SI	TATION]						BOE	EING CARD NO.		
TAIL NO.				\mathcal{A}	BOEIN	G		79-R	:03		
			$AS \qquad 767$						LINE CARD NO.		
	DATE										
SKILL	WORK AR	EA F	RELATED TASK		INTERVAL		PHASE	MPD REV	TASK CARD REVISION		
ENGIN	ENGIN/S	TRUT						007	APR 22/06		
T/	ASK			E		STRUCTURAL ILLUSTRATION	REFERENCE	AIRPLAN	PPLICABILITY NE ENGINE		
REPL	ACE	OIL QUAN	IIIY IRANS	MILLER				ALL	4000		
	ZONES					ACCESS PANELS					
410	420		417AL	427AL							
MECH INS	SP								MPD ITEM NUMBER		
			•···•								
	REPLAC	N79-3	1-01-4A								
	THIS										
		NENT CHAN	GE CARD AN		S PROVIDED FOR	OPERATOR					
	APPEN	IDIX A OF	THE 767 MA	INTENA	NCE PLANNING D	ATA (MPD)					
	DOCUM	IENT,D622T	DO1, FOR A	DESCR	IPTION OF THE	COMPONENT					
	CHANGE CARDS.										
	1. <u>Remove the Oil Quantity Transmitter</u>										
	Α.	Reference	es								
		(1) AMM	24-22-00/	201, E	lectrical Powe	er – Control					
		(2) AMM	36-11-01/	401, P	neumatic Duct						
		(3) AMM	71-11-04/	201, F	an Cowl Panels						
		(4) AMM	71–11–06/	201, C	ore Cowl Panel	S					
		(5) AMM	78-31-00/	201, т	hrust Reverser	System					
	В.	Access									
		(1) Loca	ation Zone	S							
			410 Le	ft Eng	ine						
			420 Ri	ght En	gine						
		(2) Acc	ess Panels	For Do	vencen (Left)						
			425AL	Fan Re	verser (Left)						
	C.	Prepare	to Remove	the Oi	l Quantity Tra	nsmitter					
		•									
EFFEC	TIVITY				REPLACE	OIL QUANTITY T	RANSMIT	TER			
						70 507		0F -			
					N79-51-01-4A	(Y-KU3	PAGE 1	UF 6	DEC 22/00		

BOEING PROPRIETARY -	- Copyright	(\mathbf{C})	 Unpublished 	Work -	See	title	page	for	detail	s

79-R03

	A BOEING
SAS	767
	TASK CARD

AIRLINE CARD NO.

			TASK CARD
MECH	INSP		
			(1) Remove electrical power (AMM 24-22-UU/2U1).
			(2) Open the left 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. ACCIDENTAL OPERATION OF THE THRUST REVERSER CAN CAUSE INJURY TO YOU OR DAMAGE TO EQUIPMENT.
			(3) Do this procedure: Thrust Reverser Deactivation for Ground Maintenance (AMM 78-31-00/201).
			(4) Open the left 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 COULD OCCUR.
			(5) Open the left thrust reverser (AMM 78-31-00/201).
		D.	Remove the Oil Quantity Transmitter (Fig. 401)
			(1) For easier access, remove the high pressure pneumatic duct of the 15th-stage from the No. 4 port (AMM 36-11-01/401).
			(2) Disconnect the electrical connector (4).
			(a) Install the protective cap to the electrical connector (4).
			(3) Disconnect the cooling air tube (20) from the union (1) on the heatshield.
			(4) Remove the bolts (9, 11), nuts (10, 12) and washers (13) which attach the heatshield (2) to the engine oil tank.
			(5) Remove the heatshield (2) from the engine.
			(6) Remove the bolts (14), nuts (15) and washers (16) to remove the brackets (3, 5) from the oil quantity transmitter (6).
			(7) Remove the bolts (17), nuts (18) and washers (19) which attach the oil quantity transmitter to the engine oil tank.
			(8) Remove the packing (7) from the oil quantity transmitter (6).
EFF	ECTIV		REPLACE OIL QUANTITY TRANSMITTER
1			

79-R03



AIRLINE CARD NO.

-										
		(a) Di	scard the p	acking (7).						
	(9)	Install prevent	protective contaminat	cap to the ope ion of the engi	ening in t ne oil ta	he engine nk.	e oil ta	nk to		
2. <u>In</u> :	stall	the Oil	<u>Quantity Tr</u>	<u>ansmitter</u>						
Α.	Part	s								
	AMM					AIPC				
FIG	IT	EM	NO	MENCLATURE		SUBJECT	FIG	ITEM		
401		6 т	ransmitter	– Oil Quantity	7	9-31-01	03	50		
		7 Р	acking		7	9–31–01	06 03 06	55 55 65		
L	_1	İ			I		II.			
В.	Refe	rences								
	(1)	AMM 24-	22-00/201,	Electrical Powe	er – Contr	ol				
	(2)	AMM 36-	11-01/401,	Pneumatic Duct						
	(3)	AMM 71-	11-04/201,	Fan Cowl Panels	;					
	(4)	AMM 71-	11-06/201,	Core Cowl Panel	.S					
	(5)	AMM 78-	78-31-00/201, Thrust Reverser System							
	(6)	AMM 79-	31-00/501,	Oil Quantity In	dicating	System				
С.	Acce	SS								
	(1)	Locatio 410 420	n Zones Left En Right E	gine ngine						
	(2)	Access	Panels	everser (left)						
		425	AL Fan R	everser (Left)						
Ινιτγ				REPLACE	OIL QUAN	TITY TRA	NSMITTER			
					70 007			۲ A F		

AIRLINE CARD NO.

79-R03



					TASK CARD		
МЕСН	INSP						
		D.	Proced	ure (Fig. 401)			
			(1) R	emove protective c	ap from the op	ening on the engine oil	tank.
			(2) L	ubricate the new p	acking (7) wit	h engine oil.	
			(3) I	nstall the packing	(7) on the oi	l quantity transmitter	(6).
			(4) I	nstall the oil qua	ntity transmit	ter (6) into the engine	oil tank.
			(5) A a	lign the electrica s shown in Fig. 40	l connection o 1.	f the oil quantity tran	smitter (6)
			(6) I q	nstall the bolts (uantity transmitte	17), nuts (18) r (6) to the e	and washers (19) to at ngine oil tank.	tach the oil
			(7) I b	nstall the bolts (rackets (3, 5) and	14), nuts (15) the oil quant	and washers (16) to at ity transmitter (6).	tach the
			C	a) Tighten the bo	lts (14, 17).		
			(8) I b	nstall the heatshi olts (9, 11), nuts	eld (2) to the (10, 12) and	brackets (3, 5) with t washers (13).	he
			(a) Tighten the bo	lts (9, 11).		
			(9) C	onnect the cooling	air tube (20)	to the union (1).	
			C	a) Tighten the tu	be nut on the	cooling air tube (20).	
			(10) R	emove protective c	ap from the el	ectrical connector (4).	
			(11) C t	onnect the electri ransmitter (6).	cal connector	(4) to the oil quantity	
			(12) I N	nstall the high pro o. 4 port (AMM 36–	essure pneumat 11–01/401).	ic duct of the 15th-sta	ge to the
		Ε.	Put th	e airplane back to	its initial c	ondition	
			(1) S	upply electrical p	ower (AMM 24-2	2-00/201).	
			WARNIN	<u>G</u> : OBEY THE INSTR THRUST REVERSE TO PERSONS OR	UCTIONS IN AMM RS. IF YOU DO DAMAGE TO EQUI	78-31-00/201 WHEN YOU NOT OBEY THE INSTRUCTI PMENT COULD OCCUR.	CLOSE THE ONS, INJURY
EFF	ECTIV	ITY .			REPLACE	OIL QUANTITY TRANSMITT	ER

N79-31-01-4A 79-R03 PAGE 4 OF 6 APR 22/06

				\bigwedge	BOEIN	G		79	-R03			
			SAS	e	767				AIRLINE CARD	NO.		
	-				TASK CARD							
MECH	INSP											
		(2)	Close the	left thru	st reverser (A	MM 78-31-00/20)1).					
		(3)	Close the	left core	cowl panel (A	MM 71-11-06/20)1).					
		(4)	Close the	left fan	cowl panel (AM	M 71-11-04/201).					
		(5)	Do the act (AMM 78-31	Do the activation procedure for the thrust reversers (AMM 78-31-00/201).								
		(6)	Do a test serviceabl	of the oi e (AMM 79	l quantity ind -31-00/501).	icating system	n to make	sur	e it is			
EFF	ECTIVIT	Y			REPLACE	OIL QUANTITY	TRANSMIT	TER				
					N79-31-01-4A	79-R03	PAGE 5	OF	6 APR 2	22/06		



S	TATION]						BOE	EING CARD NO.			
TAIL NO.				\mathcal{O}	BOEIN	I G		79-R	:04			
	DATE		SAS	AIR	LINE CARD NO.							
SKILL	WORK ARI	EA	RELATED TASK		INTERVAL		PHASE	MPD REV	TASK CARD REVISION			
ENGIN	ENGIN/S	TRUT						007	DEC 22/04			
REPI		οτι	PRESSURE TRAN	LE SMITTER		STRUCTURAL ILLUSTRATION H	EFERENCE	AIRPLAN	NE ENGINE			
				JATTICK				ALL	4000			
(10			(1/AD	/14AD	/2/AD /2/AD	ACCESS PANELS						
410	420		414AR	41048	424AR 420AR							
MECH INS	SP								MPD ITEM NUMBER			
	REPLAC	E THE	OIL PRESSURE	TRANSM	IITTER.			N79-3	52-01-4A			
	THIS	CARD	IS NOT A SCHE	DULED M	AINTENANCE TAS	K. IT IS A						
			CHANGE CARD A	ND IT I	S PROVIDED FOR	OPERATOR						
		IDIX A	OF THE 767 M	AINTENA	NCE PLANNING D	ATA (MPD)						
	DOCUM	IENT,D	622T001, FOR	A DESCR	IPTION OF THE	COMPONENT						
	CHANG	NGE CARDS.										
			<u>OIL PRESSU</u>	RE TRAN	ISMITTER - REMO	VAL/INSTALLATION	N					
							_					
	1. <u>Rem</u>	<u>iove t</u>	<u>he Oil Pressu</u>	<u>re Tran</u>	<u>ismitter</u>							
	Α.	Refe	rences									
		(1)	AMM 71-11-04	/201, F	an Cowl Panels	i						
		(2)	AMM 71-11-06	/201, C	Core Cowl Panel	.S						
		(3)	AMM 78-31-00	/201, Т	hrust Reverser	System						
	В.	Prep	are to Remove	the Oi	l Pressure Tra	insmitter						
		(1)	For the left panel, P11,	engine and att	e, open these o ach the DO-NOT	ircuit breakers -CLOSE tag:	on the	overh	ead			
			(a) 11L9 ,	LEFT EN	IGINE OIL PRESS	EICAS REF						
		(2)	For the righ panel, P11,	t engin and att	ne, open these ach the DO-NOT	circuit breakers -CLOSE tag:	s on the	e over	head			
			(a) 11L36,	RIGHT E	NGINE OIL PRES	S EICAS REF						
	(3) Open the left fan cowl panel (AMM 71-11-04/201).											
					-							
EFFEC	TIVITY							TER				
						TE INESSURE IF						
					N79-32-01-4A	79-R04 F	PAGE 1	0F 6	DEC 22/00			



79-R04

PAGE 2 OF 6 DEC 22/00



AIRLINE CARD NO.

MECH	INSP			
			<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 INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.
			(4) Do ti Main	nis procedure: Thrust Reverser Deactivation for Ground tenance (AMM 78–31–00/201).
			(5) Open	the left 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, INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR.
			(6) 0pen	the left thrust reverser (AMM 78-31-00/201).
		С.	Remove the	e Oil Pressure Transmitter
			(1) Disco tran	onnect the electrical connector from the oil pressure smitter.
			(a)	Install a cap on the electrical connector.
			(2) Disc	onnect the vent tube tee from the oil pressure transmitter.
			(a)	Discard the packing.
			(b)	Install the cap on the vent tube.
			(3) Remov	ve the oil pressure tube from the oil pressure transmitter.
			(a)	Discard the packing.
			(b)	Install the cap on the oil pressure tube.
			(4) Remo the l	ve the locknut which attaches the oil pressure transmitter to pracket.
			(5) Remov	ve the oil pressure transmitter from the engine.
		2. <u>Inst</u>	tall the O	<u>il Pressure Transmitter</u>
		Α.	Consumable	e Materials
EFF	ECTI	VITY -		REPLACE OIL PRESSURE TRANSMITTER

N79-32-01-4A 79-R04

79-R04

$\langle \rangle$	BOEING
\mathcal{V}^{-}	767
	TASK CARD

			SAS 767	AIRLINE CARD NO.
			TASK CARD	
MECH	INSP			
			(1) G01505 Lockwire - AS3214-02	
		В.	References	
			(1) AMM 20-10-21/601, Electrical Bonding	
			(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	
			(5) AMM 79-32-00/501, Oil Pressure Indicating System	
		С.	Install the Oil Pressure Transmitter (Fig. 401)	
			(1) Install the oil pressure transmitter through the b	racket.
			(2) Loosely install the nut which attaches the oil pres to the bracket.	ssure transmitter
			(3) Move the oil pressure transmitter until the electration at the 11:00 o'clock position.	ical connector is
			(a) Tighten the nut.	
			(b) Install the lockwire on the nut.	
			(4) Make sure the bonding resistance between the oil particular transmitter and the bracket is 0.010 ohms or less (AMM 20-10-21/601).	ressure
			(5) Remove the cap from the oil pressure tube.	
			(6) Install the new packing on the oil pressure tube.	
			(7) Install the oil pressure tube to the oil pressure	transmitter.
			(a) Tighten the tube nut.	
			(8) Install the new packing to the vent tube tee.	
			(9) Connect the vent tube tee to the oil pressure trans	smitter.
			(a) Tighten the tee nut.	
			(10) Remove the cap from the electrical connector.	
EFF	ECTIVI	TY	REPLACE OIL PRESSURE TRA	NSMITTER
			N79-32-01-4A 79-R04 PA	GE 3 OF 6 DEC 22/00

79-R04



AIRLINE CARD NO.

MECH	INSP													
			(11)	Conn	ect the	e electri	ical connector	to the oil pr	ressure transm	nitter.				
		D.	Put	the A	irplane	e Back to	o Its Usual Condition							
			<u>WARI</u>	<u>NING</u> :	OBEY THRUS INJUR	THE INSTR REVERSE ES TO PE	TRUCTIONS IN AMM 78-31-00/201 WHEN YOU CLOSE THE SERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR.							
			(1)	Clos	e the 🛛	left thru	ust reverser (A	AMM 78-31-00/2	201).					
			(2)	Clos	e the 🛛	left core	e cowl panel (/	AMM 71-11-06/2	201).					
			(3)	Clos	e the	left fan	cowl panel (AM	1M 71-11-04/20)1).					
			(4)	Do t (AMM	he act 78-31-	ivation p -00/201).	procedure for 1	the thrust rev	/ersers					
			(5)	For circ	the let uit bre	ft engine eaker on	e, remove the I the P11 panel:	00-NOT-CLOSE 1	tag and close	this				
				(a)	11L9,	LEFT EN	GINE OIL PRESS	S EICAS REF						
			(6)	For circ	the rig uit bre	ght engir eaker on	ne, remove the the P11 panel:	DO-NOT-CLOSE	tag and close	e this				
				(a)	11L36,	, RIGHT E	ENGINE OIL PRESS EICAS REF							
			(7)	Do t (AMM	he oper 79–32-	ational -00/501).	l test for the oil pressure transmitter).							
EFF	ECTI	VITY					REPLACE	OIL PRESSURE	TRANSMITTER					
							N79-32-01-4A	79-R04	PAGE 4 OF	6 DEC 22/00				
								1						



BOEING PROPRIETARY - Copyright (C) - Unpublished Work - See title page for details.



BOEING PROPRIETARY - Copyright (C) - Unpublished Work - See title page for details.

ST	ATION							BOE	ING CARD NO.			
TA	IL NO.		($\boldsymbol{\mathcal{T}}$	BOEIN	IG		79-4	01-01-1			
	DATE		SAS X	\mathcal{Y}^{\perp}		_		AIRL	INE CARD NO.			
	DATE				TASK CARD							
SKILL	WORK AR	EA	RELATED TASK	ATED TASK INTERVAL			PHASE	MPD REV	TASK CARD REVISION			
ENGIN	ENGINE	1		0	1000 HRS		10202	006	DEC 22/07			
	SK	ENGINE		TITLE STRUCTURAL ILLUSTRATION REFERENCE								
CHECK	(/INSP	ENGINE	E I UIL SYSTEM	I IOBI	NG			ALL	4000			
	ZONES					ACCESS PANELS						
411			415AL 4	16AR	417AL 418AR							
MECH INSP	Р							М	IPD ITEM NUMBER			
	VISUAL SECURI 1. <u>Do</u>	LY CHEC TY AND the Ins	CK THE ENGINE LEAKS. Spection of th	1 OIL <u>ne Oil</u>	SYSTEM TUBING	G FOR CONDITION,		N79-0	0-00-6A			
	Α.	Refere	ences									
		(1) A	(1) AMM 71-11-04/201, Fan Cowl Panels									
		(2) A	AMM 71-11-06/2	201, C	ore Cowl Panel	.S						
		(3) A	AMM 78-31-00/2	201, т	hrust Reverser	System						
		(4) A	AMM 79-11-00/C)01, E	ngine Oil Syst	em						
	В.	Prepar	re to Examine	the O	il System Tube	?S						
		<u>WARNIN</u>	NG: DO THE TH OPERATION THRUST RE EQUIPMENT	IRUST I OF T EVERSE	REVERSER DEACT HE THRUST REVE R CAN CAUSE IN	IVATION PROCEDUR RSER. ACCIDENTA JURY TO PERSONS	E TO PR L OPERA AND DAM	EVENT	THE OF THE O			
		(1) D m)o the deactiv naintenance (A	vation	procedure for -31-00/201).	• the thrust reve	rser fo	or gro	und			
		(2) (open the left	he left fan cowl panels (AMM 71–11–04/201).								
		(3) (open the left	core	cowl panels (A	MM 71-11-06/201)	•					
		<u>WARNIN</u>	<u>IG</u> : OBEY THE REVERSERS PERSONS C	INSTR 5. IF DR DAM	UCTIONS IN THE YOU DO NOT OE AGE TO EQUIPME	E PROCEDURE TO OPI BEY THE INSTRUCTIO ENT CAN OCCUR.	EN THE DNS INJ	THRUS IURY T	Т 0			
EFFECT	ΤΙVΙΤΥ				CHECK/INSP	ENGINE 1 OIL SY	STEM TU	BING				
					N79-00-00-6A	79-401-01-1 P	AGE 1	OF 4	DEC 22/07			

SAS **BOEING** 767 TASK CARD

AIRLINE CARD NO.

79-401-01-1

							TASK CAR)					
MECH	INSP										·		
			(4) 0	pen	the th	rust rev	ersers (AMM 7	8-31-00/2	201).				
		С.	Examin	e th	ne Oil	System T	ubing						
			(1) E a	xami ttac	ne the hed co	tubes o prrectly.	f the oil sys	tem for o	conditi	on and	if th	ey ar	e
			(a)	Visual Table	ly exami 601.	ne the exterr	al oil sy	ystem t	ubes fo	or dam	age.	See
					NOTE:	It is n inspect satisfa continu not be locatio The Ins you ide mainten should Table 6 are all continu program	ot necessary ion to make s ctory. Oil s ed service if decreased by n. pection Refer ntify specifi ance time per not be done c O1 does not i -inclusive. e to be an im	to remove ure the ystem tuk , visual more than ence Tab ed areas mits insp nly on the mply that Experience portant p	e the t tube co be dent ly, the n 20 pe le that and co pection he basi t items ce and part of	cube to ondition is are p e tube (ercent a c follow ondition i. Tube is of th s or con judgeme any in	do th permit DD is at any ws is ns whe e insp nis ta nditio ent wi nspect	e ted fo seen to he never ection ble. ns lis ion	or to lp n sted
EFF	ECTI	VITY -					CHECK/INSP	ENGINE	1 0IL	SYSTEM	TUBIN	G	
							N79-00-00-6A	79-401-	-01-1	PAGE	2 OF	4 AU	G 22/05





79-401-01-1 AIRLINE CARD NO.

		Tab	le 601 – Inspection Referen	ce Table
		Continue :	In Service Limits For The O	Il System Tubes
		ITEM	INSPECT FOR	CONTINUE IN SERVICE LIMITS
		0il System Tubes	Cracks	None Permitted
			Corrosion and Stains	Permitted if it can be removed by light polishing with crocus cloth
			Loose Tube Nuts	None Permitted
			Loose or Broken Lockwire	None Permitted
			Nicks, Scratches, Chafing and Pitting	0.003 inch (0.076mm) maximum depth permitted in all locations
			Dents (without sharp edges or corners)	Permitted if the tubing OD is not decreased by more than 20 percent at each location. No dents permitted within 0.25 inch (6.25 mm) or less from the tube ferrule.
			Dents (with sharp edges or corners)	None Permitted
		(b) Visual (3.175	ly examine the external oil mm) minimum clearance to a	system tubes for 0.125 inch djacent tubes or structure.
- I	1			
FFI	ECTIV	/ITY	CHECK/INSP ENGI	NE 1 OIL SYSTEM TUBING

SAS CECENCE 767 TASK CARD

MECH	INSP	_		
			 Minimum clearance between any two adjacent tubes one single tube and any other adjacent engine par 0.125 inch (3.175 mm) unless otherwise specified. Exceptions to this clearance requirement are perm specified locations where adjacent tubes are clip together or where other local constraints will pr contact at clearances below 0.125 inch (3.175 mm) 	or between t shall be itted at ped event tube minimum.
			 Minimum clearance refers only to clearance relati and not to fittings or other attached hardware. 	ve to tube
		(c)	Examine the tubes to make sure they are correctly att all support locations.	ached at
			1) Replace all worn clamps.	
			 Tighten all loose clamp bolts and brackets at all points along the tube length. 	support
			3) Tighten all loose tube fittings.	
		(d)	Examine the oil system tube connections, tube or mani component connections, and tube to case boss connecti leaks and loose connections.	fold to ons for
			1) No leaks or loose connections permitted.	
			2) Make all corrections as necessary.	
EFF	ECTI	VITY	CHECK/INSP ENGINE 1 OIL SYSTEM TUBI	NG
			N79-00-00-6A 79-401-01-1 PAGE 4 0F	4 NOV 10/96
1				

STA	TION]						BOE	ING CARD NO.			
TAI	L NO.			\mathcal{O}	BOEIN	G		79-4	01-01-2			
			SAS					AIRL	INE CARD NO.			
D	DATE		•	-	TASK CARD							
SKILL	WORK AR	EA	RELATED TASK	ATED TASK INTERVAL			PHASE	MPD	TASK CARD			
ENGIN	ENGINE	2		0	1000 HRS		10202	006	DEC 22/07			
TAS	SK .		T	ITLE		STRUCTURAL ILLUSTRATION RE	FERENCE	AP AIRPLAN	PLICABILITY E ENGINE			
CHECK	/INSP	ENGI	NE 2 OIL SYS	TEM TUBI	NG				4000			
	ZONES					ACCESS PANELS		ALL	4000			
421			425AL	426AR	427AL 428AR			M	IPD ITEM NUMBER			
MECH INSP								·	I D ITEN KONDER			
	VISUAL SECURI	LY CH	ECK THE ENGIN D LEAKS.	NE 2 OIL	SYSTEM TUBING	FOR CONDITION,		N79-0	0-00-6A			
	1. <u>Do</u>	the I	nspection of	the Oil	System Tubing	l						
	A.	кете	rences	(/ 201 -								
		(1)		4/201, F	an cowi Paneis	-						
		(2)		5/201, C	ore cowi Panei	.5						
		(3)	AMM 78-31-00	J/201, I	hrust Reverser	System						
		(4)	AMM /9-11-UU/UU1, Engine Oil System									
	Β.	Prep	are to Examiı	Examine the Oil System Tubes								
		<u>WARN</u>	ING: DO THE OPERAT THRUST EQUIPMI	THRUST ION OF T REVERSE ENT.	REVERSER DEACT HE THRUST REVE R CAN CAUSE IN	IVATION PROCEDUR RSER. ACCIDENTA JURY TO PERSONS A	E TO PR L OPERA AND DAM	EVENT	THE OF THE O			
		(1)	Do the deac [.] maintenance	tivation (AMM 78	procedure for -31-00/201).	the thrust reve	rser fo	or gro	und			
		(2)	Open the le	ft fan c	owl panels (AM	M 71-11-04/201).						
		(3)	Open the le [.]	ft core	cowl panels (A	MM 71-11-06/201)	•					
		<u>WARN</u>	ING: OBEY TI REVERSI PERSONS	HE INSTR ERS. IF S OR DAM	UCTIONS IN THE YOU DO NOT OE AGE TO EQUIPME	E PROCEDURE TO OPI BEY THE INSTRUCTION INT CAN OCCUR.	EN THE DNS INJ	THRUS IURY T	T 0			
EFFECT	IVITY				CHECK/INSP	ENGINE 2 OIL SY	STEM TU	BING				
					N79-00-00-6A	79-401-01-2 P	AGE 1	OF 4	DEC 22/07			

AIRLINE CARD NO.

