger catch (63).

S 034-009

- (6) Move the upper torque shaft (1) up against the upper hinge link (2).

S 434-010

- (7) Attach the upper torque shaft (1) to hold it in this position.

S 034-013

- (8) Remove the cotter pin (45) and the straight pin (44) at the upper end of the counterbalance camshaft (43).

S 034-014

- (9) Lift the counterbalance (35) until the lower end of the camshaft (43) is clear of the lower hinge link (40).

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S 434-015

- (10) Temporarily attach the counterbalance (35) in the lifted position.

S 034-016

- (11) Loosen the locknut (37) and lift the clamping spacer (39) as far as possible.

S 034-017

- (12) Push the lower hinge link (40) down as far as possible.

S 034-018

- (13) Remove the locknut (37), lockwasher (38), and clamping spacer (39).

S 034-019

- (14) Remove the two cotter pins (91) and the two chain link pins (90) to disconnect the emergency power chain (30) from the sprocket (48).

S 034-020

- (15) Remove the bolt (83), nut (80), washer (81), and bushing (82) to disconnect the rotary snubber (49) from the snubber link (29).

S 034-021

- (16) Turn the snubber link (29) forward until it is clear of the rotary snubber (49).

S 034-022

- (17) Remove the three bolts (31), nuts (33), and washers (32) to disconnect the bearing housing (46) from the body structure (34).

S 014-105

- (18) Remove the access panel for the counterbalance.

NOTE: The panel is found on the doorway frame. Removal of the panel will make it easier to adjust the rotary snubber and counterbalance.

S 034-024

- (19) Turn the rotary snubber (49) and the counterbalance (35) until these conditions occur:
- (a) The rotary snubber (49) is as far outboard and forward as possible.
 - (b) The counterbalance (35) is as far inboard and aft as possible.

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TASK 52-11-08-004-025

3. Remove the Hold-Open Lock (Fig. 402)

A. Access

(1) Location Zones

- 831 No. 1 Passenger Door (Left)
- 832 No. 2 Passenger Door (Left)
- 836 No. 4 Passenger Door (Left)
- 841 No. 1 Passenger Door (Right)
- 842 No. 2 Passenger Door (Right)
- 846 No. 4 Passenger Door (Right)

B. Procedure

S 034-027

- (1) Let the upper torque shaft (1) move down out of the hold-open lock (51).

NOTE: If it is necessary, move the rotary snubber and the counterbalance assembly to get sufficient clearance.

S 024-028

- (2) Remove the bolts (65, 68), nuts (67) and washers (66).

S 024-029

- (3) Remove the hold-open lock body (51).

TASK 52-11-08-404-030

4. Install the Hold-Open Lock (Fig. 402)

A. Consumable Materials

- (1) D00633 Grease - BMS 3-33 (Preferred)
- (2) D00013 Grease - MIL-PRF-23827 (Supersedes MIL-G-23827) (Alternate)
- (3) A00247 Sealant, Chromate Type - BMS 5-95, Type I, Class B or C

B. Parts

- (1) This table is for the Left No. 1 Passenger Door.

AMM		NOMENCLATURE	AIPC		
FIG	ITEM		SUBJECT	FIG	ITEM
402	2	Upper Hinge Link	52-11-01	03	255
	51	Hold-Open Lock			333
	65	Bolt			336
	66	Washer			342
	67	Nut			345
	68	Bolt			339

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(2) This table is for the Right No. 1 Passenger Door.

AMM		NOMENCLATURE	AIPC		
FIG	ITEM		SUBJECT	FIG	ITEM
402	2	Upper Hinge Link	52-11-01	04	126
	51	Hold-Open Lock			452
	65	Bolt			416
	66	Washer			419
	67	Nut			422
	68	Bolt			413

(3) This table is for the Left and Right No. 2 Passenger Doors.

AMM		NOMENCLATURE	AIPC		
FIG	ITEM		SUBJECT	FIG	ITEM
402	2	Upper Hinge Link (Left)	52-11-01	02	100
		Upper Hinge Link (Right)			105
	51	Hold-Open Lock			315
	65	Bolt			325
	66	Washer			335
	67	Nut			340
	68	Bolt			320

(4) This table is for the Left and Right No. 4 Passenger Doors.

AMM		NOMENCLATURE	AIPC		
FIG	ITEM		SUBJECT	FIG	ITEM
402	2	Upper Hinge Link (Left)	52-11-01	01	372
		Upper Hinge Link (Right)			376
	51	Hold-Open Lock			548
	65	Bolt			554
	66	Washer			555
	67	Nut			556
	68	Bolt			553

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C. Access

(1) Location Zones

831	No. 1 Passenger Door (Left)
832	No. 2 Passenger Door (Left)
836	No. 4 Passenger Door (Left)
841	No. 1 Passenger Door (Right)
842	No. 2 Passenger Door (Right)
846	No. 4 Passenger Door (Right)

D. Procedure

S 394-031

- (1) Apply fay surface sealant to the faying surfaces of the hold-open lock (51).

S 424-032

- (2) Hold the hold-open lock (51) in the correct position and install the bolts (68, 65), washers (66), and nuts (67).

S 434-033

- (3) Move the upper torque shaft (1) up through the hold-open lock (51) to engage the splines on the upper hinge link (2).

NOTE: Shaft alignment is keyed by missing spline.

S 434-034

- (4) Move the upper torque shaft (1) up against the upper hinge link (2), and temporarily attach it in this position.

S 644-035

- (5) Apply grease to the mating surfaces of the collar and the base of the hold-open lock (51).

S 644-036

- (6) Fill the space between the hold-open lock (51) and the upper torque shaft (1) with grease.

S 434-037

- (7) Do the steps in Put the Airplane Back to Its Initial Condition.

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TASK 52-11-08-004-038

5. Remove the Upper Hinge Link

A. Access

(1) Location Zones

831	No. 1 Passenger Door (Left)
832	No. 2 Passenger Door (Left)
836	No. 4 Passenger Door (Left)
841	No. 1 Passenger Door (Right)
842	No. 2 Passenger Door (Right)
846	No. 4 Passenger Door (Right)

B. Procedure

S 034-039

- (1) Let the upper torque shaft (1) move down until it is clear of the upper hinge link (2).

S 034-040

- (2) Remove the bolt (19) that attaches the actuation cam (26) to the shaft on the support assembly (13).

S 034-041

- (3) Remove the bolt (16) and the bolts (14) that attach the support assembly (13) to the upper hinge support structure (7).

S 034-042

- (4) Lift the support assembly (13) until the shaft is clear of the actuation cam (26).

S 034-043

- (5) Disconnect the support assembly (13) from the cable (12).

S 034-044

- (6) Remove the support assembly (13).

S 034-045

- (7) Pull the actuation cam (26) up and out of the lower bearing housing (25).

S 034-046

- (8) Remove the actuation cam (26).

S 034-047

- (9) Remove the collars (5) and the bolts (4) from the upper hinge link (2).

S 034-048

- (10) For the left No. 1 door, remove the upper hinge link fairing (3), spacer (27), and trigger guard (28).

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S 034-049

- (11) For the right No. 1 door, remove the upper hinge link flap (3), spacer (27), and trigger guard (28).

S 034-050

- (12) For the left or right No. 2 door, remove the support tee (3), spacer (27), and trigger guard (28).

S 034-051

- (13) For the left or right No. 4 door, remove the hinge cover support (3) and the trigger guard (28).

S 034-052

- (14) Remove the bolts (8,9) that attach the upper bearing housing (6) to the upper hinge support structure (7).

S 034-053

- (15) Remove the bolts (22) that attach the lower bearing housing (25) to the upper hinge support structure (7).

S 034-054

- (16) Pull the upper bearing housing (6) down as far as possible.

S 024-055

- (17) Turn the upper hinge link (2), upper bearing housing (6), and lower bearing housing (25) and remove them from the upper hinge support structure (7).

S 024-056

- (18) Remove the upper bearing housing (6) and the lower bearing housing (25) from the upper hinge link (2).

TASK 52-11-08-404-057

6. Install the Upper Hinge Link

A. Parts

- (1) This table is for the Left No. 1 Passenger Door.

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AMM		NOMENCLATURE	AIPC				
FIG	ITEM		SUBJECT	FIG	ITEM		
402	2	Upper Hinge Link	52-11-01	03	255		
	3	Upper Hinge Arm Fairing			78		
	4	Bolt			36		
	5	Collar			60		
	6	Bearing Housing			267		
	9	Bolt			234		
	10	Washer			237		
	11	Nut			240		
	13	Support Assembly			52-11-30	03	546
	19	Bolt					520
	20	Washer	525				
	21	Nut	530				
	22	Bolt	52-11-01	03	270		
	23	Washer			273		
	24	Nut			276		
	25	Bearing Housing			246		
	26	Actuator Cam	52-11-30	03	570		
	27	Spacer	52-11-01	03	84		
	28	Trigger Guard			81		

(2) This table is for the Right No. 1 Passenger Door.

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AMM		NOMENCLATURE	AIPC				
FIG	ITEM		SUBJECT	FIG	ITEM		
402	2	Upper Hinge Link	52-11-01	04	126		
	3	Upper Hinge Link Flap			24		
	4	Bolt			99		
	5	Collar			102		
	6	Bearing Housing			54		
	9	Bolt			57		
	10	Washer			60		
	11	Nut			63		
	13	Support Assembly			52-11-30	01	535
	19	Bolt					470
	20	Washer					475
	21	Nut					480
	22	Bolt			52-11-01	04	141
	23	Washer	143				
	24	Nut	146				
	25	Bearing Housing			138		
	26	Actuator Cam	52-11-30	01	530		
	27	Spacer	52-11-01	04	105		
	28	Trigger Guard			123		

(3) This table is for the Left and Right No. 2 Passenger Doors.

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AMM		NOMENCLATURE	AIPC		
FIG	ITEM		SUBJECT	FIG	ITEM
402	2	Upper Hinge Link (Left)	52-11-01	02	100
		Upper Hinge Link (Right)			105
	3	Support Tee (Left)			130
		Support Tee (Right)			135
	4	Bolt			75
	5	Collar			77
	6	Bearing Housing (Left)			195
		Bearing Housing (Right)			196
	8	Bolt			200
	9	Bolt			205
	10	Washer			210
	11	Nut			215
	13	Support Assembly (Left)	52-11-40	01	430
		Support Assembly (Right)			435
	19	Bolt			315
	20	Washer			335
	21	Nut			340
	22	Bolt	53-33-51	20	20
	23	Washer			25
	24	Nut			30
	25	Bearing Housing (Left)			10
		Bearing Housing (Right)			15
	26	Actuator Cam (Left)	52-11-40	01	550
		Actuator Cam (Right)			555
	27	Spacer	52-11-01	02	79
	28	Trigger Guard			78

(4) This table is for the Left and Right No. 4 Passenger Doors.

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AMM		NOMENCLATURE	AIPC		
FIG	ITEM		SUBJECT	FIG	ITEM
402	2	Upper Hinge Link (Left)	52-11-01	01	372
		Upper Hinge Link (Right)			376
	3	Hinge Cover Support (Left)			169
		Hinge Cover Support (Right)			170
	4	Bolt			356
	5	Collar			360
	6	Bearing Housing (Left)			268
		Bearing Housing (Right)			270
	8	Bolt			271
	9	Bolt			272
	10	Washer			273
	11	Nut			274
	13	Support Assembly (Left)	52-11-30	02	665
		Support Assembly (Right)			670
	19	Bolt			555
	20	Washer			560
	21	Nut			565
	22	Bolt	53-63-51	06	20
	23	Washer			25
	24	Nut			30
	25	Bearing Housing (Left)			10
		Bearing Housing (Right)			15
	26	Actuator Cam (Left)	52-11-30	02	630
		Actuator Cam (Right)			635
	28	Trigger Guard	52-11-01	01	364

B. Access

(1) Location Zones

- 831 No. 1 Passenger Door (Left)
- 832 No. 2 Passenger Door (Left)
- 836 No. 4 Passenger Door (Left)
- 841 No. 1 Passenger Door (Right)
- 842 No. 2 Passenger Door (Right)
- 846 No. 4 Passenger Door (Right)

C. Procedure

S 424-058

- (1) Install the lower bearing housing (25) and the upper bearing housing (6) on the upper hinge link (2).

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- S 424-059
- (2) Set the upper hinge link (2) in position on the upper hinge support structure (7).
- S 434-060
- (3) Install the bolts (22), washers (23), and nuts (24) to attach the lower bearing housing (25) to the upper hinge support structure (7).
- S 644-061
- (4) Fill the bearing space with grease.
- S 434-062
- (5) Push the upper bearing housing (6) up into position.
- S 434-063
- (6) Install the bolts (8,9), washers (10), and nuts (11) to attach the upper bearing housing (6) to the upper hinge support structure (7).
- S 424-064
- (7) For the left No. 1 door, do these steps:
- (a) Put the upper hinge arm fairing (3) into position on the top side of the upper hinge link (2).
 - (b) Put the spacer (27) and the trigger guard (28) into position on the bottom side of the upper hinge link (2).
 - (c) Install the bolts (4) and the collars (5).
- S 424-065
- (8) For the right No. 1 door, do these steps:
- (a) Put the upper hinge link flap (3) into position on the top side of the upper hinge link (2).
 - (b) Put the spacer (27) and the trigger guard (28) into position on the bottom side of the upper hinge link (2).
 - (c) Install the bolts (4) and the collars (5).
- S 424-066
- (9) For the left or right No. 2 door, do these steps:
- (a) Put the support tee (3) into position on the top side of the upper hinge link (2).
 - (b) Put the spacer (27) and the trigger guard (28) into position on the bottom side of the upper hinge link (2).
 - (c) Install the bolts (4) and the collars (5).
- S 424-067
- (10) For the left or right No. 4 door, do these steps:
- (a) Put the hinge cover support (3) and the trigger guard (28) into position on the bottom side of the upper hinge link (2).
 - (b) Install the bolts (4) and the collars (5).

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S 434-068

- (11) Set the actuator cam (26) into position in the lower bearing housing (25) with the cam in the aft direction.

S 434-069

- (12) Attach the support assembly (13) to the cable (12).

S 434-070

- (13) Put the support assembly (13) into position on the upper hinge support structure (7) while you engage the shaft, on the support assembly (13), in the actuation cam (26).

NOTE: Make sure the cable (12) is in the correct position on the pulleys.

S 434-071

- (14) Align the bolt holes in the actuation cam (26) with the holes in the shaft on the support assembly (13).

S 434-072

- (15) Install the bolt (19), washer (20), and nut (21) to attach the actuation cam (26) to the shaft on the support assembly (13).

S 434-073

- (16) Tighten the nut (21) to 40-50 pound-inches.

S 434-074

- (17) Push the upper torque shaft (1) up through the hold-open lock (51) to engage the splines on the upper hinge link (2).

NOTE: Shaft alignment is keyed by missing spline.

S 434-075

- (18) Move the upper torque shaft (1) up against the upper hinge link (2), and temporarily attach it in this position.

S 434-076

- (19) Do the steps in Put the Airplane Back to Its Initial Condition.

TASK 52-11-08-404-077

7. Put the Airplane Back to Its Initial Condition

A. Consumable Materials

- (1) D00633 Grease - BMS 3-33 (Preferred)

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(2) D00013 Grease - MIL-PRF-23827 (Supersedes MIL-G-23827) (Alternate)

B. References

(1) 52-11-01/401, No. 1, 2 and 4 Passenger Door

C. Parts

(1) This table is for the Left No. 1 Passenger Door.

AMM		NOMENCLATURE	AIPC		
FIG	ITEM		SUBJECT	FIG	ITEM
402	31	Bolt	52-11-01	03	447
	32	Washer			450
	33	Nut			453
	37	Locknut			483
	38	Lockwasher			486
	39	Clamping Spacer			489
	44	Straight Pin			630
	45	Cotter Pin			627
	60	Bolt			349
	61	Washer			350
	62	Nut			351
	63	Trigger Catch			352
	66	Washer			476
	67	Nut			478
	68	Bolt			475
	72	Spring Backup Block			470
	73	Washer (upper spring)			467
		Washer (lower spring)			468
	74	Bolt			466
	75	Spring Backup Block	469		
80	Nut	375			
81	Washer	372			
82	Bushing	381			
83	Bolt	369			
90	Chain Link Pin	52-11-30	03	575,580	
91	Cotter Pin			TBF	

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(2) This table is for the Right No. 1 Passenger Door.

AMM		NOMENCLATURE	AIPC		
FIG	ITEM		SUBJECT	FIG	ITEM
402	31	Bolt	52-11-01	04	556
	32	Washer			559
	33	Nut			562
	37	Locknut			589
	38	Lockwasher			592
	39	Clamping Spacer			595
	44	Straight Pin			607
	45	Cotter Pin			604
	51	Hold-Open Lock			452
	60	Bolt			456
	61	Washer			457
	62	Nut			459
	63	Trigger Catch			459
	65	Bolt			416
	66	Washer			584
	67	Nut			585
	68	Bolt			583
	72	Spring Backup Block			580
	73	Washer (upper spring)			577
		Washer (lower spring)			578
	74	Bolt	576		
75	Spring Backup Block	579			
80	Nut	493			
81	Washer	487			
82	Bushing	496			
83	Bolt	481			
90	Chain Link Pin	52-11-30	01	635,640	
91	Cotter Pin			TBF	

(3) This table is for the Left and Right No. 2 Passenger Doors.

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AMM		NOMENCLATURE	AIPC		
FIG	ITEM		SUBJECT	FIG	ITEM
402	31	Bolt	52-11-01	02	505
	32	Washer			510
	33	Nut			515
	37	Locknut			580
	38	Lockwasher			575
	39	Clamping Spacer			585
	44	Straight Pin			616
	45	Cotter Pin			613
	60	Bolt			353
	61	Washer			354
	62	Nut			355
	63	Trigger Catch			356
	66	Washer			558
	67	Nut			560
	68	Bolt			556
	72	Spring Backup Block			551
	73	Washer (upper spring)			548
		Washer (lower spring)			549
	74	Bolt			547
	75	Spring Backup Block			550
	80	Nut	390		
81	Washer	380			
82	Bushing	400			
83	Bolt	375			
90	Chain Link Pin	52-11-40	01	745,775	
91	Cotter Pin			TBF	

(4) This table is for the Left and Right No. 4 Passenger Doors.

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AMM		NOMENCLATURE	AIPC		
FIG	ITEM		SUBJECT	FIG	ITEM
402	31	Bolt	52-11-01	01	657
	32	Washer			658
	33	Nut			659
	37	Locknut			678
	38	Lockwasher			679
	39	Clamping Spacer			680
	44	Straight Pin			758
	45	Cotter Pin			755
	60	Bolt			567
	61	Washer			568
	62	Nut			569
	63	Trigger Catch			570
	66	Nut			676
	67	Washer			675
	68	Bolt			674
	72	Spring Backup Block			444
	73	Washer			442
	74	Bolt			440
	75	Spring Backup Block			446
	80	Nut			294
	81	Washer	293		
82	Bushing	295			
83	Bolt	292			
90	Chain Link Pin	52-11-30	02	920,925	
91	Cotter Pin			915	

D. Access

(1) Location Zones

- 831 No. 1 Passenger Door (Left)
- 832 No. 2 Passenger Door (Left)
- 836 No. 4 Passenger Door (Left)
- 841 No. 1 Passenger Door (Right)
- 842 No. 2 Passenger Door (Right)
- 846 No. 4 Passenger Door (Right)

E. Procedure

S 434-078

- (1) Install the three bolts (31), three washers (32), and three nuts (33) to attach the bearing housing (46) to the body structure (34).

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- S 644-079
- (2) Fill the bearing space with grease.
- S 434-080
- (3) Install the bushing (82), bolt (83), washer (81), and nut (80) to connect the snubber link (29) to the rotary snubber (49).
- S 434-081
- (4) Move the upper torque shaft (1) down to engage the splines on the upper snubber shaft (50).

NOTE: Shaft alignment is keyed by missing spline.

- S 434-082
- (5) Move the upper torque shaft (1) down against the spacer (84) on the upper snubber shaft (50).
- S 434-083
- (6) Install the two chain link pins (90) and the two cotter pins (91) to connect the emergency power chain (30) to the sprocket (48).
- S 434-085
- (7) Lift the counterbalance (35) to engage the splines on the lower snubber shaft (47).

NOTE: Shaft alignment is keyed by missing spline.

- S 434-087
- (8) Move the counterbalance (35) up on the lower snubber shaft (47) as far as it is possible. Temporarily attach it in the lifted position.
- S 644-089
- (9) Fill the space above the bearing in the upper cam plate (41) with grease.

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- S 434-090
- (10) Install the clamping spacer (39), lockwasher (38), and locknut (37) on the lower hinge link (40).
- S 434-091
- (11) Tighten the locknut (37) to 80-100 inch-pounds.
- S 434-092
- (12) Engage the tangs of the lockwasher (38) in the slots of the locknut (37).
- S 644-093
- (13) Apply a thin layer of grease to the splines of the lower hinge link (40).
- S 434-094
- (14) Engage the splines on the lower end of the counterbalance camshaft (43) with the splines on the lower hinge link (40).
- NOTE: Shaft alignment is keyed by missing spline.
- S 434-095
- (15) Lower the counterbalance (35) until the hole at the top of the camshaft (43) aligns with the hole in the lower end of the lower snubber shaft (47).
- S 214-096
- CAUTION: MAKE SURE THE TAB ON THE FORWARD END OF THE COUNTERBALANCE SPRING CYLINDER IS ENGAGED IN THE SLOT OF THE BRACKET ATTACHED TO THE AIRPLANE STRUCTURE. FAILURE TO OBEY CAN CAUSE STRUCTURAL DAMAGE WHEN THE DOOR IS OPERATED.
- (16) Make sure the tab on the forward end of the counterbalance spring cylinder (36) is engaged in the slot of the bracket attached to the airplane structure.
- S 434-097
- (17) Install the straight pin (44) and the cotter pin (45) at the upper end of the counterbalance camshaft (43).
- S 434-099
- (18) Install the trigger catch (63) with the bolt (60), washer (61), and nut (62). Install the bolt (60) with the head inboard when the upper torque shaft (1) is in the door closed position.
- S 434-100
- (19) Tighten the setscrew (64) on the trigger catch (63).

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- S 414-106
(20) Install the access panel for the counterbalance if it is necessary.
- S 414-103
(21) Install the access panel for the body hinge torque tube.
- S 094-104
(22) Remove the safety pins from the emergency power reservoir.

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NO. 1, 2, AND 4 PASSENGER DOOR HOLD-OPEN LOCK - APPROVED REPAIRS

1. General

A. This procedure has these tasks:

- (1) The removal of a broken collar on the hold-open lock and the installation of a new split collar and catch.

TASK 52-11-08-358-001

2. Replace a Broken Hold-Open Lock Collar with a New Split Collar and Catch
(Fig. 801)

A. Consumable Materials

- (1) D00633 Grease - BMS 3-33 (Preferred)
- (2) D00013 Grease - MIL-PRF-23827 (Supersedes MIL-G-23827) (Alternate)

B. Access

(1) Location Zones

- | | |
|-----|-----------------------------|
| 831 | No. 1 Passenger Door, Left |
| 832 | No. 2 Passenger Door, Left |
| 836 | No. 4 Passenger Door, Left |
| 841 | No. 1 Passenger Door, Right |
| 842 | No. 2 Passenger Door, Right |
| 846 | No. 4 Passenger Door, Right |

(2) Access Panels

- | | |
|-------|--|
| 221AL | Body Torque Tube - No. 1 Passenger Door, Left |
| 222AR | Body Torque Tube - No. 1 Passenger Door, Right |
| 231AL | Body Torque Tube - No. 2 Passenger Door, Left |
| 232AR | Body Torque Tube - No. 2 Passenger Door, Right |
| 251AL | Body Torque Tube - No. 4 Passenger Door, Left |
| 252AR | Body Torque Tube - No. 4 Passenger Door, Right |

C. Procedure

S 018-002

- (1) Remove the access panel for the body torque tube.

S 018-017

- (2) Open the door to the fully open position.

S 018-003

- (3) Remove the bolt, washer, and nut (1) on the catch and loosen the set screw. Remove the catch.

NOTE: A new catch will be installed subsequently.

S 028-004

- (4) Remove the pieces of the broken collar.

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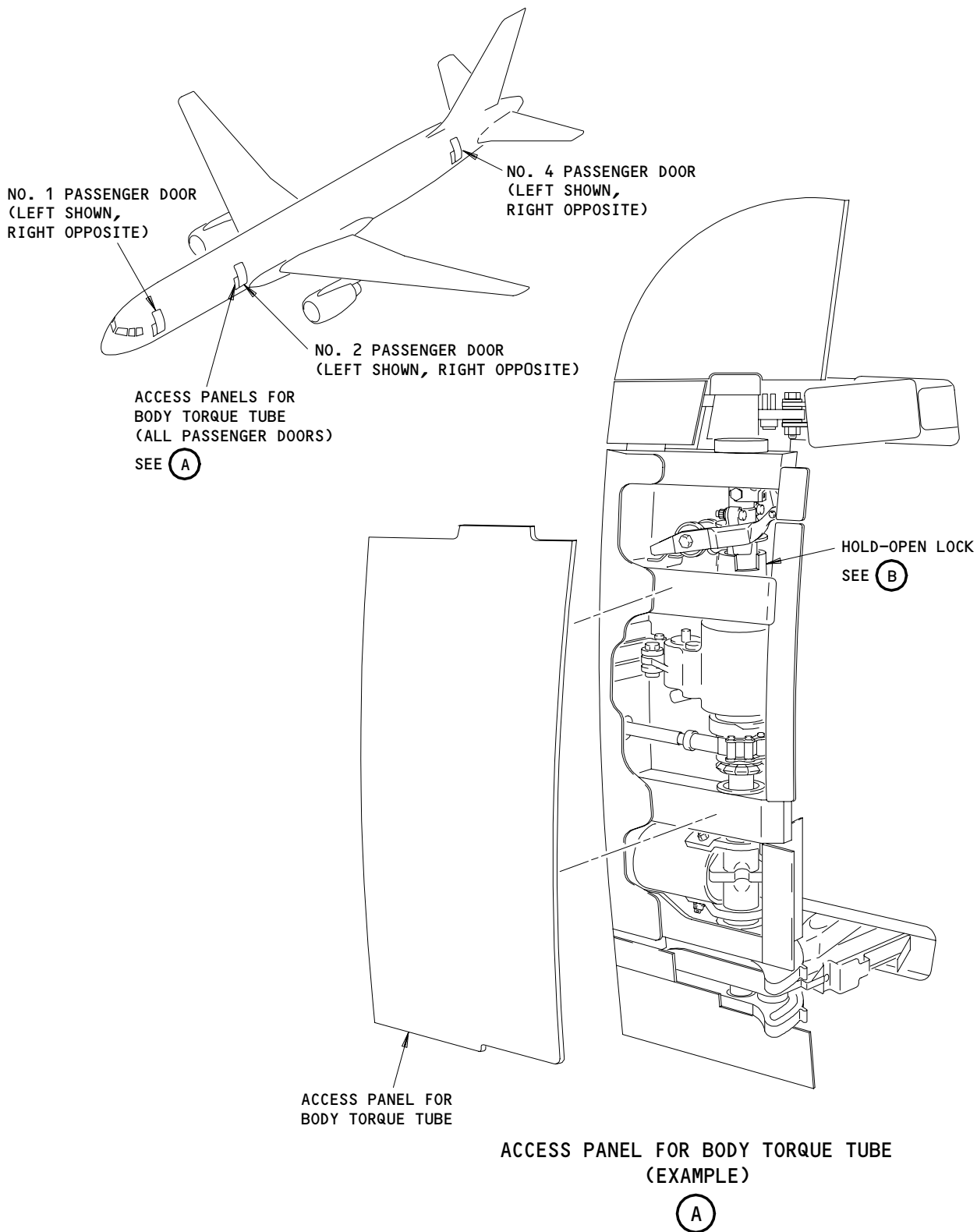
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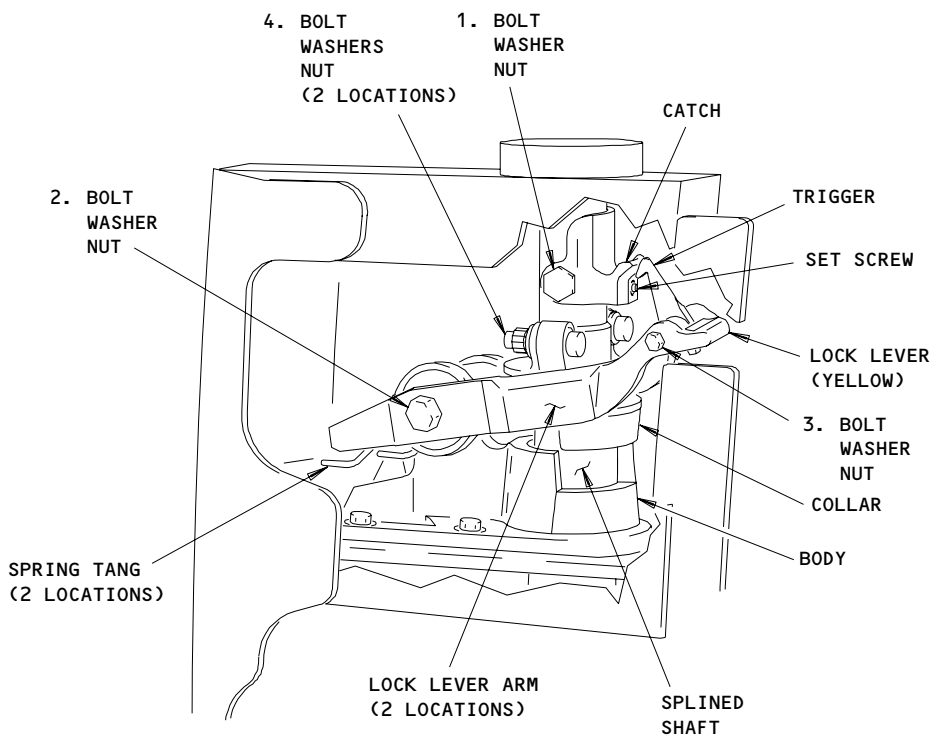
Hold-Open Lock
Figure 801 (Sheet 1)

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HOLD-OPEN LOCK

(B)

Hold-Open Lock
Figure 801 (Sheet 2)

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S 018-005

- (5) Loosen the bolt (2) on the lock lever arms.

S 018-006

- (6) Remove the nut and washer on the bolt (3) for the lock lever.

NOTE: It is not necessary to remove the bolt.

S 428-007

- (7) Disconnect the the tangs of the spring to release the tension on the lock lever.

S 828-008

- (8) Put the two pieces of the hold-open lock collar together around the shaft above the splines.

S 428-009

- (9) Align the large spline on the collar splines with the space on the splined shaft.

S 418-010

- (10) Lower the collar on to the splined shaft.

S 418-011

- (11) Install the bolts, washers, and nuts (4) to connect the collar pieces.

NOTE: Install the countersunk washer under bolt head.

S 418-008

- (12) Tighten the nuts with your fingers.

S 418-009

- (13) Pull the lock lever arms apart until you can fit the collar between the lever arm sleeves.

NOTE: The lever sleeves fit in the groove in the collar.

S 418-020

- (14) Fully tighten the bolts (4) on the collar pieces.

NOTE: Turn the door to get access to the bolts.

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S 418-019

(15) Tighten the bolt (2) on the lock lever arms.

S 418-018

(16) Install the washer and nut on the bolt (3) for the lock lever.

S 418-012

(17) Engage the tangs of the spring for the lock lever arms.

S 428-013

(18) Install the new catch with the bolt, washer, and nut (1). Before you fully tighten the bolt, tighten the set screw.

S 648-014

(19) Lubricate the splined shaft with the grease.

S 718-015

(20) Open and close the door. Do these checks:

(a) Make sure the trigger moves freely while the door opens.

(b) Make sure the hold-open lock engages fully in the open position of the door.

S 418-016

(21) Install the access panel for the body torque tube.

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UPPER CAM PLATE, LOWER CAM PLATE, AND LOWER
HINGE LINK - REMOVAL/INSTALLATION

1. General

- A. This procedure gives the instructions to remove and install the upper cam plate, lower cam plate, and lower hinge link on the body hinge torque tube for the No. 1, 2, and 4 passenger doors.

TASK 52-11-09-004-001

2. Remove the Upper Cam Plate, Lower Cam Plate, and Lower Hinge Link (Fig. 401)

A. Equipment

- (1) Safety Pin Set - Passenger Door Emergency Power Reservoir, B52009-1

NOTE: The safety pin set is a set of 2 pins connected by a lanyard. If the safety pin set is not available, you can use 2 bolts (3/16-inch diameter by 1 1/4-inch grip) as an alternative. Install one bolt above and one bolt below the reservoir plunger. Attach streamers to the bolts to identify the bolts for removal.

- (2) Spanner Wrench - Lower Hinge Nut, B52023

B. Consumable Materials

- (1) D00633 Grease - BMS 3-33 (Preferred)
(2) D00013 Grease - MIL-PRF-23827 (Supersedes MIL-G-23827) (Alternate)
(3) A00247 Sealant, Chromate Type - BMS 5-95, Type I, Class B or C

C. References

- (1) AMM 06-41-00/201, Fuselage (Major Zone 100 and 200) Access Doors and Panels
(2) AMM 25-21-06/401, Doorway Lining
(3) AMM 52-11-01/401, No. 1, 2, and 4 Passenger Door

D. Access

(1) Location Zones

831	No. 1 Passenger Door (Left)
832	No. 2 Passenger Door (Left)
836	No. 4 Passenger Door (Left)
841	No. 1 Passenger Door (Right)
842	No. 2 Passenger Door (Right)
846	No. 4 Passenger Door (Right)

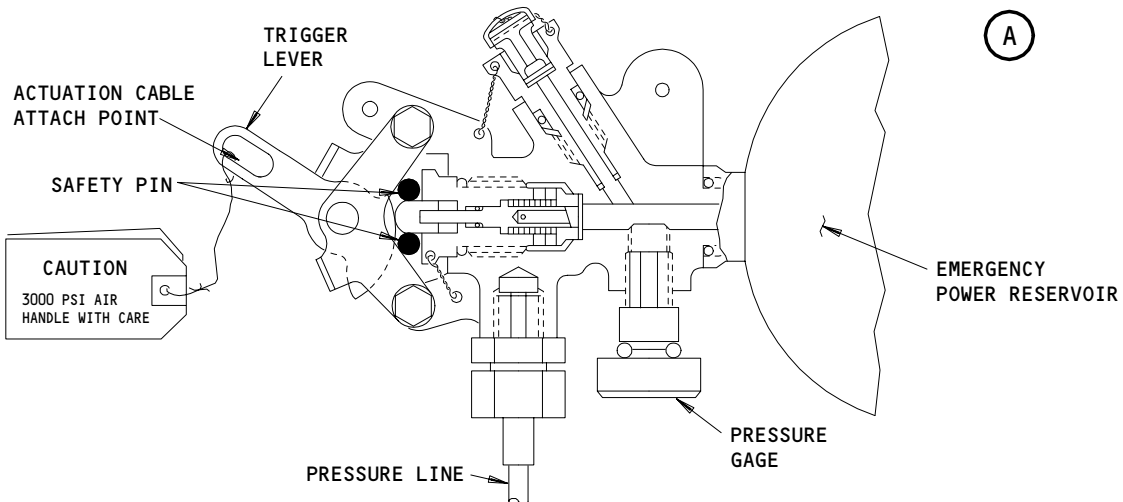
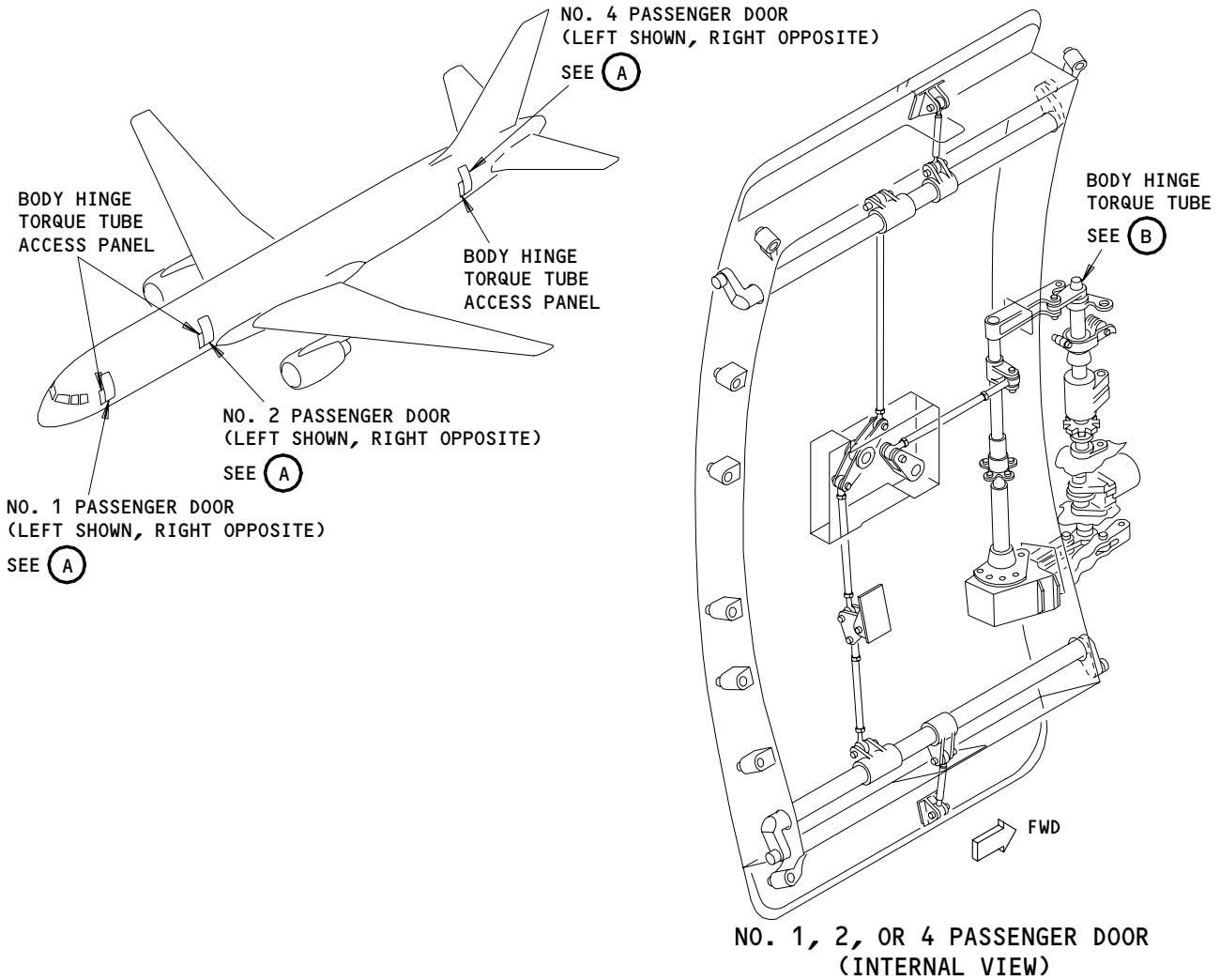
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EMERGENCY POWER RESERVOIR SAFETY PIN INSTALLATION

Upper Cam Plate, Lower Cam Plate, and Lower Hinge Link
Figure 401 (Sheet 1)

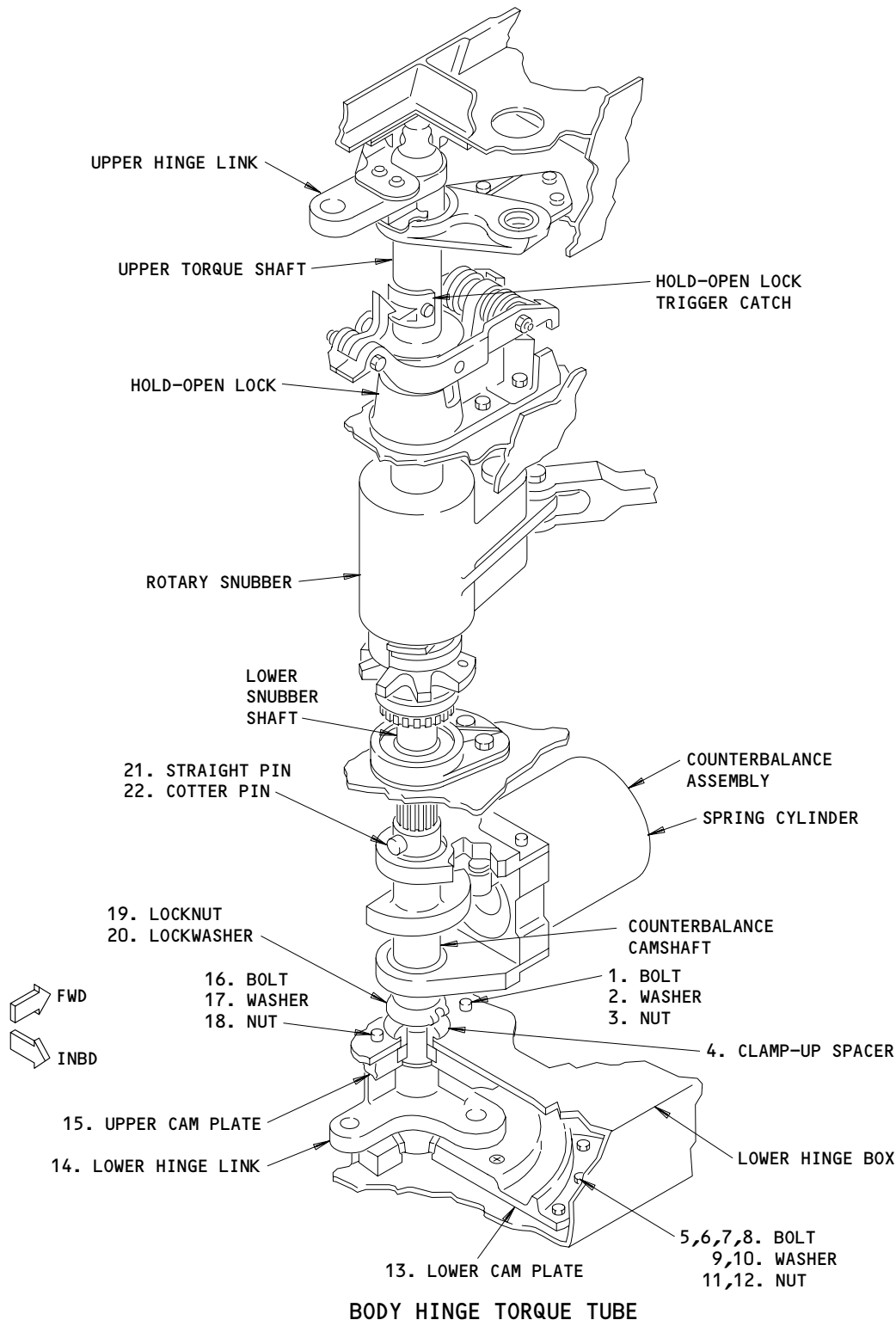
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(B)

Upper Cam Plate, Lower Cam Plate, and Lower Hinge Link
Figure 401 (Sheet 2)

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(2) Access Panels

221AL	Body Hinge Torque Tube, No. 1 Door (Left)
222AR	Body Hinge Torque Tube, No. 1 Door (Right)
231AL	Body Hinge Torque Tube, No. 2 Door (Left)
232AR	Body Hinge Torque Tube, No. 2 Door (Right)
251AL	Body Hinge Torque Tube, No. 4 Door (Left)
252AR	Body Hinge Torque Tube, No. 4 Door (Right)

E. Procedure

S 014-002

- (1) Remove the access panel for the body hinge torque tube (AMM 06-41-00/201).

S 014-003

- (2) Remove the passenger door (AMM 52-11-01/401).

S 494-004

WARNING: MAKE SURE YOU INSTALL THE SAFETY PINS ON THE CORRECT EMERGENCY POWER RESERVOIR. ACCIDENTAL OPERATION OF THE EMERGENCY POWER RESERVOIR CAN CAUSE INJURY OR DAMAGE.

- (3) Install the safety pins on the correct emergency power reservoir.

NOTE: The reservoirs for the No. 1 passenger doors are left of the airplane center line above the ceiling between the doors. The reservoir for the right No. 1 door is left of the reservoir for the left No. 1 door. The reservoirs for the No. 2 and 4 passenger doors are above each door.

S 014-005

- (4) Remove the interior doorway lining forward of the door (AMM 25-21-06/401).

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S 034-008

- (5) Remove the cotter pin (22) and the straight pin (21) at the upper end of the counterbalance camshaft.

S 824-009

- (6) Lift the counterbalance assembly until the lower end of the counterbalance camshaft clears the lower hinge link (14).

S 434-010

- (7) Temporarily hold the counterbalance assembly in the lifted position.

S 024-045

- (8) Use the spanner wrench to do these steps:
(a) Loosen the locknut (19) and lift the clamp up spacer (4) as far as possible.
(b) Push the lower hinge link (14) down as far as possible.
(c) Remove the locknut (19), lockwasher (20), and clamp up spacer (4).

S 024-014

- (9) Remove the bolts (1, 16), washers (2, 17), and nuts (3, 18) from the upper cam plate (15) and the lower hinge box.

S 024-015

- (10) Remove the bolts (5, 6, 7, 8), washers (9, 10), and nuts (11, 12) from the lower cam plate (13) and the lower hinge box.

S 024-016

- (11) Remove the lower hinge link (14), upper cam plate (15), and lower cam plate (13) from the lower hinge box.

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TASK 52-11-09-404-017

3. Install the Upper Cam Plate, Lower Cam Plate, and Lower Hinge Link (Fig. 401)

A. Parts

(1) This table is for the Left No. 1 Passenger Door.

AMM		NOMENCLATURE	AIPC		
FIG	ITEM		SUBJECT	FIG	ITEM
401	1	Bolt	52-11-01	03	495
	2	Washer			498
	3	Nut			507
	4	Clamp Up Spacer			489
	5	Bolt			129
	6	Bolt			130
	7	Bolt			609
	8	Bolt			610
	9	Washer			132
	10	Washer			612
	11	Nut			135
	12	Nut			615
	13	Lower Cam Plate			606
	14	Lower Hinge Link			594
	15	Upper Cam Plate			492
	16	Bolt			501
	17	Washer			504
	18	Nut			507
	19	Locknut			483
	20	Lockwasher			486
	21	Straight Pin			630
	22	Cotter Pin			627

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(2) This table is for the Right No. 1 Passenger Door.

AMM		NOMENCLATURE	AIPC		
FIG	ITEM		SUBJECT	FIG	ITEM
401	1	Bolt	52-11-01	04	258
	2	Washer			261
	3	Nut			264
	4	Clamp Up Spacer			595
	5	Bolt			246
	6	Bolt			249
	7	Bolt			252
	8	Bolt			255
	9	Washer			261
	10	Washer			261
	11	Nut			264
	12	Nut			264
	13	Lower Cam Plate			270
	14	Lower Hinge Link			294
	15	Upper Cam Plate			360
	16	Bolt			255
	17	Washer			261
	18	Nut			264
	19	Locknut			589
	20	Lockwasher			592
	21	Straight Pin			607
	22	Cotter Pin			604

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(3) This table is for the Left and right No. 2 Passenger Doors.

AMM		NOMENCLATURE	AIPC		
FIG	ITEM		SUBJECT	FIG	ITEM
401	1	Bolt	53-33-51	25	20
	2	Washer	52-11-01	02	30
	3	Nut			35
	4	Clamp Up Spacer			585
	5	Bolt	53-33-51	25	70
	6	Bolt			80
	7	Bolt			65
	8	Bolt			75
	9	Washer			85
	10	Washer			85
	11	Nut			90
	12	Nut			90
	13	Lower Cam Plate (Left)			55
		Lower Cam Plate (Right)			60
	14	Lower Hinge Link (Left)	52-11-01	02	185
		Lower Hinge Link (Right)			186
	15	Upper Cam Plate (Left)	53-33-51	25	10
		Upper Cam Plate (Right)			15
	16	Bolt			25
	17	Washer			30
	18	Nut			35
	19	Locknut			580
20	Lockwasher	52-11-01	02	575	
21	Straight Pin			616	
22	Cotter Pin			613	

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(4) This table is for the Left and Right No. 4 Passenger Doors.

AMM		NOMENCLATURE	AIPC		
FIG	ITEM		SUBJECT	FIG	ITEM
401	1	Bolt	53-63-51	08	25
	2	Washer	52-11-01	01	30
	3	Nut			35
	4	Clamp Up Spacer			680
	5	Bolt	53-63-51	08	70
	6	Bolt			70
	7	Bolt			65
	8	Bolt			65
	9	Washer			75
	10	Washer			75
	11	Nut			80
	12	Nut			80
	13	Lower Cam Plate (Left)			55
		Lower Cam Plate (Right)			60
	14	Lower Hinge Link (Left)	52-11-01	01	416
		Lower Hinge Link (Right)			420
	15	Upper Cam Plate (Left)	53-63-51	08	10
		Upper Cam Plate (Right)			15
	16	Bolt			20
	17	Washer			30
	18	Nut			35
	19	Locknut			678
20	Lockwasher	52-11-01	01	679	
21	Straight Pin			758	
22	Cotter Pin			755	

B. Consumable Materials

- (1) D00633 Grease - BMS 3-33 (Preferred)
- (2) D00013 Grease - MIL-PRF-23827 (Supersedes MIL-G-23827) (Alternate)

C. References

- (1) AMM 25-21-06/401, Doorway Lining
- (2) AMM 52-11-01/401, No. 1, 2, and 4 Passenger Door

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D. Access

(1) Location Zones

831	No. 1 Passenger Door (Left)
832	No. 2 Passenger Door (Left)
836	No. 4 Passenger Door (Left)
841	No. 1 Passenger Door (Right)
842	No. 2 Passenger Door (Right)
846	No. 4 Passenger Door (Right)

(2) Access Panels

221AL	Body Hinge Torque Tube, No. 1 Door (Left)
222AR	Body Hinge Torque Tube, No. 1 Door (Right)
231AL	Body Hinge Torque Tube, No. 2 Door (Left)
232AR	Body Hinge Torque Tube, No. 2 Door (Right)
251AL	Body Hinge Torque Tube, No. 4 Door (Left)
252AR	Body Hinge Torque Tube, No. 4 Door (Right)

E. Procedure

S 394-018

- (1) Apply sealant to the faying surfaces of upper cam plate (15) and the lower cam plate (13).

S 424-019

- (2) Install the lower cam plate (13) on the end of the lower hinge link (14) opposite to the splined end.

S 644-020

- (3) Lubricate the top of the bearing in the lower cam plate (13) with grease.

S 424-021

- (4) Install the upper cam plate (15) on the splined end of the lower hinge link (14).

S 424-022

- (5) Install the upper cam plate (15), lower cam plate (13), and lower hinge link (14) in the lower hinge box.

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S 424-023

- (6) Install the bolts (5, 6, 7, 8), washers (9, 10), and nuts (11, 12) to attach the lower cam plate (13) to the lower hinge box.

S 424-024

- (7) Install the bolts (1, 16), washers (2, 17), and nuts (3, 18) to attach the upper cam plate (15) to the lower hinge box.

S 644-025

- (8) Fill the empty space above the bearing in the upper cam plate (15) with grease.

S 424-046

- (9) Use the spanner wrench to do these steps:
(a) Install the clamp up spacer (4), lockwasher (20), and locknut (19) on the lower hinge link (14).
(b) Tighten the locknut (19) to 80-100 pound-inches.
(c) Engage the tangs of the lockwasher (20) in the slots of the locknut (19).

S 644-029

- (10) Apply grease to the splines of the lower hinge link (14).

S 434-030

- (11) Engage the splines on the lower end of the counterbalance camshaft with the splines on the lower hinge link (14).

NOTE: Shaft alignment is keyed by the missing spline.

S 824-031

- (12) Lower the counterbalance assembly until the hole at the top of the counterbalance camshaft aligns with the hole in the lower end of the lower snubber shaft.

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S 214-032

CAUTION: MAKE SURE THE TAB ON THE FORWARD END OF THE COUNTERBALANCE SPRING CYLINDER IS ENGAGED IN THE SLOT OF THE BRACKET ATTACHED TO THE AIRPLANE STRUCTURE. FAILURE TO OBEY CAN CAUSE STRUCTURAL DAMAGE WHEN THE DOOR IS OPERATED.

(13) Make sure the tab on the forward end of the counterbalance spring cylinder is engaged in the slot of the bracket attached to the airplane structure.

S 434-033

(14) Install the straight pin (21) and the cotter pin (22) at the upper end of the counterbalance camshaft.

S 414-036

(15) Install the interior doorway lining forward of the door (AMM 25-21-06/401).

S 414-037

(16) Install the access panel for the body hinge torque tube (AMM 06-41-00/201).

S 414-038

(17) Install the passenger door (AMM 52-11-01/401).

S 094-039

(18) Make sure the safety pins are removed from the emergency power reservoir.

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NO. 1, 2, AND 4 PASSENGER DOOR ROTARY SNUBBER – REMOVAL/INSTALLATION

1. General

- A. This procedure gives the instructions to remove and install the rotary snubber on the body hinge torque tube for the No. 1, 2, and 4 passenger doors.

TASK 52-11-10-004-030

2. Remove the Rotary Snubber (Fig. 401)

A. Equipment

- (1) Safety Pin Set – Passenger Door Emergency Power Reservoir, B52009-1

NOTE: The safety pin set is a set of 2 pins connected by a lanyard. If the safety pin set is not available, you can use 2 bolts (3/16-inch diameter by 1 1/4-inch grip) as an alternative. Install one bolt above and one bolt below the reservoir plunger. Attach streamers to the bolts to identify the bolts for removal.

B. References

- (1) AMM 06-41-00/201, Fuselage (Major Zone 100 and 200) Access Doors and Panels
(2) AMM 52-11-10/401, No. 1, 2, and 4 Passenger Door
(3) AMM 52-11-09/401, Upper Cam Plate, Lower Cam Plate, and Lower Hinge Link

C. Access

(1) Location Zones

831	No. 1 Passenger Door (Left)
832	No. 2 Passenger Door (Left)
836	No. 4 Passenger Door (Left)
841	No. 1 Passenger Door (Right)
842	No. 2 Passenger Door (Right)
846	No. 4 Passenger Door (Right)

(2) Access Panels

221AL	Body Hinge Torque Tube, No. 1 Door (Left)
222AR	Body Hinge Torque Tube, No. 1 Door (Right)
231AL	Body Hinge Torque Tube, No. 2 Door (Left)
232AR	Body Hinge Torque Tube, No. 2 Door (Right)
251AL	Body Hinge Torque Tube, No. 4 Door (Left)
252AR	Body Hinge Torque Tube, No. 4 Door (Right)

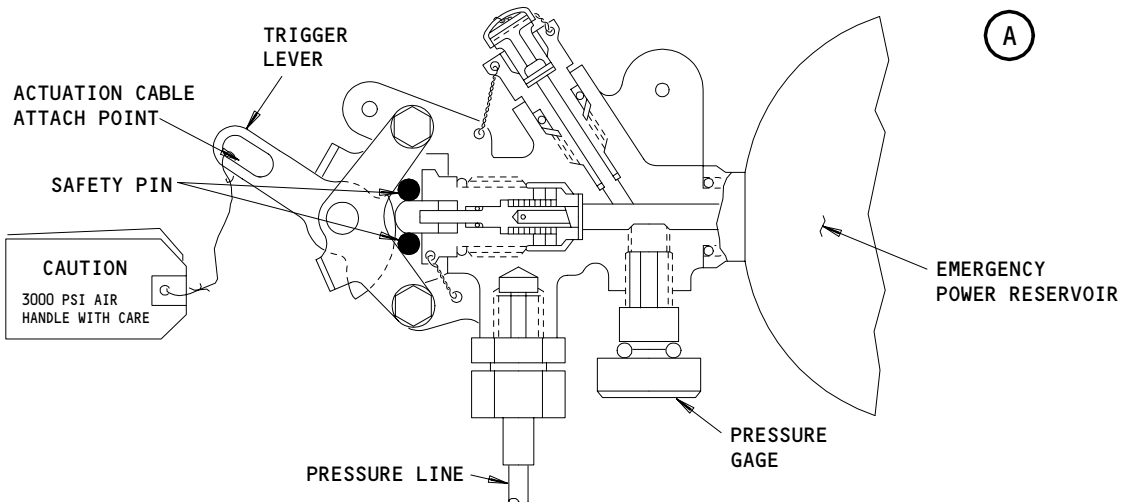
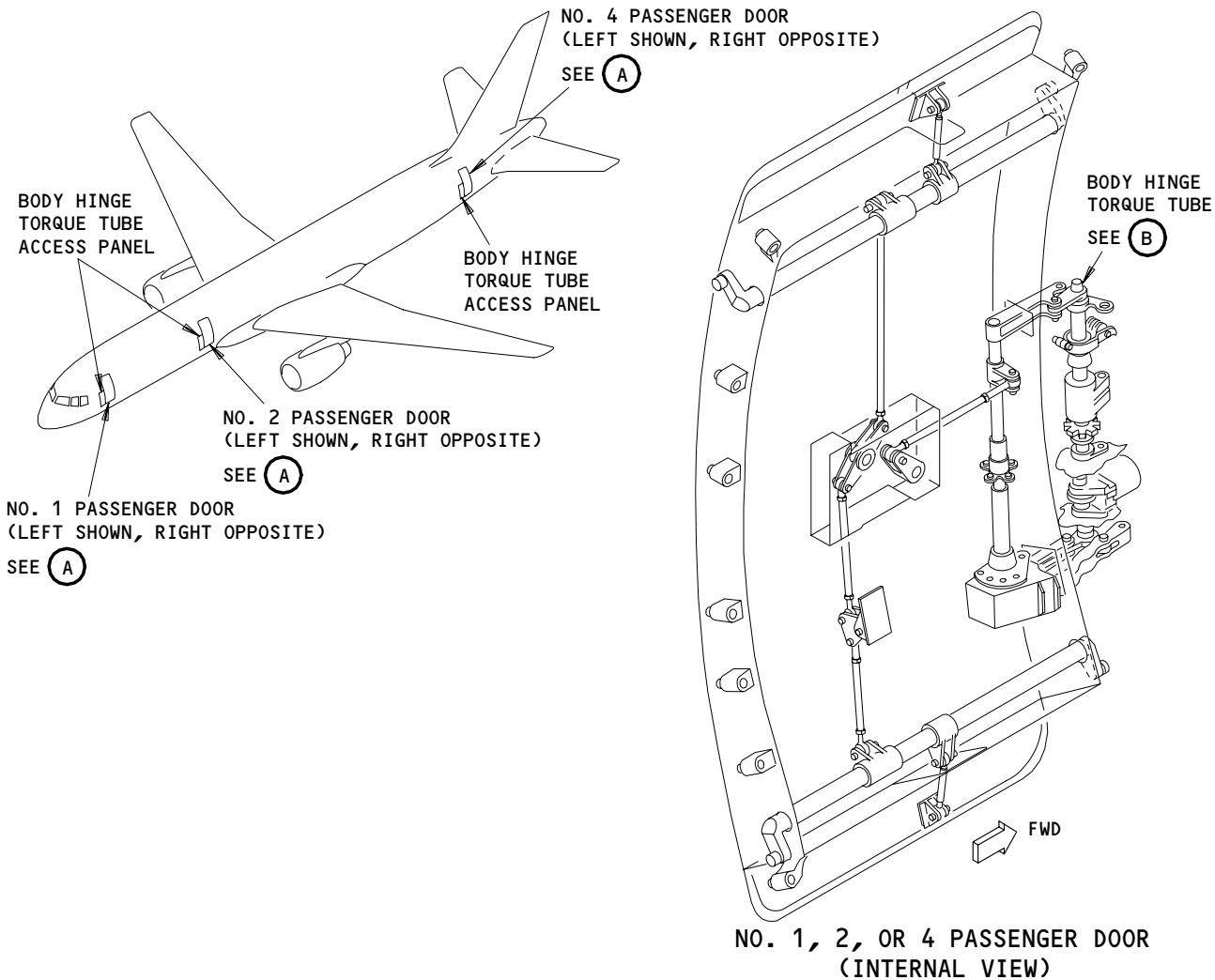
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EMERGENCY POWER RESERVOIR SAFETY PIN INSTALLATION

Rotary Snubber
Figure 401 (Sheet 1)

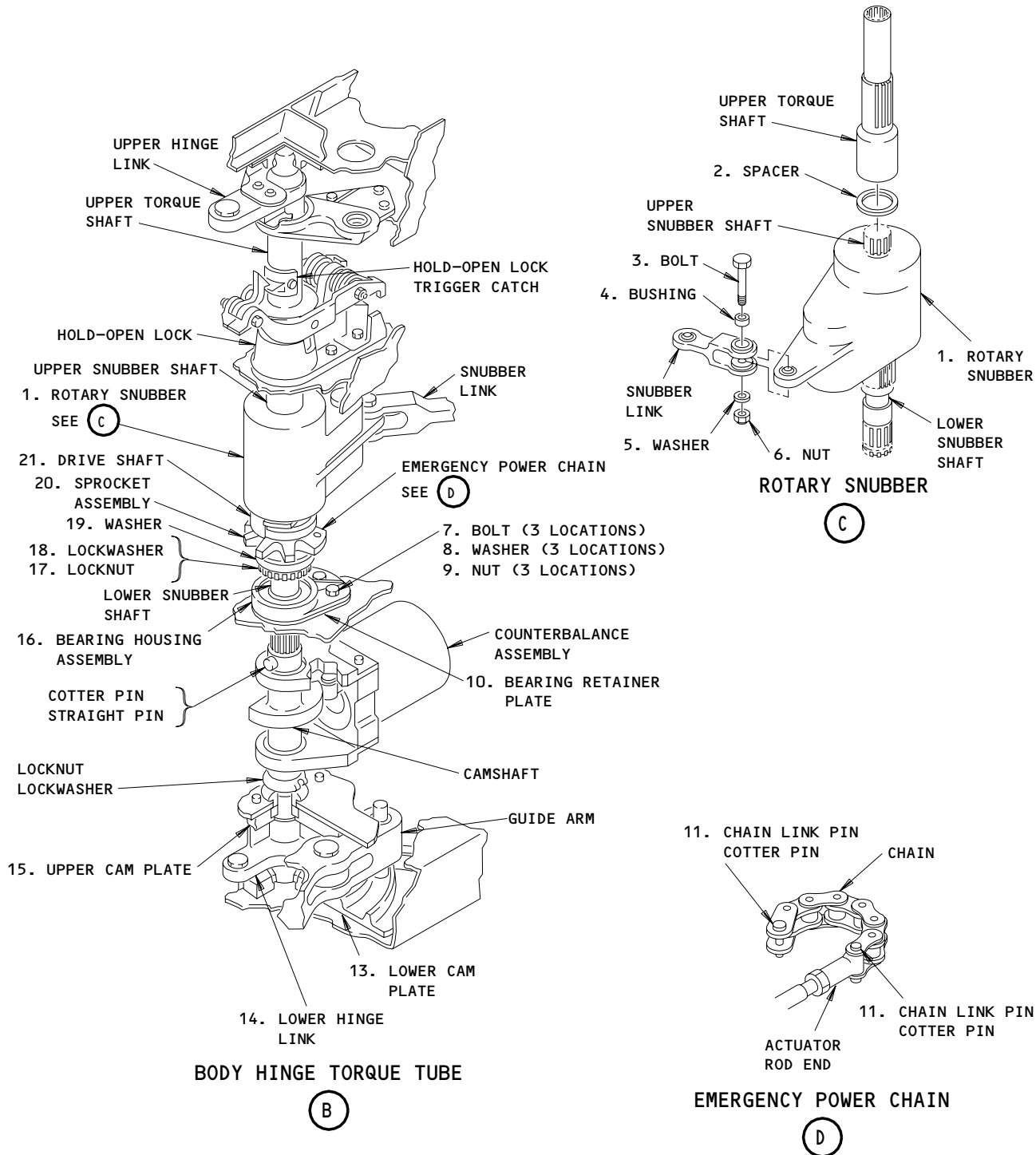
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Rotary Snubber
Figure 401 (Sheet 2)

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D. Procedure

S 494-002

WARNING: MAKE SURE YOU INSTALL THE SAFETY PINS ON THE CORRECT EMERGENCY POWER RESERVOIR. ACCIDENTAL OPERATION OF THE EMERGENCY POWER RESERVOIR CAN CAUSE INJURY OR DAMAGE.

- (1) Install the safety pins on the correct emergency power reservoir.

NOTE: The reservoirs for the No. 1 passenger doors are left of the airplane center line above the ceiling between the doors. The reservoir for the right No. 1 door is left of the reservoir for the left No. 1 door. The reservoirs for the No. 2 and 4 passenger doors are above each door.

S 014-044

- (2) Disconnect the pneumatic line from the door emergency assist actuator.

NOTE: The disconnected pneumatic line from the door emergency assist actuator lets the actuator rod move away from the sprocket assembly. This lets the chain assembly move easily.

S 014-043

- (3) Remove the passenger door (AMM 52-11-01/401).

S 034-032

- (4) Remove the upper cam plate (15), lower cam plate (13), and lower hinge link (14) (AMM 52-11-09/401).

S 824-033

- (5) Move the counterbalance assembly down until it is clear of the lower snubber shaft.

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- S 014-045
- (6) Push the actuator rod away from the chain assembly for clearance with the sprocket assembly.
- S 034-004
- (7) Remove the two chain link pins (11) and the cotter pins to disconnect the emergency power chain from the sprocket assembly (20).
- S 824-005
- (8) Move the upper torque shaft up against the upper hinge link.
- S 824-006
- (9) Engage the upper torque shaft to hold the upper torque shaft in this position.
- S 024-007
- (10) Remove the bolt (3), bushing (4), washer (5), and nut (6) to disconnect the rotary snubber (1) from the snubber link.
- S 824-008
- (11) Turn the snubber link forward until it is clear of the rotary snubber (1).
- S 034-010
- (12) Remove the three bolts (7) to disconnect the bearing housing assembly (16) from the body structure.
- S 034-011
- (13) Remove the spacer (2) from the upper snubber shaft.
- S 024-013
- (14) Move the rotary snubber (1), with the sprocket assembly (20) and the bearing housing assembly (16), to pull the lower snubber shaft up and out of the camshaft.
- S 034-014
- (15) If you will install a new rotary snubber (1), then remove these parts from the lower snubber shaft:
- (a) The bearing retainer plate (10).
 - (b) The bearing housing assembly (16).
 - (c) The locknut (17).
 - (d) The lockwasher (18).
 - (e) The washer (19).
 - (f) The sprocket assembly (20).
 - (g) The drive shaft (21).

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TASK 52-11-10-404-015

3. Install the Rotary Snubber (Fig. 401)

A. Consumable Materials

(1) D00633 Grease - BMS 3-33 (Preferred)

(2) D00013 Grease - MIL-PRF-23827 (Supersedes MIL-G-23827) (Alternate)

B. Parts

(1) This table is for the Left No. 1 Passenger Door.

AMM		NOMENCLATURE	AIPC		
FIG	ITEM		SUBJECT	FIG	ITEM
401	1	Rotary Snubber	52-11-01	03	418
	2	Spacer			357
	3	Bolt			369
	4	Bushing			381
	5	Washer			372
	6	Nut			375
	7	Bolt			447
	8	Washer			450
	9	Nut			453
	10	Bearing Retainer Plate			465
	11	Chain Link Pin	52-11-30	03	575,580
	13	Lower Cam Plate	52-11-01	03	606
	14	Lower Hinge Link			594
	15	Upper Cam Plate			492
	16	Bearing Housing Assembly			456
	17	Locknut			444
	18	Lockwasher			441
	19	Washer			438
	20	Sprocket Assembly			426
	21	Drive Shaft			423

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(2) This table is for the Right No. 1 Passenger Door.

AMM		NOMENCLATURE	AIPC		
FIG	ITEM		SUBJECT	FIG	ITEM
401	1	Rotary Snubber	52-11-01	04	525
	2	Spacer			463
	3	Bolt			481
	4	Bushing			496
	5	Washer			487
	6	Nut			493
	7	Bolt			556
	8	Washer			559
	9	Nut			562
	10	Bearing Retainer Plate			574
	11	Chain Link Pin	52-11-30	01	635,640
	13	Lower Cam Plate	52-11-01	04	270
	14	Lower Hinge Link			294
	15	Upper Cam Plate			360
	16	Bearing Housing Assembly			565
	17	Locknut			553
	18	Lockwasher			550
	19	Washer			547
	20	Sprocket Assembly			535
	21	Drive Shaft			532

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(3) This table is for the Left and Right No. 2 Passenger Doors.

AMM		NOMENCLATURE	AIPC		
FIG	ITEM		SUBJECT	FIG	ITEM
401	1	Rotary Snubber (Left)	52-11-01	02	361
		Rotary Snubber (Right)			362
	2	Spacer			360
	3	Bolt			375
	4	Bushing			400
	5	Washer			380
	6	Nut			390
	7	Bolt			505
	8	Washer			510
	9	Nut			515
	10	Bearing Retainer Plate			545
	11	Chain Link Pin	52-11-40	01	745,775
	13	Lower Cam Plate (Left)	53-33-51	25	55
		Lower Cam Plate (Right)			60
	14	Lower Hinge Link (Left)	52-11-51	02	185
		Lower Hinge Link (Right)			186
	15	Upper Cam Plate (Left)	53-33-51	25	100
		Upper Cam Plate (Right)			15
	16	Bearing Housing Assembly	52-11-01	02	500
	17	Locknut			495
	18	Lockwasher			490
19	Washer			485	
20	Sprocket Assembly (Left)			467	
	Sprocket Assembly (Right)			465	
21	Drive Shaft (Left)			460	
	Drive Shaft (Right)			462	

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(4) This table is for the Left and Right No. 4 Passenger Doors.

AMM		NOMENCLATURE	AIPC				
FIG	ITEM		SUBJECT	FIG	ITEM		
401	1	Rotary Snubber (Left)	52-11-01	01	602		
		Rotary Snubber (Right)			603		
	2	Spacer			600		
	3	Bolt			292		
	4	Bushing			295		
	5	Washer			293		
	6	Nut			294		
	7	Bolt			657		
	8	Washer			658		
	9	Nut			659		
	10	Bearing Retainer Plate				668	
	11	Chain Link Pin			52-11-30	02	920,925
	13	Lower Cam Plate (Left)			53-63-51	08	55
		Lower Cam Plate (Right)					60
	14	Lower Hinge Link (Left)			52-11-01	01	416
		Lower Hinge Link (Right)					420
	15	Upper Cam Plate (Left)			52-63-51	08	10
		Upper Cam Plate (Right)					15
	16	Bearing Housing Assembly			56-11-01	01	656
	17	Locknut					652
	18	Lockwasher					648
19	Washer			644			
20	Sprocket Assembly (Left)			620			
	Sprocket Assembly (Right)			624			
21	Drive Shaft (Left)			612			
	Drive Shaft (Right)			616			

C. References

- (1) AMM 06-41-00/201, Fuselage (Major Zone 100 and 200) Access Doors and Panels

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- (2) AMM 52-11-01/401, No. 1, 2, and 4 Passenger Doors
- (3) AMM 52-11-09/401, Upper Cam Plate, Lower Cam Plate, and Lower Hinge Link

D. Access

(1) Location Zones

- 831 No. 1 Passenger Door (Left)
- 832 No. 2 Passenger Door (Left)
- 836 No. 4 Passenger Door (Left)
- 841 No. 1 Passenger Door (Right)
- 842 No. 2 Passenger Door (Right)
- 846 No. 4 Passenger Door (Right)

(2) Access Panels

- 221AL Body Hinge Torque Tube, No. 1 Door (Left)
- 222AR Body Hinge Torque Tube, No. 1 Door (Right)
- 231AL Body Hinge Torque Tube, No. 2 Door (Left)
- 232AR Body Hinge Torque Tube, No. 2 Door (Right)
- 251AL Body Hinge Torque Tube, No. 4 Door (Left)
- 252AR Body Hinge Torque Tube, No. 4 Door (Right)

E. Procedure

S 434-016

- (1) If you install a new rotary snubber (1), then install these parts on the lower snubber shaft:
 - (a) The drive shaft (21).
 - (b) The sprocket assembly (20).
 - (c) The washer (19).
 - (d) The lockwasher (18).
 - (e) The locknut (17).
 - (f) The bearing housing assembly (16).
 - (g) The bearing retainer plate (10).

S 824-017

- (2) Engage the tangs of the lockwasher (18) into the slots of the locknut (17).

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S 434-018

- (3) Install the spacer (2) on the upper snubber shaft.

S 434-020

- (4) Put the lower snubber shaft through the opening in the body structure to engage the splines in the camshaft.

NOTE: Shaft alignment is keyed by the missing spline.

S 434-022

- (5) Install the three bolts (7), three washers (8), and three nuts (9) to attach the bearing housing assembly (16) to the body structure.

S 644-023

- (6) Fill the bearing cavity on the bearing housing assembly (16) with grease.

S 424-024

- (7) Install the bushing (4), bolt (3), washer (5), and nut (6) to connect the snubber link to the rotary snubber (1).

S 824-031

- (8) Lower the upper torque shaft to engage the splines on the upper snubber shaft.

NOTE: Shaft alignment is keyed by the missing spline.

S 424-046

- (9) Extend the actuator rod to the fullest position then connect the chain assembly.

S 824-025

- (10) Move the upper torque shaft down against the spacer (2) on the upper snubber shaft.

S 434-026

- (11) Install the two chain link pins (11) and the cotter pins to connect the emergency power chain to the sprocket assembly (20).

S 824-034

- (12) Lift the counterbalance assembly to engage the splines on the lower snubber shaft.

NOTE: Shaft alignment is keyed by the missing spline.

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S 824-035

- (13) Move the counterbalance assembly up on the lower snubber shaft as far as possible. Temporarily hold the counterbalance assembly in the lifted position.

S 434-036

- (14) Install the upper cam plate (15), lower cam plate (13), and lower hinge link (14) (AMM 52-11-09/401).

S 434-037

- (15) Install the passenger door (AMM 52-11-01/401).

S 424-047

- (16) Connect the pneumatic line to the door emergency assist actuator. Torque nut and sleeve to the specified sleeve dimension.

S 714-029

- (17) Open the passenger door. Make sure the rotary snubber operates correctly at the end of the movement of the door.

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NO. 1, 2, AND 4 PASSENGER DOOR
SPRING CYLINDER COUNTERBALANCE – REMOVAL/INSTALLATION

1. General

- A. This procedure gives the instructions to remove and install the spring cylinder counterbalance for the No. 1, 2, and 4 passenger doors.

TASK 52-11-11-004-001

2. Remove the Spring Cylinder Counterbalance (Fig. 401)

A. References

- (1) 52-11-09/401, Upper Cam Plate, Lower Cam Plate, and Lower Hinge Link

B. Access

(1) Location Zones

831	No. 1 Passenger Door (Left)
832	No. 2 Passenger Door (Left)
836	No. 4 Passenger Door (Left)
841	No. 1 Passenger Door (Right)
842	No. 2 Passenger Door (Right)
846	No. 4 Passenger Door (Right)

(2) Access Panels

221AL	Body Hinge Torque Tube, No. 1 Door (Left)
222AR	Body Hinge Torque Tube, No. 1 Door (Right)
231AL	Body Hinge Torque Tube, No. 2 Door (Left)
232AR	Body Hinge Torque Tube, No. 2 Door (Right)
251AL	Body Hinge Torque Tube, No. 4 Door (Left)
252AR	Body Hinge Torque Tube, No. 4 Door (Right)

C. Procedure

S 824-002

- (1) Move the mode selector lever to the DETACH position.

S 034-004

- (2) Remove the upper cam plate, the lower cam plate, and the lower hinge link (Ref 52-11-09).

S 824-005

- (3) Lower the counterbalance assembly until the camshaft is clear of the lower snubber shaft.

S 024-006

- (4) Remove the counterbalance assembly.

TASK 52-11-11-404-007

3. Install the Spring Cylinder Counterbalance (Fig. 401)

A. References

- (1) 52-11-09/401, Upper Cam Plate, Lower Cam Plate, and Lower Hinge Link

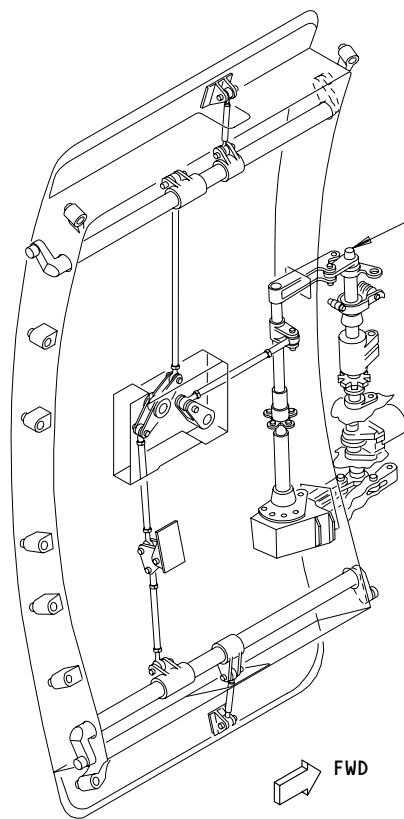
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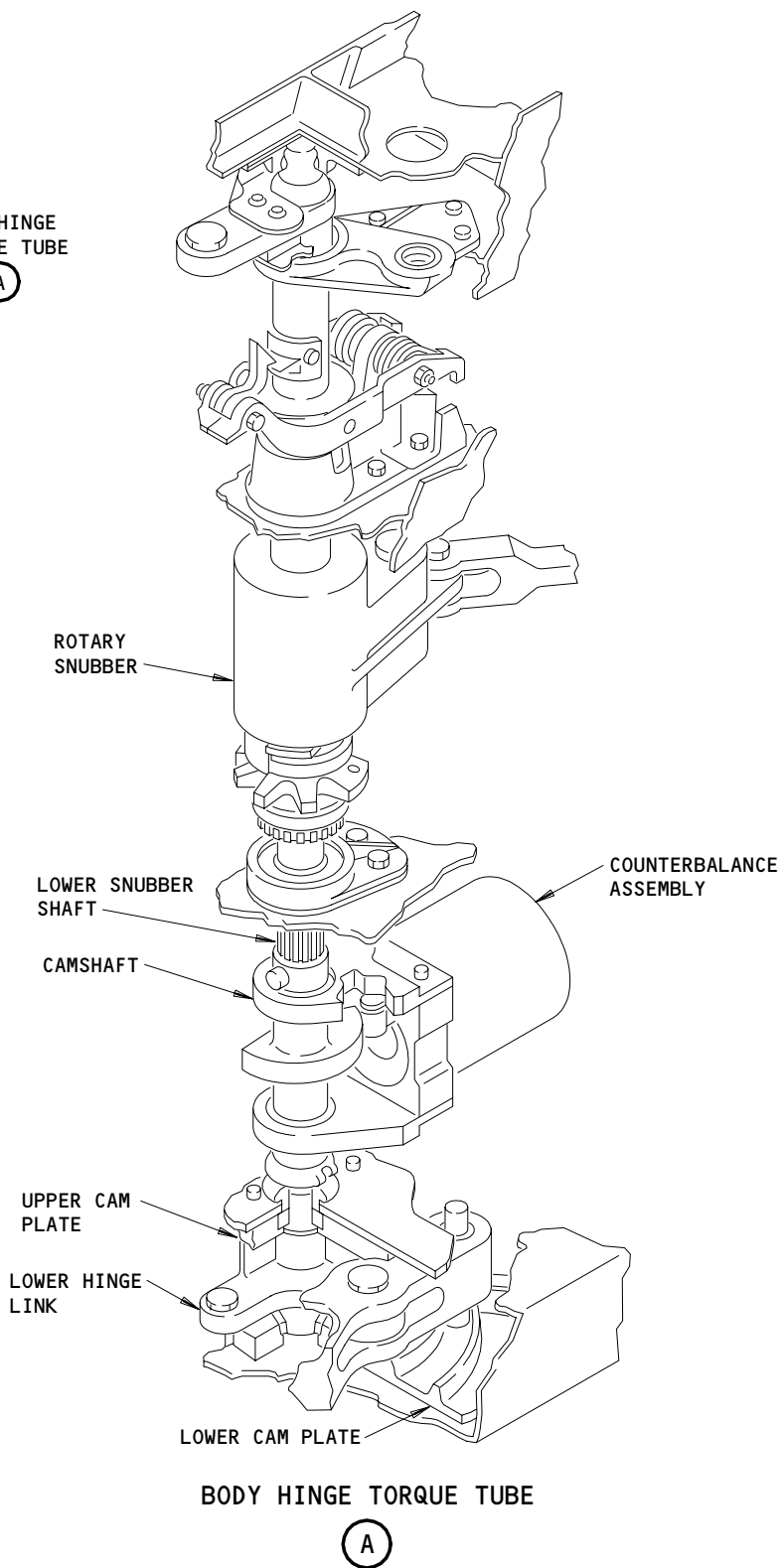
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NO. 1,2 OR 4 PASSENGER DOOR
(INTERNAL VIEW)



Spring Cylinder Counterbalance
Figure 401

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B. Access

(1) Location Zones

831	No. 1 Passenger Door (Left)
832	No. 2 Passenger Door (Left)
836	No. 4 Passenger Door (Left)
841	No. 1 Passenger Door (Right)
842	No. 2 Passenger Door (Right)
846	No. 4 Passenger Door (Right)

(2) Access Panels

221AL	Body Hinge Torque Tube, No. 1 Door (Left)
222AR	Body Hinge Torque Tube, No. 1 Door (Right)
231AL	Body Hinge Torque Tube, No. 2 Door (Left)
232AR	Body Hinge Torque Tube, No. 2 Door (Right)
251AL	Body Hinge Torque Tube, No. 4 Door (Left)
252AR	Body Hinge Torque Tube, No. 4 Door (Right)

C. Procedure

S 424-011

CAUTION: MAKE SURE THE TAB ON THE FORWARD END OF THE COUNTERBALANCE SPRING CYLINDER IS ENGAGED IN THE SLOT OF THE BRACKET ATTACHED TO THE AIRPLANE STRUCTURE. IF THE TAB IS NOT ENGAGED, DAMAGE TO THE AIRPLANE STRUCTURE CAN OCCUR WHEN THE DOOR IS OPERATED.

- (1) Put the counterbalance assembly in the correct position. Make sure the tab on the forward end of the counterbalance spring cylinder is engaged in the slot of the bracket attached to the airplane structure.

S 824-009

- (2) Put the camshaft on the lower snubber shaft, and move the counterbalance assembly up on the lower snubber shaft.

S 434-010

- (3) Install the upper cam plate, the lower cam plate, and the lower hinge link (Ref 52-11-09).

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PASSENGER DOOR TORQUE TUBE - APPROVED REPAIRS - DOOR 1 LEFT

1. General

A. This procedure has these tasks:

- (1) An alignment adjustment (clocking) of the upper and lower couplings for the 1 Left passenger door torque tube.

TASK 52-11-12-828-022

2. Passenger Door Torque Tube Alignment Adjustment (Fig. 801)

A. Consumable Materials

- (1) C00640 Coating - Alodine, MIL-C-5541
- (2) C00259 Enamel - Primer, BMS 10-11, Type 1

B. References

- (1) AMM 51-21-10/701, Decorative Exterior Finishes
- (2) AMM 52-11-02/401, Passenger Door Lining
- (3) CMM 52-11-05, Passenger Door

C. Access

- (1) Location Zones
831 No. 1 Passenger Door (Left)

D. Procedure

S 018-023

- (1) Remove the door liner (AMM 52-11-02/401).

S 028-024

- (2) Remove the door torque tube (CMM 52-11-05/301).

S 218-036

- (3) Make sure the upper and lower couplings halves are not twisted on the door torque tubes.

S 868-025

- (4) Drill the 0.250 inch holes on the lower coupling to the larger size of 0.312 inch.

S 868-034

- (5) Put the removed torque tube pieces together.

S 868-027

- (6) On passenger door 1 left, turn the upper coupling clockwise 0.160 inch as measured from the end of the guide arms as shown (Fig. 801).

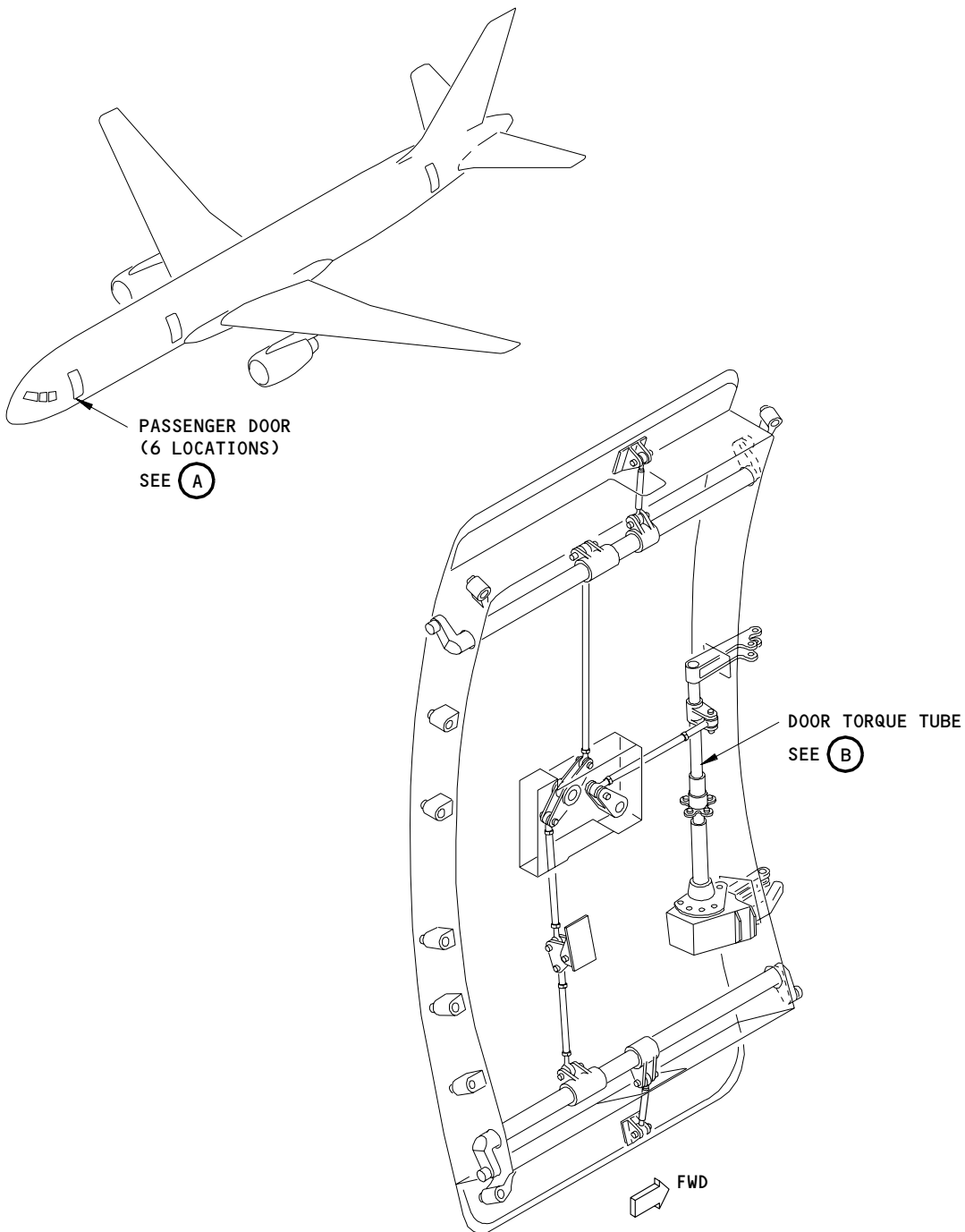
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PASSENGER DOOR
(INTERNAL VIEW - EXAMPLE)

(A)

Passenger Door Torque Tube - Approved Repairs
Figure 801 (Sheet 1)

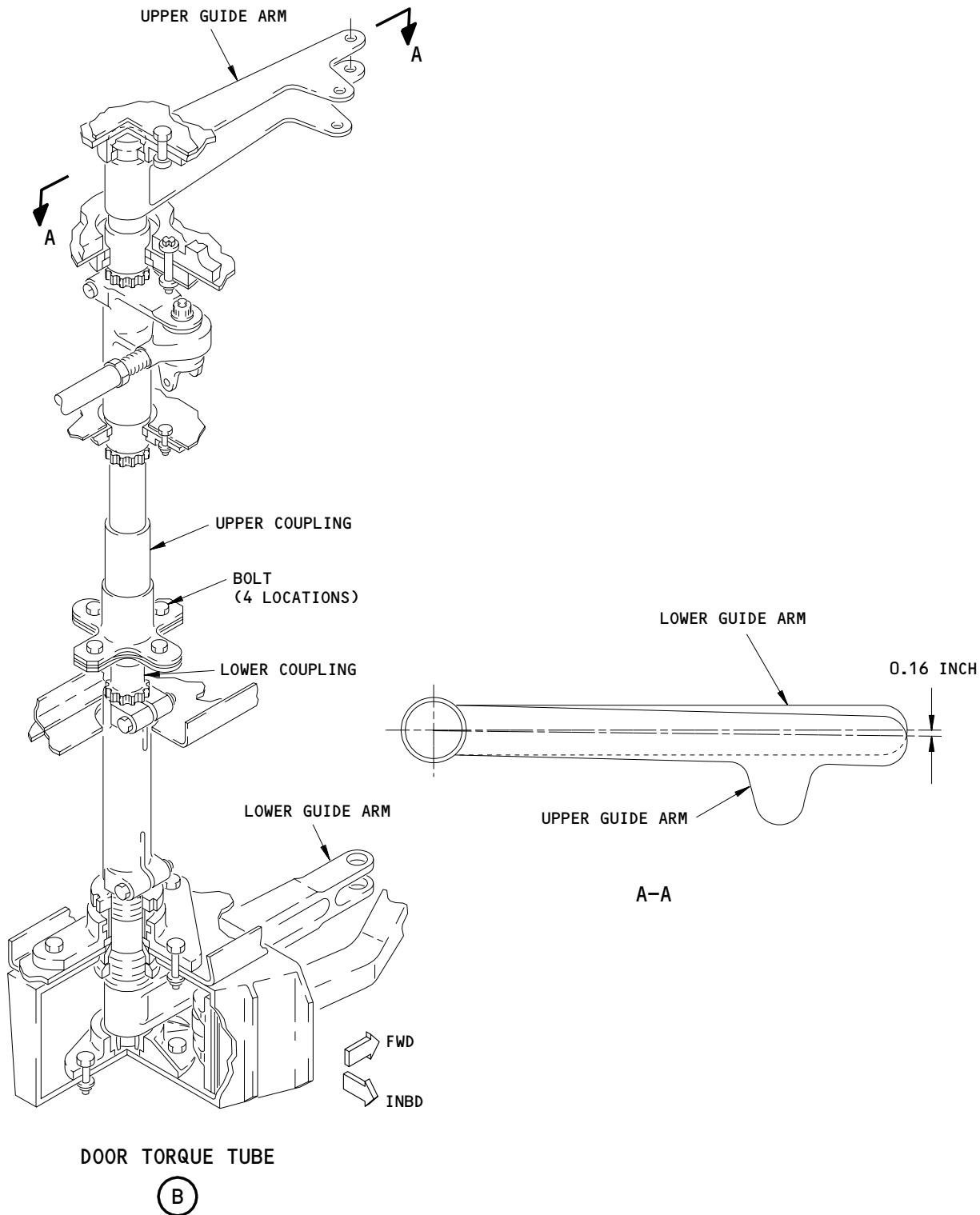
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Passenger Door Torque Tube - Approved Repairs
Figure 801 (Sheet 2)

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- S 868-026
(7) Secure the upper and lower couplings together.
- S 868-029
(8) Use a 0.312 flat-head drill bit to drill holes in the upper coupling. Use the lower coupling as a template.
- S 628-030
(9) Manually apply alodine to the inside of the holes that were drilled.
- S 628-031
(10) Paint the inside of the holes with primer.
- S 428-032
(11) Install the door torque tube with the new larger size bolt of 0.312 inch (CMM 52-11-05/301).
- S 428-033
(12) Install the door liner (AMM 52-11-02/401).

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NO. 1, 2, AND 4 PASSENGER DOOR HANDLE MECHANISM – MAINTENANCE PRACTICES

1. General

- A. This procedure contains five tasks. The first task is to prepare for the removal of the handle mechanism. The second task is the removal and the installation of the exterior handles and the shafts. The third task is the removal and the installation of the handle box. The fourth task is to adjust the handle mechanism. The fifth task is to put back the airplane after you do work on the handle mechanism.

TASK 52-11-13-842-001

2. Prepare for the Removal of the Handle Mechanism

A. Equipment

- (1) Safety Pin Set – Passenger Door Emergency Power Reservoir, B52009-1

NOTE: The safety pin set is a set of two pins connected by a lanyard. If the safety pin set is not available, you can use two bolts (3/16-inch diameter by 1 1/4-inch grip) as an alternative. Install one bolt above and one bolt below the reservoir plunger. Attach tags to the bolts to identify the bolts for their removal.

B. References

- (1) 25-66-01/401, No. 1, 2 and 4 Passenger Door Escape Slide or Slide-Raft
(2) 52-11-02/401, No. 1, 2, and 4 Passenger Door Lining

C. Access

(1) Location Zones

831	No. 1 Passenger Door (Left)
832	No. 2 Passenger Door (Left)
836	No. 4 Passenger Door (Left)
841	No. 1 Passenger Door (Right)
842	No. 2 Passenger Door (Right)
846	No. 4 Passenger Door (Right)

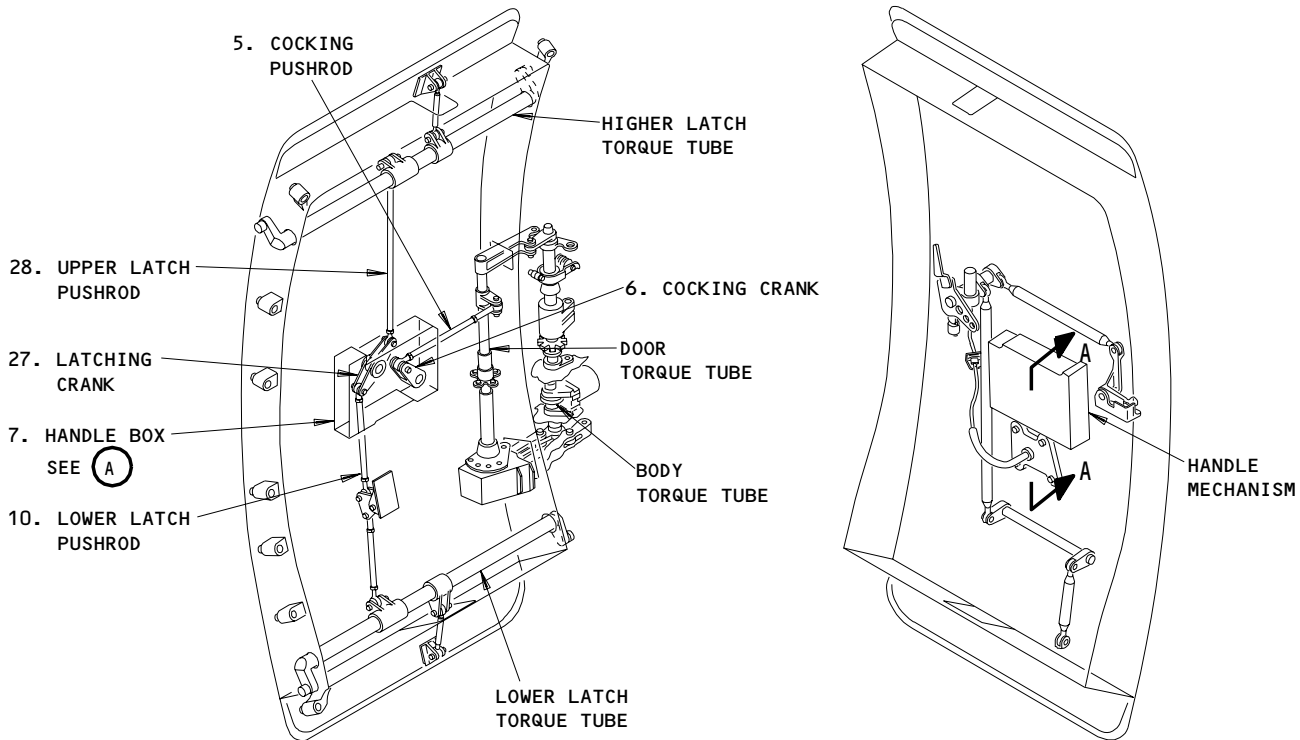
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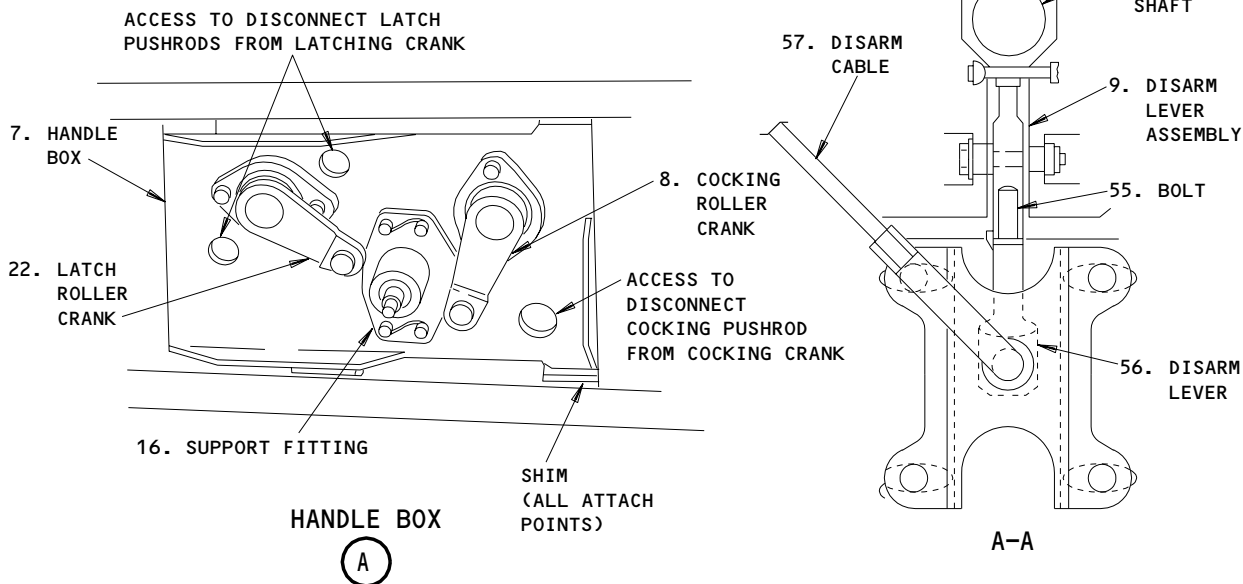
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NO. 1, 2, OR 4
PASSENGER DOOR
(INTERNAL VIEW)

NO. 1, 2, OR 4
PASSENGER DOOR
(INTERNAL VIEW)



No. 1, 2, and 4 Passenger Door Handle Mechanism
Figure 201 (Sheet 1)

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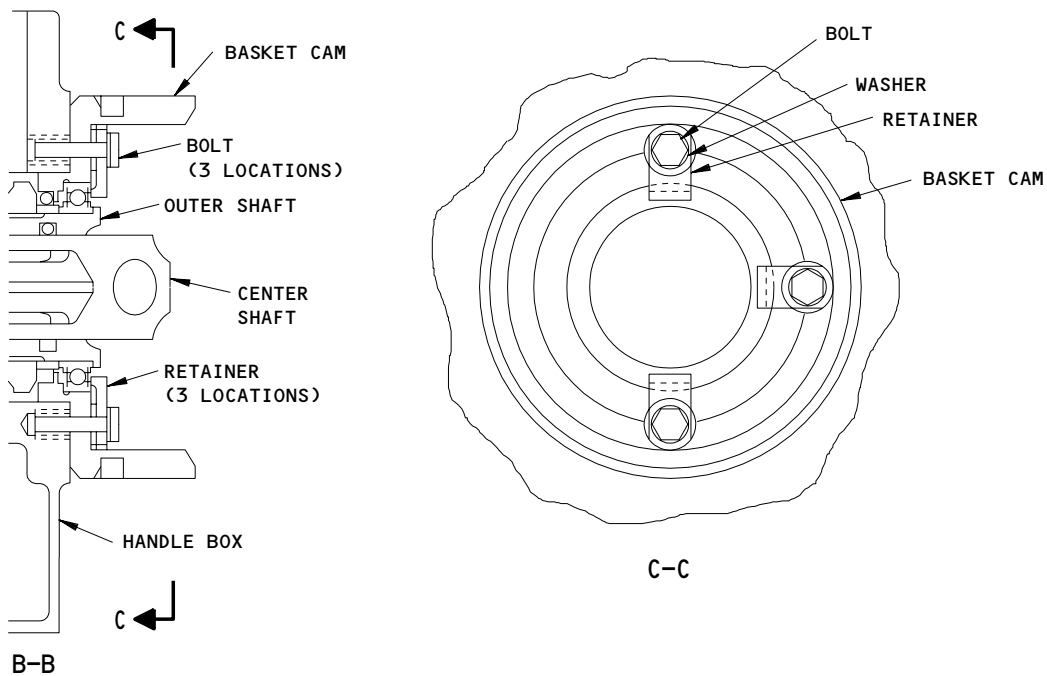
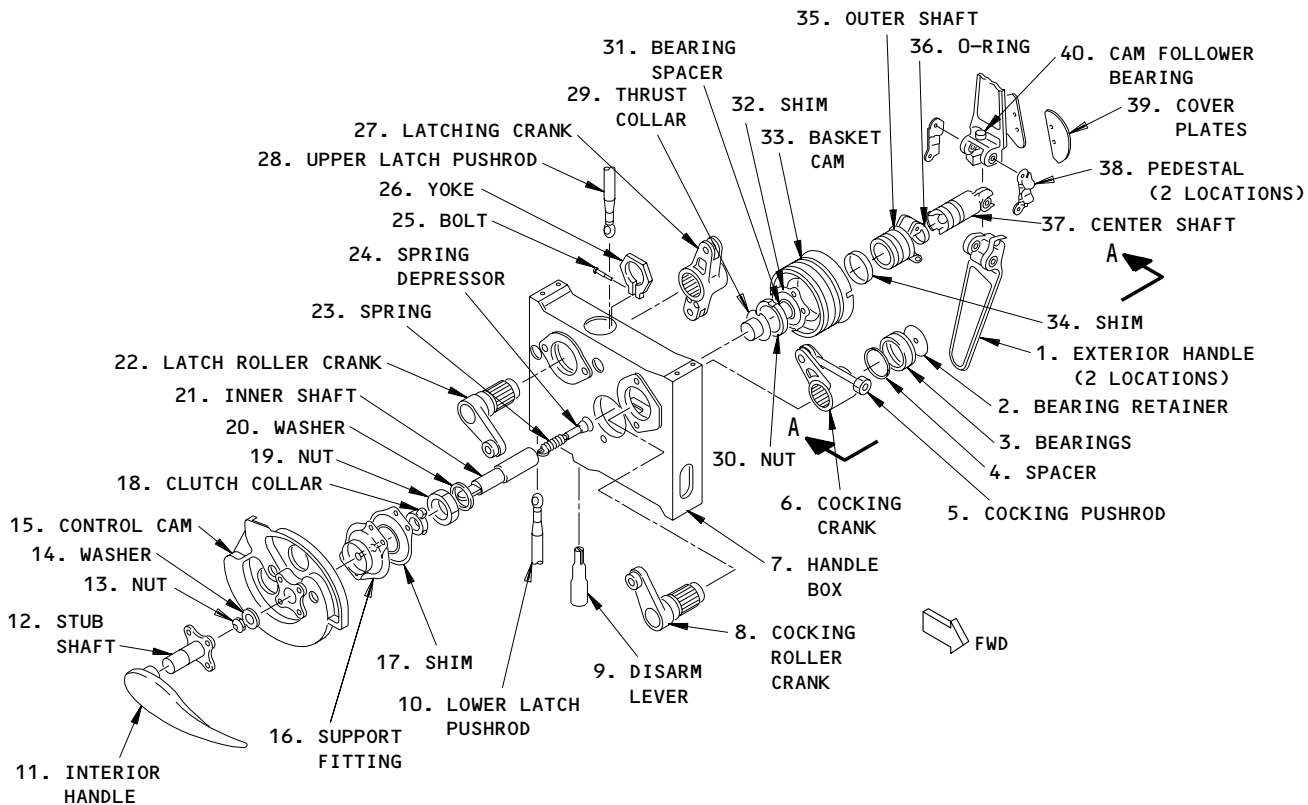
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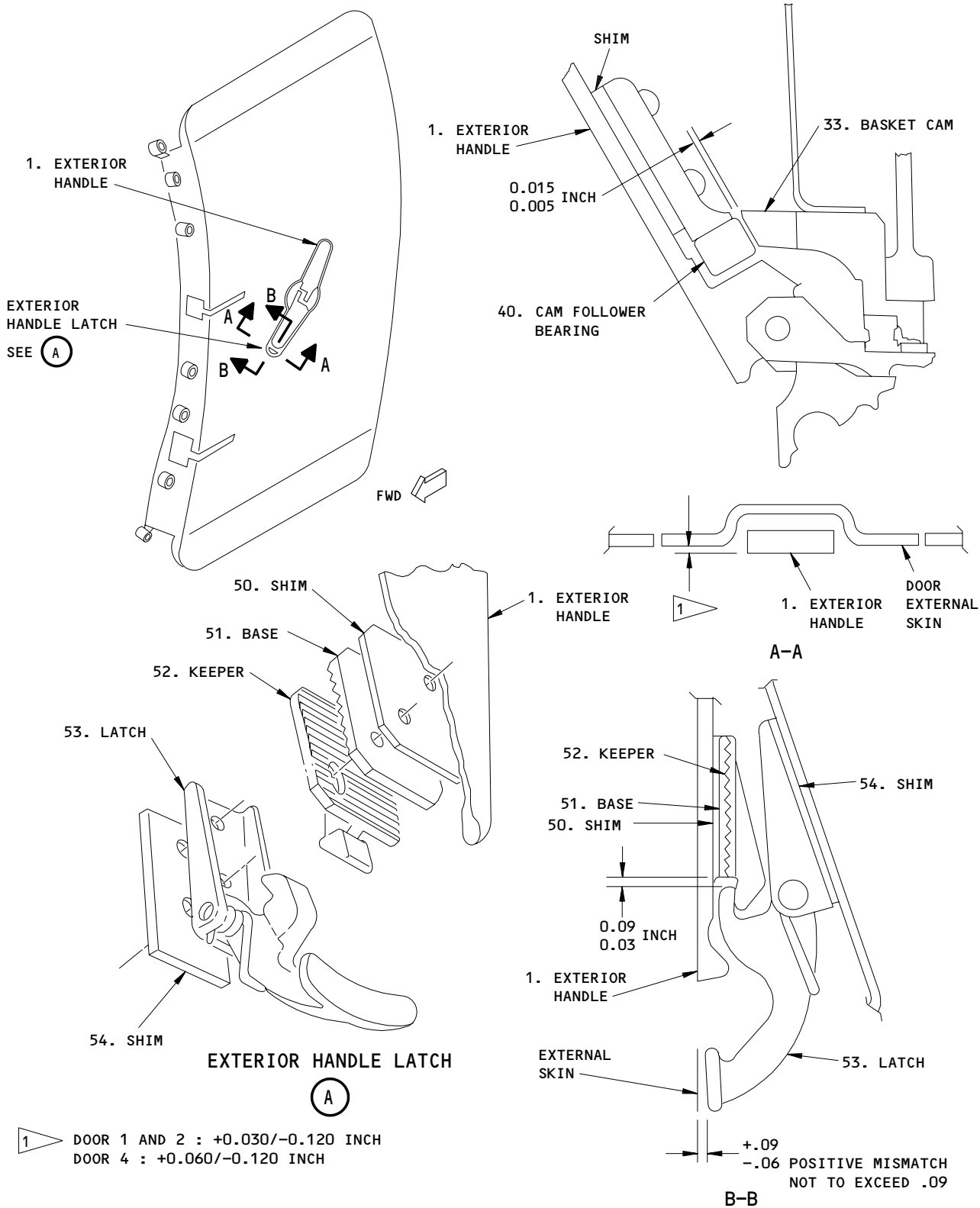
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No. 1, 2, and 4 Passenger Door Handle Mechanism
Figure 201 (Sheet 2)

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Exterior Handle Adjustment
Figure 202

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D. Procedure

S 942-002

- (1) Set a work stand on the ground below the passenger door.

S 862-003

- (2) Move the mode selector lever to the DETACH position.

S 492-006

WARNING: MAKE SURE YOU INSTALL THE SAFETY PINS ON THE CORRECT EMERGENCY POWER RESERVOIR. THE ACCIDENTAL OPERATION OF THE EMERGENCY POWER RESERVOIR CAN CAUSE INJURY OR DAMAGE.

- (3) Install the safety pins on the correct emergency power reservoir.

NOTE: The reservoirs for the No. 1 passenger doors are left of the airplane centerline above the ceiling between the doors. The reservoir for the right No. 1 door is left of the reservoir for the left No. 1 door. The reservoirs for the No. 2 and No. 4 passenger doors are above each door.

S 012-008

- (4) Remove the escape slide or the slide-raft (Ref 25-66-01).

S 012-011

- (5) Remove the door lining (Ref 52-11-02).

S 862-011

- (6) Open the door to the half open position.

TASK 52-11-13-902-012

3. Remove and Install the Exterior Handles and the Shafts

A. Equipment

- (1) Outer Shaft Nut Wrench - B52021-1

B. Consumable Materials

- (1) D00633 Grease - BMS 3-33 (Preferred)

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- (2) D00013 Grease - MIL-PRF-23827 (Supersedes MIL-G-23827) (Alternate)
- (3) D00015 Grease - BMS3-24
- (4) A00247 Sealant - Chromate Type, BMS 5-95

C. References

- (1) 51-31-01/201, Seals and Sealing

D. Access

(1) Location Zones

- 831 No. 1 Passenger Door (Left)
- 832 No. 2 Passenger Door (Left)
- 836 No. 4 Passenger Door (Left)
- 841 No. 1 Passenger Door (Right)
- 842 No. 2 Passenger Door (Right)
- 846 No. 4 Passenger Door (Right)

E. Procedure

S 022-013

- (1) Do these steps to remove the exterior handles (1) and the shafts (12, 21, 35, 37)

- (a) Pull the external handles to the fully flared (butterfly) position and turn them approximately 45 degrees.

NOTE: This is to get access to the handle latches.

- (b) Remove the latch assemblies.
- (c) Remove the keeper from the exterior handle.
- (d) Remove the interior handle cover.
- (e) Return the external handles to the faired position.
- (f) Remove the cotter pin, nut (13), and washer (14). Remove the control cam (15) from the inner shaft (21).

WARNING: MAKE SURE YOU HOLD THE SUPPORT FITTING (16) AGAINST THE PRESSURE OF THE SPRING (23) WHEN YOU REMOVE THE SUPPORT FITTING (16). THE SPRING (23) CAN CAUSE INJURY OR DAMAGE IF YOU LET IT EXTEND QUICKLY.

- (g) Hold the support fitting (16) against the pressure from the spring (23), and remove the support fitting (16), shim (17), and clutch collar (18). Keep the shim (17) for the installation or make a written record of the thickness for a new shim. Make a written record of the routing of the lockwire for the installation.
- (h) Remove the inner shaft (21), with the spring (23) and the spring depressor (24).
- (i) Remove the nut (19) and the washer (20) from the center shaft (37).
- (j) Remove the yoke (26) and the thrust collar (29) from the center shaft (37).
 - 1) Look for wear on the outboard face of the yoke.

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- 2) If the wear is more than 0.05 inch it is necessary to replace the yoke.

NOTE: It is acceptable to re-install a worn yoke on the other door that is on the opposite side of the airplane. The face of the yoke that has no wear faces outboard.

- (k) Pull out the external handle to the fully flared (butterfly) position and turn them approximately 45 degrees.

NOTE: This is to get access to the fasteners in the basket cam.

- (l) Remove the three bolts, washers, retainers and packing that holds the basket cam to the handle box.
- (m) Pull the external handles (with the basket cam attached) away from the door.
- (n) Use the outer shaft nut wrench to remove the nut (30).
- (o) Remove the bearing spacer (31) from the basket cam (33).
- (p) At this time, you can remove the basket cam (33) from the external handle assembly. Keep the shim (32) for the installation, or write the thickness for a new shim.
- (q) To disassemble the exterior handles (1) from the center shaft (37), do the steps that follow:
 - 1) Remove the coverplates (39) from the pedestals (38).
 - 2) Remove the bolts that attach the pedestals (38) to the exterior handles (1).
 - 3) Remove the outer shaft (35), and disconnect the exterior handles (1) from the center shaft (37). Keep the O-ring (36) for the installation.

S 422-014

- (2) Install the exterior handles (1) and the shafts (12, 21, 35, 37).
 - (a) If you removed the basket cam (33), then do these steps to install the basket cam (33) on the handle box (7):
 - 1) Put the shim (32) and the basket cam (33) on the handle box (7).

NOTE: Use a shim (32) with the same thickness as the shim (32) that was removed.

- 2) Make sure the bearing in the basket cam (33) is in the correct position.
- 3) Install the three bolts, washers, bearing retainers, and packing to attach the basket cam (33) to the handle box (7). Tighten the bolts to 20-30 pound-inches.
- (b) If you disassembled the exterior handles (1) from the center shaft (37), then do these steps:
 - 1) Install the O-ring (36) on the outer shaft (35) with BMS3-24 grease.

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- 2) Apply grease to the inner surfaces of the outer shaft (35) and the outer surfaces of the center shaft (37).
 - 3) Move the center shaft (37) into the outer shaft (35).
 - 4) Apply grease to the pivot points where the exterior handles (1) attach to the outer shaft (35) and the center shaft (37).
 - 5) Install the pedestals (38) to attach the exterior handles handles (1) to the outer shaft (35) and the center shaft (37).
 - 6) Do not install the coverplates (39) until the installation and the adjustment are completed.
- (c) Put the shim (34) on the outer shaft (35). Use a shim (34) with the same thickness as the shim (34) that you removed.
 - (d) Install the exterior handles (1), outer shaft (35), and center shaft (37) as a unit into the basket cam (33).
 - (e) Install the bearing spacer (31) on the outer shaft (35) against the bearing in the basket cam (33).
 - (f) Use the outer shaft nut wrench to install the nut (30). Tighten the nut (30) to 100-150 pound-inches more than the run-on torque.
 - (g) Apply grease to the inner and outer surfaces of the thrust collar (29).
 - (h) Install the thrust collar (29) on the center shaft (37).
 - (i) Apply grease to all of the surfaces of the yoke (26).
 - 1) Look for wear on the outboard face of the yoke.
 - 2) If the wear is more than 0.05 inch it is necessary to replace the yoke.

NOTE: It is acceptable to re-install a worn yoke on the other door that is on the opposite side of the airplane. The face of the yoke that has no wear faces outboard.

- (j) Install the yoke (26) on the thrust collar (29). Put the lower fitting of the yoke (26) into the slot in the disarm lever (9).
- (k) Apply grease to all of the surfaces of the washer (20).
- (l) Install the washer (20) and the nut (19) on the center shaft (37). Tighten the nut (19) to 150-200 pound-inches more than the run-on torque.
- (m) Apply grease to the spring (23) and the inner surfaces of the inner shaft (21).
- (n) Install the inner shaft (21), with the spring (23) and the spring depressor (24), into the center shaft (37).
- (o) Apply grease to the inner surfaces of the clutch collar (18).
- (p) Install the clutch collar (18) on the inner shaft (21).
- (q) Apply grease to the surfaces of the clutch collar (18) which touch the bearing in the support fitting (16).

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- (r) Install the shim (17) and the support fitting (16). Use a shim (17) with the same thickness as the shim (17) that you removed.

NOTE: You must compress the inner shaft (21) against the force of the spring (23) to install the support fitting (16).

- (s) Install the four bolts and the washers to attach the support fitting (16) to the handle box (7).
- (t) Install lockwire on the bolts.
- (u) Apply chromate sealant all around the support fitting (16) (Ref 51-31-01).
- (v) Install the control cam (15), washer (14), and nut (13) on the inner shaft (21). Tighten the nut (13) to 200-300 pound-inches.
- (w) Install the cotter pin on the nut (13).
- (x) Install the stub shaft (12) on the control cam (15).
- (y) Do a check for the adjustment of the handle mechanism.

TASK 52-11-13-902-015

4. Remove and Install the Handle Box

A. Access

(1) Location Zones

831	No. 1 Passenger Door (Left)
832	No. 2 Passenger Door (Left)
836	No. 4 Passenger Door (Left)
841	No. 1 Passenger Door (Right)
842	No. 2 Passenger Door (Right)
846	No. 4 Passenger Door (Right)

B. Procedure

S 022-016

- (1) Remove the handle box (7).
 - (a) Remove the cover plate for the control cam (15).
 - (b) Remove the stub shaft (12) from the control cam (15).
 - (c) Remove the nut (13) and the washer (14).
 - (d) Remove the control cam (15) from the inner shaft (21).
 - (e) Remove the lower latch pushrod (10) and the upper latch pushrod (28) from the latching crank (27).
 - (f) Disconnect the cocking pushrod (5) from the door torque tube.
 - (g) Disconnect the disarm cable (57) from the disarm lever (56).
 - (h) Remove the bolt (55) and the disarm lever (56).
 - (i) Remove the bolt, washer, and nut that attach the disarm lever (9) to the handle box (7).
 - (j) Remove the exterior handles (1) and the shafts (12, 21, 35, 37).
 - (k) Remove the bolts that attach the handle box (7) to the door structure. Keep all of the shims from between the handle box (7) and the door structure for the installation.

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S 422-017

- (2) Install the handle box (7).
- (a) Hold the handle box (7) and the basket cam (33) in the correct position on the door structure.
 - (b) Temporarily install the bolts to attach the handle box (7).
 - (c) Use shims to get the correct vertical position of the handle box (7). The position is correct when the basket cam (33) is concentric with the external handle pan.

NOTE: Shims with a taper are necessary on some doors. The shims are for the vertical adjustment only. The attach bolts keep the handle box (7) aligned in the inboard, outboard, forward, and aft positions.

- (d) Remove the handle box (7).
- (e) Install the shims and the handle box (7).
- (f) Install the disarm lever (56) and the bolt (55). Tighten the bolt (55) to 60-85 pound-inches.
- (g) Connect the disarm cable (57) to the disarm lever (56).
- (h) Connect the cocking pushrod (5). Make sure the adjustable end is connected to the door torque tube and the lube fitting is inboard. Tighten the nut to 100-150 pound-inches.
- (i) Connect the lower latch pushrod (10) and the upper latch pushrod (28) to the latching crank (27). Tighten the bolts to 50-80 pound-inches.
- (j) Install the exterior handles (1) and the shafts (12, 21, 35, 37).
- (k) Install the cover plate.

TASK 52-11-13-822-018

5. Adjust the Handle Mechanism

A. General

- (1) The instructions are given for these adjustments:
- (a) The clearance between the cam follower bearing (40) and the basket cam (33).
 - (b) The flushness of the exterior handles (1).
 - (c) The travel of the center shaft (37).
 - (d) The exterior handle latch (53).
 - (e) The length of the cocking pushrod (5).

B. Access

(1) Location Zones

831	No. 1 Passenger Door (Left)
832	No. 2 Passenger Door (Left)
836	No. 4 Passenger Door (Left)
841	No. 1 Passenger Door (Right)
842	No. 2 Passenger Door (Right)
846	No. 4 Passenger Door (Right)

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C. Procedure

S 822-019

- (1) Adjust the clearance between the cam follower bearing (40) and the basket cam (33).
 - (a) Fully extend the exterior handles (1).
 - (b) Measure the clearance between the cam follower bearing (40) and the basket cam (33) (Fig. 202).
 - (c) Adjust the thickness of the shims to get the correct clearance.

S 822-020

- (2) Adjust the flushness of the exterior handles (1).
 - (a) Measure the flushness of the exterior handle (1) (View A-A, Fig. 202).
 - (b) Adjust the thickness of the shim (32) to get the correct flushness.

S 822-021

- (3) Adjust the travel of the center shaft (37).
 - (a) With the exterior handles (1) fully retracted, extend the handles to the fully open position. Measure the travel of the center shaft (37).
 - (b) Adjust the thickness of the shim (17) to get a minimum travel of 0.55 inch for the center shaft (37).

S 822-022

- (4) Adjust the exterior handle latch.
 - (a) Measure the flushness and the overlap of the exterior handle latch (53) (Fig. 202).
 - (b) Adjust the thickness of the shim (54) to get the correct flushness of the exterior handle latch (53) (View B-B, Fig. 202).
 - (c) Adjust the keeper (52) up or down on the base (51) to get the correct overlap as shown (View B-B, Fig. 202).
 - (d) Adjust the thickness of the shim (50) to keep the correct flushness of the exterior handle (1).

S 822-023

- (5) Adjust the cocking pushrod (5).
 - (a) Open the passenger door to the cocked position.
 - (b) Remove the bolt that attaches the cocking pushrod (5) to the door torque tube.
 - (c) Close and latch the passenger door.
 - (d) Adjust the length of the cocking pushrod (5) until you can easily remove and install the bolt that attaches the cocking pushrod to the door torque tube.
 - (e) Open the passenger door.
 - (f) Remove the bolt.
 - (g) Turn the rod end one-half turn to decrease the length of the cocking pushrod (5).

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- (h) Install the bolt to attach the cocking pushrod (5) to the door torque tube. Make sure the lubrication fitting is inboard. Tighten the nut to 100-150 pound-inches.

TASK 52-11-13-842-024

6. Put the Airplane Back to Its Initial Condition

A. References

- (1) 25-66-01/401, No. 1, 2 and 4 Passenger Door Escape Slide or Slide-Raft
- (2) 52-11-02/401, No. 1, 2, and 4 Passenger Door Lining

B. Access

(1) Location Zones

- 831 No. 1 Passenger Door (Left)
- 832 No. 2 Passenger Door (Left)
- 836 No. 4 Passenger Door (Left)
- 841 No. 1 Passenger Door (Right)
- 842 No. 2 Passenger Door (Right)
- 846 No. 4 Passenger Door (Right)

C. Procedure

S 412-025

- (1) Install the door lining (Ref 52-11-02).

S 412-027

- (2) Install the escape slide or the slide-raft (Ref 25-66-01).

S 212-030

- (3) Make sure the mode selector lever is in the DETACH position.

S 092-033

- (4) Remove the safety pins from the emergency power reservoir.

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NO. 1, 2 AND 4 PASSENGER DOOR EMERGENCY MECHANISM – ADJUSTMENT/TEST

1. General

- A. This procedure gives the instructions for the adjustment and the system test of the emergency mechanism for the No. 1, 2 and 4 passenger doors.
- B. The adjustment gives the instruction to adjust these items:
 - (1) The disarm cable.
 - (2) The emergency power trigger pin mechanism.
 - (3) The linkage between the mode selector lever and the girt bar mechanism.
 - (4) The mode select lockout mechanism.
 - (5) The retractable door mechanism.
- C. The system test examines the emergency mechanism for the correct operation.

TASK 52-11-20-825-001

2. Adjustment – Door Emergency Mechanism

A. General

- (1) This procedure gives the adjustment instruction as follows:

NOTE: The adjustment procedures are different for each door (No. 1, No. 2, and No. 4).

- (a) Adjust the Disarm Cable (All Doors).
- (b) Adjust the No. 1 Passenger Door Emergency Mechanisms.
- (c) Adjust the No. 2 Passenger Door Emergency Mechanisms.
- (d) Adjust the No. 4 Passenger Door Emergency Mechanisms.
- (e) Adjust the Retractable Door Mechanism (All Doors).

B. Equipment

- (1) Rig Pins from set B20003-XX (Ref 20-10-24):
 - (a) PD2 – P/N B20003-8
 - (b) PD3 – P/N B20003-11
 - (c) PD4 – P/N B20003-6
 - (d) PD5 – P/N B20003-6
 - (e) PD6 – P/N B20003-7
 - (f) PD7 – P/N B20003-10
 - (g) PD8 – P/N B20003-11

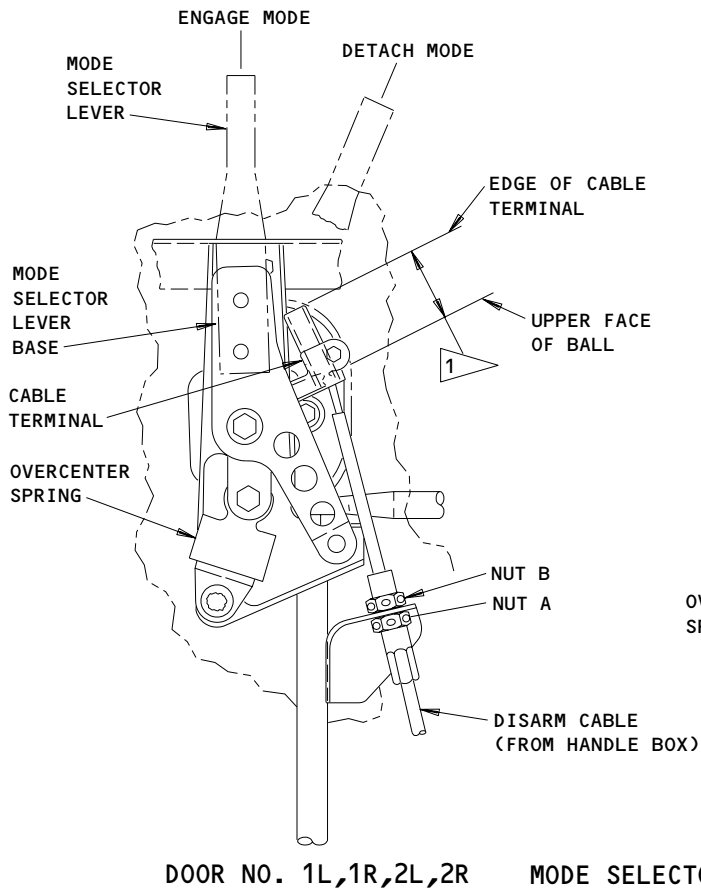
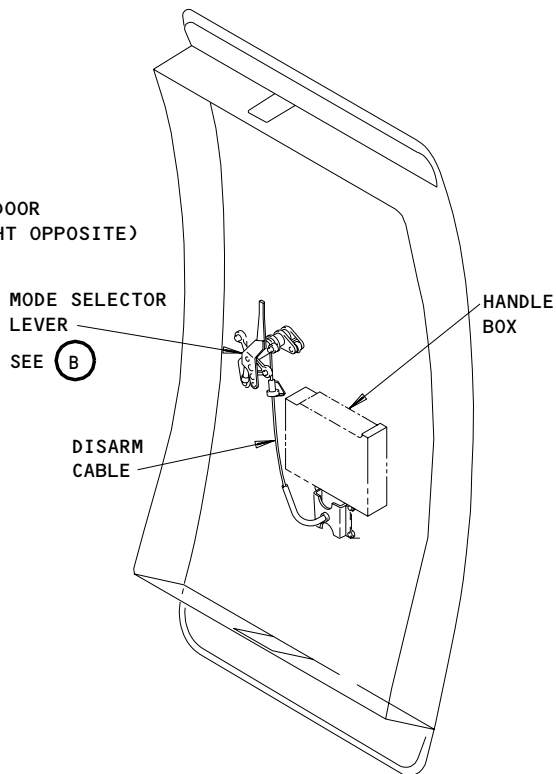
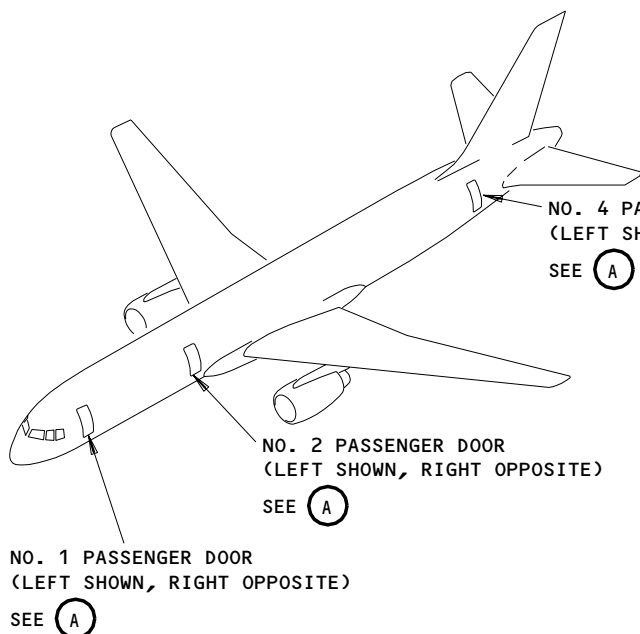
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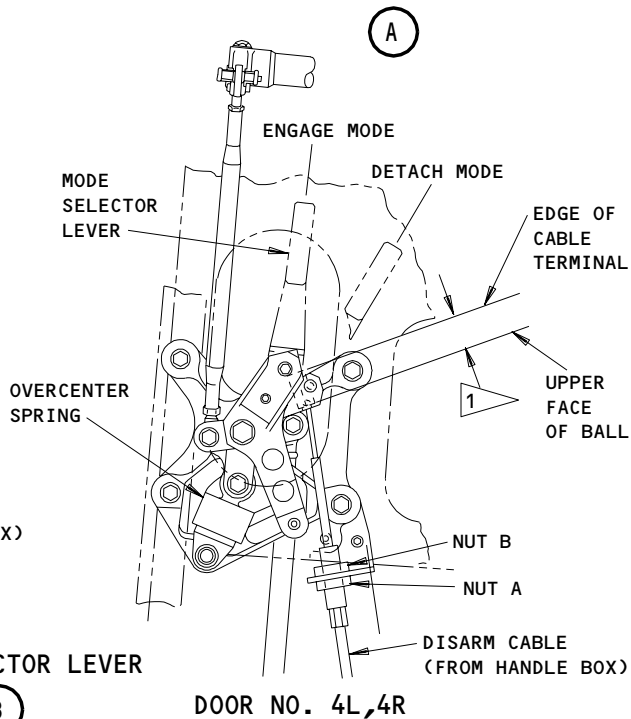
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NO. 1,2, OR 4 PASSENGER DOOR
(INTERNAL VIEW)



1 FOR DOOR NO. 1L,1R = 1.65 ±0.02 INCHES
FOR DOOR NO. 2L,2R,4L,4R = 1.33 ±0.02 INCHES

Passenger Door Disarm Cable
Figure 501

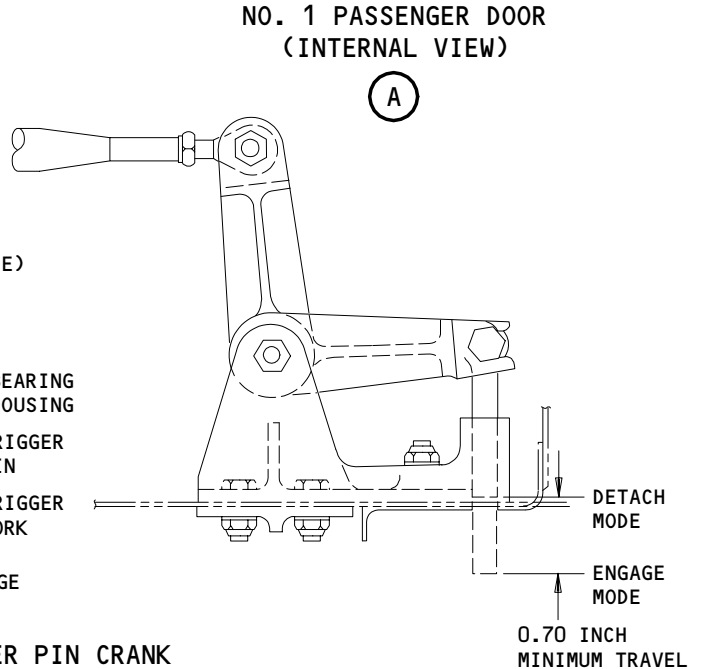
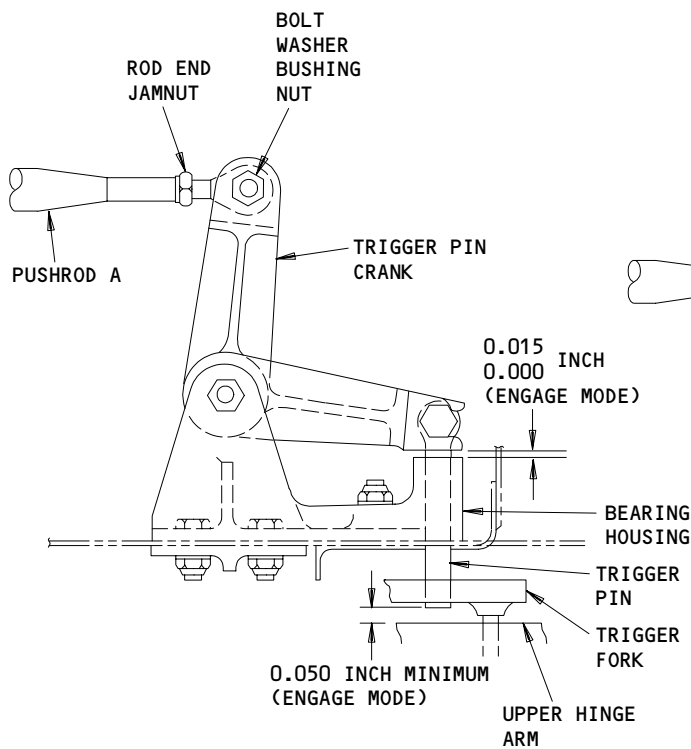
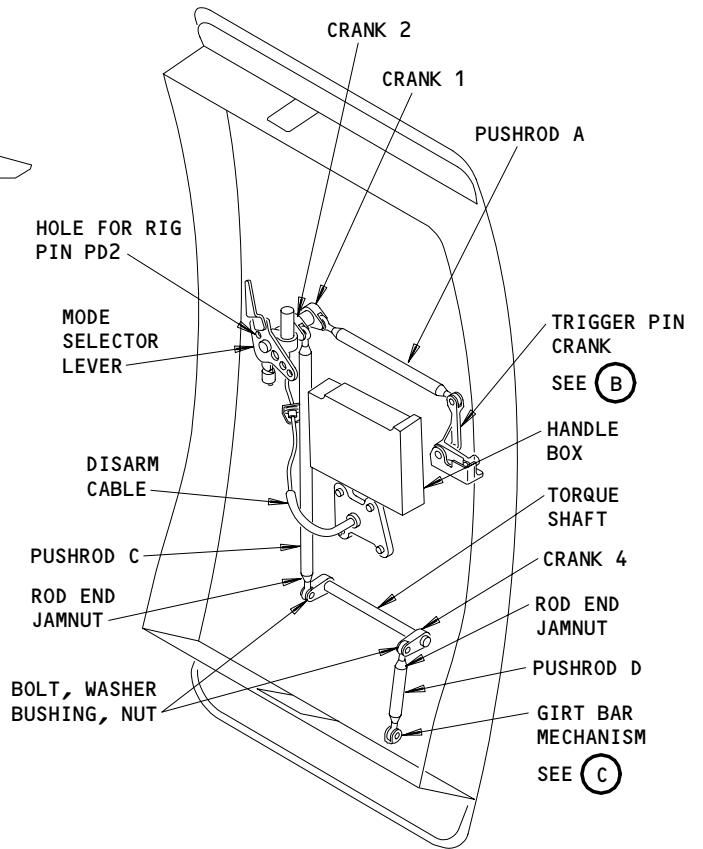
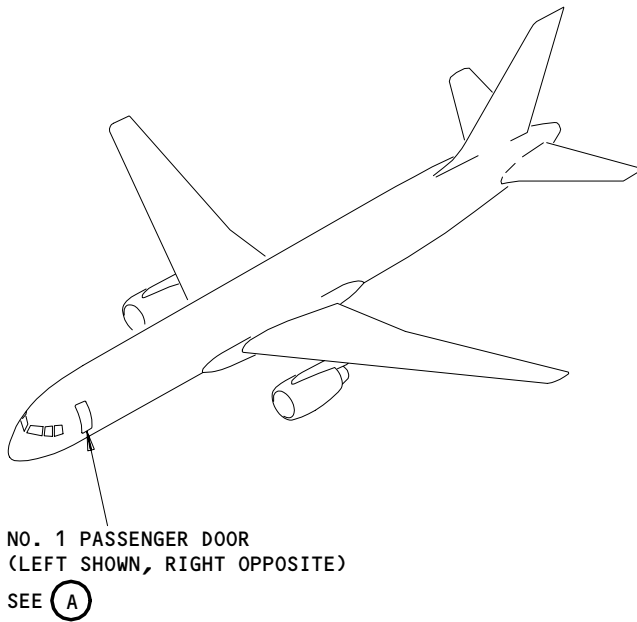
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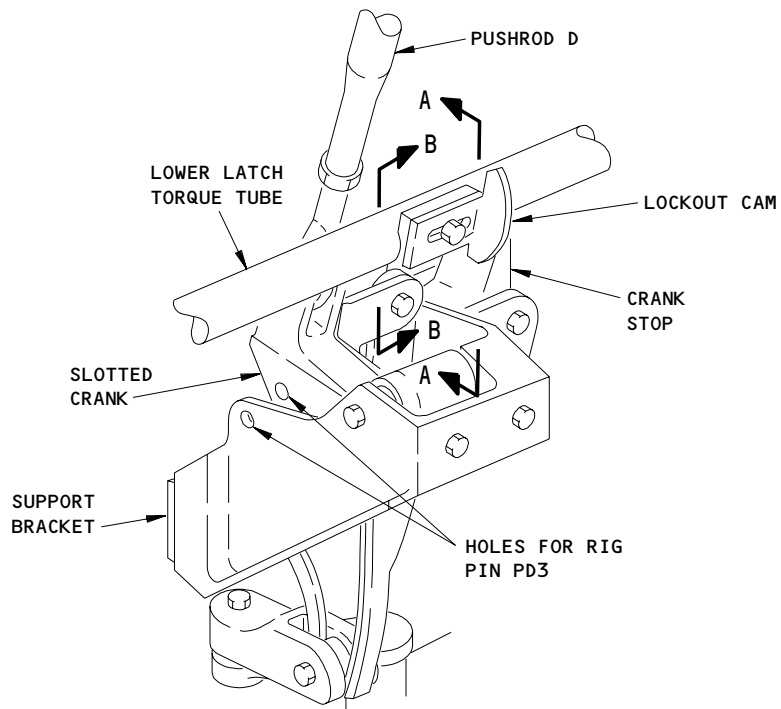
TRIGGER PIN CRANK

(B)

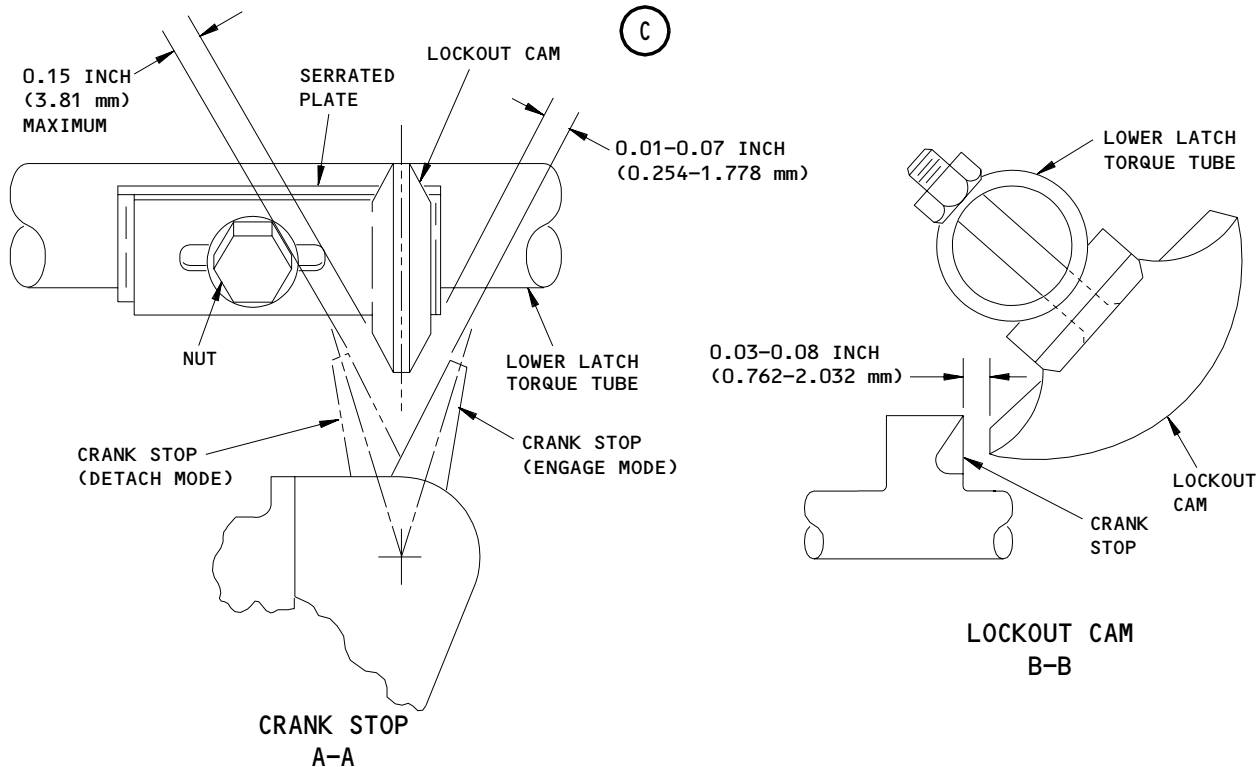
No. 1 Passenger Door Emergency Mechanism
Figure 502 (Sheet 1)

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GIRT BAR MECHANISM



No. 1 Passenger Door Emergency Mechanism
Figure 502 (Sheet 2)

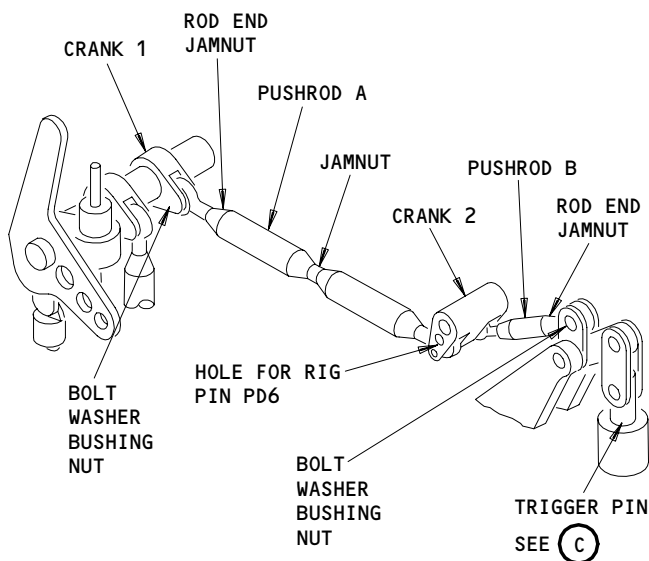
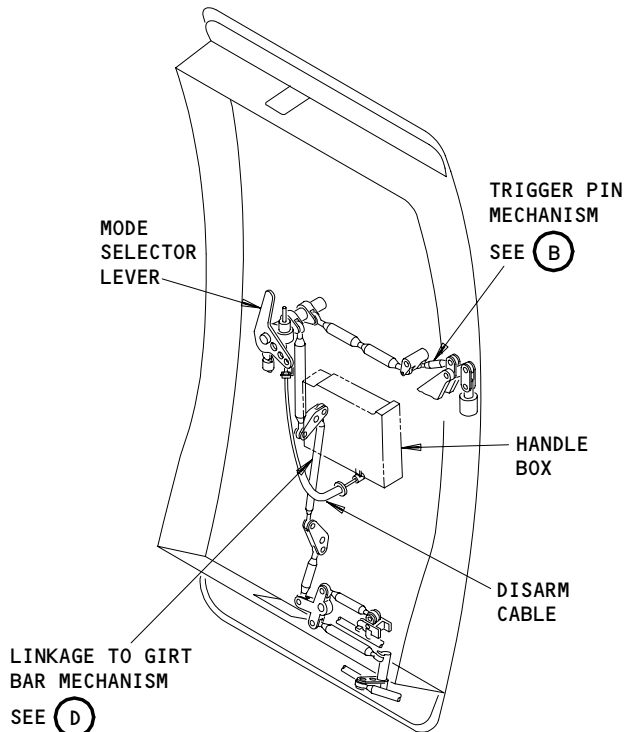
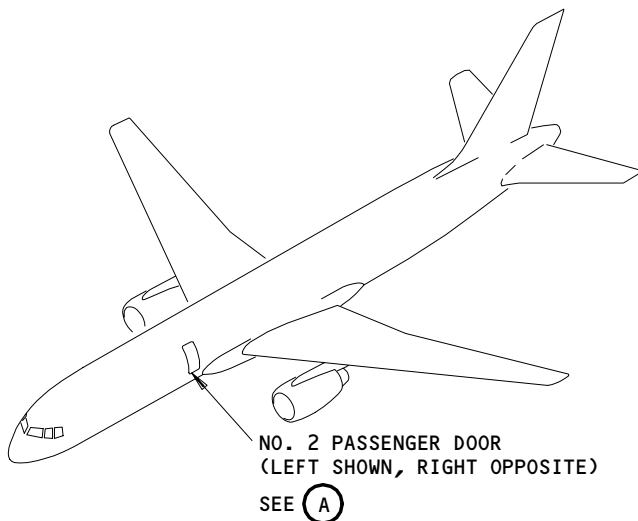
EFFECTIVITY	
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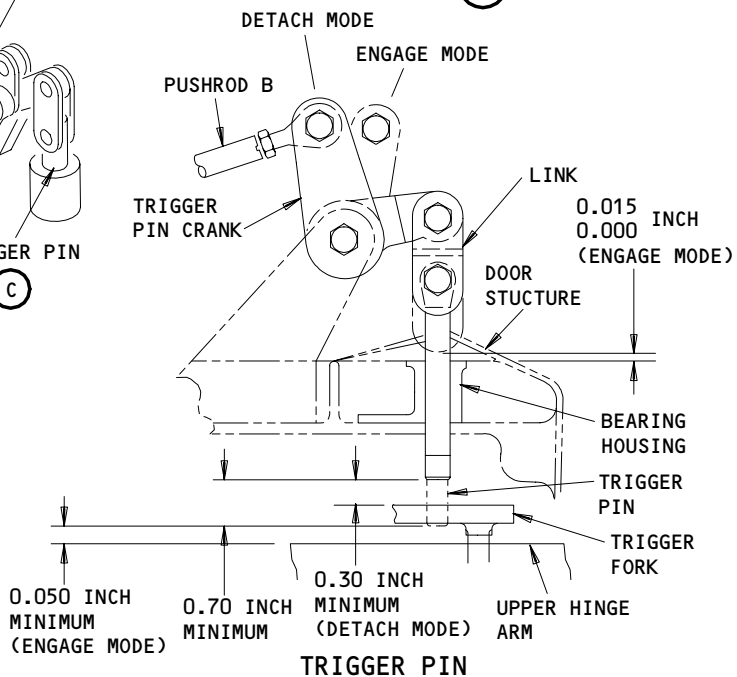


TRIGGER PIN MECHANISM

(B)

NO. 2 PASSENGER DOOR
(INTERNAL VIEW)

(A)



TRIGGER PIN

(C)

No. 2 Passenger Door Emergency Mechanism
Figure 503 (Sheet 1)

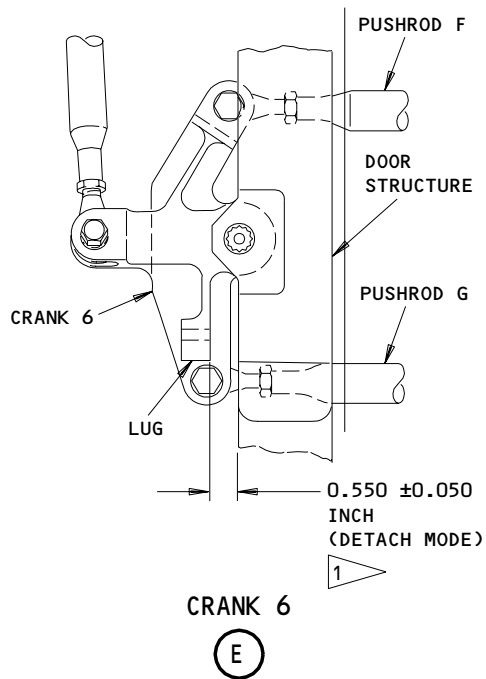
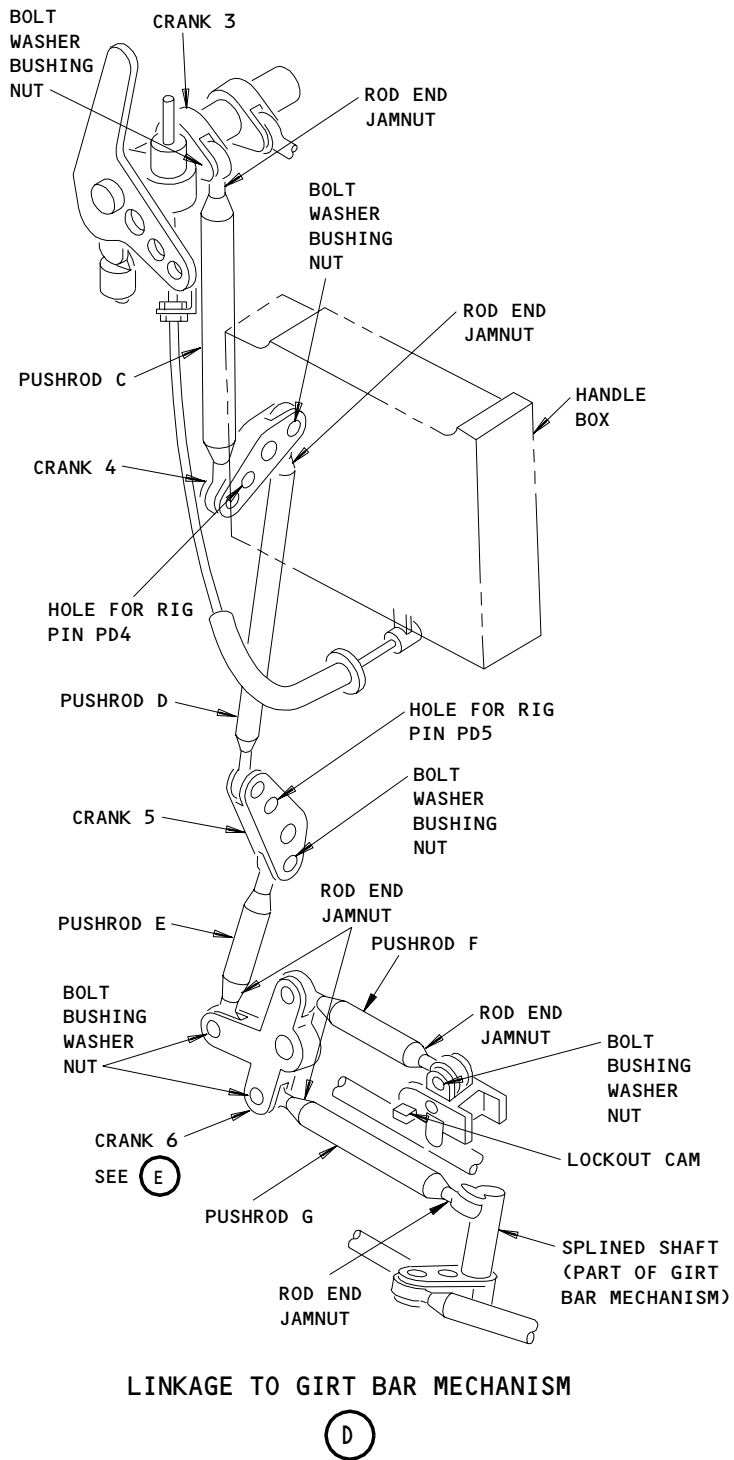
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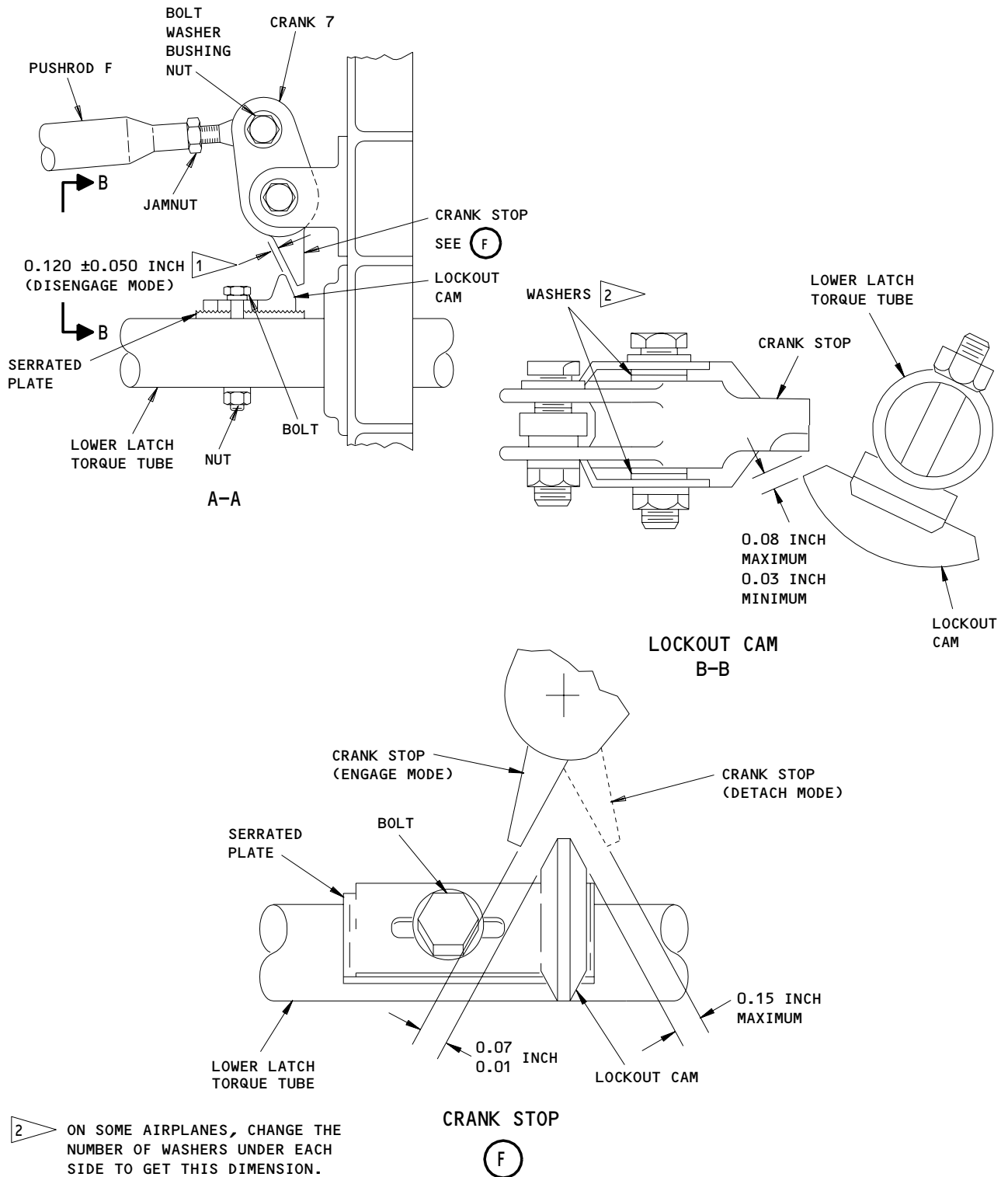


1 USE SHIM TO GET THIS DIMENSION DURING ADJUSTMENT

No. 2 Passenger Door Emergency Mechanism
Figure 503 (Sheet 2)

EFFECTIVITY	ALL
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No. 2 Passenger Door Emergency Mechanism
Figure 503 (Sheet 3)

EFFECTIVITY	
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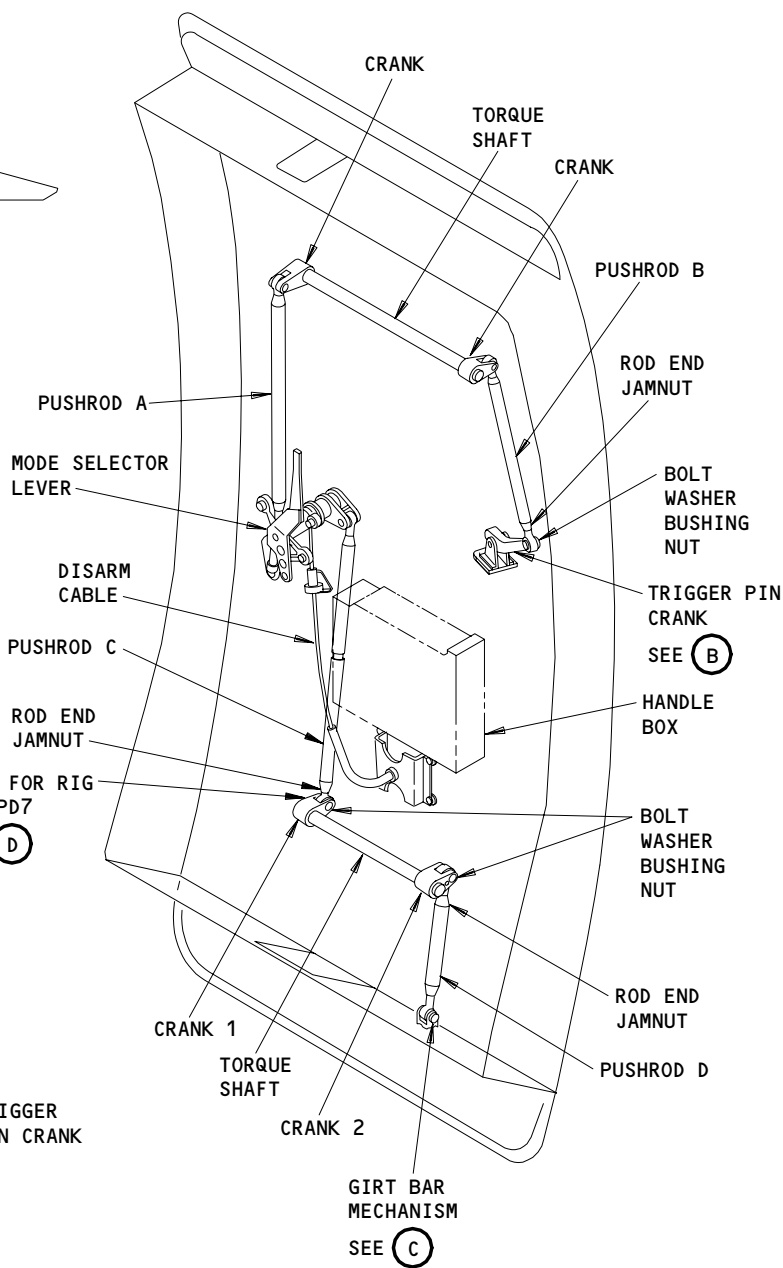
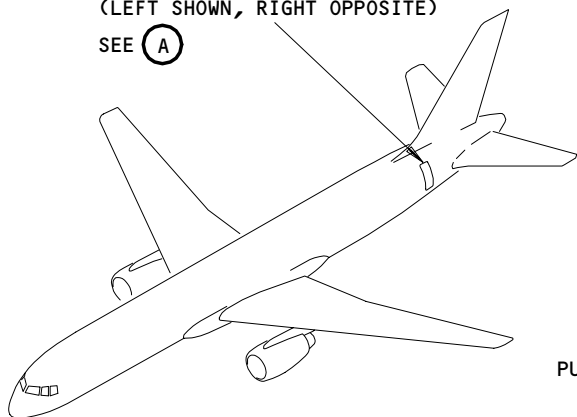
52-11-20

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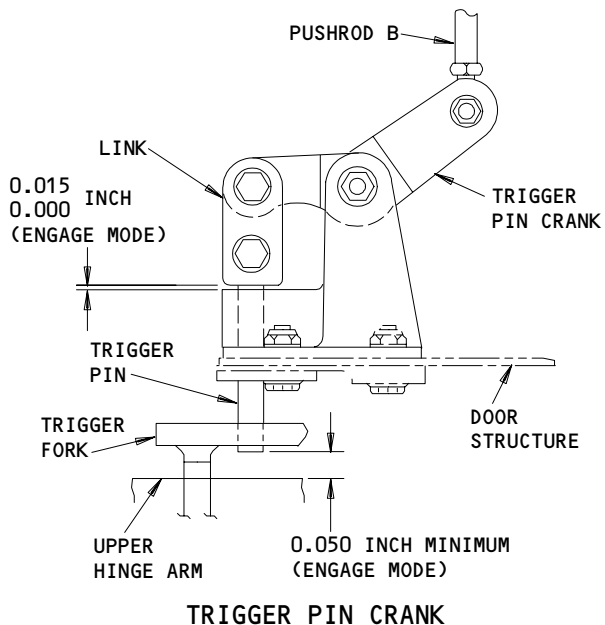
NO. 4 PASSENGER DOOR
(LEFT SHOWN, RIGHT OPPOSITE)

SEE (A)



NO. 4 PASSENGER DOOR
(INTERNAL VIEW)

(A)

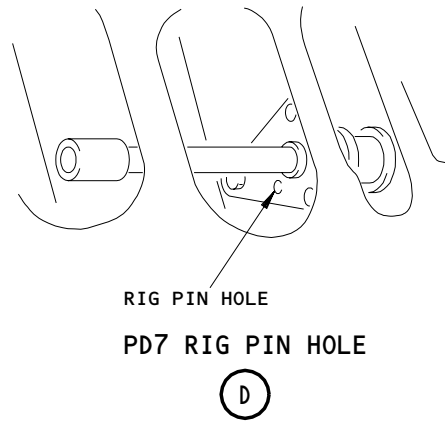
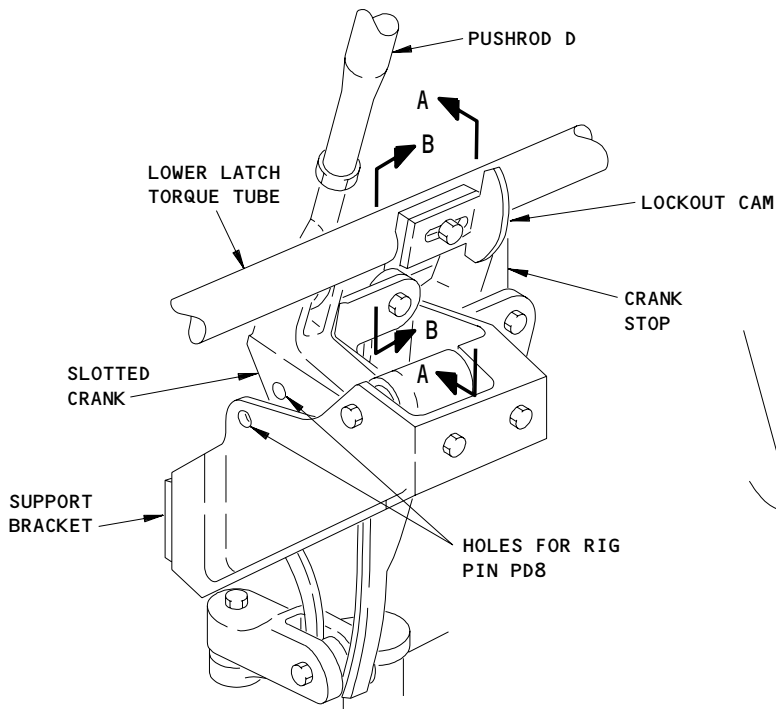


(B)

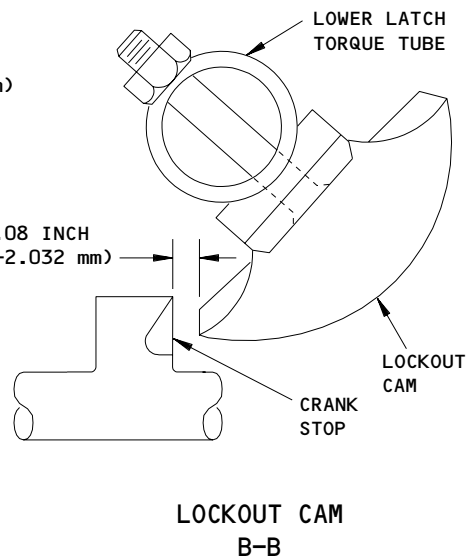
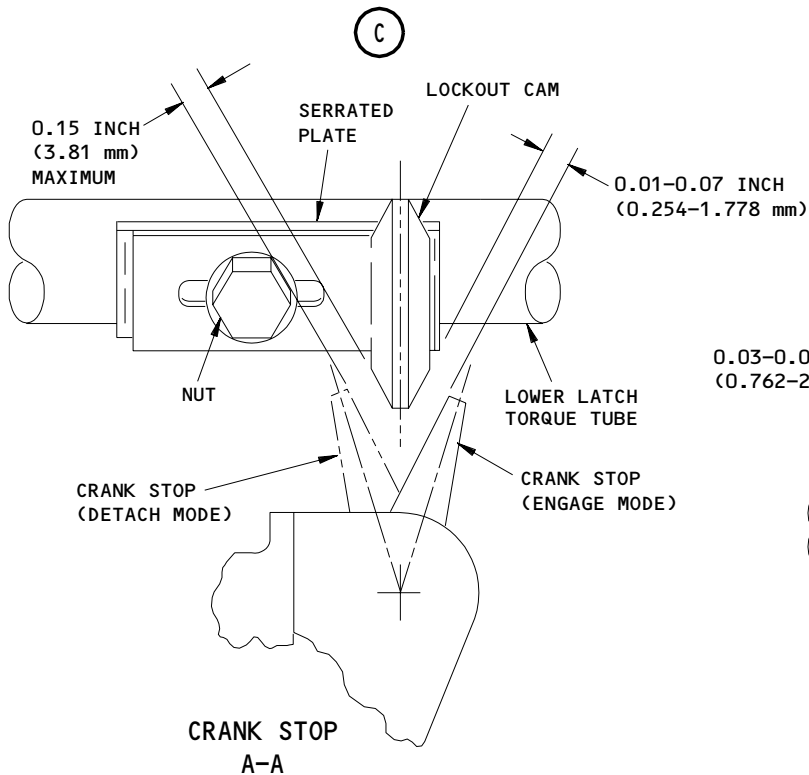
No. 4 Passenger Door Emergency Mechanism
Figure 504 (Sheet 1)

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GIRT BAR MECHANISM



**No. 4 Passenger Door Emergency Mechanism
Figure 504 (Sheet 2)**

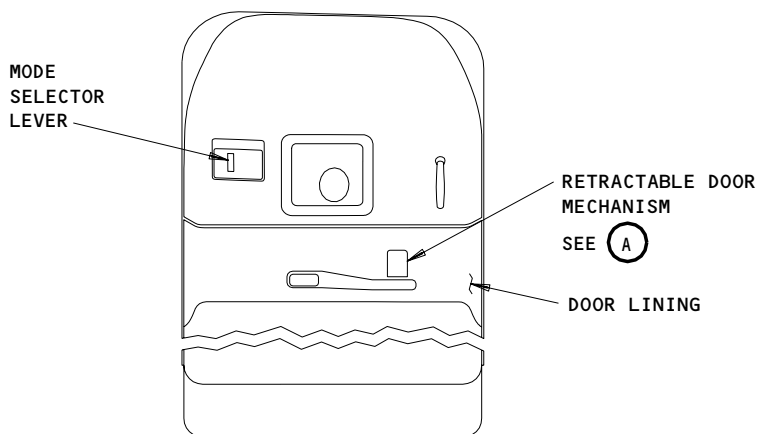
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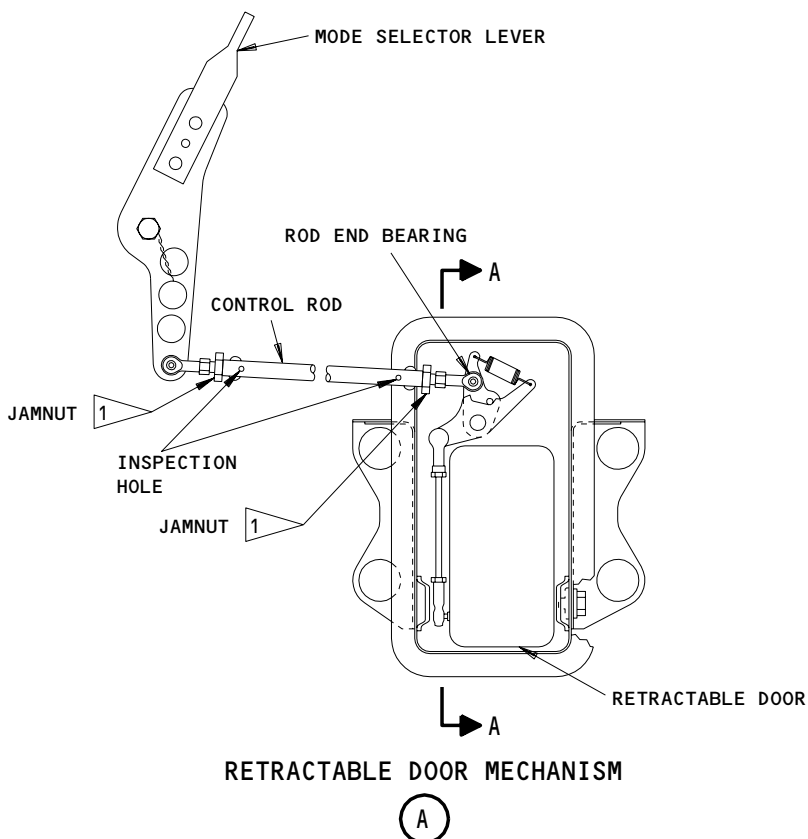
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NO. 1, 2 OR 4 PASSENGER DOOR
(INTERNAL VIEW)



1 JAMNUTS ARE NOT INSTALLED ON ALL AIRPLANES

Retractable Door Mechanism
Figure 505 (Sheet 1)

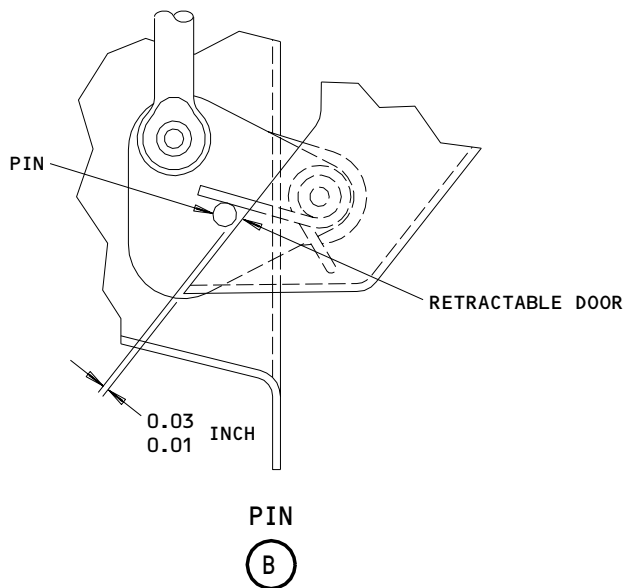
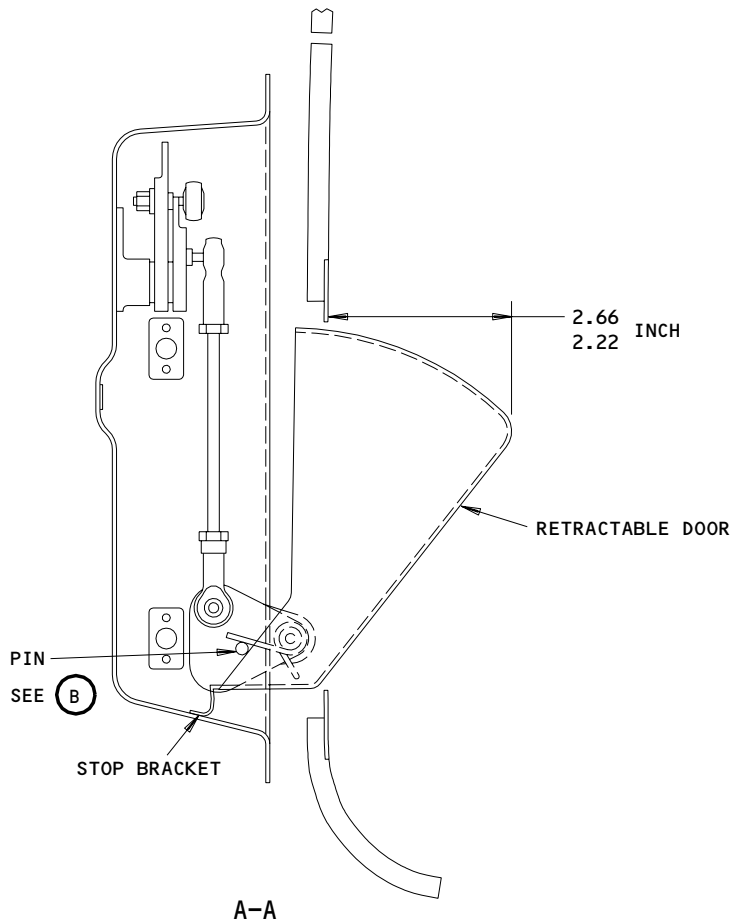
EFFECTIVITY	ALL
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Retractable Door Mechanism
Figure 505 (Sheet 2)

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(2) Crimping Tool - ST2109

C. References

- (1) 25-66-01/401, No. 1, 2, and 4 Passenger Door Escape Slides or Slide-Rafts
- (2) 52-11-02/401, Door Lining
- (3) 52-11-13/201, Door Handle Mechanism
- (4) 52-11-25/501, Girt Bar Mechanism
- (5) 52-11-30/401, Emergency Power Reservoir

D. Access

- (1) Location Zones
 - 831 No. 1 Passenger Door (Left)
 - 832 No. 2 Passenger Door (Left)
 - 836 No. 4 Passenger Door (Left)
 - 841 No. 1 Passenger Door (Right)
 - 842 No. 2 Passenger Door (Right)
 - 846 No. 4 Passenger Door (Right)

E. Prepare for Adjustment

S 865-002

- (1) Close and latch the passenger door.

S 865-003

- (2) Move the mode selector lever to the DETACH position.

S 035-006

- (3) Remove the emergency power reservoir (Ref 52-11-30).

S 035-009

- (4) Remove the escape slide or slide-raft (Ref 25-66-01).

S 015-010

- (5) Open the upper door lining or remove the lining if necessary (Ref 52-11-02).

F. Adjust the Disarm Cable (All Doors) (Fig. 501).

NOTE: Use these steps to make the disarm cable tight. With the correct tension, the disarm cable will pull the mode selector lever to the DETACH position when the external handles are pulled out.

S 825-011

- (1) Adjust the handle mechanism if necessary (Ref 52-11-13).

S 825-012

- (2) Hold the external handles to the fully extended position while you adjust the cable.

S 035-013

- (3) Loosen nut B.

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S 435-014

- (4) Turn the cable terminal in the housing, and tighten nut A at the same time.

S 435-015

- (5) When you cannot turn the cable terminal with your fingers, the cable is tight.

S 225-016

- (6) Measure the distance from the edge of the cable terminal to the upper face of the ball on end of the cable, as shown (View B, Fig. 501).

S 435-017

- (7) Tighten nut A one more turn.

NOTE: This preloads the cable.

S 435-018

- (8) Tighten nut B.

S 435-019

- (9) Install lockwire on nuts A and B.

S 205-020

- (10) Examine the cable preload as follows:
- (a) Relax the force on the external handles.
 - (b) Fully extend the handles and look for movement of the mode selector lever crank. There can be slight movement of the mode selector lever crank, but no movement of the girt bar cranks.
 - (c) With the handles fully extended, pull aft lightly to make sure there is no slack.
 - (d) Push forward and aft on the cable terminal to make sure there is no free play.
- G. Adjust the No. 1 Passenger Door Emergency Mechanisms (Fig. 502)

S 825-021

- (1) Adjust the trigger pin mechanism.

NOTE: Use these steps to get the correct trigger pin movement when the mode selector lever is moved.

- (a) Remove the bolt to disconnect the adjustable end of pushrod A from the trigger pin crank.
- (b) Move the mode selector lever to the ENGAGE position.

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- (c) Remove the mode selector lever from the mode selector Lever base.
- (d) Install rig pin PD2 through the mode selector lever base (View A, Fig. 502).
- (e) Adjust the length of pushrod A to hold the trigger pin and the trigger pin crank in the engage mode (View B, Fig. 502).
- (f) Make sure the trigger pin crank touches the bearing housing, or is in the clearance range shown (View B, Fig. 502).
- (g) Make sure the trigger pin makes full contact with the trigger fork.
- (h) Make sure the bottom of the trigger pin is clear of the top of the upper hinge arm, with minimum clearance as shown (View B, Fig. 502). Cut off the bottom of the trigger pin as necessary to get the minimum clearance.
- (i) Install the bolt, washer, bushing, and nut to connect pushrod A to the trigger pin crank. Tighten the nut to 50-80 pound-inches.
- (j) Tighten the jamnut on the rod end to 20-30 pound-inches.
- (k) Install lockwire on the jamnut.
- (l) Remove the rig pin PD2.
- (m) Move the mode selector lever to the DETACH position.
- (n) Make sure the trigger pin has sufficient travel between the ENGAGE and the DETACH positions as shown (View B, Fig. 502).
- (o) Make sure the trigger pin does not engage the trigger fork.

S 825-087

- (2) Adjust the linkage to the girt bar mechanism.

NOTE: Use these steps to get the correct lengths of pushrod C and pushrod D to the girt bar mechanism.

- (a) Adjust the girt bar mechanism if necessary (Ref 52-11-25).
- (b) Move the mode selector lever to the ENGAGE position.
- (c) Install the rig pin PD2 through the base of the mode selector lever (View A, Fig. 502).
- (d) Try to install rig pin PD3 through the support bracket and into the slotted crank at the lower end of pushrod D (View C, Fig. 502).
- (e) If you can install rig pin PD3, then pushrods C and D are the correct length. Go to the procedure to adjust the mode select lockout mechanism.
- (f) If you cannot install rig pin PD3, then do these steps:
 - 1) Remove the bolt to disconnect the adjustable end of pushrod C from the torque shaft crank.
 - 2) Remove the bolt to disconnect the adjustable end of pushrod D from crank 4.
 - 3) Adjust the length of pushrod C and pushrod D to align the holes for rig pin PD3. Adjust the pushrods to the nearest 1/2 turn of the rod end.
- (g) Install the bolt, washer, bushing, and nut to connect pushrod D to crank 4. Tighten the nut to 50-80 pound-inches.

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- (h) Tighten the jamnut on the rod end to 20-30 pound-inches.
- (i) Install lockwire on the jamnut.
- (j) Install the bolt, washer, bushing, and nut to connect pushrod C to the torque shaft crank. Tighten the nut to 50-80 pound-inches.
- (k) Tighten the jamnut on the rod end to 20-30 pound-inches.
- (l) Install lockwire on the jamnut.
- (m) Make sure you can install rig pins PD2 and PD3 at the same time.
- (n) Remove rig pins PD2 and PD3.
- (o) Install the mode selector lever to the mode selector lever base.
- (p) Move the mode selector lever to the DETACH position.

S 825-022

- (3) Adjust the mode select lockout mechanism.

NOTE: Use these steps to get the correct position of the lockout cam to prevent movement of the mode selector lever when the door is unlatched.

- (a) With the door closed, move the mode selector lever to the Armed (Engaged)(Automatic) position.
- (b) Move the door handle approximately 45 degrees from the closed position. The door is partially open at this point.
- (c) Adjust the lockout cam to get the 0.01 to 0.07 inch clearance shown (View A-A).
- (d) Close the door.
- (e) Move the mode select lever to the Disarmed (Disengaged) (Manual) position.
- (f) Turn the door handle approximately 45 degrees from the closed position. The door will be partially open at this point.
- (g) Adjust the lockout cam to get the 0.15 inch maximum dimension shown (View A-A).
- (h) If you cannot get the clearances above, replace the lockout cam with the alternative lockout cam listed below:
 - 1) Use: 140N2032-5 to replace 140N2032-1
 - 140N2032-6 to replace 140N2686-5
 - 140N6450-1
 - 140N2032-1
 - 140N2032-7 to replace 140N2032-3
- (i) Make sure the door is closed and latched.

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- (j) Move the mode selector lever to the mid-travel position and make sure the clearance between the lockout cam and the crank stop is 0.03-0.08 inch (0.762-2.032 mm) (View B-B, Fig. 502).

NOTE: The mid-travel position is achieved with the door closed and latched, and the Mode Select lever positioned so that the overcenter spring is in the bottom-dead-center position. The lever should stay in this position without assistance.

- 1) If the gap between the lockout cam and the crank stop exceeds 0.08 inch (2.032 mm) replace with an alternative lockout cam.
 - 2) If the gap between the lockout cam and the crank stop is less than 0.03 inch (0.762 mm) install Shim 012N8449-3.
 - 3) If you still cannot get the specified tolerance, machine the lockout cam.
- (k) Tighten the nut on the lockout cam to 10-15 pound-inches more than the run-on torque.

H. Adjust the No. 2 Passenger Door Emergency Mechanisms (Fig. 503).

S 825-023

- (1) Adjust the trigger pin mechanism

NOTE: Use these steps to get the correct trigger pin movement when the mode selector lever is moved.

- (a) Remove the bolt to disconnect the adjustable end of pushrod A from crank 1.
- (b) Remove the bolt to disconnect the adjustable end of pushrod B from the trigger pin crank.
- (c) Move the mode selector lever to the DETACH position.
- (d) Install rig pin PD6 into crank 2 (View B, Fig. 503).
- (e) Adjust the length of pushrod A to connect to crank 1 (with the mode selector lever in the DETACH position). Adjust the rod end to the nearest 1/2 turn.
- (f) Install the bolt, washer, bushing, and nut to connect pushrod A to crank 1. Tighten the nut to 50-75 pound-inches.
- (g) Tighten the jamnut on the rod end to 20-30 pound-inches.
- (h) Install lockwire on the jamnut.
- (i) If finer adjustment is necessary, make the adjustments at the center of pushrod A.
- (j) Tighten the jamnut in the center of pushrod A to 85-140 pound-inches.
- (k) Install lockwire on the jamnut.
- (l) Adjust pushrod B to connect to the trigger pin crank to hold the trigger pin and the crank in the detach mode as shown (View C, Fig. 503). Adjust the rod end to the nearest 1/2 turn.

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- (m) Install the bolt, washer, bushing, and nut to connect pushrod B to the trigger pin crank. Tighten the nut to 50-75 pound-inches.
- (n) Tighten the jamnut on the rod end to 20-30 pound-inches.
- (o) Install lockwire on the jamnut.
- (p) Remove rig pin PD6.
- (q) Move the mode selector lever to the ENGAGE position.
- (r) Make sure the link touches the bearing housing, or is in the clearance range shown (View C, Fig. 503).
- (s) Make sure the trigger pin makes full contact with the trigger fork.
- (t) Make sure the bottom of the trigger pin is clear of the top of the upper hinge arm, with the minimum clearance as shown (View C, Fig. 503).
- (u) Move the mode selector lever to the DETACH position.
- (v) Make sure the trigger pin has sufficient travel between the ENGAGE and the DETACH positions as shown (View C, Fig. 503).
- (w) Make sure the trigger pin does not engage the trigger fork.

S 825-024

- (2) Adjust the linkage to the girt bar handling mechanism.

NOTE: Use these steps to get the correct lengths of pushrods C, D, E, and G, to the girt bar handling mechanism.

- (a) Remove the bolt to disconnect the adjustable end of pushrod C from crank 3.
- (b) Remove the bolt to disconnect the adjustable end of pushrod D from crank 4.
- (c) Remove the bolt to disconnect the adjustable end of pushrod E from crank 6.
- (d) Remove the bolt to disconnect the adjustable end of pushrod G from the crank on splined shaft.
- (e) Make sure the mode selector lever is in the DETACH position.
- (f) Install rig pin PD4 into crank 4.
- (g) Install rig pin PD5 into crank 5.
- (h) Adjust the length of pushrod C to connect to crank 3. Adjust the rod end to the nearest 1/2 turn.
- (i) Adjust the length of pushrod D to connect to crank 4. Adjust the rod end to the nearest 1/2 turn.
- (j) Move the mode selector lever to the DETACH position.
- (k) Hold crank 6 to the detach position with a spacer between the lug on the crank and the door structure as shown (View E, Fig. 503).
- (l) Adjust the length of pushrod E to connect to crank 6. Adjust the rod end to the nearest 1/2 turn.
- (m) Adjust the girt bar mechanism if necessary (Ref 52-11-25).

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- (n) Adjust the length of pushrod G to connect to the crank on the splined shaft of the girt bar mechanism (in the DETACH mode). Use the inboard attach bolt of the splined shaft bearing housing as a reference point. Adjust pushrod G to give equal travel of the splined shaft crank about the reference point bolt while the mode selector is moved from ENGAGE to DETACH. Adjust to the nearest 1/2 turn of the rod end.
- (o) Install the bolt, washer, bushing, and nut to connect pushrod G to the crank on the splined shaft. Tighten the nut to 50-75 pound-inches.
- (p) Tighten the jamnut on the rod end to 20-35 pound-inches.
- (q) Install lockwire on the jamnut.
- (r) Install the bolt, bushing, washer, and nut to connect pushrod E to crank 6. Tighten the nut to 50-75 pound-inches.
- (s) Tighten the jamnut on the rod end to 20-35 pound-inches.
- (t) Install lockwire on the jamnut.
- (u) Install the bolt, bushing, washer, and nut to connect pushrod D to crank 4. Tighten the nut to 50-75 pound-inches.
- (v) Tighten the jamnut on the rod end to 20-35 pound-inches.
- (w) Install lockwire on the jamnut.
- (x) Install the bolt, bushing, washer, and nut to connect pushrod C to crank 3. Tighten the nut to 50-75 pound-inches.
- (y) Tighten the jamnut on the rod end to 20-35 pound-inches.
- (z) Install lockwire on the jamnut.
- (aa) Remove rig pins PD4 and PD5.

S 825-025

- (3) Adjust the mode select lockout mechanism.

NOTE: Use these steps to get the correct position of the lockout cam to prevent movement of the mode selector when the door is unlatched.

- (a) Remove the bolt to disconnect the adjustable end of pushrod F from crank 7.
- (b) Move the mode selector lever to the DETACH position.
- (c) Set the lockout cam so the attach bolt is in the center of the adjustment slot, and tighten the nut with your fingers.
- (d) Hold crank 7 to the DETACH position with a spacer between the forward side of the lockout cam and the aft side of the crank stop as shown (View A-A, Fig. 503).
- (e) Adjust the length of pushrod F to connect to crank 7. Adjust to the nearest 1/2 turn of the rod end.
- (f) Install the bolt, washer, bushing, and nut to connect pushrod F to crank 7. Tighten the nut to 50-75 pound-inches.
- (g) Tighten the jamnut on the rod end to 25-35 pound-inches.
- (h) With the door closed, move the mode selector lever to the Armed (Engaged)(Automatic) position.
- (i) Move the door handle approximately 45 degrees from the closed position. The door is partially open at this point.

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- (j) Adjust the lockout cam to get the 0.01 to 0.07 inch clearance shown (Fig. 503).
- (k) Close the door.
- (l) Move the mode select lever to the Disarmed (Disengaged) (Manual) position.
- (m) Turn the door handle approximately 45 degrees from the closed position. The door will be partially open at this point.
- (n) Adjust the lockout cam to get the 0.15 inch maximum dimension shown (Fig. 503).
- (o) If you cannot get the clearances above, replace the lockout cam with the alternative lockout cam listed below:
 - 1) Use: 140N2032-5 to replace 140N2032-1
 - 140N2032-6 to replace 140N2686-5
 - 140N6450-1
 - 140N2032-1
 - 140N2032-7 to replace 140N2032-3
- (p) Make sure the door is closed and latched.
- (q) Move the mode selector lever to the mid-travel position and make sure the clearance between the lockout cam and the crank stop is 0.03-0.08 inch (0.762-2.032 mm) (View B-B, Fig. 503).

NOTE: The mid-travel position is achieved with the door closed and latched, and the Mode Select lever positioned so that the overcenter spring is in the bottom-dead-center position. The lever should stay in this position without assistance.

- 1) On airplanes with four washers installed between the housing and link, change the locations of the washers on the crank stop attachment bolt, if it is necessary, to get the correct clearance.

NOTE: Make sure to keep a total of 4 washers.

- 2) If the gap between the lockout cam and the crank stop exceeds 0.08 inch (2.032 mm) replace with an alternative lockout cam.

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- 3) If the gap between the lockout cam and the crank stop is less than 0.03 inch (0.762 mm) install Shim 012N8449-3.
 - 4) Use the alternative lockout cam, if it is necessary, to get the correct clearance.
 - (r) Tighten the nut on the lockout cam to 10-15 pound-inches more than the run-on torque.
- I. Adjust the No. 4 Passenger Door Emergency Mechanisms (Fig. 504).

S 825-026

- (1) Adjust the trigger pin mechanism.

NOTE: Use these steps to get the correct trigger pin movement when the mode selector lever is moved.

- (a) Remove the bolt to disconnect the adjustable end of pushrod B from the trigger pin crank.
- (b) Move the mode selector lever to the ENGAGE position.
- (c) Adjust the length of pushrod B to hold the trigger pin, the trigger pin crank, and the link in the ENGAGE mode as shown (View B, Fig. 504). Adjust the pushrod to the nearest 1/2 turn of the rod end.
- (d) Make sure the link touches the bearing housing, or is in the clearance range shown (View B, Fig. 504).
- (e) Make sure the trigger pin makes full contact with the trigger fork.
- (f) Make sure the bottom of the trigger pin is clear of the top of the upper hinge arm, with the minimum clearance as shown (View B, Fig. 504). Cut off the bottom of the trigger pin as necessary to get the minimum clearance.
- (g) Tighten the jamnut on the rod end to 60-80 pound-inches.
- (h) Install the bolt, washers, bushing, and nut to connect pushrod B to the trigger pin crank. Tighten the nut to 50-80 pound-inches.
- (i) Move the mode selector lever to the DETACH position.
- (j) Make sure the trigger pin has sufficient travel between the ENGAGE and the DETACH positions as shown (View B, Fig. 504).

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(k) Make sure the trigger pin does not engage the trigger fork.

S 825-027

(2) Adjust the linkage to the girt bar mechanism

NOTE: Use these steps to get the correct lengths of pushrods C and D to the girt bar mechanism.

- (a) Adjust the girt bar mechanism if necessary (Ref 52-11-25).
- (b) Move the mode selector lever to the ENGAGE position.
- (c) Try to install rig pin PD7 through the cranks at the lower end of pushrod C (View A, Fig. 504).
- (d) Try to install rig pin PD8 through the support bracket and into the slotted crank at the lower end of pushrod D (View C, Fig. 504).
- (e) If you can install rig pins PD7 and PD8, then pushrod C and pushrod D are the correct length.
- (f) If you cannot install rig pin PD7, then do these steps:
 - 1) Remove the bolt to disconnect the adjustable end of pushrod C from crank 1.
 - 2) Adjust the length of pushrod C to align the holes for rig pin PD7. Adjust the pushrod to the nearest 1/2 turn of the rod end.
 - 3) Install the bolt, washer, bushing, and nut to connect pushrod C to crank 1. Tighten the nut to 50-80 pound-inches.
 - 4) Tighten the jamnuts on the rod ends to 60-80 pound-inches.
 - 5) Make sure you can install rig pins PD7 and PD8 at the same time.
- (g) If you cannot install rig pin PD8, then do these steps:
 - 1) Remove the bolt to disconnect the adjustable end of pushrod D from crank 2.
 - 2) Adjust the length of pushrod D to align the holes for rig pin PD8. Adjust the pushrod to the nearest 1/2 turn of the rod end.

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- 3) Install the bolt, washer, bushing, and nut to connect pushrod D to crank 2. Tighten the nut to 50-80 pound-inches.
 - 4) Tighten the jamnuts on the rod ends to 60-80 pound-inches.
 - 5) Make sure you can install rig pins PD7 and PD8 at the same time.
- (h) Remove rig pins PD7 and PD8.
(i) Move the mode selector lever to the DETACH position.

S 825-028

- (3) Adjust the mode select lockout mechanism.

NOTE: Use these steps to get the correct position of the lockout cam to prevent movement of the mode selector lever when the door is unlatched.

- (a) With the door closed, move the mode selector lever to the Armed (Engaged)(Automatic) position.
- (b) Move the door handle approximately 45 degrees from the closed position. The door is partially open at this point.
- (c) Adjust the lockout cam to get the 0.01 to 0.07 inch clearance shown (View A-A, Fig. 504).
- (d) Close the door.
- (e) Move the mode select lever to the Disarmed (Disengaged) (Manual) position.
- (f) Turn the door handle approximately 45 degrees from the closed position. The door will be partially open at this point.
- (g) Adjust the lockout cam to get the 0.15 inch maximum dimension shown (View A-A, Fig. 504).
- (h) If you cannot get the clearances above, replace the lockout cam with the alternative lockout cam listed below:
 - 1) Use: 140N2032-5 to replace 140N2032-1
140N2032-6 to replace 140N2686-5
140N6450-1
140N2032-1
140N2032-7 to replace 140N2032-3

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02

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- (i) Make sure the door is closed and latched.
- (j) Move the mode selector lever to the mid-travel position and make sure the clearance between the lockout cam and the crank stop is 0.03-0.08 inch (0.762-2.032 mm) (View B-B, Fig. 504).

NOTE: The mid-travel position is achieved with the door closed and latched, and the Mode Select lever positioned so that the overcenter spring is in the bottom-dead-center position. The lever should stay in this position without assistance.

- 1) If the gap between the lockout cam and the crank stop exceeds 0.08 inch (2.032 mm) replace with an alternative lockout cam.
 - 2) If the gap between the lockout cam and the crank stop is less than 0.03 inch (0.762 mm) install Shim 012N8449-3.
 - 3) Use the alternative lockout cam, if it is necessary, to get the correct clearance.
- (k) Tighten the nut on the lockout cam to 10-15 pound-inches more than the run-on torque.

J. Adjust the Retractable Door Mechanism (Fig. 505).

S 865-060

- (1) Move the mode selector lever to the DETACH position.

S 825-063

- (2) Adjust the control rod:
- (a) If jamnuts are installed on the control rod, loosen the jamnuts.
 - (b) Turn the control rod to one full turn from the position where the retractable door is fully extended and the clearance between the door and the pin is as shown (View B, Fig. 505).

NOTE: You can lubricate the threads on the rod end to make this adjustment easier.

- (c) Temporarily install the door lining and make sure the retractable door extends from the surface of the door lining as shown (View A, Fig. 505).

S 825-064

- (3) If you cannot get the correct distance for the retractable door to extend when you turn the control rod, adjust the stop bracket and do the steps above to adjust the control rod again (View B, Fig. 505).

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S 225-065

- (4) Make sure the threads are engaged sufficiently in the rod end bearings:
- Put a wire or pin, 0.063 inch in diameter or less, into the inspection holes of the control rod (View A, Fig. 505).
 - If the wire is not stopped by the rod end bearings or the inspection holes are not fully blocked by the threads on the rod end, do the steps above to adjust the control rod and then make sure the threads are engaged sufficiently.

S 215-110

- (5) Make sure that the rod end is retained in the control rod.
- Preferred method of rod end retention:
 - Use crimping tool to crimp only one end of the control rod assembly two times, 180 degrees apart and 0.20-0.30 inch from the tube end.

NOTE: If it is necessary to adjust the rod again after you crimp, one more crimp operation is permitted approximately 90 degrees from the first indentations or at the other end of the tube.

(b) Alternate method of rod end retention:

- Install a jamnut on the rod end.

K. Put the Airplane Back to Its Initial Condition

S 415-029

- Close the upper door lining or install the lining if it was removed (Ref 52-11-02).

S 435-032

- Install the escape slide or slide-raft (Ref 25-66-01).

S 865-033

- Move the mode selector lever to the DETACH position.

S 435-036

- Install the emergency power reservoir (Ref 52-11-30).

TASK 52-11-20-735-037

3. System Test - Door Emergency Mechanism

A. General

- This procedure gives the test instructions as follows:
 - Examine the Disarm Cable
 - Examine the Trigger Pin Mechanism
 - Examine the Mode Select Lockout Mechanism
- To examine linkage to the girt bar mechanism, do the girt bar mechanism test (Ref 52-11-25).

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B. Access

(1) Location Zones

- 831 No. 1 Passenger Door (Left)
- 832 No. 2 Passenger Door (Left)
- 836 No. 4 Passenger Door (Left)
- 841 No. 1 Passenger Door (Right)
- 842 No. 2 Passenger Door (Right)
- 846 No. 4 Passenger Door (Right)

C. Prepare for System Test

S 865-038

- (1) Close and latch the passenger door.

