	STAT	ION	1							BOE	ING CARD NO.
	TAIL NO.		A BOEING							73-R03	
				S	AS	X	767			AIR	LINE CARD NO.
	DA	ΓE				•	TASK CARD				
SKIL	L	WORK AR	EA	REL	ATED TASK		INTERVAL		PHASE	MPD REV	TASK CARD
ENG	IN	ENGIN/S	STRUT							007	REVISION DEC 22/03
	TASK				T	ITLE		STRUCTURAL ILLUSTRATI	ON REFERENCE		PLICABILITY
RE	PLAC	E	ELEC	CTRONIC	ENGINE	E CONTRO	DL (EEC)				4000
		ZONES						ACCESS PANELS		ALL	4000
41	04	20			414AR	424AR					
MECH	INSP	-		I						I	MPD ITEM NUMBER
		REPLAC	E THE	E ELECT	RONIC E	ENGINE (CONTROL (EEC).			N73-2	1-04-4A
		COMPC CONVE APPEN DOCUM	ONENT ENIENC NDIX A	CHANGE CE DURI OF TH 0622T00	CARD A NG UNSO E 767 M	AND IT 1 CHEDULED MAINTENA	MAINTENANCE TAS IS PROVIDED FO MAINTENANCE / ANCE PLANNING I RIPTION OF THE	R OPERATOR ACTIVITIES. SEN DATA (MPD)	E		
		1. <u>Ren</u>	nove t	the Ele	<u>ctroni</u>	<u>: Engine</u>	e Control (EEC	<u>)</u> (Fig. 401)			
		Α.	Refe	erences							
			(1)	AMM 7	1-11-04	4/201 , F	an Cowl Panels	5			
		в.	Prep	bare to	Remove	e the El	lectronic Engi	ne Control (EE)	C)		
			(1)				e, open this c [.] P6 and attach			ain po	wer
				(a)	6L19,	PROBE H	HEAT L ENG				
			(2)				ne, open this o P6 and attach			nain p	ower
				(a)	6K25,	PROBE H	HEAT R ENG				
			(3)			-	e, open these o ch DO-NOT-CLOSI		rs on the	overh	ead
				(a)	11A10,	AIR DAT	FA CMPTR L				
				(b)	11L3,	L ENGIN	NE PERF SOL CH	AN A			
				(c)	11L4,	L ENGIN	NE PERF SOL CH	AN B			
					-						
EFF	ЕСТІ	VITY					REPLACE	ELECTRONIC E	NGINE CON	FROL (EEC)
							N73-21-04-4A	73-R03	PAGE 1	OF 12	MAY 10/97

BOEING	CARD	N0.
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73-R03

	A BOEING
SAS	767
	TASK CARD

AIRLINE CARD NO.

				TASK CARD
MECH	INSP			
				(d) 11D17, LEFT ENGINE EEC DISCRETES
			(4)	For the right engine, open these circuit breakers on the overhead panel P11 and attach DO-NOT-CLOSE tags:
				(a) 11F30, AIR DATA CMPTR R
				(b) 11L30, R ENGINE PERF SOL CHAN A
				(c) 11L31, R ENGINE PERF SOL CHAN B
				(d) 11M32, RIGHT ENGINE EEC DISCRETES
			(5)	Set the applicable EEC Maint Power switch to the OFF/NORM position.
			(6)	Set the applicable fuel control switch to the CUTOFF position.
			(7)	Set the applicable start control switch to the OFF position.
			(8)	Open these circuit breakers with the steps that follow:
				(a) For the left engine, open this circuit breaker on the overhead circuit breaker panel, P11, and attach the DO-NOT-CLOSE tag:
				1) 11L7, L ENG EEC/SCU PWR
				(b) For the right engine, open this circuit breaker on the overhead circuit breaker panel, P11, and attach the DO-NOT-CLOSE tag:
				1) 11K28, R ENG EEC/SCU PWR
			(9)	Open this circuit breaker on the overhead panel P11 and attach a DO-NOT-CLOSE tag:
				(a) 11B36, APU ENG START/ECS DISCRETES
			(10)	Open the right fan cowl panel (AMM 71–11–04/201).
		С.	Proc	edure
			(1)	Remove the Electronic Engine Control (EEC):
				<u>CAUTION</u> : DO NOT REMOVE THE EEC PROGRAMMING PLUG FROM THE ENGINE WHEN YOU REMOVE THE EEC. THE PROGRAMMING PLUG MUST STAY ON THE ENGINE TO KEEP THE CORRECT THRUST RATING.
EFI	ECTI	/ITY		REPLACE ELECTRONIC ENGINE CONTROL (EEC)
				N73-21-04-4A 73-R03 PAGE 2 OF 12 AUG 22/99

SAS CEDEING 767 TASK CARD

AIRLINE CARD NO.

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					TASK CARD				
MECH	INSP						I		
			(a)	Disconnect the not remove the			rom the EEC (2) but the engine.	do	
				1) Install co EEC (2).	vers on the EE	C programming	plug (1) and on th	е	
			(b)	Disconnect the and 24) from t		nnectors (3,	4, 5, 6, 20, 22, 23	5	
				1) Install co EEC (2).	vers on all th	e electrical	connectors and on t	he	
			(c)	Disconnect the of the EEC (2)		2, 13, 14 and	15) from the botto	m	
			(d)	Remove the bol the EEC (2).	t (25) to disc	onnect the gr	ound strap (26) fro	om	
			(e)	Remove the bol (2) to the eng		ock mounts (7) that attach the E	EC	
				1) Remove the	EEC (2) from	the engine.			
		(2) If i	t is necessary	to replace the	EEC, do the	steps that follow:		
			(a)	Remove the ada connections on		16 and 18) f	rom the flex hose		
			(b)	Remove the pac 11, 16 and 18)		7 and 19) fro	m the adapters (10,	,	
				1) Discard th	e packings (8,	9, 17 and 19).		
		(3) Insta	all covers over	the flex hose	connections	on the EEC (2).		
		2. <u>Insta</u>	<u>all the E</u>	<u>lectronic Engin</u>	<u>e Control (EEC</u>	<u>)</u> (Fig. 401)			
		A. E	quipment						
		((1) DOO1	37 Engine Oil -	PWA 521				
		((2) GO23	34 Lockwire, (P	05-289) 0.032	inch (0.813 m	m) - AS3214-02		
		(3) GO2335 Cable, Safety (PO5-291)							
		((4) GO23	32 Ferrule, Saf	ety Cable (PO5	-292)			
EFF	ECTI	VITY —			REPLACE		NGINE CONTROL (EEC)		
					N73-21-04-4A	73-R03	PAGE 3 OF 12 APR	10/98	

AIRLINE CARD NO.

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CH INSP							I	
	Β.	Parts						
		AMM				A	IPC	
	FIG	ITEM	NOM	ENCLATURE	su	вјест	FIG	ITEM
	401	2 8 9 18 19	Electronic E Packing Packing Packing Packing Packing	ngine Control	73-	21–04	05	80 10 20 30 40
	C.	Reference (1) AMM	s 70-24-05/201, E	lectrical Harn	esses			
			71-00-00/501, P 71-11-04/201, F					
	D.	Procedure	-					
		<u>WARNING</u> :	INSTALLATION O AIRPLANE THAT IF YOU DO YOU AIRPLANE.	HAS RING CASE	CONFIGURATI	ON ENGI	NES INS	STALLED.
			sure you have er shown on the			er for	the eng	gine model
		<u>NOTE</u>	PW40XX(-3), numbers 52D3	the Phase 3 e use the corre PW40XX(-1C), o 35 or subseque rrect EEC part	ct EEC part r PW4OXX(-3 nt. A hung	number B) must	• Eng [.] : have l	ine models EEC part
		<u>NOTE</u>	is not allow	e version SCN ed on an airpl n engines (Pos	11B/AM - CU ane that ha	TBACK S s ring	STATOR S case	SOFTWARE)
FFECTIVI	тү -			REPLACE	ELECTRONIC	ENGINE		DL (EEC)
				N73-21-04-4A	73-R03	PAG	6E 4 0I	F 12 AUG 2

73-R03

SAS DEING 767 TASK CARD

AIRLINE CARD NO.

MECH	INSP								
			(2)			from the EEC (2 5, 6, 20, 22, 2		ectrical	
			<u>CAUT</u>	<u>[ON</u> :	LUBRICATE TH	CATE THE HOSE AD E ADAPTERS OR PA N OF THE EEC.			
			<u>CAUT</u>	<u>[ON</u> :	POSITION FOR UNIQUE MOUNT (POST-PW-SB	ENGINE FAN CASE A FADEC CAUTION ING EEC IS NECES 72-706) ARE INST E CORRECT EEC IS	LABEL. THI SARY BECAUSE ALLED IN THE	S LABEL SHOWS CUTBACK HPC	ΤΗΑΤ Α
			(3)	Ifi	t is necessar	y to replace the	EEC (2), do	the steps th	at follow:
				(a)	Install the 16 and 17).	packings (8, 9,	18 and 19) o	n the adapter	s (10, 11,
				(b)	Install the P2, PAMB, PB	adapters (10, 11 , and P5.	, 16 and 17)	in the ports	marked
				(c)	Tighten the	adapters (10, 11	, 16 and 17)	:	
					-	the adapter (10) ches (7.3–8.5 ne			
						the adapter (11) ches (10.2–11.3			00
					-	the adapter (16) ches (12.4–13.6			0
					-	the adapter (17) ches (16.9–19.2	•		0
			(4)	Inst	all the Elect	ronic Engine Con	trol (EEC):		
				(a)		(2) on the mount sition with the	-		
				(b)	Lubricate the	e threads of the	bolts (21)	with engine c	oil.
				(c)	Attach the E mounts (7).	EC (2) to the en	gine with th	e bolts (21)	and shock
EFF	ECTIV	/ITY -				REPLACE	ELECTRONIC	ENGINE CONTRO	L (EEC)
						N73-21-04-4A	73-R03	PAGE 5 OF	12 AUG 22/03

5 0 0

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AIRLINE CARD NO.

MECH	INSP	
		 Tighten the bolts (21) to 150-170 pound-inches (16.9-19.2 newton-meters).
		<u>CAUTION</u> : DO NOT USE LUBRICANTS ON THE FLEX HOSES, ADAPTERS, OR PACKINGS. THE USE OF LUBRICANTS IN THESE LOCATIONS CAN CAUSE CONTAMINATION OF THE EEC.
		<u>CAUTION</u> : HOLD THE WRENCH FLATS FOR THE EEC ADAPTERS WHEN YOU TORQUE THE HOSE NUTS. THIS WILL PREVENT DAMAGE TO THE THREADS IN THE EEC.
		(d) Install the flex hoses (12, 13, 14 and 15) on the EEC (2):
		1) Install the PB flex hose nut (14) to the adapter (16).
		a) Tighten the PB flex hose nut (14) to 270–300 pound-inches (30.5–33.9 newton-meters).
		2) Install the P5 flex hose nut (15) to the adapter (17).
		a) Tighten the P5 flex hose nut (15) to 450–500 pound-inches (50.8–56.5 newton-meters).
		3) Install the PAMB flex hose nut (13) to the adapter (11).
		a) Tighten the PAMB flex hose nut (13) to 135–150 pound-inches (15.2–16.9 newton-meters).
		4) Install the P2 flex hose nut (12) to the adapter (10).
		a) Tighten the P2 flex hose nut (12) to 90–100 pound-inches (10.2–11.3 newton-meters).
		<u>CAUTION</u> : MAKE SURE THAT THE LUGS ON THE GROUND CABLE ARE TIGHTLY ATTACHED TO THE GROUND CABLE. MAKE SURE THAT THE CABLE IS NOT MORE THAN 25 PERCENT BROKEN. IF THE LUGS ARE LOOSE OR THE CABLE IS BADLY BROKEN, LIGHTNING PROTECTION WILL NOT BE SUFFICIENT.
		(e) Install the ground cable:
		1) Put the lug for the ground cable (26) on the upper aft side of the EEC (2).
EFF	ECTI	VITY REPLACE ELECTRONIC ENGINE CONTROL (EEC)
	_	REPLACE ELECTRONIC ENGINE CONTROL (EEC)
		N73-21-04-4A 73-R03 PAGE 6 OF 12 AUG 22/03

5 0 0

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AIRLINE CARD NO.

		TASK CARD		
MECH	INSP	ISP		
		2) Lubricate the bolt (25)	with engine oil.	
		 Attach the ground cable (25). 	(26) to the EEC (2) wit	h the bolt
		a) Tighten the bolt (2 newton-meters).	5) to 75-85 pound-inches	(8.5-9.6
		USE THE INCORRECT ASSE OR LOOSE CONNECTOR CAN	ALLATION (AMM 70-24-05/2 MBLY PROCEDURE, OR TOOLS OCCUR. A LOOSE CONNECT S THE CONTACTS TO WEAR A	O1). IF YOU , A DAMAGED OR PERMITS
		(f) Connect the electrical conn 24) to the applicable conne (AMM 70–24–05/201).		22, 23 and
		IF THE WIRE HARNESSES	NESSES AT THE FORWARD AN OUT OF THE OUTER SURFACE EXTEND OUT OF THE OUTER H THE FAN COWL PANEL AND	OF THE EEC. SURFACE OF
		(g) Make sure the wire harnesse surfaces of the EEC (2).	s do not extend out of t	he outer
		USE THE INCORRECT ASSE OR LOOSE PROGRAMMING P	LLATION (AMM 70-24-05/20 MBLY PROCEDURE, OR TOOLS LUG CAN OCCUR. A LOOSE , WHICH CAUSES THE CONTA	1). IF YOU , A DAMAGED PROGRAMMING
		(h) Install the programming plu left side of the EEC (2) (A		n the upper
		E. Return the Aircraft to its Usual Cond	ition	
		(1) Close the right fan cowl panel (AMM 71-11-04/201).	
EFF	ECTI	CTIVITY	ELECTRONIC ENGINE CONT	ROL (EEC)
1				

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MECH	INSP		
		(2)	For the left engine, remove the DO-NOT-CLOSE tag and close this circuit breaker on the main power disribution panel P6:
			(a) 6L19, PROBE HEAT L ENG
		(3)	For the right engine, remove the DO-NOT-CLOSE tag and close this circuit breaker on the main power disribution panel P6:
			(a) 6K25, PROBE HEAT R ENG
		(4)	Remove the DO-NOT-CLOSE tag and close this circuit breaker on the overhead panel P11:
			(a) 11B36, APU ENG START/ECS DISCRETES
		(5)	Close these circuit breakers with the steps that follow:
			(a) For the left engine, remove the DO-NOT-CLOSE tag and close this circuit breaker on the P11 panel:
			1) 11L7, L ENG EEC/SCU PWR
			(b) For the right engine, remove the DO-NOT-CLOSE tag and close this circuit breaker on the P11 panel:
			1) 11K28, R ENG EEC/SCU PWR
		(6)	For the left engine, remove the DO-NOT-CLOSE tags and close these circuit breakers on the overhead panel P11:
			(a) 11A10, AIR DATA CMPTR L
			(b) 11L3, L ENGINE PERF SOL CHAN A
			(c) 11L4, L ENGINE PERF SOL CHAN B
			(d) 11D17, LEFT ENGINE EEC DISCRETES
		(7)	For the right engine, remove the DO-NOT-CLOSE tags and close these circuit breakers on the overhead panel P11:
			(a) 11F30, AIR DATA CMPTR R
			(b) 11L30, R ENGINE PERF SOL CHAN A
			(c) 11L31, R ENGINE PERF SOL CHAN B
EFF	ECTI	VITY	REPLACE ELECTRONIC ENGINE CONTROL (EEC)
			N73-21-04-4A 73-R03 PAGE 8 OF 12 DEC 22/03

BOEING	CARD	N0.
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AIRLINE CARD NO.

73-R03

C A C	BOEING
SAS	C 767
	TASK CARD

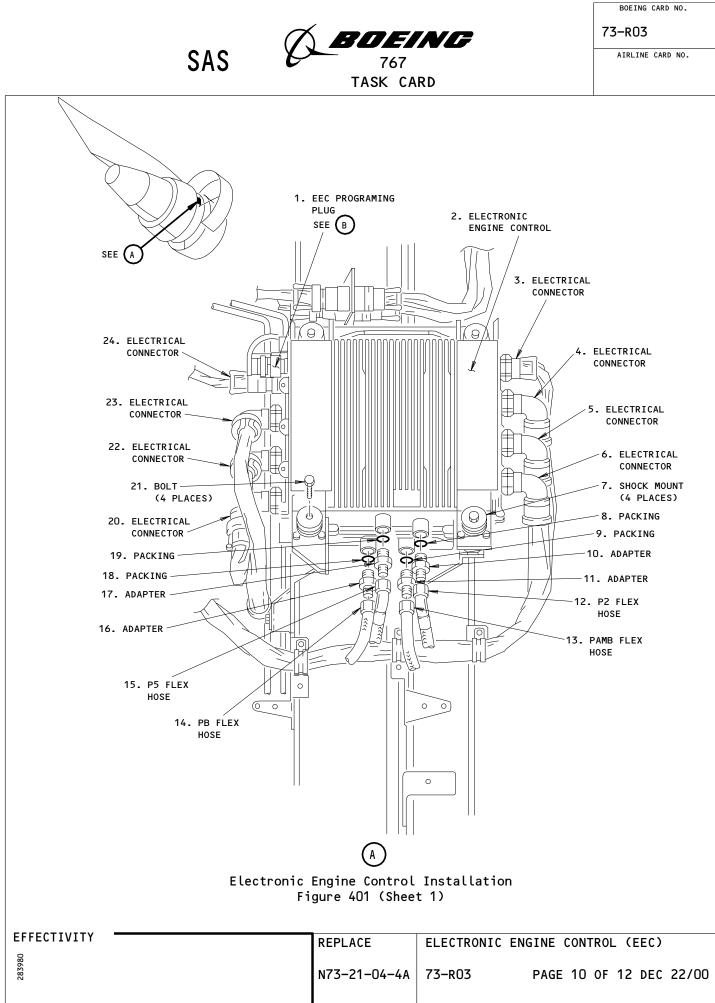
	TASK CARD
	(d) 11M32, RIGHT ENGINE EEC DISCRETES
(8)	Move the EEC MAINT L(R) ENG POWER switch on the right side panel P61 to the TEST position.
(9)	Wait for five seconds.
(10)	Move the EEC MAINT L (R) ENG POWER switch to the NORM position.
(11)	Do the test of the Electronic Engine Control (EEC) that is shown in the Power Plant Test Reference Table (AMM 71–00–00/501).

EFFECTIVITY

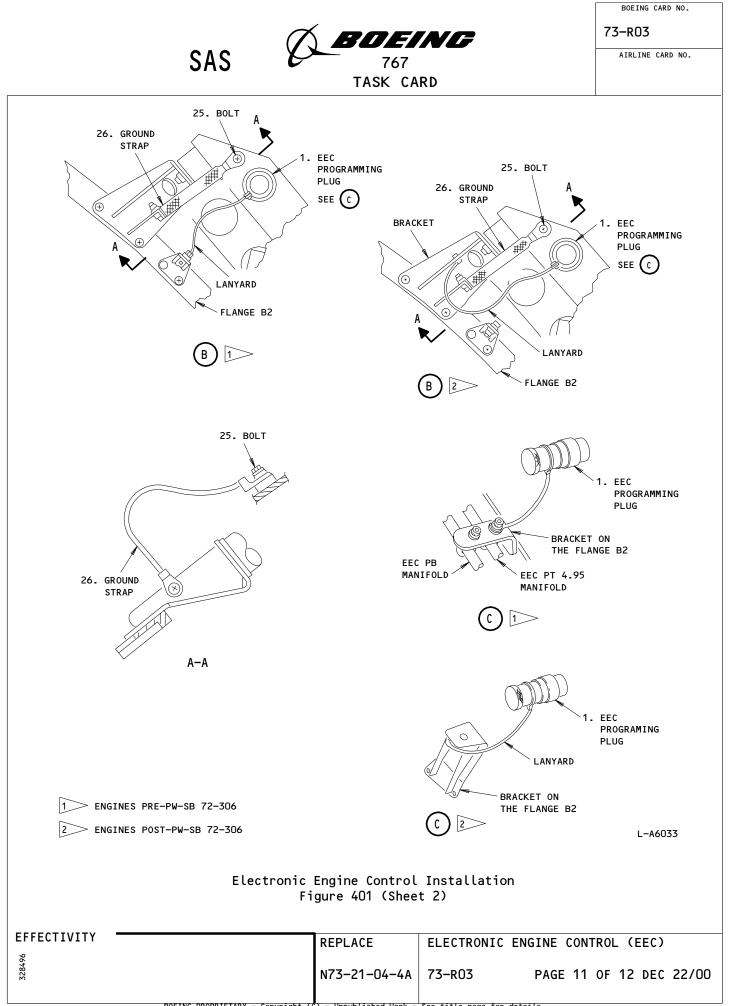
MECH INSP

REPLACE ELECTRONIC ENGINE CONTROL (EEC)

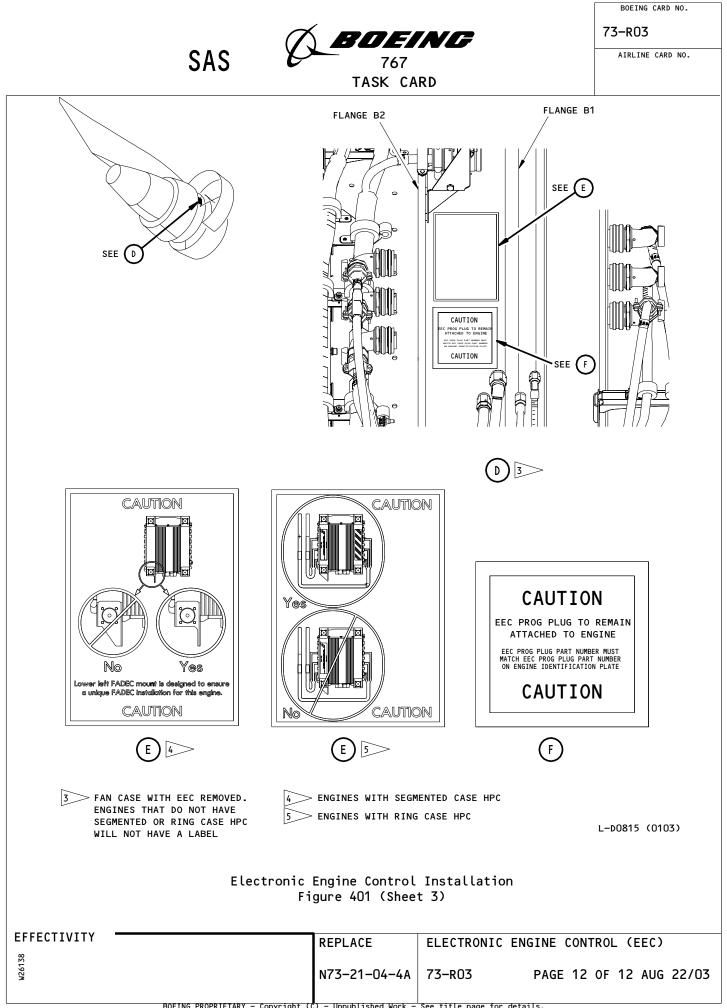
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ST	ATION							BOEING CARD NO.
				×				73-R04
TAI	IL NO.		SAS &	T BO		LF		AIRLINE CARD NO.
1	DATE		373 6	-	67 CARD			
SKILL	WORK ARE	EA	RELATED TASK		INTERVAL		PHASE	MPD TASK CARD REV REVISION
ENGIN	ENGIN/S	TRUT						007 APR 22/06
						STRUCTURAL ILLUSTRATION F	REFERENCE	APPLICABILITY AIRPLANE ENGINE
REPLA		FUEL FLU	DW TRANSMITT					ALL 4000
410	ZONES		416AR 4	264R		ACCESS PANELS		
+10	420		410/11 4	Lonix				
MECH INSF	P							MPD ITEM NUMBER
	REPLAC	E THE FUE	EL FLOW TRAN	SMITTER.				N73-31-01-4A
	тите	CADD TO N		LED MAINTENAN	ICE TAS			
				IT IS PROVID				
				DULED MAINTEN NTENANCE PLAN		CTIVITIES. SEE		
	DOCUM	IENT,D622T		DESCRIPTION C				
	CHANG	E CARDS.						
	1. <u>Gen</u>	eral						
	Α.	The fuel	l flow trans	mitter is ins	stalled	at approximate	ly the 4	4 o'clock
		positior	n. The fuel	flow transmi	itter i	s found in the stribution valve	fuel lin	
	2. <u>Rem</u>	ove the F	- uel Flow Tr	<u>ansmitter</u>				
	Α.	Referenc	ces					
		(1) AMM	1 24-22-00/2	01, Electrica	al Powe	r – Control		
		(2) AMM	1 71-11-04/2	01, Fan Cowl	Panels			
		(3) AMM	1 71-11-06/2	01, Core Cowl	l Panel	S		
		(4) AMM	1 78-31-00/2	01, Thrust Re	everser	System		
	В.	Equipmer	nt					
		(1) 5-g	gallon conta	iner for the	fuel			
	С.	Consumab	oles					
		(1) DOC	0137 Engine	0il – PWA 521	l			
	D.	Prepare	to Remove t	he Fuel Flow	Transm	itter		
EFFECT	ΤΙVΙΤΥ -				-		0MTTT-0	
				REPLACE		FUEL FLOW TRANS	SITTIEK	
				N73-31-	-01-4A	73-R04 F	PAGE 1	OF 10 DEC 10/98

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	A BOEING
SAS	767
	TASK CARD

AIRLINE CARD NO.