79-401-01-2

BOEING SAS 767

Table 601.

NOTE:

TASK CARD (4) Open the thrust reversers (AMM 78-31-00/201). C. Examine the Oil System Tubing (1) Examine the tubes of the oil system for condition and if they are attached correctly. (a) Visually examine the external oil system tubes for damage. See It is not necessary to remove the tube to do the inspection to make sure the tube condition is satisfactory. Oil system tube dents are permitted for continued service if, visually, the tube OD is seen to not be decreased by more than 20 percent at any one

EFFECTIVITY

MECH INSP

BOEING PROPRIETARY - Copyright (C) - Unpublished Work - See title page for details.

location.
The Inspection Reference Table that follows is to help you identify specified areas and conditions whenever maintenance time permits inspection. Tube inspection should not be done only on the basis of this table. Table 601 does not imply that items or conditions listed are all-inclusive. Experience and judgement will continue to be an important part of any inspection program.

CHECK/INSP ENGINE 2 OIL SYSTEM TUBING





79-401-01-2 AIRLINE CARD NO.

ECH INSP			
	Tak Continue	ole 601 – Inspection Ref In Service Limits For T	erence Table he Oil System Tubes
	ITEM	INSPECT FOR	CONTINUE IN SERVICE LIMITS
	0il System Tubes	Cracks	None Permitted
		Corrosion and Stains	s Permitted if it can be removed by light polishing with crocus cloth
	-	Loose Tube Nuts	None Permitted
		Loose or Broken Lockwire	None Permitted
		Nicks, Scratches, Chafing and Pitting	0.003 inch (0.076mm) maximum depth permitted in all locations
		Dents (without shar edges or corners)	Permitted if the tubing OD is not decreased by more than 20 percent at each location. No dents permitted within 0.25 inch (6.25 mm) or less from the tube ferrule.
		Dents (with sharp edges or corners)	None Permitted
	(b) Visua (3.17	ly examine the external 5 mm) minimum clearance	oil system tubes for 0.125 inch to adjacent tubes or structure.
FFECTI	VITY	CHECK/INSP	ENGINE 2 OIL SYSTEM TUBING
		N79-00-00-6A	79-401-01-2 PAGE 3 OF 4 NOV 10

BOEING PROPRIETARY - Copyright (C) - Unpublished Work - See title page for details.

SAS CECENCE 767 TASK CARD

MECH	INSP	-		
) Minimum clearance between any two adjacent tube one single tube and any other adjacent engine p 0.125 inch (3.175 mm) unless otherwise specifie Exceptions to this clearance requirement are pe specified locations where adjacent tubes are cl together or where other local constraints will contact at clearances below 0.125 inch (3.175 m	s or between art shall be d. rmitted at ipped prevent tube m) minimum.
) Minimum clearance refers only to clearance rela and not to fittings or other attached hardware.	tive to tube
		(c) E	xamine the tubes to make sure they are correctly a ll support locations.	ttached at
) Replace all worn clamps.	
) Tighten all loose clamp bolts and brackets at a points along the tube length.	ll support
		3) Tighten all loose tube fittings.	
		(b)	xamine the oil system tube connections, tube or ma omponent connections, and tube to case boss connec eaks and loose connections.	nifold to tions for
) No leaks or loose connections permitted.	
) Make all corrections as necessary.	
EFF	ECTI	VITY	CHECK/INSP ENGINE 2 OIL SYSTEM TU	BING
			N79-00-00-6A 79-401-01-2 PAGE 4	OF 4 NOV 10/96
1				

STA	TION							BOE	ING CARD NO.
TAI	L NO.			\mathcal{O}	BOEIN	G		79-4	02-01-1
D	ATE	-	SAS		767			AIRL	INE CARD NO.
SKILL	WORK AR	EA	RELATED TASK		INTERVAL		PHASE	MPD REV	TASK CARD REVISION
ENGIN	ENGINE	1	т		1000 HRS	STRUCTURAL ILLUSTRATION	10202 REFERENCE	005 AP	DEC 22/07
СНЕСК	/INSP	ENGI	NE 1 FUEL/OI	L COOLER	1			AIRPLAN	E ENGINE
	ZONES					ACCESS PANELS		ALL	4000
411			415AL						
MECH INSP								M	PD ITEM NUMBER
	SECURI	TY AN	ID LEAKS.						
EFFECT	IVITY				CHECK/INSP	ENGINE 1 FUEL/	OIL COOL	.ER	
				- Con	N79-21-01-A	79-402-01-1	PAGE 1	OF 1	DEC 22/07
				/· . 9// (

	STATI	ON										BOE	ING CARD NO.
	TAIL	NO.				\mathcal{O}	BØ	IEIN	I G			79-4	02-01-2
	DAT	E		S	AS			767	_			AIR	LINE CARD NO.
							TAS	K CARD					
SKILI	L	WORK ARE	EA	REL	ATED TASK			INTERVAL			PHASE	MPD REV	TASK CARD REVISION
ENG	[N	ENGINE	2			0	1000 H	RS			10202	005	DEC 22/07
	TASK		ENCI						STRUCTURAL ILL	USTRATION RE	FERENCE	AIRPLAN	PPLICABILITY E ENGINE
	EUK/	11125	ENGI		UEL UI	L COULER						ALL	4000
	_	ZONES							ACCESS PANELS				
421	1				425AL								
													MPD TTEM NUMBER
MECH	INSP												
		VISUAL	LY CH	IECK TH	E ENGI	NE 2 FUE	L/0IL	COOLER F	OR CONDIT	ION,		N79-2	1-01-A
		SECURI	TY AN	ND LEAK	(S.					-			
							1						
Crrt		VTII					CHECK	/INSP	ENGINE 2	FUEL 01	IL COOL	ER	
							N79-2	1-01-A	79-402-0	1-2 Р/	AGE 1	OF 1	DEC 22/07
								//		/	•		

TAII	- NO. ATE	SAS BOEING 767 TASK CARD							79-403-01-1 AIRLINE CARD NO.			
SKILL	WORK AR	EA	RELATE	D TASK		INTERVAL		PHASE	MPD REV	TASK CARD		
NGIN	ENGINE	1		NOTE				99xxx	014	APR 22/C		
TAS REPLA	CE	ENG	INE 1 MAI	TITLE	ILTER E	LEMENT	STRUCTURAL ILLUSTRATION	REFERENCE	AP	PLICABILITY E ENGIN		
	ZONES						ACCESS PANELS		ALL	400		
411			4	413AL 4	415AL 4	17AL						
CH INSP									М	PD ITEM NUMBER		
	REPLAC INTER FILTER AS FOL	E THE AL NO REPL	E ENGINE DTE: LACEMENT	1 MAIN INTERVA	OIL FIL L IS DE	TER ELEMENT. PENDENT UPON	- CONFIGURATION		N79-2′	1–05–4A		
	FOR TH	IE SIN	NGLE ELEM	MENT OIL	. FILTER	CONFIGURATI	ON :					
	1. INT	ERVAL	_: 500 HC	OURS.								
	2. INT SB PW4 FOR PW OF THE	ERVAL ENG 7 14000 SERV	_: 2A 72-552 OR ENGINES /ICE BULL	R SB PW4 THAT HA LETINS.	ENG 79- VE INCO	69 (PRATT & RPORATED ONE	WHITNEY). OR THE OTHER					
	FOR TH OF PRA EQUIVA	IE DUA ATT AN ALENT	AL ELEMEN N WHITNEY)	NT OIL F (SERVIC	ILTER C E BULLE	ONFIGURATION TIN PW4ENG 7	(INCORPORATION 2-525 OR					
	1. INT	ERVAL	_: 500 HC	OURS.								
	2. INTERVAL: 2A SB PWENG 79-73 (PRATT & WHITNEY). FOR OPERATORS WHOSE ENTIRE FLEET FOR PW4000 ENGINES INCLUDING SPARES, HAVE INCORPORATED THE SERVICE BULLETINS OR EQUIVALENT BUT DO NOT HAVE THE -901 OR SUBSEQUENT EICAS SOFTWARE CONFIGURATION WITH THE "L/R ENG OIL FILTER" EICAS MESSAGE INHIBITED (OR REVISED AIRCRAFT PROCEDURE).											
	3. INT SBPW4E FOR OF SPARES EQUIVA CONFIC INHIBI	ERVAL ING 79 ERATO F HAV LENT SURATI	L: 1600 F 9-73 (PRA DRS WHOSE VE INCORF AND HAVE ION WITH (OR REVIS	HOURS ATT & WH E ENTIRE PORATED E THE -9 THE ''L/ SED AIRC	IITNEY). FLEET THE SER O1 OR S R ENG O RAFT PR	OF PW4000 EN VICE BULLETI UBSEQUENT EI IL FILTER" E OCEDURE).	GINES INCLUDING NS OR CAS SOFTWARE ICAS MESSAGE					

79-403-01-1 AIRLINE CARD NO.



NO	TE:	MRB FREQUENCY IS 2C.
		MAIN OIL FILTER - REMOVAL/INSTALLATION
۱.	<u>Rem</u>	ove the Main Oil Filter
	Α.	Equipment
		(1) Container — for engine oil — 5 U.S. gallons (19 liters) capacity
	в.	References
		(1) AMM 71–11–04/201, Fan Cowl Panels
		(2) AMM 71-11-06/201, Core Cowl Panels
		(3) AMM 78-31-00/201, Thrust Reverser System
	С.	Prepare to Remove the Main Oil Filter
		(1) Open the left 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. ACCIDENTAL OPERATION OF THE THRUST REVERSER CAN CAUSE INJURY TO YOU OR DAMAGE TO EQUIPMENT
		(2) Do this procedure: Thrust Reverser Deactivation for Ground Maintenance (AMM 78–31–00/201).
		(3) Open the left core cowl panel (AMM 71–11–06/201).
		<u>WARNING</u> : OBEY THE INSTRUCTIONS IN AMM 78-31-00 WHEN YOU OPEN THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS INJURY TO PERSONS OR DAMAGE TO EQUIPMENT COULD OCCUR.
		(4) Open the left thrust reverser (AMM 78-31-00/201).
	D.	Remove the Main Oil Filter

EFFECTIVITY

MECH INSP

1

N79-21-05-4A 79-403-01-1 PAGE 2 OF 18 NOV 10/97





MECH INSP

AIRLINE CARD NO.

79-403-01-1

		<u>WARNING</u> : BEFORE YOU OPEN THE OIL TANK CAP, PERMIT A MINIMUM OF FIVE MINUTES AFTER ENGINE SHUTDOWN TO LET THE PRESSURE IN THE OIL TANK BLEED OFF. A FAST FLOW OF HOT OIL CAN OCCUR AND CAUSE INJURY TO YOU.
		(1) Remove the lockwire which attaches the drain plug to the bottom of the insert.
		(2) Put the container below the drain plug.
		WARNING: DO NOT GET THE ENGINE OIL ON YOUR CLOTHES OR ON THE AIRPLANE. DO NOT KEEP THE ENGINE OIL ON YOUR SKIN FOR A LONG TIME. IF YOU DO NOT CLEAN THE ENGINE OIL OFF, THE ENGINE OIL CAN CAUSE INJURY.
		<u>CAUTION</u> : IF YOU DO NOT CLEAN THE ENGINE OIL OFF, THE ENGINE OIL CAN CAUSE A STAIN ON YOUR CLOTHES AND THE PAINT WILL BECOME SOFT.
		(3) ENGINES PRE-PW-SB 72-524;
		Do the steps that follow (Fig. 401, View A):
		(a) Hold the insert (8) in position with a wrench on the flats to remove the drain plug (10).
		(b) Remove the drain plug (10) with the wrench.
		1) Discard the packing (9) on the drain plug (10).
		(c) Permit the housing of the main oil filter to drain.
		<u>WARNING</u> : A TENSION FROM A SPRING IS ON THE FILTER COVER. HOLD THE FILTER COVER WITH YOUR HAND TO MAKE SURE THE FILTER COVER DOES NOT EJECT WHEN YOU REMOVE THE BOLTS.
		(d) While you hold the filter cover in position with your hand, remove the bolts (11) and washers (12) which attach the filter cover (13).
		(e) Remove the filter cover (13).
EFI	ECTIV	ITY REPLACE ENGINE 1 MAIN OIL FILTER ELEMENT

N79-21-05-4A 79-403-01-1

PAGE 3 OF 18 DEC 22/00

AIRLINE CARD NO.

79-403-01-1

	(BOEING
SAS	767
	TASK CARD

MECH	INSP	
		1) Discard the packing (6).
		(f) Remove the main oil filter (2) from the filter housing (1).
		1) Discard the main oil filter (2).
		(4) ENGINES POST-PW-SB 72-524 AND PRE-PW-SB 79-79;
		Do the steps that follow (Fig. 401, View C):
		(a) Hold the insert (8) in position with a wrench on the flats to remove the drain plug (10).
		(b) Remove the drain plug (10) with the wrench.
		1) Discard the packing (9) on the drain plug (10).
		(c) Permit the housing of the main oil filter to drain.
		<u>WARNING</u> : A TENSION FROM A SPRING IS ON THE FILTER COVER. HOLD THE FILTER COVER WITH YOUR HAND TO MAKE SURE THE FILTER COVER DOES NOT EJECT WHEN YOU REMOVE THE BOLTS.
		(d) While you hold the filter cover in position with your hand, remove the lockwire, nuts (14), and washers (12) which attach the filter cover (13).
		1) If self-locking nuts were used, discard them.
		(e) Remove the filter cover (13).
		1) Discard the packing (6).
		(f) Remove the main oil filter (2) from the filter housing (1).
		1) Discard the main oil filter (2).
		(5) ENGINES POST-PW-SB 72-524 AND POST-PW-SB 79-79;
		Do the steps that follow (Fig. 401, View E):
		(a) Hold the insert (8) in position with a wrench on the flats to remove the drain plug (10).
		(b) Remove the drain plug (10) with the wrench.
EFF	ECTI	VITY REPLACE ENGINE 1 MAIN OIL FILTER ELEMENT

N79-21-05-4A 79-403-01-1 PAGE 4 OF 18 DEC 22/00

5 4 8

BOEING CARD NO. 79-403-01-1



AIRLINE CARD NO.

MECH	INSP		
			1) Discard the packing (9) on the drain plug (10).
			(c) Permit the housing of the main oil filter to drain.
			<u>WARNING</u> : A TENSION FROM A SPRING IS ON THE FILTER COVER. HOLD THE FILTER COVER WITH YOUR HAND TO MAKE SURE THE FILTER COVER DOES NOT EJECT WHEN YOU REMOVE THE BOLTS.
			(d) While you hold the filter cover in position with your hand, remove the lockwire, nuts (14), and washers (12) which attach filter cover (18).
			(e) Remove the filter cover (18).
			1) Discard the packing (6).
			(f) Remove the main oil filter (2) from the filter housing (1).
			1) Discard the main oil filter (2).
		(6)	ENGINES POST-PW-SB 72-525;
			Do the steps that follow (Fig. 401, View G):
			(a) Remove the drain plug (10) with the wrench.
			1) Discard the packing (9) on the drain plug (10).
			2) Permit the housing of the main oil filter to drain.
			<u>WARNING</u> : A TENSION FROM A SPRING IS ON THE FILTER COVER. HOLD THE FILTER COVER WITH YOUR HAND TO MAKE SURE THE FILTER COVER DOES NOT EJECT WHEN YOU REMOVE THE BOLTS.
			(b) While you hold the filter cover in position with your hand, remove the four self-locking nuts (14) and washers (12) on the main oil filter cover assembly (13).
			<u>NOTE</u> : You can use plain nuts with wire holes as an alternate method.
			(c) Remove the filter cover (13).
EFF	ECTI	VITY	REPLACE ENGINE 1 MAIN OIL FILTER ELEMENT
			N79-21-05-4A 79-403-01-1 PAGE 5 OF 18 DEC 22/00
1			

ING CARD NO.

					,					BOEING CARD NO
					ズ 4	BOE	NG		_	79-403-01-1
			SA	AS E		767				AIRLINE CARD NO
TNCD						TASK CA	RD			
INSF	_									
			1) Disca	rd the	e packing (.6).			
			2) Disca	rd the	e four selt	-locking	nuts (14).		
				<u>NOTE</u> :	Keep	p the nuts	with the	wire holes	if they	/ were used.
			(d) R	emove the	e mair	n oil filte	er (19) fr	om the filt	er hous	sing (1).
			(e) R v	emove the alve (21	e reta).	aining ring	y (20) fro	om the pressu	ure rel	lief
			(f) R	emove the	e pres	ssure relie	ef valve (21) from the	e cover	· (13).
		(7)	Instal	l protec	tive d	caps into t	he housin	ng of the ma	in oil	filter.
	2. <u>I</u>	nstall	<u>the Mai</u>	<u>n Oil Fi</u>	<u>lter</u>					
	A	. Equ	ipment							
		(1)	M3O3, Bergen 170 Gr P.O. Lodi,	M305, or Cable To egg St Box 1300 NJ 07644	M307 echno -9982	Bergen Meo logies Inc	hanical C	Crimper		
		(2)	D00137	Engine	0il -	PWA 521				
		(3)	G02332	Ferrule	, Safe	ety Cable (P05-292)			
		(4)	G02334	Lockwir	e, (P(05-289) 0.0)32 inch (0.813 mm) -	AS3214	¥-02
		(5)	G02335	Cable,	Safety	y (P05-291))			
	В	. Pari	ts							
		AMM							AIPC	·····
	FIG	ITI	EM		NOME	ENCLATURE		SUBJECT	FIG	ITEM
	401		2	Filter E	lement	t		79-21-06	01	60

C. References

5 4 9

0

EFFECTIVITY REPLACE ENGINE 1 MAIN OIL FILTER ELEMENT N79-21-05-4A 79-403-01-1 PAGE 6 OF 18 APR 22/06

						\mathbf{A}	BAFIN	1 G		79-403-01-1
				S	AS	K	767			AIRLINE CARD NO.
				•			TASK CARD			
MECH	INSP									
			(1)	AMM 1	2–13–0	1/301 , E	Engine – Oil Se	rvicing		
			(2)	AMM 7	1-00-0	0/501, F	Power Plant – G	eneral		
			(3)	AMM 7	1-11-0	4/201, F	an Cowl Panels			
			(4)	AMM 7	1-11-0	6/201, 0	Core Cowl Panel	S		
			(5)	AMM 7	/8-31-0	0/201 , 1	Thrust Reverser	System		
		D.	Proc	edure	(Fig.	401)				
			(1)	Remov	ve prot	ective d	ap from the ho	using of the m	ain oil f	filter.
			(2)	Clear	the h	ousing o	of any unwanted	material.		
			<u>CAUT</u>	<u>ION</u> :	THE MA INSTAL HOUSIN OIL WI	IN OIL F L BEFORE G. IF Y LL NOT G	FILTERS HAVE A E YOU INSTALL T YOU DO NOT INST GO THROUGH THE	REMOVABLE PLUG HE MAIN OIL FI ALL THE REMOVA MAIN OIL FILTE	WHICH YO LTER INTO BLE PLUG, R.	DU MUST D THE , THE ENGINE
			(3)	ENGIN	IES PRE	-PW-SB 7	72-524 ;			
				Do th	ie step	s that 1	follow (Fig. 40	1, View A):		
				(a)	Instal groove	l new pa in OD c	acking (6), lub of main oil str	ricated with e ainer cover (1	ngine oi 3).	l, into
				(b)	Instal cover	l filter (13).	r element (2) i	nto opening in	bottom o	of
				(c)	Align into m	bolt hol ain oil	les and install filter housing	cover (13) wi (1).	th filter	r element (2)
					<u>NOTE</u> :	The ren filter element	novable plug in must be instal t into the cove	the outboard led before you r.	end cap o install	of the the filter
EFF	ECTIV	111					REPLACE	ENGINE 1 MAIN	OIL FILT	FER ELEMENT
							N79-21-05-4A	79-403-01-1	PAGE 7	OF 18 DEC 22/00



79-403-01-1

AIRLINE CARD NO.

MECH	INSP									
			<u>CAUTION</u> :	MAKE SURE INSTALL T CAN OCCUR	YOU INSTALL T HE PART CORREC	HIS PART CORRE TLY, AN INFLIG	CTLY. IF Y(HT ENGINE SH	DU DO NOT HUTDOWN		
			<u>CAUTION</u> :	MAKE SURE COVER RET CAN CAUSE	YOU INSTALL T AINING BOLTS T DAMAGE TO THE	HE COVER CORRE O PULL COVER I PACKING.	CTLY. DO NO NTO THE HOUS	OT USE THE SING. YOU		
			(d) With push touc	the cover the cover hes the ho	(13) in posit on the housin using.	ion on the hou g until the fl	sing (1), ca ange of the	arefully cover		
			<u>CAUTION</u> :	MAKE SURE ATTACH TH CAN OCCUR	YOU ATTACH TH E COVER CORREC -	E COVER CORREC TLY, AN INFLIG	TLY. IF YOU HT ENGINE SH	J DO NOT HUTDOWN		
			<u>CAUTION</u> :	MAKE SURE YOU TIGHTEN THE BOLTS CORRECTLY. MAKE SURE TO TIGHTEN THE COVER RETAINING BOLTS TO THE TORQUE SPECIFIED. IF YOU DO NOT TIGHTEN THE BOLTS AS SPECIFIED, AN INFLIGHT SHUTDOWN CAN OCCUR.						
			(e) Atta and	ch the cov bolts (11)	er (13) to the •	housing (1) w	ith four was	shers (12)		
			(f) Tigh newt	ten the bo on-meters)	ten the bolts (11) to 125–140 pound-inches (14.1–15.8 on-meters).					
		<u>CAUT</u>	<u>ION</u> : THE INST HOUS OIL	MAIN OIL F ALL BEFORE ING. IF Y WILL NOT G	ILTERS HAVE A YOU INSTALL T OU DO NOT INST O THROUGH THE	REMOVABLE PLUG HE MAIN OIL FI ALL THE REMOVA MAIN OIL FILTE	WHICH YOU N LTER INTO TH BLE PLUG, TH R.	MUST HE HE ENGINE		
		(4)	ENGINES P	GINES POST-PW-SB 72-524 AND PRE-PW-SB 79-79;						
			Do the st	the steps that follow (Fig. 401, View C):						
			(a) Inst groo	(a) Install new packing (6), lubricated with engine oil, into groove in OD of main oil strainer cover (13).						
			(b) Inst cove	nstall filter element (2) into opening in bottom of over (13).						
EFF	ECTI	VITY			REPLACE	ENGINE 1 MAIN	OIL FILTER	ELEMENT		
					N79-21-05-4A	79-403-01-1	PAGE 8 OF	18 DEC 22/00		
1										

79-403-01-1



AIRLINE CARD NO.