S 985-088

WARNING: DO NOT OPEN THE DOOR FROM THE INTERIOR SIDE OF THE AIRPLANE WHEN THE ESCAPE SYSTEM IS ARMED. THE ESCAPE SYSTEM WILL DEPLOY AND INJURIES OR DAMAGE CAN OCCUR.

- (2) Move the mode selector lever to the ENGAGE position.

D. Examine the Disarm Cable (Fig. 501)

S 215-042

- (1) Fully extend the external handles and make sure the mode selector moves fully to the DETACH position.

E. Examine the Trigger Pin Mechanism (Fig. 502)

S 865-045

- (1) Move the mode selector lever to the ENGAGE position.

S 215-048

- (2) Make sure the trigger pin fully engages the trigger fork on the upper hinge arm.

S 865-049

- (3) Move the mode selector lever to the DETACH position.

S 215-051

- (4) Make sure the trigger pin does not engage the trigger fork on the upper hinge arm.

F. Examine the Mode Select Lockout Mechanism (Fig. 501)

S 825-052

- (1) Turn the interior handle 180 degrees to move the door to the cocked position.

S 825-053

- (2) Try to move the mode selector lever to the ENGAGE position. Do not force the mode selector lever.

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- S 825-055
- (3) Make sure you cannot move the mode selector lever to the ENGAGE position.

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NO. 1, 2, AND 4 PASSENGER DOOR
GIRT BAR MECHANISM - ADJUSTMENT/TEST

1. General

- A. This procedure gives the instructions for the adjustment and system test of the girt bar mechanism for the No. 1, 2, or 4 passenger doors.
- B. The adjustment gives the instructions to adjust the girt bar mechanism to get the correct operation as given in the system test.
- C. The system test examines the girt bar mechanism for the correct operation.

TASK 52-11-25-735-024

2. System Test - Girt Bar Mechanism

A. General

- (1) This is a check of the operation of the girt bar mechanism, for all possible positions of the girt bar in the floor fittings. This check is to make sure the girt bar mechanism will operate correctly for all conditions.

B. References

- (1) 25-66-01/401, No. 1, 2, and 4 Passenger Door Escape Slides or Slide-Rafts
- (2) 52-11-30/401, Emergency Power Reservoir

C. Access

(1) Location Zones

831	No. 1 Passenger Door (Left)
832	No. 2 Passenger Door (Left)
836	No. 4 Passenger Door (Left)
841	No. 1 Passenger Door (Right)
842	No. 2 Passenger Door (Right)
846	No. 4 Passenger Door (Right)

D. Prepare For System Test

S 865-025

- (1) Close and latch the passenger door.

S 865-026

- (2) Move the mode selector lever to the DETACH position.

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- S 865-098
- (3) Install the safety pins in the the emergency power reservoir (AMM 52-11-30/401).
- S 035-031
- (4) Remove the escape slide or slide-raft (Ref 25-66-01) if necessary. Keep the girt bar and the girt bar sliders in the floor fittings.
- E. Do the Girt Bar Mechanism System Test
- S 865-030
- (1) Move the mode selector lever to the ENGAGE position.
- S 825-036
- (2) Hold the girt bar fully inboard during the next four steps.
- S 865-037
- (3) Move the mode selector lever to the DETACH position.
- S 215-040
- (4) Make sure the tangs on the girt bar sliders go into the slots in the girt bar lifters smoothly.
- S 865-041
- (5) Move the mode selector lever to the ENGAGE position.
- S 215-044
- (6) Make sure the girt bar sliders go into the floor fittings smoothly.
- S 825-045
- (7) Hold the girt bar fully outboard during the next four steps.
- S 865-046
- (8) Move the mode selector lever to the DETACH position.
- S 215-049
- (9) Make sure the tangs on the girt bar sliders go into slots in the girt bar lifters smoothly.
- S 865-050
- (10) Move the mode selector lever to the ENGAGE position.
- S 215-053
- (11) Make sure the girt bar sliders go into the floor fittings smoothly.
- S 865-054
- (12) Move the mode selector lever to the DETACH position.
- S 825-057
- (13) Turn the interior handle to lift the lower gate.

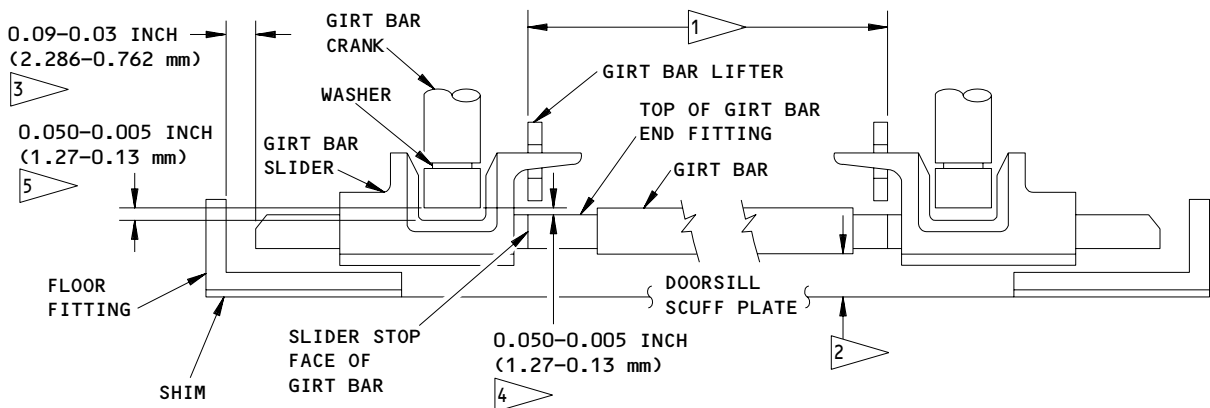
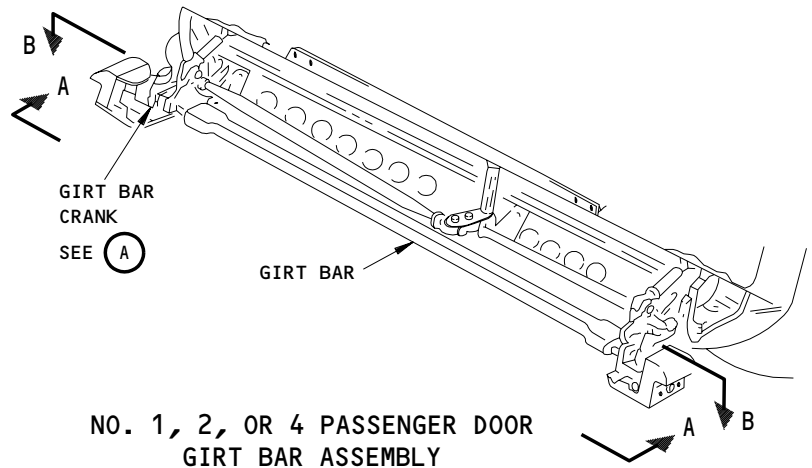
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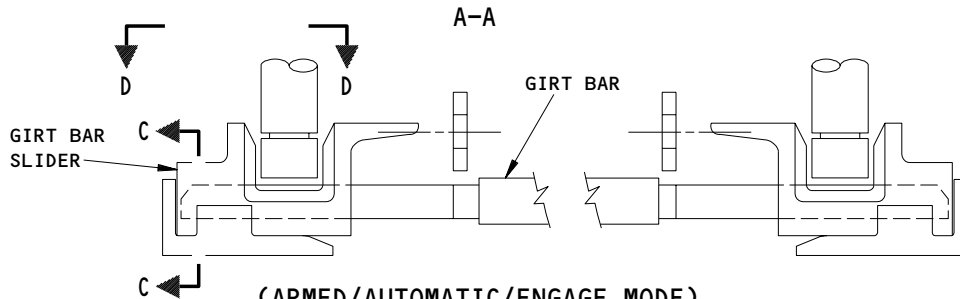
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(DISARMED/MANUAL/DETACH MODE)



(ARMED/AUTOMATIC/ENGAGE MODE)

A-A

- 1 FOR DOORS 1L, 2L, 2R = 25.14 ±0.015 INCHES (638.556 ±0.381 mm)
FOR DOORS 1R, 4L, 4R = 22.14 ±0.015 INCHES (562.356 ±0.381 mm)
- 2 FOR DOORS 1L, 1R = 0.23 INCH (5.842 mm) MINIMUM
FOR DOORS 2L, 2R, 4L = 0.31 INCH (7.874 mm) MINIMUM
- 3 MAKE THE CLEARANCES BETWEEN GIRT BAR AND FLOOR FITTINGS EQUAL AT THE ENDS OF THE GIRT BAR
- 4 GIRT BARS WITH 69B14855-1 LEAF SPRINGS
- 5 GIRT BARS WITH 69B14855-3 OR -4 LEAF SPRINGS

Girt Bar Mechanism
Figure 501 (Sheet 1)

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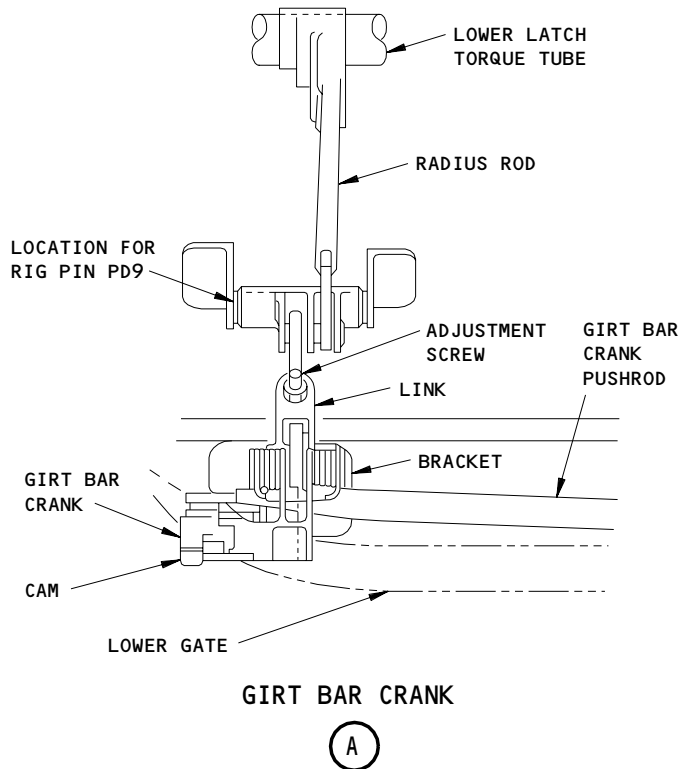
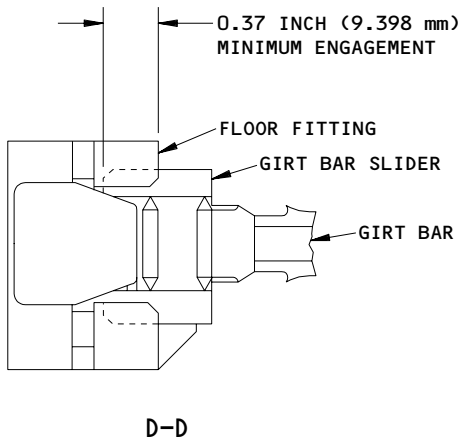
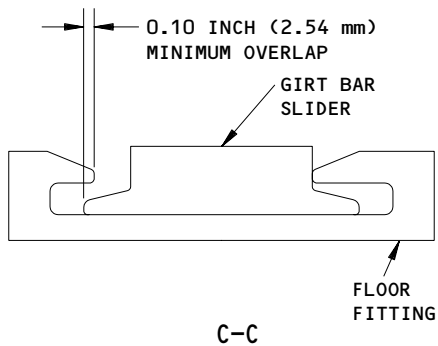
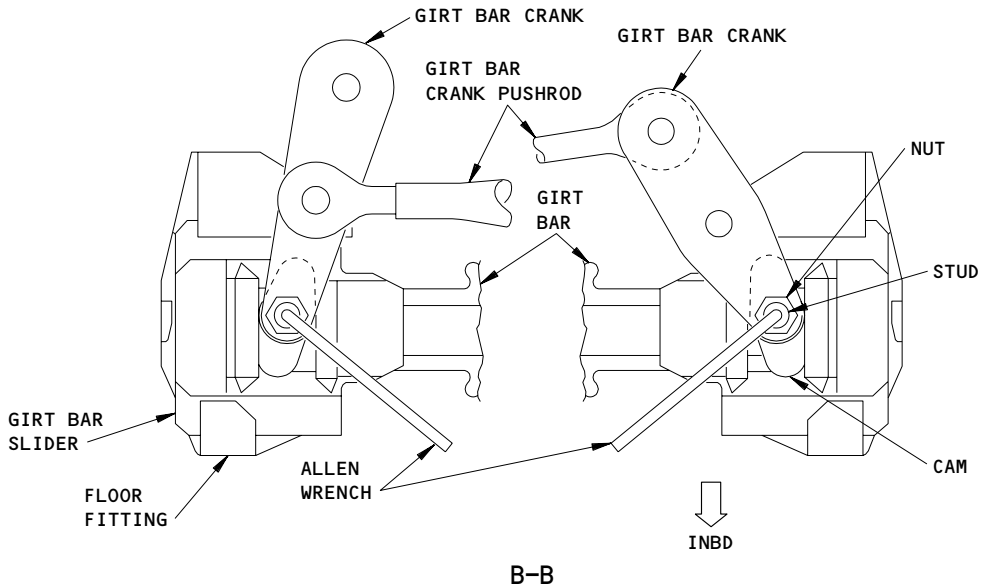
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Girt Bar Mechanism
Figure 501 (Sheet 2)

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S 215-058

- (14) Make sure the girt bar sliders do not get caught on the floor fittings as the gate is lifted.

S 825-059

- (15) Turn the interior handle to lower the lower gate.

S 215-060

- (16) Make sure the girt bar sliders do not get caught on the floor fittings as the gate is lowered.

S 735-061

- (17) Do these checks again to make sure the operation of the girt bar mechanism is correct.

F. Put the Airplane Back to Its Initial Condition

S 435-064

- (1) Install the escape slide or slide-raft (Ref 25-66-01).

S 865-066

- (2) Make sure the mode selector lever is in the DETACH position.

S 435-065

- (3) Remove the pins from the the emergency power reservoir.

TASK 52-11-25-825-001

3. Adjustment - Girt Bar Mechanism

A. General

- (1) Do the system test to find if adjustment of the girt bar mechanism is necessary.
- (2) If the girt bar mechanism adjustment does not repair the problems found as a result of system test failure, the basic door adjustments must be correct (Refer to No. 1, 2, and 4 Passenger Doors - Adjustment/Test).

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B. Equipment

- (1) Rig Pin PD9 - P/N B20003-8, part of set B20003-XX

C. References

- (1) 25-66-01/401, No. 1, 2, and 4 Passenger Door Escape Slides or Slide-Rafts
(2) 52-11-02/401, Door Lining
(3) 52-11-30/401, Emergency Power Reservoir

D. Access

(1) Location Zones

- | | |
|-----|------------------------------|
| 831 | No. 1 Passenger Door (Left) |
| 832 | No. 2 Passenger Door (Left) |
| 836 | No. 4 Passenger Door (Left) |
| 841 | No. 1 Passenger Door (Right) |
| 842 | No. 2 Passenger Door (Right) |
| 846 | No. 4 Passenger Door (Right) |

E. Prepare For Adjustment

S 865-002

- (1) Close and latch the passenger door.

S 865-003

- (2) Move the mode selector lever to the DETACH position.

S 865-095

- (3) Install the safety pins on the correct emergency power reservoir.

NOTE: The reservoir for the right No. 1 passenger door is left of reservoir for the left No. 1 passenger door (AMM 52-11-30/401). The reservoirs for the No. 2 and No. 4 passenger doors are above each door.

S 035-009

- (4) Remove the cover for the escape slide or slide-raft (Ref 52-11-02). Keep the girt bar and the girt bar sliders in the floor fittings.

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S 865-096

- (5) Install the safety pin into the inflation cylinder valve on the slide pack.

NOTE: The safety pin is kept in a pouch on the slide pack.

S 035-010

- (6) Open the upper door lining or remove the lining if necessary (Ref 52-11-02).

F. Do the Girt Bar Mechanism Adjustment

S 825-011

- (1) Adjust the position of the girt bar in the floor fittings
- (a) With the girt bar and the girt bar sliders in the floor fittings, do these checks:
- 1) Measure the clearance between the girt bar and the floor fittings.
 - 2) If it is necessary, move the girt bar to get the end gap between the girt bar and floor fittings (Fig. 501, FN 3).
 - 3) Measure the clearance between the bottom of the girt bar and the door sill scuff plate, as shown on Fig. 501. Adjust the shims under the floor fittings to get the correct dimensions.

S 825-012

- (2) Adjust the distance between the girt bar lifters.

NOTE: You must make this adjustment at the same time as the adjustment to the girt bar crank pushrods which follows.

- (a) Make sure the girt bar is in the center between the floor fittings.
- (b) Align the faces of the girt bar lifters with the slider stop faces of the girt bar, as shown on Fig. 501.

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- (c) Measure the distance between the faces of the girt bar lifters as shown on Fig. 501. Adjust the brackets forward or aft on the lower gate to get the correct dimension.

S 825-013

- (3) Adjust the girt bar crank pushrods for the left and right No. 1 door.
 - (a) Move the mode selector lever to the DETACH position.
 - (b) Adjust the length of the girt bar crank pushrods to connect the pushrods to the girt bar crank, with the girt bar sliders in contact with the girt bar lifters.
 - (c) Make sure the pushrods at each end of the gate do not bind when the gate is in either the up or the down position.
 - 1) Rotate the rod ends slightly (the rod ends will be slightly out of alignment with each other) if the pushrods bind.
 - (d) Look for interference between the pushrods and the links when the door is closed and latched.
 - (e) If there is interference, do the steps that follow:
 - 1) Change the length of the radius rod to not less than 3.42 inches. Then turn the adjustment screw on the link 3 to 6 turns clockwise.
 - (f) Adjust the vertical position of the cam on the girt bar crank.

S 825-014

- (4) Adjust the girt bar crank pushrods for the left and right No. 2 and 4 doors.
 - (a) Move the mode selector lever to the DETACH position.
 - (b) As required, install the rig pin PD9 to set the link.

NOTE: Use of the rig pin may aid in the adjustment but is not required to be used.

- (c) Adjust the length of the girt bar crank pushrods to connect the pushrods to the girt bar cranks, with the girt bar sliders in contact with the girt bar lifters.
- (d) Make sure the pushrods at each end of the gate do not bind when the gate is in either the up or the down position.
 - 1) Rotate the rod ends slightly (the rod ends will be slightly out of alignment with each other) if the pushrods bind.

S 825-015

- (5) Adjust the vertical setting of the cam on the girt bar crank.
 - (a) AIRPLANES WITH 69B14855-1 GIRT BAR LEAF SPRINGS PRE-SB 52-0066 OR PRR54530-148;
Measure the dimension between the bottom of the cam and the top of the girt bar end fitting (Fig. 501).

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- (b) AIRPLANES WITH 69B14855-3 OR 69B14855-4 GIRT BAR LEAF SPRINGS POST-SB 52-0066, POST-SB 52-0087, POST-SB 52-0088, OR PRR54530-148, PRR54530-248S, PRR54530-266RS;
Measure the dimension between the bottom of the cam and the top of the girt bar slider (Fig. 501).
- (c) Add or remove washers (used as shims) to get the correct dimension.
- (d) Assemble the cam and the components to the crank. Do not tighten the nut.
- (e) Install the cam into the girt bar slider.
- (f) Move the mode selector lever to the ENGAGE position.
- (g) Put the cam and the stud in the position shown on Fig. 501.
- (h) Hold the stud in position with the Allen wrench as shown. Tighten the nut to 10-15 pound-inches.
- (i) Move the mode selector lever to the DETACH position. Make sure the girt bar slider travel is 1.00 inch minimum.
- (j) Move the mode selector lever back and forth several times to make sure the girt bar sliders operate correctly.

S 825-091

- (6) Measure the engagement of the girt bar slider and floor fitting.
 - (a) Clean and lubricate the girt bar (AMM 12-21-18/301).
 - (b) Move the mode selector lever to the ENGAGE/ARMED/AUTOMATIC position.

WARNING: DO NOT TURN THE INTERIOR HANDLE TO THE FULLY UNLATCHED POSITION WHILE THE DOOR IS IN THE ENGAGE/AUTOMATIC/ARMED MODE. THIS CAN CAUSE THE ESCAPE SLIDE TO INFLATE, WHICH CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

- (c) Turn the interior handle until the door lower gate turns inboard and the cams on the slider cranks lift sufficiently away from the sliders.

CAUTION: DO NOT PUSH ON THE GIRT BAR SLIDERS TO CAUSE THE LEAF SPRING TO BEND. IF THE LEAF SPRING BENDS, DAMAGE CAN OCCUR.

- (d) Lightly push the girt bar and forward slider with one finger in the aft direction to the aft floor fitting.
- (e) Make sure that the aft end of the girt bar contacts the floor fitting end stop.

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- (f) Make sure that the leaf spring blocks the slider's movement.
 - 1) AIRPLANES WITH 69B14855-1 GIRT BAR LEAF SPRINGS
PRE-SB 52-0066 OR PRR54530-148;
If the leaf spring does not block the slider, the girt bar leaf springs must be replaced (AMM 25-66-10/201).
 - 2) AIRPLANES WITH 69B14855-3 OR 69B14855-4 GIRT BAR LEAF SPRINGS
POST-SB 52-0066, POST-SB 52-0087, POST-SB 52-0088, OR
PRR54530-148, PRR54530-248S, PRR54530-266RS;
If the leaf spring does not block the slider, install a girt bar with new leaf springs (AMM 25-66-10/201).
- (g) Make sure that the forward slider engagement is 0.37 inches (9.40 mm) minimum (View D-D, Fig. 501).
 - 1) AIRPLANES WITH 69B14855-1 GIRT BAR LEAF SPRINGS
PRE-SB 52-0066 OR PRR54530-148;
If the slider does not have the minimum engagement, the girt bar leaf springs must be replaced (AMM 25-66-10/201).
 - 2) AIRPLANES WITH 69B14855-3 OR 69B14855-4 GIRT BAR LEAF SPRINGS
POST-SB 52-0066, POST-SB 52-0087, POST-SB 52-0088 OR
PRR54530-148, PRR54530-248S, PRR54530-266RS;
If the slider does not have the minimum engagement, the girt bar leaf springs must be replaced (AMM 25-66-10/201).

CAUTION: DO NOT PUSH ON THE GIRT BAR SLIDERS TO CAUSE THE LEAF SPRING TO BEND. IF THE LEAF SPRING BENDS, DAMAGE CAN OCCUR.

- (h) Lightly push the girt bar and aft slider with one finger in the forward direction to the forward floor fitting.
- (i) Make sure that the forward end of the girt bar contacts the floor fitting end stop.
- (j) Make sure that the leaf spring blocks the slider's movement.
 - 1) AIRPLANES WITH 69B14855-1 GIRT BAR LEAF SPRINGS
PRE-SB 52-0066 OR PRR54530-148;
If the leaf spring does not block the slider, the girt bar leaf springs must be replaced (AMM 25-66-10/201).
 - 2) AIRPLANES WITH 69B14855-3 OR 69B14855-4 GIRT BAR LEAF SPRINGS
POST-SB 52-0066, POST-SB 52-0087, POST-SB 52-0088, OR
PRR54530-148, PRR54530-248S, PRR54530-266RS;
If the leaf spring does not block the slider, install a girt bar with new leaf springs (AMM 25-66-10/201).
- (k) Make sure that the aft slider engagement is 0.37 inches (9.40 mm) minimum (View D-D, Fig. 501).
 - 1) AIRPLANES WITH 69B14855-1 GIRT BAR LEAF SPRINGS
PRE-SB 52-0066 OR PRR54530-148;
If the slider does not have the minimum engagement, the girt bar leaf springs must be replaced (AMM 25-66-10/201).

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- 2) AIRPLANES WITH 69B14855-3 OR 69B14855-4 GIRT BAR LEAF SPRINGS
POST-SB 52-0066, POST-SB 52-0087, POST-SB 52-0088, OR
5PRR54530-148, PRR54530-248S, PRR54530-266RS;
If the slider does not have the minimum engagement, the
girt bar leaf springs must be replaced (AMM 25-66-10/201).

S 735-105

- (7) if you replaced the girt bar or the girt bar leaf springs, do the
TASK: System Test - Girt Bar Mechanism.

S 735-106

- (8) If you replaced the girt bar assemblies or the girt bar leaf
springs, do The adjustment: SUBTASK 52-11-25-825-091

G. Put the Airplane Back to Its Initial Condition

S 415-016

- (1) Close the upper door lining or install the lining if it was removed
(Ref 52-11-02).

S 865-097

- (2) Remove the safety pin from the inflation cylinder valve on the slide
pack and return it to the stowage pouch.

NOTE: The safety pin is kept in a pouch on the slide pack.

S 435-017

- (3) Install the cover for the escape slide (Ref 52-11-02).

S 865-021

- (4) Make sure the mode selector lever is in the DETACH position.

S 865-094

- (5) Remove the safety pins from the emergency power reservoir.

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NO. 1, 2, AND 4 PASSENGER DOOR
EMERGENCY POWER RESERVOIR – REMOVAL/INSTALLATION

1. General

- A. This procedure gives the instructions to remove and install the emergency power reservoirs for the No. 1, 2, and 4 passenger doors. The access to the reservoir is different for each door, but the removal and installation steps are the same.

TASK 52-11-30-004-001

2. Remove the Emergency Power Reservoir

NOTE: The reservoirs for the No. 1 passenger doors are left of the airplane center line above the ceiling between the doors. The reservoir for the right No. 1 door is left of the reservoir for the left No. 1 door. The reservoirs for the No. 2 and 4 passenger doors are above each door.

A. Equipment

- (1) Safety Pin Set – Passenger Door Emergency Power Reservoir, B52009-1

NOTE: The safety pin set is a set of 2 pins connected by a lanyard. If the safety pin set is not available, you can use 2 bolts, (3/16-inch diameter by 1 1/4-inch grip) as an alternative. Install one bolt above and one bolt below the reservoir plunger. Attach streamers to the bolts to identify the bolts for removal.

B. Reference

- (1) 12-15-10/301, Passenger Door Emergency Power Reservoir

C. Access

- (1) Location Zones

831	No. 1 Passenger Door (Left)
832	No. 2 Passenger Door (Left)
836	No. 4 Passenger Door (Left)
841	No. 1 Passenger Door (Right)
842	No. 2 Passenger Door (Right)
846	No. 4 Passenger Door (Right)

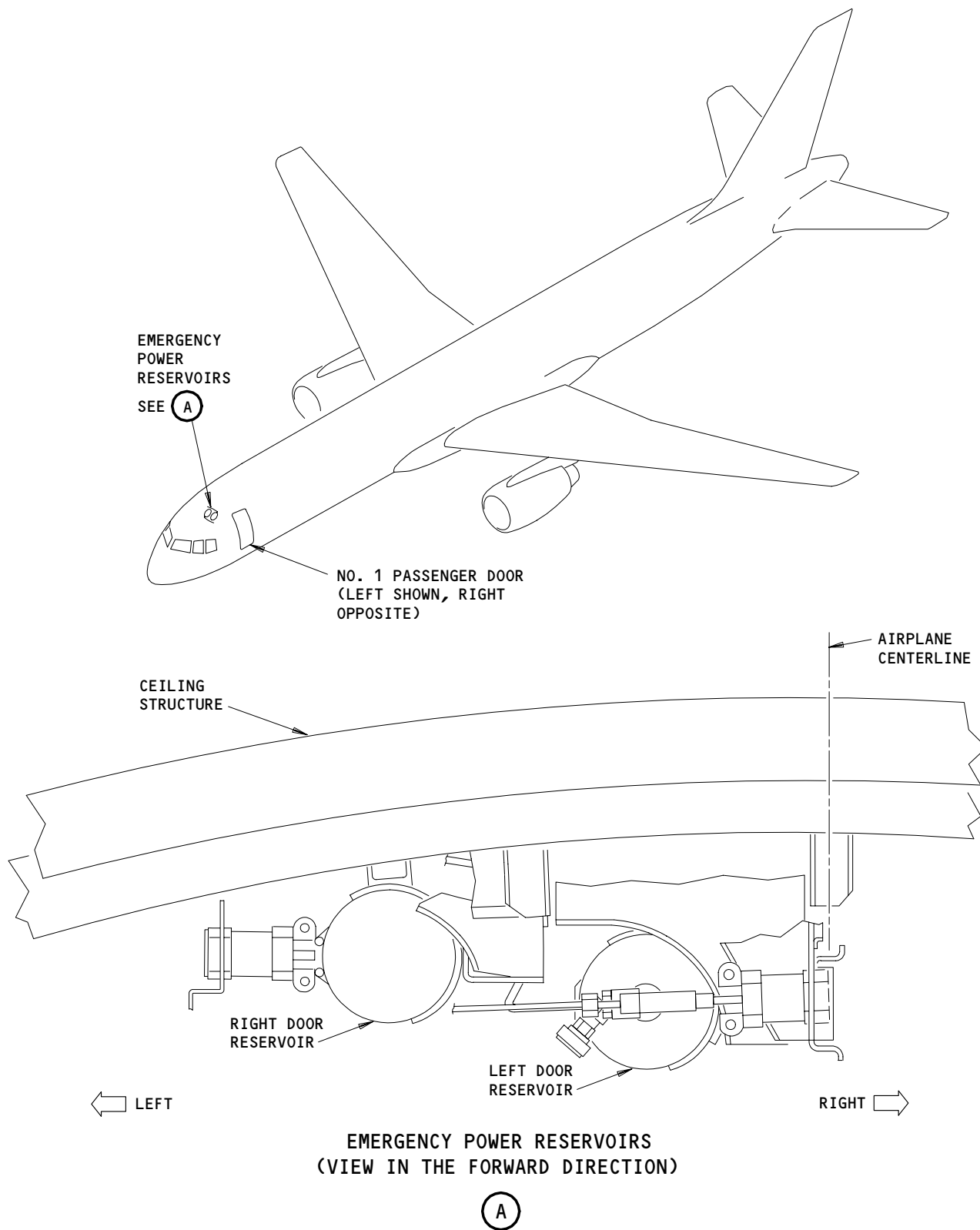
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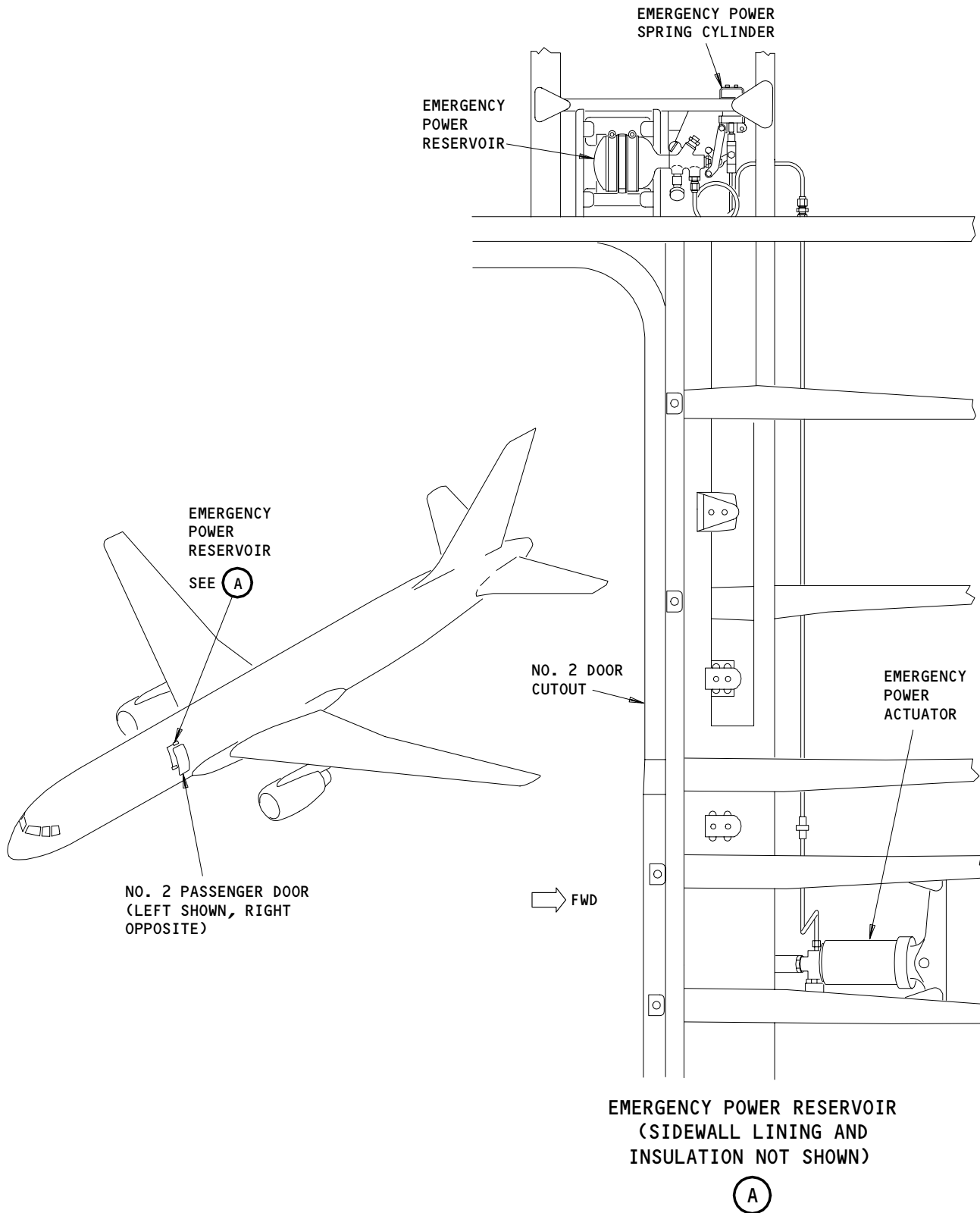
No. 1 Passenger Door Emergency Power Reservoirs
Figure 401

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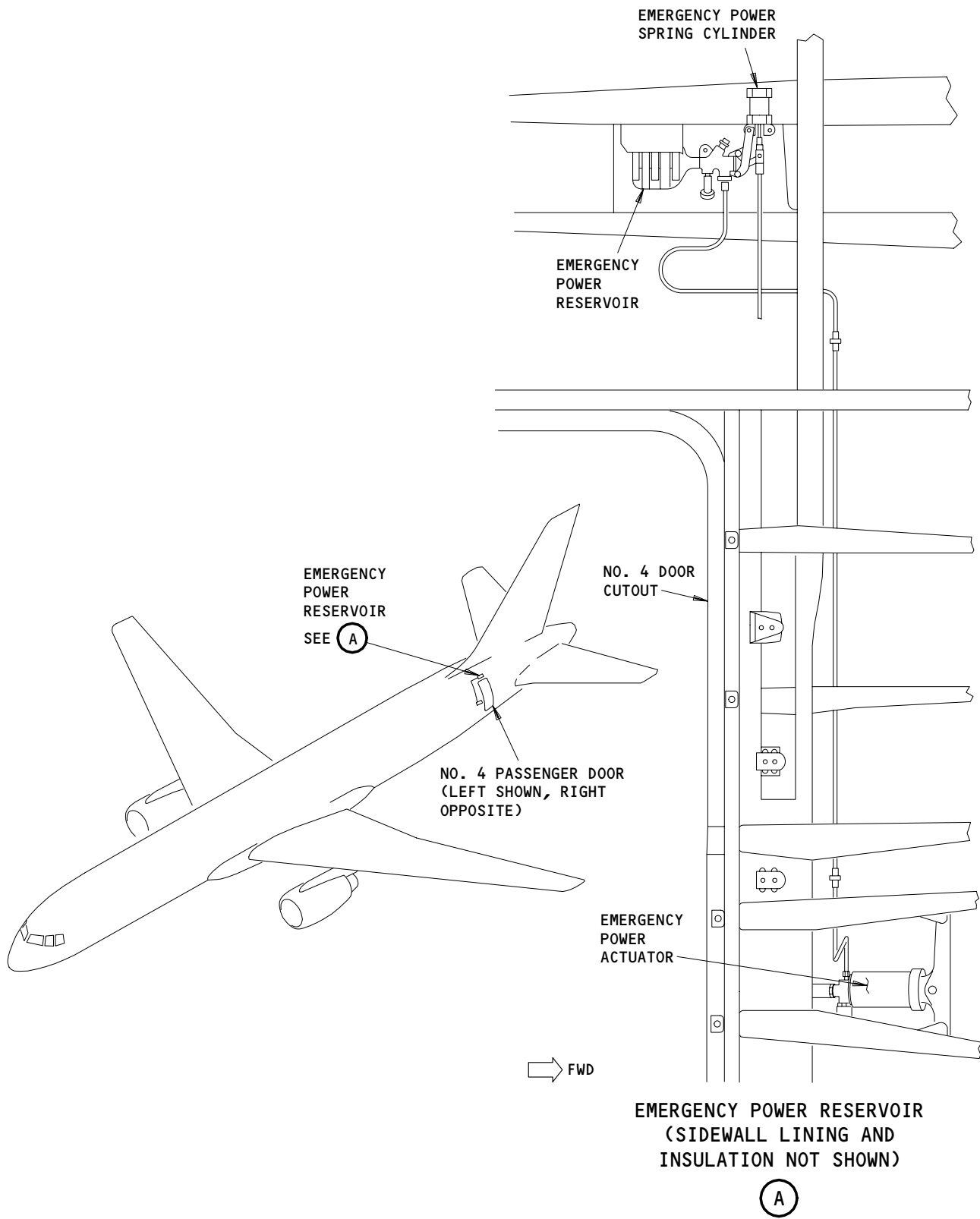


No. 2 Passenger Door Emergency Power Reservoir
Figure 402

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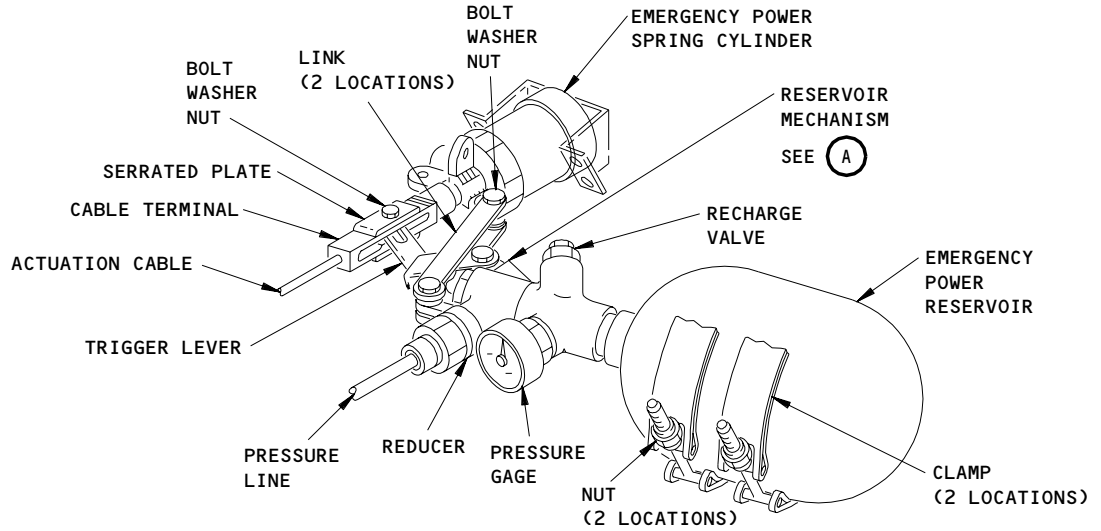


No. 4 Passenger Door Emergency Power Reservoir
Figure 403

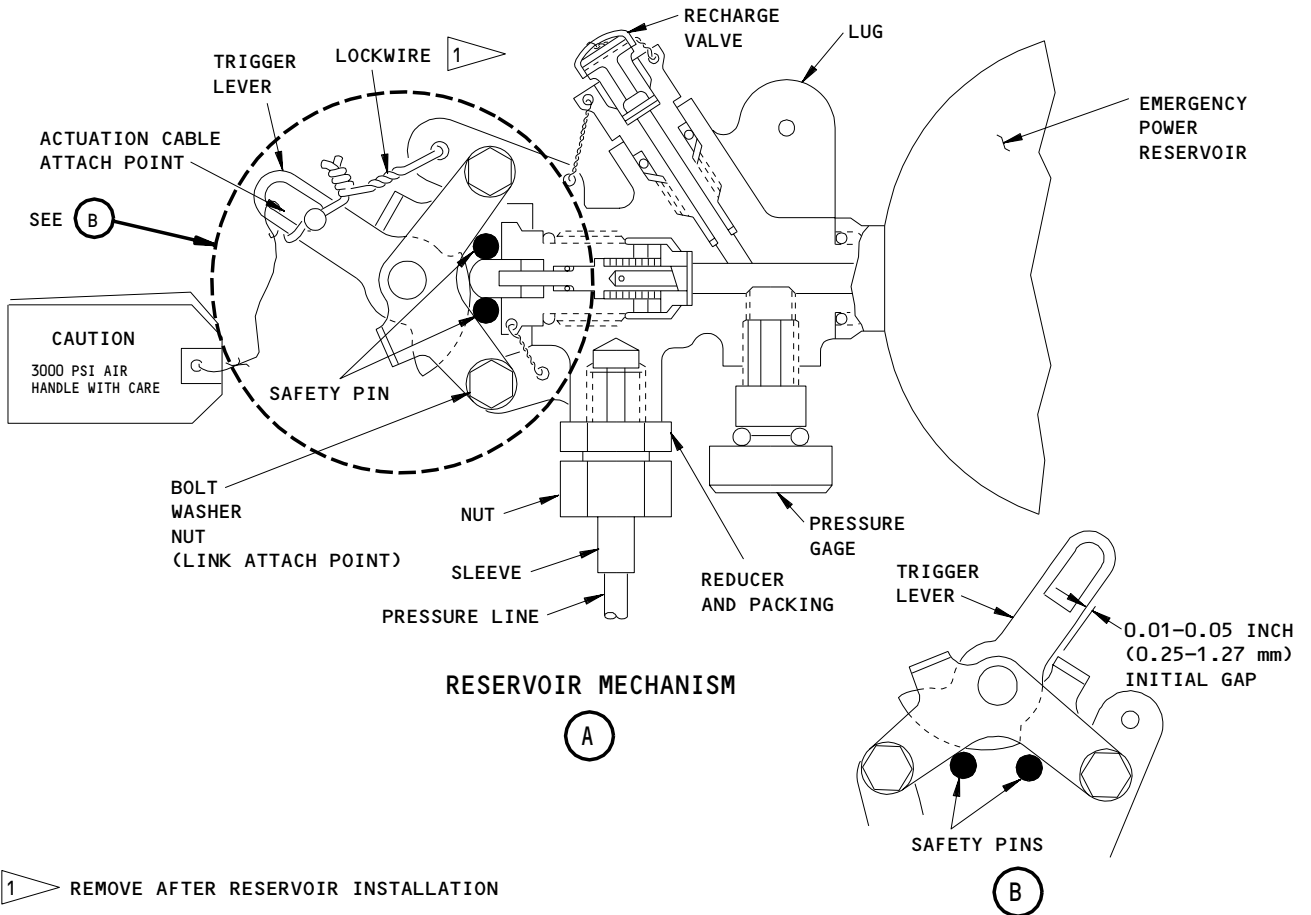
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**EMERGENCY POWER RESERVOIR
(EXAMPLE)**



1 REMOVE AFTER RESERVOIR INSTALLATION

**Emergency Power Reservoir
Figure 404**

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D. Procedure

S 014-002

- (1) Get access to the reservoir as follows:
 - (a) For the No. 1 door, open the access panel near the middle of the ceiling between the passenger doors. The reservoirs for the two No. 1 doors are above this access panel (Fig. 401).
 - (b) For the No. 2 door, open the access panel in the ceiling immediately forward of the door (Fig. 402).
 - (c) For the No. 4 door, open the access panel in the ceiling immediately forward of the door (Fig. 403).

S 494-003

- (2) For a pressurized reservoir, install the safety pins.

S 034-004

- (3) For a reservoir that is not pressurized, loosen the pressure line nut to make sure there is no pressure in the reservoir (Fig. 404).

S 034-005

- (4) Disconnect the pressure line from the reservoir reducer.

S 034-006

- (5) Remove the bolt, washer, nut, and serrated plates to disconnect the actuation cable terminal from the reservoir trigger lever.

S 034-007

WARNING: IF THE SAFETY PINS ARE INSTALLED, BE CAREFUL NOT TO REMOVE THE SAFETY PINS OR MOVE THE TRIGGER LEVER WHEN YOU DISCONNECT THE LINKS FROM THE RESERVOIR. THE MOVEMENT OF THE TRIGGER LEVER CAN RELEASE THE HIGH PRESSURE GAS FROM THE RESERVOIR, WHICH CAN CAUSE INJURY OR DAMAGE.

- (6) Remove the bolt, washers, and nut to disconnect the links from the emergency power spring cylinder.

NOTE: The links may be needed later for the installation of a new emergency power reservoir.

S 024-009

- (7) Hold the reservoir and loosen the nuts on the clamps around the reservoir.

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- S 024-010
(8) Remove the reservoir.
- S 034-011
(9) If you will install a new reservoir, remove the nut, sleeve, reducer, and packing from the reservoir pressure port.
- S 614-012
(10) Do the servicing for the reservoir if necessary (Ref 12-15-10).

TASK 52-11-30-404-013

3. Install the Emergency Power Reservoir

A. Reference

- (1) 12-15-10/301, Passenger Door Emergency Power Reservoir

B. Access

(1) Location Zones

831	No. 1 Passenger Door (Left)
832	No. 2 Passenger Door (Left)
836	No. 4 Passenger Door (Left)
841	No. 1 Passenger Door (Right)
842	No. 2 Passenger Door (Right)
846	No. 4 Passenger Door (Right)

C. Procedure

S 214-014

CAUTION: DO NOT TIGHTEN OR LOOSEN THE PRESSURE GAGE TO CHANGE THE POSITION OF THE FACE OF PRESSURE GAGE. LOSS OF PRESSURE IN THE RESERVOIR COULD RESULT.

- (1) Make sure the safety pins are installed on the emergency power reservoir.

S 224-015

- (2) Make sure the reservoir is fully pressurized.

S 434-016

- (3) For a new reservoir, install the packing, reducer, sleeve, and nut into the reservoir pressure port.

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S 214-034

- (4) Make sure the links are installed on the emergency power spring cylinder.

S 034-017

WARNING: WHEN YOU REMOVE THE LOCKWIRE AT THE ACTUATION CABLE ATTACH POINT, BE CAREFUL NOT TO REMOVE THE SAFETY PINS OR MOVE THE TRIGGER LEVER. THE MOVEMENT OF THE TRIGGER LEVER CAN RELEASE THE HIGH PRESSURE GAS FROM THE RESERVOIR, WHICH CAN CAUSE INJURY OR DAMAGE.

- (5) If the lockwire is installed, remove the lockwire at the actuation cable attach point.

S 424-018

- (6) Put the reservoir in the clamps, with the reservoir trigger lever in the slot in the cable terminal.

S 424-036

- (7) Put the lug on the reservoir into the guide.

S 424-019

- (8) Install the bolts on the clamps around the reservoir, and find the run-on torque. Do not fully tighten the bolts until the links are connected to the reservoir.

S 034-020

WARNING: WHEN YOU CONNECT THE LINKS TO THE RESERVOIR, BE CAREFUL NOT TO REMOVE THE SAFETY PINS OR MOVE THE TRIGGER LEVER. THE MOVEMENT OF THE TRIGGER LEVER CAN RELEASE THE HIGH PRESSURE GAS FROM THE RESERVOIR WHICH CAN CAUSE INJURY OR DAMAGE.

- (9) Move the links into position and install the bolt, washers, and nut.

S 424-022

- (10) Tighten the bolts in the clamps around the reservoir to 10-15 pound-inches more than the run-on torque.

S 824-023

- (11) Put the serrated plates on each side of the cable terminal. Align the holes in the serrated plates with the hole in the trigger lever.

NOTE: Make sure an initial gap of 0.01 to 0.05 is set between the trigger lever and the lever stop (Fig. 404 view A-A).

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S 434-024

- (12) Install the bolt, washer, and nut to connect the trigger lever to the cable terminal. Tighten the nut to 20-25 pound-inches.

S 214-025

- (13) Make sure the trigger lever does not bind in the cable terminal.

S 214-026

- (14) Make sure the cable is not loose.

S 434-027

- (15) Connect the pressure line to the reservoir reducer.

S 214-028

- (16) Make sure the mode selector lever is in the DETACH position.

S 094-031

- (17) Remove the safety pins from the emergency power reservoir.

S 414-032

- (18) Close the access panel or install the header panel.

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NO. 1, 2, AND 4 PASSENGER DOOR
EMERGENCY POWER RESERVOIR – INSPECTION/CHECK

1. General

- A. This procedure gives the instructions to examine the emergency power reservoir for the No. 1, 2, and 4 passenger doors. The access to the reservoir is different for each door, but the pressure gage check is the same.

TASK 52-11-30-706-001

2. Emergency Power Reservoir Check

A. References

- (1) 12-15-10/301, Passenger Door Emergency Power Reservoir

B. Access

- (1) Location Zones

223/224	Area Above Passenger Cabin Ceiling – Section 41
233/234	Area Above Passenger Cabin Ceiling – Section 43
253/254	Area Above Passenger Cabin Ceiling – Section 46

C. Procedure

S 016-002

- (1) Get access to the emergency power reservoir as follows (Fig. 601):
- (a) For the left or right No. 1 door, open the access panel near the middle of the ceiling between the passenger doors. The reservoirs for the No. 1 doors are above this access panel.
 - (b) For the left or right No. 2 door, open the passenger service unit which is directly forward of the door.
 - (c) For the left or right No. 4 door, open the access panel in the ceiling which is directly forward of the door.

S 216-003

- (2) Look at the pressure indication on the pressure gage on the emergency power reservoir (View B, Fig. 601).

S 616-004

- (3) Do the servicing for the emergency power reservoir if necessary (Ref 12-15-10).

NOTE: The chart on Fig. 602 shows the satisfactory pressure range for the emergency power reservoir. The usual condition after servicing is 3000 psi at 70°F.

S 416-005

- (4) Close the access panels or the passenger service units that were opened.

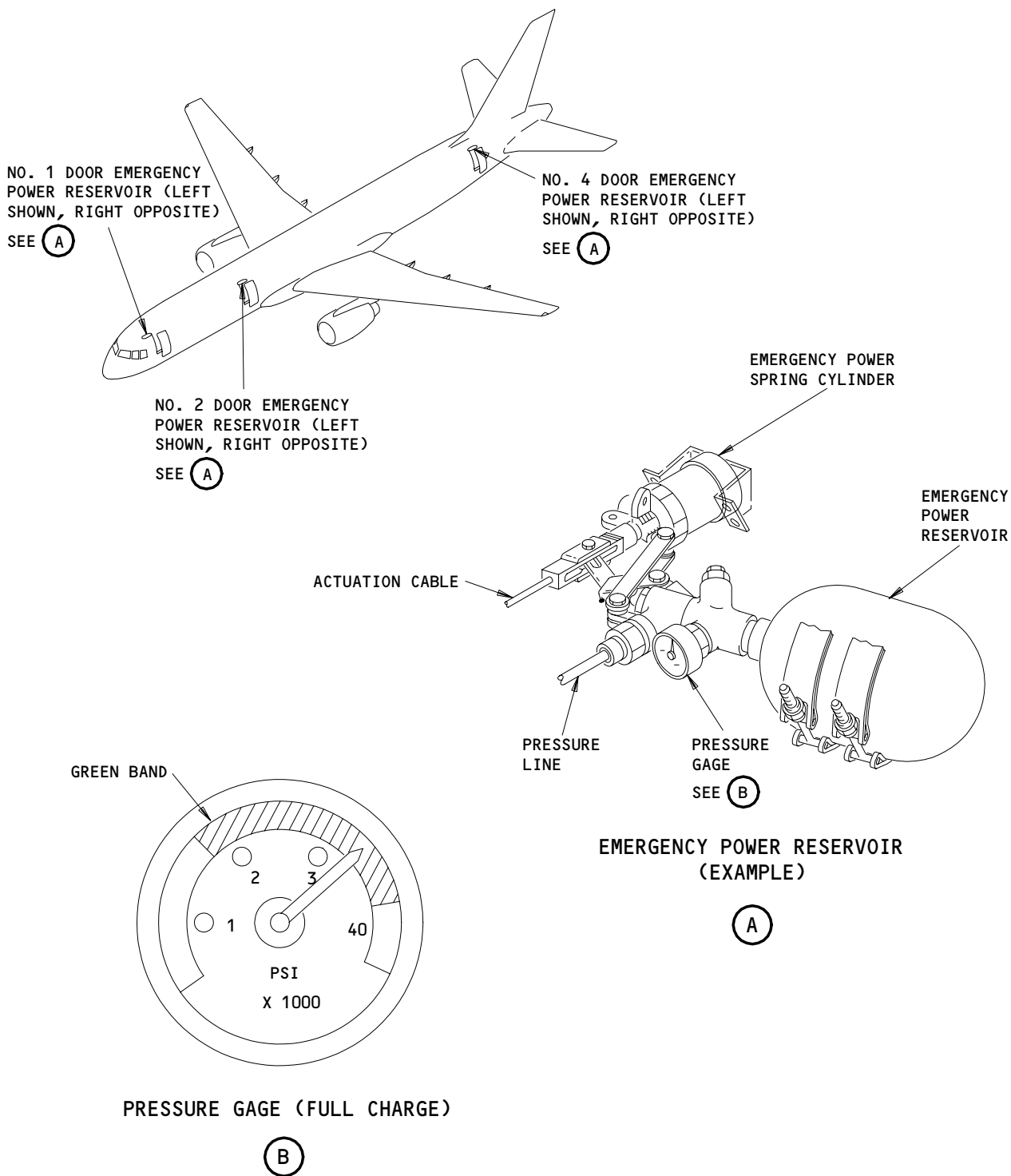
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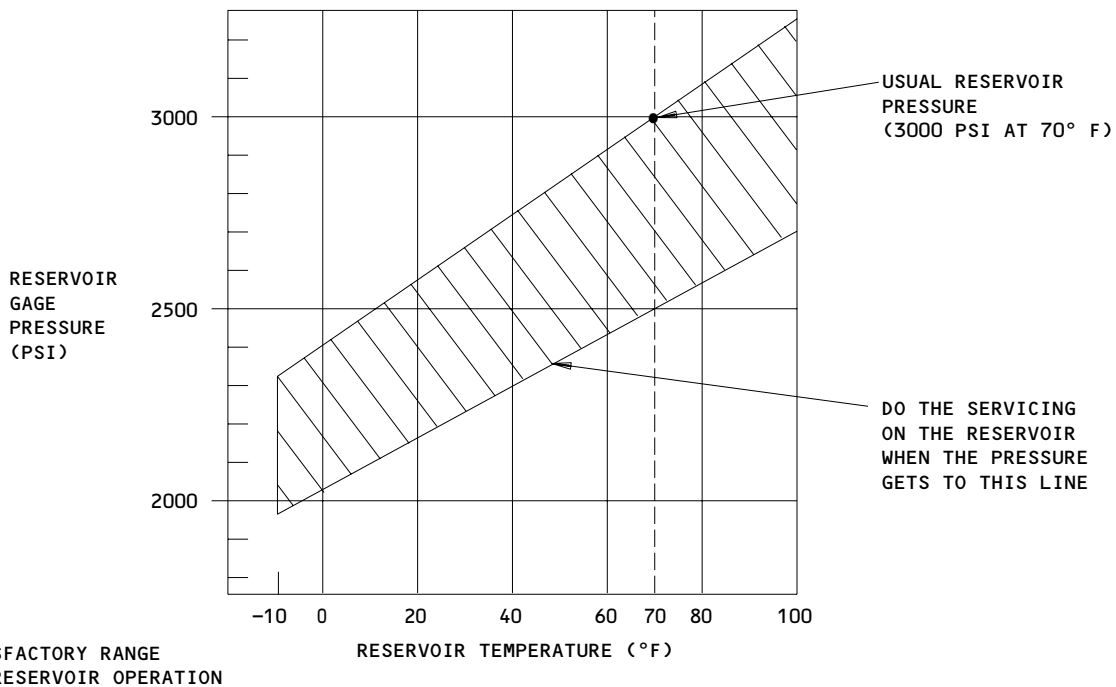
Emergency Power Reservoir
Figure 601

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RESERVOIR GAGE PRESSURE - RESERVOIR TEMPERATURE CHART

Emergency Power Reservoir Pressure Gage
Figure 602

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NO. 1 PASSENGER DOOR EMERGENCY POWER ACTUATOR AND CHAIN -
REMOVAL/INSTALLATION

1. General

- A. This procedure gives the instructions to remove and install the emergency power actuator and chain for the No. 1 passenger doors.

TASK 52-11-31-004-002

2. Remove the Emergency Power Actuator and Chain (Fig. 401)

A. Equipment

- (1) Safety Pin Set - Passenger Door Emergency Power Reservoir, B52009-1

NOTE: The safety pin set is a set of 2 pins connected by a lanyard. If the safety pin set is not available, you can use 2 bolts (3/16-inch diameter by 1 1/4-inch grip) as an alternative. Install one bolt above and one bolt below the reservoir plunger. Attach streamers to the bolts to identify the bolts for removal.

B. References

- (1) 25-21-02/401, Sidewall Panel
(2) 25-21-05/401, Sidewall Insulation
(3) 25-31-01/401, Forward Galley
(4) 25-41-01/401, Forward Lavatories

C. Access

(1) Location Zones

- 831 No. 1 Passenger Door (Left)
841 No. 1 Passenger Door (Right)

(2) Access Panels

- 221AL Body Hinge Torque Tube, No. 1 Door (Left)
222AR Body Hinge Torque Tube, No. 1 Door (Right)

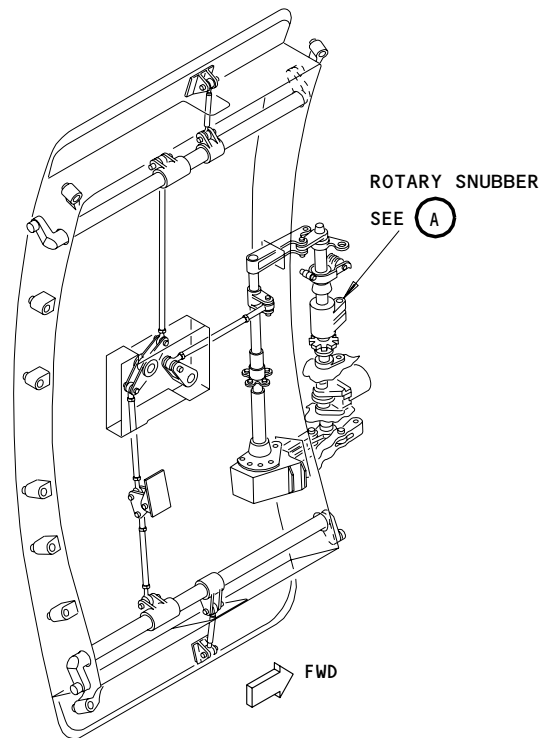
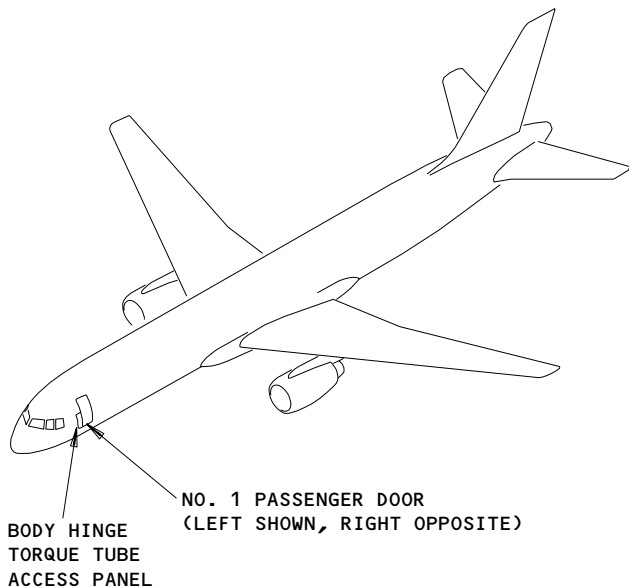
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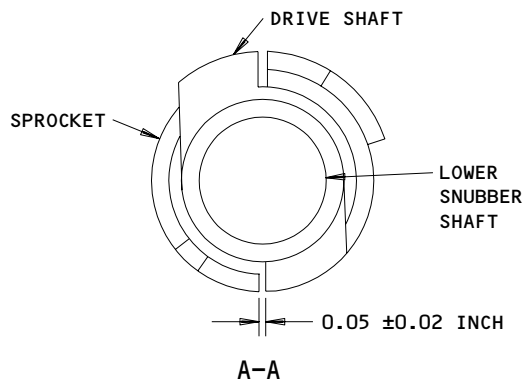
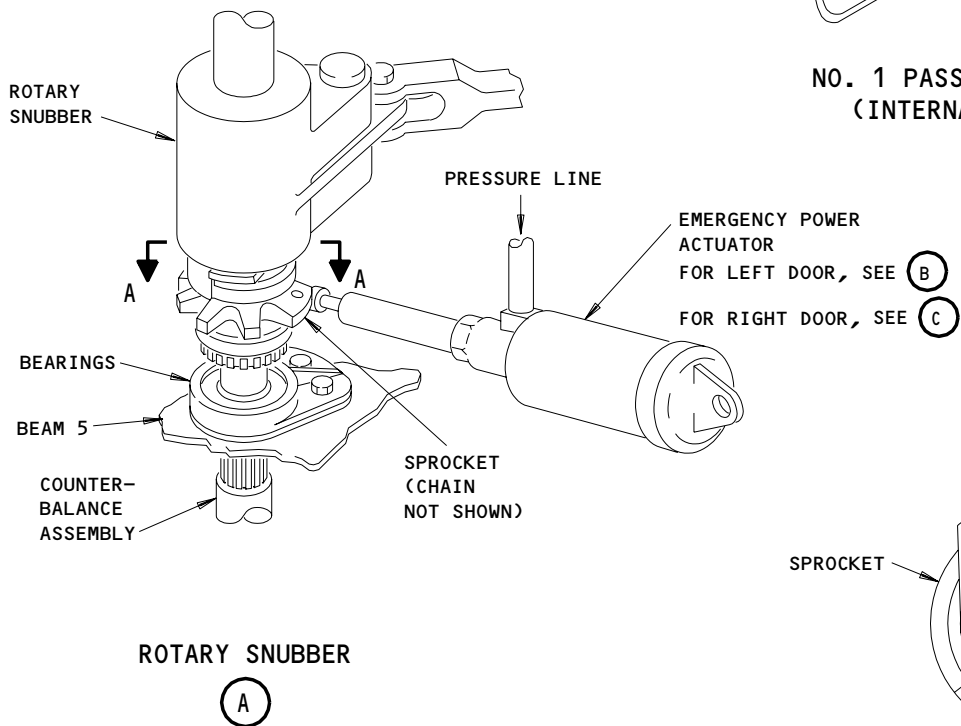
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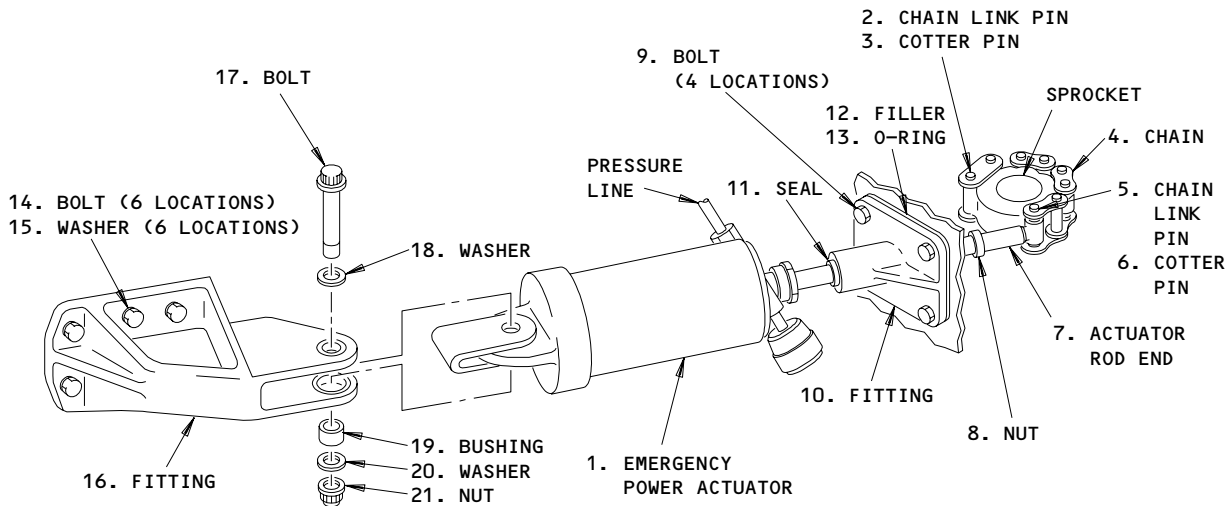
NO. 1 PASSENGER DOOR (INTERNAL VIEW)



No. 1 Passenger Door Emergency Power Actuator and Chain
Figure 401 (Sheet 1)

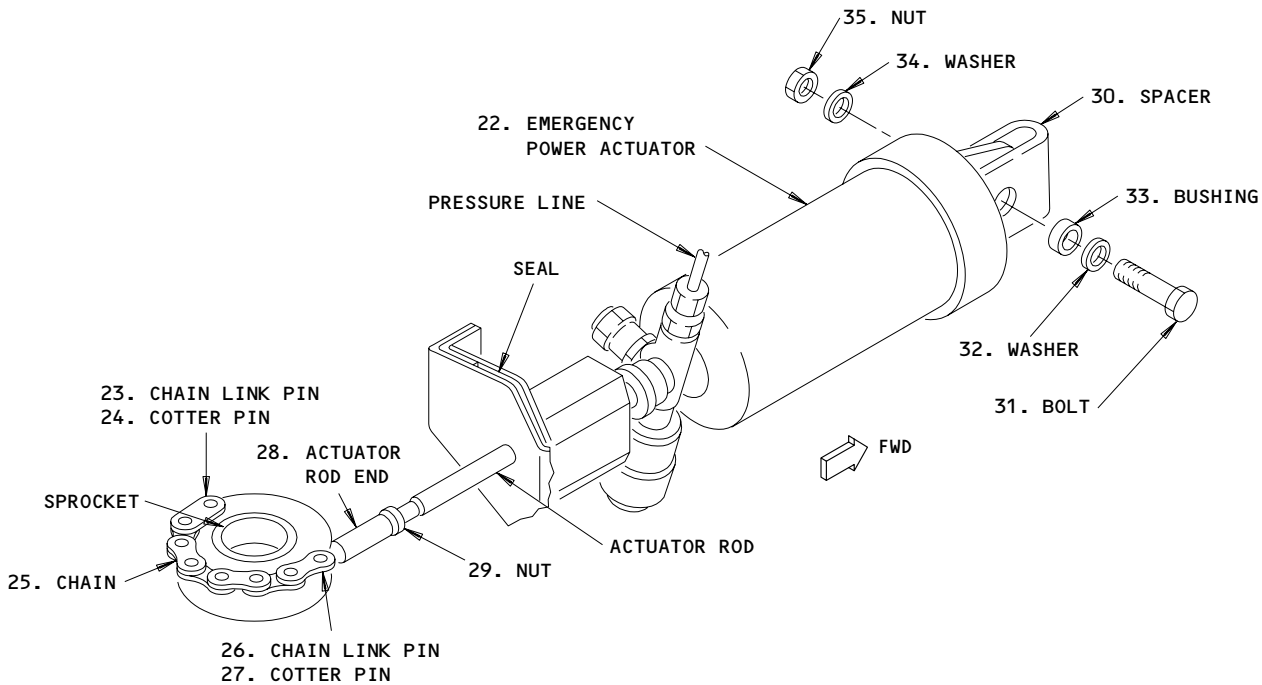
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EMERGENCY POWER ACTUATOR
(LEFT DOOR)

(B)



EMERGENCY POWER ACTUATOR
(RIGHT DOOR)

(C)

No. 1 Passenger Door Emergency Power Actuator and Chain
Figure 401 (Sheet 2)

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D. Procedure

S 864-012

- (1) Close and latch the passenger door.

S 864-013

- (2) Make sure the mode selector lever is in the DETACH position.

S 014-016

- (3) Remove these items, as necessary, to get access to the emergency power reservoir and the emergency power actuator:
- (a) Sidewall panel (Ref 25-21-02)
 - (b) Sidewall insulation (Ref 25-21-05)
 - (c) Forward galley (Ref 25-31-01)
 - (d) Forward lavatory (Ref 25-41-01)

S 014-001

- (4) Remove the access panel on the fuselage forward of the door to get access to the body hinge torque tube.

S 494-017

WARNING: MAKE SURE YOU INSTALL THE SAFETY PINS ON THE CORRECT EMERGENCY POWER RESERVOIR. ACCIDENTAL OPERATION OF THE EMERGENCY POWER RESERVOIR CAN CAUSE INJURY OR DAMAGE.

- (5) Install the safety pins on the correct emergency power reservoir.

NOTE: The reservoirs for the No. 1 passenger doors are left of the airplane center line above the ceiling between the doors. The reservoir for the right No. 1 door is left of the reservoir for the left No. 1 door. The reservoirs for the No. 2 and 4 passenger doors are above each door.

S 024-003

- (6) For the left door, do these steps:
- (a) Disconnect the pressure line from the emergency power actuator (1).
 - (b) Remove the cotter pin (3) and the chain link pin (2) to disconnect the chain (4) from the sprocket.
 - (c) Remove the cotter pin (6) and the chain link pin (5) to disconnect the chain (4) from the actuator rod end (7).

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- (d) Loosen the nut (8).
- (e) Remove the actuator rod end (7) and the nut (8) from the actuator rod.
- (f) Remove the four bolts (9) to disconnect the fitting (10) from the airplane structure.
- (g) Remove the six bolts (14) and washers (15) to disconnect the fitting (16) from the door frame.
- (h) Remove the emergency power actuator (1) with the fitting (16), seal (11), filler (12), O-ring (13), and fitting (10) attached.

S 024-004

- (7) For the right door, do these steps:
 - (a) Disconnect the pressure line from the emergency power actuator (22).
 - (b) Remove the cotter pin (24) and the chain link pin (23) to disconnect the chain (25) from the sprocket.
 - (c) Remove the cotter pin (27) and the chain link pin (26) to disconnect the chain (25) from the actuator rod end (28).
 - (d) Loosen the nut (29).
 - (e) Remove the actuator rod end (28) and the nut (29) from the actuator rod.
 - (f) Remove the bolt (31), washers (32, 34), bushing (33), nut (35), and spacer (30) that attach the forward end of the emergency power actuator (22) to the airplane structure.

CAUTION: BE CAREFUL WHEN YOU PULL THE ACTUATOR ROD OUT OF THE SEAL. DAMAGE TO THE SEAL CAN EASILY OCCUR.

- (g) Pull the actuator rod out of the seal to remove the emergency power actuator (22).

TASK 52-11-31-404-005

3. Install the Emergency Power Actuator and Chain (Fig. 401)

A. Parts

- (1) This table is for the Left No. 1 Passenger Door.

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MAINTENANCE MANUAL

MM		NOMENCLATURE	IPC		
FIG	ITEM		SUBJECT	FIG	ITEM
401	1	Emergency Power Actuator	52-11-30	03	630
	2	Chain Link Pin			580
	3	Cotter Pin			573
	4	Chain			585
	5	Chain Link Pin			575
	6	Cotter Pin			573
	7	Actuator Rod End			590
	8	Nut			595
	9	Bolt			635
	10	Fitting			654
	11	Seal			652
	12	Filler			660
	13	O-Ring			655
	14	Bolt			53-13-51
	15	Washer	465		
	16	Fitting	455		
	17	Bolt	52-11-30	03	600
	18	Washer			605
	19	Bushing			620
	20	Washer			610
	21	Nut			615

(2) This table is for the Right No. 1 Passenger Door.

MM		NOMENCLATURE	IPC		
FIG	ITEM		SUBJECT	FIG	ITEM
401	22	Emergency Power Actuator	52-11-30	01	710
	23	Chain Link Pin			635
	24	Cotter Pin			633
	25	Chain			645
	26	Chain Link Pin			640
	27	Cotter Pin			633
	28	Actuator Rod End			650
	29	Nut			655
	30	Spacer			720
	31	Bolt			690
	32	Washer			695
	33	Bushing			715
	34	Washer			700
	35	Nut			705

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B. References

- (1) 25-21-02/401, Sidewall Panel
- (2) 25-21-05/401, Sidewall Insulation
- (3) 25-31-01/401, Forward Galley
- (4) 25-41-01/401, Forward Lavatories

C. Access

(1) Location Zones

- 831 No. 1 Passenger Door (Left)
- 841 No. 1 Passenger Door (Right)

(2) Access Panels

- 221AL Body Hinge Torque Tube, No. 1 Door (Left)
- 222AR Body Hinge Torque Tube, No. 1 Door (Right)

D. Procedure

S 864-006

- (1) Make sure the passenger door is closed and latched.

S 424-007

- (2) For the left door, do these steps:
 - (a) Install the fitting (16) on the emergency power actuator (1) with the bolt (17), washers (18, 20), bushing (19), and nut (21).
 - (b) Tighten the bolt (17) to 200-300 pound-inches.
 - (c) Assemble the seal (11), O-ring (13), filler (12) and fitting (10), on the actuator rod.
 - (d) Put the actuator assembly in position in the airplane structure.
 - (e) Connect the fitting (16) to the airplane structure with the bolts (14) and washers (15).
 - (f) Install the bolts (9) to connect the fitting (10) to the structure.
 - (g) Install the nut (8) and the rod end (7) on the actuator rod. Do not tighten the nut (8).

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- (h) Install the chain link pin (2) and the cotter pin (3) to connect the chain (4) to the sprocket.
- (i) Extend the actuator rod fully aft.

CAUTION: MAKE SURE YOU GET THE CORRECT CLEARANCE BETWEEN THE TANG ON THE DRIVE SHAFT AND THE TANG ON THE SPROCKET. IF THE CLEARANCE IS NOT CORRECT, THE OPERATION OF THE DOOR CAN CAUSE DAMAGE TO THE EMERGENCY POWER ACTUATOR.

- (j) Turn the sprocket to get the correct clearance between the tang on the drive shaft and the tang on the sprocket (View A-A).
- (k) Adjust the actuator rod end (7) until you can install the chain link pin (5).
- (l) Install the chain link pin (5) and the cotter pin (6) to connect the chain (4) to the rod end (7).
- (m) Tighten the nut (8) against the rod end (7) to 200-230 pound-inches.
- (n) Connect the pressure line from the emergency power reservoir to the emergency power actuator (1).

S 424-008

- (3) For the right door, do these steps:

CAUTION: BE CAREFUL WHEN YOU PUSH THE ACTUATOR ROD INTO THE SEAL. DAMAGE TO THE SEAL CAN EASILY OCCUR.

- (a) Push the actuator rod through the seal to install the emergency power actuator (22).
- (b) Install the bolt (31), washers (32, 34), bushing (33), nut (35), spacer (30) to attach the forward end of the emergency power actuator (22) to the structure.
- (c) Tighten the bolt (31) to 200-300 pound-inches.
- (d) Install the nut (29) and the actuator rod end (28) on the actuator rod. Do not tighten the nut (29).
- (e) Install the chain link pin (23) and the cotter pin (24) to connect the end of the chain (25) to the sprocket.

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(f) Extend the actuator rod fully aft.

CAUTION: MAKE SURE YOU GET THE CORRECT CLEARANCE BETWEEN THE TANG ON THE DRIVE SHAFT AND THE TANG ON THE SPROCKET. IF THE CLEARANCE IS NOT CORRECT, THE OPERATION OF THE DOOR CAN CAUSE DAMAGE TO THE EMERGENCY POWER ACTUATOR.

- (g) Turn the sprocket to get the correct clearance between the tang on the drive shaft and the tang on the sprocket (View A-A).
- (h) Adjust the actuator rod end (28) until you can install the chain link pin.
- (i) Install the chain link pin (26) and the cotter pin (27) to connect the chain (25) to the actuator rod end (28).
- (j) Tighten the nut (29) against the actuator rod end (28) to 200-230 pound-inches.
- (k) Connect the pressure line from the emergency power reservoir to the emergency power actuator (22).

S 414-009

- (4) Install the access panel on the fuselage forward of the door.

S 094-010

- (5) Remove the safety pins from the emergency power reservoir.

S 414-011

- (6) Install these items, if they were removed:
 - (a) Sidewall panel (Ref 25-21-02)
 - (b) Sidewall insulation (Ref 25-21-05)
 - (c) Forward galley (Ref 25-31-01)
 - (d) Forward lavatory (Ref 25-41-01)

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NO. 1, 2, AND 4 PASSENGER DOOR
EMERGENCY POWER TRIGGER MECHANISM – REMOVAL/INSTALLATION

1. General

- A. This procedure gives the instructions to remove and install the emergency power trigger on the upper hinge arm of the No. 1, 2, and 4 passenger doors.

TASK 52-11-32-004-001

2. Remove the Emergency Power Trigger Mechanism

A. References

- (1) 52-11-30/401, No. 1, 2, and 4 Passenger Door Emergency Power Reservoir

B. Access

(1) Location Zones

831	No. 1 Passenger Door (Left)
832	No. 2 Passenger Door (Left)
836	No. 4 Passenger Door (Left)
841	No. 1 Passenger Door (Right)
842	No. 2 Passenger Door (Right)
846	No. 4 Passenger Door (Right)

C. Procedure

S 864-002

- (1) Move the mode selector lever to the DETACH position.

S 034-005

- (2) Remove the emergency power reservoir (Ref 52-11-30).

S 864-006

- (3) Open the passenger door.

S 034-007

- (4) Remove the roll pin and the trigger fork to disconnect the spring cylinder from the upper hinge arm (View A, Fig. 401).

S 034-008

- (5) Remove the bolt, washer, and nut to disconnect the housing from the support fitting on the upper hinge arm (View A, Fig. 401).

S 024-009

- (6) Remove the spring cylinder and the housing (View A, Fig. 401).

TASK 52-11-32-404-010

3. Install the Emergency Power Trigger Mechanism

A. Equipment

- (1) Measurement Tool – Emergency Power Reservoir Cable Travel – B52022-21

B. References

- (1) 52-11-00/501, No. 1, 2 and 4 Passenger Doors

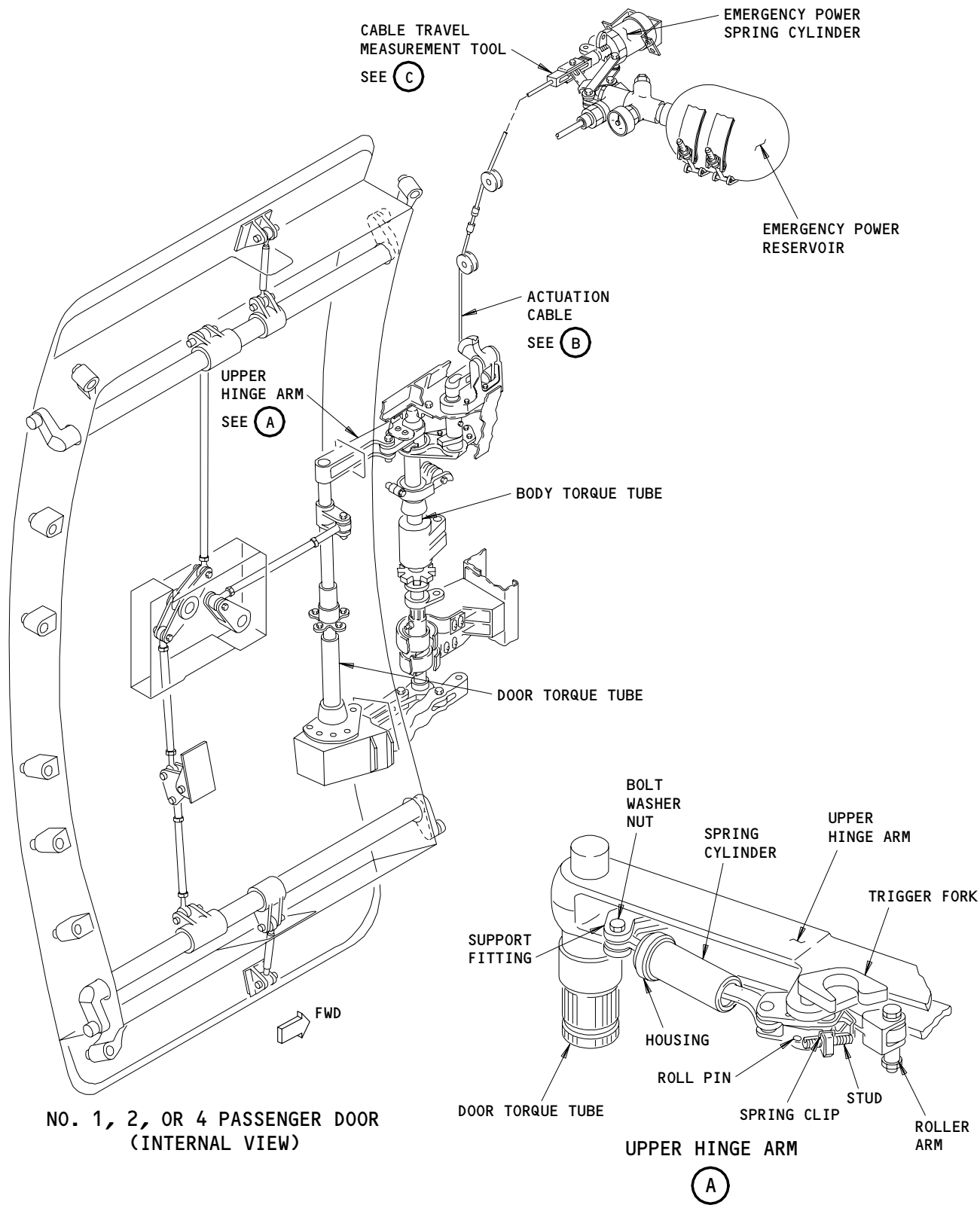
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NO. 1, 2, OR 4 PASSENGER DOOR
(INTERNAL VIEW)

Emergency Power Trigger Mechanism
Figure 401 (Sheet 1)

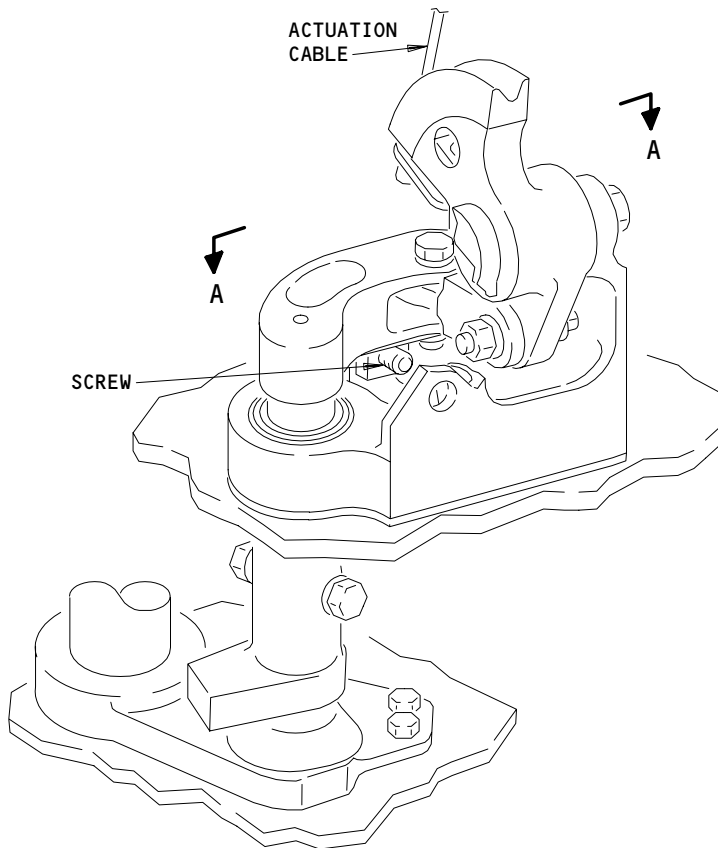
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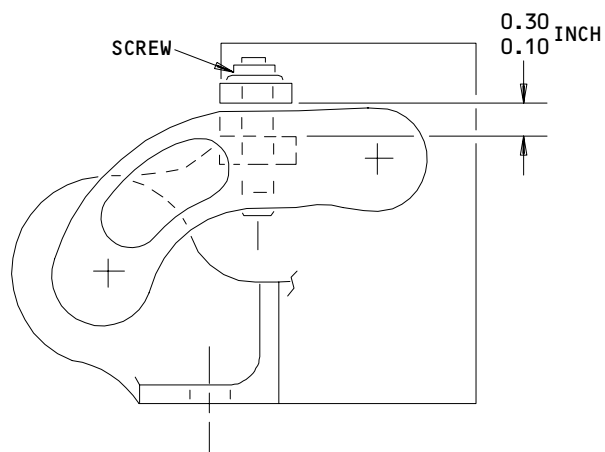
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ACTUATION CABLE

(B)



A-A

Emergency Power Trigger Mechanism
Figure 401 (Sheet 2)

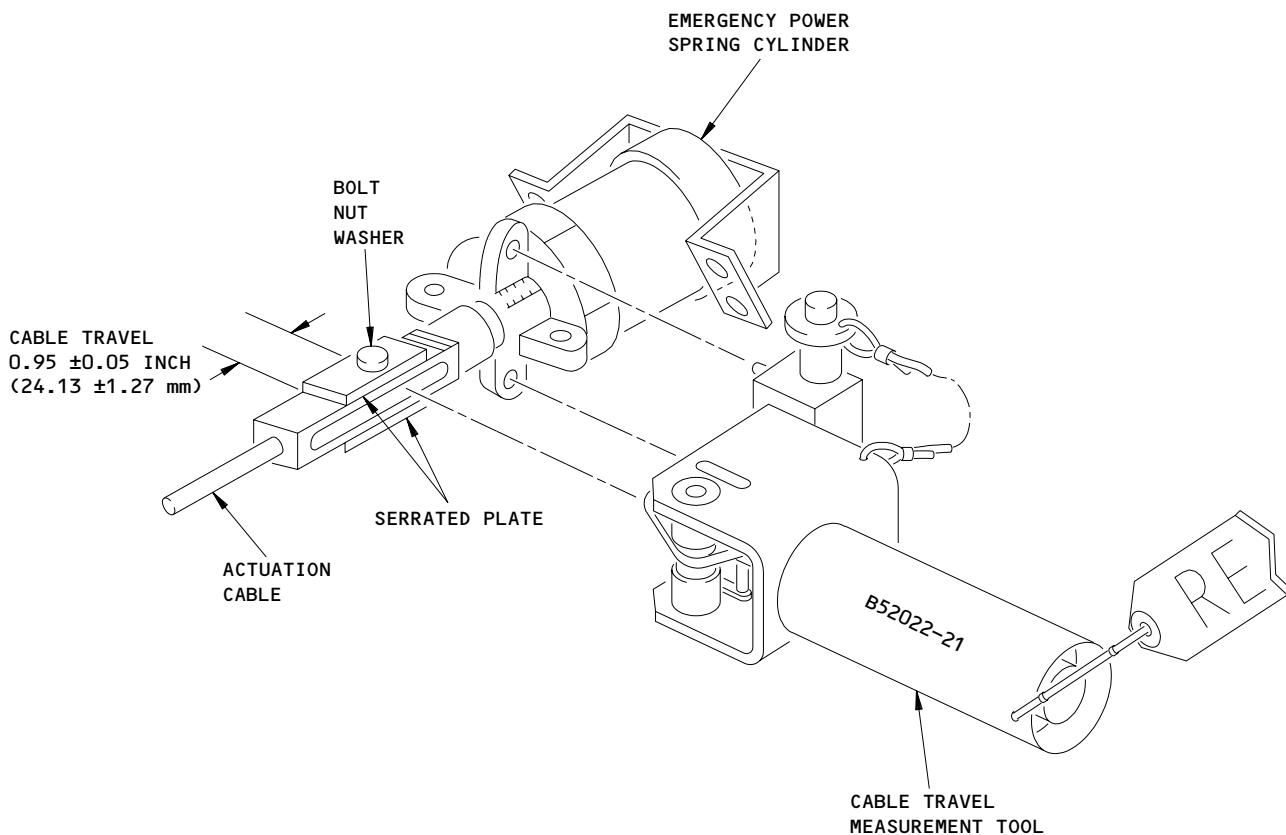
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CABLE TRAVEL MEASUREMENT TOOL

(C)

Emergency Power Trigger Mechanism
Figure 401 (Sheet 3)

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- (2) 52-11-20/501, No. 1, 2, and 4 Passenger Door Emergency Mechanism
- (3) 52-11-30/401, No. 1, 2, and 4 Passenger Door Emergency Power Reservoir

C. Access

(1) Location Zones

- 831 No. 1 Passenger Door (Left)
- 832 No. 2 Passenger Door (Left)
- 836 No. 4 Passenger Door (Left)
- 841 No. 1 Passenger Door (Right)
- 842 No. 2 Passenger Door (Right)
- 846 No. 4 Passenger Door (Right)

D. Procedure

S 824-011

- (1) Hold the spring cylinder for the trigger mechanism and the housing in position along the upper hinge arm (View A, Fig. 401).

S 424-012

- (2) Install the trigger fork and the roll pin to attach the spring cylinder to the upper hinge arm (View A, Fig. 401).

S 424-013

- (3) Install the bolt, washer, and nut to attach the housing for the spring cylinder to the support fitting on the upper hinge arm (View A, Fig. 401). Tighten the bolt to 50-80 pound-inches.

S 864-014

- (4) Close and latch the passenger door.

S 014-016

- (5) Remove the slide or slide-raft cover as follows (Fig. 402):
 - (a) Release the center latch to release the latch strap.
 - (b) Pull the bottom of the cover inboard and push the latch strap through the slots in the center latch.
 - (c) Release the upper latches with the latch handles.
 - (d) Pull the cover inboard until the latch strap is clear of the center latch, and remove the cover.

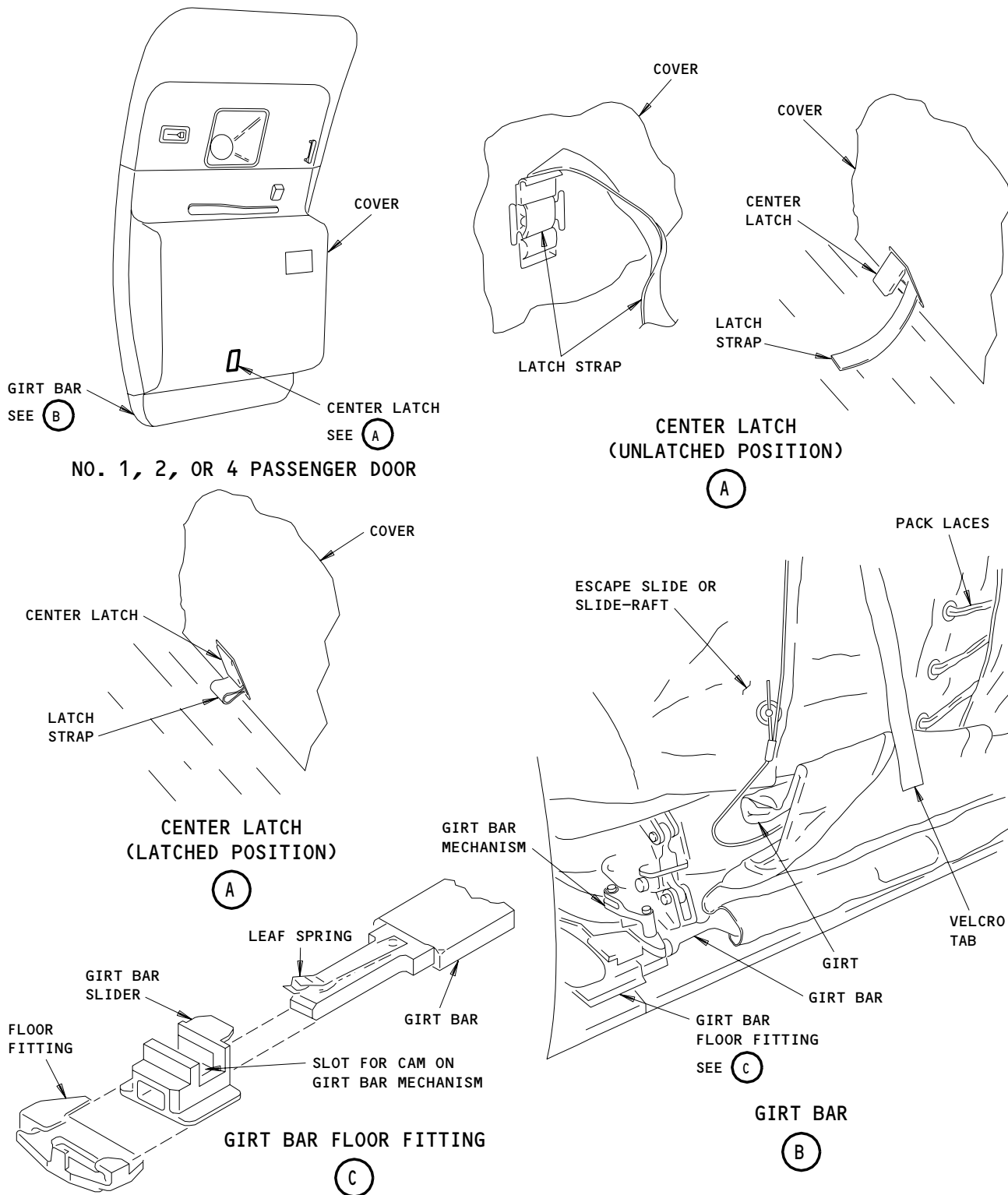
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No. 1, 2, and 4 Passenger Door Escape Slide or Slide-Raft
Figure 402

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- S 094-046
- (6) Remove the safety pin from the pouch on the escape slide or slide-raft.
- S 494-018
- (7) Install the safety pin into the inflation cylinder regulator.
- S 864-020
- (8) Move the mode selector lever to the ENGAGE position.
- S 824-023
- (9) Turn the interior handle slowly toward the OPEN position (approximately 30 degrees) until the cams on the girt bar slider cranks lift and are clear of the girt bar sliders.
- S 824-024
- (10) Push down the leaf spring and move the girt bar sliders toward the middle of the girt bar (Fig. 402).
- S 034-025
- (11) Lift the girt bar out of the floor fittings.
- S 864-053
- (12) Lightly wrap the leaf springs and the girt bar with tape.
- NOTE:** This will help reduce the possibility of damage to the leaf springs.
- S 864-026
- (13) Latch the passenger door.
- S 434-048
- (14) Temporarily attach the girt bar and the girt to the slide or slide-raft pack to keep them out of the way when the door is opened and closed.
- S 224-029
- (15) Measure the cable travel at the emergency power spring cylinder as follows:
- (a) Install the tool to measure the travel of the actuation cable (View C, Fig. 401).

NOTE: The tool simulates the cable force needed to break the reservoir diaphragm and measures the cable travel.

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- (b) Temporarily attach the girt bar and the girt to the slide-raft/ slide pack to keep them out of the way when the door is opened and closed.
- (c) Turn the interior handle aft and open the door.

NOTE: Use the interior handle to move the door open. Do not use the door assist handle or the aft edge of the door. The motion of the door should be slow and steady.

- (d) Measure the cable travel at the emergency power spring cylinder as shown (View C, Fig. 401).

CAUTION: MAKE SURE YOU ADJUST THE CABLE TRAVEL ACCURATELY. DO NOT CHANGE THE SPECIFIED ADJUSTMENT TO CHANGE THE POSITION OF THE DOOR WHERE THE EMERGENCY POWER SYSTEM STARTS TO OPERATE. FAILURE OF POWERED DOOR OPENING CAN OCCUR.

- (e) Adjust the stud on the trigger to get the correct cable travel when the door is operated in the ENGAGE mode with the interior handle (View A, Fig. 401).
- (f) If sufficient cable travel is not available then do these steps:
 - 1) Remove the doorway lining to get access to the upper hinge support structure (View B, Fig. 401).
 - 2) Adjust the screw as shown (View A-A, Fig. 401) to change the cable travel 0.1-0.3 inch.

NOTE: If you decrease the clearance, the cable travel will increase.

- 3) Adjust the stud on the trigger to get the correct cable travel (View A, Fig. 401).

NOTE: If you turn the stud clockwise, the cable travel will increase.

- 4) Install the spring clip to lock the stud in position (View A, Fig. 401).
- 5) Install the doorway lining.
- (g) Install the spring clip to lock the stud in position, if it is not installed (View A, Fig. 401).
- (h) Remove the tool for the travel of the actuation cable.

S 824-030

- (16) Do a check of the trigger pin engagement with the emergency power trigger fork.
 - (a) Close and latch the passenger door.
 - (b) Make sure the trigger pin is fully engaged with the trigger fork as shown (View A, Fig. 403).
 - (c) Measure the clearance between the trigger pin and the upper hinge arm as shown (View A, Fig. 403).

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(d) If the dimensions are not correct, adjust the emergency mechanism (Ref 52-11-20).

S 224-031

(17) Do a check of the clearances of the emergency trigger mechanism (Ref 52-11-00).

S 824-032

(18) Turn the interior handle toward the OPEN position until the cams on the girt bar slider cranks lift sufficiently to clear the girt bar sliders (approximately 30 degrees) (Fig. 402).

S 034-052

(19) If it is necessary, remove the tape from the girt bar and the leaf springs.

S 434-033

(20) Put the girt bar into the floor fittings.

S 824-034

(21) Move the girt bar sliders away from the middle of the girt bar to engage the floor fittings.

S 864-035

(22) Move the interior handle to the latched position.

S 214-036

(23) Make sure the girt bar crank cams engaged the slots on the girt bar sliders.

S 824-037

(24) Move the mode selector lever to the DETACH position. Make sure the trigger pin is fully disengaged from the trigger fork.

S 214-040

(25) Make sure the girt bar sliders engaged the girt bar lifter mechanism.

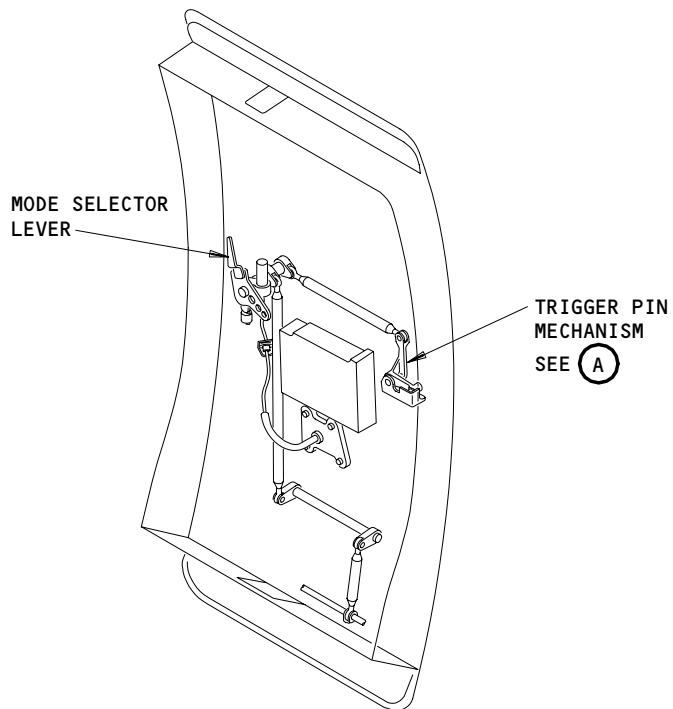
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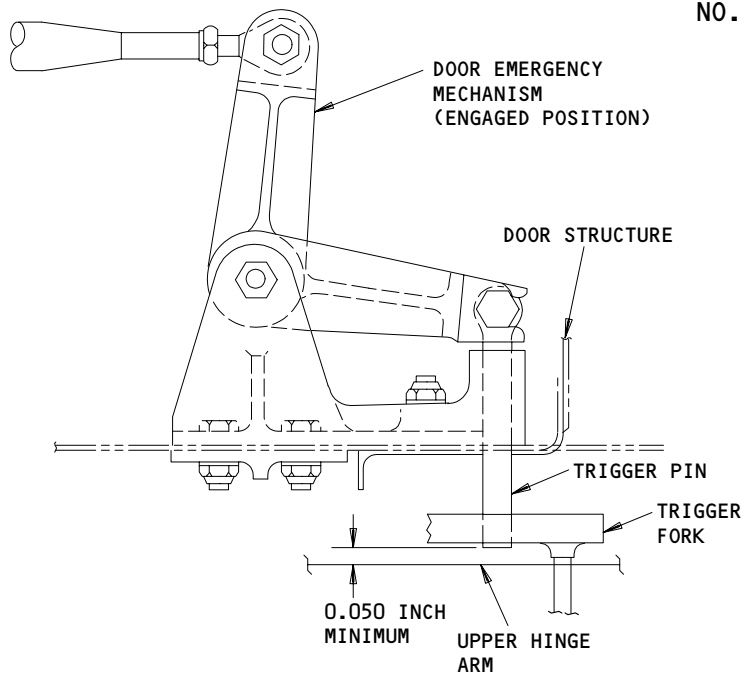
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NO. 1, 2, OR 4 PASSENGER DOOR
(INTERNAL VIEW)



TRIGGER PIN MECHANISM
(EXAMPLE)

(A)

Emergency Power Trigger Pin Adjustment
Figure 403

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S 724-063

- (26) Do the steps for the adjustment of the girt bar mechanism (AMM 52-11-25/501).

S 094-049

WARNING: MAKE SURE YOU REMOVE THE SAFETY PIN FROM THE SLIDE OR SLIDE-RAFT INFLATION CYLINDER. THE ESCAPE SLIDE OR SLIDE-RAFT WILL NOT INFLATE IN AN EMERGENCY IF THE SAFETY PIN IS NOT REMOVED.

- (27) Remove the safety pin from the slide or slide-raft inflation cylinder.

NOTE: You can keep the safety pin in the stowage pouch on the slide or slide-raft pack.

S 414-050

- (28) Install the slide or slide-raft cover as follows (Fig. 402):
- (a) Hold the cover at the bottom of the slide or slide-raft pack.
 - (b) Push the latch strap through the upper slots in the center latch until the strap extends outside the cover.
 - (c) Push the top of the cover outboard and align the upper latches.
 - (d) Lift the upper latch handles and engage the upper latches. Release the latch handles.
 - (e) Hold the end of the latch strap and push the cover tightly against the escape slide or slide-raft. Push in the center latch.
 - (f) Push the end of the latch strap through the lower slot in the center latch.

S 434-044

- (29) Install the emergency power reservoir (Ref 52-11-30).

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EMERGENCY POWER SPRING CYLINDER – REMOVAL/INSTALLATION

1. General

A. This procedure gives the instructions to remove and install the emergency power spring cylinder at the upper end of the actuation cable of the emergency power system.

TASK 52-11-33-004-001

2. Remove the Emergency Power Spring Cylinder (Fig. 401)

NOTE: The spring cylinders for the No. 1 passenger doors are left of the airplane center line above the ceiling between the doors. The spring cylinder for the right No. 1 door is left of the spring cylinder for the left No. 1 door. The spring cylinders for the No. 2 and 4 passenger doors are above each door.

A. Equipment

(1) Safety Pin Set – Passenger Door Emergency Power Reservoir, B52009-1.

NOTE: The safety pin set is a set of 2 pins connected by a lanyard. If the safety pin set is not available, you can use 2 bolts (3/16-inch diameter by 1 1/4-inch grip) as an alternative. Install one bolt above and one bolt below the reservoir plunger. Attach streamers to the bolts to identify the bolts for removal.

B. Access

(1) Location Zones

831	No. 1 Passenger Door (Left)
832	No. 2 Passenger Door (Left)
836	No. 4 Passenger Door (Left)
841	No. 1 Passenger Door (Right)
842	No. 2 Passenger Door (Right)
846	No. 4 Passenger Door (Right)

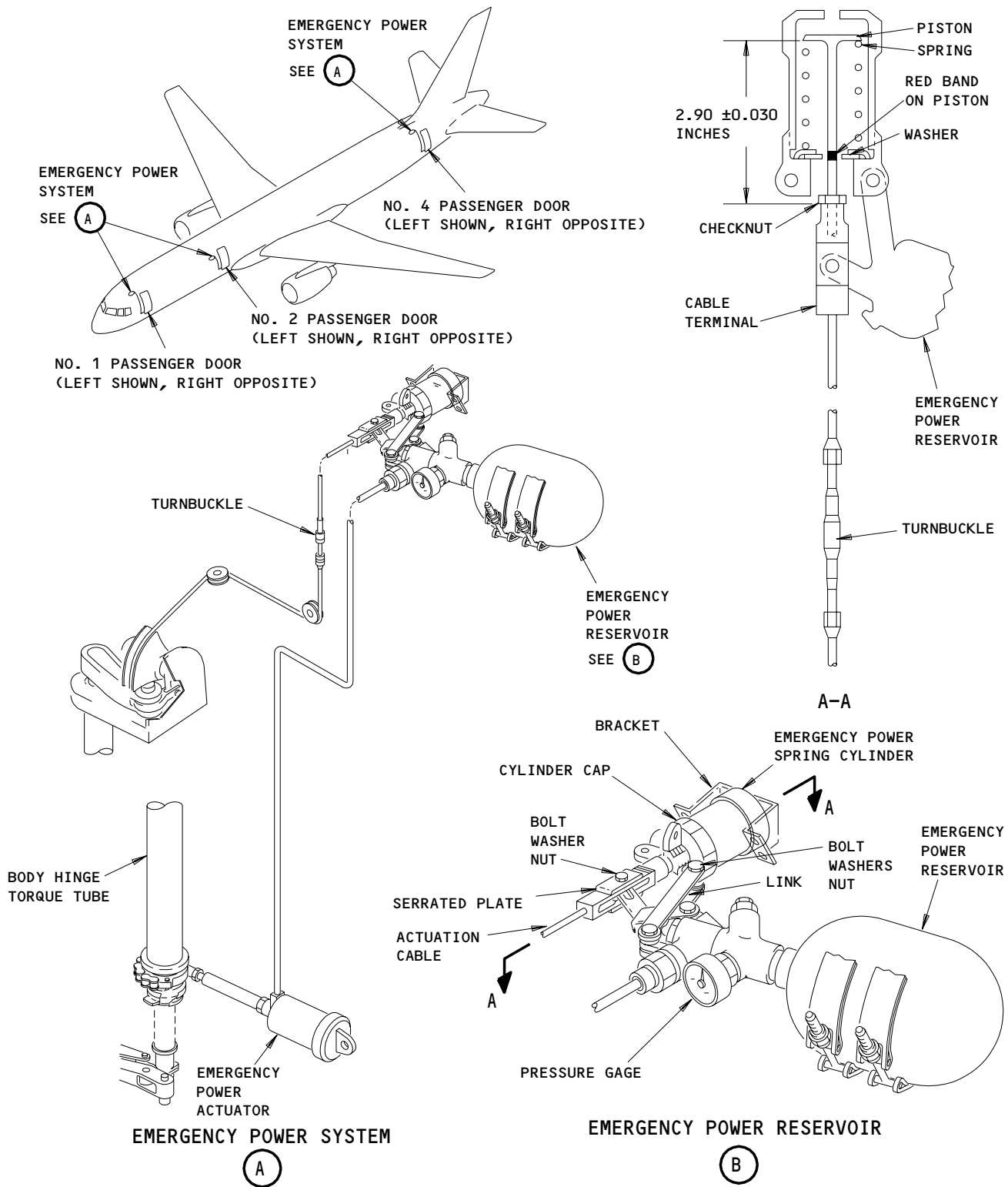
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Emergency Power Spring Cylinder
Figure 401

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C. Procedure

S 014-002

- (1) Get access to the emergency power spring cylinder as follows:
 - (a) For the left or right No. 1 passenger door, open the access panel near the middle of the ceiling between the passenger doors.
 - (b) For the left or right No. 2 passenger door, open the passenger service unit forward of the door.
 - (c) For the left or right No. 4 passenger door, open the access panel in the ceiling forward of the door.

S 494-003

WARNING: MAKE SURE YOU INSTALL THE SAFETY PINS ON THE CORRECT EMERGENCY POWER RESERVOIR. ACCIDENTAL OPERATION OF THE EMERGENCY POWER RESERVOIR CAN CAUSE INJURY OR DAMAGE.

- (2) Install the safety pins on the correct emergency power reservoir.

NOTE: The reservoirs for the No. 1 passenger doors are left of the airplane center line above the ceiling between the doors. The reservoir for the right No. 1 door is left of the reservoir for the left No. 1 door. The reservoirs for the No. 2 and 4 passenger doors are above each door.

S 034-004

- (3) Remove the bolt, washer, nut, and serrated plates to disconnect the cable terminal from the reservoir trigger lever.

S 034-005

- (4) Remove the bolt, washers, and nut to disconnect the cylinder cap from the link.

S 034-006

- (5) Loosen the check nut on the actuation cable terminal.

S 034-007

- (6) Turn the cylinder cap to disconnect it from the cylinder. Do not remove the washers from the cylinder cap.

S 034-008

- (7) Turn the piston to disconnect it from the cable terminal.

S 024-009

- (8) Remove the piston, spring, and cylinder cap.

S 024-010

- (9) Remove the bolts from inside the emergency power spring cylinder to disconnect the cylinder from the bracket, and remove the cylinder.

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TASK 52-11-33-404-011

3. Install the Emergency Power Spring Cylinder (Fig. 401)

A. Access

(1) Location Zones

831	No. 1 Passenger Door (Left)
832	No. 2 Passenger Door (Left)
836	No. 4 Passenger Door (Left)
841	No. 1 Passenger Door (Right)
842	No. 2 Passenger Door (Right)
846	No. 4 Passenger Door (Right)

B. Procedure

S 424-012

- (1) Install the bolts to attach the emergency power spring cylinder to the bracket.

S 434-013

- (2) Move the cylinder cap down over the cable terminal.

S 434-014

- (3) With the spring in the correct position on the piston, turn the piston to connect it the the cable terminal.

S 824-015

- (4) Adjust the check nut to the dimension shown in Fig. 401.

S 424-016

- (5) Install the piston into the cylinder.

S 434-017

- (6) Turn the cylinder cap to connect it to the cylinder. Do not tighten the cap.

S 824-018

- (7) Adjust the turnbuckle to align the red band on the piston with the washer (View A-A).

S 434-019

- (8) Tighten the check nut to 10-15 pound-inches.

S 434-020

- (9) Install the bolt, washers, and nut to connect the link to the cylinder cap.

S 434-021

- (10) Install the bolt, washer, and nut to connect the cable terminal to the reservoir trigger lever. Tighten the nut to 20-25 pound-inches.

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S 214-022

- (11) Make sure the trigger lever does not get caught in the cable terminal.

S 214-023

- (12) Make sure the mode selector lever is in the DETACH position.

S 094-026

- (13) Remove the safety pins from the emergency power reservoir.

S 414-027

- (14) Close the access panels on the passenger service units.

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NO. 2 PASSENGER DOOR EMERGENCY POWER ACTUATOR
AND CHAIN - REMOVAL/INSTALLATION

1. General

- A. This procedure gives the instructions to remove and install the emergency power actuator and chain for the No. 2 passenger doors.

TASK 52-11-34-004-001

2. Remove the Emergency Power Actuator and Chain (Fig. 401)

A. Equipment

- (1) Safety Pin Set - Passenger Door Emergency Power Reservoir, B52009-1

NOTE: The safety pin set is a set of two pins connected by a lanyard. If the safety pin set is not available, you can use two bolts (3/16-inch diameter by 1 1/4-inch grip) as an alternative. Install one bolt above and one bolt below the reservoir plunger. Attach tags to the bolts to identify the bolts for removal.

B. References

- (1) 25-21-02/401, Sidewall Panel
(2) 25-21-05/401, Sidewall Insulation
(3) 25-41-03/401, Mid Lavatory

C. Access

(1) Location Zones

- 832 No. 2 Passenger Door (Left)
842 No. 2 Passenger Door (Right)

(2) Access Panels

- 231AL Body Torque Tube, No. 2 Door (Left)
232AR Body Torque Tube, No. 2 Door (Right)

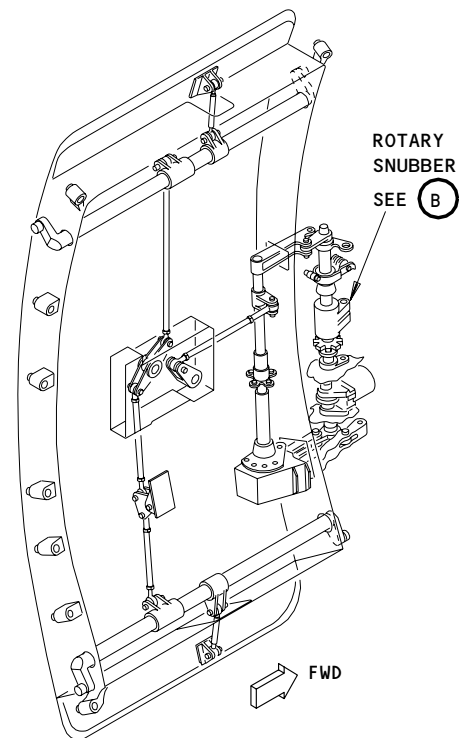
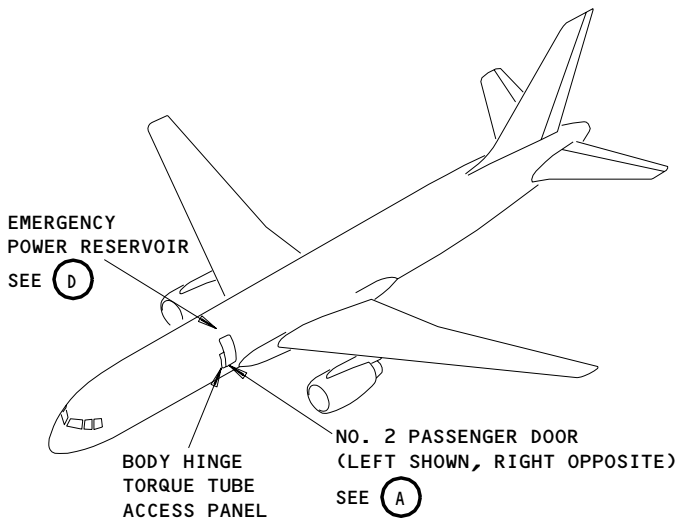
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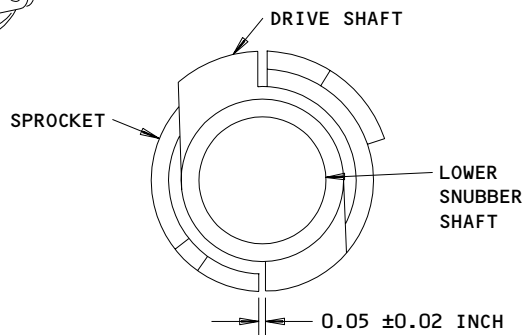
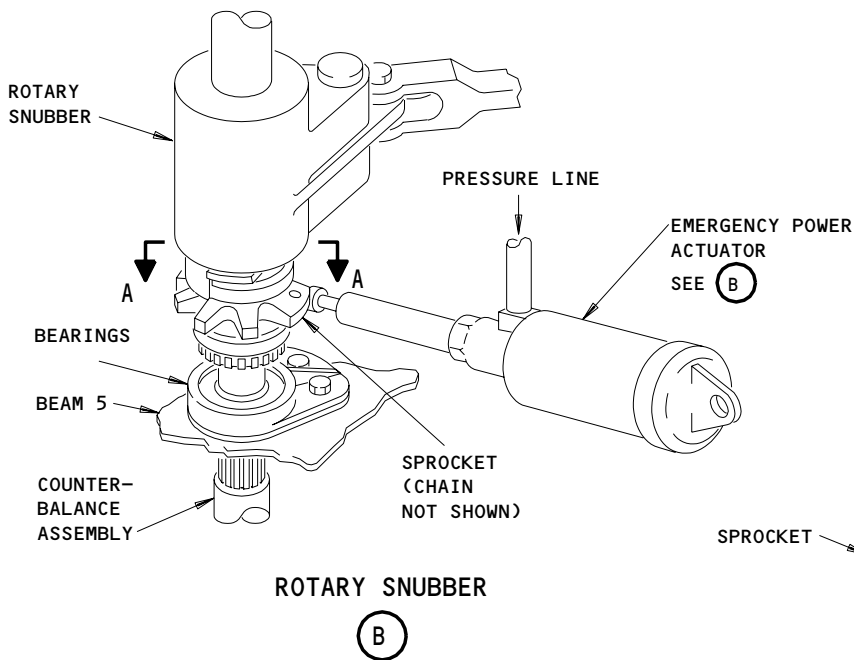
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NO. 2 PASSENGER DOOR
(INTERNAL VIEW)

(A)



A-A

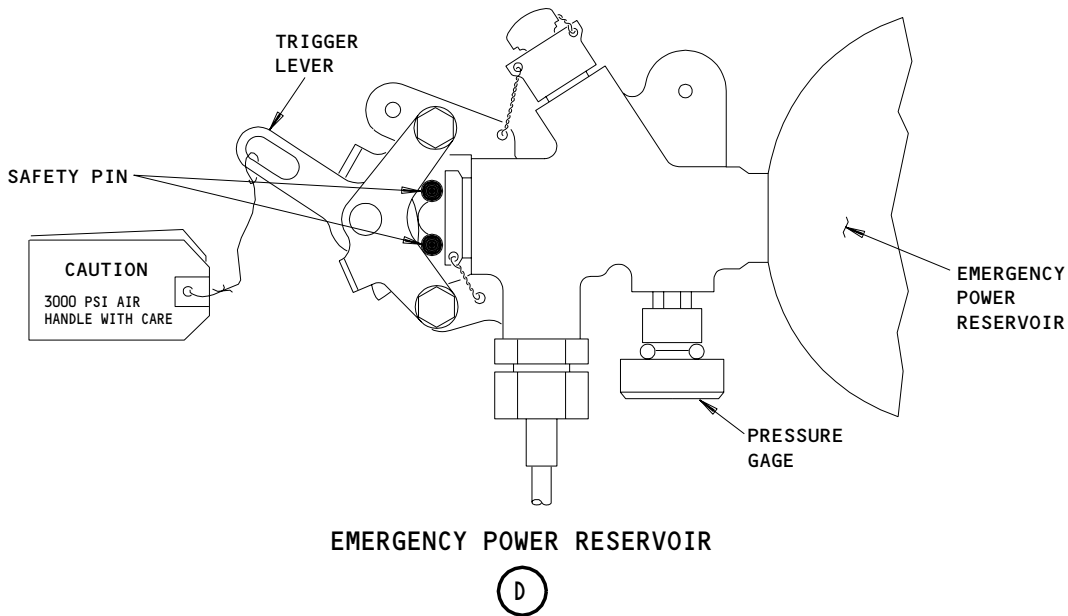
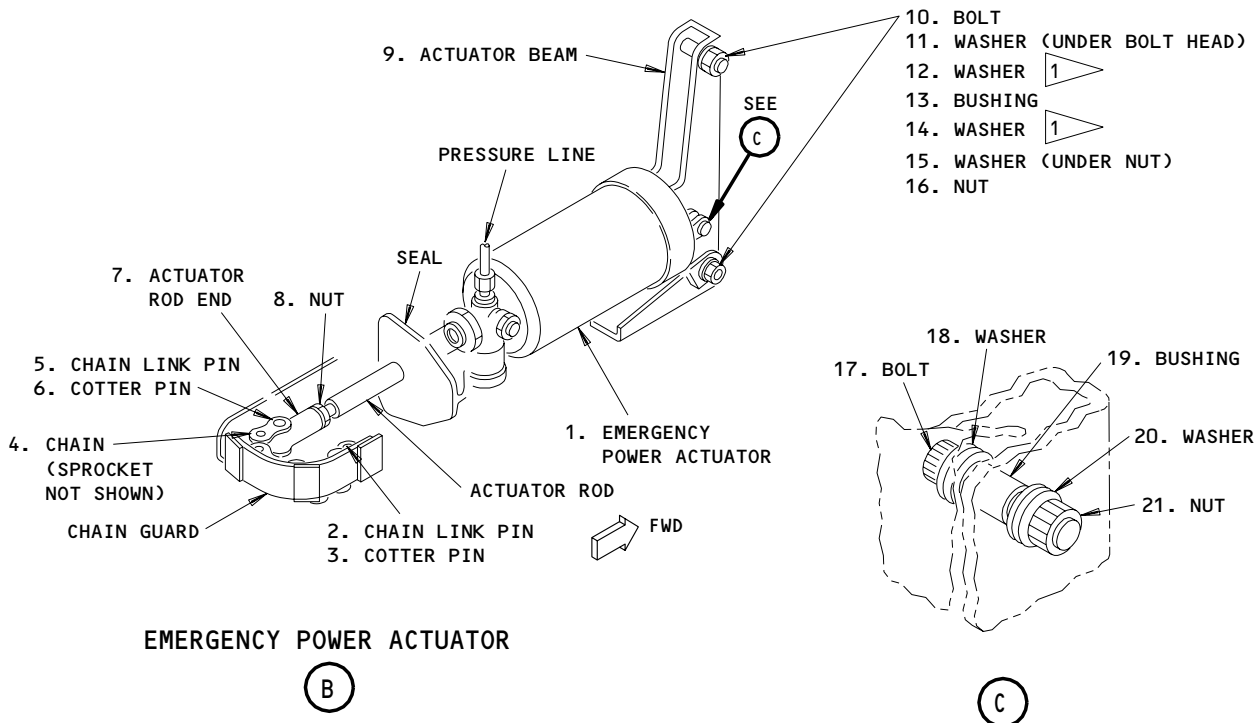
No. 2 Passenger Door Emergency Power Actuator and Chain
Figure 401 (Sheet 1)

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1 INSTALL WASHERS BETWEEN ACTUATOR BEAM AND STRUCTURE TO LIMIT CLEARANCE TO 0.000-0.020 INCH.

No. 2 Passenger Door Emergency Power Actuator and Chain
Figure 401 (Sheet 2)

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	ALL

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D. Procedure

S 864-002

- (1) Close the passenger door.

S 864-035

- (2) Latch the passenger door.

S 864-003

- (3) Make sure the mode selector lever is in the DETACH position.

S 014-006

- (4) Remove these items that are necessary to get access to the emergency power reservoir and the emergency power actuator:
- (a) The sidewall panel (Ref 25-21-02).
 - (b) The sidewall insulation (Ref 25-21-05).
 - (c) The mid lavatory (Ref 25-41-03).

S 494-007

WARNING: MAKE SURE YOU INSTALL THE SAFETY PINS ON THE EMERGENCY POWER RESERVOIR. THE ACCIDENTAL OPERATION OF THE EMERGENCY POWER RESERVOIR CAN CAUSE INJURY OR DAMAGE.

- (5) Install the safety pins on the emergency power reservoir.

S 034-008

- (6) Disconnect the pressure line from the emergency power actuator (1).

S 014-009

- (7) Remove the access panel on the fuselage forward of the door to get access to the body torque tube.

S 034-010

- (8) Remove the cotter pin (3) and the chain link pin (2) to disconnect the chain (4) from the sprocket.

S 034-011

- (9) Remove the cotter pin (6) and the chain link pin (5) to disconnect the chain (4) from the actuator rod end (7).

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S 034-012

(10) Loosen the nut (8).

S 034-013

(11) Remove the rod end (7) and the nut (8) from the actuator rod.

S 034-014

(12) Remove the bolts (10), washers (11, 12, 14, 15), bushings (13), and nuts (16) that attach the actuator beam (9) to the airplane structure.

S 024-015

CAUTION: BE CAREFUL WHEN YOU PULL THE ACTUATOR ROD OUT OF THE SEAL. DAMAGE TO THE SEAL CAN EASILY OCCUR.

(13) Carefully pull the actuator rod out of the seal to remove the actuator (1).

S 024-016

(14) Remove the bolt (17), washers (18, 20), bushing (19), and nut (21) that attach the forward end of the actuator (1) to the actuator beam (9). Keep the beam (9) for the installation of the actuator (1).

TASK 52-11-34-404-017

3. Install the Emergency Power Actuator and Chain (Fig. 401)

A. Equipment

(1) Safety Pin Set - Passenger Door Emergency Power Reservoir, B52009-1

NOTE: The safety pin set is a set of two pins connected by a lanyard. If the safety pin set is not available, you can use two bolts (3/16-inch diameter by 1 1/4-inch grip) as an alternative. Install one bolt above and one bolt below the reservoir plunger. Attach tags to the bolts to identify the bolts for removal.

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B. Parts

MM		NOMENCLATURE	IPC		
FIG	ITEM		SUBJECT	FIG	ITEM
401	1	Emergency Power Actuator (Left)	52-11-40	01	700
		Emergency Power Actuator (Right)			705
	2	Chain Link Pin			775
	3	Cotter Pin			743
	4	Chain			780
	5	Chain Link Pin			745
	6	Cotter Pin			743
	7	Actuator Rod End			750
	8	Nut			740
	9	Actuator Beam (Left)			694
		Actuator Beam (Right)			698
	10	Bolt			620
	11	Washer			625
	12	Washer			635
	13	Bushing			665
	14	Washer			635
	15	Washer			630
	16	Nut			640
	17	Bolt			645
	18	Washer			650
	19	Bushing			670
20	Washer	655			
21	Nut	660			

C. References

- (1) 25-21-02/401, Sidewall Panel
- (2) 25-21-05/401, Sidewall Insulation

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- (3) 25-41-03/401, Mid Lavatory
- D. Access
- (1) Location Zones
- | | |
|-----|------------------------------|
| 832 | No. 2 Passenger Door (Left) |
| 842 | No. 2 Passenger Door (Right) |
- (2) Access Panels
- | | |
|-------|--|
| 231AL | Body Hinge Torque Tube, No. 2 Door (Left) |
| 232AR | Body Hinge Torque Tube, No. 2 Door (Right) |

E. Procedure

- S 864-018
- (1) Make sure the No. 2 passenger door is closed and latched.
- S 424-019
- (2) Install the bolt (17), washers (18, 20), bushing (19), and nut (21) to attach the forward end of the actuator (1) to the actuator beam (9).
- S 424-020
- (3) Tighten the bolt (17) to 200-300 pound-inches.
- S 424-021
- CAUTION:** BE CAREFUL WHEN YOU PUSH THE ACTUATOR ROD INTO THE SEAL. DAMAGE TO THE SEAL CAN EASILY OCCUR.
- (4) Carefully push the actuator rod through the seal to install the actuator (1).
- S 434-022
- (5) Install the bolts (10), washers (11, 12, 14, 15), bushings (13), and nuts (16) to attach the actuator beam (9) to the airplane structure.
- S 434-023
- (6) Tighten the nuts (16) to 50-80 pound-inches.
- S 434-024
- (7) Install the nut (8) and the rod end (7) on the actuator rod. Do not tighten the nut (8).
- S 434-025
- (8) Install the chain link pin (2) and the cotter pin (3) to connect the end of the chain (4) to the sprocket.
- S 824-026
- (9) Extend the actuator rod fully aft.

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S 824-027

CAUTION: MAKE SURE YOU GET THE CORRECT CLEARANCE BETWEEN THE TANG ON THE DRIVE SHAFT AND THE TANG ON THE SPROCKET. IF THE CLEARANCE IS NOT CORRECT, THE OPERATION OF THE DOOR CAN CAUSE DAMAGE TO THE EMERGENCY POWER ACTUATOR.

(10) Turn the sprocket to get the correct clearance between the tang on the drive shaft and the tang on the sprocket (View A-A, Fig. 401).

S 824-028

(11) Adjust the actuator rod end (7) until you can install the chain link pin (5).

S 434-029

(12) Install the chain link pin (5) and the cotter pin (6) to connect the chain (4) to the rod end (7).

S 434-030

(13) Tighten the nut (8) against the rod end (7) to 200-230 pound-inches.

S 434-031

(14) Connect the pressure line from the emergency power reservoir to the actuator (1).

S 414-032

(15) Install the access panel on the fuselage forward of the door.

S 094-033

(16) Remove the safety pins from the emergency power reservoir.

S 414-034

(17) Install these items, if they were removed:
(a) The sidewall panel (Ref 25-21-02).
(b) The sidewall insulation (Ref 25-21-05).

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(c) The mid lavatory (Ref 25-41-03).

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NO. 4 PASSENGER DOOR EMERGENCY POWER ACTUATOR AND CHAIN -
REMOVAL/INSTALLATION

1. General

- A. This procedure gives the instructions to remove and install the emergency power actuator and chain for the No. 4 passenger doors.

TASK 52-11-35-004-001

2. Remove the Emergency Power Actuator and Chain (Fig. 401)

A. Equipment

- (1) Safety Pin Set - Passenger Door Emergency Power Reservoir, B52009-1

NOTE: The safety pin set is a set of 2 pins connected by a lanyard. If the safety pin set is not available, you can use 2 bolts (3/16-inch diameter by 1 1/4-inch grip) as an alternative. Install one bolt above and one bolt below the reservoir plunger. Attach streamers to the bolts to identify the bolts for removal.

B. Access

(1) Location Zones

- | | |
|-----|------------------------------|
| 836 | No. 4 Passenger Door (Left) |
| 846 | No. 4 Passenger Door (Right) |

(2) Access Panels

- | | |
|-------|--|
| 251AL | Body Hinge Torque Tube, No. 4 Door (Left) |
| 252AR | Body Hinge Torque Tube, No. 4 Door (Right) |

C. Procedure

S 864-002

- (1) Close and latch the passenger door.

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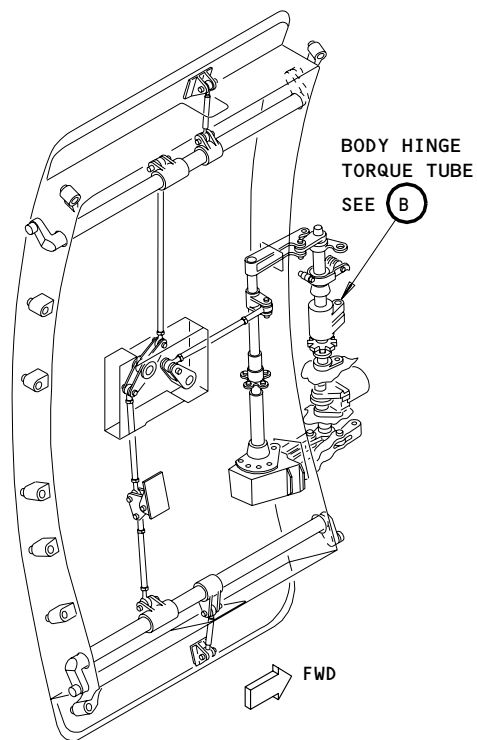
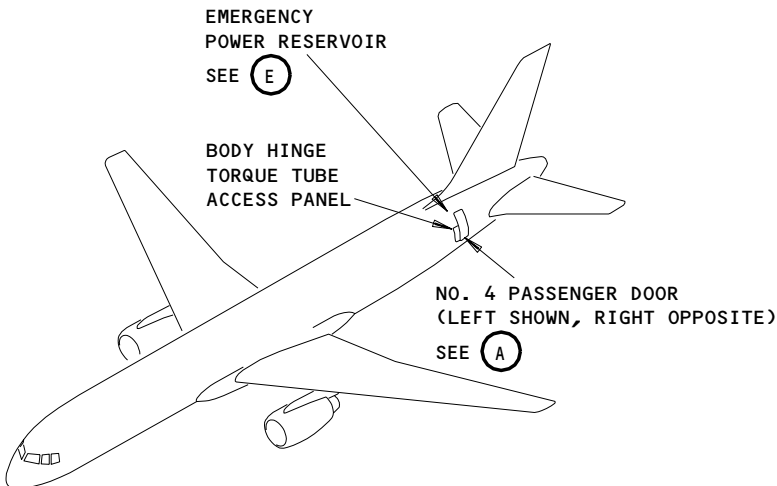
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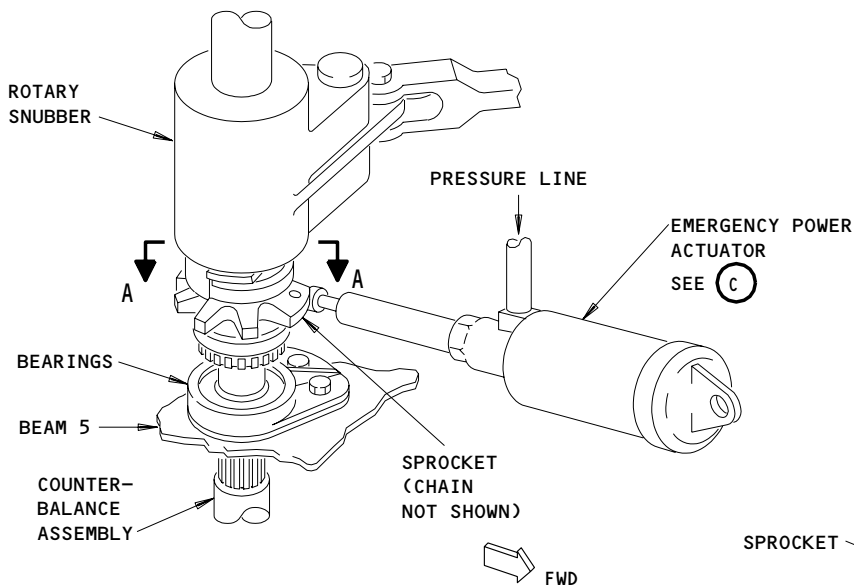
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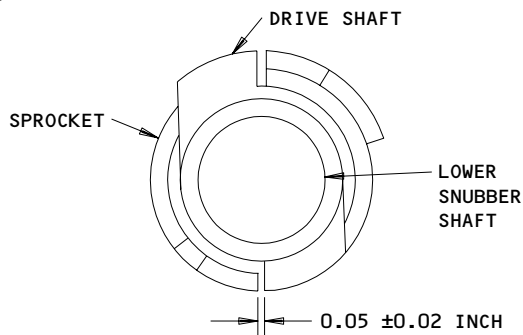
NO. 4 PASSENGER DOOR
(INTERNAL VIEW)

(A)



BODY HINGE TORQUE TUBE

(B)



A-A

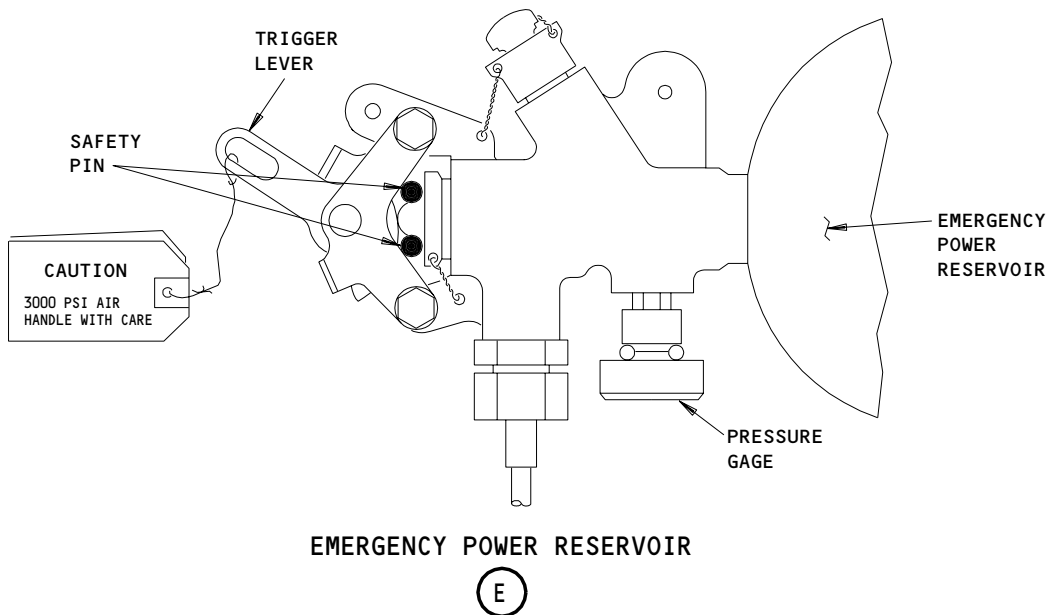
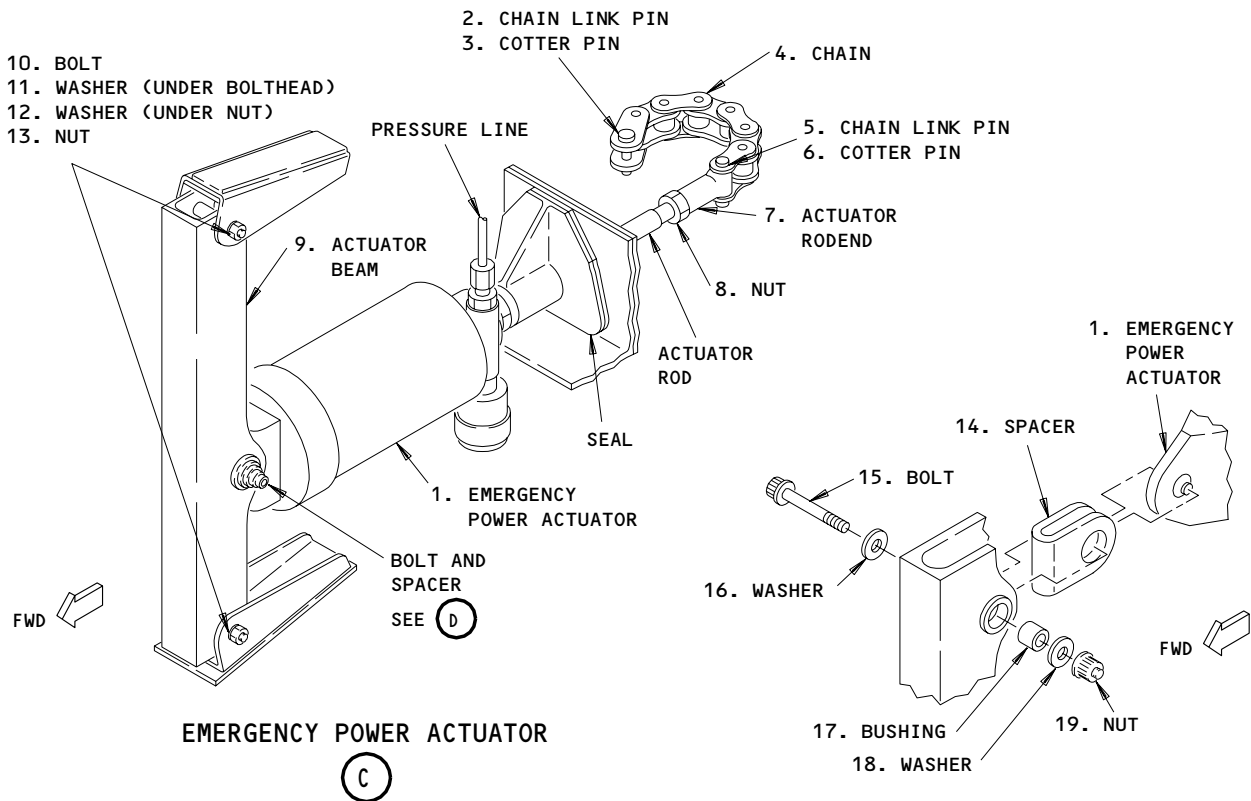
No. 4 Passenger Door Emergency Power Actuator and Chain
Figure 401 (Sheet 1)

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No. 4 Passenger Door Emergency Power Actuator and Chain
Figure 401 (Sheet 2)

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S 824-003

- (2) Make sure the mode selector lever on the No. 4 passenger door is in the DETACH position.

S 014-006

- (3) Remove the items necessary to get access to the emergency power reservoir and the emergency power actuator. These items include the sidewall panels and insulation (Ref 25-21), galleys (Ref 25-31), and lavatories (Ref 25-41).

S 494-007

WARNING: MAKE SURE YOU INSTALL THE SAFETY PINS ON THE EMERGENCY POWER RESERVOIR. ACCIDENTAL OPERATION OF THE EMERGENCY POWER RESERVOIR CAN CAUSE INJURY OR DAMAGE.

- (4) Install the safety pins on the emergency power reservoir.

S 034-008

- (5) Disconnect the pressure line from the emergency power actuator.

S 014-009

- (6) Remove the access panel on the fuselage forward of the door to get access to the body hinge torque tube.

S 024-010

- (7) Remove the cotter pin (3) and the chain link pin (2) to disconnect the chain (4) from the sprocket.

S 024-011

- (8) Remove the cotter pin (6) and the chain link pin (5) to disconnect the chain (4) from the actuator rod end (7).

S 024-012

- (9) Loosen the nut (8).

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S 024-013

(10) Remove the rod end (7) and the nut (8) from the actuator rod.

S 024-014

(11) Remove the bolts (10), washers (11, 12), and nuts (13) that attach the actuator beam (9) to the airplane structure.

S 024-015

CAUTION: BE CAREFUL WHEN YOU PULL THE ACTUATOR ROD OUT OF THE SEAL. DAMAGE TO THE SEAL CAN EASILY OCCUR.

(12) Pull the actuator rod out of the seal to remove the actuator (1).

S 024-016

(13) Remove the bolt (15), washers (16, 18), bushing (17), nut (19) and spacer (14) that attach the forward end of the actuator (1) to the actuator beam (9). Keep the beam (9) for reinstallation of the actuator (1).

TASK 52-11-35-404-017

3. Install the Emergency Power Actuator and Chain (Fig. 401)

A. Equipment

(1) Safety Pin Set - Passenger Door Emergency Power Reservoir, B52009-1

NOTE: The safety pin set is a set of 2 pins connected by a lanyard. If the safety pin set is not available, you can use 2 bolts (3/16-inch diameter by 1 1/1-inch grip) as an alternative. Install one bolt above and one bolt below the reservoir plunger. Attach streamers to the bolts to identify the bolts for removal.

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B. Parts

MM		NOMENCLATURE	IPC		
FIG	ITEM		SUBJECT	FIG	ITEM
401	1	Emergency Power Actuator (Left)	52-11-30	02	880
		Emergency Power Actuator (Right)			885
	2	Chain Link Pin			925
	3	Cotter Pin			915
	4	Chain			935
	5	Chain Link Pin			920
	6	Cotter Pin			915
	7	Actuator Rod End			930
	8	Nut			875
	9	Actuator Beam (Left)			828
		Actuator Beam (Right)			829
	10	Bolt			775
	11	Washer			780
	12	Washer			785
	13	Nut			790
	14	Spacer			850
	15	Bolt			810
	16	Washer			815
	17	Bushing			827
18	Washer	820			
19	Nut	825			

C. Access

(1) Location Zones

- 836 No. 4 Passenger Door (Left)
- 846 No. 4 Passenger Door (Right)

(2) Access Panels

- 251AL Body Hinge Torque Tube, No. 4 Door (Left)
- 252AR Body Hinge Torque Tube, No. 4 Door (Right)

D. Procedure

S 864-018

- (1) Make sure the No. 4 passenger door is closed and latched.

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S 424-019

- (2) Install the bolt (15), washers (16, 18), bushing (17), nut (19) and spacer (14) to attach the forward end of the actuator (1) to the actuator beam (9). Tighten the nut (19) to 200-300 pound-inches.

S 424-020

CAUTION: BE CAREFUL WHEN YOU PUSH THE ACTUATOR ROD INTO THE SEAL. DAMAGE TO THE SEAL CAN EASILY OCCUR.

- (3) Push the actuator rod through the seal to install the actuator (1).

S 434-021

- (4) Install the bolts (10), washers (11, 12) and nuts (13) to attach the actuator beam (9) to the structure. Tighten the nuts (13) to 50-80 pound-inches.

S 424-022

- (5) Install the nut (8) and the rod end (7) on the actuator rod. Do not tighten the nut (8).

S 424-023

- (6) Install the chain link pin (2) and the cotter pin (3) to connect the chain (4) to the sprocket.

S 824-024

- (7) Extend the actuator rod fully aft.

S 824-025

CAUTION: MAKE SURE YOU GET THE CORRECT CLEARANCE BETWEEN THE TANG ON THE DRIVE SHAFT AND THE TANG ON THE SPROCKET. IF THE CLEARANCE IS NOT CORRECT, THE OPERATION OF THE DOOR CAN CAUSE DAMAGE TO THE EMERGENCY POWER ACTUATOR.

- (8) Turn the sprocket to set the clearance between the tang on the drive shaft and the tang on the sprocket as shown (View A-A, Fig. 401).

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- S 824-026
- (9) Adjust the actuator rod end (7) until you can install the chain link pin (5).
- S 424-027
- (10) Install the chain link pin (5) and the cotter pin (6) to connect the chain (4) to the rod end (7).
- S 424-028
- (11) Tighten the nut (8) against the rod end (7) to 200-230 pound-inches.
- S 434-029
- (12) Connect the pressure line from the emergency power reservoir to the actuator (1).
- S 414-030
- (13) Install the access panel on the fuselage forward of the door.
- S 094-031
- (14) Remove the safety pins from the emergency power reservoir.
- S 414-032
- (15) Install the items that were removed to get access to the emergency power reservoir and the emergency power actuator.

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NO. 1, 2, AND 4 PASSENGER DOOR
EMERGENCY POWER ACTUATION CABLE – ADJUSTMENT/TEST

1. General

- A. This procedure gives the instructions to adjust the actuation cable for the emergency power reservoir for the No. 1, 2, and 4 passenger doors.

TASK 52-11-36-715-001

2. System Test – Emergency Power Actuation Cable

A. Equipment

- (1) Safety Pin Set – Passenger Door Emergency Power Reservoir, B52009-1

NOTE: The safety pin set is a set of two pins connected by a lanyard. If the safety pin set is not available, you can use two bolts (3/16-inch diameter by 1 1/4-inch grip) as an alternative. Install one bolt above and one bolt below the reservoir plunger. Attach tags to the bolts to identify the bolts for removal.

- (2) Measurement Tool – Emergency Power Reservoir Cable Travel, B52022-21

B. References

- (1) 52-11-30/401, No. 1, 2, and 4 Passenger Door Emergency Power Reservoir
(2) 52-11-32/401, No. 1, 2, and 4 Passenger Door Emergency Power Trigger Mechanism

C. Access

- (1) Location Zones
- | | |
|-----|------------------------------|
| 831 | No. 1 Passenger Door (Left) |
| 832 | No. 2 Passenger Door (Left) |
| 836 | No. 4 Passenger Door (Left) |
| 841 | No. 1 Passenger Door (Right) |
| 842 | No. 2 Passenger Door (Right) |
| 846 | No. 4 Passenger Door (Right) |

D. Prepare For System Test

S 865-002

- (1) Close the passenger door.

S 865-003

- (2) Move the mode selector lever to the DETACH position.

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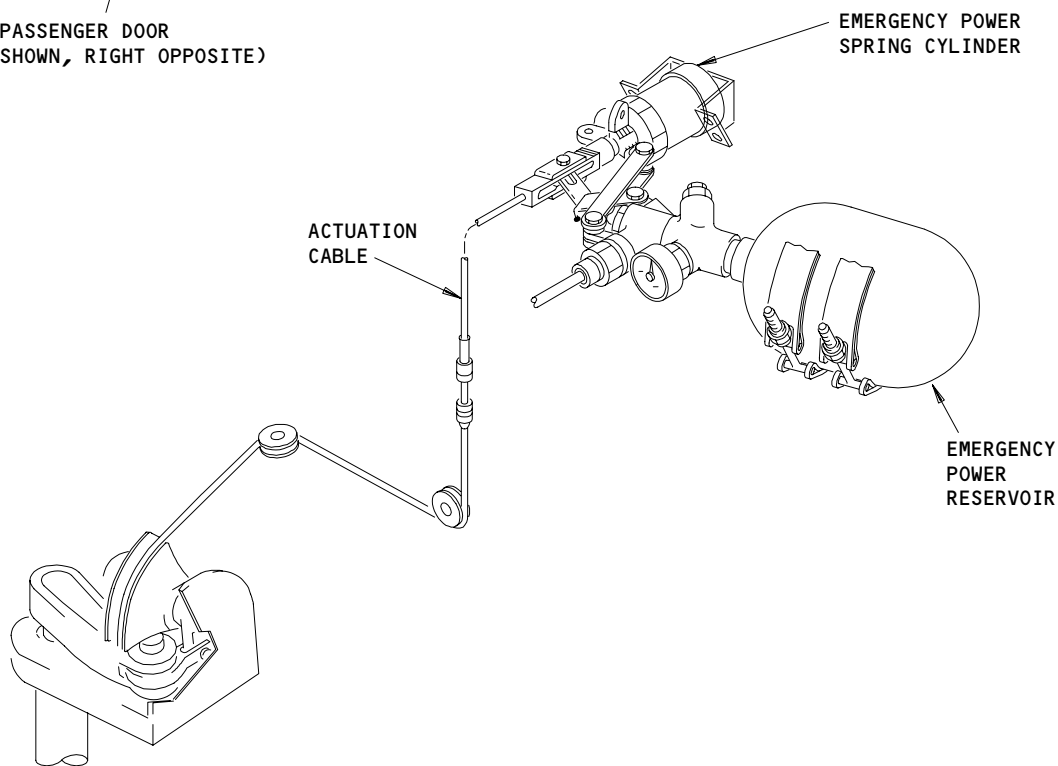
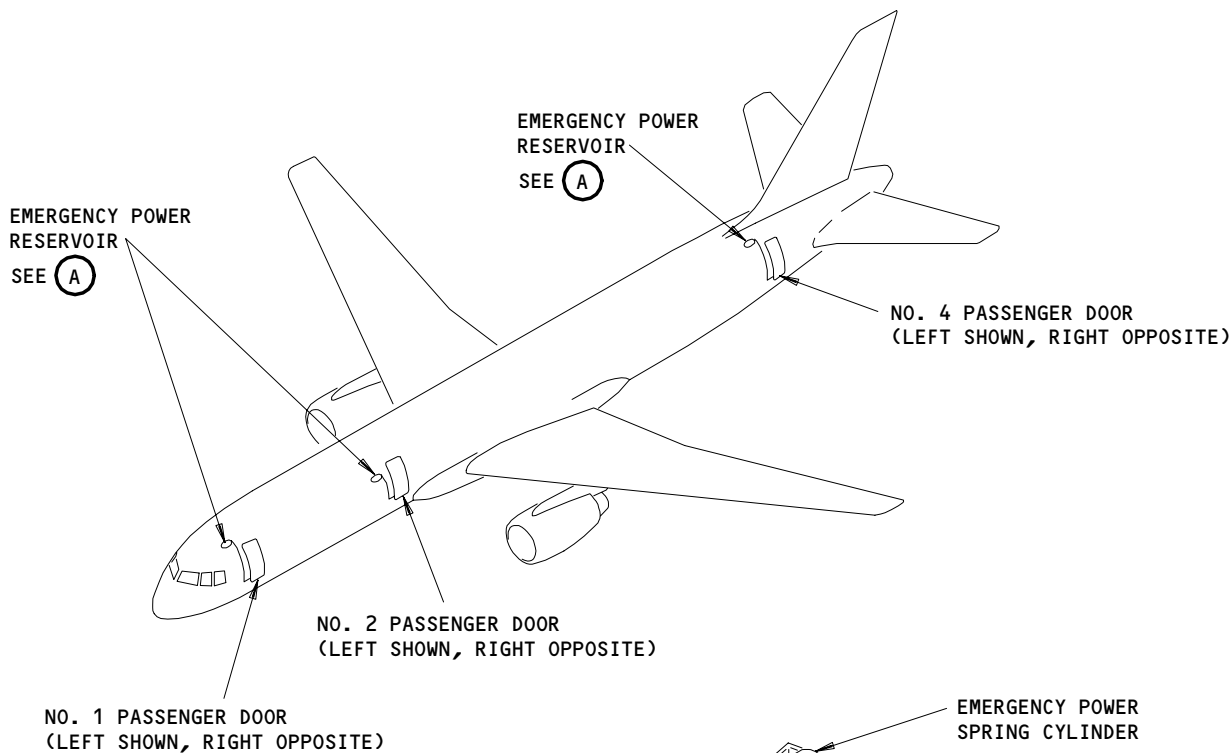
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EMERGENCY POWER RESERVOIR
(A)

Emergency Power Actuation Cable
Figure 501

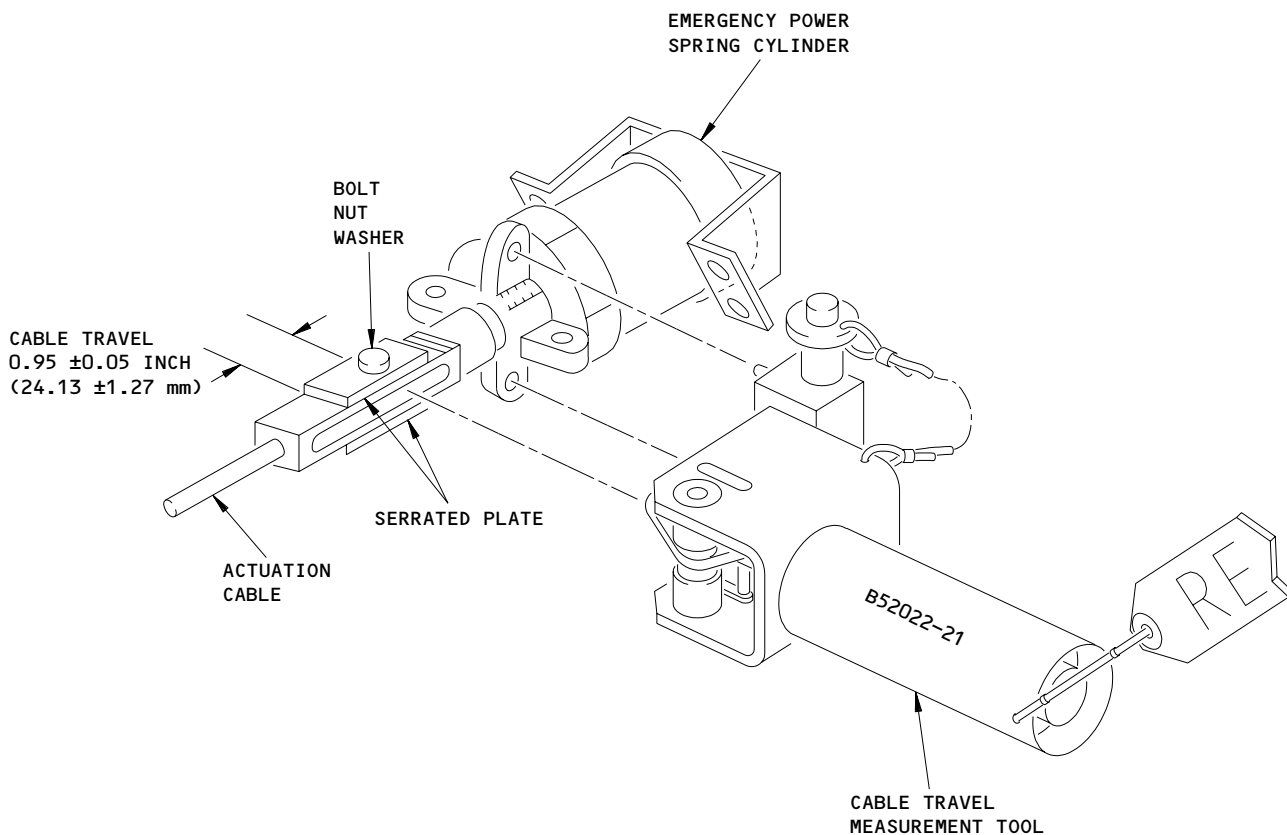
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EMERGENCY POWER SPRING CYLINDER
AND CABLE TRAVEL MEASUREMENT TOOL

Emergency Power Actuation Cable Adjustment
Figure 502

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S 495-006

WARNING: MAKE SURE YOU INSTALL THE SAFETY PINS ON THE CORRECT EMERGENCY POWER RESERVOIR. ACCIDENTAL OPERATION OF THE EMERGENCY POWER RESERVOIR CAN CAUSE INJURY OR DAMAGE.

- (3) Install the safety pins on the correct emergency power reservoir.

NOTE: The reservoirs for the No. 1 passenger doors are left of the airplane center line above the ceiling between the doors. The reservoir for the right No. 1 door is left of the reservoir for the left No. 1 door. The reservoirs for the No. 2 and 4 passenger doors are above each door.

S 035-007

- (4) Remove the emergency power reservoir (Ref 52-11-30).

S 495-009

- (5) Install the safety pin in the inflation cylinder.

S 865-010

- (6) Move the mode selector lever to the ENGAGE position.

S 825-013

CAUTION: MOVE THE INTERIOR HANDLE SLOWLY AND ONLY AS FAR AS NECESSARY. THE ESCAPE SLIDE WILL RELEASE IF THE HANDLE IS MOVED TO THE UNLATCHED POSITION WITH THE DOOR IN THE ENGAGE MODE.

- (7) Move the interior handle slowly in the direction of the unlatched position. Move the handle until the cams on the girt bar slider cranks lift up and clear the girt bar sliders (approximately 30 degrees).

S 825-016

- (8) Push down the leaf spring and move the girt bar sliders toward the middle of the girt bar.

S 035-017

- (9) Lift the girt bar up out of the floor bracket.

S 865-018

- (10) Move the interior handle back to the latched position.

S 865-019

- (11) Move the mode selector lever to the DETACH position.

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S 435-022

- (12) Use tape to hold the girt bar to the pack so the girt will not touch the door sill structure when the door is opened and closed.

E. Do the Emergency Power Actuation Cable System Test

S 495-046

- (1) Install the tool to measure the travel of the actuation cable.

NOTE: The tool has a load spring and a scale indicator. The spring simulates the cable force needed to break the diaphragm on pressure reservoir. The scale indicator measures the cable travel. The scale indicator that measures travel can be difficult to read due to the position of the tool. The use of a 6-inch scale is an acceptable method to take a measurement should the indicator be too difficult to read for the operator.

S 865-027

- (2) Move the mode selector lever to the ENGAGE position.

S 865-030

- (3) Open the door using the interior handle.

NOTE: Use only the interior handle to move the door open. Do not use the door assist handle or the aft edge of the door. The motion of the door should be slow and steady.

S 225-031

- (4) Measure the cable travel (Fig. 502). If necessary, adjust the emergency power trigger mechanism (Ref 52-11-32).

S 085-043

- (5) Remove the tool for the travel of the actuation cable.

F. Put the Airplane Back to Its Initial Condition

S 865-048

- (1) Use the interior handle to close the door.

S 865-033

- (2) Move the mode selector lever to the DETACH position.

S 435-036

- (3) Install the girt bar (Ref 25-66-10/201).

S 435-038

- (4) Install emergency power reservoir (Ref 52-11-30).

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- S 095-040
- (5) Remove the safety pin from the slide inflation cylinder.
- S 435-041
- (6) Put the safety pin in the pouch on the slide pack.
- S 095-042
- (7) Remove the safety pin set from the emergency power reservoir.

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NO. 1, 2, AND 4 PASSENGER DOOR LATCH FITTING – REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
 - (1) A removal of the latch fitting.
 - (2) An installation of the latch fitting.
- B. There are four latch fittings on each passenger door. Two latch fittings are found on the forward and aft fuselage frame. This procedure is the same for each latch fitting.

TASK 52-11-37-004-032

2. Latch Fitting Removal (Fig. 401)

A. Access

(1) Location Zones

831	No. 1 Passenger Door (Left)
832	No. 2 Passenger Door (Left)
836	No. 4 Passenger Door (Left)
841	No. 1 Passenger Door (Right)
842	No. 2 Passenger Door (Right)
846	No. 4 Passenger Door (Right)

B. Prepare for the Removal

S 014-044

- (1) Open the door.

C. Removal

S 024-046

- (1) Remove the latch fitting as follows:
 - (a) Make a mark around the latch fitting to show its location for the subsequent installation.
 - (b) Hold the latch fitting and remove the bolts that attach the latch fitting to the serrated plate and fuselage frame.
 - (c) Remove the latch fitting.

TASK 52-11-37-404-038

3. Latch Fitting Installation (Fig. 401)

A. References

- (1) AMM 52-11-00/501, No. 1, 2, and 4 Passenger Doors

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B. Access

(1) Location Zones

831	No. 1 Passenger Door (Left)
832	No. 2 Passenger Door (Left)
836	No. 4 Passenger Door (Left)
841	No. 1 Passenger Door (Right)
842	No. 2 Passenger Door (Right)
846	No. 4 Passenger Door (Right)

C. Prepare for the Installation

S 864-047

- (1) Make sure that you have the correct latch fitting to install.

NOTE: The forward latch fitting has a bevel on the inboard side.

S 214-049

- (2) Make sure the serrated plate is clean and is not damaged.

D. Installation

S 424-048

- (1) Install the latch fitting as follows:
- (a) Put the latch fitting in its correct position over the serrated plate on the fuselage frame.
 - (b) Make sure the latch fitting aligns with the marks on the fuselage frame.
 - (c) Install the bolts to attach the latch fitting to the serrated plate and fuselage frame.

E. Adjustment

S 824-050

- (1) Make sure the latch fittings are adjusted correctly (AMM 52-11-00/501).

EFFECTIVITY

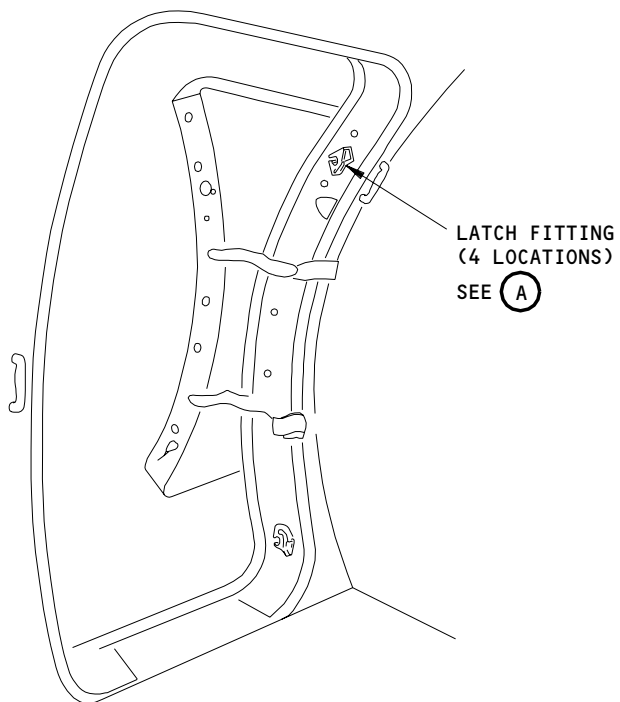
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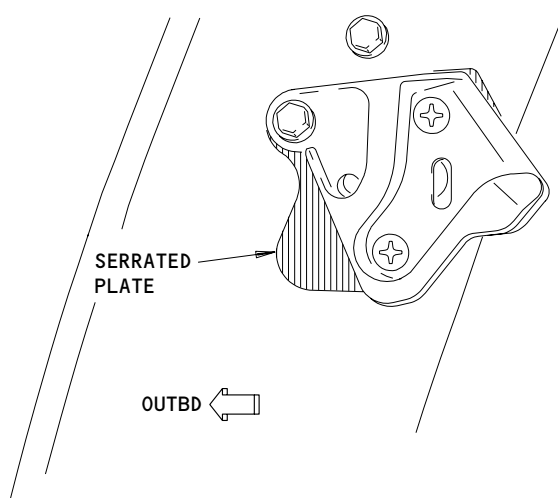
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MAINTENANCE MANUAL



NO. 1, 2, OR 4 PASSENGER DOOR



LATCH FITTING
(EXAMPLE)

(A)

Latch Fitting Installation
Figure 401

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PASSENGER ENTRY DOOR GATES – REMOVAL/INSTALLTION

1. General

- A. There is a top gate and a bottom gate on the door. The procedure to remove and install them is identical.
- B. This procedure contains two tasks:
 - (1) The removal of the gate from the door.
 - (2) The installation of the gate on the door.

TASK 52-11-38-004-001

2. Remove the Gate from the Passenger Entry Door (Fig. 401)

- A. Consumable Materials
 - (1) B00148 Solvent – Methyl Ethyl Ketone (MEK), TT-M-261
 - (2) A01026 Compound, Self Leveling – BMS 5-125 Type III
- B. References
 - (1) AMM 25-66-01/401, Escape Slide or Slide-Raft Assembly (Door Mounted)
 - (2) AMM 52-09-01/401, Diaphragm and Lip Seals
- C. Access
 - (1) Location Zones
 - 831 No. 1 Passenger Door (Left)
 - 832 No. 2 Passenger Door (Left)
 - 836 No. 4 Passenger Door (Left)
 - 841 No. 1 Passenger Door (Right)
 - 842 No. 2 Passenger Door (Right)
 - 846 No. 4 Passenger Door (Right)

D. Procedure

S 014-002

- (1) On the bottom gate, remove the emergency escape slide (AMM 25-66-01/401).

S 014-003

- (2) Remove the door lining (AMM 52-11-02/401).

S 034-004

- (3) Remove the diaphragm and lip seals from the gate (AMM 52-09-14/401).

NOTE: It is not necessary to remove the seal from around the entire door.

S 034-005

- (4) Disconnect the push rod from the gate.

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S 034-006

- (5) Remove the bolts that hold the hinge to the door.

S 024-007

- (6) Remove the gate from the door.

NOTE: Keep the shims that are between the hinge on the gate and the door for subsequent installation.

S 114-008

WARNING: DO NOT GET MEK IN YOUR MOUTH, OR EYES OR ON YOUR SKIN. DO NOT BREATHE THE FUMES FROM MEK. PUT ON PROTECTIVE GOGGLES AND GLOVES WHEN YOU USE MEK. KEEP MEK AWAY FROM SPARKS, FLAME AND HEAT. MEK IS A POISONOUS AND FLAMMABLE SOLVENT WHICH CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (7) Use the MEK to clean the sealant from the area between the door and the gate.

TASK 52-11-38-404-009

3. Install the Gate on the Passenger Entry Door (Fig. 401)

A. Consumable Materials

- (1) A00247 Sealant - Chromate, Type BMS 5-95

B. References

- (1) AMM 25-66-01/401, Escape Slide or Slide-Raft Assembly (Door Mounted)
(2) AMM 52-09-01/401, Diaphragm and Lip Seals
(3) AMM 52-11-00/501, Passenger Entry Door

C. Access

(1) Location Zones

831	No. 1 Passenger Door (Left)
832	No. 2 Passenger Door (Left)
836	No. 4 Passenger Door (Left)
841	No. 1 Passenger Door (Right)
842	No. 2 Passenger Door (Right)
846	No. 4 Passenger Door (Right)

D. Procedure

S 394-010

- (1) Put the sealant on the surface of the door that contacts the gate.

S 434-011

- (2) Put the shims in the correct position on the door.

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S 424-012

- (3) Put the gate in its correct position on the door.

NOTE: The holes in the shims, the gate hinge and the door structure will be aligned.

S 434-013

- (4) Put the bolts through the gate hinge to attach the gate to the door.

S 424-014

- (5) Install the diaphragm and lip seals on the gate (AMM 52-09-01/401).

S 434-015

- (6) Attach the push rod to the gate.

S 394-021

CAUTION: DO NOT FILL DRAIN HOLES WITH LEVELING COMPOUND. DRAIN HOLES THAT ARE BLOCKED COULD CAUSE DAMAGE TO EQUIPMENT.

- (7) Install BMS 5-125 Leveling Compound as required.

S 824-016

- (8) Do the "Passenger Entry Door Adjustment" task (AMM 52-11-00/501).

S 414-018

- (9) Install the lining on the door (AMM 52-11-02/401).

S 414-019

- (10) On the bottom gate, install the evacuation slide assembly (AMM 25-66-01/401).

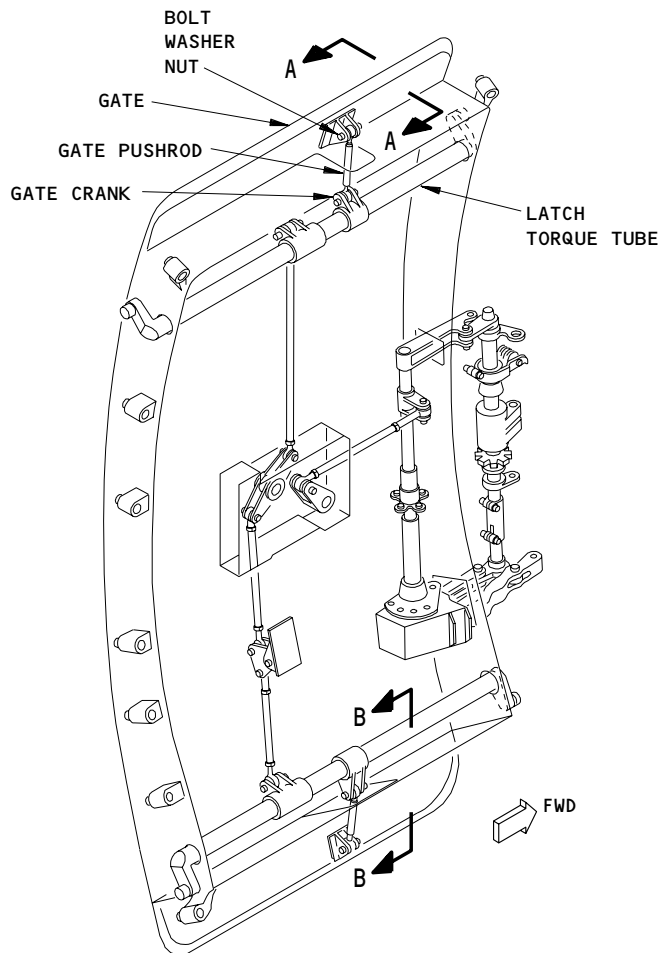
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NO. 1, 2, OR 4
PASSENGER DOOR
(INTERNAL VIEW)

Passenger Entry Door Lower and Upper Gate Installation
Figure 401 (Sheet 1)

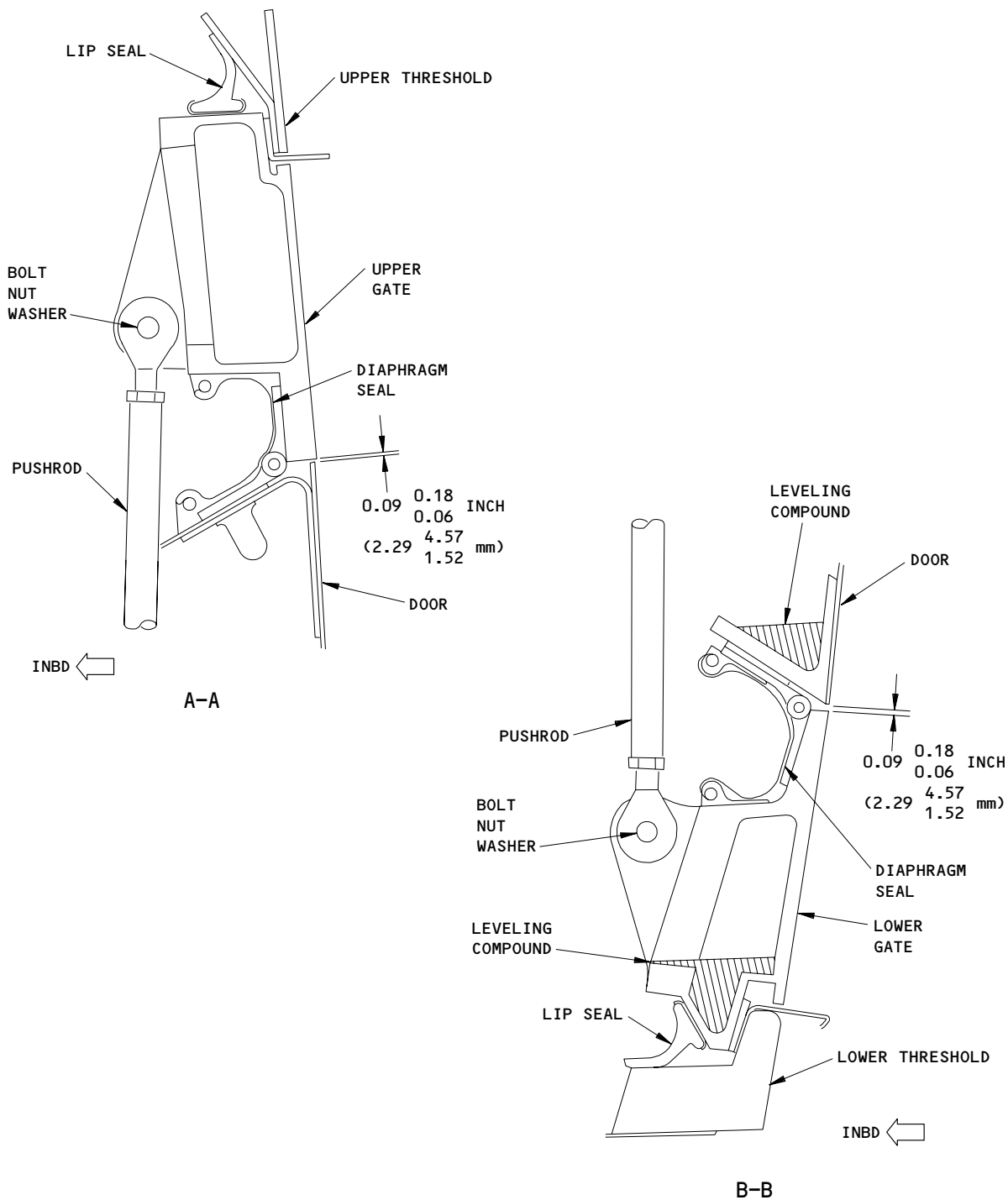
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Passenger Entry Door Lower and Upper Gate Installation
Figure 401 (Sheet 2)

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NO. 3 EMERGENCY EXIT DOOR – DESCRIPTION & OPERATION

1. General (Fig. 1)
 - A. There is one No. 3 emergency exit door on each side of the fuselage, just aft of the wing. The emergency exit doors are intended for use only during an emergency evacuation of the passenger compartment. These exit doors are armed to deploy the escape slides in an emergency.
2. No. 3 Emergency Exit Door (Fig. 1)
 - A. The No. 3 emergency exit door is a plug-type door, hinged at the bottom with two hinges. The emergency exit door opens out and down to a position where it is hanging from its hinges, upside-down, below the door cutout.
 - B. An escape slide and packboard are mounted in a compartment on the interior of the emergency exit door. The escape slide is automatically deployed when the door is opened – from inside or outside. When the door opens, the escape slide is released from the door and inflated.
 - C. A lining on the interior of the emergency exit door covers the escape slide and the door mechanisms. There is a slide inflation bottle view door on the slide compartment cover. The interior handle is flush with the lining, in a recess. A prismatic window is on the door, with a cutout in the lining to allow outside viewing. Two release buttons are at the lower edge of the lining, on each side of the slide cover.
 - D. The exterior handle or interior handle can be used to open the emergency exit door. Operation of either handle causes the same actions of the door mechanisms. As the handle is operated, the door torque tube rotates. The rotation of the torque tube opens the pressure relief door immediately and then drives the latch cranks to lift the emergency exit. The emergency exit door is lifted 1.5 inches for the guide pins to move clear of the guide fittings. This lifting action frees the door to rotate outboard.
3. No. 3 Emergency Exit Mechanism (Fig. 2)
 - A. The interior or exterior handle operates a pushrod and crank linkage to rotate the torque tube. The torque tube has a latch crank at each end, and a pressure relief door actuating cam toward the forward end. The pressure relief door actuating cam connects to the pressure relief door by a control rod.
 - B. Two hinge assemblies are on the lower door sill structure. The emergency exit door is attached to the hinge assembly by the snubber links and the snubber fitting.
 - C. The snubber is connected to the snubber fitting and the upper idler at the upper end of the snubber, and connected to the snubber links at the lower end of the snubber.

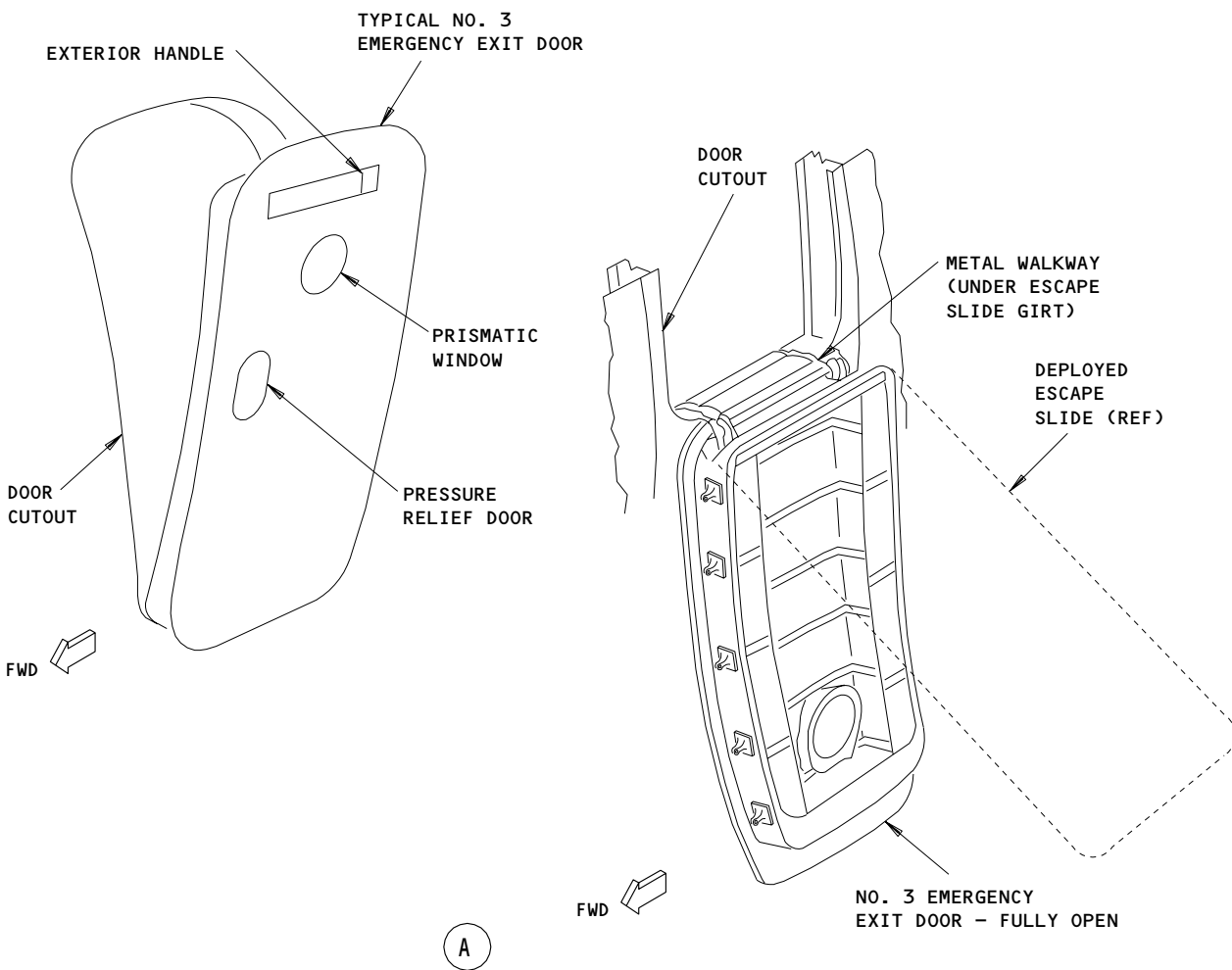
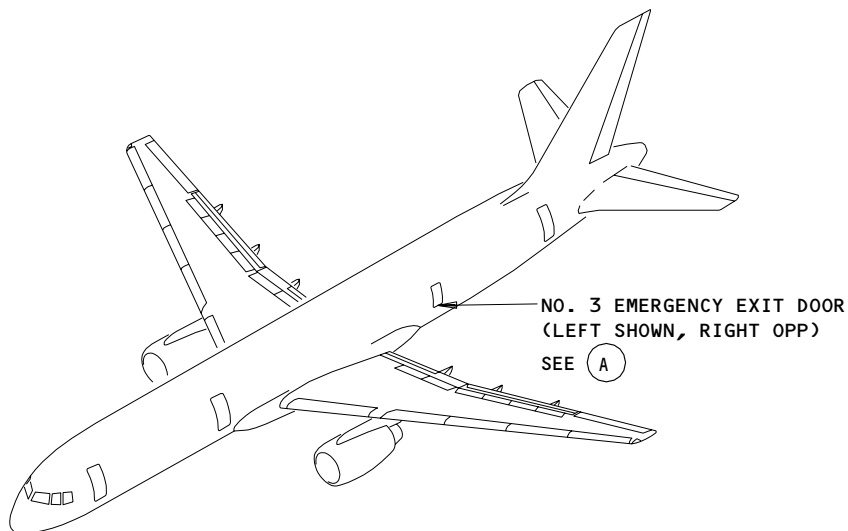
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**No. 3 Emergency Exit Door
Figure 1**

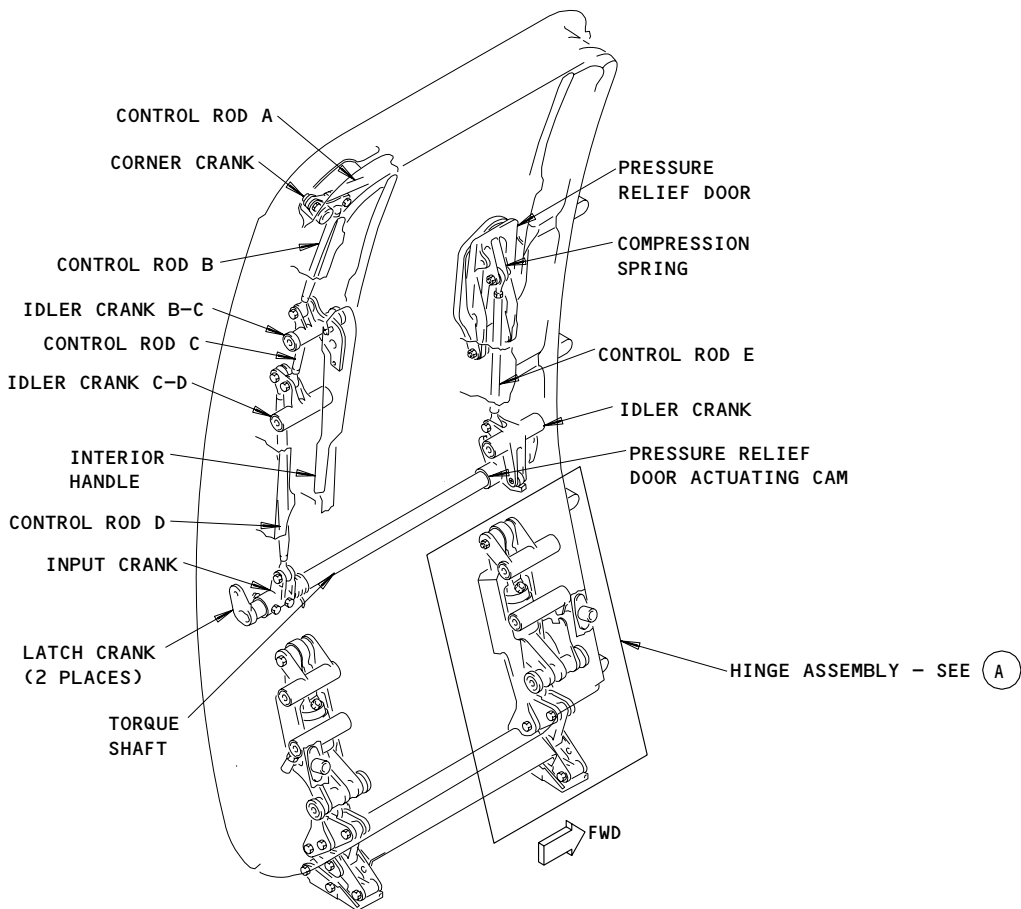
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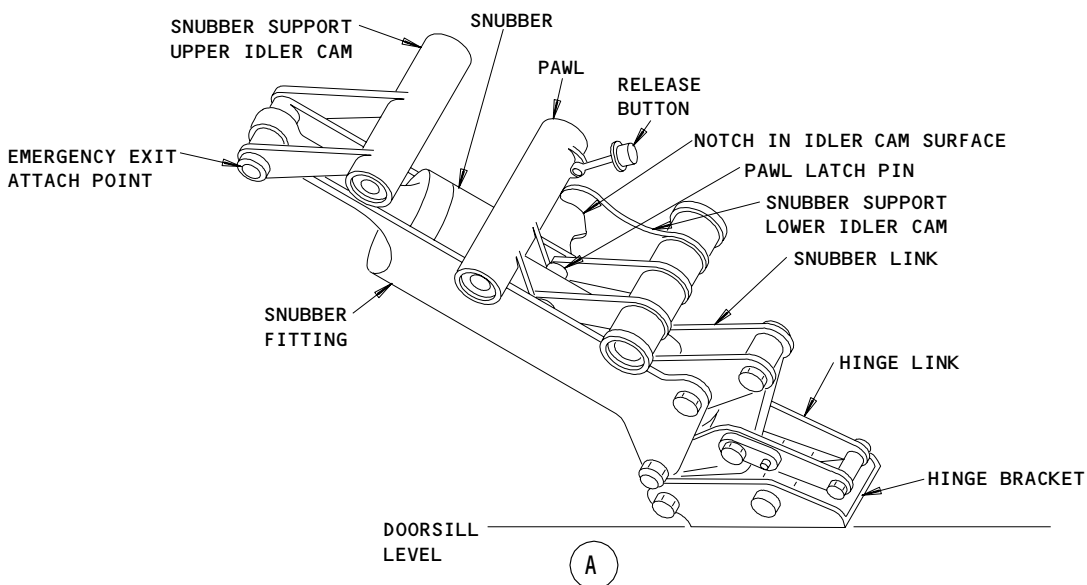
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TYPICAL NO. 3 EMERGENCY EXIT DOOR
(LINING AND ESCAPE SLIDE NOT SHOWN)



No. 3 Emergency Exit Door Mechanism
Figure 2

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D. The spring-loaded release positions a pawl to hold a pin against the cam surface of the lower idler. The lower idler has a notch in its cam surface. When the door has been lifted 1.3 inches, the pin will drop into the notch in the cam surface. This prevents the door from dropping down to its original position after it has been lifted. The spring-loaded release button can be pressed to release the pin from the notch. This allows the emergency exit door to drop down to its closed position.

4. Operation

A. Functional Description (Fig. 3)

- (1) When the exterior handle is pulled out of the recess and rotated forward, the tie rod attached to the handle rotates the crank inside the pressure pan. This crank pulls on control rod A to rotate the corner crank. The corner crank actuates a series of pushrods and cranks which are connected to the torque shaft.
- (2) As the torque shaft rotates, the pressure relief door actuating cam immediately lifts the cam follower on the idler crank. The idler crank pulls on control rod E to open the pressure relief door inward. Rotation of the pressure relief door is opposed by the compression spring.
- (3) As the torque shaft continues to rotate, the latch cranks on each end rotate. Rollers on the latch cranks engage with latch cam fittings to lift the emergency exit door. The door is lifted 1.3 inches and the pawl latch pin engages the notch in the snubber support lower idler cam surface. This holds the door in the lifted position.
- (4) As the handle is rotated fully forward, the emergency exit door is lifted an additional 0.20 inches for the guide pins to clear the guide fittings on the door frame. The door will remain in this position until an outward force is applied manually to the top of the door. The manual force rotates the door until its center of gravity is past vertical. Then, by its own weight, the door will fall open to hang on its hinges. The motion as the door opens is slowed by the snubbers.
- (5) Operation of the interior handle causes the same actions as the exterior handle. The handles operate together - when one handle moves, the other handle moves also.

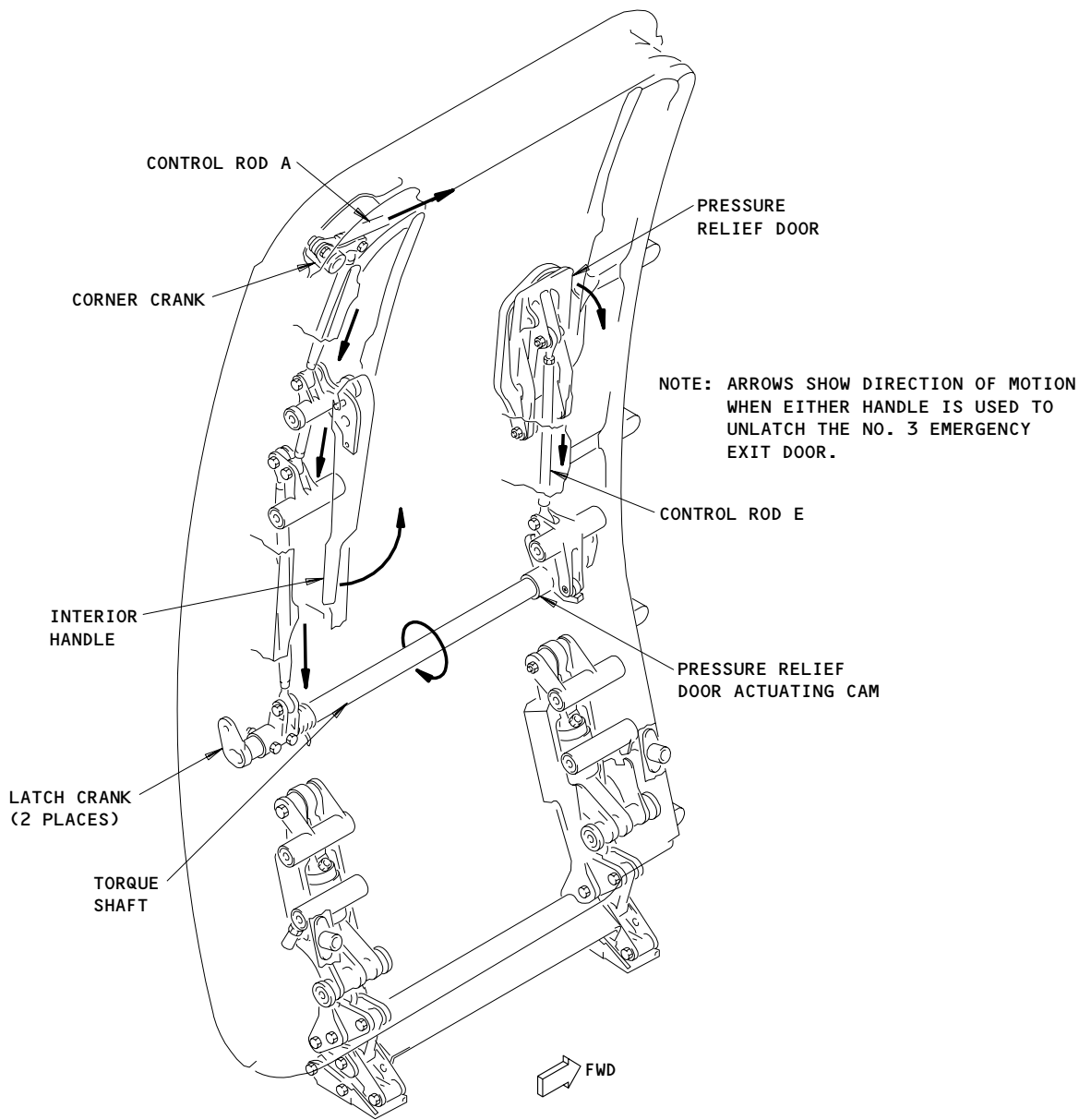
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No. 3 Emergency Exit Door Operation
Figure 3

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- (6) A walkway under the girt of the deployed escape slide makes it easier to step through the open emergency exit. A fixed section of walkway is attached to the structure on the lower doorsill. A moving section of walkway is connected to the hinges, and moves outward as the emergency exit opens.

B. Control

- (1) Open emergency exit door from inside
- (a) Pull up on interior handle to end of travel (handle will be approximately horizontal).
 - (b) In the same motion, push outward on the handle until the emergency exit has rotated out of the cutout and past vertical.
 - (c) Release handle.
- (2) Open emergency exit door from outside
- (a) Press trigger and grasp aft end of handle.
 - (b) Pull handle out and forward to end of travel (approximately 105 degrees).
 - (c) In the same motion, pull outward on the handle until the emergency exit door has rotated out of the cutout and past vertical.
 - (d) Release handle and stay clear of emergency exit.
- (3) Close emergency exit door

NOTE: Three people are required to close the emergency exit door - two people inside and one person outside.

- (a) Rotate door up and into the cutout.
- (b) Rotate either handle to engage the latch rollers with the latch cam fittings.
- (c) Rotate handle further to lift door.
- (d) Push top of door inward as handle is rotated.
- (e) Press release buttons on lining to allow door to drop down to closed position.

NOTE: The rate at which the door drops into place can be controlled by grasping either handle.

- (f) Release handle.

