

CHAPTER

53

FUSELAGE

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1 thru 4	AUG 01/2016		623	Feb 01/2015		659	Feb 01/2015	
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1	Feb 01/2015		625	Feb 01/2015		661	Feb 01/2015	
2	Feb 01/2015		626	Feb 01/2015		662	Feb 01/2015	
3	Feb 01/2015		627	Feb 01/2015		663	Feb 01/2015	
4	Feb 01/2016		628	Feb 01/2015		664	Feb 01/2015	
5	Feb 01/2016		629	Feb 01/2015		665	Feb 01/2015	
6	Feb 01/2016		630	Feb 01/2015		666	Feb 01/2015	
53-00-00			631	Feb 01/2015		667	Feb 01/2015	
1	Feb 01/2015		632	Feb 01/2015		668	Feb 01/2015	
2	Feb 01/2015		633	Feb 01/2015		669	Feb 01/2015	
3	Feb 01/2015		634	Feb 01/2015		670	Feb 01/2015	
4	BLANK		635	Feb 01/2015		671	Feb 01/2015	
53-05-03			636	Feb 01/2015		672	Feb 01/2015	
601	Feb 01/2015		637	Feb 01/2015		673	Feb 01/2015	
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603	Feb 01/2015		639	Feb 01/2015		675	Feb 01/2015	
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606	Feb 01/2015		642	Feb 01/2015		678	Feb 01/2015	
607	Feb 01/2015		643	Feb 01/2015		679	Feb 01/2016	
608	Feb 01/2015		644	Feb 01/2015		680	Feb 01/2016	
609	Feb 01/2015		645	Feb 01/2015		681	Feb 01/2016	
610	Feb 01/2015		646	Feb 01/2015		682	Feb 01/2016	
611	Feb 01/2015		647	Feb 01/2015		683	Feb 01/2015	
612	Feb 01/2015		648	Feb 01/2015		684	Feb 01/2015	
613	Feb 01/2015		649	Feb 01/2015		685	Feb 01/2016	
614	Feb 01/2015		650	Feb 01/2015		686	Feb 01/2016	
615	Feb 01/2015		651	Feb 01/2015		53-10-00		
616	Feb 01/2015		652	Feb 01/2015		1	Feb 01/2015	
617	Feb 01/2015		653	Feb 01/2015		2	Feb 01/2015	
618	Feb 01/2015		654	Feb 01/2015		53-12-01		
619	Feb 01/2015		655	Feb 01/2015		401	Feb 01/2015	
620	Feb 01/2015		656	Feb 01/2015		402	Feb 01/2015	
621	Feb 01/2015		657	Feb 01/2015		403	Feb 01/2015	
622	Feb 01/2015		658	Feb 01/2015		404	Feb 01/2015	

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2	Feb 01/2015		231	Feb 01/2016		212	BLANK	
3	Feb 01/2015		232	Feb 01/2016		53-30-00		
4	Feb 01/2015		233	Feb 01/2016		1	Feb 01/2015	
5	Feb 01/2015		234	Feb 01/2016		2	BLANK	
6	BLANK		235	Feb 01/2016	C	53-30-00		
53-20-01			236	Feb 01/2016		601	Feb 01/2016	
201	Feb 01/2016		237	Feb 01/2016		602	BLANK	
202	Feb 01/2015		238	Feb 01/2016		53-30-01		
203	Feb 01/2016		239	Feb 01/2016		201	Feb 01/2015	
204	Feb 01/2016		240	Feb 01/2016		202	Feb 01/2015	
205	Feb 01/2015		241	Feb 01/2016		203	Feb 01/2015	
206	Feb 01/2016		242	Feb 01/2016		204	Feb 01/2015	
207	Feb 01/2016		243	Feb 01/2016	C	205	Feb 01/2015	
208	Feb 01/2016		244	BLANK		206	BLANK	
209	Feb 01/2016		53-20-02			53-32-01		
210	Feb 01/2016		201	Feb 01/2015		201	Feb 01/2015	
211	Feb 01/2016		202	Feb 01/2015		202	Feb 01/2015	
212	Feb 01/2016		53-20-05			203	Feb 01/2015	
213	Feb 01/2016		201	Aug 01/2015		204	Feb 01/2015	
214	Feb 01/2016		202	Feb 01/2015		205	Feb 01/2015	
215	Feb 01/2016		203	Feb 01/2015		206	Feb 01/2015	
216	Feb 01/2016		204	Feb 01/2015		207	Feb 01/2015	
217	Feb 01/2016		205	Feb 01/2015		208	Feb 01/2015	
218	Feb 01/2016		206	BLANK		209	Feb 01/2015	
219	Feb 01/2016		53-20-06			210	Feb 01/2015	
220	Feb 01/2016		201	Feb 01/2015		211	Feb 01/2015	
221	Feb 01/2016		202	Feb 01/2015		212	Feb 01/2015	
222	Feb 01/2016		203	Feb 01/2015		213	Feb 01/2015	
223	Feb 01/2016		204	Feb 01/2015		214	Feb 01/2015	
224	Feb 01/2016		205	Feb 01/2015		215	Feb 01/2015	
225	Feb 01/2016		206	Feb 01/2015		216	Feb 01/2015	
226	Feb 01/2016		207	Feb 01/2015		217	Feb 01/2015	
227	Feb 01/2016		208	Feb 01/2015		218	Feb 01/2015	
228	Feb 01/2016		209	Feb 01/2015				
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1	Feb 01/2015		217	Feb 01/2016		405	Feb 01/2016	
2	BLANK		218	Feb 01/2016		406	Feb 01/2015	
53-40-01			219	Feb 01/2016		407	Feb 01/2016	
201	Feb 01/2015		220	Feb 01/2016		408	Feb 01/2016	
202	Feb 01/2015		221	Feb 01/2016		409	Feb 01/2016	
203	Feb 01/2015		222	BLANK		410	Feb 01/2016	
204	BLANK		53-51-02			53-53-00 Config 4		
53-50-00			201	Feb 01/2015		401	Feb 01/2016	
1	Feb 01/2016		202	Feb 01/2016		402	Feb 01/2016	
2	Feb 01/2015		203	Feb 01/2016		403	Feb 01/2016	
3	Feb 01/2015		204	Feb 01/2016		404	Feb 01/2016	
4	Feb 01/2016		205	Feb 01/2015		405	Feb 01/2016	
5	Feb 01/2015		206	Feb 01/2015		406	Feb 01/2016	
6	BLANK		53-52-00 Config 2			407	Feb 01/2016	
53-51-00			201	Feb 01/2015		408	Feb 01/2016	
401	Feb 01/2016		202	Feb 01/2015		409	Feb 01/2016	
402	Feb 01/2016		53-53-00 Config 2			410	Feb 01/2016	
403	Feb 01/2015		401	Feb 01/2016		411	Feb 01/2016	
404	BLANK		402	Feb 01/2016		412	BLANK	
53-51-01 Config 1			403	Feb 01/2016		53-53-00 Config 2		
201	Feb 01/2015		404	Feb 01/2016		501	Feb 01/2016	
202	Feb 01/2016		405	Feb 01/2016		502	Feb 01/2016	
203	Feb 01/2016		406	Feb 01/2016		503	Feb 01/2016	
204	Feb 01/2016		407	Feb 01/2016		504	Feb 01/2016	
205	Feb 01/2016		408	Feb 01/2016		505	Feb 01/2016	
206	Feb 01/2016		409	Feb 01/2016		506	Feb 01/2016	
207	Feb 01/2016		410	Feb 01/2016		507	Feb 01/2016	
208	Feb 01/2016		411	Feb 01/2016		508	Feb 01/2016	
209	Feb 01/2016		412	Feb 01/2016		509	Feb 01/2016	
210	Feb 01/2016		413	Feb 01/2016		510	Feb 01/2016	
211	Feb 01/2016		414	BLANK		511	Feb 01/2016	
212	Feb 01/2016		53-53-00 Config 3			512	Feb 01/2016	
213	Feb 01/2016		401	Feb 01/2016		513	Feb 01/2016	
214	Feb 01/2016		402	Feb 01/2016		514	Feb 01/2016	
215	Feb 01/2016		403	Feb 01/2016		515	Feb 01/2016	
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518	Feb 01/2016		510	Feb 01/2016		207	Feb 01/2016	
519	Feb 01/2016		511	Feb 01/2016		208	Feb 01/2016	
520	Feb 01/2016		512	Feb 01/2016		209	Feb 01/2016	
521	Feb 01/2016		513	Feb 01/2016		210	Feb 01/2016	
522	Feb 01/2016		514	Feb 01/2016				
523	Feb 01/2016		515	Feb 01/2016				
524	Feb 01/2016		516	Feb 01/2016				
53-53-00 Config 3			517	Feb 01/2016				
501	Feb 01/2016		518	Feb 01/2016				
502	Feb 01/2016		519	Feb 01/2016				
503	Feb 01/2016		520	Feb 01/2016				
504	Feb 01/2016		521	Feb 01/2016				
505	Feb 01/2016		522	Feb 01/2016				
506	Feb 01/2016		53-53-01 Config 3					
507	Feb 01/2016		201	Feb 01/2016				
508	Feb 01/2016		202	Feb 01/2016				
509	Feb 01/2016		203	Feb 01/2016				
510	Feb 01/2016		204	Feb 01/2016				
511	Feb 01/2016		53-53-02 Config 1					
512	Feb 01/2016		201	Feb 01/2016				
513	Feb 01/2016		202	Feb 01/2016				
514	Feb 01/2016		203	Feb 01/2016				
515	Feb 01/2016		204	Feb 01/2016				
516	Feb 01/2016		205	Feb 01/2016				
517	Feb 01/2016		206	Feb 01/2016				
518	Feb 01/2016		207	Feb 01/2016				
53-53-00 Config 4			208	Feb 01/2016				
501	Feb 01/2016		209	Feb 01/2016				
502	Feb 01/2016		210	Feb 01/2016				
503	Feb 01/2016		53-53-02 Config 2					
504	Feb 01/2016		201	Feb 01/2016				
505	Feb 01/2016		202	Feb 01/2016				
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Jamb, Forward Accessory Compartment Door, STA 41-69 - Internal Structure TASK 53-05-03-211-801			601	WJE ALL
Jamb, Electric/Electronic Compartment Door, STA 134-160 - Internal Structure TASK 53-05-03-211-802			603	WJE ALL
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Jamb, Forward Galley Service Door, STA 168-200 (Right Side) - Internal Structure TASK 53-05-03-211-804			607	WJE ALL
Jamb, Forward Lower Cargo Door, STA 370-427 (MD-87, STA 313-370) - Internal Structure TASK 53-05-03-211-805			609	WJE ALL
Jamb, Center Lower Cargo Compartment Door, STA 636-693 (MD-87, STA 522-579) - Internal Structure TASK 53-05-03-211-806			611	WJE ALL
Jamb, Aft Lower Cargo Compartment Door, STA 1154-1211 (MD-87, STA 964-1002) - Internal Structure TASK 53-05-03-211-807			613	WJE ALL
Jamb, Aft Galley Service Door, STA 1140-1170 (MD-87, STA 950-980) - Internal Structure TASK 53-05-03-211-808			615	WJE ALL
Jamb, Aft Cabin Bulkhead Door Surfaces, STA 1338 (MD-87, STA 1129) - Internal Structure TASK 53-05-03-211-809			617	WJE ALL
Panel, Trapezoidal, STA 937-965 (MD-87, STA 823-851) - Internal Structure TASK 53-05-03-211-810			619	WJE ALL

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Longeron No. 24, Wing to Fuselage Fitting, Including the Area Under Fillet Fairings, STA 826 (MD-87, STA 712) - Internal Structure TASK 53-05-03-211-812	623		WJE ALL
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Keel, Underwing Barrel, STA 820-946 (MD-87, STA 706-832) - Internal Structure TASK 53-05-03-211-816	631		WJE ALL
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<u>APU COMPARTMENT ENCLOSURE - MAINTENANCE PRACTICES</u>	53-20-05		201	WJE ALL
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<u>AERODYNAMIC FAIRINGS - DESCRIPTION AND OPERATION</u>	53-50-00		1	WJE ALL
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<u>TAILCONE LIGHTNING STRIPS - MAINTENANCE PRACTICES</u>	53-53-01	3	201	WJE 420, 422, 424-427, 429, 884, 891; before incorp. of SB 53-203
<u>TAILCONE RELEASE MECHANISM CAM - MAINTENANCE PRACTICES</u>	53-53-02	1	201	WJE 401-404, 406-408, 410-412, 414-419, 421, 423, 861-866, 868, 869, 871-874, 880, 886, 887, 892, 893
<u>TAILCONE RELEASE MECHANISM CAM - MAINTENANCE PRACTICES</u>	53-53-02	2	201	WJE 405, 409, 420, 422, 424-427, 429, 881, 883, 884, 891; with SB 53-203 incorp.

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AIRCRAFT MAINTENANCE MANUAL
GENERAL - DESCRIPTION AND OPERATION

1. General

A. The fuselage is an all-metal semimonocoque structure and consists of a nose section, center section, and a tail section. The nose section contains the flight compartment, nose gear wheelwell, electrical/electronics compartment, and forward accessory compartment. The center section contains the passenger compartment, main landing gear wheelwell, and the forward, mid, and aft lower cargo compartments. The tail section contains the aft accessory compartment and the APU compartment. (Figure 1)

2. Main Frame

A. The main frame is constructed of transverse frames, longitudinal stiffeners, and lateral floor beams. Except for the forward part of the nose section and the aft part of the tail section, the fuselage consists of two semicircular joined segments. The upper segment has a radius of approximately 66 inches and the lower segment a radius of approximately 62 inches.

3. Auxiliary Structure

- A. The auxiliary structure provided for the fuselage consists of the floor of the flight and passenger compartments, aft accessory compartment walkway, auxiliary power unit (APU) compartment enclosure, and an access step in the electrical/ electronics compartment. The passenger compartment floor consists of panels of various lengths and widths attached to the floor beams.
- B. Aft accessory compartment walkways provide access from the tailcone access door to the pressure bulkhead. The APU compartment enclosure, located aft of the pressure bulkhead, separates the APU compartment from the aft accessory compartment. The access step in the electrical/electronics compartment aids in entering and leaving the compartment through the access door in the floor of the flight compartment.

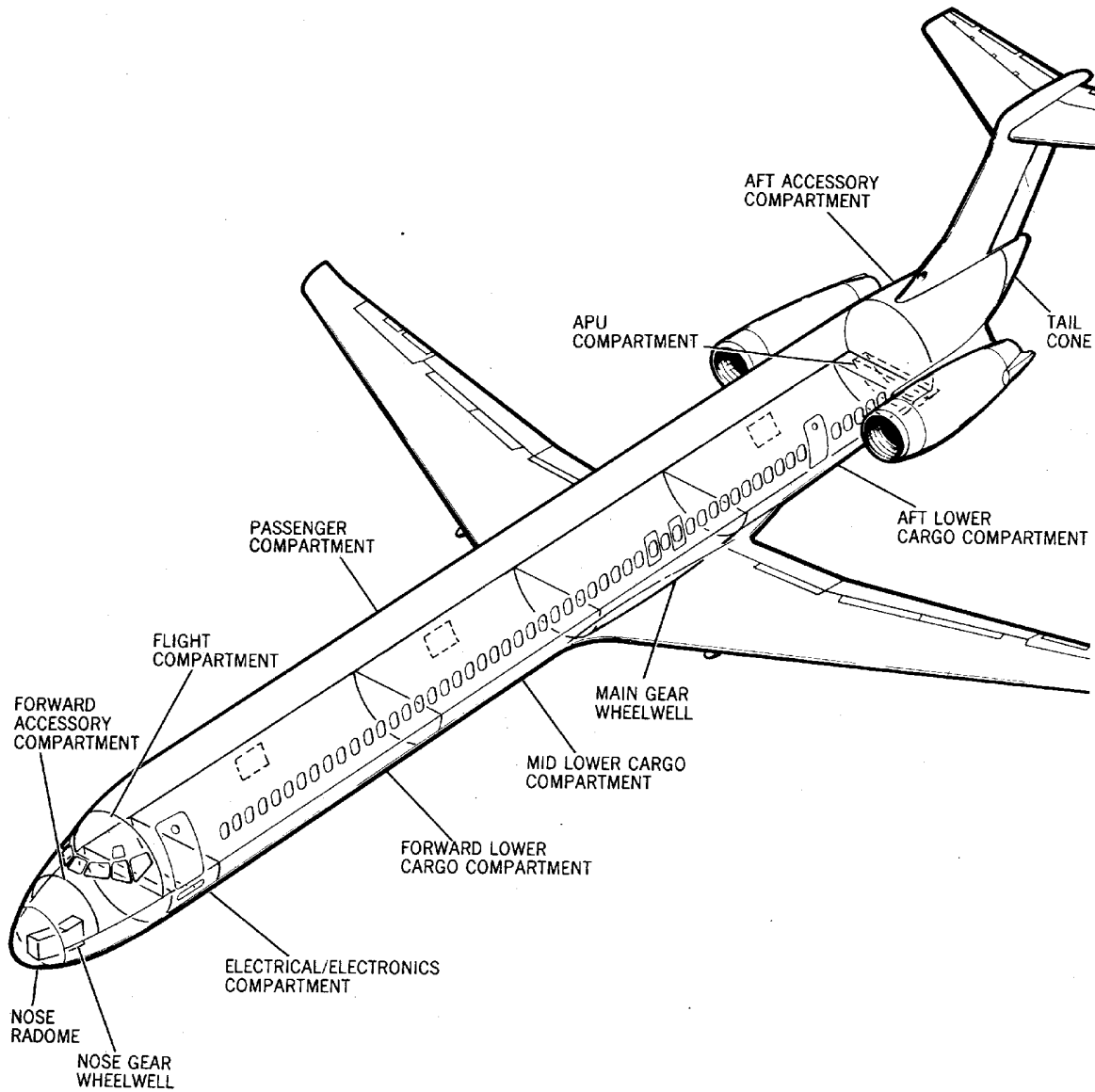
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BBB2-53-1

Fuselage Compartments
Figure 1/53-00-00-990-801

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4. Plates/Skin

- A. The exterior of the fuselage is covered with integrally stiffened skin, made of aluminum alloy and/or titanium, and consists of panels attached to the fuselage main frame. (PLATES/SKIN - DESCRIPTION AND OPERATION, PAGEBLOCK 53-30-00/001)

5. Attach Fittings

- A. The fuselage is provided with attach fittings for the attachment of doors, seats, brackets, and supports. Seat tracks in the flight and passenger compartments provide for the attachment of flight crew and passenger seats. The seat tracks in the passenger compartment also provide the means for attaching partitions and equipment to the compartment floor.

6. Aerodynamic Fairings

- A. The aerodynamic fairings provided for the fuselage consists of the nose radome, wing/fuselage fillets, and tailcone.
- (1) Nose Radome
 - The nose radome is installed on the forward fuselage bulkhead to protect the antenna installed on the bulkhead. The radome is constructed of fiberglass. An attaching ring, of aluminum alloy, is installed inside the radome for securing the radome to the fuselage. The radome is hinged at the top, and secured at the bottom by latches. A rain erosion boot covers the frontal area. Lightning strips attached to the outside surface of the radome provide radome lightning protection system. The outside surface of the radome is protected by weather-resistant paint.
 - (2) Wing/Fuselage Fillets
 - Fillets are installed between the fuselage and wing surface for aerodynamic smoothness. The fillets are constructed of fiberglass or kevlar. Individual fillet sections may be removed for access to the fuselage and wing area.
 - (3) Tailcone
 - The tailcone is installed on the aft end of the fuselage tail section and is constructed of plastic material (Kevlar and fiberglass) with a honeycomb core (polyamide) and aluminum formers as required. An attaching ring, of aluminum alloy, is installed inside the tailcone. Lockpins attached to the fuselage engage locks on the tailcone ring and secure the tailcone to the fuselage. The tailcone can be jettisoned to provide an emergency exit from the passenger compartment.

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AIRCRAFT MAINTENANCE MANUAL**

FUSELAGE - STRUCTURAL INSPECTIONS - INSPECTION/CHECK

1. General

A. This procedure contains MSG-3 task card data.

TASK 53-05-03-211-801

2. Jamb, Forward Accessory Compartment Door, STA 41-69 - Internal Structure

A. Inspection

SUBTASK 53-05-03-010-001

(1) Gain access as required.

SUBTASK 53-05-03-160-001

(2) Clean inspection area as required.

NOTE: It is expected that the area to be inspected is clean enough to minimize the possibility that accumulated dirt, lint, fibers or grease might hide unsatisfactory conditions that would otherwise be obvious. Any cleaning that is considered necessary should be performed in accordance with accepted procedures in order to minimize the possibility of the cleaning process itself introducing anomalies.

SUBTASK 53-05-03-211-001

(3) Do the detailed inspection.

NOTE: A detailed inspection is an intensive examination of a specific item, installation or assembly, to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses or other means may be necessary. Surface cleaning and elaborate access procedures may also be required.

SUBTASK 53-05-03-916-001

(4) Apply surface treatments and/or corrosion inhibiting compound as required.

NOTE: Protective materials (e.g. corrosion inhibiting compounds, paints, etc.) shall be re-applied if removed to perform the inspection/maintenance task.

SUBTASK 53-05-03-410-001

(5) Install removed panels.

(6) Record corrosion findings.

(a) Corrosion finding: Yes _____ No _____

(b) If yes in Step (6)(a), record specific area of corrosion on a non-routine form and list the non-routine(s) identification number(s) here _____.

(7) Record structural findings.

(a) Structural finding: Yes _____ No _____

(b) If yes in Step (7)(a), record specific area of structural cracking on a non-routine form and list the non-routine(s) identification number(s) here _____.

———— **END OF TASK** ————

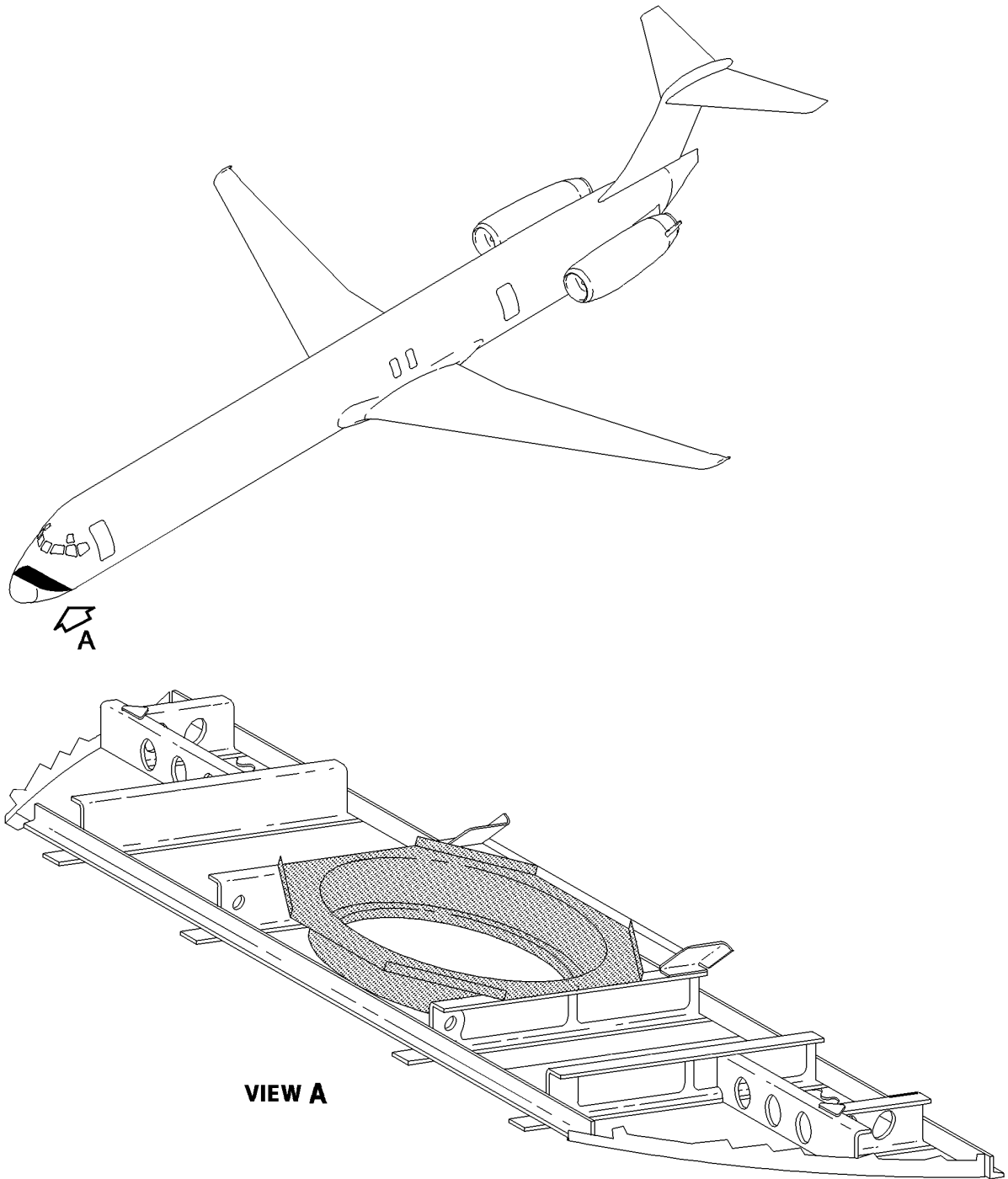
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Forward Accessory Compartment Door Jamb
Figure 601/53-05-03-990-801

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TASK 53-05-03-211-802

3. Jamb, Electric/Electronic Compartment Door, STA 134-160 - Internal Structure

A. Inspection

SUBTASK 53-05-03-010-002

- (1) Gain access as required.

SUBTASK 53-05-03-160-002

- (2) Clean inspection area as required.

NOTE: It is expected that the area to be inspected is clean enough to minimize the possibility that accumulated dirt, lint, fibers or grease might hide unsatisfactory conditions that would otherwise be obvious. Any cleaning that is considered necessary should be performed in accordance with accepted procedures in order to minimize the possibility of the cleaning process itself introducing anomalies.

SUBTASK 53-05-03-211-002

- (3) Do the detailed inspection.

NOTE: A detailed inspection is an intensive examination of a specific item, installation or assembly, to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses or other means may be necessary. Surface cleaning and elaborate access procedures may also be required.

SUBTASK 53-05-03-916-002

- (4) Apply surface treatments and/or corrosion inhibiting compound as required.

NOTE: Protective materials (e.g. corrosion inhibiting compounds, paints, etc.) shall be re-applied if removed to perform the inspection/maintenance task.

SUBTASK 53-05-03-410-002

- (5) Install removed panels.

- (6) Record corrosion findings.

(a) Corrosion finding: Yes _____ No _____

(b) If yes in Step (6)(a), record specific area of corrosion on a non-routine form and list the non-routine(s) identification number(s) here _____.

- (7) Record structural findings.

(a) Structural finding: Yes _____ No _____

(b) If yes in Step (7)(a), record specific area of structural cracking on a non-routine form and list the non-routine(s) identification number(s) here _____.

————— **END OF TASK** —————

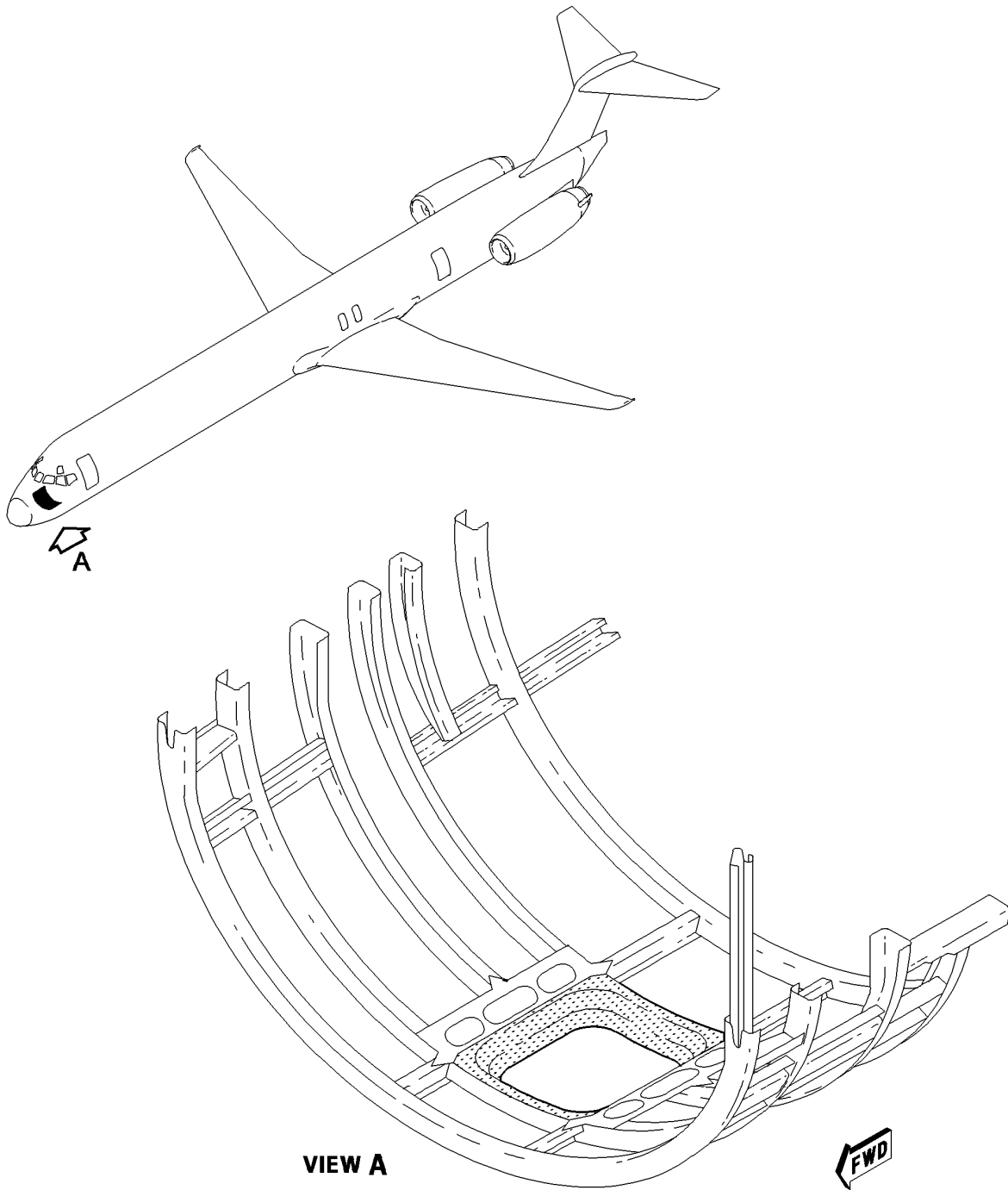
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S0000267032V1

Electrical / Electronics Compartment Door Jamb Internal Structure
Figure 602/53-05-03-990-802

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TASK 53-05-03-211-803

4. Jamb, Main Entrance Door, STA 160-200 (Left Side) - Internal Structure

A. Inspection

SUBTASK 53-05-03-010-003

- (1) Gain access as required.

SUBTASK 53-05-03-160-003

- (2) Clean inspection area as required.

NOTE: It is expected that the area to be inspected is clean enough to minimize the possibility that accumulated dirt, lint, fibers or grease might hide unsatisfactory conditions that would otherwise be obvious. Any cleaning that is considered necessary should be performed in accordance with accepted procedures in order to minimize the possibility of the cleaning process itself introducing anomalies.

SUBTASK 53-05-03-211-003

- (3) Do the detailed inspection.

NOTE: A detailed inspection is an intensive examination of a specific item, installation or assembly, to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses or other means may be necessary. Surface cleaning and elaborate access procedures may also be required.

SUBTASK 53-05-03-916-003

- (4) Apply surface treatments and/or corrosion inhibiting compound as required.

NOTE: Protective materials (e.g. corrosion inhibiting compounds, paints, etc.) shall be re-applied if removed to perform the inspection/maintenance task.

SUBTASK 53-05-03-410-003

- (5) Install removed panels.

- (6) Record corrosion findings.

(a) Corrosion finding: Yes _____ No _____

(b) If yes in Step (6)(a), record specific area of corrosion on a non-routine form and list the non-routine(s) identification number(s) here _____.

- (7) Record structural findings.

(a) Structural finding: Yes _____ No _____

(b) If yes in Step (7)(a), record specific area of structural cracking on a non-routine form and list the non-routine(s) identification number(s) here _____.

————— **END OF TASK** —————

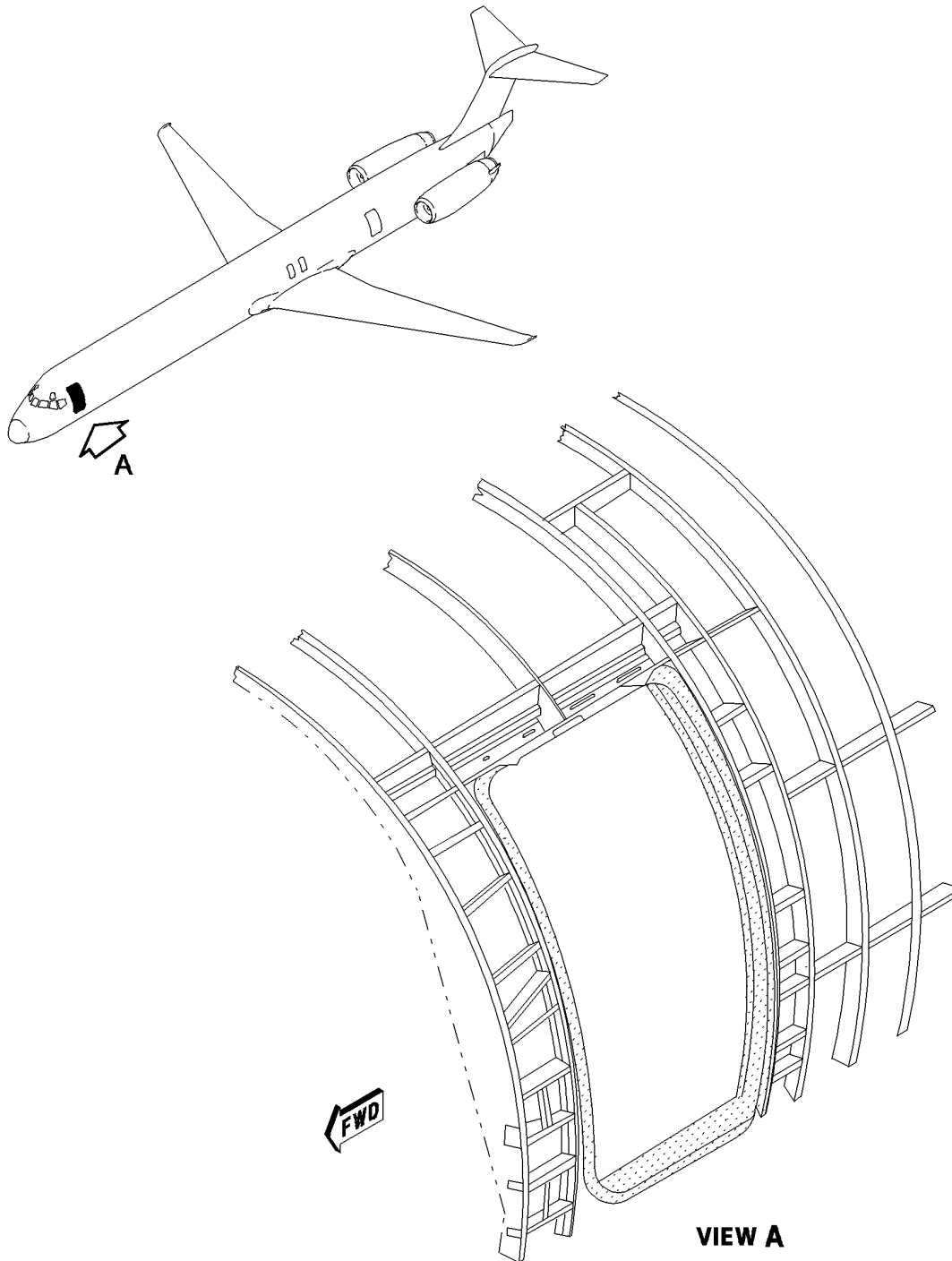
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Main Entrance Door Jamb Internal Structure
Figure 603/53-05-03-990-803

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TASK 53-05-03-211-804

5. Jamb, Forward Galley Service Door, STA 168-200 (Right Side) - Internal Structure

A. Inspection

SUBTASK 53-05-03-010-004

- (1) Gain access as required.

SUBTASK 53-05-03-160-004

- (2) Clean inspection area as required.

NOTE: It is expected that the area to be inspected is clean enough to minimize the possibility that accumulated dirt, lint, fibers or grease might hide unsatisfactory conditions that would otherwise be obvious. Any cleaning that is considered necessary should be performed in accordance with accepted procedures in order to minimize the possibility of the cleaning process itself introducing anomalies.

SUBTASK 53-05-03-211-004

- (3) Do the detailed inspection.

NOTE: A detailed inspection is an intensive examination of a specific item, installation or assembly, to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses or other means may be necessary. Surface cleaning and elaborate access procedures may also be required.

SUBTASK 53-05-03-916-004

- (4) Apply surface treatments and/or corrosion inhibiting compound as required.

NOTE: Protective materials (e.g. corrosion inhibiting compounds, paints, etc.) shall be re-applied if removed to perform the inspection/maintenance task.

SUBTASK 53-05-03-410-004

- (5) Install removed panels.

- (6) Record corrosion findings.

(a) Corrosion finding: Yes _____ No _____

(b) If yes in Step (6)(a), record specific area of corrosion on a non-routine form and list the non-routine(s) identification number(s) here _____.

- (7) Record structural findings.

(a) Structural finding: Yes _____ No _____

(b) If yes in Step (7)(a), record specific area of structural cracking on a non-routine form and list the non-routine(s) identification number(s) here _____.

————— **END OF TASK** —————

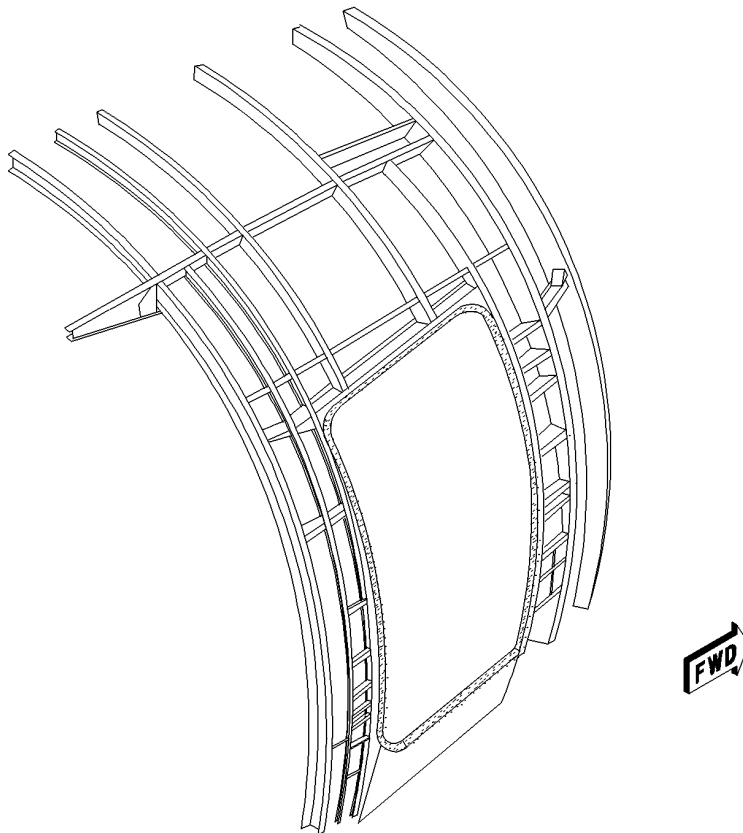
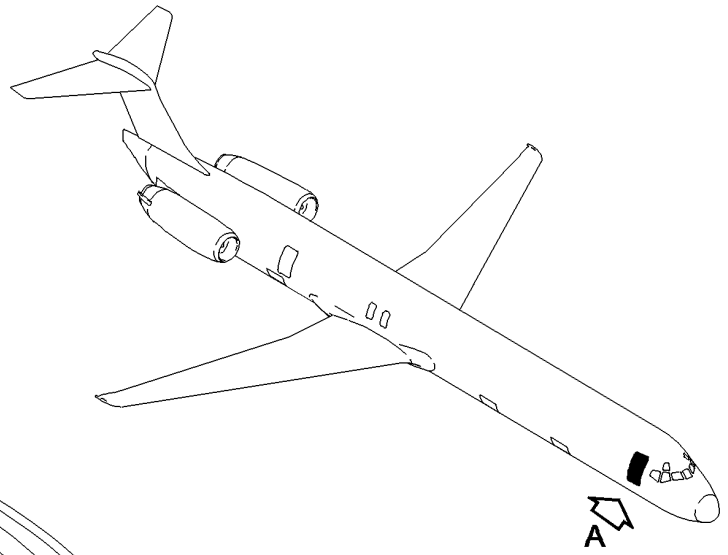
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VIEW A

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**Forward Galley Service Door Jamb Internal Structure
Figure 604/53-05-03-990-804**

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TASK 53-05-03-211-805

6. Jamb, Forward Lower Cargo Door, STA 370-427 (MD-87, STA 313-370) - Internal Structure

A. Inspection

SUBTASK 53-05-03-010-043

- (1) Gain access as required.
- (2) Remove scuff plate.

SUBTASK 53-05-03-160-044

- (3) Clean inspection area as required.

NOTE: It is expected that the area to be inspected is clean enough to minimize the possibility that accumulated dirt, lint, fibers or grease might hide unsatisfactory conditions that would otherwise be obvious. Any cleaning that is considered necessary should be performed in accordance with accepted procedures in order to minimize the possibility of the cleaning process itself introducing anomalies.

SUBTASK 53-05-03-211-046

- (4) Do the detailed inspection.

NOTE: A detailed inspection is an intensive examination of a specific item, installation or assembly, to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses or other means may be necessary. Surface cleaning and elaborate access procedures may also be required.

SUBTASK 53-05-03-916-043

- (5) Apply surface treatments and/or corrosion inhibiting compound as required.

NOTE: Protective materials (e.g. corrosion inhibiting compounds, paints, etc.) shall be re-applied if removed to perform the inspection/maintenance task.

SUBTASK 53-05-03-410-042

- (6) Install removed panels.
- (7) Install scuff plate.
- (8) Record corrosion findings.
 - (a) Corrosion finding: Yes _____ No _____
 - (b) If yes in Step (8)(a), record specific area of corrosion on a non-routine form and list the non-routine(s) identification number(s) here _____.
- (9) Record structural findings.
 - (a) Structural finding: Yes _____ No _____
 - (b) If yes in Step (9)(a), record specific area of structural cracking on a non-routine form and list the non-routine(s) identification number(s) here _____.

————— **END OF TASK** —————

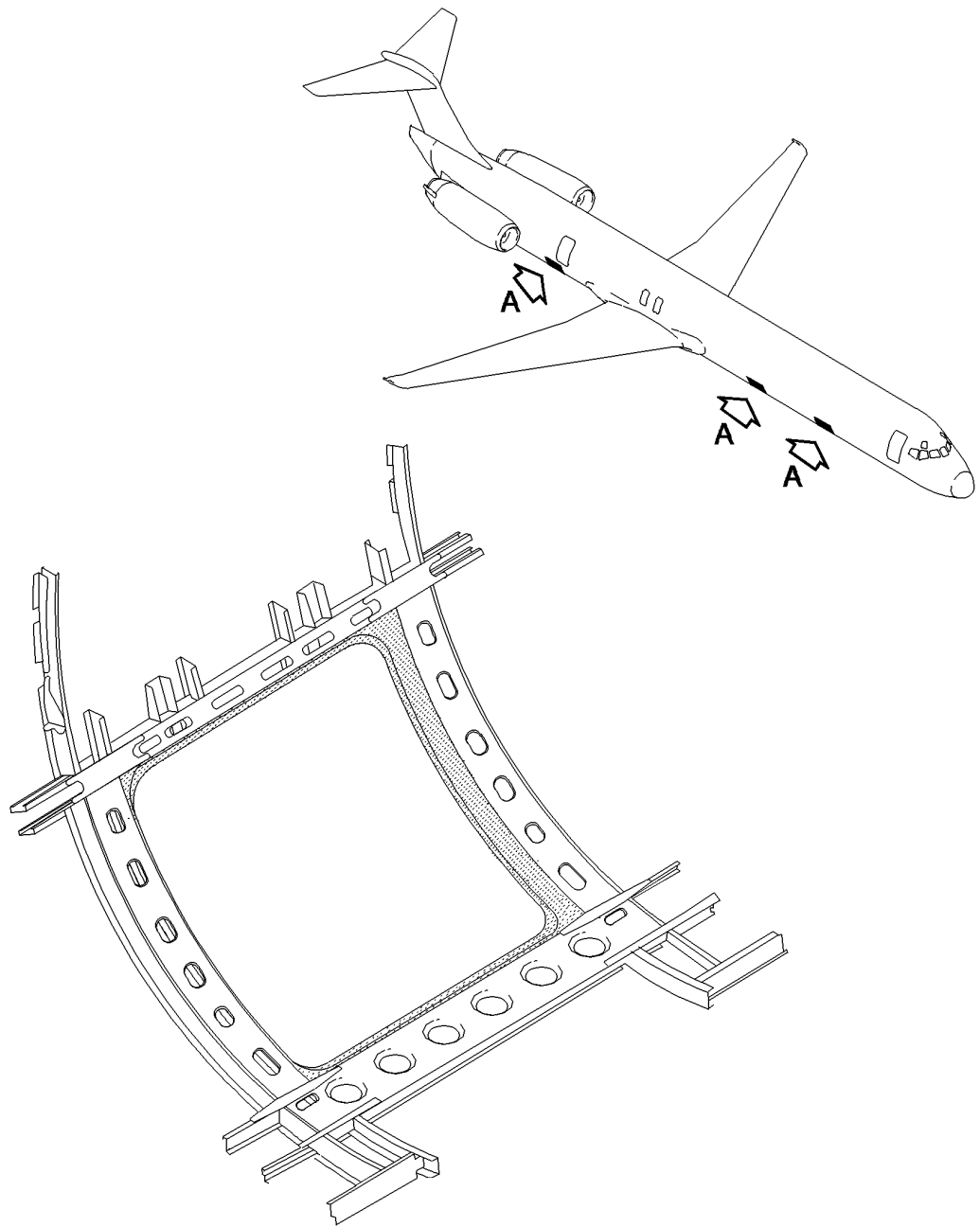
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VIEW A
FORWARD, CENTER & AFT CARGO DOOR JAMBS

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S0000267145V2

Fwd Lower Cargo Compartment Door Jamb Internal Structure
Figure 605/53-05-03-990-842

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TASK 53-05-03-211-806

7. Jamb, Center Lower Cargo Compartment Door, STA 636-693 (MD-87, STA 522-579) - Internal Structure

A. Inspection

SUBTASK 53-05-03-010-005

- (1) Gain access as required.
- (2) Remove scuff plate.

SUBTASK 53-05-03-160-005

- (3) Clean inspection area as required.

NOTE: It is expected that the area to be inspected is clean enough to minimize the possibility that accumulated dirt, lint, fibers or grease might hide unsatisfactory conditions that would otherwise be obvious. Any cleaning that is considered necessary should be performed in accordance with accepted procedures in order to minimize the possibility of the cleaning process itself introducing anomalies.

SUBTASK 53-05-03-211-005

- (4) Do the detailed inspection.

NOTE: A detailed inspection is an intensive examination of a specific item, installation or assembly, to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses or other means may be necessary. Surface cleaning and elaborate access procedures may also be required.

SUBTASK 53-05-03-916-005

- (5) Apply surface treatments and/or corrosion inhibiting compound as required.

NOTE: Protective materials (e.g. corrosion inhibiting compounds, paints, etc.) shall be re-applied if removed to perform the inspection/maintenance task.

SUBTASK 53-05-03-410-005

- (6) Install removed panels.
- (7) Install scuff plate.
- (8) Record corrosion findings.
 - (a) Corrosion finding: Yes _____ No _____
 - (b) If yes in Step (8)(a), record specific area of corrosion on a non-routine form and list the non-routine(s) identification number(s) here _____.
- (9) Record structural findings.
 - (a) Structural finding: Yes _____ No _____
 - (b) If yes in Step (9)(a), record specific area of structural cracking on a non-routine form and list the non-routine(s) identification number(s) here _____.

————— **END OF TASK** —————

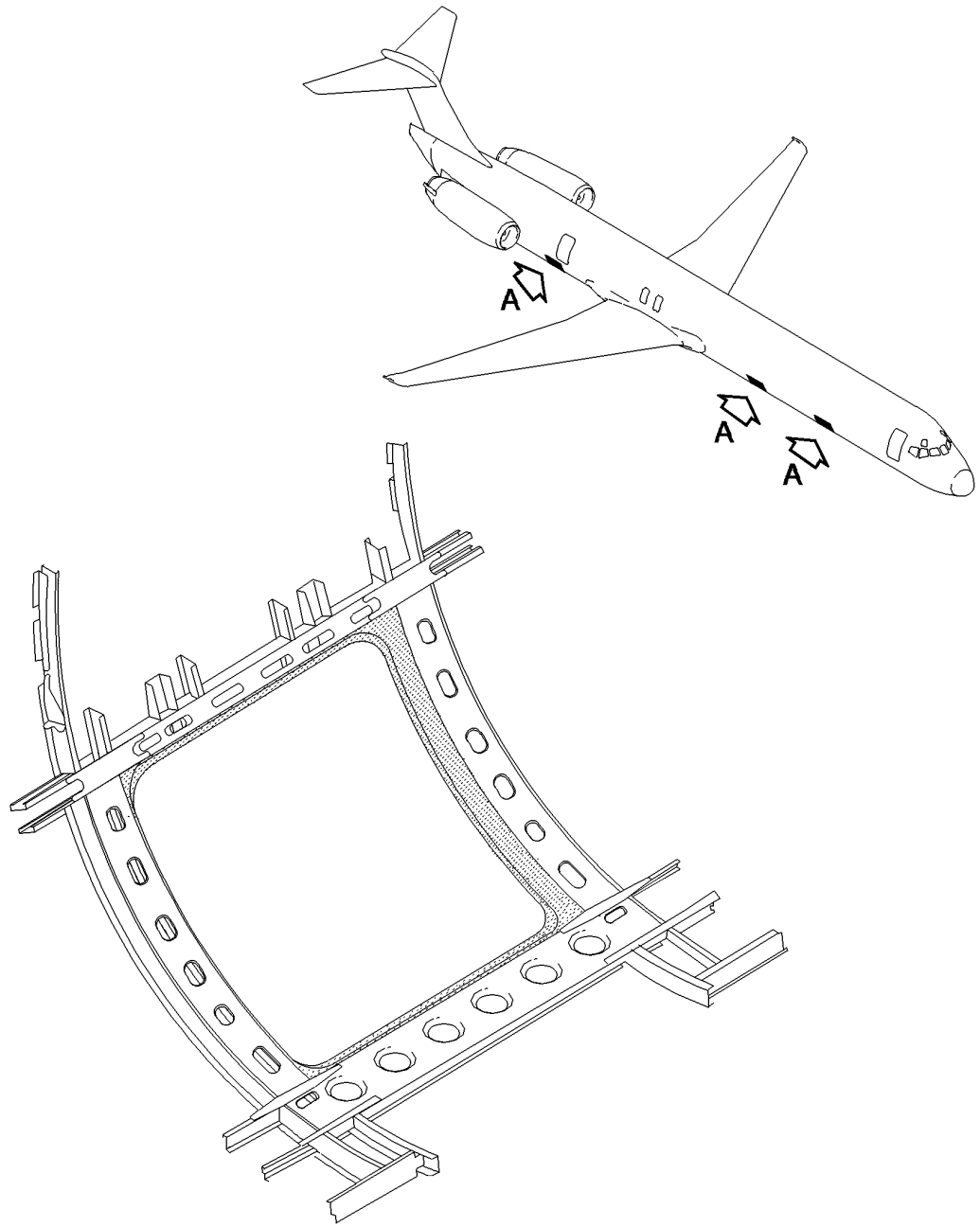
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VIEW A

FORWARD, CENTER & AFT CARGO DOOR JAMBS

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S0000267145V2

**Center Lower Cargo Compartment Door Jamb Internal Structure
Figure 606/53-05-03-990-805**

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TASK 53-05-03-211-807

8. Jamb, Aft Lower Cargo Compartment Door, STA 1154-1211 (MD-87, STA 964-1002) - Internal Structure

A. Inspection

SUBTASK 53-05-03-010-006

- (1) Gain access as required.
- (2) Remove scuff plate.

SUBTASK 53-05-03-160-006

- (3) Clean inspection area as required.

NOTE: It is expected that the area to be inspected is clean enough to minimize the possibility that accumulated dirt, lint, fibers or grease might hide unsatisfactory conditions that would otherwise be obvious. Any cleaning that is considered necessary should be performed in accordance with accepted procedures in order to minimize the possibility of the cleaning process itself introducing anomalies.

SUBTASK 53-05-03-211-006

- (4) Do the detailed inspection.

NOTE: A detailed inspection is an intensive examination of a specific item, installation or assembly, to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses or other means may be necessary. Surface cleaning and elaborate access procedures may also be required.

SUBTASK 53-05-03-916-006

- (5) Apply surface treatments and/or corrosion inhibiting compound as required.

NOTE: Protective materials (e.g. corrosion inhibiting compounds, paints, etc.) shall be re-applied if removed to perform the inspection/maintenance task.

SUBTASK 53-05-03-410-006

- (6) Install removed panels.
- (7) Install scuff plate.
- (8) Record corrosion findings.
 - (a) Corrosion finding: Yes _____ No _____
 - (b) If yes in Step (8)(a), record specific area of corrosion on a non-routine form and list the non-routine(s) identification number(s) here _____.
- (9) Record structural findings.
 - (a) Structural finding: Yes _____ No _____
 - (b) If yes in Step (9)(a), record specific area of structural cracking on a non-routine form and list the non-routine(s) identification number(s) here _____.

————— **END OF TASK** —————

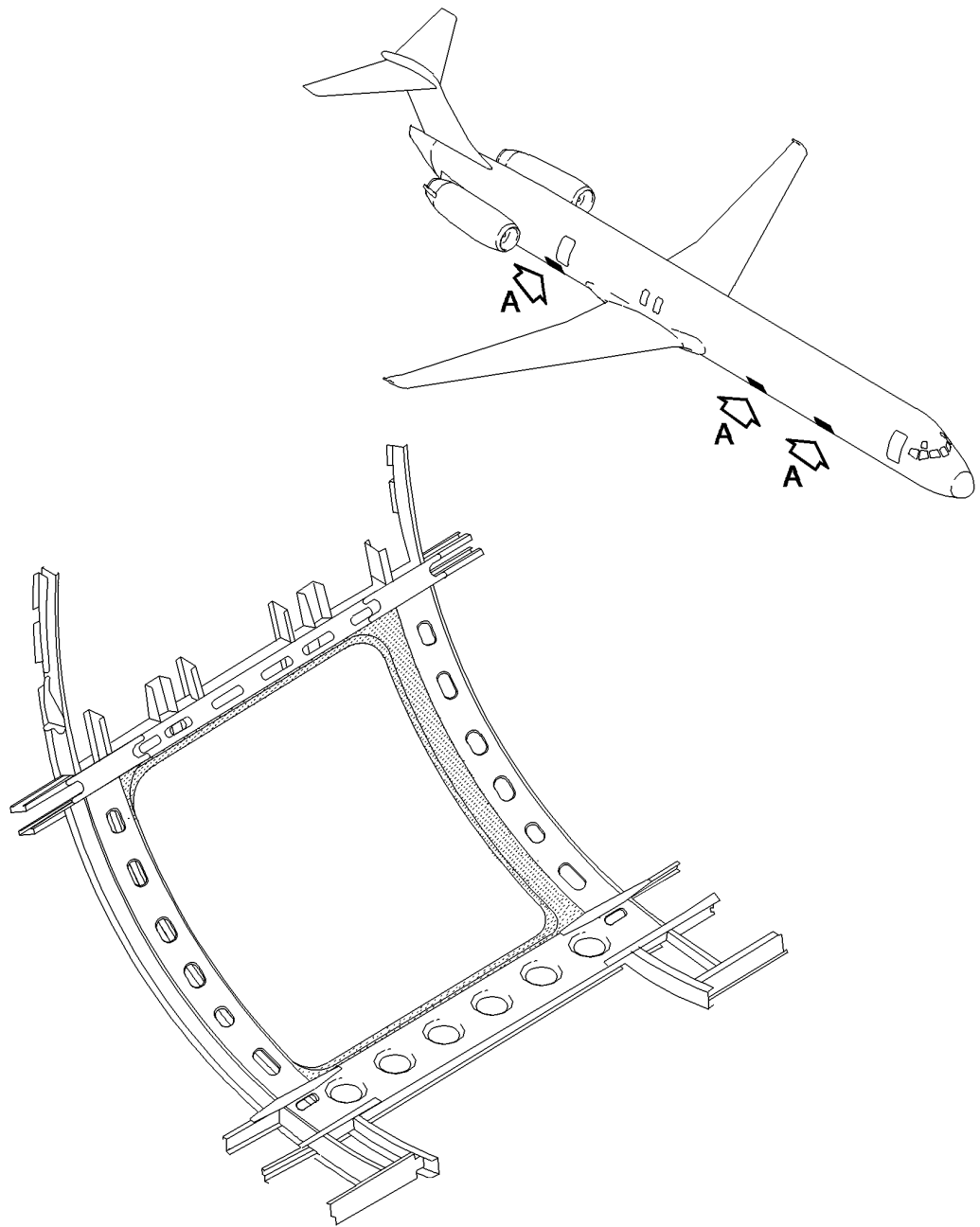
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VIEW A
FORWARD, CENTER & AFT CARGO DOOR JAMBS

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S0000267145V2

Aft Lower Cargo Compartment Door Jamb Internal Structure
Figure 607/53-05-03-990-806

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TASK 53-05-03-211-808

9. Jamb, Aft Galley Service Door, STA 1140-1170 (MD-87, STA 950-980) - Internal Structure

A. Inspection

SUBTASK 53-05-03-010-008

- (1) Gain access as required.

SUBTASK 53-05-03-160-008

- (2) Clean inspection area as required.

NOTE: It is expected that the area to be inspected is clean enough to minimize the possibility that accumulated dirt, lint, fibers or grease might hide unsatisfactory conditions that would otherwise be obvious. Any cleaning that is considered necessary should be performed in accordance with accepted procedures in order to minimize the possibility of the cleaning process itself introducing anomalies.

SUBTASK 53-05-03-211-008

- (3) Do the detailed inspection.

NOTE: A detailed inspection is an intensive examination of a specific item, installation or assembly, to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses or other means may be necessary. Surface cleaning and elaborate access procedures may also be required.

SUBTASK 53-05-03-916-008

- (4) Apply surface treatments and/or corrosion inhibiting compound as required.

NOTE: Protective materials (e.g. corrosion inhibiting compounds, paints, etc.) shall be re-applied if removed to perform the inspection/maintenance task.

SUBTASK 53-05-03-410-008

- (5) Install removed panels.

- (6) Record corrosion findings.

(a) Corrosion finding: Yes _____ No _____

(b) If yes in Step (6)(a), record specific area of corrosion on a non-routine form and list the non-routine(s) identification number(s) here _____.

- (7) Record structural findings.

(a) Structural finding: Yes _____ No _____

(b) If yes in Step (7)(a), record specific area of structural cracking on a non-routine form and list the non-routine(s) identification number(s) here _____.

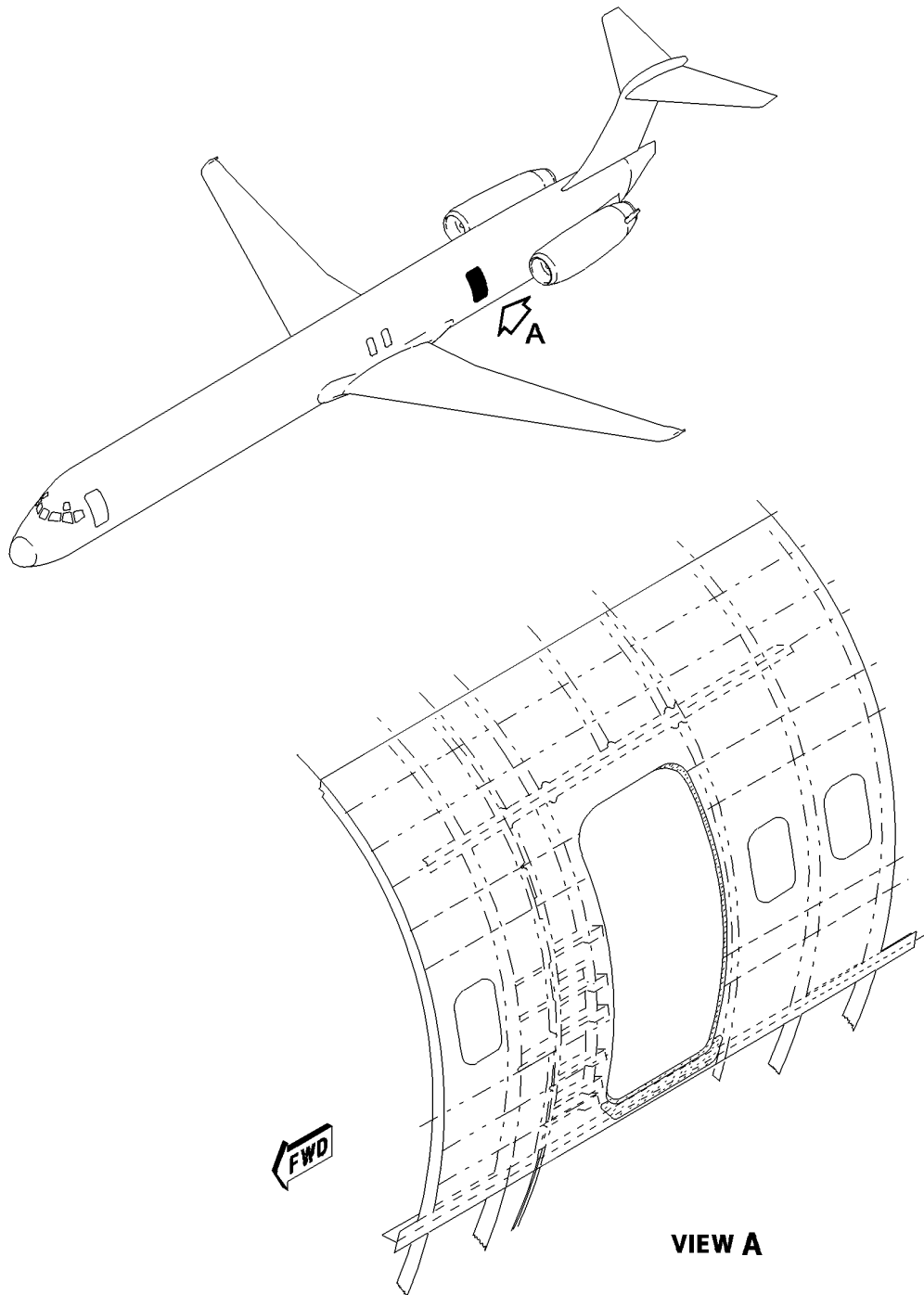
————— **END OF TASK** —————

EFFECTIVITY
WJE ALL

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BBB2-53-212
S0000267159V1

Aft Galley Service Door Jamb Internal Structure
Figure 608/53-05-03-990-808

EFFECTIVITY
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TASK 53-05-03-211-809

10. Jamb, Aft Cabin Bulkhead Door Surfaces, STA 1338 (MD-87, STA 1129) - Internal Structure

A. Inspection

SUBTASK 53-05-03-010-007

- (1) Gain access as required.

SUBTASK 53-05-03-160-007

- (2) Clean inspection area as required.

NOTE: It is expected that the area to be inspected is clean enough to minimize the possibility that accumulated dirt, lint, fibers or grease might hide unsatisfactory conditions that would otherwise be obvious. Any cleaning that is considered necessary should be performed in accordance with accepted procedures in order to minimize the possibility of the cleaning process itself introducing anomalies.

SUBTASK 53-05-03-211-007

- (3) Do the detailed inspection.

NOTE: A detailed inspection is an intensive examination of a specific item, installation or assembly, to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses or other means may be necessary. Surface cleaning and elaborate access procedures may also be required.

SUBTASK 53-05-03-916-007

- (4) Apply surface treatments and/or corrosion inhibiting compound as required.

NOTE: Protective materials (e.g. corrosion inhibiting compounds, paints, etc.) shall be re-applied if removed to perform the inspection/maintenance task.

SUBTASK 53-05-03-410-007

- (5) Install removed panels.

- (6) Record corrosion findings.

(a) Corrosion finding: Yes _____ No _____

(b) If yes in Step (6)(a), record specific area of corrosion on a non-routine form and list the non-routine(s) identification number(s) here _____.

- (7) Record structural findings.

(a) Structural finding: Yes _____ No _____

(b) If yes in Step (7)(a), record specific area of structural cracking on a non-routine form and list the non-routine(s) identification number(s) here _____.

————— **END OF TASK** —————

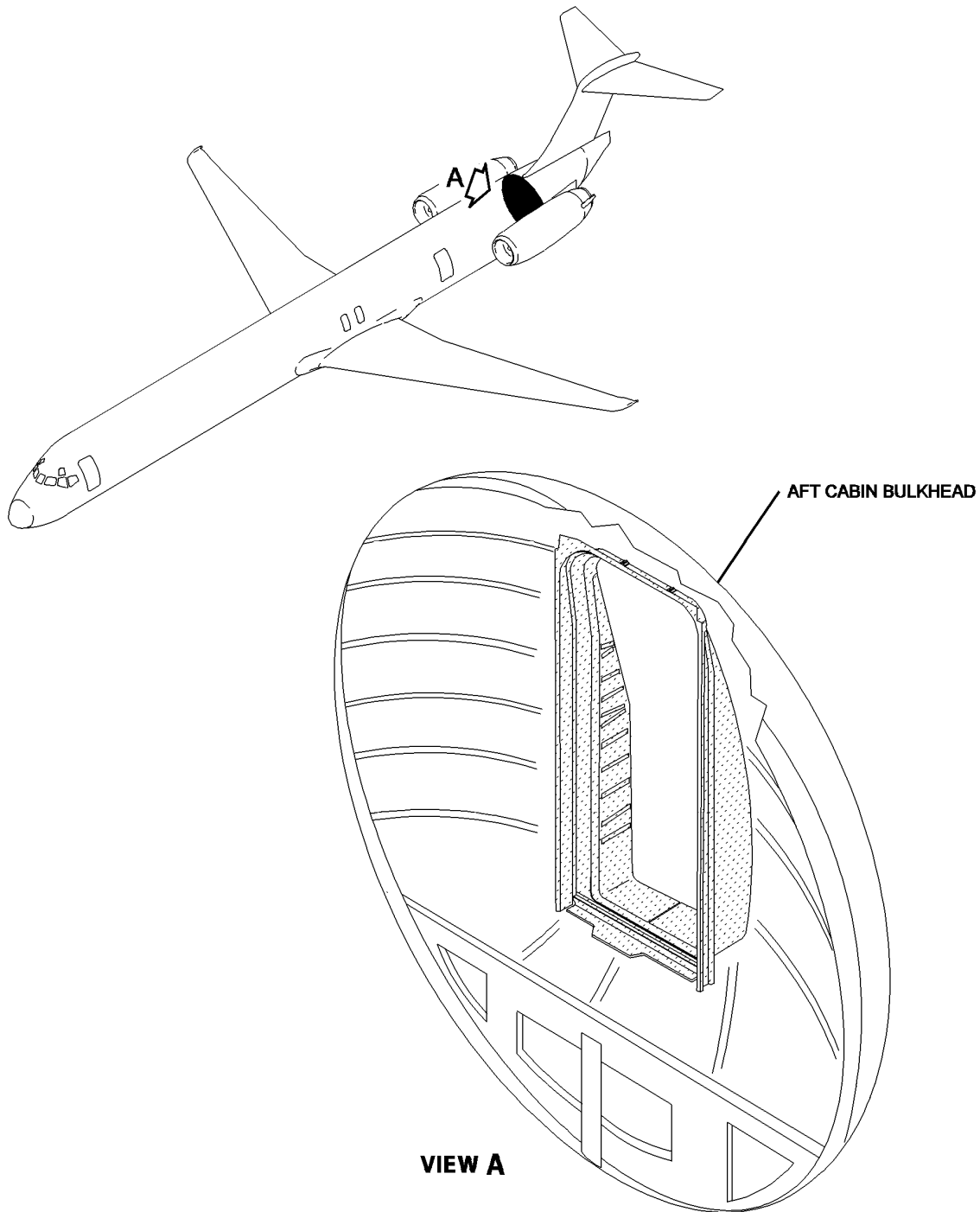
EFFECTIVITY
WJE ALL

TP-80MM-WJE

53-05-03

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BBB2-53-213
S0000267157V1

Aft Cabin Pressure Bulkhead Emergency Exit Door Jamb
Figure 609/53-05-03-990-807

EFFECTIVITY
WJE ALL

TP-80MM-WJE

53-05-03

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MD-80 AIRCRAFT MAINTENANCE MANUAL

TASK 53-05-03-211-810

11. Panel, Trapezoidal, STA 937-965 (MD-87, STA 823-851) - Internal Structure

A. Inspection

SUBTASK 53-05-03-010-009

- (1) Open MLG wheel well doors.

SUBTASK 53-05-03-160-009

- (2) Clean inspection area as required.

NOTE: It is expected that the area to be inspected is clean enough to minimize the possibility that accumulated dirt, lint, fibers or grease might hide unsatisfactory conditions that would otherwise be obvious. Any cleaning that is considered necessary should be performed in accordance with accepted procedures in order to minimize the possibility of the cleaning process itself introducing anomalies.

SUBTASK 53-05-03-211-009

- (3) Do the detailed inspection.

NOTE: A detailed inspection is an intensive examination of a specific item, installation or assembly, to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses or other means may be necessary. Surface cleaning and elaborate access procedures may also be required.

SUBTASK 53-05-03-916-009

- (4) Apply surface treatments and/or corrosion inhibiting compound as required.

NOTE: Protective materials (e.g. corrosion inhibiting compounds, paints, etc.) shall be re-applied if removed to perform the inspection/maintenance task.

SUBTASK 53-05-03-410-009

- (5) Close MLG wheel well doors.

- (6) Record corrosion findings.

(a) Corrosion finding: Yes _____ No _____

(b) If yes in Step (6)(a), record specific area of corrosion on a non-routine form and list the non-routine(s) identification number(s) here _____.

- (7) Record structural findings.

(a) Structural finding: Yes _____ No _____

(b) If yes in Step (7)(a), record specific area of structural cracking on a non-routine form and list the non-routine(s) identification number(s) here _____.

————— **END OF TASK** —————

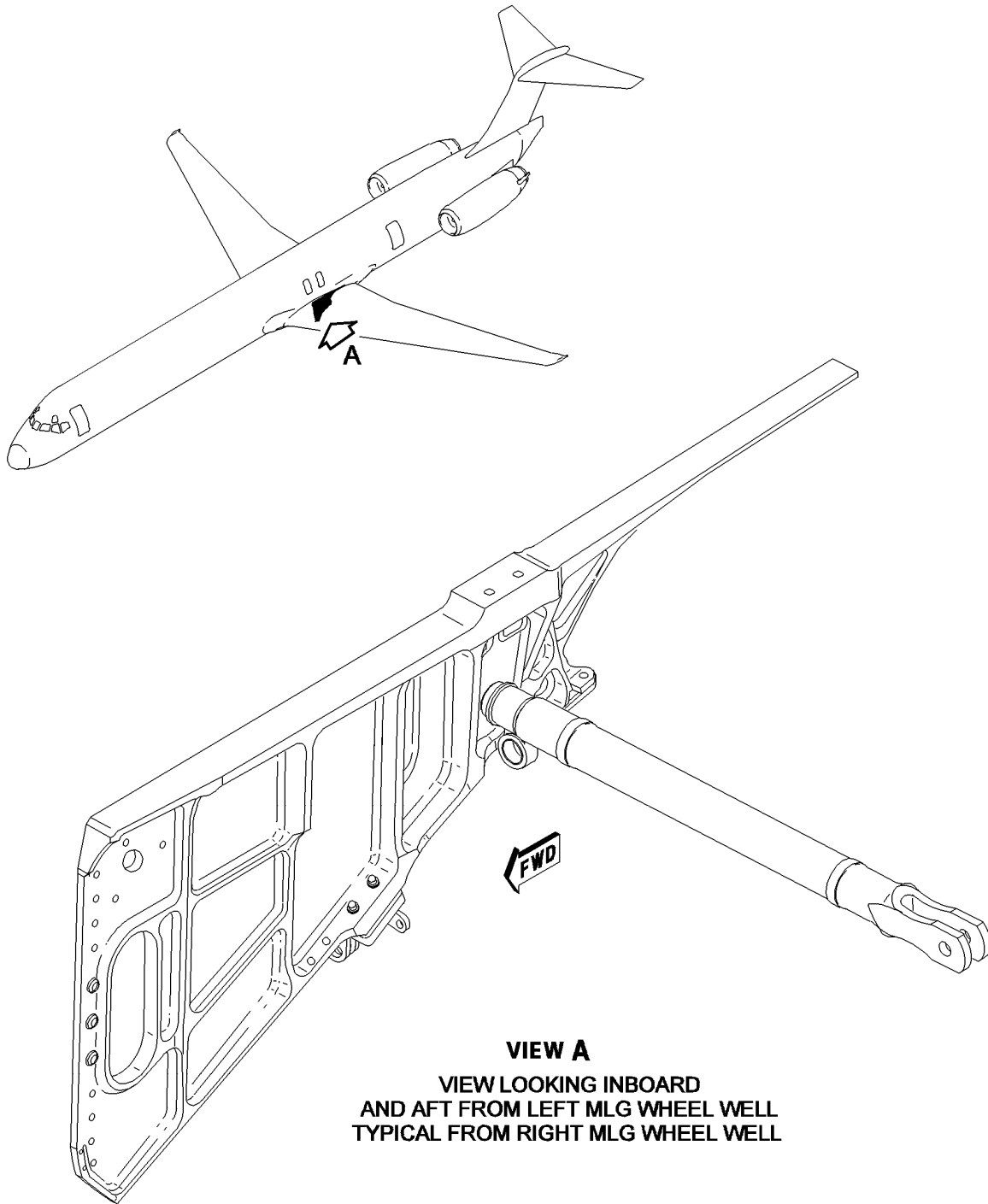
EFFECTIVITY
WJE ALL

TP-80MM-WJE

53-05-03

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VIEW A
VIEW LOOKING INBOARD
AND AFT FROM LEFT MLG WHEEL WELL
TYPICAL FROM RIGHT MLG WHEEL WELL

BBB2-53-214
S0000267162V1

Left & Right Trapezoidal Panel
Figure 610/53-05-03-990-809

EFFECTIVITY
WJE ALL

TP-80MM-WJE

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MD-80 AIRCRAFT MAINTENANCE MANUAL

TASK 53-05-03-211-811

12. Longeron No. 20, Aft End of Trap Panel, STA 965-1003 (MD-87, STA 851-889) - Internal Structure

A. Inspection

SUBTASK 53-05-03-010-010

- (1) Open MLG wheel well doors.

SUBTASK 53-05-03-160-010

- (2) Clean inspection area as required.

NOTE: It is expected that the area to be inspected is clean enough to minimize the possibility that accumulated dirt, lint, fibers or grease might hide unsatisfactory conditions that would otherwise be obvious. Any cleaning that is considered necessary should be performed in accordance with accepted procedures in order to minimize the possibility of the cleaning process itself introducing anomalies.

SUBTASK 53-05-03-211-010

- (3) Do the detailed inspection.

NOTE: A detailed inspection is an intensive examination of a specific item, installation or assembly, to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses or other means may be necessary. Surface cleaning and elaborate access procedures may also be required.

SUBTASK 53-05-03-916-010

- (4) Apply surface treatments and/or corrosion inhibiting compound as required.

NOTE: Protective materials (e.g. corrosion inhibiting compounds, paints, etc.) shall be re-applied if removed to perform the inspection/maintenance task.

SUBTASK 53-05-03-410-010

- (5) Close MLG wheel well doors.

- (6) Record corrosion findings.

(a) Corrosion finding: Yes _____ No _____

(b) If yes in Step (6)(a), record specific area of corrosion on a non-routine form and list the non-routine(s) identification number(s) here _____.

- (7) Record structural findings.

(a) Structural finding: Yes _____ No _____

(b) If yes in Step (7)(a), record specific area of structural cracking on a non-routine form and list the non-routine(s) identification number(s) here _____.

————— **END OF TASK** —————

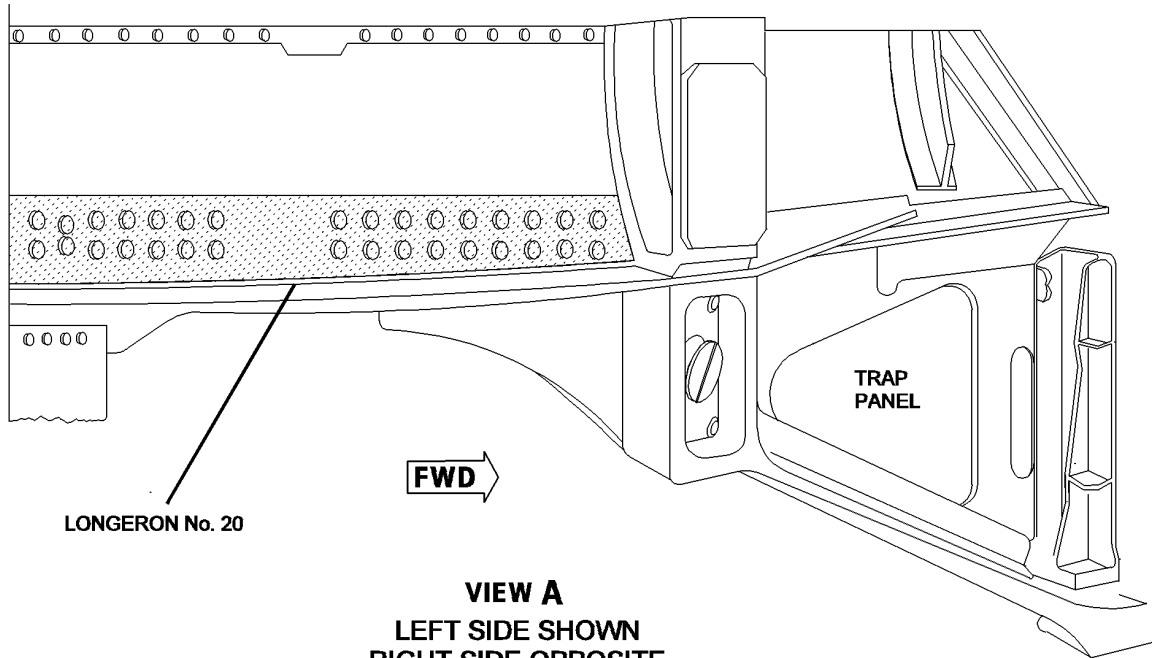
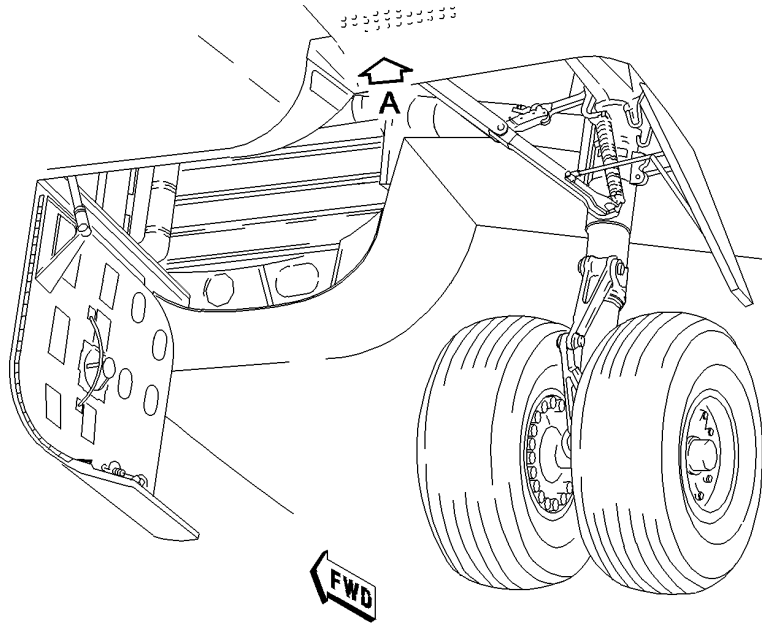
EFFECTIVITY
WJE ALL

TP-80MM-WJE

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LONGERON No. 20

TRAP
PANEL

VIEW A
LEFT SIDE SHOWN
RIGHT SIDE OPPOSITE

BBB2-53-215
S0000267165V1

Trapezoidal Panel at Longerons No. 20
Figure 611/53-05-03-990-810

EFFECTIVITY
WJE ALL

TP-80MM-WJE

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TASK 53-05-03-211-812

13. Longeron No. 24, Wing to Fuselage Fitting, Including the Area Under Fillet Fairings, STA 826 (MD-87, STA 712) - Internal Structure

A. Inspection

SUBTASK 53-05-03-010-011

- (1) Gain access as required.

SUBTASK 53-05-03-160-011

- (2) Clean inspection area as required.

NOTE: It is expected that the area to be inspected is clean enough to minimize the possibility that accumulated dirt, lint, fibers or grease might hide unsatisfactory conditions that would otherwise be obvious. Any cleaning that is considered necessary should be performed in accordance with accepted procedures in order to minimize the possibility of the cleaning process itself introducing anomalies.

SUBTASK 53-05-03-211-011

- (3) Do the detailed inspection.

NOTE: A detailed inspection is an intensive examination of a specific item, installation or assembly, to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses or other means may be necessary. Surface cleaning and elaborate access procedures may also be required.

SUBTASK 53-05-03-916-011

- (4) Apply surface treatments and/or corrosion inhibiting compound as required.

NOTE: Protective materials (e.g. corrosion inhibiting compounds, paints, etc.) shall be re-applied if removed to perform the inspection/maintenance task.

SUBTASK 53-05-03-410-011

- (5) Install removed panels.

- (6) Record corrosion findings.

(a) Corrosion finding: Yes _____ No _____

(b) If yes in Step (6)(a), record specific area of corrosion on a non-routine form and list the non-routine(s) identification number(s) here _____.

- (7) Record structural findings.

(a) Structural finding: Yes _____ No _____

(b) If yes in Step (7)(a), record specific area of structural cracking on a non-routine form and list the non-routine(s) identification number(s) here _____.

————— **END OF TASK** —————

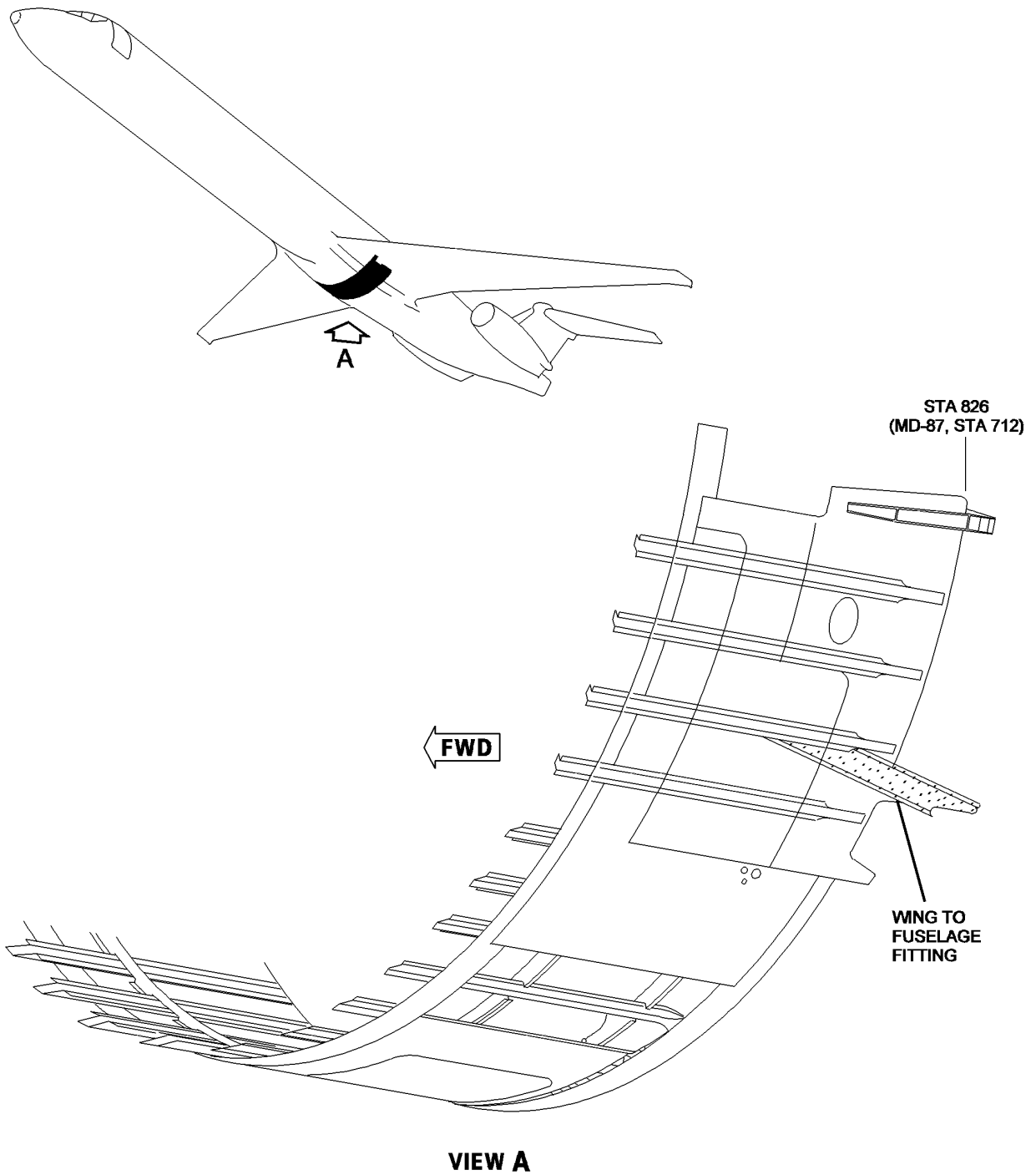
EFFECTIVITY
WJE ALL

TP-80MM-WJE

53-05-03

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BBB2-53-216
S0000267166V1

Wing to Fuselage Fitting at Longeron No. 24
Figure 612/53-05-03-990-811

EFFECTIVITY
WJE ALL

TP-80MM-WJE

53-05-03

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TASK 53-05-03-211-813

14. Fuselage Frames, Overwing, STAs 864, 886 & 905 (MD-87, STAs 750, 772 & 791) - Internal Structure

A. Inspection

SUBTASK 53-05-03-010-012

- (1) Gain access as required.

SUBTASK 53-05-03-160-012

- (2) Clean inspection area as required.

NOTE: It is expected that the area to be inspected is clean enough to minimize the possibility that accumulated dirt, lint, fibers or grease might hide unsatisfactory conditions that would otherwise be obvious. Any cleaning that is considered necessary should be performed in accordance with accepted procedures in order to minimize the possibility of the cleaning process itself introducing anomalies.

SUBTASK 53-05-03-211-012

- (3) Do the detailed inspection.

NOTE: A detailed inspection is an intensive examination of a specific item, installation or assembly, to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses or other means may be necessary. Surface cleaning and elaborate access procedures may also be required.

SUBTASK 53-05-03-916-012

- (4) Apply surface treatments and/or corrosion inhibiting compound as required.

NOTE: Protective materials (e.g. corrosion inhibiting compounds, paints, etc.) shall be re-applied if removed to perform the inspection/maintenance task.

SUBTASK 53-05-03-410-012

- (5) Install removed panels.

- (6) Record corrosion findings.

(a) Corrosion finding: Yes _____ No _____

(b) If yes in Step (6)(a), record specific area of corrosion on a non-routine form and list the non-routine(s) identification number(s) here _____.

- (7) Record structural findings.

(a) Structural finding: Yes _____ No _____

(b) If yes in Step (7)(a), record specific area of structural cracking on a non-routine form and list the non-routine(s) identification number(s) here _____.