		TASK CARD
MECH	INSP	
		(c) Align bolt holes and install cover (13) with filter element (2) into main oil filter housing (1).
		<u>NOTE</u> : The removable plug in the outboard end cap of the filter must be installed before you install the filter element into the cover.
		<u>CAUTION</u> : MAKE SURE YOU INSTALL THIS PART CORRECTLY. IF YOU DO NOT INSTALL THE PART CORRECTLY, AN INFLIGHT ENGINE SHUTDOWN CAN OCCUR.
		<u>CAUTION</u> : MAKE SURE YOU INSTALL THE COVER CORRECTLY. DO NOT USE THE COVER RETAINING NUTS TO PULL COVER INTO THE HOUSING. YOU CAN CAUSE DAMAGE TO THE PACKING.
		(d) With the cover (13) in position over the studs in the housing, carefully push the cover on the housing until the flange of the cover touches the housing (1).
		<u>CAUTION</u> : MAKE SURE YOU ATTACH THE COVER CORRECTLY. IF YOU DO NOT ATTACH THE COVER CORRECTLY, AN INFLIGHT ENGINE SHUTDOWN CAN OCCUR.
		<u>CAUTION</u> : MAKE SURE YOU TIGHTEN THE NUTS CORRECTLY. MAKE SURE TO TIGHTEN THE COVER RETAINING NUTS TO THE TORQUE SPECIFIED. IF YOU DO NOT TIGHTEN THE NUTS AS SPECIFIED, AN INFLIGHT SHUTDOWN CAN OCCUR.
		<u>CAUTION</u> : DO NOT INSTALL THE REMOVED LOCK NUTS; USE NEW NUTS. THE LOCK PROPERTY OF THE NUT DECREASES WITH USE. IF THE NUT BACKS OUT BECAUSE OF THE DECREASED IN LOCK PROPERTY, OIL LOSS AND AN IN-FLIGHT-SHUTDOWN CAN OCCUR.
		(e) Attach the cover (13) to the housing (1).
		1) If self-locking nuts (14) are used:
		a) Lubricate housing studs with engine oil.
		b) Attach cover (13) to housing (1) with four washers (12) and nuts (14).
EFF	ECTI	VITY REPLACE ENGINE 1 MAIN OIL FILTER ELEMENT
		N79-21-05-4A 79-403-01-1 PAGE 9 OF 18 DEC 22/00

79-403-01-1 AIRLINE CARD NO.

7

SAS	BOEING 767 TASK CARD

MECH	INSP						
			<pre>c) Tighten the nuts (14) to 150-170 pound-inches (16.9-19.2 newton-meters).</pre>				
			2) If hex nuts (14) with lockwire provisions are used:				
			a) Lubricate housing studs with engine oil.				
			b) Attach cover (13) to housing (1) with four washers (12) and nuts (14).				
			<pre>c) Tighten the nuts (14) to 125-150 pound-inches (14.1-16.9 newton-meters).</pre>				
			d) Attach the lockwire or safety cable and safety cable ferrule to the nuts (14).				
		<u>CAUTION</u> :	THE MAIN OIL FILTERS HAVE A REMOVABLE PLUG WHICH YOU MUST REMOVE BEFORE YOU INSTALL THE MAIN OIL FILTER INTO THE HOUSING. IF YOU DO NOT REMOVE THE REMOVABLE PLUG, THE FILTER WILL NOT WORK CORRECTLY.				
		(5) ENGINES POST-PW-SB 72-524 AND POST-PW-SB 79-79;					
		Do t	ne steps that follow (Fig. 401, View E):				
		(a)	Install new packing (6), lubricated with engine oil, into groove in OD of main oil strainer cover (18).				
		(b)	Install filter element (2) into opening in bottom of cover (18).				
		(c)	Align bolt holes and install cover (18) with filter element (2) into main oil filter housing (1).				
			<u>NOTE</u> : The removable plug in the outboard end cap of the filter must be removed before you install the filter element into the cover.				
EFF	ECTI	VITY	REPLACE ENGINE 1 MAIN OIL FILTER FIFMENT				

N79-21-05-4A 79-403-01-1 PAGE 10 OF 18 DEC 22/00



79-403-01-1

AIRLINE CARD NO.

MECH	INSP	-								
		<u>CAUTION</u> :	MAKE SURE INSTALL TH CAN OCCUR.	YOU INSTALL T E PART CORREC	HIS PART CORRE TLY, AN INFLIG	CTLY. IF YO HT ENGINE SH	DU DO NOT IUTDOWN			
		<u>CAUTION</u> :	MAKE SURE COVER RETA CAN CAUSE	YOU INSTALL T INING NUTS TO DAMAGE TO THE	HE COVER CORRE PULL COVER IN PACKING.	CTLY. DO NO ITO THE HOUSI	T USE THE NG. YOU			
		(d) With care cove	n the cover efully push er touches t	(18) in posit the cover on he housing (1	ion over the s the housing un).	tuds in the til the flar	housing, ge of the			
		<u>CAUTION</u> :	MAKE SURE ATTACH THE CAN OCCUR.	YOU ATTACH TH COVER CORREC	E COVER CORREC TLY, AN INFLIG	TLY. IF YOU HT ENGINE SH	I DO NOT IUTDOWN			
		<u>CAUTION</u> :	MAKE SURE TIGHTEN TH IF YOU DO SHUTDOWN C	E YOU TIGHTEN THE NUTS CORRECTLY. MAKE SURE TO THE COVER RETAINING NUTS TO THE TORQUE SPECIFIED. O NOT TIGHTEN THE NUTS AS SPECIFIED, AN INFLIGHT CAN OCCUR.						
		<u>CAUTION</u> :	DO NOT INS LOCK PROPE BACKS OUT LOSS AND A	TALL THE REMO RTY OF THE NU BECAUSE OF TH N IN-FLIGHT-S	VED LOCK NUTS; IT DECREASES WI IE DECREASED IN HUTDOWN CAN OC	USE NEW NUT TH USE. IF LOCK PROPER CUR.	TS. THE THE NUT TY, OIL			
		(e) Atta	ach the cove	r (18) to the	housing (1).					
		1)	If self-loc	king nuts (14) are used:					
			a) Lubrica	te housing st	uds with engin	e oil.				
			b) Attach and nut	cover (18) to s (14).	housing (1) w	ith four was	hers(12)			
			<pre>c) Tighten the nuts (14) to 150-170 pound-inches (16.9-19.2 newton-meters).</pre>							
		2)	2) If hex nuts (14) with lockwire provisions are used:							
		a) Lubricate housing studs with engine oil.								
EFF	ECTI	VITY		REPLACE	ENGINE 1 MAIN	OIL FILTER	ELEMENT			
				N79-21-05-4A	79-403-01-1	PAGE 11 OF	18 DEC 22/00			

SAS 767 TASK CARD

MECH	INSP						
			b) Attach cover (18) to housing (1) with four washers (12) and nuts (14).				
			<pre>c) Tighten the nuts (14) to 125-150 pound-inches (14.1-16.9 newton-meters).</pre>				
			d) Attach the lockwire or safety cable and safety cable ferrule to the nuts (14).				
		(6)	Install new packing (7), lubricated with engine oil, on insert (8).				
		(7)	Install insert (8), lubricated with engine oil, in opening in bottom of cover (13, 18).				
			(a) Tighten the insert (8) to 200-225 pound-inches (22.6-25.4 newton-meters).				
		(8)	Install new packing (9), lubricated with engine oil, on plug (10).				
		(9)	Install plug (10), lubricated with engine oil, into insert (8).				
			<pre>(a) Tighten the plug (10) to 110-120 pound-inches (12.4-13.6 newton-meters).</pre>				
			(b) Attach lockwire or safety cable and safety cable ferrule to plug (10).				
		(10)	ENGINES POST-PW-SB 72-525;				
			Do the steps that follow (Fig. 401, View G):				
			(a) Install pressure relief valve (21) in center of cover (13).				
			(b) Attach retaining ring (20) to pressure relief valve (21).				
			(c) Install new packing (6), lubricated with engine oil, in groove in OD of main oil strainer cover (13).				
			(d) Remove the protective closure from the end of the filter element (19).				
	(e) Install the filter element (19) over the pressure rel valve (21) in cover (13).						
EFF	ECTI	VIII —	REPLACE ENGINE 1 MAIN OIL FILTER ELEMENT				
			N79-21-05-4A 79-403-01-1 PAGE 12 OF 18 APR 22/04				



79-403-01-1

AIRLINE CARD NO.

MECH	INSP						·			
			1)	Align bolt holes and dowel pin in cover (13) with studs and dowel pin hole in main oil filter housing (1), then install cover with filter element (19) into main oil filter housing.						
				<u>NOTE</u> : The the fil	The removable plug in the outboard end cap of the filter must be removed before you install the filter element into the cover.					
		<u>CAUTION</u> :		MAKE SURE YOU INSTALL THIS PART CORRECTLY. IF YOU DO NOT INSTALL THE PART CORRECTLY, AN INFLIGHT ENGINE SHUTDOWN CAN OCCUR.						
			<u>CAUTION</u> :	MAKE SURE COVER RET CAN CAUSE	YOU INSTALL T AINING NUTS TO DAMAGE TO THE	HE COVER CORRE PULL COVER IN PACKING.	CTLY. DO NO ITO THE HOUS	DT USE THE ING. YOU		
	(f) With hole hous <u>CAUTION</u> :			the cover (13) in position over the studs and dowel pin in the housing (1), carefully push the cover on the ing until the flange of the cover touches the housing.						
				MAKE SURE YOU ATTACH THE COVER CORRECTLY. IF YOU DO NOT ATTACH THE COVER CORRECTLY, AN INFLIGHT ENGINE SHUTDOWN CAN OCCUR.						
			<u>CAUTION</u> :	MAKE SURE YOU TIGHTEN THE NUTS CORRECTLY. MAKE SURE TO TIGHTEN THE COVER RETAINING NUTS TO THE TORQUE SPECIFIED. IF YOU DO NOT TIGHTEN THE NUTS AS SPECIFIED, AN INFLIGHT SHUTDOWN CAN OCCUR. DO NOT INSTALL THE REMOVED LOCK NUTS; USE NEW NUTS. THE LOCK PROPERTY OF THE NUT DECREASES WITH USE. IF THE NUT BACKS OUT BECAUSE OF THE DECREASED IN LOCK PROPERTY, OIL LOSS AND AN IN-FLIGHT-SHUTDOWN CAN OCCUR.						
			<u>CAUTION</u> :							
			(g) Atta	ach the cov	ver (13) with four washers (12) and nuts (14).					
			<pre>(h) Tighten the nuts (14) to 150-170 pound-inches (16.9-19.2 newton-meters).</pre>							
		(i) Install packing (9), lubricated with engine oil, on plug (10).								
EFF	ECTI	VITY			REPLACE	ENGINE 1 MAIN	I OIL FILTER	ELEMENT		
					N79-21-05-4A	79-403-01-1	PAGE 13 OF	18 DEC 22/00		
L		8		ABV - Converight () - Uppublished Work -	Soo title nego for date				



					TASK CARD					
MECH	INSP									
			(j)	Install plug (hole in bottom	(10), lubricated with engine oil, into threaded m of cover (13).					
			(k)	Tighten the pl newton-meters)	ug (10) to 110	-120 pound-incl	nes (12.4-	13.6		
			(1)	Attach lockwir plug (10).	e or safety ca	ble and safety	cable fer	rule to		
		(1	1) Do th	ne servicing pr	rocedure for the engine (AMM 12-13-01/301).					
		E. F	Put the ai	irplane back to	its initial c	ondition				
		<u>h</u>	<u>IARNING</u> :	OBEY THE INSTR REVERSERS. IF PERSONS OR DAM	RUCTIONS IN AMM 78-31-00 WHEN YOU CLOSE THE THRUST F YOU DO NOT OBEY THE INSTRUCTIONS, INJURY TO MAGE TO EQUIPMENT COULD OCCUR.					
		((1) Close	e the left thru	ust reverser (AMM 78-31-00/201).					
		((2) Close	e the left core	e cowl panel (AMM 71-11-06/201).					
		((3) Close	e the left fan	n cowl panel (AMM 71-11-04/201).					
		((4) Do th (AMM	ne activation p 78-31-00/201).	rocedure for t	he thrust reve	rser			
		((5) Do a Refer	test of the Ma rence Table (AM	in Oil Filter M 71-00-00/501	that is shown [·]).	in the Pow	er Plant		
EFF	ECTI	/ITY —			REPLACE	ENGINE 1 MAIN	OIL FILTE	R ELEMENT	r	
					N79-21-05-4A	79-403-01-1	PAGE 14 0	F 18 DEC	22/00	
1										


BOEING PROPRIETARY - Copyright (C) - Unpublished Work - See title page for details.





BOEING PROPRIETARY - Copyright (C) - Unpublished Work - See title page for details.



BOEING PROPRIETARY - Copyright (C) - Unpublished Work - See title page for details.

ST	ATION	1							BOE	ING CARD NO.
					\checkmark		10		79-4	03-01-2
				vc (\mathcal{O}	BUEIN	Lī		AIR	LINE CARD NO.
	DATE	-	31	45 6	7	(61 TASK CARD				
SKTLL	WORK AR	EA	EA RELATED TASK INTERVAL PHASE					MPD	TASK CARD	
ENGIN	ENGINE	2							REV	REVISION
ENGIN	SK ENGINE	2		TITLE		OTE	STRUCTURAL ILLUSTRATION R		U14 AF	PPLICABILITY
REPLA	ACE	ENGI	NE 2 MA	AIN OIL F	ILTER	ELEMENT			AIRPLAN	IE ENGINE
	ZONES						ACCESS PANELS		ALL	4000
421				423AL 4	25AL	427AL				
MECH INSF	P		1						I	MPD ITEM NUMBER
					<u>ה די</u>	TITED ELEMENT			N70 0	1_05_44
	KEPLA	C INE	ENGINE		UIL F	ILIEK ELEMENI.			N (9-2	1-UJ-4A
	INTER	/AL NO)TE:							
		R REPL	ACEMENT	T INTERVA	LIS	DEPENDENT UPON	I CONFIGURATION			
	FOR TI	HE SIN	IGLE ELE	EMENT OIL	. FILT	ER CONFIGURATI	ON:			
	1. IN	FERVAL	.: 500 H	HOURS.						
	2. IN	FERVAL	: 2A							
	SB PW	4ENG 7	2-552 (OR SB PW4	ENG 7	9-69 (PRATT &	WHITNEY).			
	FOR PI OF THI	V4000 E SERV	ENGINES	S THAT HA LLETINS.	VE IN	CORPORATED ONE	OR THE OTHER			
	FOR TI OF PR/ EQUIV/	HE DUA Att an Alent)	L ELEME I WHITNE	ENT OIL F EY SERVIC	ILTER E BUL	CONFIGURATION LETIN PW4ENG 7	I (INCORPORATION 2-525 OR			
	1. IN	FERVAL	.: 500 H	HOURS.						
	2. INTERVAL: 2A SB PWENG 79-73 (PRATT & WHITNEY). FOR OPERATORS WHOSE ENTIRE FLEET FOR PW4000 ENGINES INCLUDING SPARES, HAVE INCORPORATED THE SERVICE BULLETINS OR EQUIVALENT BUT DO NOT HAVE THE -901 OR SUBSEQUENT EICAS SOFTWARE CONFIGURATION WITH THE "L/R ENG OIL FILTER" EICAS MESSAGE INHIBITED (OR REVISED AIRCRAFT PROCEDURE).									
	3. INTERVAL: 1600 HOURS SBPW4ENG 79-73 (PRATT & WHITNEY). FOR OPERATORS WHOSE ENTIRE FLEET OF PW4000 ENGINES INCLUDING SPARES, HAVE INCORPORATED THE SERVICE BULLETINS OR EQUIVALENT AND HAVE THE -901 OR SUBSEQUENT EICAS SOFTWARE CONFIGURATION WITH THE "L/R ENG OIL FILTER" EICAS MESSAGE INHIBITED (OR REVISED AIRCRAFT PROCEDURE).									
EFFECT	TIVITY					REPLACE	ENGINE 2 MAIN C	DIL FILT	ER EL	EMENT
						N79-21-05-4A	79-403-01-2 F	PAGE 1	0F 18	NOV 10/97

79-403-01-2 AIRLINE CARD NO.



MECH	INSP	NOTE	E: M	IRB FREQUENCY IS 2C.							
			<u>MAIN OIL FILTER - REMOVAL/INSTALLATION</u>								
		1. <u>F</u>	Remo	ove the Main Oil Filter							
		1	۹.	Equipment							
				(1) Container – for engine oil – 5 U.S. gallons (19 liters) capacity							
		E	References								
				(1) AMM 71–11–04/201, Fan Cowl Panels							
				(2) AMM 71-11-06/201, Core Cowl Panels							
				(3) AMM 78-31-00/201, Thrust Reverser System							
		(С.	Prepare to Remove the Main Oil Filter							
				(1) Open the left 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 YOU OR DAMAGE TO EQUIPMENT.							
				(2) Do this procedure: Thrust Reverser Deactivation for Ground Maintenance (AMM 78-31-00/201).							
				(3) Open the left core cowl panel (AMM 71–11–06/201).							
				WARNING: OBEY THE INSTRUCTIONS IN AMM 78-31-00 WHEN YOU OPEN THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS INJURY TO PERSONS OR DAMAGE TO EQUIPMENT COULD OCCUR.							
				(4) Open the left thrust reverser (AMM 78-31-00/201).							
		[D.	Remove the Main Oil Filter							
EFF	ECTI	VITY	-	REPLACE ENGINE 2 MAIN OIL FILTER ELEMENT							

N79-21-05-4A 79-403-01-2 PAGE 2 OF 18 NOV 10/97





AIRLINE CARD NO.

79-403-01-2

		<u>WARNING</u> : BEFORE YOU OPEN THE OIL TANK CAP, PERMIT A MINIMUM OF FIVE MINUTES AFTER ENGINE SHUTDOWN TO LET THE PRESSURE IN THE OIL TANK BLEED OFF. A FAST FLOW OF HOT OIL CAN OCCUR AND CAUSE INJURY TO YOU.
		(1) Remove the lockwire which attaches the drain plug to the bottom of the insert.
		(2) Put the container below the drain plug.
		WARNING: DO NOT GET THE ENGINE OIL ON YOUR CLOTHES OR ON THE AIRPLANE. DO NOT KEEP THE ENGINE OIL ON YOUR SKIN FOR A LONG TIME. IF YOU DO NOT CLEAN THE ENGINE OIL OFF, THE ENGINE OIL CAN CAUSE INJURY.
		<u>CAUTION</u> : IF YOU DO NOT CLEAN THE ENGINE OIL OFF, THE ENGINE OIL CAN CAUSE A STAIN ON YOUR CLOTHES AND THE PAINT WILL BECOME SOFT.
		(3) ENGINES PRE-PW-SB 72-524;
		Do the steps that follow (Fig. 401, View A):
		(a) Hold the insert (8) in position with a wrench on the flats to remove the drain plug (10).
		(b) Remove the drain plug (10) with the wrench.
		1) Discard the packing (9) on the drain plug (10).
		(c) Permit the housing of the main oil filter to drain.
		<u>WARNING</u> : A TENSION FROM A SPRING IS ON THE FILTER COVER. HOLD THE FILTER COVER WITH YOUR HAND TO MAKE SURE THE FILTER COVER DOES NOT EJECT WHEN YOU REMOVE THE BOLTS.
		(d) While you hold the filter cover in position with your hand, remove the bolts (11) and washers (12) which attach the filter cover (13).
		(e) Remove the filter cover (13).
EFF	ECTI	VITY REPLACE ENGINE 2 MAIN OIL FILTER ELEMENT

N79-21-05-4A 79-403-01-2

PAGE 3 OF 18 DEC 22/00

MECH INSP

BOEING CARD NO. 79-403-01-2

AIRLINE CARD NO.

	(BOEING
SAS	767
	TASK CARD

MECH	INSP	-	
			1) Discard the packing (6).
			(f) Remove the main oil filter (2) from the filter housing (1).
			1) Discard the main oil filter (2).
		(4)	ENGINES POST-PW-SB 72-524 AND PRE-PW-SB 79-79;
			Do the steps that follow (Fig. 401, View C):
			(a) Hold the insert (8) in position with a wrench on the flats to remove the drain plug (10).
			(b) Remove the drain plug (10) with the wrench.
			1) Discard the packing (9) on the drain plug (10).
			(c) Permit the housing of the main oil filter to drain.
			WARNING: A TENSION FROM A SPRING IS ON THE FILTER COVER. HOLD THE FILTER COVER WITH YOUR HAND TO MAKE SURE THE FILTER COVER DOES NOT EJECT WHEN YOU REMOVE THE BOLTS.
			(d) While you hold the filter cover in position with your hand, remove the lockwire, nuts (14), and washers (12) which attach the filter cover (13).
			1) If self-locking nuts were used, discard them.
			(e) Remove the filter cover (13).
			1) Discard the packing (6).
			(f) Remove the main oil filter (2) from the filter housing (1).
			1) Discard the main oil filter (2).
		(5)	ENGINES POST-PW-SB 72-524 AND POST-PW-SB 79-79;
			Do the steps that follow (Fig. 401, View E):
			(a) Hold the insert (8) in position with a wrench on the flats to remove the drain plug (10).
			(b) Remove the drain plug (10) with the wrench.
_		 	
EFF	ECTI	YT1V	REPLACE ENGINE 2 MAIN OIL FILTER ELEMENT

N79-21-05-4A 79-403-01-2 PAGE 4 OF 18 DEC 22/00

BOEING CARD NO. 79-403-01-2



AIRLINE CARD NO.

MECH	INSP		
			1) Discard the packing (9) on the drain plug (10).
			(c) Permit the housing of the main oil filter to drain.
			<u>WARNING</u> : A TENSION FROM A SPRING IS ON THE FILTER COVER. HOLD THE FILTER COVER WITH YOUR HAND TO MAKE SURE THE FILTER COVER DOES NOT EJECT WHEN YOU REMOVE THE BOLTS.
			(d) While you hold the filter cover in position with your hand, remove the lockwire, nuts (14), and washers (12) which attach filter cover (18).
			(e) Remove the filter cover (18).
			1) Discard the packing (6).
			(f) Remove the main oil filter (2) from the filter housing (1).
			1) Discard the main oil filter (2).
		(6)	ENGINES POST-PW-SB 72-525;
			Do the steps that follow (Fig. 401, View G):
			(a) Remove the drain plug (10) with the wrench.
			1) Discard the packing (9) on the drain plug (10).
			2) Permit the housing of the main oil filter to drain.
			<u>WARNING</u> : A TENSION FROM A SPRING IS ON THE FILTER COVER. HOLD THE FILTER COVER WITH YOUR HAND TO MAKE SURE THE FILTER COVER DOES NOT EJECT WHEN YOU REMOVE THE BOLTS.
			(b) While you hold the filter cover in position with your hand, remove the four self-locking nuts (14) and washers (12) on the main oil filter cover assembly (13).
			<u>NOTE</u> : You can use plain nuts with wire holes as an alternate method.
			(c) Remove the filter cover (13).
EFF	ECTIVITY		REPLACE ENGINE 2 MAIN OIL FILTER ELEMENT
			N79-21-05-4A 79-403-01-2 PAGE 5 OF 18 DEC 22/0

NE CARD NO.

