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WINGS - DESCRIPTION AND OPERATION

1. General
   A. The wing surfaces develop aerodynamic forces which support the airplane in flight. The wing stores fuel, houses the fuel system equipment, supports the engines, and contains the flaps, spoilers, and ailerons.

2. Outer Wing (Fig. 1)
   A. Structure
      (1) Location references on the wing are indicated by a distance, in inches, from a base point along a specific reference line. Wing stations (WS) are measured perpendicular along the rear spar. Wing buttock lines (WBL) are measured parallel from the fuselage centerline.
      (2) The primary structures of the wing are aluminum. They are front and rear spars, upper and lower spar chords, webs, skin panels and stiffeners, and ribs. The upper and lower spar chord extrusions attach to the front and rear spar webs. Chords, stiffeners, and webs make up the ribs. Conventional ribs are spaced through the entire wing. Shear tie ribs distribute specific loads to the wing frame. Fuel baffle ribs minimize fuel slosh in the fuel tanks. Vapor seal ribs are sealed to keep fuel vapor from leaking into electrical or mechanical equipment areas. Tank end ribs are sealed and form the ends of the fuel tanks. Side-of-body ribs join the outboard wing sections to the center wing section. Upper and lower aluminum skin splice plates join the skin panels. Upper and lower aluminum stringers strengthen the skin panels. The landing gear is supported by the landing gear support beam and rear spar.
      (3) The wing secondary structure does not carry primary loads. The secondary structure supports aerodynamic fairings or skins, flight control surfaces, and control mechanisms. The secondary structures of the wing are the leading edge, trailing edge, and wingtip. The leading edge is cantilevered forward from the front spar. The leading edge is made of ribs covered by skin panels. The leading edge slats attach to the leading edge. The trailing edge is cantilevered aft from the rear spar. The trailing edge supports the flaps, ailerons, and spoilers. The wingtip is an aerodynamic fairing covering the outboard ends of the wing. Navigation equipment attaches to each wingtip. Non-structural aluminum access doors are in the wing exterior structure. The access doors allow inspection, maintenance, and repair of internal wing structure, fuel tanks, and system components.

(4) Six safety harness attach points are located on the upper surface of the wing to assist maintenance personnel.

B. Flight Control Surfaces

(1) Trailing edge flight control surfaces have skin panels made of advanced composites. Structural ribs are made of aluminum.

(2) The outboard ailerons are the only balance critical flight control surfaces. All other flight control surfaces, however, do have operational balance limits. These limits are listed in SRM 51-60-11.

NOTE: A record should be kept of all painting and repairs done to flight control surfaces to ensure that the operational balance moment is not exceeded. Flight control surfaces which exceed the operational balance limits may flutter during flight. Refer to SRM 51-60-00 for operational balance moment determination.

3. Wing Center Section (Fig. 2)

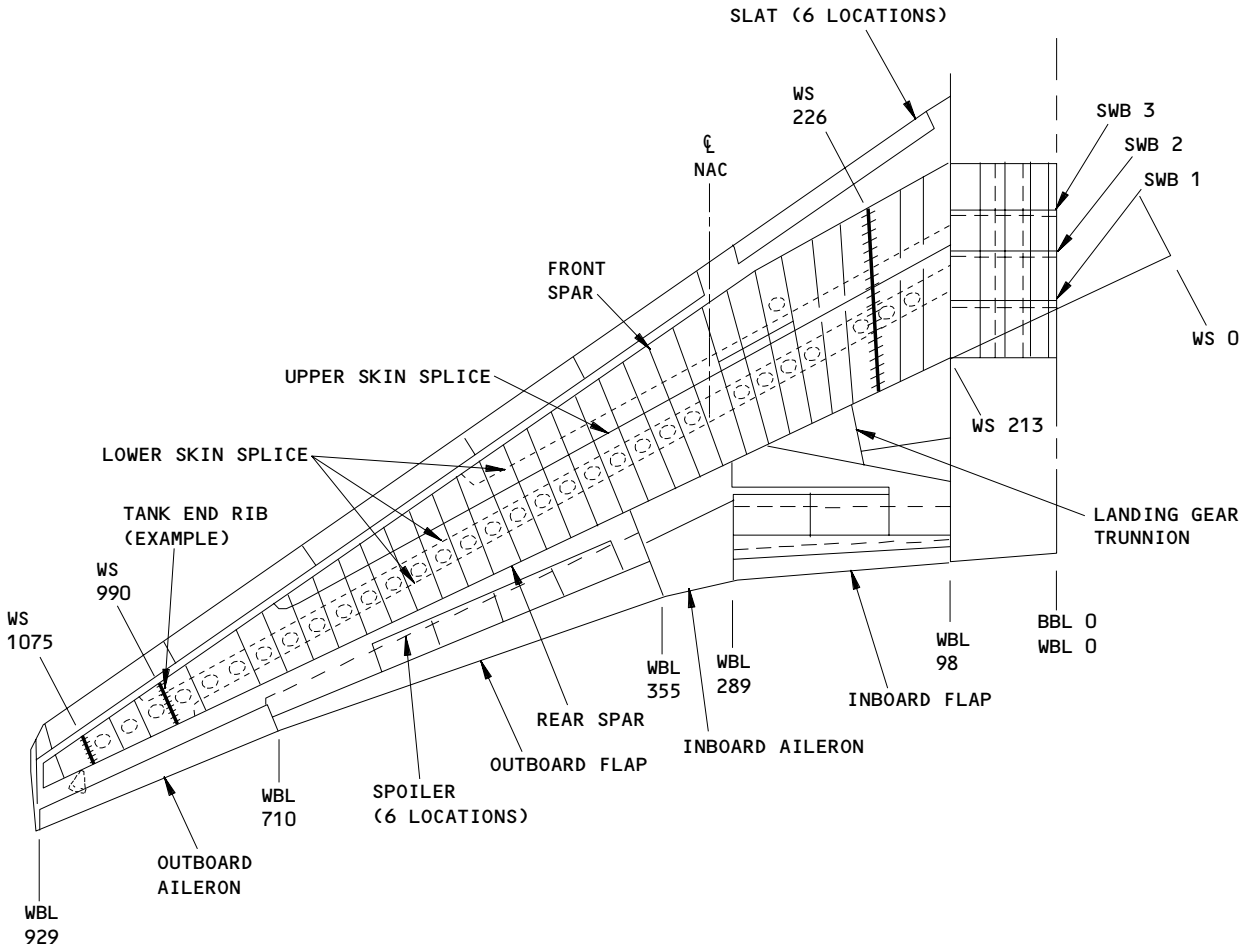
A. The center wing section is enclosed within the fuselage. The center wing section consists of upper and lower skin panels and front and rear spars. Other structural members are upper and lower spar chord extrusions, stiffeners, webs, and floor beams. Throughout the center wing section, the skin panels are reinforced by spanwise stringers and the spars are reinforced by vertical stiffeners. Spanwise beams are made of stiffeners and webs. Floor beams are made of chords, stiffeners, and webs.

B. The keel beam distributes load due to fuselage bending to the lower wing surface. Primary load members are two aluminum extruded chords attached vertically to the lower wing surface by chem milled and stiffened aluminum webs. In addition, there is a series of lattice forged members between the two chords, and small stabilizing bulkheads to the wing lower surface at the front spar, the rear spar and spanwise beam No. 2. The webs are attached to the wing surface with aluminum members. A chem milled and stiffened horizontal web also ties the base of the two chords together. This web has two access holes for inspection of the keel beam box interior.

C. Refer to AMM 28-11-00/001 for the fuel tank configuration.

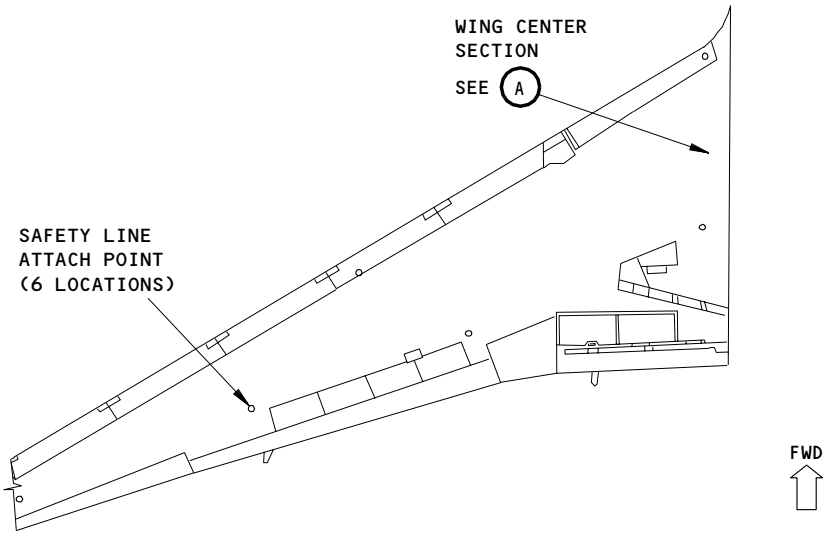
4. Wing Attachment (Fig. 2)

A. The wing center section attaches to the fuselage with the primary splice fittings, lower side-of-body splice, and upper side-of-body splice. The primary splice fittings are at the front and rear wing spars. The splice fittings are vertically mounted modified tee sections machined from forged aluminum alloy. The lower side-of-body splice is a double shear skin splice. The splice is an aluminum chord and external aluminum splice plate which drains to a low point. The upper side of body splice is an aluminum chord.

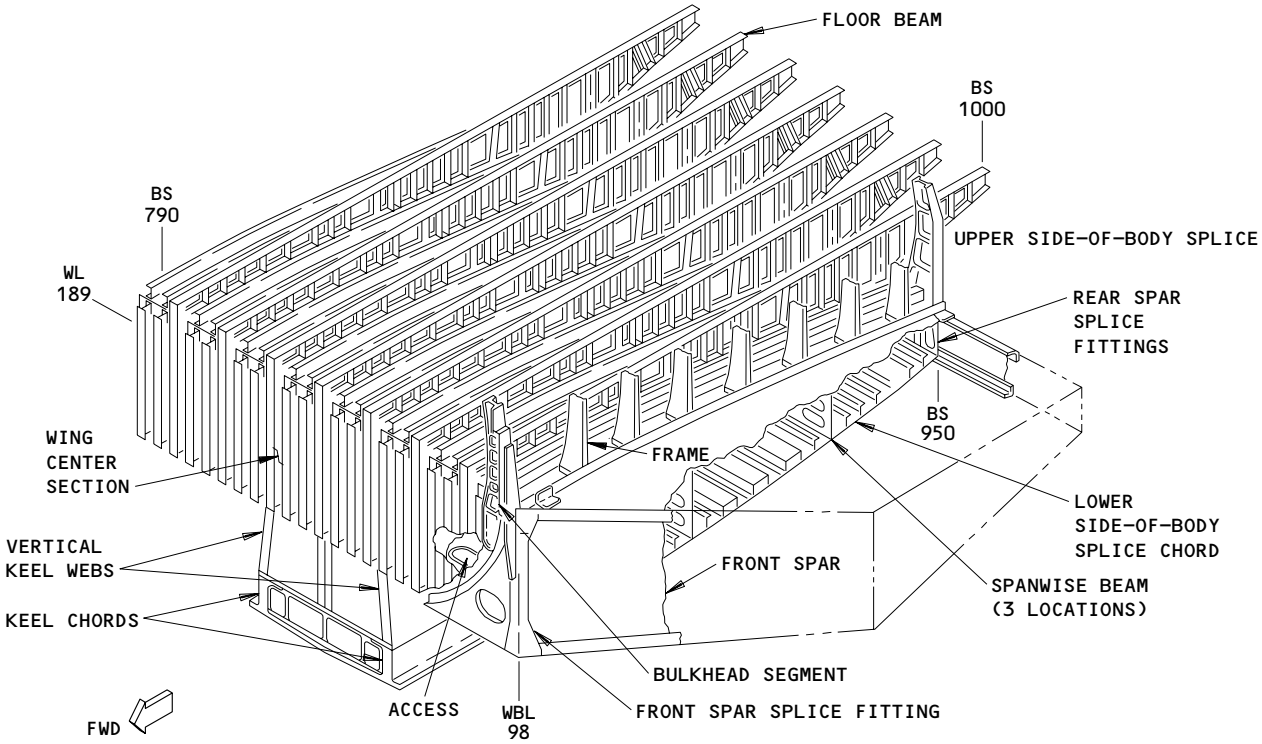


Wing Structure
Figure 1

11781



WING SAFETY LINE ATTACH POINTS
(LEFT WING IS SHOWN, RIGHT WING IS OPPOSITE)



WING CENTER SECTION
A

Wing Center Section and Safety Line Attach Points
Figure 2

WING CENTER SECTION - MAINTENANCE PRACTICES

TASK 57-05-03-212-809

1. Wing Center Section Fuel Tank Wet Bay
   A. General
      (1) This procedure is a scheduled maintenance task.
   B. Inspection

      S 212-009
      (1) Do the inspection.

TASK 57-05-03-212-810

2. Wing Center Section Fuel Tank Wet Bay
   A. General
      (1) This procedure is a scheduled maintenance task.
   B. Inspection

      S 212-010
      (1) Do the inspection.

TASK 57-05-03-212-811

3. Wing Center Section Fuel Tank Wet Bay
   A. General
      (1) This procedure is a scheduled maintenance task.
   B. Inspection

      S 212-011
      (1) Do the inspection.

TASK 57-05-03-212-812

4. Wing Center Section Fuel Tank Wet Bay
   A. General
      (1) This procedure is a scheduled maintenance task.
   B. Inspection

      S 212-012
      (1) Do the inspection.

TASK 57-05-03-212-813

5. Wing Center Section Fuel Tank Wet Bay
   A. General
      (1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-013
(1) Do the inspection.

TASK 57-05-03-212-814

6. Wing Center Section Lower Surface BL 70
   A. General
      (1) This procedure is a scheduled maintenance task.
   B. Inspection

S 212-014
(1) Do the inspection.

TASK 57-05-03-212-816

7. Wing Center Section Lower
   A. General
      (1) This procedure is a scheduled maintenance task.
   B. Inspection

S 212-016
(1) Do the inspection.

TASK 57-05-03-212-818

8. Wing Exterior Left
   A. General
      (1) This procedure is a scheduled maintenance task.
   B. Inspection

S 212-018
(1) Do the inspection.

TASK 57-05-03-212-819

9. Wing Exterior Left
   A. General
      (1) This procedure is a scheduled maintenance task.
   B. Inspection

S 212-019
(1) Do the inspection.

TASK 57-05-03-212-820

10. Nacelle Strut No. 1 Aft Upper Spar
    A. General
       (1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-020
(1) Do the inspection.

TASK 57-05-03-212-821
11. Nacelle Strut No. 1 Upper Link
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-021
(1) Do the inspection.

TASK 57-05-03-212-822
12. Slat 6 Link Brace and Actuator Support
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-022
(1) Do the inspection.

TASK 57-05-03-212-823
13. Left Wing Fixed Leading Edge Structures
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-023
(1) Do the inspection.

TASK 57-05-03-212-824
14. Left Wing Fixed Leading Edge Structures
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-024
(1) Do the inspection.

TASK 57-05-03-212-825
15. Nacelle Strut No. 1 Upper Link
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-025
(1) Do the inspection.

TASK 57-05-03-212-826

16. Leading Edge Slats Interior Structure
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-026
(1) Do the inspection.

TASK 57-05-03-212-827

17. Left Slat/Nacelle Seal Kreuger Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-027
(1) Do the inspection.

TASK 57-05-03-212-828

18. Left Leading Edge Exterior
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-028
(1) Do the inspection.

TASK 57-05-03-212-829

19. No. 4 Slat Main and Auxiliary Tracks
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-029
(1) Do the inspection.

TASK 57-05-03-212-830

20. Left Wing Inspar Lower Surface Exterior
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-030
(1) Do the inspection.

TASK 57-05-03-212-831
21. Left Wing Inspar Lower Surface
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-031
(1) Do the inspection.

TASK 57-05-03-212-832
22. Left Wing Inspar Upper Surface
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-032
(1) Do the inspection.

TASK 57-05-03-212-833
23. Left Wing Inspar Upper Surface
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-033
(1) Do the inspection.

TASK 57-05-03-212-834
24. Left Wing Inspar Lower Surface
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-034
(1) Do the inspection.

TASK 57-05-03-212-835
25. Left Wing Inspar Upper Surface
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-035
(1) Do the inspection.

TASK 57-05-03-212-836

26. Left Wing Lower Surface Spanwise Splice
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-036
(1) Do the inspection.

TASK 57-05-03-212-837

27. Left Wing Lower Surface Access Hole Cutouts
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-037
(1) Do the inspection.

TASK 57-05-03-212-838

28. Left Wing Lower Surface/Side of Box Rib
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-038
(1) Do the inspection.

TASK 57-05-03-212-839

29. Left Wing Rear Spar Web and Lower Chord
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-039
(1) Do the inspection.

TASK 57-05-03-212-840

30. Left Wing Rear Spar Lower Chord and Ribs 1, 3
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-040
(1) Do the inspection.

TASK 57-05-03-212-841

31. Left Wing Side of Body Rib Web
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-041
(1) Do the inspection.

TASK 57-05-03-212-842

32. Side of Body Rib Lower Chord Cutouts
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-042
(1) Do the inspection.

TASK 57-05-03-212-843

33. Left Wing Main Tank
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-043
(1) Do the inspection.

TASK 57-05-03-212-844

34. Left MLG Trunnion Backup Structure
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-044
(1) Do the inspection.

TASK 57-05-03-212-845

35. Left MLG Beam Backup Structure
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-045
(1) Do the inspection.

TASK 57-05-03-212-846

36. Left Wing Nacelle Strut Support Backup
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-046
(1) Do the inspection.

TASK 57-05-03-212-847

37. Left Wing Lower Spar Chords
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-047
(1) Do the inspection.

TASK 57-05-03-212-848

38. Left Wing Lower Spanwise Splice Stringers
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-048
(1) Do the inspection.

TASK 57-05-03-212-849

39. Left Wing Lower Surface Access Hole Cutouts
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-049
(1) Do the inspection.

TASK 57-05-03-212-850

40. Nacelle Strut No. 1 Backup Structure
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-050
(1) Do the inspection.

TASK 57-05-03-212-851

41. Left Wing Spanwise Splice Stringer L-15
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-051
(1) Do the inspection.

TASK 57-05-03-212-852

42. Left Wing Front Spar Lower Chord Ribs 7, 9
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-052
(1) Do the inspection.

TASK 57-05-03-212-853

43. Left Wing Inboard Dry Bay
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-053
(1) Do the inspection.

TASK 57-05-03-212-854

44. Left Trailing Edge Flap Support Backup Structure
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-054
(1) Do the inspection.

TASK 57-05-03-212-855

45. Left Wing Outboard Dry Bay
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-055
(1) Do the inspection.

TASK 57-05-03-212-857

46. Wingtip and Outboard Side of WBL 929 Rib
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-057
(1) Do the inspection.

TASK 57-05-03-212-859

47. Left Wing Trailing Edge Support Structure and Rear Spar
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-059
(1) Do the inspection.

TASK 57-05-03-212-860

48. Upper Wing/Side of Body Splice
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-060
(1) Do the inspection.

TASK 57-05-03-212-861

49. Left Wing Trailing Edge
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-061
(1) Do the inspection.

TASK 57-05-03-212-862

50. Left Main Gear Drag Brace and MLG Beam
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-062
(1) Do the inspection.

TASK 57-05-03-212-863

51. Left Wing Trailing Edge
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-063
(1) Do the inspection.

TASK 57-05-03-212-864

52. Left Wing Spoilers
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-064
(1) Do the inspection.

TASK 57-05-03-212-865

53. Left Wing Inboard Trailing Edge Flap Box
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-065
(1) Do the inspection.

TASK 57-05-03-212-866

54. Left Wing Inboard Trailing Edge Flap Box
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-066
(1) Do the inspection.

TASK 57-05-03-212-867

55. Left Inboard Trailing Edge Flap Torque Tube
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-067
(1) Do the inspection.

TASK 57-05-03-212-869

56. Left Wing Inboard Trailing Edge Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-069
(1) Do the inspection.

TASK 57-05-03-212-870

57. Left Inboard Aileron Interior
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-070
(1) Do the inspection.

TASK 57-05-03-212-871

58. Left Inboard Aileron
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-071
(1) Do the inspection.

TASK 57-05-03-212-872

59. Left Inboard Aileron
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-072
(1) Do the inspection.

TASK 57-05-03-212-873

60. Left Inboard Aileron
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-073
(1) Do the inspection.

TASK 57-05-03-212-874

61. Wing Trailing Edge Support Structure/Rear Spar
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-074
(1) Do the inspection.

TASK 57-05-03-212-875

62. Left Wing Outboard Trailing Edge Flap Box
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-075
(1) Do the inspection.

TASK 57-05-03-212-876

63. Left Wing Outboard Trailing Edge Flap Box
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-076
(1) Do the inspection.

TASK 57-05-03-212-877

64. Left Wing Outboard Trailing Edge Flap Box
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-077
(1) Do the inspection.

TASK 57-05-03-212-878

65. Left Wing Outboard Trailing Edge Flap
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-078
(1) Do the inspection.

TASK 57-05-03-212-879

66. Left Wing Outboard Trailing Edge Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-079
(1) Do the inspection.

TASK 57-05-03-212-881

67. Left Outboard Aileron
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-081
(1) Do the inspection.

TASK 57-05-03-212-882

68. Left Outboard Aileron
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-082
(1) Do the inspection.

TASK 57-05-03-212-883

69. Outboard Aileron Spar, Hinges, Actuator
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-083
(1) Do the inspection.

TASK 57-05-03-212-886

70. Right Wing Exterior
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-086
(1) Do the inspection.

TASK 57-05-03-212-887
71. Right Wing Exterior
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-087
(1) Do the inspection.

TASK 57-05-03-212-888
72. Nacelle Strut No. 2 Aft Upper Spar
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-088
(1) Do the inspection.

TASK 57-05-03-212-889
73. Nacelle Strut No. 2 Upper Link
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-089
(1) Do the inspection.

TASK 57-05-03-212-890
74. Slat 7 Link Brace and Actuator Support
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-090
(1) Do the inspection.

TASK 57-05-03-212-891
75. Nacelle Strut No. 2 Upper Link
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-091
(1) Do the inspection.

WING CENTER SECTION - MAINTENANCE PRACTICES

TASK 57-05-04-212-001

1. Right Wing Leading Edge Slats Interior
   A. General
      (1) This procedure is a scheduled maintenance task.
   B. Inspection

      S 212-003
      (1) Do the inspection.

TASK 57-05-04-212-004

2. Right Slat/Nacelle Seal Kreuger Flap
   A. General
      (1) This procedure is a scheduled maintenance task.
   B. Inspection

      S 212-006
      (1) Do the inspection.

TASK 57-05-04-212-007

3. Right Leading Edge Exterior
   A. General
      (1) This procedure is a scheduled maintenance task.
   B. Inspection

      S 212-009
      (1) Do the inspection.

TASK 57-05-04-212-010

4. No. 9 Slat Main and Auxiliary Tracks
   A. General
      (1) This procedure is a scheduled maintenance task.
   B. Inspection

      S 212-012
      (1) Do the inspection.

TASK 57-05-04-212-013

5. Right Wing Fixed Leading Edge Structure
   A. General
      (1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-015
(1) Do the inspection.

TASK 57-05-04-212-016

6. Right Wing Fixed Leading Edge Structure
   A. General
      (1) This procedure is a scheduled maintenance task.
   B. Inspection

S 212-018
(1) Do the inspection.

TASK 57-05-04-212-019

7. Exterior Right Wing Inspar Lower Surface
   A. General
      (1) This procedure is a scheduled maintenance task.
   B. Inspection

S 212-021
(1) Do the inspection.

TASK 57-05-04-212-022

8. Right Wing Inspar Lower Surface
   A. General
      (1) This procedure is a scheduled maintenance task.
   B. Inspection

S 212-024
(1) Do the inspection.

TASK 57-05-04-212-025

9. Right Wing Inspar Upper Surface
   A. General
      (1) This procedure is a scheduled maintenance task.
   B. Inspection

S 212-027
(1) Do the inspection.

TASK 57-05-04-212-028

10. Right Wing Inspar Upper Surface
    A. General
       (1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-030
(1) Do the inspection.

TASK 57-05-04-212-031

11. Right Wing Inspar Lower Surface
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-033
(1) Do the inspection.

TASK 57-05-04-212-034

12. Right Wing Inspar Upper Surface
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-036
(1) Do the inspection.

TASK 57-05-04-212-037

13. Right Wing Lower Surface Spanwise Splice
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-039
(1) Do the inspection.

TASK 57-05-04-212-040

14. Right Wing Lower Surface Access Hole Cutouts
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-042
(1) Do the inspection.

TASK 57-05-04-212-043

15. Right Wing Lower Surface/Side of Body Rib ___
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-045
(1) Do the inspection.

TASK 57-05-04-212-046

16. Right Wing Rear Spar Web and Lower Chord
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-048
(1) Do the inspection.

TASK 57-05-04-212-049

17. Right Wing Rear Spar Lower Chord Rib 183
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-051
(1) Do the inspection.

TASK 57-05-04-212-052

18. Right Wing Side of Body Rib Web
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-054
(1) Do the inspection.

TASK 57-05-04-212-055

19. Side of Body Rib Lower Chord Cutouts
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-057
(1) Do the inspection.

TASK 57-05-04-212-058

20. Right Wing Main Tank
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-060
(1) Do the inspection.

TASK 57-05-04-212-061

21. Right MLG Trunnion Backup Structure
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-063
(1) Do the inspection.

TASK 57-05-04-212-064

22. Right MLG Beam Backup Structure
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-066
(1) Do the inspection.

TASK 57-05-04-212-067

23. Right Wing Nacelle Strut Support Backup
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-069
(1) Do the inspection.

TASK 57-05-04-212-070

24. Right Wing Upper Spar Chords
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-072
(1) Do the inspection.

TASK 57-05-04-212-073

25. Right Wing Lower Spanwise Splice Stringers
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-075
(1) Do the inspection.

TASK 57-05-04-212-076

26. Right Wing Lower Surface Access Hole Cutouts
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-078
(1) Do the inspection.

TASK 57-05-04-212-079

27. Nacelle Strut No. 2 Backup Structure
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-081
(1) Do the inspection.

TASK 57-05-04-212-082

28. Right Wing Spanwise Splice Stringer L-15
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-084
(1) Do the inspection.

TASK 57-05-04-212-085

29. Right Wing Front Spar Lower Chord Rib 7, 9
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-087
(1) Do the inspection.

TASK 57-05-04-212-088

30. Right Wing Inboard Dry Bay
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-090
(1) Do the inspection.

TASK 57-05-04-212-091

31. Right Trailing Edge Flap Support Backup Structure
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-093
(1) Do the inspection.

TASK 57-05-04-212-094

32. Right Wing Outboard Dry Bay
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-096
(1) Do the inspection.

TASK 57-05-04-212-100

33. Wingtip and Outboard Side of WBL 929 Rib
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-102
(1) Do the inspection.

TASK 57-05-04-212-106

34. Right Wing Trailing Edge Support Structure and Rear Spar
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-108
(1) Do the inspection.

TASK 57-05-04-212-109

35. Upper Wing/Side of Body Splice
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-111
(1) Do the inspection.

TASK 57-05-04-212-112

36. Right Wing Trailing Edge
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-114
(1) Do the inspection.

TASK 57-05-04-212-115

37. Right Main Gear Drag Brace MLG Beam
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-117
(1) Do the inspection.

TASK 57-05-04-212-118

38. Right Wing Trailing Edge
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-120
(1) Do the inspection.

TASK 57-05-04-212-121

39. Right Wing Spoilers
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-123
(1) Do the inspection.

TASK 57-05-04-212-124

40. Right Wing Inboard Trailing Edge Flap Box
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-126
(1) Do the inspection.

TASK 57-05-04-212-127

41. Right Wing Inboard Trailing Edge Flap Box
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-129
(1) Do the inspection.

TASK 57-05-04-212-130

42. Right Inboard Trailing Edge Flap Torque Tube
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-132
(1) Do the inspection.

TASK 57-05-04-212-136

43. Right Wing Inboard Trailing Edge Flaps
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-138
(1) Do the inspection.

TASK 57-05-04-212-139

44. Right Inboard Aileron Interior
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-141
(1) Do the inspection.

TASK 57-05-04-212-142

45. Right Inboard Aileron
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-144
(1) Do the inspection.

TASK 57-05-04-212-145

46. Right Inboard Aileron
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-147
(1) Do the inspection.

TASK 57-05-04-212-148

47. Right Inboard Aileron
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-150
(1) Do the inspection.

TASK 57-05-04-212-151

48. Right Wing Trailing Edge Support Structure and Rear Spar
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-153
(1) Do the inspection.

TASK 57-05-04-212-154

49. Right Wing Outboard Trailing Edge Flap Box
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-156
(1) Do the inspection.

TASK 57-05-04-212-157

50. Right Wing Outboard Trailing Edge Flap Box
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-159
(1) Do the inspection.

TASK 57-05-04-212-160
51. Right Wing Outboard Trailing Edge Flap Box
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-162
(1) Do the inspection.

TASK 57-05-04-212-163
52. Right Wing Outboard Trailing Edge Flap ___
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-165
(1) Do the inspection.

TASK 57-05-04-212-166
53. Right Wing Outboard Trailing Edge Flap ___
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-168
(1) Do the inspection.

TASK 57-05-04-212-172
54. Right Outboard Aileron
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-174
(1) Do the inspection.

TASK 57-05-04-212-175
55. Right Outboard Aileron
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-177
(1) Do the inspection.

TASK 57-05-04-212-178

56. Outboard Aileron Spar, Hinges, Actuator
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-180
(1) Do the inspection.

TASK 57-05-04-212-193

57. Right Wing Trailing Edge Outboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-195
(1) Do the inspection.

TASK 57-05-04-212-220

58. Right Wing Trailing Edge Inboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-222
(1) Do the inspection.

TASK 57-05-04-212-262

59. Right Wing Trailing Edge Inboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-264
(1) Do the inspection.

WING CENTER SECTION - MAINTENANCE PRACTICES

TASK 57-05-05-212-016

1. Right Wing Front Spar Lower Chord and Skin
   A. General
      (1) This procedure is a scheduled maintenance task.
   B. Inspection

      S 212-018
      (1) Do the inspection.

TASK 57-05-05-212-019

2. Right Wing Outboard Lower Stringers
   A. General
      (1) This procedure is a scheduled maintenance task.
   B. Inspection

      S 212-021
      (1) Do the inspection.

TASK 57-05-05-212-022

3. Right Wing Front Spar Lower Chord and Skin
   A. General
      (1) This procedure is a scheduled maintenance task.
   B. Inspection

      S 212-024
      (1) Do the inspection.

TASK 57-05-05-212-025

4. Right Wing Outboard Lower Stringers
   A. General
      (1) This procedure is a scheduled maintenance task.
   B. Inspection

      S 212-027
      (1) Do the inspection.

TASK 57-05-05-212-031

5. Right Wing Trailing Edge Inboard Flap
   A. General
      (1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-033
(1) Do the inspection.

TASK 57-05-05-212-034

6. Wing Trailing Edge Inboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-036
(1) Do the inspection.

TASK 57-05-05-212-037

7. Left Wing Trailing Edge Inboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-039
(1) Do the inspection.

TASK 57-05-05-212-040

8. Wing Trailing Edge Inboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-042
(1) Do the inspection.

TASK 57-05-05-212-046

9. Right Wing Inspar Lower Surface
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-048
(1) Do the inspection.

TASK 57-05-05-212-058

10. Right Wing Inspar Lower Surface
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-060
(1) Do the inspection.

TASK 57-05-05-212-061

11. Right Wing Rear Spar Lower Chord/Skin
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-063
(1) Do the inspection.

TASK 57-05-05-212-064

12. Right Wing Rear Spar Lower Chord/Skin
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-066
(1) Do the inspection.

TASK 57-05-05-212-067

13. Right Wing Outboard Lower Stringers
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-069
(1) Do the inspection.

TASK 57-05-05-212-070

14. Right Wing Rear Spar Lower Chord and Skin
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-072
(1) Do the inspection.

TASK 57-05-05-212-076

15. Right Wing Trailing Edge Outboard Flap
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-078
(1) Do the inspection.

TASK 57-05-05-212-079

16. Left Wing Trailing Edge Outboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-081
(1) Do the inspection.

TASK 57-05-05-212-082

17. Wing Trailing Edge Inboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-084
(1) Do the inspection.

TASK 57-05-05-212-085

18. Wing Trailing Edge Inboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-087
(1) Do the inspection.

TASK 57-05-05-212-088

19. Right Wing Trailing Edge Inboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-090
(1) Do the inspection.

TASK 57-05-05-212-091

20. Left Wing Trailing Edge Inboard Flap
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-093
(1) Do the inspection.

TASK 57-05-05-212-094

21. Right Wing Trailing Edge Inboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-096
(1) Do the inspection.

TASK 57-05-05-212-097

22. Left Wing Trailing Edge Inboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-099
(1) Do the inspection.

TASK 57-05-05-212-109

23. Right Wing Front Spar Lower Chord and Skin
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-111
(1) Do the inspection.

TASK 57-05-05-212-112

24. Right Wing Outboard Lower Stringers
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-114
(1) Do the inspection.

TASK 57-05-05-212-115

25. Right Wing Outboard Lower Stringers
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-117
(1) Do the inspection.

TASK 57-05-05-212-118

26. Right Wing Spar Lower Chord/Skin
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-120
(1) Do the inspection.

TASK 57-05-05-212-121

27. Right Wing Inspar Lower Surface
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-123
(1) Do the inspection.

TASK 57-05-05-212-130

28. Left Wing Trailing Edge Outboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-132
(1) Do the inspection.

TASK 57-05-05-212-133

29. Right Wing Trailing Edge Inboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-135
(1) Do the inspection.

TASK 57-05-05-212-136

30. Left Wing Trailing Edge Inboard Flap
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-138
(1) Do the inspection.

TASK 57-05-05-212-139
31. Right Wing Trailing Edge Inboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-141
(1) Do the inspection.

TASK 57-05-05-212-142
32. Left Wing Trailing Edge Inboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-144
(1) Do the inspection.

TASK 57-05-05-212-145
33. Right Wing Trailing Edge Inboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-147
(1) Do the inspection.

TASK 57-05-05-212-148
34. Left Wing Trailing Edge Inboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-150
(1) Do the inspection.

TASK 57-05-05-212-151
35. Right Wing Trailing Edge Inboard Flap
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-153
(1) Do the inspection.

TASK 57-05-05-212-154

36. Left Wing Trailing Edge Inboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-156
(1) Do the inspection.

TASK 57-05-05-212-157

37. Right Wing Trailing Edge Inboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-159
(1) Do the inspection.

TASK 57-05-05-212-160

38. Left Wing Trailing Edge Inboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-162
(1) Do the inspection.

TASK 57-05-05-212-187

39. Left Wing Trailing Edge Inboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-189
(1) Do the inspection.

TASK 57-05-05-212-196

40. Right Wing Trailing Edge Inboard Flap
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-198
(1) Do the inspection.

TASK 57-05-05-212-199
41. Left Wing Trailing Edge Inboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-201
(1) Do the inspection.

TASK 57-05-05-212-202
42. Right Wing Trailing Edge Inboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-204
(1) Do the inspection.

TASK 57-05-05-212-205
43. Left Wing Trailing Edge Inboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-207
(1) Do the inspection.

TASK 57-05-05-212-208
44. Right Wing Trailing Edge Inboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-210
(1) Do the inspection.

TASK 57-05-05-212-211
45. Left Wing Trailing Edge Inboard Flap
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-213
(1) Do the inspection.

TASK 57-05-05-212-214

46. Right Wing Trailing Edge Inboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-216
(1) Do the inspection.

TASK 57-05-05-212-217

47. Left Wing Trailing Edge Inboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-219
(1) Do the inspection.

TASK 57-05-05-212-220

48. Right Wing Trailing Edge Inboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-222
(1) Do the inspection.

TASK 57-05-05-212-223

49. Left Wing Trailing Edge Inboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-225
(1) Do the inspection.

TASK 57-05-05-212-259

50. Right Wing Trailing Edge Inboard Flap
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-261
(1) Do the inspection.

TASK 57-05-05-212-262
51. Left Wing Trailing Edge Inboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-264
(1) Do the inspection.

TASK 57-05-05-212-265
52. Right Wing Trailing Edge Inboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-267
(1) Do the inspection.

TASK 57-05-05-212-268
53. Left Wing Trailing Edge Inboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-270
(1) Do the inspection.

TASK 57-05-05-212-271
54. Right Wing Trailing Edge Inboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-273
(1) Do the inspection.

TASK 57-05-05-212-274
55. Left Wing Trailing Edge Inboard Flap
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-276
(1) Do the inspection.

TASK 57-05-05-212-277

56. Right Wing Trailing Edge Inboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-279
(1) Do the inspection.

WING CENTER SECTION - MAINTENANCE PRACTICES

TASK 57-05-06-212-001

1. Left Wing Trailing Edge Inboard Flap
   A. General
      (1) This procedure is a scheduled maintenance task.
   B. Inspection

      S 212-003
      (1) Do the inspection.

TASK 57-05-06-212-004

2. Right Wing Trailing Edge Inboard Flap
   A. General
      (1) This procedure is a scheduled maintenance task.
   B. Inspection

      S 212-006
      (1) Do the inspection.

TASK 57-05-06-212-007

3. Left Wing Trailing Edge Inboard Flap
   A. General
      (1) This procedure is a scheduled maintenance task.
   B. Inspection

      S 212-009
      (1) Do the inspection.

TASK 57-05-06-212-010

4. Left Wing Trailing Edge Inboard Flap
   A. General
      (1) This procedure is a scheduled maintenance task.
   B. Inspection

      S 212-012
      (1) Do the inspection.

TASK 57-05-06-212-037

5. Left Wing Front Spar Lower Chord and Skin
   A. General
      (1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-039
(1) Do the inspection.

TASK 57-05-06-212-040

6. Left Wing Outboard Lower Stringers
   A. General
      (1) This procedure is a scheduled maintenance task.
   B. Inspection

S 212-042
(1) Do the inspection.

TASK 57-05-06-212-043

7. Right Wing Trailing Edge Inboard Flap
   A. General
      (1) This procedure is a scheduled maintenance task.
   B. Inspection

S 212-045
(1) Do the inspection.

TASK 57-05-06-212-046

8. Left Wing Trailing Edge Inboard Flap
   A. General
      (1) This procedure is a scheduled maintenance task.
   B. Inspection

S 212-048
(1) Do the inspection.

TASK 57-05-06-212-049

9. Right Wing Trailing Edge Inboard Flap
   A. General
      (1) This procedure is a scheduled maintenance task.
   B. Inspection

S 212-051
(1) Do the inspection.

TASK 57-05-06-212-052

10. Left Wing Trailing Edge Inboard Flap
    A. General
       (1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-054
(1) Do the inspection.

TASK 57-05-06-212-055
11. Right Wing Trailing Edge Inboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-057
(1) Do the inspection.

TASK 57-05-06-212-058
12. Left Wing Trailing Edge Inboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-060
(1) Do the inspection.

TASK 57-05-06-212-061
13. Right Wing Trailing Edge Inboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-063
(1) Do the inspection.

TASK 57-05-06-212-064
14. Left Wing Trailing Edge Inboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-066
(1) Do the inspection.

TASK 57-05-06-212-067
15. Right Wing Trailing Edge Inboard Flap
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-069
(1) Do the inspection.

TASK 57-05-06-212-070

16. Left Wing Trailing Edge Inboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-072
(1) Do the inspection.

TASK 57-05-06-212-073

17. Left Wing Front Spar Lower Chord and Skin
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-075
(1) Do the inspection.

TASK 57-05-06-212-076

18. Left Wing Outboard Lower Stringers
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-078
(1) Do the inspection.

TASK 57-05-06-212-085

19. Left Wing Inspar Lower Surface
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-087
(1) Do the inspection.

TASK 57-05-06-212-097

20. Left Wing Inspar Lower Surface
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-099
(1) Do the inspection.

TASK 57-05-06-212-100
21. Left Wing Rear Spar Lower Chord/Skin
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-102
(1) Do the inspection.

TASK 57-05-06-212-103
22. Left Wing Rear Spar Lower Chord/Skin
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-105
(1) Do the inspection.

TASK 57-05-06-212-106
23. Right Wing Trailing Edge Inboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-108
(1) Do the inspection.

TASK 57-05-06-212-109
24. Left Wing Trailing Edge Inboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-111
(1) Do the inspection.

TASK 57-05-06-212-112
25. Right Wing Trailing Edge Outboard Flap
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-114
(1) Do the inspection.

TASK 57-05-06-212-115

26. Left Wing Trailing Edge Outboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-117
(1) Do the inspection.

TASK 57-05-06-212-118

27. Right Wing Trailing Edge Outboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-120
(1) Do the inspection.

TASK 57-05-06-212-121

28. Left Wing Trailing Edge Outboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-123
(1) Do the inspection.

TASK 57-05-06-212-124

29. Right Wing Trailing Edge Outboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-126
(1) Do the inspection.

TASK 57-05-06-212-127

30. Left Wing Trailing Edge Outboard Flap
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-129
(1) Do the inspection.

TASK 57-05-06-212-130
31. Right Wing Trailing Edge Outboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-132
(1) Do the inspection.

TASK 57-05-06-212-133
32. Left Wing Trailing Edge Outboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-135
(1) Do the inspection.

