ST	ATION										BOE	ING CARD NO.
TAIL NO.			C	A C	1	BO	EIN	G			71-R	O3
	DATE		5	AS	\mathcal{C}^{-}	7	' 67				AIR	LINE CARD NO.
DATE						TASK	CARD					
SKILL WORK AREA RE		REL	LATED TASK INTERV		INTERVAL			PHASE	MPD REV	TASK CARD REVISION		
ENGIN	ENGIN/S	TRUT	NOT	Έ							011	AUG 22/08
TASK		TITLE					STRUCTURAL	ILLUSTRATIO	N REFERENCE	AIRPLAN	PPLICABILITY IE ENGINE	
REPLACE		POWER	R PLAN	IT							AIRI EA	ic Engine
											ALL	4000
	ZONES							ACCESS PAN	NELS			
410	420			413AL 426AR	414AR 427AL	415AL 428AR	416AR	417AL	418AR	423AL	424AR	425AL

MECH INSP

REMOVE THE POWER PLANT

N71-00-02-4A

MPD ITEM NUMBER

NOTE: TASK CARDS 24-003-01 AND 36-005-01 TO BE ACCOMPLISHED AT ENGINE CHANGE.

THIS CARD IS NOT A SCHEDULED MAINTENANCE TASK. IT IS A COMPONENT CHANGE CARD AND IT IS PROVIDED FOR OPERATOR CONVENIENCE DURING UNSCHEDULED MAINTENANCE ACTIVITIES. SEE APPENDIX A OF THE 767 MAINTENANCE PLANNING DATA (MPD) DOCUMENT, D622T001, FOR A DESCRIPTION OF THE COMPONENT CHANGE CARDS.

1. General

- A. This procedure includes the six tasks that follow:
 - Prepare for the Power Plant Removal
 - Remove the Power Plant with the Bootstrap Equipment (Recommended)
 - Remove the Power Plant with the PT90-E (Optional)
 - Install the Power Plant with the Bootstrap Equipment (Recommended)
 - Install the Power Plant with the PT90-E (Optional)
 - Put the Airplane Back to Its Usual Configuration.
- B. The platforms and stands are necessary to get access to the points where you will disconnect specified parts. These points are approximately 13 feet (4 meters) above the ground.
- C. The power plant weighs approximately 11,000 pounds when you remove it from the airplane. You must add the weight of the ground support equipment and persons (that you will lift) to the weight of the power plant when you calculate the load.
- D. For the removal and installation of the power plant, you must do the steps as follows:
 - (1) Install the hold-open equipment for the thrust reversers.

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- (2) Remove the fan cowl panels.
- (3) Remove the core cowl panels.
 - (a) You can install the hold-open equipment on the fan and core cowl panels as an alternative.
- (4) You can do this procedure with the inlet cowl removed or installed. The load distribution will be different with the inlet cowl off. You must make sure you do not exceed the load limits for the forward and aft load cells.
- E. The ground, where you will remove and install the power plant, must be very clean. When you operate the power plant, the mass airflow causes the unwanted objects to go into the power plant.
 - (1) Before you operate the power plant, you must make sure these are free of the unwanted objects.
 - the power plant compartment
 - the air inlet
 - the work area.
- F. Before the power plant removal, you must make sure the center of gravity (C.G.) for the airplane stays in the safe limits. You must calculate the weight and balance the airplane.
 - (1) After you disconnect the fuel and hydraulic lines and the electrical connectors, you can supply electrical power to the airplane to do the maintenance. You must remove electrical power when you connect the lines and the connectors after you install the engine.
- Prepare for the Power Plant Removal
 - A. General
 - (1) During the power plant removal, you must seal all openings with the approved caps. You must seal all the tube ends, ducts and electrical connectors with a cap as quickly as possible. You must use the external caps.
 - B. Equipment

 - (2) A71032-14 Core Cowl Hold-Open Equipment (40 knots) (optional)

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			TASK CARD
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		(3)	A78001-31 Thrust Reverser Hold-Open Equipment - (40 knots)
		(4)	G78005-1 Adapter for the Thrust Reverser Hold Open Rod
		(5)	G71023-52 Hold Open Equipment - Fan and Core Cowls - (20 knots) (optional)
		(6)	G24006-1 Support Hook, Power Feeder Wire Bundle
		(7)	Container - 5-gallon capacity, approved for fuel
		(8)	Container – 1-gallon capacity, approved for hydraulic fluid
		C. Refe	erences
		(1)	AMM 07-11-05/201, Jacking for Airplane Support with Engines Removed
		(2)	AMM 08-21-00/201, Leveling
		(3)	AMM 20-41-00/201, Static Grounding
		(4)	AMM 24-22-00/201, Electrical Power - Control
		(5)	AMM 27-81-00/201, Leading Edge Slat System
		(6)	AMM 29-11-00/201, Main Hydraulic Systems
		(7)	AMM 71-11-04/201, Fan Cowl Panels
		(8)	AMM 71-11-04/401, Fan Cowl Panels
		(9)	AMM 71-11-06/201, Core Cowl Panels
		(10)	AMM 71-11-06/401, Core Cowl Panels
		(11)	AMM 78-31-00/201, Thrust Reverser System
		D. Acce	ess
		(1)	Location Zone 411 Left Engine 421 Right Engine

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(2) Access Panels

Fan Cowl Panel, Left Engine 413AL 414AR Fan Cowl Panel, Left Engine Fan Reverser, Left Engine 415AL Fan Reverser, Left Engine 416AR 417AL Core Cowl, Left Engine 418AR Core Cowl, Left Engine 423AL Fan Cowl Panel, Right Engine Fan Cowl Panel, Right Engine 424AR 425AL Fan Reverser, Right Engine 426AR Fan Reverser, Right Engine 427AL Core Cowl, Right Engine 428AR Core Cowl, Right Engine

- E. Prepare the Airplane for the Power Plant Removal
 - (1) Ground the airplane to an approved ground lug (AMM 20-41-00/201).
 - (2) Make the airplane level to the zero ± 1/4 degree in the pitch and roll directions (AMM 08-21-00/201).
 - (3) Install a tail jack if it is necessary (AMM 07-11-05/201).

The airplane C.G. will move aft when you remove the engine. NOTE: If the airplane C.G. is too far aft when you start to remove the engine, the airplane can fall on its tail.

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

- (4) Do this procedure: Thrust Reverser Deactivation for Ground Maintenance (AMM 78-31-00/201).
- Make sure the forward thrust levers are in the fully aft position and attach the DO-NOT-OPERATE tag.

DO NOT KEEP THE FUEL SPAR VALVE OPEN. THE ACCIDENTAL LEAKAGE **WARNING:** OF THE FUEL DURING THE ENGINE CHANGE CAN CAUSE INJURY TO PERSONS.

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- (6) Make sure the applicable engine and spar valves are closed as follows:
 - (a) For the left engine, make sure this circuit breaker on the overhead circuit breaker panel, P11, is closed:
 - 1) 11D25, ENGINE FUEL CONT VLV & EEC CHAN B RESET L
 - For the right engine, make sure this circuit breaker on the overhead circuit breaker panel, P11, is closed:
 - 1) 11D26, ENGINE FUEL CONT VLV & EEC CHAN B RESET R
 - For the left engine, make sure this circuit breaker on the main power distribution panel, P6, is closed:
 - 1) 6E1, FUEL VALVES L SPAR
 - For the right engine, make sure this circuit breaker on the main power distribution panel, P6, is closed:
 - 1) 6E2, FUEL VALVES R SPAR
 - (e) Move the FUEL CONTROL switch on the control stand to the CUTOFF position.
 - (f) Make sure the ENG VALVE and SPAR VALVE lights on the control stand are off.
 - For the left engine, open this circuit breaker on the main power distribution panel, P6, and attach the D0-NOT-CLOSE tag:
 - 1) 6E1, FUEL VALVES L SPAR
 - For the right engine, open this circuit breaker on the main power distribution panel, P6, and attach the D0-NOT-CLOSE tag:
 - 1) 6E2, FUEL VALVES R SPAR
 - For the left engine, open this circuit breaker on the overhead circuit breaker panel, P11, and attach the DO-NOT-CLOSE tag:
 - 11D25, ENGINE FUEL CONT VLV & EEC CHAN B RESET L
 - (j) For the right engine, open this circuit breaker on the overhead circuit breaker panel, P11, and attach the DO-NOT-CLOSE tag:

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- 1) 11D26, ENGINE FUEL CONT VLV & EEC CHAN B RESET R
- (7) Close the supply shutoff valve for the engine driven pump (EDP) as follows:
 - For the left engine, make sure this circuit breaker on the overhead circuit breaker panel, P11, is closed:
 - 1) 11D29, HYDRAULIC L ENG PUMP SUPPLY
 - For the right engine, make sure this circuit breaker on the overhead circuit breaker panel, P11, is closed:
 - 1) 11D30, HYDRAULIC R ENG PUMP SUPPLY
 - Make sure the fire handle for the applicable engine on the aft pilots' control stand, P8, is in the usual position.
 - (d) Push the manual override switch below the fire handle.
 - (e) Pull the fire handle on the aft pilots' control stand, P8, to the FIRE position but do not turn it.
 - Make sure the position indicator for the supply shutoff valve of the EDP moves to the CLOSE position.
- (8) Retract the leading edge slats (AMM 27-81-00/201).
 - (a) Attach the DO-NOT-OPERATE tag on the flap control lever.
- (9) Release the pressure from the left or right hydraulic system and reservoir (AMM 29-11-00/201).
- (10) Remove the bolts (7, 9, 10) and the skirt fairing (8) from the two sides of the strut (Fig. 401).
- (11) If electrical power is necessary for other maintenance, supply electrical power (AMM 24-22-00/201).
- F. Prepare for the Power Plant Removal
 - (1) Remove the core cowl panels or install the hold-open equipment (A71032-14) for the core cowl as follows:
 - (a) Open the core cowl panels (AMM 71-11-06/201).
 - (b) If you use the bootstrap equipment (Fig. 402), do as follows:

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- 1) Install the aft bootstrap components (Fig. 401) as follows:
 - Put the protection pads on the turbine exhaust sleeve (one on each side).
 - b) Remove the bolts (1, 2, 3, 4, 5, 6) from the two sides of the strut.
 - c) Install the top and lower aft brackets (12, 13) on the two sides of the strut.
 - Install the forward bracket (14) on the two sides of the strut.
 - e) Install the aft inboard arm (11) on the top and lower aft brackets (12, 13).

INSTALL THE LONGER OUTBOARD ARM ON THE OUTBOARD WARNING: BRACKETS ONLY. IF YOU INSTALL THE BOOTSTRAP ARMS INCORRECTLY, THE BOOTSTRAP WILL NOT OPERATE. THIS CAN CAUSE INJURY TO PERSONS.

- f) Install the aft outboard arm (11) on the top and lower aft brackets (12, 13).
- Install the inboard forward brace (15) on the forward bracket (14) and the aft inboard arm (11).
- h) Install the outboard brace (15) on the forward bracket (14) and the aft outboard arm (11).
- Remove the screws (3) from the core cowl panels.
- 3) Attach the pads (7) to the core cowl with the screws (6).
- Attach the braces (1) to the pads (7) with the bolts (5) 4) and washers (4).
- Attach the braces (1) with the pins (2) to the forward bracket (14, Fig. 401).
- Install the hold-open rods to the stow bracket on the core cowl panel.

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		CC	f you use the hold-open equipment (G71023) for the fan and one cowl panels, go to the step that follows which installs ne hold-open equipment (G71023).		
			the fan cowl panels or install the hold-open equipment 0-32) for the fan cowl panels as follows:		
		(a) Op	pen the fan cowl panels (AMM 71-11-04/201).		
			you use the hold-open equipment (A71030-32) for the fan cowling. 403), do as follows:		
		1:	Assemble the hold-open equipment (1) on the ground.		
		2	Put the hold-open equipment (1) on the forward edge of the fan cowl panels.		
		3	Tighten the screw clamps (2).		
		4.	Make sure the hold-open equipment does not touch the support structure for the fan cowl.		
		5.	Install the hold-open rods to the stow bracket on the fan cowl panels.		
		CC	f you use the hold-open equipment (G71023) for the fan and ore cowl panels, go to the step that follows which installs ne hold-open equipment (G71023).		
		RI	BEY THE INSTRUCTIONS IN AMM 78-31-00 WHEN YOU OPEN THE THRUST EVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURIES TO ERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR.		
		(3) Open th	ne thrust reversers (AMM 78-31-00/201).		
			everser (G78005).		
		<u>N</u> (OTE: This will hold the thrust reverser in an extended open postion. This will let you install the hold-open equipment (A78001) more easily.		
			Install the hold-open equipment (A78001) for the thrust reverser (Fig. 404) as follows:		

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- (a) Put the actuator lock (2) along the actuator rod (5).
- Make sure the lock yoke (7) is against the bolt (6) that attaches the actuator rod (5).
- Make sure the lock channel (4) is against the actuator cylinder.
- (d) Put the channel clamp (3) around the actuator rod (5).
- (e) Tighten the screw (8) to attach the channel clamp (3) to the actuator rod (5).
- (f) Lightly close the actuator (1).

NOTE: When you lightly close the actuator, the load moves from the actuator to the actuator lock (2).

- Disengage the hold-open rod for the thrust reverser from the support.
- (h) Install the hold-open rod and the support to its stowage points.
- If you use the hold-equipment equipment (G71023) to hold the fan and the core cowl panel open (Fig. 405), do as follows:
 - (a) Install the thrust reverser tube and attached parts on the thrust reversers (View B or E).
 - Engage the hook on the thrust reverser tube to the loop on the thrust reverser.

Make sure the pin on the thrust reverser engages the NOTE: hole on the thrust reverser tube. Or make sure the pin on the thrust reverser tube engages the hole on the thrust reverser.

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		2)	Engage the loop on the thrust reverser tube to the thrust reverser.	the hook on	
			NOTE: Make sure the pin on the thrust reverser hole on the thrust reverser tube. Or make pin on the thrust reverser tube engages the thrust reverser.	ce sure the	
		3)	Tighten the knobs on the thrust reverser tube to tube to the thrust reverser.	o attach the	
			stall the forward tube assembly on the fan cowl panel (View D).		
		1)	Turn the forward tube to engage the tube end to reverser tube.	the thrust	
		2)	For the left fan cowl panel, do as follows:		
			a) Engage the hook on the left fan cowl tube to on the fan cowl panel.	o the loops	
			NOTE: Make sure the pins on the fan cowl panel of the pinholes on the fan cowl tube.		
			b) Tighten the knobs on the fan cowl tube to at tube to the fan cowl panel.	ttach the	
		3)	For the right fan cowl panel, do as follows:		
			a) Engage the hooks on the fan cowl panel to the the right fan cowl panel.	ne loops on	
			NOTE: Make sure the pins on the fan cowl to the pinholes on the fan cowl panel.	ube engage	
			b) Close the fan cowl latch.		
			c) Tighten the knobs on the fan cowl tube to at tube to the fan cowl panel.	ttach the	
		4)	Put the lockpin into the pin hole on the thrust tube.	reverser	

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		5)	Install the hold-open rods on the fan cowl pane stow bracket on the panel.	l to the
			stall the aft tube assembly on the core cowl pane I F).	l (View C
		1)	For the left core cowl, put the attachment bloc loop of the core cowl panel.	k into the
			NOTE: Make sure the pins on the attachment blo the pin holes on the core cowl panel.	ck engage
			a) Put a pin into the lockhole on the attachme attach the core cowl attachment to the core	
		2)	For the right core cowl, install the attachment the cowl latch as follows:	block on
			 a) Put the loop of the attachment block into t latch. 	he core cowl
			<u>NOTE</u> : Make sure the pins on the attachment engage the pin holes on the core cow	
			b) Close the core cowl latch.	
		3)	Put the aft tube into the thrust reverser tube.	
		4)	Turn the aft tube to install the other end of t the attachment block.	he tube on
		5)	Put the lockpin into the pin hole on the thrust tube.	reverser
		6)	Put the pin into the aft tube and the attachmen	t block.
		7)	Install the hold-open rods on the core cowl pan stow bracket on the panel.	el to the
		HYI FLI	EP THE ELECTRICAL POWER OFF WHILE YOU DISCONNECT DRAULIC, AND ELECTRICAL LINES. IF YOU APPLY THE DIDS OR THE ELECTRICAL POWER ACCIDENTALLY, INJURY DISCONDENTIAL DISCONDEN	PRESSURIZED

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		(6)	Disconnect the primary supply line for the engine fuel as follows:
			(a) Drain the fuel from the supply line (Fig. 406).
			1) Put a container below the drain plug (2).
			2) Remove the drain plug (2).
			a) Drain the fuel.
			b) Discard the packing (1).
			Install a new packing (1) and the drain plug (2) in the fuel pump.
			4) Tighten the drain plug (2) to 45-55 pound-inches (5.1-6.2 newton-meters).
			a) Install a lockwire on the drain plug (2).
			(b) Remove the top lockwires from the spray shield to get access to the raceway connection of the fuel supply line.
			(c) Pull the coupling to the rear and turn counterclockwise to disconnect the fuel supply line (2, Fig. 407) from the raceway connector.
			 Discard the packing (17, Fig. 407) from the inner diameter groove of the raceway connector.
			CAUTION: INSTALL THE CAPS ON THE FUEL SUPPLY LINE AND RACEWAY CONNECTOR. IF YOU DO NOT INSTALL THE CAPS, THE CONTAMINATION CAN GO INTO THE FUEL.
			(d) Install the caps on the fuel supply line (7, Fig. 407) and the raceway connector.
		(7)	Remove the thermal anti-ice (TAI) duct of the inlet cowl (Fig. 408) as follows:
			(a) Remove the bolt (22).
			(b) Remove the clamps (17, 20) and seals (16, 21).
			(c) Remove the TAI duct (24).

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INSTALL THE CAPS ON THE PNEUMATIC DUCTS. IF YOU DO NOT CAUTION: INSTALL THE CAPS, THE CONTAMINATION CAN GO INTO THE DUCTS.

Install the caps on the two ends of the openings of the TAI duct.

WARNING: KEEP THE ELECTRICAL POWER OFF WHILE YOU DISCONNECT THE FUEL, HYDRAULIC, AND ELECTRICAL LINES. IF YOU ACCIDENTALLY APPLY THE PRESSURIZED FLUIDS OR THE ELECTRICAL POWER, INJURY TO PERSONS AND DAMAGE TO THE ENGINE CAN OCCUR.

(8) Remove electrical power (AMM 24-22-00/201).

BE CAREFUL WITH THE HYDRAULIC SUPPLY LINE. DO NOT MAKE THE CAUTION: HYDRAULIC SUPPLY LINE INTO A TIGHTLY COIL. IF THE HOSE CLOSES AND HAS KINKS, IT WILL DECREASE THE FLUID SUPPLY. IF THE FLUID SUPPLY DECREASES, FAILURE IN THE ENGINE DRIVEN PUMP CAN OCCUR.

INSTALL THE CAPS ON THE HYDRAULIC LINES AND FITTINGS. IF YOU CAUTION: DO NOT INSTALL THE CAPS, THE CONTAMINATION OF THE HYDRAULIC LINES AND THE LEAKAGE OF THE HYDRAULIC FLUID CAN OCCUR.

CAUTION: CLEAN THE HYDRAULIC FLUID LEAKAGE. IF THE LEAKAGE COLLECTS, THE HYDRAULIC FLUID CAN CAUSE CORROSION TO THE PART.

- (9) Disconnect the hydraulic lines (Fig. 407) as follows:
 - (a) Put a container below the hydraulic supply line (11).
 - (b) Disconnect the hydraulic supply line (11).
 - 1) Drain the fluid into the container.
 - 2) Install the caps on the hydraulic supply line (11) and the connector.
 - Disconnect the hydraulic pressure line (10).
 - 1) Install the caps on the hydraulic pressure line (10) and connector.

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- (d) Disconnect the hydraulic drain line (6).
 - Install the caps on the hydraulic drain line (6) and connector.

INSTALL THE CAPS ON THE ELECTRICAL PLUGS AND RECEPTACLES. IF CAUTION: YOU DO NOT, THE ELECTRICAL PLUGS AND RECEPTACLES CAN GET CONTAMINATION FROM THE DIRT AND MOISTURE, OR DAMAGE FROM THE HANDLE.

- (10) Disconnect the electrical connector (1, 2, 1A and 2A, Fig. 407) (6 thru 12, and 25, Fig. 408).
 - (a) Install the caps on the plugs and receptacles.
- Disconnect the power feeder cable of the IDG from the engine as follows (Fig. 409):

DO NOT REMOVE THE CLAMPS ON THE POWER FEEDER CABLE FROM CAUTION: THE ENGINE. THE CLAMPS ARE A QUICK-RELEASE TYPE CLAMP THAT YOU CAN OPEN TO REMOVE THE POWER FEEDER CABLE FROM THE ENGINE. IF YOU REMOVE THE CLAMPS FROM THE ENGINE, YOU CAN INCORRECTLY INSTALL THE CLAMPS. INCORRECT INSTALLATION OF THE CLAMPS CAN CAUSE DAMAGE TO THE CABLE.

- (a) Open the clamps (1) to remove the power feeder cable from the engine.
- (b) Remove the screws (6).
- (c) Remove the terminal block cover (5).
- Remove the nuts (4) and the phase leads of the power feeder cable (12) from the IDG.
 - Install the support hook on the thrust reverser.
 - (b) Install the wire bundle for the power feeder on the support hook (Fig. 410).
- (13) Disconnect the pneumatic hose (3, Fig. 408) from the precooler.
 - (a) Install the caps on the pneumatic hose (3) and the connector.

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- (14) Disconnect the static pressure hose (3, Fig. 407) for the EEC.
 - Install the caps on the static pressure hose (3) and the connector.

INSTALL THE CAPS ON THE LINES AND CONNECTORS. IF YOU DO NOT CAUTION: INSTALL THE CAPS, CONTAMINATION CAN GO IN THE LINES AND CONNECTORS. THIS CAN CAUSE DAMAGE TO THE LINES AND CONNECTORS.

- (15) Disconnect the strut drain lines.
 - Disconnect the drain line (4, Fig. 407) for the right forward mount.
 - Disconnect the drain line (1, Fig. 408) of the left forward mount.
 - (c) Disconnect the drain line (8, Fig. 407) for the main strut.
 - Disconnect the drain line (9, Fig. 407) for the right raceway. (d)
 - (e) Disconnect the drain line (4, Fig. 408) for the left raceway.
- (16) Disconnect the flexible line (2A, Fig. 408) for the fire extinguisher.
 - (a) Install the caps on the flexible line (2A) and receptacle.
- (17) Remove the top section of the starter duct (Fig. 407) as follows:
 - (a) Remove the clamps (12, 16) and seals (13, 15).
 - (b) Remove the starter duct (14).
- Remove the precooler inlet duct (Fig. 408) as follows:
 - (a) Remove the clamp (14) and seal (15).
 - (b) Remove the precooler inlet duct (13) from the engine.
 - (c) Install the caps on the openings of the duct and connection.
- 3. Remove the Power Plant With the Bootstrap Equipment

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SAS BOEING 767 TASK CARD

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NOTE: The bootstrap procedure is the recommended procedure, but you can do the optional procedure which uses the PT90-E Universal Engine Change System.

A. Equipment

- (1) A71001-185 Bootstrap Equipment
- (2) A71003-25 Torque Equipment (all rigid engine mounts)
- (3) A71003-41 Torque Equipment (used only on the aft engine mounts with the vibration isolators)
- (4) A71006-79 Cradle
- (5) 140059-5 Stand Shipping, engine, air/truck transportation, Stanley Aviation (Recommended). 110059-501 Transportation Stand, Stanley Aviation (Alternative)
- (6) Protection pads commercially available

B. 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

C. Access

(1) Location Zone

411 Left Engine

421 Right Engine

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FOEING 767 TASK CARD

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(2) Access Panels

Fan Cowl Panel, Left Engine 413AL 414AR Fan Cowl Panel, Left Engine Fan Reverser, Left Engine 415AL Fan Reverser, Left Engine 416AR 417AL Core Cowl, Left Engine 418AR Core Cowl, Left Engine 423AL Fan Cowl Panel, Right Engine Fan Cowl Panel, Right Engine 424AR 425AL Fan Reverser, Right Engine 426AR Fan Reverser, Right Engine 427AL Core Cowl, Right Engine 428AR Core Cowl, Right Engine

D. Procedure

- (1) If you did not do this, install the aft bootstrap components (Fig. 401) as follows:
 - (a) Put the protection pads on the turbine exhaust sleeve (one on each side).
 - (b) Remove the bolts (1, 2, 3, 4, 5, 6) from the two sides of the strut.
 - (c) Install the top and lower aft brackets (12, 13) on the two sides of the strut.
 - (d) Install the forward bracket (14) on the two sides of the strut.
 - (e) Install the aft inboard arm (11) on the top and lower aft brackets (12, 13).

WARNING: INSTALL THE LONGER OUTBOARD ARM ON THE OUTBOARD BRACKETS ONLY. INCORRECT INSTALLATION OF THE BOOTSTRAP ARMS CAN CAUSE INJURY TO PERSONS AND FAILURE OF THE BOOTSTRAP.

- (f) Install the aft outboard arm (11) on the top and lower aft brackets (12, 13).
- (g) Install the inboard forward brace (15) on the forward bracket (14) and the aft inboard arm (11).

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			(h)	Install the outboard brace (15) on the forward bracket (14) and the aft outboard arm (11).
		(2)	Inst	all the forward bootstrap components (Fig. 411) as follows:
			(a)	Remove the bolts (9) from the clamps (8).
			(b)	Put the forward support (7) against the forward side of the front flange of the top mount.
			(c)	Engage the clamp (8) slots with the pins on the aft side of the forward support (7).
			(d)	Move the clamps (8) down to touch the lower flange of the top mount.
			(e)	Put the bolts (9) through the forward support holes and loosely turn the bolts into the clamps.
			(f)	Make sure the bottoms of the clamps (8) touch the top of the lower flange on the top mount.
			(g)	Tighten the bolts (9).
			(h)	Install the forward outboard and inboard arms (6, 5) to the forward support and the clamp assembly (7, 8).
				 Allign the ends of the forward outboard and inboard arms (6, 5) with the pressfit buttons on the clamps (8).
			(i)	Attach the forward load cell (10) to the forward inboard arm (5).
				NOTE: Point the load cell in the aft direction.
			(j)	Attach the forward load cell (10) to the forward outboard arm (6).
				NOTE: Point the load cell in the aft direction.
			(k)	Attach the forward hoists (11) to the forward load cells (10).
				NOTE: Put the handle on the forward hoist in the direction of the forward load cells.

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- (3) Install the handling adapters (Fig. 411).
 - Install the forward handling adapters (19) to the fan case of the engine with the bolts (20).
 - Install the aft handling adapters (14) between the engine flanges with the pins (15) and safety pins (16).
- (4) Install the bootstrap equipment on the cradle (Fig. 411) as follows:
 - Install the protection pads on the engine to prevent damage from the hoists.
 - (b) Put the transportation stand and the cradle below the power plant from the aft side.
 - (c) Attach the aft load cell (1) to the aft outboard arm.
 - Attach the end of the aft hoists (2) with the handle to the aft load cell (1) and the aft inboard arm.
 - (e) Put the aft cable (3) on the transportation stand and install the sheaves (4).
 - Make sure you attach the outboard sheave to the inner NOTE: hole and inboard sheave to the outer hole.
 - (f) Attach the aft hoists (2) to the cable (3).
 - Attach the forward hoists (11) to the outboard and inboard (q) shackles (12, 13).

Make sure you attach the outboard shackle (12) to the inner hole and inboard shackle (13) to the outer hole.

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ONLY THE PERSONS, WHO CAN USE THE HOIST LEVER CORRECTLY, MUST WARNING: OPERATE THE HOIST. THE HOISTS CAN RELEASE THE LOAD IF YOU ACCIDENTALLY SET THE CONTROL LEVER OR THE KNOB INTO THE NEUTRAL OR THE FREE CHAIN POSITION. IF THE LOAD FALLS, INJURY TO PERSONS OR DAMAGE TO THE ENGINE CAN OCCUR.

WARNING: DO NOT LET THE LOAD BE MORE THAN 2500 POUNDS (1136 KG) IN THE AFT LOAD CELL. DO NOT LET THE FRONT WHEELS OF THE TRANSPORTATION STAND TOUCH THE GROUND WHEN THE AFT BOOTSTRAPS HAVE THE LOAD. IF THE LOAD IS MORE THAN 2500 POUNDS (1136 KG) OR THE FRONT WHEELS TOUCH THE GROUND, THE LOAD CAN FALL AND CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

ADD THE LOAD ON THE FORWARD BOOTSTRAPS SLOWLY AND CONTINUOUSLY. WARNING: MAKE SURE THE LOAD DIFFERENCE BETWEEN THE INBOARD AND OUTBOARD BOOTSTRAPS IS LESS THAN 2000 POUNDS (909 KG) WHEN YOU LIFT THE

> CRADLE AND TRANSPORTATION STAND. IF THE LOAD DIFFERENCE IS MORE THAN 2000 POUNDS (909 KG), THE LOAD CAN FALL AND CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

- (5) Lift the cradle to the power plant (Fig. 412) as follows:
 - Lift the cradle and transportation stand approximately two inches (50 mm) from the ground.
 - 1) Let the cradle and transportation stand become level and aligned below the power plant.
 - (b) Put the cradle and transportation stand on the ground.
 - (c) Loosen the bolts (2) until the clamps are free of the transportation stand.
 - (d) Remove the pins (4) from the cradle and the transportation stand.
 - (e) Lift the cradle from the transportation stand to the power plant.

NOTE: You can use the forward and aft hoists to align the cradle with the power plant. You can use the forward hoists to move the cradle in the roll direction, and the forward or aft hoists to move the cradle in the pitch direction.

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- (6) Attach the cradle to the engine adapters (Fig. 411) as follows:
 - (a) Align the forward and aft adapters (19, 14) to the cradle.
 - (b) Attach the forward adapters (19) to the cradle with the pins (18).
 - (c) Attach the aft adapters (14) to the cradle.

MONITOR THE LOAD CELLS ON THE FORWARD AND AFT HOISTS. DO NOT WARNING: LET THE LOAD BE MORE THAN 8000 POUNDS (3636 kg) IN EACH FORWARD LOAD CELL. DO NOT LET THE LOAD BE MORE THAN 2500 POUNDS (1136 kg) IN THE AFT LOAD CELL. IF THE LOAD IS MORE THAN THE LIMITS, THE POWER PLANT CAN FALL AND CAUSE INJURY TO PERSONS OR DAMAGE TO THE POWER PLANT.

- (7) Increase the hoist loads equally to move the weight of the power plant on the bootstrap equipment.
 - Increase the aft hoist load until the load cell reads 2000 pounds (909 kg).
 - Increase the forward hoist loads until each load cell reads (b) 6000 pounds (2727 kg).
- Disconnect the engine mounts (Fig. 413) as follows:
 - (a) ENGINES WITH RIGID ENGINE MOUNTS;

Use the A71003-25 torque equipment to loosen the forward and aft vertical tension bolts (1, 2, 10) one-half turn.

ENGINES WITH THE VIBRATION ISOLATORS ON THE AFT ENGINE MOUNTS; (b)

Use the A71003-41 torque equipment to loosen the forward and aft vertical tension bolts (1, 2, 13) one-half turn.

Monitor the load cell indications and the engine mount-to-strut interface.

The load cell indications must not change. Make sure there is no gap between the engine mounts and the strut.

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			 If the load cell indications increase, make sure the indications are less than the maximum permitted value. 	
			If a gap shows between the engine mount and strut, slowly lift the forward or aft hoists to remove the gap.	′
			(d) Loosen the vertical tension bolts (1, 2, and 10 or 13) another one-half turn.	•r
			(e) Monitor the load cell indications and the engine strut interface.	
			NOTE: The load cell indications must not change. Make sure there is no gap between the engine mounts and the stru	ıt.
			CAUTION: INSTALL THE TAG ON THE BOLT. WRITE THE LOCATION OF THE BOLT ON THE TAG. FAILURE TO IDENTIFY THE BOLT LOCATION CAN CAUSE INCORRECT INSTALLATION OF THE BOLT.	
			(f) Remove the vertical tension bolts (1, 2, and 10 or 13).	
			1) Install the tag on the bolt (1, 2, and 10 or 13).	
			Identify the location of the bolt (1, 2, and 10 or 13) or the tag.	1
		(9)	Lower the power plant and attach the power plant to the transportation stand as follows:	
1				

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MECH INSP WARNING: KEEP THE WORK STANDS AND PERSONS CLEAR OF THE STRUT. POWER PLANT CAN MOVE WITH RELATION TO THE STRUT WHEN THE SHEAR PINS ARE CLEAR FROM THE STRUT. IF THE PERSONS AND WORK STANDS ARE NOT CLEAR OF THE STRUT, INJURY TO THE PERSONS AND DAMAGE TO THE EQUIPMENT CAN OCCUR. WARNING: MONITOR THE LOAD CELLS ON THE FORWARD AND AFT HOISTS. NOT LET THE LOAD BE MORE THAN 8000 POUNDS (3636 kg) IN EACH FORWARD LOAD CELL. DO NOT LET THE LOAD BE MORE THAN 2500 POUNDS (1136 kg) IN THE AFT LOAD CELL. IF THE LOAD IS MORE THAN THE LIMITS, THE POWER PLANT CAN FALL AND CAUSE INJURY TO PERSONS OR DAMAGE TO THE POWER PLANT. ADD THE LOAD ON THE FORWARD BOOTSTRAPS SLOWLY AND WARNING: CONTINUOUSLY. THIS MAKES SURE THE LOAD DIFFERENCE BETWEEN THE INBOARD AND OUTBOARD BOOTSTRAPS IS LESS THAN 2000 POUNDS WHEN YOU LIFT THE CRADLE AND TRANSPORTATION STAND. IF THE LOAD DIFFERENCE IS MORE THAN 2000 POUNDS (909 KG), THE LOAD CAN FALL AND CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT. Lower the aft hoists slowly and equally until the shear pins (12, Fig. 413) on the aft engine mount are clear from the top engine mount. (b) Lower the forward hoists slowly and equally until the shear pin (4, Fig. 413) on the forward engine mount is clear from the top engine mount. (c) Lower the engine. (d) Turn the engine to align with the transportation stand. DO NOT LET THE FRONT OF THE CRADLE AND ENGINE TOUCH THE **CAUTION:** TRANSPORTATION STAND WHEN THE AFT BOOTSTRAP HAS THE LOAD. IF THE LOAD IN THE AFT LOAD CELL IS MORE THAN 2500 POUNDS (1136 KG), THE LOAD CAN FALL AND CAUSE DAMAGE TO THE POWER PLANT, CRADLE, OR TRANSPORTATION STAND.

 Align the cradle and the transportation stand.
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follows (Fig. 412):

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(e) Attach the engine and the cradle to the transportation stand as

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		2) Lower the cradle with the engine to the transportation stand.					
		NOTE: Make sure you lower the forward and aft ends equally, or the aft end just before the forward end. This will make sure the load in the aft bootstrap is not more than the limits.					
		3) Align the clamps (3).					
		4) Tighten the bolts (2).					
		5) Install the pins (4).					
		(f) Disconnect the hoists (2, 11, Fig. 411) from the cradle and the bootstrap equipment.					
		(g) Pull the transportation stand with the cradle and the power plant forward until they are clear of the strut.					
		(10) Remove the bootstrap equipment (Fig. 411) as follows:					
		 NOTE: You must remove the bootstrap components if you have one of the two conditions that follow: you will not install the power plant on the strut in less than one day the winds will be more than the limit for the hold-open equipment. 					
		If one of two conditions does not occur, you can let the load cells, aft arms, and the forward arms stay on the strut. You can use those during the installation of the replacement power plant.					
		(a) Remove the aft load cell (1).					
		(b) Remove the forward braces (15, Fig. 401).					
		(c) Remove the aft arm (11, Fig. 401).					
		(d) Remove the forward load cells (10)					
		(e) Remove the forward inboard and outboard arms (5, 6).					
		(f) Remove the forward support and the clamp assembly as follows:					
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- 1) Remove the bolts (9) which attach the clamps (8) to the forward support (7).
- 2) While you hold the forward support (7), do these steps:
 - Move the bottom of the clamps (8) out of the forward support pins.
 - b) Disengage the clamp slots from the forward support pins.
- Remove the forward support (7).
- (11) If you removed the core and fan cowl panels, remove the hold-open equipment (A78001) for the thrust reverser as follows:

NOTE: You must close the cowls if you have one of the two conditions that follow:

- you will not install the replacement engine in less than one day,
- the speed of the winds is more than the limit for the hold-open equipment.
- Open the thrust reverser to release the load on the hold-open equipment (AMM 78-31-00/201).
- (b) Loosen the screw (8) to release the channel clamp (3).
- (c) Move the channel clamp (3) off the actuator rod (5).
- Remove the actuator lock (2) from the actuator (1).

OBEY THE INSTRUCTIONS IN AMM 78-31-00 WHEN YOU CLOSE THE WARNING: THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR.

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

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	(12) If you installed the hold-open equipment (A71032-14 and bootstrap) for the fan and core cowl panels, remove the hold-open equipment (A78001) as follows:
	 NOTE: You must close the cowls if you have one of the two conditions that follow: you will not install the replacement engine on the strut in less than one day, the speed of the wind is more than the limit for the hold-open equipment.
	(a) Remove the hold-open equipment for the thrust reverser (Fig. 404) as follows:
	 Open the thrust reverser to remove the load on the hold-open equipment (AMM 78-31-00/201).
	2) Loosen the screw (8) to release the channel clamp (3).
	3) Move the channel clamp (3) off the actuator rod (5).
	4) Remove the actuator lock (2) from the actuator (1).
	WARNING: OBEY THE INSTRUCTIONS IN AMM 78-31-00 WHEN YOU CLOSE THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR.
	(b) Close the thrust reverser (AMM 78-31-00/201).
	WARNING: HOLD THE CORE COWL PANELS BEFORE YOU REMOVE THE HOLD-OPEN EQUIPMENT. IF YOU DO NOT HOLD THE CORE COWL PANELS, THE COWL CAN MOVE FREELY AND CAUSE INJURY TO PERSONS.
	(c) Remove the hold-open braces for the core cowl (1, Fig. 402).
	(d) Close the core cowl panels (AMM 71-11-06/201).
	WARNING: HOLD THE FAN COWL PANELS BEFORE YOU REMOVE THE HOLD-OPEN EQUIPMENT. IF YOU DO NOT HOLD THE FAN COWL PANELS, THE PANELS CAN MOVE FREELY AND CAUSE INJURY TO PERSONS.

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- (e) Remove the hold-open equipment (A71030-32) for the fan cowl (1, Fig. 403).
- Close the fan cowl panels (Ref 71-11-04/201).
- Do the activation procedure for the thrust reverser (AMM 78-31-00/201).
- (13) If you installed the hold-open equipment (G71023) for the fan and core cowl panels, remove the hold-open equipment (Fig. 405) as follows:

NOTE: You must close the cowls if you have one of the two conditions that follow:

- you will not install the replacement engine on the strut in less than one day,
- the speed of the wind is more than the limit for the hold-open equipment.
- Open the thrust reverser to remove the load on the hold-open equipment (AMM 78-31-00/201).
- Remove the forward tube assembly from the fan cowl panel (View A or D) as follows:
 - Open the fan cowl panel to remove the load on the hold-open equipment (AMM 71-11-04/201).
 - Remove the lockpin from the pin hole on the thrust reverser tube.
 - Loosen the knobs on the fan cowl tube to disconnect the tube from the fan cowl panel.
 - 4) For the right fan cowl panel, open the fan cowl latch.
 - 5) Disengage the hooks from the loops.
 - Turn the forward tube and remove the forward tube assembly from the fan cowl panel and the thrust reverser tube.
- Remove the aft tube assembly from the core cowl panel (View C or F) as follows:
 - Open the core cowl panel to remove the load on the hold-open equipment (AMM 71-11-06/201).

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4. Remove the Power Plant With the PT90-E

(AMM 78-31-00/201).

NOTE: The PT90-E procedure is an optional procedure to the bootstrap procedure which is the recommended procedure.

You must use the tool manufacturers' instructions with the steps that follow to remove or install an engine correctly.