							BOEING CARD NO
		SAS	767	7 		_	AIRLINE CARD N
		•	TASK (CARD			
-							
		1) [iscard the packing	(6).			
		2) [iscard the four se	lf-locking r	nuts (14).		
		<u>N</u>	<u>NOTE</u> : Keep the nut	s with the w	wire holes [.]	if they	/ were used
		(d) Remov	ve the main oil fil	ter (19) fro	om the filte	er hous	sing (1).
		(e) Remov valve	ve the retaining ri e (21).	ng (20) from	n the pressu	ure re	lief
		(f) Remov	ve the pressure rel	ief valve (2	21) from the	e covei	[•] (13).
	(7)	Install pr	otective caps into	the housing	g of the ma [.]	in oil	filter.
2. <u>In</u>	<u>stall</u>	the Main Oi	il Filter				
Α.	Equi	pment					
	(1)	M3O3, M3O5 Bergen Cab 17O Gregg P.O. Box Lodi, NJ C	5, or M307 Bergen M ole Technologies In St 1300 07644-9982	echanical Cr c	rimper		
	(2)	D00137 Eng	gine Oil – PWA 521				
	(3)	G02332 Fer	rule, Safety Cable	(P05-292)			
	(4)	G02334 Loc	kwire, (P05-289) 0	.032 inch (().813 mm) -	AS3214	4-02
	(5)	GO2335 Cab	ole, Safety (PO5–29	1)			
В.	Part	S					
	AMM					AIPC	
FIG	ITE	M	NOMENCLATURE		SUBJECT	FIG	ITEM
401	2	Pilt	ter Element		79-21-06	01	60

C. References

EFFECTIVITY REPLACE ENGINE 2 MAIN OIL FILTER ELEMENT N79-21-05-4A 79-403-01-2 PAGE 6 OF 18 APR 22/06 BOEING PROPRIETARY - Copyright (C) - Unpublished Work - See title page for details.

						\mathbf{A}	BAFIN			79-403-01-2
				S	AS	Kr.	767	-		AIRLINE CARD NO.
				•			TASK CARD			
MECH	INSP									
			(1)	AMM 12	2-13-0	1/301, E	ingine – Oil Se	rvicing		
			(2)	AMM 7'	1-00-0	0/501, F	Power Plant – G	eneral		
			(3)	AMM 7'	1-11-0	4/201, F	an Cowl Panels			
			(4)	AMM 7'	1-11-0	6/201, 0	ore Cowl Panel	S		
			(5)	AMM 78	3-31-0	0/201, т	hrust Reverser	System		
		D.	Proc	edure	(Fig.	401)				
			(1)	Remove	e prot	ective o	ap from the ho	using of the m	ain oil 1	filter.
			(2)	Clean	the h	ousing c	of any unwanted	material.		
			<u>CAUT</u>	<u>ION</u> :	THE MA INSTAL HOUSIN DIL WI	IN OIL F L BEFORE G. IF Y LL NOT G	ILTERS HAVE A YOU INSTALL T OU DO NOT INST O THROUGH THE	REMOVABLE PLUG HE MAIN OIL FI ALL THE REMOVA MAIN OIL FILTE	WHICH YO LTER INTO BLE PLUG, R.	DU MUST D THE , THE ENGINE
			(3)	ENGIN	ES PRE	-PW-SB 7	′2-524 <i>;</i>			
				Do the	e step	s that f	ollow (Fig. 40	1, View A):		
				(a) :	Instal groove	l new pa in OD c	ncking (6), lub of main oil str	ricated with e ainer cover (1	ngine oi 3).	l, into
				(b)	Instal cover	l filter (13).	element (2) i	nto opening in	bottom d	of
				(c) /	Align into m	bolt hol ain oil	es and install. filter housing	cover (13) wi (1).	th filter	r element (2)
				I	NOTE:	The rem filter element	novable plug in must be instal : into the cove	the outboard led before you r.	end cap o install	of the the filter
FFF	FCTTV	TTY -								
							REPLACE	ENGINE 2 MAIN	I OIL FILT	IER ELEMENT
							N79-21-05-4A	79-403-01-2	PAGE 7	OF 18 DEC 22/00



79-403-01-2

AIRLINE CARD NO.

MECH	INSP										
			<u>CAUTI</u>	<u>on</u> :	MAKE SURE INSTALL T	YOU INSTALL T HE PART CORREC	HIS PART CORRE TLY, AN INFLIG	CTLY. I HT ENGIN	F YOU DO N E SHUTDOWN	от	
			<u>CAUTION</u> :		MAKE SURE COVER RET CAN CAUSE	YOU INSTALL T AINING BOLTS T DAMAGE TO THE	HE COVER CORRE O PULL COVER I PACKING.	CTLY. D NTO THE	O NOT USE HOUSING.	THE YOU	
		(d) With push touc		With push touch	the cover the cover nes the ho	(13) in posit on the housin using.	ion on the hou g until the fl	sing (1) ange of	, carefull the cover	у	
		<u>CAUTION</u> :			MAKE SURE ATTACH TH CAN OCCUR	MAKE SURE YOU ATTACH THE COVER CORRECTLY. IF YOU DO NOT ATTACH THE COVER CORRECTLY, AN INFLIGHT ENGINE SHUTDOWN CAN OCCUR.					
			<u>CAUTION</u> :		MAKE SURE YOU TIGHTEN THE BOLTS CORRECTLY. MAKE SURE TO TIGHTEN THE COVER RETAINING BOLTS TO THE TORQUE SPECIFIED. IF YOU DO NOT TIGHTEN THE BOLTS AS SPECIFIED, AN INFLIGHT SHUTDOWN CAN OCCUR.						
			(e)	Attac and b	ch the cov colts (11)	er (13) to the	housing (1) w	ith four	washers (12)	
			(f)	Tight newto	ten the bo on-meters)	he bolts (11) to 125–140 pound-inches (14.1–15.8 ters).					
		<u>CAUT</u>	<u>10N</u> :	THE M INSTA HOUSI OIL W	MAIN OIL F ALL BEFORE ING. IF Y VILL NOT G	N OIL FILTERS HAVE A REMOVABLE PLUG WHICH YOU MUST BEFORE YOU INSTALL THE MAIN OIL FILTER INTO THE . IF YOU DO NOT INSTALL THE REMOVABLE PLUG, THE ENGINE L NOT GO THROUGH THE MAIN OIL FILTER.					
		(4)	ENGIN	ES PO)ST-PW-SB	72-524 AND PRE	-PW-SB 79-79;				
			Do th	e ste	eps that f	ollow (Fig. 40	1, View C):				
		(a) Install groove i			all new pa ve in OD o	cking (6), lub f main oil str	ricated with e ainer cover (1	ngine oi 3).	l, into		
(b) Install filter element (2) into opening in bo cover (13).					bottom	of					
EFF	ECTI	VITY				REPLACE	ENGINE 2 MAIN	OIL FIL	TER ELEMEN	т	
						N79-21-05-4A	79-403-01-2	PAGE 8	OF 18 DEC	22/00	

5 5 1



AIRLINE CARD NO.

		TASK CARD
MECH	INSP	
		(c) Align bolt holes and install cover (13) with filter element (2) into main oil filter housing (1).
		<u>NOTE</u> : The removable plug in the outboard end cap of the filter must be installed before you install the filter element into the cover.
		<u>CAUTION</u> : MAKE SURE YOU INSTALL THIS PART CORRECTLY. IF YOU DO NOT INSTALL THE PART CORRECTLY, AN INFLIGHT ENGINE SHUTDOWN CAN OCCUR.
		<u>CAUTION</u> : MAKE SURE YOU INSTALL THE COVER CORRECTLY. DO NOT USE THE COVER RETAINING NUTS TO PULL COVER INTO THE HOUSING. YOU CAN CAUSE DAMAGE TO THE PACKING.
		(d) With the cover (13) in position over the studs in the housing, carefully push the cover on the housing until the flange of the cover touches the housing (1).
		<u>CAUTION</u> : MAKE SURE YOU ATTACH THE COVER CORRECTLY. IF YOU DO NOT ATTACH THE COVER CORRECTLY, AN INFLIGHT ENGINE SHUTDOWN CAN OCCUR.
		<u>CAUTION</u> : MAKE SURE YOU TIGHTEN THE NUTS CORRECTLY. MAKE SURE TO TIGHTEN THE COVER RETAINING NUTS TO THE TORQUE SPECIFIED. IF YOU DO NOT TIGHTEN THE NUTS AS SPECIFIED, AN INFLIGHT SHUTDOWN CAN OCCUR.
		CAUTION: DO NOT INSTALL THE REMOVED LOCK NUTS; USE NEW NUTS. THE LOCK PROPERTY OF THE NUT DECREASES WITH USE. IF THE NUT BACKS OUT BECAUSE OF THE DECREASED IN LOCK PROPERTY, OIL LOSS AND AN IN-FLIGHT-SHUTDOWN CAN OCCUR.
		(e) Attach the cover (13) to the housing (1).
		1) If self-locking nuts (14) are used:
		a) Lubricate housing studs with engine oil.
		b) Attach cover (13) to housing (1) with four washers (12) and nuts (14).
EFF	ECTIV	VITY REPLACE ENGINE 2 MAIN OIL FILTER ELEMENT
		N79-21-05-4A 79-403-01-2 PAGE 9 OF 18 DEC 22/00

5 5 1

SAS TASK CARD

79-403-01-2 AIRLINE CARD NO.

MECH	INSP									
			c) Tighten the nuts (14) to 150-170 pound-inches (16.9-19.2 newton-meters).							
			2) If hex nuts (14) with lockwire provisions are used:							
			a) Lubricate housing studs with engine oil.							
			b) Attach cover (13) to housing (1) with four washers and nuts (14).	(12)						
			<pre>c) Tighten the nuts (14) to 125-150 pound-inches (14.1-16.9 newton-meters).</pre>							
			d) Attach the lockwire or safety cable and safety cab ferrule to the nuts (14).	le						
		<u>CAUTION</u> :	THE MAIN OIL FILTERS HAVE A REMOVABLE PLUG WHICH YOU MUST REMOVE BEFORE YOU INSTALL THE MAIN OIL FILTER INTO THE HOU IF YOU DO NOT REMOVE THE REMOVABLE PLUG, THE FILTER WILL N WORK CORRECTLY.	SING. OT						
		(5) ENGI	GINES POST-PW-SB 72-524 AND POST-PW-SB 79-79;							
		Do t	the steps that follow (Fig. 401, View E):							
		(a)	(a) Install new packing (6), lubricated with engine oil, into groove in OD of main oil strainer cover (18).							
		(b)	(b) Install filter element (2) into opening in bottom of cover (18).							
		(c)	Align bolt holes and install cover (18) with filter elemen into main oil filter housing (1).	t (2)						
			<u>NOTE</u> : The removable plug in the outboard end cap of the filter must be removed before you install the filte element into the cover.	r						
EFF	ECTI	VITY								
			NZO 24 05 (1) ZO (07 01 0 DIE 10 TE 10							
			N(y-21-05-4A / (y-405-01-2 PAGE 10 OF 18 D	EL 22/00						

5 5 1



79-403-01-2

AIRLINE CARD NO.

MECH	INSP						·				
		<u>c</u>	AUTION:	MAKE SURE INSTALL TH CAN OCCUR	YOU INSTALL T HE PART CORREC	HIS PART CORRE TLY, AN INFLIG	CTLY. IF YO HT ENGINE SH	U DO NOT UTDOWN			
		<u>CAUTION</u> :		MAKE SURE COVER RET/ CAN CAUSE	YOU INSTALL T AINING NUTS TO DAMAGE TO THE	HE COVER CORRE PULL COVER IN PACKING.	CTLY. DO NO TO THE HOUSI	T USE THE NG. YOU			
	(d) With the co carefully cover touch				(18) in posit the cover on the housing (1	ion over the s the housing un).	tuds in the til the flan	housing, ge of the			
		<u>c</u>	AUTION:	MAKE SURE ATTACH THI CAN OCCUR	YOU ATTACH TH E COVER CORREC -	E COVER CORREC TLY, AN INFLIG	TLY. IF YOU HT ENGINE SH	DO NOT UTDOWN			
	CAUTION: M/ T: II SI			MAKE SURE TIGHTEN TH IF YOU DO SHUTDOWN (AKE SURE YOU TIGHTEN THE NUTS CORRECTLY. MAKE SURE TO IGHTEN THE COVER RETAINING NUTS TO THE TORQUE SPECIFIED. F YOU DO NOT TIGHTEN THE NUTS AS SPECIFIED, AN INFLIGHT HUTDOWN CAN OCCUR.						
		<u>C</u>	AUTION:	DO NOT IN LOCK PROPI BACKS OUT LOSS AND /	STALL THE REMO ERTY OF THE NU BECAUSE OF TH AN IN-FLIGHT-S	VED LOCK NUTS; T DECREASES WI E DECREASED IN HUTDOWN CAN OC	USE NEW NUT TH USE. IF LOCK PROPER CUR.	S. THE THE NUT TY, OIL			
		(e) Attac	h the cove	er (18) to the	housing (1).					
			1) I	f self-lo	cking nuts (14) are used:					
			а) Lubrica	icate housing studs with engine oil.						
			b) Attach and nu	ch cover (18) to housing (1) with four washers(12) nuts (14).						
			с) Tighter (16.9-1	n the nuts (14 19.2 newton-me) to 150-170 p ters).	ound-inches				
		2) If hex nuts (14) with lockwire provisions are used					:				
			а) Lubrica	ate housing st	uds with engin	e oil.				
EFF	ECTI	VITY			REPLACE	ENGINE 2 MAIN	OIL FILTER	ELEMENT			
					N79-21-05-4A	79-403-01-2	PAGE 11 OF	18 DEC 22/00			

5 5 1

SAS BOEING

AIRLINE CARD NO.

			TASK CARD						
MECH	INSP								
			b) Attach cover (18) to housing (1) with four washers (12) and nuts (14).						
			<pre>c) Tighten the nuts (14) to 125-150 pound-inches (14.1-16.9 newton-meters).</pre>						
			d) Attach the lockwire or safety cable and safety cable ferrule to the nuts (14).						
		(6)	Install new packing (7), lubricated with engine oil, on insert (8).						
		(7)	Install insert (8), lubricated with engine oil, in opening in bottom of cover (13, 18).						
			<pre>(a) Tighten the insert (8) to 200-225 pound-inches (22.6-25.4 newton-meters).</pre>						
		(8)	Install new packing (9), lubricated with engine oil, on plug (10).						
		(9) Install plug (10), lubricated with engine oil, into insert (8).							
			<pre>(a) Tighten the plug (10) to 110-120 pound-inches (12.4-13.6 newton-meters).</pre>						
			(b) Attach lockwire or safety cable and safety cable ferrule to plug (10).						
		(10)	ENGINES POST-PW-SB 72-525;						
			Do the steps that follow (Fig. 401, View G):						
			(a) Install pressure relief valve (21) in center of cover (13).						
			(b) Attach retaining ring (20) to pressure relief valve (21).						
			(c) Install new packing (6), lubricated with engine oil, in groove in OD of main oil strainer cover (13).						
			(d) Remove the protective closure from the end of the filter element (19).						
			(e) Install the filter element (19) over the pressure relief valve (21) in cover (13).						
EFF	ECTI	VITY	REPLACE ENGINE 2 MAIN OIL FILTER ELEMENT						
			N79-21-05-4A 79-403-01-2 PAGE 12 OF 18 APR 22/04						



BOEING CARD NO. 79-403-01-2

AIRLINE CARD NO.

MECH	INSP	
		 Align bolt holes and dowel pin in cover (13) with studs and dowel pin hole in main oil filter housing (1), then install cover with filter element (19) into main oil filter housing.
		<u>NOTE</u> : The removable plug in the outboard end cap of the filter must be removed before you install the filter element into the cover.
		<u>CAUTION</u> : MAKE SURE YOU INSTALL THIS PART CORRECTLY. IF YOU DO NOT INSTALL THE PART CORRECTLY, AN INFLIGHT ENGINE SHUTDOWN CAN OCCUR.
		<u>CAUTION</u> : MAKE SURE YOU INSTALL THE COVER CORRECTLY. DO NOT USE THE COVER RETAINING NUTS TO PULL COVER INTO THE HOUSING. YOU CAN CAUSE DAMAGE TO THE PACKING.
		(f) With the cover (13) in position over the studs and dowel pin hole in the housing (1), carefully push the cover on the housing until the flange of the cover touches the housing.
		<u>CAUTION</u> : MAKE SURE YOU ATTACH THE COVER CORRECTLY. IF YOU DO NOT ATTACH THE COVER CORRECTLY, AN INFLIGHT ENGINE SHUTDOWN CAN OCCUR.
		<u>CAUTION</u> : MAKE SURE YOU TIGHTEN THE NUTS CORRECTLY. MAKE SURE TO TIGHTEN THE COVER RETAINING NUTS TO THE TORQUE SPECIFIED. IF YOU DO NOT TIGHTEN THE NUTS AS SPECIFIED, AN INFLIGHT SHUTDOWN CAN OCCUR.
		<u>CAUTION</u> : DO NOT INSTALL THE REMOVED LOCK NUTS; USE NEW NUTS. THE LOCK PROPERTY OF THE NUT DECREASES WITH USE. IF THE NUT BACKS OUT BECAUSE OF THE DECREASED IN LOCK PROPERTY, OIL LOSS AND AN IN-FLIGHT-SHUTDOWN CAN OCCUR.
		(g) Attach the cover (13) with four washers (12) and nuts (14).
		<pre>(h) Tighten the nuts (14) to 150-170 pound-inches (16.9-19.2 newton-meters).</pre>
		(i) Install packing (9), lubricated with engine oil, on plug (10).
EFF	ECTI	VITY REPLACE ENGINE 2 MAIN OIL FILTER ELEMENT
		N79-21-05-4A 79-403-01-2 PAGE 13 OF 18 DEC 22/00
		BOEING PROPRIETARY - Copyright (C) - Unpublished Work - See title page for details.



						TASK CARD						
MECH	INSP											
				(j)	Install plug (hole in bottom	10), lubricate of cover (13)	d with engine	oil, into	o threaded			
				(k)	Tighten the pl newton-meters)	ug (10) to 110	-120 pound-inc	hes (12.4	4-13.6			
				(1)	Attach lockwir plug (10).	re or safety cable and safety cable ferrule to						
			(11)	Do t	he servicing pr	ocedure for th	e engine (AMM	12-13-01	/301).			
		E.	Put	the a	irplane back to	its initial c	ondition					
			WARN	<u>IING</u> :	OBEY THE INSTR REVERSERS. IF PERSONS OR DAM	UCTIONS IN AMM YOU DO NOT OB AGE TO EQUIPME	78-31-00 WHEN EY THE INSTRUC NT COULD OCCUR	YOU CLO: TIONS, II -	SE THE THRU NJURY TO	JST		
		(1) Close the left thrust reverser (AMM 78-31-00/201).										
		(2) Close the left core cowl panel (AMM 71–11–06/201).										
		(3) Close the left fan cowl panel (AMM 71–11–04/201).										
		(4) Do the activation procedure for the thrust reverser (AMM 78-31-00/201).										
			(5)	Do a Refe	test of the Ma rence Table (AM	in Oil Filter M 71-00-00/501	that is shown).	in the Po	ower Plant			
EFF	ECTI	VITY				REPLACE	ENGINE 2 MAIN	OIL FIL	TER ELEMEN	Г		
						N79-21-05-4A	79-403-01-2	PAGE 14	OF 18 DEC	22/00		



BOEING PROPRIETARY - Copyright (C) - Unpublished Work - See title page for details.



BOEING PROPRIETARY - Copyright (C) - Unpublished Work - See title page for details.



BOEING PROPRIETARY - Copyright (C) - Unpublished Work - See title page for details.



BOEING PROPRIETARY - Copyright (C) - Unpublished Work - See title page for details.

STA	TION							BOE	ING CARD NO.
TAIL	NO.		(X .	BDEIN	G		79-4	09-01-1
D	ATF		SAS &		767			AIRLINE CARD NO.	
	AIL				TASK CARD				
SKILL	WORK AR	EA	RELATED TASK		INTERVAL		PHASE	MPD REV	TASK CARD REVISION
ENGIN	ENGINE	1		0	0048 HRS	NOTE	002DY	010	DEC 22/07
SERVI	¢ CF	FNGTNE				STRUCTURAL ILLUSTRATION R	FERENCE	AIRPLAN	E ENGINE
	701150							ALL	4000
611	ZONES		/17PI			ACCESS PANELS			
411			4176						
MECH INSP								M	IPD ITEM NUMBER
								40.4	7 04 7.
	CHECK	THE ENG	SINE 1 OIL LEVE	LAN	D SERVICE AS N	IECESSARY.		12-1.	3-01-3A
	INTERV	AL NOTE	: 48 ELAPSED C	LOCK	HOURS.				
	1. <u>Ger</u>	<u>neral</u>							
	Δ	This n	procedure inclu	Ides	two tasks to 1	ill the engine o	il tank	Th	e first
		task i	s for the engi	nes	that have not	incorporated PW	Service	Bull	etins
		79-47 is for	and 79-65 (eng	ines hat	with the cuta	away oil tank end ated PW Service B). The ulletin	secol	nd task 47 and
		79-65.		inac			accern	13 1 2	
	В.	Refer instru	to PW SB 238 f uctions for cha	or i Ingeo	nformation on ver to a diffe	approved oil bra erent brand or ty	nds, oi pe of c	l typ	es, and
	L.	The oi the fi	l tank have a ller neck valv	-47; fill e.	er neck connec	tor between the	oil tar	ık bos	s and
	D.	ENGINE	S POST-PW-SB 7	'9-47	AND POST-PW-7	' 9–65 ;			
		(ENGIN The oi	IES WITH THE CU l tanks do not	ITAWA hav	Y OIL TANK END e a filler neo	ck connector.			
	Ε.	You ca left c	n get access t ore cowl panel	o th	e oil tank cap	o through the oil	access	door	on the
	2. <u>Enc</u>	ine Oil	<u>Servicing</u> (Fi	g. 3	01)				
	Α.	Equipm	nent						
		(1) A	dapter - PWA 8	6018	, Oil Sampler	(Optional)			
		(2) (ontainer – 5 U	LS.	gallons (19 li	iters) for oil			
	B	Consum	able Materials		J				
	I								
EFFECT	IVITY				SERVICE	ENGINE 1 OIL LE	VEL		

79-409-01-1 AIRLINE CARD NO.



			TASK CARD						
MECH	INSP								
			(1) D00390 Oil - Engine						
		с.	References						
			(1) AMM 71-00-00/201, Power Plant						
			(2) AMM 78-31-00/201, Thrust Reverser System						
			(3) AMM 79-11-03/201, Engine Oil Tank Cap						
			(4) AMM 79-21-10/401, Magnetic Chip Detectors						
		D.	Prepare for Engine Oil Servicing						
			<u>CAUTION</u> : YOU MUST OBEY THE TIME LIMITS IN THE STEPS THAT FOLLOW WHEN YOU FILL THE ENGINE WITH ENGINE OIL. A FAILURE TO DO THIS CAN CAUSE AN INCORRECT SERVICING OF THE ENGINE OIL TANK AND DAMAGE TO THE ENGINE.						
		(1) Examine the oil level.							
		<u>NOTE</u> : You must fill the engine oil tank from (15) fifteen minutes to two (2) hours after the engine is shut down.							
			<u>NOTE</u> : If you see "black oil" in the oil system, refer to AMM 72–00–00/601. Black oil can be an indication of a serious problem or it can be a condition that requires no maintenance action.						
			(2) If the engine was stopped for more than two (2) hours, dry motor the engine for approximately two (2) minutes (AMM 71-00-00/201).						
			NOTE: Do this until the oil quantity is stable.						
			(3) After the dry motor procedure is done, do the steps that follow:						
			(a) Wait for a minimum of fifteen (15) minutes but not more than two (2) hours before servicing engine oil system.						
EFF	ECTI	VITY -	SERVICE ENGINE 1 OIL LEVEL						
			12-13-01-3A 79-409-01-1 PAGE 2 OF 8 DEC 22/07						





AIRLINE CARD NO.