TASK 57-05-06-212-136
33. Left Wing Outboard Lower Stringers
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-138
(1) Do the inspection.

TASK 57-05-06-212-139
34. Left Wing Rear Spar Lower Chord and Skin
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-141
(1) Do the inspection.

TASK 57-05-06-212-154
35. Left Wing Front Spar Lower Chord and Skin
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-156
(1) Do the inspection.

TASK 57-05-06-212-157

36. Left Wing Outboard Lower Stringers
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-159
(1) Do the inspection.

TASK 57-05-06-212-160

37. Left Wing Outboard Lower Stringers
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-162
(1) Do the inspection.

TASK 57-05-06-212-163

38. Left Wing Spar Lower Chord/Skin
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-165
(1) Do the inspection.

TASK 57-05-06-212-166

39. Left Wing Inspar Lower Surface
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-168
(1) Do the inspection.

TASK 57-05-06-212-169

40. Right Wing Trailing Edge Outboard Flap
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-171
(1) Do the inspection.

TASK 57-05-06-212-172

41. Left Wing Trailing Edge Outboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-174
(1) Do the inspection.

TASK 57-05-06-212-175

42. Right Wing Trailing Edge Outboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-177
(1) Do the inspection.

TASK 57-05-06-212-178

43. Left Wing Trailing Edge Outboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-180
(1) Do the inspection.

TASK 57-05-06-212-181

44. Right Wing Trailing Edge Outboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-183
(1) Do the inspection.

TASK 57-05-06-212-184

45. Left Wing Trailing Edge Outboard Flap
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-186
(1) Do the inspection.

TASK 57-05-06-212-187

46. Right Wing Trailing Edge Outboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-189
(1) Do the inspection.

TASK 57-05-06-212-190

47. Left Wing Trailing Edge Outboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-192
(1) Do the inspection.

TASK 57-05-06-212-193

48. Right Wing Trailing Edge Outboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-195
(1) Do the inspection.

TASK 57-05-06-212-196

49. Left Wing Trailing Edge Outboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-198
(1) Do the inspection.

TASK 57-05-06-212-202

50. Inboard Flap Support Structure
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-204
(1) Do the inspection.

TASK 57-05-06-212-211
51. Inboard Flap Support Structure
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-213
(1) Do the inspection.

TASK 57-05-06-212-214
52. Inboard Flap Support Structure
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-216
(1) Do the inspection.

TASK 57-05-06-212-223
53. Inboard Flap Support Structure
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-225
(1) Do the inspection.

TASK 57-05-06-212-226
54. Wing Center Section Lower Surface
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-228
(1) Do the inspection.

TASK 57-05-06-212-229
55. Wing Center Section Rear Spar Lower Chord
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-231
(1) Do the inspection.

TASK 57-05-06-212-232
56. Right Wing Trailing Edge Outboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-234
(1) Do the inspection.

TASK 57-05-06-212-235
57. Left Wing Trailing Edge Outboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-237
(1) Do the inspection.

TASK 57-05-06-212-238
58. Right Wing Trailing Edge Outboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-240
(1) Do the inspection.

TASK 57-05-06-212-241
59. Left Wing Trailing Edge Outboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-243
(1) Do the inspection.

TASK 57-05-06-212-244
60. Right Wing Trailing Edge Outboard Flap
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-246
(1) Do the inspection.

TASK 57-05-06-212-247

61. Left Wing Trailing Edge Outboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-249
(1) Do the inspection.

TASK 57-05-06-212-250

62. Right Wing Trailing Edge Outboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-252
(1) Do the inspection.

TASK 57-05-06-212-253

63. Left Wing Trailing Edge Outboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-255
(1) Do the inspection.

TASK 57-05-06-212-256

64. Right Wing Trailing Edge Outboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-258
(1) Do the inspection.

TASK 57-05-06-212-259

65. Left Wing Trailing Edge Outboard Flap
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-261
(1) Do the inspection.

TASK 57-05-06-212-271

66. Wing Center Section Lower Surface
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-273
(1) Do the inspection.

TASK 57-05-06-212-277

67. Wing Center Section Fuel Tank
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-279
(1) Do the inspection.

WING CENTER SECTION - MAINTENANCE PRACTICES

TASK 57-05-07-212-004

1. Wing Center Section Fuel Tank
   A. General
      (1) This procedure is a scheduled maintenance task.
   B. Inspection

      S 212-006
      (1) Do the inspection.

TASK 57-05-07-212-010

2. Wing Center Section Fuel Tank Wet Bay
   A. General
      (1) This procedure is a scheduled maintenance task.
   B. Inspection

      S 212-012
      (1) Do the inspection.

TASK 57-05-07-212-016

3. Right Wing Trailing Edge Outboard Flap
   A. General
      (1) This procedure is a scheduled maintenance task.
   B. Inspection

      S 212-018
      (1) Do the inspection.

TASK 57-05-07-212-019

4. Left Wing Trailing Edge Outboard Flap
   A. General
      (1) This procedure is a scheduled maintenance task.
   B. Inspection

      S 212-021
      (1) Do the inspection.

TASK 57-05-07-212-022

5. Right Wing Trailing Edge Outboard Flap
   A. General
      (1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-024
(1) Do the inspection.

TASK 57-05-07-212-025

6. Left Wing Trailing Edge Outboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-027
(1) Do the inspection.

TASK 57-05-07-212-028

7. Right Wing Trailing Edge Outboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-030
(1) Do the inspection.

TASK 57-05-07-212-031

8. Left Wing Trailing Edge Outboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-033
(1) Do the inspection.

TASK 57-05-07-212-034

9. Right Wing Trailing Edge Outboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-036
(1) Do the inspection.

TASK 57-05-07-212-037

10. Left Wing Trailing Edge Outboard Flap
A. General
(1) This procedure is a scheduled maintenance task.

B. Inspection

S 212-039
(1) Do the inspection.

TASK 57-05-07-212-040

11. Right Wing Trailing Edge Outboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-042
(1) Do the inspection.

TASK 57-05-07-212-043

12. Left Wing Trailing Edge Outboard Flap
A. General
(1) This procedure is a scheduled maintenance task.
B. Inspection

S 212-045
(1) Do the inspection.

CORROSION PREVENTION IN CENTER WING SECTION

1. General
   A. Corrosion can occur on the upper skin, under the base plate of the drain screen at BBL 71. This is the area where the wing upper skin touches the slope of the pressure deck.

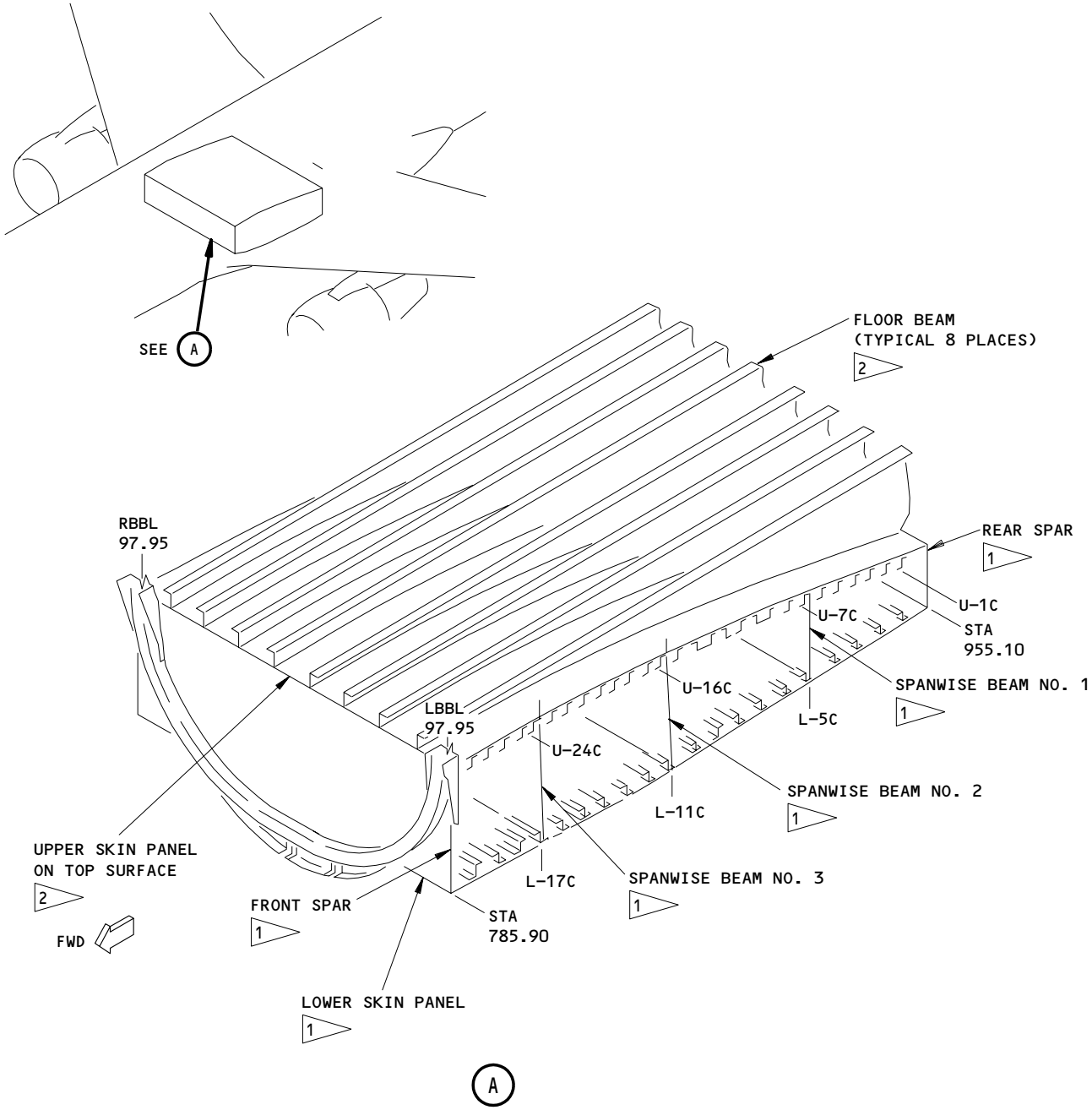
TASK 57-10-01-602-001

2. Corrosion Prevention Treatment
   A. References
      (1) AMM 51-21-03/701, Corrosion Removal and Control-Cleaning/Painting
      (2) AMM 51-24-09/701, Corrosion Inhibiting Compound-Cleaning/Painting
   B. Consumable Materials
      (1) G0009 Compound, Organic Corrosion Preventive - BMS 3-23
   C. Access
      (1) Location Zones
          133/134 Left Wing Center Section/Right Wing Center Section

   D. Corrosion Protection

      S 602-002
      (1) Following cleaning of suspected areas (Ref AMM 51-21-03/701), a full inspection is effective to ensure that the protective finishes provided during manufacture remain intact.

      S 602-006
      (2) For minor corrosion, to minimize the downtime of the airplane, the corrosion products should be cleaned off, followed by the application of a corrosion inhibiting compound into the affected area to decrease the corrosion process (Ref AMM 51-24-09/701). The finish system should be repaired at the first opportunity consistent with the maintenance schedule.



1 APPLY BMS 3-23, TYPE II CORROSION INHIBITING COMPOUND

2 APPLY BMS 3-23, TYPE II CORROSION INHIBITING COMPOUND, FOLLOWED BY BMS 3-26 TYPE II CORROSION INHIBITING COMPOUND

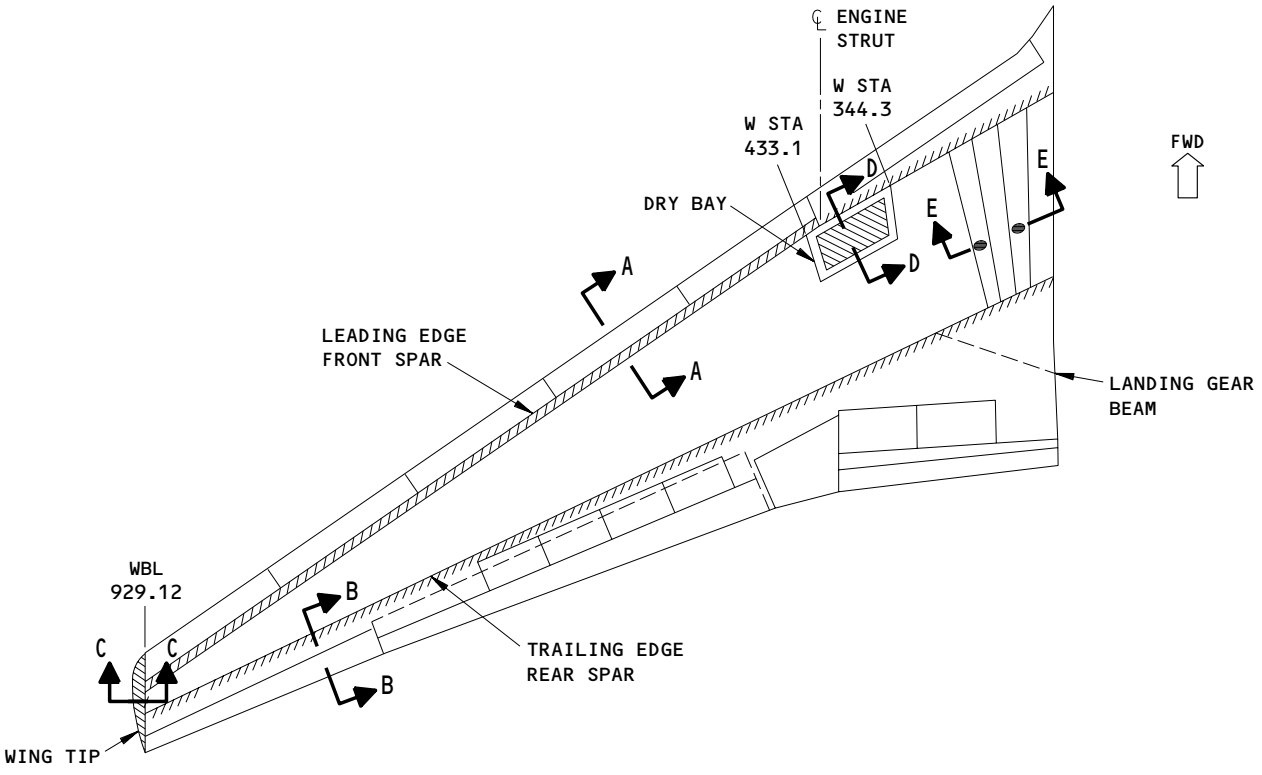
Center Wing Section Corrosion Protection
Figure 201

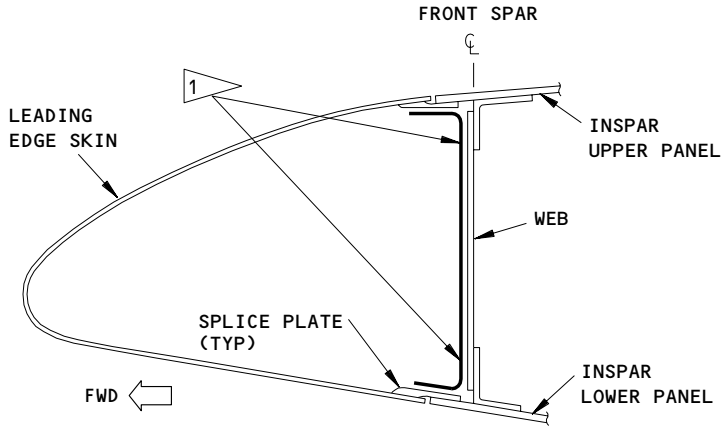
CORROSION PREVENTION IN OUTER WING

1. General
   A. Corrosion can occur on the front and rear spars. The deployment of flight control surfaces exposes the spars to ground contaminants, thrust reverser soot, runway dirt and debris, and inclement weathr elements, all of which contribute to corrosion.
   B. Corrosion has been found on the wing skin around fastener head at RH WS 107, stringer S-1, and between fasteners along the span at RH WS614 to 620, stringers S-4, S-5, and S-6.
   C. Corrosion can occur on the upper skin under the wing-to-body fairing. Corrosion can also start at rivet heads under the fairing. The fairing seal can cause wear on these surfaces.
   D. Corrosion can occur on the fuel-tank access doors. The knitted-wire gaskets were dry, without serviceable anti-corrosion grease.
   E. The spar chords can get corrosion at fasteners between the chord and web.
   F. Corrosion can occur on the splice plates at the lower surface of the fixed leading edge. The corrosion starts on the upper aft surface and can go completelythrough the splice plates.
   G. Corrosion can occur on the upper chord of the inboard spoiler beam. Corrosion was found in three locations between WBL 165 and WBL 215.

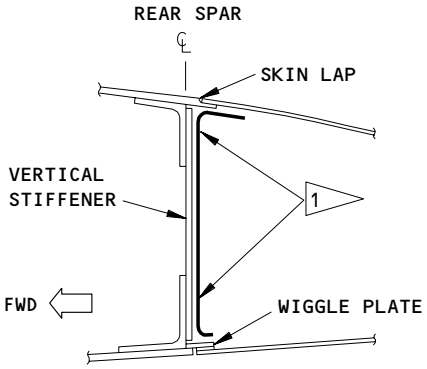
TASK 57-20-01-602-001

2. Corrosion Prevention Treatment
   A. General
      (1) Following cleaning of suspected areas (Ref AMM 51-21-03/701), a full inspection is effective to ensure that protective finishes provided during manufacture remain intact.
      (2) Make periodic inspections of the drain holes. Use a pipe cleaner or thin wooden dowel to remove debris and contaminants from drain holes.
      (3) Where corrosion exists (noticeable bulges of the skin or white deposits of corrosion products at fastener heads or joint edges), refer to the Structural Repair Manual for details of corrosion removal.
      (4) For minor corrosion, to minimize the downtime of the airplane, the corrosion products should be cleaned off, followed by the application of a corrosion inhibiting compound into the affected area to retard the corrosion process (Ref AMM 51-24-09/701). The finish system should be repaired at the first opportunity consistent with the maintenance schedule.



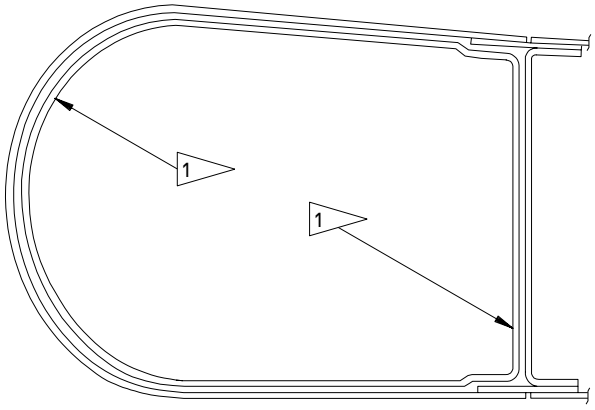


LEADING EDGE FRONT SPAR
A–A

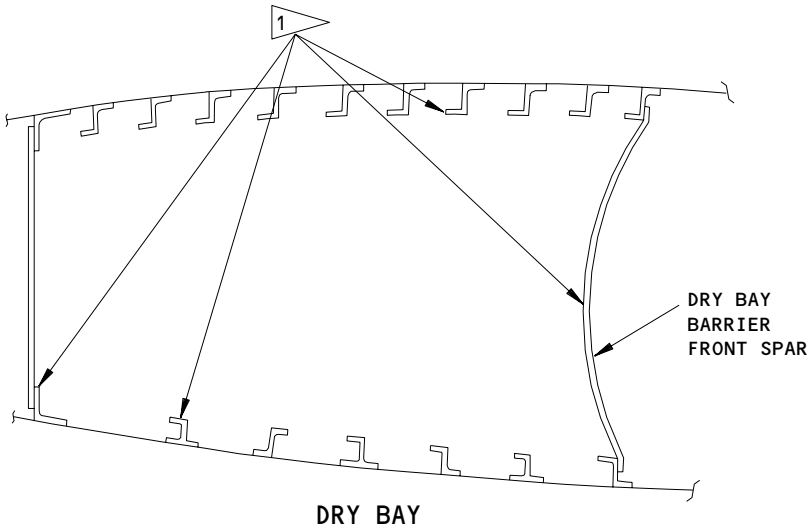


TRAILING EDGE REAR SPAR
B–B

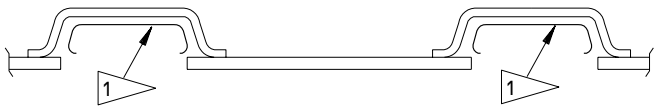
Outer Wing Corrosion Protection
Figure 201 (Sheet 1)



WING TIP
C–C



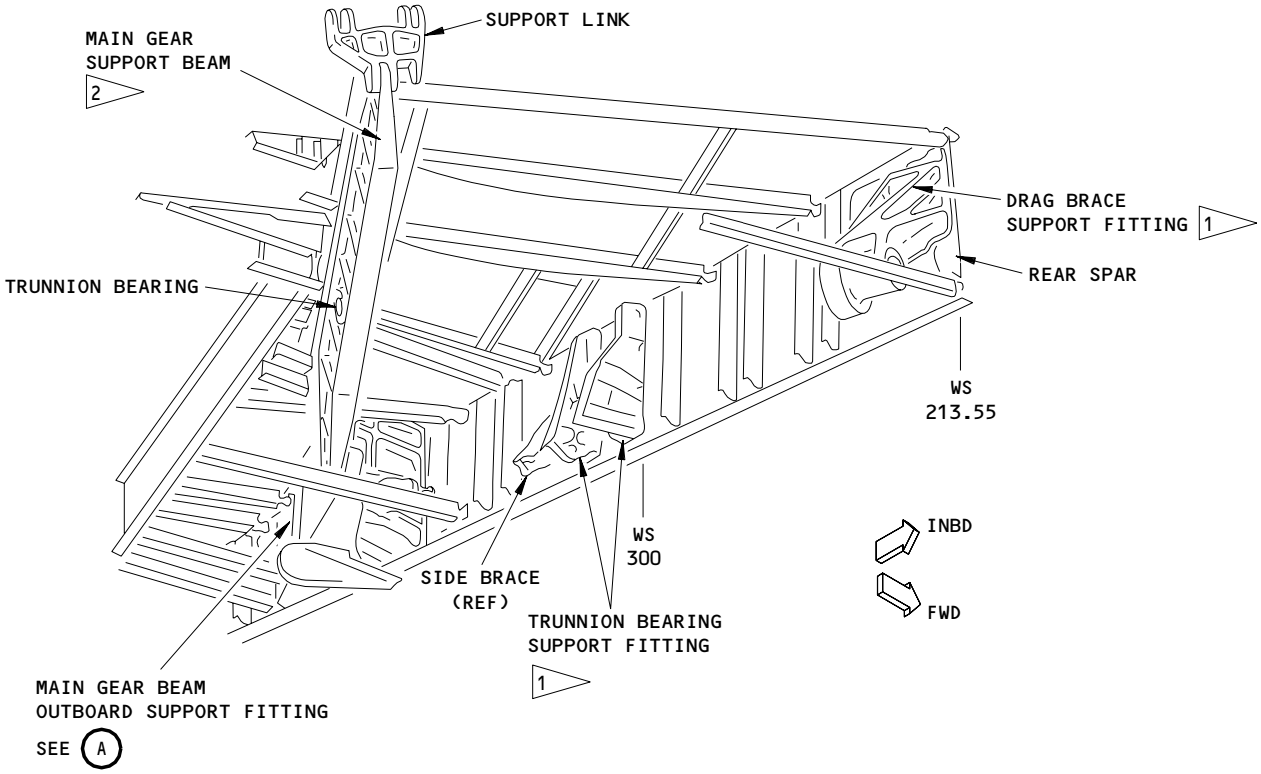
DRY BAY
D–D



BOOST PUMP CAVITY
E–E

1 APPLY BMS 3–23 TYPE 2 CORROSION INHIBITING COMPOUND TO ALL STRUCTURAL SURFACES. OVERSPRAY IS PERMITTED WHERE THE ACCESS IS NOT EASY

Outer Wing Corrosion Protection
Figure 201 (Sheet 2)

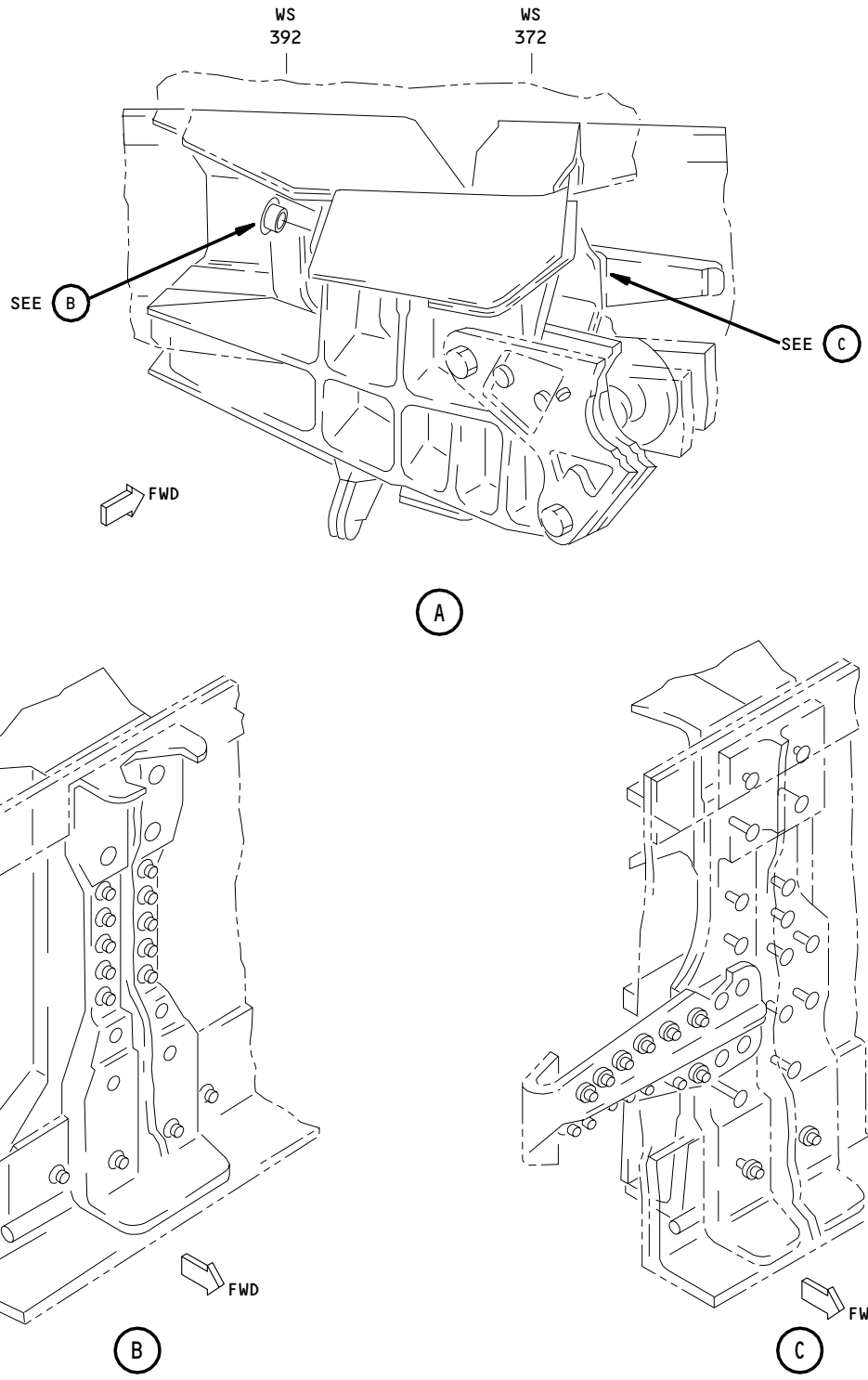


CAUTION: DO NOT LET THE CORROSION INHIBITING COMPOUND GO INTO BEARINGS OR BUSHINGS.

1 APPLY BMS 3-23 CORROSION INHIBITING COMPOUND. BE SURE TO INCLUDE FASTENERS AND FAYING SURFACES. APPLY LIBERALLY TO PERMIT PENETRATION BETWEEN FITTING AND REAR SPAR

2 APPLY BMS 3-23 CORROSION INHIBITING COMPOUND TO ALL SURFACES. BE SURE TO INCLUDE CONNECTION POINTS

Main Landing Gear Trunnion Support Structure Corrosion Protection
Figure 202 (Sheet 1)



Main Landing Gear Trunnion Support Structure Corrosion Protection
Figure 202 (Sheet 2)

(5) Frequency of Application
(a) Periodic inspection is required in areas identified as susceptible to corrosion and should be consistent to the schedules specified in the Maintenance Planning Document. Operators must be aware of reported problems and areas of occurrences.
(b) Periodic application of BMS 3-23 compound is necessary to areas identified and should be consistent to the schedule specified in the Maintenance Planning Document.

B. References
(1) AMM 51-21-03/701, Corrosion Removal and Control-Cleaning/Painting
(2) AMM 51-24-09/701, Corrosion Inhibiting Compound-Cleaning/Painting

C. Consumable Materials
(1) A00247 Sealant - BMS 5-95
(2) C00033 Enamel - BMS 10-60, Type II
(3) G0009 Compound, Organic Corrosion Preventive - BMS 3-23

D. Access
(1) Location Zones
500/600 Left Wing/Right Wing

E. Procedure

S 602-007
(1) At first opportunity consistent with scheduled maintenance activity, do corrosion prevention treatment on the primary structure and skin of the outer wing.

S 602-003
(2) Apply BMS 10-79 type 3 primer followed by BMS 10-100 (Aeroflex G12E25) coating where repair or replacement is required on existing finish.

NOTE: The BMS 10-100 coating is chemically compatible with the Corogard coating, but the two coatings have slight differences in color and finish.

S 602-006

CAUTION: DO NOT APPLY CORROSION INHIBITING COMPOUNDS NEAR ENGINES, COWLING, OR OTHER AREAS OF HIGH TEMPERATURE, OR WHERE FIREWALL SEALANT IS USES. THE HIGH TEMPERATURES CAN CAUSE DETERIORATIO DETERIORATION OF THE COMPOUNDS. CORROSION INHIBITING COMPOUNDS CAN CAUSE DAMAGE TO THE SEALANT.

(3) FOR AIRPLANES WITH SB 51-0008;
Apply BMS 5-95, class F sprayable sealant, followed by BMS 10-60 enamel, to external surfaces.

S 602-005
(4) Apply BMS 3-23 Type 2 corrosion inhibiting compound on the front spar, rear spar and dry bay area.

NOTE: Corrosion inhibiting compounds can be used on fiberglass fairings and ducts if the temperature of the duct is not hotter than 220 F. Corrosion inhibiting compounds can be used on fuel vapor barriers.

VORTEX GENERATORS - APPROVED REPAIR

1. General
   A. This procedure contains one task. The task gives instructions to do repairs of the vortex generators.
   B. The repairs done in this procedure are temporary. It is satisfactory to have these temporary repairs only until the airplane gets to a location that can do permanent repairs. You must obey the instructions in the Structural Repair Manual when you do the permanent repairs.

TASK 57-25-01-308-007

2. Repair the Vortex Generator
   A. References
      (1) 51-21-02/701, Prepaint Cleaning and Treatment
   B. Consumable Materials
      (1) B00148 Methyl Ethyl Ketone (MEK) - TT-M-261
      (2) B00386 Solvent - Toluene
      (3) C00035 Finish - Corogard
      (4) Adhesive:

          NOTE: Use one of the adhesives that follow.

          (a) A00779 BMS 5-26 Type II
          (b) A00247 BMS 5-95 Class B
          (c) A00708 Sealant - Fast Curing, 2-part - PR-1828
   C. Access
      (1) Location Zone
          500/600 Left Wing/Right Wing

   D. Procedure

      S 038-001
      (1) Make sure the vertical flange is smooth with the top surface of the horizontal flange.

      S 148-002

      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.

      (2) Remove the corogard paint from the bond area with solvent, Series 88 (AMM 20-30-88/201).

S 348-003

(3) Bond the vortex generator to the top surface of the horizontal flange as follows:

(a) Refer to the manufacturer's instructions to mix the base compound with the activator.

NOTE: Do not make the adhesive thin.

(b) Apply a thin, continuous layer of the adhesive mixture to each mating surface.

(c) Put the vortex generator in its position immediately and apply sufficient pressure to make sure the mating surfaces fully touch.

(d) Let the adhesive cure at room temperature.

NOTE: The times to get full adhesive strength are as follows:

Adhesive	Cure time
BMS 5-26 Class B 1/2	16 hours
BMS 5-26 Class B 2	48 hours
BMS 5-95 Class B 1/2	20 hours
BMS 5-95 Class B 2	48 hours
BMS 5-95 Class B 4	84 hours
PR-1828 Class B-1/4	4 hours @ 50F 10 hours @ 35F
PR-1828 Class B-1/2	4.5 hours @ 50F 10.5hours @ 35F

(e) If you need to decrease the cure time, increase the temperature to a maximum of 140 degrees F.

NOTE: Cure time decreases by a half for each 20 degrees F increase in temperature.

S 378-006

(4) Apply Corogard paint to the wing surface as necessary.

WING TIP - REMOVAL/INSTALLATION

1. General
   A. This procedure contains two tasks.
      (1) The first task gives the instructions to remove the right and left wing tips.
      (2) The second task gives the instructions to install the right and left wing tips.
   B. The steps for the right and left wing tips are the same.

TASK 57-31-01-004-001

2. Remove the Wing Tip (Fig. 401)
   A. Equipment
      (1) Attach Fitting Set - Wing Safety Harness, A20002-4
   B. References
      (1) 20-10-27/201, Flight Control Surfaces Safety Harness Receptacle
      (2) 33-43-01/201, Wing Forward Position Lights
      (3) 33-43-02/201, Wing Rear Position Lights
      (4) 33-44-01/201, Wing Anti-Collision Lights
   C. Access
      (1) Location Zones
          545/645 Wing Tips

   D. Procedure

      S 494-015

      WARNING: ATTACH A SAFETY HARNESS WHEN YOU DO WORK ON TOP OF THE WING. FAILURE TO ATTACH A SAFETY HARNESS CAN CAUSE INJURY OR DAMAGE.

      (1) Attach the safety harness (Ref 20-10-27).

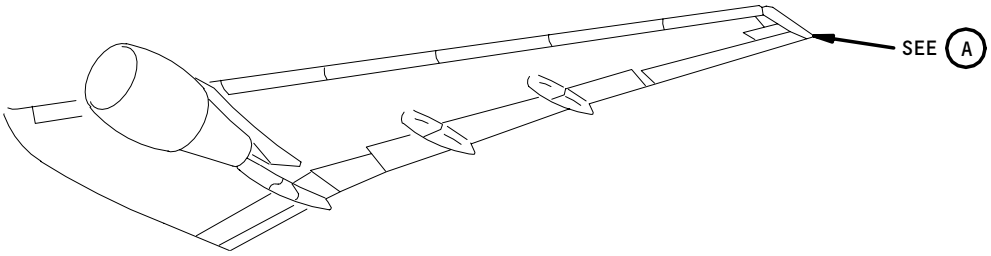
      S 014-002
      (2) Remove the forward position light from the wing (Ref 33-43-01).

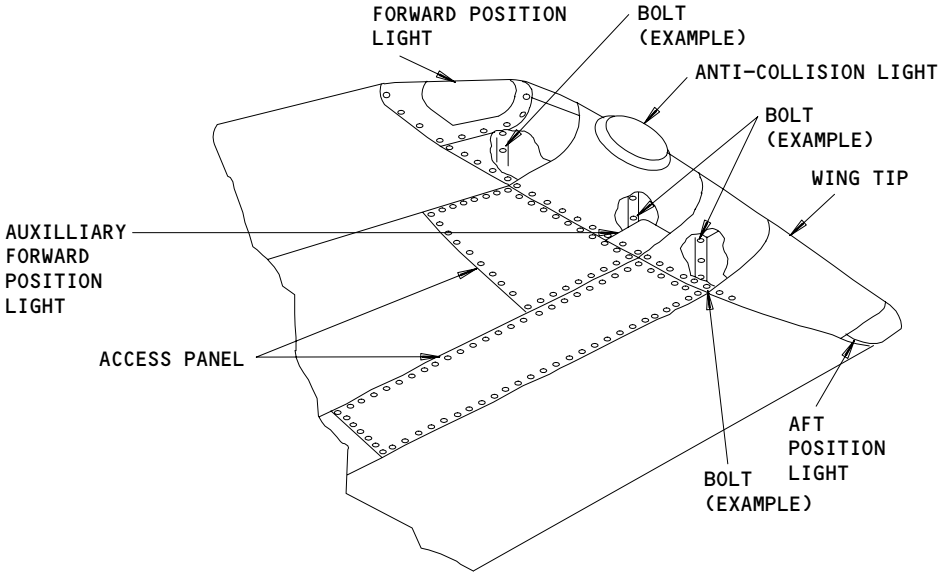
      S 014-003
      (3) Remove the rear position light from the wing (Ref 33-43-02).

      S 014-004
      (4) Remove the anti-collision light from the wing (Ref 33-44-01).

      S 014-006
      (5) Remove the access panels (Fig. 401).

      S 024-007
      (6) Remove the attach bolts and the wing tip.





WINGTIP
A

Wing Tip
Figure 401

TASK 57-31-01-404-008

3. Install the Wing Tip (Fig. 401)

A. Equipment

(1) Attach Fitting Set - Wing Safety Harness, A20002-4

B. References

(1) 20-10-27/201, Flight Control Surfaces Safety Harness Receptacle
(2) 33-43-01/201, Wing Forward Position Lights
(3) 33-43-02/201, Wing Rear Position Lights
(4) 33-44-01/201, Wing Anti-Collision Lights

C. Access

(1) Location Zones

545/645 Wing Tips

D. Procedure

S 424-009

(1) Hold the wing tip in position and install the attach bolts.

S 414-010

(2) Install the access panels (Fig. 401).

S 414-012

(3) Install the anti-collision light on the wing (Ref 33-44-01).

S 414-013

(4) Install the rear position light on the wing (Ref 33-43-02).

S 414-014

(5) Install the forward position light on the wing (Ref 33-43-01).

S 094-016

(6) Remove the safety harness if it is not necessary (Ref 20-10-27).

OUTBOARD WING LEADING EDGE SLAT ACTUATOR ROD SEAL DOOR - REMOVAL/INSTALLATION

1. General
   A. This procedure contains two tasks.
      (1) The first task is instructions to remove the seal door for the slat actuator rod on the outboard leading edge.
      (2) The second task is instructions to install the seal door for the slat actuator rod on the outboard leading.
   B. The seal door for the slat actuator rod is referred to as the seal door in this procedure.
   C. The removal and installation steps for the right and the left side seal doors are equivalent.
   D. If fuel is found near one of the drain tubes for the slat track housing, it is possible that there is a leak in the drain tube. Refer to AMM 28-11-00/801 for temporary repair procedure of fuel leakage in the drain tubes.

TASK 57-41-56-004-001

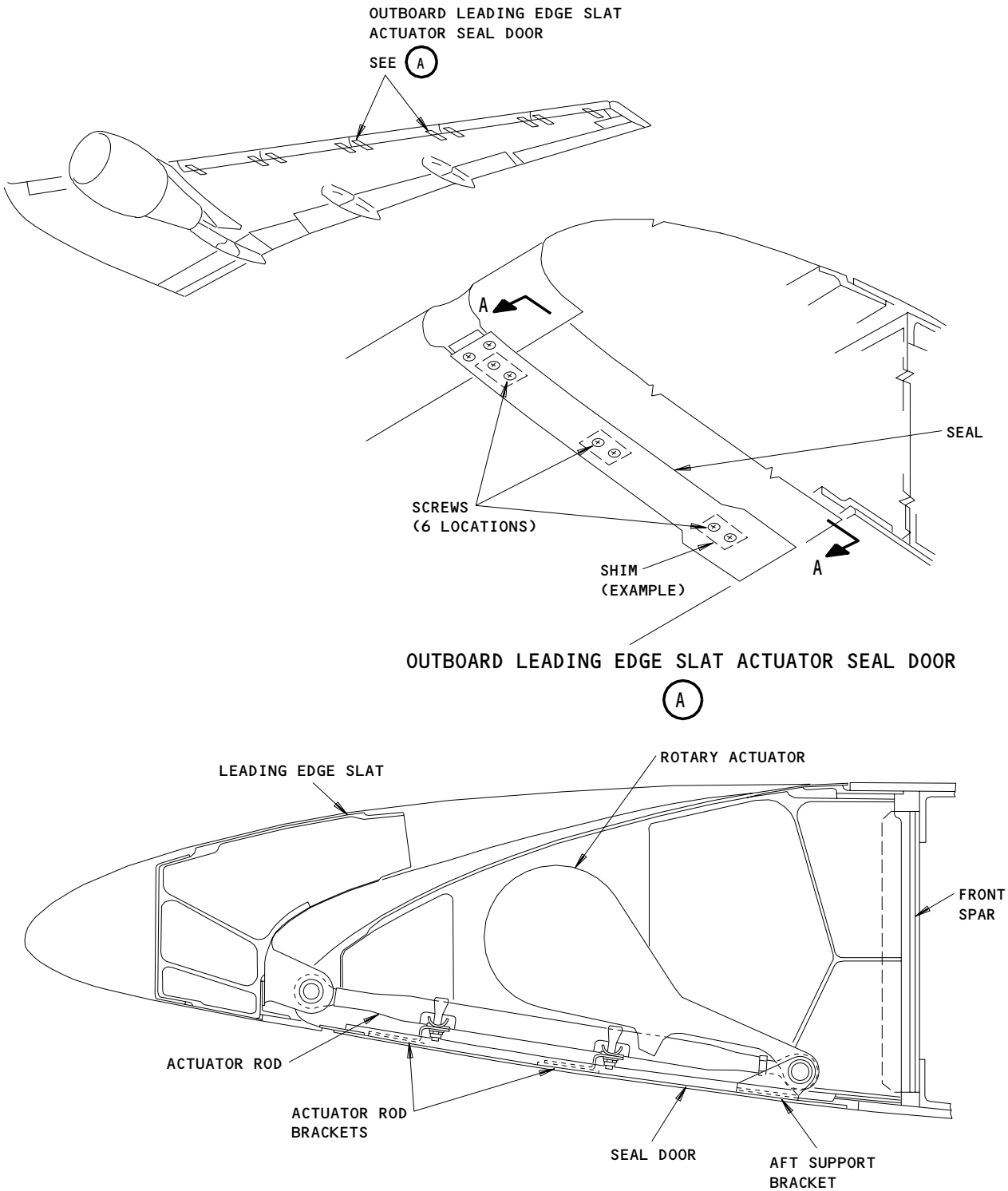
2. Remove the Seal Door (Fig. 401)
   A. References
      (1) AMM 27-81-00/201, Leading Edge Slat System
      (2) AMM 27-81-00/501, Leading Edge Slat System
      (3) AMM 78-31-00/201, Thrust Reverser System
   B. Access
      (1) Location Zones
          500/600 Left Wing/Right Wing

   C. Procedure

      S 044-020

      WARNING: DO THE THRUST REVERSER DEACTIVATION PROCEDURE TO PREVENT THE OPERATION OF THE THRUST REVERSER. THE 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 (AMM 78-31-00/201).



