BOEING

COMPONENT
MAINTENANCE MANUAL

DOOR OPERATED SEQUENCE VALVE MECHANISM ASSEMBLY

PART NUMBERS 273T4582-1,-2

COMPONENT MAINTENANCE MANUAL
WITH
ILLUSTRATED PARTS LIST

K35383

REVISION RECORD

- Retain this record in front of manual. On receipt of revision, insert revised pages in the manual, and enter revision number, date inserted and initial.

REVISION NUMBER	REVISION DATE	DATE FILED	BY	REVISION NUMBER	REVISION DATE	DATE FILED	BY

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TEMPORARY REVISION AND SERVICE BULLETIN RECORD

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*[1] Not Applicable.

INTRODUCTION

The instructions in this manual provide the information necessary to perform maintenance functions ranging from simple checks and replacement to complete shop-type repair.

This manual is divided into separate sections:

1. Title Page
2. Record of Revisions
3. Temporary Revision & Service Bulletin Record
4. List of Effective Pages
5. Table of Contents
6. Introduction
7. Procedures & IPL Sections

Refer to the Table of Contents for the page location of applicable sections.

The beginning of the REPAIR section includes a list of the separate repairs, a list of applicable standard Boeing practices, and an explanation of the True Position Dimensioning symbols used.

An explanation of the use of the Illustrated Parts List is provided in the Introduction to that section.

All weights and measurements used in the manual are in English units, unless otherwise stated. When metric equivalents are given they will be in parentheses following the English units.

Design changes, optional parts, configuration differences and Service Bulletin modifications create alternate part numbers. These are identified in the Illustrated Parts List (IPL) by adding an alphabetical character to the basic item number. The resulting item number is called an alpha-variant. Throughout the manual, IPL basic item number references also apply to alpha-variants unless otherwise indicated.

Verification:

THE DOOR OPERATED SEQUENCE VALVE MECHANISM ASSEMBLY

DESCRIPTION AND OPERATION

1. Description

   A. The door operated sequence valve mechanism assembly has the valve assembly, bracket assembly, link and crank assembly, and a control rod assembly.

   B. The bracket assembly is connected to the wheel well bulkhead lower lobe assembly.

   C. One end of the control rod assembly is connected to the link and crank assembly. The other end of the control rod assembly is connected to the bracket assembly on the main landing gear door assembly.

2. Operation

   A. Hydraulic pressure is applied to the two ports on the valve assembly. The valve assembly controls the direction of flow of the hydraulic fluid.

   B. When the piston of the valve assembly moves to the extended position, it causes the link assembly and crank assembly to move the control rod assembly to the door closed position (the up position).

   C. When the piston of the valve assembly moves to the retracted position, it causes the link assembly and crank assembly to move the control rod assembly to the door open position (the down position).

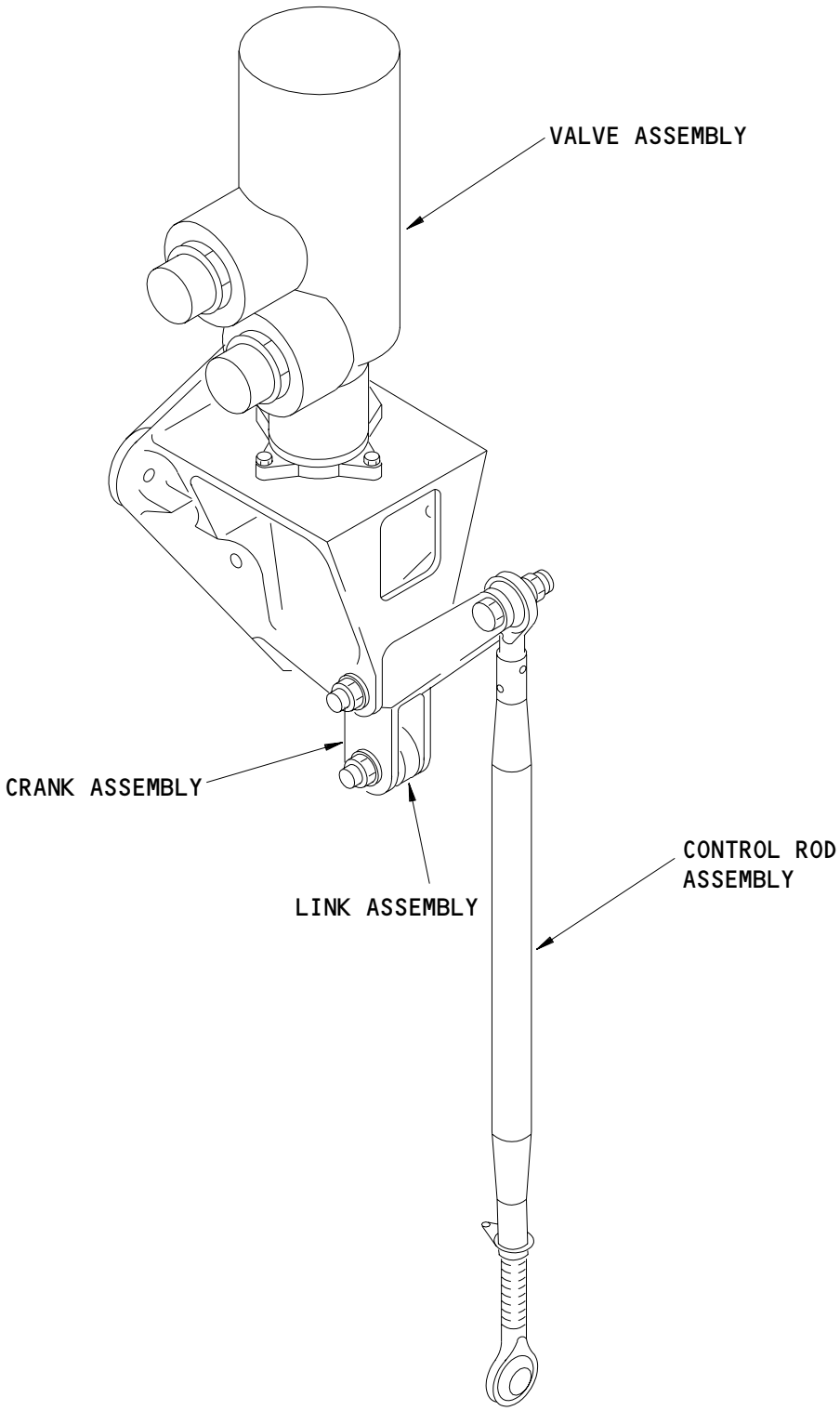
3. Leading Particulars (Approximate)

   A. Length -- 30 inches (In Door Closed position)
   33 inches (In Door Open position)

   B. Width -- 6.5 inches

   C. Height -- 6 inches

   D. Weight -- 7 pounds



Door Operated Sequence Valve Mechanism Assembly
Figure 1

K35396

DISASSEMBLY

1. General

   A. This procedure has the data necessary to disassemble the door operated sequence valve mechanism assembly (1A).

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

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

   D. Refer to IPL Fig. 1 for item numbers.

2. Disassembly

   A. Procedure

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

      (2) Remove the control rod assembly (150) from the crank assembly (125):

         (a) Remove the bolt (90), nut (100), washers (95) and bushing (105) from the crank assembly (125).

         (b) Remove the control rod assembly (150) from the crank assembly (125).

      (3) Remove the link assembly (110) and the crank assembly (125) from the bracket assembly (60, 65):

         (a) Remove the bolt (40), nut (50), washers (45) and bushing (55) from the bracket assembly (60, 65).

         (b) Remove the bolt (90), nut (100), washers (95) and bushing (105) from the crank assembly (125).

         (c) Remove the crank assembly (125) from the link assembly (110).

         (d) Remove the bolt (5), nut (15) and washers (10) from the valve assembly (20).

         (e) Remove the link assembly (11) from the valve assembly (20).

(4) Remove valve assembly (20) from the bracket assembly (60, 65):

(a) Remove the bolts (5), nuts (15), and washers (10) from the bracket assembly (60, 65).

(b) Remove the valve assembly (20) from the bracket assembly (60, 65).

CLEANING

1. General

   A. This procedure has the data necessary to clean the door operated sequence valve mechanism assembly (1A).

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

   C. Refer to IPL Fig. 1 for item numbers.

2. Cleaning

   A. References

      (1) SOPM 20-30-01, Cleaning and Relubricating Antifriction Bearings

      (2) SOPM 20-30-03, General Cleaning Procedures

   B. Procedure

      (1) Clean the bearings (115, 165) as specified in SOPM 20-30-01.

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

CHECK

1. General

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

   B. Refer to FITS AND CLEARANCES for the design dimension and wear limits.

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

   D. Refer to IPL Fig. 1 for item numbers.

2. Check

   A. References

      (1) SOPM 20-20-01, Magnetic Particle Inspection

      (2) SOPM 20-20-02, Penetrant Methods of Inspection

   B. Procedure

      (1) Use standard industry procedures to do a visual check of all the parts for defects. Do the penetrant or magnetic particle check if the visual check shows possible damage or if you suspect possible damage on the parts listed below:

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

         (a) End assembly (160)

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

         (a) Bracket (80, 85)

         (b) Link (120)

         (c) Crank (145)

         (d) Rod (180)

REPAIR - GENERAL

1. General

   A. Instructions for repair, refinish, and replacement of the specified subassembly parts are included in each REPAIR when applicable:

PART NUMBER	NAME	REPAIR
---	REFINISH OF OTHER PARTS	1-1
273N1049	END ASSEMBLY	2-1, 2-2
273T4581	VALVE ASSEMBLY	3-1
273T4583	BRACKET ASSEMBLY	4-1, 4-2
273T4585	LINK ASSEMBLY	5-1, 5-2
273T4586	CONTROL ROD ASSEMBLY	6-1, 6-2
273T4587	END ASSEMBLY	7-1, 7-2
273T4592	CRANK ASSEMBLY	8-1, 8-2

2. Dimensioning Symbols

   A. Standard True Position Dimensioning Symbols used in the applicable repair procedures are shown in Fig. 601.

—	STRAIGHTNESS
▱	FLATNESS
⊥	PERPENDICULARITY (OR SQUARENESS)
//	PARALLELISM
○	ROUNDNESS
⌭	CYLINDRICITY
⌒	PROFILE OF A LINE
⌓	PROFILE OF A SURFACE
◎	CONCENTRICITY
⌯	SYMMETRY
∠	ANGULARITY
↗	RUNOUT
↗↗	TOTAL RUNOUT
⌴	COUNTERBORE OR SPOTFACE
⌵	COUNTERSINK
⌖	THEORETICAL EXACT POSITION OF A FEATURE (TRUE POSITION)
∅	DIAMETER
S ∅	SPHERICAL DIAMETER
R	RADIUS
SR	SPHERICAL RADIUS
()	REFERENCE
BASIC (BSC) OR [DIM]	A THEORETICALLY EXACT DIMENSION USED TO DESCRIBE SIZE, SHAPE OR LOCATION OF A FEATURE. FROM THIS FEATURE PERMISSIBLE VARIATIONS ARE ESTABLISHED BY TOLERANCES ON OTHER DIMENSIONS OR NOTES.
[-A-]	DATUM
Ⓜ	MAXIMUM MATERIAL CONDITION (MMC)
Ⓛ	LEAST MATERIAL CONDITION (LMC)
Ⓢ	REGARDLESS OF FEATURE SIZE (RFS)
Ⓟ	PROJECTED TOLERANCE ZONE
FIM	FULL INDICATOR MOVEMENT

EXAMPLES

— 0.002	STRAIGHT WITHIN 0.002
⊥ 0.002 B	PERPENDICULAR TO DATUM B WITHIN 0.002
// 0.002 A	PARALLEL TO DATUM A WITHIN 0.002
○ 0.002	ROUND WITHIN 0.002
⌭ 0.010	CYLINDRICAL SURFACE MUST LIE BETWEEN TWO CONCENTRIC CYLINDERS, ONE OF WHICH HAS A RADIUS 0.010 INCH GREATER THAN THE OTHER
⌒ 0.006 A	EACH LINE ELEMENT OF THE SURFACE AT ANY CROSS SECTION MUST LIE BETWEEN TWO PROFILE BOUNDARIES 0.006 INCH APART RELATIVE TO DATUM A
⌓ 0.020 A	SURFACES MUST LIE WITHIN PARALLEL BOUNDARIES 0.020 INCH APART AND EQUALLY DISPOSED ABOUT TRUE PROFILE
◎ ∅ 0.0005 C	CONCENTRIC TO DATUM C WITHIN 0.0005 DIAMETER
⌯ 0.010 A	SYMMETRICAL WITH DATUM A WITHIN 0.010
∠ 0.005 A	ANGULAR TOLERANCE 0.005 WITH DATUM A
⌖ ∅ 0.002 Ⓢ B	LOCATED AT TRUE POSITION WITHIN 0.002 DIA RELATIVE TO DATUM B, REGARDLESS OF FEATURE SIZE
⊥ ∅ 0.010 Ⓜ A 0.510 Ⓟ	AXIS IS TOTALLY WITHIN A CYLINDER OF 0.010 INCH DIAMETER, PERPENDICULAR TO DATUM A, AND EXTENDING 0.510 INCH ABOVE DATUM A, MAXIMUM MATERIAL CONDITION
[2.000] OR 2.000 BSC	THEORETICALLY EXACT DIMENSION IS 2.000

True Position Dimensioning Symbols
Figure 601

K35844

REFINISH OF OTHER PARTS - REPAIR 1-1

1. General

   A. This procedure has the data necessary to refinish the parts which are not given in the specified repairs.

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

   C. Refer to IPL Fig. 1 for item numbers.

2. Refinish of Other Parts

   A. General

      (1) Instructions for the repair of the parts listed in Table 601 are for repair of the initial finish.