Do the activation procedure for the thrust reverser

A. Equipment

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- (1) PT90-E Universal Engine Change System; Dendro Maskin Lift AB Lovholmsgrand 12, S-117 43 Stockholm, Sweden; or NORDEQUIP, INC., 7315 Courthouse Boulevard, Hastings, MN USA 55033
- (2) A71006-79 Cradle
- (3) A71003-25 Torque Equipment (all rigid engine mounts)
- (4) A71003-41 Torque Equipment (used only on the aft engine mounts with the vibration isolators)
- B. 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 Systems
- C. Access
 - (1) Location Zone

411 Left Engine 421 Right Engine

(2) Access Panels

413AL Fan Cowl Panel, Left Engine 414AR Fan Cowl Panel, Left Engine 415AL Fan Reverser, Left Engine Fan Reverser, Left Engine 416AR 417AL Core Cowl, Left Engine Core Cowl, Left Engine 418AR 423AL Fan Cowl Panel, Right Engine 424AR Fan Cowl Panel, Right Engine 425AL Fan Reverser, Right Engine 426AR Fan Reverser, Right Engine Core Cowl, Right Engine 427AL 428AR Core Cowl, Right Engine

D. Procedure (Fig. 414)

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(1) Make sure the PT90-E is on. (a) Make sure the batteries are fully charged.	
(a) Make sure the batteries are fully charged.	
(b) Make sure the master circuit breaker is in the ON position	you
(c) Push the START button on the aft horizontal support until see the green light come on.	
(2) Put the PT90-E into the correct position below the engine.	
(a) Put a plumb line on the center of the engine and make a mathemathem the floor (plumb line A).	rk on
(b) Make a second mark (plumb line B) that is approximately 7 inches inboard of the first mark (plumb line A).	
(c) Put the center of the PT90-E engine hoist in position above plumb line B.	e the
 The forward tow bar and the aft tow bar can control the engine hoist. 	е
(d) Make sure the engine hoist and cradle is approximately 4-6 inches farther forward than necessary.	ı
NOTE: The cradle and the engine hoist will slightly move the rear while it is lifted.	to
(3) Install the forward engine adapters on the engine fan case.	
(4) Connect the control box to the PT90-E.	
(a) Connect the control box cable to the connection on the for end of the PT90-E.	ward
(b) Connect the control box cable to the control box.	
(5) Look at the transverse, axial and roll scales on the PT90-E.	
(6) Make sure the pointer is at zero (center) for each scale.	
(a) If the pointer is not at zero (center) for one of the sca operate the control box to put the pointer(s) at zero.	es,
(7) Put the parking brake at each wheel in the locked position.	
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- (8) Use the control box to lower the ground pad support and lift the PT90-E and the cradle until the wheels do not touch the ground.
- (9) Use the control box to move the cradle in the roll direction 6 degrees.
- (10) Use the control box to lift the PT90-E until the cradle attach points are approximately 1 inch from the engine attach points.
- (11) Make sure all the tools and the mechanics that are necessary to remove the engine are on the cradle.
- (12) Make sure you set the load distribution display on the control box to zero.
- (13) Use the control box to set the load limit at 11,500 pounds.
- Use the control box to (slowly) lift the PT90-E and cradle until you can connect the cradle to the engine.
 - Make sure you use the control box to keep the space between the cradle attach points and the engine at the same distance.
- When the cradle is in the correct position, do the steps that follow:
 - (a) Install the aft attach pins into the engine.
 - Install the quick-release pins through the cradle and the forward engine adapters.
- (16) Use the control box to lift the PT90-E, cradle, and engine.
 - (a) Make sure the AUTOGUARD button is in the out (on) position.

CAUTION: MAKE SURE YOU OPERATE THE CONTROL BOX CORRECTLY SO YOU SEE THE LED IS IN THE CENTER OF THE DISPLAY. IF YOU DO NOT, YOU CAN CAUSE SIDE LOADS ON THE ENGINE MOUNT AND STRUT AND CAUSE DAMAGE TO EQUIPMENT AND INJURY TO PERSONS.

- Make sure you keep the light emitting diode (LED) for the load distribution display on the control box in the center of the display.
- (c) Make sure you do not lift the engine too much.

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- (17) Disconnect the engine mounts (Fig. 413) with the steps that follow:
 - (a) ENGINES WITH RIGID ENGINE MOUNTS;

Use the A71003-25 torque equipment to loosen the forward and aft vertical tension bolts (1, 2, 10) one-half turn.

(b) ENGINES WITH THE VIBRATION ISOLATORS ON THE AFT ENGINE MOUNTS;

Use the A71003-41 torque equipment to loosen the vertical tension bolts (13) one-half turn.

- Make sure you monitor the load distribution display and the engine-to-strut interface.
 - 1) Make sure the load distribution display does not change.
 - Make sure you do not see a small distance between the engine mounts and the strut.
 - If you see a small distance between the engine mount and the strut, use the control box to slowly lift the engine until you cannot see the small distance.

If you see the load distribution display increase, NOTE: make sure the load does not increase more than the maximum load limts.

- Carefully loosen the vertical tension bolts (1, 2 and 10 or 13) one-half turn again.
- Make sure you monitor the load distribution display and the engine-to-strut interface.
- Make sure the load distribution display does not change and you do not see a small distance between the forward and the aft engine mounts and the strut.

The weight of the engine is held by the PT90-E NOTE: engine lift equipment.

Remove the vertical tension bolts (1, 2, and 10 or 13) from the engine mounts.

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		CAUTION: MAKE SURE YOU ARE VERY CAREFUL WHEN YOU LOWER THE POWER PLANT. THE POWER PLANT CAN MOVE IN RELATION TO THE STRUT WHEN THE SHEAR PINS ARE AWAY FROM THE STRUT. THIS CAN CAUSE INJURY TO PERSONS.
		(18) Use the control box to slowly and equally lower the forward end and the aft end of the power plant until the shear pins (4 and 12) on the forward and aft engine mounts are away from the strut.
		CAUTION: MAKE SURE YOU LOWER THE POWER PLANT WITH THE FORWARD END LOWER THAN THE AFT END. IF YOU DO NOT, THE TOP OF THE ENGINE FAN CASE CAN TOUCH THE THRUST REVERSER AND CAUSE DAMAGE TO EQUIPMENT.
		(19) Carefully lower the power plant 3-4 inches (75-100 mm) with the forward end lower than the aft end.
		(20) Use the control box to move the engine in the roll direction to the O mark on the roll indication.
		(21) Use the control box to lower the power plant until the ground pad lifts off the ground and is in the stored position.
		(22) Put the brake levers to the not locked position.
		(23) Push the power plant forward until it is away from the strut and remove the power plant from the area.
		(24) Remove the protection pads.

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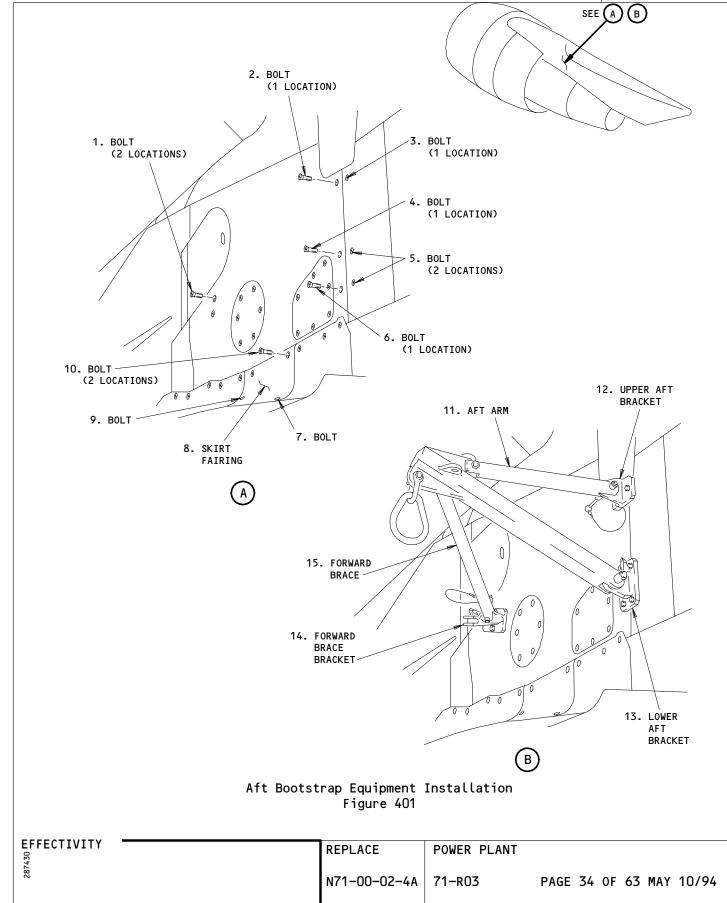
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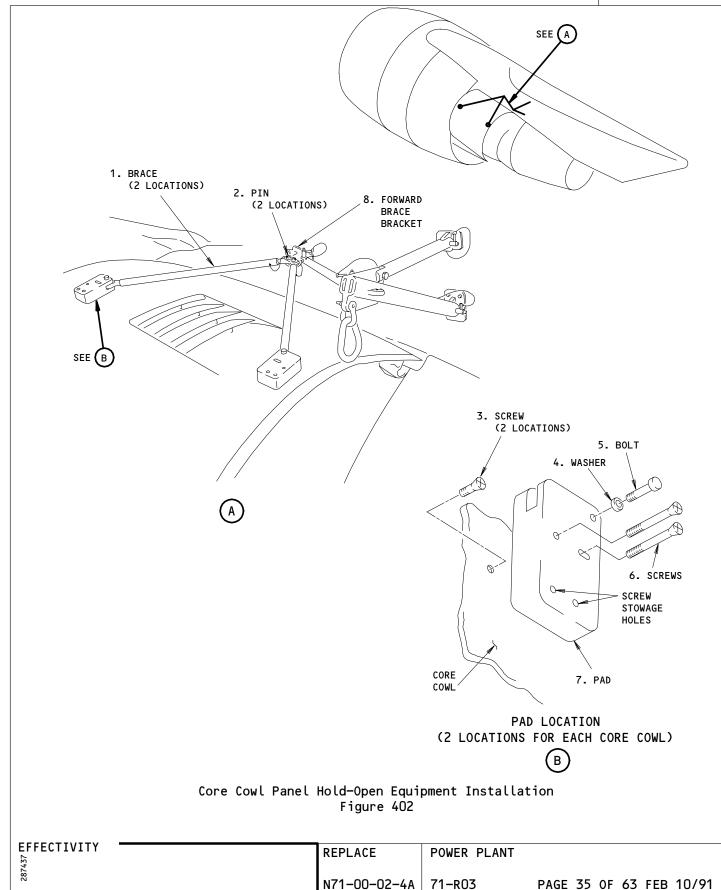
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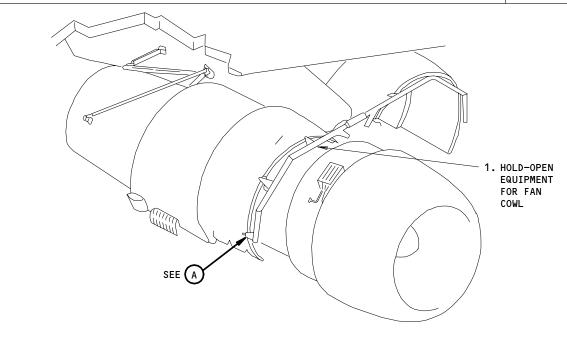
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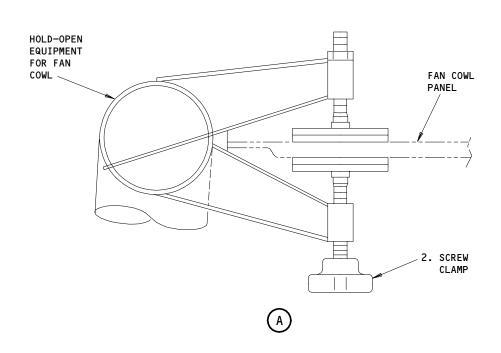
71-R03

AIRLINE CARD NO.

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Fan Cowl Panel Hold-Open Equipment Installation Figure 403

REPLACE POWER PLANT
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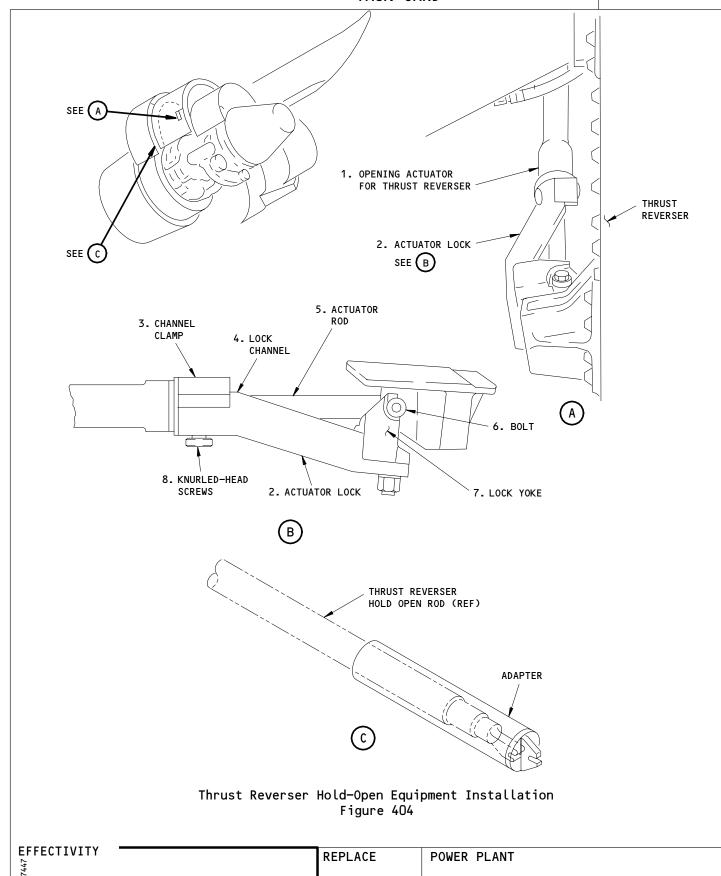
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BOEING 767 TASK CARD

BOEING CARD NO.

71-R03

AIRLINE CARD NO.



N71-00-02-4A

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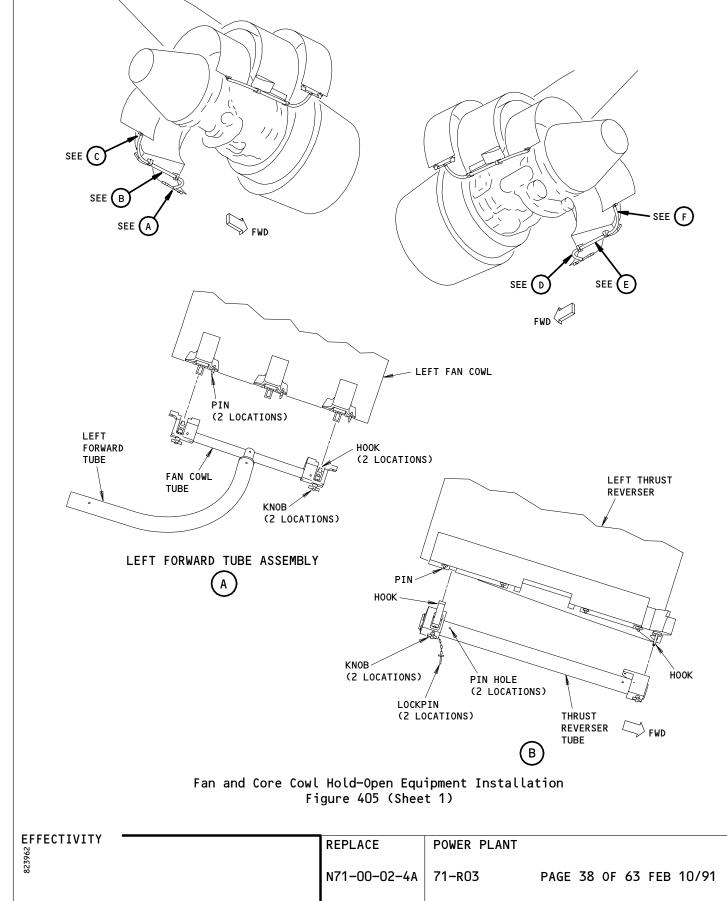
PAGE 37 OF 63 MAY 10/95

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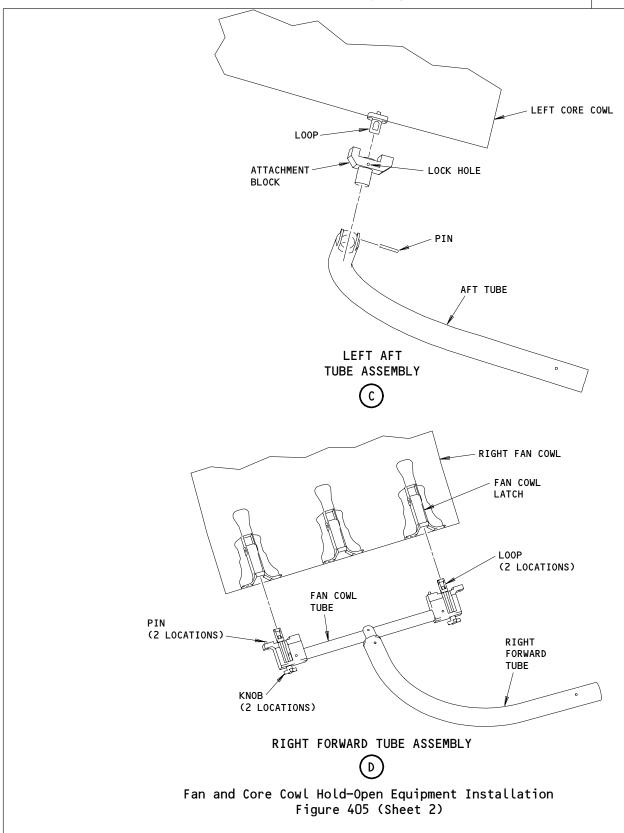
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BOEING 767 TASK CARD

71-R03

AIRLINE CARD NO.



REPLACE

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POWER PLANT

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71-R03

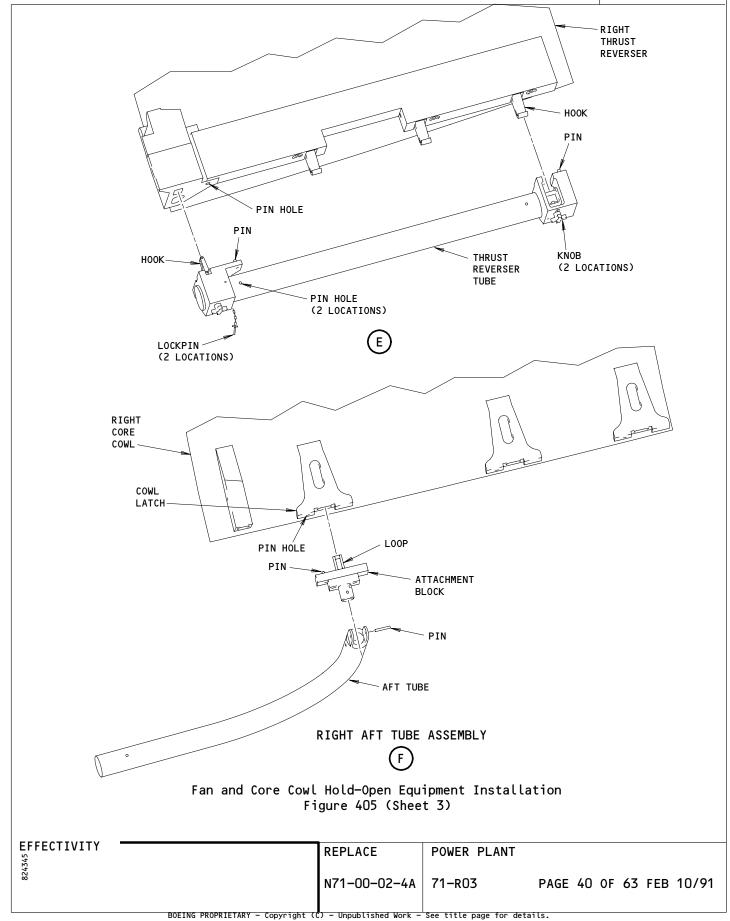
EFFECTIVITY

71-R03

AIRLINE CARD NO.

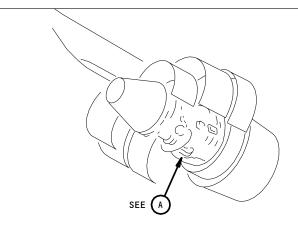
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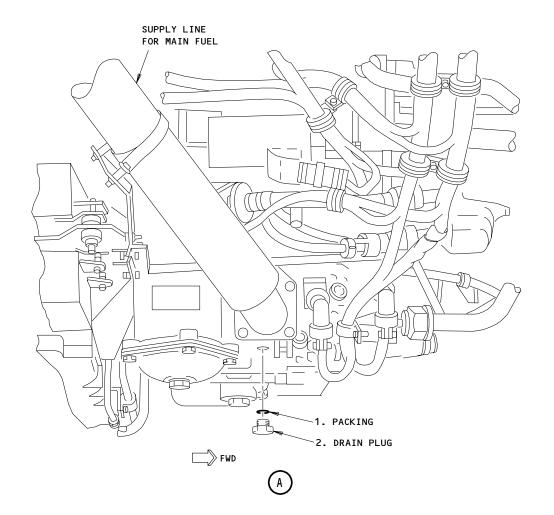


FOEING 767 TASK CARD 71-R03

AIRLINE CARD NO.



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Fuel System Drain Figure 406

EFFECTIVITY

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REPLACE

POWER PLANT

N71-00-02-4A 71-R03

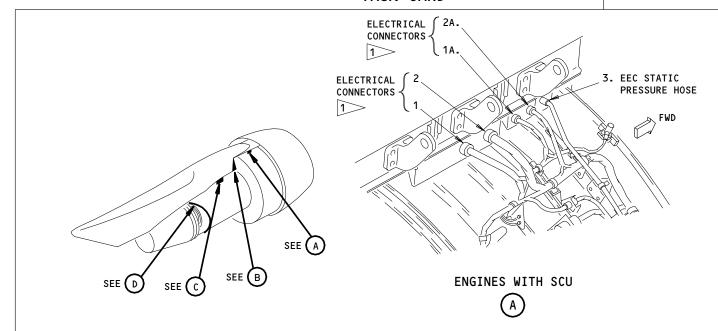
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BOEING TASK CARD

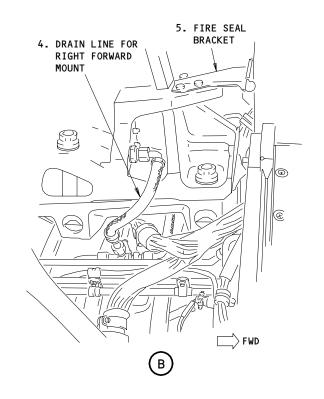
71-R03

AIRLINE CARD NO.



1>	ELECT	RICAL CONNE	CTORS IDENT	TFICATION	
			MATING RE	CEPTACLES	
	INDEX NO.	CONNECTOR PLUG	STI	RUT	
		. 200	LEFT	RIGHT	
	1	D8320P	D8320J	D8334J	
	2	D4224P	D4224J	D4246J	
	1A	D8360P	DUMMY		
	2A	D8350P	RECEPTACLES		

SAS



Power Plant Disconnect Locations (Right Side) Figure 407 (Sheet 1)

EFFECTIVITY REPLACE **POWER PLANT** N71-00-02-4A 71-R03

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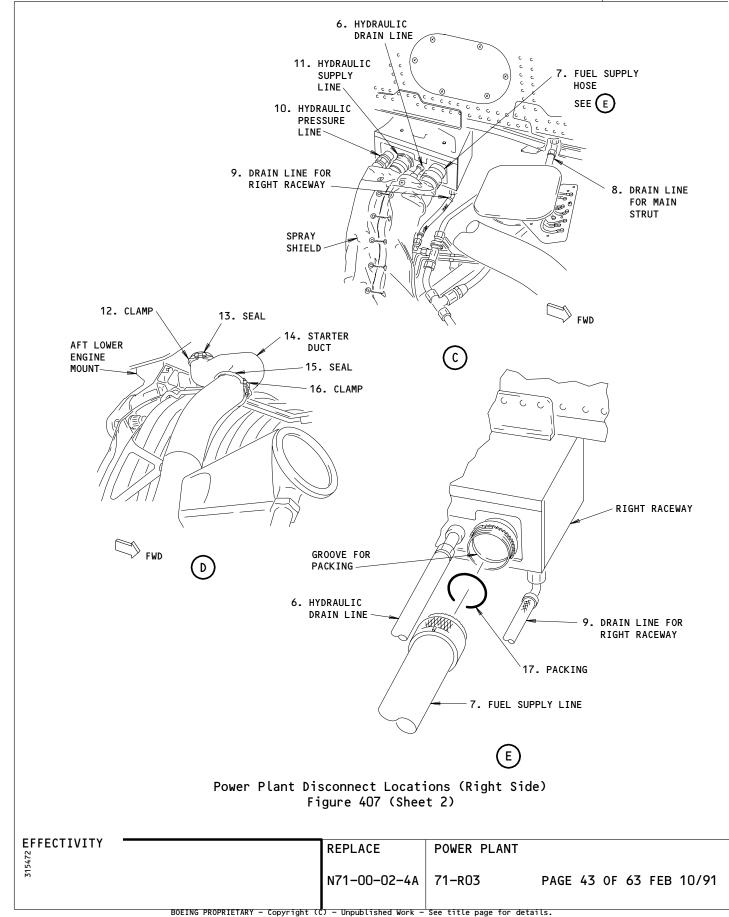
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AIRLINE CARD NO.



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1 1105

767
TASK CARD

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AIRLINE CARD NO.

767 PW4000 ENGINE/STRUT DRAIN INSTALLATION INTERCHANGEABILITY

STRUT/ENGINE COMBINATION	PROP NO. VP832 AND PRIOR	PROP NO. RQ538 AND AFTER 1
PRIOR TO L/N 802 OR STRUT DRAIN FITTING 311T4631-1 (INCLUDES UNION MS21902J8 AND O-RING M83248-2-908)	HOSE P/N: AS138-08N0095L	HOSE P/N: AS138-08N0095L
L/N 802 AND AFTER OR STRUT DRAIN FITTING 311T4631-2	HOSE P/N: AS138-08N0086	HOSE P/N: AS136-08N0077

CORRESPONDS TO ENGINE SERIAL NUMBERS P727991-P727992, P727997-P727998, P727999-P728000, P729001-P729002, P729014-P729015, P729021-P729022, P729023-P719024, P729033-P719034, P729039-P729040, P729045-P729046.

Power Plant Disconnect Locations (Right Side) Figure 407 (Sheet 3)

REPLACE
N71-00-02-4A

POWER PLANT

71-R03

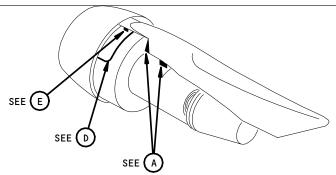
PAGE 44 OF 63 DEC 22/02

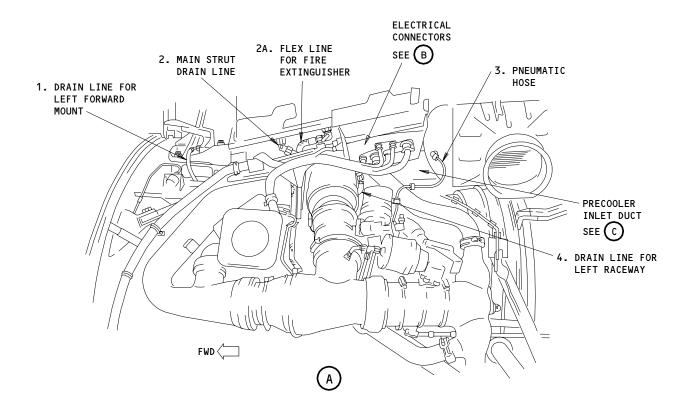
71-R03

AIRLINE CARD NO.

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MAKE SURE THE LOCK BOLT DOES NOT EXTEND BEYOND THE TOP OF THE DUCT INTO THE FAN COWL PANEL

Power Plant Disconnect Locations (Left Side) Figure 408 (Sheet 1)

EFFECTIVITY

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822

REPLACE N71-00-02-4A POWER PLANT

71-R03

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4 7

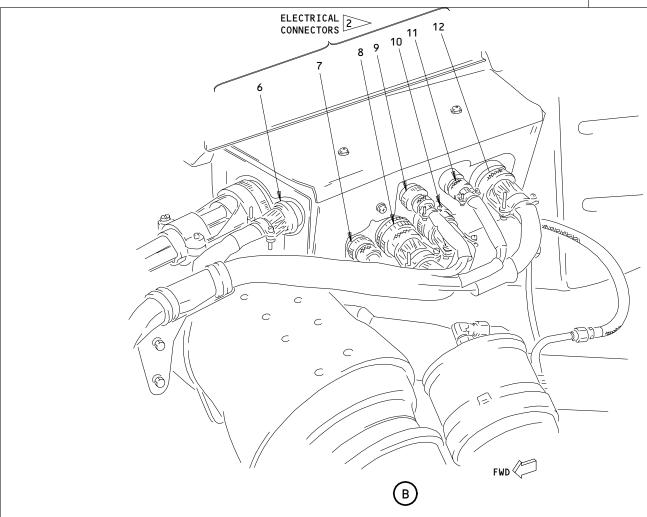
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AIRLINE CARD NO.

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ELECTRICAL CONNECTORS IDENTIFICATION						
		MATING RECEPTACLES				
INDEX NO.	CONNECTOR PLUG	STI	RUT			
	. =	LEFT	RIGHT			
6	D4230P	D4230J	D4220J			
7	D4154P	D4154J	D4148J			
8	D4208P	D4208J	D4258J			
9	D4228P	D4228J	D4256J			
10	D4216P	D4216J	D4266J			
11	D4200P	D4200J	D4236J			
12	D4232P	D4232J	D4240J			
25	D8336P	D6420J	D6442J			

Power Plant Disconnect Locations (Left Side) Figure 408 (Sheet 2)

EFFECTIVITY

REPLACE N71-00-02-4A

POWER PLANT

71-R03

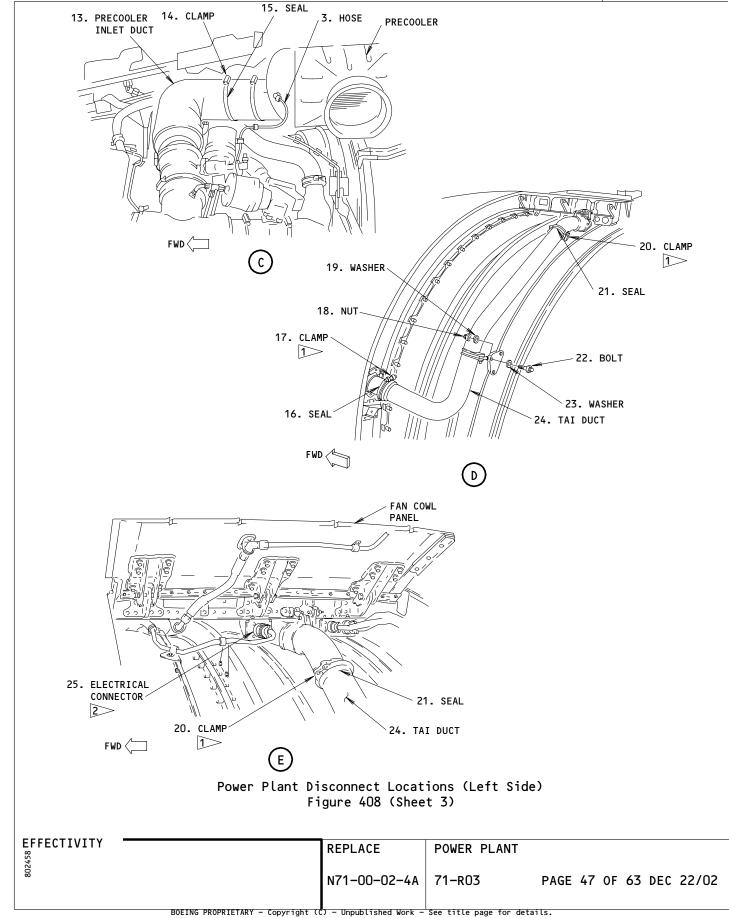
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AIRLINE CARD NO.

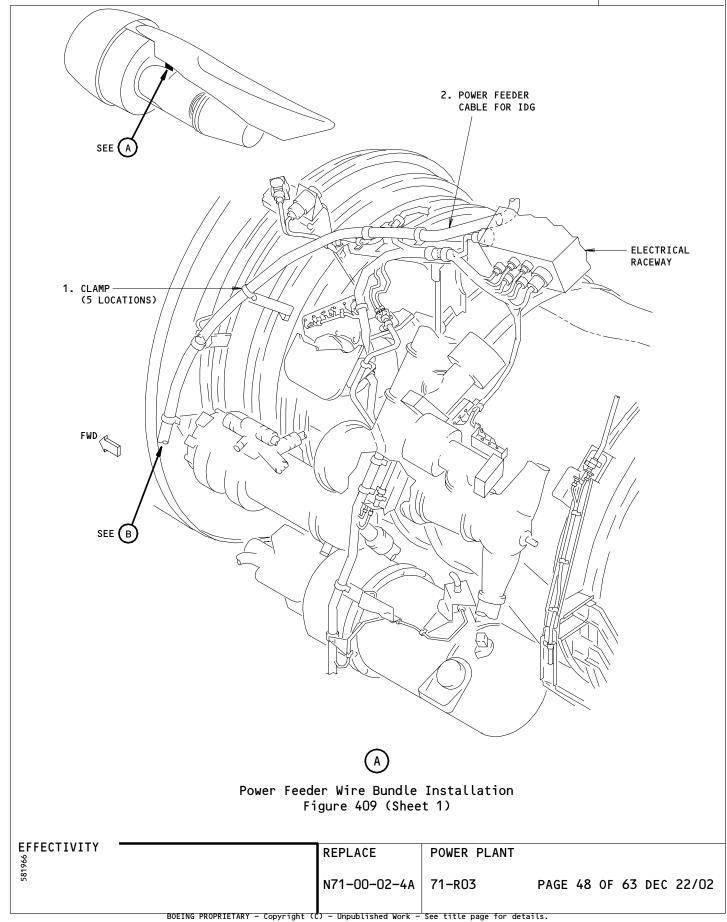


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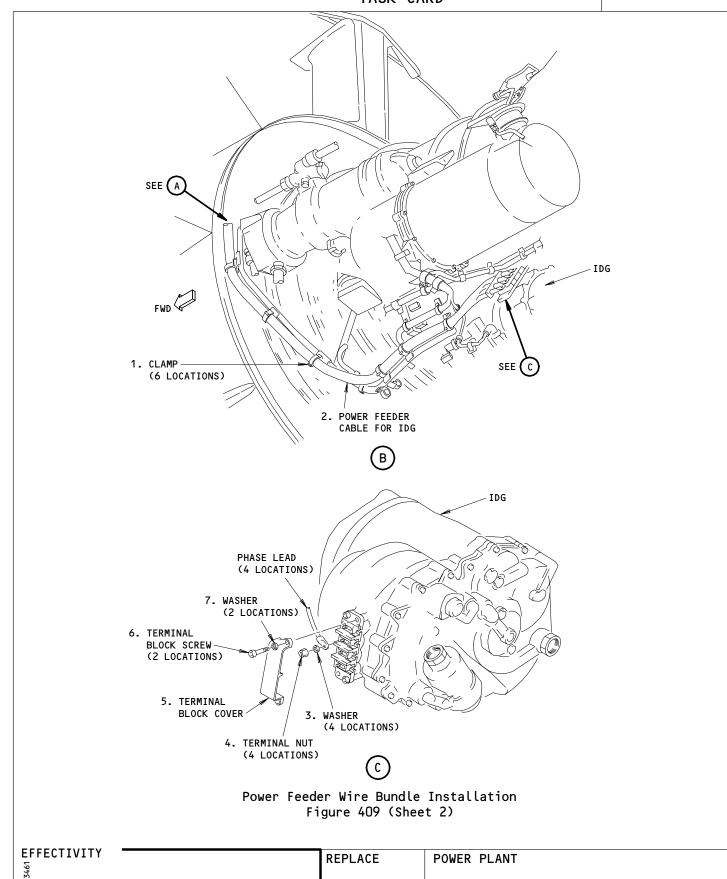


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AIRLINE CARD NO.

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TASK CARD



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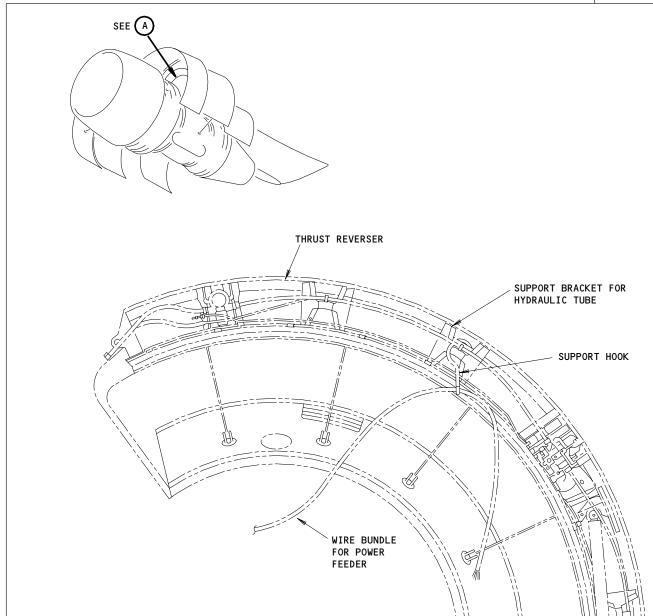
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AIRLINE CARD NO.

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Power Feeder Wire Bundle Support Hook Installation Figure 410

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REPLACE POWER PLANT

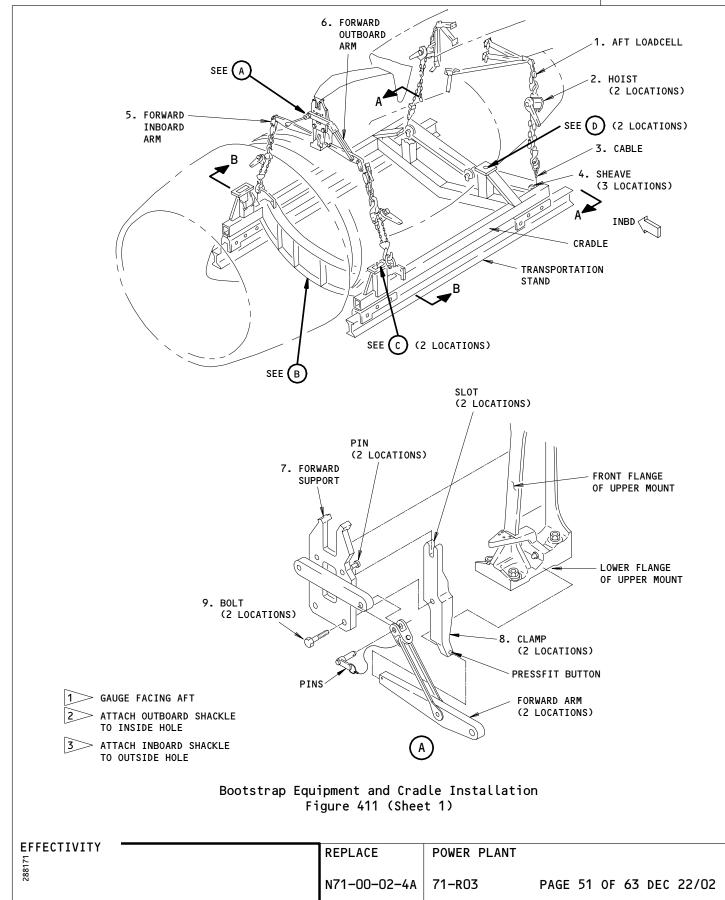
N71-00-02-4A 71-R03 PAGE

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AIRLINE CARD NO.

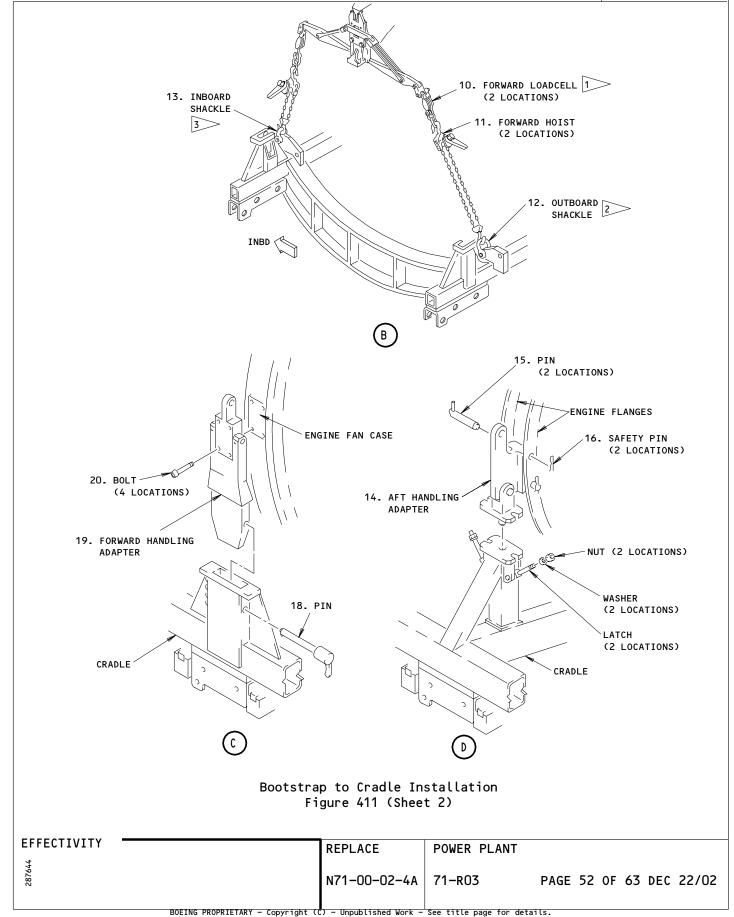


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AIRLINE CARD NO.