Outboard Wing Leading Edge Slat Actuator Rod Seal Door
Figure 401

S 014-031
(2) Fully retract the slats on the outboard leading edge (AMM 27-81-00/201).

S 034-006
(3) Remove the screws from the seal door.

S 024-007
(4) Remove the seal door.

NOTE: Keep the shims, and write a record of their positions to help you install them correctly in the subsequent installation procedure.

S 214-040

WARNING: DO NOT LET OBJECTS GET IN THE HOUSING ASSEMBLY OF THE SLAT TRACK. THIS WILL HELP PREVENT A PUNCTURE OF THE HOUSING ASSEMBLY THAT COULD CAUSE A FUEL LEAK. THE FUEL LEAK COULD CAUSE A FIRE AND POSSIBLE DEATH OR INJURY TO PERSONNEL.

(5) Examine the area to make sure objects are not left in the slat track housing assembly.

S 494-021

CAUTION: TEMPORARILY ATTACH THE AFT SUPPORT BRACKET TO THE ACTUATOR ROD. THE ACCIDENTAL OPERATION OF THE SLAT CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

(6) Temporarily attach the aft support bracket to the actuator rod.

TASK 57-41-56-404-042

3. Remove the Seal Door for CDL 57-41-1 (Fig. 401)
   A. References
      (1) AMM 27-81-00/201, Leading Edge Slat System

(2) AMM 27-81-00/501, Leading Edge Slat System
(3) AMM 78-31-00/201, Thrust Reverser System

B. Access

(1) Location Zones
500/600 Left Wing/Right Wing

C. Procedure

S 024-049

(1) This procedure is for the temporary removal of the slat actuator seal door due to damage and for allowed continued revenue flight per CDL 57-41-1.

S 044-043

WARNING: DO THE THRUST REVERSER DEACTIVATION PROCEDURE TO PREVENT THE OPERATION OF THE THRUST REVERSER. THE ACCIDENTAL OPERATION OF THE THRUST REVERSER CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

(2) Do this procedure: Thrust Reverser Deactivation for Ground Maintenance (AMM 78-31-00/201).

S 864-050

(3) Fully retract the outboard leading edge slats (Ref 27-81-00/201).

S 044-044

(4) Do this procedure: Remove power from the Outboard Leading Edge Slats (AMM 27-81-00-/201).

S 014-045

(5) Remove the screws from the seal door.

S 024-046

(6) Remove the seal door.

NOTE: Keep the shims, and write a record of their positions to help you install them correctly in the subsequent installation procedure.

S 214-047

WARNING: DO NOT LET OBJECTS GET IN THE HOUSING ASSEMBLY OF THE SLAT TRACK . THIS WILL HELP PREVENT A PUNCTURE OF THE HOUSING ASSEMBLY THAT COULD CAUSE A FUEL LEAK. THE FUEL LEAK COULD CAUSE A FIRE AND POSSIBLE DEATH OR INJURY TO PERSONNEL.

(7) Examine the area to make sure objects are not left in the slat track housing assembly.

S 024-048

CAUTION: DO NOT OPERATE THE SLATS WITH THE SUPPORT/ATTACHMENT BRACKETS DOWN (LOOSE AT ONE END) WHEN THE CONTROL ROD DOOR (ACTUATOR SEAL DOOR) IS REMOVED. IMPACT DAMAGE TO THE FIXED SPLICE PLATE ON THE LEADING EDGE LOWER SURFACE CAN OCCUR.

(8) Remove the outboard leading edge slat linkage fairing panel aft position support bracket as follows:
  (a) Remove the bolt that attaches the aft support bracket and the actuator rod to the rotary actuator drive arm.
  (b) Remove the aft support bracket from the actuator rod to the rotary actuator drive arm.
  (c) Reinstall the bolt for the actuator rod to the actuator drive arm.

TASK 57-41-56-404-009

4. Install the Seal Door (Fig. 401)

A. References
  (1) AMM 27-81-00/201, Leading Edge Slat System
  (2) AMM 27-81-02/501, Outboard Leading Edge Slat
  (3) AMM 78-31-00/201, Thrust Reverser System

B. Access
  (1) Location Zones
    500/600 Left Wing/Right Wing

C. Procedure

S 214-010

(1) Make sure the slats on the outboard leading edge are fully retracted (AMM 27-81-00/201).

S 094-011

(2) Disconnect the temporary support of the actuator rod to the aft support bracket.

S 434-012
(3) Put the shims and the seal door in position.

S 434-014
(4) Install the screws that hold the seal door to the brackets.

S 214-015
(5) Do a check of the seal door clearance and flushness to the adjacent skin panels (AMM 27-81-02/501).

S 824-016
(6) Adjust the seal door for the correct clearance if it is necessary (AMM 27-81-02/501).

S 214-041

WARNING: DO NOT LET OBJECTS GET IN THE HOUSING ASSEMBLY OF THE SLAT TRACK. THIS WILL HELP PREVENT A PUNCTURE OF THE HOUSING ASSEMBLY THAT COULD CAUSE A FUEL LEAK. THE FUEL LEAK COULD CAUSE A FIRE AND POSSIBLE DEATH OR INJURY TO PERSONNEL.
(7) Examine the area to make sure objects are not left in the slat track housing assembly.

S 444-017
(8) Do the activation procedure for the thrust reverser (AMM 78-31-00/201).

WING LEADING EDGE PRESSURE RELIEF PANELS - REMOVAL/INSTALLATION

1. General
   A. The Wing Leading Edge Pressure Relief Panels blow out if a high pressure leak occurs. These panels are located in the inboard and outboard fixed section on the underside of the leading edge of the wing. This procedure contains tasks to remove the pressure panels and tasks to install the pressure panels.

TASK 57-41-57-024-010

2. Pressure Relief Panel Removal (Fig. 401)
   A. Access
      (1) Location Zones
          510/610 Leading Edge - Inboard of Nacelle Strut
          520/620 Leading Edge - Outboard of Nacelle Strut

   B. Procedure

S 024-004

(1) To remove the Leading Edge Pressure Panels (511KB or 611KB), do the following:
   (a) Remove the 8 fasteners that attach the aft outer retainer to the pressure panel.
   (b) Remove the aft outer retainer and the pressure relief panel.

S 024-015

(2) To remove the Leading Edge Pressure Panels (521AMB or 621AMB), do the following:
   (a) Remove the two aft fasteners and washers that attach the outer retainer to the pressure panel.
   (b) Remove the four forward fasteners that attach the outer retainer to the pressure panel.
   (c) Remove the seven outboard fasteners that attach the outer retainer to the pressure panel.
   (d) Carefully remove the outer retainer and the pressure relief panel.

S 024-014

(3) To remove the Leading Edge Pressure Panels (521ANB or 621ANB), do the following:
   (a) Remove the seven aft fasteners that attach the outer retainer to the pressure panel.

(b) Remove the eight forward fasteners that attach the outer retainer to the pressure panel.
(c) Remove the eight outboard fasteners that attach the outer retainer to the pressure panel.
(d) Carefully remove the outer retainer and the pressure relief panel.

S 214-016

WARNING: DO NOT LET OBJECTS GET IN THE HOUSING ASSEMBLY OF THE SLAT TRACK. THIS WILL HELP PREVENT A PUNCTURE OF THE HOUSING ASSEMBLY THAT COULD CAUSE A FUEL LEAK. THE FUEL LEAK COULD CAUSE A FIRE AND POSSIBLE DEATH OR INJURY TO PERSONNEL.

(4) Examine the area to make sure objects are not left in the slat track housing assembly.

TASK 57-41-57-414-011

3. Pressure Relief Panel Installation (Fig. 401)

A. Access

(1) Location Zones

510/610 Leading Edge - Inboard of Nacelle Strut
520/620 Leading Edge - Outboard of Nacelle Strut

B. Procedure

S 424-006

(1) To install the pressure relief panel (511KB or 611KB), do the following steps:
(a) Put the panel's forward plate edge between the forward outer retainer and the retainer assembly.
(b) Push the aft end of the panel against the substructure.
(c) Make sure that a gap of 0.05 to 0.14 inch (1.27 to 3.56 mm) exists between the panel and the forward outer retainer.
(d) Install the 8 fasteners to attach the aft outer retainer and panel.
(e) Make sure that a gap of 0.05 to 0.14 inch (1.27 to 3.56 mm) exists between the panel and the aft outer retainer.
(f) Make sure that the gaps at the inboard and outboard panel joints are 0.06 inch +0.06 or -0.00 inch (1.54 mm +1.54 or -0.00 mm).
(g) Make sure that all joints of the panel do not have an aerodynamic misfair greater than 0.020 inch (0.508 mm).

S 424-013

(2) To install the pressure relief panel (521AMB or 621AMB), do the following steps:
(a) Put the panel's inboard plate edge between the outer retainer and the retainer assembly.
(b) Push the pressure relief panel against the substructure.

(c) Put the outer retainer into position against the panel.
(d) Make sure that a clearance of 0.06 to 0.12 inch (1.52 to 3.05 mm) exists between the panel and the outer retainer forward edge.
(e) Make sure that a clearance of 0.06 to 0.12 inch (1.52 to 3.05 mm) exists between the panel and the outer retainer aft edge.
(f) Make sure that the clearances at the inboard and outboard panel joints are 0.06 inch +0.06 or -0.00 inch (1.54 mm +1.54 or -0.00 mm).
(g) Install the seven fasteners on the outboard panel edge.
(h) Install the four fasteners on the forward panel edge.
(i) Install the two fasteners and washers on the aft panel edge.
(j) Torque the fasteners to a range between 15 to 25 pound-inches (1.69 to 2.82 nm).

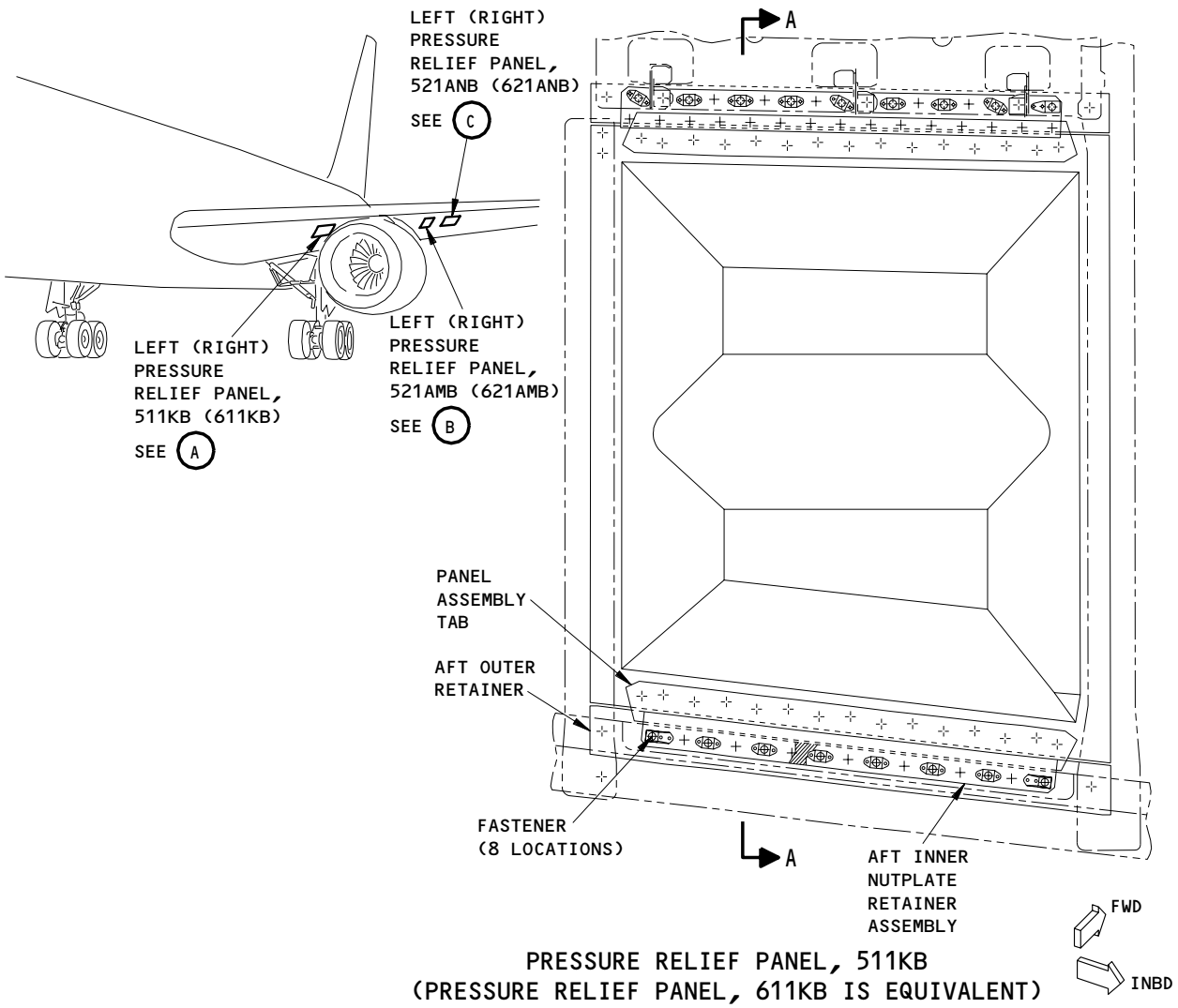
S 424-012

(3) To install the pressure relief panel (521ANB or 621ANB), do the following steps:
(a) Put the panel's inboard plate edge between the outer retainer and the retainer assembly.
(b) Push the pressure relief panel against the substructure.
(c) Put the outer retainer into position against the panel.
(d) Make sure that a clearance of 0.06 to 0.12 inch (1.52 to 3.05 mm) exists between the panel and the outer retainer forward edge.
(e) Make sure that a clearance of 0.06 to 0.12 inch (1.52 to 3.05 mm) exisits between the panel and the outer retainer aft edge.
(f) Make sure that the clearances at the inboard and outboard panel joints are 0.06 inch +0.06 or -0.00 inch (1.54 mm +1.54 or -0.00 mm).
(g) Install the eight fasteners on the outboard panel edge.
(h) Install the eight fasteners on the forward panel edge.
(i) Install the seven fasteners on the aft panel edge.
(j) Torque the fasteners to a range between 15 to 25 pound-inches (1.69 to 2.82 nm).

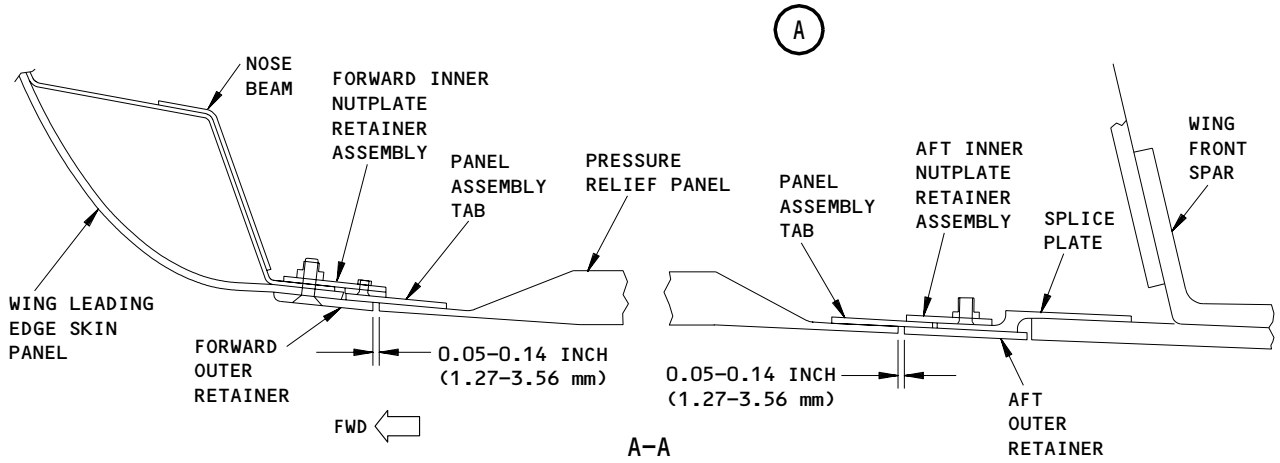
S 214-017

WARNING: DO NOT LET OBJECTS GET IN THE HOUSING ASSEMBLY OF THE SLAT TRACK. THIS WILL HELP PREVENT A PUNCTURE OF THE HOUSING ASSEMBLY THAT COULD CAUSE A FUEL LEAK. THE FUEL LEAK COULD CAUSE A FIRE AND POSSIBLE DEATH OR INJURY TO PERSONNEL.

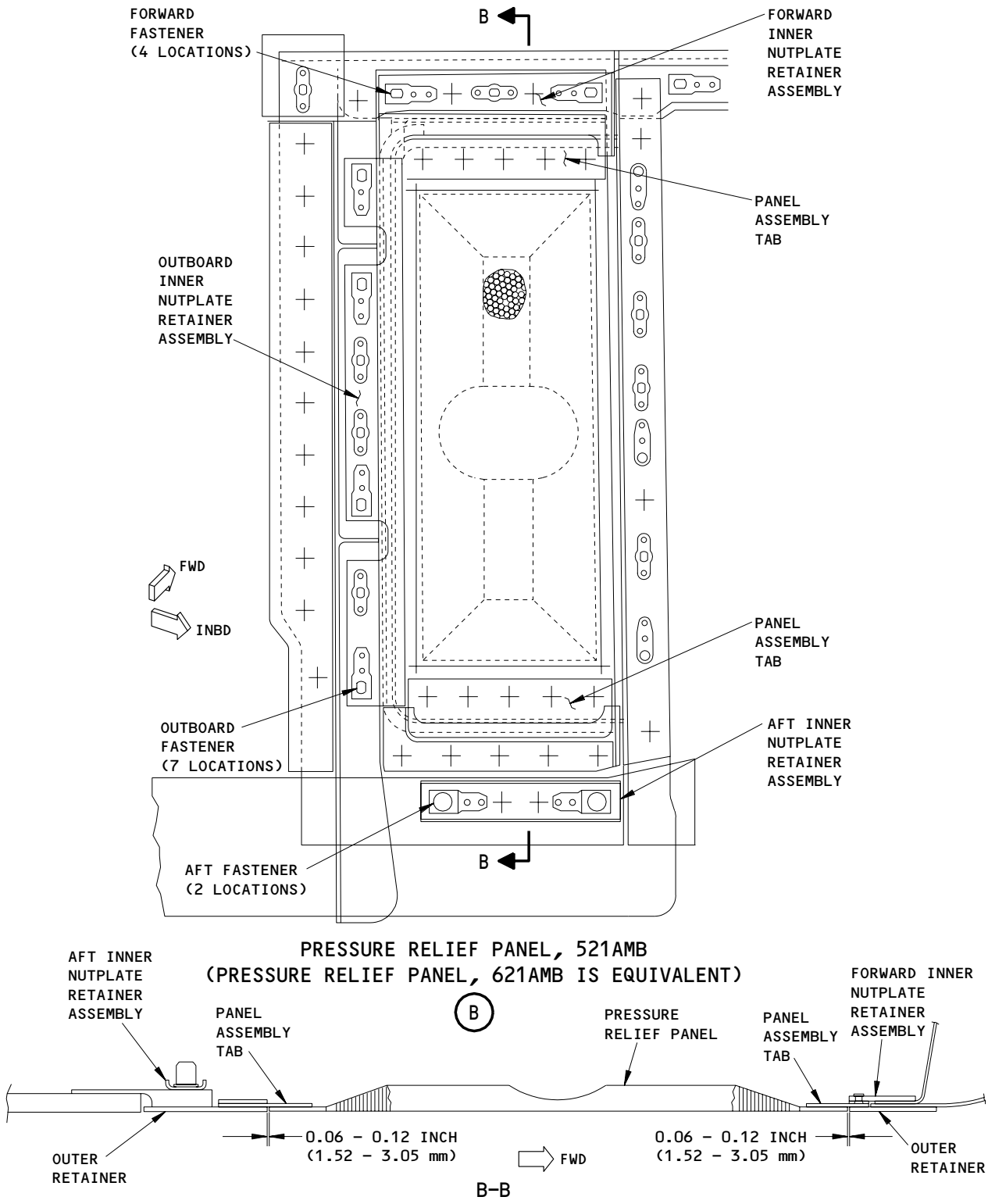
(4) Examine the area to make sure objects are not left in the slat track housing assembly.



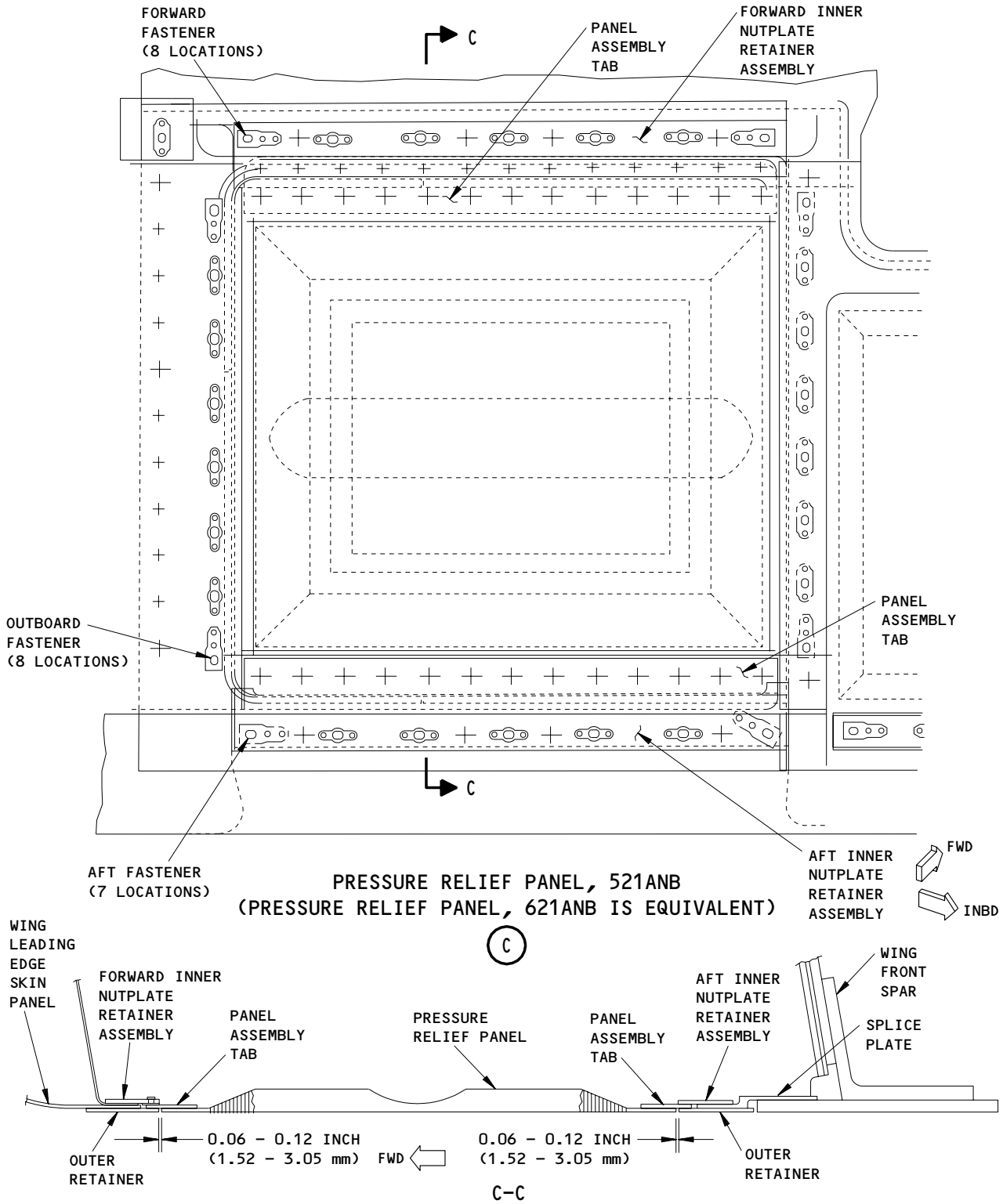
PRESSURE RELIEF PANEL, 511KB
(PRESSURE RELIEF PANEL, 611KB IS EQUIVALENT)



Wing Leading Edge Pressure Relief Panel Installation
Figure 401 (Sheet 1)



Wing Leading Edge Pressure Relief Panel Installation
Figure 401 (Sheet 2)



Wing Leading Edge Pressure Relief Panel Installation
Figure 401 (Sheet 3)

THERMAL ANTI-ICE (TAI) DOOR - REMOVAL/INSTALLATION

1. General
   A. The Thermal Anti-Ice (TAI) door gives you access to the Thermal Anti-Icing telescopic duct in the leading edge of wing. This procedure contains three tasks. The first task gives instructions to remove the TAI Door. The second task gives instructions to install the TAI door. The third task gives instructions to rig the TAI door.

   TASK 57-41-58-004-001

2. TAI Door Removal (Fig 401)
   A. References
      (1) 27-81-00/201, Leading Edge Slat System
   B. Access
      (1) Location Zones
          521/621 Leading Edge to Front Spar

   C. Procedure

      S 864-040

      CAUTION: MAKE SURE THAT THE STRUT ACCESS DOORS ARE CLOSED BEFORE YOU EXTEND OR RETRACT THE LEADING EDGE SLATS.

      (1) Extend the leading edge slats (AMM 27-81-00/201).

      S 044-047
      (2) Deactivate the leading edge slats and attach DO-NOT-CLOSE TAGS (AMM 27-81-00/201).

      S 024-041
      (3) Remove the TAI door:
          (a) Remove the 3 aft fasteners through the gap plate.
          (b) Remove and keep the gap plate.
          (c) Remove the 2 forward fasteners that go through the duct bracket.
          (d) Disconnect and discard the ground jumper and the sleeving.
          (e) Remove the seal TAI door.

S 214-051

WARNING: DO NOT LET OBJECTS GET IN THE HOUSING ASSEMBLY OF THE SLAT TRACK. THIS WILL HELP PREVENT A PUNCTURE OF THE HOUSING ASSEMBLY THAT COULD CAUSE A FUEL LEAK. THE FUEL LEAK COULD CAUSE A FIRE AND POSSIBLE DEATH OR INJURY TO PERSONNEL.

(4) Examine the area to make sure objects are not left in the slat track housing assembly.

TASK 57-41-58-434-044

3. TAI Door Installation (Fig 401)

A. References

(1) SOPM 20-10-06
(2) SOPM 20-41-02
(3) SOPM 20-43-03
(4) SOPM 20-44-04
(5) SWPM 20-20-00
(6) AMM 20-11-00/201, Standard Torque Values
(7) AMM 27-81-00/201, Leading Edge Slat System

B. Access

(1) Location Zones

521/621 Leading Edge to Front Spar

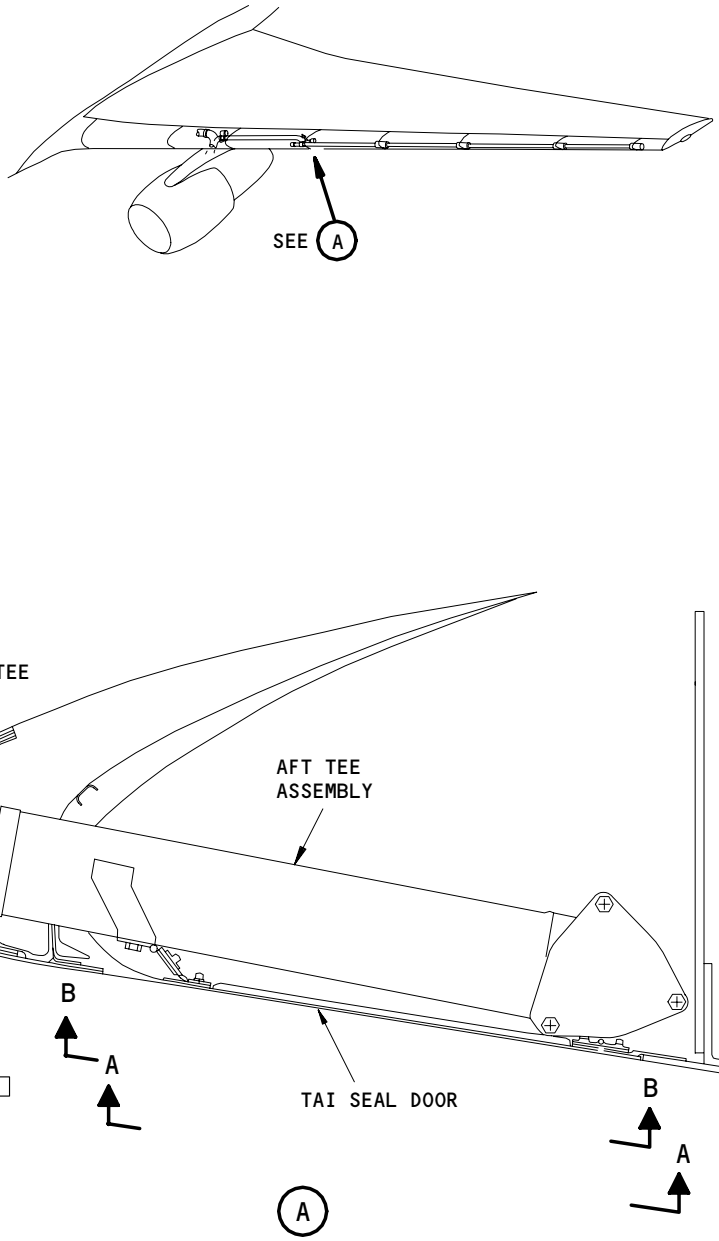
C. Consumable Materials

(1) C00432 Primer - BMS 10-11, Type I
(2) C00130 Primer BMS 10-79, Type II
(3) B00624 Compound - Lubricant BMS 3-28
(4) C00308 Corrosion Preventative Compound - MIL-C-11796, Class 3
(5) C00001 Anti-Static Coating - BMS 10-21, Type III

D. Procedure

S 864-049

(1) AIRPLANES PRE-SB 57-0104;
Do these steps:
(a) Apply primer BMS 10-11, Type I to all areas of the fastener holes that go through the gap plate and the TAI duct bracket including the countersink before you install the bolts.
1) Let the primer dry before you apply the Corrosion Preventative Compound (CPC).



TAI Duct Seal Door - Removal/Installation
Figure 401 (Sheet 1)

(b) Apply CPC MIL-C-11796 Class 3 to all areas of the fastener holes in the gap plate and the TAI duct bracket including the countersink before you install the bolts.

CAUTION: MAKE SURE THAT THE TEFLON HEAT RESISTANT SLEEVING IS INSTALLED ON THE GROUND JUMPER. THE GROUND JUMPER AND THE SLEEVING ARE PART OF THE SEAL DOOR, AND THEY CAN EASILY FALL OFF.

(c) Examine the sleeving to make sure that it is installed correctly.
(d) Temporarily install the seal door to get the necessary clearances.
(e) Adjust and align the door in view B-B, Fig. 401.
(f) If you install a new door, trim the seal door as necessary to obtain the clearance in view F-F, Fig. 401.
(g) If you install the same door, get the clearance in view F-F, Fig. 401.
(h) Align the seal door per views B-B, D-D and E-E in figure 401.
(i) Measure the distance between the hinge bolt and the hinge pin in view F-F, fig. 401.

NOTE: This dimension is recommended and not a requirement.

(j) If necessary adjust the distance between the hinge bolt and the hinge pin in view F-F, fig. 401; loosen the bolts in the slotted holes to allow adjustment.

NOTE: Full slot adjustment is allowed to get the distance.

(k) Turn the hinge bolt finger tight view B-B, figure 401 and continue to a maximum of 8 pound-inches or until the cotter key slot aligns.
(l) If you installed a new door and after you trimmed the door, apply alodine 600 on the edge of the metal erosion strip of the seal door (view F-F, Fig. 401) (SOPM 20-43-03).
    1) Apply primer BMS 10-79, Type II on the entire edge of the seal door (view F-F, Fig. 401).
(m) Apply BMS 3-28 lubricant to the fasteners prior to installation (AMM 20-11-00/201).

NOTE: The BMS 3-28 will prevent corrosion on the threads of the fasteners and make them easier to remove.

(n) Install the gap plate (view B-B, Fig. 401) and maintain a clearance between 0.03 - 0.09 inch.
(o) Maintain the clearance as shown in view D-D, Fig. 401.
(p) Connect the ground jumper.
(q) Apply the conducting coating BMS 10-21, Type 1 to the 3 fasteners with the flagnote per view B-B, Fig. 401 (SOPM 20-10-06).

(r) Do a check of the resistance value of 0.001 ohms from the hinge to the seal door at the jumper location (SWPM 20-20-00).

NOTE: The resistance value should not exceed 0.001 ohms

S 864-050

(2) AIRPLANES POST-SB 57-0104;
Do these steps:

(a) Temporarily install the seal door to get the necessary clearances.

(b) Adjust and align the door in view A-A Fig. 401A.
1) Get the clearance in views B-B, C-C, and D-D Fig. 401A.
2) Hold the door in position with two fasteners at TAI duct forward hinge attachment location, refer to view A-A fig. 401A.

(c) If you trim the new door, to get the clearance in view C-C, apply alodine 600 on the edge of the metal erosion strip of the seal door (SOPM 20-43-03).
1) Apply primer BMS 10-79, Type II on the entire edge of the seal door, view C-C, Fig. 401A.(SOPM 20-44-04)

(d) Apply primer BMS 10-11, Type I to all areas of the fastener holes that go through the gap plate and the TAI duct hinge including the countersink before you install the bolts. (SOPM 20-41-02).
1) Let the primer dry before you apply the Corrosion Preventative Compound (CPC).

(e) Apply CPC MIL-C-11796 Class 3 to all areas of the fastener holes in the gap plate and the TAI duct hinge including the countersink before you install the bolts. (SOPM 20-41-03)

CAUTION: MAKE SURE THAT THE TEFLON HEAT RESISTANT SLEEVING IS INSTALLED ON THE GROUND JUMPER. THE GROUND JUMPER AND THE SLEEVING ARE PART OF THE SEAL DOOR, AND THEY CAN EASILY FALL OFF.

(f) Examine the sleeving to make sure that it is installed on the ground jumper.

(g) Measure the distance between the hinge bolt and the hinge pin in view C-C, Fig. 401A.

NOTE: This dimension is recommended and not a requirement.
1) If necessary adjust the distance between the hinge bolt and the hinge pin in view C-C, Fig. 401A; loosen the bolts in the slotted holes to allow adjustment.

NOTE: Full slot adjusment is allowed, to get the distances.

(h) Torque the hinge bolt in view C-C, figure 401A and continue to a maximum of 8 pound-inches or until the cotter key slot aligns.
(i) Install the gap plate (view A-A, Fig. 401A).
1) Maintain clearance as shown in view A-A, Fig. 401A.
(j) Apply sealant BMS5-95 to the nut, washer and terminal fitting on the ground jumper (SOPM 20-11-03).
(k) Connect the ground jumper.
(l) Clean the hinge and splice place contact surface, refer to cleaning method (CM3) of SOPM 20-11-03.
(m) Apply sealant BMS5-95 to the surface between the hinge and the splice plate and allow the sealant to squeeze out (SOPM 20-11-03).
(n) Install all the fasteners.
1) Adjust and align the door to get the necessary clearance in views C-C, D-D and E-E.
2) If necessary, loosen the TAI duct seal door and move it aft to get the clearance given in view E-E.
(o) Adjust the door to make sure that the gaps are as shown in view B-B; Fig. 401A.
1) The door may twist when the door closes, only adjust the door to fit inside the opening between the fixed leading edge panels.
2) Make sure that there is necessary clearance between the door and structure when the door is fully closed.
(p) Measure the electrical resistance of the ground jumper from the aft terminal fitting of ground jumper to a position 0.5 to 1.0 inch away from the edge of the door hinge on the splice plate.
1) The electrical resistance must not be more than 0.001 ohms, refer to SWPM 20-20-00.

WARNING: DO NOT LET OBJECTS GET IN THE HOUSING ASSEMBLY OF THE SLAT TRACK. THIS WILL HELP PREVENT A PUNCTURE OF THE HOUSING ASSEMBLY THAT COULD CAUSE A FUEL LEAK. THE FUEL LEAK COULD CAUSE A FIRE AND POSSIBLE DEATH OR INJURY TO PERSONNEL.

(q) Examine the area to make sure objects are not left in the slat track housing assembly.

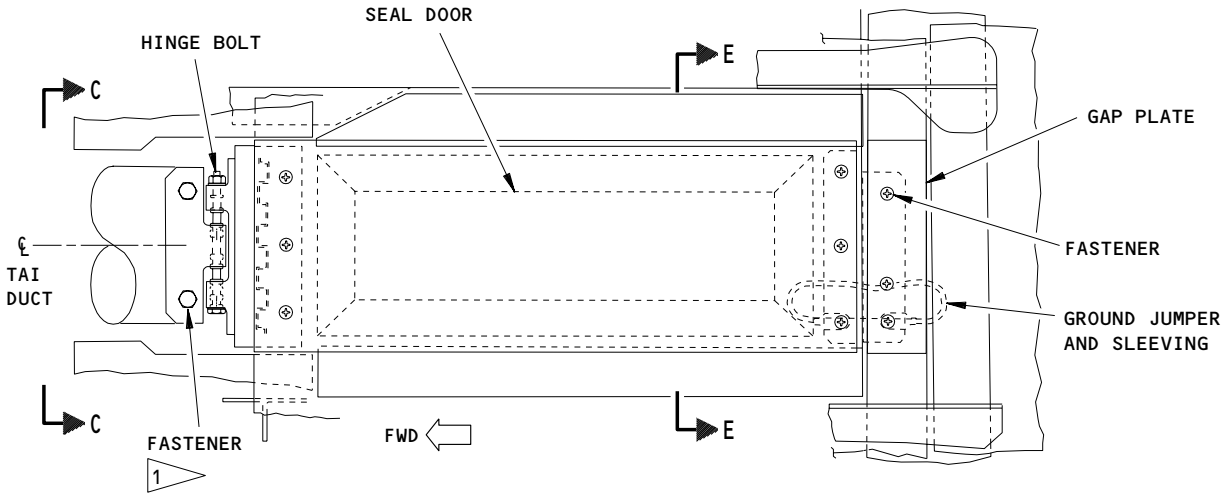
TASK 57-41-58-834-045

4. TAI Seal Door Rigging

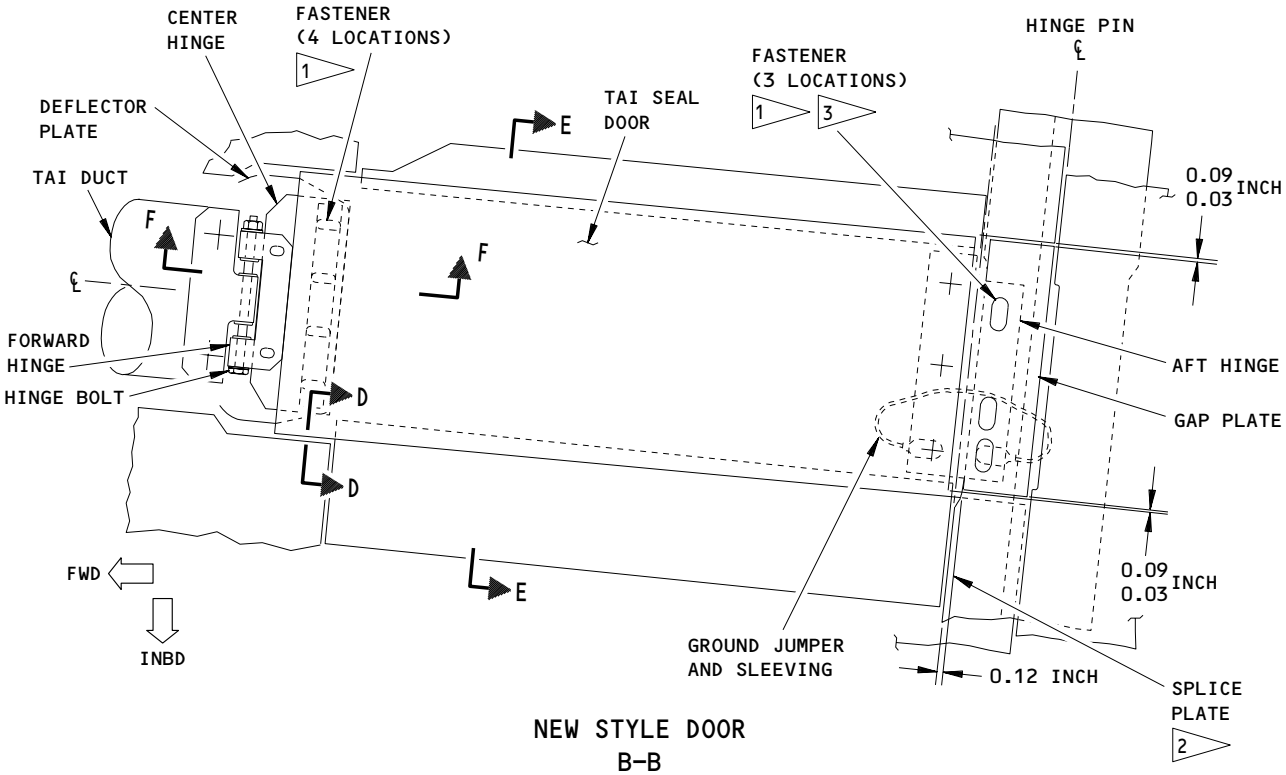
A. Procedure

S 714-046

(1) Before you rig the TAI door, make sure that the outboard slats are rigged and in the fully retracted (cruise) position.