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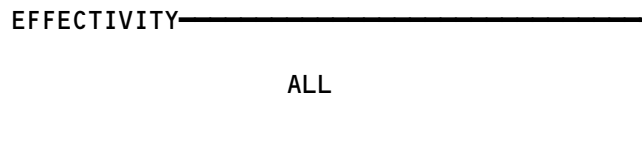
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 FAULT ISOLATION/MAINT MANUAL

NO. 3 EMERGENCY EXIT

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	AMM REFERENCE
BUTTON - RELEASE	2	4	TWO ON EACH EXIT	52-21-00
DOOR - PRESSURE RELIEF	2	2	EMERGENCY EXIT	52-21-00
EXIT - NO. 3 EMERGENCY	1	2		52-21-01
LEFT			835	
RIGHT			845	
FITTING - STOP	2	20	FORWARD AND AFT EDGES OF EMERGENCY EXIT	52-21-00
HANDLE - INTERIOR	1	2	INTERIOR OF EMERGENCY EXIT	52-21-00
LINING - NO. 3 EMERGENCY EXIT	1	2	INTERIOR OF EMERGENCY EXIT	52-21-02
SNUBBER	2	4	EMERGENCY EXIT HINGES	52-21-00

No. 3 Emergency Exit - Component Index
Figure 101



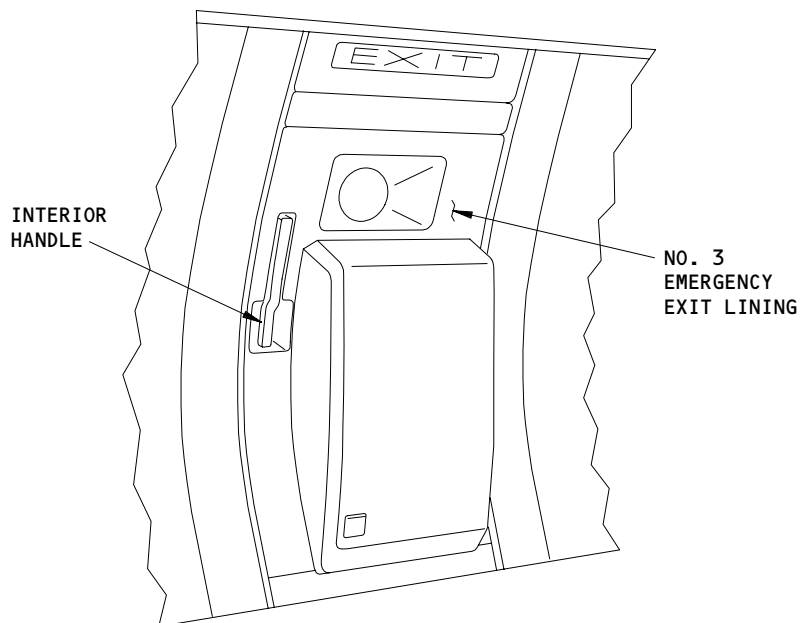
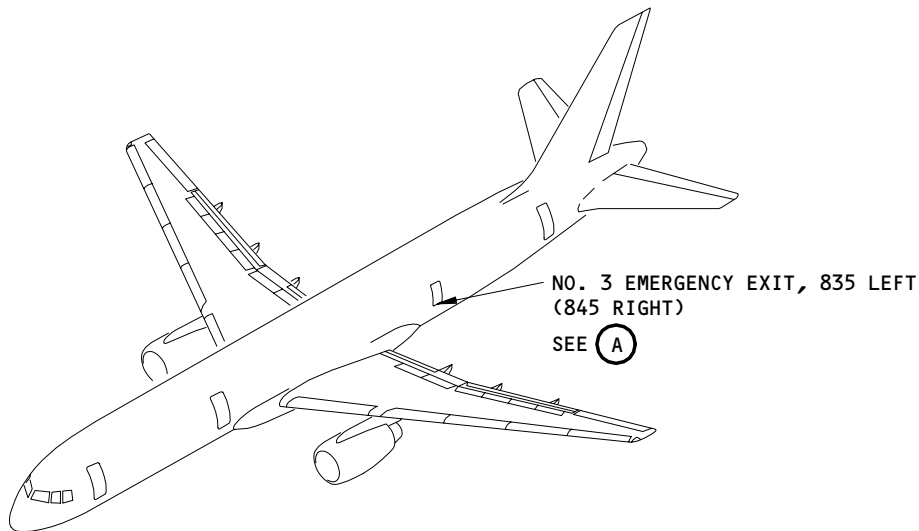
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INSIDE VIEW OF NO. 3 EMERGENCY EXIT

(A)

No. 3 Emergency Exit - Component Location
 Figure 102 (Sheet 1)

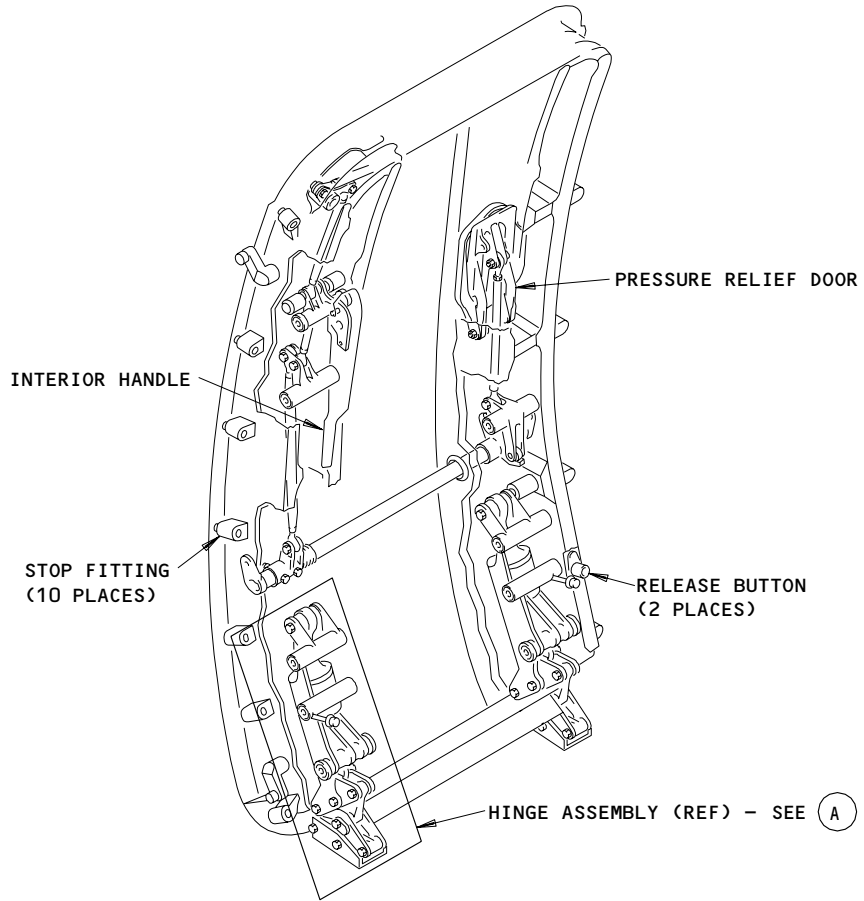
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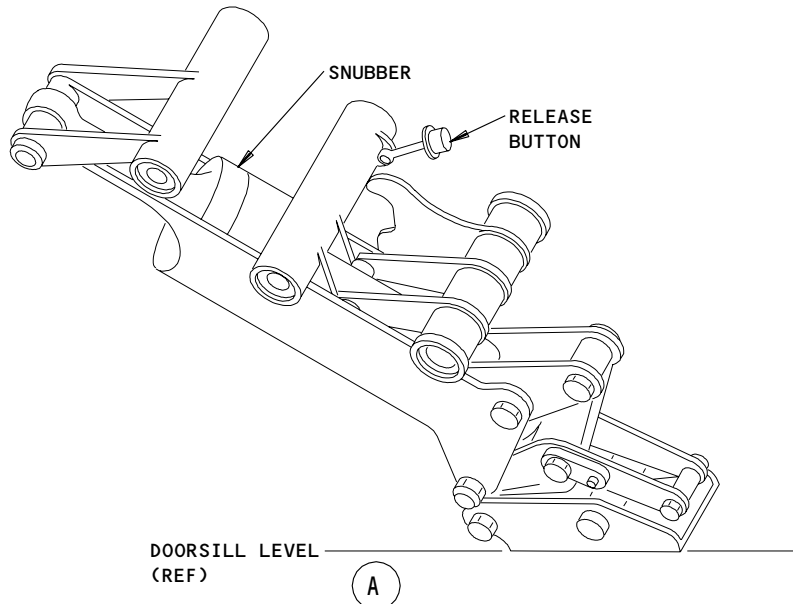
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**NO. 3 EMERGENCY EXIT
(SHOWN WITH LINING AND ESCAPE SLIDE REMOVED)**



**Component Location
Figure 102 (Sheet 2)**

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NO. 3 EMERGENCY EXIT DOOR – MAINTENANCE PRACTICES

1. General

- A. This procedure gives the steps to open and close the No. 3 emergency exit door.

TASK 52-21-01-012-017

2. Open the No. 3 Emergency Exit Door (Fig. 201)

A. Equipment

- (1) Protective Pad – Ensolite (or equivalent) – 1 inch x 28 inch x 52 inch – commercially available.
(2) Support Strap – No. 3 Emergency Door – Tool No. B52013-6

B. References

- (1) AMM 25-66-03/401, No. 3 Emergency Exit Door-Mounted Escape Slide
(2) AMM 52-21-03/401, No. 3 Emergency Exit Lining

C. Access

- (1) Location Zones
835 No. 3 Emergency Exit Door (Left)
845 No. 3 Emergency Exit Door (Right)

D. Procedure

S 012-002

WARNING: REMOVE THE ESCAPE SLIDE FROM THE NO. 3 EMERGENCY EXIT DOOR BEFORE YOU OPEN THE DOOR. FAILURE TO REMOVE THE ESCAPE SLIDE BEFORE YOU OPEN THE DOOR CAN CAUSE THE ESCAPE SLIDE TO ACCIDENTLY INFLATE. IF THE ESCAPE SLIDE ACCIDENTLY INFLATES, INJURY OR DAMAGE COULD OCCUR.

- (1) Remove the escape slide from the No. 3 emergency exit door (AMM 25-66-03/401).

S 012-024

- (2) Remove the door lining (AMM 52-21-03/401).

S 492-004

- (3) Put a work platform on the ground below the No. 3 emergency exit door.

S 492-005

- (4) Place a protective pad on the work platform.

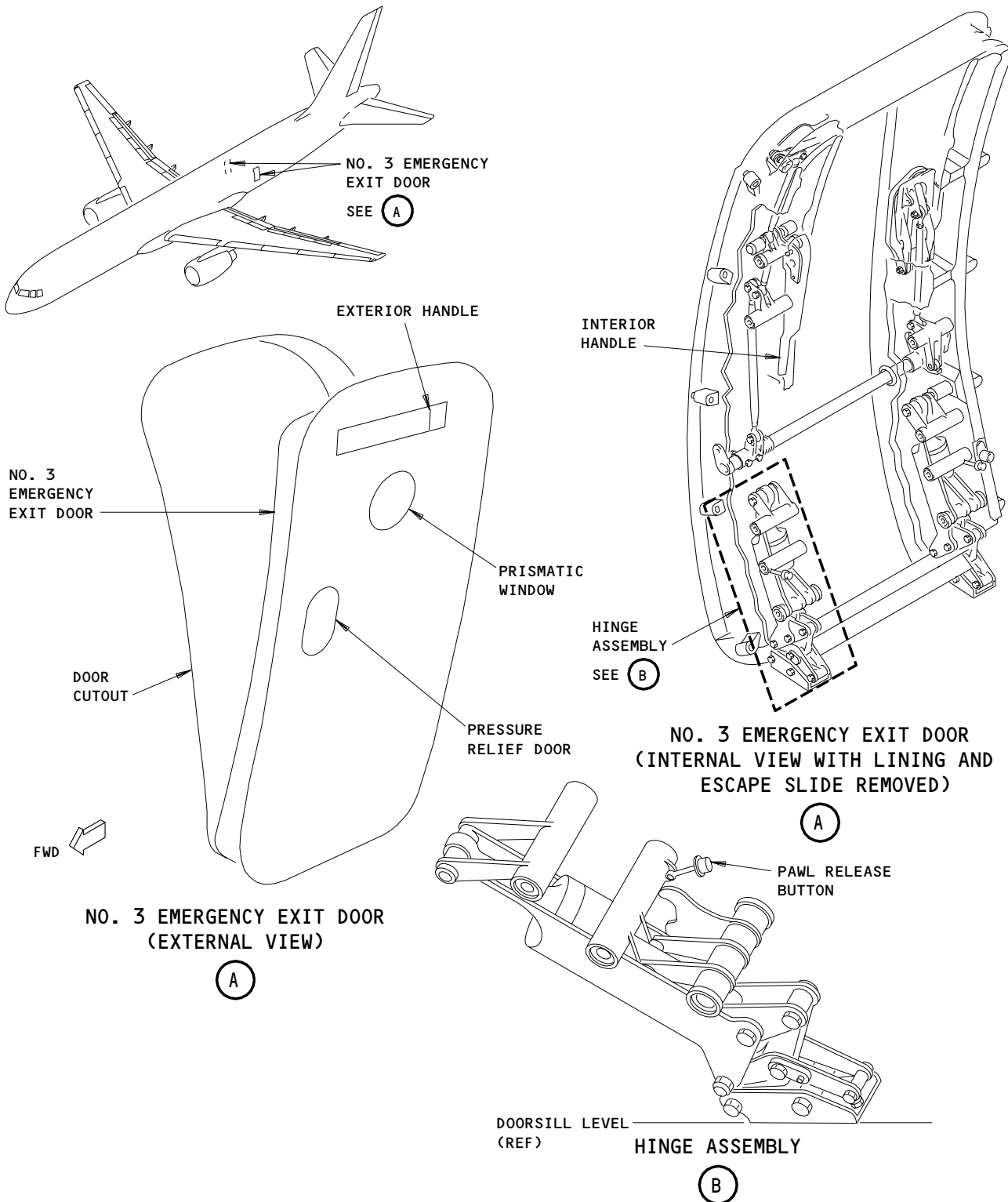
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No. 3 Emergency Exit Door Installation
Figure 201

EFFECTIVITY

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S 862-006

- (5) To open the No. 3 emergency exit door in the airplane, do the steps that follow:
- (a) Pull up on the internal handle to the end of the handle travel.

NOTE: At this point the handle is approximately horizontal.

- (b) In the same movement, push outboard on the handle until the emergency exit door has turned out of the door cutout.
- (c) Carefully lower the door to be on the protective pad on the work platform.

NOTE: The door can be kept partially open or lowered with the support strap.

S 862-007

- (6) To open the No. 3 emergency exit door externally, do the steps that follow:

- (a) Push the trigger and hold the aft end of the handle.
- (b) Pull the handle out and forward to the end of its travel (approximately 105 degrees).
- (c) In the same movement, pull out on the handle until the emergency exit door has turned out of the door cutout.
- (d) Carefully lower the door to be on the protective pad on the work platform.

TASK 52-21-01-412-016

3. Close the No. 3 Emergency Exit Door (Fig. 201)

A. General

- (1) Three persons are necessary to close the emergency exit door. Two persons must be in the airplane and one person must be on the work platform which is out of the airplane.

B. Equipment

- (1) Protective Pad - Ensolite (or equivalent) - 1 inch x 28 inch x 52 inch - commercially available.

C. References

- (1) AMM 25-66-03/401, No. 3 Emergency Exit Door-Mounted Escape Slide
- (2) AMM 52-21-03/401, No. 3 Emergency Exit Lining

D. Access

- (1) Location Zones
 - 835 No. 3 Emergency Exit Door (Left)
 - 845 No. 3 Emergency Exit Door (Right)

E. Procedure

S 422-008

- (1) Turn the door up and into the door cutout.

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- S 862-009
- (2) Push on the two handles to engage the latch rollers with the latch cam fittings.
- S 862-010
- (3) Push the handle more to lift the door.
- S 862-011
- (4) Push the top of the door in as the handle is turned.
- S 862-012
- (5) Push the pawl release buttons to let the door fall down to the closed position.

NOTE: Hold one of the two handles to control the rate that the door falls into position.

- S 862-013
- (6) Make sure that the pressure seal touches the seal depressor on the door, around the edge of the door.
- S 412-014
- (7) Install the door lining (AMM 52-21-03/401).
- S 412-015
- (8) Install the escape slide (AMM 25-66-03/401).

TASK 52-21-01-012-048

4. Open the No. 3 Emergency Exit Door without the Slide Removal (Fig. 201)

A. Equipment

- (1) Protective Pad - Ensolite (or equivalent) - 1 inch x 28 inch x 52 inch - commercially available.
- (2) Support Strap - No. 3 Emergency Door - Tool No. B52013-6

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B. Access

(1) Location Zones

- 835 No. 3 Emergency Exit Door (Left)
- 845 No. 3 Emergency Exit Door (Right)

C. Procedure

S 012-025

- (1) Remove the escape slide cover.
 - (a) Hold the cover at the top and the bottom.
 - (b) Lift the cover up a short distance, and pull the bottom of the cover in the inboard direction.
 - (c) Lift the cover off the upper hinge.

S 032-026

- (2) Remove the safety pin from the stowage pouch on the front of the slide pack.

S 432-049

WARNING: INSTALL THE SAFETY PIN ON THE SLIDE PACK BEFORE YOU OPEN THE DOOR. WITHOUT THE SAFETY PIN INSTALLED, THE ESCAPE SLIDE CAN INFLATE ACCIDENTALLY AND CAUSE INJURY OR DAMAGE.

- (3) Install the safety pin into the slide inflation bottle regulator on the slide pack.

S 822-028

- (4) If you cannot install the safety pin in the regulator, do these steps:
 - (a) Install an allen wrench in the center of the pulley housing.

NOTE: You can use an allen wrench with a longer handle for easier access.

- (b) FOR LEFT SIDE DOOR PULLEY HOUSING; Carefully turn the allen wrench counterclockwise a small distance to align the detent pin on the lock pin housing with the stop mark on the valve coverplate.

WARNING: DO NOT TURN THE ALLEN WRENCH COUNTER CLOCKWISE. IF YOU TURN THE WRENCH COUNTER CLOCKWISE, YOU CAN ACCIDENTALLY INFLATE THE SLIDE. THIS CAN CAUSE DAMAGE OR INJURY.

- (c) FOR RIGHT SIDE DOOR PULLEY HOUSING; Carefully turn the allen wrench clockwise a small distance to align the detent pin on the lock pin housing with the stop mark on the valve coverplate.
- (d) Fully install the safety pin.

S 032-029

- (5) Remove the girt bar from the floor fittings.

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- S 032-030
- (6) Remove the girt bar from the girt.
- S 492-031
- (7) Put a work platform on the ground below the No. 3 emergency exit door.
- S 492-032
- (8) Place a protective pad on the work platform.
- S 862-033
- (9) To open the No. 3 emergency exit door in the airplane, do the steps that follow:
- (a) Pull up on the internal handle to the end of the handle travel.
- NOTE: At this point the handle is approximately horizontal.
- (b) In the same movement, push outboard on the handle until the emergency exit door has turned out of the door cutout.
- (c) Carefully lower the door to be on the protective pad on the work platform.
- NOTE: The door can be kept partially open or lowered with the support strap.
- S 862-034
- (10) To open the No. 3 emergency exit door externally, do the steps that follow:
- (a) Push the trigger and hold the aft end of the handle.
- (b) Pull the handle out and forward to the end of its travel (approximately 105 degrees).
- (c) In the same movement, pull out on the handle until the emergency exit door has turned out of the door cutout.
- (d) Carefully lower the door to be on the protective pad on the work platform.

TASK 52-21-01-412-050

5. Close the No. 3 Emergency Exit Door without the Slide Removal (Fig. 201)
- A. General
- (1) Three persons are necessary to close the emergency exit door. Two persons must be in the airplane and one person must be on the work platform which is out of the airplane.
- B. Equipment
- (1) Protective Pad - Ensolite (or equivalent) - 1 inch x 28 inch x 52 inch - commercially available.

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C. Access

(1) Location Zones

- 835 No. 3 Emergency Exit Door (Left)
- 845 No. 3 Emergency Exit Door (Right)

D. Procedure

S 422-035

- (1) Turn the door up and into the door cutout.

S 862-036

- (2) Push on the two handles to engage the latch rollers with the latch cam fittings.

S 862-038

- (3) Push the handle more to lift the door.

S 862-039

- (4) Push the top of the door in as the handle is turned.

S 862-040

- (5) Push the pawl release buttons to let the door fall down to the closed position.

NOTE: Hold one of the two handles to control the rate that the door falls into position.

S 862-042

- (6) Make sure that the pressure seal touches the seal depressor on the door, around the edge of the door.

S 862-043

- (7) Push the girt bar through the loop in the girt.

S 862-044

- (8) Install the ends of the girt bar into the floor fittings.

S 022-051

WARNING: MAKE SURE YOU REMOVE THE SAFETY PIN FROM THE SLIDE PACK AFTER YOU CLOSE THE DOOR. THE ESCAPE SLIDE WILL NOT INFLATE IN AN EMERGENCY IF THE SAFETY PIN IS INSTALLED.

- (9) Remove the safety pin from the inflation bottle regulator on the slide pack.

S 432-046

- (10) Put the safety pin into the stowage pouch on the front of the slide pack.

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S 412-047

- (11) Install the slide cover.
- (a) Hang the cover on the upper hinge, and turn the bottom of the cover in the outboard direction.
 - (b) Push on the bottom center of the cover in the outboard direction to engage the lower latch.
 - (c) Continue to push the bottom of the cover in the outboard direction until the cover is in the correct position.

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NO. 3 EMERGENCY EXIT DOOR – REMOVAL/INSTALLATION

1. General

- A. This procedure contains two tasks. The first task is the removal of the No. 3 emergency exit door. The second task is the installation of the No. 3 emergency exit door.

TASK 52-21-01-004-001

2. Remove the No. 3 Emergency Exit Door (Fig. 401)

A. Equipment

- (1) Safety Barrier – No. 3 Emergency Exit Door – B52015-9

B. References

- (1) AMM 52-21-01/201, No. 3 Emergency Exit Door

C. Access

- (1) Location Zones
835 No. 3 Emergency Exit Door
845 No. 3 Emergency Exit Door

D. Procedure – Remove the No. 3 Emergency Exit Door

S 014-002

- (1) Open the No. 3 emergency exit door (AMM 52-21-01/201).

S 034-003

- (2) Remove the screws and washers to disconnect the slide cover strap from the No. 3 emergency exit door.

S 034-004

- (3) Remove the bolts (1) and washers (2) to disconnect each hinge assembly from the door sill.

S 034-005

- (4) If you install a new door, remove the bolt (10) and the bolt (6) to remove the hinge assemblies from the old door.

S 494-006

- (5) Install the No. 3 emergency exit door safety barrier across the door opening.

TASK 52-21-01-404-017

3. Install No. 3 Emergency Exit Door (Fig. 401)

A. Equipment

- (1) Safety Barrier – No. 3 Emergency Exit Door – B52015-9

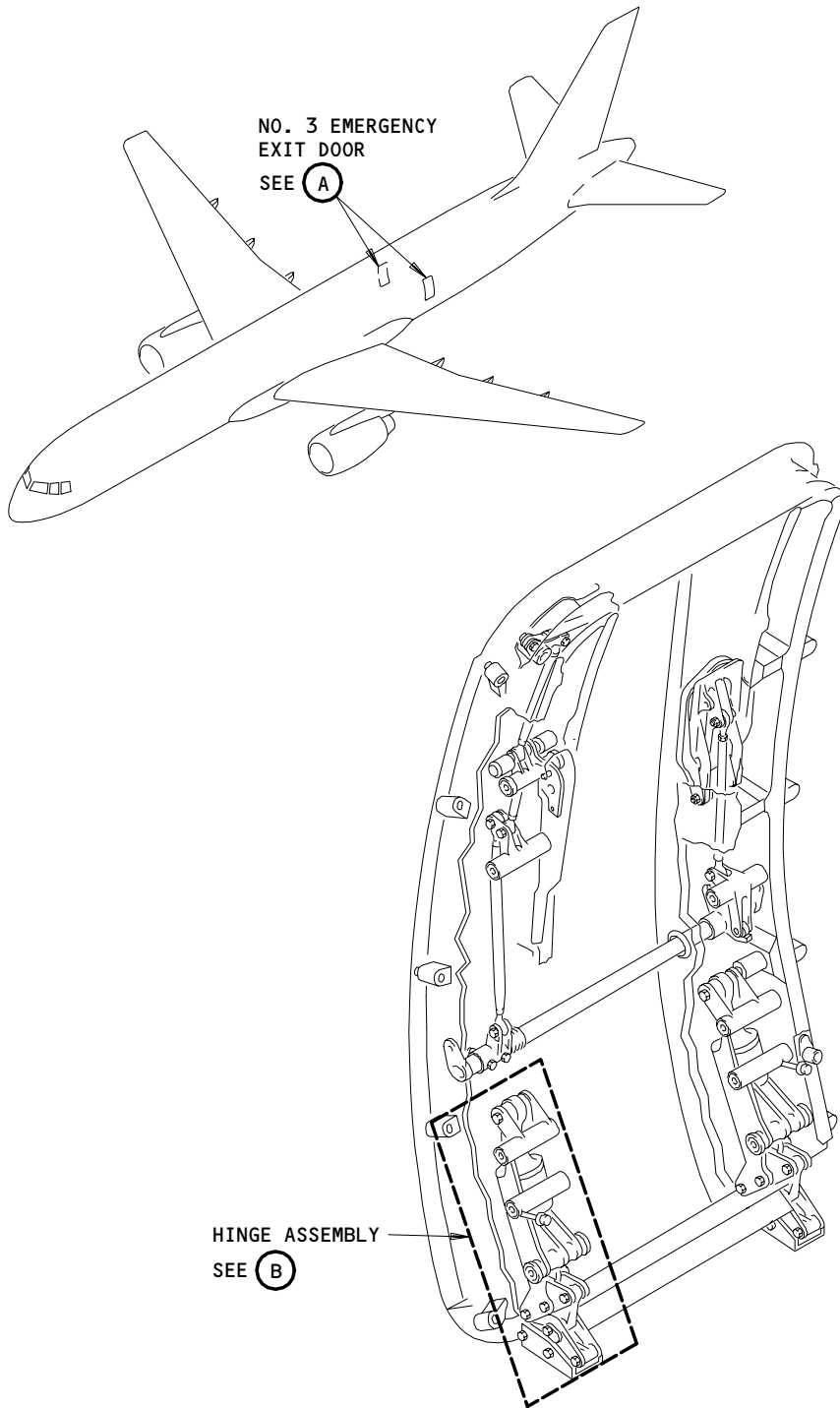
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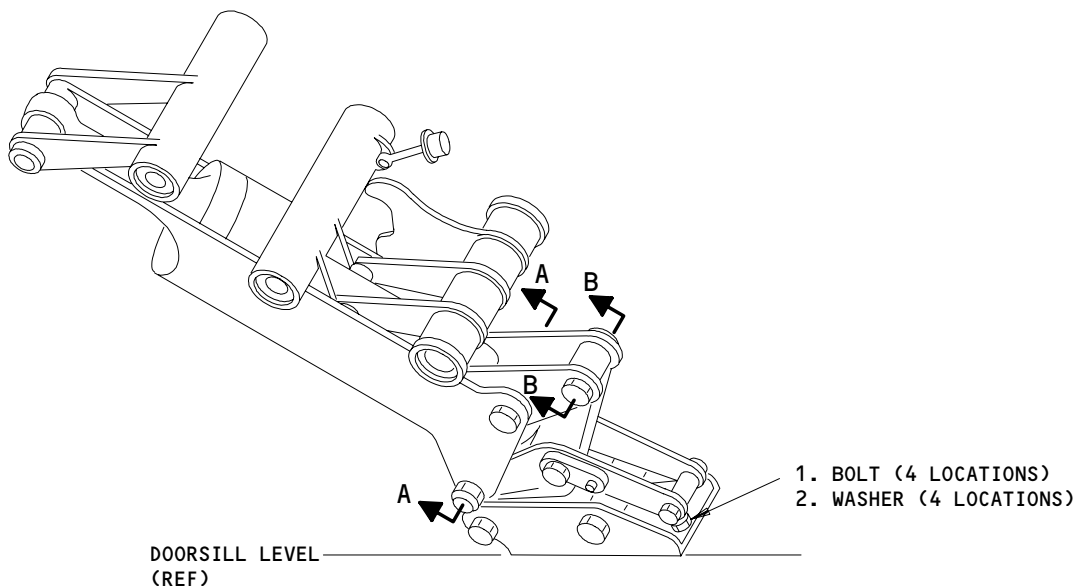
NO. 3 EMERGENCY EXIT DOOR
(LINING AND ESCAPE SLIDE REMOVED)

(A)

No. 3 Emergency Exit Door Installation
Figure 401 (Sheet 1)

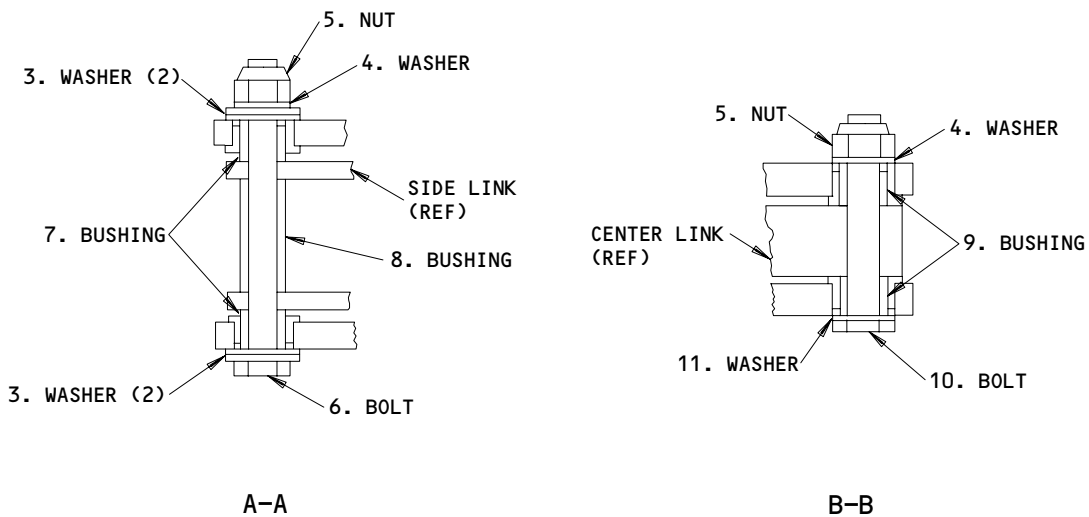
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HINGE ASSEMBLY

(B)



No. 3 Emergency Exit Door Installation
Figure 401 (Sheet 2)

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B. Consumable Materials

- (1) D00633 Grease - BMS 3-33 (Preferred)
- (2) D00013 Grease - MIL-PRF-23827 (Supersedes MIL-G-23827) (Alternate)

C. Parts

AMM		NOMENCLATURE	AIPC		
FIG	ITEM		SUBJECT	FIG	ITEM
401	1	Bolt	52-21-01	01	80
	2	Washer			85
	3	Washer			30
	4	Washer			35
	5	Nut			45
	6	Bolt			20
	7	Bushing			50
	8	Bushing			55
	9	Bushing			60
	10	Bolt			25
	11	Washer			40
	12	No. 3 Emergency Exit Door			10

D. References

- (1) AMM 52-21-01/201, No. 3 Emergency Exit Door
- (2) AMM 52-21-01/501, No. 3 Emergency Exit Door

E. Access

- (1) Location Zones
 - 835 No. 3 Emergency Exit Door
 - 845 No. 3 Emergency Exit Door

F. Procedure - Install the No. 3 Emergency Exit Door

S 094-007

- (1) Remove the No. 3 emergency exit door safety barrier.

S 864-008

- (2) Put the door, with the external skin face down, on a work platform on the ground below the No. 3 emergency exit door cutout.

S 424-009

- (3) Put the hinge assemblies on the door in the correct position.

S 434-010

- (4) Apply a light layer of grease to the bolt (10) and the bolt (6) and install the bolts (6, 10). Install the bolts (6, 10) with the boltheads in the direction of the door centerline. Tighten the nuts (5) to 90-125 pound-inches.

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- S 824-011
- (5) Turn the hinge assemblies in the inboard direction.
- S 434-012
- (6) Install the bolts (1) and washers (2) to attach each hinge assembly to the door sill.
- S 354-013
- (7) If you install a new door, remove the unwanted skin until skin gap tolerances are correct (AMM 52-21-01).

NOTE: New doors have approximately 1/8 inch unwanted skin material on the forward, aft, and bottom edges. Do not remove any skin on the top edge of the door.

- S 824-014
- (8) Adjust the No. 3 emergency exit as necessary (AMM 52-21-01/501).
- S 434-015
- (9) Install the screws and washers to connect the slide cover strap to the No. 3 emergency exit door.
- S 414-016
- (10) Close the No. 3 emergency exit door (AMM 52-21-01/201).

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NO. 3 EMERGENCY EXIT DOOR – ADJUSTMENT/TEST

1. General

- A. This procedure contains three tasks:
- (1) The first task is the operational test of the No. 3 emergency exit door with deployment of the escape slide.
 - (2) The second task is the operational test of the No. 3 emergency exit door with the escape slide removed.
 - (3) The third task is the adjustment of the No. 3 emergency exit door.
- B. Refer to AMM 52-71-00/501 for the adjustment and the system test of the proximity sensors for the door warning system.

TASK 52-21-01-715-001

2. Operational Test – No. 3 Emergency Exit Door with Escape Slide Deployment

A. General

- (1) This procedure gives the steps for the operational test with deployment of the escape slide.

B. Equipment

- (1) Protective Pad – Ensolite (or equivalent) – commercially available

C. References

- (1) AMM 24-22-00/201, Electrical Power – Control
- (2) AMM 25-66-00/201, Door-Mounted Escape System
- (3) AMM 52-21-03/401, No. 3 Emergency Exit Lining

D. Access

- (1) Location Zones
 - 835 No. 3 Emergency Exit Door (Left)
 - 845 No. 3 Emergency Exit Door (Right)

E. Operational Test – No. 3 Emergency Exit Door with Escape Slide Deployment

S 015-002

- (1) Open the door lining or remove if necessary (AMM 52-21-03/401).

S 495-003

- (2) Use the tape to attach a protective pad to the fuselage below the door to prevent damage to the skin when the escape slide is inflated.

S 865-004

- (3) Supply electrical power (AMM 24-22-00/201).

S 215-049

WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE AWAY FROM THE DOOR AND THE ESCAPE SLIDE AREA OF OPERATION. MOVEMENT OF THE DOOR AND THE SLIDE CAN CAUSE INJURY OR DAMAGE.

- (4) Slowly pull up on the interior handle to make sure the pressure relief door opens into the airplane.

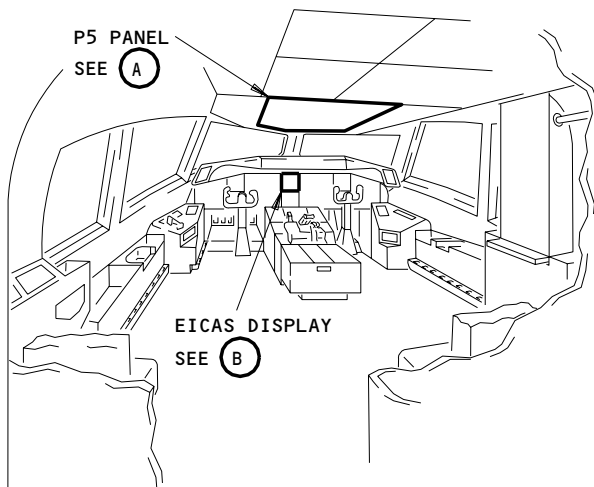
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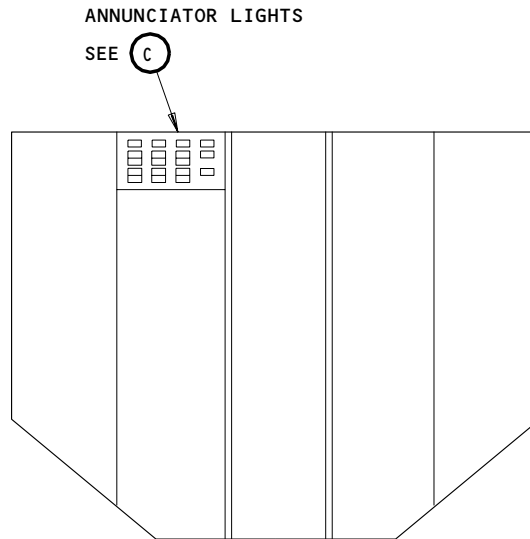
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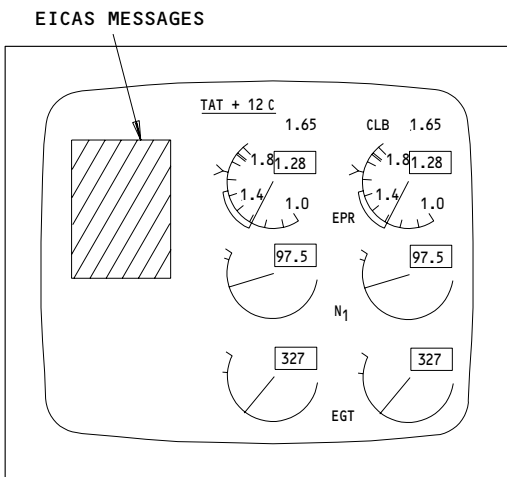


FLIGHT COMPARTMENT



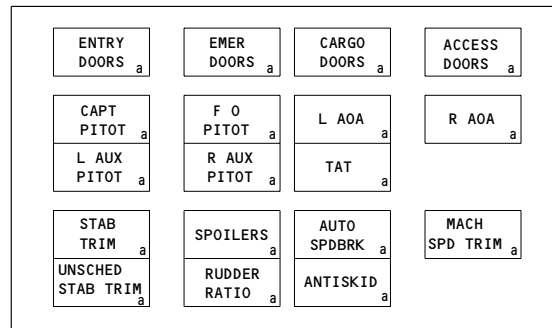
P5 PANEL

(A)



EICAS DISPLAY

(B)



ANNUNCIATOR LIGHTS

(C)

No. 3 Emergency Exit Door Warning Indicators
Figure 501

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- S 215-047
- (5) Push out on the handle until the door is through the vertical position. Then release the handle. Make sure the door fully opens and the escape slide inflates.

- S 215-006
- (6) Make sure the indication light EMER DOORS on the P5 annunciator panel is on when the emergency exit door is not latched (Fig. 501).

- S 215-007
- (7) Make sure that the EICAS message shown in the table that follows shows on the top display when the emergency exit door is unlatched.

Indication Light	EICAS Message
EMER DOORS EMER DOORS	L EMER DOOR R EMER DOOR

- S 845-008
- (8) Put back the escape slide to the initial condition (AMM 25-66-00/201).

- S 415-009
- (9) Close the emergency exit door.

NOTE: Three persons are necessary to close the emergency exit door. One person must push the door to the closed position externally while a second person pushes the pawl release buttons and a third persons latches the door internally.

- S 215-010
- (10) Make sure that the EICAS message on the top display (shown in Table I) goes out when the emergency exit door is latched.

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S 215-011

- (11) Make sure the indication light EMER DOORS on the P5 annunciator panel goes out when the emergency exit door is latched (Fig. 501).

S 865-012

- (12) Remove electrical power, if it is not necessary (AMM 24-22-00/201).

S 415-013

- (13) Close the door lining or install if necessary (AMM 52-21-03/401).

S 095-014

- (14) Remove the protective pad from the fuselage.

TASK 52-21-01-715-045

3. Operational Test - No. 3 Emergency Exit Door with the Escape Slide Removed

A. General

- (1) This procedure gives the steps for the operational test with the escape slide removed.

B. Equipment

- (1) Protective Pad - Ensolite (or equivalent) - commercially available

C. References

- (1) AMM 24-22-00/201, Electrical Power - Control
(2) AMM 25-66-03/401, Escape Slide - No. 3 Emergency Exit
(3) AMM 52-21-03/401, No. 3 Emergency Exit Lining

D. Access

- (1) Location Zones

835 No. 3 Emergency Exit Door (Left)
845 No. 3 Emergency Exit Door (Right)

E. Prepare for the Operational Test

S 015-015

- (1) Remove the escape slide (AMM 25-66-03/401).

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- S 015-016
- (2) Remove the door lining (AMM 52-21-03/401).
- S 955-017
- (3) Use tape to attach a protective pad to the fuselage below the door to prevent damage to the fuselage when the door is opened.
- S 865-018
- (4) Supply electrical power (AMM 24-22-00/201).
- F. Operational Test – No. 3 Emergency Exit Door with the Escape Slide Removed

S 715-019

WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE AWAY FROM THE AREA OF DOOR OPERATION. MOVEMENT OF THE DOOR CAN CAUSE INJURY OR DAMAGE.

- (1) Slowly pull up on the interior handle to make sure the pressure relief door opens into the airplane.
- S 715-018
- (2) Push out on the interior handle until the door is through the vertical position.
- S 715-022
- (3) Release the interior handle.
- S 215-020
- (4) Make sure the door opens fully.
- S 215-050
- (5) Make sure the indication light EMER DOORS on the P5 annunciator panel comes on when the emergency exit door is unlatched (Fig. 501).
- S 215-022
- (6) Make sure the EICAS message shown in the table that follows is shown when the emergency exit door is unlatched.

Indication Light	EICAS Message
EMER DOORS EMER DOORS	L EMER DOOR R EMER DOOR

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S 415-023

- (7) Close the emergency exit door.

NOTE: Three persons are necessary to close the emergency exit door. One person must push the door closed externally, while a second person pushes in the pawl release buttons and a third person latches the door internally.

S 215-024

- (8) Make sure the EICAS message shown in table before does not show on the top display when the emergency exit door is latched.

S 215-025

- (9) Make sure the indication light EMER DOORS on the P5 annunciator panel goes out when the emergency exit door is latched (Fig. 501).

S 865-026

- (10) Remove electrical power, if it is not necessary (AMM 24-22-00/201).

S 415-027

- (11) Install the door lining (AMM 52-21-03/401).

S 415-028

- (12) Install the escape slide (AMM 25-66-03/401).

TASK 52-21-01-825-029

4. Adjustment - No. 3 Emergency Exit Door

A. General

- (1) This procedure gives instructions for the adjustments to the No. 3 emergency exit door that follow:
- (a) Removal of the unwanted skin on a new door.
 - (b) Vertical position of the door in the door opening cutout.
 - (c) Horizontal position of the door in the door opening cutout.

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- (d) Guide pin and the guide track adjustment.
- (e) Eccentric shaft adjustment on the hinge assembly.
- (f) Door skin flushness adjustment.
- (g) Lift/latch pawl adjustment on the hinge assembly.
- (h) Door stop pin adjustment.
- (i) Interior handle load check.
- (j) Exterior handle load check.
- (k) Support stop adjustment.

B. Equipment

- (1) Protective Pad – Ensolite (or equivalent) – commercially available
- (2) Equivalent Weight – Weight equivalent to the total weight of the door lining and the escape slide (approximately 93 pounds)

C. References

- (1) AMM 25-66-03/401, No. 3 Emergency Exit Door-Mounted Escape Slide
- (2) AMM 52-71-00/501, Door Warning System – Adjustment/Test.
- (3) 52-21-03/401, No. 3 Emergency Exit Lining

D. Access

- (1) Location Zones
 - 835 No. 3 Emergency Exit Door (Left)
 - 845 No. 3 Emergency Exit Door (Right)

E. Prepare for the Adjustment

S 015-030

- (1) Remove the escape slide attached to the No. 3 emergency exit door. (AMM 25-66-03/401).

S 015-067

- (2) Remove the door lining (AMM 52-21-03/401).

S 825-068

- (3) Install the weight equivalent of 93 pounds to the door.

S 495-031

- (4) Put a work platform on the ground below the No. 3 emergency exit door.

S 495-032

- (5) Put a protective pad on the work platform.

S 015-033

- (6) Open the No. 3 emergency exit door, and carefully lower the door on the work platform.

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F. Adjust the No. 3 Emergency Exit Door

S 825-034

- (1) Remove the unwanted skin from the new door:

NOTE: This adjustment is only done on the installation of new doors. Unwanted skin is removed until the clearances are correct. New doors have approximately 1/8 inch more skin material on forward, aft, and bottom edges than necessary. Do not remove the top skin material.

- (a) Close the door sufficiently to make marks on the door. Use the door cutout opening to make the initial marks.
- (b) Remove the unwanted skin as it is necessary to make the door fit satisfactorily into the door cutout.

NOTE: After all the adjustments are complete, do the last skin removal.

- (c) Close the door and make marks to cut the correct skin clearance (Fig. 502).

NOTE: Refer to Table 501 for the skin clearance deviations around the door.

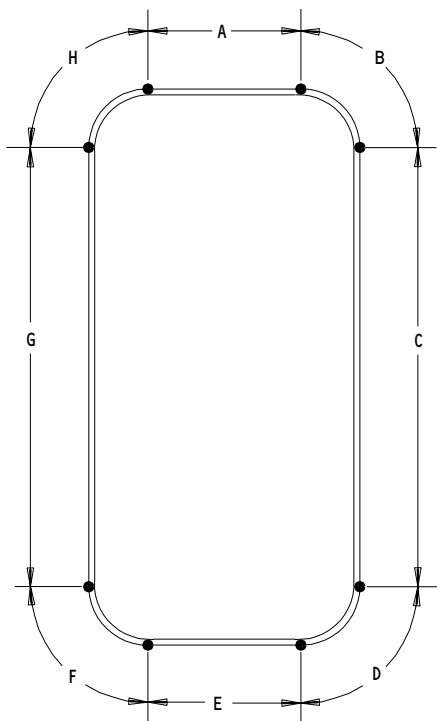
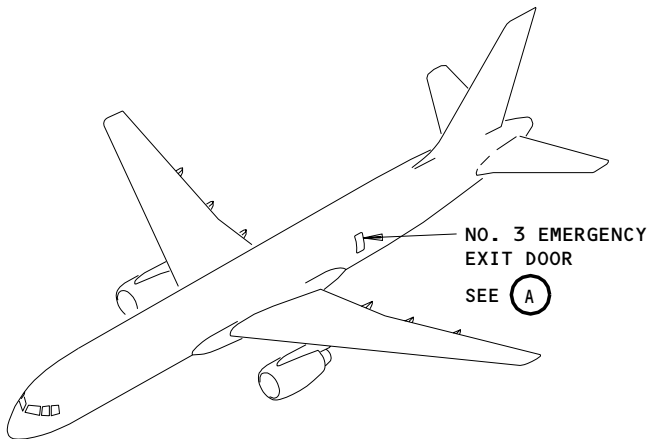
- (d) Open the door and remove the unwanted skin.
- (e) Close the door and measure the door clearance.

TABLE 501				
AIRPLANE EFFECTIVITY	ZONE	DOOR	SKIN CLEARANCE	FLUSHNESS
GUI 002	A E	3R 3L	0.06 TO 0.21 INCH	-0.17 TO -0.08 INCH

- (f) If the clearance between the outer door skin and fuselage skin is more than the clearance range shown in Fig. 502, use the Aero-Averaging method to determine if the clearance deviation is acceptable:
 - 1) Use a non-permanent marker to make a location mark on the exterior skin of the door or fuselage within 1.00 vertical inch of each of the door stop pins.
 - 2) Make sure the door is closed.
 - 3) Measure and record the clearance between the door skin and fuselage skin at each of the location marks.
 - 4) Make sure the clearance dimensions are in the range of requirements for Aero-Averaging (Fig. 502).
 - 5) Remove the location marks.
 - 6) Use Table 501A to determine a drag value for each of the clearances.

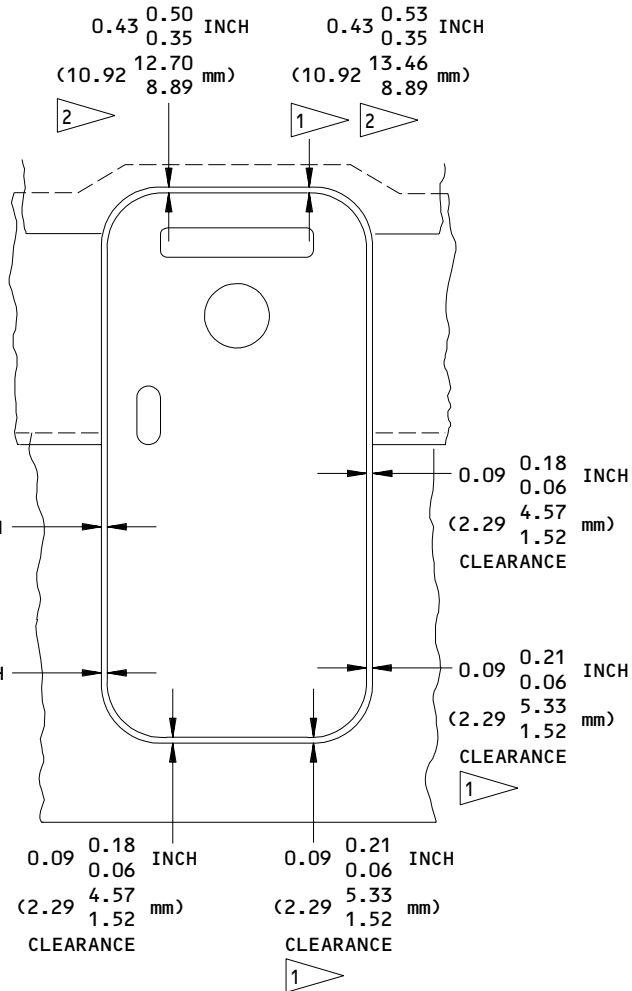
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NO. 3 EMERGENCY EXIT DOOR
DEVIATION ZONES
(EXTERNAL VIEW)

(A)



NO. 3 EMERGENCY EXIT DOOR
(EXTERNAL VIEW)

(A)

NOTE: DIMENSION STANDARD: NOMINAL UPPER LIMIT
LOWER LIMIT

1 USE THIS DIMENSION ONLY WITH THE AERO-AVERAGING METHOD TO DETERMINE ACCEPTABLE DEVIATIONS.

2 CLEARANCE IS MEASURED BETWEEN SEAL DEPRESSOR ON DOOR AND CUTOUT SKIN.

No. 3 Emergency Exit Door Clearance
Figure 502

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- 7) Calculate the sum of the drag values.
- 8) Divide the sum of the drag values by the number of location marks.
- 9) If the sum of the drag values divided by the number of location marks is less than 1.00, then the clearance deviation is acceptable.

Table 501A	
CLEARANCE Inch (mm)	DRAG VALUE
0.06 (1.52)	0.37
0.07 (1.78)	0.43
0.08 (2.03)	0.50
0.09 (2.29)	0.56
0.10 (2.59)	0.62
0.11 (2.79)	0.69
0.12 (3.05)	0.75
0.13 (3.30)	0.81
0.14 (3.56)	0.87
0.15 (3.81)	0.94
0.16 (4.06)	1.00
0.17 (4.32)	1.06
0.18 (4.57)	1.13
0.19 (4.83)	1.19
0.20 (5.08)	1.25
0.21 (5.33)	1.32

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- S 825-035
- (2) Adjust the vertical position of the door in the door opening cutout (Fig. 504):
- (a) Adjust the latch cams up or down on the serrated plates to get the correct skin gaps.
 - (b) Make sure that the stop pins on the door are aligned vertically with the stop pads on the body, to ± 0.15 inch of the center of the stop pad.

- S 825-036
- (3) Adjust the horizontal position of the door in the door opening cutout (Fig. 504):
- (a) Move the washers at the hinge outboard and center attach bolts to adjust the door forward and aft.
 - (b) Make sure that the stop pins on door are aligned horizontally with the stop pads on the body, to ± 0.15 inch of the center of the stop pad.
 - (c) Adjust the clearance between the target (on forward latch crank) or the washer (on aft latch crank) and the front of the latch cam, as shown on Fig. 502. Move the spacers from one end of the torque shaft to the other end, to get the correct clearance.

NOTE: Add or remove one washer at the aft latch crank to adjust the total clearance.

- S 825-046
- (4) Adjust the guide pin and the guide track (Fig. 504):
- (a) Add or remove shims between the serrated plate and the door frame to get the correct clearance (View A-A).
 - (b) Adjust the guide track up or down on the serrated plate to get the correct clearances (View B-B).
 - (c) With the door closed, make sure that the clearance is still correct between the bottom of the guide pin and the end of the guide track (View B-B).

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S 825-037

- (5) Adjust the eccentric shaft on the hinge assembly:
- (a) Close the door.
 - (b) Remove the key from the hinge link.
 - (c) Turn the eccentric shaft until the snubber link gets to the end of its travel on the hinge links.
 - (d) Install the key on the hinge link.

S 825-038

- (6) Adjust the door skin flushness (Fig. 503):

NOTE: Refer to Table 501 for the flushness deviations around the door.

- (a) If the door flushness is not in the range shown in Fig. 502, use the Aero-Averaging method to determine if the flushness deviation is acceptable:
- 1) Use a non-permanent marker to make a location mark on the exterior skin of the door or fuselage within 1.00 vertical inch of each of the door stop pins.
 - 2) Make sure the door is closed.
 - 3) Measure and record the door flushness at each of the location marks.
 - 4) Make sure the flushness dimensions are in the range of flushness requirements for Aero-Averaging (Fig. 503).
 - 5) Remove the location marks.
 - 6) Use Table 502A to determine a drag value for each of the flushness dimensions.
 - 7) Calculate the sum of the drag values.
 - 8) Divide the sum of the drag values by the number of location marks.
 - 9) If the sum of the drag values divided by number of location marks is less than 1.00, then the flushness deviation is acceptable.

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Table 502A		
DOOR FLUSHNESS		DRAG VALUE
FWD EDGE Inch (mm)	AFT EDGE Inch (mm)	
	0.03 (0.76)	1.26
	0.02 (0.51)	1.09
	0.01 (0.25)	0.93
-0.12 (-3.05)	0.00 (0.00)	0.77
-0.11 (-2.79)	-0.01 (-0.25)	0.61
-0.10 (-2.54)	-0.02 (-0.51)	0.47
-0.09 (-2.29)	-0.03 (-0.76)	0.33
-0.08 (-2.03)	-0.04 (-1.02)	0.20
-0.07 (-1.78)	-0.05 (-1.27)	0.08
-0.06 (-1.52)	-0.06 (-1.52)	0.00
-0.05 (-1.27)	-0.07 (-1.78)	0.08
-0.04 (-1.02)	-0.08 (-2.03)	0.28
-0.03 (-0.76)	-0.09 (-2.29)	0.55
-0.02 (-0.51)	-0.10 (-2.54)	0.84
-0.01 (-0.25)	-0.11 (-2.79)	1.17
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0.01 (0.25)		1.87
0.02 (0.51)		2.24
0.03 (0.76)		2.62

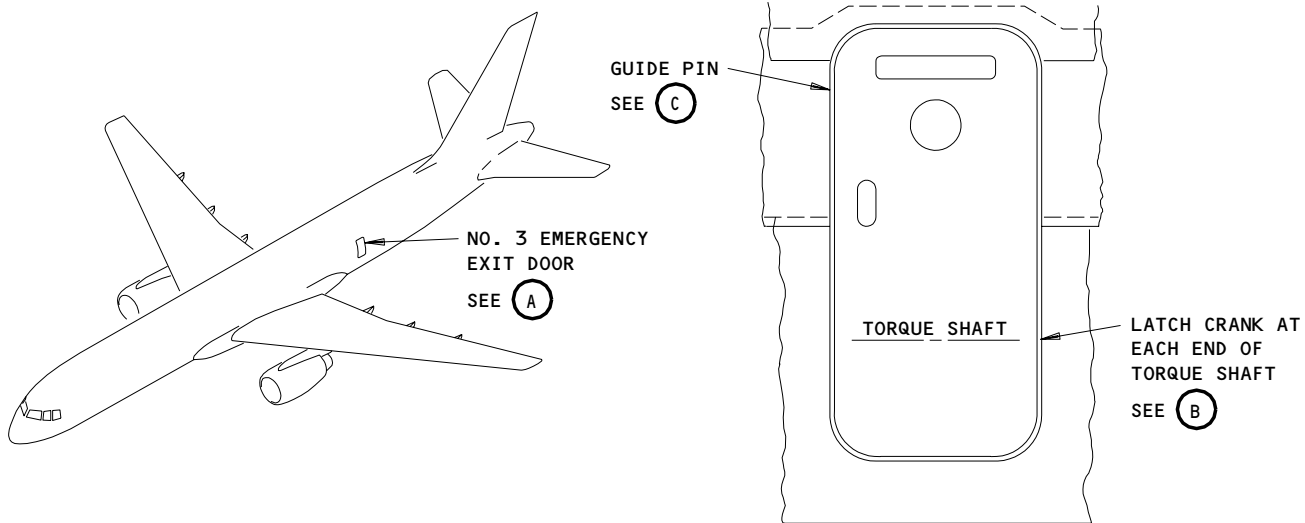
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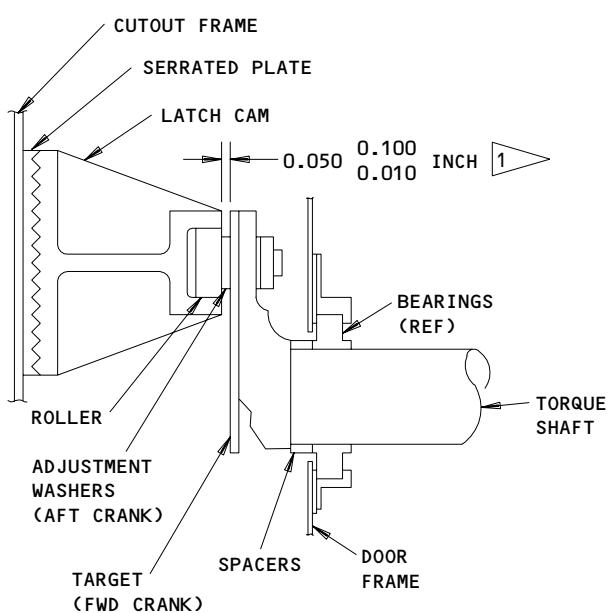
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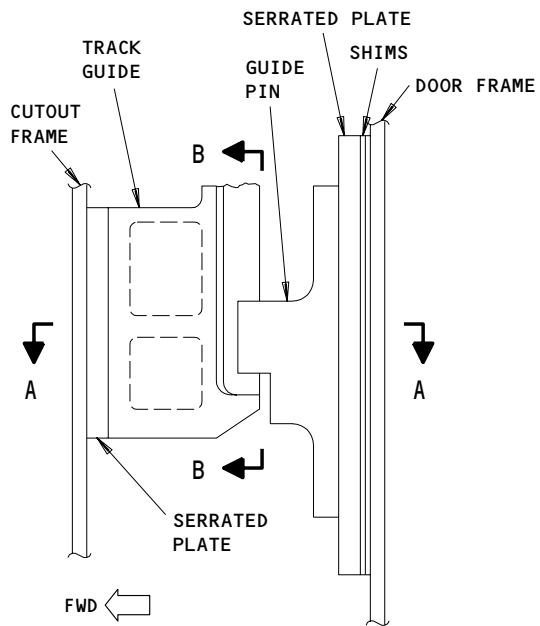
NO. 3 EMERGENCY EXIT DOOR (EXTERNAL VIEW)

(A)



LATCH CRANK

(B)



GUIDE PIN

(C)

1 SUM OF THIS CLEARANCE FROM FORWARD AND AFT ENDS OF TORQUE SHAFT = 0.030 INCH MINIMUM

No. 3 Emergency Exit Door Adjustment
Figure 504 (Sheet 1)

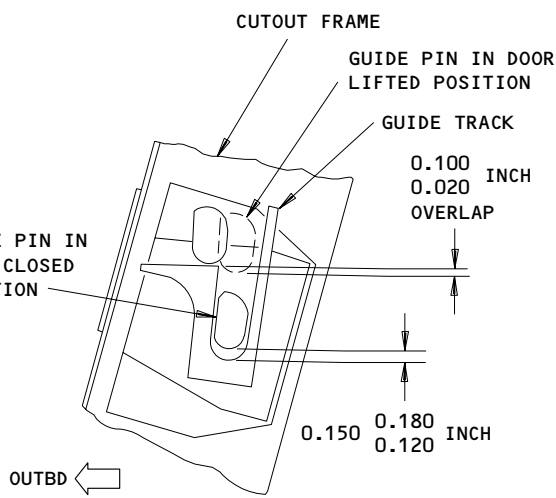
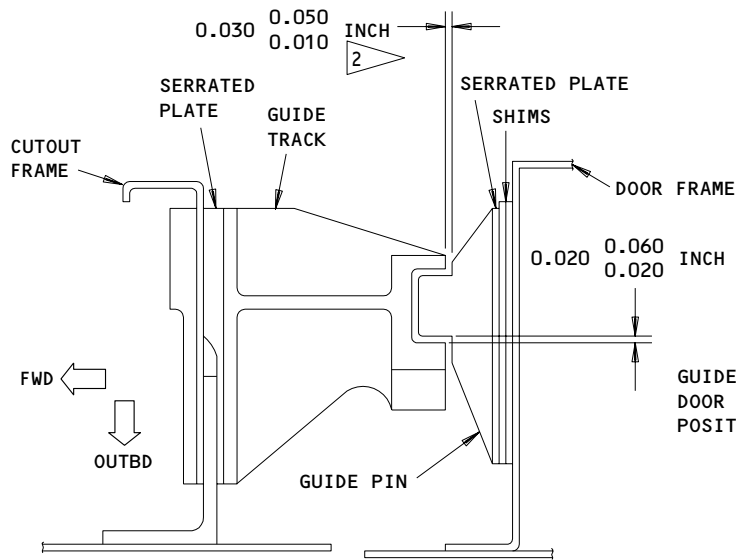
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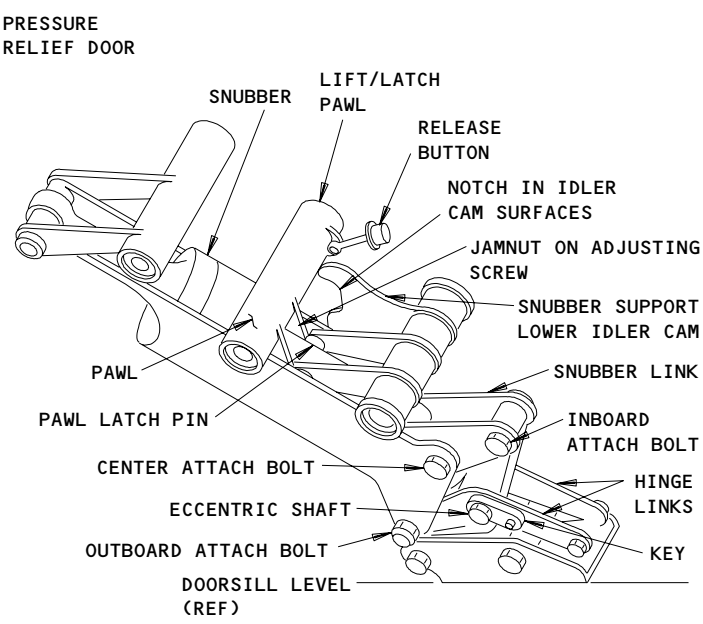
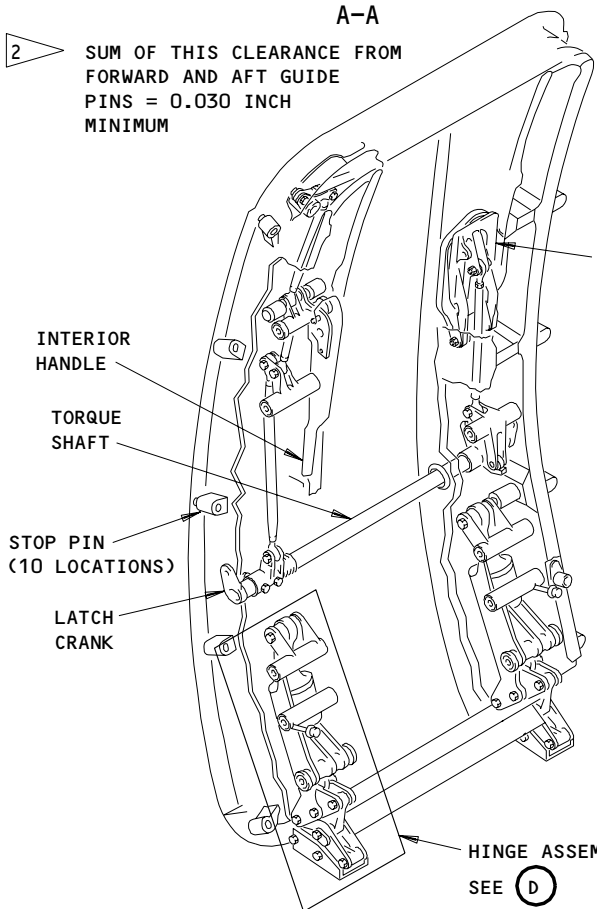
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69274



2 ∇ SUM OF THIS CLEARANCE FROM FORWARD AND AFT GUIDE PINS = 0.030 INCH MINIMUM



NO. 3 EMERGENCY EXIT DOOR INTERNAL VIEW (LINING AND ESCAPE SLIDE REMOVED)

HINGE ASSEMBLY
D

No. 3 Emergency Exit Door Adjustment
Figure 504 (Sheet 2)

EFFECTIVITY	
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- (b) Move the guide pin on the serrated plate to adjust the top part of the door inboard or outboard.
- (c) Move the hinge assemblies on the serrated plate on the door sill to adjust the bottom part of the door inboard or outboard.

S 825-039

- (7) Adjust the lift/latch pawl on the hinge assembly:

NOTE: The function of this procedure is to get the correct overlap of the guide pin and the guide track, with the door in the lifted position, as shown in View B-B, Fig. 504.

- (a) Lift the interior handle to lift the door until the pawl latch pin falls into the notch in the cam surface of the lower idler (View C).
- (b) Release the handle and make sure that the door remains in the lifted position.
- (c) Measure the overlap between the bottom of the guide pin and the guide track.
- (d) If the overlap is not correct, loosen the jamnut on the lift/latch pawl on the hinge assembly. Adjust the length of the pawl to get the correct overlap.

NOTE: Use the 1/2-turn increments of the screw to adjust the pawl.

S 825-040

- (8) Adjust the door stop pins:

NOTE: The function of this procedure is to make sure that the pressure load is transmitted by the stop pins.

- (a) Close the door.
- (b) Do the Door Skin Flushness Adjustment procedure to make sure the door makes a continuous surface with the airplane.

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- (c) Adjust each stop pin in the outboard direction until it touches the stop pad.
- (d) Loosen the stop pin until the nearest locking groove in pin aligns with the locking groove in the bushing.
- (e) Install the pin retainer spring in the locking grooves of each pin.
- (f) Measure the guide pin and the guide track clearances.

S 825-041

- (9) Do a check on the interior handle load:

WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF THE DOOR OPERATION AREA. MOVEMENT OF THE DOOR CAN CAUSE INJURY OR DAMAGE.

- (a) Slowly pull up on the interior handle and do the subsequent steps to do a check:
 - 1) Make sure the pressure relief door opens.
 - 2) Make sure the load on the interior handle necessary to initially open the pressure relief door is between 40 to 50 pounds.
 - 3) If the load is not correct, adjust the pressure relief door compression spring as follows (Fig. 506):
 - a) To increase the handle load, add washers between the pressure relief door compression spring and its female fitting.
 - b) To decrease the handle load, remove washers between the pressure relief door compression spring and its female fitting.
 - 4) Make sure the applied load on the interior handle is not more than 50 pounds during door lifting.
- (b) Push out on the handle until the door is past the vertical position, release the handle and look to see that the door fully opens.
- (c) Make sure the interior handle goes back and stays in the door closed position.

NOTE: Failure of the interior handle to close can cause the escape slide to not inflate.

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- (d) Close the door.
- (e) Remove the equivalent weight from the exit door assembly.

S 825-059

(10) Do a check on the exterior handle load:

WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF THE DOOR OPERATION AREA. MOVEMENT OF THE DOOR CAN CAUSE INJURY OR DAMAGE.

- (a) Slowly pull out on the exterior handle and do the subsequent steps to do a check:
 - 1) Make sure the pressure relief door opens.
 - 2) Make sure the load on the exterior handle necessary to initially open the pressure relief door is between 50 to 70 pounds (22.7 to 31.7 kg).
 - 3) If the load is not correct, adjust the pressure relief door compression spring as follows (Fig. 506):
 - a) To increase the handle load, add washers between the pressure relief door compression spring and its female fitting.
 - b) To decrease the handle load, remove washers between the pressure relief door compression spring and its female fitting.
 - 4) If the load is more than 70 pounds (31.7 kg), adjust the pressure relief door control rod as follows (Fig. 505):
 - a) Increase the length of the rod to get a roller-to-cam dimension of 0.10 inch maximum (View B).

NOTE: With the cam roller fully seated in the detent, 1/2 turn of the rod will give approximately 0.09 inch clearance between the cam and the cam roller.

- b) Make sure the pressure relief door touches the aft flange of the door frame (View B-B).

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MAINTENANCE MANUAL

- (b) Pull out on the handle until the door is past the vertical position, release the handle and look to see that the door fully opens.
- (c) Close the door.

S 825-042

(11) Adjust the support stop:

NOTE: This adjustment is to make sure the latch assembly disengages from the latch plate assembly and releases the panel assembly when the door opens.

- (a) Adjust the support stop inboard and outboard to make the panel assembly release before the door lining touches the panel assembly, or catches on the panel assembly seal (Fig. 505).

NOTE: The catch assembly must engage sufficiently when the panel assembly is put in the latched position to prevent the accidental release of the panel assembly.

WARNING: DURING THE CHECK THAT FOLLOWS, DO NOT LET THE GUIDE PINS OF THE DOOR GO OUT OF THE GUIDE TRACK OF THE AIRPLANE CUTOUT FRAME. DO NOT LET THE DOOR FALL OUT OF THE AIRPLANE. IF THE DOOR FALLS OUT, THE ESCAPE SLIDE WILL INFLATE AND CAUSE INJURY OR DAMAGE. KEEP THE AREA AROUND THE NO. 3 EMERGENCY EXIT DOOR CLEAR OF PERSONS.

- (b) To make sure the panel assembly releases correctly, do these steps:
 - 1) Slowly, pull the interior handle to cause the door to increase in height until the panel assembly releases. Do not let the door go out of the guide track of the airplane cutout frame or fall out of the airplane.
 - 2) Put the interior handle and the panel assembly to the closed and latched position.

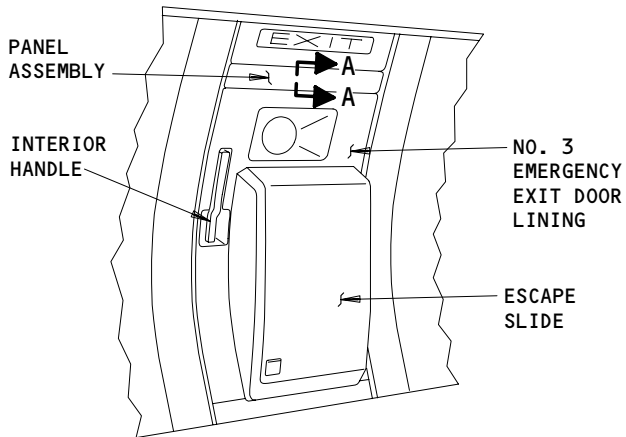
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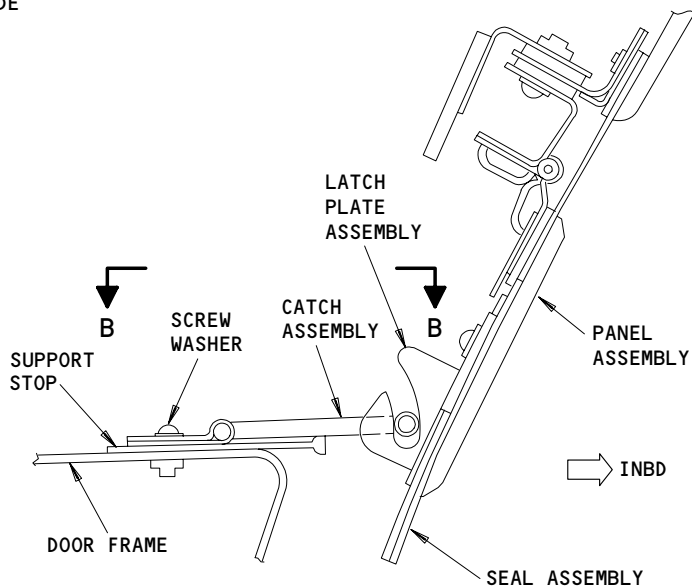
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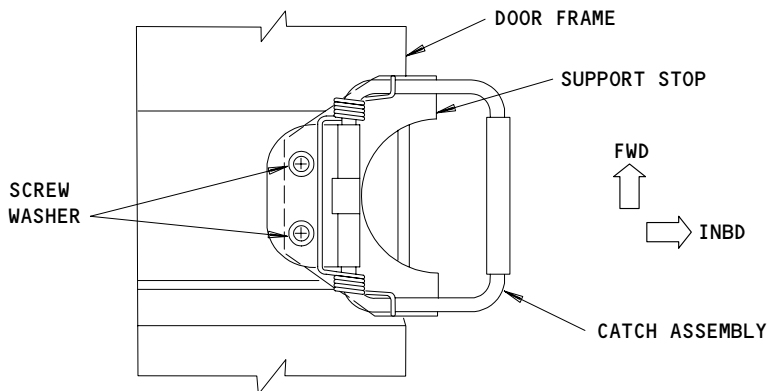
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INTERNAL VIEW OF NO. 3 EMERGENCY EXIT DOOR



A-A



B-B

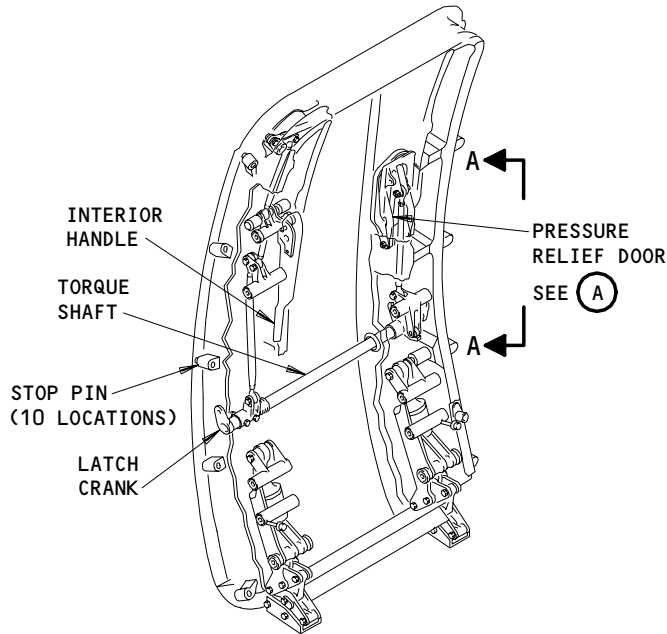
No. 3 Emergency Exit Door Support Stop Adjustment
Figure 505

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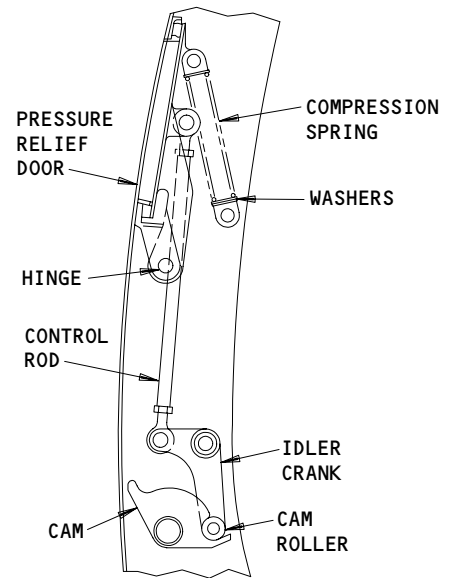
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NO. 3 EMERGENCY EXIT DOOR
(INTERNAL VIEW WITH LINING
AND ESCAPE SLIDE REMOVED)



A-A

Pressure Relief Door Adjustment
Figure 506

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- 3) Lightly hit the panel assembly two or three times to make sure that it stays latched.

NOTE: This will make sure that the panel assemble does not accidentally release.

WARNING: FAILURE OF THE PANEL ASSEMBLY TO CORRECTLY DISENAGE WHEN THE DOOR IS OPENED CAN CAUSE THE DOOR TO CATCH DURING AN EMERGENCY EVACUATION.

- (c) If the adjustment and checks given before are not satisfactorily completed, remove or add shims to move the support stop up or down until the checks are satisfactorily completed.

S 825-027

- (12) Make sure that the door warning sensors are adjusted (AMM 52-71-00/501).

G. Put the Airplane Back to its Initial Condition.

S 415-043

- (1) Close the No. 3 emergency exit door.

S 825-069

- (2) Remove the equivalent weight from the door.

S 415-070

- (3) Install the door lining (AMM 52-21-03/401).

S 415-044

- (4) Install the escape slide attached to the No. 3 emergency exit (AMM 25-66-03/401).

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NO. 3 EMERGENCY EXIT DOOR - INSPECTION/CHECK

1. General

- A. This procedure contains one task. The task is to examine the No. 3 emergency exit door, the mechanisms, and the seal.

TASK 52-21-01-206-001

2. Examine the No. 3 Emergency Exit Door

A. References

- (1) AMM 25-66-03/401, No. 3 Emergency Exit Door - Mounted Escape Slides
- (2) AMM 52-21-01/201, No. 3 Emergency Exit Door
- (3) AMM 52-21-01/501, No. 3 Emergency Exit Door
- (4) AMM 52-21-03/401, No. 3 Emergency Exit Door Lining

B. Access

(1) Location Zones

- 251 Passenger Cabin - Section 46 (Left)
- 252 Passenger Cabin - Section 46 (Right)
- 835 No. 3 Emergency Exit Door (Left)
- 845 No. 3 Emergency Exit Door (Right)

C. Procedure

S 016-002

- (1) Remove the door lining (AMM 52-21-03) and the escape slide (AMM 25-66-03) as necessary to do the subsequent checks.

S 016-003

- (2) Open the emergency exit door (AMM 52-21-01/201).

S 216-004

- (3) Examine the internal and external skins for damage and corrosion.

S 216-005

- (4) Examine the drain holes for unwanted material and blockage.

S 216-006

- (5) Examine the door frames and all other internal structure for damage, corrosion, and loose fasteners.

S 216-007

- (6) Examine the window assembly for damage and corrosion.

S 216-008

- (7) Examine the hinge assemblies and the release button mechanisms for damage, corrosion, too much wear, and loose fasteners.

S 216-009

- (8) Examine the latch mechanism and the body-installed parts for damage, corrosion, too much wear, and loose fasteners. Make sure no unwanted material is in the latch cams and on the door stop fittings.

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- S 216-010
- (9) Examine the pressure relief door mechanism for damage, corrosion, too much wear, and loose fasteners.
- S 216-011
- (10) Examine the door seals for damage, hardness or brittleness, and too many repair splices.
- S 216-018
- (11) Examine the door seals for signs of air leakage or noise problems. Look for:
- (a) Tobacco smoke stains on the door seals and the adjacent areas
 - (b) Damage to the seal retainers.
 - (c) Incorrect skin-to-body skin gaps on the door (AMM 52-21-01/501).
- S 216-012
- (12) Examine the door stop fittings to see if they are correctly aligned with the door stops. Look for the marks where the door stops touch the door stop fittings.
- S 216-013
- (13) Examine the door stop fittings for loose stop pads and stop pads that are not there.
- S 216-014
- (14) Examine the door stop pins and pads for metal to metal galling.
- S 416-015
- (15) Close the emergency exit door.
- S 416-016
- (16) Install the escape slide (AMM 25-66-03/401) and the door lining (AMM 52-21-03/401).

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NO. 3 EMERGENCY EXIT DOOR LINING - REMOVAL/INSTALLATION

1. General

- A. This procedure contains two tasks. The first task is the removal of the lining on the No. 3 Emergency exit door. The second task is the installation of the lining on the No. 3 emergency exit door.

TASK 52-21-03-004-001

2. Remove No. 3 Emergency Exit Door Lining (Fig. 401)

A. References

- (1) AMM 25-66-03/401, Escape Slide - No. 3 Emergency Exit
- (2) AMM 52-21-01/501, No. 3 Emergency Exit

B. Access

(1) Location Zones

- 251 Passenger Cabin - Section 46 (Left)
- 252 Passenger Cabin - Section 46 (Right)
- 835 No. 3 Emergency Exit Door (Left)
- 845 No. 3 Emergency Exit Door (Right)

C. Procedure

S 014-002

- (1) Remove the escape slide (AMM 25-66-03/401).

S 944-003

- (2) Put a work platform on the ground below the door.

S 014-004

- (3) Open the door and carefully lower the door to the work platform.

S 024-005

- (4) Remove the screws from the sides and top of the lining.

TASK 52-21-03-404-006

3. Install No. 3 Emergency Exit Door Lining (Fig. 401)

A. References

- (1) AMM 25-66-03/401, Escape Slide - No. 3 Emergency Exit

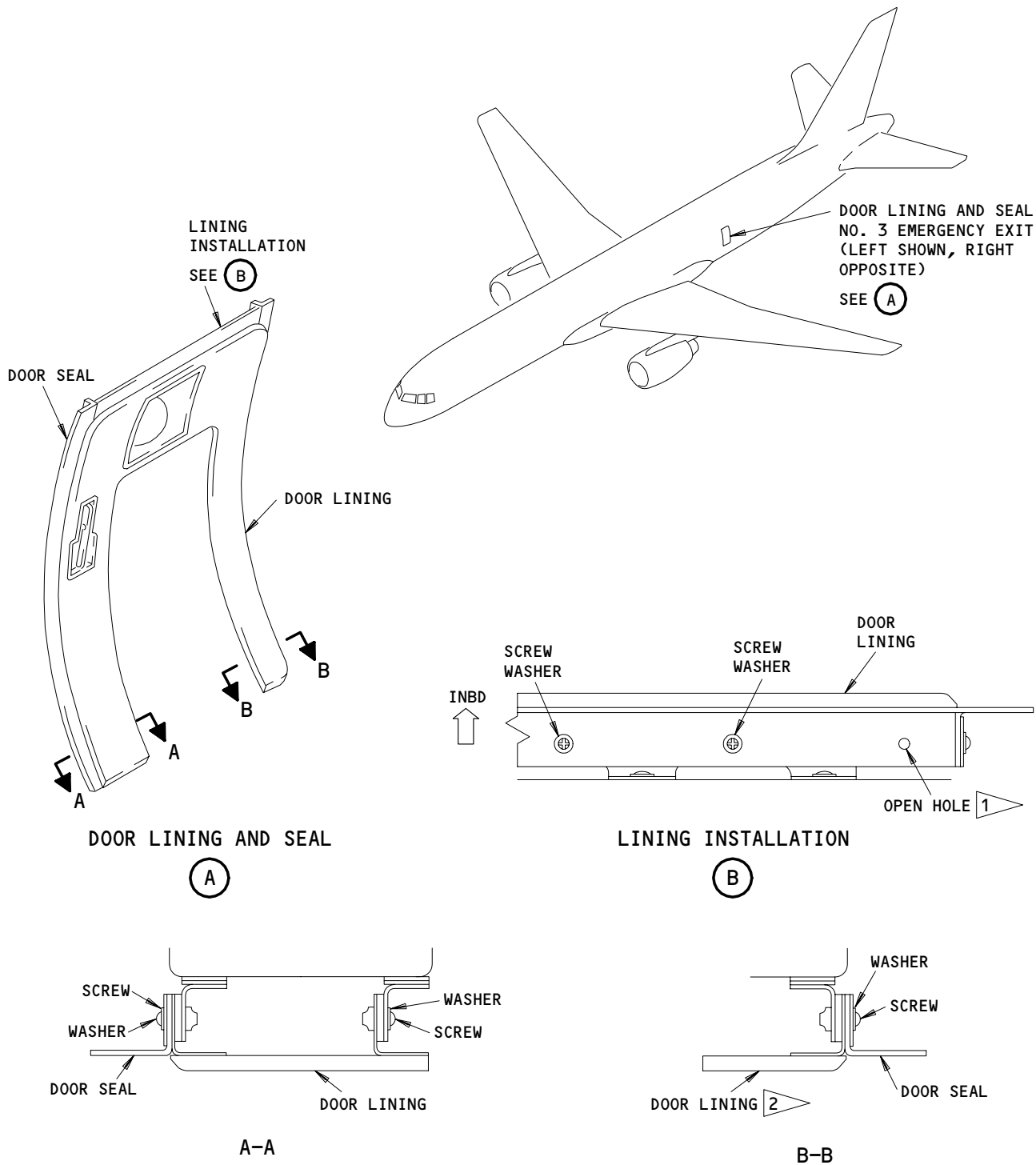
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- 1 ▷ KEEP THE HOLE FARTHEST FROM THE DOOR CENTERLINE OPEN
- 2 ▷ CUT THE LINING A MAXIMUM OF 0.25 INCH TO BE CLEAR OF THE ESCAPE SLIDE PACK

No. 3 Emergency Exit Door Lining Installation
Figure 401

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(2) AMM 52-21-01/501, No. 3 Emergency Exit

B. Access

(1) Location Zones

- 251 Passenger Cabin - Section 46 (Left)
- 252 Passenger Cabin - Section 46 (Right)
- 835 No. 3 Emergency Exit Door (Left)
- 845 No. 3 Emergency Exit Door (Right)

C. Procedure

S 424-007

- (1) Install the washers and screws at the top of the door lining as shown on View B.

S 424-008

- (2) Install the washers and screws at the sides of the door lining as shown on View A-A and View B-B.

S 414-009

- (3) Externally close the door slowly while you make sure that the door seal is clear of the door frame. If necessary, adjust the door seal (AMM 52-21-01/501).

S 414-010

- (4) Install the escape slide (AMM 25-66-03/401).

NOTE: You can cut the door lining to a maximum of 0.25 inch to permit clearance of the escape slide pack.

S 094-011

- (5) Remove the work platform if it is no longer necessary.

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NO. 1 AND NO. 2 CARGO DOORS – DESCRIPTION AND OPERATION

1. General

- A. The No. 1 and No. 2 cargo doors are similar in design and share many common components (Detail A, Fig. 1).
- B. The No. 1 cargo door is located on the right side of the lower fuselage at body station 590. It provides a clear opening 55.0 inches wide by 42.5 inches high, and is approximately 97 to 105 inches above the ground.
- C. The No. 2 cargo door is located on the right side of the lower fuselage at body station 1410. It provides a clear opening 55.0 inches wide by 44.0 inches high, and is approximately 91 to 99 inches above the ground.
- D. No. 1 and 2 cargo doors are conventional riveted/bolted sheet metal construction. Each door is a structural box with access to mechanisms and electrical wiring through openings in the inner skin.
- E. The cargo door is a hinged, plug-type door. It is unlatched manually, from outside or inside the airplane and opened electrically or manually from outside or inside the airplane (Details B and C). It can be latched only from outside the airplane. Cabin pressure load on the door is transmitted to body structure by six stops at the forward and aft edges, and two stops at the upper sill.
 - (1) During unlatching, the latch cranks react with latch tracks on the fuselage structure cutout to lift the door 1-1/2 inches. Lifting the door unlatches the two upper door stop fittings and raises the other door stop fittings to clear the stop pads on the fuselage structure.
- F. Each door is attached to the fuselage by two hinge arms and two interconnected hinge linkages. The hinge arms are driven by the electrically powered hinge drive mechanism, which includes a power unit, two mechanical rotary actuators, and drive shafts. Guide rollers on the forward and aft edges guide the door to the latched position.
- G. A pressure seal is installed around the fuselage cutout structure. Seal depressors on the door contact the seal when the door is closed, to prevent cabin pressure leakage and moisture penetration.
- H. Lights are installed on the door to aid cargo loading operations (Ref 33-30-00).

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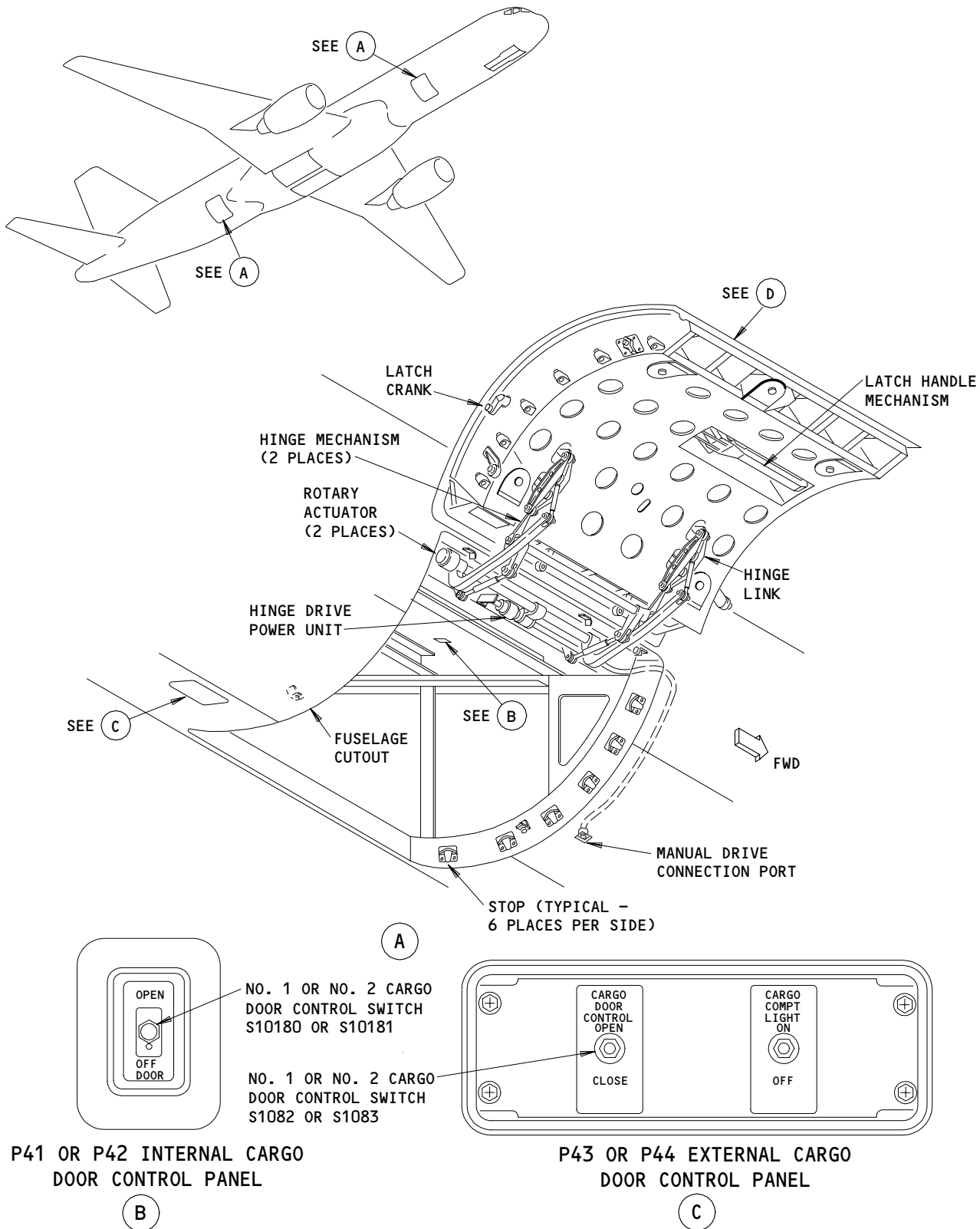
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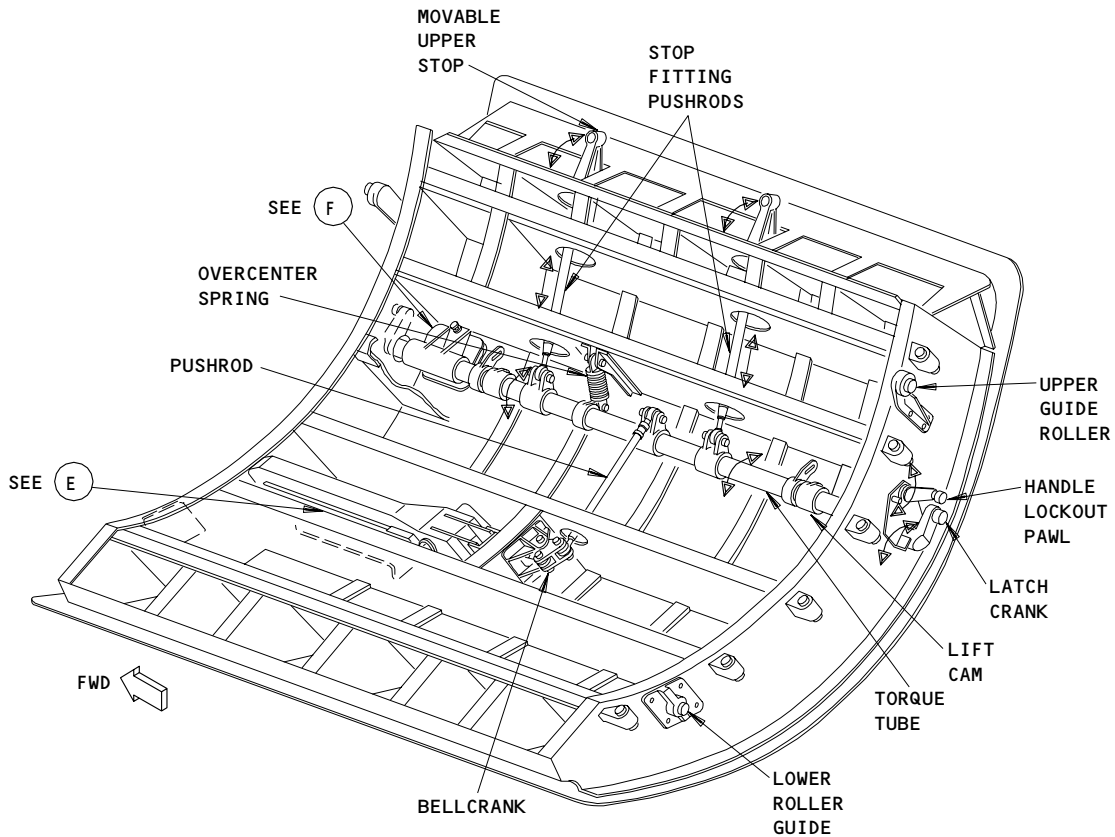


No. 1 and No. 2 Cargo Doors
Figure 1 (Sheet 1)

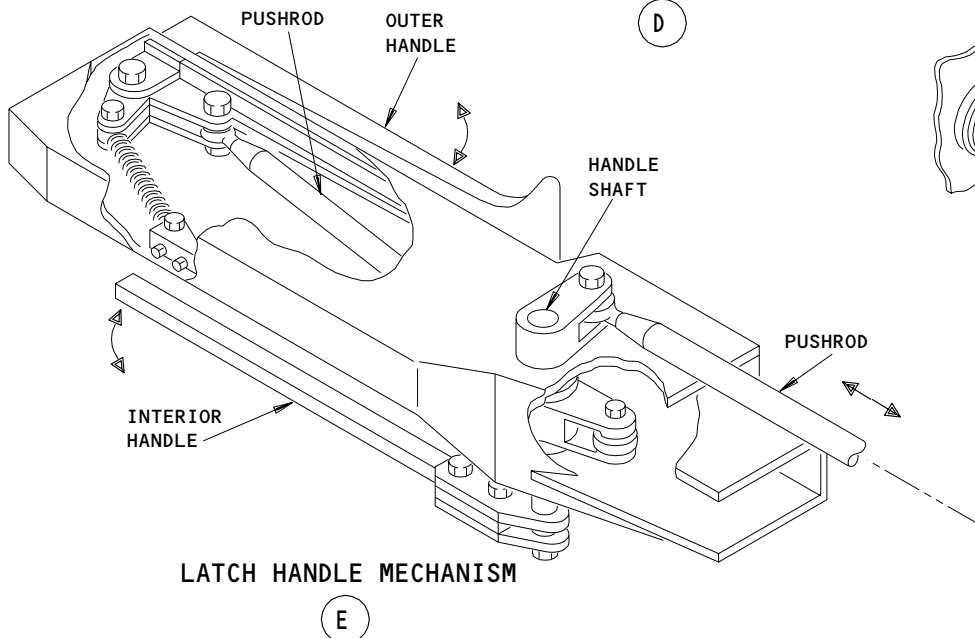
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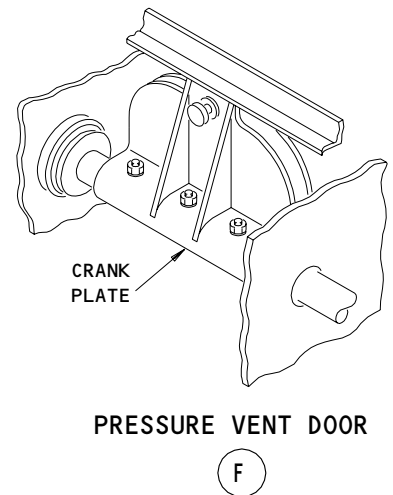


LIFT LATCH MECHANISM



LATCH HANDLE MECHANISM

E



PRESSURE VENT DOOR

F

No. 1 and No. 2 Cargo Doors
Figure 1 (Sheet 2)

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I. The door may be left open in any position in winds up to 65 knots without structural damage. In winds exceeding 65 knots initial damage could occur to the door hinge linkage. The hinge drive power unit is designed to operate in winds up to 40 knots. In winds exceeding 40 knots, the power unit may not have sufficient power to operate the door. This would be indicated by hinge drive power unit clutch slippage.

2. Component Details

A. No. 1 and No. 2 Cargo Door Latch Mechanism

(1) The door latch mechanism includes a door handle mechanism which controls the door lift-latch mechanism from either inside or outside the airplane. The inside handle can only be used to unlatch and lift the door. Operation of the handle, through pushrods, bellcranks and a torque tube, rotates two latch cranks, opens or closes two pressure vent doors, rotates two lift cams and rotates two upper stop fittings (Detail D, E and F, Fig. 1). The latch cranks are located on the torque tube at the forward and aft door edges (Fig. 2). Lockout pawls adjacent to the latch cranks prevent closing of the latching mechanism when the door is unlatched and partially open. The torque tube runs fore and aft through the door assembly and slightly above the door center line. The pressure vent doors also mechanically attach to the torque tube inside of the latch cranks. The lift cams are located adjacent to the pressure vent doors and on the torque tube. The upper stop fittings are connected through bellcranks and pushrods to the torque tube. The upper stop fittings are located above the door upper edge beam. Overcenter springs are provided on both the handle mechanism and torque tube.

B. No. 1 and 2 Cargo Door Hinge Linkage

(1) Each hinge linkage mechanism (two per door) consists of a hinge arm, scissors arm, two hinge links, upper and lower lift links, a program rod, adjustable rod and adjustment arm (Section A-A and B-B, Fig. 3).

C. Hinge Drive Mechanism (Fig. 3)

(1) The hinge drive mechanism consists of the hinge drive power unit, two drive shafts and two rotary actuators. The hinge drive power unit, which has an auxiliary manual drive, operates the drive shafts connected to the two hinge drive rotary actuators. The drive shaft engages the rotary actuator input shaft, and the rotary actuator output shaft engages the hinge arm. The rotary actuator housing is mounted on the hinge support structure. The rotary actuators (planetary gear reduction units) are mounted on the hinge support structure. The auxiliary manual drive consists of a manual drive socket on the forward side of the hinge drive power unit, a flexible shaft, and a manual drive gearbox connected to fuselage skin. The flexible shaft connects the manual drive gearbox to the hinge drive power unit.

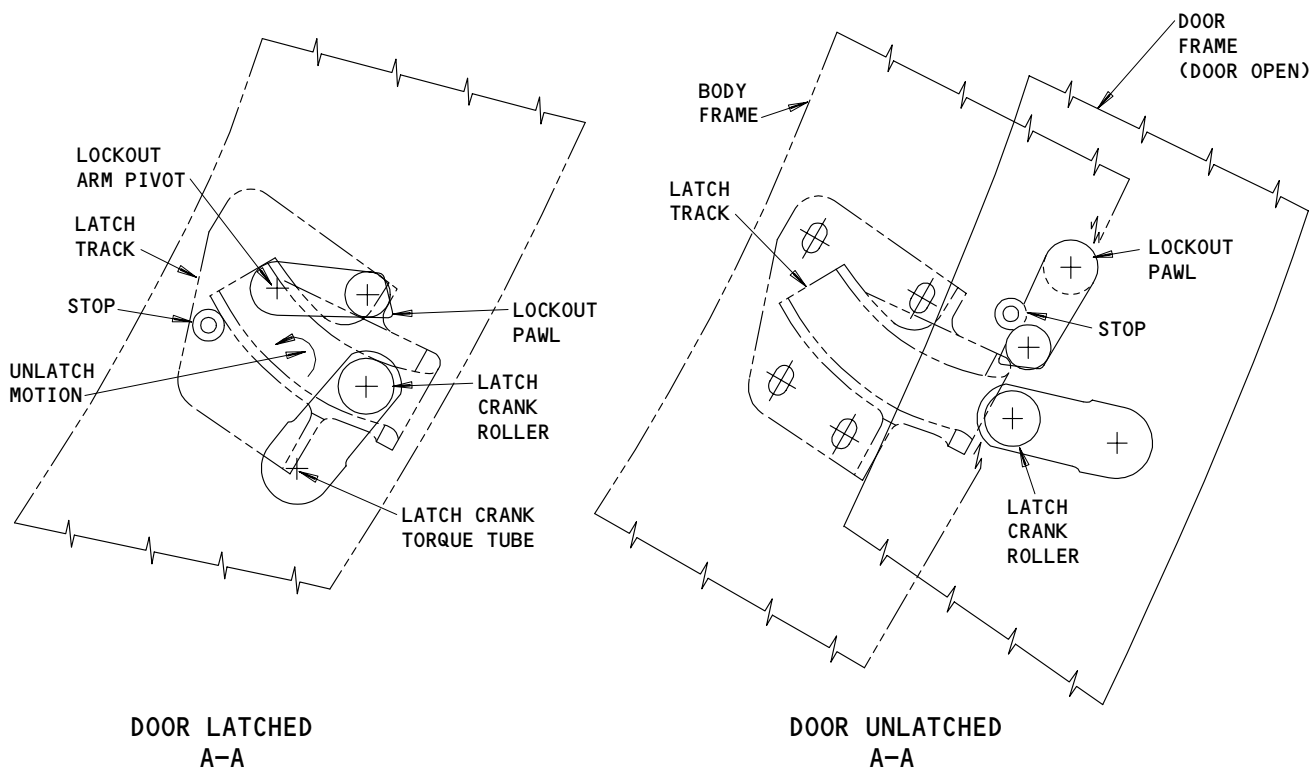
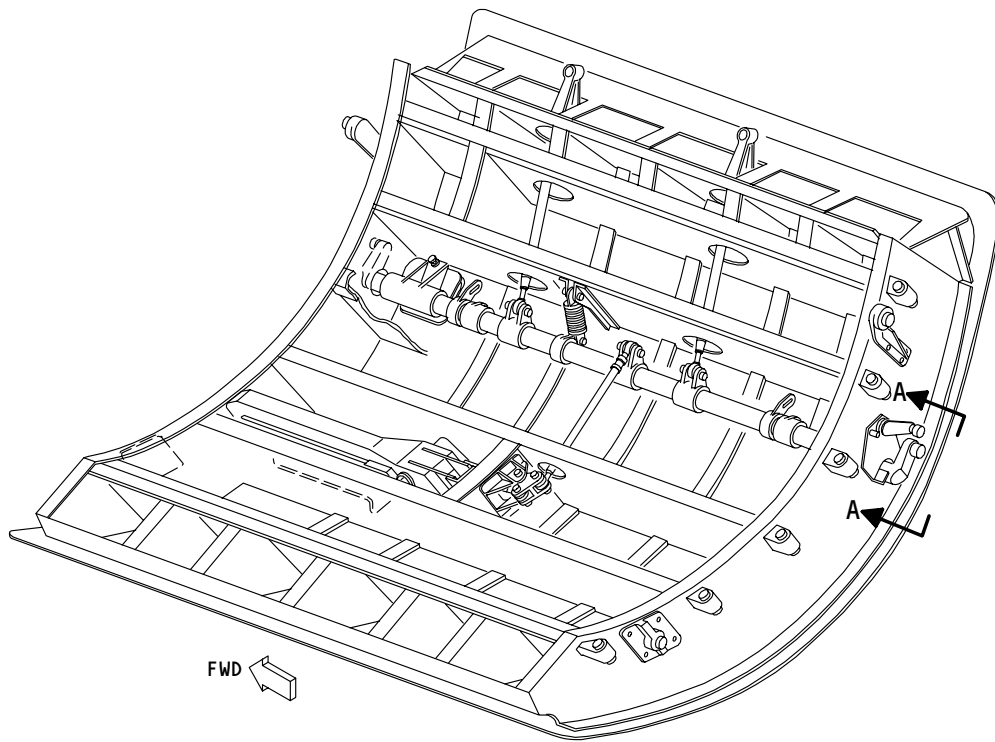
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Latch Crank Positions
Figure 2

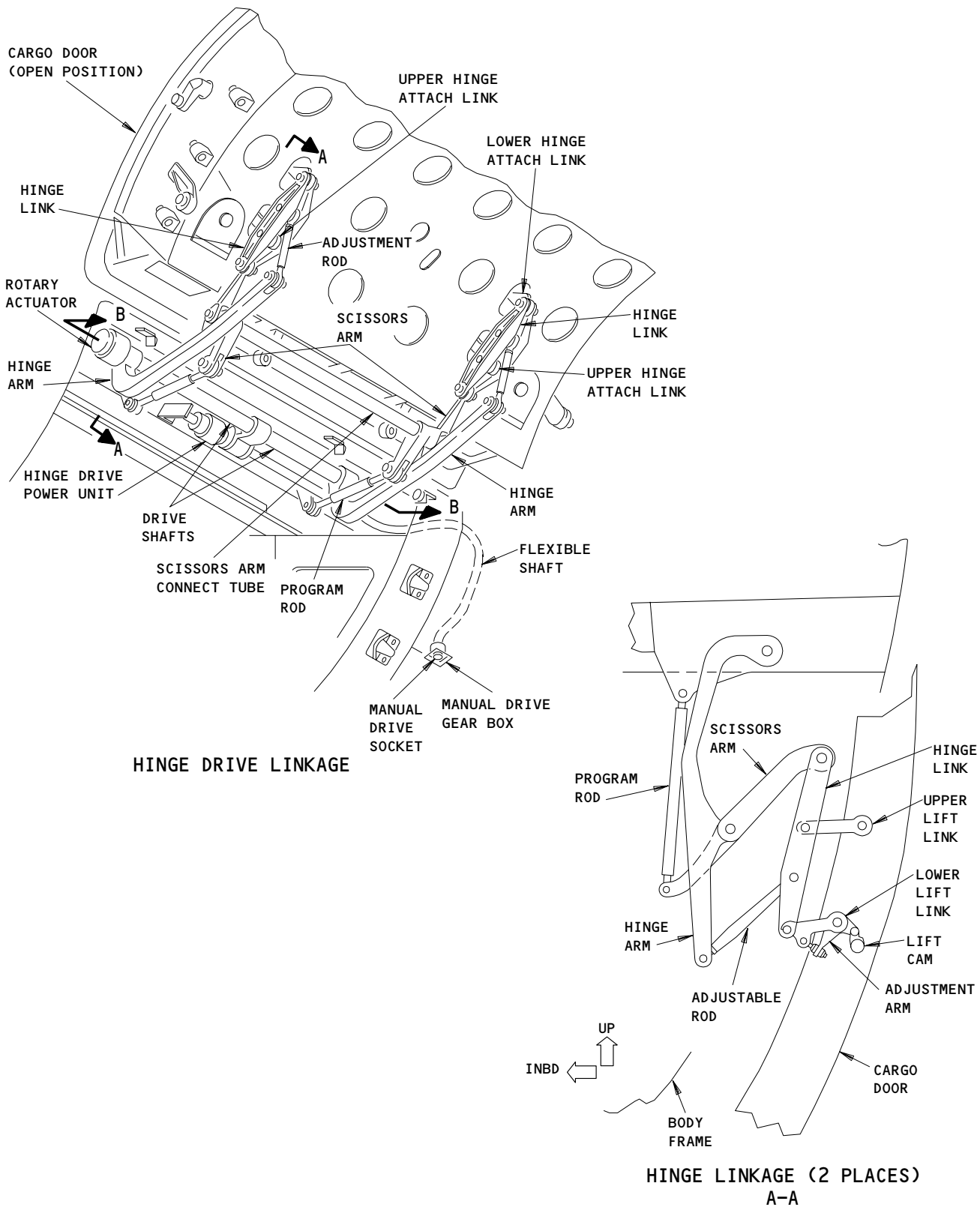
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Door Hinge Drive Mechanism
Figure 3 (Sheet 1)

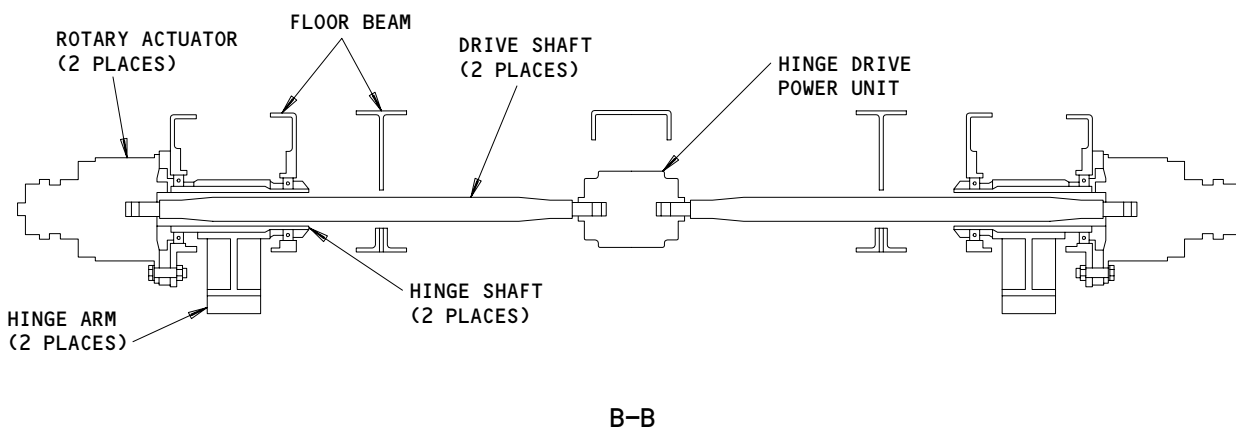
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- (2) Hinge Drive Power Unit. The hinge drive power unit provides the motive force to open and close the cargo door. One power unit is installed on each cargo door hinge drive. The power unit consists of a 3-phase, 115/200-volt, 400-Hz electrical motor and a reduction gearbox. The gearbox transmits torque to two splined drive shafts which connect to rotary actuators. The power unit receives electrical power from either ground power or the onboard airplane APU. The flexible drive from the manual drive gearbox is attached to the power unit so that the cargo door can be opened and closed manually or by the use of power-driven tools in the event of electrical motor failure or loss of electrical power. The unit turns in either direction upon either manual or electrical command. Driving the cargo door from fully closed to fully open, or from fully open to fully closed, requires 59.0 revolutions of the output shaft (approximately 720 revolutions of manual drive input).



Door Hinge Drive Mechanism
Figure 3 (Sheet 2)

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- (3) During normal operating conditions (total output torque of 180 inch-pounds maximum) the unit can electrically open the door from fully closed to fully opened within 75 seconds. During maximum operating conditions (output torque of 300 inch-pounds), the unit can electrically open the door from fully closed to fully open within 30 seconds. The power unit contains a device to limit the output torque from a minimum of 300 inch-pounds to a maximum of 400 inch-pounds. The electric motor incorporates a thermal protection device which prevents over-current damage to the motor and windings. It prevents steady state or transient temperatures of the motor core from exceeding 390°F (199°C). The electric motor will not start when supplied with two phases of power only, but will remain running if one phase is lost during operation. The power unit incorporates a holding brake which is activated by the loss of at least two phases of power to the electrical connector. The holding brake is deactivated by application of three phases of power to the electrical connector.
 - (4) Two rotary actuators are installed on each cargo door hinge mechanism. The rotary actuators transfer the torque output from the hinge drive power unit to the cargo door hinge linkage. The rotary actuator is essentially a gearbox with an input-to-output gear ratio of 185 to 1. The actuator will turn in either direction depending upon input rotation. Torque applied to the output end of the actuator will not drive the actuator. Thus the cargo doors will not fall and close due to their own weight after electrical power loss or power unit failure.
 - (5) Manual Drive Gearbox/Flexible Drive Shaft. A manual drive gearbox is attached to fuselage skin just forward of each cargo door. The gearbox is attached to a flexible drive shaft which in turn is connected to the hinge drive power unit. The gearbox/flexible drive shaft provides the means for opening and closing the cargo doors manually or by power-driven tools in the event of electrical power loss or hinge drive power unit failure. The input-to-output gear ratio is 1 to 1. The gearbox contains a 3/8-inch square receptacle for accepting a manual or power-driven tool. The flexible drive shaft connected between the manual drive gearbox and hinge drive power unit gearbox consists of a corrosion resistant steel flexible inner core and end fittings. Approximately 720 revolutions of the flexible cable are required to either open or close a cargo door. Maximum torque required for door opening is approximately 80 inch-pounds. Maximum torque required for door closing is approximately 60 pound-inches.
- D. Cargo Door Actuation and Door Warning Proximity Sensors
- (1) Proximity sensors are included at the door periphery which provides door warning signal input to the flight compartment Engine Indicating and Crew Alerting System (EICAS) (Ref 52-71-00) and signal input to cut off power to the hinge drive system when the door reaches the desired up or down position (Fig. 4 and 5).

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NO. 1 AND NO. 2 CARGO DOOR PROX SENSORS		
NOMENCLATURE	EQUIPMENT NO.	SENSOR FUNCTION
NO. 1 CARGO DOOR PROX SENSOR	S10083	DOOR WARNING
NO. 1 CARGO DOOR OPEN PROX SENSOR A	S10350	CONTROL SEQUENCING
NO. 1 CARGO DOOR DOWN PROX SENSOR A	S10352	CONTROL SEQUENCING
NO. 2 CARGO DOOR PROX SENSOR	S10088	DOOR WARNING
NO. 2 CARGO DOOR OPEN PROX SENSOR A	S10357	CONTROL SEQUENCING
NO. 2 CARGO DOOR DOWN PROX SENSOR A	S10359	CONTROL SEQUENCING

NOTE: Prox sensors, S10083 and S10088 are part of the door warning system. Refer to AMM 52-71-00 for information on the door warning system.

E. Cargo Door Motor Interlock Switch (Fig. 4 and 5).

- (1) A cargo door motor interlock switch is mounted in the door, just below the latch crank torque tube. When the door is latched, a switch striker on the torque tube holds the switch open, preventing door opening operation. When the door is unlatched, the switch striker rotates away from the switch, causing the switch to close and thereby allowing door opening operation.

3. Operation

A. Functional Description

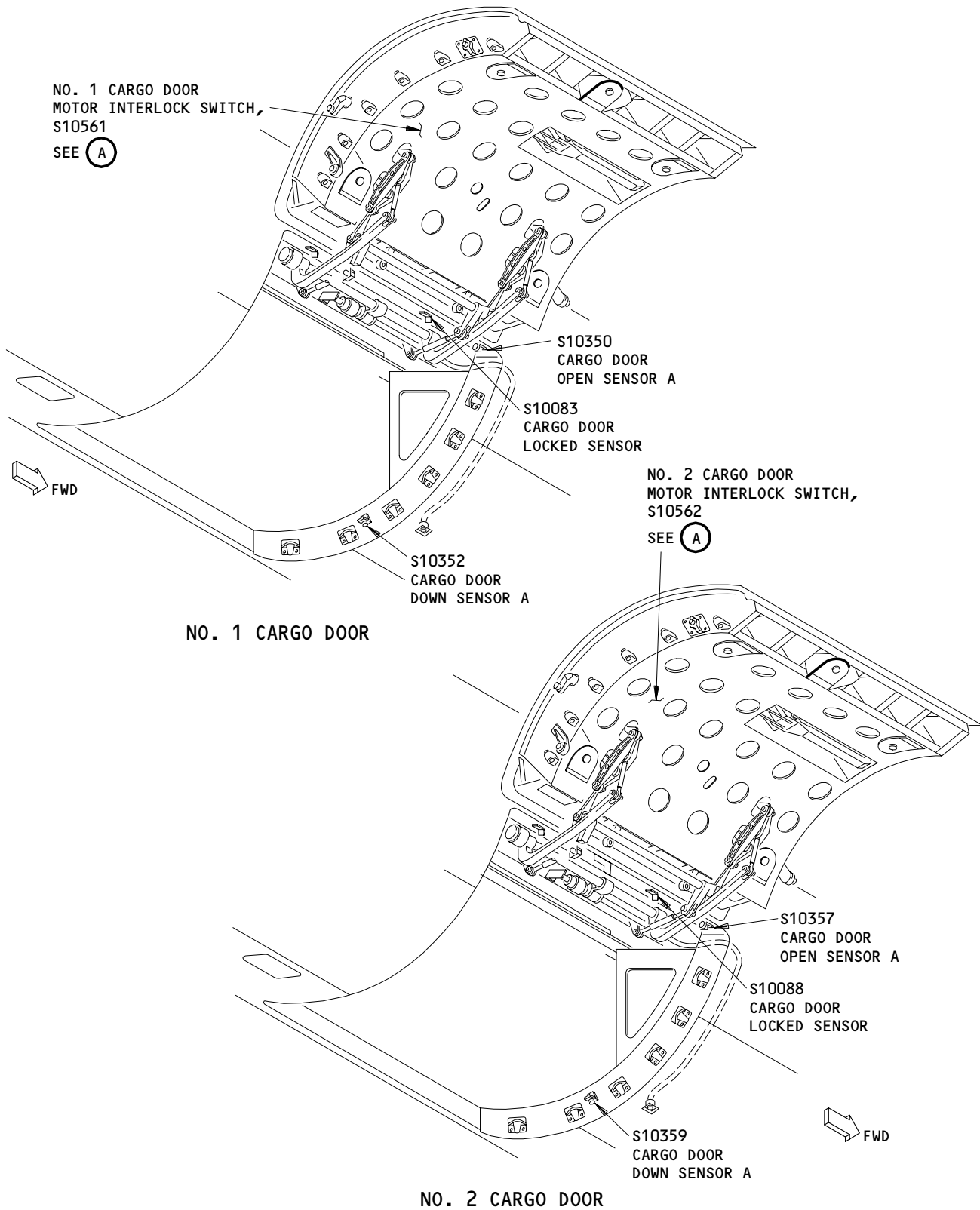
(1) Electrical door opening.

- (a) When the external or internal manual door handle on the door is rotated open, the latch linkage rotates the torque tube inside the door. Rotation of the torque tube rotates the latch cranks (Fig. 2), opens the pressure vent doors, rotates the lift cams to lift the door clear of stop fitting, and rotates the upper stops (Details D, E and F, Fig. 1). The pressure vent doors relieve residual cabin pressure in the cargo compartment before the cargo door is opened. When the forward upper stop moves from the fully latched position, a message is displayed on the Engine Indication and Crew Alerting System (EICAS) (Ref 52-71-00).
- (b) Rotation of the latch linkage during unlatching moves a switch striker away from the cargo door motor interlock switch, causing switch to close and complete the circuit between door control switch and door open motor relay in hinge power unit. This permits door open operation using door control switch.
- (c) When either door control switch (inside or outside) is placed in the open position, electrical sequencing of the hinge drive mechanism begins to drive the door fully open.

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NO. 1 CARGO DOOR

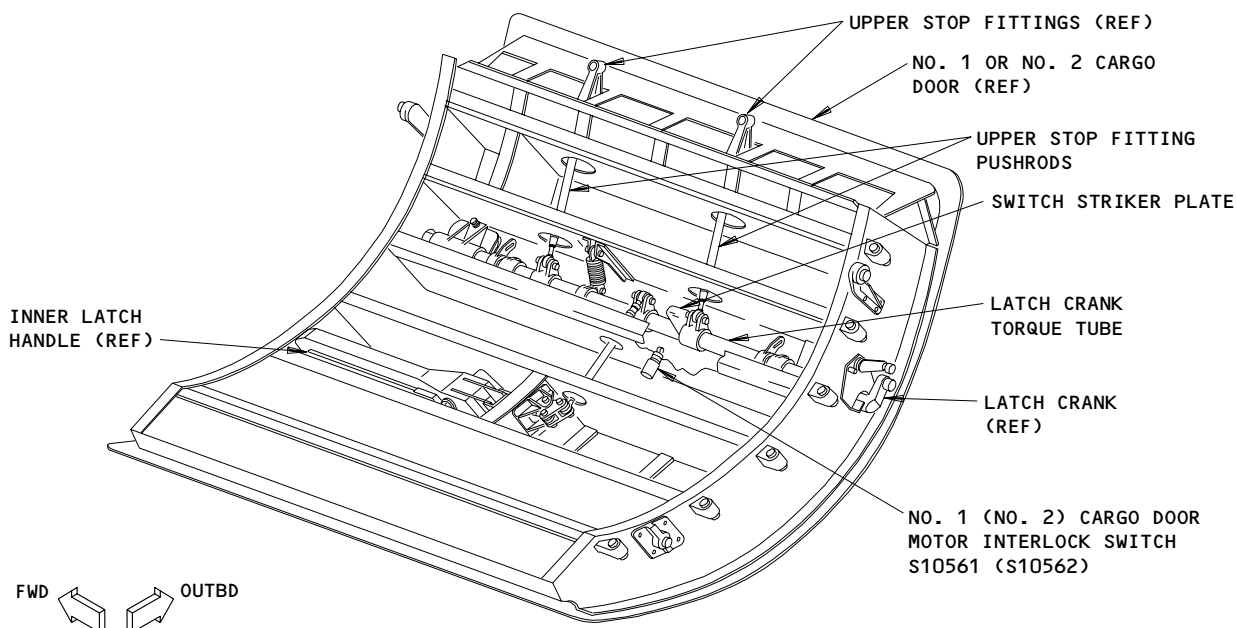
NO. 2 CARGO DOOR

Cargo Door Proximity Sensors
Figure 4 (Sheet 1)

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- (d) Placing the door control switch in the open position energizes the hinge drive power unit and releases the brake inside the power unit. The power unit drives the rotary actuators through drive shafts. Hinge arms and linkages are driven by the rotary actuators to drive the door open and control door attitude (Fig. 3). As the door moves away from the closed position, the lockout pawls prevent the latch cranks from moving to the latched position (Fig. 2). This locks the lift cams in the door lifted position when the door is open. When the door reaches the full open position, electrical power is shut off as the door open sensor is energized (Fig. 4). Energizing the door open sensor de-energizes the door control circuit.
- (e) The contacts in the No. 1 or No. 2 cargo door hinge PDU raise relays are normally open (Fig. 5). The door raise relay remains de-energized until the door is closed and the control switch is in the off position.



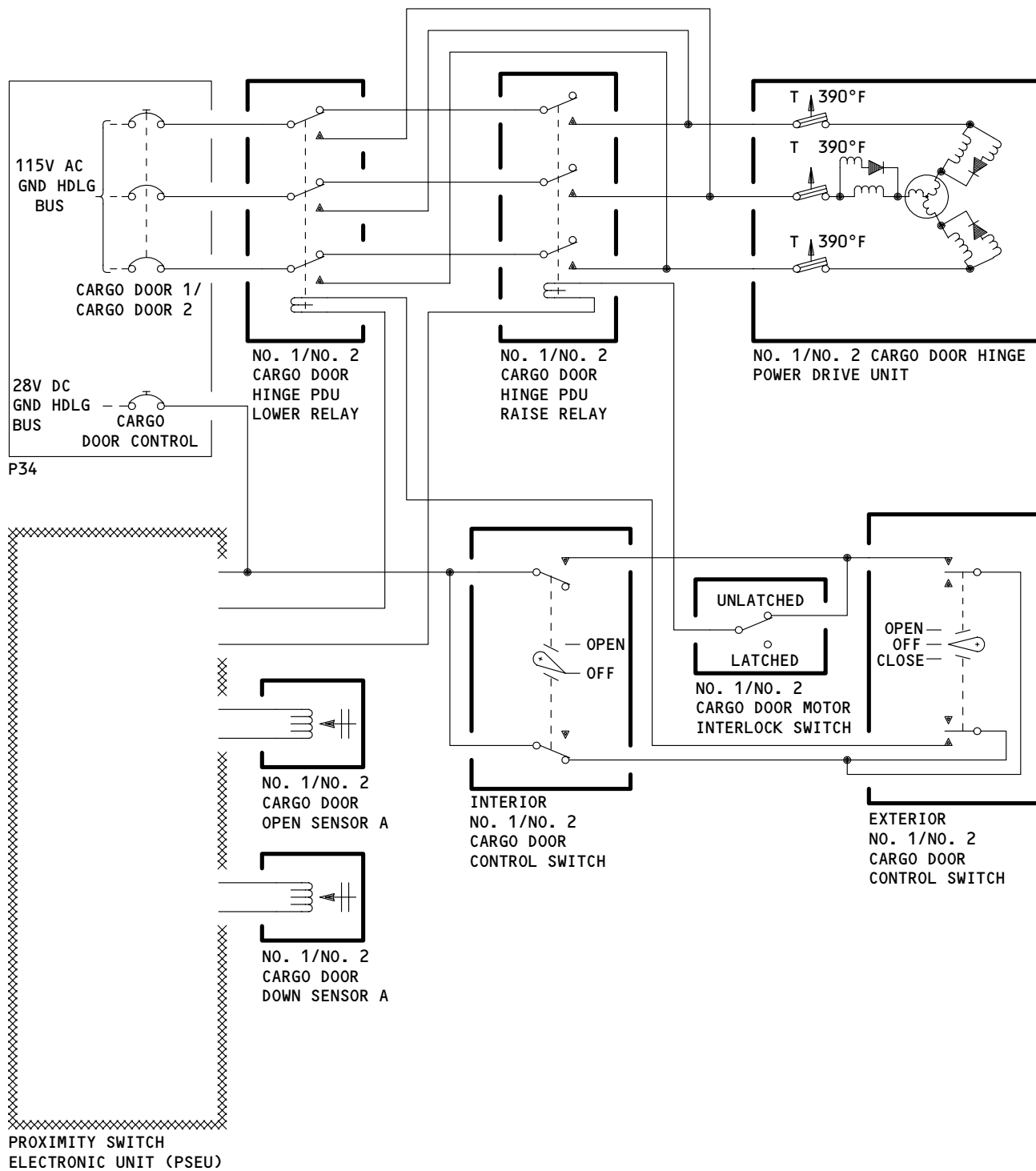
NO. 1 (NO. 2) CARGO DOOR
MOTOR INTERLOCK SWITCH S10561 (S10562)

(A)

Cargo Door Proximity Sensors
Figure 4 (Sheet 2)

EFFECTIVITY	ALL
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No. 1/No. 2 Cargo Door Control Schematic
Figure 5

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- (2) Electrical door closing.
- (a) When the external cargo door control switch is placed in the close position, electrical power is provided through the No. 1 or No. 2 cargo door hinge PDU lower relay to the hinge drive power unit.
 - (b) The brake inside the power unit is also released. The power unit rotating the opposite direction, supplies power to the rotary actuators and hinge areas. As the door moves away from the full up position, the door open sensor becomes de-energized permitting door operation to be stopped and reversed at any time.
 - (c) As the hinge arms rotate downward, the cargo door approach the door down position.
 - (d) As the door rotates into the fuselage cutout, the forward and aft lockout pawls on the door contact latch tracks are rotated out of the torque tube blocking position (Section A-A, Fig. 2). When the door reaches the door sill the forward and aft door down sensors are energized, de-energizing the door close control circuit. Electrical power is removed from the hinge drive power unit and the brake in the power unit is applied. This brake prevents the power unit from being back-driven by the door.
 - (e) The door lower relay coils remain de-energized until the door is opened and the control switch is placed in the close position.
 - (f) After electrical closing operation is completed, the door is latched and locked by manually closing external latch handle and ensuring that handle is fully closed and flush with fuselage. Final movement of latch linkage causes switch striker to open motor interlock switch which opens door open control circuit to prevent electric door opening operation with door latched.
- (3) Manual door opening and closing.
- (a) Manual operation of the door uses the same mechanisms as electrical operation, except that the normal electrically-driven power unit is driven manually through use of the manual drive gearbox (Fig. 1). The hinge drive power unit is driven manually until stops are contacted.

CAUTION: IF POWER TOOLS ARE USED, DO NOT EXCEED 500 RPM AND 225 POUND-INCHES TORQUE.

- (b) On door opening, the mechanism operating sequence is: Unlatch door with external latch handle; insert 3/8-inch drive wrench in the manual drive socket, rotate CCW until stops are contacted (approximately 720 revolutions).
- (c) On door closing, the mechanism sequence is: Insert 3/8-inch drive wrench in the manual drive socket; rotate CW until upper and lower guide tracks are contacted. Latch and lock door with external handle. Ensure that handle is fully closed and flush with door.

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NO. 1 AND 2 CARGO DOORS

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	REFERENCE
ACTUATOR - ROTARY, HINGE DRIVE	2	4	CEILING, ABOVE CARGO DOOR	52-34-06
ARM - HINGE	2	4	CARGO DOOR	
CIRCUIT BREAKERS			119BL, MAIN EQUIP CTR, P34	*
CARGO DOOR CONT, C1403		1	34A5	*
NO. 1 CARGO DOOR, C360		1	34A1	*
NO. 2 CARGO DOOR, C361		1	34A2	*
DOOR - CARGO, NO. 1	1	1	821	52-34-01
DOOR - CARGO, NO. 2	1	1	822	52-34-01
GEARBOX - MANUAL DRIVE	2	2	FUSELAGE, FWD OF CARGO DOOR	52-34-03
HANDLE MECHANISM	2	2	CARGO DOOR	52-34-22
HINGE LINKAGE	2	4	CARGO DOOR	52-34-09
POWER UNIT - HINGE DRIVE	2	2	CEILING, ABOVE CARGO DOOR	52-34-05
RELAY - (REF 31-01-65, FIG. 101)				
PDU RAISE RELAY, K10411				
PDU LOWER RELAY, K10412				
RELAY - (REF 31-01-86, FIG. 101)				
PDU RAISE RELAY, K10413				
PDU LOWER RELAY, K10414				
SENSORS - NO. 1 CARGO DOOR, PROXIMITY				
OPEN A, S10350	1	1	821, FUSELAGE FRAME AT CARGO DOOR	52-34-35
DOWN A, S10352	1	1	821, FUSELAGE FRAME AT CARGO DOOR	52-34-35
SENSORS - NO. 2 CARGO DOOR, PROXIMITY				
OPEN A, S10357	1	1	822, FUSELAGE FRAME AT CARGO DOOR	52-34-35
DOWN A, S10359	1	1	822, FUSELAGE FRAME AT CARGO DOOR	52-34-35
SWITCH - NO. 1 CARGO DOOR, CONTROL				
EXTERIOR, S10183	1	1	122AR, P43, AFT OF CARGO DOOR	52-34-30
INTERIOR, S10180	1	1	821, P41, FWD CARGO COMPT CEILING	52-34-30
SWITCH - NO. 2 CARGO DOOR, CONTROL				
EXTERIOR, S10182	1	1	154AR, P44, AFT OF CARGO DOOR	52-34-30
INTERIOR, S10181	1	1	822, P42, AFT CARGO COMPT CEILING	52-34-30
SWITCH - NO. 1 CARGO DOOR, INTERLOCK, S10561	1	1	821, INSIDE CARGO DOOR	*
SWITCH - NO. 2 CARGO DOOR, INTERLOCK, S10562	1	1	822, INSIDE CARGO DOOR	*
TRACK - LATCH	1	4	FUSELAGE FRAME AT CARGO DOOR	52-34-19

* SEE WDM EQUIPMENT LIST

No. 1 and 2 Cargo Doors - Component Index
Figure 101

EFFECTIVITY

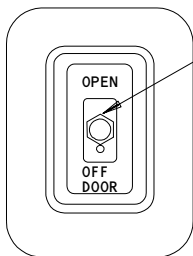
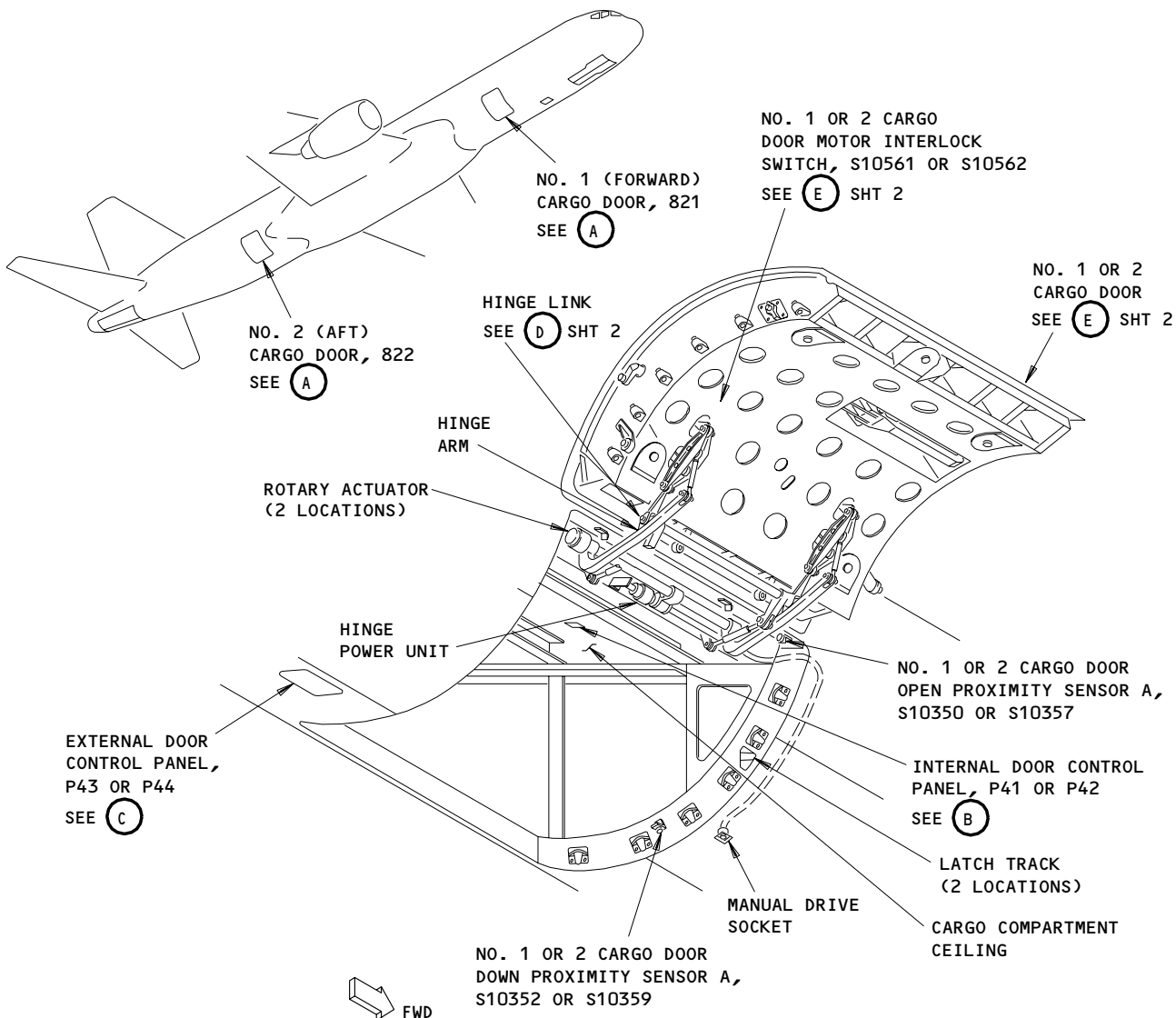
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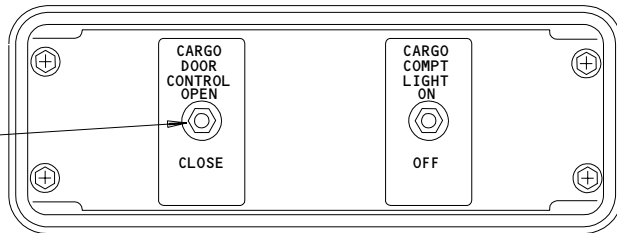


INTERIOR
NO. 1 OR 2 CARGO
DOOR CONTROL SWITCH,
S10180 OR S10181

EXTERIOR
NO. 1 OR 2 CARGO
DOOR CONTROL SWITCH,
S10182 OR S10183

INTERNAL CARGO DOOR CONTROL
PANEL, P41 OR P42

(B)



EXTERNAL CARGO DOOR CONTROL
PANEL, P43 OR P44

(C)

No. 1 and 2 Cargo Doors - Component Location
Figure 102 (Sheet 1)

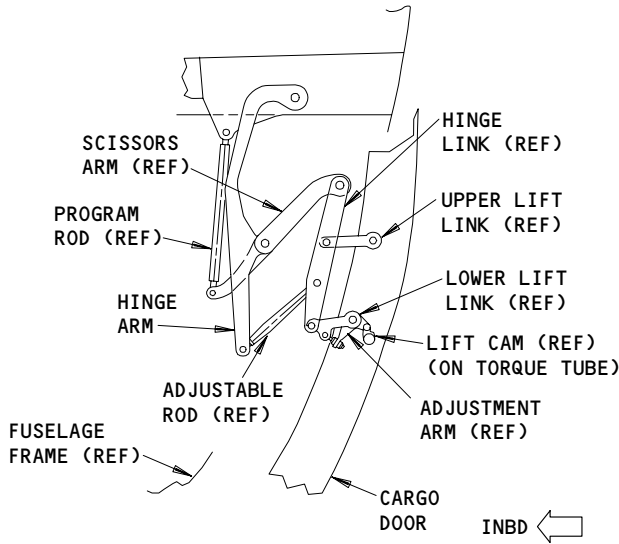
EFFECTIVITY

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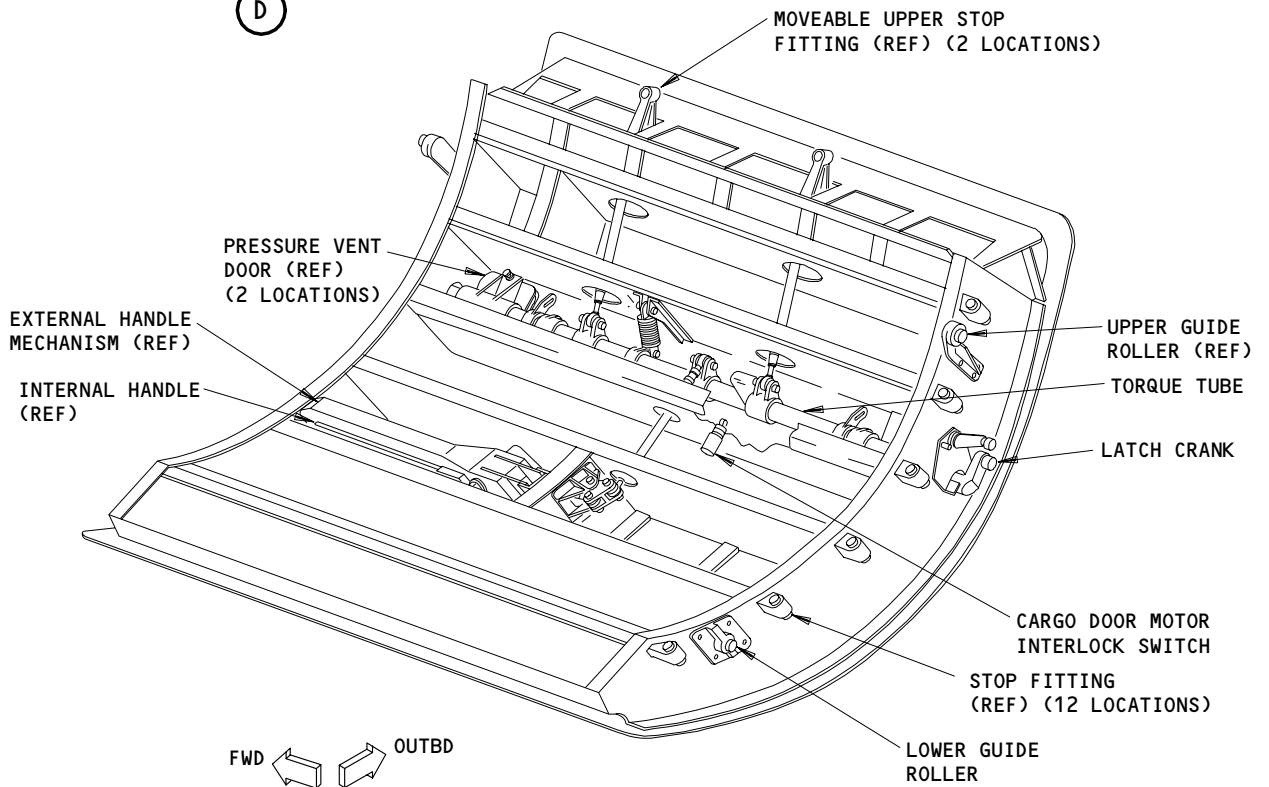
18

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HINGE LINK

(D)



**NO. 1 OR 2 CARGO DOOR
(CLOSED POSITION)**

(E)

No. 1 and 2 Cargo Doors - Component Location (Details from Sht 1)
Figure 102 (Sheet 2)

EFFECTIVITY

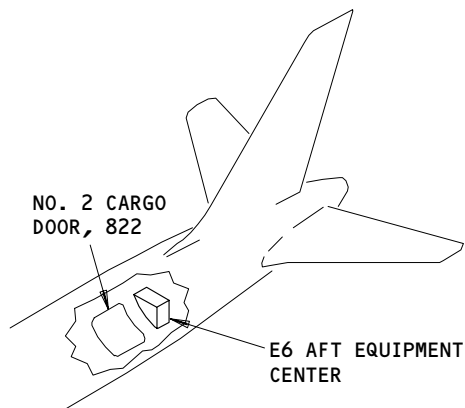
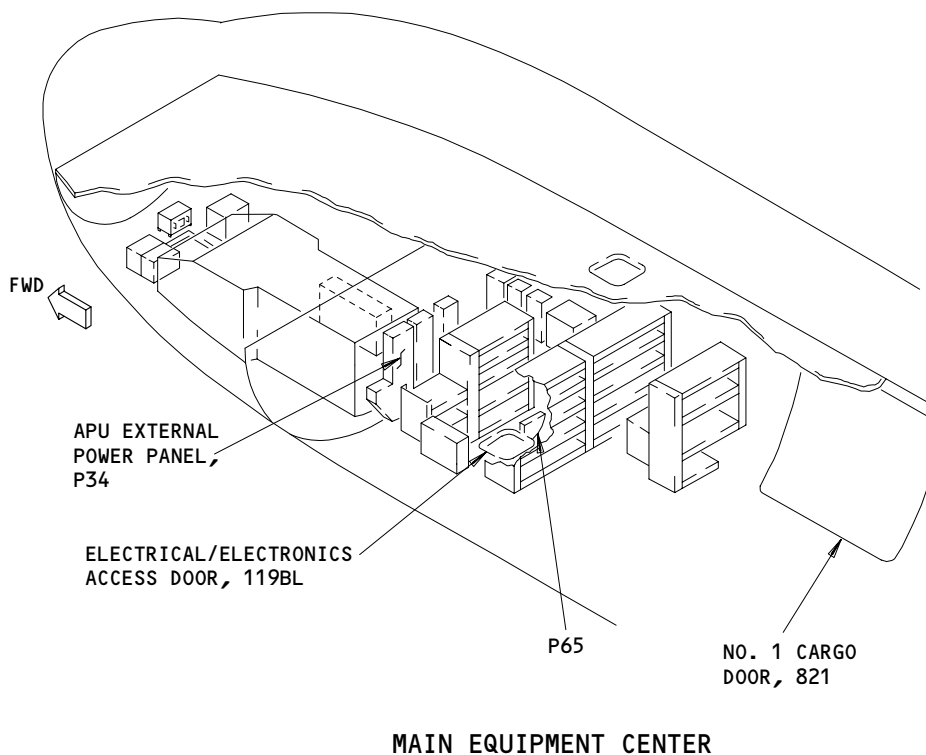
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No. 1 and 2 Cargo Doors - Component Location
 Figure 102 (Sheet 3)

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NO. 1 AND 2 CARGO DOORS – MAINTENANCE PRACTICES

1. General

A. This procedure contains six tasks.

- (1) The first task is the procedure to electrically open the No. 1 and 2 cargo doors.
- (2) The second task is the procedure to electrically close the No. 1 and 2 cargo doors.
- (3) The third task is the procedure to manually open the No. 1 and 2 cargo doors.
- (4) The fourth task is the procedure to manually close the No. 1 and 2 cargo doors.
- (5) The fifth task is the procedure to open the No. 1 and 2 cargo doors that do not open electrically and manually.
- (6) The sixth task is the procedure to close the No. 1 and 2 cargo doors that do not operate electrically and manually.

TASK 52-34-00-862-035

2. Open the No. 1 and 2 Cargo Doors Electrically (Fig. 201)

A. General

- (1) Use this procedure to electrically open the No. 1 or 2 cargo door.

B. Equipment

- (1) Safety Barrier, Cargo Door – B52005-19

C. Access

- (1) Location Zones
 - 821 No. 1 Cargo Door
 - 822 No. 2 Cargo Door

D. Procedure – Open the No. 1 and 2 Cargo Doors Electrically

S 862-034

CAUTION: DO NOT OPERATE DOOR IN WINDS MORE THAN 40 KNOTS. DO NOT LEAVE THE DOOR OPEN IN WINDS MORE THAN 65 KNOTS. STRUCTURAL DAMAGE MAY OCCUR.

- (1) Open the door electrically.

NOTE: The cargo door can be manually unlatched, and powered open from inside of the airplane, but the door can only be closed and latched from outside of the airplane.

- (a) Provide electrical power.

EFFECTIVITY

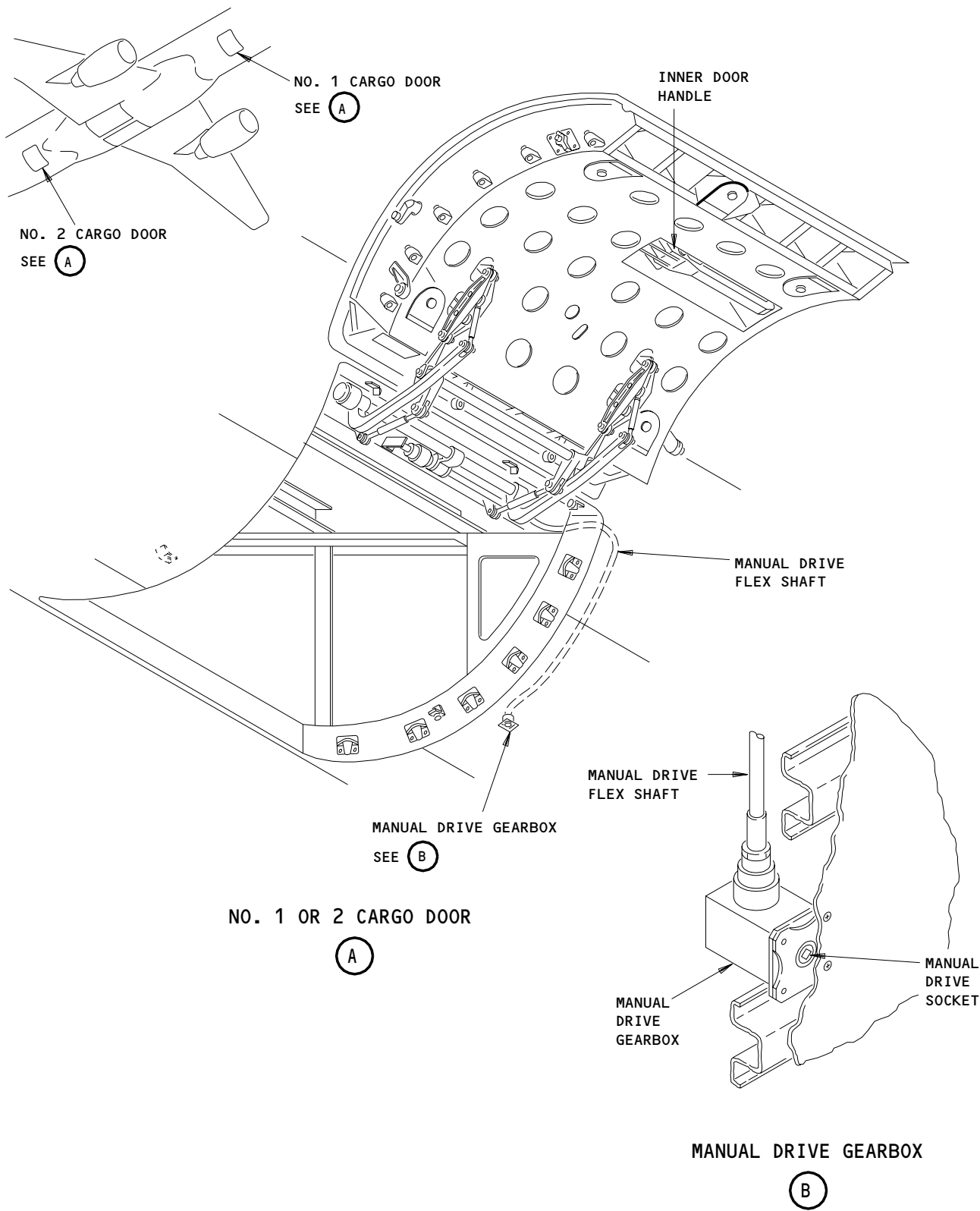
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No. 1 and 2 Cargo Door Manual Drive Gearbox
Figure 201

EFFECTIVITY	
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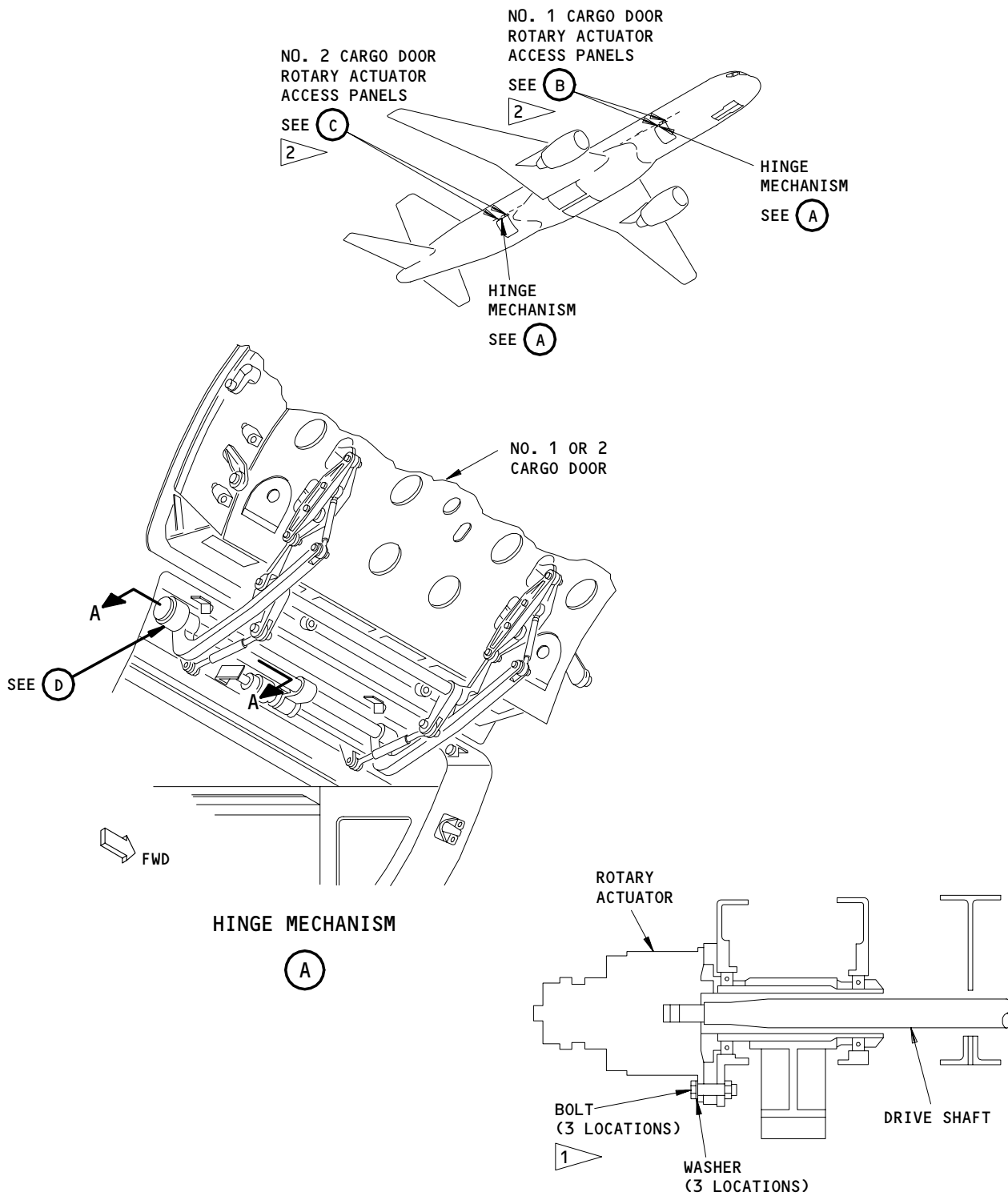
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BOEING

757 MAINTENANCE MANUAL



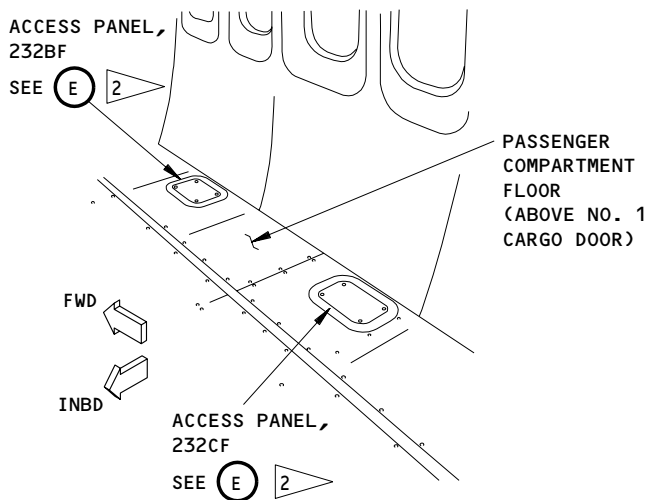
- 1 TIGHTEN TO 216-264 POUND-INCHES
- 2 NOT ON ALL AIRPLANES

No. 1 and 2 Cargo Door Hinge Drive Rotary Actuator
Figure 202 (Sheet 1)

EFFECTIVITY	
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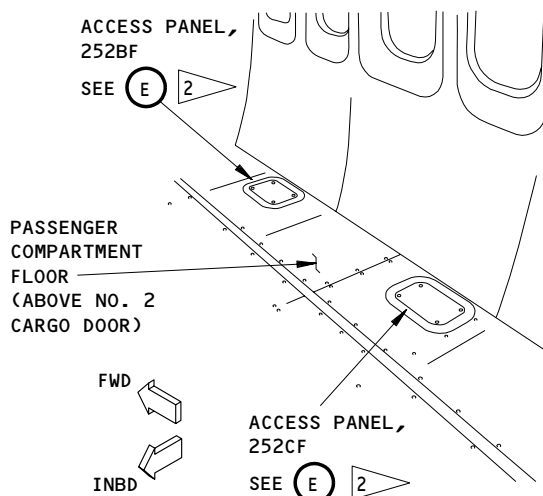
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54467



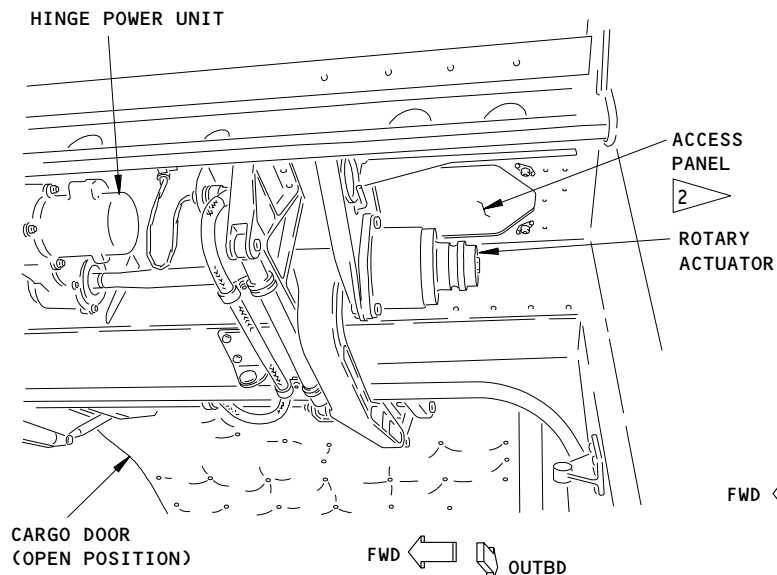
NO. 1 CARGO DOOR ROTARY ACTUATOR ACCESS PANELS

(B)



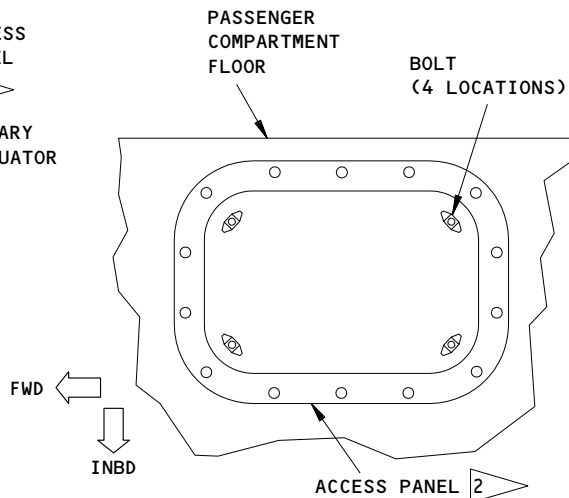
NO. 2 CARGO DOOR ROTARY ACTUATOR ACCESS PANELS

(C)



(VIEW FROM CARGO COMPARTMENT)

(D)



ACCESS PANEL (EXAMPLE)

(E) 2

No. 1 and 2 Cargo Door Hinge Drive Rotary Actuator
Figure 202 (Sheet 2)

EFFECTIVITY

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WARNING: MAKE SURE THAT ALL PERSONS AND EQUIPMENT ARE CLEAR OF THE PATH BEFORE YOU OPERATE THE CARGO DOOR CONTROL SWITCH. THE CARGO DOOR CAN CONTINUE TO MOVE AFTER YOU RELEASE THE SWITCH. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (b) Open door.
1) Pull internal or external latch handle to unlatch door (external handle moves downward approximately 105 degrees) (Fig. 1).

CAUTION: TO AVOID MOTOR OVERHEAT DAMAGE, LIMIT DOOR TO TWO COMPLETE OPEN/CLOSE CYCLES IN 5 MINUTES.

- 2) Place and hold inside or outside door control switch in the OPEN position until door is fully open.

NOTE: Door motion can be stopped or reversed at any point by placing switch in OFF or CLOSE position.

- (c) Install safety barrier (B52005-19) across cargo door opening if work will be done near open door.

TASK 52-34-00-862-036

3. Close the No. 1 and No. 2 Cargo Doors Electrically (Fig. 201)

A. General

- (1) Use this procedure to electrically close the No. 1 or No. 2 cargo door.

B. Access

(1) Location Zones

821	No. 1 Cargo Door
822	No. 2 Cargo Door

C. Procedure - Close the No. 1 and No. 2 Cargo Doors Electrically

S 862-037

WARNING: MAKE SURE THAT ALL PERSONS AND EQUIPMENT ARE CLEAR OF THE PATH BEFORE YOU OPERATE THE CARGO DOOR CONTROL SWITCH. THE CARGO DOOR CAN CONTINUE TO MOVE AFTER YOU RELEASE THE SWITCH. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

WARNING: DO NOT OPERATE DOOR IN WINDS MORE THAN 40 KNOTS. DO NOT LEAVE THE DOOR OPEN IN WINDS MORE THAN 65 KNOTS. STRUCTURAL DAMAGE MAY OCCUR.

- (1) Close door electrically.
(a) Provide electrical power, if necessary.

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CAUTION: MAKE SURE THERE IS NO UNWANTED MATERIAL IN THE CARGO DOOR SILL AREA. IF YOU CLOSE THE CARGO DOOR WHEN THERE IS UNWANTED MATERIAL IN THE SILL AREA, DAMAGE TO THE CARGO DOOR OR SILL COULD OCCUR.

- (b) Make sure there is no unwanted material in the cargo door sill area.

CAUTION: MAKE SURE THE CARGO NETS ARE SECURE BEFORE YOU CLOSE THE CARGO DOOR. IF THE CARGO NETS ARE NOT SECURE BEFORE YOU CLOSE THE CARGO DOOR, DAMAGE TO THE CARGO DOOR OR SILL COULD OCCUR.

- (c) Make sure the cargo nets are secure.
(d) Place and hold outside door control switch in the CLOSE position until door is fully closed (Fig. 2)

NOTE: Door motion can be stopped or reversed at any point by placing control switch in OFF or OPEN position.

- (e) Make sure that the cargo door stops moving before you go into the cargo door path area.
(f) Raise and stow external latch handle in the recessed position. Check that the appropriate cargo door message is extinguished from the Engine Indication and Crew Alerting System (EICAS) (Ref 52-71-00). Check that pressure vent doors are open prior to closing handle and are closed after moving handle to closed position. Check that exterior handle operation is free from binding.

TASK 52-34-00-862-001

4. Open the No. 1 and 2 Cargo Doors Manually (Fig. 201)

A. General

- (1) Use this procedure to manually open the No. 1 or 2 cargo door if the door does not open electrically.

B. Equipment

- (1) Safety Barrier, Cargo Door - B52005-19
(2) 3/8-inch drive speed wrench

C. Access

(1) Location Zones

- | | |
|-----|------------------|
| 821 | No. 1 Cargo Door |
| 822 | No. 2 Cargo Door |

D. Procedure - Open the No. 1 and 2 Cargo Doors Manually

EFFECTIVITY

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S 862-002

CAUTION: DO NOT OPERATE THE DOOR IN WINDS GREATER THAN 40 KNOTS. DO NOT LEAVE THE DOOR OPEN IN WIND GUSTS GREATER THAN 65 KNOTS. IF YOU OPERATE THE DOOR IN WIND GREATER THAN 40 KNOTS OR LEAVE THE DOOR OPEN IN WIND GUSTS GREATER THAN 65 KNOTS, DAMAGE TO THE EQUIPMENT CAN OCCUR.

DO NOT PUT TOO MUCH FORCE ON THE DOOR HANDLE. THE MAXIMUM EXTERNAL HANDLE LOAD IS 167 POUNDS MEASURED AT ONE INCH FROM THE HANDLE END. TOO MUCH FORCE ON THE DOOR HANDLE CAN CAUSE DAMAGE TO THE CARGO DOOR.

- (1) Pull the external (or inner) latch handle to release the door. Move the handle to the full travel position.

NOTE: The exterior handle moves down approximately 105 degrees.

S 862-003

CAUTION: IF YOU USE A POWER TOOL TO OPEN THE CARGO DOOR, DO NOT TORQUE MORE THAN 225 POUND-INCHES AND DO NOT TURN FASTER THAN 500 RPM. TOO MUCH TORQUE ON THE CARGO DOOR CAN CAUSE DAMAGE.

- (2) Put a 3/8-inch drive speed wrench into the manual drive socket (Fig. 201) and turn the wrench counterclockwise until the overtravel stops are touched (approximately 600 turns).

NOTE: A sudden increase in torque is an indication that the overtravel stops are touched.

S 422-038

- (3) Install the safety barrier (B52005-19) across the cargo door opening if work will be done near the open door.

TASK 52-34-00-862-004

5. Close the No. 1 and 2 Cargo Doors Manually (Fig. 201)

A. General

- (1) Use this procedure to manually close the No. 1 or 2 cargo door if the door does not operate electrically.

B. Equipment

- (1) 3/8-inch drive speed wrench

C. Access

- (1) Location Zones

821 No. 1 Cargo Door

822 No. 2 Cargo Door

D. Procedure - Close the No. 1 and 2 Cargo Doors Manually

EFFECTIVITY

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S 212-041

CAUTION: DO NOT OPERATE THE DOOR IN WINDS GREATER THAN 40 KNOTS. DO NOT LEAVE THE DOOR OPEN IN WIND GUSTS GREATER THAN 65 KNOTS. IF YOU OPERATE THE DOOR IN WIND GREATER THAN 40 KNOTS OR LEAVE THE DOOR OPEN IN WIND GUSTS GREATER THAN 65 KNOTS, DAMAGE TO THE EQUIPMENT CAN OCCUR.

IF YOU USE A POWER TOOL TO OPEN THE CARGO DOOR, DO NOT TORQUE MORE THAN 225 POUND-INCHES AND DO NOT TURN FASTER THAN 500 RPM. TOO MUCH TORQUE ON THE CARGO DOOR CAN CAUSE DAMAGE.

CAUTION: MAKE SURE THERE IS NO UNWANTED MATERIAL IN THE CARGO DOOR SILL AREA. IF YOU CLOSE THE CARGO DOOR WHEN THERE IS UNWANTED MATERIAL IN THE SILL AREA, DAMAGE TO THE CARGO DOOR OR SILL COULD OCCUR.

- (1) Make sure that there is no unwanted material in the cargo door sill area.

S 862-040

CAUTION: MAKE SURE THAT THE CARGO NETS ARE SECURE BEFORE YOU CLOSE THE CARGO DOOR. IF THE CARGO NETS ARE NOT SECURE BEFORE YOU CLOSE THE CARGO DOOR, DAMAGE TO THE CARGO DOOR OR SILL COULD OCCUR.

- (2) Make sure that the cargo nets are secure.

S 862-042

- (3) Put a 3/8-inch drive speed wrench into the manual drive socket (Fig. 201) and turn the wrench clockwise (approximately 600 turns) until the guide tracks are touched.

S 862-006

- (4) Remove the speed wrench from the manual drive socket.

S 862-007

CAUTION: DO NOT PUT TOO MUCH FORCE ON THE DOOR HANDLE. THE MAXIMUM EXTERNAL HANDLE LOAD IS 167 POUNDS MEASURED AT ONE INCH FROM THE HANDLE END. TOO MUCH FORCE ON THE DOOR HANDLE CAN CAUSE DAMAGE TO THE CARGO DOOR.

- (5) Push in the external handle to close and latch the door. Move the handle from the full travel position to its latched position.

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TASK 52-34-00-862-008

6. Open the No. 1 and 2 Cargo Doors that Do Not Operate (Fig. 202)

A. General

- (1) Use this procedure to open the No. 1 or 2 cargo door if it is in the closed position and does not operate electrically and manually.

B. References

- (1) AMM 52-34-06/401, No. 1 and 2 Cargo Door Rotary Actuator
- (2) AMM 53-01-01/401, Floor Panels

C. Equipment

- (1) Sling, cargo door - B52016-1
- (2) Hoist - Customer Furnished

D. Consumable Materials

- (1) G00290 Permacel Tape, No. 32, 3.0 inches wide

E. Access

(1) Location Zones

- 821 No. 1 Cargo Door
- 822 No. 2 Cargo Door

(2) Access Panels

- 232BF Rotary Actuator Access Panels
- 232CF Rotary Actuator Access Panels
- 252BF Rotary Actuator Access Panels
- 252CF Rotary Actuator Access Panels

F. Procedure - Open the No. 1 and 2 Cargo Doors that Do Not Operate

S 012-024

CAUTION: DO NOT OPERATE THE DOOR IN WINDS GREATER THAN 40 KNOTS. DO NOT LEAVE THE DOOR OPEN IN WIND GUSTS GREATER THAN 65 KNOTS. IF YOU OPERATE THE DOOR IN WIND GREATER THAN 40 KNOTS OR LEAVE THE DOOR OPEN IN WIND GUSTS GREATER THAN 65 KNOTS, DAMAGE TO THE EQUIPMENT CAN OCCUR.

(1) AIRPLANES WITH ACCESS PANELS;

Pull back the carpet on the passenger floor above the cargo door to get access to the access panels (View B and C, Fig. 202).

S 012-010

WARNING: IF YOU REMOVE THE ACCESS PANEL, MAKE SURE THAT YOU REPLACE THE (PERMACEL, NO. 32). THE TAPE MUST COVER THE JOINT BETWEEN THE ACCESS PANEL AND THE AIRPLANE STRUCTURE, THE TAPE MUST COVER ALL RELATED FASTENERS. THE TAPE IS NECESSARY TO CONTAIN SMOKE IN THE CARGO COMPARTMENT WHICH COULD OCCUR AS A RESULT OF A FIRE.

(2) AIRPLANES WITH ACCESS PANELS;

On the No. 1 cargo door, remove the tape and the four bolts from the access panels 232BF and 232CF.

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S 012-023

- (3) AIRPLANES WITH ACCESS PANELS;
On the No. 2 cargo door, remove the tape and the four bolts from the access panels 252BF and 252CF.

S 012-026

- (4) AIRPLANES WITH ACCESS PANELS;
On the No. 1 cargo door, remove the access panels 232BF and 232CF.

S 012-025

- (5) AIRPLANES WITH ACCESS PANELS;
On the No. 2 cargo door, remove the access panels 252BF and 252CF.

S 012-027

- (6) AIRPLANES WITHOUT ACCESS PANELS;
Remove the applicable floor panels (AMM 53-01-01/401).

S 032-011

- (7) If you open the No. 2 cargo door, remove the four bolts that hold the cargo compartment ceiling panel.

NOTE: The cargo compartment ceiling panel is in the hinge support structure which is below the emergency access panel.

S 012-012

- (8) Get access to the rotary actuators through the access panel openings and remove the three bolts from each actuator. (AMM 52-34-06/401).

S 032-013

- (9) Remove the rotary actuators through the access panel openings (AMM 52-34-06/401).

S 862-014

CAUTION: DO NOT PUT TOO MUCH FORCE ON THE DOOR HANDLE. THE MAXIMUM EXTERNAL LOAD IS 167 POUNDS MEASURED AT ONE INCH FROM THE HANDLE END. TOO MUCH FORCE ON THE DOOR HANDLE CAN CAUSE DAMAGE TO THE CARGO DOOR.

- (10) Pull the external latch handle to release the door. Move the handle to the full travel position.

NOTE: The external handle moves down approximately 105 degrees. The door will move to hang from its hinges when the latch handle is opened.

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S 492-015

- (11) To open the cargo door more, install the sling on the door and lift the door to the necessary position.

TASK 52-34-00-862-016

7. Close the No. 1 and 2 Cargo Doors that Do Not Operate

A. General

- (1) Use this procedure to close the No. 1 or 2 cargo door if it is in the open position and does not operate electrically and manually.

B. References

- (1) AMM 52-34-06/401, No. 1 and 2 Cargo Door Rotary Actuator

C. Equipment

- (1) Sling, cargo door - B52016-1
(2) Hoist - Commercially available

D. Access

- (1) Location Zones
821 No. 1 Cargo Door
822 No. 2 Cargo Door

E. Procedure - Close the No. 1 and 2 Cargo Doors that Do Not Operate

S 492-032

CAUTION: DO NOT OPERATE THE DOOR IN WINDS GREATER THAN 40 KNOTS. DO NOT LEAVE THE DOOR OPEN IN WIND GUSTS GREATER THAN 65 KNOTS. IF YOU OPERATE THE DOOR IN WIND GREATER THAN 40 KNOTS OR LEAVE THE DOOR OPEN IN WIND GUSTS GREATER THAN 65 KNOTS, DAMAGE TO THE EQUIPMENT CAN OCCUR.

- (1) If the cargo door does not hang freely on its hinges, install the sling and lift the load off the hinge drive mechanism.

S 032-018

- (2) Remove the three bolts that hold each rotary actuator. (AMM 52-34-06/401).

S 032-019

- (3) Remove the rotary actuators (AMM 52-34-06/401).

S 862-020

- (4) Use the sling and the hoist to lower the door to hang on its hinges.

S 092-021

- (5) Remove the sling from the door.

S 862-022

- (6) If it is necessary to close the cargo door fully, do the steps that follow:
(a) Remove the drive shafts from the hinge power unit.

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- (b) Make sure that the external handle is in the fully open position.
- (c) Close the door manually until the guide tracks are touched.
- (d) Move the handle from the full travel position to the latched position.

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NO. 1 AND 2 CARGO DOORS – ADJUSTMENT/TEST

1. General

- A. This procedure contains three tasks. The first task is the operational test of the No. 1 and No. 2 cargo door. The second task is the adjustment of the No. 1 and No. 2 cargo door. The third task is the system test of the No. 1 and No. 2 cargo door.
- B. Refer to AMM 52-71-00/501 for the adjustment and the system test of the proximity sensors for the door warning system.
- C. These are the EICAS messages for the cargo doors:
- D. AIRPLANES WITHOUT THE NO. 3 CARGO DOOR;
These are the EICAS messages for the cargo doors:

EICAS Message	Cargo Door Nomenclature
FWD CARGO DOOR	No. 1 Cargo Door
AFT CARGO DOOR	No. 2 Cargo Door

- E. AIRPLANES WITH THE NO. 3 CARGO DOOR;
These are the EICAS messages for the cargo doors:

EICAS Message	Cargo Door Nomenclature
FWD CARGO DOOR	No. 1 Cargo Door
AFT CARGO DR 1	No. 2 Cargo Door
AFT CARGO DR 2	No. 3 Cargo Door

TASK 52-34-00-715-001

2. Operational Test – No. 1 and No. 2 Cargo Door

A. General

- (1) This operational test is a fast check of the No. 1 and No. 2 cargo door operation mechanisms when it unlatches, opens electrically, closes electrically, and latches.

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WARNING: MAKE SURE THAT ALL PERSONS AND EQUIPMENT ARE CLEAR OF THE PATH BEFORE YOU OPERATE THE CARGO DOOR CONTROL SWITCH. THE CARGO DOOR CAN CONTINUE TO MOVE AFTER YOU RELEASE THE SWITCH. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(2) Obey this warning during all of this task.

B. References

(1) AMM 24-22-00/201, Electrical Power - Control

C. Access

(1) Location Zones

821 No. 1 Cargo Door
822 No. 2 Cargo Door

D. Prepare for the No. 1 and No. 2 Cargo Door Operational Test

S 865-002

(1) Supply electrical power (AMM 24-22-00/201).

S 865-003

(2) Make sure these circuit breakers on the APU external power panel, P34(A), are closed:

- (a) 34A1(A), CARGO DOOR 1, for the No. 1 Cargo Door
- (b) 34A2(A), CARGO DOOR 2, for the No. 2 Cargo Door
- (c) 34A5(A), CARGO DOOR CONT

E. No. 1 and No. 2 Cargo Door Operational Test

S 865-004

(1) Pull the external handle from the latched position to the fully open position to unlatch the cargo door.

S 715-005

(2) Put the No. 1 cargo door control switch on the P43 panel (or the No. 2 cargo door control switch on the P44 panel) in the OPEN position.

- (a) Make sure the cargo door moves slowly and continuously to the fully open position.

S 715-006

(3) When the hinge power unit stops the cargo door in the fully open position, put the No. 1 cargo door control switch on the P43 panel (or the No. 2 cargo door control switch on the P44 panel) in the CLOSE position.

- (a) Make sure the cargo door moves slowly and continuously to the closed and unlatched position.
 - 1) Make sure that the cargo door stops moving before you go into the cargo door path area.

S 865-007

(4) Push the external handle from the fully open position to the latched position to latch the cargo door.

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S 215-008

- (5) Make sure the pressure relief door is closed.

TASK 52-34-00-825-009

3. No. 1 and No. 2 Cargo Door Adjustment

A. General

WARNING: MAKE SURE THAT ALL PERSONS AND EQUIPMENT ARE CLEAR OF THE PATH BEFORE YOU OPERATE THE CARGO DOOR CONTROL SWITCH. THE CARGO DOOR CAN CONTINUE TO MOVE AFTER YOU RELEASE THE SWITCH. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (1) Obey this warning during all of this task.

B. Equipment

- (1) Rig Pin CD1 - P/N B20003-12, part of set B20003-XX

C. Consumable Materials

- (1) C00259 Primer - BMS 10-11, Type 1
- (2) C00038 Compound, Corrosion Preventive - MIL-C-11796, Class 3

D. References

- (1) AMM 51-21-10/701, Decorative Exterior Paint

E. Access

- (1) Location Zones

821	No. 1 Cargo Door
822	No. 2 Cargo Door

F. Adjustable Rod Adjustment

NOTE: The adjustable rod on the hinge link aligns the cargo door with the guide tracks after the guide tracks are in the correct position in the cutout.

S 865-010

- (1) Unlatch and open the cargo door a small distance.

S 865-011

- (2) Manually turn the cargo door inboard until the forward and the aft upper guide rollers touch the inboard flanges of the upper guide tracks (View A, Fig. 502).

S 825-012

- (3) Adjust the length of the forward and aft adjustable rods to make the lower guide rollers touch the inboard flanges of the lower guide tracks (Fig. 501).

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S 735-013

- (4) Open and close the cargo door.
- (a) Make sure the cargo door stops moving before you go into the cargo door path area.
 - (b) Make sure the four guide rollers touch the guide tracks at the same time.

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G. Horizontally Align the Cargo Door Adjustment

S 865-014

- (1) Close and latch the cargo door.
 - (a) Make sure the cargo door stops moving before you go into the cargo door path area.

S 825-015

- (2) Move the adjustment washers (View A-A, Fig. 501) to adjust the cargo door forward and aft in the cutout.
 - (a) Keep the clearance between the adjustment washers and the ends of the bushing.
 - (b) Install the bolt, washers, and nut.
 - (c) Tighten the nut.

S 225-016

- (3) Make sure the forward and the aft stop pins are horizontally aligned with the centers of the mating stop pads in the correct limits (View B-B, Fig. 504).

S 225-129

- (4) Make sure the clearance between the vertical door edges and the fuselage opening is not more than the range of dimensions shown (Fig. 506).
 - (a) If the clearance between the outer door skin and fuselage skin is not in the clearance range shown in Fig. 506, use the Aero-Averaging method to determine if the clearance deviation is acceptable:
 - 1) Make sure the door is open.
 - 2) Use a non-permanent marker to make a location mark on the exterior skin of the door or fuselage within 1.00 vertical inch (25.4 vertical mm) of each of the stop fittings on the forward and aft edges of the door.
 - 3) Make sure the door is closed.
 - a) Make sure that the cargo door stops moving before you go into the cargo door path area.
 - 4) Measure and record the clearance between the door skin and fuselage skin at each of the location marks.
 - 5) Make sure the clearance dimensions are in the range of requirements for Aero-Averaging (Fig. 506).
 - 6) Remove the location marks.
 - 7) Use Table 501A to determine a drag value for each of the clearances.
 - 8) Calculate the sum of the drag values.
 - 9) Divide the sum of the drag values by the number location marks.
 - 10) If the sum of the drag values divided by the number of location marks is less than 1.00, then the clearance deviation is acceptable.

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Table 501A	
CLEARANCE Inch (mm)	DRAG VALUE
0.11 (2.79)	0.59
0.12 (3.05)	0.65
0.13 (3.30)	0.71
0.14 (3.56)	0.77
0.15 (3.81)	0.82
0.16 (4.06)	0.88
0.17 (4.32)	0.94
0.18 (4.57)	1.00
0.19 (4.83)	1.06
0.20 (5.08)	1.12
0.21 (5.33)	1.18
0.22 (5.59)	1.23
0.23 (5.84)	1.29

S 355-017

- (5) If it is necessary, remove a small quantity of the skin around the door edges to align the stop pins and the stop pads correctly.

S 625-018

- (6) If you remove the unwanted skin around the door edges, paint the bare, metal surfaces (AMM 51-21-10/701).

H. Vertically Align the Cargo Door Adjustment

S 865-019

- (1) Close and latch the cargo door.
(a) Make sure the cargo door stops moving before you go into the cargo door path area.

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S 825-020

- (2) If it is necessary, move the latch tracks up or down to move the cargo door up or down in the cutout (View A, Fig. 503).
 - (a) Loosen the attach bolts and move the forward and the aft latch tracks.
 - (b) Align the latch tracks to the serrated plate on the cutout frame and tighten the attach bolts.

S 825-021

- (3) Move the cargo door to vertically align the forward and the aft stop pins on the center of the mating stop pads (View B-B, Fig. 504).

S 225-130

- (4) Make sure the clearance between the horizontal door edges and the fuselage opening is not more than the range of dimensions shown (Fig. 506).
 - (a) If the clearance between the outer door skin and fuselage skin is not in the clearance range shown in Fig. 506, use the Aero-Averaging method to determine if the clearance deviation is acceptable.

S 355-022

- (5) If it is necessary, remove a small quantity of the skin around the door edges to align the stop pins and the stop pads correctly.

S 625-023

- (6) If you remove the unwanted skin around the door edges, paint the bare metal surfaces (AMM 51-21-10/701).

S 825-024

- (7) If it was necessary to move the latch tracks up or down, adjust the cargo door position. Do the steps that follow:
 - (a) Put the cargo door in a position in which it hangs down vertically.
 - (b) Turn the hinge arms and move the door inboard to the cutout opening until the forward and the aft upper guide rollers go near to the opening in the guide tracks.
 - (c) Put the guide tracks in a position on the cutout frame to put the upper guide roller in the center of the guide track opening (View A, Fig. 502).
 - (d) Loosen the guide track attach bolts and align the guide track to the serrated plate on the cutout frame.

I. Upper Stop Fitting Adjustment

S 865-025

- (1) Close and latch the cargo door.
 - (a) Make sure the cargo door stops moving before you go into the cargo door path area.

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S 825-026

- (2) Change the length of the adjustable control rods to control the latched position of the two upper stop fittings (Fig. 505).
 - (a) Make sure you can get access to the lubrication fittings on the rod ends.

NOTE: Do this step to make subsequent lubrication easier.

S 225-027

- (3) Make sure the forward and the aft upper stop pins are vertically aligned with the centers of the mating stop pads in the correct limits (View B-B, Fig. 504).

J. Cargo Door Flushness Adjustment

S 865-028

- (1) Close and latch the cargo door.
 - (a) Make sure that the cargo door stops moving before you go into the cargo door path area.

S 825-029

- (2) Move the lower guide roller fittings to adjust the bottom part of the cargo door inboard and outboard (Views B and B-B, Fig. 502).
 - (a) Loosen the attach bolts and align the lower guide roller fittings to the serrated plates on the cutout frame.

S 225-030

- (3) Make sure the cargo door flushness is in the correct limits (Fig. 507).
 - (a) If the door flushness is not in the range shown in Fig. 507, use the Aero-Averaging method to determine if the flushness deviation is acceptable:
 - 1) Use a non-permanent marker to make a location mark on the exterior skin of the door or fuselage within 1.00 vertical inch (25.4 vertical mm) of each of the door stop fittings on the forward and aft edges of the door.
 - 2) Make sure the door is closed.
 - 3) Measure and record the door flushness at each of the location marks.
 - 4) Make sure the flushness dimensions are in the range of flushness requirements for Aero-Averaging (Fig. 507A).
 - 5) Remove the location marks.
 - 6) Use Table 502A to determine a drag value for each of the flushness dimensions.
 - 7) Calculate the sum of the drag values.
 - 8) Divide the sum of the drag values by the number of location marks.
 - 9) If the sum of the drag values divided by the number of location marks is less than 1.00, then the flushness deviation is acceptable.

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Table 502A		
DOOR FLUSHNESS		DRAG VALUE
FWD EDGE Inch (mm)	AFT EDGE Inch (mm)	
	0.03 (0.76)	1.50
	0.02 (0.51)	1.31
-0.15 (-3.81)	0.01 (0.25)	1.14
-0.14 (-3.56)	0.00 (0.00)	0.97
-0.13 (-3.30)	-0.01 (-0.25)	0.81
-0.12 (-3.05)	-0.02 (-0.51)	0.64
-0.11 (-2.79)	-0.03 (-0.76)	0.49
-0.10 (-2.54)	-0.04 (-1.02)	0.34
-0.09 (-2.29)	-0.05 (-1.27)	0.20
-0.08 (-2.03)	-0.06 (-1.52)	0.09
-0.07 (-1.78)	-0.07 (-1.78)	0.00
-0.06 (-1.52)	-0.08 (-2.03)	0.09
-0.05 (-1.27)	-0.09 (-2.29)	0.31
-0.04 (-1.02)	-0.10 (-2.54)	0.59
-0.03 (-0.76)	-0.11 (-2.79)	0.90
-0.02 (-0.51)	-0.12 (-3.05)	1.24
-0.01 (-0.25)	-0.13 (-3.30)	1.61
0.00 (0.00)	-0.14 (-3.56)	1.99
0.01 (0.25)	-0.15 (-3.81)	2.39
0.02 (0.51)		2.79
0.03 (0.76)		3.20

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S 495-031

- (4) Install a temporary shim in the lower guide track to control the clearance between the lower guide roller and the inboard flange of the guide track (View B, Fig. 502).

S 825-032

- (5) Move the upper guide roller fittings to adjust the top part of the cargo door inboard and outboard (Views A and A-A, Fig. 502).
 - (a) Loosen the attach bolts and align the upper guide roller fittings to the serrated plates on the cutout frame.

S 225-033

- (6) Make sure the clearance between the upper guide roller and the inboard flange of the upper guide track is correct (View A, Fig. 502).

S 225-034

- (7) Keep the correct flushness of the cargo door (Fig. 507).

S 425-035

- (8) Tighten the fasteners.

S 225-036

- (9) Make sure the clearance between the scuff plate on the fuselage structure and the bottom of the door edge beam is in the correct limits (View A-A, Fig. 506).

K. External Handle Flushness Adjustment

S 025-037

- (1) Remove the rubber bumper(s) from the bracket on the inner side of the handle pressure box (View A-A, Fig. 508).

S 825-038

- (2) Adjust the control rod between the bellcrank and the torque tube (View A, Fig. 505) until the aft end of the external handle has the correct flushness with the cover plate (View A, Fig. 508).

NOTE: Some cargo doors have an external handle with an adjustable control rod. Use this control rod for very small adjustments to the door handle.

S 425-039

- (3) Install the rubber bumper(s) on the inner side of the external handle pressure box.

S 425-040

- (4) Install the washers at the bracket to adjust the rubber bumper(s) to the external handle (View A-A, Fig. 508).

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S 225-041

- (5) After you complete this adjustment of the external handle flushness, do a check on the clearance between the inner handle and the handle cam on the handle shaft (View B, Fig. 508).

L. Forward and Aft Latch Track Adjustment

S 865-042

- (1) Close and latch the cargo door.
 - (a) Make sure that the cargo door stops moving before you go into the cargo door path area.

S 825-043

- (2) Add or remove the shims between the serrated plate and the fuselage structure to get the correct clearance (View A-A, Fig. 503).

NOTE: The sum of the forward and aft clearances is a minimum of 0.03 inch (0.76 mm).

S 625-044

- (3) Apply primer to the shims that do not have primer on them.

S 435-045

- (4) Tighten the fasteners.

M. Forward and Aft Upper Guide Track Adjustment

S 825-046

- (1) Close and latch the cargo door.
 - (a) Make sure that the cargo door stops moving before you go into the cargo door path area.

S 825-047

- (2) Add or remove the shims between the serrated plate and the fuselage structure to get the correct clearance between the upper guide roller support fittings and the face of the upper guide track (View A-A, Fig. 502).

NOTE: The sum of the clearances at the forward and aft upper guide tracks is 0.03 inch (0.76 mm) minimum.

In this adjustment it could be necessary to change the bolt length.

S 865-048

- (3) Unlatch the cargo door.

S 825-049

- (4) Move the upper guide track up and down to put the upper guide roller in the center of the upper guide track (View A, Fig. 502).

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- S 865-050
- (5) Latch the cargo door.
- S 225-051
- (6) Do a check on the clearance between the upper guide roller and the inboard flange of the upper guide track.
- S 825-056
- (7) Adjust the upper guide track if it is necessary.
- S 625-057
- (8) Apply the primer to the surfaces of the shims that do not have primer on them (View A-A, Fig. 502).

S 435-052

(9) Tighten the fasteners.

N. Forward and Aft Lower Guide Track Adjustment

- S 865-053
- (1) Close and latch the cargo door.
- (a) Make sure that the cargo door stops moving before you go into the cargo door path area.
- S 825-058
- (2) Add or remove the shims between the serrated plate and the fuselage structure to get the correct clearance between the lower guide roller support fittings and the face of the lower guide track (View B-B, Fig. 502).

NOTE: In this adjustment it could be necessary to change the bolt length.

- S 865-059
- (3) Unlatch the cargo door.
- S 825-060
- (4) Move the lower guide track on the serrated plate on the fuselage structure to adjust the guide track up or down (View B, Fig. 502). Keep the clearance between the lower guide roller and the lower guide track top flange (View B-B, Fig. 502).
- S 865-061
- (5) Latch the cargo door.
- S 225-055
- (6) Do a check on the clearance between the lower guide roller and the inboard flange of the lower guide track (View B-B, Fig. 502).

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- S 825-054
- (7) Adjust the lower guide track if it is necessary.
- S 625-062
- (8) Apply the primer to the surfaces of the shims that do not have primer on them (View B-B, Fig. 502).
- S 435-063
- (9) Tighten the fasteners.
0. Stop Pin Adjustment
- S 865-064
- (1) Close and latch the cargo door.
- (a) Make sure that the cargo door stops moving before you go into the cargo door path area.
- S 495-065
- (2) Install a temporary shim between the forward and aft lower guide rollers and the inboard flanges of the guide tracks to control the clearance (View B, Fig. 502).
- S 225-066
- (3) Do a check on the external flushness of the cargo door (Fig. 506).
- S 825-067
- (4) Adjust the upper stop pin fittings (2 locations) (View A, Fig. 504) and the side stop pin fittings (10 locations) (View B):
- (a) Adjust each stop pin until the stop pin touches the mating stop pad.
- (b) Turn back the stop pin to the nearest slot and install the pin retainer (spring clip) (View D).
- (c) Make sure the clearance between the stop pin and the stop pad is as shown (Views A and B).
- S 825-069
- (5) Adjust the lower stop fittings (2 locations) (View C, Fig. 504).
- (a) Measure the clearance between the stop pin and the stop pad with no washers installed between the stop pin and the bushing.
- (b) Open the cargo door sufficiently to remove the stop pins. Add the washers between the stop pin and the bushing to get a total thickness that is 0.00 to 0.02 inch (0.00 to 0.51 mm) less than the clearance that you measured.

NOTE: Use the necessary quantity of thin or thick washers to get the clearance.

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- (c) Close the cargo door and do a check on the clearance between the stop pin and the stop pad. Make sure the clearance is as shown in View C.

S 095-070

- (6) Remove the temporary shims.

P. Adjustment Arm Adjustment

NOTE: The adjustment arms align the cargo door vertically and put the latch rollers in the center of the latch tracks.

S 865-071

- (1) Unlatch the cargo door and move the door to put the latch rollers on the inner side of the latch tracks.

S 825-072

- (2) Adjust the rod end on each adjustment arm (View C, Fig. 501) until the latch rollers are in the center of the latch tracks (View A-A, Fig. 503).

S 225-073

- (3) Make sure the adjustment arm bushings do not touch the bottom of the stop link slots (View C, Fig. 501).

Q. Pressure Relief Door Flushness Adjustment

S 865-074

- (1) Unlatch and open the cargo door.

S 495-075

- (2) Move the external handle to the closed position. Install the rig pin CD1 through the latch crank and the door structure (View A, Fig. 505).

S 225-076

- (3) Make sure the pressure relief door flushness is correct (View A-A, Fig. 505).

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- S 225-077
- (4) Make sure the adjustment screw and striker plate clearance is in the correct tolerance (View A-A, Fig. 505).

- S 825-078
- (5) Adjust the adjustment screw and the laminated shims between the crank plate and the pressure relief door panel until the flushness and the clearance are in the correct limits.

- S 095-079
- (6) Remove the rig pin CD1.

- S 825-019
- (7) Use light hand pressure to push on the crank plate on the pressure relief door (from inside the cargo compartment).

- S 825-022
- (8) While you push on the crank plate, make sure the pressure relief door flushness remains correct (View A-A, Fig. 505).

NOTE: If it is not possible to apply light hand pressure to the pressure relief door, it is acceptable for a misfair of no more -0.25 inch (-6.35 mm) to exist along the top edge of the pressure relief door.

R. Adjustment Arm Check

- S 865-080
- (1) Put the cargo door in the unlatched and down position.

- S 225-081
- (2) Make sure the latch rollers are in the center of the latch tracks (View A, Fig. 503).

- S 225-082
- (3) Make sure the adjustment arm bushings do not touch the bottom of the stop link slots (View C, Fig. 501).

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S. Door Interlock Switch Adjustment (Fig. 509)

S 865-015

- (1) The switch plunger must be fully extended when the cargo door is closed and in the fully latched position.

S 865-016

- (2) Measure the depressed dimension of the switch plunger with the cargo door in the fully unlatched position.

S 865-017

- (3) The distance of the switch plunger movement between the fully extended position and the depressed position must be between 0.14 to 0.20 inches (3.56 to 5.08 mm).

S 425-018

- (4) Install lockwire on the interlock switch.

TASK 52-34-00-735-083

4. System Test - No. 1 and No. 2 Cargo Door

A. General

- (1) This system test is a check of the No. 1 and No. 2 cargo door operation mechanisms when it unlatches, opens electrically, closes electrically, and latches.
- (2) Refer to the operational test for a fast check of the No. 1 and No. 2 cargo door operation mechanisms when it unlatches, opens electrically, closes electrically, and latches.

WARNING: MAKE SURE THAT ALL PERSONS AND EQUIPMENT ARE CLEAR OF THE PATH BEFORE YOU OPERATE THE CARGO DOOR CONTROL SWITCH. THE CARGO DOOR CAN CONTINUE TO MOVE AFTER YOU RELEASE THE SWITCH. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (3) Obey this warning during all of this task.

B. Equipment

- (1) Stopwatch
- (2) Speed wrench - 3/8-inch drive

C. References

- (1) AMM 24-22-00/201, Electrical Power - Control

D. Access

- (1) Location Zones

821	No. 1 Cargo Door
822	No. 2 Cargo Door

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E. Prepare for the No. 1 and No. 2 Cargo Door System Test

S 865-084

- (1) Supply electrical power (AMM 24-22-00/201).

S 865-085

- (2) Make sure these circuit breakers on the APU external power panel, P34(A), are closed:
- (a) 34A1(A), CARGO DOOR 1, for the No. 1 Cargo Door
 - (b) 34A2(A), CARGO DOOR 2, for the No. 2 Cargo Door
 - (c) 34A5, CARGO DOOR CONT

F. No. 1 and No. 2 Cargo Door System Test

S 865-086

- (1) Pull the external handle from the latched position to the fully open position to unlatch the cargo door.

S 495-087

- (2) Install the 3/8-inch drive speed wrench in the manual drive socket of the manual drive gearbox.

S 865-088

- (3) Turn the speed wrench counterclockwise to open the cargo door.
- (a) Make sure the door opens correctly.

S 225-089

- (4) Use a torque wrench to do a check that the torque to turn the manual drive socket is not more than 80 pound-inches (9 newton-meters) (Fig. 501) before the the hinge arms touch the overtravel stops.

S 865-090

- (5) Continue to turn the speed wrench until the forward and the aft hinge arms touch the overtravel stops.

S 865-091

- (6) Turn the speed wrench clockwise to close the cargo door.
- (a) Make sure the cargo door closes correctly.

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S 865-092

- (7) Continue to turn the speed wrench until the forward and the aft lower guide rollers touch the lower guide tracks.

S 865-093

- (8) Push the external handle from the fully open position to the latched position to latch the cargo door.

S 735-094

- (9) Do the steps that follow to do a check for the correct operation of the door interlock switch:
- (a) Pull the external handle and put it in a position between the latched position and the fully open position.
 - (b) Put the No. 1 cargo door control switch on the P43 panel (or the No. 2 cargo door control switch on the P44 panel) in the OPEN position.
 - (c) Make sure the cargo door electrical motor is not on.
 - (d) Make sure the cargo door does not move to the open position.
 - (e) Put the No. 1 cargo door control switch on the P43 panel (or the No. 2 cargo door control switch on the P44 panel) in the CLOSE position.
 - (f) Push the external handle to the latched position to latch the cargo door.

S 735-021

- (10) Pull the external handle from the latched position to the fully open position to unlatch the cargo door.

S 735-125

- (11) Put the No. 1 exterior cargo door control switch on the P43 panel (or the No. 2 exterior cargo door control switch on the P44 panel) in the OPEN position. Start the stopwatch.
- (a) Make sure the cargo door moves in the open direction.

S 865-124

- (12) Continue to hold the exterior cargo door control switch in the OPEN position until the hinge power unit stops.

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S 225-123

- (13) Make sure the time for the cargo door to move electrically from the closed position to the open position is not more than 30 seconds.
- (a) Make sure the door movement was smooth and there were no unusual noises when it moved.

S 225-122

- (14) Make sure the overtravel stops on the two hinge arms are 0.23 - 0.28 inch (5.84 - 7.11 mm) from the overtravel stops on the fuselage structure.

S 735-121

- (15) Put the No. 1 exterior cargo door control switch on the P43 panel (or the No. 2 exterior cargo door control switch on the P44 panel) in the CLOSE position.
- (a) Make sure that the cargo door stops moving before you go into the cargo door path area.
- (b) Make sure the cargo door moves to the closed position.
- (c) Make sure the forward and the aft lower guide rollers are less than 1.0 - 2.0 inches (25.4 - 50.8 mm) from the lower guide tracks.
- (d) Make sure the door movement was smooth and there were no unusual noises when it moved.

S 865-120

- (16) Push the external handle from the fully open position to the latched position to latch the cargo door.

S 735-119

- (17) Put the No. 1 exterior cargo door control switch on the P43 panel (or the No. 2 exterior cargo door control switch on the P44 panel) in the OPEN position. Hold the exterior cargo door control switch in the OPEN position.
- (a) Make sure the cargo door electrical motor does not start.

S 865-118

- (18) Put the No. 1 exterior cargo door control switch on the P43 panel (or the No. 2 exterior cargo door control switch on the P44 panel) in the CLOSE position.

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- S 865-117
- (19) Pull the external handle from the latched position to the fully open position to unlatch the cargo door.
- S 735-116
- (20) Put the No. 1 interior cargo door control switch on the P41 panel (or the No. 2 interior cargo door control switch on the P42 panel) in the OPEN position.
- (a) Make sure the cargo door moves in the open direction.
- S 865-115
- (21) Continue to hold the interior cargo door control switch in the OPEN position until the hinge power unit stops.
- (a) Make sure the door movement was smooth and there were no unusual noises when it moved.
- S 225-114
- (22) Make sure the overtravel stops on the two hinge arms are 0.23 - 0.28 inch (5.84 - 7.11 mm) from the overtravel stops on the fuselage structure.
- S 865-113
- (23) Put the No. 1 exterior cargo door control switch on the P43 panel (or the No. 2 exterior cargo door control switch on the P44 panel) in the CLOSE position.
- S 865-112
- (24) Push the external handle from the fully open position to the latched position to latch the cargo door.
- S 865-111
- (25) Remove electrical power if it is not necessary.