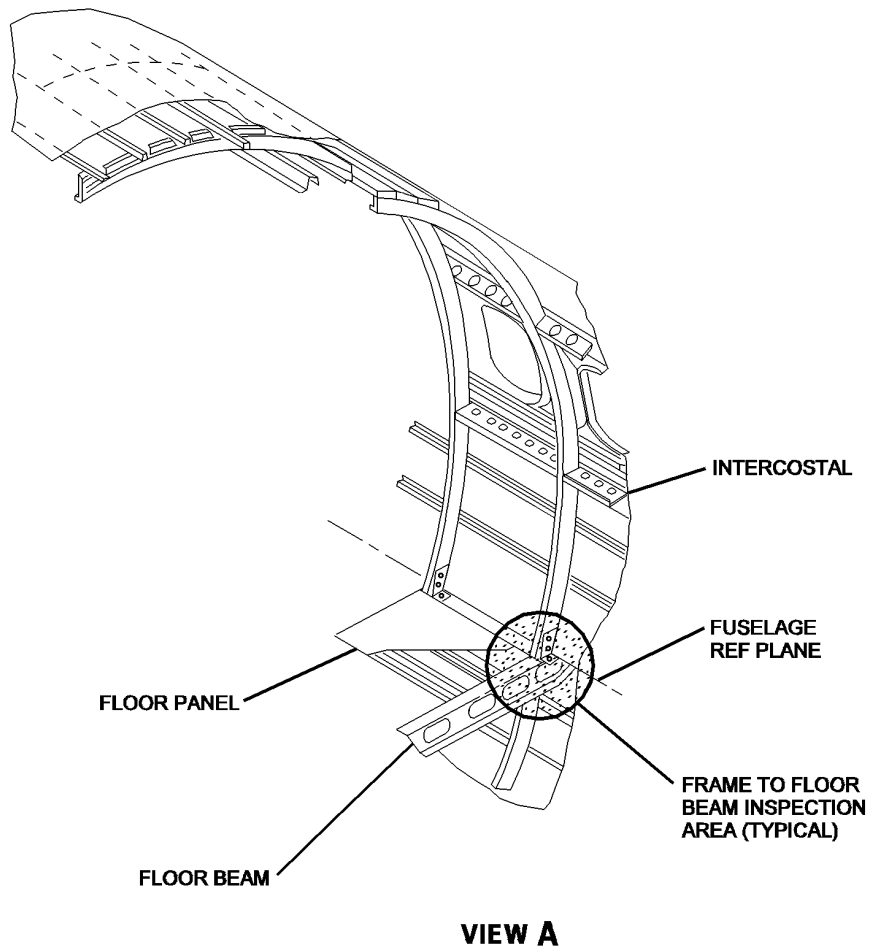
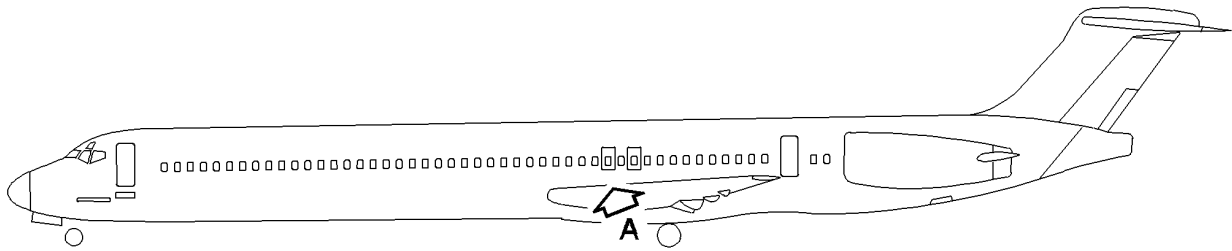
————— **END OF TASK** —————

EFFECTIVITY
WJE ALL

53-05-03

TP-80MM-WJE

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BBB2-53-217
S0000267842V1

Overwing, Fuselage Frames
Figure 613/53-05-03-990-812

EFFECTIVITY
WJE ALL

TP-80MM-WJE

53-05-03

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MD-80 AIRCRAFT MAINTENANCE MANUAL

TASK 53-05-03-211-814

15. Fuselage Frames, Over Trapezoidal Panel, STA 965 (MD-87, STA 851) - Internal Structure

A. Inspection

SUBTASK 53-05-03-010-013

- (1) Open MLG wheel well doors.

SUBTASK 53-05-03-160-013

- (2) Clean inspection area as required.

NOTE: It is expected that the area to be inspected is clean enough to minimize the possibility that accumulated dirt, lint, fibers or grease might hide unsatisfactory conditions that would otherwise be obvious. Any cleaning that is considered necessary should be performed in accordance with accepted procedures in order to minimize the possibility of the cleaning process itself introducing anomalies.

SUBTASK 53-05-03-211-013

- (3) Do the detailed inspection.

NOTE: A detailed inspection is an intensive examination of a specific item, installation or assembly, to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses or other means may be necessary. Surface cleaning and elaborate access procedures may also be required.

SUBTASK 53-05-03-916-013

- (4) Apply surface treatments and/or corrosion inhibiting compound as required.

NOTE: Protective materials (e.g. corrosion inhibiting compounds, paints, etc.) shall be re-applied if removed to perform the inspection/maintenance task.

SUBTASK 53-05-03-410-013

- (5) Close MLG wheel well doors.

- (6) Record corrosion findings.

(a) Corrosion finding: Yes _____ No _____

(b) If yes in Step (6)(a), record specific area of corrosion on a non-routine form and list the non-routine(s) identification number(s) here _____.

- (7) Record structural findings.

(a) Structural finding: Yes _____ No _____

(b) If yes in Step (7)(a), record specific area of structural cracking on a non-routine form and list the non-routine(s) identification number(s) here _____.

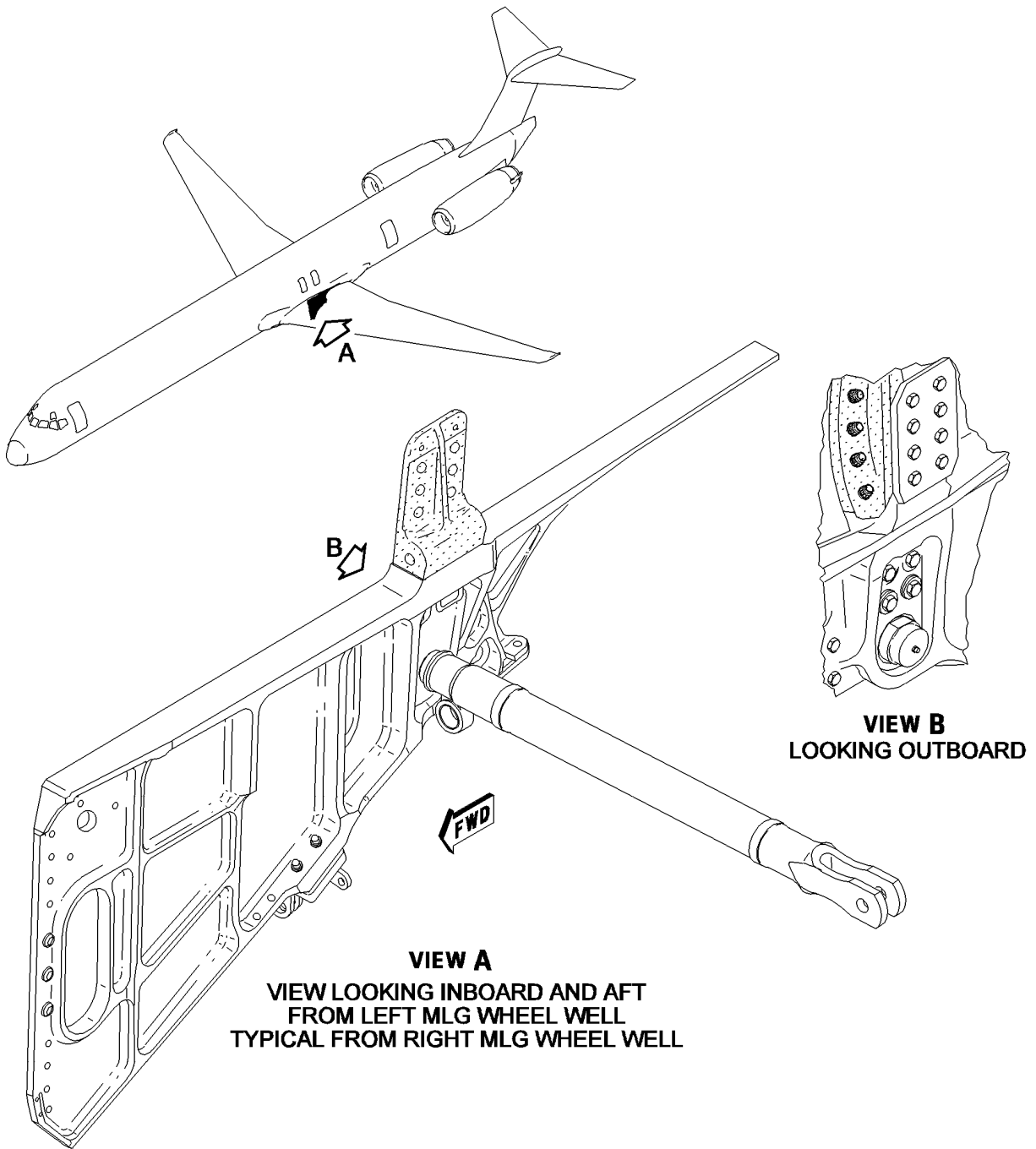
————— **END OF TASK** —————

EFFECTIVITY
WJE ALL

53-05-03

TP-80MM-WJE

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VIEW A
VIEW LOOKING INBOARD AND AFT
FROM LEFT MLG WHEEL WELL
TYPICAL FROM RIGHT MLG WHEEL WELL

VIEW B
LOOKING OUTBOARD

BBB2-53-218
S0000267843V1

**Fuselage Frame Over Trapezoidal Panel Fitting
Figure 614/53-05-03-990-813**

EFFECTIVITY
WJE ALL

TP-80MM-WJE

53-05-03

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TASK 53-05-03-211-815

16. Frames, Aft Cabin Fuselage Ceiling Above Lavs & Galleys, (Lavs & Galleys Removed) STA 1271 - 1338 (MD-87, STA 1062-1129) - Internal Structure

A. Inspection

SUBTASK 53-05-03-010-014

- (1) Gain access as required.

SUBTASK 53-05-03-160-014

- (2) Clean inspection area as required.

NOTE: It is expected that the area to be inspected is clean enough to minimize the possibility that accumulated dirt, lint, fibers or grease might hide unsatisfactory conditions that would otherwise be obvious. Any cleaning that is considered necessary should be performed in accordance with accepted procedures in order to minimize the possibility of the cleaning process itself introducing anomalies.

SUBTASK 53-05-03-211-014

- (3) Do the detailed inspection.

NOTE: A detailed inspection is an intensive examination of a specific item, installation or assembly, to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses or other means may be necessary. Surface cleaning and elaborate access procedures may also be required.

SUBTASK 53-05-03-916-014

- (4) Apply surface treatments and/or corrosion inhibiting compound as required.

NOTE: Protective materials (e.g. corrosion inhibiting compounds, paints, etc.) shall be re-applied if removed to perform the inspection/maintenance task.

SUBTASK 53-05-03-410-014

- (5) Install removed equipment.

- (6) Record corrosion findings.

(a) Corrosion finding: Yes _____ No _____

(b) If yes in Step (6)(a), record specific area of corrosion on a non-routine form and list the non-routine(s) identification number(s) here _____.

- (7) Record structural findings.

(a) Structural finding: Yes _____ No _____

(b) If yes in Step (7)(a), record specific area of structural cracking on a non-routine form and list the non-routine(s) identification number(s) here _____.

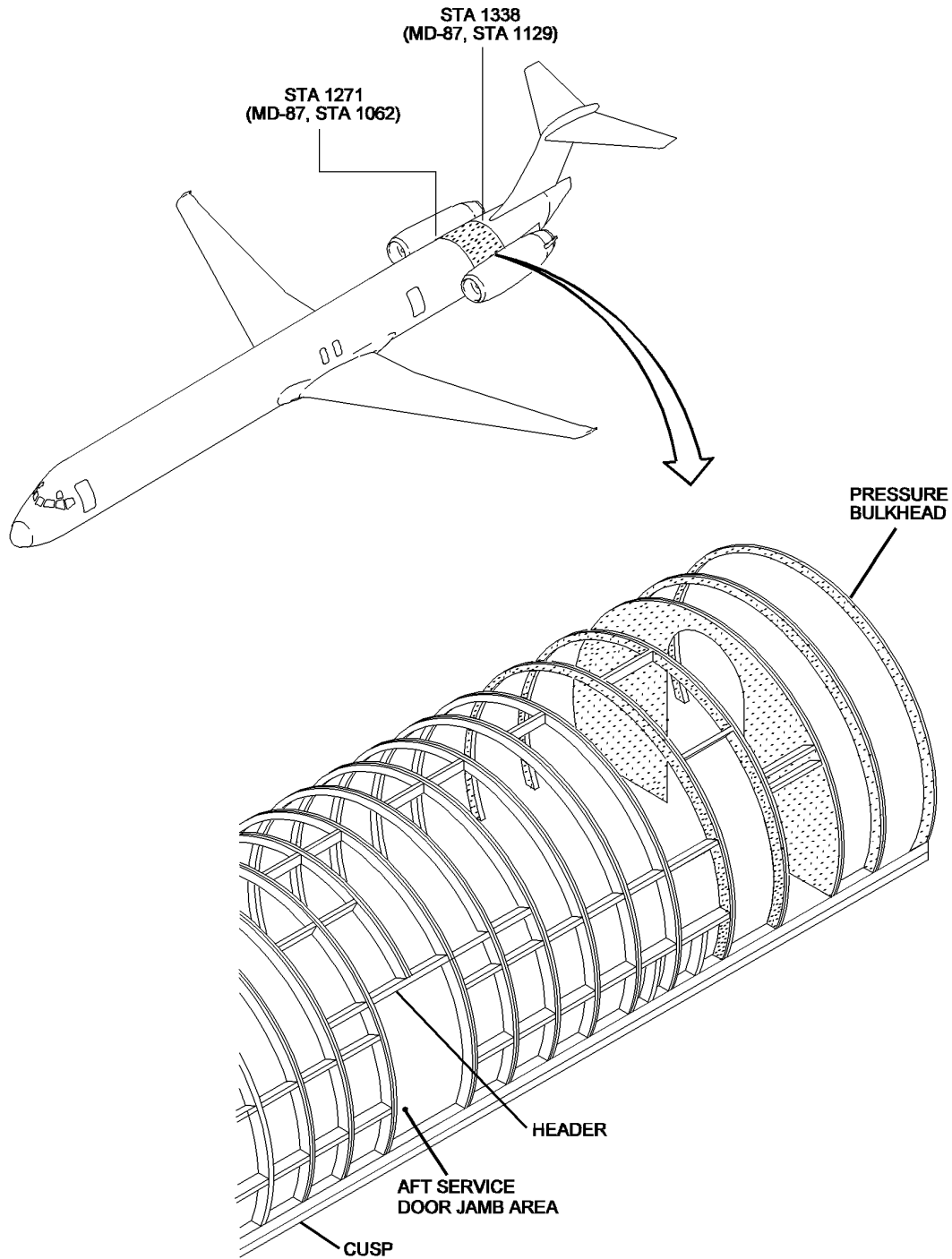
————— **END OF TASK** —————

EFFECTIVITY
WJE ALL

53-05-03

TP-80MM-WJE

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BBB2-53-219
S0000267849V1

Aft Fuselage Frame
Figure 615/53-05-03-990-843

EFFECTIVITY
WJE ALL

TP-80MM-WJE

53-05-03

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TASK 53-05-03-211-816

17. Keel, Underwing Barrel, STA 820-946 (MD-87, STA 706-832) - Internal Structure

A. Inspection

SUBTASK 53-05-03-010-015

- (1) Gain access as required.

SUBTASK 53-05-03-160-015

- (2) Clean inspection area as required.

NOTE: It is expected that the area to be inspected is clean enough to minimize the possibility that accumulated dirt, lint, fibers or grease might hide unsatisfactory conditions that would otherwise be obvious. Any cleaning that is considered necessary should be performed in accordance with accepted procedures in order to minimize the possibility of the cleaning process itself introducing anomalies.

SUBTASK 53-05-03-211-015

- (3) Do the detailed inspection.

NOTE: A detailed inspection is an intensive examination of a specific item, installation or assembly, to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses or other means may be necessary. Surface cleaning and elaborate access procedures may also be required.

SUBTASK 53-05-03-916-015

- (4) Apply surface treatments and/or corrosion inhibiting compound as required.

NOTE: Protective materials (e.g. corrosion inhibiting compounds, paints, etc.) shall be re-applied if removed to perform the inspection/maintenance task.

SUBTASK 53-05-03-410-015

- (5) Install removed panels.

- (6) Record corrosion findings.

(a) Corrosion finding: Yes _____ No _____

(b) If yes in Step (6)(a), record specific area of corrosion on a non-routine form and list the non-routine(s) identification number(s) here _____.

- (7) Record structural findings.

(a) Structural finding: Yes _____ No _____

(b) If yes in Step (7)(a), record specific area of structural cracking on a non-routine form and list the non-routine(s) identification number(s) here _____.

————— **END OF TASK** —————

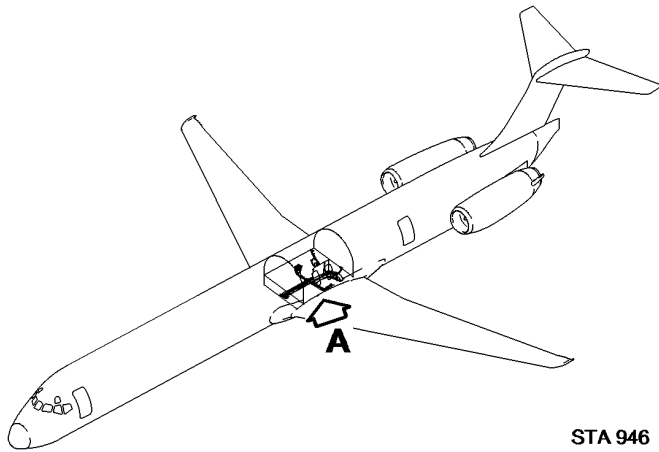
EFFECTIVITY
WJE ALL

TP-80MM-WJE

53-05-03

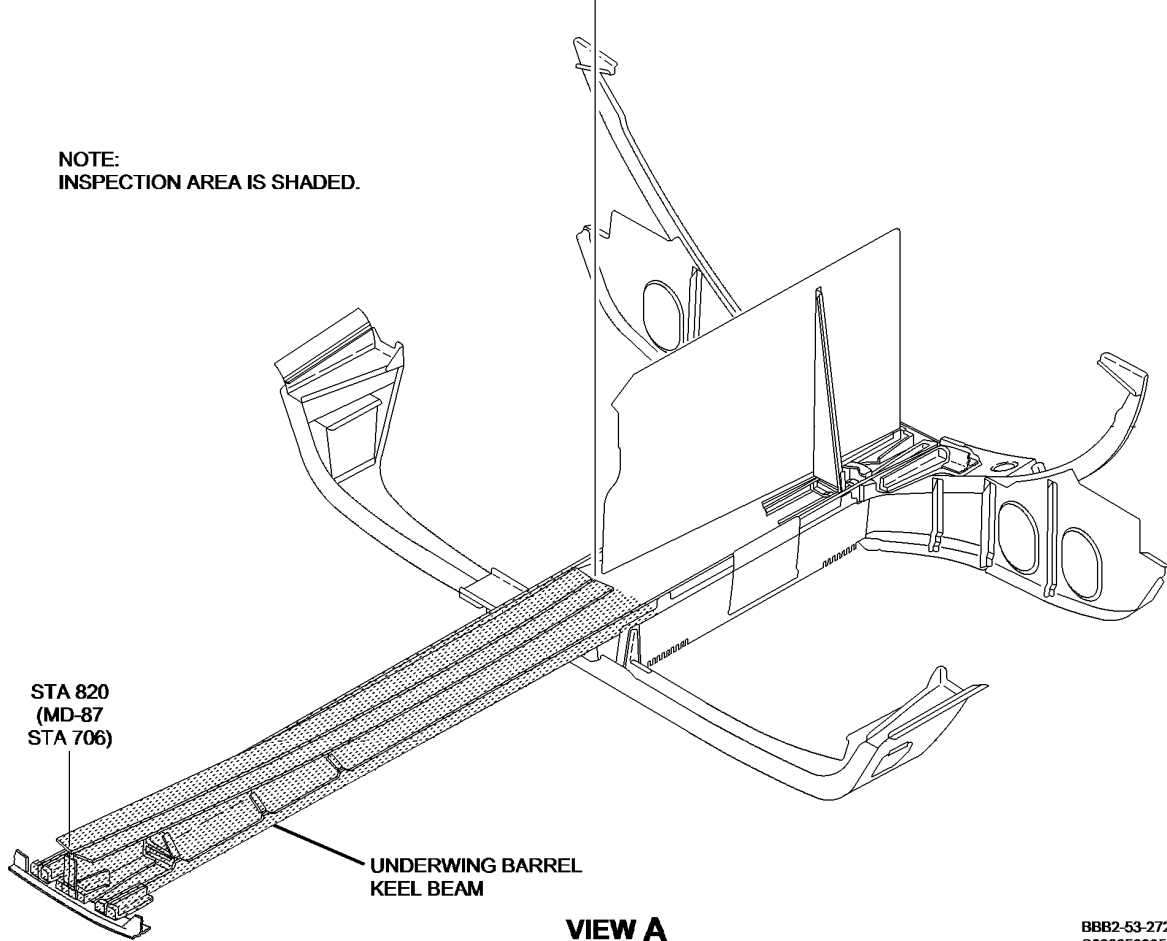
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STA 946
(MD-87
STA 832)

NOTE:
INSPECTION AREA IS SHADED.



BBB2-53-272A
S0000533055V2

Under Wing Barrel Keel Beam
Figure 616/53-05-03-990-865

EFFECTIVITY
WJE ALL

TP-80MM-WJE

53-05-03

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MD-80 AIRCRAFT MAINTENANCE MANUAL

TASK 53-05-03-211-817

18. Keel, MLG Wheel Well, STA 946-1003 (MD-87, STA 832-889) - Internal Structure

A. Inspection

SUBTASK 53-05-03-010-016

- (1) Gain access as required.

SUBTASK 53-05-03-160-016

- (2) Clean inspection area as required.

NOTE: It is expected that the area to be inspected is clean enough to minimize the possibility that accumulated dirt, lint, fibers or grease might hide unsatisfactory conditions that would otherwise be obvious. Any cleaning that is considered necessary should be performed in accordance with accepted procedures in order to minimize the possibility of the cleaning process itself introducing anomalies.

SUBTASK 53-05-03-211-016

- (3) Do the detailed inspection.

NOTE: A detailed inspection is an intensive examination of a specific item, installation or assembly, to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses or other means may be necessary. Surface cleaning and elaborate access procedures may also be required.

SUBTASK 53-05-03-916-016

- (4) Apply surface treatments and/or corrosion inhibiting compound as required.

NOTE: Protective materials (e.g. corrosion inhibiting compounds, paints, etc.) shall be re-applied if removed to perform the inspection/maintenance task.

SUBTASK 53-05-03-410-016

- (5) Install removed panels.

- (6) Record corrosion findings.

(a) Corrosion finding: Yes _____ No _____

(b) If yes in Step (6)(a), record specific area of corrosion on a non-routine form and list the non-routine(s) identification number(s) here _____.

- (7) Record structural findings.

(a) Structural finding: Yes _____ No _____

(b) If yes in Step (7)(a), record specific area of structural cracking on a non-routine form and list the non-routine(s) identification number(s) here _____.

————— **END OF TASK** —————

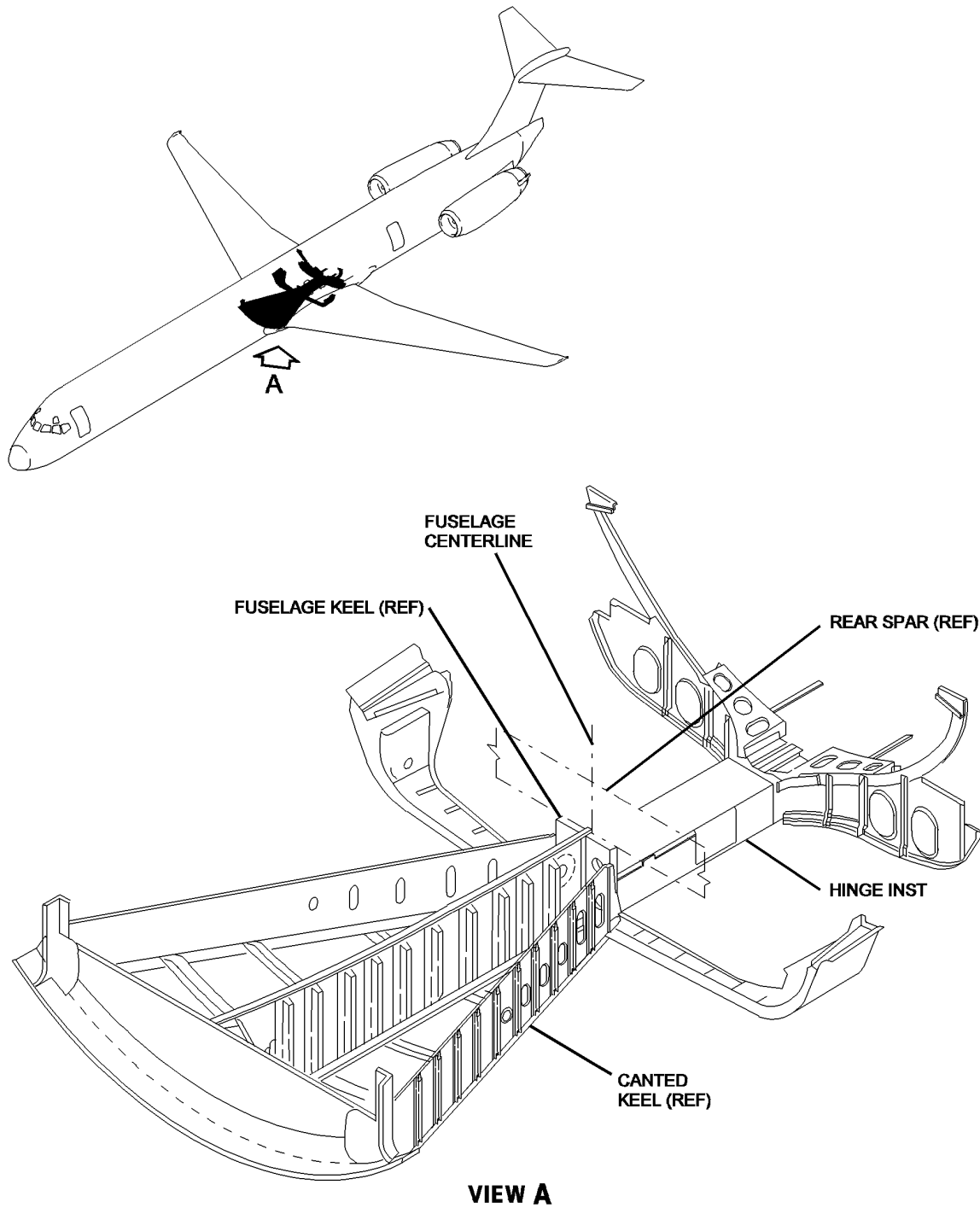
EFFECTIVITY
WJE ALL

TP-80MM-WJE

53-05-03

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BBB2-53-220
S0000267853V1

Keel, Main Landing Wheel Well
Figure 617/53-05-03-990-815

EFFECTIVITY
WJE ALL

TP-80MM-WJE

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TASK 53-05-03-211-845

19. Slant Pressure Panel (SB DC9-53A295)

A. Inspection

SUBTASK 53-05-03-211-047

- (1) Do a detailed inspection of the slant pressure panel per the latest revision of service bulletin DC9-53A295.

NOTE: Refer to the service bulletin for repair and inspection procedures.

————— END OF TASK —————

TASK 53-05-03-211-818

20. Pressure Bulkhead, Aft Face, MLG Wheel Well, STAs 1003 and 1007 (MD-87, STAs 889 and 893) - Internal Structure

A. Inspection

SUBTASK 53-05-03-010-017

- (1) Gain access as required.

SUBTASK 53-05-03-160-017

- (2) Clean inspection area as required.

NOTE: It is expected that the area to be inspected is clean enough to minimize the possibility that accumulated dirt, lint, fibers or grease might hide unsatisfactory conditions that would otherwise be obvious. Any cleaning that is considered necessary should be performed in accordance with accepted procedures in order to minimize the possibility of the cleaning process itself introducing anomalies.

SUBTASK 53-05-03-211-017

- (3) Do the detailed inspection.

NOTE: A detailed inspection is an intensive examination of a specific item, installation or assembly, to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses or other means may be necessary. Surface cleaning and elaborate access procedures may also be required.

SUBTASK 53-05-03-916-017

- (4) Apply surface treatments and/or corrosion inhibiting compound as required.

NOTE: Protective materials (e.g. corrosion inhibiting compounds, paints, etc.) shall be re-applied if removed to perform the inspection/maintenance task.

SUBTASK 53-05-03-410-017

- (5) Install removed panels.

- (6) Record corrosion findings.

(a) Corrosion finding: Yes _____ No _____

(b) If yes in Step (6)(a), record specific area of corrosion on a non-routine form and list the non-routine(s) identification number(s) here _____.

- (7) Record structural findings.

(a) Structural finding: Yes _____ No _____

EFFECTIVITY
WJE ALL

53-05-03

TP-80MM-WJE

**MD-80
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- (b) If yes in Step (7)(a), record specific area of structural cracking on a non-routine form and list the non-routine(s) identification number(s) here _____.

———— **END OF TASK** ————

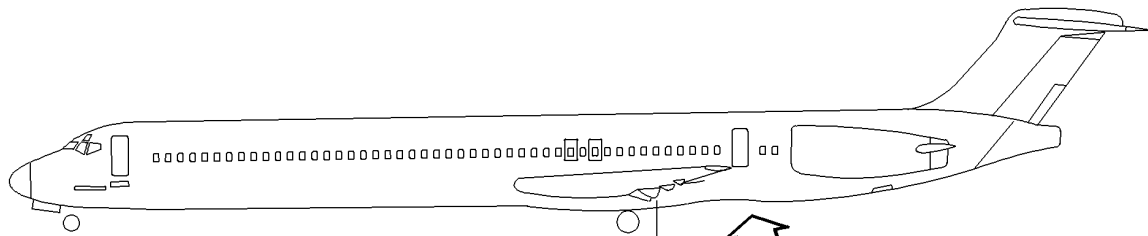
EFFECTIVITY
WJE ALL

TP-80MM-WJE

53-05-03

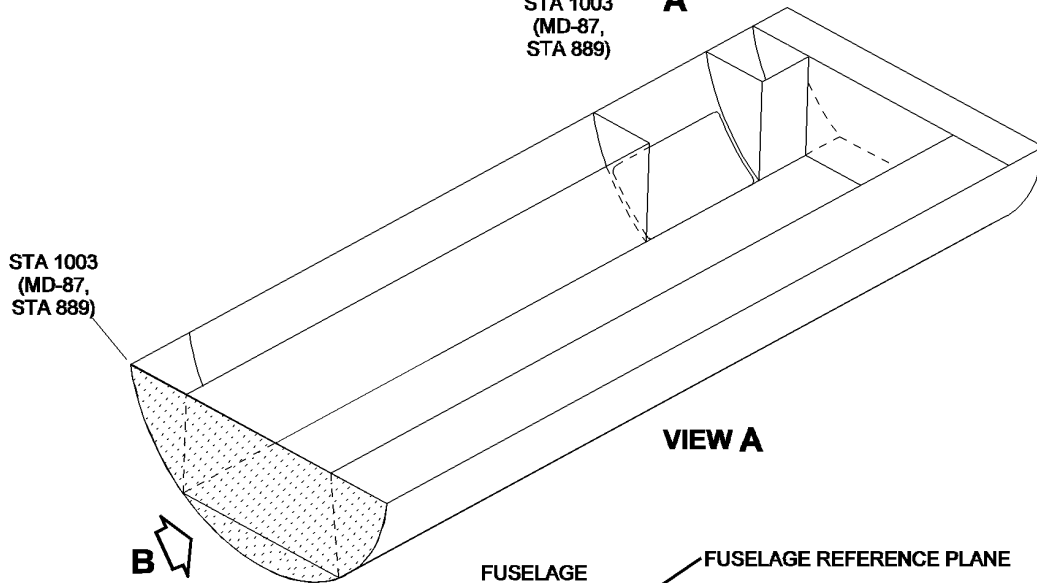
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STA 1003
(MD-87,
STA 889)

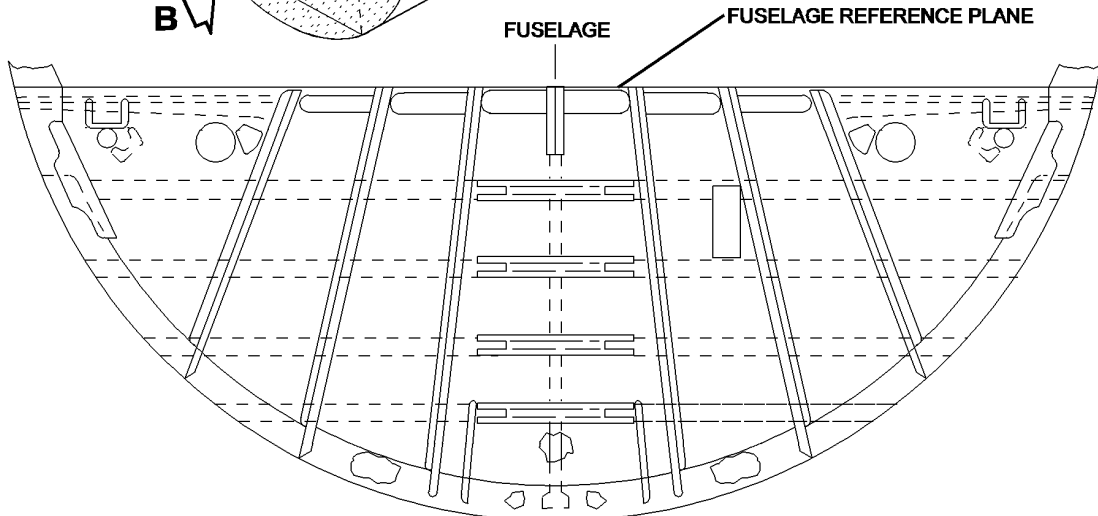
A



STA 1003
(MD-87,
STA 889)

VIEW A

B



FUSELAGE

FUSELAGE REFERENCE PLANE

VIEW B

VIEW LOOKING FORWARD
FUSELAGE STATION 1003
(MD-87, STA 889)

BBB2-53-244
S0000275037V1

MLG Wheel Well Pressure Bulkhead Aft Face, View From Aft Lower Cargo
Figure 618/53-05-03-990-844

EFFECTIVITY
WJE ALL

53-05-03

TP-80MM-WJE

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TASK 53-05-03-211-831

21. Pressure Bulkhead, Ventral Stair, Fwd and Aft Face, STA 1338 (MD-87, STA 1129) - Internal Structure

A. Inspection

SUBTASK 53-05-03-010-031

- (1) Gain access as required.

SUBTASK 53-05-03-160-031

- (2) Clean inspection area as required.

NOTE: It is expected that the area to be inspected is clean enough to minimize the possibility that accumulated dirt, lint, fibers or grease might hide unsatisfactory conditions that would otherwise be obvious. Any cleaning that is considered necessary should be performed in accordance with accepted procedures in order to minimize the possibility of the cleaning process itself introducing anomalies.

SUBTASK 53-05-03-211-031

- (3) Do the detailed inspection.

NOTE: A detailed inspection is an intensive examination of a specific item, installation or assembly, to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses or other means may be necessary. Surface cleaning and elaborate access procedures may also be required.

SUBTASK 53-05-03-916-031

- (4) Apply surface treatments and/or corrosion inhibiting compound as required.

NOTE: Protective materials (e.g. corrosion inhibiting compounds, paints, etc.) shall be re-applied if removed to perform the inspection/maintenance task.

SUBTASK 53-05-03-410-031

- (5) Install removed panels.

- (6) Record corrosion findings.

(a) Corrosion finding: Yes _____ No _____

(b) If yes in Step (6)(a), record specific area of corrosion on a non-routine form and list the non-routine(s) identification number(s) here _____.

- (7) Record structural findings.

(a) Structural finding: Yes _____ No _____

(b) If yes in Step (7)(a), record specific area of structural cracking on a non-routine form and list the non-routine(s) identification number(s) here _____.

————— **END OF TASK** —————

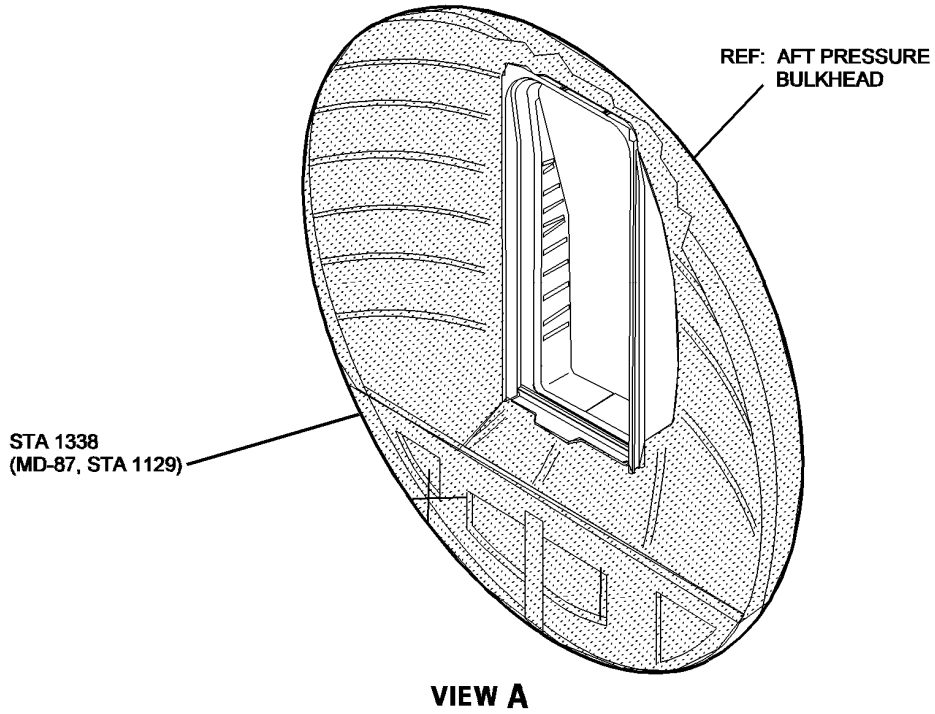
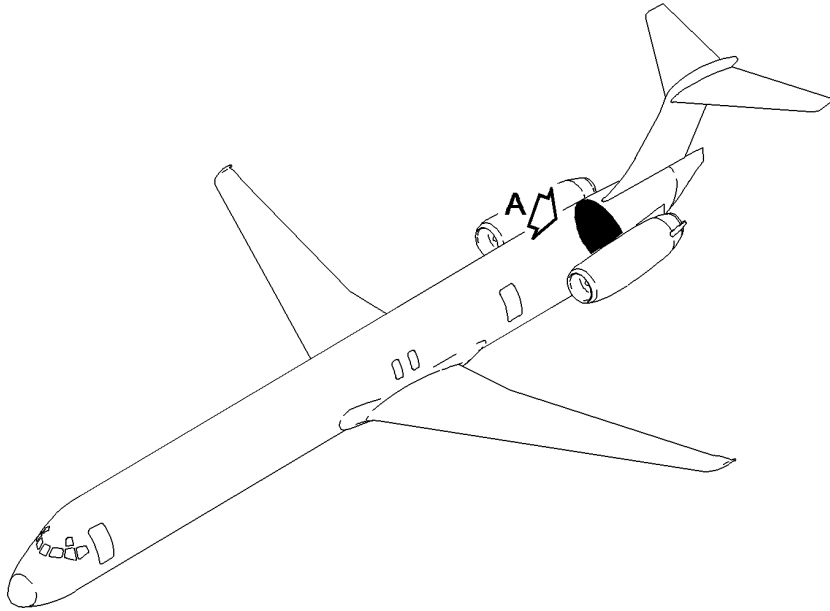
EFFECTIVITY
WJE ALL

TP-80MM-WJE

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BBB2-53-222
S0000270331V1

Aft Pressure Bulkhead
Figure 619/53-05-03-990-830

EFFECTIVITY
WJE ALL

TP-80MM-WJE

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TASK 53-05-03-211-832

22. Bulkhead, Aft Lavatory Engine Pylon Support, STA 1307 (MD-87, STA 1098) - Internal Structure

A. Inspection

SUBTASK 53-05-03-010-032

- (1) Gain access as required.

SUBTASK 53-05-03-160-032

- (2) Clean inspection area as required.

NOTE: It is expected that the area to be inspected is clean enough to minimize the possibility that accumulated dirt, lint, fibers or grease might hide unsatisfactory conditions that would otherwise be obvious. Any cleaning that is considered necessary should be performed in accordance with accepted procedures in order to minimize the possibility of the cleaning process itself introducing anomalies.

SUBTASK 53-05-03-211-032

- (3) Do the detailed inspection.

NOTE: A detailed inspection is an intensive examination of a specific item, installation or assembly, to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses or other means may be necessary. Surface cleaning and elaborate access procedures may also be required.

SUBTASK 53-05-03-916-032

- (4) Apply surface treatments and/or corrosion inhibiting compound as required.

NOTE: Protective materials (e.g. corrosion inhibiting compounds, paints, etc.) shall be re-applied if removed to perform the inspection/maintenance task.

SUBTASK 53-05-03-410-032

- (5) Install removed panels.

- (6) Record corrosion findings.

(a) Corrosion finding: Yes _____ No _____

(b) If yes in Step (6)(a), record specific area of corrosion on a non-routine form and list the non-routine(s) identification number(s) here _____.

- (7) Record structural findings.

(a) Structural finding: Yes _____ No _____

(b) If yes in Step (7)(a), record specific area of structural cracking on a non-routine form and list the non-routine(s) identification number(s) here _____.

————— **END OF TASK** —————

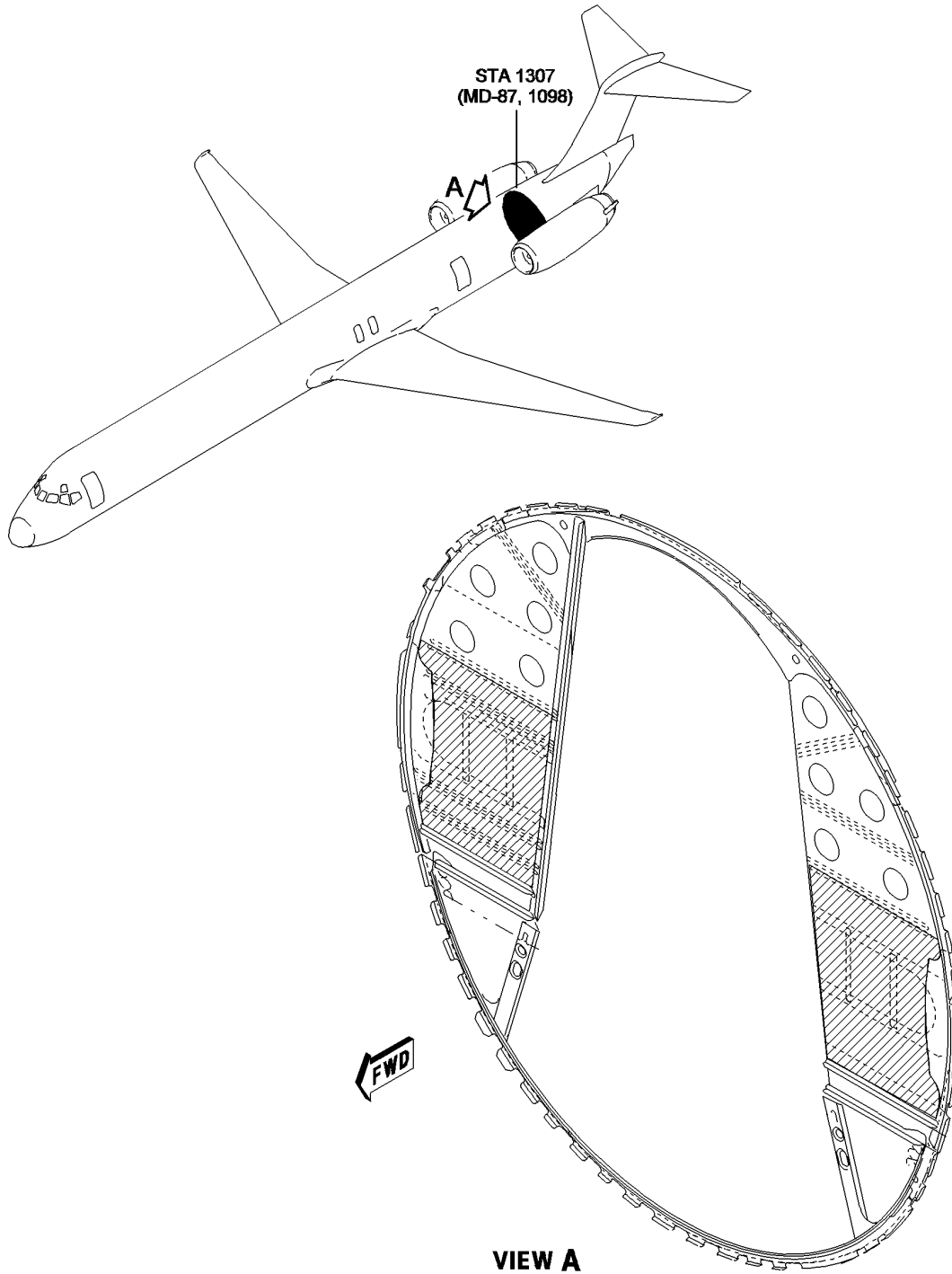
EFFECTIVITY
WJE ALL

TP-80MM-WJE

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BBB2-53-223
S0000270541V1

Engine Pylon Support Bulkhead
Figure 620/53-05-03-990-831

EFFECTIVITY
WJE ALL

TP-80MM-WJE

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TASK 53-05-03-211-833

23. Bulkhead, Aft Accessory Compartment Engine Pylon Support, STA 1380 (MD-87 STA 1171) - Internal Structure

A. Inspection

SUBTASK 53-05-03-010-033

- (1) Gain access as required.

SUBTASK 53-05-03-160-033

- (2) Clean inspection area as required.

NOTE: It is expected that the area to be inspected is clean enough to minimize the possibility that accumulated dirt, lint, fibers or grease might hide unsatisfactory conditions that would otherwise be obvious. Any cleaning that is considered necessary should be performed in accordance with accepted procedures in order to minimize the possibility of the cleaning process itself introducing anomalies.

SUBTASK 53-05-03-211-033

- (3) Do the detailed inspection.

NOTE: A detailed inspection is an intensive examination of a specific item, installation or assembly, to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses or other means may be necessary. Surface cleaning and elaborate access procedures may also be required.

SUBTASK 53-05-03-916-033

- (4) Apply surface treatments and/or corrosion inhibiting compound as required.

NOTE: Protective materials (e.g. corrosion inhibiting compounds, paints, etc.) shall be re-applied if removed to perform the inspection/maintenance task.

SUBTASK 53-05-03-410-033

- (5) Install removed panels.

- (6) Record corrosion findings.

(a) Corrosion finding: Yes _____ No _____

(b) If yes in Step (6)(a), record specific area of corrosion on a non-routine form and list the non-routine(s) identification number(s) here _____.

- (7) Record structural findings.

(a) Structural finding: Yes _____ No _____

(b) If yes in Step (7)(a), record specific area of structural cracking on a non-routine form and list the non-routine(s) identification number(s) here _____.

————— **END OF TASK** —————

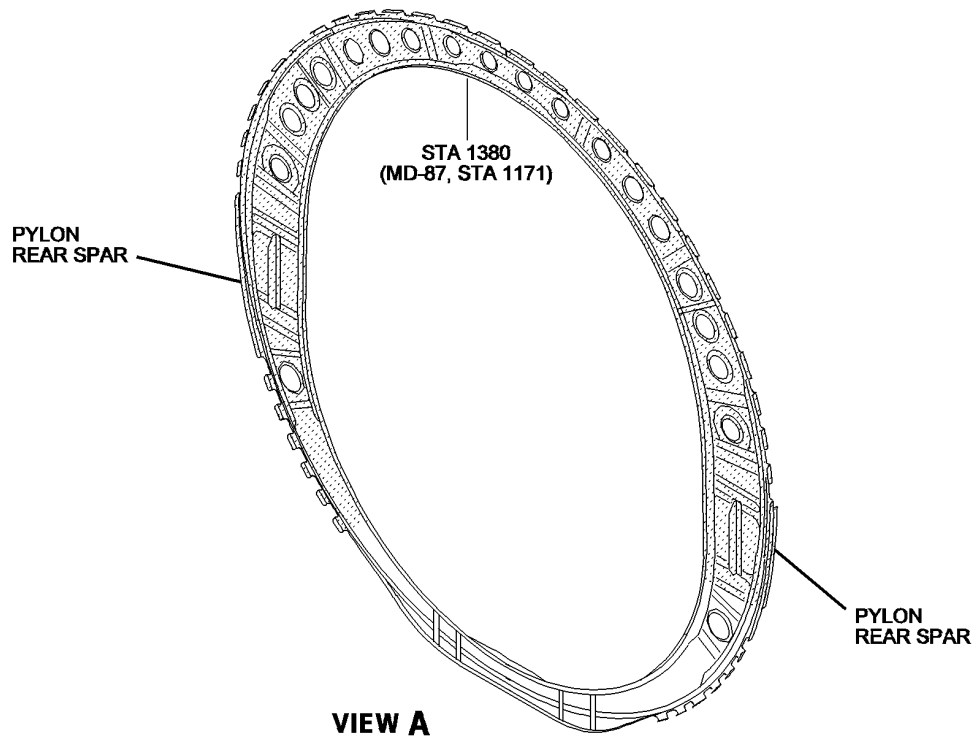
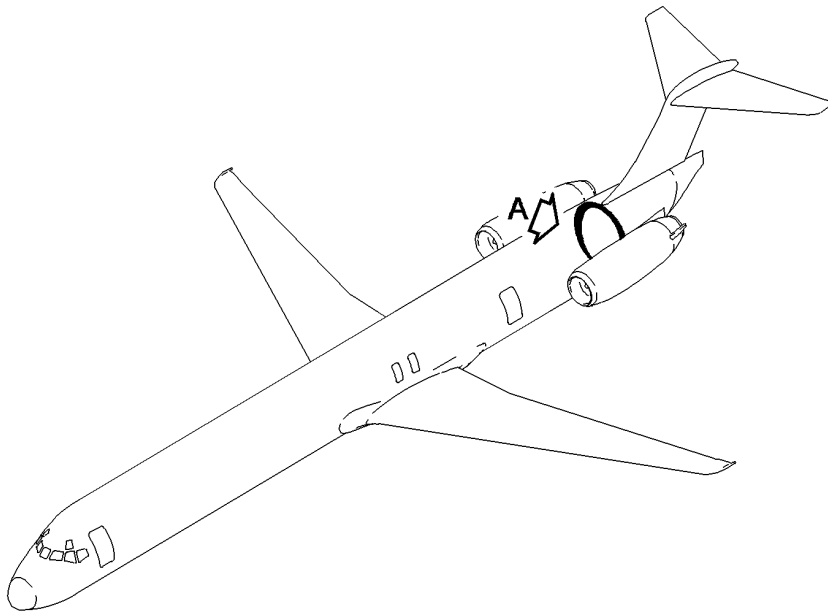
EFFECTIVITY
WJE ALL

TP-80MM-WJE

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BBB2-53-224
S0000270543V1

Engine Pylon Support Bulkhead
Figure 621/53-05-03-990-832

EFFECTIVITY
WJE ALL

TP-80MM-WJE

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**MD-80
AIRCRAFT MAINTENANCE MANUAL**

TASK 53-05-03-211-834

24. Dorsal Fin Attach Angle and Adjoining Fuselage Skin, STA 1401-1429 (MD-87, STA 1192-1220) - External Structure

A. Inspection

SUBTASK 53-05-03-160-034

- (1) Clean inspection area as required.

NOTE: It is expected that the area to be inspected is clean enough to minimize the possibility that accumulated dirt, lint, fibers or grease might hide unsatisfactory conditions that would otherwise be obvious. Any cleaning that is considered necessary should be performed in accordance with accepted procedures in order to minimize the possibility of the cleaning process itself introducing anomalies.

SUBTASK 53-05-03-211-034

- (2) Do the detailed inspection.

NOTE: A detailed inspection is an intensive examination of a specific item, installation or assembly, to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses or other means may be necessary. Surface cleaning and elaborate access procedures may also be required.

SUBTASK 53-05-03-970-001

- (3) Record corrosion findings.

(a) Corrosion finding: Yes _____ No _____

(b) If yes in Step (3)(a), record specific area of corrosion on a non-routine form and list the non-routine(s) identification number(s) here _____.

- (4) Record structural findings.

(a) Structural finding: Yes _____ No _____

(b) If yes in Step (4)(a), record specific area of structural cracking on a non-routine form and list the non-routine(s) identification number(s) here _____.

———— **END OF TASK** ————

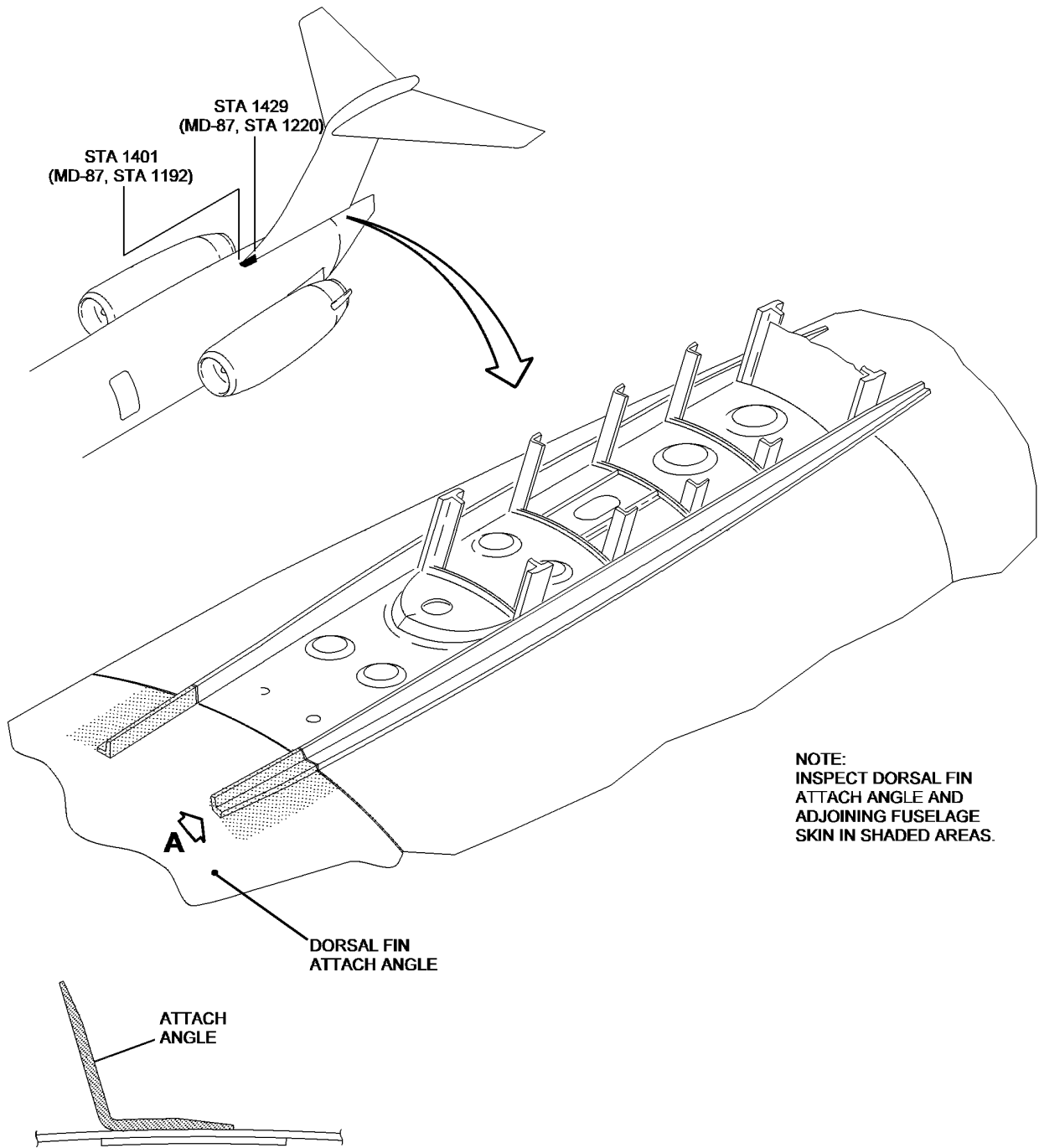
EFFECTIVITY
WJE ALL

TP-80MM-WJE

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NOTE:
INSPECT DORSAL FIN
ATTACH ANGLE AND
ADJOINING FUSELAGE
SKIN IN SHADED AREAS.

VIEW A
(LEFT SIDE SHOWN,
RIGHT SIDE OPPOSITE)

BBB2-53-271
S0000530529V1

Dorsal Fin Attaching Angle and Fuselage Skin
Figure 622/53-05-03-990-864

EFFECTIVITY
WJE ALL

53-05-03

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TASK 53-05-03-211-835

25. Attach Angle, Top Fuselage to Vertical Stabilizer Joint, STA 1429-1474 (MD-87, STA 1220-1265) - External Structure

A. Inspection

SUBTASK 53-05-03-211-035

- (1) Clean inspection area as required.

NOTE: It is expected that the area to be inspected is clean enough to minimize the possibility that accumulated dirt, lint, fibers or grease might hide unsatisfactory conditions that would otherwise be obvious. Any cleaning that is considered necessary should be performed in accordance with accepted procedures in order to minimize the possibility of the cleaning process itself introducing anomalies.

SUBTASK 53-05-03-211-036

- (2) Do the detailed inspection.

NOTE: A detailed inspection is an intensive examination of a specific item, installation or assembly, to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses or other means may be necessary. Surface cleaning and elaborate access procedures may also be required.

SUBTASK 53-05-03-970-002

- (3) Record corrosion findings.

(a) Corrosion finding: Yes _____ No _____

(b) If yes in Step (3)(a), record specific area of corrosion on a non-routine form and list the non-routine(s) identification number(s) here _____.

- (4) Record structural findings.

(a) Structural finding: Yes _____ No _____

(b) If yes in Step (4)(a), record specific area of structural cracking on a non-routine form and list the non-routine(s) identification number(s) here _____.

———— **END OF TASK** ————

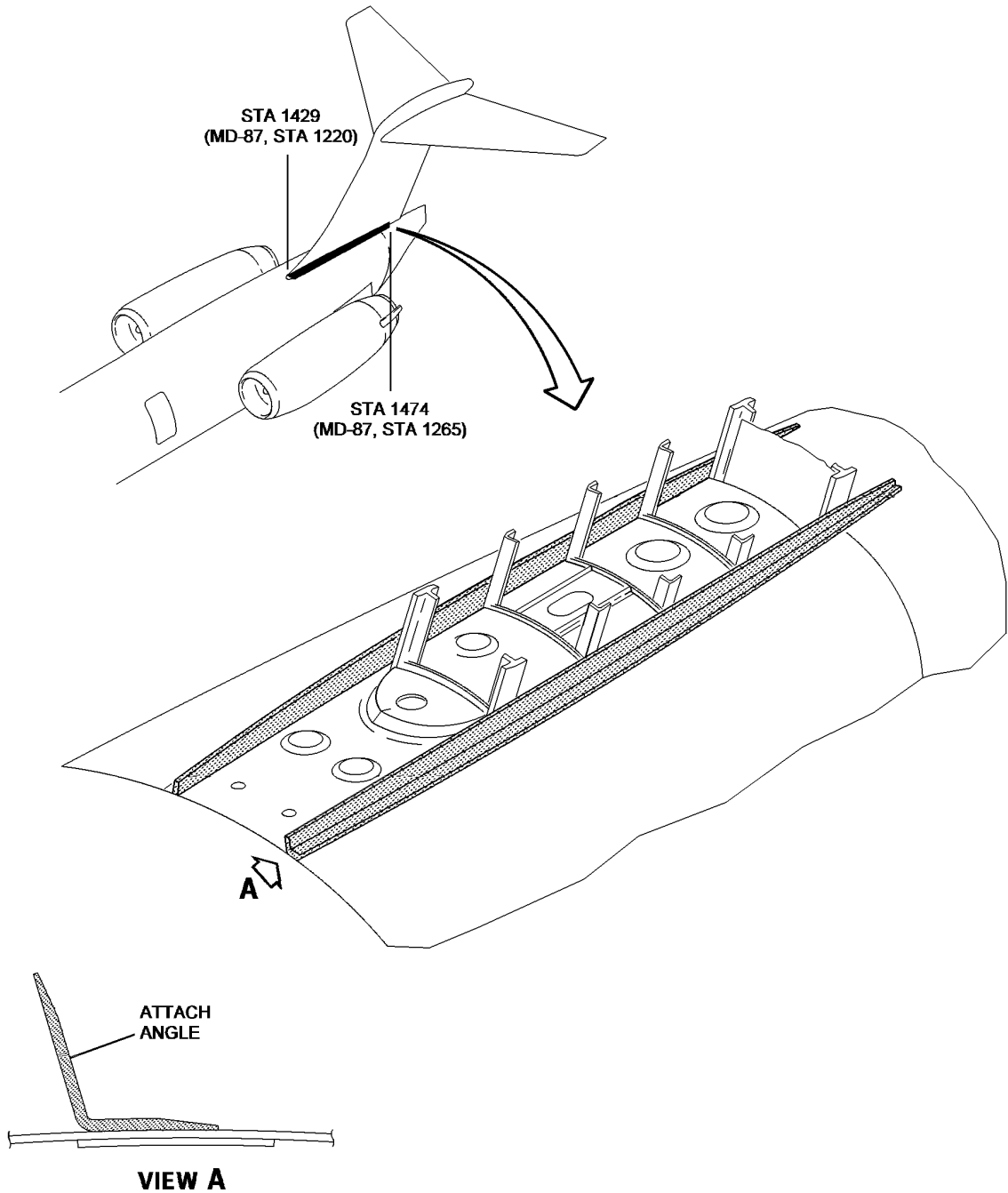
EFFECTIVITY
WJE ALL

TP-80MM-WJE

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BBB2-53-225A
S0000270544V2

Vertical Stabilizer to Fuselage Attach Angle
Figure 623/53-05-03-990-834

EFFECTIVITY
WJE ALL

TP-80MM-WJE

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TASK 53-05-03-211-824

26. Canted Frame, STA 1485 (MD-87, STA 1276) - Internal Structure

A. Inspection

SUBTASK 53-05-03-010-024

- (1) Gain access as required.

SUBTASK 53-05-03-160-024

- (2) Clean inspection area as required.

NOTE: It is expected that the area to be inspected is clean enough to minimize the possibility that accumulated dirt, lint, fibers or grease might hide unsatisfactory conditions that would otherwise be obvious. Any cleaning that is considered necessary should be performed in accordance with accepted procedures in order to minimize the possibility of the cleaning process itself introducing anomalies.

SUBTASK 53-05-03-211-024

- (3) Do the detailed inspection.

NOTE: A detailed inspection is an intensive examination of a specific item, installation or assembly, to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses or other means may be necessary. Surface cleaning and elaborate access procedures may also be required.

SUBTASK 53-05-03-916-024

- (4) Apply surface treatments and/or corrosion inhibiting compound as required.

NOTE: Protective materials (e.g. corrosion inhibiting compounds, paints, etc.) shall be re-applied if removed to perform the inspection/maintenance task.

SUBTASK 53-05-03-410-024

- (5) Install removed panels.

- (6) Record corrosion findings.

(a) Corrosion finding: Yes _____ No _____

(b) If yes in Step (6)(a), record specific area of corrosion on a non-routine form and list the non-routine(s) identification number(s) here _____.

- (7) Record structural findings.

(a) Structural finding: Yes _____ No _____

(b) If yes in Step (7)(a), record specific area of structural cracking on a non-routine form and list the non-routine(s) identification number(s) here _____.

————— **END OF TASK** —————

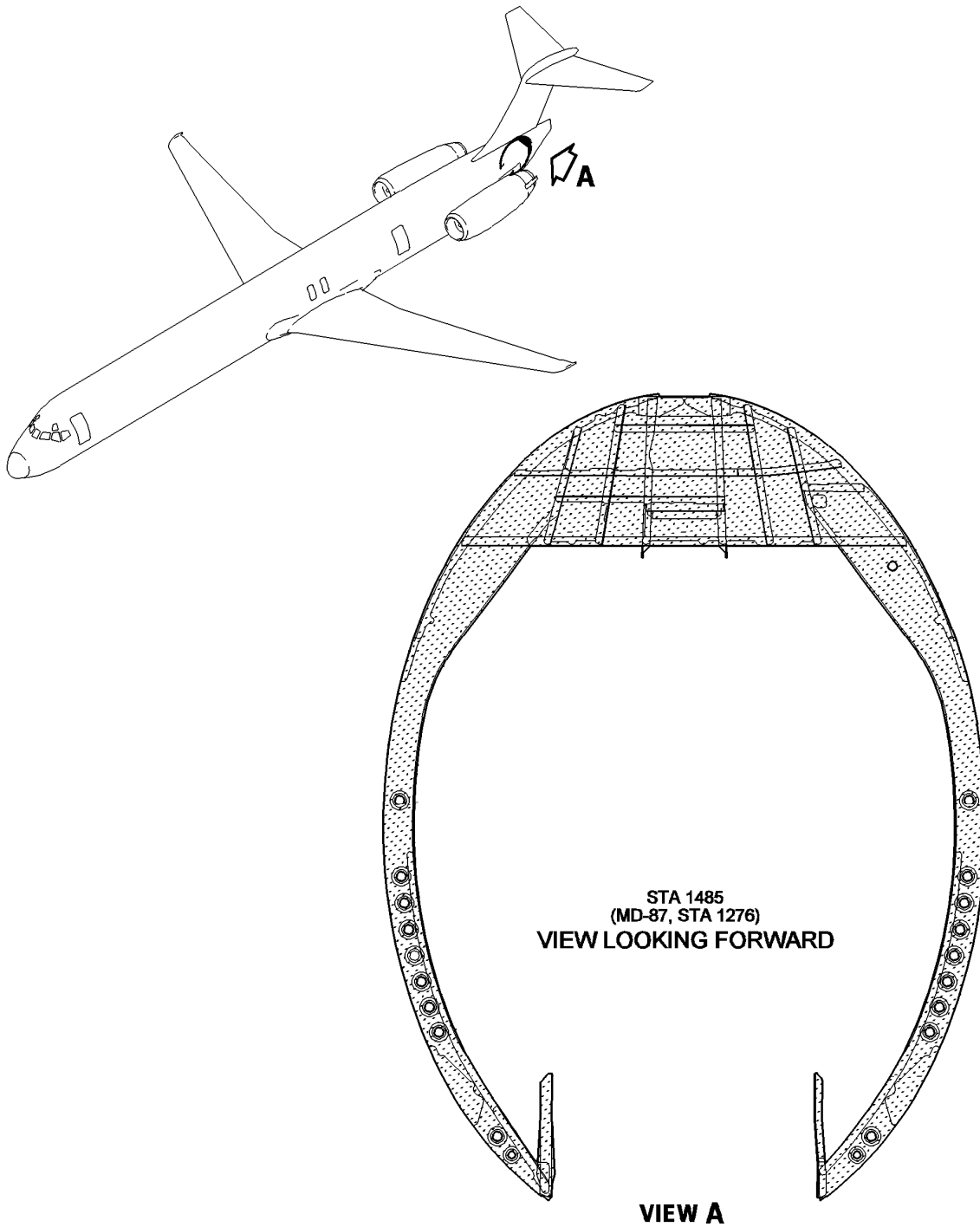
EFFECTIVITY
WJE ALL

TP-80MM-WJE

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BBB2-53-226
S0000269341V1

Canted Frames
Figure 624/53-05-03-990-823

EFFECTIVITY
WJE ALL

TP-80MM-WJE

53-05-03

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TASK 53-05-03-211-836

27. Floor Beams & Seat Tracks - (Lavs, Galleys & Floor Panels Removed) STA 148.5-1306 (MD-87, STA 148.5-1096) - Internal Structure

A. Inspection

SUBTASK 53-05-03-010-034

- (1) Gain access as required.

SUBTASK 53-05-03-160-035

- (2) Clean inspection area as required.

NOTE: It is expected that the area to be inspected is clean enough to minimize the possibility that accumulated dirt, lint, fibers or grease might hide unsatisfactory conditions that would otherwise be obvious. Any cleaning that is considered necessary should be performed in accordance with accepted procedures in order to minimize the possibility of the cleaning process itself introducing anomalies.

SUBTASK 53-05-03-211-037

- (3) Do the detailed inspection.

NOTE: A detailed inspection is an intensive examination of a specific item, installation or assembly, to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses or other means may be necessary. Surface cleaning and elaborate access procedures may also be required.

SUBTASK 53-05-03-916-034

- (4) Apply surface treatments and/or corrosion inhibiting compound as required.

NOTE: Protective materials (e.g. corrosion inhibiting compounds, paints, etc.) shall be re-applied if removed to perform the inspection/maintenance task.

SUBTASK 53-05-03-410-034

- (5) Install removed equipment.

- (6) Install removed panels.

- (7) Record corrosion findings.

(a) Corrosion finding: Yes _____ No _____

(b) If yes in Step (7)(a), record specific area of corrosion on a non-routine form and list the non-routine(s) identification number(s) here _____.

- (8) Record structural findings.

(a) Structural finding: Yes _____ No _____

(b) If yes in Step (8)(a), record specific area of structural cracking on a non-routine form and list the non-routine(s) identification number(s) here _____.

————— **END OF TASK** —————

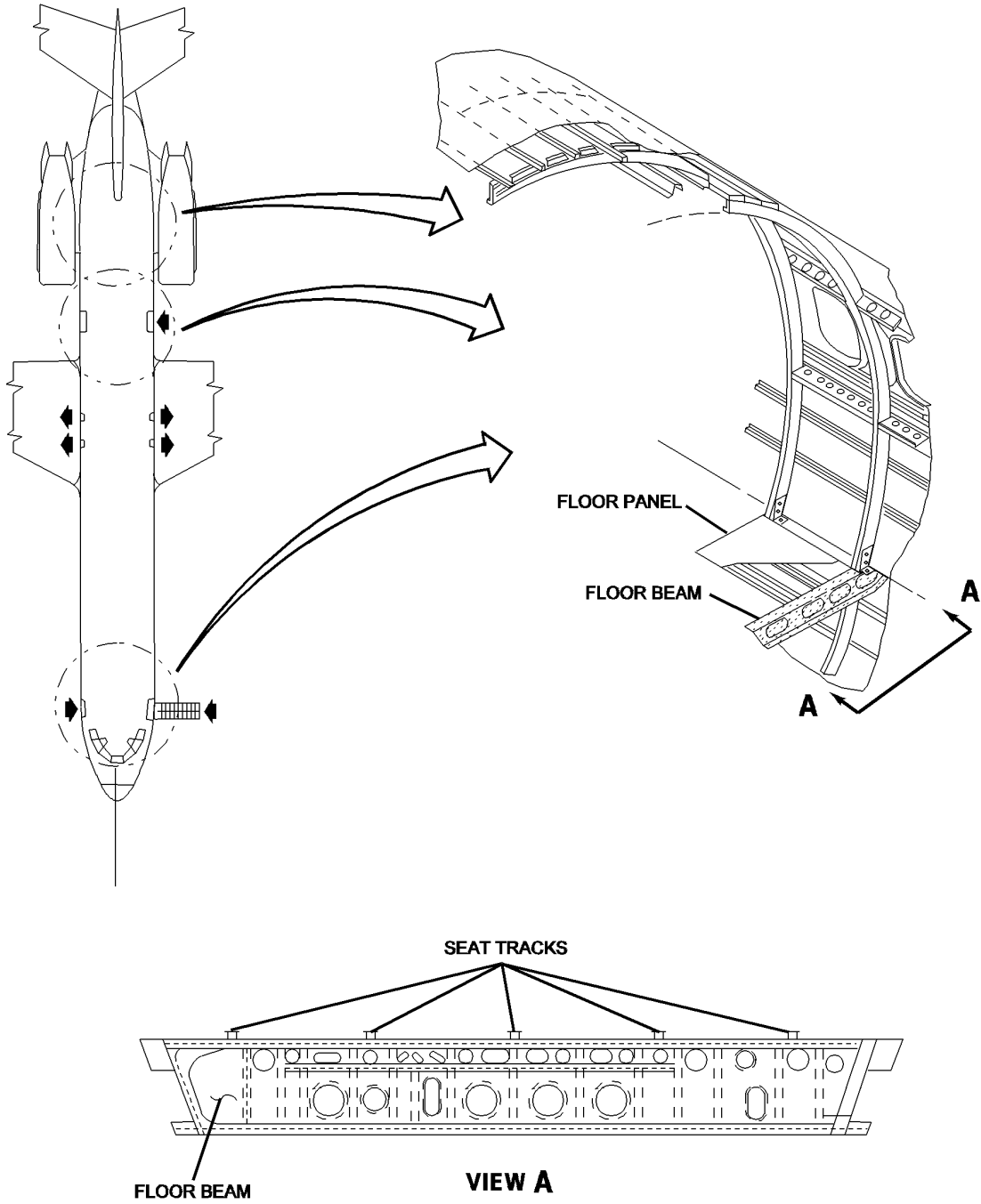
EFFECTIVITY
WJE ALL

53-05-03

TP-80MM-WJE

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BBB2-53-227
S0000270796V1

Floor Beams and Seat Tracks
Figure 625/53-05-03-990-835

EFFECTIVITY
WJE ALL

TP-80MM-WJE

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TASK 53-05-03-211-819

28. Skin Panels, STA 69-218, Longerons 18L-18R, Above Cabin Floor - Internal Structure

A. Inspection

SUBTASK 53-05-03-010-018

- (1) Gain access as required.

SUBTASK 53-05-03-160-018

- (2) Clean inspection area as required.

NOTE: It is expected that the area to be inspected is clean enough to minimize the possibility that accumulated dirt, lint, fibers or grease might hide unsatisfactory conditions that would otherwise be obvious. Any cleaning that is considered necessary should be performed in accordance with accepted procedures in order to minimize the possibility of the cleaning process itself introducing anomalies.

SUBTASK 53-05-03-211-018

- (3) Do the detailed inspection.

NOTE: A detailed inspection is an intensive examination of a specific item, installation or assembly, to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses or other means may be necessary. Surface cleaning and elaborate access procedures may also be required.

SUBTASK 53-05-03-916-018

- (4) Apply surface treatments and/or corrosion inhibiting compound as required.

NOTE: Protective materials (e.g. corrosion inhibiting compounds, paints, etc.) shall be re-applied if removed to perform the inspection/maintenance task.

SUBTASK 53-05-03-410-018

- (5) Install removed panels.

- (6) Record corrosion findings.

(a) Corrosion finding: Yes _____ No _____

(b) If yes in Step (6)(a), record specific area of corrosion on a non-routine form and list the non-routine(s) identification number(s) here _____.

- (7) Record structural findings.

(a) Structural finding: Yes _____ No _____

(b) If yes in Step (7)(a), record specific area of structural cracking on a non-routine form and list the non-routine(s) identification number(s) here _____.

————— **END OF TASK** —————

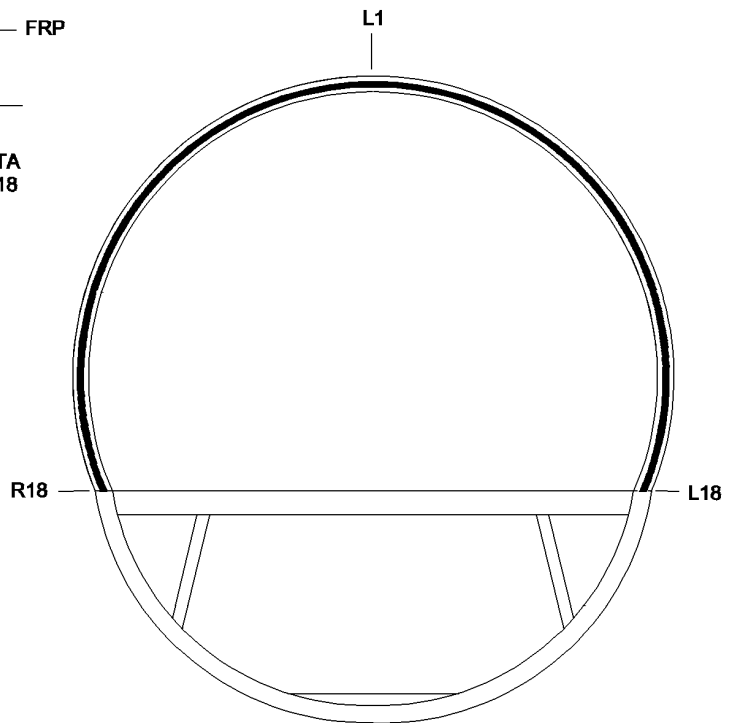
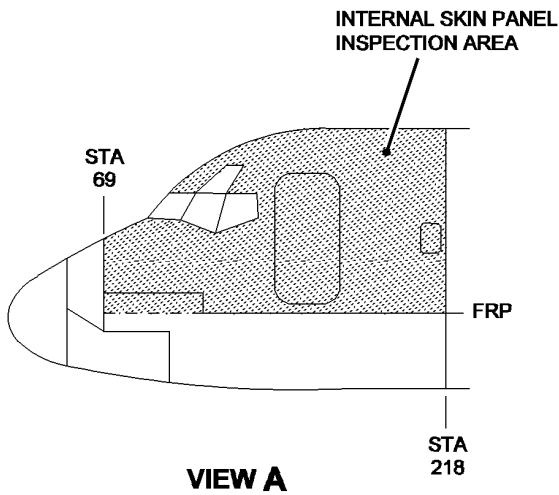
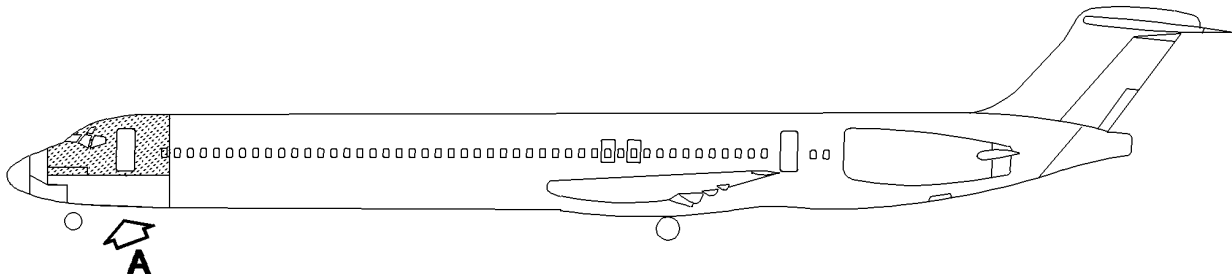
EFFECTIVITY
WJE ALL

TP-80MM-WJE

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BBB2-53-230
S0000267861V1

**Skin Panels, STA 69-218 Above Cabin Floor
Figure 626/53-05-03-990-817**

EFFECTIVITY
WJE ALL

TP-80MM-WJE

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TASK 53-05-03-211-820

29. Skin Panels, STA 69-218, Longeron 18L-27L, 18R-27R, Below Cabin Floor - Internal Structure

A. Inspection

SUBTASK 53-05-03-010-019

- (1) Gain access as required.

SUBTASK 53-05-03-160-019

- (2) Clean inspection area as required.

NOTE: It is expected that the area to be inspected is clean enough to minimize the possibility that accumulated dirt, lint, fibers or grease might hide unsatisfactory conditions that would otherwise be obvious. Any cleaning that is considered necessary should be performed in accordance with accepted procedures in order to minimize the possibility of the cleaning process itself introducing anomalies.

SUBTASK 53-05-03-211-019

- (3) Do the detailed inspection.

NOTE: A detailed inspection is an intensive examination of a specific item, installation or assembly, to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses or other means may be necessary. Surface cleaning and elaborate access procedures may also be required.

SUBTASK 53-05-03-916-019

- (4) Apply surface treatments and/or corrosion inhibiting compound as required.

NOTE: Protective materials (e.g. corrosion inhibiting compounds, paints, etc.) shall be re-applied if removed to perform the inspection/maintenance task.

SUBTASK 53-05-03-410-019

- (5) Install removed panels.

- (6) Record corrosion findings.

(a) Corrosion finding: Yes _____ No _____

(b) If yes in Step (6)(a), record specific area of corrosion on a non-routine form and list the non-routine(s) identification number(s) here _____.

- (7) Record structural findings.

(a) Structural finding: Yes _____ No _____

(b) If yes in Step (7)(a), record specific area of structural cracking on a non-routine form and list the non-routine(s) identification number(s) here _____.

————— **END OF TASK** —————

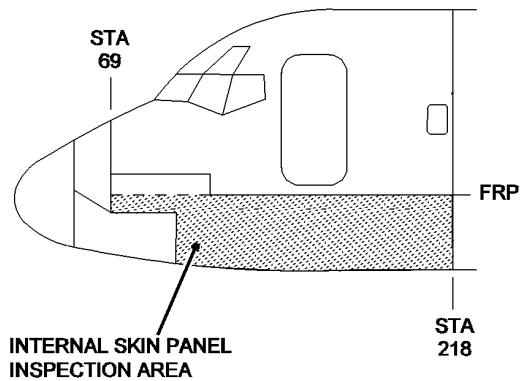
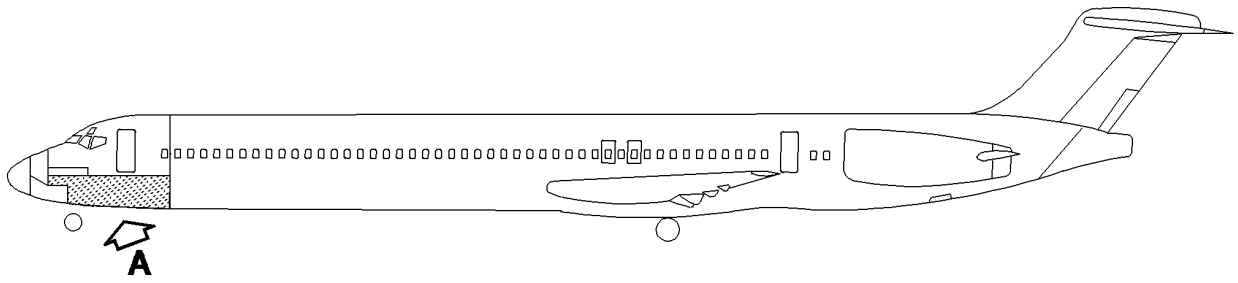
EFFECTIVITY
WJE ALL

TP-80MM-WJE

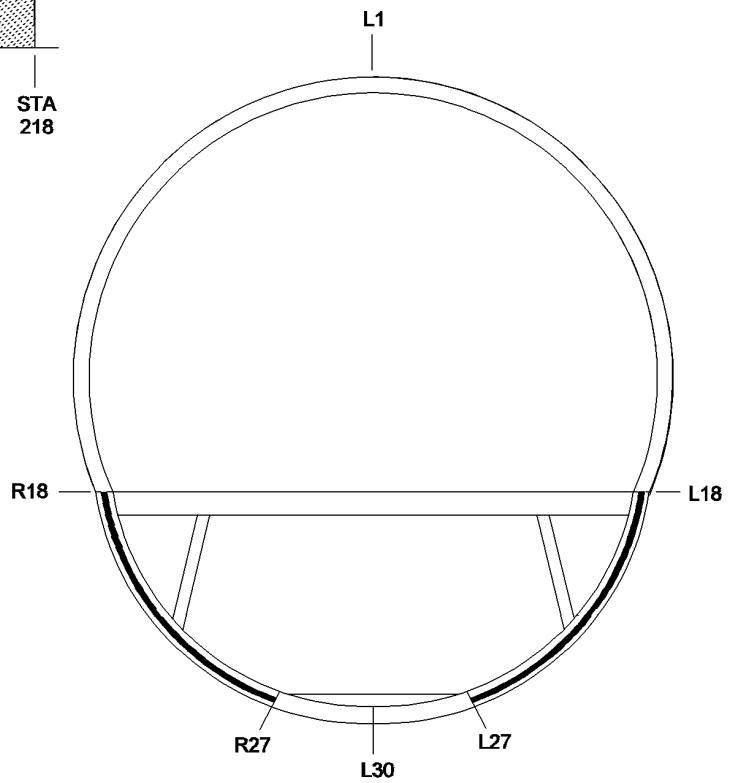
53-05-03

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VIEW A



BBB2-53-231
S0000267867V1

**Skin Panel, STA 69-218 Below Cabin Floor
Figure 627/53-05-03-990-818**

EFFECTIVITY
WJE ALL

TP-80MM-WJE

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TASK 53-05-03-211-821

30. Skin Panels, STA 110-218, Longeron 27L-27R, Bilge Area - Internal Structure

A. Inspection

SUBTASK 53-05-03-010-021

- (1) Gain access as required.

SUBTASK 53-05-03-160-021

- (2) Clean inspection area as required.

NOTE: It is expected that the area to be inspected is clean enough to minimize the possibility that accumulated dirt, lint, fibers or grease might hide unsatisfactory conditions that would otherwise be obvious. Any cleaning that is considered necessary should be performed in accordance with accepted procedures in order to minimize the possibility of the cleaning process itself introducing anomalies.

SUBTASK 53-05-03-211-021

- (3) Do the detailed inspection.

NOTE: A detailed inspection is an intensive examination of a specific item, installation or assembly, to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses or other means may be necessary. Surface cleaning and elaborate access procedures may also be required.

SUBTASK 53-05-03-916-021

- (4) Apply surface treatments and/or corrosion inhibiting compound as required.

NOTE: Protective materials (e.g. corrosion inhibiting compounds, paints, etc.) shall be re-applied if removed to perform the inspection/maintenance task.

SUBTASK 53-05-03-410-021

- (5) Install removed panels.

- (6) Record corrosion findings.

(a) Corrosion finding: Yes _____ No _____

(b) If yes in Step (6)(a), record specific area of corrosion on a non-routine form and list the non-routine(s) identification number(s) here _____.

- (7) Record structural findings.

(a) Structural finding: Yes _____ No _____

(b) If yes in Step (7)(a), record specific area of structural cracking on a non-routine form and list the non-routine(s) identification number(s) here _____.

————— **END OF TASK** —————

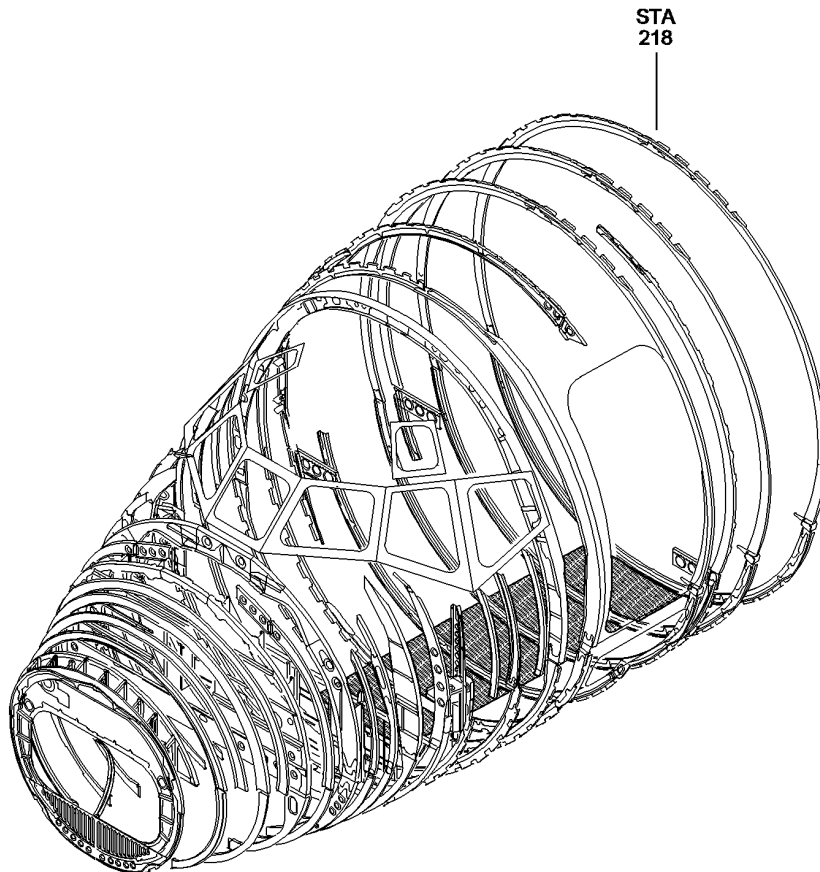
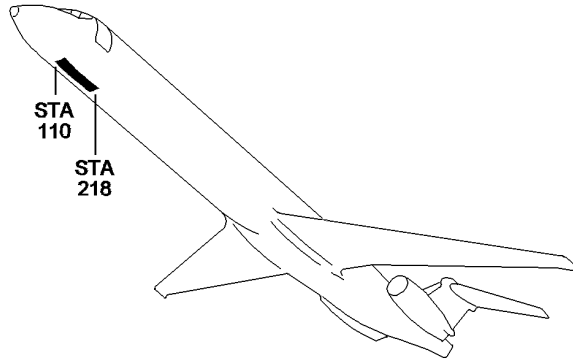
EFFECTIVITY
WJE ALL

TP-80MM-WJE

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BBB2-53-228
S0000267872V1

Skin Panels, STA 110- 218 Bilge Area
Figure 628/53-05-03-990-820

EFFECTIVITY
WJE ALL

TP-80MM-WJE

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TASK 53-05-03-211-840

31. Skin Panels, Above Pressure Panel, STA 37 to 69 - Internal Structure

A. Inspection

SUBTASK 53-05-03-010-038

- (1) Gain access as required.