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767 TASK CARD

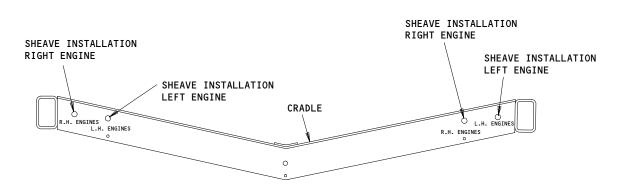


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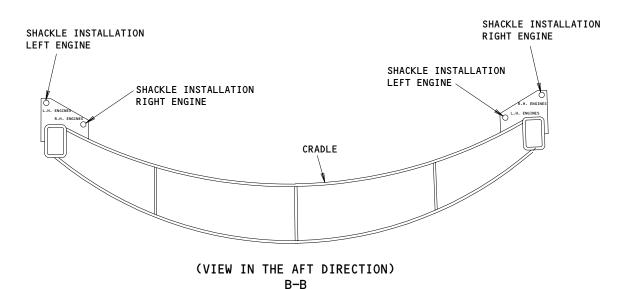


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AIRLINE CARD NO.



(VIEW IN THE FORWARD DIRECTION) A-A



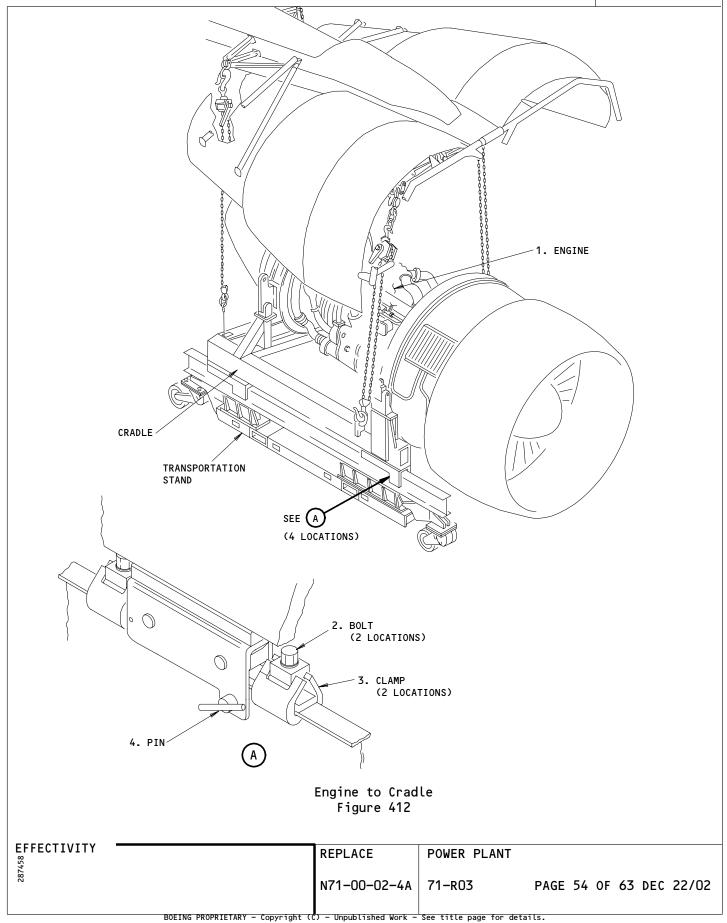
Bootstrap Equipment and Cradle Installation Figure 411 (Sheet 3)

71-R03

AIRLINE CARD NO.

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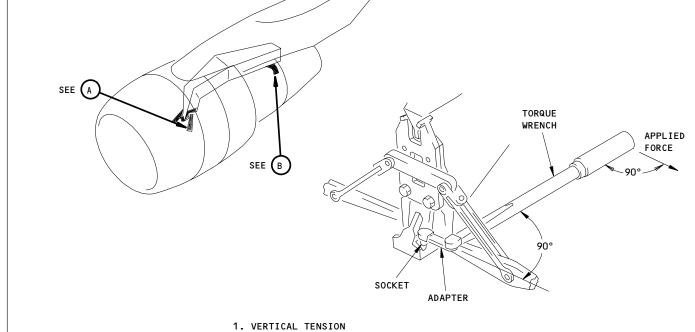
SAS 767

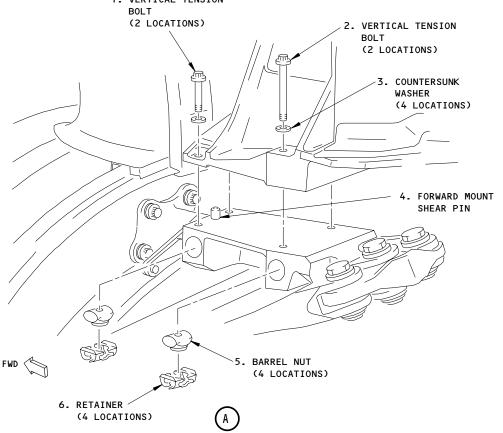
BOEING TASK CARD

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AIRLINE CARD NO.





Forward and Aft Engine Mount Installation Figure 413 (Sheet 1)

EFFECTIVITY REPLACE POWER PLANT N71-00-02-4A 71-R03

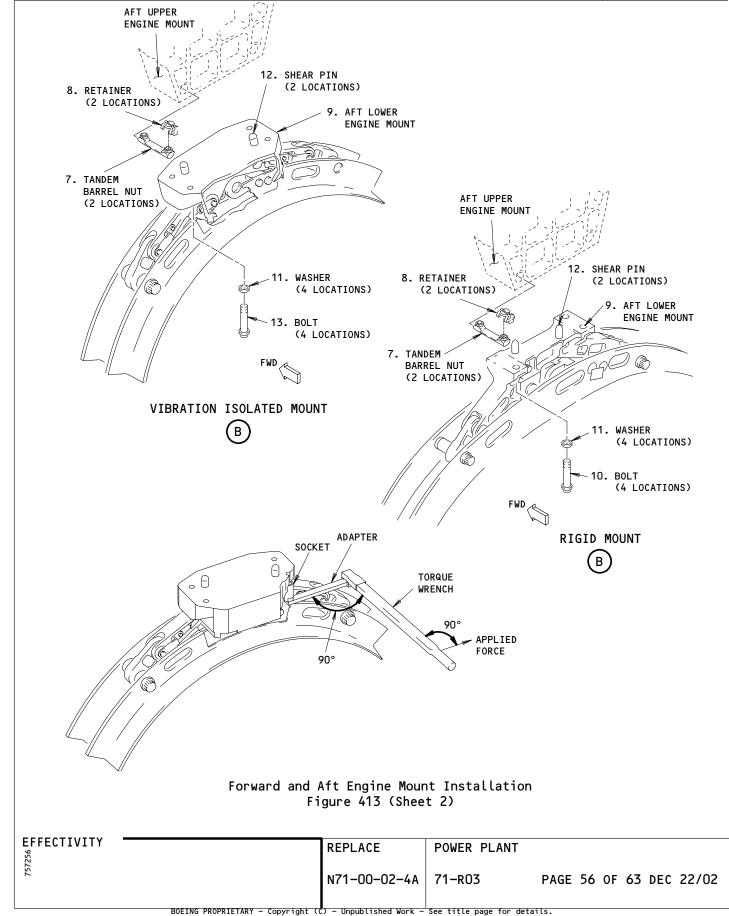
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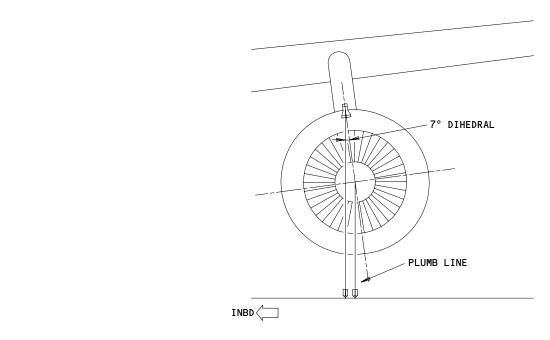


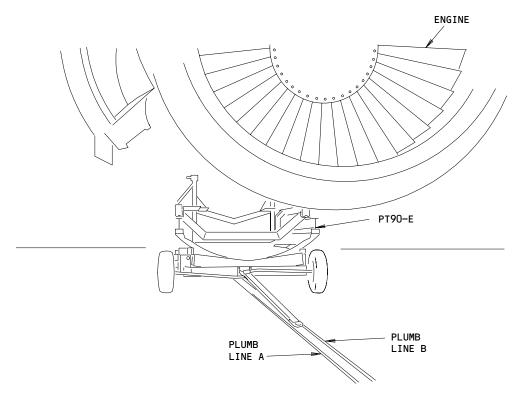
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AIRLINE CARD NO.

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PT90-E Universal Engine Changer Figure 414 (Sheet 1)

EFFECTIVITY

REPLACE

POWER PLANT

N71-00-02-4A

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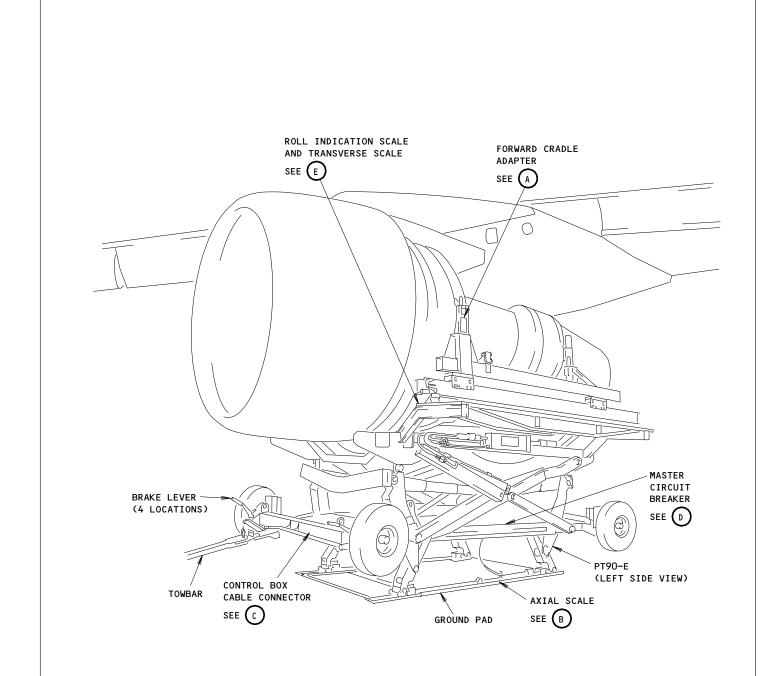
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AIRLINE CARD NO.



PT90-E Universal Engine Changer Figure 414 (Sheet 2)

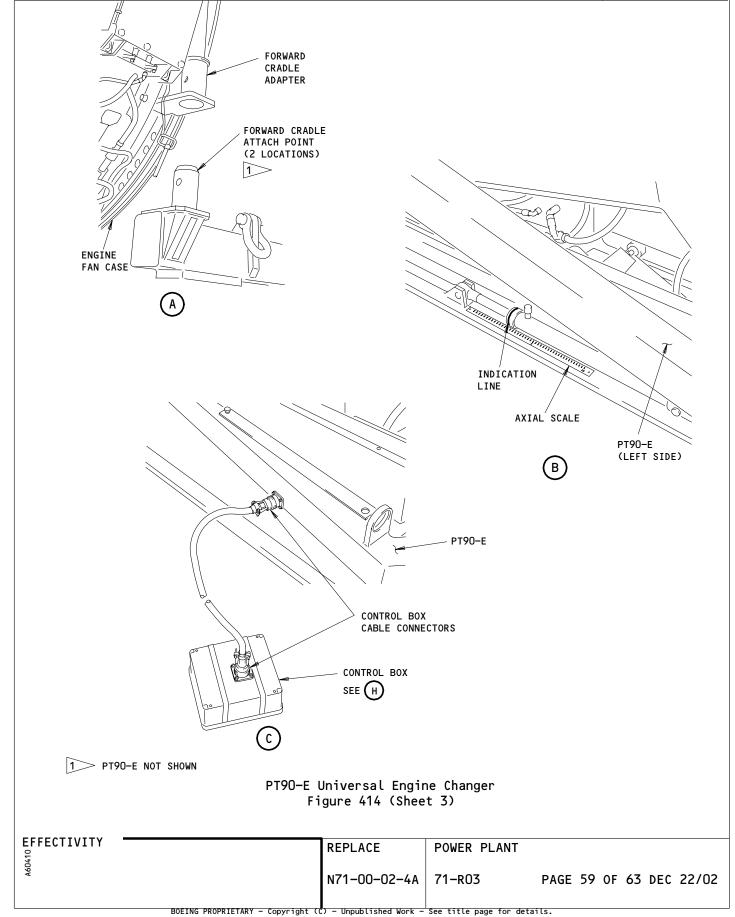
REPLACE POWER PLANT
N71-00-02-4A 71-R03

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AIRLINE CARD NO.

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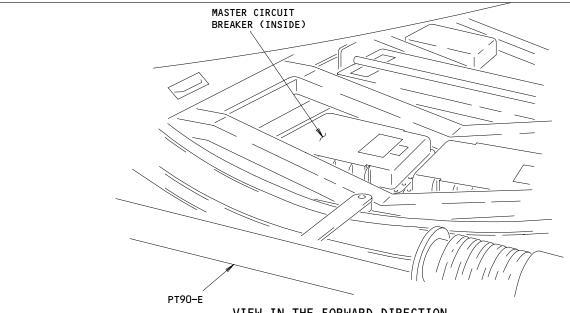


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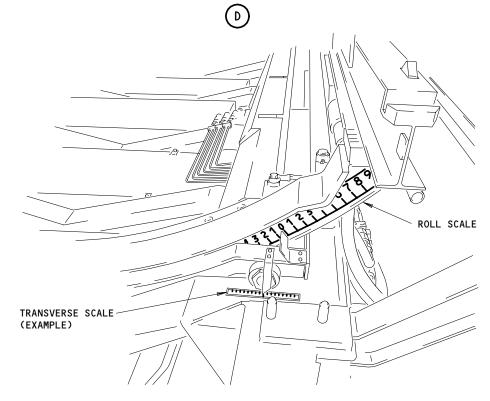


71-R03

AIRLINE CARD NO.



VIEW IN THE FORWARD DIRECTION



VIEW IN THE AFT DIRECTION



PT90-E Universal Engine Changer Figure 414 (Sheet 4)

EFFECTIVITY	
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REPLACE N71-00-02-4A **POWER PLANT**

71-R03

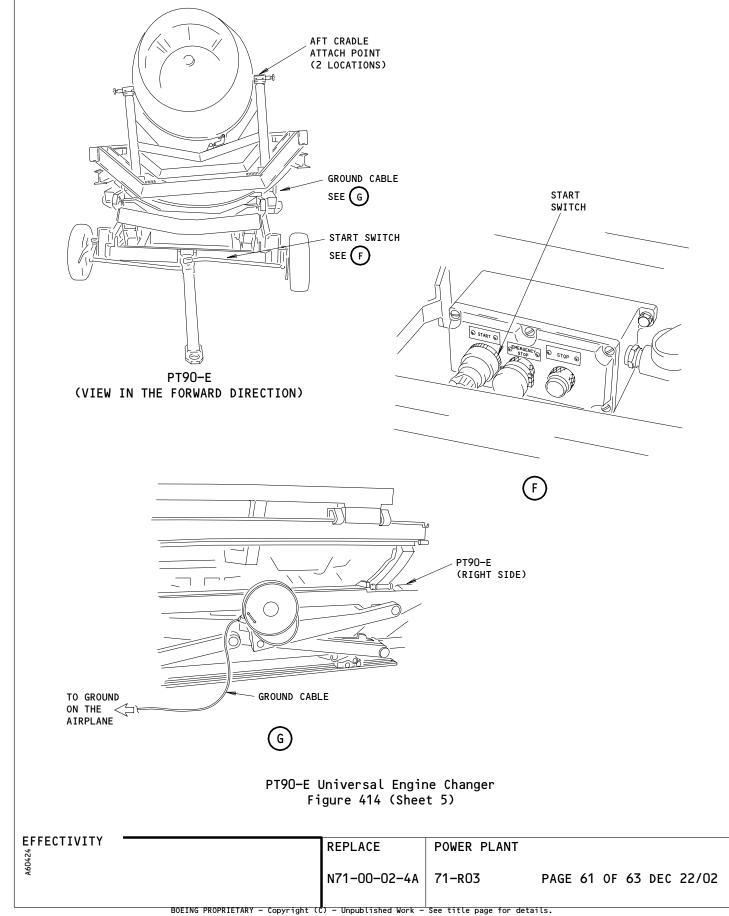
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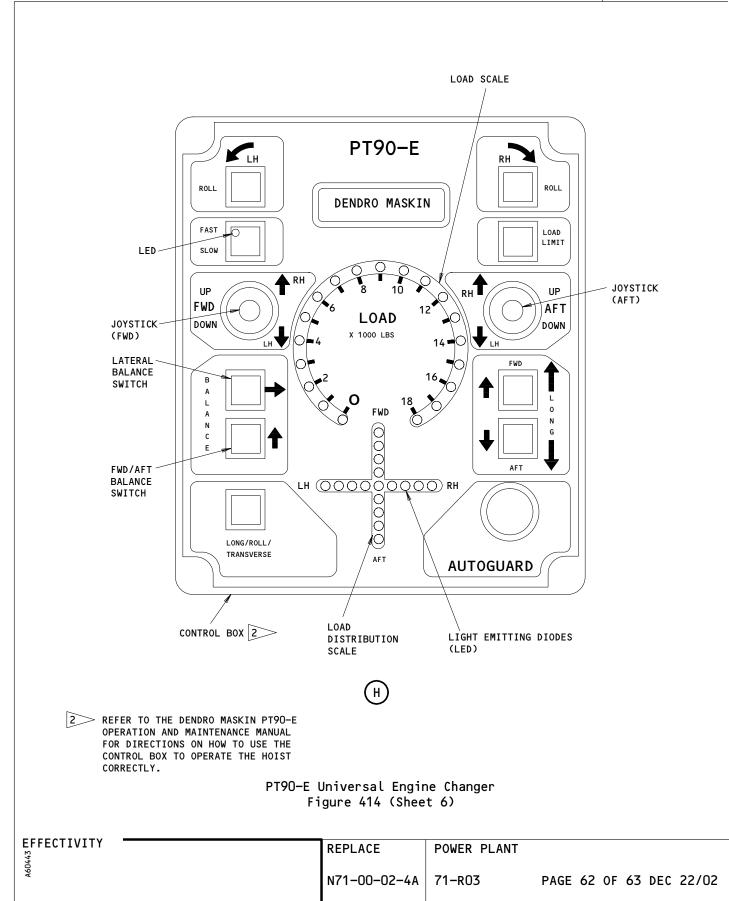


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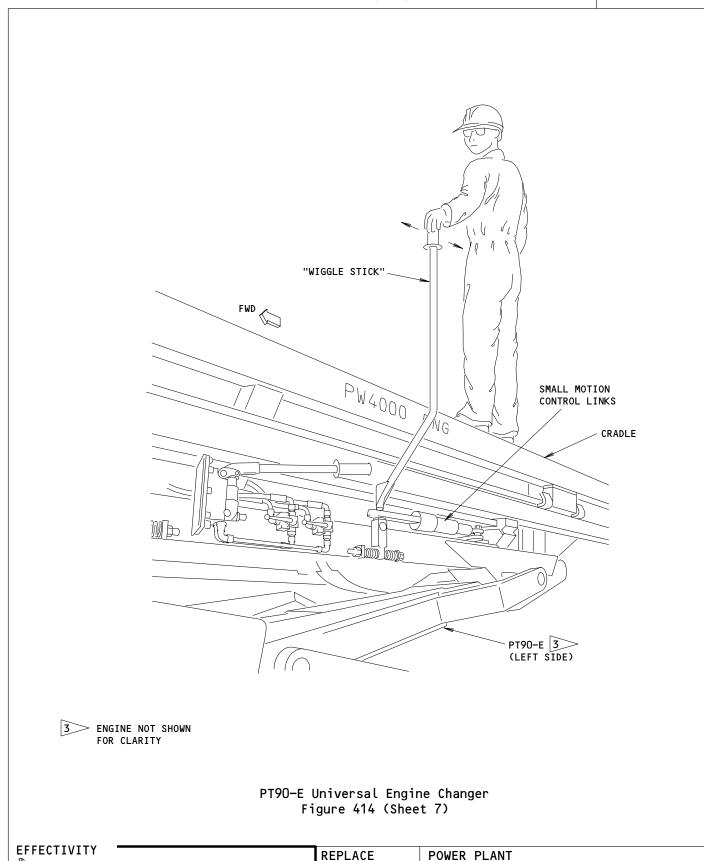
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STATION	
TAIL NO.	
DATE	'



71-R09

AIRLINE CARD NO.

BOEING CARD NO.

						TASK	CARD						
SKILL	WORK ARE	A	REL	ATED TASK			INTERVAL			PHASE	MPD REV	1	SK CARD VISION
ENGIN	ENGIN/S	TRUT	NOT	ΓΕ							012	AUG	22/08
TASI REPLA		POWE	R PLAN		TLE			STRUCTURAL	ILLUSTRATION	REFERENCE	AIRPLAN	PPLICABII NE	LITY ENGINE
											ALL		4000
	ZONES							ACCESS PAN	IELS		·		
410	420			413AL 426AR	414AR 427AL	415AL	416AR	417AL	418AR	423AL	424AR	425/	AL

MECH INSP

REPLACE THE POWER PLANT.

N71-00-02-4B

MPD ITEM NUMBER

NOTE: TASK CARDS 24-003-01 AND 36-005-01 TO BE ACCOMPLISHED AT ENGINE CHANGE.

THIS CARD IS NOT A SCHEDULED MAINTENANCE TASK. IT IS A COMPONENT CHANGE CARD AND IT IS PROVIDED FOR OPERATOR CONVENIENCE DURING UNSCHEDULED MAINTENANCE ACTIVITIES. SEE APPENDIX A OF THE 767 MAINTENANCE PLANNING DATA (MPD) DOCUMENT, D622T001, FOR A DESCRIPTION OF THE COMPONENT CHANGE CARDS.

1. Install the Power Plant With the Bootstrap Equipment

A. General

- (1) You must not remove the caps from the tube ends, ducts and the electrical connectors until you connect each connection.
- (2) You must not apply the forces more than necessary to lift the power plant, when the power plant is engaged with the strut. You can use the load cell to monitor the loads applied.
- (3) You can attach the bootstrap components on the strut. The bootstrap components use a lever hoist in each of the four support legs. The adjustment of the lever hoists permits the power plant to turn in the pitch and roll directions while the power plant hangs. You can get the Pitch when you lift or lower the forward or aft hoists together. You can get the Roll when you use the forward hoists only.
- (4) When you use the bootstrap components, the level of the airplane must be zero \pm 1/4 degree in the pitch and roll directions.

B. Equipment

REPLACE POWER PLANT
N71-00-02-4B 71-R09 PAGE 1 0F 65 AUG 22/02

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TASK CARD

AIRLINE CARD NO.

				THOR OTHER
MECH	INSP			
			(1)	A71030-32 Fan Cowl Hold-Open Equipment - (40 knots) (optional)
			(2)	A71032-14 Core Cowl Hold-Open Equipment - (40 knots) (optional)
			(3)	A78001-31 Thrust Reverser Hold-Open Equipment - (40 knots)
			(4)	G71023-52 Hold Open Equipment - Fan and Core Cowls - (20 knots) (optional)
			(5)	A71001-185 Bootstrap Equipment
			(6)	A71003-25 Torque Equipment - (all rigid engine mounts)
			(7)	A71003-41 Torque Equipment - (used only on the aft engine mounts with the vibration isolators)
			(8)	A71006-79 Cradle
			(9)	140059-5 Stand - Shipping, engine, air/truck transportation, Stanley Aviation (Recommended). 110059-501 Transportation Stand, Stanley Avaiation (Alternative)
			(10)	Protection pads - commercially available
		C.	Cons	umable Materials
			(1)	D00010 Antiseize Compound - Bostick Never-Seez Pure Nickel Special
		D.	Refe	rences
			(1)	AMM 26-11-02/201, Engine Fire and Overheat Detector Element
			(2)	AMM 70-50-00/201, Standard Torque Values
			(3)	AMM 71-11-04/201, Fan Cowl Panels
			(4)	AMM 71-11-06/201, Core Cowl Panels
			(5)	AMM 71-21-00/601, Engine Mounts
EFF	ECTI	ATIA _		REPLACE POWER PLANT

71-R09

AIRLINE CARD NO.



MECH INSP

- (6) AMM 70-11-06/201, Fluorescent Penetrant Inspection
- (7) AMM 78-31-00/201, Thrust Reverser System
- E. Access
 - (1) Location Zone

411 Left Engine 421 Right Engine

(2) Access Panels

413AL Fan Cowl Panel, Left Engine 414AR Fan Cowl Panel, Left Engine 415AL Fan Reverser, Left Engine Fan Reverser, Left Engine 416AR 417AL Core Cowl, Left Engine Core Cowl, Left Engine 418AR 423AL Fan Cowl Panel, Right Engine 424AR Fan Cowl Panel, Right Engine 425AL Fan Reverser, Right Engine 426AR Fan Reverser, Right Engine 427AL Core Cowl, Right Engine 428AR Core Cowl, Right Engine

F. Prepare the Airplane for the Power Plant Installation

WARNING: INSTALLATION OF A RING CASE CONFIGURATION ENGINE IS NOT ALLOWED ON AN AIRPLANE THAT HAS A SEGMENTED CASE ENGINE WITH A P/N 791100-14-102 EEC INSTALLED. IF YOU DO YOU CAN CAUSE INJURY TO PERSONNEL OR DAMAGE TO THE AIRPLANE.

(1) If the engine being installed is a segmented case configuration engine (pre SB PW4ENG 72-755 or production equivalent) check the P/N of the EEC installed on this engine. If the EEC P/N is 791100-14-102 (P&W P/N 54D043), you must ensure that the other engine installed on the airplane is not a ring case configuration engine (post P&W SB PW4ENG 72-755 or production equivalent).

EFFECTIVITY

REPLACE

POWER PLANT

N71-00-02-4B

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AIRLINE CARD NO.

71-R09

SAS BOEING TASK CARD

MECH INSP

DO NOT INSTALL AN ENGINE WITH A VIBRATION-ISOLATED MOUNT UNLESS CAUTION: YOU VERIFY THE AIRPLANE MOUNT CONFIGURATION. YOU CANNOT ALWAYS INSTALL A VIBRATION-ISOLATED ENGINE MOUNT ON AN AIRPLANE THAT HAS A CONFIGURATION FOR A RIGID ENGINE MOUNT. YOU CAN INSTALL AN ENGINE WITH A RIGID ENGINE MOUNT ON AN AIRPLANE THAT HAS THE CONFIGURATION FOR A VIBRATION-ISOLATED MOUNT. IF YOU INSTALL THE INCORRECT ENGINE MOUNT, THE ENGINE MOUNT CAN CAUSE DAMAGE TO THE ENGINE, THE CORE COWL, OR THE STRUT.

(2) SAS 050, 051, 150-154; MTH 275, 276; Make sure the correct aft engine mount is on the engine (AMM 71-21-02/401).

NOTE: You can install an engine with a vibration-isolated mount on an airplane with the configuration for a rigid mount if: The airplane is not in the group above or the airplane is in the group above and was reworked to SB 71-48. You can install an engine with a rigid mount on an airplane with a configuration for a vibration-isolated mount.

- Make sure the airplane is in the same configuration as the power plant removal (Refer to the Prepare the Power Plant Removal).
- Make sure the card for the engine fire/overheat detection agrees with the fire detector elements on the replacement power plant (AMM 26-11-02/201).
- Prepare the Power Plant for Installation
 - (1) Get new or examined vertical tension bolts (1, 2, 10, 13, Fig. 413) or make an inspection of the used bolts with the fluorescent penetrant (AMM 70-11-06/201).
 - Make sure you can apply sufficient torque on the threads of the bolts (1, 2, 10, 13) to lock them when you use a satisfactory
 - Discard all bolts with damage that you can feel with a fingernail.
 - (c) Discard all bolts with damage that you can see the damage.

EFFECTIVITY REPLACE POWER PLANT N71-00-02-4B 71-R09 PAGE 4 OF 65 DEC 22/07

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7 1-KU9

SAS BOEING 767 TASK CARD

AIRLINE CARD NO.

(2) Make sure the self-locking (run-on) torque of the tandem barrel nuts (7) is a minimum of 70 pound-inches (7.9 newton-meters) and a maximum of 600 pound-inches (67.8 newton-meters) (Fig. 413). NOTE: These torque values are for barrel nuts that are previously used or bench-tested. New barrel nuts must be bench-tested to a minimum torque value of 135 pound-inches (a) If the torque value for the tandem barrel nut is not in the minimum value, replace the tandem barrel nuts again. (3) Make sure the self-locking (run-on) torque of the barrel nuts (5) is a minimum of 70 pound-inches (7.9 newton-meters) and a maximum of 600 pound-inches (67.8 newton-meters) (Fig. 413). NOTE: These torque values are for barrel nuts that are previously used or bench-tested. New barrel nuts must be bench-tested to a minimum torque value of 135 pound-inches (a) If the torque value for the barrel nut is not in the minimum value, replace the tandem barrel nut. 1) Examine the torque value for the barrel nuts again. (4) Examine the engine mounts (AMM 71-21-00/601). (5) Make sure the surfaces of the forward and aft engine mounts are free of the oil, grease, and other unwanted material. (6) Apply the antiseize compound to the shear pins (4, 12, Fig. 413). (7) Do a check on the wire bundles in the support beam on the fan cowl. (a) Make sure the wire bundle did not wear in a large area. (b) Make sure the wire bundle is attached correctly. (8) Remove the core cowl panels or install the hold-open equipment (A71032-14) for the core cowl panels as follows: NOTE: The installation of the hold-open equipment is optional to the removal of the core cowl panels.				TASK CARD	
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BOEING 767 TASK CARD

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- (a) If you use the bootstrap equipment (Fig. 402), do as follows:
 - 1) Install the aft bootstrap components (Fig. 401) as follows:
 - a) Put the protection pads on the turbine exhaust sleeve (one on each side).
 - b) Remove the bolts (1, 2, 3, 4, 5, 6) from the two sides of the strut.
 - c) Install the top and lower aft brackets (12, 13) on the two sides of the strut.
 - Install the forward bracket (14) on the two sides of the strut.
 - e) Install the aft inboard arm (11) on the top and lower aft brackets (12, 13).

INSTALL THE LONGER OUTBOARD ARM ON THE OUTBOARD WARNING: BRACKETS. IF YOU INSTALL THE BOOTSTRAP ARMS INCORRECTLY, THE BOOTSTRAP CAN FAIL. THIS CAN CAUSE INJURY TO PERSONS.

- f) Install the aft outboard arm (11) on the top and lower aft brackets (12, 13).
- q) Install the inboard forward brace (15) on the forward bracket (14) and the aft inboard arm (11).
- h) Install the outboard brace (15) on the forward bracket (14) and the aft outboard arm (11).
- 2) Remove the screws (3) from the core cowl panels.
- Attach the pads (7) to the core cowl with the screws (6). 3)
- 4) Attach the braces (1) to the pads (7) with the bolts (5) and washers (4).
- 5) Open the core cowl panels (Ref 71-11-06/201) and attach the braces (1) with the pins (2) to the forward bracket (14, Fig. 401).

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				6) Install the hold-open rods to the bracket on the core cowl panel.
			(b)	If you use the hold-open equipment (G71023) for the fan and core cowl, go to the step that follows which installs the hold-open equipment (G71023).
		(9)	-	ou did not remove the fan cowl panels, install the hold-open pment (A71030-32) for the fan cowl panels as follows:
			(a)	If you use the hold-open equipment for the fan cowl panels (Fig. 403), do as follows:
				1) Open the fan cowl panels (AMM 71-11-04/201).
				2) Assemble the hold-open equipment (1) on the ground.
				3) Put the hold-open equipment (1) on the forward edge of the fan cowl panels.
				4) Tighten the screw clamps (2).
				5) Make sure the hold-open equipment (A71030-32) does not touch the support structure for the fan cowl.
				6) Install the hold-open rods to the stow bracket on the fan cowl panels.
			(b)	If you use the hold-open equipment (G71023) for the fan and core cowl panels, go to the step that follow which installs the hold-open equipment (G71023).
		<u>WARN</u>	ING:	OBEY THE INSTRUCTIONS IN AMM 78-31-00 WHEN YOU OPEN THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR.
		(10)	0pen	the thrust reversers (AMM 78-31-00/201).
		(11)		all the hold—open equipment (A78001) for the thrust reversers . 404) as follows:
			(a)	Put the actuator lock (2) along the actuator rod (5).
			(b)	Make sure the lock yoke (7) is against the bolt (6) that attaches the actuator rod (5).

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			(c)		ce sure the lock channel (4) is against the actuator linder.
			(d)	Put	t the channel clamp (3) around the actuator rod (5).
			(e)		ghten the screw (8) to attach the channel clamp (3) to the tuator rod (5).
			(f)	Lig	ghtly close the actuator (1).
				NOT	<u>re</u> : When you lightly close the actuator, the load moves from the actuator to the actuator lock (2).
			(g)		sengage the hold-open rod for the thrust reverser from the oport.
			(h)		stall the hold-open rod and the support to its stowage ints.
		(12)	-		use the hold-open equipment (G71023) for the fan and core ig. 405), do as follows:
			(a)		stall the thrust reverser tube and attached parts on the rust reversers (View B or E).
				1)	Engage the hook on the thrust reverser tube to the loop on the thrust reverser.
					NOTE: Make sure the pin on the thrust reverser engages the pin hole on the thrust reverser tube. Or make sure the pin on the thrust reverser tube engages the pin hole on the thrust reverser.
				2)	Engage the loop on the thrust reverser tube to the hook on the thrust reverser.
					NOTE: Make sure the pin on the thrust reverser or on the thrust reverser tube engages the pin hole on its mate.
				3)	Tighten the knobs on the thrust reverser tube to attach the tube to the thrust reverser.

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- (b) Install the forward tube assembly on the fan cowl panel (View A or D).
 - 1) Turn the forward tube to engage the tube end to the thrust reverser tube.
 - 2) For the left fan cowl panel, do as follows:
 - Engage the hook on the left fan cowl tube to the loops on the fan cowl panel.

NOTE: Make sure the pins on the fan cowl panel engage the pin holes on the fan cowl tube.

- b) Tighten the knobs on the fan cowl tube to attach the tube to the fan cowl panel.
- 3) For the right fan cowl panel, do as follows:
 - Engage the hooks on the fan cowl panel to the loops on the right fan cowl panel.

NOTE: Make sure the pins on the fan cowl tube engage the pin holes on the fan cowl panel.

- b) Close the fan cowl latch.
- c) Tighten the knobs on the fan cowl tube to attach the tube to the fan cowl panel.
- 4) Put the lockpin into the pin hole on the thrust reverser tube.
- Install the hold-open rods on the fan cowl panel to the stow bracket on the fan cowl panel.
- Install the aft tube assembly on the core cowl panel (View C and F).
 - 1) For the left core cowl, put the attachment block into the loop of the core cowl panel.

NOTE: Make sure the pins on the attachment block engage the pin holes on the core cowl panel.

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- a) Put a pin in the lockhole into the attachment block to attach the core cowl attachment to the core cowl panel.
- 2) For the right core cowl, install the attachment block on the cowl latch as follows:
 - a) Put the loop of the attachment block into the core cowl latch.

<u>NOTE</u>: Make sure the pins on the attachment block engage the pin holes on the core cowl panel.

- b) Close the core cowl latch.
- 3) Put the aft tube into the thrust reverser tube.
- 4) Turn the aft tube to install the other end of the tube on the attachment block.
- 5) Put the lockpin into the pin hole on the thrust reverser tube.
- 6) Put the pin into the aft tube and the attachment block.
- 7) Install the hold-open rods on the core cowl panel to the stow bracket on the core cowl panel.
- H. Install the Power Plant

CAUTION: MAKE SURE THAT THE ENGINE CONFIGURATION AND THE ENGINE DESIGNATION ON THE ENGINE IDENTIFICATION PLATE, INSTALLED ON FLANGE C ON THE FAN CASE, AGREE WITH EACH OTHER.

- (1) Install the aft bootstrap components (Fig. 401) as follows:
 - (a) Put the protection pads on the turbine exhaust sleeve (one on each side).
 - (b) Remove the bolts (1, 2, 3, 4, 5, 6) from the two sides of the strut.
 - (c) Install the top and lower aft brackets (12, 13) on the two sides of the strut.

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SAS BOEING TASK CARD

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- (d) Install the forward bracket (14) on the two sides of the strut.
- (e) Install the aft inboard arm (11) on the top and lower aft brackets (12, 13).

INSTALL THE LONGER OUTBOARD ARM ON THE OUTBOARD BRACKETS WARNING: ONLY. INCORRECT INSTALLATION OF THE BOOTSTRAP ARMS CAN CAUSE INJURY TO PERSONS AND FAILURE OF THE BOOTSTRAP.

- (f) Install the aft outboard arm (11) on the top and lower aft brackets (12, 13).
- (q) Install the inboard forward brace (15) on the forward bracket (14) and the aft inboard arm (11).
- Install the outboard brace (15) on the forward bracket (14) and the aft outboard arm (11).
- Install the forward bootstrap components (Fig. 411) as follows:
 - (a) Remove the bolts (9) from the clamps (8).
 - (b) Put the forward support (7) against the forward side of the front flange of the top mount.
 - Engage the clamp slots with the pins on the aft side of the forward support.
 - (d) Move the clamps (8) down to touch the lower flange of the top mount.
 - (e) Put the bolts (9) through the forward support holes and loosely turn the bolts into the clamps.
 - (f) Make sure the bottoms of the clamps (8) touch the top of the lower flange on the top mount.
 - (q) Tighten the bolts (9).
 - Install the forward outboard and the inboard arms (6, 5) to the forward support and the clamp assembly (7, 8).

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(i) Attach the forward load cell (10) to the forward inboard arm (5).

NOTE: Point the load cell in the aft direction.

(j) Attach the forward load cell (10) to the forward outboard arm (6).

NOTE: Point the load cell in the aft direction.

(k) Attach the forward hoists (11) to the forward load cells (10).

NOTE: Put the handle on the forward hoist in the direction of the forward load cells.

- (3) Align the transportation stand with the cradle and the power plant below the strut as follows:
 - (a) Put the transportation stand with the cradle and the power plant below the strut.
 - (b) Attach the hoists to the bootstrap equipment and cradle.

WARNING: MONITOR THE LOAD CELLS ON THE FORWARD AND AFT HOISTS. NOT LET THE LOAD BE MORE THAN 8000 POUNDS (3636 kg) IN

EACH FORWARD LOAD CELL. DO NOT LET THE LOAD BE MORE THAN 2500 POUNDS (1136 KG) IN THE AFT LOAD CELL. DO NOT LET THE FRONT WHEELS OF THE TRANSPORTATION STAND TOUCH THE GROUND WHEN THE AFT WHEELS ARE OFF THE GROUND. IF THE LOAD IS MORE THAN THE LIMITS, OR IF ONLY THE FRONT WHEELS TOUCH THE GROUND, THE LOAD CAN FALL. THIS CAN CAUSE

INJURY TO PERSONS AND DAMAGE TO THE POWER PLANT.

ADD THE LOAD ON THE FORWARD BOOTSTRAPS SLOWLY AND WARNING: CONTINUOUSLY. MAKE SURE THE LOAD DIFFERENCE BETWEEN THE INBOARD AND OUTBOARD BOOTSTRAPS IS LESS THAN 2000 POUNDS (909 KG) WHEN YOU LIFT THE POWER PLANT. IF THE LOAD DIFFERENCE IS MORE THAN 2000 POUNDS (909 KG), THE LOAD CAN

FALL AND CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

(c) Tighten all hoists to correct the tension on the hoists.

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			(d) D	oo these at the same time:
			1) Put a load on the forward hoists.
			2	2) Lift the front wheels of the transportation stand 2-3 inches off the ground.
			3	Monitor the loadcells to make sure the difference in the inboard and outboard loads is less than 2000 pounds (909 KG).
				operate the aft hoists to lift the aft wheels of the cransportation stand 2-3 inches off the ground.
				et the position of the power plant become level and aligned below the strut.
				ower the aft end of the assembly of the transportation stand, the cradle, and the power plant.
			(h) R	telease the load from the aft hoists.
			1) At the same time, lower the forward end of the assembly of the transportation stand, the cradle, and the power plant.
			(i) R	elease the loads from the forward hoists.
		(4)	Move t	the cradle away from the transportation stand (Fig. 412) as
			(a) L	oosen the bolts (2).
				emove the pins (4) from the transportation stand and the radle.