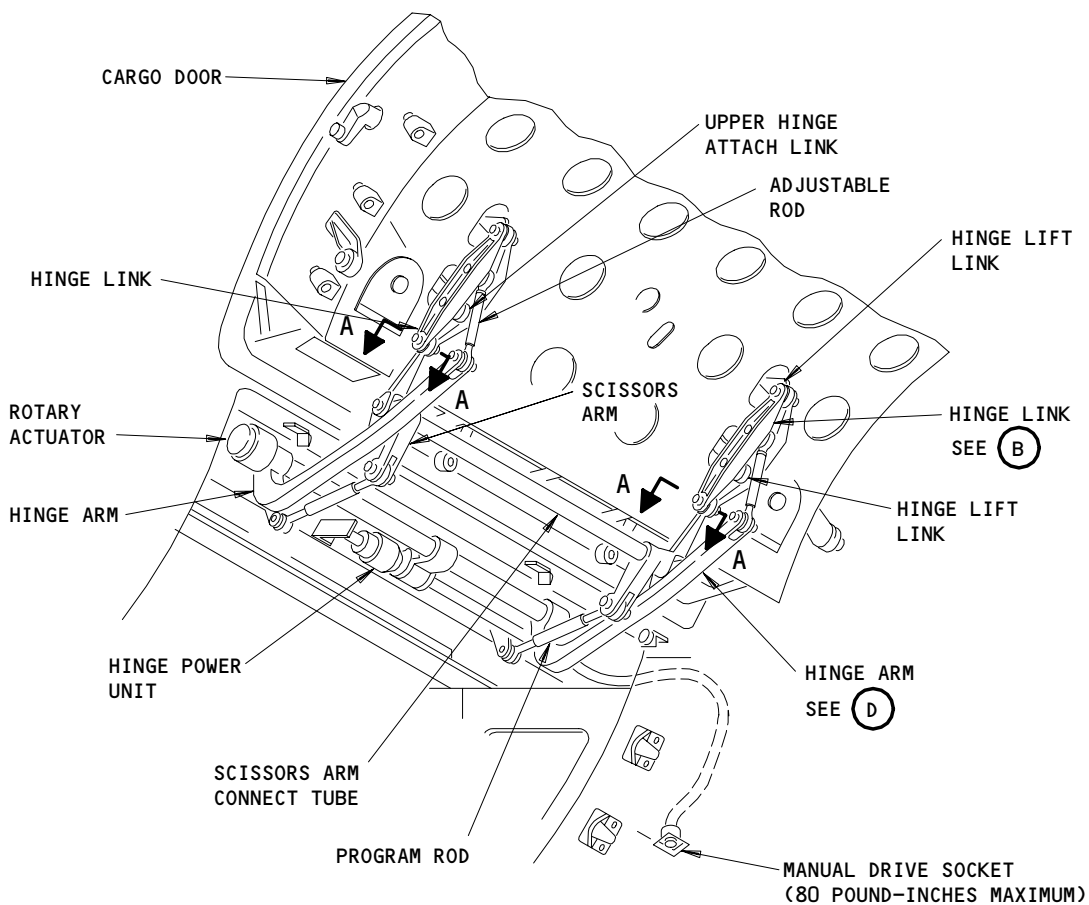
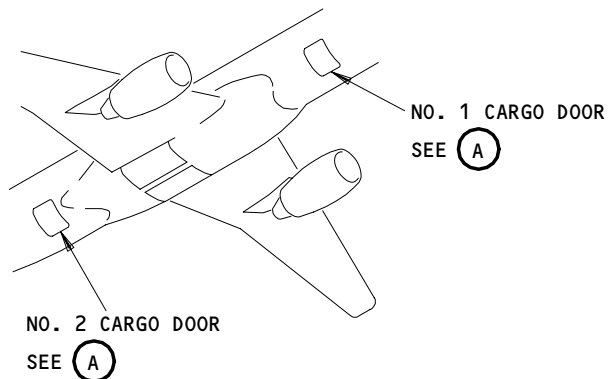
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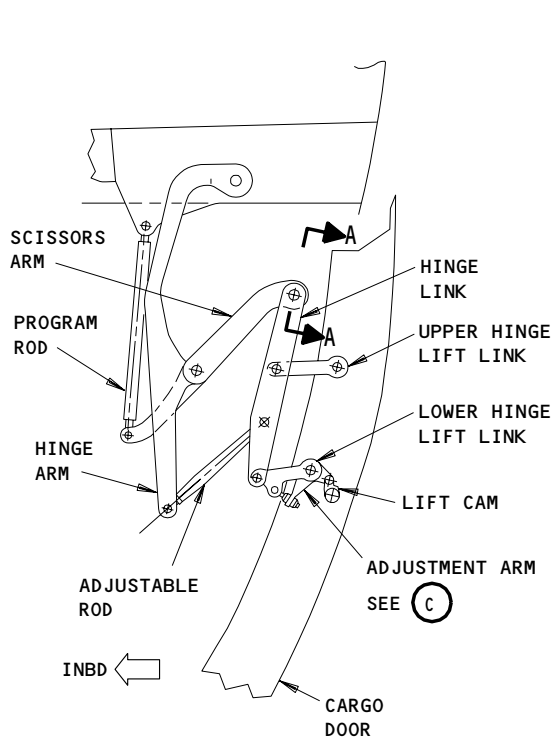
NO. 1 OR 2 CARGO DOOR
(DOOR IN THE OPEN POSITION)

(A)

Hinge Adjustment
Figure 501 (Sheet 1)

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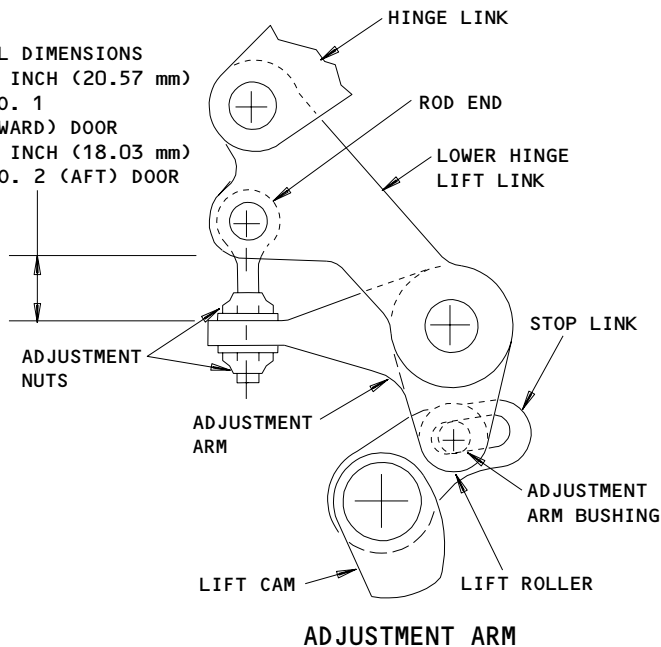
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**HINGE LINK
(DOOR IN THE CLOSED POSITION)**

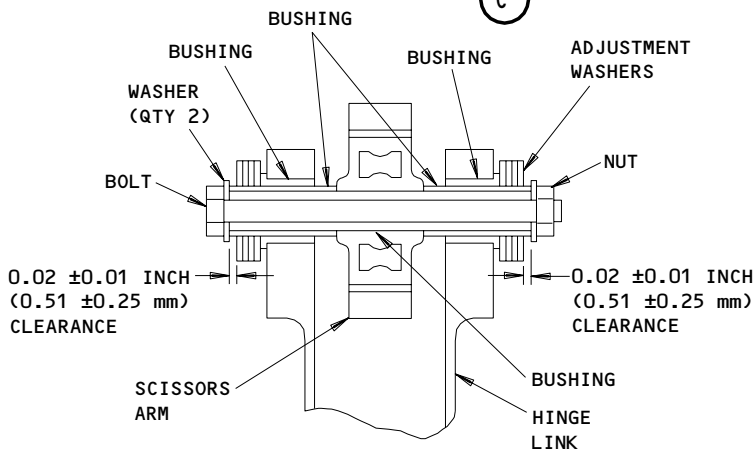
(B)

INITIAL DIMENSIONS
0.81 INCH (20.57 mm)
AT NO. 1
(FORWARD) DOOR
0.71 INCH (18.03 mm)
AT NO. 2 (AFT) DOOR

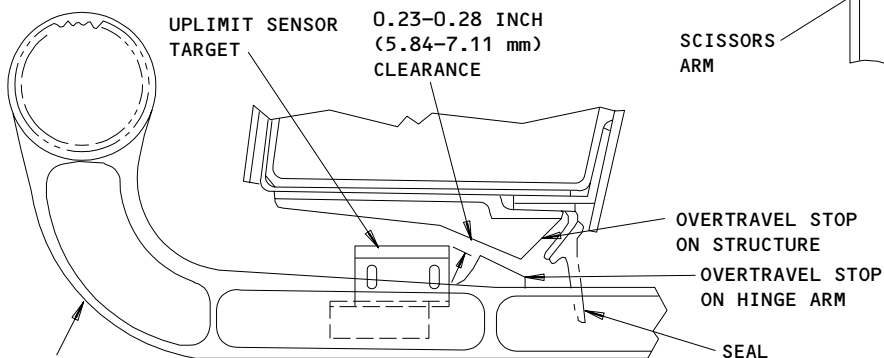


ADJUSTMENT ARM

(C)



A-A



**HINGE ARM
(DOOR IN THE OPEN POSITION)**

(D)

**Hinge Adjustment
Figure 501 (Sheet 2)**

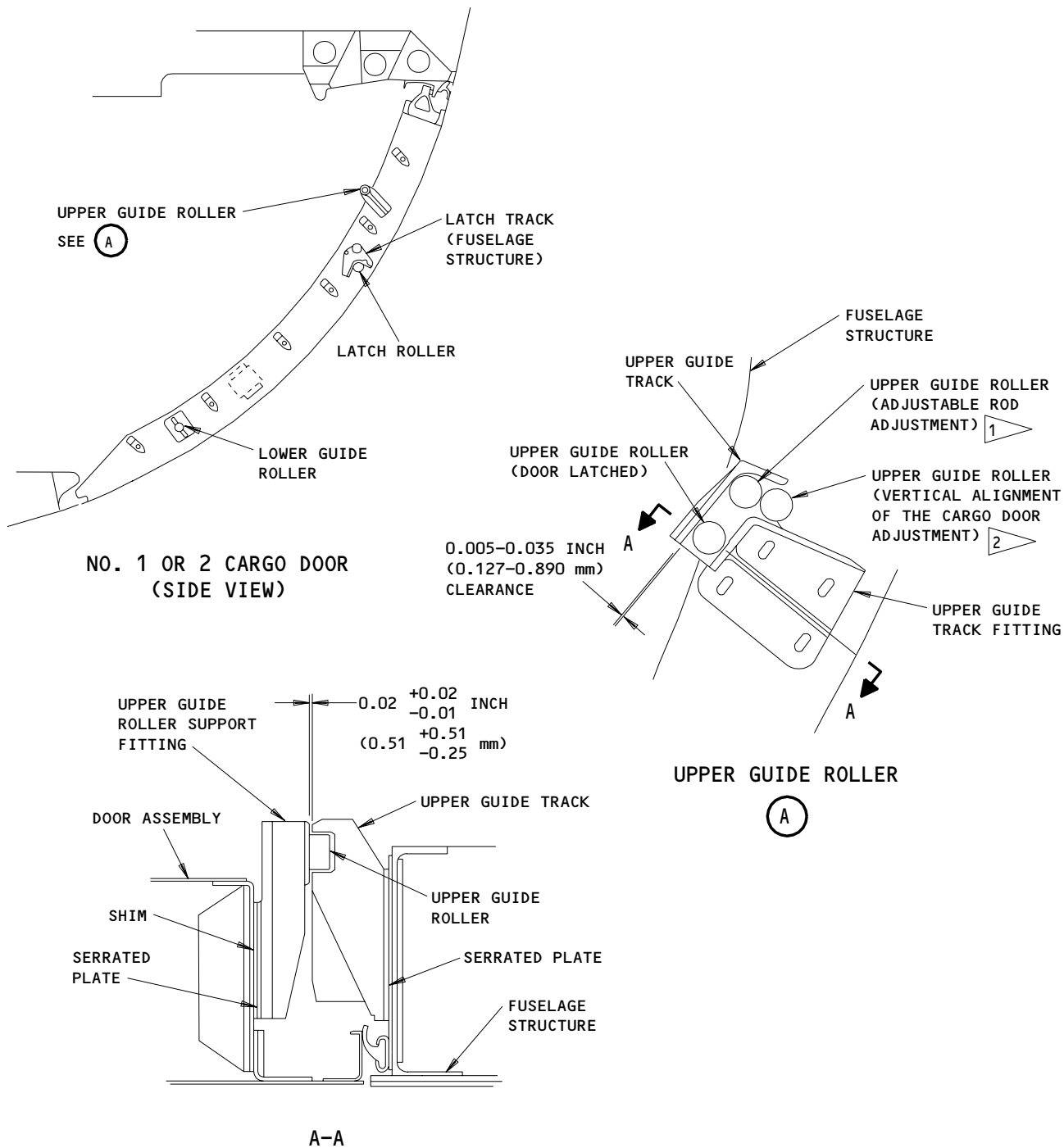
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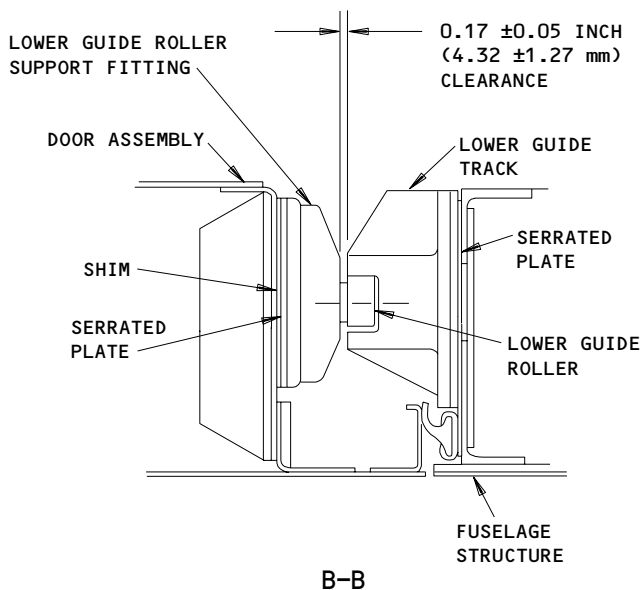
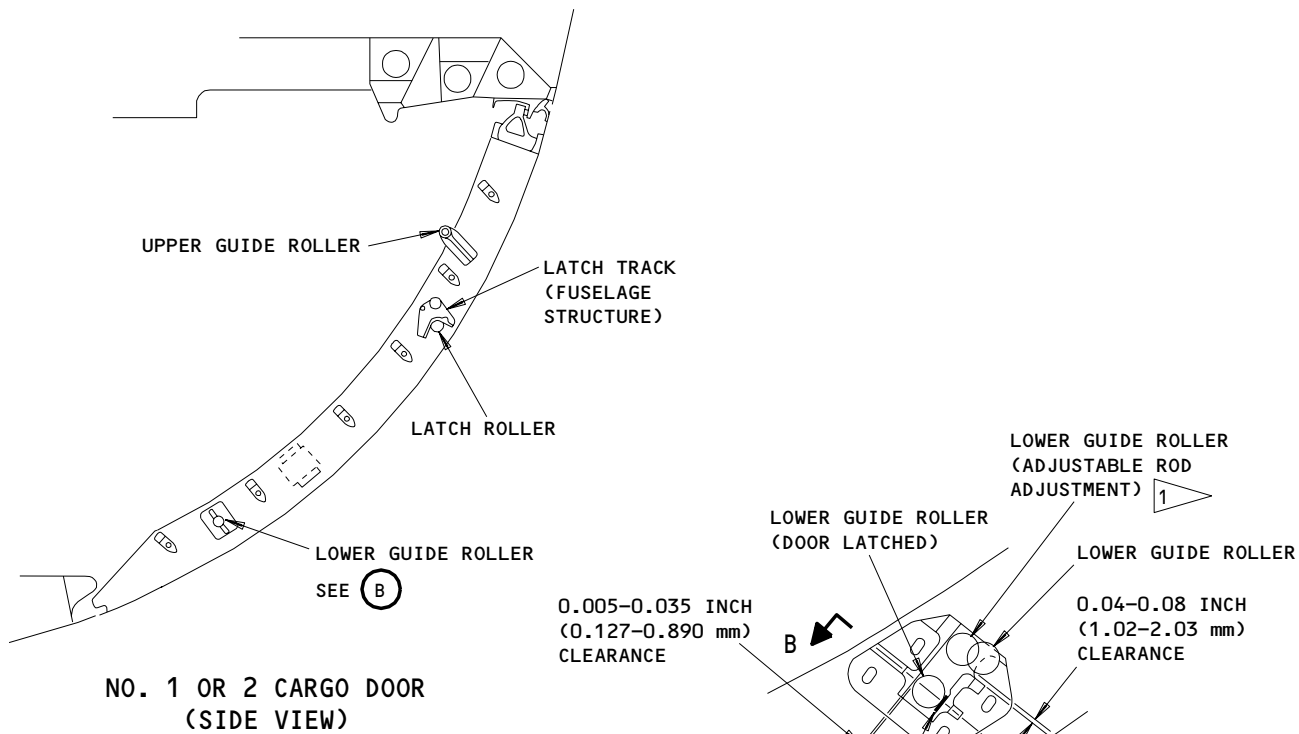


- 1 THE GUIDE ROLLER TOUCHES THE INBOARD FLANGE OF THE GUIDE TRACK
- 2 THE GUIDE ROLLER IS IN THE CENTER OF THE GUIDE TRACK

Guide Roller and Guide Track
Figure 502 (Sheet 1)

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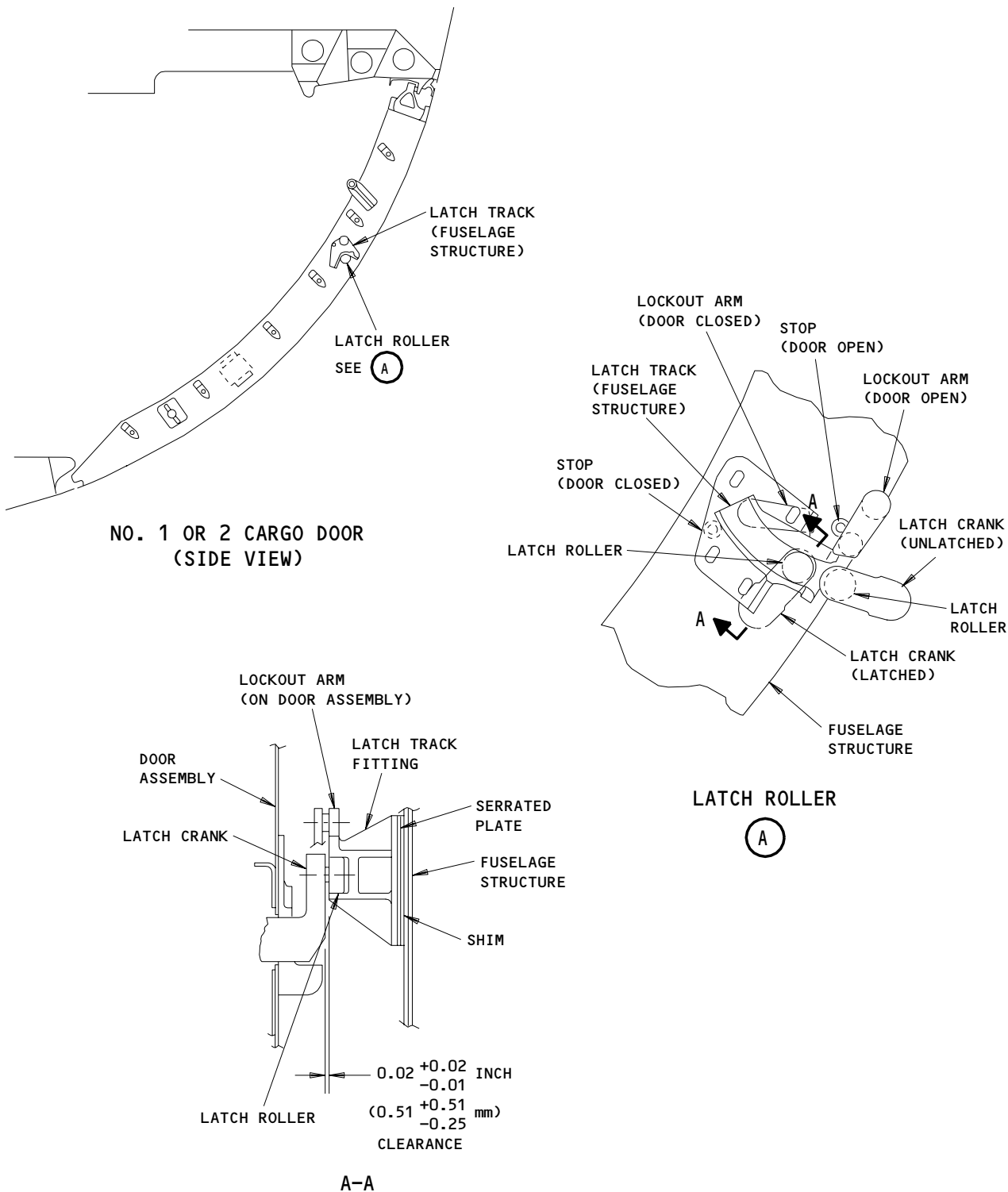


LOWER GUIDE ROLLER (B)

Guide Roller and Guide Track
Figure 502 (Sheet 2)

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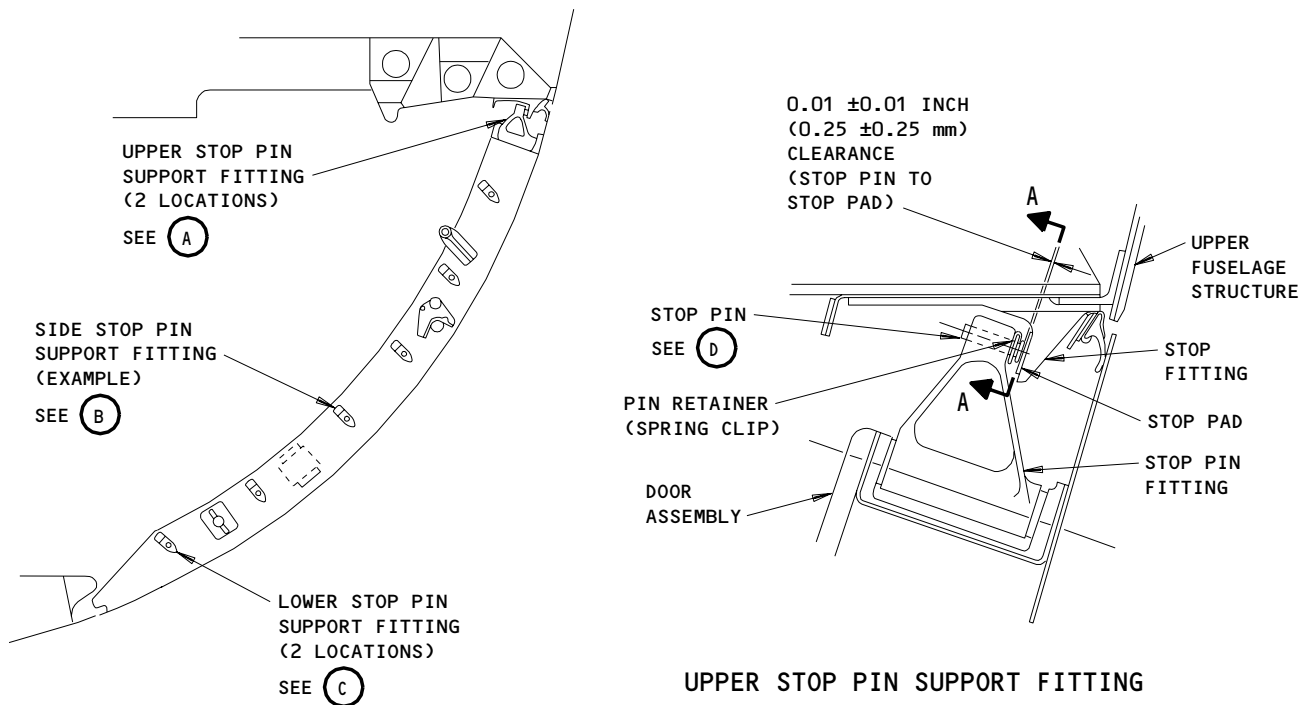
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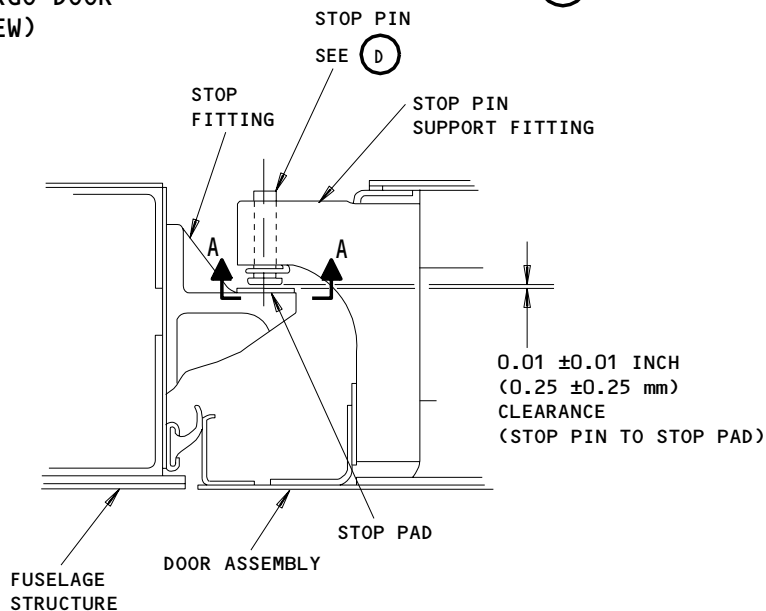
Latch Track and Latch Roller
Figure 503

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NO. 1 OR 2 CARGO DOOR (SIDE VIEW)



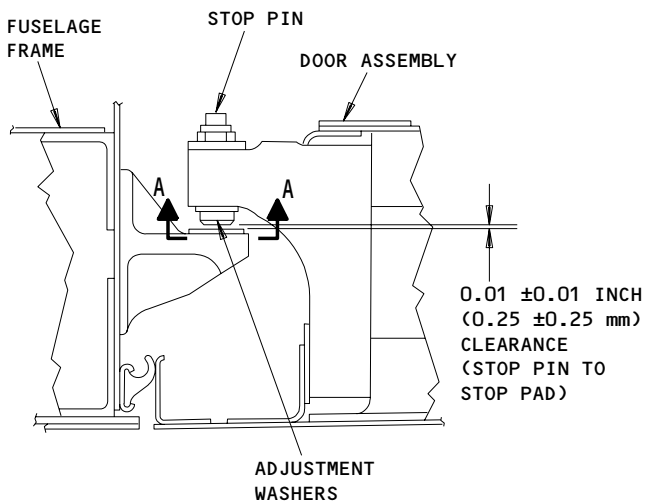
SIDE STOP PIN SUPPORT FITTING (EXAMPLE, 5 LOCATIONS ON EACH SIDE)

(B)

Stop Pin and Stop Pad Adjustment
Figure 504 (Sheet 1)

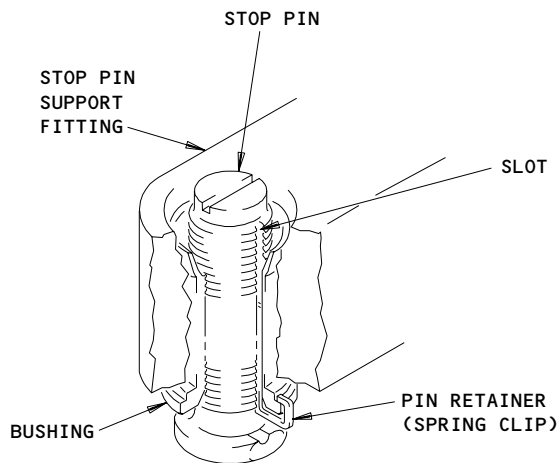
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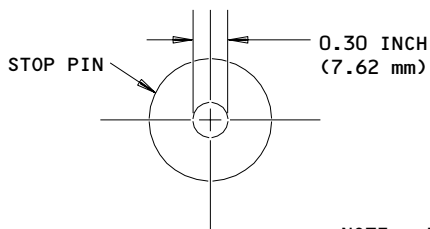
LOWER STOP PIN SUPPORT FITTING
(FORWARD AND AFT SIDES)

(C)



STOP PIN

(D)



NOTE: MAKE SURE THE CENTERLINE OF THE STOP PIN TOUCHES THE CENTERLINE OF THE STOP PAD IN 0.30 INCH (7.62 mm).

A-A

Stop Pin and Stop Pad Adjustment
Figure 504 (Sheet 2)

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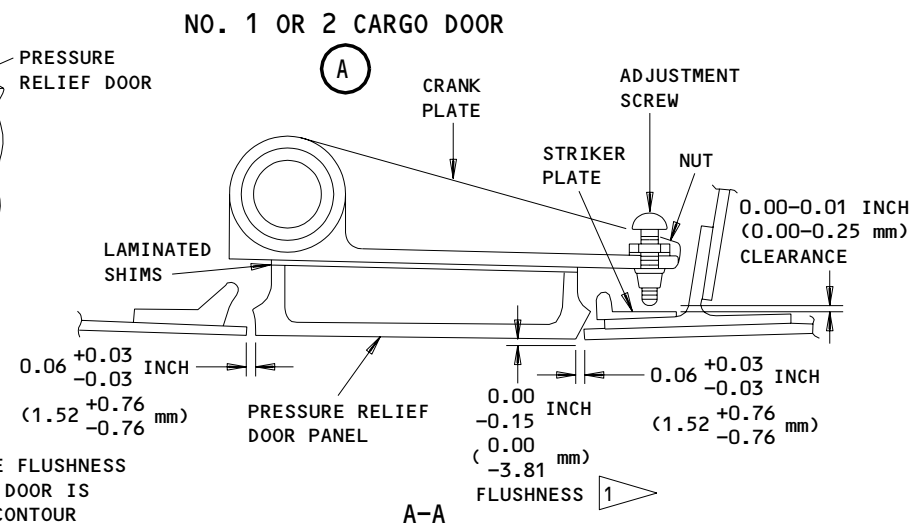
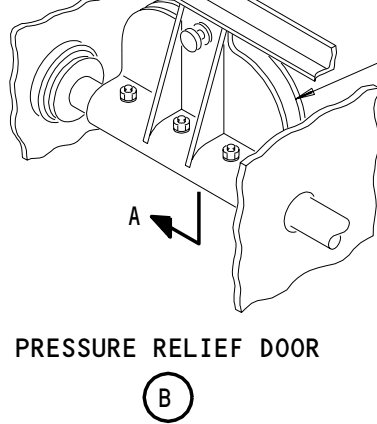
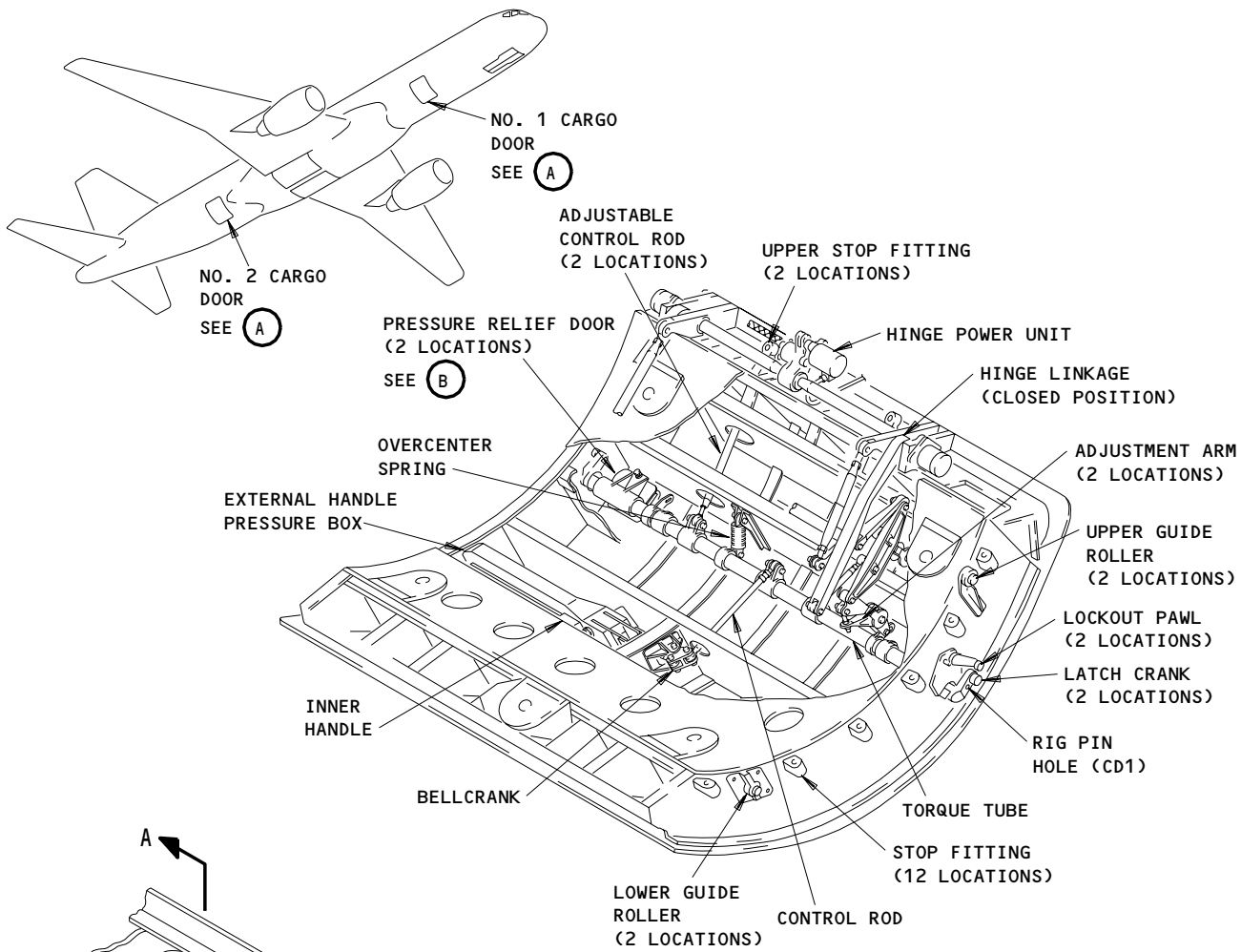
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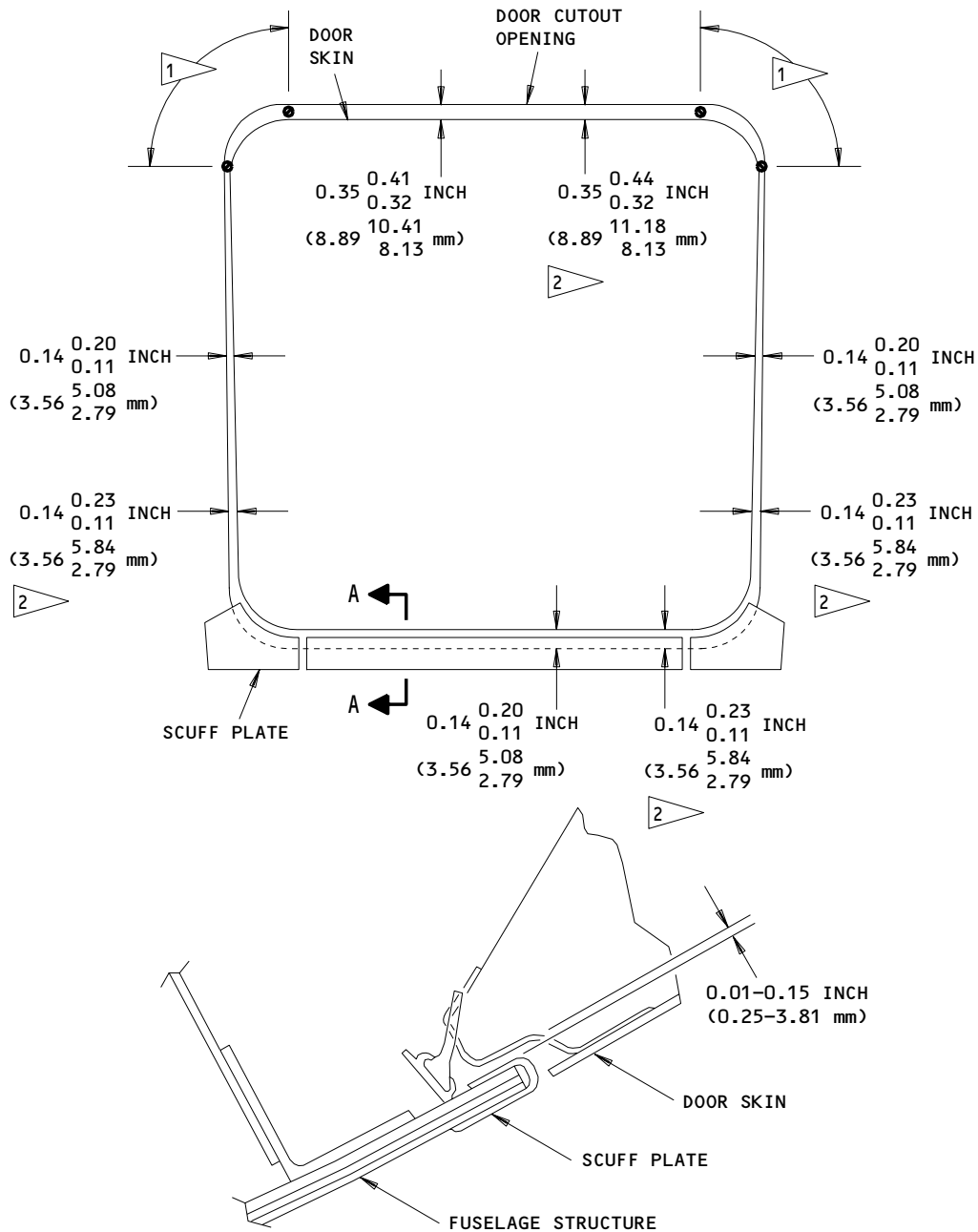


Pressure Relief Door Flushness
Figure 505

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DOOR BOTTOM EDGE CLEARANCE

A-A

NOTE: DIMENSION STANDARD: NOMINAL

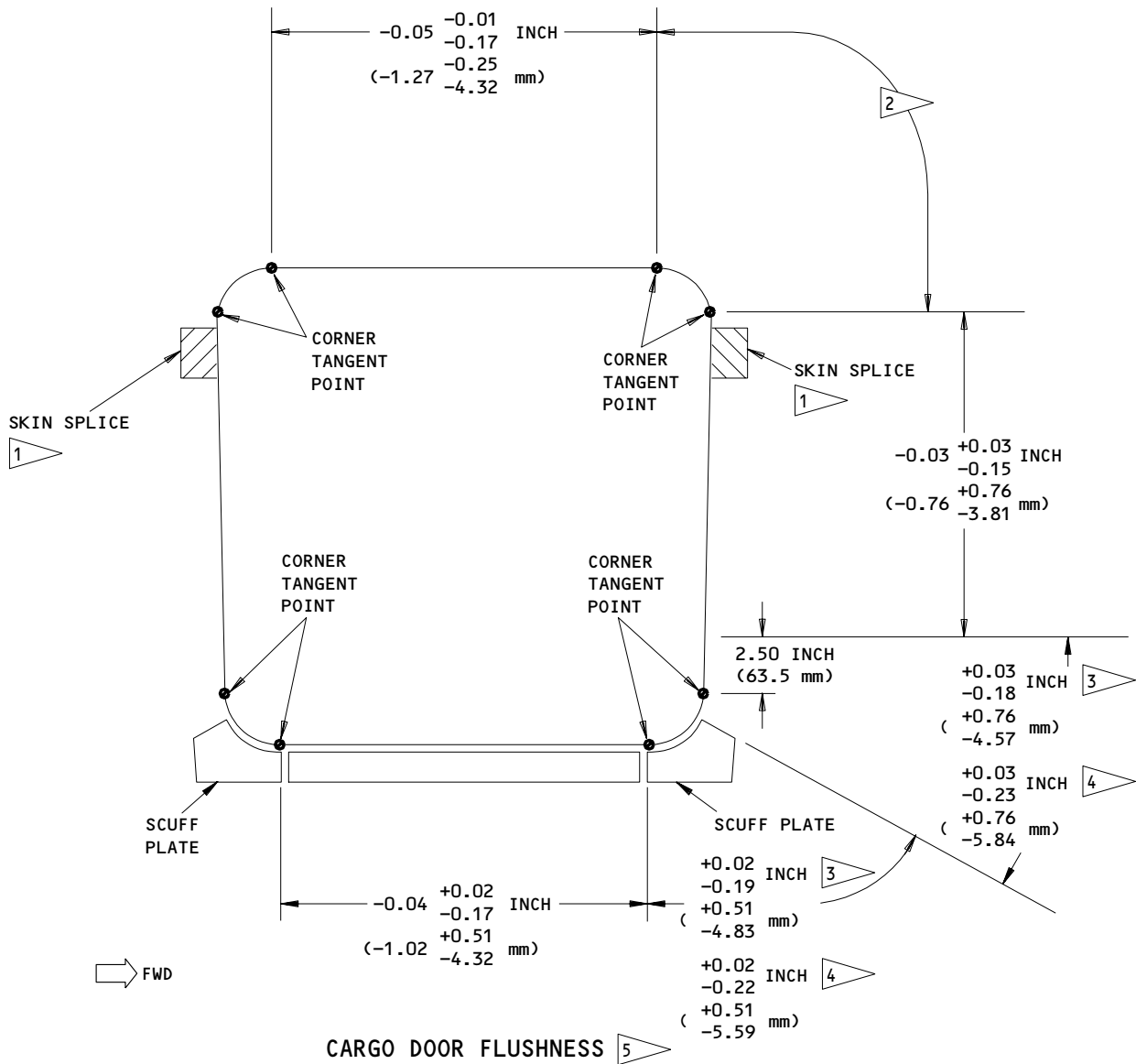
1 MAKE SURE THERE IS A SMOOTH, CONTINUOUS CORNER BETWEEN THE HORIZONTAL AND VERTICAL CLEARANCES

2 USE THIS DIMENSION ONLY WITH THE AERO-AVERAGING METHOD TO DETERMINE ACCEPTABLE DEVIATIONS.

No. 1 and 2 Cargo Door Skin Clearances
Figure 506

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NOTE: FORWARD DIMENSIONS ARE SHOWN, AFT DIMENSIONS ARE EQUIVALENT.

DIMENSION STANDARD: NOMINAL UPPER LIMIT LOWER LIMIT

A NEGATIVE TOLERANCE FOR THE FLUSHNESS SHOWS THE DOOR IS INSIDE OF THE FUSELAGE CONTOUR.

1 THE FLUSHNESS TOLERANCES ARE NOT APPLICABLE IN THE SKIN SPLICE AREA.

2 THERE IS A SMOOTH CHANGE IN THE FLUSHNESS TOLERANCES AROUND THIS CORNER.

3 NO. 1 CARGO DOOR

4 NO. 2 CARGO DOOR

5 USE THESE DIMENSIONS ONLY WITH THE AERO-AVERAGING METHOD TO DETERMINE ACCEPTABLE DEVIATIONS.

No. 1 and 2 Cargo Door Flushness, Aero-Averaging
Figure 507A

EFFECTIVITY

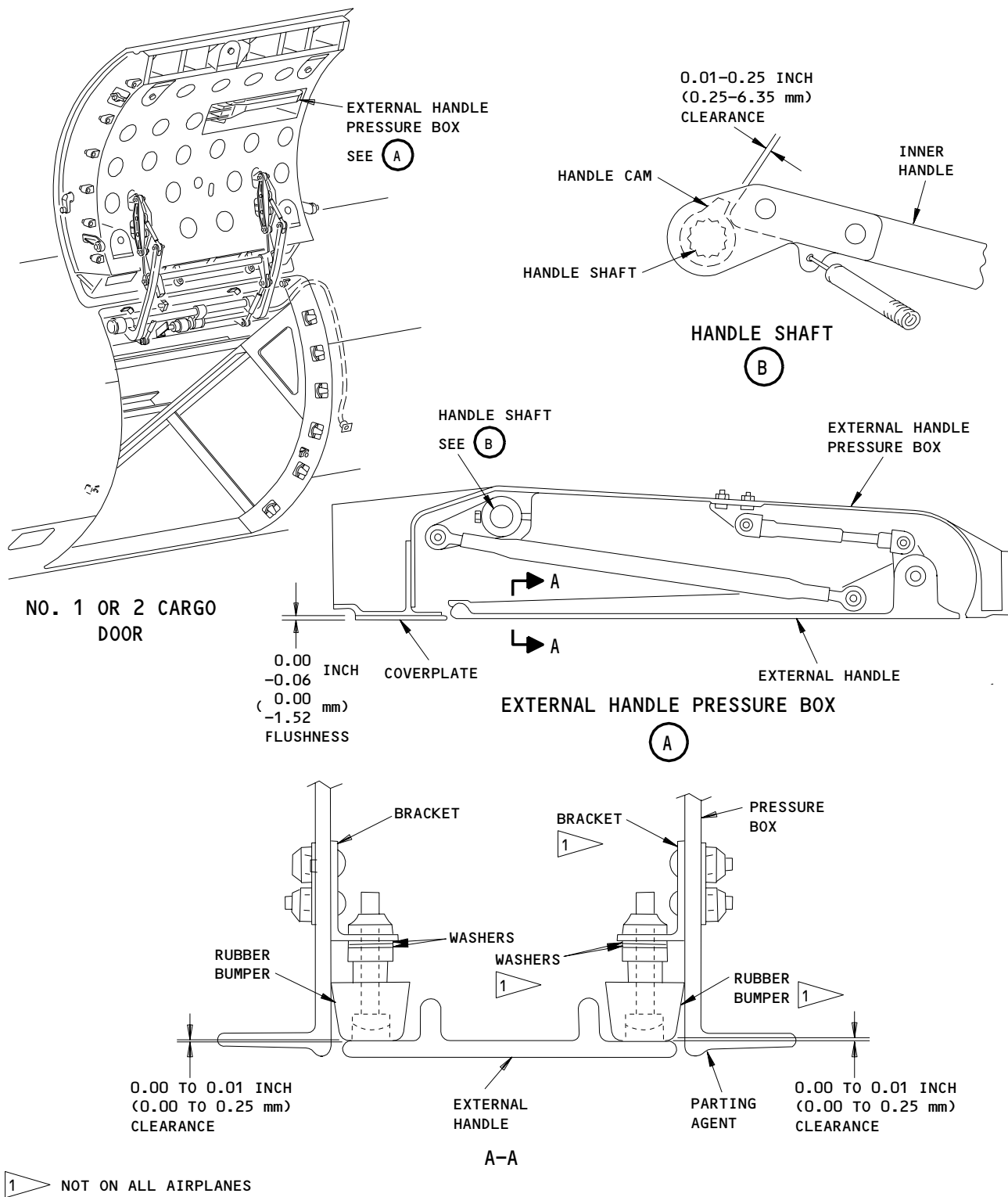
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No. 1 and 2 Cargo Door External Handle Adjustment
Figure 508

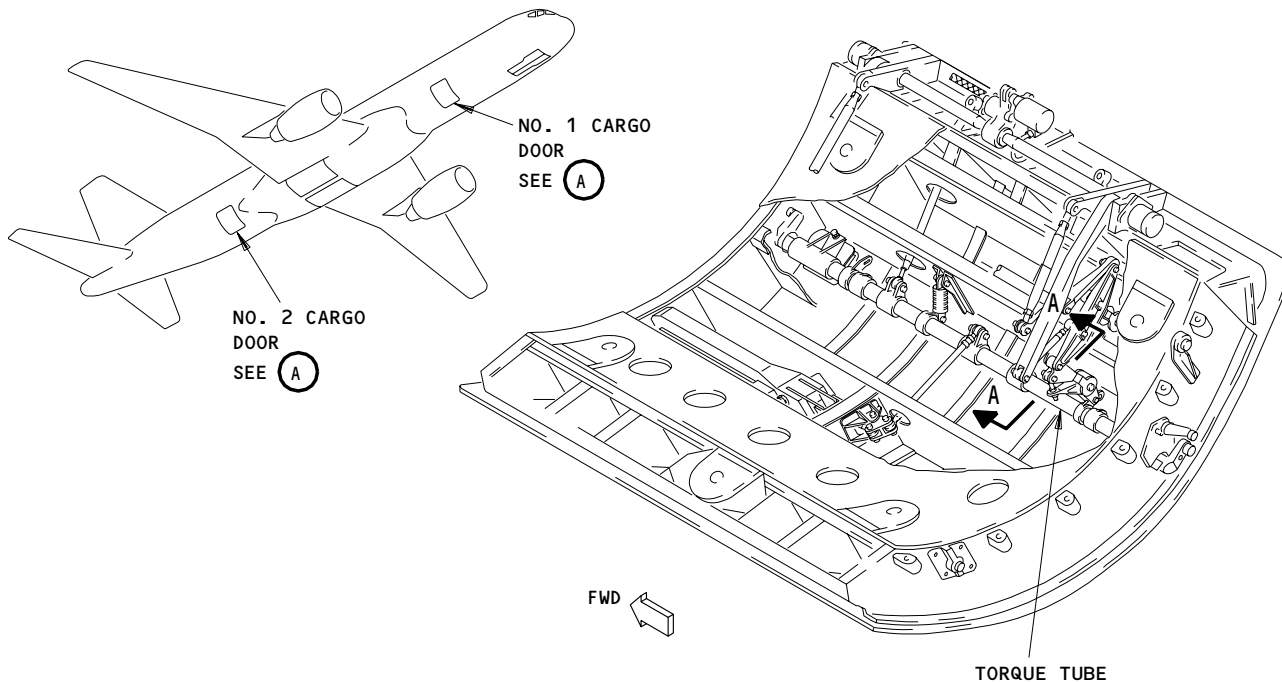
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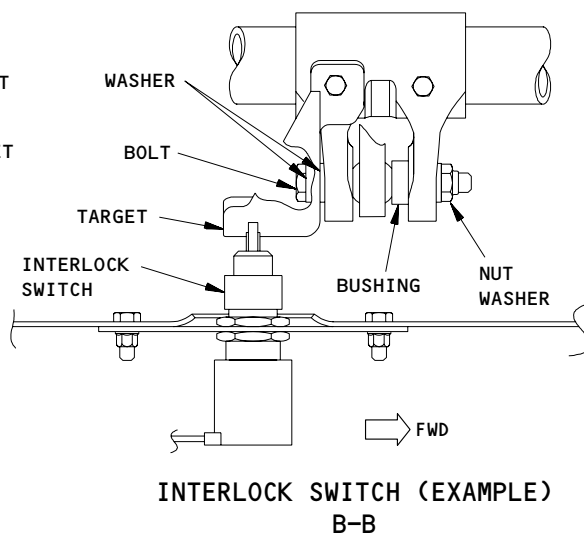
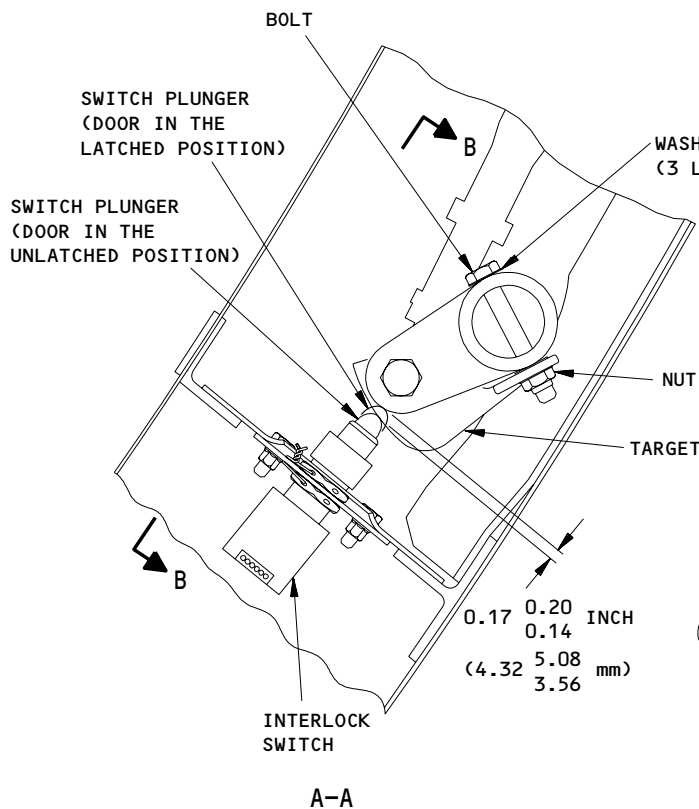
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NO. 1 OR 2 CARGO DOOR

(A)



Door Interlock Switch Adjustment
Figure 509

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NO. 1 AND 2 CARGO DOOR – INSPECTION/CHECK

1. General

A. This procedure contains one task. The task is to examine the No. 1 and 2 cargo doors.

TASK 52-34-00-216-001

2. Examine the No. 1 and 2 Cargo Doors

A. General

(1) This procedure gives instructions to examine the No. 1 and 2 cargo doors, door mechanisms, and door seals for wear, corrosion, damage, and fasteners that are loose or gone.

WARNING: MAKE SURE THAT ALL PERSONS AND EQUIPMENT ARE CLEAR OF THE CARGO DOOR PATH BEFORE YOU OPERATE THE CARGO DOOR CONTROL SWITCH. THE CARGO DOOR CAN CONTINUE TO MOVE AFTER YOU RELEASE THE SWITCH. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(2) Obey this warning during all of this task.

B. References

- (1) 12-21-22/301, No. 1 and 2 Cargo Doors
- (2) 52-09-04/401, Cargo Door Seals
- (3) 52-34-00/210, No. 1 and 2 Cargo Doors – Maintenance Practices
- (4) 52-34-00/501, No. 1 and 2 Cargo Door – Adjustment Test

C. Access

- (1) Location Zones
 - 821 No. 1 Cargo Door
 - 822 No. 2 Cargo Door

D. Procedure – Examine the No. 1 and 2 Cargo Doors

S 016-002

(1) If it is necessary, remove the door lining to do the checks.

S 016-003

(2) If it is necessary, open the door to do the checks (Ref 52-34-00/201).

S 216-004

(3) Do a check on the internal and external skins for corrosion and damage.

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S 216-005

- (4) Do a check on the door operation mechanisms for damage, corrosion, wear, fasteners that are loose or gone, and debris that can cause damage to the door during the operation.

NOTE: The door operation mechanisms include the torque tube, latch cranks, handle mechanism, hinge linkage, and vent door mechanism.

S 016-012

- (5) Make sure that you can get to the lubrication fittings on the rod ends of the pushrods for lubrication (Ref 12-21-22). If you can not get access to the pushrods do the steps that follow:
- Put the door in the closed and latched position.
 - Make sure that the cargo door stops moving before you go into the cargo door path area.
 - Disconnect the pushrod at the end that has the lubrication fitting.
 - While you turn the rod end 180 degrees (1/2 turn), keep the rod and the sleeve in the same position.
 - Turn the sleeve of pushrod in the opposite direction for two turns with the rod and the rod end in the same position.
 - Connect the pushrod.

S 216-007

- (6) Do a check on the door seals to look for damage, hard or brittle seals, many splices in the seals, and leakage. Do the steps that follow to do a check for leakage:
- Look for damage to the seal retainers.
 - Look to see if the airplane door and the body are aligned (Ref 52-34-00/501).
 - Replace the seal, if it is necessary (Ref 52-09-04).

S 216-008

- (7) Do the steps that follow to do a check on the door stop fittings (stop pins) and the door stops (stop pads):
- Make sure that the stop pins are aligned with the stop pads (Ref 52-34-00/501). Look for the marks where the stop pins push against the door stop pads.
 - Do a check on the stop pins and the stop pads for metal galling (when metal rubs against metal). Replace the pin and the pad when there is metal galling.
 - Do a check to see if the stop pads are loose.

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NO. 1 AND 2 CARGO DOOR STOP FITTING BEARING PLATE – APPROVED REPAIRS

1. General

- A. This procedure contains one task. The task is the approved repairs for the stop fitting bearing plate on the No. 1 and 2 cargo door.
- B. The procedure only contains instructions to replace the bearing plate on the stop fittings of the fuselage cutout structure.

TASK 52-34-00-968-014

2. Replace the No. 1 and 2 Cargo Door Stop Fitting Bearing Plate (Fig. 801)

- A. Consumable Materials
 - (1) A00247 Sealant, BMS 5-95, Type I, Class B
- B. References
 - (1) 24-22-00/201, Electrical Power – Control
- C. Access
 - (1) Location Zones
 - 821 No. 1 Cargo Door
 - 822 No. 2 Cargo Door

D. Prepare to Replace the Stop Fitting Bearing Plate

S 948-016

WARNING: MAKE SURE THAT ALL PERSONS AND EQUIPMENT ARE CLEAR OF THE CARGO DOOR AREA BEFORE YOU OPERATE THE CARGO DOOR CONTROL SWITCH. THE CARGO DOOR CAN CONTINUE TO MOVE AFTER YOU RELEASE THE SWITCH. THIS CAN CAUSE INJURIES TO PERSONNEL, AND DAMAGE TO EQUIPMENT.

- (1) Obey this warning during all of this task.

S 868-001

- (2) Supply electrical power (Ref 24-22-00).

S 868-002

- (3) Pull the external handle and turn to the full travel position to release the cargo door.

S 868-003

- (4) Put the exterior cargo door control switch in the OPEN position to open the cargo door.
 - (a) Stay away from the cargo door until it stops.

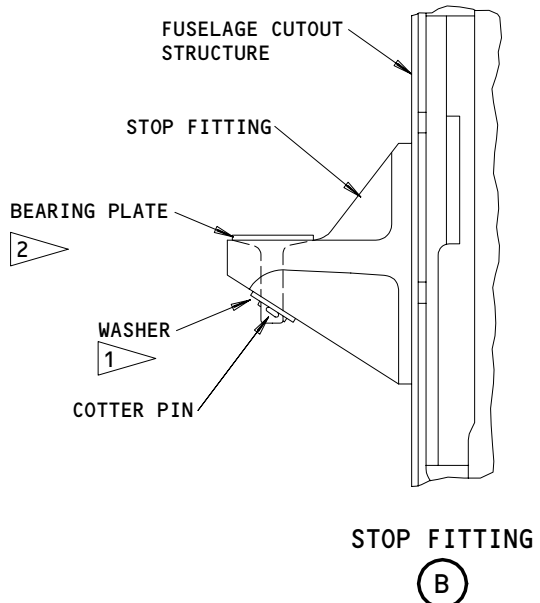
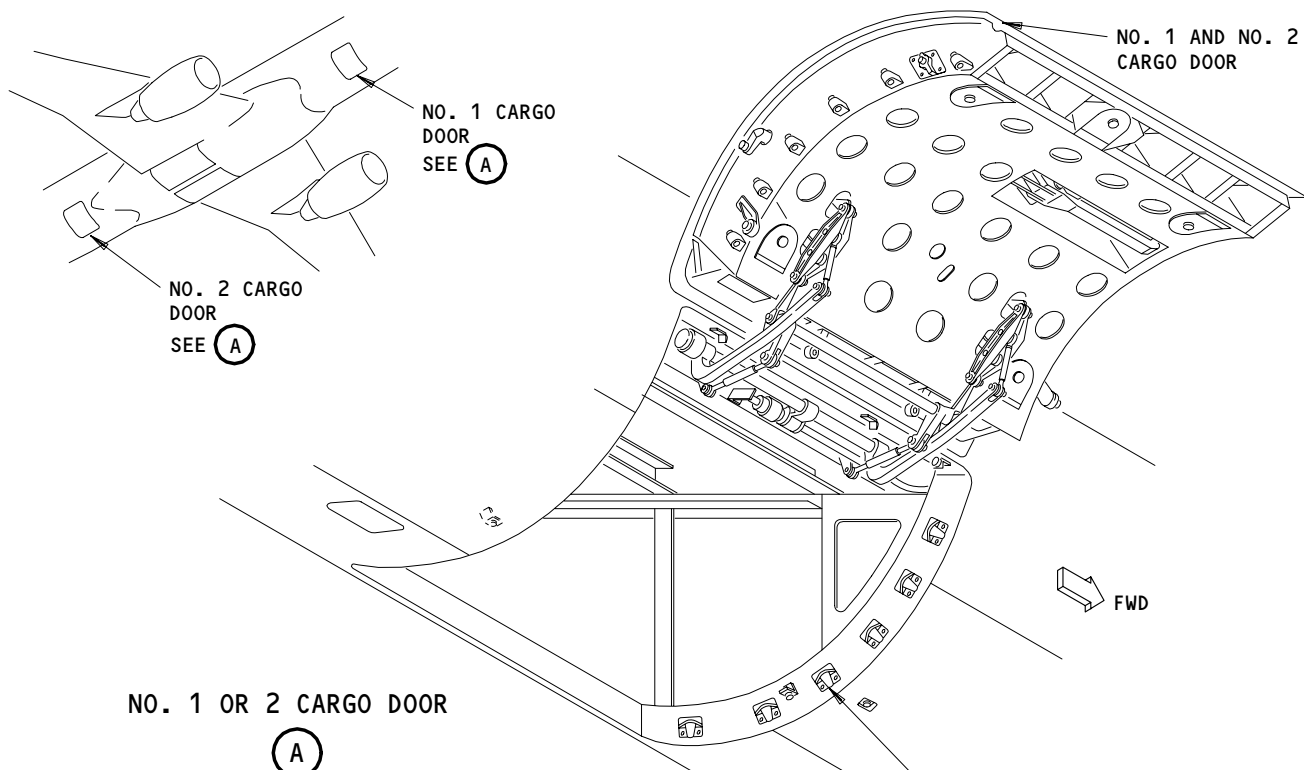
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- 1 USE A WASHER IF NECESSARY TO LIMIT THE TRAVEL OF THE BEARING PLATE TO 0.03 INCH MAXIMUM, AFTER INSTALLATION OF THE COTTER PIN
- 2 APPLY THE SEALANT TO THE FAYING SURFACE ON THE BEARING PLATE AND STOP FITTING. APPLY A FILLET SEAL AROUND THE WASHER AND COTTER PIN

No. 1 and No. 2 Cargo Door Installation
Figure 801

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E. Procedure - Replace the Stop Fitting Bearing Plate

S 028-004

- (1) Remove the bearing plate from the stop fitting.

S 428-006

- (2) Install the bearing plate with the washer and the cotter pin into the stop fitting as shown in Fig. 801.

S 438-007

- (3) Use a washer, if necessary, to keep the travel of the bearing plate to a limit as shown on Fig. 801 after the installation of the cotter pin.

S 628-008

- (4) Apply the sealant to the mating surfaces of the bearing plate and the hole in the stop fitting.

S 628-009

- (5) Apply a fillet seal around the washer and the cotter pin.

F. Put the Airplane Back to its Usual Condition

S 868-010

- (1) Put the exterior cargo door control switch in the CLOSE position to close the door.
(a) Stay away from the cargo door until it stops.

S 868-011

- (2) Turn the external handle from the full travel position to the latched position.

S 868-012

- (3) Remove the electrical power, if it is not necessary.

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NO. 1 AND 2 CARGO DOOR – REMOVAL/INSTALLATION

1. General

- A. This procedure contains two tasks. The first task is the removal of the No. 1 and No. 2 cargo door. The second task is the installation of the No. 1 and No. 2 cargo door.
- B. You can install the No. 1 or No. 2 cargo door on the hinges with the airplane on its landing gear. To connect the hinge mechanism and to do the subsequent adjustments to the cargo door, put the airplane with operating empty weight on its landing gear or in a level position on the jacks.
- C. This procedure contains steps to remove the unwanted skin around the edges of a new cargo door. When you install a new replacement door, it is necessary to remove the unwanted skin around the edges of the door and to adjust the shims in the door systems. If you do not install a new replacement door, do not do these steps.
- D. Refer to 52-34-00/501 to adjust the lift/latch mechanisms with the upper and lower hinge lift links, lift cams, adjustment arms, and hinge links before you install the cargo door.
- E. These are the EICAS messages for the cargo doors:

EICAS Message	Cargo Door Nomenclature
FWD CARGO DOOR	No. 1 Cargo Door
AFT CARGO DOOR	No. 2 Cargo Door

TASK 52-34-01-004-001

2. Remove the No. 1 or No. 2 Cargo Door

- A. Equipment
 - (1) Sling, Cargo Door – B52016-1
 - (2) Safety Barrier, Cargo Door – B52005-19
 - (3) Transportation Stand, No. 1 and No. 2 Cargo Door – commercially available
- B. References
 - (1) 52-34-00/501, No. 1 and 2 Cargo Door
- C. Access
 - (1) Location Zones
 - 821 No. 1 Cargo Door
 - 822 No. 2 Cargo Door
- D. Procedure – Remove the No. 1 or No. 2 Cargo Door

EFFECTIVITY

ALL

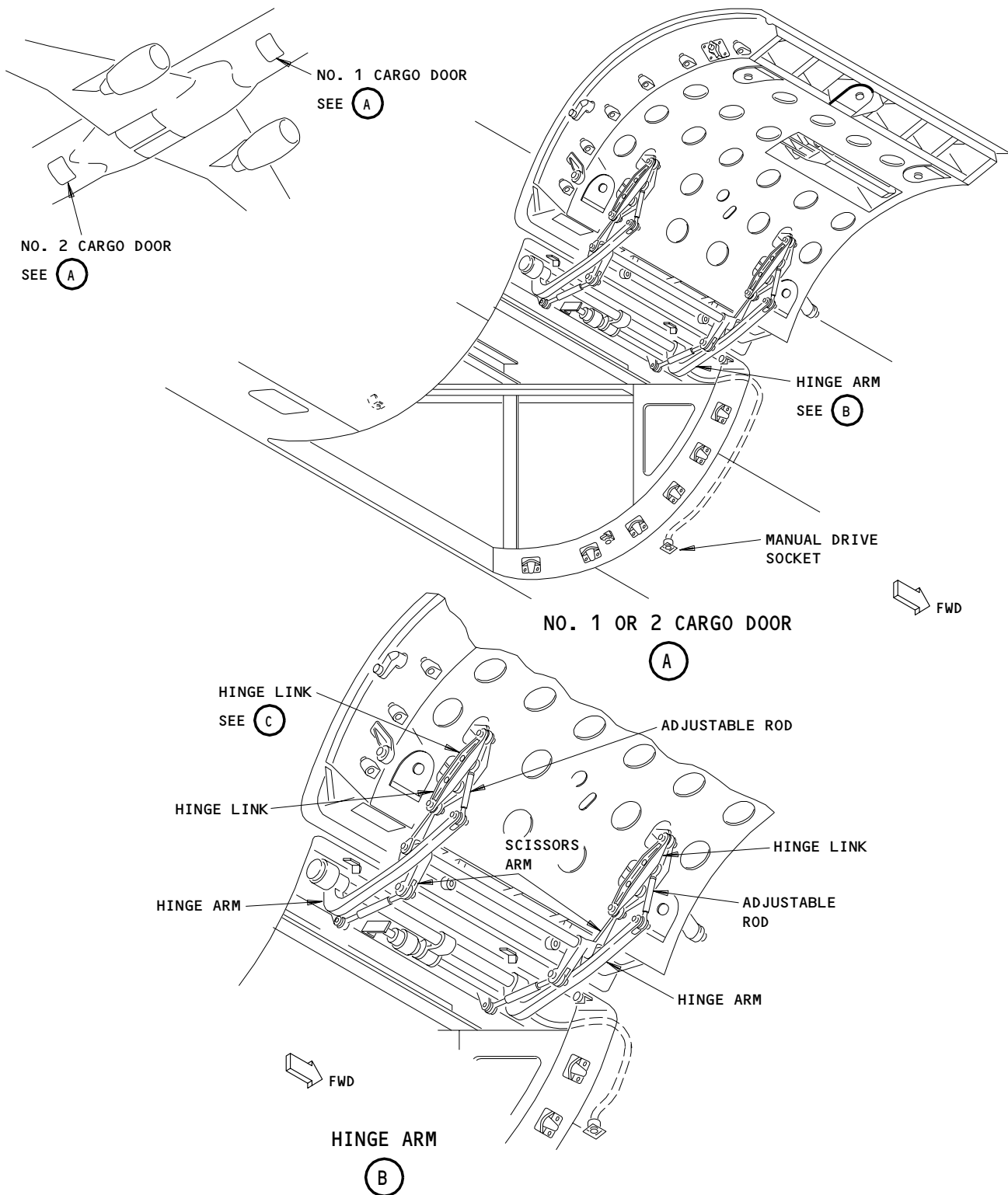
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BOEING

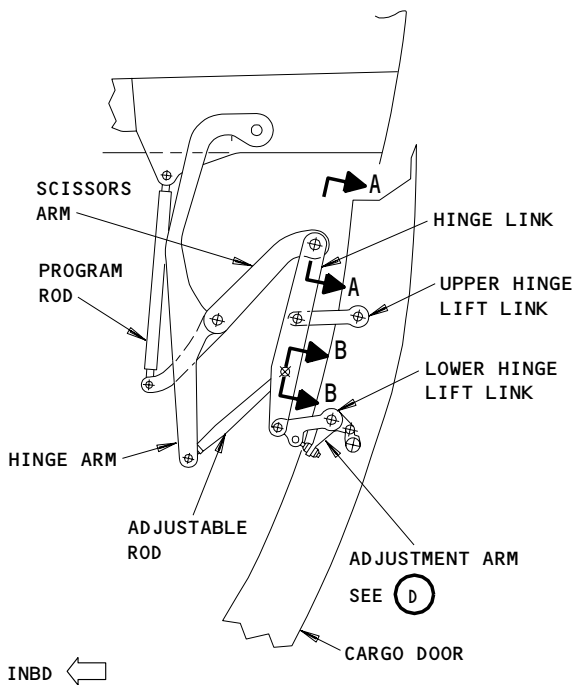
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No. 1 and 2 Cargo Door Installation
Figure 401 (Sheet 1)

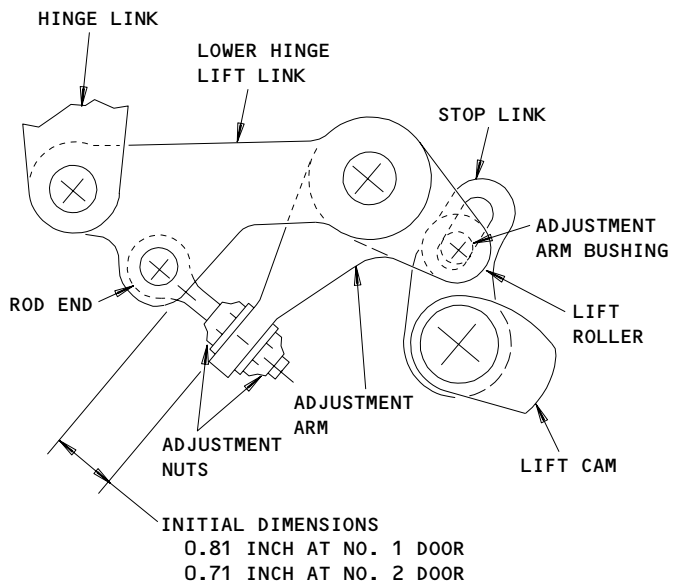
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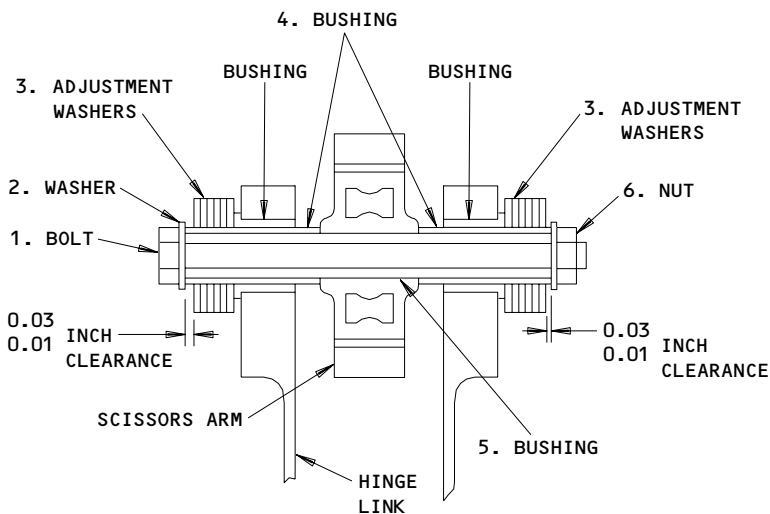
HINGE LINK
(DOOR IN THE CLOSED POSITION)

(C)

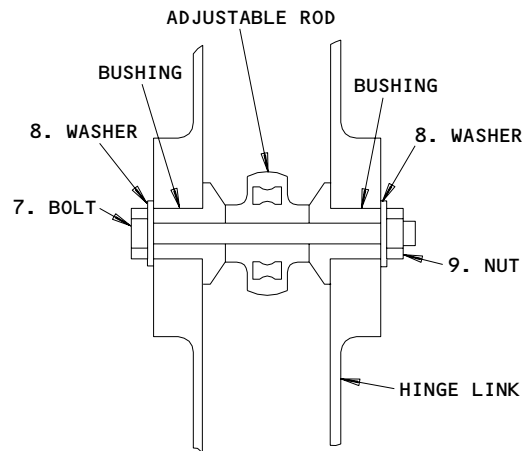


ADJUSTMENT ARM

(D)



A-A



B-B

No. 1 and 2 Cargo Door Installation
Figure 401 (Sheet 2)

EFFECTIVITY

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S 864-002

CAUTION: DO NOT DO THIS PROCEDURE IN STRONG WINDS. STRONG WINDS CAN CAUSE DAMAGE TO THE CARGO DOOR EQUIPMENT.

- (1) Open this circuit breaker on the main equipment center service panel and attach a DO-NOT-CLOSE tag:
 - (a) CARGO LIGHTS NO. 1 DOOR, for the No. 1 cargo door

S 864-003

- (2) Open this circuit breaker on the aft equipemnt center rack, E6, and attach a DO-NOT-CLOSE tag:
 - (a) E6 TOP, CARGO LIGHTS NO. 2 DOOR, for the No. 2 cargo door

S 864-004

- (3) Open these circuit breakers on the APU external power panel, P34(A), and attach DO-NOT-CLOSE tags:
 - (a) 34A1(A), CARGO DOOR 1, for the No. 1 cargo door
 - (b) 34A2(A), CARGO DOOR 2, for the No. 2 cargo door
 - (c) 34A5(A), CARGO DOOR CONT

S 014-005

- (4) Get access to the cargo door in an applicable cargo compartment.

S 864-006

- (5) Manually unlatch the cargo door.

S 864-007

- (6) Use the manual drive gearbox to move the cargo door to a not fully open position. Put the cargo door in a position to put the hinge arms at an angle of approximately 30 degrees from the vertical.

S 494-008

CAUTION: MAKE SURE THE SLING IS INSTALLED CORRECTLY AND THE CARGO DOOR WEIGHT IS NOT ON THE HINGES. THE WEIGHT OF THE CARGO DOOR CAN CAUSE DAMAGE TO THE HINGE LINKS.

- (7) Install the cargo door sling and put a sufficient tension load on the sling to make sure the weight of the door is not on the hinges.

S 464-009

- (8) Disconnect the lighting wiring from the cargo door. Put the loose end of the wiring cable in the cargo compartment ceiling area.

S 024-010

- (9) Remove the bolt (7) that attaches the adjustable rod to the hinge link at the forward and aft locations (View B-B, Fig. 401).

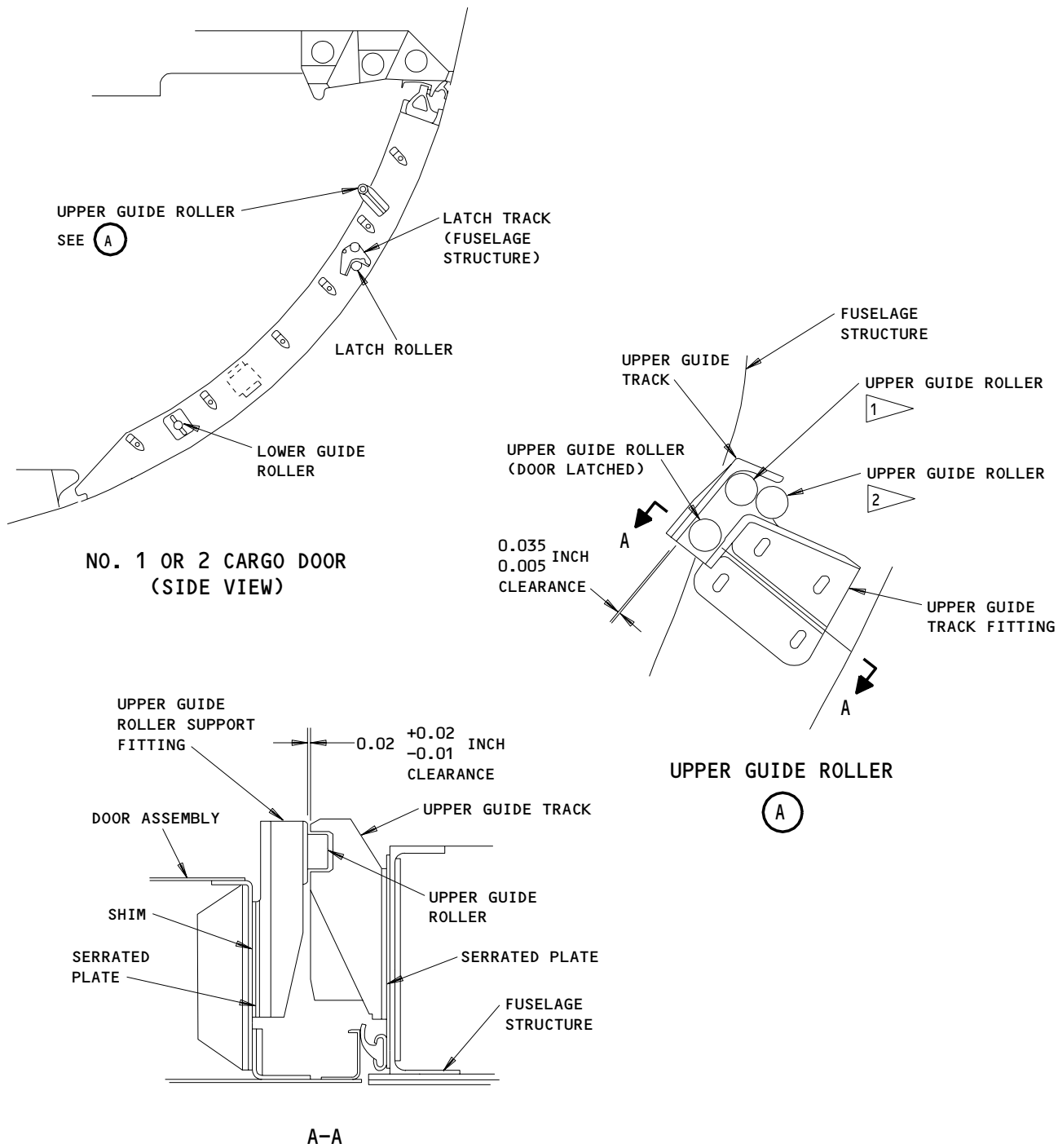
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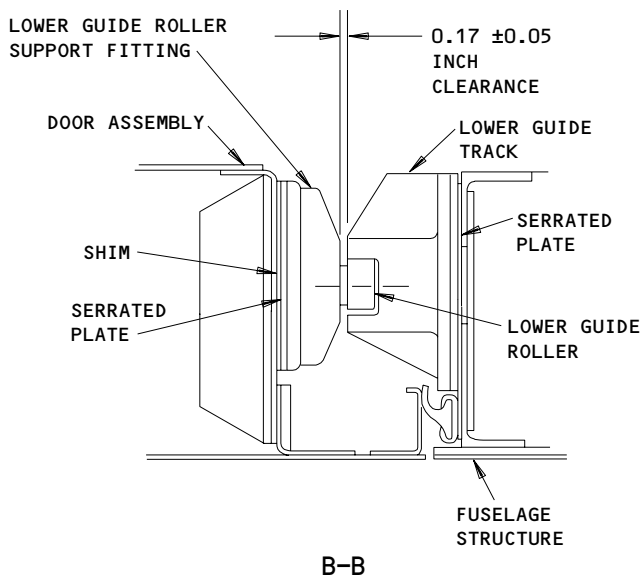
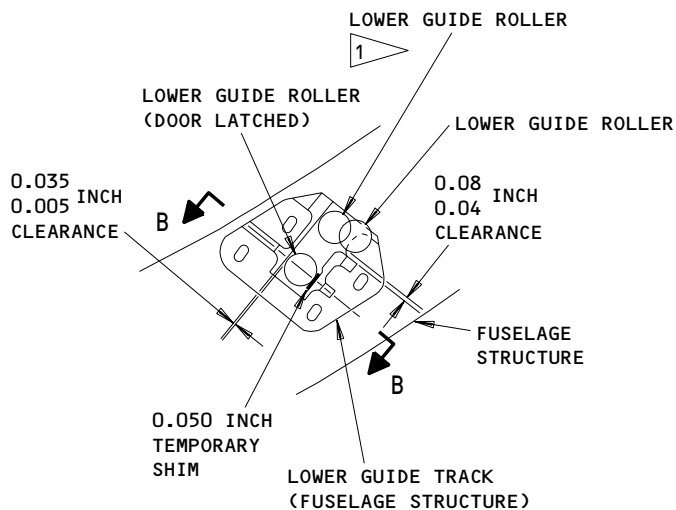
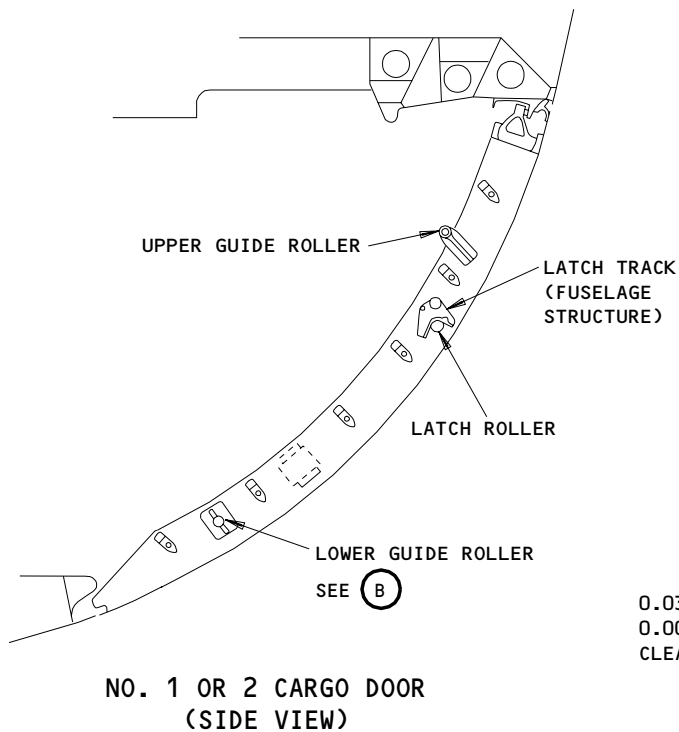


- 1 THE GUIDE ROLLER TOUCHES THE INBOARD FLANGE OF THE GUIDE TRACK
- 2 THE GUIDE ROLLER IS IN THE CENTER OF THE GUIDE TRACK

Guide Roller and Guide Track Adjustments
Figure 402 (Sheet 1)

EFFECTIVITY	
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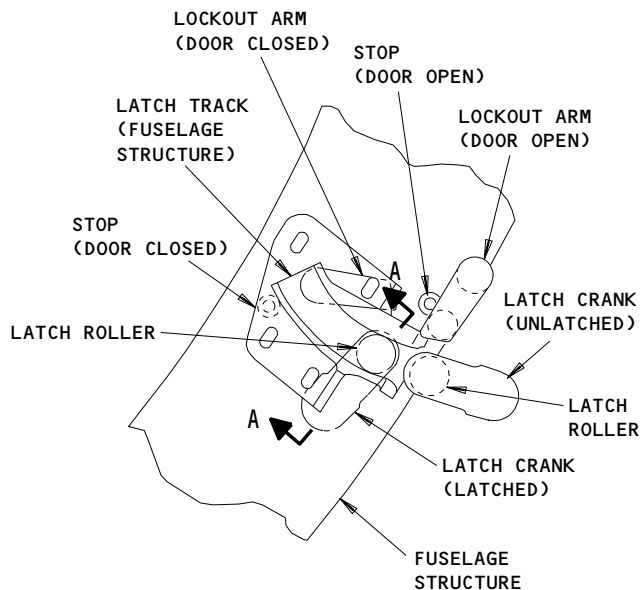
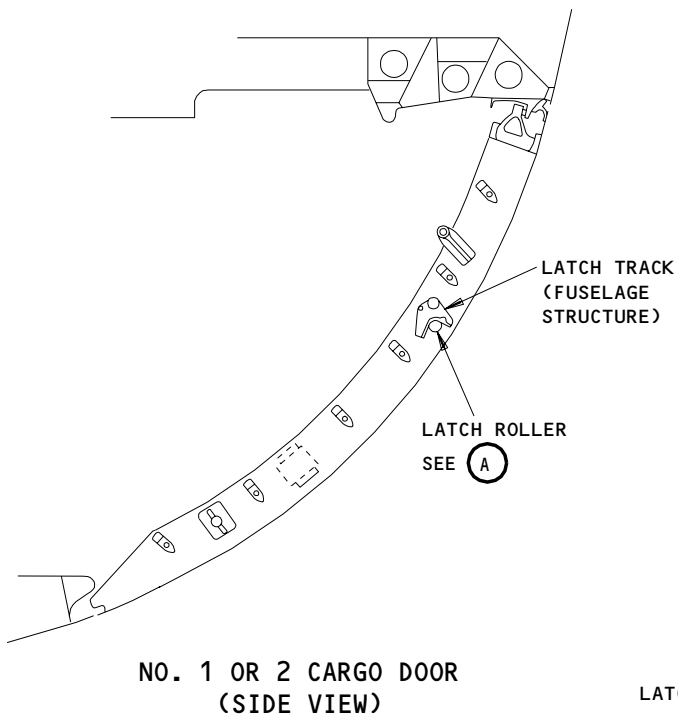


LOWER GUIDE ROLLER
(B)

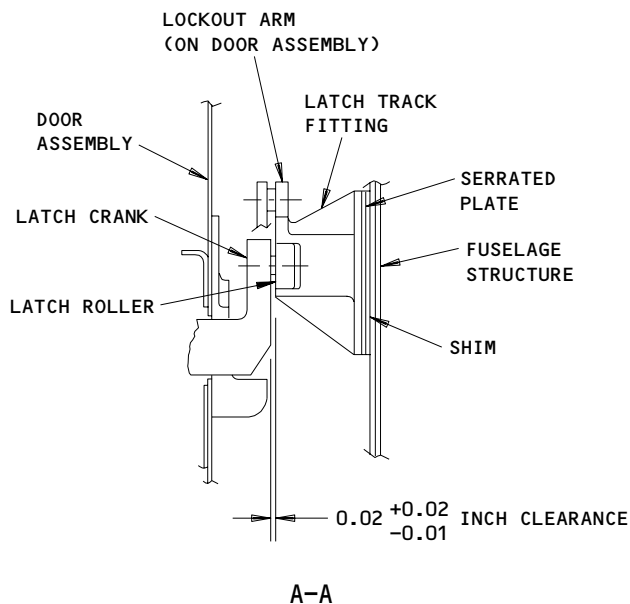
Guide Roller and Guide Track Adjustments
Figure 402 (Sheet 2)

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LATCH ROLLER



Latch Track and Latch Roller Adjustments
Figure 403

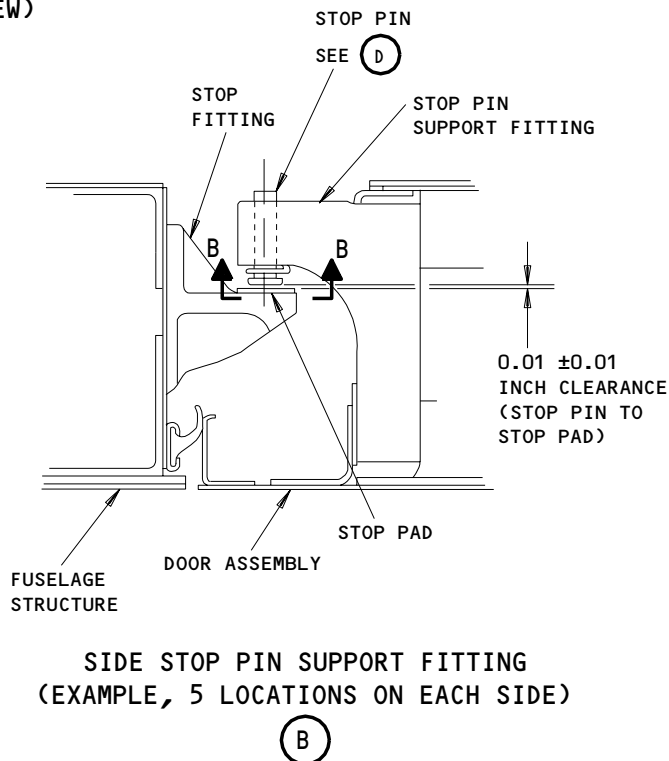
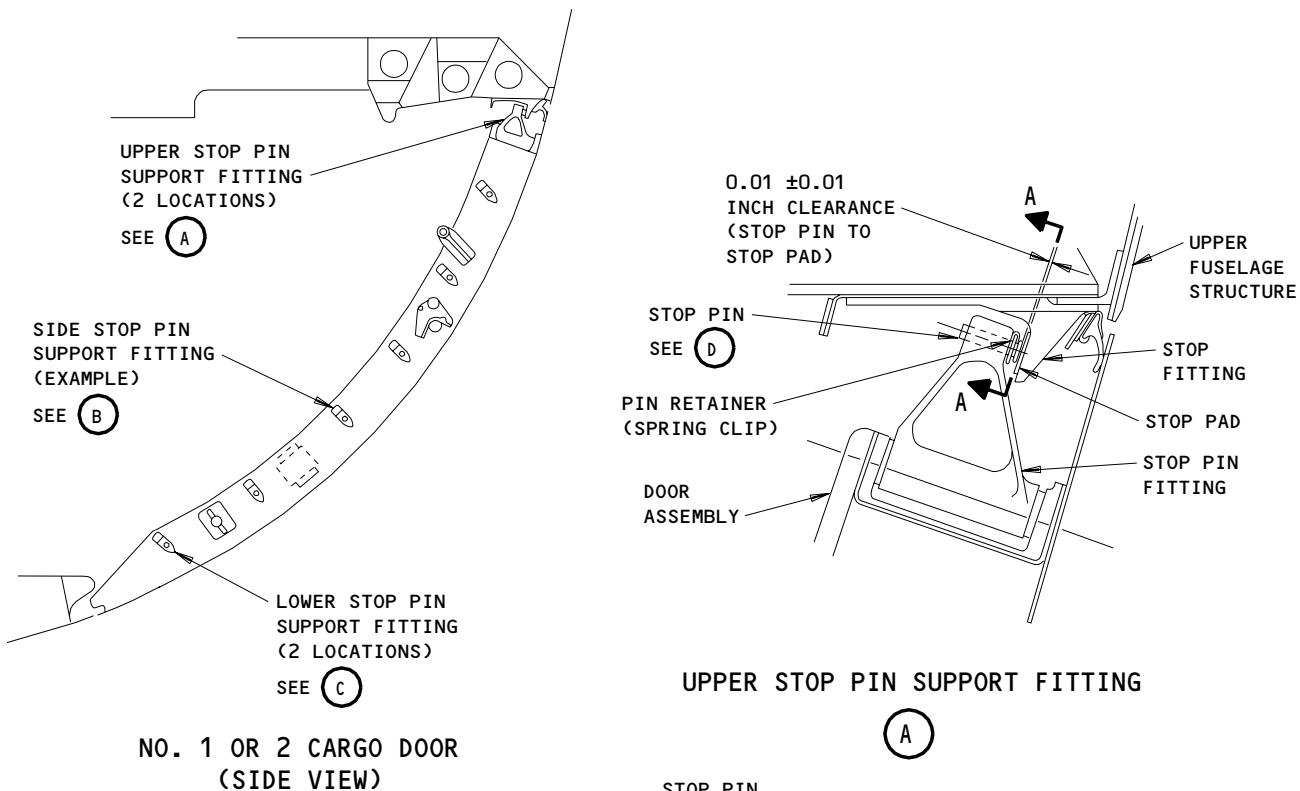
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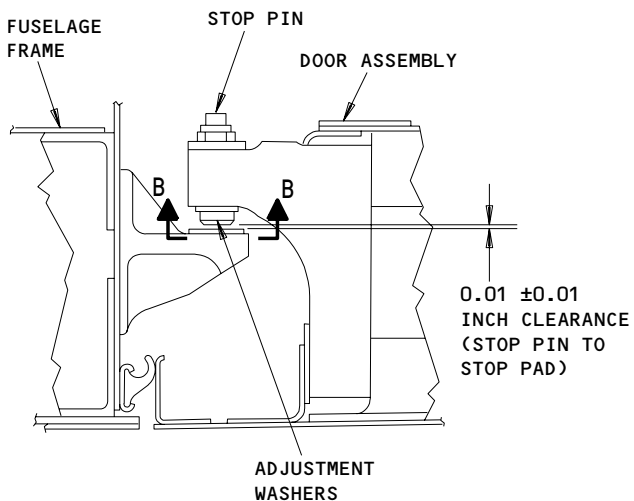
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Stop Pin and Stop Pad Adjustments
Figure 404 (Sheet 1)

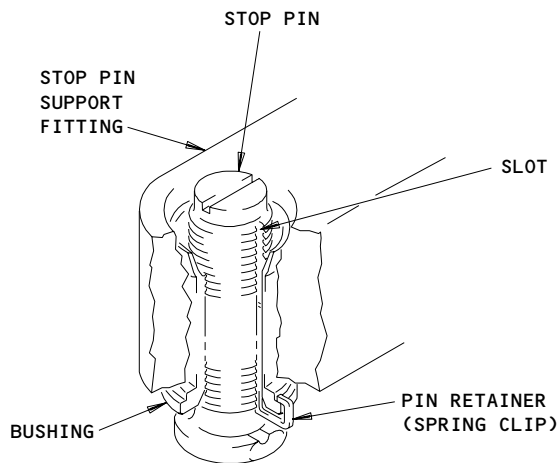
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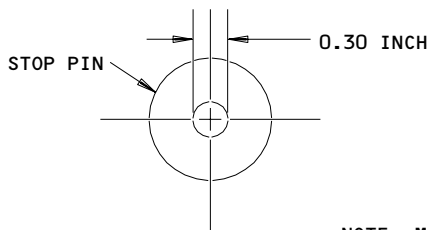
LOWER STOP PIN SUPPORT FITTING
(FORWARD AND AFT SIDES)

(C)



STOP PIN

(D)



B-B

NOTE: MAKE SURE THE CENTERLINE OF THE STOP PIN TOUCHES THE CENTERLINE OF THE STOP PAD IN 0.30 INCH.

Stop Pin and Stop Pad Adjustment
Figure 404 (Sheet 2)

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S 024-011

- (10) Remove the bolt (1) that attaches the scissors arm to the hinge link at the forward and aft locations. Do not turn the cargo door hinges when the last bolt is removed (View A-A, Fig. 401).

S 024-012

- (11) Remove the cargo door from the airplane and put the door on the transportation stand.

S 494-013

- (12) Install the cargo door personnel safety barrier across door opening.

TASK 52-34-01-404-014

3. Install the No. 1 or No. 2 Cargo Door

A. General

- (1) Refer to 52-34-00/501 for all the necessary adjustments of the No. 1 and No. 2 cargo doors.

B. Equipment

- (1) Sling, Cargo Door - B52016-1
 (2) Safety Barrier, Cargo Door - B52005-19
 (3) Transportation Stand, No. 1 and No. 2 Cargo Door - commercially available

C. Consumable Materials

- (1) C00259 Primer, BMS 10-11, Type 1
 (2) C00308 Compound, Corrosion Preventive, MIL-C-11796, Class 3

D. Parts

MM		NOMENCLATURE	IPC		
FIG	ITEM		SUBJECT	FIG	ITEM
401	1	Bolt	52-34-01	01	35
	2	Washer			75
	3	Washer			87,88
	4	Bushing			125
	5	Bushing			130
	6	Nut			100
	7	Bolt			40
	8	Washer			65
	9	Nut			95

E. References

- (1) 12-21-22/301, No. 1 and 2 Cargo Doors
 (2) 24-22-00/201, Electrical Power - Control
 (3) 52-09-04/401, Cargo Door Seals
 (4) 52-34-00/501, No. 1 and 2 Cargo Door
 (5) 52-34-35/501, No. 1 and 2 Cargo Door Proximity Sensors
 (6) 52-71-00/501, Door Warning System

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F. Access

(1) Location Zones

- 821 No. 1 Cargo Door
- 822 No. 2 Cargo Door

G. Prepare to Install the No. 1 or No. 2 Cargo Door

S 214-015

CAUTION: DO NOT DO THIS PROCEDURE IN STRONG WINDS. STRONG WINDS CAN CAUSE DAMAGE TO THE CARGO DOOR EQUIPMENT.

- (1) Make sure the forward and aft hinge arms are aligned correctly.

S 214-016

- (2) Make sure the hinge links stay at an angle of approximately 30 degrees from the vertical.

S 014-017

- (3) Get access to the cargo door in an applicable cargo compartment.

S 094-018

- (4) Remove the cargo door personnel safety barrier.

S 034-019

- (5) Remove the pressure seal from the fuselage structure (Ref 52-09-04).

NOTE: Seal removal is recommended to easily show the clearances between the cargo door mechanisms when the adjustments are made. It is not necessary to remove the pressure seal.

S 034-020

- (6) Remove the shims from under the forward and aft latch tracks (View A-A, Fig. 403).

S 434-021

- (7) Install the latch tracks and the serrated plates in the center of the slots.

S 034-022

- (8) Loosen the bolts that hold the forward and aft, upper and lower guide tracks (Views A and B, Fig. 402).

S 824-023

- (9) Put the forward and aft, upper and lower guide tracks in the centers of the slots and tighten the bolts.

S 034-024

- (10) Remove the shims from under the guide roller assemblies (View A-A and B-B, Fig. 402).

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- S 434-025
- (11) Install the guide roller assemblies on the cargo door frame in the center of the slots.
- S 024-026
- (12) Remove the the pin retainers (spring clips, View D, Fig. 404). Turn back the stop pins (14 locations) until the stop pins touch the bottoms of the support fittings.
- S 824-027
- (13) Adjust the adjustment arm to the initial dimensions (2 locations) (View D, Fig. 401).

NOTE: The initial dimensions for the No. 1 and No. 2 cargo door are different.

H. Install the No. 1 or No. 2 Cargo Door

- S 864-028
- (1) Use the cargo door sling and the applicable hoist equipment to lift the cargo door vertically and put it in a position outboard of the fuselage cutout near the hinge linkage.
- S 824-029
- (2) Align the outboard ends of the scissors arms with the holes in the top ends of the door assembly hinge links.
- S 424-030
- (3) Install the bolts (1), washers (2), bushings (4), bushings (5), and nuts (6) without the adjustment washers (3) (View A-A, Fig. 401). Do not tighten the nut (6).
- S 824-031
- (4) Align the forward and aft adjustable rods with the holes in the door assembly hinge links.
- S 424-032
- (5) Install the bolts (7), washers (8), and nuts (9) (View B-B, Fig. 401).
- S 094-033
- (6) Remove the cargo door sling.
- S 864-034
- (7) Pull the external handle outboard to the unlatched position.
- S 864-035
- (8) Use the manual drive gearbox to slowly move the cargo door assembly in the direction of the fuselage cutout until the latch rollers go near to the latch tracks (View A, Fig. 403).

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S 824-036

- (9) Adjust the rod ends of the forward and aft adjustment arm (View D, Fig. 401) which moves the latch rollers up or down to put the latch rollers in the center of the latch tracks.

S 224-037

- (10) Make sure that at the lower lift hinge link locations the adjustment arm bushing does not touch the bottom of the stop link slot (View D, Fig. 401).

S 824-038

- (11) Move the cargo door assembly forward or aft to the approximate center of the door opening.

S 424-039

- (12) Add the washers (3) to the forward and aft sides of the hinge links at the scissors arm attach points (2 locations) (View A-A, Fig. 401). Install the bolts (1) loosely.

S 214-040

- (13) Slowly turn the hinge arms to move the door in the direction of the fuselage structure. Make sure that as the latch rollers go into the latch tracks, the external door handle turns slightly to the latched position.

S 354-041

- (14) Make sure the forward and aft skin on the cargo door does not touch the fuselage structure. Remove the unwanted skin on the forward and aft edges of the door if it is necessary.

NOTE: The final removal of skin is done later in this procedure.

S 824-042

- (15) Move the cargo door inboard and put each upper guide track fitting on the serrated plate on the fuselage structure to put the guide rollers in the center of the guide track (View A, Fig. 402).

S 864-043

CAUTION: INSTALL SHEET METAL SHIMS BETWEEN THE DOOR TOP EDGE AND THE FUSELAGE SKIN TO PREVENT THE BLOCKAGE OF THE DOOR. THE UNWANTED DOOR SKIN CAN CAUSE BLOCKAGE OF THE DOOR WHICH CAN MAKE IT STAY IN THE LATCHED POSITION.

- (16) Turn the cargo door inboard more until the forward and aft upper guide rollers touch the inboard flange of the guide track (View A, Fig. 402).

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S 824-044

- (17) Adjust the length of the adjustable rods on the forward and aft hinge links (View C, Fig. 401) to make the upper and lower guide rollers (4 locations) touch the inboard flange of the guide tracks (Views A and B, Fig. 402).

S 824-045

- (18) Use the manual drive gearbox to move the cargo door outboard to get a 1.0-2.0 inch clearance between the lower guide rollers and the inboard flange of the lower guide tracks.

S 864-046

WARNING: IF THE PRESSURE SEAL IS NOT INSTALLED, HOLD THE LATCH HANDLE TIGHTLY. THE FAST MOVEMENT OF THE DOOR AND THE HINGE ASSEMBLY CAN CAUSE INJURY OR DAMAGE.

- (19) Close and latch the cargo door with the exterior handle.

S 354-047

- (20) Remove the unwanted skin along the bottom edge of the door to permit the cargo door to go to the latched position as follows:

NOTE: Refer to 52-34-00/501 for the No. 1 and No. 2 Cargo Door Flushness and Clearances.

- (a) Close and latch the cargo door.
- (b) Make marks on the cargo door that will give the correct clearances between the fuselage cutout opening and the door edges.
- (c) Open the cargo door and use the marks to correctly remove the unwanted skin around the door edges.
- (d) Do a check for the correct removal of skin around the door edges, the clearances between the fuselage skin and the door skin, and the smoothness of the door edges.

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S 824-103

- (21) Refer to the No. 1 and No. 2 Cargo Door - Adjustment/Test (52-34-00/501) to do these steps:
- (a) Align the cargo door horizontally.
 - (b) Align the cargo door vertically.
 - (c) Align the upper stop fittings.
 - (d) Adjust the forward and aft latch tracks.
 - (e) Adjust the forward and aft upper guide tracks.
 - (f) Adjust the forward and aft lower guide tracks.
 - (g) Adjust the stop pins.
 - (h) Adjust the adjustment arm.

I. Put the Airplane Back to its Usual Condition

S 224-061

- (1) Do a check on all the clearances and the flushness of the cargo door that were adjusted (Ref 52-34-00/501).

NOTE: This is to make sure that subsequent adjustments did not change the adjustments done before.

S 424-060

- (2) Make an inspection of the cargo door seal. Install the seal on the fuselage structure (Ref 52-09-04).

S 494-059

- (3) Remove the lockout pawl ties.

S 434-058

- (4) Connect the cargo door lighting wiring and install the cable clamps.

S 824-057

- (5) Adjust the cargo door proximity sensors (Ref 52-34-35).

S 824-056

- (6) Adjust the cargo door proximity sensors for the door warning system (Ref 52-71-00).

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- S 864-055
- (7) Remove the DO-NOT-CLOSE tag and close this circuit breaker on the main equipment center service panel:
- (a) CARGO LIGHTS NO. 1 DOOR, for the No. 1 cargo door
- S 864-054
- (8) Remove the DO-NOT-CLOSE tag and close this circuit breaker on the E6 rack:
- (a) E6 TOP, CARGO LIGHTS NO. 2 DOOR, for the No. 2 cargo door
- S 864-053
- (9) Remove the DO-NOT-CLOSE tags and close these circuit breaker on the APU external power panel, P34(A):
- (a) 34A1(A), CARGO DOOR 1, for the No. 1 cargo door
 - (b) 34A2(A), CARGO DOOR 2, for the No. 2 cargo door
 - (c) 34A5(A), CARGO DOOR CONT
- S 644-052
- (10) Lubricate the cargo door installation (Ref 12-21-22).
- S 864-051
- (11) Supply electrical power (Ref 24-22-00).
- S 864-050
- (12) Manually unlatch the door.
- S 714-105
- WARNING:** MAKE SURE THAT ALL PERSONS AND EQUIPMENT ARE CLEAR OF THE CARGO DOOR PATH BEFORE YOU OPERATE THE CARGO DOOR CONTROL SWITCH. THE CARGO DOOR CAN CONTINUE TO MOVE AFTER YOU RELEASE THE SWITCH. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.
- (13) Open and close the cargo door electrically to make sure the door moves smoothly.
- (a) Make sure that the cargo door stops moving before you go into the cargo door path area.
- S 864-048
- (14) Remove electrical power if it is not necessary.

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NO. 1 AND 2 CARGO DOOR UPPER STOP FITTING – REMOVAL/INSTALLATION

1. General

- A. This procedure contains two tasks. The first task is the removal of the upper stop fitting on the No. 1 or 2 cargo door. The second task is the installation of the upper stop fitting on the No. 1 or 2 cargo door.

TASK 52-34-02-004-001

2. Remove the No. 1 or 2 Cargo Door Upper Stop Fitting (Fig. 401)

A. Access

(1) Location Zones

821	No. 1 Cargo Door
822	No. 2 Cargo Door

B. Prepare to Remove the No. 1 or 2 Cargo Door Upper Stop Fitting

S 864-002

- (1) Open these circuit breakers on the APU external power panel, P34A, and attach DO-NOT-CLOSE tags:
- (a) 34A1(A), CARGO DOOR 1, for the No. 1 cargo door
 - (b) 34A2(A), CARGO DOOR 2, for the No. 2 cargo door
 - (c) 34A5(A), CARGO DOOR CONT

S 014-003

- (2) Pull the external handle from the latched position to the fully open position to unlatch the cargo door.

S 494-004

- (3) Install the 3/8-inch drive speed wrench in the manual drive socket of the manual drive gearbox.

NOTE: The maximum permitted torque on the manual drive socket is 80 pound-inches.

S 864-005

- (4) Turn the speed wrench counterclockwise to open the cargo door to the canopy position.

S 864-006

- (5) Push the external handle from the fully open position to the latched position to get access to the adjustable control rod attachment bolt (View A).

C. Procedure – Remove the No. 1 or 2 Cargo Door Upper Stop Fitting

S 034-007

- (1) Remove the adjustable control rod attachment bolt.

S 034-008

- (2) Use an applicable punch to remove the roll pin.

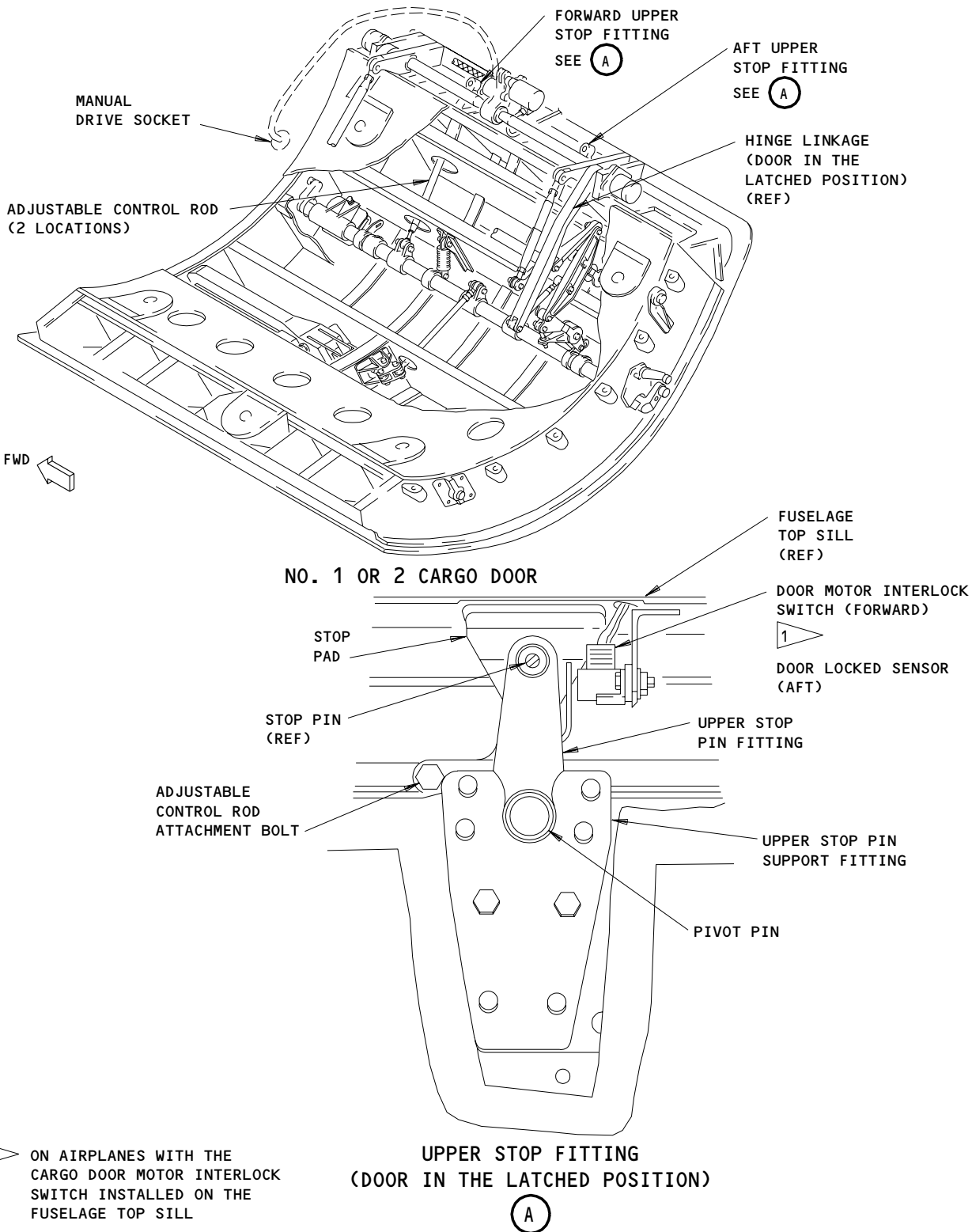
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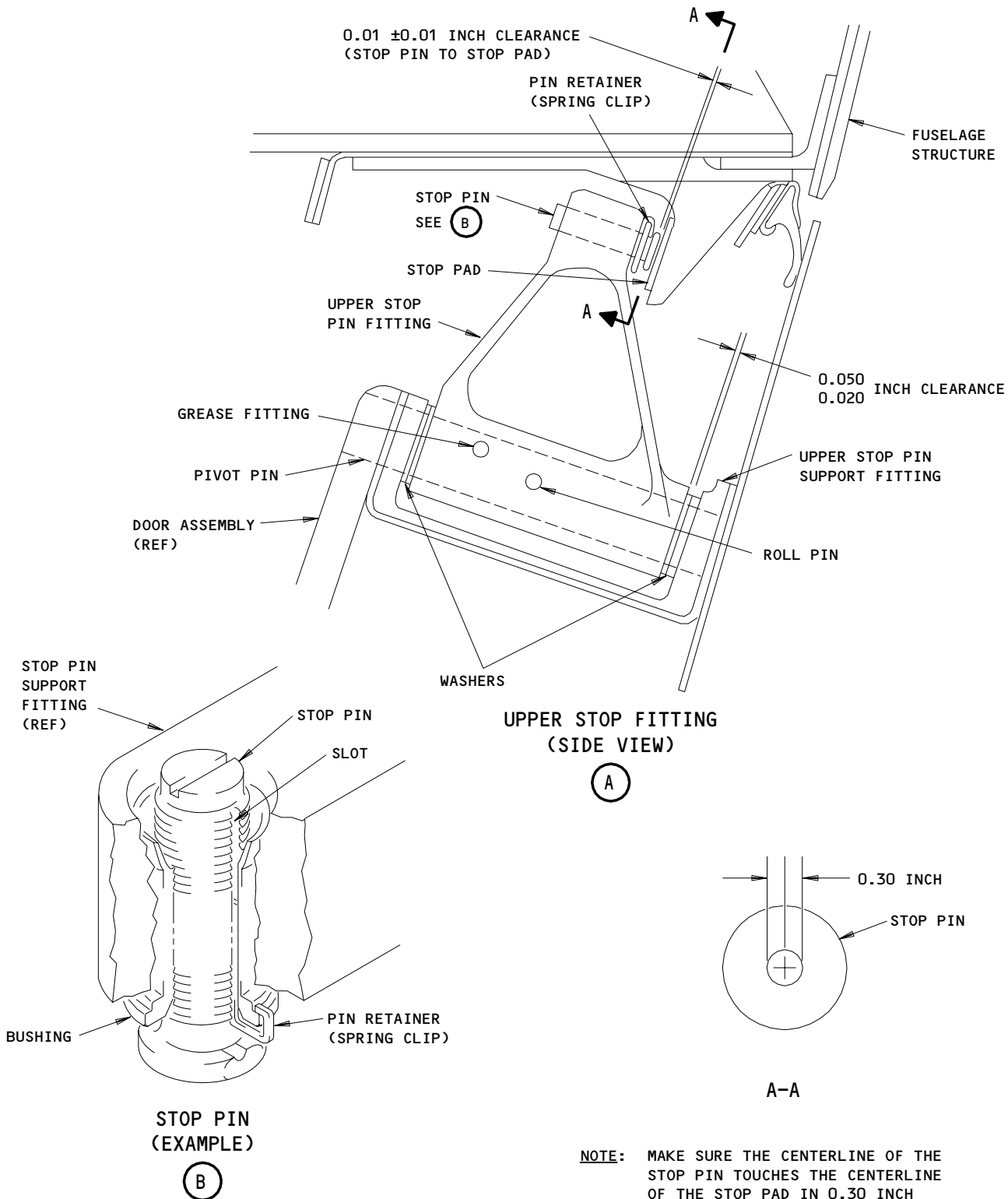
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No. 1 and 2 Cargo Door Upper Stop Fitting
Figure 401 (Sheet 1)

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No. 1 and 2 Cargo Door Upper Stop Fitting
Figure 401 (Sheet 2)

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S 034-009

- (3) Remove the pivot pin from the upper stop pin support fitting.

S 024-010

- (4) Remove the upper stop fitting.

S 494-011

CAUTION: DO NOT MOVE THE HANDLES ON THE CARGO DOOR WHILE THE ADJUSTABLE CONTROL ROD IS DISCONNECTED. IF YOU MOVE THE HANDLES ON THE CARGO DOOR WHILE THE ADJUSTABLE CONTROL ROD IS DISCONNECTED, DAMAGE TO THE CONTROL ROD OR THE DOOR CAN OCCUR.

- (5) Attach DO-NOT-OPERATE tags to the inner and external handles on the cargo door.

TASK 52-34-02-404-012

3. Install the No. 1 or 2 Cargo Door Upper Stop Fitting (Fig. 401)

A. Consumable Materials

- (1) D00633 Grease - BMS 3-33 (Preferred)
(2) D00013 Grease - MIL-PRF-23827 (Supersedes MIL-G-23827) (Alternate)

B. References

- (1) 12-21-22/301, No. 1 and 2 Cargo Doors
(2) 52-34-00/501, No. 1 and 2 Cargo Doors

C. Access

- (1) Location Zones
821 No. 1 Cargo Door
822 No. 2 Cargo Door

D. Procedure

S 434-013

- (1) Put the upper stop fitting in the upper stop pin fitting.

S 434-014

- (2) Install the washers to get the correct clearance between the upper stop pin fitting and the upper stop pin support fitting (View A).

NOTE: A thickness of 0.016 inch for the washers is recommended.

S 434-015

- (3) Install the roll pin through the upper stop pin fitting and the pivot pin.

S 434-016

- (4) Attach the adjustable control rod to the upper stop fitting with the bolt, washer, and nut. Make sure the rod end is in a position to get easy access for lubrication.

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S 094-017

- (5) Remove the DO-NOT-OPERATE tags from the inner and external handles on the cargo door.

S 864-018

- (6) Pull the external handle from the latched position to the fully open position to unlatch the cargo door.

S 034-019

- (7) Remove the pin retainer (spring clip) from the stop pin (View B).

S 824-020

- (8) Turn the stop pin in the direction of the upper stop pin fitting until it touches the bushing.

S 864-021

CAUTION: WHEN YOU LATCH THE DOOR AFTER THE INSTALLATION OF THE UPPER STOP FITTING, MAKE SURE THE UPPER STOP FITTING DOES NOT TOUCH THE DOOR MOTOR INTERLOCK SWITCH OR THE DOOR LOCKED SENSOR. IF THE UPPER STOP FITTING TOUCHES THE DOOR MOTOR INTERLOCK SWITCH OR THE DOOR LOCKED SENSOR, DAMAGE CAN OCCUR.

- (9) Install the 3/8-inch speed drive wrench in the manual drive socket of the manual drive gearbox.

S 864-022

- (10) Turn the speed wrench clockwise to close the cargo door.

S 864-023

- (11) Push the external handle from the fully open position to the latched position to latch the cargo door.

S 824-024

- (12) Adjust the position of the upper stop fitting when the cargo door is latched. Do the steps that follow:
- (a) Loosen the jamnuts on the adjustable control rod ends.
 - (b) Turn the adjustable control rod to make it longer or shorter until the upper stop fitting is vertically aligned in the correct limits (View A-A).
 - (c) Tighten the jamnuts and install the lockwire.

S 824-025

- (13) Adjust the stop pin and stop pad clearance with the door in the latched position. Do the steps that follow:
- (a) Adjust the stop pin until the stop pin touches the mating stop pad.
 - (b) Turn back the stop pin to the nearest slot and install the pin retainer (spring clip) (View B).

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- (c) Make sure the clearance is correct between the stop pin and the stop pad (View A, Sheet 2).
- (d) Lubricate the upper stop fitting and the adjustable control rod ends (Ref 12-21-22).

S 864-026

- (14) Remove the DO-NOT-CLOSE tags and close these circuit breakers on the P34(A) panel:
 - (a) 34A1(A), CARGO DOOR 1, for the No. 1 cargo door
 - (b) 34A2(A), CARGO DOOR 2, for the No. 2 cargo door
 - (c) 34A5(A), CARGO DOOR CONT

S 714-027

- (15) Do the operational test for the cargo door (Ref 52-34-00).

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NO. 1 AND 2 CARGO DOOR MANUAL DRIVE GEARBOX – REMOVAL/INSTALLATION

1. General

- A. This procedure contains two tasks. The first task is the removal of the No. 1 and 2 cargo door manual drive gearbox. The second task is the installation of the No. 1 and 2 cargo door manual drive gearbox.

TASK 52-34-03-004-001

2. Remove the No. 1 and 2 Cargo Door Manual Drive Gearbox

A. General

WARNING: MAKE SURE THAT ALL PERSONS AND EQUIPMENT ARE CLEAR OF THE CARGO DOOR PATH BEFORE YOU OPERATE THE CARGO DOOR CONTROL SWITCH. THE CARGO DOOR CAN CONTINUE TO MOVE AFTER YOU RELEASE THE SWITCH. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (1) Obey this warning during all of this task.

B. References

- (1) 20-30-01/201, Adhesives, Cements, Sealers
(2) 24-22-00/201, Electrical Power – Control
(3) 52-34-00/201, No. 1 and 2 Cargo Door – Maintenance Practices

C. Access

- (1) Location Zones
821 No. 1 Cargo Door
822 No. 2 Cargo Door

D. Procedure – Remove the Manual Drive Gearbox (Fig. 401)

S 004-002

- (1) Open the cargo door (Ref 52-34-00/201) to get access to the gearbox (View A).

S 864-003

- (2) Open these circuit breakers on the ground handling bus of the APU/External Power panel, P34, and attach DO-NOT-CLOSE tags:
(a) 34A5, CARGO DOOR CONT
(b) For the the No. 1 cargo door (forward),
34A1, CARGO DOOR 1
(c) For the No. 2 cargo door (aft),
34A2, CARGO DOOR 2

S 034-004

- (3) Loosen the flex shaft nut from the gearbox (View B).

S 034-005

- (4) Move the flex shaft in the up direction to disconnect the flex shaft from the gearbox.

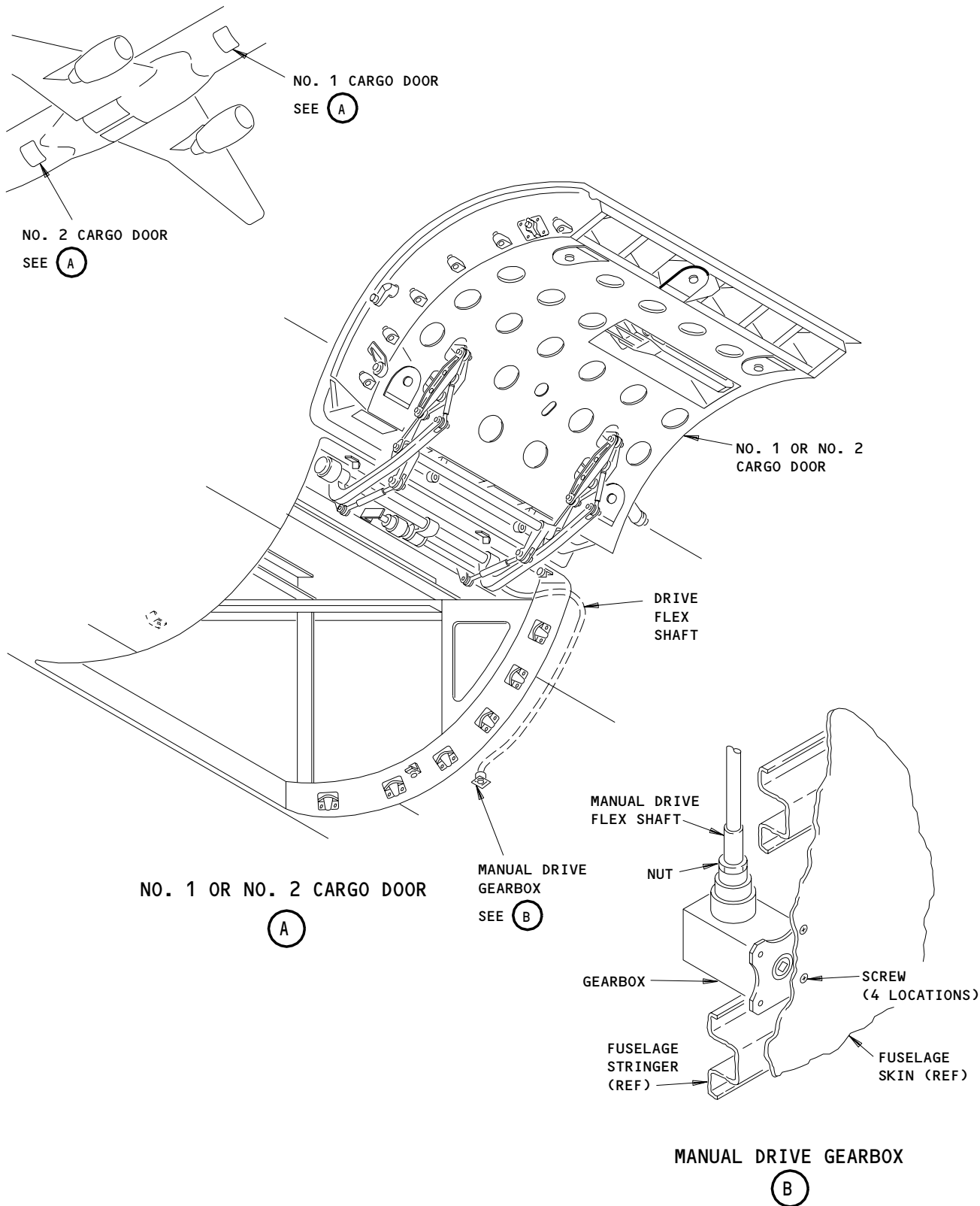
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No. 1 and No. 2 Cargo Door Manual Drive Gearbox Installation
Figure 401

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- S 034-006
- (5) Hold the gearbox and remove the four attachment bolts that hold the gearbox to the airplane skin.

- S 024-007
- (6) Remove the gearbox.

TASK 52-34-03-404-008

3. Install the No. 1 and 2 Cargo Door Manual Drive Gearbox

A. Consumable Materials

- (1) A00247 Sealant, BMS 5-95

B. References

- (1) 20-30-01/201, Adhesives, Cements, Sealers
(2) 24-22-00/201, Electrical Power - Control
(3) 52-34-00/201, No. 1 and 2 Cargo Doors - Maintenance Practices

C. Access

- (1) Location Zones
- | | |
|-----|------------------|
| 821 | No. 1 Cargo Door |
| 822 | No. 2 Cargo Door |

D. Procedure - Install the Manual Drive Gearbox

- S 164-009
- (1) Clean the remaining sealant from the mating surfaces of the gearbox and the airplane skin.
- S 624-010
- (2) Apply the sealant on the mating surfaces of the gearbox and the airplane skin.
- S 434-011
- (3) Put the gearbox in position on the airplane skin. Align the attachment bolt holes, and attach with the four bolts (View B).
- S 434-012
- (4) Install the manual drive flex shaft into the manual drive gearbox. Tighten the nut to attach the manual drive flex shaft.
- S 864-013
- (5) Remove the DO-NOT-CLOSE tags and close these circuit breakers on the P34 panel:
- (a) 34A5, CARGO DOOR CONT

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- (b) For the No. 1 cargo door,
34A1, CARGO DOOR 1
- (c) For the No. 2 cargo door,
34A2, CARGO DOOR 2

S 864-014

- (6) Supply electrical power (Ref 24-22-00).

S 864-015

- (7) Use the inner or external handle to open the door mechanism.

S 864-016

- (8) Manually open and close the door. Make sure that the manual input operates the hinge drive power unit in both directions and does not catch.

S 864-017

- (9) Operate the door electrically (Ref 52-34-00/201).
 - (a) Make sure that the door opens and closes correctly.
 - (b) Make sure that the cargo door stops moving before you go into the cargo door path area.

S 864-018

- (10) Remove the electrical power if it not necessary (Ref 24-22-00).

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NO. 1 AND 2 CARGO DOOR HINGE POWER UNIT – REMOVAL/INSTALLATION

1. General

- A. This procedure contains two tasks. The first task is the removal of the hinge power unit from the No. 1 or 2 cargo door. The second task is the installation of the hinge power unit on the No. 1 or 2 cargo door.
- B. Use this procedure to replace the hinge power unit on the No. 1 or 2 cargo door. This procedure does not contain the instructions to adjust the hinge mechanisms. Refer to 52-34-00 for the adjustment of the cargo door and the hinge mechanisms.
- C. If there is failure of the hinge mechanism (jammed) and the cargo door does not operate electrically or manually on the external side of the airplane, remove the access panels in the passenger floor structure to get access to the rotary actuator for removal (Ref 52-34-06). After removal of the rotary actuators, you can manually pull the door open for access to the cargo compartment.

TASK 52-34-05-004-001

2. Remove the No. 1 or 2 Cargo Door Hinge Power Unit (Fig. 401)

- A. Equipment
 - (1) Safety Barrier, Fwd and Aft Cargo Door – B52005-19
- B. References
 - (1) 52-34-06/401, No. 1 and 2 Cargo Door Rotary Actuator
- C. Access
 - (1) Location Zones
 - 821 No. 1 Cargo Door
 - 822 No. 2 Cargo Door
- D. Procedure – Remove the Hinge Power Unit

S 864-002

- (1) Electrically or manually open the cargo door slightly to the vertical position to remove the weight of the door from the hinge arms.

S 494-003

- (2) Install the safety barrier.

S 864-004

- (3) Open these circuit breakers on the APU external power panel, P34, and attach DO-NOT-CLOSE tags:
 - (a) 34A1, CARGO DOOR 1, for the No. 1 cargo door
 - (b) 34A2, CARGO DOOR 2, for the No. 2 cargo door
 - (c) 34A5(A), CARGO DOOR CONT

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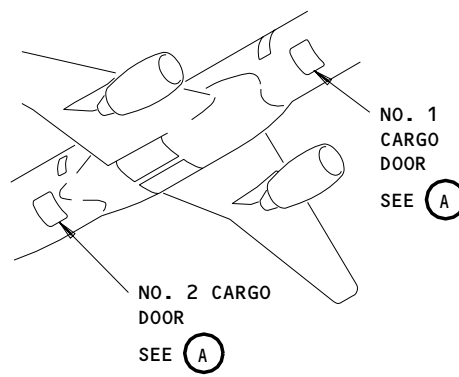
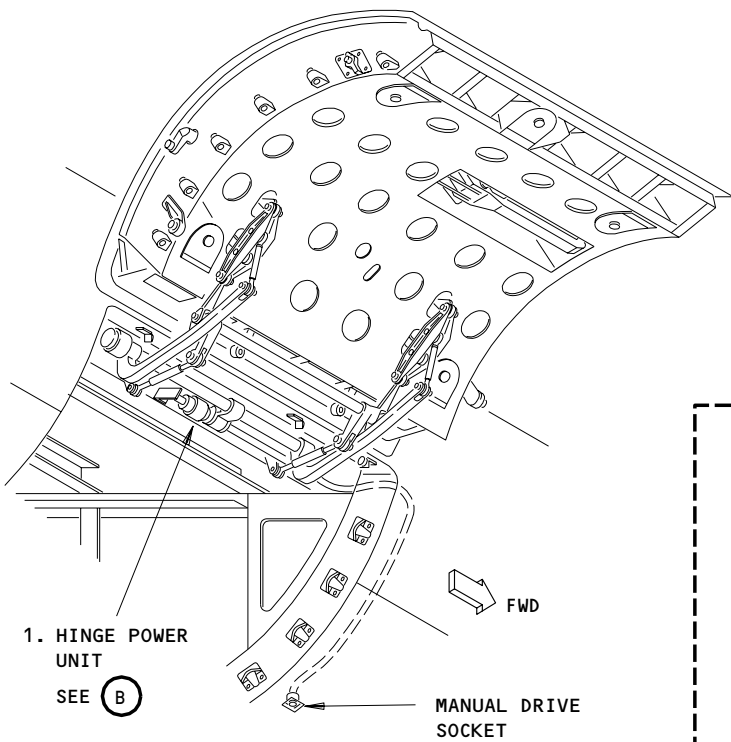
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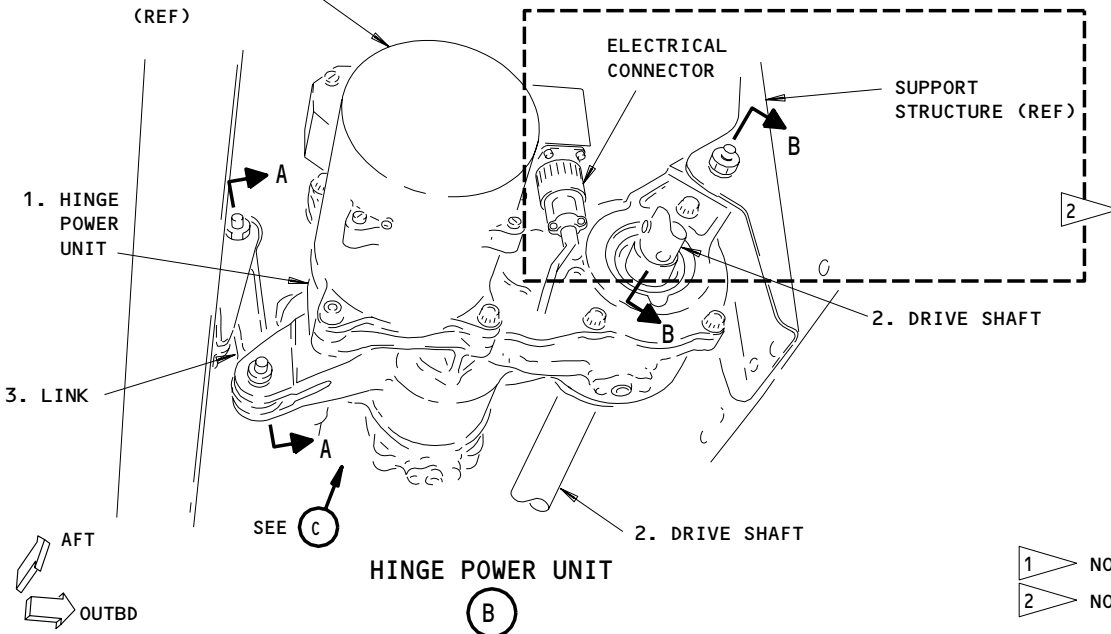
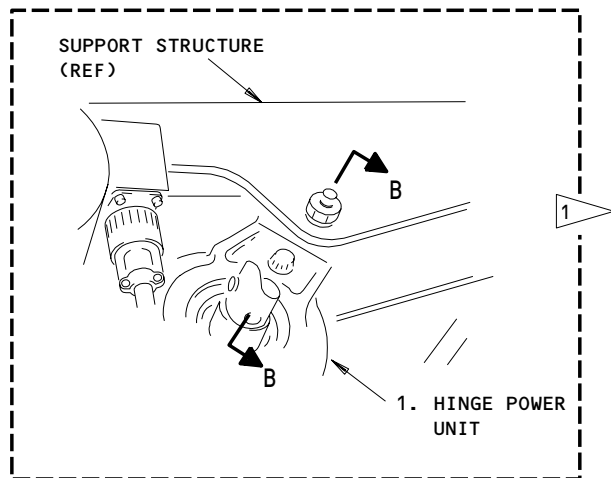
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NO. 1 OR 2 CARGO DOOR

(A)

HINGE POWER UNIT
ELECTRIC MOTOR
(REF)



1 NO. 1 CARGO DOOR
2 NO. 2 CARGO DOOR

Hinge Power Unit
Figure 401 (Sheet 1)

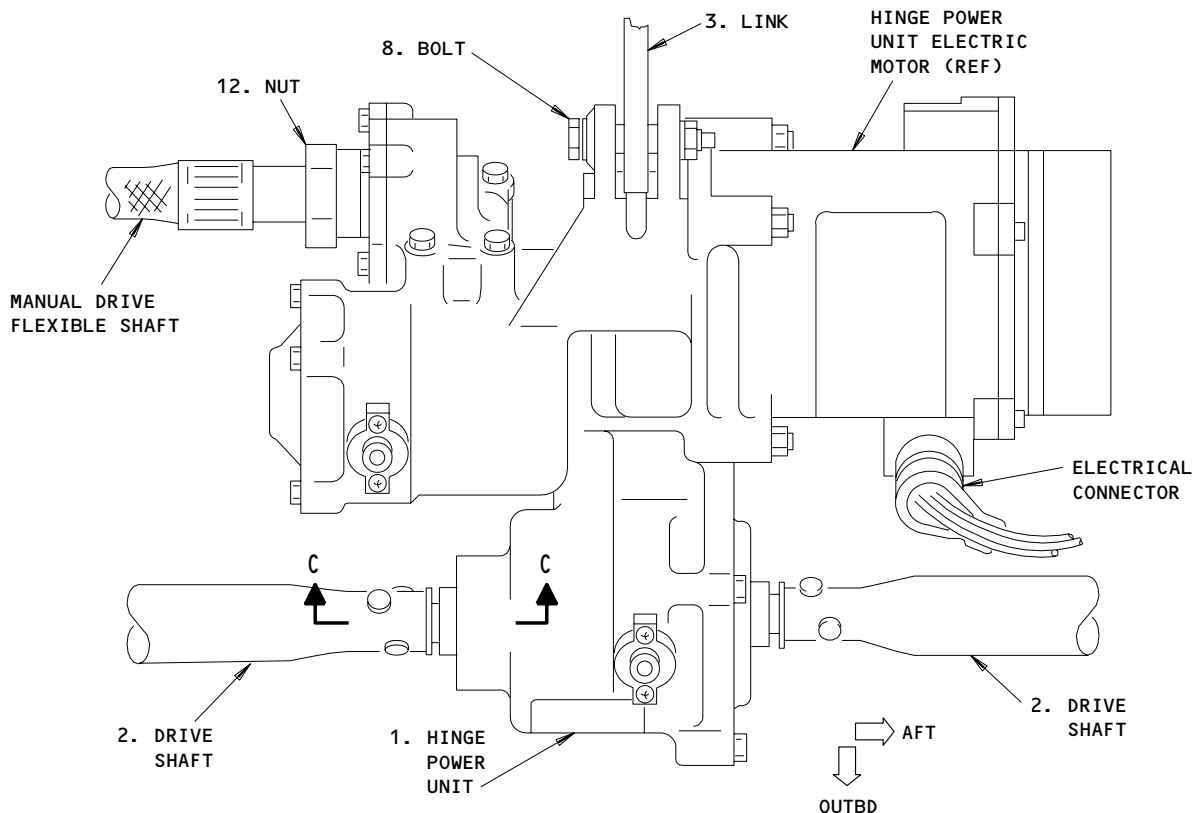
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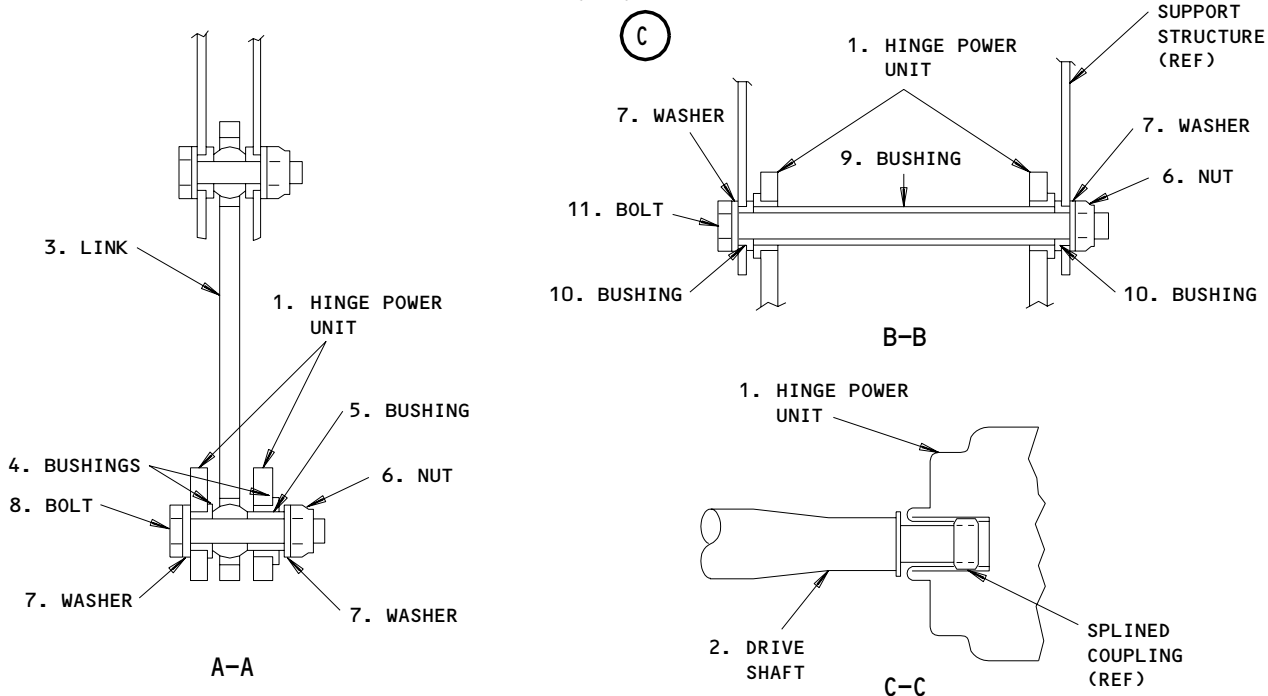
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BOTTOM VIEW



**Hinge Power Unit
Figure 401 (Sheet 2)**

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S 024-014

- (4) Remove the forward and aft rotary actuators (Ref 52-34-06). Do the steps that follow:

- (a) Make sure you do not turn the rotary actuator input shafts after the removal of the rotary actuator.

NOTE: If you turn the rotary actuator input shafts, you will have to align the rotary actuators during the installation.

- (b) Make marks on the forward and aft rotary actuators to identify for the subsequent installation.

S 034-006

- (5) Move the forward and aft drive shafts (2) out of the splines on the couplings of the hinge power unit (Views C and C-C).

S 034-007

- (6) Disconnect the electrical connector from the hinge power unit (1).

S 034-008

- (7) Turn back the nut (12) and move the manual drive flexible shaft forward to disconnect the flexible shaft from the hinge power unit (View C).

S 864-009

- (8) Hold the hinge power unit (1).

S 034-010

- (9) Remove the bolt (11) that attaches the hinge power unit (1) to the support structure (View B-B).

S 034-011

- (10) Remove the bolt (8) that attaches the hinge power unit (1) to the link (3) (View A-A).

S 024-012

- (11) Remove the hinge power unit (1).

TASK 52-34-05-404-013

3. Install the No. 1 or 2 Cargo Door Hinge Power Unit (Fig. 401)

A. Equipment

- (1) Safety Barrier, Fwd and Aft Cargo Door - B52005-19

B. Consumable Materials

- (1) D00633 Grease - BMS 3-33 (Preferred)

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- (2) D00013 Grease - MIL-PRF-23827 (Supersedes MIL-G-23827) (Alternate)
- C. Parts
- (1) NO. 1 CARGO DOOR;
Refer to the following table:

AMM		NOMENCLATURE	AIPC		
FIG	ITEM		SUBJECT	FIG	ITEM
401	1	Hinge Drive Power Unit	52-34-03	02	210
	2	Drive Shaft			275
	3	Link			225
	4	Bushing			215
					220
	5	Bushing			200
	6	Nut			195
	7	Washer			190
	8	Bolt			180
	9	Bushing			205
	10	Bushing			215
11	Bolt	185			

- (2) NO. 2 CARGO DOOR;
Refer to the following table:

AMM		NOMENCLATURE	AIPC		
FIG	ITEM		SUBJECT	FIG	ITEM
401	1	Hinge Drive Power Unit	52-34-03	01	150
	2	Drive Shaft			205
	3	Link			155
	4	Bushing			152
					153
	5	Bushing			140
	6	Nut			135
	7	Washer			130
	8	Bolt			120
	9	Bushing			145
	10	Bushing			152
11	Bolt	125			

- D. References
- (1) 24-22-00/201, Electrical Power - Control

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- (2) 52-34-00/201, No. 1 and 2 Cargo Doors - Maintenance Practices
- (3) 52-34-00/501, No. 1 and 2 Cargo Doors - Adjustment Test
- (4) 52-34-06/401, No. 1 and 2 Cargo Door Rotary Actuator

E. Access

- (1) Location Zones
 - 821 No. 1 Cargo Door
 - 822 No. 2 Cargo Door

F. Procedure - Install the Hinge Power Unit

S 164-015

- (1) Clean the mating surfaces of the hinge power unit (1) and the support structure to make sure you get a good electrical ground.

S 434-016

- (2) Install the bolt (11), washer (7), bushing (9), bushing (10), and nut (6) to attach the hinge power unit (1) to the support structure (View B-B).

S 434-017

- (3) Install the bolt (8), washer (7), bushing (4), bushing (5), and nut (6) to attach the hinge power unit (1) to the link (3) (View A-A).

S 434-018

- (4) Tighten the nuts (6).

S 434-019

- (5) Install the manual drive flexible shaft into the hinge power unit (1) (View D).

S 434-020

- (6) Tighten the nut (12).

S 434-021

- (7) Attach the electrical connector to the hinge power unit (1).

S 644-022

- (8) Lubricate the splines at the two ends of the forward and aft drive shafts (2) with the grease.

S 434-023

- (9) Install the forward and aft drive shafts (2) into the splines in the hinge power unit (1) (View C-C).

S 434-024

- (10) Install the forward and aft rotary actuators in the same positions that you removed them from (Ref 52-34-06). Make sure you do not move the gears or a subsequent adjustment can be necessary.

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S 864-025

- (11) If it is necessary, use a 3/8-inch square drive wrench in the manual drive socket to turn the output shaft of the hinge power unit and align the rotary actuator drive shaft splines (View A, Fig. 401).

S 094-026

- (12) Remove the safety barrier.

S 864-027

- (13) Remove the DO-NOT-CLOSE tags and close these circuit breakers on the P34 panel:
- (a) 34A1(A), CARGO DOOR 1, for the No. 1 cargo door
 - (b) 34A2(A), CARGO DOOR 2, for the No. 2 cargo door
 - (c) 34A5(A), CARGO DOOR CONT

S 864-028

- (14) Supply electrical power (Ref 24-22-00).

S 714-033

WARNING: MAKE SURE THAT ALL PERSONS AND EQUIPMENT ARE CLEAR OF THE CARGO DOOR PATH BEFORE YOU OPERATE THE CARGO DOOR CONTROL SWITCH. THE CARGO DOOR CAN CONTINUE TO MOVE AFTER YOU RELEASE THE SWITCH. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (15) Open and close the cargo door electrically (Ref 52-34-00/201).
- (a) Make sure the door operates correctly.
 - (b) Make sure that the cargo door stops moving before you go into the cargo door path area.

S 214-030

- (16) Make sure the hinge arms are aligned correctly (Ref 52-34-00/501).

S 864-031

- (17) Remove electrical power, if it is not necessary (Ref 24-22-00).

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NO. 1 AND 2 CARGO DOOR ROTARY ACTUATOR – REMOVAL/INSTALLATION

1. General

- A. This procedure contains two tasks. The first task is the removal of the rotary actuator from the No. 1 or 2 cargo door. The second task is the installation of the rotary actuator on the No. 1 or 2 cargo door.
- B. Use this procedure to replace the forward or aft rotary actuator on the No. 1 or 2 cargo door. This procedure does not contain the instructions to adjust the hinge mechanisms. Refer to 52-34-00 for the adjustment of the cargo door and the hinge mechanisms.
- C. If there is failure of the hinge mechanism (jammed) and the cargo door does not operate electrically or manually on the external side of the airplane, remove the access panels in the floor structure to get access to the rotary actuator for removal (Views B and D, Fig. 401). If the airplane does not have access panels in the floor panel, remove the complete floor panel. After removal of the rotary actuators, you can manually pull the door open for access to the cargo compartment.

TASK 52-34-06-004-001

2. Remove the Rotary Actuator (Fig. 401)

A. Equipment

- (1) Safety Barrier, Fwd and Aft Cargo Door – B52005-19

B. Access

(1) Location Zones

- 821 No. 1 Cargo Door
- 822 No. 2 Cargo Door

C. Procedure – Remove the Rotary Actuator

S 864-002

- (1) Electrically or manually open the cargo door slightly to the vertical position to remove the weight of the door from the hinge arms.

S 494-003

- (2) Install the safety barrier across the opening of the cargo door.

S 864-004

- (3) Open these circuit breakers on the APU external power panel, P34, and attach DO-NOT-CLOSE tags:
 - (a) 34A5, CARGO DOOR CONT
 - (b) 34A1, CARGO DOOR 1, for the No. 1 cargo door
 - (c) 34A2, CARGO DOOR 2, for the No. 2 cargo door

S 034-005

- (4) Hold the rotary actuator (1) and remove the three bolts (4) which hold the rotary actuator to the support structure (Views B and C).

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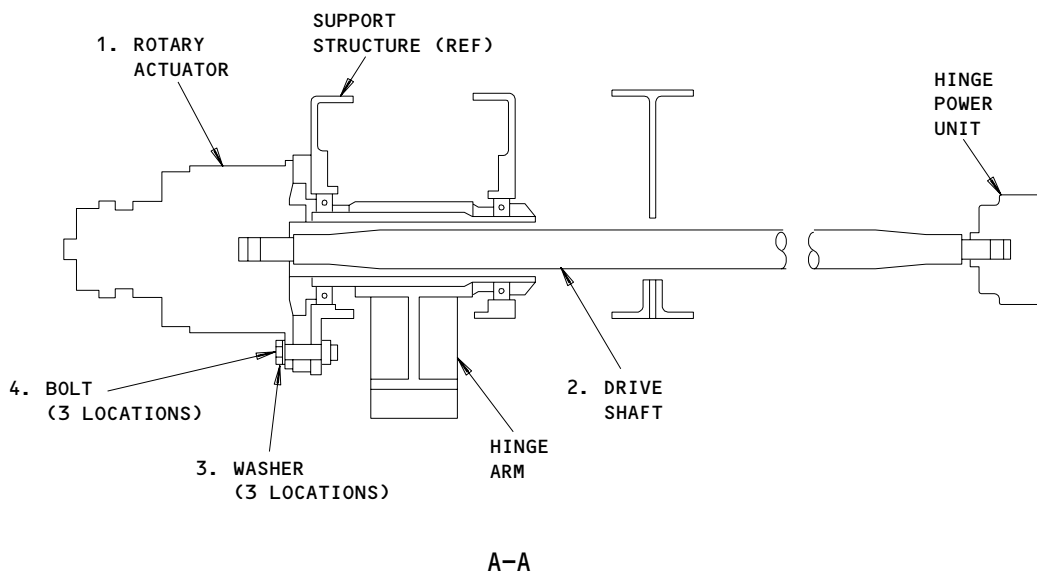
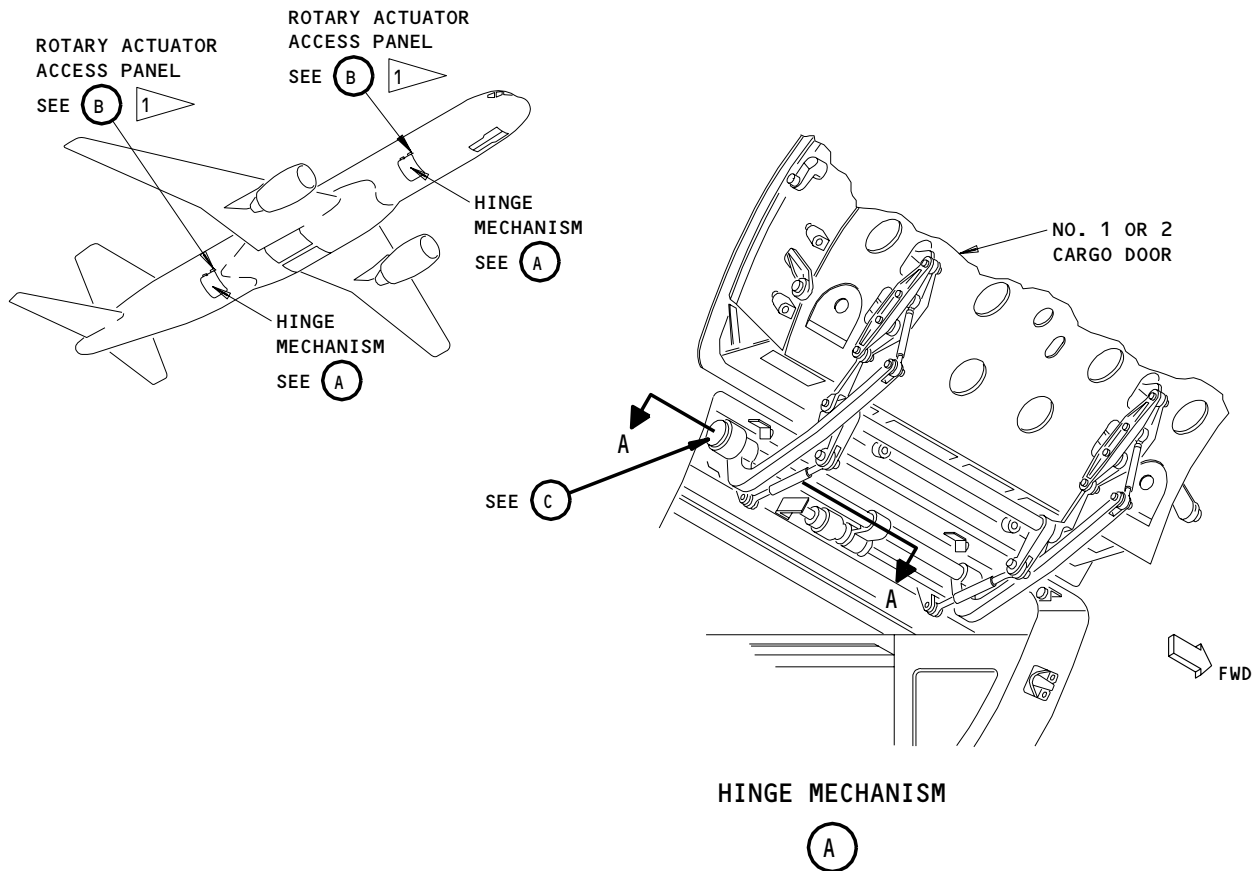
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Rotary Actuator
Figure 401 (Sheet 1)

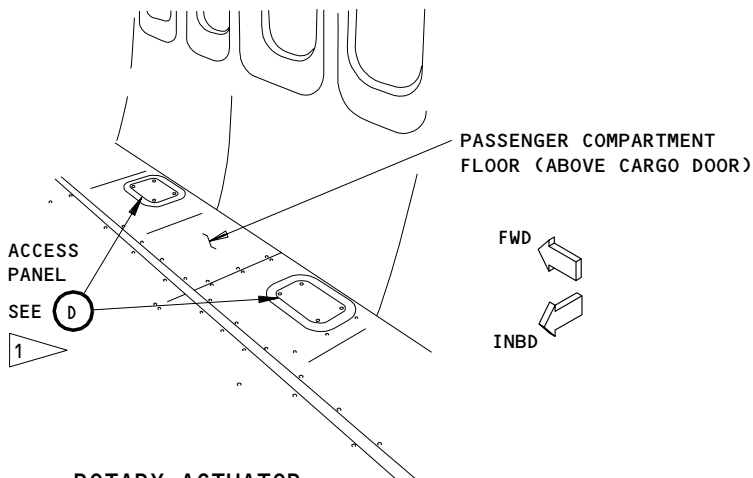
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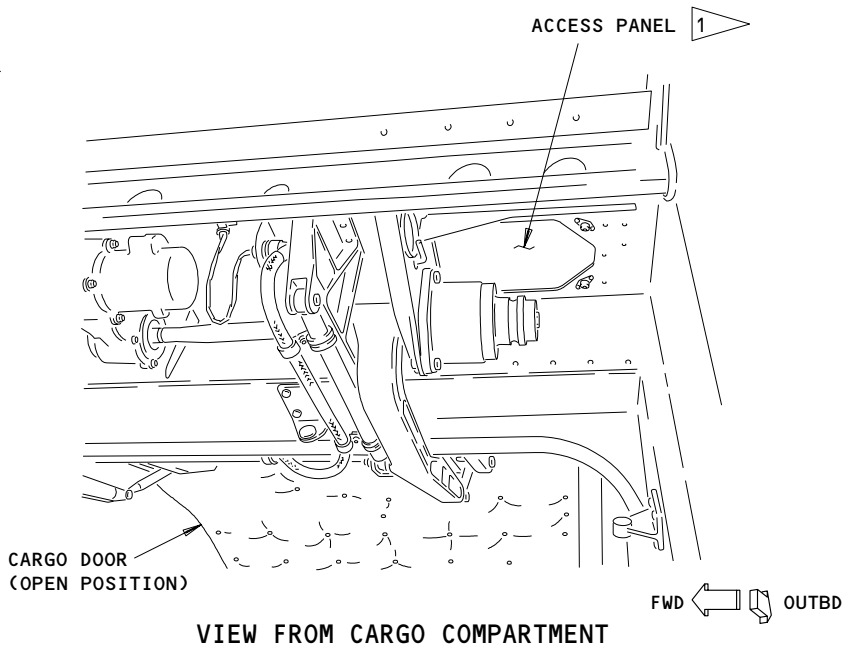
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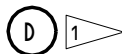
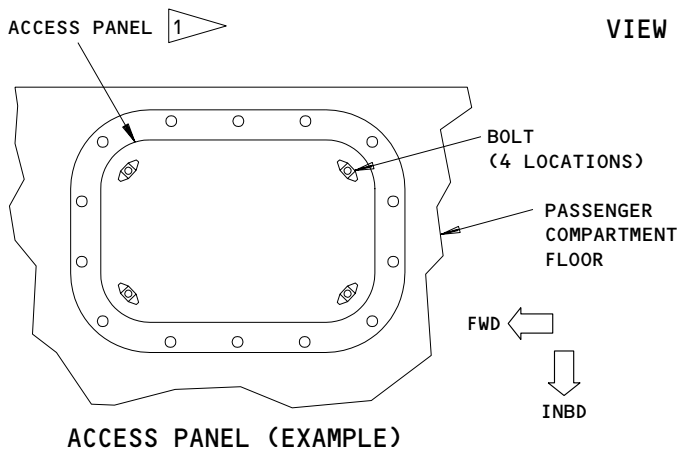
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ROTARY ACTUATOR
ACCESS PANEL



VIEW FROM CARGO COMPARTMENT



Rotary Actuator
Figure 401 (Sheet 2)

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- S 024-006
- (5) Move the rotary actuator (1) until it is free of the drive shaft (2) and the support structure (View A-A). Remove the rotary actuator (1).

- S 024-007
- (6) Move the drive shaft (2) until it is free from the hinge power unit and remove the drive shaft (2).

TASK 52-34-06-404-008

3. Install the Rotary Actuator (Fig. 401)

A. Equipment

- (1) Adapter, Actuator Clocking - B52008-1
(2) Safety Barrier, Fwd and Aft Cargo Door - B52005-19

B. Consumable Materials

- (1) D00633 Grease - BMS 3-33 (Preferred)
(2) D00013 Grease - MIL-PRF-23827 (Supersedes MIL-G-23827) (Alternate)

C. Parts

- (1) NO. 1 CARGO DOOR;
Refer to the following table:

MM		NOMENCLATURE	IPC		
FIG	ITEM		SUBJECT	FIG	ITEM
401	1	Rotary Actuator	52-34-03	02	110
	2	Drive Shaft			275
	3	Washer			120
	4	Bolt			115

- (2) NO. 2 CARGO DOOR;
Refer to the following table:

MM		NOMENCLATURE	IPC		
FIG	ITEM		SUBJECT	FIG	ITEM
401	1	Rotary Actuator	52-34-03	01	50
	2	Drive Shaft			205
	3	Washer			60
	4	Bolt			55

D. References

- (1) 24-22-00/201, Electrical Power - Control

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(2) 52-34-00/501, No. 1 and 2 Cargo Doors

E. Access

(1) Location Zones

821 No. 1 Cargo Door
822 No. 2 Cargo Door

F. Procedure - Install the Rotary Actuator

S 824-009

(1) Use the manual drive system to slowly turn the cargo door in the open direction until the hinge arm, which is engaged to the remaining rotary actuator, starts to move. Hold the door and the mechanism in this position.

S 424-010

(2) Temporarily attach the replacement rotary actuator (1) without the drive shaft (2) to hold the structure at two of the three bolt hole locations.

S 494-011

(3) If the actuator output lugs interfere with the hinge shaft lugs, install the actuator clocking adapter into the actuator input shaft couplings with splines and turn the gears to clear the interference from the mating output lugs (View A-A).

S 424-012

(4) Attach the rotary actuator with the two bolts (4) and washers (3).

S 494-013

(5) Install the actuator clocking adapter into the actuator input shaft and turn the gears in the door open direction until the output lugs engage the hinge arm.

S 024-014

(6) Make a written record of the position of the rotary actuator in relation to the holes in the support structure.

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- S 024-024
- (7) Remove the replacement rotary actuator.
- S 644-015
- (8) Lubricate the splines of the drive shaft (2) and the rotary actuator (1).
- S 424-016
- (9) Install the drive shaft (2) through the hinge shaft opening and engage the splines of the hinge power unit.
- S 424-017
- (10) Install the rotary actuator (1). Do the steps that follow:
- (a) Align the mounting holes of the rotary actuator with the holes in the support structure. Make sure the rotary actuator is in the same position that it was when you temporarily installed it before.
 - (b) Engage the rotary actuator input splines with the splines of the drive shaft (2) while you turn the actuator sufficiently to engage the splines.
 - (c) Push the rotary actuator against the support fitting mounting flange and turn the actuator to align the holes again.
 - (d) Install the three bolts (4) and washers (3) (View A-A).
 - (e) Tighten the bolts to 216-264 pound-inches (View A-A).
- S 094-018
- (11) Remove the safety barrier from the opening of the cargo door.
- S 864-019
- (12) Remove the DO-NOT-CLOSE tags and close these circuit breakers on the P34 panel:
- (a) 34A1, CARGO DOOR 1, for the No. 1 cargo door
 - (b) 34A2, CARGO DOOR 2, for the No. 2 cargo door
 - (c) 34A5, CARGO DOOR CONT
- S 864-020
- (13) Supply electrical power (Ref 24-22-00).

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S 714-026

WARNING: MAKE SURE THAT ALL PERSONS AND EQUIPMENT ARE CLEAR OF THE CARGO DOOR PATH BEFORE YOU OPERATE THE CARGO DOOR CONTROL SWITCH. THE CARGO DOOR CAN CONTINUE TO MOVE AFTER YOU RELEASE THE SWITCH. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (14) Open and close the cargo door electrically (Ref 52-34-00/201).
 - (a) Make sure the hinge arms are aligned correctly.
 - (b) Make sure that the cargo door stops moving before you go into the cargo door path area.

S 824-022

- (15) If the hinge arms are not aligned correctly, adjust the hinge arms (Ref 52-34-00).

S 864-023

- (16) Remove electrical power, if it is not necessary (Ref 24-22-00).

EFFECTIVITY

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52-34-06

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NO. 1 AND NO. 2 CARGO DOOR HINGE ARM – REMOVAL/INSTALLATION

1. General

- A. This procedure contains two tasks. The first task is the removal of the hinge arm from the No. 1 or 2 cargo door. The second task is the installation of the hinge arm on the No. 1 or 2 cargo door.

TASK 52-34-08-004-001

2. Remove the No. 1 or 2 Cargo Door Hinge Arm (Fig. 401)

A. Equipment

- (1) Safety Barrier, Fwd and Aft Cargo Door –
B52005-19

B. References

- (1) 52-34-01/401, No. 1 and 2 Cargo Door.
(2) 52-34-06/401, No. 1 and 2 Cargo Door Rotary Actuator

C. Access

- (1) Location Zones
821 No. 1 Cargo Door
822 No. 2 Cargo Door

D. Procedure – Remove the Hinge Arm

S 014-002

- (1) Remove the cargo door (Ref 52-34-01).

S 494-003

- (2) Install the safety barrier.

S 034-004

- (3) Remove the rotary actuator (Ref 52-34-06).

S 034-005

- (4) Pull the drive shaft piece with splines from the hinge power unit and remove (View D-D).

S 034-006

- (5) Remove the bolt that holds the adjustment rod to the hinge arm (Views A-A and C-C).

S 034-007

- (6) Remove the adjustment rod.

S 034-008

- (7) Remove the bolt that holds the hinge arm to the scissors arm (Views A-A and B-B).

S 034-009

- (8) Hold the hinge arm (View D-D) and remove the bearing retainer nut.

S 034-010

- (9) Move the hinge shaft off of the hinge arm and the bearings.

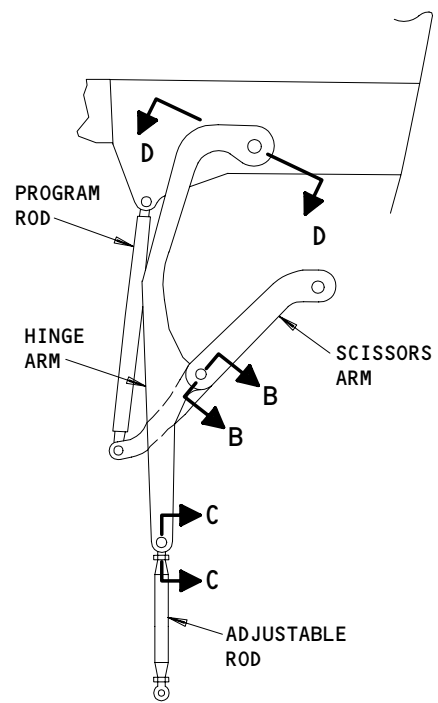
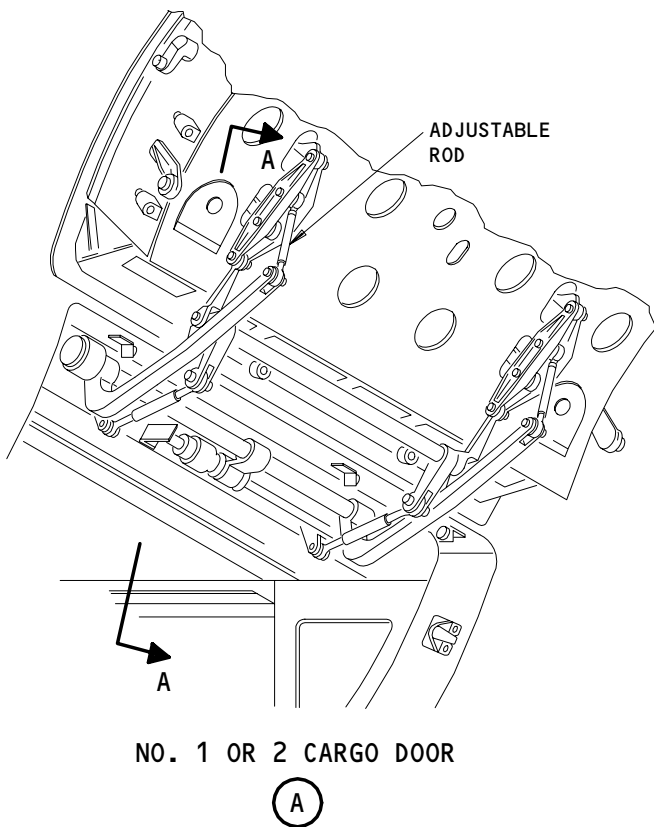
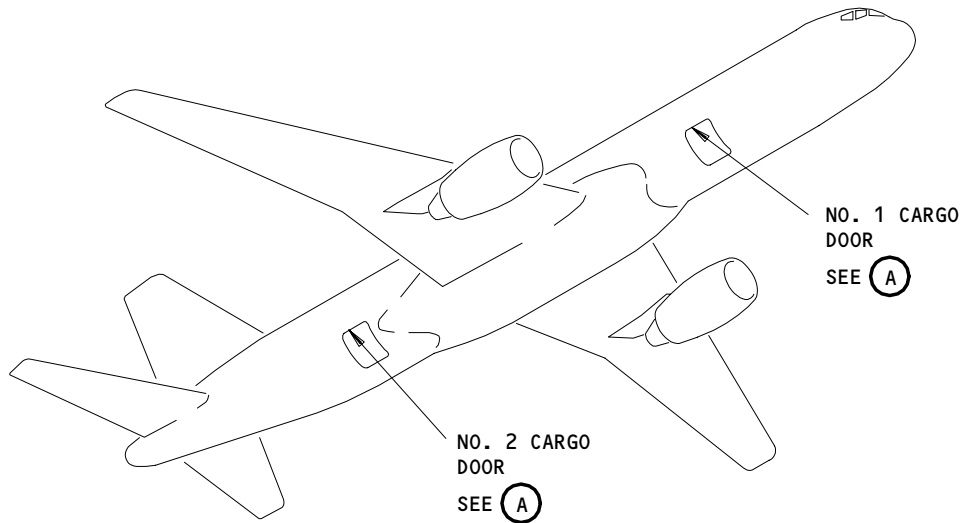
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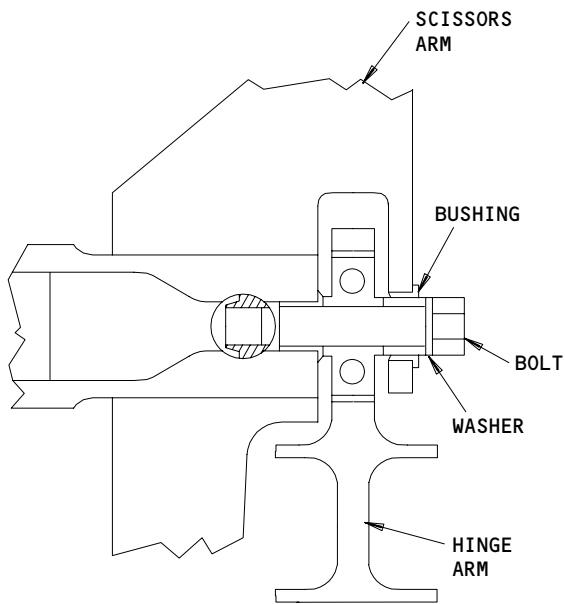
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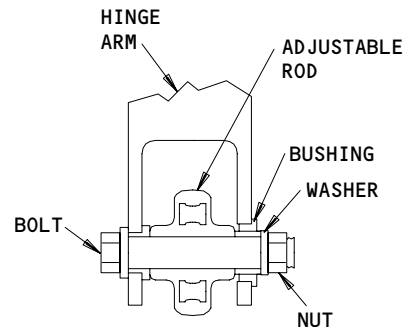
No. 1 and 2 Cargo Door Hinge Arm
Figure 401 (Sheet 1)

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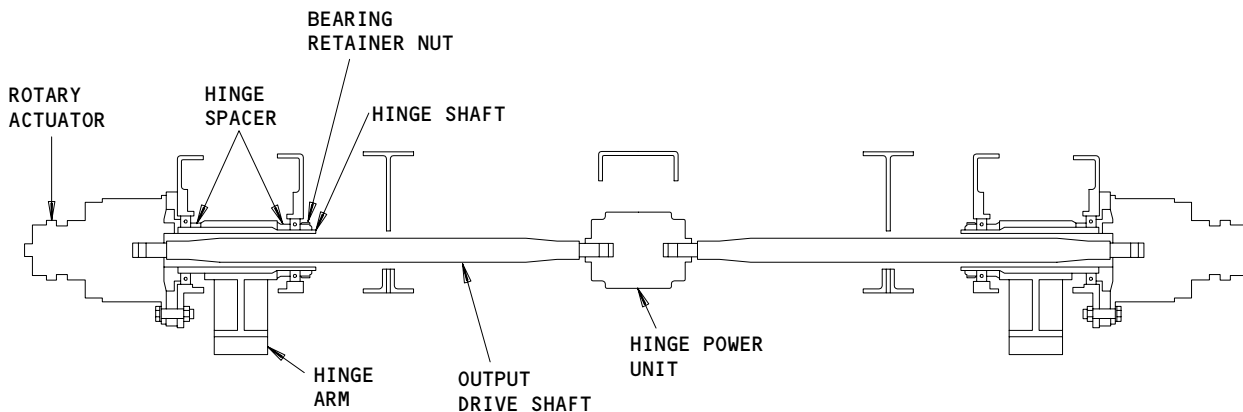
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B-B



C-C



D-D

No. 1 and 2 Cargo Door Hinge Arm
Figure 401 (Sheet 2)

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S 024-011

- (10) Remove the hinge arm and the spacers.

TASK 52-34-08-404-012

3. Install the No. 1 or 2 Cargo Door Hinge Arm (Fig. 401).

A. Equipment

- (1) Safety Barrier, Fwd and Aft Cargo Door - B52005-19

B. Consumable Materials

- (1) D00633 Grease - BMS 3-33 (Preferred)
- (2) D00013 Grease - MIL-PRF-23827 (Supersedes MIL-G-23827) (Alternate)

C. References

- (1) 52-34-00/501, No. 1 and 2 Cargo Door
- (2) 52-34-01/401, No. 1 and 2 Cargo Door
- (3) 52-34-06/401, No. 1 and 2 Cargo Door Rotary Actuator

D. Access

- (1) Location Zones
 - 821 No. 1 Cargo Door
 - 822 No. 2 Cargo Door

E. Procedure - Install the Hinge Arm

S 644-013

- (1) Clean and lubricate the splines of the hinge arm and the hinge shaft with the grease (View D-D).

S 434-014

- (2) Put the hinge arm and the spacers in the correct position (View D-D). Make sure you put the spacers in the correct locations.

S 434-015

- (3) Move the hinge shaft through the support structure spacers and the hinge arm. Turn the hinge shaft to align the splines, if it is necessary.

S 434-016

- (4) Install the bearing retainer nut (View D-D).

S 434-017

- (5) Tighten the bearing retainer nut to 3100-3700 pound-inches.

S 434-018

- (6) Turn the hinge arm to align with the mating hole in the scissors arm (Views A-A and B-B).

S 434-019

- (7) Install the bolt, nut and washers.

S 434-020

- (8) Tighten the bolt.

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- S 434-021
(9) Put the adjustment rod with the mating hole in the hinge arm (Views A-A and C-C).
- S 434-022
(10) Install the bolt, nut and washers.
- S 434-023
(11) Tighten the bolt.
- S 644-024
(12) Clean and lubricate the splines of the drive shaft piece.
- S 434-025
(13) Move the splines of the drive shaft piece through the hinge shaft and into the hinge power unit.
- S 434-026
(14) Install the rotary actuator (Ref 52-34-06).
- S 094-027
(15) Remove the safety barrier.
- S 434-028
(16) Install the cargo door (Ref 52-34-01).
- S 214-029
(17) Make sure the hinge arms are aligned correctly (Ref 52-34-00).

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NO. 1 AND 2 CARGO DOOR HINGE LINKAGE – REMOVAL/INSTALLATION

1. General

- A. This procedure contains two tasks. The first task is the removal of the hinge linkage from the No. 1 or 2 cargo door. The second task is the installation of the hinge linkage on the No. 1 or 2 cargo door.
- B. The hinge linkage is attached to a new cargo door before the door is installed on the airplane. If the hinge linkage is not damaged, it is possible to install it on a new cargo door. When you install the hinge linkage, make sure to remove the door from the airplane and then install the hinge linkage on the door.
- C. Use this procedure to remove and install the hinge linkage components. The components consist of program rods, adjustable rods, upper lift links, lower lift links, adjustment arms, hinge links and a scissors arm assembly. The hinge linkage is attached to the door, airplane structure and to other linkage components with sleeves, bushings, bolts, washers and nuts. Refer to 52-34-08 to remove and install the hinge arms.
- D. When the cargo door is removed to replace the hinge linkage, the scissors arm assembly, hinge arms, program rods and adjustable rods stay on the airplane structure. The other parts of the hinge linkage stay on the cargo door.

TASK 52-34-09-004-001

2. Remove the No. 1 or 2 Cargo Door Hinge Linkage (Fig. 401)

- A. Equipment
 - (1) Safety Barrier, Fwd and Aft Cargo Door – B52005-19
- B. References
 - (1) 52-34-01/401, No. 1 and 2 Cargo Door
- C. Access
 - (1) Location Zones
 - 821 No. 1 Cargo Door
 - 822 No. 2 Cargo Door
- D. Prepare to Remove the No. 1 or 2 Cargo Door Hinge Linkage

S 014-002

- (1) If it is necessary, remove the cargo door (Ref 52-34-01).

S 494-003

- (2) Install the safety barrier.

S 034-004

- (3) Disconnect the forward and aft adjustable rods from the hinge arms (View A-A).

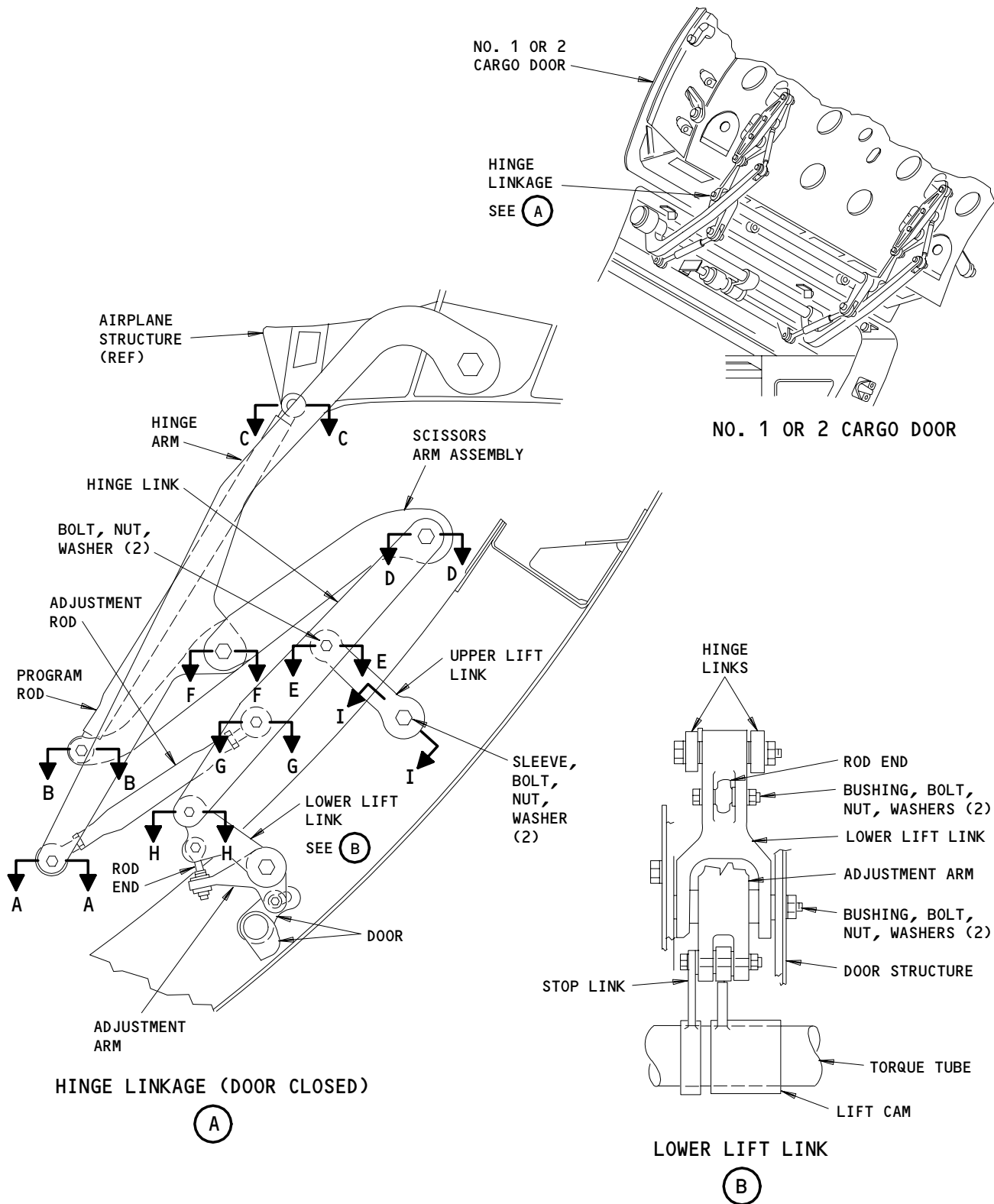
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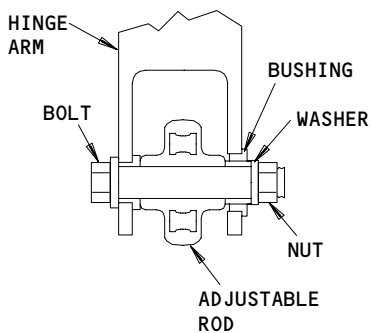
No. 1 or 2 Cargo Door Hinge Linkage
Figure 401 (Sheet 1)

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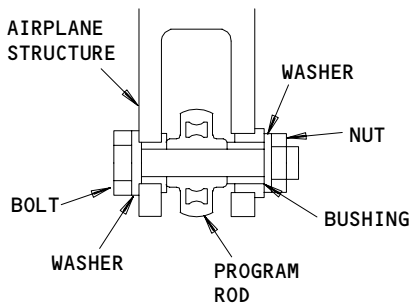
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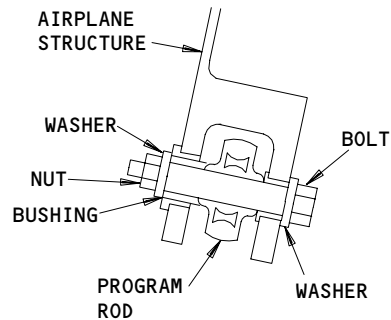
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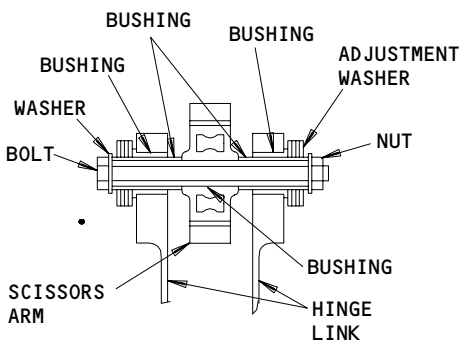
A-A



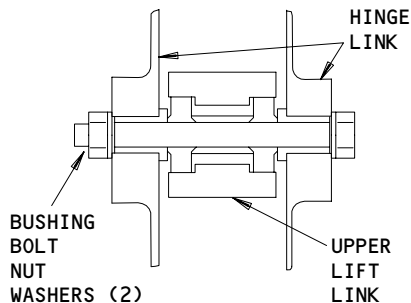
B-B



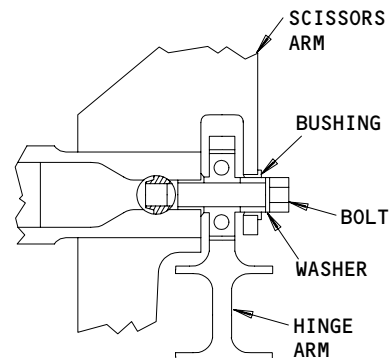
C-C



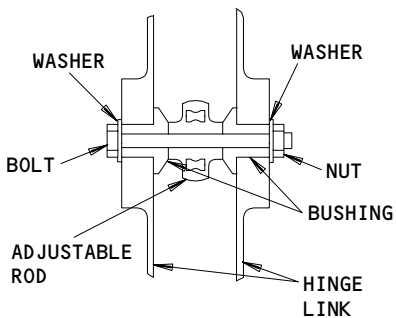
D-D



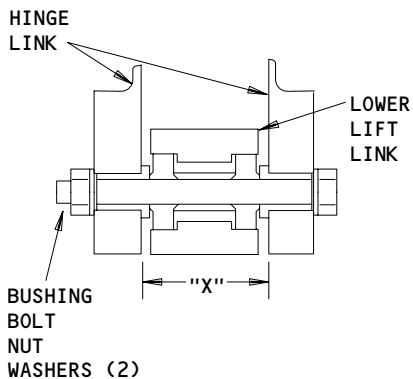
E-E



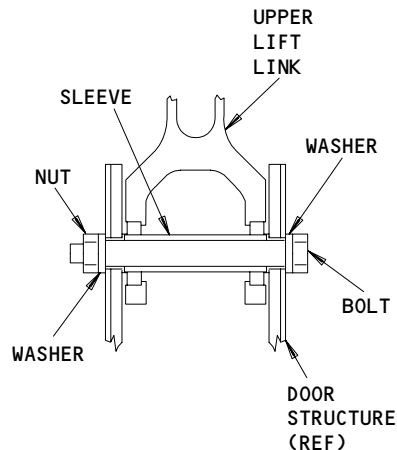
F-F



G-G



H-H



I-I

No. 1 or 2 Cargo Door Hinge Linkage
Figure 401 (Sheet 2)

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S 034-005

- (4) Disconnect the forward and aft program rods from the scissors arm assembly and the airplane structure (Views B-B and C-C).

S 034-006

- (5) Remove the two bolts and washers to disconnect the scissors arm assembly from the hinge arms (View F-F).
- E. Remove the No. 1 or 2 Cargo Door Hinge Linkage

NOTE: These steps are applicable only if the cargo door is removed from the airplane.

S 024-007

- (1) Disconnect the forward and aft lower lift links from the hinge links (View H-H).

S 024-008

- (2) Disconnect the forward and aft upper lift links from the hinge links (View E-E).

S 024-009

- (3) Disconnect the forward and aft upper lift links from the cargo door (View I-I).

S 024-010

- (4) Disconnect the forward and aft lower lift links from the adjustment arms (View B).

S 024-011

- (5) Disconnect the lower lift links from the rod ends.

S 024-012

- (6) Remove the lower lift links.

S 024-013

- (7) Disconnect the forward and aft adjustment arms from the stop links (View B).

S 024-014

- (8) Remove the adjustment arms with the rod ends attached.

TASK 52-34-09-404-015

3. Install the No. 1 or 2 Cargo Door Hinge Linkage (Fig. 401)

A. Equipment

- (1) Safety Barrier, Fwd and Aft Cargo Door - B52005-19

B. References

- (1) 52-34-01/401, No. 1 and 2 Cargo Door
- (2) 52-34-03/401, No. 1 and 2 Cargo Door Hinge Arm

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C. Access

- (1) Location Zones
- | | |
|-----|------------------|
| 821 | No. 1 Cargo Door |
| 822 | No. 2 Cargo Door |

D. Prepare to Install the No. 1 or 2 Cargo Door Hinge Linkage

NOTE: These steps are applicable only if the cargo door is removed from the airplane.

S 434-016

- (1) Make sure the forward and aft rod ends are attached to the adjustment arms (Views A and B).

S 424-017

- (2) Connect the forward and aft adjustment arms to the stop links on the torque tube (View B).

S 424-018

- (3) Connect the forward and aft lower lift links and the adjustment arms to the cargo door (View B).

S 424-019

- (4) Connect the forward and aft lower lift links to the rod ends (View B).

S 424-020

- (5) Connect the forward and aft upper lift links to the cargo door (View I-I).

S 424-021

- (6) Connect the forward and aft upper lift links to the hinge links (View E-E).

S 424-022

- (7) Connect the forward and aft lower lift links to the hinge links (View H-H).

E. Install the No. 1 or 2 Cargo Door Hinge Linkage

NOTE: Do the steps that follow on the airplane structure.

S 434-023

- (1) Connect the scissors arm assembly to the hinge arms with the two bolts and washers (View F-F).

S 424-024

- (2) Connect the forward and aft program rods to the scissors arm assembly and the airplane structure (Views B-B and C-C).

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S 424-025

- (3) Connect the forward and aft adjustable rods to the hinge arms (View A-A).

NOTE: The final installation and adjustment of the hinge linkage is done during the cargo door installation (Ref 52-34-01).

S 094-026

- (4) Remove the safety barrier.

S 434-027

- (5) Install the cargo door (Ref 52-34-01).

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NO. 1 AND 2 CARGO DOOR LATCH TRACK – REMOVAL/INSTALLATION

1. General

- A. This procedure contains two tasks. The first task is the removal of the latch track from the No. 1 or 2 cargo door. The second task is the installation of the latch track on the No. 1 or 2 cargo door.
- B. Each cargo door has two latch tracks. This procedure is for one of the two latch tracks on the cargo door. Make sure all the components on the cargo door are installed and adjusted before you do this procedure.

TASK 52-34-19-004-001

2. Remove the No. 1 or 2 Cargo Door Latch Track (Fig. 401)

A. References

- (1) AMM 52-34-00/201, No. 1 and 2 Cargo Door

B. Access

- (1) Location Zones

821 No. 1 Cargo Door

822 No. 2 Cargo Door

C. Procedure – Remove the No. 1 or 2 Cargo Door Latch Track

S 864-028

- (1) Manually unlatch the cargo door.

S 864-024

WARNING: MAKE SURE THAT ALL PERSONS AND EQUIPMENT ARE CLEAR OF THE CARGO DOOR PATH BEFORE YOU OPERATE THE CARGO DOOR CONTROL SWITCH. THE CARGO DOOR CAN CONTINUE TO MOVE AFTER YOU RELEASE THE SWITCH. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (2) Electrically open the cargo door (AMM 52-34-00/201).
 - (a) Make sure that the cargo door stops moving before you go into the cargo door path area.

S 864-004

- (3) Open these circuit breakers on the APU external power panel, P34(A), and attach DO-NOT-CLOSE tags:
 - (a) 34A1(A), CARGO DOOR 1, for the No. 1 cargo door
 - (b) 34A2(A), CARGO DOOR 2, for the No. 2 cargo door
 - (c) 34A5(A) CARGO DOOR CONT

S 034-005

- (4) Remove the four bolts and washers that hold the latch track to the fuselage structure (View A).

S 224-006

- (5) Measure the thickness of the shim on the latch track fitting for the subsequent installation.

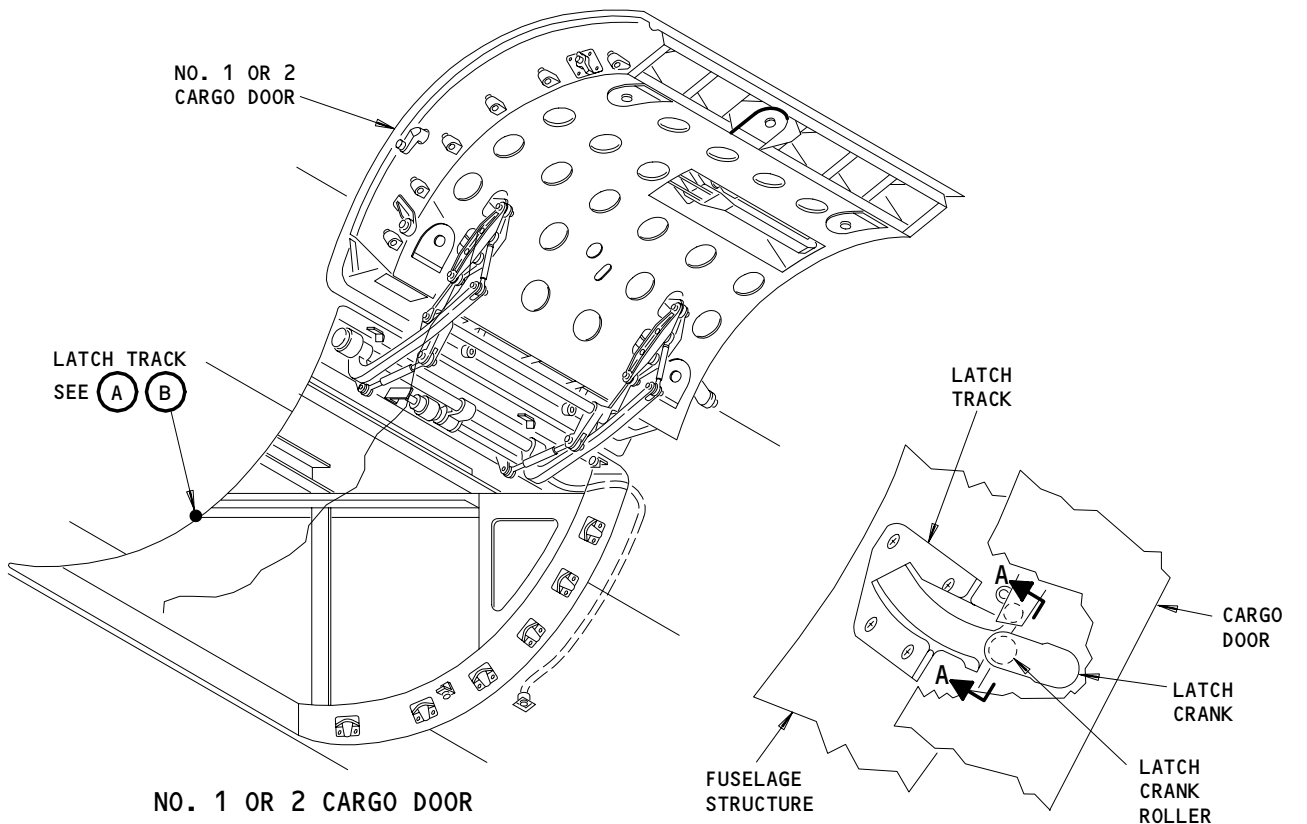
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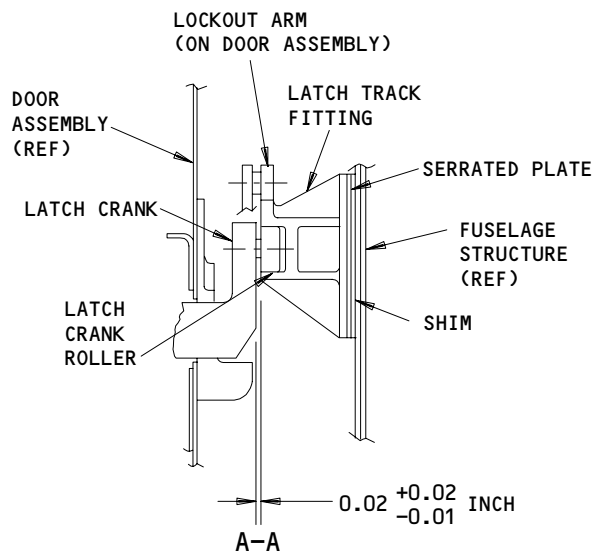
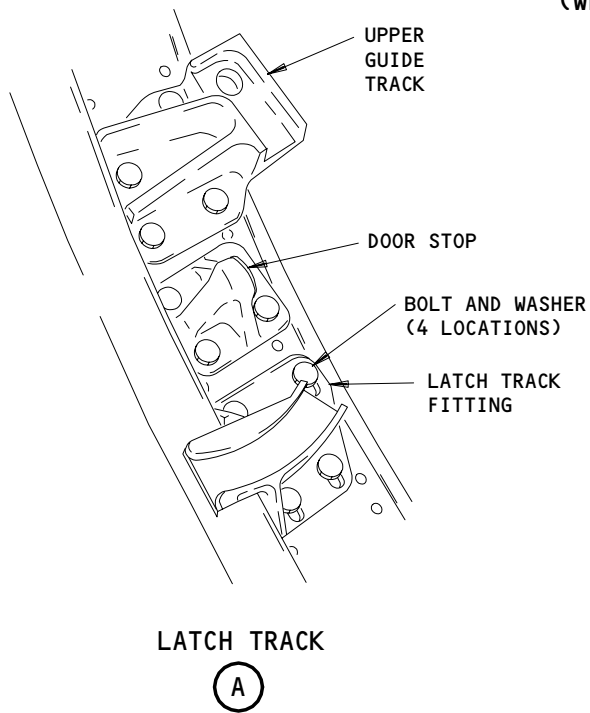
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LATCH TRACK
(WHEN LATCH CRANK ROLLER GOES INTO LATCH TRACK)
(B)



No. 1 and 2 Cargo Door Latch Track
Figure 401

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S 024-007

- (6) Remove the latch track, serrated plate and shims.

TASK 52-34-19-404-008

3. Install the No. 1 or 2 Cargo Door Latch Track (Fig. 401)

A. Consumable Materials

- (1) C00308 Compound, Corrosion Preventive - MIL-C-11796, Class 3
- (2) C00259 Primer - BMS 10-11, Type 1

B. References

- (1) 24-22-00/201, Electrical Power - Control
- (2) 52-34-00/201, No. 1 and 2 Cargo Door
- (3) 52-34-00/501, No. 1 and 2 Cargo Door

C. Access

- (1) Location Zones
 - 821 No. 1 Cargo Door
 - 822 No. 2 Cargo Door

D. Procedure - Install the No. 1 or 2 Cargo Door Latch Track

S 624-009

- (1) Apply the corrosion preventive compound to the bolts (View A).

S 424-010

- (2) Install the latch track on the fuselage structure with the serrated plate and the same laminated shims that were removed (or shims of the same thickness that you measured during the removal). Do not tighten the bolts until the latch track is adjusted correctly.

S 864-011

- (3) Manually turn the hinge arms to move the door in the direction of the cutout opening until the forward and aft latch crank rollers go into the latch tracks (View B).

S 824-012

- (4) Adjust the latch track fittings up or down in the slotted fastener holes to put the latch crank rollers in the center of the latch tracks (View B).

S 864-013

- (5) Latch the cargo door.

S 224-014

- (6) Make sure the clearance between the edge of the latch track and latch crank is correct (View A-A). The sum of the forward and aft clearances must be 0.03 inch minimum.

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S 824-015

- (7) Add or remove shims between the serrated plate and the fuselage structure to get the correct clearance between the edge of latch track and the latch crank.

NOTE: This adjustment can make it necessary to change the length of the bolt.

S 624-016

- (8) Apply primer to the surfaces of the shims that do not have primer on them.

S 224-017

- (9) Make sure the stop pins align with the mating stop pads on the cargo door correctly (Ref 52-34-00).

S 434-018

- (10) Tighten the fasteners.

S 864-019

- (11) Remove the DO-NOT-CLOSE tags and close these circuit breakers on the P34(A) panel:
- (a) 34A1(A), CARGO DOOR 1, for the No. 1 cargo door
 - (b) 34A2(A), CARGO DOOR 2, for the No. 2 cargo door
 - (c) 34A5(A) CARGO DOOR CONT

S 864-020

- (12) Supply electrical power (Ref 24-22-00).

S 864-021

- (13) Manually unlatch the cargo door.

S 714-026

WARNING: MAKE SURE THAT ALL PERSONS AND EQUIPMENT ARE CLEAR OF THE CARGO DOOR PATH BEFORE YOU OPERATE THE CARGO DOOR CONTROL SWITCH. THE CARGO DOOR CAN CONTINUE TO MOVE AFTER YOU RELEASE THE SWITCH. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (14) Open and close the cargo door electrically. Make sure the door operates correctly (AMM 52-34-00/201).
- (a) Make sure that the cargo door stops moving before you go into the cargo door path area.

S 864-022

- (15) Remove electrical power if it is not necessary (Ref 24-22-00).

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DOOR HANDLE MECHANISM – REMOVAL/INSTALLATION

1. General

- A. This procedure contains two tasks. The first task is the removal of the door handle mechanism from the No. 1 or 2 cargo door. The second task is the installation of the door handle mechanism on the No. 1 or 2 cargo door.
- B. The door handle mechanism is replaced as an assembly with the cargo door installed on the airplane or removed from the airplane.
- C. The door handle mechanism is in a pressure box. All the fasteners that go through the pressure box or the cargo door skin are installed with the pressure sealant (Ref 20-30-01).