SUBTASK 53-05-03-160-039

- (2) Clean inspection area as required.

NOTE: It is expected that the area to be inspected is clean enough to minimize the possibility that accumulated dirt, lint, fibers or grease might hide unsatisfactory conditions that would otherwise be obvious. Any cleaning that is considered necessary should be performed in accordance with accepted procedures in order to minimize the possibility of the cleaning process itself introducing anomalies.

SUBTASK 53-05-03-211-041

- (3) Do the detailed inspection.

NOTE: A detailed inspection is an intensive examination of a specific item, installation or assembly, to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses or other means may be necessary. Surface cleaning and elaborate access procedures may also be required.

SUBTASK 53-05-03-916-038

- (4) Apply surface treatments and/or corrosion inhibiting compound as required.

NOTE: Protective materials (e.g. corrosion inhibiting compounds, paints, etc.) shall be re-applied if removed to perform the inspection/maintenance task.

SUBTASK 53-05-03-410-038

- (5) Install removed panels.

- (6) Record corrosion findings.

(a) Corrosion finding: Yes _____ No _____

(b) If yes in Step (6)(a), record specific area of corrosion on a non-routine form and list the non-routine(s) identification number(s) here _____.

- (7) Record structural findings.

(a) Structural finding: Yes _____ No _____

(b) If yes in Step (7)(a), record specific area of structural cracking on a non-routine form and list the non-routine(s) identification number(s) here _____.

————— **END OF TASK** —————

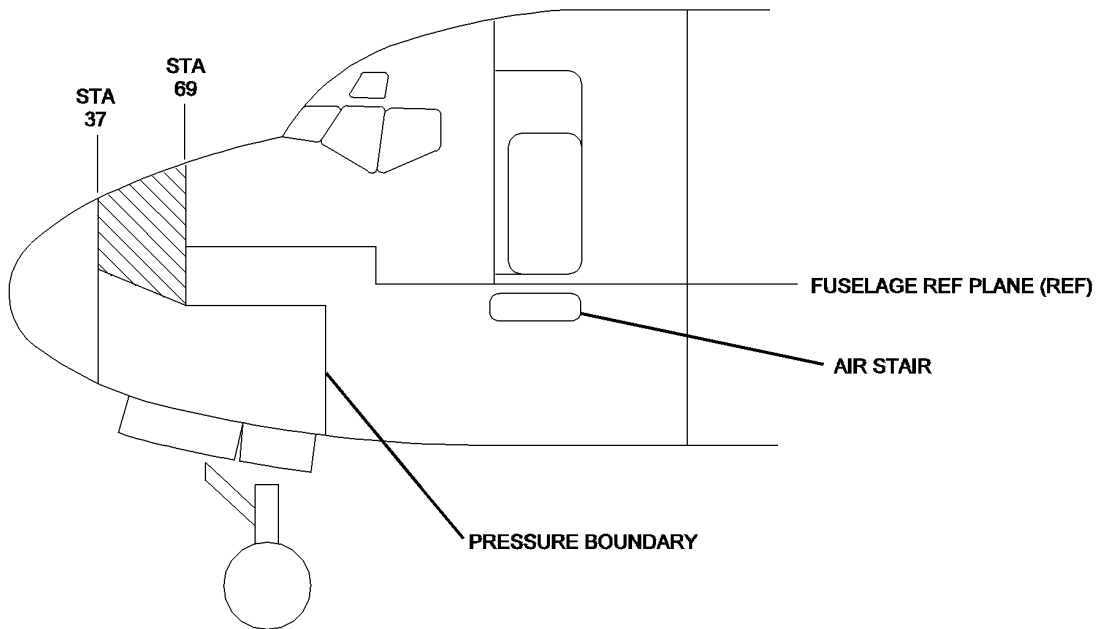
EFFECTIVITY
WJE ALL

TP-80MM-WJE

53-05-03

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BBB2-53-229
S0000271070V1

Skin Panels, Above Pressure Panel, STA 37 to 69
Figure 629/53-05-03-990-839

EFFECTIVITY
WJE ALL

TP-80MM-WJE

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TASK 53-05-03-211-837

32. Skin Panels, STA 37-110, Nose Wheel Well - Internal Structure

A. Inspection

SUBTASK 53-05-03-010-035

- (1) Open nose landing gear wheel well doors.

SUBTASK 53-05-03-160-036

- (2) Clean inspection area as required.

NOTE: It is expected that the area to be inspected is clean enough to minimize the possibility that accumulated dirt, lint, fibers or grease might hide unsatisfactory conditions that would otherwise be obvious. Any cleaning that is considered necessary should be performed in accordance with accepted procedures in order to minimize the possibility of the cleaning process itself introducing anomalies.

SUBTASK 53-05-03-211-038

- (3) Do the detailed inspection.

NOTE: A detailed inspection is an intensive examination of a specific item, installation or assembly, to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses or other means may be necessary. Surface cleaning and elaborate access procedures may also be required.

SUBTASK 53-05-03-916-035

- (4) Apply surface treatments and/or corrosion inhibiting compound as required.

NOTE: Protective materials (e.g. corrosion inhibiting compounds, paints, etc.) shall be re-applied if removed to perform the inspection/maintenance task.

SUBTASK 53-05-03-410-035

- (5) Close nose landing gear wheel well doors.

- (6) Record corrosion findings.

(a) Corrosion finding: Yes _____ No _____

(b) If yes in Step (6)(a), record specific area of corrosion on a non-routine form and list the non-routine(s) identification number(s) here _____.

- (7) Record structural findings.

(a) Structural finding: Yes _____ No _____

(b) If yes in Step (7)(a), record specific area of structural cracking on a non-routine form and list the non-routine(s) identification number(s) here _____.

————— **END OF TASK** —————

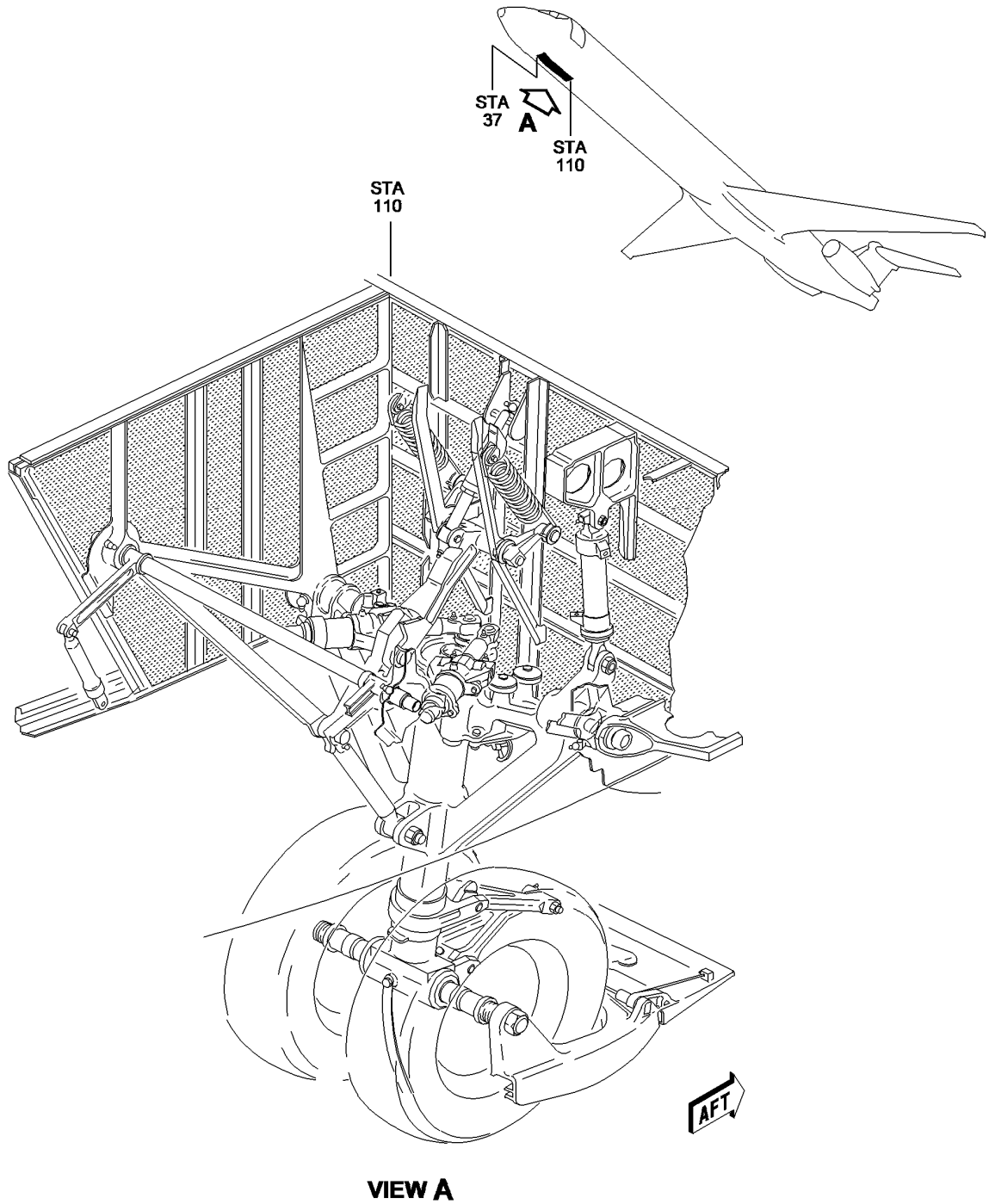
EFFECTIVITY
WJE ALL

TP-80MM-WJE

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BBB2-53-232
S0000271042V1

Nose Wheel Well Internal Structure
Figure 630/53-05-03-990-836

EFFECTIVITY
WJE ALL

TP-80MM-WJE

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TASK 53-05-03-211-842

33. Skin Panels, Below Cabin Floor, 18L-24L, 18R-24R, STA 218-1338 (MD-87, STA 218-1129) - Internal Structure

A. Inspection

SUBTASK 53-05-03-010-040

- (1) Gain access as required.

SUBTASK 53-05-03-160-041

- (2) Clean inspection area as required.

NOTE: It is expected that the area to be inspected is clean enough to minimize the possibility that accumulated dirt, lint, fibers or grease might hide unsatisfactory conditions that would otherwise be obvious. Any cleaning that is considered necessary should be performed in accordance with accepted procedures in order to minimize the possibility of the cleaning process itself introducing anomalies.

SUBTASK 53-05-03-211-043

- (3) Do the detailed inspection.

NOTE: A detailed inspection is an intensive examination of a specific item, installation or assembly, to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses or other means may be necessary. Surface cleaning and elaborate access procedures may also be required.

SUBTASK 53-05-03-916-040

- (4) Apply surface treatments and/or corrosion inhibiting compound as required.

NOTE: Protective materials (e.g. corrosion inhibiting compounds, paints, etc.) shall be re-applied if removed to perform the inspection/maintenance task.

SUBTASK 53-05-03-410-040

- (5) Install removed panels.

- (6) Record corrosion findings.

(a) Corrosion finding: Yes _____ No _____

(b) If yes in Step (6)(a), record specific area of corrosion on a non-routine form and list the non-routine(s) identification number(s) here _____.

- (7) Record structural findings.

(a) Structural finding: Yes _____ No _____

(b) If yes in Step (7)(a), record specific area of structural cracking on a non-routine form and list the non-routine(s) identification number(s) here _____.

————— **END OF TASK** —————

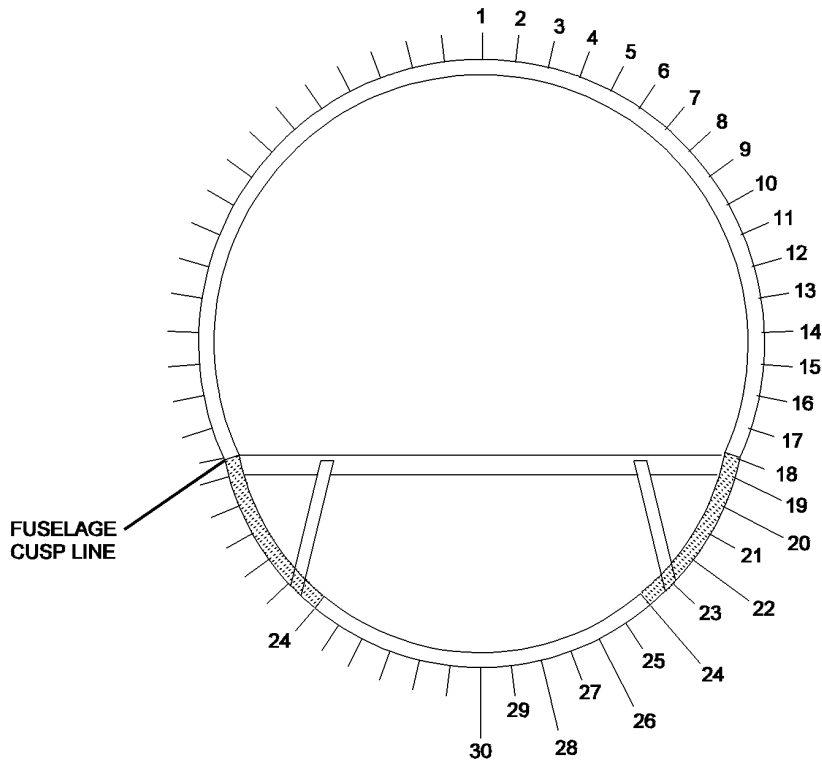
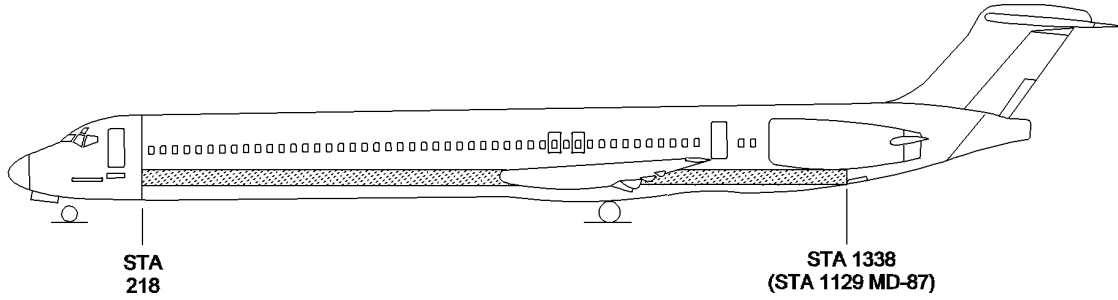
EFFECTIVITY
WJE ALL

TP-80MM-WJE

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AIRCRAFT MAINTENANCE MANUAL**



BBB2-53-243
S0000271085V1

**Skin Panels, Below Cabin Floor, 18L-24L, 18R-24R
Figure 631/53-05-03-990-841**

EFFECTIVITY
WJE ALL

TP-80MM-WJE

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TASK 53-05-03-211-841

34. Skin Panels, Below Cabin Floor, 24L-24R, STA 218-1338 (MD-87, STA 218-1129) - Internal Structure

A. Inspection

SUBTASK 53-05-03-010-039

- (1) Gain access as required.

SUBTASK 53-05-03-160-040

- (2) Clean inspection area as required.

NOTE: It is expected that the area to be inspected is clean enough to minimize the possibility that accumulated dirt, lint, fibers or grease might hide unsatisfactory conditions that would otherwise be obvious. Any cleaning that is considered necessary should be performed in accordance with accepted procedures in order to minimize the possibility of the cleaning process itself introducing anomalies.

SUBTASK 53-05-03-211-042

- (3) Do the detailed inspection.

NOTE: A detailed inspection is an intensive examination of a specific item, installation or assembly, to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses or other means may be necessary. Surface cleaning and elaborate access procedures may also be required.

SUBTASK 53-05-03-916-039

- (4) Apply surface treatments and/or corrosion inhibiting compound as required.

NOTE: Protective materials (e.g. corrosion inhibiting compounds, paints, etc.) shall be re-applied if removed to perform the inspection/maintenance task.

SUBTASK 53-05-03-410-039

- (5) Install removed panels.

- (6) Record corrosion findings.

(a) Corrosion finding: Yes _____ No _____

(b) If yes in Step (6)(a), record specific area of corrosion on a non-routine form and list the non-routine(s) identification number(s) here _____.

- (7) Record structural findings.

(a) Structural finding: Yes _____ No _____

(b) If yes in Step (7)(a), record specific area of structural cracking on a non-routine form and list the non-routine(s) identification number(s) here _____.

————— **END OF TASK** —————

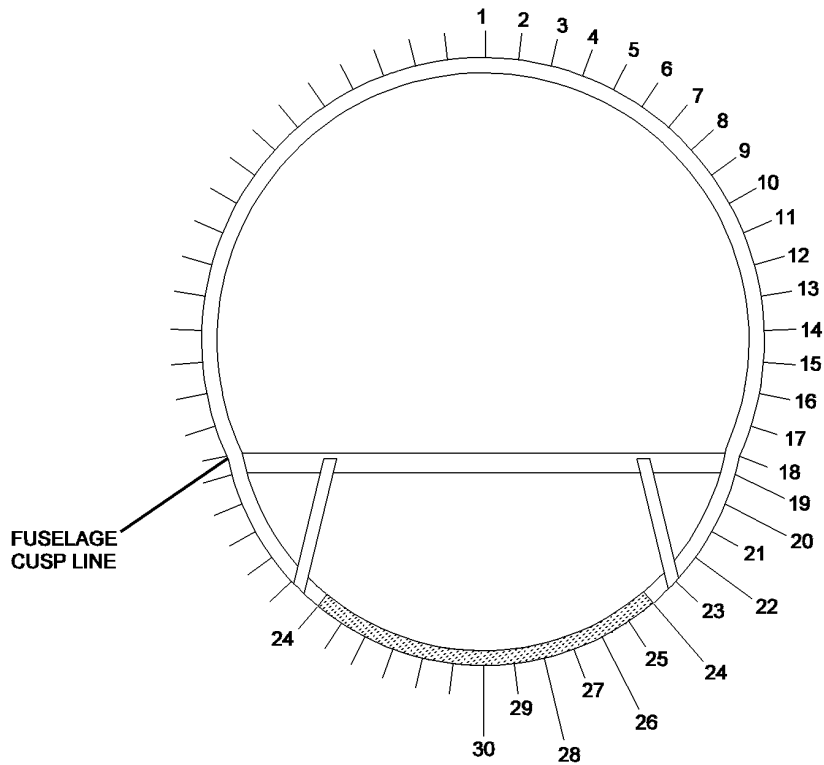
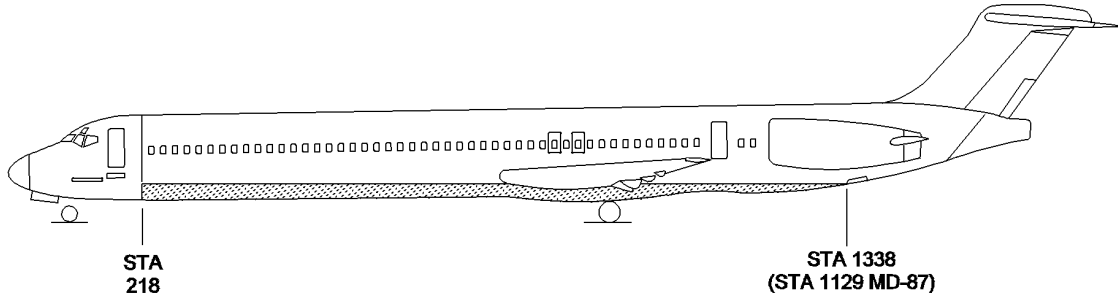
EFFECTIVITY
WJE ALL

TP-80MM-WJE

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BBB2-53-242
S0000271083V1

Skin Panels, Below Cabin Floor, 24L-24R
Figure 632/53-05-03-990-840

EFFECTIVITY
WJE ALL

TP-80MM-WJE

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TASK 53-05-03-211-839

35. Skin Panels, Upper Fuselage, Longerons 18L-18R, STA 1338-1633 (MD-87, STA 1129-1436) - Internal Structure

A. Inspection

SUBTASK 53-05-03-010-037

- (1) Gain access as required.

SUBTASK 53-05-03-160-038

- (2) Clean inspection area as required.

NOTE: It is expected that the area to be inspected is clean enough to minimize the possibility that accumulated dirt, lint, fibers or grease might hide unsatisfactory conditions that would otherwise be obvious. Any cleaning that is considered necessary should be performed in accordance with accepted procedures in order to minimize the possibility of the cleaning process itself introducing anomalies.

SUBTASK 53-05-03-211-040

- (3) Do the detailed inspection.

NOTE: A detailed inspection is an intensive examination of a specific item, installation or assembly, to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses or other means may be necessary. Surface cleaning and elaborate access procedures may also be required.

SUBTASK 53-05-03-916-037

- (4) Apply surface treatments and/or corrosion inhibiting compound as required.

NOTE: Protective materials (e.g. corrosion inhibiting compounds, paints, etc.) shall be re-applied if removed to perform the inspection/maintenance task.

SUBTASK 53-05-03-410-037

- (5) Install removed panels.

- (6) Record corrosion findings.

(a) Corrosion finding: Yes _____ No _____

(b) If yes in Step (6)(a), record specific area of corrosion on a non-routine form and list the non-routine(s) identification number(s) here _____.

- (7) Record structural findings.

(a) Structural finding: Yes _____ No _____

(b) If yes in Step (7)(a), record specific area of structural cracking on a non-routine form and list the non-routine(s) identification number(s) here _____.

————— **END OF TASK** —————

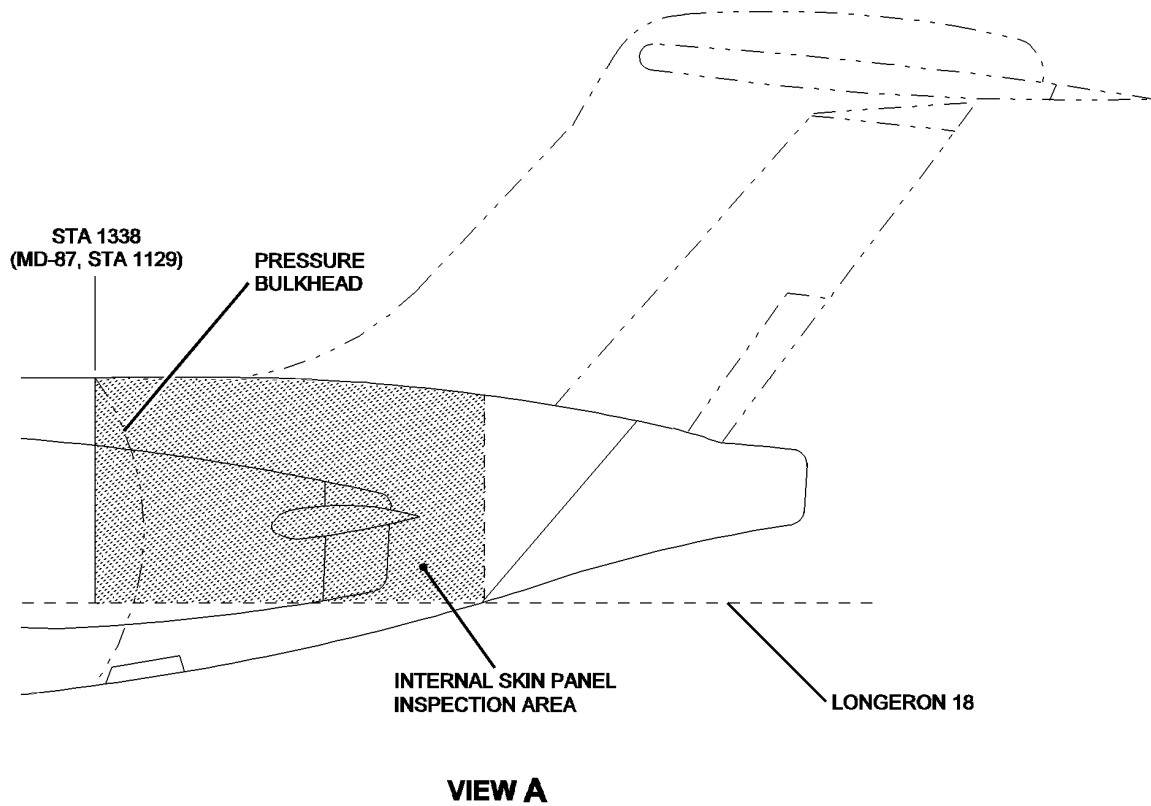
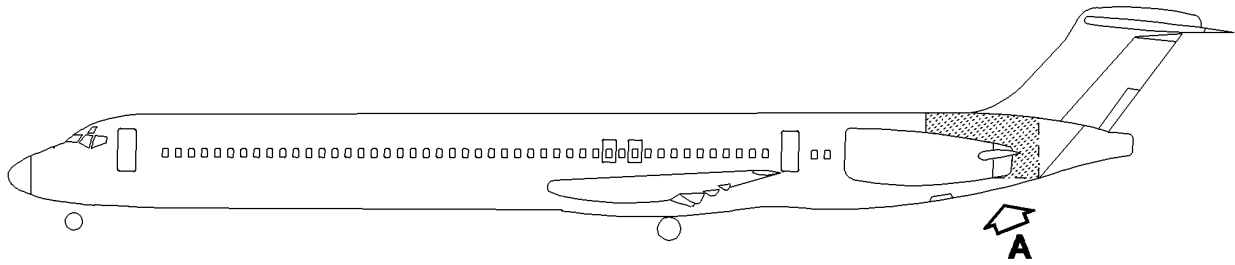
EFFECTIVITY
WJE ALL

TP-80MM-WJE

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BBB2-53-241
S0000271049V1

Skin Panels, Upper Fuselage Longeron 18L-18R
Figure 633/53-05-03-990-838

EFFECTIVITY
WJE ALL

TP-80MM-WJE

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TASK 53-05-03-211-838

36. Skin Panels, Lower Fuselage, Longerons 18L-18R, STA 1338-1633 (MD-87, STA 1129-1436) - Internal Structure

A. Inspection

SUBTASK 53-05-03-010-036

- (1) Gain access as required.

SUBTASK 53-05-03-160-037

- (2) Clean inspection area as required.

NOTE: It is expected that the area to be inspected is clean enough to minimize the possibility that accumulated dirt, lint, fibers or grease might hide unsatisfactory conditions that would otherwise be obvious. Any cleaning that is considered necessary should be performed in accordance with accepted procedures in order to minimize the possibility of the cleaning process itself introducing anomalies.

SUBTASK 53-05-03-211-039

- (3) Do the detailed inspection.

NOTE: A detailed inspection is an intensive examination of a specific item, installation or assembly, to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses or other means may be necessary. Surface cleaning and elaborate access procedures may also be required.

SUBTASK 53-05-03-916-036

- (4) Apply surface treatments and/or corrosion inhibiting compound as required.

NOTE: Protective materials (e.g. corrosion inhibiting compounds, paints, etc.) shall be re-applied if removed to perform the inspection/maintenance task.

SUBTASK 53-05-03-410-036

- (5) Install removed panels.

- (6) Record corrosion findings.

(a) Corrosion finding: Yes _____ No _____

(b) If yes in Step (6)(a), record specific area of corrosion on a non-routine form and list the non-routine(s) identification number(s) here _____.

- (7) Record structural findings.

(a) Structural finding: Yes _____ No _____

(b) If yes in Step (7)(a), record specific area of structural cracking on a non-routine form and list the non-routine(s) identification number(s) here _____.

————— **END OF TASK** —————

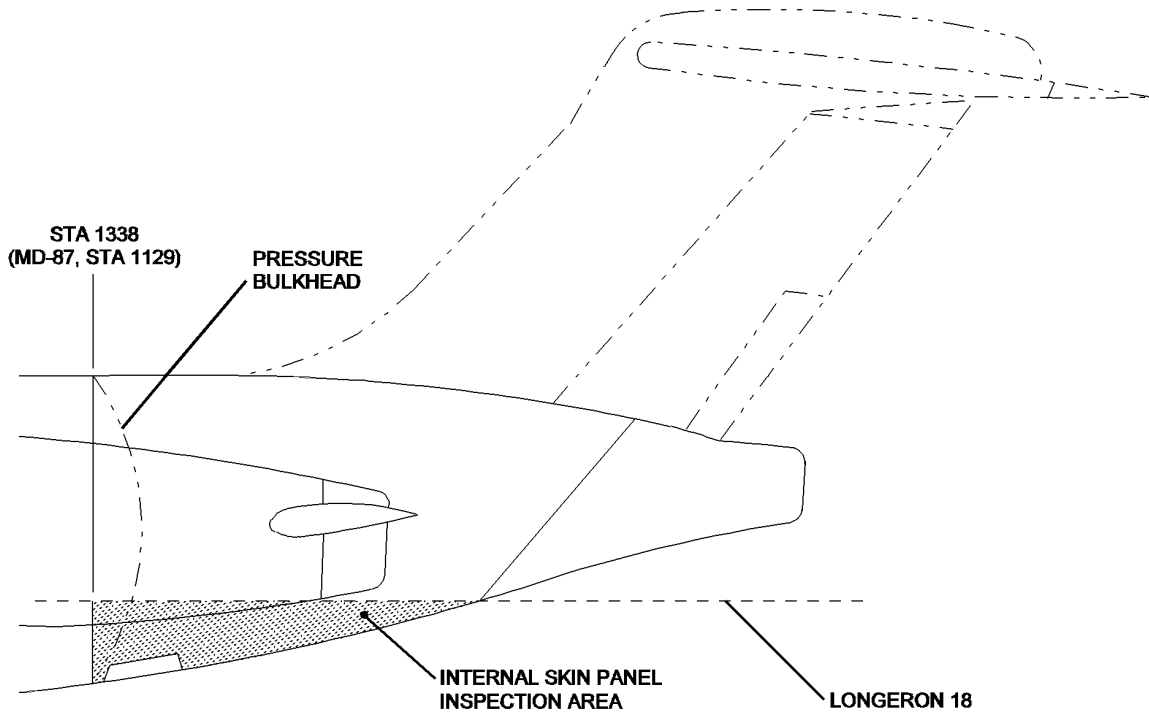
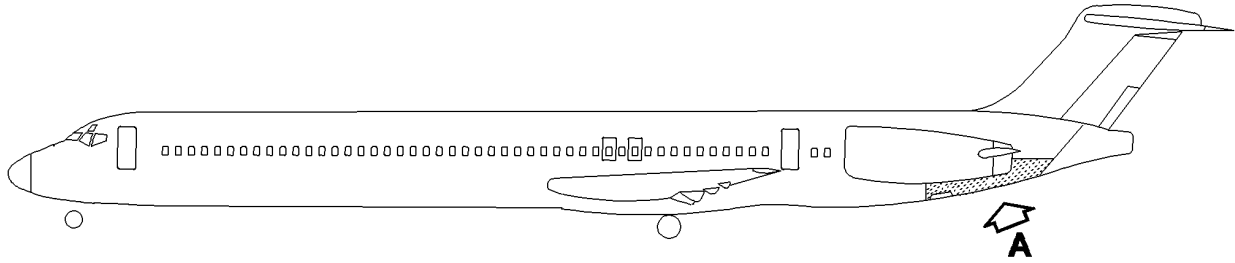
EFFECTIVITY
WJE ALL

TP-80MM-WJE

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VIEW A

BBB2-53-240
S0000271048V1

Skin Panels, Lower Fuselage Longeron 18L-18R
Figure 634/53-05-03-990-837

EFFECTIVITY
WJE ALL

TP-80MM-WJE

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TASK 53-05-03-211-823

37. NLG Retract Cylinder Attach Fitting, STA 110 - Structural Inspection

A. Inspection

SUBTASK 53-05-03-010-023

- (1) Open nose landing gear wheel well doors.

SUBTASK 53-05-03-160-023

- (2) Clean inspection area as required.

NOTE: It is expected that the area to be inspected is clean enough to minimize the possibility that accumulated dirt, lint, fibers or grease might hide unsatisfactory conditions that would otherwise be obvious. Any cleaning that is considered necessary should be performed in accordance with accepted procedures in order to minimize the possibility of the cleaning process itself introducing anomalies.

SUBTASK 53-05-03-211-023

- (3) Do the detailed inspection.

NOTE: A detailed inspection is an intensive examination of a specific item, installation or assembly, to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses or other means may be necessary. Surface cleaning and elaborate access procedures may also be required.

SUBTASK 53-05-03-916-023

- (4) Apply surface treatments and/or corrosion inhibiting compound as required.

NOTE: Protective materials (e.g. corrosion inhibiting compounds, paints, etc.) shall be re-applied if removed to perform the inspection/maintenance task.

SUBTASK 53-05-03-410-023

- (5) Close nose landing gear wheel well doors.

- (6) Record corrosion findings.

(a) Corrosion finding: Yes _____ No _____

(b) If yes in Step (6)(a), record specific area of corrosion on a non-routine form and list the non-routine(s) identification number(s) here _____.

- (7) Record structural findings.

(a) Structural finding: Yes _____ No _____

(b) If yes in Step (7)(a), record specific area of structural cracking on a non-routine form and list the non-routine(s) identification number(s) here _____.

————— **END OF TASK** —————

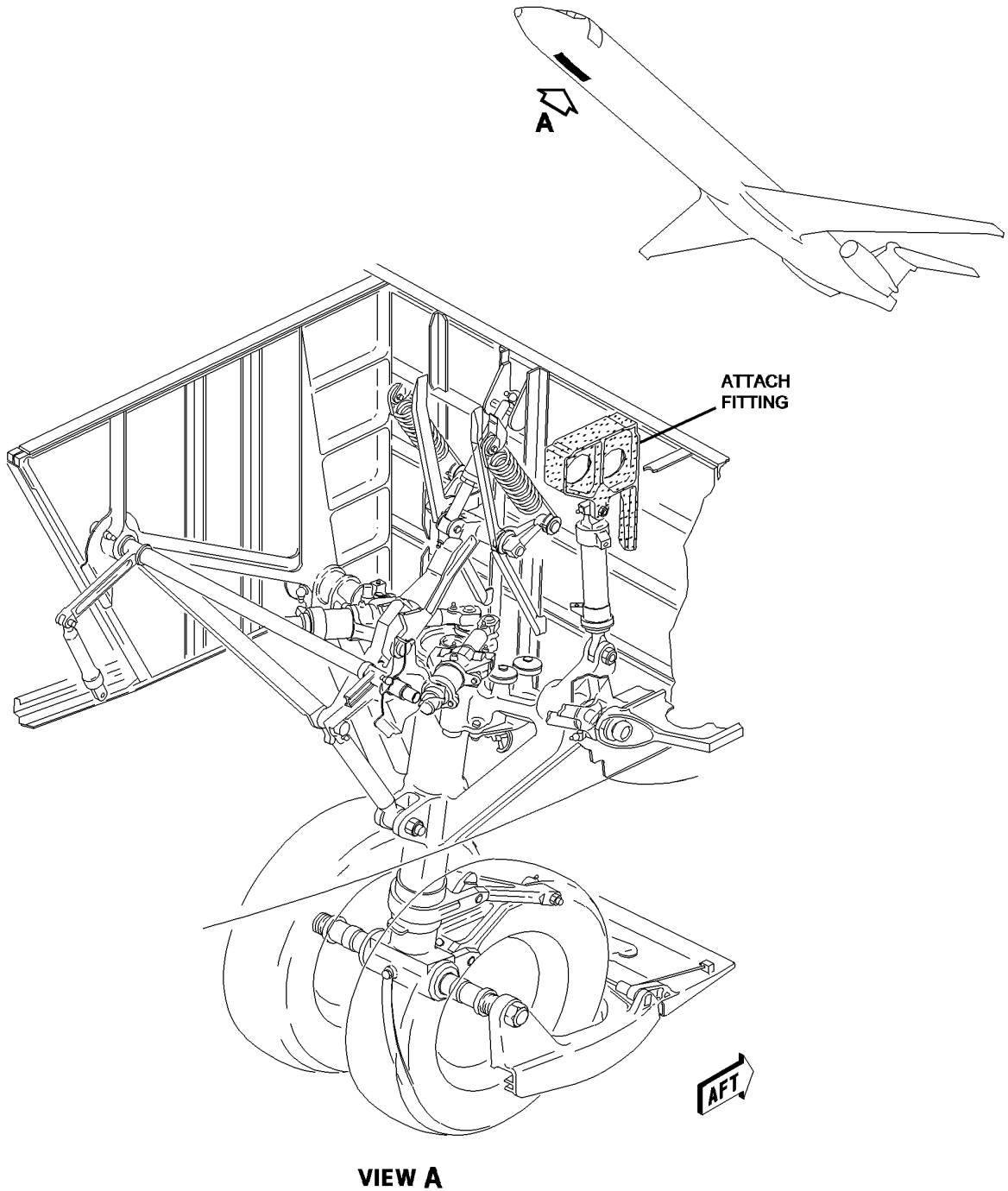
EFFECTIVITY
WJE ALL

TP-80MM-WJE

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BBB2-53-239
S0000269340V1

**NLG Retract Cylinder Attach Fitting
Figure 635/53-05-03-990-822**

EFFECTIVITY
WJE ALL

TP-80MM-WJE

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TASK 53-05-03-211-825

38. Fitting, Keel to Rear Wing Spar, STA 946 (MD-87, STA 832) - Structural Inspection

A. Inspection

SUBTASK 53-05-03-010-025

- (1) Open main landing gear wheel well doors.

SUBTASK 53-05-03-160-025

- (2) Clean inspection area as required.

NOTE: It is expected that the area to be inspected is clean enough to minimize the possibility that accumulated dirt, lint, fibers or grease might hide unsatisfactory conditions that would otherwise be obvious. Any cleaning that is considered necessary should be performed in accordance with accepted procedures in order to minimize the possibility of the cleaning process itself introducing anomalies.

SUBTASK 53-05-03-211-025

- (3) Do the detailed inspection.

NOTE: A detailed inspection is an intensive examination of a specific item, installation or assembly, to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses or other means may be necessary. Surface cleaning and elaborate access procedures may also be required.

SUBTASK 53-05-03-916-025

- (4) Apply surface treatments and/or corrosion inhibiting compound as required.

NOTE: Protective materials (e.g. corrosion inhibiting compounds, paints, etc.) shall be re-applied if removed to perform the inspection/maintenance task.

SUBTASK 53-05-03-410-025

- (5) Close main landing gear wheel well doors.

- (6) Record corrosion findings.

(a) Corrosion finding: Yes _____ No _____

(b) If yes in Step (6)(a), record specific area of corrosion on a non-routine form and list the non-routine(s) identification number(s) here _____.

- (7) Record structural findings.

(a) Structural finding: Yes _____ No _____

(b) If yes in Step (7)(a), record specific area of structural cracking on a non-routine form and list the non-routine(s) identification number(s) here _____.

————— **END OF TASK** —————

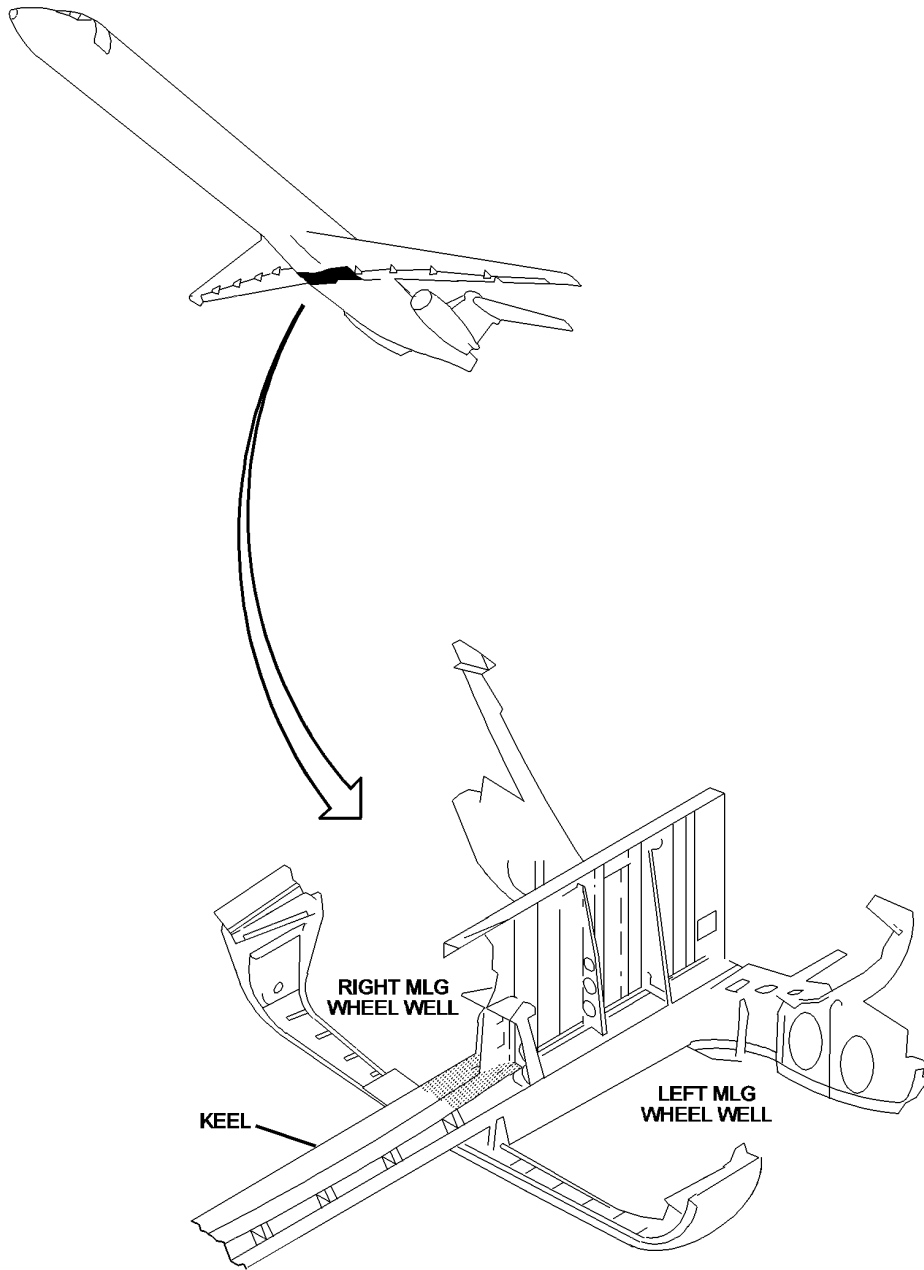
EFFECTIVITY
WJE ALL

TP-80MM-WJE

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**MD-80
AIRCRAFT MAINTENANCE MANUAL**



BBB2-53-234
S0000270220V1

**Keel to Rear Wing Spar Fitting
Figure 636/53-05-03-990-824**

EFFECTIVITY
WJE ALL

TP-80MM-WJE

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TASK 53-05-03-211-822

39. Fitting, Retract Cylinder MLG Door, STA 946 (MD-87, STA 832) - Structural Inspection

A. Inspection

SUBTASK 53-05-03-010-022

- (1) Open main landing gear wheel well doors.

SUBTASK 53-05-03-160-022

- (2) Clean inspection area as required.

NOTE: It is expected that the area to be inspected is clean enough to minimize the possibility that accumulated dirt, lint, fibers or grease might hide unsatisfactory conditions that would otherwise be obvious. Any cleaning that is considered necessary should be performed in accordance with accepted procedures in order to minimize the possibility of the cleaning process itself introducing anomalies.

SUBTASK 53-05-03-211-022

- (3) Do the detailed inspection.

NOTE: A detailed inspection is an intensive examination of a specific item, installation or assembly, to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses or other means may be necessary. Surface cleaning and elaborate access procedures may also be required.

SUBTASK 53-05-03-916-022

- (4) Apply surface treatments and/or corrosion inhibiting compound as required.

NOTE: Protective materials (e.g. corrosion inhibiting compounds, paints, etc.) shall be re-applied if removed to perform the inspection/maintenance task.

SUBTASK 53-05-03-410-022

- (5) Close main landing gear wheel well doors.

- (6) Record corrosion findings.

(a) Corrosion finding: Yes _____ No _____

(b) If yes in Step (6)(a), record specific area of corrosion on a non-routine form and list the non-routine(s) identification number(s) here _____.

- (7) Record structural findings.

(a) Structural finding: Yes _____ No _____

(b) If yes in Step (7)(a), record specific area of structural cracking on a non-routine form and list the non-routine(s) identification number(s) here _____.

————— **END OF TASK** —————

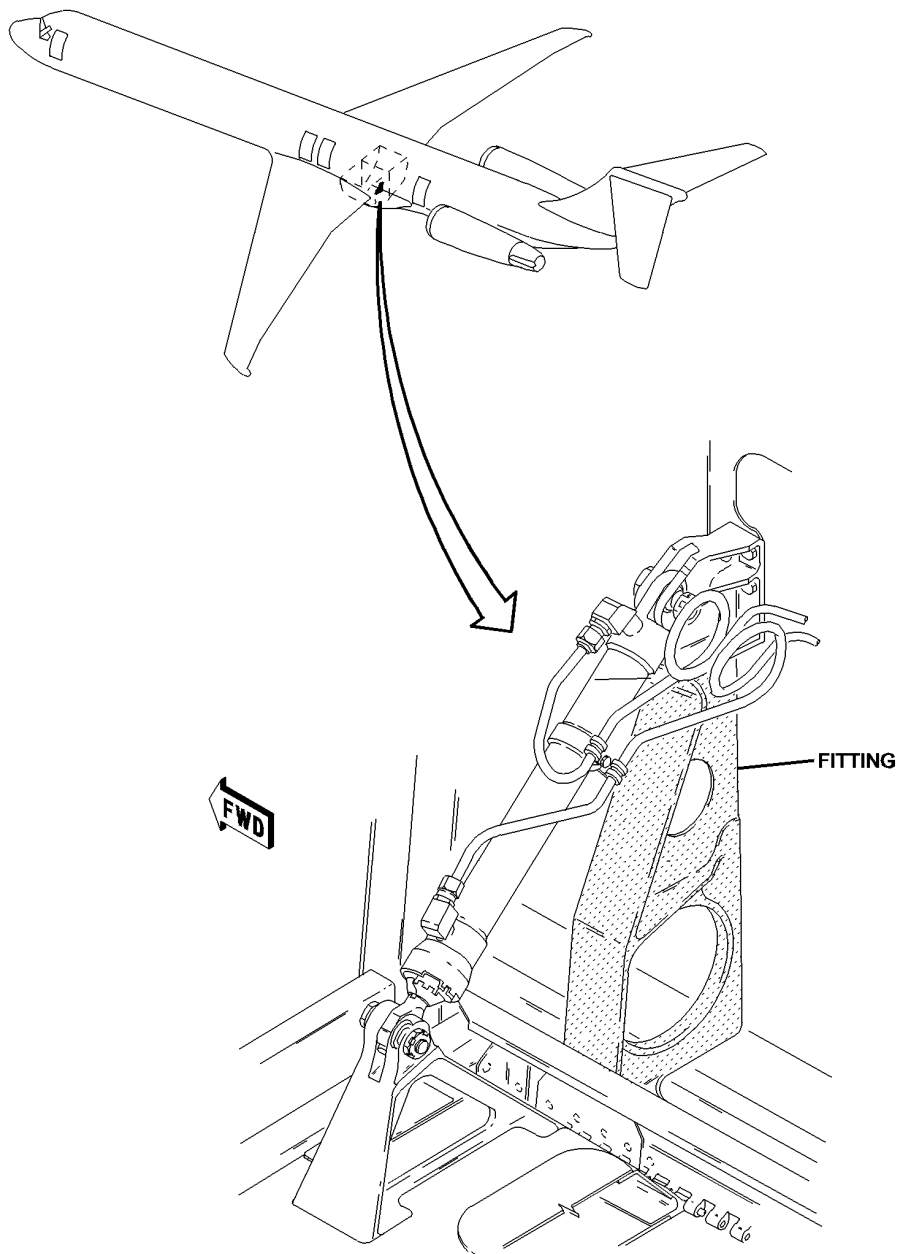
EFFECTIVITY
WJE ALL

TP-80MM-WJE

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BBB2-53-233
S0000269320V1

MLG Door Retract Cylinder Fitting
Figure 637/53-05-03-990-821

EFFECTIVITY
WJE ALL

TP-80MM-WJE

53-05-03

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TASK 53-05-03-270-801

40. Horizontal Flange of the Inboard Trapezoidal Panel (SB MD80-53-303)

A. Inspection

SUBTASK 53-05-03-270-001

- (1) Do an ultrasonic inspection of the horizontal flange of the inboard trapezoidal panels per the latest revision of service bulletin MD80-53-303.
 - (a) For repair and inspection procedures refer to the latest revision of service bulletin MD80-53-303.

————— END OF TASK —————

TASK 53-05-03-250-801

41. Overwing Frames (SB MD80-53A301)

A. Inspection

SUBTASK 53-05-03-250-001

- (1) Do a high frequency eddy current inspection of the overwing frames per the latest revision of service bulletin MD80-53A301.
 - (a) For repair and inspection procedures refer to the latest revision of service bulletin MD80-53A301.

————— END OF TASK —————

TASK 53-05-03-211-830

42. Dorsal Fitting, Vertical Stabilizer, STA 1437 (MD-87, STA1228) - Internal Structure

A. Inspection

SUBTASK 53-05-03-010-030

- (1) Gain access as required.

SUBTASK 53-05-03-160-030

- (2) Clean inspection area as required.

NOTE: It is expected that the area to be inspected is clean enough to minimize the possibility that accumulated dirt, lint, fibers or grease might hide unsatisfactory conditions that would otherwise be obvious. Any cleaning that is considered necessary should be performed in accordance with accepted procedures in order to minimize the possibility of the cleaning process itself introducing anomalies.

SUBTASK 53-05-03-211-030

- (3) Do the detailed inspection.

NOTE: A detailed inspection is an intensive examination of a specific item, installation or assembly, to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses or other means may be necessary. Surface cleaning and elaborate access procedures may also be required.

SUBTASK 53-05-03-916-030

- (4) Apply surface treatments and/or corrosion inhibiting compound as required.

NOTE: Protective materials (e.g. corrosion inhibiting compounds, paints, etc.) shall be re-applied if removed to perform the inspection/maintenance task.

EFFECTIVITY
WJE ALL

TP-80MM-WJE

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SUBTASK 53-05-03-410-030

- (5) Install removed panels.
- (6) Record corrosion findings.
 - (a) Corrosion finding: Yes _____ No _____
 - (b) If yes in Step (6)(a), record specific area of corrosion on a non-routine form and list the non-routine(s) identification number(s) here _____.
- (7) Record structural findings.
 - (a) Structural finding: Yes _____ No _____
 - (b) If yes in Step (7)(a), record specific area of structural cracking on a non-routine form and list the non-routine(s) identification number(s) here _____.

————— **END OF TASK** —————

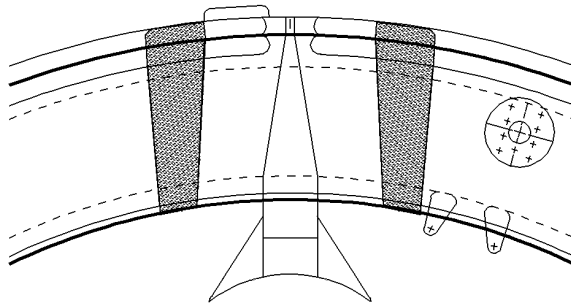
EFFECTIVITY
WJE ALL

TP-80MM-WJE

53-05-03

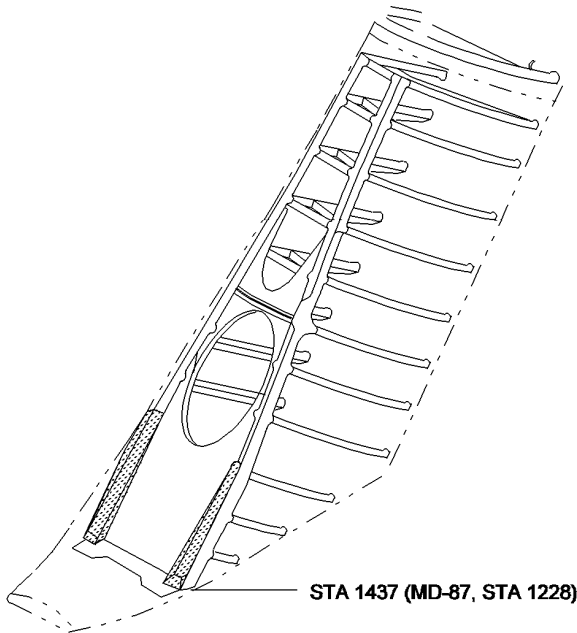
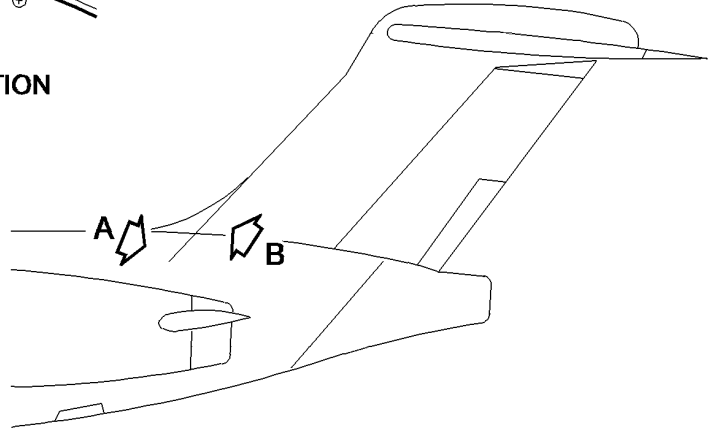
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LOWER DORSAL FITTING LOCATION

VIEW A



UPPER DORSAL FITTING LOCATION

VIEW B

BBB2-53-238
S0000270320V1

Vertical Stabilizer, Dorsal Fitting
Figure 638/53-05-03-990-829

EFFECTIVITY
WJE ALL

TP-80MM-WJE

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WJE 401-405, 409, 410, 412, 414, 861, 862, 873, 874, 877-881, 883, 884, 892

TASK 53-05-03-211-826

43. Fuselage Frame Joint, to Fwd Aux Fuel Tank Support Fittings, STA 530-596 (MD-87, STA 416-482) - External Structure

A. Inspection

SUBTASK 53-05-03-010-026

- (1) Gain access as required.

SUBTASK 53-05-03-160-026

- (2) Clean inspection area as required.

NOTE: It is expected that the area to be inspected is clean enough to minimize the possibility that accumulated dirt, lint, fibers or grease might hide unsatisfactory conditions that would otherwise be obvious. Any cleaning that is considered necessary should be performed in accordance with accepted procedures in order to minimize the possibility of the cleaning process itself introducing anomalies.

SUBTASK 53-05-03-211-026

- (3) Do the detailed inspection.

NOTE: A detailed inspection is an intensive examination of a specific item, installation or assembly, to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses or other means may be necessary. Surface cleaning and elaborate access procedures may also be required.

SUBTASK 53-05-03-916-026

- (4) Apply surface treatments and/or corrosion inhibiting compound as required.

NOTE: Protective materials (e.g. corrosion inhibiting compounds, paints, etc.) shall be re-applied if removed to perform the inspection/maintenance task.

SUBTASK 53-05-03-410-026

- (5) Install removed panels.

- (6) Record corrosion findings.

(a) Corrosion finding: Yes _____ No _____

(b) If yes in Step (6)(a), record specific area of corrosion on a non-routine form and list the non-routine(s) identification number(s) here _____.

- (7) Record structural findings.

(a) Structural finding: Yes _____ No _____

(b) If yes in Step (7)(a), record specific area of structural cracking on a non-routine form and list the non-routine(s) identification number(s) here _____.

————— **END OF TASK** —————

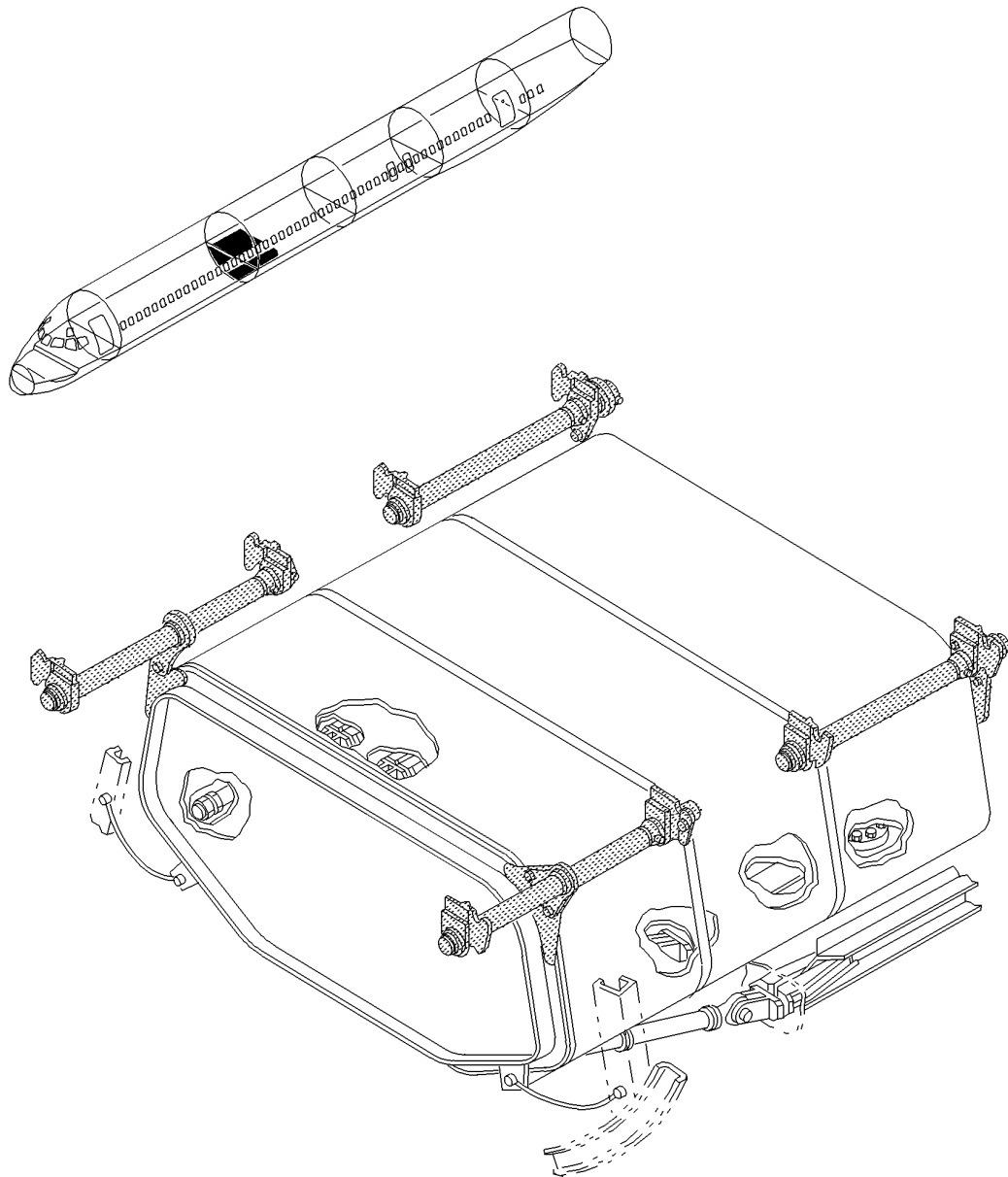
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WJE ALL

53-05-03

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BBB2-53-236
S0000270280V1

**Fwd Aux Fuel Tank Support Fittings
Figure 639/53-05-03-990-825**

EFFECTIVITY

**WJE 401-405, 409, 410, 412, 414, 861, 862, 873, 874,
877-881, 883, 884, 892**

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WJE 401-405, 409, 410, 412, 414, 861, 862, 873, 874, 877-881, 883, 884, 892 (Continued)

TASK 53-05-03-211-827

44. Fuselage Frame Joint, to Aft Aux Fuel Tank Support Fittings, STA 1011-1077 (MD-87, STA 897-963) - Internal Structure

A. Inspection

SUBTASK 53-05-03-010-027

- (1) Gain access as required.

SUBTASK 53-05-03-160-027

- (2) Clean inspection area as required.

NOTE: It is expected that the area to be inspected is clean enough to minimize the possibility that accumulated dirt, lint, fibers or grease might hide unsatisfactory conditions that would otherwise be obvious. Any cleaning that is considered necessary should be performed in accordance with accepted procedures in order to minimize the possibility of the cleaning process itself introducing anomalies.

SUBTASK 53-05-03-211-027

- (3) Do the detailed inspection.

NOTE: A detailed inspection is an intensive examination of a specific item, installation or assembly, to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses or other means may be necessary. Surface cleaning and elaborate access procedures may also be required.

SUBTASK 53-05-03-916-027

- (4) Apply surface treatments and/or corrosion inhibiting compound as required.

NOTE: Protective materials (e.g. corrosion inhibiting compounds, paints, etc.) shall be re-applied if removed to perform the inspection/maintenance task.

SUBTASK 53-05-03-410-027

- (5) Install removed panels.

- (6) Record corrosion findings.

(a) Corrosion finding: Yes _____ No _____

(b) If yes in Step (6)(a), record specific area of corrosion on a non-routine form and list the non-routine(s) identification number(s) here _____.

- (7) Record structural findings.

(a) Structural finding: Yes _____ No _____

(b) If yes in Step (7)(a), record specific area of structural cracking on a non-routine form and list the non-routine(s) identification number(s) here _____.

————— END OF TASK —————

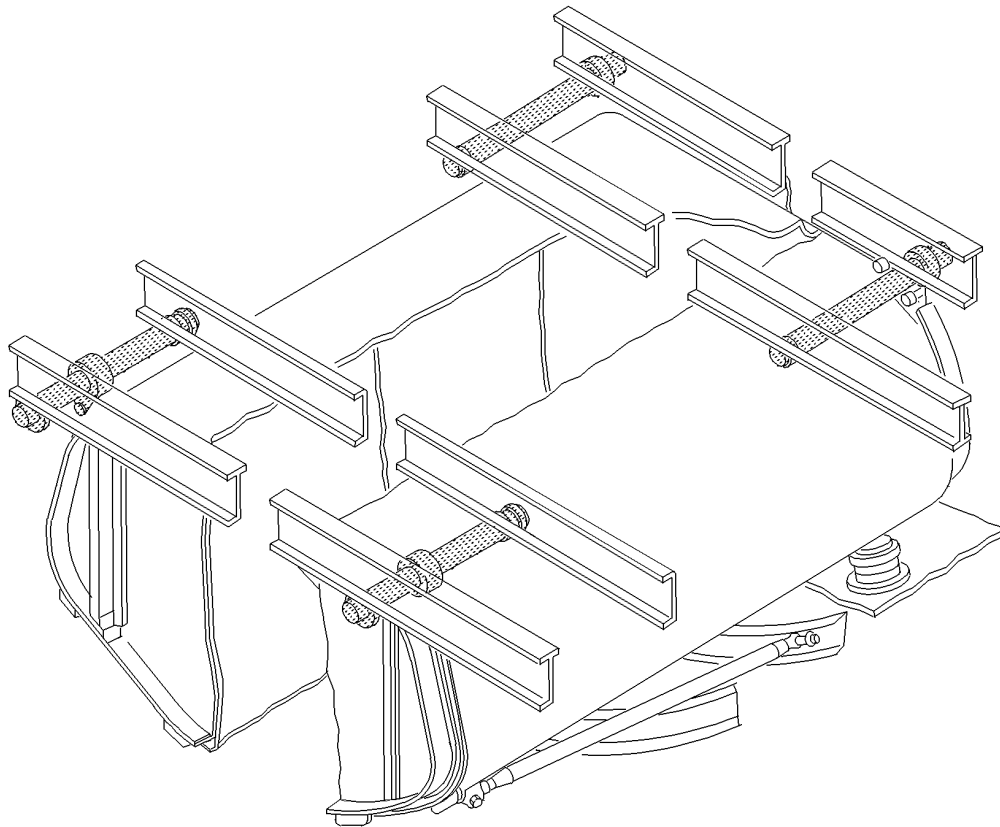
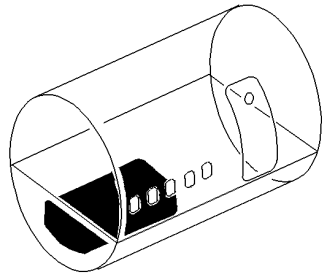
EFFECTIVITY
WJE ALL

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BBB2-53-235
S0000270285V1

Aft Aux Fuel Tank Support Fittings
Figure 640/53-05-03-990-826

EFFECTIVITY

WJE 401-405, 409, 410, 412, 414, 861, 862, 873, 874,
877-881, 883, 884, 892

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WJE ALL

TASK 53-05-03-211-828

45. Fwd Aux Fuel Tank Aft Bulkhead Around Access Hole Cutout, STA 596 (MD-87, STA 482) - Internal Structure

A. Inspection

SUBTASK 53-05-03-010-028

- (1) Gain access as required.

SUBTASK 53-05-03-160-028

- (2) Clean inspection area as required.

NOTE: It is expected that the area to be inspected is clean enough to minimize the possibility that accumulated dirt, lint, fibers or grease might hide unsatisfactory conditions that would otherwise be obvious. Any cleaning that is considered necessary should be performed in accordance with accepted procedures in order to minimize the possibility of the cleaning process itself introducing anomalies.

SUBTASK 53-05-03-211-028

- (3) Do the detailed inspection.

NOTE: A detailed inspection is an intensive examination of a specific item, installation or assembly, to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses or other means may be necessary. Surface cleaning and elaborate access procedures may also be required.

SUBTASK 53-05-03-916-028

- (4) Apply surface treatments and/or corrosion inhibiting compound as required.

NOTE: Protective materials (e.g. corrosion inhibiting compounds, paints, etc.) shall be re-applied if removed to perform the inspection/maintenance task.

SUBTASK 53-05-03-410-028

- (5) Install removed panels.

- (6) Record corrosion findings.

(a) Corrosion finding: Yes _____ No _____

(b) If yes in Step (6)(a), record specific area of corrosion on a non-routine form and list the non-routine(s) identification number(s) here _____.

- (7) Record structural findings.

(a) Structural finding: Yes _____ No _____

(b) If yes in Step (7)(a), record specific area of structural cracking on a non-routine form and list the non-routine(s) identification number(s) here _____.

————— **END OF TASK** —————

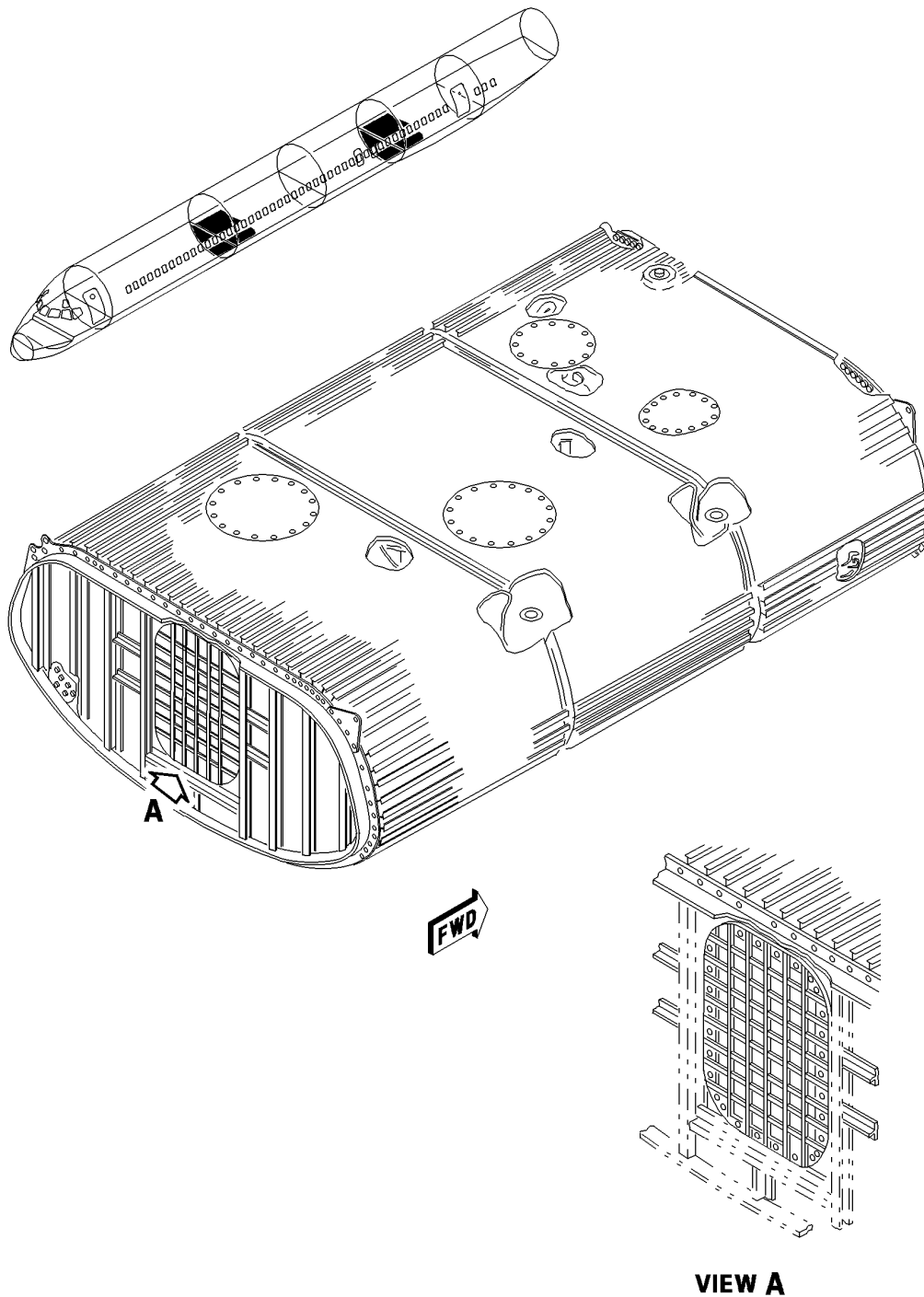
EFFECTIVITY
WJE ALL

53-05-03

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BBB2-53-237
S0000270302V1

Aux Fuel Tank Aft Bulkhead Around Access Hole Cutout (Typical)
Figure 641/53-05-03-990-827

EFFECTIVITY
WJE ALL

53-05-03

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WJE 401-405, 409, 410, 412, 414, 861, 862, 873, 874, 877-881, 883, 884, 892

TASK 53-05-03-211-829

46. Aft Aux Fuel Tank, Aft Bulkhead Around Access Hole Cutout, STA 1077 (MD-87, STA 963) - Internal Structure

A. Inspection

SUBTASK 53-05-03-010-029

- (1) Gain access as required.

SUBTASK 53-05-03-160-029

- (2) Clean inspection area as required.

NOTE: It is expected that the area to be inspected is clean enough to minimize the possibility that accumulated dirt, lint, fibers or grease might hide unsatisfactory conditions that would otherwise be obvious. Any cleaning that is considered necessary should be performed in accordance with accepted procedures in order to minimize the possibility of the cleaning process itself introducing anomalies.

SUBTASK 53-05-03-211-029

- (3) Do the detailed inspection.

NOTE: A detailed inspection is an intensive examination of a specific item, installation or assembly, to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses or other means may be necessary. Surface cleaning and elaborate access procedures may also be required.

SUBTASK 53-05-03-916-029

- (4) Apply surface treatments and/or corrosion inhibiting compound as required.

NOTE: Protective materials (e.g. corrosion inhibiting compounds, paints, etc.) shall be re-applied if removed to perform the inspection/maintenance task.

SUBTASK 53-05-03-410-029

- (5) Install removed panels.

- (6) Record corrosion findings.

(a) Corrosion finding: Yes _____ No _____

(b) If yes in Step (6)(a), record specific area of corrosion on a non-routine form and list the non-routine(s) identification number(s) here _____.

- (7) Record structural findings.

(a) Structural finding: Yes _____ No _____

(b) If yes in Step (7)(a), record specific area of structural cracking on a non-routine form and list the non-routine(s) identification number(s) here _____.

————— **END OF TASK** —————

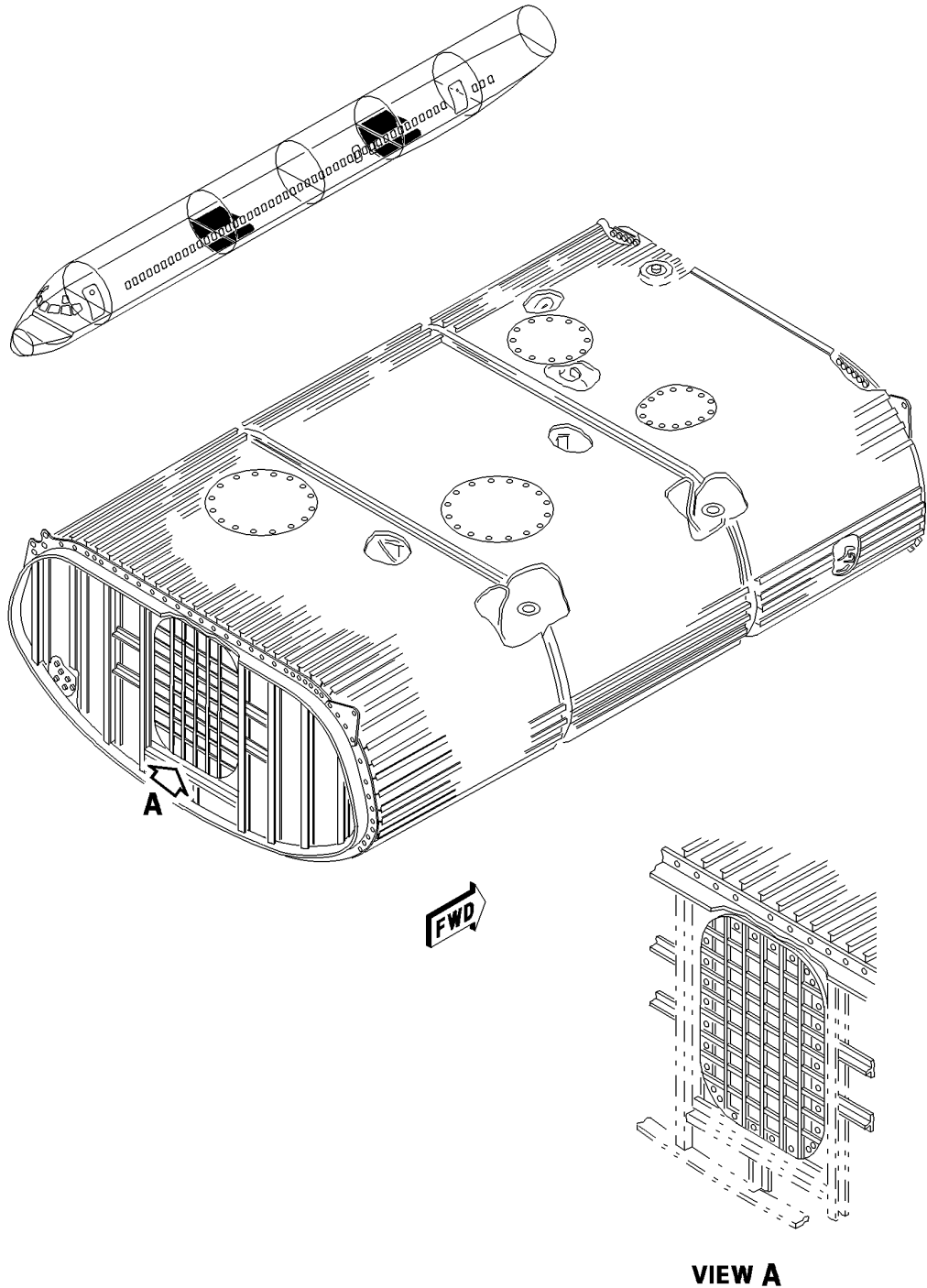
EFFECTIVITY
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BBB2-53-237
S0000270302V1

Aux Fuel Tank Aft Bulkhead Around Access Hole Cutout (Typical)
Figure 642/53-05-03-990-828

EFFECTIVITY
WJE 401-405, 409, 410, 412, 414, 861, 862, 873, 874,
877-881, 883, 884, 892

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MAIN FRAME - DESCRIPTION AND OPERATION

1. General

- A. The main frame is constructed of transverse frames, longitudinal stiffeners, lateral floor beams and longitudinal intercostals, and bulkheads. Except for the forward part of the nose section and the aft part of the tail section, the fuselage consists of two semi-circular joined segments. The upper segment has a radius of approximately 66 inches and the lower segment a radius of approximately 62 inches.

2. Main Frame

A. Description

(1) Transverse Frames

- The transverse frames are located approximately 19 inches apart throughout the fuselage. The frames are made in two sections. The sections are joined in the passenger and flight compartments by the floor beams, forming a slight cusp. The upper and lower frame sections aft of the passenger and service door openings are constructed of Z-shaped rolled sheet aluminum alloy, except the frame sections in the passenger compartment over the center wing. Frames over the center wing area are made of U-shaped extruded aluminum alloy above the window belt, and forgings and machined sections below the window belt.

(2) Longitudinal Stiffeners

- Longerons are located around the perimeter of the fuselage at intervals of approximately 7 1/2 inches. The longerons are attached to the frames and provide the main longitudinal attachment for the exterior plating. The longeron sections are joined together by fittings. Engine stiffening frames are installed forward and aft of the pressure bulkhead, located at the aft end of the passenger compartment, to distribute engine loads over a large area. The frames are a built-up type, consisting of doublers, angles, channels, fittings, and webs. Frames in the flight compartment are larger than frames in the rest of the fuselage and are made of heavier material to provide additional structural strength. Frames around all door and window openings in the flight compartment are made of heavier material than adjacent frames and are reinforced with doublers, intercostals, and fittings. Formed pans are installed around openings of windows in the passenger compartment for installation of window panes and to strengthen the plating.

(3) Lateral Floor Beams and Longitudinal Intercostals

- Lateral beams and longitudinal intercostals support the floor of the flight and passenger compartments. The beams in the flight compartment and at the passenger door are a built-up type, consisting of plating, extruded and rolled sheet angles and channels, doublers, gussets, and fittings. The beams in the passenger compartment are extruded sections.
- The upper and lower sections of the transverse frames are attached to the outboard ends of the beams. Braces are attached to the lower edge of the beams, approximately 24 inches inboard of each end. The braces extend downward diagonally to the lower section of the transverse frames and support the beams. When the cargo compartment lining is attached to the braces, a tunnel is formed along each side of the cargo compartments for cables, wiring, tubing, and equipment.

(4) Bulkhead

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- A bulkhead is installed at the forward end of the fuselage. Bulkheads are also installed between the flight and forward accessory compartments, nose gear wheel-well and electrical/electronics compartment, forward accessory compartment and nose gear wheelwell (canted), electrical/electronics and forward lower cargo compartments, mid and aft lower cargo compartments and main gear wheel-wells, and passenger and aft cargo compartments and tail section. All bulkheads are constructed of webs reinforced by extruded and rolled sheet angles and channels, doublers, gussets, and fittings.

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FILLER, OVERWING EMERGENCY EXIT DOOR JAMB - REMOVAL/INSTALLATION

1. General

- A. This procedure has the removal and installation instructions for the filler at the bottom of the overwing emergency exit door jamb.
- B. The procedure to replace the filler at each emergency exit is the same.

2. Equipment and Materials

NOTE: Equivalent substitutes may be used instead of the following listed items.

NOTE: It is possible that some materials in the Equipment and Materials List cannot be used for some or all of their necessary applications. Before you use the materials, make sure the types, quantities, and applications of the materials necessary are legally permitted in your location. All persons must obey all applicable federal, state, local, and provincial laws and regulations when it is necessary to work with these materials.

REFERENCE	DESIGNATION
Not Specified	Scraper, non-metallic
G60085	Low lint cloth
B60087	Cleaning solvent
DPM 5614-1 Silastic 732RTV - clear	Sealant, silicone
Not Specified	Masking tape

3. Removal Overwing Door Jamb Filler

- A. Overwing Door Jamb Filler
 - (1) Remove the applicable door from the overwing emergency exit. (OVERWING EMERGENCY EXIT DOORS - REMOVAL/INSTALLATION, PAGEBLOCK 52-21-00/401)
 - (2) Remove the filler from the door jamb with a non-metallic scraper as follows: (Figure 401)
 - (a) Remove the filler and sealant from the jamb pan and seal depressor.
NOTE: A non-metallic scraper will prevent damage to the jamb pan and seal depressor.
 - (b) With the filler removed clean away all sealant from the jamb pan and depressor.

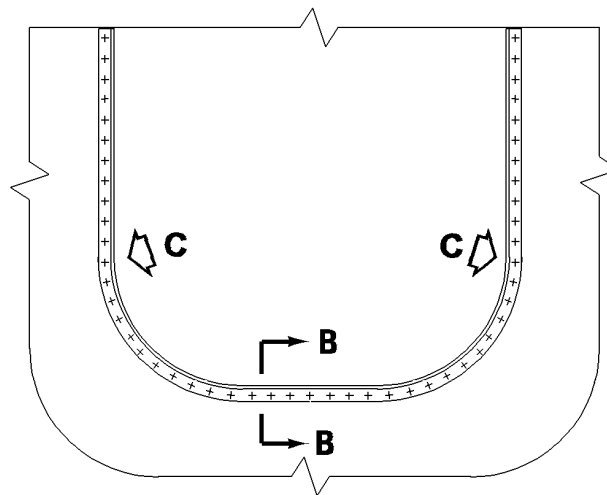
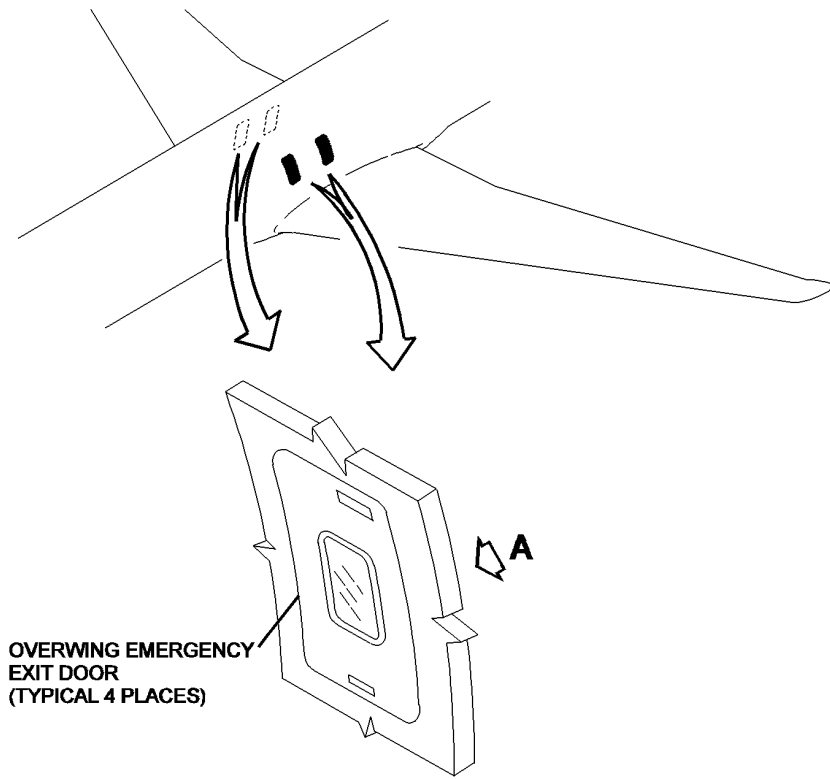
EFFECTIVITY
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53-12-01

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VIEW A
(LOOKING INBD)

BBB2-53-245
S0000282968V1

Overwing Door Jamb Filler - Removal/Installation
Figure 401/53-12-01-990-801 (Sheet 1 of 2)

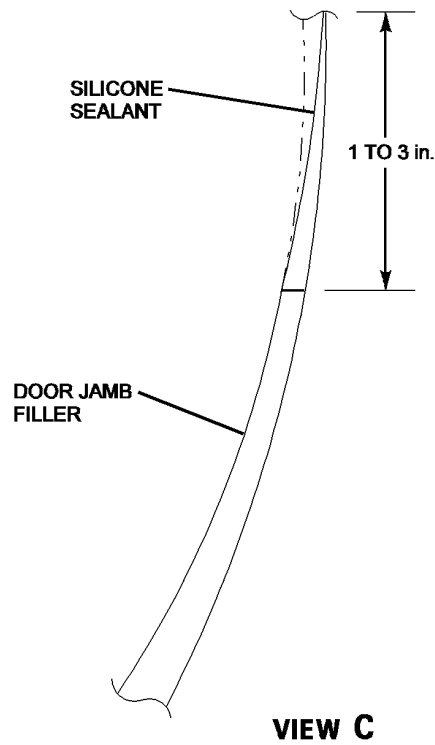
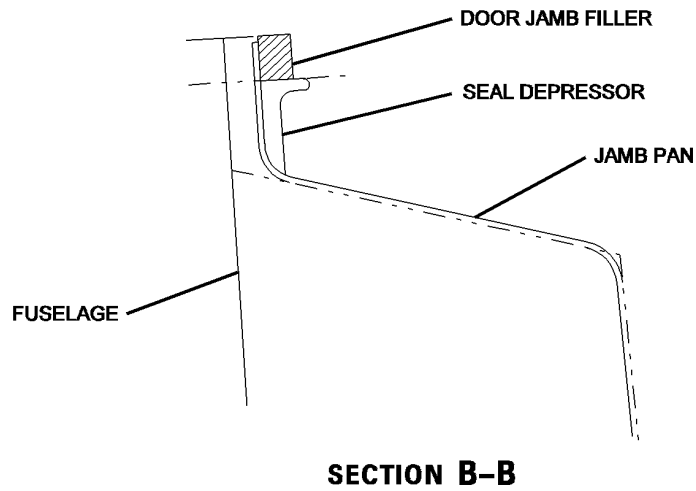
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WJE ALL

TP-80MM-WJE

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BBB2-53-246
S0000282971V1

Overwing Door Jamb Filler - Removal/Installation
Figure 401/53-12-01-990-801 (Sheet 2 of 2)

EFFECTIVITY
WJE ALL

TP-80MM-WJE

53-12-01

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4. Installation Overwing Door Jamb Filler

A. Overwing Door Jamb Filler Installation (Figure 401)

- (1) Clean the area before the installation of the door jamb filler as follows:
 - (a) Clean the area with a cloth made moist with solvent.
 - (b) Ensure all sealant and filler has been removed from the door jamb pan and depressor area.
- (2) Apply a 0.005 in. (0.127 mm) to 0.01 in. (0.254 mm) layer of silicone sealant to all the faying surfaces.
- (3) When the sealant becomes tack free to the touch, install new filler on door jamb against the depressor. Keep the filler centered in the door jamb.

NOTE: The silicone sealant, DPM 5614-1 cures by reacting to atmospheric moisture. At 75°F (24°C) and 50% relative humidity the silicone sealant, DPM 5614-1 will form a surface skin that is tack free to the touch in 15 to 20 minutes. Higher temperatures and humidity will accelerate the cure rate; lower temperatures and humidity will slow the cure rate.

- (4) Apply silicone sealant to the ends of the door jamb filler to get a smooth transition to the door jamb pan.
- (5) Use masking tape to hold the door jamb filler in its position while the silicone sealant dries.
- (6) Carefully remove all unwanted sealant from pan and depressor.
- (7) Install the door in the applicable emergency exit. (OVERWING EMERGENCY EXIT DOORS - REMOVAL/INSTALLATION, PAGEBLOCK 52-21-00/401)

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AUXILIARY STRUCTURE - DESCRIPTION AND OPERATION

1. General

- A. The auxiliary structure consists of the floor of the flight and passenger compartments, aft accessory compartment service and emergency walkways, maintenance platforms, fixed ventral stair-way, ventral stairway movable ceiling, electrical/electronics compartment access step, APU compartment enclosure, and two service walkways in the aft accessory compartment that are not removable. To provide a nonskid walking surface, a safety walk is installed on the upper surface of the emergency walkway, movable ceiling, service walkways, maintenance platforms, and fixed ventral stairway. Approved repairs for safety walks are provided. (PAGEBLOCK 53-20-02/201)
- (1) **Compartment Floors** - The flight and passenger compartment floors (FLIGHT AND PASSENGER COMPARTMENT FLOOR PANELS, SUBJECT 53-20-01, Page 201) consist of panels of various lengths and widths supported by beams, intercostals, and seat tracks. Floor panels in the forward section of the flight compartment are made of aluminum alloy. Floor panels in the aft section of the flight compartment are made of nonmetallic-sandwich material. The passenger compartment panels are also made of nonmetallic-sandwich material with the following exceptions:
 - (a) Glass-fiber-laminate panels are used outboard of the outer seat tracks in the left forward lavatory and coatroom area, the right forward G2 galley and coatroom area, left aft galley area, and right aft galley area.
 - (b) Aluminum-alloy panels are used outboard of the outer seat tracks between the forward coatrooms and aft galleys on both sides of the cabin.
 - (c) Metallic-sandwich panels are used between the left and right pairs of seat tracks between the forward coatrooms and aft galleys.
 - (d) A moulded glass-fiber-laminate pan is installed in each aft lavatory directly on the floor beams.