				TASK CARD
MECH	INSP			
			(1)	Supply electrical power (AMM 24-22-00/201).
			(2)	For the left engine, make sure this circuit breaker on the main power distribution panel, P6, is closed:
				(a) 6E1, FUEL VALVE L SPAR
			(3)	For the right engine, make sure this circuit breaker on the main power distribution panel, P6, is closed:
				(a) 6E2, FUEL VALVE R SPAR
			(4)	For the left engine, make sure this circuit breaker on the overhead circuit breaker panel, P11, is closed:
				(a) 11D25, FUEL CONT VLV & EEC CHAN B RESET L
			(5)	For the right engine, make sure this circuit breaker on the overhead circuit breaker panel, P11, is closed:
				(a) 11D26, FUEL CONT VLV & EEC CHAN B RESET R
			(6)	Make sure the applicable FUEL METERING switch on the control stand is in the CUTOFF position.
			(7)	Make sure the applicable ENG VALVE and SPAR VALVE lights on the control stand are off.
			(8)	For the left engine, open this circuit breaker on the main power distribution panel, P6, and attach the DO-NOT-CLOSE tag:
				(a) 6E1, FUEL VALVE L SPAR
			(9)	For the right engine, open this circuit breaker on the main power distribution panel, P6, and attach the DO-NOT-CLOSE tag:
				(a) 6E2, FUEL VALVE R SPAR
			(10)	For the left engine, open this circuit breaker on the overhead circuit breaker panel, P11, and attach the DO-NOT-CLOSE tag:
				(a) 11D25, FUEL CONT VLV & EEC CHAN B RESET L
			(11)	For the right engine, open this circuit breaker on the overhead circuit breaker panel, P11, and attach the DO-NOT-CLOSE tag:
				(a) 11D26, FUEL CONT VLV & EEC CHAN B RESET R
EFF	ECTI	VIII		REPLACE FUEL FLOW TRANSMITTER

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	A BOEING
SAS	767
	TASK CARD

AIRLINE CARD NO.

			TASK CARD						
MECH	INSP								
		(12)	Demote a lastrical netter (AMM 2/ 22 00/201)						
		(12)	Remove electrical power (AMM 24-22-00/201).						
		(13)	Open the right fan cowl panel (AMM 71–11–04/201).						
		WARN	ING: DO THE THRUST REVERSER DEACTIVATION PROCEDURE TO PREVENT THE OPERATION OF THE THRUST REVERSER. THE ACCIDENTAL OPERATION OF THE THRUST REVERSER CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.						
		(14)	Do this procedure: Thrust Reverser Deactivation for Ground Maintenance (AMM 78–31–00/201).						
		(15)	Open the right core cowl panel (AMM 71-11-06/201).						
		WARN	ING: OBEY THE INSTRUCTIONS IN AMM 78-31-00/201 WHEN YOU OPEN THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR.						
		(16)	Open the right thrust reverser (AMM 78-31-00/201).						
		E. Remo	ve the Fuel Flow Transmitter (Fig. 401)						
		(1)	Disconnect the electrical connector (11) from the fuel flow transmitter (5).						
			(a) Install the protection caps.						
		(2)	Put a container below the fuel flow transmitter (5) to catch the remaining fuel.						
		(3)	Remove the bolts (12) which attach the clamps (13, 15, 21) to the bracket (22).						
		(4)	Remove the bolts (18) which attach the bracket (22) to the U–section (23) and the fuel distribution valve (1).						
		(5)	Remove the bracket (22) from the engine.						
		(6) Remove the remaining bolts (18, 24) which attach the U-section (23) to the fuel distribution valve (1) and the fuel flow transmitter (5).							
		(7)	Remove the U-section (23) from the engine.						
EFF	ECTI	VITY	REPLACE FUEL FLOW TRANSMITTER						
			N73-31-01-4A 73-R04 PAGE 3 OF 10 APR 22	/01					
				101					

AIRLINE CARD NO.

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P		
	(8)	ENGINES PRE-PW-SB 73-63;
		Remove the bolts (8) which attach the HPC case bracket (29) and the forward end of the fuel flow transmitter (5).
	(9)	ENGINES POST-PW-SB 73-63;
		Disconnect the forward end of the fuel flow transmitter (5) with the steps that follow:
		(a) Remove the bolts (25) which attach the bracket (27) and plate (28) to the HPC case bracket (26).
		(b) Remove the bolts (8) which attach the brackets (7 and 27) to the forward end of the fuel flow transmitter (5).
	(10)	Move the telescoping adapter (2) aft until the adapter (2) is against the fuel distribution valve (1).
	(11)	Remove the fuel flow transmitter (5) and the telescoping adapter (2) from the engine.
		(a) Discard the gasket (4) and the packings (10).
	<u>CAUT</u>	<u>ION</u> : YOU MUST PRESERVE THE FUEL FLOW TRANSMITTER IF YOU DO NOT INSTALL IT WITHIN 24 HOURS. IF THIS IS NOT DONE, THE INTERNAL PARTS OF THE TRANSMITTER WILL CORRODE.
	(12)	Preserve the transmitter (5) for these conditions: — You will not install the same transmitter that you removed — You will wait 24 hours or more before you install the transmitter.
		(a) Fill the transmitter with oil.
		(b) Drain the oil from the transmitter.
		<u>NOTE</u> : Make sure there is a thin layer of oil on the internal parts of the transmitter.
	(13)	Install the protection covers.
	Tuetell	the Fuel Flow Transmitter

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AIRLINE CARD NO.

73-R04



MECH	INSP												
		A. Consumable Materials											
			(1) D00137 Engine Oil - PWA 521 (2) D00504 Petrolatum - PMC 9609										
		В.											
			АММ				AIPC						
		FIG	ITEM	NOM	ENCLATURE	SUBJECT	FIG	ITEM					
		401	4	Gasket		73-31-01	01	25					
			5	Transmitter -	Fuel Flow	73-31-01	07 08 01 07	20 20 35 30					
			10	Packing		73–31–01	08 01 07 08	30 30 25 25					
		C. D.	<pre>(2) AMM (3) AMM (4) AMM Install (1) Rema (2) Luba (3) Ins flag</pre>	71-00-00/501, P 71-11-04/201, F 71-11-06/201, C 78-31-00/201, T the Fuel Flow Tr ove the protection ricate the packing tall the packing nge (6) and the	an Cowl Panels ore Cowl Panel hrust Reverser ansmitter (Fig on covers. ngs (10) with s (10) into th telescoping ad	s System . 401)		-					
EFF	ECTI	VITY			REPLACE	FUEL FLOW TRANSM	ITTER						
					N73-31-01-4A	73-R04 PA	GE 50)F 10 APR 22/06					

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AIRLINE CARD NO.

MECI	H INSP										
		(5)	Put the gasket (4) and the fuel flow transmitter (5) to the forward mounting flange (6).								
			(a) Make sure to align the indexing pin.								
		(6)	ENGINES PRE-PW-SB 73-63;								
			Attach the forward end of the fuel flow transmitter (5) with the steps that follow:								
			(a) Lubricate the threads of the bolts (8) with engine oil.								
			(b) Attach the forward end of the fuel flow transmitter (5) to the forward mounting flange (6), bracket (7) and the HPC case bracket (29) with the bolts (8) and washers (9).								
			<pre>(c) Tighten the bolts (8) to 90-110 pound-inches (10.168-12.427 newton-meters).</pre>								
		(7)	ENGINES POST-PW-SB 73-63;								
			ttach the forward end of the fuel flow transmitter (5) with the teps that follow:								
			(a) Lubricate the threads of the bolts (8) with engine oil.								
			(b) Attach the forward end of the fuel flow transmitter (5) to the forward mounting flange (6) and the brackets (7 and 27) with the bolts (8) and washers (9).								
			<pre>(c) Tighten the bolts (8) to 90-110 pound-inches (10.168-12.427 newton-meters).</pre>								
			(d) Lubricate the threads of the bolts (25) with engine oil.								
			(e) Attach the bracket (27) and plate (28) to the HPC case bracket (26) with the bolts (25).								
			1) Tighten the bolts (25) with your hand.								
		(8)	Lubricate the two sides of the gasket (4) with engine oil.								
		(9)	Install the gasket (4) into the aft end of the fuel flow transmitter (5).								
		(10)	Install the telescoping adapter (2) to the fuel distribution valve (1).								
EF	FECTI		REPLACE FUEL FLOW TRANSMITTER								
			N73-31-01-4A 73-R04 PAGE 6 OF 10 APR 22/06								

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AIRLINE CARD NO.

			TASK CARD
MECH	INSP		
		(a) Extend the telescoping adapter (2) forward until the flange of the telescoping adapter is against the gasket (4).
		(11) I	nstall the U-section (23) to the telescoping adapter (2).
		(12) L	ubricate the threads of the bolts (24) with engine oil.
		U	nstall the bolts (24) and washers (25) to the forward end of the —section (23), the telescoping adapter flange (3) and the aft end f the fuel flow transmitter (5).
		(a) Tighten the bolts (24) to 90–110 pound-inches (10.168–12.427 newton meters).
		(14) I	nstall the bracket (22) to the aft end of the U-section (23).
		(15) L	ubricate the threads of the bolts (18) with engine oil.
			nstall the bolts (18) to the bracket (22), U–section (23) and the uel distribution valve (1).
		(a) Tighten the bolts (18) to 85–95 pound-inches (9.603–10.732 newton meters).
		(17) E	NGINES POST-PW-SB 73-63;
		t	ighten the bolts (25) which attach the bracket (27) and plate (28) o the HPC case bracket (26) to 85–95 pound–inches (9.6–10.7 ewton–meters).
		(18) L	ubricate the threads of the bolts (12) with engine oil.
			nstall the clamps (13, 15, 21) to the bracket (22) with the olts (12) and nuts (16).
		C	a) Tighten the bolts (12) to 36–40 pound-inches (4.067–4.519 newton meters).
			onnect the electrical connector (11) to the fuel flow transmitter 5).
		E. Put th	e Airplane Back to Its Usual Condition
EFF	ECTI	VITY	REPLACE FUEL FLOW TRANSMITTER
			N73-31-01-4A 73-R04 PAGE 7 OF 10 APR 22/06

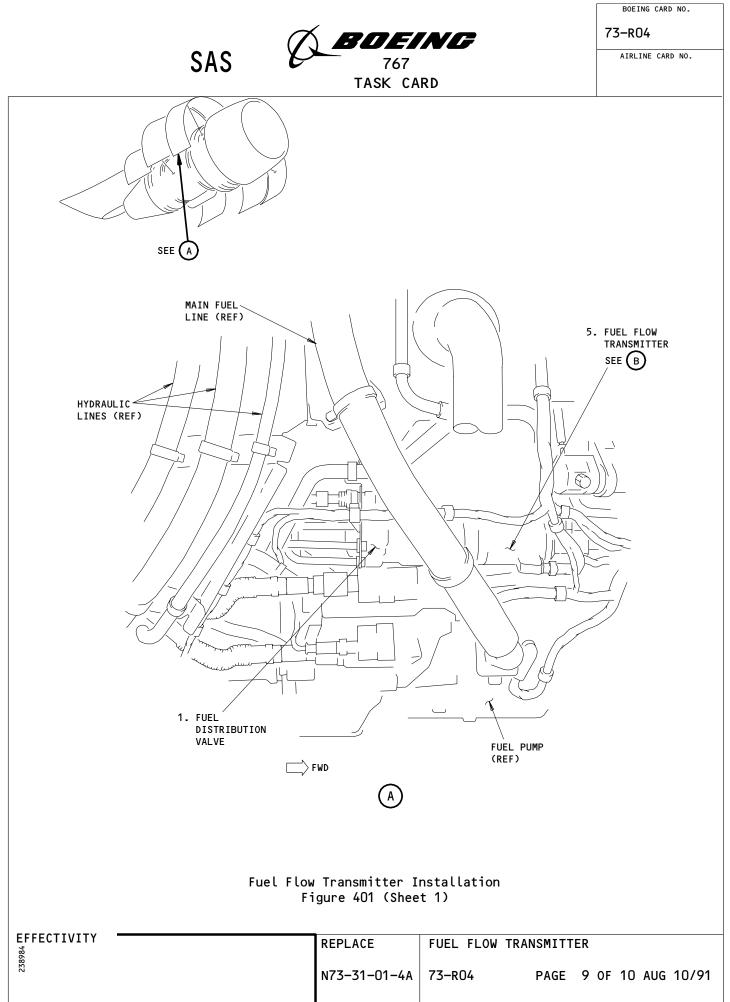
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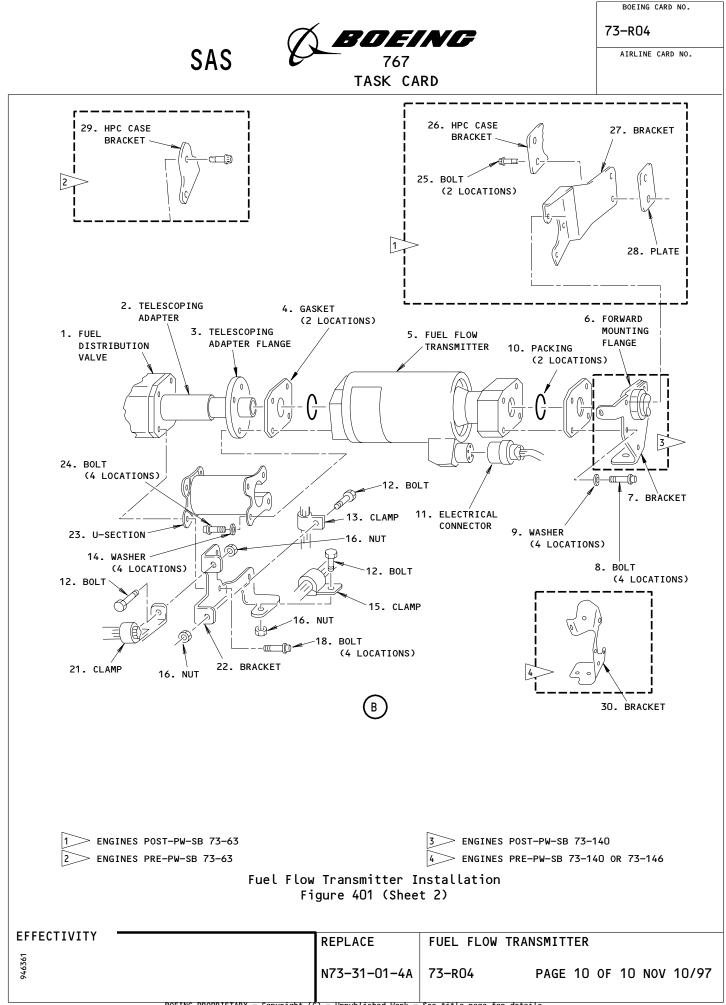


AIRLINE CARD NO.

MECH	INSP								
		WARNING: OBEY THE INSTRUCTIONS IN AMM 78-31-00/201 WHEN YOU CLOSE THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR.							
		(1) Close the right thrust reverser (AMM 78-31-00/201).							
		(2) Close the right core cowl panel (AMM 71–11–06/201).							
		(3) Close the fan cowl panel (AMM 71–11–04/201).							
		(4) Do the activation procedure for the thrust reversers (AMM 78-31-00/201).							
		(5) For the left engine, remove the DO-NOT-CLOSE tag and close this circuit breaker on the P6 panel:							
		(a) 6E1, FUEL VALVE L SPAR							
		(6) For the right engine, remove the DO-NOT-CLOSE tag and close this circuit breaker on the P6 panel:							
		(a) 6E2, FUEL VALVE R SPAR	VE R SPAR						
		(7) For the left engine, remove the DO-NOT-CLOSE tag and close this circuit breaker on the P11 panel:							
		(a) 11D25, FUEL CONT VLV & EEC CHAN B RESET L	ONT VLV & EEC CHAN B RESET L						
		(8) For the right engine, remove the DO-NOT-CLOSE tag and close this circuit breaker on the P11 panel:							
		(a) 11D26, FUEL CONT VLV & EEC CHAN B RESET R	NT VLV & EEC CHAN B RESET R						
		(9) Do a test of the fuel flow transmitter that is shown in the Power Plant Test Reference Table (AMM 71–00–00/501).							
EFF	ECTI	VITY REPLACE FUEL FLOW TRANSMITTER							
		REPLACE FUEL FLOW TRANSMITTER	22/04						
		N73-31-01-4A 73-R04 PAGE 8 OF 10 APR 22/	22/00						

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	STAT	TON	1									DO	
	TAIL NO.				$\boldsymbol{\triangleleft}$			10			73-R	EING CARD NO.	
	TAIL	NO.		54	SAS BOEING					AIRLINE CARD NO.			
				10	U	-	CARD						
SKIL	L	WORK AR	EA	RELAT	ED TASK			INTERVAL			PHASE	MPD REV	TASK CARD REVISION
ENG		ENGIN/S	TRUT								FRENCE	007	APR 22/05
RE	PLAC		N1 S	PEED TR					STRUCTURAL ILLUSTRA	ATION REF	ERENCE	AIRPLA	NE ENGINE
		ZONES							ACCESS PANELS			ALL	4000
41(0 4	20			412AR	414AF	8 416AR	422AR	424AR 426A	R			
MECH	INSP												MPD ITEM NUMBER
		REPLAC	E THE	N1 SPE	ED TRA	NSDUCE	ER.					N73-2	21-06-4A
		THIS	CARD	IS NOT	A SCHE	DULED	MAINTENA	NCE TAS	K. IT IS A				
									OPERATOR	CC			
									ATA (MPD)	EE			
			IENT,D GE CAR		, FOR	A DESC	RIPTION	OF THE	COMPONENT				
					N/1 . C								
		1. <u>Rem</u>	<u>iove t</u>	<u>ne EEC</u>	<u>N1 Spe</u>	<u>ed Ira</u>	ansducer						
		Α.	Equi	pment									
			(1)	ENGINE	S PRE-	PW-SB	73-88;						
		В.	Refe	rences									
			(1)	AMM 71	-00-00	/501,	Power Pl	.ant - 0	ieneral				
			(2)	AMM 71	-11-04	/201,	, Fan Cowl Panels						
			(3)	AMM 71	-11-06	/201,	Core Com	ıl Panel	.S				
			(4)	AMM 72	-34-03	/401,	Fan Exit	: Liner	Segments				
			(5)	AMM 78	-31-00	/201,	Thrust R	leverser	System				
		с.	Prep	are to	Remove	the S	Speed Tra	ansducer					
			(1)	0pen t	he rig	ht far	n cowl pa	anel (AM	IM 71-11-04/2	01).			
EFF	ЕСТІ	VITY					REPLAC	E	N1 SPEED TR	ANSDU	CER		
							N73-21	-06-4A	73-R05	PA	GE 2	1 OF 16	5 APR 10/98
1													



73-R05



AIRLINE CARD NO.

-	MECH	INSP								
				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.					
					his procedure: Thrust Reverser Deactivation for Ground tenance (AMM 78–31–00/201).					
				(3) Open	the right core cowl panel (AMM 71–11–06/201).					
		WARNING:			OBEY THE INSTRUCTIONS IN AMM 78-31-00/201 WHEN YOU OPEN THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURY TO PERSONS OR DAMAGE TO EQUIPMENT COULD OCCUR.					
	(4) 0pen			(4) Open	the right thrust reverser (AMM 78-31-00/201).					
			D.	Procedure						
					ve the inner liner from the fan exit case at approximately the clock position (AMM 72–34–03/401).					
				(2) Do t	nese steps to remove the accessory cooling tube:					
				(a)	Remove the bolts which attach the tube flanges to the manifold flange and case boss.					
				(b)	Remove the accessory cooling tube from the engine.					
				(c)	nstall caps on the openings.					
				(3) Remo	e the speed transducer (Fig. 401):					
				(a)	ALL MTH AIRCRAFT;					
					Disconnect the electrical connector on the speed transducer.					
				(b)	ALL SAS AIRCRAFT;					
					Do these steps to disconnect the components attached to the speed transducer:					
					 Disconnect the electrical connectors from the speed transducer probe. 					
	EFF	ECTIV	VITY -		REPLACE N1 SPEED TRANSDUCER					
					N73-21-06-4A 73-R05 PAGE 2 OF 16 MAY 10/97					

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AIRLINE CARD NO.

		TASK CARD
MECH	INSP	
		2) Disconnect and remove the PT2.5 sensing manifold from between the speed transducer probe and the PT2.5 sensing tube.
		(c) Bend the tabs of the key washers until you can loosen the bolts which attach the transducer flange to the intermediate case.
		(d) ENGINES PRE-PW-SB 73-88;
		Equally remove the bolts and washers which attach the speed transducer.
		<u>NOTE</u> : The speed transducer has a spring in it. Loosen the bolts equally (not one at a time).
		(e) ENGINES POST-PW-SB 73-88;
		Equally remove the bolts, nut, and cable clamp bracket which attach the speed transducer to the intermediate case.
		<u>NOTE</u> : The speed transducer has a spring in it. Loosen the bolts and nut equally (not one at a time).
		(f) ALL SAS AIRCRAFT;
		Move the PT2.5 tube until you can remove the speed transducer.
		<u>CAUTION</u> : DO NOT TURN THE SPEED TRANSDUCER UNTIL YOU DISENGAGE IT FROM THE INNER BRACKET. IF YOU TURN THE SPEED TRANSDUCER, YOU CAN CAUSE DAMAGE TO THE SPEED TRANSDUCER OR THE ENGINE.
		(g) ENGINES PRE-PW-SB 73-88;
		Use the puller (PWA 101359) to break the interface between the flange of the speed transducer and the intermediate case and remove the speed transducer from the engine.
		(h) ENGINES POST-PW-SB 73-88;
	ECTI	REPLACE N1 SPEED TRANSDUCER
		N73-21-06-4A 73-R05 PAGE 3 OF 16 APR 10/9

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		SAS BOEING 767	AIRLINE CARD NO.
		TASK CARD	
CH INSP			
		Use three jackscrews to break the interfa of the speed transducer and the intermedi the speed transducer from the engine. <u>NOTE</u> : The jackscrew holes are 0.190–32 L	iate case and remove
		(i) Remove the three packings from the speed	transducer.
		(j) Install caps on the openings.	
2.	Ins	tall the EEC N1 Speed Transducer (Speed Transducer)	
	Α.	Equipment	
		<pre>(1) M303, M305, or M307 Bergen Mechanical Crimper Bergen Cable Technologies Inc 170 Gregg St P.0. Box 1300 Lodi, NJ 07644-9982</pre>	
	в.	Consumable Materials	
		(1) D00045 Beeswax	
		(2) D00137 Engine Oil - PWA 521	
		(3) D00504 Petrolatum, PMC 9609	
		(4) G02334 Lockwire - AS3214-02	
		(5) G02332 Ferrule - P05-292 (Optional)	
		(6) G02335 Cable - Safety - P05-291 (Optional)	
	с.	References	
		(1) AMM 70-24-05/201, Electrical Harnesses	
		(2) AMM 71-00-00/501, Power Plant - General	
		(3) AMM 71–11–04/201, Fan Cowl Panels	
		(4) AMM 71-11-06/201, Core Cowl Panels	
		(5) AMM 72-34-03/401, Fan Exit Liner Segments	
FFECTIVIT	Y •	REPLACE N1 SPEED TRA	ANSDUCER
		N73-21-06-4A 73-R05	PAGE 4 OF 16 MAY 10

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AIRLINE	CARD	N0.

				<u>A</u>	BOEIN	Æ		73-R05
			SAS		767	_		AIRLINE CARD NO.
			0/10		TASK CARD			
MECH INSP								
		(6)	AMM 78-31	-00/201, T	hrust Reverser	system		
	D.	Proc	edure					
		(1)	Remove th	ne caps fro	m the openings			
		(2)			0.070 inch (1 l end of the s			the flat
		(3)		a Class 1 s beed transd	him in the mac ucer.	hined recess	on the low	ver shoulder
				o not insta : this time	ll the three p	ackings to th	ne speed tr	ansducer
		(4)	Do the in	nitial inst	allation of th	e speed trans	ducer (Fig	J. 401):
			<u>CAUTION</u> :	INSTALL T TO THE RE	RN THE SPEED T HE SPEED TRANS AR. IF YOU TU AGE TO THE ENG	DUCER WITH TH RN THE SPEED	E ELECTRIC	CAL CONNECTOR R, YOU CAN
			(a) ALL	MTH AIRCRA	FT;			
					all the speed ase at approxi			-
			1)	Make sure	the electrical	connector po	oints to th	ie rear.
	<u>CAUTION</u> : DO NOT TURN THE SPEED TRANSDUCER DURING THE INSTALL INSTALL THE SPEED TRANSDUCER WITH THE LARGER ELECTR CONNECTOR TO THE REAR. IF YOU TURN THE SPEED TRANS YOU CAN CAUSE DAMAGE TO THE ENGINE OR THE SPEED TRANSDUCER.					ELECTRICAL TRANSDUCER,		
			(b) ALL	SAS AIRCRA	FT;			
					all the speed ase at approxi		•	-
			1)	Make sure rear.	the larger ele	ctrical conne	ector point	s to the
EFFECTIV	TTY -					N4 05555	NOD	
	- • •				REPLACE	N1 SPEED TRA	NSDUCER	
					N73-21-06-4A	73-R05	PAGE 5	OF 16 MAY 10/97

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SAS TASK CARD

AIRLINE CARD NO.