   B. Procedure

IPL FIG. & ITEM	MATERIAL	FINISH
IPL Fig. 1 No applicable items		

Refinish Details
Table 601

ROD END ASSEMBLY - REPAIR 2-1

273N1049-3

1. General

   A. This procedure has the data necessary to replace the bearing (165) on the rod end assembly (155).

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

   C. Refer to the REPAIR - GENERAL (32-32-36/601, REPAIR - GENERAL) for the Standard True Position Dimensioning Symbols shown in the repair.

   D. Refer to IPL Fig. 1 for item numbers.

2. Bearing Replacement

   A. Consumable Materials

      NOTE: Equivalent material can be used.

      (1) A00490 Sealant -- BMS 5-95 (SOPM 20-60-04)

   B. References

      (1) SOPM 20-41-01, Decoding Table for Boeing Finish Codes

      (2) SOPM 20-50-03, Bearing Removal, Installation and Retention

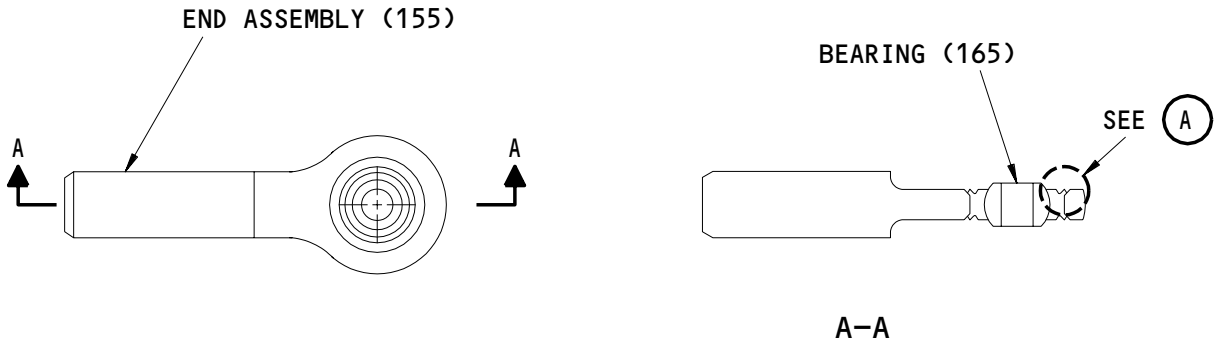
      (3) SOPM 20-60-04, Miscellaneous Materials

   C. Procedure (Fig. 601)

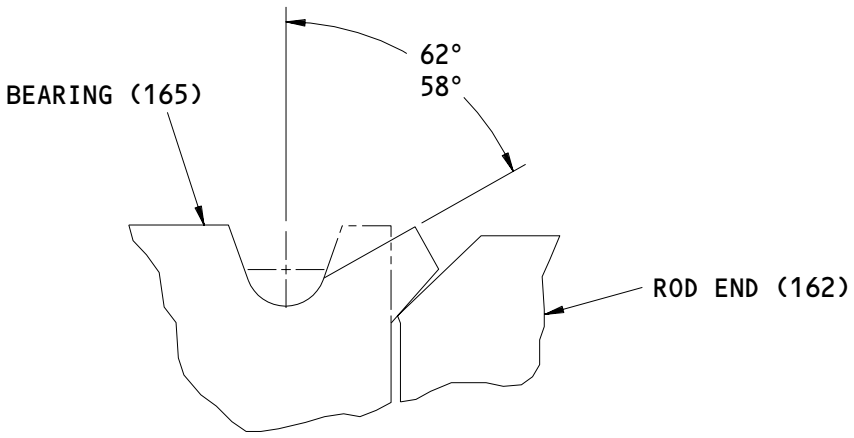
      (1) Remove the damaged bearing (165) from the rod end (162).

      (2) Install the new bearing (165) on the rod end (162) with BMS 5-95 sealant.

      (3) Roller or anvil swage the new bearing (165) per SOPM 20-50-03.



A–A



SWAGE DETAIL
A

125 ALL MACHINED SURFACES UNLESS SHOWN DIFFERENTLY

BREAK ALL SHARP EDGES

ITEM NUMBERS REFER TO IPL FIG. 1

ALL DIMENSIONS ARE IN INCHES

273N1049-3
Rod End Assembly Repair
Figure 601

K32319

ROD END - REPAIR 2-2

273N1049-4

1. General

A. This procedure has the data necessary to refinish the rod end (162).

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

C. Refer to the REPAIR - GENERAL (32-32-36/601, REPAIR - GENERAL) for the Standard True Position Dimensioning Symbols shown in the repair.

D. Refer to IPL Fig. 1 for item numbers.

E. General repair details:

(1) Material: Aluminum alloy

2. Rod End Refinish

A. Consumable Materials

NOTE: Equivalent material can be used.

(1) C00432 Primer -- BMS10-11, Type 1 (SOPM 20-60-02)

B. References

(1) SOPM 20-30-02, Stripping of Protective Finishes

(2) SOPM 20-41-01, Decoding Table For Boeing Finish Codes

(3) SOPM 20-60-02, Finishing Materials

C. Procedure

(1) Chromic acid anodize and apply BMS 10-11, type 1 primer (F-18.13).

VALVE ASSEMBLY - REPAIR 3-1

273T4581-1

1. General

   A. This procedure has the data necessary to replace the unions (25) on the valve assembly (20).

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

   C. Refer to the REPAIR - GENERAL (32-32-36/601, REPAIR - GENERAL) for the Standard True Position Dimensioning Symbols shown in the repair.

   D. Refer to IPL Fig. 1 for item numbers.

2. Union Replacement

   A. References

      (1) SOPM 20-41-01, Decoding Table for Boeing Finish Codes

      (2) SOPM 20-50-06, Installation of O-rings and Teflon Seals

      (3) BAC5001-6, Installation of Tube Fittings; Lubrication and Tightening

   B. Procedure

      (1) Remove the damaged union (25) and packing (30A) from the valve (35).

      (2) Install a new packing (30A) on the new union (25) per SOPM 20-50-06.

      (3) Install the new union (25) and new packing (30A) on the valve (35) per BAC5001-6.

      (4) Torque the new union (25) to the Aluminum Fitting torque values specified in BAC5001-6.

BRACKET ASSEMBLY - REPAIR 4-1

273T4583-1, -2

1. General

   A. This procedure has the data necessary to replace the bushings (70, 75) on the bracket assembly (60).

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

   C. Refer to the REPAIR - GENERAL (32-32-36/601, REPAIR - GENERAL) for the Standard True Position Dimensioning Symbols shown in the repair.

   D. Refer to IPL Fig. 1 for item numbers.

2. Bushing Replacement

   A. Consumable Materials

      NOTE: Equivalent material can be used.

      (1) A00490 Sealant -- BMS 5-95 (SOPM 20-60-04)

   B. References

      (1) SOPM 20-41-01, Decoding Table for Boeing Finish Codes

      (2) SOPM 20-50-03, Bearing Removal, Installation and Retention

      (3) SOPM 20-60-04, Miscellaneous Materials

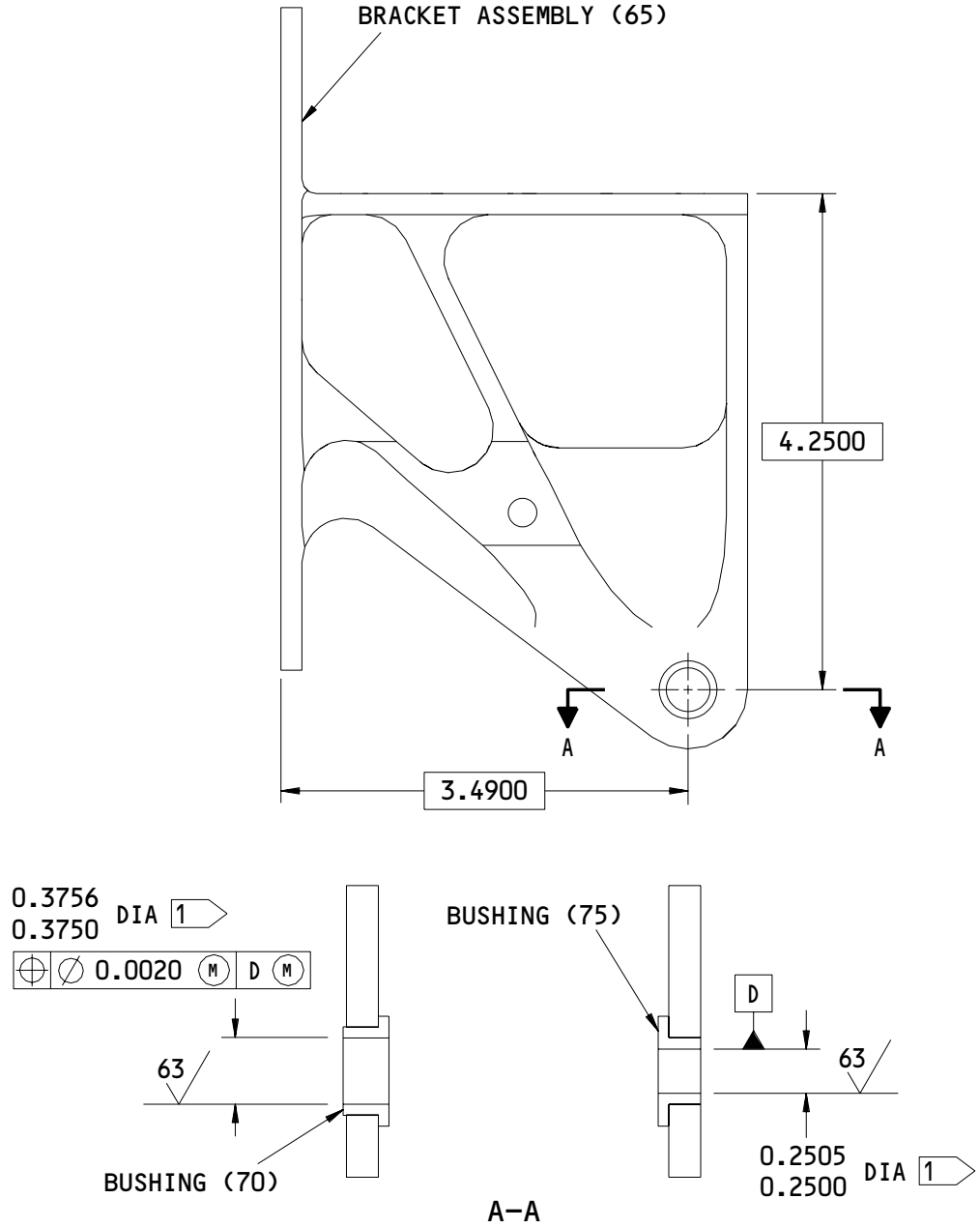
   C. Procedure

      (1) Remove the damaged bushing (70, 75) from the bracket (80).

      (2) Make sure the bushing hole on the bracket (80) is within 0.005 inch F.I.M to the outside diameter of the new bushing (70, 75).

      (3) Install the new bushing (70, 75) on the bracket (80) with BMS 5-95 sealant. Use the shrink fit method specified in SOPM 20-50-03.

      (4) Machine the inside diameter of the new bushing (70, 75) to the dimensions specified in Fig. 601.



A–A

1 BUSHING HOLE ON BRACKET MUST BE WITHIN 0.005 INCH F.I.M. TO THE OD OF THE NEW BUSHING

125 ALL MACHINED SURFACES UNLESS SHOWN DIFFERENTLY

BREAK ALL SHARP EDGES

ITEM NUMBERS REFER TO IPL FIG. 1

ALL DIMENSIONS ARE IN INCHES

273T4583-1,-2
Bracket Assembly Repair
Figure 601

K32376

BRACKET - REPAIR 4-2

273T4583-3, -4

1. General

A. This procedure has the data necessary to refinish the bracket (80, 85).

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

C. Refer to the REPAIR - GENERAL (32-32-36/601, REPAIR - GENERAL) for the Standard True Position Dimensioning Symbols shown in the repair.