Insulation is attached to the underside of the floor panels, except for panels installed in the flight compartment, passenger compartment outboard of the outboard seat tracks, and over the center wing. To minimize moisture seepage into the understructure, all panel edges are sealed.
 - (2) **Service Walkways** - Two aft accessory compartment service walkways are located one on each side of the ventral stair-way (Figure 1). The walkways are constructed of corrugated aluminum alloy panels and stiffeners. The walkways provide access to components in the aft accessory compartment.
 - (3) **Emergency Walkway** - An emergency walkway is located between the aft end of the movable ceiling and tailcone (Figure 1). The walkway is constructed of corrugated aluminum alloy panels and stiffeners. The emergency walkway combined with the movable ceiling in down position, provides a walkway for emergency exit from the passenger compartment to the tailcone.
 - (4) **Maintenance Platforms** - Two maintenance platforms are located on top of the APU compartment forward of the right service walkway (Figure 1). The platforms are constructed of corrugated aluminum alloy panels fastened to angles and brackets. The brackets that support the platforms are bolted to stiffeners on the APU compartment.

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- (5) Fixed Ventral Stairway - The fixed ventral stairway, located between the passenger aft entrance door and the movable passenger aft entrance door stairway, is removable (Figure 2). The top of the stairway is attached to the aft pressure bulkhead and the bottom of the stairway is attached to a former forward of the movable stairway. The fixed stairway has four steps consisting of two sections of aluminum channel supported by aluminum alloy rails. The second and fourth steps from the bottom are removable to gain access to the area under the fixed stairway.
- (6) Ventral Stairway Movable Ceiling - The ventral stairway movable ceiling extends from the ventral stairway upper shroud to the forward end of the emergency walkway. The ceiling is constructed of two aluminum alloy panels reinforced with bulkheads, beams, and supports. When the ceiling is lowered, the top panel provides a walkway for emergency exit from the passenger compartment to the tail-cone. The aft end of the ventral stairway movable ceiling is attached to the ventral door actuator torque tube. Ceiling assembly lift cables are connected from an actuator arm on the torque tube to compression springs within the ceiling assembly. No uplatch mechanism is required to hold the ceiling in the raised position. An unlatch cable is connected to the torque tube by an actuating arm, and releases the ceiling assembly down latch when the ventral stairway is lowered. Because of the action of the counter-balance assembly, the ceiling can be raised or lowered by one person.
- (7) Electrical/Electronics Compartment Access Step - The electrical/electronics compartment access step is located in the upper left side of the compartment (Figure 1). The step is attached to the side of the fuselage directly below the access door in the floor of the flight compartment. A corrugated plastic sheet is attached to the fuselage structure, below the flight compartment floor supporting structure and top of the access step, to protect wiring attached to the sidewall of the compartment (Figure 3).
- (8) APU Compartment - The APU compartment enclosure is located in the fuselage lower structure aft of the pressure bulkhead (Figure 1). The enclosure forms a fireproof compartment for the APU and is covered with an insulation blanket. Only the blanket provided for the enclosure and the enclosure top assembly are removable. The top assembly consists of aluminum webs, doublers, stiffeners, and intercostals. The enclosure side panels are permanently attached to the fuselage and are not removable.

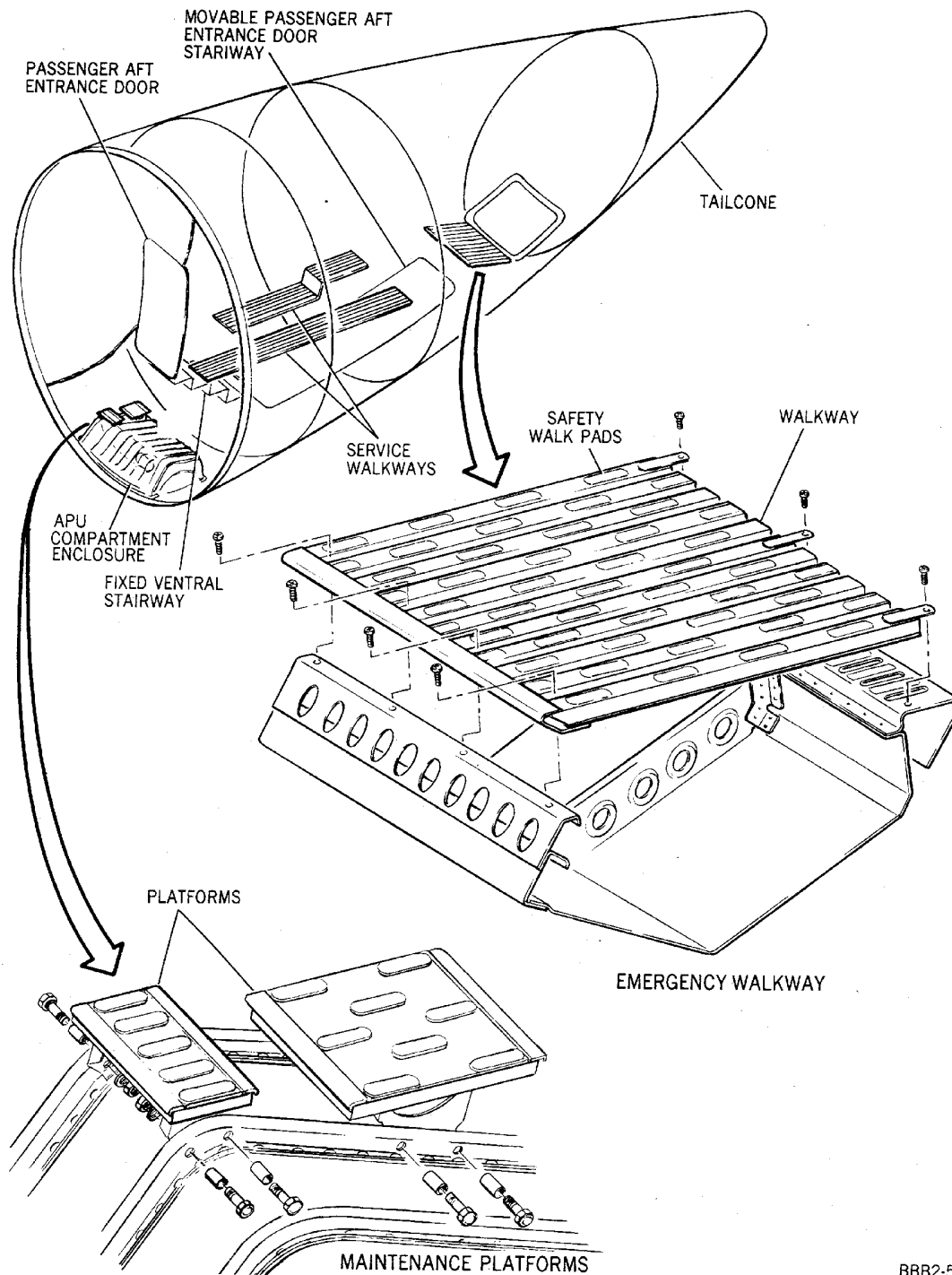
EFFECTIVITY
WJE ALL

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BBB2-53-2

Walkways and Maintenance Platforms
Figure 1/53-20-00-990-801

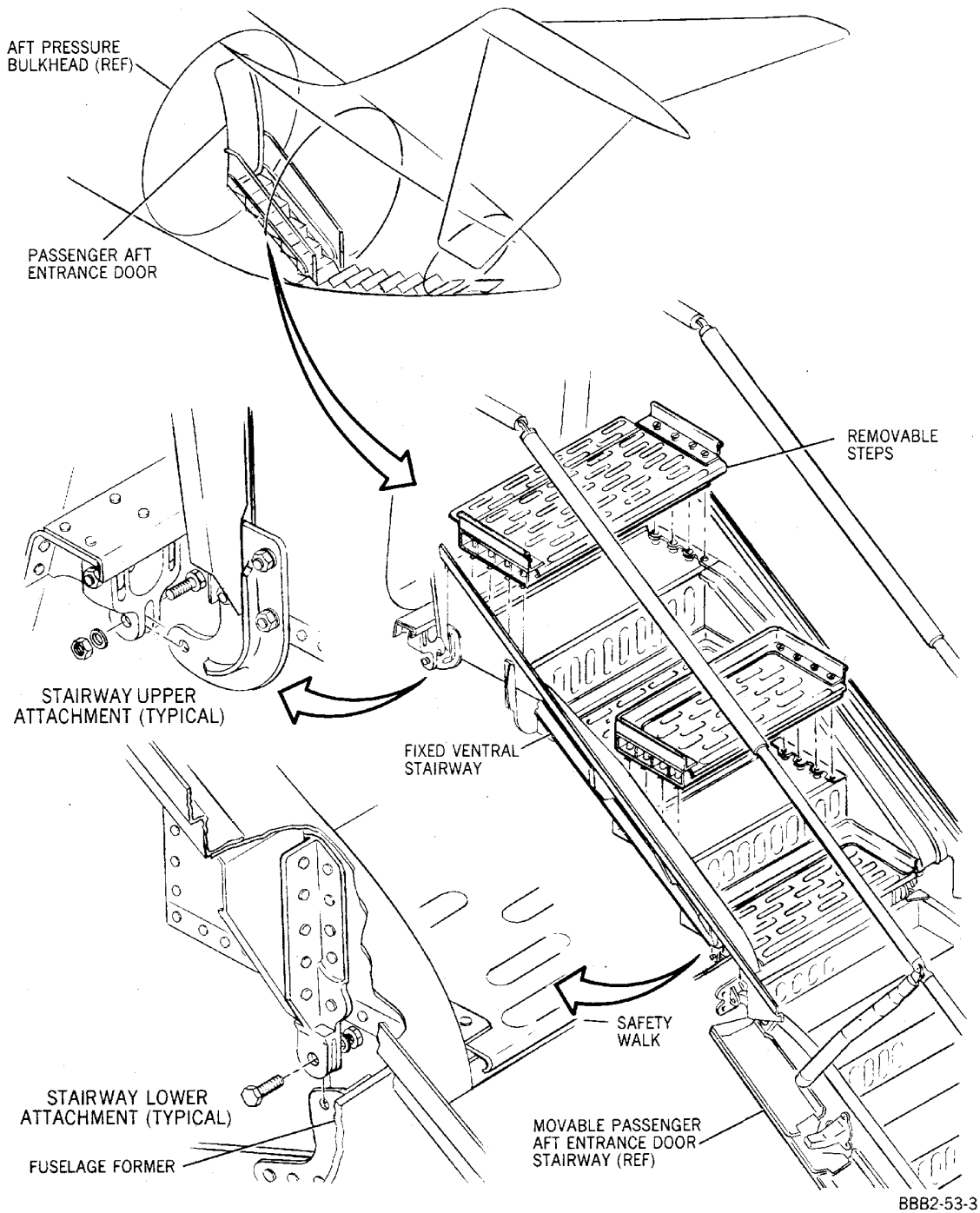
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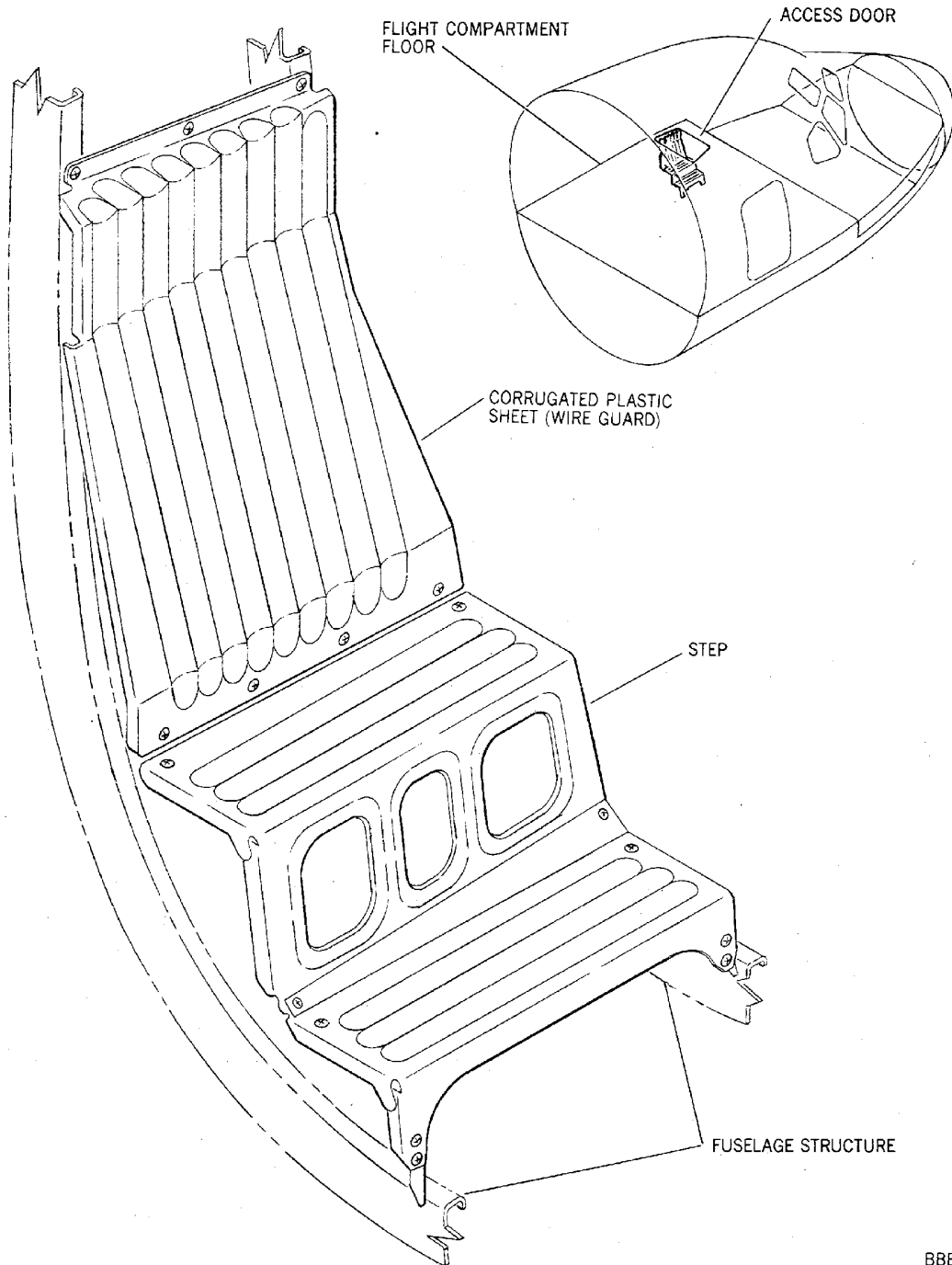
Fixed Ventral Stairway
Figure 2/53-20-00-990-802

EFFECTIVITY
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BBB2-53-4

Electrical/Electronics Compartment Access Step
Figure 3/53-20-00-990-803

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FLIGHT AND PASSENGER COMPARTMENT FLOOR PANELS - MAINTENANCE PRACTICES

1. General

- A. The floor panels consist of an aluminum skin bonded to aluminum hat sections, and honeycomb core panels with carbon fiber reinforced phenolic resin or glass fiber reinforced epoxy facing.
- B. The outboard panels on each side of the passenger compartment are of aluminum construction, while panels in the center of the passenger compartment and in the aft area of the flight compartment are of honeycomb core sandwich construction.
- C. All floor panels are attached to the supporting structure with screws.
- D. Because of similarity, floor panels should be identified during removal to facilitate installation.

WJE 401-411, 415-427, 429, 861-866, 868, 869, 871-881, 883, 884, 886, 887, 891-893

- E. Panels are sealed in galley, lavatory, service, and entrance areas with low density sealant, then covered with a shield (pressure-sensitive polyester sheet) and an underlay (glass reinforced plastic sheet). Panels in the flight compartment and outboard panels in the passenger compartment are sealed with permanent sealant.

WJE ALL

- F. Cabin floor panels in areas other than galleys, lavatories, and those near service doors and entry doors are not sealed in production, but may be sealed at time of installation at operators option.
- G. Hot melt sealant and foam tape may also be used as an alternative to polysulfide butt-gap seal and PR1428 low adhesion faying surface seal respectively. Hot melt is used for filling the spaces between the floors panels, the walls, and the floor supports. The hot melt eliminates the use of nylon cord. The foam tape is installed in areas that require a low-adhesion faying surface seal.
- H. On some aircraft, manufacturing tolerances have caused an excessive gap between floor panels in the area of the fuselage barrel splice near the wing trailing edge. For those standard panels that are too short, a special panel may be fabricated (maintaining a minimum gap of 1/8 inch), or a filler may be fabricated to fill the gap between the panels. (Paragraph 5.)

2. Equipment and Materials

NOTE: Equivalent substitutes may be used instead of the following items:

NOTE: It is possible that some materials in the Equipment and Materials List cannot be used for some or all of their necessary applications. Before you use the materials, make sure the types, quantities, and applications of the materials necessary are legally permitted in your location. All persons must obey all applicable federal, state, local, and provincial laws and regulations when it is necessary to work with these materials.

Table 201

Name and Number	Manufacturer
Cord, nylon, utility 300, NOR 17 3/32 inch diameter	Western Filament Inc.
Hot Melt , Floor Board HL-6289 DPM 6405	H.B. Fuller
Slautterback Hot Melt 20 gal (76 l) 120 Alternating Current Volts (VAC) 20 amp Model 75340	

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WJE ALL

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Table 201 (Continued)

Name and Number	Manufacturer
Sealing compound, PR1422 DPM 2292-2	Products Research and Chemical Corp.
Sealant, Low Specific Gravity PD12-40 DPM 6535	A.C. Tech
Nozzle, Static Mixing, Disposable DPM 6359	Advanced Chemistry & Technology
Sealing compound, PR1429 DPS 2407	Fiber Resin Corp.
Cotton wipers	Al Sobelman
Cleaner, handwipe DPM 518	Arco Corp. L.A., CA
Solvent, Cleaner P-D-680 Type 1 DPM 518	Inland Technologies, Inc.
Sandpaper, No. 180 grit	Minnesota Mining and Manufacturing Co.
Glass reinforced plastic sheet Gillfab 1100, 0.012 inch DMS QPL 1946, Type 1	M. C. Gill Co.
Film, adhesive, Scotch 468 (18 inch wide) DPM 5363	Minnesota Mining and Manufacturing Co.
Squeegee, plastic, Scotchcal FA#1	Minnesota Mining and Manufacturing Co.
Pressure-sensitive polyester sheet, Type 1 #P223-5D DMS QPL 2128	Mask-Off Corp.
Sealant, low adhesion PR-1428 DMS 2410	Products Research and Chemical Corp.
Sponge, synthetic rubber, AM3199	Kirkhill Rubber Co.
Tape, Neoprene Foam 1/16 in. thick T-1416 DPM 6191	Kent H. Landsberg Co.
Scraper, non- metallic (plastic)	

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Table 201 (Continued)

Name and Number	Manufacturer
FR Primer, Base #515x391 Catalyst #910x870 DMS QPL 1786	Courtaulds Aerospace Inc. Sealants, Adhesives & Coatings Div. Berkeley, CA
Agent, Parting Mold Release 225 DPM 5472	Lilly Ram Chemicals Inc. Gardena, CA
WJE 401-411, 415-427, 429, 861-866, 868, 869, 871-881, 883, 884, 886, 887, 891-893	
Sealant, corrosion inhibiting, MIL-S-81733 Type II - 1/2 & 2	
WJE ALL	
Torque wrench 0-100 inch-pounds	

3. Flight Compartment and Outboard Passenger Compartment Floor Panels Removal/Installation

A. Remove Panel

NOTE: Any compartment furnishings which prohibit removal of floor panels, must be removed. (EQUIPMENT/FURNISHINGS, CHAPTER 25)

WJE 401-411, 415-427, 429, 861-866, 868, 869, 871-881, 883, 884, 886, 887, 891-893

- (1) Remove underlay (glass reinforced plastic sheet) and shield (pressure-sensitive polyester sheet), if required. (Paragraph 4.A.(1))

WJE ALL

- (2) Starting at corners, remove sealant from between panels, using scraper or equivalent. (Figure 201 or Figure 202)
- (3) Remove panel attach screws.
- (4) Remove panel.
- (5) Remove sealant from supporting structure, as required.

B. Install Panel

WJE 401-411, 415-427, 429, 861-866, 868, 869, 871-881, 883, 884, 886, 887, 891-893

WARNING: P-D-680 TYPE 1 SOLVENT IS AN AGENT THAT IS FLAMMABLE AND POISONOUS. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN P-D-680 TYPE 1 SOLVENT IS USED.

- DO NOT USE IN AREAS WHERE THERE IS HIGH HEAT, SPARKS, OR FLAMES.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET P-D-680 TYPE 1 SOLVENT IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

EFFECTIVITY
WJE ALL

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WJE 401-411, 415-427, 429, 861-866, 868, 869, 871-881, 883, 884, 886, 887, 891-893 (Continued)

(WARNING PRECEDES)

WARNING: REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIERS MSDS FOR:

- MORE PRECAUTIONARY DATA.
- APPROVED SAFETY EQUIPMENT.
- EMERGENCY MEDICAL AID.
- TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THIS HAZARDOUS AGENT.

- (1) Clean supporting structure and floor panels with solvent cleaner and cotton wipers. Wipe surface dry with cotton wiper.

WJE ALL

WARNING: FR PRIMER IS AN AGENT THAT IS FLAMMABLE, POISONOUS, AN IRRITANT, AND CARCINOGENIC. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN FR PRIMER IS USED.

- DO NOT USE IN AREAS WHERE THERE IS HIGH HEAT, SPARKS, OR FLAMES.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET FR PRIMER IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS OR MIST.

WARNING: REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIER'S MSDS FOR:

- MORE PRECAUTIONARY DATA
- APPROVED SAFETY EQUIPMENT
- EMERGENCY MEDICAL AID.

TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THIS HAZARDOUS AGENT.

- (2) Paint bare and/or reworked supporting structure and floor panels, as required, with FR-primer. Allow primer to dry sufficiently.
- (3) Seal floor panel using low adhesive sealant as follows:

WARNING: PARTING AGENT IS AN AGENT THAT IS FLAMMABLE, EXPLOSIVE, AND POISONOUS. MAKE SURE ALL PERSONS OBEY THE PRECAUTIONS WHEN PARTING AGENT IS USED.

- GAS/AIR MIXTURES MORE THAN THE LOWER EXPLOSIVE LIMIT (LEL) CAN CAUSE AN EXPLOSION IF HIGH HEAT, SPARKS, OR FLAMES SUPPLY IGNITION.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET PARTING AGENT IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

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WJE ALL

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(WARNING PRECEDES)

WARNING: REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIER'S MSDS FOR:

- MORE PRECAUTIONARY DATA
- APPROVED SAFETY EQUIPMENT
- EMERGENCY MEDICAL AID.

TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THIS HAZARDOUS AGENT.

- (a) Apply mold release parting agent 225 to all floor panel upper and lower surfaces where sealant will contact. Allow parting agent to dry a minimum of 15 minutes.

NOTE: Make certain that parting agent is not applied to floor panel edges.

WARNING: LOW ADHESION SEALANT IS AN AGENT THAT IS POISONOUS. MAKE SURE ALL PERSONS OBEY THE PRECAUTIONS WHEN LOW ADHESION SEALANT IS USED.

- DO NOT USE IN AREAS WHERE THERE IS HIGH HEAT, SPARKS, OR FLAMES.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET LOW ADHESION SEALANT IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIER'S MSDS FOR:

- MORE PRECAUTIONARY DATA
- APPROVED SAFETY EQUIPMENT
- EMERGENCY MEDICAL AID.

TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THIS HAZARDOUS AGENT.

- (b) Apply faying surface coating low adhesion sealant (PR1428) to exposed supporting structures. Apply sufficient sealant to fill all voids, mismatches and gaps.
- (c) Position floor panel over supporting structure. Install panel and correct length attach screws. Torque screws 20.0 in-lb (2.3 N·m) to 25.0 in-lb (2.8 N·m).
- (d) Install nylon cord cut to length and width of floor panel. Terminate ends at panel corners and provide knots at each end. (Figure 201 or Figure 202) (Figure 204)

EFFECTIVITY
WJE ALL

TP-80MM-WJE

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WARNING: LOW SPECIFIC GRAVITY SEALANT IS AN AGENT THAT IS POISONOUS AND AN OXIDIZER. MAKE SURE ALL PERSONS OBEY THE PRECAUTIONS WHEN LOW SPECIFIC GRAVITY SEALANT IS USED.

- DO NOT USE IN AREAS WHERE THERE IS HIGH HEAT, SPARKS, OR FLAMES.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET LOW SPECIFIC GRAVITY SEALANT IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIER'S MSDS FOR:

- MORE PRECAUTIONARY DATA
- APPROVED SAFETY EQUIPMENT
- EMERGENCY MEDICAL AID.

TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THIS HAZARDOUS AGENT.

WJE 401-411, 415-427, 429, 861-866, 868, 869, 871-881, 883, 884, 886, 887, 891-893

- (e) Fill floor panels butt joints and gaps at seat tracks with PD12-40. (Figure 201 or Figure 202)

WJE ALL

NOTE: Acceptable sealant overlap onto panel is 1/8 inch (3.2 mm), maximum.

- (4) Seal floor panel using neoprene foam tape and hot melt sealant as follows:

- (a) Cut necessary length of neoprene foam tape to be used. Do not cut width to fit support structure, use width and thickness specified.

NOTE: Unless otherwise specified, neoprene foam tape must be 1½ in. (29 mm) wide and 1/16 in. (2 mm) thick.

- (b) Wear clean cotton gloves when you apply tape. Apply pressure sensitive adhesive side of tape to cleaned support structure. Avoid contact with or contamination of pressure sensitive adhesive.

- (c) Use a roller or plastic squeegee to make sure that complete contact of tape to support structure. Edge of tape must be positioned firmly against support structure to avoid any clearance.

NOTE: If the application of the tape is not correct and it is necessary to reposition, the tape must be removed and discarded. Clean the surface again and apply a new length of tape.

- (d) Position floor panel over supporting structure. Install panel and correct length attach screws. Torque screws 20.0 in-lb (2.3 N·m) to 25.0 in-lb (2.8 N·m).

EFFECTIVITY
WJE ALL

TP-80MM-WJE

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WARNING: FLOOR BOARD HOT MELT IS AN AGENT THAT IS FLAMMABLE AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY THE PRECAUTIONS WHEN FLOOR BOARD HOT MELT IS USED.

- DO NOT USE IN AREAS WHERE THERE IS HIGH HEAT, SPARKS, OR FLAMES.
 - USE IN AN AREA OPEN TO THE AIR.
 - CLOSE THE CONTAINER WHEN NOT USED.
 - DO NOT GET FLOOR BOARD HOT MELT IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
 - DO NOT BREATHE THE GAS.
- (e) Preheat Slutterback hot melt machine for 1 hour.
- (f) Fill floor panels butt joints and gaps at seat tracks with hot melt using Slutterback hot melt machine. (Figure 201 or Figure 202)

WJE 401-411, 415-427, 429, 861-866, 868, 869, 871-881, 883, 884, 886, 887, 891-893

- (5) Apply a faying surface seal and fillet seal to all covers, angles, and attachments to floor panels with sealant PD12-40 to protect against seeping liquids.

WJE ALL

WARNING: LOW VISCOSITY POLYSULFIDE SEALANT IS AN AGENT THAT IS POISONOUS AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN LOW VISCOSITY POLYSULFIDE SEALANT IS USED.

- GAS/AIR MIXTURE MORE THAN THE LOWER EXPLOSIVE LIMIT (LEL) CAN CAUSE AN EXPLOSION IF HIGH HEAT, SPARKS, OR FLAMES SUPPLY IGNITION.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET LOW VISCOSITY POLYSULFIDE SEALANT IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIER'S MSDS FOR:

- MORE PRECAUTIONARY DATA
- APPROVED SAFETY EQUIPMENT
- EMERGENCY MEDICAL AID.

TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THIS HAZARDOUS AGENT.

- (6) If panels beneath EPC are being replaced, check gap at butt joints. If gap exceeds 1/4 inch (6.4mm), fill with sponge rubber, trimmed to fit, and seal with sealing compound PR1422. (Figure 201 or Figure 202)
- (7) Install all components that have been removed and apply a PR1422 fillet seal to the lower edges of components and the floor.

WJE 401-411, 415-427, 429, 861-866, 868, 869, 871-881, 883, 884, 886, 887, 891-893

- (8) Install shield (pressure-sensitive polyester sheet) and underlay (glass reinforced plastic sheet) floor covering, if required. (Paragraph 4.B.(6) and Paragraph 4.B.(7))

EFFECTIVITY
WJE ALL

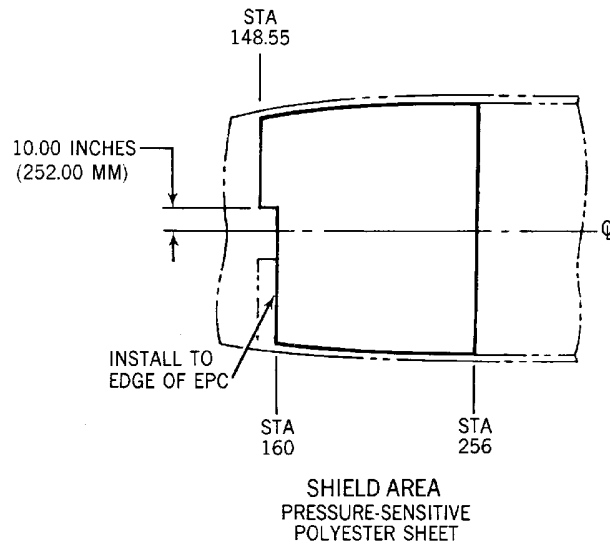
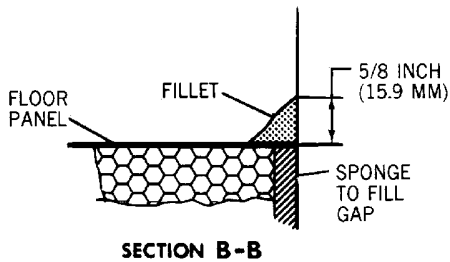
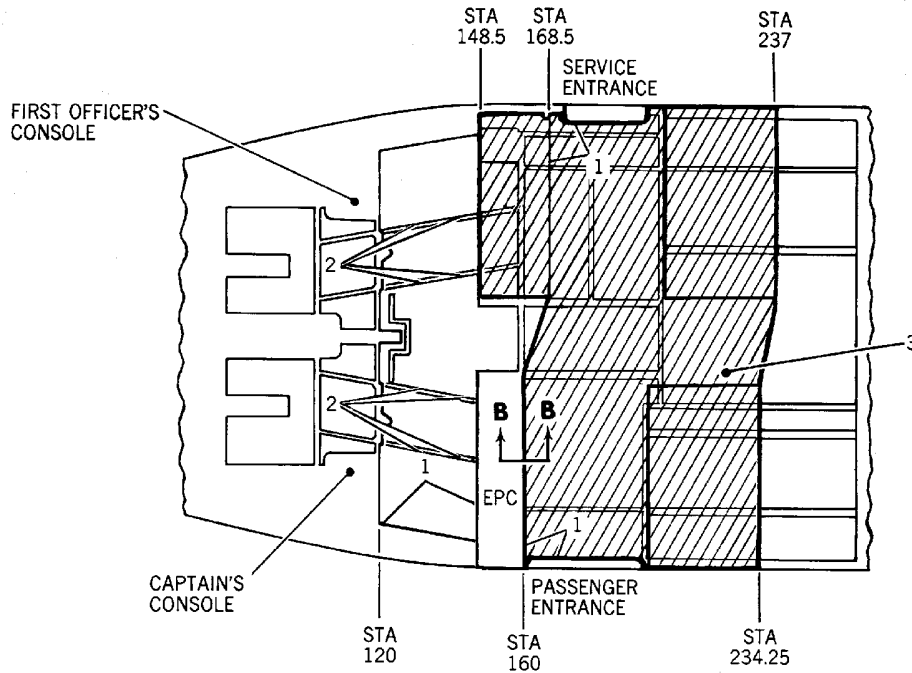
53-20-01

TP-80MM-WJE

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WJE ALL



LEGEND:

1. APPLY FILLET SEAL FROM VERTICAL STRUCTURE TO FLOOR PANELS 5/8 INCH (15.9 MM) ABOVE FLOOR.
2. SEAL CAPTAIN'S AND FIRST OFFICER'S SEAT TRACKS.
3. APPLY UNDERLAY (GLASS REINFORCED PLASTIC SHEET) OVER SHIELD AT SHADED AREA ONLY.

BBB2-53-51B

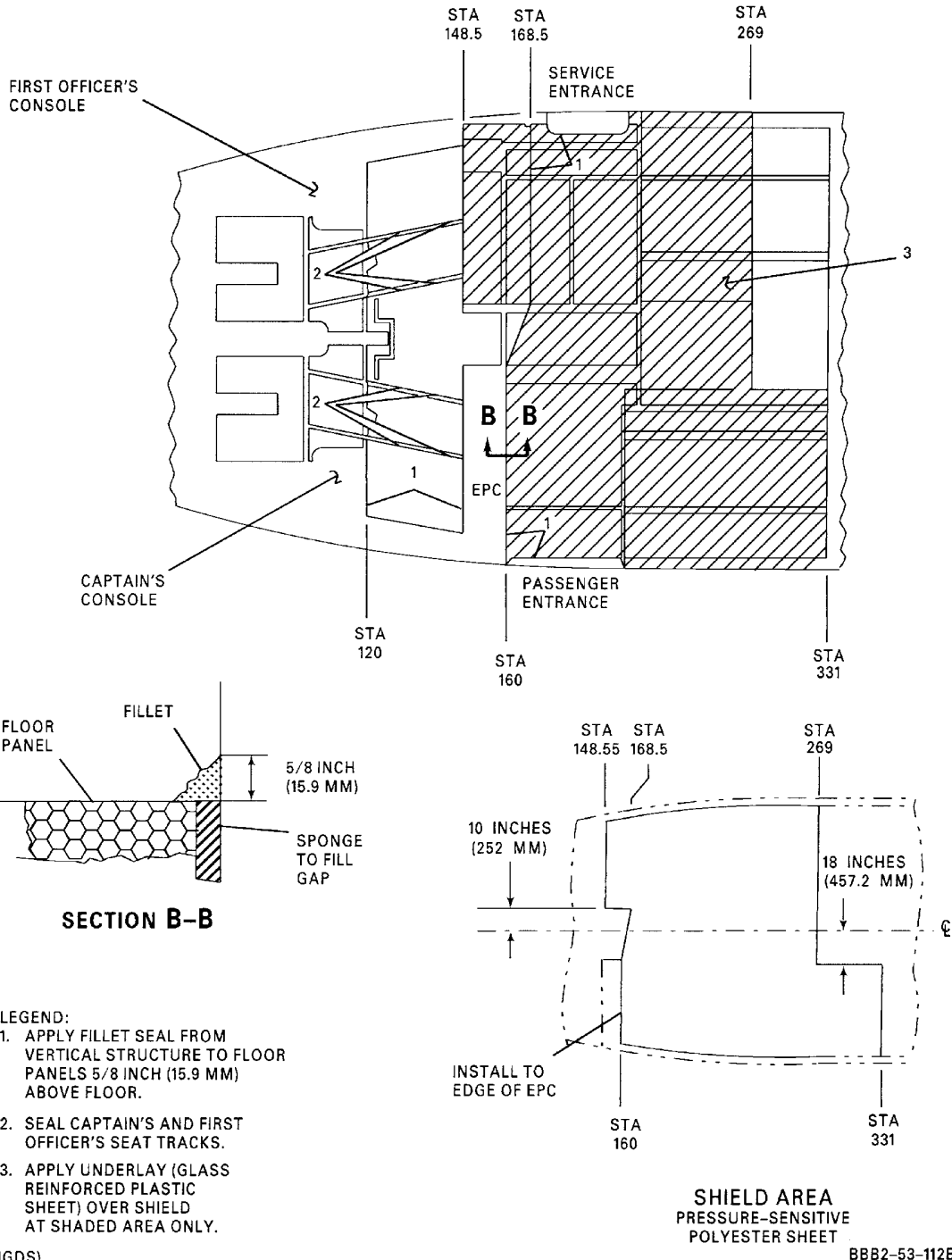
**Flight and Forward Passenger Compartment Floor Panels -- Removal/Installation
Figure 201/53-20-01-990-802 (Sheet 1 of 10)**

EFFECTIVITY
WJE 881, 883

53-20-01

TP-80MM-WJE

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CAG(IGDS)

BBB2-53-112B

**Flight and Forward Passenger Compartment Floor Panels -- Removal/Installation
Figure 201/53-20-01-990-802 (Sheet 2 of 10)**

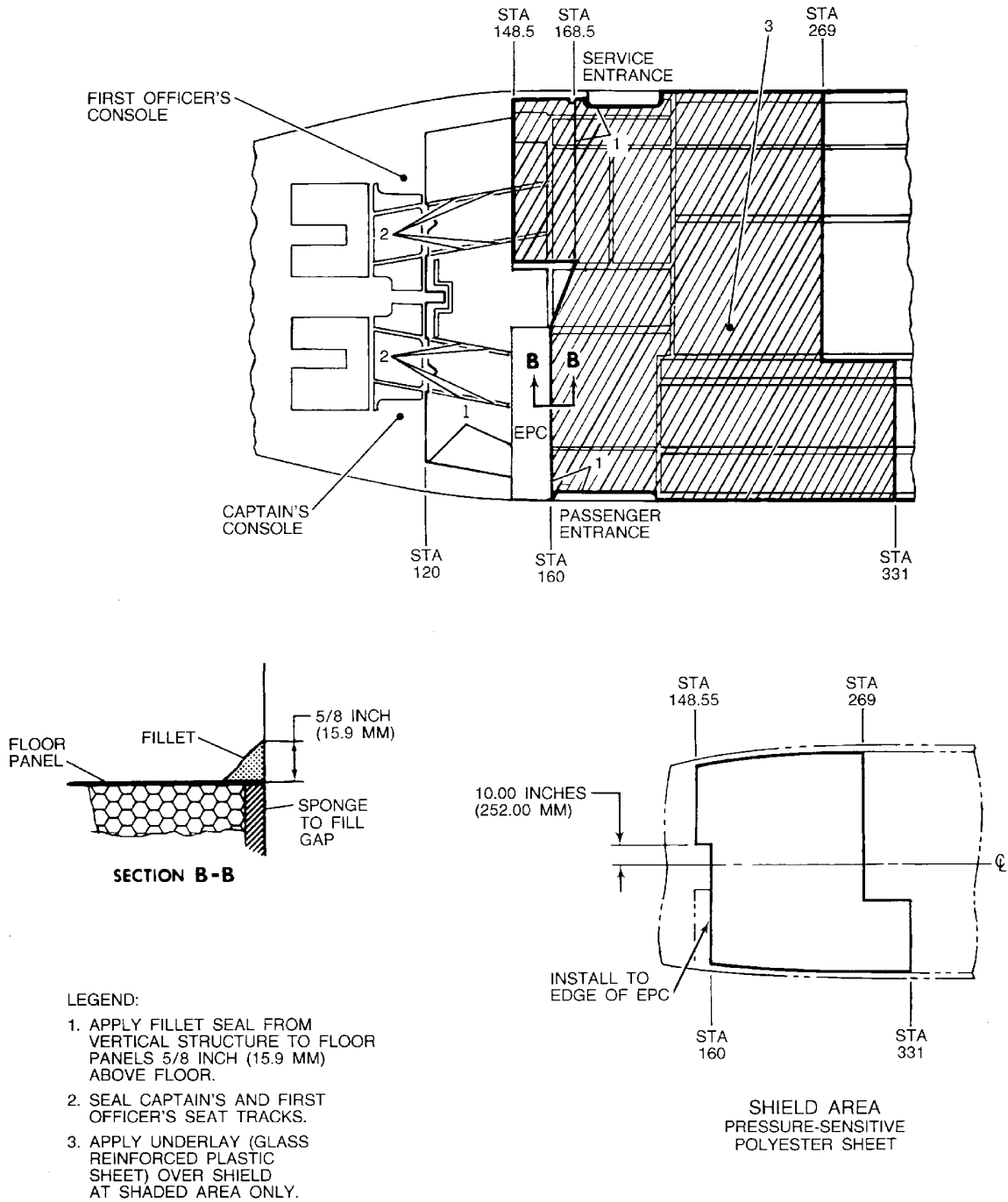
EFFECTIVITY
WJE 886, 887

TP-80MM-WJE

53-20-01

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BBB2-53-114A

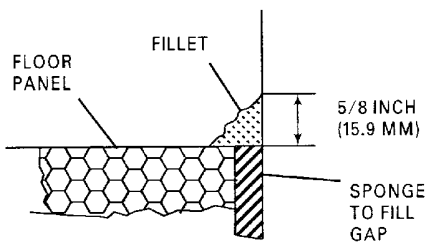
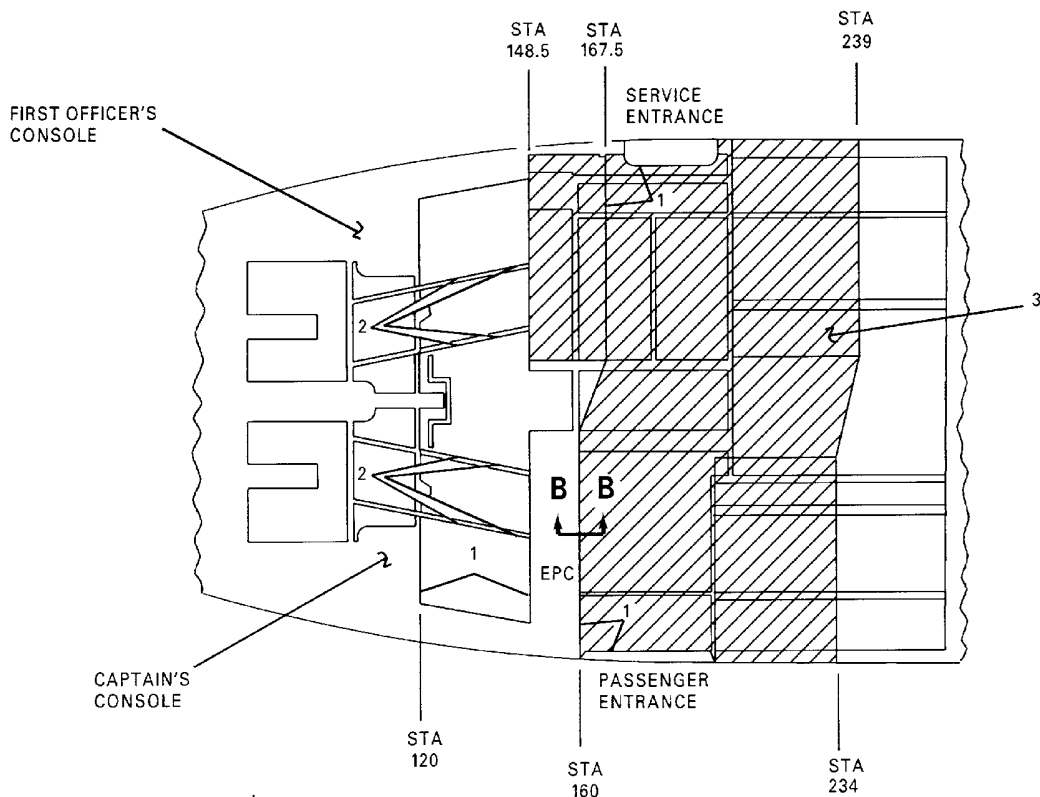
Flight and Forward Passenger Compartment Floor Panels -- Removal/Installation
Figure 201/53-20-01-990-802 (Sheet 3 of 10)

EFFECTIVITY
WJE 407, 408, 411

TP-80MM-WJE

53-20-01

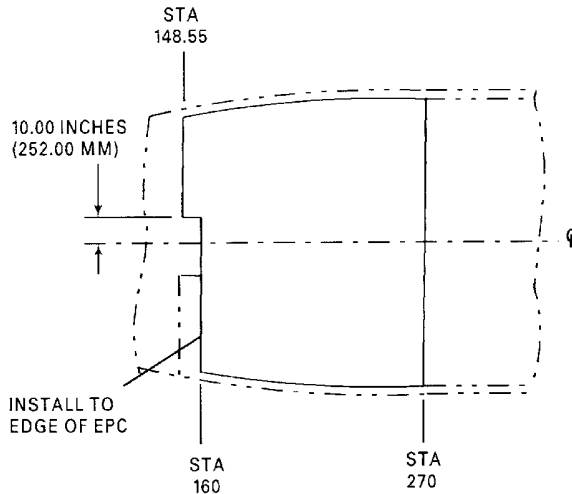
**MD-80
AIRCRAFT MAINTENANCE MANUAL**



SECTION B-B

LEGEND:

1. APPLY FILLET SEAL FROM VERTICAL STRUCTURE TO FLOOR PANELS 5/8 INCH (15.9 MM) ABOVE FLOOR.
2. SEAL CAPTAIN'S AND FIRST OFFICER'S SEAT TRACKS.
3. APPLY UNDERLAY (GLASS REINFORCED PLASTIC SHEET) OVER SHIELD AT SHADED AREA ONLY.



**SHIELD AREA
PRESSURE-SENSITIVE
POLYESTER SHEET**

CAG(IGDS)

BBB2-53-121

**Flight and Forward Passenger Compartment Floor Panels -- Removal/Installation
Figure 201/53-20-01-990-802 (Sheet 4 of 10)**

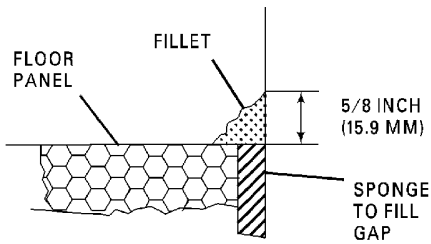
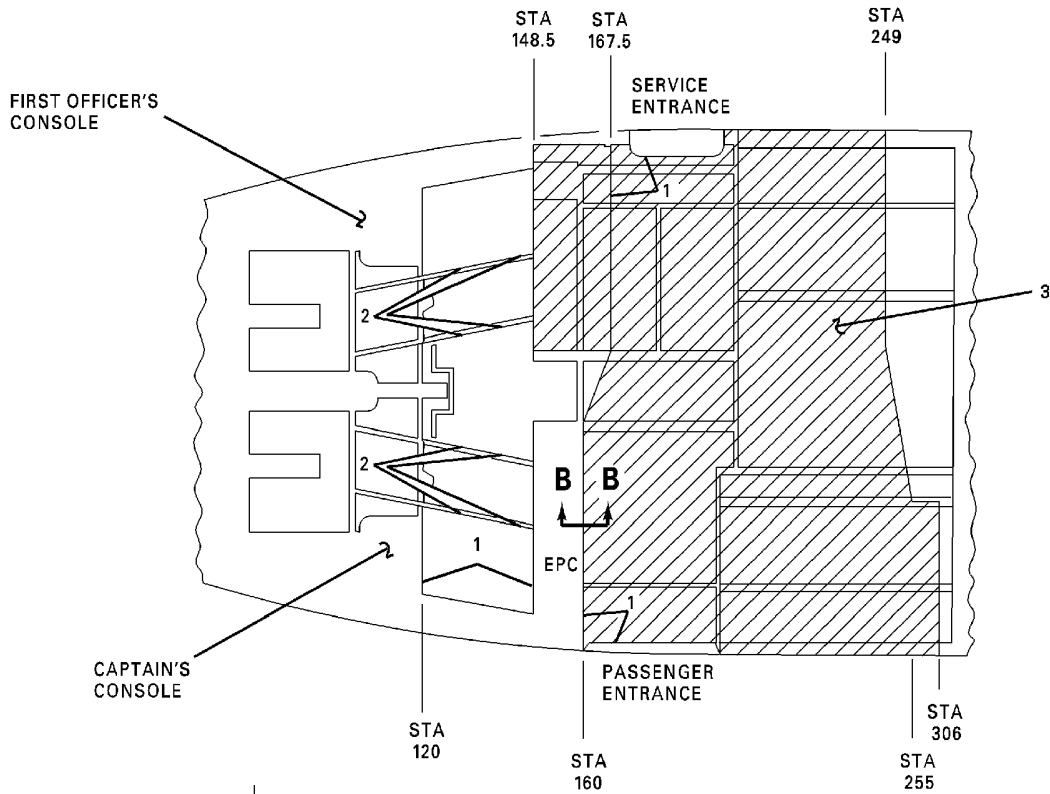
EFFECTIVITY
WJE 405, 409, 410, 873, 874, 880, 884, 892, 893

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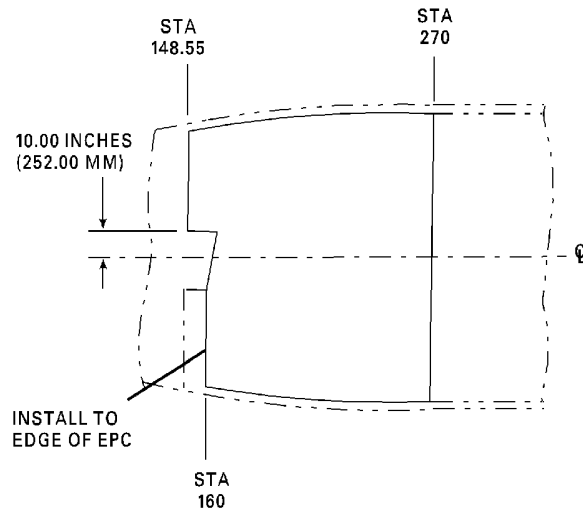


SECTION B-B

LEGEND:

1. APPLY FILLET SEAL FROM VERTICAL STRUCTURE TO FLOOR PANELS 5/8 INCH (15.9 MM) ABOVE FLOOR.
2. SEAL CAPTAIN'S AND FIRST OFFICER'S SEAT TRACKS.
3. APPLY UNDERLAY (GLASS REINFORCED PLASTIC SHEET) OVER SHIELD AT SHADED AREA ONLY.

CAG(IGDS)



**SHIELD AREA
PRESSURE-SENSITIVE
POLYESTER SHEET**

BBB2-53-123A

**Flight and Forward Passenger Compartment Floor Panels -- Removal/Installation
Figure 201/53-20-01-990-802 (Sheet 5 of 10)**

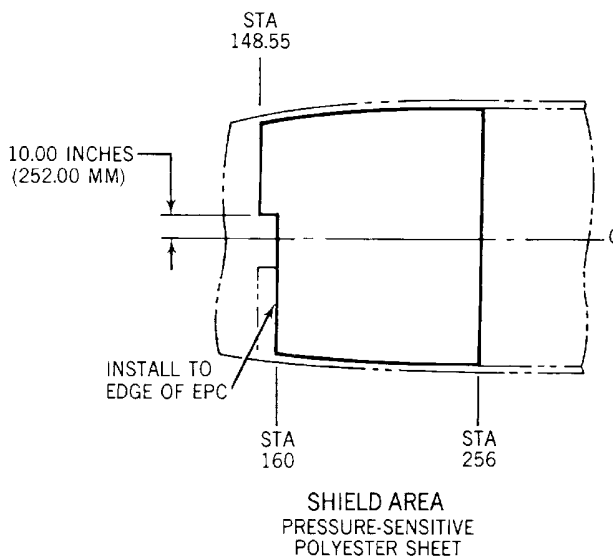
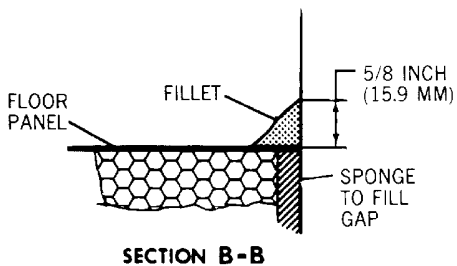
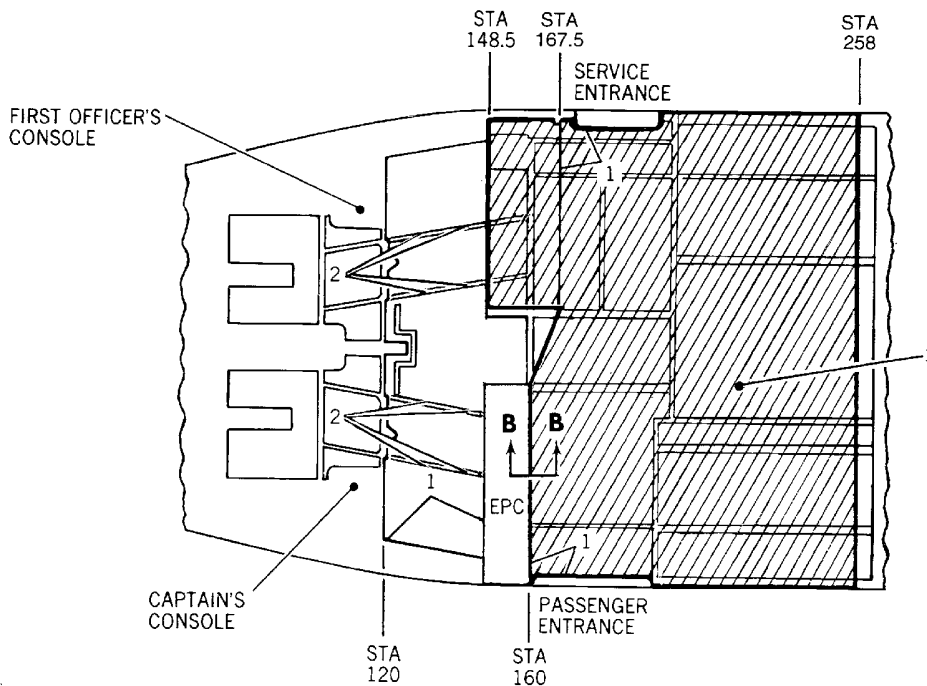
EFFECTIVITY
WJE 416, 418, 420, 424, 426, 429, 869, 871, 872, 891

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LEGEND:

1. APPLY FILLET SEAL FROM VERTICAL STRUCTURE TO FLOOR PANELS 5/8 INCH (15.9 MM) ABOVE FLOOR.
2. SEAL CAPTAIN'S AND FIRST OFFICER'S SEAT TRACKS.
3. APPLY UNDERLAY (GLASS REINFORCED PLASTIC SHEET) OVER SHIELD AT SHADED AREA ONLY.

BBB2-53-129

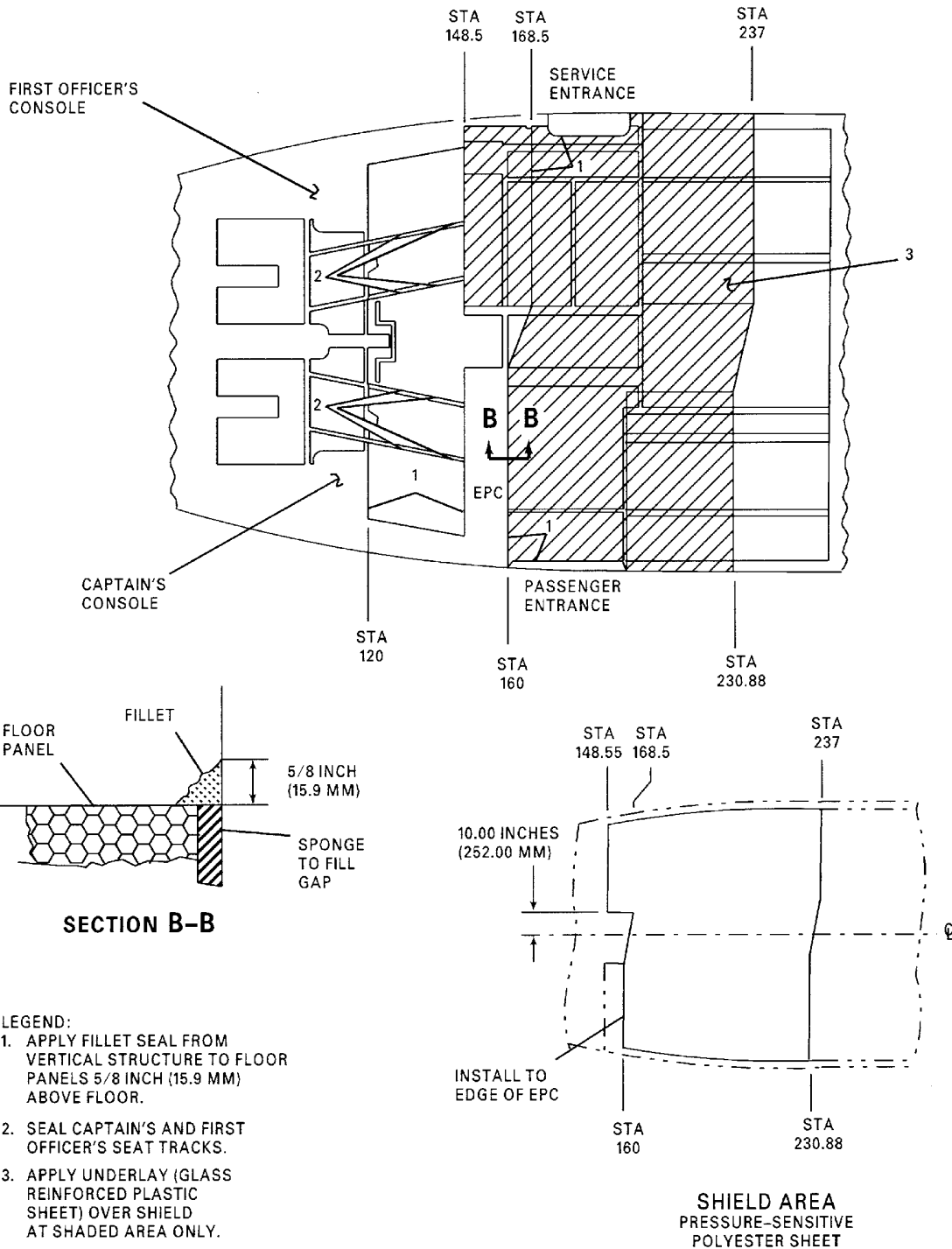
**Flight and Forward Passenger Compartment Floor Panels -- Removal/Installation
Figure 201/53-20-01-990-802 (Sheet 6 of 10)**

EFFECTIVITY
WJE 401-404

TP-80MM-WJE

53-20-01

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AIRCRAFT MAINTENANCE MANUAL**



CAG(IGDS)

BBB2-53-131

**Flight and Forward Passenger Compartment Floor Panels -- Removal/Installation
Figure 201/53-20-01-990-802 (Sheet 7 of 10)**

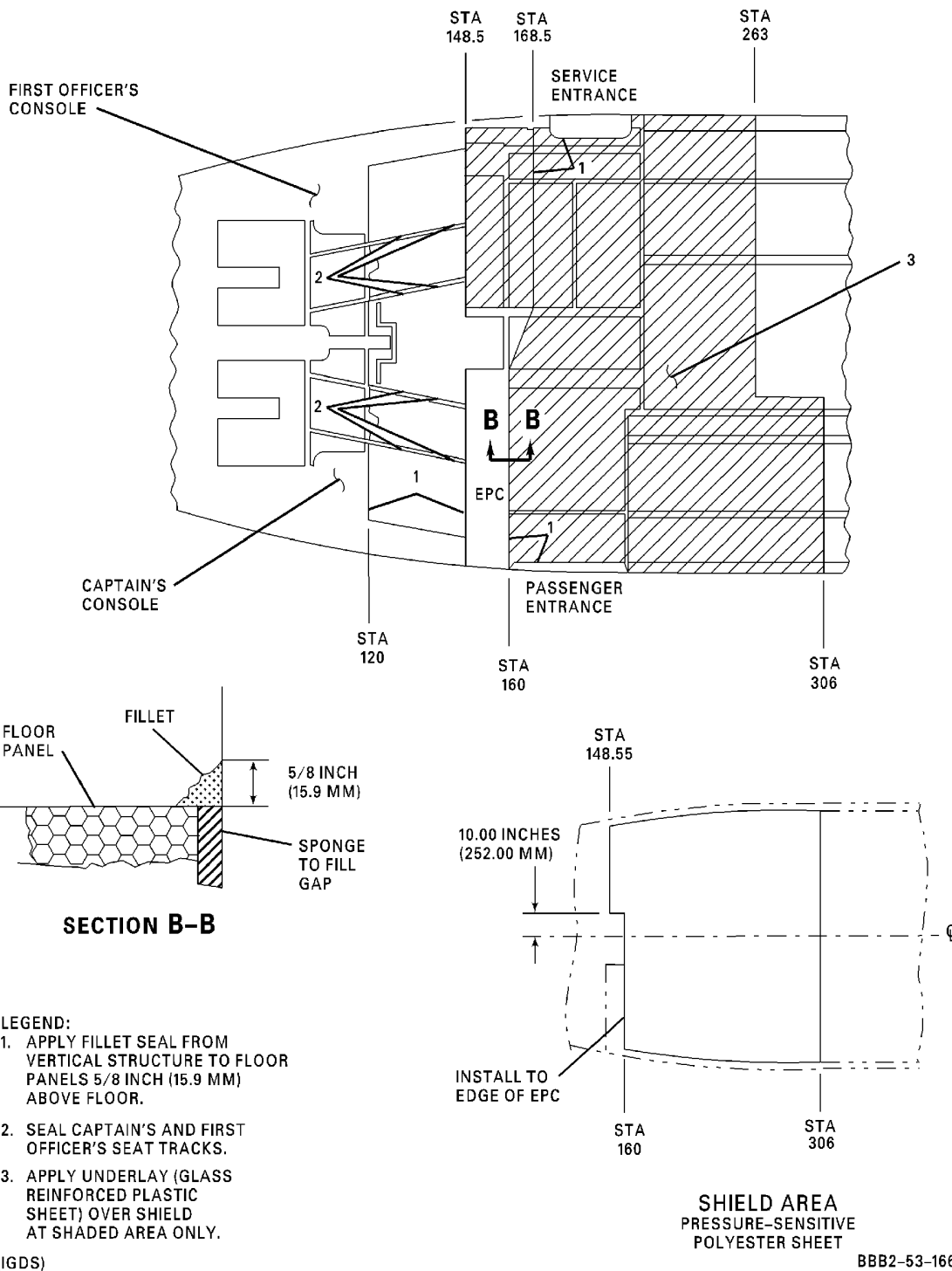
EFFECTIVITY
WJE 406, 415, 422, 425, 427, 861-864, 866, 868

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AIRCRAFT MAINTENANCE MANUAL**



Flight and Forward Passenger Compartment Floor Panels -- Removal/Installation
Figure 201/53-20-01-990-802 (Sheet 8 of 10)

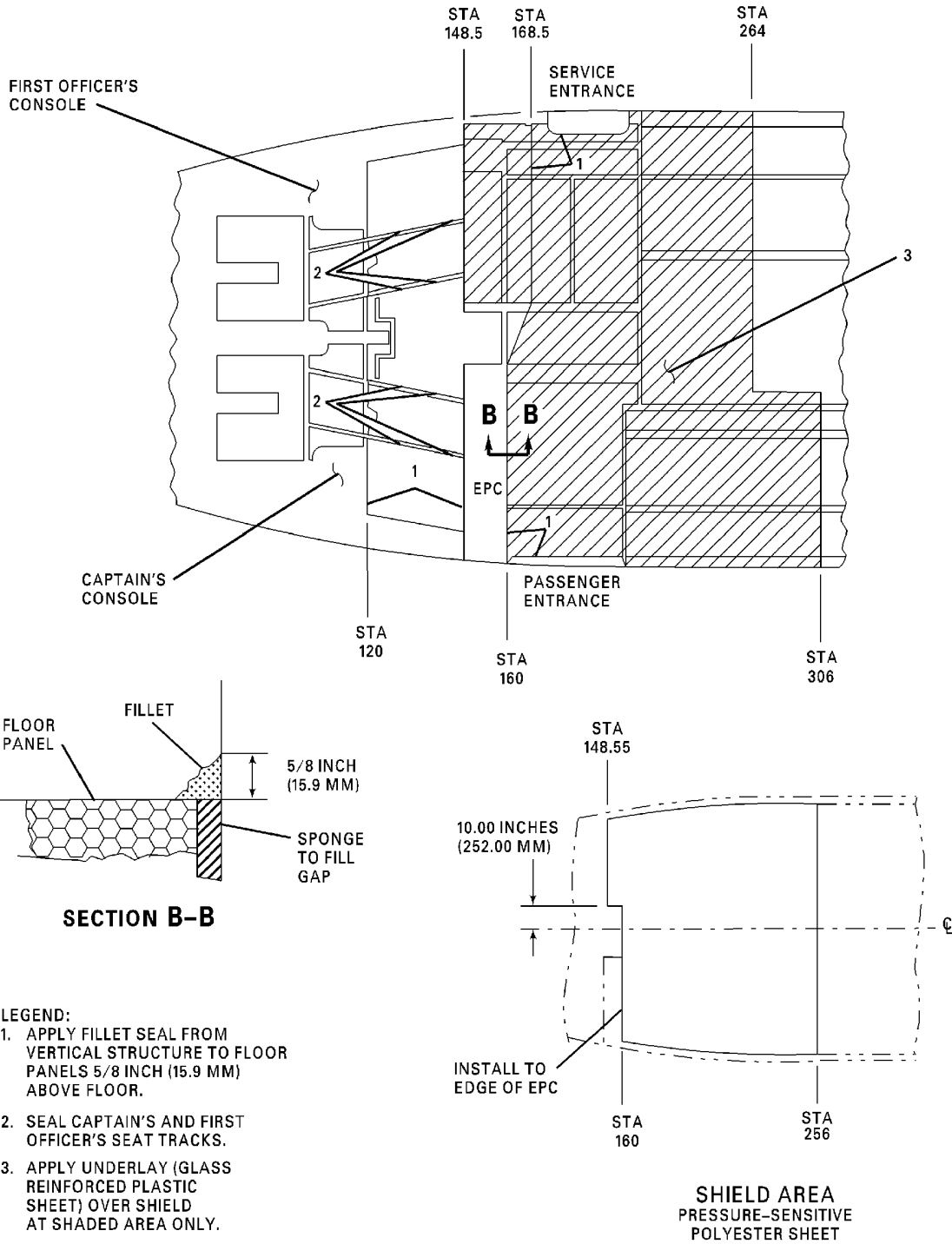
EFFECTIVITY
WJE 865

53-20-01

TP-80MM-WJE

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CAG(IGDS)

BBB2-53-167

Flight and Forward Passenger Compartment Floor Panels -- Removal/Installation
Figure 201/53-20-01-990-802 (Sheet 9 of 10)

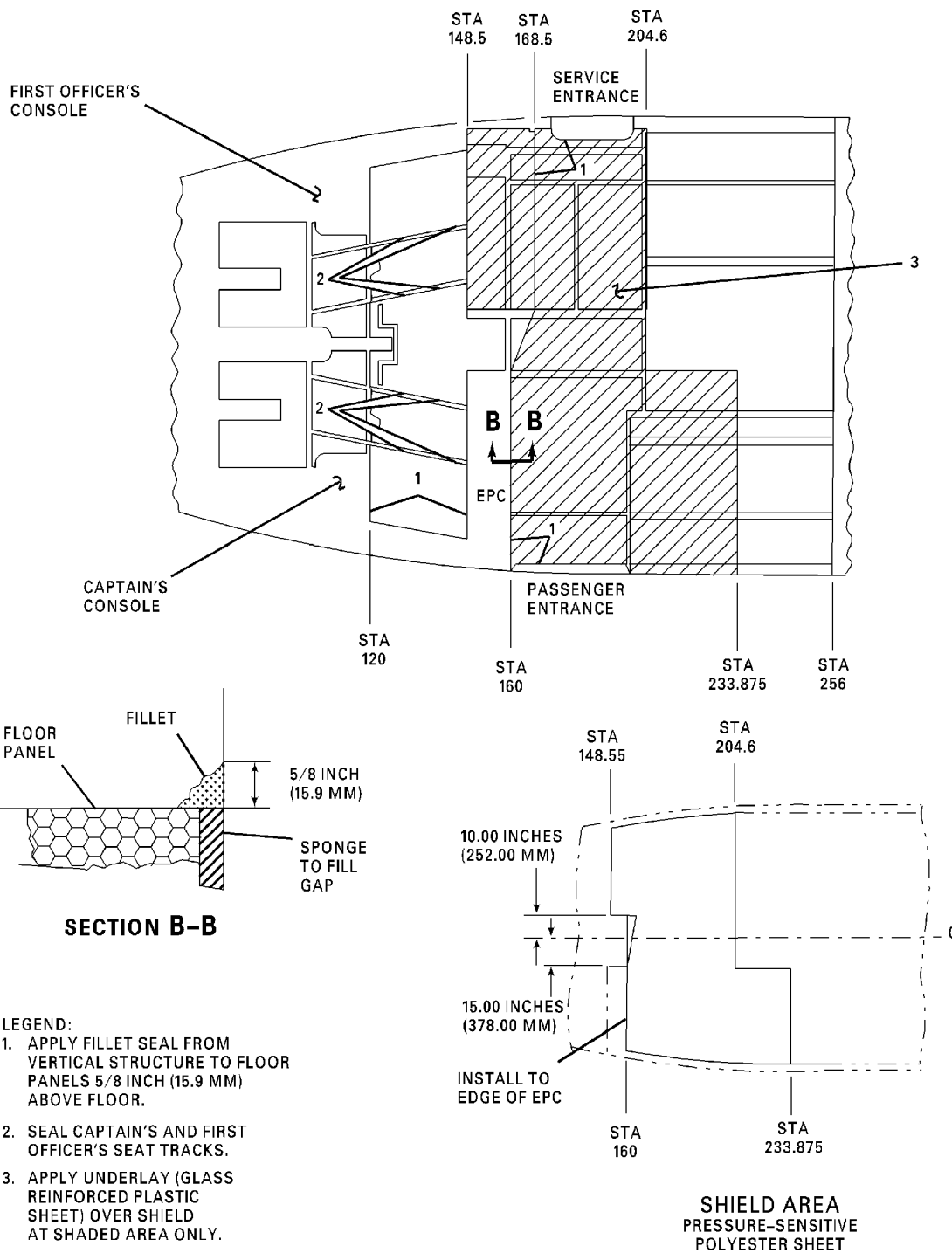
EFFECTIVITY
WJE 417, 419, 421, 423

53-20-01

TP-80MM-WJE

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CAG(IGDS)

BBB2-53-179

**Flight and Forward Passenger Compartment Floor Panels -- Removal/Installation
Figure 201/53-20-01-990-802 (Sheet 10 of 10)**

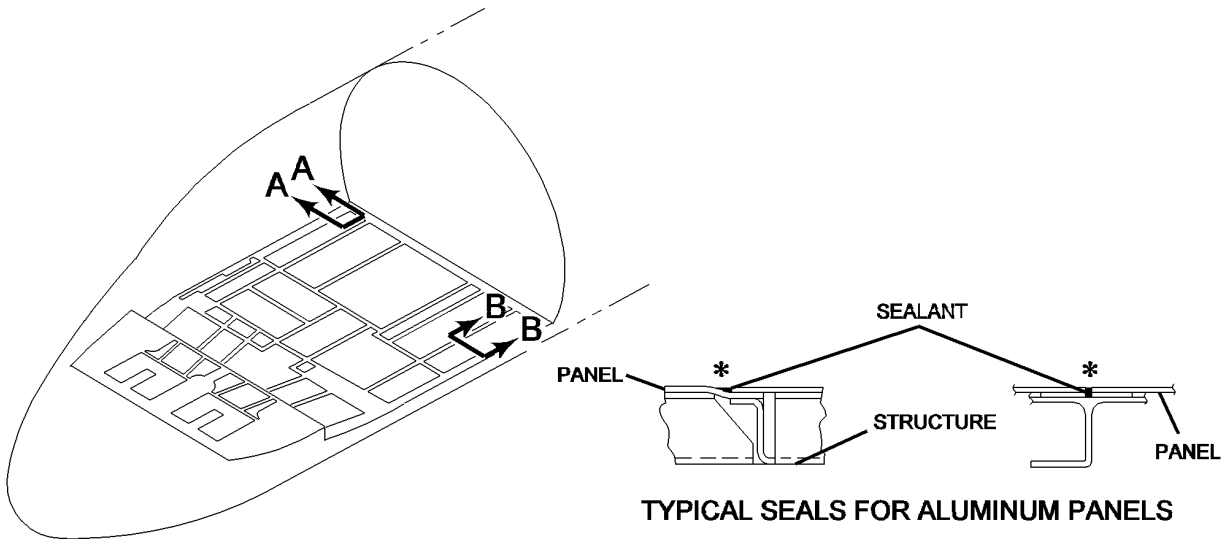
EFFECTIVITY
WJE 875-879

TP-80MM-WJE

53-20-01

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AIRCRAFT MAINTENANCE MANUAL**

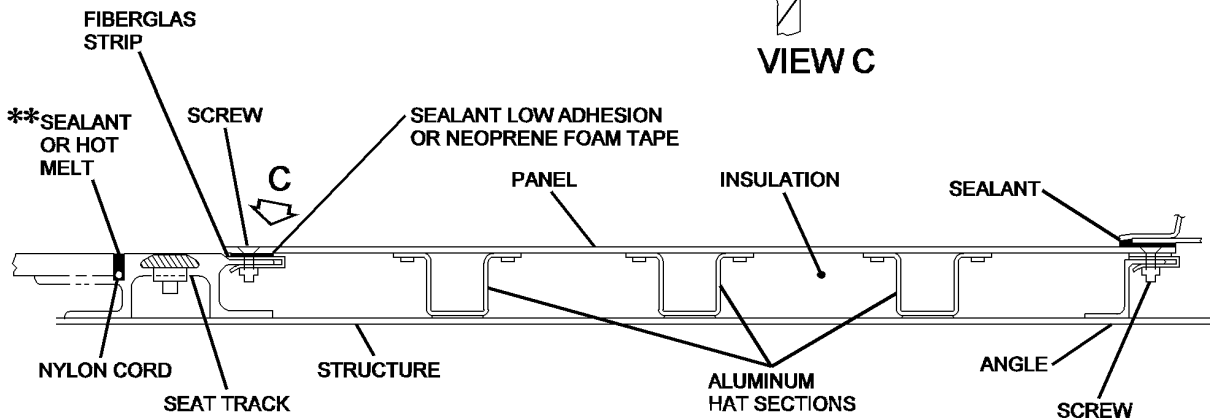
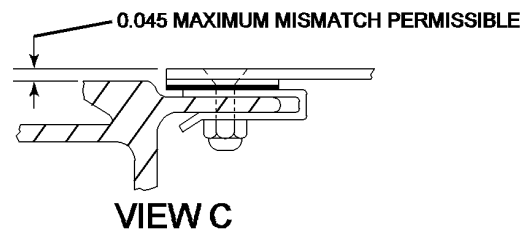


TYPICAL SEALS FOR ALUMINUM PANELS

SECTION A-A

***NOTE:** TRIM SEALANT FLUSH WITH SURROUNDING SURFACE AFTER INSTALLATION.

NOTE: ENSURE THAT GAP AT EDGE OF FLOOR PANEL TO TRACK IS FILLED AFTER FLOOR PANEL IS INSTALLED.



TYPICAL FOR PANELS BETWEEN SEAT TRACKS AND OUTBOARD STRUCTURE

SECTION B-B

****NOTE:** USING HOT MELT DOES NOT REQUIRE INSTALLATION OF NYLON CORD.

BBB2-53-32D
S0006553265V3

**Aluminum Floor Panel -- Sealing Methods
Figure 202/53-20-01-990-920**

EFFECTIVITY
WJE 401-411, 415-427, 429, 861-866, 868, 869,
871-881, 883, 884, 886, 887, 891-893

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53-20-01

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4. Galley, Lavatories, Entrance, and Service Area Floor Panels - Removal/Installation

A. Remove Panel

NOTE: Any furnishings which prohibit removal of floor panels, must be removed.
(EQUIPMENT/FURNISHINGS, CHAPTER 25)

WJE 401-411, 415-427, 429, 861-866, 868, 869, 871-881, 883, 884, 886, 887, 891-893

CAUTION: EXERCISE CARE WHEN REMOVING SEALANT AND NYLON CORD TO PREVENT DELAMINATION OF FLOOR PANEL OR GOUGING OF FILLER CORE.

- (1) Starting at corners, remove underlay (glass reinforced plastic sheet), shield (pressure-sensitive polyester sheet), sealant and nylon cord from between panels, using plastic scraper or equivalent. (Figure 201 or Figure 202) (Figure 204)

WJE ALL

- (2) Remove panel attach screws.
- (3) Remove floor panel.

B. Install Panel

WARNING: HANDWIPE CLEANER IS AN AGENT THAT IS FLAMMABLE, A SENSITIZER, AN ASPHYXIANT, AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY THE PRECAUTIONS WHEN HANDWIPE CLEANER IS USED.

- DO NOT USE IN AREAS WHERE THERE IS HIGH HEAT, SPARKS, OR FLAMES.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET HANDWIPE CLEANER IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIER'S MSDS FOR:

- MORE PRECAUTIONARY DATA
- APPROVED SAFETY EQUIPMENT
- EMERGENCY MEDICAL AID.

TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THIS HAZARDOUS AGENT.

- (1) Clean supporting structure and floor panels with handwipe solvent cleaner and cotton wipers. Wipe surfaces dry with cotton wipers.

WARNING: FR PRIMER IS AN AGENT THAT IS FLAMMABLE, POISONOUS, AN IRRITANT, AND CARCINOGENIC. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN FR PRIMER IS USED.

- DO NOT USE IN AREAS WHERE THERE IS HIGH HEAT, SPARKS, OR FLAMES.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET FR PRIMER IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS OR MIST.

EFFECTIVITY
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(WARNING PRECEDES)

WARNING: REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIER'S MSDS FOR:

- MORE PRECAUTIONARY DATA
- APPROVED SAFETY EQUIPMENT
- EMERGENCY MEDICAL AID.

TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THIS HAZARDOUS AGENT.

- (2) Paint bare and/or reworked supporting structure and floor panels, as necessary, with FR-primer. Allow primer to dry sufficiently.
- (3) Seal floor panel using low adhesive sealant as follows:

NOTE: Step 4.B.(4) is an option to this step.

WARNING: PARTING AGENT IS AN AGENT THAT IS FLAMMABLE, EXPLOSIVE, AND POISONOUS. MAKE SURE ALL PERSONS OBEY THE PRECAUTIONS WHEN PARTING AGENT IS USED.

- GAS/AIR MIXTURES MORE THAN THE LOWER EXPLOSIVE LIMIT (LEL) CAN CAUSE AN EXPLOSION IF HIGH HEAT, SPARKS, OR FLAMES SUPPLY IGNITION.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET PARTING AGENT IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIER'S MSDS FOR:

- MORE PRECAUTIONARY DATA
- APPROVED SAFETY EQUIPMENT
- EMERGENCY MEDICAL AID.

TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THIS HAZARDOUS AGENT.

- (a) Apply mold release parting agent 225 to all floor panel upper and lower surfaces where sealant will contact. Allow parting agent to dry a minimum of 15 minutes.

NOTE: Make certain that parting agent is not applied to floor panel edges.

EFFECTIVITY
WJE ALL

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WARNING: LOW ADHESION SEALANT IS AN AGENT THAT IS POISONOUS. MAKE SURE ALL PERSONS OBEY THE PRECAUTIONS WHEN LOW ADHESION SEALANT IS USED.

- DO NOT USE IN AREAS WHERE THERE IS HIGH HEAT, SPARKS, OR FLAMES.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET LOW ADHESION SEALANT IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIER'S MSDS FOR:

- MORE PRECAUTIONARY DATA
- APPROVED SAFETY EQUIPMENT
- EMERGENCY MEDICAL AID.

TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THIS HAZARDOUS AGENT.

- (b) Apply faying surface coating low adhesion sealant (PR1428) to exposed supporting structures. Apply sufficient sealant to fill all voids, mismatches and gaps.
- (c) Position floor panel over supporting structure. Install panel and correct length attach screws. Torque screws 20.0 in-lb (2.3 N·m) to 25.0 in-lb (2.8 N·m).
- (d) Install nylon cord cut to length and width of floor panel. Terminate ends at panel corners and provide knots at each end. (Figure 204)

WARNING: LOW SPECIFIC GRAVITY SEALANT IS AN AGENT THAT IS POISONOUS AND AN OXIDIZER. MAKE SURE ALL PERSONS OBEY THE PRECAUTIONS WHEN LOW SPECIFIC GRAVITY SEALANT IS USED.

- DO NOT USE IN AREAS WHERE THERE IS HIGH HEAT, SPARKS, OR FLAMES.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET LOW SPECIFIC GRAVITY SEALANT IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIER'S MSDS FOR:

- MORE PRECAUTIONARY DATA
- APPROVED SAFETY EQUIPMENT
- EMERGENCY MEDICAL AID.

TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THIS HAZARDOUS AGENT.

EFFECTIVITY
WJE ALL

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(WARNING PRECEDES)

WJE 401-411, 415-427, 429, 861-866, 868, 869, 871-881, 883, 884, 886, 887, 891-893

- (e) Fill floor panels butt joints and gaps at seat tracks with PD12-40. (Figure 201 or Figure 202)

WJE ALL

NOTE: Acceptable sealant overlap onto panel is 1/8 inch (3.2 mm), maximum.

- (4) Seal floor panel using neoprene foam tape and hot melt sealant as follows:

- (a) Cut necessary length of neoprene foam tape to be used. Do not cut width to fit support structure, use width and thickness specified.

NOTE: Unless otherwise specified, neoprene foam tape must be 1½ in. (29 mm) wide and 1/16 in. (2 mm) thick.

- (b) Wear clean cotton gloves when you apply tape. Apply pressure sensitive adhesive side of tape to cleaned support structure. Avoid contact with or contamination of pressure sensitive adhesive.

- (c) Use a roller or plastic squeegee to make sure that complete contact of tape to support structure. Edge of tape must be positional firmly against support structure to avoid any clearance.

NOTE: If the application of the tape is not correct and it is necessary to reposition, the tape must be removed and discarded. Clean the surface again and apply a new length of tape.

- (d) Position floor panel over supporting structure. Install panel and correct length attach screws. Torque screws 20.0 in-lb (2.3 N·m) to 25.0 in-lb (2.8 N·m).

WARNING: FLOOR BOARD HOT MELT IS AN AGENT THAT IS FLAMMABLE AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY THE PRECAUTIONS WHEN FLOOR BOARD HOT MELT IS USED.

- DO NOT USE IN AREAS WHERE THERE IS HIGH HEAT, SPARKS, OR FLAMES.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET FLOOR BOARD HOT MELT IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

- (e) Preheat Slutterback hot melt machine for 1 hour.

- (f) Fill floor panels butt joints and gaps at seat tracks with hot melt using Slutterback hot melt machine. (Figure 201 or Figure 202)

EFFECTIVITY
WJE ALL

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WJE 401-411, 415-427, 429, 861-866, 868, 869, 871-881, 883, 884, 886, 887, 891-893

WARNING: HANDWIPE CLEANER IS AN AGENT THAT IS FLAMMABLE, A SENSITIZER, AN ASPHYXIANT, AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY THE PRECAUTIONS WHEN HANDWIPE CLEANER IS USED.

- DO NOT USE IN AREAS WHERE THERE IS HIGH HEAT, SPARKS, OR FLAMES.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET HANDWIPE CLEANER IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIER'S MSDS FOR:

- MORE PRECAUTIONARY DATA
- APPROVED SAFETY EQUIPMENT
- EMERGENCY MEDICAL AID.

TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THIS HAZARDOUS AGENT.

(5) Using handwipe cleaner and cotton wipers, clean areas of floor panels to be covered later by moisture shield (pressure-sensitive polyester sheet). Wipe dry with cotton wipers.

(6) Install shield as follows:

NOTE: Pressure-sensitive polyester sheet may be applied over wet sealant. However, care must be taken to maintain a smooth surface.

(a) Apply cut-to-fit shield section by pressing one end to floor panel with finger pressure. Hold opposite edge taut slightly above panel. (Figure 202 (Sheet 1)) (Figure 204)

NOTE: Replacement shield should be cut so that it overlaps existing shield 1 inch (25.4 mm) on each side.

(b) Using a plastic squeegee, completely attach shield to panel. Use firm overlapping strokes to avoid trapped air bubbles.

(7) Install underlay (glass reinforced plastic sheet) over shield as follows:

(a) Sand floor underlay faying surface with No. 180 grit sandpaper and wipe clean with cotton wiper.

(b) Apply adhesive to underlay; remove paper liner.

(c) Position underlay over one edge of shield, align and press firmly into place.

EFFECTIVITY
WJE ALL

TP-80MM-WJE

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WJE 401-411, 415-427, 429, 861-866, 868, 869, 871-881, 883, 884, 886, 887, 891-893 (Continued)

WARNING: LOW VISCOSITY POLYSULFIDE SEALANT IS AN AGENT THAT IS POISONOUS AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN LOW VISCOSITY POLYSULFIDE SEALANT IS USED.

- GAS/AIR MIXTURE MORE THAN THE LOWER EXPLOSIVE LIMIT (LEL) CAN CAUSE AN EXPLOSION IF HIGH HEAT, SPARKS, OR FLAMES SUPPLY IGNITION.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET LOW VISCOSITY POLYSULFIDE SEALANT IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIER'S MSDS FOR:

- MORE PRECAUTIONARY DATA
- APPROVED SAFETY EQUIPMENT
- EMERGENCY MEDICAL AID.

TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THIS HAZARDOUS AGENT.