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SAS BOEING TASK CARD

MECH INSP

MONITOR THE LOAD CELLS ON THE FORWARD AND AFT HOISTS. DO NOT WARNING:

LET THE LOAD BE MORE THAN 8000 POUNDS (3636 kg) IN EACH FORWARD

LOAD CELL. DO NOT LET THE LOAD BE MORE THAN 2500 POUNDS (1136 KG) IN THE AFT LOAD CELL. DO NOT LET THE FRONT WHEELS OF THE TRANSPORTATION STAND TOUCH THE GROUND WHEN THE AFT WHEELS ARE OFF THE GROUND. IF THE LOAD IS MORE THAN THE LIMITS OR IF ONLY THE FRONT WHEELS TOUCH THE GROUND, THE LOAD CAN FALL AND

CAUSE INJURY TO PERSONS AND DAMAGE TO THE POWER PLANT.

ADD THE LOAD ON THE FORWARD BOOTSTRAPS SLOWLY AND CONTINUOUSLY. WARNING:

> MAKE SURE THE LOAD DIFFERENCE BETWEEN THE INBOARD AND OUTBOARD BOOTSTRAPS IS LESS THAN 2000 POUNDS (909 KG) WHEN YOU LIFT THE POWER PLANT. IF THE LOAD DIFFERENCE IS MORE THAN 2000 POUNDS (909 KG), THE LOAD CAN FALL AND CAUSE INJURY TO PERSONS OR

DAMAGE TO EQUIPMENT.

DO NOT LET THE POWER PLANT MOVE FORWARD, AFT, LEFT OR RIGHT CAUTION:

> WHEN YOU LIFT THE POWER PLANT FROM THE TRANSPORTATION STAND. YOU MUST KEEP AN EVEN LOAD ON THE HOISTS TO MAKE SURE THE CONNECTIONS BETWEEN THE CRADLE AND THE TRANSPORTATION STAND ARE FREE TO MOVE. FAILURE TO DO SO CAN CAUSE DAMAGE TO THE CRADLE

OR TRANSPORTATION STAND.

(5) Lift the power plant until you can see the mount is aligned with the strut (approximately six inches below the strut).

It will be necessary to move the power plant about its NOTE: longitudinal axis approximately 5 to 7 degrees. You can use the forward and aft hoists to align the cradle with the power plant. You can use the forward hoists to move the cradle in the roll direction, and the forward or aft hoists to move the

cradle in the pitch direction.

(6) Connect the engine mounts (Fig. 413) as follows:

If you will use the torque adapters (A71003-25 and -26), make NOTE: sure you correct the torque wrench indication before you

tighten the vertical tension bolts (AMM 20-11-00/201).

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TASK CARD

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		CAUTION: MAKE SURE THE FORWARD AND AFT SHEAR PINS ENGAGE AT THE SAME TIME, OR THE FORWARD PIN ENGAGES 0.10 INCH (2.5 mm) BEFORE THE AFT PIN. IF YOU DO NOT DO THIS, YOU CAN DAMAGE THE ENGINE MOUNTS.
		(a) Lift the forward and aft ends of the power plant equally until the shear pins engage.
		NOTE: Make sure the forward and aft shear pins engage at the same time, or the forward pin engages 0.10 inch (2.5 mm) before the aft pin.
		(b) Lift the power plant until the mount surfaces are 1.00 inch or less apart.
		 Move the power plant forward, rearward, left or right if it is necessary.
		CAUTION: INSTALL ONLY NEW OR EXAMINED VERTICAL TENSION BOLTS. IF YOU USE DAMAGED VERTICAL TENSION BOLTS, YOU CANNOT TIGHTEN THE VERTICAL TENSION BOLTS CORRECTLY.
		CAUTION: MAKE SURE THE VERTICAL TENSION BOLTS ARE THE CORRECT LENGTH BEFORE YOU INSTALL THEM. IF YOU USE THE INCORRECT VERTICAL TENSION BOLT, DAMAGE TO THE VERTICAL TENSION BOLT AND NUT CAN OCCUR.
		CAUTION: TO TIGHTEN THE VERTICAL TENSION BOLTS, YOU MUST USE A TORQUE ADAPTER ON THE TORQUE WRENCH. WHEN YOU USE THE TORQUE ADAPTER, YOU MUST CALCULATE THE VALUE TO BE SET ON THE TORQUE WRENCH. USE THE LENGTHS OF THE TORQUE WRENCH

THE TORQUE WRENCH. USE THE LENGTHS OF THE TORQUE WRENCH AND THE TORQUE ADAPTER, AND THE SPECIFIED TORQUE VALUE FOR THE VERTICAL TENSION BOLTS. REFER TO "TIGHTENING TECHNIQUES AND TORQUE VALUES" (AMM 70-50-00/201) TO CORRECTLY USE THE TORQUE ADAPTER. YOU MUST INSTALL THE TORQUE WRENCH ON THE TORQUE ADAPTER AT A 90 DEGREE ANGLE. YOU MUST APPLY THE FORCE ON THE TORQUE WRENCH AT A 90 DEGREE ANGLE. IF YOU DO NOT TIGHTEN THE VERTICAL TENSION BOLTS CORRECTLY, DAMAGE CAN OCCUR.

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		(c) Install the vertical tension bolts (1, 2 and 10 and 13) forward and the aft mount fitting as follows:	in the
		 Lubricate the vertical tension bolts (1, 2 and 10 o with the antiseize compound. 	r 13)
		 Install the vertical tension bolts (10 or 13) and countersunk washers (11) in the aft mount fitting. 	
		3) Install the vertical tension bolts (1 and 2) and countersunk washers (3) in the forward mount fittin	g.
		 a) Torque the bolt a small amount more than the ru torque. 	n–on
		NOTE: Let the bootstrap hold and show the load while the bolts keep the mount surfaces to each other. The dynamometer indicati should not change since the bootstrap ho power plant/cradle load.	parallel ons
		 Lift the power plant a small amount while you monit dynamometer values. 	or the
		a) Initially, lift the power plant 0.25 inch (6 mm).
		b) Tighten the bolts the same amount.	
		<u>NOTE</u> : The vertical tension bolts are a guide f the mounts, but they do not hold the pow loads.	
		5) Continue to lift the power plant until the mount su are 0.000 to 0.060 inch (0.00 to 1.52 mm) apart.	rfaces
		6) ENGINES WITH THE RIGID ENGINE MOUNTS;	
		Use the A71003-25 torque equipment to tighten the v tension bolts (10) to 3060-3740 pound-inches (346-423 newton-meters).	ertical
		7) ENGINES WITH THE VIBRATION ISOLATORS ON THE AFT ENG MOUNTS;	INE

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Use the A71003-41 torque equipment to tighten the vertical tension bolts (13) to 3060-3740 pound-inches (346-423 newton-meters).

- Use the forward adapter assembly, found in the above torque equipment set, to tighten the vertical tension bolts (1, 2) for the forward engine mounts to 4050-4950 pound-inches (458-559 newton-meters).
 - Make sure all of the threads in the nut are engaged.
 - Make sure all of the chamfer on the end of the bolt comes out of the nut.
- (7) Remove the cradle as follows:
 - Remove the quick-release pins (18, Fig. 411) from the forward supports of the power plant.
 - (b) Disengage the aft handling adapters (14) from the cradle.
 - (c) Lower the cradle to the transportation stand.
 - (d) Install the cradle to the transportation stand with the pins (4, Fig. 412) and clamps (3).
 - Disconnect the hoists (2, 11) from the cradle, the aft load cells (1), the forward inboard arm (5), and the forward outboard arm (6) (Fig. 411).
 - (f) Remove the forward handling adapters (19) and aft handling adapters (14) from the engine.
- Install the Power Plant With the PT90-E

The PT90-E installation procedure is an optional procedure to the NOTE: bootstrap installation procedure, which is recommended.

Equipment

(1) PT90-E - Universal Engine Change System; Dendro Maskin Lift AB Lovholmsgrand 12, S-117 43 Stockholm, Sweden; or NORDEQUIP, INC., 7315 Courthouse Boulevard, Hastings, MN USA 55033

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			THERE SHIP				
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			(2) A71006-79 Cradle				
			(3) A71030-32 Fan Cowl Hold-Open Equipment - (40 knots) (optional)				
			(4) A71032-14 Core Cowl Hold-Open Equipment - (40 knots) (optional)				
	(5) A78001-31 Thrust Reverser Hold-Open Equipment - (40 knots)						
			(6) G71023-52 Hold-Open Equipment - Fan and Core Cowls (20 knots) (optional)				
			(7) A71003-25 Torque Equipment (all rigid engine mounts)				
			(8) A71003-41 Torque Equipment (used only on the aft engine mounts with the vibration isolators)				
	(9) Protection pads — commercially available						
		B. Consumable Materials					
			(1) DOOO10 Antiseize Compound - Bostik Never-Seez Pure Nickel Special				
		С.	References				
			(1) AMM 26-11-02/201, Engine Fire and Overheat Detector Element				
			(2) AMM 70-50-00/201, Standard Torque Values				
			(3) AMM 71-11-04/201, Fan Cowl Panels				
			(4) AMM 71-11-06/201, Core Cowl Panels				
			(5) AMM 71-21-00/601, Engine Mounts				
			(6) AMM 71-21-02/401, Aft Engine Mounts				
			(7) AMM 70-11-06/201, Fluorescent Penetrant Inspection				
			(8) AMM 78-31-00/201, Thrust Reverser Systems				
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- D. Access
 - (1) Location Zone

411 Left Engine 421 Right Engine

(2) Access Panels

413AL Fan Cowl Panel, Left Engine 414AR Fan Cowl Panel, Left Engine 415AL Fan Reverser, Left Engine Fan Reverser, Left Engine 416AR 417AL Core Cowl, Left Engine 418AR Core Cowl, Left Engine 423AL Fan Cowl Panel, Right Engine 424AR Fan Cowl Panel, Right Engine 425AL Fan Reverser, Right Engine 426AR Fan Reverser, Right Engine 427AL Core Cowl, Right Engine 428AR Core Cowl, Right Engine

E. Prepare the Airplane for the Power Plant Installation

WARNING: INSTALLATION OF A RING CASE CONFIGURATION ENGINE IS NOT ALLOWED ON AN AIRPLANE THAT HAS A SEGMENTED CASE ENGINE WITH A P/N 791100-14-102 EEC INSTALLED. IF YOU DO YOU CAN CAUSE INJURY TO PERSONNEL OR DAMAGE TO THE AIRPLANE.

(1) If the engine being installed is a segmented case configuration engine (pre SB PW4ENG 72-755 or production equivalent) check the P/N of the EEC installed on this engine. If the EEC P/N is 791100-14-102 (P&W P/N 54D043), you must ensure that the other engine installed on the airplane is not a ring case configuration engine (post P&W SB PW4ENG 72-755 or production equivalent).

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DO NOT INSTALL AN ENGINE WITH A VIBRATION-ISOLATED MOUNT UNLESS CAUTION: YOU VERIFY THE AIRPLANE MOUNT CONFIGURATION. YOU CANNOT ALWAYS INSTALL A VIBRATION-ISOLATED ENGINE MOUNT ON AN AIRPLANE THAT HAS A CONFIGURATION FOR A RIGID ENGINE MOUNT. YOU CAN INSTALL AN ENGINE WITH A RIGID ENGINE MOUNT ON AN AIRPLANE THAT HAS THE CONFIGURATION FOR A VIBRATION-ISOLATED MOUNT. IF YOU INSTALL THE INCORRECT ENGINE MOUNT, THE ENGINE MOUNT CAN CAUSE DAMAGE TO THE ENGINE, THE CORE COWL, OR THE STRUT.

(2) SAS 050, 051, 150-154; MTH 275, 276; Make sure the correct aft engine mount is on the engine (AMM 71-21-02/401).

NOTE: You can install an engine with a vibration-isolated mount on an airplane with the configuration for a rigid mount if: The airplane is not in the group above or the airplane is in the group above and was reworked to SB 71-48. You can install an engine with a rigid mount on an airplane with a configuration for a vibration-isolated mount.

- Make sure the airplane is in the same configuration as the power plant removal (Refer to the Prepare for the Power Plant Removal).
- Make sure the card for the engine fire/overheat detection agrees with the fire detector elements on the replacement power plant (AMM 26-11-02/201).
- Prepare the Power Plant for Installation
 - (1) Get new vertical tension bolts (1, 2, and 10 or 13), or satisfactorily examined ones, or make an inspection of the old vertical tension bolts with the fluorescent penetrant (AMM 70-11-06/201).
 - Make sure you can apply sufficient torque on the threads of the vertical tension bolts (1, 2, and 10 or 13) to lock them when you use a satisfactory nut.
 - Discard all vertical tension bolts with damage that you can see.
 - Discard all vertical tension bolts with damage that you can feel with your fingernail.

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- (2) Apply the antiseize compound to the threads and shanks of the vertical tension bolts (1, 2, and 10 or 13)(Fig. 413).
- Make sure the self-locking (run-on) torque of the tandem barrel nuts (7) is a minimum of 70 pound-inches (7.9 newton-meters) and a maximum of 600 pound-inches (67.8 newton-meters) (Fig. 413).
 - NOTE: These torque values are for barrel nuts that are previously used or bench-tested. New barrel nuts must be bench-tested to a minimum torque value of 135 pound-inches
 - If the torque value for the barrel nut is not the necessary minimum value, replace the tandem barrel nut (7).
 - Examine the self-locking torque value for the barrel nuts (7) again.
- Make sure the self-locking (run-on) torque of the barrel nuts (5) is a minimum of 70 pound-inches (7.9 newton-meters) and a maximum of 600 pound-inches (67.8 newton-meters) (Fig. 413).
 - NOTE: These torque values are for barrel nuts that are previously used or bench-tested. New barrel nuts must be bench-tested to a minimum torque value of 135 pound-inches
 - If the torque value for the barrel nut is not in the limits, replace the tandem barrel nut.
 - Examine the torque value for the barrel nuts again.
- (5) Examine the engine mounts (AMM 71-21-00/601).
- Make sure the surfaces of the forward and aft engine mounts are free of oil, grease, and other unwanted material.
- (7) Apply the antiseize compound to the shear pins (4, 12)(Fig. 413).
- Do a check on the wire bundles in the support beam on the fan cowl.
 - (a) Make sure the wire bundle did not wear in a large area.
 - (b) Make sure the wire bundle is attached correctly.

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- (9) Remove the core cowl panels (AMM 71-11-06/201) or install the hold-open equipment (A71032-14) for the core cowl panels as follows:
 - The installation of the hold-open equipment is optional to the removal of the core cowl panels.
 - (a) If you use the hold-open equipment (G71023) for the fan and core cowl, go to the step that follows which installs the hold-open equipment (G71023).
- (10) Remove the fan cowl panels (AMM 71-11-04/201) or install the hold-open equipment (A71030-32) for the fan cowl panels as follows:
 - The installation of the hold-open equipment is optional to NOTE: the removal of the fan cowl panels.
 - If you use the hold-open equipment (Fig. 403), do the steps that follow:
 - 1) Open the fan cowl panels (AMM 71-11-04/201).
 - Assemble the hold-open equipment (1) on the ground.
 - Put the hold-open equipment (1) on the forward edge of the fan cowl panels.
 - 4) Tighten the screw clamps (2).
 - 5) Make sure the hold-open equipment does not touch the support structure for the fan cowl panel.
 - 6) Install the hold-open rods to the stow bracket on the fan cowl panels.
 - If you use the hold-open equipment (G71023) for the fan and core cowl panels, go to the step that follow which installs the hold-open equipment (G71023).
- (11) Install the hold-open equipment (A78001) for the thrust reversers (Fig. 404) as follows:
 - (a) Put the actuator lock (2) along the actuator rod (5).
 - Make sure the lock yoke (7) is against the bolt (6) that (b) attaches the actuator rod (5).

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- (c) Put the channel clamp (3) around the actuator rod (5).
- Tighten the screw (8) to attach the channel clamp (3) to the actuator rod (5).
- (e) Lightly close the actuator (1).

NOTE: When you lightly close the actuator, the load moves from the actuator to the actuator lock (2).

- (f) Disengage the hold-open rod for the thrust reverser from the support.
- (q) Install the hold-open rod and the support to its stowage points.
- (12) If you use the hold-open equipment (G71023) for the fan and core cowl (Fig. 405), do as follows:
 - Install the thrust reverser tube and attached parts on the thrust reversers (View B or E).
 - Engage the hook on the thrust reverser tube to the loop on the thrust reverser.

NOTE: Make sure the pin on the thrust reverser engages the pin hole on the thrust reverser tube. Or make sure the pin on the thrust reverser tube engages the pin hole on the thrust reverser.

Engage the loop on the thrust reverser tube to the hook on the thrust reverser.

Make sure the pin on the thrust reverser or on the thrust reverser tube engages the pin hole on its mate.

- Tighten the knobs on the thrust reverser tube to attach the tube to the thrust reverser.
- (b) Install the forward tube assembly on the fan cowl panel (View A or D).

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		 Turn the forward tube to engage the tube end to the thrust reverser tube.
		2) For the left fan cowl panel, do as follows:
		 a) Engage the hook on the left fan cowl tube to the loops on the fan cowl panel.
		NOTE: Make sure the pins on the fan cowl panel engage the pin holes on the fan cowl tube.
		b) Tighten the knobs on the fan cowl tube to attach the tube to the fan cowl panel.
		3) For the right fan cowl panel, do as follows:
		 a) Engage the hooks on the fan cowl panel to the loops on the right fan cowl panel.
		NOTE: Make sure the pins on the fan cowl tube engage the pin holes on the fan cowl panel.
		b) Close the fan cowl latch.
		c) Tighten the knobs on the fan cowl tube to attach the tube to the fan cowl panel.
		4) Put the lockpin into the pin hole on the thrust reverser tube.
		5) Install the hold-open rods on the fan cowl panel to the stow bracket on the fan cowl panel.
		(c) Install the aft tube assembly on the core cowl panel (View C and F).
		 For the left core cowl, put the attachment block into the loop of the core cowl panel.
		NOTE: Make sure the pins on the attachment block engage the pin holes on the core cowl panel.
		a) Put a pin in the lockhole into the attachment block to attach the core cowl attachment to the core cowl panel.
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		2) For the right core cowl, install the attachment block on the cowl latch as follows:
		 a) Put the loop of the attachment block into the core cowl latch.
		NOTE: Make sure the pins on the attachment block engage the pin holes on the core cowl panel.
		b) Close the core cowl latch.
		3) Put the aft tube into the thrust reverser tube.
		4) Turn the aft tube to install the other end of the tube on the attachment block.
		5) Put the lockpin into the pin hole on the thrust reverser tube.
		6) Put the pin into the aft tube and the attachment block.
		7) Install the hold-open rods on the core cowl panel to the stow bracket on the core cowl panel.
		G. Install the Power Plant with the PT90-E
		CAUTION: MAKE SURE THAT THE ENGINE CONFIGURATION AND THE ENGINE DESIGNATION ON THE ENGINE IDENTIFICATION PLATE, INSTALLED ON FLANGE C ON THE FAN CASE, AGREE WITH EACH OTHER.
		(1) Put the protection pad in position on each side of the turbine exhaust sleeve.
		(2) Put the PT90-E and the power plant in the correct position below the strut.
		NOTE: Move the assembly below the strut from the front end.
		(a) If it is necessary, use plumb lines from the center of the engine mounts to put a mark (plumb line A) on the ground.
		(b) Make a second mark (plumb line B) approximately 7 inches inboard of plumb line A.

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	(c) Move the hoist and the power plant into position at the front end.
	(d) Use the forward and aft tow bars to control the PT90-E and the power plant into position above plumb line B while you move the hoist and the power plant.
	(e) Move the hoist and the power plant until the engine mounts are approximately 4 inches forward of the engine mounts on the strut.
	<u>NOTE</u> : The power plant and hoist will slightly move to the rear as it is lifted.
(3)	Use the control box to lift the power plant and the cradle (Fig. 414).
	(a) Make sure that all the tools and mechanics necessary to install the power plant are on the PT90-E.
	(b) Set the load distribution display to zero.
	(c) Set the load limit to 500 pounds.
	(d) Make sure the AUTOGUARD button is in the out (on) position.
	CAUTION: MAKE SURE YOU LIFT THE POWER PLANT WITH THE FORWARD END LOWER THAN THE AFT END. IF YOU DO NOT DO THIS, THE TOP OF THE ENGINE FAN CASE CAN TOUCH THE THRUST REVERSER AND CAUSE DAMAGE TO EQUIPMENT.
	(e) Use the control box to lift the power plant until the forward and aft engine mounts are approximately 6 inches (150 mm) from the strut interfaces.
	NOTE: Make sure the aft engine mount (9) is a little higher than the forward engine mount while you lift the power plant.
	(3)

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			degr	the control box to adjust the power plant in the ees) and pitch directions to align the engine t-to-strut interfaces.	e roll (6				
			<u>NOTE</u>	: Engine mounts are free to move until attache strut to help in alignment.	d to the				
			_	ly operate the hoist to lift the power plant un t surfaces are 1.00 inch or less apart.	til the				
			1)	Lift the power plant very slowly and equally.					
				If it is necessary, use the control box to adjuposition of the power plant in the transverse, or pitch directions.					
				NOTE: The operator must monitor the load distr display, and must have used the control to prevent side loads on the engine moun	box before,				
				the shear pins (4, 12) on the forward and aft e t to engage the strut.	ngine mounts				
		(4)	Connect t	the engine mounts with the steps that follow (Fig. 413):					
			to	you will use the torque adapter, make sure you rque wrench indication before you tighten the v nsion bolts (Ref 70-50-00/201).					
			CAUTION:	INSTALL ONLY NEW OR EXAMINED VERTICAL TENSION	BOLTS. IF				
			<u> </u>	YOU USE DAMAGED VERTICAL TENSION BOLTS, YOU CA					
			CAUTION:	MAKE SURE THE VERTICAL TENSION BOLTS ARE THE CLENGTH BEFORE YOU INSTALL THEM. IF YOU USE THE VERTICAL TENSION BOLT, DAMAGE TO THE VERTICAL AND NUT CAN OCCUR.	E INCORRECT				

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CAUTION:

TO TIGHTEN THE VERTICAL TENSION BOLTS, YOU MUST USE A TORQUE ADAPTER ON THE TORQUE WRENCH. WHEN YOU USE THE TORQUE ADAPTER, YOU MUST CALCULATE THE VALUE TO BE SET ON THE TORQUE WRENCH. USE THE LENGTHS OF THE TORQUE WRENCH AND THE TORQUE ADAPTER, AND THE SPECIFIED TORQUE VALUE FOR THE VERTICAL TENSION BOLTS. REFER TO "TIGHTENING TECHNIQUES AND TORQUE VALUES" (AMM 70-50-00/201) TO CORRECTLY USE THE TORQUE ADAPTER. YOU MUST INSTALL THE TORQUE WRENCH ON THE TORQUE ADAPTER AT A 90 DEGREE ANGLE. YOU MUST APPLY THE FORCE ON THE TORQUE WRENCH AT A 90 DEGREE ANGLE. IF YOU DO NOT TIGHTEN THE VERTICAL TENSION BOLTS CORRECTLY, DAMAGE CAN OCCUR.

- Install the vertical tension bolts (1, 2 and 10 and 13) in the forward and the aft mount fitting as follows:
 - 1) Lubricate the vertical tension bolts (1, 2 and 10 or 13) with the antiseize compound.
 - 2) Install the vertical tension bolts (10 or 13) and countersunk washers (11) in the aft mount fitting.
 - Install the vertical tension bolts (1 and 2) and countersunk washers (3) in the forward mount fitting.
 - Torque the bolt a small amount more than the run-on torque.

NOTE: Let the hoist hold and show the load while the bolts keep the mount surfaces parallel to each other. The load distribution display should not change since the hoist holds the power plant/cradle load.

- 4) Lift the power plant a small amount while you monitor the load distribution display.
 - a) Initially, lift the power plant 0.25 inch.

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				b) Tighte	n the bolts th	e same amount.				
				NOTE:			are a guide for hold the power pl	.ant		
			5)		o lift the pow to 0.060 inch	-	the mount surface	:s		
			6)	ENGINES WI	TH THE RIGID E	NGINE MOUNTS;				
					1003-25 torque lts (10) to 30		tighten the vertic inches.	al		
			7)	ENGINES WI MOUNTS;	TH THE VIBRATI	ON ISOLATORS O	N THE AFT ENGINE			
					the A71003-41 torque equipment to tighten the vertical sion bolts (13) to 3060-3740 pound-inches.					
			8)	_	e vertical ten nts to 4050–49		2) for the forwars.	·d		
	a) Make			a) Make s	e sure all of the threads in the nut are engaged.					
					ure all of the out of the nut		e end of the bolt			
		(5)			oox to lower the PT90-E and the power plant until ution display is almost zero.					
					g and strut ho the attach pi		of the power plan wer plant.	ıt,		
		(6)	Remove t	he aft top	pins at the af	t top attach p	oints on the cradl	.e.		
		(7)	Remove t	he pin at t	he aft lower a	ttach point.				
	(8) Use the control ground pad.				box to lower the hoist and the cradle and lift the					
					oist and cradle and adjust the transverse, axial, rections to zero.					
		(9)	Put the	brake lever	in the not lo	cked position.				
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- (10) Carefully move the hoist and the cradle to the rear and remove them from the area.
- (11) Remove the forward cradle adapters from the power plant.

Put the Airplane Back to Its Usual Configuration

A. Parts

АММ			A	AIPC		
FIG	ITEM	NOMENCLATURE	SUBJECT	FIG	ITEM	
406 407 408	1 13 15 17 15 16 21	Packing Seal Seal Packing Seal Seal Seal	73-11-02 36-11-01 73-11-07 36-11-01 71-11-09	10 06 07 05 01	10 10 10 45 55 10	

References B.

- (1) AMM 24-22-00/201, Electrical Power Control
- (2) AMM 31-41-00/201, Engine Indication and Crew Alerting System
- (3) AMM 71-00-00/501, Power Plant
- (4) AMM 71-00-03/201, Engine Preservation/Depreservation
- (5) AMM 71-11-02/401, Inlet Cowl Chine
- (6) AMM 71-11-04/201, Fan Cowl Panels
- (7) AMM 71-11-04/401, Fan Cowl Panels
- (8) AMM 71-11-06/201, Core Cowl Panels
- (9) AMM 71-11-06/401, Core Cowl Panels
- (10) AMM 71-11-07/501, Core Cowl Panel Latch
- (11) AMM 76-11-00/501, Engine Control System

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- (12) AMM 78-31-00/201, Thrust Reverser System
- (13) AMM 78-31-01/601, Thrust Reverser
- (14) AMM 78-31-02/501, Latch Bands
- (15) AMM 78-31-04/501, Tension Latches
- C. Access
 - (1) Location Zone

411 Left Engine 421 Right Engine

(2) Access Panels

413AL Fan Cowl Panel, Left Engine 414AR Fan Cowl Panel, Left Engine 415AL Fan Reverser, Left Engine Fan Reverser, Left Engine 416AR 417AL Core Cowl, Left Engine Core Cowl, Left Engine 418AR Fan Cowl Panel, Right Engine 423AL 424AR Fan Cowl Panel, Right Engine 425AL Fan Reverser, Right Engine 426AR Fan Reverser, Right Engine Core Cowl, Right Engine 427AL 428AR Core Cowl, Right Engine

D. Procedure

WARNING: DO NOT KEEP ELECTRICAL POWER ON THE AIRPLANE WHEN YOU CONNECT THE FUEL AND HYDRAULIC LINES, AND THE ELECTRICAL CONNECTORS.

POSSIBLE ELECTRICAL SHOCK OR IGNITION OF FLAMMABLE FLUIDS OR FUMES CAN OCCUR. THIS CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

- (1) If electrical power is on the airplane, remove electrical power (AMM 24-22-00/201).
- (2) Install the thermal anti-ice (TAI) duct (Fig. 408) as follows:
 - (a) Remove the caps from the TAI duct (24).

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- (b) Put the TAI duct (24) on the fan case.
- Install the clamps (17, 20) with new seals (16, 21) on the TAI duct (24).
- Install the bolt (22), washers (23, 19) and nut (18) in the TAI duct bracket.
- (e) Tighten the clamps (17, 20) to 85-100 pound-inches.

Make sure the lock bolt on the clamp does not extend more than the top of the duct.

(3) Install the strut drain lines as follows:

NOTE: See Fig. 407 for the correct drain hose part number to install on your strut/engine combination

- (a) Remove the caps from the strut drain lines.
- Connect the right forward mount drain (4, Fig. 407) and the left forward mount drain (1, Fig. 408).
- (c) Connect the drain line (8, Fig. 407) for the main strut.
- Connect the right raceway drain (9, Fig. 407) and the left raceway drain (4, Fig. 408).
- (4) Install the flexible line for the fire extinguisher (Fig. 408) as follows:
 - (a) Remove the caps from the flexible line (2A).
 - (b) Attach the flexible line (2A) for the fire extinguisher.
- (5) Install the starter duct (14) on the turbine case (Fig. 407) as follows:
 - Attach the starter duct (14) with the seals (13, 15) and the clamps (12, 16).
 - (b) Tighten the clamps (12, 16) to 110-115 pound-inches.
- (6) Connect the precooler inlet duct (Fig. 408) as follows:

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			(a) Connect the precooler inlet duct (13) with the seal (15) and the clamp (14).
			(b) Tighten the clamp (14) to 115-125 pound-inches.
		(7)	Connect the pneumatic hose and the static pressure hose as follows:
			(a) Remove the caps from the pneumatic hose (3, Fig. 408) and the static pressure hose (3, Fig. 407).
			(b) Connect the pneumatic hose (3, Fig. 408) to the precooler.
			(c) Connect the static pressure hose (3, Fig. 407) for the EEC to its receptacle.
		(8)	Connect the electrical connectors (Fig. 407 and 408) as follows:
			(a) Remove the caps from the electrical connectors (1 and 2 on Fig. 407; 6 thru 12, and 25 on Fig. 408).
			(b) Connect the electrical connectors (1 and 2 on Fig. 407; 6 thru 12, and 25 on Fig. 408) on the receptacles.
		(9)	Connect the power feeder cable for the IDG to the power plant as follows (Fig. 409):
			(a) Remove the wire bundle and the hook for the power feeder from the thrust reverser.
			(b) Install the phase leads for the IDG power feeder to the terminal block with the washers and nuts (3, 4).
			(c) Tighten the nuts (3, 4) to 144-168 pound-inches (16.3-19.0 newton-meters).
			(d) Install the terminal block cover (5) with the washers and screws (7, 6).
			(e) Attach the power feeder cable (2) for the IDG to the power plant with the clamps (1).

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BE CAREFUL WITH THE HYDRAULIC SUPPLY LINE. DO NOT MAKE THE CAUTION: HYDRAULIC SUPPLY LINE INTO A TIGHT COIL. IF THE HOSE CLOSES AND HAS KINKS, IT WILL DECREASE THE FLUID SUPPLY. IF THE FLUID SUPPLY DECREASES, FAILURE IN THE ENGINE DRIVEN PUMP CAN OCCUR.

CLEAN THE HYDRAULIC FLUID LEAKAGE. IF THE LEAKAGE COLLECTS, CAUTION: THE HYDRAULIC FLUID CAN CAUSE CORROSION TO THE PART.

- (10) Connect the hydraulic lines (Fig. 407) as follows:
 - Remove caps from the hydraulic drain line (6), the pressure line (10), and the supply line (11).

A small quantity of the fluid leakage can occur when you NOTE: remove the caps.

- (b) Connect the hydraulic drain line (6).
- (c) Connect the hydraulic pressure line (10).
- (d) Connect the hydraulic supply line (11).
- Connect the supply line (Fig. 407) for the primary fuel of the power plant as follows:
 - Remove the caps from the fuel supply line (7) and the raceway connector.
 - (b) Lubricate new packing (17).
 - Install the packing (17) in the inner diameter groove of the raceway connector.

CAUTION: DO NOT USE THE TOOLS TO TIGHTEN THE COUPLING. IF YOU TIGHTEN THE COUPLING TOO MUCH, IT CAN CAUSE DAMAGE TO THE COUPLING.

- (d) Connect the fuel supply line (32) to the raceway connector.
- (e) Tighten the coupling clockwise with your hand.

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- (f) Make sure the coupling teeth are locked with the receway connector teeth.
- Install the spray shield around the fuel supply line and the hydraulic lines with the velcro.
- (h) Install the lockwire on the spray shield.
- E. Put the Airplane Back to Its Usual Condition.
 - (1) Supply the electrical power (AMM 24-22-00/201).
 - Make sure these circuit breakers on the overhead circuit breaker panel, P11, are closed:
 - NOTE: You must close these circuit breakers to supply power to the SCU. It is also necessary to close these circuit breakers to supply the ground test power to the Electronic Engine Control (EEC).
 - (a) 11L7 EEC/SCU PWR L ENG
 - (b) 11K28, EEC/SCU PWR R ENG
 - Make sure the fuel system does not have leakage as follows:
 - For the left engine, remove the DO-NOT-CLOSE tag and close this circuit breaker on the P6 panel:
 - 1) 6E1, FUEL VALVES L SPAR
 - For the right engine, remove the DO-NOT-CLOSE tag and close this circuit breaker on the P6 panel:
 - 1) 6E2, FUEL VALVES R SPAR
 - (c) Move the FUEL CONTROL switch to the RUN position.
 - (d) Put the BOOST PUMP switches to the ON position.
 - (e) Make sure the fuel system does not have leakage.
 - (f) Put the BOOST PUMP switches in the OFF position.
 - (q) Move the FUEL CONTROL switch to the CUTOFF position.

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			(h) For the left engine, remove the DO-NOT-CLOSE tag and close this circuit breaker on the P11 panel:
			1) 11D25, ENGINE FUEL CONT VLV & EEC CHAN B RESET L
			(i) For the right engine, remove the DO-NOT-CLOSE tag and close this circuit breaker on the P11 panel:
			1) 11D26, ENGINE FUEL CONT VLV & EEC CHAN B RESET R
		(4)	Open the supply shutoff valve for the engine driven pump (EDP) as follows:
			(a) Remove the DO-NOT-OPERATE identifier and push the fire handle down to put the system back to its usual condition.
			(b) Make sure the position indicator on the supply shutoff valve for the EDP moves to the OPEN position.
		(5)	Do the depreservation procedure for the power plant if it is necessary (AMM $71-00-03/201$).
		(6)	Remove electrical power (AMM 24-22-00/201).
		(7)	To remove the bootstrap equipment, refer to the Remove the Power Plant With the Bootstrap Equipment.
		(8)	To remove the hold-open equipment (A78001) for the thrust reverser, refer to the Remove the Power Plant With the Bootstrap Equipment.
		(9)	If you removed the fan cowl and core cowl panels, do the steps as follows:
			(a) Install the core cowl panels (AMM 71-11-06/401).
			(b) Install the fan cowl panels (AMM 71-11-04/401).
		(10)	If you installed the hold-open equipment (G71023) for the fan cowl and core panel, refer to the Remove the Power Plant With the Bootstrap Equipment.
		(11)	Remove the protection pads.

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WARNING: OBEY THE INSTRUCTIONS IN AMM 78-31-00 WHEN YOU CLOSE THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR.

- (12) Close the thrust reverser (AMM 78-31-00/201).
- (13) Close the core cowl panels (AMM 71-11-06/201).
- (14) Install the core cowl fairing (8, Fig. 401) with the bolts (7, 9, 10).
- (15) Close the fan cowl panels (AMM 71-11-04/201).

CAUTION: YOU MUST INSTALL THE INLET CHINE ON THE INBOARD SIDE OF THE INLET COWL. THE INCORRECT INSTALLATION OF THE INLET CHINE CAN INCREASE THE AERODYNAMIC DRAG.

- (16) Make sure you install the inlet cowl chine on the inboard side of the inlet cowl (AMM 71-11-02/401).
- (17) Adjust the core cowl panel latches (AMM 71-11-07/501), the fan duct tension latches (AMM 78-31-04/501), and the latch bands (AMM 78-31-02/501).
- (18) Do a check of the thrust reverser to find if adjustment is necessary after the engine change (AMM 78-31-01/601).
- (19) Do the activation procedure for the thrust reverser (AMM 78-31-00/201).
- (20) Remove DO-NOT-OPERATE tag from the flap control lever.
- (21) Remove the tail jack.
- (22) Do the test for the engine that is shown in the Power Plant Test Reference Table (AMM 71-00-00/501).