		TASK CARD
MECH	INSP	
		(c) ENGINES WITHOUT THE SELF-LOCKING INSERTS;
		Attach the speed transducer with the steps that follow:
		1) ALL MTH AIRPLANES PRE-PW-SB 73-88;
		Do the steps that follow:
		 a) Lubricate the threads of the bolts, which attach the speed transducer, with engine oil.
		b) Attach the speed transducer with the bolts and key washers.
		<u>NOTE</u> : Engine with POST PW SB PW4ENG 72–182, install the drilled bolt into the mounting hole next to the PT2.5 connection on the transducer.
		c) Tighten the bolts equally to 65-85 pound-inches (7.3-9.6 newton-meters).
		2) ALL SAS AIRCRAFT PRE-PW-SB 73-88;
		Do the steps that follow:
		 a) Lubricate the threads of the bolts, which attach the speed transducer, with engine oil.
		b) Attach the speed transducer with the bolts and key washers.
		<u>NOTE</u> : If this is the second installation, make sure the bolt with the wire hole is adjacent to the PT2.5 tube connctor.
		<u>NOTE</u> : Engine with POST PW SB PW4ENG 72–182, install the drilled bolt into the mounting hole next to the PT2.5 connection on the transducer.
		c) Tighten the bolts equally to 65-85 pound-inches (7.3-9.6 newton-meters).
		3) ALL MTH AIRPLANES POST-PW-SB 73-88;
		Do the steps that follow:
	ECTI	REPLACE N1 SPEED TRANSDUCER
		N73-21-06-4A 73-R05 PAGE 6 OF 16 APR 22/05

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AIRLINE CARD NO.

				TASK CARD				
MECH	INSP	_						
					ate the threads of the bolts and nut, which the speed transducer, with engine oil.			
				n the speed tra ashers.	nsducer with	the bolts,	nut, and	
			<u>NOTE</u> :	the drilled b	OST PW SB PW4 oolt into the nection on th	mounting h	ole next to	
			(7.3-9	ly tighten the 9.6 newton-mete -19.2 newton-me	ers) and nut t			
		4)	ALL SAS A	IRCRAFT POST-PW	I-SB 73-88;			
			Do the ste	eps that follow	::			
				cate the thread n the speed tra				
				n the speed tra ashers.	nsducer with	the bolts,	nut, and	
			<u>NOTE</u> :	If this is th the bolt with PT2.5 tube co	the wire hol			
			<u>NOTE</u> :	the drilled b	OST PW SB PW4 polt into the nection on th	mounting h	ole next to	
			newtor	ly tighten the n-meters) and n -19.2 newton-me	ut to 150-170			
		5)		s the second in ne heads of the		end the ke	y washers	
				not bend the k stallation.	ey washers af	ter the fi	rst	
		(d) EN	GINES WITH ⁻	THE SELF-LOCKIN	IG INSERTS;			
EFF	ECTI	VITY		REPLACE	N1 SPEED TRA	NSDUCER		
				N73-21-06-4A	73-R05	PAGE 7	OF 16 APR 22/05	

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	AIRLINE CARD NO.
steps that fol	low:

	Att	ach the spe	ed transducer	with the steps that follow:	
	1)	ALL MTH AI	RCRAFT PRE-PW-	SB 73-88;	
		Do the ste	ps that follow	:	
				s of the bolts, which attach th th engine oil.	e
		b) Attach washer	•	nsducer with the bolts and flat	:
			n the bolts eq 0.7 newton-met	ually to 85–95 pound-inches ers).	
	2)	ALL SAS AI	RCRAFT PRE-PW-	SB 73-88;	
		do the ste	ps that follow	:	
				s of the bolts, which attach th th engine oil.	e
		b) Attach washer		nsducer with the bolts and flat	
		<u>NOTE</u> :		e second installation, make sur the wire hole is adjacent to t nnector.	
		-	n the bolts to -meters).	85-95 pound-inches (9.6-10.7	
	3)	ALL MTH AI	RCRAFT POST-PW	-SB 73-88;	
		Do the ste	ps that follow	:	
				s of the bolts and nut, which nsducer, with engine oil.	
			the speed tra ashers.	nsducer with the bolts, nut, an	d
		(9.6-1	0.7 newton-met	bolts to 85–95 pound–inches ers) and nut to 150–170 9.2 newton–meters).	
EFFECTIVITY			REPLACE	N1 SPEED TRANSDUCER	

MECH INSP

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MECH INSP

	4) ALL	SAS AI	RCRAFT POST-PW-SB 73-88;
		Do t	he ste	ps that follow:
				ate the threads of the bolts and nut, which the speed transducer, with engine oil.
				the speed transducer with the bolts, nut, and ashers.
			<u>NOTE</u> :	If this is the second installation, make sure the bolt with the wire hole is adjacent to the PT2.5 tube connector.
			(9.6-1	y tighten the bolts to 85–95 pound–inches 0.7 newton–meters) and the nut to 150–170 inches (16.9–19.2 newton–meters).
(5)	Do the positi		os to ma	ake sure the speed transducer is in the correct
		•		e fan rotor counterclockwise (view from the mately 15 degrees.
		oosen t ngine.	he foui	r bolts and remove the speed transducer from the
				the wax away from the flat surface at the end of sducer.
		easure he thin		ickness of the wax in the area where the wax is
			•	f the wax is between 0.020–0.050 inch m), the correct shim is installed.
				f the wax is less than 0.020 inch (0.508 mm), ass 1 shim with a Class 2 shim.
	-		•	f the wax is more than 0.050 inch (1.270 mm), ss 1 shim.
	(h) R	emove a	ıll wax	from the end of the speed transducer.
(6)	Do the	final	instal	lation of the speed transducer:

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				TASK CARD				
MECH	INSP	-						
		(a)	Install the patriansducer.	ckings to the	grooves in the	e shaft of	the speed	
		(b)	Lubricate the transducer fla			on the spe	ed	
		(c)	Install the par flange.	cking to the g	roove in the s	speed trans	ducer	
		(d)	-	Do the steps of the initial installation of the speed transducer again.				
		(e)	ALL SAS AIRCRA	FT;				
			do these steps electrical con			-	and the	
			<u>CAUTION</u> : DO NOT USE OF LUBRICANTS WHEN YOU INSTALL EEC SENSI TUBES, ADAPTERS, OR PACKINGS. DAMAGE TO THE EEC FR CONTAMINATION CAN OCCUR.					
			1) Install the transducer		ng manifold be [.] 2.5 sensing tub		peed	
			2) Tighten the newton-met		0 135–150 pound	d-inches (1	5.2-16.9	
			3) Safety the safety cab	tube nuts wit le ferrule.	h lockwire or	safety cab	le and	
					PW SB PW4ENG Irilled transdu	-	•	
			4) Remove the	caps from the	e electrical co	onnectors.		
			<u>CAUTION</u> : USE THE CORRECT ASSEMBLY PROCEDURE, AND TOOLS, FOR THE HARNESS CONNECTOR INSTALLATION (AMM 70-24-05/201). IF YOU USE THE INCORRECT ASSEMBLY PROCEDURE, OR TOOLS, A DAMAGED OR LOOSE CONNECTOR CAN OCCUR. A LOOSE CONNECTOR PERMITS VIBRATION, WHICH CAUSES THE CONTACTS TO WEAR AND DECREASES THE LIGHTNING PROTECTION.					
EFF	ECTI	VITY		REPLACE	N1 SPEED TRAI	NSDUCER		
				N73-21-06-4A			F 16 APR 22/05	
1								

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73-R05



MECH	INSP							
					5)		he electrical c 4–05/201).	connectors on the speed transducer
				(f)	ALL	MTH AIRCR	AFT;	
						these steps nsducer:	s to install th	he electrical connector to the speed
					1)	Remove the	e cap from the	electrical connector.
					<u>CAU1</u>	THE (AMI ASSI CONI VIBI	HARNESS CONNEC M 70-24-05/201) EMBLY PROCEDURE NECTOR CAN OCCL RATION, WHICH C	SSEMBLY PROCEDURE, AND TOOLS, FOR CTOR INSTALLATION). IF YOU USE THE INCORRECT E, OR TOOLS, A DAMAGED OR LOOSE UR. A LOOSE CONNECTOR PERMITS CAUSES THE CONTACTS TO WEAR AND HTNING PROTECTION.
					2)		he electrical c 4–05/201).	connector on the speed transducer
			(7)	Do th	iese	steps to [.]	install the acc	cessory cooling air tube:
							os and install flange and the	the cooling air tube tube between case boss.
				(b)			ooling air tube th oil, washers	e to the manifold flange with bolts s, nuts.
					1)	Tighten th newton-me		-95 pound-inches (9.6-10.7
				(c)		tall the co		e to the case boss with bolts
					1)	Tighten th newton-met		-95 pound-inches (9.6-10.7
			(8)	Insta	ill t	the inner	liner to the fa	an case (AMM 72-34-03/401).
		E.	Retur	n the	e Air	rcraft to I	Its Usual Condi	ition
 -								
EFF	ECTI						REPLACE	N1 SPEED TRANSDUCER

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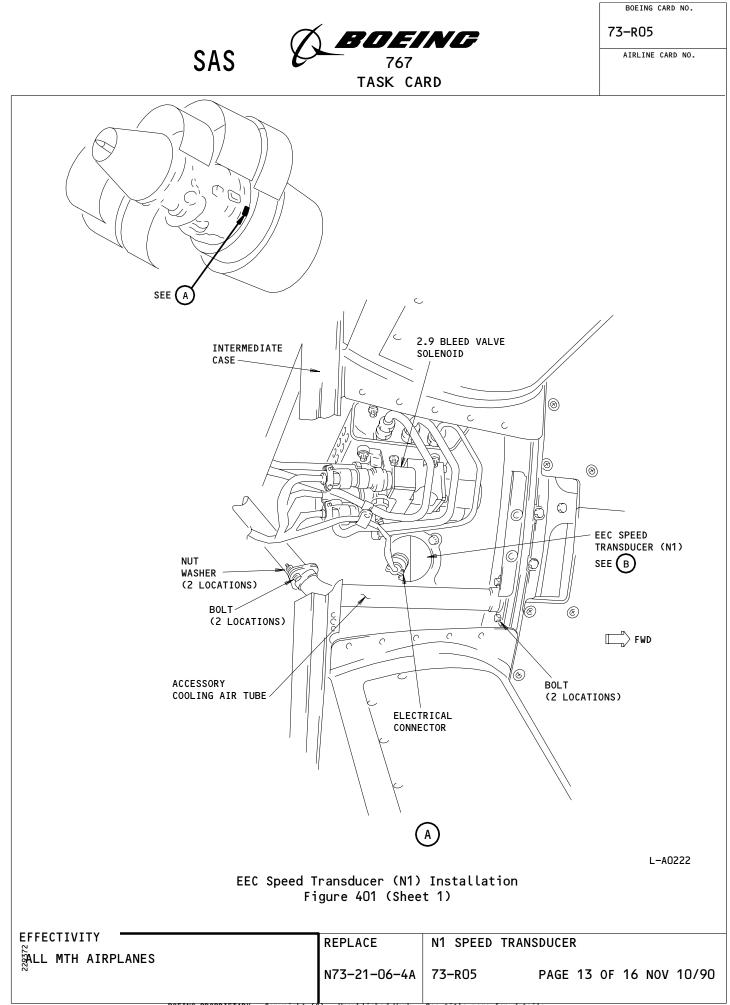
AIRLINE CARD NO.

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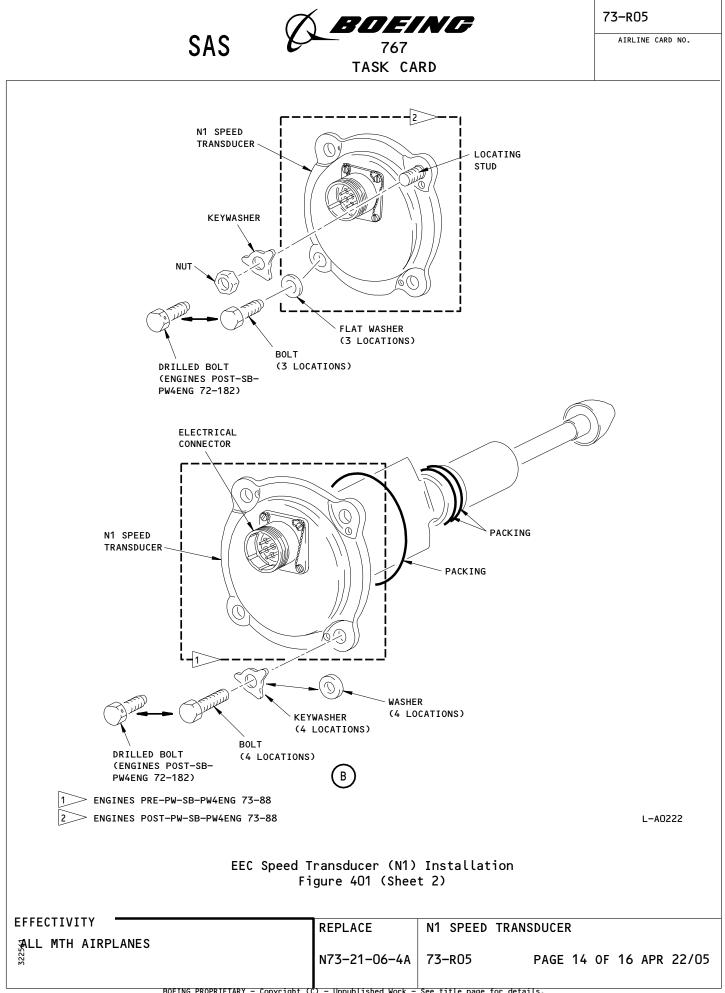


MECH	INSP								
					HRUST REVERSE	RUCTIONS IN AMM ERS. IF YOU DO DAMAGE TO EQUI	NOT OBEY	THE INSTRUCTI	
			(1) C	lose	the right th	rust reverser (AMM 78-31-	00/201).	
			(2) C	lose	the right co	re cowl panel (AMM 71-11-	06/201).	
					activation µ 8-31-00/201)	procedure for t	he thrust	reverser	
			(4) C	lose	the right far	n cowl panel (A	MM 71-11-0	4/201).	
						e EEC speed tra eference Table			hown in the
EFF	ECTI	VITY -				REPLACE	N1 SPEED	TRANSDUCER	

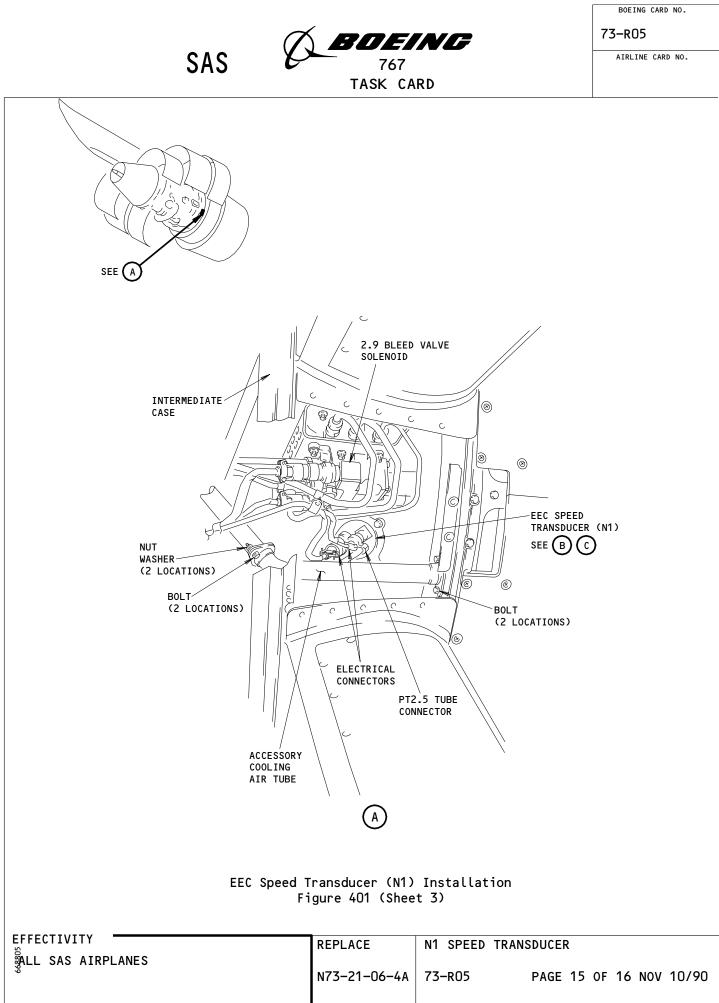
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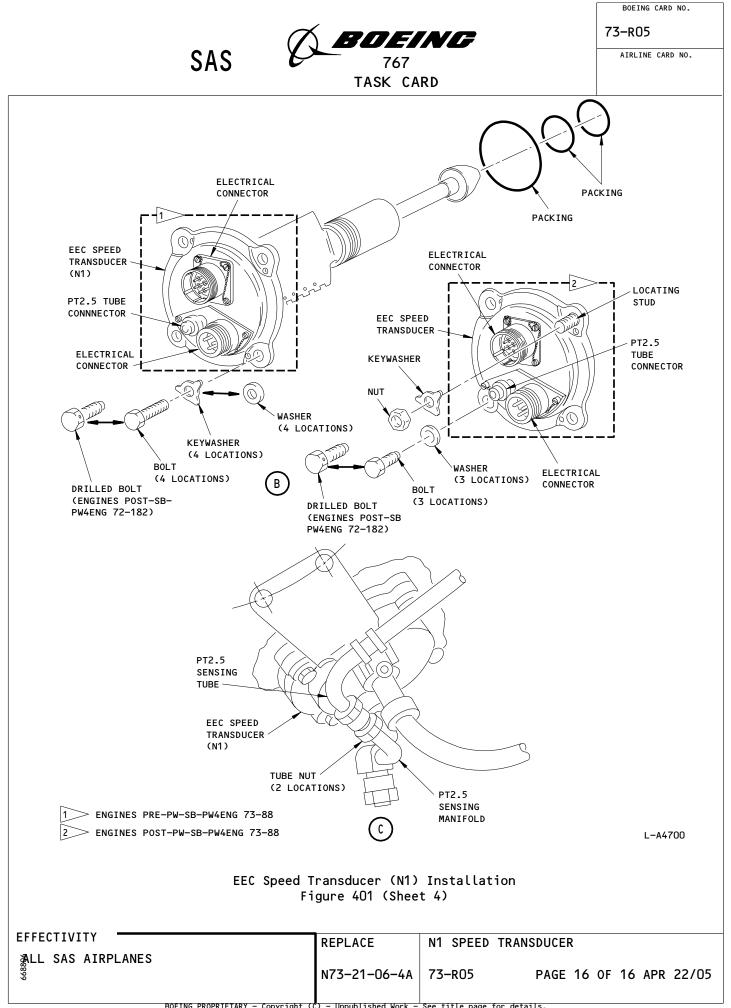


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STATION													BOE	ING CARD NO.
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					S	AS	X						AIR	LINE CARD NO.
	DATE				5	ЛЭ	U		67 CARD					
s	KILL	W	ORK ARE	A	RELA	ATED TASK			INTERVAL			PHASE	MPD	TASK CARD
EN	IGIN	ENG	TN/S	TRUT									REV	REVISION APR 22/08
	TAS		111/ 5	TROT		TI.	TLE			STRUCTURAL	ILLUSTRATION	REFERENCE		PPLICABILITY
R	EPLA	CE		N2 E	EC ALT	ERNATOR								
		ZONI	ES							ACCESS PANE	LS		ALL	. 4000
4	10	420				412AR 426AR	413AL	414AR	415AL	416AR	422AR	423AL	424AR	425AL
MEC	H INSP	•											1	MPD ITEM NUMBER
		RE	PLAC	E THE	E N2 EE	C ALTER	NATOR.						N73-2	1-05-4A
		C C A D	OMPO ONVE PPEN OCUM	NENT NIENC DIX A	CHANGE E DURI OF TH 622TOO	CARD A NG UNSC E 767 M	ND IT 1 HEDULEI AINTEN	IS PROVI D MAINTE ANCE PLA	DED FOR NANCE A NNING D	SK. IT IS OPERATO ACTIVITIE ATA (MPE COMPONEN	OR ES. SEE))			
		1.	<u>Gen</u>	<u>eral</u>										
			Α.			ocedure removes and installs the EEC alternator (N2 Transducer) and rotor.								
			В.	proc	edures	. You	must re	emove th	e start	ave diffe er to ge or to get	et acces	s to th	e EEC	
			С.			ternato ock pos		nstalled	on the	e aft fac	ce of th	e main	gearbo	x at
			D.	You halv	-	t acces	s to th	ne EEC a	lternat	or throu	ugh the	thrust	revers	er
		2.	<u>Rem</u>	ove t	<u>he EEC</u>	Altern	ator St	<u>tator</u>						
			Α.	Equi	pment									
				(1)	Torqu	e Adapt	er PWA	85749 (Optiona	il)				
			в.	Refe	erences									
				(1)	AMM 7	1–11–04	/201, 1	Fan Cowl	Panels	5				
				(2)	AMM 7	1–11–06	/201, (Core Cow	l Panel	.s				
EF	FECT	IVIT	Y -					REPLAC	E	N2 EEC	ALTERNA	TOR		
													05 07	MAN 40/07
								N75-21	-05-4A	73-R06		PAGE 1	UF 23	5 MAY 10/96

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	TASK CARD

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			TASK CARD
MECH	INSP		
			(3) AMM 78-31-00/201, Thrust Reverser System
			(4) AMM 80-11-01/401, Pneumatic Starter
		С.	Prepare to Remove the EEC Alternator Stator
			(1) Open these circuit breakers on the overhead circuit breaker panel, P11, and attach the DO-NOT-CLOSE tags:
			(a) 11D7, ENGINE STBY IGN 1
			(b) 11D8, ENGINE STBY IGN 2
			(2) For the left engine, open these circuit breakers on the overhead circuit breaker panel, P11, and attach the DO-NOT-CLOSE tags:
			(a) 11M1, L IGN 1
			(b) 11M9, LEFT ENGINES BUS PWR SENSE
			(c) 11M28, L IGN 2
			(3) For the right engine, open these circuit breakers on the overhead circuit breaker panel, P11, and attach the DO-NOT-CLOSE tags:
			(a) 11M2, R IGN 1
			(b) 11M29, R IGN 2
			(c) 11M36, RIGHT ENGINE BUS PWR SENSE
			WARNING: DO THE THRUST REVERSER DEACTIVATION PROCEDURE TO PREVENT THE OPERATION OF THE THRUST REVERSER. THE ACCIDENTAL OPERATION OF THE THRUST REVERSER CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.
			(4) Do the deactivation procedure for the thrust reverser for ground maintenance (AMM 71-11-04/201).
			(5) Open the fan cowl panels (AMM 71–11–04/201).
			(6) Open the core cowl panels (AMM 71–11–06/201).
EFF	ECTIVI	тү -	REPLACE N2 EEC ALTERNATOR
			N73-21-05-4A 73-R06 PAGE 2 OF 23 NOV 10/93

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AIRLINE CARD NO.