- (8) Apply a faying surface seal and fillet seal to all floor panel covers, angles and attachments with PD12-40 to protect against seeping liquids.
- (9) Install all components that have been removed and apply a PR-1422 fillet seal to the lower edges of components and the floor. (Figure 201 or Figure 202) (Figure 204)

WJE ALL

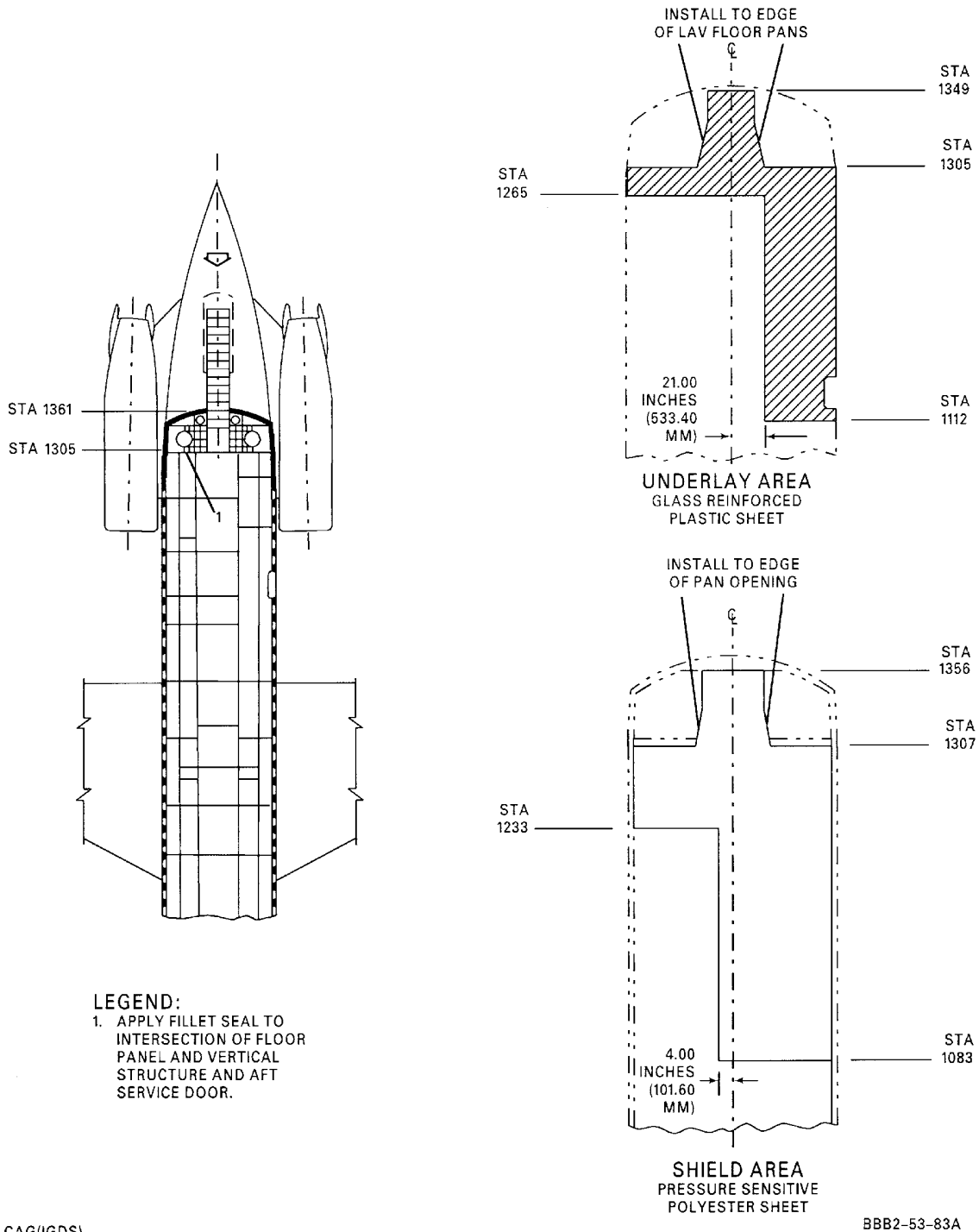
EFFECTIVITY
WJE ALL

TP-80MM-WJE

53-20-01

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AIRCRAFT MAINTENANCE MANUAL**



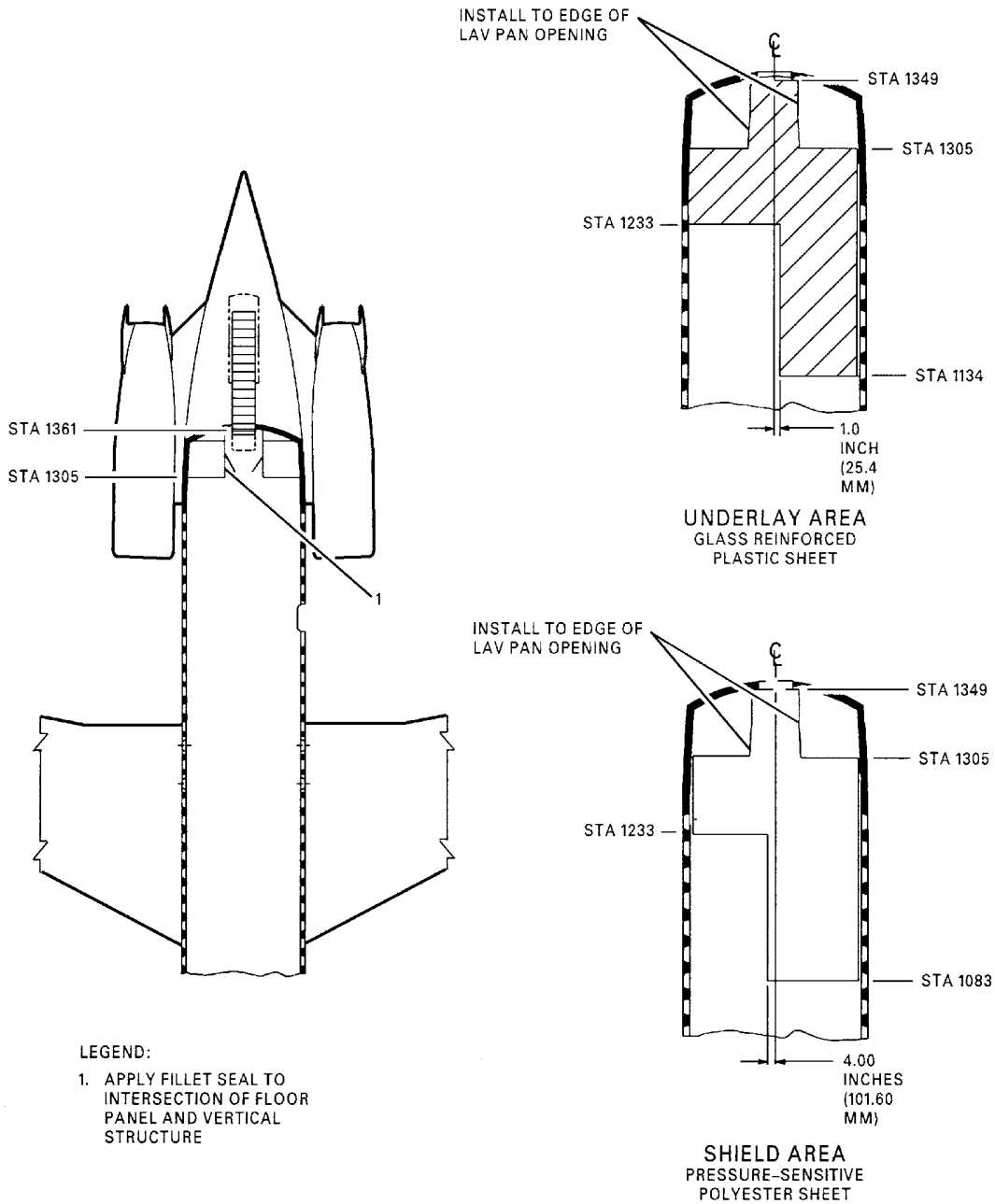
Passenger Compartment Floor Panels -- Removal/Installation
Figure 203/53-20-01-990-842 (Sheet 1 of 11)

EFFECTIVITY
WJE 415, 422, 425, 427, 861-866, 868, 869, 871, 872

53-20-01

TP-80MM-WJE

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CAG(IGDS)

BBB2-53-102A

Passenger Compartment Floor Panels -- Removal/Installation
Figure 203/53-20-01-990-842 (Sheet 2 of 11)

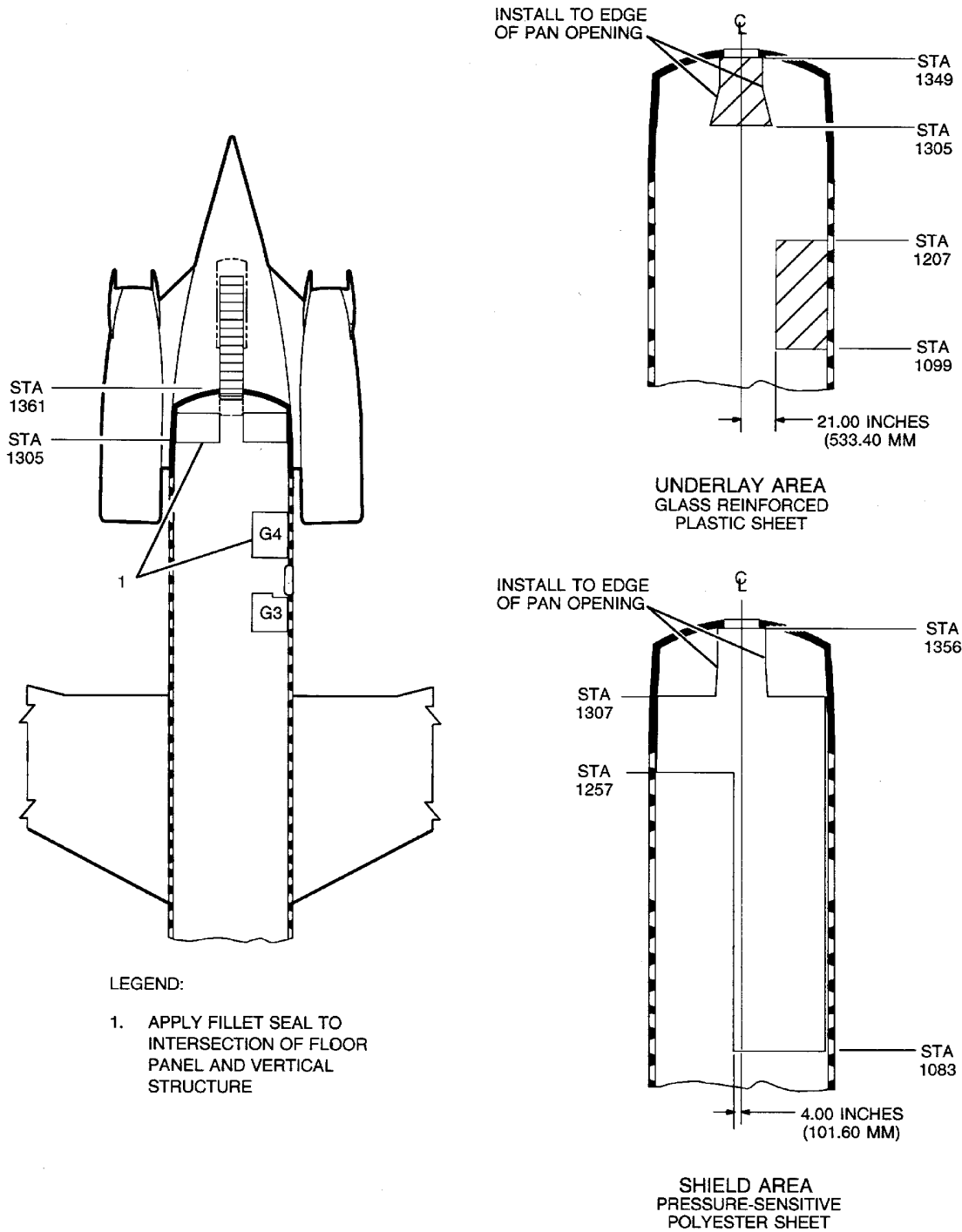
EFFECTIVITY
WJE 401-404, 412, 414

TP-80MM-WJE

53-20-01

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AIRCRAFT MAINTENANCE MANUAL**



CAG(IGDS)

BBB2-53-105

Passenger Compartment Floor Panels -- Removal/Installation
Figure 203/53-20-01-990-842 (Sheet 3 of 11)

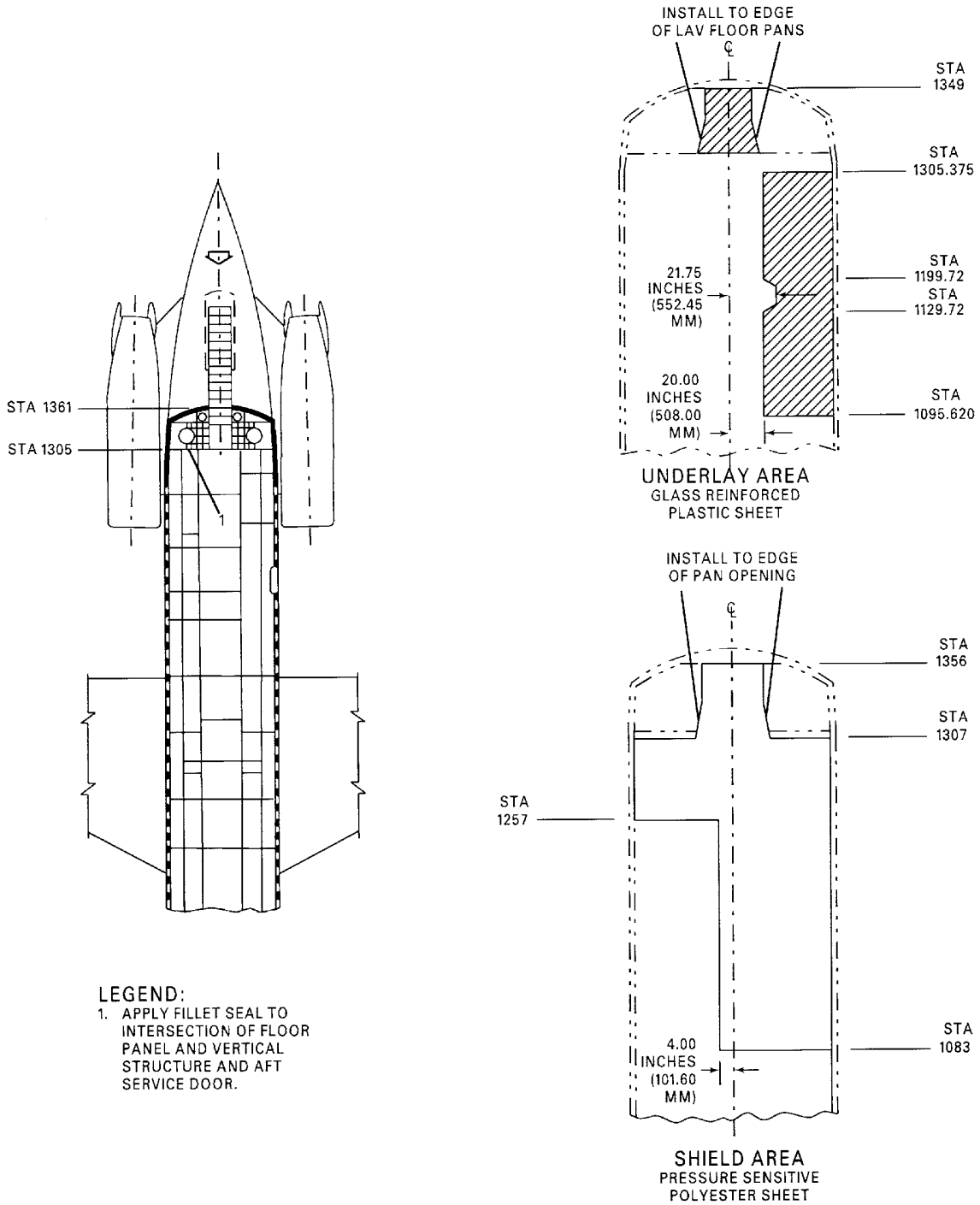
EFFECTIVITY
WJE 405, 409, 410, 873, 874, 880, 884, 892, 893

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LEGEND:
1. APPLY FILLET SEAL TO INTERSECTION OF FLOOR PANEL AND VERTICAL STRUCTURE AND AFT SERVICE DOOR.

CAG(IGDS)

BBB2-53-116A

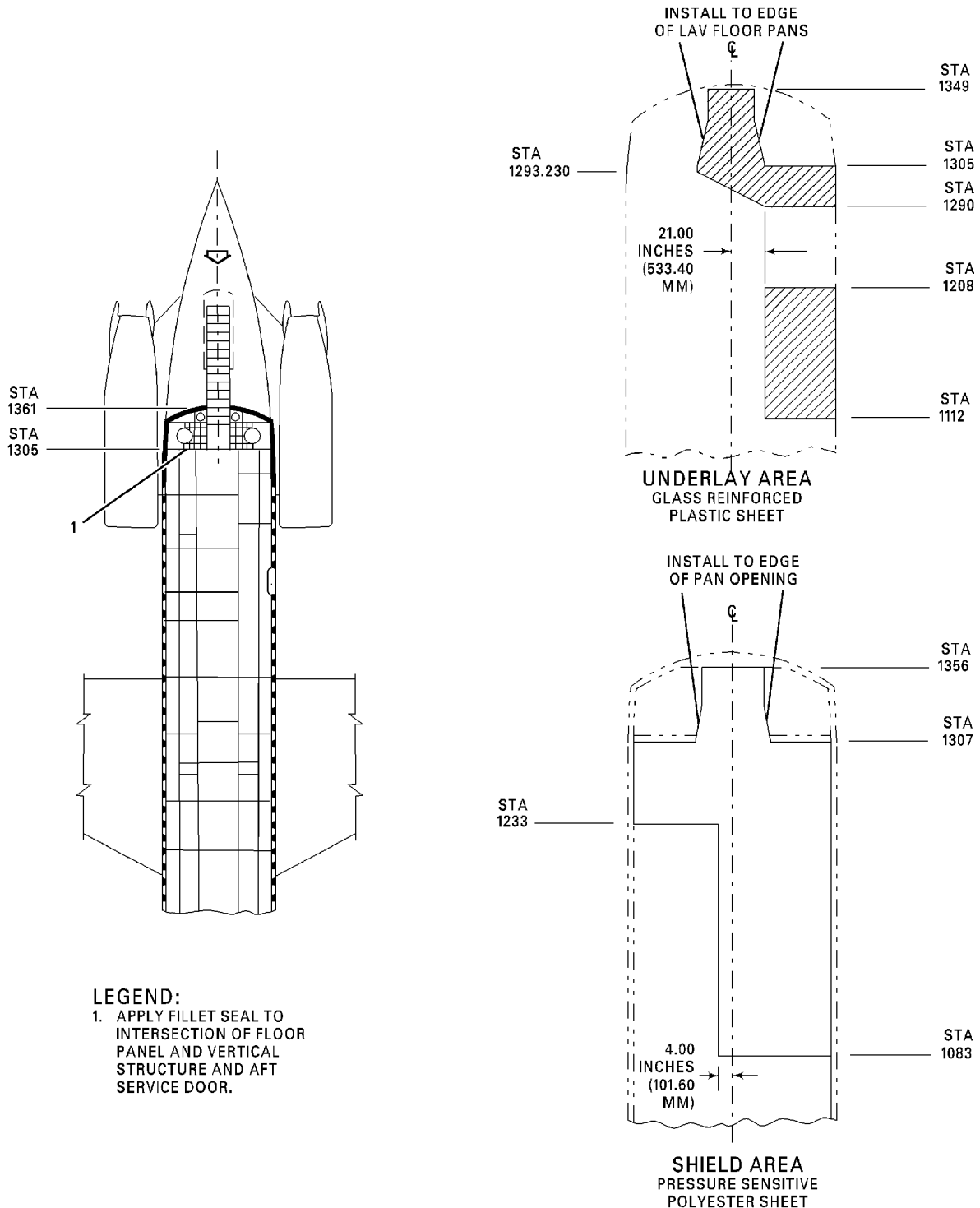
Passenger Compartment Floor Panels -- Removal/Installation
Figure 203/53-20-01-990-842 (Sheet 4 of 11)

EFFECTIVITY
WJE 407, 408, 411

TP-80MM-WJE

53-20-01

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LEGEND:
1. APPLY FILLET SEAL TO INTERSECTION OF FLOOR PANEL AND VERTICAL STRUCTURE AND AFT SERVICE DOOR.

CAG(IIGDS)

BBB2-53-137A

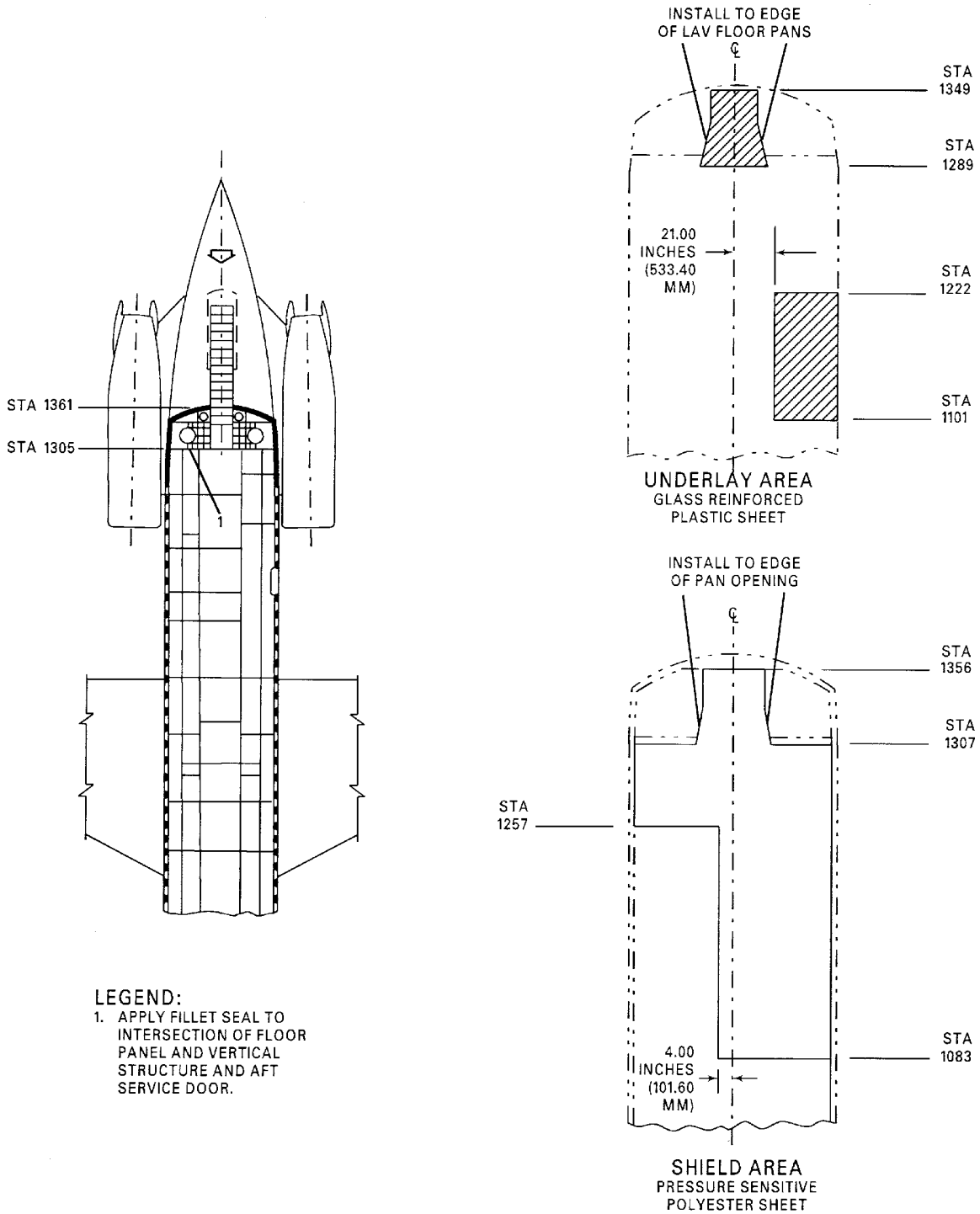
Passenger Compartment Floor Panels -- Removal/Installation
Figure 203/53-20-01-990-842 (Sheet 5 of 11)

EFFECTIVITY
WJE 416, 418, 420, 424, 426, 429, 891

TP-80MM-WJE

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CAG(IGDS)

BB82-53-142

Passenger Compartment Floor Panels -- Removal/Installation
Figure 203/53-20-01-990-842 (Sheet 6 of 11)

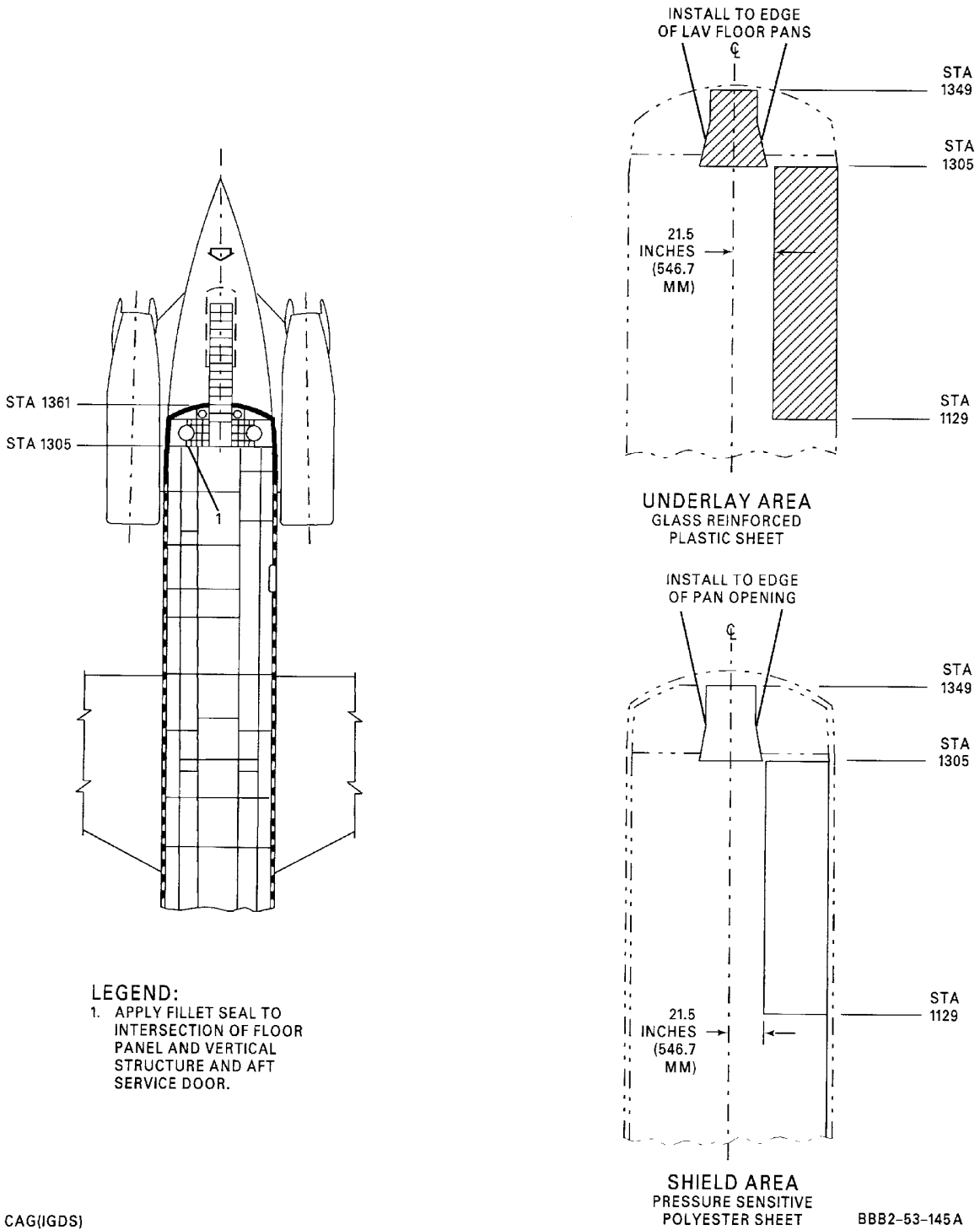
EFFECTIVITY
WJE 881, 883

TP-80MM-WJE

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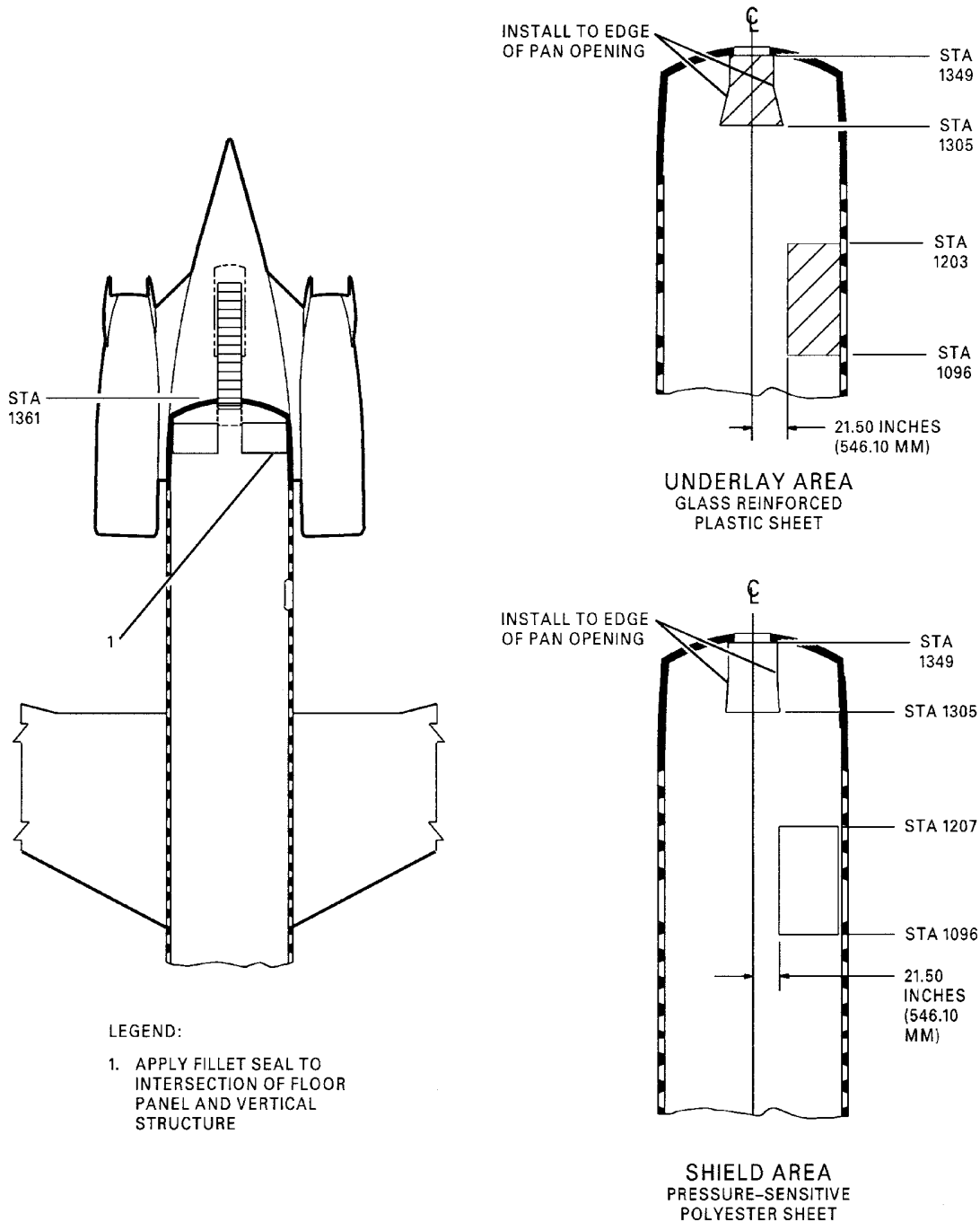
Passenger Compartment Floor Panels -- Removal/Installation
Figure 203/53-20-01-990-842 (Sheet 7 of 11)

EFFECTIVITY
WJE 886, 887

TP-80MM-WJE

53-20-01

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CAG(IIGDS)

BBB2-53-147

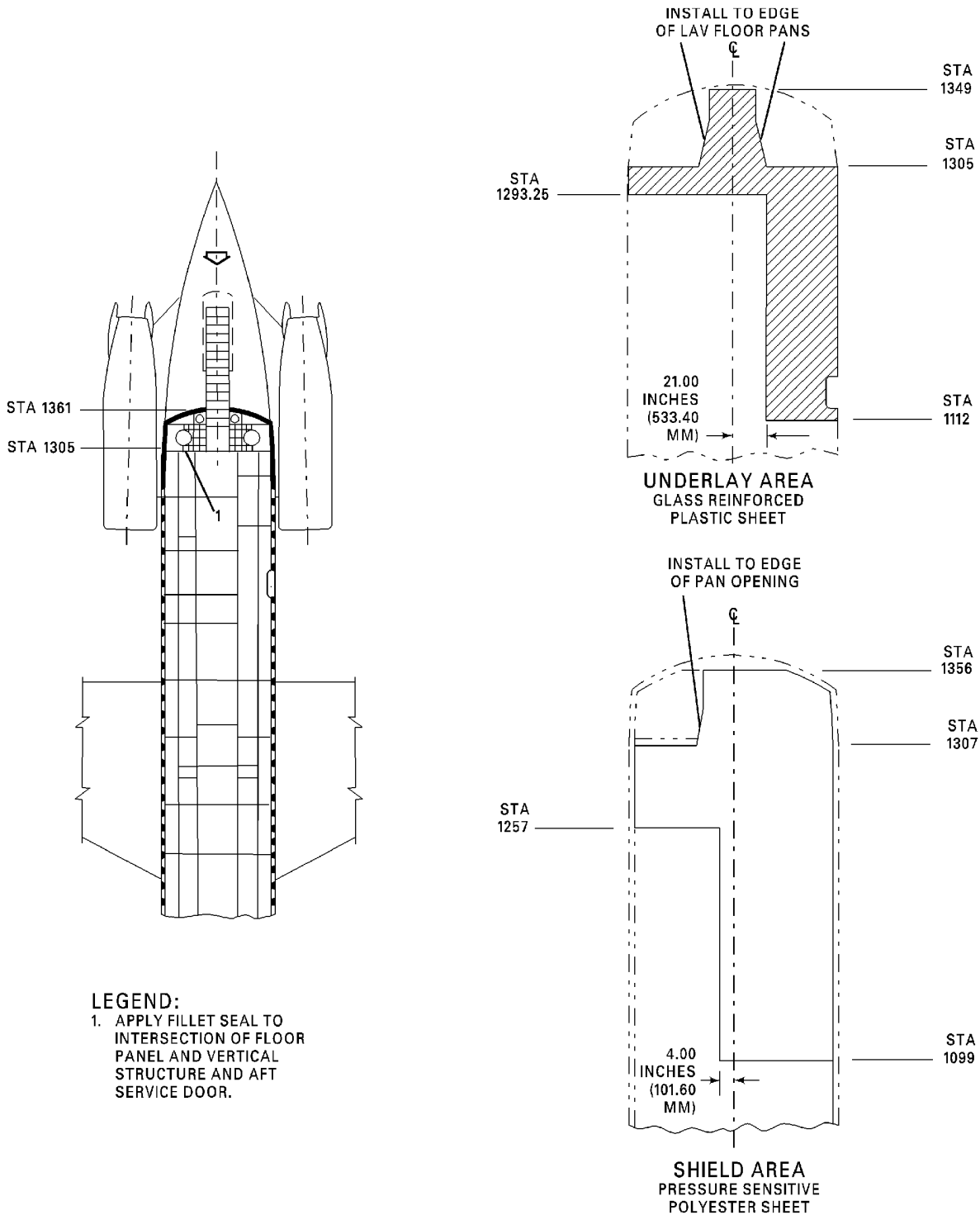
Passenger Compartment Floor Panels -- Removal/Installation
Figure 203/53-20-01-990-842 (Sheet 8 of 11)

EFFECTIVITY
WJE 406

TP-80MM-WJE

53-20-01

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CAG(IGDS)

BBB2-53-168

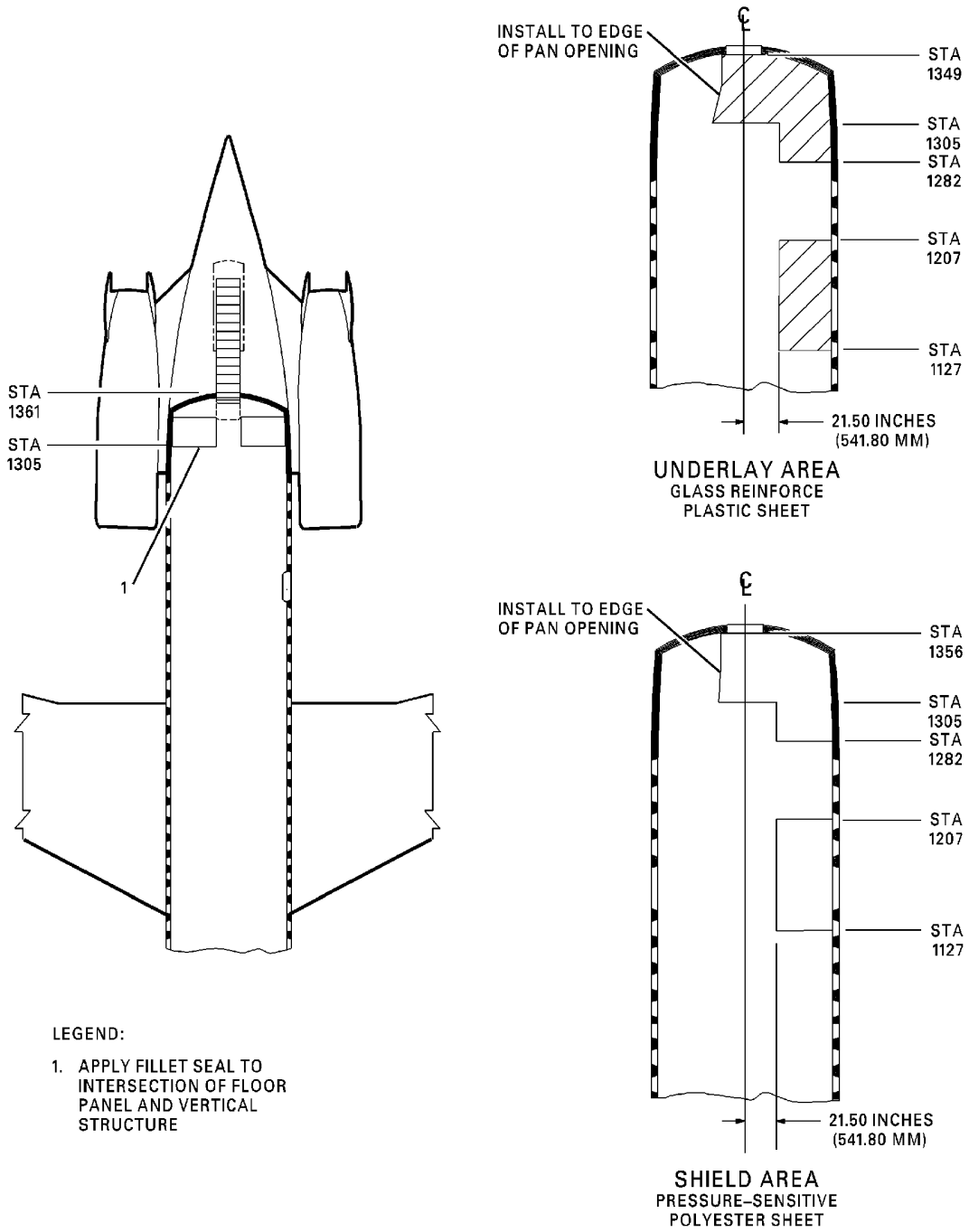
Passenger Compartment Floor Panels -- Removal/Installation
Figure 203/53-20-01-990-842 (Sheet 9 of 11)

EFFECTIVITY
WJE 417, 419, 421, 423

TP-80MM-WJE

53-20-01

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CAG(IGDS)

BBB2-53-180A

**Passenger Compartment Floor Panels -- Removal/Installation
Figure 203/53-20-01-990-842 (Sheet 10 of 11)**

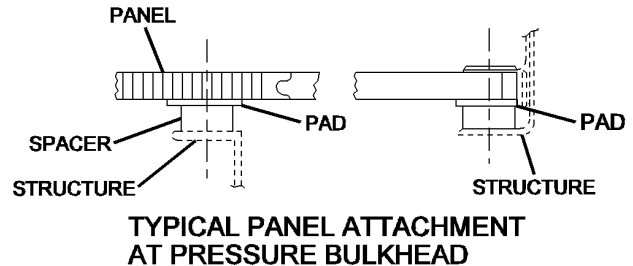
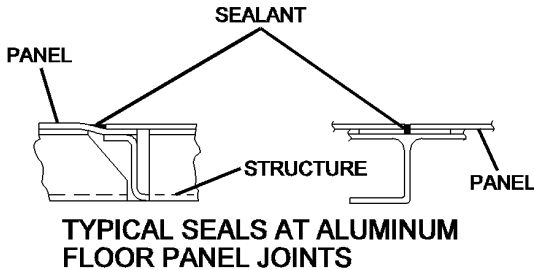
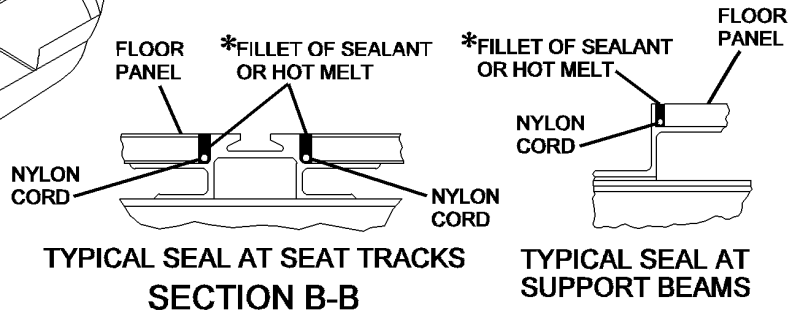
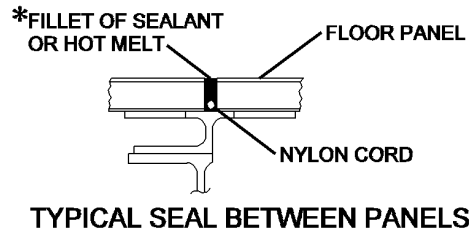
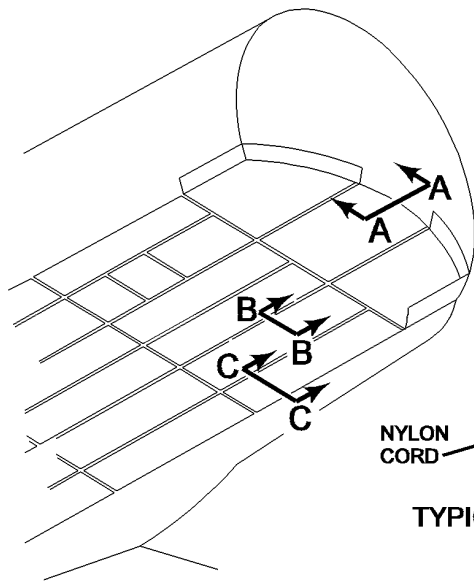
EFFECTIVITY
WJE 875-879

TP-80MM-WJE

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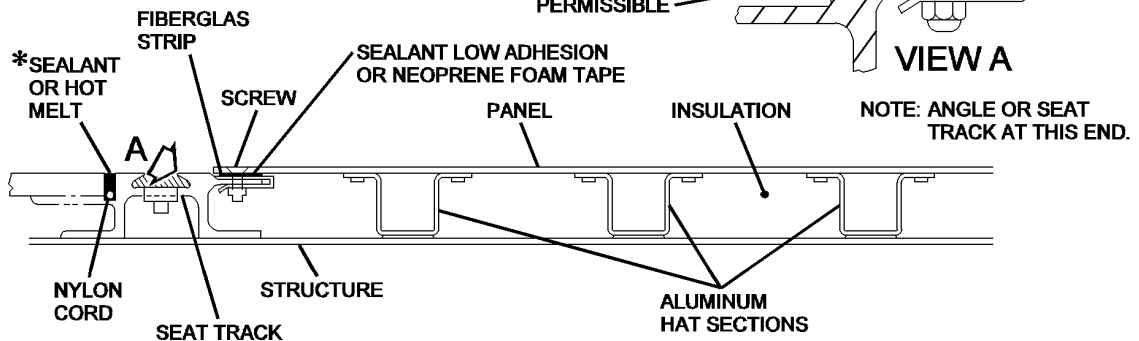
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SECTION A-A

NOTE: ANGLES ARE USED WHERE SEAT TRACKS ARE NOT AVAILABLE TO SUPPORT PANELS.

0.045 MAXIMUM MISMATCH PERMISSIBLE



TYPICAL ATTACHMENT FOR PANELS OUTBOARD OF SEAT TRACKS

SECTION C-C

*NOTE: USING HOT MELT DOES NOT REQUIRE INSTALLATION OF NYLON CORD.

BBB2-53-37C
S0006553273V2

**Passenger Compartment Floor Panels
Figure 204/53-20-01-990-890**

EFFECTIVITY
WJE ALL

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5. Center Section Passenger Compartment Floor Panels Removal/Installation

A. Remove Panel

NOTE: Any compartment furnishings which prohibit removal of floor panels, must be removed.
(EQUIPMENT/FURNISHINGS, CHAPTER 25)

WJE 401-411, 415-427, 429, 861-866, 868, 869, 871-881, 883, 884, 886, 887, 891-893

CAUTION: EXERCISE CARE WHEN REMOVING SEALANT AND NYLON CORD TO PREVENT DELAMINATION OF FLOOR PANEL OR GOUGING OF FILLER CORE.

- (1) Starting at corners, remove underlay (glass reinforced plastic sheet), shield (pressure-sensitive polyester sheet) sealant, and nylon cord from between panels, using scraper or equivalent. (Figure 204)

WJE ALL

- (2) Remove panel attach screws.
- (3) Remove panel.

B. Install Panel

WJE 401-411, 415-427, 429, 861-866, 868, 869, 871-881, 883, 884, 886, 887, 891-893

WARNING: HANDWIPE CLEANER IS AN AGENT THAT IS FLAMMABLE, A SENSITIZER, AN ASPHYXIANT, AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY THE PRECAUTIONS WHEN HANDWIPE CLEANER IS USED.

- DO NOT USE IN AREAS WHERE THERE IS HIGH HEAT, SPARKS, OR FLAMES.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET HANDWIPE CLEANER IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIER'S MSDS FOR:

- MORE PRECAUTIONARY DATA
- APPROVED SAFETY EQUIPMENT
- EMERGENCY MEDICAL AID.

TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THIS HAZARDOUS AGENT.

- (1) Using handwipe cleaner and cotton wipers, clean supporting structure, and lower surface and edges of floor panel. Wipe surfaces dry with cotton wipers.

EFFECTIVITY
WJE ALL

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WJE ALL

WARNING: FR PRIMER IS AN AGENT THAT IS FLAMMABLE, POISONOUS, AN IRRITANT, AND CARCINOGENIC. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN FR PRIMER IS USED.

- DO NOT USE IN AREAS WHERE THERE IS HIGH HEAT, SPARKS, OR FLAMES.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET FR PRIMER IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS OR MIST.

WARNING: REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIER'S MSDS FOR:

- MORE PRECAUTIONARY DATA
- APPROVED SAFETY EQUIPMENT
- EMERGENCY MEDICAL AID.

TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THIS HAZARDOUS AGENT.

(2) Paint bare and/or reworked supporting structure and floor panels with FR-primer. Allow primer to dry sufficiently.

(3) Seal floor panel using low adhesive sealant as follows:

NOTE: Step 5.B.(4) is an option to this step.

WARNING: PARTING AGENT IS AN AGENT THAT IS FLAMMABLE, EXPLOSIVE, AND POISONOUS. MAKE SURE ALL PERSONS OBEY THE PRECAUTIONS WHEN PARTING AGENT IS USED.

- GAS/AIR MIXTURES MORE THAN THE LOWER EXPLOSIVE LIMIT (LEL) CAN CAUSE AN EXPLOSION IF HIGH HEAT, SPARKS, OR FLAMES SUPPLY IGNITION.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET PARTING AGENT IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIER'S MSDS FOR:

- MORE PRECAUTIONARY DATA
- APPROVED SAFETY EQUIPMENT
- EMERGENCY MEDICAL AID.

TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THIS HAZARDOUS AGENT.

(a) Apply mold release parting agent 225 to all floor panel upper and lower surfaces where sealant will contact. Allow parting agent to dry a minimum of 15 minutes.

NOTE: Make certain that parting agent is not applied to floor panel edges.

EFFECTIVITY
WJE ALL

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WARNING: LOW ADHESION SEALANT IS AN AGENT THAT IS POISONOUS. MAKE SURE ALL PERSONS OBEY THE PRECAUTIONS WHEN LOW ADHESION SEALANT IS USED.

- DO NOT USE IN AREAS WHERE THERE IS HIGH HEAT, SPARKS, OR FLAMES.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET LOW ADHESION SEALANT IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIER'S MSDS FOR:

- MORE PRECAUTIONARY DATA
- APPROVED SAFETY EQUIPMENT
- EMERGENCY MEDICAL AID.

TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THIS HAZARDOUS AGENT.

- (b) Apply faying surface coating low adhesion sealant (PR1428) to exposed supporting structures. Apply sufficient sealant to fill all voids, mismatches and gaps.
- (c) Position floor panel over supporting structure. Install panel and correct length attach screws. Torque screws 20.0 in-lb (2.3 N·m) to 25.0 in-lb (2.8 N·m).
- (d) Install nylon cord cut to length and width of floor panel. Terminate ends at panel corners and provide knots at each end. (Figure 201 or Figure 202) (Figure 204)

WARNING: LOW SPECIFIC GRAVITY SEALANT IS AN AGENT THAT IS POISONOUS AND AN OXIDIZER. MAKE SURE ALL PERSONS OBEY THE PRECAUTIONS WHEN LOW SPECIFIC GRAVITY SEALANT IS USED.

- DO NOT USE IN AREAS WHERE THERE IS HIGH HEAT, SPARKS, OR FLAMES.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET LOW SPECIFIC GRAVITY SEALANT IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIER'S MSDS FOR:

- MORE PRECAUTIONARY DATA
- APPROVED SAFETY EQUIPMENT
- EMERGENCY MEDICAL AID.

TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THIS HAZARDOUS AGENT.

EFFECTIVITY
WJE ALL

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(WARNING PRECEDES)

WJE 401-411, 415-427, 429, 861-866, 868, 869, 871-881, 883, 884, 886, 887, 891-893

- (e) Fill floor panels butt joints and gaps at seat tracks with PD12-40. (Figure 202 (Sheet 1))

WJE ALL

NOTE: Acceptable sealant overlap onto panel is 1/8 inch (3.2 mm), maximum.

- (4) Seal floor panel using neoprene foam tape and hot melt sealant as follows:

- (a) Cut necessary length of neoprene foam tape to be used. Do not cut width to fit support structure, use width and thickness specified.

NOTE: Unless otherwise specified, neoprene foam tape must be 1½ in. (29 mm) wide and 1/16 in. (2 mm) thick.

- (b) Wear clean cotton gloves when you apply tape. Apply pressure sensitive adhesive side of tape to cleaned support structure. Avoid contact with or contamination of pressure sensitive adhesive.
- (c) Use a roller or plastic squeegee to make sure that complete contact of tape to support structure. Edge of tape must be positional firmly against support structure to avoid any clearance.

NOTE: If the application of the tape is not correct and it is necessary to reposition, the tape must be removed and discarded. Clean the surface again and apply a new length of tape.

- (d) Position floor panel over supporting structure. Install panel and correct length attach screws. Torque screws 20.0 in-lb (2.3 N·m) to 25.0 in-lb (2.8 N·m).

WARNING: FLOOR BOARD HOT MELT IS AN AGENT THAT IS FLAMMABLE AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY THE PRECAUTIONS WHEN FLOOR BOARD HOT MELT IS USED.

- DO NOT USE IN AREAS WHERE THERE IS HIGH HEAT, SPARKS, OR FLAMES.
 - USE IN AN AREA OPEN TO THE AIR.
 - CLOSE THE CONTAINER WHEN NOT USED.
 - DO NOT GET FLOOR BOARD HOT MELT IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
 - DO NOT BREATHE THE GAS.
- (e) Preheat Slutterback hot melt machine for 1 hour.
- (f) Fill floor panels butt joints and gaps at seat tracks with hot melt using Slutterback hot melt machine. (Figure 201 or Figure 202)

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WARNING: LOW VISCOSITY POLYSULFIDE SEALANT IS AN AGENT THAT IS POISONOUS AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN LOW VISCOSITY POLYSULFIDE SEALANT IS USED.

- GAS/AIR MIXTURE MORE THAN THE LOWER EXPLOSIVE LIMIT (LEL) CAN CAUSE AN EXPLOSION IF HIGH HEAT, SPARKS, OR FLAMES SUPPLY IGNITION.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET LOW VISCOSITY POLYSULFIDE SEALANT IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIER'S MSDS FOR:

- MORE PRECAUTIONARY DATA
- APPROVED SAFETY EQUIPMENT
- EMERGENCY MEDICAL AID.

TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THIS HAZARDOUS AGENT.

- (5) Apply a faying surface seal and fillet seal to all floor panel covers, angles and attachments with PD12-40 to protect against seeping liquids.
- (6) Install all components that have been removed and apply a PR1422 fillet seal to lower edges of components and floor.

6. Center Section Passenger Compartment Floor Panels - Gap Repair

A. Gap Repair (Figure 205)

NOTE: When the gap between the panels exceeds the 1/8 inch minimum, a special panel may be made.

- (1) Make foam filler to fit gap.
- (2) Place foam filler in gap between panels, from seat track to seat track.
- (3) Make cover to fit over filler.
- (4) Center cover over underlying support tee, covering foam filler.
- (5) Center tape over cover to secure cover in place.

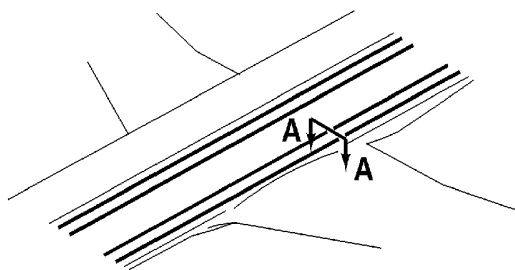
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WJE ALL

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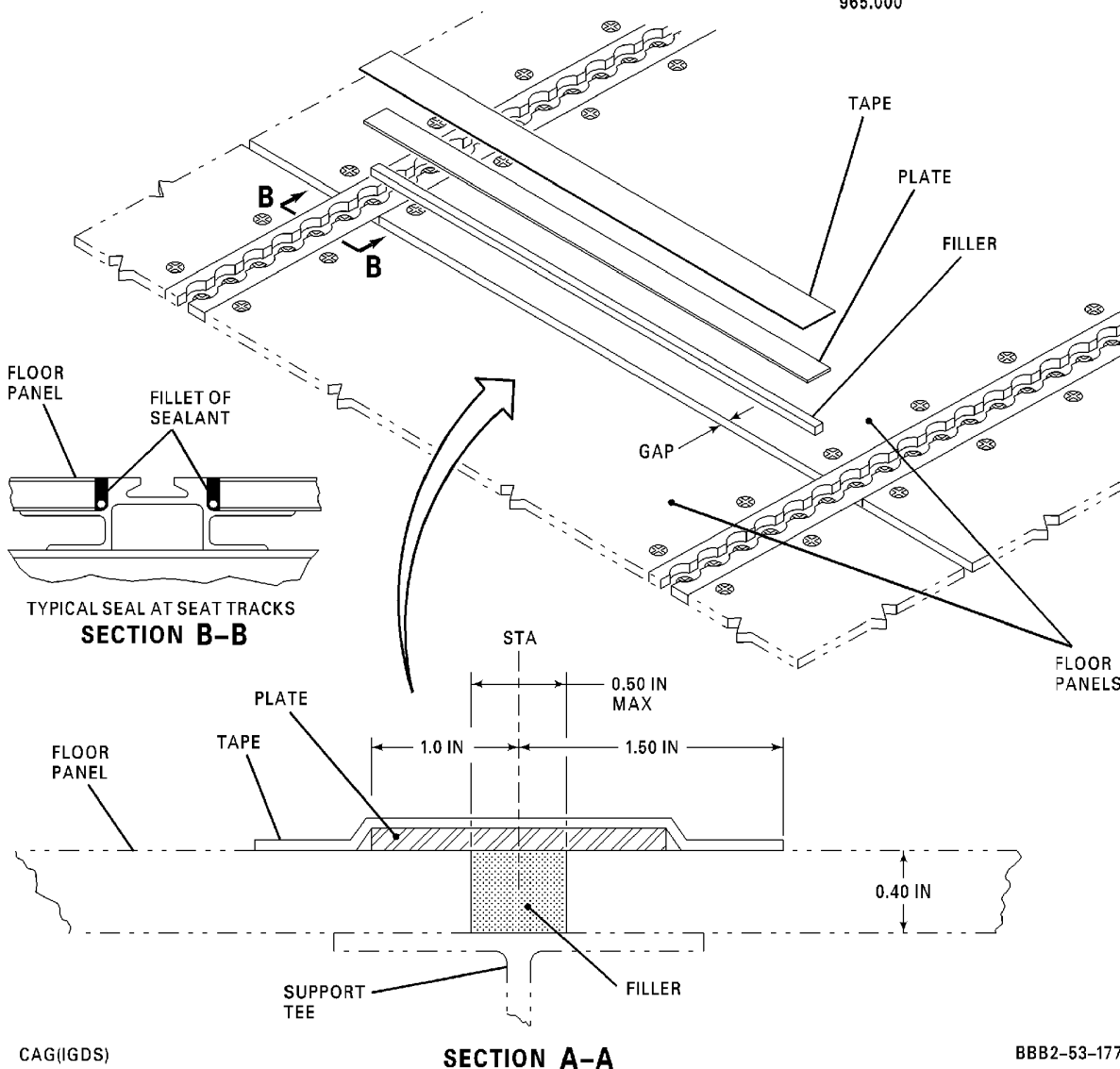
FILLER – FOAM 1937-1-SE25, GRADE A, CLASS 1, DENSITY 25 PCF (DMS 1937 TYPE 1). 0.40 IN (10.16 MM) THICK; UP TO 0.50 IN (12.7 MM) WIDE. LENGTH = DISTANCE BETWEEN SEAT TRACKS.

PLATE – SHEET CLAD 7075-T6 0.016 IN (0.406 MM) THICK; 2 IN (50.8 MM) WIDE. LENGTH = DISTANCE BETWEEN SEAT TRACKS.

TAPE – 2128-1, TYPE 1. 3 IN (76.2 MM) WIDE; LENGTH = DISTANCE BETWEEN SEAT TRACKS.

USAGE – ONLY AT FOLLOWING STATIONS: ALL MODELS EXCEPT -87: 1003.000
1079.000

MD-87 ONLY: 889.000
965.000



CAG(IGDS)

SECTION A-A

BBB2-53-177

**Passenger Compartment Floor Panels -- Gap Repair
Figure 205/53-20-01-990-892 (Sheet 1 of 2)**

EFFECTIVITY

WJE 401-411, 415-427, 429, 861-866, 868, 869, 871-881, 883, 884, 886, 887, 891-893

TP-80MM-WJE

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AFT ACCESSORY COMPARTMENT WALKWAYS - MAINTENANCE PRACTICES

1. General

- A. The maintenance instructions in this section provide for the replacement of safety walk material on the aft accessory compartment walkways. The safety walk material consists of short pads installed at intervals on the walkway surface, or strips installed the full length of the walkway. Only worn or damaged sections need be replaced. Access to the walkways is through the access door in the tailcone.

2. Equipment and Materials

WARNING: ITEMS IDENTIFIED WITH AN ASTERISK (*) ARE FLAMMABLE. SUPPLY ADEQUATE VENTILATION AND EXERCISE APPROPRIATE PRECAUTIONARY MEASURES. CONSULT LOCAL AUTHORITY OR REGULATORY AGENCY, FOR FIRE PREVENTION AND PERSONNEL HEALTH AND SAFETY WHEN USING THESE MATERIALS.

NOTE: Equivalent substitutes may be used instead of the following listed items:

NOTE: Some materials in the Equipment and Materials list may not be permitted to be used in your location. Persons in each location must make sure they are permitted to use these materials. All persons must obey all applicable federal, state, local, and provincial regulations for their location.

Table 201

Name and Number	Manufacturer
*Toluene, TT-T-548	
*Solvent, No. 200	Standard Oil Co.
Pads/Strips, safety walk, General Purpose	Minnesota Mining and Mfg. Co.

3. Removal/Installation Aft Accessory Compartment Walkways

- A. Remove Safety Walk Pads/Strips

CAUTION: EXERCISE CARE WHEN REMOVING SAFETY WALK MATERIAL TO PREVENT SCRATCHING WALKWAY SURFACE.

- (1) Insert nonmetallic tool between safety walk pads or strips and walkway. Remove worn or damaged safety walk material.

NOTE: Use toluene (TT-T-548) to soften adhesive if safety walk material is difficult to remove.

WARNING: TOULENE IS FLAMMABLE AND HAS TOXIC VAPOR. AVOID PROLONGED BREATHING OF VAPOR AND PROLONGED OR REPEATED CONTACT WITH SKIN. AVOID CONTACT WITH EYES. CLEAN PARTS IN WELL-VENTILATED AREA AND USE APPROVED SAFETY EQUIPMENT.

- (2) Remove old adhesive with toluene (TT-T-548) and immediately wipe dry with clean cloth.

NOTE: It is not necessary to remove primer on walkway.

- B. Install Safety Walk Pads/Strips

WARNING: STANDARD THINNER NO. 200 IS EXTREMELY FLAMMABLE AND VAPOR MAY BE TOXIC. AVOID PROLONGED OR REPEATED BREATHING OF VAPOR AND PROLONGED OR REPEATED CONTACT WITH SKIN. AVOID CONTACT WITH EYES. CLEAN PARTS IN WELL-VENTILATED AREA AND USE APPROVED SAFETY EQUIPMENT.

- (1) Clean surface of safety walk where pads or strips are to be applied, by lightly wiping with clean cloth slightly dampened with solvent (No. 200).

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- (2) Cut safety walk pads or strips (General Purpose) to required size.

CAUTION: USE CARE WHEN HANDLING SAFETY WALK MATERIAL WITH CLOTH LINER REMOVED, TO PREVENT CONTAMINATING OR DAMAGING ADHESIVE-COATED SIDE.

- (3) Remove cloth liner from safety walk material.
- (4) Place one end of safety walk pad or strip in position on walkway and gradually lay remainder down flat.
- (5) Roll safety walk pads or strips with hard rubber roller, applying heavy pressure to ensure firm bond.
- (6) Check that safety walk pads or strips are free of air bubbles, wrinkles, and entrapped foreign matter, and that material is in full contact with walkway in all areas.

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WJE ALL

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APU COMPARTMENT ENCLOSURE - MAINTENANCE PRACTICES

1. General

A. The maintenance instructions in this section provide for removal/installation of the APU compartment enclosure, aft of the pressure bulkhead, in the fuselage lower structure. Access to the enclosure top section is through the APU left and right access doors or through the tail cone access door. The APU must be removed before the enclosure can be removed. (Figure 201)

2. Equipment and Materials

NOTE: Equivalent substitutes may be used instead of the following listed items.

NOTE: Some materials in the Equipment and Materials list may not be permitted to be used in your location. Persons in each location must make sure they are permitted to use these materials. All persons must obey all applicable federal, state, local, and provincial regulations for their location.

Table 201

Name and Number	Manufacturer
Sealant, RTV-88 DMS QPL 1799	General Electric Co., Waterford, New York

3. Removal/Installation APU Compartment Enclosure

WARNING: MAKE CERTAIN THAT APU MASTER SWITCH IN FLIGHT COMPARTMENT IS IN OFF POSITION.

CAUTION: DO NOT SIT, STAND, OR PLACE HEAVY WEIGHTS ON APU COMPARTMENT ENCLOSURE.

A. Remove Enclosure

WARNING: TAG AND USE SAFETY CLIPS TO SAFETY THE CIRCUIT BREAKERS. IF THE CIRCUIT BREAKERS ARE NOT OPENED, TAGGED, AND SAFETIED, INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

(1) Open this circuit breaker and install safety tag:

OVERHEAD BATTERY BUS

Row	Col	Number	Name
B	21	B1-291	APU CONTROL

(2) Remove APU. (PAGEBLOCK 49-10-00/401)

(3) Remove exhaust duct and shroud. (EXHAUST DUCT AND SHROUD - MAINTENANCE PRACTICES, PAGEBLOCK 49-80-01/201)

(4) Disconnect flexible bleed air duct from aft side of enclosure by pushing duct aft out of enclosure.

(5) Remove clamp and disconnect ventilation exhaust duct from top of enclosure. (PAGEBLOCK 49-10-00/401)

(6) Remove fire detector units from enclosure interior. (AUXILIARY POWER UNIT FIRE DETECTOR UNITS - MAINTENANCE PRACTICES, PAGEBLOCK 26-10-02/201)

(7) Remove fire detector unit wiring from enclosure interior. Note location for installation.

(8) Remove APU fuel lines, heater, and filter. (PAGEBLOCK 49-10-00/401)
(FUEL HEATER - MAINTENANCE PRACTICES, PAGEBLOCK 49-31-01/201)

(9) Remove APU forward and aft mounts. (PAGEBLOCK 49-10-00/401)

EFFECTIVITY WJE ALL

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CAUTION: USE NONMETALLIC TOOLS WHEN REMOVING SEALANT. DO NOT SCRATCH OR SCORE METAL COMPONENTS.

- (10) Remove sealant around APU aft mount pans and from enclosure top section joints.
- (11) Remove mount pans from enclosure.
- (12) Remove APU ventilation exhaust muffler.
- (13) Remove support brackets from interior of enclosure.
- (14) Remove enclosure by manipulating down and out of APU compartment.

B. Install Enclosure

WARNING: TAG AND USE SAFETY CLIPS TO SAFETY THE CIRCUIT BREAKERS. IF THE CIRCUIT BREAKERS ARE NOT OPENED, TAGGED, AND SAFETIED, INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (1) Make sure that this circuit breaker is open and has safety tag:

OVERHEAD BATTERY BUS

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
B	21	B1-291	APU CONTROL

- (2) Position enclosure inside fuselage structure.
- (3) Attach enclosure to fuselage structure.
- (4) Install support brackets at each end of enclosure.
- (5) Install mount pans in enclosure.
- (6) Install APU ventilation exhaust muffler.
- (7) Install sealant around aft mount pans and enclosure top assembly joints.
- (8) Install forward and aft mounts. (PAGEBLOCK 49-10-00/401)
- (9) Install APU fuel lines, filter, and heater. (PAGEBLOCK 49-10-00/401)
(FUEL HEATER - MAINTENANCE PRACTICES, PAGEBLOCK 49-31-01/201)
- (10) Install fire detector units on enclosure interior. (PAGEBLOCK 26-10-01/201)
- (11) Install wiring for fire detector units on enclosure interior.
- (12) Connect ventilation exhaust duct to top of enclosure. (PAGEBLOCK 49-10-00/401)
- (13) Insert bleed air duct in aft side of enclosure.

WARNING: MAKE CERTAIN APU MASTER SWITCH IN FLIGHT COMPARTMENT IS IN OFF POSITION.

- (14) Install exhaust duct and shroud. (PAGEBLOCK 49-80-01/201)
- (15) Install APU. (PAGEBLOCK 49-10-00/401)
- (16) Remove the safety tag and close this circuit breaker:

OVERHEAD BATTERY BUS

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
B	21	B1-291	APU CONTROL

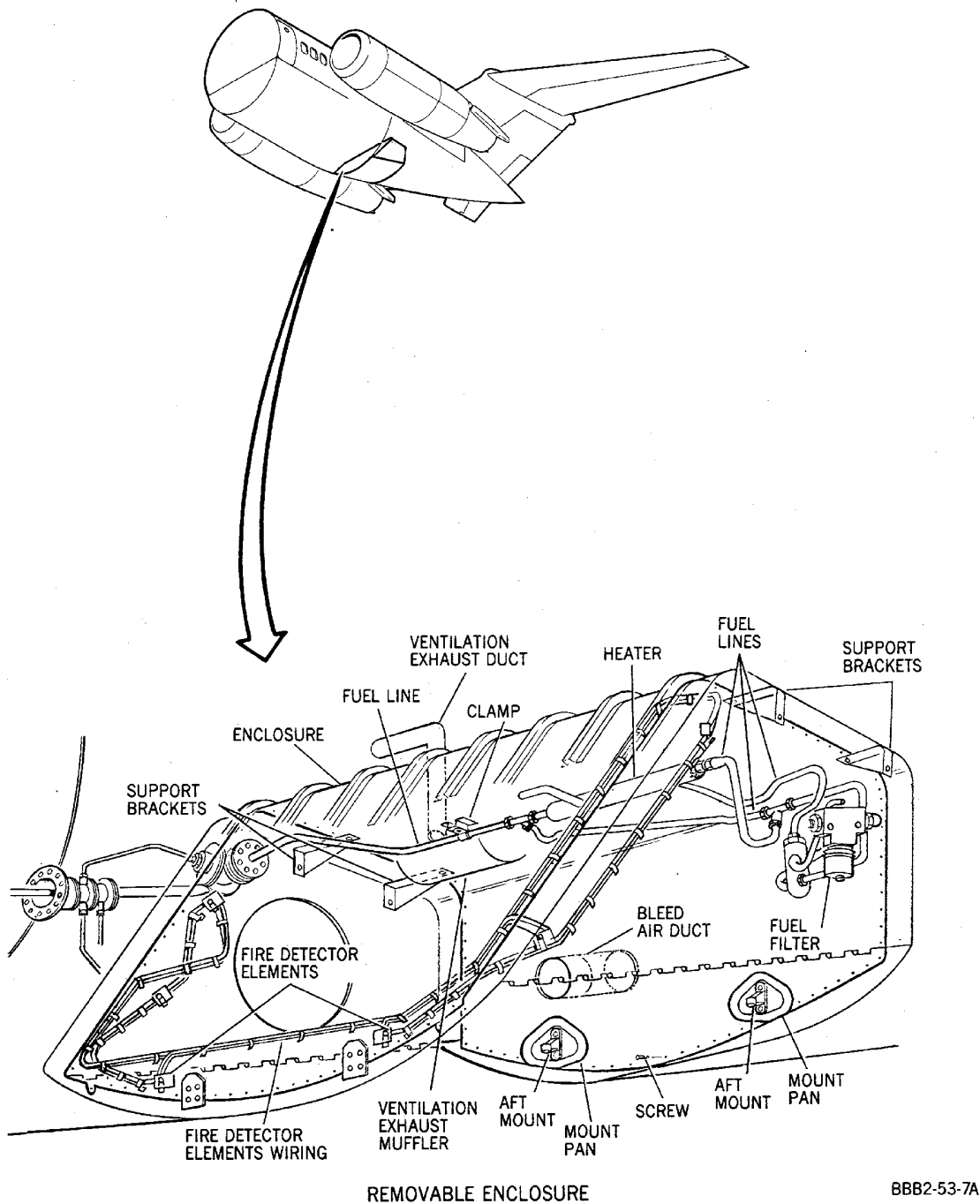
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**APU Compartment Enclosure -- Installation
Figure 201/53-20-05-990-801 (Sheet 1 of 2)**

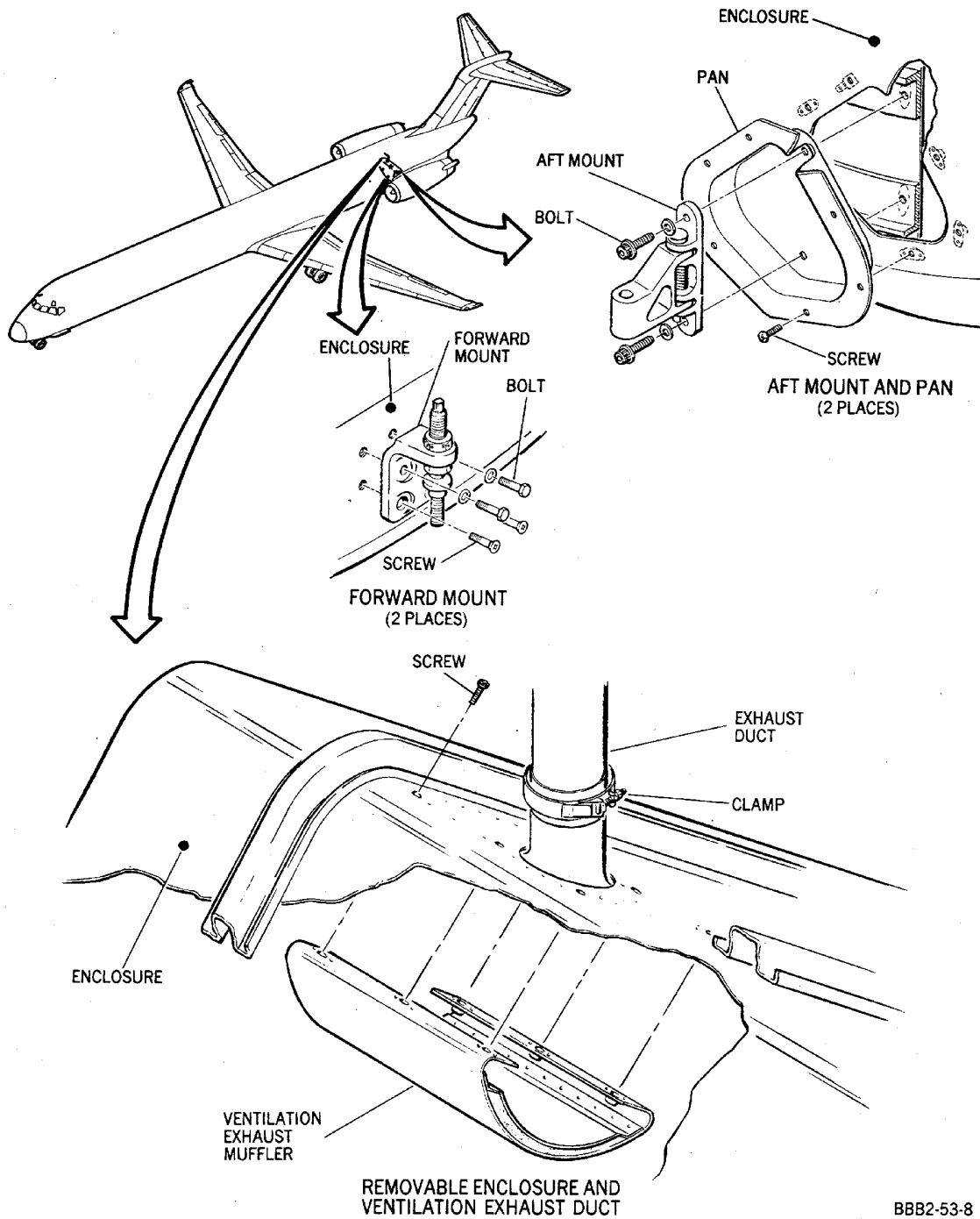
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BBB2-53-8

APU Compartment Enclosure -- Installation
Figure 201/53-20-05-990-801 (Sheet 2 of 2)

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4. Check APU Enclosure

A. Check Enclosure

- (1) Check enclosure for security of installation.
- (2) Check installations connected to APU enclosure for security of installation.

CAUTION: MAKE CERTAIN ALL CAMLOC RECEPTACLE CAPS FOR LEFT AND RIGHT APU ACCESS DOORS ARE INTACT TO ENSURE APU FIREWALL ENCLOSURE SEAL.

- (3) Check fire detector units and wiring, making certain that all function properly.
(PAGEBLOCK 26-10-01/201)

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VENTRAL STAIRWAY MOVABLE CEILING - MAINTENANCE PRACTICES

1. General

- A. The maintenance instructions in this section provide for removal and installation of the movable ceiling and ceiling down latch and cable mechanisms. Access to the ceiling is through the tailcone access door, or the ventral stairway. (Figure 201)
- B. Measure the tension of nylon coated ceiling lift cables with a tensiometer riser and calibration chart corresponding to the outside diameter of the cable including coating.

2. Removal and Installation Ventral Stairway Movable Ceiling

WARNING: MAKE CERTAIN THAT TAIL JACK IS PROPERLY INSTALLED AT AFT JACKING POINT ON FUSELAGE BEFORE PERFORMING MAINTENANCE ON AIRCRAFT. (WING AND FUSELAGE JACKING, SUBJECT 07-11-00, PAGE 201)

CAUTION: EXERCISE CARE WHEN HANDLING VENTRAL STAIRWAY MOVABLE CEILING TO PREVENT DAMAGE TO PAINTED FINISH ON UNDER SURFACE OF CEILING.

A. Remove Movable Ceiling

WARNING: TAG AND USE SAFETY CLIPS TO SAFETY THE CIRCUIT BREAKERS. IF THE CIRCUIT BREAKERS ARE NOT OPENED, TAGGED, AND SAFETIED, INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (1) Open these circuit breakers and install safety tags:

EPC CBP, LEFT GENERATOR BUS

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
		B1-764	RIGHT AUXILIARY HYDRAULIC PUMP PHASE A, B, & C

LOWER EPC, MISCELLANEOUS RIGHT DC BUS

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
R	24	B1-124	DOOR WARNING

UPPER EPC, LEFT AC BUS

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
H	17	B1-662	RIGHT AUX HYDRAULIC PUMP CONTROL

- (2) Open stairway external control access door.
- (3) Place external control handle in down position. Stairway should extend.
- (4) Disconnect aft stairway movable ceiling lift cable clevis from aft crank arms, as follows:
 - (a) Manually raise and hold aft stairway movable ceiling in full up position.
 - (b) Raise ventral stair. This will relieve tension from movable ceiling lift cables.
 - (c) Disconnect left and right lift cable clevis from actuator arms. Restrain cables in pulleys.
 - (d) Lower ventral stair to full extend.
- (5) Restrain left and right upper flapper panels on movable ceiling catwalk in retracted position. Lower movable ceiling to full down position.

NOTE: Support movable ceiling assembly at forward end to ensure that bayonet is not damaged.

- (6) Remove aft movable ceiling.
 - (a) Remove left and right cover plates from underside of torque tube bearing supports.

EFFECTIVITY
WJE ALL

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- (b) Remove aft movable ceiling left and right side attach brackets and supports at torque tube.
- (c) Remove movable ceiling assembly from aircraft.

NOTE: Torque tube and ventral stairs struts remain with aircraft.

NOTE: Cable rigging is not disturbed by this procedure.

B. Install Movable Ceiling

WARNING: TAG AND USE SAFETY CLIPS TO SAFETY THE CIRCUIT BREAKERS. IF THE CIRCUIT BREAKERS ARE NOT OPENED, TAGGED, AND SAFETIED, INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (1) Make sure that these circuit breakers are open and have safety tags:

EPC CBP, LEFT GENERATOR BUS

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
		B1-764	RIGHT AUXILIARY HYDRAULIC PUMP PHASE A, B, & C

LOWER EPC, MISCELLANEOUS RIGHT DC BUS

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
R	24	B1-124	DOOR WARNING

UPPER EPC, LEFT AC BUS

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
H	17	B1-662	RIGHT AUX HYDRAULIC PUMP CONTROL

- (2) Carefully lift ceiling into place.
 - (a) Provide adequate support at forward end to protect bayonet from damage.
- (3) Install aft movable ceiling left and right side brackets and supports at torque tube removed. (per Paragraph 2.A.(6)(b))
- (4) Lower movable ceiling to down position.
- (5) Raise ventral stairs to half-way position. May be raised either manually or with hydraulic hand pump. Provide support for stairs while in this position.
- (6) Connect ceiling lift cables to actuator arms.

NOTE: Do not over tighten clevis bolt. Cable clevis must move easily on actuator arm.
- (7) Remove support (if installed) from under ventral stairs and raise stair up to faired position.
- (8) Check lift cables for proper tension with ventral stair up and ceiling down. (Figure 202)

CAUTION: ANY TIME CEILING LIFT CABLE TENSION IS CHANGED, LATCH ADJUSTMENT MUST BE CHECKED OR DAMAGE TO STRUCTURE MAY OCCUR.

- (9) If required, rig ceiling lift cables to 65(±10) pounds (29.5(±5) kg) tension at 70°F (21°C). Left and right cable tension should be equal within 3 pounds (1.5 kg) (Figure 202).
- (10) Depress latch plunger and raise ceiling by hand enough to clear floor panel. End of plunger housing must clear edge of floor panel by 1/8(±1/16) inch (3.2(±1.6) mm). Loosen latch cable adjustment screws and adjust housing, if necessary.
- (11) Lower ceiling by hand. Latch plunger must extend past latch step 5/16(±1/16) inch (7.9(±1.6) mm). Shim stop, if necessary.
- (12) Remove restraints from filler panels.

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- (13) Install left and right cover plates on underside of torque tube bearing supports.
- (14) Lower ventral stair.
- (15) Remove the safety tags and close these circuit breakers:

EPC CBP, LEFT GENERATOR BUS

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
		B1-764	RIGHT AUXILIARY HYDRAULIC PUMP PHASE A, B, & C

LOWER EPC, MISCELLANEOUS RIGHT DC BUS

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
R	24	B1-124	DOOR WARNING

UPPER EPC, LEFT AC BUS

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
H	17	B1-662	RIGHT AUX HYDRAULIC PUMP CONTROL

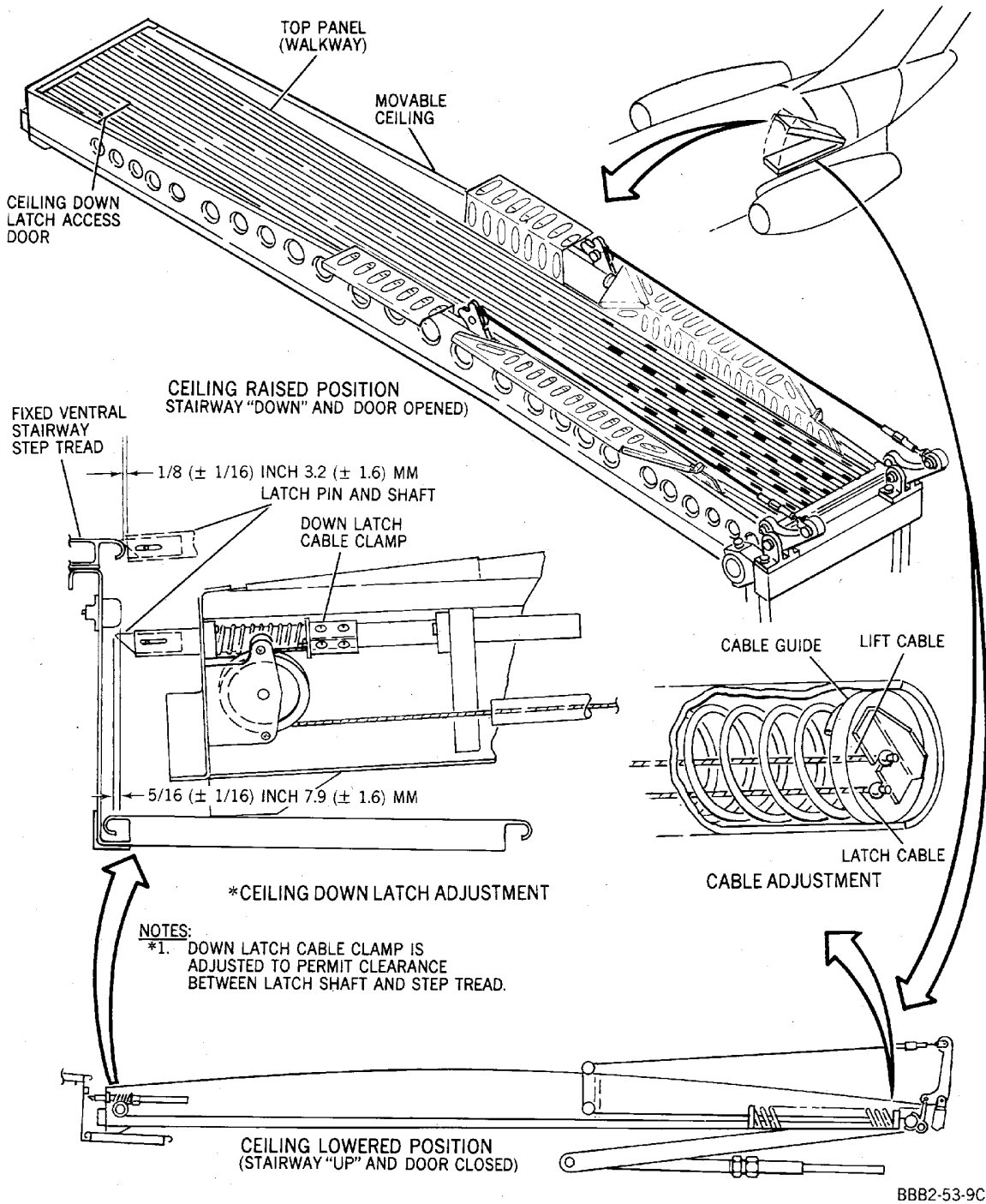
- (16) Check operation and adjustment of stairway. (PASSENGER AFT ENTRANCE DOOR STAIRWAY - ADJUSTMENT/TEST, PAGEBLOCK 52-63-00/501)
- (17) Check down latch adjustment and lift cable tension.
- (18) Check that ceiling raises to full up position when stair is lowered.

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**Ventral Stairway Movable Ceiling -- Installation
Figure 201/53-20-06-990-801 (Sheet 1 of 2)**

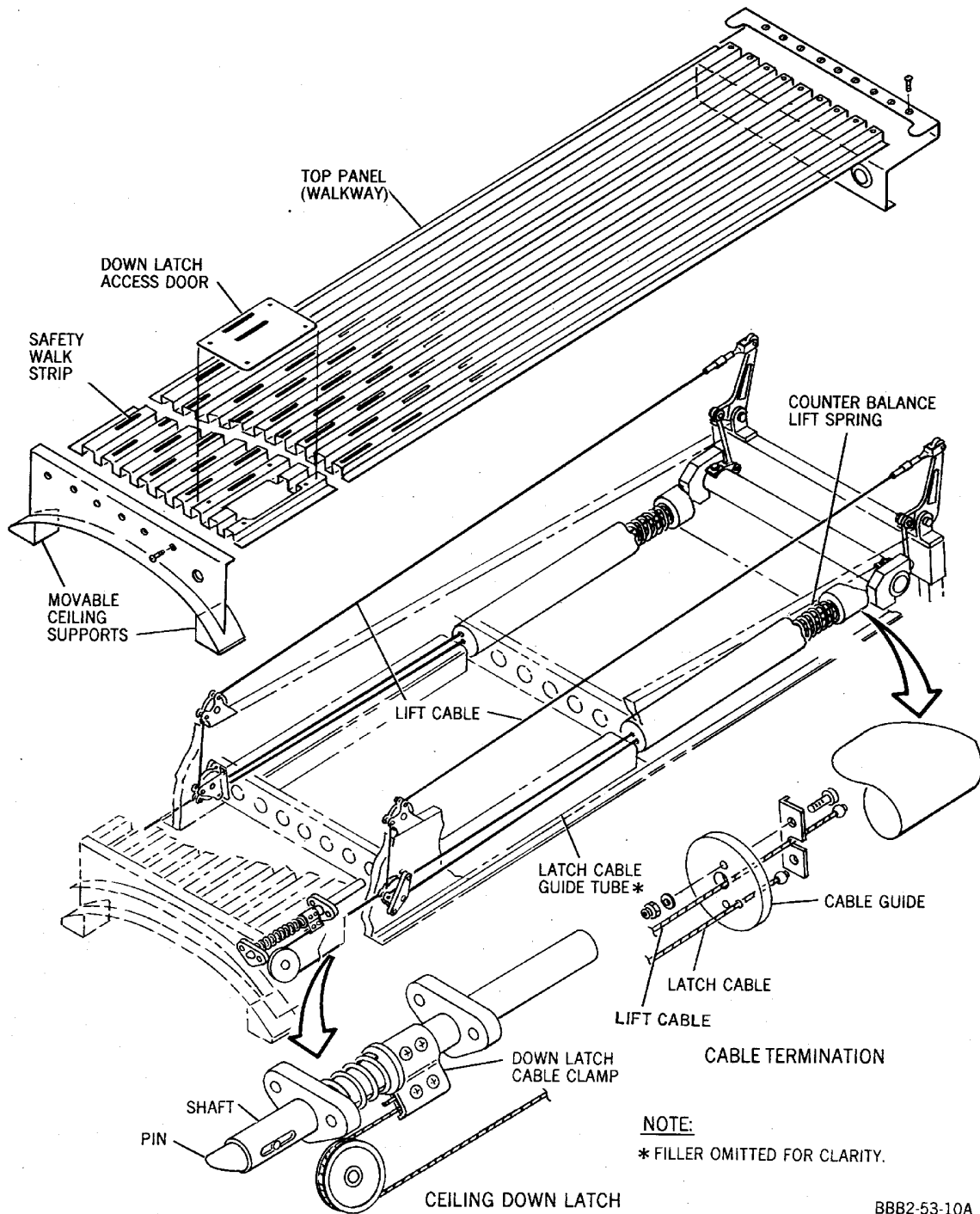
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BBB2-53-10A

**Ventral Stairway Movable Ceiling -- Installation
Figure 201/53-20-06-990-801 (Sheet 2 of 2)**

EFFECTIVITY
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3. Removal and Installation Ceiling Down Latch and Cable

WARNING: MAKE CERTAIN TAIL JACK IS PROPERLY INSTALLED AT AFT JACKING POINT ON FUSELAGE BEFORE PERFORMING MAINTENANCE ON AIRCRAFT. (WING AND FUSELAGE JACKING, SUBJECT 07-11-00, PAGE 201)

CAUTION: EXERCISE CARE WHEN HANDLING VENTRAL STAIRWAY MOVABLE CEILING TO PREVENT DAMAGE TO PAINTED FINISH ON UNDER SURFACE OF CEILING.

A. Remove Ceiling Down Latch and Cable

NOTE: With ventral stairway up and movable ceiling down, the ceiling down latch and cables can be removed without removing the ceiling. The down latch consists of the latch pin and shaft, return spring, and cable clamp and mounts.

- (1) Remove ceiling walkway top panel.
- (2) Disconnect cable from down latch.
- (3) Remove cable from cable guide and down latch cable clamp.

NOTE: Latch cable is removed from lift spring guide, lift spring, and nylon cable guard tube, passes around pulley and attaches to the down latch cable clamp.

- (4) Remove down latch from structure on movable ceiling.

B. Install Ceiling Down Latch and Cable.

- (1) Install down latch on structure in movable ceiling.
- (2) Install cable in cable guide.

NOTE: Cable is inserted through lift spring guide, lift spring nylon cable guard tube; then, passes around pulley.

- (3) Attach cable to down latch cable clamp.

CAUTION: ANY TIME CEILING LIFT CABLE TENSION IS CHANGED, LATCH ADJUSTMENT MUST BE CHECKED OR DAMAGE TO STRUCTURE MAY OCCUR.

- (4) Rig ceiling lift cables (with stair up, ceiling down) to 65(±10) pounds (29.5(±5) kg) tension at 70°F (21°C). Left and right cable tension should be equal within 3 pounds (1.5 kg). (Figure 202)
- (5) Depress latch plunger and raise ceiling by hand. End of plunger housing must clear edge of floor panel by 1/8(±1/16) inch (3.2(±1.6) mm). Loosen latch cable adjustment screws and adjust housing, if necessary.
- (6) Lower ceiling by hand. Latch plunger must extend past latch stop 5/16(±1/16) inch (7.9(±1.6) mm). Shim stop, if necessary.
- (7) Install ceiling walkway top panel.
- (8) Check that ceiling raises to full up position when stair is lowered.
- (9) Align movable ceiling as follows:
 - (a) Loosen adjustment locking screws on aft right side of ceiling. (Figure 203)
 - (b) Turn adjusting screw to align ceiling with ventral stair-way shroud.
NOTE: Adjusting screw may be turned clockwise or counterclockwise to accomplish ceiling-to-shroud alignment.
 - (c) Tighten adjustment locking screws.
 - (d) With stair in down position, adjust plates as required to obtain 0.31 inch (7.87 mm) gap between ceiling filler and shroud.

EFFECTIVITY
WJE ALL

TP-80MM-WJE

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- 1) With stair in down position, adjust plates as required to obtain 15 inch (381 mm) gap between ceiling fillers.
- (e) Tighten adjustment plate bolts.