TASK 52-34-22-004-001

2. Remove the Door Handle Mechanism

A. Equipment

- (1) Rig pin CD1 – P/N B20003-12, part of Set B20003-XX (Ref 20-10-24)

B. Access

- (1) Location Zones
 - 821 No. 1 Cargo Door
 - 822 No. 2 Cargo Door

C. Procedure – Remove the Door Handle Mechanism

S 864-002

- (1) Open these circuit breakers on the APU external power panel, P34(A), and attach DO-NOT-CLOSE tags:
 - (a) 34A1(A), CARGO DOOR 1, for the No. 1 cargo door
 - (b) 34A2(A), CARGO DOOR 2, for the No. 2 cargo door
 - (c) 34A5(A), CARGO DOOR CONT

S 014-003

- (2) Get access to the cargo door in the applicable cargo compartment.

S 864-004

- (3) Manually unlatch the cargo door and open to the vertical position.

S 864-005

- (4) Put the lockout pawl in the retracted position.

S 494-006

- (5) Close the cargo door handle and install the rig pin CD1.

S 034-007

- (6) Disconnect the control rod from the handle output shaft arm (View B, Fig. 401).

S 034-008

- (7) Remove the bolts, nuts and washers that hold the door handle mechanism to the cargo door skin.

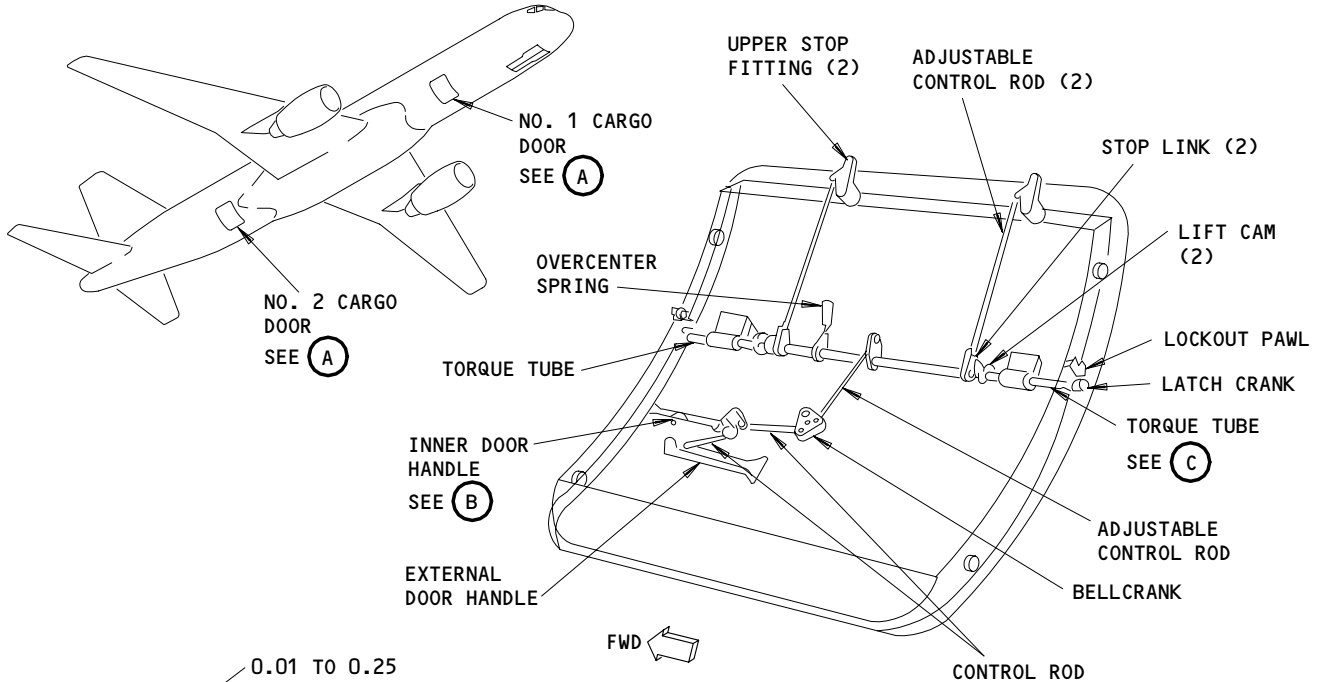
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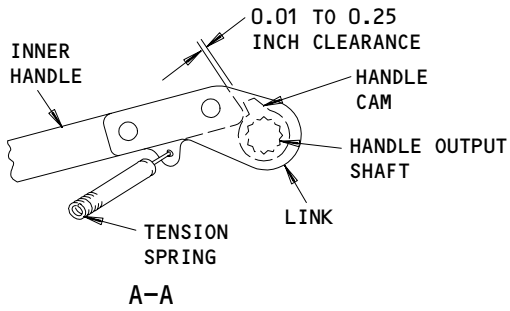
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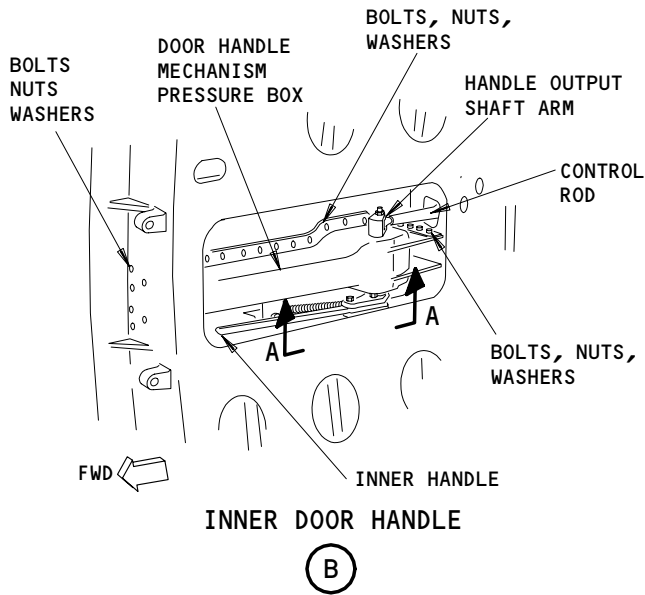


NO. 1 OR 2 CARGO DOOR

(A)

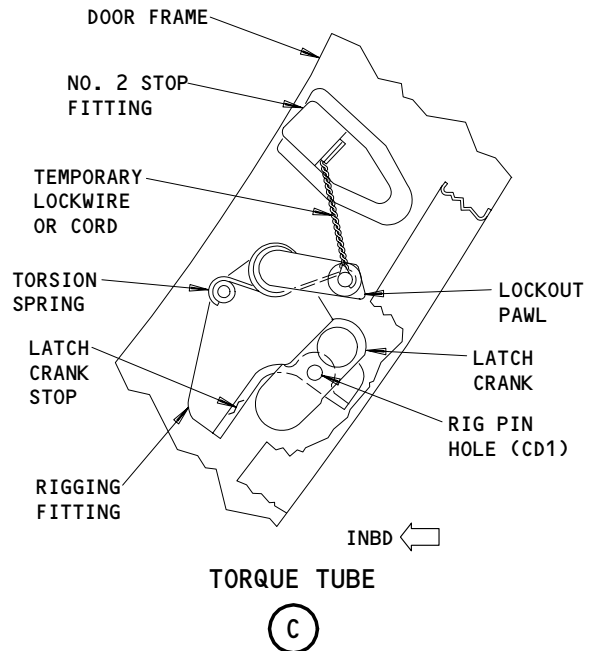


A-A



INNER DOOR HANDLE

(B)



TORQUE TUBE

(C)

Door Handle Mechanism
Figure 401

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- S 034-009
(8) Remove the bolts, nuts and washers that hold the aft end of the door handle mechanism to the structure.

- S 034-010
(9) Remove the bolts, nuts and washers that hold the forward end of the door handle mechanism to the structure.

- S 024-011
(10) Remove the door handle mechanism.

TASK 52-34-22-404-012

3. Install the Door Handle Mechanism

A. Equipment

- (1) Rig pin CD1 - P/N B20003-12, part of Set B20003-XX (Ref 20-10-24)

B. Consumable Materials

- (1) C00259 Primer - BMS 10-11, Type 1
(2) G00001 Parting Agent - 4A-183 green strippable vinyl coating, Guardsman Chemical Inc., TRC Division (Optional)
(3) G50063 MS-122DF Release Agent F, Polytetraflouroethylene Miller-Stephenson Chemical, Danbury CT.(Peferred)
(4) A00247 Sealant - BMS 5-95

C. References

- (1) 52-34-01/401, No. 1 and 2 Cargo Door
(2) 51-31-01/201, Seals and Sealing

D. Access

- (1) Location Zones
821 No. 1 Cargo Door
822 No. 2 Cargo Door

E. Procedure - Install the Door Handle Mechanism

- S 214-013
(1) Make sure the corrosion faying seal on the external skin is smooth and continuous and there are no clearances.

- S 214-014
(2) Make sure the parting or release agent on the door handle mechanism flange is not damaged.

- S 624-015
(3) If the faying seal or the parting agent on the door handle mechanism flange is damaged, apply the sealant and the parting or release agent (Ref 51-31-01).

- S 624-016
(4) If you install a new door handle mechanism, apply the parting or release agent on the handle box flange (AMM 51-31-01).

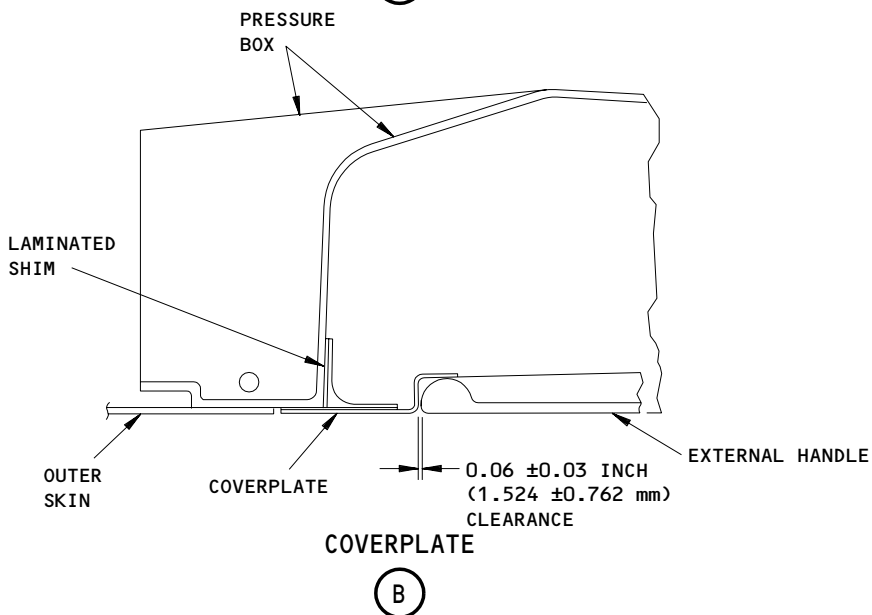
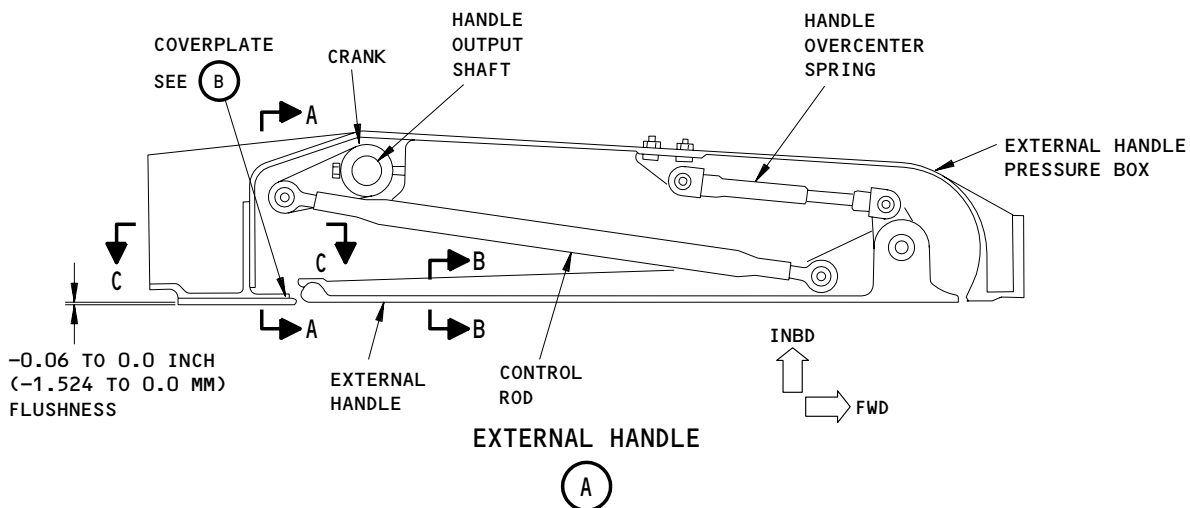
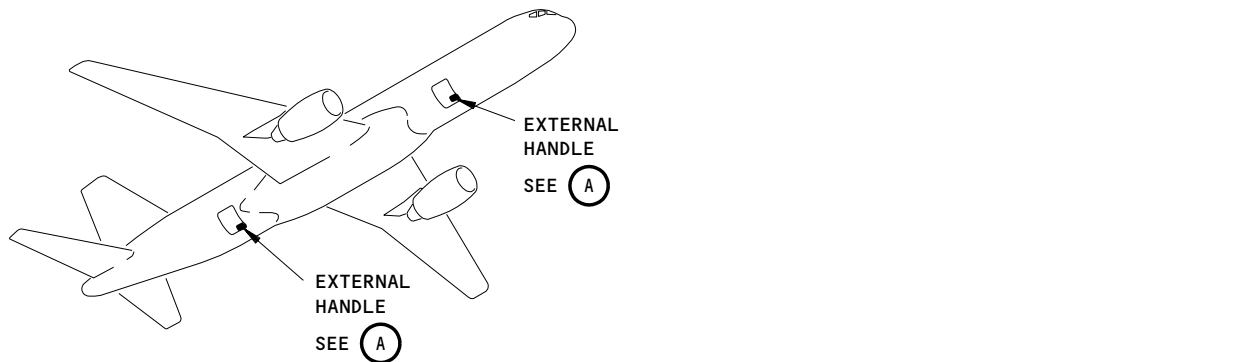
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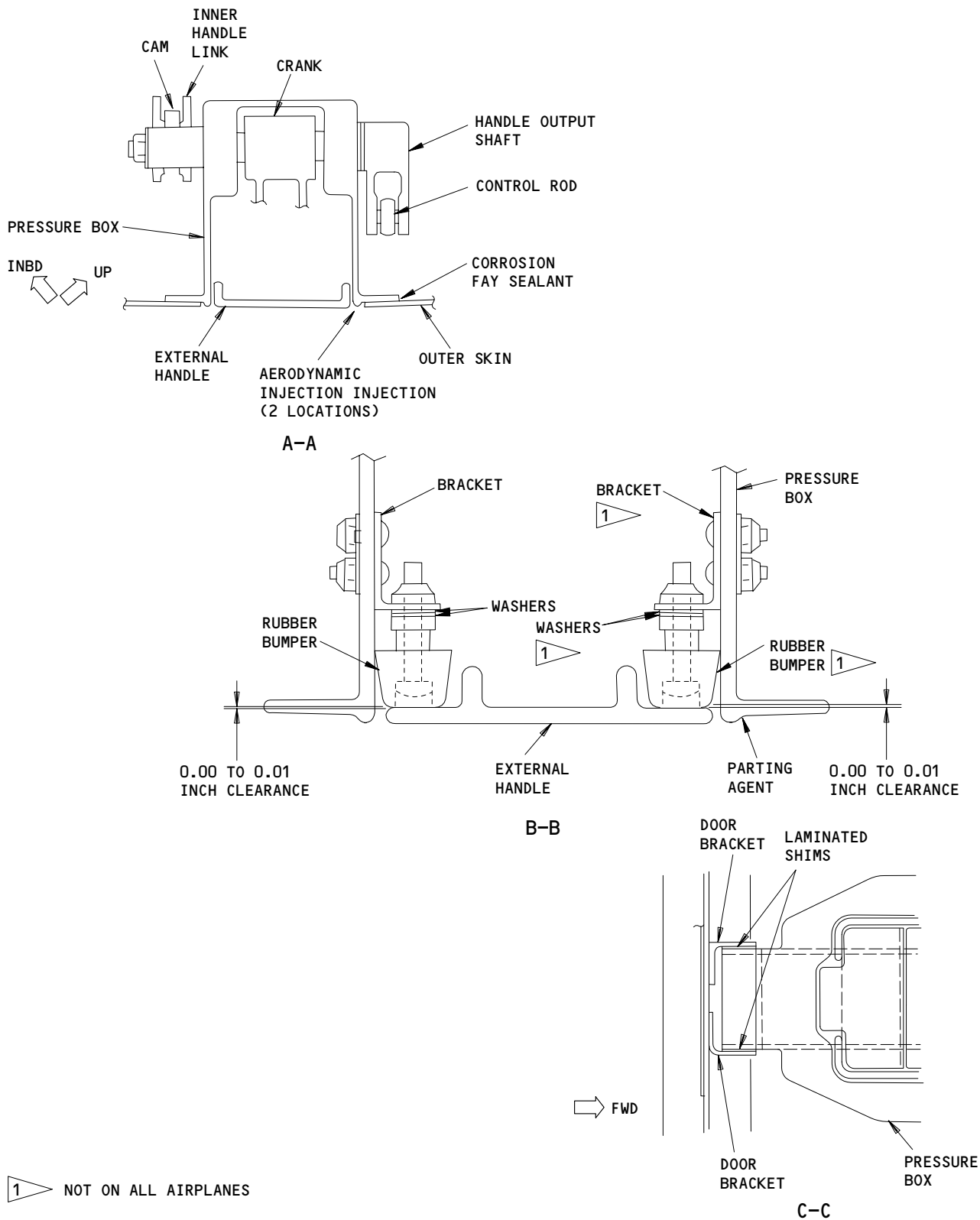
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Door Handle Mechanism Adjustment
Figure 402 (Sheet 1)

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Door Handle Mechanism Adjustment
Figure 402 (Sheet 2)

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- S 824-017
- (5) Put the door handle mechanism in position on the cargo door (View B, Fig. 401).
- S 434-018
- (6) Install the bolts, nuts and washers that attach the door handle mechanism pressure box to the cargo door skin with the sealant (Ref 20-30-01).
- S 434-019
- (7) Install the bolts, washers and nuts at the forward end of door handle mechanism.
- S 434-020
- (8) Install the laminated shims between the aft end of the pressure box and the door brackets (View C-C, Fig. 402) to get a tight fit. The maximum permitted pull-down is 0.01 inch.
- S 624-021
- (9) Apply the primer to the surfaces of the shims that do not have primer on them (Ref 20-30-03).
- S 434-022
- (10) Install the bolts, nuts and washers at the aft end of the pressure box.
- S 824-023
- (11) Put the control rod in position to get access to the rod end grease fittings and connect the control rod to the handle output shaft arm (View B, Fig. 401).
- S 224-024
- (12) Make sure the clearance between the coverplate and the external handle is correct (View B, Fig. 402).
- S 824-025
- (13) If the clearance between the coverplate and the external handle is not correct, add or remove the laminated shims between the hinge of the coverplate and the pressure box.
- S 034-026
- (14) Remove the rubber bumper(s) from the bracket on the internal side of the pressure box (View B-B, Fig. 402).
- S 224-027
- (15) Make sure the external handle and the coverplate have the correct flushness (View A, Fig. 402).

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S 824-028

- (16) If the flushness between the coverplate and the external handle is not in the correct tolerance, adjust the adjustable control rod between the bellcrank and the torque tube (View A, Fig. 401).

NOTE: Some cargo doors have an external handle with an adjustable control rod (View A, Fig. 402). Use this control rod for very small adjustments to the door handle.

S 434-029

- (17) Install the rubber bumper(s) in the pressure box.

S 824-030

- (18) Add or remove the washers between the rubber bumper(s) and the bracket to adjust the rubber bumper(s) and make the rubber bumper(s) touch the external handle (View B-B, Fig. 402).

S 224-031

- (19) Make sure the clearance between the inner handle and the handle cam is correct (View A-A, Fig. 401).

S 094-032

- (20) Remove the rig pin CD1 from the rigging fitting (View C, Fig. 401).

S 714-033

- (21) Make sure the door handle mechanism operates correctly. Do the steps that follow:
- (a) Use the external handle and the inner handles to latch and unlatch the cargo door. Make sure the door handle mechanism operates smoothly.
 - (b) Make sure the latch crank turns to touch the latch crank stop on the rigging fitting (View C, Fig. 401) when the handles are turned to the fully open position.

S 864-034

- (22) Move the external handle to the fully open position and release the lockout pawl.

S 864-035

- (23) Remove the DO-NOT-CLOSE tags and close these circuit breakers on the P34(A) panel:
- (a) 34A1(A), CARGO DOOR 1, for the No. 1 cargo door
 - (b) 34A2(A), CARGO DOOR 2, for the No. 2 cargo door
 - (c) 34A5(A), CARGO DOOR CONT

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NO. 1 AND 2 CARGO DOOR CONTROL SWITCHES – REMOVAL/INSTALLATION

1. General

A. This procedure contains four tasks:

- (1) The first task is the removal of the exterior control switch (S10183 and S10182) from the No. 1 or 2 cargo door.
- (2) The second task is the installation of the exterior control switch on the No. 1 or 2 cargo door.
- (3) The third task is the removal of the interior control switch (S10180 and S10181) from the No. 1 or 2 cargo door.
- (4) The fourth task is the installation of the interior control switch on the No. 1 or 2 cargo door.

TASK 52-34-30-004-001

2. Remove the Exterior Control Switch (Fig. 401)

A. Access

(1) Location Zones

- | | |
|-----|------------------|
| 821 | No. 1 Cargo Door |
| 822 | No. 2 Cargo Door |

B. Procedure – Remove the Exterior Control Switch

S 864-002

- (1) If you work on the No. 1 cargo door, open this circuit breaker on the APU/EXT power panel, P34(A), and attach a DO-NOT-CLOSE tag:
 - (a) 34B9, FWD CARGO COMPARTMENT LIGHTS

S 864-003

- (2) If you work on the No. 2 cargo door, open this circuit breaker on the APU/EXT power panel, P34(A), and attach a DO-NOT-CLOSE tag:
 - (a) 34B8, AFT CARGO COMPARTMENT LIGHTS

S 864-004

- (3) Open these circuit breakers on the APU/EXT power panel, P34(A), and attach DO-NOT-CLOSE tags:
 - (a) 34A5, CARGO DOOR CONT
 - (b) 34A1, CARGO DOOR 1, for the No. 1 Cargo Door
 - (c) 34A2, CARGO DOOR 2, for the No. 2 Cargo Door

S 014-005

- (4) Get access to the applicable control panel, P43 for the No. 1 cargo door or P44 for the No. 2 cargo door (View A).

S 034-006

- (5) Remove the four screws and washers that hold the control panel channel to the pan (View A-A).

S 034-007

- (6) Pull the control panel channel out of the pan sufficiently to get access to the cargo door control switch.

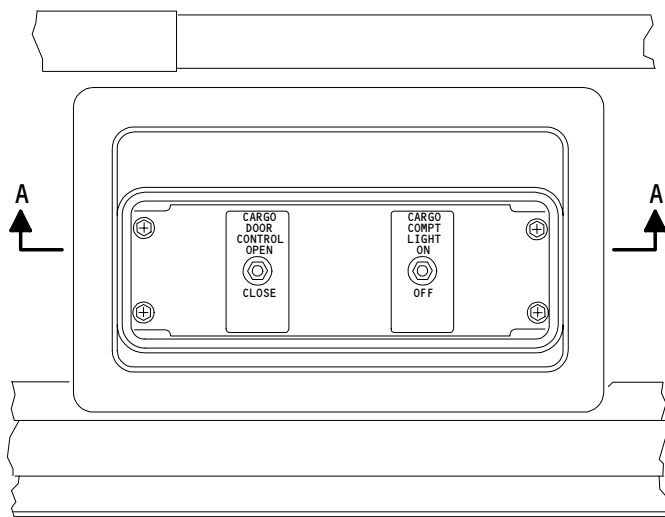
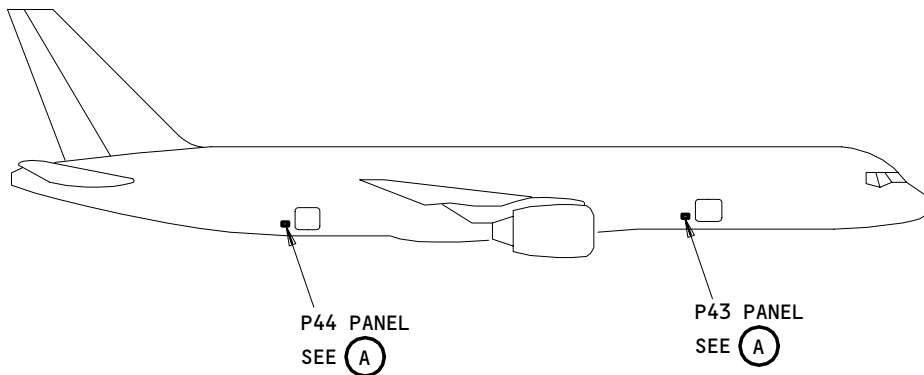
EFFECTIVITY

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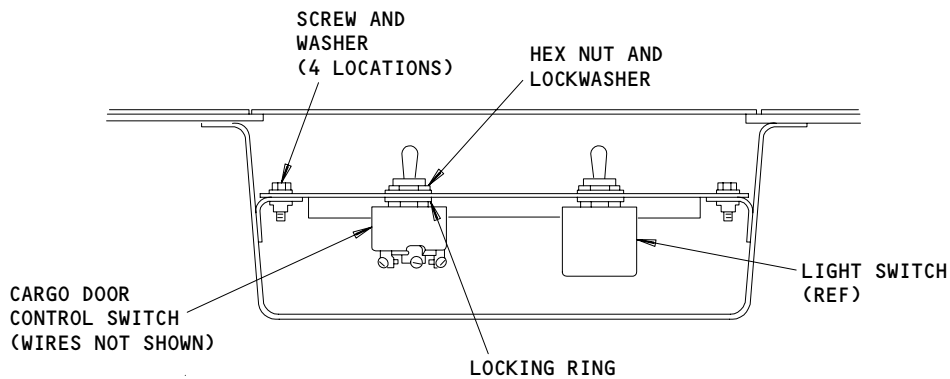
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P43 OR P44 PANEL

(A)



A-A

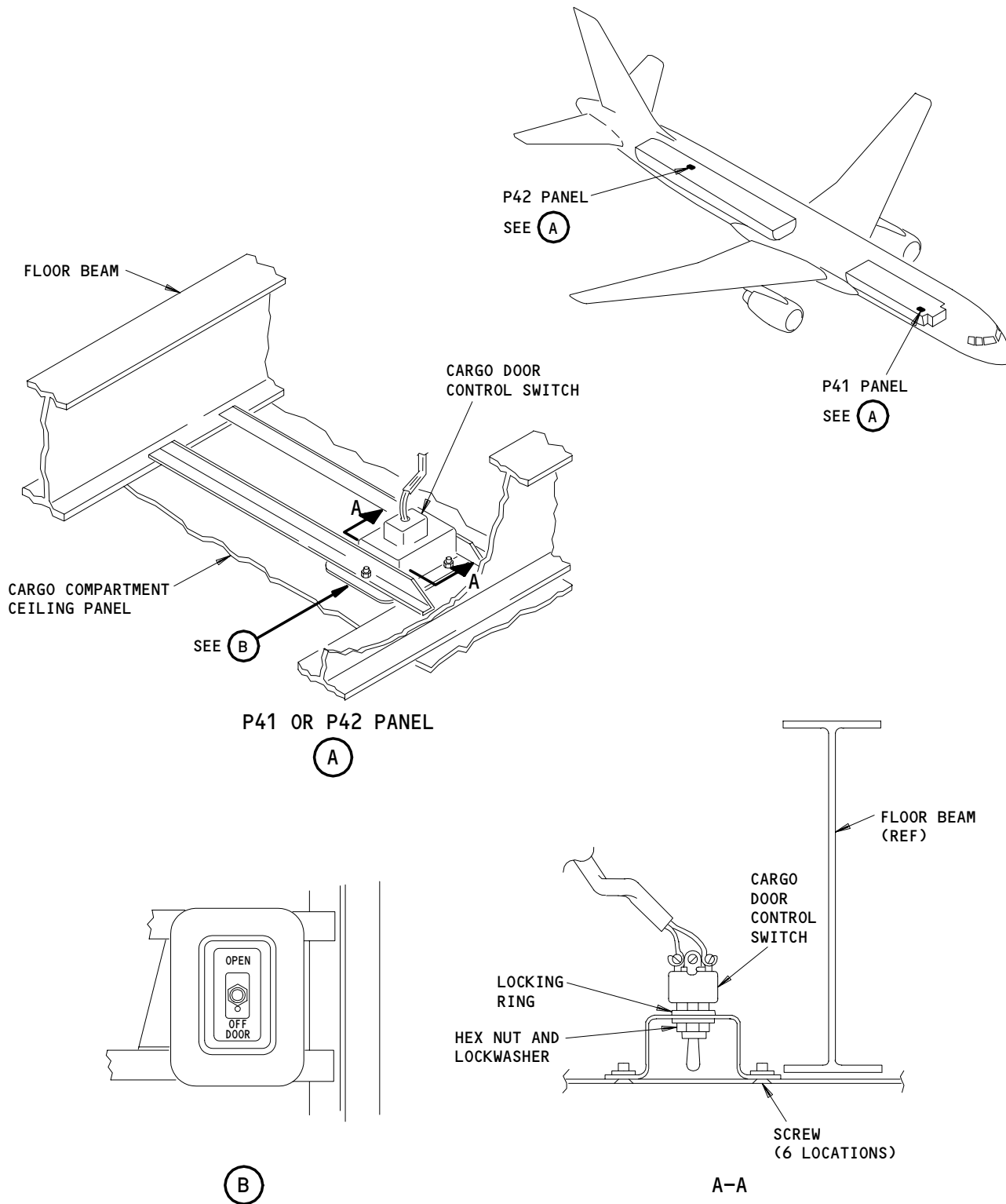
No. 1 and 2 Cargo Door Exterior Control Switch
Figure 401

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No. 1 and 2 Cargo Door Interior Control Switch
Figure 402

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S 034-008

- (7) Remove the four screws that attach the wires to the cargo door control switch to remove the wires. Put tags on the wires to identify for the subsequent installation.

S 034-009

- (8) Remove the nut, lockwasher and locking ring that attach the cargo door control switch.

S 024-010

- (9) Remove the cargo door control switch.

TASK 52-34-30-404-011

3. Install the Exterior Control Switch (Fig. 401)

A. References

- (1) 24-22-00/201, Electrical Power - Control
(2) 52-34-00/201, No. 1 and 2 Cargo Doors - Maintenance Practices

B. Access

- (1) Location Zones
821 No. 1 Cargo Door
822 No. 2 Cargo Door

C. Procedure - Install the Exterior Control Switch

S 424-012

- (1) Install the cargo door control switch in the control panel channel.

S 434-013

- (2) Install the locking ring, lockwasher and nut (View A-A).

S 434-014

- (3) Remove the tags from the wires and attach the wires to the cargo door control switch with the four screws.

S 434-015

- (4) Put the control panel channel into the pan and install the four screws and washers.

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S 864-016

- (5) If you did work on the No. 1 cargo door, remove the DO-NOT-CLOSE tag and close this circuit breaker on the APU/EXT power panel, P34(A):
- (a) 34B9, FWD CARGO COMPARTMENT LIGHTS

S 864-017

- (6) If you did work on the No. 2 cargo door, remove the DO-NOT-CLOSE tag and open this circuit breaker on the APU/EXT power panel, P34(A):
- (a) 34B8, AFT CARGO COMPARTMENT LIGHTS

S 864-018

- (7) Remove the DO-NOT-CLOSE tag and close these circuit breakers on the P34(A) panel:
- (a) 34A5, CARGO DOOR CONT
 - (b) 34A1, CARGO DOOR 1, for the No. 1 Cargo Door
 - (c) 34A2, CARGO DOOR 2, for the No. 2 Cargo Door

S 864-019

- (8) Supply electrical power (Ref 24-22-00).

S 714-039

WARNING: MAKE SURE THAT ALL PERSONS AND EQUIPMENT ARE CLEAR OF THE CARGO DOOR PATH BEFORE YOU OPERATE THE CARGO DOOR CONTROL SWITCH. THE CARGO DOOR CAN CONTINUE TO MOVE AFTER YOU RELEASE THE SWITCH. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (9) Open and close the cargo door electrically with the exterior control switch (Ref 52-34-00/201).

S 714-042

- (10) Make sure that the door operates correctly.
- (a) Make sure that the cargo door stops moving before you go into the cargo door path area.

S 864-021

- (11) Remove the electrical power if it is not necessary (Ref 24-22-00).

TASK 52-34-30-004-022

4. Remove the Interior Control Switch (Fig. 402)

A. Access

(1) Location Zones

821	No. 1 Cargo Door
822	No. 2 Cargo Door

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B. Procedure - Remove the Interior Control Switch

S 864-023

- (1) Open these circuit breakers on the APU/EXT power panel, P34(A), and attach DO-NOT-CLOSE tags:
 - (a) 34A5, CARGO DOOR CONT
 - (b) 34A1, CARGO DOOR 1, for the No. 1 Cargo Door
 - (c) 34A2, CARGO DOOR 2, for the No. 2 Cargo Door

S 014-024

- (2) Get access to the applicable control panel, P41 for the No. 1 cargo door or P42 for the No. 2 cargo door (View A).

S 014-025

- (3) Remove the ceiling panels to get access to the cargo door control switch (View A-A).

S 034-026

- (4) Remove the four screws that attach the wires to the cargo door control switch to remove the wires. Put tags on the wires to identify for the subsequent installation.

S 034-027

- (5) Remove the nut, lockwasher and locking ring.

S 024-028

- (6) Remove the cargo door control switch.

TASK 52-34-30-404-029

5. Install the Interior Control Switch (Fig. 402)

A. Consumable Materials

- (1) A00230 sealant - BMS5-37

B. References

- (1) 24-22-00/201, Electrical Power - Control
- (2) 52-34-00/201, No. 1 and 2 Cargo Doors - Maintenance Practices

C. Access

- (1) Location Zones

821	No. 1 Cargo Door
822	No. 2 Cargo Door

D. Procedure - Install the Interior Control Switch

S 424-030

- (1) Put the cargo door control switch on the bracket.

S 434-031

- (2) Install the locking ring, lockwasher and nut (View A-A).

S 434-032

- (3) Remove the tags from the wires and install the four screws to attach the wires to the cargo door control switch.

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- S 434-044
- (4) Apply BMS5-37 sealant to the door control switch terminals.
- S 414-033
- (5) Install the ceiling panel.
- S 864-034
- (6) Remove the DO-NOT-CLOSE tag and close these circuit breakers on the P34(A) panel:
- (a) 34A5, CARGO DOOR CONT
 - (b) 34A1, CARGO DOOR 1, for the No. 1 Cargo Door
 - (c) 34A2, CARGO DOOR 2, for the No. 2 Cargo Door
- S 864-035
- (7) Supply electrical power (Ref 24-22-00).
- S 714-040

WARNING: MAKE SURE THAT ALL PERSONS AND EQUIPMENT ARE CLEAR OF THE CARGO DOOR PATH BEFORE YOU OPERATE THE CARGO DOOR CONTROL SWITCH. THE CARGO DOOR CAN CONTINUE TO MOVE AFTER YOU RELEASE THE SWITCH. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (8) Open and close the cargo door electrically with the exterior control switch (Ref 52-34-00/201).
- S 714-043
- (9) Make sure that the door operates correctly.
- (a) Make sure that the cargo door stops moving before you go into the cargo door path area.
- S 864-037
- (10) Remove the electrical power if it is not necessary (Ref 24-22-00).

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NO. 1 AND 2 CARGO DOOR PROXIMITY SENSORS – ADJUSTMENT/TEST

1. General

- A. This procedure contains one task. The task is to adjust the cargo door proximity sensors for the No. 1 or 2 cargo door.

TASK 52-34-35-825-001

2. Adjust the Cargo Door Proximity Sensors

A. References

- (1) 24-22-00/201, Electrical Power – Control
(2) 52-34-00/501, No. 1 and 2 Cargo Doors

B. Procedure – Adjust the Cargo Door Proximity Sensors

S 225-002

- (1) Make sure the cargo door is aligned correctly in the fuselage cutout (Ref 52-34-00/501). Adjust the cargo door if it is necessary.

S 865-003

- (2) Open these circuit breakers on the APU external power panel, P34, and attach DO-NOT-CLOSE tags:
(a) 34A1(A), CARGO DOOR 1, for the No. 1 cargo door
(b) 34A2(A), CARGO DOOR 2, for the No. 2 cargo door
(c) 34A5(A), CARGO DOOR CONT

S 865-004

- (3) Unlatch the cargo door.

S 865-005

- (4) Manually open the cargo door to the fully open position.

S 225-006

- (5) Make sure the clearances between the overtravel stops at the forward and aft hinge arms are in the correct limits for the proximity sensor adjustment (View B, Fig. 502).

S 825-007

- (6) Do the checks that follow for the cargo door open proximity sensor (View A-A, Fig. 502):
(a) Make sure the clearance between the cargo door open proximity sensor and the target is in the correct tolerance.
(b) Make sure the top edge of the target is aligned with the bottom edge of the sensor.
(c) Add or remove the shims below the target to get the correct clearances.

S 825-009

- (7) Do the steps that follow to do a check on the cargo door down proximity sensor:
(a) Close but do not latch the cargo door. Make sure the lower guide rollers are in the position on the lower guide tracks shown (View B, Fig. 503).

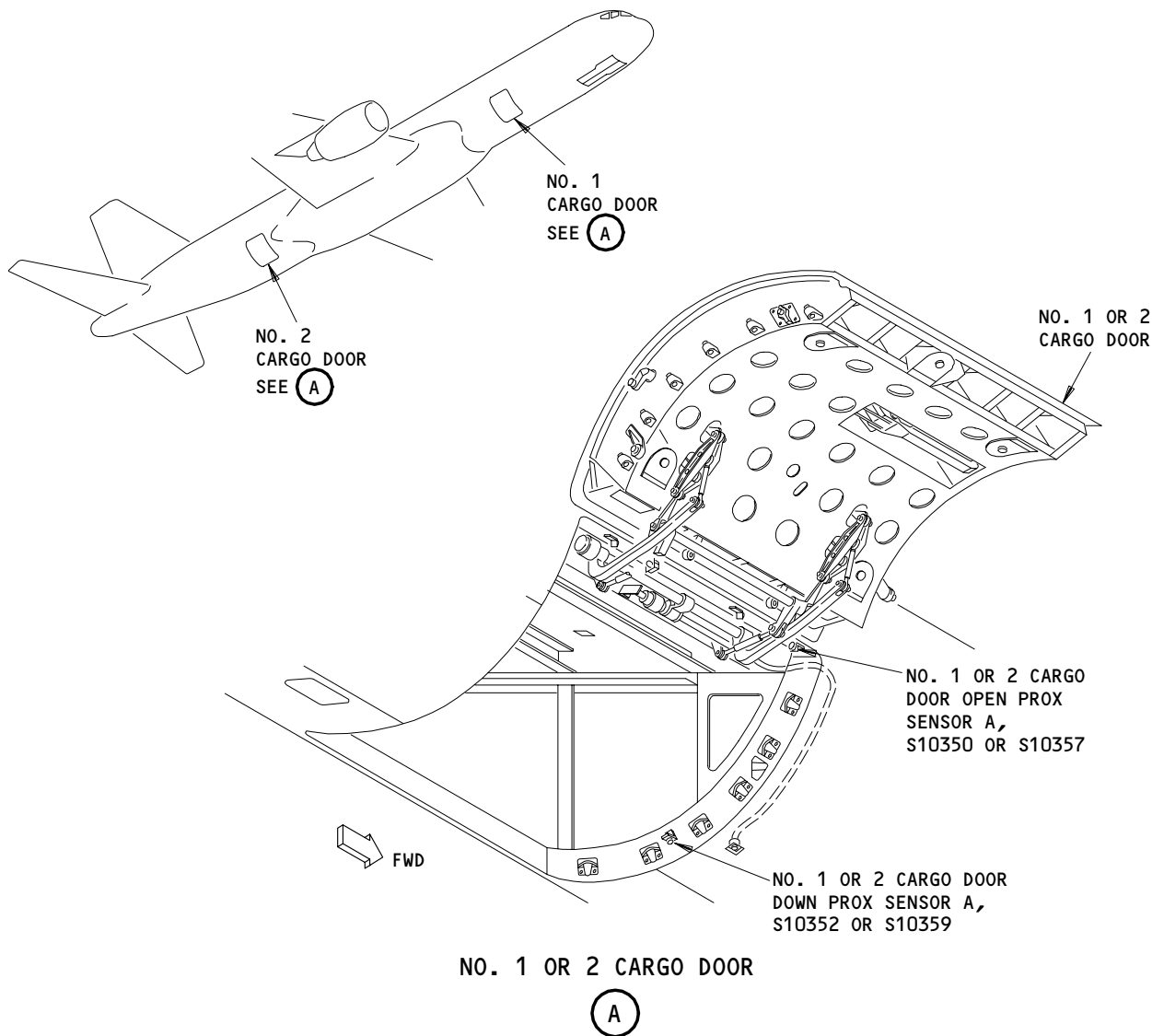
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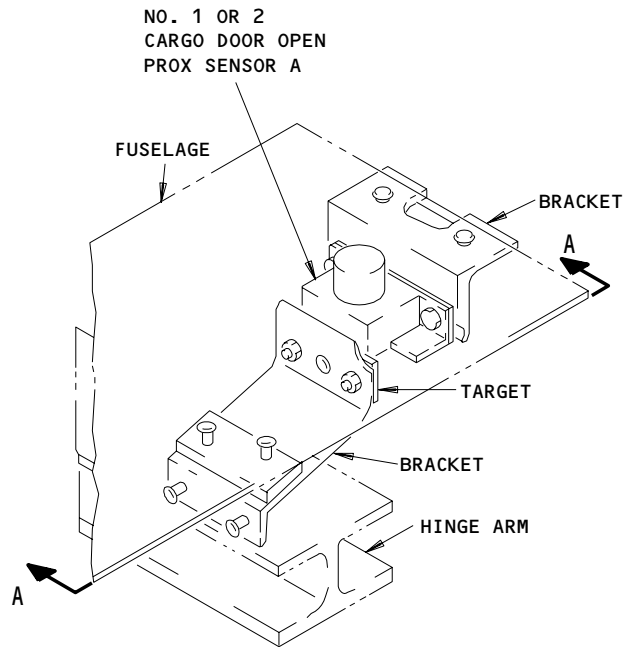
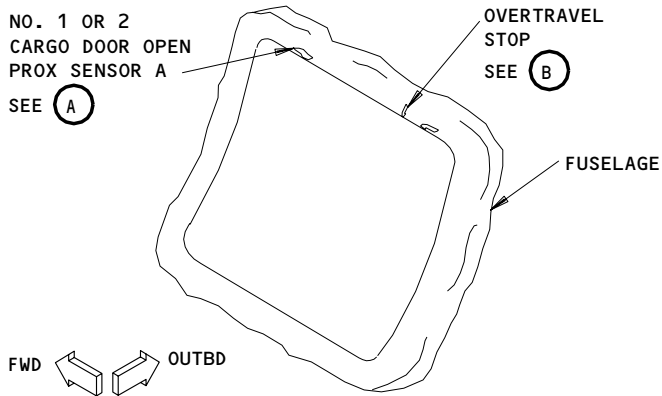
NO. 1 AND 2 CARGO DOOR PROX SENSORS		
NOMENCLATURE	EQUIPMENT NO.	SENSOR FUNCTION
NO. 1 CARGO DOOR PROX SENSOR	S10083	DOOR WARNING
NO. 1 CARGO DOOR OPEN PROX SENSOR A	S10350	CONTROL SEQUENCING
NO. 1 CARGO DOOR DOWN PROX SENSOR A	S10352	CONTROL SEQUENCING
NO. 2 CARGO DOOR PROX SENSOR	S10088	DOOR WARNING
NO. 2 CARGO DOOR OPEN PROX SENSOR A	S10357	CONTROL SEQUENCING
NO. 2 CARGO DOOR DOWN PROX SENSOR A	S10359	CONTROL SEQUENCING

NOTE: PROX SENSORS, S10083 AND S10088 ARE PART OF THE DOOR WARNING SYSTEM AND ARE NOT SHOWN. REFER TO 52-71-00 FOR DATA ON THE DOOR WARNING SYSTEM.

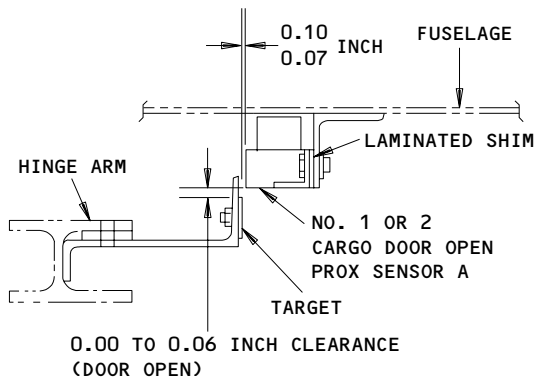
No. 1 and 2 Cargo Door Proximity Sensors
Figure 501

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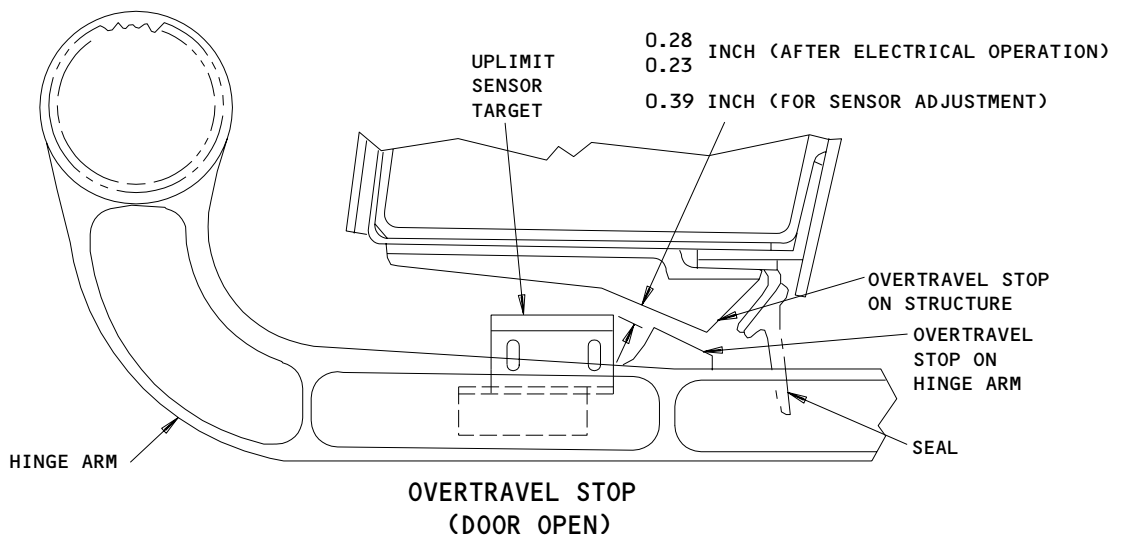
NO. 1 OR 2 CARGO DOOR (DOOR CLOSED)



NO. 1 CARGO DOOR OPEN PROX SENSOR A, S10350
NO. 2 CARGO DOOR OPEN PROX SENSOR A, S10357

(A)

A-A

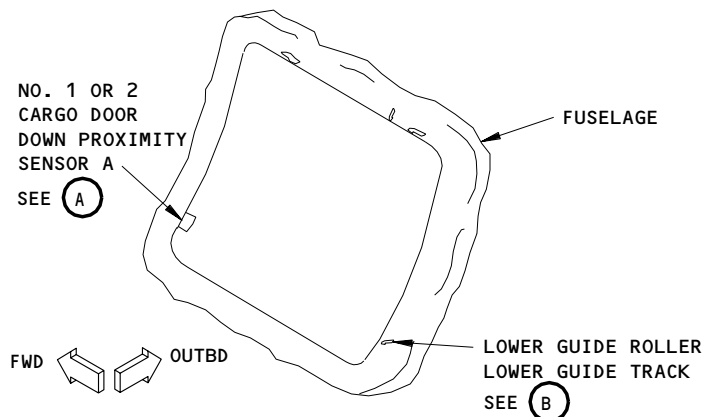


(B)

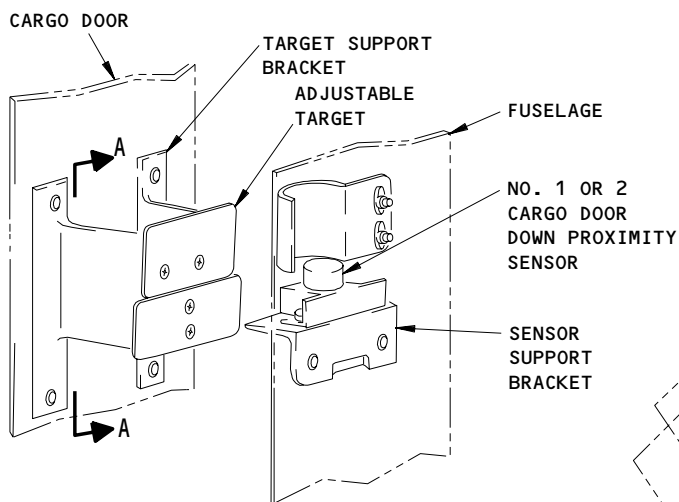
No. 1 and 2 Cargo Door Open Proximity Sensors
Figure 502

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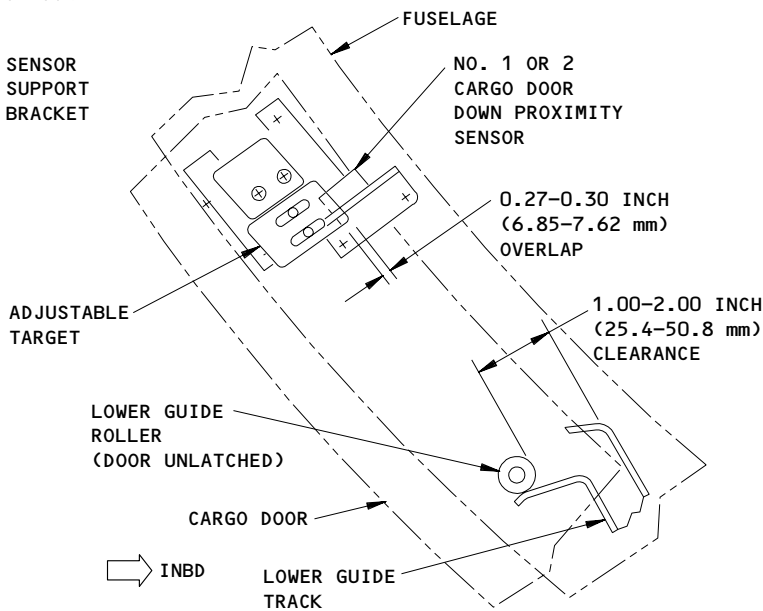
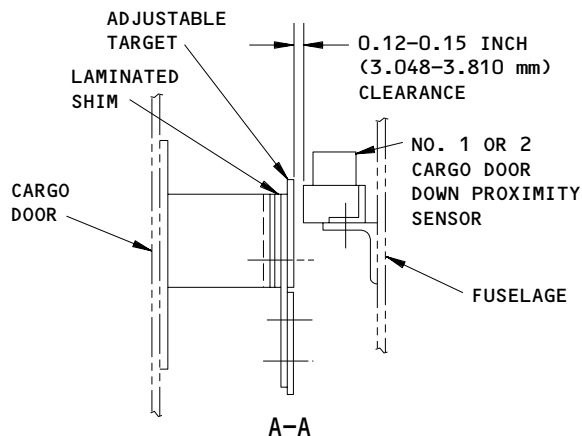


**NO. 1 OR 2 CARGO DOOR
(DOOR CLOSED)**



**CARGO DOOR DOWN PROXIMITY SENSOR
(EXAMPLE)**

(A)



**LOWER GUIDE ROLLER
LOWER GUIDE TRACK**

(B)

**No. 1 and 2 Cargo Door Down Proximity Sensors
Figure 503**

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52-34-35

- (b) Make sure the clearance between the adjustable target and the cargo door down proximity sensor is in the tolerance shown (View A-A, Fig. 503).
- (c) If the clearance is not correct, add or remove the shims below the adjustable target to get the correct clearance.
- (d) Make sure the overlap between the adjustable target and the cargo door down proximity sensor is in the tolerance shown (View B).
- (e) If the overlap is not correct, adjust the target to get the dimension shown.

S 865-011

- (8) Remove the DO-NOT-CLOSE tags and close these circuit breakers on the P34(A) panel:
 - (a) 34A1(A), CARGO DOOR 1, for the No. 1 cargo door
 - (b) 34A2(A), CARGO DOOR 2, for the No. 2 cargo door
 - (c) 34A5(A), CARGO DOOR CONT

S 865-012

- (9) Supply electrical power (Ref 24-22-00).

S 715-013

WARNING: MAKE SURE THAT ALL PERSONS AND EQUIPMENT ARE CLEAR OF THE CARGO DOOR PATH BEFORE YOU OPERATE THE CARGO DOOR CONTROL SWITCH. THE CARGO DOOR CAN CONTINUE TO MOVE AFTER YOU RELEASE THE SWITCH. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

CAUTION: DO NOT OPEN AND CLOSE THE CARGO DOOR MORE THAN TWO FULL TIMES IN A FIVE MINUTE PERIOD. IF YOU OPEN AND CLOSE THE DOOR MORE THAN TWO FULL TIMES, THE MOTOR CAN BECOME TOO HOT AND CAUSE DAMAGE TO THE EQUIPMENT.

- (10) Do the steps that follow to do a check on the electrical operation of the cargo door:
 - (a) Hold the cargo door control switch in the OPEN position until the power unit does not operate.
 - (b) Make sure the clearance between the overtravel stops at the forward and aft hinge arms are in the limits shown (View B, Fig. 502) after the electrical operation.
 - (c) Hold the cargo door control switch in the CLOSE position until the power unit does not operate.
 - 1) Make sure that the cargo door stops moving before you go into the cargo door path area.
 - (d) Make sure the forward and aft lower guide rollers are in the correct position in the guide tracks (View B, Fig. 503).

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S 865-014
(11) Remove electrical power, if it is not necessary (Ref 24-22-00).

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NO. 3 CARGO DOOR - DESCRIPTION AND OPERATION

1. General

- A. The No. 3 cargo door provides bulk cargo servicing and maintenance access to the aft end of the aft cargo compartment. The door is a hinged, inward-opening, plug-type structural door. It is located on the lower RH side of the aft fuselage at Body Station 1466.4 (Fig. 1). It provides a clear opening 48 inches wide by 32 inches high at 94 to 103 inches above the ground level (depending upon airplane loading).
- B. The door assembly structure is fabricated of conventional riveted/bolted sheet metal construction. It is a structural box with external access to latch cams and internal access to the door operating mechanism. The door is a controlled-replaceable assembly (interchangeable at attach points only).
- C. The door assembly is attached to the fuselage by two hinge arms at the upper edge. Internal and external latch handles are provided to allow the door to be opened from the inside or the outside. A counterbalance mechanism will hold the door in the fully open position and a snubber controls the rate of door opening and closing.
- D. An auxiliary hold-open strap is provided on the cargo compartment ceiling to hold the door up if the counterbalance mechanism is inoperative.
- E. Cabin pressure loads are transmitted from the door to the body at five discrete stops at both the forward and aft edges, two lower sill stops and two upper hinge fittings. A door centering ramp and roller are installed at the forward and aft door edges to guide the door into the fuselage cutout. Latch cams protrude from the door forward and aft edges which interface with rollers attached to the cutout structure. The mechanical latch mechanism imparts motion from latch handles to latch cams through a series of bellcrank, pushrod and torque tube components.
- F. These are the EICAS messages for the cargo doors:

EICAS Message	Cargo Door Nomenclature
FWD CARGO DOOR	No. 1 Cargo Door
AFT CARGO DR 1	No. 2 Cargo Door
AFT CARGO DR 2	No. 3 Cargo Door

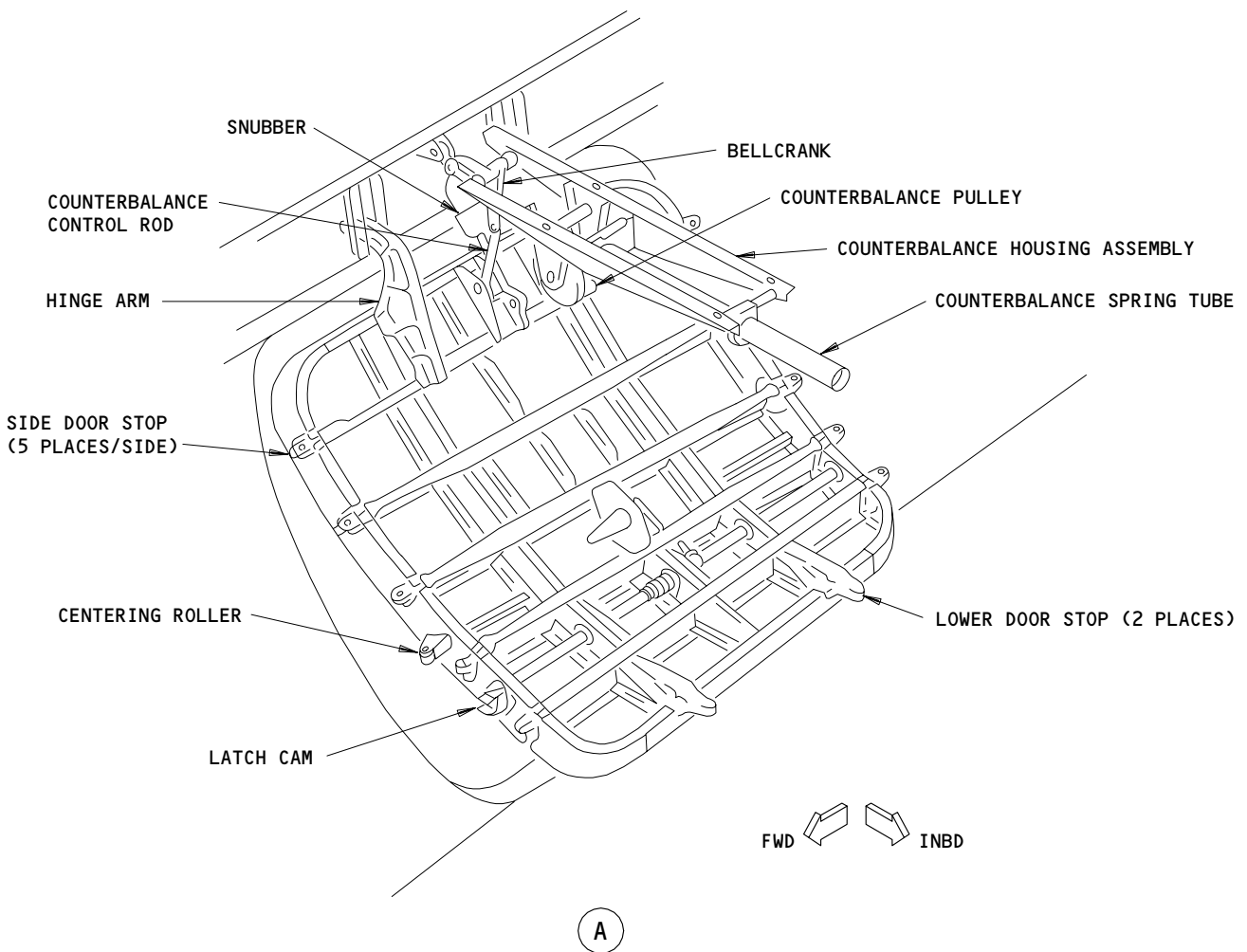
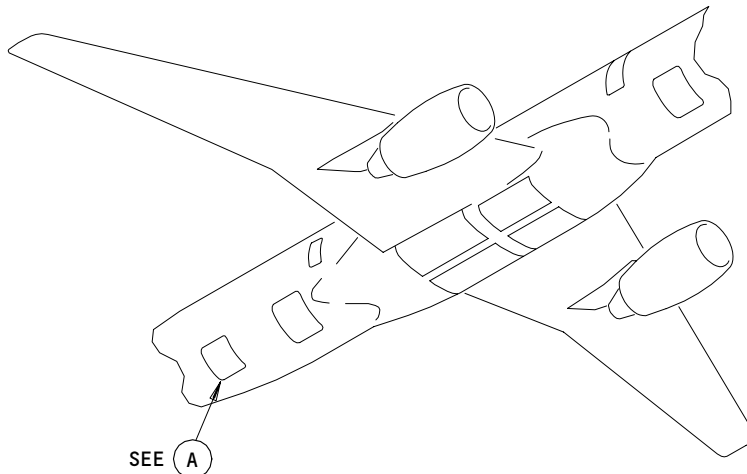
2. Component Details

A. Door Latch Mechanism

- (1) The door latch mechanism includes a recessed, T-Type exterior handle and an internal protruding L-Type handle which are interconnected through the actuator hub. An adjustable control rod connects the handle actuator to a crank on the torque tube. Latch cams are bolted to the ends of the torque tube and extend through supports on the forward and aft door edge frames. A torsion spring maintains latching torque on the mechanism.

EFFECTIVITY
AIRPLANES WITH NO. 3 CARGO DOOR

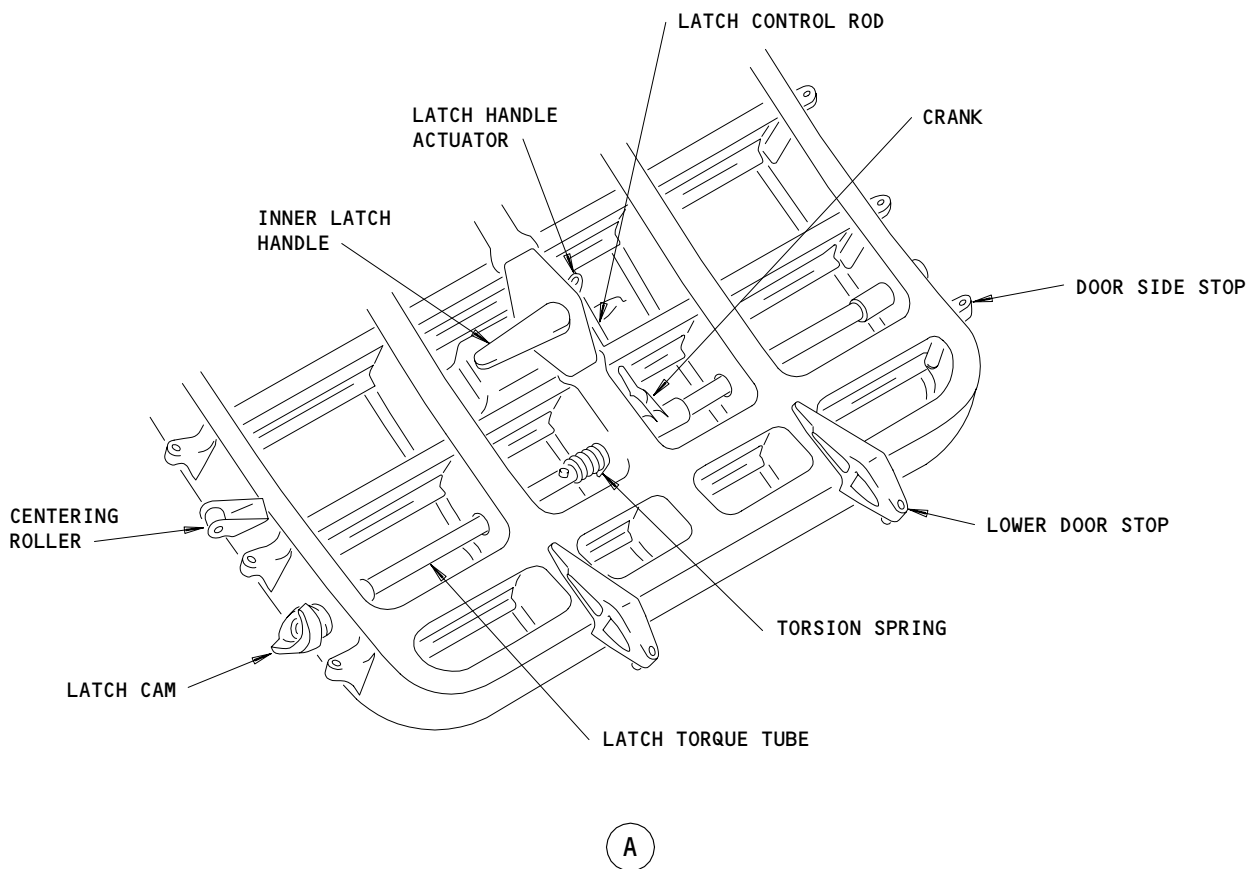
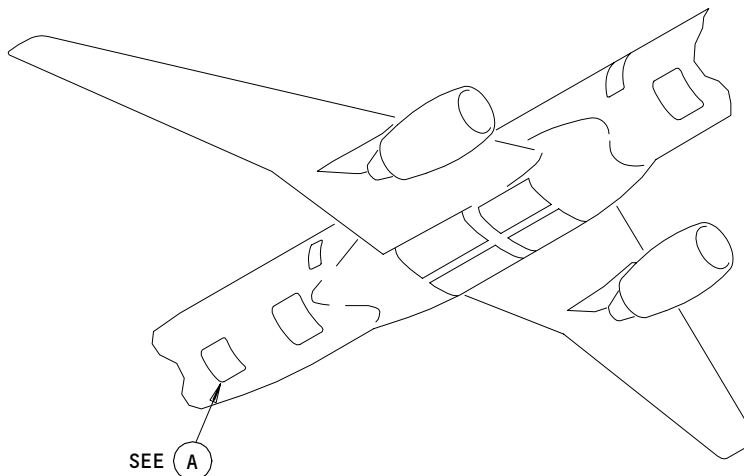
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No. 3 Cargo Door
Figure 1

EFFECTIVITY
AIRPLANES WITH NO. 3 CARGO DOOR

52-36-00



No. 3 Cargo Door Latch Mechanism
Figure 2

EFFECTIVITY
AIRPLANES WITH NO. 3 CARGO DOOR

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B. Door Counterbalance Mechanism

(1) The door counterbalance mechanism consists of a pre-loaded spring housing assembly which is connected by cable linkage to a bellcrank. The bellcrank is in turn connected to the door assembly with an adjustable control rod. When the door is closed, the control rod rotates the bellcrank, pulling on the cable and further compresses the pre-loaded springs that are stacked within a guide tube. The mechanism is installed transversely across the fuselage and below the cargo compartment ceiling (Fig. 3). The cargo door can be held fully open with only the counterbalance mechanism to support it.

C. Door Snubber and Door Stops

(1) A snubber is installed between the door and the cargo compartment ceiling. It controls the rate of door opening and closing (Fig. 1). The snubber length is adjustable to control the closeness of the open door to the compartment ceiling.

(2) The door stops are adjustable (inward-outward) to control the door flushness to the fuselage.

D. Pressure Seal

(1) A pressure seal consisting of a silicone rubber seal and channel retainer fitting is installed around the periphery of the door to seal up against fuselage cutout structure when the door is closed. The seal prevents compartment pressure loss and moisture contamination.

E. Door Warning Sensor

(1) A door warning sensor is installed on the door which alerts the flight crew of an unsafe door unlatched condition through the Engine Indication and Crew Alerting System (EICAS (Ref 52-71-00)). The sensor is located at the door forward edge and operates in conjunction with the latch cam position.

3. Operation

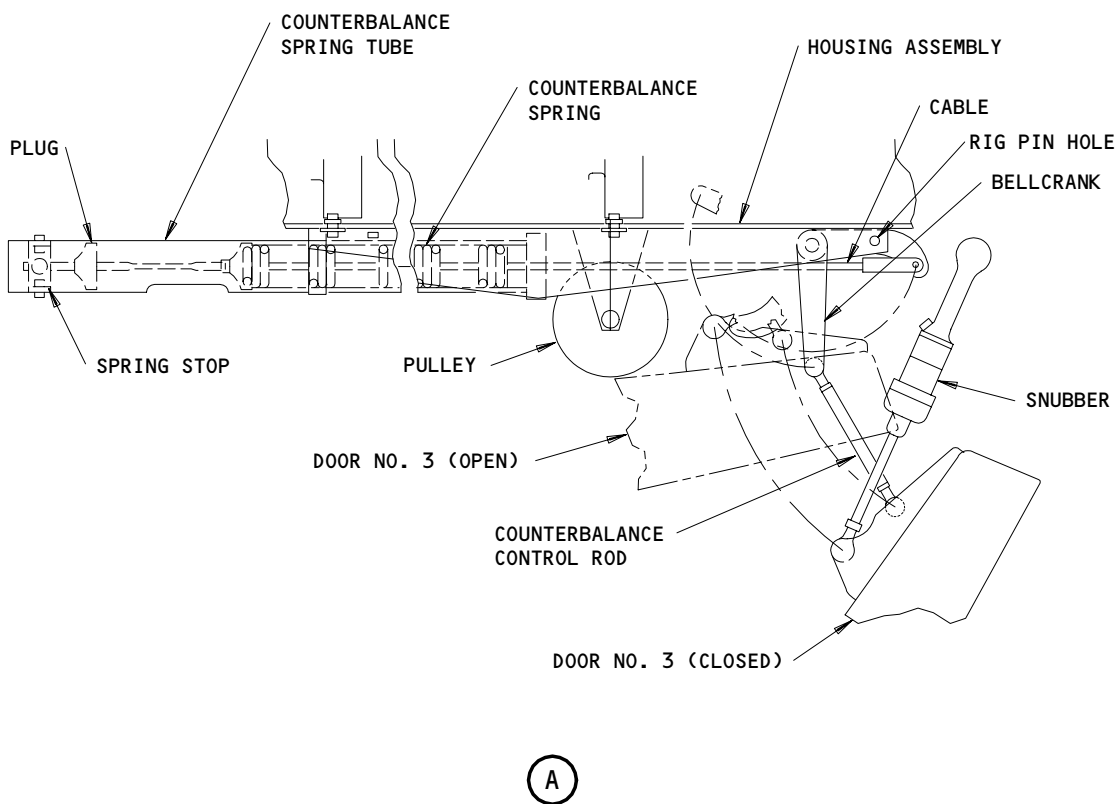
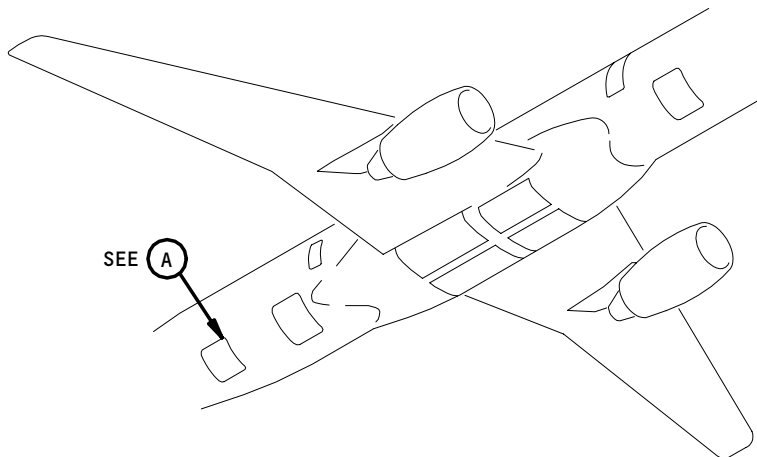
A. Functional Description

(1) Open Door

(a) Push in the small hinged panel to gain access to the outer handle; pull the T-type outer handle from its recess in the door and rotate the handle approximately 60 degrees CCW.

NOTE: If opening the door from the inside, rotate the L-type handle approximately 60 degrees CW.

(b) Rotation of the handle will cause latch cams on the torque tube to be rotated approximately 90°, disengaging the cams from latch rollers on the cutout frame. With door unlatched, the maximum force required at the outer handle to push door open is 5 pounds.



No. 3 Cargo Door Counterbalance Mechanism
Figure 3

EFFECTIVITY
AIRPLANES WITH NO. 3 CARGO DOOR

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- (c) The flight compartment Engine Indicating and Crew Alerting System (EICAS) message, AFT CARGO DR 2, shows on the top display (Ref 52-71-00).
 - (d) Release the door handle and the counterbalance mechanism will swing the door inward and up until the snubber bottoms out. The outer handle automatically returns to its stowed position due to the torsion spring action on the torque tube.
- (2) Close door
- (a) Push in the small hinged panel to gain access to the outer handle; pull the T-type outer handle from its recess in the door and rotate the handle approximately 60 degrees CCW.
 - (b) Pull down on the outer handle to swing the door down into the fuselage cutout opening. From the open position, the maximum force required at the outer handle to pull the door closed is 25 pounds.
 - (c) As the door enters the fuselage cutout opening, pull on the outer handle and rotate the torque tube and latch cams to closed position. The door will be forced outward, depressing the pressure seal, as the latch cams engage the latch rollers.
 - (d) The flight compartment Engine Indicating and Crew Alerting System (EICAS) message, AFT CARGO DR 2, does not show on the top display (Ref 52-71-00).
 - (e) Release the outer handle and it will be pulled into the recess in the door.

EFFECTIVITY
AIRPLANES WITH NO. 3 CARGO DOOR

52-36-00

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NO. 3 CARGO DOOR

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	REFERENCE
ARM - HINGE	---	2	823, AFT CARGO COMPARTMENT	52-36-12
DOOR - NO. 3 CARGO	---	1	823, AFT CARGO COMPARTMENT	52-36-01
MECHANISM - COUNTERBALANCE	---	1	823, AFT CARGO COMPARTMENT	52-36-15
MECHANISM - DOOR LATCHING	---	1	823, AFT CARGO COMPARTMENT	52-36-00
SENSOR - PROXIMITY NO. 3 CARGO DOOR WARNING, S10089 (REF 52-71-00, FIG. 101)	---	1		
SNUBBER - DOOR	---	1	823, AFT CARGO COMPARTMENT	52-36-13

* SEE THE WDM EQUIPMENT LIST

No. 3 Cargo Door - Component Index
Figure 101

EFFECTIVITY
AIRPLANES WITH NO. 3 CARGO DOOR

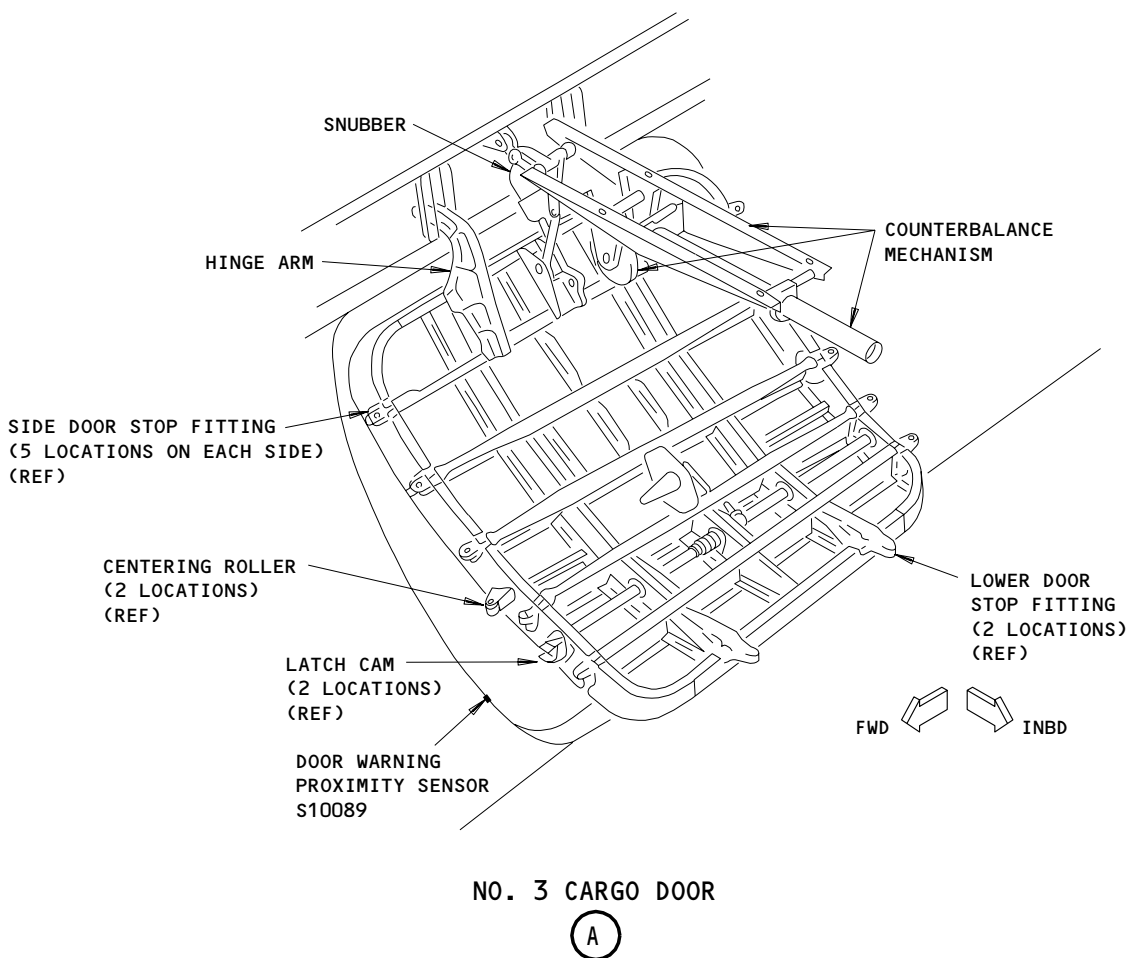
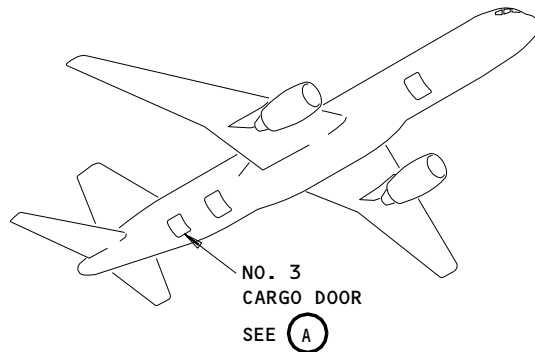
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No. 3 Cargo Door - Component Location
Figure 102

EFFECTIVITY
AIRPLANES WITH NO. 3 CARGO DOOR

52-36-00

NO. 3 CARGO DOOR – ADJUSTMENT/TEST

1. General

- A. This procedure contains two tasks. The first task is the operational test of the No. 3 cargo door. The second task is the adjustment of the No. 3 cargo door.
- B. Refer to 52-71-00/501 for the adjustment and system test of the proximity sensors for the door warning system.
- C. These are the EICAS messages for the cargo doors:

EICAS Message	Cargo Door Nomenclature
FWD CARGO DOOR	No. 1 Cargo Door
AFT CARGO DR 1	No. 2 Cargo Door
AFT CARGO DR 2	No. 3 Cargo Door

TASK 52-36-00-715-001

2. No. 3 Cargo Door Operational Test

- A. General
 - (1) This operational test is a fast check of the cargo door when it unlatches, opens, closes, and latches.
- B. Access
 - (1) Location Zone
823 No. 3 Cargo Door
- C. Procedure – Do the Operational Test on the No. 3 Cargo Door

S 865-002

- (1) Unlatch the cargo door. Do the steps that follow:

NOTE: After the cargo door is unlatched, the maximum force to push the door open at the external handle is 5 pounds.

The minimum torque necessary to unlatch the cargo door is 20 pound-inches.

- (a) Push the small hinge panel inboard to get access to the external handle.

EFFECTIVITY
AIRPLANES WITH NO. 3 CARGO DOOR

52-36-00

- (b) Pull the external handle from its position in the cargo door and turn the handle approximately 60 degrees counterclockwise.

S 865-003

- (2) Open the cargo door. Do the steps that follow:
 - (a) Push on the cargo door handle to release it from the latched position.
 - (b) Release the handle and make sure the cargo door moves inboard and up until it is stopped by the snubber.

S 215-004

- (3) Make sure the EICAS message, AFT CARGO DR 2, shows on the top display.

S 865-005

- (4) Close the cargo door. Do the steps that follow:

NOTE: The maximum force on the external handle to start to move the cargo door from the fully open position is 25 pounds.

- (a) Push the small hinge panel inboard to get access to the external handle.
- (b) Pull the external handle from its position in the cargo door and turn the handle approximately 60 degrees counterclockwise.
- (c) Pull down on the external handle to move the door down into the fuselage.

S 865-006

- (5) Latch the cargo door. Do the steps that follow:

NOTE: The maximum torque necessary to latch the cargo door is 300 pound-inches.

- (a) As the cargo door moves into the fuselage opening, pull on the external handle and turn clockwise to latch the door.
- (b) Make sure the cargo door latches and the door is pushed outboard which compresses the pressure seal.

S 215-007

- (6) Make sure the EICAS message, AFT CARGO DR 2, does not show on the top display.

TASK 52-36-00-825-008

3. No. 3 Cargo Door Adjustment

A. Equipment

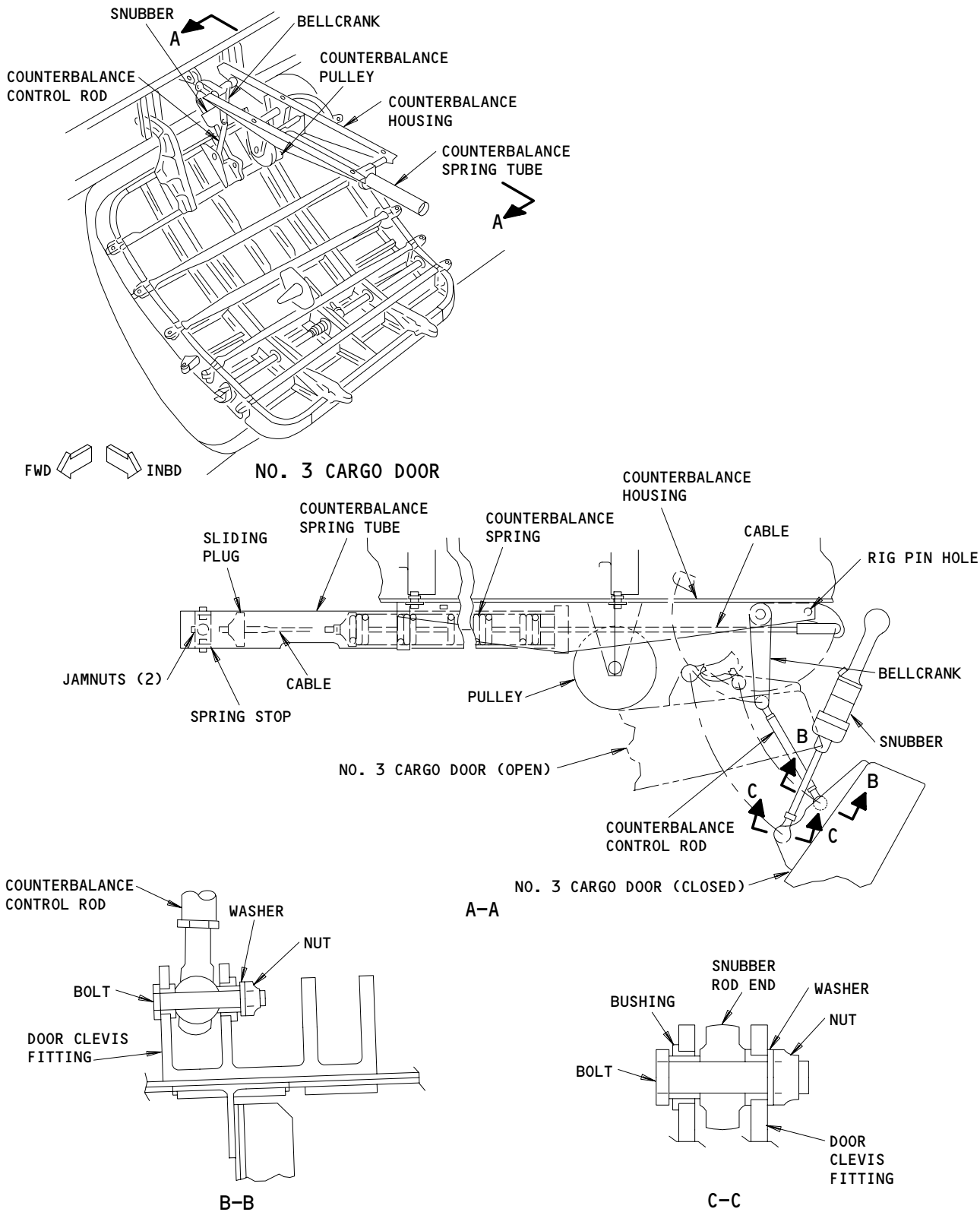
- (1) Bolt (with nut) - 5/16 inch diameter, 4 1/2 inches long

B. Consumable Materials

- (1) A00247 Sealant, BMS 5-95
- (2) C00308 Compound, Corrosion Preventive MIL-C-11796, Class 3

EFFECTIVITY
AIRPLANES WITH NO. 3 CARGO DOOR

52-36-00



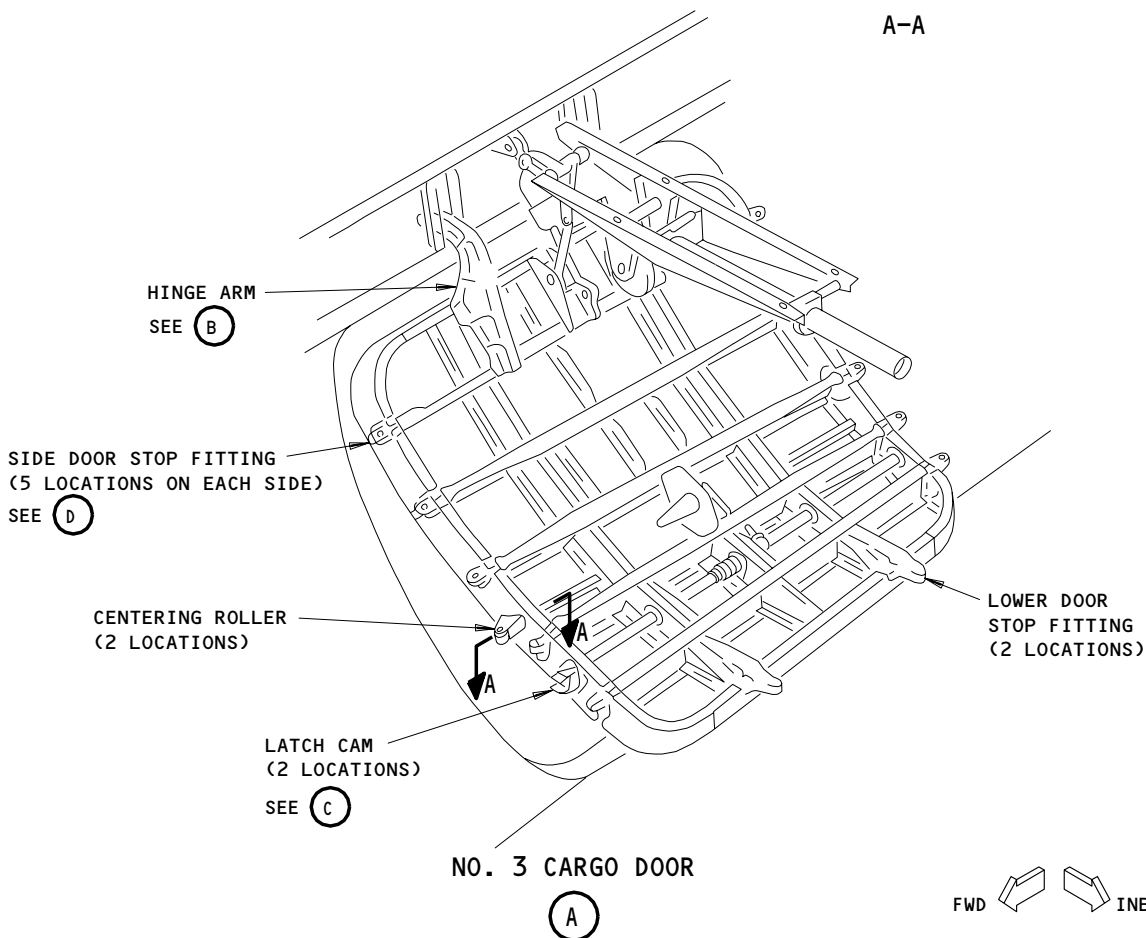
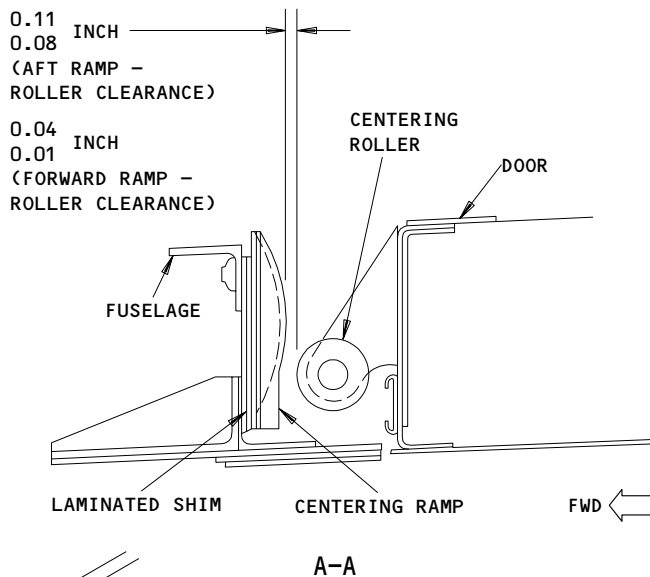
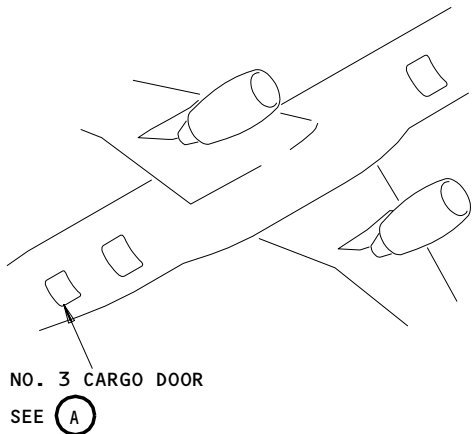
No. 3 Cargo Door Counterbalance Control Rod and Snubber
Figure 501

EFFECTIVITY
AIRPLANES WITH NO. 3 CARGO DOOR

52-36-00

BOEING

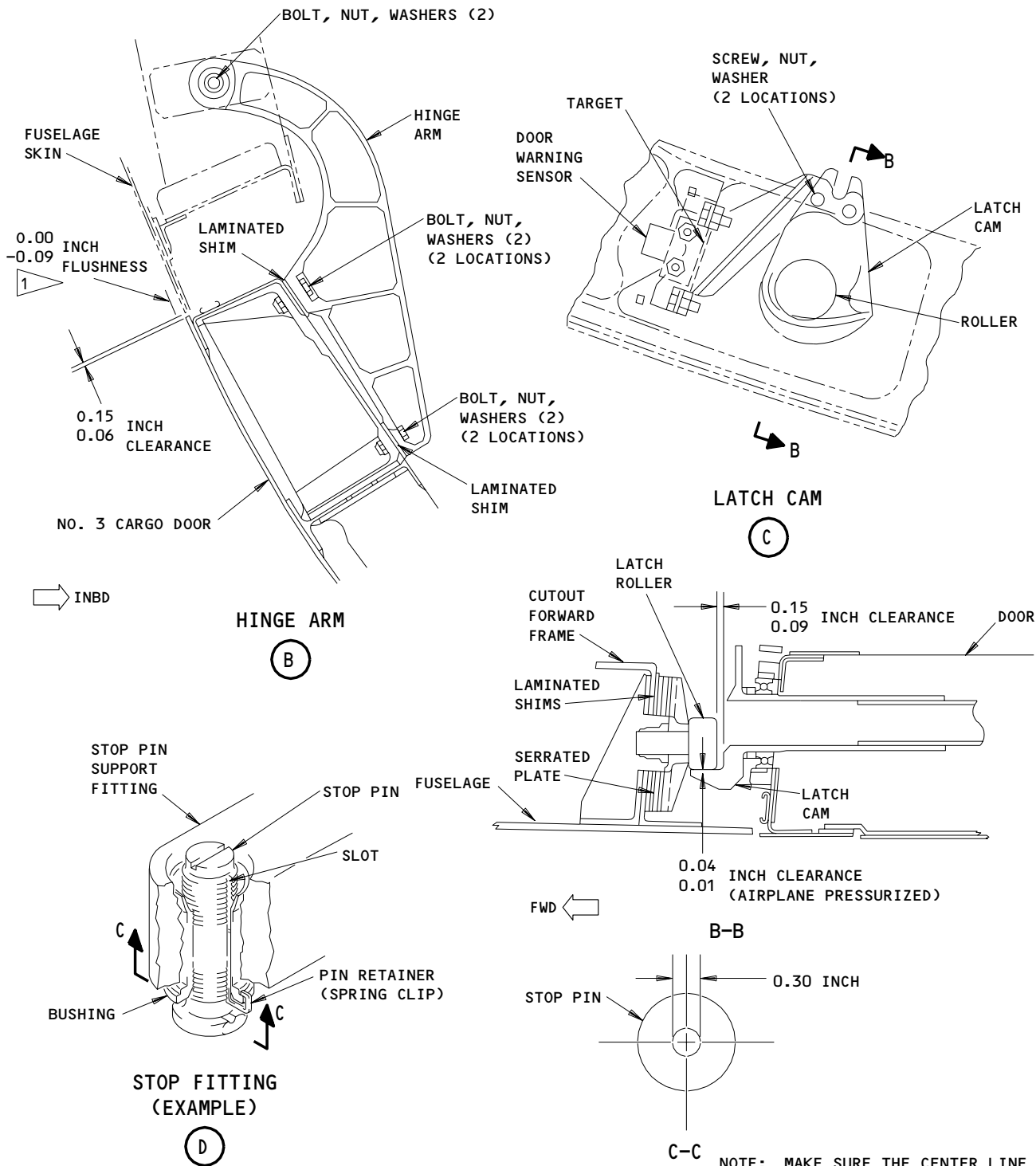
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No. 3 Cargo Door Adjustment
Figure 502 (Sheet 1)

EFFECTIVITY
AIRPLANES WITH NO. 3 CARGO DOOR

52-36-00



1 A NEGATIVE TOLERANCE FOR THE FLUSHNESS SHOWS THAT THE DOOR IS INSIDE OF THE FUSELAGE CONTOUR

NOTE: MAKE SURE THE CENTER LINE OF THE STOP PIN TOUCHES THE CENTER LINE OF THE STOP PAD IN 0.30 INCH.

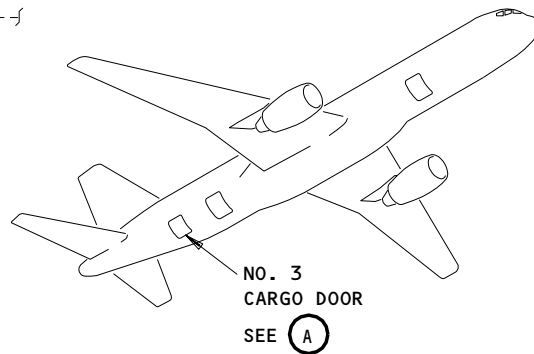
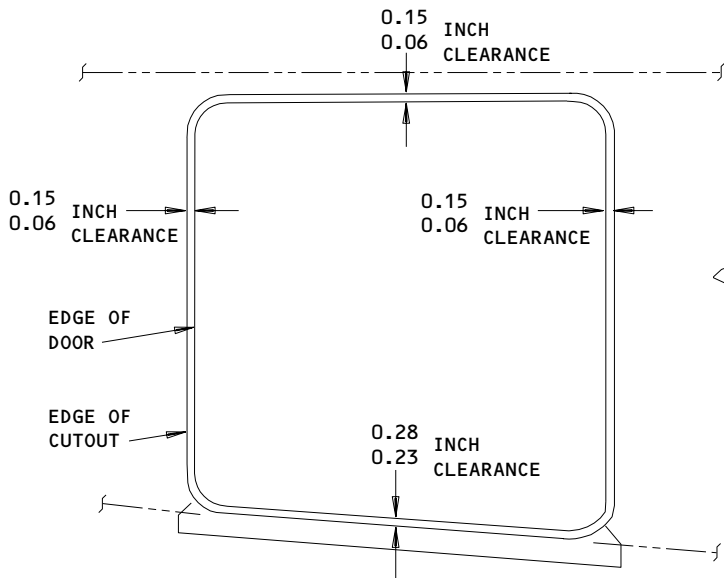
No. 3 Cargo Door Adjustment
Figure 502 (Sheet 2)

EFFECTIVITY
AIRPLANES WITH NO. 3 CARGO DOOR

52-36-00

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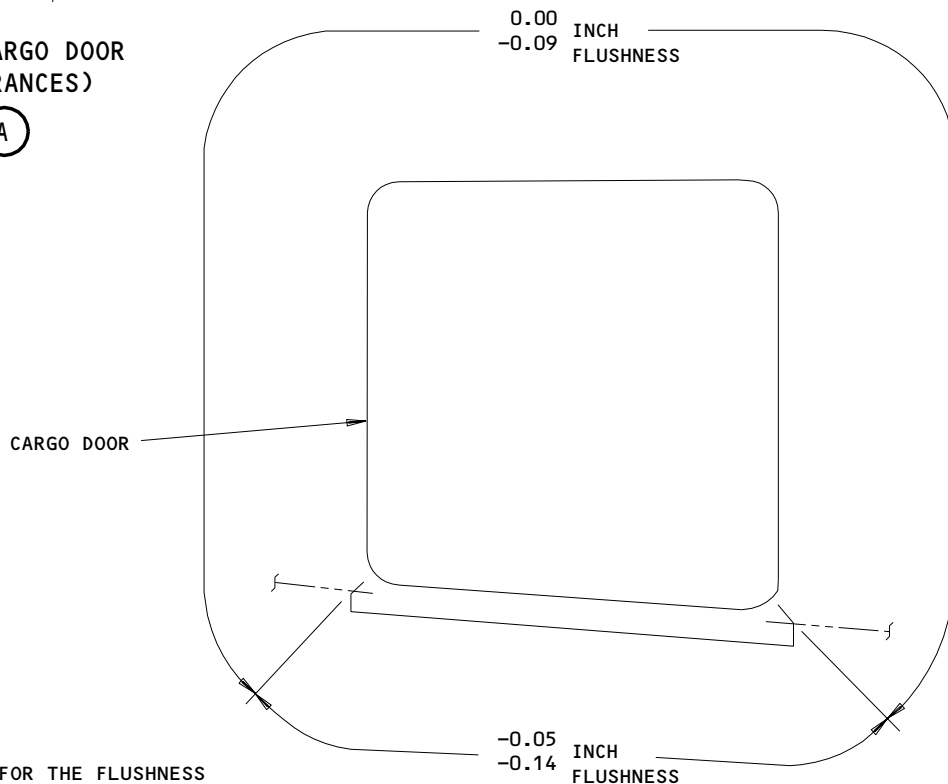
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⇒ FWD

**NO. 3 CARGO DOOR
(CLEARANCES)**

(A)



⇒ FWD

**NO. 3 CARGO DOOR
(FLUSHNESS)**

(A)

NOTE: A NEGATIVE TOLERANCE FOR THE FLUSHNESS SHOWS THAT THE DOOR IS INSIDE OF THE FUSELAGE CONTOUR.

THE TOLERANCE FOR THE FLUSHNESS IS PERMITTED TO INCREASE BY 0.03 INCH IF THE LENGTH OF THE AREA THAT IT INCREASES IN IS LESS THAN 5% OF THE DOOR PERIMETER.

**No. 3 Cargo Door Clearances and Flushness
Figure 503**

EFFECTIVITY
AIRPLANES WITH NO. 3 CARGO DOOR

52-36-00

- (3) C00259 Primer, BMS 10-11, Type I
- C. Access
- (1) Location Zone
823 No. 3 Cargo Door
- D. Adjust the Snubber
- S 865-009
- (1) Unlatch the cargo door and lift it to the fully open position.
- S 215-010
- (2) Make sure the lower aft corner of the cargo door does not touch the cargo compartment ceiling when the cargo door is in the fully open position.
- NOTE:** The counterbalance spring guide tube and the idler pulley are permitted to touch the insulation blanket.
- S 865-011
- (3) Open the door for the E6 rack.
- S 225-012
- (4) Make sure there is a minimum clearance of 0.50 inch between the E6 rack door and the external skin of the cargo door.
- S 825-013
- (5) If the clearance between the E6 rack door and the external skin of the cargo door is not correct or the cargo door touches the cargo compartment ceiling when the door is in the fully open position, adjust the length of the snubber. Do the steps that follow:
- (a) Remove the bolt that attaches the snubber to the door clevis fitting (View C-C, Fig. 501).
- (b) Change the length of the snubber with the snubber rod end to get the correct clearances.
- (c) Install the bolt, nut, bushing and washer to attach the snubber to the door clevis fitting (View C-C, Fig. 501).
- (d) Tighten the nut to 160-240 pound-inches (View C-C, Fig. 501).
- E. Adjust the Flushness of the Cargo Door
- S 035-014
- (1) Disconnect the counterbalance control rod from the door clevis fitting (View B-B, Fig. 501).
- S 865-015
- (2) Close and latch the cargo door.
- S 225-016
- (3) Make sure the stop pins touch the mating stop pads in the correct limits (View C-C, Fig. 502).

EFFECTIVITY
AIRPLANES WITH NO. 3 CARGO DOOR

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S 225-017

- (4) Do a check on the flushness of the cargo door (Fig. 503).

S 825-018

- (5) If the flushness is not correct, do the steps that follow to adjust the stop pins and the stop pads:
- (a) Unlatch and open the cargo door.
 - (b) Remove the pin retainer (spring clip) from the stop pin (View D, Fig. 502).
 - (c) Adjust the stop pin to get the correct flushness for the cargo door.

S 825-019

CAUTION: KEEP THE CARGO DOOR IN THE CLOSED AND LATCHED POSITION FOR THE REMOVAL OR INSTALLATION OF THE HINGE ARMS. IF THE DOOR IS OPENED WITH THE HINGE ARMS REMOVED OR DISCONNECTED, DAMAGE TO THE DOOR AND THE FUSELAGE STRUCTURE CAN OCCUR.

- (6) If the flushness at the top of the cargo door is not correct, do the steps that follow to adjust the hinge arms:
- (a) Close and latch the cargo door.
 - (b) Attach DO-NOT-OPEN tags to the external and internal door handles.
 - (c) Remove the four fasteners that hold the hinge arm to the cargo door (View B, Fig. 502).
 - (d) Add or remove the laminated shims between the hinge arm and the cargo door until the flushness of the cargo door is correct.
 - (e) Apply the primer to the surfaces of the shims that do not have primer on them.
 - (f) Apply the primer to the areas of the bolt holes in the hinge arm and the cargo door.
 - (g) When the primer is dry, apply the corrosion preventive compound to the holes.
 - (h) Install the fasteners that hold the hinge arm to the cargo door.
 - (i) Do a check on the flushness of the cargo door (Fig. 503).
 - (j) Tighten the nuts to 180-250 pound-inches (View B, Fig. 502).

F. Adjust the Latch Rollers

NOTE: Do the adjustment for the flushness of the cargo door before the adjustment of the latch rollers because the adjustment of the stop fittings can change the inboard and outboard position of the latch rollers.

S 225-020

- (1) Make sure the forward and aft clearance between the surface of the latch roller and the latch cam is correct (View B-B, Fig. 502).

S 825-021

- (2) If the clearance between the latch roller and the latch cam is not correct, do the steps that follow:
 - (a) Remove the latch roller.
 - (b) Add or remove the laminated shims to get the correct forward and aft clearance between the latch roller and the latch cam (View B-B, Fig. 502).
 - (c) Apply the primer to the surfaces of the shims that do not have primer on them.
 - (d) Tighten the bolts.
 - (e) Make sure the clearance between the latch roller and latch cam is correct (View B-B, Fig. 502).

S 035-022

- (3) Loosen the latch roller bolts.

S 865-023

- (4) Close and latch the cargo door.

S 825-024

- (5) Move the latch rollers outboard until the latch rollers touch the latch cams.

S 825-025

- (6) Move back the serrated plates to the nearest serration and tighten the latch roller bolts (View B-B, Fig. 502).

G. Adjust the Centering Ramps on the Centering Rollers

S 035-026

- (1) Disconnect the counterbalance control rod from the door clevis fitting (View B-B, Fig. 501).

S 225-027

- (2) Make sure the clearance between the centering ramps and the centering rollers is correct (View A-A, Fig. 502).

S 825-028

- (3) If the clearance between the centering ramp and the centering roller is not correct, do the steps that follow:
 - (a) Remove the forward or aft centering ramp.
 - (b) Add or remove the laminated shims to get the correct clearance between the centering ramp and the centering roller.
 - (c) Apply the primer to the surfaces of the shims that do not have primer on them.
 - (d) Apply the corrosion preventive compound to the bolts.
 - (e) Install the bolts.

EFFECTIVITY
AIRPLANES WITH NO. 3 CARGO DOOR

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H. Put the Airplane Back to Its Usual Condition

S 825-029

- (1) Align the counterbalance control rod end with the door clevis fitting.

S 435-030

- (2) Install the fasteners.

S 435-031

- (3) Tighten the nuts to 50-80 pound-inches (View B-B, Fig. 501).

S 095-032

- (4) Remove the 5/16-inch diameter bolt from the rig pin hole in the counterbalance (View A-A, Fig. 501).

S 095-033

- (5) Remove the DO-NOT-OPEN tags from the external and internal door handles.

S 715-034

- (6) Unlatch, open, close and latch the cargo door. Make sure the door moves smoothly.

EFFECTIVITY
AIRPLANES WITH NO. 3 CARGO DOOR

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NO. 3 CARGO DOOR – REMOVAL/INSTALLATION

1. General

- A. This procedure contains two tasks. The first task is the removal of the No. 3 cargo door. The second task is the installation of the No. 3 cargo door.
- B. You can remove or install the No. 3 cargo door with the airplane on its landing gear. Before you adjust the cargo door, the airplane must be on its landing gear and empty, or level.
- C. A new, replacement cargo door has unwanted skin around the edges of the door. To get the correct skin clearances around the edges of the door, remove the unwanted skin.
- D. These are the EICAS messages for the cargo doors:

EICAS Message	Cargo Door Nomenclature
FWD CARGO DOOR	No. 1 Cargo Door
AFT CARGO DR 1	No. 2 Cargo Door
AFT CARGO DR 2	No. 3 Cargo Door

TASK 52-36-01-004-001

2. Remove the No. 3 Cargo Door (Fig. 401)

A. Equipment

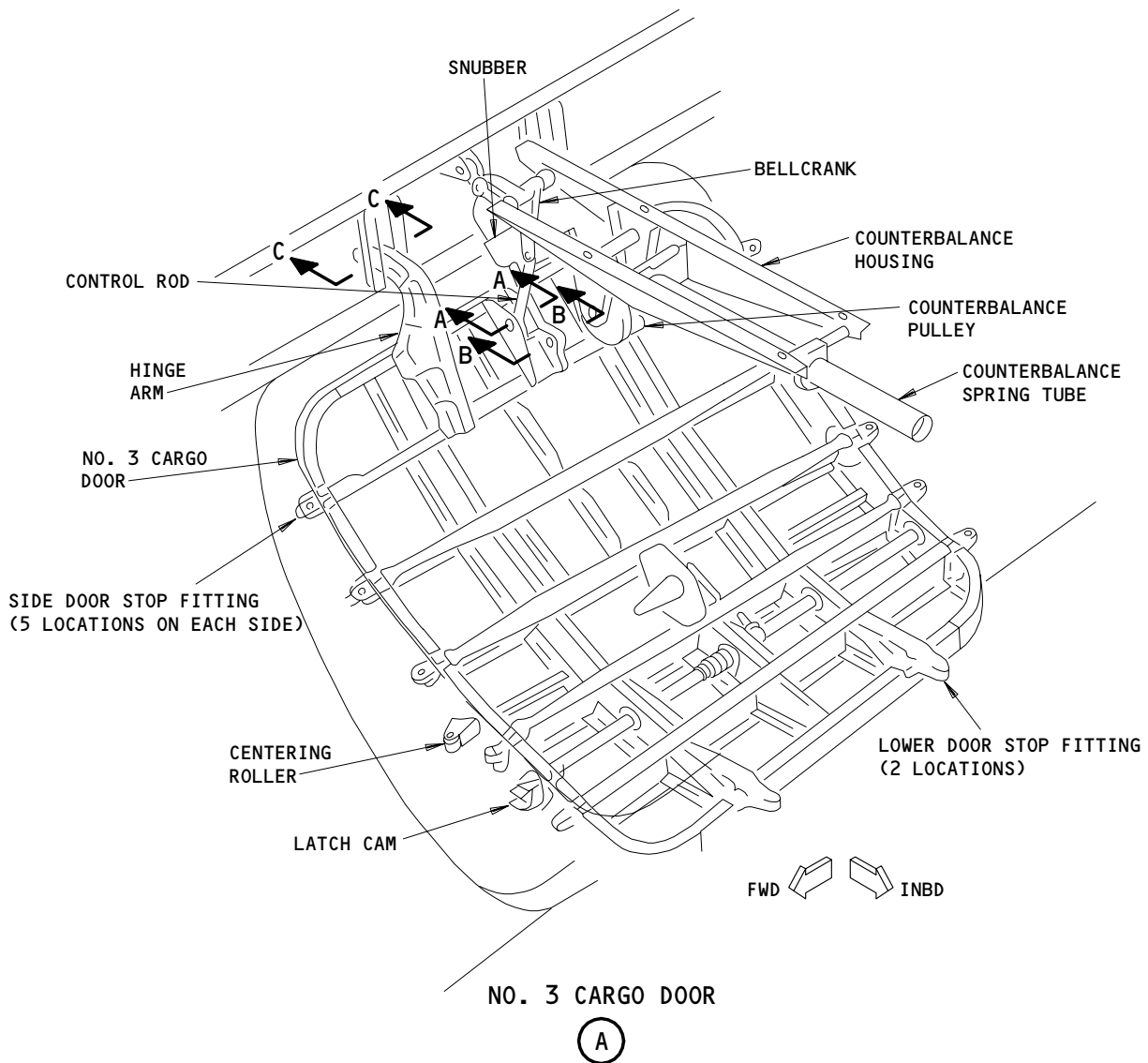
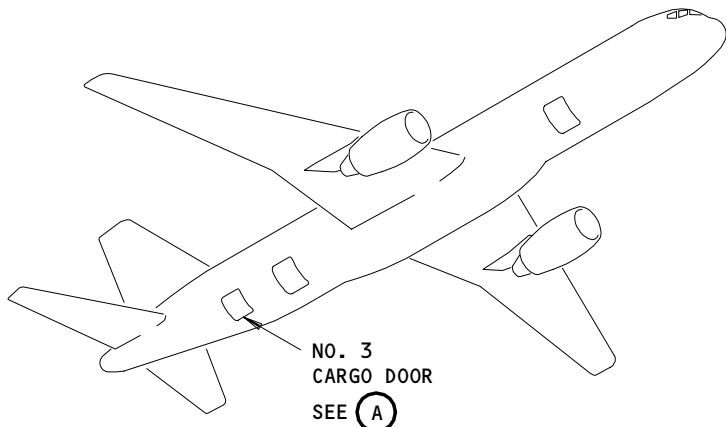
- (1) Fishpole Hoist – commercially available (use with door removal equipment)
- (2) Safety Barrier, No. 3 Cargo Door – B52011-1
- (3) Replacement Equipment – Bulk Cargo Door – B52014-1
- (4) Transportation Stand, No. 3 Cargo Door – commercially available
- (5) Bolt (with nut) – 5/16-inch diameter, 4 1/2 inches long

B. References

- (1) 25-50-01/401, Cargo Compartment Ceiling Lining

EFFECTIVITY
 AIRPLANES WITH NO. 3 CARGO DOOR

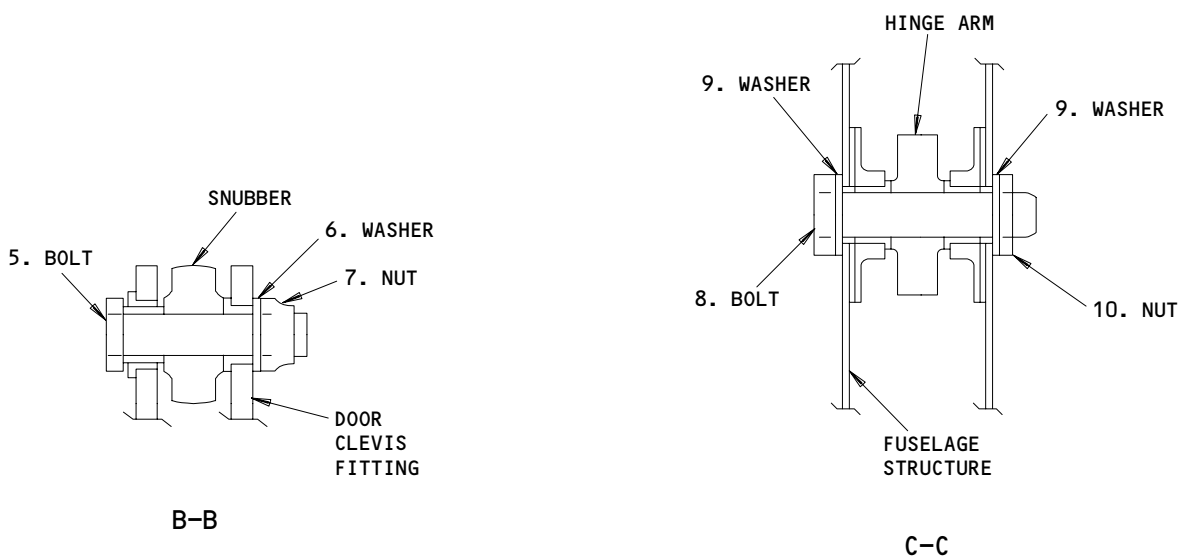
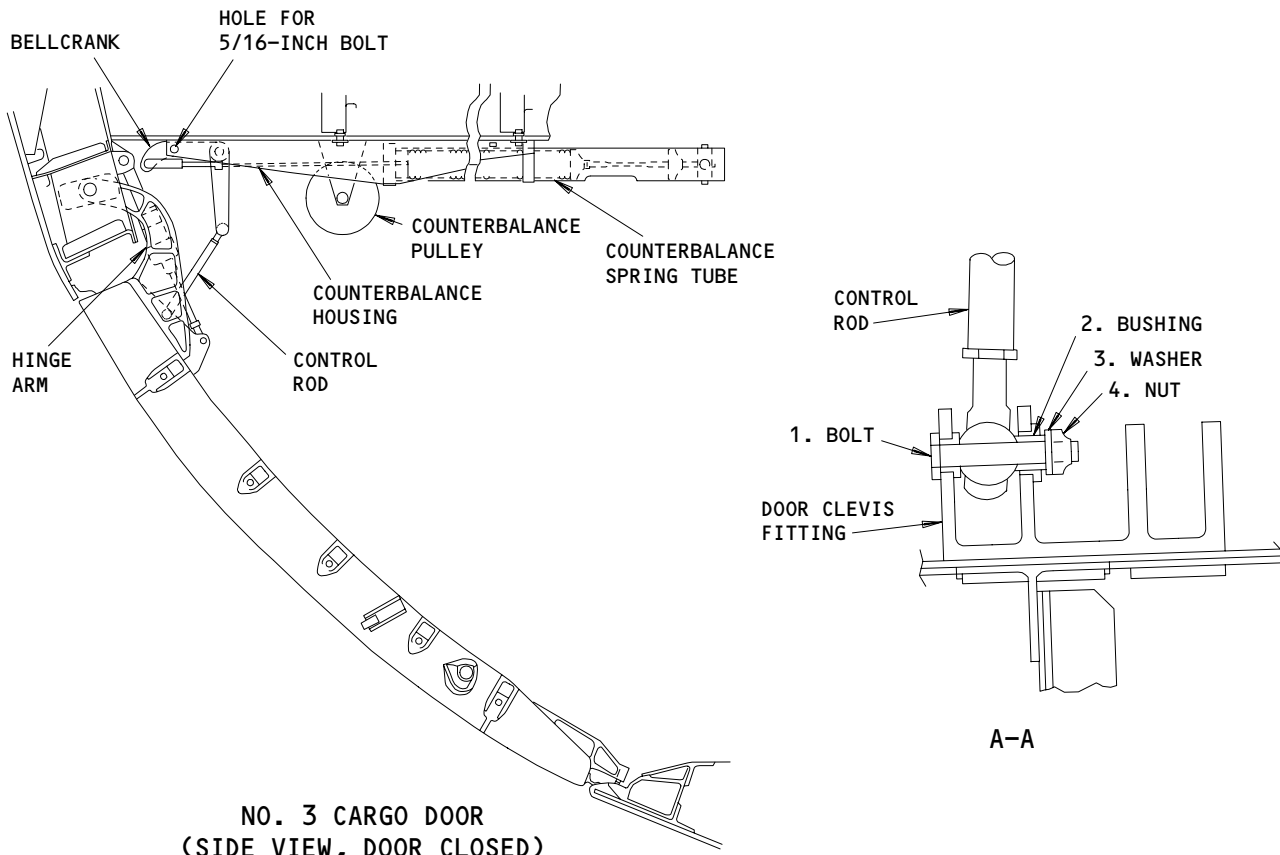
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No. 3 Cargo Door
Figure 401 (Sheet 1)

EFFECTIVITY
AIRPLANES WITH NO. 3 CARGO DOOR

52-36-01



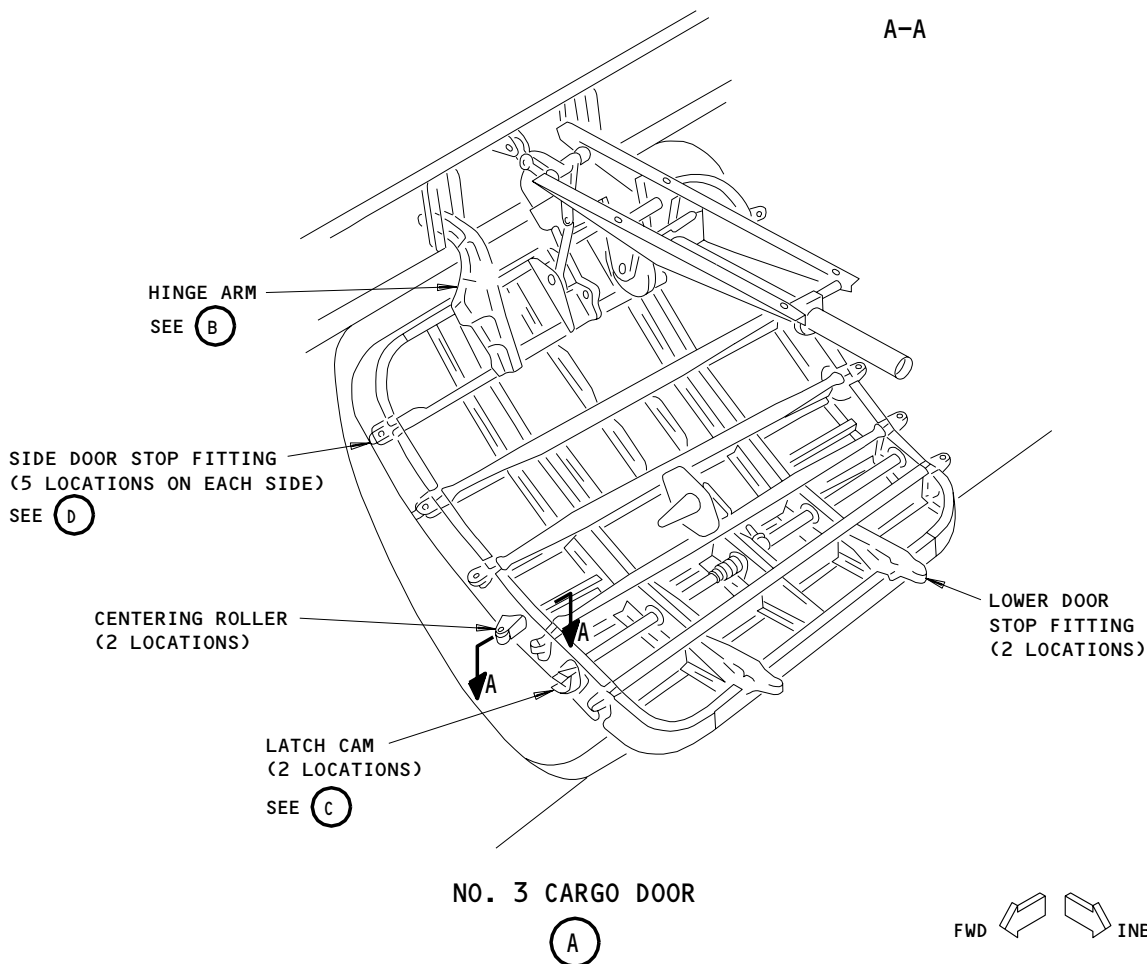
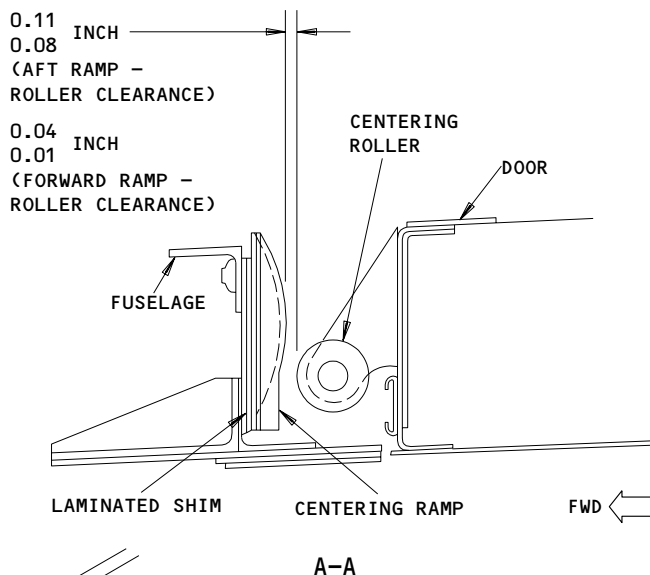
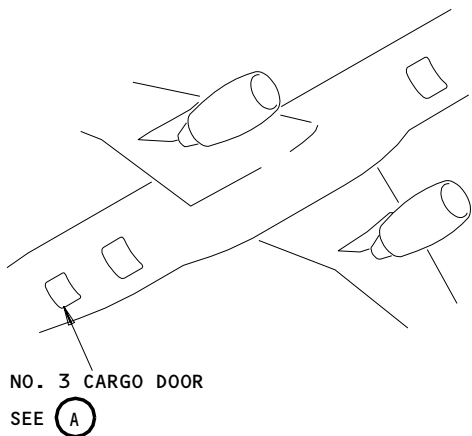
No. 3 Cargo Door
Figure 401 (Sheet 2)

EFFECTIVITY
AIRPLANES WITH NO. 3 CARGO DOOR

52-36-01

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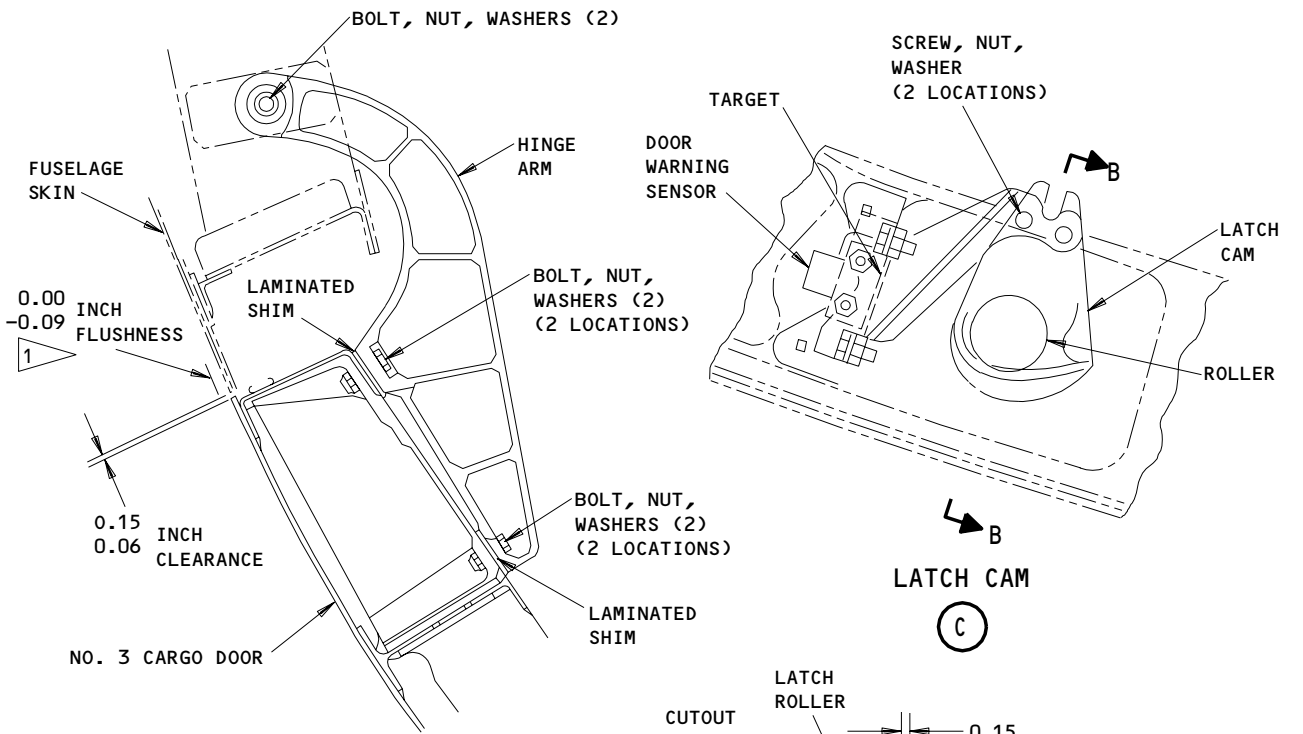
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No. 3 Cargo Door Adjustment
Figure 402 (Sheet 1)

EFFECTIVITY
AIRPLANES WITH NO. 3 CARGO DOOR

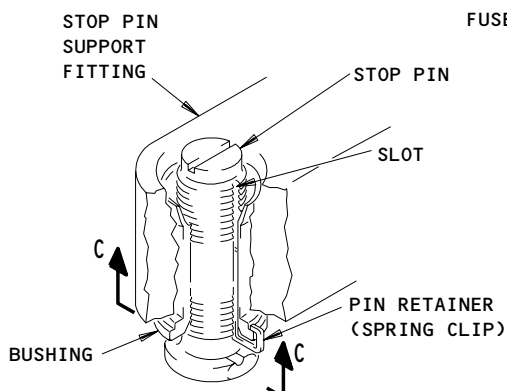
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INBD

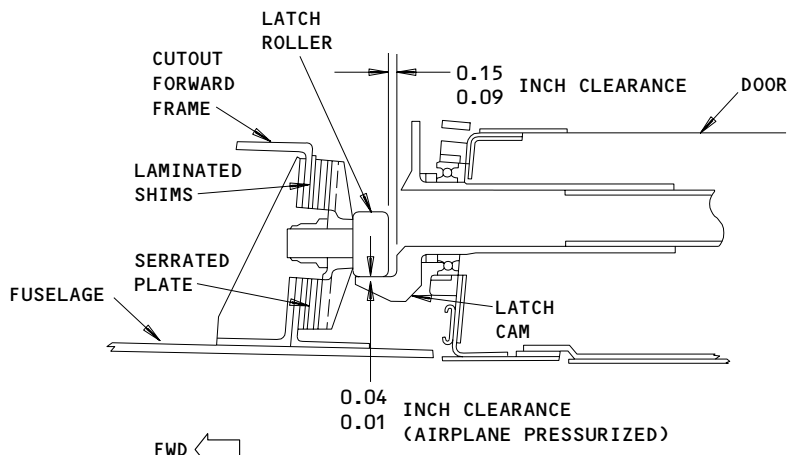
HINGE ARM

(B)



STOP FITTING
(EXAMPLE)

(D)

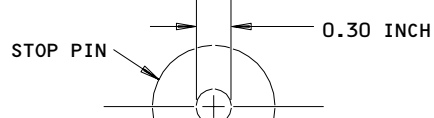


LATCH CAM

(C)

B-B

FWD



C-C

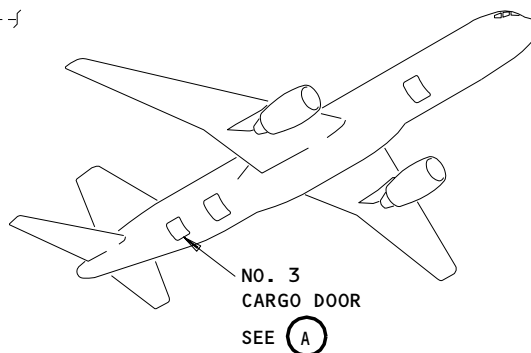
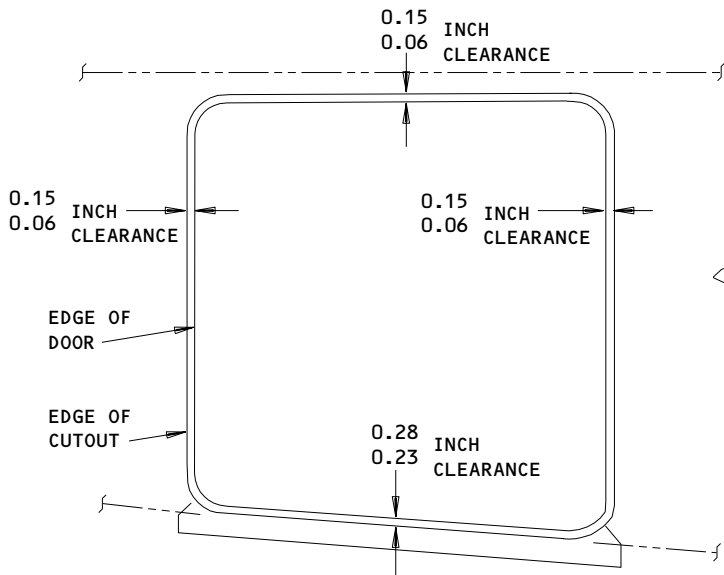
NOTE: MAKE SURE THE CENTER LINE OF THE STOP PIN TOUCHES THE CENTER LINE OF THE STOP PAD IN 0.30 INCH.

1 A NEGATIVE TOLERANCE FOR THE FLUSHNESS SHOWS THAT THE DOOR IS INSIDE OF THE FUSELAGE CONTOUR

No. 3 Cargo Door Adjustment
Figure 402 (Sheet 2)

EFFECTIVITY
AIRPLANES WITH NO. 3 CARGO DOOR

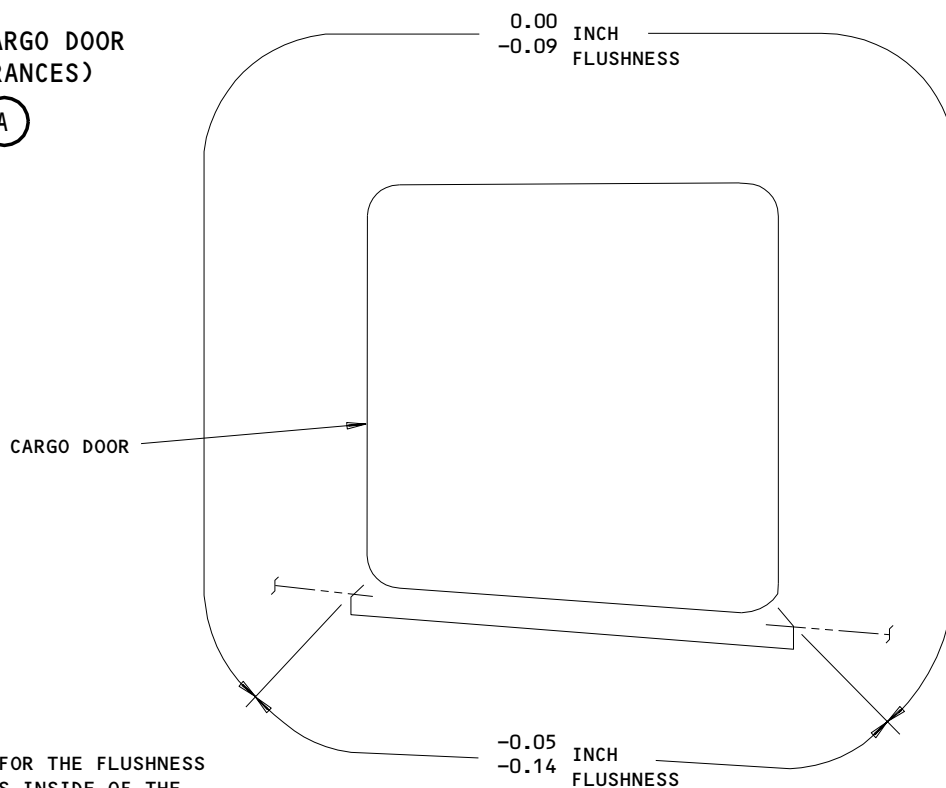
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⇒ FWD

**NO. 3 CARGO DOOR
(CLEARANCES)**

(A)



⇒ FWD

**NO. 3 CARGO DOOR
(FLUSHNESS)**

(A)

NOTE: A NEGATIVE TOLERANCE FOR THE FLUSHNESS SHOWS THAT THE DOOR IS INSIDE OF THE FUSELAGE CONTOUR.

THE TOLERANCE FOR THE FLUSHNESS IS PERMITTED TO INCREASE BY 0.03 INCH IF THE LENGTH OF THE AREA THAT IT INCREASES IN IS LESS THAN 5% OF THE DOOR PERIMETER.

**No. 3 Cargo Door Clearances and Flushness
Figure 403**

EFFECTIVITY
AIRPLANES WITH NO. 3 CARGO DOOR

52-36-01

C. Access

- (1) Location Zone
823 No. 3 Cargo Door

D. Prepare to Remove the No. 3 Cargo Door

S 014-002

- (1) Get access to the cargo door in the aft end of the aft cargo compartment.

S 864-003

- (2) Close and latch the cargo door.

S 494-004

- (3) Install the 5/16-inch bolt and nut in the rig pin hole in the horizontal arm of the bellcrank and the counterbalance housing assembly (View B).

E. Procedure - Remove the No. 3 Cargo Door

S 824-005

- (1) Turn the tube of the counterbalance control rod to make the control rod longer to release the load on the 5/16-inch bolt.

S 034-006

- (2) Remove the bolt (1) to disconnect the counterbalance control rod from the door clevis fitting (View A-A).

S 864-007

- (3) Move the cargo door down.

S 034-008

- (4) Remove the bolt (5) from the lower end of the snubber and the door clevis fitting (View B-B).

S 494-009

- (5) Use a tie to attach and hold the snubber and the counterbalance control rod clear of the cargo door opening.

S 014-010

- (6) Remove the ceiling panels, as necessary, to install the hoist equipment (Ref 25-50-01).

S 494-011

CAUTION: MAKE SURE TO INSTALL THE SLING CORRECTLY AND MAKE SURE THE WEIGHT OF THE DOOR IS NOT ON THE HINGES. IF THE SLING IS NOT INSTALLED CORRECTLY, DAMAGE TO THE DOOR CAN OCCUR.

- (7) Open the cargo door and install the cargo door sling or the door replacement equipment.

EFFECTIVITY
AIRPLANES WITH NO. 3 CARGO DOOR

52-36-01

- S 864-012
- (8) Use the the hoist to remove the weight of the cargo door from the hinges.
- S 024-013
- (9) Remove the bolts (8) that attach the hinge arms to the fuselage support structure (View C-C).
- S 024-014
- (10) Remove the cargo door from the airplane and put it on a transportation stand.
- S 494-007
- (11) Install the cargo door safety barrier across the door opening if you do not install a replacement door immediately.

TASK 52-36-01-404-008

3. Install the No. 3 Cargo Door

A. Equipment

- (1) Fishpole Hoist - commercially available (use with door removal equipment)
- (2) Safety Barrier, No. 3 Cargo Door - B52011-1
- (3) Replacement Equipment - Bulk Cargo Door - B52014-1
- (4) Bolt (with nut) - 5/16-inch diameter, 4 1/2 inches long

B. Consumable Materials

- (1) A00247 Sealant, BMS 5-95
- (2) C00259 Primer, BMS 10-11, Type 1
- (3) C00308 Compound, Corrosion Preventive MIL-C-11796, Class 3

C. Parts

AMM		NOMENCLATURE	AIPC		
FIG	ITEM		SUBJECT	FIG	ITEM
401	1	Bolt	52-36-01	01	65
	2	Bushing			80
	3	Washer			70
	4	Nut			75
	5	Bolt			5
	6	Washer			16
	7	Nut			18
	8	Bolt			15
	9	Washer			17
	10	Nut			19

EFFECTIVITY
AIRPLANES WITH NO. 3 CARGO DOOR

52-36-01

D. References

- (1) 25-50-01/401, Cargo Compartment Ceiling Lining
- (2) 51-21-10/701, Decorative Exterior Finishes
- (3) 51-31-01/201, Seals and Sealing
- (4) 52-09-04/401, Cargo Door Seals

E. Access

- (1) Location Zone
823 No. 3 Cargo Door

F. Prepare to Install the No. 3 Cargo Door

S 034-009

- (1) Remove the cargo door seal from the edge of the door (Ref 52-09-04).

S 034-010

- (2) Remove the pin retainers (spring clips) from the stop pin around the cargo door (View D, Fig. 402).

S 824-011

- (3) Turn back all the stop pins on the cargo door to make sufficient clearance (View D, Fig. 402).

S 034-012

- (4) Remove the cargo door warning sensor bracket from the forward door latch cam if it was installed before (View C, Fig. 402).

S 094-013

- (5) Remove the cargo door safety barrier if it was installed before.

G. Procedure - Install the No. 3 Cargo Door

S 864-014

- (1) Use the cargo door sling or the door replacement equipment and the hoist to put the door in the correct position in the door opening.

S 434-015

- (2) Install the bolts (8), washers (9), and nuts (10) to attach the forward and aft hinge arms to the fuselage support structure (View C-C, Fig. 401). Do not tighten the bolts.

S 354-016

- (3) If you install a new, replacement cargo door, do the steps that follow to remove the unwanted skin around the edges of the door:
 - (a) Remove the unwanted skin around the edges of the cargo door sufficiently to let the door close.
 - (b) Make sure the latch rollers and the centering rollers operate correctly with the latch cams and the centering ramps while the door closes (Views A-A and B-B, Fig. 402).
 - (c) If the latch rollers and the centering rollers do not operate correctly with the latch cams and the centering ramps while the door closes, adjust the latch rollers, latch cams, centering rollers or centering ramps.

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- (d) Make sure the cargo door is closed and latched.
- (e) Make marks on the cargo door for the final removal of skin around the edges of the door to get the correct clearances between the cargo door skin and the fuselage skin (Fig. 403).
- (f) Open the cargo door and remove the unwanted skin around the edges of the door.
- (g) Apply the paint to the metal surfaces that do not have paint on them (Ref 51-21-10).

S 214-017

- (4) Move the cargo door to the closed position. Make sure the latch rollers and the centering rollers operate correctly with the latch cams and the centering ramps (View A-A and B-B, Fig. 402) while the door closes.

S 824-018

- (5) If the latch rollers and the centering rollers do not operate correctly with the latch cams and the centering ramps while the door closes, adjust the latch rollers, latch cams, centering rollers or centering ramps.

S 824-019

- (6) Adjust the stop pins at the second from the top location (forward and aft sides) to get the correct flushness (Fig. 403).

S 434-020

- (7) Install the pin retainers (spring clips) on the stop pins of the two stop pins you adjusted (View D, Fig. 402).

S 824-021

- (8) Add or remove the laminated shims between the hinge arm and the cargo door structure until the flushness of the cargo door is correct (Fig. 403).

S 374-022

- (9) Apply the primer to the surfaces of the shims that do not have primer on them.

S 374-023

- (10) Apply the primer to all areas of the bolt holes in the hinge arm and the cargo door structure (View B, Fig. 402) (Ref 51-31-01).

S 394-024

- (11) When the primer is dry, apply the corrosion preventive compound to the holes (View B, Fig. 402) (Ref 51-31-01).

S 434-025

- (12) Install the fasteners that attach the hinge arm to the cargo door (View B, Fig. 402).

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S 224-026

- (13) Make sure the flushness of the cargo door is correct (Fig. 403).

S 434-027

- (14) Tighten the nuts to 180-250 pound-inches (View B, Fig. 402).

S 864-028

- (15) Put the cargo door against the stop pin you adjusted before and adjust the remaining stop pins to touch the mating stop pads.

S 434-029

- (16) Turn back the stop pins to the nearest slot and install the pin retainers (spring clips) (View D, Fig. 402).

S 824-030

- (17) Adjust the latch rollers. Do the steps that follow:
- (a) Make sure the forward and aft clearance between the surface of the latch roller and the latch cam is correct (View B-B, Fig. 402).
 - (b) If the clearance between the latch roller and the latch cam is not correct, do the steps that follow:
 - 1) Remove the latch roller.
 - 2) Add or remove the laminated shims to get the correct forward and aft clearance between the latch roller and the latch cam (View B-B, Fig. 402).
 - 3) Apply the primer to the surfaces of the shims that do not have primer on them.
 - 4) Tighten the bolts.
 - 5) Make sure the clearance between the latch roller and latch cam is correct (View B-B, Fig. 402).
 - (c) Close and latch the cargo door.
 - (d) Move the latch rollers outboard until the latch rollers touch the latch cams.
 - (e) Move back the serrated plates to the nearest serration and tighten the latch roller bolts (View B-B, Fig. 402).

S 224-047

- (18) Make sure the clearance between the centering ramps and the centering rollers is correct (View A-A, Fig. 402).

S 824-048

- (19) If the clearance between the centering ramp and the centering roller is not correct, do the steps that follow to adjust the centering ramp on the centering roller:
- (a) Remove the forward or aft centering ramp.
 - (b) Add or remove the laminated shims to get the correct clearance between the centering ramp and the centering roller.
 - (c) Apply the primer to the surfaces of the shims that do not have primer on them.
 - (d) Apply the corrosion preventive compound to the bolts.

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- (e) Install the bolts.
- S 434-032
- (20) Install the cargo door seal (Ref 52-09-04).
- S 434-033
- (21) Install the bolt (5), washer (6), and nut (7) to connect the lower end of the snubber to the door clevis fitting (View B-B, Fig. 401).
- S 434-034
- (22) Install the cargo door warning sensor bracket to the forward latch cam (View C, Fig. 402). Do the steps that follow:
- (a) Add or remove the shims to keep the correct clearance.
 - (b) Tighten the fasteners.
 - (c) Install the lockwire.
- S 824-035
- (23) Adjust the length of the counterbalance control rod to install the bolt (1) easily.
- S 434-036
- (24) Install the bolt (1), bushing (2), washer (3) and nut (4) (View A-A, Fig. 401).
- S 034-037
- (25) Loosen the locknut on the counterbalance control rod.
- S 824-038
- (26) Turn the tube of the counterbalance control rod, to make the control rod shorter until the 5/16-inch bolt is loose.
- S 434-039
- (27) Tighten the locknut on the counterbalance control rod.
- S 094-040
- (28) Remove the 5/16-inch bolt from the rig pin hole in the counterbalance (View B, Fig. 401)
- S 434-041
- (29) Tighten the nut of bolt (5) to 160-240 pound-inches (View B-B, Fig. 401).
- S 434-042
- (30) Tighten the nut of bolt (1) to 50-80 pound-inches (View A-A, Fig. 401).
- S 434-043
- (31) Tighten the nut of bolt (8) to 480-790 pound-inches (View C-C, Fig. 401).

S 414-044

- (32) Install the ceiling panels above the cargo door opening if you removed them (Ref 25-50-01).

S 214-045

- (33) Unlatch the cargo door and make sure the EICAS message, AFT CARGO DR 2, shows on the top display.

S 714-046

- (34) Unlatch, open, close and latch the cargo door. Make sure the door operates smoothly.

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NO. 3 CARGO DOOR HINGE ARM - REMOVAL/INSTALLATION

1. General

- A. This procedure contains two tasks. The first task is the removal of the hinge arm from the No. 3 cargo door. The second task is the installation of the hinge arm on the No. 3 cargo door.

TASK 52-36-12-004-001

2. Remove the Hinge Arm (Fig. 401)

A. Equipment

- (1) Bolt (with nut) - 5/16-inch diameter, 4 1/2 inches long

B. Access

- (1) Location Zone
823 No. 3 Cargo Door

C. Procedure - Remove the Hinge Arm

S 014-002

- (1) Get access to the cargo door in the aft end of the cargo compartment.

S 864-003

- (2) Close and latch the cargo door.

S 494-004

- (3) Install the 5/16-inch diameter bolt and the nut in the rig pin hole (View A-A).

S 034-005

- (4) If you remove the two hinges, disconnect the counterbalance. Do the steps that follow:

NOTE: If you remove only one of the hinges, it is not necessary to disconnect the counterbalance.

(a) Unlatch and open the cargo door to release the load on the counterbalance control rod (View A-A).

(b) Hold the door in the open position and remove the bolt that connects the counterbalance control rod to the door clevis fitting (View C-C).

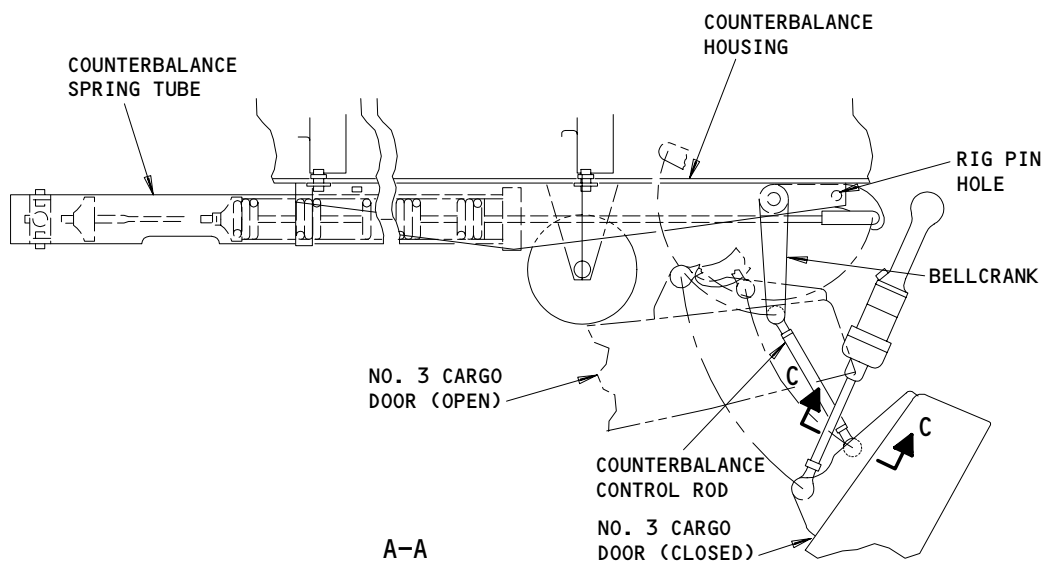
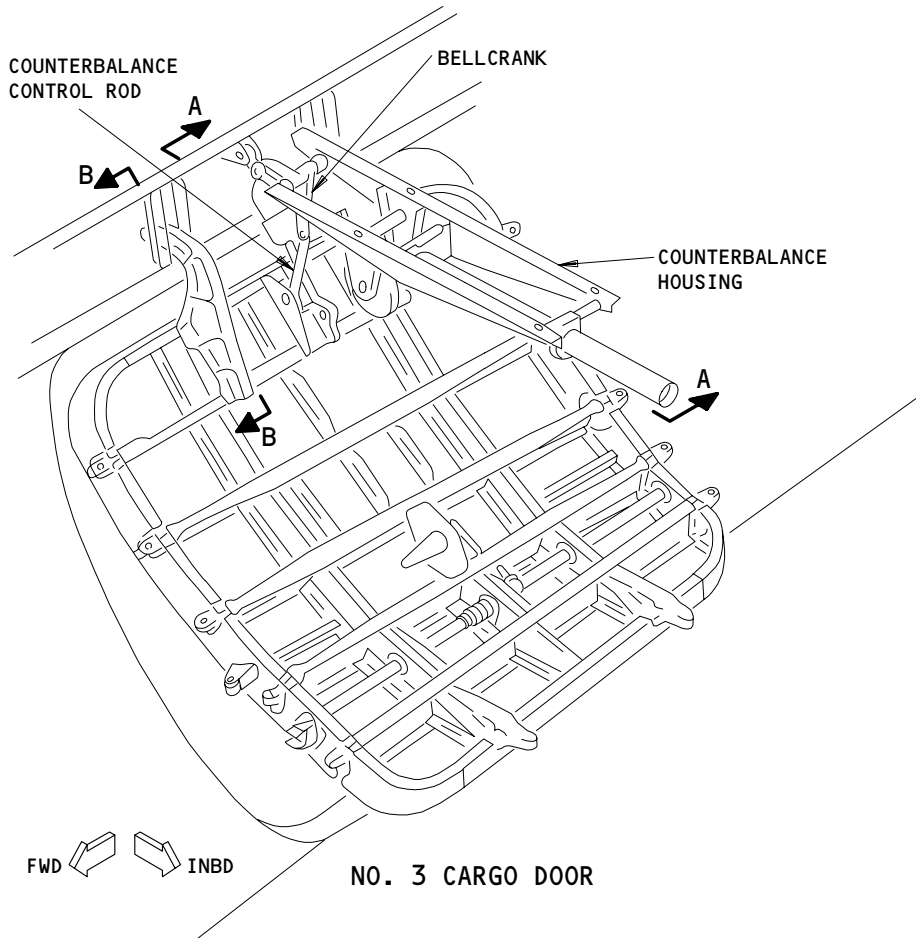
S 864-006

- (5) Manually move the cargo door down.

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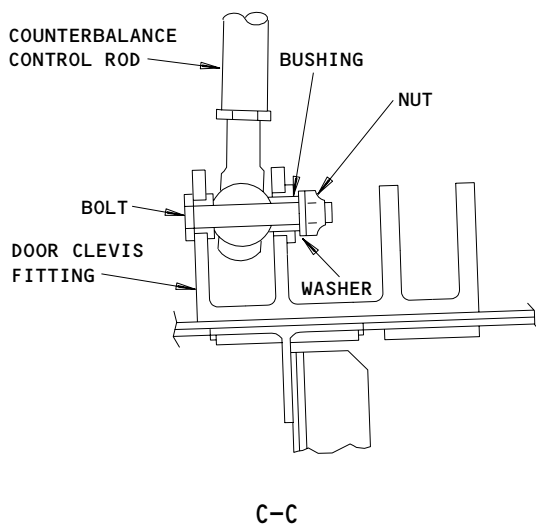
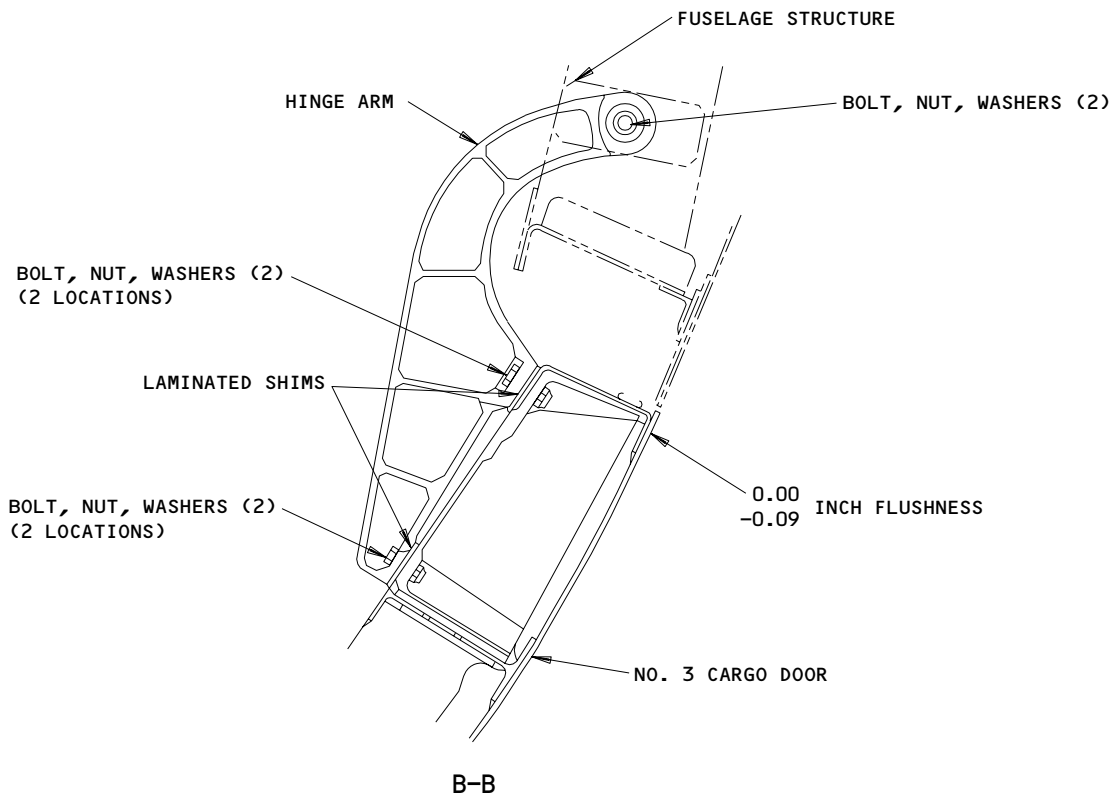
No. 3 Cargo Door Hinge Arm
Figure 401 (Sheet 1)

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AIRPLANES WITH NO. 3 CARGO DOOR

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No. 3 Cargo Door Hinge Arm
Figure 401 (Sheet 2)

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AIRPLANES WITH NO. 3 CARGO DOOR

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S 864-007

CAUTION: KEEP THE CARGO DOOR IN THE CLOSED AND LATCHED POSITION FOR THE REMAINING REMOVAL PROCEDURE. IF THE DOOR IS OPENED WITH THE HINGE ARMS REMOVED OR DISCONNECTED, DAMAGE TO THE DOOR AND THE FUSELAGE STRUCTURE CAN OCCUR.

(6) Close and latch the cargo door.

S 494-008

(7) Attach DO-NOT-OPEN tags to the external and internal door handles.

S 024-009

(8) Remove the fasteners that hold the hinge arm to the fuselage structure (View B-B).

S 024-010

(9) Remove the four fasteners that hold the hinge arm to the cargo door.

S 024-011

(10) Remove the hinge arm and the shims.

S 224-012

(11) Measure the thickness of the shims.

S 824-013

(12) Identify the shims and keep for the subsequent installation.

NOTE: It is not necessary to adjust the cargo door if you install the same shims, or shims of the same thickness, in the subsequent installation procedure.

TASK 52-36-12-404-014

3. Install the Hinge Arm (Fig. 401)

A. Equipment

(1) Bolt (with nut) - 5/16-inch diameter, 4 1/2 inches long

B. Consumable Materials

(1) C00259 Primer, BMS 10-11, Type I
(2) C00308 Compound, Corrosion Preventive, MIL-C-11796, Class 3

C. Access

- (1) Location Zone
823 No. 3 Cargo Door

D. Procedure - Install the Hinge Arm

S 424-030

CAUTION: KEEP THE CARGO DOOR IN THE CLOSED AND LATCHED POSITION FOR THE INSTALLATION PROCEDURE. IF THE DOOR IS OPENED WITH THE HINGE ARMS REMOVED OR DISCONNECTED, DAMAGE TO THE DOOR AND THE FUSELAGE STRUCTURE CAN OCCUR.

- (1) Attach the hinge arm to the fuselage structure with the bolt, nut, and two washers (View B-B).

S 434-016

- (2) Tighten the nut to 480-790 pound-inches.

S 434-017

- (3) Install the shims between the hinge arm and the fuselage structure. Use the same shims, or shims of the same thickness, that you removed from the hinge arm before.

S 224-018

- (4) Do a check on the flushness of the cargo door (View B-B).

S 374-019

- (5) Apply the primer to the surfaces of the shims that do not have primer on them.

S 624-020

- (6) Apply the primer to the areas of the bolt holes in the hinge arm and the cargo door.

S 394-021

- (7) When the primer is dry, apply the corrosion preventive compound to the holes.

S 424-022

- (8) Install the fasteners that hold the hinge arm to the cargo door.

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AIRPLANES WITH NO. 3 CARGO DOOR

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- S 224-023
- (9) Do a check on the flushness of the cargo door (View B-B).
- S 434-024
- (10) Tighten the nuts to 180-250 pound-inches (View B-B).
- S 824-025
- (11) Align the counterbalance control rod end with the door clevis fitting. Install the fasteners (View C-C).
- S 434-026
- (12) Tighten the nut to 50-80 pound-inches (View C-C).
- S 094-027
- (13) Remove the 5/16-inch diameter bolt from the rig pin hole for the counterbalance (View A-A).
- S 094-028
- (14) Remove the DO-NOT-OPEN tags from the external and internal door handles.
- S 714-029
- (15) Unlatch, open and close the cargo door. Make sure the door operates smoothly.

EFFECTIVITY
AIRPLANES WITH NO. 3 CARGO DOOR

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NO. 3 CARGO DOOR SNUBBER – REMOVAL/INSTALLATION

1. General

- A. This procedure contains two tasks. The first task is the removal of the snubber from the No. 3 cargo door. The second task is the installation of the snubber on the No. 3 cargo door.

TASK 52-36-13-004-001

2. Remove the Snubber (Fig. 401).

A. Access

- (1) Location Zone
823 No. 3 Cargo Door

B. Procedure

S 014-002

- (1) Get access to the snubber in the aft cargo compartment.

S 864-003

- (2) Close the No. 3 cargo door.

S 024-004

- (3) Remove the bolt that holds the snubber to the fitting on the cargo door (View A-A).

S 024-005

- (4) Remove the bolt that holds the snubber to the fitting on the fuselage (View B-B).

S 024-006

- (5) Remove the snubber.

TASK 52-36-13-404-007

3. Install the Snubber (Fig. 401)

A. Access

- (1) Location Zone
823 No. 3 Cargo Door

B. Procedure

S 424-008

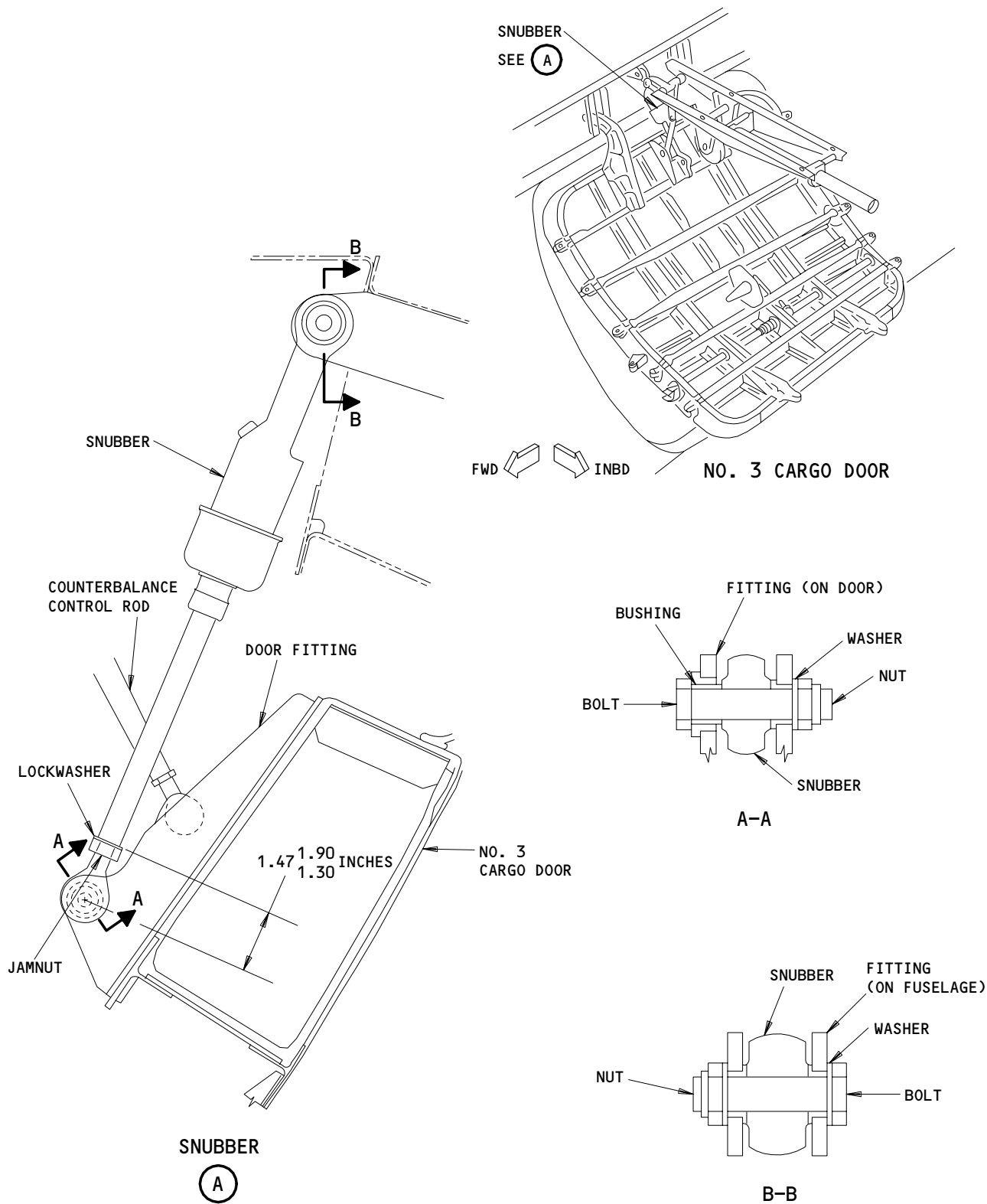
- (1) Install the bolt, two washers, and nut to attach the snubber to the fuselage structure (View B-B). Do not tighten the nut.

S 424-009

- (2) Loosely attach the snubber to the fitting on the cargo door with the bolt, washer, and nut (View A-A). Do not tighten the nut.

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AIRPLANES WITH NO. 3 CARGO DOOR

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No. 3 Cargo Door Snubber
Figure 401

EFFECTIVITY
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- S 224-010
- (3) Unlatch the cargo door and open to the fully open position. Do the steps that follow:
- (a) Open the door on the E6 rack.
 - (b) Make sure there is the minimum clearance of 0.50 inch between the E6 rack door and the external skin of the cargo door.
- S 824-011
- (4) If the clearance between the E6 rack door and the external skin of the cargo door is not a minimum of 0.50 inch, adjust the length of the snubber with the rod end to get the correct clearance.
- S 224-012
- (5) After you adjust the snubber, make sure the rod end of the snubber is in the correct limits (View A).
- S 214-013
- (6) Make sure the lower aft corner of the cargo door does not touch the cargo compartment ceiling when the door is in the open position.
- NOTE:** The counterbalance spring guide tube and the idler pulley are permitted to touch the insulation blanket.
- S 424-014
- (7) Put a safety wire on the rod end of the snubber.
- S 434-015
- (8) Tighten the nut that attaches the snubber to the fitting on the fuselage to 160-240 pound-inches (View B-B).
- S 434-016
- (9) Tighten the nut that attaches the snubber to the fitting on the cargo door to 160-240 pound-inches (View A-A).
- S 714-017
- (10) Do the steps that follow to do a check on the operation of the cargo door:
- (a) Close and latch the cargo door.
 - (b) Unlatch the cargo door and let it open. Make sure the cargo door moves smoothly.

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AIRPLANES WITH NO. 3 CARGO DOOR

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NO. 3 CARGO DOOR COUNTERBALANCE – REMOVAL/INSTALLATION

1. General

- A. This procedure contains four tasks:
- (1) The first task is the removal of the counterbalance housing assembly from the No. 3 cargo door.
 - (2) The second task is the installation of the counterbalance housing assembly on the No. 3 cargo door.
 - (3) The third task is the removal of the counterbalance cable assembly from the No. 3 cargo door.
 - (4) The fourth task is the installation of the counterbalance cable assembly on the No. 3 cargo door.
- B. The counterbalance has a spring tube, a cable, a cable pulley, and a bellcrank. The components are in a housing, which you can remove or install as one part.

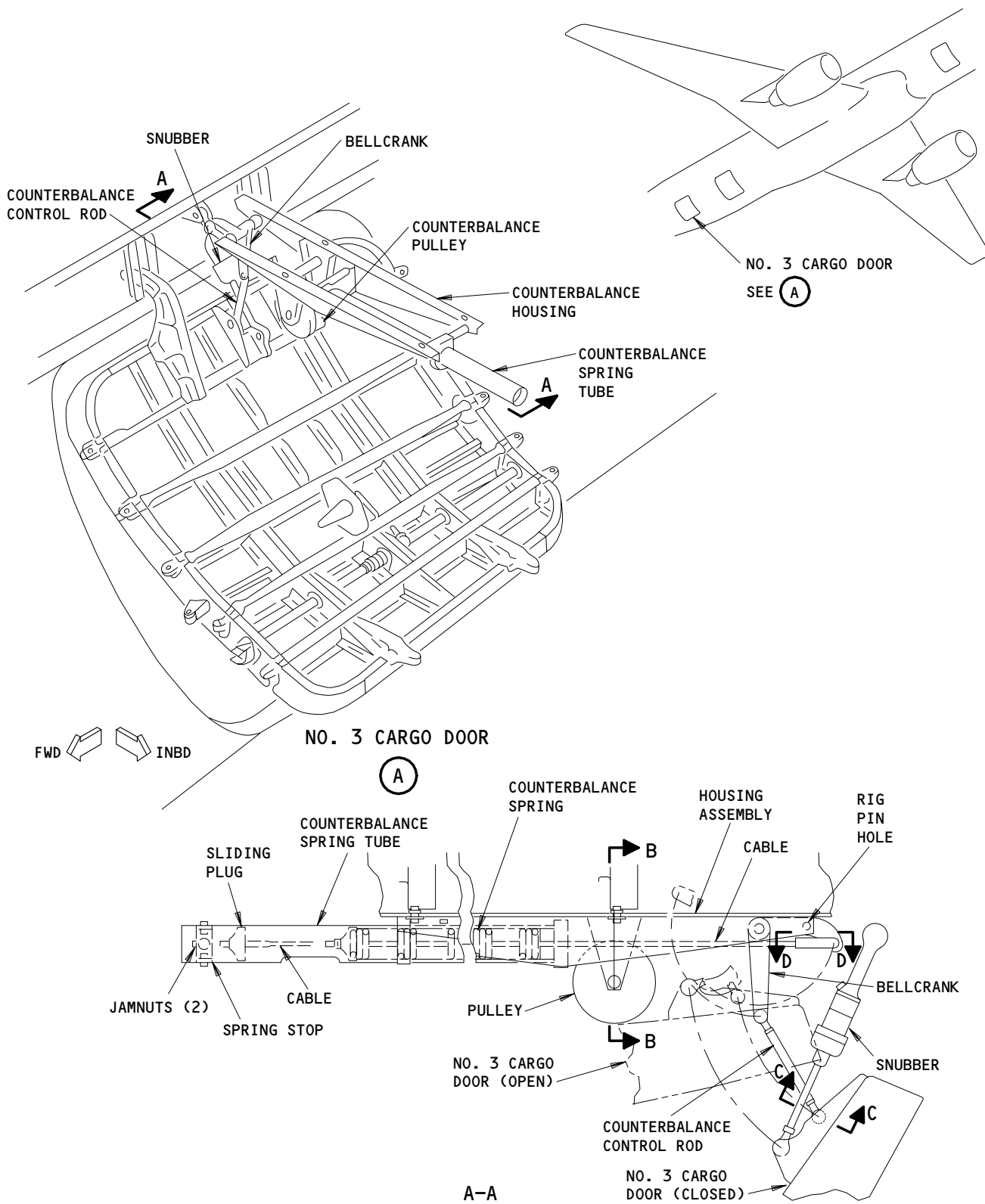
TASK 52-36-15-004-001

2. Remove the Counterbalance Housing Assembly (Fig. 401)

- A. Equipment
- (1) Bolt (with nut) – 5/16-inch diameter, 4 1/2 inches long
- B. References
- (1) 25-22-02/401, Ceiling Panels
- C. Access
- (1) Location Zone
823 No. 3 Cargo Door
- D. Prepare to Remove the Counterbalance Housing Assembly
- S 014-002
- (1) Get access to the counterbalance in the aft end of the aft cargo compartment.
- S 864-003
- (2) Close and latch the cargo door.
- S 494-004
- (3) Install the 5/16-inch diameter bolt and nut through the rig pin hole in the bellcrank and the housing assembly (View A-A).

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AIRPLANES WITH NO. 3 CARGO DOOR

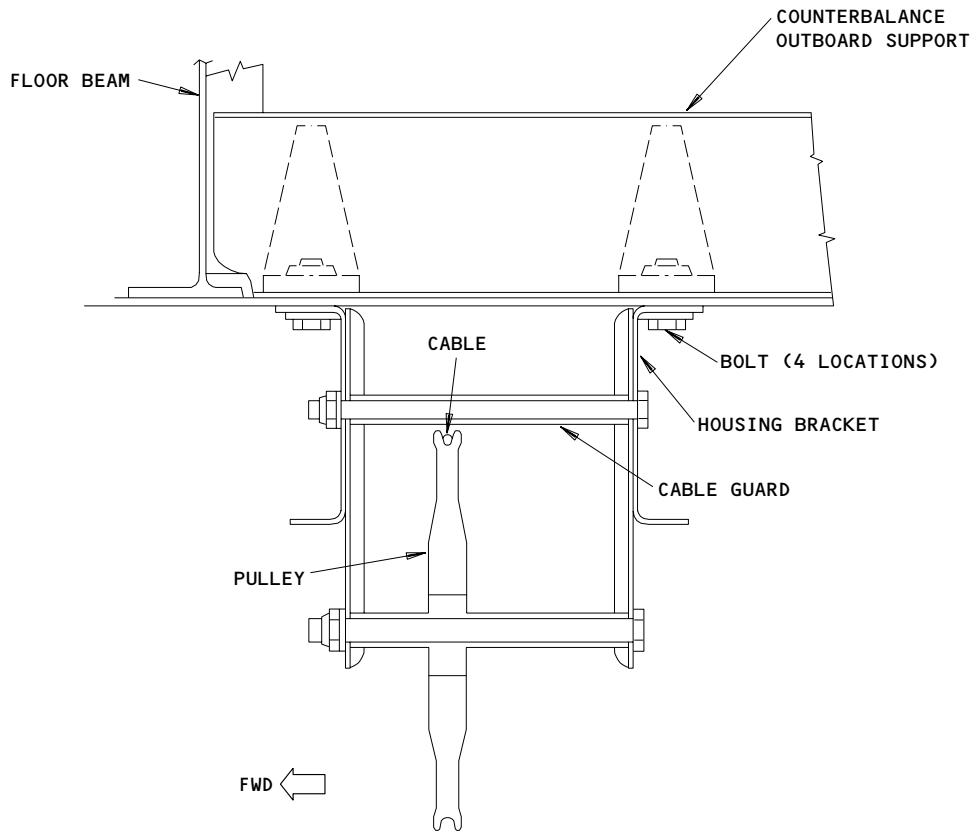
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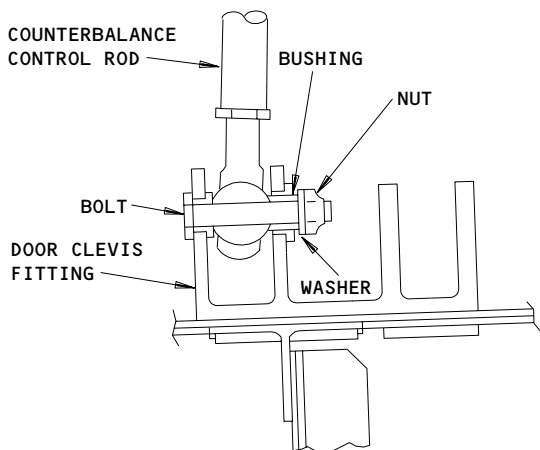
No. 3 Cargo Door Counterbalance
Figure 401 (Sheet 1)

EFFECTIVITY
AIRPLANES WITH NO. 3 CARGO DOOR

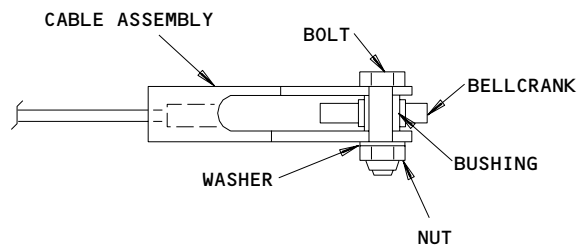
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B-B



C-C



D-D

No. 3 Cargo Door Counterbalance
Figure 401 (Sheet 2)

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52-36-15

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E. Procedure - Remove the Counterbalance Housing Assembly

- S 824-006
- (1) Make the counterbalance control rod longer to release the load on the control rod.
- S 024-007
- (2) Disconnect the counterbalance control rod from the door clevis fitting (View C-C).
- S 014-008
- (3) Remove the ceiling panels, as necessary, to get access to the housing assembly (AMM 25-22-02).
- S 024-009
- (4) Remove the four bolts that hold the counterbalance housing assembly to the counterbalance outboard support (View B-B).
- S 024-010
- (5) Remove the counterbalance housing assembly.

TASK 52-36-15-404-011

3. Install the Counterbalance Housing Assembly (Fig. 401)

A. General

- (1) Use this procedure to install the counterbalance housing assembly as one part that contains a spring tube, cable, pulley, and bellcrank.

B. Equipment

- (1) Bolt (with nut) - 5/16-inch diameter, 4 1/2 inches long
- (2) Spring Installation/Removal Clamp Equipment - A52010-49
- (3) Spring Puller - Commercially available

C. Consumable Materials

- (1) C00174 Corrosion Preventive Compound, MIL-C-16173, grade 2

D. Access

- (1) Location Zone
823 No. 3 Cargo Door

E. Procedure – Install the Counterbalance Housing Assembly

S 824-012

WARNING: BE CAREFUL WHEN YOU COMPRESS THE SPRING. A STRONG FORCE IS ON THE SPRING. IF YOU ARE NOT CAREFUL, THIS FORCE CAN CAUSE INJURY OR DAMAGE.

- (1) If the 5/16-inch diameter bolt is not installed in the rig pin hole (View A-A) and the springs are not compressed, do the steps that follow:
 - (a) Use the spring installation/removal clamp equipment and the spring puller to compress the spring sufficiently to install the 5/16-inch diameter bolt (View A-A).
 - (b) Install the 5/16-inch diameter bolt and nut in the rig pin hole (View A-A).
 - (c) Release the load on the spring puller and remove the spring installation/removal clamp equipment and the spring puller.

S 424-013

- (2) Put the counterbalance housing assembly against the ceiling support structure and attach with the four bolts (View B-B).

S 434-014

- (3) Tighten the bolts.

S 864-015

- (4) Close the cargo door.

S 824-016

- (5) Adjust the length of the counterbalance control rod to connect the rod to the door clevis fitting (View C-C).

S 824-017

- (6) Adjust the length of the counterbalance control rod more to remove the load on the 5/16-inch diameter bolt in the rig pin hole (View A-A).

- S 424-018
- (7) Install the counterbalance control rod to the door clevis fitting with the bolt, bushing, washer, and nut.
- S 434-019
- (8) Tighten the nut to 50-80 pound-inches.
- S 624-020
- (9) Apply a light layer of the corrosion preventive compound to the surfaces of the open threads of the bolt.
- S 094-021
- (10) Remove the 5/16-inch diameter bolt from the rig pin hole (View A-A).
- S 714-022
- (11) Unlatch the cargo door and let it open. Make sure the cargo door moves smoothly.
- S 824-023
- (12) Adjust the tension in the cable with the two jamnuts (View A-A) through the access opening below the spring tube to get the conditions that follow:
- (a) Make sure you can see a minimum of two threads on the cable terminal inboard of the jamnuts.
 - (b) With the cargo door in the open position, make sure the maximum force on the external handle to pull the door closed is 25 pounds.
 - (c) With the cargo door in the closed, but unlatched position, make sure the maximum force on the external handle to push the door open is 5 pounds.
- S 224-024
- (13) Make sure there is a clearance of 1.00 ±0.20 inch between the cargo door and the cargo compartment ceiling with the door in the open position.

S 824-025

- (14) If the clearance between the cargo door and the cargo compartment ceiling is not correct, adjust the snubber (Ref 52-36-13).

S 414-026

- (15) Install the ceiling panels that you removed before.

TASK 52-36-15-004-027

4. Remove the Cable Assembly (Fig. 401)

A. Equipment

- (1) Bolt (with nut) - 5/16-inch diameter, 4 1/2 inches long

B. Access

- (1) Location Zone
823 No. 3 Cargo Door

C. Procedure - Remove the Cable Assembly

S 024-038

- (1) Do the "Remove the Counterbalance Housing Assembly" procedure.

S 824-028

WARNING: BE CAREFUL WHEN YOU COMPRESS THE SPRING. A STRONG FORCE IS ON THE SPRING. IF YOU ARE NOT CAREFUL, THIS FORCE CAN CAUSE INJURY OR DAMAGE.

- (2) Compress the springs in the counterbalance housing assembly sufficiently to release the load on the 5/16-inch diameter bolt in the rig pin hole.

S 094-029

- (3) Remove the 5/16-inch diameter bolt in the rig pin hole and let the springs push against the spring stops.

S 024-030

- (4) Remove the cable guard at the pulley (View B-B).

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S 024-031

- (5) Remove the two jamnuts that hold the cable assembly to the sliding plug (View A-A).

S 024-032

- (6) Remove the bolt that holds the cable assembly to the bellcrank (View D-D).

TASK 52-36-15-404-033

5. Install the Cable Assembly (Fig. 401)

A. Equipment

- (1) Bolt (with nut) - 5/16-inch diameter, 4 1/2 inches long
- (2) Spring Installation/Removal Clamp Equipment - A52010-49
- (3) Spring Puller - Commercially available

B. Consumable Materials

- (1) A00247 Sealant, BMS 5-95
- (2) D00015 Grease, BMS 3-24

C. Access

- (1) Location Zone
823 No. 3 Cargo Door

D. Procedure - Install the Cable Assembly

S 024-034

- (1) Remove the two jamnuts from the end of the cable assembly (View A-A).

S 424-035

- (2) Put the cable around the pulley and through the spring housing and the sliding plug.

S 424-036

- (3) Install the two jamnuts on the end of the cable assembly, approximately one-third the length of the threaded terminal fitting.

- S 394-037
- (4) Apply the wet sealant to the bolt.
- S 434-038
- (5) Install the cable guard.
- S 434-039
- (6) Tighten the bolt.
- S 644-040
- (7) Apply a light layer of the grease to the bushing (View D-D).
- S 424-041
- (8) Connect the counterbalance cable to the bellcrank with the bolt, bushing, washer and nut (View D-D).
- S 434-042
- (9) Tighten the nut to 50-80 pound inches (View D-D).
- S 824-043
- WARNING:** BE CAREFUL WHEN YOU COMPRESS THE SPRING. A STRONG FORCE IS ON THE SPRING. IF YOU ARE NOT CAREFUL, THIS FORCE CAN CAUSE INJURY OR DAMAGE.
- (10) Compress the springs in the counterbalance housing assembly.
- S 494-044
- (11) Turn the bellcrank to align the rig pin holes and install the 5/16-inch diameter bolt and nut in the rig pin hole (View A-A).
- S 424-046
- (12) Do the "Install the Counterbalance Housing Assembly" procedure.

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AIRPLANES WITH NO. 3 CARGO DOOR

52-36-15

EQUIPMENT COMPARTMENT DOORS – DESCRIPTION AND OPERATION

1. General (Fig. 1)

- A. The equipment compartment exterior access doors are doors which provide access to the airplane equipment compartments for maintenance purposes.
- B. The doors described in this section are as follows:
 - (1) Forward access door
 - (2) Electrical/electronics access door
 - (3) Air conditioning access doors
 - (4) Service access door
 - (5) Elevator control access door
 - (6) APU access door
 - (7) Vertical fin access door
- C. Two of these doors lead into pressurized compartments (Forward access door, electrical/electronics access door) and therefore include pressure seals. These doors also have warning sensors which signal the flight crew of an unsafe condition through the Door Warning Indication System (Ref 52-71-00).
- D. All of the equipment doors are normally opened from the outside except the Electrical/Electronics access door which may also be opened from the inside.

2. Component Details

- A. Forward Access Door (Fig. 2)
 - (1) This door provides maintenance and inspection access from outside the airplane to the lower fuselage compartment, located aft of the fwd pressure bulkhead, forward of the nose wheel well and beneath the flight deck floor.
 - (2) The forward access door is a hinged, plug-type door that is 18 inches wide by 19 inches long. Door construction is of conventional riveted and bolted sheet metal aluminum alloy buildup. Cabin pressure loads on the door are transmitted to fuselage cutout structure at four pressure stop pin fittings (2 per side). Ditching loads are transmitted at the door hinges on the aft side and at the latch pin on the forward side.
 - (3) A pressure seal (Section A-A, Fig. 2) is attached about the periphery of the door and directly contacts the inside face of the adjacent body skin panel when the door is closed. A pressure sealing flapper type moisture drain valve is attached on the inside surface of the door skin.
 - (4) The door latch mechanism (Section B-B, Fig. 2) is manually operated and consists of a flush mounted handle assembly which is conneted by intermediate latch links to the latch pin. A trigger mechanism releases the handle from the flush stowed position and CCW rotation of the handle will pull the latch pin free of the fuselage latch fitting.

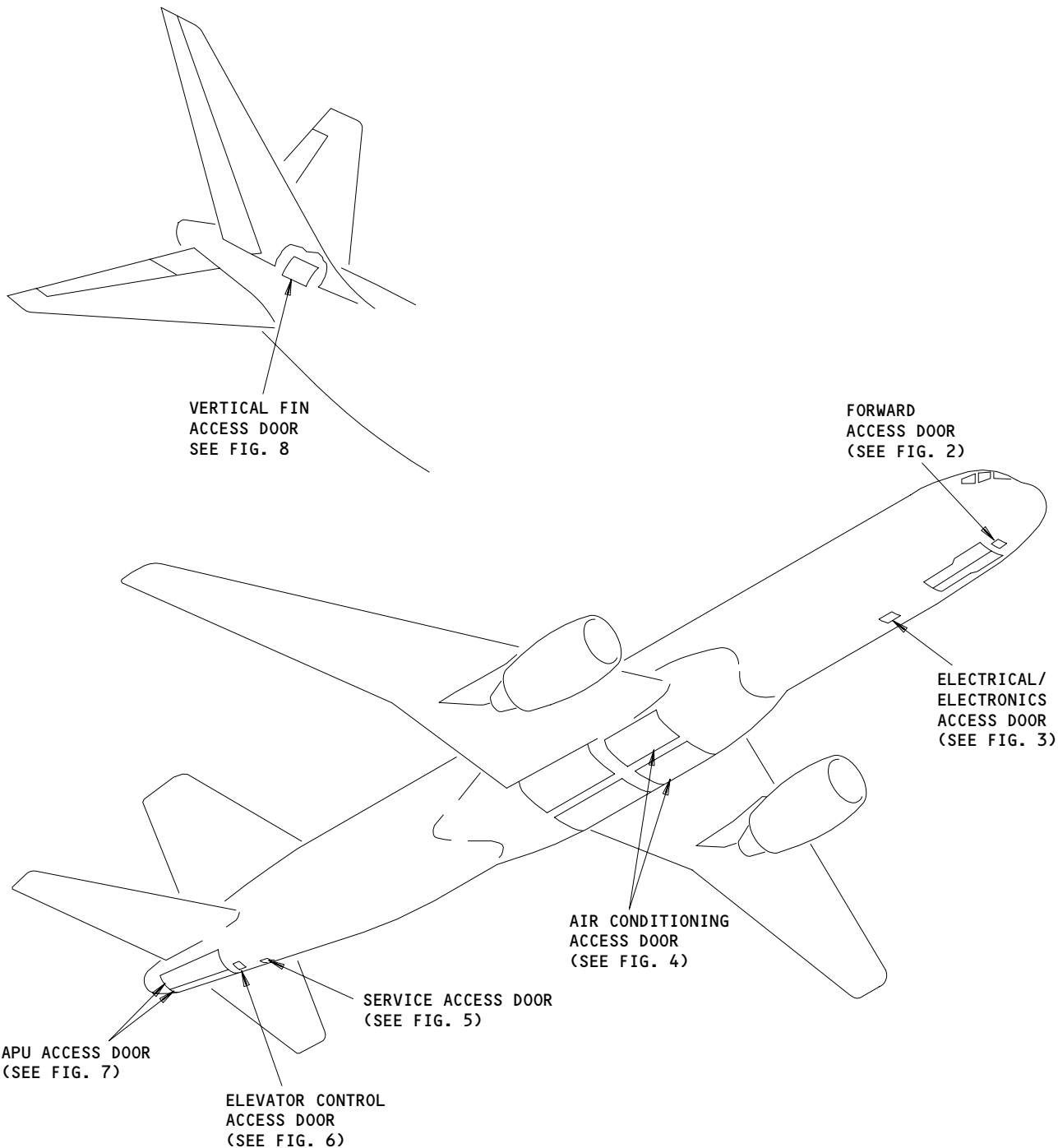
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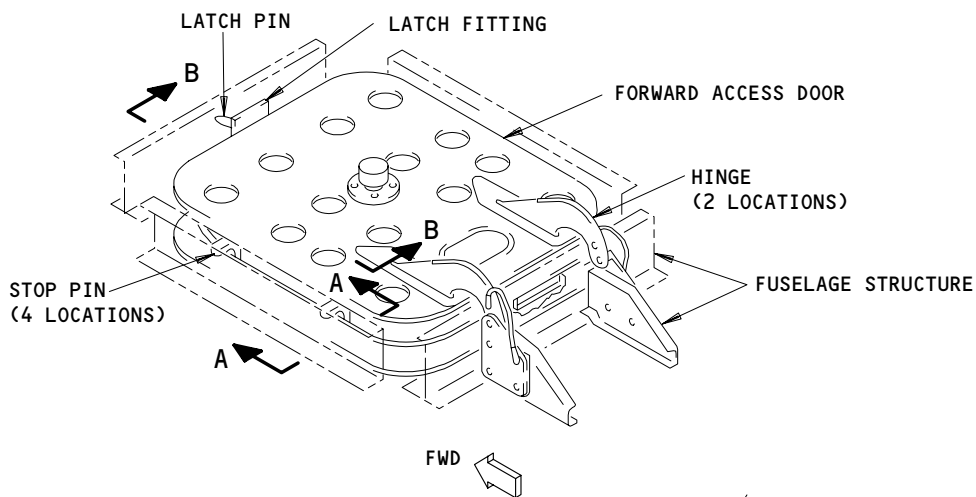
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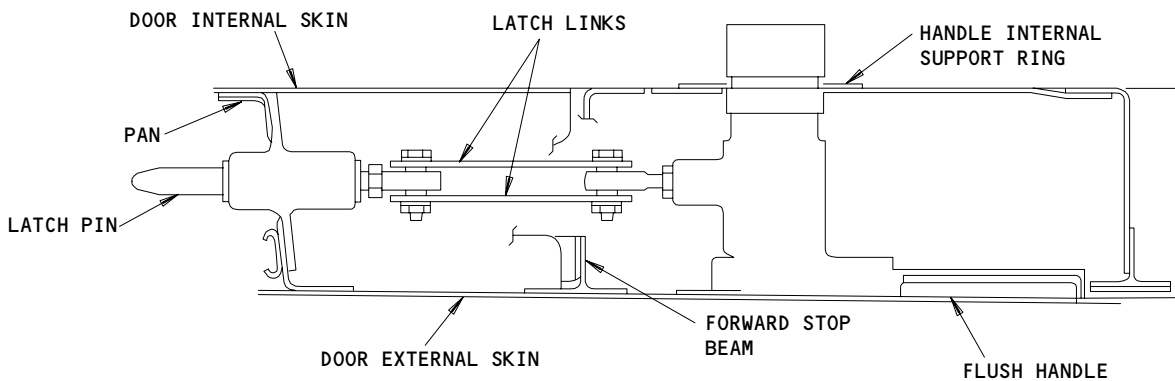
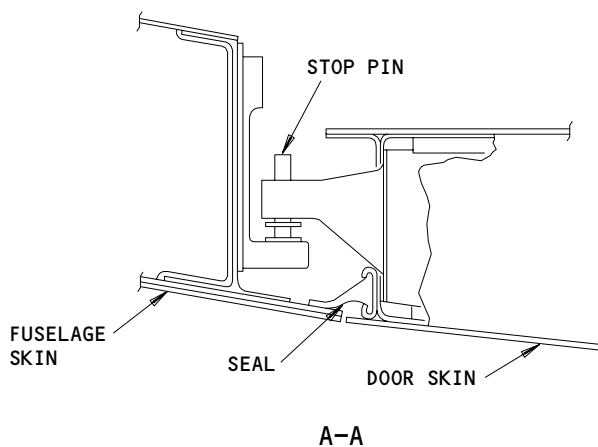
Equipment Compartment Exterior Doors
Figure 1

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FORWARD ACCESS DOOR
(INTERNAL VIEW)



DOOR STRUCTURE AND LATCH MECHANISM

B-B

NOTE: SEE FIG. 1 FOR THE DOOR LOCATION.

Forward Access Door
Figure 2

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- (5) The door is hinged up and aft approximately 90° and has a rubber bumper upstop. The door is positively held in the open position by engaging the latch pin into the hold-open latch fitting.
 - (6) When the door is open, an ACCESS DOOR warning indication will be visible to the flight crew on the P11 Overhead Panel and on the Engine Indication and Crew Alerting System (EICAS) P2 panel. Closing and latching the door will extinguish the warning indication.
 - (7) Open door operation.
 - (a) To open door, depress handle trigger. Door handle will extend approximately 1-3/4 inches from the flush stowed position.
 - (b) Rotate the handle 45° CCW to disengage door latch pin.
 - (c) Push forward edge of door up and aft until door contacts rubber bumper.
 - (d) Rotate the handle CW to engage the latch pin with the hold-open latch fitting.
 - (8) Close door operation.
 - (a) Rotate handle 45° CCW to disengage latch pin and pull door closed against the seal.
 - (b) Pull down to compress seal and rotate handle 45° CW to engage latch pin. Push the handle up in the door to re-engage the trigger latch.
- B. Electrical/Electronics access door (Fig. 3)
- (1) This door provides maintenance and inspection access from outside the airplane to the main E/E equipment center that is located aft of the nose wheel well and forward of the forward cargo compartment.
 - (2) The E/E access door is a hinged, plug-type door approximately 19-1/2 inches wide by 28 inches long that can be opened or closed from either inside or outside the airplane. Door construction is of conventional riveted/bolted sheet metal aluminum alloy buildup. Cabin pressure load on the door is transmitted to the fuselage cutout structure at four pressure stop pin fittings (2 per side). Ditching loads are transmitted through the door hinges and latch pin to the fuselage body structure.
 - (3) A pressure seal (Section A-A, Fig. 3) is attached about the periphery of the door assembly and directly contacts the inside face of the adjacent body skin panel. A pressure sealing flapper-type drain valve is attached on the inside surface of the door skin.

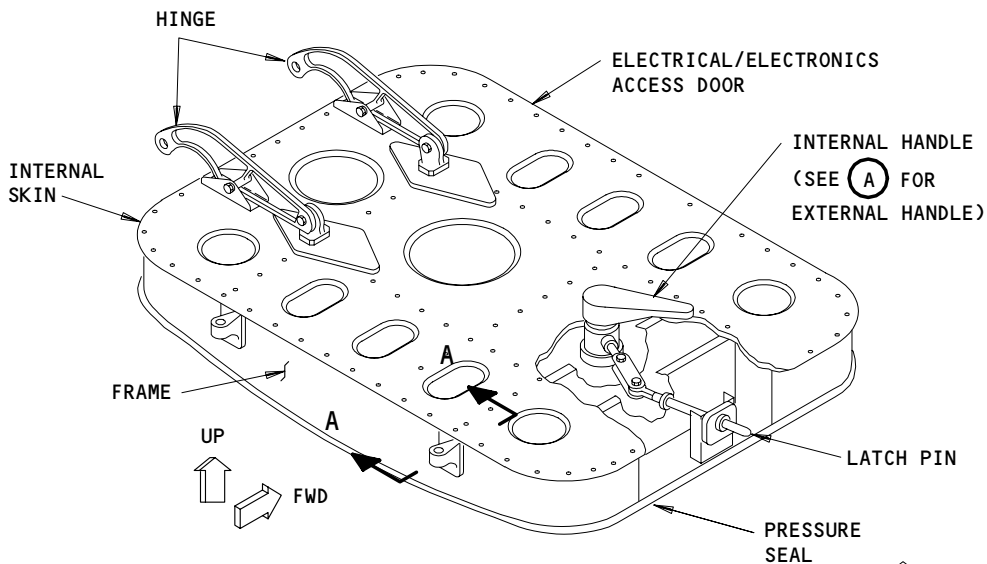
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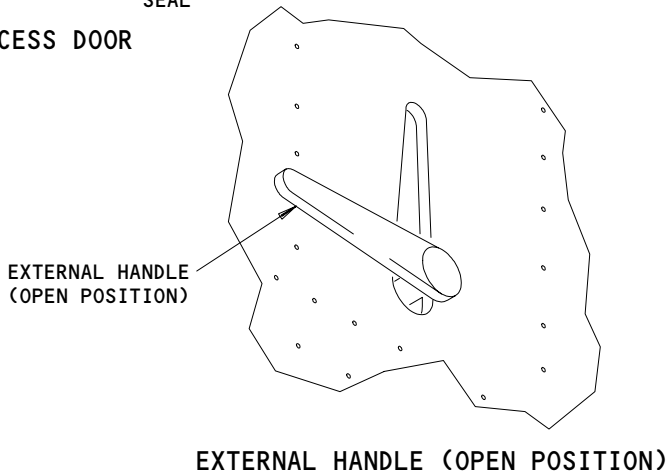
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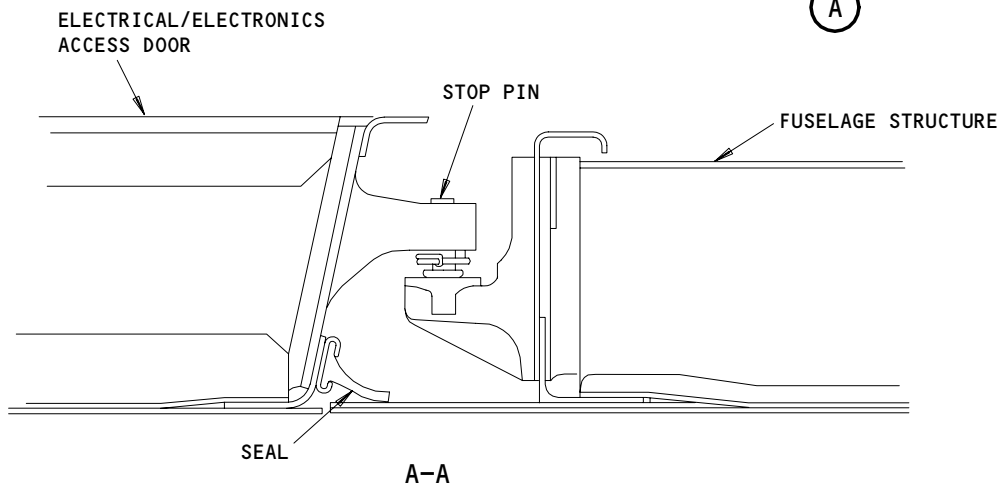
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ELECTRICAL/ELECTRONICS ACCESS DOOR
(INTERNAL VIEW)



EXTERNAL HANDLE (OPEN POSITION)



NOTE: SEE FIG. 1 FOR THE DOOR LOCATION.

Electrical/Electronics Access Door
Figure 3

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- (4) The door latch mechanism is manually operated and consists of a handle assembly with a protruding inside handle and a flush mounted external handle which is connected by intermediate latch links to the latch pin. An overcenter spring holds the mechanism in the closed or open position. A trigger mechanism releases the outside handle (Detail A, Fig. 3) from the flush stowed position and CCW rotation of the handle will pull the latch pin free of the fuselage latch fitting. Using the inside handle requires a CW rotation of the handle.
- (5) The door is hinged up and to the left and rests against a rubber bumper upstop.
- (6) When door is open an E/E ACCESS DR warning indication will be visible to the flight crew on the P11 Overhead Panel and the Engine Indication and Crew Alerting System (EICAS) P2 panel. Closing and latching the door will extinguish the warning indication.
- (7) Open door operation (from outside).
 - (a) To open door from outside, depress handle trigger and door handle will extend approximately 1-3/4 inches from the flush stowed position.
 - (b) Rotate the handle 60° CCW to disengage the door latch pin.