OLD STYLE DOOR
A–A



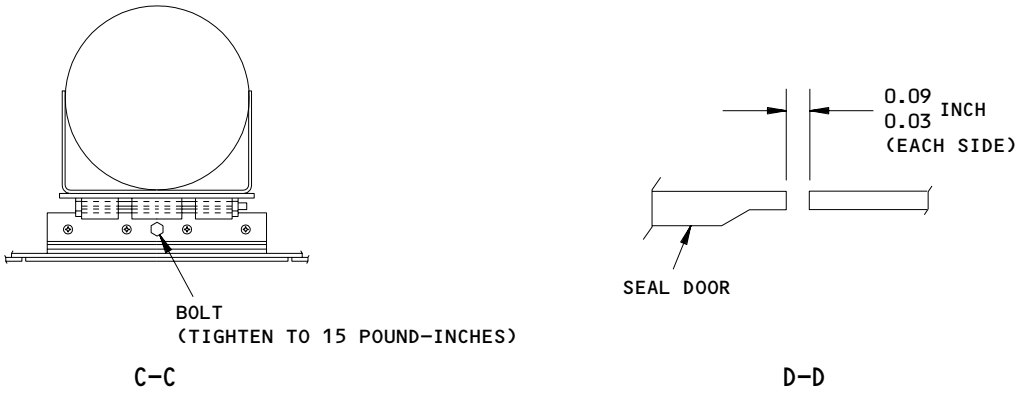
NEW STYLE DOOR
B–B

1 THESE FASTENERS ARE USED TO ADJUST THE ALIGNMENT AT THE DOOR. TIGHTEN AFTER INSTALLATION IS COMPLETE.

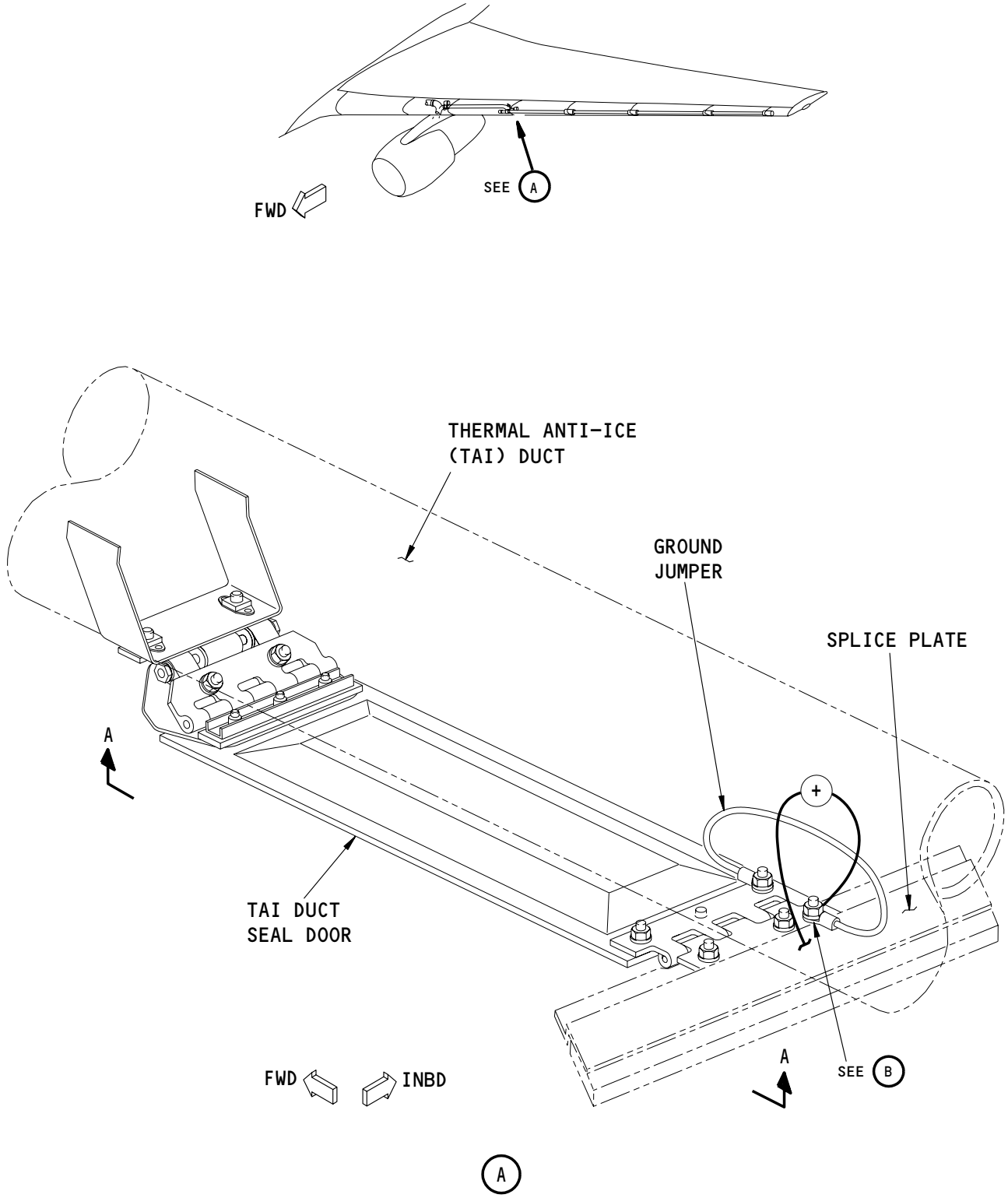
2 LOCATE FROM AFT HINGE PIN CENTERLINE (INBOARD SIDE ONLY) TO THE EDGE OF THE SPLICE PLATE

3 APPLY CONDUCTIVE COATING BMS 10–21, TYPE 1 TO THE FASTENERS

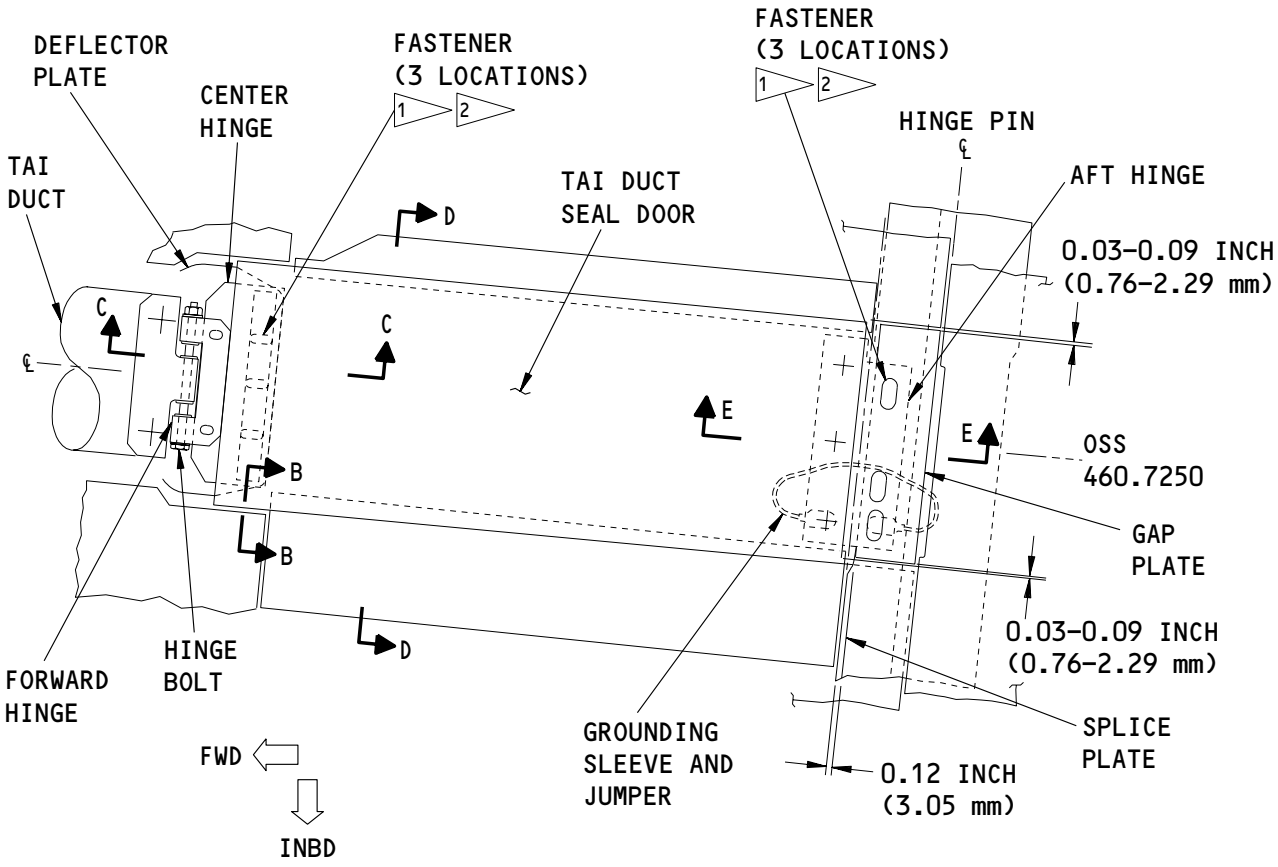
TAI Duct Seal Door – Removal/Installation
Figure 401 (Sheet 2)



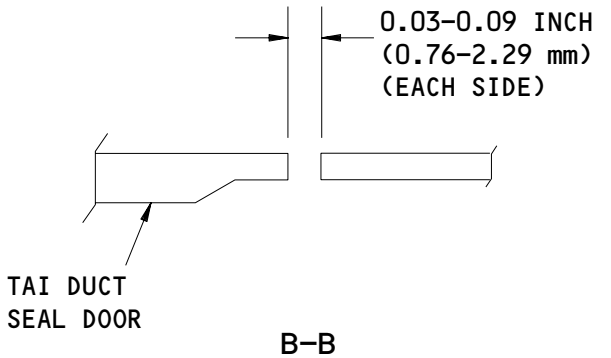
TAI Duct Seal Door - Removal/Installation
Figure 401 (Sheet 3)



TAI Duct Seal Door - Removal/Installation
Figure 401A (Sheet 1)



A–A

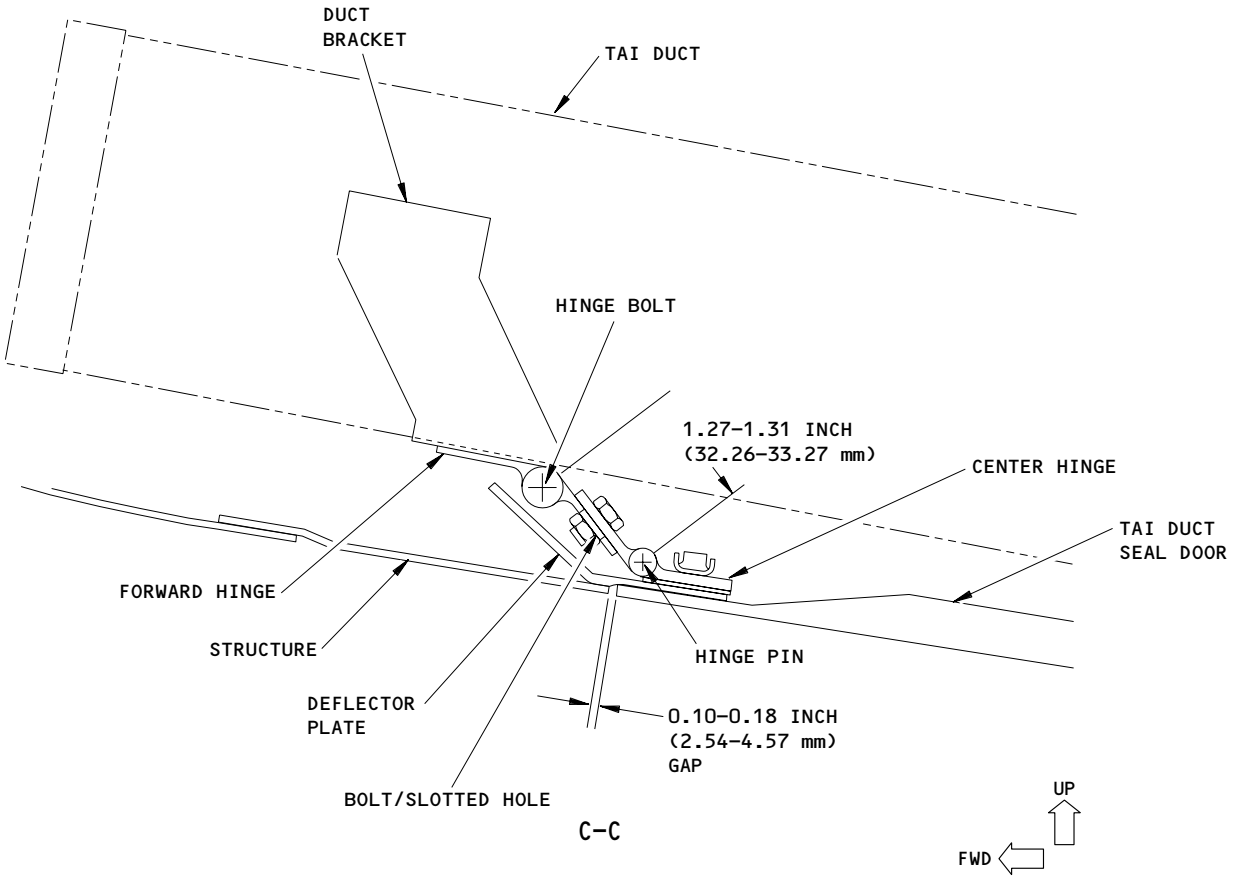


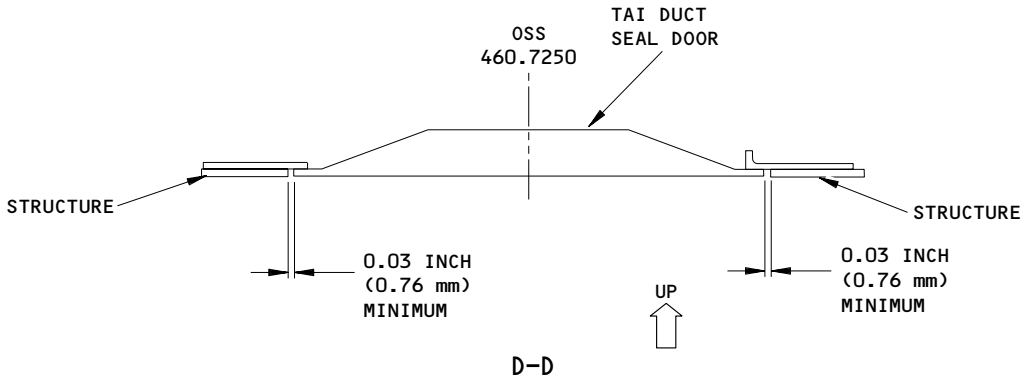
B–B

1 THESE FASTENERS ARE USED TO ADJUST THE ALIGNMENT AT THE DOOR. TIGHTEN AFTER INSTALLATION IS COMPLETE.

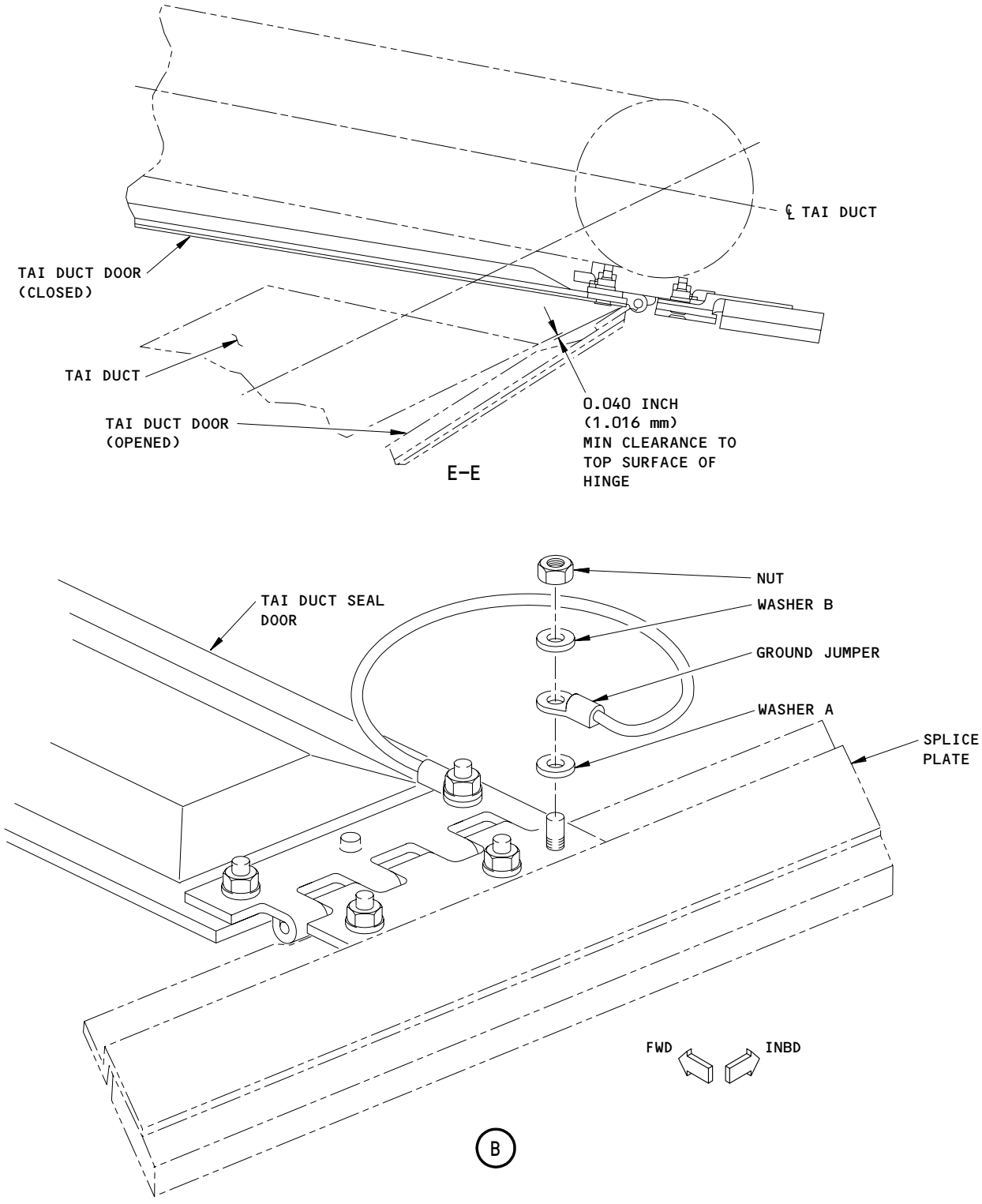
2 APPLY BMS3-28 TO THE FASTENERS PRIOR TO INSTALLATION (SOPM 20-50-01).

TAI Duct Seal – Removal/Installation
Figure 401A (Sheet 2)





TAI Duct Seal Door – Removal/Installation
Figure 401A (Sheet 3)



TAI Duct Seal Door – Removal/Installation
Figure 401A (Sheet 4)

S 834-043

(2) To rig the TAI door do as follows:

CAUTION: DO NOT LOOSEN THE TWO BOLTS COMMON TO THE SERRATED FORWARD HINGE HALVES.

(a) Loosen the bolts that attach the forward hinge to the forward edge of the door (view B-B, Fig. 401; and view A-A, Fig. 401A).

CAUTION: IF YOU EXTEND THE SLATS TOO MUCH, IT WILL PRELOAD THE TAI DOOR.

(b) Extend the outboard slats 1.25 +/-0.25 revolution of the outboard slat drive torque tube.
(c) Push on the forward end of the seal door with hand pressure into the contour until the seal door lands make contact along the entire length on adjacent panels.
(d) While you maintain the hand pressure on the forward end of the door, tighten the 4 bolts that attach the forward hinge assembly.
    1) If insufficient adjustment exists, loosen the 2 bolts common to the serrated hinge halves and adjust as necessary.
(e) Tighten the bolts after adjustment.
(f) Repeat the process to push the door and to tighten and loosen the bolts as it is necessary.
(g) Retract the outboard slats to fully retracted (cruise) position (AMM 27-81-00/201).
(h) Do a check for fit and fair of the TAI door.
(i) Operate the slats for smooth operation of the door.

NOTE: Slat lower edge will contact and slide against the deflector plate.

(j) Make a final inspection of the seal door.
1) Do a check for mismatch between the door in the rigged position and the adjacent structure.

NOTE: The mismatch should not exceed +/- 0.02 inch for a minimum of 75% of any edge.

The mismatch should not exceed +/-0.04 inch for a maximum of 25% of any edge.

INBOARD LEADING EDGE SUPPORT LINK DOORS - REMOVAL/INSTALLATION

1. General
   A. This procedure has two tasks:
      (1) The first task is to remove the support link doors on the inboard leading edge of the wing.
      (2) The second task is to install the support link doors on the inboard leading edge of the wing.
   B. The removal and installation of the right and left side inboard leading edge support link doors are equivalent.
   C. This procedure removes and installs the side brace support link door and the mid support link door.
   D. The side brace support link door and the mid support link door are referred to as the door in this procedure.

TASK 57-41-59-004-002

2. Remove the Door (Fig. 401)
   A. References
      (1) AMM 27-81-00/201, Leading Edge Slat System
      (2) AMM 78-31-00/201, Thrust Reverser System
   B. Access
      (1) Location Zones
          510/610 Wing Leading Edge - Forward of front spar and inboard of nacelle strut

   C. Procedure

      S 044-017

      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.

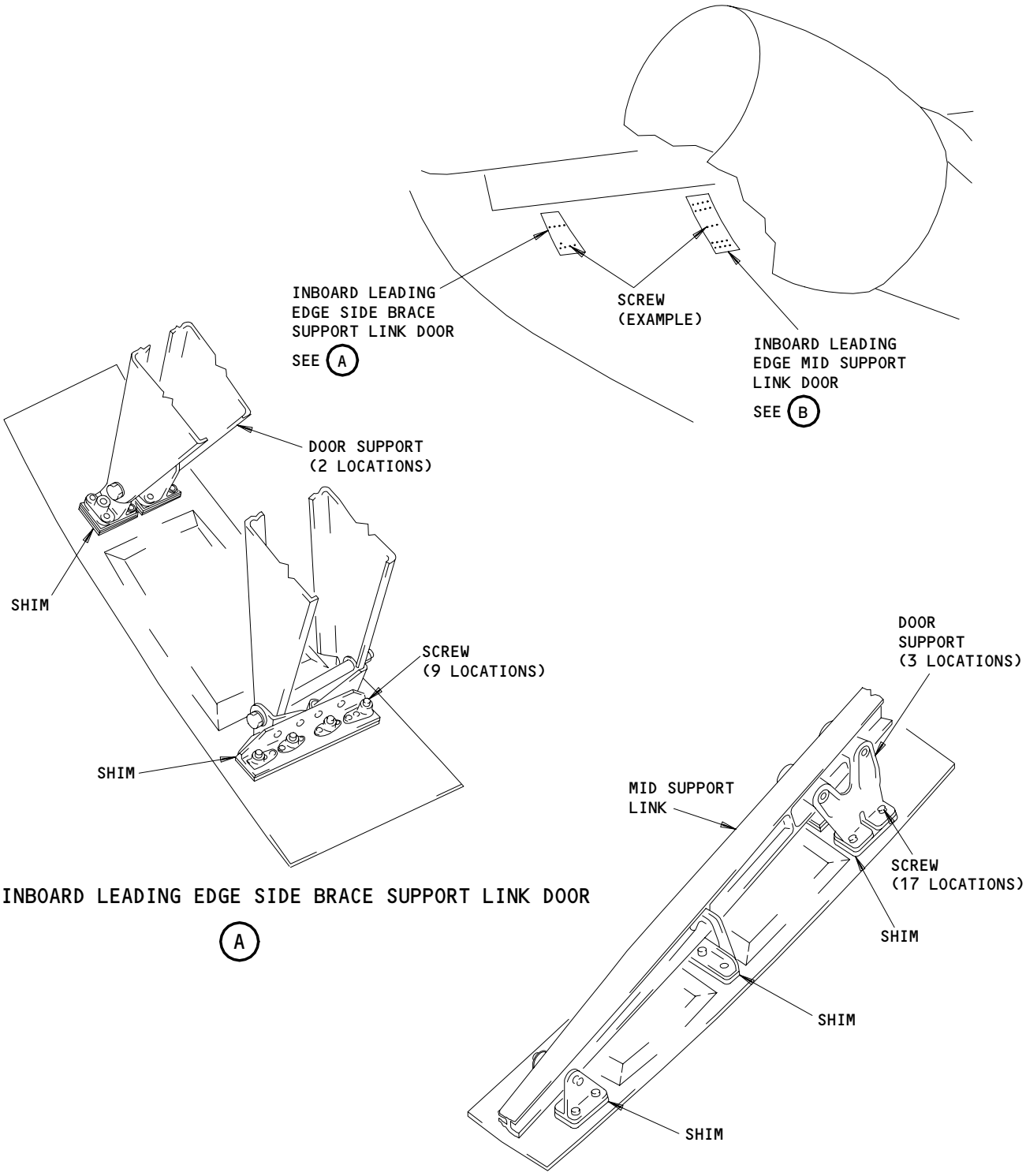
      (1) Do the deactivation procedure for the thrust reverser (AMM 78-31-00/201).

      S 034-006
      (2) Fully retract the inboard leading edge slats (AMM 27-81-00/201).

      S 864-007
      (3) Remove power from the inboard leading edge slats (AMM 27-81-00/201).

      S 024-008
      (4) Remove the screws from the door and remove the door.

      NOTE: Keep the shims for the subsequent installation.



Inboard Leading Edge Support Link Doors
Figure 401

S 214-021

WARNING: DO NOT LET OBJECTS GET IN THE HOUSING ASSEMBLY OF THE SLAT TRACK. THIS WILL HELP PREVENT A PUNCTURE OF THE HOUSING ASSEMBLY THAT COULD CAUSE A FUEL LEAK. THE FUEL LEAK COULD CAUSE A FIRE AND POSSIBLE DEATH OR INJURY TO PERSONNEL.

(5) Examine the area to make sure objects are not left in the slat track housing assembly.

TASK 57-41-59-404-023

3. Remove the Seal Door for CDL 57-41-1 (Fig. 401)

A. References

(1) AMM 27-81-00/201, Leading Edge Slat System
(2) AMM 27-81-00/501, Leading Edge Slat System
(3) AMM 78-31-00/201, Thrust Reverser System

B. Access

(1) Location Zones

510/610 Leading Edge - Forward of front spar and inboard of nacelle strut

C. Procedure

S 024-024

(1) This procedure is for the temporary removal of the slat actuator seal door due to damage and for allowed continued revenue flight per CDL 57-41-1.

S 044-025

WARNING: DO THE THRUST REVERSER DEACTIVATION PROCEDURE TO PREVENT THE OPERATION OF THE THRUST REVERSER. THE ACCIDENTAL OPERATION OF THE THRUST REVERSER CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT EQUIPMENT.

(2) Do this procedure: Thrust Reverser Deactivation for Ground Maintenance (AMM 78-31-00/201).

S 864-031
(3) Fully retract the inboard leading edge slats (Ref 27-81-00/201).

S 044-026
(4) Do this procedure: Remove power from the Inboard Leading Edge Slats (AMM 27-81-00-/201).

S 014-027
(5) Remove the screws from the seal door.

S 024-028
(6) Remove the seal door.

NOTE: Keep the shims, and write a record of their positions to help you install them correctly in the subsequent installation procedure.

S 214-029

WARNING: DO NOT LET OBJECTS GET IN THE HOUSING ASSEMBLY OF THE SLAT TRACK . THIS WILL HELP PREVENT A PUNCTURE OF THE HOUSING ASSEMBLY THAT COULD CAUSE A FUEL LEAK. THE FUEL LEAK COULD CAUSE A FIRE AND POSSIBLE DEATH OR INJURY TO PERSONNEL.
(7) Examine the area to make sure objects are not left in the slat track housing assembly.

S 024-030

CAUTION: DO NOT OPERATE THE SLATS WITH THE SUPPORT/ATTACHMENT BRACKETS DOWN (LOOSE AT ONE END) WHEN THE CONTROL ROD DOOR (ACTUATOR SEAL DOOR) IS REMOVED. IMPACT DAMAGE TO THE FIXED SPLICE PLATE ON THE LEADING EDGE LOWER SURFACE CAN OCCUR.
(8) Remove the outboard leading edge slat linkage fairing panel aft position support bracket as follows:
(a) Remove the bolt that attaches the aft support bracket and the actuator rod to the rotary actuator drive arm.
(b) Remove the aft support bracket from the actuator rod to the rotary actuator drive arm.
(c) Reinstall the bolt for the actuator rod to the actuator drive arm.

TASK 57-41-59-404-009
4. Install the Door (Fig. 401)
A. References
(1) AMM 27-81-00/201, Leading Edge Slat System
(2) AMM 78-31-00/201, Thrust Reverser System

B. Access

(1) Location Zones

510/610 Wing Leading Edge - Forward of front spar and inboard of nacelle strut

C. Procedure

S 434-010

(1) Put the shims in the same positions from which they were removed.

S 424-011

(2) Install the door with the screws.

S 224-012

(3) Make sure the edges of the door are smooth to within 0.02 inch of the contour of the leading edge slat.

S 434-013

(4) If the door is not within tolerance, add or remove the correct amount of shims on the door supports.

S 214-022

WARNING: DO NOT LET OBJECTS GET IN THE HOUSING ASSEMBLY OF THE SLAT TRACK. THIS WILL HELP PREVENT A PUNCTURE OF THE HOUSING ASSEMBLY THAT COULD CAUSE A FUEL LEAK. THE FUEL LEAK COULD CAUSE A FIRE AND POSSIBLE DEATH OR INJURY TO PERSONNEL.

(5) Examine the area to make sure objects are not left in the slat track housing assembly.

S 444-016

(6) Do the activation procedure for the thrust reverser (AMM 78-31-00/201).

S 864-001

(7) Return power to the inboard leading edge slats (AMM 27-81-00/201).

MAIN TRACK BEARING PLATE - REMOVAL/INSTALLATION

1. General
   A. This procedure contains two tasks. The first task is the removal of the bearing plates for the main track of the outboard leading edge. The second task is the installation of the bearing plates.
   B. There are two pairs of bearing plates attached to each main track rib on the outboard leading edge. The two pairs are referred to as the aft bearing plates and the forward bearing plates.

TASK 57-41-65-004-020

2. Remove the Bearing Plates for the Main Track (Fig. 401)
   A. Access
      (1) Location Zones
          520/620 Wing Leading Edge - Forward of front spar and outboard of nacelle strut

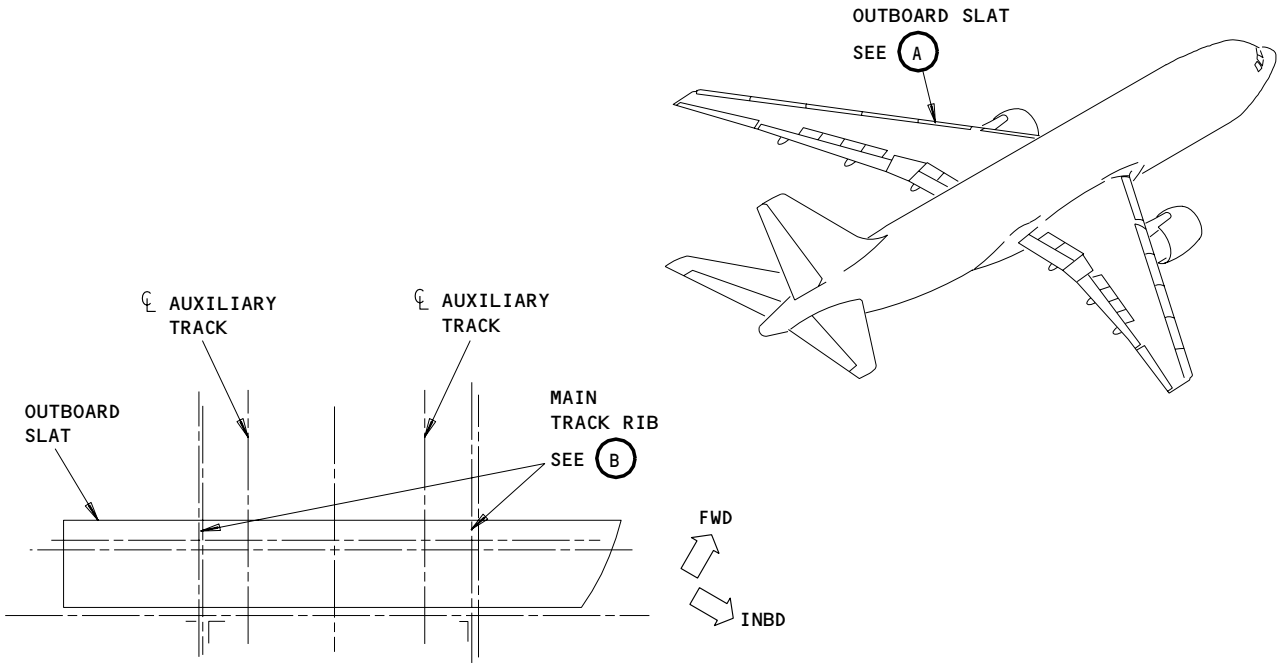
   B. Procedure

      S 034-017
      (1) Do the steps that follow to remove the aft bearing plates (View A-A, Fig. 401):
          (a) Remove the forward bolt.

          CAUTION: DO NOT REMOVE THE AFT BOLT. IF YOU REMOVE THE AFT BOLT, THE STOP FITTING CAN FALL INTO THE TRACK HOUSING FOR THE INTERNAL TANK.

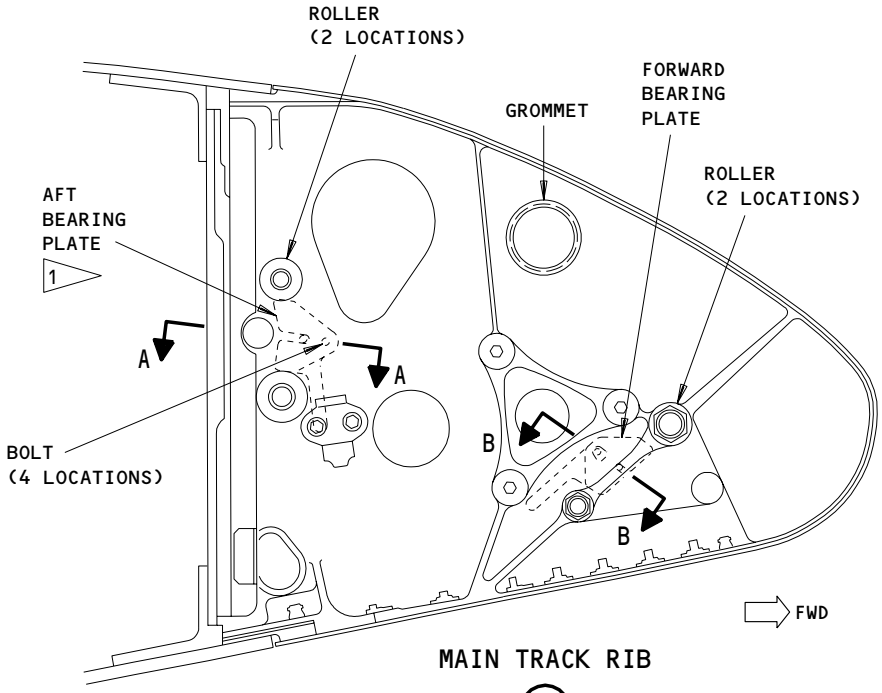
          (b) Loosen the aft bolt until the bearing plate is loose.
          (c) Remove the aft bearing plate.

      S 034-018
      (2) Do the steps that follow to remove the forward bearing plates (View B-B, Fig. 401).
          (a) Remove the aft bolt.



OUTBOARD SLAT
PLAN VIEW, SLAT NO. 5 SHOWN
(EXAMPLE, SLAT NO. 1–4 AND 8–12)

A

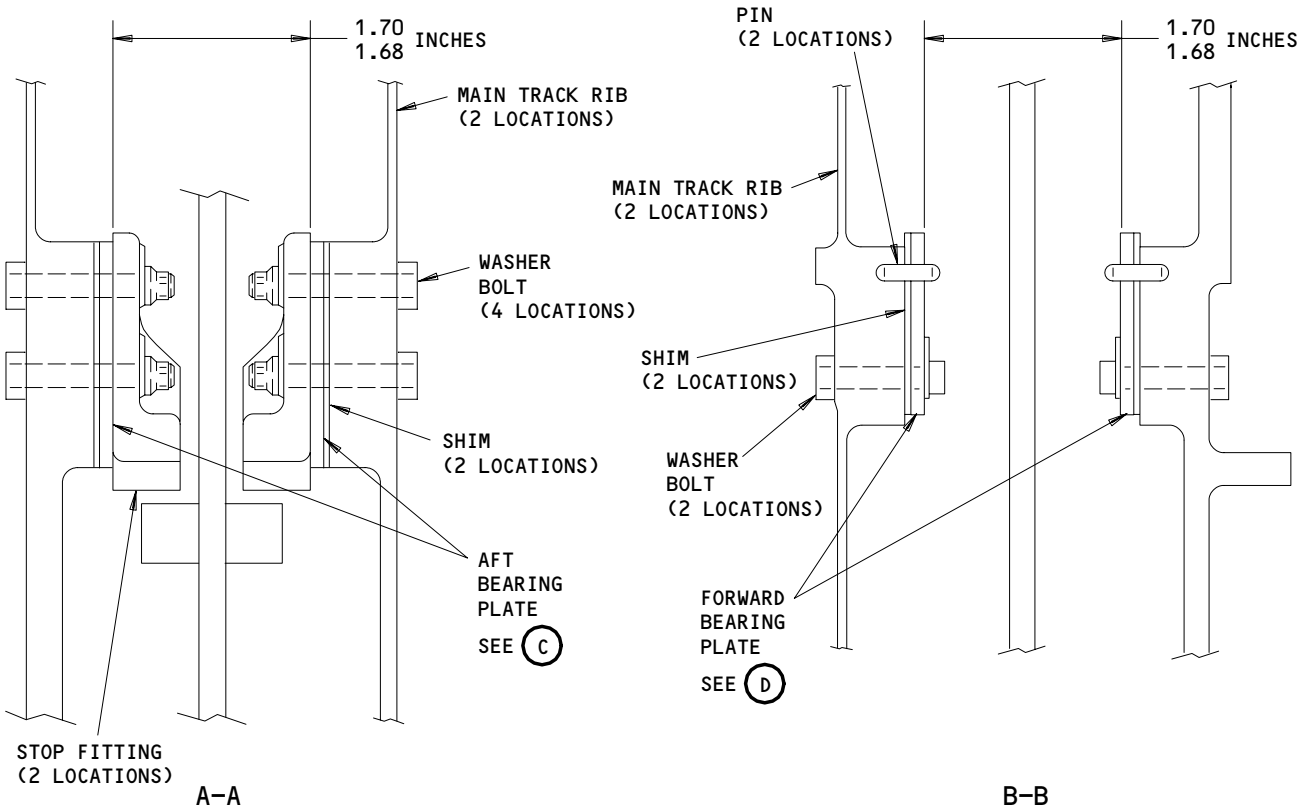


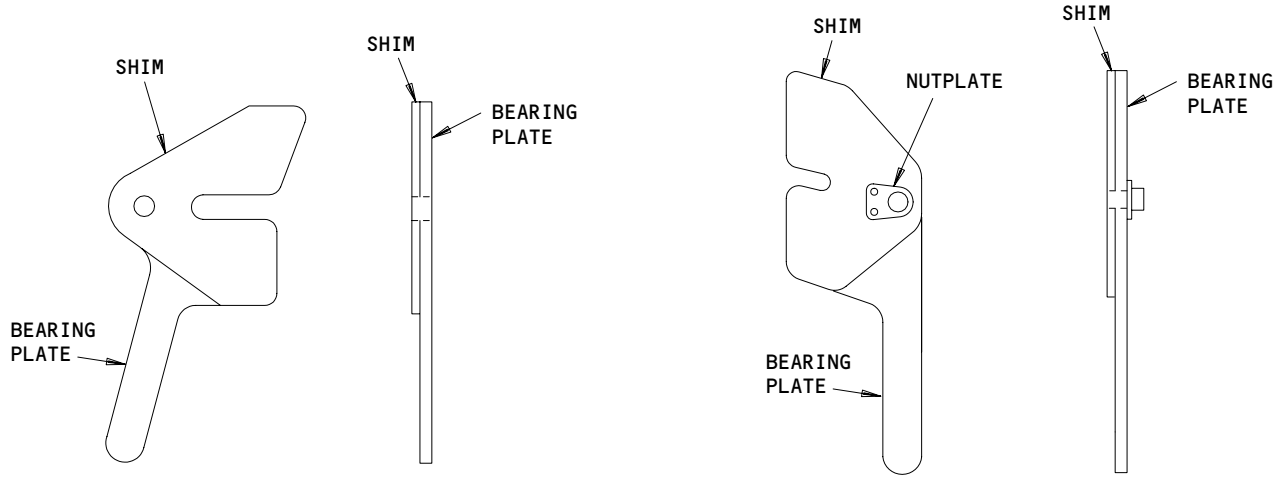
MAIN TRACK RIB

B

1 THE AFT BEARING PLATE IS NOT USED ON ALL MAIN TRACK INSTALLATIONS

Main Track Bearing Plate
Figure 401 (Sheet 1)





Main Track Bearing Plate
Figure 401 (Sheet 2)

(b) Remove the bearing plate.