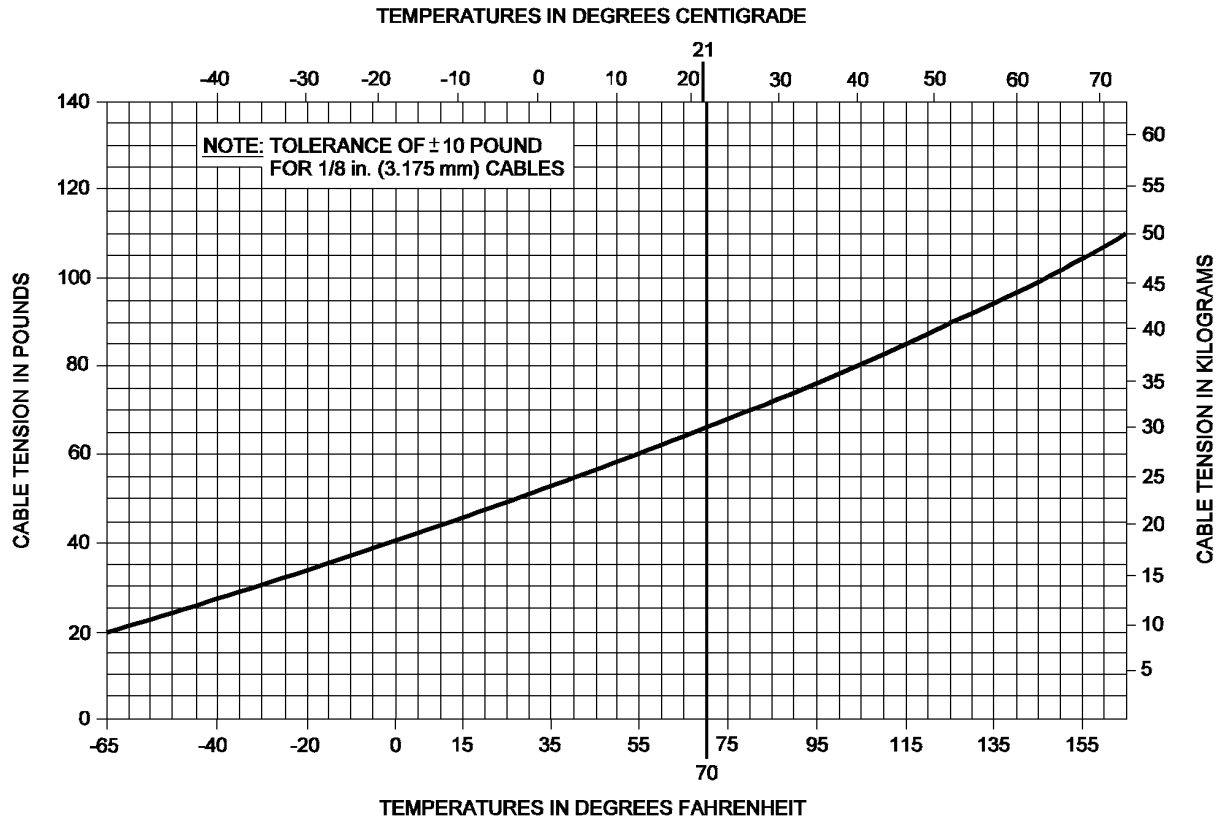
EFFECTIVITY
WJE ALL

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BBB2-53-60B
S0008553342V2

Cable Tension -- Movable Ceiling
Figure 202/53-20-06-990-802

EFFECTIVITY
WJE ALL

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4. Check Ventral Stairway Ceiling and Walkway

WARNING: MAKE CERTAIN THAT TAIL JACK IS PROPERLY INSTALLED AT AFT JACKING POINT ON FUSELAGE BEFORE PERFORMING MAINTENANCE ON AIRCRAFT. (WING AND FUSELAGE JACKING, SUBJECT 07-11-00, PAGE 201)

CAUTION: EXERCISE CARE WHEN HANDLING VENTRAL STAIRWAY MOVABLE CEILING TO PREVENT DAMAGE TO PAINTED FINISH ON UNDER SURFACE OF CEILING.

- A. Check Ceiling and Walkway
 - (1) Check ceiling for security of installation.
 - (2) Check down latch and cable for security of installation and operation.
 - (3) Check for loose or damaged safety walk strips. Replace as required. (PAGEBLOCK 53-20-02/201)
- B. Check Down Latch Mechanism
 - (1) Check latch tube assembly for bending and for smooth, unrestricted operation of latch mechanism.
- C. Check Uplatch Mechanism
 - (1) Check uplatch fitting assembly for corrosion, cracking around adjustment holes and inoperative or broken rollers.
- D. Check Actuator Support Assembly
 - (1) Check actuator support fitting for cracks and corrosion.
 - (2) Check bearing and bearing retainer assembly for corrosion, cracking, galling of bearing and that bearing has not twisted or popped out of retainer.

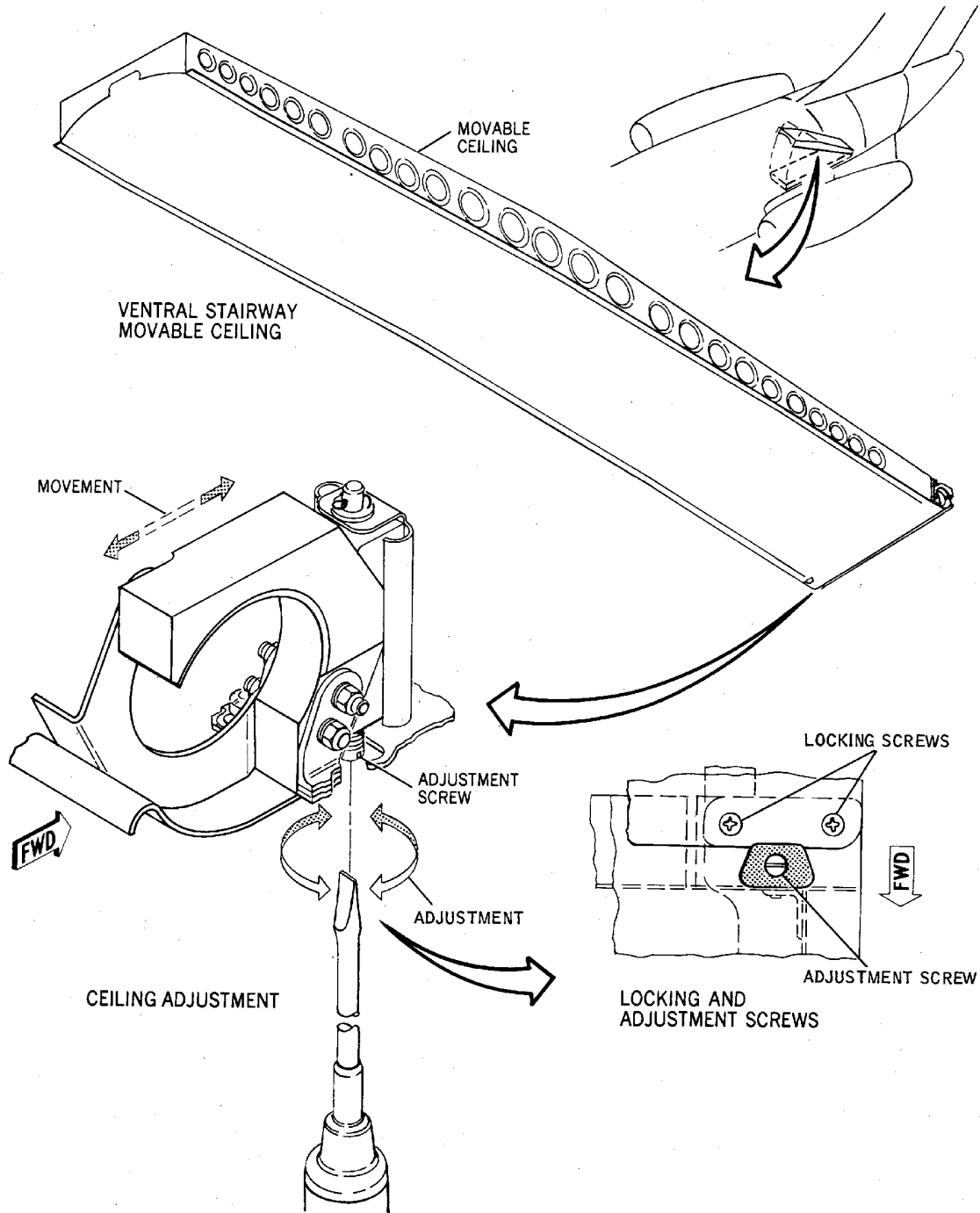
EFFECTIVITY
WJE ALL

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BBB2-53-11

Movable Ceiling -- Adjustment
Figure 203/53-20-06-990-803 (Sheet 1 of 2)

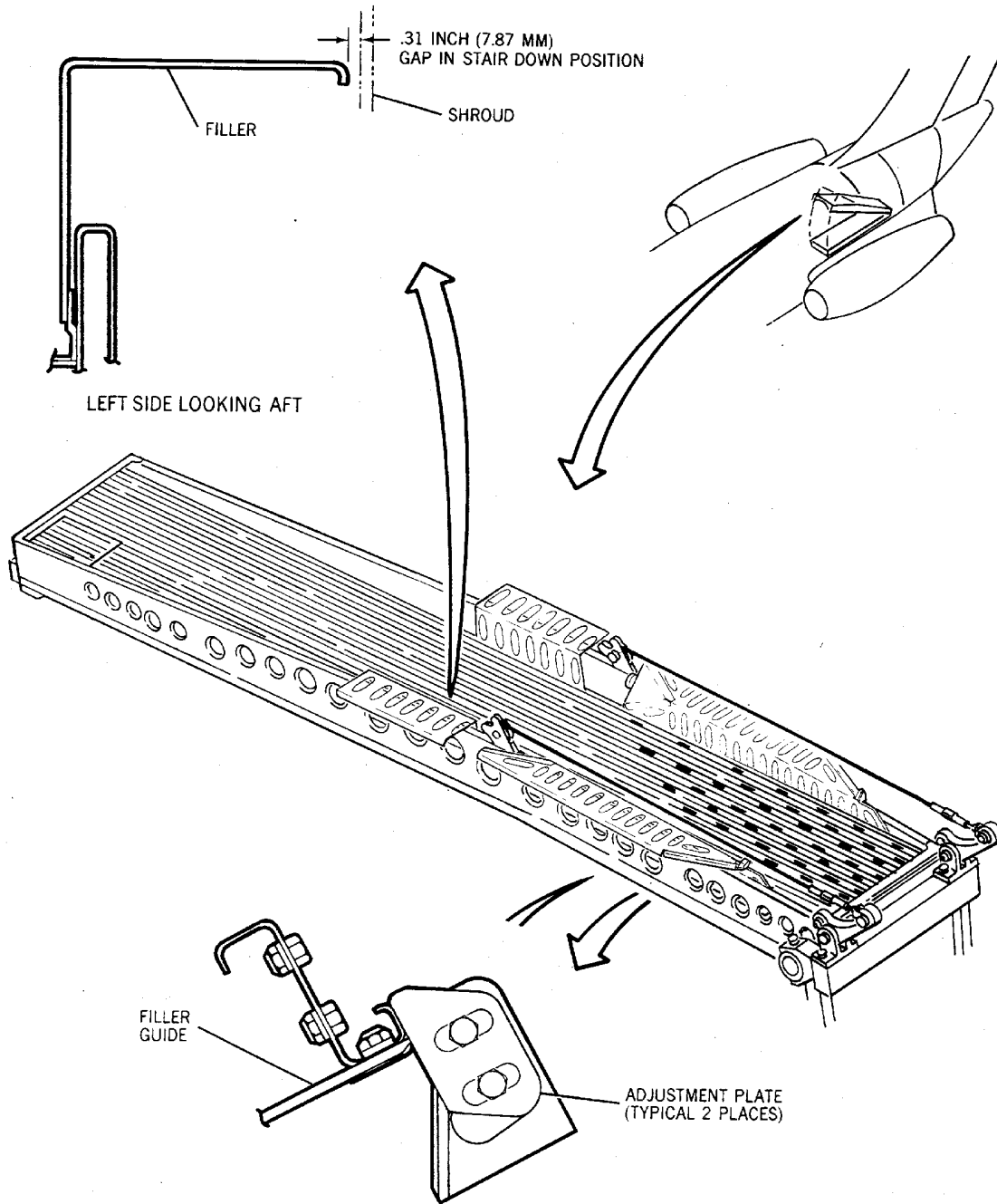
EFFECTIVITY
WJE ALL

TP-80MM-WJE

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BBB2-53-29A

Movable Ceiling -- Adjustment
Figure 203/53-20-06-990-803 (Sheet 2 of 2)

EFFECTIVITY
WJE ALL

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PLATES/SKIN - DESCRIPTION AND OPERATION

1. General

- A. The exterior surface of the aircraft is formed of skin panels of various lengths, widths, and thicknesses, depending on structural requirements of the area where the panels are installed.

2. Plates/Skin

A. Description

(1) Exterior Covering

- The fuselage exterior covering consists of skins of aluminum alloy and titanium, and are attached to longerons, formers and doublers to form panels. The panels are attached to the main frames of the fuselage by permanent fasteners. Splice doublers and longeron splice fittings are used to join the panels vertically. The panels are joined horizontally by doublers, longerons, and intercostals.

(2) Window Panels

- The panels containing window openings for the passenger compartment are made of aluminum alloy like most of the exterior panels, and are milled along the upper and lower edges to provide a flush lap joint. Intercostals are installed along the flush lap joints between the trans-verse frames. All panel joints on exposed sections of the fuselage, forward of the pressure dome, are flush joints except lap joints along the top centerline of the fuselage.

(3) Titanium Panels

- Titanium panels are used on the sides of the fuselage adjacent to the engines and in the lower surface of the fuselage in the area of the APU unit. The titanium panels protect the fuselage from excessive heat radiated by the engine and APU unit and the engine and APU exhaust gases.

(4) Aerodynamic Strakes

- Aerodynamic strakes are installed, one on each side of the fuselage, just below the flight compartment clearview windows and compartment floor line. The strakes are provided to improve vertical and directional stability during high angle-of-attack aircraft conditions.

EFFECTIVITY
WJE ALL

TP-80MM-WJE

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FORWARD PASSENGER DOORJAMB UPPER CORNERS - INSPECTION/CHECK

1. General

A. This procedure contains MSG-3 task card data.

TASK 53-30-00-280-801

2. Forward Passenger Doorjamb Upper Corners Inspection

A. Special Detailed Inspection of the Forward Passenger Doorjamb Upper Corners

SUBTASK 53-30-00-280-001

(1) Do a low and/or high eddy current inspection of the forward passenger doorjamb upper corners.

(a) Refer to ASB MD80-53A298 for inspection and repair procedures.

B. Job Close-up

SUBTASK 53-30-00-942-001

(1) Remove all tools and equipment from the work area. Make sure the area is clean.

———— **END OF TASK** ————

EFFECTIVITY

**WJE 406-408, 411, 415-424, 429, 863-866, 868, 869,
871, 872, 875, 876, 891; WJE 425-427 PRE
MD80-27-382; WJE 886, 887 PRE MD80-27-383**

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FUSELAGE NOSE SECTION STRAKE - MAINTENANCE PRACTICES

1. General

A. The maintenance instructions in this section provide for the replacement of damaged nose section strakes. Removal and installation procedures for the right and left strakes are identical.

2. Equipment and Materials

NOTE: Equivalent substitutes may be used instead of the following listed items.

NOTE: It is possible that some materials in the Equipment and Materials List cannot be used for some or all of their necessary applications. Before you use the materials, make sure the types, quantities, and applications of the materials necessary are legally permitted in your location. All persons must obey all applicable federal, state, local, and provincial laws and regulations when it is necessary to work with these materials.

Table 201

Name and Number	Manufacturer
Silicone sealant, RTV-88 DPS QPL 1799	General Electric Mechanicsville Road Waterford, NY
Sealant, PR-1422-B2 DPM 2292-2	Products Research Co. Burbank, CA

3. Removal/Installation Fuselage Nose Section Strake

A. Remove Strake

- (1) Remove strake attaching bolts (63 places).
- (2) Remove strake and phenolic isolator.
- (3) Remove silicone sealant from fuselage, isolator, and strake. Use nonmetallic scraper.

B. Install Strake

WARNING: SILICONE RTV IS AN AGENT THAT IS POISONOUS, CARCINOGENIC, CORROSIVE, AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN SILICONE RTV IS USED.

- DO NOT USE IN AREAS WHERE THERE IS HIGH HEAT, SPARKS, OR FLAMES.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET SILICONE RTV IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIER'S MSDS FOR:

- MORE PRECAUTIONARY DATA
- APPROVED SAFETY EQUIPMENT
- EMERGENCY MEDICAL AID.

TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THIS HAZARDOUS AGENT.

- (1) Apply faying surface seal of silicone sealant (RTV-88) between fuselage skin and isolator.
- (2) Apply faying surface seal of silicone sealant (RTV-88) between strake and isolator.
- (3) Install bolts with silicone sealant (RTV-88) under heads of bolts.

EFFECTIVITY
WJE ALL

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WARNING: LOW VISCOSITY POLYSULFIDE SEALANT IS AN AGENT THAT IS POISONOUS AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN LOW VISCOSITY POLYSULFIDE SEALANT IS USED.

- GAS/AIR MIXTURES MORE THAN THE LOWER EXPLOSIVE LIMIT (LEL) CAN CAUSE AN EXPLOSION IF HIGH HEAT, SPARKS, OR FLAMES SUPPLY IGNITION.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET LOW VISCOSITY POLYSULFIDE SEALANT IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIER'S MSDS FOR:

- MORE PRECAUTIONARY DATA
- APPROVED SAFETY EQUIPMENT
- EMERGENCY MEDICAL AID.

TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THIS HAZARDOUS AGENT.

- (4) Fill mount bolt countersinks with sealant (PR-1422-B2) to fair with strake contour.
- (5) Fillet seal the strake with sealant (PR-1422-B2).

4. Check-Fuselage Nose Section Strake

A. Check Strake

- (1) Check strake for aerodynamic deviation limits. For maximum deformation deviations permissible. (Figure 201)
- (2) If required, strake may be straightened, provided structure is not damaged or anti-icing passages are not closed or crushed.
- (3) If strake damage exceeds deviation limits, strake must be repaired or replaced. (To repair strake, refer to SRM 53-05, Figure 21)

B. Deviation Measurement Procedure

- (1) Utilize straight edge to measure fuselage nose strake alignment and/or deviation. (Figure 202)

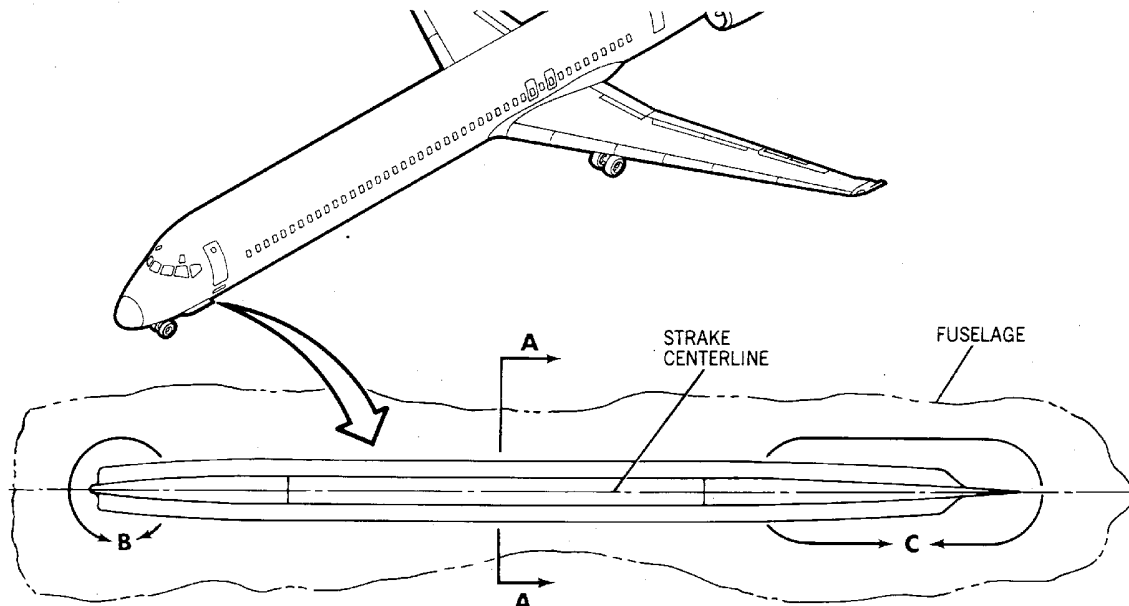
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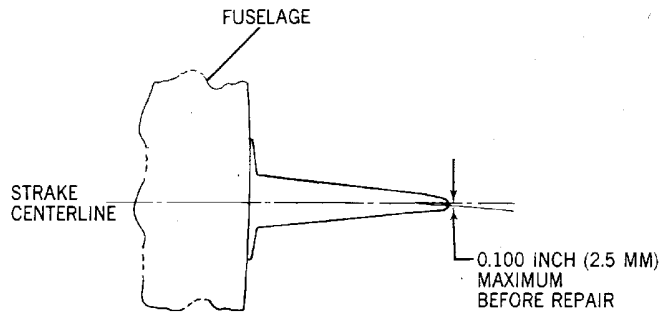
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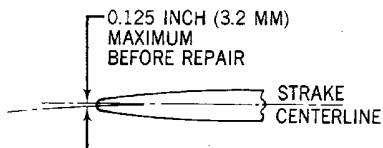


STRAKE — LOOKING INBOARD
(AERODYNAMIC MAXIMUM DEFORMATION
DEVIATIONS PERMISSIBLE BEFORE REPAIR).



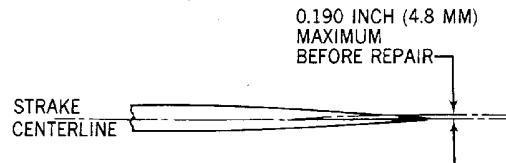
SECTION A-A

DEVIATION DIMENSION SHOWN WILL APPLY UPWARD
OR DOWNWARD FOR FULL LENGTH OF STRAKE.



VIEW B

DEVIATION DIMENSION SHOWN WILL
APPLY UPWARD OR DOWNWARD.



VIEW C

DEVIATION DIMENSION SHOWN WILL
APPLY UPWARD OR DOWNWARD.

BBB2-53-12

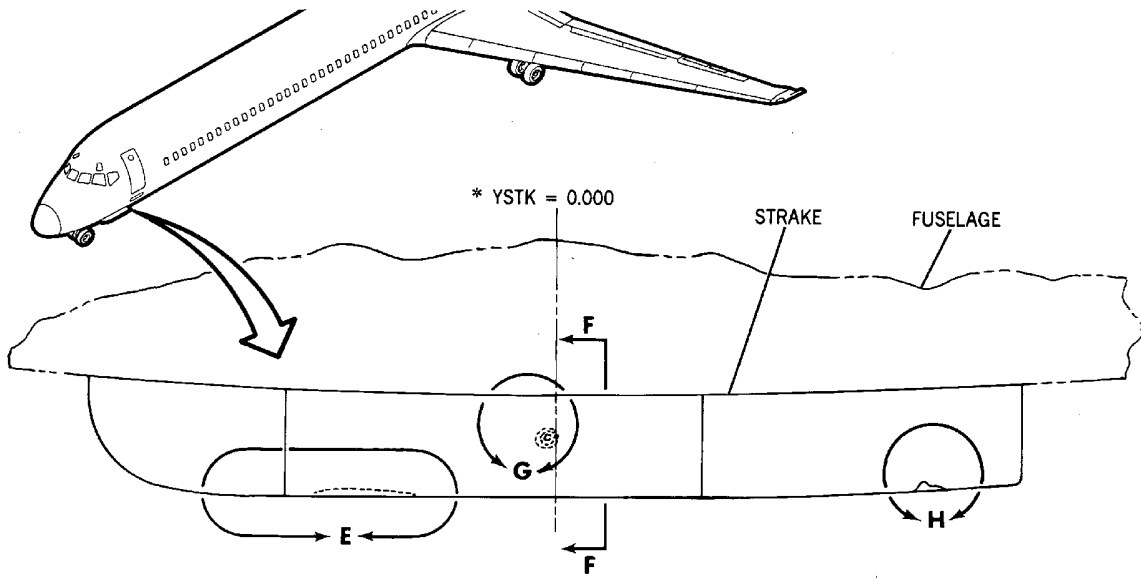
**Strake Aerodynamic Deviation Limits - Check
Figure 201/53-30-01-990-801 (Sheet 1 of 2)**

EFFECTIVITY
WJE ALL

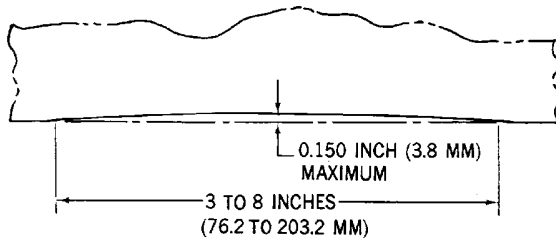
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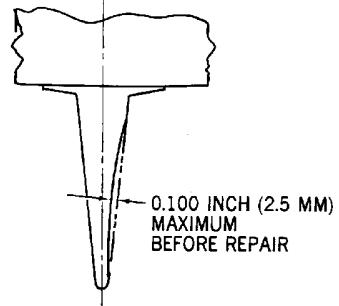


STRAKE — LOOKING DOWN
(AERODYNAMIC MAXIMUM DEFORMATION DEVIATIONS PERMISSIBLE BEFORE REPAIR).



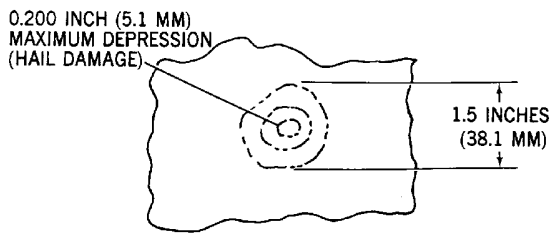
VIEW E

THIS EDGE DAMAGE IS PERMISSIBLE (APPROXIMATELY AS SHOWN) AT NOT MORE THAN TWO PLACES PER STRAKE ASSEMBLY BEFORE REPAIR.



SECTION F-F

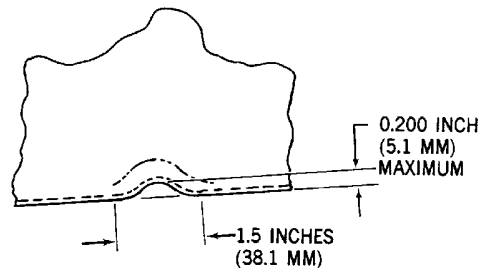
THIS CONTOUR DEVIATION IS PERMISSIBLE FOR AN AREA OF NOT MORE THAN 16 SQUARE INCHES (103.23 CM²) AND AT NO MORE THAN FOUR PLACES PER STRAKE ASSEMBLY.



VIEW G

THIS TYPE OF DAMAGE PERMISSIBLE AT NOT MORE THAN TEN PLACES BEFORE BREAK.

* **NOTE:** YSTK DENOTES STRAKE REFERENCE COORDINATE.



VIEW H

THIS TYPE OF DAMAGE PERMISSIBLE AT NOT MORE THAN FOUR PER STRAKE BEFORE REPAIR.

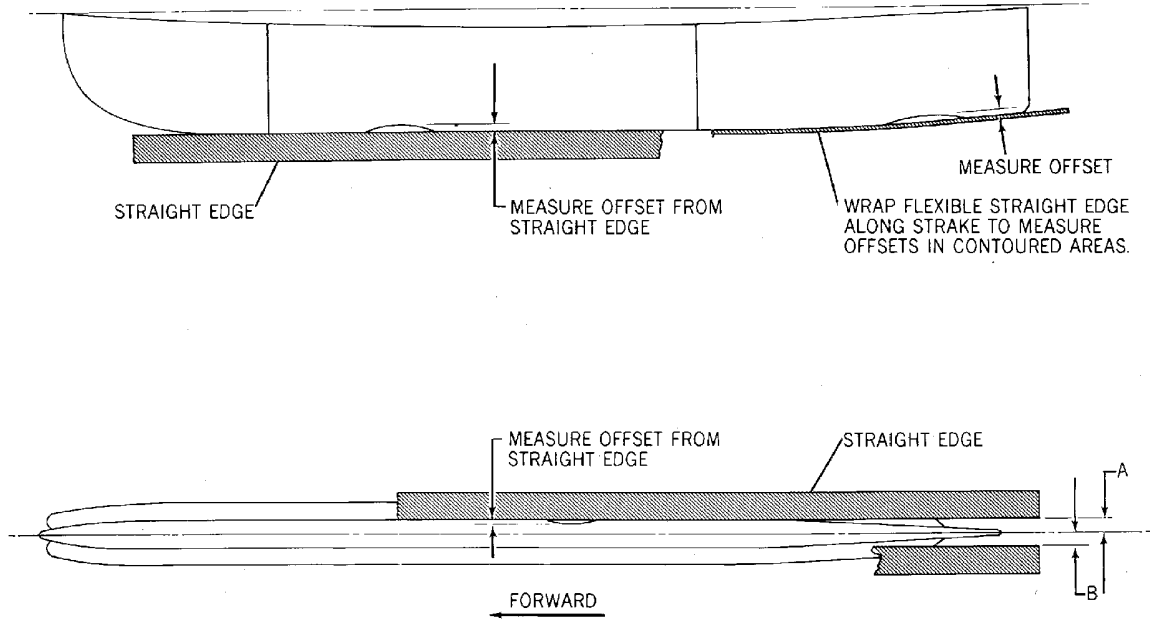
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**Strake Aerodynamic Deviation Limits - Check
Figure 201/53-30-01-990-801 (Sheet 2 of 2)**

EFFECTIVITY
WJE ALL

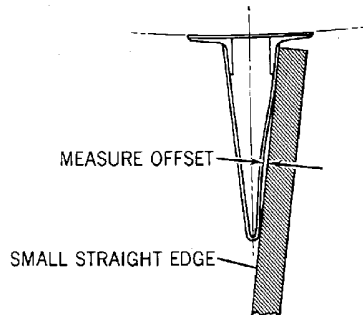
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NOTE:
THIS ILLUSTRATION SHOWS USE OF A STRAIGHT EDGE IN DETERMINING SURFACE ALIGNMENT AND DEFORMATION IN ACCORDANCE WITH LIMITS SPECIFIED IN FIGURE 201.

A AND B DIMENSIONS MUST AGREE WITHIN PRESCRIBED TOLERANCE. USE SAME METHOD AT FORWARD END.



BBB2-53-56

**Strake Deviation Measurement - Check Procedure
Figure 202/53-30-01-990-802**

EFFECTIVITY
WJE ALL

TP-80MM-WJE

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SLANT PRESSURE PANEL - MAINTENANCE PRACTICES

1. General

- A. This maintenance practice provides Inspection/Check, Repairs and Adjustment/Test procedures for the slant pressure panel gasket.
- B. There is one slant panel on each side of the forward bulkhead in the left and right Main Landing Gear (MLG) wheelwells.
- C. The procedures for the left and right slant panel gaskets are the same unless otherwise specified.

2. Equipment and Materials

NOTE: Equivalent substitutes may be used instead of the following listed items.

NOTE: It is possible that some materials in the Equipment and Materials List cannot be used for some or all of their necessary applications. Before you use the materials, make sure the types, quantities, and applications of the materials necessary are legally permitted in your location. All persons must obey all applicable federal, state, local, and provincial laws and regulations when it is necessary to work with these materials.

Table 201

Name and Number	Manufacturer
Sealing Compound, Integral Fuel Tanks & Fuel Cell Cavities DMS 2082 (MIL-S-8802, Class B-1/2 or B2)	PRC-DeSoto International Glendale, CA.
Coating, Polyurethane Aluminized DPM 2389-4	W.L.S. Coatings, Inc., L. A., CA.
Compound, Sealing/Locking Anaerobic DPM 6082-5	Loctite Industrial, Division of Henkel Technologies, Rocky Hill, CT.
Adhesive, Silicone Sealant DPM 5614	Dow Corning Corp., Midland, MI.
Cleaner, Hand Wipe DPM 6380-3	P-T Technologies, Inc., Safety Harbor, FL.
Fluid, Bubble Leak Test DPM 6045	The Heckerman Corp. Torrance, CA.
Wipers, Cleaning DMS 1820 T1A1	Dickies Standard Industrial Towel & Uniform Supply, Huntington Beach, CA.
Torque Wrench 0-100 in-lb	
Scraper, Plastic	

3. Inspection/Check Slant Pressure Panel Gasket

- A. Inspect Slant Pressure Panel Gasket
 - (1) Make certain that landing gear ground lockpins are installed, and that main gear wheels are chocked. (PARKING - MAINTENANCE PRACTICES, PAGEBLOCK 10-10-00/201) (GENERAL - MAINTENANCE PRACTICES, PAGEBLOCK 32-00-00/201)

EFFECTIVITY WJE ALL

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- (2) Do a detailed visual inspection for slant pressure panel gasket (2) movement into MLG wheelwell around slant pressure panel (1). (Figure 201)

NOTE: The slant pressure panel gasket (2) is between slant pressure panel (1) and fuselage structure surface.

- (3) If the slant panel gasket has moved less than 0.3125 in. (7.9375 mm) do the slant panel repair for gasket movement less than 0.3125 in. (7.9375 mm). (Paragraph 4.A.)
- (4) If the slant panel gasket has moved more than 0.3125 in. (7.9375 mm) do the slant panel repair for gasket movement More than 0.3125 in. (7.9375 mm). (Paragraph 4.B.)

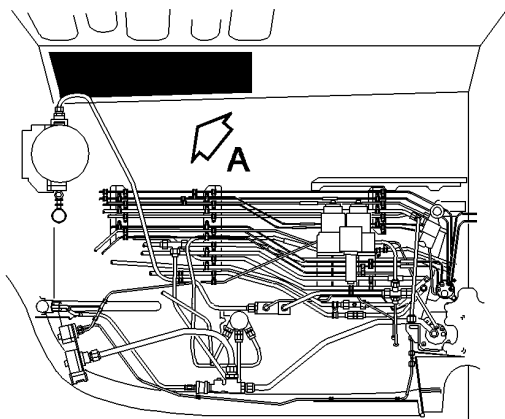
EFFECTIVITY
WJE ALL

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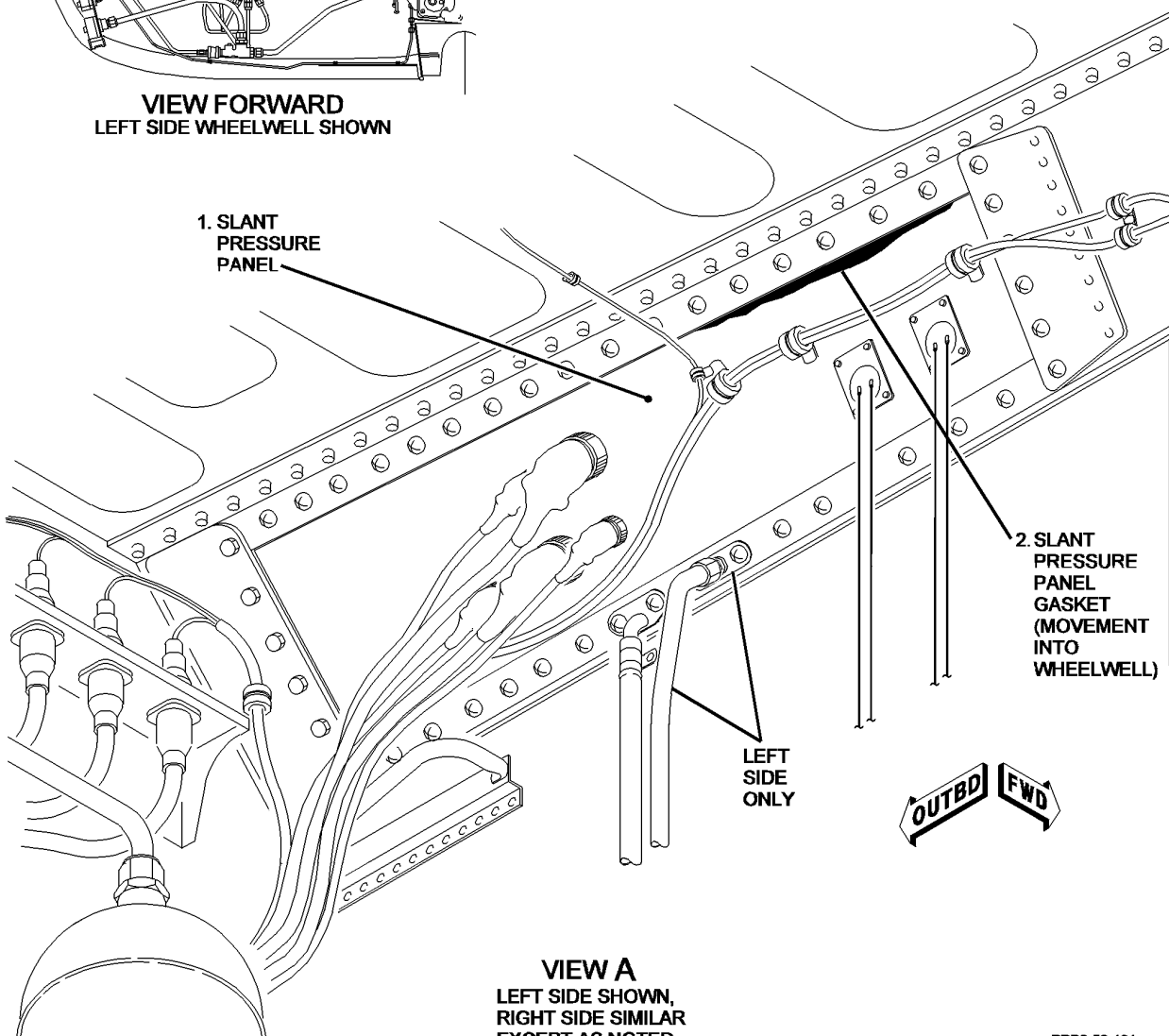
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VIEW FORWARD
LEFT SIDE WHEELWELL SHOWN



VIEW A
LEFT SIDE SHOWN,
RIGHT SIDE SIMILAR
EXCEPT AS NOTED.

BBB2-53-191
S0000207186V1

Slant Pressure panel - Detailed Visual Inspection
Figure 201/53-32-01-990-804

EFFECTIVITY
WJE ALL

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4. Repair Slant Pressure Panel Gasket

A. Trim Slant Panel Gasket For Gasket Movement Less Than 0.3125 Inch (7.935 mm)

- (1) Make certain that landing gear ground lockpins are installed, and that main gear wheels are chocked. (PARKING - MAINTENANCE PRACTICES, PAGEBLOCK 10-10-00/201) (GENERAL - MAINTENANCE PRACTICES, PAGEBLOCK 32-00-00/201)
- (2) Trim slant panel gasket (2) as follows: (Figure 202)
 - (a) Torque 38 Screws (3) and 6 bolts (4) 20 in-lb (2.3 N·m) to 25 in-lb (2.8 N·m).
 - (b) Carefully trim slant panel gasket (2) that extends out from under slant panel (1) until flush with structure.

WARNING: INTEGRAL FUEL TANKS SEALING COMPOUND (POLYSULFIDE SEALANT B1/2 AND B2) IS AN AGENT THAT IS POISONOUS AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN INTEGRAL FUEL TANKS SEALING COMPOUND IS USED.

- GAS/AIR MIXTURES MORE THAN THE LOWER EXPLOSIVE LIMIT (LEL) CAN CAUSE AN EXPLOSION IF HIGH HEAT, SPARKS, OR FLAMES SUPPLY IGNITION.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET INTEGRAL FUEL TANKS SEALING COMPOUND IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: REFER TO THE MANUFACTURER'S MATERIAL SAFETY DATA SHEETS FOR CONSUMABLE MATERIAL INFORMATION SUCH AS: HAZARDOUS INGREDIENTS, PHYSICAL/CHEMICAL CHARACTERISTICS, FIRE, EXPLOSION, REACTIVITY, HEALTH HAZARD DATA, PRECAUTIONS FOR SAFE HANDLING, USE AND CONTROL MEASURES.

- (c) Apply a fillet seal of integral fuel tanks sealant (DMS 2082) to the area where slant panel gasket (2) was trimmed.
- (d) Let sealant cure as identified in manufacture's instructions.

WARNING: POLYURETHANE COATING IS AN AGENT THAT IS FLAMMABLE, EXPLOSIVE, POISONOUS, AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY THE PRECAUTIONS WHEN POLYURETHANE COATING IS USED.

- GAS/AIR MIXTURES MORE THAN THE LOWER EXPLOSIVE LIMIT (LEL) CAN CAUSE AN EXPLOSION IF HIGH HEAT, SPARKS, OR FLAMES SUPPLY IGNITION.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET POLYURETHANE COATING IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

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(WARNING PRECEDES)

WARNING: REFER TO THE MANUFACTURER'S MATERIAL SAFETY DATA SHEETS FOR CONSUMABLE MATERIAL INFORMATION SUCH AS: HAZARDOUS INGREDIENTS, PHYSICAL/CHEMICAL CHARACTERISTICS, FIRE, EXPLOSION, REACTIVITY, HEALTH HAZARD DATA, PRECAUTIONS FOR SAFE HANDLING, USE AND CONTROL MEASURES.

(e) After fillet seal is dry, apply thin coat of polyurethane aluminized coating (DPM 2389-4) to fillet seal.

B. Adjust Slant Panel Gasket For Gasket Movement More Than 0.3125 Inch (7.935 mm)

- (1) Make certain that landing gear ground lockpins are installed, and that main gear wheels are chocked. (PARKING - MAINTENANCE PRACTICES, PAGEBLOCK 10-10-00/201) (GENERAL - MAINTENANCE PRACTICES, PAGEBLOCK 32-00-00/201)
- (2) Reposition the slant panel gasket (2) as follows: (Figure 202)
 - (a) Loosen applicable screws (3) and/or bolts (4) to let slant panel gasket (2) that extends out, move back between slant panel (1) and adjacent structure.
 - (b) Carefully push the extended portion of the slant gasket into place. Align the edge of the gasket flush with the mounting structure.
 - 1) If slant gasket will not completely go back into place, then perform trim procedure. (Paragraph 4.A.)

WARNING: ANAEROBIC SEALING LOCKING COMPOUND IS AN AGENT THAT IS POISONOUS AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN ANAEROBIC SEALING LOCKING COMPOUND IS USED.

- DO NOT USE IN AREAS WHERE THERE IS HIGH HEAT, SPARKS, OR FLAMES.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET ANAEROBIC SEALING LOCKING COMPOUND IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: REFER TO THE MANUFACTURER'S MATERIAL SAFETY DATA SHEETS FOR CONSUMABLE MATERIAL INFORMATION SUCH AS: HAZARDOUS INGREDIENTS, PHYSICAL/CHEMICAL CHARACTERISTICS, FIRE, EXPLOSION, REACTIVITY, HEALTH HAZARD DATA, PRECAUTIONS FOR SAFE HANDLING, USE AND CONTROL MEASURES.

- (c) Apply a coat of anaerobic sealing/locking compound (DPM 6082-5) to shank of screws (3) and/or bolts (4).
- (d) Torque the screws (3) and/or bolts (4) 20 in-lb (2.3 N·m) to 25 in-lb (2.8 N·m).

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WARNING: INTEGRAL FUEL TANKS SEALING COMPOUND (POLYSULFIDE SEALANT B1/2 AND B2) IS AN AGENT THAT IS POISONOUS AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN INTEGRAL FUEL TANKS SEALING COMPOUND IS USED.

- GAS/AIR MIXTURES MORE THAN THE LOWER EXPLOSIVE LIMIT (LEL) CAN CAUSE AN EXPLOSION IF HIGH HEAT, SPARKS, OR FLAMES SUPPLY IGNITION.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET INTEGRAL FUEL TANKS SEALING COMPOUND IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: REFER TO THE MANUFACTURER'S MATERIAL SAFETY DATA SHEETS FOR CONSUMABLE MATERIAL INFORMATION SUCH AS: HAZARDOUS INGREDIENTS, PHYSICAL/CHEMICAL CHARACTERISTICS, FIRE, EXPLOSION, REACTIVITY, HEALTH HAZARD DATA, PRECAUTIONS FOR SAFE HANDLING, USE AND CONTROL MEASURES.

- (e) Apply a fillet seal of integral fuel tanks sealant (DMS 2082) to the area where slant panel gasket (2) was moved.
- 1) Let sealant cure as identified in manufacture's instructions.

WARNING: POLYURETHANE COATING IS AN AGENT THAT IS FLAMMABLE, EXPLOSIVE, POISONOUS, AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY THE PRECAUTIONS WHEN POLYURETHANE COATING IS USED.

- GAS/AIR MIXTURES MORE THAN THE LOWER EXPLOSIVE LIMIT (LEL) CAN CAUSE AN EXPLOSION IF HIGH HEAT, SPARKS, OR FLAMES SUPPLY IGNITION.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET POLYURETHANE COATING IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: REFER TO THE MANUFACTURER'S MATERIAL SAFETY DATA SHEETS FOR CONSUMABLE MATERIAL INFORMATION SUCH AS: HAZARDOUS INGREDIENTS, PHYSICAL/CHEMICAL CHARACTERISTICS, FIRE, EXPLOSION, REACTIVITY, HEALTH HAZARD DATA, PRECAUTIONS FOR SAFE HANDLING, USE AND CONTROL MEASURES.

- (f) After fillet seal is dry, apply thin coat of polyurethane aluminized coating (DPM 2389-4) to fillet seal.
- (g) Seal the forward side of the slant panel (Paragraph 4.D.).

C. Replace Slant Pressure Panel Gasket

- (1) Make certain that landing gear ground lockpins are installed, and that main gear wheels are chocked. (PARKING - MAINTENANCE PRACTICES, PAGEBLOCK 10-10-00/201) (GENERAL - MAINTENANCE PRACTICES, PAGEBLOCK 32-00-00/201)

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- (2) Replace slant panel gasket (2) as follows: (Figure 203)
- (a) On forward bulkhead of MLG wheelwell, carefully remove fillet seal from around slant panel (1) with a plastic scraper.

WARNING: HANDWIPE CLEANER IS AN AGENT THAT IS FLAMMABLE, POISONOUS, AN ASPHYXIANT, AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY THE PRECAUTIONS WHEN HANDWIPE CLEANER IS USED.

- DO NOT USE IN AREAS WHERE THERE IS HIGH HEAT, SPARKS, OR FLAMES.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET HANDWIPE CLEANER IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: REFER TO THE MANUFACTURER'S MATERIAL SAFETY DATA SHEETS FOR CONSUMABLE MATERIAL INFORMATION SUCH AS: HAZARDOUS INGREDIENTS, PHYSICAL/CHEMICAL CHARACTERISTICS, FIRE, EXPLOSION, REACTIVITY, HEALTH HAZARD DATA, PRECAUTIONS FOR SAFE HANDLING, USE AND CONTROL MEASURES.

- (b) Remove the sealant residue with cleaning wipers damp with hand wipe cleaner (DPM 6380-3).
- (c) Remove 39 screws (3) and washers (5) from slant panel (1).
- (d) Remove six bolts (4) and washers (5) from slant panel (1).
- (e) If this is a left slant panel (1), remove two screws (6), washers (5) and fuel drain line (7).
- (f) Push the slant panel (1) forward, away from the structure.
- (g) Remove and discard the damaged slant panel gasket (2).

WARNING: HANDWIPE CLEANER IS AN AGENT THAT IS FLAMMABLE, POISONOUS, AN ASPHYXIANT, AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY THE PRECAUTIONS WHEN HANDWIPE CLEANER IS USED.

- DO NOT USE IN AREAS WHERE THERE IS HIGH HEAT, SPARKS, OR FLAMES.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET HANDWIPE CLEANER IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: REFER TO THE MANUFACTURER'S MATERIAL SAFETY DATA SHEETS FOR CONSUMABLE MATERIAL INFORMATION SUCH AS: HAZARDOUS INGREDIENTS, PHYSICAL/CHEMICAL CHARACTERISTICS, FIRE, EXPLOSION, REACTIVITY, HEALTH HAZARD DATA, PRECAUTIONS FOR SAFE HANDLING, USE AND CONTROL MEASURES.

- (h) Clean the mating surfaces of the slant panel (1) and the structure with cleaning wipers damp with hand wipe cleaner (DPM 6380-3).

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- (i) Make sure that the part number of the replacement slant panel gasket (2) is correct.
NOTE: The left and right gaskets are not interchangeable because the teflon coating is always forward.
- (j) Cut slant panel gasket (2) horizontally at the middle of the inboard end, with the teflon side facing the slant panel (1).
- (k) Make sure that holes in gasket align with holes in slant panel (1) and support structure. If it is a left slant panel gasket (2) mark hole for fuel drain line (7).
- (l) Check the gasket holes against the slant pressure panel supporting structure for alignment. If the replacement gasket's outboard upper and lower corner holes do not align with the supporting structure, mark the required hole locations on the gaskets.
 - 1) Make a mark for notch at water drain line location.
- (m) If replacement gasket's outboard upper and lower corner holes do not align with supporting structure, it is acceptable to use a 5/16 in. (7.94 mm) hole punch to make new holes for gasket alignment.
 - 1) Place new gasket on a fiber board, or similar material, to prevent gasket from being punched incorrectly or stretched.
 - 2) Maintain a minimum of 3/16 in. (4.76 mm) from edge of new hole to edge of gasket. Do not stretch or pull gasket to fit over fasteners.
- (n) For left slant panel gasket (2), punch hole to allow installation of fuel drain line (7).
- (o) Cut notch in slant panel gasket (2) for water drain line.

WARNING: ADHESIVE/SILICONE SEALANT IS AN AGENT THAT IS AN IRRITANT. MAKE SURE ALL PERSONS OBEY THE PRECAUTIONS WHEN ADHESIVE/SILICONE SEALANT IS USED.

- DO NOT USE IN AREAS WHERE THERE IS HIGH HEAT, SPARKS, OR FLAMES.
- USE IN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET SILICONE SEALANT ADHESIVE IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: REFER TO THE MANUFACTURER'S MATERIAL SAFETY DATA SHEETS FOR CONSUMABLE MATERIAL INFORMATION SUCH AS: HAZARDOUS INGREDIENTS, PHYSICAL/CHEMICAL CHARACTERISTICS, FIRE, EXPLOSION, REACTIVITY, HEALTH HAZARD DATA, PRECAUTIONS FOR SAFE HANDLING, USE AND CONTROL MEASURES.

- (p) To facilitate the installation of the new slant panel gasket (2), at the operator's discretion, bond the slant panel gasket (2) to the structure over a 1 in. (25 mm) diameter area at eight locations (four corners plus two equally spaced holes on the top and bottom horizontal legs) of the slant panel gasket (2) with white silicone sealant adhesive (DPM 5614).
 - 1) Do not put sealant in fastener holes or on smooth teflon side (panel side) of slant panel gasket (2).
- (q) Put slant gasket (2) between slant panel (1) and structure with cut end inboard and smooth teflon side facing panel.

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- (r) Position slant panel (1) against slant panel gasket (2).

WARNING: ANAEROBIC SEALING LOCKING COMPOUND IS AN AGENT THAT IS POISONOUS AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN ANAEROBIC SEALING LOCKING COMPOUND IS USED.

- DO NOT USE IN AREAS WHERE THERE IS HIGH HEAT, SPARKS, OR FLAMES.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET ANAEROBIC SEALING LOCKING COMPOUND IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: REFER TO THE MANUFACTURER'S MATERIAL SAFETY DATA SHEETS FOR CONSUMABLE MATERIAL INFORMATION SUCH AS: HAZARDOUS INGREDIENTS, PHYSICAL/CHEMICAL CHARACTERISTICS, FIRE, EXPLOSION, REACTIVITY, HEALTH HAZARD DATA, PRECAUTIONS FOR SAFE HANDLING, USE AND CONTROL MEASURES.

- (s) Apply a coat of anaerobic sealing/locking compound (DPM 6082-5) to the threads of 39 screws (3), six bolts (4) and, if installed two screws (6).
- (t) Align and install 39 screws (3), six bolts (4) and 45 washers (5).
- (u) If this is a left slant panel gasket (2), install fuel drain line (7), with two Screws (6) and washers (5).
- (v) Apply a fillet seal of integral fuel tanks sealant (DMS 2082) around the perimeter of slant panel (1) and adjacent structure in MLG wheelwell.
- (w) Torque the screws (3), bolts (6) and if installed, two screws (6) 20 in-lb (2.3 N·m) to 25 in-lb (2.8 N·m) in sequence as shown in the figure. (Figure 203 (Sheet 2))

WARNING: INTEGRAL FUEL TANKS SEALING COMPOUND (POLYSULFIDE SEALANT B1/2 AND B2) IS AN AGENT THAT IS POISONOUS AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN INTEGRAL FUEL TANKS SEALING COMPOUND IS USED.

- GAS/AIR MIXTURES MORE THAN THE LOWER EXPLOSIVE LIMIT (LEL) CAN CAUSE AN EXPLOSION IF HIGH HEAT, SPARKS, OR FLAMES SUPPLY IGNITION.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET INTEGRAL FUEL TANKS SEALING COMPOUND IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

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(WARNING PRECEDES)

WARNING: REFER TO THE MANUFACTURER'S MATERIAL SAFETY DATA SHEETS FOR CONSUMABLE MATERIAL INFORMATION SUCH AS: HAZARDOUS INGREDIENTS, PHYSICAL/CHEMICAL CHARACTERISTICS, FIRE, EXPLOSION, REACTIVITY, HEALTH HAZARD DATA, PRECAUTIONS FOR SAFE HANDLING, USE AND CONTROL MEASURES.

- (x) Apply a fillet seal of integral fuel tanks sealant (DMS 2082) around the perimeter of the slant panel (1).
- (y) Let sealant cure as identified in manufacturer's instructions.

WARNING: POLYURETHANE COATING IS AN AGENT THAT IS FLAMMABLE, EXPLOSIVE, POISONOUS, AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY THE PRECAUTIONS WHEN POLYURETHANE COATING IS USED.

- GAS/AIR MIXTURES MORE THAN THE LOWER EXPLOSIVE LIMIT (LEL) CAN CAUSE AN EXPLOSION IF HIGH HEAT, SPARKS, OR FLAMES SUPPLY IGNITION.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET POLYURETHANE COATING IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: REFER TO THE MANUFACTURER'S MATERIAL SAFETY DATA SHEETS FOR CONSUMABLE MATERIAL INFORMATION SUCH AS: HAZARDOUS INGREDIENTS, PHYSICAL/CHEMICAL CHARACTERISTICS, FIRE, EXPLOSION, REACTIVITY, HEALTH HAZARD DATA, PRECAUTIONS FOR SAFE HANDLING, USE AND CONTROL MEASURES.

- (z) After fillet seal is cured, apply thin coat of polyurethane aluminized coating (DPM 2389-4) to fillet seal.

- (3) Seal the forward side of the slant panel. (Paragraph 4.D.)

D. Seal Forward Side of Slant Panel

- (1) Apply external electrical power. (EXTERNAL POWER - DESCRIPTION AND OPERATION, PAGEBLOCK 24-40-00/001)
- (2) Gain access to forward side of slant panel gasket by removing applicable passenger compartment floor panels. (FLIGHT AND PASSENGER COMPARTMENT FLOOR PANELS - MAINTENANCE PRACTICES, PAGEBLOCK 53-20-01/201)

NOTE: Access required from the slant panel and forward approximately two feet.

- (3) Remove the applicable slant panel insulation blanket.
- (4) Seal forward side of applicable slant panel (1) as follows: (Figure 204)
 - (a) Carefully remove fillet seal from around slant panel (1) with a plastic scraper.

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WARNING: HANDWIPE CLEANER IS AN AGENT THAT IS FLAMMABLE, POISONOUS, AN ASPHYXIANT, AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY THE PRECAUTIONS WHEN HANDWIPE CLEANER IS USED.

- DO NOT USE IN AREAS WHERE THERE IS HIGH HEAT, SPARKS, OR FLAMES.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET HANDWIPE CLEANER IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: REFER TO THE MANUFACTURER'S MATERIAL SAFETY DATA SHEETS FOR CONSUMABLE MATERIAL INFORMATION SUCH AS: HAZARDOUS INGREDIENTS, PHYSICAL/CHEMICAL CHARACTERISTICS, FIRE, EXPLOSION, REACTIVITY, HEALTH HAZARD DATA, PRECAUTIONS FOR SAFE HANDLING, USE AND CONTROL MEASURES.

- (b) Remove the remaining sealant with cleaning wipers damp with had wipe cleaner (DPM 6380-3).
- (c) Apply a fillet seal of integral fuel tanks sealant (DMS 2082) around the perimeter of slant panel (1).
 - 1) Let sealant cure as identified in manufacturer's instructions.

WARNING: POLYURETHANE COATING IS AN AGENT THAT IS FLAMMABLE, EXPLOSIVE, POISONOUS, AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY THE PRECAUTIONS WHEN POLYURETHANE COATING IS USED.

- GAS/AIR MIXTURES MORE THAN THE LOWER EXPLOSIVE LIMIT (LEL) CAN CAUSE AN EXPLOSION IF HIGH HEAT, SPARKS, OR FLAMES SUPPLY IGNITION.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET POLYURETHANE COATING IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: REFER TO THE MANUFACTURER'S MATERIAL SAFETY DATA SHEETS FOR CONSUMABLE MATERIAL INFORMATION SUCH AS: HAZARDOUS INGREDIENTS, PHYSICAL/CHEMICAL CHARACTERISTICS, FIRE, EXPLOSION, REACTIVITY, HEALTH HAZARD DATA, PRECAUTIONS FOR SAFE HANDLING, USE AND CONTROL MEASURES.

- (d) After fillet seal is cured, apply thin coat of polyurethane aluminized coating (DPM 2389-4) to fillet seal.
- (5) Do a leak test of the slant panel. (Paragraph 5.A.)
 - (6) Install applicable slant panel insulation blanket.
 - (7) Install applicable passenger compartment floor panels. (FLIGHT AND PASSENGER COMPARTMENT FLOOR PANELS - MAINTENANCE PRACTICES, PAGEBLOCK 53-20-01/201)

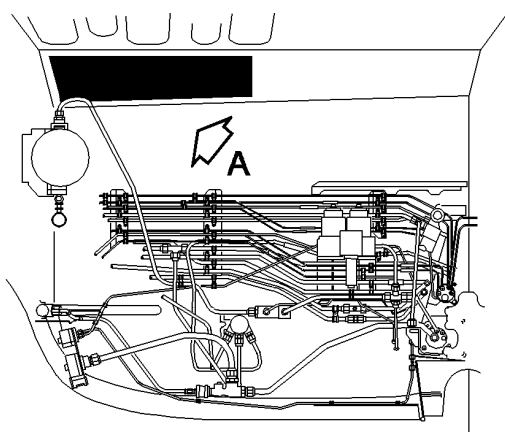
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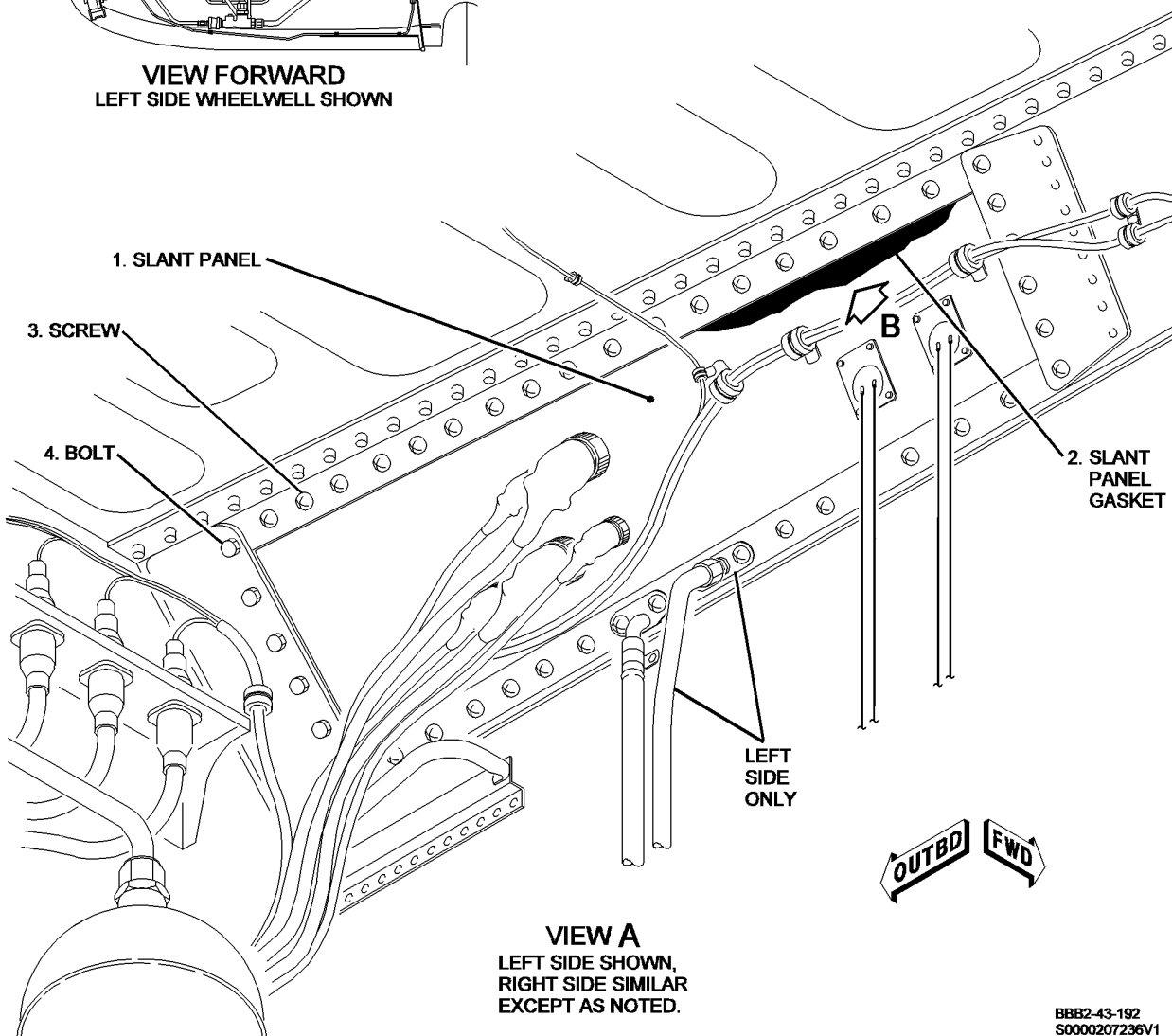
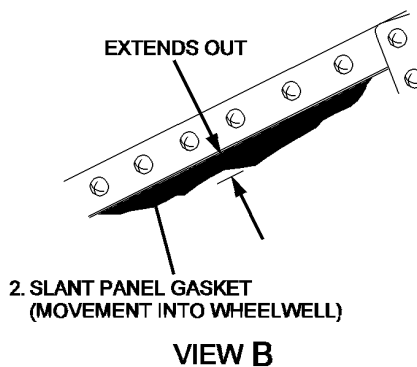
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**VIEW FORWARD
LEFT SIDE WHEELWELL SHOWN**



**VIEW A
LEFT SIDE SHOWN,
RIGHT SIDE SIMILAR
EXCEPT AS NOTED.**

BBB2-43-192
S0000207236V1

**Slant Panel - Repair
Figure 202/53-32-01-990-805**

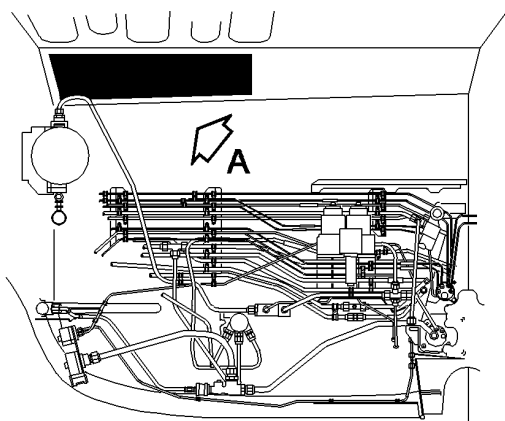
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WJE ALL

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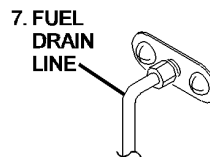
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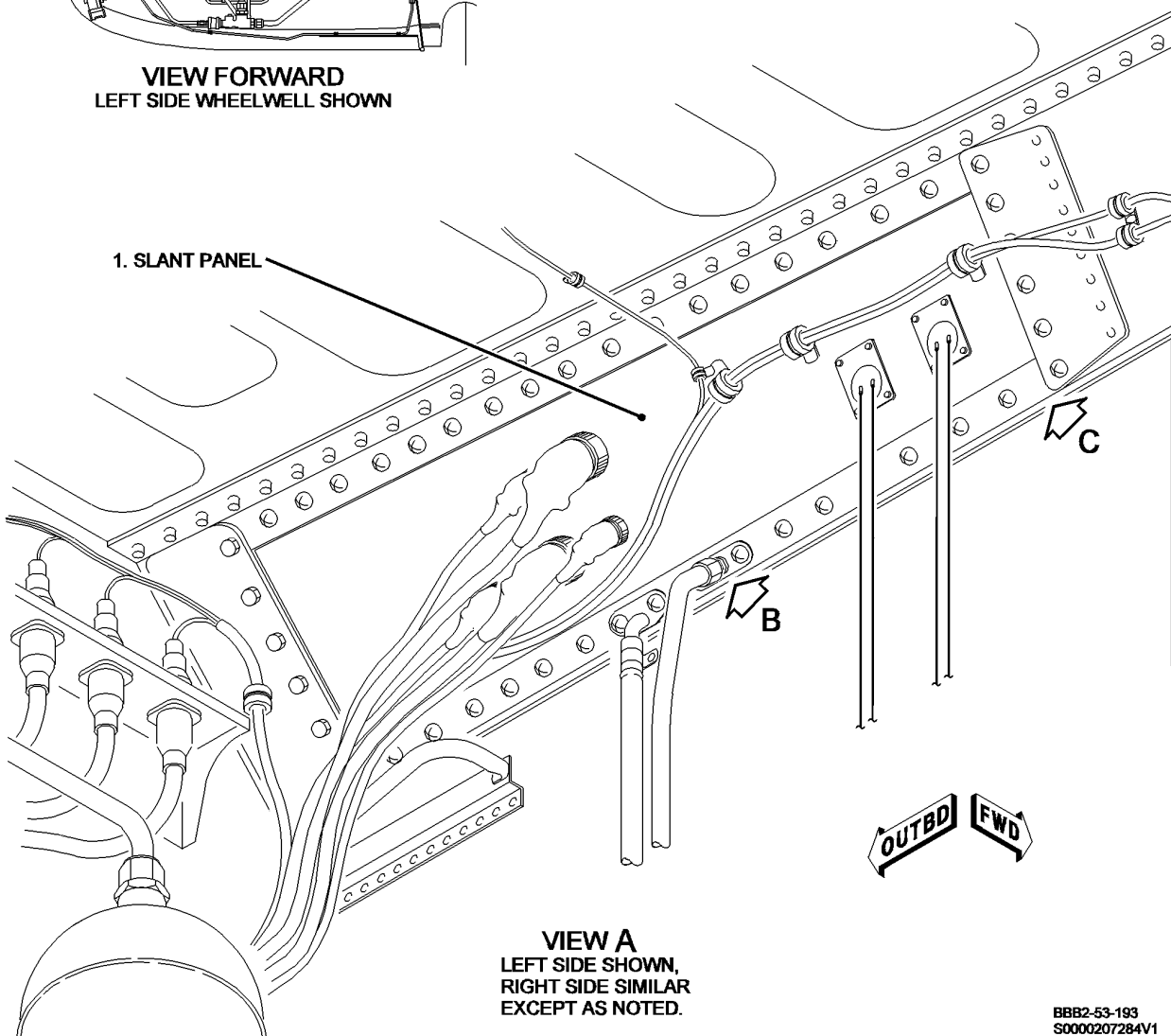
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VIEW FORWARD
LEFT SIDE WHEELWELL SHOWN



VIEW B
LEFT SIDE ONLY



VIEW A
LEFT SIDE SHOWN,
RIGHT SIDE SIMILAR
EXCEPT AS NOTED.

BBB2-53-193
S0000207284V1

Slant Panel - Repair
Figure 203/53-32-01-990-806 (Sheet 1 of 3)

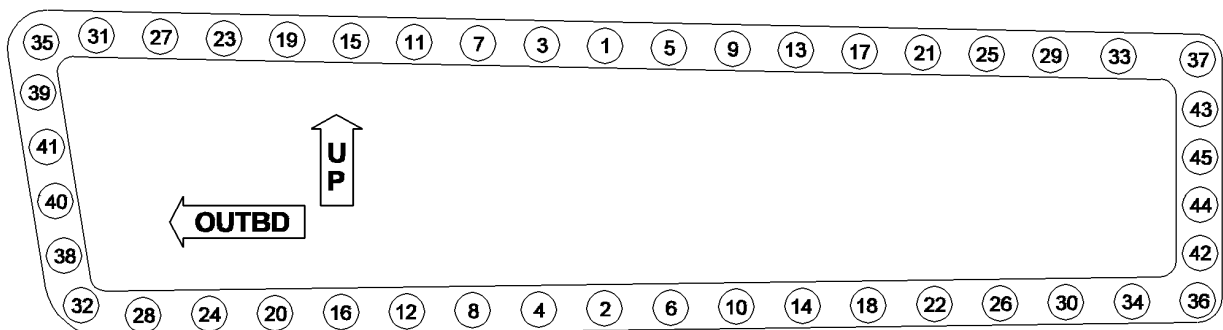
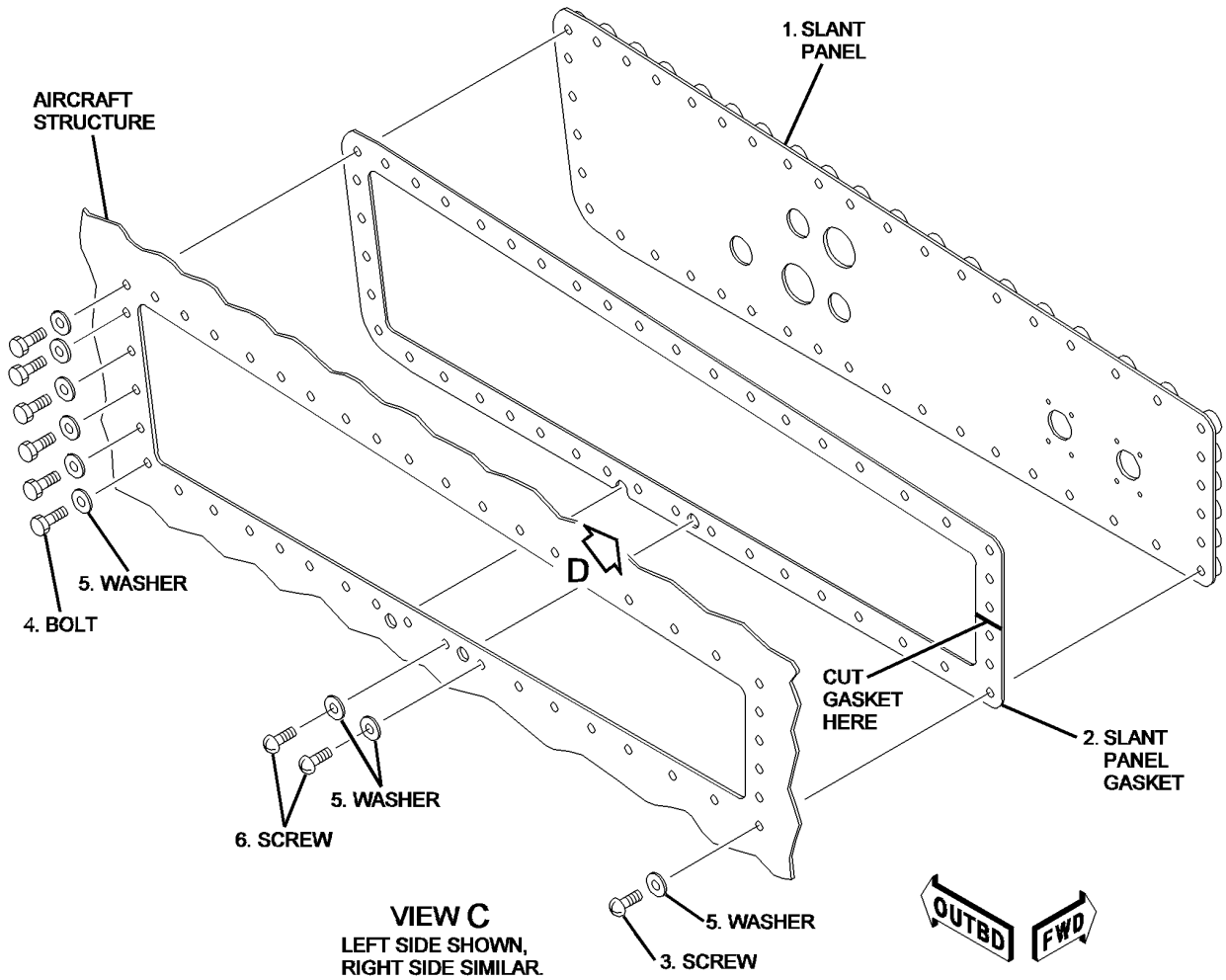
EFFECTIVITY
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SLANT PRESSURE PANEL TORQUE SEQUENCE

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Slant Panel - Repair
Figure 203/53-32-01-990-806 (Sheet 2 of 3)

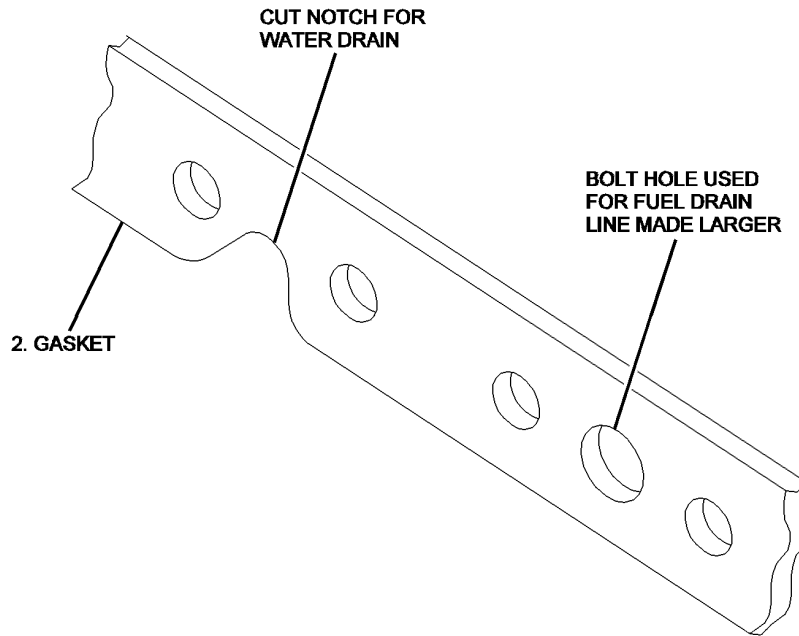
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VIEW A
SLANT PANEL GASKET
(LEFT GASKET SHOWN, RIGHT IS SIMILAR BUT WITHOUT FUEL DRAIN LINE HOLE)

BBB2-53-195
S0000207289V1

Slant Panel - Repair
Figure 203/53-32-01-990-806 (Sheet 3 of 3)

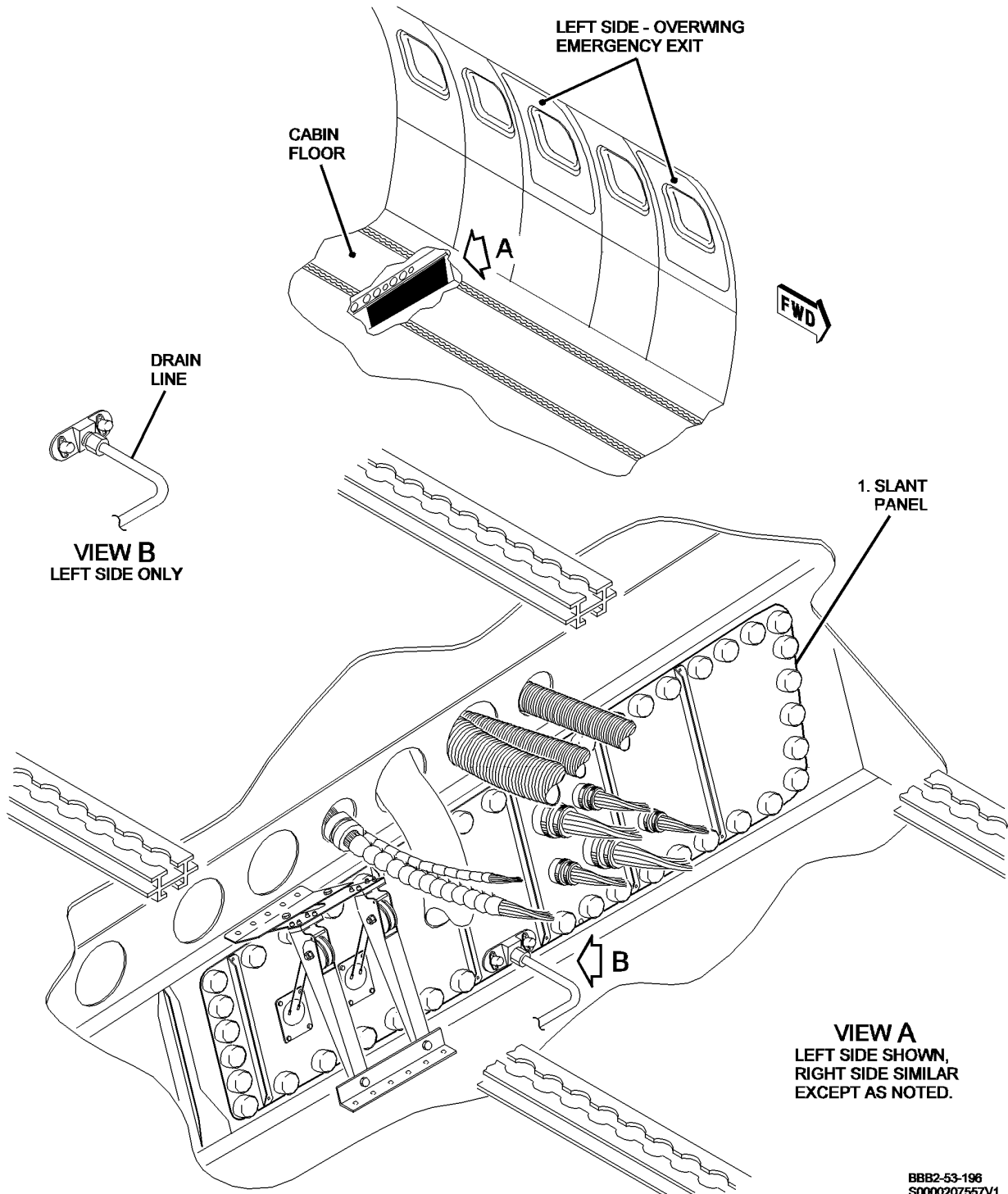
EFFECTIVITY
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**Slant Panel - Repair
Figure 204/53-32-01-990-807**

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5. Slant Pressure Panel Adjustment/Test

A. Leak Test Slant Pressure Panel

- (1) Make certain that landing gear ground lockpins are installed, and that main gear wheels are chocked. (PARKING - MAINTENANCE PRACTICES, PAGEBLOCK 10-10-00/201) (GENERAL - MAINTENANCE PRACTICES, PAGEBLOCK 32-00-00/201)
- (2) Pressurize aircraft to 1 psi (7 kPa). (DISTRIBUTION - ADJUSTMENT/TEST, PAGEBLOCK 21-20-00/501)

WARNING: LEAK TEST BUBBLE FLUID IS AN AGENT THAT IS AN IRRITANT. MAKE SURE ALL PERSONS OBEY THE PRECAUTIONS WHEN LEAK TEST BUBBLE FLUID IS USED.

- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET LEAK TEST BUBBLE FLUID IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: REFER TO THE MANUFACTURER'S MATERIAL SAFETY DATA SHEETS FOR CONSUMABLE MATERIAL INFORMATION SUCH AS: HAZARDOUS INGREDIENTS, PHYSICAL/CHEMICAL CHARACTERISTICS, FIRE, EXPLOSION, REACTIVITY, HEALTH HAZARD DATA, PRECAUTIONS FOR SAFE HANDLING, USE AND CONTROL MEASURES.

- (3) Apply bubble fluid to slant pressure gasket (2) area around slant panel (1). (Figure 205)
 - (a) Examine slant pressure gasket (2) area around slant panel (1) for air pressure leaks.
NOTE: No leaks are permitted.
 - (b) Increase pressurization of aircraft to 3 psi (21 kPa).
 - (c) Continue to examine slat pressure gasket (2) area around slant panel for air pressure leaks.
NOTE: No leaks are permitted.
- (4) Depressurize aircraft. (GENERAL - DESCRIPTION AND OPERATION, PAGEBLOCK 21-00-00/001)
- (5) Do inspection of slant pressure panel. (Paragraph 3.)

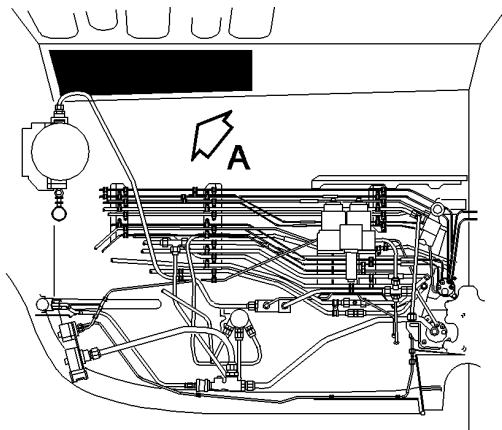
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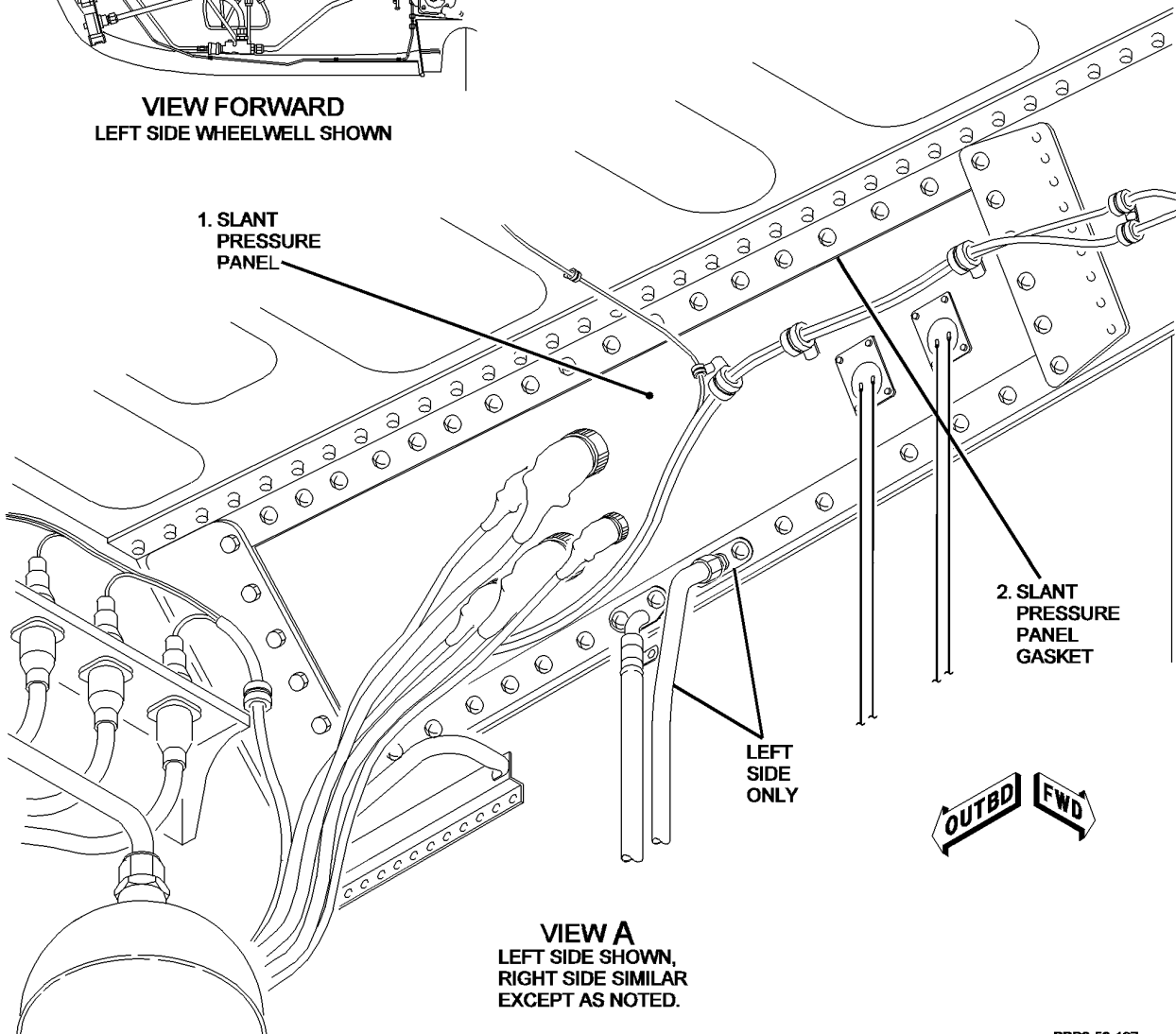
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VIEW FORWARD
LEFT SIDE WHEELWELL SHOWN



BBB2-53-197
S0000207597V1

Slant Pressure Panel - Leak Test
Figure 205/53-32-01-990-808

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ATTACH FITTINGS - DESCRIPTION AND OPERATION

1. General

- A. Attach fittings are provided throughout the fuselage for the attachment of doors, seats, panels, brackets, and supports. Most of these fittings are permanently secured to the fuselage structure. The removable fittings are attached by bolts, screws, and nuts. When required, a thermal isolator is installed between the fittings and structure. Seat tracks are installed in the passenger and flight compartment floors for attachment of passenger and flight crew seats. The tracks are made of extruded aluminum alloy with a slotted recess for attaching the seats. The seat tracks in the passenger compartment are also used to secure partitions and equipment to the floor.

2. Attach Fittings

A. Description

(1) Passenger Compartment Seat Tracks

- Four seat tracks are installed in the passenger compartment to support the passenger seats. The tracks are attached to the compartment floor support structure and form part of the support for the compartment floor panels. Each track consists of four sections joined together by splice plates. Nutstrips are installed on the underside of the upper flanges of the tracks for attaching the compartment floor panels.

(2) Flight Compartment Seat Tracks

- Eight seat tracks are installed in the flight compartment to support the captain and first officer seats. Four tracks are attached to the floor structure in the aft section of the flight compartment, and four are installed on the raised floor section in the forward section of the compartment.

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REMOVABLE SEAT TRACKS - MAINTENANCE PRACTICES

1. General

- A. The maintenance instructions in this section provide for the removal and installation of the passenger compartment seat tracks attached to the lateral floor beams; and the tracks in the flight compartment attached to the floor structure.

2. Removal/Installation Removable Seat Tracks

A. Remove Passenger Compartment Seat Tracks

- (1) Remove floor covering and passenger seats. (PAGEBLOCK 25-23-00/201)
- (2) Remove floor panels adjacent to section of track being removed for access to track attachments. (FLIGHT AND PASSENGER COMPARTMENT FLOOR PANELS, SUBJECT 53-20-01, Page 201)

NOTE: Due to similarity, floor panels should be identified when removed to facilitate installation.

- (3) Remove short sections of nutstrips, attached to track at joints.

NOTE: Due to similarity, parts that make up splices at track joints should be identified when removed to facilitate installation.

- (4) Remove splice plates from left and right flanges of track channel at track joints.
- (5) Remove seat track.

B. Install Passenger Compartment Removable Seat Tracks

- (1) Position track on floor beams.
- (2) Install bolts and secure track to floor beam(s).
- (3) Install splice plates on left and right flanges of track channel at track joints.
- (4) Install short section of nutstrips at track joints.
- (5) Install floor panels. (FLIGHT AND PASSENGER COMPARTMENT FLOOR PANELS, SUBJECT 53-20-01, Page 201)
- (6) Install passenger seats and floor covering. (PAGEBLOCK 25-23-00/201)

C. Remove Flight Compartment Seat Tracks

- (1) Remove floor covering and pilot's seats. (PAGEBLOCK 25-13-01/201)
- (2) Remove floor panels adjacent to section of track for access to track attachments. (FLIGHT AND PASSENGER COMPARTMENT FLOOR PANELS, SUBJECT 53-20-01, Page 201)
- (3) To remove aft track, remove nuts from bolts attaching track to floor structure.
- (4) To remove forward track, remove bolts attaching track to raised floor structure.