D. Refer to IPL Fig. 1 for item numbers.

E. General repair details:

(1) Material: Aluminum alloy

2. Bracket Refinish

A. Consumable Materials

NOTE: Equivalent material can be used.

(1) C00259 Enamel -- BMS10-11, Type 2 (SOPM 20-60-02)

(2) C00432 Primer -- BMS 10-11, Type 1 (SOPM 20-60-02)

B. References

(1) SOPM 20-30-02, Stripping of Protective Finishes

(2) SOPM 20-41-01, Decoding Table For Boeing Finish Codes

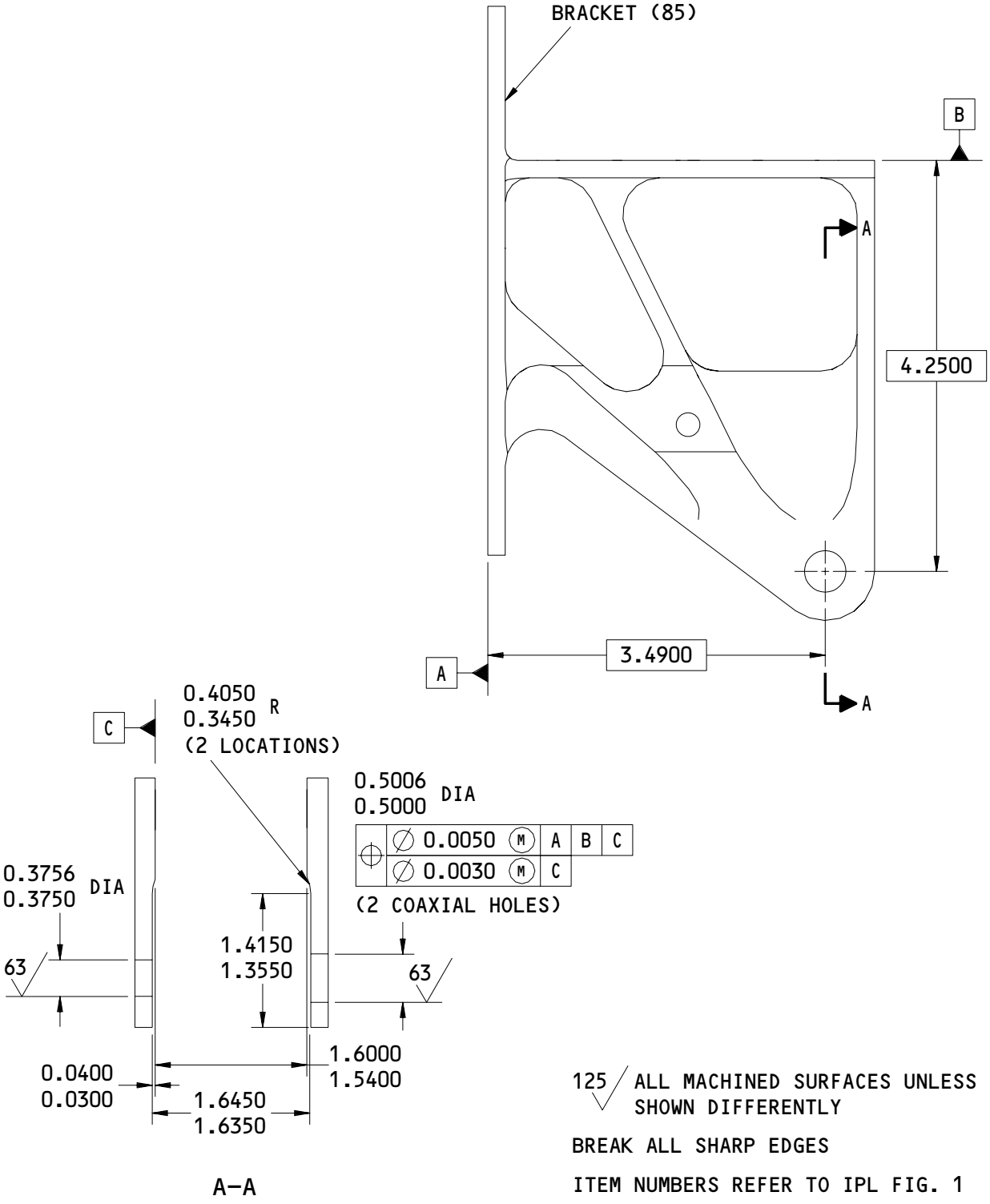
(3) SOPM 20-60-02, Finishing Materials

C. Procedure (Fig. 601)

(1) Boric acid-sulfuric acid anodize (F-17.31).

(2) Apply BMS 10-11, type 1 primer(F-20.02). No primer allowed in the bushing hole.

(3) Apply BMS 10-11, type 2 enamel (F-21.03). No enamel allowed in the bushing hole.



273T4583-3,-4
Bracket Repair
Figure 601

K32704

LINK ASSEMBLY - REPAIR 5-1

273T4585-1

1. General

A. This procedure has the data necessary to replace the bearings (115) on the link assembly (110).

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

C. Refer to the REPAIR - GENERAL (32-32-36/601, REPAIR - GENERAL) for the Standard True Position Dimensioning Symbols shown in the repair.

D. Refer to IPL Fig. 1 for item numbers.

2. Bearing Replacement

A. Consumable Materials

NOTE: Equivalent material can be used.

(1) A00490 Sealant -- BMS5-95 (SOPM 20-60-04)

B. References

(1) SOPM 20-41-01, Decoding Table for Boeing Finish Codes

(2) SOPM 20-50-03, Bearing Removal, Installation and Retention

(3) SOPM 20-60-04, Miscellaneous Materials

C. Procedure

(1) Remove the damaged bearing (115) from the link (120).

(2) Coat the inside diameter of the bushing hole on the link (120) and outside diameter of the bearing (115) with BMS 5-95 sealant.

CAUTION: DO NOT MISALIGN BALL FACE BEYOND SEAL.

(3) Wet install the new bearing (115) on the link (120). Roller swage the new bearing per SOPM 20-50-03.

LINK - REPAIR 5-2

273T4585-2

1. General

A. This procedure has the data necessary to refinish the link (120).

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

C. Refer to the REPAIR - GENERAL (32-32-36/601, REPAIR - GENERAL) for the Standard True Position Dimensioning Symbols shown in the repair.

D. Refer to IPL Fig. 1 for item numbers.

E. General repair details:

(1) Material: Aluminum alloy

2. Link Refinish

A. Consumable Materials

NOTE: Equivalent material can be used.

(1) C00259 Enamel -- BMS10-11, Type 2 (SOPM 20-60-02)

(2) C00432 Primer -- BMS 10-11, Type 1 (SOPM 20-60-02)

B. References

(1) SOPM 20-30-02, Stripping of Protective Finishes

(2) SOPM 20-41-01, Decoding Table For Boeing Finish Codes

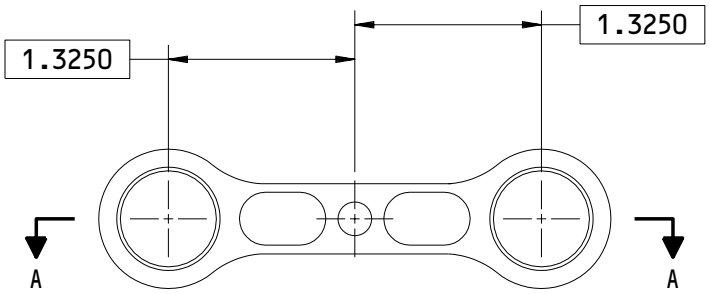
(3) SOPM 20-60-02, Finishing Materials

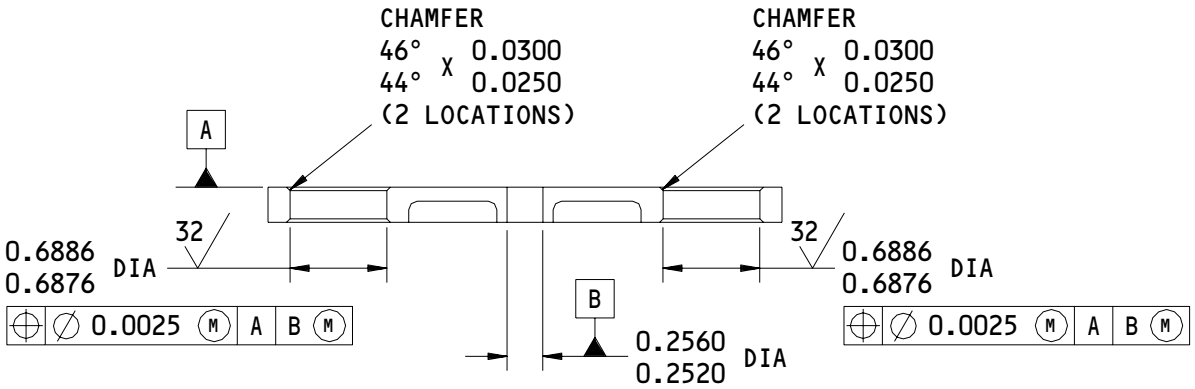
C. Procedure (Fig. 601)

(1) Boric acid-sulfuric acid anodize (F-17.31).

(2) Apply BMS 10-11, type 1 primer (F-20.02). No primer allowed in the bushing hole.

(3) Apply BMS 10-11, type 2 enamel (F-21.03). No enamel allowed in the bushing hole.





A–A

125 ALL MACHINED SURFACES UNLESS SHOWN DIFFERENTLY

BREAK ALL SHARP EDGES

ITEM NUMBERS REFER TO IPL FIG. 1

ALL DIMENSIONS ARE IN INCHES

273T4585-2
Link Repair
Figure 601

K32683

CONTROL ROD ASSEMBLY - REPAIR 6-1

273T4586-1

1. General

   A. This procedure has the data necessary to replace the bushings (70, 75) on the control rod assembly (150).

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

   C. Refer to the REPAIR - GENERAL (32-32-36/601, REPAIR - GENERAL) for the Standard True Position Dimensioning Symbols shown in the repair.

   D. Refer to IPL Fig. 1 for item numbers.

2. End Assembly (155) Replacement

   A. Consumable Materials

      NOTE: Equivalent material can be used.

      (1) A00490 Sealant -- BMS5-95 (SOPM 20-60-04)

   B. References

      (1) SOPM 20-41-01, Decoding Table for Boeing Finish Codes

      (2) SOPM 20-50-03, Bearing Removal, Installation and Retention

      (3) SOPM 20-50-19, General Sealing

      (4) SOPM 20-60-04, Miscellaneous Materials

   C. Procedure

      (1) Drill out and remove the rivets (185) from the rod (180).

      (2) Remove the damaged end assembly (155) from the rod (180).

         NOTE: To replace the bearing (165), see REPAIR 2-1.

      (3) Fay seal the end assembly (155) and rivets (185) to the rod (180) per SOPM 20-50-19.

(4) Install the new end assembly (155) on the rod (180):

(a) Make sure the distance between the centerline of end assembly (160) and end assembly (155) is as specified in Fig. 601.

(b) Make sure the new end assembly (155) is perpendicular to the end assembly (160)

(c) Make sure the holes on the new end assembly (155) are aligned to the holes on the rod (180).

(d) Install the rivets (185) on the rod (180). Use the squeeze method per BAC5004-1.

3. End Assembly (160) Replacement

A. Consumable Materials

NOTE: Equivalent material can be used.

(1) A00490 Sealant -- BMS5-95 (SOPM 20-60-04)

(2) C00308 Compound -- MIL-C-11796, Corrosion preventive (SOPM 20-60-03)

B. References

(1) SOPM 20-41-01, Decoding Table for Boeing Finish Codes

(2) SOPM 20-60-03, Lubricants

C. Procedure

(1) Loosen the nut (175) and turn it until you have enough room to remove the rod end lock (170) from the end assembly (160).

(2) Loosen the rod end lock (170) from the rod (180).

(3) Remove the damaged end assembly (160) from the rod (180)

NOTE: To replace the bearing (165), see REPAIR 7-1.

(4) Remove the rod end lock (170) and the nut (175) from the end assembly (160).

(5) Apply MIL-C-11796 or MIL-C-25013 corrosion preventive compound on the threads of the new end assembly (160) and the threads inside rod (180).

(6) Install the nut (175) and the rod end lock (170) on the end assembly (160). Make sure the notch on the rod end lock (170) is in the slot on the rod end (163).