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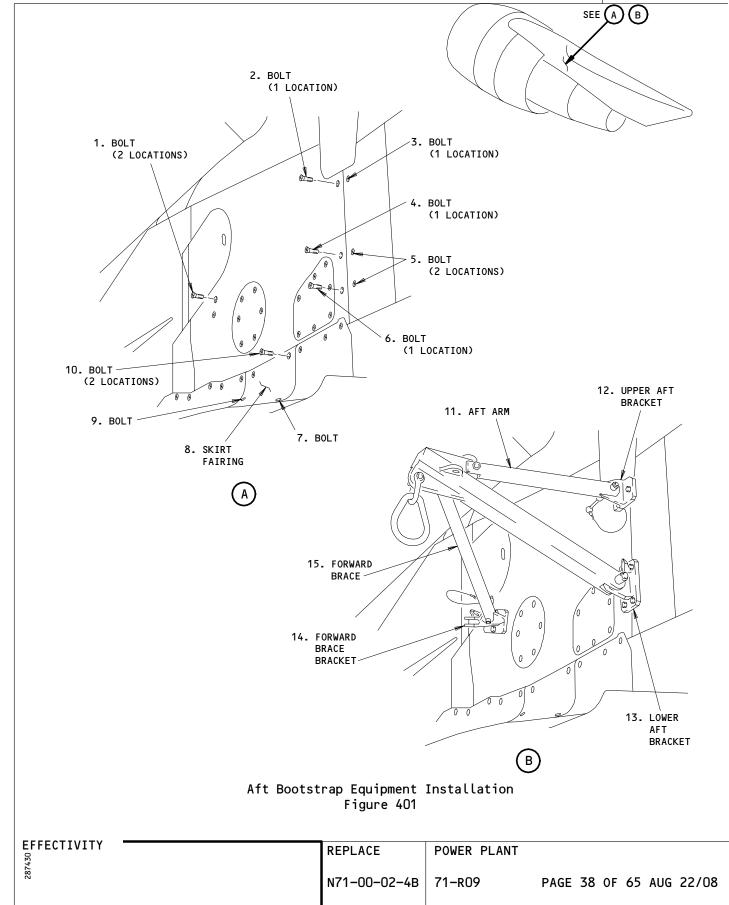
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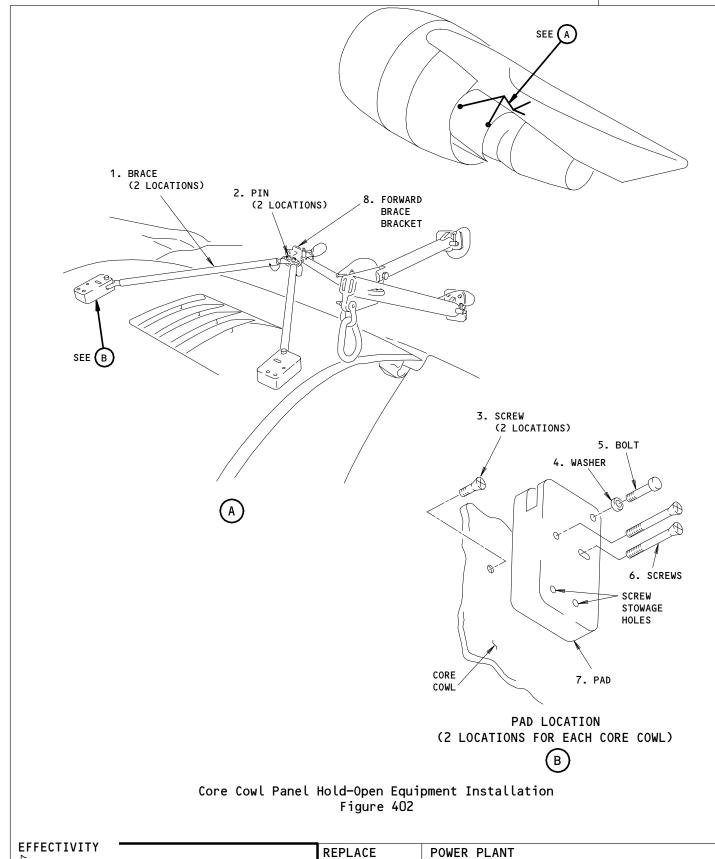
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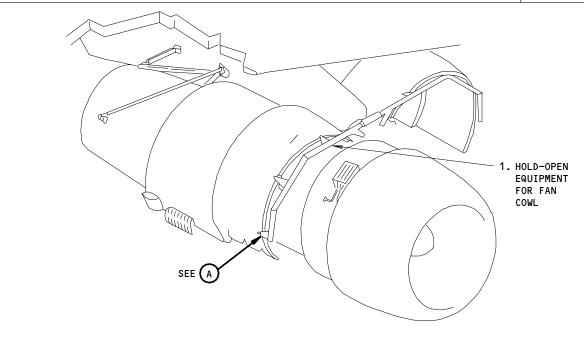
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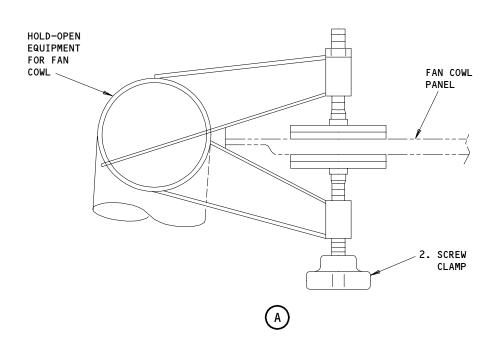
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Fan Cowl Panel Hold-Open Equipment Installation Figure 403

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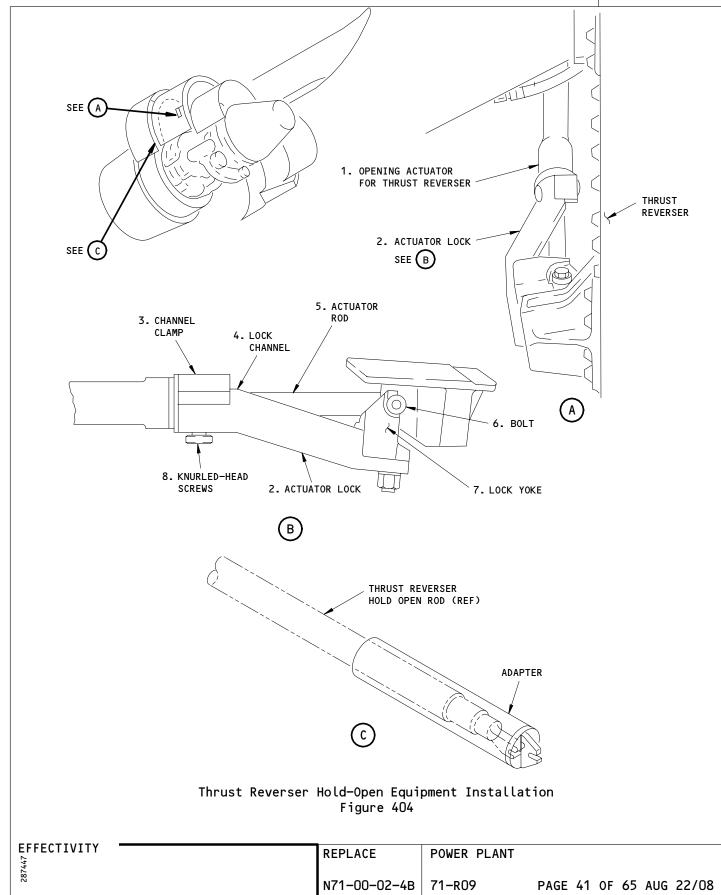
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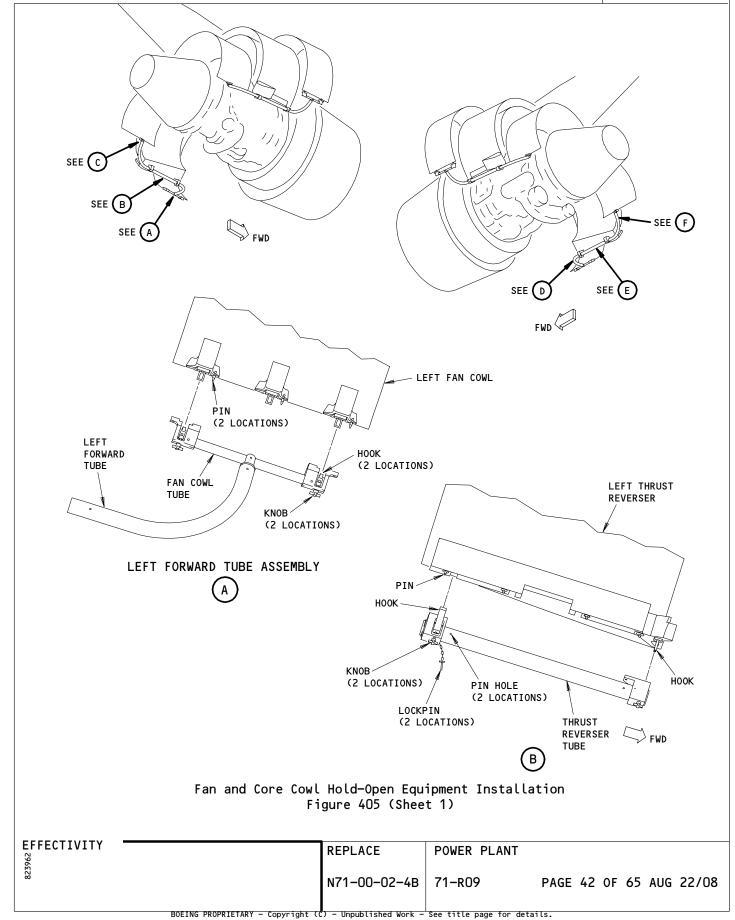
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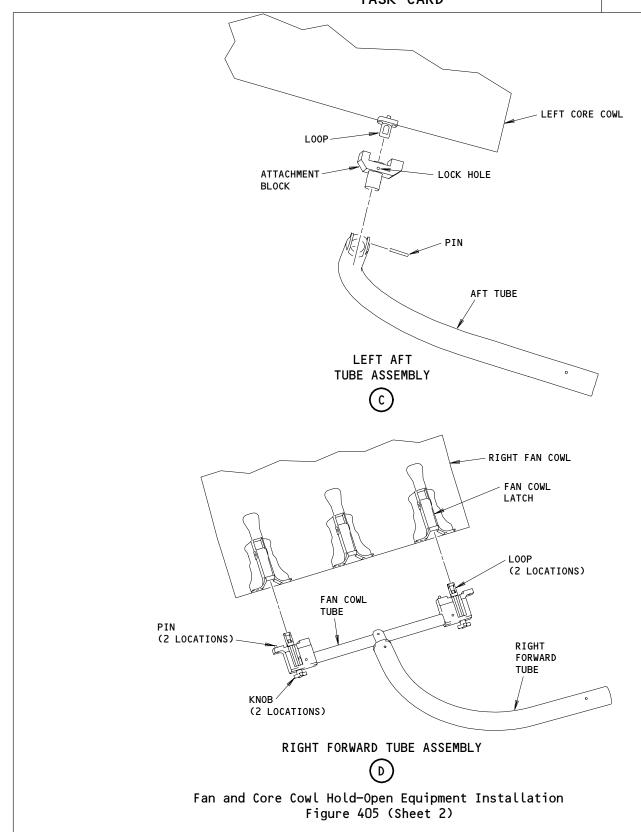


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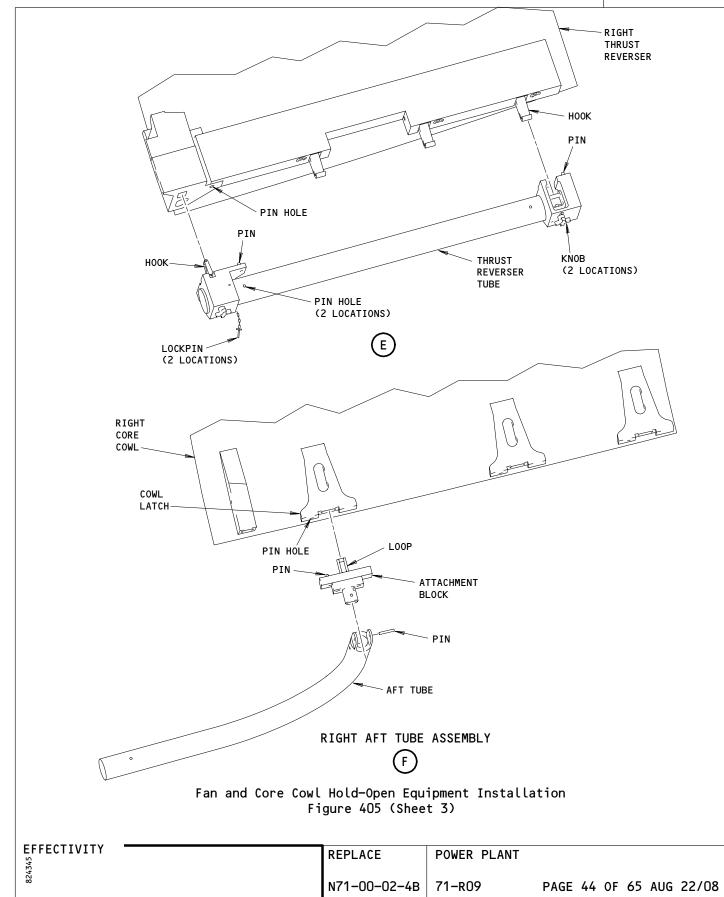
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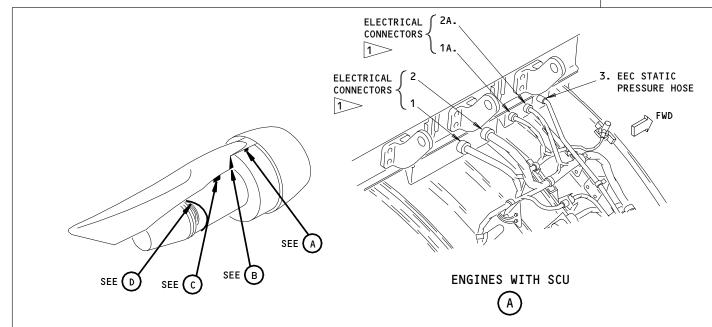
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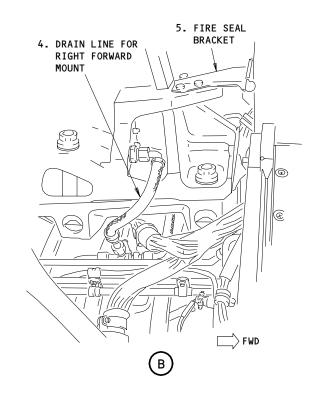


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1>	ELECTRICAL CONNECTORS IDENTIFICATION				
سنا			MATING RECEPTACLES		
	INDEX NO.	CONNECTOR PLUG	STI	RUT	
		. 200	LEFT	RIGHT	
	1	D8320P	D8320J	D8334J	
	2	D4224P	D4224J	D4246J	
	1A	D8360P	DUMMY		
	2A	D8350P	RECEPTACI	_ES	



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Power Plant Disconnect Locations (Right Side) Figure 407 (Sheet 1)

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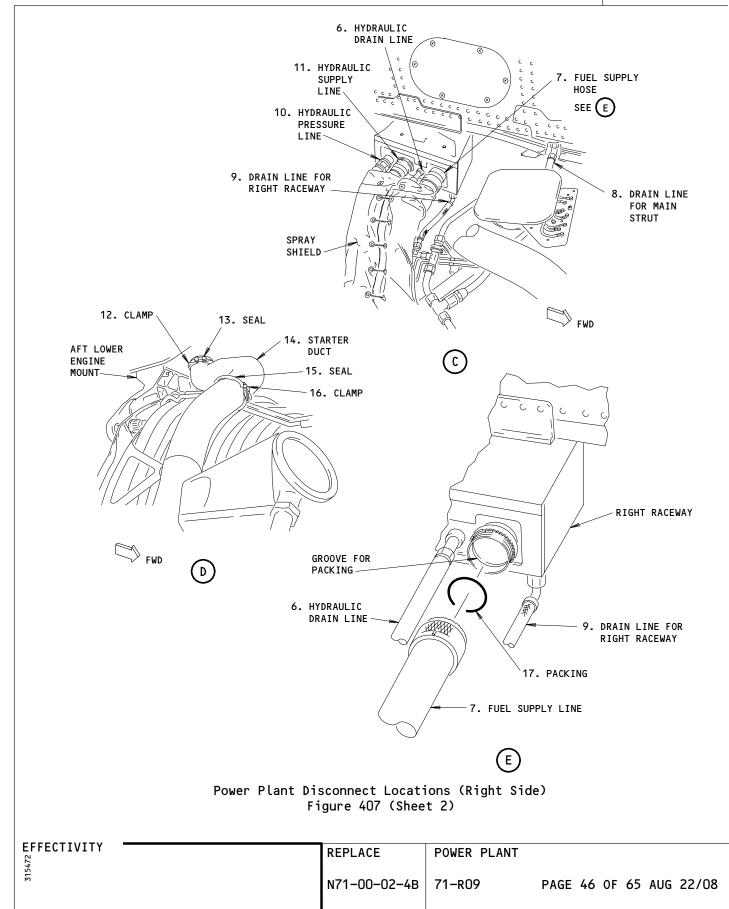
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767 PW4000 ENGINE/STRUT DRAIN INSTALLATION INTERCHANGEABILITY

STRUT/ENGINE COMBINATION	PROP NO. VP832 AND PRIOR	PROP NO. RQ538 AND AFTER 1
PRIOR TO L/N 802 OR STRUT DRAIN FITTING 311T4631-1 (INCLUDES UNION MS21902J8 AND O-RING M83248-2-908)	HOSE P/N: AS138-08N0095L	HOSE P/N: AS138-08N0095L
L/N 802 AND AFTER OR STRUT DRAIN FITTING 311T4631-2	HOSE P/N: AS138-08N0086	HOSE P/N: AS136-08N0077
Car Car		

CORRESPONDS TO ENGINE SERIAL NUMBERS P727991-P727992, P727997-P727998, P727999-P728000, P729001-P729002, P729014-P729015, P729021-P729022, P729023-P719024, P729033-P719034, P729039-P729040, P729045-P729046.

> Power Plant Disconnect Locations (Right Side) Figure 407 (Sheet 3)

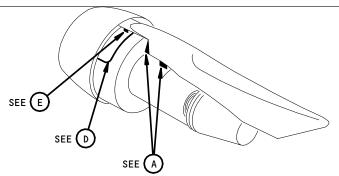
EFFECTIVITY REPLACE **POWER PLANT** N71-00-02-4B 71-R09 PAGE 47 OF 65 AUG 22/08

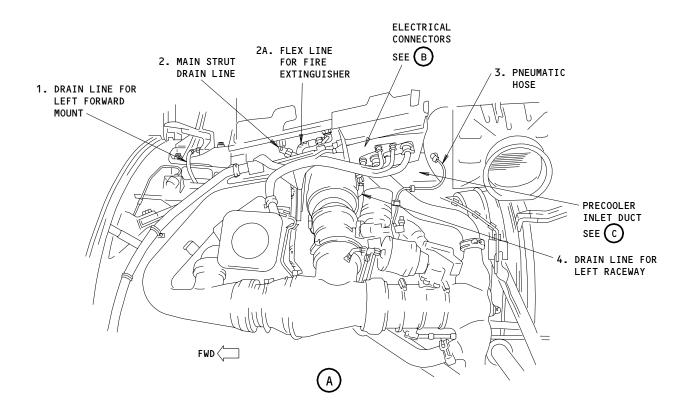
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1 MAKE SURE THE LOCK BOLT DOES NOT EXTEND BEYOND THE TOP OF THE DUCT INTO THE FAN COWL PANEL

Power Plant Disconnect Locations (Left Side) Figure 408 (Sheet 1)

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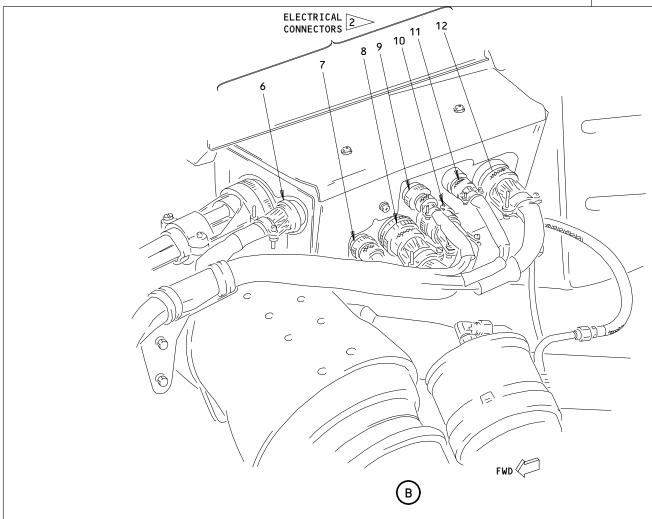
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ELECTRICAL CONNECTORS IDENTIFICATION										
		MATING RE	CEPTACLES							
INDEX NO.	CONNECTOR PLUG	STRUT								
	. 200	LEFT	RIGHT							
6	D4230P	D4230J	D4220J							
7	D4154P	D4154J	D4148J							
8	D4208P	D4208J	D4258J							
9	D4228P	D4228J	D4256J							
10	D4216P	D4216J	D4266J							
11	D4200P	D4200J	D4236J							
12	D4232P	D4232J	D4240J							
25	D8336P	D6420J	D6442J							

Power Plant Disconnect Locations (Left Side) Figure 408 (Sheet 2)

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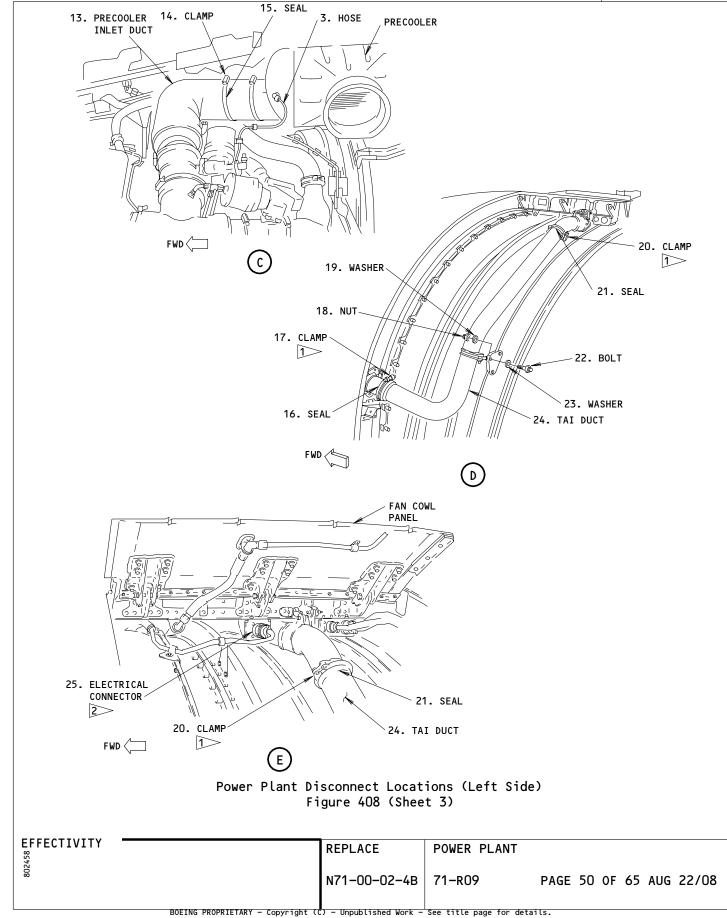
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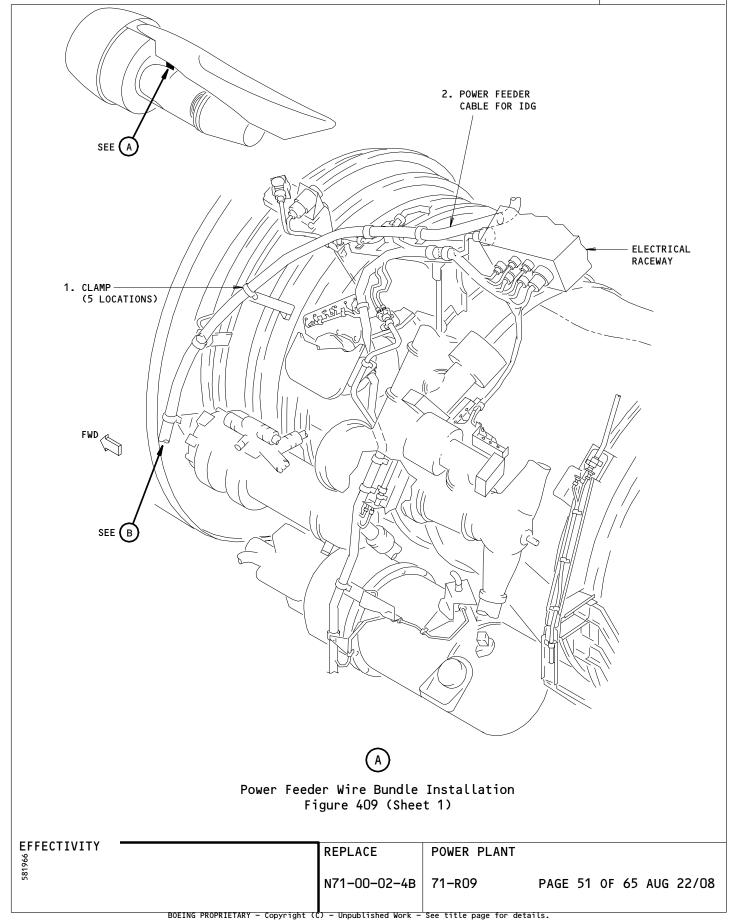


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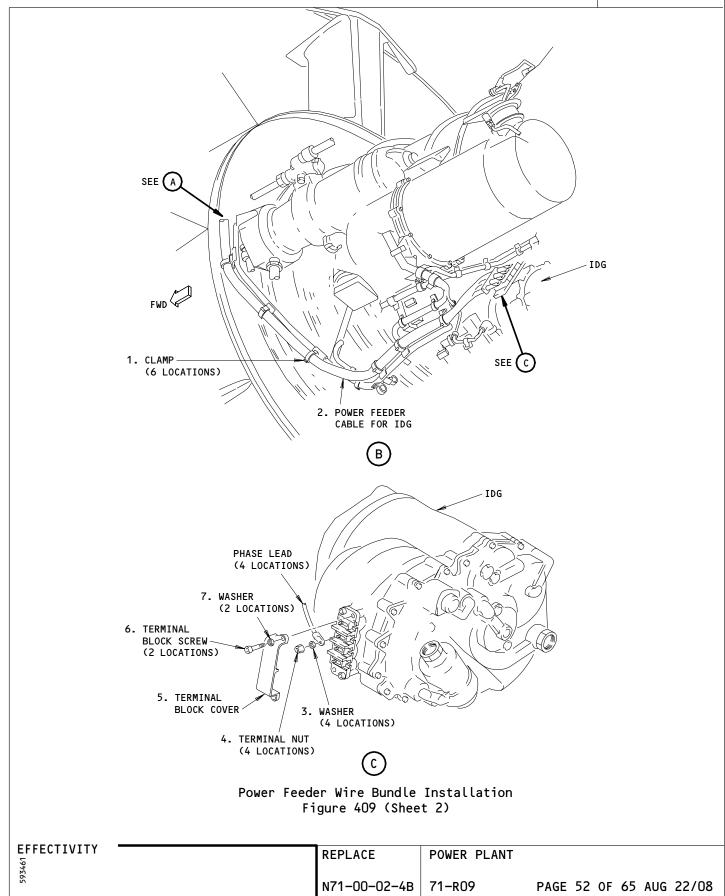


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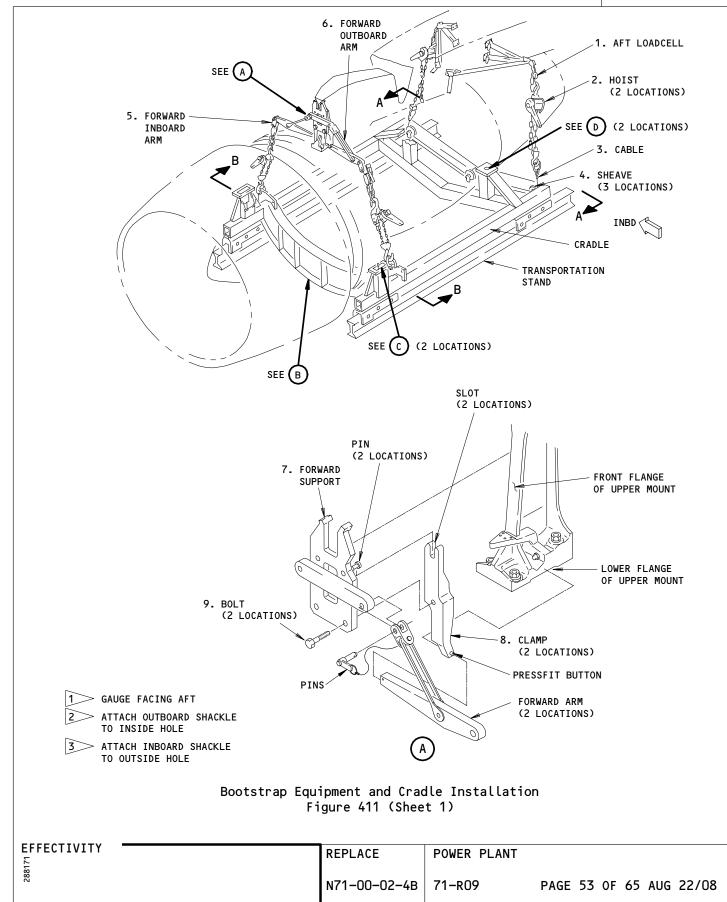


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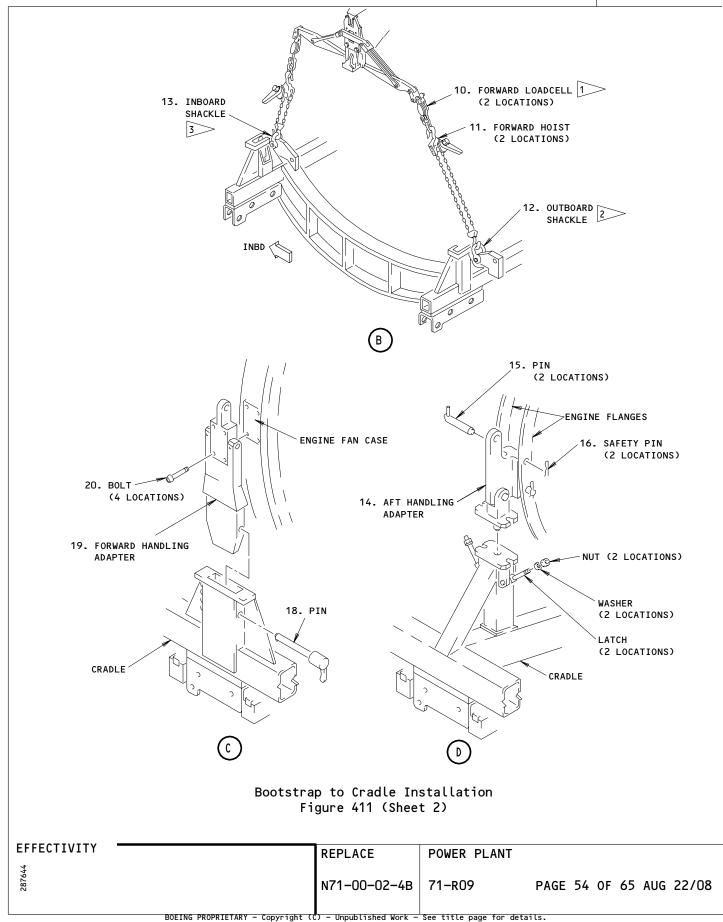


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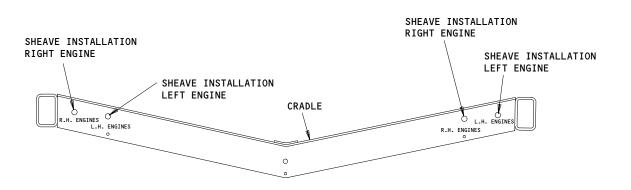


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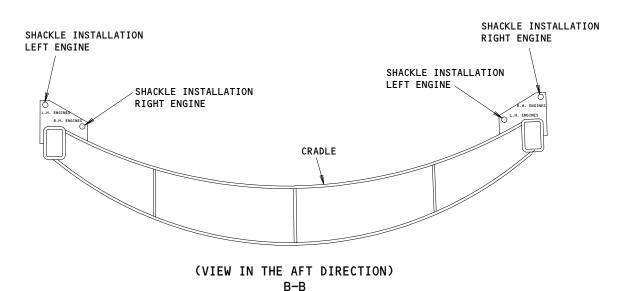


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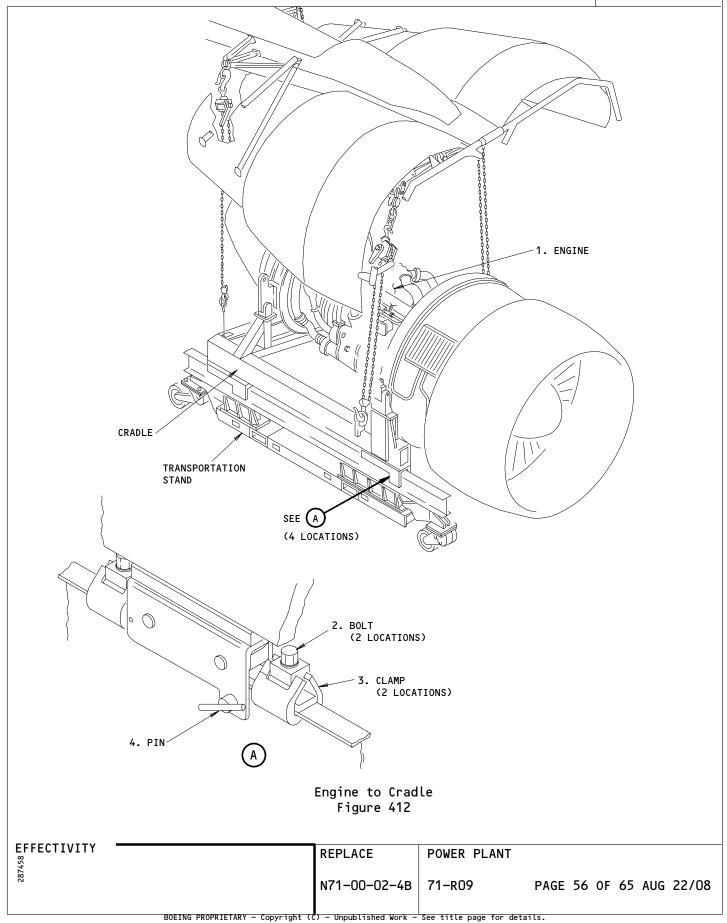
Bootstrap Equipment and Cradle Installation Figure 411 (Sheet 3)

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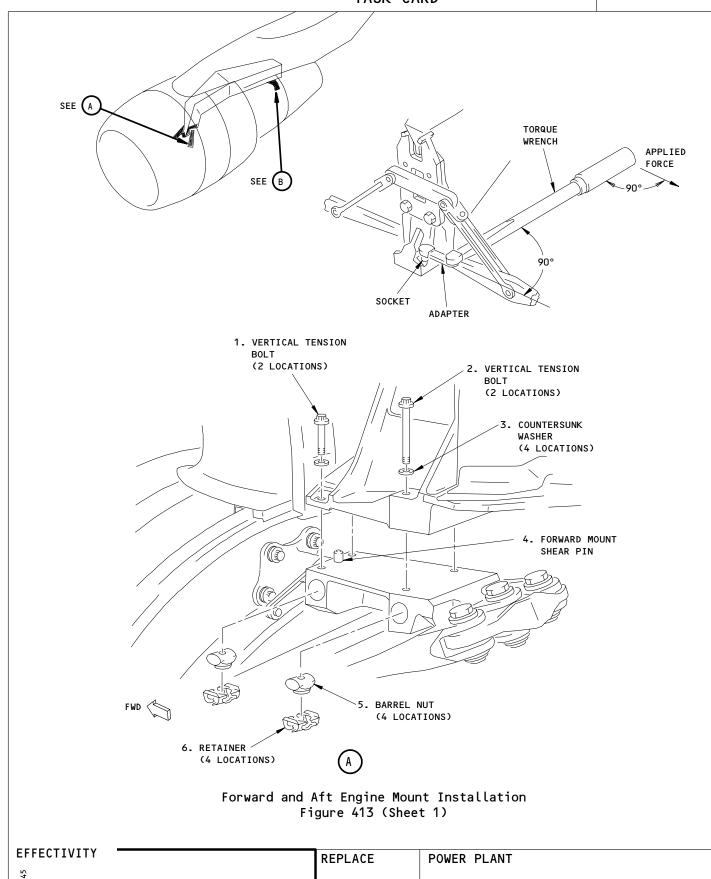


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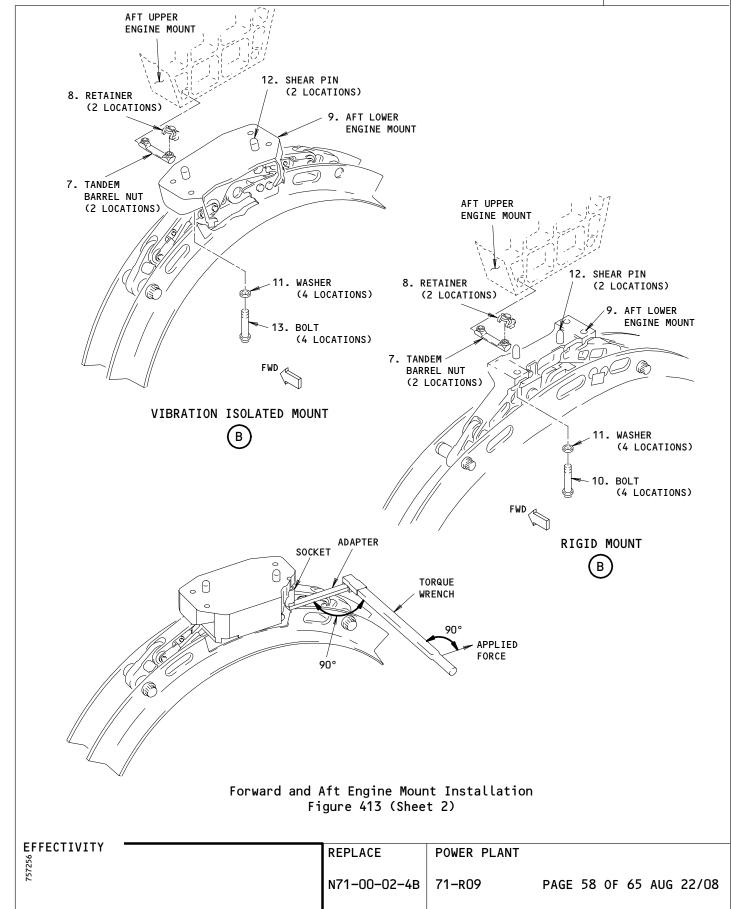
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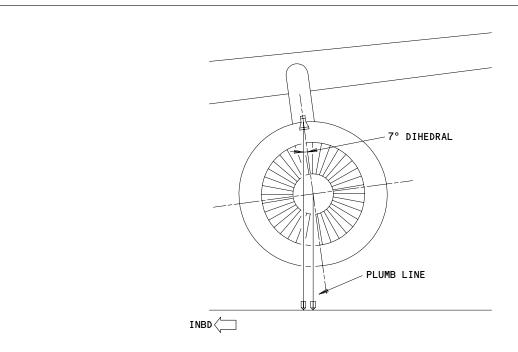
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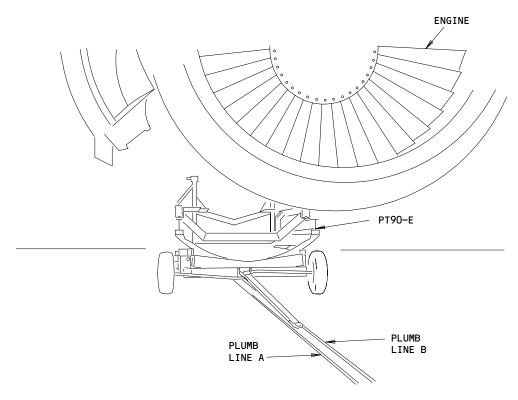
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PT90-E Universal Engine Changer Figure 414 (Sheet 1)

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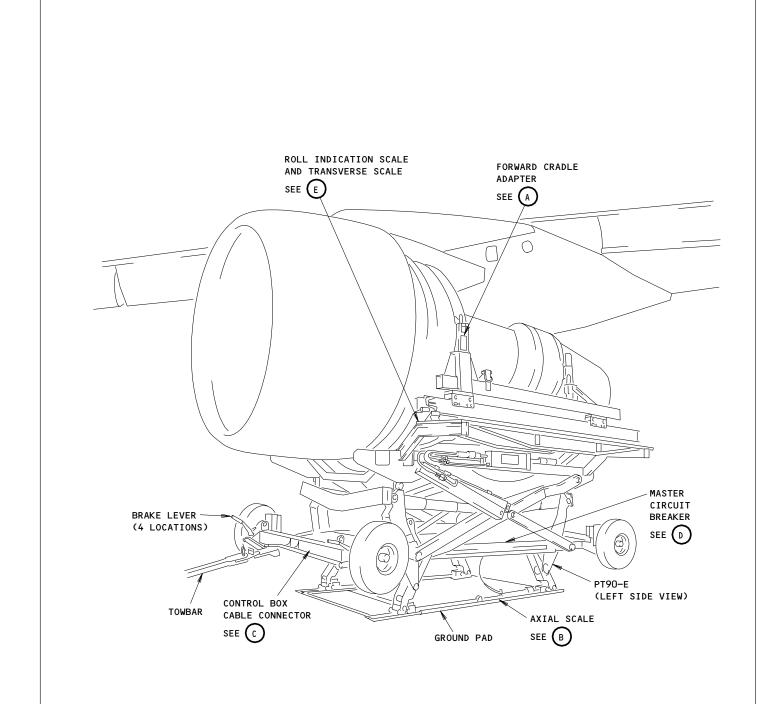
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PT90-E Universal Engine Changer Figure 414 (Sheet 2)

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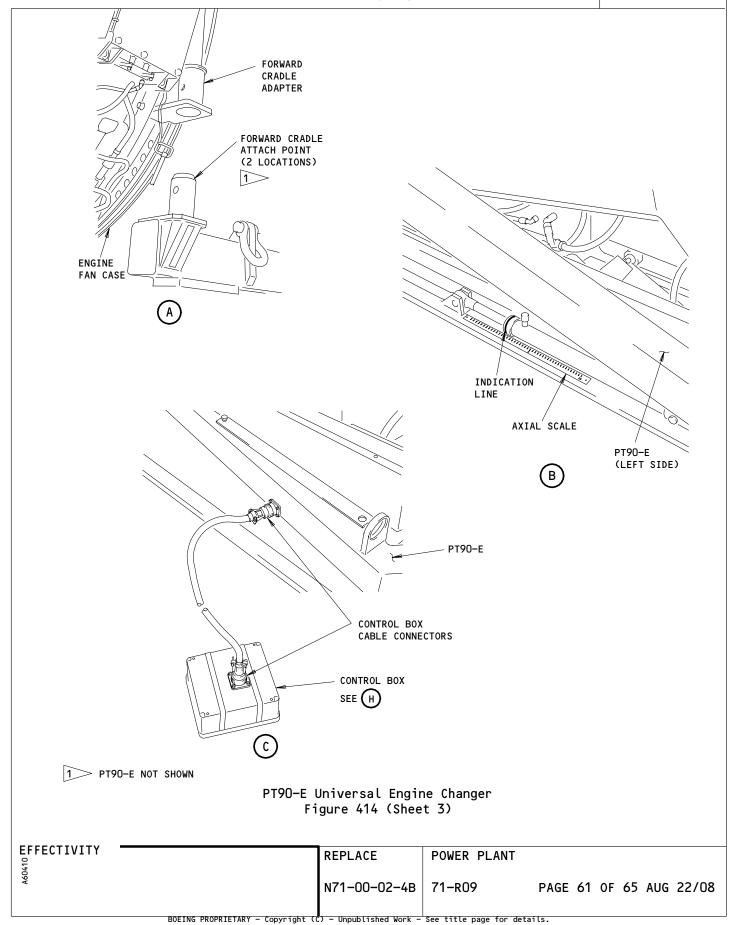
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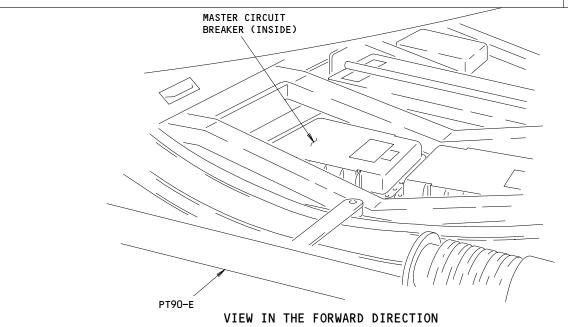