79-409-01-1

MECH	INSP									
			<u>WARNING</u> :	DO THE DEACTIVA THRUST REVERSER REVERSER CAN CA	TION PROCEDUR . THE ACCIDE USE INJURY TO	E TO PREVENT 1 NTAL OPERATION YOU OR DAMAGE	THE OPERATION N OF THE THRU E TO EQUIPMEN	OF THE ST T.		
			(4) Do t main	he deactivation tenance (AMM 78–	n procedure for the thrust reverser for ground 8-31-00/201).					
			(5) Open	the access door	to the oil t	ank on the lef	t core cowl	panel.		
		E.	ENGINES P	RE-PW-SB 79-47,	OR 79-65;					
			Do a chec	k of the oil lev	el for the le	ft engine:				
			<u>WARNING</u> :	DO NOT OPEN THE THE ENGINE. A PRESSURE IN THE FAST FLOW OF HO	OIL TANK CAP MINIMUM OF FI OIL TANK BLE T OIL CAN OCC	FOR FIVE MINU VE MINUTES IS ED OFF. IF YC UR AND CAUSE I	JTES AFTER SH NECESSARY TO DU DO NOT DO NJURY TO YOU	UTDOWN OF LET THIS, A		
			<u>WARNING</u> :	DO NOT KEEP THE NOT CLEAN THE O	OIL ON YOUR	SKIN FOR A LON IL CAN CAUSE I	IG TIME. IF NJURY.	YOU DO		
			<u>CAUTION</u> :	DO NOT MIX THE SOME OILS WILL CAUSE DAMAGE TO	NAME BRAND OI CHEMICALLY CH THE ENGINE.	LS UNLESS YOU ANGE WHEN YOU	ARE SURE THE MIX THEM. T	Y AGREE. HIS CAN		
			<u>CAUTION</u> :	IF YOU DO NOT C YOUR CLOTHES AN	LEAN THE OIL D DAMAGE TO P	OFF, THE OIL C AINT CAN OCCUR	CAN CAUSE A S	TAIN ON		
			(1) Remo	ve the oil tank	cap from the	filler neck (A	MM 79-11-03/	201).		
			(2) Exam	ine the oil leve	l.					
			<u>NOTE</u>	: The correct l by the valve	evel of oil i of the filler	s at the botto neck valve.	om of the "V"	made		
			(3) If t	he oil level is	too high, do	the steps that	follow:			
			(a)	Put a container	below the ma	gnetic chip de	etector.			
EFF	ECTI	VITY			SERVICE	ENGINE 1 OIL	LEVEL			
					12-13-01-3A	79-409-01-1	PAGE 3 OF	8 DEC 22/07		

BOEING CARD NO. 79-409-01-1



AIRLINE CARD NO.

				-	FASK CARD				
MECH	INSP								
			(b)	Remove the magnet tank (AMM 79–21–1 <u>NOTE</u> : You can us the oil ta	ic chip det 0/401). e the PWA & nk. If you	ector to drair 6018 Adapter t use the PWA 8	the oil f o drain th 6018 Adapt	rom the oil e oil from er, remove	
				only the m	agnetic chi	p detector pro	be.		
			(c)	If you do not use oil to drain from chip detector.	the PWA 86 the openin	D18 Adapter, p g at the locat	ermit 10 q ion of the:	uarts of magnetic	
			(d)	If you use the PW	A 86018 Ada	oter, do the s	teps that	follow:	
				 Install the P magnetic chip 	WA 86018 Ad detector p	apter in the l robe.	ocation of	the	
				2) Permit 10 qua	rts of oil	to drain from	the oil ta	nk.	
				3) Remove the PW	A 86018 Ada	oter.			
		WARNING: USE AMM 71-00-00 TO OPERATE THE POWER PLANT NOT USE THIS PROCEDURE, YOU CAN CAUSE DAMAG OR INJURY TO PERSONS.						F YOU DO EQUIPMENT	
			(e)	Use the Power Pla (AMM 71–00–00/201	nt Dry-Moto).	r procedure to	motor the	engine	
			(f)	Use the Power Pla shutdown (AMM 71–	nt Dry-Moto 00-00/201).	r procedure to	do the en	gine	
			(g)	Install the magne	tic chip de	tector (AMM 79	-21-10/401).	
			(4) Fill	the engine oil ta	nk to the b	ottom of the f	iller neck	valve:	
		<u>NOTE</u> : If the engine oil was fully drained from the engine, fill the engine oil tank. Fill the oil tank until the oil starts to flow into the scupper drain.							
		F.	ENGINES F	RE-PW-SB 79-47 OR	79-65 ;				
EFF	ECTI	νιτγ -		SE	RVICE	ENGINE 1 OIL	LEVEL		
				1	2-13-01-3A	79-409-01-1	PAGE 4 0	F 8 DEC 22/0	7נ
1				I ·			···• •		

BOEING CARD NO. 79-409-01-1



AIRLINE CARD NO.

MECH	INSP	-							
			Do a chec	k of the oil le	vel for the ri	ght engine:			
			<u>NOTE</u> : Fi	ll the oil tank	k in the steps that follow.				
			<u>CAUTION</u> :	FOR THE RIGHT CAP IS OPENED, TO ADD MORE OI	ENGINE, IF THE THIS IS AN OV L TO REPLACE T	OIL FLOWS OUT WHEN THE ERSERVICING CONDITION. HE OIL THAT HAS FLOWED	E OIL TANK DO NOT TRY OUT.		
			(1) Remo (AMM	ve the oil tank 79–11–03/201).	cap from the	filler neck valve			
			(2) Put the	the engine oil top of the fill	into the oil t er neck valve	ank until the oil start and in the scupper dra	ts to go over in.		
		G.	ENGINES P Do a chec	OST-PW-SB 79-47 k of the oil le	OR 79-65; vel:				
			WARNING:	NING: DO NOT OPEN THE OIL TANK CAP FOR FIVE MINUTES AFTER SHUTDOWN OF THE ENGINE. A MINIMUM OF FIVE MINUTES IS NECESSARY TO LET PRESSURE IN THE OIL TANK BLEED OFF. IF YOU DO NOT DO THIS, A FAST FLOW OF HOT ENGINE OIL CAN OCCUR AND CAUSE INJURY TO YOU.					
			<u>WARNING</u> :	DO NOT LET THE CAN ABSORB TOX ENGINE OIL TOU	ENGINE OIL TO IC MATERIALS T CH YOUR SKIN F	UCH YOUR SKIN FOR A LOM HROUGH YOUR SKIN IF YOU OR A LONG TIME.	NG TIME. YOU J LET THE		
			<u>WARNING</u> :	DO NOT TOUCH T THE OIL SYSTEM PARTS. YOU CA	HE ENGINE OIL STAYS HOT FOR N INJURE YOURS	SYSTEM PARTS IF THE ENG MORE TIME THAN THE OTH ELF IF YOU TOUCH A HOT	GINE IS HOT. HER ENGINE OIL SYSTEM.		
			CAUTION:	DO NOT MIX THE SURE THEY AGRE	DIFFERENT TYP E. SOME OILS	ES OF ENGINE OILS UNLES WILL CHEMICALLY CHANGE	SS YOU ARE WHEN YOU MIX		
				THEM. THIS CA	N CAUSE DAMAGE	TO THE ENGINE.			
			<u>CAUTION</u> :	DO NOT LET THE TOUCH THE ENGI RUBBER, PAINT,	ENGINE OIL TO NE OIL. THE E AND OTHER ENG	UCH PARTS WHICH DO NOT NGINE OIL CAN CAUSE DAM INE PARTS.	USUALLY MAGE TO THE		
		<u>CAUTION</u> : DO NOT LET THE ALKALINE CLEANING FLUIDS TOUCH THE ENGINE OIL WHICH WILL GO INTO THE ENGINE. VERY SMALL QUANTITIES OF THE ALKALINE CLEANING FLUIDS WILL CAUSE DAMAGE TO THE ENGINE OIL.							
EFF	ECTI	VITY -			SERVICE	ENGINE 1 OIL LEVEL			

12-13-01-3A 79-409-01-1 PAGE 5 OF 8 DEC 22/07

	SAS 767 TASK CARD	79-409-01-1 AIRLINE CARD NO.
	(1) Remove the oil tank cap from the filler neck (AMM 79–1	1-03/201).
	(2) Examine the oil level.	
	<u>NOTE</u> : Fill the oil tank with the steps that follow.	
	(3) Put the engine oil into the oil tank until the engine go over the top of the filler neck valve.	oil starts to
Н.	. If the oil system is empty when you fill the oil tank, do t follow:	he steps that
	WARNING: USE AMM 71-00-00 TO OPERATE THE POWER PLANT. IF THIS PROCEDURE, YOU CAN CAUSE DAMAGE TO EQUIPMENT PERSONS.	YOU DO NOT USE OR INJURY TO
	(1) Use the Power Plant Dry-Motor procedure to motor the e (AMM 71-00-00/201).	engine
	(2) Use the Power Plant Dry-Motor procedure to do the engi (AMM 71-00-00/201).	ne shutdown
	(3) Examine the oil level again.	
Ι.	. Put the airplane back to its initial condition	
	(1) Examine the packing of the oil tank cap to make sure t sign of deterioration.	here is no
	(2) Install the oil tank cap (AMM 79–11–03/203).	
	(3) Close the access door to the oil tank.	
	(4) Do the activation procedure for the thrust reverser (AMM 78-31-00/201).	

EFFECTIVITY

MECH INSP

6

BOEING CARD NO.

10.



BOEING PROPRIETARY - Copyright (C) - Unpublished Work - See title page for details.



	STAT	ION										BOE	ING CARD NO.
TAIL NO.						($\boldsymbol{\mathcal{T}}$	RAEI	VÆ			79–4	09-01-2
					S	SAS à	\mathcal{O}^{\perp}	767				AIRLINE CARD NO.	
	DA	IE						TASK CAR	D				
SKILL		WC	ORK ARE	EA	REI	LATED TASK		INTERVA	-		PHASE	MPD REV	TASK CARD REVISION
ENGI	N	ENG	INE	2			0	0048 HRS			002DY	010	DEC 22/07
SER		E		ENG1	NE 2 (OIL LEVEL	-		STRUCTURAL ILLU	STRATION RE	FERENCE	AIRPLAN	E ENGINE
		70NF	s						ACCESS PANELS			ALL	4000
421		20112				427BL							
MECH I	INSP	-										Ν	IPD ITEM NUMBER
		СНІ	ЕСК	THE E	NGINE	2 OIL LE	VEL AN	D SERVICE AS	NECESSARY.			12-1	3-01-3A
					//								
		IN	IERV	AL NO) E: 48	8 ELAPSED	CLOCK	HOURS.					
		1.	<u>Gen</u>	eral									
			Α.	This	s proce	edure inc	ludes	two tasks to	fill the en	igine o	il tank	. Th	e first
				task	is fo	or the eng	gines	that have no	t incorporat	ed PW	Service	e Bull	etins
				is 1	⊧⁄and [:] or the	e engines	ngines that	have incorpo	rated PW Ser	nk ena vice Bu	ulletir	e seco ns 79-	nd task 47 and
				79-6	5.	-		·					
			Β.	Refe inst	Refer to PW SB 238 for information on approved oil brands, oil types, and instructions for changeover to a different brand or type of oil.								
			c.	ENG]	NES PE	RE-PW-SB	79-47:						
				The the	oil ta filler	ank have a r neck va	a fill lve.	er neck conne	ector betwee	en the o	oil tar	nk bos	s and
			D.	ENG	NES PO	OST-PW-SB	79–47	AND POST-PW-	-79-65;				
				(ENG The	SINES Noil ta	WITH THE (anks do no	CUTAWA ot hav	Y OIL TANK EN e a filler ne	ND); eck connecto	or.			
			E.	You left	can ge core	et access cowl pan	to th el.	e oil tank ca	ap through t	he oil:	access	door	on the
		2.	<u>Eng</u>	ine (<u>)il Ser</u>	rvicing (Fig. 3	01)					
			Α.	Equi	pment								
				(1)	Adapt	ter - PWA	86018	, Oil Sample	(Optional)				
				(2)	Conta	ainer – 5	U.S.	gallons (19	liters) for	oil			
			Β.	Cons	sumable	e Materia	ls						
EFFF	стт	VITY	<u>۲</u> -							011 1 5			
			-					SERVICE	ENGINE 2	UIL LE	VEL		
								12-13-01-3/	A 79-409-01	–2 P/	AGE 1	0F 8	DEC 22/07

79-409-01-2 AIRLINE CARD NO.



			TASK CARD						
MECH	INSP								
			(1) DOO390 Oil – Engine						
		с.	References						
			(1) AMM 71-00-00/201, Power Plant						
			(2) AMM 78-31-00/201, Thrust Reverser System						
			(3) AMM 79–11–03/201, Engine Oil Tank Cap						
			(4) AMM 79-21-10/401, Magnetic Chip Detectors						
		D. Prepare for Engine Oil Servicing							
			<u>CAUTION</u> : YOU MUST OBEY THE TIME LIMITS IN THE STEPS THAT FOLLOW WHEN YOU FILL THE ENGINE WITH ENGINE OIL. A FAILURE TO DO THIS CAN CAUSE AN INCORRECT SERVICING OF THE ENGINE OIL TANK AND DAMAGE TO THE ENGINE.						
			(1) Examine the oil level.						
			<u>NOTE</u> : You must fill the engine oil tank from (15) fifteen minutes to two (2) hours after the engine is shut down.						
			<u>NOTE</u> : If you see "black oil" in the oil system, refer to AMM 72–00–00/601. Black oil can be an indication of a serious problem or it can be a condition that requires no maintenance action.						
			(2) If the engine was stopped for more than two (2) hours, dry motor the engine for approximately two (2) minutes (AMM 71-00-00/201).						
			<u>NOTE</u> : Do this until the oil quantity is stable.						
			(3) After the dry motor procedure is done, do the steps that follow:						
			 (a) Wait for a minimum of fifteen (15) minutes but not more than two (2) hours before servicing engine oil system. 						
EFF	ECTI	VITY -	SERVICE ENGINE 2 OIL LEVEL						
			12-13-01-3A 79-409-01-2 PAGE 2 OF 8 DEC 22/07						



79-409-01-2

SAS 767 TASK CARD

5 5 3

1

AIRLINE CARD NO.

MECH	INSP										
			WARNING:	DO THE DEACTIVAT THRUST REVERSER. REVERSER CAN CAU	TION PROCEDUR . THE ACCIDE JSE INJURY TO	E TO PREVENT T NTAL OPERATION YOU OR DAMAGE	THE OPERATION OF THE THRU TO EQUIPMEN	OF THE ST T.			
			(4) Do t main	he deactivation p tenance (AMM 78-3	ion procedure for the thrust reverser for ground 78-31-00/201).						
			(5) Open	the access door	to the oil t	ank on the lef	nk on the left core cowl panel.				
		Ε.	ENGINES P	RE-PW-SB 79-47, C)R 79-65;						
			Do a chec	k of the oil leve	el for the le	ft engine:					
			<u>WARNING</u> :	DO NOT OPEN THE THE ENGINE. A M PRESSURE IN THE FAST FLOW OF HOT	OIL TANK CAP MINIMUM OF FI OIL TANK BLE FOIL CAN OCC	FOR FIVE MINU VE MINUTES IS ED OFF. IF YC UR AND CAUSE I	ITES AFTER SH NECESSARY TO DU DO NOT DO NJURY TO YOU	UTDOWN OF LET THIS, A -			
			WARNING:	DO NOT KEEP THE NOT CLEAN THE 03	OIL ON YOUR	SKIN FOR A LON IL CAN CAUSE I	IG TIME. IF NJURY.	YOU DO			
	<u>CAUTION</u> : DO NOT MIX SOME OILS W CAUSE DAMAG				THE NAME BRAND OILS UNLESS YOU ARE SURE THEY AGREE. TLL CHEMICALLY CHANGE WHEN YOU MIX THEM. THIS CAN TO THE ENGINE.						
			CAUTION:	IF YOU DO NOT CL YOUR CLOTHES AND	EAN THE OIL	OFF, THE OIL C AINT CAN OCCUR	AN CAUSE A S	TAIN ON			
			(1) Remo	ve the oil tank o	cap from the	filler neck (A	MM 79-11-03/	201).			
			(2) Exam	ine the oil level	L .						
			<u>NOTE</u>	: The correct le by the valve o	evel of oil i of the filler	s at the botto neck valve.	om of the "V"	made			
			(3) If t	he oil level is t	too high, do	the steps that	follow:				
			(a)	Put a container	below the ma	gnetic chip de	tector.				
EEE	ECTT	 \/TT ∨ -									
		VIII		S	SERVICE	ENGINE 2 OIL	LEVEL				
					12-13-01-3A	79-409-01-2	PAGE 3 OF	8 DEC 22/07			

BOEING CARD NO. 79-409-01-2



AIRLINE CARD NO.

				TASK CARL)				
MECH	INSP	-							
			(b) Remove tank (, <u>NOTE</u> :	the magnetic chip de AMM 79–21–10/401). You can use the PWA the oil tank. If yo	tector to drain the oil 86018 Adapter to drain u use the PWA 86018 Ada	l from the oil the oil from apter, remove			
				only the magnetic ch	ip detector probe.				
	(c) If you do not oil to drain f chip detector.			do not use the PWA 8 drain from the openi etector.	use the PWA 86018 Adapter, permit 10 quarts of from the opening at the location of the magnetic				
			(d) If you	use the PWA 86018 Ad	e PWA 86018 Adapter, do the steps that follow:				
	1) Install th magnetic o			stall the PWA 86018 A gnetic chip detector	ne PWA 86018 Adapter in the location of the chip detector probe.				
			2) Pe	rmit 10 quarts of oil	to drain from the oil	tank.			
			3)Rei	move the PWA 86018 Ad	apter.				
			WARNING: U N O	SE AMM 71-00-00 TO OP OT USE THIS PROCEDURE R INJURY TO PERSONS.	ERATE THE POWER PLANT. , YOU CAN CAUSE DAMAGE	IF YOU DO TO EQUIPMENT			
			(e) Use the Power Plant Dry-Motor procedure to motor the engine (AMM 71–00–00/201).						
		(f) Use the Power Plant Dry-Motor procedure to do the engine shutdown (AMM 71-00-00/201).				engine			
		(g) Install the magnetic chip detector (AMM 79-21-10/401).				401).			
		(4) Fill the engine oil tank to the bottom of the filler neck valve:				eck valve:			
		<u>NOTE</u> : If the engine oil was fully drained from the engine, fill the engine oil tank. Fill the oil tank until the oil starts to flow into the scupper drain.							
		F. ENGINES PRE-PW-SB 79-47 OR 79-65;							
EFFECTIVITY SERVICE ENGINE 2 OIL LE									
				12-13-01-3A	79-409-01-2 PAGE 4	4 OF 8 DEC 22/07			

BOEING CARD NO. 79-409-01-2



AIRLINE CARD NO.

MECH INSP								
		Do a chec	k of the oil level for the right engine:					
		<u>NOTE</u> : Fi	ll the oil tank	in the steps	that follow.			
		<u>CAUTION</u> :	FOR THE RIGHT CAP IS OPENED, TO ADD MORE OI	ENGINE, IF THE THIS IS AN OV L TO REPLACE T	OIL FLOWS OUT WHEN TH ERSERVICING CONDITION. HE OIL THAT HAS FLOWED	E OIL TANK DO NOT TRY OUT.		
		(1) Remo (AMM	ve the oil tank 79–11–03/201).	k cap from the filler neck valve •				
		(2) Put the	the engine oil top of the fill	into the oil tank until the oil starts to go over ler neck valve and in the scupper drain.				
	G. ENGINES POST-PW-SB 79-47 OR 79-65; Do a check of the oil level:							
		WARNING:	DO NOT OPEN TH THE ENGINE. A PRESSURE IN TH FAST FLOW OF H	E OIL TANK CAP MINIMUM OF FI E OIL TANK BLE OT ENGINE OIL	FOR FIVE MINUTES AFTE VE MINUTES IS NECESSAR ED OFF. IF YOU DO NOT CAN OCCUR AND CAUSE IN	R SHUTDOWN OF RY TO LET DO THIS, A IJURY TO YOU.		
		<u>WARNING</u> :	DO NOT LET THE CAN ABSORB TOX ENGINE OIL TOU	ENGINE OIL TO IC MATERIALS T CH YOUR SKIN F	UCH YOUR SKIN FOR A LC HROUGH YOUR SKIN IF YC OR A LONG TIME.	ONG TIME. YOU DU LET THE		
		<u>WARNING</u> :	DO NOT TOUCH T THE OIL SYSTEM PARTS. YOU CA	HE ENGINE OIL STAYS HOT FOR N INJURE YOURS	SYSTEM PARTS IF THE EN MORE TIME THAN THE OT ELF IF YOU TOUCH A HOT	IGINE IS HOT. HER ENGINE OIL SYSTEM.		
		CAUTION:	<u>TION</u> : DO NOT MIX THE DIFFERENT TYPES OF ENGINE OILS UNLESS YOU ARE SURE THEY AGREE. SOME OILS WILL CHEMICALLY CHANGE WHEN YOU MIX					
			THEM. THIS CA	N CAUSE DAMAGE	TO THE ENGINE.			
	<u>CAUTION</u> : DO NOT LET THE ENGINE OIL TOUCH PARTS WHICH DO NO TOUCH THE ENGINE OIL. THE ENGINE OIL CAN CAUSE D RUBBER, PAINT, AND OTHER ENGINE PARTS.					USUALLY MAGE TO THE		
	<u>CAUTION</u> : DO NOT LET THE ALKALINE CLEANING FLUIDS TOUCH THE ENGINE OIL WHICH WILL GO INTO THE ENGINE. VERY SMALL QUANTITIES OF THE ALKALINE CLEANING FLUIDS WILL CAUSE DAMAGE TO THE ENGINE OIL.							
EFFECTIV	ITY -			SERVICE	ENGINE 2 OIL LEVEL			

12-13-01-3A 79-409-01-2 PAGE 5 OF 8 DEC 22/07

		(BOEING				
		SAS 767	AIRLINE CARD NO.			
		TASK CARD				
INSP						
		(1) Remove the oil tank cap from the filler neck (AMM 79–11–0	3/201).			
		(2) Examine the oil level.				
		<u>NOTE</u> : Fill the oil tank with the steps that follow.				
		(3) Put the engine oil into the oil tank until the engine oil go over the top of the filler neck valve.	starts to			
	H. If the oil system is empty when you fill the oil tank, do the s follow:					
		WARNING: USE AMM 71-00-00 TO OPERATE THE POWER PLANT. IF YOU THIS PROCEDURE, YOU CAN CAUSE DAMAGE TO EQUIPMENT OR PERSONS.	DO NOT USE INJURY TO			
		(1) Use the Power Plant Dry-Motor procedure to motor the engi (AMM 71-00-00/201).	ne			
		(2) Use the Power Plant Dry-Motor procedure to do the engine (AMM 71-00-00/201).	shutdown			
		(3) Examine the oil level again.				
	Ι.	Put the airplane back to its initial condition				
		(1) Examine the packing of the oil tank cap to make sure ther sign of deterioration.	e is no			
		(2) Install the oil tank cap (AMM 79–11–03/203).				
		(3) Close the access door to the oil tank.				
		(4) Do the activation procedure for the thrust reverser (AMM 78-31-00/201).				

EFFECTIVITY

MECH

SERVICE

ENGINE 2 OIL LEVEL

12-13-01-3A 79-409-01-2 PAGE 6 OF 8 DEC 22/07


BOEING PROPRIETARY - Copyright (C) - Unpublished Work - See title page for details.