MECH	INSP		
			WARNING: OBEY THE INSTRUCTIONS IN THE PROCEDURE TO OPEN THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR.
			(7) Open the thrust reversers (AMM 78-31-00/201).
		D.	Remove the EEC Alternator Stator (Fig. 401 and 402) SAS
			NOTE: For EEC Alternator Rotor Replacement on-wing, the preferred SAS method is to replace the complete EEC Alternator Drive Gearshaft SAS and Bearing Assembly according to 72-61-14. The instructions SAS below may be used as an alternate method. SAS
			(1) Remove the Pneumatic Starter (AMM 80-11-01/401).
			(2) If necessary, to get easier access to the EEC alternator stator (12), remove the deoiler outlet tube (57) as follows:
			(a) Remove the three bolts (49) which attach the deoiler outlet tube (57) to the rear of the main gearbox.
			(b) ENGINES POST-PW-SB 72-375; Do the steps that follow:
			 Disconnect the stator cables (8) from the clips in the bracket (50) that is attached to the flange of the deoiler outlet tube (57).
			2) Remove the bracket (50) from the flange of the tube (57).
			(c) Remove the bolts (51, 54), nuts (52), and clamps (53) which attach the deoiler outlet tube (57) to the M and N flanges.
			(d) Loosen the clamp (58) which attaches the main filter oil tube (59) to the front flange of the deoiler outlet tube (57).
			(e) Move the bracket (60) away from the flange of the deoiler outlet tube (57).
			(f) Remove the deoiler outlet tube (57).
			(g) Remove and discard the packing (61).
EFF	ECTIVI	тү -	REPLACE N2 EEC ALTERNATOR
			N73-21-05-4A 73-R06 PAGE 3 OF 23 APR 22/01

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					THOR CAR		
MECH	INSP						
			(h)	Install protec (57).	tion caps on	the ends of the deoiler outlet tub	es
		(3)				er access to the EEC alternator -to-igniter as follows:	
		WARN	<u>ING</u> :	MINUTES BEFORE TERMINALS AGAI THE CABLE. MA ELECTRICAL POW	YOU REMOVE NST THE IGNI KE SURE THAT FR BEFORE YOU N SYSTEM IS	OWER IS REMOVED FROM THE SYSTEM FOR THE CABLE. GROUND THE CABLE TER PLUG HOUSING AFTER YOU DISCONNE THE IGNITION EXCITER IS FREE FROM J REMOVE THE CABLE. ELECTRICAL POW AT A VERY HIGH VOLTAGE AND CAN CAUS	ECT
		(4)	Disc	onnect the cabl	e (40) from	he lower igniter plug (39).	
			(a)	Loosen the cla on the cable (•	n attaches the heat shields (41, 43	5
			(b)	Remove the hea	t shields (4′	, 43).	
			(c)	Disconnect the to the igniter		: (42) which attaches the cable (40	1)
			(d)	Ground the cab	ole (40) again	nst the igniter plug boss.	
			(e)	Attach the end (39).	l of the cable	e (40) away from the igniter plug	
		(5)	Remo	ve the screws (2, 6) and bo	t (3) from the heat shield (1).	
		(6)	Remo	ve the heat shi	eld (1) from	the engine.	
		(7)	the			tors (7, 8) from the cables (9) of bracket (16) on the lower left si	
			<u>NOTE</u>	: You can use electrical c		o torque adapter to disconnect the	
			(a)	Install the pr	otection cap	to the electrical connectors.	
		(8)				attach the stator cable connectors e (15) to the bracket (16).	;
EFF	ECTIV	ITY			REPLACE	N2 EEC ALTERNATOR	
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MECH	INSP	-	
		(9)	Remove the retaining plate (15).
		(10)	Remove the cables (9) from the spring clips (10) on the rear face of the gearbox.
		(11)	Loosen the hose clamp (25) for the cooling air tube (24) located on the right side of the stator (12).
		(12)	Disconnect this cooling air tube (24) from the EEC alternator stator (12).
		(13)	ENGINES POST-PW-SB 72-375; Do these steps:
			(a) Loosen the hose clamp (25) for the cooling air tube (24) located at the bottom of the stator (12).
			(b) Remove the bolts and/or nuts from the clamps that attach the cooling air tube to the brackets on the gearbox, oil tank, and diffuser case.
			(c) Move the tube away from the EEC alternator.
			<u>NOTE</u> : The clamps can stay with the tube.
			(d) Remove the bolts (17) and washers (18) which attach the stator (12) to the EEC alternator drive pad.
			(e) Remove the stator (12) from the gearbox.
			1) Discard the packing (19).
		(14)	ENGINES PRE-PW-SB 72-375; Do these steps:
			(a) Remove the clamp (26) and bolt (27) from the cable (9).
			(b) Remove the bolts (17) which attach the EEC alternator stator (12) and the heat shield (11) to the gearbox.
			(c) Remove the EEC alternator stator (12) and the heat shield (11) from the gearbox.
			1) Discard the packing (19).

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	TASK CARD

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MECH	INSP	_						i	
				(15)	Install the protect open end of the sta	-	e EEC alterna	tor drive pad and	the
		3.	<u>Rer</u>	<u>nove t</u>	he EEC Alternator Ro	otor			
			Α.	Equi	pment				
				(1)	PWA 85238 - Wrench Pratt 8	holder (engine & Whitney	es PRE-PW-SB 7	2-375),	
				(2)	PWA 86603 - Adapter Pratt 8	r, Wrench (engi & Whitney	nes POST-PW-S	B 72-375),	
				(3)	PWA 85931 - Puller	(engines PRE-F	W-SB 72-375),	Pratt & Whitney	
				(4)	PWA 86551 - Puller	(engines POST-	•PW-SB 72-375)	, Pratt & Whitney	
			в.	Remo	ove the EEC Alternato	or Rotor (Fig.	403)		
				(1)	Do the task to remo	ove the EEC Alt	ernator Stato	r.	
				(2)	Use the PWA 85238 w loosen the rotor lo			-	to
					the PWA 8660 engines with engines with)3 wrench adapt nout PW SB 72-3	er. The wren 75 and the wr "PWA wrench	238 wrench holder ch holder is for ench adapter is fo " is used to descr	r
					(a) Loosen the jar	nnuts (31).			
					(b) Retract the wi (30).	rench detail (3	2) from the b	ody of the wrench	
					(c) Install the ha detail (32).	andle (34) abov	e the mating	lug of the wrench	
					(d) Put the body of on the housing	of the wrench (g pad of the ge		gear shaft (20) a	nd
					1) Align the	bolt holes.			
					(e) Engage the lug slots in the g	gs (35) of the gear shaft (20)		(32) with the mat	ing
EFF	ECTI	VIT	Y			REPLACE	N2 EEC ALTER	NATOR	
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MECH	INSP			
			(f)	Attach the body of the wrench (30) with the bolts (33) which are included with the PWA wrench.
			(g)	Install the wrench detail (32) tightly on the gear shaft (20) with the jamnuts (31).
			(h)	Engage the lugs (29) of the handle with the mating lugs on the nut (23).
			(i)	Turn the handle (34) to loosen the nut (23).
				<u>NOTE</u> : You must do this in many steps because you cannot move the handle too much. You must remove the handle and install it on the nut again.
			(j)	Remove the bolts (33) which attach the wrench (30) to the gearbox.
			(k)	Remove the wrench (30).
		(3)		ve the locknut (23) which attaches the EEC alternator rotor (21) ne gear shaft (20).
		(4)		NES PRE-PW-SB 72-375; ve the lock ring (22) from the gear shaft (20).
		(5)	Insta	all the PWA puller with the steps that follow:
			(a)	Retract the hexagon head bolt on the rotor puller.
			(b)	Loosen the two socket head screws.
			(c)	ENGINES PRE-PW-SB 72-375; Put the two puller jaws on the rotor (3).
			(d)	ENGINES POST-PW-SB 72-375; Put the two puller jaws in the puller groove on the rotor (3).
			(e)	Push the constraining ring on and against the puller jaws shoulder.
			(f)	Tighten the two socket head screws.
EFF	ECTI	/ITY —		REPLACE N2 EEC ALTERNATOR
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MECH	I INSP	_		
				(6) Tighten the hexagon head bolt until the rotor comes away from the drive shaft.
				<u>NOTE</u> : The puller and rotor can turn when you tighten the hexagon head bolt. If you hold a rod or a punch in one of the holes in the puller jaws while the bolt is tightened, the rotor will not turn.
				(7) Remove the rotor (3) and puller from the drive shaft.
				(8) Remove the rotor (3) from the puller with the steps that follow:
				(a) Loosen the hexagon head bolt.
				(b) Loosen the two socket head screws.
				(c) Pull the constraining ring from the puller jaws shoulder.
				(d) Remove the rotor (3) from the puller.
				(9) Install the protection cover on the EEC alternator drive pad.
		4.	Ins	tall the EEC Alternator Rotor
			Α.	Equipment
				(1) PWA 85238 - Wrench holder (engines without PW SB 72-375)
				(2) PWA 86603 - Adapter, wrench (engines with PW SB 72-375)
			Β.	Consumable Materials
				(1) DOO137 Engine Oil – PWA 521
			С.	Parts
			D.	References
				(1) AMM 70-50-00/201, Standard Torque Values
			Ε.	Install the EEC Alternator Rotor (Fig. 403)
				(1) Remove the protection covers.
EF	FECT	IVIT	Y	REPLACE N2 EEC ALTERNATOR
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			<u>CAUT</u>	<u>ION</u> :	DO NOT USE IND THE EEC ALTERN MATERIAL IN TH	ATOR. INDUCTI	G TO ASSEMBLE ON HEATING C/			
			(2)	Inst	all the EEC alt	ernator rotor	(21) on the g	gear sha	ft (20).	
				(a)	Make sure the gear shaft (20		rotor (21)	is fully	against	the
			(3)		NES PRE-PW-SB 7 all the lock ri	-	e gear shaft ((20) as	follows:	
				(a)	Align the ID f gear shaft (20		ock ring (22)	with th	e flats o	n the
				(b)	Engage the pin alternator rot		ring (22) wit	th the h	oles in t	he EEC
			(4)	Lubr	icate the threa	ds of the lock	nut with eng	ine oil.		
			(5)	Inst	all the nut (23) on the drive	e shaft.			
			(6)	Inst	all the PWA 852	38 wrench hold	ler or PWA 860	603 wren	ch adapte	r.
				<u>NOTE</u>	the PWA 8660 PRE-PW-SB 72	ng steps refer 13 wrench adapt 2-375 and the a 14 wrench" is u	er. The wren dapter is fou	nch is f r engine	or engine s POST-PW	s −SB
			(7)	Use foll	the PWA wrench ow:	to tighten the	e locknut (23)) with t	he steps	that
				<u>NOTE</u>		e the PWA wrenc he torque which 10/201).			value is	
				(a)	Loosen the jam	nuts (31).				
				(b)	Retract the wr (30).	ench detail (3	2) from the b	ody of	the PWA w	rench
EI	FECTI	VITY -				REPLACE	N2 EEC ALTER	RNATOR		
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MECH IN:	ISP	
		(c) Install the handle (34) above the mating lug (35) of the wrench detail (32).
		1) Make sure the lug end of the handle (34) points out.
		(d) Put the body of the PWA wrench (30) above the gear shaft (20) and on the housing pad for the gear shaft.
		1) Make sure you align the bolt holes.
		(e) Engage the lugs (35) of the wrench detail (32) with the mating slots in the gear shaft (20).
		(f) Attach the body of the wrench (30) with the bolts (33) which are included with the PWA wrench assembly.
		(g) Install the wrench detail (32) tightly on the gear shaft (20).
		(h) Attach the wrench detail (32) with the jamnuts (31).
		(i) Engage the lugs of the handle for the PWA wrench with the mating lugs on the locknut to tighten the nut.
		<u>CAUTION</u> : WHEN YOU USE THE PWA WRENCH, YOU MUST ADJUST THE TORQUE WRENCH VALUE. IF YOU DO NOT ADJUST THE TORQUE WRENCH VALUE, YOU WILL USE AN INCORRECT TORQUE WHICH CAN CAUSE DAMAGE TO THE THREADS OF THE NUT.
		(j) Adjust the torque wrench value as necessary (AMM 70–50–00/201).
		<pre>(k) Tighten the locknut (23) to 675-800 pound-inches (76.265-90.388 newton-meters).</pre>
		<u>NOTE</u> : You must do this in many steps because the handle cannot move too much. You must remove the handle from the nut and install it to the nut again.
		(l) Loosen the locknut (23) to O torque.
		<pre>(m) Tighten the locknut (23) to 675-800 pound-inch (76.3-90.4 newton-meters).</pre>
		(8) Remove the bolts which attach the PWA wrench to the drive pad.
EFFEC	CTIVI	ITY REPLACE N2 EEC ALTERNATOR

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	TASK CARD

						TASK CARD					
MECH	INSP	_									
			(9) F	Remove	the PWA wren	ch.					
			(10) [Do the	task which f	ollows to inst	all the	EEC alter	nator	stator.	
		5. <u>In</u>	<u>stall th</u>	ne EEC	Alternator S	<u>tator</u>					
		Α.	Equip	nent							
			(1)	Forque	Adapter PWA	85749 (Optiona	i)				
		в.	Consur	nable	Materials						
			(1) [00137	Engine Oil -	PWA 521					
			(2) [00504	Petrolatum –	PMC-9609					
			(3) [50124	Anti-seize p	aste - PWA 362	246				
						mpound - PMC 9	9523, Mc	lykote,			
		6	Parts	Гуре Z							
		U.	Parts								
			AMM						AIPC		
		FIG	ITEM		NOM	ENCLATURE		SUBJECT	FIG	ITEM	
		401 402	61	1	Packing Stator			79-23-00 73-21-05	20 15	35 25	
			19	1	Packing					30	
		D.	Refere	ences							
			(1) #	AMM 70	-24-05/201 , E	lectrical Harr	iesses				
			(2) 4	AMM 71	-00-00/501, P	ower Plant					
			(3) /	AMM 71	-11-04/201, F	an Cowl Panels	5				
			(4) /	AMM 71	-11-06/201, C	ore Cowl Panel	.s				
			(5) A	AMM 78	-31-00/201, T	hrust Reverser	System	1			
			(6) A	AMM 80	-11-01/401, P	neumatic Start	er				
EFF	ECII	VITY				REPLACE	N2 EEC	ALTERNATO	२		_
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SAS CARD

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				TASK CARD
MECH	INSP			
		E.	Inst	tall the EEC Alternator Stator (Fig. 401 and 402)
			(1)	Remove the protection covers.
			(2)	Lubricate the new packing (19) with petrolatum.
			(3)	Install the packing (19) on the EEC alternator stator (12).
			(4)	Align the bolt holes in the EEC alternator stator (12) with the bolt holes on the gearbox.
			(5)	Carefully install the EEC alternator stator (12) on the EEC alternator rotor (21).
			(6)	Lubricate the threads of the bolts (17) with the anti-seize paste.
			(7)	ENGINES PRE-PW-SB 72-375; Do these steps:
				(a) Put the heat shield (11) above the stator (12).
				(b) Attach the stator (12) and the heat shield (11) to the EEC alternator drive pad with the bolts (17) and washers (18).
				<pre>(c) Tighten the bolts (17) to 62-72 pound-inch (7.0-8.1 newton- meters).</pre>
			(8)	ENGINES POST-PW-SB 72-375; Do these steps:
				(a) Attach the stator (12) to the EEC alternator drive pad with the bolts (17) and washers (18).
				(b) Tighten the bolts (17) to 62-72 pound-inch (7.0-8.1 newton-meters).
				(c) Use a 0.003 inch (0.076 mm) feeler guage to make sure the clearance between the EEC alternator (12) and the EEC Alternator Drive Pad is satisfactory.
				 If the feeler guage can go in the clearance, you must do a check of the torque of the bolts (17).
				2) If the bolts are at the maximum torque and the EEC alternator stator (12) is not installed correctly, remove and install the stator (12) again.
EF	FECTI	VIII		REPLACE N2 EEC ALTERNATOR
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MECH	INSP									
			 Use the feeler guage again to make sure the clearance is satisfactory. 							
		(9)	Install the cable connectors (37, 38) to the bracket (16) on the lower left side of the gearbox.							
			(a) While you make sure the spacers point to the bracket (16), install the retaining plate (15) on the flanges of the cable connectors (37, 38).							
		(10)	Lubricate the bolt (13) with the anti-seize paste and the bolt (14) with oil.							
		(11)	Attach the retaining plate (15) to the bracket (16) with the bolts (13, 14).							
			<pre>(a) Tighten the bolt (13) to 62-72 pound-inches (7.005-8.135 newton-meters).</pre>							
			(b) Tighten the bolt (14) to 36-40 pound-inches (4.067-4.519 newton-meters).							
		(12)	Attach the cables (9) to the spring clips (10).							
		(13) Connect the air cooling tube (24) and the clamp (25) on the right side of the EEC alternator stator (12).								
		(14)	ENGINES PRE-PW-SB 72-375; Do these steps:							
			(a) Lubricate the threads of the bolt (27) with oil.							
			(b) Install the clamp (26) to the lower cable.							
			(c) Attach the clamp (26) to the bracket below the EEC alternator stator (12) with the bolt (27).							
			(d) Tighten the bolt (27) to 36-40 pound-inches (4.067-4.519 newton-meters).							
		(15)	ENGINES POST-PW-SB 72-375; Do these steps:							
			(a) Install the cooling air tube for the bottom of the EEC alternator to brackets on the gearbox, oil tank, and diffuser case.							
EFF	ECTIVITY		REPLACE N2 EEC ALTERNATOR							
			N73-21-05-4A 73-R06 PAGE 13 OF 23 APR 22/08							

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AIRLINE CARD NO.

					TASK CARD			
MECH	INSP							
			(b)	Lubricate the	threads of the	bolt with e	ngine oil.	
			(c)	Use the clamps the brackets w			and attach the to /or nuts.	ube to
			(d)	Tighten the bo meters).	lts to 36 to 4	0 pound-inch	(4.1-4.5 newton-	
		<u>CAUT</u>	<u>ION</u> :	CONNECTOR INST INCORRECT ASSE CONNECTOR CAN	ALLATION (AMM MBLY PROCEDURE OCCUR. A LOOS	70-24-05/201 , OR TOOLS, E CONNECTOR	TOOLS, FOR THE HAN). IF YOU USE THU A DAMAGED OR LOOSU PERMITS VIBRATION CREASES THE LIGHTU	E E
		(16)		ect the harness 38) (AMM 70-24		, 8) to the	stator cable conn	ectors
			<u>NOTE</u>	: You can tigh 85749 torque		ical connect	ors (7, 8) with th	he PWA
		(17)		ect the cable (ter plug (39).	40) for the ex	citer-to-ign	iter plug to the	lower
			(a)	Tighten the nu meters).	t to 140-160 p	ound-inches	(15.8–18.1 newton [.]	-
				it can		noise which	n the coupling nu can cause an eff	
			(b)	Install the he	at shield (41,	43) on the	cable (40).	
			(c)		ug boss of the		3) into the groov , which is attach	
				1) Tighten th newton-met		to 40-45 pou	nd-inches (4.5-5.	1
			(d)				igniter plug and bolt (45) and nut	(46).
EF	FECTI	VITY			REPLACE	N2 EEC ALTE	RNATOR	
					N73-21-05-4A	73-R06	PAGE 14 OF 23	APR 22/01

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	 Tighten the bolt (45) to 36-40 pound-inches (4.067-4.519 newton-meters).
(18)	Install the deoiler outlet tube (57) as follows:
	(a) Remove the protection caps from the ends of the deoiler outlet tube (57).
	(b) Install a new packing (61), lubricated with engine oil, on the forward flange groove on the deoiler outlet tube (57).
	(c) Put the deoiler outlet tube (57) on the doiler outlet port on the rear of the main gearbox.
	(d) Put the brackets (50, 60) on the flange of the deoiler outlet tube (57).
	(e) Install the three bolts (49), threads lubricated with engine oil, which attach the deoiler outlet tube (57) to the rear of the main gearbox.
	1) Tighten the three bolts (49) with your hand.
	(f) Install the bolts (51, 54), nuts (52), and clamps (53) which attach the deoiler outlet tube (57) to the M and N flanges.
	 Tighten the clamp bolts (51, 54) to 36-40 pound-inches (4.067-4.519 newton-meters).
	(g) Tighten the three bolts (49), which attach the deoiler outlet tube (57) to the main gearbox, to 62–72 pound-inches (7.005–8.135 newton-meters).
	(h) Tighten the clamp (58) which attaches the main filter oil tube (59) to the front flange of the deoiler outlet tube (57) to 36-40 pound-inches (4.067-4.519 newton-meters).
	(i) Connect the stator cables (8) to the clips on the bracket (50) that is attached to the flange of the deoiler outlet tube (57)
(19)	Install the Pneumatic Starter (AMM 80-11-01/401).
F. Put	the Airplane Back to Its Usual Condition

EFFECTIVITY

MECH INSP

REPLACE

N2 EEC ALTERNATOR

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AIRLINE CARD NO.

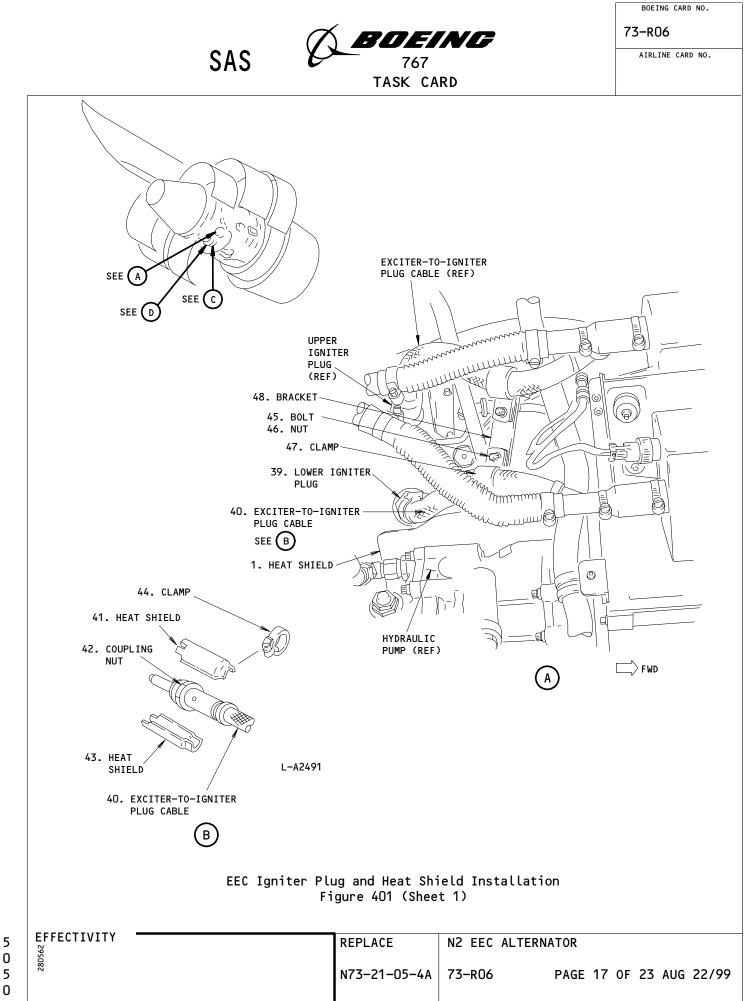
73-R06

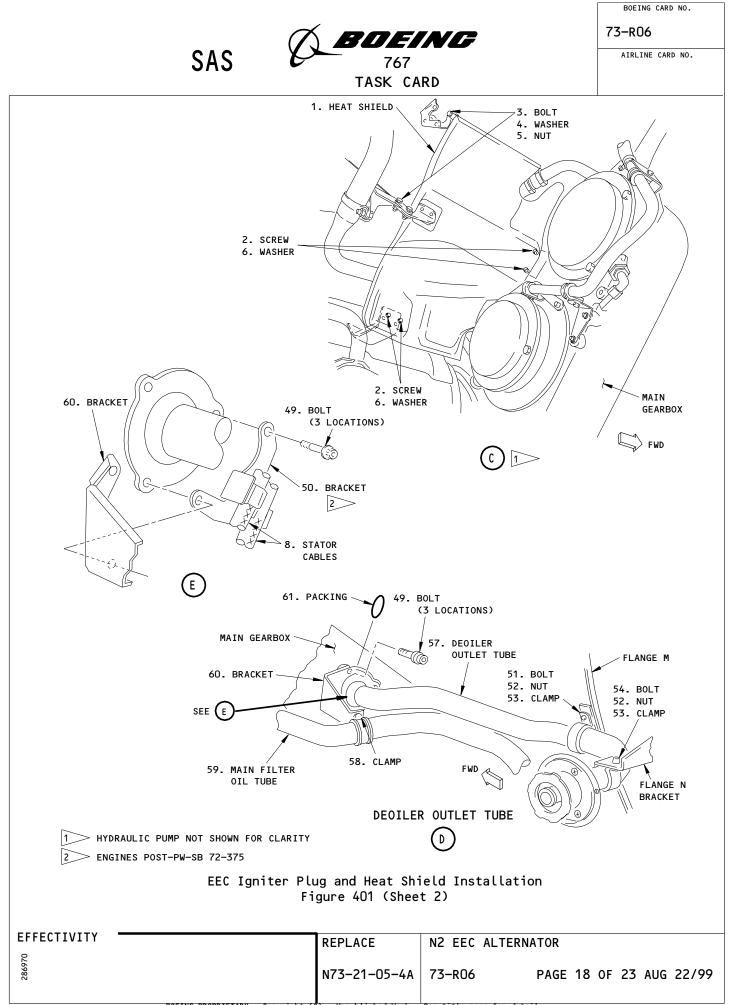


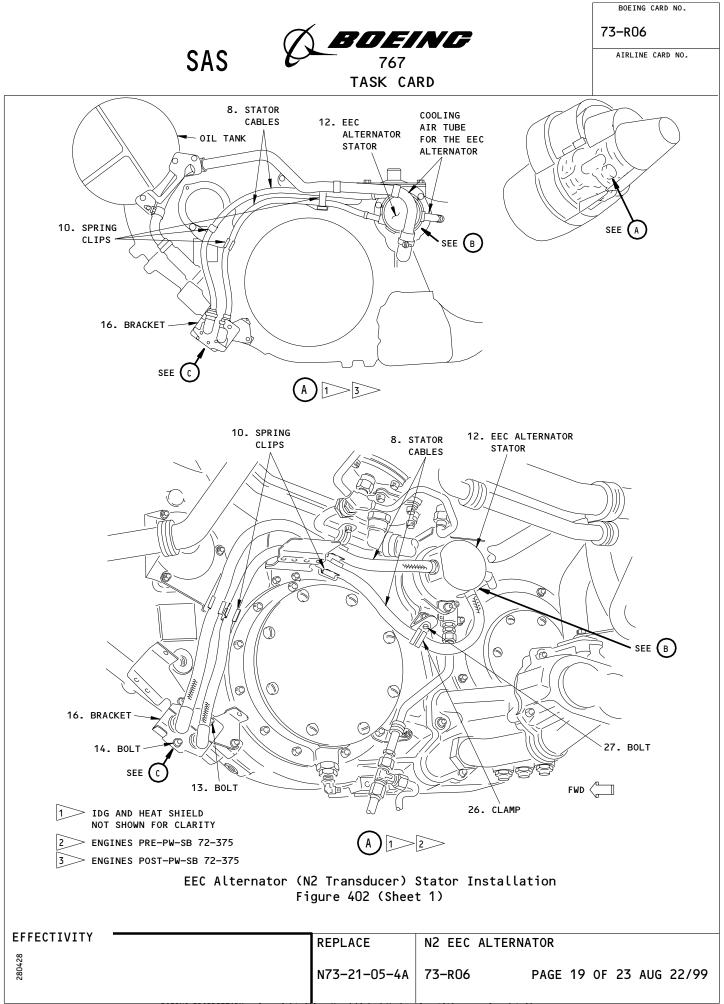
	<u>WARN</u>	ING: OBEY THE INSTRUCTIONS IN THE PROCEDURE TO CLOSE THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR.
	(1)	Close the thrust reversers (AMM 78-31-00/201).
	(2)	Close the core cowl panels (AMM 71–11–06/201).
	(3)	Close the fan cowl panels (AMM 71–11–04/201).
	(4)	Do the activation procedure for the thrust reversers (AMM 78-31-00/201).
	(5)	Remove the DO-NOT-CLOSE tags and close these circuit breakers on the P11:
		(a) 11D7, ENGINE STBY IGN 1
		(b) 11D8, ENGINE STBY IGN 2
	(6)	For the left engine, remove the DO-NOT-CLOSE tags and close these circuit breakers on the P11 panel:
		(a) 11M1, L IGN 1
		(b) 11M9, LEFT ENGINES BUS PWR SENSE
		(c) 11M28, L IGN 2
	(7)	For the right engine, remove the DO-NOT-CLOSE tags and close these circuit breakers on the P11 panel:
		(a) 11M2, R IGN 1
		(b) 11M29, R IGN 2
		(c) 11M36, RIGHT ENGINE BUS PWR SENSE
	(8)	Do the test of the EEC alternator that is shown in the Power Plant Test Reference Table (AMM 71–00–00/501).
EFFECTIVITY		REPLACE N2 EEC ALTERNATOR