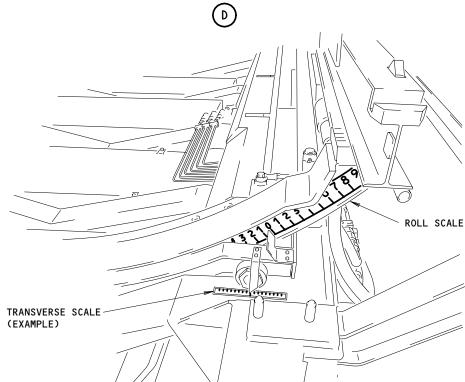
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PT90-E Universal Engine Changer Figure 414 (Sheet 4)

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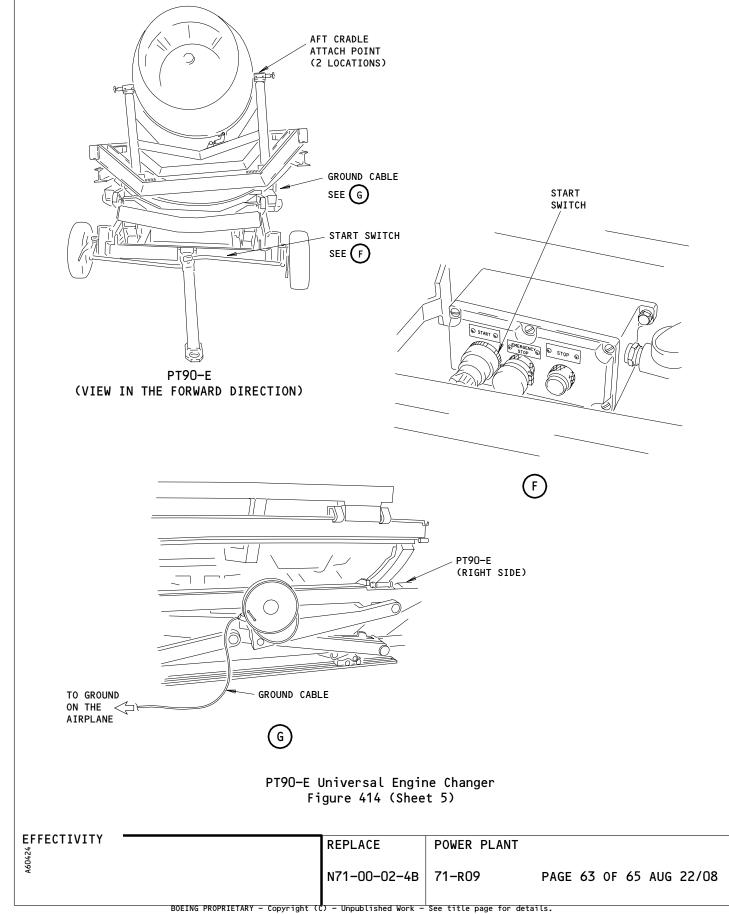
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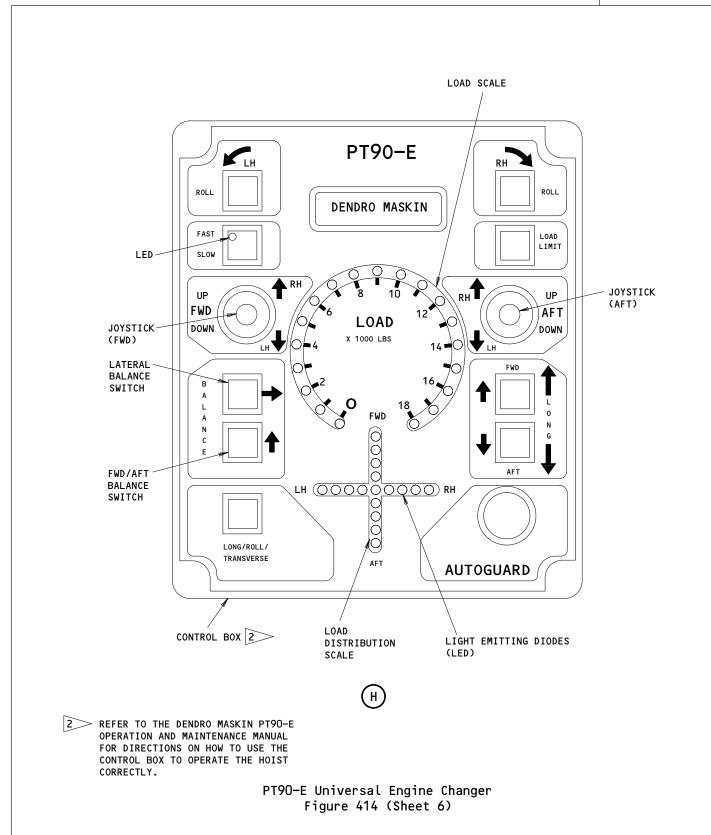


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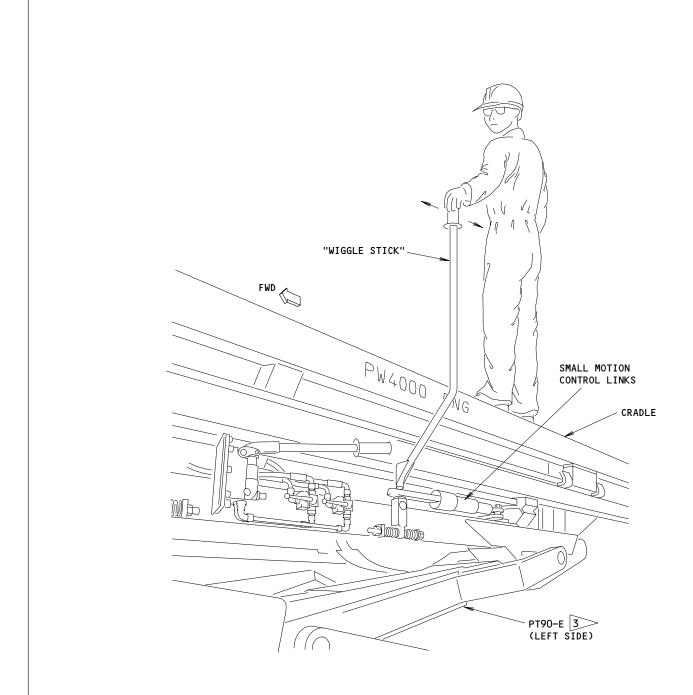
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3 ENGINE NOT SHOWN FOR CLARITY

PT90-E Universal Engine Changer Figure 414 (Sheet 7)

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	TAIL	. NO.				0)EIA				71-4	01-01-1
				S	SAS	(X)		767				AIRI	INE CARD NO.
	DA	ATE					TAS	K CARD					
SKI	LL	WORK ARE	ΕA	RE	LATED TASK			INTERVAL			PHASE	MPD REV	TASK CARD REVISION
ENG		ENGINES					00500 H	IRS			10101	005	DEC 22/07
СП	TASK	/INSP	EVT	EDNAL I		TLE	INLET COM	11	STRUCTURAL ILLUS	STRATION RE	FERENCE	AIRPLAN	PLICABILITY E ENGINE
СП	E CK		EXIL	-KNAL I	PORTIONS) UF	INLET COM	'L				ALL	4000
41	2	ZONES							ACCESS PANELS				
41	2												
MECH	INSP				1							ı	MPD ITEM NUMBER
													4 04 4
					HE EXIEN ON AND S			OF THE E	ENGINE 1 IN	LEI		N/1-1	1-01-A
EFF	ECT	IVITY -					CHECK	/INSP	EXTERNAL	DARTIA	NC OF 1	TNII ET	COM
1							LOUEUN	A THOL	LATERNAL	IOKIIO	INO OF 1	LINEE	COMP

N71-11-01-A

71-401-01-1 PAGE 1 OF 1 DEC 22/07

	STATI	ON											ING CARD NO.
	TAIL	NO.	_	•			(BOL	FIA	VG				01-01-2
	DAT	E	-	S	AS	6		67				AIRI	INE CARD NO.
							TASK	CARD					
SKIL	L	WORK AR	ĒΑ	REL	_ATED TASK			INTERVAL			PHASE	MPD REV	TASK CARD REVISION
AIRE		ENGINE	2				00500 HRS	3			10101	005	DEC 22/07
СНЕ	TASK ECK/	INSP	EXTE	ERNAL F		ITLE S OF	INLET COWL		STRUCTURAL ILLU	USTRATION RE	EFERENCE	AIRPLAN	
		ZONES							ACCESS PANELS			ALL	4000
422	2												
MECH	INSP											1	MPD ITEM NUMBER
		VISUAL	LY CH	HECK TH	HE EXTEI	RNAL	PORTIONS OF	THE E	ENGINE 2 II	NLET		N71-1	1-01-A
		COWL	OR CO	ONDITIO	ON AND	SECU	RITY.						
	- ^	VITY					CHECK/		EXTERNAL				

s	TATION										BOE	ING CARD NO.
T.	AIL NO.				X B		FIA	G			71-4	06-01-1
	DATE	-	S	SAS &			 67				AIRI	INE CARD NO.
	DATE				T	ASK	CARD					
SKILL	WORK AR	EA	REI	LATED TASK			INTERVAL			PHASE	MPD REV	TASK CARD REVISION
	ENGINE	1	W-06-	-147-01-1	10	,				11212	006	AUG 10/96
	K/INSP	FYTE	FRNAI (SURFACE OF	THE CORE	COL	JI S	STRUCTURAL ILL	USTRATION R	EFERENCE	AF AIRPLAN	PLICABILITY E ENGINE
CIILO		LXII		JORI ACE OI	THE CORE		VLO				ALL	4000
/17	zones 418							ACCESS PANELS				
417	410											
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			HECK TH	HE EXTERNAL	_ SURFACE	OF	THE EN	IGINE 1 CO	RE		N71-0	0-00-Е
	COWLS	FUR (CONDII	ION.								
EFFF	TIVITY					01/ /-	MOD	EVTER	01:55.5	- A:	- AA-	F 601 2
					CHE	CK/]	INSP	EXTERNAL	SURFAC	E OF TH	IE COR	E COWLS

N71-00-00-E 71-406-01-1 PAGE 1 OF 1 AUG 10/96

	STATION														В0	EING CAR	D NO.
	TAIL NO					7	5 4	674	7/	7/ A	G				71-4	06-0	1-2
	DATE			S	SAS	Y			767						AIF	RLINE CAF	D NO.
								TA	SK (CARD							
SKILL		WORK ARE	A	REI	LATED TASK				II	NTERVAL				PHASE	MPD REV		SK CARD VISION
ENGI	N EI	NGINE	2	W-06-	-147-01	-2		1 C			STRUCTURAL	TITIISTRAT		11212		AUG	10/96
СНЕ	CK/II	NSP	EXTE	RNAL	SURFACE		THE C	ORE	COWL	.s	0111001011112	12200111111			AIRPLA		ENGINE
		ZONES									ACCESS PAN	IELS			ALI		4000
427	428	3															
MECH I	INSP															MPD ITEM	NUMBER
		COWLS									IGINE 2				N71-0		
EFFE	ECTIV:	ITY -						CHEC	CK/IN	SP	EXTERN	AL SUR	FACE	OF T	HE COF	RE COI	

N71-00-00-E

71-406-01-2 PAGE 1 OF 1 AUG 10/96

ST	ATION										BOE	ING CARD N	NO .
TAI	IL NO.		•	(K B	OEI		G				08-01-	
	DATE		S	as &		767					AIR	LINE CARD	NO.
						TASK CA							
SKILL	WORK AR			ATED TASK		INTER	RVAL			PHASE	MPD REV	TASK REVI	SION
ENGIN		1	W-06-	149-01	1	С	s	TRUCTURAL	ILLUSTRATION	11212 REFERENCE		MAY 1	
CHECK	(/INSP	CORE	COWL	PRESSURE R	ELIEF D	OORS					AIRPLAN		4000
	ZONES							ACCESS PAN	IELS		ALL		4000
417				417BL 41	7CL 41	8BR 418	CR						
MECH INSF	>											MPD ITEM N	UMBER
MECH INSP													
				E ENGINE 1 SECURITY.		OWL PRES	SURE	RELIE	F DOORS		N71-0	0-00-G	ì
								_					
EFFEC1	ITATIA .				СН	IECK/INSP	•	CORE C	OWL PRES	SURE RE	LIEF D	OORS	

N71-00-00-G

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71-408-01-1 PAGE 1 OF 1 MAY 10/89

	STA	TION									BOE	ING CARD NO.
	TAIL	. NO.				X BA	EIN				71-4	08-01-2
	D/	ATE		S	as &		7 67				AIRL	INE CARD NO.
	7,	VIE.				TAS	K CARD					
SKI	:LL	WORK ARI	EA	RELA	ATED TASK		INTERVAL			PHASE	MPD REV	TASK CARD REVISION
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CH	TASK HECK	/INSP	CORE	COWL	TITLE PRESSURE R	RELIEF DOOR	s	STRUCTURAL IL	LUSTRATION RE	FERENCE	AIRPLAN	PLICABILITY E ENGINE
		ZONES						ACCESS PANELS	,		ALL	4000
42	27	ZUNES			427BL 42	27CL 428BR	428CR	ACCESS FAMELS	,			
	•				12102 12	-1 0E 1E0BI	120011					
MECH	INSP										N	IPD ITEM NUMBER
		VTSIIAI	I Y CH	IECK TH	E ENGINE 2	2 CORE COWL	PRESSUR	F RELIFE	DOORS		N71 – ∩	0-00-G
					SECURITY.		I KLOOOK	L KLLILI	DOOKS			0 00 0
	1											

	STATIO	DN										BOE	ING CARD NO.
	TAIL N	0.		_			BO	EIA	VG			71-4	09-01-1
	DATE			S	AS			67				AIRI	LINE CARD NO.
							TASK	CARD					
SKILL		WORK AR	ΕA	REL	ATED TASK			INTERVAL			PHASE	MPD REV	TASK CARD REVISION
ENGI		NGINE	1				1 C				11212	005	AUG 10/88
CHE	TASK ECK/	INCD	IEET	TNI FT	TIT		PANELS		STRUCTURAL	ILLUSTRATION F	REFERENCE	AIRPLAN	PPLICABILITY IE ENGINE
CIIL	·CIC7			INCLI	COWL A		, I ANLLS					ALL	4000
/43		ZONES							ACCESS PAI	NELS			
412	-												
MECH I	INSP											ı	MPD ITEM NUMBER
TIEGH 1													
						E 1 INL	ET COWL	ACOUST	TIC PANE	LS FOR		N71-1	1-00-A
		CONDIT	ION A	ND SEC	URITY.								
_							_						
EFFE	CTI\	/ITY '					CHECK/	INSP	LEFT I	NLET COWL	ACOUST	IC PA	NELS

STA	ATION]									BO	EING CARD NO.
TAI	IL NO.					BO		<i>V (</i> 2			71-4	09-01-2
			S	AS	XX		67				AIR	RLINE CARD NO.
1	DATE		J	710			CARD					
SKILL	WORK AR	EA	REL	LATED TASK			INTERVAL			PHAS	E MPD	TASK CARD REVISION
ENGIN	ENGINE	2				1C				112		AUG 10/88
TAS		DIGU			ITLE	TO DANE!	•	STRUCTURAL	. ILLUSTRATIO	N REFERENCE	A AIRPLAI	PPLICABILITY NE ENGINE
CHECK	K/INSP	RIGH	I INLE	EI COWL	ACOUST	IC PANEL	5				ALL	4000
,	ZONES	•						ACCESS PA	NELS			
422												
MECH INSF	.											MPD ITEM NUMBER
					NE 2 IN	LET COWL	ACOUST	TIC PANE	LS FOR		N71-1	1-00-A
	CONDII	ION A	ND SEC	CURITY.								
	I											
EFFEC1	TIVITY "					CHECK /	TNSP	RIGHT	TNI FT C	OWI AC	OUSTIC F	PANFLS

STA	ATION										BOE	ING CARD NO.	
TAIL NO.						BO	EIA				71-4	10-01-1	
	2475		SAS BOEING								AIRLINE CARD NO.		
DATE							CARD						
SKILL	WORK AR	EA .	REL	ATED TASK			INTERVAL			PHASE	MPD REV	TASK CARD REVISION	
ENGIN	ENGINE	1 W-06		W-06-145-01		1 C				11212	006	AUG 10/98	
TAS	TASK					TITLE			AL ILLUSTRATION R	EFERENCE	AF AIRPLAN	PLICABILITY	
CHECK	(/INSP	ENG	1 FORW	IARD ENG	RD ENG MOUNT COMPONENTS						ALL	4000	
	ZONES							ACCESS F	ANELS		ALL	+000	
411				415AL 416AR									
MECH INSP											ľ	MPD ITEM NUMBER	
				IE VISIBL (S, EVENE					FORWARD OR		N71-21-00-A		
				CURITY.	-10 - 10/110	AND LOV	VER TIT	1110	A.C.				
EFFECT	IVITY					CHECK	'INSP	ENG 1	FORWARD E	NG MOUN	T COM	PONENTS	

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TAIL NO.										BOE	ING CARD NO.	
		OND POEING								71-410-01-2		
			SA	is &		67				AIR	LINE CARD NO.	
D	ATE			.•		CARD						
SKILL	WORK AR	EA	RELATE	ED TASK		INTERVAL			PHASE	MPD REV	TASK CARD REVISION	
ENGIN	ENGINE	2	W-06-1	45-01	10				11212	006	MAY 10/89	
TASK CHECK/INSP ENG 2 F			2 5001141	TITLE	COMPONE	NTC	STRUCTURAL ILLUSTRATION REFERENCE			AIRPLAN	PLICABILITY E ENGINE	
CHECK	./ INSP	ENG 2 FORWARD ENG MOUNT COMPONENTS							ALL	4000		
	ZONES			, o =	0/		ACCESS PAN	ELS				
421			•	425AL 4	26AR							
MECH INSP											MPD ITEM NUMBER	
					D0D770110 05		07N= 0				4 00 4	
					PORTIONS OF BAR AND LOW					N/1-2	1-00-A	
			AND SECU									
EFFECT	IVITY '				CHECK/	INSP	ENG 2	FORWARD I	ENG MOUN	T COM	PONENTS	

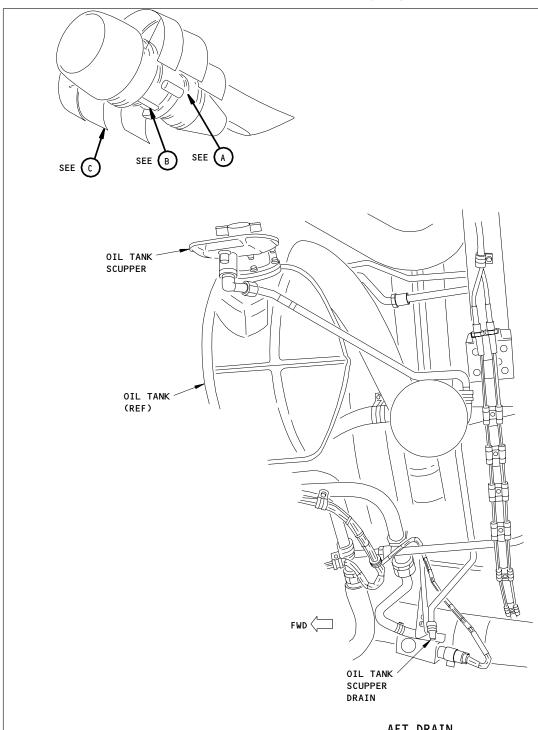
STATION TAIL NO.					S BOEII	v.a			EING CARD NO.
			AIRLINE CARD NO.						
	DATE		3	as &	767 TASK CAR				
SKILL	WORK AR	EA	REL	ATED TASK	IASK CAKI		PHASE	MPD	TASK CARD
ENGTN	ENGINE	1			00500 HRS		10101	006	DEC 22/07
ENGIN ENGINE TASK		TITLE			ווי טטעטט וואס	STRUCTURAL ILLUSTRATION R			PPLICABILITY
CHECK	CHECK/INSP		INE 1 E	NGINE DRAI	N SYSTEM				
	ZONES					ACCESS PANELS		ALL	4000
411				415AL 41	6AR				
MECH INSF	>		ļ					I	MPD ITEM NUMBER
	VISHAL	ו א נו	HECK TH	IE ENGINE 1	ENGINE DRAIN SYS	STEM FOR		N71-7	1-00-6A
			AND SEC		LINGTINE DRAIN STO	TEN TOR		Mr I-r	1-00-0A
EFFECT	r:\\:\:\								
ETTEL	ITATI				CHECK/INSP	ENGINE 1 ENGINE	DRAIN	SYSTE	М

71-412-01-1

SAS

BOEING 767 TASK CARD

AIRLINE CARD NO.



AFT DRAIN



Engine Vents and Drains Figure 601 (Sheet 1)

EFFECTIVITY

CHECK/INSP

ENGINE 1 ENGINE DRAIN SYSTEM

N71-71-00-6A

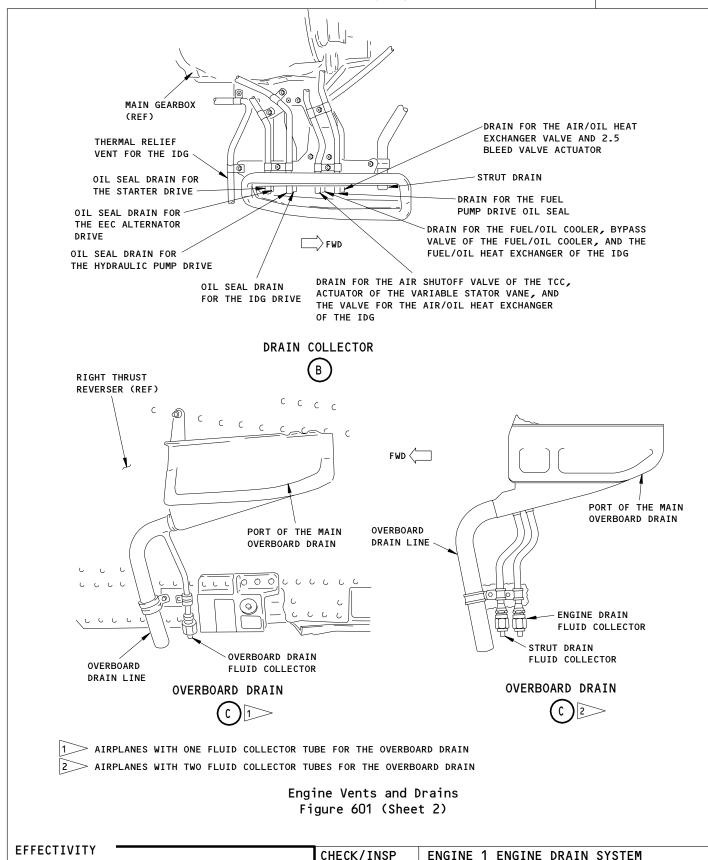
71-412-01-1 PAGE 2 OF 3 AUG 10/93

AIRLINE CARD NO.

71-412-01-1

SAS





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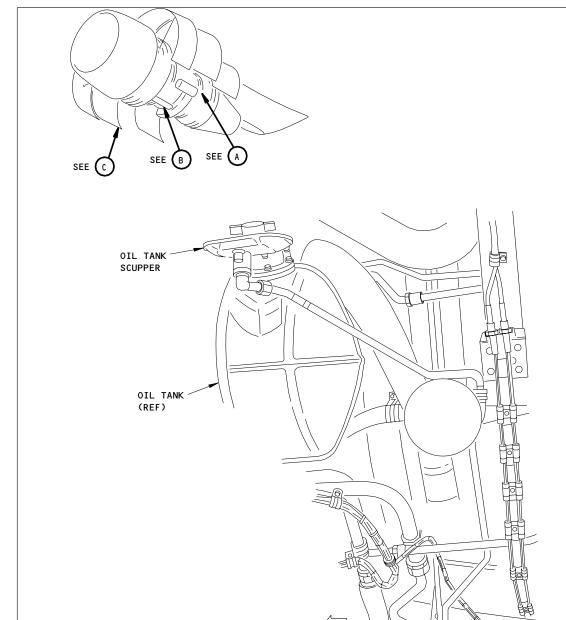
ST	TATION]								BOE	ING CARD NO.	
TAIL NO.			A BOEING						71-412-01-2			
DATE			SAS 767							AIRLINE CARD NO.		
	DATE					TASK CA	RD					
SKILL	WORK AF	REA	REL	ATED TASK		INTER	VAL		PHASE	MPD REV	TASK CARD REVISION	
ENGIN		2				0500 HRS			10101	006	DEC 22/07	
	TASK CHECK/INSP		ENGINE 2 ENGINE DRAIN SYS			STEM		STRUCTURAL ILLUSTRATION R	EFERENCE	AIRPLAN		
	ZONES							ACCESS PANELS		ALL	4000	
421				425AL 4	426AR							
MECH INS	P									-	MPD ITEM NUMBER	
			AND SEC			INE DRAIN S					1-00-6A	
EFFEC.	TIVITY					CHECK/INSP		ENGINE 2 ENGINE	DRAIN	SYSTE	M	

71-412-01-2

BOEING 767

SAS

767 TASK CARD AIRLINE CARD NO.



AFT DRAIN



Engine Vents and Drains Figure 601 (Sheet 1)

OIL TANK SCUPPER DRAIN

EFFECTIVITY

296882

CHECK/INSP

ENGINE 2 ENGINE DRAIN SYSTEM

N71-71-00-6A 71-412-01-2

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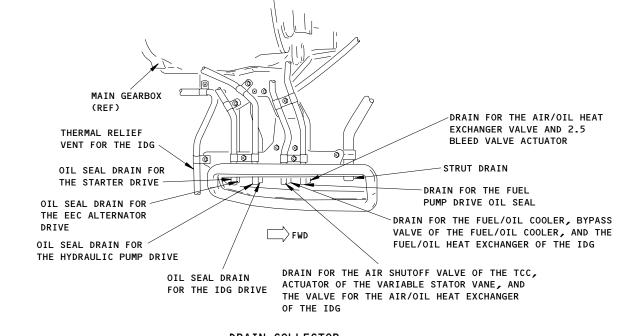
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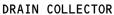
SAS

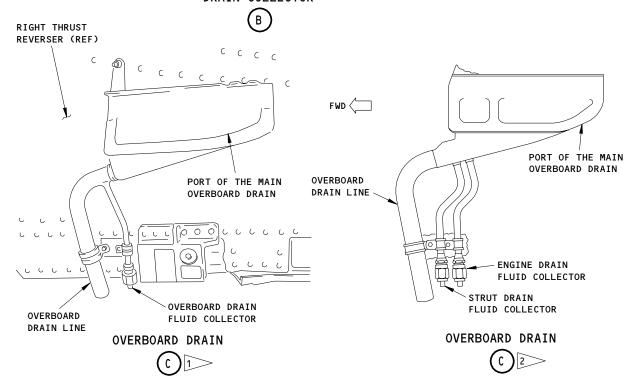
767 TASK CARD



AIRLINE CARD NO.







> AIRPLANES WITH ONE FLUID COLLECTOR TUBE FOR THE OVERBOARD DRAIN > AIRPLANES WITH TWO FLUID COLLECTOR TUBES FOR THE OVERBOARD DRAIN

Engine Vents and Drains Figure 601 (Sheet 2) **EFFECTIVITY** ENGINE 2 ENGINE DRAIN SYSTEM CHECK/INSP N71-71-00-6A 71-412-01-2 PAGE 3 OF 3 AUG 10/93 BOEING PROPRIETARY - Copyright (C) - Unpublished Work - See title page for details.

ST/	ATION							BOE	ING CARD NO.
TAI	L NO.			X p	OEIN	V/=		71-4	13-01
			SAS &		767			AIRI	INE CARD NO.
	PATE			т	ASK CARD	1			
SKILL	WORK AR	EA RE	ELATED TASK		INTERVAL		PHASE	MPD REV	TASK CARD REVISION
SHOPS	ENGINES	;		ENG	CNG		99XXX	006	FEB 10/92
TAS	SK		TITLE			STRUCTURAL ILLUSTRATION R			PLICABILITY
OPERA	TIONAL	ENGINE DR	AIN LINES					ALL	4000
	ZONES					ACCESS PANELS		ALL	+000
411	421								
									MPD ITEM NUMBER
MECH INSP	<u>'</u>								
			IECK (OFF A) ARE FREE (E DRAIN LINES TO		N71-7	1-00-A
	THIS I	S A SHOP T	ASK TO BE F	PERFORME	D DURING F	NGINE BUILD-UP.			
	11110	.0 // 0//0/ /	NOR TO BE T	EIGI OIGILE	DONING E	NOTICE BOILD OF I			
	I								
EFFECT	IVITY '			ΛDI	EDATIONAL	ENGINE DRAIN LI	NEC		

STA	ATION									ВОЕ	ING CARD NO.		
TAI	IL NO.				X P	DEIN				71-4	16-01-1		
			SAS	s E		767				AIRI	AIRLINE CARD NO.		
ı	DATE		•		TA	SK CARD							
SKILL	WORK AR	EA	RELATED	TASK		INTERVAL			PHASE	MPD REV	TASK CARD		
ENGIN	ENGINE	1	W-06-145	5-01	10				1121		MAY 10/89		
TAS		•	W 00 143	TITLE	10		STRUCTURAL II	LLUSTRATION R		AF	APPLICABILITY AIRPLANE ENGINE		
CHECK	C/INSP	ENGIN	NE 1 AFT	ENGINE	MOUNT COM	IPONENTS							
	ZONES						ACCESS PANEL	.S		ALL	4000		
411			41	17AL 41	18AR								
MECH INSF	· _									ı	MPD ITEM NUMBER		
	VICUAL	LV CHE	CK THE V	/TOTAL F	DODITONO	0F TUE E	ACTNE 4 A			N74 2	1-00-в		
					PORTIONS ANGENTIAL					N7 1-2	1-00-B		
	SECURI		.,										
	ı												
EFFECT	IVITY '				CHEC	K/TNSP	FNGINE	1 AFT FN	IGINE	MOUNT C	OMPONENTS		

STA	ATION]									В0	EING CARD NO.
TAI	L NO.						DEIK	V/Z			71-4	16-01-2
			S	AS			767				AIF	RLINE CARD NO.
0	PATE			, . •		TA	SK CARI)				
SKILL	WORK AR	EA	REL	ATED TASK			INTERVAL			PHASE	MPD REV	TASK CARD REVISION
ENGIN		2	W-06-	-145-01		1 C				1121	2 006	MAY 10/89
CHECK	K/INSP	ENCT	NE 2 A		TLE	NINT CON	1PONENTS	STRUCTURAL	ILLUSTRATION	REFERENCE	AIRPLA	PPLICABILITY NE ENGINE
CHECK		ENGI	NE Z F	AFI ENGI	INE PIC	JON I COP	IPUNEN I 3				ALL	4000
/24	ZONES			(274)	/ 20 4	_		ACCESS PAN	ELS			
421				427AL	428 <i>P</i>	AR .						
MECH INSP	,											MPD ITEM NUMBER
							OF THE E				N71-2	21-00-B
	AND SE			NIEK AND	IANG	JENITAL	LINKS FO	K CONDII	ION			
EFFECT	· T\/TTV '											
LITECT	TATII					I CHEC	K/INSP	ENGINE	2 AFT E	ENGINE	MOUNT (OMPONENTS

N71-21-00-B

71-416-01-2 PAGE 1 OF 1 MAY 10/89

STATION	
TAIL NO.	
DATE	┪

SKILL

WORK AREA



BOEING CARD NO. 71-416-02-1

AIRLINE CARD NO.

PHASE

TASK CARD

4000

ENGIN ENGINE 1 01000 HRS 10202 014 DEC 22/07

TASK TITLE STRUCTURAL ILLUSTRATION REFERENCE APPLICABILITY AIRPLANE ENGINE

FUNCTIONAL ENG 1 AFT MOUNT COMPONENTS.

INTERVAL

ZONES ACCESS PANELS

410 417AL 418AR

RELATED TASK

MECH INSP MPD ITEM NUMBER

FUNCTIONALLY CHECK THE ENGINE 1 VIBRATION ISOLATOR CLEARANCE FOR THE AFT ENGINE MOUNT.

N71-21-00-6A

NOTE

AIRPLANE NOTE: TASK NO LONGER APPLICABLE TO
AIRPLANES WHO HAVE SERVICE BULLETIN
SB 767-71-00-74 REV 1. INCORPORATED.

- Vibration Isolator Clearance for the Aft Engine Mount (Fig. 602)
 - A. References
 - (1) AMM 71-21-02/401, Aft Lower Engine Mount
 - (2) AMM 78-31-00/201, Thrust Reverser System
 - B. Access
 - (1) Location Zones

410 Left Engine Nacelle 420 Right Engine Nacelle

(2) Access Panels

436CL Aft Core Cowl Skirt Fairing (Left Engine)
446CR Aft Core Cowl Skirt Fairing (Right Engine)

C. Prepare for the Vibration Isolator Clearance check.

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

FUNCTIONAL ENG 1 AFT MOUNT COMPONENTS.

N71-21-00-6A 71-416-02-1 PAGE 1 OF 4 DEC 22/07

4

71-416-02-1

AIRLINE CARD NO.

		TASK CARD
MECH INSP		'
	(1)	Do this procedure: Thrust Reverser Deactivation for Ground Maintenance (AMM 78-31-00/201).
	(2)	Remove the aft skirt fairing above the outboard core cowl panel.
	(3)	Remove the two bolts (1), washers (2), and cover plate (3) for the hinge pin.
	(4)	Measure the clearance between the hinge pin and the top plate downstop on the outboard side of the aft mount.
		(a) If the clearance is less than 0.038 inch (0.97 mm), but more than 0.015 inch (0.38 mm), then visually inspect the hinge pin and downstop for damage immediately and replace the aft mount during the next possible scheduled maintenance operation.
		NOTE: The gap is near the limit for removal of the aft mount. Replace the aft mount during the next possible scheduled maintenance operation.
		1) Use the bootstrap to remove the load from the mount (AMM 71-00-02/401).
		2) If the damage is minor, return the airplane to service.
		NOTE: Signs of minor damage are surface polishing, a small quantity of missing material, and small pits caused by galling.
		 a) Inspect the components for damage again after 500 hours or 300 cycles, whichever comes first.
		3) If the damage is major, replace the engine mount (AMM 71-21-02/401).
		NOTE: Signs of major damage are missing chrome on the hinge pin, significant smearing of surface material, edge roll-over on the down stop, and surface cracks.
		(b) If the clearance is less than 0.015 inch (0.38mm), replace the aft engine mount (AMM 71-21-02/401).
		(c) Install the cover plate for the hinge pin.
EEEECTIVITY		
EFFECTIVITY		FUNCTIONAL ENG 1 AFT MOUNT COMPONENTS.

71-416-02-1

AIRLINE CARD NO.

SAS FOR TASK CARD

MECH INSP (d) Install the aft skirt fairing on the outboard side of the engine. (e) Do the activation procedure for the thrust reverser (AMM 78-31-00/201). **EFFECTIVITY** ENG 1 AFT MOUNT COMPONENTS. FUNCTIONAL N71-21-00-6A 71-416-02-1 PAGE 3 OF 4 DEC 22/07

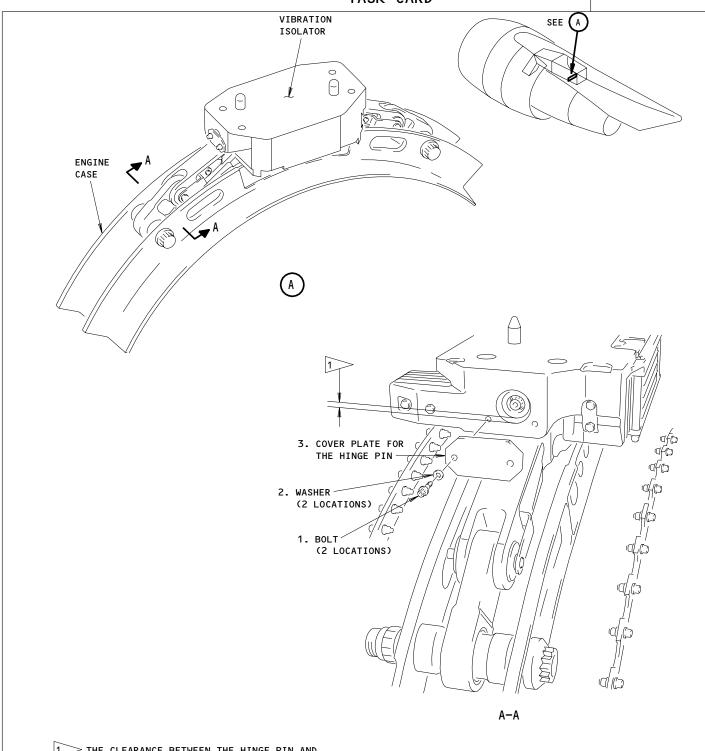
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71-416-02-1

AIRLINE CARD NO.

SAS





THE CLEARANCE BETWEEN THE HINGE PIN AND
THE DOWNSTOP MUST BE AT LEAST 0.015 INCH (0.38 mm)

Aft Engine Mount Inspection Figure 602

FUNCTIONAL ENG 1 AFT MOUNT COMPONENTS.

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STATION	
STATION	
TAIL NO.	
TAIL NO.	
DATE	
DATE	

SKILL

WORK AREA



BOEING CARD NO. 71-416-02-2

AIRLINE CARD NO.

PHASE

TASK CARD

4000

ENGIN ENGINE 2 01000 HRS 10202 014 DEC 22/07

TASK TITLE STRUCTURAL ILLUSTRATION REFERENCE APPLICABILITY AIRPLANE ENGINE

INTERVAL

ZONES ACCESS PANELS

421 427AL 428AR

RELATED TASK

MECH INSP MPD ITEM NUMBER

FUNCTIONALLY CHECK THE ENGINE 2 VIBRATION ISOLATOR CLEARANCE FOR THE AFT ENGINE MOUNT.

N71-21-00-6A

NOTE

AIRPLANE NOTE: TASK NO LONGER APPLICABLE TO
AIRPLANES WHO HAVE SERVICE BULLETIN
SB 767-71-00-74 REV 1. INCORPORATED.

- Vibration Isolator Clearance for the Aft Engine Mount (Fig. 602)
 - A. References
 - (1) AMM 71-21-02/401, Aft Lower Engine Mount
 - (2) AMM 78-31-00/201, Thrust Reverser System
 - B. Access
 - (1) Location Zones

410 Left Engine Nacelle 420 Right Engine Nacelle

(2) Access Panels

436CL Aft Core Cowl Skirt Fairing (Left Engine)
446CR Aft Core Cowl Skirt Fairing (Right Engine)

C. Prepare for the Vibration Isolator Clearance check.

WARNING: DO THE THRUST REVERSER DEACTIVATION TO PREVENT THE OPERATION OF THE THRUST REVERSERS. THE ACCIDENTAL OPERATION OF THE THRUST

REVERSERS CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.

EFFECTIVITY

FUNCTIONAL

ENG 2 AFT MOUNT COMPONENTS.

N71-21-00-6A

71-416-02-2 PAGE 1 OF 4 DEC 22/07

4

71-416-02-2

AIRLINE CARD NO.

SAS BOEING TASK CARD

MECH	INSP						·			
		(1)		nis procedure: tenance (AMM 78	Thrust Revers 3-31-00/201).	er Deactivatio	n for Ground			
		(2)	Remov	ve the aft skir	rt fairing abov	e the outboard	core cowl pa	anel.		
		(3)		ve the two boli e pin.	ts (1), washers	(2), and cove	r plate (3) 1	for the		
		(4)			nce between the tboard side of			te		
			(a)	than 0.015 ind and downstop	ance is less than 0.038 inch (0.97 mm), but more nch (0.38 mm), then visually inspect the hinge pin for damage immediately and replace the aft mount ext possible scheduled maintenance operation.					
				mount.	o is near the l Replace the a led maintenance	ft mount durin				
				1) Use the bo	ootstrap to rem 0-02/401).	ove the load f	rom the mount	t		
				2) If the dam	mage is minor,	return the air	plane to serv	/ice.		
				a s	gns of minor da small quantity used by galling	of missing mat				
					ct the componen Cycles, which			500 hours		
					mage is major, 1-02/401).	replace the en	gine mount			
				on mat	gns of major da the hinge pin, terial, edge ro rface cracks.	significant s	mearing of su			
			(b)	(b) If the clearance is less than 0.015 inch (0.38mm), replace the aft engine mount (AMM 71-21-02/401).						
			(c)	Install the co	over plate for	the hinge pin.				
EFF	ECTIV	'ITY ———			FUNCTIONAL	ENG 2 AFT MO	UNT COMPONENT	ΓS.		
					N71-21-00-6A	71-416-02-2	PAGE 2 OF	4 DEC 22/07		
1										

71-416-02-2

AIRLINE CARD NO.