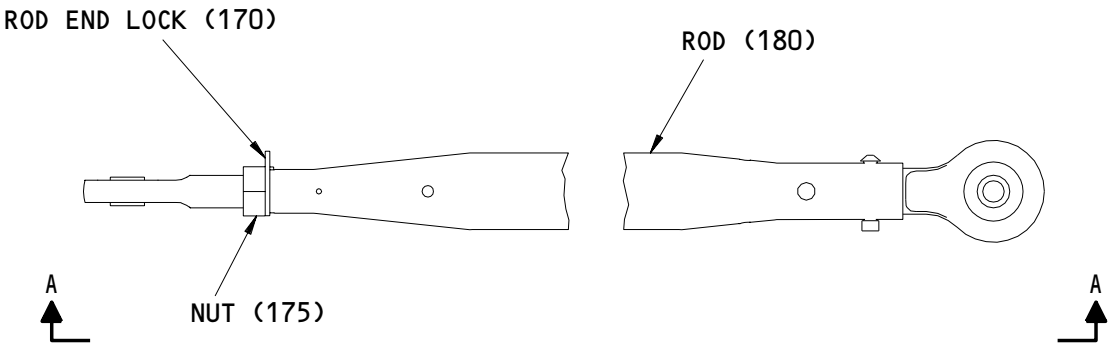
(7) Install the new end assembly (160) on the rod (180):

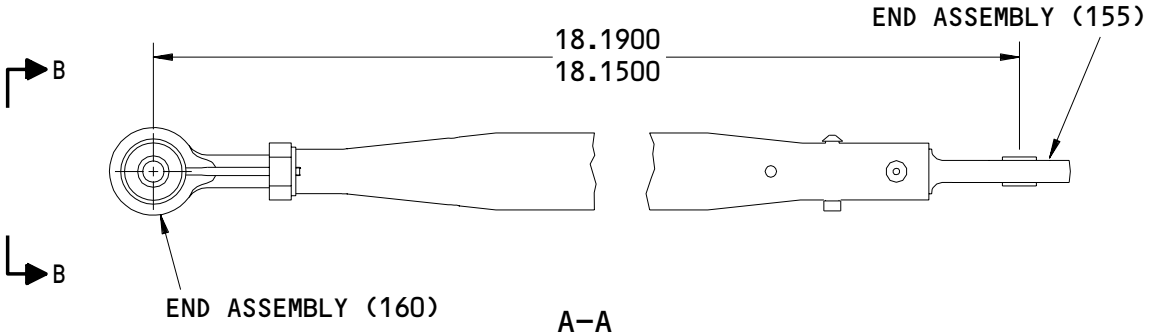
(a) Make sure the notch on the rod end lock (170) is in the slot on the rod (180).

(b) Make sure the distance between the centerline of end assembly (160) and end assembly (155) is as specified in Fig. 601.

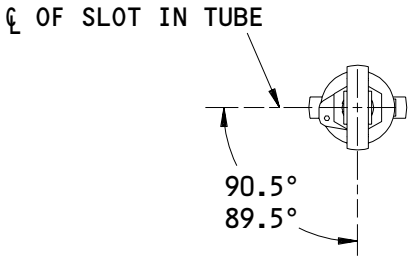
(c) Make sure the orientation of the end assembly (160) is as specified in Fig. 601.

(d) Use your fingers to tighten the nut (175) on the end assembly (160).





A–A



B–B

125 ALL MACHINED SURFACES UNLESS SHOWN DIFFERENTLY

BREAK ALL SHARP EDGES

ITEM NUMBERS REFER TO IPL FIG. 1

ALL DIMENSIONS ARE IN INCHES

273T4586-1
Control Rod Assembly Repair
Figure 601

K32646

ROD - REPAIR 6-2

273T4586-2

1. General

A. This procedure has the data necessary to refinish the rod (180).

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

C. Refer to the REPAIR - GENERAL (32-32-36/601, REPAIR - GENERAL) for the Standard True Position Dimensioning Symbols shown in the repair.

D. Refer to IPL Fig. 1 for item numbers.

E. General repair details:

(1) Material: Aluminum alloy

2. Rod Refinish

A. Consumable Materials

NOTE: Equivalent material can be used.

(1) C00259 Enamel -- BMS 10-11, Type 2 (SOPM 20-60-02)

(2) C00432 Primer -- BMS 10-11, Type 1 (SOPM 20-60-02)

B. References

(1) SOPM 20-30-02, Stripping of Protective Finishes

(2) SOPM 20-41-01, Decoding Table For Boeing Finish Codes

(3) SOPM 20-60-02, Finishing Materials

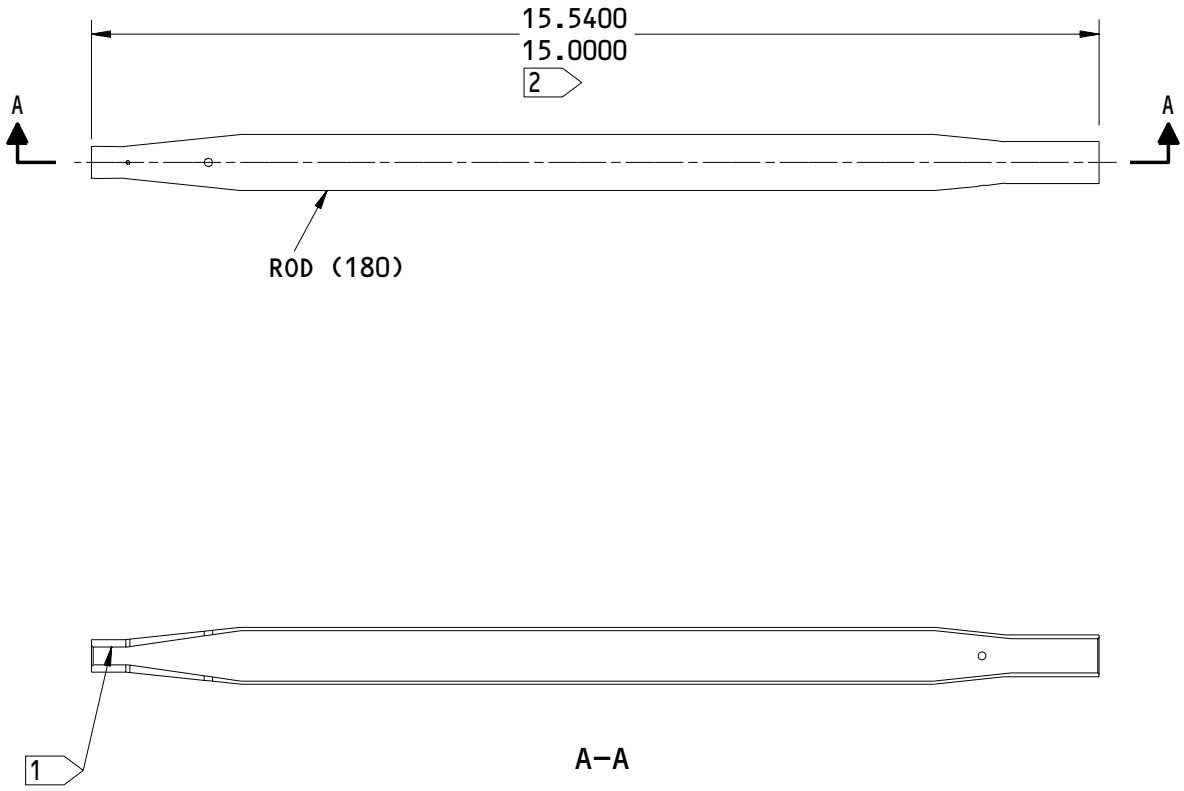
C. Procedure (Fig. 601)

(1) Chemical treat (F-17.08).

(2) Chemical treat (F-17.07) on area indicated by flagnote 1.

(3) Apply BMS 10-11, type 2 enamel (F-21.15) on area indicated by flagnote 2.

(4) Apply BMS 10-11, type 1 primer (F-20.55) all over except in areas indicated by flagnotes 1 and 2.



1 F-17.07

2 F-21.15

125 ALL MACHINED SURFACES UNLESS SHOWN DIFFERENTLY

BREAK ALL SHARP EDGES

ITEM NUMBERS REFER TO IPL FIG. 1

ALL DIMENSIONS ARE IN INCHES

273T4586-2
Rod Repair
Figure 601

K32564

ROD END ASSEMBLY - REPAIR 7-1

273T4587-1

1. General

A. This procedure has the data necessary to replace the bearing (165) on the rod end assembly (160).

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

C. Refer to the REPAIR - GENERAL (32-32-36/601, REPAIR - GENERAL) for the Standard True Position Dimensioning Symbols shown in the repair.

D. Refer to IPL Fig. 1 for item numbers.

2. Bearing Replacement

A. Consumable Materials

NOTE: Equivalent material can be used.

(1) A00490 Sealant -- BMS5-95 (SOPM 20-60-04)

B. References

(1) SOPM 20-41-01, Decoding Table for Boeing Finish Codes

(2) SOPM 20-50-03, Bearing Removal, Installation and Retention

(3) SOPM 20-60-04, Miscellaneous Materials

C. Procedure

(1) Remove the damaged bearing (165) from the rod end (163).

(2) Install the new bearing (165) on the rod end (163) with BMS 5-95 sealant.

(3) Swage the new bearing (165) per SOPM 20-50-03.

ROD END - REPAIR 7-2

273T4587-2

1. General

A. This procedure has the data necessary to refinish the rod end (163).

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

C. Refer to the REPAIR - GENERAL (32-32-36/601, REPAIR - GENERAL) for the Standard True Position Dimensioning Symbols shown in the repair.

D. Refer to IPL Fig. 1 for item numbers.

E. General repair details:

(1) Material: 15-5 PH
Heat treat 150-170 ksi

2. Rod End Refinish

A. References

(1) SOPM 20-30-02, Stripping of Protective Finishes

(2) SOPM 20-41-01, Decoding Table For Boeing Finish Codes

B. Procedure

(1) Passivate (F-17.25) except on the threads.

(2) (F-16.11) on the threads.

CRANK ASSEMBLY - REPAIR 8-1

273T4592-1

1. General

A. This procedure has the data necessary to replace the bushings (130 , 135, 140) on the crank assembly (125).

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

C. Refer to the REPAIR - GENERAL (32-32-36/601, REPAIR - GENERAL) for the Standard True Position Dimensioning Symbols shown in the repair.

D. Refer to IPL Fig. 1 for item numbers.

2. Bushing (130, 135) Replacement

A. Consumable Materials

NOTE: Equivalent material can be used.

(1) A00490 Sealant -- BMS5-95 (SOPM 20-60-04)

B. References

(1) SOPM 20-41-01, Decoding Table for Boeing Finish Codes

(2) SOPM 20-50-03, Bearing Removal, Installation and Retention

(3) SOPM 20-60-04, Miscellaneous Materials

C. Procedure

(1) Remove the damaged bushing (130, 135) from the crank (145).

(2) Make sure the bushing hole on the crank (145) is within 0.006 inch F.I.M to the outside diameter of the new bushing (130, 135).

(3) Install the new bushing (130, 135) on the crank (145) with BMS 5-95 sealant. Use the shrink fit method specified in SOPM 20-50-03.

(4) Machine the inside diameter of the new bushing (130, 135) to the dimensions specified in Fig. 601.

3. Bushing (140) Replacement

A. Consumable Materials

NOTE: Equivalent material can be used.

(1) A00490 Sealant -- BMS5-95 (SOPM 20-60-04)