D. Install Flight Compartment Seat Tracks

- (1) To install aft track, position track on floor structure bolts and install nuts.
- (2) To install forward track, position track on raised floor structure and install bolts.
- (3) Install floor panels. (FLIGHT AND PASSENGER COMPARTMENT FLOOR PANELS, SUBJECT 53-20-01, Page 201)
- (4) Install pilot's seats and floor covering. (PAGEBLOCK 25-13-01/201)

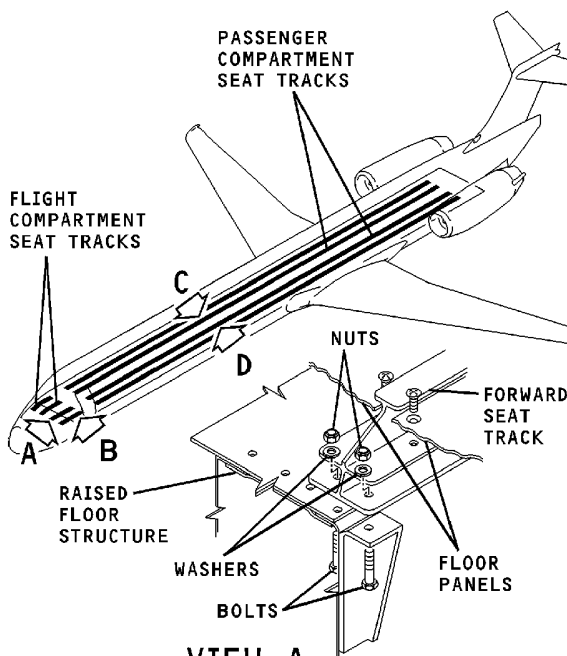
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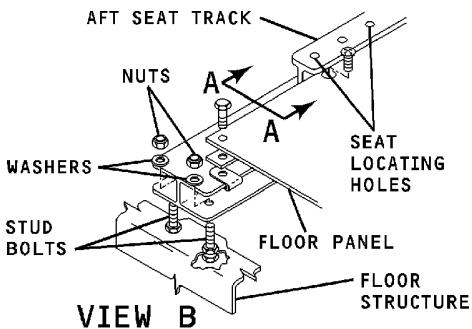
53-40-01

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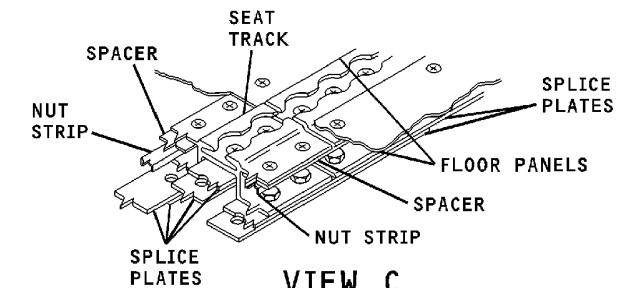
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VIEW A
FLIGHT COMPARTMENT FORWARD SEAT TRACK ATTACHMENT (TYPICAL)

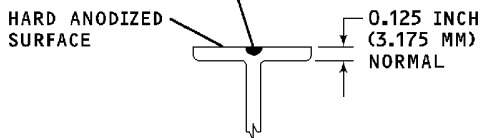


VIEW B
FLIGHT COMPARTMENT AFT SEAT TRACK ATTACHMENT (TYPICAL)



VIEW C
PASSENGER COMPARTMENT SEAT TRACK JOINT (TYPICAL)
CAG(IGDS)

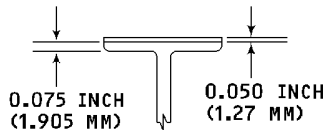
MOST RAPID WEAR AREA. MAXIMUM WEAR IS 0.050 INCH (1.27 MM) BELOW NORMAL SURFACE AT ANY POINT. (THICKNESS ASSUMED NORMAL IF HARD ANODIZE STILL VISIBLE ON 90% OF TRACK TOP)



SECTION A-A
TRACKS WITHOUT WEAR STRIP (HARD ANODIZE SURFACE)

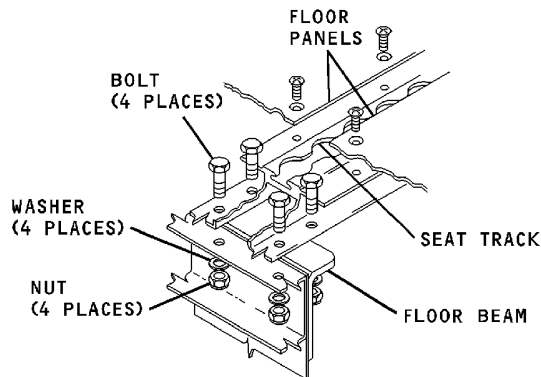
TO DETERMINE PERMISSIBLE WEAR OF TRACKS WHERE HARD ANODIZED SURFACE IS SUBSTANTIALLY WORN AWAY:

- (1) MEASURE ACTUAL THICKNESS OF TEE FLANGES AT MOST WORN POINTS AND DETERMINE AN AVERAGE.
- (2) SUBTRACT FIGURE DERIVED IN STEP (1) FROM 0.125.
- (3) SUBTRACT FIGURE DERIVED IN STEP (2) FROM 0.050. THIS IS THE MAXIMUM PERMISSIBLE DEPTH OF WEAR FROM THE EXISTING TOP SURFACE OF THE TRACK AT ANY POINT.
- (4) IF WEAR EXCEEDS LIMIT, REPAIR TRACK PER SRM. 53-05 OR REPLACE.



SECTION A-A
TRACKS WITH 0.050 CRES WEAR STRIP

- (1) MAXIMUM PERMISSIBLE WEAR IS REACHED WHEN THE CRES STRIP IS WORN THROUGH AT ANY POINT.
- (2) IF WEAR EXCEEDS LIMIT, REPAIR TRACK PER SRM. 53-05 OR REPLACE.



VIEW D
PASSENGER COMPARTMENT SEAT TRACK TO FLOOR BEAM ATTACHMENT (TYPICAL)

BBB2-53-14A

Seat Track -- Installation
Figure 201/53-40-01-990-803

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3. Check-Removable Seat Tracks

A. Check Seat Tracks

- (1) Check tracks for security of installation.
- (2) Check adjacent floor panels for proper installation. (FLIGHT AND PASSENGER COMPARTMENT FLOOR PANELS, SUBJECT 53-20-01, Page 201)
- (3) Check tracks for wear. If wear limits are exceeded, repair per Structural Repair Manual, or replace. (Paragraph 3.B.) (Figure 201)

NOTE: Wear limits shown are not applicable to first 1-inch (25.4 mm) length on top flange of flight compartment forward seat track. This section of track is not in load bearing area and wear is not critical. (Figure 201)

B. Seat Tracks Wear Limits

- (1) Seat tracks with hard anodized surface where surface is substantially worn away.
 - (a) Measure actual thickness of tee flanges at most worn points and determine average thickness.
 - (b) Subtract figure derived in step (a) from 0.125 inch (3.175 mm).
 - (c) Subtract figure derived in step (b) from 0.050 inch (1.27 mm). This is maximum permissible depth of wear from existing top surface of track at any point.
 - (d) If wear limits are exceeded, repair per Structural Repair Manual, or replace.
- (2) Seat tracks with CRES wear strip.
 - (a) Maximum permissible wear is reached when CRES strip is worn through at any point.
 - (b) If wear limits are exceeded, repair per Structural Repair Manual, or replace.

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AERODYNAMIC FAIRINGS - DESCRIPTION AND OPERATION

1. General

- A. The aerodynamic fairings installed on the fuselage consist of the nose radome, fuselage-to-wing fillets, and the tailcone.

2. Aerodynamic Fairings

A. Description

- (1) **Nose Radome** - The nose radome is a streamlined antenna housing that protects the antennas, attached to the forward fuselage bulkhead, from structural damage and adverse environment conditions. The radome has high electromagnetic transmission characteristics, and low resistance to wind. The radome is constructed of glass fiber laminated skins separated by flutes which form a hollow core. A replaceable rain erosion protection boot covers the frontal area of the radome. The exterior surface of the radome is protected by weather-resistant paint. Lightning strips are attached to the outer surface of the radome to minimize damage by lightning. The radome is hinged at the top, and secured at the bottom by latches. Two supports hold the radome open. The supports are stowed on the forward bulkhead when not in use. (PAGEBLOCK 53-51-00/401)
- (2) **Fuselage-to-Wing Fillets** - The fuselage-to-wing fillets on each side of the fuselage are provided for aerodynamic smoothness. The fillets are attached to the fuselage and fillet supporting structure with screws. A rubstrip is attached to the outer edges of the fillets to allow the wing to flex without causing material damage to the wings or fillets. Floodlight lenses are installed in the leading edge fillets and can be removed with the fillets without disturbing the floodlight assemblies. Individual fillet sections may be removed for access to the fuselage and wing area. (Figure 1)
(WING-TO-FUSELAGE FILLETS - MAINTENANCE PRACTICES, PAGEBLOCK 53-52-00/201 Config 2)
- (3) **Tailcone** - The tailcone is constructed of plastic material (Kevlar and/or fiberglass) with a honeycomb core (Polyamide) and/or aluminum formers - as required. A door in the lower forward section provides access to the aft accessory compartment from outside the aircraft. The tailcone can be jettisoned, and is secured to the aft end of the fuselage by four spring-loaded latches. The latches are held in the closed position by a locking cable. There are two designs of tailcone available, the conical design and the low drag design. (TAILCONE, SUBJECT 53-53-00, Page 401)

WJE 401-411, 415-427, 429, 884, 893

(Figure 2)

WJE 401-404, 893

(Figure 3)

WJE ALL

B. Operation

- (1) Tailcone latches are actuated by pulling the interior release handle located in the left lower side of the aft accessory compartment adjacent to the catwalk; pulling the exterior release handle located inside an access door at the left lower outboard of the ventral stair cutout in the lower aft fuselage; or arming the aft interior passenger door with the guarded emergency handle on the door forward side and opening the door.

NOTE: Normal opening/closing of the aft passenger door (unarmed) has no effect upon tailcone operation.

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CAUTION: DO NOT PULL RELEASE HANDLE FOR GROUND OPERATION UNLESS TAILCONE IS PROPERLY SUPPORTED.

- (2) When the tailcone release handle is pulled, the locking cable is released and the cables attached to the release handle and latch levers rotate lockpins to the open position. Two lower lockpins release first to prevent the weight of the tailcone from binding the lockpins. The lockpins disengage from the locks on the tailcone. Compression springs on the lockpins push the tailcone away from the fuselage and the tailcone then falls free.
- (3) Should a cable jam during emergency door operation, a spring-loaded pin on the end of the overhead actuator arm is pushed away when the door is opened. The tailcone jettison cycle can then be initiated with the internal or external release handle.

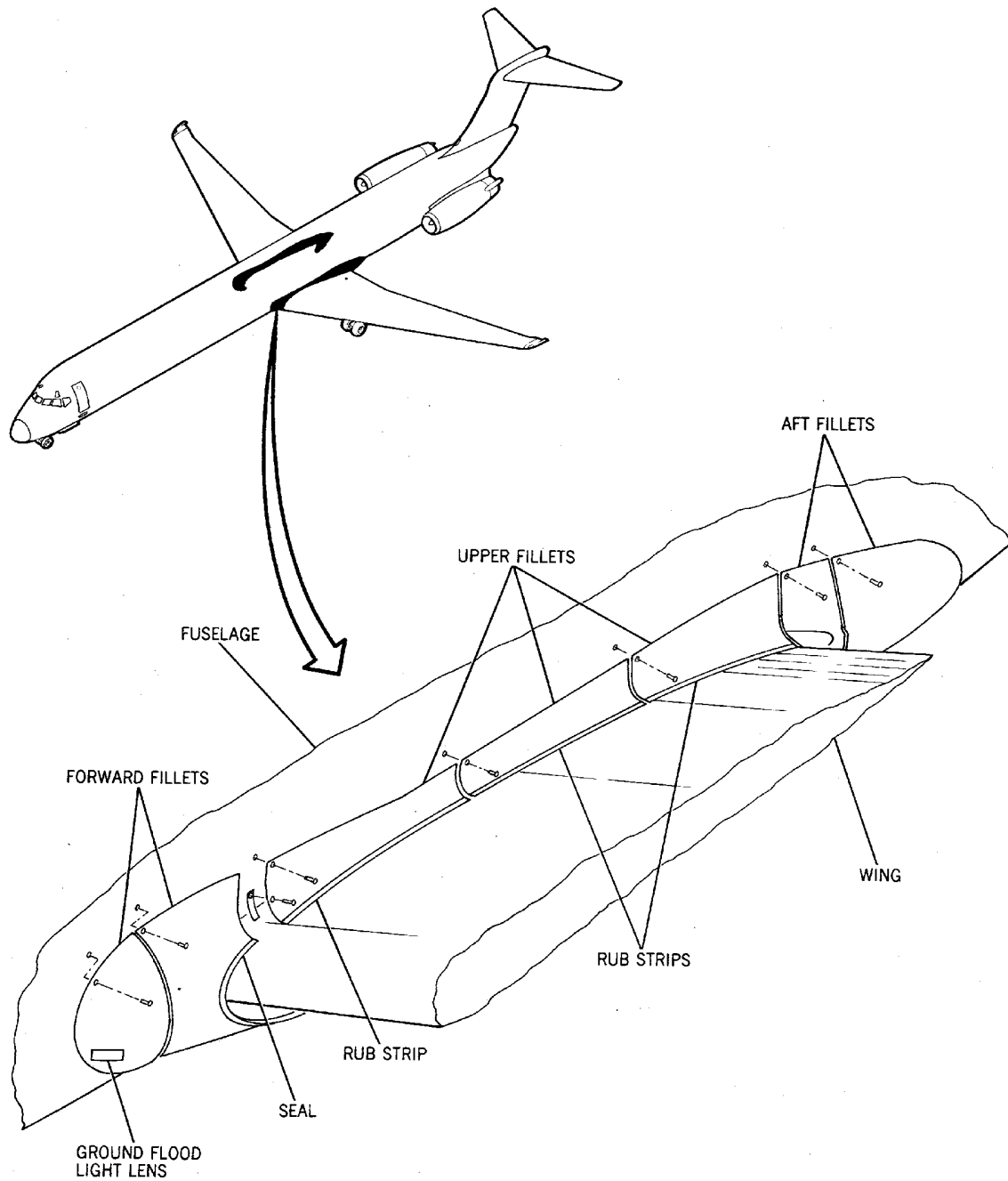
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NOTE: LEFT SIDE FILLETS SHOWN
RIGHT SIDE SIMILAR.

8882-53-5

Fuselage-to-Wing Fillets
Figure 1/53-50-00-990-801

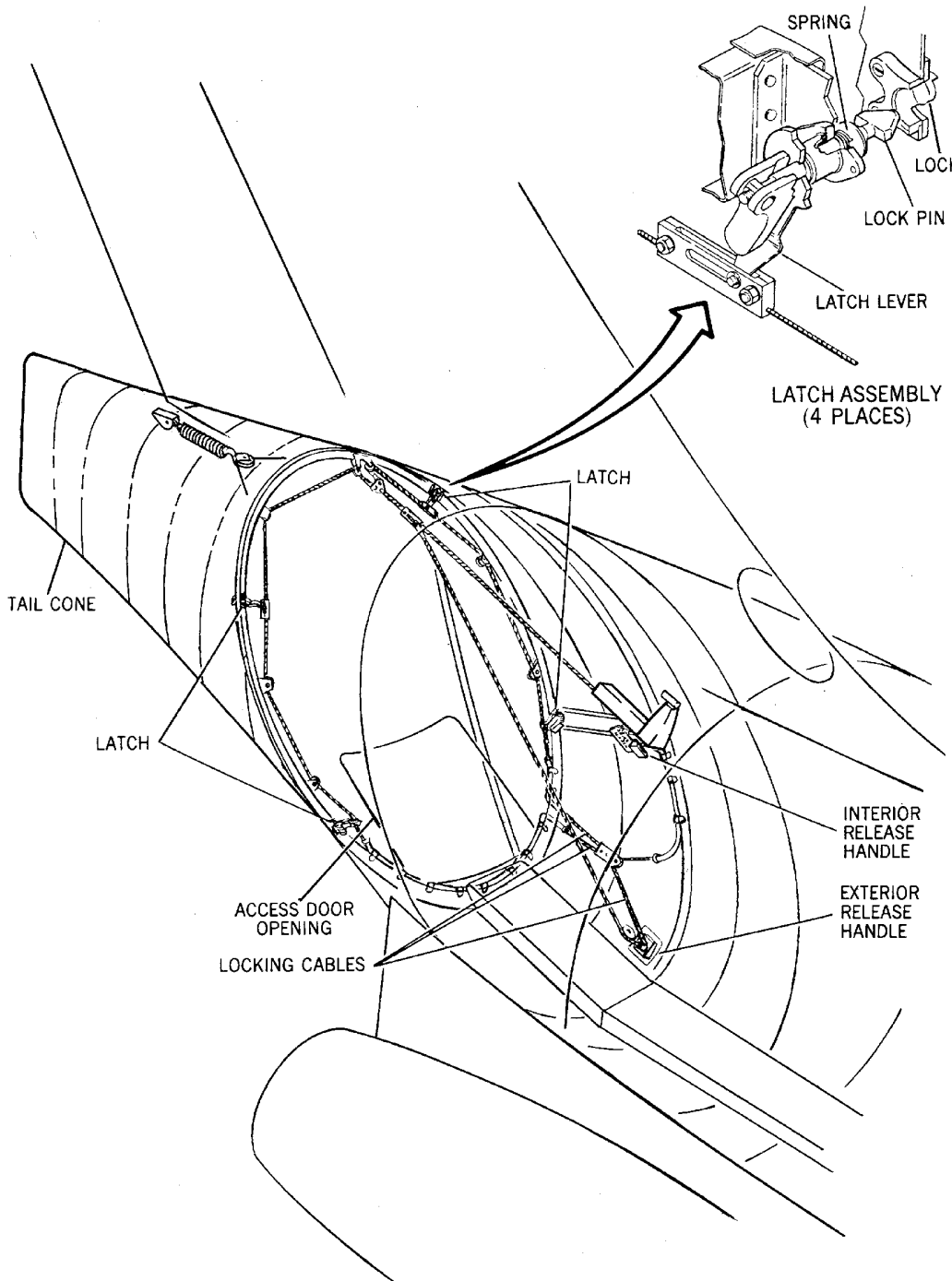
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Tail Cone
Figure 2/53-50-00-990-802

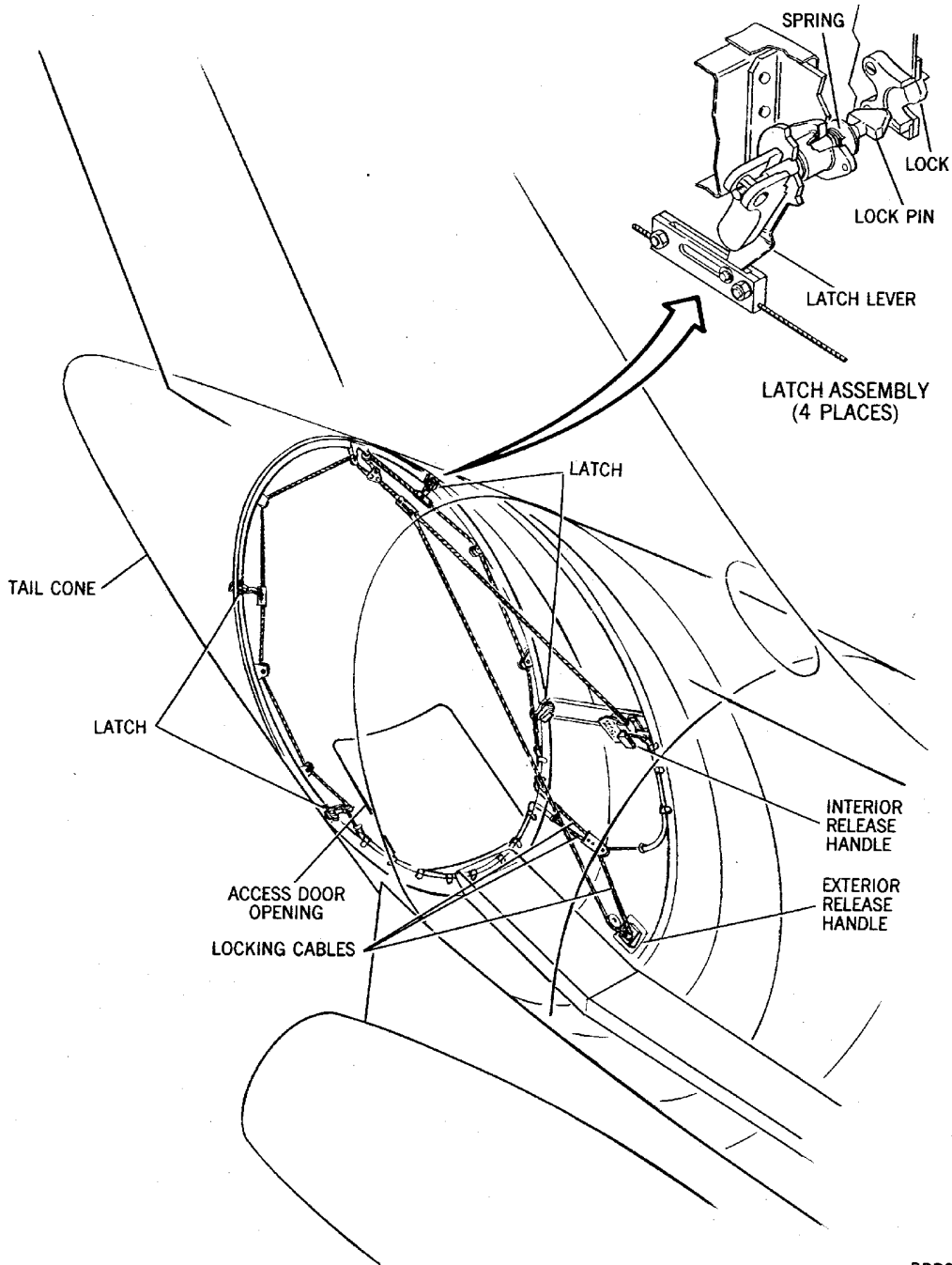
EFFECTIVITY
WJE 401-411, 415-427, 429, 884, 893

53-50-00

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BBB2-53-6

Tail Cone
Figure 3/53-50-00-990-803

EFFECTIVITY
WJE 401-404, 893

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AIRCRAFT MAINTENANCE MANUAL
NOSE RADOME - REMOVAL/INSTALLATION

1. General

A. The maintenance instructions in this section provide for the removal and installation of the radome.

2. General Precautions

WARNING: BEFORE PERFORMING ANY MAINTENANCE ON RADOME, MAKE CERTAIN THAT RADAR IS DEACTIVATED. A RADIATING RADAR CAN CAUSE SEVERE INJURY.

A. Observe the above warning before proceeding.

3. Removal/Installation Nose Radome

A. Remove Nose Radome

WARNING: TAG AND USE SAFETY CLIPS TO SAFETY THE CIRCUIT BREAKERS. IF THE CIRCUIT BREAKERS ARE NOT OPENED, TAGGED, AND SAFETIED, INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

(1) Open these circuit breakers and install safety tags:

UPPER EPC, RIGHT RADIO AC BUS

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
WJE 405-411, 416, 420, 422, 424-427, 429, 861, 862, 868, 873, 874, 880, 881, 883, 884, 891-893			
F	4	B10-294	WEATHER RADAR IND

WJE ALL

F	5	B10-295	WEATHER RADAR XCVR
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(2) Open and secure radome in open position with hold-open struts. (Figure 401)

(3) Support open radome with padded ladder or work stand.

(4) Disconnect hold-open struts from radome.

WARNING: GET SUFFICIENT AID FROM PERSONS AND EQUIPMENT TO HOLD THE COMPONENT DURING REMOVAL AND INSTALLATION. THIS COMPONENT WEIGHS APPROXIMATELY 55 LBS (25 KG). THIS WILL HELP PREVENT INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(5) Remove radome hinge bolts.

(6) Move radome straight forward from nose structure to clear antenna and lower radome.

(7) Remove and place radome on a suitable padded platform.

B. Install Nose Radome

WARNING: TAG AND USE SAFETY CLIPS TO SAFETY THE CIRCUIT BREAKERS. IF THE CIRCUIT BREAKERS ARE NOT OPENED, TAGGED, AND SAFETIED, INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

(1) Make sure that these circuit breakers are open and have safety tags:

UPPER EPC, RIGHT RADIO AC BUS

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
WJE 405-411, 416, 420, 422, 424-427, 429, 861, 862, 868, 873, 874, 880, 881, 883, 884, 891-893			
F	4	B10-294	WEATHER RADAR IND

WJE ALL

F	5	B10-295	WEATHER RADAR XCVR
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WARNING: GET SUFFICIENT AID FROM PERSONS AND EQUIPMENT TO HOLD THE COMPONENT DURING REMOVAL AND INSTALLATION. THIS COMPONENT WEIGHS APPROXIMATELY 55 LBS (25 KG). THIS WILL HELP PREVENT INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

- (2) Lift and support radome in open position on nose structure. (Figure 401)
- (3) Install radome hinge bolts.
- (4) Connect hold-open struts to radome.
- (5) Lower, close, and secure radome to fuselage with latches.
- (6) To eliminate all movement of radome when radome is closed and latched, adjust latch plates as follows:
 - (a) Loosen latch plate attach screws.
 - (b) Move latch plate forward or aft on serrated mounting.
 - (c) Tighten latch plate attach screws.

CAUTION: DO NOT TRIM FUSELAGE SKIN.

- (7) Check gap between radome and fuselage skin. It should be between 0.130 to 0.195 inch (3.303 to 4.953 mm) between radome and fuselage skin. If necessary, remove minimum amount of material from aft edge of radome to maintain gap tolerances.

NOTE: The aft edge of the radome must be faired with the fuselage skin within 0.125 inch (3.175 mm) over at least 90% of the circumference as measured at the radome/fuselage skin joint. Up to 10% of the circumference may have a fairing disparity up to 0.130 inch (3.302 mm).

- (8) With radome trimmed, adjust latches so 7(+1) pounds (3.15(±0.45) kg) is required to open latches.
- (9) Remove the safety tags and close these circuit breakers:

UPPER EPC, RIGHT RADIO AC BUS

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
WJE 405-411, 416, 420, 422, 424-427, 429, 861, 862, 868, 873, 874, 880, 881, 883, 884, 891-893			
F	4	B10-294	WEATHER RADAR IND
WJE ALL			
F	5	B10-295	WEATHER RADAR XCVR

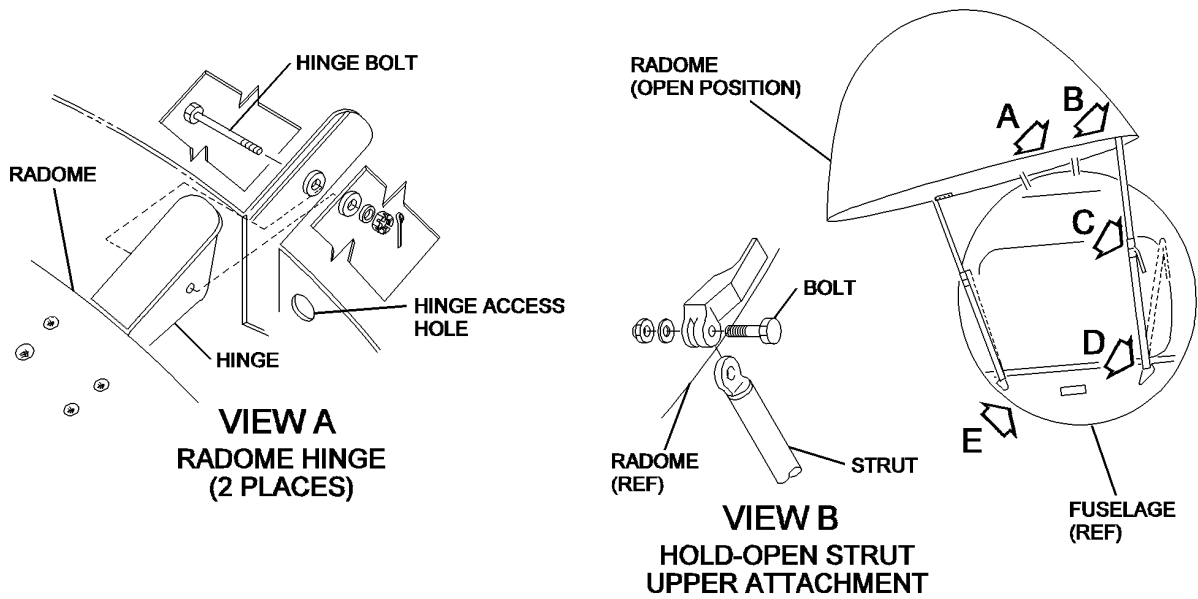
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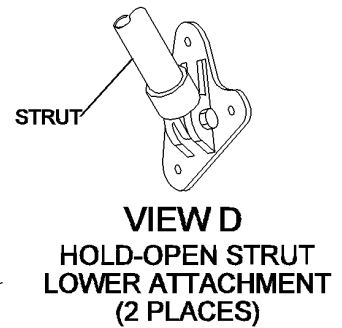
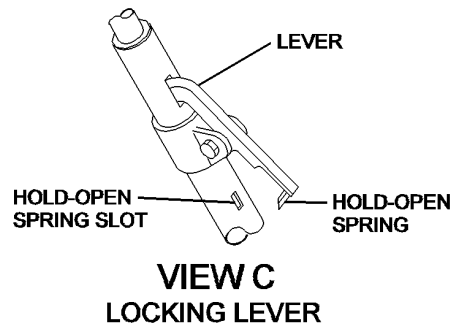
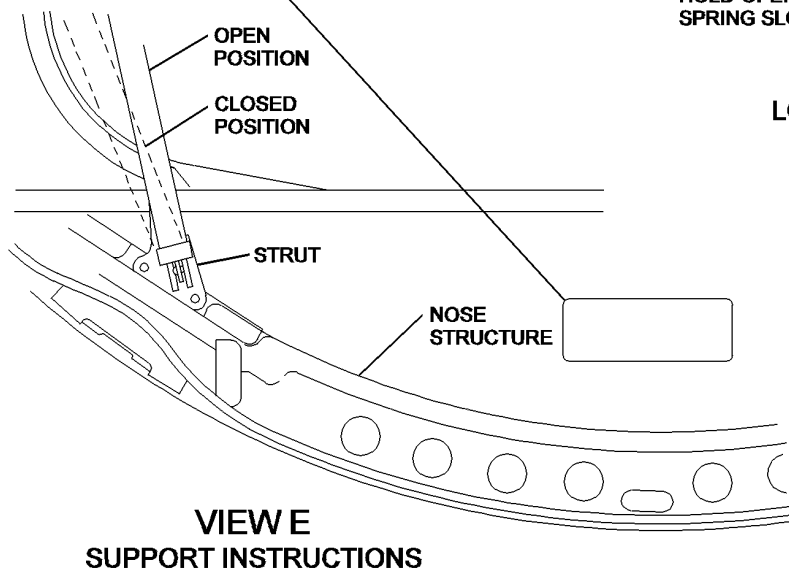
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- RADOME SUPPORT INSTRUCTIONS**
1. OPEN RADOME UNTIL STRUTS ARE FULLY EXTENDED. LOCKING LEVERS WILL KEEP THE STRUTS IN THE EXTENDED POSITION.
 2. TO CLOSE RADOME, DISENGAGE THE LOCKING LEVER ON EACH STRUT WHILE SUPPORTING THE RADOME MANUALLY.
 3. LOWER RADOME SLOWLY TO THE CLOSED POSITION.



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**Nose Radome -- Removal/Installation
Figure 401/53-51-00-990-802**

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NOSE RADOME - MAINTENANCE PRACTICES

1. General

A. The maintenance instructions in this section provide for the structural check, cleaning, and painting (touchup) of the radome. Approved repairs for the radome boot are also provided.

2. Equipment and Materials

NOTE: Equivalent substitutes may be used instead of the following listed items:

NOTE: It is possible that some materials in the Equipment and Materials List cannot be used for some or all of their necessary applications. Before you use the materials, make sure the types, quantities, and applications of the materials necessary are legally permitted in your location. All persons must obey all applicable federal, state, local, and provincial laws and regulations when it is necessary to work with these materials.

Table 201

Name and Number	Manufacturer
Solvent, No. 200 DPM 517	Standard Oil Co. Los Angeles, California
Paper, abrasive, silicon carbide, dry, 180-grit; Tri-M-ite cabinet paper	Minnesota Mining and Mfg. Co.
Kit, industrial cement, R35 DPM 3338	Maclanburg-Duncan City of Industry, CA
Cotton cloth wipers, Type 1, Class A	
Brush, stiff bristle	
Spatula	
Squeegee, poly- ethylene; PA-1 Special	Minnesota Mining and Mfg. Co.
Solvent, 1,1,1 trichloroethane, stabilized, vapor degreasing MIL-T-81533 DPM 5792	
Kit, boot repair, No. 74-451F	B. F. Goodrich
Wet-or-Dry Carborundum paper, and Mfg. Co. 280-grit	Minnesota Mining
Pads, abrasive nylon web; Scotch-Brite, Type A, very fine (aluminum oxide)	Minnesota Mining and Mfg. Co.
Denatured ethyl alcohol O-E-760 DPM 514	
Fabric, strain- ing; cotton, batiste, white	Industrial Textile Company Los Angeles, CA
Rags, tac; Detroit Handy	Detro Mfg & Sales Co. Inc. Culver City, CA
MBC spray gun No. E, No. FX needles and nozzles No. 765 air cap	DeVilbiss
Cup, #2 viscosity measuring	Zahn
Coating, filler exterior surface #156 A/B DPM 5487	Furame Aerospace Prod., Div of Ciba Geigy, Los Angeles, CA
Putty, filler, Hi-Build, epoxy #467-9 base with CA-41B hardener DPM 5765	Bostik West
Pen, marking, large, fine point; Anaheim, CA 469F Major Marker	Major Line, Inc.
Solvent, isopropyl alcohol, TT-I-735 Grade A DPM 530	

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Table 201 (Continued)

Name and Number	Manufacturer
Liquid detergent, Joy (DPM 3673)	Proctor & Gamble Mfg Co. Pasadena, CA
3-M clear poly- urethane radome boot, P/N SJ-8665 FP-3	Minnesota Mining and Mfg. Co.
Tape, masking	Minnesota Mining and Mfg. Co.
Tape, repair, clear polyurethane, No. 8561	Minnesota Mining and Mfg. Co.
Topcoat, flexible polyurethane #800 series base with 910-152 catalyst DMS QPL 2143	Courtalds Aerospace Inc., Sealants, Adhesives, & Coatings Div. Berkeley, CA
Thinner, impact resistant topcoat, Sealants, Adhesives, & Coatings Div. Type II, #010X308 DMS QPL 2143	Courtalds Aerospace Inc., Berkeley, CA
Sprayer, pistol grip, #1454-1	Cleanmaster Los Angeles, CA
Glycerin DPM 938	
Solvent, MPK blend, DMS QPL 2458	Chemetall Oakite, La Mirada, CA
Self-adhesive coding dots, 1/4 inch diameter	Avery Label Co. Monrovia, CA
Tape, plastic coated, water- proof, pressure sensitive; Polyken 460	Kendall Co. Los Angeles, CA

3. General Precautions

WARNING: BEFORE PERFORMING ANY MAINTENANCE ON RADOME, MAKE CERTAIN THAT RADAR IS DEACTIVATED. A RADIATING RADAR CAN CAUSE SEVERE INJURY.

- A. Before performing maintenance, observe the above radome warning.

4. Check-Nose Radome

- A. Check Radome Protective Covering

WARNING: TAG AND USE SAFETY CLIPS TO SAFETY THE CIRCUIT BREAKERS. IF THE CIRCUIT BREAKERS ARE NOT OPENED, TAGGED, AND SAFETIED, INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (1) Make sure that these circuit breakers are open and have safety tags:

UPPER EPC, RIGHT RADIO AC BUS

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
WJE 405-411, 416, 420, 422, 424-427, 429, 861, 862, 868, 873, 874, 880, 881, 883, 884, 891-893			
F	4	B10-294	WEATHER RADAR IND
WJE ALL			
F	5	B10-295	WEATHER RADAR XCVR

- (2) Check radome boot for signs of damage and blisters. Boot must be replaced if:

- (a) Visibly eroded through to radome surface.
- (b) Blister or other damage exceeds 6 inches (152.4 mm) in length or diameter.
- (c) Total damaged area exceeds 30 square inches (193.5 cm²).

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- (3) If radome has paint covering in lieu of boot, check covering for scratches or pitted areas. Refer to SRM 53-55-0 Page 1, for allowable damage limits and repair procedures. Scratches in paint only are acceptable, but should be touched up as soon as possible.
- (4) Check radome for structural damage.
- (5) Check radome for security of installation.
- (6) Check for gap of 0.130 to 0.195 inch (3.302 to 4.953 mm) between aft edge of radome and fuselage skin.
- (7) Check fair of radome to fuselage skin. Maximum mismatch permissible is 0.125 inch (3.175 mm) over at least 90% of circumference as measured at radome/fuselage skin joint. Up to 10% of circumference may have fairing disparity up to 0.130 inch (3.302 mm).
- (8) Remove the safety tags and close these circuit breakers:

UPPER EPC, RIGHT RADIO AC BUS

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
WJE 405-411, 416, 420, 422, 424-427, 429, 861, 862, 868, 873, 874, 880, 881, 883, 884, 891-893			
F	4	B10-294	WEATHER RADAR IND
WJE ALL			
F	5	B10-295	WEATHER RADAR XCVR

5. Cleaning/Painting

A. Cleaning Radome with Boot

WARNING: TAG AND USE SAFETY CLIPS TO SAFETY THE CIRCUIT BREAKERS. IF THE CIRCUIT BREAKERS ARE NOT OPENED, TAGGED, AND SAFETIED, INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (1) Make sure that these circuit breakers are open and have safety tags:

UPPER EPC, RIGHT RADIO AC BUS

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
WJE 405-411, 416, 420, 422, 424-427, 429, 861, 862, 868, 873, 874, 880, 881, 883, 884, 891-893			
F	4	B10-294	WEATHER RADAR IND
WJE ALL			
F	5	B10-295	WEATHER RADAR XCVR

WARNING: LIQUID DETERGENT IS AN AGENT THAT IS AN IRRITANT. MAKE SURE ALL PERSONS OBEY THE PRECAUTIONS WHEN LIQUID DETERGENT IS USED.

- DO NOT USE IN AREAS WHERE THERE IS HIGH HEAT, SPARKS, OR FLAMES.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET LIQUID DETERGENT IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIER'S MSDS FOR:

- MORE PRECAUTIONARY DATA
- APPROVED SAFETY EQUIPMENT
- EMERGENCY MEDICAL AID.

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(WARNING PRECEDES)

TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THIS HAZARDOUS AGENT.

- (2) Clean exterior surface of radome using liquid detergent (Joy) and mild rubbing action.
- (3) Remove the safety tags and close these circuit breakers:

UPPER EPC, RIGHT RADIO AC BUS

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
WJE 405-411, 416, 420, 422, 424-427, 429, 861, 862, 868, 873, 874, 880, 881, 883, 884, 891-893			
F	4	B10-294	WEATHER RADAR IND
WJE ALL			
F	5	B10-295	WEATHER RADAR XCVR

B. Cleaning Radome without Boot

WARNING: TAG AND USE SAFETY CLIPS TO SAFETY THE CIRCUIT BREAKERS. IF THE CIRCUIT BREAKERS ARE NOT OPENED, TAGGED, AND SAFETIED, INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (1) Make sure that these circuit breakers are open and have safety tags:

UPPER EPC, RIGHT RADIO AC BUS

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
WJE 405-411, 416, 420, 422, 424-427, 429, 861, 862, 868, 873, 874, 880, 881, 883, 884, 891-893			
F	4	B10-294	WEATHER RADAR IND
WJE ALL			
F	5	B10-295	WEATHER RADAR XCVR

- (2) Remove radome, if practical (PAGEBLOCK 53-51-00/401).

WARNING: 1,1,1-TRICHLOROETHANE IS AN AGENT THAT IS POISONOUS AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN 1,1,1-TRICHLOROETHANE IS USED.

- DO NOT USE IN AREAS WHERE THERE IS HIGH HEAT, SPARKS, OR FLAMES.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET 1,1,1-TRICHLOROETHANE IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIER'S MSDS FOR:

- MORE PRECAUTIONARY DATA
- APPROVED SAFETY EQUIPMENT
- EMERGENCY MEDICAL AID.

TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THIS HAZARDOUS AGENT.

- (3) Clean exterior surface of radome by scrubbing surface repeatedly, to remove contaminants, using clean cotton wipers (Type 1, Class A), stiff pure bristle brush, and cleaning solvent, 1,1,1 trichloroethane.

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- (4) Wipe surface dry with clean cotton wiper.

NOTE: Do not allow solvent to evaporate on radome surface. Wipe dry with clean cotton wiper.

CAUTION: DO NOT SAND THROUGH OUTER PLY OF CLOTH. LOCALIZED ABRASION (WEARING OR RUBBING AWAY) OF CLOTH IS ACCEPTABLE.

- (5) After removing contaminants from radome surface use tap water and wet-or-dry carborundum paper (grit No. 280) to sand exterior surface of radome. Use a light circular motion while applying water to radome surface.

- (6) Rinse with tap water.

NOTE: Provide adequate drainage for water sanding and rinsing.

- (7) Use abrasive nylon web pads (very fine grit) to clean and remove gloss from indentations such as honeycomb pattern.

(a) All areas must present a lusterless, dull and roughened appearance, including indentations of honeycomb pattern.

- (8) Perform water break test as follows to determine amount of sanding required.

(a) Thoroughly rinse sanded area with clean tap water only. An acceptable area will support an unbroken film of water (approximately 30 seconds).

(b) If water film breaks in any area, sand, rinse and test until acceptable.

(c) Remove water by wiping dry with clean cotton wiper.

WARNING: ETHYL ALCOHOL IS AN AGENT THAT IS FLAMMABLE, EXPLOSIVE, AND POISONOUS. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN ETHYL ALCOHOL IS USED.

- GAS/AIR MIXTURES MORE THAN THE LOWER EXPLOSIVE LIMIT (LEL) CAN CAUSE AN EXPLOSION IF HIGH HEAT, SPARKS, OR FLAMES SUPPLY IGNITION.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET ETHYL ALCOHOL IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIER'S MSDS FOR:

- MORE PRECAUTIONARY DATA
- APPROVED SAFETY EQUIPMENT
- EMERGENCY MEDICAL AID.

TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THIS HAZARDOUS AGENT.

- (9) Wash radome surface a minimum of three times, using denatured alcohol and clean cotton wipers.

NOTE: Do not allow alcohol to evaporate on radome surface. Wipe dry with clean cotton wiper.

- (10) Air dry a minimum of 30 minutes at room temperature. Do not force dry.

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- (11) All subsequent filling and/or paint finishing operations must commence as soon as possible following surface preparation.
- (a) Where any interruption may cause surface contamination prior to filling and/or finishing, a complete resanding, washing and testing is required.
- (12) Surfaces that are cleaned and masked for other colors, or coatings which have been previously sanded, require solvent cleaning only prior to subsequent paint coatings.

WARNING: ETHYL ALCOHOL IS AN AGENT THAT IS FLAMMABLE, EXPLOSIVE, AND POISONOUS. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN ETHYL ALCOHOL IS USED.

- GAS/AIR MIXTURES MORE THAN THE LOWER EXPLOSIVE LIMIT (LEL) CAN CAUSE AN EXPLOSION IF HIGH HEAT, SPARKS, OR FLAMES SUPPLY IGNITION.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET ETHYL ALCOHOL IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIER'S MSDS FOR:

- MORE PRECAUTIONARY DATA
- APPROVED SAFETY EQUIPMENT
- EMERGENCY MEDICAL AID.

TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THIS HAZARDOUS AGENT.

- (a) After removing masking, wash surface thoroughly with denatured alcohol and wipe dry with clean cotton wipers before proceeding.

NOTE: Use only clean dry cotton wipers to remove lint prior to filling or painting.

WARNING: EPOXY FILLER IS AN AGENT THAT IS POISONOUS. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN EPOXY FILLER IS USED.

- DO NOT USE IN AREAS WHERE THERE IS HIGH HEAT, SPARKS, OR FLAMES.
- USE IN AN AREA OPEN TO THE AIR
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET EPOXY FILLER IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIER'S MSDS FOR:

- MORE PRECAUTIONARY DATA
- APPROVED SAFETY EQUIPMENT
- EMERGENCY MEDICAL AID.

TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THIS HAZARDOUS AGENT.

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- (13) Fill and glaze surface defects as necessary with filler.
- (14) Sand off remaining excess filler using dry carborundum paper (280-grit).
NOTE: Loss of coating adhesion may result if finer grit is used.
- (15) Remove loose sanding residues using clean cotton wipers.

WARNING: 1,1,1-TRICHLOROETHANE IS AN AGENT THAT IS POISONOUS AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN 1,1,1-TRICHLOROETHANE IS USED.

- DO NOT USE IN AREAS WHERE THERE IS HIGH HEAT, SPARKS, OR FLAMES.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET 1,1,1-TRICHLOROETHANE IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIER'S MSDS FOR:

- MORE PRECAUTIONARY DATA
- APPROVED SAFETY EQUIPMENT
- EMERGENCY MEDICAL AID.

TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THIS HAZARDOUS AGENT.

- (16) Use cotton wipers dampened with 1,1,1 trichloroethane to remove final traces of residue just before applying paint or other coatings. Do not allow solvent to evaporate dry on surface.
- (17) Remove the safety tags and close these circuit breakers:

UPPER EPC, RIGHT RADIO AC BUS

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
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WJE 405-411, 416, 420, 422, 424-427, 429, 861, 862, 868, 873, 874, 880, 881, 883, 884, 891-893

F	4	B10-294	WEATHER RADAR IND
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F	5	B10-295	WEATHER RADAR XCVR
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- (18) Install radome (if removed). (PAGEBLOCK 53-51-00/401)
- C. Painting (3-M Clear Polyurethane Radome Boot)
 - (1) Remove radome. (PAGEBLOCK 53-51-00/401)

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WARNING: ISOPROPYL ALCOHOL IS AN AGENT THAT IS FLAMMABLE, EXPLOSIVE, AND POISONOUS. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN ISOPROPYL ALCOHOL IS USED.

- GAS/AIR MIXTURES MORE THAN THE LOWER EXPLOSIVE LIMIT (LEL) CAN CAUSE AN EXPLOSION IF HIGH HEAT, SPARKS, OR FLAMES SUPPLY IGNITION.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET ISOPROPYL ALCOHOL IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIER'S MSDS FOR:

- MORE PRECAUTIONARY DATA
- APPROVED SAFETY EQUIPMENT
- EMERGENCY MEDICAL AID.

TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THIS HAZARDOUS AGENT.

- (2) Clean boot with isopropyl alcohol solvent and cotton wipers. Do not allow solvent to evaporate dry on surface.

WARNING: IMPACT RESISTANT TOPCOAT IS AN AGENT THAT IS FLAMMABLE, POISONOUS, AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY THE PRECAUTIONS WHEN IMPACT RESISTANT TOPCOAT IS USED.

- DO NOT USE IN AREAS WHERE THERE IS HIGH HEAT, SPARKS, OR FLAMES.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET IMPACT RESISTANT TOPCOAT IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: IMPACT RESISTANT TOPCOAT THINNER IS AN AGENT THAT IS FLAMMABLE, EXPLOSIVE, AN ASPHYXIANT, AND CAUSES CORROSION. MAKE SURE ALL PERSONS OBEY THE PRECAUTIONS WHEN IMPACT RESISTANT TOPCOAT THINNER IS USED.

- GAS/AIR MIXTURES MORE THAN THE LOWER EXPLOSIVE LIMIT (LEL) CAN CAUSE AN EXPLOSION IF HIGH HEAT, SPARKS, OR FLAMES SUPPLY IGNITION.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET IMPACT RESISTANT TOPCOAT THINNER IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

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WARNING: REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIER'S MSDS FOR:

- MORE PRECAUTIONARY DATA
- APPROVED SAFETY EQUIPMENT
- EMERGENCY MEDICAL AID.

TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THIS HAZARDOUS AGENT.

- (3) Top coat is a two-part catalyzing material. Thoroughly mix base material before adding catalyst. Add catalyst slowly while mixing base material.
- (a) The following mixing ratio is by weight:
- 1) 2.0 parts by volume - Flexible Polyurethane Base 800 Series
 - 2) 1.0 part by volume - Catalyst 910-152
 - 3) 0.5 part by volume - Thinner, Impact Resistant Topcoat Type 2.
- (b) Allow a 5 minute chemical reaction time before using catalyzed material. Usable pot life stored in a closed container at 70° to 86°F (21° to 30°C) is 4 hours.
- (c) Measure viscosity of mixture using a No. 2 Zahn cup. Add thinner as necessary to produce a viscosity of 16 to 18 seconds.
- (d) Strain mixture through two layers of batiste fabric into spray gun container.
- (4) Regulate spray gun air pressure 55 to 65 psi (379.5 to 448.5 kPa) and pressure feed air tank 6 to 9 psi (41.4 to 62.1 kPa).
- NOTE:** Use a DeVilbiss MBC spray gun with a No. FX needle and nozzle and a No. 765 air cap, or an equivalent.
- NOTE:** Do not prime boot surface.
- (5) Apply two topcoats, one uniform, wet, with a 50 percent overlap single spray coat to a thickness of 0.7 to 1.0 mil (0.0007 to 0.0010 inch) and a second uniform 50 percent overlap single spray coat to a thickness of 1.4 to 2.0 mil (0.0014 to 0.0020 inch).
- (a) Allow to air dry 1 to 2 hours between coats. For finish coat, air dry a minimum of 6 hours before applying color top coating.
- (6) Install radome (PAGEBLOCK 53-51-00/401).

6. **Approved Repairs - Neoprene Radome Boot**

A. Remove Neoprene Radome Boot

- (1) Remove radome from fuselage (PAGEBLOCK 53-51-00/401).

CAUTION: LIGHTNING STRIPS ARE NOT INTERCHANGEABLE. IDENTIFY AND NOTE LOCATION OF STRIPS.

- (2) Remove lightning strips (if installed). (PAGEBLOCK 53-51-02/201)
- (3) Apply strips of masking tape to structure to mark perimeter of boot and protect painted surface.

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WARNING: 1,1,1-TRICHLOROETHANE IS AN AGENT THAT IS POISONOUS AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN 1,1,1-TRICHLOROETHANE IS USED.

- DO NOT USE IN AREAS WHERE THERE IS HIGH HEAT, SPARKS, OR FLAMES.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET 1,1,1-TRICHLOROETHANE IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIER'S MSDS FOR:

- MORE PRECAUTIONARY DATA
- APPROVED SAFETY EQUIPMENT
- EMERGENCY MEDICAL AID.

TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THIS HAZARDOUS AGENT.

- (4) Soak cotton wiper with 1,1,1 trichloroethane.
- (5) Apply soaked wiper to boot until neoprene blisters and raises from radome surface.
- (6) Manually loosen edge of boot and peel boot back, removing boot from radome.

CAUTION: USE CARE TO AVOID PENETRATING RADOME LAMINATIONS WHEN SANDING RADOME.

- (7) Remove adhesive from radome with sandpaper (180-grit).

B. Install Neoprene Radome Boot

- (1) Position new boot on radome to locate boundaries.
- (2) Mark trailing edge perimeter with masking tape.

CAUTION: USE CARE TO AVOID PENETRATING RADOME LAMINATIONS WHEN SANDING RADOME.

- (3) Roughen faying surfaces of radome and boot with sandpaper (180-grit) until surface gloss is removed.

WARNING: 1,1,1-TRICHLOROETHANE IS AN AGENT THAT IS POISONOUS AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN 1,1,1-TRICHLOROETHANE IS USED.

- DO NOT USE IN AREAS WHERE THERE IS HIGH HEAT, SPARKS, OR FLAMES.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET 1,1,1-TRICHLOROETHANE IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

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WARNING: REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIER'S MSDS FOR:

- MORE PRECAUTIONARY DATA
- APPROVED SAFETY EQUIPMENT
- EMERGENCY MEDICAL AID.

TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THIS HAZARDOUS AGENT.

- (4) Clean exterior surface of radome with 1,1,1 trichloroethane, using clean cotton wipers (Type 1, Class A). Wipe dry with clean wiper to prevent solvent from evaporating on radome surface. Repeat surface cleaning until all traces of foreign materials and sanding residues are removed.

NOTE: Pour solvent on the wiper. Do not dip wiper into solvent.

CAUTION: DO NOT MARK WITH GREASE PENCIL OR SCRIBE, OR ANY SHARP OBJECT THAT WOULD DAMAGE RADOME SURFACE.

- (5) Position new boot on radome with interior identification at top, and exterior identification at bottom. Make reference marks on surface with soft lead pencil when proper position is obtained.

WARNING: 1,1,1-TRICHLOROETHANE IS AN AGENT THAT IS POISONOUS AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN 1,1,1-TRICHLOROETHANE IS USED.

- DO NOT USE IN AREAS WHERE THERE IS HIGH HEAT, SPARKS, OR FLAMES.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET 1,1,1-TRICHLOROETHANE IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIER'S MSDS FOR:

- MORE PRECAUTIONARY DATA
- APPROVED SAFETY EQUIPMENT
- EMERGENCY MEDICAL AID.

TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THIS HAZARDOUS AGENT.

- (6) Clean exterior surface of boot with 1,1,1 trichloroethane, using clean cotton wipers (Type 1, Class A). Wipe dry with clean wiper.

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WARNING: ARDROX LEEDER 1064K SOLVENT CLEANER IS AN AGENT THAT IS FLAMMABLE, EXPLOSIVE, POISONOUS, AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY THE PRECAUTIONS WHEN ARDROX LEEDER 1064K SOLVENT CLEANER IS USED.

- GAS/AIR MIXTURES MORE THAN THE LOWER EXPLOSIVE LIMIT (LEL) CAN CAUSE AN EXPLOSION IF HIGH HEAT, SPARKS, OR FLAMES SUPPLY IGNITION.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET ARDROX LEEDER 1064K SOLVENT CLEANER IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIER'S MSDS FOR:

- MORE PRECAUTIONARY DATA
- APPROVED SAFETY EQUIPMENT
- EMERGENCY MEDICAL AID.

TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THIS HAZARDOUS AGENT.

- (7) Reverse boot and clean interior surface with Douglas solvent #64. Wipe surface dry with clean dry wiper.
- (8) Clean radome exterior with Douglas solvent #64.
- (9) Cover hardware with 1/4-inch precut masking dots.

WARNING: WHITE (RADOME BOOT) ADHESIVE KIT IS AN AGENT THAT IS AN IRRITANT. MAKE SURE ALL PERSONS OBEY THE PRECAUTIONS WHEN WHITE (RADOME BOOT) ADHESIVE KIT IS USED.

- DO NOT USE IN AREAS WHERE THERE IS HIGH HEAT, SPARKS, OR FLAMES.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET WHITE (RADOME BOOT) ADHESIVE KIT IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIER'S MSDS FOR:

- MORE PRECAUTIONARY DATA
- APPROVED SAFETY EQUIPMENT
- EMERGENCY MEDICAL AID.

TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THIS HAZARDOUS AGENT.

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- (10) Using industrial cement (Kit R35), mix 106 parts, by weight, of can A and 100 parts, by weight, of can B thoroughly. This becomes adhesive solution (resin).

NOTE: Kit R35, industrial rubber cement, contains adhesive in can A and a catalyst in can B. If contents in can A has a separation of materials, contents should be heated to 150°F (65.6°C) and mixed until all materials have blended. Pot life of mixed resin solution is approximately 1 1/2 hours at room temperature.

- (11) Apply coating, approximately 0.005 inch (0.13 mm) thick, of mixed resin to radome, using a spatula or squeegee. Apply sufficient adhesive to leave white film over entire surface.
- (12) Align reference marks, and join adhesive surface of boot to radome.

WARNING: GLYCERIN IS AN AGENT THAT IS AN IRRITANT. MAKE SURE ALL PERSONS OBEY THE PRECAUTIONS WHEN WHITE IS USED.

- DO NOT USE IN AREAS WHERE THERE IS HIGH HEAT, SPARKS, OR FLAMES.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET WHITE IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIER'S MSDS FOR:

- MORE PRECAUTIONARY DATA
- APPROVED SAFETY EQUIPMENT
- EMERGENCY MEDICAL AID.

TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THIS HAZARDOUS AGENT.

- (13) Brush glycerin on outer surface of boot to help prevent stretching during squeegee process.
- (14) Begin joining boot at center of boot and work outward using squeegee. With firm pressure to ensure complete contact, squeegee boot outward toward edges, extruding excess adhesive. Work out all air bubbles and wrinkles. Ensure that boot is not stretched by squeegee process.

WARNING: 1,1,1-TRICHLOROETHANE IS AN AGENT THAT IS POISONOUS AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN 1,1,1-TRICHLOROETHANE IS USED.

- DO NOT USE IN AREAS WHERE THERE IS HIGH HEAT, SPARKS, OR FLAMES.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET 1,1,1-TRICHLOROETHANE IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIER'S MSDS FOR:

- MORE PRECAUTIONARY DATA
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TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THIS HAZARDOUS AGENT.

- (15) Clean exterior surface of radome with 1,1,1 trichloroethane, using clean cotton wipers (Type 1, Class A). Wipe dry with clean wiper to prevent solvent from evaporating on radome surface. Repeat surface cleaning until all traces of foreign materials and sanding residues are removed.

NOTE: Pour solvent on the wiper. Do not dip wiper into solvent.

- (16) Fasten edges of boot to radome surface with pressure-sensitive plastic coated paper tape.
(17) Allow adhesive to cure for 1 to 1 1/2 hours.
(18) Slit tape and peel back from radome, trimming edge of boot as tape is removed.

WARNING: 1,1,1-TRICHLOROETHANE IS AN AGENT THAT IS POISONOUS AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN 1,1,1-TRICHLOROETHANE IS USED.

- DO NOT USE IN AREAS WHERE THERE IS HIGH HEAT, SPARKS, OR FLAMES.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET 1,1,1-TRICHLOROETHANE IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIER'S MSDS FOR:

- MORE PRECAUTIONARY DATA
- APPROVED SAFETY EQUIPMENT
- EMERGENCY MEDICAL AID.

TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THIS HAZARDOUS AGENT.

- (19) Remove excess adhesive with spatula, and wash radome surface with 1,1,1 trichloroethane, using clean cotton wipers (Type 1, Class A). Use only minimum amount of solvent, and exercise care to prevent solvent from entering bond line. Retape edges of boot with plastic coated tape.
(20) Cure adhesive for minimum of 4 hours at room temperature, or 1 hour at 140° to 160°F (60.0° to 71.1°C).
(21) Remove all plastic coated tape.
(22) Install lightning strips (if required). (PAGEBLOCK 53-51-02/201)
(23) Install radome (PAGEBLOCK 53-51-00/401).

C. Repair Neoprene Radome Boot

NOTE: Total repaired area of boot should not exceed 30 square inches (195 cm²).

NOTE: Radome boot repair is normally accomplished with nose radome removed from fuselage. (For removal/ installation of radome, refer to PAGEBLOCK 53-51-00/401)

- (1) Blisters smaller than one inch (25.4 mm) in diameter can be repaired as follows:

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WARNING: WHITE (RADOME BOOT) ADHESIVE KIT IS AN AGENT THAT IS AN IRRITANT. MAKE SURE ALL PERSONS OBEY THE PRECAUTIONS WHEN WHITE (RADOME BOOT) ADHESIVE KIT IS USED.

- DO NOT USE IN AREAS WHERE THERE IS HIGH HEAT, SPARKS, OR FLAMES.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET WHITE (RADOME BOOT) ADHESIVE KIT IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIER'S MSDS FOR:

- MORE PRECAUTIONARY DATA
- APPROVED SAFETY EQUIPMENT
- EMERGENCY MEDICAL AID.

TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THIS HAZARDOUS AGENT.

- (a) Inject industrial cement (Kit R-35) into the blistered area with a hypodermic syringe.
 - (b) Manually force air and excess cement out of hole left by syringe until blistered area is flattened.
- (2) Blisters or other damage up to six inches in length or diameter can be repaired as follows:
- (a) Make X-shaped cut in damaged area of boot.

WARNING: STANDARD THINNER NO.200 IS AN AGENT THAT IS FLAMMABLE, EXPLOSIVE, POISONOUS, AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY THE PRECAUTIONS WHEN STANDARD THINNER NO.200 IS USED.

- GAS/AIR MIXTURES MORE THAN THE LOWER EXPLOSIVE LIMIT (LEL) CAN CAUSE AN EXPLOSION IF HIGH HEAT, SPARKS, OR FLAMES SUPPLY IGNITION.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET STANDARD THINNER NO.200 IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIER'S MSDS FOR:

- MORE PRECAUTIONARY DATA
- APPROVED SAFETY EQUIPMENT
- EMERGENCY MEDICAL AID.

TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THIS HAZARDOUS AGENT.

- (b) Wipe radome and boot with clean cloth dampened with solvent (No. 200).

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WARNING: WHITE (RADOME BOOT) ADHESIVE KIT IS AN AGENT THAT IS AN IRRITANT. MAKE SURE ALL PERSONS OBEY THE PRECAUTIONS WHEN WHITE (RADOME BOOT) ADHESIVE KIT IS USED.

- DO NOT USE IN AREAS WHERE THERE IS HIGH HEAT, SPARKS, OR FLAMES.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET WHITE (RADOME BOOT) ADHESIVE KIT IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIER'S MSDS FOR:

- MORE PRECAUTIONARY DATA
- APPROVED SAFETY EQUIPMENT
- EMERGENCY MEDICAL AID.

TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THIS HAZARDOUS AGENT.

- (c) Using industrial cement (Kit R35), mix thoroughly 106 parts, by weight, of can A and 100 parts, by weight, of can B. This becomes adhesive solution (resin).

NOTE: Kit R35, industrial rubber cement, contains adhesive in can A and a catalyst in can B. If contents in can A has a separation of materials, contents should be heated to 150°F (65.6°C) and mixed until all materials have blended. Pot life of mixed resin solution is approximately 1 1/2 hours at room temperature.

- (d) Apply coating, approximately 0.005 inch (0.13 mm) thick, of mixed resin to radome boot, using a spatula or squeegee.

- (e) Cement boot to radome. Use firm hand pressure to complete adhesive contact.

- (f) Apply mixed resin to faying surface around damaged area.

- (g) Apply boot patch over damaged area.

NOTE: Erosion boot patches are available in repair kit (No. 74-451F).

- (h) Press sides of patch down and away from center to avoid forming air pockets. Use firm hand pressure to complete adhesive contact.

- (i) Clean excess resin from outer edge of patch.

- (j) Allow adhesive to cure 1 hour at 150°F (65.6°C), or 16 hours at room temperature.

- (3) Lifting or peeling around perimeter of trailing edge can be repaired by applying cement to radome at that point and applying firm hand pressure to force out excess cement and complete adhesive contact.

- (4) Install radome. (PAGEBLOCK 53-51-00/401)

7. **Approved Repairs - 3-M Clear Polyurethane Radome Boot**

A. 3-M Clear Polyurethane Radome Boot Installation

- (1) Remove radome. (PAGEBLOCK 53-51-00/401)
- (2) Prepare radome. (Paragraph 6.B. Paragraph 6.B.(1) through Paragraph 6.B.(15))
- (3) Scuff sand glazed surface with nylon abrasive pads.

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WARNING: 1,1,1-TRICHLOROETHANE IS AN AGENT THAT IS POISONOUS AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN 1,1,1-TRICHLOROETHANE IS USED.

- DO NOT USE IN AREAS WHERE THERE IS HIGH HEAT, SPARKS, OR FLAMES.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET 1,1,1-TRICHLOROETHANE IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIER'S MSDS FOR:

- MORE PRECAUTIONARY DATA
- APPROVED SAFETY EQUIPMENT
- EMERGENCY MEDICAL AID.

TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THIS HAZARDOUS AGENT.

- (4) Remove sanding residue with clean cotton wipers and 1,1,1 trichloroethane solvent. Wipe surface dry. Repeat surface cleaning until all sanding residues are removed.

WARNING: ISOPROPYL ALCOHOL IS AN AGENT THAT IS FLAMMABLE, EXPLOSIVE, AND POISONOUS. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN ISOPROPYL ALCOHOL IS USED.

- GAS/AIR MIXTURES MORE THAN THE LOWER EXPLOSIVE LIMIT (LEL) CAN CAUSE AN EXPLOSION IF HIGH HEAT, SPARKS, OR FLAMES SUPPLY IGNITION.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET ISOPROPYL ALCOHOL IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIER'S MSDS FOR:

- MORE PRECAUTIONARY DATA
- APPROVED SAFETY EQUIPMENT
- EMERGENCY MEDICAL AID.

TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THIS HAZARDOUS AGENT.

- (5) Wash radome surface with isopropyl alcohol solvent. Wipe dry with clean wipers.
- (6) Make an orientation mark (+) at top center of radome with black marking pen.
- (7) Position boot with protective liner over radome and rotate for optimum fit. Using piece of masking tape as an overlay, mark location of orientation mark on top center of boot.

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WARNING: ISOPROPYL ALCOHOL IS AN AGENT THAT IS FLAMMABLE, EXPLOSIVE, AND POISONOUS. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN ISOPROPYL ALCOHOL IS USED.

- GAS/AIR MIXTURES MORE THAN THE LOWER EXPLOSIVE LIMIT (LEL) CAN CAUSE AN EXPLOSION IF HIGH HEAT, SPARKS, OR FLAMES SUPPLY IGNITION.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET ISOPROPYL ALCOHOL IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: LIQUID DETERGENT IS AN AGENT THAT IS AN IRRITANT. MAKE SURE ALL PERSONS OBEY THE PRECAUTIONS WHEN LIQUID DETERGENT IS USED.

- DO NOT USE IN AREAS WHERE THERE IS HIGH HEAT, SPARKS, OR FLAMES.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET LIQUID DETERGENT IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIER'S MSDS FOR:

- MORE PRECAUTIONARY DATA
- APPROVED SAFETY EQUIPMENT
- EMERGENCY MEDICAL AID.

TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THIS HAZARDOUS AGENT.

(8) For wetting agent, mix 1 part isopropyl alcohol solvent with 3 parts water by volume. Add 1 teaspoon of liquid detergent (Joy) to each gallon of alcohol wetting solution needed.

(9) Turn boot inside out and place on radome, ignoring orientation marks. Carefully remove protective liner. Saturate adhesive surface of boot with wetting solution as liner is being removed to prevent adhesive to adhesive contact.

NOTE: A pistol-grip type sprayer may be used for applying wetting solution.

(10) Saturate entire adhesive surface again with wetting solution after liner is removed to ensure that there are no unexposed areas of adhesive.

(11) Remove boot with care, being careful not to contaminate wet adhesive surface, then saturate entire radome surface with wetting solution.

(12) Place boot on radome, with adhesive side to radome, aligning orientation marks.

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WARNING: GLYCERIN IS AN AGENT THAT IS AN IRRITANT. MAKE SURE ALL PERSONS OBEY THE PRECAUTIONS WHEN WHITE IS USED.

- DO NOT USE IN AREAS WHERE THERE IS HIGH HEAT, SPARKS, OR FLAMES.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET WHITE IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIER'S MSDS FOR:

- MORE PRECAUTIONARY DATA
- APPROVED SAFETY EQUIPMENT
- EMERGENCY MEDICAL AID.

TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THIS HAZARDOUS AGENT.

- (13) After proper alignment, apply glycerin to outer surface of boot to prevent scratching during squeegee process.
- (14) Squeegee out wetting solution starting at top center of boot and working down, exercising care to avoid blisters under boot.

WARNING: ISOPROPYL ALCOHOL IS AN AGENT THAT IS FLAMMABLE, EXPLOSIVE, AND POISONOUS. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN ISOPROPYL ALCOHOL IS USED.

- GAS/AIR MIXTURES MORE THAN THE LOWER EXPLOSIVE LIMIT (LEL) CAN CAUSE AN EXPLOSION IF HIGH HEAT, SPARKS, OR FLAMES SUPPLY IGNITION.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET ISOPROPYL ALCOHOL IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIER'S MSDS FOR:

- MORE PRECAUTIONARY DATA
- APPROVED SAFETY EQUIPMENT
- EMERGENCY MEDICAL AID.

TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THIS HAZARDOUS AGENT.

- (15) Remove glycerin with clean cloth and isopropyl alcohol solvent, and wipe dry with clean wipers.
- (16) Remove mold flash on boot edge, and tape edge at trim line, station 15.
- (17) Let adhesive cure 1 hour at room temperature. Trim boot and tape edge. Let adhesive finish curing for 24 hours at room temperature or 20 minutes in oven at 150° to 170°F (66° to 77°C).

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B. Repair 3-M Clear Polyurethane Radome Erosion Boot

NOTE: Total repaired area of boot must not exceed 16 square inches (104 cm²).

NOTE: Boot replacement is required if blisters exceed 4.0 inches (101.6 mm) in diameter and/or cuts exceed 4.0 inches (101.6 mm) in length.

- (1) Blisters or other damaged area up to 4.0 inches (101.6 mm) in length or diameter may be repaired, as follows:
- (a) Using a sharp knife, cut around perimeter of blister or damaged area, and lift section of boot from radome.

CAUTION: USE CARE WHEN USING KNIFE TO PREVENT DAMAGE TO LAMINATIONS OF RADOME.

- (b) Scuff sand exposed area of radome surface with nylon abrasive pads to remove surface glaze.

WARNING: 1,1,1-TRICHLOROETHANE IS AN AGENT THAT IS POISONOUS AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN 1,1,1-TRICHLOROETHANE IS USED.

- DO NOT USE IN AREAS WHERE THERE IS HIGH HEAT, SPARKS, OR FLAMES.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET 1,1,1-TRICHLOROETHANE IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIER'S MSDS FOR:

- MORE PRECAUTIONARY DATA
- APPROVED SAFETY EQUIPMENT
- EMERGENCY MEDICAL AID.

TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THIS HAZARDOUS AGENT.

- (c) Remove residue with wipers dampened with 1,1,1 trichloroethane solvent, and wipe dry with clean wipers.

CAUTION: DO NOT ALLOW SOLVENT TO PENETRATE UNDER EDGE OF CUTOUT SECTION.

CAUTION: DO NOT ALLOW SOLVENT TO EVAPORATE DRY ON SURFACE.

- (d) Cut polyurethane tape to fit exposed area.
- (e) Heat exposed area to 115° to 135°F (46.1° to 57.2°C) with heat gun or heat lamp.
- (f) Peel backing from polyurethane tape as it is being applied to exposed area.

CAUTION: DO NOT STRETCH POLYURETHANE TAPE DURING INSTALLATION.

- (g) Using firm pressure, press polyurethane tape onto surface of radome.

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WARNING: IMPACT RESISTANT TOPCOAT IS AN AGENT THAT IS FLAMMABLE, POISONOUS, AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY THE PRECAUTIONS WHEN IMPACT RESISTANT TOPCOAT IS USED.

- DO NOT USE IN AREAS WHERE THERE IS HIGH HEAT, SPARKS, OR FLAMES.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET IMPACT RESISTANT TOPCOAT IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: IMPACT RESISTANT TOPCOAT THINNER IS AN AGENT THAT IS FLAMMABLE, EXPLOSIVE, AN ASPHYXIANT, AND CAUSES CORROSION. MAKE SURE ALL PERSONS OBEY THE PRECAUTIONS WHEN IMPACT RESISTANT TOPCOAT THINNER IS USED.

- GAS/AIR MIXTURES MORE THAN THE LOWER EXPLOSIVE LIMIT (LEL) CAN CAUSE AN EXPLOSION IF HIGH HEAT, SPARKS, OR FLAMES SUPPLY IGNITION.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET IMPACT RESISTANT TOPCOAT THINNER IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIER'S MSDS FOR:

- MORE PRECAUTIONARY DATA
- APPROVED SAFETY EQUIPMENT
- EMERGENCY MEDICAL AID.

TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THIS HAZARDOUS AGENT.

CAUTION: DO NOT USE POLYURETHANE TOPCOAT MANUFACTURED BY U.S. PAINT COMPANY.

(h) Seal edges between boot and polyurethane tape with clear polyurethane topcoat.

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NOSE RADOME - LIGHTNING STRIPS - MAINTENANCE PRACTICES

1. General

- A. The maintenance instructions in this section provide for the removal, installation, and approved repairs for the radome lightning strips.

2. Equipment and Materials

WARNING: ITEMS IDENTIFIED WITH AN ASTERISK(*) ARE FLAMMABLE. SUPPLY ADEQUATE VENTILATION AND EXERCISE APPROPRIATE PRECAUTIONARY MEASURES. CONSULT LOCAL AUTHORITY OR REGULATORY AGENCY, FOR FIRE PREVENTION AND PERSONNEL HEALTH AND SAFETY WHEN USING THESE MATERIALS.

NOTE: Equivalent substitutes may be used instead of the following listed items:

NOTE: Some materials in the Equipment and Materials list may not be permitted to be used in your location. Persons in each location must make sure they are permitted to use these materials. All persons must obey all applicable federal, state, local, and provincial regulations for their location.

Table 201

Name and Number	Manufacturer
*Solvent, No. 200	Standard Oil Co. Los Angeles, California
Paper, abrasive, silicon carbide, dry, 180-grit; Tri-M-ite cabinet paper	Minnesota Mining and Mfg. Co.
Sealant, PR-1428	Products Research Co. Burbank, Calif.
Sealant, PR-1422-B2	Products Research Co. Burbank, Calif.
Cotton cloth wipers, Type 1, Class A	
Carborundum paper, 400- to 600-grit	
Ohmmeter	
Tape, aluminum foil, #425	Minnesota Mining and Mfg. Co.
Scraper, plastic	
Enamel, fluid resistant top coat DMS 2433 Type I	Akzo Nobel or PRC-DeSoto

3. General Precautions

WARNING: STAY CLEAR OF THE WEATHER RADAR ANTENNA WHEN THE SYSTEM IS IN OPERATION AND THE RADOME IS OPEN. THE ANTENNA CAN HIT OR CATCH PERSONNEL WHILE IT MOVES. DO NOT TOUCH THE ANTENNA SURFACE WHILE THE ANTENNA TRANSMITS MICROWAVE ENERGY. THESE CONDITIONS CAN CAUSE INJURY TO PERSONS.

- A. Observe the above radar warning before proceeding.

4. Lightning Strips Removal/Installation

- A. Remove Lightning Strip

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WARNING: TAG AND USE SAFETY CLIPS TO SAFETY THE CIRCUIT BREAKERS. IF THE CIRCUIT BREAKERS ARE NOT OPENED, TAGGED, AND SAFETIED, INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (1) Open these circuit breakers and install safety tags:

UPPER EPC, RIGHT RADIO AC BUS

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
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WJE 405-411, 416, 420, 422, 424-427, 429, 861, 862, 868, 873, 874, 880, 881, 883, 884, 891-893

F	4	B10-294	WEATHER RADAR IND
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WJE ALL

F	5	B10-295	WEATHER RADAR XCVR
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- (2) Open and secure radome in open position with hold-open struts. (NOSE RADOME - MAINTENANCE PRACTICES, PAGEBLOCK 53-51-01/201 Config 1)
- (3) Remove sealant from screw heads in lightning strip.
- (4) Remove screws from lightning strip. (Figure 201)

CAUTION: USE CARE TO AVOID DAMAGING RADOME.

- (5) Insert plastic scraper between lightning strip and radome and remove lightning strip.
- (6) Remove adhesive, paint, and primer from faying surfaces with sandpaper (180-grit).

B. Install Lightning Strip

WARNING: TAG AND USE SAFETY CLIPS TO SAFETY THE CIRCUIT BREAKERS. IF THE CIRCUIT BREAKERS ARE NOT OPENED, TAGGED, AND SAFETIED, INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (1) Make sure that these circuit breakers are open and have safety tags:

UPPER EPC, RIGHT RADIO AC BUS

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
------------	------------	---------------	-------------

WJE 405-411, 416, 420, 422, 424-427, 429, 861, 862, 868, 873, 874, 880, 881, 883, 884, 891-893

F	4	B10-294	WEATHER RADAR IND
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WJE ALL

F	5	B10-295	WEATHER RADAR XCVR
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- (2) Clean faying surfaces of lightning strip and radome, using clean cloth dampened with solvent (No. 200) and wipe dry with clean cloth.
- (3) Sand faying surfaces with carborundum paper (400- to 600-grit).

CAUTION: ALUMINUM OXIDE, A NONCONDUCTIVE PRODUCT OF CORROSION, FORMS IMMEDIATELY. SEALANT MUST BE APPLIED AS QUICKLY AS POSSIBLE TO SANDED SURFACES.

- (4) Apply sealant (PR-1428) between lightning strip and radome. Apply from boot aft.
- (5) Install lightning strip.

NOTE: Electrical bond is required at aft two screw attach points between lightning strip, spacers, and radome attach ring. (Figure 201)

- (6) Fill holes in lightning strip not covered by attaching screw heads, and screw head slots with sealant (PR-1422-B2).
- (7) Remove excess sealant with clean cloth dampened with solvent (No. 200).

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- (8) Using ohmmeter, check that continuity exists between radome ring and lightning strip.
NOTE: Continuity test should be performed using sharp probe to prevent damage to external finish on lightning strip. Resistance between lightning strip and radome ring should not exceed 0.1 ohm.
- (9) Using paint (FR 443-3) paint lightning strip to match radome.
- (10) Lower, close, and secure radome to fuselage with latches.
- (11) Remove the safety tags and close these circuit breakers:

UPPER EPC, RIGHT RADIO AC BUS

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
WJE 405-411, 416, 420, 422, 424-427, 429, 861, 862, 868, 873, 874, 880, 881, 883, 884, 891-893			
F	4	B10-294	WEATHER RADAR IND
WJE ALL			
F	5	B10-295	WEATHER RADAR XCVR

C. Repair Lightning Strip

NOTE: This is temporary repair only, and should be replaced with permanent installation at earliest convenience.

WARNING: TAG AND USE SAFETY CLIPS TO SAFETY THE CIRCUIT BREAKERS. IF THE CIRCUIT BREAKERS ARE NOT OPENED, TAGGED, AND SAFETIED, INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (1) Make sure that these circuit breakers are open and have safety tags:

UPPER EPC, RIGHT RADIO AC BUS

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
WJE 405-411, 416, 420, 422, 424-427, 429, 861, 862, 868, 873, 874, 880, 881, 883, 884, 891-893			
F	4	B10-294	WEATHER RADAR IND
WJE ALL			
F	5	B10-295	WEATHER RADAR XCVR

- (2) Remove screw from first complete bolt hole forward of lightning strip break. Remove paint from broken lightning strip for 1/4 inch each side of this screw hole. (Figure 202, view A)
- (3) Measure distance D. (Figure 202, view A)
- (4) Cut strip of aluminum foil tape 1.2 inches wide and D + 4.8 inches long. (Figure 202, view B)
- (5) Cut and fold tape as shown to provide electrical continuity after tape is installed. (Figure 202, view C)

WARNING: SOLVENT NO. 200 IS COMBUSTIBLE AND VAPOR MAY BE TOXIC. AVOID PROLONGED BREATHING OF VAPOR AND PROLONGED OR REPEATED CONTACT WITH SKIN. AVOID CONTACT WITH EYES. CLEAN PARTS IN WELL-VENTILATED AREA, AND USE APPROVED SAFETY EQUIPMENT.

- (6) Clean surface of radome in repair area with wiper dampened with solvent (No. 200).
- (7) Install tape, starting with forward end first, and working aft. Tape should be pressed down against sides of lightning strip before pressing against radome. This will provide snug fit around lightning strip, minimizing drag, and reducing chances of foil tearing during installation.
- (8) Using pointed object (such as pencil tip) puncture tape carefully, and install attaching screws.
- (9) Test repair for continuity. (Paragraph 4.B.(8)).

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- (10) Tape may be painted if desired.
- (11) Remove the safety tags and close these circuit breakers:

UPPER EPC, RIGHT RADIO AC BUS

Row Col Number Name

**WJE 405-411, 416, 420, 422, 424-427, 429, 861, 862, 868, 873, 874, 880, 881, 883, 884,
891-893**

F 4 B10-294 WEATHER RADAR IND

WJE ALL

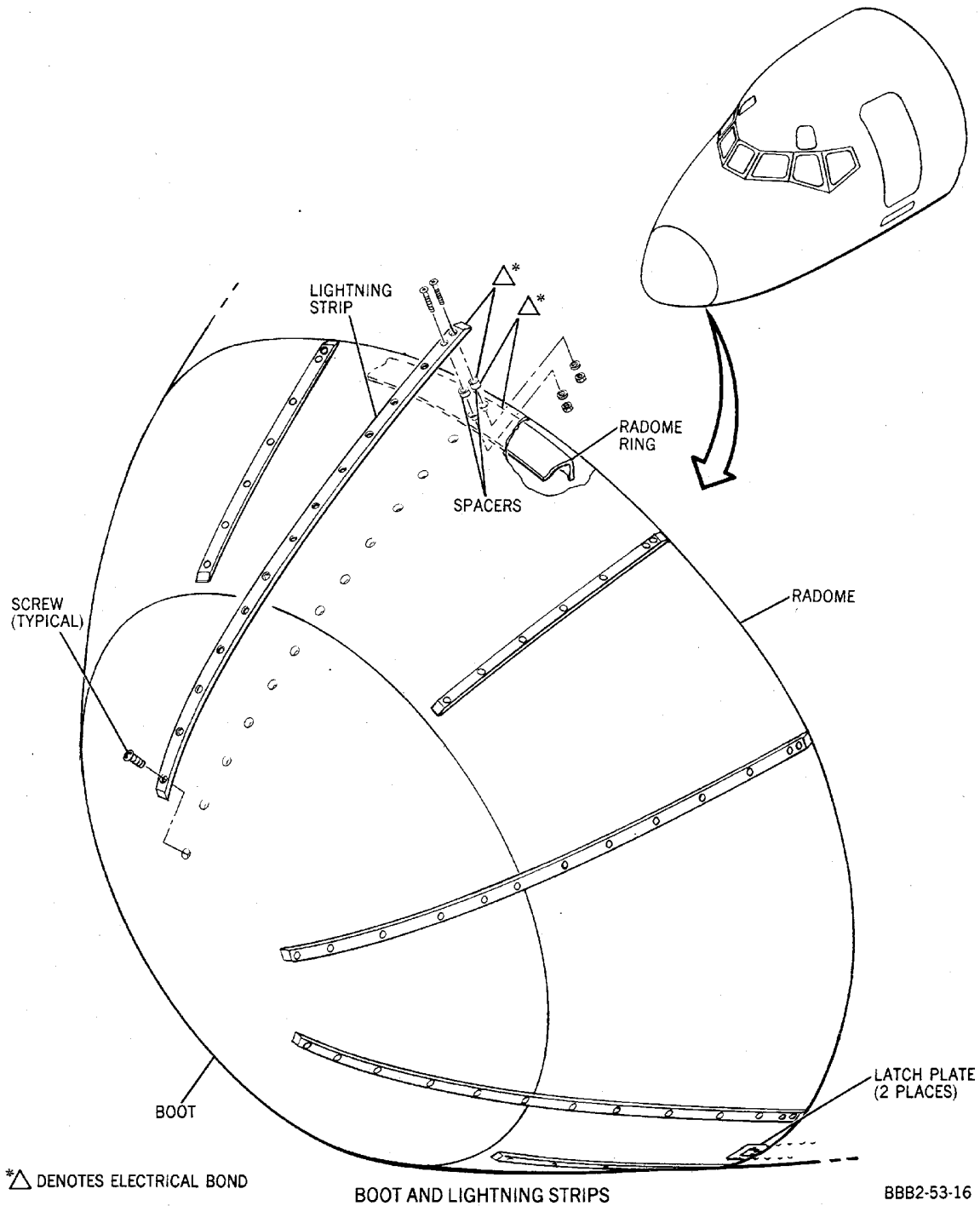
F 5 B10-295 WEATHER RADAR XCVR

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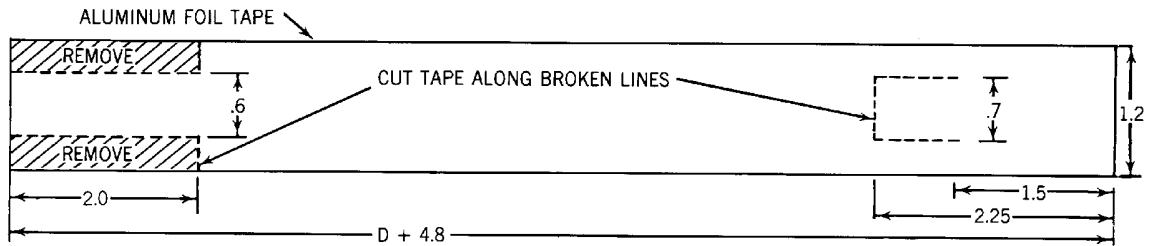
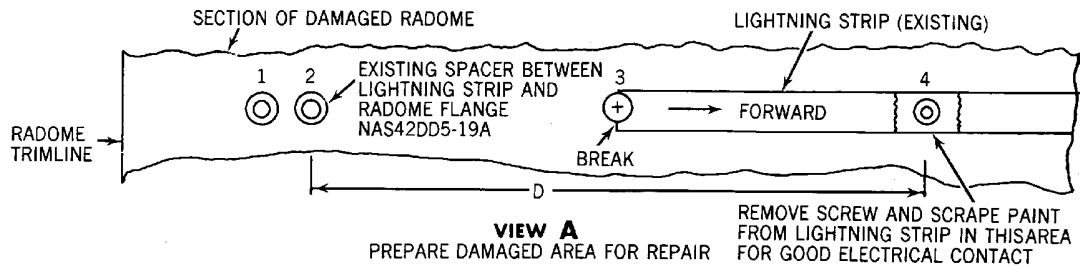
Nose Radome Boot and Lightning Strips -- Removal/Installation
Figure 201/53-51-02-990-801

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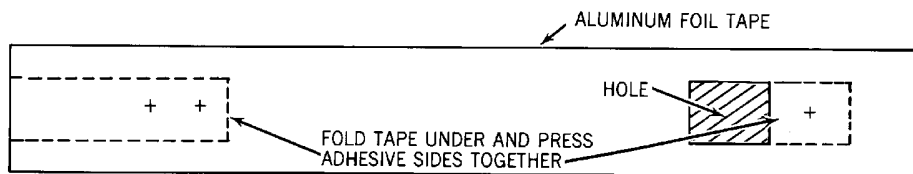
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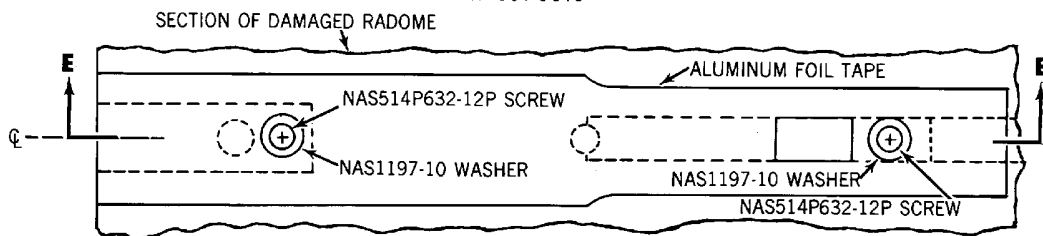
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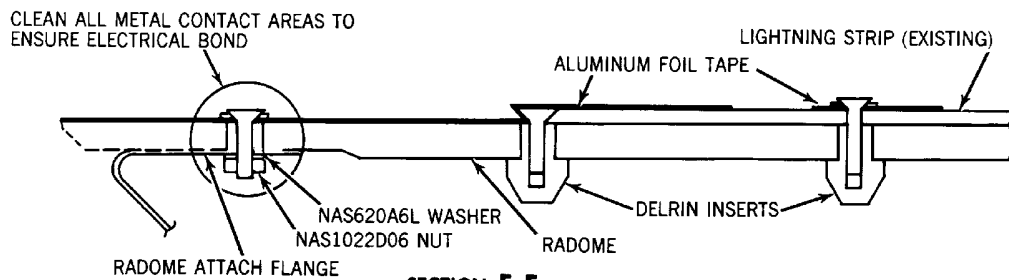
VIEW B
CUT ALUMINUM TAPE DETAIL



VIEW C
FOLD CUT-OUTS



VIEW D
INSTALL FOIL ON RADOME



SECTION E-E
PROFILE VIEW OF FOIL INSTALLATION

BBB2-53-67

Temporary Lightning Strip Repair
Figure 202/53-51-02-990-802

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WING-TO-FUSELAGE FILLETS - MAINTENANCE PRACTICES

1. General

- A. The maintenance instructions in this section provide for the removal and installation of the wing-to-fuselage fillets.
- B. The fillets are aerodynamically sealed. The edges next to the wing have rubber seals. The butt joints are flush-sealed with sealant. The outer edges have sealant tapered to the fuselage.

2. Equipment and Materials

NOTE: Equivalent substitutes may be used instead of the following listed items:

NOTE: It is possible that some materials in the Equipment and Materials List cannot be used for some or all of their necessary applications. Before you use the materials, make sure the types, quantities, and applications of the materials necessary are legally permitted in your location. All persons must obey all applicable federal, state, local, and provincial laws and regulations when it is necessary to work with these materials.