SAS BOEING
767
TASK CARD

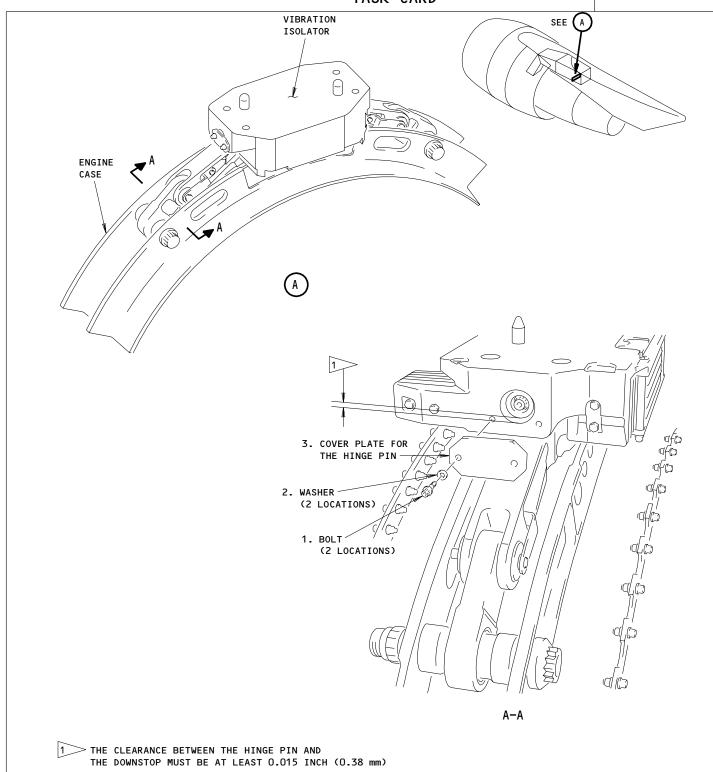
MECH	INSP						
		(d)	Install the af engine.	t skirt fairin	g on the outbo	oard side of	the
		(e)	Do the activat (AMM 78-31-00/	ion procedure 201).	for the thrust	reverser	
EFF	ECTI	VITY		FUNCTIONAL	ENG 2 AFT MO	OUNT COMPONEN	ITS.
				N71-21-00-6A	71-416-02-2	PAGE 3 OF	4 DEC 22/07

71-416-02-2

AIRLINE CARD NO.

SAS

767 TASK CARD



Aft Engine Mount Inspection Figure 602

FUNCTIONAL ENG 2 AFT MOUNT COMPONENTS.

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STA	TION			
	L NO.	SAS	Ø	BOEING 767 TASK CARD
SKILL	WORK AREA	RELATED TASK		INTERVAL
ENGIN	STRUT 1			1C

STRUT 1 DRAIN INLETS

BOEING CARD NO. 71-421-01-1

AIRLINE CARD NO.

005 AUG 22/08 11212 APPLICABILITY
AIRPLANE ENGINE STRUCTURAL ILLUSTRATION REFERENCE

REV

PHASE

ALL

4000

MPD ITEM NUMBER

TASK CARD

REVISION

ACCESS PANELS

432

CHECK/INSP

ZONES

415AL 416AR 416BR 436BL

MECH INSP

VISUALLY CHECK THE STRUT 1 DRAIN INLETS FOR BLOCKAGE.

N71-00-00-6A

CLEAN THE INLETS AND INLET SCREENS (IF INSTALLED) AS NECESSARY.

Strut Drains Inspection

- Α. References
 - (1) AMM 54-53-01/401, Strut Pressure Relief and Access Doors
 - (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
- Procedure

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

- (1) Do the deactivation procedure for the thrust reverser for ground Maintenance (AMM 78-31-00/201).
- (2) Remove the 436BL access panel for the left engine and the 446BL access panel for the right engine (AMM 54-53-01/401).

EFFECTIVITY

CHECK/INSP

STRUT 1 DRAIN INLETS

N71-00-00-6A

71-421-01-1 PAGE 1 OF 3 DEC 22/00

71-421-01-1

TASK CARD

AIRLINE CARD NO.

			TASK CARD
MECH	INSP		
		(3)	Make sure the inlet to the strut drain line does not have a blockage.
			NOTE: The strut drain line goes through the skirt fairing on the core cowl.
		(4)	Install the 436BL and the 446BL access panels (AMM 54-53-01/401).
		(5)	Open the fan cowl panels (AMM 71-11-04/201).
		(6)	Open the core cowl panels (AMM 71-11-06/201).
		<u>WARN</u>	IING: OBEY THE INSTRUCTIONS IN AMM 78-31-00 TO OPEN THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS WHEN YOU OPEN THE THRUST REVERSERS, INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR.
		(7)	Open the thrust reversers (AMM 78-31-00/201).
		(8)	Remove the 416BR access panel for the left engine and the 426BR access panel for the right engine (AMM 54-53-01/401).
			$\underline{\text{NOTE}} \colon$ These access panels are on the strut behind the thrust reversers.
		(9)	Make sure the inlet of the drain line does not have a blockage.
		(10)	Install the 416BR and the 426BR access panels (AMM 54-53-01/401).
		(11)	Make sure the drain inlets on the left side and the right side of the forward engine mount do not have a blockage.
		<u>WARN</u>	IING: OBEY THE INSTRUCTIONS IN AMM 78-31-00 TO CLOSE THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS WHEN YOU CLOSE THE THRUST REVERSERS, INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR.
		(12)	Close the thrust reversers (AMM 78-31-00/201).
		(13)	Close the core cowl panels (AMM 71-11-06/201).
1			

EFFECTIVITY

71-421-01-1

AIRLINE CARD NO.

SAS FOR TASK CARD

MECH INSP (14) Close the fan cowl panels (AMM 71-11-04/201). (15) Do the activation procedure for the thrust reverser (AMM 78-31-00/201). **EFFECTIVITY** CHECK/INSP STRUT 1 DRAIN INLETS N71-00-00-6A 71-421-01-1 PAGE 3 OF 3 AUG 22/08

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STA	TION		
TAI	L NO.		
			$C \wedge C$
			SAS
D	ATE		0710
SKILL	WORK ARI	Δ	RELATED TASK
I SVILL	WORK ARI	-^	KELAIED IASK



BOEING CARD NO. 71-421-01-2

AIRLINE CARD NO.

TASK CARD

MPD

PHASE

ENGIN STRUT 2

TASK

TITLE

REV REVISION

11212 005 AUG 22/08

STRUCTURAL ILLUSTRATION REFERENCE APPLICABILITY AIRPLANE ENGINE

INTERVAL

CHECK/INSP STRUT 2 DRAIN INLETS ALL 4000

ZONES ACCESS PANELS

442 425AL 426AR 426BR 446BL

MECH INSP MPD ITEM NUMBER

VISUALLY CHECK THE STRUT 2 DRAIN INLETS FOR BLOCKAGE.

N71-00-00-6A

CLEAN THE INLETS AND INLET SCREENS (IF INSTALLED) AS NECESSARY.

1. Strut Drains Inspection

- A. References
 - (1) AMM 54-53-01/401, Strut Pressure Relief and Access Doors
 - (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
- B. Procedure

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

- (1) Do the deactivation procedure for the thrust reverser for ground Maintenance (AMM 78-31-00/201).
- (2) Remove the 436BL access panel for the left engine and the 446BL access panel for the right engine (AMM 54-53-01/401).

CHECK/INSP STRUT 2 DRAIN INLETS

N71-00-00-6A 71-421-01-2 PAGE 1 OF 3 DEC 22/00

71-421-01-2

AIRLINE CARD NO.

SAS BOEING 767 TASK CARD

MECH INSP

(3) Make sure the inlet to the strut drain line does not have a blockage.

NOTE: The strut drain line goes through the skirt fairing on the core cowl.

- (4) Install the 436BL and the 446BL access panels (AMM 54-53-01/401).
- (5) Open the fan cowl panels (AMM 71-11-04/201).
- (6) Open the core cowl panels (AMM 71-11-06/201).

WARNING: OBEY THE INSTRUCTIONS IN AMM 78-31-00 TO OPEN THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS WHEN YOU OPEN THE THRUST REVERSERS, INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR.

- (7) Open the thrust reversers (AMM 78-31-00/201).
- (8) Remove the 416BR access panel for the left engine and the 426BR access panel for the right engine (AMM 54-53-01/401).

 $\underline{\text{NOTE}} \colon$ These access panels are on the strut behind the thrust reversers.

- (9) Make sure the inlet of the drain line does not have a blockage.
- (10) Install the 416BR and the 426BR access panels (AMM 54-53-01/401).
- (11) Make sure the drain inlets on the left side and the right side of the forward engine mount do not have a blockage.

WARNING: OBEY THE INSTRUCTIONS IN AMM 78-31-00 TO CLOSE THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS WHEN YOU CLOSE THE THRUST REVERSERS, INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR.

- (12) Close the thrust reversers (AMM 78-31-00/201).
- (13) Close the core cowl panels (AMM 71-11-06/201).

EFFECTIVITY

CHECK/INSP :

STRUT 2 DRAIN INLETS

N71-00-00-6A

71-421-01-2 PAGE 2 OF 3 AUG 22/08

71-421-01-2

AIRLINE CARD NO.

TASK CARD

MECH INSP (14) Close the fan cowl panels (AMM 71-11-04/201). (15) Do the activation procedure for the thrust reverser (AMM 78-31-00/201). **EFFECTIVITY** STRUT 2 DRAIN INLETS CHECK/INSP N71-00-00-6A 71-421-01-2 PAGE 3 OF 3 AUG 22/08

STA	TION									BOE	ING CARD NO.
TAIL NO.		_							71-424-01-1		
			S	SAS			767			AIR	LINE CARD NO.
D.	ATE						CARD				
SKILL	WORK ARE	ORK AREA RE		ELATED TASK		INTERVAL		PHASE	MPD REV	TASK CARD REVISION	
ENGIN	ENGINE	1				1 C			11212	005	AUG 22/00
TAS	K			TI	TLE			STRUCTURAL ILLUSTRATION R	EFERENCE		PLICABILITY
OPERA	TIONAL	ENGI	NE 1 (COWL HOL	D-OPEN	RODS				AIRPLAN	E ENGINE
										ALL	4000
	ZONES						•	ACCESS PANELS		•	
410				413AL	414AR	417AL	418AR				

MECH INSP MPD ITEM NUMBER

OPERATIONALLY CHECK THE ENGINE 1 FAN COWL, CORE COWL, AND FAN DUCT COWL AND THRUST REVERSER HOLD-OPEN RODS.

N71-11-10-2A

- 1. <u>Cowl Panel Hold-Open Rod Inspection/Check</u> (Fig. 201)
 - A. References
 - (1) AMM 71-11-04/201, Fan Cowl Panel
 - (2) AMM 71-11-06/201, Core Cowl Panel
 - (3) AMM 78-31-00/201, Thrust Reversers
 - B. Procedure
 - (1) Open the fan cowl panels (AMM 71-11-04/201).

NOTE: You open the fan cowl panels for access to the hold-open rods on the thrust reversers. It is not necessary to open the thrust reversers to examine the hold-open rods.

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

- (2) Do this procedure: Thrust Reverser Deactivation for Ground Maintenance (AMM 78-31-00/201).
- (3) Do the steps that follow to examine the hold-open rods on the thrust reversers:

OPERATIONAL ENGINE 1 COWL HOLD-OPEN RODS

N71-11-10-2A 71-424-01-1 PAGE 1 OF 5 AUG 22/00

AIRLINE CARD NO.

				TASK CARD
MECH	INSP			
			(a)	Disconnect and connect the rods to the stow bracket to make sure they operate correctly.
			(b)	Make sure the end of the rods that attach to the cowls with the bolts move freely.
			(c)	Visually examine the hold open rod attach bracket assembly for wear and damage.
				 Make sure there is no crack in the hold open rod attach bracket.
				2) Make sure the minimum remaining thickness for the hold open rod attach bracket eye bolt flange is 0.110 inch (2.794 mm).
				3) Make sure the torque for the hold open rod attach bracket eye bolt nut is 160 - 240 inch-pounds (18.1 - 27.1 newton-meters).
			(d)	Visually examine the rods for damage.
			(e)	Extend the rods to make sure the rods operate smoothly.
			(f)	Make sure the latches lock into the flanges of the rods.
			(g)	Push the latches to release the rods three times to make sure there is not contamination in the latches.
			(h)	If there is contamination on the rods or on the latches, clean the rods.
		(4)		he steps that follow to examine the hold-open rods on the fan panels:
			(a)	Hold the fan cowls open from the external side.
			(b)	Disconnect the hold-open rods from the brackets on the engine.
			(c)	Connect and disconnect the rods from the stow brackets to make sure they operate correctly.
			(d)	Make sure the end of the rods that attach to the fan cowls with the bolts move freely.
			(e)	Visually examine the rods for damage.

EFFECTIVITY

AS BOEING 767 TASK CARD

AIRLINE CARD NO.

MECH	INSP		·
			(f) Extend the rods to make sure the rods operate smoothly.
			(g) Make sure you cannot see the red bands with the word "unlocked" when the rods are fully extended.
			(h) Push on the secondary locks and move the lock sleeves three times to make sure there is not contamination in the lock devices.
			(i) If there is contamination on the rods or on the latches, clean the rods.
		(5)	Open the core cowl panels (AMM 71-11-06/201).
		(6)	Do the steps that follow to examine the hold-open rods on the core cowl panels:
			(a) Hold the core cowl panels open from the external side.
			(b) Disconnect the hold-open rods on the core cowl panels from the brackets on the engine.
			(c) Connect and disconnect the rods from the stow brackets to make sure they operate correctly.
			(d) Make sure the end of the rods that attach to the core cowls with the bolts move freely.
			(e) Visually examine the rods for damage.
			(f) Extend the rods to make sure they operate smoothly.
			(g) Make sure the latches go into the flanges when the rods are fully extended.
			(h) Push the latches to release the rods three times to make sure there is not contamination in the latches.
			(i) If there is contamination on the rods or on the latches, clean the rods.
		(7)	Close the core cowl panels (AMM 71-11-06/201).
		(8)	Do the activation procedure for the thrust reverser (AMM 78-31-00/201).
		(9)	Close the fan cowl panels (AMM 71-11-04/201).

EFFECTIVITY

OPERATIONAL | ENGINE 1 COWL HOLD-OPEN RODS

AIRLINE CARD NO.

SAS BOEING
767
TASK CARD

MECH INSP

- 2. <u>Cowl Panel Hold-Open Rod Cleaning/Painting</u> (Fig. 201)
 - A. Consumable Materials
 - (1) B00069 Solvent Triclorethane
 - B. Procedure
 - (1) Do the steps that follow to clean the hold-open rods on the fan cowl panels:
 - (a) Make sure the rods are extended and locked.
 - (b) Apply a large quantity of the solvent below the lock sleeves.
 - (c) Operate the rods (extend and retract the rods) to flush the dirt, the oil, or the grease from the rods and the lock devices.
 - (d) Dry the rods and the lock devices with a clean cloth.
 - (e) Make sure the rods and the lock sleeves operate correctly.
 - (f) Do not lubricate the rods or the lock devices.
 - (2) Do these steps to clean the hold-open rods on the core cowl panels and on the thrust reversers:
 - (a) Make sure the rods are extended and locked.
 - (b) Apply a large quantity of the solvent to the rods and to the latches.
 - (c) Operate the rods and the latches (extend and retract the rods) to flush the dirt, the oil, or the grease from the rods.
 - (d) Dry the latches and the rods with a clean cloth.
 - (e) Make sure the rods and the latches operate correctly.
 - (f) Do not lubricate the rods or the latches.

OPERATIONAL ENGINE 1 COWL HOLD-OPEN RODS

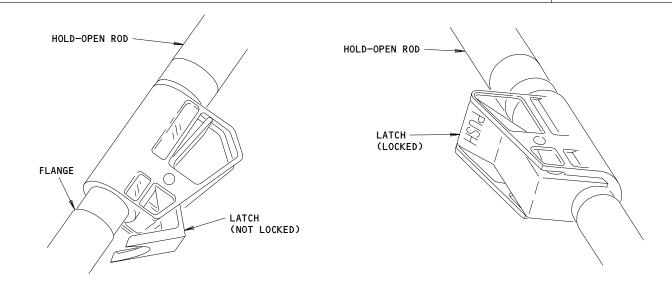
N71-11-10-2A 71-424-01-1 PAGE 4 OF 5 APR 22/00

AIRLINE CARD NO.

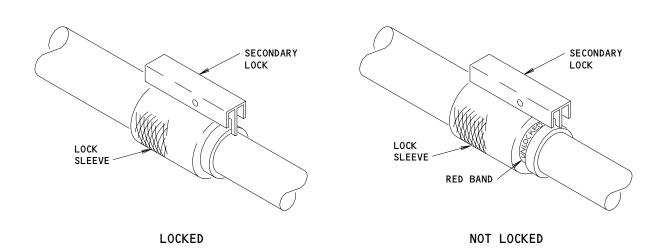
71-424-01-1

SAS





HOLD-OPEN ROD FOR THE CORE COWL PANEL AND THRUST REVERSER



HOLD-OPEN ROD FOR THE FAN COWL PANEL

Hold-Open Rod Lock Figure 201

STA	TION			×		
	ATE		SAS &	BOEIN 767 TASK CARD		
SKILL	WORK AR	ĒA	RELATED TASK	INTERVAL		PHASI
ENGIN	ENGINE	2		1 C		1121
TAS	K		TITLE		STRUCTURAL ILLUSTRATION RE	FERENCE

ENGINE 2 COWL HOLD-OPEN RODS

BOEING CARD NO. 71-424-01-2

AIRLINE CARD NO.

005 AUG 22/00 APPLICABILITY
ANF ENGINE AIRPLANE

ALL

MPD

REV

PHASE

11212

4000

TASK CARD

REVISION

ZONES

OPERATIONAL

423AL 424AR 427AL 428AR

MECH INSP

420

OPERATIONALLY CHECK THE ENGINE 2 FAN COWL, CORE COWL, AND FAN DUCT COWL AND THRUST REVERSER HOLD-OPEN RODS.

MPD ITEM NUMBER

N71-11-10-2A

- Cowl Panel Hold-Open Rod Inspection/Check (Fig. 201)
 - A. References
 - (1) AMM 71-11-04/201, Fan Cowl Panel
 - (2) AMM 71-11-06/201, Core Cowl Panel
 - (3) AMM 78-31-00/201, Thrust Reversers
 - B. Procedure
 - (1) Open the fan cowl panels (AMM 71-11-04/201).

You open the fan cowl panels for access to the hold-open rods on the thrust reversers. It is not necessary to open the thrust reversers to examine the hold-open rods.

ACCESS PANELS

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

- (2) Do this procedure: Thrust Reverser Deactivation for Ground Maintenance (AMM 78-31-00/201).
- (3) Do the steps that follow to examine the hold-open rods on the thrust reversers:

EFFECTIVITY

OPERATIONAL

ENGINE 2 COWL HOLD-OPEN RODS

N71-11-10-2A

71-424-01-2 PAGE 1 OF 5 AUG 22/00

AIRLINE CARD NO.

71-424-01-2

SAS BOEING TASK CARD

MECH INSP

- Disconnect and connect the rods to the stow bracket to make (a) sure they operate correctly.
- Make sure the end of the rods that attach to the cowls with the bolts move freely.
- Visually examine the hold open rod attach bracket assembly for wear and damage.
 - Make sure there is no crack in the hold open rod attach bracket.
 - Make sure the minimum remaining thickness for the hold open rod attach bracket eye bolt flange is 0.110 inch (2.794 mm).
 - 3) Make sure the torque for the hold open rod attach bracket eye bolt nut is 160 - 240 inch-pounds (18.1 - 27.1 newton-meters).
- (d) Visually examine the rods for damage.
- (e) Extend the rods to make sure the rods operate smoothly.
- (f) Make sure the latches lock into the flanges of the rods.
- (g) Push the latches to release the rods three times to make sure there is not contamination in the latches.
- If there is contamination on the rods or on the latches, clean the rods.
- Do the steps that follow to examine the hold-open rods on the fan cowl panels:
 - (a) Hold the fan cowls open from the external side.
 - (b) Disconnect the hold-open rods from the brackets on the engine.
 - Connect and disconnect the rods from the stow brackets to make sure they operate correctly.
 - Make sure the end of the rods that attach to the fan cowls with the bolts move freely.
 - (e) Visually examine the rods for damage.

EFFECTIVITY

OPERATIONAL

ENGINE 2 COWL HOLD-OPEN RODS

N71-11-10-2A

71-424-01-2 PAGE 2 OF 5 APR 22/00

SAS FOR TASK CARD

AIRLINE CARD NO.

MECH	INSP		
			(f) Extend the rods to make sure the rods operate smoothly.
			(g) Make sure you cannot see the red bands with the word "unlocked" when the rods are fully extended.
			(h) Push on the secondary locks and move the lock sleeves three times to make sure there is not contamination in the lock devices.
			(i) If there is contamination on the rods or on the latches, clean the rods.
		(5)	Open the core cowl panels (AMM 71-11-06/201).
		(6)	Do the steps that follow to examine the hold-open rods on the core cowl panels:
			(a) Hold the core cowl panels open from the external side.
			(b) Disconnect the hold-open rods on the core cowl panels from the brackets on the engine.
			(c) Connect and disconnect the rods from the stow brackets to make sure they operate correctly.
			(d) Make sure the end of the rods that attach to the core cowls with the bolts move freely.
			(e) Visually examine the rods for damage.
			(f) Extend the rods to make sure they operate smoothly.
			(g) Make sure the latches go into the flanges when the rods are fully extended.
			(h) Push the latches to release the rods three times to make sure there is not contamination in the latches.
			(i) If there is contamination on the rods or on the latches, clean the rods.
		(7)	Close the core cowl panels (AMM 71-11-06/201).
		(8)	Do the activation procedure for the thrust reverser (AMM 78-31-00/201).
		(9)	Close the fan cowl panels (AMM 71-11-04/201).

EFFECTIVITY

AIRLINE CARD NO.

SAS BOEING
767
TASK CARD

MECH INSP

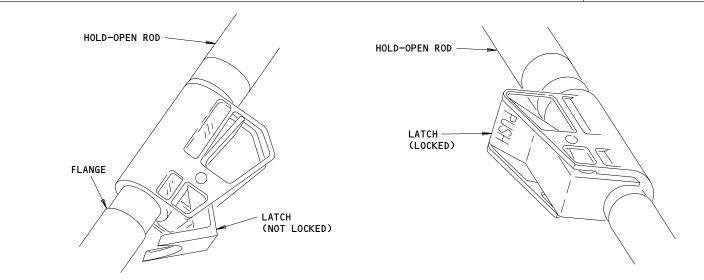
- 2. <u>Cowl Panel Hold-Open Rod Cleaning/Painting</u> (Fig. 201)
 - A. Consumable Materials
 - (1) B00069 Solvent Triclorethane
 - B. Procedure
 - (1) Do the steps that follow to clean the hold-open rods on the fan cowl panels:
 - (a) Make sure the rods are extended and locked.
 - (b) Apply a large quantity of the solvent below the lock sleeves.
 - (c) Operate the rods (extend and retract the rods) to flush the dirt, the oil, or the grease from the rods and the lock devices.
 - (d) Dry the rods and the lock devices with a clean cloth.
 - (e) Make sure the rods and the lock sleeves operate correctly.
 - (f) Do not lubricate the rods or the lock devices.
 - (2) Do these steps to clean the hold-open rods on the core cowl panels and on the thrust reversers:
 - (a) Make sure the rods are extended and locked.
 - (b) Apply a large quantity of the solvent to the rods and to the latches.
 - (c) Operate the rods and the latches (extend and retract the rods) to flush the dirt, the oil, or the grease from the rods.
 - (d) Dry the latches and the rods with a clean cloth.
 - (e) Make sure the rods and the latches operate correctly.
 - (f) Do not lubricate the rods or the latches.

AIRLINE CARD NO.

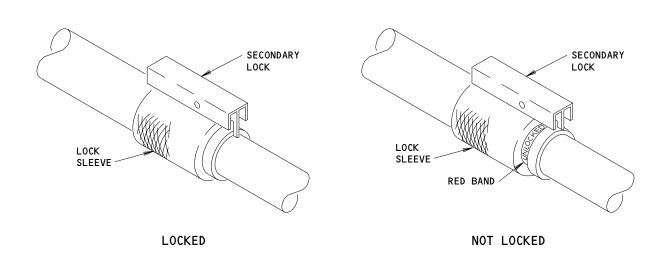
71-424-01-2

SAS





HOLD-OPEN ROD FOR THE CORE COWL PANEL AND THRUST REVERSER



HOLD-OPEN ROD FOR THE FAN COWL PANEL

Hold-Open Rod Lock Figure 201

EFFECTIVITY		OPERATIONAL	ENGINE 2 COWL	HOLD-C	PEN R	ODS
29801		N71-11-10-2A	71-424-01-2	PAGE	5 OF	5 MAY 10/91
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STATION	
TAIL NO.	
DATE	

WORK AREA

SKILL



BOEING CARD NO. 71-425-01-1

AIRLINE CARD NO.

TASK CARD

MPD

PHASE

ENGIN ENGINE 1 01000 HRS 1 10202 013 AUG 22/08

TASK TITLE STRUCTURAL ILLUSTRATION REFERENCE APPLICABILITY AIRPLANE ENGINE

INTERVAL

CHECK/INSP ENGINE 1 STRUT DRAINS ALL 4000

ZONES ACCESS PANELS

RELATED TASK

410 430 413AL 414AR 415AL 416AR 417AL 418AR

MECH INSP MPD ITEM NUMBER

CHECK THE ENGINE 1 CENTER DRAIN AND RACEWAY DRAIN LINES FOR DEPOSITS.

N71-71-00-6B

- 1. Examine the Strut Drains for Heavy Deposits
 - A. Equipment
 - (1) Air source regulated, compressed, 25-35 psi (170-240 kPa)
 - B. References
 - (1) AMM 54-51-00/201, Strut Drain Line Inspection and Cleaning
 - (2) AMM 71-11-04/201, Fan Cowl Panel
 - (3) AMM 71-11-06/201, Core Cowl Panel
 - (4) AMM 78-31-00/201, Thrust Reverser System
 - C. Access
 - (1) Location Zones
 - 410 Power Plant (Left Engine)
 - 420 Power Plant (Right Engine)
 - 430 Nacelle Strut (Left Engine)
 - 440 Nacelle Strut (Right Engine)

CHECK/INSP ENGINE 1 STRUT DRAINS

N71-71-00-6B 71-425-01-1 PAGE 1 OF 15 AUG 22/08

AIRLINE CARD NO.

SAS BOEING
767
TASK CARD

MECH INSP

(2) Access Panels 413AL/414AR Fan Cowl Panels (Left Engine) 415AL/416AR Thrust Reverser Halves (Left Engine) 417AL/418AR Core Cowl Panels (Left Engine) Fan Cowl Panels (Right Engine) 423AL/424AR 425AL/426AR Thrust Reverser Halves (Right Engine) Core Cowl Panels (Right Engine) 427AL/428AR 436BL/436BR Aft Engine Mount Access Doors, Left Engine Aft Engine Mount Access Doors, Right Engine 446BL/446BR 416BR Forward Right Strut Access Door, Left Engine 426BR Forward Right Strut Access Door, Right Engine

D. Procedure

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

- (1) Do the deactivation procedure for the thrust reverser for ground maintenance (AMM 78-31-00/201).
- (2) Open the fan cowl panels (AMM 71-11-04/201).
- (3) Open the core cowl panels (AMM 71-11-06/201).

WARNING: OBEY THE INSTRUCTIONS IN THE PROCEDURE TO OPEN THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (4) Open the thrust reversers (AMM 78-31-00/201).
- (5) Visually inspect the strut raceway for leakage or collected fluid.
 - (a) Remove insulation and cover plates from the strut raceway (AMM 54-51-00/201).
 - (b) Remove any fluid from the compartment.
 - (c) Find the fluid source(s) and treat the identified area.
- (6) Check inside the hydraulic reservoir for debris.

EFFECTIVITY

CHECK/INSP

ENGINE 1 STRUT DRAINS

N71-71-00-6B

71-425-01-1 PAGE 2 OF 15 AUG 22/08

TASK CARD

AIRLINE CARD NO.

 (7) Check inside strut raceway for hydraulic fluid contamination of the electrical connectors. (a) Replace the contaminated connectors. (b) Check drain and drain screens for debris or clogging. (c) Remove any debris from the compartment and clean drain screens. (8) Disconnect these hoses from the strut (Fig. 604 and 605): (a) The forward mount drain hoses. (b) The center mount drain hose. (c) The raceway drain hoses. (9) Do a check for a clear flow of air through the engine mounted strut drain lines. (a) Block four inlets with plugs while you cover the fifth inlet with a rag to collect the unwanted materials. NOTE: The rag will ensure that material is not blown back into the strut. 				
(b) Remove any debris from the compartment and clean drain screens. (7) Check inside strut raceway for hydraulic fluid contamination of the electrical connectors. (a) Replace the contaminated connectors. (b) Check drain and drain screens for debris or clogging. (c) Remove any debris from the compartment and clean drain screens. (8) Disconnect these hoses from the strut (Fig. 604 and 605): (a) The forward mount drain hoses. (b) The center mount drain hose. (c) The raceway drain hoses. (9) Do a check for a clear flow of air through the engine mounted strut drain lines. (a) Block four inlets with plugs while you cover the fifth inlet with a rag to collect the unwanted materials. NOTE: The rag will ensure that material is not blown back into the strut. (b) Attach the air source to the strut drain line exit on the drain mast. (c) Blow air back up the drain lines. (d) Ensure that there is a clear flow of air through each of the engine mounted strut drain lines. (e) Remove the plugs, rag, and unwanted material from the drain inlets.	MECH	INSP		
 (7) Check inside strut raceway for hydraulic fluid contamination of the electrical connectors. (a) Replace the contaminated connectors. (b) Check drain and drain screens for debris or clogging. (c) Remove any debris from the compartment and clean drain screens. (8) Disconnect these hoses from the strut (Fig. 604 and 605): (a) The forward mount drain hoses. (b) The center mount drain hose. (c) The raceway drain hoses. (d) Block for a clear flow of air through the engine mounted strut drain lines. (a) Block four inlets with plugs while you cover the fifth inlet with a rag to collect the unwanted materials. NOTE: The rag will ensure that material is not blown back into the strut. (b) Attach the air source to the strut drain line exit on the drain mast. (c) Blow air back up the drain lines. (d) Ensure that there is a clear flow of air through each of the engine mounted strut drain lines. (e) Remove the plugs, rag, and unwanted material from the drain inlets. 				(a) Check drains and drain screens for debris or clogging.
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(c) Remove any debris from the compartment and clean drain screens. (8) Disconnect these hoses from the strut (Fig. 604 and 605): (a) The forward mount drain hoses. (b) The center mount drain hose. (c) The raceway drain hoses. (9) Do a check for a clear flow of air through the engine mounted strut drain lines. (a) Block four inlets with plugs while you cover the fifth inlet with a rag to collect the unwanted materials. NOTE: The rag will ensure that material is not blown back into the strut. (b) Attach the air source to the strut drain line exit on the drain mast. (c) Blow air back up the drain lines. (d) Ensure that there is a clear flow of air through each of the engine mounted strut drain lines. (e) Remove the plugs, rag, and unwanted material from the drain inlets.				(a) Replace the contaminated connectors.
 (8) Disconnect these hoses from the strut (Fig. 604 and 605): (a) The forward mount drain hoses. (b) The center mount drain hose. (c) The raceway drain hoses. (9) Do a check for a clear flow of air through the engine mounted strut drain lines. (a) Block four inlets with plugs while you cover the fifth inlet with a rag to collect the unwanted materials. NOTE: The rag will ensure that material is not blown back into the strut. (b) Attach the air source to the strut drain line exit on the drain mast. (c) Blow air back up the drain lines. (d) Ensure that there is a clear flow of air through each of the engine mounted strut drain lines. (e) Remove the plugs, rag, and unwanted material from the drain inlets. 				(b) Check drain and drain screens for debris or clogging.
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 (b) The center mount drain hose. (c) The raceway drain hoses. (9) Do a check for a clear flow of air through the engine mounted strut drain lines. (a) Block four inlets with plugs while you cover the fifth inlet with a rag to collect the unwanted materials. NOTE: The rag will ensure that material is not blown back into the strut. (b) Attach the air source to the strut drain line exit on the drain mast. (c) Blow air back up the drain lines. (d) Ensure that there is a clear flow of air through each of the engine mounted strut drain lines. (e) Remove the plugs, rag, and unwanted material from the drain inlets. 			(8)	Disconnect these hoses from the strut (Fig. 604 and 605):
(c) The raceway drain hoses. (9) Do a check for a clear flow of air through the engine mounted strut drain lines. (a) Block four inlets with plugs while you cover the fifth inlet with a rag to collect the unwanted materials. NOTE: The rag will ensure that material is not blown back into the strut. (b) Attach the air source to the strut drain line exit on the drain mast. (c) Blow air back up the drain lines. (d) Ensure that there is a clear flow of air through each of the engine mounted strut drain lines. (e) Remove the plugs, rag, and unwanted material from the drain inlets.				(a) The forward mount drain hoses.
 (9) Do a check for a clear flow of air through the engine mounted strut drain lines. (a) Block four inlets with plugs while you cover the fifth inlet with a rag to collect the unwanted materials. NOTE: The rag will ensure that material is not blown back into the strut. (b) Attach the air source to the strut drain line exit on the drain mast. (c) Blow air back up the drain lines. (d) Ensure that there is a clear flow of air through each of the engine mounted strut drain lines. (e) Remove the plugs, rag, and unwanted material from the drain inlets. 				(b) The center mount drain hose.
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mast. (c) Blow air back up the drain lines. (d) Ensure that there is a clear flow of air through each of the engine mounted strut drain lines. (e) Remove the plugs, rag, and unwanted material from the drain inlets.				
(d) Ensure that there is a clear flow of air through each of the engine mounted strut drain lines.(e) Remove the plugs, rag, and unwanted material from the drain inlets.				
engine mounted strut drain lines. (e) Remove the plugs, rag, and unwanted material from the drain inlets.				(c) Blow air back up the drain lines.
inlets.				
(f) Remove the air source.				
				(f) Remove the air source.

EFFECTIVITY

TASK CARD

AIRLINE CARD NO.

MECH	INSP	-	
		(10)	Visually examine the ends of the drain hoses and fittings for heavy deposits.
			NOTE: It is usual for the ends of the drain hoses and fittings to change color. This is not residue and is acceptable.
			(a) Examine the strut mounted drain fittings.
			(b) Examine the ends of the drain hoses.
		(11)	If you do not find a heavy deposit, install the drain hoses (no more action is necessary).
		(12)	If you find a heavy deposit, replace the hose.
			NOTE: You may use normal airline procedures to clean the removed hoses and fittings. These cleaned hoses and fittings may be reinstalled or put away for future use.
		(13)	If the hose or fitting is fully blocked, examine the raceway for collected fluid.
		(14)	Continue the visual inspection for heavy deposits in each of the next downstream tubes and fittings until you do not find heavy deposits.
			(a) Replace the tubes which have heavy deposits.
		(15)	Connect all disconnected drain hoses.
		(16)	Reinstall the strut raceway cover plates and insulation (AMM 54-51-00/201).
			(a) Seal the cover plates with BMS 5-63.
		WARN	ING: OBEY THE INSTRUCTIONS IN THE PROCEDURE TO CLOSE THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.
		(17)	Close the thrust reversers (AMM 78-31-00/201).
		(18)	Close the core cowl panels (AMM 71-11-06/201).
EFF	ECTI	VITY —	CHECK/INSP ENGINE 1 STRUT DRAINS

71-425-01-1

SAS BOEING TASK CARD

AIRLINE CARD NO.

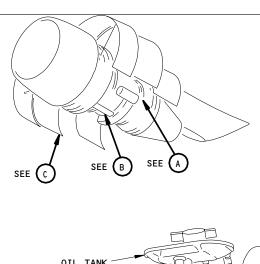
MECH IN	NSP								
		(19)	Close the fan cowl	panels (AMM 71	-11-04/201).				
		(20)	Do the activation p (AMM 78-31-00/201).	rocedure for t	he thrust reve	erser			
EFFE	EFFECTIVITY			CHECK/INSP	ENGINE 1 STRU	T DRAINS	;		
				N71-71-00-6B	71-425-01-1	PAGE 5	6 OF 15	AUG 2	22/08
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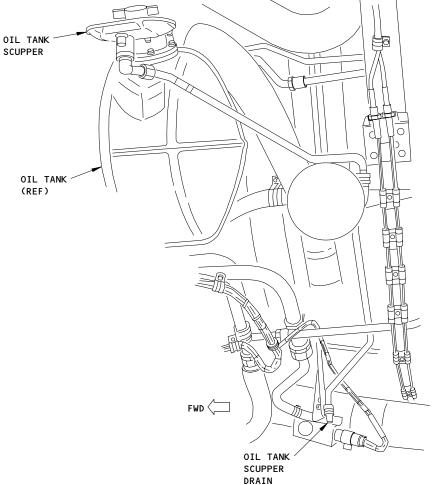
AIRLINE CARD NO.

71-425-01-1

SAS







AFT DRAIN



Engine Vents and Drains Figure 601 (Sheet 1)

EFFECTIVITY

296885

CHECK/INSP

ENGINE 1 STRUT DRAINS

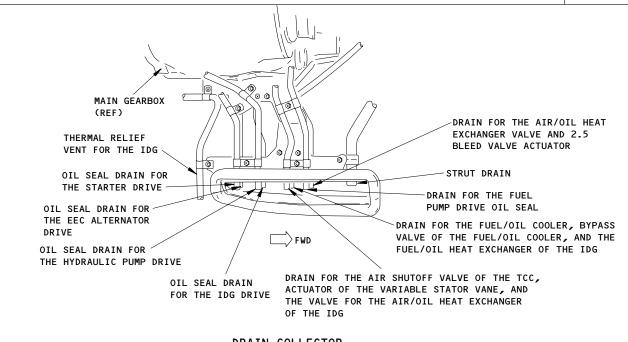
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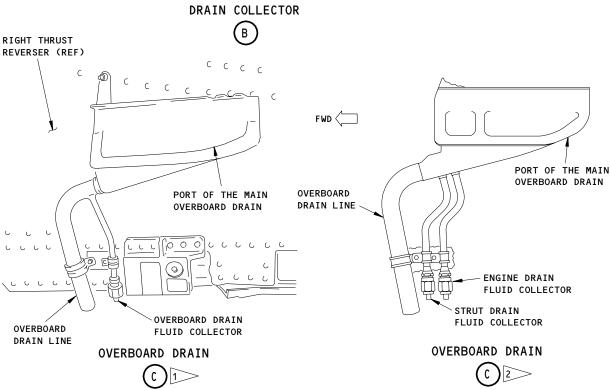
71-425-01-1 PAGE 6 OF 15 AUG 22/08

AIRLINE CARD NO.

SAS

767 TASK CARD





AIRPLANES WITH ONE FLUID COLLECTOR TUBE FOR THE OVERBOARD DRAIN

AIRPLANES WITH TWO FLUID COLLECTOR TUBES FOR THE OVERBOARD DRAIN

71-425-01-1

SAS

767 TASK CARD

AIRLINE CARD NO.