STA	STATION									BOEI	NG CARD NO.	
TAI	IL NO.					A	RAEI			79-40	9–51–1	
	NATE			SA	IS	8	- 767			AIRLI	NE CARD NO.	
Ľ	DATE						TASK CARE)				
SKILL	W	ORK ARE	A	RELAT	ED TASK		INTERVAL		PHASE	MPD REV	TASK CARD REVISION	
ENGIN	ENG	INE	1				10		11212	010	APR 22/09	
FUNCT	^{sk} TIONA	L	OIL	FILTER	BYPASS	WARNIN	G SYSTEM	STRUCTURAL ILLUSTRATIO	N REFERENCE	AIRPLANE	ENGINE	
	700	FS						ACCESS PANELS		ALL	4000	
211	411				413AL	415AL	417AL					
										MP	D ITEM NUMBER	
MECH INSP	P											
	FU SY	NCTI STEM	ONALL	Ү СНЕСК	THE E	NGINE 1	OIL FILTER B	YPASS WARNING		N79-35	-00-5A	
	1	Svo	- + om T	oot - 0		ton Dyn	ooo Wonning C	votom (Fig. 501	`			
	1.	<u>3ys</u>	Equi	oment		сег вур	ass warning s	<u>ystem</u> (Fig. 501	,			
		Λ.						6 0 1 100				
			(1)	(1) Air pressure source – adjustable from 0 to 100 psi, accurate to ±1 psi								
		в.	Refe									
			(1) AMM 24-22-00/201, Electrical Power - Control									
			(2)	AMM 32	-09-02	/201 , A	ir/Ground Rel	ay System				
			(3)	AMM 71	-00-00	/501, P	ower Plant					
			(4)	AMM 71	-11-04	/201, F	an Cowl Panel	S				
			(5)	AMM 71	-11-06	/201, C	ore Cowl Pane	ls				
			(6)	AMM 78	-31-00	/201 , T	hrust Reverse	r System				
		С.	Acce	SS								
			(1)	Locati 41 42	on Zon O L O R	es Power Power	Plant Plant					
	(2) Access Panels 413AL Fan Cowl Panel (Left) 423AL Fan Cowl Panel (Left)											
EFFECT	TIVIT	Y -					FUNCTIONAL	OIL FILTER BY	PASS WARN	ING SY	STEM	
							N79-35-00-5A	79-409-51-1	PAGE 1	0F 6	DEC 22/99	

79-409-51-1 AIRLINE CARD NO.

SAS TASK CARD

						TASK CARD						
MECH	INSP											
		D	. Pre	epare to	Do the Test							
			(1)) Suppl	y electrical p	ower (AMM 24-2	2-00/201).					
			(2)) Airpl EICAS	anes incorpora 6 message inhib	ting the optio it, perform th	optional L(R) OIL FILTER Advisory level rm the following steps:					
				(a)	Push the ECS/M this Status lev on the bottom o	SG switch on t vel EICAS mess display.	on the EICAS MAINT panel to make sure message, L(R) OIL FILTER, does not show					
				(b)	If the L(R) OII the bottom disp MAINT panel un FILTER, does no	L FILTER Statu olay, push and til the Status ot show.	TER Status level EICAS message does show on push and hold the ERASE button on the EICAS ne Status level EICAS message, L(R) OIL pw.					
			(3)) Put t	he Air/Ground I	Relay System i	n the air mode	e (AMM 32-0	9-02/201).			
			(4)) 0pen	the left fan co	owl panel (AMM	71-11-04/2012)_				
			WAF	RNING:	DO THE THRUST I OPERATION OF TI THE THRUST REVI EQUIPMENT.	REVERSER DEACTIVATION PROCEDURE TO PREVENT THE THE THRUST REVERSER. THE ACCIDENTAL OPERATION OF /ERSER CAN CAUSE INJURY TO YOU OR DAMAGE TO						
			(5)) Do th Maint	nis procedure: cenance (AMM 78-	Thrust Revers -31-00/201).	er Deactivatio	on for Grou	Ind			
			(6)) 0pen	the left core	cowl panel (AM	M 71-11-06/201).				
			WAF	<u>RNING</u> :	OBEY THE INSTRU REVERSERS. IF PERSONS OR DAM	JCTIONS IN AMM YOU DO NOT OB AGE TO EQUIPME	78-31-00 WHEN EY THE INSTRU(NT COULD OCCUR	N YOU OPEN CTIONS, INJ R.	THE THRUST IURY TO			
			(7)) 0pen	the left thrus	t reverser (AM	M 78-31-00/201).				
		E	. Do	the Tes	st of the Bypas	s Warning Syst	em					
			(1)) Disco diffe	onnect the inle erential pressu	t pressure tub re switch.	e of the main	oil filter	from the			
		(2) Connect the line from the air pressure source to the differential pressure switch.										
FFF	FCTT	VITY										
	-011	**!!				FUNCTIONAL	UIL FILTER BY	PASS WARNI	NG SYSTEM			
						N79-35-00-5A	79-409-51-1	PAGE 2 C	F 6 APR 22/02			

79-409-51-1

SAS 767 TASK CARD

AIRLINE CARD NO.

MECH	INSP								
		(3)	Appl	уар	pressure of	54 ±1 psig to	the differen	tial pressure	e switch.
			(a)	For mes	airplanes sage active	with the L(R) :	OIL FILTER Ad	visory level	EICAS
				1)	Make sure FILTER, sh	the Advisory l ows on the top	evel EICAS me display.	ssage, L(R) (DIL
			(b)	For Adv step	airplanes isory level os:	incorporating EICAS message	the optional inhibit, per	L(R) OIL FIL1 form the foll	ER .owing
				1)	Make sure top, left	STATUS shows o corner.	n the bottom	EICAS display	/ in the
				2)	Push the S display to OIL FILTER	TATUS button o make sure thi , shows on the	n the select s Status leve bottom displ	panel of the l EICAS messa ay.	EICAS age, L(R)
		(4)	Decr	ease	the pressu	re to 38 ±1 ps	ig.		
			(a)	For mes	airplanes sage active	with the L(R) :	OIL FILTER Ad	visory level	EICAS
				1)	Make sure stays off	the Advisory l while you decr	evel EICAS me ease the pres	ssage goes of sure to zero	f and psig.
			(b)	For Adv ste	airplanes isory level os:	incorporating EICAS message	the optional inhibit, per	L(R) OIL FILT form the foll	ER .owing
				1)	Put the MA position o mode (AMM	INT ENABLE BYP r put the Air/ 32-09-02/201).	ASS switch, S Ground Relay	612, to the E System in the	BYPASS ground
				2)	Push the A	UTO-EVENT READ	switch on th	e EICAS MAINT	panel.
				3)	Push and h until the not appear	old the ERASE Status level E •	button on the ICAS message,	EICAS MAINT L(R) OIL FIL	panel .TER, does
				4)	Put the MA position o (AMM 32-09	NORMAL e air mode			
				5)	Wait 1 min message, L	ute, and make (R) OIL FILTER	sure the Stat does not ret	us level EICA urn.	S
EFF	ECTIVITY							YPASS WADNING	SYSTEM
							VIL I ILILK D	TIAJJ WARNING	JUJILI
						N79-35-00-5A	79-409-51-1	PAGE 3 OF	6 APR 22/09

BOEING PROPRIETARY - Copyright (C) - Unpublished Work - See title page for details.

79-409-51-1 AIRLINE CARD NO.

SAS DEING 767 TASK CARD

			TASK CARD					
MECH	INSP							
			(5) Decrease the pressure to zero.					
			(6) Remove the air pressure line from the differential pressure switch.					
			(7) Connect the inlet pressure tube to the differential pressure switch.					
			<pre>(a) ENGINES PRE-PW-SB 79-70 OR PRE-PW-SB 79-77; Tighten the tube nut to 135-145 pound-inches (15.253-16.383 newton-meters).</pre>					
			<pre>(b) ENGINES POST-PW-SB 79-70 OR POST-PW-SB 79-77; Tighten the tube nuts to 65-75 pound-inches (7.344-8.474 newton-meters).</pre>					
			(c) Attach lockwire or safety cable and safety cable ferrule to the tube nuts.					
			(8) Do the test of the oil filter differential pressure switch that is shown in the Power Plant Test Reference Table (AMM 71-00-00/501).					
			(a) Examine for leaks and repair the leaks as necessary.					
		F. 1	Put the Airplane Back to Its Usual Condition.					
		J	WARNING: OBEY THE INSTRUCTIONS IN AMM 78-31-00 WHEN YOU CLOSE THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURY TO PERSONS OR DAMAGE TO EQUIPMENT COULD OCCUR.					
			(1) Close the left thrust reverser (AMM 78-31-00/201).					
			(2) Close the left core cowl panel (AMM 71–11–06/201).					
			(3) Close the left fan cowl panel (AMM 71–11–04/201).					
			(4) Do the activation procedure for the thrust reverser (AMM 78-31-00/201).					
			(5) Put the Air/Ground Relay System in the ground mode (AMM 32–09–02/201).					
		(6) Remove electrical power, if it is not necessary (AMM 24–22-						
666	ECTIV	/TTV —						
	CUIN		FUNCTIONAL OIL FILTER BYPASS WARNING SYSTEM					

N79-35-00-5A 79-409-51-1 PAGE 4 OF 6 APR 22/09





BOEING PROPRIETARY - Copyright (C) - Unpublished Work - See title page for details.

ST	STATION									BOEI	ING CARD NO.
TAI	IL NO.					Ø.	RAFI			79–4(09-51-2
				SA	A S	XX	- 767			AIRL	INE CARD NO.
1	DATE			•		-	TASK CARI)			
SKILL	W	ORK ARE	A	RELAT	TED TASK		INTERVAL		PHASE	MPD REV	TASK CARD REVISION
ENGIN	ENG	INE	2				1C		11212	005	APR 22/09
FUNCT	TIONA	L	OIL	FILTER	BYPASS	WARNIN	G SYSTEM	STRUCTURAL ILLUSTRATIO	N REFERENCE	AIRPLANE	E ENGINE
	701	=								ALL	4000
211	421				423AL	425AL	427AL				
										м	
MECH INSF	P									n	FD ITEM NOMBER
	FU	NCTI	ONALL	Ү СНЕСК	C THE E	ENGINE 2	OIL FILTER B	YPASS WARNING		N79-35	5-00-5A
	1	Svs	• tem T	est – O)il Fil	ter Byn	ass Warning S	vstem (Fig. 501)		
		<u></u>	Eaui	pment				<u>,</u> (1 igi)01	-		
			(1)								
		B.	Refe	rences							
		υ.									
			(1) AMM 24-22-00/201, Electrical Power - Control								
			(2)	AMM 32	2-09-02	2/201 , A	ir/Ground Rel	ay System			
			(3)	AMM 71	-00-00)/501, P	ower Plant				
			(4)	AMM 71	-11-04	4/201, F	an Cowl Panel	S			
			(5)	AMM 71	-11-06	5/201, C	ore Cowl Pane	ls			
			(6)	AMM 78	8-31-00)/201 , Т	hrust Reverse	r System			
		С.	Acce	SS							
			(1)	Locati 41 42	ion Zor 10 L 20 F	nes _ Power & Power	Plant Plant				
	(2) Access Panels 413AL Fan Cowl Panel (Left) 423AL Fan Cowl Panel (Left)										
EFFECT	TIVIT	Y -					FUNCTIONAL	OIL FILTER BY	PASS WARN	ING SY	YSTEM
							N79-35-00-5A	79-409-51-2	PAGE 1	0F 6	DEC 22/99

79-409-51-2 AIRLINE CARD NO.

SAS 767 TASK CARD

			TASK CARD						
MECH	INSP								
		D.	Prepare to Do the Test						
			(1) Supply electrical power (AMM 24-22-00/201).						
			(2) Airplanes incorporating the optional L(R) OIL FILTER Advisory level EICAS message inhibit, perform the following steps:						
			(a) Push the ECS/MSG switch on the EICAS MAINT panel to make sure this Status level EICAS message, L(R) OIL FILTER, does not show on the bottom display.						
			(b) If the L(R) OIL FILTER Status level EICAS message does show on the bottom display, push and hold the ERASE button on the EICAS MAINT panel until the Status level EICAS message, L(R) OIL FILTER, does not show.						
			(3) Put the Air/Ground Relay System in the air mode (AMM 32–09–02/201).						
			(4) Open the left fan cowl panel (AMM 71–11–04/201).						
			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 YOU OR DAMAGE TO EQUIPMENT.						
			(5) Do this procedure: Thrust Reverser Deactivation for Ground Maintenance (AMM 78-31-00/201).						
			(6) Open the left core cowl panel (AMM 71–11–06/201).						
			WARNING: OBEY THE INSTRUCTIONS IN AMM 78-31-00 WHEN YOU OPEN THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURY TO PERSONS OR DAMAGE TO EQUIPMENT COULD OCCUR.						
			(7) Open the left thrust reverser (AMM 78-31-00/201).						
		E.	Do the Test of the Bypass Warning System						
			(1) Disconnect the inlet pressure tube of the main oil filter from the differential pressure switch.						
			(2) Connect the line from the air pressure source to the differential pressure switch.						
EFF	ECTIV	ITY -	FUNCTIONAL OT FUTER BYPASS WARNING SYSTEM						
			N79-35-00-5A 79-409-51-2 PAGE 2 OF 6 APR 22/02						

5 5 4

79-409-51-2

SAS 767 TASK CARD

AIRLINE CARD NO.

MECH	INSP								
		(3)	Appl	y a ı	pressure of	54 ±1 psig to	the differen	tial pressure	e switch.
			(a)	For mes	airplanes sage active	with the L(R) :	OIL FILTER Ad	visory level	EICAS
				1)	Make sure FILTER, sh	the Advisory l ows on the top	evel EICAS me display.	ssage, L(R) (DIL
			(b)	For Adv step	airplanes isory level os:	incorporating EICAS message	the optional inhibit, per	L(R) OIL FIL1 form the foll	ER Lowing
				1)	Make sure top, left	STATUS shows o corner.	n the bottom	EICAS display	/ in the
				2)	Push the S display to OIL FILTER	TATUS button o make sure thi , shows on the	n the select s Status leve bottom displ	panel of the l EICAS messa ay.	EICAS age, L(R)
		(4)	Decr	ease	the pressu	re to 38 ±1 ps	ig.		
			(a)	For mes	airplanes sage active	with the L(R) :	OIL FILTER Ad	visory level	EICAS
				1)	Make sure stays off	the Advisory l while you decr	evel EICAS me ease the pres	ssage goes of sure to zero	ff and psig.
			(b)	For Adv ste	airplanes isory level os:	incorporating EICAS message	the optional inhibit, per	L(R) OIL FILT form the foll	ER Lowing
				1)	Put the MA position o mode (AMM	INT ENABLE BYP r put the Air/ 32-09-02/201).	ASS switch, S Ground Relay	612, to the E System in the	BYPASS ground
				2)	Push the A	UTO-EVENT READ	switch on th	e EICAS MAINT	panel.
				3)	Push and h until the not appear	old the ERASE Status level E •	button on the ICAS message,	EICAS MAINT L(R) OIL FIL	panel TER, does
				4)	NORMAL air mode				
5) Wait 1 minute, and make sure the Status le message, L(R) OIL FILTER does not return.							us level EICA urn.	AS	
EFF	ECTIVITY							YPASS WADNING	SYSTEM
							JIL TILILK D	TI NOU WARNIING	, ototen
						N79-35-00-5A	79-409-51-2	PAGE 3 OF	6 APR 22/09

79-409-51-2

AIRLINE CARD NO.

SAS	(BOEING
	767
	TASK CARD

MECH INSP								
	(5) Decrease the pressure to zero.							
	(6) Remove the air pressure line from the differential pressure switch.							
	(7) Connect the inlet pressure tube to the differential pressure switch.							
	<pre>(a) ENGINES PRE-PW-SB 79-70 OR PRE-PW-SB 79-77; Tighten the tube nut to 135-145 pound-inches (15.253-16.383 newton-meters).</pre>							
	<pre>(b) ENGINES POST-PW-SB 79-70 OR POST-PW-SB 79-77; Tighten the tube nuts to 65-75 pound-inches (7.344-8.474 newton-meters).</pre>							
	(c) Attach lockwire or safety cable and safety cable ferrule to the tube nuts.							
	(8) Do the test of the oil filter differential pressure switch that is shown in the Power Plant Test Reference Table (AMM 71-00-00/501).							
	(a) Examine for leaks and repair the leaks as necessary.							
F.	Put the Airplane Back to Its Usual Condition.							
	WARNING: OBEY THE INSTRUCTIONS IN AMM 78-31-00 WHEN YOU CLOSE THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURY TO PERSONS OR DAMAGE TO EQUIPMENT COULD OCCUR.							
	(1) Close the left thrust reverser (AMM 78-31-00/201).							
	(2) Close the left core cowl panel (AMM 71-11-06/201).							
	(3) Close the left fan cowl panel (AMM 71-11-04/201).							
	<pre>(4) Do the activation procedure for the thrust reverser (AMM 78-31-00/201).</pre>							
	(5) Put the Air/Ground Relay System in the ground mode (AMM 32–09–02/201).							
	(6) Remove electrical power, if it is not necessary (AMM 24-22-00/201).							
EFFECTIVITY	FUNCTIONAL OIL FILTER BYPASS WARNING SYSTEM							

N79-35-00-5A 79-409-51-2 PAGE 4 OF 6 APR 22/09

5 5 4





STA	ATION	1					BOE	EING CARD NO.
	1 NO			× nneu			79-4	11-c1-1
TAI	L NO.		202				AIR	LINE CARD NO.
D	ATE		545	TASK CARE)			
SKILL	WORK AF	EA	RELATED TASK	INTERVAL		PHASE	MPD	TASK CARD
NGTN	ENGINE	1		00500 HPS		10101		
TAS	K		TITLE	00000 1113	STRUCTURAL ILLUSTRATION R	EFERENCE		
СНЕСК	/INSP	ENG	INE 1 MAGNETIC C	CHIP DETECTORS				(000
	ZONES				ACCESS PANELS		ALL	. 4000
411			413AL 4	14AR 415AL 416AR	417AL 418AR			
CH INSP								MPD ITEM NUMBER
	СНЕСК	THE	FOLLOWING MAGNET	IC CHIP DETECTORS			N79-2	21–10–6A
	(IF II	NSTAL	LED):				N79-2	21–10–6B
			GEARBOX,		79-21 79-21	-10-6A	N79-2	21-10-6C
	3.1	NO. 3	BEARING,		79–21	-10-6C	N79-2	21–10–6E
	4.1	NO. 4	BEARING,		79–21	-10-6D	N79-2	21–10–6F
	5.1	MAIN	GEARBOX,		79-21	-10-6E		
	0.				19-21	-10-01		
	1. <u>Do</u>	the	<u>Inspection of th</u>	<u>ne Magnetic Chip De</u>	<u>tectors</u>			
	Α.	Gen	eral					
		(1)	This procedure	e gives the instruc	tions to examine	and int	terpre	et the
			contamination	found on the magne	tic chip detector	s (MCD)) <u> </u>	
		(2)	There are four	main types of con	tamination: buil	d debr	is or	
		(2)	residual debri	is (contamination f	rom the assembly	of the	engin	ne)
			fines, flakes,	, and chips.				
		(3)	It is necessar	y to keep a record	of all the debri	s conta	aminat	ion
			that is found	on the probes and	in the oil filter	•		
		(4)	You must exami	ine the debris cont	amination with su	itable		
		(1)	magnification.	It is recommende	d that you use a	magnif	iying	glass
			that has 20X m	nagnification.				
		(5)	The PWA 107014	Photo Aid can be	used as an aid to	show a	actual	photos
			of conditions	which can be found	during inspectio	n.		
		(6)	If the orgine	on goonbox con not	continua in conv	ico v		t cond
		(0)	the debris cor	ntamination and/or	analysis of the d	lebris d	contar	ination
			with the engir	ne or gearbox to th	e repair facility	-		
	B	Ref	erences					
FFECT	Ινιτγ					TC CUT) NETT	CTOPS
				LUELV INSL		IC CHIN	י עבוב	
				N79-21-10-6A	79-411-C1-1 P	AGE 1	0F 12	2 DEC 22/07

BOEING	CARD	NO.	
--------	------	-----	--



79-411-C1-1 AIRLINE CARD NO.

MECH	INSP	-										
			(1) AMM 7	71-11-04/201, F	an Cowl Panels							
			(2) AMM 7	71-11-06/201, C	ore Cowl Panel	S						
			(3) AMM 7	78-31-00/201, T	hrust Reverser	System						
			(4) AMM 7	79-21-10/401 , M	agnetic Chip D	etectors						
			(5) AMM 7	(5) AMM 79-21-05/401, Main Oil Filter								
		c.	Equipment									
		D.	Prepare to	o Do the Inspec	tion							
			(1) 0pen	the fan cowl p	anels (AMM 71–	11-04/201).						
			WARNING:	DO THE THRUST OPERATION OF T THE THRUST REV EQUIPMENT.	REVERSER DEACT HE THRUST REVE ERSER CAN CAUS	IVATION PROCEDURE TO PR RSER. THE ACCIDENTAL C E INJURY TO YOU OR DAMA	EVENT THE PERATION OF GE TO					
			(2) Do this procedure: Thrust Reverser Deactivation for Ground Maintenance (AMM 78–31–00/201).									
			(3) Open	the core cowl	panels (AMM 71	-11-06/201).						
			WARNING:	OBEY THE INSTR THRUST REVERSE TO PERSONS OR	UCTIONS IN AMM RS. IF YOU DO DAMAGE TO EQUI	78-31-00/201 WHEN YOU NOT OBEY THE INSTRUCTI PMENT CAN OCCUR.	OPEN THE CONS, INJURY					
			(4) 0pen	the thrust rev	ersers (AMM 78	-31-00/201).						
		Ε.	Do the Ins	spection of the	Magnetic Chip	Detectors						
			<u>CAUTION</u> :	DO NOT PERMIT THEY CAN BECOM	THE MAGNETS ON E DEMAGNETIZED	THE PROBES TO TOUCH EA	CH OTHER OR					
		(1) Remove the magnetic chip detector (MCD) probe from the valve (AMM 79–21–10/401).										
		(a) Make a record of the position of each probe.										
FFF	FCTT	 VITY -										
		* 1 1			CHECK/INSP	ENGINE 1 MAGNETIC CHIP	' DETECTORS					

N79-21-10-6A 79-411-C1-1 PAGE 2 OF 12 AUG 22/05

			Ø	RAFIN		79-411-c1-1
		SAS		767		AIRLINE CARD NO.
		0/10		TASK CARD		
MECH INSP						
		(b) If	oil leaks 1	from the valve,	replace the v	valve packing.
		(c) If the	the valve s valve (AMN	still leaks wit 1 79–21–10/401)	h the new valv	ve packing, replace
	(2)	Inspect	the Magneti	ic Chip Detecto	r Valve Body.	
		(a) Ins Par	pect the the the the the the the the the th	ree retention 50R499 or 50R50	grooves on the 1.	e valve bodies with
		1)	Examine th valve body	ne bottom of th v wall for wear	e three reten (Fig. 603).	tion grooves in the
		2)	If wear is bottom of Figure 603 (3.302 mm)	s found, measur the three rete 3. Minimum ser).	e the thicknes ntion grooves viceable thick	ss of metal at the . See Dimension A on kness is 0.130 inch
			<u>NOTE</u> : You bot mea	u can measure t ttom of the thr asure up to 0.1	he thickness o ee detents wit 50 in (3.810 r	of the metal at the th a caliper that can nm).
		3)	If the val material a replace th specified	lve body has le at the bottom o ne magnetic chi below.	ss than the m [.] f the retentic p detector va	inimum thickness of on grooves, you must lve and probe as
			a) If din magnet servic detect	mension A is le tic chip detect ceable. You mu tor.	ss than 0.100 or valve body st replace the	inch (2.540 mm) the and probe are not e magnetic chip
			b) If din less t chip c chip c	mension A is mo than 0.130 inch detector is not detector at the	re than 0.100 (3.302 mm), a available, re next A-check	inch (2.540 mm) but and if a new magnetic eplace the magnetic
			c) Do thi detect	is procedure if tor valve and p	you replace t robe: (AMM 79-	the magnetic chip -21-10/401).
	(3)	If the p isopropy	robe is cov l alcohol 1	vered by a drop to the probe ti	of oil, apply p.	/ a few drops of
	(4)	Find the (Fig. 60	type of co 1):	ontamination th	at is found or	n the MCD probe
EFFECTIVIT	ГҮ —			CHECK/INSP	ENGINE 1 MAG	NETIC CHIP DETECTORS
				N79-21-10-6A	79-411-c1-1	PAGE 3 OF 12 AUG 22/08

SAS DEING 767 TASK CARD

79-411-C1-1 AIRLINE CARD NO.