NOTE: The mechanism overcenter spring will at first resist turning motion and then aid the motion.

- (c) Push the lower right edge of door inward. Control the door rotation as it goes past vertical and until rubber bumper on door assembly contacts the stop fitting.

NOTE: If the door is being opened for maintenance, the door safety barrier (B52006-1) should be installed for personnel safety and to prevent equipment damage.

- (8) Open door operation (From inside)
 - (a) To open the door from inside E/E compartment, rotate the inner handle 60° CW to disengage door latch pin.
 - (b) Lift the lower right edge of door. Control the door rotation as it goes past vertical and until rubber bumper on door assembly contacts the stop fitting.

NOTE: If the door is being opened for maintenance, the safety barrier (B52006-1) should be installed for personnel and to prevent equipment damage.

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- (9) Close door operation.
 - (a) This is opposite of the door opening cycle. When door is closed, the latch pin is engaged with the latch fitting by rotating the latch and the exterior handle (from outside) is then pushed in until it is stowed flush with the door.
- C. Air Conditioning Access Doors (Fig. 4)
 - (1) Two air conditioning access doors provide access to the air conditioning packs from outside (underneath) the airplane. The air conditioning access doors are located in the lower wing-to-body fairing area, left and right of airplane centerline, below the wing center section and forward of the main landing gear doors.
 - (2) Each door is approximately 57 inches wide by 137 inches long and is fabricated from honeycomb composite, fiberglass and graphite reinforced epoxy. Both doors are manually operated and are hinged along the inboard edge at four locations (Detail A, Fig. 4). Quick-release latches are provided along the other three edges. Two plunger-type latches are located along each door forward and aft edge and four pin-type latches are located along the outboard edge of each door. These doors also have hold-open struts (Detail B, Fig. 4) to prevent doors from swinging on hinges when open.
 - (3) Each large access door has a small, integral, hinged ground air supply access door (Detail C, Fig. 4) near the forward end. These doors are approximately 12 inches wide by 24 inches long and are constructed of composites similar to the larger door. Two hinges are located along the inboard edges of these doors with quick-release plunger-type latches along the forward and aft edges (2 per edge).
- D. Service Access Door (Fig. 5)
 - (1) The service access door provides maintenance and service access from outside the airplane to the aft fuselage 48 section compartment that houses the stabilizer trim actuator and stabilizer trim jackscrew mechanism.
 - (2) The door is approximately 20 inches square and is located just aft of the aft pressure bulkhead on the left side of the lower fuselage. The door assembly is fabricated from conventional riveted/bolted sheet metal aluminum alloy material.
 - (3) The door is manually operated, outward opening and is hinged along the forward edge at two places. It has a spring-loaded latch mechanism that engages latch fittings with two rollers.
 - (4) A hold-open strut is provided to prevent the door from swinging on its hinges when in the open position.
- E. Elevator Controls Access Door (Fig. 6)
 - (1) The elevator controls access door is similar in design to the service access door and provides maintenance and service access from outside of airplane to the aft fuselage 48 section compartment that houses the elevator and rudder controls.

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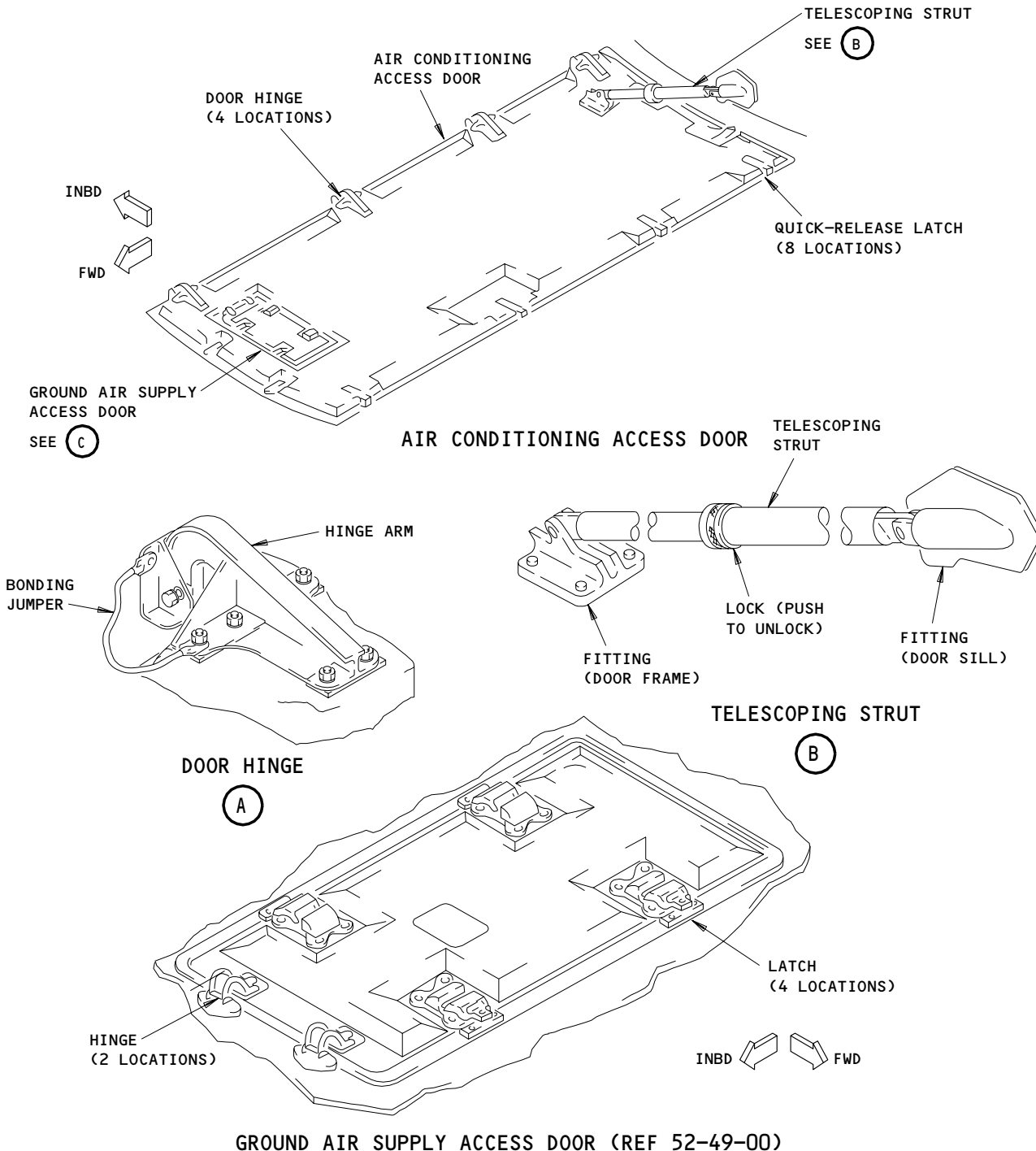
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NOTE: SEE FIG. 1 FOR THE DOOR LOCATION

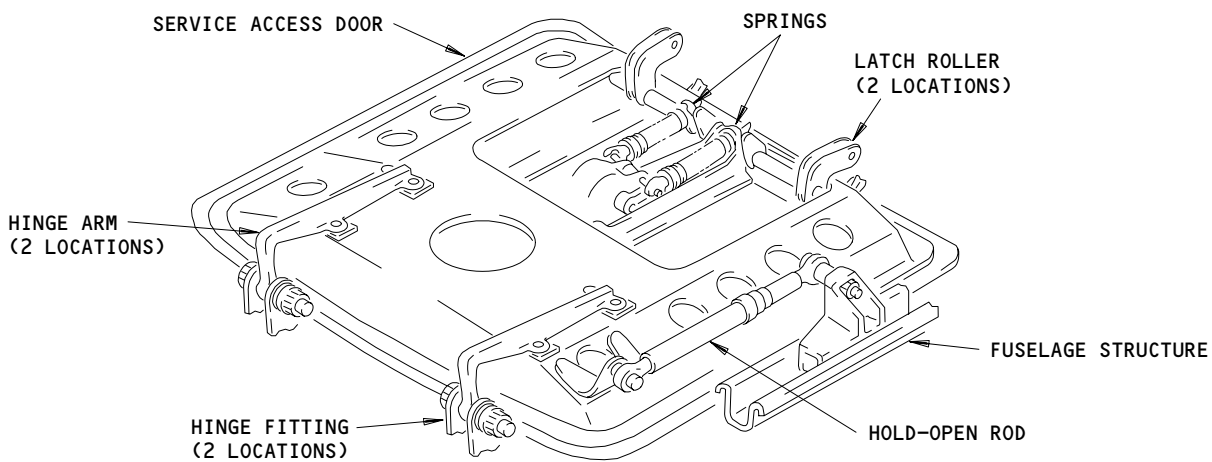
- LEFT DOOR SHOWN, RIGHT DOOR OPPOSITE
- DOOR SHOWN CLOSED

Air Conditioning Access Door
Figure 4

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SERVICE ACCESS DOOR
(INTERNAL VIEW)

NOTE: SEE FIG. 1 FOR THE DOOR LOCATION.

Service Access Door
Figure 5

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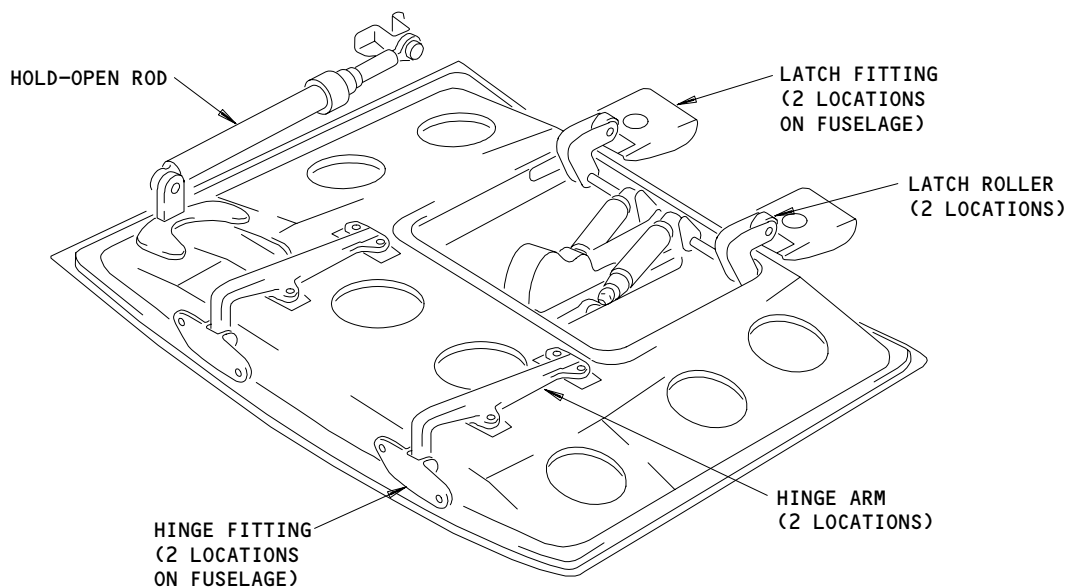
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- (2) The door is approximately 18 inches long by 28 inches wide and is located just forward of the APU access doors at the airplane centerline on the lower fuselage. The door assembly is fabricated from conventional riveted/bolted sheet metal aluminum alloy material.
- (3) The door is manually operated, outward opening and is hinged along the forward edge at two places. It has a spring-loaded latch mechanism that engages fuselage latch fittings with two rollers.
- (4) A hold-open strut is provided to prevent the door from swinging on its hinges when in the open position.

F. APU Access Doors (Fig. 7)



**ELEVATOR CONTROL ACCESS DOOR
(INTERNAL VIEW)**

NOTE: SEE FIG. 1 FOR THE DOOR LOCATION.

**Elevator Control Access Door
Figure 6**

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- (1) Access provisions for the APU compartment consist of two clam shell-type doors which open by rotating downward and outward at hinges along the outboard edge of both doors. The doors are located at the extreme aft end of lower fuselage tail section and extend (approximately) from STA 1885 to STA 1963.
 - (2) The door assemblies are fabricated from conventional riveted/bolted sheet metal aluminum alloy material. Both doors are manually operated and are hinged at three locations along the outboard edge(s). Five tension-type latches (Detail A, Fig. 7) are installed at the inboard interface joint between the two doors. A spring-loaded latch hook mechanism installed on one door engages a U-type retainer fitting on the other door at five locations to hold the doors tightly closed. Operation of these latches can only be accomplished with a standard ten-inch screwdriver blade which is inserted into the latch release mechanism. The latch is closed by placing the doors in the closed position, engaging the hook latch over the retainer fitting and pushing the latch handle closed.
 - (3) Each door has a forward and aft mounted telescoping hold-open strut which will keep the door from swinging on its hinges when the door is in the open position.
 - (4) A small spring-loaded pressure vent door (Detail B, Fig. 7) is installed on the left APU main access door. The door relieves excess pressure within the APU compartment.
 - (5) A drain mast (Detail C, Fig. 7) is installed on the right APU main access door. The drain mast provides a drain path for excess APU combustible fluids when in flight.
- G. Vertical Fin Access Door (Fig. 8)
- (1) The vertical fin access door provides access to the vertical stabilizer inspar structure. It is located on the upper fuselage centerline aft of the pressure bulkhead. The door opens downward and is hinged on the left edge and bolted shut on the right edge.

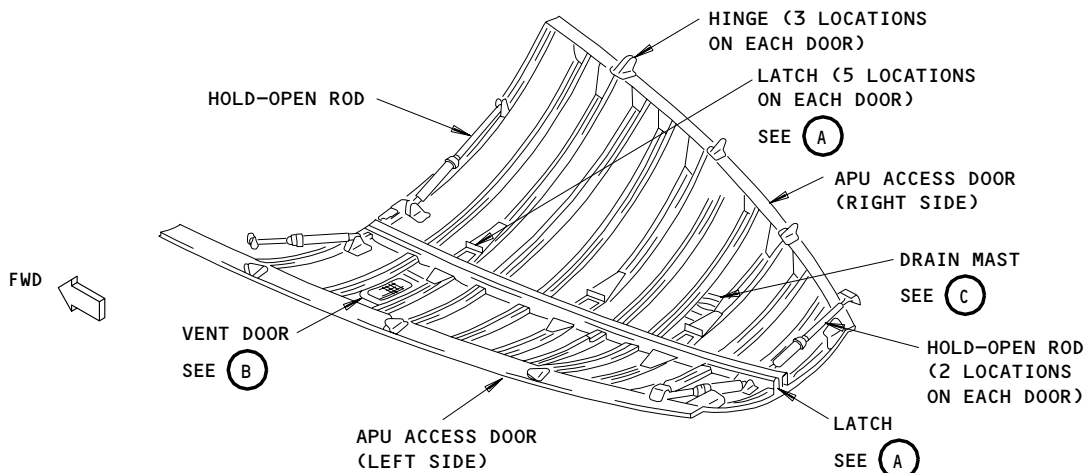
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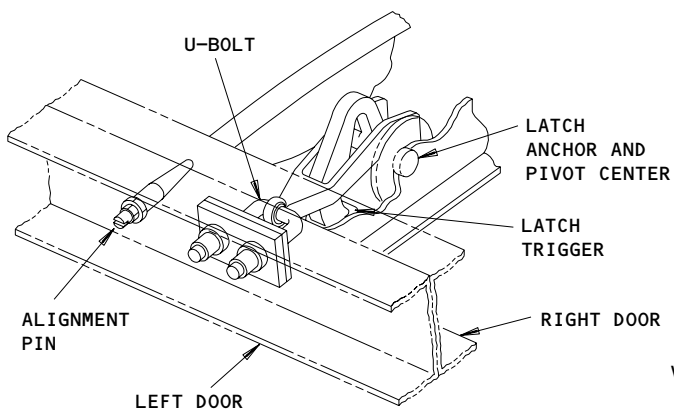
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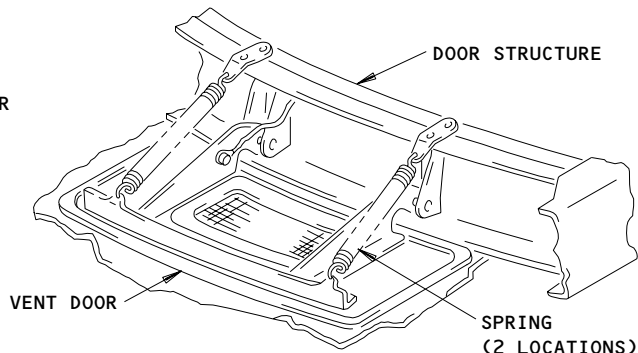


APU ACCESS DOOR



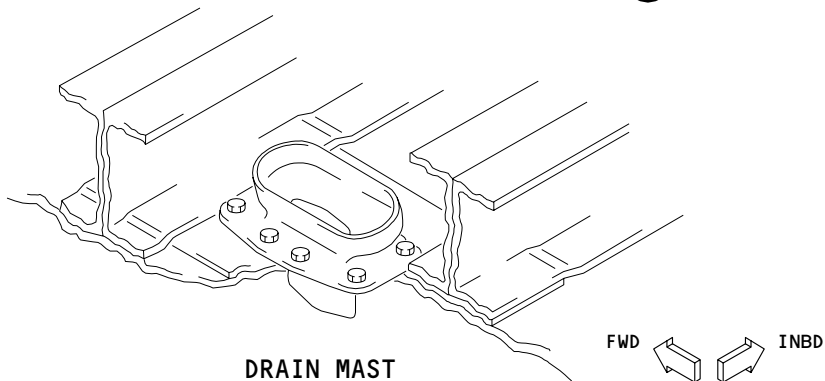
LATCH

(A)



VENT DOOR

(B)



DRAIN MAST

(C)

NOTE: SEE FIG. 1 FOR THE DOOR LOCATION.

APU Access Door
Figure 7

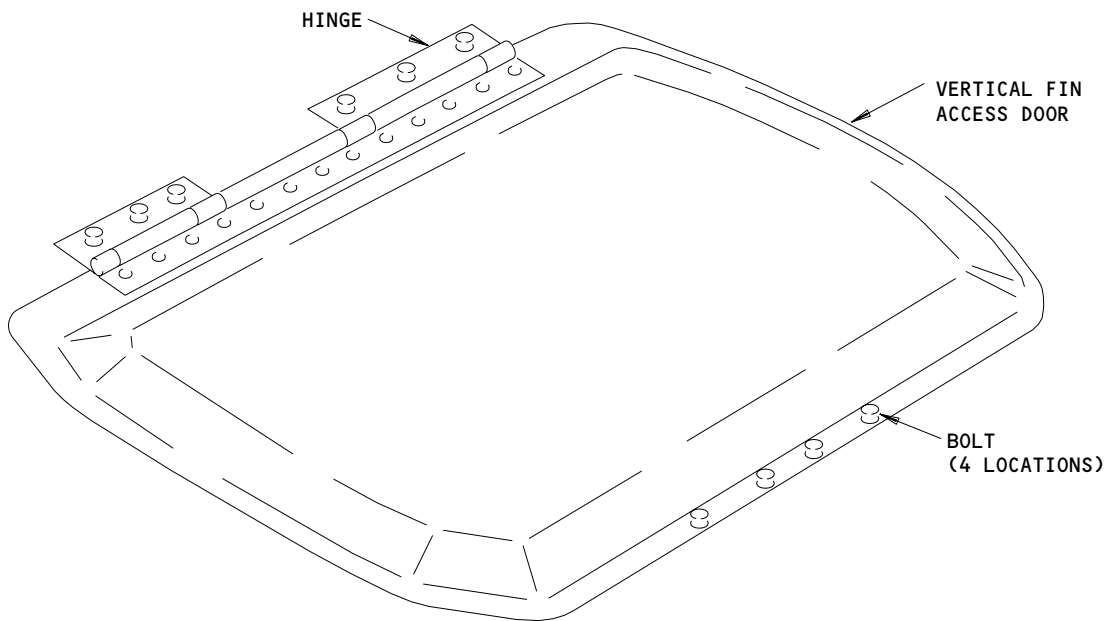
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Vertical Fin Access Door
Figure 8

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FORWARD ACCESS DOOR – REMOVAL/INSTALLATION

1. General

- A. This procedure contains two tasks. The first task is the removal of the forward access door. The second task is the installation of the forward access door.
- B. The initial door is cut to the correct dimensions for the cutout opening in the fuselage during the assembly of the airplane. It is not necessary to remove the skin around the edges of the door when you install the initial door. It can be necessary to remove the unwanted skin around the edges of the door when you install a new, replacement door.
- C. Refer to 52-71-00/501 for the adjustment and the system test of the proximity sensors for the door warning system.

TASK 52-48-01-004-036

2. Remove the Forward Access Door (Fig. 401)

A. Access

- (1) Location Zone
100 Lower Half of Fuselage
- (2) Access Panel
113AL Forward Access Door

B. Procedure – Remove the Forward Access Door

- S 014-001
- (1) Open the forward access door.
- S 024-004
- (2) Disconnect the electrical bonding jumpers from the two hinge arms (View B-B).
- S 024-003
- (3) Remove the fasteners that hold the hinge arms to the hinge attach fittings (View F-F).
- S 024-002
- (4) Remove the forward access door from the airplane.

TASK 52-48-01-404-005

3. Install the Forward Access Door (Fig. 401)

A. References

- (1) 20-41-00/201, Static Grounding

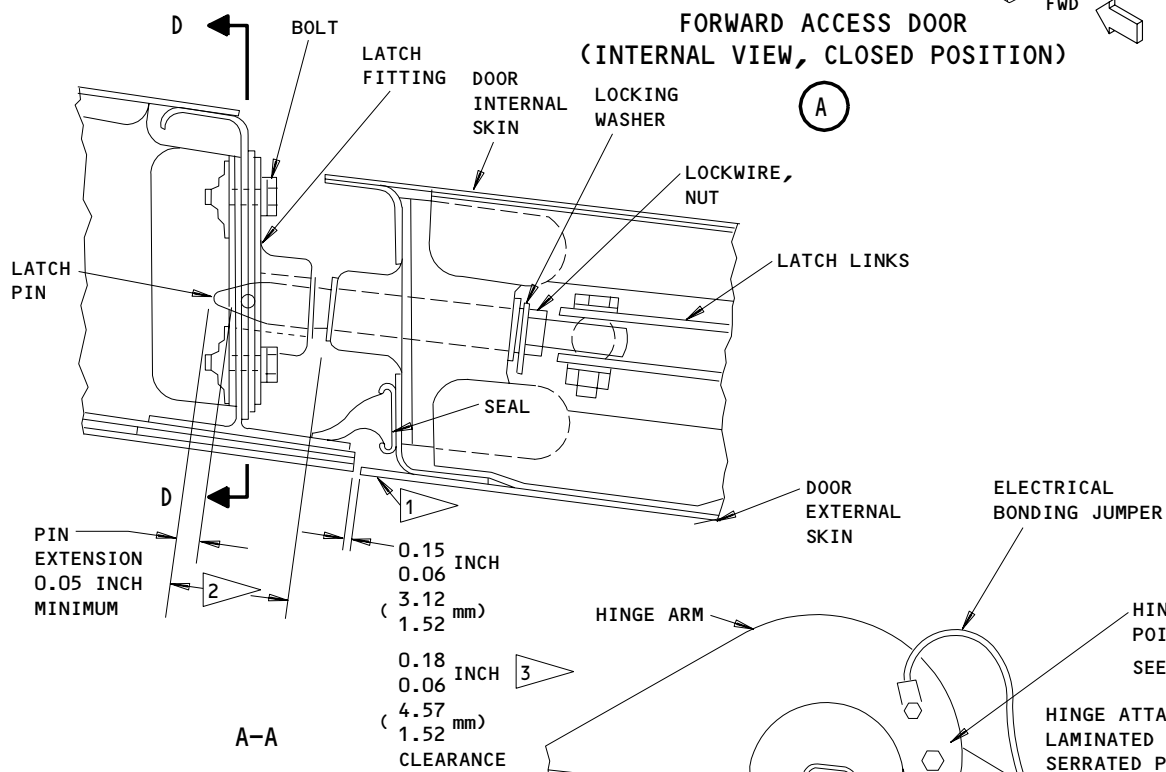
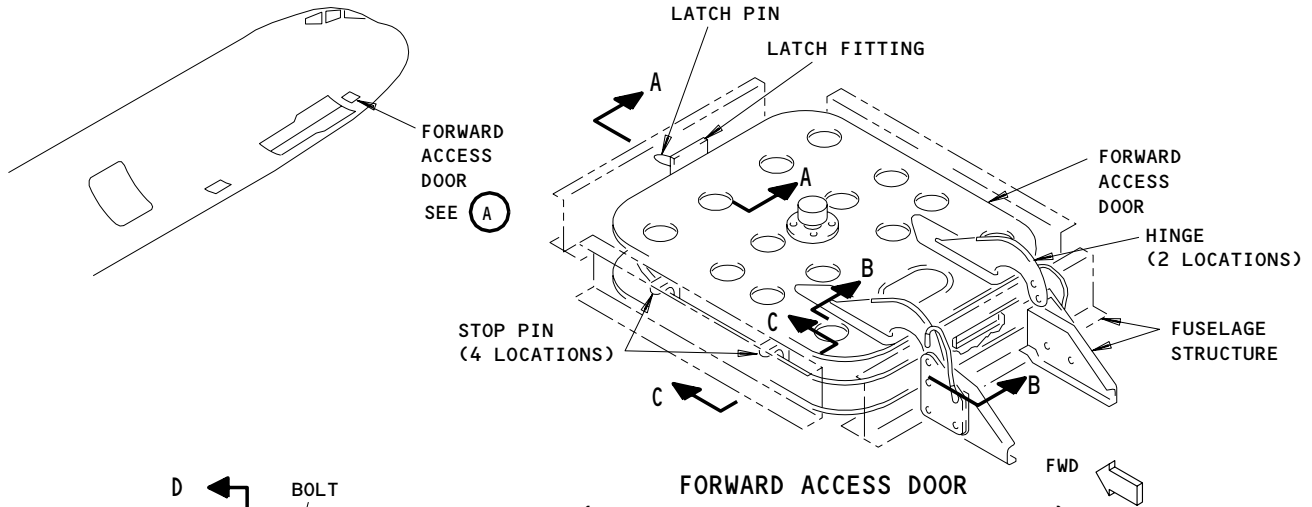
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- 1** 0.00 +0.02 INCH (0.00 +0.51 mm)
-0.02 -0.51 mm)
FLUSHNESS WHEN THE 4 STOP PINS TOUCH THE 4 MATING STOP PADS. USE A FLUSHNESS DIMENSION OF
-0.04 +0.01 INCH (-1.02 +0.25 mm)
-0.09 -2.29 mm)
ONLY WITH THE AERO-AVERAGING METHOD TO DETERMINE ACCEPTABLE DEVIATIONS.
- 2** PIN EXTENSION IS 1.40 TO 1.45 INCH

Forward Access Door
Figure 401 (Sheet 1)

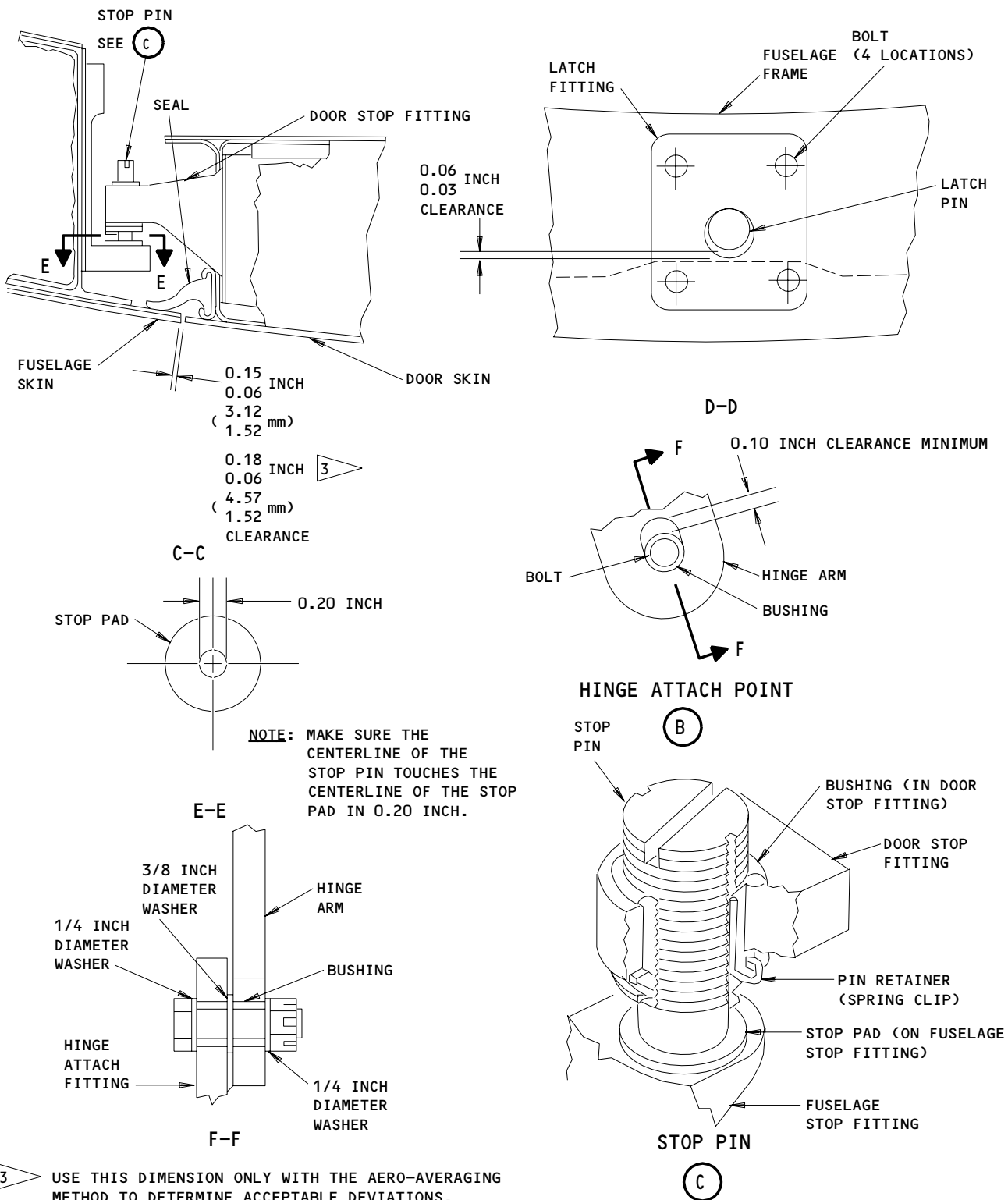
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Forward Access Door
Figure 401 (Sheet 2)

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- (2) 52-71-00/501, Door Warning System
- B. Access
 - (1) Location Zone
 - 100 Lower Half of Fuselage
 - (2) Access Panel
 - 113AL Forward Access Door
- C. Prepare to Install the Forward Access Door
 - S 424-006
 - (1) Install a stop pin at each of the door stop fittings (View C).
 - S 824-007
 - (2) Turn back the stop pin until the end that has threads is aligned smoothly with the bottom of the door stop fitting.
 - S 014-035
 - (3) If you installed the pressure seal, remove it from the forward access door (View A-A).
 - S 034-034
 - (4) Loosen the bolts that attach the serrated plate and the latch fitting to the fuselage frame (Views A-A and D-D).
 - S 034-033
 - (5) Loosen the bolts that hold the hinge attach fittings and the serrated plates (View B-B).
- D. Install and Adjust the Forward Access Door
 - S 424-032
 - (1) Put the forward access door in the correct position in the fuselage cutout and move forward and aft to get the correct clearances (View A-A).
 - (a) If the clearance between the outer door skin and fuselage skin is not in the clearance range shown in Fig. 401, use the Aero-Averaging method to determine if the clearance deviation is acceptable:
 - 1) Use a non-permanent marker to make 5 equally spaced location marks on the forward edge of the door. Make sure the outboard marks are on the forward tangent point of the door corners.

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- 2) Use a non-permanent marker to make 5 equally spaced location marks on the aft edge of the door. Make sure the outboard marks are on the aft tangent point of the door corners.
- 3) Make sure the door is closed.
- 4) Measure and record the clearance between the door skin and fuselage skin at each of the 10 location marks.
- 5) Make sure the clearance dimensions are in the range of requirements for Aero-Averaging (Fig. 401).
- 6) Remove the location marks.
- 7) Use Table 401 to determine a drag value for each of the 10 clearances.
- 8) Calculate the sum of the 10 drag values.
- 9) Divide the sum of the 10 drag values by 10.
- 10) If the sum of the drag values divided by 10 is less than 1.00, then the clearance deviation is acceptable.

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Table 401	
CLEARANCE Inch (mm)	DRAG VALUE
0.06 (1.52)	0.50
0.07 (1.78)	0.58
0.08 (2.03)	0.67
0.09 (2.29)	0.75
0.10 (2.59)	0.83
0.11 (2.79)	0.92
0.12 (3.05)	1.00
0.13 (3.30)	1.08
0.14 (3.56)	1.17
0.15 (3.81)	1.25
0.16 (4.06)	1.33
0.17 (4.32)	1.42
0.18 (4.57)	1.50

- S 224-031
- (2) Make sure the forward access door stop pins are aligned to the center of the mating stop pads on the structure to the correct limits (View E-E).

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S 824-030

- (3) Adjust the inboard and the outboard clearances between the door skin and the fuselage skin (View C-C).

S 824-029

- (4) Keep the clearances and adjust the door stop pins against the stop pads to get the correct flushness (View A-A).
- (a) If the door flushness is not in the range shown in Fig. 401, use the Aero-Averaging method to determine if the flushness deviation is acceptable:
- 1) Use a non-permanent marker to make 5 equally spaced location marks on the forward edge of the door. Make sure the outboard marks are on the forward tangent point of the door corners.
 - 2) Use a non-permanent marker to make 5 equally spaced location marks on the aft edge of the door. Make sure the outboard marks are on the aft tangent point of the door corners.
 - 3) Make sure the door is closed.
 - 4) Measure and record the door flushness at each of the 10 location marks.
 - 5) Make sure the flushness dimensions are in the range of flushness requirements for Aero-Averaging (Fig. 401).
 - 6) Remove the location marks.
 - 7) Use Table 402 to determine a drag value for each of the 10 flushness dimensions.
 - 8) Calculate the sum of the 10 drag values.
 - 9) Divide the sum of the 10 drag values by 10.
 - 10) If the sum of the drag values divided by 10 is less than 1.00, then the flushness deviation is acceptable.

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Table 402		
DOOR FLUSHNESS		DRAG VALUE
FWD EDGE Inch (mm)	AFT EDGE Inch (mm)	
-0.09 (-2.29)	0.01 (0.25)	2.07
-0.08 (-2.03)	0.00 (0.00)	1.57
-0.07 (-1.78)	-0.01 (-0.25)	1.07
-0.06 (-1.52)	-0.02 (-0.51)	0.64
-0.05 (-1.27)	-0.03 (-0.76)	0.29
-0.04 (-1.02)	-0.04 (-1.02)	0.00
-0.03 (-0.76)	-0.05 (-1.27)	0.29
-0.02 (-0.51)	-0.06 (-1.52)	1.07
-0.01 (-0.25)	-0.07 (-1.78)	1.93
0.00 (0.00)	-0.08 (-2.03)	2.93
0.01 (0.25)	-0.09 (-2.29)	4.00

S 424-028

- (5) Turn back each stop pin sufficiently to align the slot in the stop pin with the slot in the stop fitting (View C) and install the pin retainer (spring clip). Put the spring clip over the bushing flange to make sure the stop pin does not turn.

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- S 824-027
- (6) Add or remove the laminated shims between the intercostal and the serrated plates (View B-B) to install a 0.032-inch thick washer between each hinge arm and hinge attach fitting (View F-F).
- S 824-026
- (7) Align the holes in the hinge attach fittings and the hinge arms (View B).
- S 424-025
- (8) Tighten all the bolts, but do not tighten the electrical bonding jumper bolt.
- S 424-024
- (9) Attach the hinge arms to the hinge attach fittings with the bushings, bolts and nuts (View B).
- S 214-023
- (10) Make sure the mating surfaces of the electrical bonding jumpers, hinge arms, and attach fittings are clean.
- S 424-022
- (11) Install the electrical bonding jumpers on the two hinge arms (View B-B).
- S 864-037
- (12) Do the "Adjust the Latch Fitting," "Adjust the Latch Mechanism," "Install the Pressure Seal," and "Do a Check on the Forward Access Door Operation" procedures that follow.
- E. Adjust the Latch Fitting
- S 214-021
- (1) Make sure the latch fitting and the serrated plate are installed and loosened (Views A-A and D-D).

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S 864-020

- (2) Make sure you keep the correct clearances and flushness for the forward access door.

S 824-019

- (3) Put the latch fitting in the position to get the correct clearance (View D-D) between the outboard side of the latch pin and the hole in the latch fitting.

F. Adjust the Latch Mechanism

S 224-018

- (1) Make sure the extension of the latch pin farther than the cutout in the forward frame is in the correct limits (View A-A).

S 824-017

- (2) If it is necessary, do the steps that follow to adjust the latch pin:
 - (a) Turn back the latch pin nut to release the rod end locking washer.
 - (b) Turn the latch pin out until you get the extension in the correct limits.

S 424-016

- (3) Attach the latch pin locking washer with the nut and the lockwire.

G. Install the Pressure Seal

S 424-015

CAUTION: DO NOT USE SHARP TOOLS WHEN YOU INSTALL THE PRESSURE SEAL. IF YOU USE A SHARP TOOL, DAMAGE TO THE PRESSURE SEAL CAN OCCUR.

- (1) Install the pressure seal with your fingers.

NOTE: Use water to lubricate the seal during the installation if it is necessary.

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H. Do a Check on the Forward Access Door Operation

S 864-013

- (1) Close and latch the forward access door.

S 214-012

- (2) Make sure the pressure seal touches the internal surface of the fuselage skin around the forward access door (View A-A).

NOTE: The seal holds the door in a position inboard of the limits for the flushness. The cabin pressure in flight will push the door outboard to compress the pressure seal.

S 864-011

- (3) Operate the door handle. Make sure the handle and the latch mechanisms do not catch and there is free movement.

S 224-010

- (4) Make sure the force to unlatch the forward access door is 15-50 pound-inches.

S 224-009

- (5) Make sure the force to latch the forward access door is not more than 70 pound-inches.

NOTE: It is necessary to pull down on the door to push the pressure seal outboard.

S 214-008

- (6) Turn the forward access door to the open position. Make sure the rubber bumper and the hold-open latch (not shown) engage correctly.

S 714-038

- (7) Adjust the Door Warning System (Ref 52-71-00)

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ELECTRICAL/ELECTRONICS ACCESS DOOR – REMOVAL/INSTALLATION

1. General

- A. This procedure contains two tasks. The first task is the removal of the electrical/electronics access door. The second task is the installation of the electrical/electronics access door.
- B. You can install the electrical/electronics access door with the airplane on its landing gear.
- C. The initial door is cut to the correct dimensions for the cutout opening in the fuselage during the assembly of the airplane. It is not necessary to remove the skin around the edges of the door when you install the initial door. It can be necessary to remove the unwanted skin around the edges of the door when you install a new, replacement door.
- D. Refer to 52-71-00/501 for the adjustment and the system test of the proximity sensors for the door warning system.

TASK 52-48-02-004-020

2. Remove the Electrical/Electronics Access Door

A. Equipment

- (1) Electrical/Electronics Access Door Safety Barrier, B52006-1

B. Access

- (1) Location Zone
100 Lower Half of Fuselage
- (2) Access Panel
119BL Electrical/Electronics Access Door

C. Procedure – Remove the Electrical/Electronics Access Door

S 014-021

- (1) Unlatch and open the electrical/electronics access door.

S 024-022

- (2) Remove the two bolts at the hinge attach points to disconnect the electrical/electronics access door from the airplane structure (View A-A, Fig. 401).

S 024-023

- (3) Remove the electrical/electronics access door.

S 494-024

- (4) Install the electrical/electronics access door safety barrier.

TASK 52-48-02-404-025

3. Install the Electrical/Electronics Access Door

A. Equipment

- (1) Electrical/Electronics Access Door Safety Barrier, B52006-1

B. Consumable Materials

- (1) D00633 Grease – BMS 3-33 (Preferred)

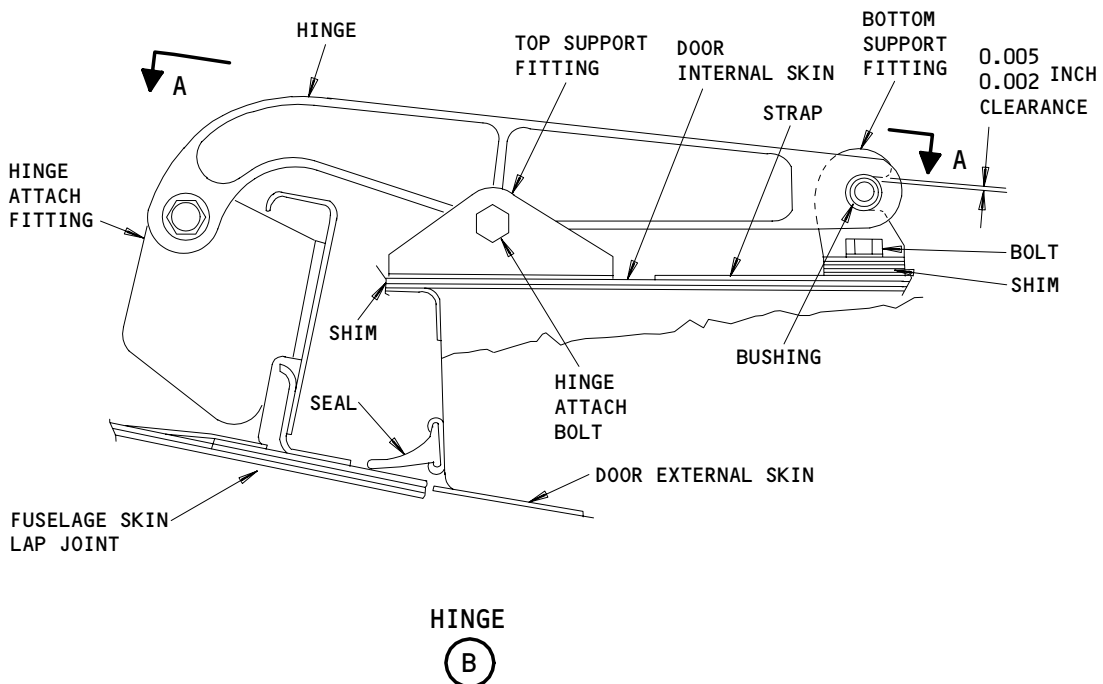
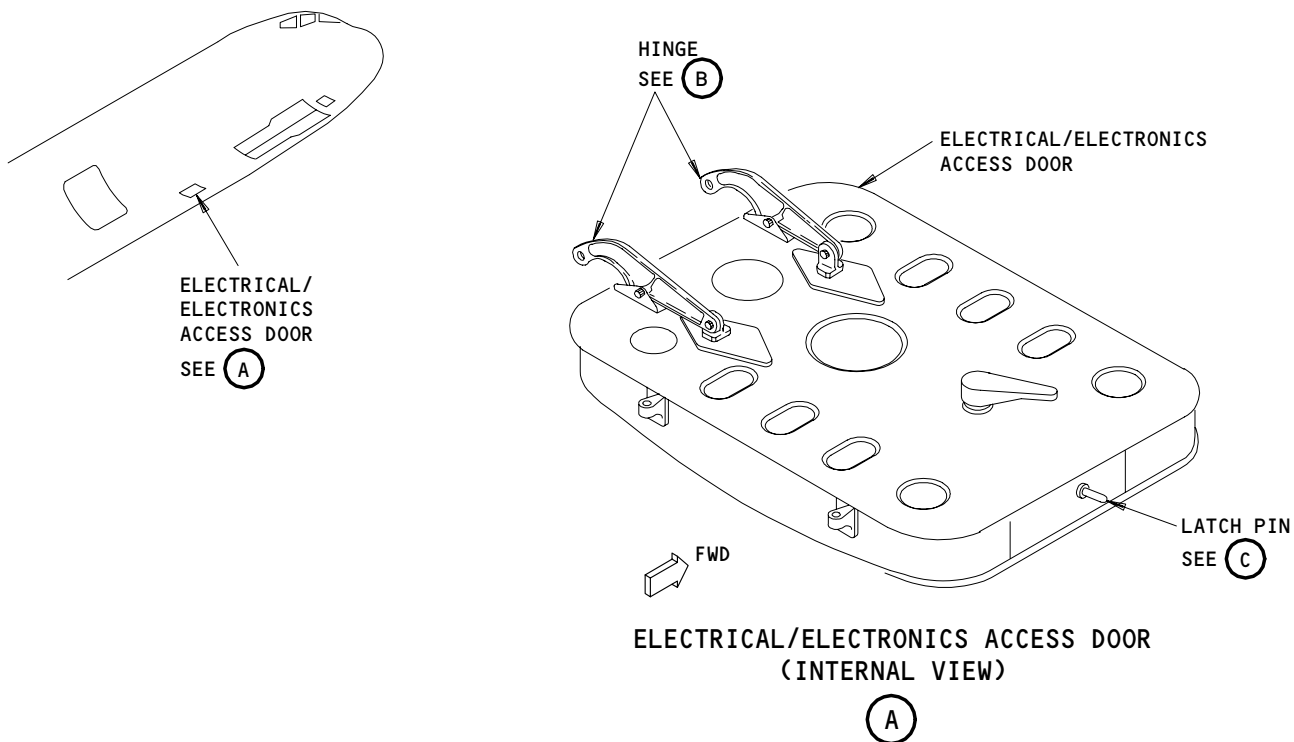
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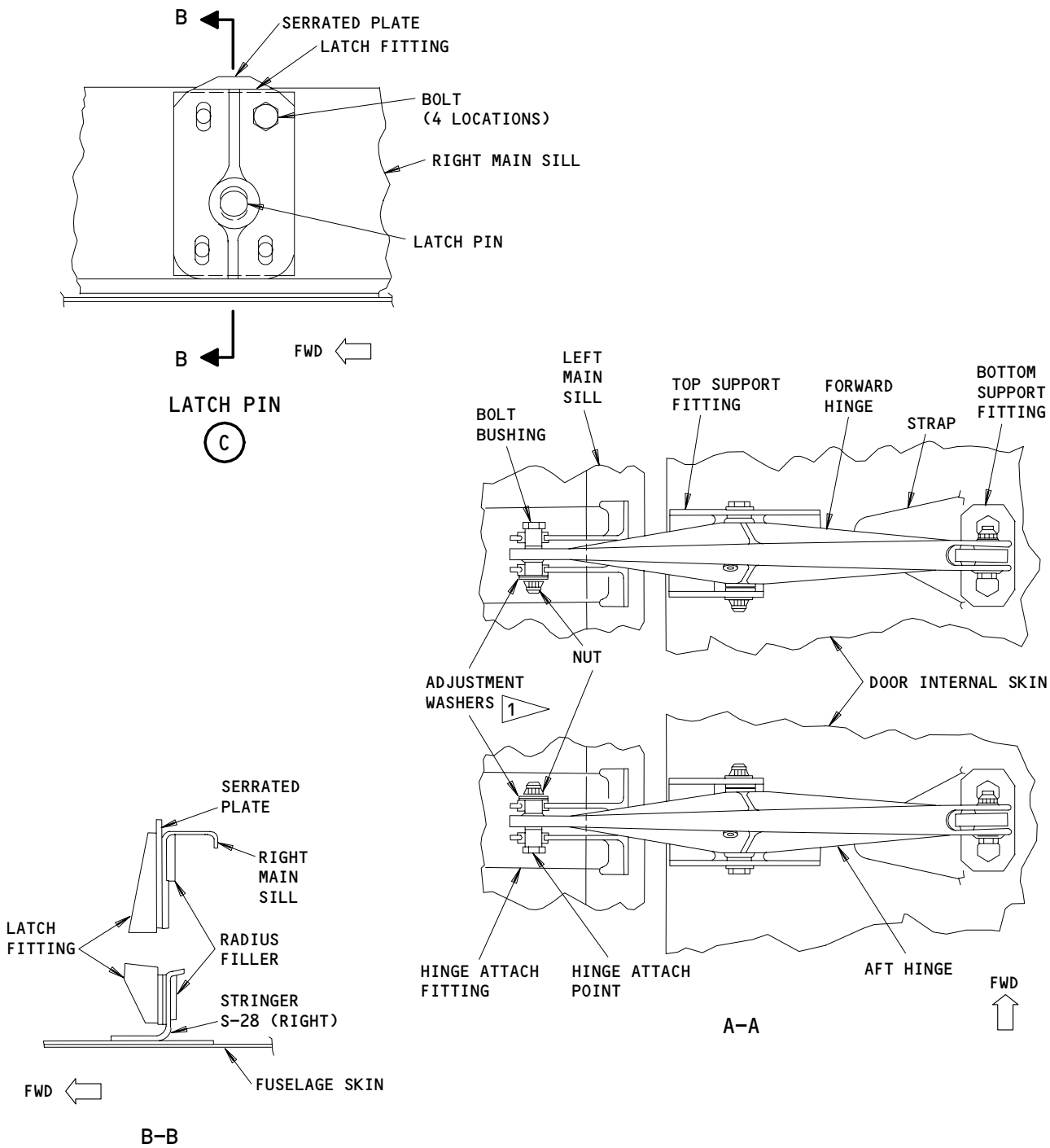
Electrical/Electronics Access Door Installation
Figure 401 (Sheet 1)

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1 ADD ADJUSTMENT WASHERS TO KEEP THE FORWARD AND AFT MOVEMENT OF THE DOOR BETWEEN 0.005 AND 0.016 INCH

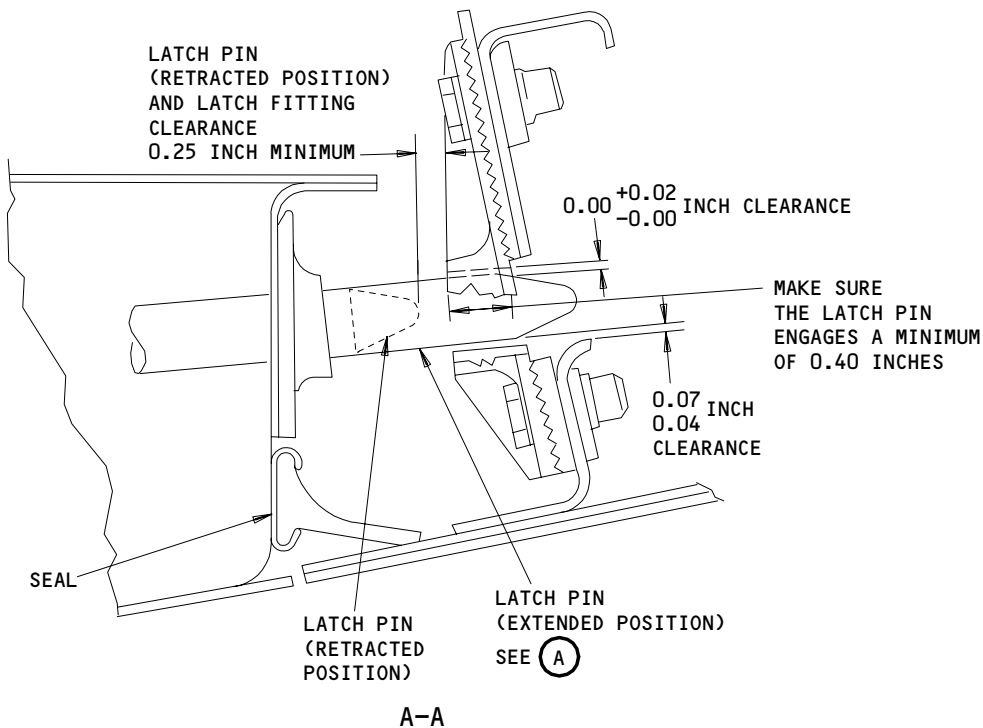
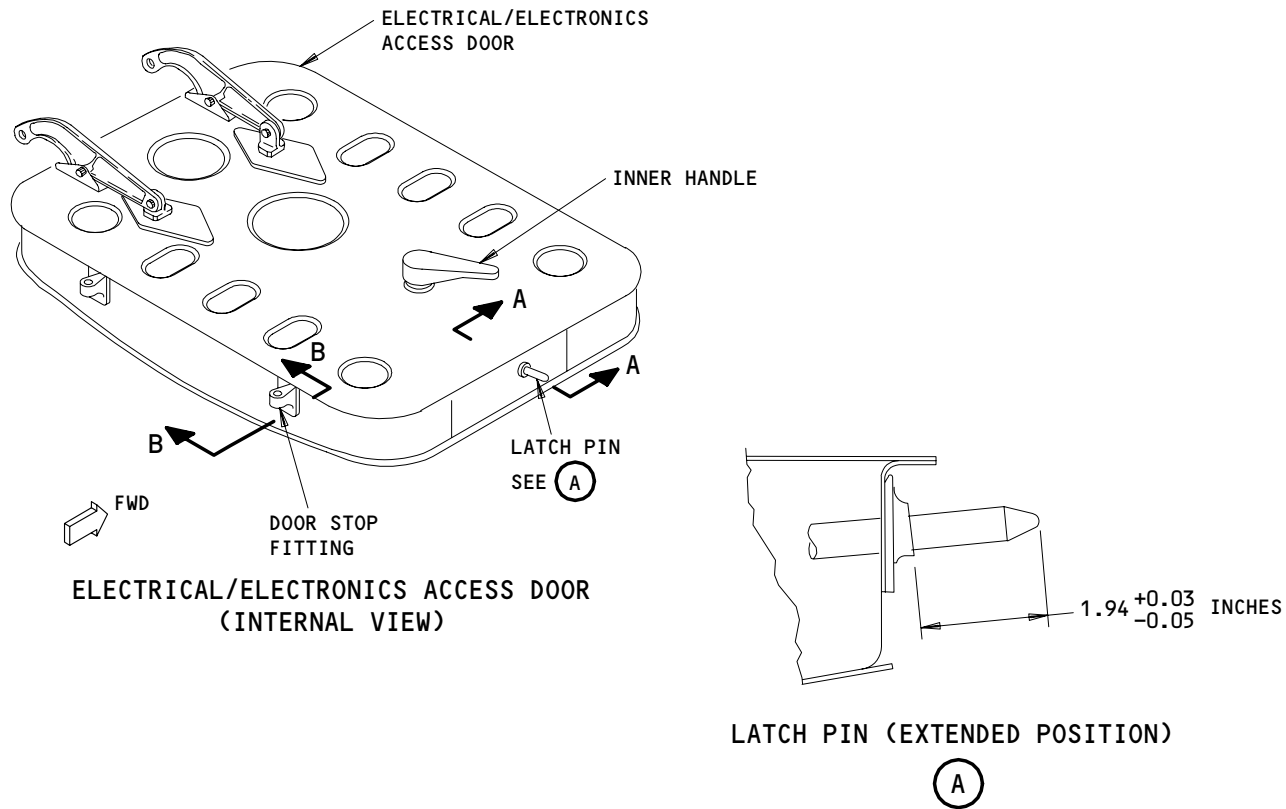
Electrical/Electronics Access Door Installation
Figure 401 (Sheet 2)

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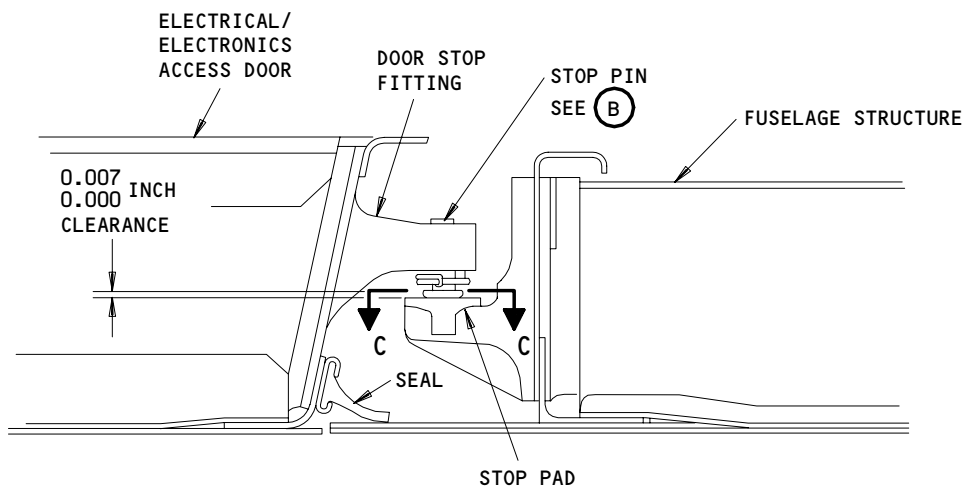
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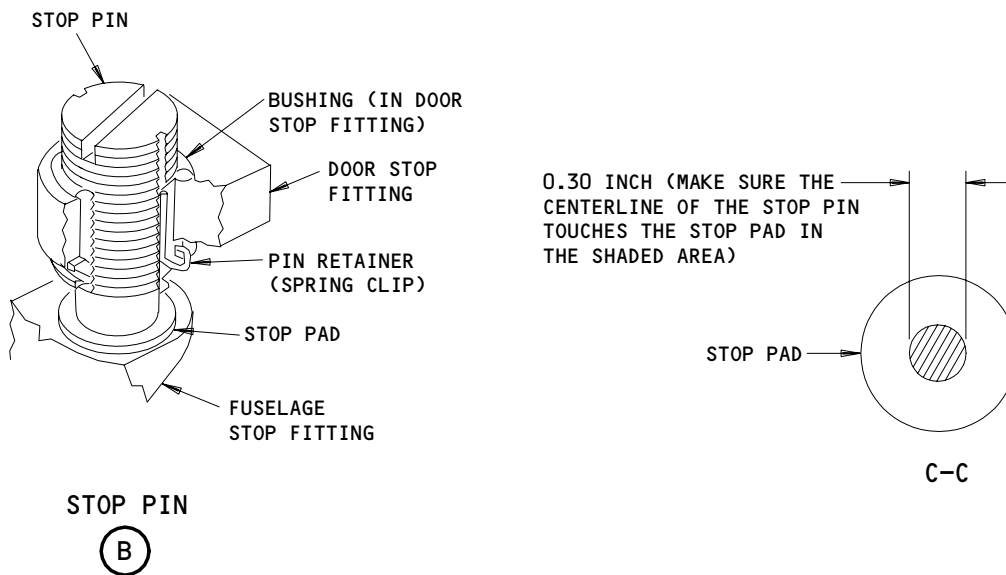
Electrical/Electronics Access Door Adjustment
Figure 402 (Sheet 1)

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B-B



Electrical/Electronics Access Door Adjustment
Figure 402 (Sheet 2)

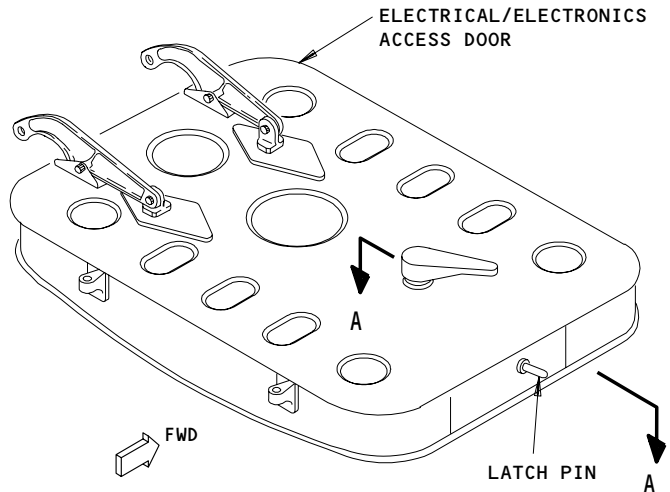
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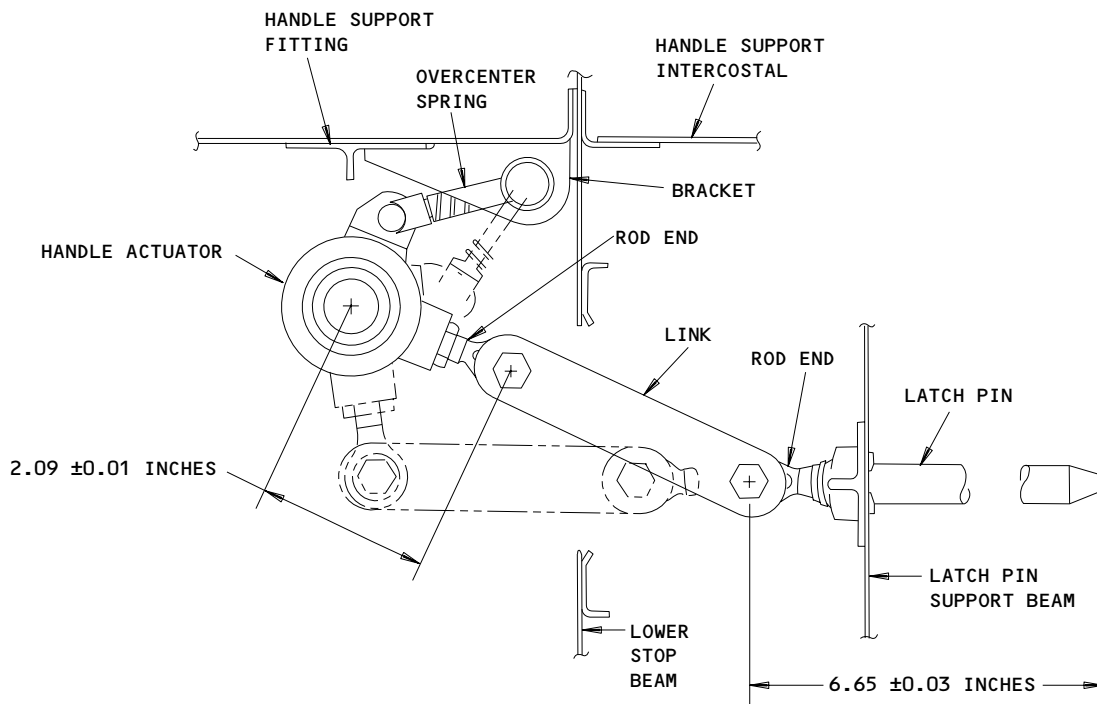
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ELECTRICAL/ELECTRONICS ACCESS DOOR (INTERNAL VIEW)



HANDLE AND LATCH PIN MECHANISM

A-A

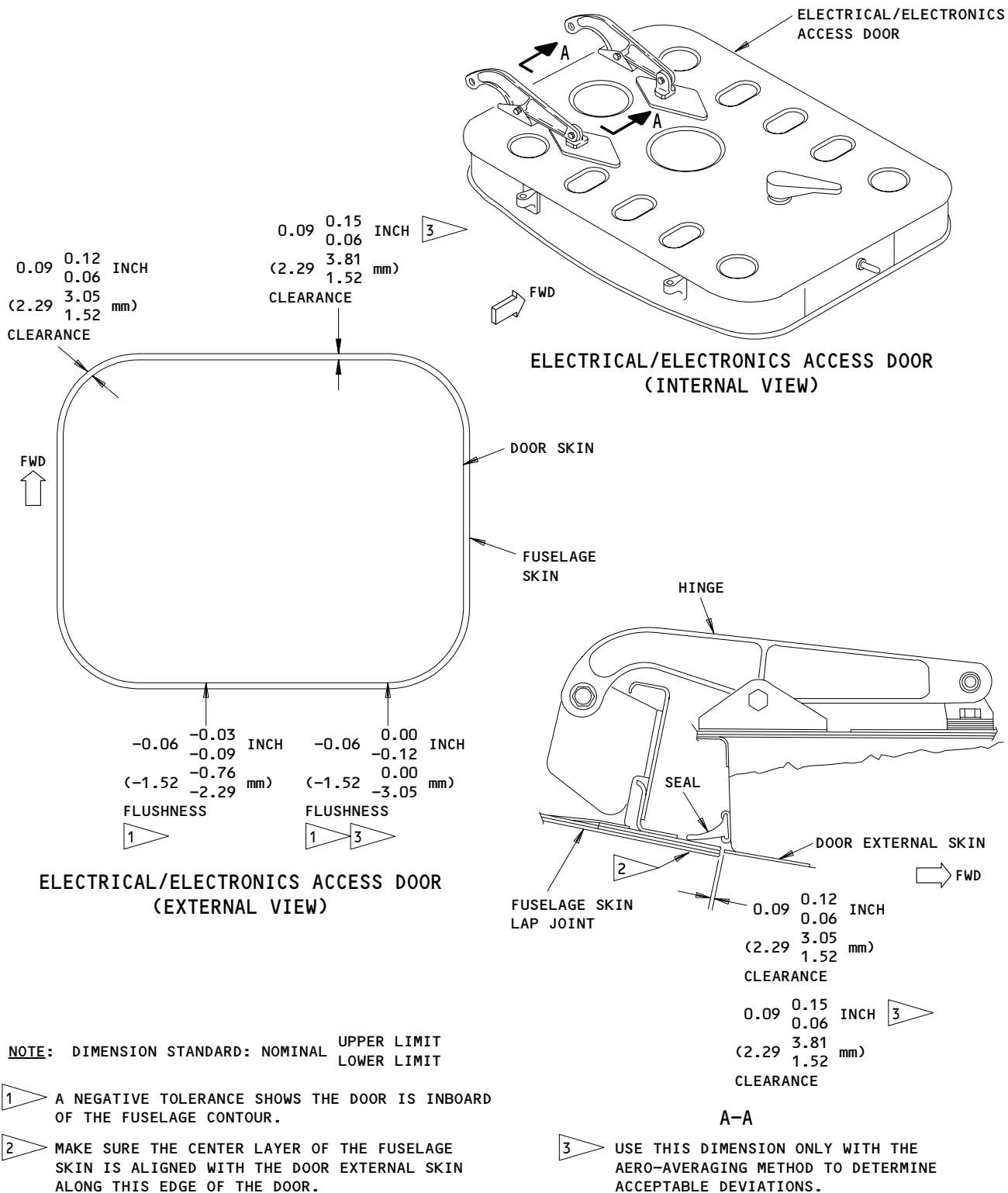
Latch Pin Mechanism Adjustment
Figure 403

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Electrical/Electronics Access Door Skin Clearances and Flushness
Figure 404

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- (2) D00013 Grease - MIL-PRF-23827 (Supersedes MIL-G-23827) (Alternate)
- (3) C00259 Primer, BMS 10-11, type 1

C. Access

- (1) Location Zone
100 Lower Half of Fuselage
- (2) Access Panel
119BL Electrical/Electronics Access Door

D. Prepare to Install the Electrical/Electronics Access Door

S 094-026

- (1) Remove the electrical/electronics access door safety barrier.

S 424-027

- (2) Install a stop pin at each of the stop fittings (4 locations) on the electrical/electronics access door (Views B-B and B, Fig. 402).

S 824-028

- (3) Turn back the stop pin until the end that has threads is aligned smoothly with the bottom of the bushing in the door stop fitting.

S 024-029

- (4) If you installed the pressure seal, remove it from the electrical/electronics access door (View B, Fig. 401).

E. Install the Electrical/Electronics Access Door

NOTE: If you install a new, replacement door, it is necessary to adjust to adjust the door.

S 034-030

- (1) Loosen the 4 bolts that hold the latch fitting, serrated plate and radius filler on the airplane structure (Views C and B-B, Fig. 401).

S 034-031

- (2) Loosen the bolts that hold the hinge bottom support fittings (View B, Fig. 401).

S 424-032

- (3) Put the electrical/electronics access door in the correct position in the door cutout.

S 424-033

- (4) Install the bushings and the bolts through the door hinges and the forward and aft hinge attach fittings (View A-A, Fig. 401). Apply grease to the bushings and the bolts on the hinge attach fittings.

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S 714-049

- (5) If you install the initial door, do the "Install the Pressure Seal" and "Do a Check on the Electrical/Electronics Access Door Operation" procedures that follow.

S 714-048

- (6) If you install a new, replacement door do the "Remove the Unwanted Skin Around the Door Edges," "Adjust the Electrical/Electronics Access Door Forward and Aft," "Adjust the Electrical/Electronics Access Door Flushness," "Adjust the Latch Mechanism," "Install the Pressure Seal," and "Do a Check on the Electrical/Electronics Access Door Operation" procedures that follow.

F. Remove the Unwanted Skin Around the Door Edges

NOTE: Do this procedure when you install a new, replacement electrical/electronics access door. The door is manufactured with 1/8 inch more skin than necessary on all of the sides.

S 864-034

- (1) Put the electrical/electronics access door in the cutout opening.

S 224-035

- (2) Make sure the door stop pins align with the center of the mating stop pads to 0.10 inch (Views B-B and C-C, Fig. 402).

S 354-036

- (3) Make initial marks on the electrical/electronics access door skin to remove the unwanted skin around the door edges.

S 354-037

- (4) Open the electrical/electronics access door and remove the unwanted skin from the door edges to make the fit of the door in the cutout correct.

S 864-038

- (5) Close the electrical/electronics access door and use the handle to extend the latch pin into the latch fitting (View C, Fig. 401 and View A-A, Fig. 402).

S 224-039

- (6) Put the electrical/electronics access door in the cutout opening to make the stop pins align with the centers of the mating stop pads to 0.10 inch (Views B-B and C-C, Fig. 402).

S 354-040

- (7) Make marks on the electrical/electronics access door skin for the final skin removal to get the correct clearances (Fig. 404).

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- S 354-041
- (8) Open the electrical/electronics access door and remove the unwanted external skin from the door edges.
- S 214-042
- (9) Do a check on the clearances of the door skin (Fig. 404).
- (a) If the clearance between the outer door skin and fuselage skin is not in the clearance range shown in Fig. 404, use the Aero-Averaging method to determine if the clearance deviation is acceptable:
- 1) Use a non-permanent marker to make 5 equally spaced location marks on the forward edge of the door. Make sure the outboard marks are on the forward tangent point of the door corners.
 - 2) Use a non-permanent marker to make 5 equally spaced location marks on the aft edge of the door. Make sure the outboard marks are on the aft tangent point of the door corners.
 - 3) Make sure the door is closed.
 - 4) Measure and record the clearance between the door skin and fuselage skin at each of the 10 location marks.
 - 5) Make sure the clearance dimensions are in the range of requirements for Aero-Averaging (Fig. 404).
 - 6) Remove the location marks.
 - 7) Use Table 401A to determine a drag value for each of the 10 clearances.
 - 8) Calculate the sum of the 10 drag values.
 - 9) Divide the sum of the 10 drag values by 10.
 - 10) If the sum of the drag values divided by 10 is less than 1.00, then the clearance deviation is acceptable.

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Table 401A	
CLEARANCE Inch (mm)	DRAG VALUE
0.06 (1.52)	0.50
0.07 (1.78)	0.58
0.08 (2.03)	0.67
0.09 (2.29)	0.75
0.10 (2.59)	0.83
0.11 (2.79)	0.92
0.12 (3.05)	1.00
0.13 (3.30)	1.08
0.14 (3.56)	1.17
0.15 (3.81)	1.25

G. Adjust the Electrical/Electronics Access Door Forward and Aft

S 864-043

- (1) Put the electrical/electronics access door in the closed and latched position.

S 224-044

- (2) Add adjustment washers between the bushings and the nut at each hinge (View A-A, Fig. 401) to get the clearances shown (Fig. 404).

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S 224-045

- (3) Make sure the electrical/electronics access door forward and aft movement is between 0.005 and 0.016 inches (Fig. 401).

S 224-046

- (4) Make sure that the stop pins align with the centers of the mating stop pads to 0.10 inch (Views B-B and C-C, Fig. 402).

S 434-047

- (5) Tighten the nuts at the hinge attach fitting to 50-75 pound-inches.
H. Adjust the Electrical/Electronics Access Door Flushness

S 224-050

- (1) Push outboard on the electrical/electronics access door and do a check for flushness (Fig. 404).
(a) Make sure the flushness is correct as shown in Fig. 404.

NOTE: On the forward side of the door the fuselage skin lap joint is not smoothly aligned with the door skin.

- (b) If the door flushness is not in the range shown in Fig. 404, use the Aero-Averaging method to determine if the flushness deviation is acceptable:
- 1) Use a non-permanent marker to make 5 equally spaced location marks on the forward edge of the door. Make sure the outboard marks are on the forward tangent point of the door corners.
 - 2) Use a non-permanent marker to make 5 equally spaced location marks on the aft edge of the door. Make sure the outboard marks are on the aft tangent point of the door corners.
 - 3) Make sure the door is closed.
 - 4) Measure and record the door flushness at each of the 10 location marks.
 - 5) Make sure the flushness dimensions are in the range of flushness requirements for Aero-Averaging (Fig. 404).
 - 6) Remove the location marks.
 - 7) Use Table 402 to determine a drag value for each of the 10 flushness dimensions.
 - 8) Calculate the sum of the 10 drag values.
 - 9) Divide the sum of the 10 drag values by 10.
 - 10) If the sum of the drag values divided by 10 is less than 1.00, then the flushness deviation is acceptable.

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Table 402		
DOOR FLUSHNESS		DRAG VALUE
FWD EDGE Inch (mm)	AFT EDGE Inch (mm)	
-0.12 (-3.05)		1.45
-0.11 (-2.79)		1.24
-0.10 (-2.54)		1.03
-0.09 (-2.29)		0.82
-0.08 (-2.03)	0.00 (0.00)	0.63
-0.07 (-1.78)	-0.01 (-0.25)	0.45
-0.06 (-1.52)	-0.02 (-0.51)	0.26
-0.05 (-1.27)	-0.03 (-0.76)	0.11
-0.04 (-1.02)	-0.04 (-1.02)	0.00
-0.03 (-0.76)	-0.05 (-1.27)	0.11
-0.02 (-0.51)	-0.06 (-1.52)	0.39
-0.01 (-0.25)	-0.07 (-1.78)	0.76
0.00 (0.00)	-0.08 (-2.03)	1.16
	-0.09 (-2.29)	1.58
	-0.10 (-2.54)	2.05
	-0.11 (-2.79)	2.53
	-0.12 (-3.05)	3.03

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S 824-045

- (2) Add or remove the shims between the hinge bottom support fittings and the straps until the clearance between the bushing and the inboard surface of the hook cutout in the end of each hinge is correct (View B, Fig. 401). This adjusts the flushness of the top side of the door.

NOTE: Adjust the stop pins at the same time you adjust the flushness. When the airplane is pressurized, the stop pins control the door flushness.

S 624-046

- (3) Apply the primer to the shims that do not have primer on them.

S 224-047

- (4) Adjust the two top stop pins (Views B-B and B, Fig. 402) until the stop pin touches the mating stop pad on the fuselage structure. Do not install the pin retainer (spring clip) at this time.

S 824-019

- (5) Adjust the flushness of the aft side of the door.

S 824-018

- (6) Adjust the latch fitting (View B-B, Fig. 401) to make the latch pin touch the inboard surface of the hole in the latch fitting in the correct limits (View B-B, Fig. 402).

S 224-017

- (7) Adjust the two bottom stop pins (Views B-B and B, Fig. 402) until the stop pin touches the mating stop pad on the fuselage structure.

S 214-016

- (8) Make sure the top stop pins stay on the stop pads.

S 824-015

- (9) Turn back each stop pin until a slot along the length of the pin is aligned with the subsequent slot in the door stop fitting bushing.

S 424-014

- (10) Install the pin retainer (spring clip) through the hole made by the aligned slots. Put the spring clip over the bushing flange.

I. Adjust the Latch Mechanism

S 224-013

- (1) Make sure the thin end of the latch pin (View A-A, Fig. 402) extends farther than the latch fitting.

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S 224-012

- (2) Make sure the thick part of the latch pin engages the hole in the latch fitting by the minimum dimension (View A-A, Fig. 402).

S 824-011

- (3) Use the rod end on the latch pin to adjust the latch (View A-A, Fig. 403).

S 864-010

- (4) Turn the door handle to fully release the latch. Make sure the end of the latch pin extends farther than the latch fitting by the minimum dimension (View A-A, Fig. 402).

S 224-009

- (5) Make sure the latch pin clearance from the latch fitting is the minimum dimension (View A-A, Fig. 402).

S 424-008

- (6) Use the lockwire on the latch pin rod end.

J. Install the Pressure Seal

NOTE: The pressure seal is a one-piece, lip-type seal made of Dacron fabric and silicone rubber, integrally molded.

S 424-007

CAUTION: DO NOT USE A SHARP TOOL WHEN YOU INSTALL THE PRESSURE SEAL. IF YOU USE A SHARP TOOL, DAMAGE TO THE PRESSURE SEAL CAN OCCUR.

- (1) Install the pressure seal with your fingers.

NOTE: Use water to lubricate the pressure seal during the installation if it is necessary.

K. Do a Check on the Electrical/Electronics Access Door Operation

S 864-006

- (1) Close and latch the electrical/electronics access door.

S 214-005

- (2) Make sure the pressure seal touches the internal surface of the door cutout reinforcement strap along the sides of the pressure seal (View A-A, Fig. 402).

NOTE: The pressure seal holds the door in a position inboard of the limits for flushness. The cabin pressure in flight will push the door outboard to compress the pressure seal.

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- S 214-004
- (3) Operate the door handle and do a check that the handle and latch mechanism move freely.
- S 224-003
- (4) Make sure the force to unlatch the electrical/electronics access door is 15-50 pound-inches.
- S 224-002
- (5) Make sure the force to latch the electrical/electronics access door is not more than 70 pound-inches.

NOTE: Pull down on the door to compress the pressure seal.

- S 214-001
- (6) Turn the electrical/electronics access door to the open position. Make sure the rubber bumper touches the stop on the fuselage structure.

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AIR CONDITIONING ACCESS DOOR – REMOVAL/INSTALLATION

1. General

- A. This procedure contains two tasks. The first task is the removal of the air conditioning access door. The second task is the installation of the air conditioning access door.
- B. The initial door is cut to the correct dimensions for the cutout opening in the fuselage during the assembly of the airplane. It is not necessary to remove the skin around the edges of the door when you install the initial door. It can be necessary to remove the unwanted skin around the edges of the door when you install a new, replacement door.

TASK 52-48-03-004-001

2. Remove the Air Conditioning Access Door (Fig. 401)

A. Equipment

- (1) MLG Door and Air Conditioning Door Handling
Tool – B32043-1
- (2) Engine Accessory Lift Fixture – A71015-87

B. Access

- (1) Location Zone
100 Lower Half of Fuselage
- (2) Access Panels
193HL Air Conditioning Access Door (Left)
194ER Air Conditioning Access Door (Right)

C. Procedure – Remove the Air Conditioning Access Door

S 014-002

- (1) Open the air conditioning access door.

S 024-003

- (2) Disconnect the telescoping strut from the fitting on the air conditioning access door. Put tags on the fasteners to make sure you can subsequently install in the correct sequence.

S 024-004

- (3) Disconnect the bonding jumper from each door hinge arm (View C-C).

S 494-005

- (4) Attach the MLG door and air conditioning door handling tool to the engine accessory lift fixture (Fig. 403).
 - (a) Put the engine lift fixture in a position to make the fitting align with the door hinge arms.
 - (b) Hold the fittings with the pin and hold the weight of the air conditioning access door.

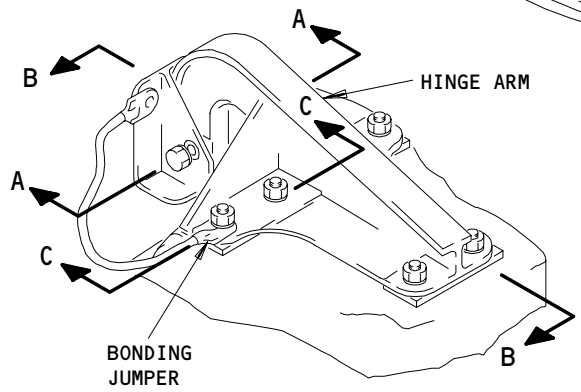
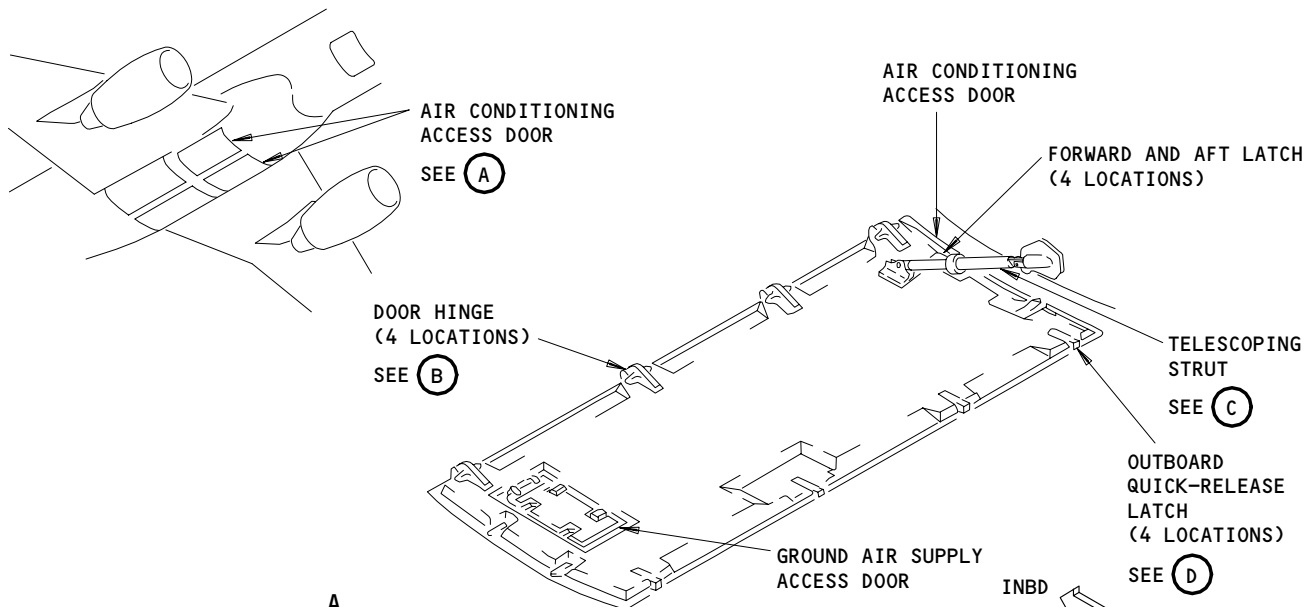
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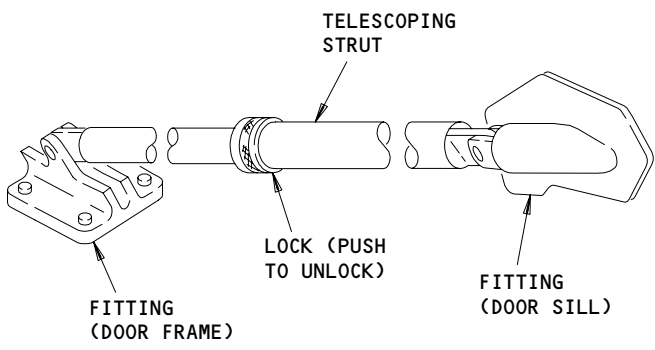
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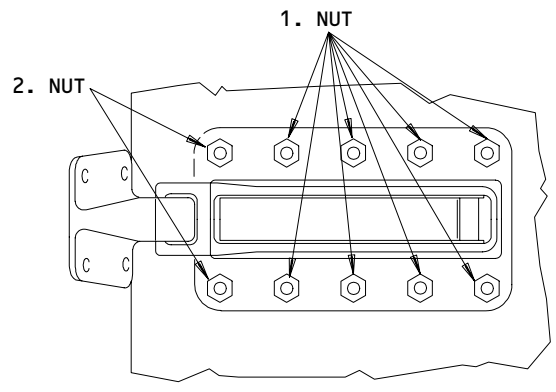


DOOR HINGE
(B)

AIR CONDITIONING ACCESS DOOR
(EXAMPLE, INTERNAL VIEW)
(A)



TELESCOPING STRUT
(C)



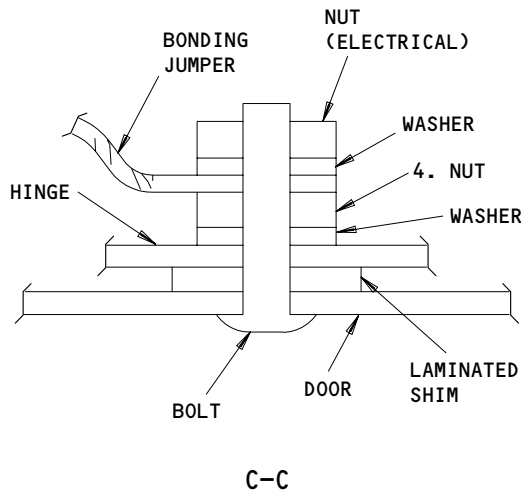
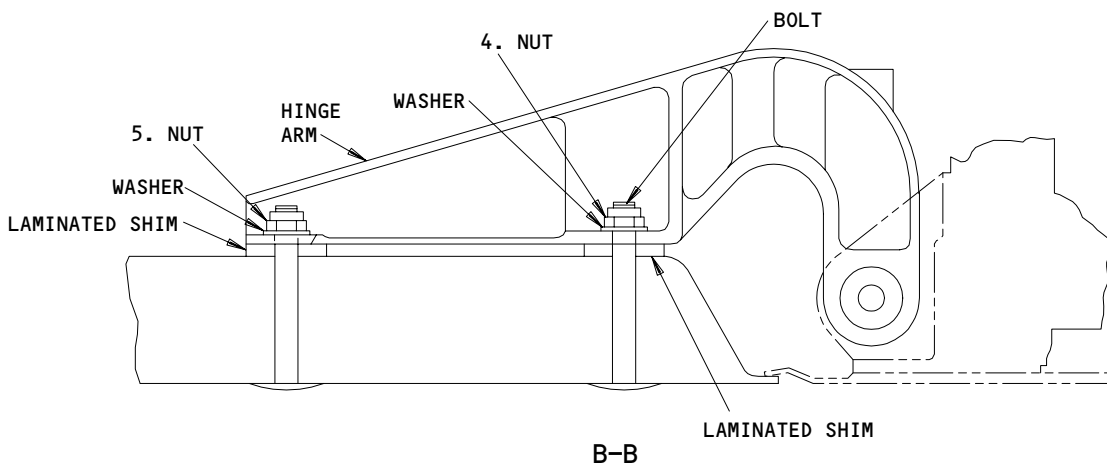
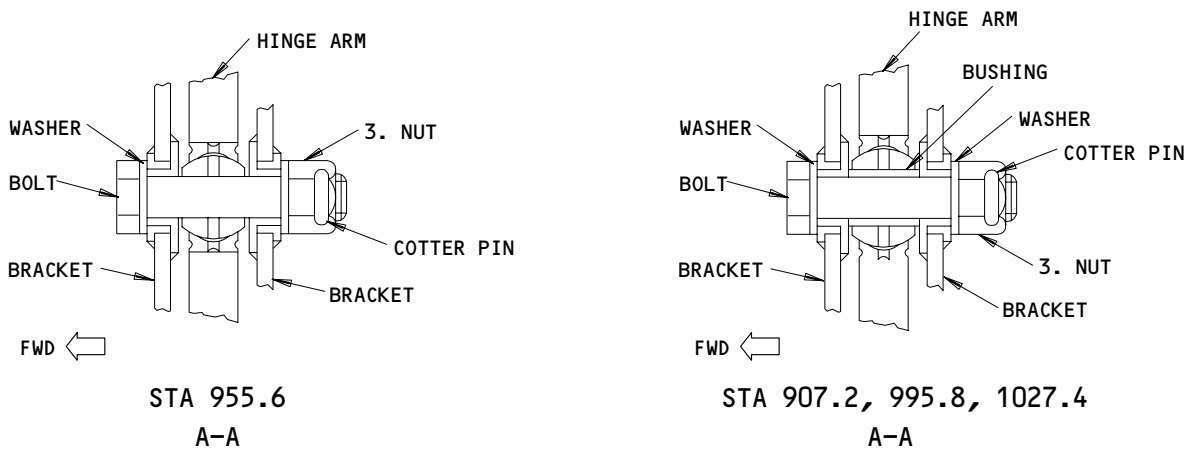
OUTBOARD QUICK-RELEASE LATCH
(D)

Air Conditioning Access Door Installation
Figure 401 (Sheet 1)

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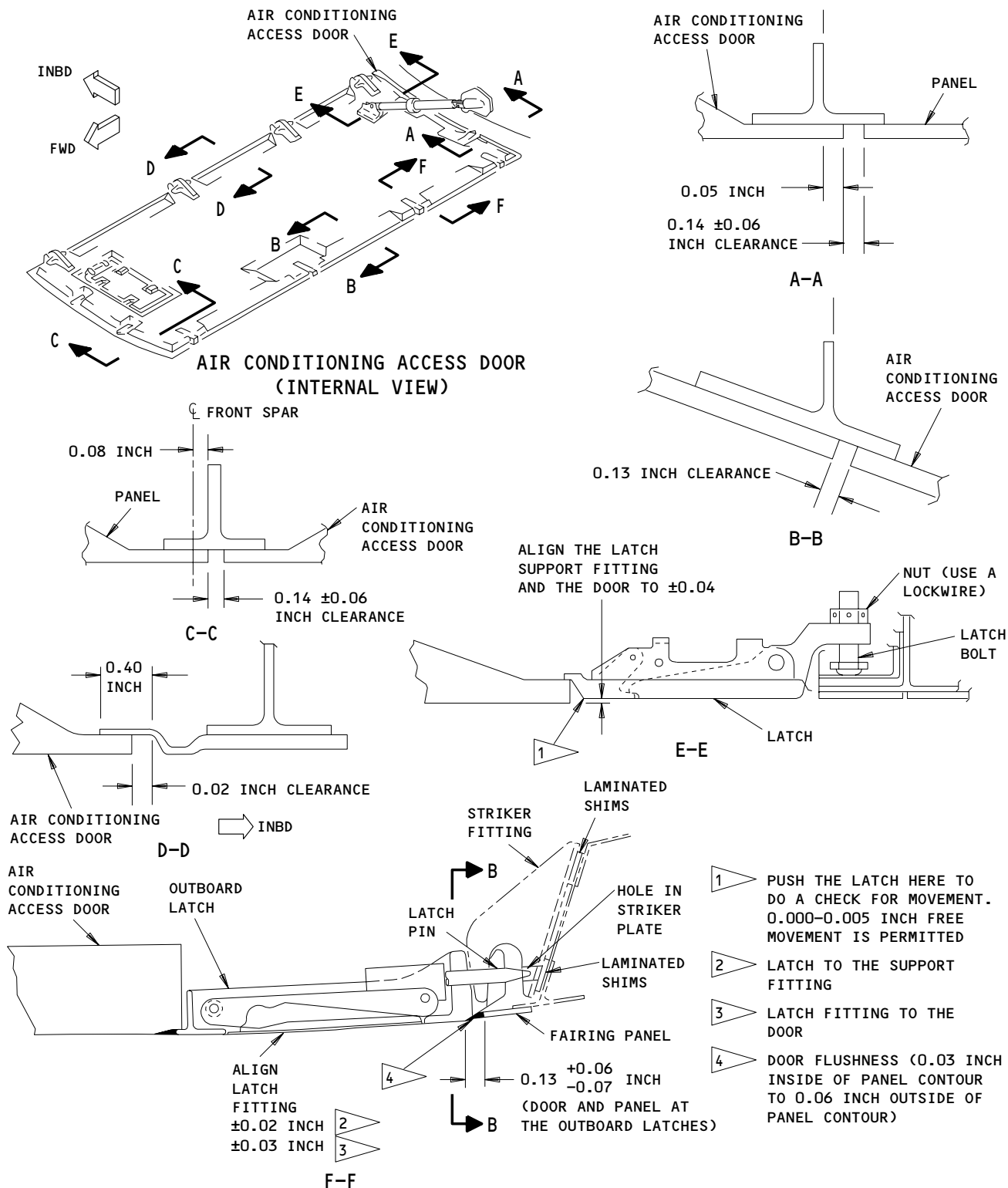
Air Conditioning Access Door Installation
Figure 401 (Sheet 2)

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Air Conditioning Access Door Gaps and Misfair Tolerances
Figure 402

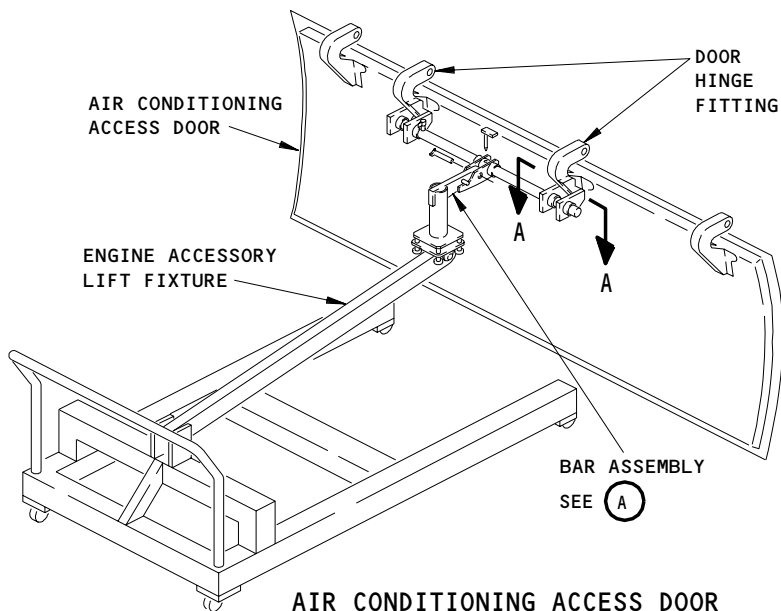
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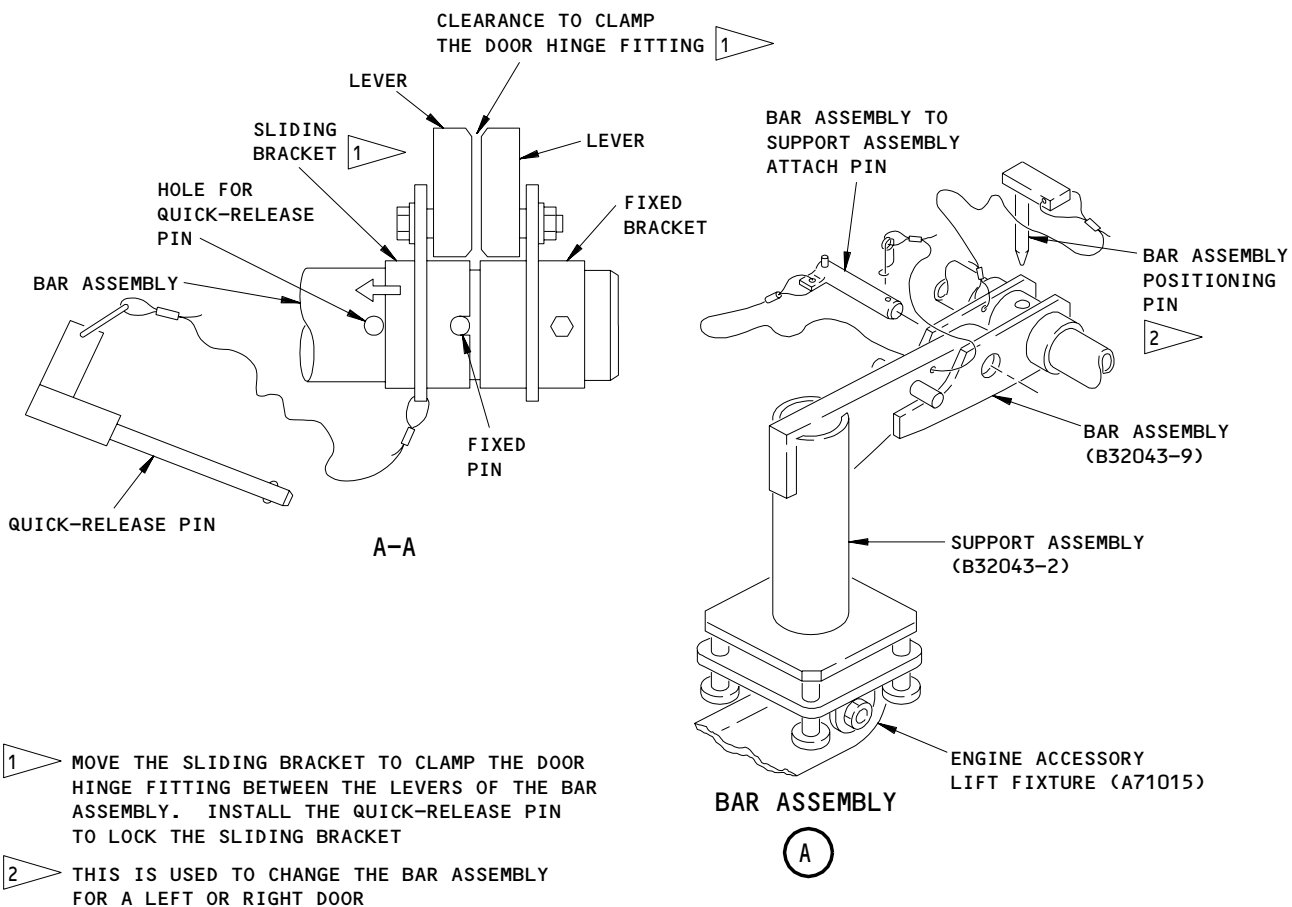
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AIR CONDITIONING ACCESS DOOR



- 1 MOVE THE SLIDING BRACKET TO CLAMP THE DOOR HINGE FITTING BETWEEN THE LEVERS OF THE BAR ASSEMBLY. INSTALL THE QUICK-RELEASE PIN TO LOCK THE SLIDING BRACKET
- 2 THIS IS USED TO CHANGE THE BAR ASSEMBLY FOR A LEFT OR RIGHT DOOR

**Engine Accessory Lift Fixture
Figure 403**

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S 024-006

- (5) Remove the fasteners that hold the hinge arms to the brackets on the fuselage. Remove the air conditioning access door.

S 094-007

- (6) Remove the MLG door and air conditioning door handling tool.

TASK 52-48-03-404-009

3. Install the Air Conditioning Access Door (Fig. 401)

A. Equipment

- (1) MLG Door and Air Conditioning Door Handling Tool - B32043-1
- (2) Engine Accessory Lift Fixture - A71015-87

B. Consumable Materials

- (1) D00633 Grease - BMS 3-33 (preferred)
- (2) D00015 Grease - Corrosion Preventive BMS 3-24 (alternate)
- (3) A00247 Sealant - Chromate type, BMS 5-95

C. References

- (1) 12-21-27/301, Equipment Compartment and Exterior Service Doors

D. Access

- (1) Location Zone
100 Lower Half of Fuselage
- (2) Access Panels
193HL Air Conditioning Access Door (Left)
194ER Air Conditioning Access Door (Right)

E. Procedure - Install the Air Conditioning Access Door

S 494-010

- (1) Install the MLG door and air conditioning door handling tool.

S 424-011

- (2) Install the air conditioning access door in the cutout opening.

S 644-012

- (3) Lubricate the mating surfaces of the bolts and the bushings with grease (View A-A).

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- S 424-013
- (4) Loosely attach each hinge arm with the bolt, nut, and two washers. Do not tighten the bolt and nut at this time.

- S 424-014
- (5) Connect the telescoping strut to the fitting on the door (View C). Tighten the attach nut to 130 to 200 pound-inches.

- S 824-015
- (6) Move the latch bolts forward and aft until the inboard side of the door makes a smooth surface with the fuselage skin (View E-E, Fig. 402).

- S 224-016
- (7) Push the latch at the location shown (View E-E, Fig. 402) to do a check for free movement of the latch.

NOTE: The maximum permitted free movement of the latch is 0.005 inch. It is best if there is no free movement of the latch.

- S 424-017
- (8) When the forward and aft latch bolts are correctly adjusted, tighten the locknuts and attach with the lockwire.

- S 214-018
- (9) Use a straightedge to make sure the inboard side of the door makes a smooth surface with the fuselage skin when the door is closed and the forward and aft latches are tight.

- S 824-019
- (10) Add or remove the laminated shims from under each hinge arm to get the correct flushness at the inboard side of the door with the fuselage skin.

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- S 624-020
- (11) Apply the sealant to the mating surfaces between the hinge arms and the air conditioning access door.
- S 864-021
- (12) Close the four outboard quick-release latches.
- S 214-022
- (13) Make sure the latches are tight.
- S 424-023
- (14) Tighten the nut (1) to 25-40 pound-inches (View D, Fig. 401).
Tighten the nut (2) to 50-65 pound-inches.
- S 224-023
- (15) Make sure the flushness on the outboard edge of the door and the adjacent panel is correct (Fig. 402).
- S 824-024
- (16) Add or remove the laminated shims from under the striker fittings until the door makes a smooth surface with the fuselage skin as shown (View F-F, Fig. 402). Do a check on the flushness with the latch pin pressed down against the bottom of the hole in the striker fitting as shown.
- S 424-025
- (17) Tighten the nuts on the hinge arm bolts to 10-15 pound-inches and then turn back the nuts 1/4 to 1/2 turn (View A-A, Fig. 401).
- S 424-026
- (18) Install the cotter pins.
- S 354-027
- (19) If you install a new, replacement door, remove the unwanted skin around the door edges to get the correct clearances (Views A-A, B-B, C-C, Fig. 402).
- S 424-028
- (20) Install the electrical bonding jumper to the door hinge arm and the door attach fitting.

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S 424-029

(21) Tighten the nuts (4) to 160-180 pound-inches (4 locations) (View B-B, Fig. 401).

S 424-030

(22) Tighten the nuts (5) to 75-100 pound-inches (2 locations) (View B-B, Fig. 401).

S 644-031

(23) Lubricate the air conditioning access door installation (Ref 12-21-00).

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APU ACCESS DOORS - REMOVAL/INSTALLATION

1. General

- A. This procedure contains two tasks. The first task is the removal of the APU access doors. The second task is the installation of the APU access doors.
- B. The initial door is cut to the correct dimensions for the cutout opening in the fuselage during the assembly of the airplane. It is not necessary to remove the skin around the edges of the door when you install the initial door. It can be necessary to remove the unwanted skin around the edges of the door when you install a new, replacement door.
- C. The forward and aft door upstops on the airplane fuselage are set during manufacture. Some adjustment can be necessary during the installation of a new door.

TASK 52-48-05-004-028

2. Remove the APU Access Doors

A. Access

- (1) Location Zone
100 Lower Half of Fuselage
- (2) Access Panels
315AL APU Access Door (Left)
316AR APU Access Door (Right)

B. Prepare to do the procedure.

S 024-033

- (1) Do this task: Remove to APU Fire Detector Element (AMM 26-15-02/401).

C. Procedure - Remove the APU Access Doors

S 014-001

- (1) Release the five quick-release latches on each APU access door and open the doors.

S 024-002

- (2) Remove the fasteners that hold the hold-open rods to the APU access doors and the structure (Fig. 402).

S 024-003

- (3) Remove the hold-open rods.

S 024-004

- (4) Disconnect the bonding jumpers (4 locations) from the APU access doors.

S 024-005

- (5) Remove the fasteners that hold the APU access doors to the structure (Views C and D, Fig. 401).

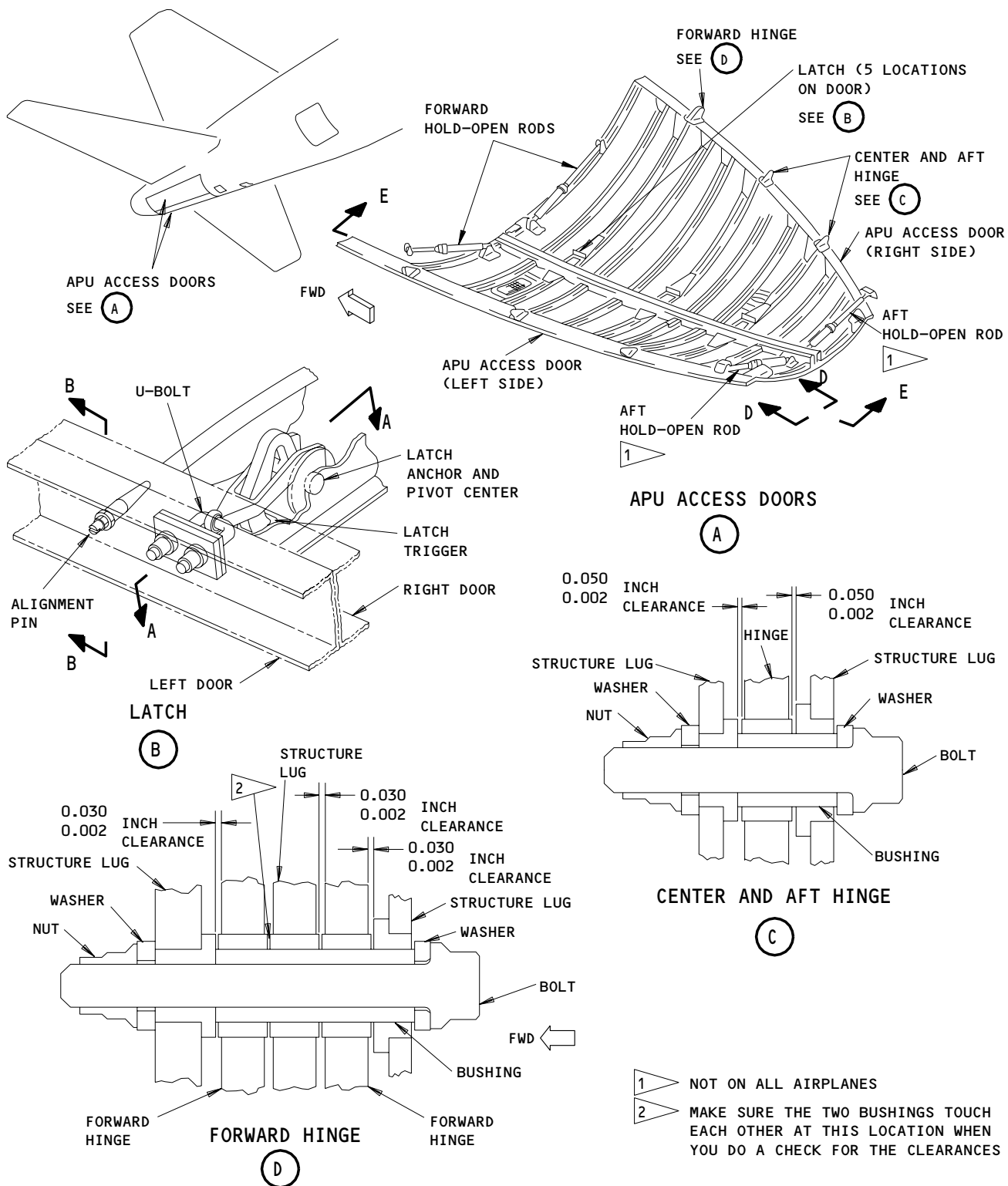
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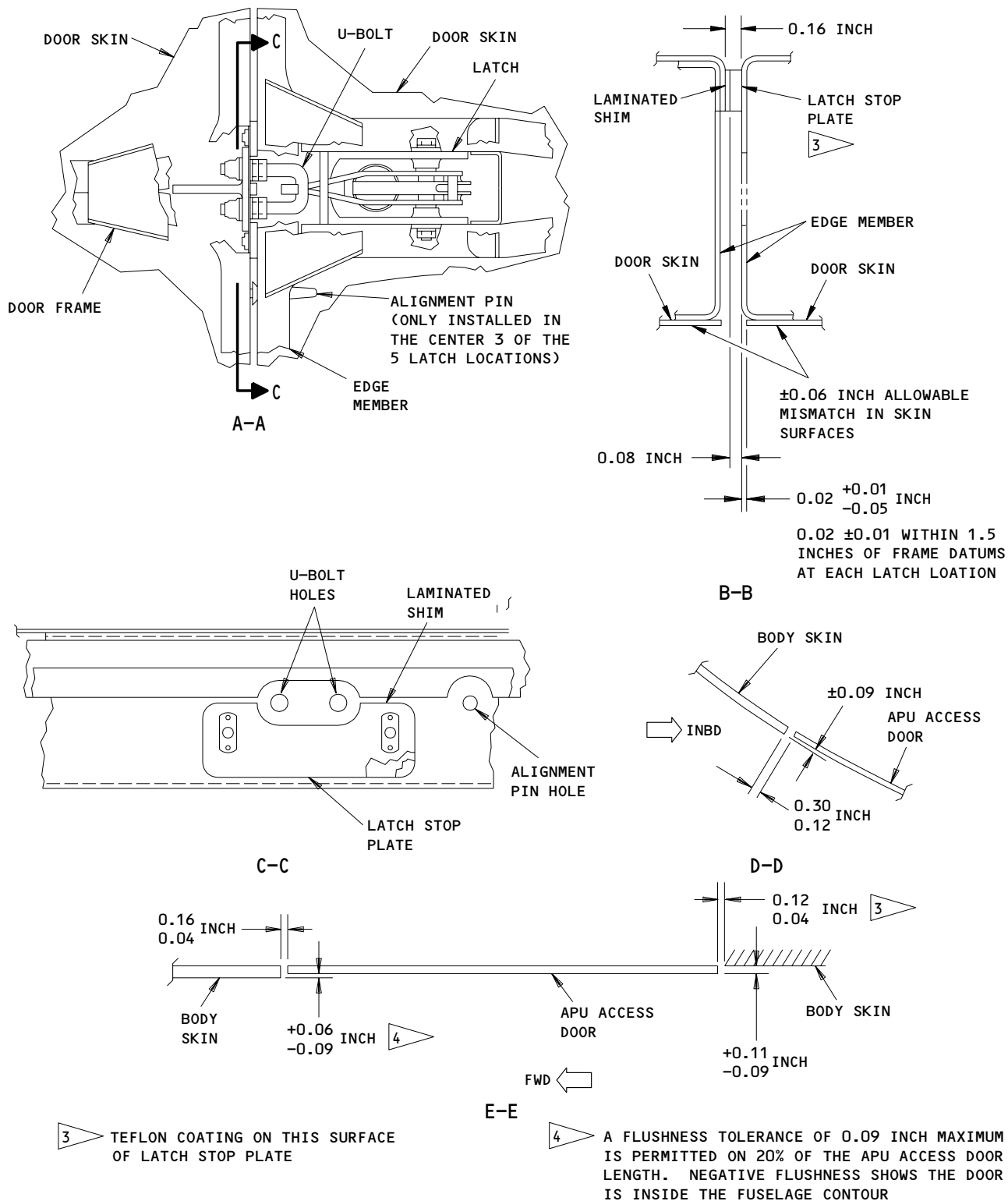
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APU Access Door Installation
Figure 401 (Sheet 1)

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APU Access Door Installation
Figure 401 (Sheet 2)

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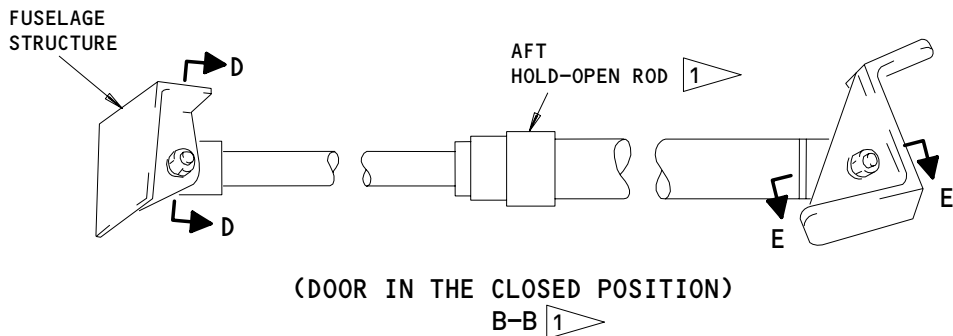
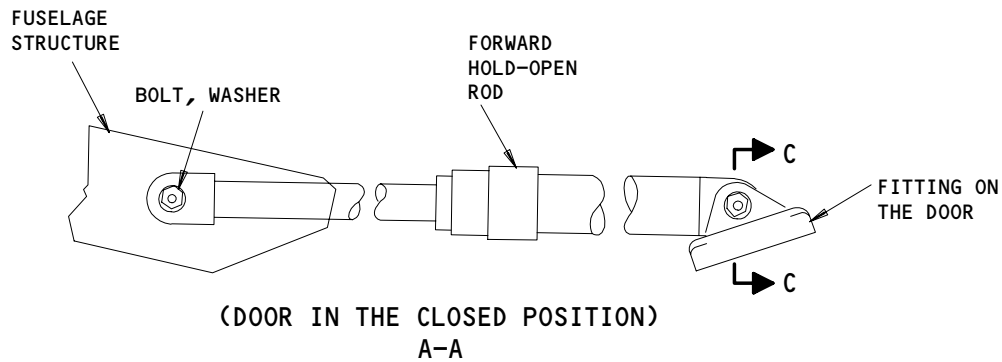
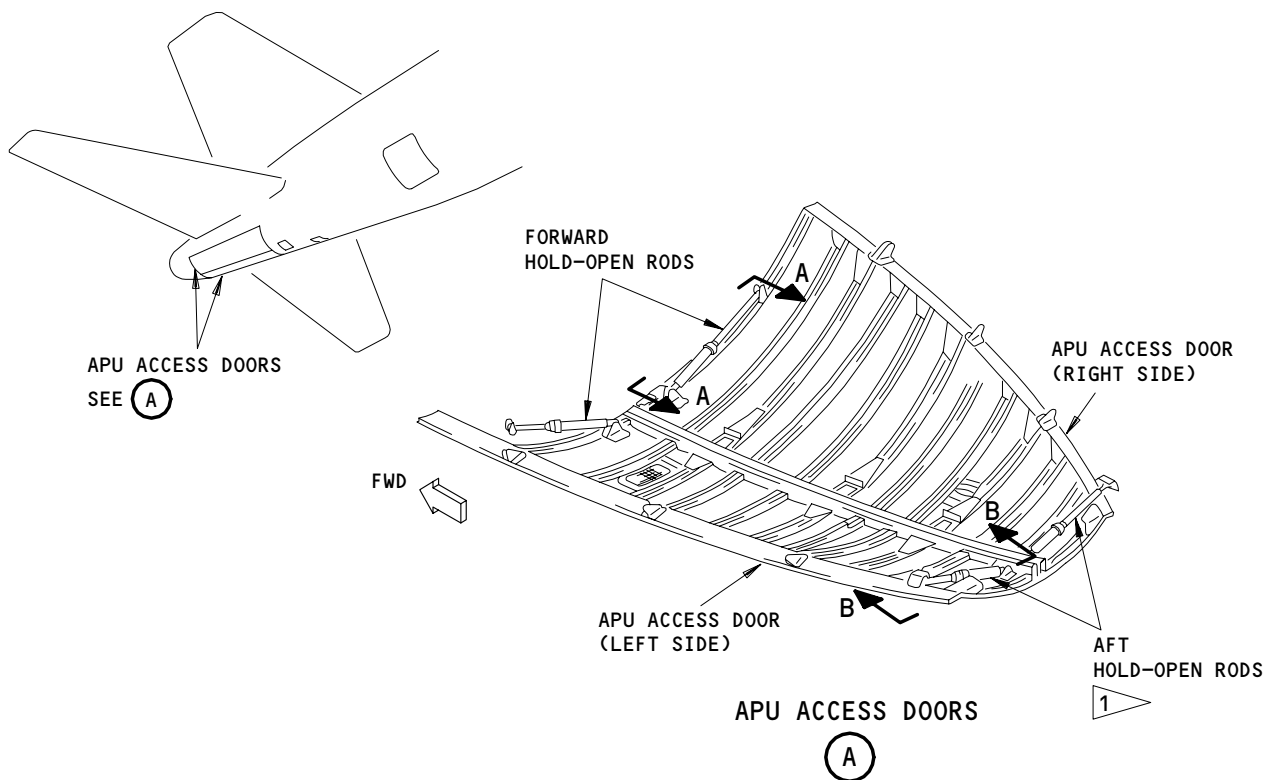
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1 NOT ON ALL AIRPLANES

APU Access Door Hold-Open Rod Installation
Figure 402 (Sheet 1)

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S 024-006

(6) Remove the APU access doors.

TASK 52-48-05-404-007

3. Install the APU Access Doors

A. Consumable Materials

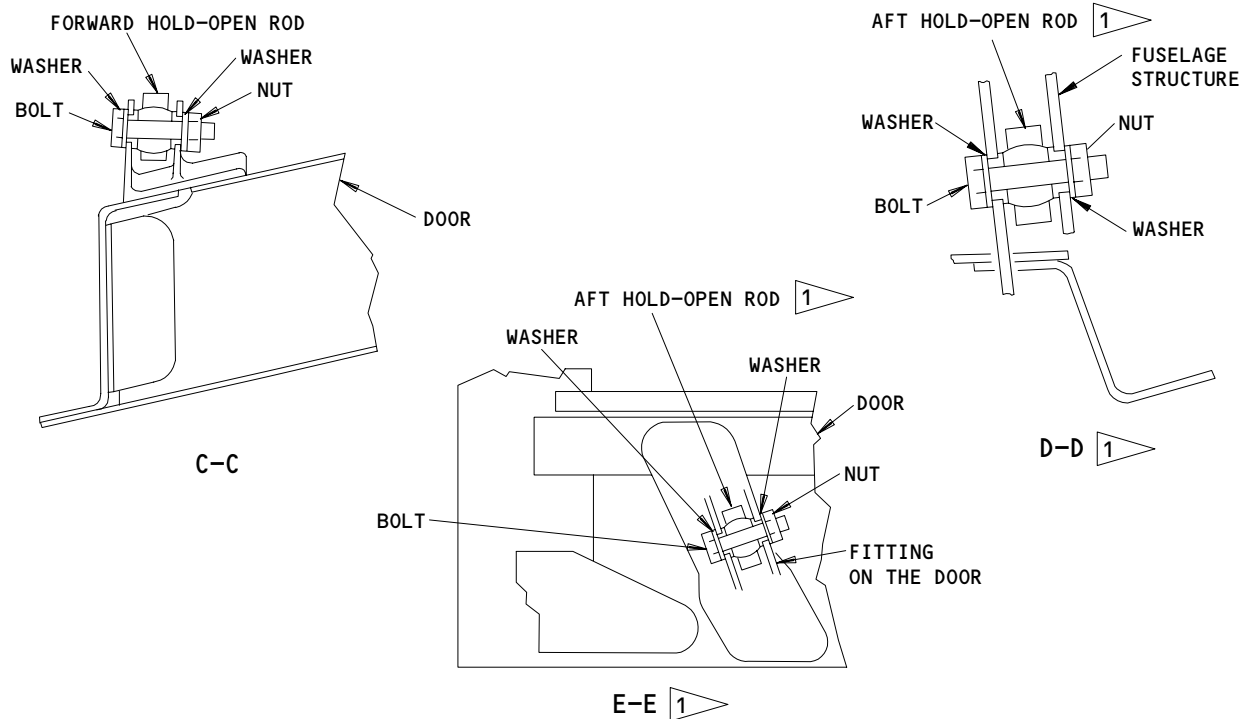
- (1) C00306 Coating - Teflon filled, white, BMS 10-86, Type I or II
- (2) C00259 Primer - BMS 10-11, Type 1

B. Access

- (1) Location Zone
100 Lower Half of Fuselage

(2) Access Panels

- 315AL APU Access Door (Left)
- 316AR APU Access Door (Right)



APU Access Door Hold-Open Rod Installation
Figure 402 (Sheet 2)

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C. Procedure

- S 424-008
- (1) Put the right APU access door in the approximate vertical position and engage the door hinges with the lugs on the airplane structure.
- S 424-009
- (2) Install the bolts, bushings, washers and nuts shown (Views C and D, Fig. 401).
- S 224-010
- (3) With the nuts tightened, do a check on the clearances between the bushings on the forward hinge (View D) (3 locations). Do a check on the clearances between the center and the aft hinge (View C) (2 locations on each hinge).
- S 224-011
- (4) Push the APU access door to the closed position and make sure the door edge is in the correct tolerance (Views D-D and E-E).
- S 864-012
- (5) If it is necessary, make marks on the door to remove the unwanted skin from the door edges.
- S 824-013
- (6) Add or remove the shims under the forward and aft upstop pads to get the correct flushness.
- S 424-014
- (7) Do the steps above again to install the left APU access door.
- S 354-015
- (8) Remove the unwanted skin if necessary to get the correct clearances for the doors (Views D-D and E-E).
- S 864-016
- (9) Operate the right APU access door until the spring latch at the forward end of the door catches and holds the door from the fuselage frame. Operate the left APU access door sufficiently to make sure the three alignment points align.

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- S 864-017
(10) Close and latch the APU access doors and latch (View A-A).
- S 824-018
(11) If it is necessary, add or remove the shims on the latch stop plates at the five latches to get the correct clearances (Views B-B and C-C).
- S 624-019
(12) Apply the primer to the shims that do not have primer on them.
- S 424-020
(13) Install the shims wet or dry.
- S 224-021
(14) Adjust the U-bolts at each latch (View A-A). Make sure a force of 10 to 15 pounds closes each of the latches. Use a standard 10-inch screwdriver installed in the latch handle slot to put the force measured 10 inches along the screwdriver on the latches. Push the screwdriver inboard to close the latches.
- NOTE: This is for each latch with the others locked or released.
- S 424-022
(15) Install the hold-open rods (Views A-A thru E-E, Fig. 402).
- S 424-023
(16) Install the bonding jumpers.
- S 424-034
(17) Do this task: Install the APU Fire Detector Element (AMM 26-15-02/401).
- S 214-024
(18) Open the two APU access doors to approximately 75 degrees from the fully closed position. Make sure the locking mechanisms engage on the four hold-open rods.
- S 864-025
(19) Close and latch the APU access doors. Do the steps that follow:
(a) Make sure the doors close smoothly.
(b) Make sure the latches on the APU access doors operate correctly.

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ELEVATOR CONTROL ACCESS DOOR – REMOVAL/INSTALLATION

1. General

- A. This procedure contains two tasks. The first task is the removal of the elevator control access door. The second task is the installation of the elevator control access door.
- B. The initial door is cut to the correct dimensions for the cutout opening in the fuselage during the assembly of the airplane. It is not necessary to remove the skin around the edges of the door when you install the initial door. It can be necessary to remove the unwanted skin around the edges of the door when you install a new, replacement door.

TASK 52-48-06-004-001

2. Remove the Elevator Control Access Door (Fig. 401)

A. Equipment

- (1) B52026-1 Service Platform – Elevator Control Access Door

B. Access

- (1) Location Zone
100 Lower Half of Fuselage

- (2) Access Panel

- 313AL Elevator Control Access Door

C. Procedure – Remove the Elevator Control Access Door

S 014-002

- (1) Unlatch and open the elevator control access door.

S 024-003

- (2) Remove the bolt to disconnect the hold-open rod from the elevator control access door (View A).

S 024-004

- (3) Disconnect the bonding jumper from the elevator control access door.

S 024-005

- (4) Remove the fasteners at the two hinges and remove the elevator control access door (View B-B).

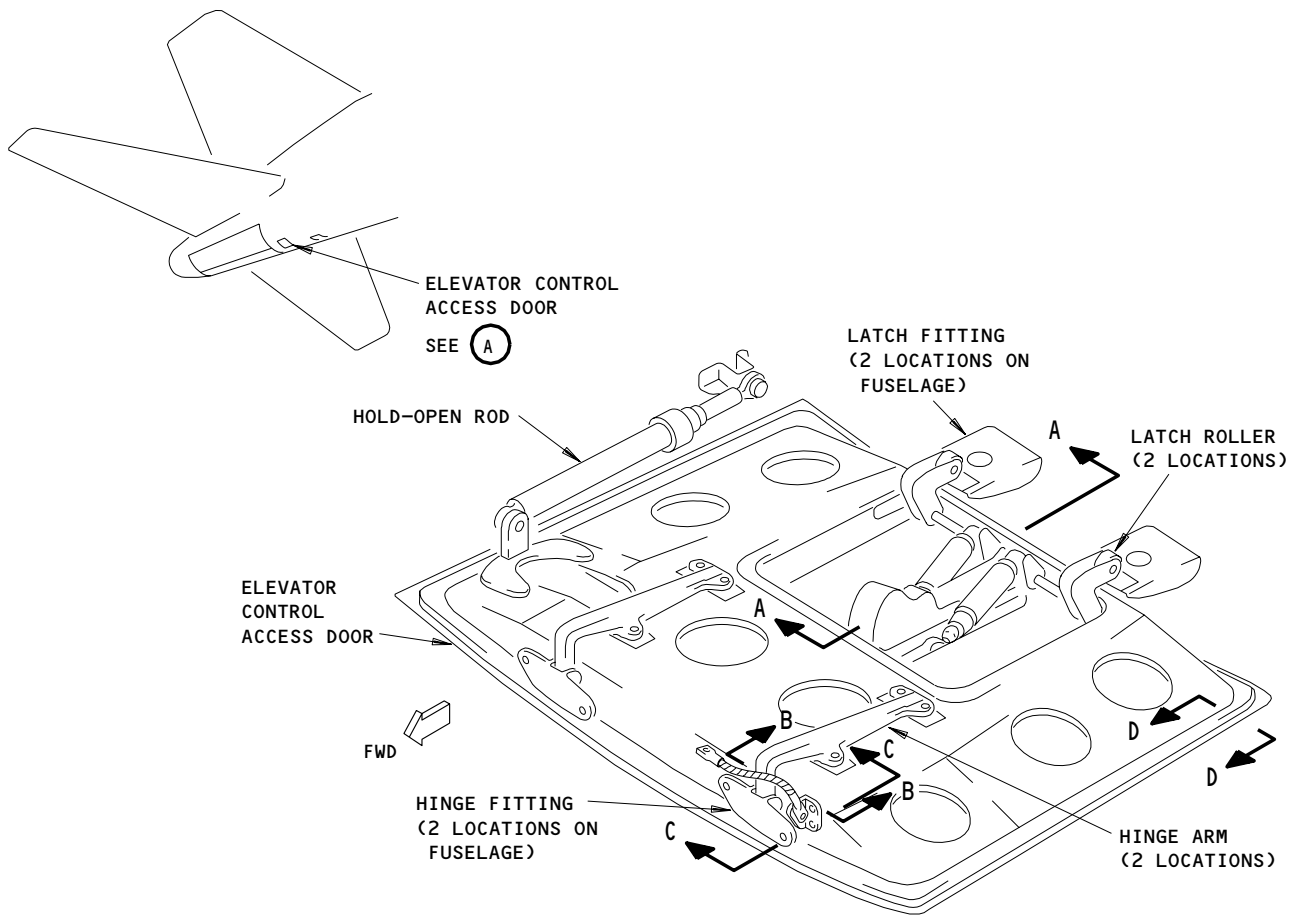
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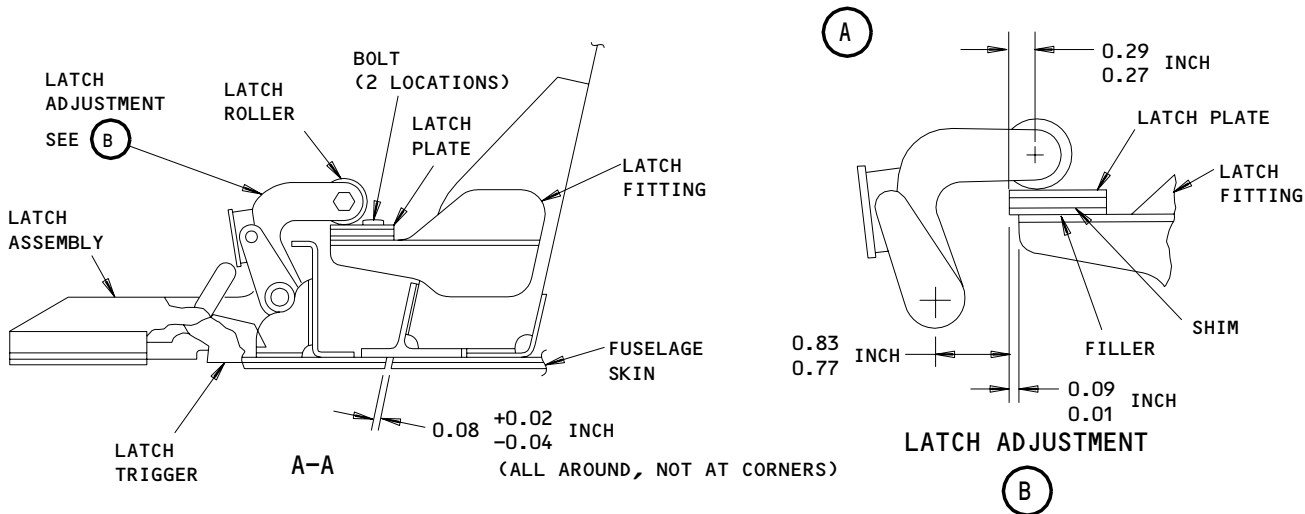
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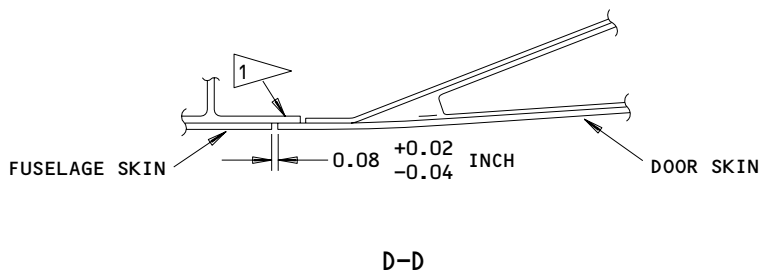
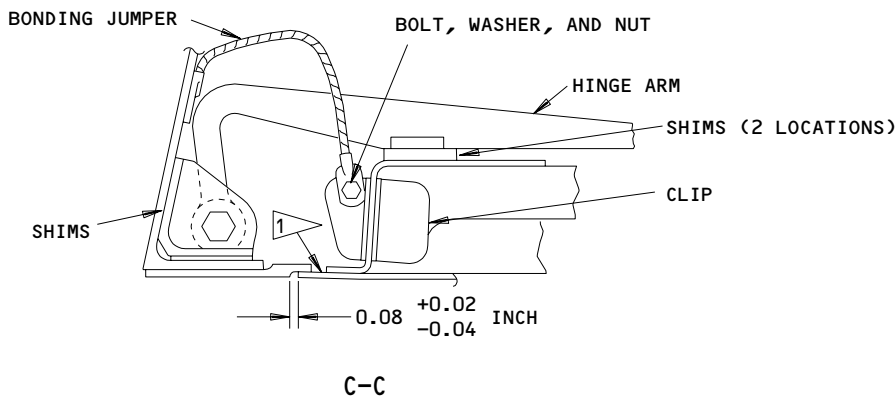
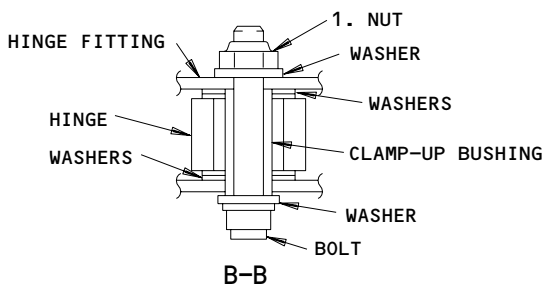
**ELEVATOR CONTROL ACCESS DOOR
(INTERNAL VIEW)**



**Elevator Control Access Door Installation
Figure 401 (Sheet 1)**

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1 MAKE SURE THE DOOR SKIN TOUCHES THE FUSELAGE SKIN AROUND THE EDGES OF THE DOOR

Elevator Control Access Door Installation
Figure 401 (Sheet 2)

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S 484-028

- (5) Install the service platform across the door opening.

TASK 52-48-06-404-026

3. Install the Elevator Control Access Door (Fig. 401)

A. Equipment

- (1) B52026-1 Service Platform - Elevator Control Access Door

B. Consumable Materials

- (1) C00259 Primer - BMS 10-11, Type I
- (2) C00308 Compound - Corrosion Preventive
MIL-C-11796

C. References

- (1) 20-10-21/401, Bonding Jumpers and Ground Leads

D. Access

- (1) Location Zone
100 Lower Half of Fuselage

- (2) Access Panel
313AL Elevator Control Access Door

E. Procedure - Install the Elevator Control Access Door

S 084-027

- (1) Remove the service platform across the door opening.

S 624-006

- (2) Apply the corrosion preventive compound to the bolts and bushing at the two hinges (View B-B).

S 424-007

- (3) Put the elevator control access door in the position on the hinge fittings and install the bushings, bolts, washers and nuts.

NOTE: Install not less than one Teflon washer on each side of the hinge.

S 424-016

- (4) Tighten the nuts to 20-25 pound-inches on the hinge fittings (View B-B).

S 424-008

- (5) Attach the bonding jumper to the elevator control access door and the fuselage (View A).

S 224-009

- (6) Close the elevator control access door. Make sure the clearance between the door skin and the fuselage is correct (Views A-A, C-C and D-D).

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- S 214-017
- (7) Make sure the elevator control access door moves freely.
- S 354-018
- (8) Remove the unwanted skin around the edges of the elevator control access door to get the correct clearances (Views A-A, C-C and D-D).
- S 224-019
- (9) Make sure the difference of the clearances on two sides of the door is less than or equal to 0.03 inch.
- S 864-010
- (10) Close the elevator control access door, but do not latch. Push up at the aft end of the door.
- S 214-011
- (11) Make sure the door skin and the fuselage structure touch around the edges of the elevator control access door (Views A-A, C-C and D-D).
- S 824-020
- (12) Add or remove shims between the hinge arms and the door structure to make the door skin touch the fuselage skin (View C-C).
- NOTE:** The maximum permitted pull-up is 0.006 inch.
- S 624-021
- (13) Apply the primer to the shims that do not have primer on them.
- S 424-022
- (14) Install the shims wet or dry.
- S 224-012
- (15) Close and latch the elevator control access door.
- S 224-023
- (16) Make sure the elevator control access door has the correct clearances (View E-E).
- S 424-024
- (17) If you cannot get the correct clearances (View E-E) when you add or remove the shims, do the steps that follow to install new latch plates and shims:
- (a) Temporarily hold the elevator control access door in the closed position.

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- (b) Put the new latch plates in a position 0.77 to 0.83 inch from the centerline of the latch torque tube.
- (c) Add shims under the latch plates to get a 0.27 to 0.29 inch dimension from the centerline of the roller to the edge of the latch plate.

NOTE: The maximum permitted pull-up is 0.006 inch.

- (d) Apply the primer to the shims that do not have primer on them.
- (e) Install the shims wet or dry.
- (f) Make sure the edges of the latch plates, shims and fillers are aligned with each other and extend 0.01 to 0.09 inch forward of the edge of the latch stop fitting (Views A-A and B).

S 224-013

- (18) Make sure the force to latch the door with the handle is 15 \pm 2 pounds.

NOTE: Put the load one inch from the free end of the door handle to do this check.

S 824-025

- (19) Add or remove the shims under the latch plate to get the correct force of 15 \pm 2 pounds to latch the door.

S 424-014

- (20) Connect the hold-open rod to the elevator control access door (View A).

S 864-015

- (21) Open and close the elevator control access door. Do the steps that follow:
 - (a) Make sure there is free movement of the door.
 - (b) Make sure the clearances of the elevator control access door are correct.
 - (c) Make sure the elevator control access door latches correctly.

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SERVICE ACCESS DOOR – REMOVAL/INSTALLATION

1. General

- A. This procedure contains two tasks. The first task is the removal of the service access door. The second task is the installation of the service access door.
- B. The initial door is cut to the correct dimensions for the cutout opening in the fuselage during the assembly of the airplane. It is not necessary to remove the skin around the edges of the door when you install the initial door. It can be necessary to remove the unwanted skin around the edges of the door when you install a new, replacement door.

TASK 52-48-07-004-001

2. Remove the Service Access Door (Fig. 401)

A. Equipment

- (1) B52026-2 Service Platform – Service Access Door

B. Access

- (1) Location Zone
100 Lower Half of Fuselage
- (2) Access Panel
311AL Service Access Door

C. Procedure – Remove the Service Access Door

S 014-002

- (1) Unlatch and open the service access door.

S 024-003

- (2) Remove the bolt, washers, and nut to disconnect the hold-open rod from the service access door.

S 024-004

- (3) Disconnect the bonding jumper from the service access door (View C-C).

S 024-005

- (4) Remove the fasteners at the two hinges and remove the service access door (View A-A).

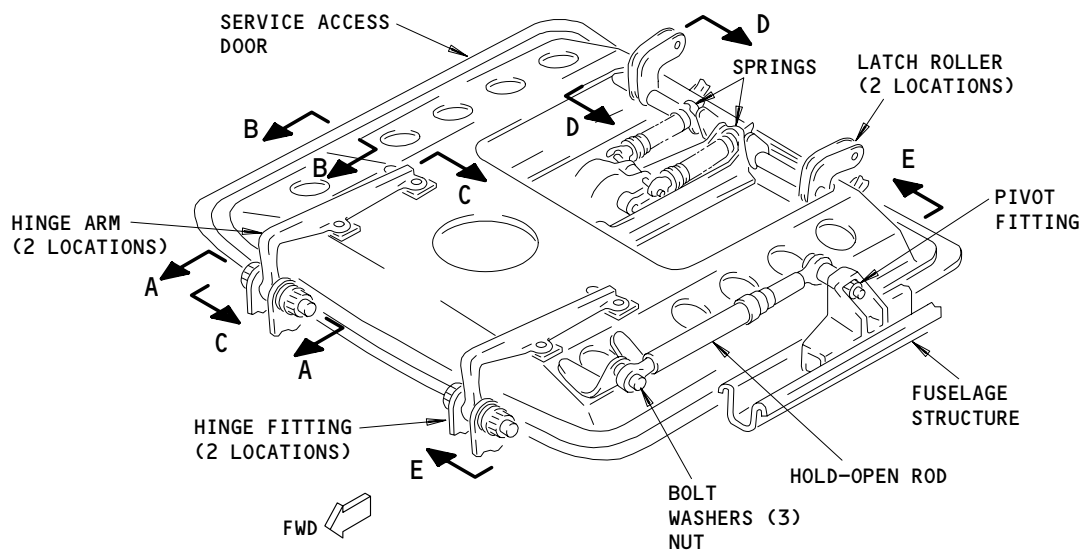
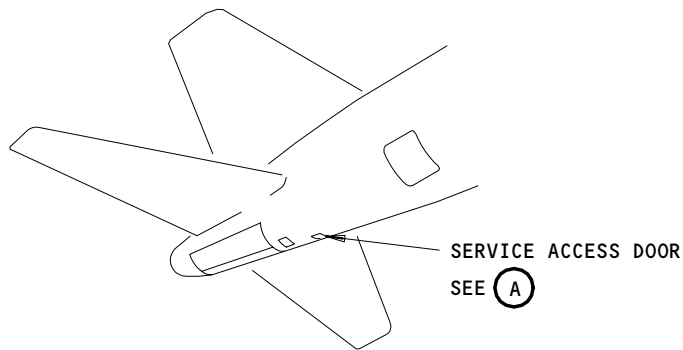
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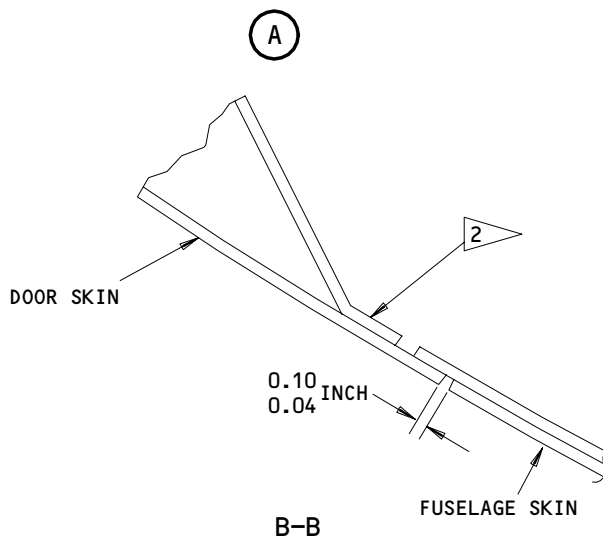
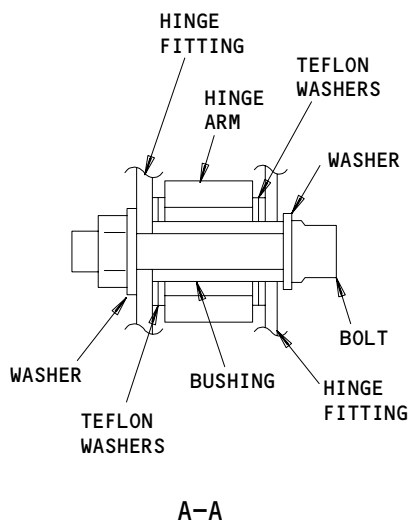
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SERVICE ACCESS DOOR (INTERNAL VIEW)



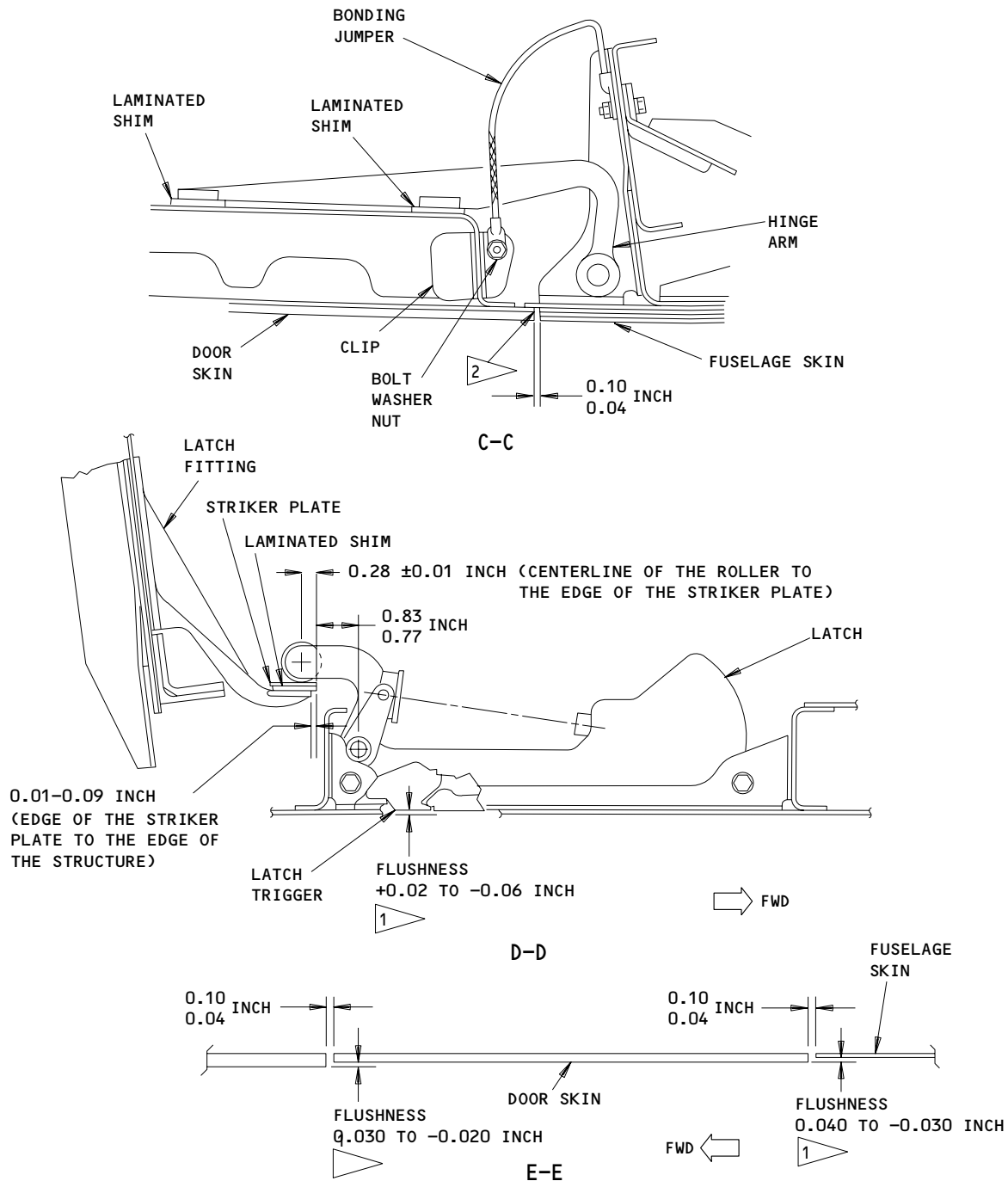
Service Access Door Installation
Figure 401 (Sheet 1)

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- 1 NEGATIVE FLUSHNESS SHOWS THE DOOR IS INSIDE OF THE FUSELAGE CONTOUR.
- 2 MAKE SURE THE DOOR SKIN TOUCHES THE FUSELAGE SKIN AROUND THE EDGES OF THE DOOR

Service Access Door Installation
Figure 401 (Sheet 2)

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S 484-026

- (5) Install the service platform across the door opening.

TASK 52-48-07-404-006

3. Install the Service Access Door (Fig. 401)

A. Equipment

- (1) B52026-2 Service Platform - Service Access Door

B. Consumable Materials

- (1) C00259 Primer - BMS 10-11, Type I
- (2) C00308 Compound - Corrosion Preventive
MIL-C-11796

C. Access

- (1) Location Zone
100 Lower Half of Fuselage

- (2) Access Panel
311AL Service Access Door

D. Procedure - Install the Service Access Door

S 084-027

- (1) Remove the service platform from the door opening.

S 624-007

- (2) Apply the corrosion preventive compound to the bolts and bushings at the two hinges (View A-A).

S 424-008

- (3) Put the service access door in the position on the hinge fittings and install the bushings, bolts, washers and nuts (View A-A).

NOTE: Install not less than one Teflon washer on each side of the hinge.

S 424-017

- (4) Tighten the nuts to 20-25 pound-inches on the hinge fittings (View A-A).

S 224-009

- (5) Close the service access door. Make sure the clearance between the door skin and the fuselage skin is correct (Views B-B, C-C and E-E).

S 214-018

- (6) Make sure the door moves freely.

S 224-019

- (7) Make sure the difference of the clearances on two sides of the door is less than or equal to 0.03 inch.

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- S 864-010
- (8) Close the service access door, but do not latch. Push up at the aft end of the door.

- S 214-011
- (9) Make sure the door skin and the fuselage structure touch around the edges of the service access door (Views B-B, C-C, and E-E).

- S 824-020
- (10) Add or remove shims between the hinge arms and the door structure to make the door skin touch the fuselage skin (View C-C).

NOTE: The permitted pull-up is 0.006 inch.

- S 624-021
- (11) Apply the primer to the shims that do not have primer on them.

- S 424-022
- (12) Install the shims wet or dry.

- S 224-012
- (13) Close and latch the service access door.

- S 224-023
- (14) Make sure the service access door has the correct flushness (View E-E).

- S 424-024
- (15) If you cannot get the correct limits (View E-E) when you add or remove shims, do the steps that follow to install the new latch plates and shims:
- (a) Temporarily hold the service access door in the closed position.
 - (b) Put the new latch plates in a position 0.77 to 0.83 inch from the centerline of the latch torque tube.
 - (c) Add shims under the latch plates to get a 0.27 to 0.29 inch dimension from the centerline of the roller to the edge of the latch plate.

NOTE: The maximum permitted pull-up is 0.006 inch.

- (d) Apply the primer to the shims that do not have primer on them.

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- (e) Install the shims wet or dry.
- (f) Make sure the edges of the latch plates, shims and fillers are aligned with each other and extend 0.01 to 0.09 inch forward of the edge of the latch stop fitting (View D-D).

S 224-013

- (16) Make sure the force to latch the door with the handle is 15 ± 2 pounds.

NOTE: Put the load one inch from the free end of the door handle to do this check.

S 824-025

- (17) Add or remove shims under the latch plate to get the correct force of 15 ± 2 pounds to latch the door.

S 424-014

- (18) Install the bonding jumper.

S 424-015

- (19) Connect the hold-open rod to the service access door (View A).

S 864-016

- (20) Open and close the service access door. Do the steps that follow:
 - (a) Make sure there is free movement of the door.
 - (b) Make sure the clearances of the service access door are correct.
 - (c) Make sure the service access door latches correctly.

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SERVICE ACCESS DOOR – ADJUSTMENT/TEST

1. General

- A. This procedure contains two tasks. The first task is the operational test of the service access door. The second task is the adjustment of the service access door.
- B. The service access door is made to unlatch (blowout) if there is too much pressure in the airplane. This blowout function will occur if necessary when the force to close the handle is adjusted correctly.

TASK 52-48-07-715-001

2. Operational Test – Service Access Door Blowout Function (Fig. 501)

A. Equipment

- (1) Spring scale (0 to 25 pound capacity, push type)

B. Access

- (1) Location Zone
100 Lower Half of Fuselage
- (2) Access Panel
311BL Service Access Door

C. Operational Test – Service Access Door Blowout Function

S 015-002

- (1) Unlatch the service access door.

S 865-003

- (2) Put the spring scale 1.0 inch from the free end of the door latch handle (View A-A).

S 865-004

- (3) Put a force on the handle with the spring scale perpendicular to the latch handle surface.

S 225-005

- (4) Make sure the force necessary to latch the door is 15 ±2 pounds (Fig. 501).

TASK 52-48-07-865-006

3. Service Access Door Adjustment (Fig. 501)

A. Consumable Materials

- (1) C00259 Primer – BMS 10-11, Type I

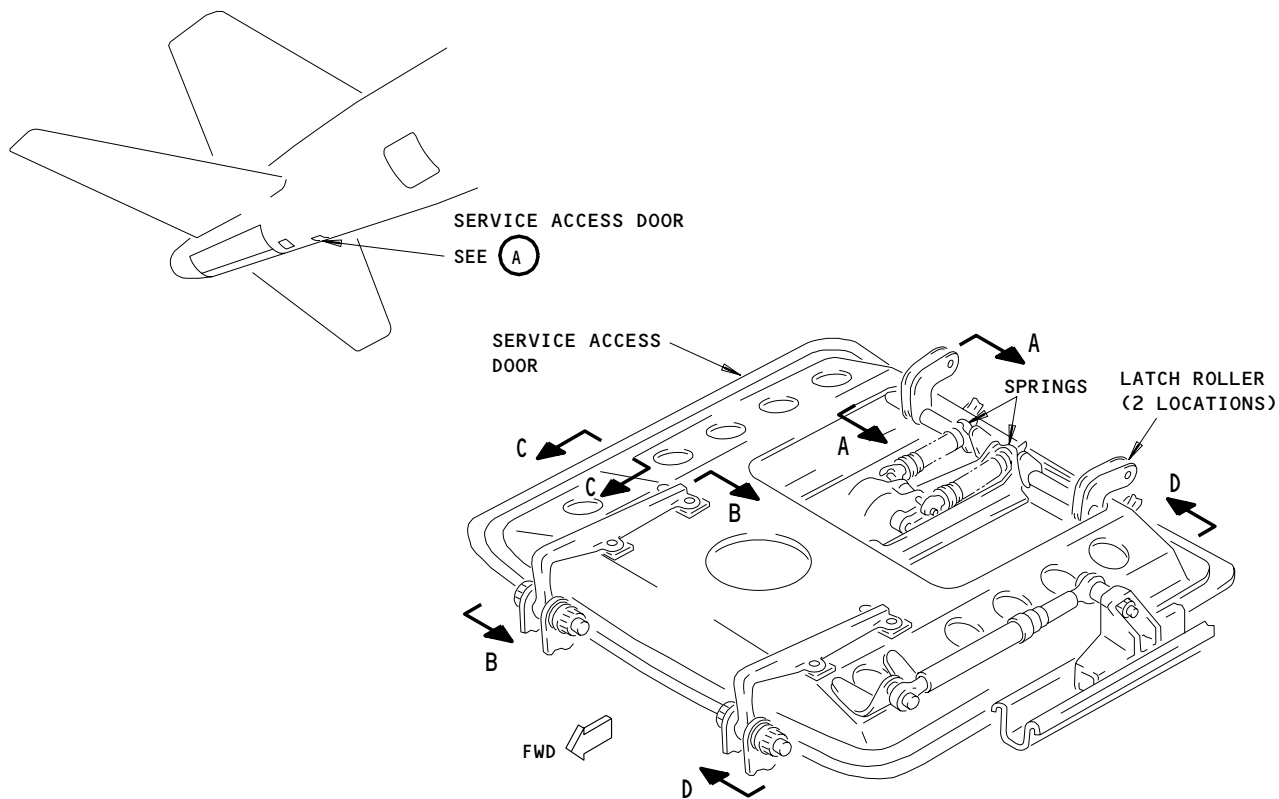
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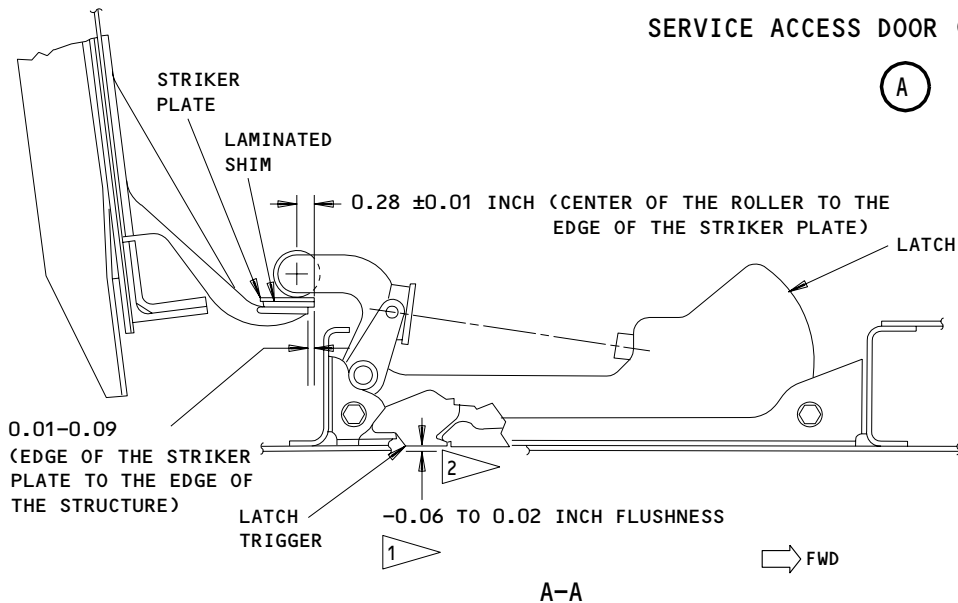
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SERVICE ACCESS DOOR (INTERNAL VIEW)



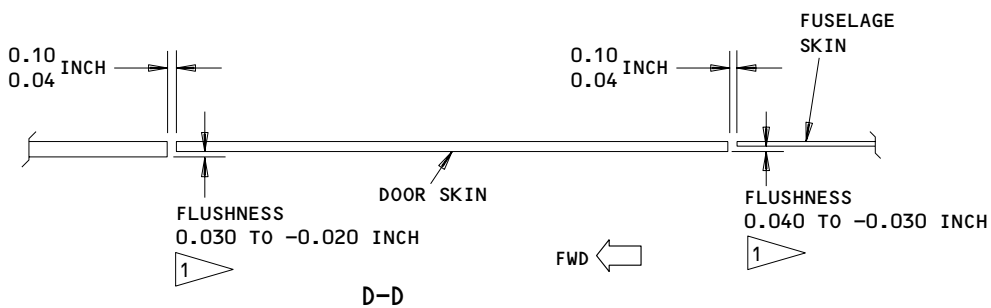
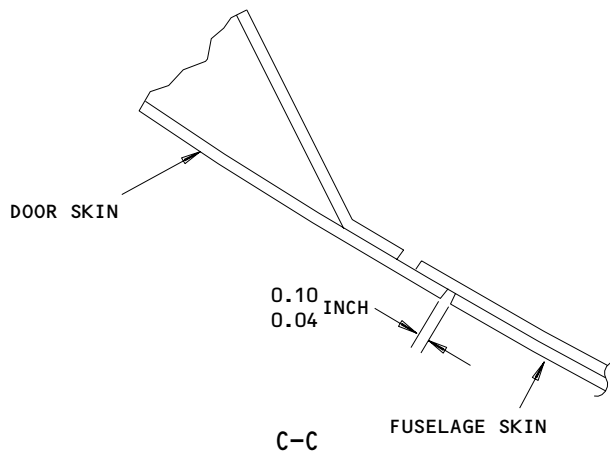
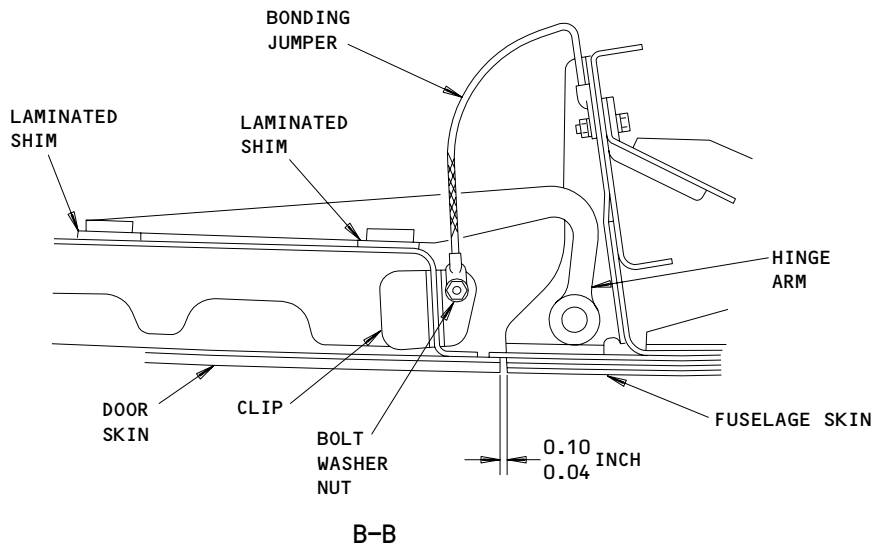
- 1 NEGATIVE FLUSHNESS SHOWS THE DOOR IS INSIDE OF THE FUSELAGE CONTOUR.
- 2 PUT A FORCE ON THE DOOR AT THIS POINT, 1.0 INCH FROM THE FREE END OF THE LATCH HANDLE. THE FORCE NECESSARY TO LATCH THE DOOR IS 15 ±2 POUNDS.

Service Access Door Adjustment
Figure 501 (Sheet 1)

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BOEING
757
MAINTENANCE MANUAL



Service Access Door Adjustment
Figure 501 (Sheet 2)

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B. Access

- (1) Location Zone
100 Lower Half of Fuselage
- (2) Access Panel
311BL Service Access Door

C. Service Access Door Adjustment

- S 015-007
- (1) Close the service access door.
- S 225-008
- (2) Make sure the clearance between the door skin and the fuselage skin is correct (Views B-B, C-C and D-D).
- S 215-009
- (3) Make sure the door skin and the fuselage skin touch around the edges of the service access door (Views A-A, B-B and C-C).
- S 825-010
- (4) Add or remove the shims, between the hinge arm and the door structure to get the correct clearances and flushness (Fig. 501).
- S 625-013
- (5) Apply the primer to the shims that do not have primer on them.
- S 425-014
- (6) Install the shims wet or dry.
- S 225-015
- (7) Make sure the difference of the clearances on the forward and aft sides of the door is less than or equal to 0.03 inch. Make sure the difference of the clearances on the left and right sides of the door is less than or equal to 0.03 inch.

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- S 825-011
- (8) Add or remove the shims under the latch plates until the force necessary to close the door is 15 ± 2 pounds (Fig. 501).
- S 625-016
- (9) Apply the primer to the shims that do not have primer on them.
- S 425-017
- (10) Install the shims wet or dry.
- S 225-018
- (11) Make sure the edges of the latch plates and the shims are aligned. Make sure you get the correct clearances and flushness (Fig. 501).
- S 715-012
- (12) Open and close the service access door. Do the steps that follow:
- (a) Make sure there is free movement of the door.
 - (b) Make sure the clearances of the service access door are correct.
 - (c) Make sure the service access door latches correctly.

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VERTICAL FIN ACCESS DOOR – REMOVAL/INSTALLATION

1. General

- A. This procedure contains two tasks. The first task is the removal of the vertical fin access door. The second task is the installation of the vertical fin access door.
- B. The initial door is cut to the correct dimensions for the cutout opening in the fuselage during the assembly of the airplane. It is not necessary to remove the skin around the edges of the door when you install the initial door. It can be necessary to remove the unwanted skin around the edges of the door when you install a new, replacement door.

TASK 52-48-08-004-007

2. Remove the Vertical Fin Access Door (Fig. 401)

A. Access

- (1) Location Zone
100 Lower Half of Fuselage

- (2) Access Panels

- 311AL Service Access Door
- 313AL Elevator Control Access Door
Vertical Fin Access Door

B. Procedure – Remove the Vertical Fin Access Door

S 014-008

WARNING: STAY OFF THE SERVICE ACCESS DOOR, 311AL, AND THE ELEVATOR CONTROL ACCESS DOOR, 313AL. YOUR WEIGHT CAN CAUSE THE SPRING-LOADED LATCHES TO RELEASE. IF YOU FALL THROUGH THE DOOR, INJURY CAN OCCUR.

- (1) Open the service access door, 311AL, to get access to the vertical fin access door.

S 024-001

- (2) Remove the door closed bolts from the right edge of the vertical fin access door.

S 024-002

- (3) Remove the hinge attach bolts.

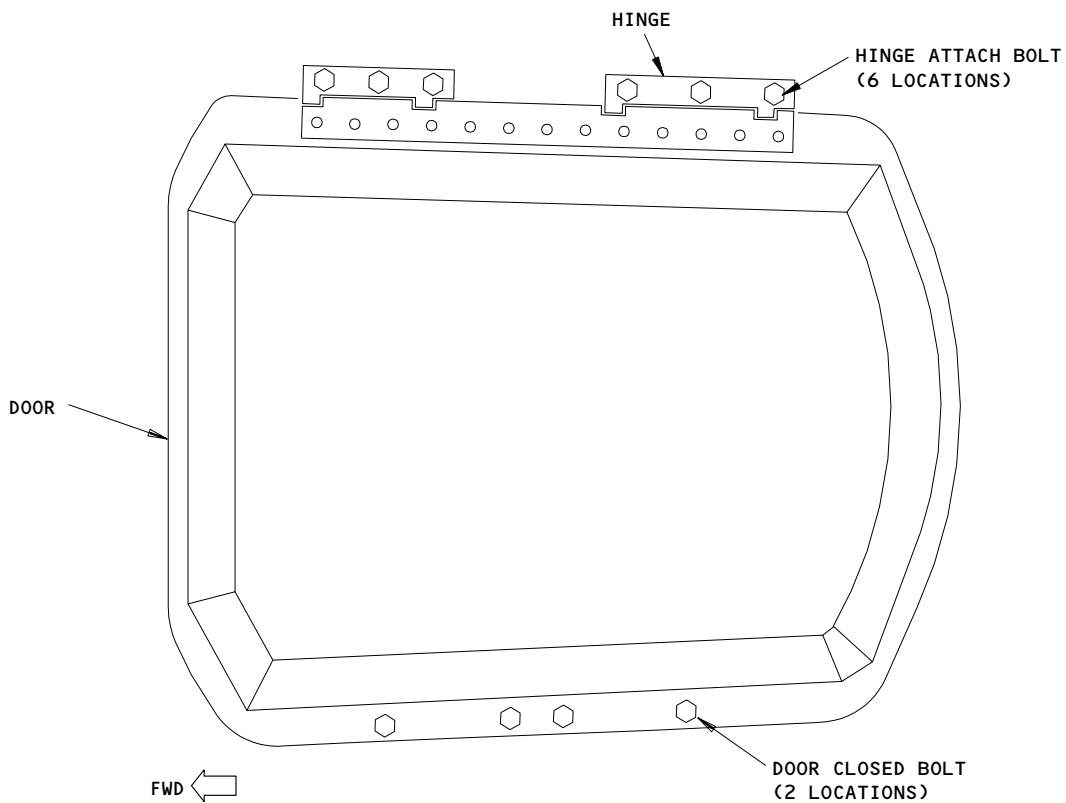
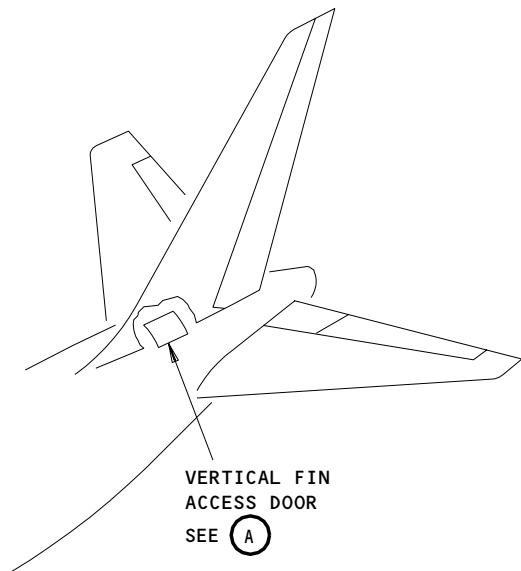
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VERTICAL FIN ACCESS DOOR

(A)

Vertical Fin Access Door Installation
Figure 401

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S 024-009

- (4) Remove the vertical fin access door.

TASK 52-48-08-424-003

3. Install the Vertical Fin Access Door (Fig. 401)

A. Consumable Materials

- (1) A00247 Sealant - Chromate Type, BMS 5-95

B. Access

- (1) Location Zone

100 Lower Half of Fuselage

- (2) Access Panels

311AL Service Access Door

313AL Elevator Control Access Door

Vertical Fin Access Door

C. Procedure - Install the Vertical Fin Access Door

S 614-004

- (1) Apply the sealant to the surface of the hinge assembly that is attached to the fuselage structure.

S 864-005

- (2) Put the vertical fin access door in the correct position in the door opening.

S 424-010

- (3) Install the hinge attach bolts, washers, and nuts.

S 424-006

- (4) Hold the door in the closed position and install the door closed bolts, washers, and nuts.

S 434-011

- (5) Tighten the door closed bolts to 12-15 pound-inches.

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EXTERIOR SERVICE DOORS – DESCRIPTION AND OPERATION

1. General

- A. The exterior service access doors (Fig. 1) provide access to various airplane system service and power panels for servicing and connection of external power.
- B. The doors described in this section are as follows:
 - (1) External power access door
 - (2) Fueling station door
 - (3) Air condition ground service door
 - (4) Ground air supply access doors (2)
 - (5) Hydraulic bay access door
 - (6) Forward toilet service door
 - (7) Mid toilet service door.
 - (8) Aft toilet service door
 - (9) Potable water service door
- C. All of the exterior service doors are outward opening and manually operated from outside the airplane by quick-release latches.

2. Component Details

- A. External Power Access Door (View A)
 - (1) The external power access door provides access to the external ground power connector. The door is located just aft of the nose landing gear door, immediately to the right of airplane centerline.
 - (2) The door is approximately 13 inches long by 14 inches wide, and is made of normal, aluminum sheet metal construction. It is attached to the airplane by two hinges along the forward edge, and two quick-release latches at the forward edge. A bonding jumper is installed between the door and adjacent airplane structure.
- B. Fueling Station Door (View B)
 - (1) The fueling station door provides access to airplane fueling/defueling controls and gages. The door is located on the right wing lower fixed leading edge, outboard of the engine.
 - (2) The door is approximately 30 inches long by 10 inches wide, and is made of normal, sheet metal aluminum construction.
 - (3) The door has a piano-type hinge along the forward edge, and three quick-release clamps along the aft edge. Retention fittings at each end limit door travel.

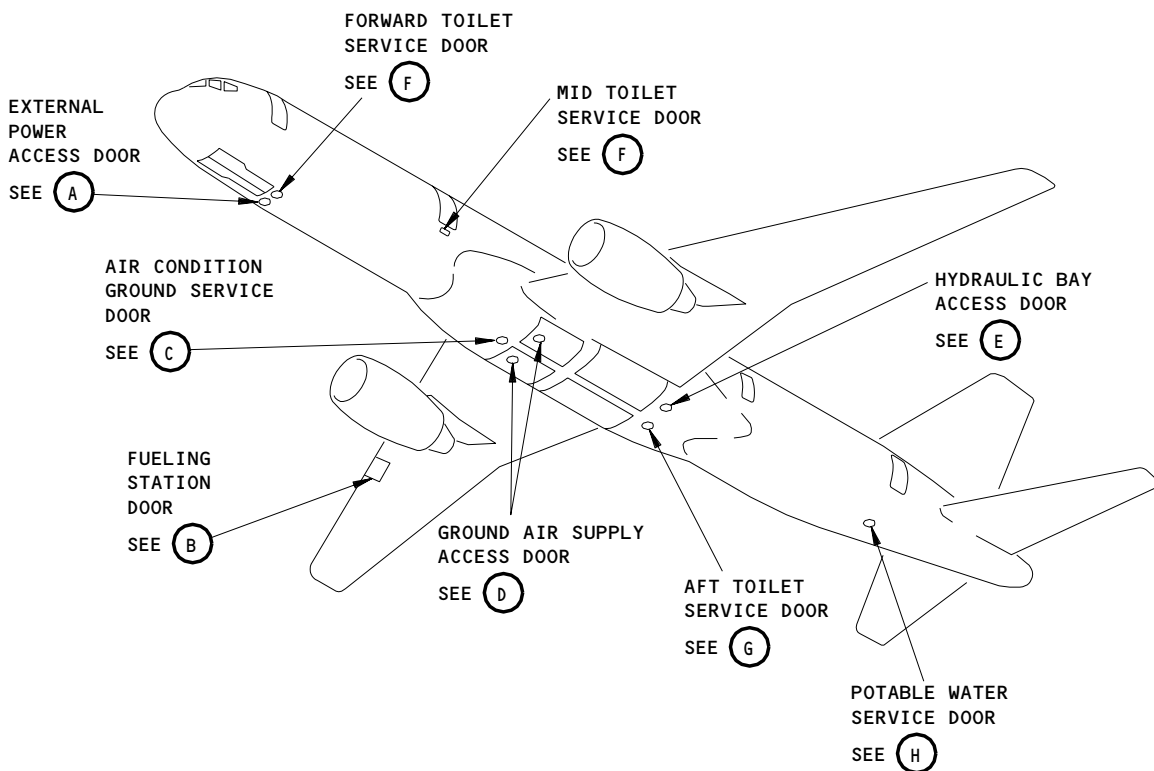
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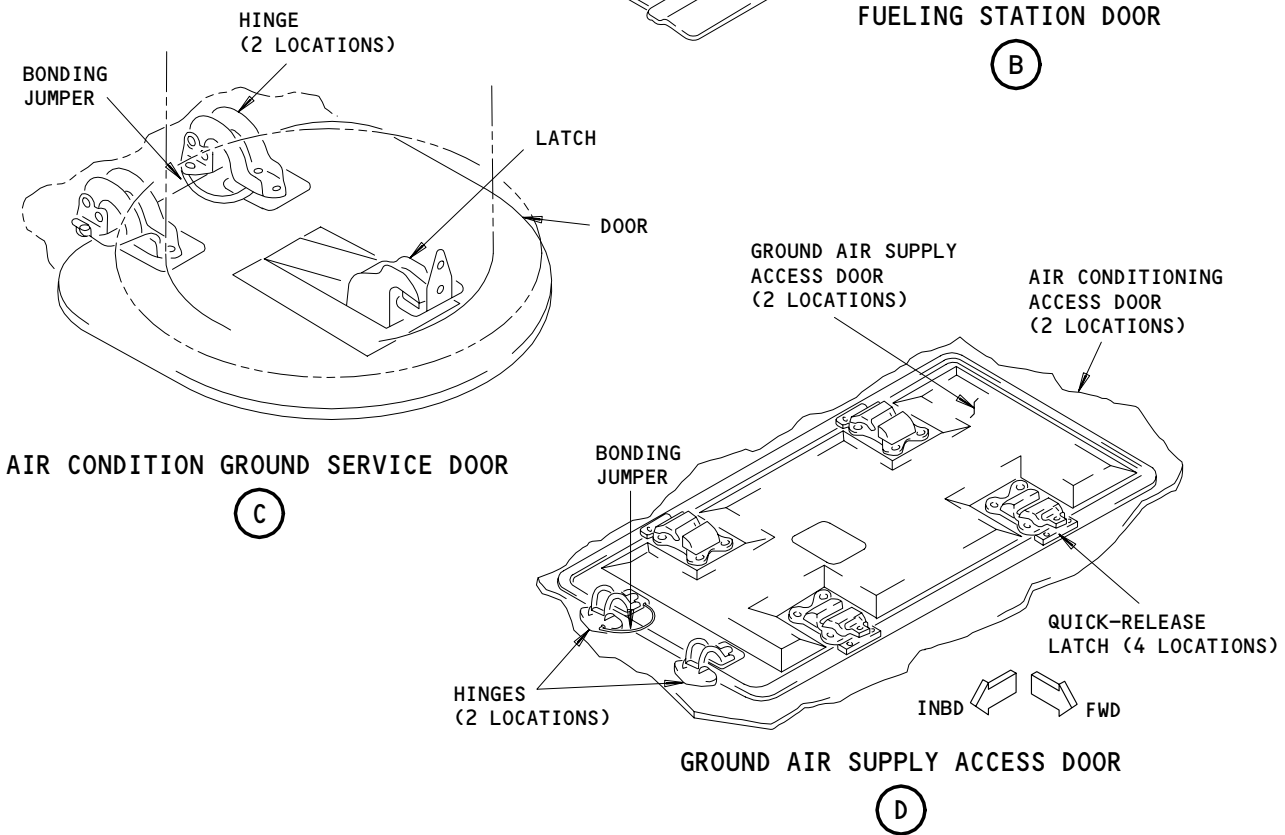
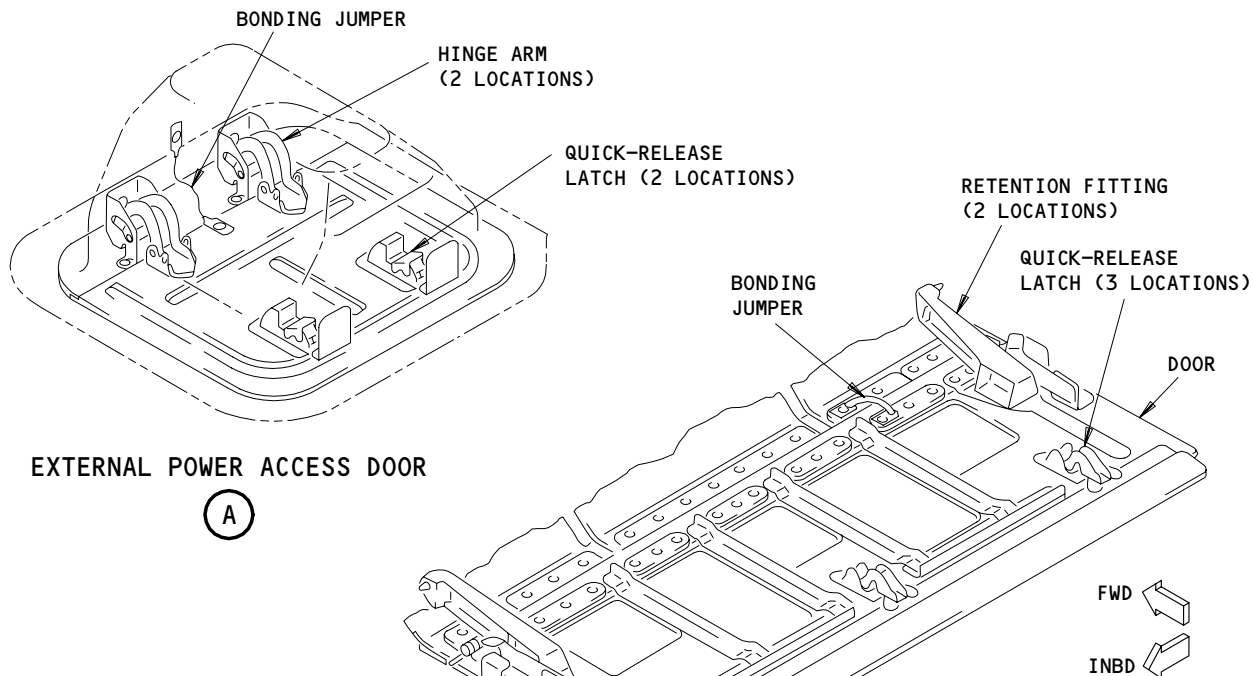
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Exterior Service Doors
Figure 1 (Sheet 1)

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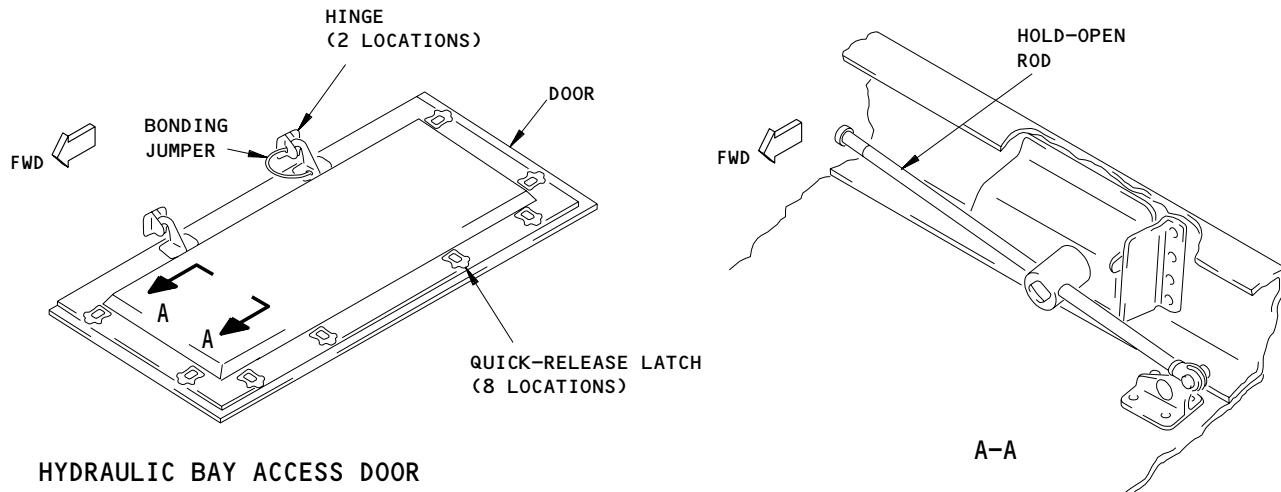
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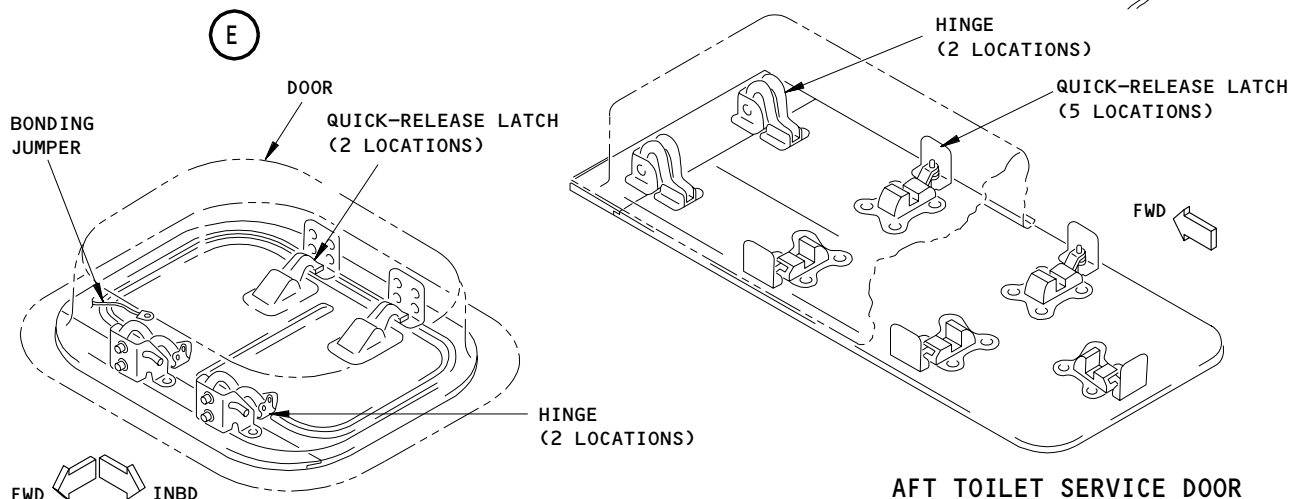
Exterior Service Doors
Figure 1 (Sheet 2)

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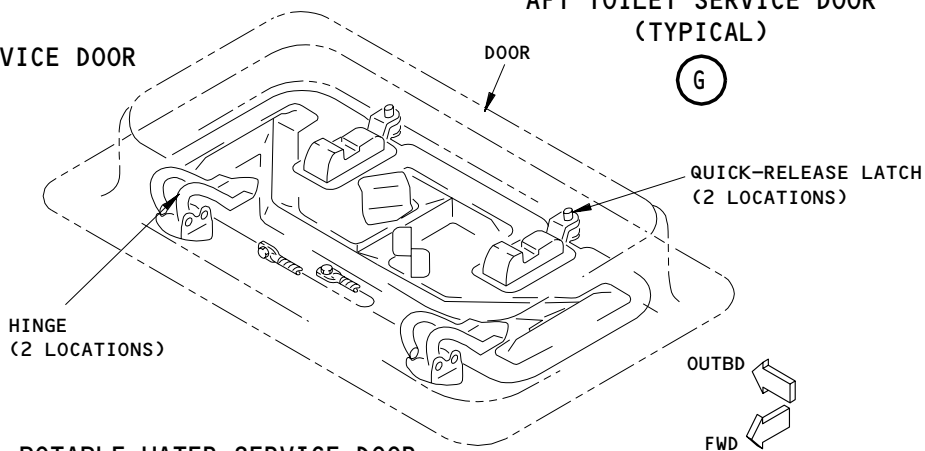


HYDRAULIC BAY ACCESS DOOR



FORWARD/MID TOILET SERVICE DOOR

AFT TOILET SERVICE DOOR (TYPICAL)



POTABLE WATER SERVICE DOOR (TYPICAL)

Exterior Service Doors
Figure 1 (Sheet 3)

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- C. Air Condition Ground Service Door (View C)
 - (1) The air condition ground service door provides access to the external ground conditioned air connector. The door is in the forward fairing just forward of the air conditioning access doors.
 - (2) The door has an oval shape, approximately 10 inches long. It is made from graphite/fiberglass aramid honeycomb composite with a nomex core.
 - (3) The door has two gooseneck hinges along the forward edge and a quick-release latch along the aft edge. A bonding jumper is installed between the door and adjacent support structure.
- D. Ground Air Supply Access Doors (View D)
 - (1) Two ground air supply access doors provide access to the external engine start ground air connectors. The doors are installed in the forward ends of the right and left air conditioning access doors.
 - (2) The doors are 12 inches wide by 24 inches long and are made from graphite/fiberglass aramid honeycomb composite with a nomex core.
 - (3) Each door has two gooseneck hinges along the inboard edge, and two quick-release latches along both the forward and aft edges. A bonding jumper is installed between the door and adjacent support structure.
- E. Hydraulic Bay Access Door (View E)
 - (1) The hydraulic bay access door provides access to center hydraulic system components and hydraulic power ground connections. The door is located left of airplane centerline in the lower aft fairing just aft of the main landing gear doors.
 - (2) The door is approximately 30 inches wide by 58 inches long and is made of aramid/graphite epoxy laminate sandwich with a nomex honeycomb core. Two hinges are installed on the door inboard side and eight quick-release latches are installed on the door outboard, forward and aft sides.
- F. Forward/Mid Toilet Service Door (View F)
 - (1) The forward toilet service door provides access to the forward toilet waste water and flush lines. The door is just aft of the nose gear doors.
 - (2) The mid toilet service door provides access to the mid toilet waste water and flush lines. The door is just below the left No. 2 passenger door.
 - (3) The door is approximately 12 inches long by 14 inches wide, and is made of conventional sheet metal aluminum construction. The door has two gooseneck hinges along the forward edge and two quick-release latches along the aft edge. A bonding jumper is installed between the door and adjacent support structure.
- G. Aft Toilet Service Door (View G)
 - (1) The aft toilet service door provides access to the mid-cabin toilet waste water and flush lines. The door is on the centerline of the airplane in the lower aft fairing, just aft of the main landing gear doors.
 - (2) The door is approximately 10 inches wide by 28 inches long, and is made of fiberglass/graphite aramid laminate. Two gooseneck hinges are installed at the leading edge, and five quick-release latches are installed along the remaining three sides.

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H. Potable Water Service Door (View H)

- (1) The potable water service door provides access to the external water supply and drain lines of the potable water system. The door is located at the bottom center of the fuselage, in line with No. 4 passenger door.
- (2) The door is approximately 14 inches wide by 6 inches long, and is made of conventional sheet metal aluminum construction. The door has two gooseneck hinges along the leading edge, and two quick-release latches along the aft edge. A bonding jumper is installed between the door and the pressure pan.

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EXTERNAL POWER ACCESS DOOR – REMOVAL/INSTALLATION

1. General

- A. This procedure contains two tasks. The first task is the removal of the external power access door. The second task is the installation of the external power access door.
- B. The initial door is cut to the correct dimensions for the cutout opening in the fuselage during the assembly of the airplane. It is not necessary to remove the skin around the edges of the door when you install the initial door. It can be necessary to remove the unwanted skin around the edges of the door when you install a new, replacement door.

TASK 52-49-01-404-009

2. Remove the External Power Access Door (Fig. 401)

A. Access

- (1) Location Zone
100 Lower Half of Fuselage
- (2) Access Panel
120AR External Power Access Door

B. Procedure – Remove the External Power Access Door

S 014-010

- (1) Unlatch and open the external power access door.

S 024-011

- (2) Disconnect the bonding jumper from the external power access door (View A).

S 024-012

- (3) Remove the six bolts that hold the external power access door to the hinges.

S 034-013

- (4) Break the seal between the external power access door and the shim to remove the door from the airplane.

S 024-015

- (5) Remove the external power access door from the airplane.

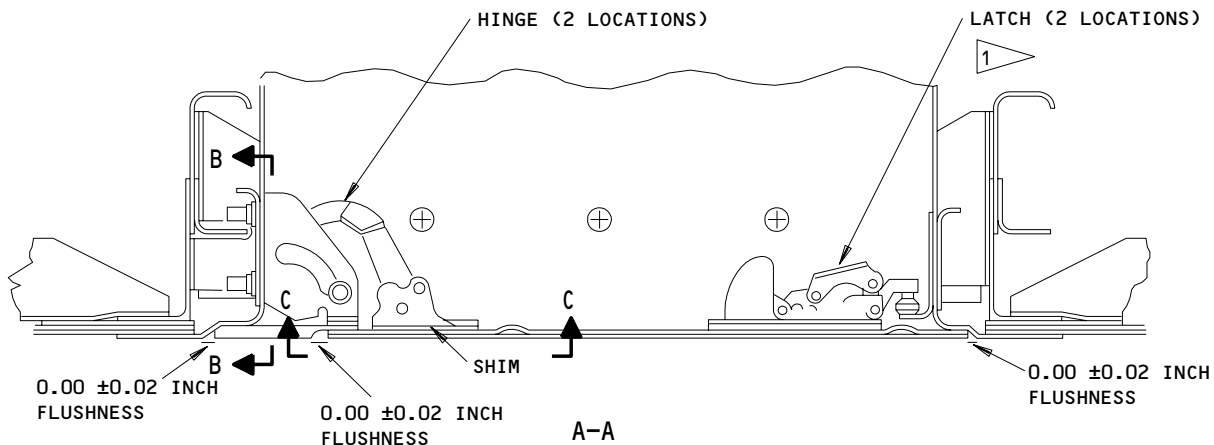
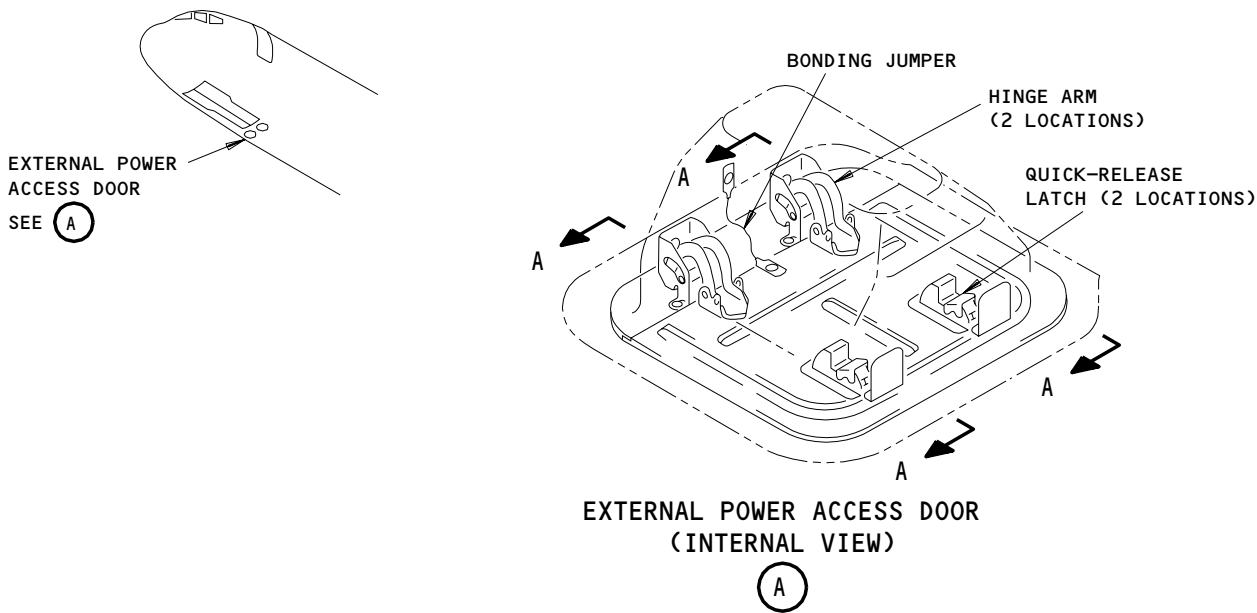
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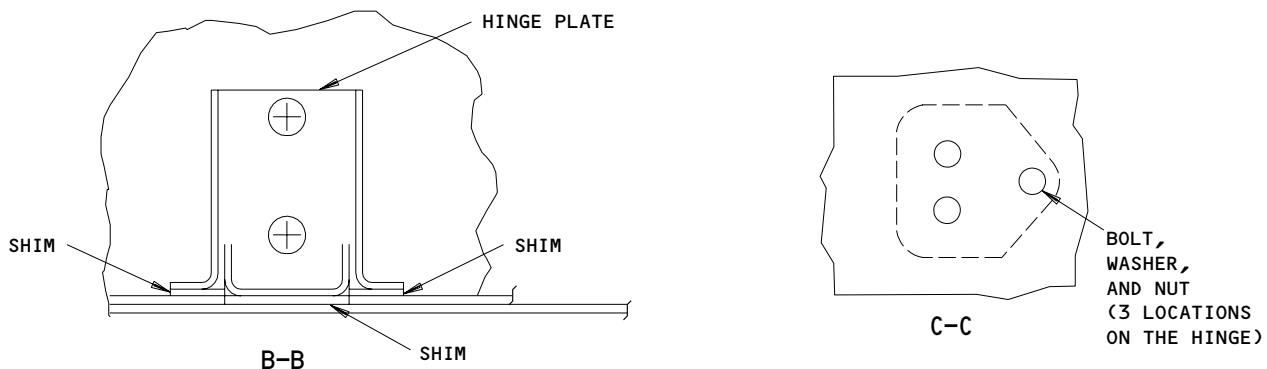
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1 MAKE SURE THERE IS NO FREE MOVEMENT OF THE DOOR AT THE LATCHES



External Power Access Door
Figure 401

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TASK 52-49-01-404-014

3. Install the External Power Access Door (Fig. 401)

A. Consumable Materials

- (1) C00259 Primer - BMS 10-11, Type I
- (2) A00247 Sealant - Chromate Type, BMS 5-95

B. References

- (1) 20-41-00/201, Static Grounding
- (2) 51-31-01/201, Seals and Sealing

C. Access

- (1) Location Zone
 - 100 Lower Half of Fuselage
- (2) Access Panel
 - 120AR External Power Access Door

D. Procedure - Install the External Power Access Door

S 644-016

- (1) Apply the sealant to the surface of the hinge assemblies that you will attach to the door (Ref 51-31-01).

S 424-017

- (2) Put the external power access door in the correct position in the fuselage opening and connect to the hinges with the six bolts (View C-C).

S 424-018

- (3) Attach the bonding jumper to the external power access door with the screw, washer and nut (View A) (Ref 20-41-00).

S 424-019

- (4) Tighten the bolts on the hinge (View C-C) sufficiently to make sure the door does not turn when it is in the closed but not latched position.

S 864-008

- (5) Close and latch the external power access door.

S 824-007

- (6) Adjust the latches to make sure there is no free movement of the external power access door when it is latched.

S 224-006

- (7) Do a check on the external power access door flushness (View A-A).

S 824-005

- (8) Add or remove the shims between the hinge plates and the door structure to get the correct flushness.

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S 624-004

- (9) Apply the primer to the shims that do not have primer on them.

S 424-003

- (10) Install the shims wet or dry.

S 624-002

- (11) Apply the sealant to the mating surfaces of the door and hinge.

S 714-001

- (12) Open and close the external power access door. Do the steps that follow:
- (a) Make sure the door moves freely.
 - (b) Make sure the door flushness is in the correct limits.
 - (c) Make sure the latches operate correctly.

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FUELING STATION DOOR – REMOVAL/INSTALLATION

1. General

- A. This procedure contains two tasks. The first task is the removal of the fueling station access door. The second task is the installation of the fueling station access door.
- B. The initial door is cut to the correct dimensions for the cutout opening in the fuselage during the assembly of the airplane. It is not necessary to remove the skin around the edges of the door when you install the initial door. It can be necessary to remove the unwanted skin around the edges of the door when you install a new, replacement door.

TASK 52-49-02-004-001

2. Remove the Fueling Station Door (Fig. 401)

- A. References
 - (1) 78-31-00/201, Thrust Reverser System
- B. Access
 - (1) Location Zone
100 Lower Half of Fuselage
 - (2) Access Panel
621GB Fueling Station Door
- C. Procedure – Remove the Fueling Station Door

S 864-002

WARNING: DO THE THRUST REVERSER DEACTIVATION PROCEDURE TO PREVENT THE OPERATION OF THE THRUST REVERSER. ACCIDENTAL OPERATION OF THE THRUST REVERSER CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

- (1) Do this procedure: Thrust Reverser Deactivation for Ground Maintenance (Ref 78-31-00).
S 014-003
- (2) Unlatch and open the fueling station door.
S 024-004
- (3) Disconnect the bonding jumper from the fueling station door (View A).
S 024-005
- (4) Remove the 18 bolts that hold the hinge assembly to the wing structure. Remove the fueling station door (View A).