B. References

(1) SOPM 20-41-01, Decoding Table for Boeing Finish Codes

(2) SOPM 20-50-03, Bearing Removal, Installation and Retention

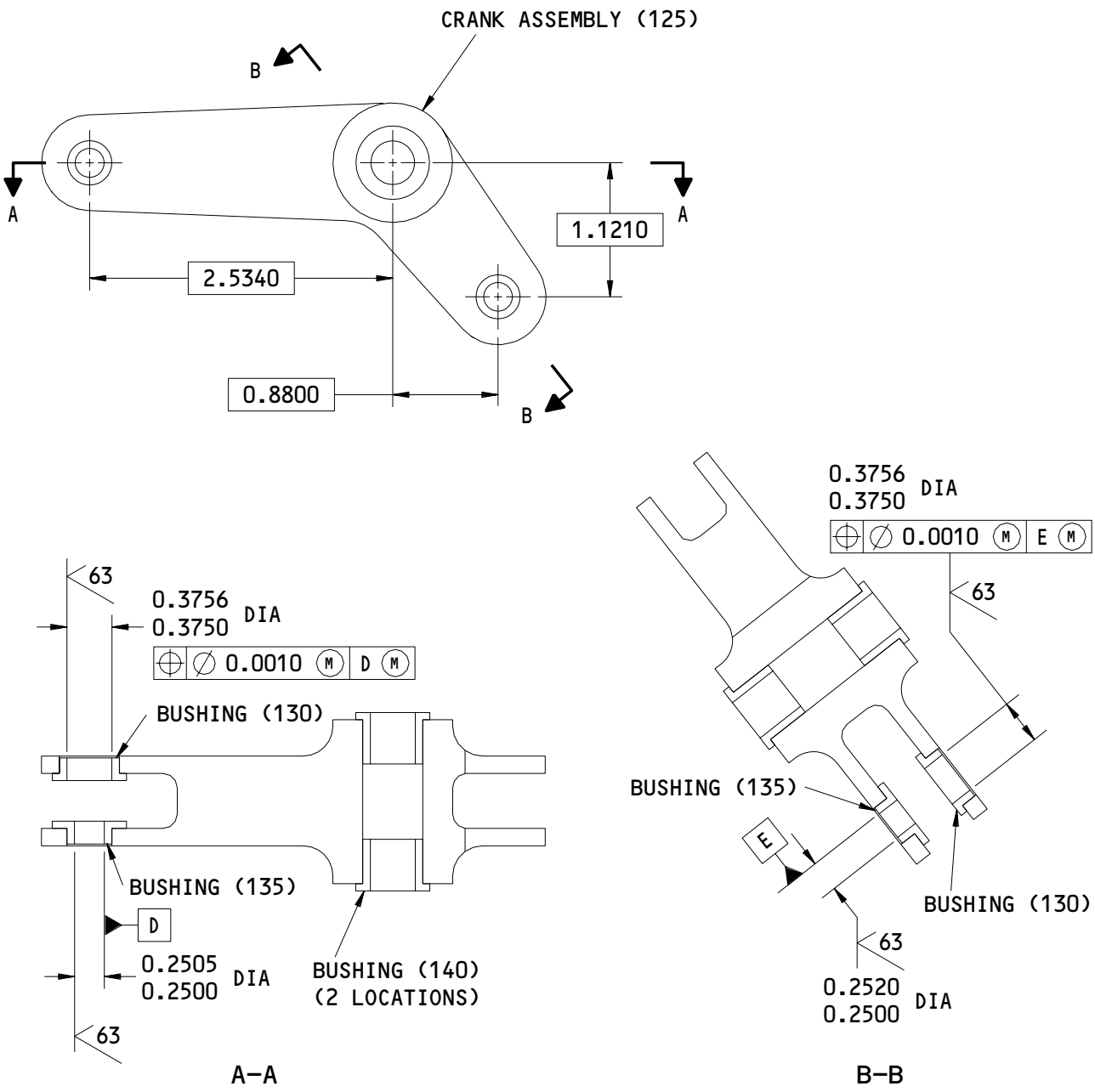
(3) SOPM 20-60-04, Miscellaneous Materials

C. Procedure

(1) Remove the damaged bushing (140) from the crank (145).

(2) Install the new bushing (140) on the crank (145) with BMS 5-95 sealant. Use the shrink fit method specified in SOPM 20-50-03.

NOTE: Bushing (140) has a special liner on the inside diameter. Installation of the liner is a proprietary process.



125 ALL MACHINED SURFACES UNLESS SHOWN DIFFERENTLY

BREAK ALL SHARP EDGES

ITEM NUMBERS REFER TO IPL FIG. 1

ALL DIMENSIONS ARE IN INCHES

273T4592-1
Crank Assembly Repair
Figure 601

CRANK - REPAIR 8-2

273T4592-2

1. General

A. This procedure has the data necessary to refinish the crank (145).

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

C. Refer to the REPAIR - GENERAL (32-32-36/601, REPAIR - GENERAL) for the Standard True Position Dimensioning Symbols shown in the repair.

D. Refer to IPL Fig. 1 for item numbers.

E. General repair details:

(1) Material: Aluminum alloy

2. Crank Refinish

A. Consumable Materials

NOTE: Equivalent material can be used.

(1) C00259 Enamel -- BMS10-11, Type 2 (SOPM 20-60-02)

(2) C00432 Primer -- BMS 10-11, Type 1 (SOPM 20-60-02)

B. References

(1) SOPM 20-30-02, Stripping of Protective Finishes

(2) SOPM 20-41-01, Decoding Table For Boeing Finish Codes

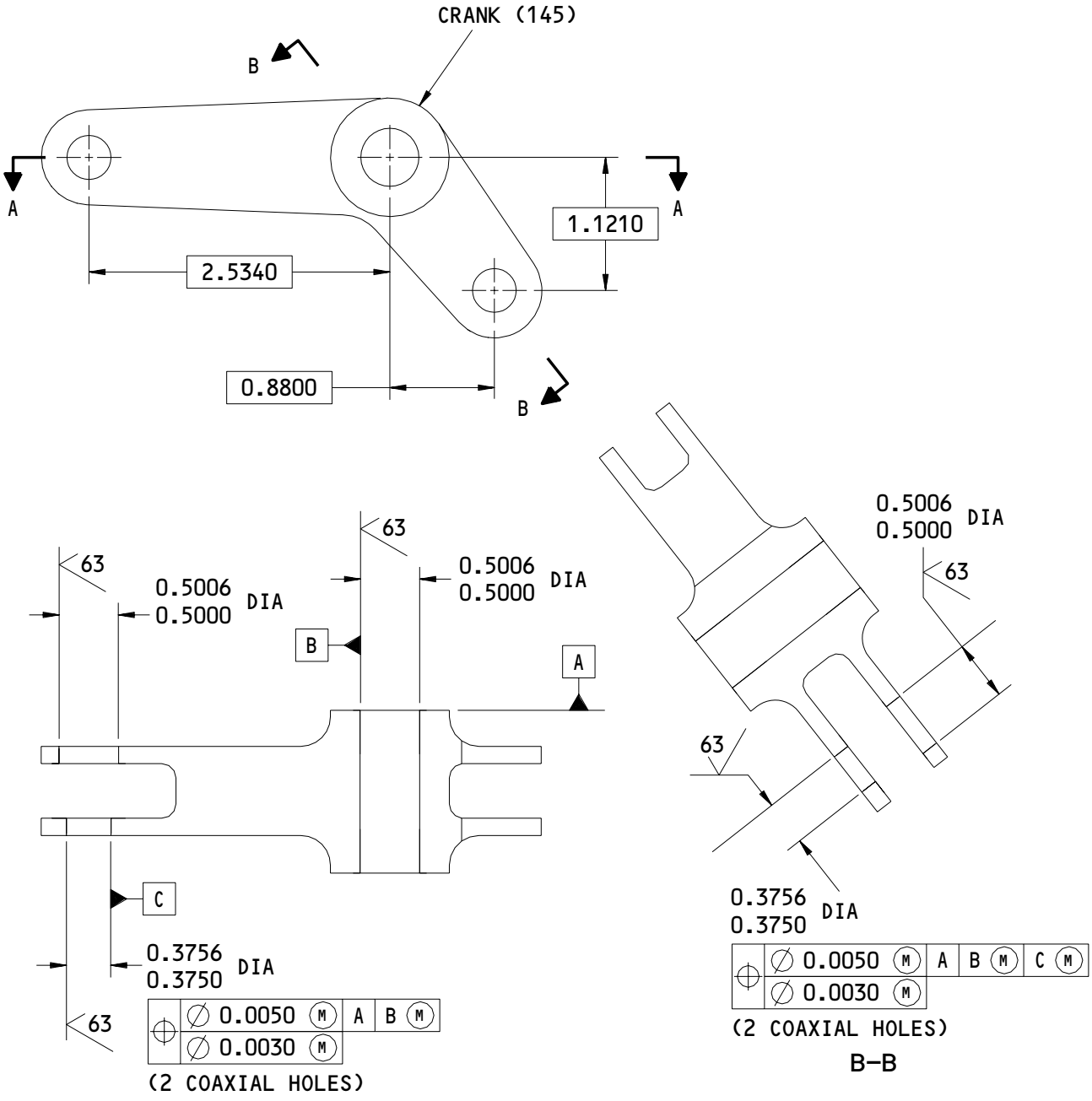
(3) SOPM 20-60-02, Finishing Materials

C. Procedure (Fig. 601)

(1) Boric acid-sulfuric acid anodize (F-17.31).

(2) Apply BMS 10-11, type 1 primer(F-20.02). No primer allowed in the bushing hole.

(3) Apply BMS 10-11, type 2 enamel (F-21.03). No enamel allowed in the bushing hole.



125 ALL MACHINED SURFACES UNLESS SHOWN DIFFERENTLY

BREAK ALL SHARP EDGES

ITEM NUMBERS REFER TO IPL FIG. 1

ALL DIMENSIONS ARE IN INCHES

273T4592-2
Crank Repair
Figure 601

K32524

ASSEMBLY

1. General

   A. This procedure has the data necessary to assemble the door operated sequence valve mechanism assembly (1A).

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

   C. Refer to IPL Fig. 1 for item numbers.

2. Assembly

   A. Consumable Materials

      NOTE: Equivalent material can be used.

      (1) G01395 Compound -- BMS3-27, Corrosion inhibiting (SOPM 20-60-02)

   B. References

      (1) SOPM 20-50-01, Bolt and Nut Installation

      (2) SOPM 20-60-02, Finishing Materials

   C. Procedure

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

      (2) Install the valve assembly (20) on the bracket assembly (60, 65):

         WARNING: BMS 3-27 COMPOUND CONTAINS ASBESTOS, TOLUENE, XYLENE, STRONTIUM CHROMATE AND BARIUM CHROMATE. CONSULT APPLICABLE SAFETY STANDARDS PERSONNEL FOR THE APPROVED HANDLING PRECAUTIONS.

         CAUTION: BMS 3-27 COMPOUND IS ONLY USED IN STATIC JOINTS WHERE GREASE CANNOT BE APPLIED. BMS 3-27 COMPOUND IN DYNAMIC JOINTS WILL NOT LET THEM MOVE FREELY.

         (a) Apply BMS 3-27 corrosion inhibiting material to the shank and threads of the bolts (5).

(b) Install the valve assembly (20) on the bracket assembly (60, 65) with bolts (5), washers (10), and nuts (15). Use one washer under the bolt head and one under the nut.

(3) Install the link assembly (110) on the valve assembly (20) with bolt (5), washers (10), and nut (15). Use one washer under the bolt head and one under the nut.

(4) Install the crank assembly (125) on the link assembly (110) with bolt (90), washers (95), bushing (105) and nut (100). Use one washer under the bolt head and one under the nut.

(5) Attach the crank assembly (125) to the bracket assembly (60, 65) with bolt (40), washers (45), bushing (55) and nut (50).

(6) Install end assembly (155) of the control rod assembly (150) on the crank assembly (110) with bolt (90), washers (95), bushing (105) and nut (100). Use one washer under the bolt head and one under the nut.

NOTE: Make sure the tip of the rod end lock (170) is away from the bracket assembly (60, 65).

(7) After assembly and before part marking, do this functional test:

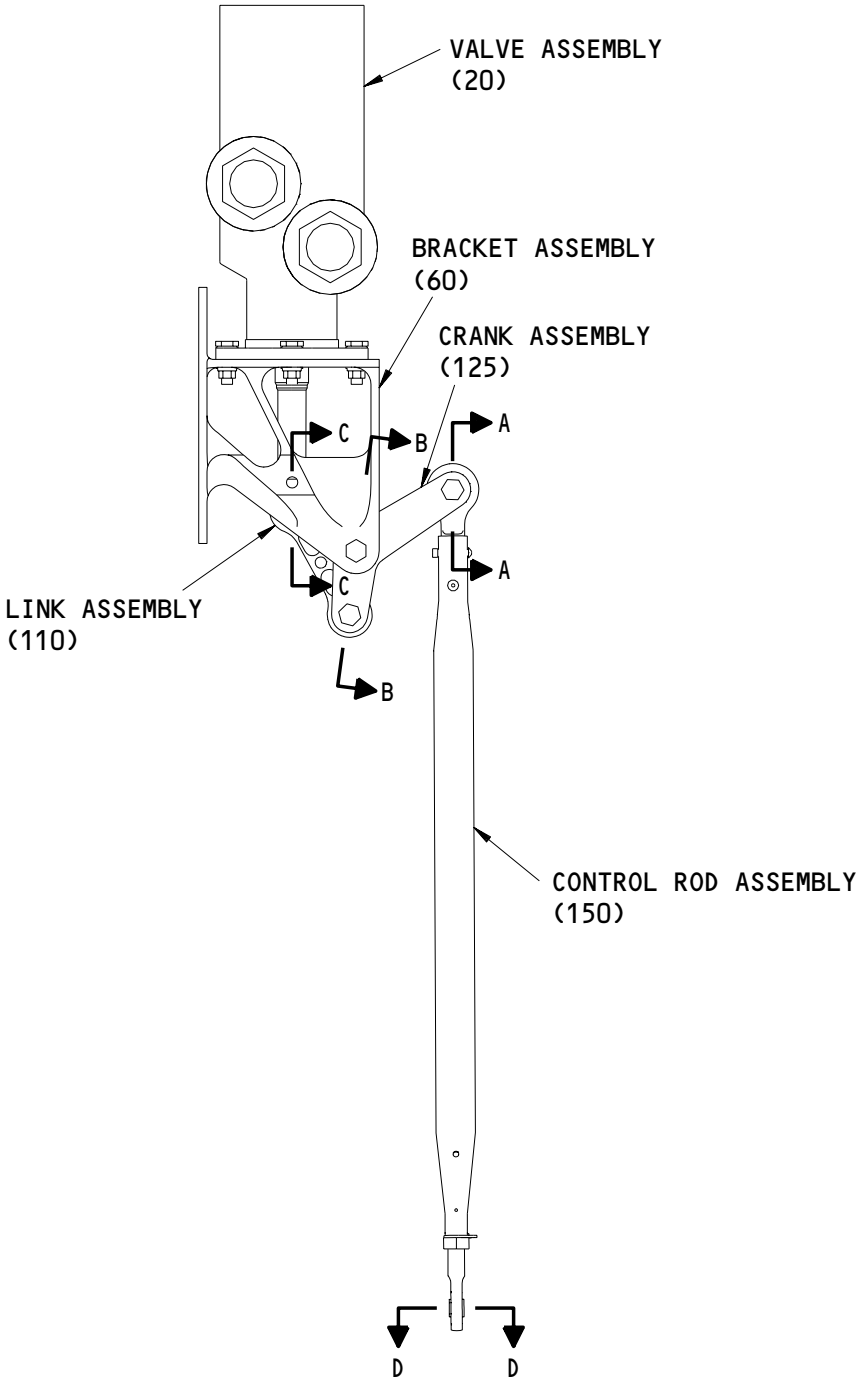
(a) Make sure the crank (145) is free to move through the full range of motion from the DOOR CLOSE position to the DOOR OPEN position.