S 214-025

WARNING: DO NOT LET OBJECTS GET IN THE HOUSING ASSEMBLY OF THE SLAT TRACK. THIS WILL HELP PREVENT A PUNCTURE OF THE HOUSING ASSEMBLY THAT COULD CAUSE A FUEL LEAK. THE FUEL LEAK COULD CAUSE A FIRE AND POSSIBLE DEATH OR INJURY TO PERSONNEL.

(3) Examine the area to make sure objects are not left in the slat track housing assembly.

TASK 57-41-65-404-019

3. Install the Bearing Plates for the Main Track (Fig. 401)

A. Consumable Materials

(1) C00259 Primer - BMS 10-11, Type I

B. Access

(1) Location Zones

520/620 Wing Leading Edge - Forward of front spar and outboard of nacelle strut

C. Procedure

S 434-010

(1) Do the steps that follow to install the aft bearing plates (View A-A, Fig. 401):

(a) Put the aft bearing plate in the correct location with the aft bolt in the slot.

(b) Install the forward bolt.

(c) Tighten the aft bolt.

S 434-021

(2) Do the steps that follow to install the forward bearing plates (View B-B, Fig. 401):

(a) Put the forward bearing plate in the correct location with the pin in the slot.

(b) Install the aft bolt.

S 224-022

(3) Make sure the clearance between the bearing plate surfaces is 1.68 to 1.70 inches (Views A-A and B-B, Fig. 401).

S 824-023

(4) If you do not get the correct clearance, do the steps that follow:

(a) Remove the bearing plates.

(b) Adjust the thickness of the shims on the back of the bearing plates.

NOTE: The maximum shim thickness is 0.063 inch.

(c) Apply primer to the bare shim surface.

(d) Install the bearing plates.

(e) Do a clearance check again.

S 214-026

WARNING: DO NOT LET OBJECTS GET IN THE HOUSING ASSEMBLY OF THE SLAT TRACK. THIS WILL HELP PREVENT A PUNCTURE OF THE HOUSING ASSEMBLY THAT COULD CAUSE A FUEL LEAK. THE FUEL LEAK COULD CAUSE A FIRE AND POSSIBLE DEATH OR INJURY TO PERSONNEL.

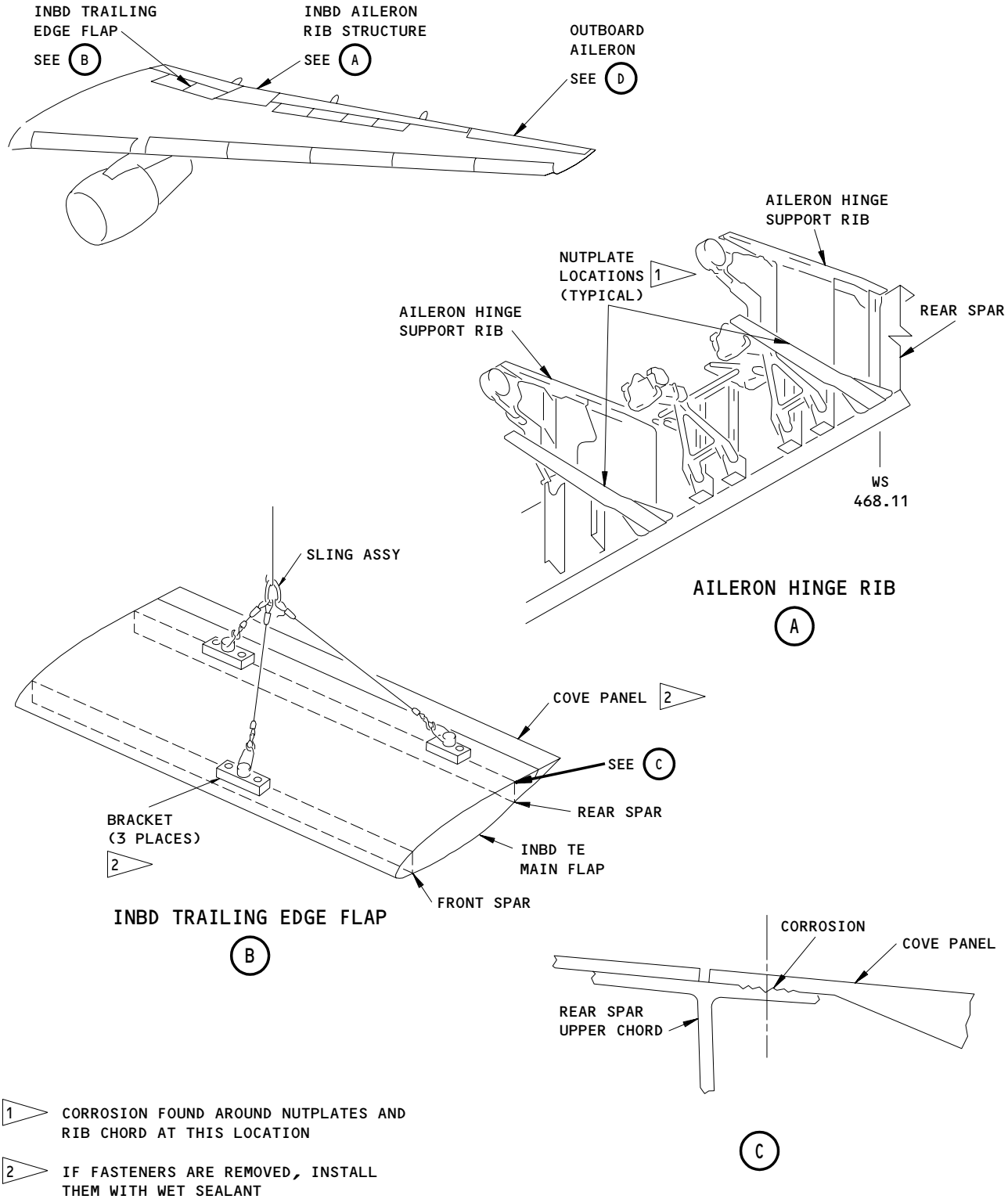
(5) Examine the area to make sure objects are not left in the slat track housing assembly.

CORROSION PREVENTION IN WING TRAILING EDGE

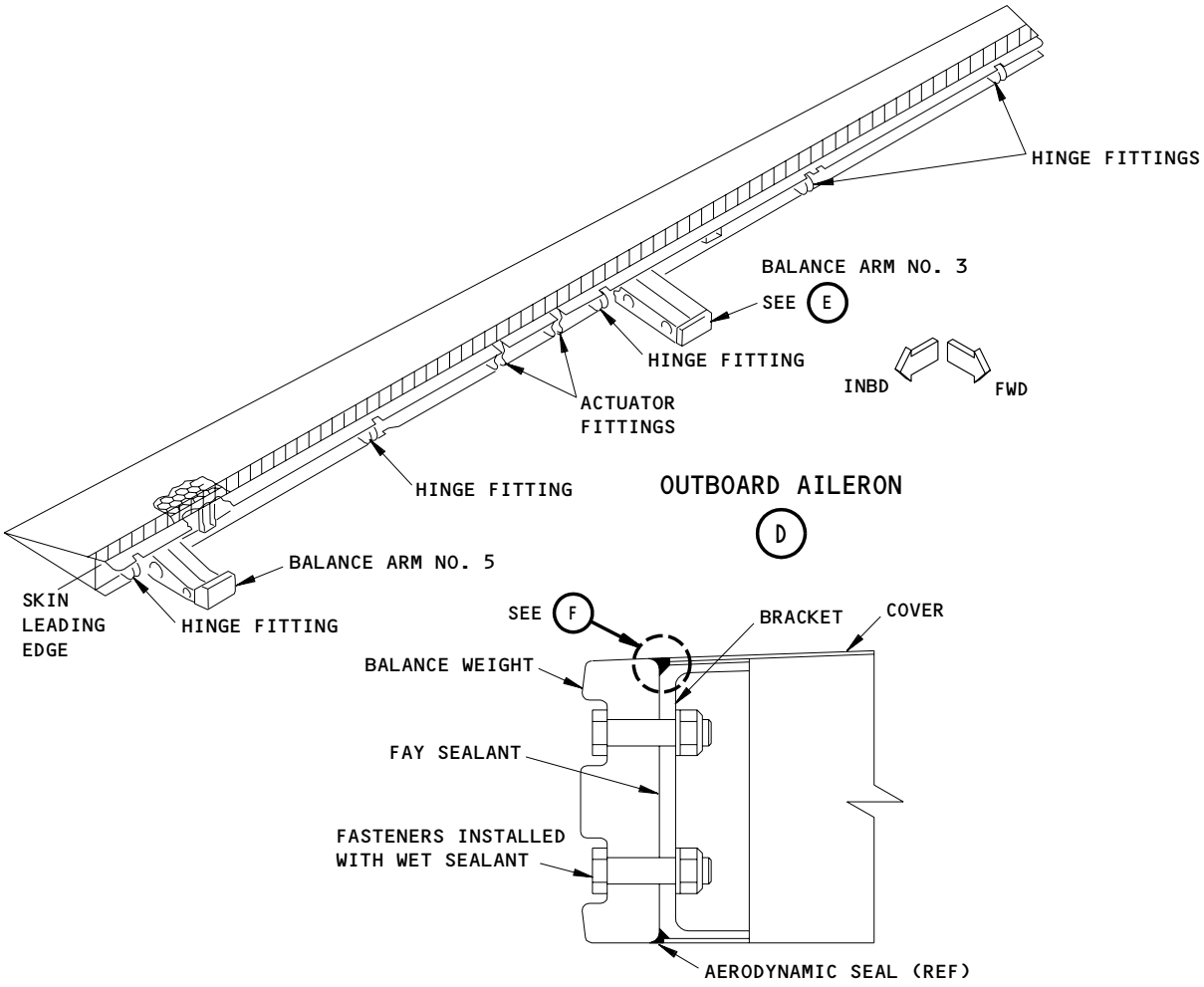
1. General
   A. The deployment of flight control surfaces exposes the spars to ground contaminants, thrust reverser soot, runway dirt and debris, and inclement weathr elements, all of which contribute to corrosion.
   B. Severe corrosion can occur around nutplates and rib chords of inboard aileron support ribs (Figure 201).
   C. Corrosion can occur under the cove panel of the inboard flaps.
   D. Minor surface corrsion can occur on the right and left wing inboard trailing edge flap rear spar upper chord (Figure 201).
   E. Corrosion can occur on the balance arms of the outboard ailerons where the balance weights are attached.
   F. Surface corrosion can occur on the upper chord of the inboard-trailing-edge flap rear spar. This corrosion causes bulges in the cove panel lap joint at the rear spar. Corrosion can also occur on the lower chord. Corrosion can be caused by moisture which comes in when removable fasteners are not installed with sealant.

TASK 57-50-01-602-001

2. Corrosion Prevention Treatment
   A. General
      (1) Following cleaning of suspected areas (Ref AMM 51-21-03/701), a full inspection is effective to ensure that protective finishes provided during manufacture remain intact.
      (2) For minor corrosion, to minimize the downtime of the airplane, the corrosion products should be cleaned off, followed by the application of a corrosion inhibiting compound into the affected area to retard the corrosion process (Ref AMM 51-24-09/701). The finish system should be repaired at the first opportunity consistent with the maintenance schedule.
      (3) Frequency of Application
         (a) Regular inspection is required in areas that can get corrosion. Use the schedules in the Maintenance Planning Document. Operators must know of reported problems and areas.
         (b) Periodic application of BMS 3-23 compound is necessary to areas identified and should be consistent to the schedule specified in the Maintenance Planning Document.
   B. References
      (1) AMM 51-21-03/701, Corrosion Removal and Control-Cleaning/Painting
      (2) AMM 51-24-09/701, Corrosion Inhibiting Compound-Cleaning/Painting
   C. Consumable Materials
      (1) G0009 Compound, Organic Corrosion Preventive - BMS 3-23



Wing Trailing Edge Corrosion Protection
Figure 201 (Sheet 1)

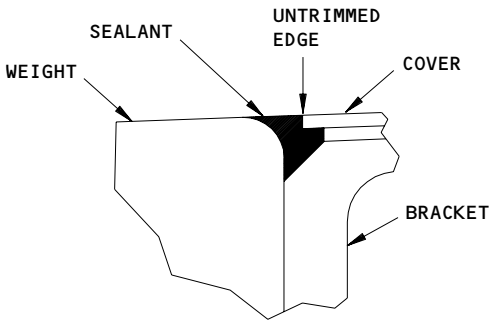


OUTBOARD AILERON

D

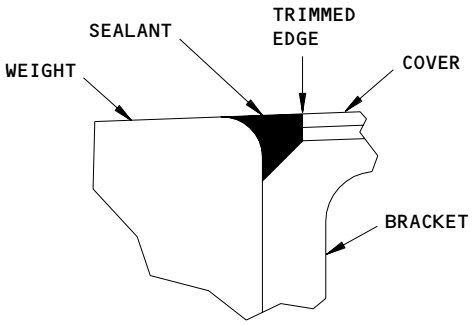
NO. 3 BALANCE ARM DETAILS

E



CONFIGURATION BEFORE THE CHANGE (REF)

F



CONFIGURATION AFTER THE CHANGE

F

Wing Trailing Edge Corrosion Protection
Figure 201 (Sheet 2)

D. Access

(1) Location Zones

550/650 Left Wing Trailing Edge/Right Wing Trailing Edge

E. Procedure

S 602-002

(1) At first opportunity consistent with scheduled maintenance activity, do the corrosion prevention treatment on the skins, structure and devices of the wing trailing edge.

S 402-006

(2) Install removable fasteners used at sling bracket locations with sealant to prevent water intrusion and subsequent entrapment within Inboard Trailing Edge Main Flap.

S 602-007

CAUTION: DO NOT APPLY CORROSION INHIBITING COMPOUNDS ON GREASE JOINTS OR SEALED BEARINGS. THESE COMPOUNDS DISSOLVE GREASE AND OTHER LUBRICANTS. THEY ARE PENETRATING COMPOUNDS AND CAN GET AROUND THE SEALS AND INTO THE BEARINGS.

AILERON CONDUCTING STRIP - REPAIRS

1. General
   A. This section contains one task:
      (1) The repair of a static discharger conducting frame assembly (referred to as "conducting frame") at the outboard aileron.
   B. The repair of the conducting frame is as follows:
      (1) Remove the static dischargers,
      (2) Remove the damaged conducting frame,
      (3) Clean the new conducting frame,
      (4) Bond the new conducting frame to the aileron,
      (5) Install the static dischargers,
      (6) Apply a smooth finish to the conducting frame.
   C. This procedure gives instructions to repair the items as follows:
      (1) The aluminum conducting frame between the outboard aileron trailing edge and the two static dischargers.
         (a) You must replace the conducting strip if more than half the width of the strip is damaged.
         (b) You can apply the approved conductive paint to the surface with BMS 10-21.
         (c) Do this step if less than half the width of the conducting strip is damaged.
      (2) The static discharger attaches to the outboard aileron.
         (a) Static dischargers also attach to the ground strap. The ground strap is bonded with adhesive to the non-conductive aileron surface of the trailing edge. Then the strap is electrically bonded to the aileron outboard rib.
         (b) If the electrical bond of the ground strap at the outboard rib becomes weak, these conditions will follow:
            1) The static dischargers to the aileron can become electrically isolated.
            2) The static dischargers will not operate.
         (c) If you find these conditions, you must repair the electrical bond of the ground strap.

TASK 57-51-03-308-001

2. Repair the Conducting Strip
   A. Standard Tools and Equipment
      (1) Meter - Bonding (Ref 20-10-21/601 Electrical Bonding)
      (2) Scraper - Plastic or Hardwood
   B. Consumable Materials
      (1) G00000 Paper - Aluminum Oxide, 240-grit or finer
      (2) B00000 Cleaner - Alkaline, Ridolene No. 53
      (3) A00966 Compound - EC-2216 Part A and Part B
      (4) B00148 Solvent - Methyl Ethyl Ketone (MEK), TT-M-261
      (5) G00033 Cheesecloth

(6) A00247 Sealant - BMS 5-95
(7) C00064 Coating - Surface treatment, MIL-C-5541 (Alodine 1200 or 1200S)
(8) G00000 Aluminum Sheet - 1100-0 or 505250, 0.010 inch thick

C. References
(1) 23-61-00/201, Static Dischargers
(2) SRM 51-40-09
(3) Phosphoric Acid (SRM 51-70-09).

D. Access
(1) Location Zone
592 Outboard Aileron, Left
692 Outboard Aileron, Right

E. Remove the conducting strip (Ref Figure 801).

S 038-002
(1) Cut the conducting strip near the base of each static discharger found at the ends of the damaged area.

S 018-003
(2) Remove the static dischargers if it is necessary (Ref 23-61-01/201).

S 358-004
(3) Remove the damaged parts of the conducting strip.
(a) Remove the strip from the aileron where it is possible.

NOTE: Be careful to prevent damage to the fiberglass.

CAUTION: DO NOT APPLY PRESSURE TO THE SURFACE OF THE OF AILERON TO WHERE YOU CAUSE DAMAGE TO THE FIBERGLASS. DO NOT APPLY PRESSURE TO CAUSE THE FIBERGLASS FILAMENTS TO COME OUT.

(b) As a last step, remove the remaining strip with aluminum oxide sandpaper.

F. Install the conducting strip (Ref Figure 802).

S 358-005
(1) Make the conducting strip.
(a) Use the remaining conducting strip found above the static discharger locations as a template.
(b) Use this template to cut the new strip to make the correct fit.
(c) Drill holes in the new strip to align with the attach holes in the remaining strips.

S 118-006
(2) Before installation, clean the new conducting strip.
(a) Remove the grease and apply the recommended alkaline cleaner.

(b) Soak the conducting strip in the alkaline cleaner for a minimum of 10 minutes.

NOTE: The temperature of the cleaner must be 160bF to 180bF.

1) Flush the conducting strip with clean water until the strip has no more water on it.

(c) Dry the strip with a lint-free cloth.

NOTE: The temperature of the water must be a minimum of 110bF.

(d) For the side that you bond, rub smooth grit sandpaper on that side.

(e) Wash and rub that side clean.

S 388-014

(3) Use the BOEGEL sol-gel method (preferred) or the Phosphoric Acid Containment System (PACS) method (alternate) to prepare the conductive strip and the repair area for bonding (SRM 51-70-10).

S 428-007

(4) Install the conducting strip.

(a) Prepare the adhesive.

WARNING: THESE CHEMICALS AGENTS ARE POISONOUS. USE IN OPEN AREAS ONLY. WITHOUT PROTECTION, DO NOT TOUCH THE RESIN OR THE CURING AGENT. DO NOT GET THEM IN YOUR EYES. ALWAYS WEAR RUBBER GLOVES ON TOP OF THE COTTON GLOVES FOR PROTECTION OF YOUR HANDS. IF YOUR SKIN TOUCHES THE RESINS OR THE CURING AGENT, CLEAN THOSE AREAS WITH WARM WATER AND SOAP. DO NOT USE SOLVENTS TO CLEAN YOUR SKIN.

1) Fully mix 140 parts by weight of EC-2216 Part A with 100 parts by weight of EC-2216 Part B.

NOTE: The pot life of the mixture is approximately 2 hours.

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.

(b) Apply solvent, Series 89 (AMM 20-30-89) to the area where you removed the conducting strip.

(c) Also clean the areas of the remaining conducting strip above the static discharger.

(d) Use a clean gauze or cheesecloth to absorb the solvent before it dries.

NOTE: To prevent contamination on the surfaces, permit no more than 1 hour span from the time you clean to the time you you bond.

(e) Apply a thin layer of adhesive to the trailing edge of the aileron and to the conducting strip.
(f) Do not apply adhesive to the ends of the strip where it makes an overlap with the remaining strip.

NOTE: New and remaining strips must have full electrical contact at areas that make an overlap

(g) Remove the unwanted adhesive with a clean gauze or cheesecloth lightly moist with solvent, Series 89 (AMM 20-30-89).

NOTE: Do not permit the solvent to get in the area that you bond.

(h) Apply pressure and dry the bond (SRM 51-70-03).

S 418-008

(5) To complete the static discharger installation, you must obey 23-61-01/201 and the instructions that follow:
(a) Apply sealant if it is necessary to fill the space where the new conducting strip makes an overlap with the remaining strip.
(b) Use the bonding meter to measure the resistance between the discharger base and the conducting strip (Ref 20-10-21/601).
(c) To make sure that there is electrical contact between the strips, measure to the remaining conducting strip and to the new conducting strip.

NOTE: The resistance must be no more than 0.010 ohms.

S 228-009

(6) Measure the resistance between the rod and the base of the static dischargers that you installed during this repair (Ref 23-61-01/201).

G. Conducting Strip Finish.

S 358-010

(1) Use smooth grit sandpaper to make the open surface of the conducting strip shiny.

S 168-011
(2) Wash and rub the area clean.

S 378-012
(3) Use a brush to apply Alodine 1200S or 1200 to the open surface of the strip.

NOTE: You will apply this last finish if it is necessary.

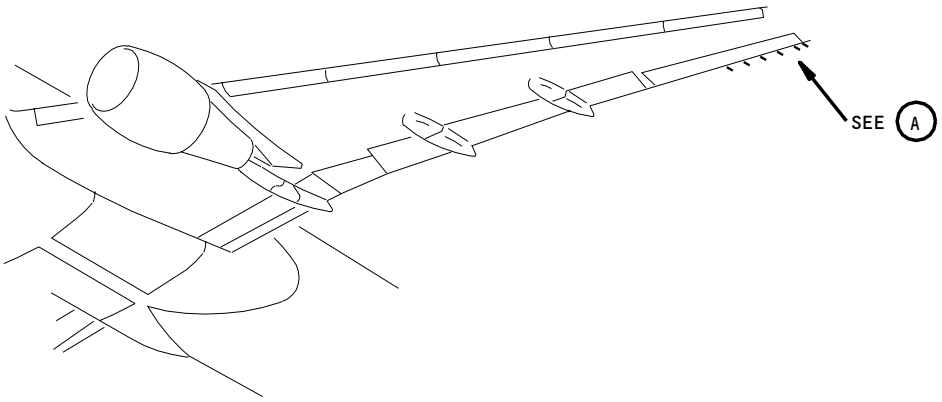
H. Repair the Aileron Static Discharger Conducting Strip

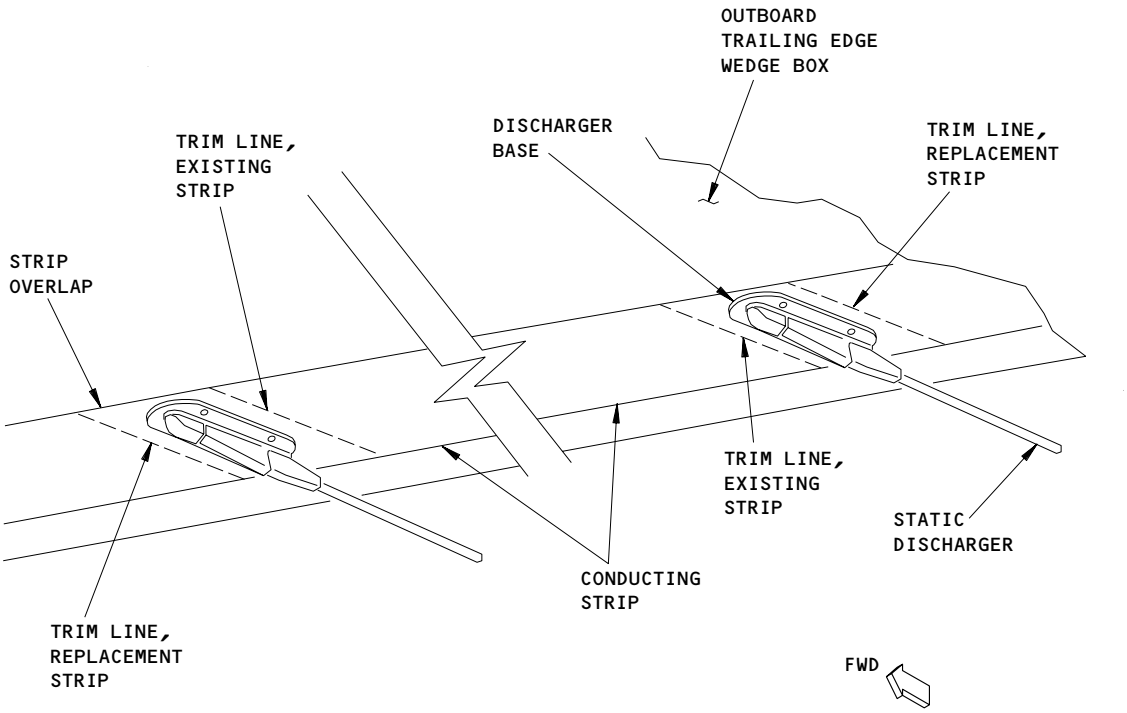
S 358-013
(1) If you only want to repair the electrical bonding of the aileron static discharger conducting strip, do the following:
(a) Remove the static dischargers.
(b) Remove the damaged portion of the conducting strip.
(c) Clean the faying surfaces between the conducting strip and the aileron surface with aluminum oxide paper.
(d) Wash and wipe the cleaned surfaces to remove residue.
(e) Treat the cleaned surfaces with Alodine.
(f) Bond the new conducting strip to the aileron.
(g) Install the static dischargers.
(h) Check the bonding resistance between the existing conducting strip and the new conducting strip.

NOTE: The resistance must be no more than 0.010 ohms.

(i) Check the bonding resistance between the existing conducting strip and the static dischargers.

NOTE: The resistance must be no more than 0.010 ohms.

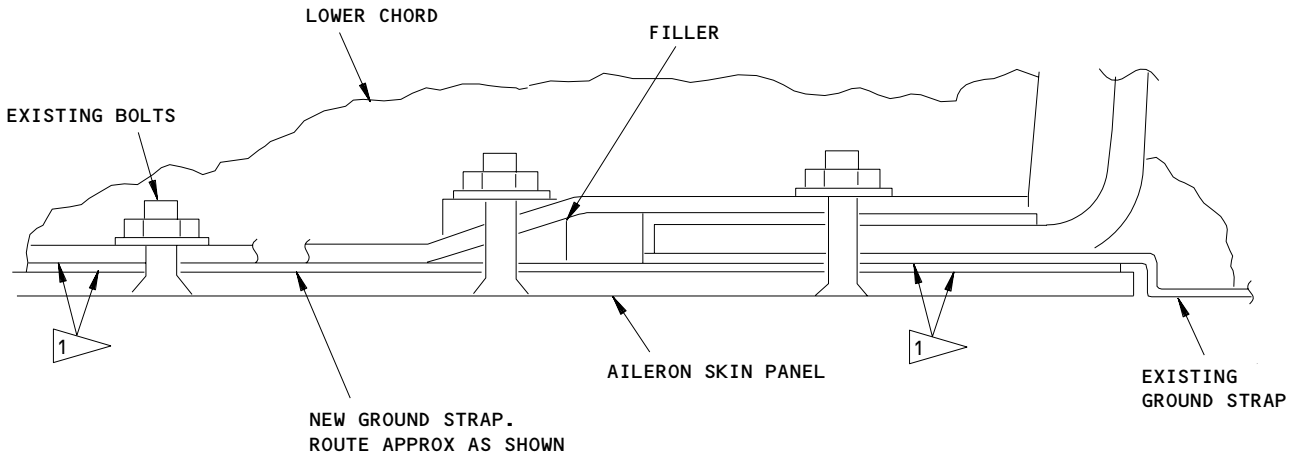




TRAILING EDGE CONDUCTING STRIP AND STATIC DISCHARGERS
(TYPICAL)

A

Aileron Conducting Strip Repair
Figure 801



1 CLEAN FAYING SURFACES SHOWN

Aileron Internal Bonding Repair
Figure 802

L13522

TRAILING EDGE PANELS - REMOVAL/INSTALLATION

1. General
   A. This procedure has two tasks:
      (1) The first task gives instructions to remove the trailing edge panels from the wing.
      (2) The second task gives instructions to install the trailing edge panels on the wing.

TASK 57-51-10-004-003

2. Remove the Trailing Edge Panels
   A. Equipment
      (1) Attach Fitting Set - Wing Safety Harness, A20002-4
   B. References
      (1) 27-51-00/201, Trailing Edge Flap System
   C. Access
      (1) Location Zones
          500/600 Left Wing/Right Wing

   D. Procedure

      S 424-019

      WARNING: USE A MAN LIFT TO ATTACH THE SAFETY HARNESS FITTINGS TO THE RECEPTACLES. MAINTENANCE PERSONS CAN FALL WHICH MAY CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

      WARNING: DO NOT WALK ON THE WING WITHOUT A SAFETY HARNESS. MAINTENANCE PERSONS CAN FALL WHICH MAY CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

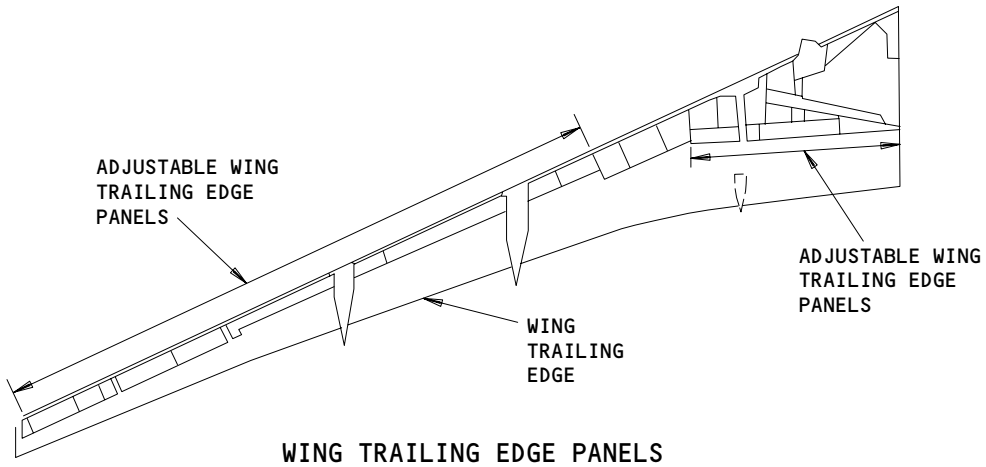
      (1) Attach the Flight Control Safety Lanyard to the wing (AMM 20-10-27).

      S 014-004
      (2) Fully retract the trailing edge flaps (Ref 27-51-00).

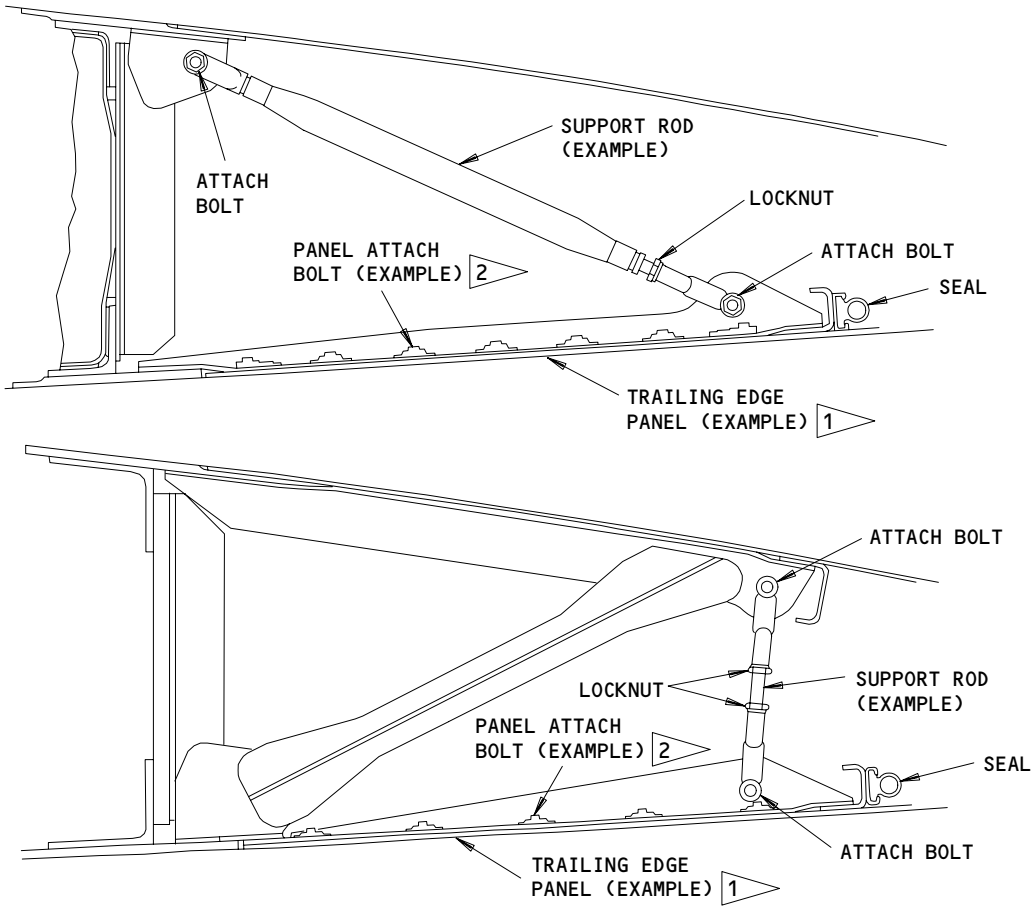
      S 864-005
      (3) Do the Deactivation Procedure for the Trailing Edge Flaps procedure (Ref 27-51-00).

      S 864-001
      (4) Put these switches on the pilots' overhead panel, P5, in the OFF position and attach DO-NOT-OPERATE tags:
          (a) L WING FLT CONTROL SHUTOFF
          (b) C WING FLT CONTROL SHUTOFF
          (c) R WING FLT CONTROL SHUTOFF

      S 214-006
      (5) Make sure the amber light-switch is on.



WING TRAILING EDGE PANELS



SUPPORT ROD (EXAMPLE)

1 THE CLEARANCE BETWEEN THE ADJACENT TRAILING EDGE PANELS, AND BETWEEN THE TRAILING EDGE PANELS AND THE LOWER WING SKIN PANELS IS 0.02 TO 0.12 INCH. DO NOT FILL THE CLEARANCES WITH AERODYNAMIC SMOOTHER.

2 MAKE SURE THE FLUSHNESS BETWEEN THE BOLTS AND THE EXTERIOR SURFACE OF THE WING TRAILING EDGE PANELS IS BETWEEN −0.010 INCH AND +0.005 INCH.

Wing Trailing Edge Panels
Figure 401

S 864-007
(6) Open these circuit breakers on the overhead circuit breaker panel, P11, and attach DO-NOT-CLOSE tags:
(a) 11H14 or 11H15, FLT CONT SHUTOFF WING LEFT
(b) 11H15 OR 11H16, FLT CONT SHUTOFF WING CENTER
(c) 11H26, FLT CONT SHUTOFF WING RIGHT

S 014-008
(7) Open the panels.

NOTE: You cannot open some of the panels.

S 034-009
(8) Disconnect the bonding jumpers.

S 034-010
(9) Remove the bolts from the panels.

S 024-011
(10) Remove the panels.

TASK 57-51-10-404-012

3. Install the Trailing Edge Panels

A. Access

(1) Location Zones

500/600	Left Wing/Right Wing

B. Procedure

S 434-013
(1) Put the panels on the support structure to align the fastener holes.

S 434-014
(2) Install the bolts (Fig. 401).

S 414-015
(3) On the panels that you can open, connect the bonding jumpers.

S 414-016
(4) Close the panels.

S 864-017
(5) Remove the DO-NOT-CLOSE tags and close these circuit breakers on the P11 panel:
(a) 11H14 OR 11H15, FLT CONT SHUTOFF WING LEFT
(b) 11H15 OR 11H16, FLT CONT SHUTOFF WING CENTER

(c) 11H26, FLT CONT SHUTOFF WING RIGHT

S 864-002

(6) Remove the DO-NOT-OPERATE tags and put these switches on the P5 panel in the ON position:
(a) L WING FLT CONTROL SHUTOFF
(b) C WING FLT CONTROL SHUTOFF
(c) R WING FLT CONTROL SHUTOFF

TRAILING EDGE PANELS - ADJUSTMENT/TEST

1. General
   A. This procedure contains two tasks.
      (1) The first task is the adjustment of the lower trailing edge panels.
      (2) The second task is the adjustment of the upper trailing edge panels.

TASK 57-51-10-825-001

2. Adjustment - Lower Trailing Edge Panels
   A. Consumable Materials
      (1) A00247 Sealant - BMS 5-95
   B. References
      (1) 27-51-03/401, Inboard TE Flap
      (2) 51-31-01/201, Seals and Sealing
   C. Access
      (1) Location Zones
          550/650 Wing Trailing Edge

   D. Procedure

      S 825-002
      (1) Adjust the main flaps (Ref 27-51-03)

      S 225-003
      (2) Measure the vertical flushness between the lower trailing edge panels and the main flap (View A-A, Fig. 501).

      S 825-004
      (3) If the vertical flushness is not as shown (Fig. 501), adjust the lower trailing edge panels as follows:
          (a) Remove the wing access panels, as necessary, to get access to the tie-rods for the lower trailing edge.
          (b) Adjust one or more tie-rods, as necessary, until the vertical flushness is correct along the full length of the trailing edge panels.

      S 225-005
      (4) Measure the clearance between the bulb seal retainer and the leading edge of the main flap (View A-A, Fig. 501).

      S 825-006
      (5) If the clearance is not as shown (Fig. 501), adjust the bulb seal retainer as follows:
          (a) Remove the sealant from the area that you will adjust.
          (b) Adjust the bulb seal retainer, as necessary, until the clearance is correct along the full length of the lower trailing edge panels.

CAUTION: OBEY THE INSTRUCTIONS IN THE PROCEDURE TO APPLY THE SEALANT. IF YOU DO NOT OBEY THE INSTRUCTIONS, DAMAGE TO THE AIRPLANE SURFACE CAN OCCUR.

(c) Apply the sealant on the area that you adjusted (AMM 51-31-01/201).

S 415-007

(6) Install the wing access panels.

TASK 57-51-10-825-009

3. Adjustment - Upper Trailing Edge Panels

A. Access

(1) Location Zones

550/650 Wing Trailing Edge

B. Procedure

S 225-010

(1) Measure the vertical flushness between the upper trailing edge panels and the adjacent spoiler panels and fixed wing (View B, Fig. 501).

S 825-011

(2) If the vertical flushness is not as shown (Fig. 501), adjust the upper trailing edge panels as follows:

(a) Remove the wing access panels, as necessary, to get access to the tie-rods for the upper trailing edge.

(b) Adjust one or more tie-rods, as necessary, until the vertical flushness is correct along the full length of the trailing edge panels.

S 825-012

(3) Measure the gap clearance between the upper trailing edge panel and the fixed wing (View B, Fig. 501).