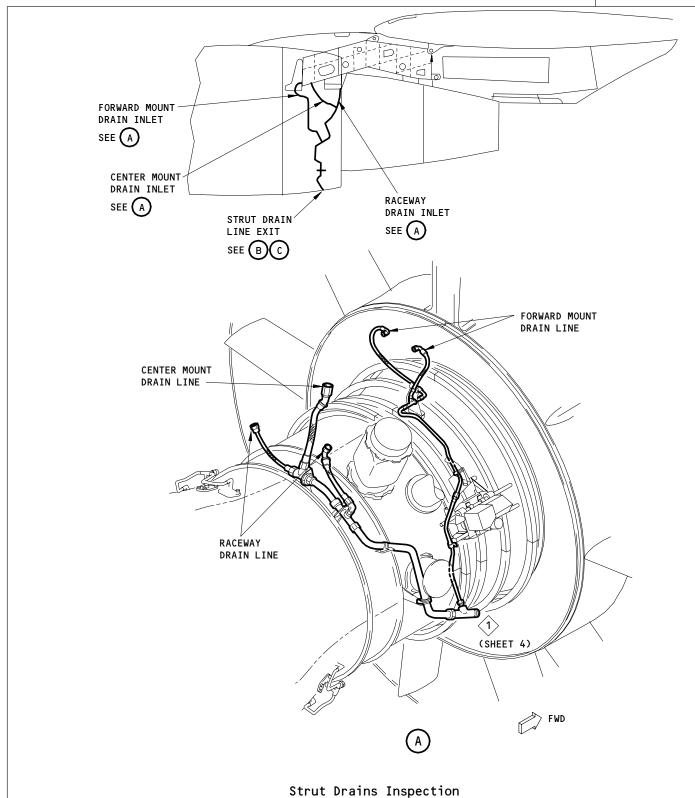


Figure 604 (Sheet 1)

EFFECTIVITY

ENGINES WITHOUT SB 71-64

CHECK/INSP

ENGINE 1 STRUT DRAINS

N71-71-00-6B

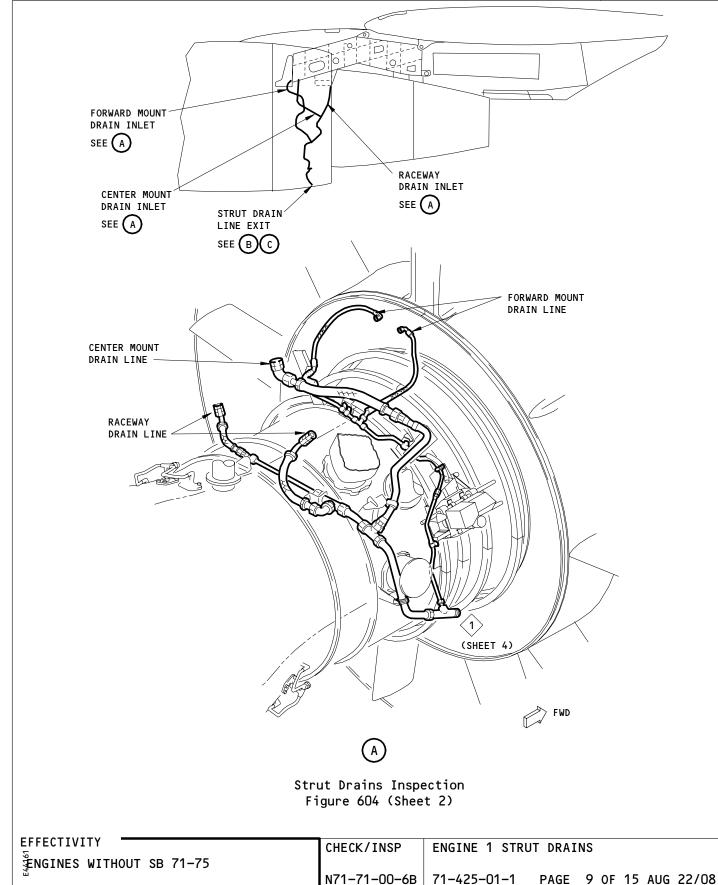
71-425-01-1 PAGE 8 OF 15 AUG 22/08

71-425-01-1

AIRLINE CARD NO.

SAS

767
TASK CARD



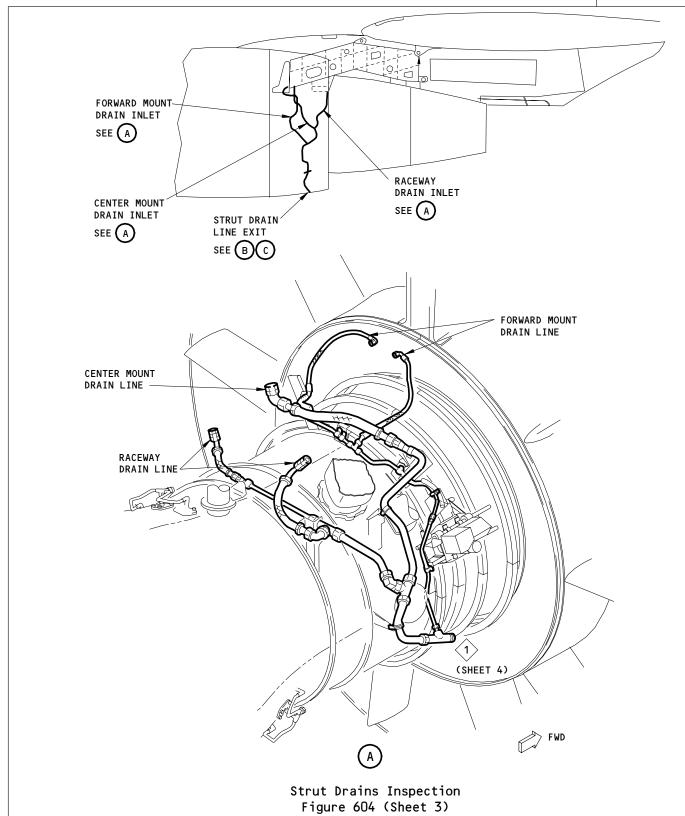
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71-425-01-1

AIRLINE CARD NO.

SAS





4 6 1 **EFFECTIVITY**

⊈NGINES WITH SB 71-75 OR PHASE 3

CHECK/INSP

ENGINE 1 STRUT DRAINS

N71-71-00-6B

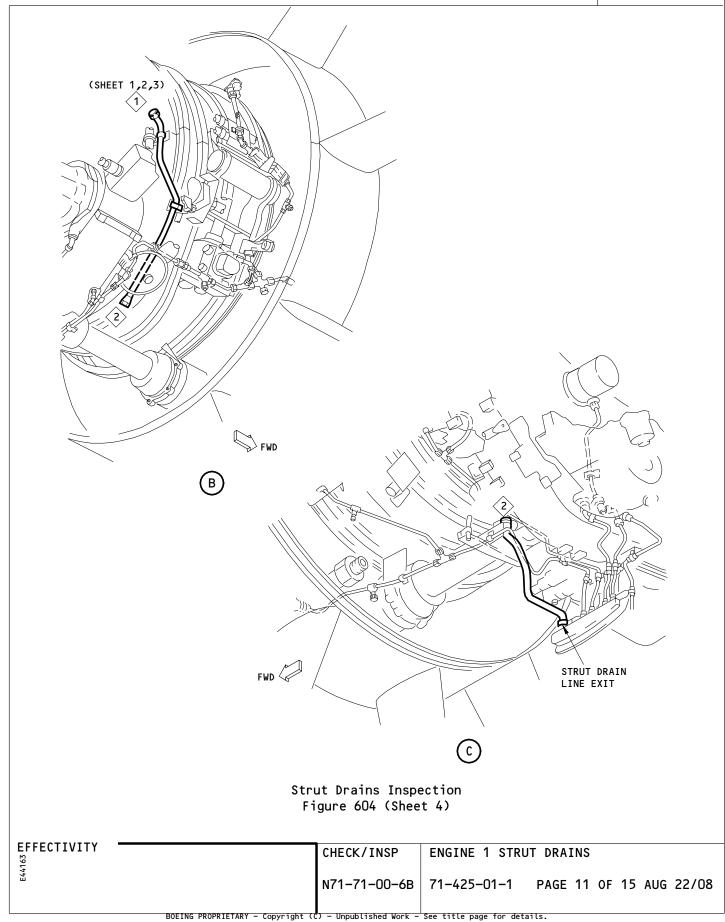
71-425-01-1 PAGE 10 OF 15 AUG 22/08

71-425-01-1

AIRLINE CARD NO.

SAS





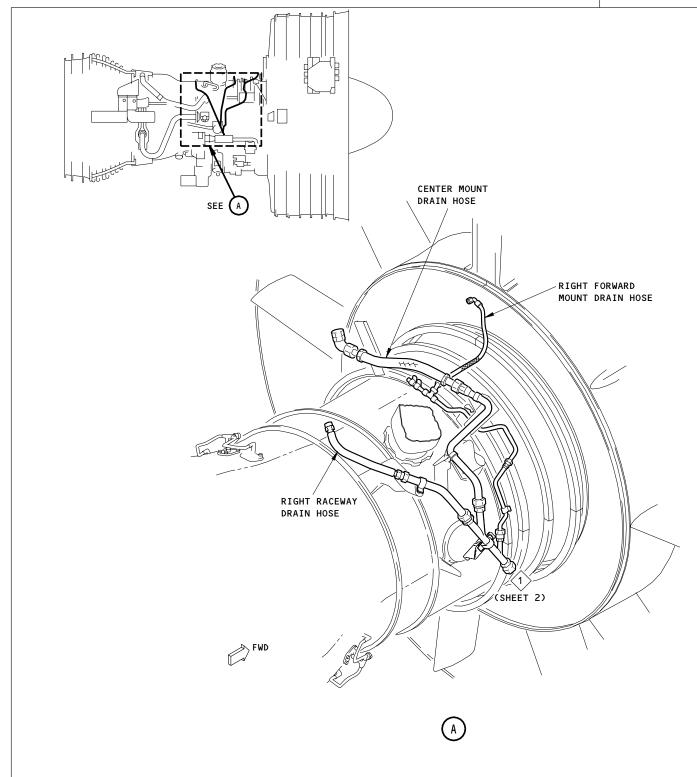
767

SAS

BOEING TASK CARD

71-425-01-1

AIRLINE CARD NO.



EFFECTIVITY

₽W4000 ENGINE SERIAL NO. 727993 AND SUBSEQUENT

CHECK/INSP

ENGINE 1 STRUT DRAINS

71-71-00-6B

Strut Drains Inspection Figure 605 (Sheet 1)

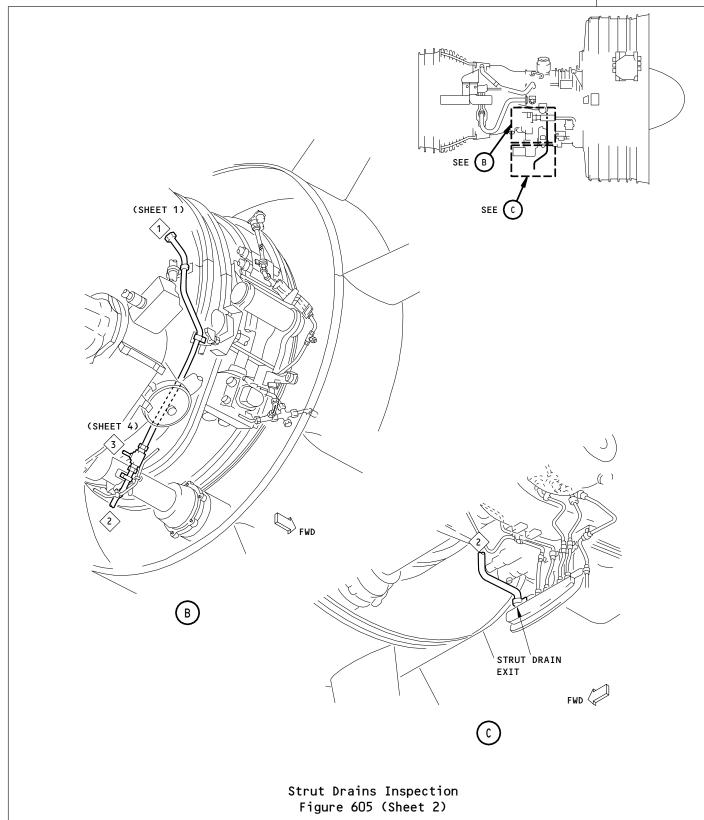
> 71-425-01-1 PAGE 12 OF 15 AUG 22/08

AIRLINE CARD NO.

71-425-01-1

SAS

BOEING 767 TASK CARD



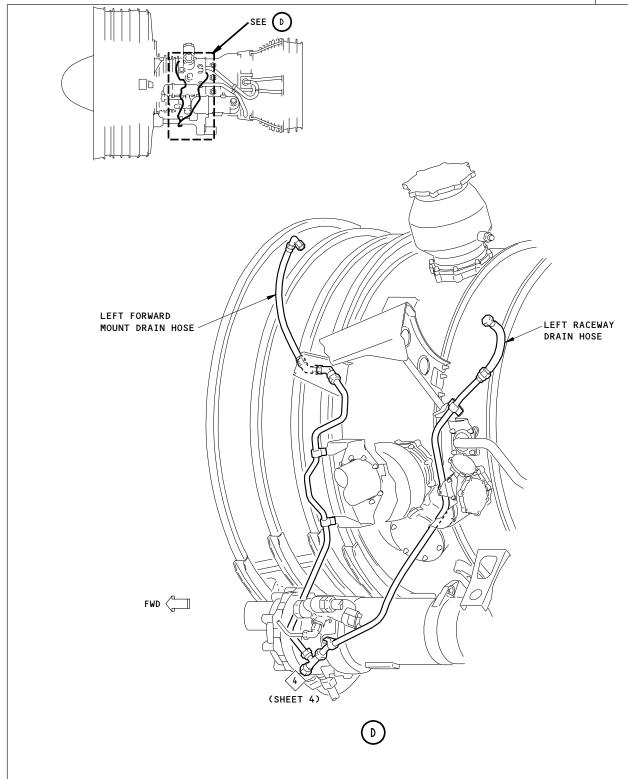
EFFECTIVITY

AIRLINE CARD NO.

71-425-01-1

SAS





Strut Drains Inspection Figure 605 (Sheet 3)

EFFECTIVITY

₩4000 ENGINE SERIAL NO. 727993 MAND SUBSEQUENT CHECK/INSP

ENGINE 1 STRUT DRAINS

71-71-00-6B

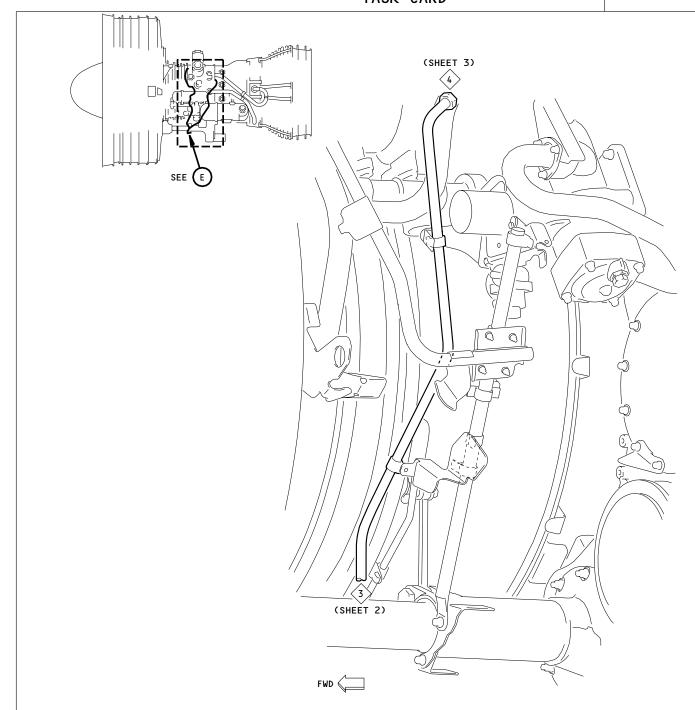
71-425-01-1 PAGE 14 OF 15 AUG 22/08

BOEING 767 TASK CARD

SAS

71-425-01-1

AIRLINE CARD NO.



(VIEW IN THE UP DIRECTION)



Strut Drains Inspection Figure 605 (Sheet 4)

EFFECTIVITY

₹W4000 ENGINE SERIAL NO. 727993

MND SUBSEQUENT

CHECK/INSP

71-71-00-6B

ENGINE 1 STRUT DRAINS

71-425-01-1 PAGE 15 OF 15 AUG 22/08

STATION	
TAIL NO.	
DATE	

CHECK/INSP

WORK AREA

SKILL

MECH INSP



BOEING CARD NO. 71-425-01-2

AIRLINE CARD NO.

TASK CARD

4000

MPD

ALL

PHASE

SKILL			KEEKIED IASK	INICKVAL		IIIASE		
							REV	REVISION
ENGIN	ENGINE	2		01000 HRS		10202	013	AUG 22/08
TASK			TITLE		STRUCTURAL ILLUSTRATION RE	REFERENCE AF		PLICABILITY IE ENGINE

TNTFRVAL

ZONES ACCESS PANELS

RELATED TASK

ENGINE 2 STRUT DRAINS

420 440 423AL 424AR 425AL 426AR 427AL 428AR

MPD ITEM NUMBER

CHECK THE ENGINE 2 CENTER DRAIN AND RACEWAY DRAIN LINES FOR DEPOSITS.

N71-71-00-6B

- 1. Examine the Strut Drains for Heavy Deposits
 - A. Equipment
 - (1) Air source regulated, compressed, 25-35 psi (170-240 kPa)
 - B. References
 - (1) AMM 54-51-00/201, Strut Drain Line Inspection and Cleaning
 - (2) AMM 71-11-04/201, Fan Cowl Panel
 - (3) AMM 71-11-06/201, Core Cowl Panel
 - (4) AMM 78-31-00/201, Thrust Reverser System
 - C. Access
 - (1) Location Zones
 - 410 Power Plant (Left Engine)
 - 420 Power Plant (Right Engine)
 - 430 Nacelle Strut (Left Engine)
 - 440 Nacelle Strut (Right Engine)

EFFECTIVITY CHECK/INSP ENGINE 2 STRUT DRAINS

N71-71-00-6B

4

AIRLINE CARD NO.

SAS BOEING 767 TASK CARD

MECH INSP

(2) Access Panels 413AL/414AR Fan Cowl Panels (Left Engine) 415AL/416AR Thrust Reverser Halves (Left Engine) 417AL/418AR Core Cowl Panels (Left Engine) Fan Cowl Panels (Right Engine) 423AL/424AR 425AL/426AR Thrust Reverser Halves (Right Engine) Core Cowl Panels (Right Engine) 427AL/428AR 436BL/436BR Aft Engine Mount Access Doors, Left Engine Aft Engine Mount Access Doors, Right Engine 446BL/446BR 416BR Forward Right Strut Access Door, Left Engine 426BR Forward Right Strut Access Door, Right Engine

D. Procedure

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

- (1) Do the deactivation procedure for the thrust reverser for ground maintenance (AMM 78-31-00/201).
- (2) Open the fan cowl panels (AMM 71-11-04/201).
- (3) Open the core cowl panels (AMM 71-11-06/201).

WARNING: OBEY THE INSTRUCTIONS IN THE PROCEDURE TO OPEN THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (4) Open the thrust reversers (AMM 78-31-00/201).
- (5) Visually inspect the strut raceway for leakage or collected fluid.
 - (a) Remove insulation and cover plates from the strut raceway (AMM 54-51-00/201).
 - (b) Remove any fluid from the compartment.
 - (c) Find the fluid source(s) and treat the identified area.
- (6) Check inside the hydraulic reservoir for debris.

EFFECTIVITY

CHECK/INSP

ENGINE 2 STRUT DRAINS

N71-71-00-6B

71-425-01-2 PAGE 2 OF 15 AUG 22/08

TASK CARD

AIRLINE CARD NO.

			TASK CARD
MECH	INSP		
			(a) Check drains and drain screens for debris or clogging.
			(b) Remove any debris from the compartment and clean drain screens.
		(7)	Check inside strut raceway for hydraulic fluid contamination of the electrical connectors.
			(a) Replace the contaminated connectors.
			(b) Check drain and drain screens for debris or clogging.
			(c) Remove any debris from the compartment and clean drain screens.
		(8)	Disconnect these hoses from the strut (Fig. 604 and 605):
			(a) The forward mount drain hoses.
			(b) The center mount drain hose.
			(c) The raceway drain hoses.
		(9)	Do a check for a clear flow of air through the engine mounted strut drain lines.
			(a) Block four inlets with plugs while you cover the fifth inlet with a rag to collect the unwanted materials.
			NOTE: The rag will ensure that material is not blown back into the strut.
			(b) Attach the air source to the strut drain line exit on the drain mast.
			(c) Blow air back up the drain lines.
			(d) Ensure that there is a clear flow of air through each of the engine mounted strut drain lines.
			(e) Remove the plugs, rag, and unwanted material from the drain inlets.
			(f) Remove the air source.

EFFECTIVITY

CHECK/INSP

AIRLINE CARD NO.

SAS FOR TASK CARD

MECH INSP

(10) Visually examine the ends of the drain hoses and fittings for heavy deposits.

NOTE: It is usual for the ends of the drain hoses and fittings to change color. This is not residue and is acceptable.

- (a) Examine the strut mounted drain fittings.
- (b) Examine the ends of the drain hoses.
- (11) If you do not find a heavy deposit, install the drain hoses (no more action is necessary).
- (12) If you find a heavy deposit, replace the hose.

<u>NOTE</u>: You may use normal airline procedures to clean the removed hoses and fittings. These cleaned hoses and fittings may be reinstalled or put away for future use.

- (13) If the hose or fitting is fully blocked, examine the raceway for collected fluid.
- (14) Continue the visual inspection for heavy deposits in each of the next downstream tubes and fittings until you do not find heavy deposits.
 - (a) Replace the tubes which have heavy deposits.
- (15) Connect all disconnected drain hoses.
- (16) Reinstall the strut raceway cover plates and insulation (AMM 54-51-00/201).
 - (a) Seal the cover plates with BMS 5-63.

WARNING: OBEY THE INSTRUCTIONS IN THE PROCEDURE TO CLOSE THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (17) Close the thrust reversers (AMM 78-31-00/201).
- (18) Close the core cowl panels (AMM 71-11-06/201).

EFFECTIVITY

CHECK/INSP

ENGINE 2 STRUT DRAINS

N71-71-00-6B

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71-425-01-2

SAS BOEING TASK CARD

AIRLINE CARD NO.

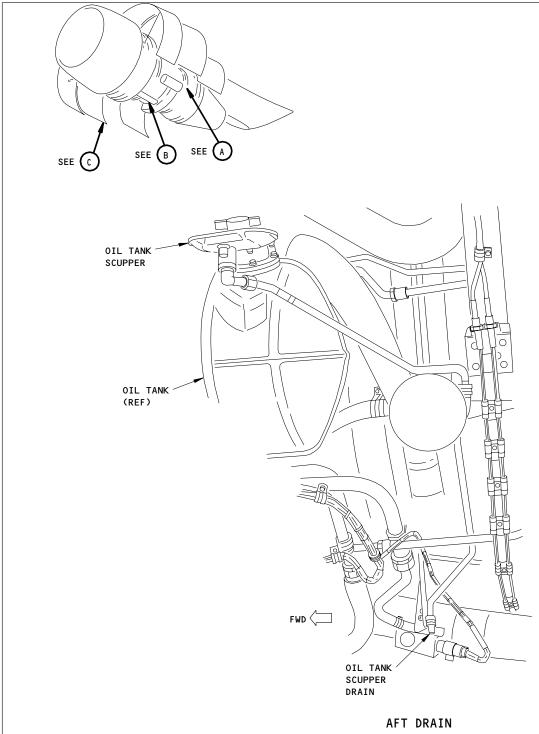
MECH INSP			
	(19)	Close the fan cowl panels (AMM 71-11-04/201).	
	(20)		
	(20)	(AMM 78-31-00/201).	
EFFECTIVITY		CHECK/INSP ENGINE 2 STRUT DRAINS	
		N71-71-00-6B 71-425-01-2 PAGE 5 OF 15 AUG 2	22/08

AIRLINE CARD NO.

71-425-01-2

SAS







Engine Vents and Drains Figure 601 (Sheet 1)

EFFECTIVITY

296882

CHECK/INSP

ENGINE 2 STRUT DRAINS

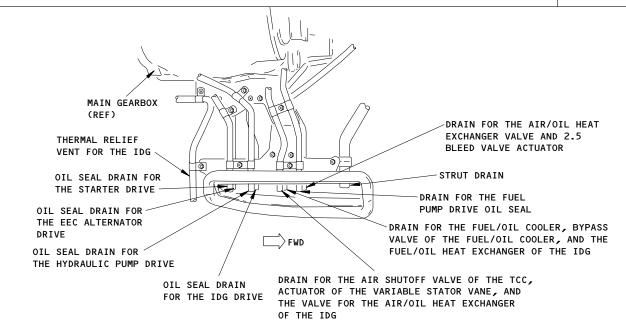
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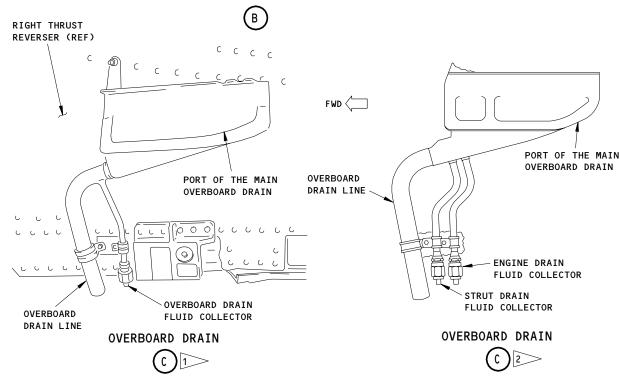
AIRLINE CARD NO.

SAS

767 TASK CARD







AIRPLANES WITH ONE FLUID COLLECTOR TUBE FOR THE OVERBOARD DRAIN

AIRPLANES WITH TWO FLUID COLLECTOR TUBES FOR THE OVERBOARD DRAIN

Engine Vents and Drains
Figure 601 (Sheet 2)

CHECK/INSP ENGINE 2 STRUT DRAINS
N71-71-00-6B 71-425-01-2 PAGE 7 OF 15 AUG 22/08

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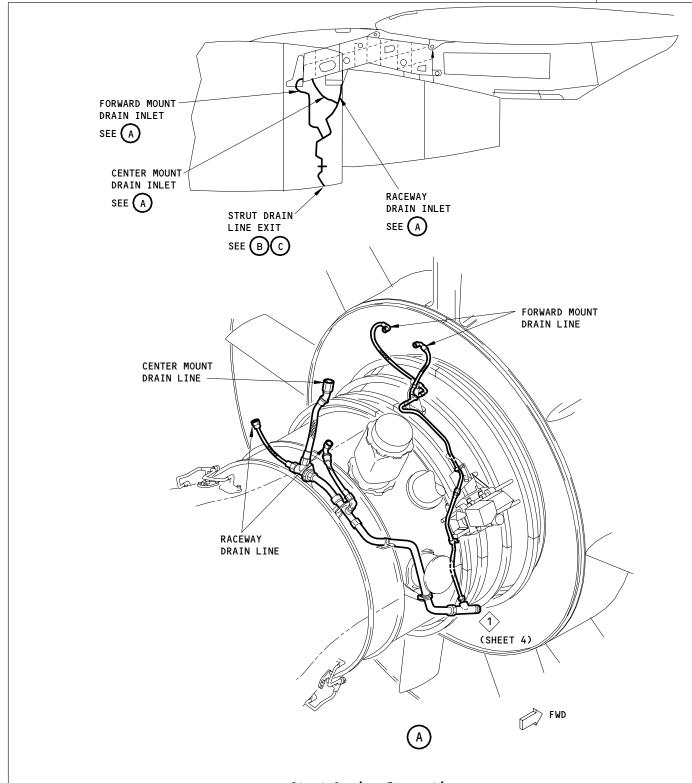
71-425-01-2

BOEING 767

SAS

TASK CARD

AIRLINE CARD NO.



Strut Drains Inspection Figure 604 (Sheet 1)

EFFECTIVITY

SENGINES WITHOUT SB 71-64

CHECK/INSP

ENGINE 2 STRUT DRAINS

N71-71-00-6B

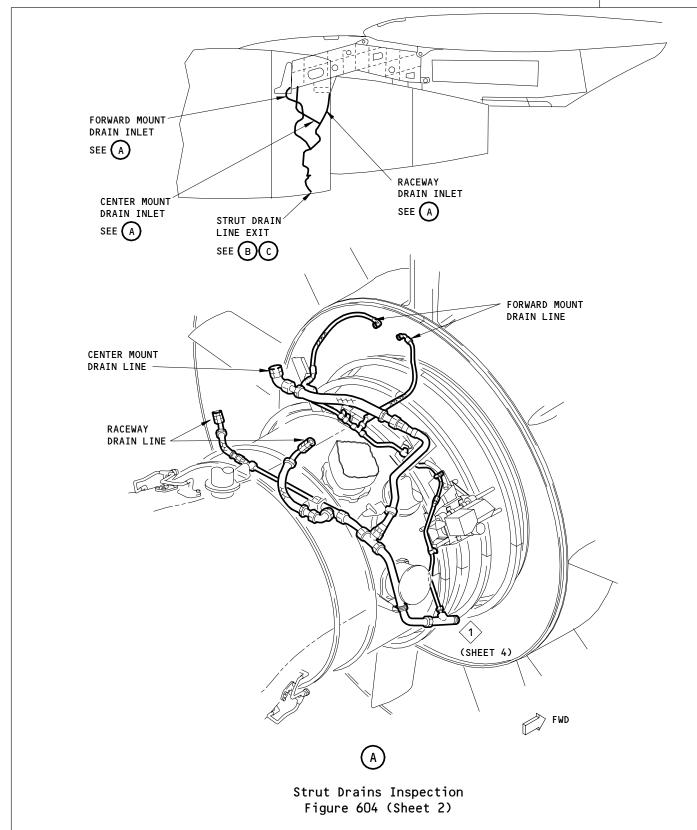
71-425-01-2 PAGE 8 OF 15 AUG 22/08

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AIRLINE CARD NO.

SAS

FOEING 767 TASK CARD



EFFECTIVITY

≰̃NGINES WITHOUT SB 71-75

N71-71-00-6B

CHECK/INSP

ENGINE 2 STRUT DRAINS

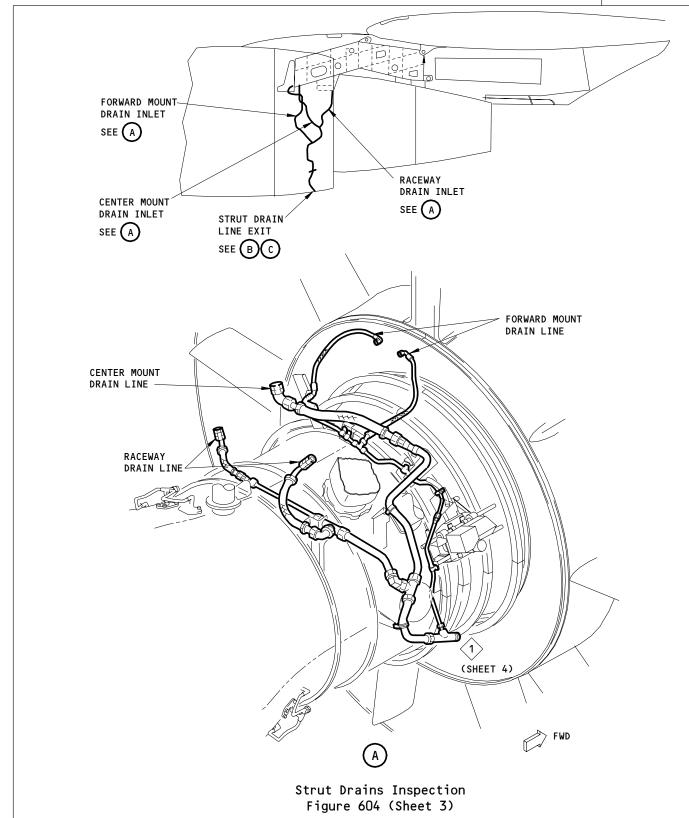
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71-425-01-2

AIRLINE CARD NO.

SAS





EFFECTIVITY

≨NGINES WITH SB 71-75 OR PHASE 3

N71-71-00-6B

CHECK/INSP

ENGINE 2 STRUT DRAINS

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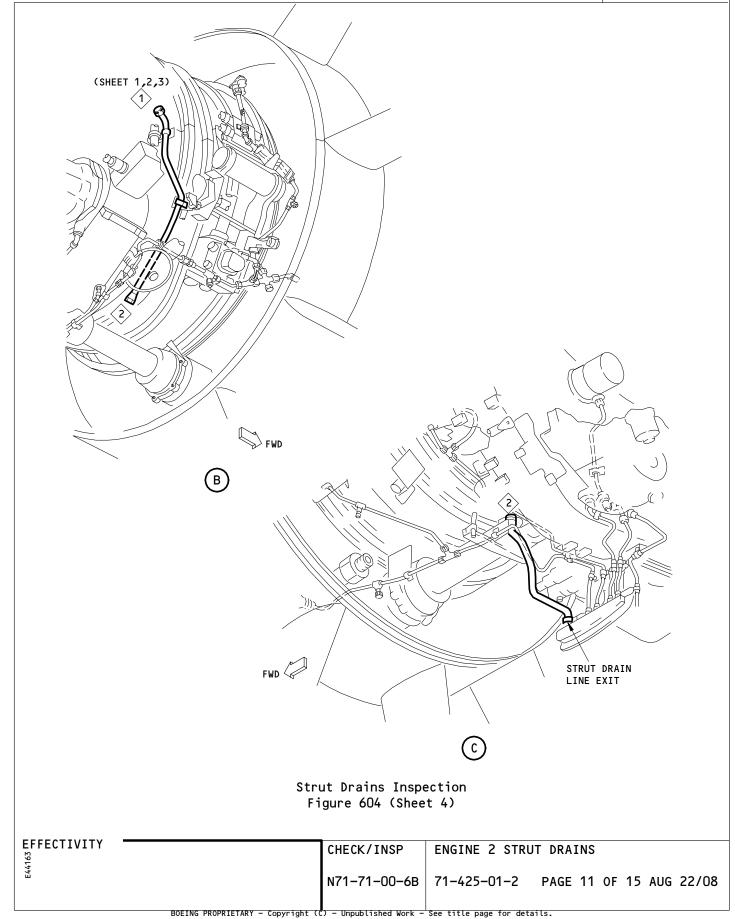
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AIRLINE CARD NO.

SAS



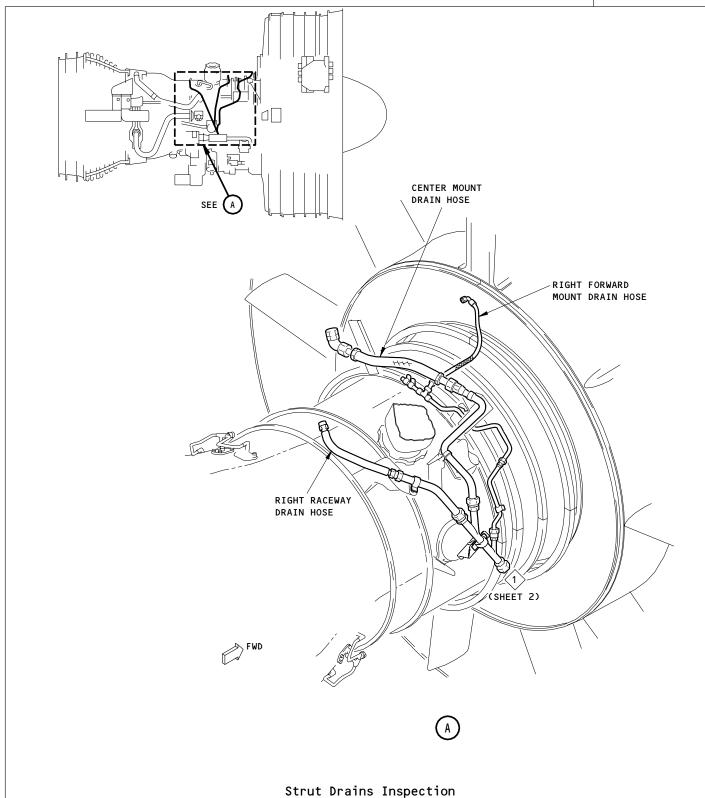


AIRLINE CARD NO.

71-425-01-2

SAS

BOEING 767 TASK CARD



EFFECTIVITY

₽W4000 ENGINE SERIAL NO. 727993 AND SUBSEQUENT

CHECK/INSP

ENGINE 2 STRUT DRAINS

71-71-00-6B

Figure 605 (Sheet 1)

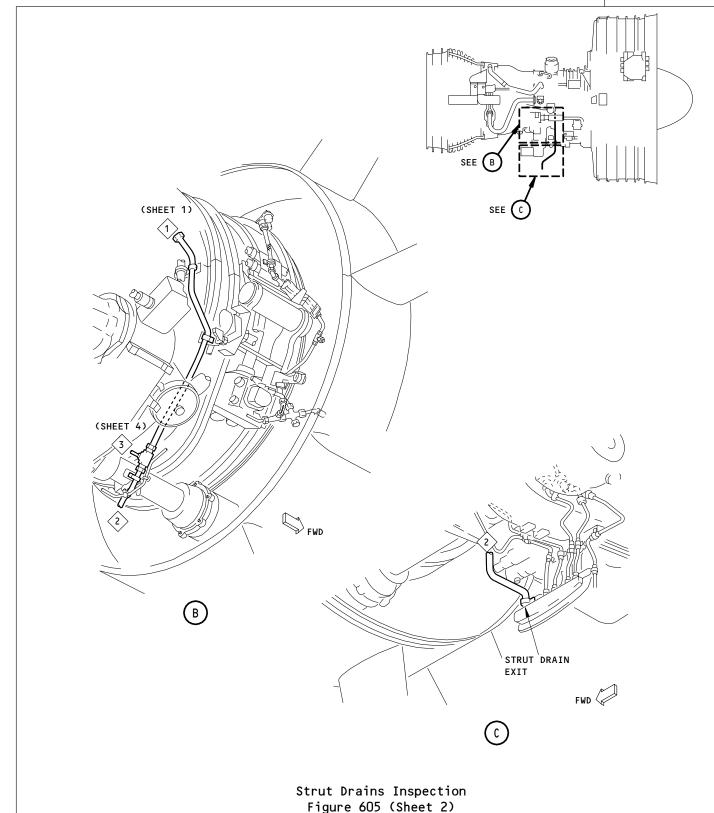
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71-425-01-2

AIRLINE CARD NO.

SAS

FOEING 767 TASK CARD



EFFECTIVITY

₩4000 ENGINE SERIAL NO. 727993 MAND SUBSEQUENT CHECK/INSP

ENGINE 2 STRUT DRAINS

71-71-00-6B

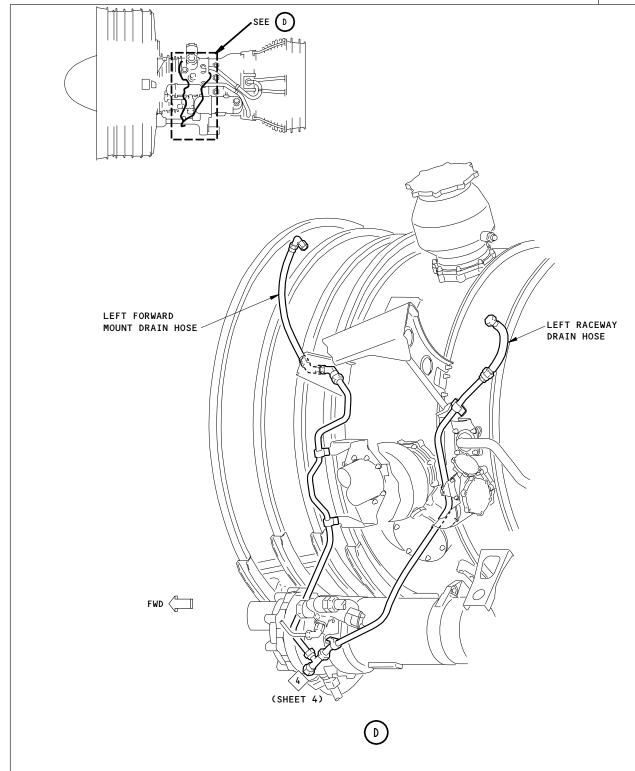
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71-425-01-2

AIRLINE CARD NO.

SAS





Strut Drains Inspection Figure 605 (Sheet 3)

EFFECTIVITY

₩4000 ENGINE SERIAL NO. 727993 MAND SUBSEQUENT CHECK/INSP

ENGINE 2 STRUT DRAINS

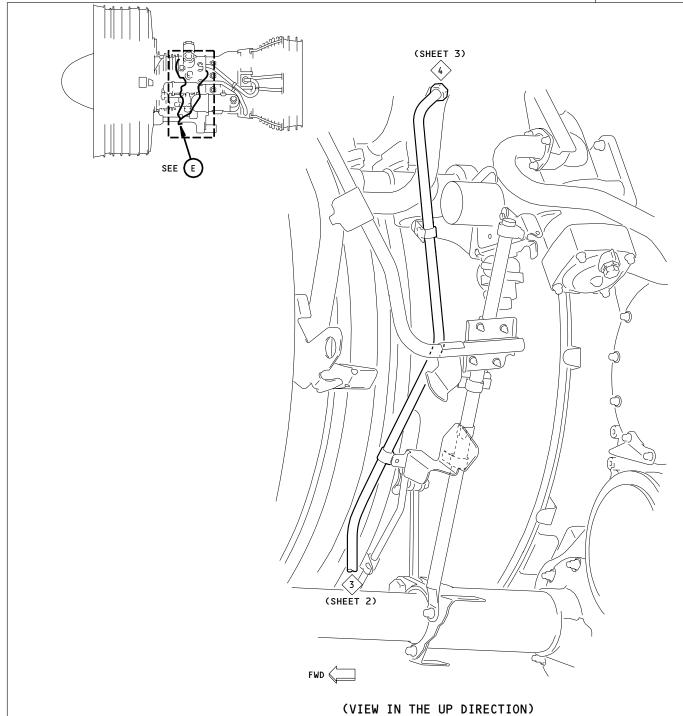
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SAS



AIRLINE CARD NO.



Strut Drains Inspection Figure 605 (Sheet 4)

EFFECTIVITY

₹W4000 ENGINE SERIAL NO. 727993 MND SUBSEQUENT CHECK/INSP

ENGINE 2 STRUT DRAINS

71-71-00-6B

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