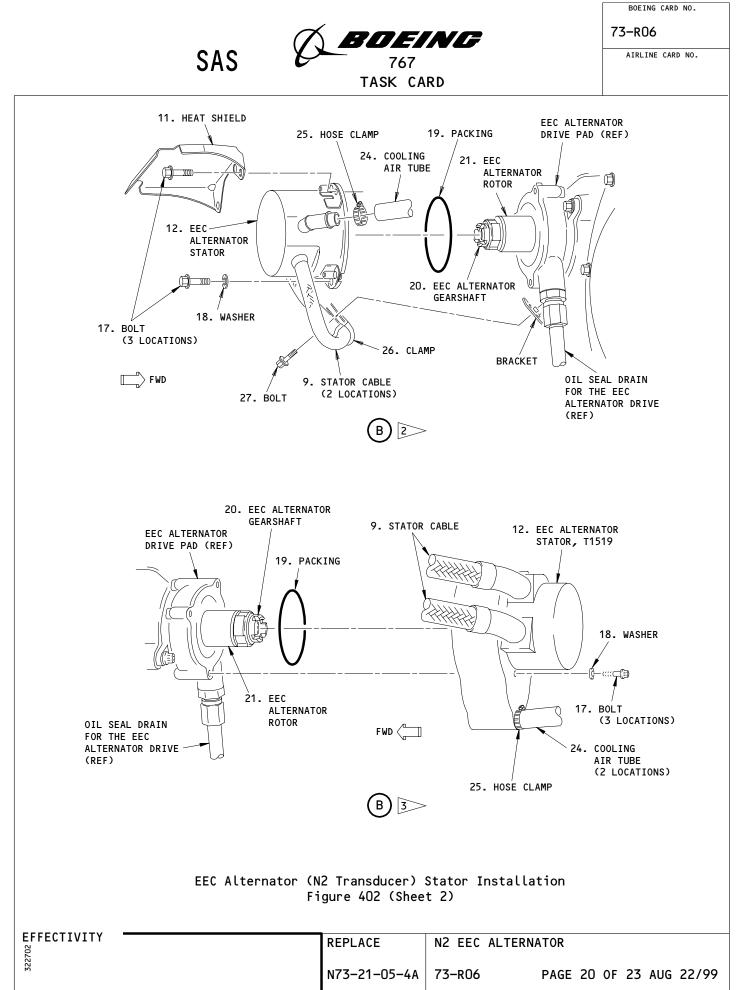
MECH INSP

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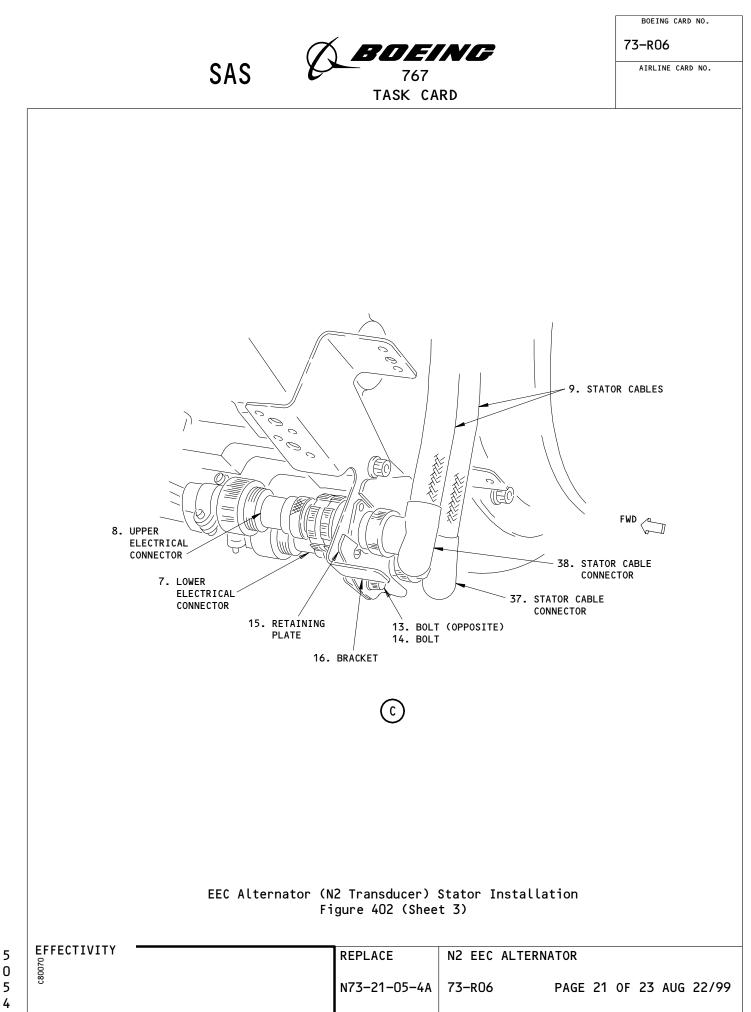


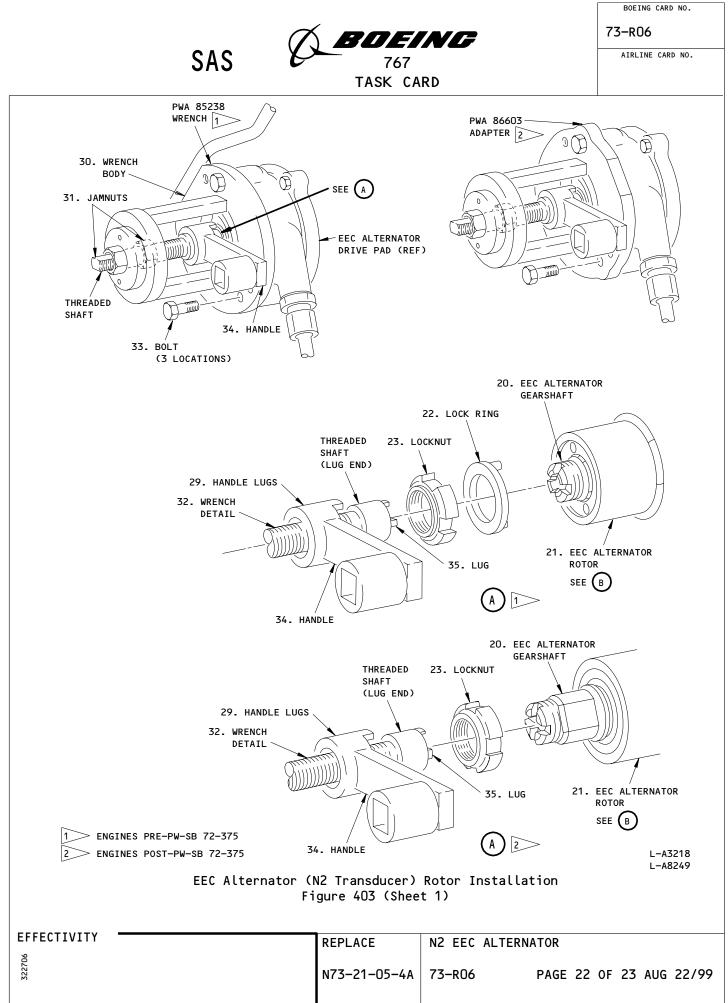


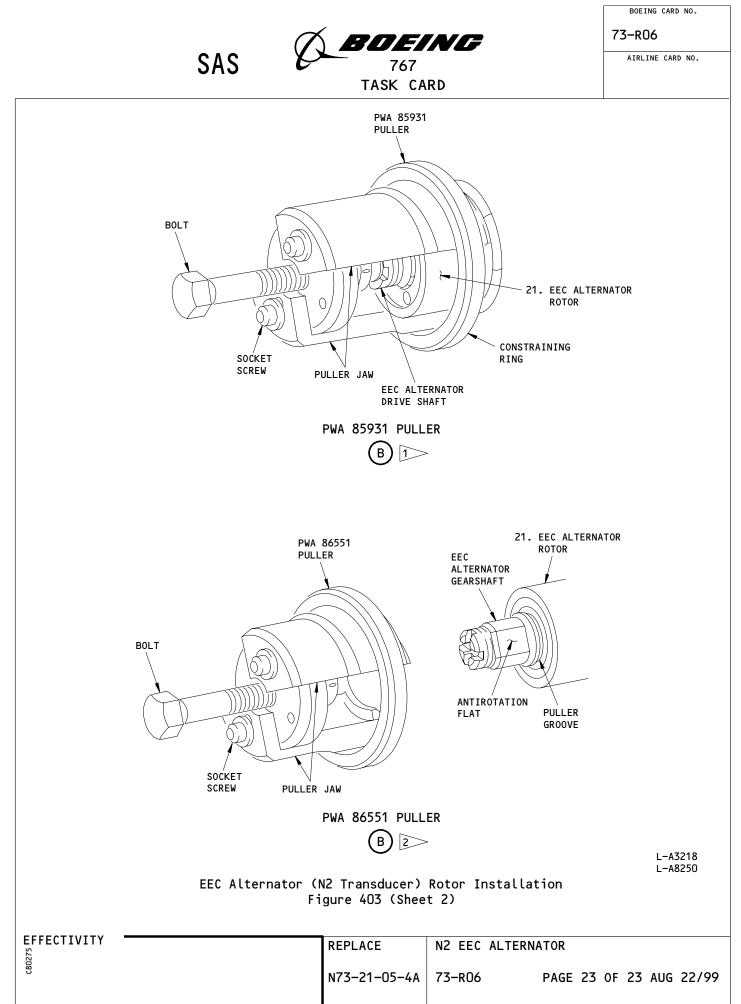




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STAT	TION								BOE	ING CARD NO.	
TAIL NO.					\mathcal{A}	BOEIN	l G		73-40	01-01-1	
DATE			SAS			_		AIRL	INE CARD NO.		
						TASK CARD					
SKILL	W	IORK ARE	EA	RELATED TASK		INTERVAL		PHASE	MPD REV	TASK CARD REVISION	
ENGIN		INE	1		TITLE	10	STRUCTURAL ILLUSTRATION RE	11212 FERENCE		APR 22/08	
REPLA	CE		ENGINE 1	FUEL PL	JMP FILTE	R ELEMENT			AIRPLANE	E ENGINE	
	ZONI	ES					ACCESS PANELS		ALL	4000	
411				414AF	₹ 416AR	418AR					
MECH INSP									м	PD ITEM NUMBER	
						L PUMP FILTER			N73-1′	1-02-4A	
			IC PARTIC		REPLACE	THE ELEMENT WI	TH A				
			eral								
							- h-++	£			
		Α.				ight thrust re	e bottom of the everser.	tuet pu		rou can	
	2.	<u>Rem</u>	ove the F	<u>uel Pump</u>	<u> Filter</u>	(Fig. 401)					
		Α.	Equipmen	pment							
			(1) Con	tainer -	ainer – 5 gallon (20 liters), to catch the fuel						
		Β.	Referenc	ferences							
			(1) AMM	24-22-0	00/201, E	lectrical Powe	r – Control				
			(2) AMM	28-10-0)0/201 , M	licrobial Growt	h				
			(3) AMM	(3) AMM 71-11-04/201, Fan Cowl Panels							
			(4) AMM 71-11-06/201, Core Cowl Panels								
			(5) AMM	73–11–0	01/401 , F	uel Pump					
			(6) AMM	73–11–0)2/601, F	uel Pump Filte	r				
			(7) AMM	78-31-0	00/201, т	hrust Reverser	System				
		С.	Prepare	to Remov	ve the Fu	uel Pump Filter					
			(1) Sup	ply elec	ctrical p	oower (AMM 24-2	2-00/201).				
	, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	v -									
EFFECT	TATL	ť –				REPLACE	ENGINE 1 FUEL P	UMP FIL	TER EI	_EMENT	
						N73-11-02-4A	73-401-01-1 P	AGE 1	OF 13	DEC 22/05	
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SAS BOEING 767 TASK CARD

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AIRLINE CARD NO.

		TASK CARD
MECH	INSP	
		(2) Make sure that applicable engine and spar valves are closed as follows:
		(a) For the left engine, make sure this circuit breaker on the main power distribution panel, P6, is closed:
		1) 6E1, FUEL VALVES L SPAR
		(b) For the left engine, make sure this circuit breaker on the overhead panel, P11, is closed:
		1) 11D25, FUEL CONT VLV & EEC CHAN B RESET L
		(c) Make sure that the applicable FUEL CONTROL switch is in the cutoff position.
		(3) Make sure that the applicable ENG VALVE and SPAR VALVE panel lights on the control stand are off.
		(4) For the left engine, open this circuit breaker on the main power distribution panel, P6, and attach the D0-N0T-CLOSE tag:
		(a) 6E1, FUEL VALVES L SPAR
		(5) For the left engine, open this circuit breaker on the overhead panel, P11, and attach the DO-NOT-CLOSE tag:
		(a) 11D25, FUEL CONT VLV & EEC CHAN B RESET L
		(6) Remove electrical power (AMM 24-22-00/201).
		(7) Open the right fan cowl panel (AMM 71–11–04/201).
		<u>WARNING</u> : 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.
		(8) Do this procedure: Thrust Reverser Deactivation for Ground Maintenance (AMM 78–31–00/201).
		(9) Open the right core cowl panel (AMM 71–11–06/201).
EFF	ECTIV	REPLACE ENGINE 1 FUEL PUMP FILTER ELEMENT

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AIRLINE CARD NO.

73-401-01-1

_	MECH	INSP									
			WARI		THRU	IST REVERSEI	RS. IF YOU DO	78-31-00/201 NOT OBEY THE PMENT CAN OCCU	INSTRUCT		
			(10)	0pen	the	right thru	st reverser (A	MM 78-31-00/20	1).		
			D. Pro	cedure							
			(1)	Drain	the	e fuel from	the fuel pump	filter with t	he steps	that fo	llow:
				(a)	Put	the contai	ner below the	fuel filter co	ver (8).		
				<u>WARNI</u>	<u>NG</u> :		E FUEL IS POIS	Y ON YOUR SKIN ONOUS AND CAN I			
						ove the dra er cover (a		om the center o	of the f	uel pump	
					1)	Let the fu	el fully drain				
					2)	Discard the	e packing (7).				
			(2)	Remov	e th	ne fuel pump	p filter:				
				(a)	ENGI	NES PRE-PW	-SB 73-75 AND	PRE-PW-SB 73-1	04;		
				ļ	Remc	ove the fue	l filter cover	(8) with the	steps th	at follo	W :
					1)	Remove the cover (8).	bolts (5) and	washers (4) f	rom the	fuel fil	ter
					2)		e torque neces il inserts in	sary to turn t the fuel pump.	he bolts	(5) out	of
	EFF	ECTIV					REPLACE	ENGINE 1 FUEL	PUMP FI	LTER ELE	MENT
							N73-11-02-4A	73-401-01-1	PAGE 3	OF 13 D	EC 22/05

73-401-01-1



					TASK CARD			
MECH	INSP							
			а	(0.73	necessary tor Newton-meters) 3-11-01/401).	-		
				<u>NOTE</u> :		ent fuel pump ifferent bolts ponent Mainter	s as speci	fied in the
				emove the	fuel filter c	over (8) and t	he fuel p	ump filter
		(b)	ENGIN	IES POST-P	W-SB 73-75 AND	PRE-PW-SB 73-	-104 <i>;</i>	
			Remov	e the fue	l filter cover	(8) with the	steps tha	t follow:
			<u>CAUTI</u>	TORQ AT 9 YOU	OT PUT UNWANTE UE-LIMITING BO O DEGREES TO T DO NOT OBEY TH GE TO THE TORQ	LT. KEEP THE HE HEAD AND LO ESE INSTRUCTIO	WRENCH ST DOSEN IT S DNS, YOU C	RAIGHT AND LOWLY. IF
			t	he torque	rench straight –limiting bolt –limiting bolt	(13) and slow	ly loosen	
					e torque neces from the helic			
			а	newton	torque is les -meters), repl 3-11-01/401).			(0.73
				<u>NOTE</u> :	you can use d	ent fuel pump ifferent bolts ponent Mainter	s as speci	fied in the
				emove the	nuts (9) and	washers (10) 1	rom the d	ee-bolts
				emove the 2).	fuel filter c	over (8) and t	he fuel p	ump filter
EFF	ECTI	VITY			REPLACE	ENGINE 1 FUEL	. PUMP FIL	TER ELEMENT
					N73-11-02-4A	73-401-01-1	PAGE 4	OF 13 DEC 22/05

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SAS **BOEING** 767 TASK CARD

				TASK CARD
MECH	INSP			
			(c)	ENGINES POST-PW-SB 73-104;
				Remove the fuel filter cover (8) with the steps that follow:
				 Remove the nuts (9) and washers (10) from the dee-bolts (11) and the stud.
				 Remove the fuel filter cover (8) and the fuel pump filter (2) from the fuel pump (1).
				<u>NOTE</u> : Some fuel filter covers have machined slot in the split surface. These machined slots will help you remove the fuel filter cover.
			(d)	Remove the packing (3) from the fuel filter cover (8).
				1) Discard the packing (3).
			(e)	Examine the housing for the fuel pump filter and the fuel filter cover (8) to make sure the old gaskets from the fuel pump filter (2) are removed.
			(f)	Install a cover on the fuel pump to prevent contamination.
		(3)	Do tł	ne Inspection of the Fuel Pump Filter (AMM 73-11-02/601).
			(a)	Examine the fuel filter element for signs of microbial contamination.
				<u>NOTE</u> : Microbial contamination may be evident in the filter as a dark colored sludge or slime but does not always have these characteristics. Microbial contamination can cause a blocked fuel filter and result in a fuel filter bypass condition.
				 If the fuel filter element has trapped fine debris of unknown origin, it is recommended you do the inspection of the fuel tanks for microbial contamination (AMM 28-10-00/201).
			(b)	Examine the fuel pump filter for bronze color particles (AMM 73–11–02/601).
	3.	<u>Install t</u>	<u>he Fu</u>	uel Pump Filter (Fig. 401)

EFFECTIVITY

REPLACE

ENGINE 1 FUEL PUMP FILTER ELEMENT

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73-401-01-1 AIRLINE CARD NO.



_								
Α.	Consumab	le Materials						
	(1) DOO	137, Oil - PWA 5	21					
	(2) DOO	504, Petrolatum	- PMC 9609					
	(3) GO1	505 Lockwire,	Safety and Loc	k – NASM20995	5			
	(4) GO2	332 Ferrule – PO	5–292 (Optiona	D				
	(5) GO2	335 Cable – Safe	ety – P05–291 (Optional)					
	(6) GO1	025 Solvent - Cl	eaning - P11-O	04				
в.	Parts							
	AMM				AIPC			
FIG	ITEM	NOM	ENCLATURE	SUB	ІЕСТ	FIG	ITEM	
401	2 3 7	Filter Packing Packing		73–11	-02	10	35, 38 30 10	
с.	(1) AMM	71-00-00/501, P						
		-	-11-06/201, Core Cowl Panels					
		-						
	Drocodur	•						
D.	Procedur		the fuel nume	filton				
D.	(1) Pre	pare to install						
D.	(1) Pre (a)	pare to install Remove the cov	ers from the f	uel pump.			-6 +6 - 6	
<i>D</i> .	(1) Pre	pare to install Remove the cov	ers from the f filter cover	uel pump.	nner	space	of the fue	
IVITY -	(1) Pre (a)	pare to install Remove the cov Clean the fuel	ers from the f filter cover	uel pump.				
	B. FIG 401	<pre>(1) DOO (2) DOO (3) GO1 (4) GO2 (5) GO2 (6) GO1 B. Parts AMM FIG ITEM 401 2 3 7 C. Reference (1) AMM (2) AMM (3) AMM (4) AMM</pre>	<pre>(1) D00137, Oil - PWA 5 (2) D00504, Petrolatum (3) G01505 Lockwire, (4) G02332 Ferrule - PO (5) G02335 Cable - Safe (6) G01025 Solvent - Cl B. Parts AMM FIG ITEM NOM 401 2 Filter Packing 7 Packing C. References (1) AMM 71-00-00/501, P (2) AMM 71-11-04/201, F (3) AMM 71-11-06/201, C (4) AMM 73-11-01/401, F (5) AMM 78-31-00/201, T</pre>	<pre>(1) D00137, Oil - PWA 521 (2) D00504, Petrolatum - PMC 9609 (3) G01505 Lockwire, Safety and Loc (4) G02332 Ferrule - P05-292 (Optiona (5) G02335 Cable - Safety - P05-291 ((6) G01025 Solvent - Cleaning - P11-0 B. Parts AMM FIG ITEM NOMENCLATURE 401 2 Filter 9 Packing 7 Packing C. References (1) AMM 71-00-00/501, Power Plant (2) AMM 71-11-04/201, Fan Cowl Panels (3) AMM 71-11-06/201, Core Cowl Panel (4) AMM 73-11-01/401, Fuel Pump</pre>	<pre>(1) D00137, Oil - PWA 521 (2) D00504, Petrolatum - PMC 9609 (3) G01505 Lockwire, Safety and Lock - NASM20995 (4) G02332 Ferrule - P05-292 (Optional) (5) G02335 Cable - Safety - P05-291 (Optional) (6) G01025 Solvent - Cleaning - P11-004 B. Parts AMM FIG ITEM NOMENCLATURE SUB. 401 2 Filter 73-11 3 Packing 7 C. References (1) AMM 71-00-00/501, Power Plant (2) AMM 71-11-04/201, Fan Cowl Panels (3) AMM 71-11-06/201, Core Cowl Panels (4) AMM 73-11-01/401, Fuel Pump (5) AMM 78-31-00/201, Thrust Reverser System</pre>	 (1) D00137, Oil - PWA 521 (2) D00504, Petrolatum - PMC 9609 (3) G01505 Lockwire, Safety and Lock - NASM20995 (4) G02332 Ferrule - P05-292 (Optional) (5) G02335 Cable - Safety - P05-291 (Optional) (6) G01025 Solvent - Cleaning - P11-004 B. Parts AMM FIG ITEM NOMENCLATURE SUBJECT 401 2 Filter 73-11-02 3 Packing 7 Packing 7 Packing C. References (1) AMM 71-00-00/501, Power Plant (2) AMM 71-11-04/201, Core Cowl Panels (3) AMM 73-11-01/401, Fuel Pump (5) AMM 78-31-00/201, Thrust Reverser System 	<pre>(1) D00137, Oil - PWA 521 (2) D00504, Petrolatum - PMC 9609 (3) G01505 Lockwire, Safety and Lock - NASM20995 (4) G02332 Ferrule - P05-292 (Optional) (5) G02335 Cable - Safety - P05-291 (Optional) (6) G01025 Solvent - Cleaning - P11-004 B. Parts AMM AIPC FIG ITEM NOMENCLATURE SUBJECT FIG 401 2 Filter 73-11-02 10 3 Packing 7 Packing 7 Packing C. References (1) AMM 71-00-00/501, Power Plant (2) AMM 71-11-04/201, Fan Cowl Panels (3) AMM 71-11-06/201, Core Cowl Panels (4) AMM 73-11-01/401, Fuel Pump</pre>	

SAS CARD

73-401-01-1 AIRLINE CARD NO.