TASK 52-49-02-404-006

3. Install the Fueling Station Door (Fig. 401)

- A. Consumable Materials
 - (1) A00247 Sealant – Chromate Type, BMS 5-95

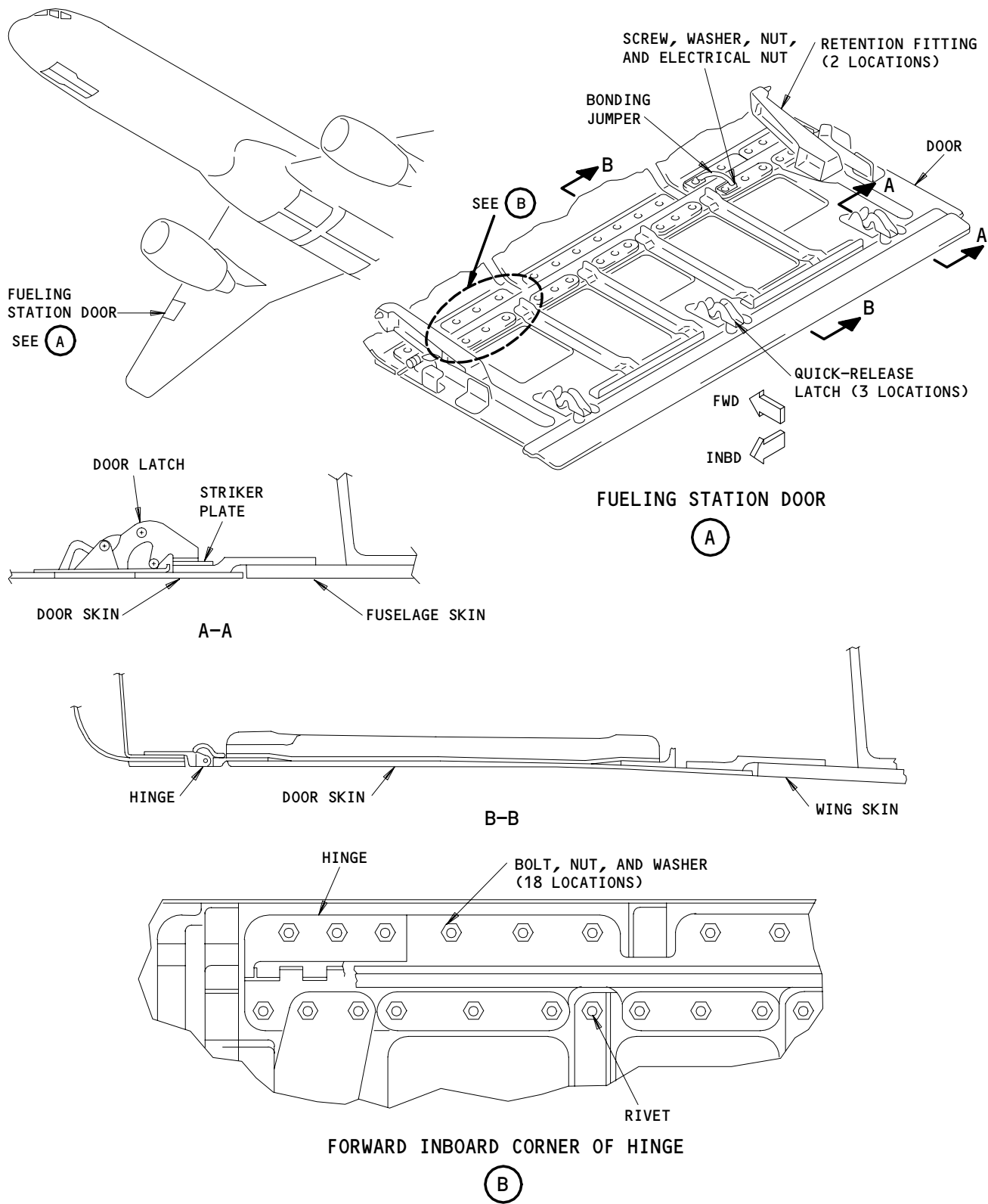
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Fueling Station Door Installation
Figure 401

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B. References

- (1) 20-41-00/201, Static Grounding
- (2) 78-31-00/201, Thrust Reverser System

C. Access

- (1) Location Zone
100 Lower Half of Fuselage
- (2) Access Panel
621GB Fueling Station Door

D. Procedure - Install the Fueling Station Door

S 624-007

- (1) Apply a seal to the surface of the hinge assembly that is attached to the wing structure (View A).

S 424-008

- (2) Put the fueling station door in the correct position in the cutout. Attach to the wing structure with the 18 bolts, nuts, and washers (View A).

S 424-009

- (3) Attach the bonding jumper to the fueling station door and the wing structure with the bolts, washers, electrical nuts, and nuts (Ref 20-41-00).

S 624-010

- (4) Apply a fillet seal to the nuts that attach the fueling station door to the wing structure and the bonding jumper to the door.

S 864-011

- (5) Close and latch the fueling station door.

S 824-012

- (6) Open the fueling station door and adjust the latch (View B-B) to make sure there is no free movement of the door when it is in the latched position.

S 714-013

- (7) Open and close the fueling station door. Do the steps that follow:
 - (a) Make sure the fueling station door moves freely.
 - (b) Make sure the fueling station door touches the wing structure correctly (View A-A).

S 864-015

- (8) Do the activation procedure for the thrust reverser (Ref 78-31-00).

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AIR CONDITION GROUND SERVICE DOOR – REMOVAL/INSTALLATION

1. General

- A. This procedure contains two tasks. The first task is the removal of the air condition ground service door. The second task is the installation of the air condition ground service door.
- B. The initial door is cut to the correct dimensions for the cutout opening in the fuselage during the assembly of the airplane. It is not necessary to remove the skin around the edges of the door when you install the initial door. It can be necessary to remove the unwanted skin around the edges of the door when you install a new, replacement door.

TASK 52-49-03-004-014

2. Remove the Air Condition Ground Service Door (Fig. 401)

A. Access

- (1) Location Zone
100 Lower Half of Fuselage
- (2) Access Panel
193DL Air Condition Ground Service Door

B. Procedure – Remove the Air Condition Ground Service Door

- S 024-013
- (1) Unlatch and open the air condition ground service door.
- S 024-012
- (2) Remove the six bolts that attach the hinges and the bonding jumper to the fairing panel (View A). Remove the air condition ground service door.

TASK 52-49-03-404-011

3. Install the Air Condition Ground Service Door (Fig. 401)

A. Consumable Materials

- (1) A00247 Sealant – Chromate Type – BMS 5-95

B. Access

- (1) Location Zone
100 Lower Half of Fuselage
- (2) Access Panel
193DL Air Condition Ground Service Door

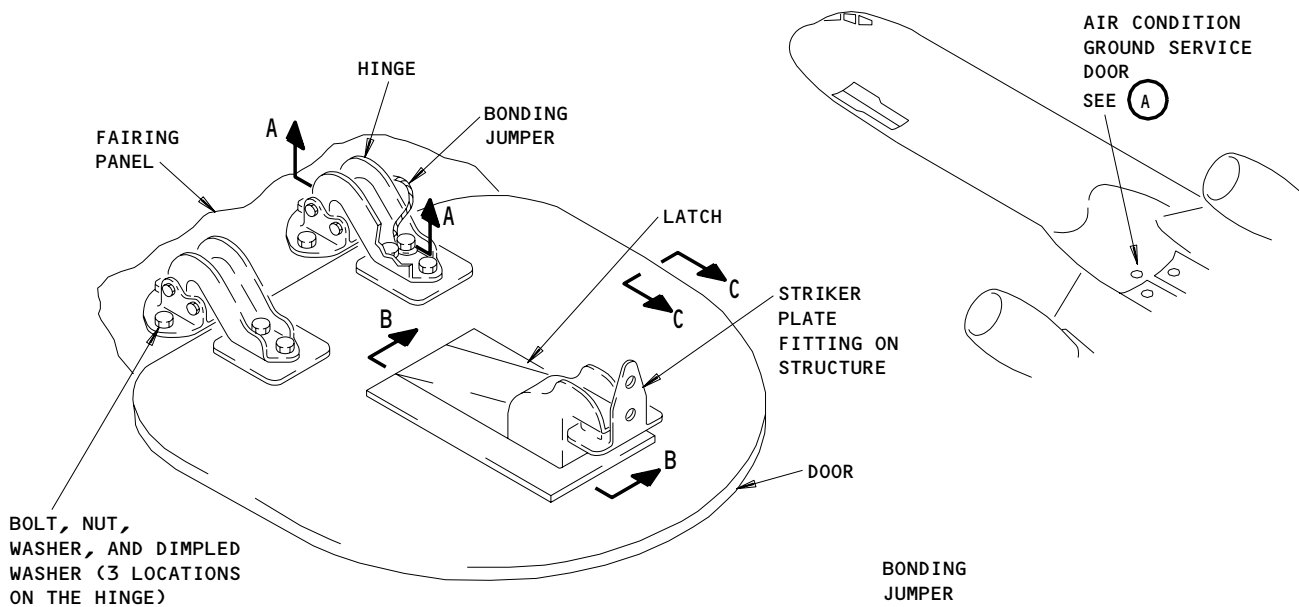
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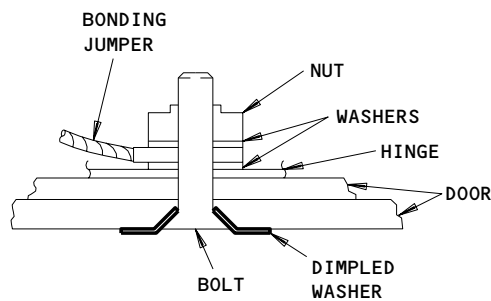
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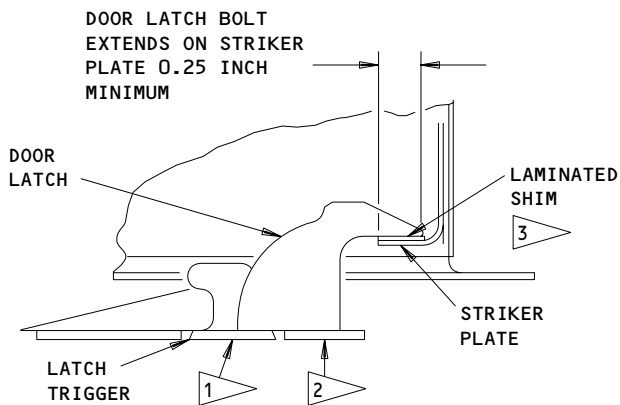


AIR CONDITION GROUND SERVICE DOOR

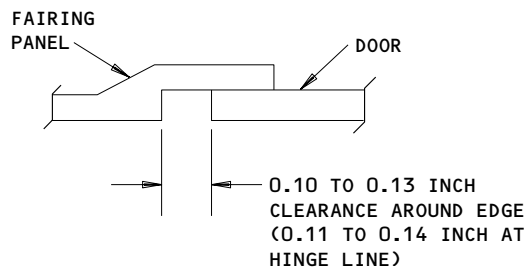
(A)



A-A



B-B



C-C

- 1 PUSH THE LATCH HERE TO DO A CHECK FOR MOVEMENT. THE PERMITTED FREE MOVEMENT IS 0.01 TO 0.03 INCH
- 2 PUSH THE DOOR HERE AT EDGE TO DO A CHECK FOR MOVEMENT
- 3 ADJUST THE SHIMS AS NECESSARY TO ALIGN THE DOOR WITH THE FAIRING PANEL FROM 0.01 TO -0.03 INCH

NOTE: A NEGATIVE TOLERANCE FOR THE FLUSHNESS SHOWS THE DOOR IS INSIDE OF THE FUSELAGE CONTOUR.

**Air Condition Ground Service Door
Figure 401**

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C. Procedure - Install the Air Condition Ground Service Door

S 424-010

- (1) Put the air condition ground service door in the correct position in the cutout opening. Attach to the fairing panel with the bolts, nuts, washers, and dimpled washers.
 - (a) Install the bolts with the wet sealant.
 - (b) Apply a fillet seal to the bolt heads.
 - (c) Tighten the nuts to 15-20 pound-inches.

S 424-009

- (2) Attach the bonding jumper to the fairing panel with the bolt, nut, washers (2), and dimpled washer (View A-A).

S 864-008

- (3) Close and latch the air condition ground service door.

S 224-007

- (4) Make sure the flushness of the door with the fairing panel is correct (View B-B).

S 224-006

- (5) Press the latch at the location shown (View B-B) to do a check for free movement of the latch.

NOTE: The permitted free movement is 0.01 to 0.03 inch. This check makes sure there is not a preload on the latches.

S 824-005

- (6) Add or remove shims to get the correct flushness and free movement of the air condition ground service door (View B-B).

S 354-004

- (7) Remove the unwanted skin around the edges of the door to get the correct clearances between the door skin and the fairing panel (View C-C).

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- S 864-003
- (8) Open, close, and latch the air condition ground access door.
- S 224-002
- (9) Make sure the air condition ground service door moves freely and has a flushness of +0.01 to -0.03 with the fairing panel.
- S 224-001
- (10) Make sure the door latch bolt extends on the striker plate a minimum of 0.25 inch (View B-B).

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GROUND AIR SUPPLY ACCESS DOOR – REMOVAL/INSTALLATION

1. General

- A. This procedure contains two tasks. The first task is the removal of the ground air supply access door. The second task is the installation of the ground air supply access door.
- B. The initial door is cut to the correct dimensions for the cutout opening in the fuselage during the assembly of the airplane. It is not necessary to remove the skin around the edges of the door when you install the initial door. It can be necessary to remove the unwanted skin around the edges of the door when you install a new, replacement door.

TASK 52-49-04-004-015

2. Remove the Ground Air Supply Access Door (Fig. 401)

A. Access

- (1) Location Zone
100 Lower Half of Fuselage
- (2) Access Panels
 - 193JL Ground Air Supply Access Door (Left)
 - 194FR Ground Air Supply Access Door (Right)
 - 193HL Air Conditioning Access Door (Left)
 - 194ER Air Conditioning Access Door (Right)

B. Procedure – Remove the Ground Air Supply Access Door

S 014-014

- (1) Open the ground air supply access door.

S 014-013

- (2) Open the air conditioning access door.

S 024-012

- (3) Remove the fasteners that attach the hinges on the ground air supply access door to the air conditioning access door (View B-B).

S 024-011

- (4) Remove the ground air supply access door.

S 024-010

- (5) If you will install a new ground air supply access door that does not have hinges and quick-release latches, remove the four quick-release latches (View A-A) and the two hinges (View B-B).

TASK 52-49-04-404-009

3. Install the Ground Air Supply Access Door (Fig. 401).

A. Consumable Materials

- (1) A00247 Sealant – Chromate Type, BMS 5-95

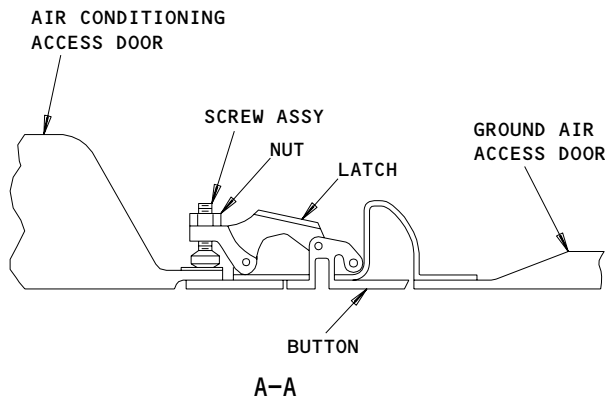
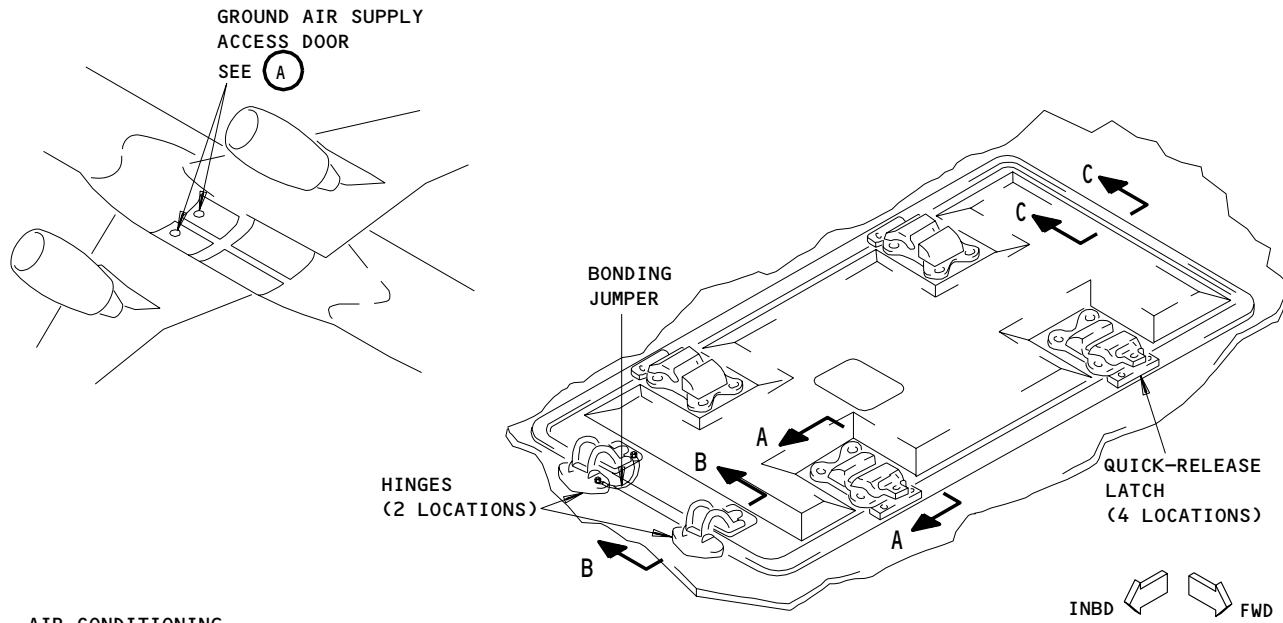
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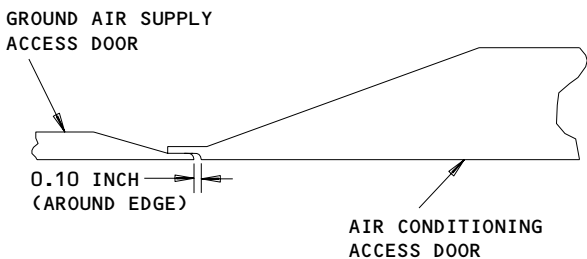
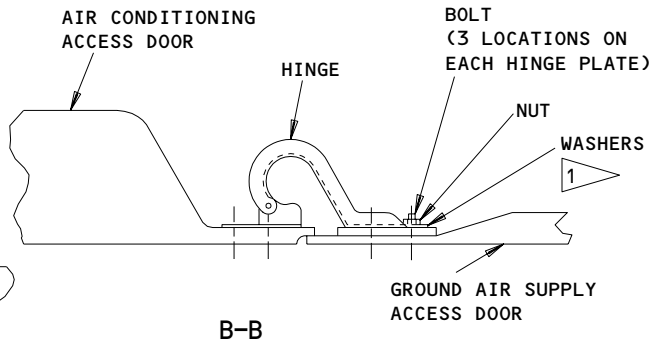
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GROUND AIR SUPPLY ACCESS DOOR

(A)



C-C

1 THERE ARE 3 WASHERS AT THE BONDING JUMPER LOCATION AND 2 WASHERS AT THE OTHER LOCATIONS.

Ground Air Supply Access Door Installation
Figure 401

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B. Access

(1) Location Zone

100 Lower Half of Fuselage

(2) Access Panels

193BL Ground Air Supply Access Door (Left)
194BR Ground Air Supply Access Door (Right)
193HL Air Conditioning Access Door (Left)
194ER Air Conditioning Access Door (Right)

C. Procedure - Install the Ground Air Supply Access door

S 424-008

- (1) If you install a new ground air supply access door that does not have hinges and quick-release latches, do the steps that follow:
- (a) Use a nonmetallic scraper and remove the sealant from the hinges and the quick-release latches.
 - (b) Attach the hinges to the ground air supply access door. Apply the sealant between the hinges and the door to make a fay seal.
 - (c) Attach the bonding jumper to the aft hinge.
 - (d) Install the fasteners with wet sealant.
 - (e) Apply a fillet seal over the nuts.
 - (f) Attach the quick-release latches to the ground air supply access door. Apply the sealant between the quick-release latches and the door to make a fay seal. Do the steps that follow:
 - 1) Install the fasteners with wet sealant.
 - 2) Apply a fillet seal over the nuts.
 - 3) Tighten the nuts to 25-35 pound-inches.

S 424-007

- (2) Put the ground air supply access door in the correct position in the air conditioning access door.

S 424-006

- (3) Attach the hinges to the air conditioning access door. Apply the sealant between the hinges and the door to make a fay seal. Do the steps that follow:
- (a) Attach the bonding jumper to the air conditioning access door.
 - (b) Install the fasteners with wet sealant.
 - (c) Apply a fillet seal over the nuts.
 - (d) Tighten the nuts to 15-20 pound-inches.

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- S 864-005
- (4) Lift the locking lever to unlock the hinges on the ground air supply access door.
- S 224-004
- (5) Close the ground air supply access door. Make sure the clearance between the edge of the door and the air conditioning access door is correct (View C-C).
- S 354-003
- (6) Remove the unwanted skin around the edges of the ground air supply access door to get the correct clearances (View C-C).
- S 224-018
- (7) Close all of the latches.
- S 824-002
- (8) Adjust the latch screw assemblies to make sure there is no free movement of the door. Tighten the jam nuts on the screw assemblies.
- S 824-016
- (9) Adjust the latch stop for a zero maximum clearance between the latch stop and the latch striker.
- S 214-017
- (10) Make sure there is no free movement or distance between the door and the fuselage structure at the latch locations.
- S 214-001
- (11) Make sure the buttons on the latches make a smooth surface with the access doors.

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HYDRAULIC BAY ACCESS DOOR – REMOVAL/INSTALLATION

1. General

- A. This procedure contains two tasks. The first task is the removal of the hydraulic bay access door. The second task is the installation of the hydraulic bay access door.
- B. The initial door is cut to the correct dimensions for the cutout opening in the fuselage during the assembly of the airplane. It is not necessary to remove the skin around the edges of the door when you install the initial door. It can be necessary to remove the unwanted skin around the edges of the door when you install a new, replacement door.

TASK 52-49-05-004-020

2. Remove the Hydraulic Bay Access Door (Fig. 401)

A. Access

- (1) Location Zone
100 Lower Half of Fuselage
- (2) Access Panel
197KL Hydraulic Bay Access Door

B. Procedure – Remove the Hydraulic Bay Access Door

S 024-019

- (1) Unlatch and open the hydraulic bay access door.

NOTE: Put a screwdriver or an equivalent tool in the hole in the actuation button to help you open the latches.

S 024-018

- (2) Remove the bolt that attaches the hold-open rod to the hydraulic bay access door (View A-A).

S 024-017

- (3) Disconnect the bonding jumper from the hydraulic bay access door (View C-C).

S 024-016

- (4) Remove the two hinge bolts that attach the hydraulic bay access door to the fuselage (View B-B). Remove the hydraulic bay access door.

TASK 52-49-05-404-015

3. Install the Hydraulic Bay Access Door (Fig. 401)

A. Consumable Materials

- (1) A00247 Sealant – Chromate Type, BMS 5-95

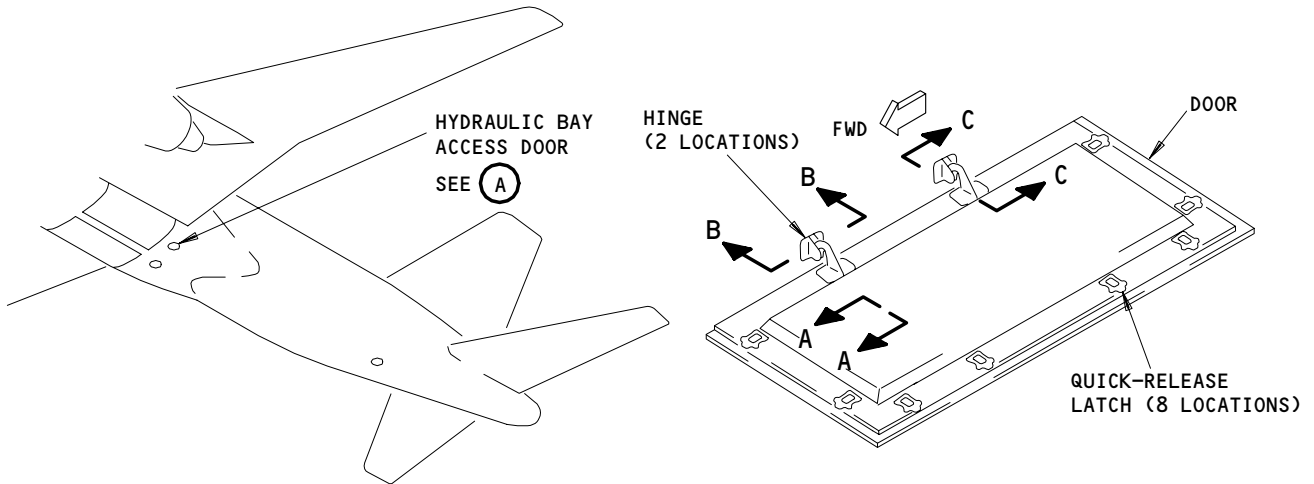
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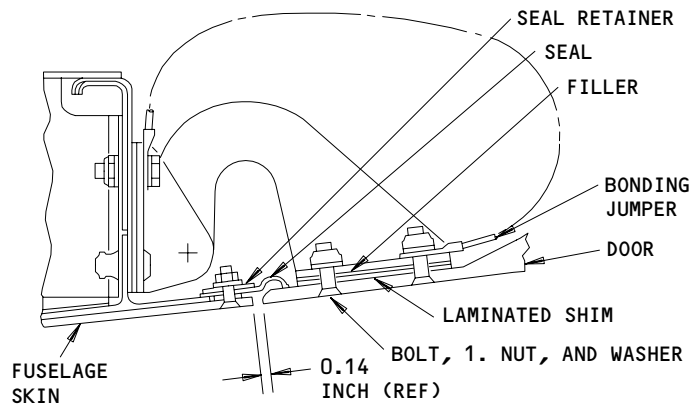
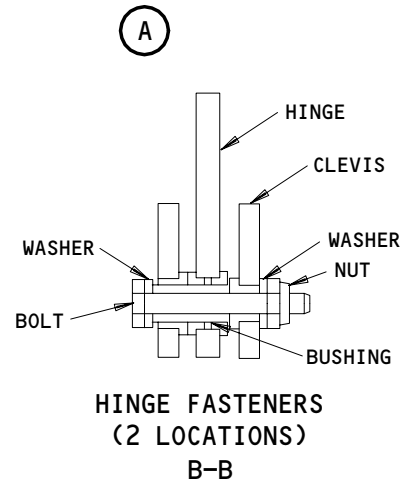
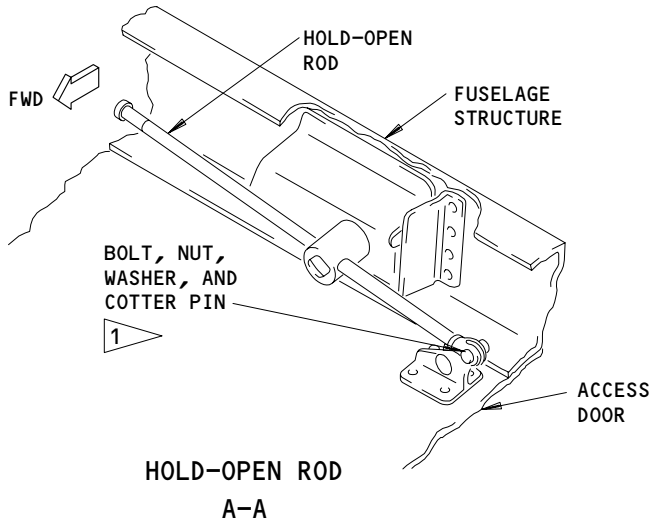
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HYDRAULIC BAY ACCESS DOOR
(INTERNAL VIEW)



AFT HINGE
(FORWARD HINGE SAME BUT NO BONDING JUMPER)
C-C

1 THE HOLD-OPEN ROD MUST BE FREE TO TURN AFTER THE NUT IS TIGHTENED

Hydraulic Bay Access Door Installation
Figure 401

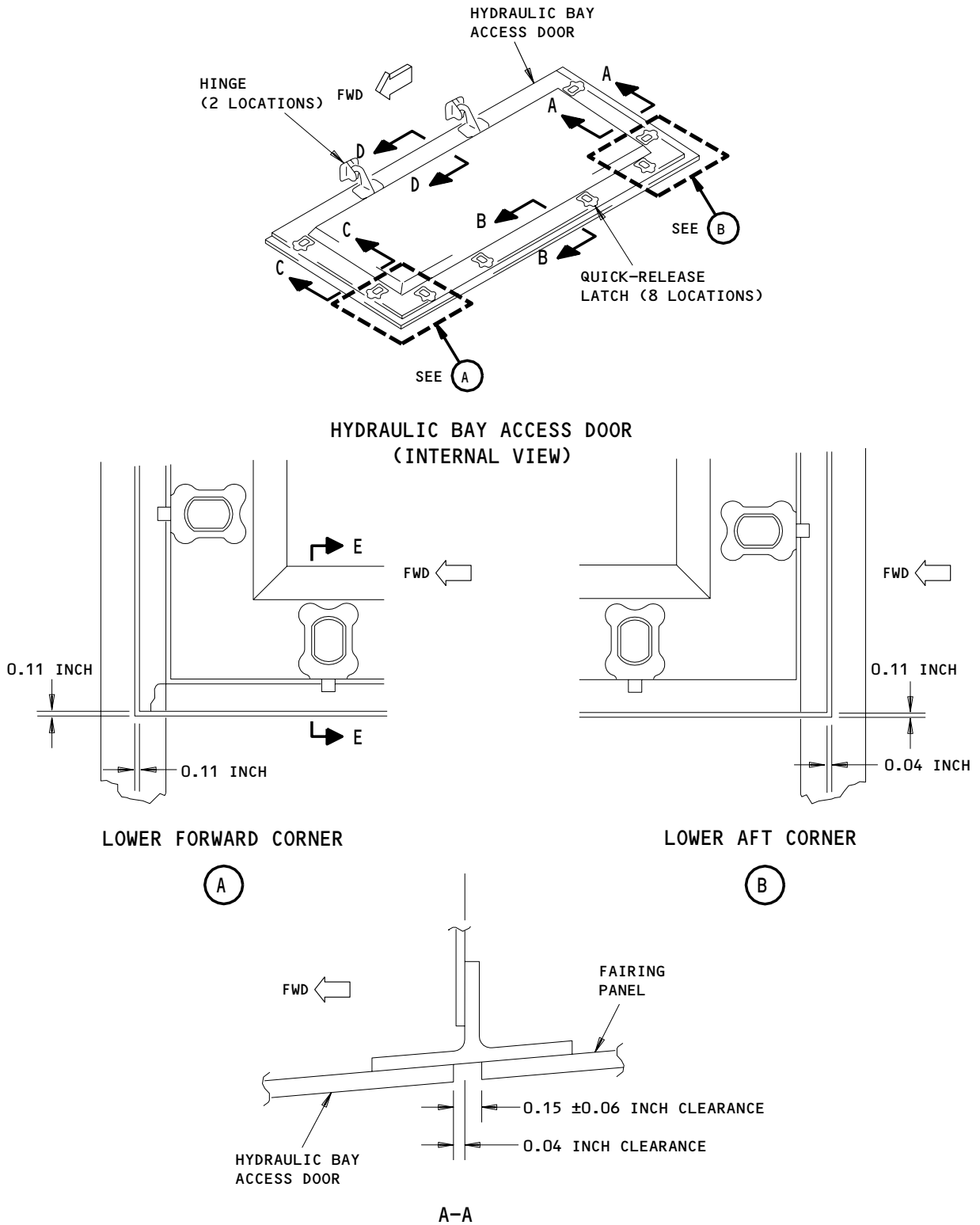
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Hydraulic Bay Access Door Clearances
Figure 402 (Sheet 1)

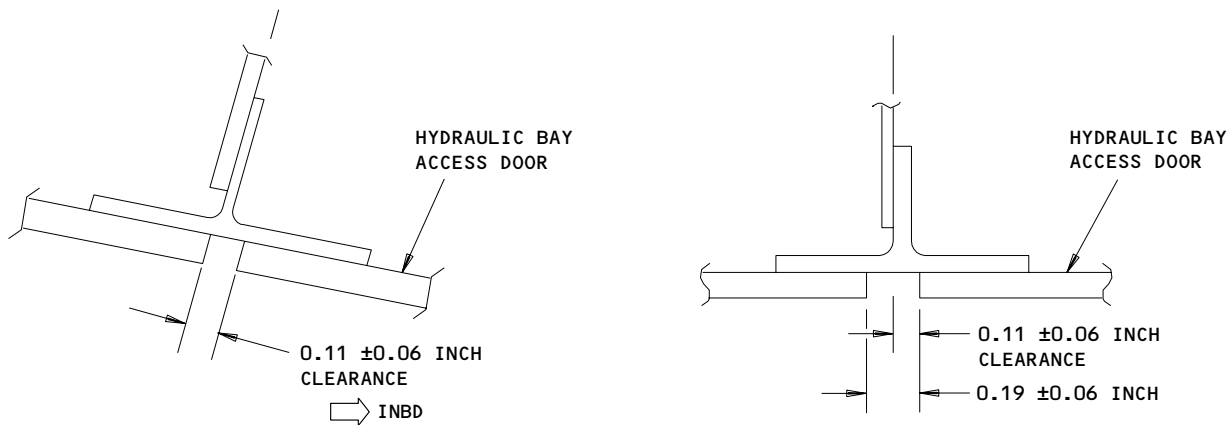
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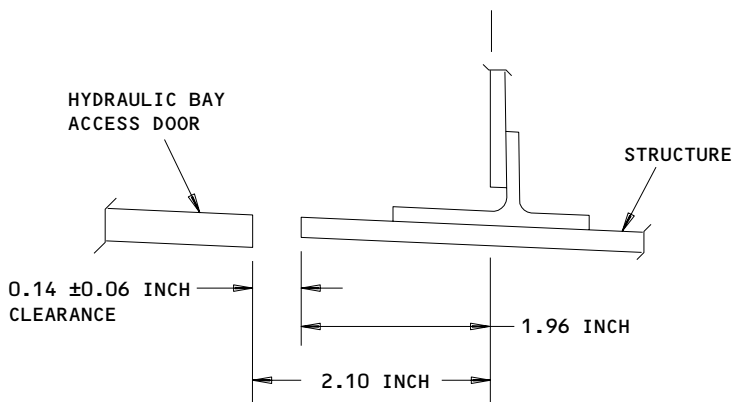
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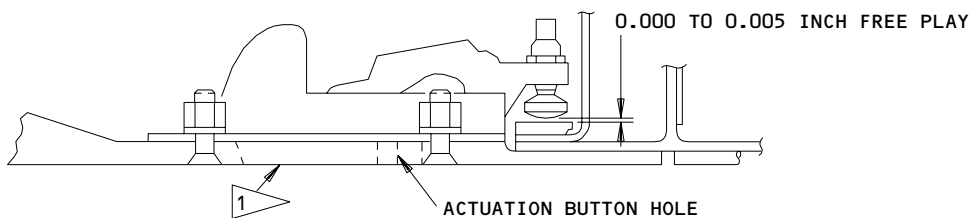


B-B

C-C



D-D



DOOR LATCH (8 LOCATIONS)

E-E

1 PUSH HERE TO DO A CHECK FOR FREE PLAY. THE PERMITTED FREE PLAY IS 0.000 TO 0.005 INCH

Hydraulic Bay Access Door Clearances
Figure 402 (Sheet 2)

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B. Access

(1) Location Zone
100 Lower Half of Fuselage

(2) Access Panel
197KL Hydraulic Bay Access Door

C. Procedure - Install the Hydraulic Bay Access Door

S 424-014

(1) Put the hydraulic bay access door in the correct position in the cutout opening and attach the two hinge arms to the hinge fittings with the bushings, bolts, washers, and nuts.
(a) Tighten the nuts to 30-50 pound-inches.

S 424-013

(2) Attach the bonding jumper to the hydraulic bay access door with the bolt, nut, and washer (View C-C).

S 424-021

(3) Tighten the nut (1) to 50-80 pound-inches.

S 864-012

(4) Close and latch the hydraulic bay access door.

S 224-011

(5) Make sure the seal touches the inboard edge of the hydraulic bay access door (View C-C).

S 224-010

(6) Make sure the flushness and the clearance in the fuselage is correct on the hinge line (View C-C).

S 824-009

(7) Add or remove the shims to get the correct flushness and clearances (View C-C).

S 624-008

(8) Apply the sealant to the mating surfaces between the hinge arms and the hydraulic bay access door

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S 224-007

- (9) Make sure the flushness of the hydraulic bay access door is correct at the latch positions (View D-D).

S 864-006

- (10) Unlatch the hydraulic bay access door.

S 864-005

- (11) Push the hydraulic bay access door to the position for the correct flushness and clearance at the edge of the door and at each latch.

S 864-023

- (12) Lock only one of the latches at a time to do the check for free movement.

NOTE: Put a screwdriver or an equivalent tool in the hole in the actuation button to help you close the latches.

S 224-004

- (13) Push the latch at the location shown on View E-E, Fig. 402 to do a check for the free movement of the latch. Make sure the the free movement is in the permitted limits.

NOTE: It is best if there is no free movement of the latch.

S 824-003

- (14) Adjust the latch screw and the cap asseby to get in the correct limits for the free movement (View E-E, Fig. 402). After the adjustment, tighten the lock nut on the latch screw.

S 864-022

- (15) Do the check for free movement on the other latches.

S 224-002

- (16) If you install a new, replacement hydraulic bay access door, do a check for the correct flushness and clearances. Do the step that follows:

NOTE: There is an allowable ± 0.04 inch misfair around the entire door.

- (a) Remove the unwanted skin around the edges of the door to get the correct flushness and clearances.

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S 714-001

- (17) Open, close, and latch the hydraulic bay access door. Do the steps that follow:
- (a) Make sure the door moves freely.
 - (b) Make sure the latches lock correctly.

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FORWARD TOILET SERVICE DOOR – REMOVAL/INSTALLATION

1. General

- A. This procedure contains two tasks. The first task is the removal of the forward toilet service door. The second task is the installation of the forward toilet service door.
- B. The initial door is cut to the correct dimensions for the cutout opening in the fuselage during the assembly of the airplane. It is not necessary to remove the skin around the edges of the door when you install the initial door. It can be necessary to remove the unwanted skin around the edges of the door when you install a new, replacement door.

TASK 52-49-06-004-016

2. Remove the Forward Toilet Service Door (Fig. 401)

A. Access

- (1) Location Zone
100 Lower Half of Fuselage
- (2) Access Panel
119AL Forward Toilet Service Door

B. Procedure – Remove the Forward Toilet Service Door

S 024-015

- (1) Unlatch and open the forward toilet service door.

S 024-014

- (2) Disconnect the bonding jumper from the forward toilet service door (View A).

S 024-013

- (3) Remove the six bolts, washers, and nuts that attach the hinges to the forward toilet service door (View C-C). Remove the forward toilet service door from the airplane.

TASK 52-49-06-404-012

3. Install the Forward Toilet Service Door (Fig. 401)

A. Consumable Materials

- (1) A00247 Sealant – Chromate Type, BMS 5-95

B. References

- (1) 20-41-00/201, Static Grounding

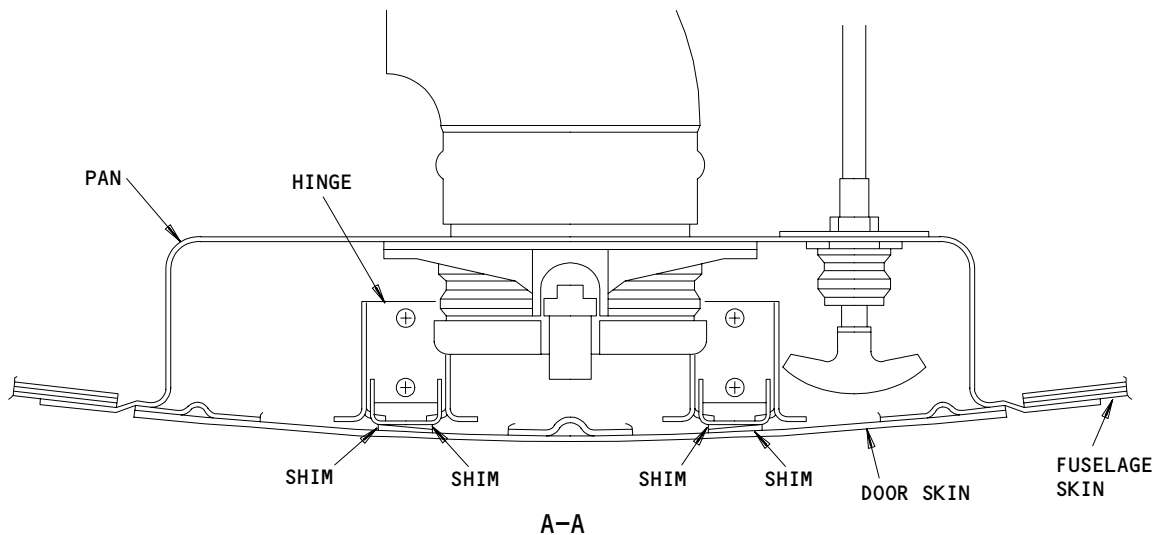
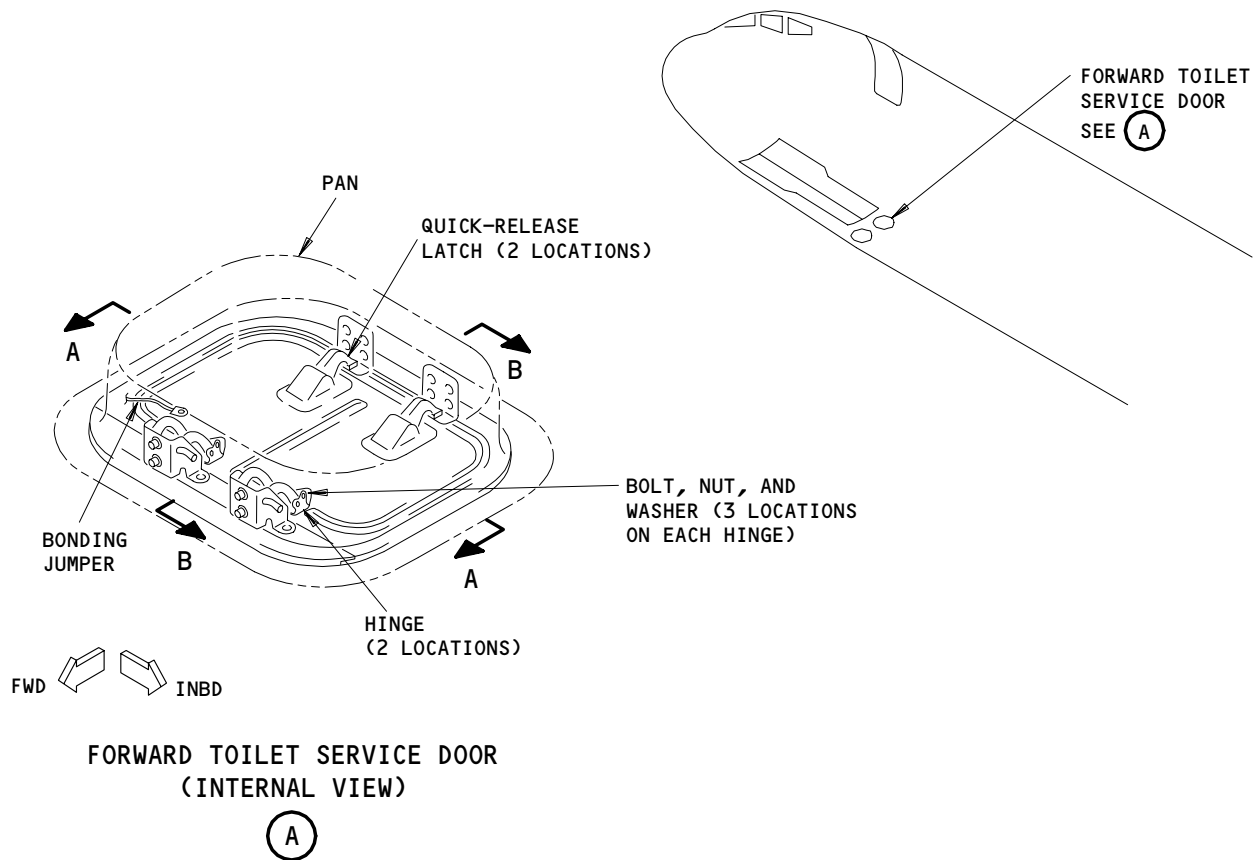
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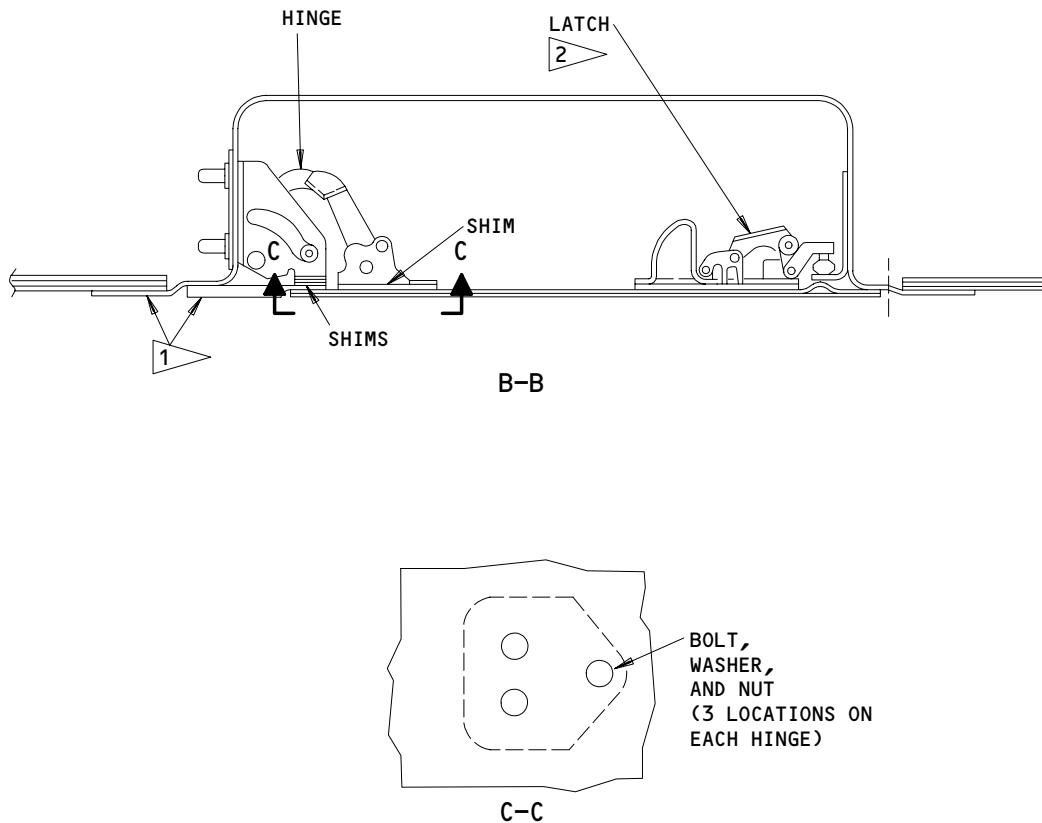
Forward Toilet Service Door
Figure 401 (Sheet 1)

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1 FLUSHNESS 0.02 TO -0.02 INCH

NOTE: A NEGATIVE TOLERANCE FOR THE FLUSHNESS SHOWS THAT THE DOOR IS INSIDE OF THE FUSELAGE CONTOUR.

2 MAKE SURE THERE IS NO FREE MOVEMENT OF THE DOOR WHEN THE LATCHES ARE ADJUSTED

Forward Toilet Service Door
Figure 401 (Sheet 2)

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- (2) 51-31-01/201, Seals and Sealing
- C. Access
 - (1) Location Zone
 - 100 Lower Half of Fuselage
 - (2) Access Panel
 - 119AL Forward Toilet Service Door
- D. Procedure - Install the Forward Toilet Service Door
 - S 624-011
 - (1) Apply the sealant to the surfaces of the hinge assemblies that are attached to the door (Ref 51-31-01).
 - S 424-010
 - (2) Put the forward toilet service door in the correct position in the cutout. Attach the hinges to the door with the three bolts, washers, and nuts (View C-C).
 - S 424-009
 - (3) Attach the bonding jumper to the forward toilet service door with the screw, washer, and nut (View A) (Ref 20-41-00).
 - S 864-008
 - (4) Close and latch the forward toilet service door.
 - S 224-007
 - (5) Make sure the clearance and flushness of the forward toilet service door along the hinge line is correct (View B-B).
 - S 824-006
 - (6) Add or remove shims between the hinge plates and the door structure to get the correct clearance and flushness (View A-A).
 - S 624-005
 - (7) Apply the sealant to the surfaces between the hinge plates and the door structure.

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- S 864-004
- (8) Make sure the two latches are latched.
- S 224-003
- (9) Make sure there is no free movement of the forward toilet service door at the latches (View B-B).
- S 824-002
- (10) Adjust the latches to make sure there is no free movement of the forward toilet service door at the latches.
- S 714-001
- (11) Open, close, and latch the forward toilet service door. Do the steps that follow:
- (a) Make sure the forward toilet service door moves freely.
 - (b) Make sure the latches latch in the correct position (View B-B).

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AFT TOILET SERVICE DOOR – REMOVAL/INSTALLATION

1. General

- A. This procedure contains two tasks. The first task is the removal of the aft toilet service door. The second task is the installation of the aft toilet service door.
- B. The initial door is cut to the correct dimensions for the cutout opening in the fuselage during the assembly of the airplane. It is not necessary to remove the skin around the edges of the door when you install the initial door. It can be necessary to remove the unwanted skin around the edges of the door when you install a new, replacement door.

TASK 52-49-07-004-002

2. Remove the Aft Toilet Service Door (Fig. 401)

A. Access

- (1) Location Zone
100 Lower Half of Fuselage
- (2) Access Panel
149GL Aft Toilet Service Door

B. Procedure – Remove the Aft Toilet Service Door

S 014-006

- (1) Unlatch and open the aft toilet service door.

S 024-007

- (2) Disconnect the bonding jumper from the aft toilet service door.

S 024-008

- (3) Remove the ten bolts that attach the hinges to the fuselage (View A-A). Remove the aft toilet service door.

TASK 52-49-07-404-009

3. Install the Aft Toilet Service Door (Fig. 401)

A. Consumable Materials

- (1) A00247 Sealant – Chromate Type, BMS 5-95

B. Access

- (1) Location Zone
100 Lower Half of Fuselage

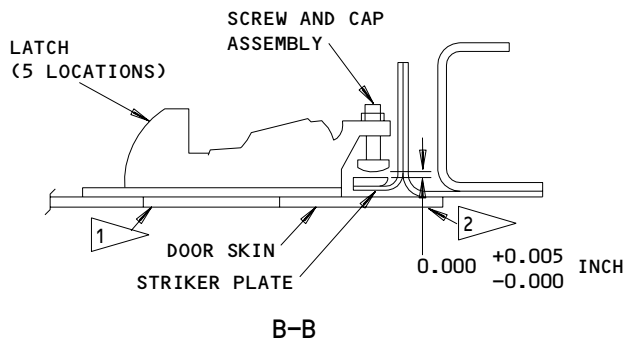
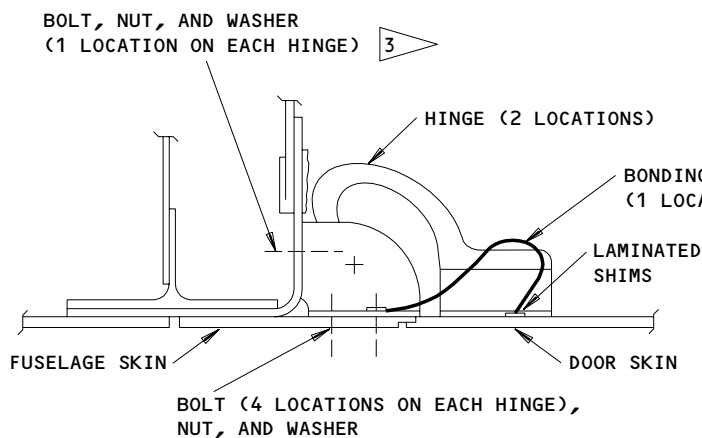
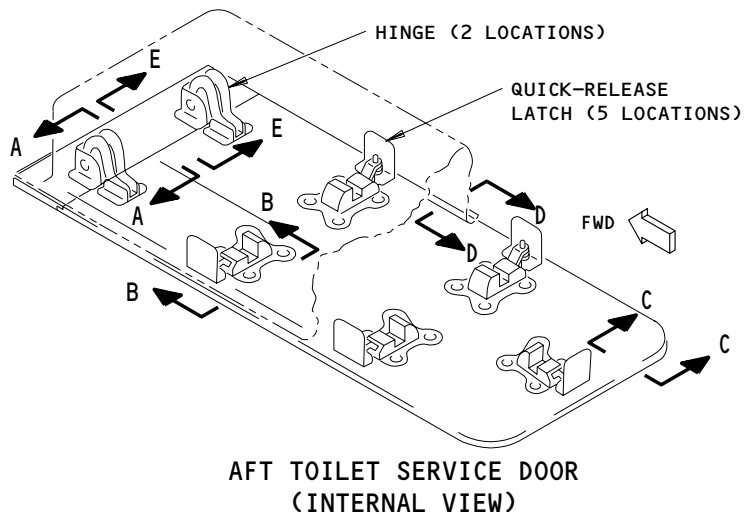
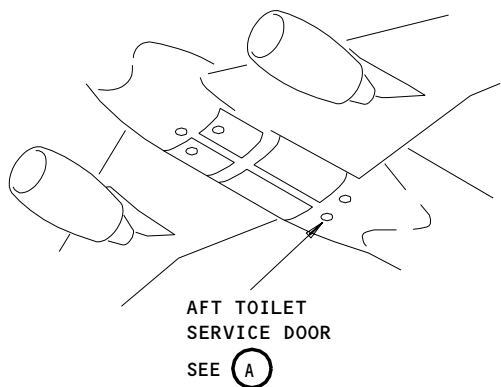
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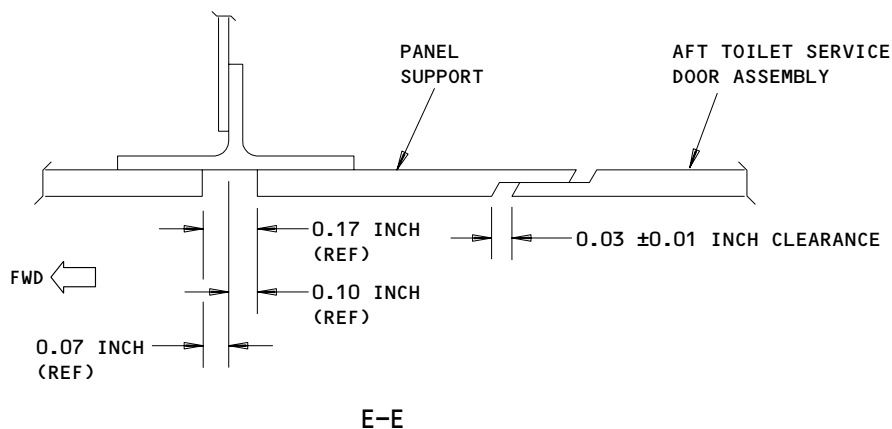
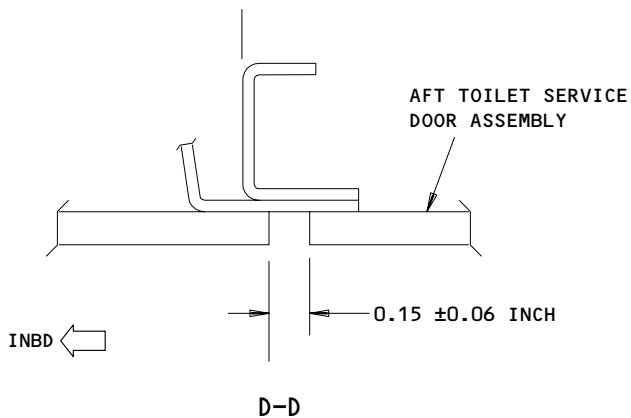
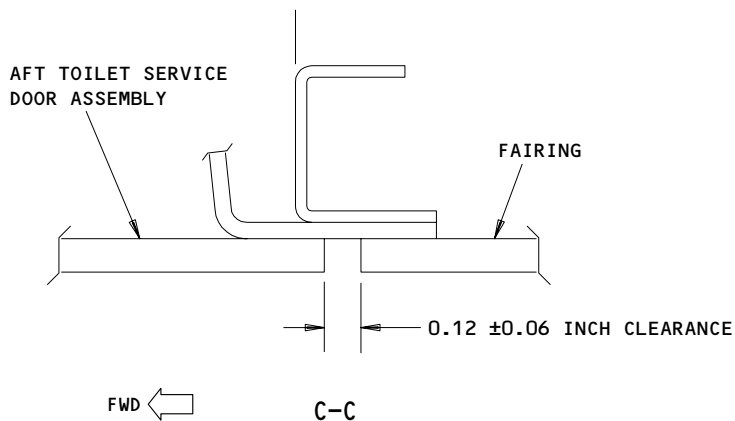


- 1 PUSH HERE TO DO A CHECK FOR MOVEMENT. THE PERMITTED FREE MOVEMENT IS 0.000 TO 0.0005
- 2 PUSH HERE TO PUT THE DOOR IN THE CLOSED POSITION

Aft Toilet Service Door Installation
Figure 401 (Sheet 1)

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Aft Toilet Service Door Installation
Figure 401 (Sheet 2)

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- (2) Access Panel
149GL Aft Toilet Service Door

C. Procedure - Install the Aft Toilet Service Door

S 624-010

- (1) Apply the sealant to the surface of the hinge assembly that is attached to the fuselage structure.

S 424-011

- (2) Put the aft toilet service door in position and attach the hinges to the fuselage with the bolts, washers and nuts (View A-A). Install the fasteners with the wet sealant.

S 424-003

- (3) Tighten the nuts to 20-30 pound-inches.

S 424-004

- (4) Connect the bonding jumper to the aft toilet service door (View A-A).

S 864-012

- (5) Close and latch the aft toilet service door.

S 214-005

- (6) Do a check on the aft toilet service door for the correct clearance and flushness along the hinges (View A-A).

S 824-013

- (7) Add or remove the shims between the hinge arms and the door structure to get the correct clearance and flushness (View C-C).

S 864-014

- (8) Make sure the aft toilet service door has the correct flushness with the fuselage contour at the latch positions (View B-B). Do the steps that follow:
(a) Unlatch the aft toilet service door.

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- (b) Push the aft toilet service door to get the correct clearance and flushness at the door edge at each latch. Lock the latch that you will examine (View B-B).
- (c) Push on the latch at the location shown on View B-B to find a preload on the latch.
- (d) Make sure the free movement is in the correct tolerance (View B-B).

NOTE: It is best if there is no free movement.

- (e) If it is necessary, adjust the latch screw and the cap assembly to get the correct free movement tolerance.
- (f) After the adjustment, tighten the lock nut on the latch screw.

S 354-016

- (9) If you install a new door, do a check on the door clearances (Views C-C, D-D, and E-E). Remove the unwanted skin from the door edges if it is necessary.

S 214-015

- (10) Open and close the aft toilet service door. Do a check that the aft toilet service door moves freely and latches correctly (View B-B). Do the steps that follow:
 - (a) Make sure the clearances of the aft toilet service door are correct.
 - (b) Make sure the latches on the aft toilet service door operate correctly.

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MID TOILET SERVICE DOOR – REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
 - (1) A removal of the mid toilet service door.
 - (2) An installation of the mid toilet service door.
- B. The initial door is cut to the correct dimensions for the cutout opening in the fuselage during the assembly of the airplane. It is not necessary to remove the skin around the edges of the door when you install the initial door. It can be necessary to remove the unwanted skin around the edges of the door when you install a new, replacement door.

TASK 52-49-09-004-001

2. Remove the Mid Toilet Service Door (Fig. 401)

- A. Access
 - (1) Location Zones
100 Lower Half of Fuselage
 - (2) Access Panels
121AL Mid Toilet Service Door
- B. Procedure – Remove the Mid Toilet Service Door

S 024-002

- (1) Unlatch and open the mid toilet service door.

S 024-003

- (2) Disconnect the bonding jumper from the mid toilet service door.

S 024-004

- (3) Remove the six screws, washers and nuts that attach the hinges to the pan assembly (View B-B).

S 024-005

- (4) Remove the mid toilet service door from the airplane.

TASK 52-49-09-404-006

3. Install the Mid Toilet Service Door (Fig. 401)

- A. Consumable Materials
 - (1) A00247 Sealant – Chromate Type, BMS 5-95
 - (2) A00964 Primer – Fluid Resistant, BMS 10-11
 - (3) C00436 Paint, BMS 10-11, Epoxy Emamel, Type II
 - (4) C00304 Coating – Teflon Filled, BMS 10-86
 - (5) C00523 Coating, MIL-C-5541, Alodine
- B. References
 - (1) SWPM 20-20-00, Electrical Bonding and Grounding
 - (2) AMM 51-31-01/201, Seals and Sealing

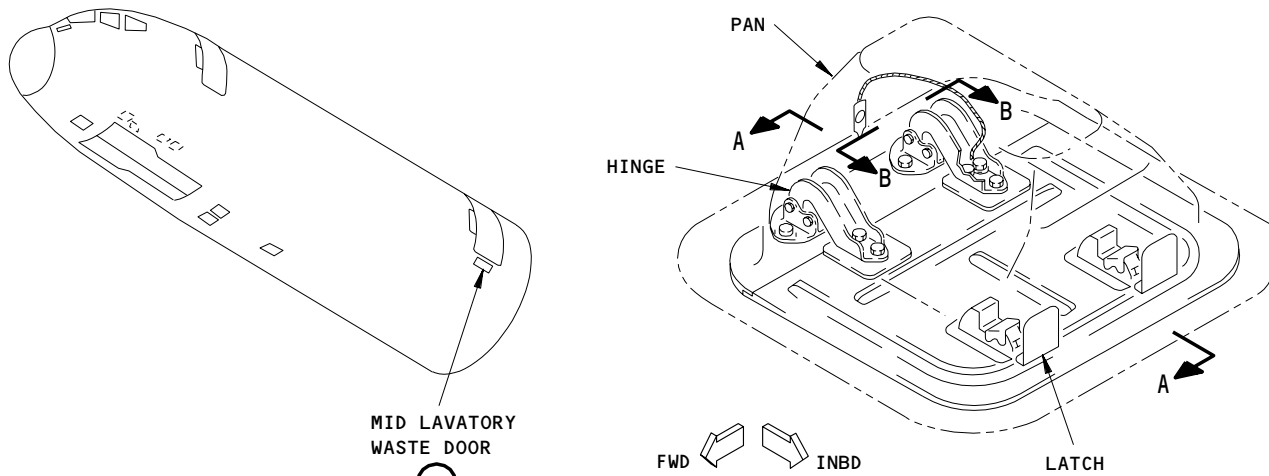
EFFECTIVITY

ALL

52-49-09

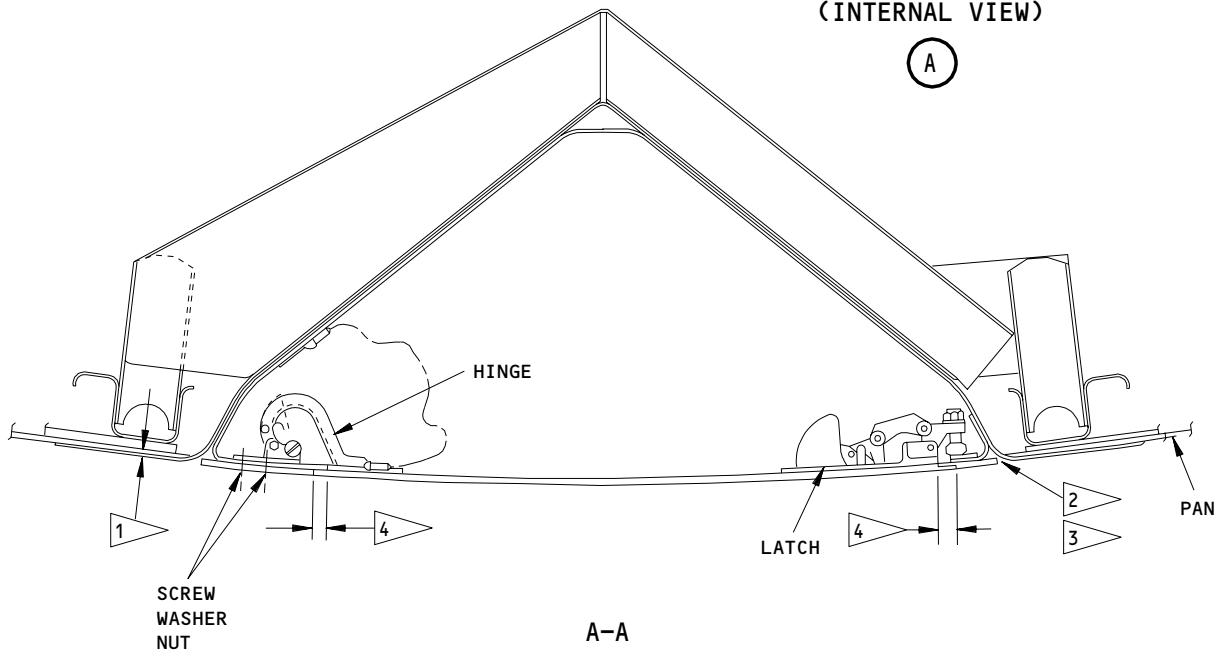
02

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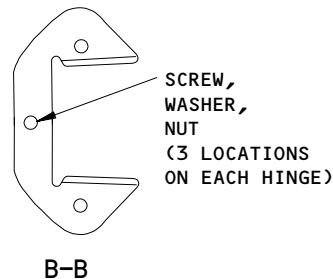


MID LAVATORY WASTE DOOR
SEE (A)

MID LAVATORY WASTE DOOR
(INTERNAL VIEW)



- 1 THE DOOR MUST FAIR EVENLY TO THE EXTERNAL SURFACE OF PAN $+0.01/-0.2$ INCH WITH A FORCE OF FIVE POUNDS OR LESS NECESSARY TO LATCH THE DOOR.
- 2 THE GAP BETWEEN THE EDGE OF THE DOOR AND PAN MUST BE $0.01-0.07$ INCH WITH THE DOOR CLOSED AND LATCHED.
- 3 APPLY CHEMICAL CONVERSION COATING, PRIMER AND PAINT TO THE EDGE OF THE DOOR.
- 4 APPLY NEW TEFLON COATING 0.20 INCH AROUND THE DOOR AND THE DOOR SILL CONTACT AREA.



Mid Lavatory Waste Door
Figure 401

EFFECTIVITY	
	ALL

52-49-09

- (3) SOPM 20-41-02, Application of Chemical and Solvent Resistant Finishes
 - (4) SOPM 20-44-01, Application of Special Purpose Coatings and Finishes
- C. Access
- (1) Location Zones
 - 100 Lower Half of Fuselage
 - (2) Access Panels
 - 121AL Left Mid Toilet Service Door
- D. Procedure - Install the Mid Toilet Service Door

S 864-017

- (1) Make sure the door will fit into the cutout as follows:
 - (a) If the door is too large to fit in the door cutout, trim the minimum amount of door skin to make the door fit in the cutout when it is installed.

NOTE: Do not over trim the door skin.
Do not cut the fuselage skin to get the correct skin clearance.

- (b) If you cut the door skin, protect the skin as follows:
 - 1) Apply chemical conversion coating over the exposed edge of the door (SOPM 20-41-02).
 - 2) Apply one coat of BMS 10-11 primer (SOPM 20-41-02).
 - 3) Apply one coat of BMS 10-11 enamel paint over the trimmed edge of the door (SOPM 20-41-02).

S 394-018

- (2) Apply the sealant to the surfaces of the hinge assemblies that are attached to the door (AMM 51-31-01/201).

S 434-019

- (3) Put the mid toilet service door in the correct position in the cutout. Attach the hinges to the pan assembly with the six screws, washers and nuts (Fig. 401 View B-B).

S 434-020

- (4) Attach the bonding jumper to the mid toilet service door with the screw, washer, and nut (SWPM 20-20-00).

S 414-021

- (5) Close and latch the mid toilet service door.

EFFECTIVITY

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52-49-09

02

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- S 224-022
- (6) Make sure the clearance and flushness of the mid toilet service door along the hinge line is correct (Fig. 401, View B-B).
- S 394-023
- (7) Apply the sealant to the surfaces between the hinge plates and the door structure (AMM 51-31-01/201).
- S 864-024
- (8) Make sure the two latches are latched (Fig. 401, View A-A).
- S 224-025
- (9) Make sure there is no free movement of the mid toilet service door at the latches (Fig. 401, View A-A).
- S 824-026
- (10) Adjust the latches to make sure there is no free movement of the mid toilet service door at the latches.
- S 714-027
- (11) Open, close and latch the mid toilet service door.
- (a) Make sure the door surface is aligned to the external surface of the pan within a tolerance of plus 0.01 inch minus 0.02 inch.
- (b) Make sure no more than 5 pounds of force are applied to seat the door in a latched position.
- (c) Make sure the gap between the edge of the door assembly and the pan is 0.01 to 0.07 inches with the door closed and latched (Fig. 401, View A-A).
- (d) Make sure the mid toilet service door moves freely.
- (e) Make sure the latches latch in the correct position (Fig. 401, View A-A).
- S 244-028
- (12) Unlatch and open the mid toilet service door.
- S 374-030
- (13) Apply BMS 10-86, Type 2 teflon coating on the overlapping edge of the door and door sill (SOPM 20-44-01).
- S 714-029
- (14) Close and latch the mid toilet service door.

EFFECTIVITY

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01

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POTABLE WATER SERVICE DOOR – REMOVAL/INSTALLATION

1. General

- A. This procedure contains two tasks. The first task is the removal of the potable water service door. The second task is the installation of the potable water service door.
- B. The initial door is cut to the correct dimensions for the cutout opening in the fuselage during the assembly of the airplane. It is not necessary to remove the skin around the edges of the door when you install the initial door. It can be necessary to remove the unwanted skin around the edges of the door when you install a new, replacement door.

TASK 52-49-10-004-002

2. Remove the Potable Water Service Door (Fig. 401)

A. Access

- (1) Location Zone
100 Lower Half of Fuselage
- (2) Access Panel
165AL Potable Water Service Door

B. Procedure – Remove the Potable Water Service Door

S 014-003

- (1) Unlatch and open the potable water service door.

S 024-004

- (2) Disconnect the bonding jumper from the potable water service door (View A).

S 024-005

- (3) Remove the six bolts (3 bolts on each hinge) that attach the hinges to the fuselage structure. Remove the potable water service door.

TASK 52-49-10-404-007

3. Install the Potable Water Service Door (Fig. 401)

A. Consumable Materials

- (1) A00247 Sealant – Chromate Type, BMS 5-95

B. References

- (1) 20-41-00/201, Static Grounding

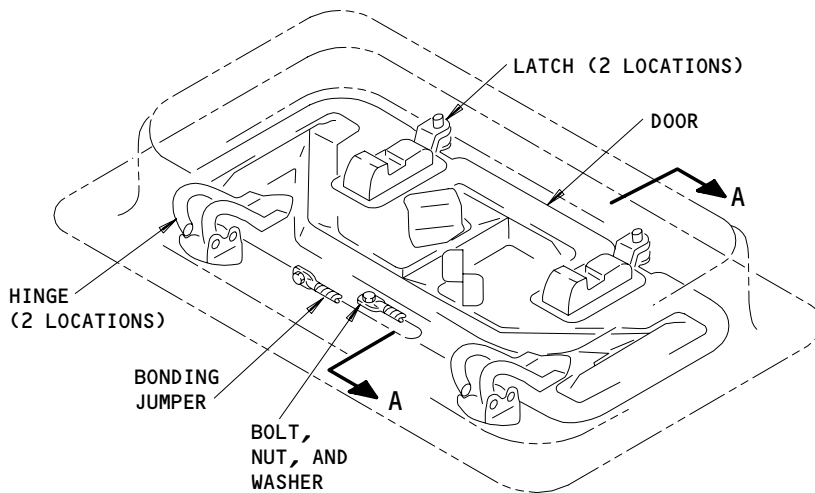
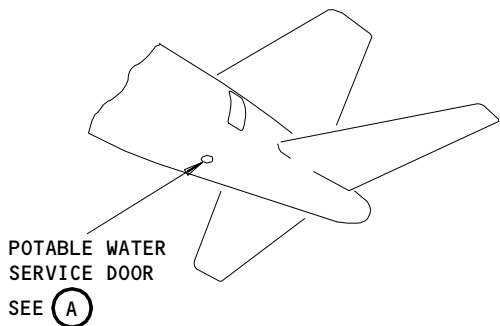
EFFECTIVITY

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52-49-10

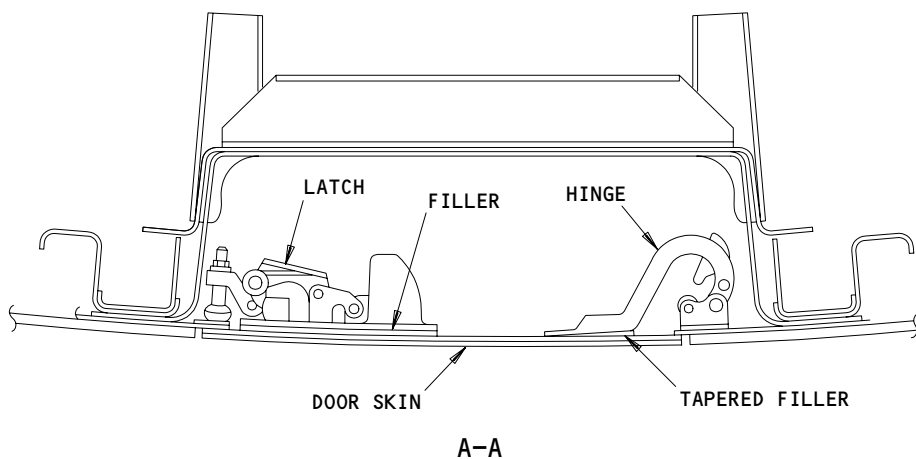
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POTABLE WATER SERVICE DOOR
(INTERNAL VIEW)

(A)



Potable Water Service Door Installation
Figure 401

EFFECTIVITY	ALL
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03

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Mar 20/90

C. Access

(1) Location Zone
100 Lower Half of Fuselage

(2) Access Panel
165AL Potable Water Service Door

D. Procedure - Install the Potable Water Service Door

S 034-008

(1) If you install a new potable water service door, remove the tapered filler from the old door.

S 624-010

(2) Apply the sealant to make a fillet seal between the tapered filler and the hinge location on the new potable water service door.

S 424-011

(3) Put the potable water service door in the correct position in the cutout opening and attach to the fuselage structure with the 6 bolts (3 bolts on each hinge).

S 424-012

(4) Attach the bonding jumper to the potable water service door with the screw, two washers and nut (Ref 20-41-00).

S 624-013

(5) Apply the sealant to make a fillet seal on the fasteners.

S 864-014

(6) Close and latch the potable water service door.

S 224-015

(7) Make sure the potable water service door has the correct fit and flushness along the hinge line (View A-A).

EFFECTIVITY

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52-49-10

01

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- S 864-016
- (8) Latch the two latches on the potable water service door.
- S 224-017
- (9) Do a check on the free movement of the potable water service door at the latches (View A-A).
- S 824-018
- (10) Adjust the latches to make sure the door has no free movement at the latches.
- S 714-019
- (11) Open, close, and latch the potable water service door. Do the steps that follow:
- (a) Make sure the potable water service door moves freely.
 - (b) Make sure the two latches are adjusted correctly.

EFFECTIVITY

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01

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Mar 20/90

FLIGHT COMPARTMENT DOOR – DESCRIPTION AND OPERATION

1. General (Fig. 1)
 - A. The flight compartment door provides selective entry to the flight compartment.
 - B. The door is locked from outside the flight compartment when the door is closed, there is 28V DC power on the airplane, and the FLT DK D00R switch on the pilots' overhead panel P5 is deactivated.
 - C. The door can be opened from inside the flight compartment by turning the door lock.
 - D. The door can be opened with a key from outside the flight compartment.
 - E. The door can be opened from either side if the FLT DK D00R switch is activated or if there is not 28V DC power on the airplane.
 - F. The flight compartment door electric strike is mounted on the door jamb.
 - G. The door electric strike has a solenoid, a fuse pin, and a door strike.
 - H. The door electric strike operates on 28V DC.
2. Flight Compartment Door (Fig. 1)
 - A. The door opens about hinges mounted on the forward lavatory module. The hinges are attached to the lavatory with screws. Hinge pins on the door are spring-loaded for easy removal/installation of the door.
 - B. The flight compartment door has an upper and a lower section. The two sections open and close together during normal operation. The upper section is connected to the lower section by a fuse plate.
 - C. The door is fused to allow it to open in the event of rapid decompression. This prevents explosive failure of the door.
 - D. In the event of rapid decompression in the flight compartment, the fuse plate, on the upper door section, and the fused door stop, on the doorjamb, fail allowing the lower door section to open forward.
 - E. In the event of rapid decompression in the passenger compartment, the electric strike fuse pin fails allowing the door to open aft.
 - F. Light shields on the top and bottom edges of the door prevent incidental light from entering the flight compartment. This is to allow low level lighting on instrument panels.
3. Operation (Fig. 1)
 - A. Functional Description
 - (1) With the flight compartment door closed and the FLT DK D00R switch deactivated, electrical power from the 28V DC left main bus operates the door electric strike solenoid which extends a fuse pin that engages the strike.
 - (2) The fuse pin prevents the strike from rotating so that the door cannot be opened from outside the flight compartment unless a key is used.
 - (3) Power comes from the left bus through the FLT DK D00R LOCK circuit breaker on pilots' overhead circuit breaker panel P11.

EFFECTIVITY
GUI 005, 008 PRE-SB 25-271;
GUI 007 PRE-SB 25-269;
GUI 001-003, 009-999

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CONFIG 1
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- (4) The FLT DK DOOR switch, when activated, interrupts power to the door electric strike solenoid. When power to the solenoid is interrupted, the fuse pin retracts allowing the strike to rotate. The door can then be opened from outside the flight compartment without using a key.
- (5) The flight compartment door can be opened from the flight compartment, regardless of the position of the FLT DK DOOR switch, by turning the door lock.
- (6) The flight compartment door can be opened from outside the flight compartment without a key whenever there is no 28V DC power on the airplane regardless of the position of the FLT DK DOOR switch.
- (7) The FLT DK DOOR switch illuminates UNLKD when the flight compartment door is not fully closed regardless of the position of the FLT DK DOOR switch, or when the FLT DK DOOR switch is activated regardless of the position of the door.

B. Control

- (1) To allow opening of the flight compartment door from outside the flight compartment without a key, activate the FLT DK DOOR switch on the pilots' overhead panel P5.
- (2) To prevent opening of the flight compartment door from outside the flight compartment without a key, deactivate the FLT DK DOOR switch on the pilots' overhead panel P5.
- (3) To open the flight compartment door when the FLT DK DOOR switch on the pilots' panel P5 is deactivated:
 - (a) From the flight compartment, turn the door lock.
 - (b) From the passenger compartment, use a key to turn the door lock.

EFFECTIVITY

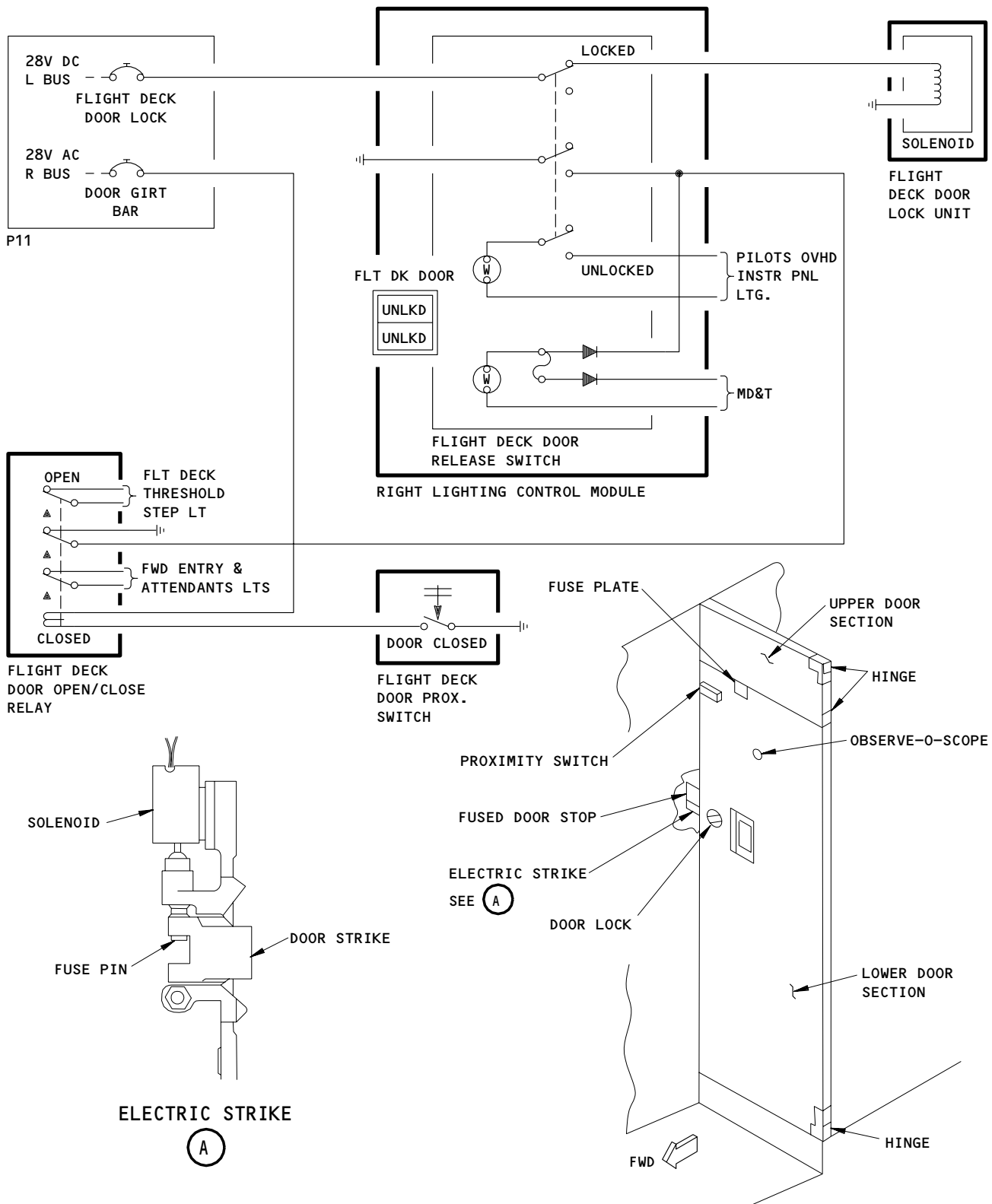
GUI 005, 008 PRE-SB 25-271;
GUI 007 PRE-SB 25-269;
GUI 001-003, 009-999

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CONFIG 1

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Flight Compartment Door Schematic
Figure 1

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GUI 005, 008 PRE-SB 25-271;
GUI 007 PRE-SB 25-269;
GUI 001-003, 009-999

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CONFIG 1
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FLIGHT COMPARTMENT DOOR – DESCRIPTION AND OPERATION

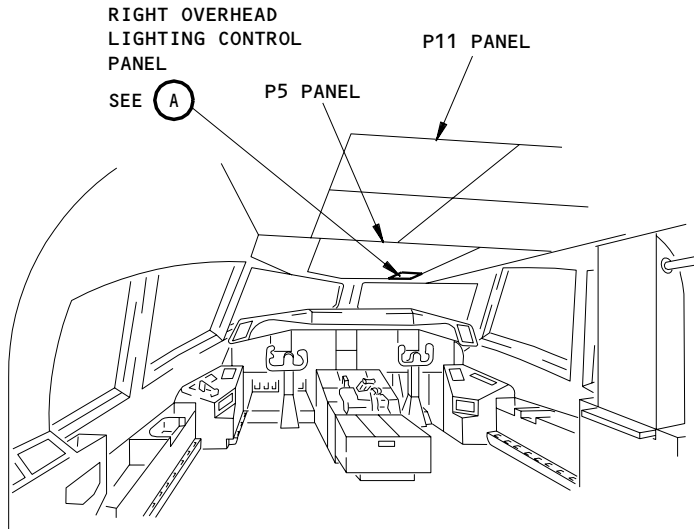
1. General (Fig. 1)
 - A. The flight compartment door provides selective entry to the flight compartment.
 - B. Access is provided by the use of a Keypad Access System which consists of a numeric keypad outside the flight compartment area and a chime module and electric strike that is not accessible from outside the flight compartment.
 - C. The chime module provides an audible alert to the flight crew that the correct code has been entered into the keypad. There is also an indicator light in the flight compartment and an LED on the keypad that indicates that the correct code has been entered.
 - D. The flight crew has a 3-position switch by which they can open the door lock, close the door lock, or permanently lock the door for a specified amount of time to prevent access by anyone regardless if the correct code is entered into the keypad.
 - E. The door has blowout panels that will open in the event of a rapid decompression of the control cabin.
 - F. All access to system door control/wiring is protected such that they cannot be reached from outside the flight deck area, even after forced removal of the numeric keypad.
 - G. The door latch solenoid controls the electric strike.
2. Flight Compartment Door (Fig. 1)
 - A. The flight compartment door consists of two decompression blowout panels, a lock assembly, and a deadbolt.
 - B. The door opens about a piano hinge mounted on the flight compartment partition. The hinge is attached to the partition with screws.
 - C. An Observ-0-Scope in the door allows flight crew members to see into the passenger compartment.
 - D. The door has blowout panels installed that will open forward in the event of a decompression in the control cabin.
3. Electric Strike (Fig. 1)
 - A. The electric strike consists of a solenoid, a spring mounted strike, and a pin which prevents the strike from rotating.
 - B. The solenoid acts to lock the flight compartment door. When 28VDC is applied to the solenoid it closes, extending a pin to prevent the strike from rotating. This prevents the door from being opened from the aft (passenger) side.
 - C. When the solenoid is de-energized, the pin retracts and allows the strike to rotate when sufficient force is applied to the door to overcome the spring pressure.
4. Keypad (Fig. 1)
 - A. The keypad is mounted on the passenger side of the right hand door post.
 - B. The keypad contains numbers one through five, an ENTER button, and 3 LED's.

EFFECTIVITY
GUI 005, 008 POST-SB 25-271;
GUI 007 POST-SB 25-269;
GUI 004, 006

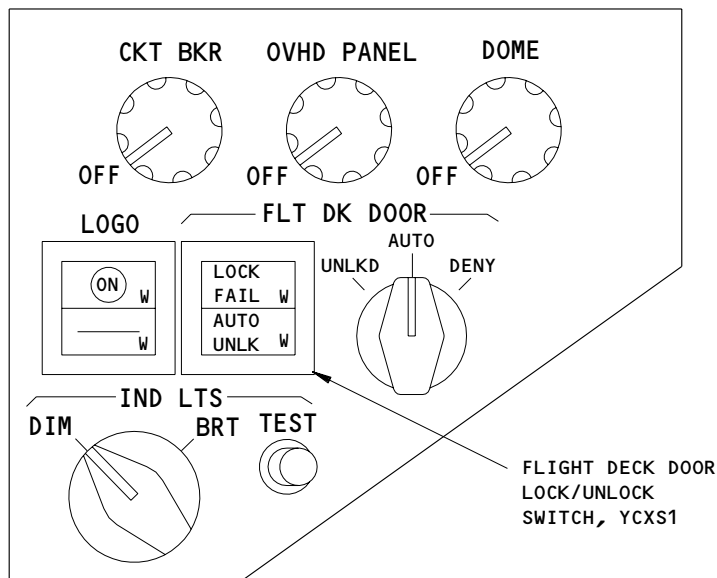
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CONFIG 2
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BOEING

757 MAINTENANCE MANUAL



FLIGHT COMPARTMENT



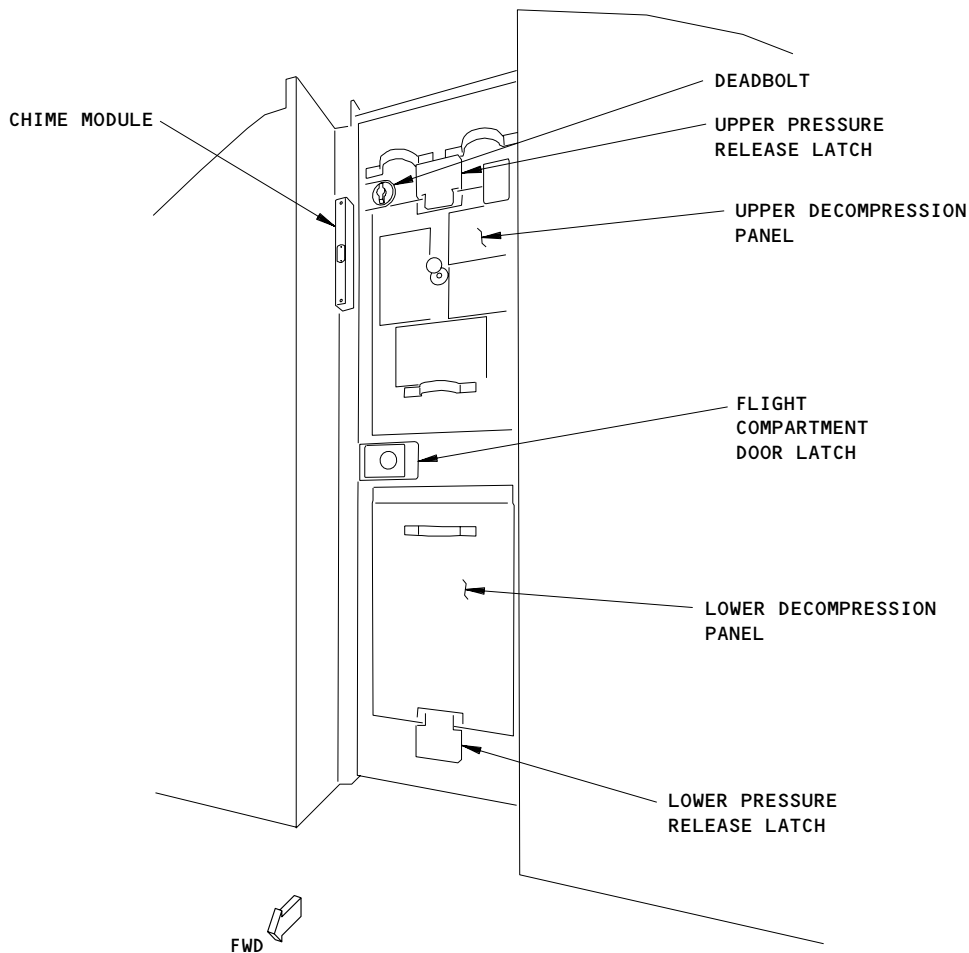
RIGHT OVERHEAD LIGHTING CONTROL PANEL

(A)

Flight Compartment Door - Component Location
Figure 1 (Sheet 1)

EFFECTIVITY
GUI 005, 008 POST-SB 25-271;
GUI 007 POST-SB 25-269;
GUI 004, 006

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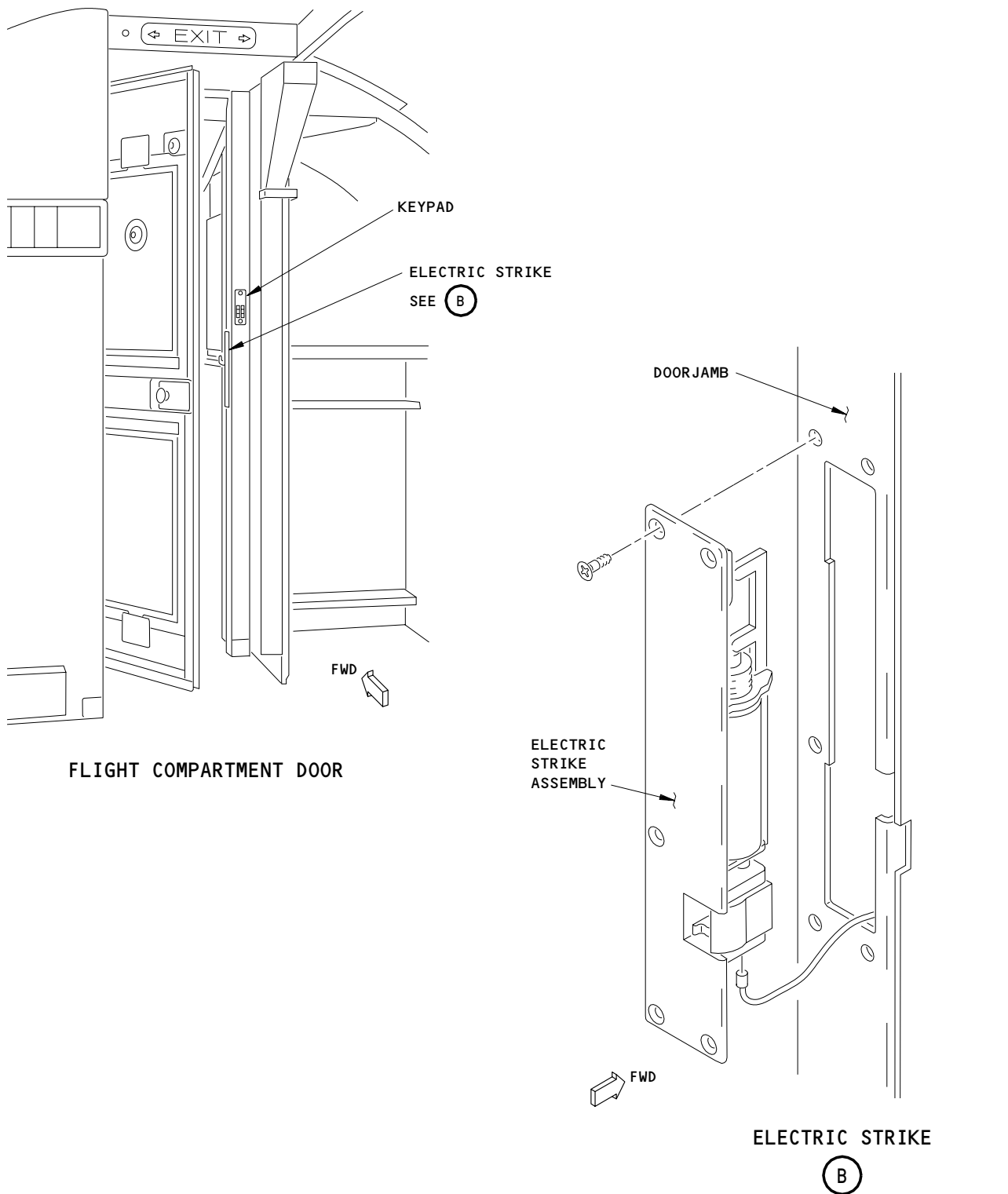


FLIGHT COMPARTMENT DOOR

Flight Compartment Door - Component Location
Figure 1 (Sheet 2)

EFFECTIVITY
GUI 005, 008 POST-SB 25-271;
GUI 007 POST-SB 25-269;
GUI 004, 006

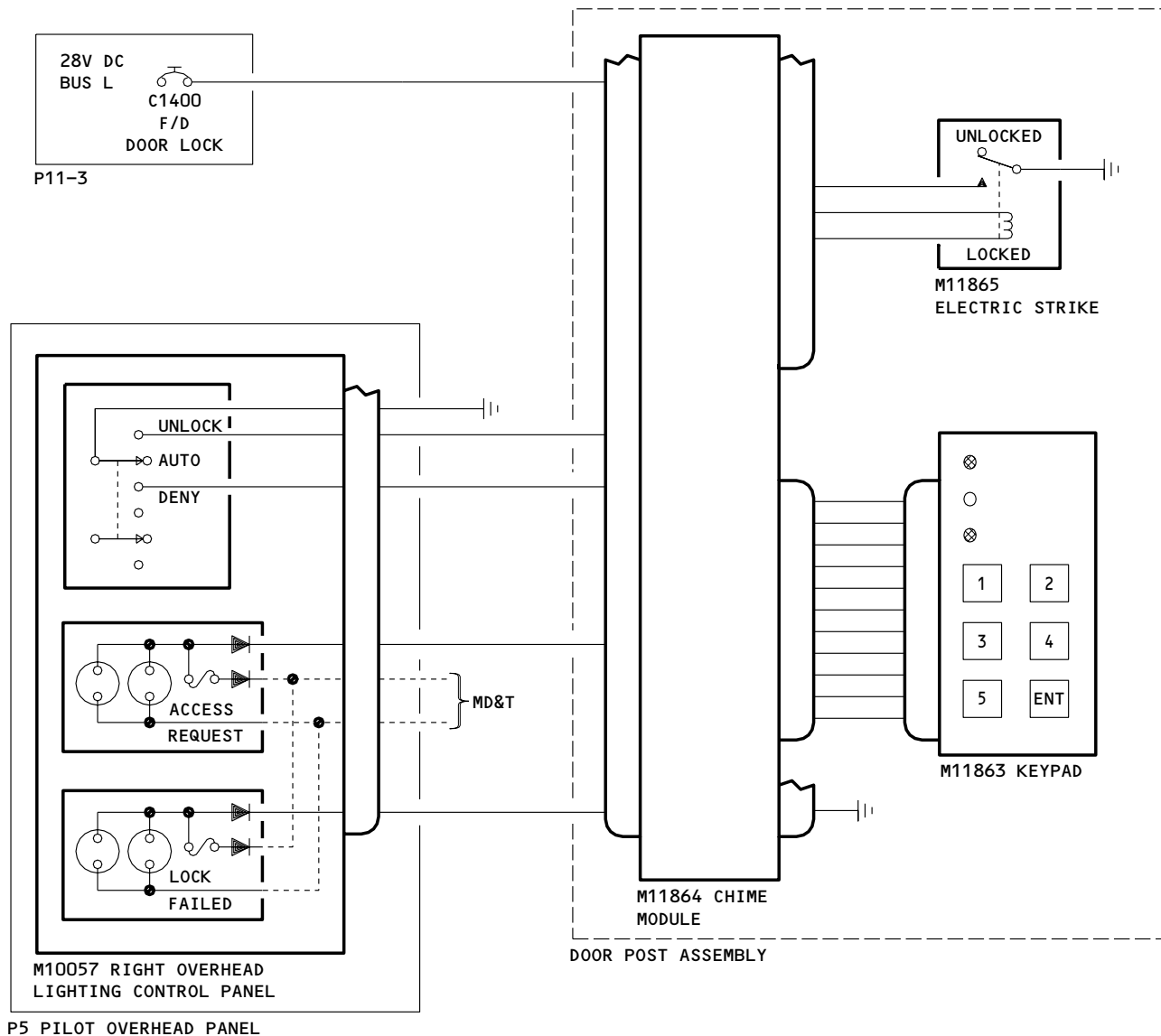
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Flight Compartment Door - Component Location
Figure 1 (Sheet 3)

EFFECTIVITY
GUI 005, 008 POST-SB 25-271;
GUI 007 POST-SB 25-269;
GUI 004, 006

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Flight Compartment Door Lock Schematic
Figure 2

EFFECTIVITY
GUI 005, 008 POST-SB 25-271;
GUI 007 POST-SB 25-269;
GUI 004, 006

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CONFIG 2
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- C. The numbers are used by the crew to enter a preprogrammed code to allow entry to the flight compartment.
 - D. The LED's are amber, red, and green, and indicate whether a correct code has been entered, and whether the door strike is in the locked or unlocked position, respectively.
5. Chime Module (Fig. 1)
- A. The chime module is mounted on the right hand door post inside the flight compartment.
 - B. The chime module controls the functions of the access system.
 - C. A removable cover on the chime module allows access to two switches that must be pressed to program the various time delays and items of the access system.
 - D. The programmable items are the Access Time Delay, the Deny Time Delay, Time of Continuous Chime, the Doorbell enable, and Access Code.
 - E. A guarded power cut off switch is installed on the chime module to allow normal maintenance and preflight access to the flight compartment when the airplane has electrical power.
 - F. When the switch is in the Up (guard extended) position, power is removed from the chime module and strike solenoid, which unlocks the door.
6. Three Position Rotary Switch (Fig. 1)
- A. The three position rotary switch is located on the right overhead lighting control panel, P5 overhead.
 - B. The switch has three positions: UNLKD, AUTO, and DENY.
 - (1) The UNLKD position is a push-to-rotate, momentary switch position that unlocks the door.
 - (2) The door will only be unlocked while the switch is held in the UNLKD position.
 - (3) The UNLKD position resets the DENY function.
 - (4) The AUTO position locks the door and enables the door to be unlocked after a correct code is entered in the keypad after a programmed time delay.
 - (5) The DENY position is a momentary switch position that rejects a correct door entry request and prevents further keypad entry for a programmed time period (Deny Time Delay).
7. Flight Compartment Door Indicator Lights (Fig. 1)
- A. The flight compartment indicator lights are located in the right overhead lighting control panel, P5 overhead.
 - B. The lights consist of AUTO UNLK and LOCK FAIL
 - (1) The AUTO UNLK light indicates that a correct keypad code has been entered and that the door will unlock automatically after a programmed period of time unless the crew takes action.
 - (2) The LOCK FAIL light indicates that the three position switch is in the AUTO position and the solenoid is not in the locked position.

EFFECTIVITY
GUI 005, 008 POST-SB 25-271;
GUI 007 POST-SB 25-269;
GUI 004, 006

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8. Operation (Fig. 2)

A. Functional Description

- (1) When personnel wish to enter the flight compartment they must first enter the correct code in the keypad.
 - (a) If the correct code is entered, the system will immediately indicate correct code entry with an amber LED on the numeric keypad.
 - (b) The chime module will sound and the AUTO UNLK light in the flight compartment will come on to notify the flight crew of a requested entry.
 - (c) If the flight crew takes no action, the door entry system will unlock the door after the Access Time Delay expires.
 - (d) Before the Access Time Delay expires, the flight crew has the option of manually unlocking the door overriding the automatic unlock by placing the three position rotary switch in the UNLKD position.
 - (e) The flight crew can also choose to deny access and any further keypad entry request by selecting DENY on the three position switch.
 - (f) Selecting DENY will prevent unlocking of the door and further keypad entry for the duration of the Deny Time Delay.
 - (g) When the Deny Time Delay has expired, the system will reset and return to the normal automatic mode.
- (2) The access system can be set to Doorbell Mode.
 - (a) In the doorbell mode, "1" and "ENT" is entered in the keypad.
 - (b) The chime module will sound but the door will not unlock and there will not be any other flight deck effects.

EFFECTIVITY
GUI 005, 008 POST-SB 25-271;
GUI 007 POST-SB 25-269;
GUI 004, 006

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CONFIG 2
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FAULT ISOLATION/MAINT MANUAL

FLIGHT COMPARTMENT DOOR

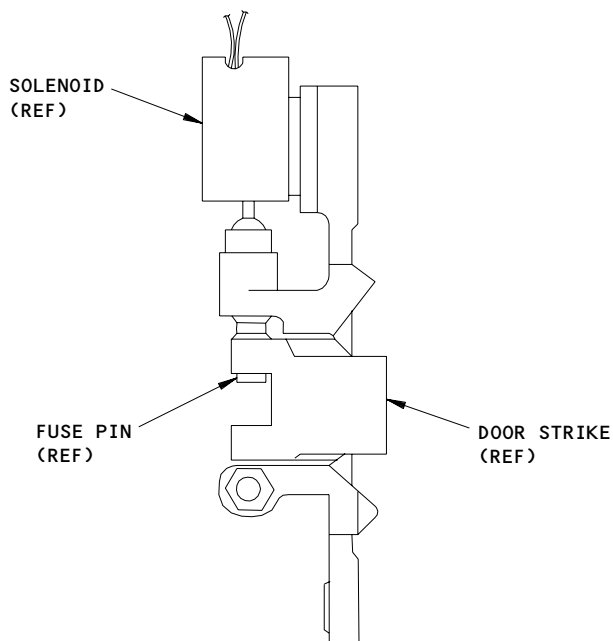
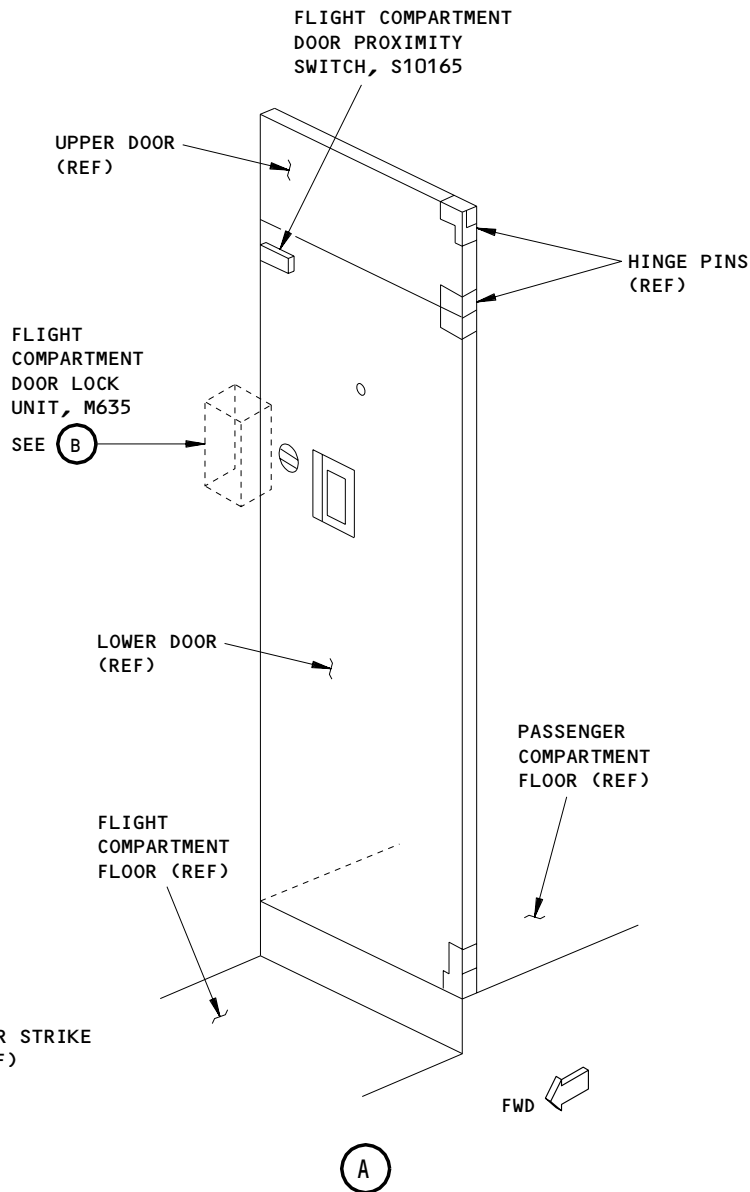
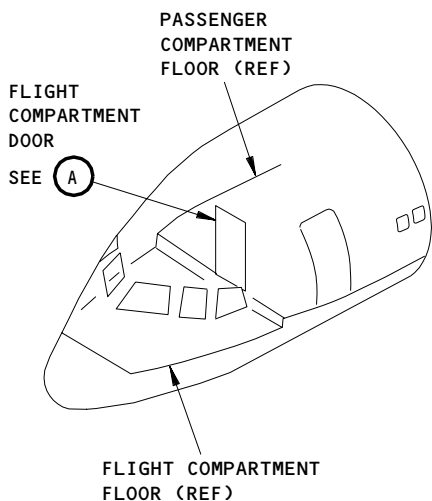
COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	AMM REFERENCE
CIRCUIT BREAKER - FLT DECK DR LOCK, C1400		1	FLIGHT COMPARTMENT, P11 11R5	*
DOOR - FLIGHT COMPARTMENT	1	1	FLIGHT COMPARTMENT	52-51-01
DOOR LOCK UNIT - FLIGHT COMPARTMENT, M635	1	1	FLIGHT COMPARTMENT DOORJAMB	52-51-01
PANEL - (FIM 33-45-00/101)				
RIGHT OVERHEAD LIGHTING CONTROL, M10057				
RELAY - (FIM 31-01-34/101)				
FLIGHT DK DR OPEN/CLOSE, K10256				
SWITCH, FLIGHT COMPARTMENT DOOR RELEASE, YCX S1	2	1	FLIGHT COMPARTMENT, P5, RIGHT OVERHEAD LIGHTING CONTROL PANEL, M10057	*
SWITCH - FLIGHT DECK DOOR PROXIMITY, S10165	1	1	FLIGHT COMPARTMENT DOORJAMB	52-51-01

* SEE THE WDM EQUIPMENT LIST

Flight Compartment Door - Component Index
Figure 101

EFFECTIVITY
GUI 005, 008 PRE-SB 25-271;
GUI 007 PRE-SB 25-269;
GUI 001-003, 009-999

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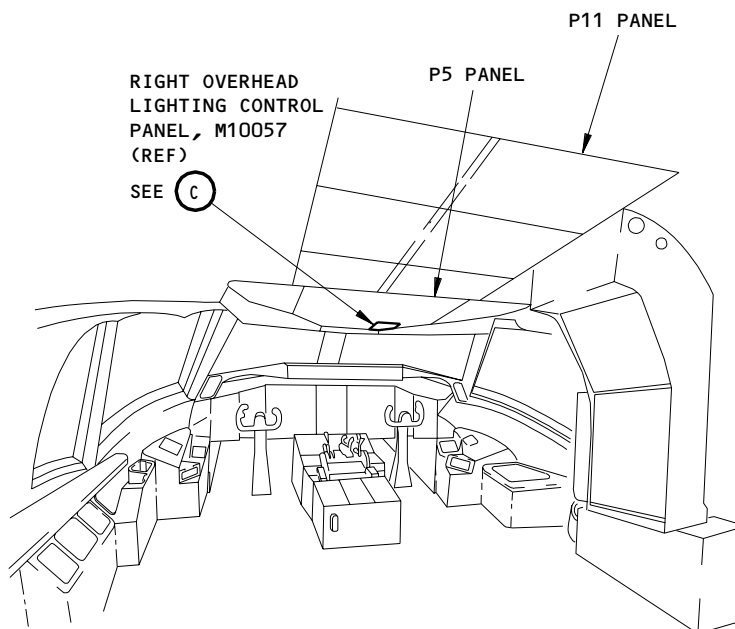
**FLIGHT COMPARTMENT DOOR
LOCK UNIT, M635
(SHOWN WITH SOLENOID ENERGIZED, DOOR LOCKED)**

**Flight Compartment Door - Component Location
Figure 102 (Sheet 1)**

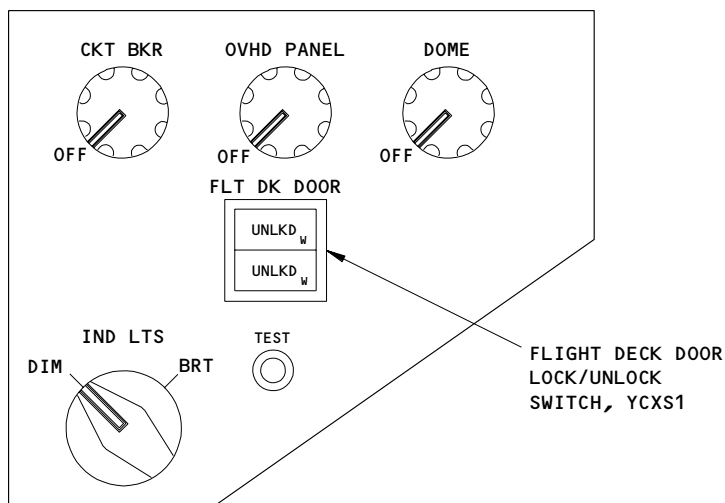
EFFECTIVITY
GUI 005, 008 PRE-SB 25-271;
GUI 007 PRE-SB 25-269;
GUI 001-003, 009-999

52-51-00
CONFIG 1
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BOEING
757
FAULT ISOLATION/MAINT MANUAL



FLIGHT COMPARTMENT



RIGHT OVERHEAD LIGHTING
CONTROL PANEL, M10057 (REF)

(C)

Flight Compartment Door - Component Location
Figure 102 (Sheet 2)

EFFECTIVITY
GUI 005, 008 PRE-SB 25-271;
GUI 007 PRE-SB 25-269;
GUI 001-003, 009-999

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FAULT ISOLATION/MAINT MANUAL

FLIGHT COMPARTMENT DOOR

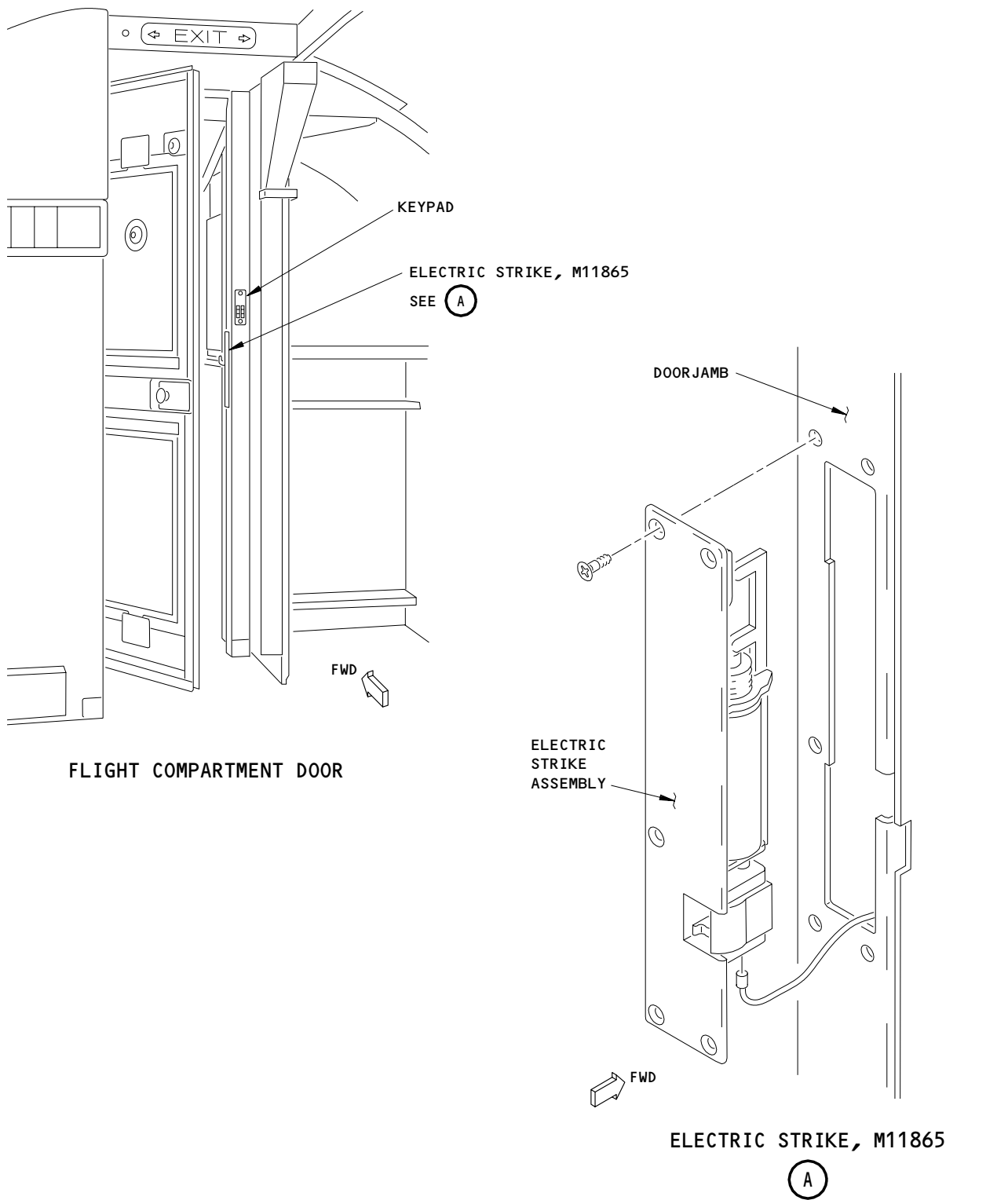
COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	AMM REFERENCE
CHIME MODULE, M11864	3	1	FLIGHT COMPARTMENT DOORJAMB	52-51-20
CIRCUIT BREAKER - F/D DOOR LOCK, C1400		1	FLIGHT COMPARTMENT, P11	*
DOOR - FLIGHT COMPARTMENT	1	1	11R5	52-51-01
ELECTRIC STRIKE - FLIGHT COMPARTMENT, M11865	1	1	FLIGHT COMPARTMENT	52-51-03
KEYPAD, M11863	2	1	FLIGHT COMPARTMENT DOORJAMB	52-51-15
PANEL - RIGHT OVERHEAD LIGHTING CONTROL, M10057	4	1	FLIGHT COMPARTMENT DOORJAMB	52-51-30
SWITCH, FLIGHT COMPARTMENT DOOR LOCK, YCX S1	4	1	FLIGHT COMPARTMENT, P5, RIGHT OVERHEAD LIGHTING CONTROL PANEL, M10057	52-51-30

* SEE THE WDM EQUIPMENT LIST

Flight Compartment Door - Component Index
Figure 101

EFFECTIVITY
GUI 005, 008 POST-SB 25-271;
GUI 007 POST-SB 25-269;
GUI 004, 006

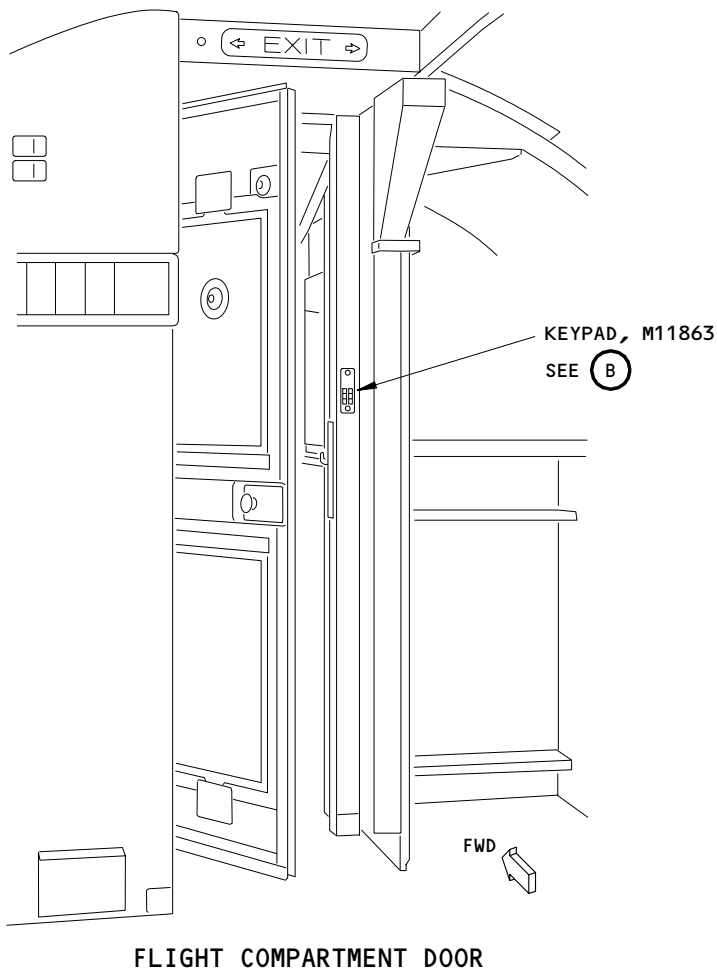
52-51-00
CONFIG 2
Page 101
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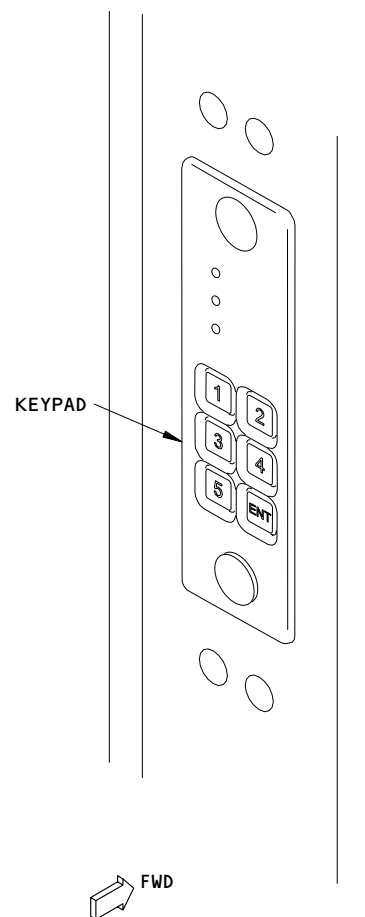
Flight Compartment Door - Component Location
Figure 102 (Sheet 1)

EFFECTIVITY
GUI 005, 008 POST-SB 25-271;
GUI 007 POST-SB 25-269;
GUI 004, 006

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CONFIG 2
Page 102
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FLIGHT COMPARTMENT DOOR



KEYPAD, M11863

(B)

Flight Compartment Door - Component Location
Figure 102 (Sheet 2)

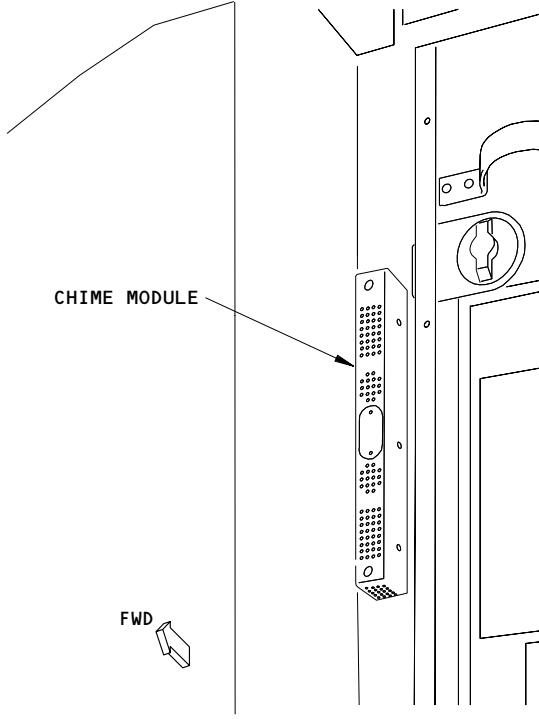
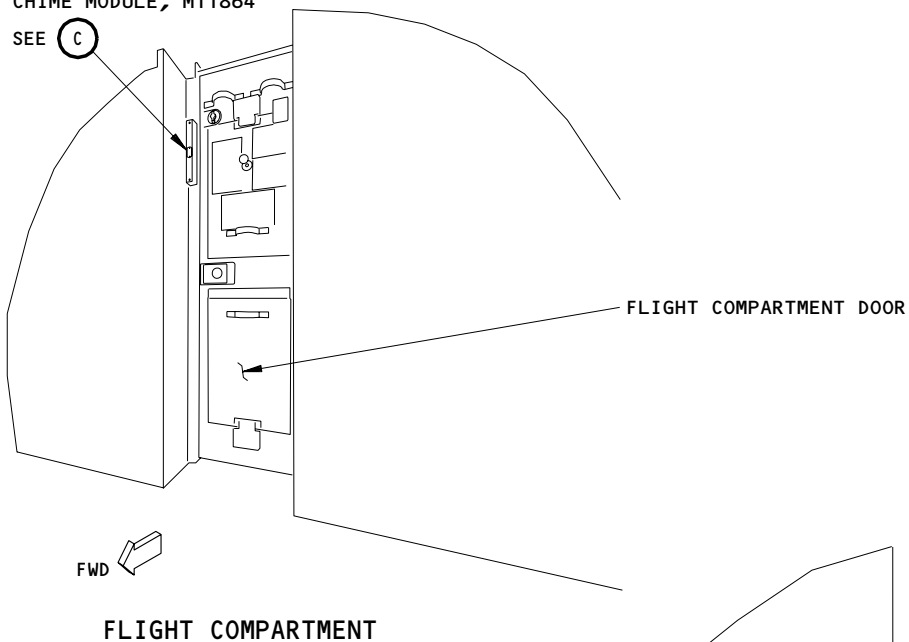
EFFECTIVITY
GUI 005, 008 POST-SB 25-271;
GUI 007 POST-SB 25-269;
GUI 004, 006

52-51-00

CONFIG 2
Page 103
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CHIME MODULE, M11864

SEE (C)



CHIME MODULE, M11864

(C)

Flight Compartment Door - Component Location
Figure 102 (Sheet 3)

EFFECTIVITY

GUI 005, 008 POST-SB 25-271;
 GUI 007 POST-SB 25-269;
 GUI 004, 006

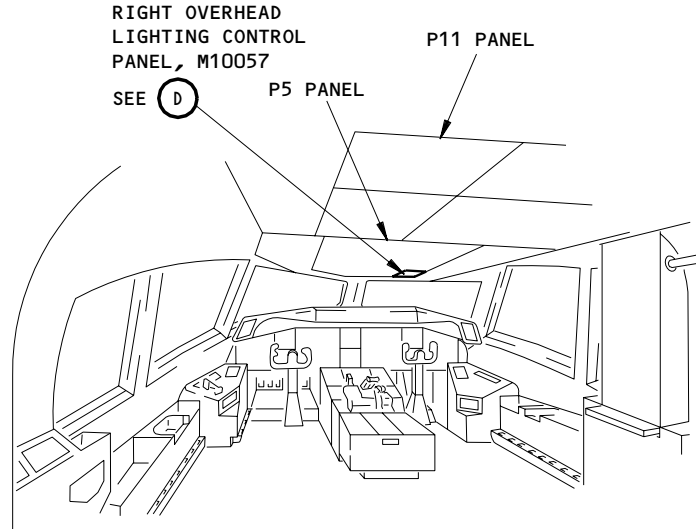
52-51-00

CONFIG 2

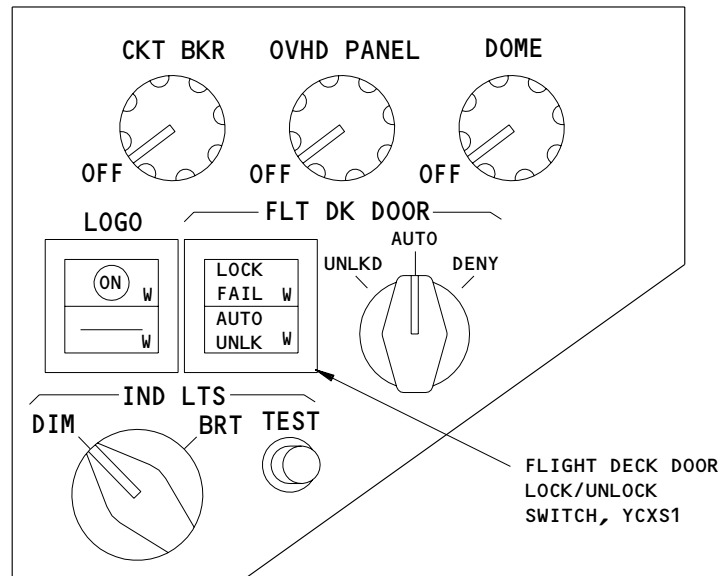
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BOEING
757
FAULT ISOLATION/MAINT MANUAL



FLIGHT COMPARTMENT



RIGHT OVERHEAD LIGHTING CONTROL PANEL, M10057

(D)

Flight Compartment Door - Component Location
Figure 102 (Sheet 4)

EFFECTIVITY
GUI 005, 008 POST-SB 25-271;
GUI 007 POST-SB 25-269;
GUI 004, 006

52-51-00
CONFIG 2
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May 28/05

FLIGHT COMPARTMENT DOOR – MAINTENANCE PRACTICES

1. General

- A. This procedure contains these tasks:
 - (1) Program the Access Code
 - (2) Program Time Delays and D00R BELL Enable
- B. In the program mode, if the time gap between two of the inputs, including the ENT key, is more than 30 seconds the system will:
 - (1) Ignore keypad inputs made before the program button was pushed.
 - (2) Retain the access, time delay and doorbell enable codes before the program button was pushed.
 - (3) Exit the program mode.
- C. If the system is in the program mode for more than 3 minutes, it will exit the program mode.
- D. The door is unlocked while the system is in the program mode.

TASK 52-51-00-902-001

2. Program the Access Code

A. General

- (1) The access code must be 3 to 8 characters long.
- (2) The amber LED on the keypad will blink continuously while the system is in the program mode.
- (3) The access code is set to 12345 at the factory.

B. Access

- (1) Location Zones
 - 211 Control cabin – Left
 - 212 Control cabin – Right

C. Procedure

S 852-002

- (1) Do these procedures to program the access code:
 - (a) Remove the access cover from the chime module.
 - (b) Press and release the ACCESS switch on the chime module.

EFFECTIVITY
GUI 005, 008 POST-SB 25-271;
GUI 007 POST-SB 25-269;
GUI 004, 006

52-51-00

 **BOEING**
757
MAINTENANCE MANUAL

- (c) Make sure that the amber light on the keypad FLASHES.
- (d) Enter the new 3 to 8 digit access code on the keypad.

NOTE: Make sure the access code number is consistent with airline operational requirements.

- (e) Press the ENT button on the keypad.
- (f) Make sure that the amber light on the keypad is OFF.
- (g) Make sure that the red light on the keypad is ON.
- (h) Use the new access code to make sure the door will unlock.
- (i) Install the access cover on the chime module.

EFFECTIVITY
GUI 005, 008 POST-SB 25-271;
GUI 007 POST-SB 25-269;
GUI 004, 006

52-51-00

TASK 52-51-00-902-003

3. Program Time Delays and DOOR BELL Enable

A. General

- (1) Programming steps for the DENY and AUTO UNLOCK time delays are all the same.
- (2) The green LED on the keypad will blink continuously while the system is in the program mode.
- (3) The DOOR BELL ENABLE code will toggle the door bell enable.
- (4) To program more than one time delay or door bell enable, the program mode must be re-entered each time.
- (5) The keypad code to sound the door bell is 1, ENT.
- (6) The access time delay is set to 30 seconds at the factory.
- (7) The deny time delay set to 5 minutes at the factory.
- (8) The door bell function is set to DISABLE at the factory.

B. Access

- (1) Location Zones
 - 211 Control cabin - Left
 - 212 Control cabin - Right

C. Procedure

S 852-004

- (1) Do these steps to program the time delays and door bell enable:
 - (a) Remove the access cover from the chime module.
 - (b) Press and release the TIMERS switch on the chime module.
 - (c) Enter the 3 digit time delay or doorbell enable code on the keypad (Table 201).

NOTE: The Access Time Delay must only be set to 30, 45, or 60 seconds. If the door bell mode is enabled then the Continuous Chime Time Delay must be set to 0 seconds (code 311).

- (d) Press the ENT button on the keypad.
- (e) Enter the 3 digit time delay or doorbell enable code a second time on the keypad (Table 201).
- (f) Press the ENT button on the keypad.

NOTE: The green LED will come on for five seconds when the new code has been accepted by the chime module. The green LED will then go off and the red LED will come on. If the two codes that you entered do not match the chime module will exit the programming mode.

EFFECTIVITY
GUI 005, 008 POST-SB 25-271;
GUI 007 POST-SB 25-269;
GUI 004, 006

52-51-00

 **BOEING**
757
MAINTENANCE MANUAL

- (g) Use the access code to unlock the door in the AUTO mode.
- (h) Make sure the time delays for the CONTINUOUS CHIME, AUTO UNLOCK or DENY are correct.
- (i) Enter 1 and ENT on the keypad to make sure the DOOR BELL ENABLE mode operates, if the DOOR BELL mode has been enabled.
- (j) Install the access cover on the chime module.

EFFECTIVITY
GUI 005, 008 POST-SB 25-271;
GUI 007 POST-SB 25-269;
GUI 004, 006

52-51-00

TABLE 201 TIME DELAY AND DOOR BELL ENABLE CODES			
NOTE	CODE	TIME	NOMENCLATURE
*(1)	112	30 Seconds	Access Time Delay
*(2)	113	45 Seconds	Access Time Delay
*(2)	114	60 Seconds	Access Time Delay
	211	5 Minutes	Deny Access Time Delay
	212	10 Minutes	Deny Access Time Delay
	213	15 Minutes	Deny Access Time Delay
	214	20 Minutes	Deny Access Time Delay
	215	25 Minutes	Deny Access Time Delay
	221	30 Minutes	Deny Access Time Delay
	311	0 Seconds	Continuous Chime Time Delay
	312	5 Seconds	Continuous Chime Time Delay
	313	10 Seconds	Continuous Chime Time Delay
	314	15 Seconds	Continuous Chime Time Delay
	315	20 Seconds	Continuous Chime Time Delay
*(2)	321	25 Seconds	Continuous Chime Time Delay
*(2)	322	30 Seconds	Continuous Chime Time Delay
*(2)	323	35 Seconds	Continuous Chime Time Delay
*(2)	324	40 Seconds	Continuous Chime Time Delay
*(2)	325	45 Seconds	Continuous Chime Time Delay
*(2)	331	50 Seconds	Continuous Chime Time Delay

EFFECTIVITY
 GUI 005, 008 POST-SB 25-271;
 GUI 007 POST-SB 25-269;
 GUI 004, 006

52-51-00

TABLE 201 TIME DELAY AND DOOR BELL ENABLE CODES

NOTE	CODE	TIME	NOMENCLATURE
*(3)	555	N/A	Toggles Door Bell Mode On or Off
<p>*(1) 30-second Access Time Delay is required for airplanes that are registered in a JAA member country</p> <p>*(2) Not a valid code for airplanes that are registered in a JAA member country</p> <p>*(3) If Door Bell Mode is enabled then the Continuous Chime Time Delay must be set to 0 second (Code 311)</p>			

EFFECTIVITY

GUI 005, 008 POST-SB 25-271; GUI 007 POST-SB 25-269; GUI 004, 006

52-51-00

FLIGHT COMPARTMENT DOOR – ADJUSTMENT/TEST

1. General

A. This procedure has these tasks:

- (1) Flight Compartment Security Door Access System Test
- (2) Operational Check of the DENY Function of the Flight Compartment Security Access System (Scheduled Maintenance Task)
- (3) Operational Check of the Flight Compartment Access System.
- (4) Pressure Release Latch Function Test.
- (5) Operational Check of the Decompression Panel Hinges.

TASK 52-51-00-705-001

2. Flight Compartment Security Door Access System Test (Fig. 501)

A. General

- (1) This task is performed with the door in the open position. With the door in the open position, one mechanic can turn the FLT DK DOOR rotary switch, enter keypad numbers and see the position of the strike at the same time. This allows the test to be performed with one mechanic.
- (2) This task does a test of the following functions of the flight compartment security door access system:
 - (a) AUTO Mode
 - (b) UNLOCK Mode
 - (c) DENY Mode
 - (d) Power on Solenoid Deactivation
 - (e) Doorbell Function

B. References

- (1) AMM 24-22-00/201, Electrical Power – Control
- (2) AMM 52-51-00/201, Flight Compartment Door Maintenance Practices

C. Access

- (1) Location Zones
 - 211 Control cabin – Left
 - 212 Control Cabin – Right

D. Prepare for the Test

S 755-002

- (1) Obtain the following information:

NOTE: These items are programmable. You need to obtain the access code and times currently in use by the flight crew.

- (a) Access Code
- (b) Access Time Delay
- (c) Deny Time Delay
- (d) Time of Continuous Chime

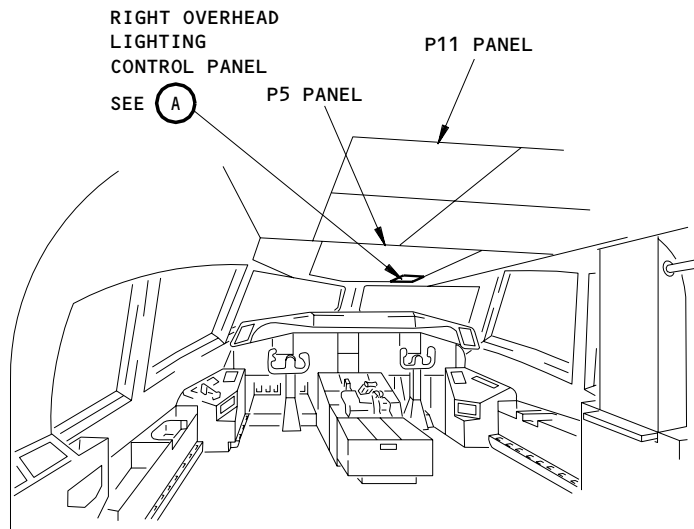
EFFECTIVITY

GUI 005, 008 POST-SB 25-271;
GUI 007 POST-SB 25-269;
GUI 004, 006

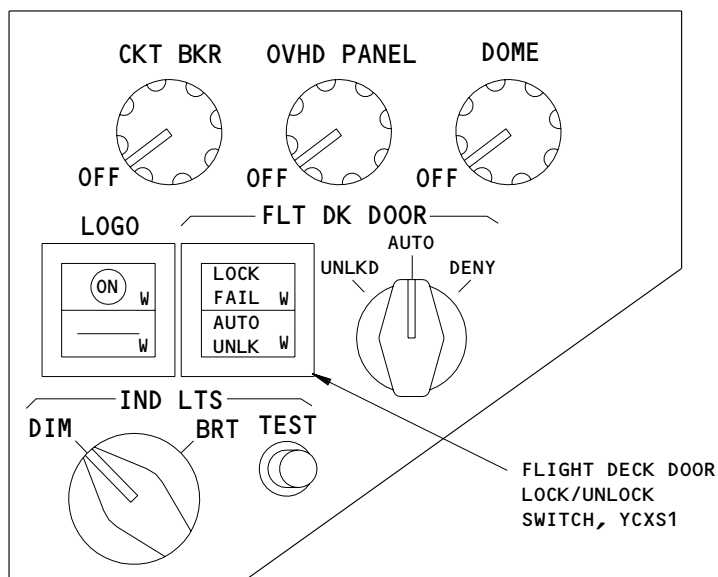
52-51-00

BOEING

757 MAINTENANCE MANUAL



FLIGHT COMPARTMENT



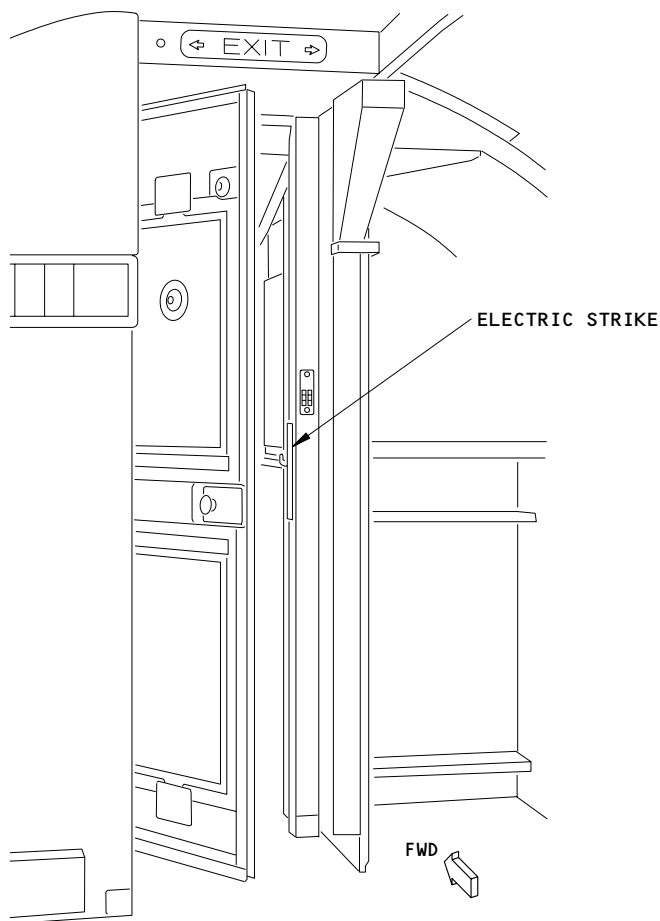
RIGHT OVERHEAD LIGHTING CONTROL PANEL

(A)

Flight Compartment Door Adjustment/Test
Figure 501 (Sheet 1)

EFFECTIVITY
GUI 005, 008 POST-SB 25-271;
GUI 007 POST-SB 25-269;
GUI 004, 006

52-51-00



FLIGHT COMPARTMENT DOOR

Flight Compartment Door - Adjustment/Test
Figure 501 (Sheet 2)

EFFECTIVITY
GUI 005, 008 POST-SB 25-271;
GUI 007 POST-SB 25-269;
GUI 004, 006

52-51-00

- S 865-003
(2) Supply electrical power (AMM 24-22-00/201).

- S 865-004
(3) Make sure this circuit breaker on the P11 panel is closed:
(a) 11R5, F/D DOOR LOCK

- S 865-005
(4) Make sure the Flight Deck Access System switch on the Chime Module is in the NORM position (guard closed).

- S 865-006
(5) Make sure the flight compartment door is open.
E. AUTO Mode Test

- S 715-007
(1) Do these steps to make sure the AUTO Mode operates:
(a) Make sure the FLT DK DOOR rotary switch on the Right Overhead Lighting Control Panel is in the AUTO position.
(b) Make sure the red LED on the keypad is on.
(c) Make sure the electric strike is in the locked position.

NOTE: The Solenoid pin in the electric strike will be extended up such that you can not rotate the strike.

- (d) Enter the access code in the keypad and press the ENT key.

NOTE: You must keep track of the time elapsed from when you press the ENT key.

- (e) Do these steps immediately after the correct access code is entered:
1) Make sure that the amber LED on the keypad comes on and the red LED goes off.
2) Make sure the chime module sounds two one-half second tones.

NOTE: If the Continuous Chime Time Delay is set to 0 (zero) seconds (Code 311), then a continuous chime will occur and not the half second tones.

- 3) Make sure the AUTO UNLK light comes on.

EFFECTIVITY
GUI 005, 008 POST-SB 25-271;
GUI 007 POST-SB 25-269;
GUI 004, 006

52-51-00

- (f) Do this step when one third of the Access Time Delay has elapsed:

NOTE: If the Time of Continuous Chime is programmed to occur at one third or less of the Access Time Delay, then the two half second tones in the step below will not sound.

- 1) Make sure the chime sounds two half second tones again.

- (g) Do these steps when the Time of Continuous Chime has elapsed:

NOTE: If the Time of Continuous Chime is set to occur 5 seconds or less before the Access Time Delay, the Time of Continuous Chime will occur 10 seconds before the Access Time Delay.

- 1) Make sure the AUTO UNLK light flashes.
2) Make sure the chime module sounds continuously.

- (h) Do these steps when the Access Time Delay has expired:

- 1) Make sure the electric strike is in the unlocked position.

NOTE: The Solenoid pin in the electric strike will retract down such that you can rotate the strike.

- 2) Make sure the green LED on the keypad comes on and the amber LED goes off.
3) Make sure the chime module does not sound.
4) Make sure the AUTO UNLK light goes off.

- (i) Do these steps five seconds after the electric strike goes to the unlocked position:

- 1) Make sure the electric strike is in the locked position.
2) Make sure the green LED goes off and the red LED comes on.

F. UNLOCK Mode Test

S 715-008

- (1) Do these steps to make sure the UNLOCK Mode operates:
- (a) Make sure the FLT DK DOOR rotary switch on the Right Overhead Lighting Control Panel is in the AUTO position.
 - (b) Make sure the red LED on the keypad is on.
 - (c) Make sure the electric strike is in the locked position.

NOTE: The Solenoid pin in the electric strike will be extended up such that you can not rotate the strike.

EFFECTIVITY

GUI 005, 008 POST-SB 25-271; GUI 007 POST-SB 25-269; GUI 004, 006

52-51-00

- (d) Put and hold the FLT DK D00R switch to the UNLKD position.
 - 1) Make sure that the green LED on the keypad comes on and the red LED goes off.
 - 2) Make sure the electric strike is in the unlocked position.

NOTE: The Solenoid pin in the electric strike will retract down such that you can rotate the strike.

- (e) Put the FLT DK D00R switch back to the AUTO position.

G. DENY Mode Test

S 715-009

- (1) Do these steps to make sure the DENY Mode operates:
 - (a) Make sure the red LED on the keypad is on.
 - (b) Make sure the electric strike is in the locked position.

NOTE: The Solenoid pin in the electric strike will be extended up such that you can not rotate the strike.

- (c) Enter the access code in the keypad and press the ENT key.
 - 1) Make sure that the amber LED on the keypad comes on and the red LED goes off.
 - 2) Make sure the chime module sounds two one-half second tones.

NOTE: If the Continuous Chime Time Delay is set to 0 (zero) seconds (Code 311), then a continuous chime will occur and not the half second tones.

- 3) Make sure the AUTO UNLK light on the lighting control panel comes on.
- (d) Put and momentarily hold the FLT DK D00R switch in the DENY position.

NOTE: You must keep track of the time elapsed from when you put the switch in the DENY position.

- 1) Make sure the electric strike is in the locked position.

NOTE: The Solenoid pin in the electric strike will be extended up such that you can not rotate the strike.

- 2) Make sure that the amber LED on the keypad goes off and the red LED comes on.
- 3) Make sure the AUTO UNLK light on the lighting control panel goes off.
- (e) Do these steps before the DENY Time Delay has expired:
 - 1) Enter the access code in the keypad and press the ENT key.
 - a) Make sure that the red LED on the keypad stays on.
 - b) Make sure the chime module does not sound.

EFFECTIVITY
GUI 005, 008 POST-SB 25-271;
GUI 007 POST-SB 25-269;
GUI 004, 006

52-51-00

- c) Make sure the AUTO UNLK light on the lighting control panel stays off.
- (f) Do these steps after the Deny Time Delay has expired:
 - 1) Enter the access code on the keypad and press the ENT key.
 - a) Make sure that the amber LED on the keypad comes on and the red LED goes off.
 - b) Make sure the chime module sounds two one-half second tones.

NOTE: If the Continuous Chime Time Delay is set to 0 (zero) seconds (Code 311) then a continuous chime will occur and not the half second tones.

- c) Make sure the AUTO UNLK light on the lighting control panel comes on.
- (g) Put and hold the FLT DK D00R switch to the UNLKD position.
 - 1) Make sure that the green LED on the keypad comes on and the red LED goes off.
 - 2) Make sure the electric strike is in the unlocked position.

NOTE: The Solenoid pin in the electric strike will retract down such that you can rotate the strike.

- (h) Put the FLT DK D00R switch back to the AUTO position.
 - 1) Make sure the red LED on the keypad comes on and the green LED goes off.
 - 2) Make sure the electric strike is in the locked position.

NOTE: The solenoid pin in the electric strike will be extended up such that you can not rotate the strike.

H. Power On Solenoid Deactivation Test

S 715-010

- (1) Do these steps to make sure the Flight Deck Access System switch operates:
 - (a) Open the switch guard on the bottom of the chime module and put the toggle switch to the OFF position.
 - (b) Make sure the electric strike is in the unlocked position.

NOTE: The Solenoid pin in the electric strike will retract down such that you can rotate the strike.

- (c) Make sure the LOCK FAIL light on the lighting control module comes ON.
- (d) Put the toggle switch back to the NORM position and close the guard.

EFFECTIVITY
GUI 005, 008 POST-SB 25-271;
GUI 007 POST-SB 25-269;
GUI 004, 006

52-51-00

(e) Make sure the electric strike is in the locked position.

NOTE: The Solenoid pin in the electric strike will extend such that you can not rotate the strike.

(f) Make sure the LOCK FAIL light goes off.

I. Doorbell Function Test

S 715-011

(1) Do these steps to make sure the Doorbell Function operates:

NOTE: The Doorbell function must be enabled.

(a) Enter 1 in the keypad and then ENT.

(b) Make sure that the chime module sounds a 2 cycle tone.

(c) Make sure the red LED stays on.

TASK 52-51-00-705-012

3. Operational Check of the DENY Function of the Flight Deck Access System

A. General

(1) This task is for scheduled maintenance.

(2) This task does a test of the Deny function of the flight compartment security door access system.

B. References

(1) AMM 24-22-00/201, Electrical Power - Control

(2) AMM 52-51-00/201, Flight Compartment Door Maintenance Practices

C. Access

(1) Location Zones

211 Control cabin - Left

212 Control cabin - Right

D. Procedure

S 755-013

(1) Obtain the following information:

NOTE: These items are programable. You need to obtain the access code and times currently in use by the flight crew.

(a) Access Code

(b) Deny Time Delay

S 865-014

(2) Supply electrical power (AMM 24-22-00/201).

EFFECTIVITY
GUI 005, 008 POST-SB 25-271;
GUI 007 POST-SB 25-269;
GUI 004, 006

52-51-00

S 865-015

- (3) Make sure this circuit breaker on the P11 panel is closed:
(a) 11R5, F/D DOOR LOCK

S 865-016

- (4) Make sure the Flight Deck Access System switch on the Chime Module is in the NORM position (guard closed).

S 865-017

- (5) Make sure the flight compartment door is open.

E. DENY Mode Test

S 715-018

- (1) Do these steps to make sure the DENY Mode operates:
(a) Make sure the red LED on the keypad is on.
(b) Make sure the electric strike is in the locked position.

NOTE: The Solenoid pin in the electric strike will be extended up such that you can not rotate the strike.

- (c) Enter the access code in the keypad and press the ENT key.
1) Make sure that the amber LED on the keypad comes on and the red LED goes off.
2) Make sure the chime module sounds two one-half second tones.

NOTE: If the Continuous Chime Time Delay is set to 0 (zero) seconds (Code 311), then a continuous chime will occur and not the half second tones.

- 3) Make sure the AUTO UNLK light on the lighting control panel comes on.
(d) Put and momentarily hold the FLT DK DOOR switch in the DENY position.

NOTE: You must keep track of the time elapsed from when you put the switch in the DENY position.

- 1) Make sure the electric strike is in the locked position.

NOTE: The Solenoid pin in the electric strike will be extended up such that you can not rotate the strike.

- 2) Make sure that the amber LED on the keypad goes off and the red LED comes on.
3) Make sure the AUTO UNLK light on the lighting control panel goes off.
4) Make sure the chime module does not sound.

EFFECTIVITY
GUI 005, 008 POST-SB 25-271;
GUI 007 POST-SB 25-269;
GUI 004, 006

52-51-00

- (e) Do these steps before the DENY Time Delay has expired:
 - 1) Enter the access code in the keypad and press the ENT key.
 - a) Make sure that the red LED on the keypad stays on.
 - b) Make sure the chime module does not sound.
 - c) Make sure the AUTO UNLK light on the lighting control panel stays off.
- (f) Do these steps once the Deny Time Delay has expired:
 - 1) Enter the access code on the keypad and press the ENT key.
 - a) Make sure that the amber LED on the keypad comes on and the red LED goes off.
 - b) Make sure the chime module sounds two one-half second tones.

NOTE: If the Continuous Chime Time Delay is set to 0 (zero) seconds (Code 311), then a continuous chime will occur and not the half second tones.

- c) Make sure the AUTO UNLK light on the cockpit control panel comes on.
- (g) Put and hold the FLT DK D00R switch to the UNLKD position.
 - 1) Make sure that the green LED on the keypad comes on and the red LED goes off.
 - 2) Make sure the electric strike is in the unlocked position.

NOTE: The Solenoid pin in the electric strike will retract down such that you can rotate the strike.

- (h) Put the FLT DK D00R switch back to the AUTO position.
 - 1) Make sure the red LED on the keypad comes on and the green LED goes off.
 - 2) Make sure the electric strike is in the locked position.

NOTE: The solenoid pin in the electric strike will be extended up such that you can not rotate the strike.

S 845-028

- (2) Put the Airplane Back to it's Usual Condition

TASK 52-51-00-715-020

4. Operational Check of the Flight Compartment Access System

A. General

- (1) This task does a test of the chime module speaker to make sure you can hear the chime and that other parts of the access system operate.

B. References

- (1) AMM 24-22-00/201, Electrical Power - Control

EFFECTIVITY

GUI 005, 008 POST-SB 25-271;
GUI 007 POST-SB 25-269;
GUI 004, 006

52-51-00

C. Access

- (1) Location Zones
 - 211 Control cabin - Left
 - 212 Control cabin - Right

D. Prepare for the Test

S 865-021

- (1) Obtain the access code for the flight deck door.

NOTE: The access code is programmable. You need to obtain the access code currently in use by the flight crew.

S 865-022

- (2) Supply electrical power (AMM 24-22-00/201).

S 865-023

- (3) Make sure this circuit breaker on the P11 panel is closed:
 - (a) 11R5, F/D DOOR LOCK

S 865-024

- (4) Make sure the Flight Deck Access System switch on the Chime Module is in the NORM position (guard closed).

S 865-025

- (5) Make sure the flight compartment door is open.

E. Procedure

S 715-026

- (1) Do these steps to make sure the flight compartment access system operates:
 - (a) Make sure the FLT DK DOOR switch is in the AUTO position.
 - (b) Enter the access code in the keypad and press the ENT key.
 - (c) Make sure the chime module sounds.
 - (d) Make sure the AUTO UNLK light comes on.
 - (e) Put the FLT DK DOOR switch to the DENY position.
 - (f) Make sure the AUTO UNLK light goes off.
 - (g) Put the FLT DK DOOR switch to the UNLKD position.
 - (h) Put the Flight Deck Access System switch on the chime module to the OFF position.
 - (i) Make sure the LOCK FAIL Light comes on.
 - (j) Put the Flight Deck Access System switch to the NORM position.

S 845-029

- (2) Put the Airplane Back to its Usual Condition

EFFECTIVITY

GUI 005, 008 POST-SB 25-271; GUI 007 POST-SB 25-269; GUI 004, 006

52-51-00

TASK 52-51-00-705-037

5. Operational Check of the Decompression Panel Hinges

A. General

- (1) Check the decompression panel hinge operation.
- (2) Make sure that the decompression panel hinges operate smoothly without binding or interference.

B. Access

- (1) Location Zones
 - (a) 211 Control Cabin - Left
 - (b) 212 Control Cabin - Right

C. Procedure

S 015-038

- (1) Gain access to the forward side of the flight deck door.

S 715-040

- (2) Do these steps to do a check of the decompression panel :
 - (a) Do these steps to remove the decompression panel.
 - 1) Disconnect the strap that attaches the upper decompression panel to the flight compartment door by pulling up on the strap at the door connection.
 - 2) Push in on the two retractable bolts on the hinge assembly at the top or bottom of the decompression panel.
 - (b) Make sure that the bolts retract smoothly and completely clear the panel door frame.
 - (c) Install the decompression panel.

TASK 52-51-00-725-032

6. Pressure Release Latch Functional Test (Fig. 502)

A. General

- (1) This task does a functional test of the pressure release latches.
- (2) The tests for the upper and lower pressure release latches is the same.

B. References

- (1) AMM 24-22-00/201, MANUAL CONTROL
- (2) AMM 52-51-35/401, Decompression Panel and Pressure Release Latch Removal/Installation

C. Access

- (1) Location Zones
 - (a) 211 Control Cabin - Left
 - (b) 212 Control Cabin - Right

D. Equipment

- (1) HSK6263-1, Test kit includes the HSK6263-11 Vacuum Generator and the HSK6263-13/-15 Bolt Rotation Tool
Hartwell Corporation.
Placentina, California USA

EFFECTIVITY

GUI 005, 008 POST-SB 25-271;
GUI 007 POST-SB 25-269;
GUI 004, 006

52-51-00

12.101

Page 512
Jan 20/09

- (2) B221513T-50 Bolt Rotation Tool
C and D Aerospace.
Huntington Beach, California USA

E. Prepare for the Test

S 015-035

- (1) Do these steps to get access to the latches:
(a) Do the steps to remove the decompression latch strap and decompression latch cover (AMM 52-51-35/401).

S 845-030

- (2) Do these steps to prepare the test kit, HSK6263-1:
(a) Make sure that the vent of the HSK6263-11 Vacuum Generator manometer does not have unwanted material or blockage.
(b) Make sure that the hose is securely connected between the fitting on the squeeze bulb and the manometer.
(c) Push the power control control switch to turn on the display.
(d) Turn the display selection control if necessary to show metric (kPa) unit.

F. Procedure

S 725-031

- (1) Do these steps to make sure that the pressure release latch functions correctly:
(a) Put the vacuum cup over the air cylinder filter on the front of the pressure release latch.
(b) Make sure that the vacuum cup is in full contact with the air cylinder filter and covers the air cylinder filter fully.

NOTE: You must hold the vacuum cup in full contact with the face of the pressure relief latch at the air cylinder filter during the entire test.

- (c) Operate the squeeze-bulb to get a pressure drop of 0.5 to 0.29 psi (3.45 to 2.00 kPa) at the air cylinder filter.

NOTE: The pressure drop will show on the display of the manometer.

- (d) Insert the Bolt Rotation Tool into the hole at the bolt (latch).

EFFECTIVITY
GUI 005, 008 POST-SB 25-271;
GUI 007 POST-SB 25-269;
GUI 004, 006

52-51-00

 **BOEING**
757
MAINTENANCE MANUAL

- (e) Make sure you can rotate the bolt 90 degrees from the closed position to the open position.

NOTE: The latch release load is 99 +/-5 pounds (45 +/-2.3 kg) when the air cylinder is in the open position.

- (f) Remove the vacuum cup from the air cylinder filter.
(g) Rotate the bolt back to the closed position.

NOTE: Make sure that you rotate the bolt until you can feel a hard stop.

G. Put the Airplane Back to its Usual Condition

S 425-036

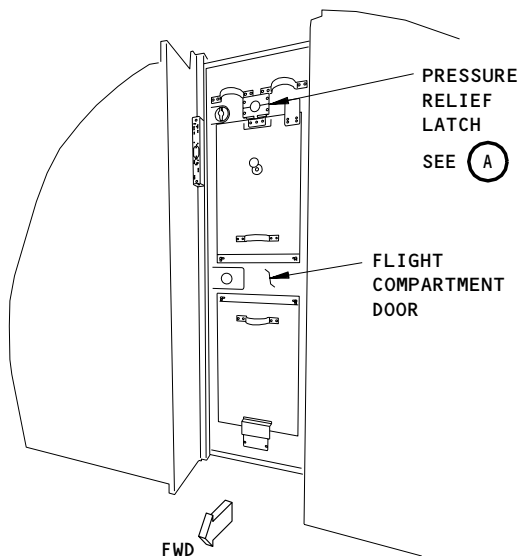
- (1) Do the steps to install the decompression latch strap and decompression latch cover (AMM 52-51-35/401).

S 845-033

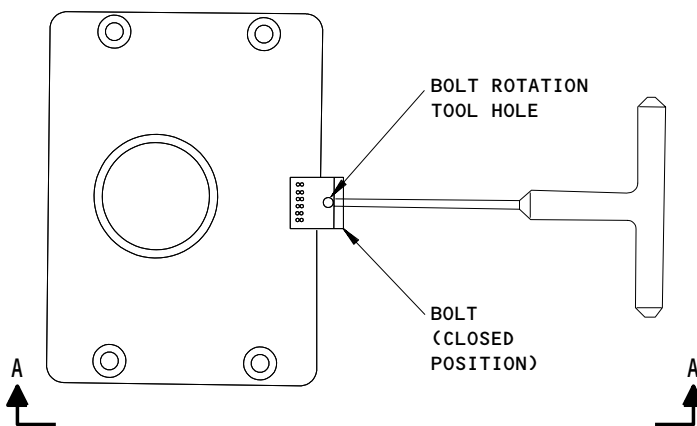
- (2) Remove the electrical power if it is not necessary (AMM 24-22-00/201).

EFFECTIVITY
GUI 005, 008 POST-SB 25-271;
GUI 007 POST-SB 25-269;
GUI 004, 006

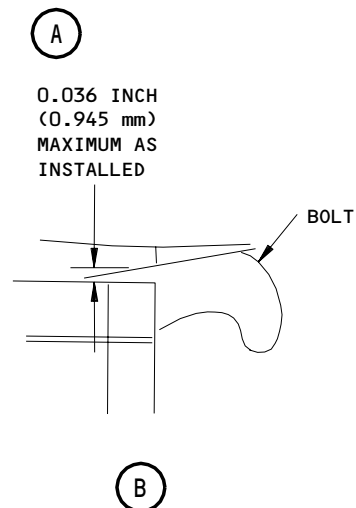
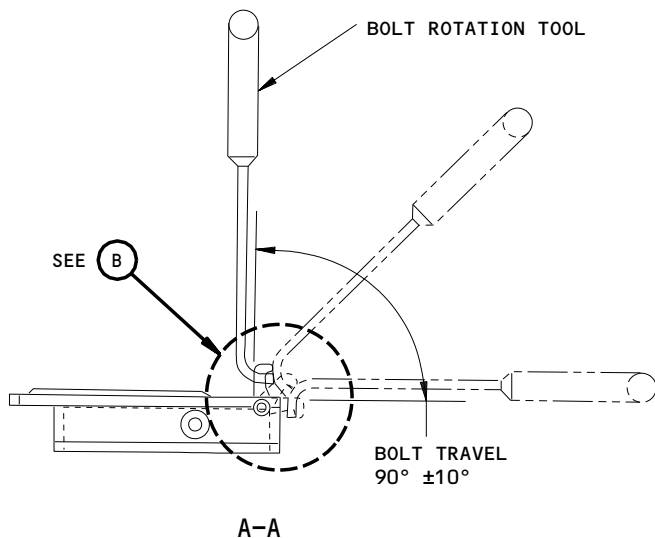
52-51-00



FLIGHT COMPARTMENT



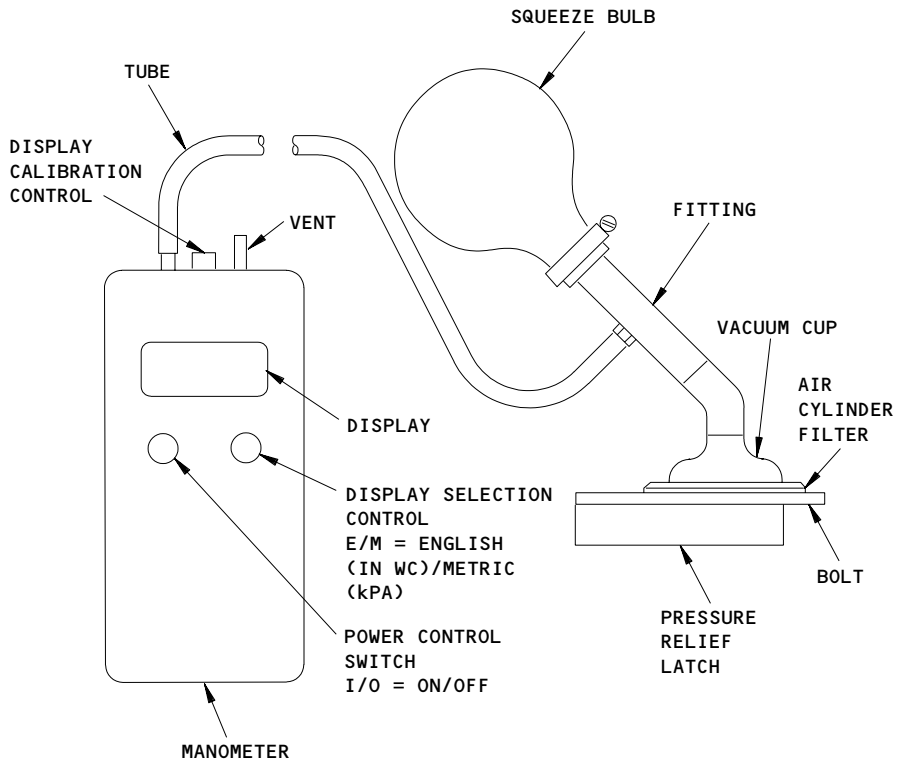
PRESSURE RELIEF LATCH
(DECOMPRESSION LATCH
STRAP AND COVER REMOVED)



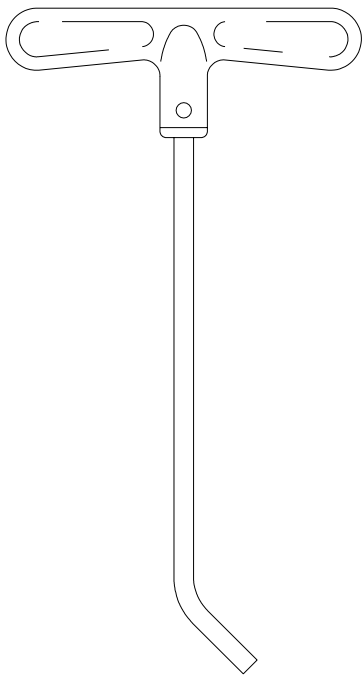
Pressure Release Latch Test
Figure 502 (Sheet 1)

EFFECTIVITY
GUI 005, 008 POST-SB 25-271;
GUI 007 POST-SB 25-269;
GUI 004, 006

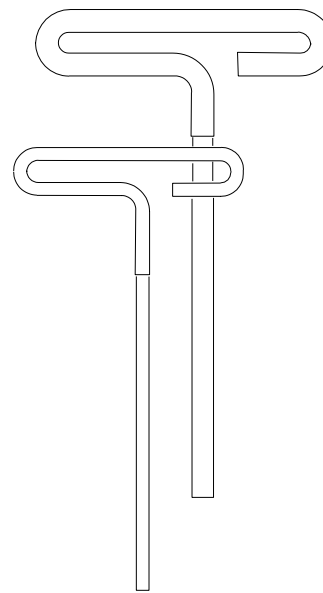
52-51-00



HARTWELL VACUUM GENERATOR (HSK6263-11)



**C&D'S BOLT ROTATION TOOL
P/N B221513T-50**



HARTWELL BOLT ROTATIONAL TOOL (HSK6263-13/-15)

**Pressure Release Latch Test
Figure 502 (Sheet 2)**

EFFECTIVITY
GUI 005, 008 POST-SB 25-271;
GUI 007 POST-SB 25-269;
GUI 004, 006

52-51-00

FLIGHT COMPARTMENT DOOR – REMOVAL/INSTALLATION

1. General

- A. This procedure contains two tasks. The first task gives the instructions to remove the flight compartment door. The second task gives the instructions to install the flight compartment door.

TASK 52-51-01-004-001-001

2. Remove the Flight Compartment Door (Fig. 401)

A. Equipment

- (1) Hex wrench – 3/32 inch (commercially available)

B. Access

- (1) Location Zones
211/212 Control Cabin – Section 41

C. Procedure

S 014-002-001

- (1) Open the flight compartment door.

S 494-003-001

- (2) Put the hex wrenches into the set screws of the upper hinge pin, mid hinge pin, and lower hinge pin.

S 034-004-001

- (3) Hold the upper door (1) in position. Pull down on the hex wrenches that are in the set screws of the upper and mid hinge pin.

NOTE: This will release the upper door (1) from the hinge fittings.

S 024-005-001

- (4) Move the upper door (1) away from the hinge fittings until the hinge pins are clear of the hinge fittings.

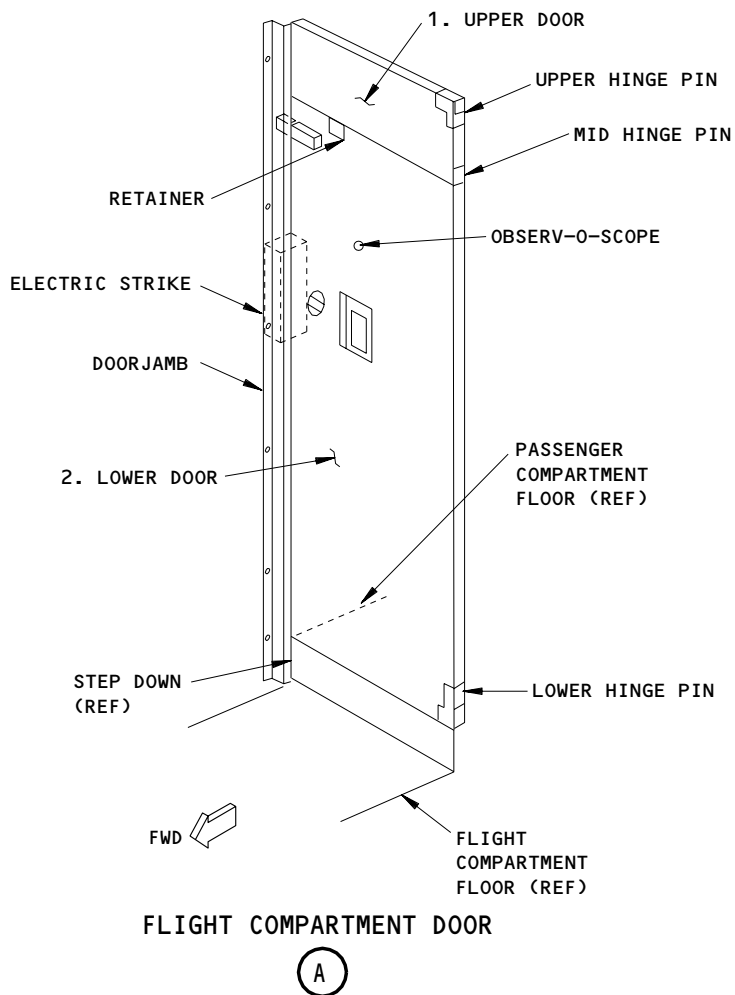
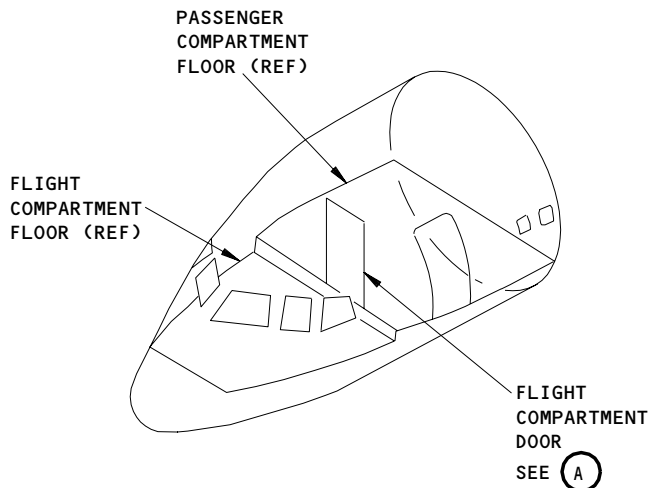
S 024-006-001

- (5) Release the force on the hex wrenches.

EFFECTIVITY

GUI 005, 008 PRE-SB 25-271;
GUI 007 PRE-SB 25-269;
GUI 001-003, 009-999

52-51-01
CONFIG 1
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Flight Compartment Door and Lock Unit Installation
Figure 401

EFFECTIVITY
GUI 005, 008 PRE-SB 25-271;
GUI 007 PRE-SB 25-269;
GUI 001-003, 009-999

52-51-01
CONFIG 1
Page 402
May 28/05

S 024-007-001

CAUTION: BE CAREFUL WHEN YOU MOVE THE UPPER DOOR (1). DAMAGE TO THE RETAINER CAN EASILY OCCUR.

- (6) Continue to move the upper door (1) away from the hinge fittings until the retainer is clear of the lower door (2).

NOTE: If washers are installed on the upper hinge pin, use tape to keep the washers in position.

S 094-008-001

- (7) Remove the hex wrench from the upper hinge pin.

S 024-009-001

- (8) Hold the lower door (2) in position.

S 024-010-001

- (9) Push the mid hinge pin down and the lower hinge pin up to release the lower door (2) from the hinge fittings.

NOTE: The mid and lower hinge pins are spring-loaded. You must hold the mid hinge pin down and the lower hinge pin up until they are clear of the hinge fittings.

S 024-011-001

- (10) Move the lower door (2) away from the hinge fittings until the hinge pins are clear of the hinge fittings.

NOTE: If washers are installed on the hinge pins, use tape to keep the washers in position.

S 094-012-001

- (11) Remove the hex wrenches from the mid and lower hinge pins.

TASK 52-51-01-404-013-001

3. Install the Flight Compartment Door (Fig. 401)

A. Equipment

- (1) Hex wrench - 3/32 inch (commercially available)

B. Parts

EFFECTIVITY

GUI 005, 008 PRE-SB 25-271;
GUI 007 PRE-SB 25-269;
GUI 001-003, 009-999

52-51-01

CONFIG 1

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11

MM		NOMENCLATURE	IPC		
FIG	ITEM		SUBJECT	FIG	ITEM
401	1 2	Upper Door Lower Door	52-51-52	01	80 130

C. Access

(1) Location Zones

211/212 Control Cabin - Section 41

D. Procedure

S 494-014-001

- (1) Put the hex wrenches in set screws on the upper hinge pin, mid hinge pin, and lower hinge pin.

S 424-015-001

- (2) Hold the mid hinge pin in the down position and hold the lower hinge pin in the up position. At the same time, align the mid and lower hinge pins with the hinge brackets. Then release the force on the hex wrenches.

NOTE: The mid and lower hinge pins are spring-loaded. You must hold the mid hinge pin down and the lower hinge pin up until they are aligned.

S 984-016-001

CAUTION: BE CAREFUL WHEN YOU MOVE THE UPPER DOOR (1). DAMAGE TO THE RETAINER CAN EASILY OCCUR.

- (3) Move the upper door (1) until the retainer is engaged with the upper edge of the lower door (2).

EFFECTIVITY

GUI 005, 008 PRE-SB 25-271;
GUI 007 PRE-SB 25-269;
GUI 001-003, 009-999

52-51-01

CONFIG 1
Page 404
May 28/05

S 424-017-001

- (4) Pull the upper and mid hinge pins down. Align the upper hinge pin with the upper hinge fitting. Align the mid hinge pin with the recess in upper door (1).

NOTE: The upper and mid hinge pins are spring-loaded. You must hold them down with the hex wrenches until they are aligned.

S 094-018-001

- (5) Remove all the hex wrenches.

S 414-019-001

- (6) Close the flight compartment door.

S 224-020-001

- (7) Measure the clearance between the upper door (1) and the header.

NOTE: The correct clearance is 0.20-0.25 inch.

S 224-021-001

- (8) Measure the clearance between the upper door (1) and the lower door (2).

NOTE: The correct clearance is 0.08-0.10 inch.

S 824-022-001

- (9) If the clearances that you measured are not correct, do this step:
(a) Add or remove the washers on the upper, mid, or lower hinge pins until the clearances are correct.

EFFECTIVITY
GUI 005, 008 PRE-SB 25-271;
GUI 007 PRE-SB 25-269;
GUI 001-003, 009-999

52-51-01
CONFIG 1
Page 405
May 28/05

FLIGHT COMPARTMENT DOOR – REMOVAL/INSTALLATION

1. General

A. This Procedure has these tasks:

- (1) A removal of the flight compartment door.
- (2) An installation of the flight compartment door.

TASK 52-51-01-004-001-002

2. Flight Compartment Door Removal (Fig. 401)

A. Access

- (1) Location Zones
 - 211 Control cabin – Left
 - 212 Control cabin – Right

B. Flight Compartment Door Removal

S 024-002-002

- (1) Do these steps to remove the flight compartment door (1):
 - (a) Open the flight compartment door.
 - (b) Remove the screws (6) and the washers (5) that attach the hinge (3) to the door post.
 - (c) Remove the shims (8).
 - (d) Remove the angle (4).
 - (e) Remove the flight compartment door.

TASK 52-51-01-404-003-002

3. Flight Compartment Door Installation (Fig. 401)

A. Consumable Materials

- (1) G50162 Adhesive Tape, 3M F/9469PC

B. Access

- (1) Location Zones
 - 211 Control cabin – Left
 - 212 Control cabin – Right

C. Flight Compartment Door Installation

S 424-004-002

- (1) Do these steps to install the flight compartment door (1):
 - (a) Put the angle (4) in its position on the lavatory wall.
 - (b) Install the shims (8).
 - (c) Put the flight compartment door (1) in its position.
 - (d) Install the screws (6) and the washers (5).
 - (e) Install the seal (7) as necessary with the G50162 adhesive tape to close the gap between the hinge and the lavatory wall.

EFFECTIVITY

GUI 005, 008 POST-SB 25-271;
GUI 007 POST-SB 25-269;
GUI 004, 006

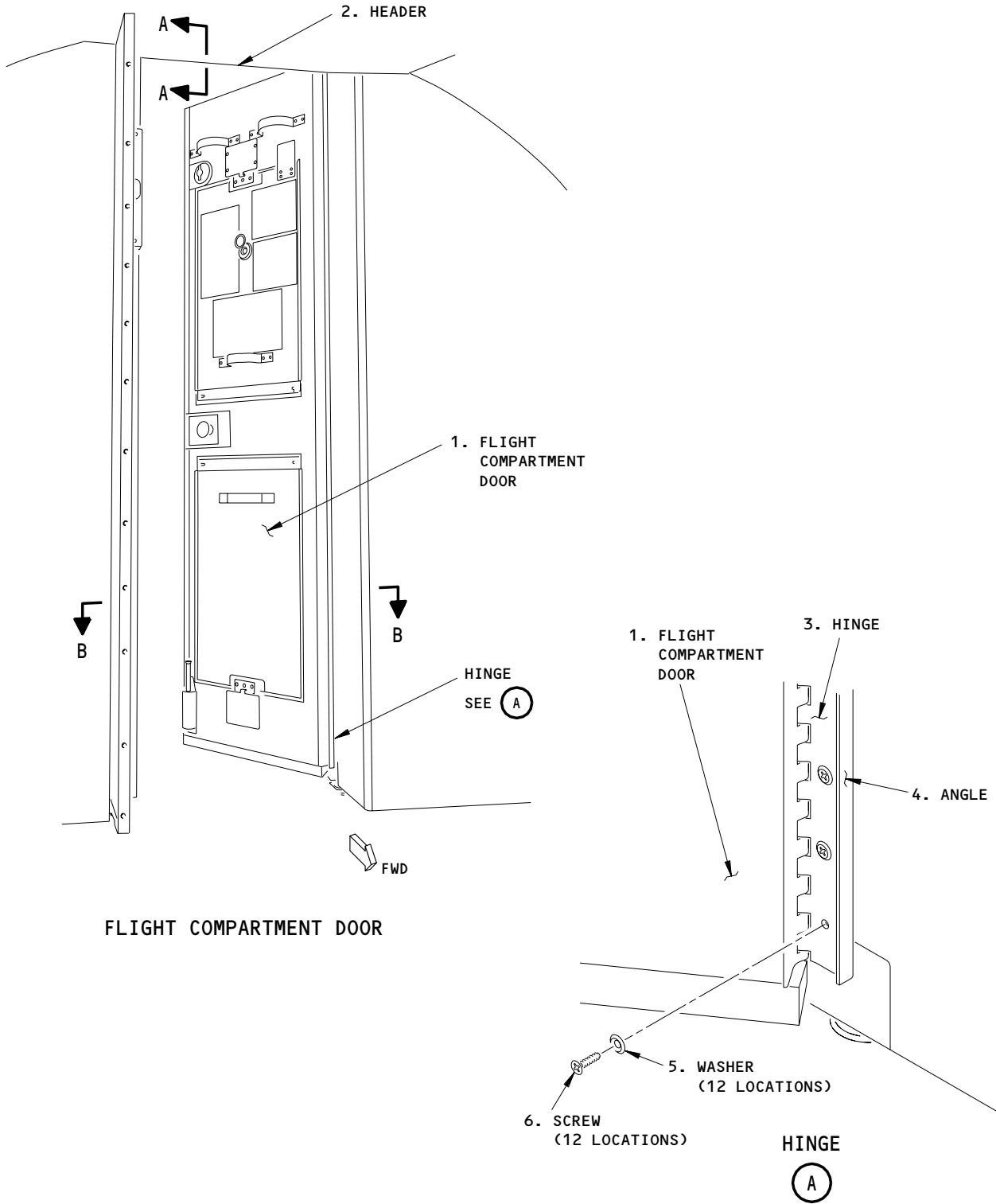
52-51-01

CONFIG 2

11

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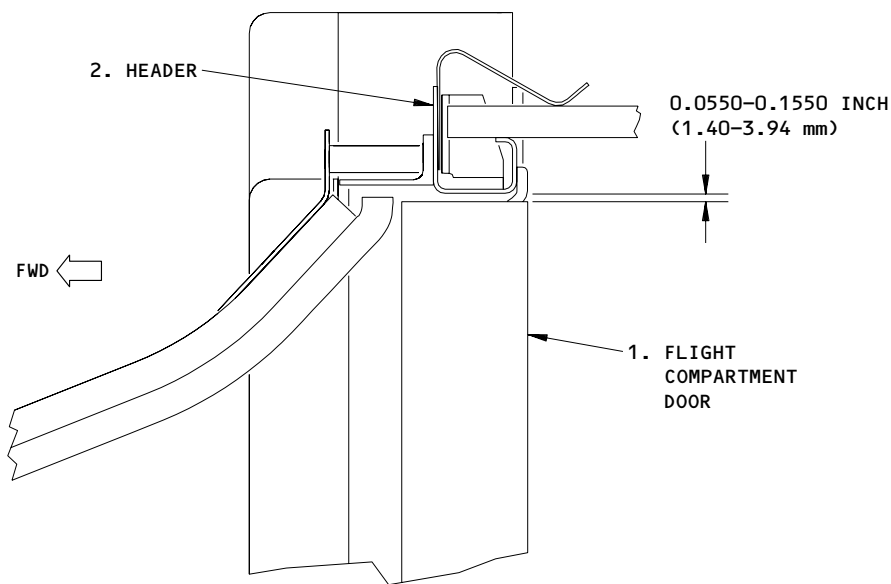
May 28/05



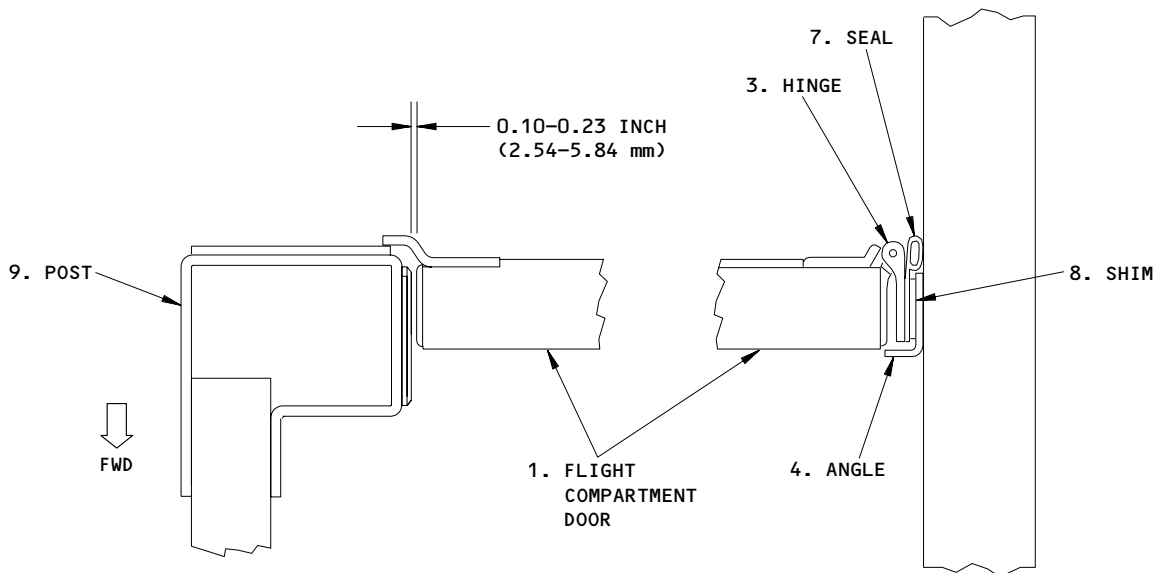
Flight Compartment Door Installation
Figure 401 (Sheet 1)

EFFECTIVITY
GUI 005, 008 POST-SB 25-271;
GUI 007 POST-SB 25-269;
GUI 004, 006

52-51-01
CONFIG 2
Page 402
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CREW DOOR AND HEADER CLEARANCE
(DOOR IN CLOSED POSITION)
A-A



CREW DOOR AND TRIM ANGLE CLEARANCE
(DOOR IN CLOSED POSITION)
B-B

Flight Compartment Door Installation
Figure 401 (Sheet 2)

EFFECTIVITY
GUI 005, 008 POST-SB 25-271;
GUI 007 POST-SB 25-269;
GUI 004, 006

52-51-01
CONFIG 2
Page 403
May 28/06

S 824-005-002

- (2) Do these steps to adjust the door:
- (a) Measure the gap at the post.
 - (b) Make sure the gap is 0.10 to 0.23 inches (2.54 to 5.84 mm).

NOTE: If the door does not open easily, adjust to the upper tolerance limit.

- 1) The area 2 inches above and 2 inches below the door latch must be between 0.15 - 0.23 inches (3.81 - 5.84 mm).
- (c) If the gap is not correct, do these steps:
- 1) Remove the screws (6) and the washers (5).
 - 2) Add or remove shims (8) as necessary to obtain the correct gap.
 - 3) Install the screws (6) and the washers (5).
- (d) Make sure the gap between the top of the door and the header is 0.0550 to 0.1550 inches (1.40 to 3.94 mm).

NOTE: If the door does not open easily, adjust to the upper tolerance limit.

- (e) If necessary, adjust the header to maintain a consistent gap.

EFFECTIVITY

GUI 005, 008 POST-SB 25-271; GUI 007 POST-SB 25-269; GUI 004, 006

FLIGHT COMPARTMENT DOOR – INSPECTION/CHECK

1. General

- A. This procedure has this task:
(1) Flight Compartment Door Seal Check

TASK 52-51-01-206-001

2. Flight Compartment Door Seal Check

A. General

- (1) This procedure is a visual check for the condition and security of the flight compartment door seals.

B. Access

- (1) Location Zones
211 Control cabin – Left
212 Control cabin – Right

C. Procedure

S 216-002

- (1) Do these steps to check the door seals:
(a) Open the flight compartment door.
(b) Check the door seal on the top, bottom, and sides of the door frame for these abnormal conditions:
1) Cracks
2) Notches
3) Unusual wear
4) Tears
5) Splits
6) Dents
(c) Replace the door seal if any damage is found.

EFFECTIVITY
GUI 005, 008 POST-SB 25-271;
GUI 007 POST-SB 25-269;
GUI 004, 006

52-51-01

FLIGHT COMPARTMENT DOORJAMB - REMOVAL/INSTALLATION

1. General

- A. This procedure contains two tasks. The first task gives instructions to remove the flight compartment doorjamb. The second task gives instructions to install the flight compartment doorjamb.

TASK 52-51-02-004-003

2. Remove the Flight Compartment Doorjamb (Fig. 401)

A. Access

- (1) Location Zones
211/212 Control Cabin - Section 41

B. Procedure

S 014-004

- (1) Open the flight compartment door.

S 864-001

- (2) Open these circuit breakers on the overhead circuit breaker panel, P11, and attach DO-NOT-CLOSE tags:
(a) 11R5, FLT DK DOOR LOCK
(b) 11R34, DOOR GIRT BAR ENT DIM

S 014-005

- (3) Do these steps at the inboard wall of the forward galley (1):
(a) Remove the covers from the rub strips (4).

NOTE: Be careful not to cause damage to the finish.

- (b) Remove the forward end caps (3) from the rub strips (4).
(c) For kick strips (5) that have a carpet, remove the carpet.

NOTE: Start at the front of the kick strip (5).

- (d) Remove the screws that hold the kick strip (5) to the galley wall (1).

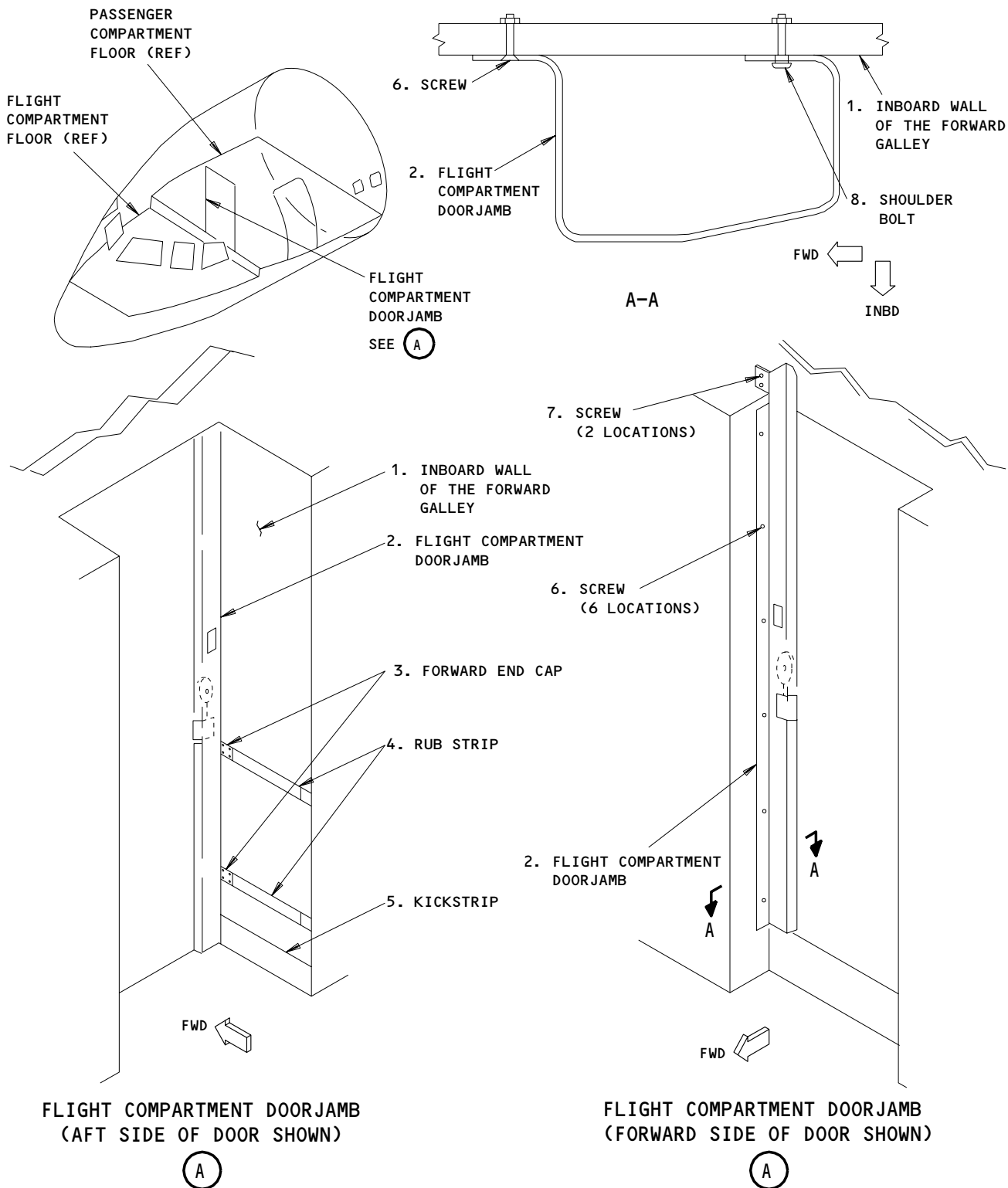
NOTE: It will not be necessary to remove all the screws. Start at the forward end of the kick strip (5). Continue in the aft direction until you can move the forward end of the kick strip (5) approximately one inch inboard.

EFFECTIVITY
GUI 005, 008 PRE-SB 25-271;
GUI 007 PRE-SB 25-269;
GUI 001-003, 009-999

52-51-02

BOEING

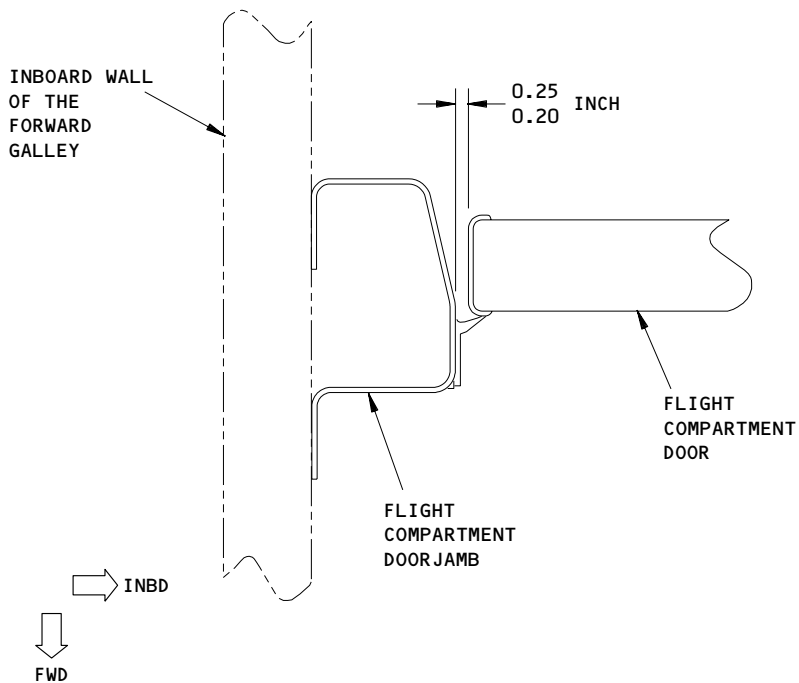
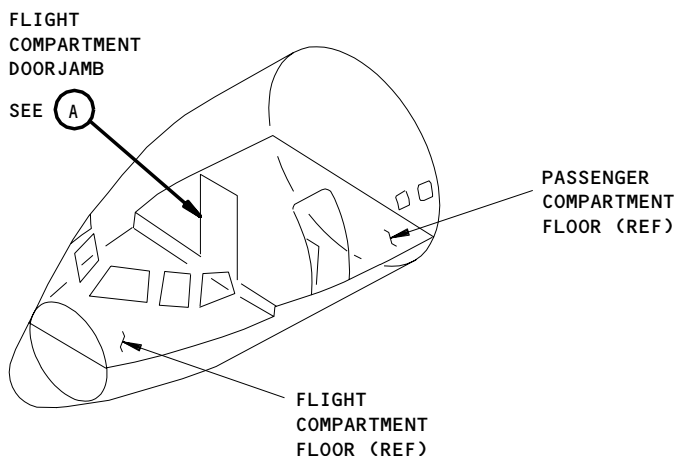
757 MAINTENANCE MANUAL



Flight Compartment Doorjamb
Figure 401

EFFECTIVITY
 GUI 005, 008 PRE-SB 25-271;
 GUI 007 PRE-SB 25-269;
 GUI 001-003, 009-999

52-51-02



(A)

Flight Compartment Door/Doorjamb Adjustment
Figure 402

EFFECTIVITY
GUI 005, 008 PRE-SB 25-271;
GUI 007 PRE-SB 25-269;
GUI 001-003, 009-999

52-51-02

S 014-023

- (4) Remove the ceiling panel that is aft of the overhead circuit breaker panel, P11.

NOTE: The ceiling panel is held in position with four screws. The two aft screws are behind the corner seal which is attached to the ceiling panel with velcro tape.

S 034-006

- (5) Disconnect the electrical connector that is above the doorjamb (2).

S 024-007

- (6) Remove the screws (7) that hold the doorjamb (2) to the bracket above the ceiling.

S 024-008

- (7) Remove the screws (6) that hold the forward flange of the doorjamb (2) to the galley wall (1).

S 024-009

- (8) Move the doorjamb (2) approximately one inch in the aft direction.

S 024-010

- (9) Move the doorjamb (2) in the inboard direction.

S 024-011

- (10) Remove the doorjamb (2) from the airplane.

TASK 52-51-02-404-002

3. Install the Flight Compartment Doorjamb (Fig. 401)

A. Access

- (1) Location Zones
211/212 Control Cabin - Section 41

B. Procedure

S 424-012

- (1) Move the doorjamb (2) until the slots in the aft flange are aligned with the shoulder bolts (8) on the inboard galley wall (1).

NOTE: You must move the kick strip (5) in the inboard direction to let the doorjamb (2) get to the correct position.

S 424-013

- (2) Measure the clearance between the door and the doorjamb.

NOTE: The correct clearance is 0.20-0.25 inch.

EFFECTIVITY

GUI 005, 008 PRE-SB 25-271;
GUI 007 PRE-SB 25-269;
GUI 001-003, 009-999

52-51-02

- S 424-014
- (3) Install the screws (6) that hold the forward flange of the doorjamb (2) to the galley wall (1).
- S 424-015
- (4) Install the screws (7) that hold the doorjamb (2) to the bracket above the ceiling.
- S 434-016
- (5) Connect the electrical connector above the doorjamb (2).
- S 414-017
- (6) Install the ceiling panel in the flight compartment, that is aft of the overhead circuit breaker panel, P11.
- S 414-018
- (7) Install the corner seal with the velcro tape.
- S 414-019
- (8) Install the kick strip (5) to the galley wall (1).
- S 414-020
- (9) For kick strips (5) that have a carpet, install the carpet on the kick strip (5).
- S 414-016
- (10) Install the forward end caps (3) on the rub strips (4).
- S 414-021
- (11) Install the covers on the rub strips (4).
- S 864-022
- (12) Remove the DO-NOT-CLOSE tags and close these circuit breakers on the P11 panel:
- (a) 11R5, FLT DK DOOR LOCK
 - (b) 11R34, DOOR GIRT BAR ENT DIM

EFFECTIVITY

GUI 005, 008 PRE-SB 25-271; GUI 007 PRE-SB 25-269; GUI 001-003, 009-999

52-51-02

FLIGHT COMPARTMENT DOOR ELECTRIC STRIKE – MAINTENANCE PRACTICES

1. General

A. This procedure contains seven tasks:

- (1) The first task gives instructions to remove the electric strike for the flight compartment door.
- (2) The second task gives instructions to install the electric strike for the flight compartment door.
- (3) The third task gives instructions to remove the solenoid from the electric strike for the flight compartment door.
- (4) The fourth task gives instructions to install the solenoid for the electric strike for the flight compartment door.
- (5) The fifth task gives instructions to remove the fuse pin from the electric strike for the flight compartment door.
- (6) The sixth task gives instructions to install the fuse pin on the electric strike for the flight compartment door.
- (7) The seventh task is a system test of the electric strike for the flight compartment door.