(8) Prepare the unit for storage:

(a) Rotate the crank assembly (125) to approximately align the rig pin hole in the link assembly (110) with the rig pin hole in the bracket assembly (60, 65).

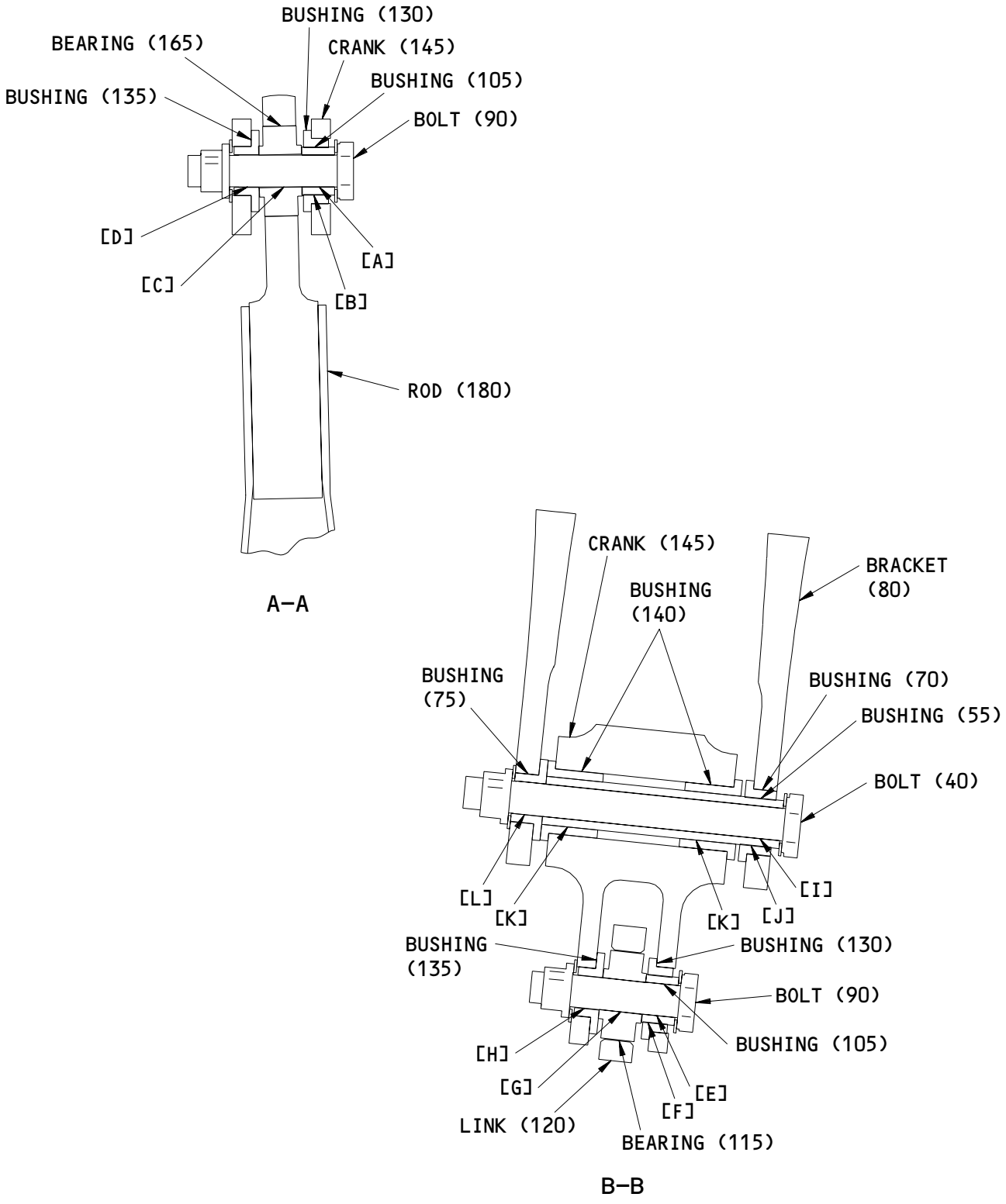
(b) Rotate the control rod assembly (150) and secure it to the valve assembly (20) with plastic tie.

FITS AND CLEARANCES



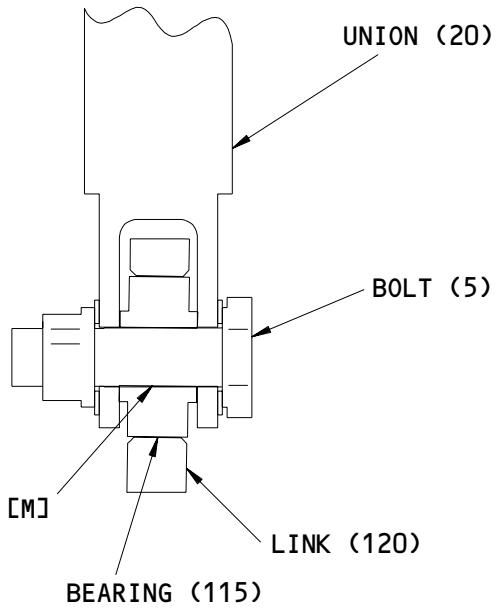
Fits and Clearances
Figure 801 (Sheet 1)

K32789

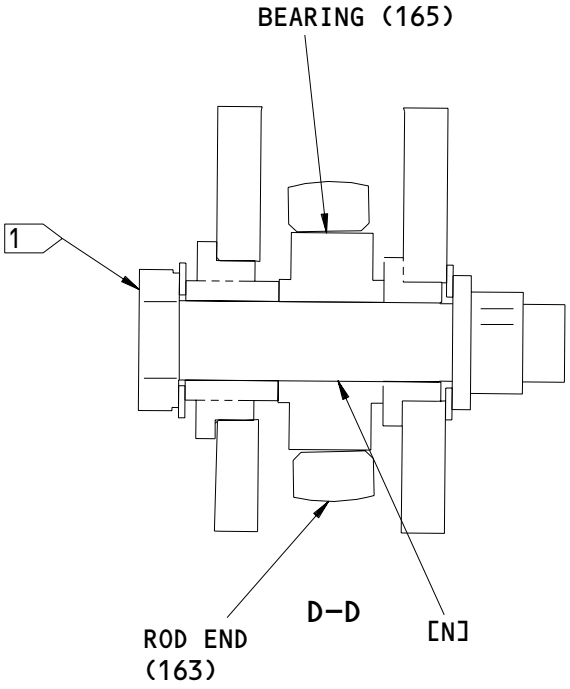


Fits and Clearances
Figure 801 (Sheet 2)

K32824



C–C



ITEM NUMBERS REFER TO IPL FIG. 1

Fits and Clearances
Figure 801 (Sheet 3)

K32860

REF LETTER	REF IPL FIG. 1, MATING ITEM NO.	DESIGN DIMENSION*				SERVICE WEAR LIMIT*		
		DIMENSION		ASSEMBLY CLEARANCE		DIMENSION		MAXIMUM CLEARANCE
		MIN	MAX	MIN	MAX	MIN	MAX	
[A]	ID 105	0.2500	0.2505	0.0005	0.0020			
	OD 90	0.2485	0.2495					
[B]	ID 130	0.3750	0.3756	0.0005	0.0016			
	OD 105	0.3740	0.3745					
[C]	ID 165	0.2500	0.2505	0.0005	0.0020			
	OD 90	0.2485	0.2495					
[D]	ID 135	0.2500	0.2505	0.0005	0.0020			
	OD 90	0.2485	0.2495					
[E]	ID 105	0.2500	0.2505	0.0005	0.0020			
	OD 90	0.2485	0.2495					
[F]	ID 130	0.3750	0.3756	0.0005	0.0016			
	OD 105	0.3740	0.3745					
[G]	ID 115	0.2500	0.2505	0.0005	0.0020			
	OD 90	0.2485	0.2495					
[H]	ID 135	0.2500	0.2505	0.0005	0.0020			
	OD 90	0.2485	0.2495					
[I]	ID 55	0.2500	0.2505	0.0005	0.0020			
	OD 40	0.2485	0.2495					
[J]	ID 70	0.3750	0.3756	0.0005	0.0016			
	OD 55	0.3740	0.3745					
[K]	ID 140	0.3755	0.3765	0.0010	0.0025			
	OD 55	0.3740	0.3745					

Fits and Clearances
Figure 801 (Sheet 4)

K32882

REF LETTER	REF IPL FIG. 1, MATING ITEM NO.	DESIGN DIMENSION*				SERVICE WEAR LIMIT*		
		DIMENSION		ASSEMBLY CLEARANCE		DIMENSION		MAXIMUM CLEARANCE
		MIN	MAX	MIN	MAX	MIN	MAX	
[L]	ID 75	0.2500	0.2505	0.0005	0.0020			
	OD 40	0.2485	0.2495					
[M]	ID 115	0.2500	0.2505	0.0005	0.0020			
	OD 5	0.2485	0.2495					
[N]	ID 165	0.2500	0.2505	0.0005	0.0020			
	OD 1	0.2485	0.2495					

* ALL DIMENSIONS ARE IN INCHES

1 INSTALLATION BOLT P/N BACB30NR4K13

Fits and Clearances
Figure 801 (Sheet 5)

K32916

ILLUSTRATED PARTS LIST

1. This section lists and illustrates replaceable or repairable component parts. The Illustrated Parts Catalog contains a complete explanation of the Boeing part numbering system.

2. Indentures show parts relationships as follows:

    Assembly
      Detail Parts for Assembly
      Subassembly
      Attaching Parts for Subassembly
        Detail Parts for Subassembly

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

3. One use code letter (A, B, C, etc.) is assigned in the EFF CODE column for each variation of top assembly. All listed parts are used on all top assemblies except when limitations are shown by use code letter opposite individual part entries.

4. Letter suffixes (alpha-variants) are added to item numbers for optional parts, Service Bulletin modification parts, configuration differences (Except left- and right-hand parts), product improvement parts, and parts added between two sequential item numbers. The alpha-variant is not shown on illustrations when appearance and location of all variants of the part is the same.

5. Service Bulletin modifications are shown by the notations PRE SB XXXX and POST SB XXXX.

    A. When a new top assembly part number is assigned by Service Bulletin, the notations appear at the top assembly level only. The configuration differences at detail part level are then shown by use code letter.

    B. When the top assembly part number is not changed by the Service Bulletin, the notations appear at the detail part level.

6. Parts Interchangeability

Optional (OPT)	The parts are optional to and interchangeable with other parts having the same item number.
Supersedes, Superseded By (SUPSDS, SUPSD BY)	The part supersedes and is not interchangeable with the original part.
Replaces, Replaced By (REPLS, REPLD BY)	The part replaces and is interchangeable with, or is an alternate to, the original part.

VENDORS

15653 KAYNAR TECHNOLOGY KAYNAR DIV
800 SOUTH STATE COLLEGE BLVD PO BOX 3001
FULLERTON, CALIFORNIA 92634-3001
FORMERLY KAYNAR MICRODOT AEROSPACE FASTENING SYSTEM
FORMERLY MICRODOT INC AEROSP FASTENING SYS KAYNAR MFG DIV

15860 NEW HAMPSHIRE BALL BEARINGS, INCORPORATED ASTRO DIVISION
155 LEXINGTON AVENUE
LACONIA, NEW HAMPSHIRE 03246-2937
FORMERLY ASTRO BEARING CORP, LOS ANGELES, CALIF.