			TASK CARD
MECH	INSP		
		(c)	Examine the helicoil insert(s) to make sure they are correctly installed in the recesses of the fuel pump filter housing.
		(d)	If the helicoil insert(s) are not in the fuel pump filter housing recesses, replace the fuel pump (1) (AMM 73–11–01/401).
		<u>CAUT</u>	ION: MAKE SURE THE OLD GASKETS OF THE FUEL PUMP FILTER DO NOT STAY IN THE HOUSING FOR THE FUEL PUMP FILTER OR THE FUEL FILTER COVER. IF YOU DO NOT REMOVE THE OLD GASKETS, DAMAGE TO THE ENGINE CAN OCCUR.
		(e)	Examine the housing for the fuel pump filter and the fuel filter cover (8) to make sure the old gaskets from the fuel pump filter (2) are removed.
			1) If necessary, remove the old gaskets.
		<u>CAUTION</u> :	DO NOT CLEAN THE FUEL FILTER OR USE THE SAME FUEL FILTER AGAIN. IF YOU DO NOT USE A NEW, CLEAN AND UNDAMAGED FUEL FILTER, DAMAGE TO THE ENGINE CAN OCCUR.
		<u>CAUTION</u> :	INSTALL THE CORRECT FUEL PUMP FILTER FOR THE ENGINE MODEL. LOOK AT THE FUEL PUMP FILTER TO FIND THE PART NUMBER AND ENGINE MODEL MARKS. IF THE FUEL PUMP FILTER IS INCORRECT FOR THE ENGINE MODEL, IT CAN CAUSE CONTAMINATION OF THE FUEL SYSTEM AND UNSATISFACTORY ENGINE OPERATION.
		(2) Inst	all the fuel pump filter:
		(a)	Lubricate the packing (3) with petrolatum.
		(b)	Install the packing (3) into the groove in the fuel filter cover (8).
		(c)	ENGINES PRE-PW-SB 73-75 AND PRE-PW-SB 73-104;
			Install the fuel pump filter (2) with the steps that follow:
			 Clean the bolt (5) threads with solvent (P11-004) and dry the bolt (5) threads before installation.
FFF	ECTI		
			REPLACE ENGINE 1 FUEL PUMP FILTER ELEMENT
1			N73-11-02-4A 73-401-01-1 PAGE 7 OF 13 APR 22/08

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AIRLINE CARD NO.

				TASK CARD			
MECH INSP	_						
		2)		E-PW-SB 73-85; new fuel pump		the fuel	filter cover
		3)	Install a	ST-PW-SB 73-85 new fuel pump ilter cover (8	filter (2) ont	o the tap	pered pins of
		<u>CAUT</u>	PREV	THE TIGHTENING ENT DAMAGE TO MAKE SURE THAT NED.	THE PACKING AN	ID HELICOI	L INSERTS,
		4)		e fuel pump fi fuel pump (1)			
		5)	Monitor the helicoil i	e torque neces nserts.	sary to turn t	he bolts:	(5) into the
			a) Make a	note of the t	orque value (T	a=).
		6)		lly tighten th 170 pound-inch			
		7)		bolts (5) wit le ferrule.	h lockwire or	safety ca	able and
	(b)	ENGI	INES POST-P	W-SB 73-75 AND	PRE-PW-SB 73-	·104;	
		Inst	tall the fu	el pump filter	(8) with the	steps tha	at follow:
		1)		threads of the (11) with the			13) and the
			a) Make s bolts.	ure the thread	s are dry befo	ore you in	nstall the
		2)		E-PW-SB 73-85; e fuel pump fi		ne fuel fi	lter cover
		3)	Install the	ST-PW-SB 73-85 e fuel pump fi ilter cover (8	lter (2) onto	the taper	ed pins of
EFFECT				REPLACE	ENGINE 1 FUEL		TED ELEMENT
				N73-11-02-4A	73-401-01-1	PAGE 8	OF 13 APR 22/08

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SAS **BOEING** 767 TASK CARD

AIRLINE CARD NO.

					TASK CARD		
MECH	INSP						
			4)	Verify tha the Dee-bo		g rings (12) are pro	operly placed on
			5)		fuel pump (1)	ter (2) and the fuel with the dee-bolts	
			6)	Install th	e torque-limit	ing bolt (13) and wa	usher (4).
			<u>CAUT</u>	FUEL FILT BOLT	. FILTER COVER ER HOUSING. I BEFORE THE FU	TORQUE-LIMITING BOL IS FULLY ENGAGED INT F YOU TIGHTEN THE TO EL FILTER COVER IS F ING AND HELICOIL INS	O THE FUEL DRQUE-LIMITING FULLY ENGAGED,
			7)	symmetrica (16.9-19.2	lly tighten th	etely engaged, loose e nuts (9) to 150–17) plus the torque to king quality.	O pound-inches
			8)	torque-lim (16.9-19.2	iting bolt (13 ? newton-meters	ightened, tighten th) to 150–170 pound–i) plus the torque ne (5) into the helicoi	nches cessary to turn
		(e)	ENGI	NES POST-P	W-SB 73-104;		
			Inst	all the fu	el filter cove	r (8) with the steps	that follow:
			<u>CAU1</u>	ENGA THE SURE SYMM	IGE THE FUEL FI INSTALLATION O THE FUEL FILT IETRICALLY AND	ETRICALLY TIGHTEN TH LTER COVER TO THE HO F THE FUEL FILTER CO ER COVER ENGAGES THE FREELY. IF YOU TIGH O THE PACKING CAN OO	DUSING. MONITOR OVER AND MAKE HOUSING ITEN THE NUTS
			1)	Clean the (P11-004)		dee-bolts (11) with	the solvent
					sure the thread you install t	s of the dee-bolts (hem.	11) are dry
EFF	ECTI	VITY			REPLACE	ENGINE 1 FUEL PUMP	FILTER ELEMENT
					N73-11-02-4A	73-401-01-1 PAGE	9 OF 13 APR 22/08

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SAS BOEING 767 TASK CARD

AIRLINE CARD NO.

						TASK CARD		
MECH	INSP	-						
				2)		e fuel pump fi ilter cover (8	lter (2) onto the tape).	red pins of
				3)	Verify tha the dee-bo		g rings (12) are prope	rly placed on
				4)		fuel pump (1)	ter (2) and the fuel f with the dee-bolts (1	
				5)		ghten the nuts r cover (8).	(9) to symmetrically	engage the
						r the torque n h the self-loc	ecessary to turn the n king quality.	uts (9)
				6)	nuts (9) (newton-met	one at a time)	ightened, loosen and t to 150–170 pound-inch torque necessary to tu king quality.	es (16.9-19.2
		(f) Install the drain plug (6) as follows:						
		1) Lubricate the packing (7) with oil.						
		2) Install the packing (7) to the drain plug (6).						
		3) Lubricate the threads of the drain plug (6) with oil.						
		4) Install the drain plug (6) into the fuel filter cover (8)						r cover (8).
		a) Tighten the drain plug (6) to 45–55 pound (5.1–6.2 newton-meters).						inches
				5)	•) with lockwire or safe	ety cable and
		safety cable ferrule.						
		E. Return the Aircraft to its Usual Condition						
		WARNING: OBEY THE INSTRUCTIONS IN AMM 78-31-00/201 WHEN YOU CLOSE THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURY TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR.						
		(1) Close the right thrust reverser (AMM 78-31-00/201).						
EFF	ECTI	VITY				REPLACE	ENGINE 1 FUEL PUMP FI	LTER ELEMENT
1								

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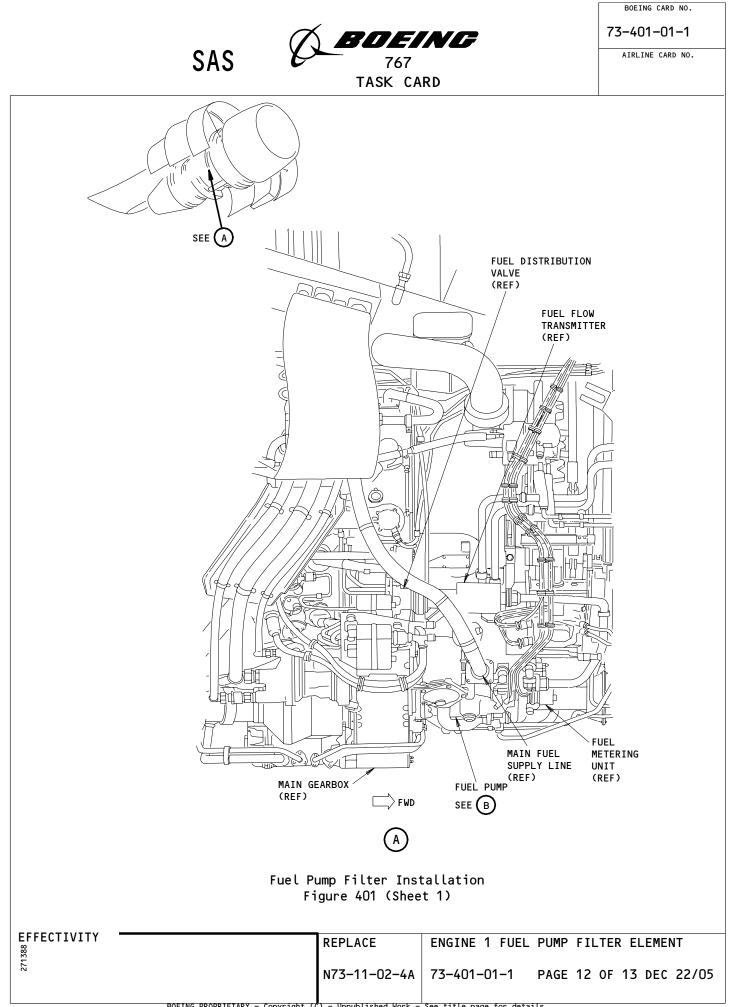


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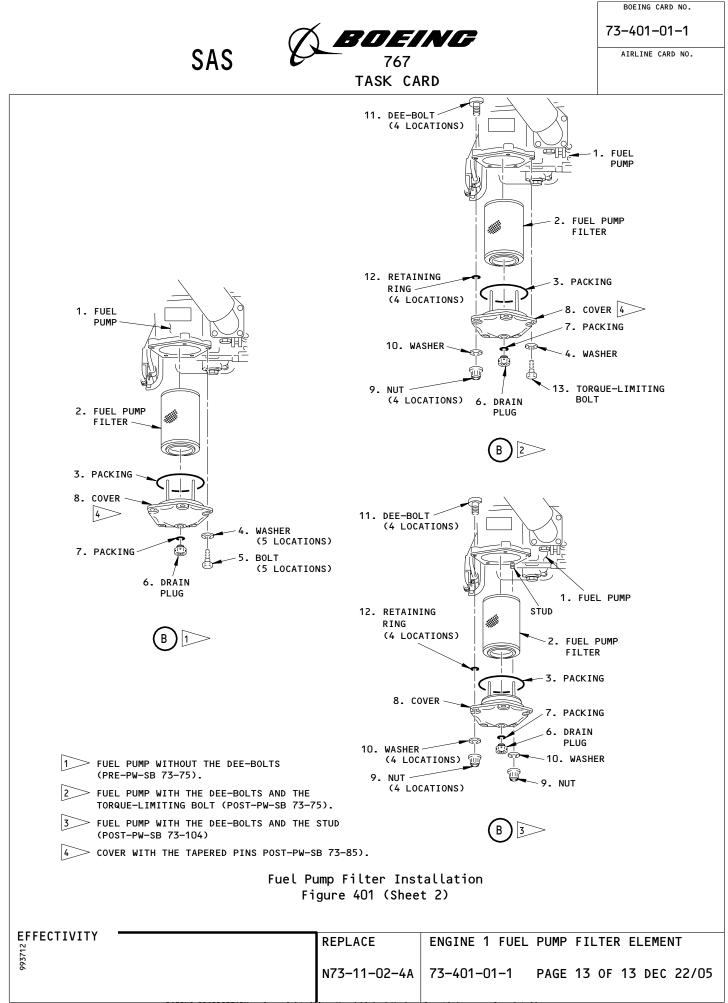


AIRLINE CARD NO.

			Т	ASK CARD				
MECH	INSP	-						
		(2)	Close the right core co	owl panel (A	MM 71-11-06/20	1).		
		(3)	Close the right fan cow	wl panel (AM	M 71-11-04/201).		
		(4)	Do the activation proce (AMM 78-31-00/201).	edure for th	e thrust rever	sers		
		(5)	For the left engine, re circuit breaker on the		-NOT-CLOSE tag	and cl	ose this	
			(a) 6E1, FUEL VALVES	S L SPAR				
		(6)	For the left engine, re circuit breaker on the		-NOT-CLOSE tag	and cl	ose this	
			(a) 11D25, FUEL CONT \	VLV & EEC CH	AN B RESET L			
		(7)	Do the test for the Fue Plant Test Reference Ta			wn in t	he Power	
EFF	ECTI	VITY	REF	PLACE	ENGINE 1 FUEL	PUMP FI	LTER ELEMENT	
			N73	3-11-02-4A	73-401-01-1	PAGE 11	OF 13 APR 22	2/08
1								



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STATION									BOE	ING CARD NO.		
TAIL	TAIL NO.			73-40	01-01-2							
DA	ATE			SAS		BDEIN 767	_		AIRL	INE CARD NO.		
						TASK CARD						
SKILL		ORK ARE		RELATED TASK		INTERVAL		PHASE	MPD REV	TASK CARD REVISION		
ENGIN TASK		INE	2	TITLE STRUCTURAL ILLUSTRATION REFERENCE								
REPLA	CE		ENGINE 2	2 FUEL PU	MP FILTE	R ELEMENT				e engine		
	ZONE	S					ACCESS PANELS		ALL	4000		
421				424AR	426AR	428AR						
MECH INSP									М	PD ITEM NUMBER		
						L PUMP FILTER THE ELEMENT WI			N73-1′	1-02-4в		
			EABLE ELE			THE ELEMENT WI						
	1.	<u>Gen</u>	eral									
	A. The fuel pump filter is attached to the bottom of the fuel puget access through the right thrust reverser.											
	2.	<u>Rem</u>	ove the F									
		Α.	Equipmer	nt								
			(1) Cor	ntainer –	5 gallo	n (20 liters),	to catch the fu	iel				
		Β.	Referenc	es								
			(1) AMM	1 24-22-0	0/201 , E	lectrical Powe	r – Control					
			(2) AMM	1 28-10-0	0/201 , M	icrobial Growt	h					
			(3) AMM	1 71-11-0	4/201 , F	, Fan Cowl Panels						
			(4) AMM	1 71-11-0	6/201, C	ore Cowl Panel	S					
			(5) AMM	1 73-11-0	1/401 , F	uel Pump						
			(6) AMM	1 73-11-0	2/601 , F	uel Pump Filte	r					
			(7) AMM	1 78-31-0	0/201, т	hrust Reverser	System					
		С.	Prepare	to Remov	e the Fu	el Pump Filter						
(1) Supply electrical power (AMM 24-22-00/201).												
EFFECT	ידועו	Y -				REPLACE	ENGINE 2 FUEL F		TER FI	EMENT		
						N73-11-02-4B				DEC 22/05		
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73-401-01-2

SAS **BOEING** 767 TASK CARD

AIRLINE CARD NO.

		TASK CARD
MECH	INSP	
		(2) Make sure that applicable engine and spar valves are closed as follows:
		(a) For the right engine, make sure this circuit breaker on the main power distribution panel, P6, is closed:
		1) 6E2, FUEL VALVES R SPAR
		(b) For the right engine, make sure this circuit breaker on the overhead panel, P11, is closed:
		1) 11D26, FUEL CONT VLV & EEC CHAN B RESET R
		(c) Make sure that the applicable FUEL CONTROL switch is in the cutoff position.
		(3) Make sure that the applicable ENG VALVE and SPAR VALVE panel lights on the control stand are off.
		(4) For the right engine, open this circuit breaker on the main power distribution panel, P6, and attach the D0-N0T-CLOSE tag:
		(a) 6E2, FUEL VALVES R SPAR
		(5) For the right engine, open this circuit breaker on the overhead panel, P11, and attach the DO-NOT-CLOSE tag:
		(a) 11D26, FUEL CONT VLV & EEC CHAN B RESET R
		(6) Remove electrical power (AMM 24-22-00/201).
		(7) Open the right fan cowl panel (AMM 71–11–04/201).
		<u>WARNING</u> : 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.
		(8) Do this procedure: Thrust Reverser Deactivation for Ground Maintenance (AMM 78–31–00/201).
		(9) Open the right core cowl panel (AMM 71–11–06/201).
FCC	ECTIVITY	
- ' '	COLIVIII	REPLACE ENGINE 2 FUEL PUMP FILTER ELEMENT

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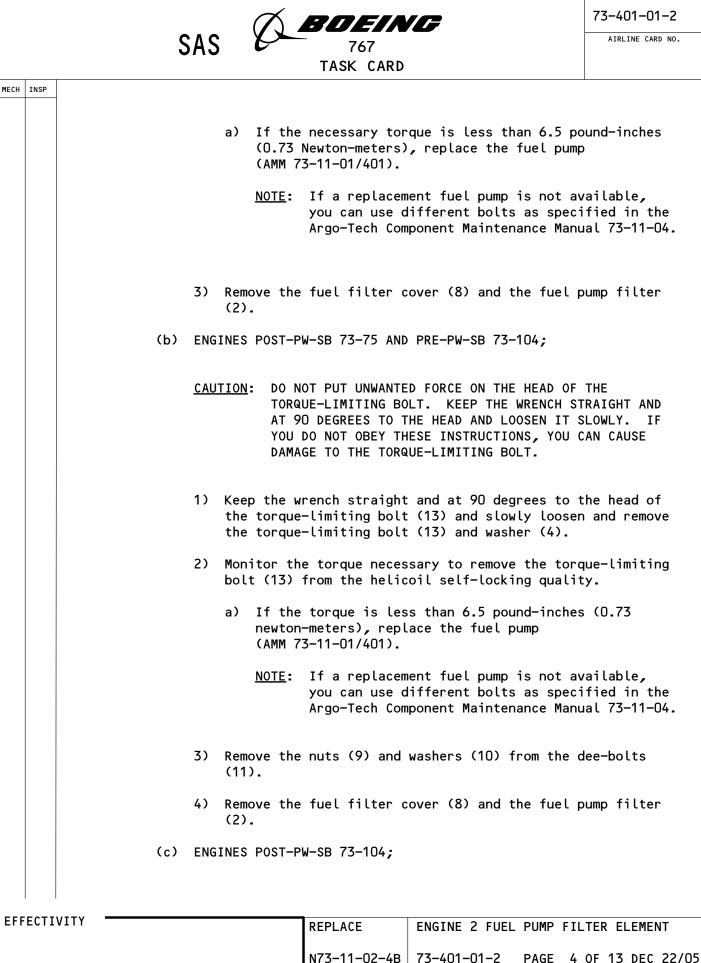


AIRLINE CARD NO.

73-401-01-2

				1710	C Onne				
MECH	INSP								
		WAF	THRU	THE INSTRUCTION ST REVERSERS. I ERSONS OR DAMAGE	F YOU DO I	NOT OBEY THE	INSTRUCT		
		(10)	0 Open the	right thrust rev	erser (AMI	1 78-31-00/20)1).		
		D. Pro	ocedure						
		(1)	Drain the	fuel from the f	uel pump [.]	filter with t	he steps:	that fol	low:
			(a) Put	the container be	low the f	uel filter co	over (8).		
			<u>WARNING</u> :	DO NOT LET THE TIME. THE FUEL YOUR SKIN.					
				ve the drain plug er cover (8).	g (6) from	n the center	of the f	uel pump	
			1)	Let the fuel ful	ly drain.				
			2)	Discard the pack	ing (7).				
		(2)	Remove th	e fuel pump filte	er:				
			(a) ENGI	NES PRE-PW-SB 73	-75 AND PI	RE-PW-SB 73-1	04;		
			Remo	ve the fuel filt	er cover	(8) with the	steps the	at follow	:
				Remove the bolts cover (8).	(5) and 1	washers (4) f	rom the	fuel filt	er
				Monitor the torqu the helicoil inst				(5) out (of
EFF	ECTIV	ITY		REPLA	CE	ENGINE 2 FUEL	. PUMP FI	LTER ELEM	ENT
				N73-1	1-02-4в	73-401-01-2	PAGE 3	OF 13 DE	c 22/05





											BOEING CARD NO.
							A.	BOEIN	172	7	73-401-01-2
					C	SAS	X	- 767			AIRLINE CARD NO.
					U	, LO	•	TASK CARD			
MECH	INSP										
						Remove	the fue	l filter cover	(8) with the	steps that	follow:
								nuts (9) and he stud.	washers (10) f	rom the dee	e-bolts
								fuel filter c he fuel pump (over (8) and t 1).	he fuel pur	np filter
						<u>NOT</u>	spl		covers have ma hese machined ilter cover.		
					(d)	Remove	the pacl	king (3) from	the fuel filte	er cover (8)).
						1) Dis	card the	e packing (3).			
					(e)	filter	cover (a	-	fuel pump filt e the old gask		
					(f)	Install	a cove	r on the fuel	pump to prever	nt contamina	ation.
				(3)	Do t	he Inspe	ction o	f the Fuel Pum	p Filter (AMM	73-11-02/60)1).
					(a)	Examine contami		el filter elem	ent for signs	of microbia	al
							as a da have the cause a	rk colored slu ese characteri	on may be evic dge or slime b stics. Microb filter and res	out does not bial contam ⁴	t always ination can
						unk the	nown or fuel ta	igin, it is re	nt has trapped commended you bial contamina	do the insp	
					(b)		the fue -11-02/0		for bronze co	olor partic	les
		7	T	* ~	+h						
		3.	<u>1ns</u>	ταιι	the F	<u>uet Pump</u>	Filter	(Fig. 401)			
			Α.	Cons	umabl	e Materi	als				
EFF	ECTI	VIT	Y -					REPLACE	ENGINE 2 FUEL	. PUMP FILTE	ER ELEMENT
								N73-11-02-4B	73-401-01-2	PAGE 5 OF	- 13 APR 22/08



73-401-01-2 AIRLINE CARD NO.

CH INS	;P									
		(1) DOO	137, Oil - PWA 5	21						
		(2) DOO	504, Petrolatum	m - PMC 9609						
		(3) GO1	505 Lockwire,	Safety and Loc	k - NASM20995					
		(4) GO2	332 Ferrule – PO	5–292 (Optiona	L)					
		(5) GO2	335 Cable – Safe	ty – P05–291 (Optional)					
		(6) GO1	025 Solvent – Cl	eaning - P11-O	04					
	В.	Parts								
	[AMM			AIPC					
	FIG	ITEM	NOM	ENCLATURE	SUBJEC	T FIG	ITEM			
	401	2 3 7	Filter Packing Packing	king						
	C.	(2) AMM (3) AMM	71-00-00/501, P 71-11-04/201, F 71-11-06/201, C	71-00-00/501, Power Plant 71-11-04/201, Fan Cowl Panels 71-11-06/201, Core Cowl Panels						
		(4) AMM	73-11-01/401, F	uel Pump						
			78-31-00/201, T	hrust Reverser	System					
	D.	Procedur			<i></i>					
			pare to install							
		(a)					af the first			
		(b)	filter housing		(8) and the inn	er space	of the fuel			
FFEC	TIVITY			REPLACE	ENGINE 2 FUEL	PUMP FIL	TER ELEMENT			
				N73-11-02-4B	73-401-01-2	PAGE 6	OF 13 APR 22			
				1	1					

SAS CARD

73-401-01-2 AIRLINE CARD NO.

			TASK CARD
MECH	INSP		
		(c)	Examine the helicoil insert(s) to make sure they are correctly installed in the recesses of the fuel pump filter housing.
		(d)	If the helicoil insert(s) are not in the fuel pump filter housing recesses, replace the fuel pump (1) (AMM 73–11–01/401).
		<u>CAUT</u>	ION: MAKE SURE THE OLD GASKETS OF THE FUEL PUMP FILTER DO NOT STAY IN THE HOUSING FOR THE FUEL PUMP FILTER OR THE FUEL FILTER COVER. IF YOU DO NOT REMOVE THE OLD GASKETS, DAMAGE TO THE ENGINE CAN OCCUR.
		(e)	Examine the housing for the fuel pump filter and the fuel filter cover (8) to make sure the old gaskets from the fuel pump filter (2) are removed.
			1) If necessary, remove the old gaskets.
		<u>CAUTION</u> :	DO NOT CLEAN THE FUEL FILTER OR USE THE SAME FUEL FILTER AGAIN. IF YOU DO NOT USE A NEW, CLEAN AND UNDAMAGED FUEL FILTER, DAMAGE TO THE ENGINE CAN OCCUR.
		<u>CAUTION</u> :	INSTALL THE CORRECT FUEL PUMP FILTER FOR THE ENGINE MODEL. LOOK AT THE FUEL PUMP FILTER TO FIND THE PART NUMBER AND ENGINE MODEL MARKS. IF THE FUEL PUMP FILTER IS INCORRECT FOR THE ENGINE MODEL, IT CAN CAUSE CONTAMINATION OF THE FUEL SYSTEM AND UNSATISFACTORY ENGINE OPERATION.
		(2) Inst	all the fuel pump filter:
		(a)	Lubricate the packing (3) with petrolatum.
		(b)	Install the packing (3) into the groove in the fuel filter cover (8).
		(c)	ENGINES PRE-PW-SB 73-75 AND PRE-PW-SB 73-104;
			Install the fuel pump filter (2) with the steps that follow:
			 Clean the bolt (5) threads with solvent (P11-004) and dry the bolt (5) threads before installation.
FEE	ECTI		
	2011	v _ 1 1	REPLACE ENGINE 2 FUEL PUMP FILTER ELEMENT
			N73-11-02-48 73-401-01-2 PAGE 7 OF 13 APR 22/08

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AIRLINE CARD NO.