S 825-013

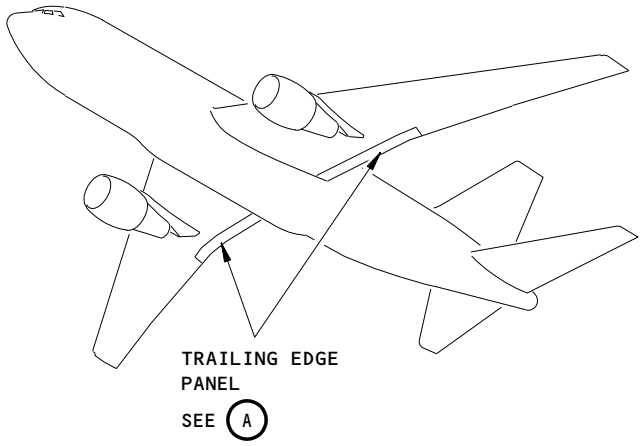
(4) If the gap clearance is not as shown (Fig. 501), adjust the upper trailing edge panels as follows:

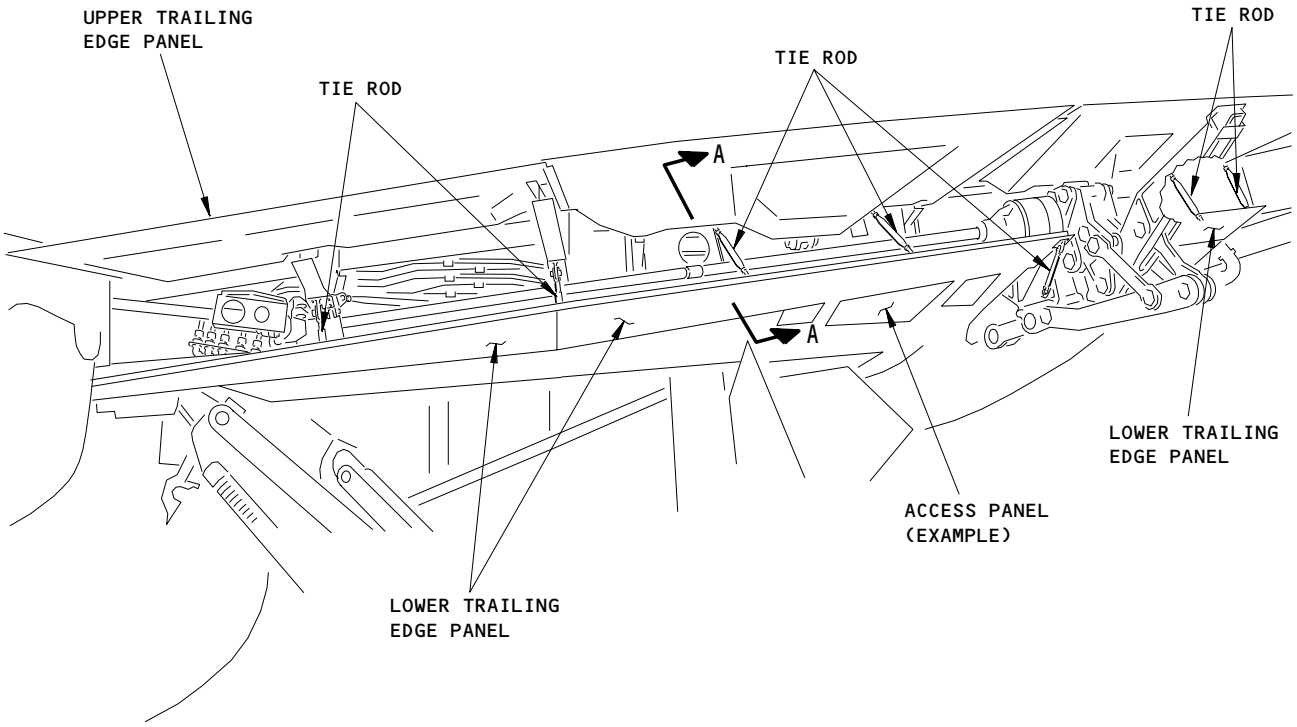
(a) Remove the wing access panels, as necessary, to get access to the tie-rods for the upper trailing edge panel.

(b) Adjust one or more tie-rods, as necessary, until the gap clearance between the upper trailing edge panel and the fixed wing is correct along the full length of the trailing edge panels.

S 415-014

(5) Install the wing access panels.

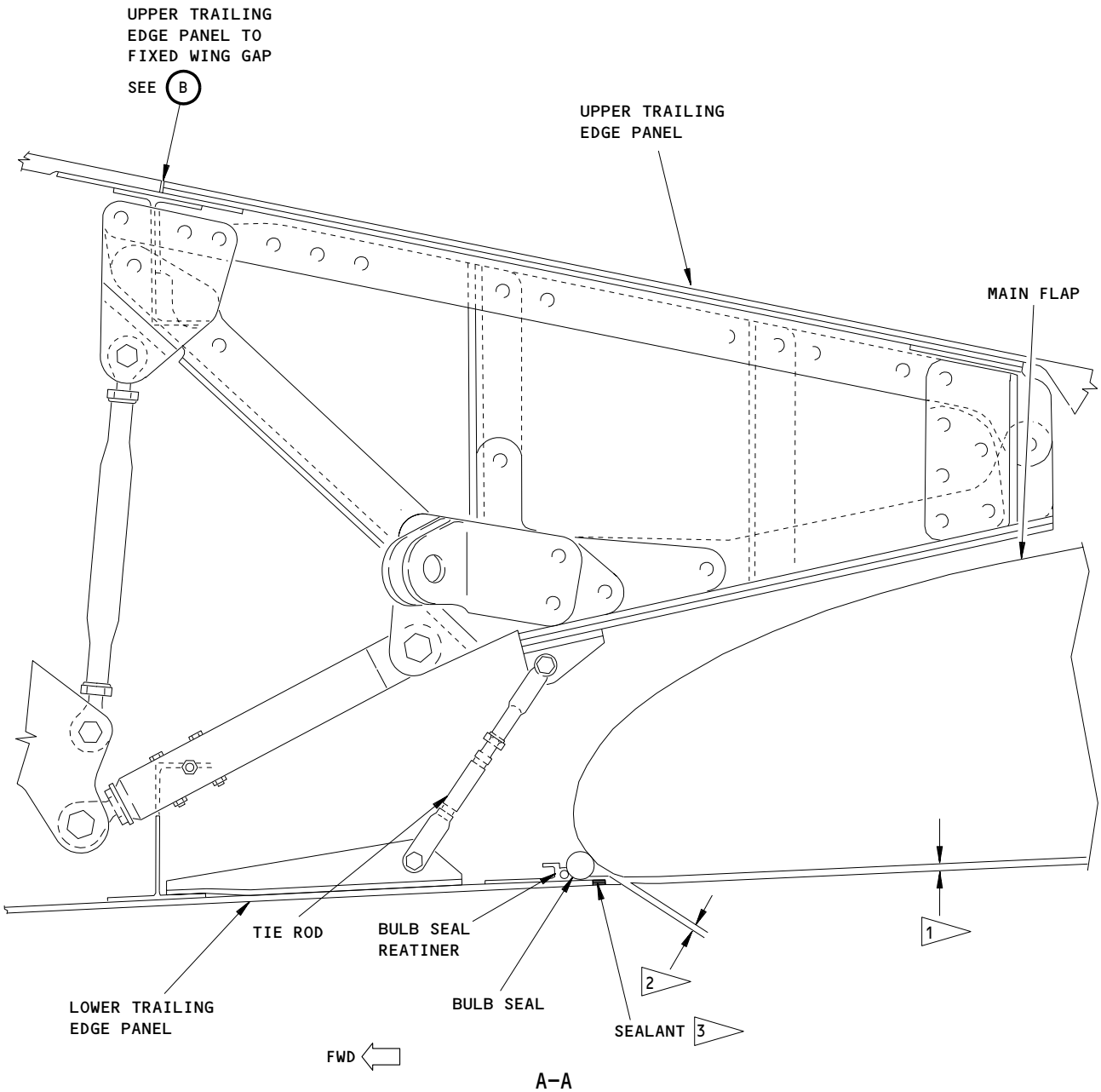




TRAILING EDGE PANEL
(RIGHT SIDE IS SHOWN, LEFT SIDE IS EQUIVALENT)
(VIEW IN THE FORWARD DIRECTION)

A

Trailing Edge Panels Adjustment
Figure 501 (Sheet 1)

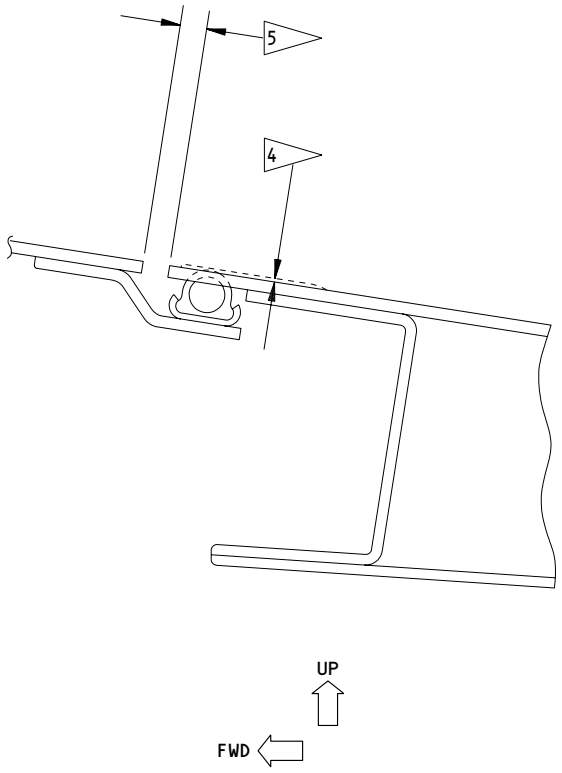


1 THE VERTICAL FLUSHNESS BETWEEN THE LOWER TRAILING EDGE PANEL AND THE MAIN FLAP IS ±0.06 INCH (±1.524 mm).

2 THE CLEARANCE BETWEEN THE BULB SEAL RETAINER AND THE LEADING EDGE OF THE MAIN FLAP IS FROM 0.01–0.06 INCH (0.254–1.524 mm) ON L/N 001 TO L/N 602 AND 0.00–0.06 INCH (0.00–1.524 mm) FOR L/N 603 AND ON.

3 SEALANT IS REQUIRED ONLY ON L/N 001–L/N 602.

Trailing Edge Panels Adjustment
Figure 501 (Sheet 2)



UPPER TRAILING EDGE PANEL TO
FIXED WING GAP

B

4 ±0.03 INCH (±0.762 mm) TO FIXED WING AND ADJACENT SPOILER PANELS.

5 0.28 −0.16/+0.08 INCH (7.112 −4.064/+2.03 mm) GAP BETWEEN UPPER TRAILING EDGE PANEL AND FIXED WING.

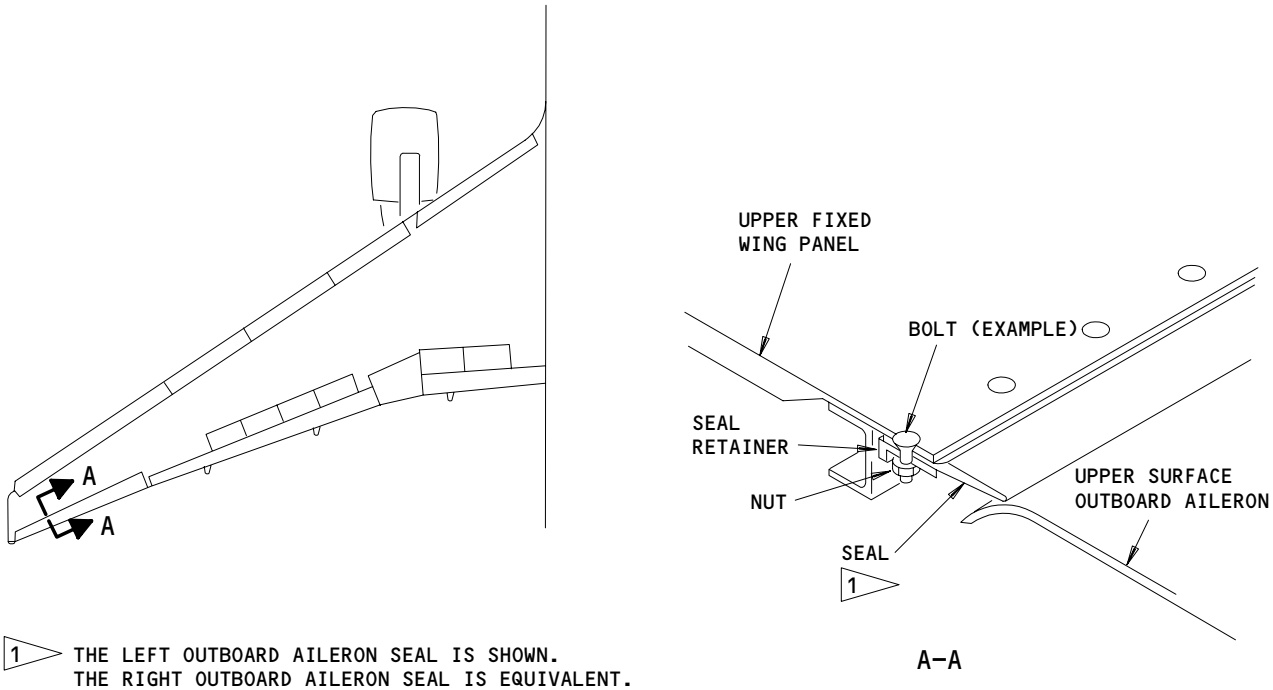
Trailing Edge Panels Adjustment
Figure 501 (Sheet 3)

TRAILING EDGE SEAL (FORWARD OF OUTBOARD AILERON) - REMOVAL/INSTALLATION

1. General
   A. This procedure has two tasks:
      (1) The first task is instructions to remove the trailing edge seal (forward of the outboard aileron).
      (2) The second task is instructions to install the trailing edge seal (forward of the outboard aileron).

TASK 57-51-11-004-005

2. Remove the Seal (Fig. 401)
   A. References
      (1) 27-51-00/201, Trailing Edge Flaps



Trailing Edge Seal (Forward of Outboard Aileron)
Figure 401

(2) 57-51-10/401, Trailing Edge Panels

B. Access

(1) Location Zones

500/600 Left Wing/Right Wing

C. Procedure - Remove the seal

S 864-001

(1) Put these switches on the right side panel, P61, in the OFF position:
(a) L WING FLT CONTROL SHUTOFF
(b) C WING FLT CONTROL SHUTOFF
(c) R WING FLT CONTROL SHUTOFF

S 214-002

(2) Make sure the legend lights in the switches are on.

S 864-006

(3) Open these circuit breakers on the overhead circuit breaker panel, P11, and attach DO-NOT-CLOSE tags:
(a) 11H14, FLT CONT SHUTOFF WING LEFT
(b) 11H15, FLT CONT SHUTOFF WING CENTER
(c) 11H26, FLT CONT SHUTOFF WING RIGHT

S 034-007

(4) Do the Deactivation Procedure for the Trailing Edge Flap System procedure (Ref 27-51-00).

S 034-008

(5) Remove the panels for the lower trailing edge as it is necessary to get access to the attach bolts (Ref 57-51-10).

S 034-009

(6) Remove the bolts from the seal.

S 024-010

(7) Remove the seal and the seal retainer.

TASK 57-51-11-404-011

3. Install the Seal (Fig. 401)

A. References

(1) 57-51-10/401, Trailing Edge Panels

(2) 29-11-00/201, Main (Left, Right, and Center) Hydraulic Systems

B. Access

(1) Location Zones

500/600 Left Wing/Right Wing

C. Procedure - Install the Seal

S 424-012

(1) Put the new seal and seal retainer in position.

S 434-013

(2) Install the bolts.

S 434-014

(3) Install the lower trailing edge panels (Ref 57-51-10).

S 864-015

(4) Remove the DO-NOT-CLOSE tags and close these circuit breakers on the overhead circuit breaker panel, P11:

(a) 11H14, FLT CONT SHUTOFF WING LEFT

(b) 11H15, FLT CONT SHUTOFF WING CENTER

(c) 11H26, FLT CONT SHUTOFF WING RIGHT

S 864-003

(5) Put these switches on the P61 panel in the ON position:

(a) L WING FLT CONTROL SHUTOFF

(b) C WING FLT CONTROL SHUTOFF

(c) R WING FLT CONTROL SHUTOFF

S 844-016

(6) Supply hydraulic power (Ref 29-11-00).

S 714-017
(7) Operate the outboard ailerons.

S 714-004
(8) Make sure the seal permits the aileron to operate correctly.

S 034-018
(9) Remove the hydraulic power if it is not necessary (Ref 29-11-00).

OUTBOARD FLAP VORTEX GENERATOR - REMOVAL/INSTALLATION

1. General
   A. This procedure contains two tasks:
      (1) The first task is the removal instructions for the outboard flap vortex generator (generator).
      (2) The second task is the installation instructions for the generator.

   TASK 57-53-01-004-001

2. Remove the Outboard Flap Vortex Generator
   A. Equipment
      (1) Attach Fitting Set - Wing Safety Harness, A20002-4
   B. References
      (1) 20-10-27/201, Flight Control Surfaces Safety Harness Receptacle.
      (2) 27-51-00/201, Trailing Edge Flaps
      (3) 27-61-00/201, Spoiler/Speedbrake Control System
   C. Access
      (1) Location Zone
          500/600 Wing

   D. Prepare for the Removal of the Outboard Flap Vortex Generator

      S 044-002

      WARNING: MOVE ALL PERSONS AND EQUIPMENT AWAY FROM THE SPOILERS WHEN YOU DO THE DEACTIVATION PROCEDURE FOR THE SPOILERS. THE SPOILERS CAN RETRACT QUICKLY AND CAUSE INJURY OR DAMAGE.

      (1) Do the deactivation procedure for the spoilers (Ref 27-61-00).

          NOTE: Make sure the spoilers are in the up position.

      S 014-003
      (2) Extend the trailing edge flaps to the 5-unit detent, or to a position that permits satisfactory access to the generator (Ref 27-51-00).

      S 044-004
      (3) Do the deactivation procedure for the trailing edge flap system (Ref 27-51-00).

      S 864-005
      (4) Put these switches on the right side panel, P61, in the OFF position and attach DO-NOT-OPERATE tags:
          (a) FLT CONTROL SHUTOFF WING L
          (b) FLT CONTROL SHUTOFF WING C
          (c) FLT CONTROL SHUTOFF WING R

      S 214-006
      (5) Make sure the amber switch-position legend lights are ON.

S 864-007

(6) Open these circuit breakers on the overhead circuit breaker panel, P11, and attach DO-NOT-CLOSE tags:
(a) 11H14, FLT CONT SHUTOFF WING LEFT
(b) 11H15, FLT CONT SHUTOFF WING CENTER
(c) 11H26, FLT CONT SHUTOFF WING RIGHT

E. Procedure - Remove the Outboard Flap Vortex Generator

S 494-028

WARNING: ATTACH A SAFETY HARNESS WHEN YOU DO WORK ON TOP OF THE HORIZONTAL STABILIZER. FAILURE TO OBEY CAN CAUSE INJURY OR DAMAGE.

(1) Attach the safety harness (Ref 20-10-27)

S 934-008

WARNING: MAKE SURE YOU COMPLETED THE DEACTIVATION PROCEDURE FOR THE SPOILERS AND FLAPS. THE ACCIDENTAL MOVEMENT OF THE SPOILERS, FLAPS, AND AILERON CAN CAUSE INJURY OR DAMAGE.

(2) Make a mark of the location of the old generator to help the subsequent installation of a new generator.

NOTE: The tolerance for the installation of a new generator is ±0.03 inch and ±1.0 degree.

S 034-009

(3) Remove the screw that holds the generator to the flap.

S 024-010

(4) Remove the generator.

TASK 57-53-01-404-011

3. Install the Outboard Flap Vortex Generator

A. Equipment

(1) Threaded transfer punch to match vortex generator mounting screw - commercially available

(2) Attach Fitting Set - Wing Safety Harness, A20002-4

B. Consumable Materials
(1) B00325 Cleaner, alkaline - Turco Jet Clean E
(2) C00308 Corrosion Preventive Compound - MIL-C-11796, Class 3
(3) C00259 Primer - BMS 10-11, Type I
(4) A00247 Sealant, Chromate Type - BMS 5-95, Type I, Class B or C

C. References
(1) 20-10-27/201, Flight Control Surfaces Safety Harness Receptacle.
(2) 27-51-00/201, Trailing Edge Flaps
(3) 27-61-00/201, Spoiler/Speedbrake Control System
(4) 51-21-01/701, Paint Stripping
(5) 51-21-02/701, Prepaint Cleaning and Treatment
(6) 51-21-10/701, Decorative Exterior Finishes
(7) 51-31-01/201, Seals and Sealing

D. Access
(1) Location Zone
500/600 Wing

E. Procedure - Install the Outboard Flap Vortex Generator

S 024-031

CAUTION: OBEY THE INSTRUCTIONS IN THE PROCEDURE TO REMOVE THE SEALANT. IF YOU DO NOT OBEY THE INSTRUCTIONS, DAMAGE TO THE AIRPLANE SURFACE CAN OCCUR.

(1) Remove the sealant from the area on the flap where the old generator was installed (AMM 51-31-01/201).

S 934-013
(2) Make a mark for the location of the screw hole for the generator as follows:
(a) Put a threaded transfer punch in the nutplate on the flap at a depth that lets you make a mark on the new generator.
(b) Put the new generator at the location on the flap where you made a mark.
(c) Push the new generator to the transfer punch tip until you make a mark on the generator.
(d) Make sure edge distance for the mounting screw is not less than 0.375 inch.
(e) Remove the threaded transfer punch.

S 324-014
(3) Drill a 0.260-0.280-inch diameter hole in the new generator at the point where you made a mark.

S 324-015
(4) Countersink the hole in the generator at 100 degrees, until you get a 0.378-0.388 inch diameter.

S 394-016
(5) Prepare the flap and the generator mating surfaces for bonding (Ref 51-31-01).

S 394-033

CAUTION: OBEY THE INSTRUCTIONS IN THE PROCEDURE TO APPLY THE SEALANT. IF YOU DO NOT OBEY THE INSTRUCTIONS, DAMAGE TO THE AIRPLANE SURFACE CAN OCCUR.

(6) Apply the sealant to the flap and the generator mating surfaces that are aft of the flap front spar only (AMM 51-31-01/201).

NOTE: You must not apply the sealant to the mating surfaces that are forward of the front spar of the flap.

S 424-018
(7) Put the new generator in position on the flap.

S 104-019
(8) Clean the countersink, and the holes in the generator and the flap skin with alkaline cleaner (Ref 51-21-02).

S 374-020
(9) Apply the primer to the countersink, and to the holes in the generator and the flap skin (Ref 51-21-10).

S 374-021
(10) When the primer is dry, apply the corrosion preventive compound to the countersink, and to the holes in the generator and the flap skin.

S 214-022
(11) Make sure the generator is installed at the correct location.

S 434-023
(12) Install the screw that holds the generator to the flap.

NOTE: You must install the screw in less than two hours after you apply the corrosion preventive compound.

S 094-029
(13) Remove the safety harness if it is not necessary (Ref 20-10-27).

F. Put the Airplane Back to Its Usual Condition

S 864-024

(1) Remove the DO-NOT-CLOSE tags and close these circuit breakers on the P11 panel:
(a) 11H14, FLT CONT SHUTOFF WING LEFT
(b) 11H15, FLT CONT SHUTOFF WING CENTER
(c) 11H26, FLT CONT SHUTOFF WING RIGHT

S 864-025

(2) Remove the DO-NOT-OPERATE tags and put these switches that are on the P61 panel in the ON position:
(a) FLT CONTROL SHUTOFF WING L
(b) FLT CONTROL SHUTOFF WING C
(c) FLT CONTROL SHUTOFF WING R

S 444-026

WARNING: MOVE ALL PERSONS AND EQUIPMENT AWAY FROM THE SPOILERS WHEN YOU DO THE ACTIVATION PROCEDURE FOR THE SPOILERS. THE SPOILERS CAN RETRACT QUICKLY AND CAUSE INJURY OR DAMAGE.

(3) Do the activation procedure for the spoilers (Ref 27-61-00).

S 444-027

(4) Fully retract the trailing edge flaps (Ref 27-51-00).

MAIN LANDING GEAR SUPPORT LINK - REMOVAL/INSTALLATION

1. General
   A. This procedure contains two tasks. The first task removes the main landing gear (MLG) support link from the strut swivel fitting and the support fitting. The second task installs the MLG support link to the strut swivel fitting and the support fitting.

   TASK 57-54-01-004-039

2. Main Landing Gear Support Link Removal
   A. References
      (1) 07-11-01/201, Jacking Airplane
      (2) 29-11-00/201, Pressurize/Depressurize Main Hydraulic System
      (3) 32-00-15/201, Landing Gear Door Locks
      (4) 32-00-20/201, Landing Gear Downlocks
   B. Access
      (1) Location Zones
          731/741 Main Landing Gear (MLG)
          732/742 MLG Body Doors

   C. Prepare for the Removal of the MLG Support Link (Fig. 401)

      S 494-040

      WARNING: MAKE SURE YOU INSTALL THE DOWNLOCKS ON ALL THE LANDING GEAR (BEFORE YOU MOVE THE CONTROL LEVEL). WITHOUT THE DOWNLOCKS, THE LANDING GEAR CAN RETRACT AND CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

      (1) Install the downlocks for the main landing gear (Ref 32-00-20/201).

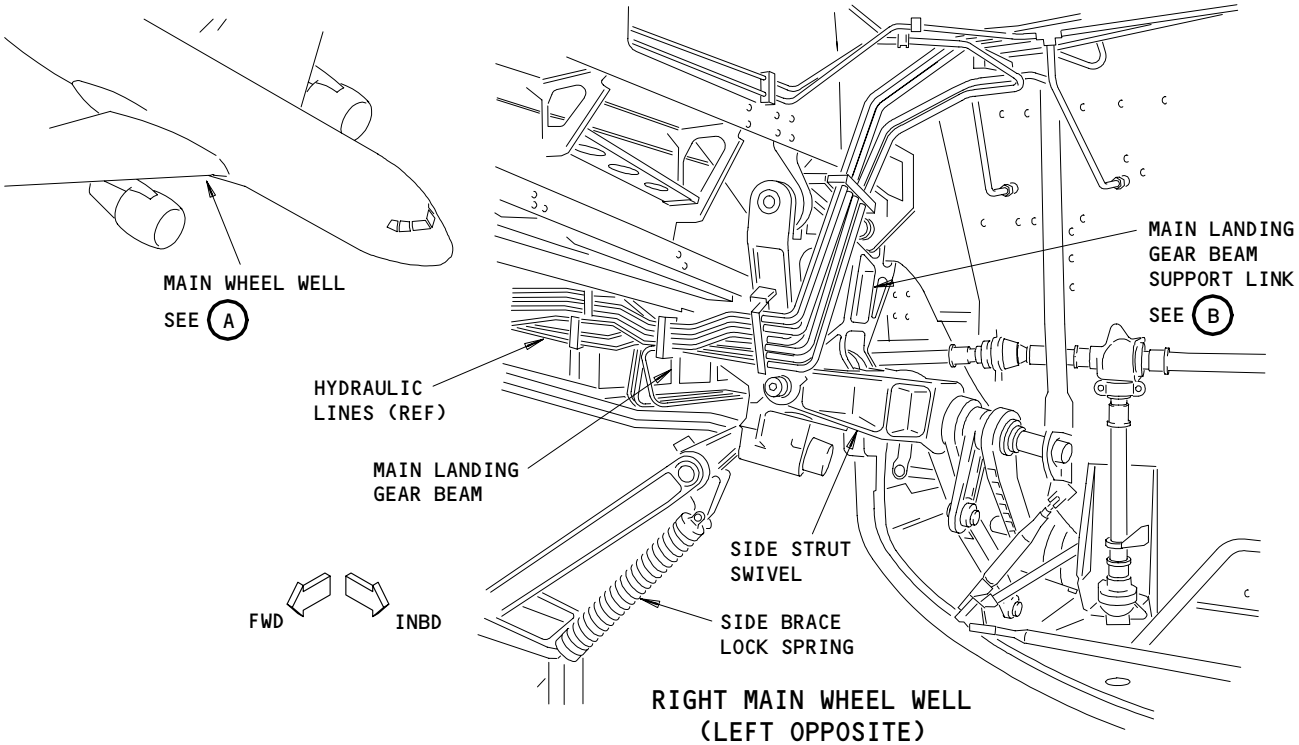
      S 494-041

      WARNING: OBEY THE INSTALLATION PROCEDURE FOR THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURY AND DAMAGE TO EQUIPMENT.

      (2) Open the MLG doors and install the door locks (Ref 32-00-15/201).

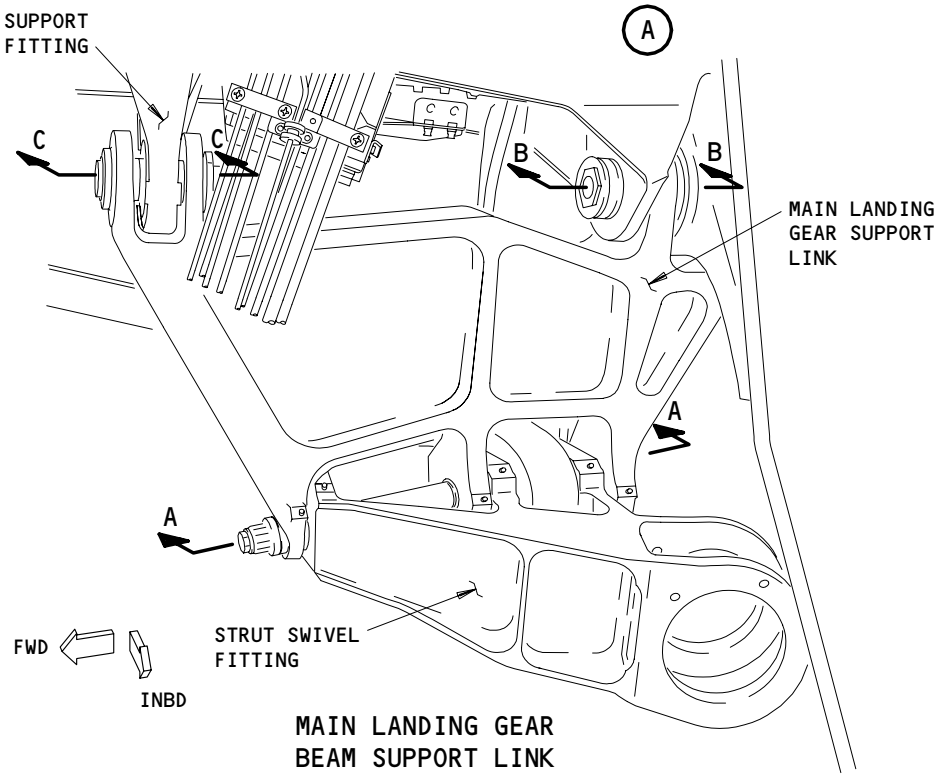
      S 864-042

      (3) Remove the pressure from the center hydraulic system (Ref 29-11-00/201).



RIGHT MAIN WHEEL WELL
(LEFT OPPOSITE)

A



MAIN LANDING GEAR
BEAM SUPPORT LINK

B

Main Landing Gear Support Link Installation
Figure 401 (Sheet 1)

S 584-043

(4) Lift the airplane on jacks of the leading edge of the wing adjacent to the fuselage until the wheels are above the ground (Ref 07-11-01/201).

S 224-044

(5) Measure the clearances "A", "B", "C", "D", "E", "F", "G", "H", and "I" before you remove the MLG support link (Fig. 401).

D. MLG Support Link Removal

S 024-045

(1) To remove the MLG support link, remove the three connection points as shown in Fig. 401.
   (a) Remove the washer (1), the nut (4), the washer (5), the plate-pin retainer (6), the bolt (8), the washer (10), and the nut (11).
   (b) Remove the bottle pin (3).
   (c) Remove the inner pin (12), the washer (13), the outer pin (14), the spacer (15), the spacer (17), the washer (19), the nut (20), the washer (21), the nut (22) and the lockwire (23) from the upper aft connection point.
   (d) Remove the inner pin (31), the outer pin (24), the washer (30), the washer (25), the lockwire (26), the nut (27), the washer (28), and the nut (29) from the upper forward connection point.
   (e) Remove the washers (7), the washers (9), the washer (16), and the washer (18) from clearances "A" thru "I".

S 224-046

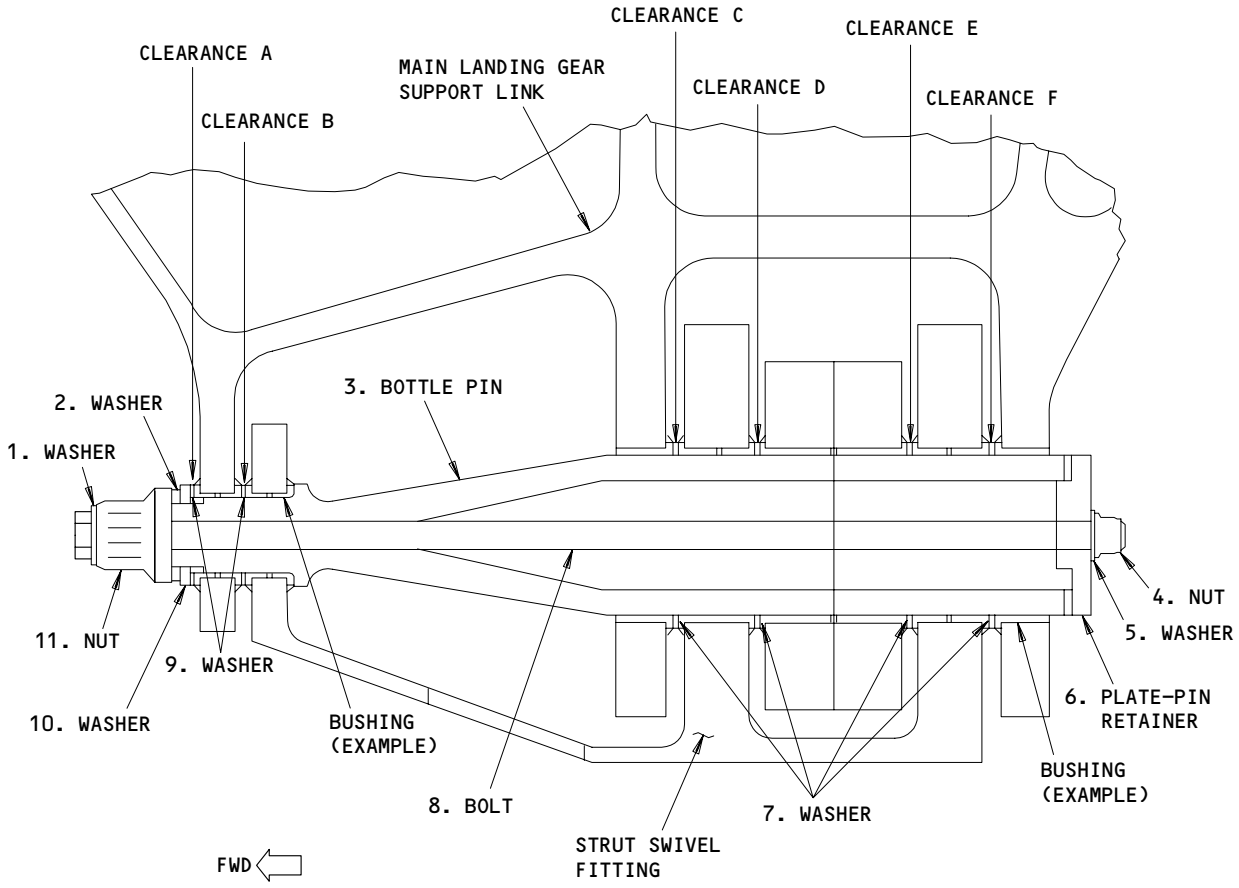
(2) Measure and make a record of the washer thickness at each clearance.
   (a) If you install the same washers, make a permanent mark of the letter location on the washer from where you removed the washer.

TASK 57-54-01-404-047

3. Main Landing Gear Support Bottom Link Installation

A. References
   (1) 07-11-01/201, Jacking Airplane
   (2) 29-11-00/201, Pressurize/Depressurize Main Hydraulic System
   (3) 32-00-15/201, Landing Gear Door Locks

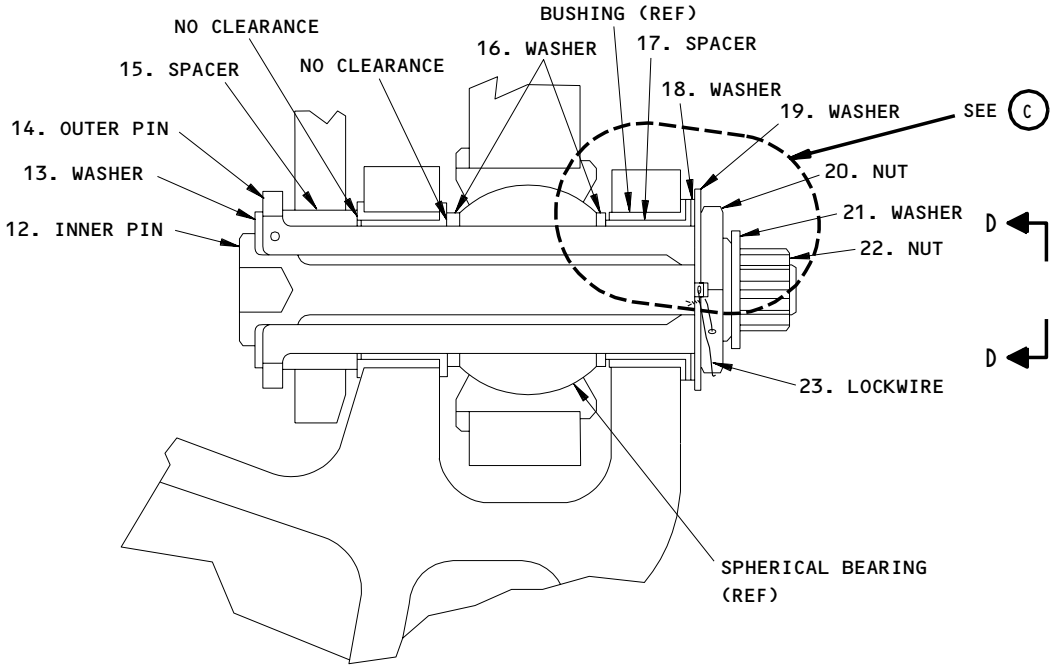
B. Access
   (1) Location Zones
      731/741 Main Landing Gear (MLG)
      732/742 MLG Body Doors



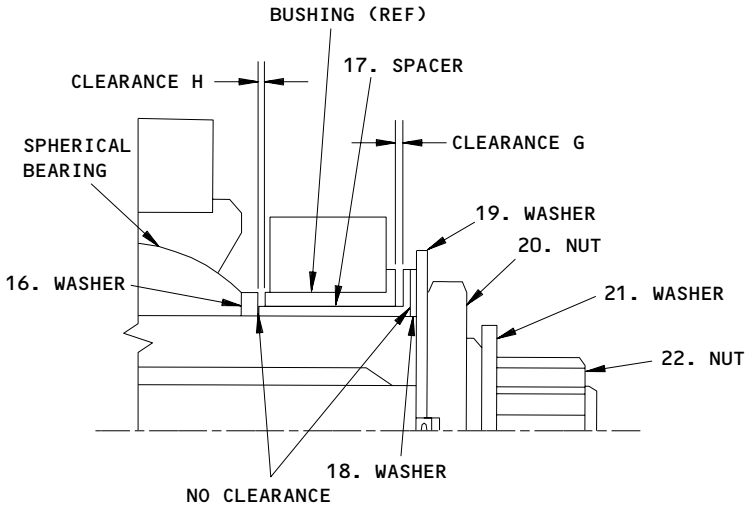
A-A

Main Landing Gear Support Link Installation
Figure 401 (Sheet 2)

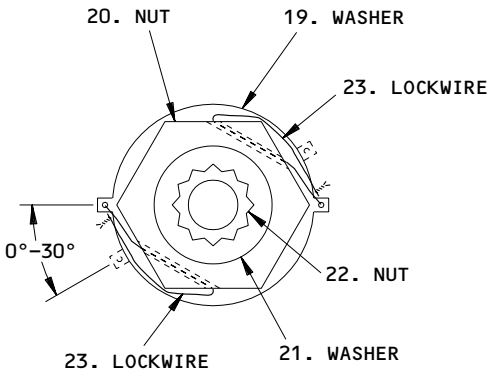
A61561



B–B



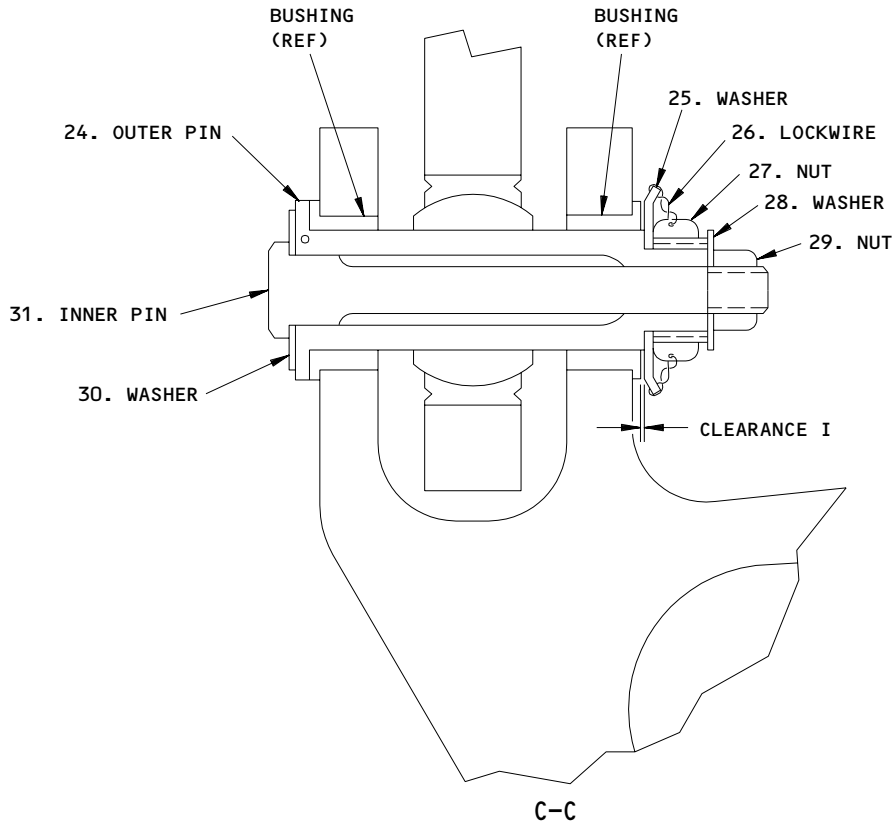
C



D–D

Main Landing Gear Support Link Installation
Figure 401 (Sheet 3)

A61677



Main Landing Gear Support Link Installation
Figure 401 (Sheet 4)

C. Procedure (Fig. 401)

S 434-048
(1) Prepare the washer(s) (7) of equal thickness at each clearance "D" and "E".
(a) Install the washers (7) to get the same value as the clearance at "D" and "E".