		TASK CARD
MECH	INSP	
		<u>Build (residual) debris</u>
		<u>NOTE</u> : The PWA 107014 Photo Aid (see condition A) can be used to see actual photos of different conditions.
		<u>Magnetic fines</u>
		<u>NOTE</u> : The PWA 107014 Photo Aid (see conditions B and E) can be used to see actual photos of different conditions.
		 (a) Description: Shown as very small particles less than 0.010 inch (0.254 mm) in length and with different widths. They can show as a black or gray sludge or fuzz on the magnetic probe. When the oil on the probe is removed, they show as dull hairlike slivers. Fines are typical of low-time engines and small quantities are serviceable.
		(b) Source: When the engine components wear, they can usually cause a small quantity of fines. You can keep the engine in operation with this condition. Fines can also be caused by bearing skid and the spinning of parts such as spacers, seal plates, and shaft plugs. Bearing skid and spinning make fines at a higher rate than usual wear. You can not keep the engine in operation in this condition. Service experience shows that only the bearing for the deoiler idler gear in the main gearbox has bearing skid that will make fines.
		(c) Action: If fines are collected on the probe tip, do the steps that follow:
		 If the fines collected on the probe tip make up less than 25 percent of the probe tip's perimeter (see PWA 10714 Photo Aid Condition B) the engine can continue in service. Obey the usual magnetic chip detector inspection interval.
		2) If the fines collected on the probe tip make up more than 25 percent of the probe tip's perimeter (see PWA 10714 Photo Aid Condition E) examine the individual compartment chip collectors for debris.
		3) If there is debris on more than 25 percent of any of the individual probe tip's perimeter (see PWA Photo Aid, Condition E) and less than 100 percent surface coverage, do the steps that follow:
EFF	ECTIVITY	CHECK/INSP ENGINE 1 MAGNETIC CHIP DETECTORS
		N79-21-10-6A 79-411-C1-1 PAGE 4 OF 12 AUG 22/08

SAS CEDEING 767 TASK CARD

79-411-C1-1 AIRLINE CARD NO.

				TASK CARD			
MECH	INSP						
		a)	Remove	the main oil	filter (AMM 79	9-21-05/40	1).
		b)	Keep t main o	he oil which y il filter.	ou drain from	the housi	ng of the
		c)	Flush	the main oil f	ilter with the	e petroleu	m solvent.
		d)	Put th clean	e petroleum so cloth.	lvent through	a filter	paper or a
		e)	Keep t	he debris cont	amination for	the ident	ification.
		f)	Instal	l a new main o	oil filter (AMM	1 79-21-05	5/401).
		g)	Examin for me	e the main oil tallic contami	filter and th	ne oil in	the housing
		h)	If the build housin circle (12.70	re is metallic debris in the g oil, and the which has a m O mm), do the	debris contan main oil filte quantity is s inimum diamete steps that fol	nination w er and the sufficient er of 0.50 .low:	hich is not filter to make a inch
			<u>1</u> . Re	move the engin	e from operati	on.	
			<u>2</u> . Di de	sassemble the bris contamina	engine and fir tion.	nd the sou	nce of the
		i)	If the build make a (12.70	re is metallic debris, and th circle which O mm), do the	debris contan e quantity is has a minimum steps that fol	nination w not suffi diameter .low:	hich is not cient to of 0.50 inch
			<u>1</u> . Co pr 20	ntinue the eng obe each 25 ho O hours.	ine in service ours of operati	e, and exa ion for th	mine the MCD e subsequent
			<u>2</u> . Co do op	llect the cont an analysis o eration.	amination from f the material	n the MCD . within 2	probe, and 200 hours of
			<u>3</u> . If ma di ma	there is cont terial, remove sassemble the terial.	amination from the engine fr engine, and fi	n the bear rom operat ind the so	ings or gear ion. purce of the
EFF	ЕСТІ	VITY		CHECK/INSP	ENGINE 1 MAGN	ETIC CHIP	DETECTORS
				N79-21-10-6A	79-411-01-1	PAGE 5	OF 12 AUG 22/08
1					1		

79-411-c1-1

AIRLINE CARD NO.



N79-21-10-6A

79-411-c1-1

PAGE 6 OF 12 AUG 22/08



79-411-C1-1 AIRLINE CARD NO.

		TASK CARD
MECH	INSP	
		(h) If there are five or more flakes or chips on a MCD probe, the engine is not serviceable. Disassemble the engine and find the source of the debris contamination.
		 Do a spectrographic analysis of the debris contamination. Disassemble the engine and find the source of the debris contamination.
		(i) Combination of chips/flakes and fines: If a combination of both chips/flakes and fines are found on a probe, follow the chip/flakes path shown in the Evaluation Chart, Fig. 602.
		(j) If there are less than five chips or flakes on a probe, do the steps that follow:
		1) Remove the main oil filter (AMM 79-21-05/401).
		Keep the oil which you drain from the housing of the main oil filter.
		3) Flush the main oil filter with the petroleum solvent.
		4) Put the petroleum solvent through a filter paper or a clean cloth.
		a) Keep the debris contamination for the identification.
		5) Install a new main oil filter (AMM 79–21–05/401).
		6) Examine the (used) main oil filter and the oil in the housing for metallic contamination.
		a) If there is metallic debris contamination which is not build debris in the main oil filter and the filter housing oil, and the quantity is sufficient to make a circle which has a minimum diameter of 0.50 inch (12.700 mm), do the steps that follow:
		<u>1</u> . Remove the engine from operation.
		<u>2</u> . Disassemble the engine and find the source of the debris contamination.
		b) If there is metallic debris contamination which is not build debris, and the quantity is not sufficient to make a circle which has a minimum diameter of 0.50 inch (12.700 mm), do the steps that follow:
EFF	ECTI	
		N/9-21-10-6A / 79-411-01-1 PAGE 7 OF 12 AUG 22708



MECH	INSP									
						<u>1</u> .	Continue the eng probe each 25 ho 200 hours.	gine in service ours of operat	e, and examin ion for the s	e the MCD ubsequent
						<u>2</u> .	Collect the cont do an analysis c operation.	amination from	n the MCD pro l within 200	be, and hours of
						3.	If there is cont material, remove Disassemble the material.	amination from the engine from engine, and f	n the bearing rom operation ind the sourc	s or gear e of the
						<u>4</u> .	If the debris co increases in cor during the 200 f remove the engin engine to find t contamination.	ontamination is secutive magne light hour ins se from service she source of	s the same or etic probe in spection inte e. Disassemb the debris	spections rval, le the
						<u>5</u> .	If you do not fi the quantity of consecutive insp hours, put the e	nd bearing or the contamina pection of the engine back in	gear materia tion decrease probes durin to operation.	l, and if s in each g the 200
			(5)	Do a steps	chec s tha	k of th t follo	e magnetic streng w:	yth of the MCD	Probe with o	ne of the
				<u>CAUT</u>	<u>ION</u> :	DO NOT IF THE DEMAGN	LET THE MAGNETS MAGNETS TOUCH EA ETIZED AND MUST E	ON THE MCD PRO ACH OTHER, THE BE REPLACED.	DBE TOUCH EAC Y CAN BECOME	H OTHER.
				(a)	Pref Have diam avai	erred m the ma eter ca lable,	ethod – gnetic probe pick rbon steel ball b do the optional m	up a 1.00 in bearing (if the bethod below).	ch (25.400 mm e ball is not)
EFF	ECTI	YITY					CHECK/INSP	ENGINE 1 MAG	NETIC CHIP DE	TECTORS
							N79-21-10-6A	79-411-c1-1	PAGE 8 OF	12 AUG 22/08

11-01-1

LINE CARD NO.

		BOEING CARD NO
	() BOEING	79-411-C1-
	SAS 767	AIRLINE CARD N
	TASK CARD	
	(b) Optional method – Hang the MCD probe from a horizontal steel surface magnet has to fully support the weight of the probe	so that the
	<u>NOTE</u> : This is not the preferred strength test but at locatons that do not have a 1.00 inch (25 diameter carbon steel bearing to perform the method.	can be used 5.400 mm) e preferred
(6)	If the MCD probe does not operate correctly, replace the (AMM 79–21–10/401).	e MCD probe
(7)	Clean the MCD probe with the solvent.	
	(a) Make the MCD probe dry with a clean cloth.	
	(b) Make sure you remove all the debris contamination.	
(8)	Replace the packing on the probes.	
I	<u>NOTE</u> : The shape of the grip and the quantity of packing different from what is shown in the figure.	gs can be
(9)	Install the MCD probe into the applicable valve (AMM 79-	-21-10/401).
<u>WARNI</u>	NG: OBEY THE INSTRUCTIONS IN AMM 78-31-00/201 HWEN YOU THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTI TO PERSONS OR DAMAGE TO EQUIMENT CAN OCCUR.	CLOSE THE IONS, INJURY
(10)	Close the thrust reversers (AMM 78-31-00/201).	
(11)	Close the core cowl panels (AMM 71–11–06/201).	
(12)	Close the fan cowl panels (AMM 71–11–04/201).	
(13)	Do the activation procedure for the thrust reversers (AMM 78-31-00/201).	

EFFECTIVITY

MECH INSP

79-411-C1-1 PAGE 9 OF 12 AUG 22/08

N79-21-10-6A



BOEING PROPRIETARY - Copyright (C) - Unpublished Work - See title page for details.



BOEING PROPRIETARY - Copyright (C) - Unpublished Work - See title page for details.



ST	ATION	7					BOE	EING CARD NO.
				×			79-4	11-01-2
TAI	IL NO.		5V5 X	BUEIN	l Lj		AIR	LINE CARD NO.
I	DATE	1	343 6	101 101)			
SKILL	WORK AF	REA	RELATED TASK	INTERVAL		PHASE	MPD	TASK CARD
ENGIN	ENGINE	2				10101		REVISION
TA	SK		TITLE		STRUCTURAL ILLUSTRATION R	FERENCE	AIRPLAN	PPLICABILITY NE ENGINE
CHECK	<td>ENG</td> <td>INE 2 MAGNETIC C</td> <td>HIP DETECTORS</td> <td></td> <td></td> <td></td> <td>4000</td>	ENG	INE 2 MAGNETIC C	HIP DETECTORS				4000
	ZONES				ACCESS PANELS			4000
421			423AL 4	24AR 425AL 426AR	427AL 428AR			
	_							MPD ITEM NUMBER
MECH INSP								
	CHECK	THE I	FOLLOWING MAGNET	IC CHIP DETECTORS			N79-2	1–10–6A
		NSTALI Angi f	LED): GEARBOX		79–21	-10-64	N79-2	1–10–6B 1–10–60
	2.1	NO. 1	, 1.5 AND 2 BEAR	ING,	79–21	-10-6B	N79-2	1–10–6D
	3.1	NO. 3	BEARING,	IG, 79-21-10-6C I IG, 79-21-10-6D I C, 79-21-10-6E				1–10–6E
	5.1	MAIN (GEARBOX,					1-10-of
	6. (DIL T	ANK.		79–21	-10-6F		
	1. <u>Do</u>	the :	Inspection of th	<u>e Magnetic Chip De</u>	<u>tectors</u>			
	Α.	Gene	eral					
		(1)	This procedure contamination	gives the instruc found on the magne	tions to examine tic chip detector	and int s (MCD)	terpre).	t the
		(2)	There are four residual debri fines, flakes,	main types of con s (contamination f and chips.	tamination: buil rom the assembly	d debri of the	is or engin	ie)
		(3)	It is necessar that is found	y to keep a record on the probes and	of all the debri in the oil filter	s conta	aminat	ion
	(4) You must examine the debris contamination with suitable magnification. It is recommended that you use a magnifiying glass that has 20X magnification.					glass		
		(5)	The PWA 107014 of conditions	Photo Aid can be which can be found	used as an aid to during inspectio	show a n.	actual	photos
		(6)	If the engine the debris con with the engin	or gearbox can not tamination and/or e or gearbox to th	continue in serv analysis of the d e repair facility	ice, yo ebris o	ou mus contam	t send ination
	В.	Refe	erences					
EFFEC	ΙΤΛΤΙΥ			CHECK/INSP	ENGINE 2 MAGNET	IC CHIF	P DETE	CTORS
				N79-21-10-6A	79-411-C1-2 P	AGE 1	0F 12	DEC 22/07

BOEING CARD NO. 79-411-01-2

AIRLINE CARD NO.



MECH INSP

5

5 6

2

	(1) A	AMM 7	1–11–04/201, Fan Cowl Panels
	(2) A	AMM 7	1-11-06/201, Core Cowl Panels
	(3) A	AMM 7	/8-31-00/201, Thrust Reverser System
	(4) A	MM 7	9-21-10/401, Magnetic Chip Detectors
	(5) A	MM 7	'9-21-05/401, Main Oil Filter
с.	Equipm	nent	
D.	Prepar	re to	Do the Inspection
	(1) 0	pen	the fan cowl panels (AMM 71-11-04/201).
	WARNIN	<u>IG</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 YOU OR DAMAGE TO EQUIPMENT.
	(2) D M)o th Naint	is procedure: Thrust Reverser Deactivation for Ground enance (AMM 78-31-00/201).
	(3) 0)pen	the core cowl panels (AMM 71-11-06/201).
	WARNIN	<u>IG</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.
	(4) 0)pen	the thrust reversers (AMM 78-31-00/201).
Ε.	Do the	e Ins	pection of the Magnetic Chip Detectors

DO NOT PERMIT THE MAGNETS ON THE PROBES TO TOUCH EACH OTHER OR CAUTION: THEY CAN BECOME DEMAGNETIZED.

(1) Remove the magnetic chip detector (MCD) probe from the valve (AMM 79-21-10/401).

(a) Make a record of the position of each probe.

EFFECTIVITY CHECK/INSP ENGINE 2 MAGNETIC CHIP DETECTORS N79-21-10-6A 79-411-c1-2 PAGE 2 OF 12 AUG 22/05

				\mathbf{A}	RAFIN	1 F	79-411-01-2
			SAS		767	•	AIRLINE CARD NO.
			•///		TASK CARD		
MECH	INSP						
			(b) If	oil leaks f	rom the valve,	replace the v	alve packing.
			(c) If the	the valve s valve (AMM	till leaks wit 79–21–10/401)	h the new valv	e packing, replace
		(2)	Inspect	the Magneti	c Chip Detecto	r Valve Body.	
			(a) Ins Par	pect the th t Numbers 5	ree retention OR499 or 50R50	grooves on the 1.	valve bodies with
			1)	Examine th valve body	e bottom of th wall for wear	e three retent (Fig. 603).	ion grooves in the
			2)	If wear is bottom of Figure 603 (3.302 mm)	found, measur the three rete . Minimum ser	e the thicknes ntion grooves. viceable thick	s of metal at the See Dimension A on ness is 0.130 inch
				<u>NOTE</u> : You bot mea	i can measure t tom of the thr sure up to 0.1	he thickness o ee detents wit 50 in (3.810 m	f the metal at the h a caliper that can m).
			3)	If the val material a replace th specified	ve body has le t the bottom o e magnetic chi below.	ss than the mi f the retentio p detector val	nimum thickness of n grooves, you must ve and probe as
				a) If dim magnet servic detect	ension A is le ic chip detect eable. You mu or.	ss than 0.100 or valve body st replace the	inch (2.540 mm) the and probe are not magnetic chip
				b) If dim less t chip d chip d	ension A is mo han 0.130 inch letector is not letector at the	re than 0.100 (3.302 mm), a available, re next A-check.	inch (2.540 mm) but nd if a new magnetic place the magnetic
				c) Do thi detect	s procedure if or valve and p	you replace t robe: (AMM 79–	he magnetic chip 21-10/401).
		(3)	If the p isopropy	robe is cov l alcohol t	vered by a drop to the probe ti	of oil, apply p.	a few drops of
		(4)	Find the (Fig. 60	type of co 1):	ntamination th	at is found on	the MCD probe
EFF	ECTIVITY				CHECK/INSP	ENGINE 2 MAGN	ETIC CHIP DETECTORS
					N79-21-10-6A	79-411-01-2	PAGE 3 OF 12 AUG 22/08

79-411-C1-2 AIRLINE CARD NO.

SAS **BOEING** 767 TASK CARD

		IASK CARD
MECH	INSP	
		<u>Build (residual) debris</u>
		<u>NOTE</u> : The PWA 107014 Photo Aid (see condition A) can be used to see actual photos of different conditions.
		<u>Magnetic fines</u>
		<u>NOTE</u> : The PWA 107014 Photo Aid (see conditions B and E) can be used to see actual photos of different conditions.
		 (a) Description: Shown as very small particles less than 0.010 inch (0.254 mm) in length and with different widths. They can show as a black or gray sludge or fuzz on the magnetic probe. When the oil on the probe is removed, they show as dull hairlike slivers. Fines are typical of low-time engines and small quantities are serviceable.
		 (b) Source: When the engine components wear, they can usually cause a small quantity of fines. You can keep the engine in operation with this condition. Fines can also be caused by bearing skid and the spinning of parts such as spacers, seal plates, and shaft plugs. Bearing skid and spinning make fines at a higher rate than usual wear. You can not keep the engine in operation in this condition. Service experience shows that only the bearing for the deoiler idler gear in the main gearbox has bearing skid that will make fines.
		(c) Action: If fines are collected on the probe tip, do the steps that follow:
		 If the fines collected on the probe tip make up less than 25 percent of the probe tip's perimeter (see PWA 10714 Photo Aid Condition B) the engine can continue in service. Obey the usual magnetic chip detector inspection interval.
		 If the fines collected on the probe tip make up more than 25 percent of the probe tip's perimeter (see PWA 10714 Photo Aid Condition E) examine the individual compartment chip collectors for debris.
		3) If there is debris on more than 25 percent of any of the individual probe tip's perimeter (see PWA Photo Aid, Condition E) and less than 100 percent surface coverage, do the steps that follow:
EFF	ECTI	

N79-21-10-6A 79-411-C1-2 PAGE 4 OF 12 AUG 22/08

SAS DEING 767 TASK CARD

79-411-C1-2 AIRLINE CARD NO.

			TASK CARD
MECH	INSP	-	
		a)	Remove the main oil filter (AMM 79–21–05/401).
		b)	Keep the oil which you drain from the housing of the main oil filter.
		c)	Flush the main oil filter with the petroleum solvent.
		d)	Put the petroleum solvent through a filter paper or a clean cloth.
		e)	Keep the debris contamination for the identification.
		f)	Install a new main oil filter (AMM 79–21–05/401).
		g)	Examine the main oil filter and the oil in the housing for metallic contamination.
		h)	If there is metallic debris contamination which is not build debris in the main oil filter and the filter housing oil, and the quantity is sufficient to make a circle which has a minimum diameter of 0.50 inch (12.700 mm), do the steps that follow:
			<u>1</u> . Remove the engine from operation.
			 Disassemble the engine and find the source of the debris contamination.
		i)	If there is metallic debris contamination which is not build debris, and the quantity is not sufficient to make a circle which has a minimum diameter of 0.50 inch (12.700 mm), do the steps that follow:
			 Continue the engine in service, and examine the MCD probe each 25 hours of operation for the subsequent 200 hours.
			 Collect the contamination from the MCD probe, and do an analysis of the material within 200 hours of operation.
			3. If there is contamination from the bearings or gear material, remove the engine from operation. disassemble the engine, and find the source of the material.
EFF	ECTI	VITY	
			CHECK/INSF ENGINE 2 MAGNETIC CHIP DETECTORS
			N79-21-10-6A 79-411-C1-2 PAGE 5 OF 12 AUG 22/08

79-411-01-2

AIRLINE CARD NO.



N79-21-10-6A

79-411-c1-2

PAGE 6 OF 12 AUG 22/08



79-411-C1-2 AIRLINE CARD NO.

MECH	INSP	
		(h) If there are five or more flakes or chips on a MCD probe, the engine is not serviceable. Disassemble the engine and find the source of the debris contamination.
		 Do a spectrographic analysis of the debris contamination. Disassemble the engine and find the source of the debris contamination.
		(i) Combination of chips/flakes and fines: If a combination of both chips/flakes and fines are found on a probe, follow the chip/flakes path shown in the Evaluation Chart, Fig. 602.
		(j) If there are less than five chips or flakes on a probe, do the steps that follow:
		1) Remove the main oil filter (AMM 79–21–05/401).
		Keep the oil which you drain from the housing of the main oil filter.
		3) Flush the main oil filter with the petroleum solvent.
		4) Put the petroleum solvent through a filter paper or a clean cloth.
		a) Keep the debris contamination for the identification.
		5) Install a new main oil filter (AMM 79–21–05/401).
		6) Examine the (used) main oil filter and the oil in the housing for metallic contamination.
		a) If there is metallic debris contamination which is not build debris in the main oil filter and the filter housing oil, and the quantity is sufficient to make a circle which has a minimum diameter of 0.50 inch (12.700 mm), do the steps that follow:
		<u>1</u> . Remove the engine from operation.
		<u>2</u> . Disassemble the engine and find the source of the debris contamination.
		b) If there is metallic debris contamination which is not build debris, and the quantity is not sufficient to make a circle which has a minimum diameter of 0.50 inch (12.700 mm), do the steps that follow:
EFF	ECTI	CHECK/INSP ENGINE 2 MAGNETIC CHIP DETECTORS
		N79-21-10-6A 79-411-C1-2 PAGE 7 OF 12 AUG 22/08

SAS	
	TASK CARD

	MECH	INSP									
						<u>1</u> .	Continue the eng probe each 25 ho 200 hours.	ine in service urs of operati	e, and exami on for the	ne the I subseque	MCD ent
						<u>2</u> .	Collect the cont do an analysis o operation.	amination from f the material	n the MCD pr . within 200	obe, and hours d	d of
						3.	If there is cont material, remove Disassemble the material.	amination from the engine fr engine, and fi	n the bearin com operatio nd the sour	gs or go n. ce of ti	ear he
						<u>4</u> .	If the debris co increases in con during the 200 f remove the engin engine to find t contamination.	ntamination is secutive magne light hour ins e from service he source of t	the same o tic probe i pection int Disassem he debris	r nspectio erval, ble the	ons
						<u>5</u> .	If you do not fi the quantity of consecutive insp hours, put the e	nd bearing or the contaminat ection of the ngine back int	gear materi ion decreas probes duri o operation	al, and es in ea ng the a	if ach 200
(5) Do a check of the magnetic strength of the MCD Probe with steps that follow:								Probe with	one of	the	
			<u>CAUTION</u> : DO NOT LET THE MAGNETS ON THE MCD PROBE TOUCH EACH OTHER. IF THE MAGNETS TOUCH EACH OTHER, THEY CAN BECOME DEMAGNETIZED AND MUST BE REPLACED.								
			 (a) Preferred method – Have the magnetic probe pick up a 1.00 inch (25.400 mm) diameter carbon steel ball bearing (if the ball is not available, do the optional method below). 								
	EFF	ECTI	V1TY				CHECK/INSP	ENGINE 2 MAGN	ETIC CHIP D	ETECTOR	S
							N79-21-10-6A	79-411-c1-2	PAGE 8 OF	12 AUG	22/08

79-411-01-2

AIRLINE CARD NO.

	SAS 767 TASK CARD	BOEING CARD NO 79-411-C1-7 AIRLINE CARD N
	 (b) Optional method – Hang the MCD probe from a horizontal steel surface magnet has to fully support the weight of the probe <u>NOTE</u>: This is not the preferred strength test but at locatons that do not have a 1.00 inch (25 diameter carbon steel bearing to perform the method. 	so that the can be used .400 mm) preferred
(6)	If the MCD probe does not operate correctly, replace the (AMM 79–21–10/401).	e MCD probe
(7)	Clean the MCD probe with the solvent.	

(a) Make the MCD probe dry with a clean cloth.

(b) Make sure you remove all the debris contamination.

(8) Replace the packing on the probes.

NOTE: The shape of the grip and the quantity of packings can be different from what is shown in the figure.

(9) Install the MCD probe into the applicable valve (AMM 79-21-10/401).