B. Some airplanes have a flight compartment doorjamb with a bracket that you can remove for the electric strike.

TASK 52-51-03-002-002-001

2. Remove the Electric Strike (Fig. 201)

A. References

- (1) 52-51-02/401, Flight Compartment Door Jamb

B. Access

- (1) Location Zones
211/212 Control Cabin – Section 41

C. AIRPLANES WITH A BRACKET THAT YOU CAN REMOVE;
Procedure – Remove the Electric Strike

S 862-003-001

- (1) Open this circuit breaker on the overhead circuit breaker panel, P11, and attach a DO-NOT-CLOSE tag:
 - (a) 11R5, FLT DK DOOR LOCK

S 012-004-001

- (2) Open the flight compartment door.

S 032-005-001

- (3) Remove the bolts (2) that hold the doorstop (4).

S 032-006-001

- (4) Remove the doorstop (4).

EFFECTIVITY

GUI 005, 008 PRE-SB 25-271;
GUI 007 PRE-SB 25-269;
GUI 001-003, 009-999

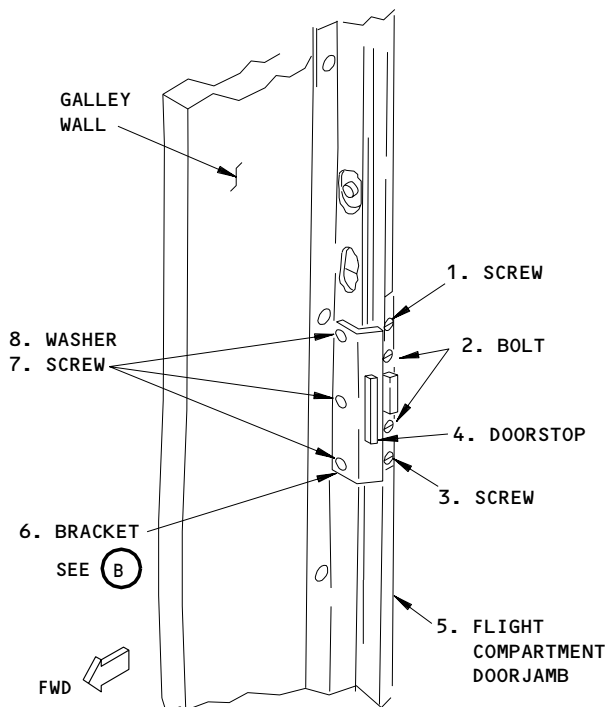
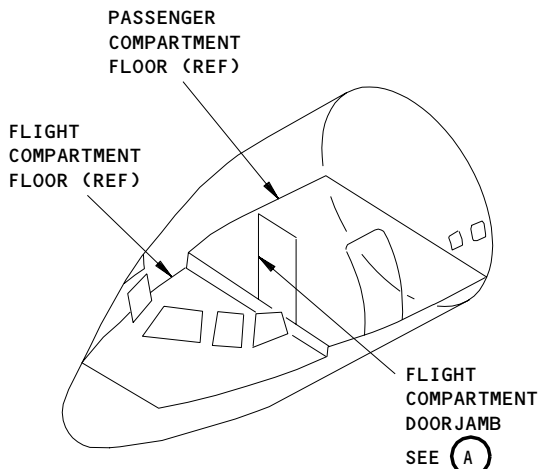
52-51-03

CONFIG 1

12

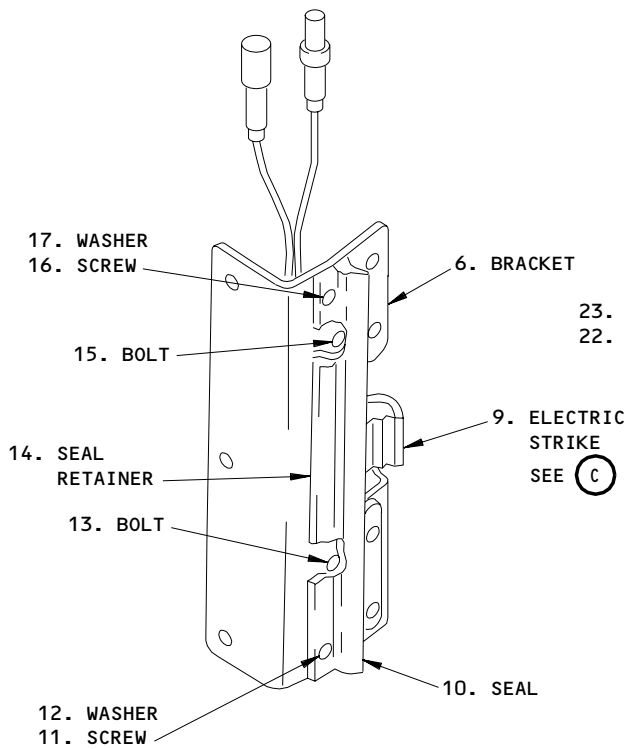
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May 28/05



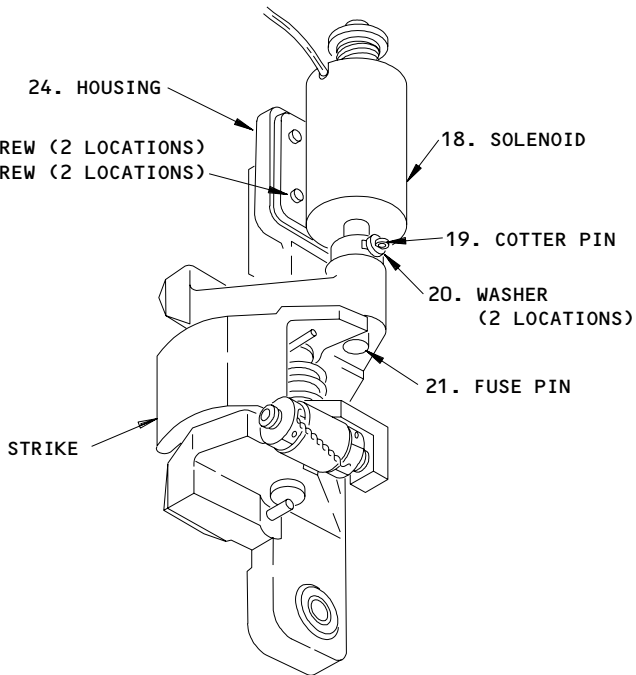
FLIGHT COMPARTMENT DOORJAMB

(A)



BRACKET

(B)



ELECTRIC STRIKE

(C)

Flight Compartment Door Electric Strike
Figure 201

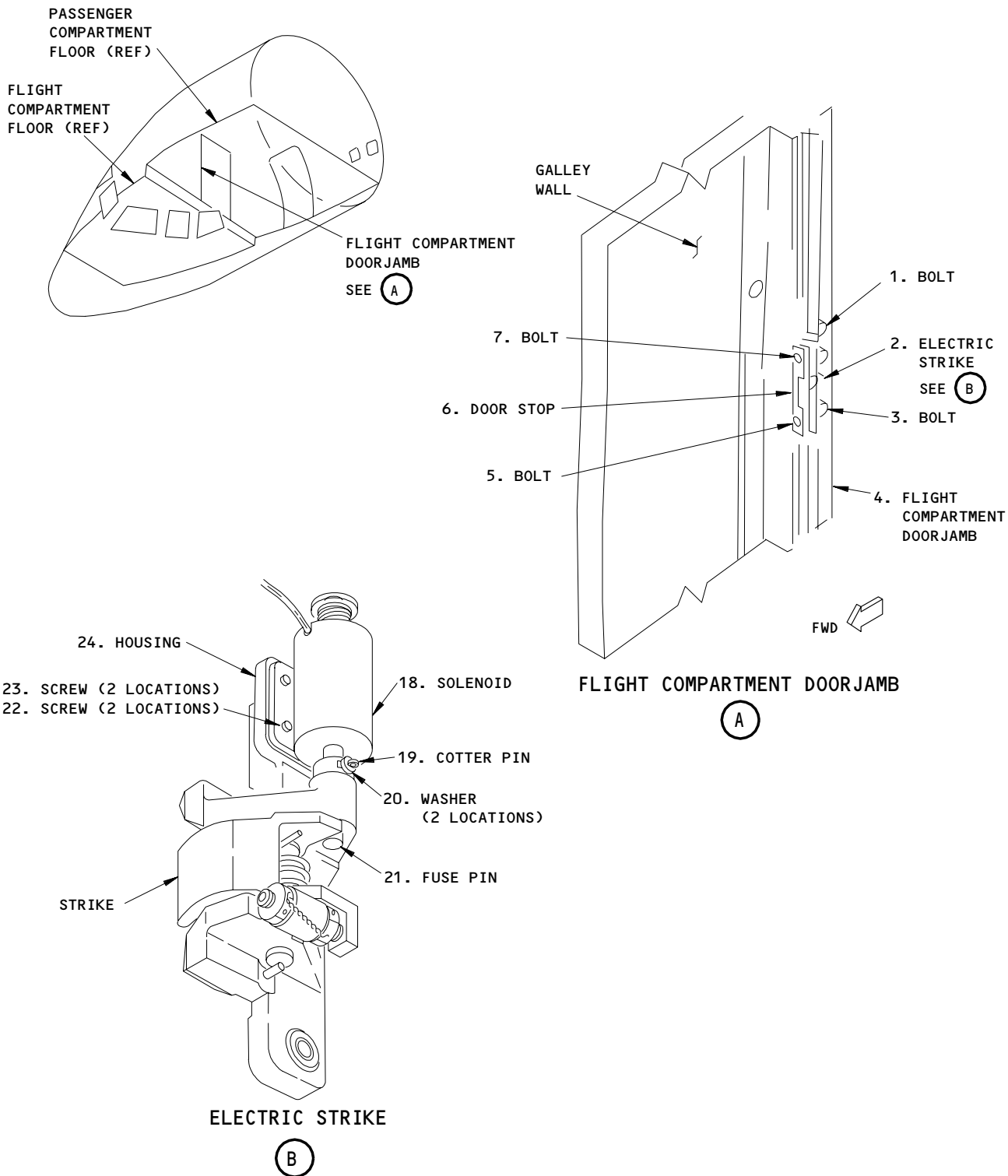
EFFECTIVITY
AIRPLANES WITH REMOVABLE BRACKET

52-51-03

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Flight Compartment Door Electric Strike
Figure 201A

EFFECTIVITY
AIRPLANES WITHOUT REMOVABLE BRACKET

52-51-03

CONFIG 1
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S 032-007-001

- (5) Remove the screws (1, 3).

S 032-008-001

- (6) Remove the screws (7) and the bracket (6).

NOTE: Do not remove the four screws from the aft face of the doorjamb (5).

S 032-009-001

- (7) Disconnect the electrical connectors from the wires at the solenoid (18).

S 032-010-001

- (8) Remove the screws (11, 16), the seal retainer (14), and the seal (10).

S 022-011-001

- (9) Remove the bolts (13, 15), and the electric strike (9).

- D. AIRPLANES WITHOUT A BRACKET THAT YOU CAN REMOVE;
Procedure - Remove the Electric Strike (Fig. 201A)

S 032-012-001

- (1) Remove the doorjamb (4) (Ref 52-51-02).

S 032-013-001

- (2) Disconnect the electrical connector from the wires for the solenoid (18).

S 032-014-001

- (3) Remove the bolts (5, 7) that hold the electric strike (2) to the doorjamb (4).

S 022-015-001

- (4) Remove the electric strike (2).

TASK 52-51-03-402-016-001

3. Install the Electric Strike (Fig. 201).

A. Consumable Materials

- (1) A00293 Adhesive - BMS 5-30

B. Parts

EFFECTIVITY

GUI 005, 008 PRE-SB 25-271;
GUI 007 PRE-SB 25-269;
GUI 001-003, 009-999

52-51-03

CONFIG 1

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AMM		NOMENCLATURE	AIPC		
FIG	ITEM		SUBJECT	FIG	ITEM
201	1	Screw	52-51-52	01	505
	2	Bolt			555
	3	Screw			505
	4	Doorstop			515
	5	Bracket			575
	6	Screw			490
	7	Washer			495
	8	Electric Strike			570
	9	Seal			560
	10	Screw			545
	11	Washer			550
	12	Bolt			555
	13	Seal Retainer			565
	14	Bolt			555
	15	Screw			545
	16	Washer			550
202	1	Bolt			317
	2	Electric Strike			337
	3	Bolt			317
	4	Doorjamb			285
	5	Bolt			330
	6	Doorstop			320
	7	Bolt			330

C. Access

- (1) Location Zones
211/212 Control Cabin - Section 41

D. AIRPLANES WITH A BRACKET THAT YOU CAN REMOVE;

Procedure - Install the Electric Strike (Fig. 201)

S 422-018-001

- (1) Put the electric strike (9) on the bracket (6) and install the bolts (13, 15).

S 392-019-001

- (2) Apply the adhesive to the seal (10).

EFFECTIVITY

GUI 005, 008 PRE-SB 25-271;
GUI 007 PRE-SB 25-269;
GUI 001-003, 009-999

52-51-03

CONFIG 1

13

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S 432-020-001
(3) Put the seal (10) on the bracket (6).

S 432-021-001
(4) Install the screws (11, 16), and the washers (12, 17) that hold the seal retainer (14) to the bracket (6).

S 432-022-001
(5) Connect the electrical connectors to the wires at the solenoid (18).

NOTE: The red wire is connected to the positive side.

S 432-023-001
(6) Put the bracket (6) on the doorjamb (5) and install the washers (8) and screws (7).

S 432-024-001
(7) Install the screws (1, 3).

S 432-025-001
(8) Install the bolts (2) that hold the doorstep (4) to the bracket (6).

S 712-026-001
(9) Do the System Test - Flight Compartment Door Electric Strike task.

S 862-027-001
(10) Remove the DO-NOT-CLOSE tag and and close this circuit breaker on the P11 panel:

(a) 11R5, FLT DK DOOR LOCK

E. AIRPLANES WITHOUT A BRACKET THAT YOU CAN REMOVE;
Procedure - Install the Electric Strike (Fig. 201A)

S 422-028-001
(1) Put the electric strike (2) on the doorjamb (4) and install the bolts (1, 3).

S 432-029-001
(2) Connect the electrical connector to the wires at the solenoid (18).

S 412-030-001
(3) Install the doorjamb (4) (Ref 52-51-02).

S 712-031-001
(4) Do the System Test - Flight Compartment Door Electric Strike task.

EFFECTIVITY
GUI 005, 008 PRE-SB 25-271;
GUI 007 PRE-SB 25-269;
GUI 001-003, 009-999

52-51-03
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S 862-032-001

- (5) Remove the DO-NOT-CLOSE tag and and close this circuit breaker on the P11 panel:
 - (a) 11R5, FLT DK DOOR LOCK

TASK 52-51-03-002-033-001

4. Remove the Solenoid for the Electric Strike

A. Access

- (1) Location Zones
211/212 Control Cabin - Section 41

B. Procedure - remove the solenoid

S 022-034-001

- (1) Do the procedure to remove the electric strike.

S 022-035-001

- (2) Remove the screws that attach the solenoid to the housing.

S 022-036-001

- (3) Remove the cotter pin and the washers from the fuse pin.

NOTE: Keep the washers.

S 022-037-001

- (4) Disconnect the wires from the solenoid.

S 032-038-001

- (5) Remove the solenoid.

TASK 52-51-03-402-039-001

5. Install the Solenoid for the Electric Strike

A. Parts

EFFECTIVITY

GUI 005, 008 PRE-SB 25-271; GUI 007 PRE-SB 25-269; GUI 001-003, 009-999

MM		NOMENCLATURE	IPC		
FIG	ITEM		SUBJECT	FIG	ITEM
201	18	Solenoid	52-51-52	51	10
	19	Cotter Pin			25
	20	Washer			30
	21	Fuse Pin			35
	22	Screw			15
	23	Screw			20

MM		NOMENCLATURE	IPC		
FIG	ITEM		SUBJECT	FIG	ITEM
202	18	Solenoid	52-51-52	51	10
	19	Cotter Pin			25
	20	Washer			30
	21	Fuse Pin			35
	22	Screw			15
	23	Screw			20

B. Access

- (1) Location Zones
 211/212 Control Cabin - Section 41

C. Procedure - Install the solenoid.

S 422-040-001

- (1) Connect the wires to the solenoid.

NOTE: The red wire is connected to the positive side.

EFFECTIVITY

GUI 005, 008 PRE-SB 25-271; GUI 007 PRE-SB 25-269; GUI 001-003, 009-999

52-51-03

CONFIG 1
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S 422-041-001

- (2) Put a washers (20) on each side of the fuse pin (21) and install the cotter pin (19).

NOTE: Make sure the cotter pin (19) is installed through the hole in the shaft of solenoid (18).

S 432-042-001

- (3) Install the screws (22, 23) that holds the solenoid (18) to the housing (24).

S 712-043-001

- (4) Do the Install the Electric Strike procedure.

TASK 52-51-03-002-045-001

6. Remove the Fuse Pin for the Electric Strike (Fig. 201)

A. Procedure - Remove the Fuse Pin

S 012-046-001

- (1) Do the Remove the Electric Strike procedure.

S 032-047-001

- (2) Remove the screws (22, 23) that hold the solenoid (18) to the housing (24).

S 022-048-001

- (3) Lift the solenoid (18) until the fuse pin (21) is clear of the housing (24).

S 022-049-001

- (4) Remove the cotter pin (19) and the washers (20) and the fuse pin (21).

NOTE: Make sure you keep the washers (20).

TASK 52-51-03-402-051-001

7. Install the Fuse Pin for the Electric Strike (Fig. 201)

A. Parts

EFFECTIVITY

GUI 005, 008 PRE-SB 25-271;
GUI 007 PRE-SB 25-269;
GUI 001-003, 009-999

52-51-03

CONFIG 1

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MM		NOMENCLATURE	IPC		
FIG	ITEM		SUBJECT	FIG	ITEM
201	18	Solenoid	52-51-52	51	10
	19	Cotter Pin			25
	20	Washer			30
	21	Fuse Pin			35
	22	Screw			15
	23	Screw			20

MM		NOMENCLATURE	IPC		
FIG	ITEM		SUBJECT	FIG	ITEM
202	18	Solenoid	52-51-52	51	10
	19	Cotter Pin			25
	20	Washer			30
	21	Fuse Pin			35
	22	Screw			15
	23	Screw			20

B. Access

- (1) Location Zones
211/212 Control Cabin - Section 41

C. Procedure

S 422-052-001

- (1) Put the fuse pin (21) on the shaft of the solenoid (18).

S 432-053-001

- (2) Put a washers (20) on each side of the fuse pin (21) and install the cotter pin (19).

NOTE: Make sure the cotter pin (19) is installed through the hole in the shaft of solenoid (18).

EFFECTIVITY

GUI 005, 008 PRE-SB 25-271;
GUI 007 PRE-SB 25-269;
GUI 001-003, 009-999

52-51-03

CONFIG 1

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- S 422-054-001
- (3) Put the fuse pin (21) through the hole in the housing (24).
- S 432-055-001
- (4) Install the screws (22, 23) that holds the solenoid (18) to the housing (24).
- S 412-056-001
- (5) Do the Install the Electric Strike procedure.

TASK 52-51-03-712-057-001

8. System Test - Flight Compartment Door Electric Strike

A. General

- (1) This procedure gives instructions for the system test of the electric strike.

B. Equipment

- (1) Spring Scale, 0-100 pound range - commercially available

C. References

- (1) 24-22-00/201, Electrical Power - Control

D. Access

- (1) Location Zones
211/212 Control Cabin - Section 41

E. Procedure

- S 862-058-001
- (1) Supply electrical power (Ref 24-22-00).
- S 712-059-001
- (2) Open the flight compartment door.
- S 712-060-001
- (3) Make sure the electric strike does not turn.
- S 862-061-001
- (4) Put the FLT DK DR switch on the right lightning control panel, P5, in the ON position.
- S 712-063-001
- (5) Make sure the electric strike turns.
- S 712-064-001
- (6) Make sure the upper and lower UNLKD lights in the switch come on.

EFFECTIVITY

GUI 005, 008 PRE-SB 25-271;
GUI 007 PRE-SB 25-269;
GUI 001-003, 009-999

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CONFIG 1
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- S 712-065-001
(7) Close the flight compartment door.
- S 712-066-001
(8) Make sure the upper and lower UNLKD lights in the switch stay on.
- S 712-067-001
(9) Make sure you can open the door from the aft side with a pull of 10-45 pounds at the door lock.

NOTE: Do not turn the door lock knob for this step.

- S 862-069-001
(10) Put the FLT DK DR switch in the OFF position.
- S 712-071-001
(11) Make sure that the lower UNLKD light is on, but the upper UNLKD light is off.
- S 712-072-001
(12) Close the flight compartment door.
- S 712-073-001
(13) Make sure the upper and lower UNLKD lights are not on.
- S 712-074-001
(14) Make sure you cannot open the door from the aft side unless you turn the door lock knob.

NOTE: You will break the fuse shear pin if you apply more than 50 pounds of force.

- S 712-076-001
(15) Make sure you can open the door from the aft side if you turn the door lock knob.
- S 712-078-001
(16) Close the flight compartment door.
- S 862-079-001
(17) Open this circuit breaker on the overhead circuit breaker panel, P11, and attach a DO-NOT-CLOSE tag:
(a) 11R5 , FLT DK DOOR LOCK

EFFECTIVITY

GUI 005, 008 PRE-SB 25-271; GUI 007 PRE-SB 25-269; GUI 001-003, 009-999

52-51-03
CONFIG 1
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S 712-080-001

- (18) Make sure you can open the door from the aft side without the door lock knob turned.

S 712-082-001

- (19) Make sure the lower UNLKD light is on.

S 862-083-001

- (20) Remove the DO-NOT-CLOSE tag and close this circuit breaker on the P11 panel:
(a) 11R5, FLT DK DOOR LOCK

S 862-084-001

- (21) Remove electrical power if it is not necessary (Ref 24-22-00).

EFFECTIVITY

GUI 005, 008 PRE-SB 25-271; GUI 007 PRE-SB 25-269; GUI 001-003, 009-999

07

52-51-03
CONFIG 1
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ELECTRIC STRIKE - REMOVAL/INSTALLATION

1. General

A. This Procedure has these tasks:

- (1) A removal of the electric strike.
- (2) An installation of the electric strike.

TASK 52-51-03-002-001-002

2. Electric Strike Removal (Fig. 201)

A. Access

- (1) Location Zones
 - 211 Control cabin - Left
 - 212 Control cabin - Right

B. Prepare for the Removal

S 862-002-002

- (1) Open this circuit breaker on the P11 panel and attach a DO-NOT-CLOSE tag:
 - (a) 11R5, F/D DOOR LOCK

S 012-003-002

- (2) Open the flight compartment door.

C. Electric Strike Removal

S 022-004-002

- (1) Remove the screws (2) that attach the electric strike assembly (1) to the door post.

S 022-005-002

- (2) Carefully pull the electric strike assembly (1) out of the door post.

S 022-006-002

- (3) Disconnect the electrical connector (3) from the electric strike.

S 022-007-002

- (4) Remove the electric strike assembly (1).

TASK 52-51-03-402-008-002

3. Electric Strike Installation (Fig. 201)

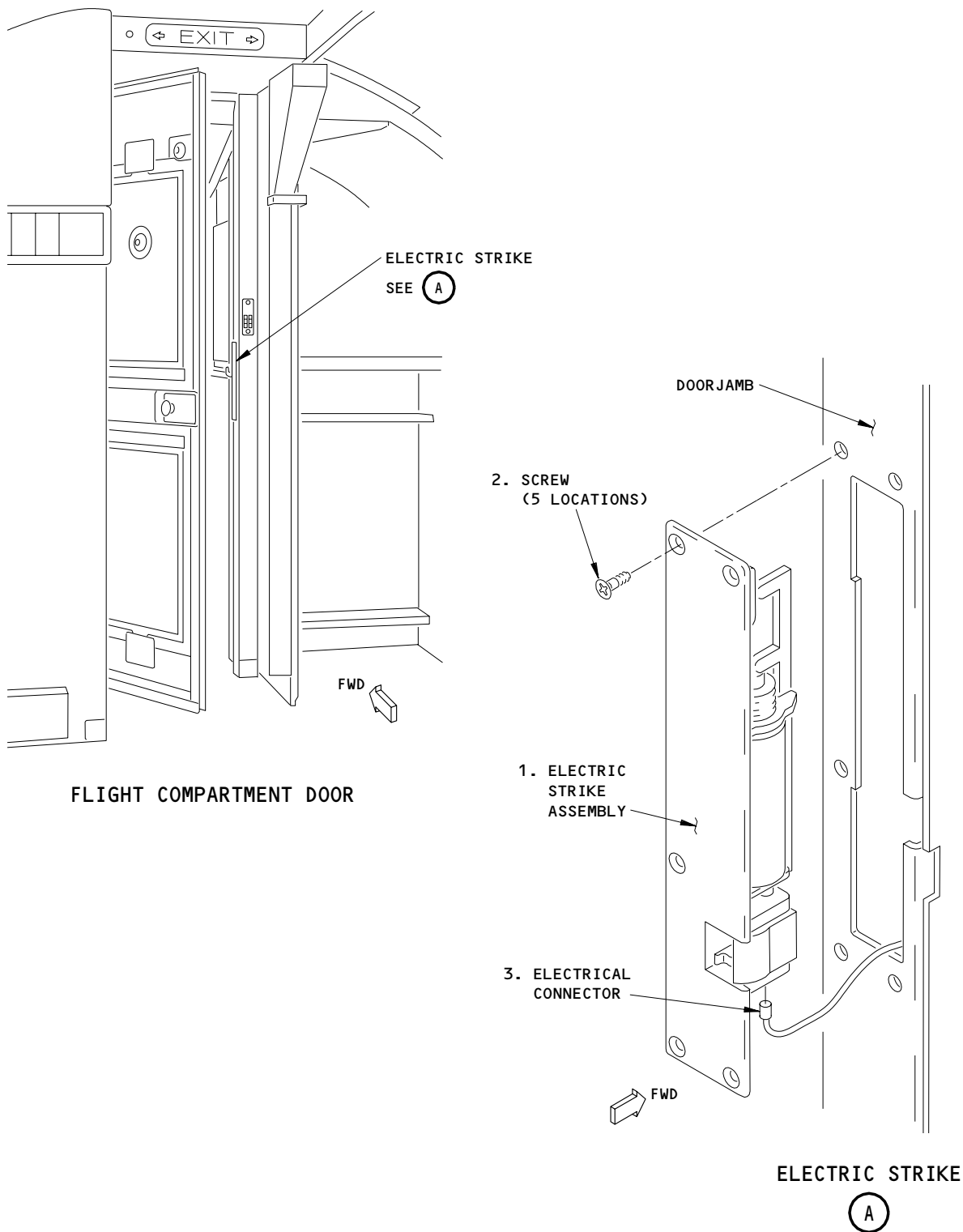
A. References

- (1) AMM 24-22-00/201, Electric Power - Control

EFFECTIVITY

GUI 005, 008 POST-SB 25-271;
GUI 007 POST-SB 25-269;
GUI 004, 006

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Electric Strike Installation
Figure 201

EFFECTIVITY
GUI 005, 008 POST-SB 25-271;
GUI 007 POST-SB 25-269;
GUI 004, 006

52-51-03
CONFIG 2
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B. Access

- (1) Location Zones
 - 211 Control cabin - Left
 - 212 Control cabin - Right

C. Electric Strike Installation

S 422-009-002

- (1) Connect the electrical connector (3) to the electric strike (1).

S 422-010-002

- (2) Carefully insert the electric strike assembly (1) into the door post opening and put it in its position.

S 422-011-002

- (3) Install the screws (2) that attach the strike assembly (1) to the door post.

D. Do a Post Installation Test of the Electric Strike

S 862-012-002

- (1) Supply electrical power (AMM 24-22-00/201).

S 712-013-002

- (2) Make sure the electric strike solenoid is in the de-energized position.

NOTE: The solenoid is de-energized when the pin is retracted such that the strike can rotate.

S 712-014-002

- (3) Close the door.

S 712-015-002

- (4) Make sure you can open the door from the passenger side by pulling on the door handle.

S 712-016-002

- (5) Remove the "DO-NOT-CLOSE" tag and close this circuit breaker:
 - (a) 11R5, F/D DOOR LOCK

S 712-017-002

- (6) Make sure the FLT DK D00R three position switch on the Right Overhead Lighting Control Panel, P5 is in the AUTO position.

EFFECTIVITY

GUI 005, 008 POST-SB 25-271; GUI 007 POST-SB 25-269; GUI 004, 006

52-51-03
CONFIG 2
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S 712-018-002

- (7) Make sure the electric strike solenoid energizes.

NOTE: The pin will extend preventing the strike from rotating.

S 822-020-002

- (8) Make sure that the latch engagement is 0.3623 - 0.4225 inch (9.208 - 10.732 mm).

E. Put the Airplane Back to its Usual Condition

S 862-019-002

- (1) Remove the electrical power if it is not necessary (AMM 24-22-00/201).

EFFECTIVITY
GUI 005, 008 POST-SB 25-271;
GUI 007 POST-SB 25-269;
GUI 004, 006

FLIGHT COMPARTMENT DOOR PROXIMITY SWITCH – REMOVAL/INSTALLATION

1. General

- A. This procedure contains two tasks. The first task gives instructions to remove the proximity switch for the flight compartment doorjamb. The second task gives instructions to install the proximity switch for the flight compartment doorjamb.

TASK 52-51-04-004-012

2. Remove the Proximity Switch (Fig. 401)

A. References

- (1) 52-51-02/401, Flight Compartment Doorjamb

B. Access

- (1) Location Zones
211/212 Control Cabin – Section 41

C. Procedure

S 014-002

- (1) Remove the flight compartment doorjamb (Ref 52-51-02).

S 034-003

- (2) Disconnect the wires from the switch at the nearest splice.

S 024-004

- (3) Remove the screws that hold the switch to the doorjamb.

S 024-005

- (4) Remove the switch from the doorjamb.

TASK 52-51-04-404-001

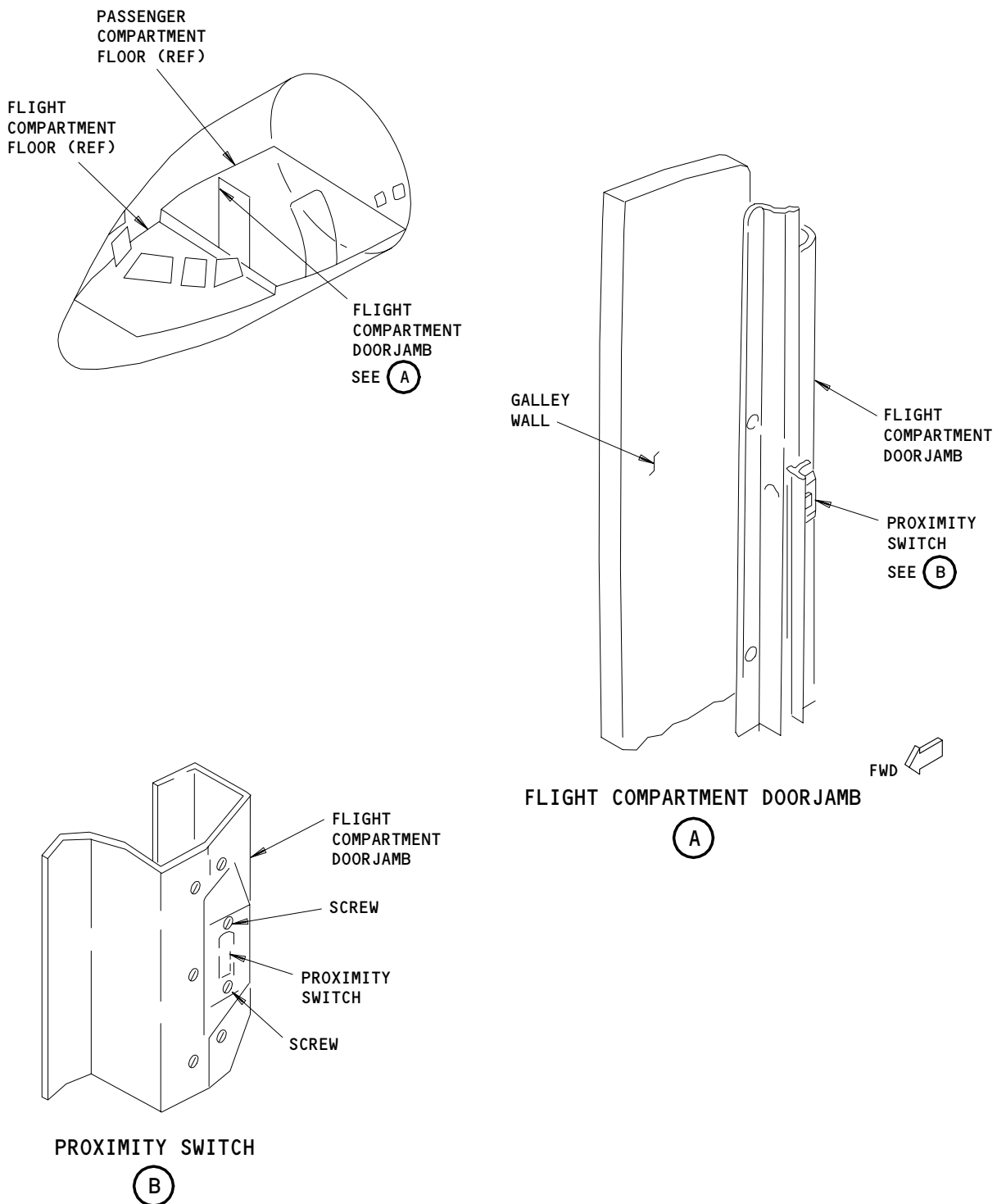
3. Install the Proximity Switch (Fig. 401)

A. References

- (1) 24-22-00/201, Electrical Power – Control
(2) 52-51-02/401, Flight Compartment Doorjamb

EFFECTIVITY
GUI 005, 008 PRE-SB 25-271;
GUI 007 PRE-SB 25-269;
GUI 001-003, 009-999

52-51-04



Flight Compartment Door Proximity Switch
Figure 401

EFFECTIVITY
GUI 005, 008 PRE-SB 25-271;
GUI 007 PRE-SB 25-269;
GUI 001-003, 009-999

52-51-04

B. Access

- (1) Location Zones
211/212 Control Cabin - Section 41

C. Procedure

S 424-006

- (1) Hold the switch in position and install the screws to hold the switch to the doorjamb.

S 434-007

- (2) Connect the wires at the splice.

S 414-008

- (3) Install the doorjamb (Ref 52-51-02).

S 864-009

- (4) Supply electrical power (Ref 24-22-00).

S 714-010

- (5) Close the flight compartment door.

S 714-013

- (6) Make sure the entry lights go on.

S 864-011

- (7) Remove electrical power, if it is not necessary (Ref 24-22-00).

EFFECTIVITY

GUI 005, 008 PRE-SB 25-271;
GUI 007 PRE-SB 25-269;
GUI 001-003, 009-999

52-51-04

FLIGHT COMPARTMENT DOOR LATCH - REMOVAL/INSTALLATION

1. General

A. This procedure gives the instructions to remove and install the latch on the flight compartment door.

TASK 52-51-05-004-001-001

2. Remove the Latch (Fig. 401)

A. Access

(1) Location Zones

211 Control Cabin - Section 41 (Left)
212 Control Cabin - Section 41 (Right)

B. Procedure

S 034-002-001

(1) Remove the screw (7).

S 034-003-001

(2) Remove the handle assembly (6).

S 034-004-001

(3) Remove the backing plate (5) and the bearing (4).

S 034-005-001

(4) Remove the screws (3).

S 034-006-001

(5) Remove the escutcheon (2).

S 034-007-001

(6) Remove the D-ring assembly (8).

S 024-008-001

(7) Remove the latch assembly (1) from the door cutout.

TASK 52-51-05-404-009-001

3. Install the Latch (Fig. 401)

A. Access

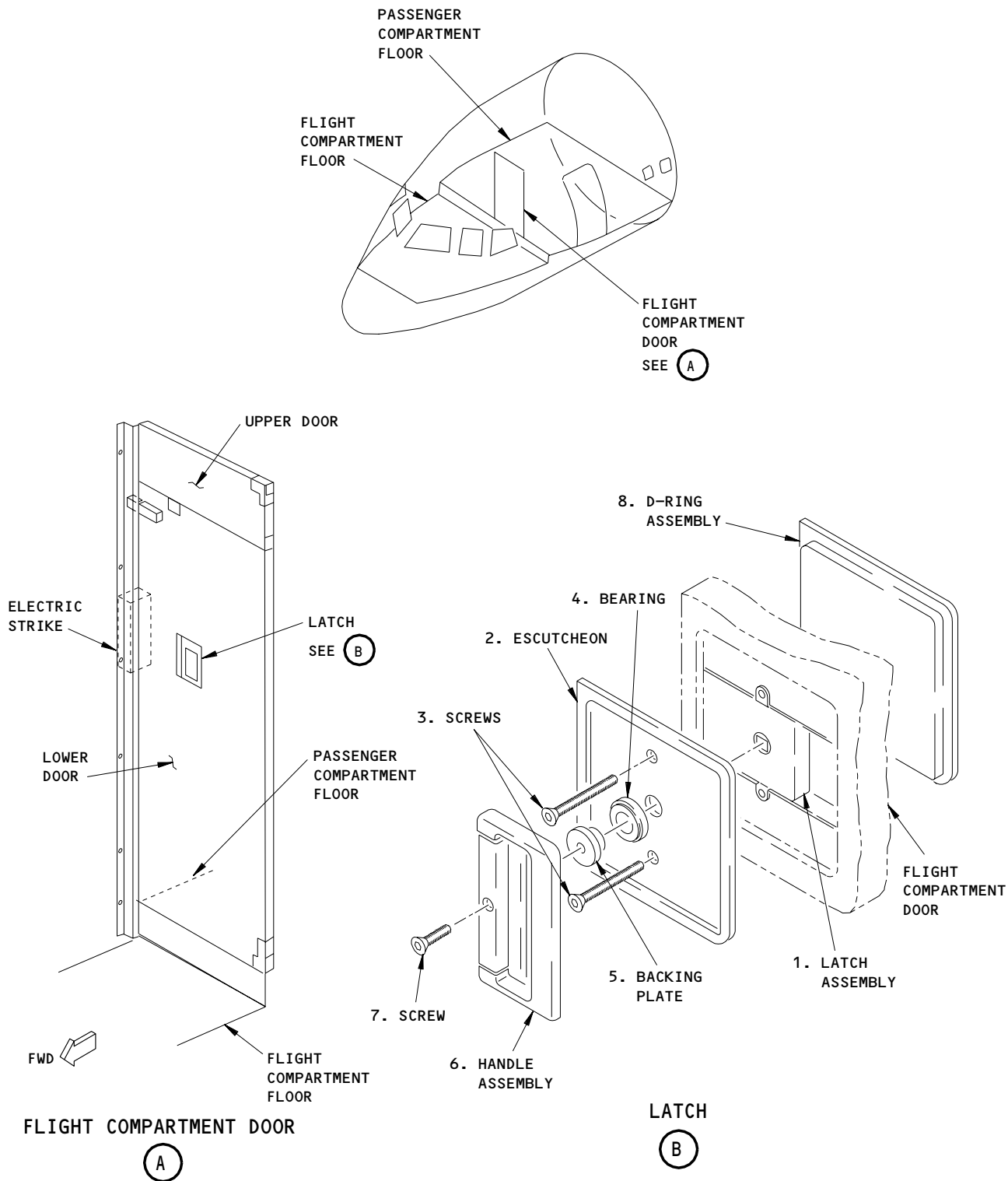
(1) Location Zones

211 Control Cabin - Section 41 (Left)
212 Control Cabin - Section 41 (Right)

EFFECTIVITY

GUI 005, 008 PRE-SB 25-271;
GUI 007 PRE-SB 25-269;
GUI 001-003, 009-999

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CONFIG 1
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Flight Compartment Door Latch Installation
Figure 401

EFFECTIVITY
GUI 005, 008 PRE-SB 25-271;
GUI 007 PRE-SB 25-269;
GUI 001-003, 009-999

52-51-05
CONFIG 1
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B. Procedure

- S 424-010-001
- (1) Install the latch assembly (1) in the door cutout. Make sure the flat edge of the latch assembly bolt is on the passenger compartment side when the door is closed.
- S 824-012-001
- (2) Push the latch bolt of the latch assembly (1) and pull the lock hoop out from the latch body.
- S 434-014-001
- (3) Install the D-ring assembly (8) on the passenger compartment side of the door.
- S 434-016-001
- (4) Install the escutcheon (2) on the flight compartment side of the door.
- S 824-017-001
- (5) Make sure the D-ring assembly (8) and the escutcheon (2) are tight against the door.
- S 434-018-001
- (6) Install the screws (3).
- S 434-019-001
- (7) Install the bearing (4) and the backing plate (5).
- S 434-020-001
- (8) Hold the handle assembly (6) in the correct position, and install the screw (7).

EFFECTIVITY

GUI 005, 008 PRE-SB 25-271; GUI 007 PRE-SB 25-269; GUI 001-003, 009-999

FLIGHT COMPARTMENT DOOR LATCH - REMOVAL/INSTALLATION

1. General

A. This Procedure has these tasks:

- (1) A removal of the flight compartment door latch.
- (2) An installation of the flight compartment door latch.

TASK 52-51-05-004-001-002

2. Flight Compartment Door Latch Removal (Fig. 401)

A. Access

(1) Location Zones

- | | |
|-----|-----------------------|
| 211 | Control cabin - Left |
| 212 | Control cabin - Right |

B. Flight Compartment Door Latch Removal

S 024-002-002

- (1) Do these steps to remove the door latch assembly (5):
 - (a) Remove the screws (2) that attach the front cover (3) to the back cover (7).
 - (b) Remove the front cover (3).
 - (c) Remove the plate (4).
 - (d) Remove the backcover (7).
 - (e) Remove the plate (6).
 - (f) Remove the screws (1) that attach the latch assembly (5) to the flight compartment door.
 - (g) Remove the latch assembly (5) from the flight compartment door.

TASK 52-51-05-404-003-002

3. Flight Compartment Door Latch Installation

A. Access

(1) Location Zones

- | | |
|-----|-----------------------|
| 211 | Control cabin - Left |
| 212 | Control cabin - Right |

B. Flight Compartment Door Latch Installation

S 424-004-002

- (1) Do these steps to install the door latch assembly (5):
 - (a) Put the latch assembly (5) in its position in the flight compartment door.
 - (b) Install the screws (1).
 - (c) Put the plate (6) and plate (4) in their positions.
 - (d) Install the back cover (7) and the front cover (3).
 - (e) Install the screws (2) that attach the front cover (3) to the back cover (7).

EFFECTIVITY

GUI 005, 008 POST-SB 25-271;
GUI 007 POST-SB 25-269;
GUI 004, 006

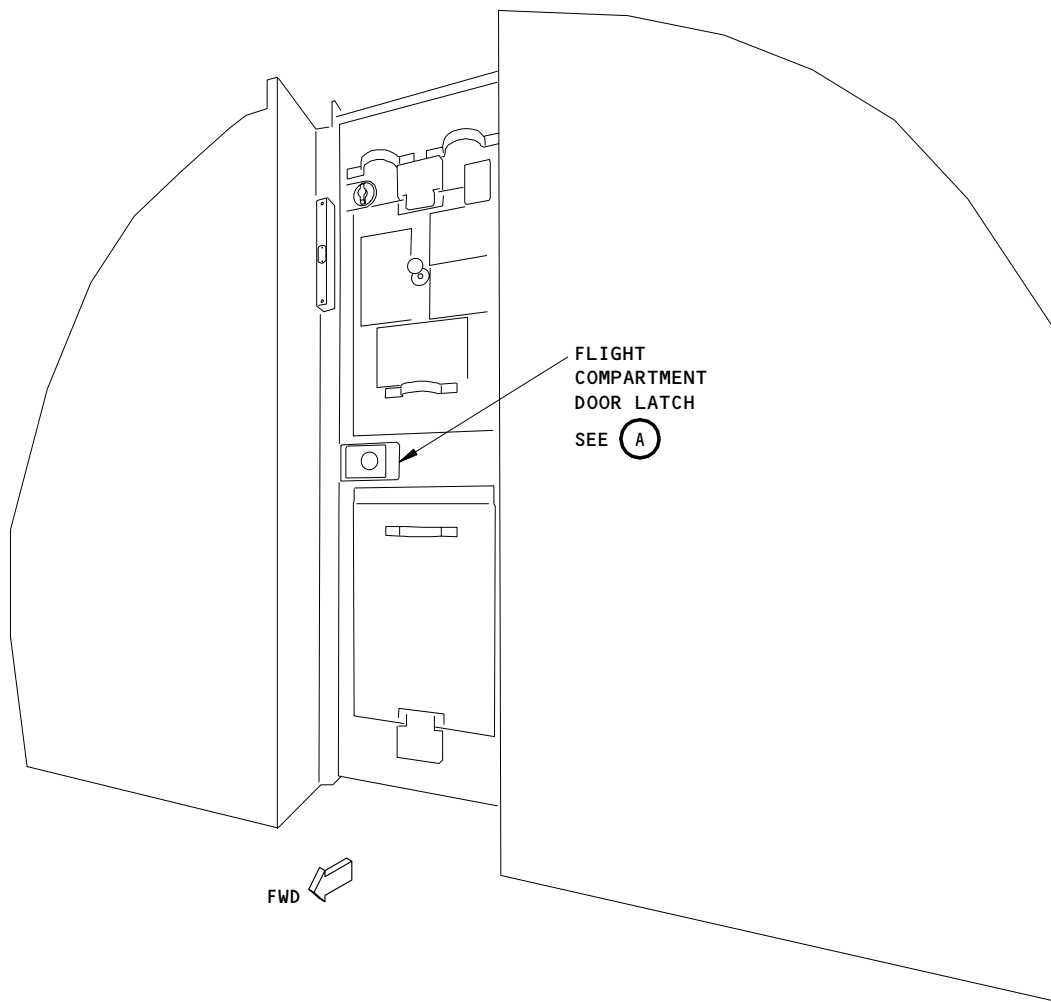
52-51-05

CONFIG 2

11

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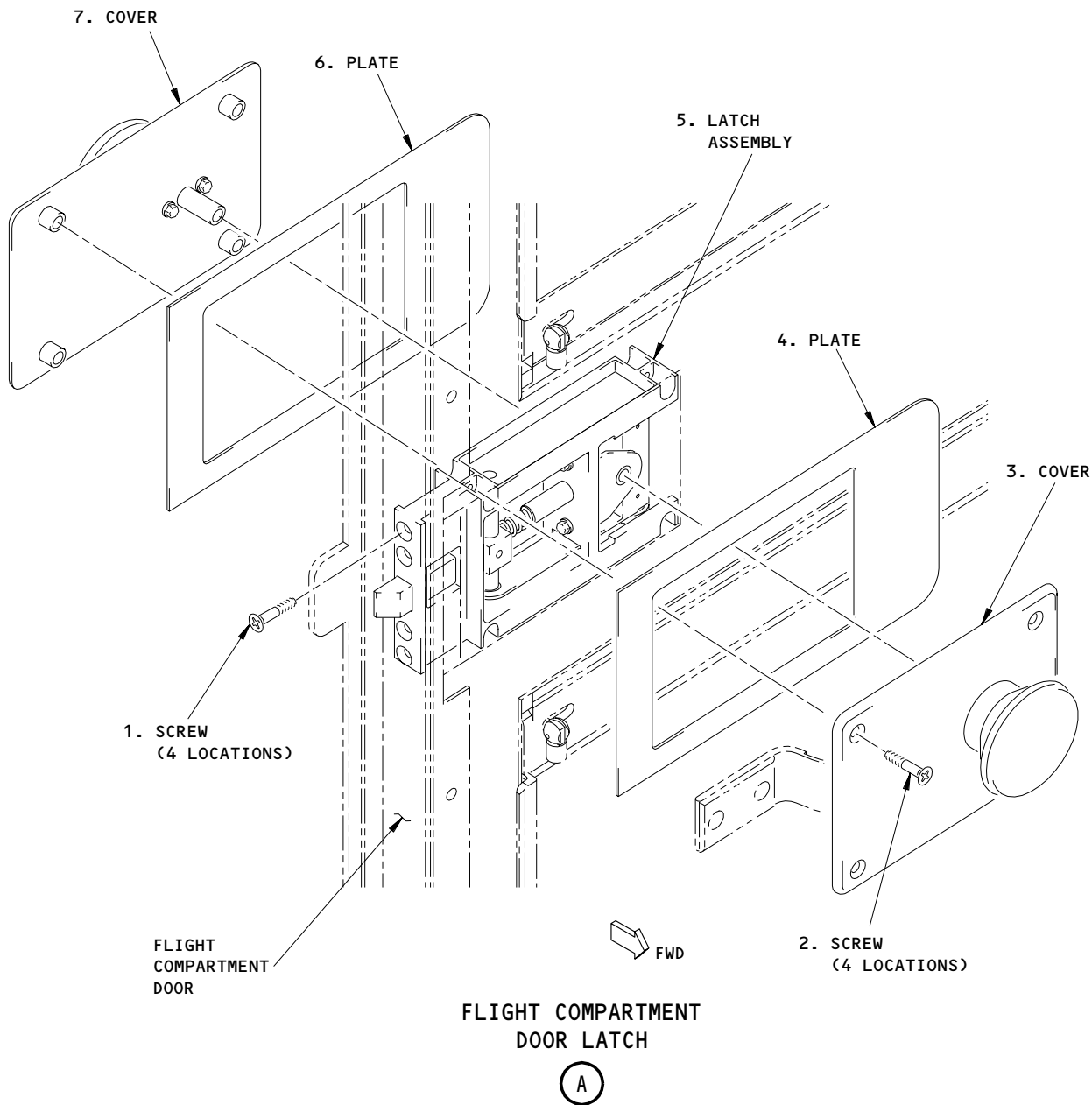


FLIGHT COMPARTMENT DOOR

Flight Compartment Door Latch Installation
Figure 401 (Sheet 1)

EFFECTIVITY
GUI 005, 008 POST-SB 25-271;
GUI 007 POST-SB 25-269;
GUI 004, 006

N75140



Flight Compartment Door Latch Installation
Figure 401 (Sheet 2)

EFFECTIVITY
GUI 005, 008 POST-SB 25-271;
GUI 007 POST-SB 25-269;
GUI 004, 006

52-51-05
CONFIG 2
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C. Do a Post Installation Test of the Flight Compartment Door Latch

S 714-005-002

- (1) Do these steps to do a test of the door latch:
 - (a) Make sure the deadbolt is not engaged.
 - (b) Turn the door knob clockwise and make sure the latch tongue retracts.
 - (c) Close the door.
 - (d) Make sure the latch tongue engages the strike plate and you can not open the door.
 - (e) Make sure that the latch engagement is 0.3623 - 0.4225 inch (9.208 - 10.732 mm).
 - (f) Turn the door knob clockwise and make sure you can open the door.

EFFECTIVITY
GUI 005, 008 POST-SB 25-271;
GUI 007 POST-SB 25-269;
GUI 004, 006

FLIGHT COMPARTMENT DOOR DECOMPRESSION PANEL – INSPECTION/CHECK

1. General

A. This procedure has these tasks:

- (1) Flight Compartment Door Decompression Panel Hinge Inspection
- (2) Flight Compartment Door Decompression Panel Seal Inspection

TASK 52-51-08-206-001

2. Flight Compartment Door Decompression Panel Hinge Inspection

A. General

- (1) This procedure is a visual check for the condition and security of the decompression panel hinges.

B. Access

- (1) Location Zones
 - 211 Control cabin – Left
 - 212 Control cabin – Right

C. Procedure

S 016-009

- (1) Gain access to the forward side of the flight deck door.

S 216-003

- (2) Inspect the decompression panel hinges for condition and security.

TASK 52-51-08-206-004

3. Flight Compartment Door Decompression Panel Seal Inspection

A. General

- (1) This procedure is a visual check for the condition and security of the decompression panel seals.

B. Access

- (1) Location Zones
 - 211 Control cabin – Left
 - 212 Control cabin – Right

C. Procedure

S 016-008

- (1) Gain access to the forward side of the flight deck door.

EFFECTIVITY
GUI 005, 008 POST-SB 25-271;
GUI 007 POST-SB 25-269;
GUI 004, 006

52-51-08

S 016-007

- (2) Do these steps to remove the decompression panel :
 - (a) Disconnect the strap that attaches the upper decompression panel to the flight compartment door by pulling up on the strap at the door connection.
 - (b) Push in the two retractable bolts at the top or bottom of the decompression panel .
 - (c) Remove the decompression panel.

S 216-006

- (3) Check the door seal on the top, bottom, and sides of the panel frame for these abnormal conditions:
 - (a) Cracks
 - (b) Notches
 - (c) Unusual wear
 - (d) Tears
 - (e) Splits
 - (f) Dents

S 416-010

- (4) Install the decompression panel.

EFFECTIVITY
GUI 005, 008 POST-SB 25-271;
GUI 007 POST-SB 25-269;
GUI 004, 006

52-51-08

FLIGHT COMPARTMENT DOOR DEADBOLT – REMOVAL/INSTALLATION

1. General

A. This Procedure has these tasks:

- (1) A removal of the flight compartment door deadbolt.
- (2) An installation of the flight compartment door deadbolt.
- (3) An installation test of the deadbolt.

TASK 52-51-10-004-001

2. Flight Compartment Door Deadbolt Removal (Fig. 401)

A. Access

(1) Location Zones

- | | |
|-----|-------------------------------------|
| 211 | Control cabin – Section 41 (Left) |
| 221 | Passenger cabin – Section 41 (Left) |

B. Flight Compartment Door Deadbolt Removal

S 024-003

- (1) Do these steps to remove the deadbolt lock assembly:
 - (a) Extend the deadbolt assembly (4).
 - (b) Remove the screws (3) that hold the cover assembly (2) to the housing assembly (1).
 - (c) Retract the bolt assembly (4).
 - (d) Remove the cover assembly (2).
 - (e) Remove the two retaining screws (5).
 - (f) Remove the bolt assembly (4) from the housing assembly (1).
 - (g) Remove the housing assembly (1) from the door.

TASK 52-51-10-404-008

3. Flight Compartment Door Deadbolt Installation (Fig. 401)

A. Consumable Materials

- (1) A50011 Sealant – Silicone, Aluminum Color (RTV 109) or equivalent

B. Access

(1) Location Zones

- | | |
|-----|-------------------------------------|
| 211 | Control cabin – Section 41 (Left) |
| 221 | Passenger cabin – Section 41 (Left) |

C. Flight Compartment Door Deadbolt Installation

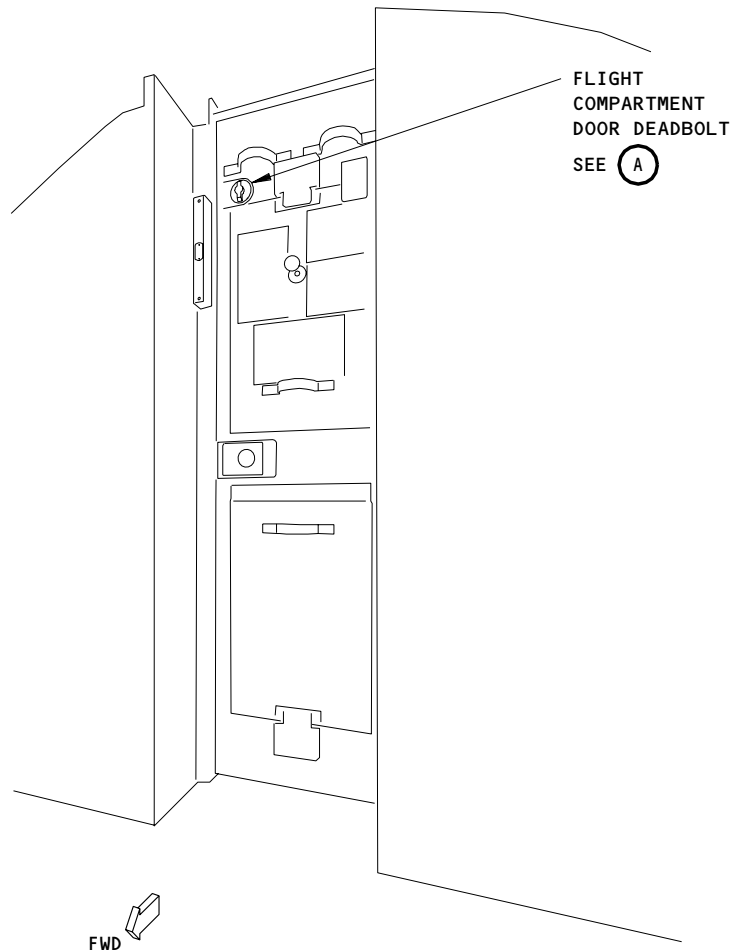
S 424-013

- (1) Do these steps to install the deadbolt lock assembly:
 - (a) Install the housing assembly (1) to the cabin side of the door.
 - (b) Put the bolt assembly (4) into the housing assembly (1).
 - 1) Make sure that the bolt assembly (4) is in full contact with the housing assembly (1).

EFFECTIVITY

GUI 005, 008 POST-SB 25-271;
GUI 007 POST-SB 25-269;
GUI 004, 006

52-51-10

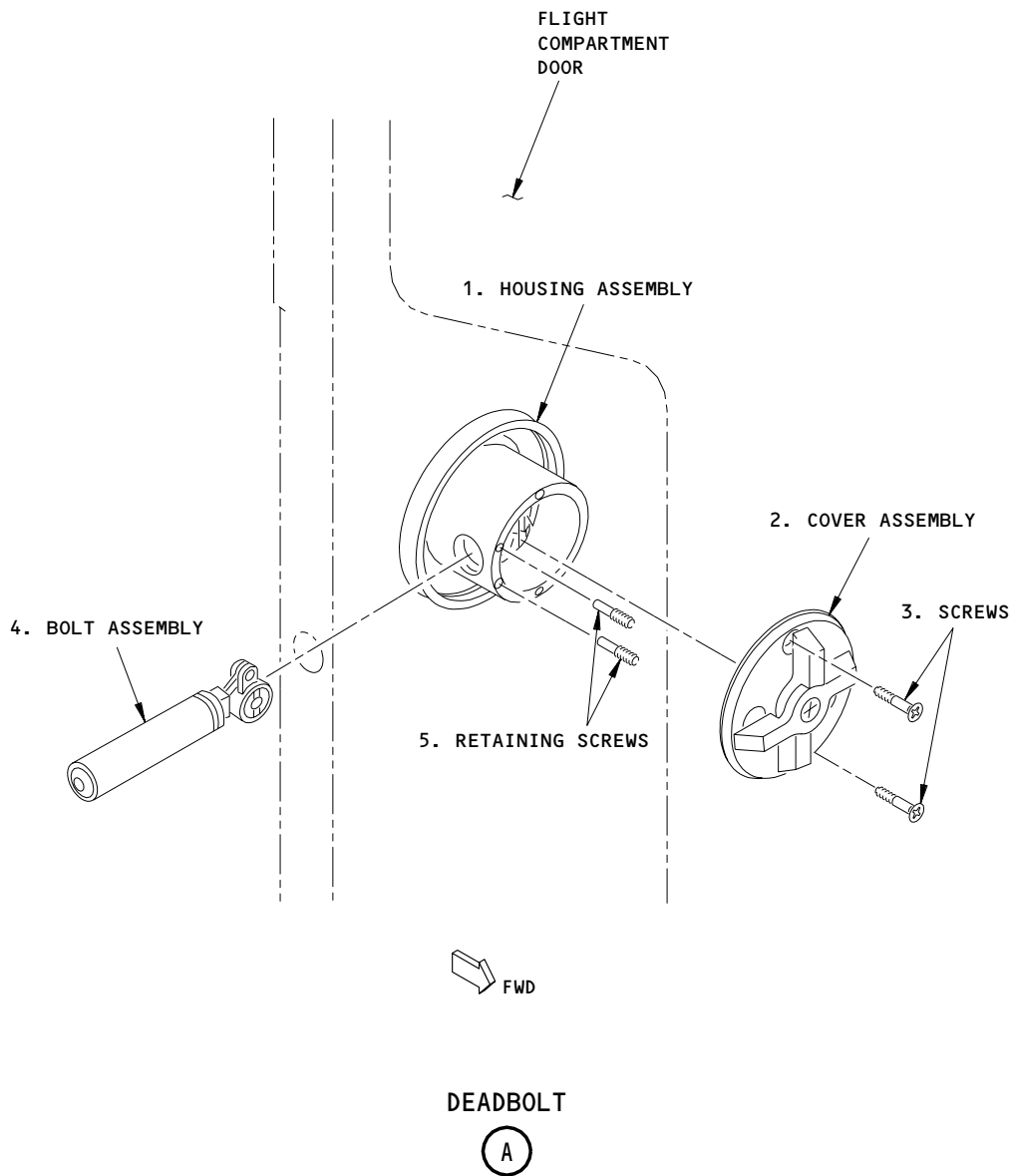


FLIGHT COMPARTMENT DOOR

Flight Compartment Door Deadbolt - Installation
Figure 401 (Sheet 1)

EFFECTIVITY
GUI 005, 008 POST-SB 25-271;
GUI 007 POST-SB 25-269;
GUI 004, 006

52-51-10



Flight Compartment Door Deadbolt - Installation
Figure 401 (Sheet 2)

EFFECTIVITY
GUI 005, 008 POST-SB 25-271;
GUI 007 POST-SB 25-269;
GUI 004, 006

52-51-10

- 2) Make sure that the bolt assembly (4) engages the lock cylinder in the housing assembly (1).
 - (c) Install the retaining screws (5).
 - 1) Make sure that the retaining screws (5) extend 0.125 inch (3.175 mm) above the housing assembly (1) surface.
 - (d) Move the bolt assembly (4) to the full retract position.
 - (e) Install the cover assembly (2) to the housing assembly (1).
 - (f) Turn the handle on the cover assembly to extend the bolt (4).
 - (g) Install the screws (3) in the cover assembly (2).
- D. Flight Compartment Door Deadbolt Installation Test

S 724-019

- (1) Do these steps to do an installation test of the deadbolt:

NOTE: When the deadbolt is fully retracted red dots can be seen on the cover plate. When the deadbolt is fully extended green dots can be seen on the cover plate.

- (a) Extend the deadbolt and make sure that it engages in the lock position.
- (b) Retract the deadbolt and make sure that it is engaged in the unlock position.
- (c) Make sure that the handle on the cover assembly is secure.
- (d) Close the flight compartment door.
- (e) Turn the handle and make sure the deadbolt fully locks in the latch receptical.
- (f) Make sure that you can fully see the GREEN DOTS on the cover plate.
- (g) Make sure that the deadbolt extends and retracts with the keylock.
- (h) If necessary turn the center screw on the cover assembly to adjust the keylock.
- (i) Put sealant on the screw head and make flush with the handle.

EFFECTIVITY

GUI 005, 008 POST-SB 25-271; GUI 007 POST-SB 25-269; GUI 004, 006

52-51-10

KEYPAD - REMOVAL/INSTALLATION

1. General

- A. This Procedure has these tasks:
(1) A removal of the keypad.
(2) An installation of the keypad.

TASK 52-51-15-004-001

2. Keypad Removal (Fig. 401)

A. Access

- (1) Location Zones
211 Control cabin - Left
212 Control cabin - Right

B. Prepare for the Removal

S 864-002

- (1) Open this circuit breaker on the P11 panel and attach a DO-NOT-CLOSE tag:
(a) 11R5, F/D DOOR LOCK

C. Keypad Removal

S 024-003

- (1) Remove the screw covers (3) on the top and the bottom of the keypad (1).

S 024-004

- (2) Remove the screws (2) that attach the keypad (1) to the door post.

S 024-005

- (3) Disconnect the electrical connector.

S 024-006

- (4) Remove the keypad (1).

TASK 52-51-15-404-007

3. Keypad Installation (Fig. 401)

A. Access

- (1) Location Zones
211 Control cabin - Left
212 Control cabin - Right

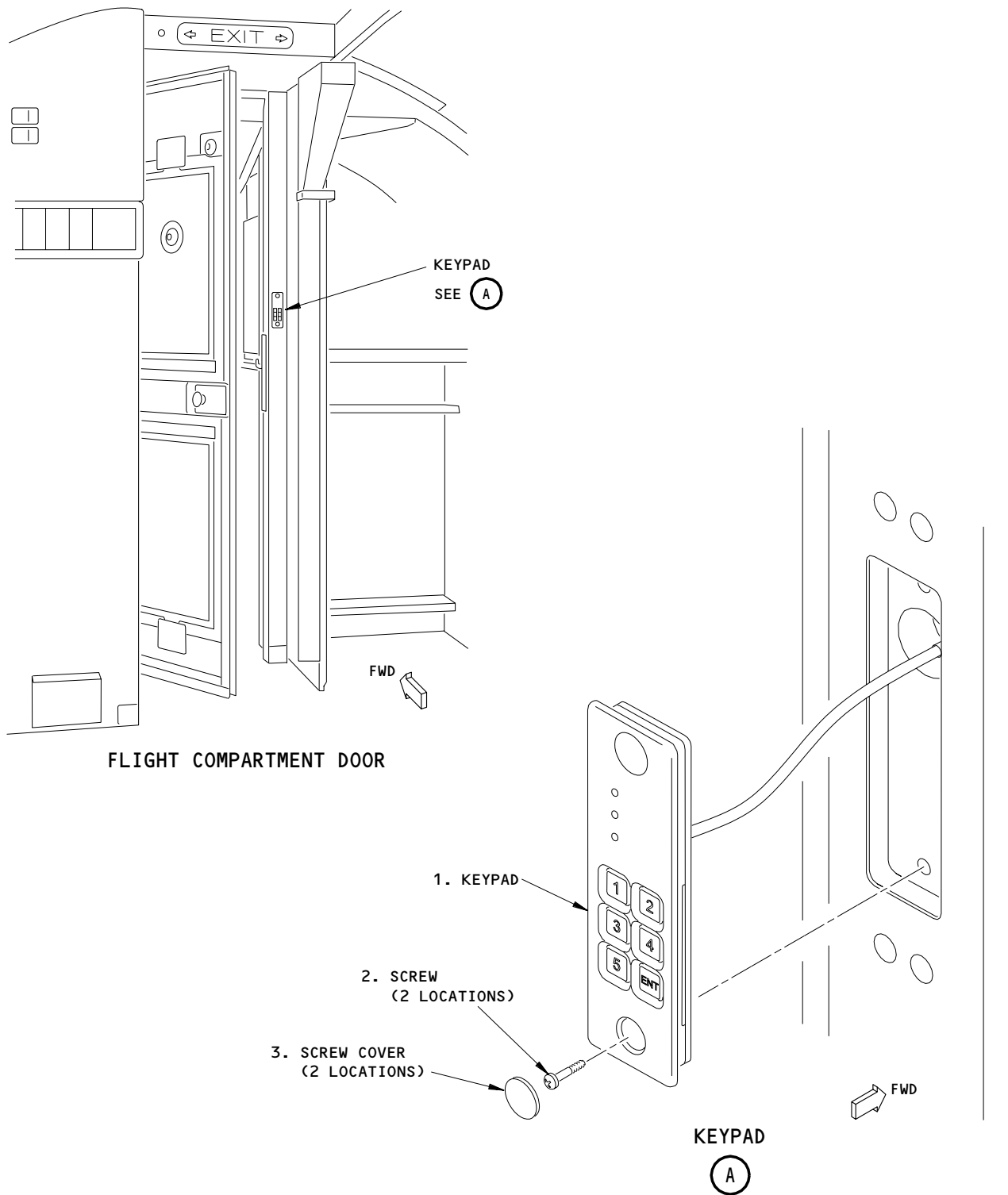
B. Keypad Installation

S 424-008

- (1) Put the keypad (1) in its position.

EFFECTIVITY
GUI 005, 008 POST-SB 25-271;
GUI 007 POST-SB 25-269;
GUI 004, 006

52-51-15



Keypad Installation
Figure 401

EFFECTIVITY
GUI 005, 008 POST-SB 25-271;
GUI 007 POST-SB 25-269;
GUI 004, 006

52-51-15

- S 424-009
- (2) Install the electrical connector.

- S 424-010
- (3) Install the screws (2).

- S 424-011
- (4) Install the screw covers (3).

- S 864-012
- (5) Remove the "DO-NOT-CLOSE" tag and close this circuit breaker:
 - (a) 11R5, F/D DOOR LOCK
- C. Do a Post Installation Test of the Keypad
 - S 734-013
 - (1) Do the system test of the flight compartment security door access system (AMM 52-51-00/501).

EFFECTIVITY

GUI 005, 008 POST-SB 25-271; GUI 007 POST-SB 25-269; GUI 004, 006

52-51-15

CHIME MODULE - REMOVAL/INSTALLATION

1. General

- A. This Procedure has these tasks:
(1) A removal of the chime module.
(2) An installation of the chime module.

TASK 52-51-20-004-001

2. Chime Module Removal (Fig. 401)

A. Access

- (1) Location Zones
211 Control cabin - Left
212 Control cabin- Right

B. Prepare for the Removal

S 864-002

- (1) Open this circuit breaker on the P11 panel and attach a DO-NOT-CLOSE tag:
(a) 11R5, F/D DOOR LOCK

C. Chime Module Removal

S 024-003

- (1) Remove the screws (2) that attach the chime module (1) to the door post.

S 024-004

- (2) Disconnect the electrical connectors.

S 024-005

- (3) Remove the chime module (1).

TASK 52-51-20-404-006

3. Chime Module Installation (Fig. 401)

A. References

- (1) 24-22-00/201, Electrical Power - Control

B. Access

- (1) Location Zones
211 Control cabin - Left
212 Control cabin - Right

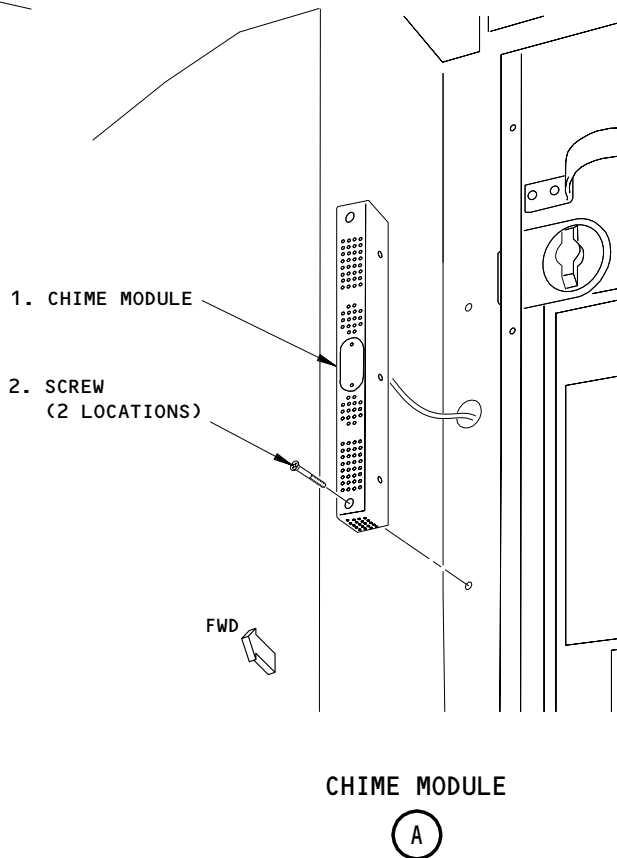
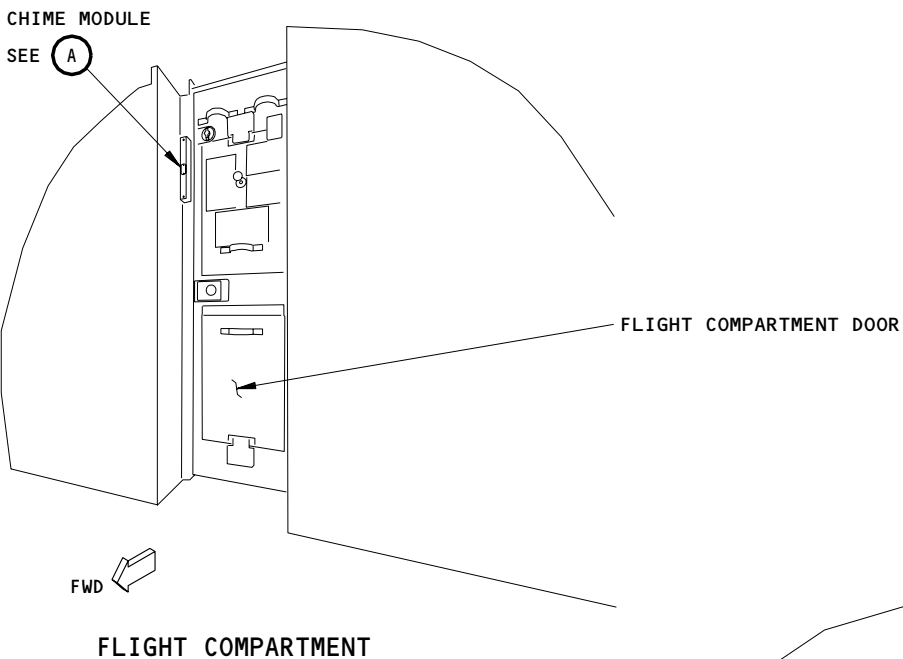
C. Chime Module Installation

S 424-007

- (1) Put the chime module (1) in it's position.

EFFECTIVITY
GUI 005, 008 POST-SB 25-271;
GUI 007 POST-SB 25-269;
GUI 004, 006

52-51-20



Chime Module Installation
Figure 401

EFFECTIVITY
GUI 005, 008 POST-SB 25-271;
GUI 007 POST-SB 25-269;
GUI 004, 006

52-51-20

- S 424-008
- (2) Install the electrical connectors.

- S 424-009
- (3) Install the screws (2).

- S 864-010
- (4) Remove the "DO-NOT-CLOSE" tag and close this circuit breaker:
 - (a) 11R5, F/D DOOR LOCK
- D. Do a Post Installation Test of the Chime Module
 - S 444-012
 - (1) Program the chime module (AMM 52-51-00/201).

 - S 734-011
 - (2) Do the system test of the flight compartment security door access system (AMM 52-51-00/501).

EFFECTIVITY

GUI 005, 008 POST-SB 25-271; GUI 007 POST-SB 25-269; GUI 004, 006

52-51-20

CHIME MODULE – CLEANING

1. General

A. This Procedure has a task to clean the chime module.

TASK 52-51-25-007-001

2. Chime Module Cleaning

A. Consumable Materials

- (1) Cloth, lint free
- (2) B01001 Solvent – General Cleaning of All Organic Coatings (Series 81) (AMM 20-30-82/201) or SOPM 20-30-82

B. References

- (1) 20-30-81/201, Airplane Structure Cleaning Solvents

C. Access

- (1) Location Zones
 - 211 Control cabin – Left
 - 212 Control cabin – Right

D. Chime Module Cleaning

S 167-002

WARNING: DO NOT GET SOLVENTS IN YOUR MOUTH, OR YOUR EYES, OR ON YOUR SKIN. DO NOT BREATHE THE FUMES FROM SOLVENTS. SOLVENTS ARE HAZARDOUS MATERIALS. SOLVENTS MAY BE FLAMMABLE OR HARMFUL TO THE ENVIRONMENT. REFER TO PRODUCT MATERIAL SAFETY DATA SHEETS (MSDS) AND LOCAL REQUIREMENTS FOR PROPER HANDLING PROCEDURES.

CAUTION: MAKE SURE YOU DO NOT SPRAY THE CHIME MODULE DIRECTLY WITH THE CLEANING SOLUTION. IF YOU SPRAY THE CHIME MODULE DIRECTLY WITH THE CLEANING SOLUTION, DAMAGE TO THE CHIME MODULE CAN OCCUR.

- (1) Do these steps to clean the chime module:
 - (a) Moisten the cloth with the solvent, Series 81 (AMM 20-30-81/201 or SOPM 20-30-91).
 - (b) Use the cloth to clean the exterior surface of the chime module.
 - (c) Dry the chime module with a clean cloth.

EFFECTIVITY

GUI 005, 008 POST-SB 25-271;
GUI 007 POST-SB 25-269;
GUI 004, 006

52-51-25

RIGHT OVERHEAD CONTROL LIGHTING PANEL - REMOVAL/INSTALLATION

1. General

A. This Procedure has these tasks:

- (1) A removal of the right overhead lighting control panel .
- (2) An installation of the right overhead lighting control panel.
- (3) The right overhead lighting control panel will be called control panel in this procedure.

TASK 52-51-30-024-001

2. Right Overhead Lighting Control Panel Removal (Fig. 401)

A. References

- (1) AMM 24-22-00/201, Electrical Power - Control

B. Access

- (1) Location Zones
 - 211 Control Cabin - Left
 - 212 Control Cabin - Right

C. Right Overhead Lighting Control Panel Removal

S 024-002

- (1) Do these steps to remove the Right Overhead Lighting Control Panel from the P5 Panel:
 - (a) Open these circuit breakers on the P11 panel, and attach a DO-NOT-CLOSE tags:
 - 1) 11R5, F/D DOOR LOCK
 - 2) 11P5, IND LTS DIM CONT
 - 3) 11A30, F/D DOME LTS DC
 - 4) 11A31, IND LIGHTS TEST
 - (b) AIRPLANES WITH LOGO LIGHTS;
Open these circuit breakers on the P70 panel and attach DO-NOT-CLOSE tags:
 - 1) 70B22, LOGO LTS L
 - 2) 70B23, LOGO LTS R
 - (c) Turn the four quarter turn fasteners (2) which hold the Control Panel (1) to the P5 Panel.
 - (d) Carefully do not fully remove the Control Panel (1).
 - (e) Disconnect the electrical connectors.
 - (f) Remove the Control Panel (1).

TASK 52-51-30-424-003

3. Right Overhead Lighting Control Panel Installation (Fig. 401)

A. References

- (1) AMM 24-22-00/201, Electrical Power - Control

EFFECTIVITY
GUI 005, 008 POST-SB 25-271;
GUI 007 POST-SB 25-269;
GUI 004, 006

52-51-30

B. Access

(1) Location Zones

- 211 Control Cabin - Left
- 212 Control Cabin - Right

C. Right Overhead Lighting Control Panel Installation

S 424-004

- (1) Do these steps to install the Right Overhead Lighting Control Panel into the P5 panel:
- (a) Reconnect the electrical connectors.
 - (b) Carefully put the Control Panel (1) into the panel.
 - (c) Turn the four quarter turn fasteners (2).
 - (d) Close these circuit breakers on the P11 panel and remove the DO-NOT-CLOSE tags:
 - 1) 11R5, F/D DOOR LOCK
 - 2) 11P5, IND LTS DIM CONT
 - 3) 11A30, F/D DOME LTS DC
 - 4) 11A31, IND LIGHTS TEST
 - (e) AIRPLANES WITH LOGO LIGHTS;
Close these circuit breakers on the P70 panel and remove the DO-NOT-CLOSE tags:
 - 1) 70B22, LOGO LTS L
 - 2) 70B23, LOGO LTS R

S 714-005

- (2) Do a post installation test of the flight deck door. To do a post installation test, do this task:
- (a) Flight Compartment Security Door Access System Test (AMM 52-51-00/501).

S 844-007

- (3) Return the Airplane to Its Usual Condition.

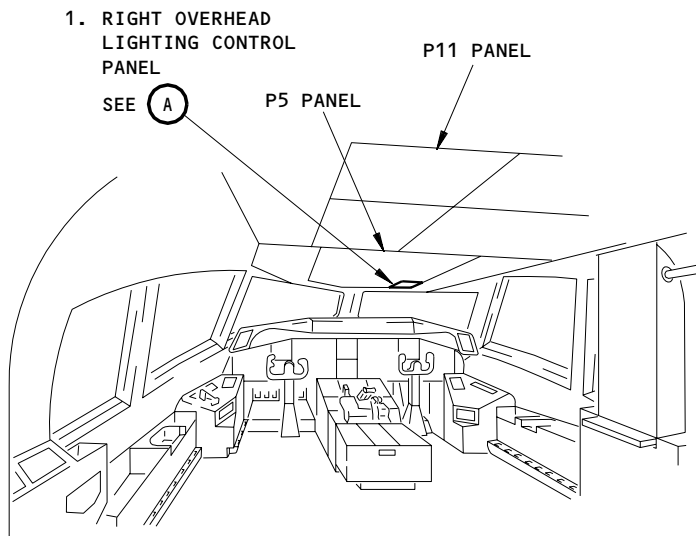
EFFECTIVITY

GUI 005, 008 POST-SB 25-271; GUI 007 POST-SB 25-269; GUI 004, 006

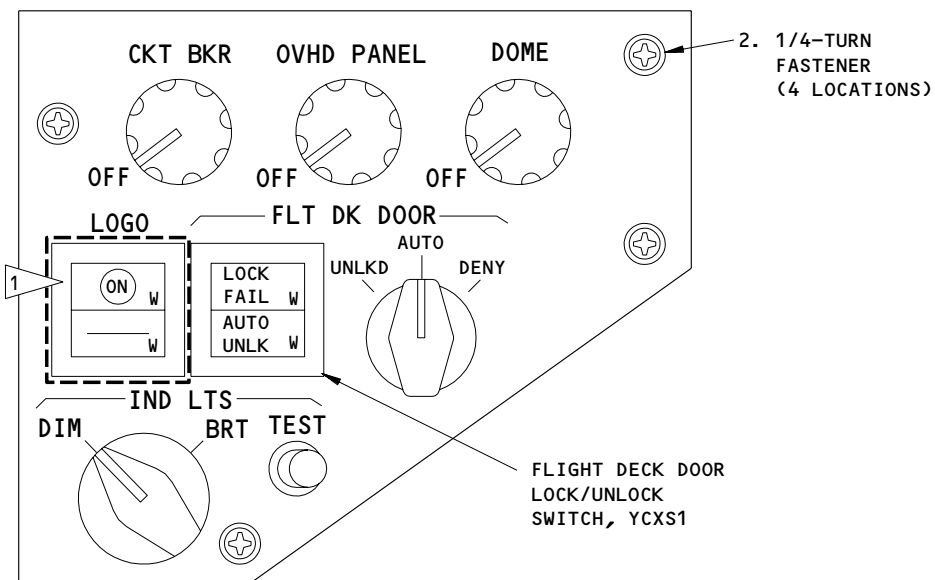
52-51-30

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FLIGHT COMPARTMENT



RIGHT OVERHEAD LIGHTING CONTROL PANEL

A

1 NOT INSTALLED ON ALL AIRPLANES

Right Overhead Lighting Control Panel Installation
Figure 401

EFFECTIVITY
 GUI 005, 008 POST-SB 25-271;
 GUI 007 POST-SB 25-269;
 GUI 004, 006

52-51-30

DECOMPRESSION PANEL AND PRESSURE RELEASE LATCH – REMOVAL/INSTALLATION

1. General

A. This Procedure has these tasks:

- (1) A removal of the decompression panels and pressure release latches.
- (2) An installation of the decompression panels and pressure release latches.
- (3) There are two decompression panels and pressure release latches in the door. The removal and installation steps are almost the same for both panels and latches.

TASK 52-51-35-004-001

2. Decompression Panel and Pressure Release Latch Removal (Fig. 401)

A. Access

(1) Location Zones

- | | |
|-----|-----------------------|
| 211 | Control cabin – Left |
| 212 | Control cabin – Right |

B. Decompression Panel and Pressure Release Latch Removal

S 024-002

- (1) Do these steps to remove the pressure release latch (2):
 - (a) Remove the screws (8) and washers (7) that attach the decompression latch cover (9) to the lower decompression panel (1).
 - (b) Remove the decompression latch cover (9).
 - (c) Remove the screws (5) and washers (4) that attach the decompression latch strap (6) to the pressure release latch (2).
 - (d) Remove the decompression latch strap (6).
 - (e) Remove the screws (3) that attach the pressure release latch (2) to the flight compartment door.
 - (f) Remove the pressure release latch (2) and two spacers (10) and (11).

S 024-003

- (2) Do these steps to remove the decompression panel (1):
 - (a) Disconnect the strap that attaches the upper decompression panel (1) to the flight compartment door by pulling up on the strap at the door connection.
 - (b) Push in on the two retractable bolts at the top or bottom of the decompression panel (1).
 - (c) Remove the decompression panel (1).

TASK 52-51-35-404-004

3. Decompression Panel and Pressure Release Latch Installation (Fig. 401)

A. Access

(1) Location Zones

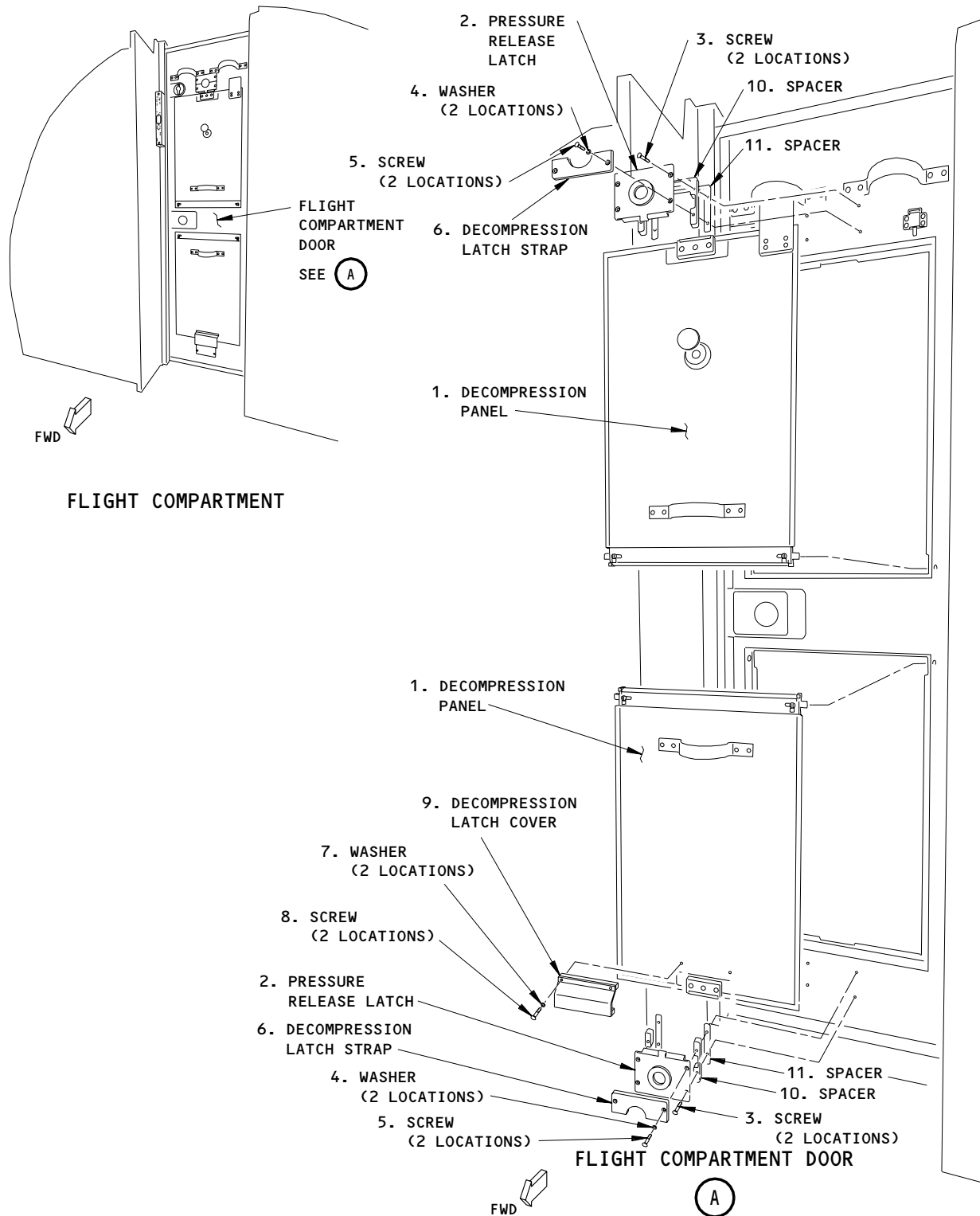
- | | |
|-----|-----------------------|
| 211 | Control cabin – Left |
| 212 | Control cabin – Right |

EFFECTIVITY
GUI 005, 008 POST-SB 25-271;
GUI 007 POST-SB 25-269;
GUI 004, 006

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Decompression Panel and Pressure Release Latch Installation
Figure 401

EFFECTIVITY
 GUI 005, 008 POST-SB 25-271;
 GUI 007 POST-SB 25-269;
 GUI 004, 006

52-51-35

B. Decompression Panel and Pressure Release Latch Installation

S 424-005

- (1) Do these steps to install the decompression panel (1):
 - (a) Push in on the two retractable bolts on the decompression panel (1).
 - (b) Put the decompression panel (1) in its position.
 - (c) Release the retractable bolts.
 - (d) Connect the strap on the flight compartment door for the upper decompression panel (1).
 - (e) Make sure the decompression panel (1) can swing freely.

S 424-006

- (2) Do these steps to install the pressure release latch (2):
 - (a) Put the pressure release latch (2) and two spacers (10) and (11) in their position with the decompression panel in the closed position.
 - (b) Install the screws (3) that attach the pressure release latch (2) to the flight compartment door.
 - (c) Put the decompression latch strap (6) in its position on the pressure release latch (2).
 - (d) Install the screws (5) and washers (4).
 - (e) Put the decompression latch cover (9) in its position on the lower decompression panel (1).
 - (f) Install the screws (8) and the washers (7).

EFFECTIVITY

GUI 005, 008 POST-SB 25-271;
GUI 007 POST-SB 25-269;
GUI 004, 006

52-51-35

DOOR WARNING SYSTEM - DESCRIPTION AND OPERATION

1. General

- A. The system provides flight crew with visual warning if doors to the pressurized areas are open or unlatched. The system consists of proximity sensors, door warning annunciator lights, EICAS (Engine Indication and Crew Alerting System) messages, and logic through the PSEU (Proximity Switch Electronics Unit) (32-09-03).
- B. All doors providing access to pressurized areas are included in the system. Each door has at least one proximity sensor, a discrete EICAS message on the pilots' center instrument panel P2, and a general warning light on the pilots' overhead panel P5. The EICAS message is displayed and the annunciator light illuminates to indicate that door is unlatched or open.

2. Component Details

- A. Door Warning Sensors
 - (1) Sensors, located on the door or the door sill, sense door position.
 - (2) The sensors are two wire, magnetic field-producing coils, contained in non magnetic stainless steel cases. The sensors are part of the proximity switch system (Ref 32-09-03).
 - (3) When a sensor face is brought near, or moved away from a steel (magnetic) target, the sensor inductance increases or decreases. This inductance change provides a low or high output signal to the PSEU.
 - (4) The PSEU processes the sensor signals in three stages.
 - (a) The proximity card supplies a pulse signal to the sensor, and inputs the inductance of the pulse, coming back from the sensor, to the logic card.
 - (b) The logic card converts the signals, from the proximity cards, into a high or low output. The logic card output then drives a particular gate in the driver card.
 - (c) The driver card then provides an open circuit or ground for the indication lights, and a logic signal to the EICAS computer. The EICAS computer then displays the correct EICAS message.
- B. Door Warning Annunciator Lights (Fig. 1 and 2)
 - (1) There are four amber door warning annunciator lights on the pilots' overhead panel P5 as follows:
 - (a) The ENTRY DOORS light illuminates when any passenger door is not completely closed and locked. When all passenger doors are closed and locked, the ENTRY DOORS light is not illuminated.
 - (b) The EMER DOORS light illuminates when any emergency door is not completely closed and locked. When all emergency doors are closed and locked, the EMERGENCY DOORS light is not illuminated.

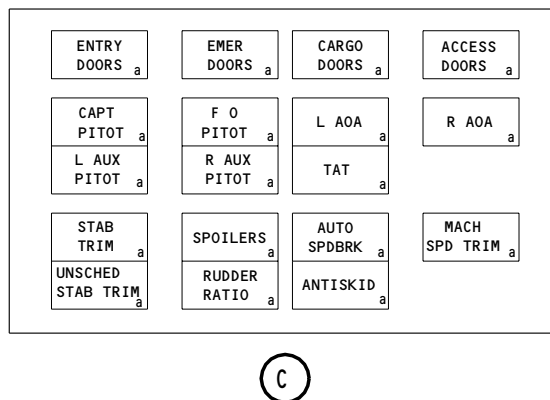
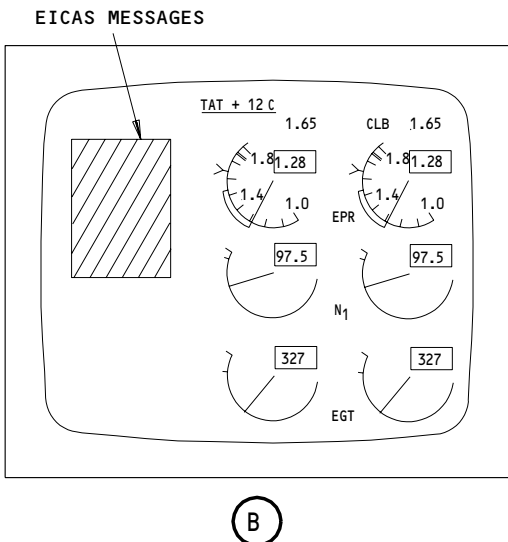
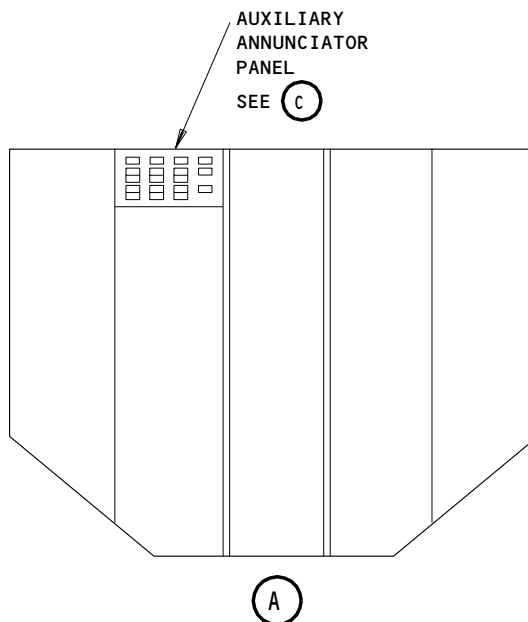
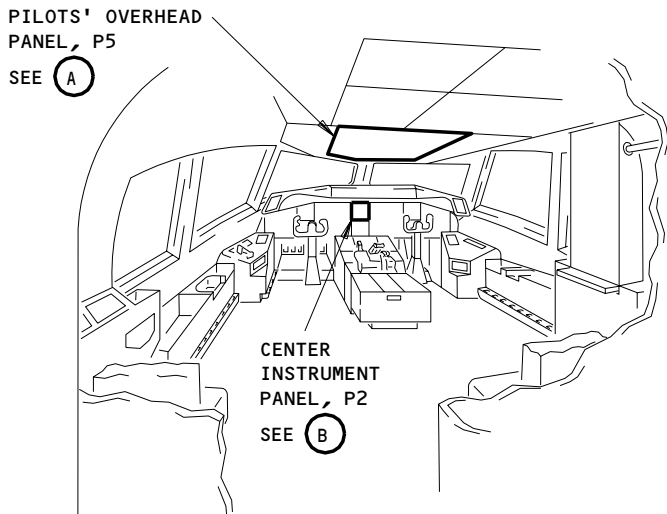
EFFECTIVITY

ALL

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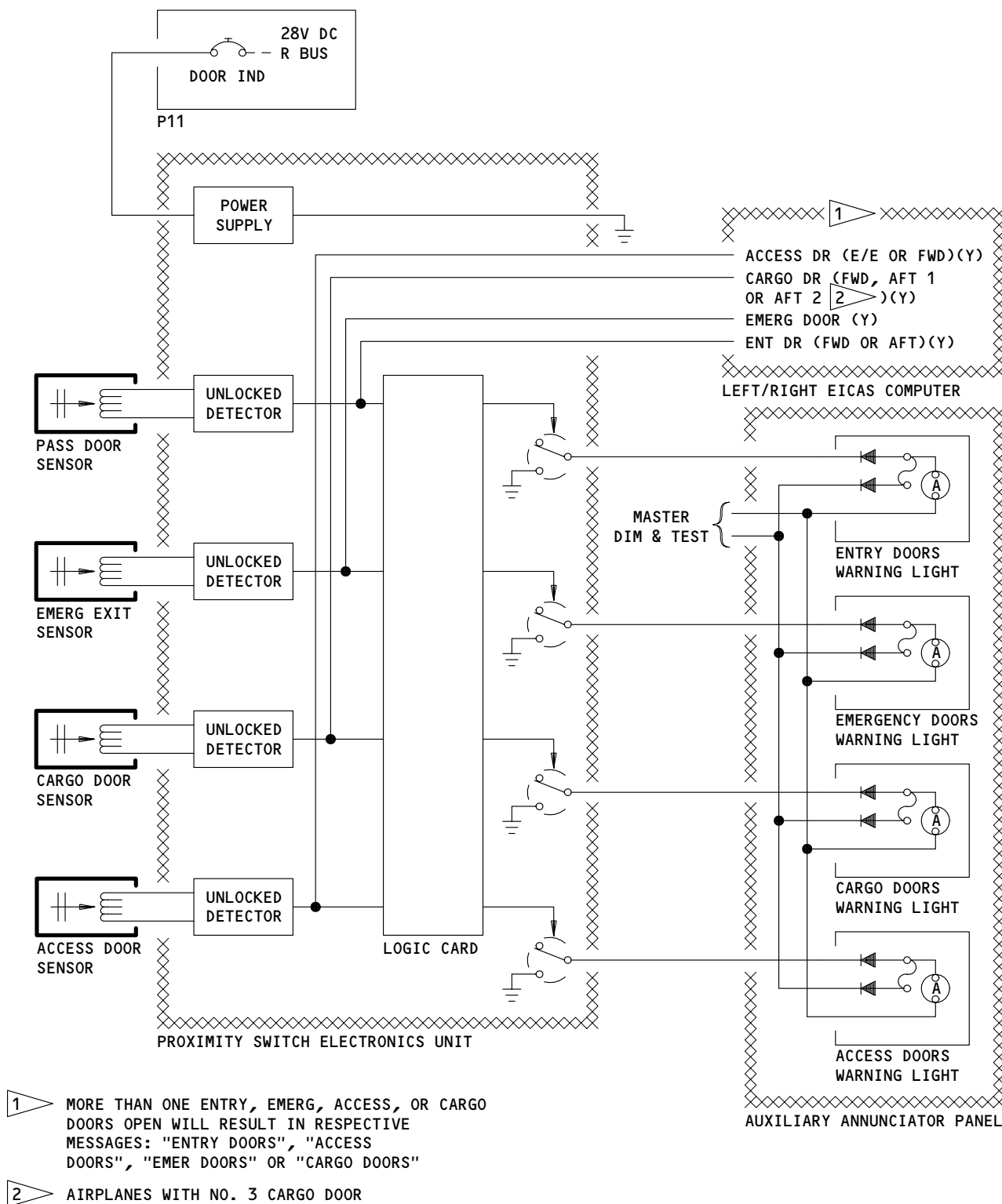


Door Warning Indicators
Figure 1

EFFECTIVITY

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Door Warning Indication Schematic (Typical)
Figure 2

EFFECTIVITY

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- (c) The CARGO DOORS light illuminates when either the No. 1 or No. 2 cargo door is not completely closed and locked.
 - (d) AIRPLANES WITH NO. 3 CARGO DOOR;
The CARGO DOORS light illuminates when the No. 3 cargo door is not completely closed and locked.
 - (e) When all cargo doors are closed and locked, the CARGO DOORS light is not illuminated.
 - (f) The ACCESS DOORS light illuminates when either the forward or E/E access door is not completely closed and locked. When both access doors are closed and locked, the ACCESS DOORS light is not illuminated.
- C. EICAS messages (Fig. 1)
- (1) The EICAS messages are outlined in Table 1. All messages are displayed without a time delay. This means when the door is opened, the EICAS message is immediately displayed. As soon as all the doors are closed, the individual or combination message(s) will be removed from the EICAS display.
 - (2) All individual EICAS messages in table 1 are level C messages.

EFFECTIVITY

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Table 1

Annunciator Light	EICAS Message	
	Individual	Combination
ACCESS DOORS ACCESS DOORS	FWD ACCESS DOOR *[1] E/E ACCESS DOOR *[1]	ACCESS DOORS *[1]
CARGO DOORS CARGO DOORS CARGO DOORS	AFT CARGO DR 1 *[2] AFT CARGO DR 2 *[2] *[6] FWD CARGO DOOR *[2]	CARGO DOORS *[2]
ENTRY DOORS ENTRY DOORS ENTRY DOORS	L AFT ENT DOOR *[3] L CTR ENT DOOR *[3] L FWD ENT DOOR *[3]	L ENTRY DOORS *[3]
ENTRY DOORS ENTRY DOORS ENTRY DOORS	R AFT ENT DOOR *[4] R CTR ENT DOOR *[4] R FWD ENT DOOR *[4]	R ENTRY DOORS *[4]
EMER DOORS EMER DOORS	L EMER DOOR *[5] R EMER DOOR *[5]	EMER DOORS *[5]

*[1] If both of these doors are open, individual messages are replaced with a single message: ACCESS DOORS.

*[2] If two or more of these doors are open, individual messages are replaced with a single message: CARGO DOORS.

*[3] If two or more of these doors are open, individual messages are replaced with a single message: L ENTRY DOORS.

EFFECTIVITY

ALL

52-71-00

06

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 **BOEING**
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MAINTENANCE MANUAL

- *[4] If two or more of these doors are open, individual messages are replaced with a single message: R ENTRY DOORS.
- *[5] If both of these doors are open, individual messages are replaced with a single message: EMER DOORS.
- *[6] AIRPLANES WITH OVERWING EMERGENCY EXIT HATCHES

EFFECTIVITY

ALL


52-71-00

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
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 **BOEING**
757
FAULT ISOLATION/MAINT MANUAL

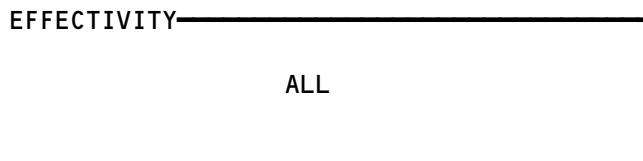
DOOR WARNING SYSTEM

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	REFERENCE
CIRCUIT BREAKER DOOR IND, C4144		1	FLT COMPT, P11 11R33	*
COMPUTER - (REF 31-41-00, FIG. 101) EICAS L, M10181 EICAS R, M10182				
LIGHT - ENTRY DOORS WARNING, YNEL001	1	1	FLT COMPT, P5, ANNUNCIATOR PANEL M10394 (REF)	*
LIGHT - EMERGENCY DOORS WARNING, YNEL002	1	1	FLT COMPT, P5, ANNUNCIATOR PANEL M10394 (REF)	*
LIGHT - CARGO DOORS WARNING, YNEL003	1	1	FLT COMPT, P5, ANNUNCIATOR PANEL M10394 (REF)	*
LIGHT - ACCESS DOORS WARNING, YNEL004	1	1	FLT COMPT, P5, ANNUNCIATOR PANEL M10394 (REF)	*
MODULE - (REF 32-09-03, FIG. 101) PROXIMITY SWITCH ELECTRONICS UNIT (PSEU), M162				
PANEL - (REF 30-31-00, FIG. 101) ANNUNCIATOR, M10394				
SENSOR - FORWARD ACCESS DOOR, S10085	4	1	113AL, DOOR FWD FRAME	52-71-00
SENSOR - E/E ACCESS DOOR, S10086	4	1	119BL, DOOR R FRAME	52-71-00
SENSOR - NO. 1 PASSENGER DOOR L, S10094	1	1	831, DOOR AFT FRAME	52-71-00
SENSOR - NO. 2 PASSENGER DOOR L, S10095	1	1	832, DOOR AFT FRAME	52-71-00
SENSOR - NO. 3 EMERGENCY EXIT L, S10096	3	1	835, DOOR FWD FRAME	52-71-00
SENSOR - NO. 4 PASSENGER DOOR L, S10097	2	1	836, DOOR AFT FRAME	52-71-00
SENSOR - NO. 1 PASSENGER DOOR R, S10090	1	1	841, DOOR FWD FRAME	52-71-00
SENSOR - NO. 2 PASSENGER DOOR R, S10091	1	1	842, DOOR AFT FRAME	52-71-00
SENSOR - NO. 3 EMERGENCY EXIT R, S10092	3	1	845, DOOR FWD FRAME	52-71-00
SENSOR - NO. 4 PASSENGER DOOR R, S10093	2	1	846, DOOR AFT FRAME	52-71-00
SENSOR - NO. 1 CARGO DOOR, S10083	5	1	821, DOOR UPPER FRAME	52-71-00
SENSOR - NO. 2 CARGO DOOR, S10088	5	1	822, DOOR UPPER FRAME	52-71-00
SENSOR - NO. 3 CARGO DOOR, S10089 	6	1	823, DOOR FWD FRAME	52-71-00

* SEE WM EQUIPMENT LIST

 AIRPLANES WITH NO. 3 CARGO DOOR

Component Index
Figure 101

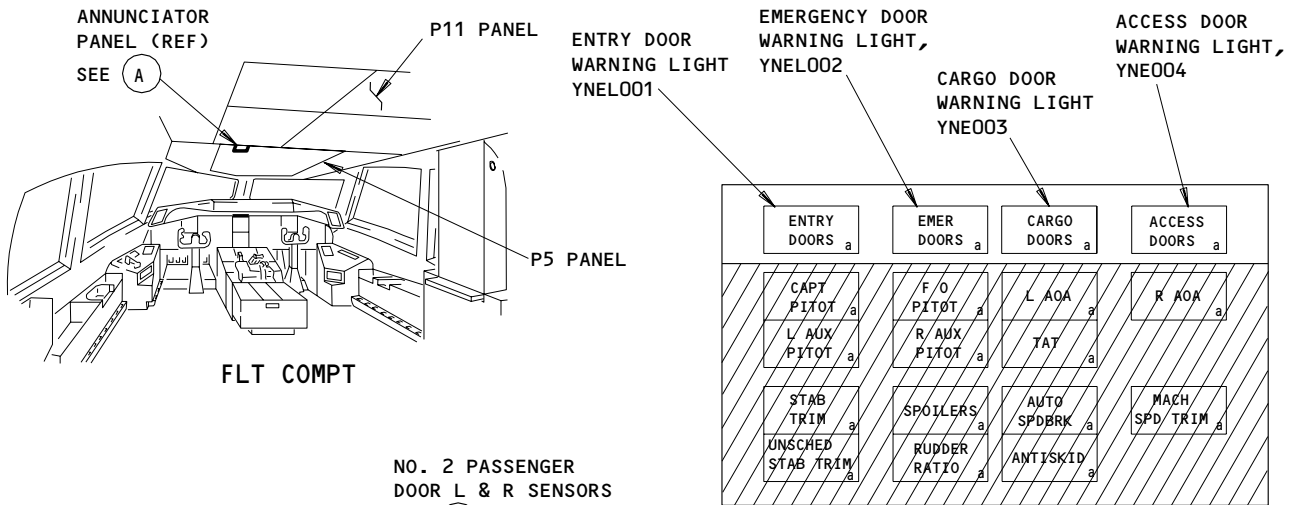


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BOEING

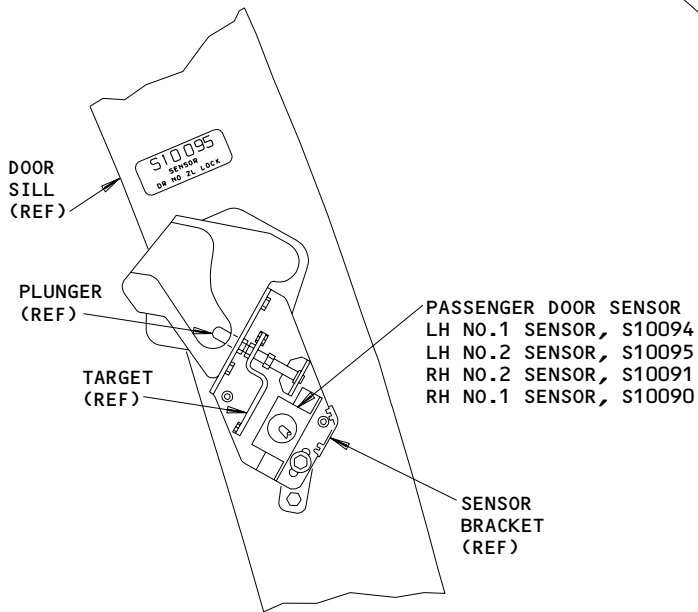
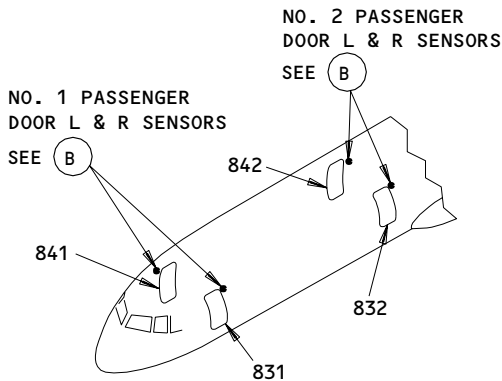
757

FAULT ISOLATION/MAINT MANUAL

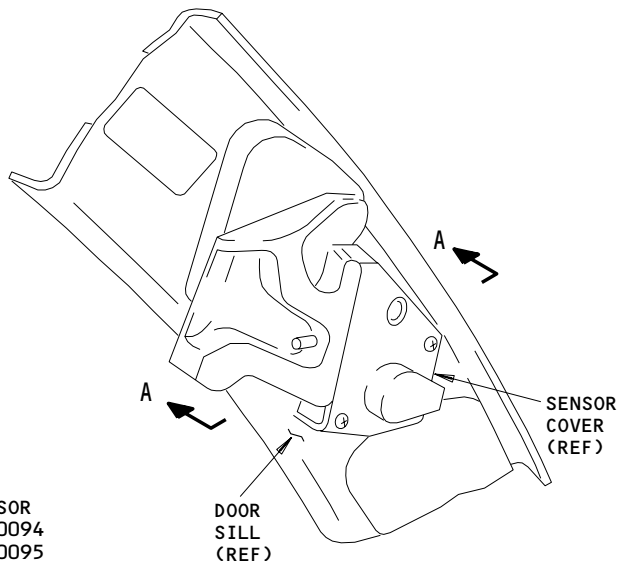


ENTRY DOORS _a	EMER DOORS _a	CARGO DOORS _a	ACCESS DOORS _a
CAPT PITOT _a	F/O PITOT _a	L AOA _a	R AOA _a
L AUX PITOT _a	R AUX PITOT _a	TAT _a	
STAB TRIM _a	SPOILERS _a	AUTO SPDRK _a	MACH SPD TRIM _a
UNSCHEB STAB TRIM _a	RUDDER RATIO _a	ANTI SKID _a	

ANNUNCIATOR PANEL, M10394 (REF)



(VIEW WITH COVER REMOVED)
A-A

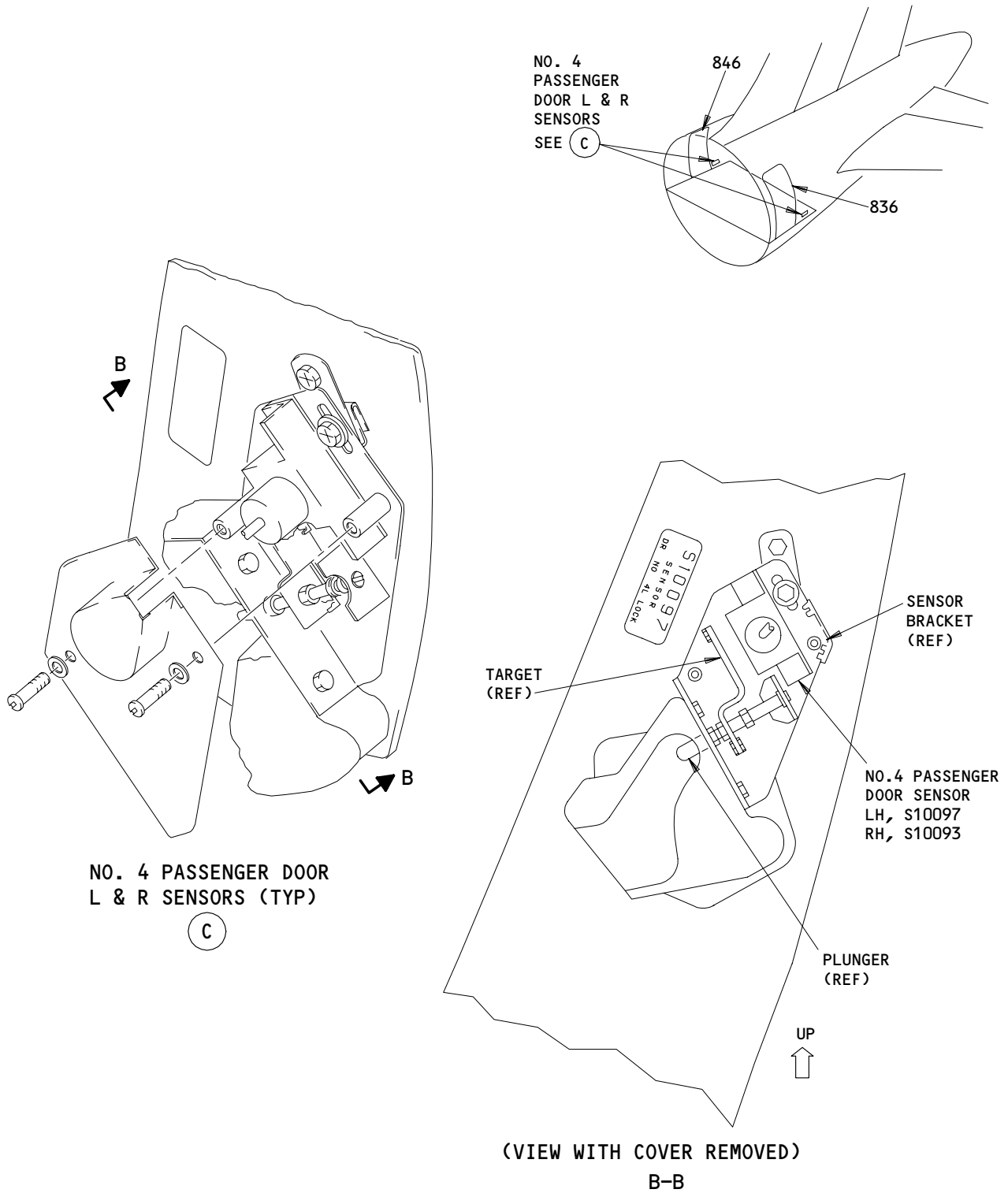


NO. 1/NO. 2 PASSENGER DOOR L & R SENSORS (TYP-4 PLS)

Component Location
Figure 102 (Sheet 1)

EFFECTIVITY	ALL
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52-71-00



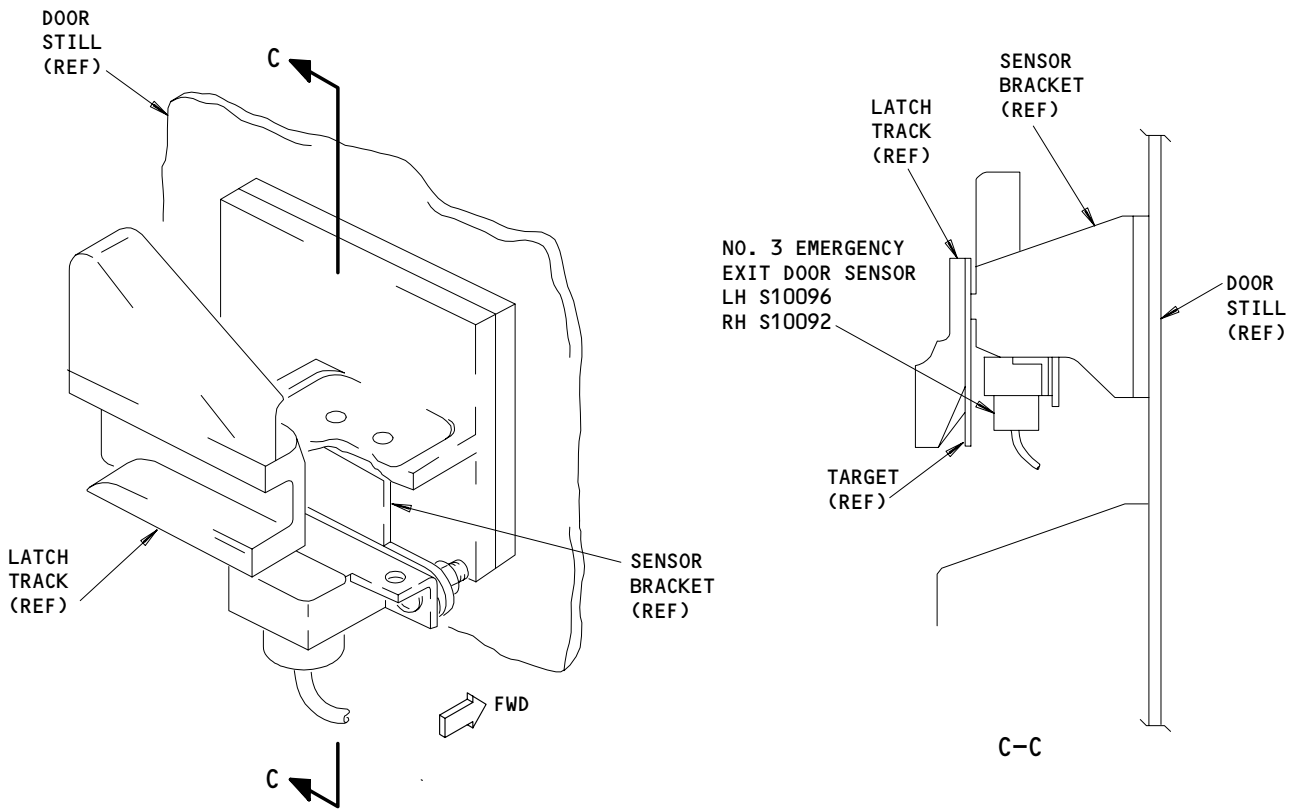
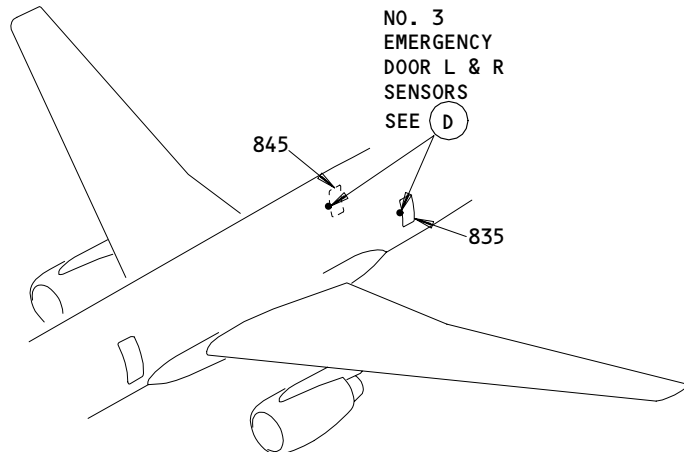
Component Location
Figure 102 (Sheet 2)

EFFECTIVITY	
	ALL

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01

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NO. 3 EMERGENCY EXIT DOOR SENSOR

(D)

Component Location
Figure 102 (Sheet 3)

EFFECTIVITY	
ALL	

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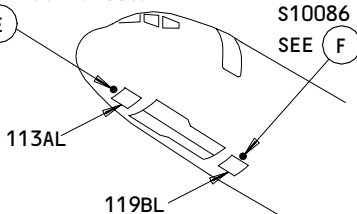
01

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54852

FORWARD ACCESS
DOOR SENSOR S10085

SEE (E)



E/E ACCESS
DOOR SENSOR
S10086

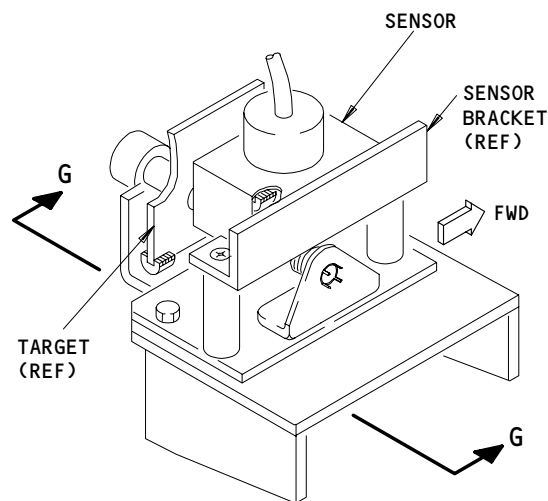
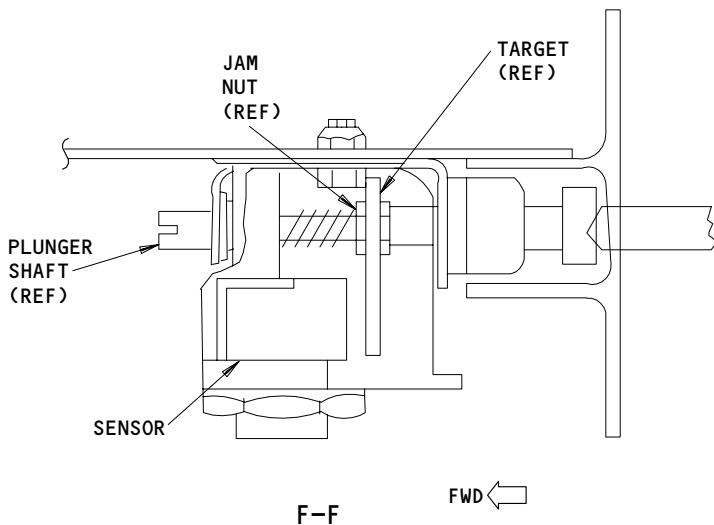
SEE (F)

PLUNGER
SHAFT
(REF)

SENSOR
BRACKET
(REF)

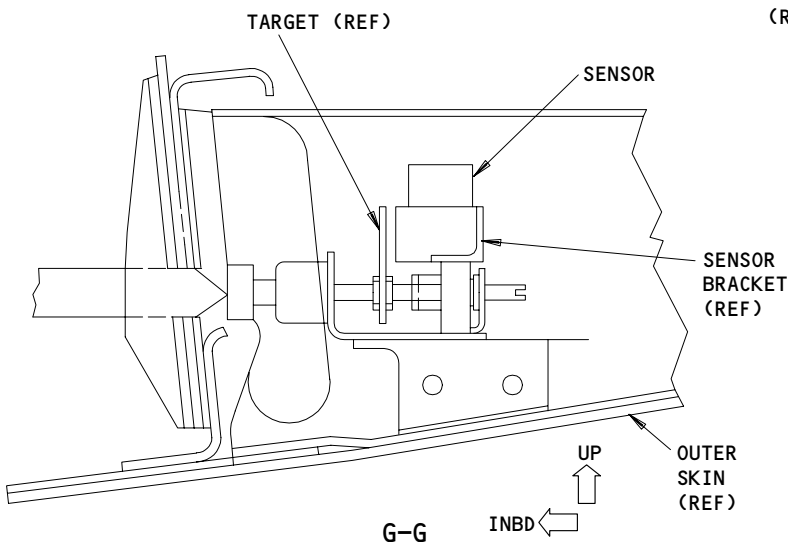
FORWARD ACCESS DOOR SENSOR, S10085

(E)



E/E ACCESS DOOR SENSOR, S10086

(F)



Component Location
Figure 102 (Sheet 4)

EFFECTIVITY

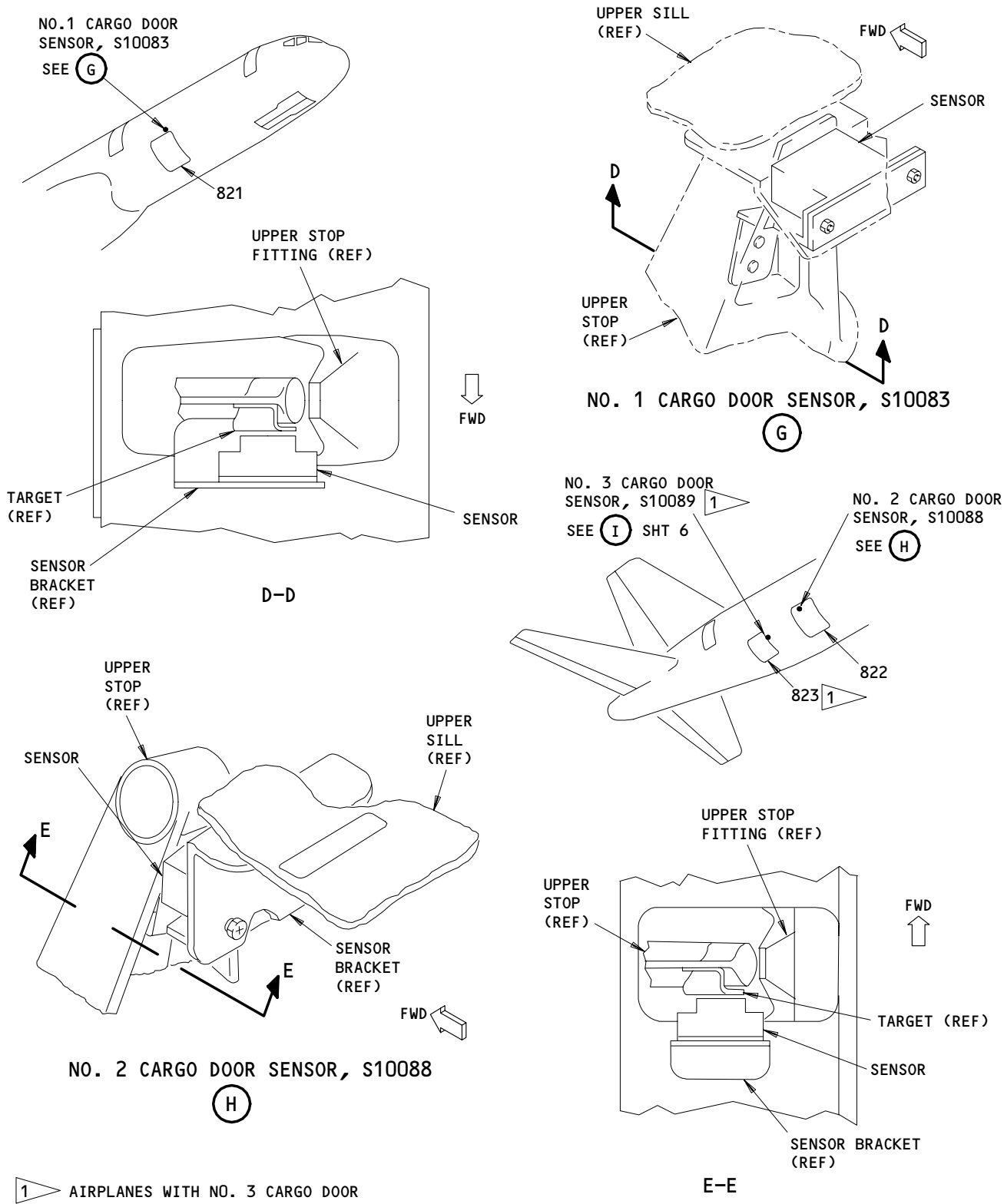
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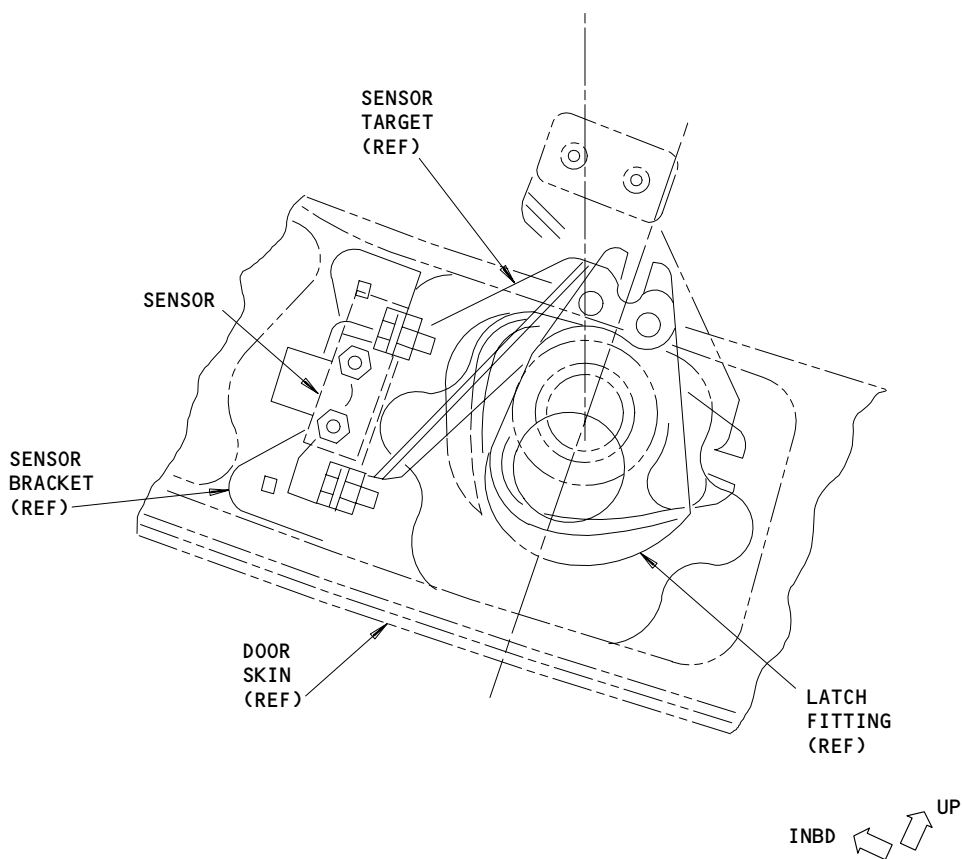
BOEING
757
FAULT ISOLATION/MAINT MANUAL



Component Location
Figure 102 (Sheet 5)

EFFECTIVITY	ALL
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NO. 3 CARGO DOOR SENSOR, S10089

I

Component Location
Figure 102 (Sheet 6)

EFFECTIVITY
AIRPLANES WITH NO. 3 CARGO DOOR

52-71-00

03

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DOOR WARNING SYSTEM – ADJUSTMENT/TEST

1. General

- A. This procedure contains two tasks. The first task is the adjustment of the proximity sensors for the door warning system. The second task is the test of the door warning system.
- B. The proximity sensors supply logic signals to the Proximity Switch Electronics Unit (PSEU). The PSEU sends signals to the Engine Indication and Crew Alerting System (EICAS) and to the warning lights on the overhead panel, P5.
- C. The proximity sensors operate when the clearances for the sensors are correct and the doors are correctly adjusted. This procedure gives the instructions to adjust for the clearances only. The procedures that are referred to give the instructions to adjust the door correctly.

NOTE: It is important that the clearances for the sensors are not changed to adjust for an incorrectly adjusted door. It is also important that the adjustment of the door is not changed to make allowance for the incorrect clearances of the sensors.

- D. The door warning system includes these doors:
 - (1) No. 1, 2 and 4 Passenger Doors
 - (2) No. 3 Emergency Exit Doors
 - (3) No. 1 and 2 Cargo Doors
 - (4) No. 3 Cargo Door
 - (5) Forward Access Door
 - (6) Electrical/Electronics Access Door

TASK 52-71-00-825-001

2. Adjust the Sensor for the No. 1, 2 or 4 Passenger Door (Fig. 502)

A. General

- (1) The sensor for the passenger door is adjacent to the latch fitting on the fuselage frame. The fixed location sensor is operated by a target that moves near to the sensor. The target is attached to a plunger that is pushed by the latch roller on the door. The clearance between the sensor and the target is controlled by the adjustment of the plunger mechanism assembly.

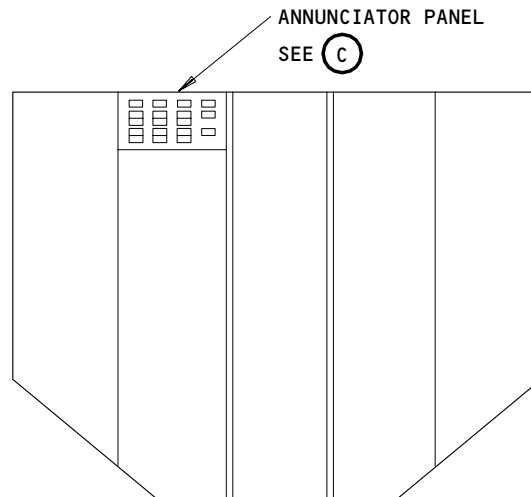
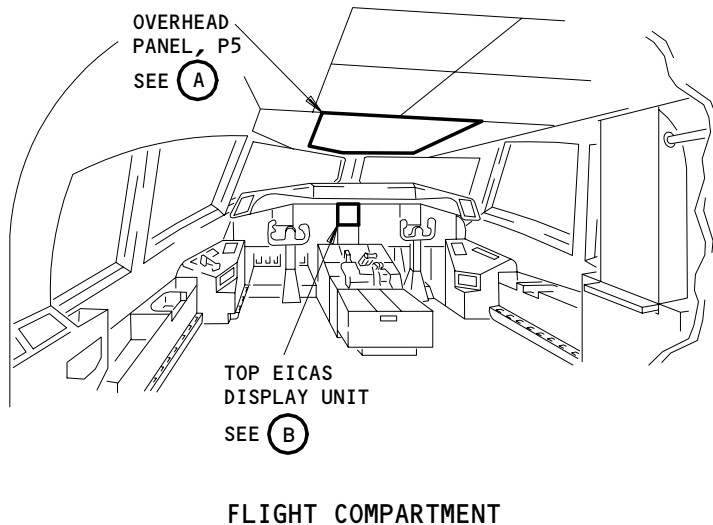
EFFECTIVITY

ALL

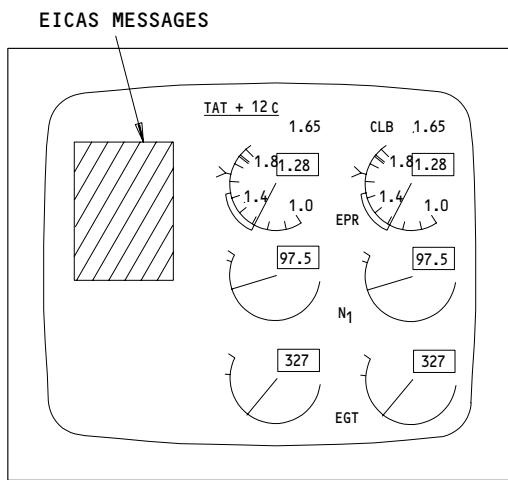
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02

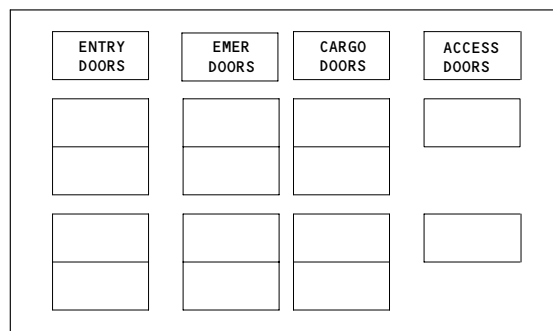
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OVERHEAD PANEL, P5
(A)



TOP EICAS DISPLAY UNIT
(B)



ANNUNCIATOR PANEL
(C)

Door Warning Indication
Figure 501

EFFECTIVITY

ALL

52-71-00

01

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B. Consumable Materials

- (1) A00226 Tamperproof Putty, BMS 8-45

C. References

- (1) AMM 52-11-00/201, No. 1, 2 and 4 Passenger Doors
(2) AMM 52-11-00/501, No. 1, 2 and 4 Passenger Doors

D. Access

(1) Location Zones

- | | |
|-----|----------------------------|
| 831 | Left No. 1 Passenger Door |
| 832 | Left No. 2 Passenger Door |
| 836 | Left No. 4 Passenger Door |
| 841 | Right No. 1 Passenger Door |
| 842 | Right No. 2 Passenger Door |
| 846 | Right No. 4 Passenger Door |

E. Procedure

S 825-002

- (1) Make sure the door is correctly adjusted (AMM 52-11-00/501).

S 015-003

- (2) Open the door (AMM 52-11-00/201).

S 035-004

- (3) Remove the cover from the sensor assembly (View A or B, Fig. 502).

S 225-005

- (4) With the plunger fully extended, measure the distance that the rod (1) extends from its bracket (View C).

S 825-006

- (5) If the distance is not correct, then adjust the jamnut (2) to get the correct position of the rod (1).

S 825-007

- (6) Push the plunger down to the dimension shown (View C). Measure the clearance between the target and the sensor.

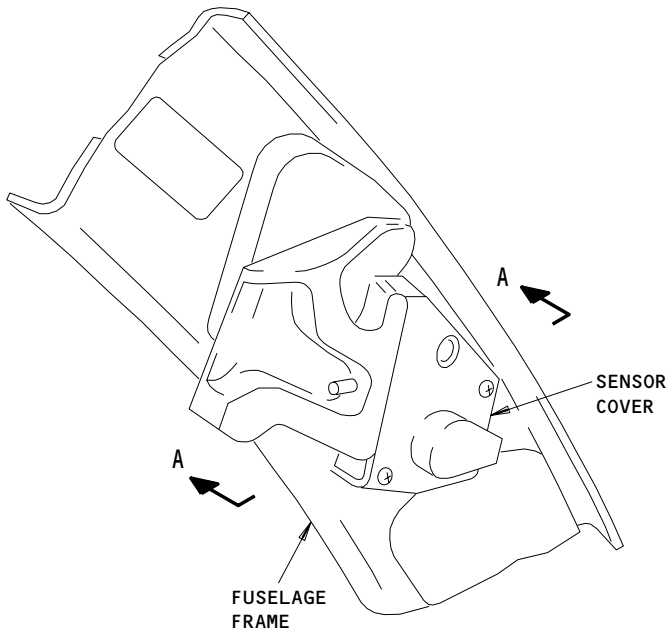
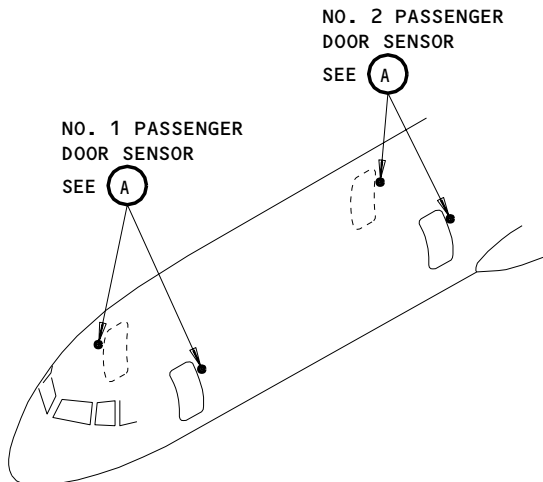
EFFECTIVITY

ALL

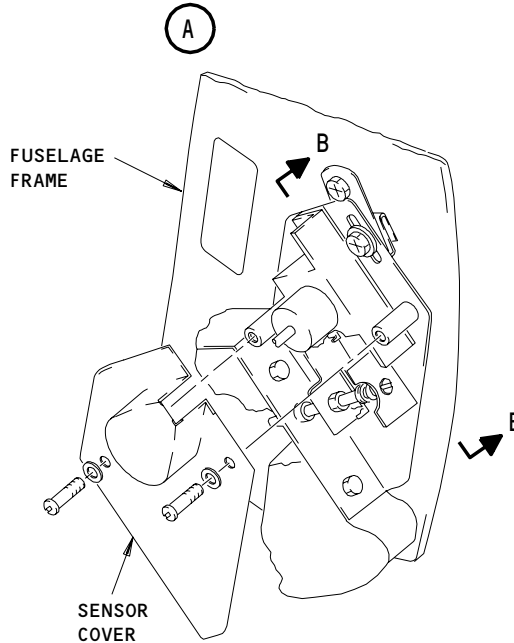
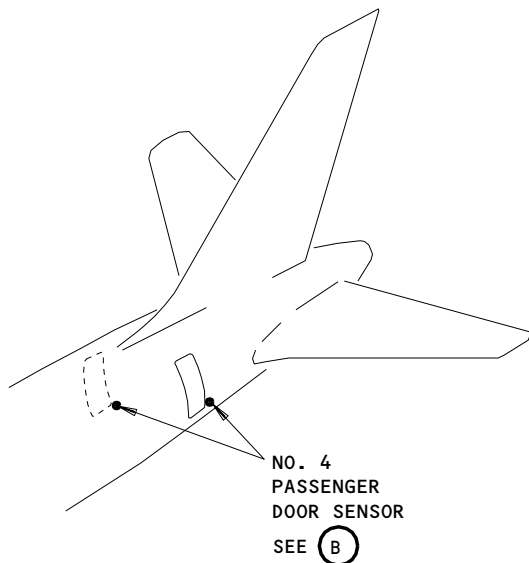
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NO. 1 OR 2 PASSENGER DOOR SENSOR
(EXAMPLE)



NO. 4 PASSENGER DOOR SENSOR
(EXAMPLE)

No. 1,2 or 4 Passenger Door Sensors
Figure 502 (Sheet 1)

EFFECTIVITY

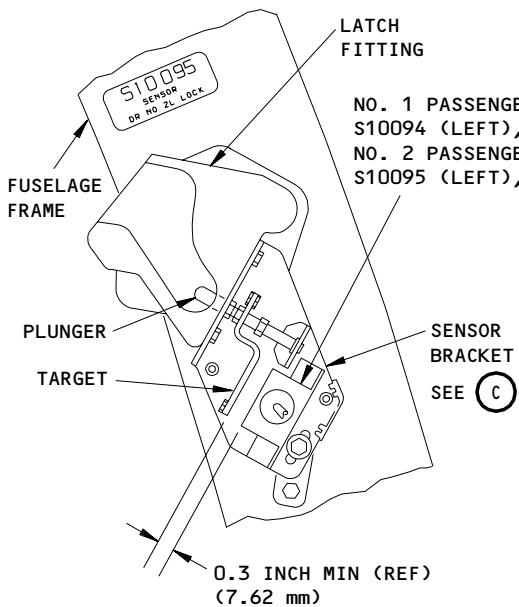
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52-71-00

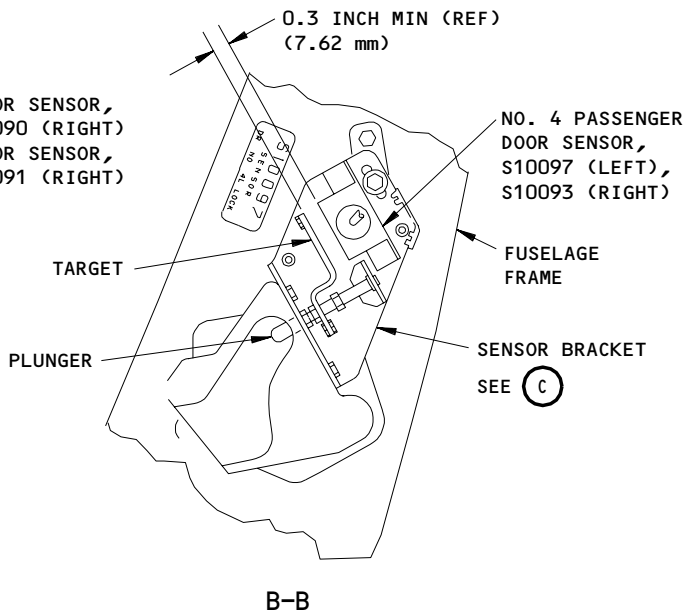
01

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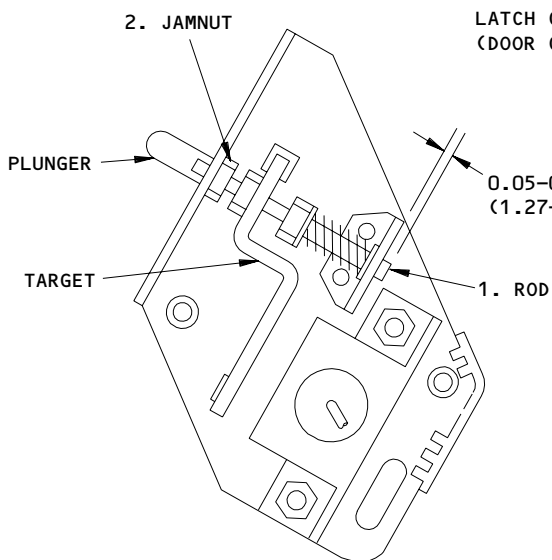
43504



A-A

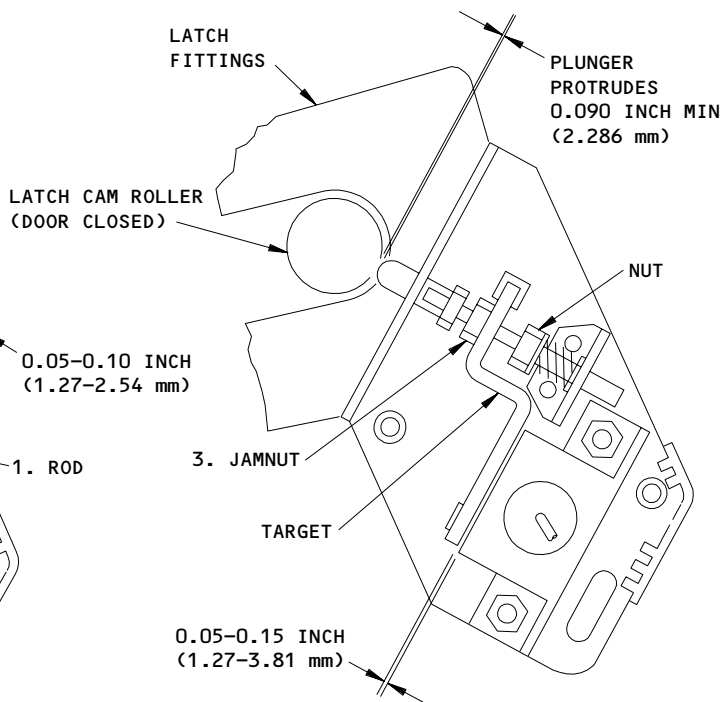


B-B



SENSOR BRACKET
(PLUNGER EXTENDED)

(C)



SENSOR BRACKET
(PLUNGER RETRACTED)

(C)

No. 1, 2, or 4 Passenger Door Sensors
Figure 502 (Sheet 2)

EFFECTIVITY	
	ALL

52-71-00

- S 825-008
- (7) Adjust the jamnut (3) to get the correct clearance between the target and the sensor.
- S 395-009
- (8) Apply the tamperproof putty to the jamnuts (2,3).
- S 435-010
- (9) Install the cover on the sensor assembly.
- S 725-242
- (10) If you will not adjust other sensors, do the "Do a Test of the Door Warning Sensors" procedure for the No. 1, 2 and 4 passenger doors (AMM 52-71-00).

TASK 52-71-00-825-018

3. Adjust the Sensor for the No. 3 Emergency Exit Door (Fig. 503)

A. General

- (1) The sensor for the No. 3 emergency exit door is installed on the forward fuselage frame. The sensor uses a surface on the door latch track as a target when the door is in the latched position (View A-A).
- (2) Do a check on the clearance of the sensor from the inner side of the airplane with the door in the closed and latched position.

B. Consumable Materials

- (1) A00441 Adhesive, BMS 5-126, Type II, CL 1

C. References

- (1) AMM 25-66-03/401, No. 3 Emergency Exit Door Escape Slide
- (2) AMM 52-21-01/501, No. 3 Emergency Exit Door

D. Access

(1) Location Zones

- | | |
|-----|---------------------------------|
| 835 | Left No. 3 Emergency Exit Door |
| 845 | Right No. 3 Emergency Exit Door |

E. Procedure

- S 825-019
- (1) Make sure the door is correctly adjusted (AMM 52-21-01/501).
- S 035-020
- (2) Remove the escape slide from the door (AMM 25-66-03/401).

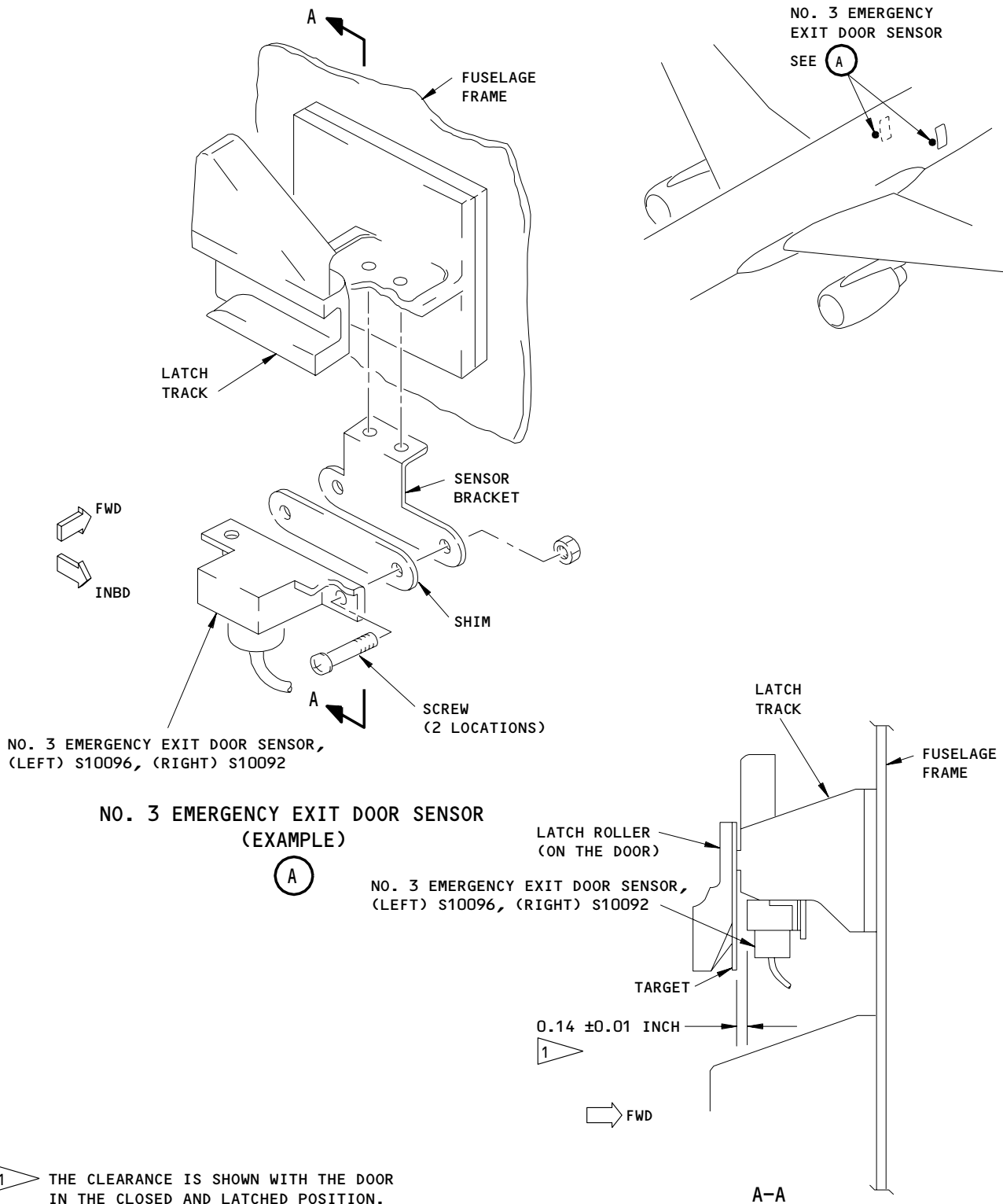
EFFECTIVITY

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No. 3 Emergency Exit Door Sensors
Figure 503

EFFECTIVITY	ALL
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S 225-021

- (3) Measure the clearance between the sensor and the target (View A-A).

S 825-022

- (4) If the clearance is not correct, then do these steps:
- (a) Remove the sensor and the shim from the sensor bracket.
 - (b) Put the sensor in the correct position and add or remove the laminations of shim to get the correct clearance (View A-A).
 - (c) Apply the adhesive to the laminations of shim to bond the shim in the correct position.
 - (d) Install the sensor with the two bolts, washers, and nuts.

S 725-245

- (5) If you will not adjust other sensors, do the "Do a Test of the Door Warning Sensors" procedure for the No. 3 emergency exit doors (AMM 52-71-00).

TASK 52-71-00-825-029

4. Adjust the Sensor for the No. 1 or 2 Cargo Door (Fig. 504)

A. General

- (1) One sensor is installed on the top fuselage frame of each cargo door. The sensor uses a surface on the moveable upper stop fitting as a target when the door is in the closed and latched position (View A-A).
- (2) Do a check on the clearance of the sensor from the inner side of the airplane with the door in the closed and latched position.

B. References

- (1) AMM 52-34-00/501, No. 1 and 2 Cargo Doors - Adjustment Test

C. Access

(1) Location Zones

821	No. 1 Cargo Door
822	No. 2 Cargo Door

D. Procedure

S 825-032

- (1) Make sure the door is correctly adjusted (AMM 52-34-00/501).

S 225-033

- (2) Make sure the clearance between the sensor and the target is correct (View A-A).

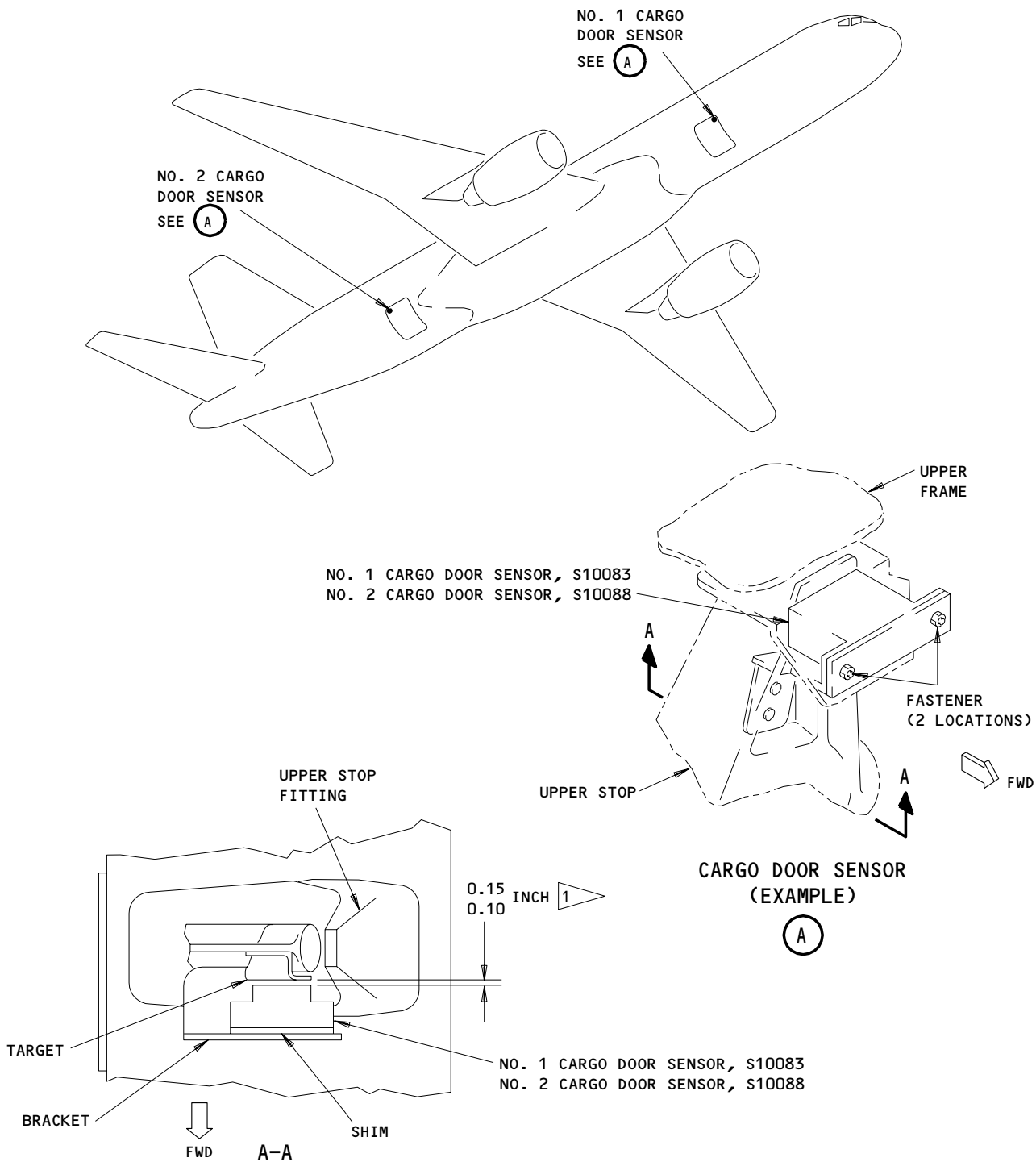
EFFECTIVITY

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1 THE CLEARANCE IS SHOWN WITH THE DOOR IN THE CLOSED AND LATCHED POSITION.

No. 1 and 2 Cargo Door Sensors
Figure 504

EFFECTIVITY	ALL

52-71-00

01

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S 825-034

- (3) If the clearance between the sensor and the target is not correct, then do these steps:
 - (a) Remove the two fasteners and remove the sensor from the bracket (View A).
 - (b) Put the sensor and the shim in the correct position and add or remove the laminations of shim to get the correct clearance.
 - (c) Apply the adhesive to the laminations of shim to bond the shim in the correct position.
 - (d) Install the sensor with the two fasteners (View A).

S 725-247

- (4) If you will not adjust other sensors, do the "Do a Test of the Door Warning Sensors" procedure for the No. 1 and 2 cargo doors (AMM 52-71-00).

TASK 52-71-00-825-035

5. Adjust the Sensor for the No. 3 Cargo Door (Fig. 504A)

A. General

- (1) The sensor is installed on the forward fuselage frame of the door adjacent to the latch mechanism. The sensor uses a bracket on the surface of the door latch crank fitting as a target when the door is in the closed and latched position.
- (2) Do a check on the clearance of the sensor from the inner side of the airplane with the hatch in the closed and latched position.

B. References

- (1) AMM 52-36-00/501, No. 3 Cargo Door

C. Access

- (1) Location Zone
823 No. 3 Cargo Door

D. Procedure

S 825-038

- (1) Make sure the door is correctly adjusted (AMM 52-36-00/501).

S 225-039

- (2) Make sure the clearance between the sensor and the target is correct (View A-A).

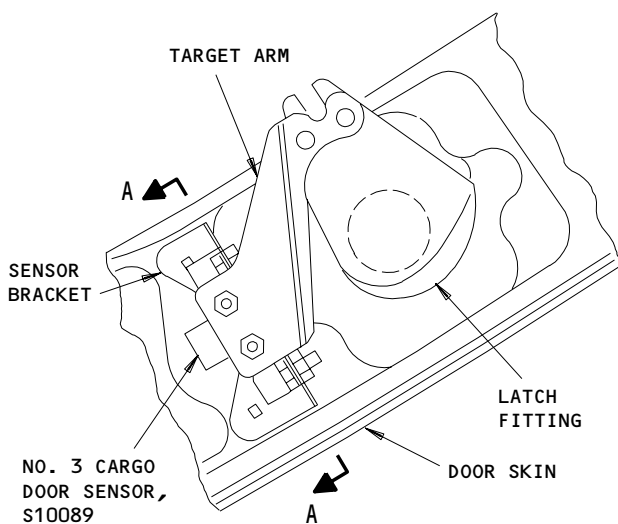
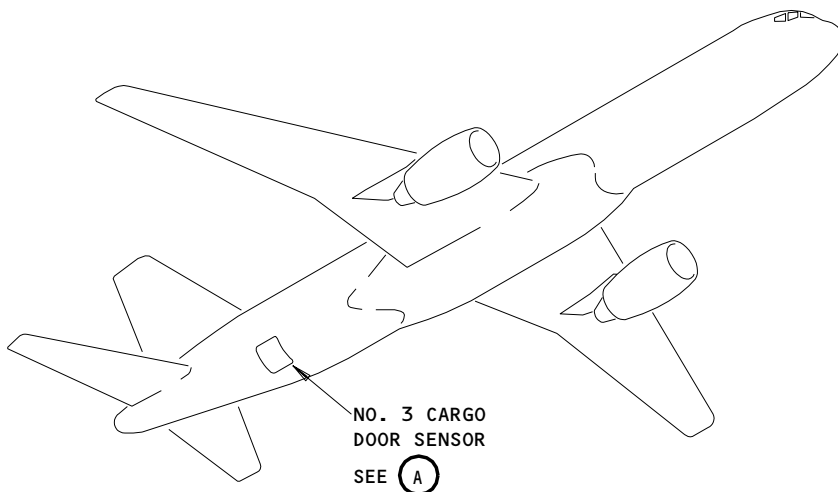
EFFECTIVITY

ALL

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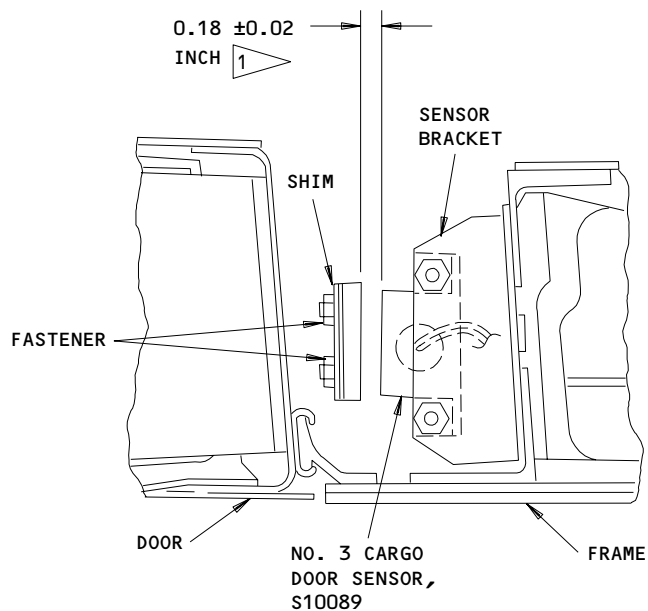
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NO. 3 CARGO DOOR SENSOR

(A)



1 THE CLEARANCE IS SHOWN WITH THE DOOR
IN THE CLOSED AND LATCHED POSITION

No. 3 Cargo Door Sensor
Figure 504A

EFFECTIVITY
AIRPLANES WITH NO. 3 CARGO DOOR

52-71-00

02

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S 825-040

- (3) If the clearance between the sensor and the target is not correct, then do these steps:
 - (a) Remove the two fasteners to remove the target. Remove the laminations of shim from the bracket.
 - (b) Put the target and the shim in the correct position and add or remove the laminations of shim to get the correct clearance.
 - (c) Install the target and the shim on the bracket with the two fasteners.

S 725-248

- (4) If you will not adjust other sensors, do the "Do a Test of the Door Warning Sensors" procedure for the No. 3 cargo door (AMM 52-71-00).

TASK 52-71-00-825-041

6. Adjust the Sensor for the Forward Access Door (Fig. 505)

A. General

- (1) The sensor is installed on the fuselage frame of the forward access door in the same line as the latch pin.
- (2) The fixed location sensor is operated by a target that moves near to the sensor. When the door is closed and latched, the latch pin on the door pushes a plunger shaft which moves the target near to the sensor. The clearance between the sensor and the target is controlled by the adjustment of the target with the plunger shaft mechanism.
- (3) Do a check on the clearance of the sensor from the inner side of the airplane with the door in the closed and latched position.

B. References

- (1) AMM 52-48-01/401, Forward Access Door

C. Access

- (1) Location Zone
100 Lower Half of Fuselage
- (2) Access Panel
113AL Forward Access Door

D. Procedure

S 825-044

- (1) Make sure the door is correctly adjusted (AMM 52-48-01/401).

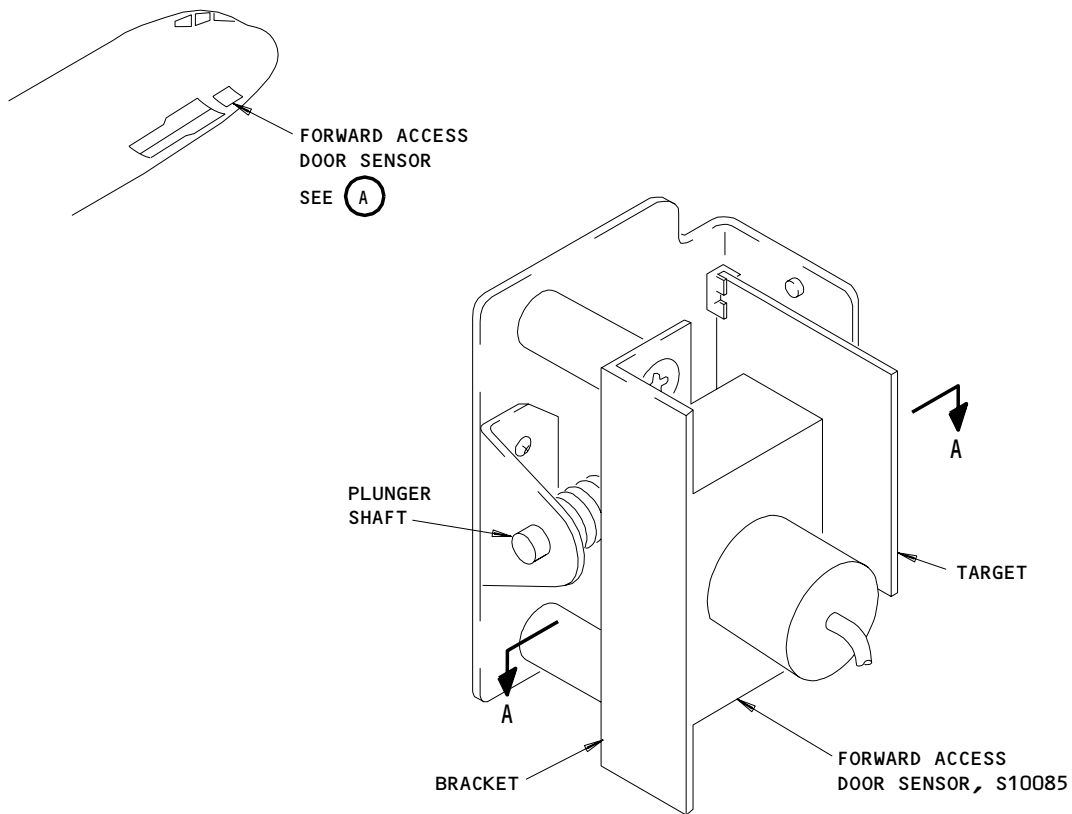
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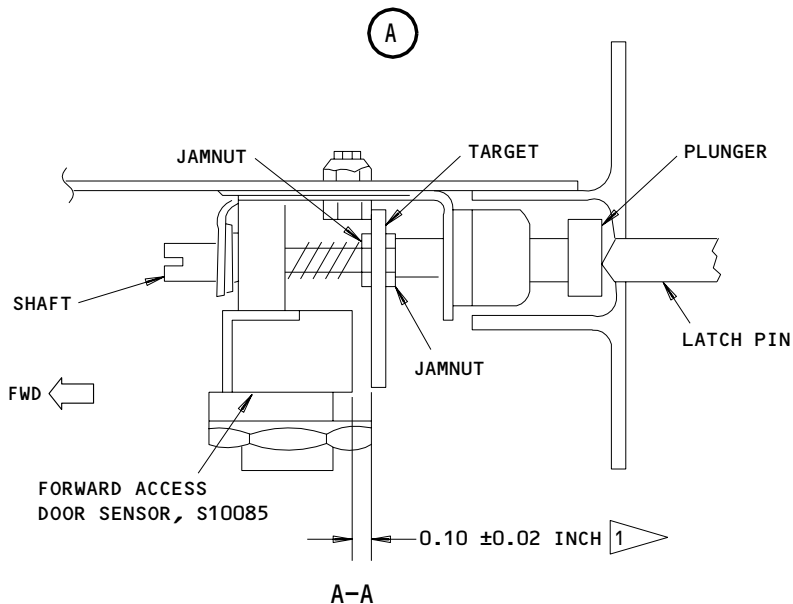
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FORWARD ACCESS DOOR SENSOR



1 THE CLEARANCE IS SHOWN WITH THE DOOR IN THE CLOSED AND LATCHED POSITION

Forward Access Door Sensor
Figure 505

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S 225-045

- (2) Make sure the clearance between the target and the sensor, with the door closed and latched, is correct (View A-A).

S 825-046

- (3) If the clearance between the sensor and the target is not correct, then do these steps:
 - (a) Loosen the jamnut on the target.
 - (b) To adjust the clearance, put a screwdriver in the end of the shaft that has slots and turn the plunger shaft.
 - (c) Measure the clearance between the sensor and the target again.
 - (d) Tighten the jamnut on the target.

S 725-249

- (4) If you will not adjust other sensors, do the "Do a Test of the Door Warning Sensors" procedure for the forward access door (AMM 52-71-00).

TASK 52-71-00-825-047

7. Adjust the Sensor for the Electrical/Electronics Access Door (Fig. 506)

A. General

- (1) The sensor is installed on the right side of the fuselage frame of the electrical/electronics access door in the same line as the latch pin.
- (2) The fixed location sensor is operated by a target that moves near to the sensor. When the door is closed and latched, the latch pin on the door pushes a plunger shaft which moves the target near to the sensor. The clearance between the sensor and the target is controlled by the adjustment of the target with the plunger shaft mechanism.
- (3) Do a check on the clearance of the sensor from the inner side of the airplane with the door in the closed and latched position.

B. References

- (1) AMM 52-48-02/401, Electrical/Electronics Access Door

C. Access

- (1) Location Zone
100 Lower Half of Fuselage
- (2) Access Panel
119BL Electrical/Electronics Access Door

D. Procedure

S 825-050

- (1) Make sure the door is correctly adjusted (AMM 52-48-02/401).

S 225-051

- (2) Make sure the clearance between the target and the sensor, with the door closed and latched, is correct (View A-A).

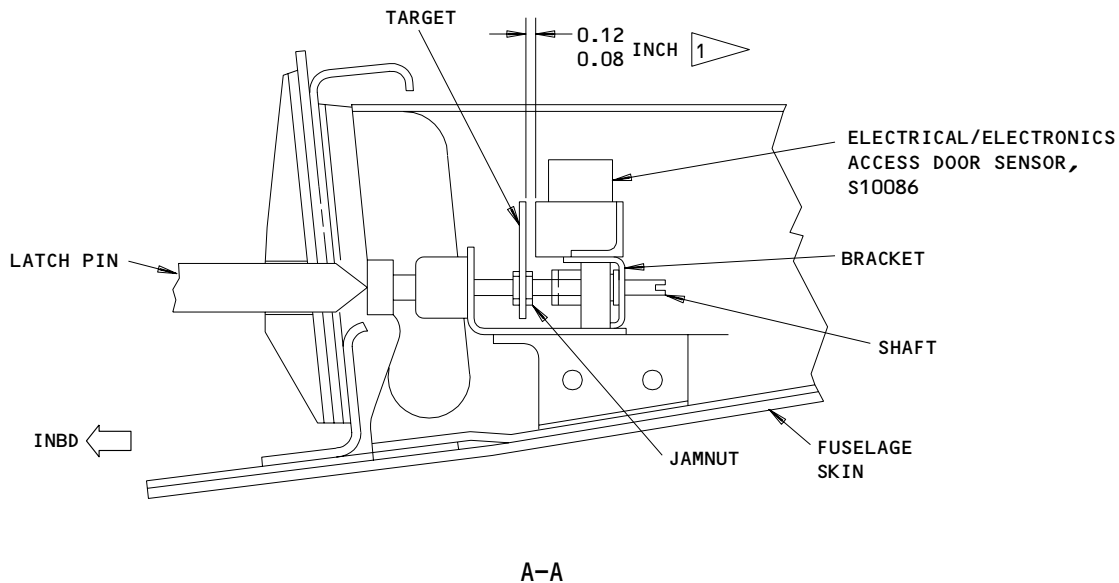
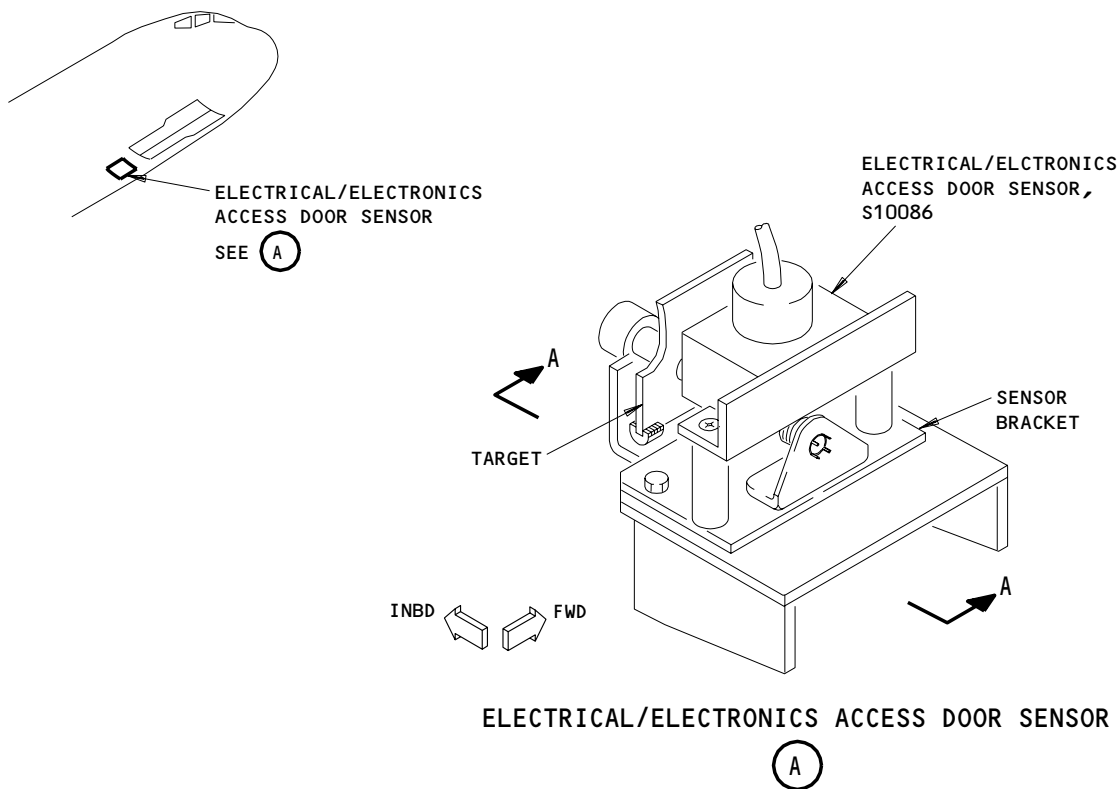
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1 THE CLEARANCE IS SHOWN WITH THE DOOR IN THE CLOSED AND LATCHED POSITION

Electrical/Electronics Access Door Sensor
Figure 506

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S 825-052

- (3) If the clearance between the target and the sensor is not correct, do the steps that follow:
 - (a) Loosen the jamnut on the target.
 - (b) To adjust the clearance, put a screwdriver in the end of the shaft that has slots and turn the plunger shaft.
 - (c) Do a check on the clearance between the sensor and the target again.
 - (d) Tighten the jamnut on the target.

S 725-250

- (4) If you will not adjust other sensors, do the "Do a Test of the Door Warning Sensors" procedure for the electrical/electronics access door (AMM 52-71-00).

TASK 52-71-00-735-053

8. Do a System Test on the Door Warning System (Fig. 501)

A. General

- (1) The tests that follow are the tests on the door warning system. You can do a full system test or do a test on only one of the systems.
 - (a) No. 1 Passenger Door
 - (b) No. 2 Passenger Door
 - (c) No. 4 Passenger Door
 - (d) No. 3 Emergency Exit Door
 - (e) No. 1 Cargo Door
 - (f) No. 2 Cargo Door
 - (g) No. 3 Cargo Door
 - (h) Forward Access Door
 - (i) Electrical/Electronics Access Door
 - (j) Plural EICAS Messages
- (2) The proximity sensors are operated when you put the sensor actuators adjacent to the sensor. On the rectangular sensors, the sensor actuators must be at a minimum distance of 0.15 inch to the sensor surface. The sensor actuator can touch the surface of the sensor.
- (3) The door warning indication lights are found on the overhead panel, P5 (Fig. 501).
- (4) All of the door warning messages are shown on the top EICAS (Engine Indication and Crew Alerting System) display unit.
- (5) The test on the door warning system is done with all of the doors in the system open.
- (6) The COMPUTER switch is on the EICAS DISPLAY select panel, P9, found on the control stand.

B. Equipment

- (1) Proximity Sensor Actuator for a rectangular sensor - 1.50 x 0.75 x 0.05 inches, make from 4130, 15-5PH or 17-4PH steel; coat with 0.03 inch of plastic

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C. References

- (1) AMM 24-22-00/201, Electrical Power - Control
- (2) AMM 52-21-01/401, No. 3 Emergency Exit Door
- (3) AMM 52-34-00/201, No. 1 and No. 2 Cargo Door

D. Access

(1) Location Zones

- 100 Lower Half of Fuselage
- 821 No. 1 Cargo Door
- 822 No. 2 Cargo Door
- 823 No. 3 Cargo Door
- 831 Left No. 1 Passenger Door
- 832 Left No. 2 Passenger Door
- 835 Left No. 3 Emergency Exit Door
- 836 Left No. 4 Passenger Door
- 841 Right No. 1 Passenger Door
- 842 Right No. 2 Passenger Door
- 845 Right No. 3 Emergency Exit Door
- 846 Right No. 4 Passenger Door

(2) Access Panels

- 113AL Forward Access Door
- 119BL Electrical/Electronics Access Door

E. Prepare to do the System Test

S 015-054

(1) Open these doors:

- (a) Left No. 1 Passenger Door
- (b) Right No. 1 Passenger Door
- (c) Left No. 2 Passenger Door
- (d) Right No. 2 Passenger Door
- (e) Left No. 4 Passenger Door
- (f) Right No. 4 Passenger Door
- (g) Left No. 3 Emergency Exit Door
- (h) Right No. 3 Emergency Exit Door
- (i) No. 1 Cargo Door (AMM 52-34-00/201)

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- (j) No. 2 Cargo Door(AMM 52-34-00/201)
- (k) AIRPLANES WITH NO. 3 CARGO DOOR;
No. 3 Cargo Door
- (l) Forward Access Door
- (m) Electrical/Electronics Access Door

S 865-055

- (2) Supply electrical power (AMM 24-22-00/201).

S 215-056

- (3) Make sure these lights on the overhead panel, P5, are on:
 - (a) ACCESS DOORS
 - (b) CARGO DOORS
 - (c) ENTRY DOORS
 - (d) EMERGENCY DOORS

S 495-057

- (4) Install the sensor actuators adjacent to these sensors:
 - (a) Left No. 1 Passenger Door Sensor, S10094
 - (b) Right No. 1 Passenger Door Sensor, S10090
 - (c) Left No. 2 Passenger Door Sensor, S10095
 - (d) Right No. 2 Passenger Door Sensor, S10091
 - (e) Left No. 3 Emergency Exit Door Sensor, S10096
 - (f) Right No. 3 Emergency Exit Door Sensor, S10092
 - (g) Left No. 4 Passenger Door Sensor, S10097
 - (h) Right No. 4 Passenger Door Sensor, S10093
 - (i) No. 1 Cargo Door Sensor, S10083
 - (j) No. 2 Cargo Door Sensor, S10088
 - (k) AIRPLANES WITH NO. 3 CARGO DOOR;
No. 3 Cargo Door Sensor, S10089
 - (l) Forward Access Door Sensor, S10085
 - (m) Electrical/Electronics Access Door Sensor, S10086

S 215-058

- (5) Make sure these lights on the overhead panel, P5, are not on:
 - (a) ACCESS DOORS

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- (b) CARGO DOORS
- (c) ENTRY DOORS
- (d) EMERGENCY DOORS

F. Do a Test on the No. 1 Passenger Door

S 095-071

- (1) Remove the sensor actuator from the sensor (S10094 for the left door or S10090 for the right door, as applicable).

S 215-072

- (2) Make sure the ENTRY DOORS light on the overhead panel, P5, is on.

S 215-073

- (3) Move the COMPUTER switch on the EICAS DISPLAY select panel to the L position. Make sure this EICAS message, L FWD ENTRY DOOR or R FWD ENTRY DOOR, shows on the top display.

S 215-074

- (4) Move the COMPUTER switch on the EICAS DISPLAY select panel to the R position. Make sure this EICAS message, L FWD ENTRY DOOR or R FWD ENTRY DOOR, shows on the top display.

S 865-075

- (5) Close the left or right No. 1 passenger door.

S 215-076

- (6) Make sure the ENTRY DOORS light on the overhead panel, P5, is not on.

S 215-077

- (7) Move the COMPUTER switch on the EICAS DISPLAY select panel to the L position. Make sure this EICAS message, L FWD ENTRY DOOR or R FWD ENTRY DOOR, does not show on the top display.

S 215-078

- (8) Move the COMPUTER switch on the EICAS DISPLAY select panel to the R position. Make sure this EICAS message, L FWD ENTRY DOOR or R FWD ENTRY DOOR, does not show on the top display.

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S 865-079

- (9) Open the left or right No. 1 passenger door.

S 215-080

- (10) Make sure the ENTRY D00RS light on the overhead panel, P5, is on.

S 495-081

- (11) Install the sensor actuator adjacent to the sensor (S10094 for the left door or S10090 for the right door).

S 215-082

- (12) Make sure the ENTRY D00RS light on the overhead panel, P5, is not on.

G. Do a Test on the No. 2 Passenger Door

S 095-083

- (1) Remove the sensor actuator from the sensor (S10095 for the left door or S10091 for the right door).

S 215-084

- (2) Make sure the ENTRY D00RS light on the overhead panel, P5, is on.

S 215-085

- (3) Move the COMPUTER switch on the EICAS DISPLAY select panel to the L position. Make sure this EICAS message, L CTR ENTRY DOOR or R CTR ENTRY DOOR, shows on the top display.

S 215-086

- (4) Move the COMPUTER switch on the EICAS DISPLAY select panel to the R position. Make sure this EICAS message, L CTR ENTRY DOOR or R CTR ENTRY DOOR, shows on the top display.

S 865-087

- (5) Close the left or right No. 2 passenger door.

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- S 215-088
- (6) Make sure the ENTRY DOORS light on the overhead panel, P5, is not on.
- S 215-089
- (7) Move the COMPUTER switch on the EICAS DISPLAY select panel to the L position. Make sure this EICAS message, L CTR ENTRY DOOR or R CTR ENTRY DOOR, does not show on the top display.
- S 215-090
- (8) Move the COMPUTER switch on the EICAS DISPLAY select panel to the R position. Make sure this EICAS message, L CTR ENTRY DOOR or R CTR ENTRY DOOR, does not show on the top display.
- S 865-091
- (9) Open the left or right No. 2 passenger door.
- S 215-092
- (10) Make sure the ENTRY DOORS light on the overhead panel, P5, is on.
- S 495-093
- (11) Install the sensor actuator adjacent to the sensor (S10095 for the left door or S10091 for the right door).
- S 215-094
- (12) Make sure the ENTRY DOORS light on the overhead panel, P5, is not on.
- H. Do a Test No. 4 Passenger Door
- S 095-095
- (1) Remove the sensor actuator from the sensor (S10097 for the left door or S10093 for the right door).
- S 215-096
- (2) Make sure the ENTRY DOORS light on the overhead panel, P5, is on.

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- S 215-097
- (3) Move the COMPUTER switch on the EICAS DISPLAY select panel to the L position. Make sure this EICAS message, L AFT ENTRY D00R or R AFT ENTRY D00R, shows on the top display.
- S 215-098
- (4) Move the COMPUTER switch on the EICAS DISPLAY select panel to the R position. Make sure this EICAS message, L AFT ENTRY D00R or R AFT ENTRY D00R, shows the top display.
- S 865-099
- (5) Close the left or right No. 4 passenger door.
- S 215-100
- (6) Make sure the ENTRY D00RS light on the overhead panel, P5, is not on.
- S 215-101
- (7) Move the COMPUTER switch on the EICAS DISPLAY select panel to the L position. Make sure this EICAS message, L AFT ENTRY D00R or R AFT ENTRY D00R, does not show on the top display.
- S 215-102
- (8) Move the COMPUTER switch on the EICAS DISPLAY select panel to the R position. Make sure this EICAS message, L AFT ENTRY D00R or R AFT ENTRY D00R, does not show on the top display.
- S 865-103
- (9) Open the left or right No. 4 passenger door.
- S 215-104
- (10) Make sure the ENTRY D00RS light on the overhead panel, P5, is on.
- S 495-105
- (11) Install the sensor actuator adjacent to the sensor (S10097 for the left door or S10093 for the right door).

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S 215-106

- (12) Make sure the ENTRY DOORS light on the overhead panel, P5, is not on.

I. Do a Test on the No. 3 Emergency Exit Door

S 095-109

- (1) Remove the sensor actuator from the sensor (S10096 for the left door or S10092 for the right door).

S 215-110

- (2) Move the COMPUTER switch on the EICAS DISPLAY select panel to the L position. Make sure this EICAS message, L EMER DOOR or R EMER DOOR, shows on the top display.

S 215-111

- (3) Move the COMPUTER switch on the EICAS DISPLAY select panel to the R position. Make sure this EICAS message, L EMER DOOR or R EMER DOOR, shows on the top display.

S 865-112

- (4) Close the left or right No. 3 emergency exit door (AMM 52-21-01/401).

S 215-113

- (5) Make sure the EMER DOORS light on the overhead panel, P5, is not on.

S 215-114

- (6) Move the COMPUTER switch on the EICAS DISPLAY select panel to the L position. Make sure this EICAS message, L EMER DOOR or R EMER DOOR, does not show on the top display.

S 215-115

- (7) Move the COMPUTER switch on the EICAS DISPLAY select panel to the R position. Make sure this EICAS message, L EMER DOOR or R EMER DOOR, does not show on the top display.

S 865-116

- (8) Open the left or right No. 3 emergency exit door (AMM 52-21-01/401).

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- S 215-117
- (9) Make sure the EMER DOORS light on the overhead panel, P5, is on.
- S 495-107
- (10) Install the sensor actuator adjacent to the sensor (S10096 for the left door or S10092 for the right door).
- S 215-108
- (11) Make sure the EMER DOORS light on the overhead panel, P5, is not on.
- J. Do a Test on the No. 1 Cargo Door
- S 095-137
- (1) Remove the sensor actuator from the sensor (S10083).
- S 215-138
- (2) Make sure the CARGO DOORS light on the overhead panel, P5, is on.
- S 215-139
- (3) Move the COMPUTER switch on the EICAS DISPLAY select panel to the L position. Make sure this EICAS message, FWD CARGO DOOR, shows on the top display.
- S 215-140
- (4) Move the COMPUTER switch on the EICAS DISPLAY select panel to the R position. Make sure this EICAS message, FWD CARGO DOOR, shows on the top display.
- S 865-141
- (5) Close the No. 1 cargo door (AMM 52-34-00/201).
- (a) Make sure that the cargo door stops moving before you go into the cargo door path area.
- S 215-142
- (6) Make sure the CARGO DOORS light on the overhead panel, P5, is not on.
- S 215-143
- (7) Move the COMPUTER switch on the EICAS DISPLAY select panel to the L position. Make sure this EICAS message, FWD CARGO DOOR, does not show on the top display.
- S 215-144
- (8) Move the COMPUTER switch on the EICAS DISPLAY select panel to the R position. Make sure this EICAS message, FWD CARGO DOOR, does not show on the top display.

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- S 865-145
- (9) Open the No. 1 cargo door (AMM 52-34-00/201).
- S 215-146
- (10) Make sure the CARGO DOORS light on the overhead panel, P5, is on.
- S 495-147
- (11) Install the sensor actuator adjacent to the sensor (S10083).
- S 215-148
- (12) Make sure the CARGO DOORS light on the overhead panel, P5, is not on.
- K. Do a Test on the No. 2 Cargo Door
- S 095-149
- (1) Remove the sensor actuator from the sensor (S10088).
- S 215-150
- (2) Make sure the CARGO DOORS light on the overhead panel, P5, is on.
- S 215-220
- (3) AIRPLANES WITHOUT THE NO. 3 CARGO DOOR;
Move the COMPUTER switch on the EICAS DISPLAY select panel to the L position. Make sure this EICAS message, AFT CARGO DOOR, shows on the top display.
- S 215-221
- (4) AIRPLANES WITH THE NO. 3 CARGO DOOR;
Move the COMPUTER switch on the EICAS DISPLAY select panel to the L position. Make sure this EICAS message, AFT CARGO DOOR 1, shows on the top display.
- S 215-216
- (5) AIRPLANES WITHOUT NO. 3 CARGO DOOR;
Move the COMPUTER switch on the EICAS DISPLAY select panel to the R position. Make sure this EICAS message, AFT CARGO DOOR, shows on the top display.
- S 215-217
- (6) AIRPLANES WITH NO. 3 CARGO DOOR;
Move the COMPUTER switch on the EICAS DISPLAY select panel to the R position. Make sure this EICAS message, AFT CARGO DOOR 1, shows on the top display.
- S 865-155
- (7) Close the No. 2 cargo door (AMM 52-34-00/201).
(a) Make sure that the cargo door stops moving before you go into the cargo door path area.

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- S 215-156
- (8) Make sure the CARGO DOORS light on the overhead panel, P5, is not on.
- S 215-213
- (9) AIRPLANES WITHOUT NO. 3 CARGO DOOR;
Move the COMPUTER switch on the EICAS DISPLAY select panel to the L position. Make sure this EICAS message, AFT CARGO DOOR, does not show on the top display.
- S 215-212
- (10) AIRPLANES WITH NO. 3 CARGO DOOR;
Move the COMPUTER switch on the EICAS DISPLAY select panel to the L position. Make sure this EICAS message, AFT CARGO DOOR 1, does not show on the top display.
- S 215-214
- (11) AIRPLANES WITHOUT NO. 3 CARGO DOOR;
Move the COMPUTER switch on the EICAS DISPLAY select panel to the R position. Make sure this EICAS message, AFT CARGO DOOR, does not show on the top display.
- S 215-215
- (12) AIRPLANES WITH NO. 3 CARGO DOOR;
Move the COMPUTER switch on the EICAS DISPLAY select panel to the R position. Make sure this EICAS message, AFT CARGO DOOR 1, does not show on the top display.
- S 865-161
- (13) Open the No. 2 cargo door (AMM 52-34-00/201).
- S 215-162
- (14) Make sure the CARGO DOORS light on the overhead panel, P5, is on.
- S 495-163
- (15) Install the sensor actuator adjacent to the sensor (S10088).
- S 215-164
- (16) Make sure the CARGO DOORS light on the overhead panel, P5, is not on.
- L. Do a Test on the No. 3 Cargo Door
- S 215-165
- (1) Make sure the sensor actuators are installed adjacent to the sensors S10083 and S10088.
- S 095-166
- (2) Remove the sensor actuator from the sensor S10089.

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- S 215-167
- (3) Make sure the CARGO DOORS light on the overhead panel, P5, is on.
- S 215-168
- (4) Move the COMPUTER switch on the EICAS DISPLAY select panel to the L position. Make sure this EICAS message, AFT CARGO DOOR 2, shows on the top display.
- S 215-169
- (5) Move the COMPUTER switch on the EICAS DISPLAY select panel to the R position. Make sure this EICAS message, AFT CARGO DOOR 2, shows on the top display.
- S 865-170
- (6) Close the No. 3 cargo door.
- S 215-171
- (7) Make sure the CARGO DOORS light on the overhead panel, P5, is not on.
- S 215-172
- (8) Move the COMPUTER switch on the EICAS DISPLAY select panel to the L position. Make sure this EICAS message, AFT CARGO DOOR 2, does not show on the top display.
- S 215-173
- (9) Move the COMPUTER switch on the EICAS DISPLAY select panel to the R position. Make sure this EICAS message, AFT CARGO DOOR 2, does not show on the top display.
- S 865-174
- (10) Open the No. 3 cargo door.
- S 215-175
- (11) Make sure the CARGO DOORS light on the overhead panel, P5, is on.
- S 495-176
- (12) Install the sensor actuator adjacent to the sensor S10089.
- S 215-177
- (13) Make sure the CARGO DOORS light on the overhead panel, P5, is not on.
- M. Do a Test on the Forward Access Door
- S 095-178
- (1) Remove the sensor actuator from the sensor (S10085).
- S 215-179
- (2) Make sure the ACCESS DOORS light on the overhead panel, P5, is on.

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- S 215-180
- (3) Move the COMPUTER switch on the EICAS DISPLAY select panel to the L position. Make sure this EICAS message, FWD ACCESS DOOR, shows on the top display.
- S 215-181
- (4) Move the COMPUTER switch on the EICAS DISPLAY select panel to the R position. Make sure this EICAS message, FWD ACCESS DOOR, shows on the top display.
- S 865-182
- (5) Close the forward access door.
- S 215-183
- (6) Make sure the ACCESS DOORS light on the overhead panel, P5, is not on.
- S 215-184
- (7) Move the COMPUTER switch on the EICAS DISPLAY select panel to the L position. Make sure this EICAS message, FWD ACCESS DOOR, does not show on the top display.
- S 215-185
- (8) Move the COMPUTER switch on the EICAS DISPLAY select panel to the R position. Make sure this EICAS message, FWD ACCESS DOOR, does not show on the top display.
- S 865-186
- (9) Open the forward access door.
- S 215-187
- (10) Make sure the ACCESS DOORS light on the overhead panel, P5, is on.
- S 495-188
- (11) Install the sensor actuator adjacent to the sensor (S10085).

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S 215-189

- (12) Make sure the ACCESS DOORS light on the overhead panel, P5, is not on.

N. Do a Test on the Electrical/Electronics Access Door

S 095-190

- (1) Remove the sensor actuator from the sensor (S10086).

S 215-191

- (2) Make sure the ACCESS DOORS light on the overhead panel, P5, is on.

S 215-192

- (3) Move the COMPUTER switch on the EICAS DISPLAY select panel to the L position. Make sure this EICAS message, E/E ACCESS DOOR, shows on the top display.

S 215-193

- (4) Move the COMPUTER switch on the EICAS DISPLAY select panel to the R position. Make sure this EICAS message, E/E ACCESS DOOR, shows on the top display.

S 865-194

- (5) Close the electrical/electronics access door.

S 215-195

- (6) Make sure the ACCESS DOORS light on the overhead panel, P5, is not on.

S 215-196

- (7) Move the COMPUTER switch on the EICAS DISPLAY select panel to the L position. Make sure this EICAS message, E/E ACCESS DOOR, does not show on the top display.

S 215-197

- (8) Move the COMPUTER switch on the EICAS DISPLAY select panel to the R position. Make sure this EICAS message, E/E ACCESS DOOR, does not show on the top display.

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- S 865-198
- (9) Open the electrical/electronics access door.
- S 215-199
- (10) Make sure the ACCESS DOORS light on the overhead panel, P5, is on.
- S 495-200
- (11) Install the sensor actuator adjacent to the sensor (S10086).
- S 215-201
- (12) Make sure the ACCESS DOORS light on the overhead panel, P5, is not on.
0. Do a Test on the Plural EICAS Messages
- S 095-202
- (1) Remove the sensor actuators from these sensors:
- (a) Left No. 1 Passenger Door Sensor, S10094
 - (b) Right No. 1 Passenger Door Sensor, S10090
 - (c) Left No. 2 Passenger Door Sensor, S10095
 - (d) No. 2 Passenger Door Right Sensor, S10091
 - (e) Left No. 4 Passenger Door Sensor, S10097
 - (f) Right No. 4 Passenger Door Sensor, S10093
 - (g) Left No. 3 Emergency Exit Door Sensor, S10096
 - (h) Right No. 3 Emergency Exit Door Sensor, S10092
 - (i) No. 1 Cargo Door Sensor, S10083
 - (j) No. 2 Cargo Door Sensor, S10088
 - (k) AIRPLANES WITH NO. 3 CARGO DOOR;
No. 3 Cargo Door Sensor, S10089
 - (l) Forward Access Door Sensor, S10085
 - (m) Electrical/Electronics Access Door Sensor, S10086
- S 215-203
- (2) Move the COMPUTER switch on the EICAS DISPLAY select panel to the L position. Make sure these EICAS messages show on the top display:
- (a) L ENTRY DOORS
 - (b) R ENTRY DOORS
 - (c) EMER DOORS
 - (d) CARGO DOORS
 - (e) ACCESS DOORS
- S 215-204
- (3) Move the COMPUTER switch on the EICAS DISPLAY select panel to the R position. Make sure these EICAS messages show on the top display:
- (a) L ENTRY DOORS
 - (b) R ENTRY DOORS
 - (c) EMER DOORS
 - (d) CARGO DOORS
 - (e) ACCESS DOORS

EFFECTIVITY

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P. Put the Airplane Back to its Initial Condition

S 215-205

- (1) Make sure that all of the sensor actuators are removed from the doors.

S 415-206

- (2) Close the doors if it is not necessary to keep them open.

S 865-207

- (3) Remove electrical power if it is not necessary (Ref 24-22-00).

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