NOTE: The maximum sum of the clearances between "D" and "E" must measure 0.020 inch after washer installation.

(b) Before you install the washers, make a permanent record of the part number on each washer and the letter location it is installed.

S 434-049
(2) Prepare the washer(s) (7) of equal thickness at each clearance "C" and "F".
(a) Install the washers (7) to get the same value as the clearance at "C" and "F".

NOTE: The maximum clearances at each location "C" and "F" must measure between 0.015-0.025 inch after washer installation.

(b) Before you install the washers, make a permanent record of the part number on each washer and the letter location it is installed.

S 224-050
(3) With the clearances at "C" and "F" equal, measure the clearance at "B".

S 434-051
(4) Install the washer(s) (9) to get the same value as the clearance at "B".

NOTE: After you install the washer(s) (9), the permitted clearance tolerance is from 0.005 to 0.010 inch.

(a) Before you install the washer(s), make a permanent record of the part number on the washer(s) and the letter location it is installed.

S 434-052
(5) With the washer(s) (9) installed at "B", put the bottle pin (3) end into the forward end of the support link.

S 434-053
(6) At the forward end of the bottle pin (3), install the washer (10) and the washer (2).

S 434-054
(7) Install the washer (1), the washer (5), the plate-pin retainer (6), the bolt (8), the nut (4) and the nut (11).

S 434-055
(8) Turn the nut (11) until the washer (2) is tightly against the shoulder of the bottle pin (3).

S 824-056
(9) Push the strut swivel fitting forward until the clearance at B closes to 0.0 inch.
   (a) While you hold the position of the swivel fitting, push the washer (10) tightly against the washer (2).

S 224-057
(10) Measure the clearance at "A".

S 434-058
(11) Install the washer(s) (9) to get the same value as the clearance at "A".

NOTE: After you install the washer(s) (9), the permitted clearance tolerance is from 0.010 to 0.020 inch.

   (a) Before you install the washer(s) (9), make a permanent record of the part number on each washer and the letter location it is installed.

S 224-082
(12) Before you tighten the nuts for the bottle pin, measure the clearances again at "A", "B", "C" and "F",and "D" and "E".
   (a) Make sure that the tolerances have not changed before you continue.

S 434-059
(13) Tighten the nut (4).

S 434-060
(14) Torque the nut (11) to 3500-4000 pound-inches.

S 434-061
(15) Install the spacer (17), the inner pin (12), the outer pin (14), the washer (13) and the spacer (15) at the top aft link.
   (a) Apply grease between the inner pin (12) and the outer pin (14) before assembly.
   (b) Make sure that no clearance is between the spacer (15) and the bushing (Fig. 401, view B-B).

S 434-065
(16) Install the washer(s) (16) between the spherical bearing and the bushings.
  (a) Make sure that there is no clearance between the washer(s) (16) and the bushings on the forward and aft sides of the spherical bearing (Fig. 401, view B-B and detail C).
  (b) Make sure that the clearance at "H" is greater than 0.010 inch (Fig. 401, detail C).

S 224-084
(17) Make sure that the clearance at "G" is greater than 0.010 inch (Fig. 401, view C).

S 434-066
(18) Install the washer (18) and the washer (19).

S 224-068
(19) Before you tighten the nut (20), do the following:
  (a) Make sure that no clearance is between the spacer (15) and the bushing.
  (b) Make sure that no clearance is between the spacer (17) and the washer (18).
  (c) Make sure that no clearance is between the spherical bearing and the bushings.
  (d) Measure the clearances again at "G" and "H".

S 434-067
(20) Install the nut (20).
  (a) Make sure the washer (19) is in the orientation shown in Fig. 401, detail D-D.

S 434-068
(21) Torque the nut (20) to 480-790 pound-inches.

S 434-069
(22) Install the washer (21) and nut (22).

S 434-070
(23) Torque the nut (22) to 1500 to 2500 pound-inches.

S 434-071
(24) Install the lockwire (23), (Fig. 401, view D-D).

S 644-072
(25) Apply grease to the inner pin (31) and the outer pin (24) before their assembly at the top link at the forward end.

S 434-073
(26) Install the washer (30), the inner pin (31) and the outer pin (24).

S 434-074
(27) Install the washer (25) and the nut (27).

S 434-075
(28) Torque the nut (27) to 480-790 pound-inches.

S 224-067
(29) Measure the clearance "I" between the bushing and the washer (25).

NOTE: The minimum permitted clearance at "I" must be 0.005 inch after the washer installation.

S 434-077
(30) Install the washer (28) and the nut (29).

S 434-078
(31) Torque the nut (29) to 480-700 pound-inches.

S 434-079
(32) Install the lockwire (26).

S 584-080
(33) Lower the airplane off the jacks (Ref 07-11-01/201).

S 844-085
(34) Put the airplane back into the original condition:

WARNING: OBEY THE PROCEDURE FOR THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURY AND DAMAGE TO EQUIPMENT.

(a) Remove the door locks from the main landing gear doors (Ref 32-00-15/201).
(b) Pressurize the center hydraulic system (Ref 29-11-00/201).

(c) Remove the downlocks for the main landing gear (Ref 32-00-20/201).

MAIN LANDING GEAR SUPPORT BEAM - REMOVAL/INSTALLATION

1. General
   A. This procedure has two tasks. The first task is to remove the Main Landing Gear Support Beam. The second task is the installation of the Main Landing Gear Support Beam.

   TASK 57-54-04-914-001

2. Main Landing Gear Support Beam - Removal
   A. References

(1)	06-44-00/201	Wings (Major Zones 500 and 600) Access Doors and Panels
(2)	07-11-01/201	Jacking Airplane
(3)	27-51-00/201	Trailing Edge Flap System
(4)	29-11-00/201	Pressurize/Depressurize Main Hydraulic System
(5)	29-15-00/201	Hydraulic Systems A, B, and Standby
(6)	32-00-15/201	Landing Gear Down Locks
(7)	32-00-20/201	Landing Gear Downlocks
(8)	32-11-01/601	Main Gear
(9)	32-11-03/401	Main Gear Side Brace
(10)	32-11-10/401	Main Gear Drag Brace
(11)	32-12-06/401	Shock Strut Door and Linkage
(12)	32-12-08/401	Drag Brace Door and Linkage
(13)	32-12-11/401	Trunnion Door and Linkage
(14)	32-32-02/401	Main Gear Lock Actuators
(15)	32-32-05/401	Main Gear Jury Strut Spring
(16)	32-32-18/401	Main Gear Truck Positioner
(17)	57-54-01/401	MLG Support Link
(18)	57-54-05/401	MLG Support Beam Load Plates

   B. Equipment
      (1) Winch
      (2) Support structure
      (3) Fuse pin puller
   C. Consumable Materials
      (1) Cotton swabs
   D. Access
      (1) Location Zones

119/120	Main Equipment Center
143/144	Main Landing Gear Wheel Well
211/212	Control Cabin
731/741	Main Landing Gear (MLG)
732/742	Main Landing Gear Doors
733/743	Main Landing Gear Drag Brace Doors
734/744	Main Landing Gear Oleo Doors
735/745	Main Landing Gear Trunnion Doors

(2) Access Panels

551FT/651FT	Landing Gear
551GT/651GT	Landing Gear Support Beam
551JT/651JT	Landing Gear Support Beam
551LT/651LT	Landing Gear Support Beam
551MT/651MT	Landing Gear Trunnion
551NT/651NT	Landing Gear Support Beam
551QB/651QB	Lower Wing Structure
551PT/651PT	Lower Wing Structure
551SB/651SB	Lower Wing Structure
551TB/651TB	Lower Wing Structure
551VB/651VB	Landing Gear Support Beam
551WB/651WB	Landing Gear Support Beam
552AB/652AB	Landing Gear Support Beam
552BB/652BB	Landing Gear Support Beam
552CB/652CB	Landing Gear Support Beam

E. Prepare for the Main Landing Gear Support Beam Removal

S 014-003

(1) Remove the left access panels (AMM 06-44-00/201).
- (a) 551FT
- (b) 551GT
- (c) 551JT
- (d) 551LT
- (e) 551MT
- (f) 551NT
- (g) 551QB
- (h) 551PT
- (i) 551SB
- (j) 551TB
- (k) 551VB
- (l) 551WB
- (m) 552AB
- (n) 552BB
- (o) 552CB

S 014-030

(2) Remove the right access panels (AMM 06-44-00/201).
- (a) 651FT
- (b) 651GT
- (c) 651JT
- (d) 651LT
- (e) 651MT
- (f) 651NT
- (g) 651QB
- (h) 651PT
- (i) 651SB

(j) 651TB
(k) 651VB
(l) 651WB
(m) 652AB
(n) 652BB
(o) 652CB

S 024-009
(3) Disconnect the attaching linkages between panel support and the main landing gear support beam.

S 044-004
(4) Make sure Circuit Breakers are open.

S 494-029
(5) Make sure the downlocks are installed on the nose and main landing gear (AMM 32-00-15/201).

S 584-005
(6) Jack the airplane (AMM 07-11-01/201).

S 044-006
(7) Depressurize hydraulics (AMM 29-11-00/201).

S 024-007
(8) Disconnect hydraulic lines from Main Landing Gear Beam.
(a) Put a cap on the hydraulic ports.
(b) Put a plug on the lines.
(c) Put a tag on the lines to make installation easier.

S 024-008
(9) Remove Offset Gearbox Support Bracket for the Trailing Edge Flap Drive.

S 024-038
(10) 767-200/300;
Remove the MLG stabilizer strut (1), (Fig. 402).
(a) Put a support under the MLG stabilizer strut (1).

(b) Disconnect the trunnion door from the MLG stabilizer strut (1) (AMM 32-12-11/401).
(c) At the aft end of the MLG stabilizer strut (1), remove the cotter pin (5), the nut (6), the washer (4), the washer (3), and the bolt (2).
(d) At the forward end of the MLG stabilizer strut (1), remove the cotter pin (10), the nut (11), the washer (9), the washer (8), and the bolt (7).

F. Main Landing Gear Support Beam Removal (Fig. 401)

S 034-010

CAUTION: MAKE SURE TO SUPPORT THE MAIN LANDING GEAR SUPPORT BEAM. DAMAGE OR BODILY INJURY WILL OCCUR IF NOT SUPPORTED.

(1) Hold the MLG Support Beam with support structure.

NOTE: The support beam is very heavy. To support it safely and effectively, it is suggested that you use either hydraulic jacks with a cradle, or a crane with a sling. A pad to protect the equipment from the support beam is also suggested.

S 024-012
(2) To disconnect the inboard end of the support beam from its support, see (AMM 57-54-01/401).

S 024-011
(3) Do the procedure to remove the MLG Support Beam Load Distribution Plates (AMM 57-54-05/401).

S 024-013
(4) Do the procedure to remove the Main Landing Gear Trunnion.

S 484-014
(5) Attach hoists to the Main Landing Gear Beam.

S 564-015
(6) Carefully lower the Main Landing Gear Beam.

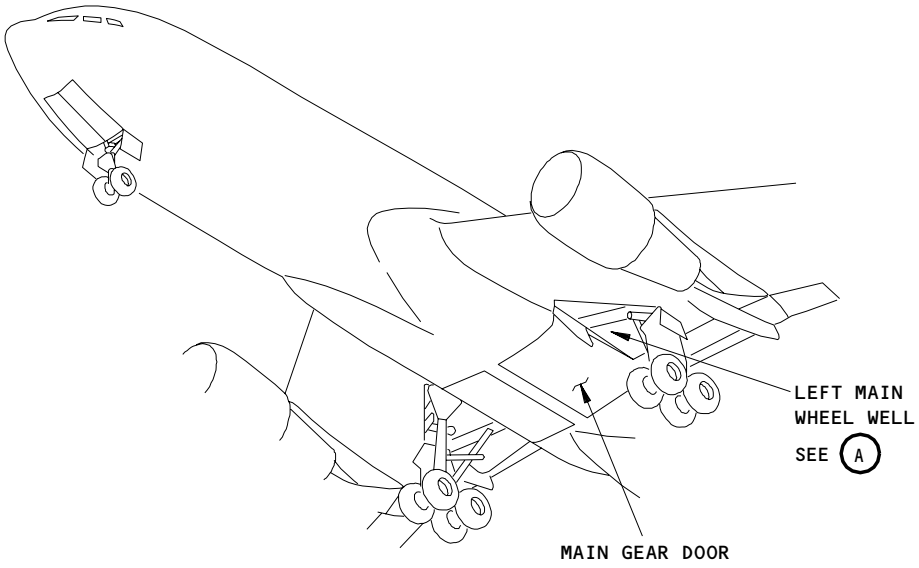
S 584-016
(7) Place beam on a stable platform.

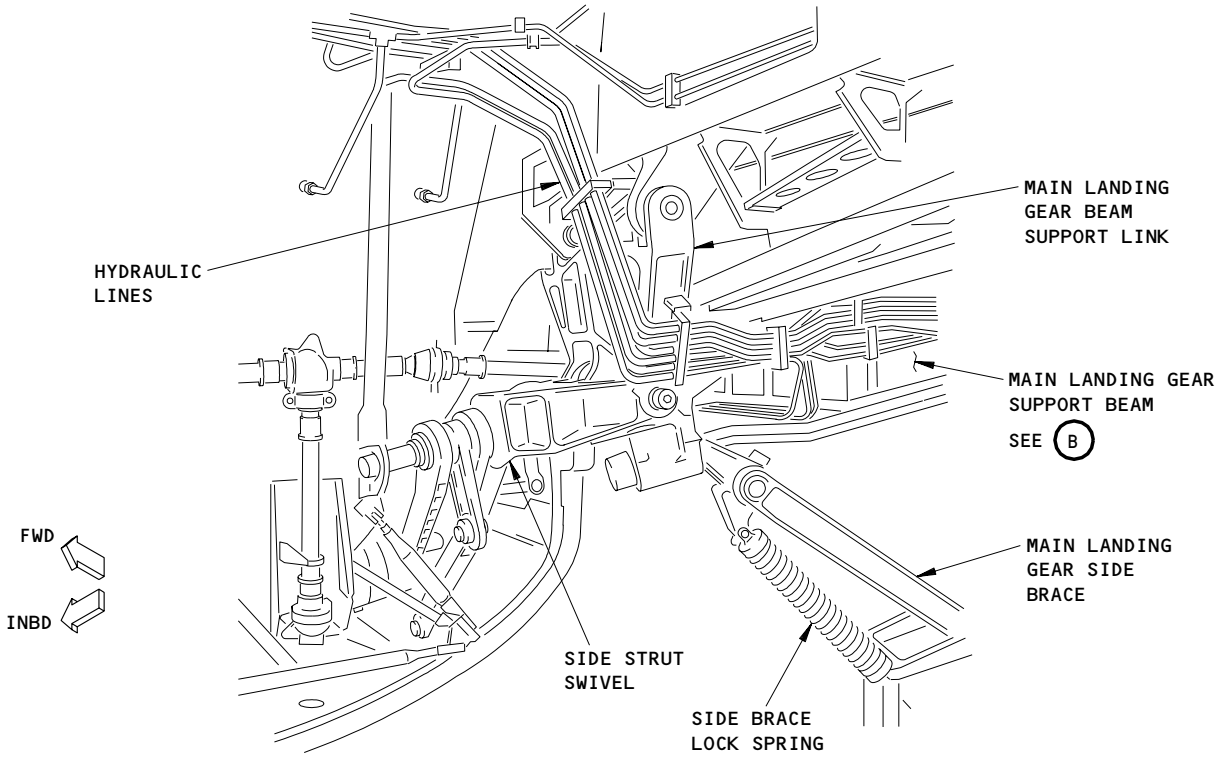
TASK 57-54-04-574-002

3. Main Landing Gear Support Beam - Installation

A. References

(1)	06-44-00/201	Wings (Major Zones 500 and 600) Access Doors and Panels
(2)	07-11-01/201	Jacking Airplane
(3)	27-51-00/201	Trailing Edge Flap System

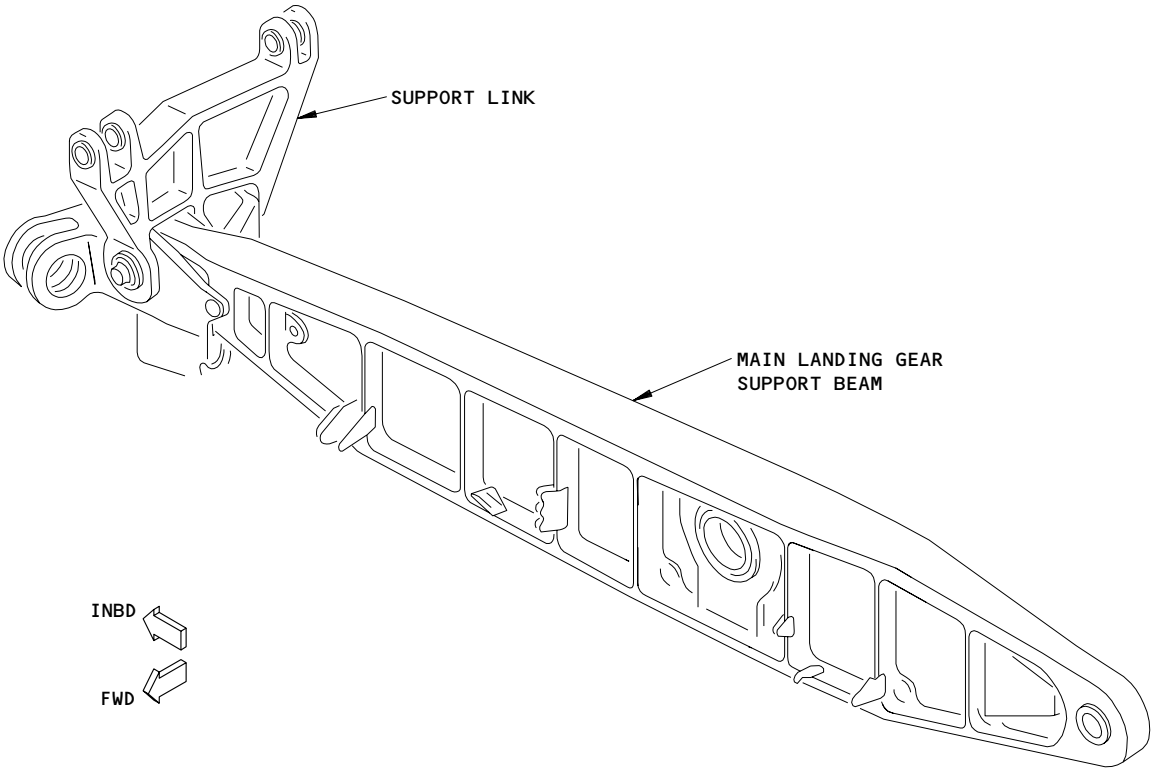




LEFT MAIN WHEEL WELL
(RIGHT MAIN WHEEL WELL IS OPPOSITE)

A

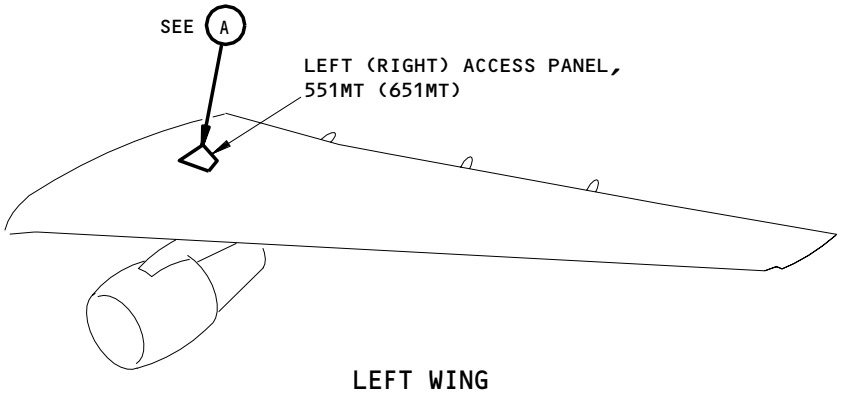
Main Landing Gear Beam Installation
Figure 401 (Sheet 1)



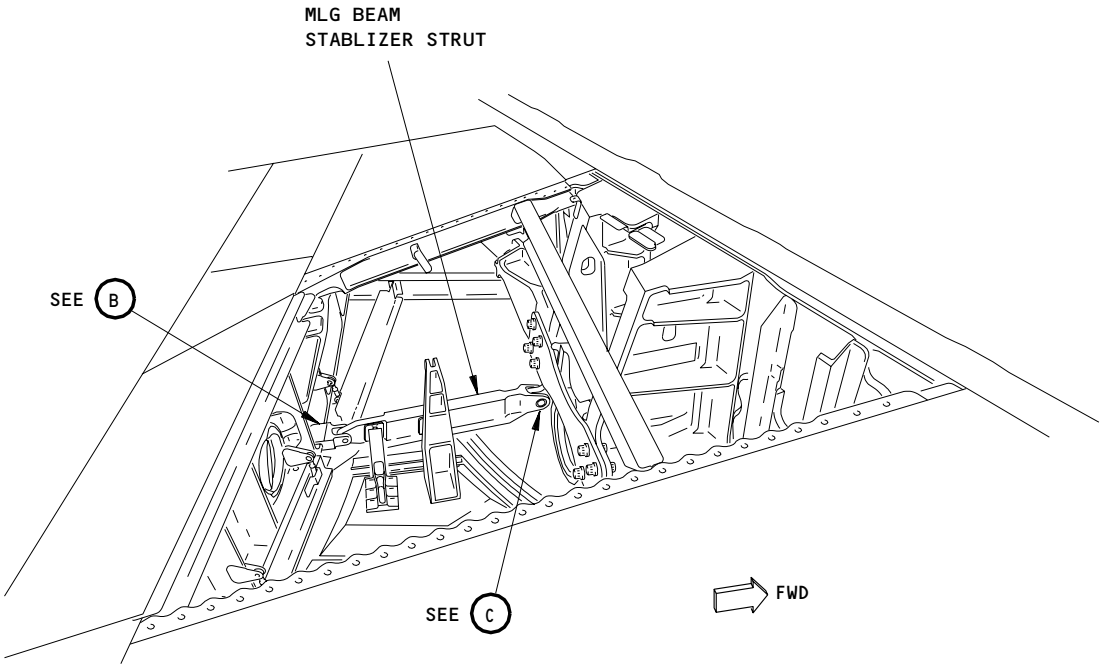
MAIN LANDING GEAR SUPPORT BEAM

B

Main Landing Gear Beam Installation
Figure 401 (Sheet 2)



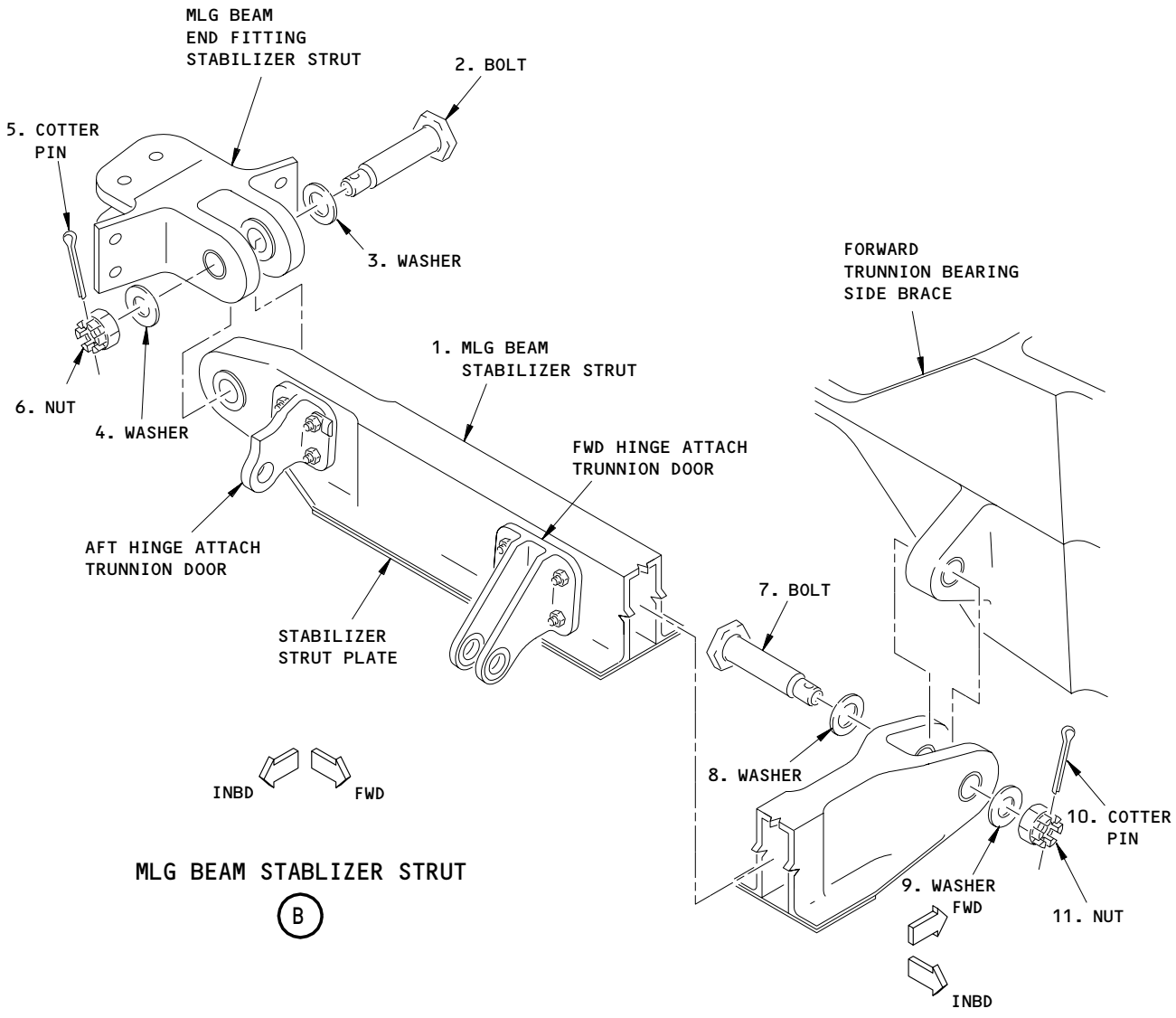
LEFT WING
(RIGHT WING IS OPPOSITE)



(ACCESS PANEL REMOVED)

A

Stabilizer Strut Installation
Figure 402 (Sheet 1)



Stabilizer Strut Installation
Figure 402 (Sheet 2)

(4) 29-11-00/201 Pressurize/Depressurize Main Hydraulic System
(5) 29-15-00/201 Hydraulic Systems A, B, and Standby
(6) 32-00-15/201 Landing Gear Down Locks
(7) 32-00-20/201 Landing Gear Downlocks
(8) 32-11-01/601 Main Gear
(9) 32-11-03/401 Main Gear Side Brace
(10) 32-11-10/401 Main Gear Drag Brace
(11) 32-12-06/401 Shock Strut Door and Linkage
(12) 32-12-08/401 Drag Brace Door and Linkage
(13) 32-12-11/401 Trunnion Door and Linkage
(14) 32-32-02/401 Main Gear Lock Actuators
(15) 32-32-05/401 Main Gear Jury Strut Spring
(16) 32-32-18/401 Main Gear Truck Positioner
(17) 57-54-01/401 MLG Hanger Link
(18) 57-54-05/401 MLG Support Beam Load Plates

B. Equipment
(1) Winch
(2) Support structure
(3) Fuse pin puller

C. Consumable Materials
(1) Cotton swabs

D. Access
(1) Location Zones

119/120	Main Equipment Center
143/144	Main Landing Gear Wheel Well
211/212	Control Cabin
731/741	Main Landing Gear (MLG)
732/742	Main Landing Gear Doors
733/743	Main Landing Gear Drag Brace Doors
734/744	Main Landing Gear Oleo Doors
735/745	Main Landing Gear Trunnion Doors

(2) Access Panels

551FT/651FT	Landing Gear
551GT/651GT	Landing Gear Support Beam
551JT/651JT	Landing Gear Support Beam
551LT/651LT	Landing Gear Support Beam
551MT/651MT	Landing Gear Trunnion
551NT/651NT	Landing Gear Support Beam
551QB/651QB	Lower Wing Structure
551PT/651PT	Lower Wing Structure
551SB/651SB	Lower Wing Structure
551TB/651TB	Lower Wing Structure
551VB/651VB	Landing Gear Support Beam
551WB/651WB	Landing Gear Support Beam
552AB/652AB	Landing Gear Support Beam
552BB/652BB	Landing Gear Support Beam
552CB/652CB	Landing Gear Support Beam

E. Prepare for the Main Landing Gear Support Beam Installation (Fig. 401)

S 414-032
(1) Hold the MLG Support Beam in place with support structure.

NOTE: The support beam is very heavy. To support it safely and effectively, it is suggested that you use either hydraulic jacks with a cradle, or a crane with a sling. A pad to protect the support structure from the support beam is also suggested.

S 484-017
(2) Attach hoist securely to beam and position into place.

S 424-019
(3) Install the Main Landing Gear Beam Load Distribution Plates (AMM 57-54-05/401).

S 414-037
(4) To connect the inboard end of the support beam to its support, see (AMM 57-54-01/401).

S 424-020
(5) Install bushing in MLG Beam for MLG Trunnion.

S 424-021
(6) Install MLG Trunnion.

S 424-022
(7) Attach Offset Gearbox Support Bracket for the T.E. Flap Drive.

S 404-039
(8) 767-200/300;
Install the MLG stabilizer strut (1), (Fig. 402).
(a) Install the forward end of the MLG stabilizer strut (1) to the forward trunnion bearing side brace:
1) Apply a thin layer of grease, BMS 3-33 to the outer diameter and the threads of the bolt (7).

2) Install the washer (8), the bolt (7), the washer (9), the nut (11) and the cotter pin (10) with the head of the bolt (7) on the inboard side of the MLG stabilizer strut (1).
3) Tighten the nut (11) to 350 inch-pounds (39.54 newton-meters).

NOTE: If you cannot align the nut slot with the crossbolt hole, another washer can be added under the nut.

4) Tighten the nut (11) to align the nut slot with the crossbolt hole, but do not tighten more than 450 inch-pounds (50.8 newton-meters).

(b) Install the aft end of the MLG stabilizer strut (1) to the MLG beam stabilizer strut end fitting:
1) Apply a thin layer of grease, BMS 3-33, to the outer diameter and to the threads of the bolt (2).
2) Install the washer (3), the bolt (2), the washer (4), the nut (6), and the cotter pin (5) with the head of the bolt (2) on the inboard side of the MLG stabilizer strut (1).
3) Tighten the nut (6) to 350 inch-pounds (39.54 newton-meters).

NOTE: If you cannot align the nut slot with the crossbolt hole, another washer can be added underneath the nut (6).

4) Tighten the nut (6) to align the nut slot with the crossbolt hole, but do not tighten more than 450 inch-pounds (50.8 newton-meters).

(c) Connect the trunnion door to the MLG stabilizer strut (1) (AMM 32-12-11/401).

S 424-023

(9) Install and attach hydraulic lines to the MLG Beam.

F. Put the Airplane Back to its Usual Condition

S 414-024

(1) Install access panels.

S 844-025

(2) Pressurize the left, center, and right hydraulic system.

S 844-026
(3) Lower the airplane (AMM 07-11-01/201).

S 844-027
(4) Close circuit breakers.

S 844-028
(5) Return airplane to normal operating conditions.

MLG SUPPORT BEAM LOAD PLATES - REMOVAL/INSTALLATION

1. General
   A. This procedure contains two tasks. The first task removes the Main Landing Gear (MLG) Beam Load Distribution Plates from the MLG Beam Outboard Support and the MLG Support Beam. The second task installs the MLG Beam Load Distribution Plates between the MLG Beam Outboard Support and the MLG Support Beam.
   B. This procedure is to be used to remove/replace the MLG Beam Load Distribution Plates in the right or left wing.

TASK 57-54-05-004-001

2. MLG Support Beam Load Distribution Plates Removal
   A. References
      (1) AMM 06-44-00/201, Wing (Major Zones 500 and 600) Access Doors and Panels
      (2) AMM 07-11-01/201, Jacking Airplane
      (3) AMM 12-12-01/301, Hydraulic Systems
      (4) AMM 24-22-00/201, Electric Power - Control
      (5) AMM 29-11-00/201, Pressurizing/Depressurizing Main Hydraulic System
      (6) AMM 32-00-15/201, Landing Gear Doorlocks
      (7) AMM 32-00-20/201, Landing Gear Downlocks
      (8) AMM 32-32-01/401, Main Landing Gear Retract Actuator
   B. Access
      (1) Location Zones

551/661	Rear Spar to MLG Support Beam
731/741	Main Landing Gear (MLG)
732/742	MLG Body Doors

      (2) Access Panels

551TB	Wing Access Panel (Bottom, Left)
551UB	Wing Access Panel (Bottom, Left)
551PT	Wing Access Panel (Top, Left)
551XBX	Wing Access Panel (Bottom, Left)
651TB	Wing Access Panel (Bottom, Right)
651UB	Wing Access Panel (Bottom, Right)
651PT	Wing Access Panel (Top, Right)
651XBX	Wing Access Panel (Bottom, Right)

   C. Prepare for the removal of the MLG Support Beam Load Distribution Plates (Fig. 401)

S 414-032

WARNING: BEFORE YOU MOVE THE CONTROL LEVER, INSTALL THE DOWNLOCKS ON ALL THE LANDING GEAR. WITHOUT THE DOWNLOCKS, THE LANDING GEAR CAN RETRACT. THIS CAN CAUSE INJURIES TO PERSONNEL, AND DAMAGE TO EQUIPMENT.

(1) Install the downlocks for the main landing gear (AMM 32-00-20/201).

S 424-033

WARNING: OBEY THE INSTALLATION PROCEDURE FOR THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURY TO PERSONNEL AND DAMAGE TO EQUIPMENT.

(2) Open the MLG doors and install the door locks (AMM 32-00-15/201).

S 614-004

(3) Remove the pressure from the center hydraulic system (AMM 29-11-00/201).

S 014-005

(4) To gain access to the work area, remove the following access panels (AMM 06-44-00/201):
   (a) 551TB
   (b) 551UB
   (c) 551PT
   (d) 551XBX
   (e) 651TB
   (f) 651UB
   (g) 651PT
   (h) 651XBX

S 614-006

(5) Without lifting the landing gear off the ground, lift the airplane on jacks, using the jack points at the leading edge of the wings adjacent to the fuselage, until the weight of the airplane is off the landing gear (AMM 07-11-01/201).

S 424-007

(6) Install auxilliary jacks D, E, and F (AMM 07-11-01/201).

NOTE: Auxilliary jacks are for stabilization of the airplane. No preload is required on the jacks.

S 614-008

(7) Support the Main Landing Gear Beam at its outboard end as follows:
  (a) If the Main Landing Gear is not installed, put the support jack under the beam near the outboard end and adjust it to touch the beam.
  (b) Deflate the shock struts of the main landing gear (AMM 12-15-01/301).

NOTE: Record the pressure of the shock strut for use in restoring the shock to normal.

S 424-055

(8) Install shock torsion retention straps (AMM 32-11-10/401).

S 034-056

CAUTION: THE LANDING GEAR CAN MOVE ABOUT 7.9 INCHES (20 CM) INBOARD WHEN THE JURY STRUT SPRINGS ARE REMOVED.

(9) Remove the jury strut springs (AMM 32-32-05/401).
  (a) Push up on the jury strut to release it from the overcenter position.

S 024-058

(10) Remove the Main Landing Gear Retract Actuator (AMM 32-32-01/401).

S 024-113

(11) At Holes No. 1 and No. 2, remove the bolt (7), nut (9), washer (8), plug (3), and fuse pin nut (6).

S 924-030

CAUTION: DO NOT APPLY A PRESSURE OF MORE THAN 5000 LBS (2268 Kg) ON THE MAIN LANDING GEAR SUPPORT BEAM. TOO MUCH PRESSURE CAN CAUSE DAMAGE TO EQUIPMENT.

(12) Slowly lift the MLG steering beam.
  (a) Stop lifting the MLG Support Beam when its weight is removed from the Load Distribution Plates Fuse Pins (2), and they can be rotated (Fig. 401).

NOTE: If the fuse pins cannot be rotated using a 10 inch wrench, a hit with a plastic hammer may loosen them. Also, penetrating oil may loosen them.

S 014-089

(13) If you are unable to rotate the fuse pins, do the following:
  (a) Disconnect and remove MLG Beam Outboard Support rod (18).
  (b) Remove the MLG Side Brace Lock Spring and unlock the brace (AMM 32-32-03/401).
  (c) Move the landing gear until the fuse pins (2) rotate.

NOTE: This should happen when the landing gear Center of Gravity (CG) is under the MLG Support Beam Trunnion bearing. The drag brace actuator rod will be about 5.75 inches (146.05 mm) long at that time.

S 424-034

CAUTION: THE MLG SUPPORT BEAM COULD MOVE OR FALL DOWN AND INJURE PERSONNEL OR EQUIPMENT IF IT IS NOT ATTACHED WITH STRAPS OR SUPPORTED.

(14) If the Main Landing Gear is removed, attach straps or support the MLG Support Beam to keep the beam in place when the fuse pins are removed.

S 424-097

(15) If applicable, remove the MLG Beam Outboard Support Rod (18).

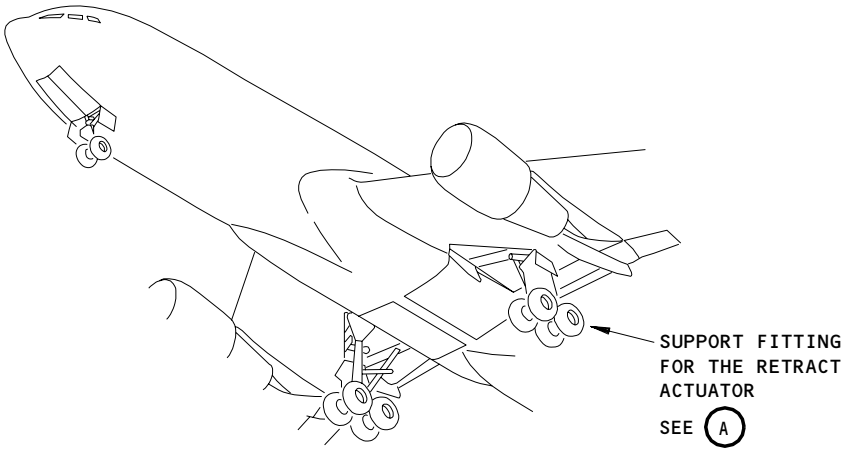
S 024-010

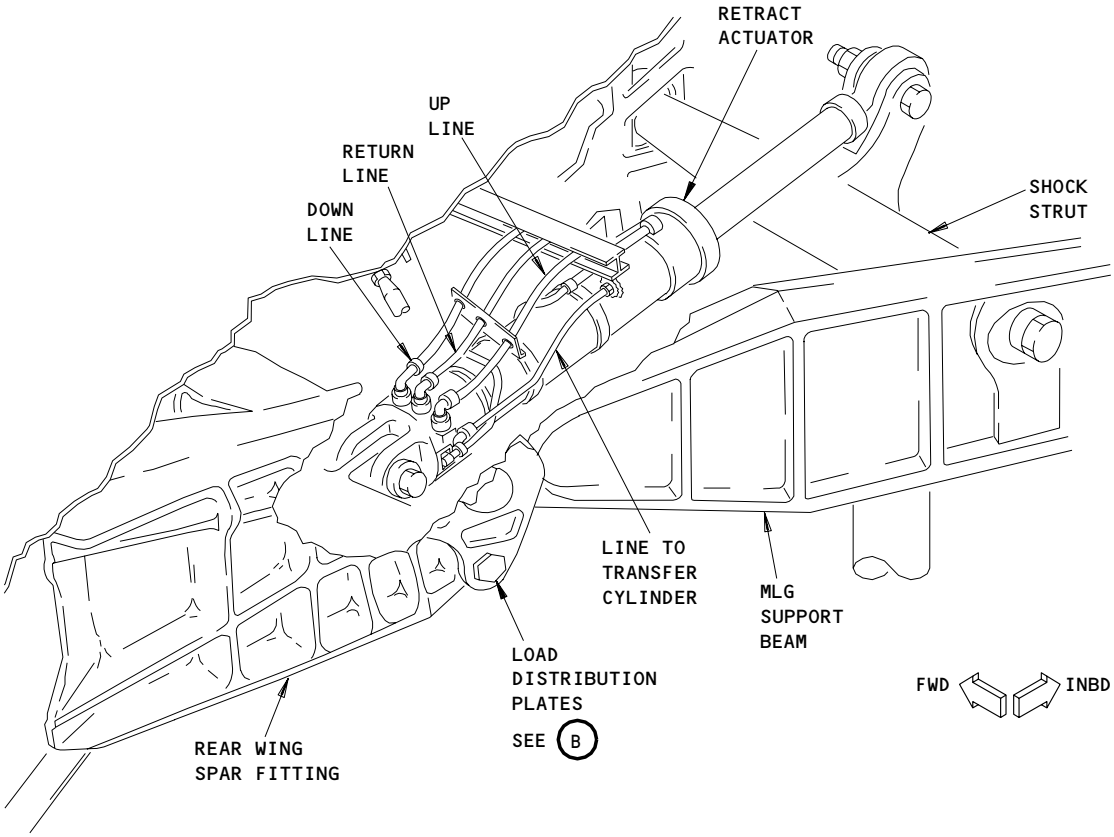
(16) Remove the two fuse pins (2), washers (1) and (4), shims (5).