WARNING: OBEY THE INSTRUCTIONS IN AMM 78-31-00/201 HWEN YOU CLOSE THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURY TO PERSONS OR DAMAGE TO EQUIMENT CAN OCCUR.

- (10) Close the thrust reversers (AMM 78-31-00/201).
- (11) Close the core cowl panels (AMM 71-11-06/201).
- (12) Close the fan cowl panels (AMM 71-11-04/201).
- (13) Do the activation procedure for the thrust reversers (AMM 78-31-00/201).

EFFECTIVITY

MECH INSP



BOEING PROPRIETARY - Copyright (C) - Unpublished Work - See title page for details.


BOEING PROPRIETARY - Copyright (C) - Unpublished Work - See title page for details.



S	TATION								BOE	ING CARD NO.			
TA	TAIL NO. SAS BOEING												
	DATE		S	AS &					AIRL	LINE CARD NO.			
						TASK CARD							
SKILL	WORK AR	EA	REL	ATED TASK		INTERVAL		PHASE	MPD REV	TASK CARD REVISION			
ENGIN	ENGINE	1			1	0000 HRS		12020	009	DEC 22/00			
т/	ASK			TITLE			STRUCTURAL ILLUSTRATION RE	FERENCE	AP AIRPLAN	PLICABILITY E ENGINE			
DISC	ARD	ENG	OIL FI	LTER DIFF	PRES	S SWITCH			ΔΙΙ	NOTE			
	ZONES						ACCESS PANELS						
411				415AL									
MECH INS	SP		·						Μ	MPD ITEM NUMBER			
	SWITCH IN FAA NOTE: ENGINE 1. <u>Rem</u>	AD 9 REWOR DOES FOLLC HOURS NOTE	T NUMBE 21-09-1 KING, NOT ZE DWING T S SHALL E: PW4 DIF S33 the Oil	R S332T004 5. MODIFYING, RO TIME TH HE ACCUMUL NOT BE RE OOO ENGINE FERENTIAL 2T004-23. <u>Filter Di</u>	-23 OR E SW ATIO -INS S WI PRES <u>ffer</u>	WITH A NEW SWJ OVERHAULING A ITCH. SWITCHE N OF 10,000 TC TALLED ON ANY TH ENGINE OIL SURE SWITCHES ential Pressur	TCH AS DEFINED USED SWITCH S REMOVED DTAL SERVICE AIRPLANE. FILTER P/N Te Switch						
		(1)	AMM 2	4-22-00/20	1, E	lectrical Powe	er – Control						
		(2)	AMM 7	1–11–04/20	1, F	an Cowl Panels	5						
		(3)	AMM 7	1–11–06/20	1, C	ore Cowl Panel	.S						
		(4)	AMM 7	8-31-00/20	1, т	hrust Reverser	• System						
	Β.	Prep	bare to	Remove th	e Di	fferential Pre	essure Switch for	the Oi	l Fil	ter			
		(1)	0pen	the left f	an c	owl panel (AMM	1 71-11-04/201).						
		WARN	<u>IING</u> :	DO THE THR OPERATION THE THRUST EQUIPMENT.	UST OF T REV	REVERSER DEACT HE THRUST REVE ERSER CAN CAUS	IVATION PROCEDUR RSER. THE ACCID E INJURIES TO PEN	E TO PR ENTAL C RSONS C	EVENT PERAT DR DAM	THE ION OF AGE TO			
		(2)	Do th Maint	is procedu enance (AM	re: M 78	Thrust Revers -31-00/201).	er Deactivation	for Gro	ound				
EFFEC	TIVITY					DISCARD	ENG OIL FILTER	DIFF PR	ESS S	WITCH			
						N79-35-01-4A	79-412-01-1 P	AGE 1	0F 7	DEC 22/00			



79-412-01-1



AIRLINE CARD NO.

MECH	INSP			
			(3) Ope	n the left 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, INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR.
			(4) Ope	n the left thrust reverser (AMM 78-31-00/201).
			(5) Rem	ove electrical power (AMM 24-22-00/201).
		c.	Remove t	he Differential Pressure Switch for the Oil Filter (Fig. 401)
			(1) Dis swi	connect the electrical connector from the differential pressure tch.
			(a)	Install the protection cap on the electrical connector.
			(2) ENG Do	INES PRE-PW-SB 79-77; the steps that follow:
			WAR	NING: DO NOT KEEP THE OIL ON YOUR SKIN FOR A LONG TIME. IF YOU DO NOT CLEAN THE OIL OFF, THE OIL CAN CAUSE INJURY.
			(a)	Disconnect the two oil pressure tubes from the differential pressure switch.
				1) Install the protection caps on the two oil pressure tubes.
			(b)	Remove the bolts, washers and nuts which attach the differential pressure switch to the bracket.
			(c)	Remove the differential pressure switch from the engine.
			(3) ENG Do	INES POST-PW-SB 79-77; the steps that follow:
			(a)	Remove the bolt and clamp that attach the oil filter pressure tube to the mount bracket.
			(b)	Disengage and remove the two oil filter pressure tubes (LP45, LP46) and elbow from the oil filter housing outlet and inlet ports.
EFI	FECTI	VITY		DISCARD ENG OIL FILTER DIFF PRESS SWITCH
				N79-35-01-4A 79-412-01-1 PAGE 2 OF 7 DEC 22/00

5 5 7

79-412-01-1



						TASK CARD				
MECH	INSP									
				(c)	Remove the thr switch to the	ree bolts that mount bracket.	attach the di	fferentia	al pro	essure
				(d)	Remove the di	fferential pres	sure switch.			
				(e)	Install protection inlet ports as	ctive plugs in s necessary.	the oil filte	r housing	g oule	et and
		2. <u>Ir</u>	nstall	the O	il Filter Diffe	erential Pressu	<u>re Switch</u>			
		Α.	Equ	ipment						
			(1)	M3O3 Berg 170 P.O. Lodi	, M305, or M307 Jen Cable Techno Gregg St Box 1300 , NJ 07644-9982	7 Bergen Mechan ologies Inc 2	ical Crimper			
		В.	Con	sumable	e Materials					
			(1)	G023	32 Ferrule, Sat	fety Cable (PO5	-292)			
			(2)	G023	34 Lockwire, (F	05-289) 0.032	inch (0.813 m	m) — AS32	214–02	2
			(3)	G023	35 Cable, Safet	ty (P05-291)				
		С.	Ref	erence	S					
			(1)	AMM	24-22-00/201, 8	Electrical Powe	r – Control			
			(2)	AMM	71-11-04/201, H	Fan Cowl Panels				
			(3)	AMM	71-11-06/201, (Core Cowl Panel	s			
			(4)	AMM	78-31-00/201, 1	Thrust Reverser	System			
			(5)	AMM	79-35-00/501, (Dil Filter Bypa	ss Warning Sy	stem		
		D.	Ins	tall t	he Differentia	l Pressure Swit	ch for the Oi	l Filter	(Fig	. 401)
			(1)	ENGI Do t	NES PRE-PW-SB 7 he steps that 1	79–77 <i>;</i> follow:				
				(a)	Install the d [.] the bolts, was	ifferential pre shers and nuts.	ssure switch	on the bi	racke	t with
EFF	ECTI	VITY				DISCARD	ENG OIL FILT	ER DIFF F	PRESS	SWITCH
						N79-35-01-4A	79-412-01-1	PAGE	3 OF	7 DEC 22/00

79-412-01-1



AIRLINE CARD NO.

							TASK CARD					
M	ECH	INSP										
					1)	ENGINES PR Tighten th newton-met	E-PW-SB 79-70; e bolts to 32- ers).	38 pound-inche	es (3.6-	-4.3		
					2)	ENGINES PO Tighten th newton-met	ST-PW-SB 79-70 e bolts to 23- ers).	; 26 pound-inche	es (2.6-	-2.9		
				(b)	Rem	ove the pro	tection caps f	rom the oil pr	ressure	tubes		
				(c)	Con swi	nect the oi tch.	l pressure tub	es to the dif	ferentia	al pre	ssure	
					1)	ENGINES PR Tighten th (15.3-16.4	E-PW-SB 79-70; e tube nuts to newton-meters	135–145 pound).	d-inches	5		
					2)	ENGINES PO Tighten th (7.3-8.5 n	ST-PW-SB 79-70 e tube nuts to ewton-meters).	; 65-75 pound-	inches			
					3)	Attach loc the tube n	kwire or safet uts.	y cable and sa	afety ca	able f	errule to	С
			(2)	ENGI Do t	NES he s	POST-PW-SB teps that f	79-77; ollow:					
				(a)	Ins the	tall the di bolts, was	fferential pre hers and nuts.	ssure switch o	on the b	oracke	t with	
					1)	Lubricate differenti	the threads of al pressure sw	the bolts, wh itch, with eng	nich att gine oil	tach t	he	
					2)	Tighten th newton-met	e bolts to 36- ers).	40 pounds-incl	1es (4.1	-4.5		
				(b)	Ins con fil	tall the el nector inst ter housing	bow, threads l alled in the l (as viewed fr	ubricated with eft pressure p om the front)	ו Engine port of -	e Oil, the m	to the ain oil	
					1)	Tighten th newton-met	e elbow to elb ers).	ow to 65-75 pc	ounds-in	nches	(7.3-8.5	
				(c)	Ins	tall oil fi	lter pressure	tube(LP45):				
E	ĒFF	ECTIVITY								DBEGG	SMITCH	
										/ c=	7	
							N79-35-01-4A	(9-412-01-1	PAGE	4 OF	7 DEC 22	2700

79-412-01-1



AIRLINE CARD NO.

			TASK CARD
MECH	INSP		
			 Install the oil filter pressure tube (LP45), threads lubricated with Engine Oil, to the forward connector on the pressure switch and to the front connector installed in the main oil filter housing.
			2) Attach the oil filter pressure tube (LP45) to the mount bracket with the clamp and bolt.
			<u>NOTE</u> : The clamp is attached to the middle hole of the mount bracket to attach the oil filter pressure tube (LP45).
			3) Tighten the clamp bolt to 36-40 pound-inches (4.1-4.5 newton-meters).
			(d) Install the oil filter pressure tube (LP46), threads lubricated with Engine Oil, to the rear connector on the pressure switch and to the elbow installed in the main oil filter housing.
			(e) Tighten the tube nuts of both oil filter pressure tubes (LP45, LP46) to 65-75 pound-inches (7.3-8.5 newton-meters).
			(f) Attach lockwire or safety cable and safety cable ferrule to the tube nuts.
			(3) Remove the protection cap from the electrical connector.
			(4) Connect the electrical connector to the differential pressure switch.
		E.	Put the Airplane Back to Its Usual Condition
			(1) Supply electrical power (AMM 24-22-00/201).
			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.
			(2) Close the left thrust reverser (AMM 78-31-00/201).
			(3) Close the left core cowl panel (AMM 71-11-06/201).
			(4) Close the left fan cowl panel (AMM 71-11-04/201).
EFF	ECTI	VITY -	DISCARD ENG OIL FILTER DIFF PRESS SWITCH

N79-35-01-4A

79-412-01-1

PAGE 5 OF 7 DEC 22/00

79-412-01-1



AIRLINE CARD NO.

						TASK	CARD						
MECH	INSP	-					_						
			(5)	Do the (AMM 78	activatio 3-31-00/20	n procedure 1).	for	the	thrust i	reverser	6		
			(6)	Do the bypass	adjustmen (AMM 79-3	it procedure 5-00/501).	for	the	warning	system o	of the c	oil filte	r
EFF	ECTI	U VITY '				DISCARD		EN	G OIL FI	ILTER DII	FF PRESS	S SWITCH	
						N79-35-	01-4A	79	-412-01-	-1 PAGI	E 6 0F	7 DEC 2	2/00



BOEING PROPRIETARY - Copyright (C) - Unpublished Work - See title page for details.

	STAT	ION								BOE	ING CARD NO.
	TAIL	NO .			C	ろ	BOEIN	I G		79–4	12-01-2
	DA	re		S	AS Y					AIRI	LINE CARD NO.
	DA	IE					TASK CARD				
SKIL	.L	WORK ARI	EA	REL	ATED TASK		INTERVAL		PHASE	MPD REV	TASK CARD REVISION
ENG	IN	ENGINE	2			1	0000 HRS		12020	009	DEC 22/00
	TASK	_			TITLE			STRUCTURAL ILLUSTRATION RE	FERENCE	AF AIRPLAN	PLICABILITY E ENGINE
DI	SCAR	D	ENG	OIL FI	LIER DIFF	PRES	S SWITCH			ALI	NOTE
		ZONES						ACCESS PANELS			
42	1				425AL						
MECH	INSP									N	MPD ITEM NUMBER
		SWITCH IN FAA NOTE: ENGINE 1. <u>Rem</u> A. B.	AD S REWOF DOES FOLLC HOURS NOTE NOTE (1) (2) (3) (4) Prep (1) WARN	T NUMBE 21-09-1 KING, NOT ZE DWING T S SHALL E: PW4 DIF S33 the Oil erences AMM 2 AMM 7 AMM 7 AMM 7 AMM 7 Oare to Open	R S332TOO 5. MODIFYING RO TIME T THE ACCUMU NOT BE R 000 ENGIN FERENTIAL 27004-23. Filter D 24-22-00/2 71-11-04/2 71-11-04/2 71-11-04/2 71-11-06/2 78-31-00/2 0 Remove t the left DO THE TH OPERATION THE THRUS EQUIPMENT	4-23 , OR HE SW LATIO E-INS ES WI PRES iffer 01, E 01, F 01, C 01, T he Di fan c RUST OF T T REV -	WITH A NEW SWI OVERHAULING A ITCH. SWITCHE N OF 10,000 TO TALLED ON ANY TH ENGINE OIL SURE SWITCHES ential Pressur lectrical Powe an Cowl Panels ore Cowl Panels ore Cowl Panel hrust Reverser fferential Pre owl panel (AMM REVERSER DEACT HE THRUST REVE ERSER CAN CAUS	TCH AS DEFINED USED SWITCH ES REMOVED DTAL SERVICE AIRPLANE. FILTER P/N er - Control s .s S System essure Switch for 1 71-11-04/201). TIVATION PROCEDUR ERSER. THE ACCID SE INJURIES TO PE	the Oi E TO PR ENTAL C RSONS C	l Fil EVENT PERAT R DAM	ter THE ION OF AGE TO
				Maint	enance (A	MM 78	-31-00/201).				
EFF	есті	VITY					DISCARD	ENG OTI ETITED	DIFF PP	FSS S	WITCH
										200 3	
	N79-35-01-4A 79-412-01-2 PAGE 1 OF										





79-412-01-2 AIRLINE CARD NO.

MECH	INSP								
			(3)	0pen	the left core	cowl panel (AM	M 71-11-06/20	1).	
			<u>WARN</u>	<u>ING</u> :	OBEY THE INSTR THRUST REVERSE INJURIES TO PE	UCTIONS IN AMM RS. IF YOU DO RSONS OR DAMAG	78-31-00/201 NOT OBEY THE E TO EQUIPMEN	WHEN YOU OPE INSTRUCTIONS T CAN OCCUR.	N THE
			(4)	0pen	the left thrus	t reverser (AM	M 78-31-00/20	1).	
			(5)	Remov	ve electrical p	ower (AMM 24-2	2-00/201).		
		c.	Remov	ve the	e Differential	Pressure Switc	h for the Oil	Filter (Fig.	401)
			(1)	Disco swite	onnect the elec ch.	trical connect	or from the d	ifferential p	ressure
				(a)	Install the pr	otection cap o	n the electri	cal connector	
			(2)	ENGII Do tl	NES PRE-PW-SB 7 he steps that f	9-77; ollow:			
				<u>WARN</u>	ING: DO NOT KE DO NOT CL	EP THE OIL ON EAN THE OIL OF	YOUR SKIN FOR F, THE OIL CA	A LONG TIME. N CAUSE INJUR	IF YOU Y.
				(a)	Disconnect the pressure switc	two oil press h.	ure tubes fro	n the differe	ntial
					1) Install th	e protection c	aps on the two	o oil pressur	e tubes.
				(b)	Remove the bol differential p	ts, washers an ressure switch	d nuts which a to the brack	attach the et.	
				(c)	Remove the dif	ferential pres	sure switch f	rom the engin	e.
			(3)	ENGII Do tl	NES POST-PW-SB he steps that f	79-77; ollow:			
				(a)	Remove the bol tube to the mo	t and clamp th unt bracket.	at attach the	oil filter p	ressure
				(b)	Disengage and LP46) and elbo ports.	remove the two w from the oil	oil filter p filter housi	ressure tubes ng outlet and	(LP45, inlet
EFF	ЕСТІ	VITY				DISCARD	ENG OIL FILT	ER DIFF PRESS	SWITCH
						N79-35-01-/ A	70_/12_01_2		7 DEC 22/00
						14A - 4A	17-412-01-2		

79-412-01-2



AIRLINE CARD NO.

							7	FASK CARD						
MECH	INSP													
				(c)	Remove switch	the t to th	three ne mou	bolts that nt bracket.	attach th	he dif	ferent	ial pr	essure	
				(d)	Remove	the d	differ	ential pres	sure swit	tch.				
				(e)	Instal inlet	l prot ports	tectiv as ne	e plugs in cessary.	the oil 1	filter	housi	ng oul	et and	
	2	2. <u>Ins</u>	stall	<u>the O</u>	<u>il Filt</u>	er Dif	fferen	tial Pressu	<u>re Switch</u>	<u>1</u>				
		Α.	Equip	pment										
			(1)	M303 Berge 170 P.O. Lodi	, M3O5, en Cabl Gregg S Box 1 , NJ O7	or M3 e Tech t 300 644-99	307 Be nnolog 982	rgen Mechan ies Inc	ical Crim	nper				
		в.	Consi	umabl	e Mater	ials								
			(1)	G023	32 Ferr	ule, S	Safety	Cable (PO5	-292)					
			(2)	G023	34 Lock	wire,	(P05-	289) 0.032	inch (0.8	813 mm) – AS	3214–0	2	
			(3)	G023	35 Cabl	.e, Saf	fety (P05-291)						
		с.	Refe	rence	S									
			(1)	AMM 2	24-22-0	0/201,	, Elec	trical Powe	r – Contr	rol				
			(2)	AMM	71–11–0	4/201,	, Fan	Cowl Panels						
			(3)	AMM	71–11–0	6/201,	, Core	Cowl Panel	S					
			(4)	AMM	78-31-0	0/201,	, Thru	st Reverser	System					
			(5)	AMM	79-35-0	0/501,	, Oil	Filter Bypa	ss Warnir	ng Sys	tem			
		D.	Insta	all ti	he Diff	erenti	ial Pr	essure Swit	ch for th	he Oil	Filte	r (Fig	. 401)	
			(1)	ENGII Do t	NES PRE he step	-PW-SB s that	3 79-7 t foll	7; ow:						
				(a)	Instal the bc	l the lts, w	diffe washer	rential pre s and nuts.	ssure swi	itch o	n the	bracke	t with	
EFF	ECTIV	'ITY '					DI	SCARD	ENG OIL	FILTE	R DIFF	PRESS	SWITCH	
							N7	9-35-01-4A	79-412-0	01-2	PAGE	3 OF	7 DEC 2	2/00

79-412-01-2



AIRLINE CARD NO.

						TASK CARD				
MEC	H INSP									
				1)	ENGINES PR Tighten th newton-met	E-PW-SB 79-70; e bolts to 32- ers).	38 pound-inche	es (3.6-4	.3	
				2)	ENGINES PO Tighten th newton-met	ST-PW-SB 79-70 e bolts to 23- ers).	; 26 pound-inche	es (2.6-2	2.9	
			(b)	Rem	ove the pro	tection caps f	rom the oil pr	ressure t	ubes	
			(c)	Con swi	nect the oi tch.	l pressure tub	es to the dif	ferential	pre:	ssure
				1)	ENGINES PR Tighten th (15.3-16.4	E-PW-SB 79-70; e tube nuts to newton-meters	135–145 pound).	d-inches		
				2)	ENGINES PO Tighten th (7.3-8.5 n	ST-PW-SB 79-70 e tube nuts to ewton-meters).	; 65-75 pound- [.]	inches		
				3)	Attach loc the tube n	kwire or safet uts.	y cable and sa	afety cab	ole fo	errule to
		(2)	ENGI Do t	NES he s	POST-PW-SB teps that f	79–77 <i>;</i> ollow:				
			(a)	Ins the	tall the di bolts, was	fferential pre hers and nuts.	ssure switch o	on the br	acke	t with
				1)	Lubricate differenti	the threads of al pressure sw	the bolts, wh itch, with eng	ich atta gine oil.	ich tl	he
				2)	Tighten th newton-met	e bolts to 36- ers).	40 pounds-incl	1es (4.1-	-4.5	
			(b)	Ins con fil	tall the el nector inst ter housing	bow, threads l alled in the l (as viewed fr	ubricated with eft pressure p om the front)	1 Engine port of t	Oil, he ma	to the ain oil
				1)	Tighten th newton-met	e elbow to elb ers).	ow to 65-75 pc	ounds-inc	hes	(7.3-8.5
			(c)	Ins	tall oil fi	lter pressure	tube (LP45):			
F	FFCTIN	иту <u>— — — — — — — — — — — — — — — — — — —</u>				1				
	1 - 0 1 1 0	- 1 1				DISCARD	ENG OIL FILTE	:R DIFF P	RESS	SWITCH
						N79-35-01-4A	79-412-01-2	PAGE 4	+ OF	7 DEC 22/00

SAS **BOEING** 767 TASK CARD

79-412-01-2 AIRLINE CARD NO.

MECH	INSP					
					1)	Install the oil filter pressure tube (LP45), threads lubricated with Engine Oil, to the forward connector on the pressure switch and to the front connector installed in the main oil filter housing.
					2)	Attach the oil filter pressure tube (LP45) to the mount bracket with the clamp and bolt.
						<u>NOTE</u> : The clamp is attached to the middle hole of the mount bracket to attach the oil filter pressure tube (LP45).
					3)	Tighten the clamp bolt to 36–40 pound–inches (4.1–4.5 newton–meters).
				(d)	Ins wit and	tall the oil filter pressure tube (LP46), threads lubricated h Engine Oil, to the rear connector on the pressure switch to the elbow installed in the main oil filter housing.
				(e)	Tig LP4	hten the tube nuts of both oil filter pressure tubes (LP45, 6) to 65-75 pound-inches (7.3-8.5 newton-meters).
				(f)	Att tub	ach lockwire or safety cable and safety cable ferrule to the e nuts.
			(3)	Remov	ve t	he protection cap from the electrical connector.
			(4)	Conne swite	ect ch.	the electrical connector to the differential pressure
		Ε.	Put	the A	irpl	ane Back to Its Usual Condition
			(1)	Supp	ly e	lectrical power (AMM 24-22-00/201).
			<u>WARN</u>	<u>ING</u> :	OBE THR INJ	Y THE INSTRUCTIONS IN AMM 78-31-00/201 WHEN YOU CLOSE THE UST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, URIES TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR.
			(2)	Close	e th	e left thrust reverser (AMM 78-31-00/201).
			(3)	Close	e th	e left core cowl panel (AMM 71-11-06/201).
			(4)	Close	e th	e left fan cowl panel (AMM 71–11–04/201).
EFF	ECTI	VITY -				DISCARD ENG OIL FILTER DIFF PRESS SWITCH

N79-35-01-4A 79-412-01-2 PAGE 5 OF 7 DEC 22/00

79-412-01-2



AIRLINE CARD NO.

					TASK	CARD					
MECH	INSP	-									
		(5)) Do the (AMM 73	activation 8-31-00/201	procedure).	for t	the t	hrust r	eversers		
		(6)) Do the bypass	adjustment (AMM 79–35	procedure -00/501).	for t	the w	arning	system of	the o	il filter
FFF	 FCTT	VITY						AT :			
					DISCARD N79-35-(D1-4A	ENG	01L FI 412-01-	LIER DIFF -2 PAGE	6 OF	SWITCH 7 DEC 22/00



BOEING PROPRIETARY - Copyright (C) - Unpublished Work - See title page for details.