MECH INSP

5 0 7

	2) ENGINES PRE-PW-SB 73-85; Install a new fuel pump filter (2) on the fuel filter cover (8).
	3) ENGINES POST-PW-SB 73-85; Install a new fuel pump filter (2) onto the tapered pins of the fuel filter cover (8).
	<u>CAUTION</u> : USE THE TIGHTENING PROCEDURE THAT FOLLOWS. THIS WILL PREVENT DAMAGE TO THE PACKING AND HELICOIL INSERTS, AND MAKE SURE THAT THE FUEL FILTER COVER IS CORRECTLY ALIGNED.
	 4) Install the fuel pump filter (2) and the fuel filter cover (8) to the fuel pump (1) with the bolts (5) and washers (4).
	5) Monitor the torque necessary to turn the bolts (5) into the helicoil inserts.
	a) Make a note of the torque value (Ta=).
	6) Symmetrically tighten the bolts (5) to the value Tb where Tb = (150–170 pound-inches (16.9–19.2 newton-meters) + Ta).
	7) Safety the bolts (5) with lockwire or safety cable and safety cable ferrule.
(d	I) ENGINES POST-PW-SB 73-75 AND PRE-PW-SB 73-104;
	Install the fuel pump filter (8) with the steps that follow:
	 Clean the threads of the torque-limiting bolt (13) and the dee-bolts (11) with the solvent (P11-004).
	a) Make sure the threads are dry before you install the bolts.
	2) ENGINES PRE-PW-SB 73-85; Install the fuel pump filter (2) on the fuel filter cover (8).
	3) ENGINES POST-PW-SB 73-85; Install the fuel pump filter (2) onto the tapered pins of the fuel filter cover (8).
ECTIVITY	REPLACE ENGINE 2 FUEL PUMP FILTER ELEMENT

SAS **BOEING** 767 TASK CARD

AIRLINE CARD NO.

					TASK CARD					
MECH	INSP	-								
			4)	Verify tha the Dee-bo	t the retainin lts.	g rings (12) a	re proper	ly placed on		
			5)		fuel pump fil fuel pump (1) nuts (9).					
			6)	Install th	e torque-limiting bolt (13) and washer (4).					
			<u>CAU</u>	FUEL FILT BOLT	OT TIGHTEN THE FILTER COVER ER HOUSING. I BEFORE THE FU GE TO THE PACK	IS FULLY ENGAG F YOU TIGHTEN EL FILTER COVE	ED INTO T THE TORQU R IS FULL	HE FUEL E-LIMITING Y ENGAGED,		
			7)	symmetrica (16.9–19.2	cover is compl lly tighten th newton-meters h the self-loc	e nuts (9) to) plus the tor	150-170 p	ound-inches		
			8)	torque-lim (16.9-19.2	nuts (9) are t iting bolt (13 newton-meters -limitng bolt) to 150–170 p) plus the tor	ound-inch que neces	sary to turn		
		(e)	ENG	INES POST-P	W-SB 73-104;					
			Ins	tall the fu	el filter cove	r (8) with the	steps th	at follow:		
			<u>CAU</u>	ENGA THE SURE SYMM	SURE YOU SYMM GE THE FUEL FI INSTALLATION O THE FUEL FILT IETRICALLY AND MUCH, DAMAGE T	LTER COVER TO F THE FUEL FIL ER COVER ENGAG FREELY. IF YO	THE HOUSI TER COVER ES THE HO U TIGHTEN	NG. MONITOR AND MAKE USING THE NUTS		
			1)	Clean the (P11-004)	threads of the	dee-bolts (11) with th	e solvent		
		a) Make sure the threads of the dee-bolts (11) are dry before you install them.								
EFF	ECTI	VITY			REPLACE	ENGINE 2 FUEL	PUMP FIL	TER ELEMENT		
					N73-11-02-4B	73-401-01-2	PAGE 9	OF 13 APR 22/08		

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73-401-01-2

SAS **BOEING** 767 TASK CARD

AIRLINE CARD NO.

						TASK CARD		
MECH	INSP	-						
				2)		e fuel pump fi ilter cover (8	lter (2) onto the tape).	ered pins of
				3)	Verify tha the dee-bo		g rings (12) are prope	erly placed on
				4)		fuel pump (1)	ter (2) and the fuel [.] with the dee-bolts ([^]	
				5)		ghten the nuts r cover (8).	(9) to symmetrically	engage the
						r the torque n h the self-loc	ecessary to turn the r king quality.	nuts (9)
				6)	nuts (9) (newton-met	one at a time)	ightened, loosen and t to 150–170 pound-incl torque necessary to tu king quality.	hes (16.9-19.2
			(f)	Ins	tall the dr	ain plug (6) a	s follows:	
				1)	Lubricate	the packing (7) with oil.	
				2)	Install th	e packing (7)	to the drain plug (6)	
				3)	Lubricate	the threads of	the drain plug (6) w [.]	ith oil.
				4)	Install th	e drain plug (6) into the fuel filte	er cover (8).
					-	n the drain pl .2 newton-mete	ug (6) to 45–55 pound- rs).	-inches
				5)		drain plug (6 le ferrule.) with lockwire or sa [.]	fety cable and
		Ε.	Return th	e Ai	rcraft to i	ts Usual Condi	tion	
			<u>WARNING</u> :	THR	UST REVERSE	RS. IF YOU DO	78-31-00/201 WHEN YOU NOT OBEY THE INSTRUCT PMENT CAN OCCUR.	
			(1) Clos	e th	e right thr	ust reverser (AMM 78-31-00/201).	
EFF	ECTI	VITY				REPLACE	ENGINE 2 FUEL PUMP F	ILTER ELEMENT
1								

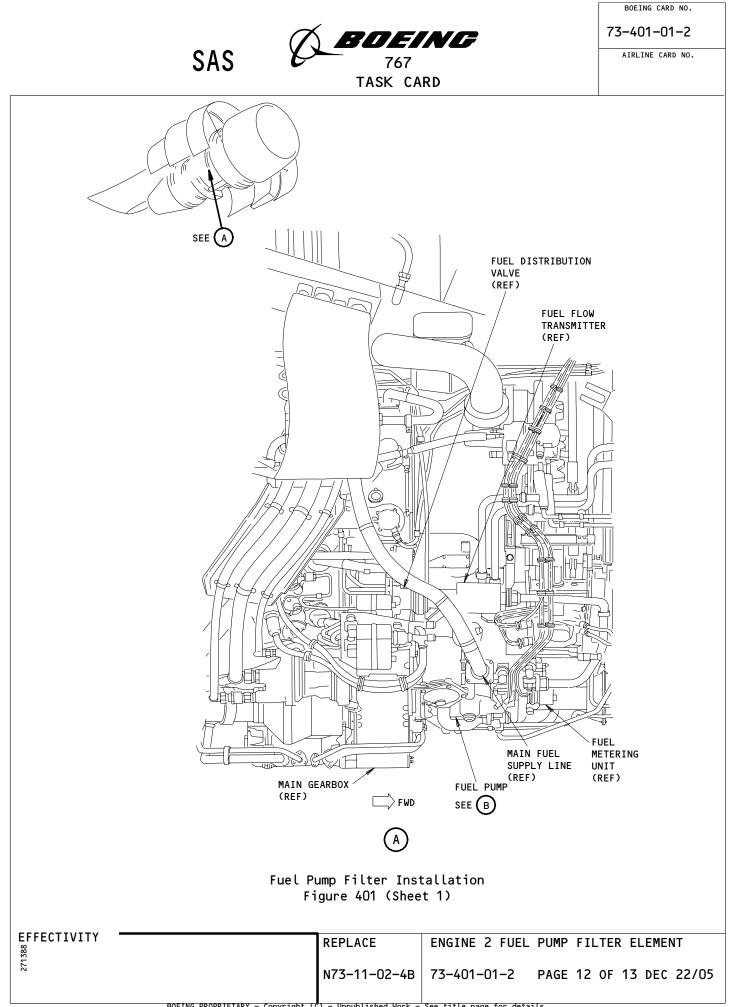
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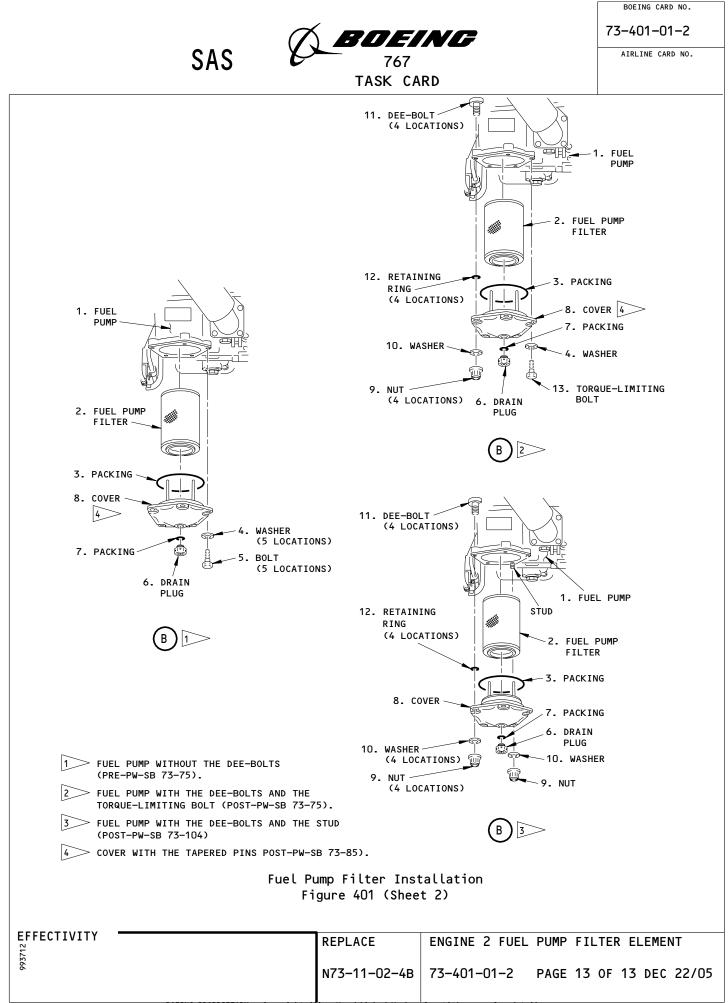


AIRLINE CARD NO.

			TASK CARD
MECH	INSP	_	
		(2	Close the right core cowl panel (AMM 71-11-06/201).
		(3) Close the right fan cowl panel (AMM 71–11–04/201).
		(4	Do the activation procedure for the thrust reversers (AMM 78-31-00/201).
		(5	For the right engine, remove the DO-NOT-CLOSE tag and close this circuit breaker on the P6 panel:
			(a) 6E2, FUEL VALVES R SPAR
		(6	For the right engine, remove the DO-NOT-CLOSE tag and close this circuit breaker on the P11 panel:
			(a) 11D26, FUEL CONT VLV & EEC CHAN B RESET R
		(7) Do the test for the Fuel Pump Filter that is shown in the Power Plant Test Reference Table (AMM 71–00–00/501).
EFF	ECTI		REPLACE ENGINE 2 FUEL PUMP FILTER ELEMENT
			N73-11-02-4B 73-401-01-2 PAGE 11 OF 13 APR 22/08
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	STAT	ION								BOE	ING CARD NO.	
TAIL NO.						\mathcal{A}	BOEI	NG		73–4	03-01-1	
	DATE			SAS 767								
	DA	12					TASK CAR	D				
SKIL	L	WORK ARE	ĒA	REL	ATED TASK		INTERV	L	PHASE	MPD REV	TASK CARD REVISION	
ENG		ENGINE	1			ITLE	01000 HRS	STRUCTURAL ILLUSTRATIO	10202	005	DEC 22/07	
СН	TASK	/INSP	FUFI	I TNES			ND COMPONENTS		N REFERENCE	AIRPLAN		
										ALL	4000	
41 [,]	1	ZONES			415AI	416AR	417AL 418A	ACCESS PANELS				
	•				IT SALE	110/11		n in				
MECH	INSP									١	MPD ITEM NUMBER	
		VICUAL								N77 0	0-00-в	
							EL LINES, MAN RITY AND LEAK			N75-U	0-00-B	
		I										
EFF	ЕСТІ						CHECK/INSP	FUEL LINES, M	ANIFOLDS	AND C	OMPONENTS	
							N73-00-00-B	73-403-01-1	PAGE 1	0F 1	DEC 22/07	

	STAT	ION]								BOE	ING CARD NO.
TAIL NO.						α	BOE		Æ		73-4	03-01-2
	DATE				SAS 767							INE CARD NO.
	DA	TE		•	TASK CARD							
SKIL	-L	WORK AR	EA	REL	ELATED TASK INTERVAL				PHASE	MPD REV	TASK CARD REVISION	
ENG		ENGINE	2				01000 HRS			10202	005	DEC 22/07
<u>сп</u>	TASK CHECK/INSP FUEL LINE							те	STRUCTURAL ILLUSTRATI	ON REFERENCE	AP AIRPLAN	PLICABILITY E ENGINE
СП	EUN/		FUEL	_ LINES	, MANIF	ULDS AN	ND COMPONEN	113			ALL	4000
()		ZONES			(05.4)	() ())	(0 7 1) (0		ACCESS PANELS			
42	1				425AL	426AR	427AL 42	8AR				
MECH	INSP										٩	1PD ITEM NUMBER
		_										
							EL LINES, M				N73-0	0-00-в
		COMPON	IENIS	FOR CO	NDITION	N, SECUR	RITY AND LE	AKAG	E.			
	I	I										
EFF	ЕСТІ	IVITY .					CHECK/INS	P	FUEL LINES, I	MANIFOLDS	AND C	OMPONENTS
							N73-00-00)-В	73-403-01-2	PAGE 1	0F 1	DEC 22/07

STATION TAIL NO.									BOE	ING CARD NO.
		A BOEING							73–4	05-01-1
DAT	E		SAS	; {			_		AIRL	INE CARD NO.
	-	TASK CARD								
SKILL	WORK ARE	A	RELATED	TASK		INTERVAL		PHASE	MPD REV	TASK CARD REVISION
SHOPS	ENGINE	1		TITLE		20	STRUCTURAL ILLUSTRATION RE	12424	005 AP	DEC 22/00
FUNCTI	ONAL	FUEL F	PUMP FIL		FF PRE	ESS SWITCH			AIRPLAN	E ENGINE
	ZONES						ACCESS PANELS		ALL	4000
411			41	4AR 41	16AR	418AR				
MECH INSP									٩	IPD ITEM NUMBER
			IRCRAFT) PRESSUR			1 FUEL PUMP F	ILTER		N73-3	4-01-4A
			G PROCED L/INSTAL			TO THE ON-AIF	CRAFT PORTION OF	THIS		
	1. <u>Rem</u>	ove the	e Fuel P	ump Fi	lter [Differential F	Pressure Switch (Fig. 4C)1)	
	Α.	Equip	nent							
		(1) F	Five gal	lon (20	0 lite	er) container	for the fuel.			
		E 1 F		able Te g St 1300	echnol	Bergen Mechar Logies Inc	nical Crimper (Op	tional)		
	В.	Consur	nable Ma	terials	S					
		(1) [000137 0	il, PW/	A-521					
		(2) (GO2334 L	ockwire	e – AS	3214-02				
		(3) (GO2332 F	errule	- P05	5–292 (Optiona	al)			
		(4) (GO2335 C	able –	Safet	ty – P05–291 ((Optional)			
		(5) [000504,	Petrola	atum -	- PMC 9609				
	С.	Refere	ences							
		(1)	AMM 71-0	0-00/50	01, Po	ower Plant				
		(2)	AMM 71-1	1-04/20	01, Fa	an Cowl Panels	5			
EFFECTI	VITY					FUNCTIONAL	FUEL PUMP FILTE	R DIFF	PRESS	SWITCH
						N73-34-01-4A	73-405-01-1 P	AGE 1	0F 7	DEC 22/00
L		B	OEING PROPRIE	TARY - Copy	yright (C) – Unpublished Work –	See title page for details.			

73-405-01-1 AIRLINE CARD NO.



	(3)	AMM	71-11-06/201, Core Cowl Panels
	(4)	AMM	78-31-00/201, Thrust Reverser System
D.	Prep	are f	or Removal
	(1)	ly electrical power (AMM 24-22-00/201).	
	(2)	Make foll	sure that applicable engine and spar valves are closed as ows:
		(a)	Make sure this circuit breaker on the main power distribution panel P6 is closed:
			1) For the left engine:
			a) 6E1, FUEL VALVES L SPAR
		(b)	Make sure this circuit breaker on the overhead panel P11 is closed:
			1) For the left engine:
			a) 11D25, FUEL CONT VLV & EEC CHAN B RESET L
		(c)	Make sure that the applicable FUEL CONTROL switch is in the CUTOFF position.
		(d)	Make sure that the applicable ENG VALVE and SPAR VALVE panel lights on the control stand are off.
	(3)	-	this circuit breaker on the main power distribution panel P6 attach a DO-NOT-CLOSE tag:
		(a)	For the left engine:
			1) 6E1, FUEL VALVES L SPAR
	(4)		this circuit breaker on the overhead panel P11 and attach a OT-CLOSE tag:
		(a)	For the left engine:
			1) 11D25, FUEL CONT VLV & EEC CHAN B RESET L
	(5)	Remo	ve electrical power (AMM 24-22-00/201).

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6

MECH INSP



AIRLINE CARD NO.

73-405-01-1

	TASK CARD					
MECH INSP						
	(6) Open the right fan cowl panel (AMM 71–11–04/201).					
	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.					
	(7) Do this procedure: Thurust Reverser Deactivation for Ground Maintenance (AMM 78-31-00/201).					
	(8) Open the right core cowl panel (AMM 71-11-06/201).					
	<u>WARNING</u> : OBEY THE INSTRUCTIONS IN AMM 78-31-00/201 WHEN YOU OPEN THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURY TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR.					
	(9) Open the right thrust reverser (AMM 78-31-00/201).					
Ε.	Remove the Fuel Pump Filter Differential Presure Switch					
	<u>WARNING</u> : DO NOT LET ENGINE FUEL STAY ON YOUR SKIN FOR A LONG TIME. THE FUEL IS POISONOUS AND CAN GO THROUGH YOUR SKIN.					
	(1) Drain the fuel from the fuel filter housing.					
	(a) Put the container below the drain plug for the fuel filter.					
	(b) Remove the lockwire or safety cable from the drain plug.					
	(c) Remove the drain plug from the center of the fuel pump filter cover.					
	1) Let the fuel drain into the container.					
	2) Discard the packing on the drain plug.					
	(d) Lubricate the new packing with the petrolatum.					
	(e) Install the new packing on the drain plug.					
	(f) Lubricate the threads of the drain plug with engine oil.					
EFFECTIVITY -	FUNCTIONAL FUEL PUMP FILTER DIFF PRESS SWITCH					

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73-405-01-1



MECH	INSP				
					(g) Install the drain plug in the center opening on the fuel filter cover.
					 Tighten the drain plug to 45-55 pound-inches (5.1-6.2 newton-meters).
					Install the lockwire or the safety cable and safety cable ferrule to the drain plug.
				(2)	Remove the electrical connector from the differential pressure switch.
					(a) Install the protection cap on the electrical connector.
				(3)	ENGINES WITHOUT THE THERMOCOUPLE PROBE FOR THE EEC FUEL TEMEPRATURE;
					Remove the four bolts and washers which attach the differential pressure switch to the fuel pump.
				(4)	ENGINES WITH THE THERMOCOUPLE PROBE FOR THE EEC FUEL TEMPERATURE;
					Remove the four bolts and two washers which attach the differential pressure switch and bracket to the fuel pump.
				(5)	Remove the differential pressure switch from the fuel pump.
					(a) Discard the packings.
				(6)	Install a protection cap on the fuel pump.
		2.	Ins	tall	the Fuel Pump Filter Differential Pressure Switch (Fig. 401)
			Α.	Cons	umable Materials
				(1)	D00137 Engine 0il – PWA 521
				(2)	D00504, Petrolatum - PMC 9609
			Β.	Refe	rences
				(1)	AMM 71-00-00/501, Power Plant
				(2)	AMM 71-11-04/201, Fan Cowl Panels
				(3)	AMM 71-11-06/201, Core Cowl Panels
				(4)	AMM 78-31-00/201, Thrust Reverser System
EFF	ECTI	VITY	-		FUNCTIONAL FUEL PUMP FILTER DIFF PRESS SWITCH
					N73-34-01-4A 73-405-01-1 PAGE 4 OF 7 AUG 22/00

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SAS CECENCE 767 TASK CARD

73-405-01-1 AIRLINE CARD NO.

				TASK CARD
MECH	INSP			
		с.	Inst	all the Fuel Pump Filter Differential Pressure Switch
			(1)	Remove the cover from the fuel pump.
			(2)	Lubricate the packings for the fuel pump ports with the petrolatum.
			(3)	Install the packings in the recesses of the fuel pump ports.
			(4)	ENGINES WITHOUT THE THERMOCOUPLE PROBE FOR THE EEC FUEL TEMPERATURE;
				Install the differential pressure switch with the steps that follow:
				(a) Lubricate the threads of the bolts, which attach the differential pressure switch, with engine oil.
				(b) Install the differentail pressure switch on the fuel pump with the bolts and washers.
				<pre>(c) Tighten the bolts to 85-95 pound-inches (9.6-10.7 newton-meters).</pre>
			(5)	ENGINES WITH THE THERMOCOUPLE PROBE FOR THE EEC FUEL TEMPERATURE;
				Install the differential pressure switch with the steps that follow:
				(a) Lubricate the threads of the bolts, which attach the differential pressure switch, with engine oil.
				(b) Install the differential pressure switch with the bracket on the fuel pump with the bolts and two washers.
				<u>NOTE</u> : Install the washers below the bolt heads that do not attach the bracket to the fuel pump.
				(c) Tighten the bolts to 85-95 pound-inches (9.6-10.7 newton-meters).
			(6)	Remove the protection cap from the electrical connector.
			(7)	Install the electrical connector on the differential pressure switch.
				(a) Tighten the electrical conector with your hand.
		D.	Put	the Airplane Back to its Usual Condition
EFF	ECTI	VITY -		FUNCTIONAL FUEL PUMP FILTER DIFF PRESS SWITCH

N73-34-01-4A 73-405-01-1 PAGE 5 OF 7 AUG 22/00

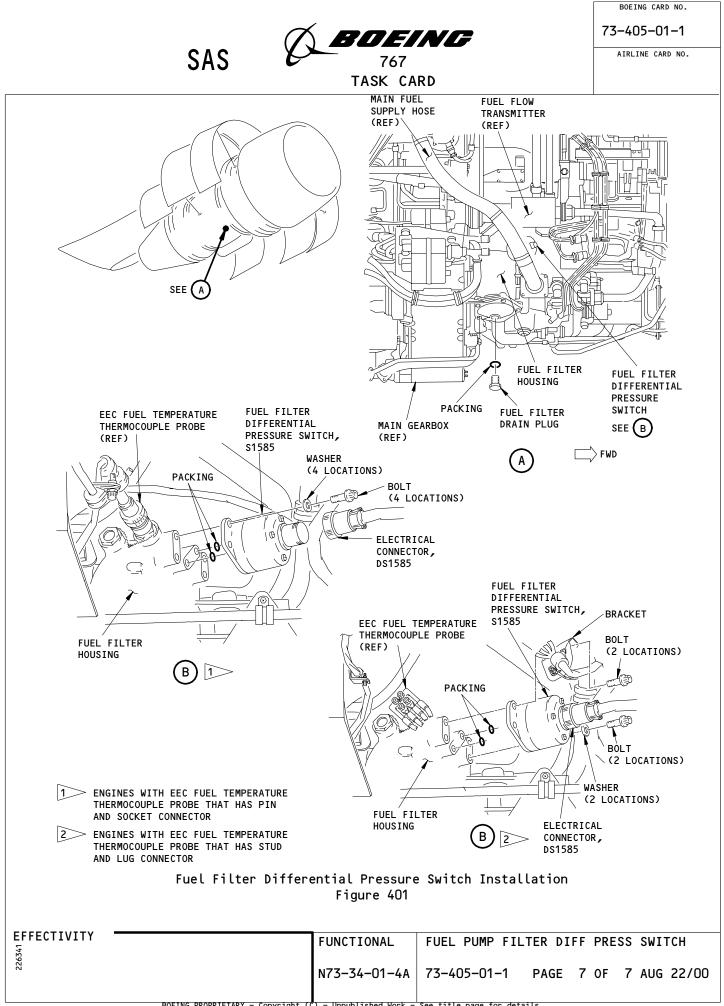
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73-405-01-1

AIRLINE CARD NO.