50294 NEW HAMPSHIRE BALL BEARINGS INC
9730 INDEPENDENCE AVENUE PO BOX 2515
CHATSWORTH, CALIFORNIA 91311-4323
FORMERLY NIPPON MINATURE BEARING CORP V23589 AND NMB AMERICA INC AND NMB INC

50632 KAMATICS CORP SUB OF KAMAN CORP
1335 BLUE HILLS ROAD
BLOOMFIELD, CONNECTICUT 06002-1304

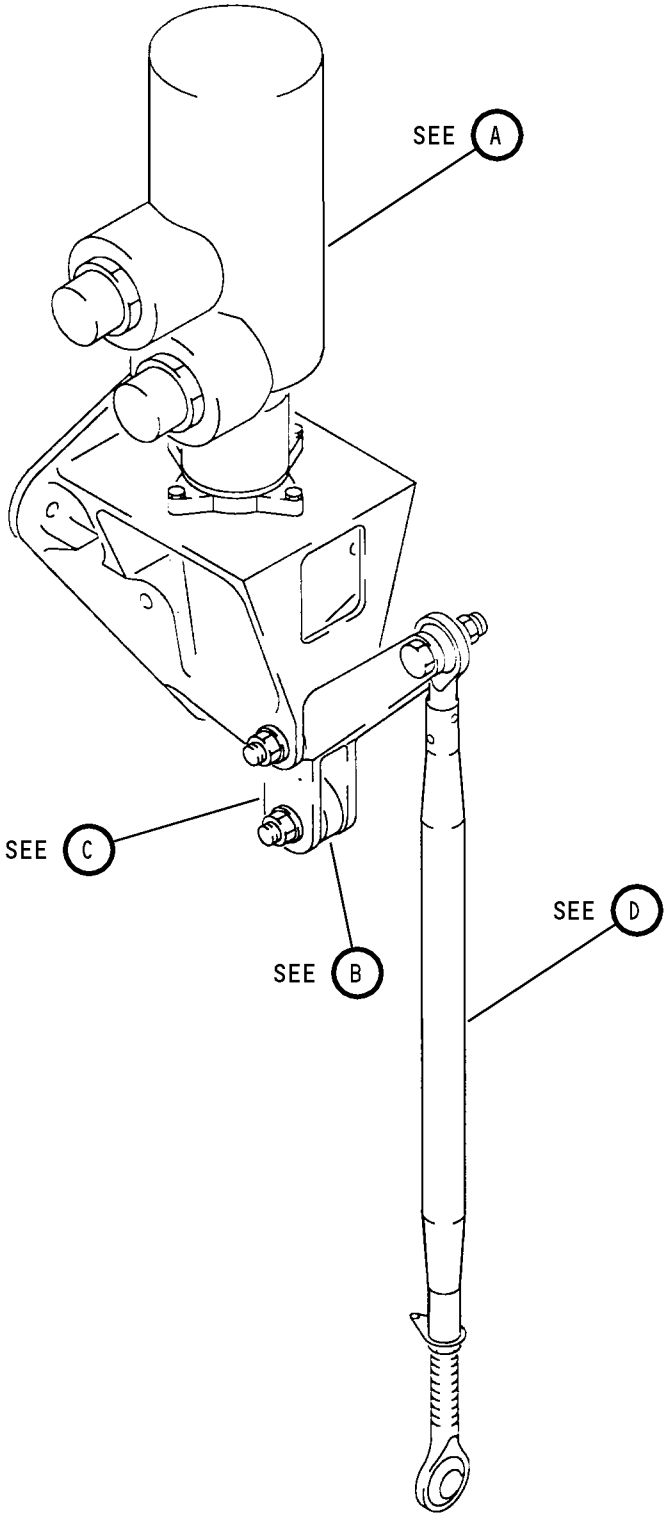
62554 SIMMONDS MECAERO FASTENERS INC
1734 SEQUOIA AVENUE
ORANGE, CALIFORNIA 92668

73134 IMO INDUSTRIES INC HEIM BEARINGS DIV
60 ROUND HILL ROAD PO BOX 430
FAIRFIELD, CONNECTICUT 06430
FORMERLY INCOM INTL INC HEIM DIV; FORMERLY HEIM UNIVERSAL CORP INCOM INTL INC; FORMERLY HEIM DIV INCOM INTL

97613 SARGENT CONTROLS & AEROSPACE/KAHR BEARING DIV
5675 W BURLINGAME RD
TUCSON, ARIZONA 85743
FORMERLY AETNA STEEL PROD KAHR BEARING DIV V96579
FORMERLY SARGENT IND KAHR BEARING DIV, BURBANK, CALIFORNIA

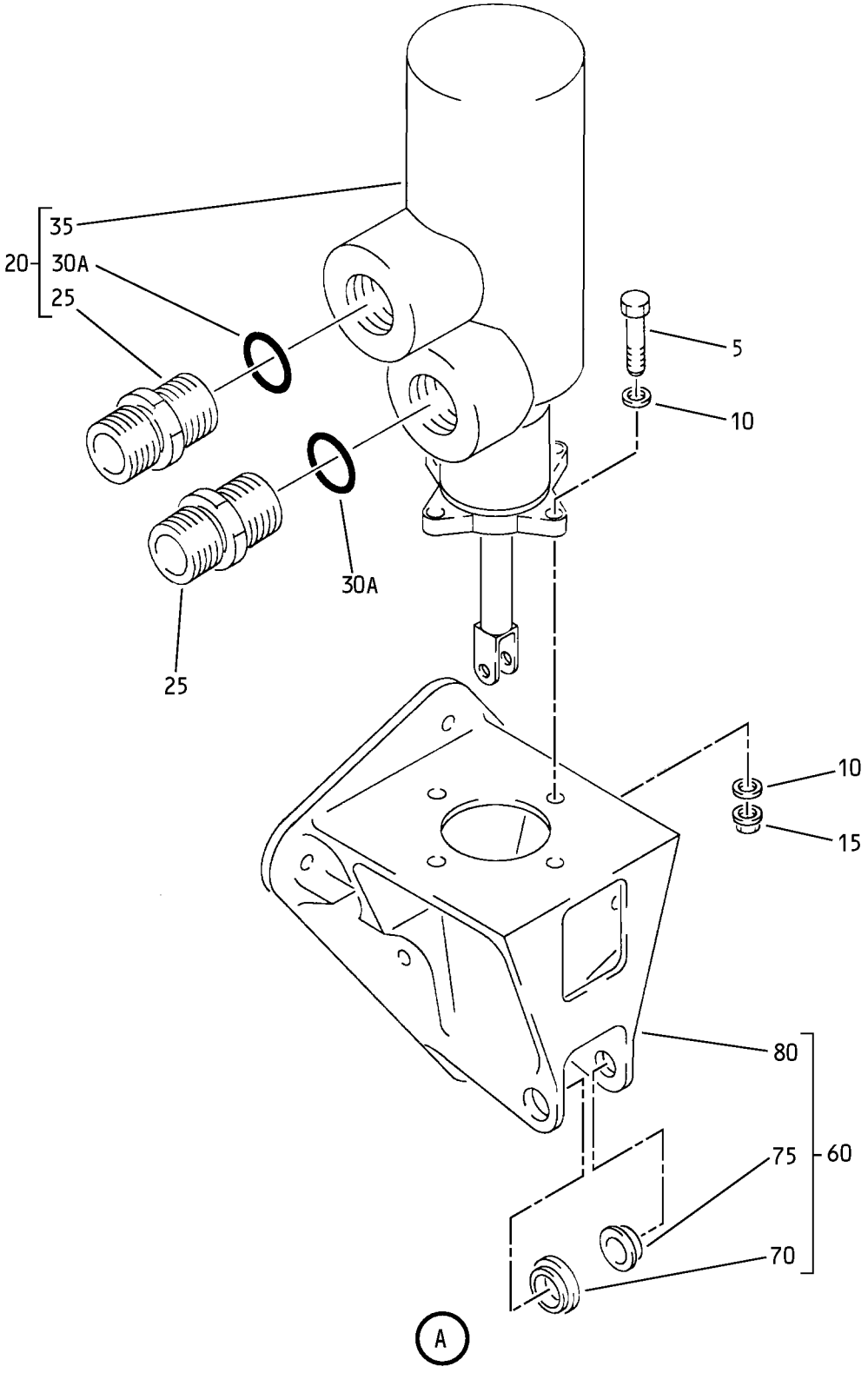
PART NUMBER	AIRLINE PART NO.	FIG.	ITEM	TTL REQ
ADB4V3O1NC		1	115	2
		1	165	2
BACB1OFBO4GC		1	115	2
		1	165	2
BACB28AKO4-O25		1	105	2
BACB28AKO4-182		1	55	1
BACB28ATO6BO13C		1	130	2
BACB28ATO6BO18C		1	70	1
BACB28AXO4CO13		1	135	2
BACB28AXO4CO18		1	75	1
BACB28AYO6BO37A		1	140	2
BACB3ONR4K12		1	90	2
BACB3ONR4K33		1	40	1
BACB3ONR4K7		1	5	5
BACN1OYR4CD		1	15	5
		1	50	1
		1	100	2
BACR15FT5D		1	185	2
BACW1OBP42NDP		1	10	10
		1	45	2
		1	95	4
HTFBO4		1	115	2
		1	165	2
H52732-4CD		1	15	5
		1	50	1
		1	100	2
KNDB4-7O		1	115	2
		1	165	2
KSC1457OOBZ4GC		1	115	2
		1	165	2
MS14227-6		1	170	1
MS219O2-12T		1	25	2
NAS1612-12A		1	30A	2
NAS5O9-6C		1	175	1
NRRSO4FBGC		1	115	2
		1	165	2
PLH54CD		1	15	5
		1	50	1
		1	100	2

PART NUMBER	AIRLINE PART NO.	FIG.	ITEM	TTL REQ
S273T453-1		1	35	1
WES04GC		1	115	2
		1	165	2
213N1049-4		1	162	1
273N1049-3		1	155	1
273T4581-1		1	20	1
273T4582-1		1	1A	RF
273T4582-2		1	1B	RF
273T4583-1		1	60	1
273T4583-2		1	65	1
273T4583-3		1	80	1
273T4583-4		1	85	1
273T4585-1		1	110	1
273T4585-2		1	120	1
273T4586-1		1	150	1
273T4586-2		1	180	1
273T4587-1		1	160	1
273T4587-2		1	163	1
273T4592-1		1	125	1
273T4592-2		1	145	1



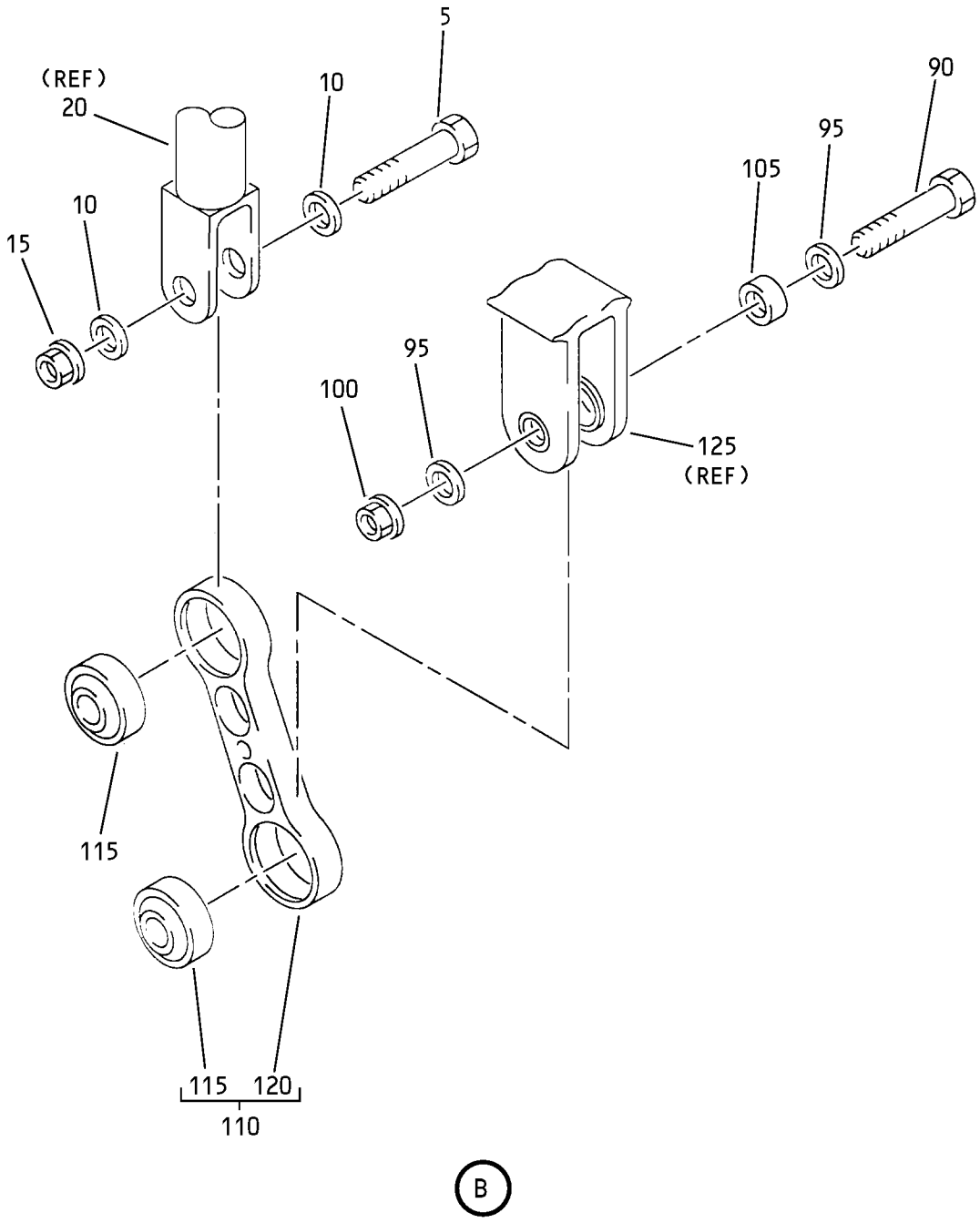
Door Operated Sequence Valve Mechanism Assembly
Figure 1 (Sheet 1)