NOTE: Record the thickness and position of all shims and washers while removing the pins. Retain all hardware (washers, nuts, plug, bolts, and fuse pins) for use when restoring to original condition.

S 024-041

(17) Remove MLG Support Beam outboard support pin (12), nut (15), washer (11), and plug (16) common to the support beam and the load distribution plates.

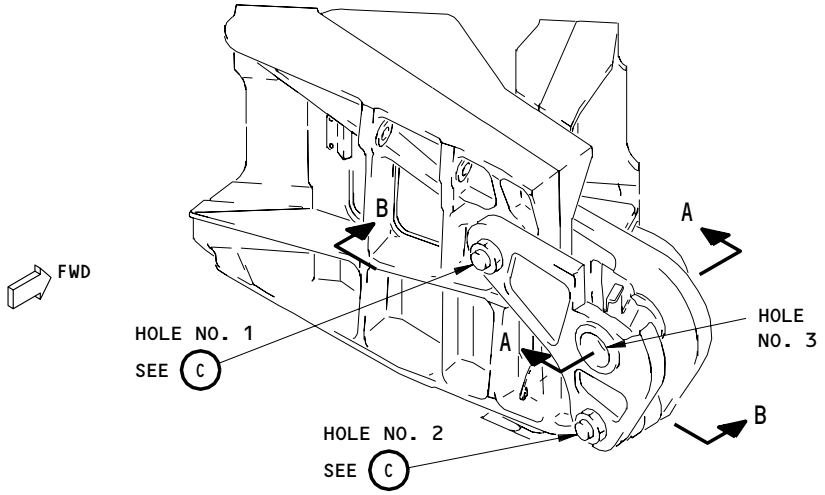




SUPPORT FITTING FOR THE RETRACT ACTUATOR
(LEFT SUPPORT FITTING IS SHOWN,
RIGHT SUPPORT FITTING IS OPPOSITE)

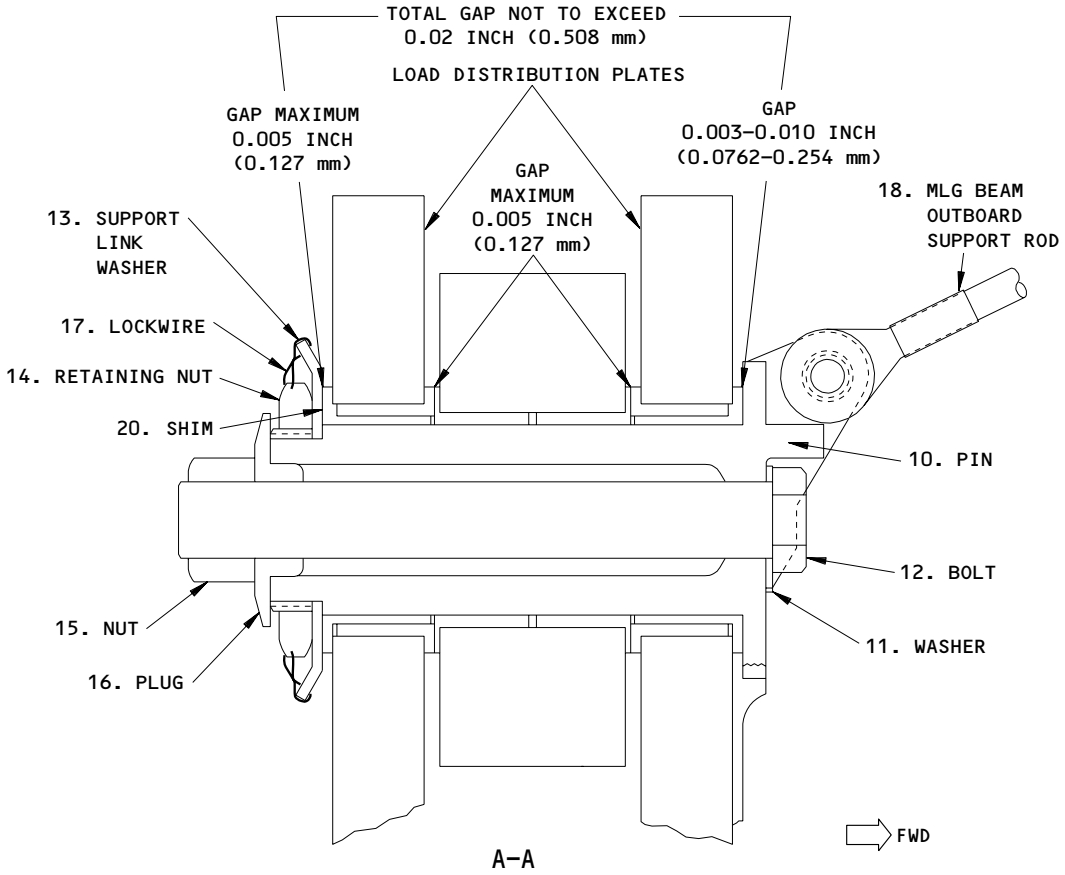
A

MLG Support Beam Load Distribution Plates Installation
Figure 401 (Sheet 1)



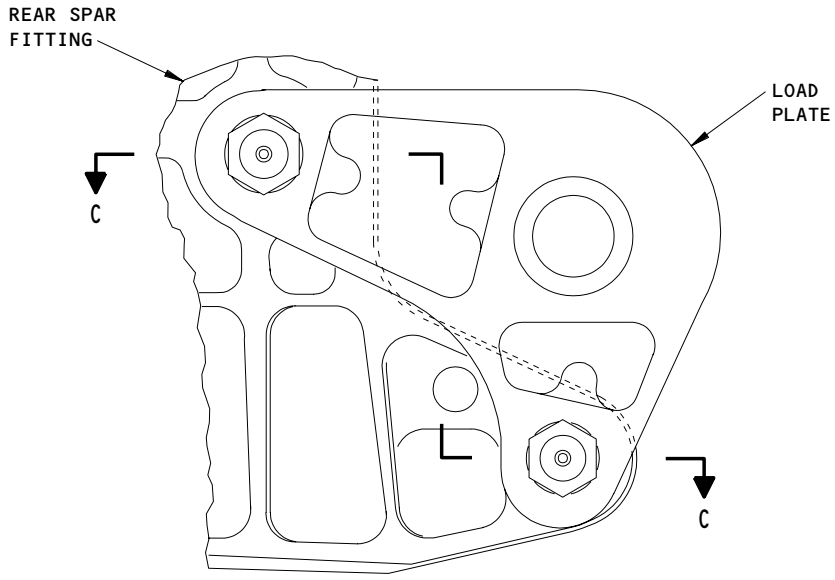
LOAD DISTRIBUTION PLATES

B

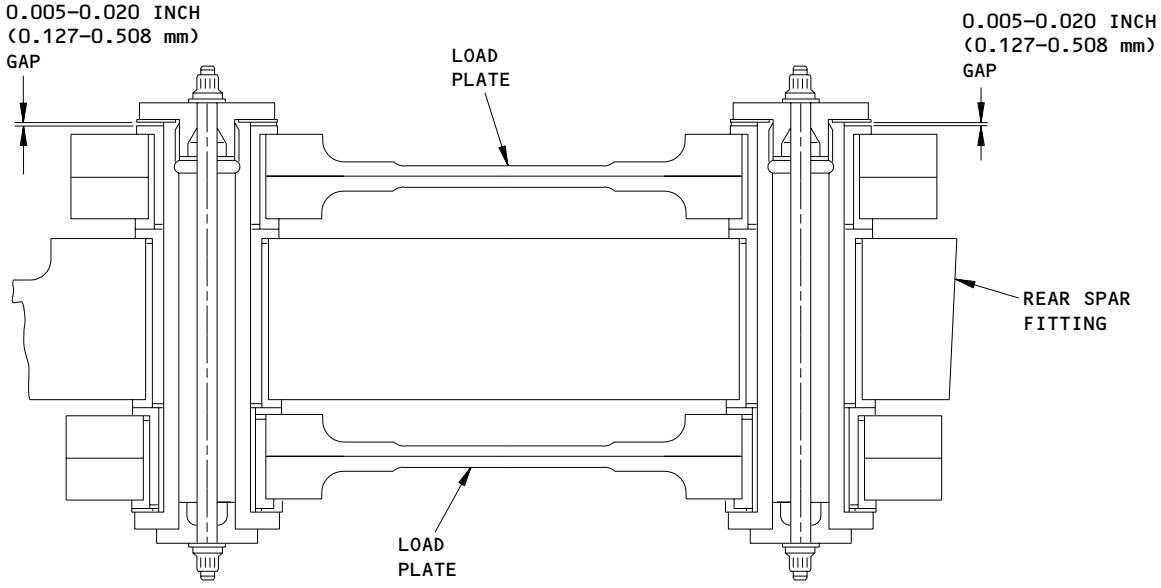


A–A

MLG Support Beam Load Distribution Plates Installation
Figure 401 (Sheet 2)

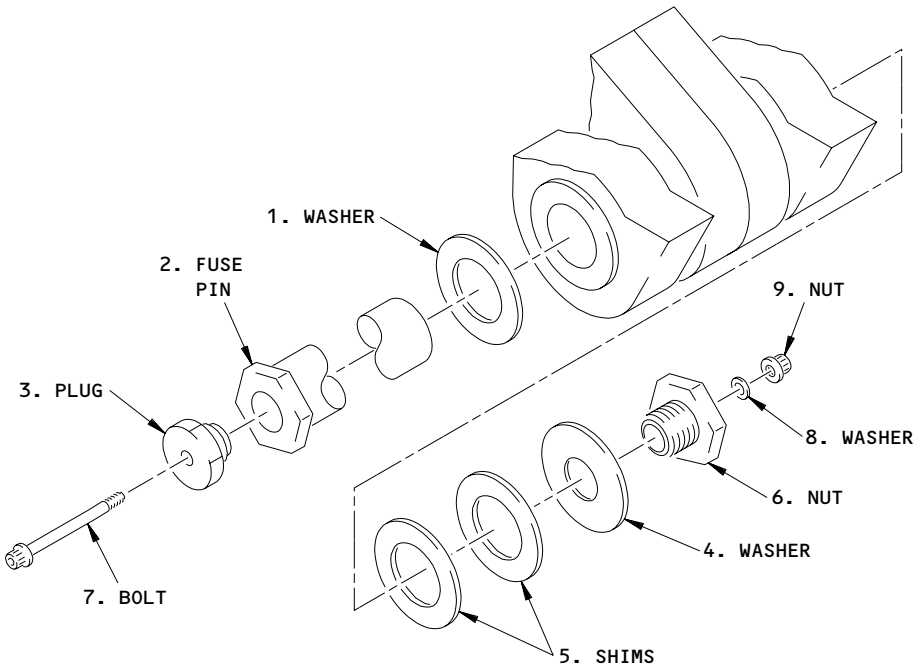


B–B



C–C

MLG Support Beam Load Distribution Plates Installation
Figure 401 (Sheet 3)



HOLE
(EXAMPLE)
C

MLG Support Beam Load Distribution Plates Installation
Figure 401 (Sheet 4)

S 024-040

(18) Remove lockwire (17), and retaining nut (14) followed by support link washer (13).

S 024-042

WARNING: LOAD DISTRIBUTION PLATES CAN CAUSE INJURY TO PERSONS OR EQUIPMENT IF NOT PROPERLY SUPPORTED.

(19) Remove fuse pin (10).

NOTE: You can use a rubber mallet to remove pin if necessary.

S 024-011

(20) Remove both load distribution plates (Fwd & Aft) from the wing.

TASK 57-54-05-404-012

3. MLG Support Beam Load Distribution Plates Installation

A. References
(1) AMM 06-44-00/201, Wing (Major Zones 500 and 600) Access Doors and Panels
(2) AMM 07-11-01/201, Jacking Airplane
(3) AMM 12-12-01/301, Hydraulic Systems
(4) AMM 24-22-00/201, Electric Power - Control
(5) AMM 29-11-00/201, Pressurizing/Depressurizing Main Hydraulic System
(6) AMM 32-00-15/201, Landing Gear Doorlocks
(7) AMM 32-00-20/201, Landing Gear Downlocks
(8) AMM 32-32-01/401, Main Gear Retract Actuator

B. Equipment
(1) 0.005 inch undersize temporary fuse pin.
(2) Honing tool for final fitting of fuse and attach pins

C. Consumable Materials
(1) Grease, BMS 3-33

D. Access
(1) Location Zones

551/661	Rear Spar to MLG Support Beam
731/741	Main Landing Gear (MLG)
732/742	MLG Body Doors

(2) Access Panels

551TB	Wing Access Panel (Bottom, Left)
551UB	Wing Access Panel (Bottom, Left)
551PT	Wing Access Panel (Top, Left)
551XBX	Wing Access Panel (Bottom, Left)
651TB	Wing Access Panel (Bottom, Right)
651UB	Wing Access Panel (Bottom, Right)
651PT	Wing Access Panel (Top, Right)
651XBX	Wing Access Panel (Bottom, Right)

E. Procedure

S 424-061

(1) Install the MLG Support Beam Load Distribution Plates (Fig. 401)
   (a) Obtain the hardware that was retained when the plates were removed.
   (b) Using the retained hardware, attach the MLG Support Beam Load Distribution PLates to the MLG Support Beam outboard support structure.

   NOTE: As a temporary attachment, use a 0.005 inch undersize temporary fuse pin to attach the plates to the MLG Beam Outboard Attachment Structure.

   (c) Using the jack installed under the main landing gear support beam, position the beam such that it is between the two load distribution plates.

S 424-043

(2) Install pin (10), washer (11), bolt (12), support link washer (13), and retaining nut (14), (Fig. 401).
   (a) Apply grease, BMS3-33, between the bolt (12) and pin (10).

S 424-048

(3) Put washer (1) on fuse pin (2) and insert into load distribution plates.

S 424-049

(4) Put shims (5) and washer (4) on fuse pin (2).
   (a) Make sure that the gap between the shims and the forward face of the bushing is 0.005 to 0.020 inch (0.127 to 0.508 mm).

S 424-016

(5) Put shims (20) in the area between the bearings in the MLG Beam outboard end and the distribution plates such that there is a maximum 0.005 inch gap.

   NOTE: Use shims equally on each side of the MLG Beam Outboard end. The total shim dimension on either side cannot be more than 0.020 inches (0.508 mm) thicker than the other.

S 424-060
(6) Install nut (6).

S 024-018
(7) Remove the temporary fuse pin connecting the load distribution plates to the MLG Beam Outboard end support structure.

S 824-035

CAUTION: DO NOT REMOVE AND REPLACE MORE THAN ONE PIN AT A TIME OR REALIGNMENT OR RE-SHIMMING MAY BE REQUIRED.

(8) Check the hole for alignment by looking through it. If it is aligned, attempt to insert an operational fuse pin. If it does not fit or fits too tightly, hone the opening up to 0.005 inches (0.127 mm) until the operational pin can be temporarily inserted.
(a) Use a brass (or soft metal) drift punch to aid in the installation of the fuse pin as necessary.

S 024-020
(9) Remove the bottom temporary fuse pin connecting the load distribution plates to the MLG Beam Outboard end support structure.

S 824-036

CAUTION: DO NOT REMOVE AND REPLACE MORE THAN ONE PIN AT A TIME OR REALIGNMENT OR RE-SHIMMING MAY BE REQUIRED.

(10) Repeat the alignment check and honing procedure listed in the previous steps as required until an operational fuse pin can be inserted in the bottom position.

S 424-052
(11) Torque retaining nut (14) to 480-790 inch-pounds (54.2-89.3 Nm).

S 424-053
(12) Attach lockwire (17) to retaining nut (14) and support link washer (13).

S 424-054
(13) Insert plug (16).

S 424-059
(14) Attach nut (15) and torque to 2200-4000 inch-pounds (248.6-451.9 Nm).

S 414-068
(15) Complete the installation of the two smaller fuse pins:
(a) Torque nuts (6) to 480 to 600 inch-pounds (54.2-67.8 Nm).

S 424-114
(16) Install bolt (7), washer (8), nut (9), plug (3), and tighten.

S 424-064
(17) Install MLG Beam Outboard Support Rod (18).

S 424-023
(18) Install Retract Actuator to original condition (AMM 32-32-01/401).

S 414-024
(19) Fasten the following access panels (AMM 06-44-00/201):
(a) 551TB
(b) 551UB
(c) 551PT
(d) 551XBX
(e) 651TB
(f) 651UB
(g) 651PT
(h) 651XBX

S 024-051

WARNING: DO THE PROCEDURE TO REMOVE THE DOOR LOCKS (AMM 32-00-15/201). THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

(20) Remove the door locks from the landing gear doors and close the doors (AMM 32-00-15/201).

S 844-026
(21) Lower the airplane and remove the jacks (AMM 07-11-01/201).

S 844-027
(22) Pressurize the hydraulic control back to normal operating conditions (AMM 12-12-01/301).

S 614-065
(23) Remove the Landing Gear Downlocks (AMM 32-00-20/201).

S 844-028
(24) Return airplane to normal operating condition.

MAIN LANDING GEAR STRUT SWIVEL FITTING - REMOVAL/INSTALLATION

1. General
   A. This procedure has two tasks. The first task is to remove the Main Landing Gear Strut Swivel Fitting. The second task is the installation of the Main Landing Gear Strut Swivel Fitting.

   TASK 57-54-06-914-001

2. Main Landing Gear Strut Swivel Fitting - Removal
   A. References
      (1) AMM 07-11-01/201, Jacking Airplane
      (2) AMM 12-12-01/301, Hydraulic Systems - Servicing
      (3) AMM 12-21-17/301, Aft Wheel Well Bulkhead Spherical Bearing - Servicing (Lubrication)
      (4) AMM 12-25-01/301, Airplane Servicing - Cleaning and Washing
      (5) AMM 20-10-09/401, Tubing - Flareless - Removal/Installation
      (6) AMM 27-11-00/501, Operational Test - Aileron and Aileron Trim Control System
      (7) AMM 27-51-03/401, Inboard Flap - Removal/Installation
      (8) AMM 27-51-04/201, Inboard Flap Mechanism - Maintenance Practices
      (9) AMM 27-51-07/401, Inboard Flap Fairing Door - Removal/Installation
      (10) AMM 29-11-00/201, Main (Left, Right and Center) Hydraulic Systems - Maintenance Practices
      (11) AMM 32-00-15/201, Locks - Landing Gear Doors
      (12) AMM 32-11-04/401, Main Gear Upper Side Brace - Removal/Installation
      (13) AMM 32-32-00/501, Main gear Extension and Retraction - Adjustment/Test
      (14) AMM 32-41-00/501, Hydraulic Brake System - Adjustment/Test
   B. Equipment
      (1) Hydraulic System Pressurization Valve Locking Pin - A29002-6
      (2) A57008 - Spanner Wrench
   C. Consumable Material
      (1) G00508 Corrosion Preventive Compound - MIL-C-11796, Class 3
   D. Access
      (1) Location Zones
          144 Right MLG Wheel Well
      (2) Access Panels
          437BL/437BR Hydraulic System
   E. Prepare to remove the Main Landing Gear Strut Swivel Fitting (Fig. 401)

      S 944-003
      (1) Jack the airplane at jack locations A, B, and C and stabilize at locations D, E, and F (AMM 07-11-01/201).

      S 914-004
      (2) Fully extend the trailing edge flaps into the down position (AMM 27-51-04/201).

S 784-005
(3) Depressurize the left, right and center main hydraulic systems and drain the left, right and center hydraulic reservoirs (AMM 29-11-00/201).

S 434-006
(4) Remove the lockwire from the handle on the drain valve at the bottom of the reservoir.

S 684-007

CAUTION: HYDRAULIC FLUID LEAKAGE MUST BE IMMEDIATELY REMOVED. HYDRAULIC FLUID CAN DAMAGE PAINTED SURFACES AND OTHER AIRPLANE EQUIPMENT.

(5) Open the drain valve and drain the fluid into a container.

S 694-008
(6) Close the drain valve and install the lockwire in the handle of the drain valve.

S 024-067

WARNING: MAKE SURE EACH TUBE AND THE PORT FITTINGS HAVE TAGS TO IDENTIFY THE CORRECT INSTALLATION LOCATIONS. IF YOU DO NOT PUT TAGS ON THE TUBES AND PORT FITTINGS, CROSS-CONNECTION OF THE TUBES CAN OCCUR DURING INSTALLATION. IF THIS OCCURS, UNINTENDED OPERATION OR MALFUNCTION OF AIRPLANE SYSTEMS CAN RESULT AND CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(7) Disconnect the hydraulic tubing (AMM 20-10-09/401).

S 024-010
(8) Put a cap on the open ends of the tubing and remove as an assembly.

NOTE: Tubes are marked with tape tags which indicate their function, flow direction and system (left, right or center).

S 114-011
(9) Clean all surfaces that have hydraulic fluid contamination from tubing removal (AMM 12-25-01/301).

S 024-012
(10) Remove the inboard trailing edge flap segment, if necessary, to get better access to the STA 1065 fitting (AMM 27-51-03/401).

NOTE: If the flap segment is not removed, support the flap while it is in the extended position.

S 024-013
(11) Remove the inboard hinge cutout flipper door and the forward flipper door 195HL and 195FL, respectively (AMM 27-51-07/401).

S 024-014
(12) Disassemble and remove the shaft assembly which passes through the two large lugs of the side strut swivel (AMM 27-51-04/201).
(a) Remove the drive arms connected to the shaft up to the first pin joint of each arm or link.

S 024-015
(13) Remove the fairing panels.

S 024-016
(14) Remove the upper section of the frame to get access for removal of the bottle pin (3) and access to the trailing edge flap linkages.

NOTE: This step will prevent interference between the aft wheel well and fairing frame and the bottle pin when the pin is removed.

(a) Do not cut the frame web to gain access.
(b) For disassembly and repair instructions, use SRM 53-60-71.

S 784-017
(15) Deflate the Main Landing Gear (MLG) shock strut. Use the instructions on the gear.

S 484-018
(16) Install an axle jack under the MLG truck bogey.

S 484-059
(17) Raise the MLG truck bogey to remove the load on the bolt that goes through the upper side brace and the side strut swivel assembly (AMM 32-11-04/401).

NOTE: The load has been removed from the bolt when the bolt rotates freely.

S 024-019
(18) Remove the side brace lock spring (AMM 32-11-04/401).

S 024-020
(19) Remove the MLG upper side strut brace from the upper side brace spindle (AMM 32-11-04/401).

S 024-021
(20) Remove the fairing panel that is below the MLG Beam.

S 024-022
(21) Remove the bolt between the upper side brace and the lower lock link (AMM 32-11-04/401).

NOTE: This step will move the brace out of the way so you can make space for a jack between the work stand and the MLG truck.

S 484-023

CAUTION: DO NOT PUT THE JACK INTO DIRECT CONTACT WITH THE MLG BEAM WITHOUT A PROTECTIVE PAD. THE JACK WILL DAMAGE THE MLG BEAM IF A PROTECTIVE PAD IS NOT USED.

(22) Install a jack under the inboard end of the main landing gear beam.

NOTE: Use a jack that distributes the load over a wide area of the beam. A 727 tool is available (F72711-9) which can be used to help distribute the load. It may also help to use a block of wood between the jack and the beam. Make a groove in the block so it fits the bottom of the main landing gear beam.

S 484-024
(23) Jack the main landing gear beam slowly until the bottle pin (3) turns freely.

NOTE: The step will (incrementally) raise and unload the MLG beam and the bottle pin which connects the MLG beam, the side strut swivel, and the support link.

S 024-025

(24) Remove the fail-safe-fitting that is mounted on the aft wall of the wheel well bulkhead.

NOTE: Removal of the fitting will permit the removal of the inboard flap drive shaft and the side strut swivel assembly.

S 024-026

(25) Disconnect the four flap drive reaction link supports connected to the side strut swivel at the first joint aft of the shaft.
(a) Leave the first segment of each arm or link connected to the inboard flap mechanism shaft.
(b) Tie the links out of the way to prevent interference.

S 024-027

(26) Remove the trailing edge flap drive shaft to permit bottle pin (3) removal.

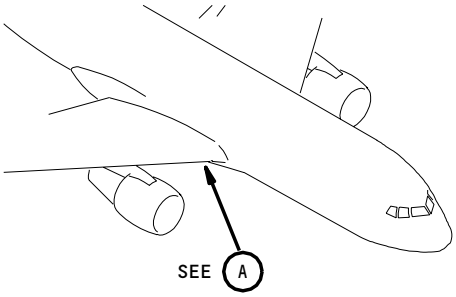
S 024-028

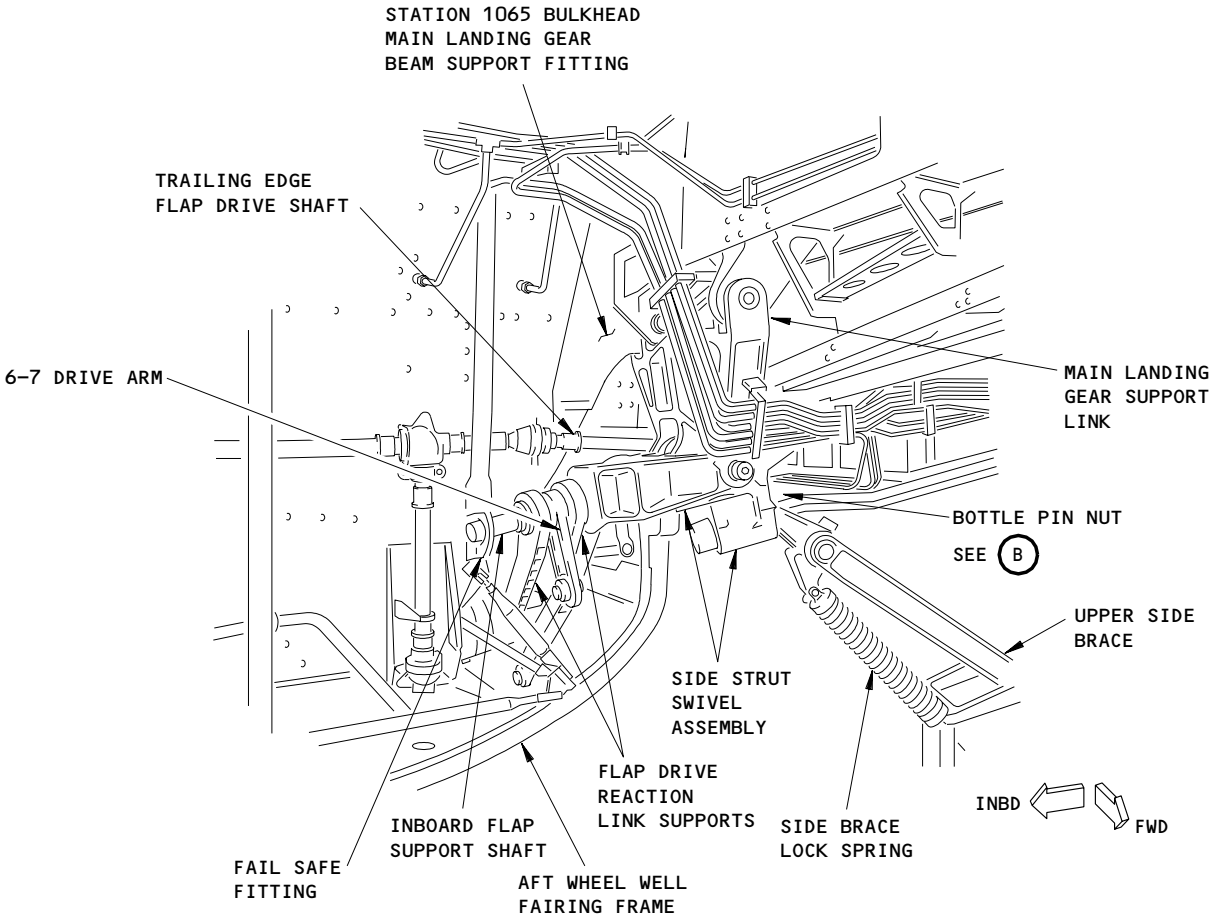
(27) Remove the trailing edge support rod from the MLG beam.

NOTE: The bolt from the trailing edge support rod is located adjacent to the outboard bolt that connects the side strut swivel to the MLG beam.

S 484-029

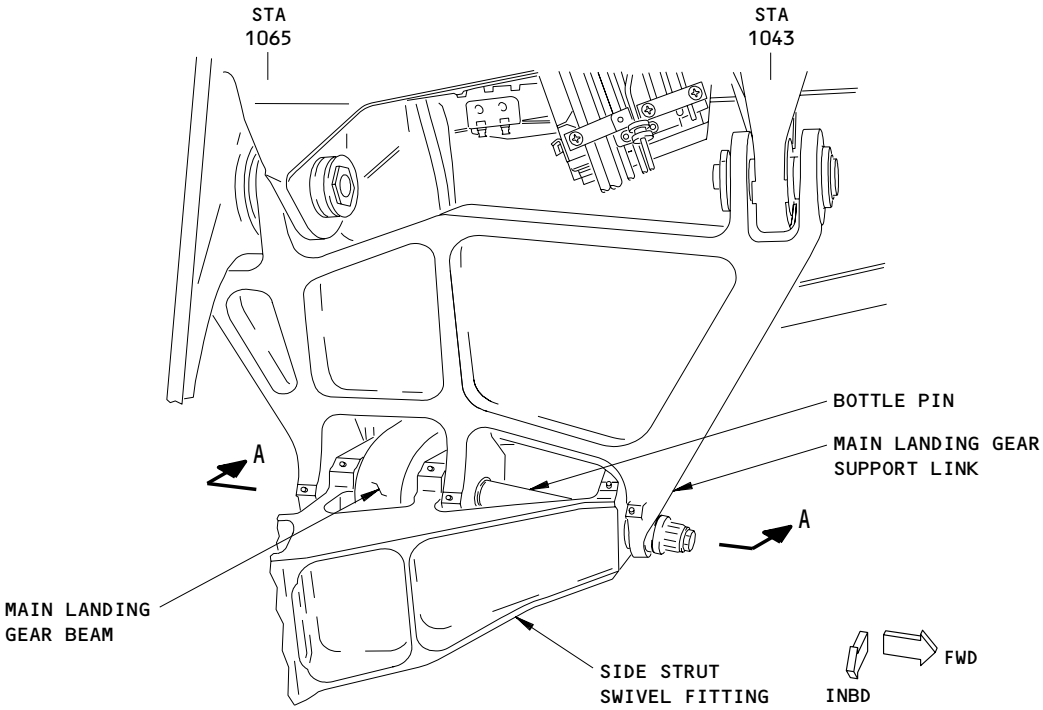
(28) Install a jack beneath the side strut swivel assembly to support the fitting when it is removed.
(a) Place a pad between the jack stand and side strut swivel fitting to prevent damage to part or assembly.
(b) Install the Spanner Wrench A57008 on the bottle pin (3) to keep it from spinning freely.
(c) After the bottle pin (3) is removed, the side strut swivel assembly will be free to fall.



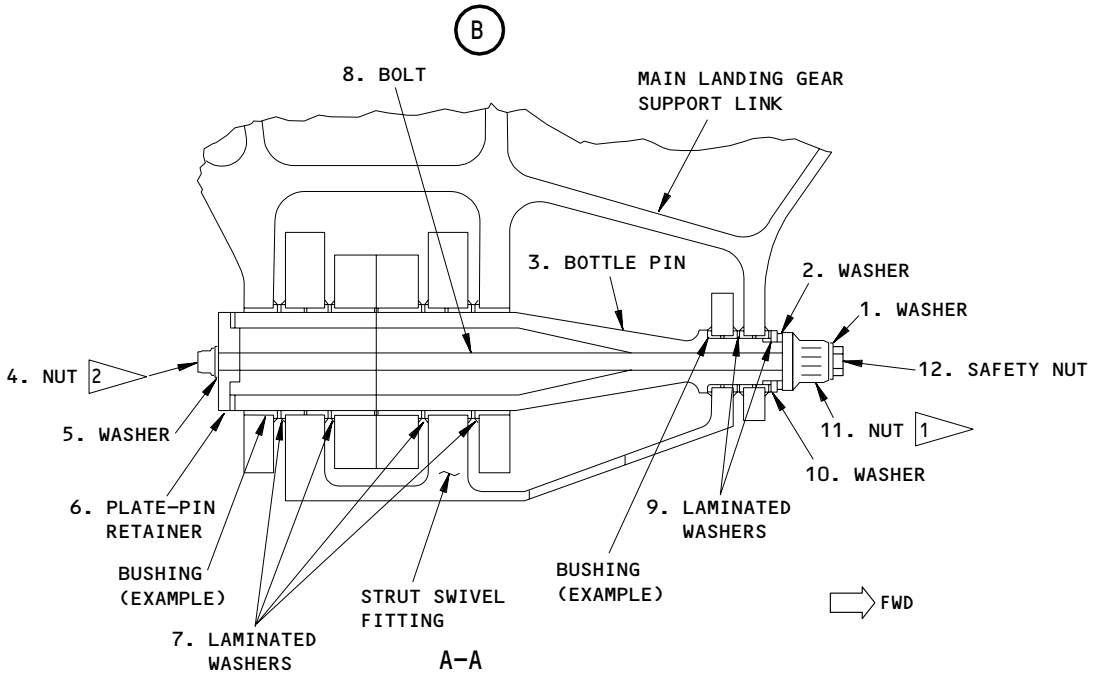


LEFT MAIN LANDING GEAR WHEEL WELL
(RIGHT MAIN LANDING GEAR WHEEL WELL IS OPPOSITE)
A

Main Landing Gear Strut Swivel Fitting installation
Figure 401 (Sheet 1)



LEFT SIDE IS SHOWN, RIGHT SIDE IS OPPOSITE
(HYDRAULIC LINES NOT SHOWN FOR CLARITY)



1 TORQUE NUT TO 3500-4000 INCH-POUNDS (395.4-451.9 Nm)

2 TORQUE NUT TO 480-850 INCH-POUNDS (54.20-95.98 Nm)

Main Landing Gear Strut Swivel Fitting Installation
Figure 401 (Sheet 2)

H77339

S 024-030

CAUTION: MAKE SURE TO MAKE A RECORD OF THE POSITION AND THICKNESS OF THE WASHERS INSTALLED AT THE BOTTLE PIN JOINT. EACH WASHER MUST BE ASSEMBLED INTO THE INITIAL LOCATION. INCORRECT WASHER THICKNESSES OR WASHERS INSTALLED IN THE WRONG POSITION CAN CAUSE MISALIGNMENT BETWEEN THE SIDE STRUT SWIVEL AND THE SWIVEL LINK.

(29) Remove the nut (4), the washer (5), the plate-pin retainer (6), the bolt (8), the washer (1), the bottle pin nut (11) and the washers (2) and (10).
(a) Make a record of the number and thickness of the washers that are removed.

S 024-031
(30) Remove the bottle pin (3).

S 424-066
(31) Fill hole in cavity inside bushing with corrosion preventive compound to exclude any moisture.

S 024-032
(32) Remove the strut swivel fitting.

TASK 57-54-06-914-002

3. Main Landing Gear Strut Swivel Fitting - Installation

A. References
(1) AMM 07-11-01/201, Jacking Airplane
(2) AMM 12-12-01/301, Hydraulic Systems - Servicing
(3) AMM 12-21-17/301, Aft Wheel Well Bulkhead Spherical Bearing - Servicing (Lubrication)
(4) AMM 12-25-01/301, Airplane Servicing - Cleaning and Washing
(5) AMM 20-10-09/401, Tubing - Flareless - Removal/Installation
(6) AMM 27-11-00/501, Operational Test - Aileron and Aileron Trim Control System
(7) AMM 27-51-03/401, Inboard Flap - Removal/Installation
(8) AMM 27-51-04/201, Inboard Flap Mechanism - Maintenance Practices
(9) AMM 27-51-07/401, Inboard Flap Fairing Door - Removal/Installation
(10) AMM 29-11-00/201, Main (Left, Right and Center) Hydraulic Systems - Maintenance Practices
(11) AMM 32-00-15/201, Locks - Landing Gear Doors
(12) AMM 32-11-04/401, Main Gear Upper Side Brace - Removal/Installation
(13) AMM 32-32-00/501, Main gear Extension and Retraction - Adjustment/Test
(14) AMM 32-41-00/501, Hydraulic Brake System - Adjustment/Test

B. Equipment
(1) Hydraulic System Pressurization Valve Locking Pin - A29002-6

(2) A57008 - Spanner Wrench

C. Consumable Material

(1) G00508 Corrosion Preventive Compund - MIL-C-11796, Class 3

(2) A00247 Sealant - BMS 5-95, Class B-1/2 or B-2

D. Access

(1) Location Zones

144 Right MLG Wheel Well

(2) Access Panels

437BL/437BR Hydraulic System

E. Prepare to install the Main Landing Gear Strut Swivel Fitting (Fig. 401)

S 414-033

WARNING: BE CAREFUL WHEN YOU LIFT THE SIDE STRUT SWIVEL FITTING INTO POSITION WITH A JACK. SIDE STRUT SWIVEL FITTING IS EXTREMELY HEAVY AND CAN CAUSE BODILY HARM OR DAMAGE TO EQUIPMENT IF DROPPED.

(1) Lift the Strut Swivel Fitting to the MLG beam and hold in position.

S 394-064

(2) Fillet seal bushing flanges with sealant.

S 424-073

(3) Install the spanner wrench on the bottle pin (3), if necessary, to keep it from spinning freely.

S 424-072

CAUTION: MAKE SURE TO INSTALL THE WASHERS AT THE BOTTLE PIN JOINT INTO THEIR INITIAL POSITION AND LOCATION. INCORRECT WASHER THICKNESSES OR WASHERS INSTALLED IN THE WRONG POSITION CAN CAUSE MISALIGNMENT BETWEEN THE SIDE STRUT SWIVEL AND THE SWIVEL LINK.

(4) Slide bottle pin (3) into position to the forward end of the support link.

(a) Insert laminated washers (7) and (9) into initial position as bottle pin (3) is inserted.

S 424-075

(5) At the forward end of the bottle pin (3), install the washer (10) and the washer (2).

S 424-074
(6) Turn the nut (11) until the washer (2) is tight against the shoulder of the bottle pin (3).

S 424-036
(7) Torque nut (11) to 3500-4000 inch-pounds (395.4-451.9 Newton-meters).

S 024-070
(8) Remove the spanner wrench A57008 from the bottle pin (3).

S 424-061
(9) Install the washer (1), the washer (5), the plate-pin retainer (6), the bolt (8), the nut (4) and the safety nut (12).

NOTE: You will have to push bolt through corrosion preventive compound. Do not remove corrosion preventive compound since it excludes any moisture.

S 424-038
(10) Torque nut (4) to 480-850 inch-pounds (54.20-95.98 Newton Meters).

S 424-039
(11) Install the trailing edge support rod from the MLG Beam.

NOTE: The bolt from the trailing edge support rod is located adjacent to the outboard bolt that connects the side strut swivel to the MLG beam.

S 424-040
(12) Install the trailing edge flap drive shaft.

S 424-041
(13) Connect the four flap drive linkages connected to the side strut swivel at the first joint aft of the shaft.

S 424-042
(14) Install the fail-safe-fitting at the aft wall of the wheel well bulkhead.

S 424-043
(15) Install the MLG upper side brace spindle (AMM 32-11-04/401).

S 424-044
(16) Install the upper side brace and the bolt that is installed between the upper side brace and the lower lock link into position.

S 424-045
(17) Install the side brace lock spring (AMM 32-11-04/401).

S 484-046
(18) Lower the MLG truck bogey and apply the load that goes through the upper side brace and the side strut swivel assembly.

S 784-047
(19) Inflate the the Main Landing Gear (MLG) shock strut per instructions on the gear.

S 424-048
(20) Install the upper section of the frame (Refer to SRM 53-60-71 for assembly and repair instructions).

S 424-049
(21) Install the inboard hinge cutout flipper door and the forward flipper door 195HL and 195FL, respectively (AMM 27-51-07/401).

S 424-050
(22) Install the inboard trailing edge flap segment, if necessary (AMM 27-51-03/401).

NOTE: If flap segment is not removed, remove the support for the flap.

S 014-051
(23) Remove caps from hydraulic tubing.

S 424-068

WARNING: MAKE SURE EACH TUBE AND THE PORT FITTINGS HAVE TAGS TO IDENTIFY THE CORRECT INSTALLATION LOCATIONS. IF YOU DO NOT PUT TAGS ON THE THE TUBES AND PORT FITTINGS, CROSS-CONNECTION OF THE TUBES CAN OCCUR DURING INSTALLATION. IF THIS OCCURS, UNINTENDED OPERATION OR MALFUNCTION OF AIRPLANE SYSTEMS CAN RESULT AND CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(24) Install hydraulic tubing (AMM 20-10-09/401).

NOTE: Tubes are marked with tape tags which indicate their function, flow direction and system (left, right or center).

S 914-053
(25) Fill the left, right and center hydraulic reserviors. Pressurize the left, right and center main hydraulic systems as follows (AMM 29-11-00/201).

S 414-054
(26) Close all access panels.

S 944-055
(27) Lower the main landing gear beam slowly.

S 944-056
(28) Fully retract the trailing edge flaps into the up position, zero detent (AMM 27-51-04/201).

S 944-057
(29) Lower airplane at jack locations A, B, C, D, E and F (AMM 07-11-01/201).

S 844-058
(30) Return airplane to normal operating conditions.