MECH	INSP								
		WA		ERSERS. I	RUCTIONS IN AMM F YOU DO NOT OB MAGE TO EQUIPME	EY THE INSTRUC			
		(1) Close th	ne right th	rust reverser (AMM 78-31-00/2	201).		
		(2) Close th	ne right co	re cowl panel (AMM 71-11-06/2	201).		
		(3		activation -31-00/201)	procedure for t -	he thrust reve	ersers		
		(4) Close th	ne right fa	n cowl panel (A	MM 71-11-04/20)1).		
		(5			CLOSE tag and c ution panel P6:	lose this circ	cuit breaker	on the	
			(a) For	the left o	engine:				
			1)	6E1, FUI	EL VALVES L SPA	R			
		(6		ve the DO-NOT-CLOSE tag and close this circuit breaker on the nead panel P11:					
			(a) For	the left o	engine:				
			1)	11D25, FUI	FUEL CONT VLV & EEC CHAN B RESET L				
		(7	that is		Fuel Pump Filt he Power Plant •			witch	
EFF	ECTI	VITY			FUNCTIONAL	FUEL PUMP FIL	TER DIFF PRE	SS SWITCH	
					N73-34-01-4A	73-405-01-1	PAGE 6 OF	7 AUG 22/00	



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STAT	ION								BOE	ING CARD NO.
TAIL NO.		A BOEING								05-01-2
	TE	SAS 767								INE CARD NO.
DA	IIE .					TASK CARD				
SKILL	WORK ARI	EA	RELAT	ED TASK		INTERVAL		PHASE	MPD REV	TASK CARD REVISION
SHOPS	ENGINE	2		ZC TITLE		STRUCTURAL ILLUSTRATION RE	12424	005	DEC 22/00	
FUNCT		FUEL	. PUMP F			RESS SWITCH		LILINGE	AIRPLAN	
	ZONES						ACCESS PANELS		ALL	4000
421				424AR	426AR	428AR				
									M	IPD ITEM NUMBER
MECH INSP	_									
			AIRCRAF			E 2 FUEL PUMP F	ILTER		N73-3	4-01-4B
	DIFFER		IL PRESS	UKE SW.		LITING.				
	-		NG PROC			S TO THE ON-AIF	CRAFT PORTION OF	THIS		
	1. <u>Rem</u>	<u>iove t</u>	<u>he Fuel</u> :	Pump I	ilter	Differential F	Pressure Switch (Fig. 40	1)	
	Α.	Equi	pment							
		(1)	Five g	allon ((20 lit	ter) container	for the fuel.			
		(2)	Bergen 170 Gr P.O. B	Cable	Techno)	ologies Inc	nical Crimper (Op	tional)		
	В.	Cons	sumable	Materia	als					
		(1)	D00137	Oil, F	PWA-521	I				
		(2)	G02334	Lockw	ire – A	4\$3214-02				
		(3)	G02332	Ferru	le - P()5–292 (Optiona	il)			
		(4)	G02335	Cable	- Safe	ety - P05-291 (Optional)			
		(5)	D00504	, Petro	olatum	- PMC 9609				
	С.	Refe	erences							
		(1)	AMM 71	-00-00	/501, F	Power Plant				
	(2) AMM 71-11-04/201, Fan Cowl Panels									
EFFECT						FUNCTIONAL	FUEL PUMP FILTE	R DIEE	PRESS	SWITCH
						N73-34-01-4B	73-405-01-2 P/			DEC 22/00
			BOFING BUD	-KIEIARY - (Lopyright 0	(c) - Unpublished Work -	See title page for details.			

73-405-01-2 AIRLINE CARD NO.



MECH INSP			
		(3)	AMM 71-11-06/201, Core Cowl Panels
		(4)	AMM 78-31-00/201, Thrust Reverser System
	D.	Prepa	are for Removal
		(1)	Supply electrical power (AMM 24-22-00/201).
		(2)	Make sure that applicable engine and spar valves are closed as follows:
			(a) Make sure this circuit breaker on the main power distribution panel P6 is closed:
			1) For the right engine:
			a) 6E2, FUEL VALVES R SPAR
			(b) Make sure this circuit breaker on the overhead panel P11 is closed:
			1) For the right engine:
			a) 11D26, FUEL CONT VLV & EEC CHAN B RESET R
			(c) Make sure that the applicable FUEL CONTROL switch is in the CUTOFF position.
			(d) Make sure that the applicable ENG VALVE and SPAR VALVE panel lights on the control stand are off.
		(3)	Open this circuit breaker on the main power distribution panel P6 and attach a DO–NOT–CLOSE tag:
			(a) For the right engine:
			1) 6E2, FUEL VALVES R SPAR
		(4)	Open this circuit breaker on the overhead panel P11 and attach a DO–NOT–CLOSE tag:
			(a) For the right engine:
			1) 11D26, FUEL CONT VLV & EEC CHAN B RESET R
		(5)	Remove electrical power (AMM 24-22-00/201).
	T V -		
EFFECTIVI	IY T		FUNCTIONAL FUEL PUMP FILTER DIFF PRESS SWITCH

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BOEING CARD NO. 73-405-01-2



AIRLINE CARD NO.

MECH	INSP		
			(6) Open the right fan cowl panel (AMM 71-11-04/201).
			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.
			(7) Do this procedure: Thurust Reverser Deactivation for Ground Maintenance (AMM 78-31-00/201).
			(8) Open the right core cowl panel (AMM 71-11-06/201).
			<u>WARNING</u> : OBEY THE INSTRUCTIONS IN AMM 78-31-00/201 WHEN YOU OPEN THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURY TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR.
			(9) Open the right thrust reverser (AMM 78-31-00/201).
		Ε.	Remove the Fuel Pump Filter Differential Presure Switch
			<u>WARNING</u> : DO NOT LET ENGINE FUEL STAY ON YOUR SKIN FOR A LONG TIME. THE FUEL IS POISONOUS AND CAN GO THROUGH YOUR SKIN.
			(1) Drain the fuel from the fuel filter housing.
			(a) Put the container below the drain plug for the fuel filter.
			(b) Remove the lockwire or safety cable from the drain plug.
			(c) Remove the drain plug from the center of the fuel pump filter cover.
			1) Let the fuel drain into the container.
			2) Discard the packing on the drain plug.
			(d) Lubricate the new packing with the petrolatum.
			(e) Install the new packing on the drain plug.
			(f) Lubricate the threads of the drain plug with engine oil.
EFF	ECTI	VITY	FUNCTIONAL FUEL PUMP FILTER DIFF PRESS SWITCH

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AIRLINE CARD NO.

MECH	INSP	_			
					(g) Install the drain plug in the center opening on the fuel filter cover.
					 Tighten the drain plug to 45-55 pound-inches (5.1-6.2 newton-meters).
					Install the lockwire or the safety cable and safety cable ferrule to the drain plug.
				(2)	Remove the electrical connector from the differential pressure switch.
					(a) Install the protection cap on the electrical connector.
				(3)	ENGINES WITHOUT THE THERMOCOUPLE PROBE FOR THE EEC FUEL TEMEPRATURE;
					Remove the four bolts and washers which attach the differential pressure switch to the fuel pump.
				(4)	ENGINES WITH THE THERMOCOUPLE PROBE FOR THE EEC FUEL TEMPERATURE;
					Remove the four bolts and two washers which attach the differential pressure switch and bracket to the fuel pump.
				(5)	Remove the differential pressure switch from the fuel pump.
					(a) Discard the packings.
				(6)	Install a protection cap on the fuel pump.
		2.	Ins	tall	the Fuel Pump Filter Differential Pressure Switch (Fig. 401)
			Α.	Cons	umable Materials
				(1)	D00137 Engine 0il – PWA 521
				(2)	D00504, Petrolatum - PMC 9609
			в.	Refe	rences
				(1)	AMM 71-00-00/501, Power Plant
				(2)	AMM 71-11-04/201, Fan Cowl Panels
				(3)	AMM 71-11-06/201, Core Cowl Panels
				(4)	AMM 78-31-00/201, Thrust Reverser System
EFF	ECTI	VITY	-		FUNCTIONAL FUEL PUMP FILTER DIFF PRESS SWITCH
1					N73-34-01-4B 73-405-01-2 PAGE 4 OF 7 AUG 22/00

BOEING CARD NO. 73-405-01-2

AIRLINE CARD NO.

SAS CECENCE TASK CARD

					TASK CARD
MECH	INSP				
		с.	Inst	all t	he Fuel Pump Filter Differential Pressure Switch
			(1)	Remo	ove the cover from the fuel pump.
			(2)	Lubr	ricate the packings for the fuel pump ports with the petrolatum.
			(3)	Inst	all the packings in the recesses of the fuel pump ports.
			(4)	ENGI	NES WITHOUT THE THERMOCOUPLE PROBE FOR THE EEC FUEL TEMPERATURE;
				Inst	call the differential pressure switch with the steps that follow:
				(a)	Lubricate the threads of the bolts, which attach the differential pressure switch, with engine oil.
				(b)	Install the differentail pressure switch on the fuel pump with the bolts and washers.
				(c)	Tighten the bolts to 85-95 pound-inches (9.6-10.7 newton-meters).
			(5)	ENGI	NES WITH THE THERMOCOUPLE PROBE FOR THE EEC FUEL TEMPERATURE;
				Inst	all the differential pressure switch with the steps that follow:
				(a)	Lubricate the threads of the bolts, which attach the differential pressure switch, with engine oil.
				(b)	Install the differential pressure switch with the bracket on the fuel pump with the bolts and two washers.
					<u>NOTE</u> : Install the washers below the bolt heads that do not attach the bracket to the fuel pump.
				(c)	Tighten the bolts to 85–95 pound-inches (9.6–10.7 newton-meters).
			(6)	Remo	ove the protection cap from the electrical connector.
			(7)	Inst swit	call the electrical connector on the differential pressure
				(a)	Tighten the electrical conector with your hand.
		D.	Put	the A	irplane Back to its Usual Condition

 EFFECTIVITY
 FUNCTIONAL
 FUEL PUMP FILTER DIFF PRESS SWITCH

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 73-405-01-2
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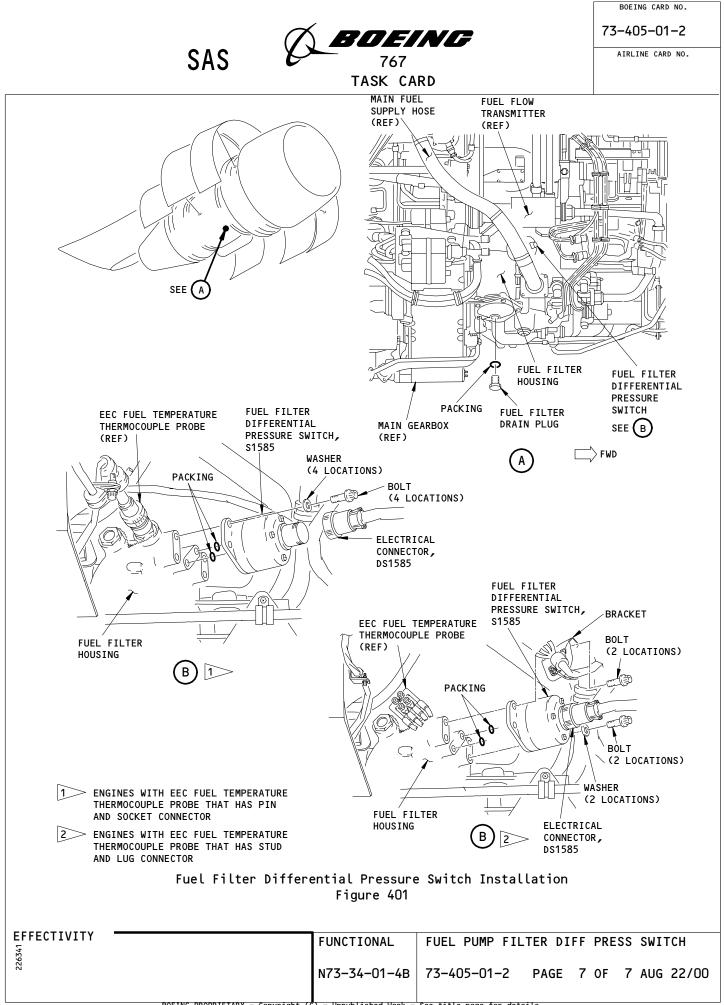
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73-405-01-2

AIRLINE CARD NO.

MECH	INSP								
		<u>WARI</u>		RUCTIONS IN AMM F YOU DO NOT OB MAGE TO EQUIPME	EY THE INSTRUC				
		(1)	Close the right th	rust reverser (AMM 78-31-00/2	01).			
		(2)	Close the right cor	re cowl panel (AMM 71-11-06/2	01).			
		(3)	Do the activation p (AMM 78-31-00/201)		he thrust reve	rsers			
		(4)	Close the right far	n cowl panel (A	MM 71-11-04/20	1).			
		(5)	Remove the DO-NOT-(main power distribu			uit breaker o	on the		
			(a) For the right	engine:					
			1) 6E2, FUE	EL VALVES R SPA	R				
		(6)	Remove the DO-NOT-(overhead panel P11:	nove the DO-NOT-CLOSE tag and close this circuit breaker on the erhead panel P11:					
			(a) For the right	For the right engine:					
			1) 11D26, FUE	D26, FUEL CONT VLV & EEC CHAN B RESET R					
		(7)	Do the test of the that is shown in th (AMM 71-00-00/501)	he Power Plant			witch		
EFF	ECTI	VITY		FUNCTIONAL	FUEL PUMP FIL	TER DIFF PRES	SS SWITCH		
				N73-34-01-4B	73-405-01-2	PAGE 6 OF	7 AUG 22/00		
				1					



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STATION										BOE	ING CARD NO.
TAIL NO.						\mathcal{A}	BOEIA	IG		73–4	06-01-1
	DATE				SAS	\mathcal{V}	767			AIR	LINE CARD NO.
							TASK CARD				
SKI	LL	W	ORK ARE	A R	ELATED TASK		INTERVAL		PHASE	MPD REV	TASK CARD REVISION
ENG			INES				10		11212	009	AUG 22/06
	TASK PERA		A I	ENCINE 1			NTROL UNIT	STRUCTURAL ILLUST	FRATION REFERENCE	AIRPLAN	PPLICABILITY NE ENGINE
					JOITELI					ALL	NOTE
24		ZONE	S					ACCESS PANELS			
21	1 2	212									
MECH	INSP									l	MPD ITEM NUMBER
							1 SUPPLEMENTAL ITH SCU INSTAL		IIT.	N73-2	1–15–5A
		1.		28 VDC Pc							
			<u>300</u>	Special 1							
			Λ.								
				A321	02-25 (ensor, A Recommen lternati		lator			
			Β.	Reference	es						
				(1) AMM	24–22–0	0/201 , E	lectrical Powe	er			
				(2) AMM	32-09-0	2/201 , A	ir/Ground Rela	ays			
				(3) AMM	71–11–0	4/201, F	an Cowl Panels	3			
			С.	Access							
	<pre>(1) Location Zones 211 Control Cabin 212 Control Cabin 414 Fan Cowl Panel (RH) 424 Fan Cowl Panel (RH) 731 Main Landing Gear (L) 741 Main Landing Gear (R)</pre>										
				(2) Acce		Fan Co	wl Panel (RH) wl Panel (RH)				
			D.	Do the SC	CU Power	Test					
EFF	ECT	VITY	(-				OPERATIONAL	ENGINE 1 S	UPPLEMENTAL	CONTR	OL UNIT
							N73-21-15-5A	73-406-01-	-1 PAGE 1	OF 4	AUG 22/06

BOEING	CARD	NO.

73-406-01-1

~ • •	A BOEING
SAS	767
	TASK CARD

AIRLINE CARD NO.

			TASK CARD
MECH	INSP		
		(1)	Supply electrical power (AMM 24-22-00/201).
		(2)	Open these circuit breakers on the overhead circuit breaker panel, P11:
			(a) 11L7, L ENG EEC/SCU PWR
			(b) 11K28, R ENG EEC/SCU PWR.
		(3)	Make sure the applicable EEC MAINT L(R) ENG POWER switch is in the NORM position.
		(4)	Make sure the EPR display on the EICAS is blank.
		(5)	Put the applicable EEC MAINT L(R) ENG POWER switch to the TEST position.
		(6)	Make sure the EPR display on the EICAS is blank.
		(7)	Close these circuit breakers on the overhead circuit breaker panel, P11:
			(a) 11L7, L ENG EEC/SCU PWR
			(b) 11K28, R ENG EEC/SCU PWR.
		(8)	Make sure the EPR display on the EICAS reads approximately 1.00.
			<u>NOTE</u> : The precision of the EPR indication for this step is not very important. It is used to show that the EEC has power and can send data.
		(9)	Push the EPCS switch on the EICAS MAINT panel two times to show the EPCS Status Page on EICAS.
		(10)	Make sure the first digit of label 272 is either 8, 9, A, B, C, D, E, or F.
			 (a) If the first digit of label 272 is 0, 1, 2, 3, 4, 5, 6, or 7, do a continuity test of the circuit from the SCU to the EEC, as follows:
			<u>NOTE</u> : If necessary, open the fan cowl panel (AMM 71–11–04/201).
EFF	ECTIVITY		OPERATIONAL ENGINE 1 SUPPLEMENTAL CONTROL UNIT
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MECH	INSP			
				1) Do a check between pin N on W2P33 (on the SCU) and pin p on D11114 (on the EEC)
				2) Do a check between pin N on W2P33 and pin p on D11686 (on the EEC)
				3) Do a check between pin C on W2P33 and pin S on D11114
				4) Do a check between pin C on W2P33 and pin S on D11686.
		(11) Put t posit	he applicable EEC MAINT L(R) ENG POWER switch to the NORM
		(12) Make	sure the EPR display on the EICAS is blank.
		(13		sure these circuit breakers on the overhead circuit breaker , P11, are closed:
			(a)	11C30, LANDING GEAR POSITION AIR/GND SYS 1
			(b)	11U15, AIR/GND SYSTEM 1
			(c)	11U24, LANDING GEAR POS AIR/GND SYSTEM 2.
		WA		PREPARE THE SAFETY-SENSITIVE SYSTEMS FOR THE AIR MODE BEFORE YOU OPEN THE AIR/GROUND CIRCUIT BREAKERS. IN THE AIR MODE, MANY OF THE AIRPLANE SYSTEMS CAN OPERATE AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.
		(14		are the safety-sensitive systems for air mode simulation (AMM D-02/201).
		(15		ect the target simulator devices to these sensors on the L(R) gear strut:
			(a)	S245 L GEAR TILTED SYS 1
			(b)	S246 R GEAR TILTED SYS 1
			(c)	S267 L GEAR TILTED SYS 2
			(d)	S268 R GEAR TILTED SYS 2.
		(16) Make	sure the EPR display on the EICAS reads approximately 1.00.
EFF	ECTI	VITY		OPERATIONAL ENGINE 1 SUPPLEMENTAL CONTROL UNIT

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73-406-01-1



AIRLINE CARD NO.

MECH INSP	_		
		(17)	Disconnect the target simulator devices in this order:
			(a) S245 and S267
			<u>NOTE</u> : This pair must be disconnected at the same time and in less than 0.5 seconds.
			(b) S246 and S268.
		(18)	Put the L(R) fuel control switch to the RUN position.
		(19)	Make sure the EPR display on EICAS is blank.
		(20)	Put the L(R) N2 SPEED CARD-CHAN 1 test switch on the electrical systems cardfile, P50, to the TEST position.
		(21)	Make sure the EPR display on the EICAS reads approximately 1.00.
		(22)	Put the L(R) N2 SPEED CARD-CHAN 1 test switch on the electrical systems cardfile, P50, to the NORM position.
		(23)	Make sure the EPR display on the EICAS reads approximately 1.00.
		(24)	Put the L(R) fuel control switch to the CUTOFF position.
		(25)	Make sure the EPR display on EICAS is blank.
	E.	Put	the Airplane to its Usual Condition
		(1)	Put the safety-sensitive systems back to their initial conditions (AMM 32–09–02/201)
		(2)	Remove electrical power (AMM 24-22-00/201).
		(3)	If necessary, close the right fan cowl (AMM 71-11-04/201).
EFFECT	IVITY		OPERATIONAL ENGINE 1 SUPPLEMENTAL CONTROL UNIT
			N73-21-15-5A 73-406-01-1 PAGE 4 OF 4 APR 22/05

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TAIL NO.														BOE	ING CARD I	N0.
												73-4	73-406-01-2			
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				(2)	AMM 3	32-09-	02/201	1, A	ir/Ground R	elay	ys					
				(3)	AMM 7	71–11–	04/201	1, F	an Cowl Pan	els						
			С.	Acces	s											
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				(2) Access Panels 414AR Fan Cowl Panel (RH)												
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		SAS &	767		AIRLINE CARD NO.
MECH INSP			TASK CARD		
	(1)	Supply electrica	al power (AMM 24-2	2-00/201).	
	(2)	Open these circu P11:	uit breakers on th	ne overhead circui	it breaker panel,
		(a) 11L7, L ENG	G EEC/SCU PWR		
		(b) 11K28, R EM	NG EEC/SCU PWR.		
	(3)	Make sure the ap NORM position.	oplicable EEC MAIN	IT L(R) ENG POWER	switch is in the
	(4)	Make sure the EF	PR display on the	EICAS is blank.	
	(5)	Put the applicat position.	ole EEC MAINT L(R)	ENG POWER switch	n to the TEST
	(6)	Make sure the EF	PR display on the	EICAS is blank.	
	(7)	Close these circ P11:	cuit breakers on t	he overhead circu	uit breaker panel,
		(a) 11L7, L ENG	G EEC/SCU PWR		
		(b) 11K28, R EM	NG EEC/SCU PWR.		
	(8)	Make sure the EF	PR display on the	EICAS reads appro	oximately 1.00.
		<u>NOTE</u> : The prec ⁻ important send data	t. It is used to		is step is not very C has power and can
	(9)	Push the EPCS su EPCS Status Page		MAINT panel two	times to show the
	(10)	Make sure the f [.] E, or F.	irst digit of labe	el 272 is either 8	3, 9, A, B, C, D,
			st digit of label nuity test of the		3, 4, 5, 6, or 7, SCU to the EEC, as
			necessary, open th M 71-11-04/201).	ne fan cowl panel	
EFFECTIVITY			OPERATIONAL	ENGINE 2 SUPPLEM	IENTAL CONTROL UNIT
			N73-21-15-5A	73-406-01-2 PA	AGE 2 OF 4 APR 22/05

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MECH	INSP			
			1)	Do a check between pin N on W2P33 (on the SCU) and pin p on D11114 (on the EEC)
			2)	Do a check between pin N on W2P33 and pin p on D11686 (on the EEC)
			3)	Do a check between pin C on W2P33 and pin S on D11114
			4)	Do a check between pin C on W2P33 and pin S on D11686.
		(11)	Put the position	applicable EEC MAINT L(R) ENG POWER switch to the NORM •
		(12)	Make sur	e the EPR display on the EICAS is blank.
		(13)		e these circuit breakers on the overhead circuit breaker 11, are closed:
			(a) 11C	30, LANDING GEAR POSITION AIR/GND SYS 1
			(b) 11U	15, AIR/GND SYSTEM 1
			(c) 11U	24, LANDING GEAR POS AIR/GND SYSTEM 2.
		WARN	YOU MAN	PARE THE SAFETY-SENSITIVE SYSTEMS FOR THE AIR MODE BEFORE OPEN THE AIR/GROUND CIRCUIT BREAKERS. IN THE AIR MODE, Y OF THE AIRPLANE SYSTEMS CAN OPERATE AND CAUSE INJURIES TO SONS AND DAMAGE TO EQUIPMENT.
		(14)	Prepare 32-09-02	the safety-sensitive systems for air mode simulation (AMM /201).
		(15)	Connect main gea	the target simulator devices to these sensors on the L(R) r strut:
			(a) \$24	5 L GEAR TILTED SYS 1
			(b) S24	6 R GEAR TILTED SYS 1
			(c) S26	7 L GEAR TILTED SYS 2
			(d) S26	8 R GEAR TILTED SYS 2.
		(16)	Make sur	e the EPR display on the EICAS reads approximately 1.00.
EFF	ECTI	VITY		OPERATIONAL ENGINE 2 SUPPLEMENTAL CONTROL UNIT

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73-406-01-2



AIRLINE CARD NO.

MECH	INSP			
			(17)	Disconnect the target simulator devices in this order:
				(a) S245 and S267
				<u>NOTE</u> : This pair must be disconnected at the same time and in less than 0.5 seconds.
				(b) S246 and S268.
			(18)	Put the L(R) fuel control switch to the RUN position.
			(19)	Make sure the EPR display on EICAS is blank.
			(20)	Put the L(R) N2 SPEED CARD-CHAN 1 test switch on the electrical systems cardfile, P50, to the TEST position.
			(21)	Make sure the EPR display on the EICAS reads approximately 1.00.
			(22)	Put the L(R) N2 SPEED CARD-CHAN 1 test switch on the electrical systems cardfile, P50, to the NORM position.
			(23)	Make sure the EPR display on the EICAS reads approximately 1.00.
			(24)	Put the L(R) fuel control switch to the CUTOFF position.
			(25)	Make sure the EPR display on EICAS is blank.
		E.	Put	the Airplane to its Usual Condition
			(1)	Put the safety-sensitive systems back to their initial conditions (AMM 32–09–02/201)
			(2)	Remove electrical power (AMM 24-22-00/201).
			(3)	If necessary, close the right fan cowl (AMM 71–11–04/201).
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	ECTI	A T I I		OPERATIONAL ENGINE 2 SUPPLEMENTAL CONTROL UNIT
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