K17536



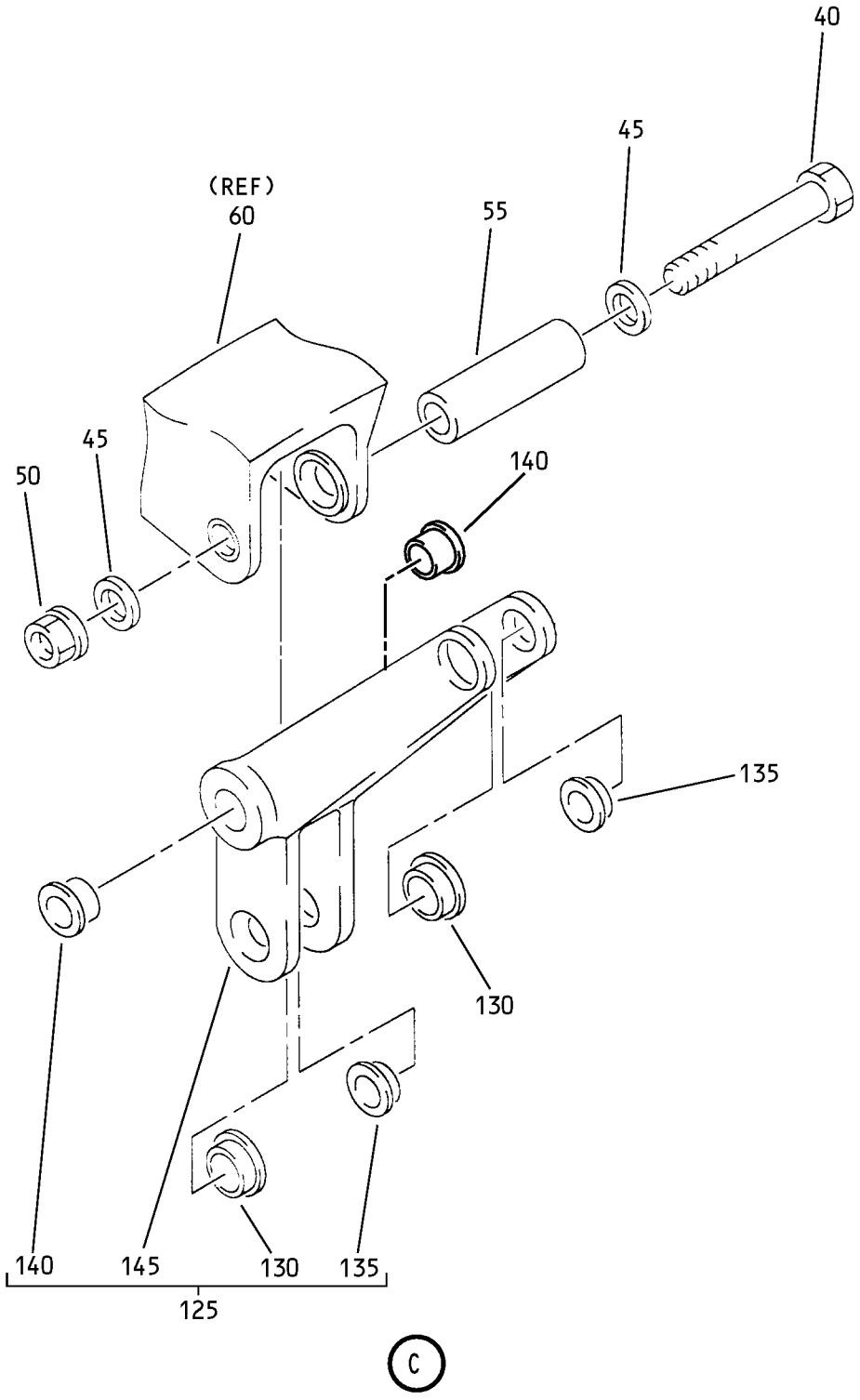
Door Operated Sequence Valve Mechanism Assembly
Figure 1 (Sheet 2)

K17541



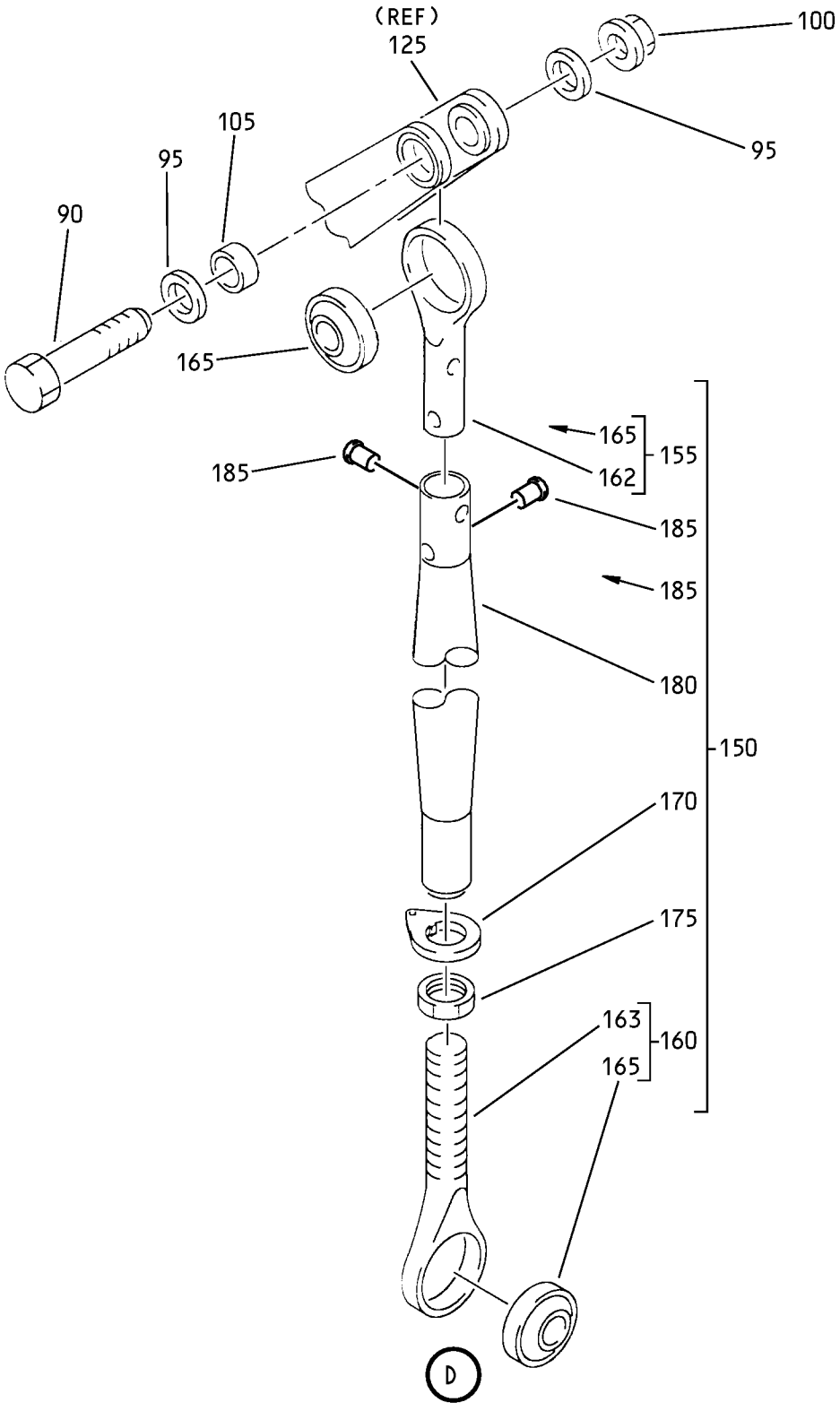
Door Operated Sequence Valve Mechanism Assembly
Figure 1 (Sheet 3)

K17673



Door Operated Sequence Valve Mechanism Assembly
Figure 1 (Sheet 4)

K17574



Door Operated Sequence Valve Mechanism Assembly
Figure 1 (Sheet 5)

K17694

FIG. & ITEM	PART NO.	AIRLINE PART NUMBER	NOMENCLATURE 1234567	EFF CODE	QTY PER ASSY
01-					
-1A	273T4582-1		MECHANISM ASSY-SEQUENCE VALVE, DOOR OPERATED	A	RF
-1B	273T4582-2		MECHANISM ASSY-SEQUENCE VALVE, DOOR OPERATED	B	RF
5	BACB30NR4K7		.BOLT		5
10	BACW10BP42NDP		.WASHER		10
15	H52732-4CD		.NUT- (V15653) (SPEC BACN10YR4CD) (OPT PLH54CD (V62554))		5
20	273T4581-1		.VALVE ASSY		1
25	MS21902-12T		..UNION		2
30	NAS1612-12		DELETED		
30A	NAS1612-12A		..PACKING		2
35	S273T453-1		..VALVE		1
40	BACB30NR4K33		.BOLT		1
45	BACW10BP42NDP		.WASHER		2
50	H52732-4CD		.NUT- (V15653) (SPEC BACN10YR4CD) (OPT PLH54CD (V62554))		1
55	BACB28AK04-182		.BUSHING		1
60	273T4583-1		.BRACKET ASSY	A	1
-65	273T4583-2		.BRACKET ASSY	B	1
70	BACB28AT06B018C		..BUSHING		1
75	BACB28AX04C018		..BUSHING		1
80	273T4583-3		..BRACKET	A	1
-85	273T4583-4		..BRACKET	B	1
90	BACB30NR4K12		.BOLT		2
95	BACW10BP42NDP		.WASHER		4
100	H52732-4CD		.NUT- (V15653) (SPEC BACN10YR4CD) (OPT PLH54CD (V62554))		2
105	BACB28AK04-025		.BUSHING		2
110	273T4585-1		.LINK ASSY		1

FIG. & ITEM	PART NO.	AIRLINE PART NUMBER	NOMENCLATURE 1234567	EFF CODE	QTY PER ASSY
01-					
115	ADB4V301NC		..BEARING- (V1586O) (SPEC BACB1OFBO4GC) (OPT HTFBO4 (V5O294)) (OPT KNDB4-7O (V97613)) (OPT KSC1457OOBZ4GC (V5O632)) (OPT NRRSO4FBGC (V73134)) (OPT WESO4GC (V73134))		2
120	273T4585-2		..LINK		1
125	273T4592-1		.CRANK ASSY-		1
130	BACB28ATO6BO13C		..BUSHING		2
135	BACB28AXO4CO13		..BUSHING		2
140	BACB28AYO6BO37A		..BUSHING		2
145	273T4592-2		..CRANK		1
150	273T4586-1		.ROD ASSY-CONT.		1
155	273N1049-3		..END ASSY-ROD		1
160	273T4587-1		..END ASSY-ROD		1
162	213N1049-4		...ROD END		1
163	273T4587-2		...ROD END		1
165	ADB4V301NC		...BEARING- (V1586O) (SPEC BACB1OFBO4GC) (OPT HTFBO4 (V5O294)) (OPT KNDB4-7O (V97613)) (OPT KSC1457OOBZ4GC (V5O632)) (OPT NRRSO4FBGC (V73134)) (OPT WESO4GC (V73134))		1

FIG. & ITEM	PART NO.	AIRLINE PART NUMBER	NOMENCLATURE 1234567	EFF CODE	QTY PER ASSY
01-					
170	MS14227-6		..LOCK-ROD END		1
175	NAS509-6C		..NUT		1
180	273T4586-2		..ROD		1
185	BACR15FT5D		..RIVET- (SIZE DETERMINE ON INST)		2

- Item Not Illustrated