Table 201

Name and Number	Manufacturer
Sealant, PR-1422-B2 DPM 2292-2	Products Research Co. Burbank, CA

3. Removal/Installation Wing to Fuselage Fillets

- A. Remove Wing Fillets

WARNING: LOW VISCOSITY POLYSULFIDE SEALANT IS AN AGENT THAT IS POISONOUS AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN LOW VISCOSITY POLYSULFIDE SEALANT IS USED.

- GAS/AIR MIXTURE MORE THAN THE LOWER EXPLOSIVE LIMIT (LEL) CAN CAUSE AN EXPLOSION IF HIGH HEAT, SPARKS, OR FLAMES SUPPLY IGNITION.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET LOW VISCOSITY POLYSULFIDE SEALANT IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIER'S MSDS FOR:

- MORE PRECAUTIONARY DATA
- APPROVED SAFETY EQUIPMENT
- EMERGENCY MEDICAL AID.

TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THIS HAZARDOUS AGENT.

- (1) Remove old sealant from fillet butt joints.
- (2) Remove attach screws securing fillet to fuselage.
- (3) Remove fillet.

- B. Install Wing Fillets

EFFECTIVITY
WJE ALL

TP-80MM-WJE

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- (1) The step below is a Critical Design Configuration Control Limitation (CDCCL) procedure. For important information on CDCCLs, refer to (Airworthiness Limitation Precautions GENERAL - MAINTENANCE PRACTICES, PAGEBLOCK 28-00-00/201).

CAUTION: DO NOT ALTER OR REMOVE THE WING-ROOT AREA LIGHTNING PROTECTION STRAPS, WIRE OVERBRAIDS AND SHIELDS. ANY REPLACEMENT WIRES IN THIS AREA MUST ALSO BE SHIELDED/OVERBRAIDED IN THE SAME MANNER, WITH THE OVERBRAIDS GROUNDED AT BOTH ENDS.

- (2) Make sure that the wing-root area lightning protection straps, wire overbraids and shields are installed, not altered, and bonded. Any wires in this area must also be shielded/overbraided, with the overbraids grounded at both ends. (ELECTRICAL BONDING - MAINTENANCE PRACTICES, SWPM 20-50-01)
- (3) Ensure that rub strip is firmly bonded to fuselage and wing surfaces. Replace strip if damaged. (PAGEBLOCK 20-20-01/201)

NOTE: If damaged fillet is to be replaced, new fillet must be fitted, trimmed, drilled and countersunk, and refinished. (SRM 51-70-1)

- (4) Ensure that rubber seal is attached to upper edge of fillet. Replace seal if damaged. (PAGEBLOCK 20-20-01/201)
- (5) Clean off old sealant from fillet and fuselage.
- (6) Position fillet on fuselage and secure with attach screws.

NOTE: Make certain that attach screws are proper length.

- (7) Check gaps of fillet butt joints.
 - (a) The fillet butt joints should have a gap of 0.06 ± 0.03 in. (1.52 ± 0.77 mm) on all fillet sections except the aft-most fillet, which should have a butt gap of 0.09 ± 0.03 in. (2.29 ± 0.77 mm).

WARNING: USE THE HAZARDOUS MATERIAL WARNINGS GIVEN BELOW FOR THE STEPS THAT FOLLOW.

THE HAZARDOUS MATERIAL WARNINGS ARE LISTED AFTER THE INTRODUCTION SECTION IN THE FRONT OF THE AMM.

Hazardous Material Warnings

HAZMAT 1021, SEALANT/POLYSULFIDE/LOW VISCOSITY (DPM 2292-2)

HAZMAT 1000, REFER TO MSDS

- (8) Aerodynamically seal fillet butt joints with sealant.

EFFECTIVITY
WJE ALL

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TAILCONE - REMOVAL/INSTALLATION

1. General

- A. The maintenance instructions in this section provide for the removal/installation of the tailcone, and installation/removal of the tailcone test sling.
- B. The internal tailcone release handle is located inside the lower left fuselage area forward of the tailcone.
- C. The external tailcone release handle is located inside an access door at the left lower outboard of the ventral stair cutout in the lower aft fuselage.
- D. The following is applicable to aircraft/tailcone configurations with or without HF antenna and with or without HF communication system(s) installed. (GENERAL - MAINTENANCE PRACTICES, PAGEBLOCK 23-00-00/201)
 - (1) When HF communication system is installed, antenna is connected from antenna feeder mounted on tailcone inner surface, right side, to lightning arrestor and relay unit mounted inside fuselage at aft frame, lower right side; HF shorting/bonding strap is then mounted in stowed position on aft face of tailcone forward flange. (Figure 401, View A-A)
 - (2) If HF communication system is not installed, or lightning arrestor and relay unit is removed from aircraft, and tailcone has HF antenna installed, antenna shorting strap must be connected between tailcone frame clip and antenna feeder bracket, to ground antenna to airframe. (Figure 401, View B-B)
 - (3) In addition to HF antenna shorting strap, a bonding strap is installed between tailcone lower access door/frame and tailcone forward flange. This strap is required to be connected at all times. (Figure 401, View C-C)
- E. All low drag, extended tailcones are manufactured with the HF antenna as an integral part of the tailcone.

EFFECTIVITY

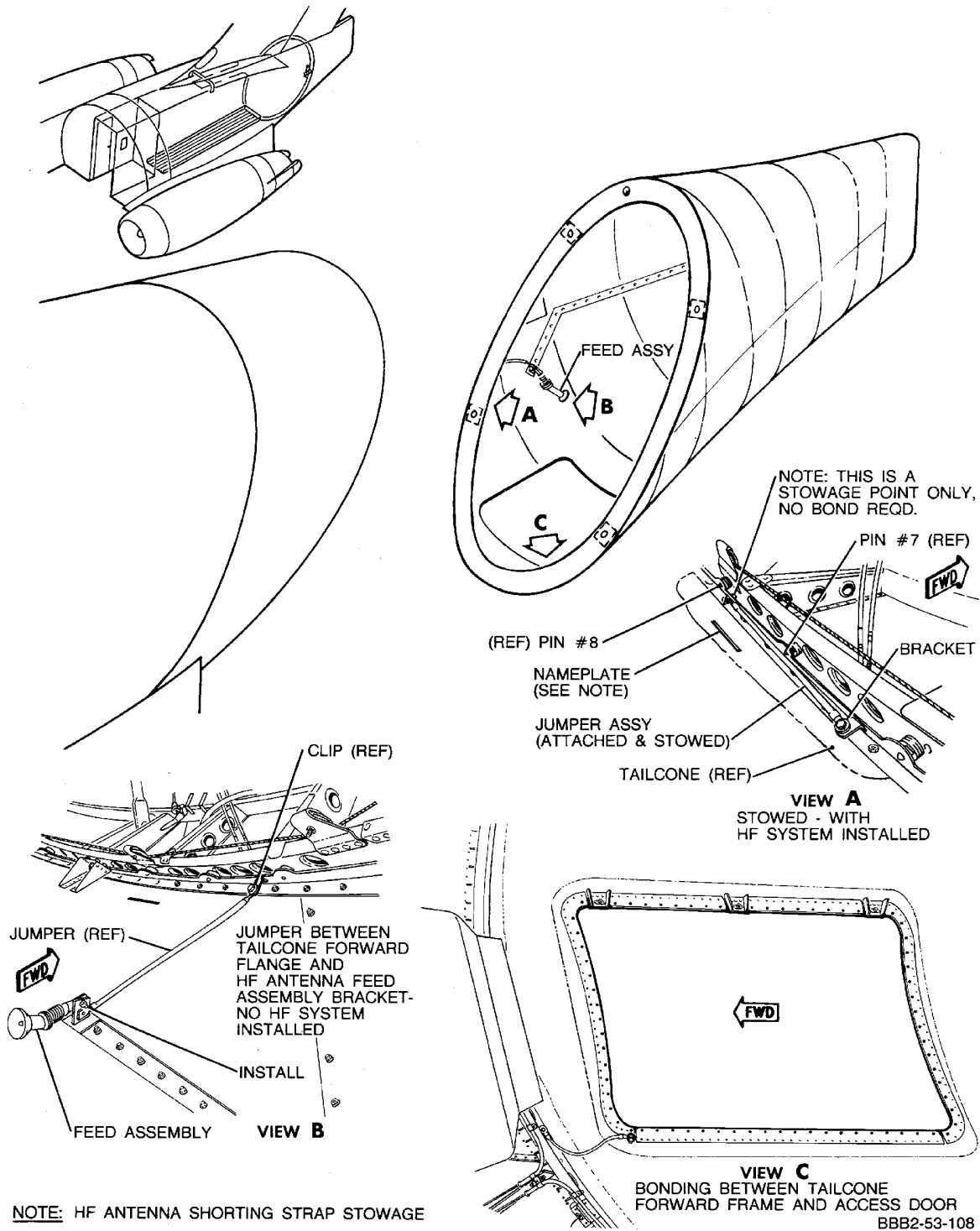
WJE 401-408, 410-412, 414-419, 421, 423, 861-866,
868, 869, 871-881, 883, 886, 887, 892, 893

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Tailcone and HF Antenna Bonding Straps -- Installation
Figure 401/53-53-00-990-810

EFFECTIVITY
WJE 401-408, 410-412, 414-419, 421, 423, 861-866,
868, 869, 871-881, 883, 886, 887, 892, 893

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2. Equipment and Materials

NOTE: Equivalent substitutes may be used instead of the following listed items.

NOTE: It is possible that some materials in the Equipment and Materials List cannot be used for some or all of their necessary applications. Before you use the materials, make sure the types, quantities, and applications of the materials necessary are legally permitted in your location. All persons must obey all applicable federal, state, local, and provincial laws and regulations when it is necessary to work with these materials.

Table 401

Name and Number	Manufacturer
Sling, Tailcone Test* P/N 5953598-501	The Boeing Co.
Sling, Tailcone Test (Alternate) P/N 5953598-503	The Boeing Co.
Sling, Tailcone Test (Alternate) P/N 5953598-505	The Boeing Co.
Sling, Tailcone Test (Alternate) P/N 5953598-507	The Boeing Co.
Lock, Tailcone Safety P/N 3954693	The Boeing Co.
Grease, wide temperature range, MIL-G-81322	
<u>NOTE:</u> (*) The -501 sling may continue to be used provided the sling successfully passed the proof load tests.	

3. Removal/Installation Tailcone

WARNING: BEFORE YOU DO MAINTENANCE ON THE AIRCRAFT, MAKE SURE THE TAIL JACK IS CORRECTLY INSTALLED AT THE AFT JACKING POINT ON THE FUSELAGE. THIS WILL HELP PREVENT INJURY TO PERSONS AND DAMAGE TO THE AIRCRAFT.

A. Remove Tailcone (Figure 402)

WARNING: FAILURE TO REMOVE EVACUATION SLIDE AND COVER WILL RESULT IN AN UNSAFE CONDITION. EVACUATION SLIDE IS EQUIPPED WITH A HIGH PRESSURE INFLATION SYSTEM, AND IS ARMED FOR AUTOMATIC INFLATION.

- (1) Remove tailcone evacuation slide and slide cover. (AFT EVACUATION SLIDE - MAINTENANCE PRACTICES, PAGEBLOCK 25-62-01/201)

NOTE: Evacuation slide deployment lanyard may be left attached to Kevlar cable when evacuation slide and cover are removed.

EFFECTIVITY

**WJE 401-408, 410-412, 414-419, 421, 423, 861-866,
868, 869, 871-881, 883, 886, 887, 892, 893**

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WJE 401-404, 407, 408, 410-412, 414, 881, 883, 892

WARNING: TAG AND USE SAFETY CLIPS TO SAFETY THE CIRCUIT BREAKERS. IF THE CIRCUIT BREAKERS ARE NOT OPENED, TAGGED, AND SAFETIED, INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (2) On aircraft with High Frequency (HF) radio system(s) installed, open and tag following circuit breakers (as applicable):

UPPER EPC, LEFT RADIO AC BUS

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	15	B10-195	HF COMM-1 PHASE A
D	16	B10-196	HF COMM-1 PHASE B
D	17	B10-197	HF COMM-1 PHASE C

UPPER EPC, LEFT RADIO DC BUS

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
E	15	B10-198	HF COMM-1

UPPER EPC, RIGHT RADIO AC BUS

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
WJE 410, 881, 883, 892			
D	3	B10-201	HF COMM-2 PHASE A
D	4	B10-202	HF COMM-2 PHASE B
D	5	B10-203	HF COMM-2 PHASE C

UPPER EPC, RIGHT RADIO DC BUS

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
WJE 410, 881, 883			
E	3	B10-204	HF COMM-2

WJE 401-408, 410-412, 414-419, 421, 423, 861-866, 868, 869, 871-881, 883, 886, 887, 892, 893

CAUTION: ON AIRCRAFT WITH HF RADIO SYSTEM(S) INSTALLED, ANTENNA FEED MUST BE DISCONNECTED FROM CONNECTOR TAB ON TAILCONE TO PREVENT DAMAGE.

- (3) If HF antenna is installed, disconnect antenna feed from antenna connector tab on tailcone.

WARNING: GET SUFFICIENT AID FROM PERSONS AND EQUIPMENT TO HOLD THE COMPONENT DURING REMOVAL AND INSTALLATION. THIS COMPONENT WEIGHS APPROXIMATELY 110 LBS (50 KG). THIS WILL HELP PREVENT INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

CAUTION: KEVLAR TAILCONE LANYARD IS VERY FRAGILE. HANDLE WITH CARE. DO NOT USE SHARP, POINTED TOOLS OR OTHER INSTRUMENTS.

- (4) Support tailcone or install tailcone test sling. (Paragraph 3.C.)

WJE 405, 416, 861, 862, 868, 873, 874, 880 PRE MD80-53-222

NOTE: If low drag tailcone is deployed through a full drop cycle, Kevlar lanyard must be replaced with a new serviceable lanyard.

WJE 401-404, 406-408, 410-412, 414, 415, 417-419, 421, 423, 863-866, 869, 871, 872, 875-879, 881, 883, 886, 887, 892, 893; WJE 405, 416, 861, 862, 868, 873, 874, 880 POST MD80-53-222

NOTE: Replacement of Kevlar lanyard is not required after each full drop cycle of tailcone.

EFFECTIVITY

WJE 401-408, 410-412, 414-419, 421, 423, 861-866, 868, 869, 871-881, 883, 886, 887, 892, 893

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WJE 401-408, 410-412, 414-419, 421, 423, 861-866, 868, 869, 871-881, 883, 886, 887, 892, 893

- (5) If test sling is used, adjust sling for short drop.
- (6) Remove loop of Kevlar cable from finger of cam pin. Pull cable (and slide deployment lanyard, if attached) through ring. Secure inside tailcone away from tailcone latching and release mechanism components. (Figure 402)

WARNING: IF INTERNAL OR EXTERNAL TAILCONE RELEASE HANDLE IS PULLED (ONLY 3/8 INCH (9.5 MM) IS NECESSARY) OR IF EMERGENCY OPERATING HANDLE ON PASSENGER AFT ENTRANCE DOOR IS ACTUATED, TAILCONE LOCKING CABLE MUST BE CHECKED FOR SECURITY. IF ANY OF THESE HANDLES HAVE BEEN DISTURBED, LOCKING CABLE MAY DISENGAGE AND THERE WILL BE NO POSITIVE LOCKING ACTION HOLDING TAILCONE LATCHES CLOSED. LATCHES CAN THEN VIBRATE OPEN AND RESULT IN TAILCONE LOSS.

- (7) Pull tailcone external release handle (11).

NOTE: When tailcone release handle is pulled, locking cable is released and latches are rotated to open position to release tailcone.

B. Install Tailcone

WARNING: GET SUFFICIENT AID FROM PERSONS AND EQUIPMENT TO HOLD THE COMPONENT DURING REMOVAL AND INSTALLATION. THIS COMPONENT WEIGHS APPROXIMATELY 110 LBS (50 KG). THIS WILL HELP PREVENT INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

WARNING: IF INTERNAL OR EXTERNAL TAILCONE RELEASE HANDLE IS PULLED (ONLY 3/8 INCH (9.5 MM) IS NECESSARY) OR IF EMERGENCY OPERATING HANDLE ON PASSENGER AFT ENTRANCE DOOR IS ACTUATED, TAILCONE LOCKING CABLE MUST BE CHECKED FOR SECURITY. IF ANY OF THESE HANDLES HAVE BEEN DISTURBED, LOCKING CABLE MAY DISENGAGE AND THERE WILL BE NO POSITIVE LOCKING ACTION HOLDING TAILCONE LATCHES CLOSED. LATCHES CAN THEN VIBRATE OPEN AND RESULT IN TAILCONE LOSS.

- (1) Check torque of tailcone release cam. (TAILCONE RELEASE MECHANISM CAM, SUBJECT 53-53-02, Page 201)

NOTE: Numbers in parentheses () in following text refer to Figure 403.

NOTE: If tailcone has been removed for maintenance access only, and has not been deployed, Paragraph 3.B.(1) may be omitted.

WJE 401-404, 407, 408, 410-412, 414, 881, 883, 892

WARNING: TAG AND USE SAFETY CLIPS TO SAFETY THE CIRCUIT BREAKERS. IF THE CIRCUIT BREAKERS ARE NOT OPENED, TAGGED, AND SAFETIED, INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (2) Make sure that these circuit breakers (as applicable) are open and have safety tags:

UPPER EPC, LEFT RADIO AC BUS

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	15	B10-195	HF COMM-1 PHASE A
D	16	B10-196	HF COMM-1 PHASE B
D	17	B10-197	HF COMM-1 PHASE C

EFFECTIVITY

WJE 401-408, 410-412, 414-419, 421, 423, 861-866, 868, 869, 871-881, 883, 886, 887, 892, 893

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WJE 401-404, 407, 408, 410-412, 414, 881, 883, 892 (Continued)

UPPER EPC, LEFT RADIO DC BUS

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
E	15	B10-198	HF COMM-1

UPPER EPC, RIGHT RADIO AC BUS

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
WJE 410, 881, 883, 892			
D	3	B10-201	HF COMM-2 PHASE A
D	4	B10-202	HF COMM-2 PHASE B
D	5	B10-203	HF COMM-2 PHASE C

UPPER EPC, RIGHT RADIO DC BUS

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
WJE 410, 881, 883			
E	3	B10-204	HF COMM-2

WJE 401-408, 410-412, 414-419, 421, 423, 861-866, 868, 869, 871-881, 883, 886, 887, 892, 893

- (3) Looking forward, rotate pin clockwise until rollers are against sloped side of cam. Pin will be approximately vertical (counterclockwise approximately 35 degrees from centerline of base). Resistance to further pin rotation will be felt when pin reaches this position.
- (4) Raise lockpin lever (4) on tailcone latches (5) to relieve lockpin spring tension.
- (5) Check that alignment pins are clean and lubricated with WTR grease (MIL-G-81322).
- (6) Position tailcone to engage latches and alignment pins on fuselage.
- (7) Engage locks (6) on tailcone with latch lockpins (7). Rotate latch levers (8) to closed position, then place lockpin levers (4) in down position.
- (8) Secure tailcone latches in closed position using tiedowns or tailcone safety lock. (Figure 404)
- (9) Stow external release handle (11) in clips.
- (10) Open cover (14) adjacent to internal release handle (15).
- (11) Insert locking cable (18) in retaining hole (19) in support fitting (20) far enough to depress plunger. Insert pin (16) until secured by clips (17).

WARNING: IF INTERNAL OR EXTERNAL TAILCONE RELEASE HANDLE IS PULLED (ONLY 3/8 INCH (9.5 MM) IS NECESSARY) OR IF EMERGENCY OPERATING HANDLE ON PASSENGER AFT ENTRANCE DOOR IS ACTUATED, TAILCONE LOCKING CABLE MUST BE CHECKED FOR SECURITY. IF ANY OF THESE HANDLES HAVE BEEN DISTURBED, LOCKING CABLE MAY DISENGAGE AND THERE WILL BE NO POSITIVE LOCKING ACTION HOLDING TAILCONE LATCHES CLOSED. LATCHES CAN THEN VIBRATE OPEN AND RESULT IN TAILCONE LOSS.

- (12) On aircraft without tailcone deployment indication system installed, make certain that locking cable is properly secured by pulling sharply on both ends of locking cable to ensure that ball ends are firmly retained by pin (16) and external release handle (11).
- (13) On aircraft with tailcone deployment indication system installed, make certain that locking cable is properly secured by pulling sharply on both ends of locking cable to ensure that ball ends are firmly retained by pin (16) and external release handle (11), and that flight compartment indicator for tailcone is not on.

EFFECTIVITY

WJE 401-408, 410-412, 414-419, 421, 423, 861-866, 868, 869, 871-881, 883, 886, 887, 892, 893

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CAUTION: MAKE CERTAIN THAT LOCKING CABLE IS PROPERLY ROUTED INSIDE INTERNAL TAILCONE RELEASE HANDLE SUPPORT AND UNDER COVER.

(14) Close cover (14).

CAUTION: KEVLAR TAILCONE LANYARD IS VERY FRAGILE. HANDLE WITH CARE. DO NOT USE SHARP, POINTED TOOLS OR OTHER INSTRUMENTS.

(15) Connect Kevlar lanyard to cam as follows:

(a) Looking forward, and using cam spring, rotate pin counterclockwise as far as it will go. Pin will be at approximately 5 o'clock position.

(b) Slip larger loop over pin finger and rotate pin clockwise (upward) as far as it will go, while pulling slack from lanyard. (Figure 402)

(16) Lead lanyard under notched post on ring guide. (Figure 402)

(17) Insert free end of lanyard through ring guide from aft to forward, and pull toward slide pack. (Figure 402)

(18) If HF antenna is installed, connect antenna feed to antenna connector tab on tailcone.

WJE 401-404, 407, 408, 410-412, 414, 881, 883, 892

(19) Remove tags and close following circuit breakers (as applicable):

UPPER EPC, LEFT RADIO AC BUS

Row	Col	Number	Name
D	15	B10-195	HF COMM-1 PHASE A
D	16	B10-196	HF COMM-1 PHASE B
D	17	B10-197	HF COMM-1 PHASE C

UPPER EPC, LEFT RADIO DC BUS

Row	Col	Number	Name
E	15	B10-198	HF COMM-1

UPPER EPC, RIGHT RADIO AC BUS

Row	Col	Number	Name
WJE 410, 881, 883, 892			
D	3	B10-201	HF COMM-2 PHASE A
D	4	B10-202	HF COMM-2 PHASE B
D	5	B10-203	HF COMM-2 PHASE C

UPPER EPC, RIGHT RADIO DC BUS

Row	Col	Number	Name
WJE 410, 881, 883			
E	3	B10-204	HF COMM-2

WJE 401-408, 410-412, 414-419, 421, 423, 861-866, 868, 869, 871-881, 883, 886, 887, 892, 893

(20) Install tailcone evacuation slide and slide cover. (AFT EVACUATION SLIDE - MAINTENANCE PRACTICES, PAGEBLOCK 25-62-01/201)

(21) Remove tiedowns or tailcone safety lock from latches.

(22) Remove tailcone support.

C. Tailcone Test Sling Installation

NOTE: Numbers in parentheses () in the following text refer to callouts in Figure 405.

EFFECTIVITY

WJE 401-408, 410-412, 414-419, 421, 423, 861-866, 868, 869, 871-881, 883, 886, 887, 892, 893

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- (1) Carefully install straps (1) and (2) around tailcone.
- (2) Remove access door 6101A by withdrawing hinge pin.
- (3) Attach hook (3) connected to belly strap (4) by installing over edge of access door opening and securing with tiedown through drain hole in aircraft structure.
- (4) Remove screw from center of three sling attach holes in underside of horizontal stabilizer.
- (5) Rotate support strap (5) eight turns in counterclockwise direction and install bolt in sling attach hole in underside of horizontal stabilizer while allowing strap to unwind.
- (6) Adjust support strap (6) so sewn stop is located at buckle.
- (7) While standing clear of tailcone, hold tether lines (7) during drop to control excessive swinging or oscillation.

D. Tailcone Test Sling Removal

NOTE: If test sling must be removed with tailcone not installed on aircraft, tailcone must be supported and raised slightly to provide slack for removal of support straps (5).

- (1) Loosen support strap (6).
- (2) Remove bolts attaching support straps (5)
- (3) Install screws removed from support strap bolt holes.
- (4) Untie hook (3) tiedown and remove hook from tailcone.
- (5) Remove test sling from tailcone.
- (6) Install access door 6101A on tailcone by inserting hinge pin.

EFFECTIVITY

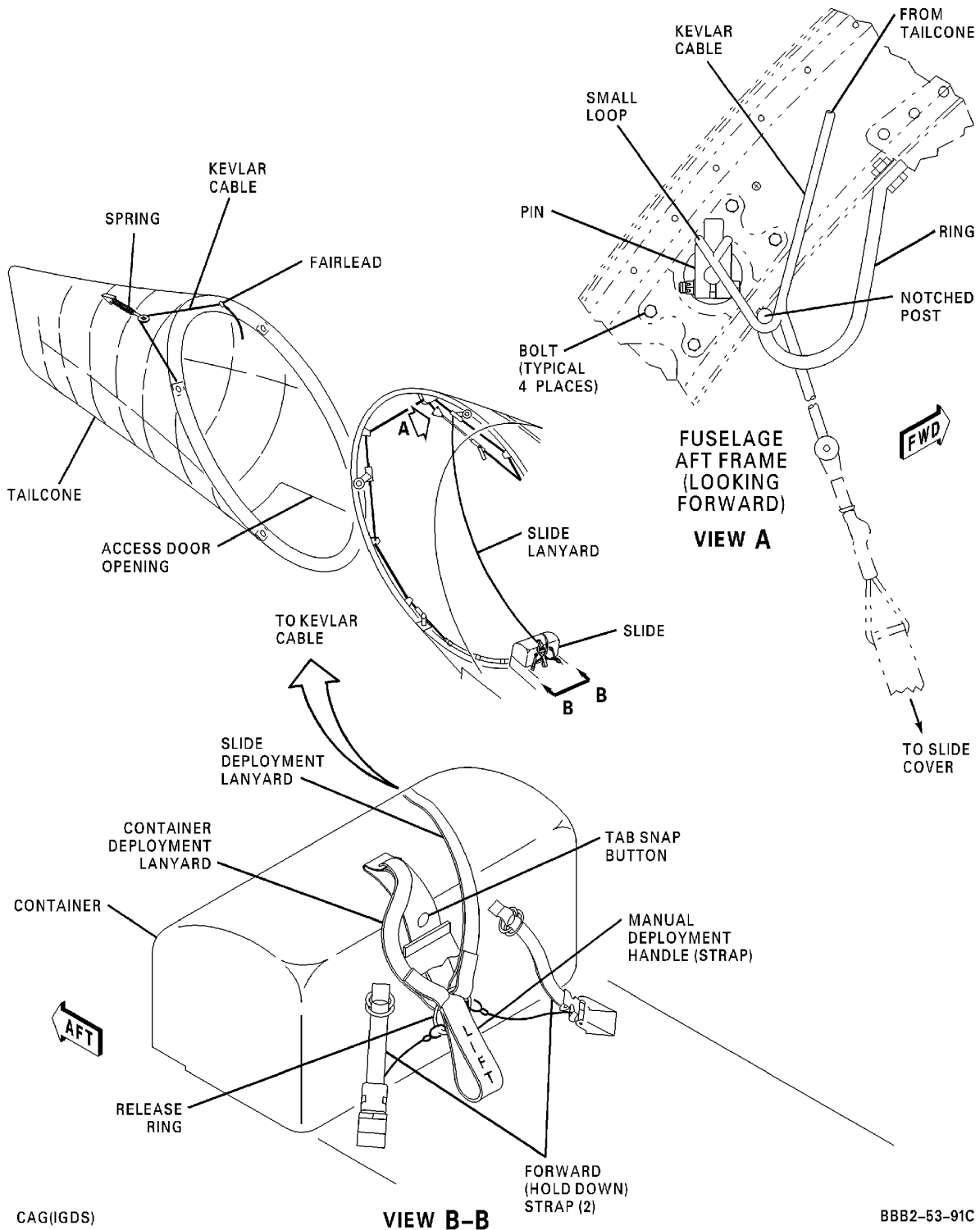
WJE 401-408, 410-412, 414-419, 421, 423, 861-866,
868, 869, 871-881, 883, 886, 887, 892, 893

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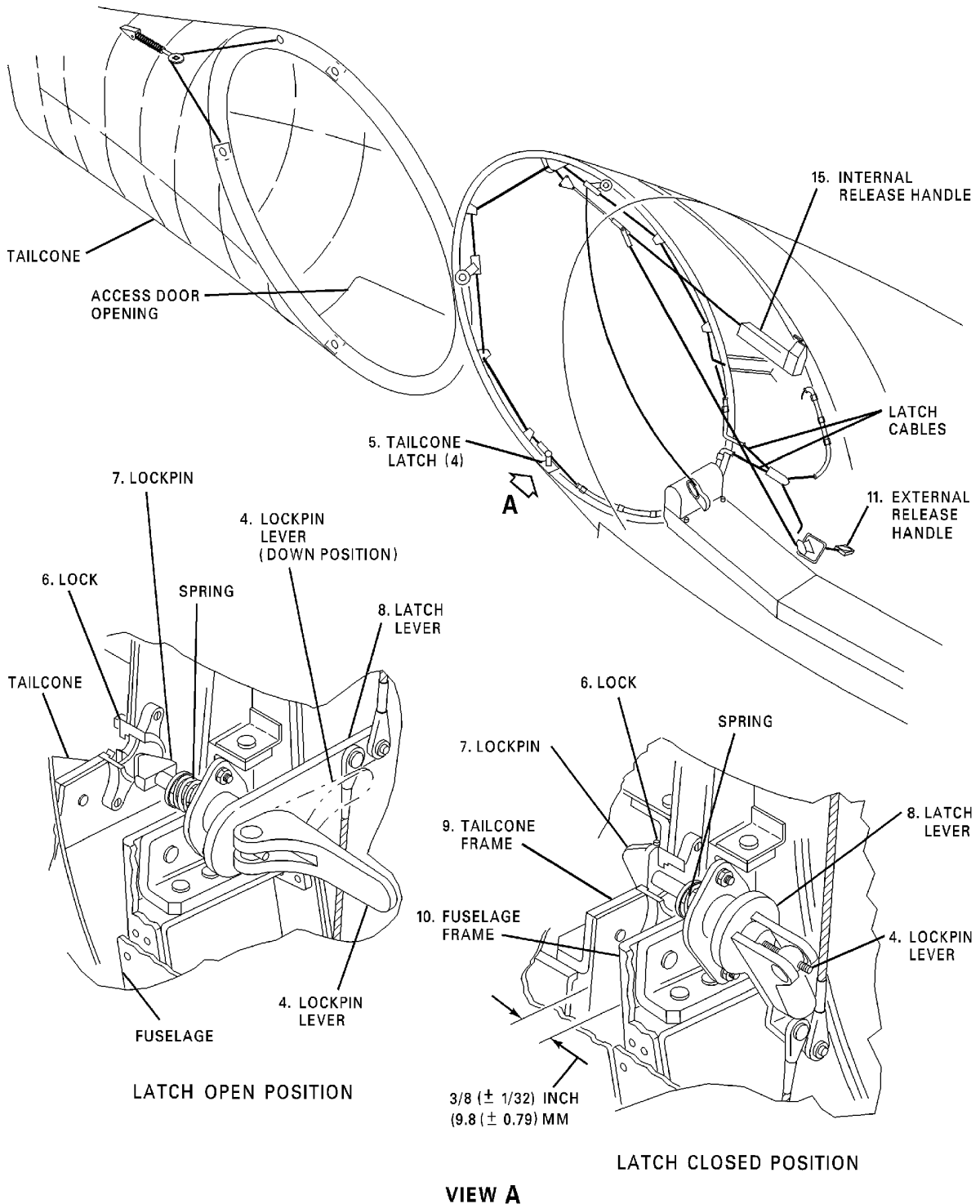
**Low Drag Tailcone Translation System
Figure 402/53-53-00-990-811**

EFFECTIVITY
WJE 401-408, 410-412, 414-419, 421, 423, 861-866,
868, 869, 871-881, 883, 886, 887, 892, 893

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CAG(IGDS)

BBB2-53-156A

Tailcone -- Installation
Figure 403/53-53-00-990-812 (Sheet 1 of 2)

EFFECTIVITY

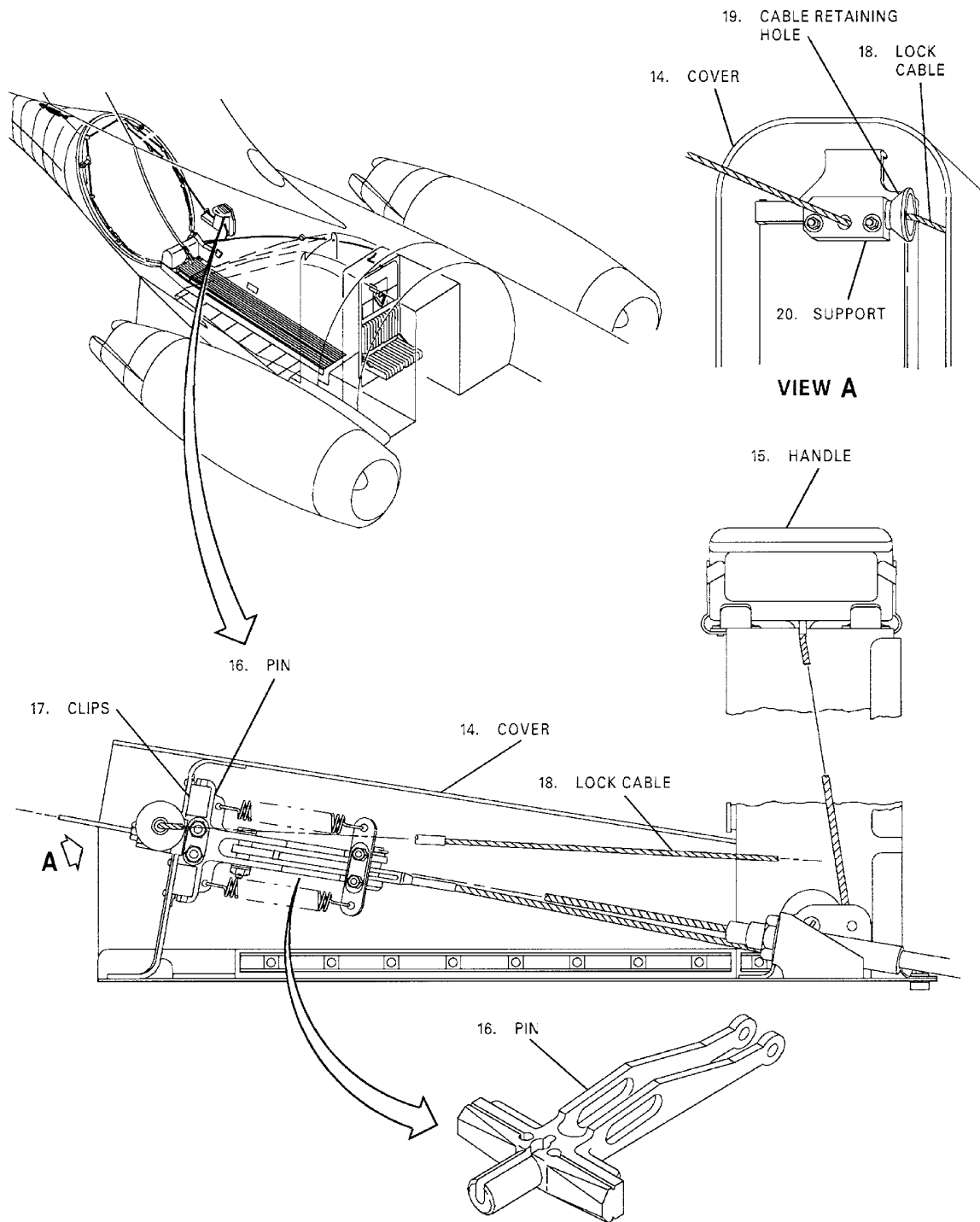
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868, 869, 871-881, 883, 886, 887, 892, 893

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CAG(IGDS)

BBB2-53-157

Tailcone -- Installation
Figure 403/53-53-00-990-812 (Sheet 2 of 2)

EFFECTIVITY

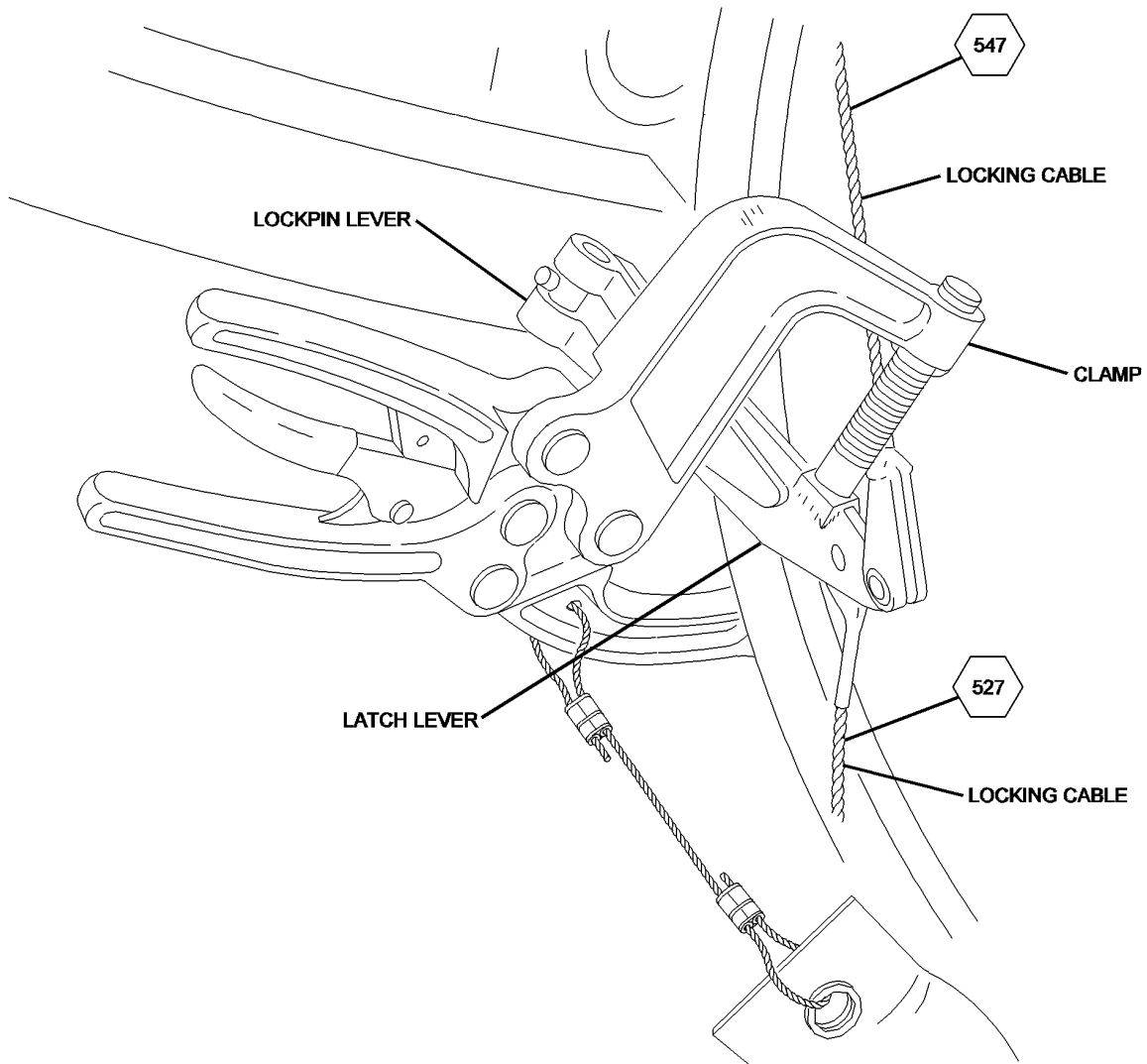
WJE 401-408, 410-412, 414-419, 421, 423, 861-866,
868, 869, 871-881, 883, 886, 887, 892, 893

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BBB3-53-90A
S0006553426V2

Tailcone Safety Lock
Figure 404/53-53-00-990-813

EFFECTIVITY

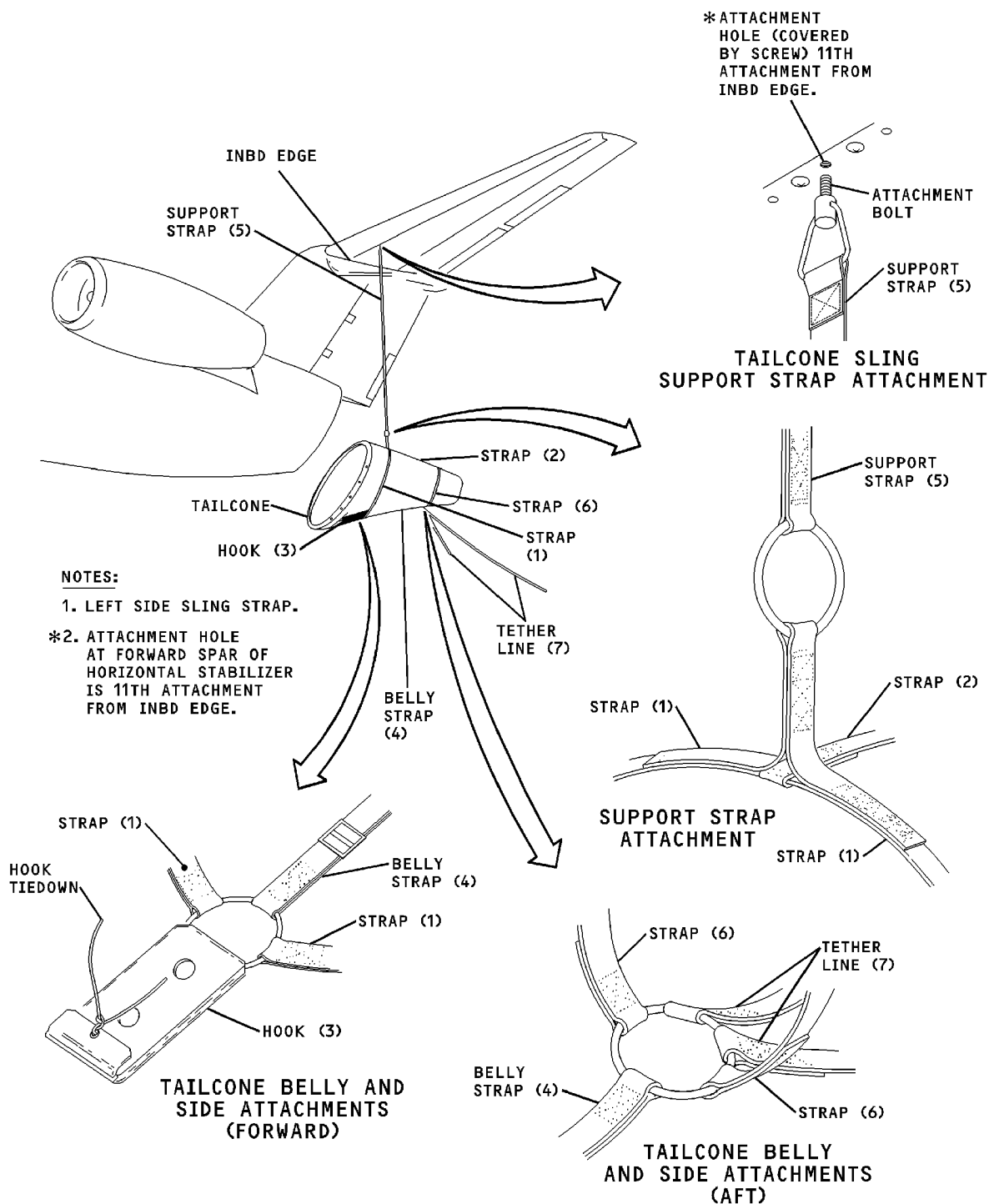
WJE 401-408, 410-412, 414-419, 421, 423, 861-866,
868, 869, 871-881, 883, 886, 887, 892, 893

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CAG(IGDS)

BBB2-53-90A

**Tailcone Jettison Test Sling
Figure 405/53-53-00-990-814**

EFFECTIVITY

WJE 401-408, 410-412, 414-419, 421, 423, 861-866, 868, 869, 871-881, 883, 886, 887, 892, 893

TP-80MM-WJE

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TAILCONE - REMOVAL/INSTALLATION

1. General

- A. The maintenance instructions in this section provide for the removal/installation of the tailcone, and installation/removal of the tailcone test sling.
- B. The internal tailcone release handle is located inside the lower left fuselage area forward of the tailcone.
- C. The external tailcone release handle is located inside an access door at the left lower outboard of the ventral stair cutout in the lower aft fuselage.
- D. The following is applicable to aircraft/tailcone configurations with or without HF antenna and with or without HF communication system(s) installed. (GENERAL - MAINTENANCE PRACTICES, PAGEBLOCK 23-00-00/201)
 - (1) When HF communication system is installed, antenna is connected from antenna feeder mounted on tailcone inner surface, right side, to lightning arrestor and relay unit mounted inside fuselage at aft frame, lower right side; and HF shorting/bonding strap is then mounted in stowed position on aft face of tailcone forward flange. (Figure 401, View A-A)
 - (2) If HF communication system is not installed, or lightning arrestor and relay unit is removed from aircraft, and tailcone has HF antenna installed, antenna shorting strap must be connected between tailcone frame clip and antenna feeder bracket to ground antenna to airframe. (Figure 401, View B-B)
 - (3) In addition to HF antenna shorting strap, a bonding strap is installed between tailcone lower access door/frame and tailcone forward flange. This strap is required to be connected at all times. (Figure 401, View C-C)
- E. Conical tailcones may or may not have HF antenna built in as integral part of assembly. Original ordering customer contractual equipment requirements and/or any subsequent system/component modifications/replacements are determining factors. Status of each unit must be determined on an individual basis to make certain of correct antenna and/or bonding connections, as required.

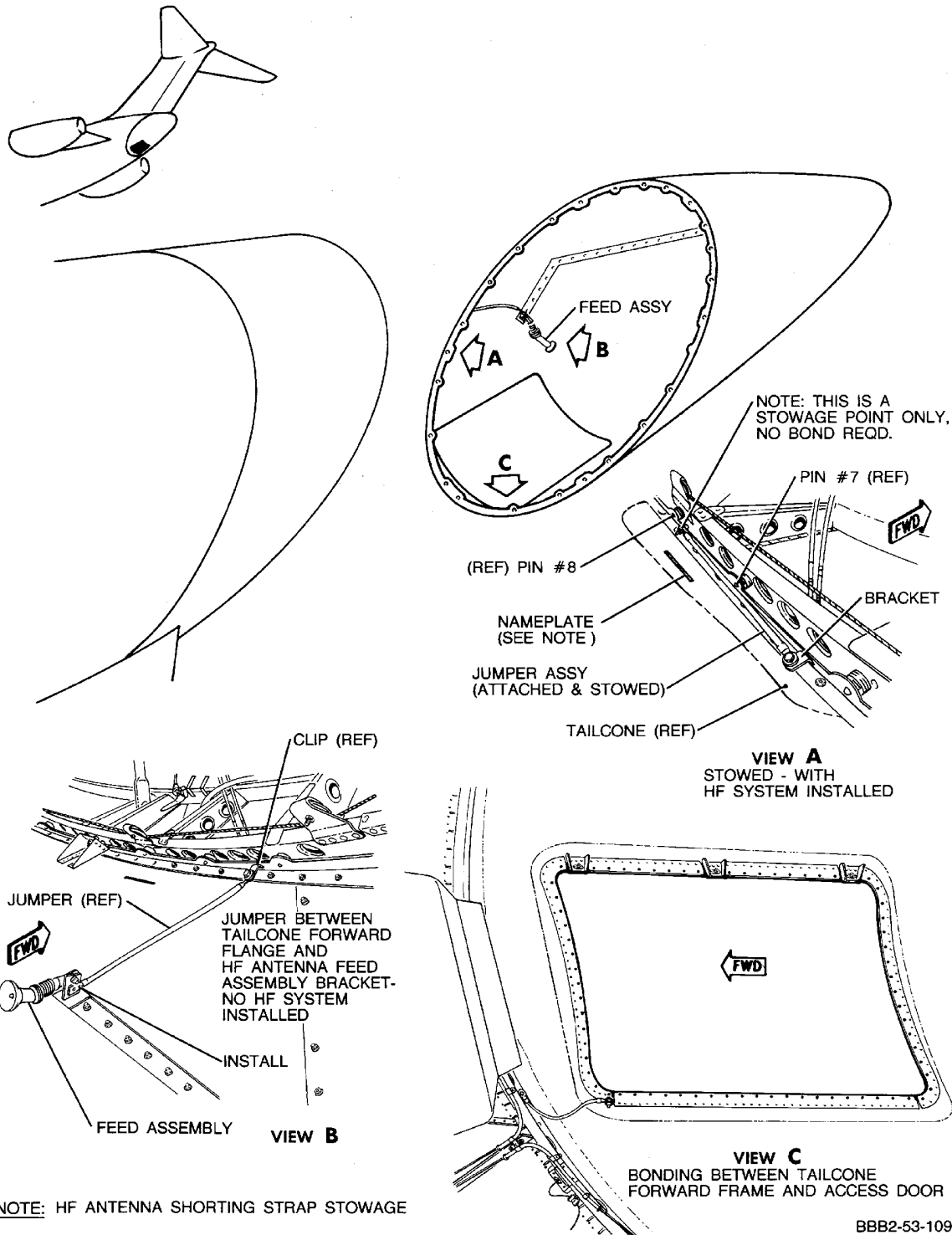
EFFECTIVITY
WJE 420, 422, 424-427, 429, 884, 891 PRE
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Tailcone and HF Antenna Bonding Straps -- Installation
Figure 401/53-53-00-990-802

EFFECTIVITY
WJE 420, 422, 424-427, 429, 884, 891 PRE
MD80-53-202

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2. Equipment and Materials

NOTE: Equivalent substitutes may be used instead of the following listed items.

NOTE: It is possible that some materials in the Equipment and Materials List cannot be used for some or all of their necessary applications. Before you use the materials, make sure the types, quantities, and applications of the materials necessary are legally permitted in your location. All persons must obey all applicable federal, state, local, and provincial laws and regulations when it is necessary to work with these materials.

Table 401

Name and Number	Manufacturer
Sling, Tailcone Test P/N 5953598-1	The Boeing Co.
Lock, Tailcone Safety P/N 3954693	The Boeing Co.
Grease, wide temperature range, MIL-G-81322	

3. Removal/Installation Tailcone

WARNING: BEFORE YOU DO MAINTENANCE ON THE AIRCRAFT, MAKE SURE THE TAIL JACK IS CORRECTLY INSTALLED AT THE AFT JACKING POINT ON THE FUSELAGE. THIS WILL HELP PREVENT INJURY TO PERSONS AND DAMAGE TO THE AIRCRAFT.

A. Remove Tailcone (Figure 402)

WARNING: FAILURE TO REMOVE EVACUATION SLIDE AND COVER WILL RESULT IN AN UNSAFE CONDITION. EVACUATION SLIDE IS EQUIPPED WITH A HIGH PRESSURE INFLATION SYSTEM, AND IS ARMED FOR AUTOMATIC INFLATION.

- (1) Remove tailcone evacuation slide and slide cover. (AFT EVACUATION SLIDE - MAINTENANCE PRACTICES, PAGEBLOCK 25-62-01/201)

WARNING: GET SUFFICIENT AID FROM PERSONS AND EQUIPMENT TO HOLD THE COMPONENT DURING REMOVAL AND INSTALLATION. THE COMPONENT WEIGHS APPROXIMATELY 70 LBS (32 KG). THIS WILL PREVENT INJURY TO PERSONS AND DAMAGE TO THE EQUIPMENT.

- (2) Support tailcone or install tailcone test sling. (Paragraph 3.C.)
- (3) Pull tailcone external release handle (11).

NOTE: When tailcone release handle is pulled, locking cable is released and latches are rotated to open position to release tailcone.

B. Install Tailcone

NOTE: Numbers in parentheses () in following text refer to Figure 402.

WARNING: GET SUFFICIENT AID FROM PERSONS AND EQUIPMENT TO HOLD THE COMPONENT DURING REMOVAL AND INSTALLATION. THE COMPONENT WEIGHS APPROXIMATELY 70 LBS (32 KG). THIS WILL PREVENT INJURY TO PERSONS AND DAMAGE TO THE EQUIPMENT.

- (1) Check that tailcone release system is in adjustment. (TAILCONE - ADJUSTMENT/TEST, PAGEBLOCK 53-53-00/501 Config 3)

NOTE: If tailcone has been removed for maintenance access only, and has not been deployed, Paragraph 3.B.(1) may be omitted.

EFFECTIVITY WJE 420, 422, 424-427, 429, 884, 891 PRE MD80-53-202
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- (2) Raise lockpin lever (4) on tailcone latches (5) to relieve lockpin spring tension.
- (3) Lubricate alignment pins with WTR grease (MIL-G-81322).
- (4) Position tailcone to engage latches and alignment pins on fuselage.
- (5) Engage locks (6) on tailcone with latch lockpins (7). Rotate latch levers (8) to closed position, then place lockpin levers (4) in down position.
- (6) Secure tailcone latches in closed position using tiedowns or tailcone safety lock. (Figure 403)
- (7) Remove cover (14) adjacent to internal release handle (15).
- (8) Insert locking cable (18) in retaining hole (19) in support fitting (20) far enough to depress plunger. Insert pin (16) until secured by clips (17).

WARNING: IF INTERNAL OR EXTERNAL TAILCONE RELEASE HANDLE IS PULLED (ONLY 3/8 INCH (9.5 MM) IS NECESSARY) OR IF EMERGENCY OPERATING HANDLE ON PASSENGER AFT ENTRANCE DOOR IS ACTUATED, TAILCONE LOCKING CABLE MUST BE CHECKED FOR SECURITY. IF ANY OF THESE HANDLES HAVE BEEN DISTURBED, LOCKING CABLE MAY DISENGAGE AND THERE WILL BE NO POSITIVE LOCKING ACTION HOLDING TAILCONE LATCHES CLOSED. LATCHES CAN THEN VIBRATE OPEN AND RESULT IN TAILCONE LOSS.

- (9) On aircraft without tailcone deployment indication system installed, make certain that locking cable is properly secured by pulling sharply on both ends of locking cable to ensure that ball ends are firmly retained by pin (16) and external release handle.
- (10) On aircraft with tailcone deployment indication system installed, make certain that locking cable is properly secured by pulling sharply on both ends of locking cable to ensure that ball ends are firmly retained by pin (16) and external release handle, and that flight compartment indicator for tailcone is not on.

WJE 420, 422, 424-427, 429, 891 PRE MD80-53-202

CAUTION: MAKE CERTAIN THAT LOCKING CABLE IS PROPERLY ROUTED INSIDE INTERNAL TAILCONE RELEASE HANDLE SUPPORT AND UNDER COVER.

- (11) Stow internal release handle in clips.

WJE 884 PRE MD80-53-202

CAUTION: MAKE CERTAIN THAT LOCKING CABLE IS PROPERLY ROUTED INSIDE INTERNAL TAILCONE RELEASE HANDLE SUPPORT AND UNDER COVER.

- (12) Stow external release handle (11) in clips.

WJE 420, 422, 424-427, 429, 884, 891 PRE MD80-53-202

- (13) Install cover (14).
- (14) Remove tiedowns or tailcone safety lock from latches.
- (15) Install tailcone evacuation slide and slide cover. (AFT EVACUATION SLIDE - MAINTENANCE PRACTICES, PAGEBLOCK 25-62-01/201)
- (16) Remove tailcone support.

C. Tailcone Test Sling Installation

NOTE: Numbers in parentheses () in the following text refer to callouts in Figure 404.

- (1) Carefully install straps (1) and (2) around tailcone.
- (2) Remove access door 6101A by withdrawing hinge pin.

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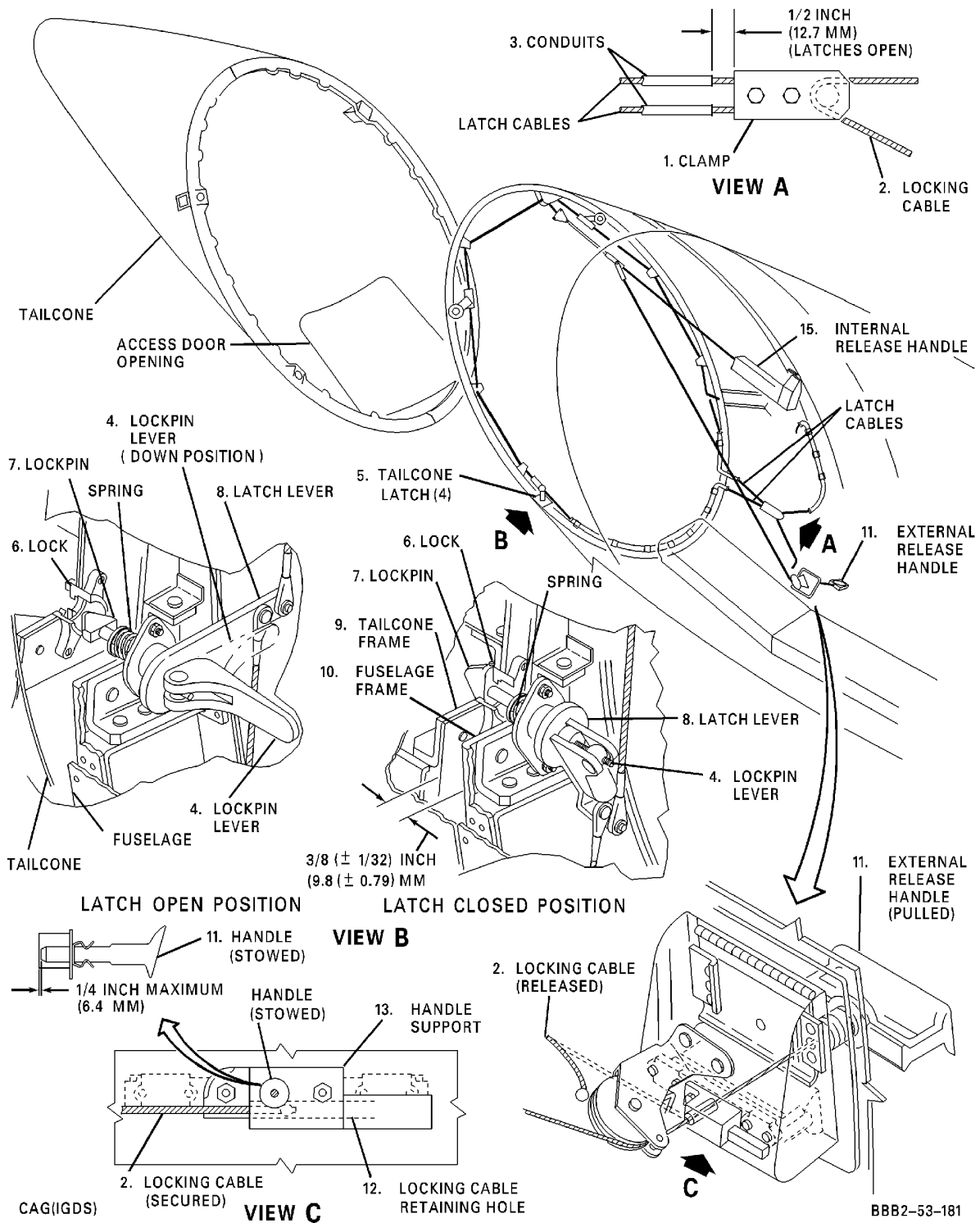
- (3) Attach hook (3) connected to belly strap (4) by installing over edge of access door opening and securing with tiedown through drain hole in aircraft structure.
- (4) Remove screw from center of three sling attach holes in underside of horizontal stabilizer.
- (5) Rotate support strap (5) eight turns in a counterclockwise direction and install bolt in sling attach hole in underside of horizontal stabilizer while allowing strap to unwind.
- (6) Adjust support strap (6) so sewn stop is located at buckle.
- (7) While standing clear of tailcone, hold tether lines (7) during drop to control excessive swinging or oscillation.

D. Tailcone Test Sling Removal

NOTE: If test sling must be removed with tailcone not installed on aircraft, tailcone must be supported and raised slightly to provide slack for removal of support straps (5).

- (1) Loosen support strap (6).
- (2) Remove bolts attaching support straps (5)
- (3) Install screws removed from support strap bolt holes.
- (4) Untie hook (3) tiedown and remove hook from tailcone.
- (5) Remove test sling from tailcone.
- (6) Install access door 6101A on tailcone by inserting hinge pin.

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Tailcone -- Installation
Figure 402/53-53-00-990-803 (Sheet 1 of 3)

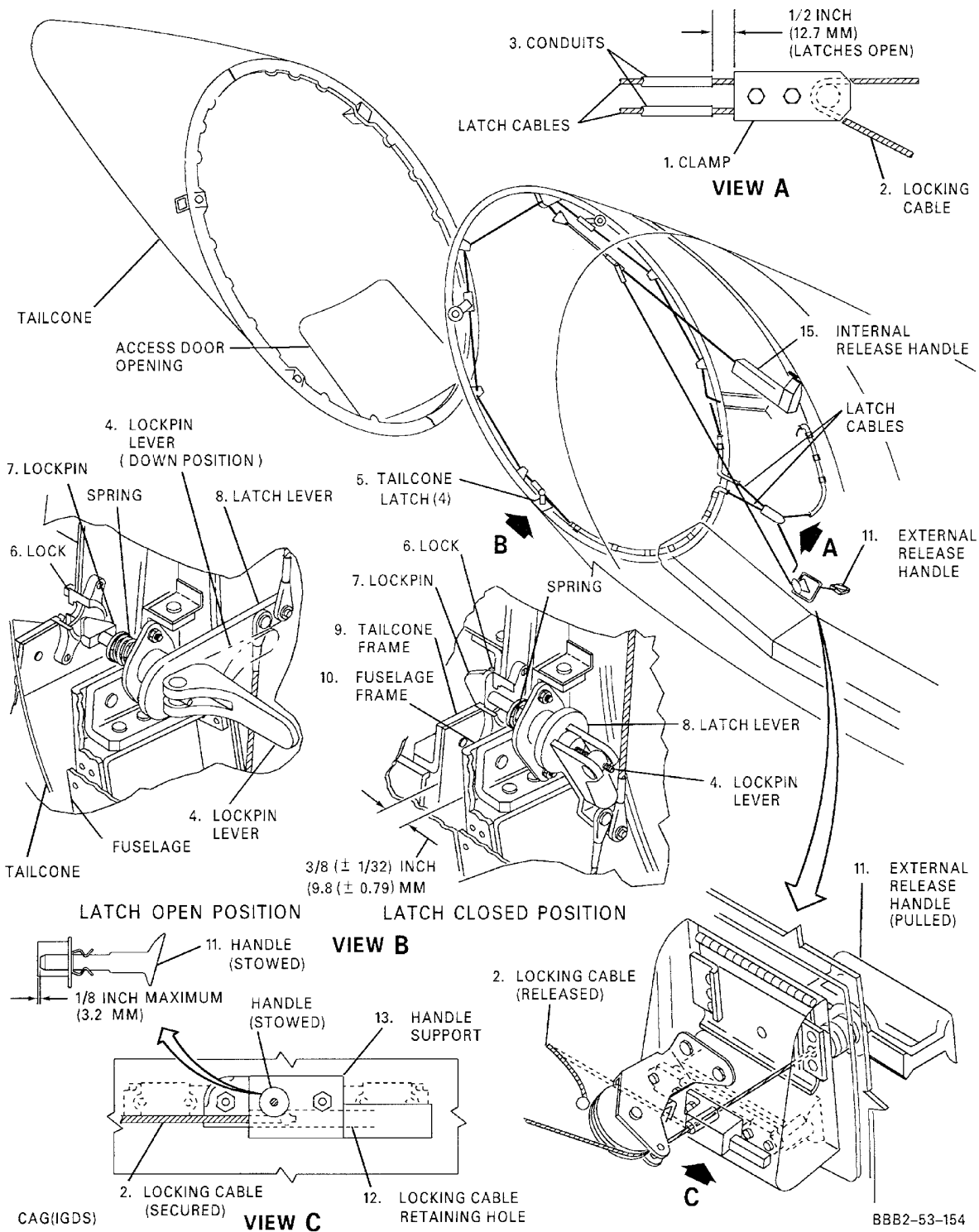
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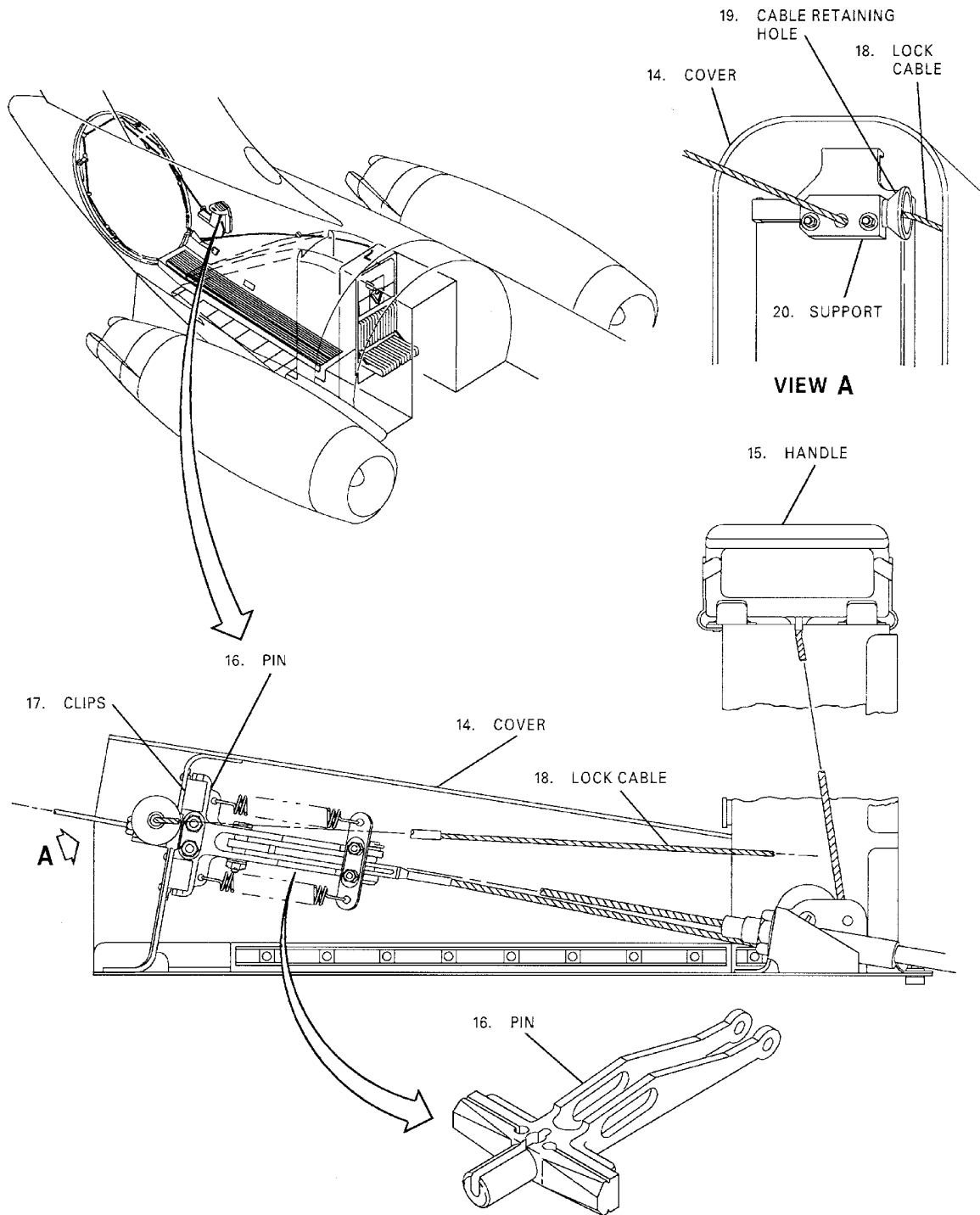
Tailcone -- Installation
Figure 402/53-53-00-990-803 (Sheet 2 of 3)

EFFECTIVITY
WJE 420, 422, 424-427, 429, 891 PRE MD80-53-202

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CAG(IGDS)

BBB2-53-155

Tailcone -- Installation
Figure 402/53-53-00-990-803 (Sheet 3 of 3)

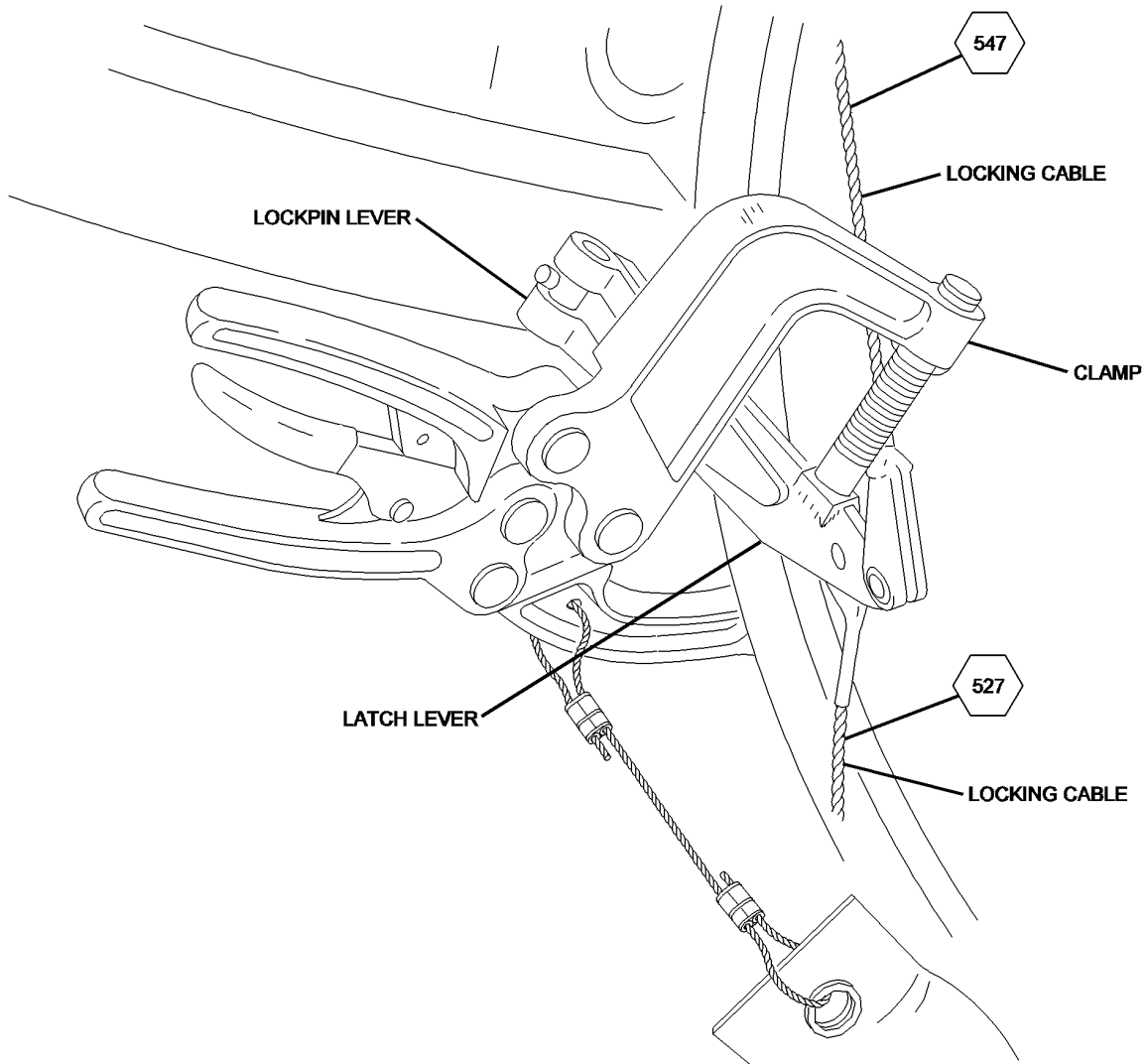
EFFECTIVITY
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**Tailcone Safety Lock
Figure 403/53-53-00-990-804**

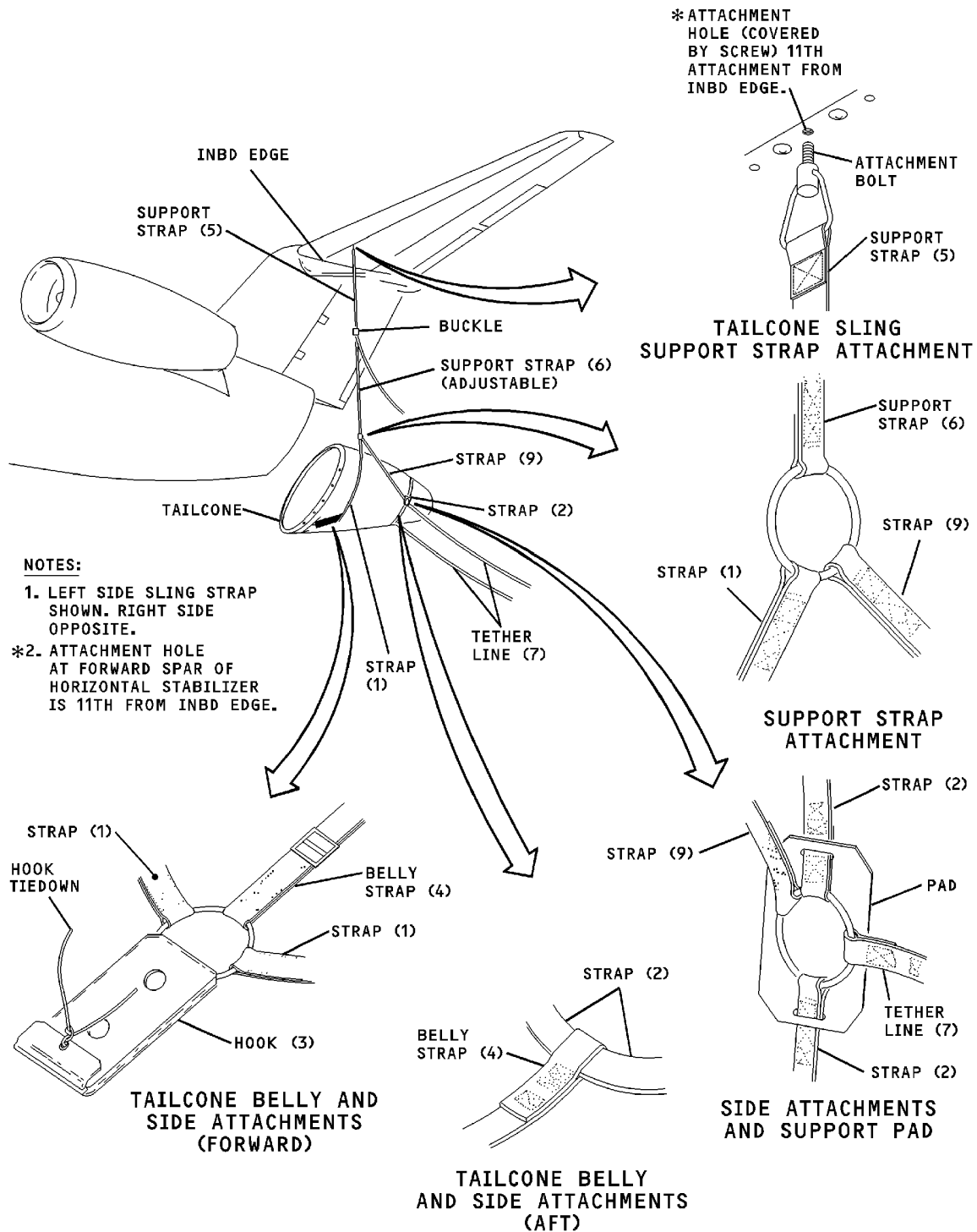
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**Tailcone Jettison Test Sling -- Installation
Figure 404/53-53-00-990-805**

EFFECTIVITY
WJE 420, 422, 424-427, 429, 884, 891 PRE
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TAILCONE - REMOVAL/INSTALLATION

1. General

- A. The maintenance instructions in this section provide for the removal/installation of the tailcone, and installation/removal of the tailcone test sling.
- B. The internal tailcone release handle is located inside the lower left fuselage area forward of the tailcone.
- C. The external tailcone release handle is located inside an access door at the left lower outboard of the ventral stair cutout in the lower aft fuselage.
- D. The following is applicable to aircraft/tailcone configurations with or without HF antenna and with or without HF communication system(s) installed. (GENERAL - MAINTENANCE PRACTICES, PAGEBLOCK 23-00-00/201)
 - (1) When HF communication system is installed, antenna is connected from antenna feeder mounted on tailcone inner surface, right side, to lightning arrestor and relay unit mounted inside fuselage at aft frame, lower right side; HF shorting/bonding strap is then mounted in stowed position on aft face of tailcone forward flange. (Figure 401, View A-A)
 - (2) If HF communication system is not installed, or lightning arrestor and relay unit is removed from aircraft, and tailcone has HF antenna installed, antenna shorting strap must be connected between tailcone frame clip and antenna feeder bracket, to ground antenna to airframe. (Figure 401, View B-B)
 - (3) In addition to HF antenna shorting strap, a bonding strap is installed between tailcone lower access door/frame and tailcone forward flange. This strap is required to be connected at all times. (Figure 401, View C-C)
- E. All low drag, extended tailcones are manufactured with the HF antenna as an integral part of the tailcone.

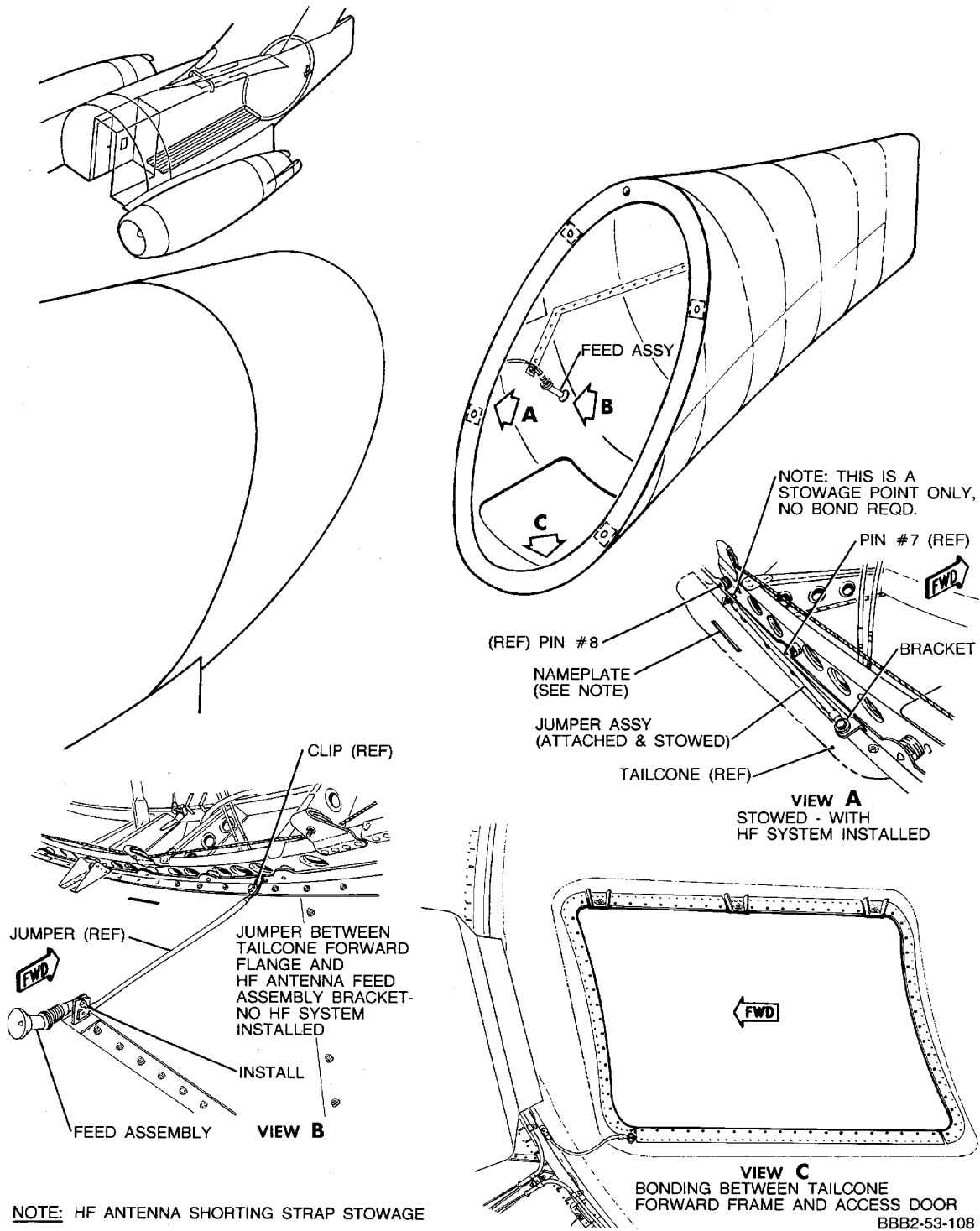
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Tailcone and HF Antenna Bonding Straps -- Installation
Figure 401/53-53-00-990-815

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2. Equipment and Materials

NOTE: Equivalent substitutes may be used instead of the following listed items.

NOTE: It is possible that some materials in the Equipment and Materials List cannot be used for some or all of their necessary applications. Before you use the materials, make sure the types, quantities, and applications of the materials necessary are legally permitted in your location. All persons must obey all applicable federal, state, local, and provincial laws and regulations when it is necessary to work with these materials.

Table 401

Name and Number	Manufacturer
Sling, Tailcone Test P/N 5953598-501	The Boeing Co.
Lock, Tailcone Safety P/N 3954693	The Boeing Co.
Grease, wide temperature range, MIL-G-81322	

3. Removal/Installation Tailcone

WARNING: BEFORE YOU DO MAINTENANCE ON THE AIRCRAFT, MAKE SURE THE TAIL JACK IS CORRECTLY INSTALLED AT THE AFT JACKING POINT ON THE FUSELAGE. THIS WILL HELP PREVENT INJURY TO PERSONS AND DAMAGE TO THE AIRCRAFT.

A. Remove Tailcone (Figure 402)

WARNING: FAILURE TO REMOVE EVACUATION SLIDE AND COVER WILL RESULT IN AN UNSAFE CONDITION. EVACUATION SLIDE IS EQUIPPED WITH A HIGH PRESSURE INFLATION SYSTEM, AND IS ARMED FOR AUTOMATIC INFLATION.

- (1) Remove tailcone evacuation slide and slide cover. (AFT EVACUATION SLIDE - MAINTENANCE PRACTICES, PAGEBLOCK 25-62-01/201)

NOTE: Evacuation slide deployment lanyard may be left attached to Kevlar cable when evacuation slide and cover are removed.

CAUTION: ON AIRCRAFT WITH HF RADIO SYSTEM(S) INSTALLED, ANTENNA FEED MUST BE DISCONNECTED FROM CONNECTOR TAB ON TAILCONE TO PREVENT DAMAGE.

- (2) If HF antenna is installed, disconnect antenna feed from antenna connector tab on tailcone.

WARNING: GET SUFFICIENT AID FROM PERSONS AND EQUIPMENT TO HOLD THE COMPONENT DURING REMOVAL AND INSTALLATION. THIS COMPONENT WEIGHS APPROXIMATELY 110 LBS (50 KG). THIS WILL HELP PREVENT INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

CAUTION: KEVLAR TAILCONE LANYARD IS VERY FRAGILE. HANDLE WITH CARE. DO NOT USE SHARP, POINTED TOOLS OR OTHER INSTRUMENTS.

- (3) Support tailcone or install tailcone test sling. (Paragraph 3.C.)
- (4) If test sling is used, adjust sling for short drop.
- (5) Remove loop of Kevlar cable from finger of cam pin. Pull cable (and slide deployment lanyard, if attached) through ring. Secure inside tailcone away from tailcone latching and release mechanism components. (Figure 402)

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WARNING: IF INTERNAL OR EXTERNAL TAILCONE RELEASE HANDLE IS PULLED (ONLY 3/8 INCH (9.5 MM) IS NECESSARY) OR IF EMERGENCY OPERATING HANDLE ON PASSENGER AFT ENTRANCE DOOR IS ACTUATED, TAILCONE LOCKING CABLE MUST BE CHECKED FOR SECURITY. IF ANY OF THESE HANDLES HAVE BEEN DISTURBED, LOCKING CABLE MAY DISENGAGE AND THERE WILL BE NO POSITIVE LOCKING ACTION HOLDING TAILCONE LATCHES CLOSED. LATCHES CAN THEN VIBRATE OPEN AND RESULT IN TAILCONE LOSS.

- (6) Pull tailcone external release handle (11).

NOTE: When tailcone release handle is pulled, locking cable is released and latches are rotated to open position to release tailcone.

B. Install Tailcone

WARNING: GET SUFFICIENT AID FROM PERSONS AND EQUIPMENT TO HOLD THE COMPONENT DURING REMOVAL AND INSTALLATION. THIS COMPONENT WEIGHS APPROXIMATELY 110 LBS (50 KG). THIS WILL HELP PREVENT INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

WARNING: IF INTERNAL OR EXTERNAL TAILCONE RELEASE HANDLE IS PULLED (ONLY 3/8 INCH (9.5 MM) IS NECESSARY) OR IF EMERGENCY OPERATING HANDLE ON PASSENGER AFT ENTRANCE DOOR IS ACTUATED, TAILCONE LOCKING CABLE MUST BE CHECKED FOR SECURITY. IF ANY OF THESE HANDLES HAVE BEEN DISTURBED, LOCKING CABLE MAY DISENGAGE AND THERE WILL BE NO POSITIVE LOCKING ACTION HOLDING TAILCONE LATCHES CLOSED. LATCHES CAN THEN VIBRATE OPEN AND RESULT IN TAILCONE LOSS.

- (1) Check torque of tailcone release cam. (TAILCONE RELEASE MECHANISM CAM, SUBJECT 53-53-02, Page 201)

NOTE: Numbers in parentheses () in following text refer to Figure 403.

NOTE: If tailcone has been removed for maintenance access only, and has not been deployed, Paragraph 3.B.(1) may be omitted.

- (2) Looking forward, rotate pin clockwise until rollers are against sloped side of cam. Pin will be approximately vertical (counterclockwise approximately 35 degrees from centerline of base). Resistance to further pin rotation will be felt when pin reaches this position.
- (3) Raise lockpin lever (4) on tailcone latches (5) to relieve lockpin spring tension.
- (4) Check that alignment pins are clean and lubricated with WTR grease (MIL-G-81322).
- (5) Position tailcone to engage latches and alignment pins on fuselage.
- (6) Engage locks (6) on tailcone with latch lockpins (7). Rotate latch levers (8) to closed position, then place lockpin levers (4) in down position.
- (7) Secure tailcone latches in closed position using tiedowns or tailcone safety lock. (Figure 404)
- (8) Stow external release handle (11) in clips.
- (9) Open cover (14) adjacent to internal release handle (15).
- (10) Insert locking cable (18) in retaining hole (19) in support fitting (20) far enough to depress plunger. Insert pin (16) until secured by clips (17).

EFFECTIVITY
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WARNING: IF INTERNAL OR EXTERNAL TAILCONE RELEASE HANDLE IS PULLED (ONLY 3/8 INCH (9.5 MM) IS NECESSARY) OR IF EMERGENCY OPERATING HANDLE ON PASSENGER AFT ENTRANCE DOOR IS ACTUATED, TAILCONE LOCKING CABLE MUST BE CHECKED FOR SECURITY. IF ANY OF THESE HANDLES HAVE BEEN DISTURBED, LOCKING CABLE MAY DISENGAGE AND THERE WILL BE NO POSITIVE LOCKING ACTION HOLDING TAILCONE LATCHES CLOSED. LATCHES CAN THEN VIBRATE OPEN AND RESULT IN TAILCONE LOSS.

- (11) On aircraft without tailcone deployment indication system installed, make certain that locking cable is properly secured by pulling sharply on both ends of locking cable to ensure that ball ends are firmly retained by pin (16) and external release handle (11).
- (12) On aircraft with tailcone deployment indication system installed, make certain that locking cable is properly secured by pulling sharply on both ends of locking cable to ensure that ball ends are firmly retained by pin (16) and external release handle (11), and that flight compartment indicator for tailcone is not on.

CAUTION: MAKE CERTAIN THAT LOCKING CABLE IS PROPERLY ROUTED INSIDE INTERNAL TAILCONE RELEASE HANDLE SUPPORT AND UNDER COVER.

- (13) Close cover (14).

CAUTION: KEVLAR TAILCONE LANYARD IS VERY FRAGILE. HANDLE WITH CARE. DO NOT USE SHARP, POINTED TOOLS OR OTHER INSTRUMENTS.

- (14) Connect Kevlar lanyard to cam as follows:
 - (a) Looking forward, and using cam spring, rotate pin counterclockwise as far as it will go. Pin will be at approximately 5 o'clock position.
 - (b) Slip larger loop over pin finger and rotate pin clockwise (upward) as far as it will go, while pulling slack from lanyard. (Figure 402)
- (15) Lead lanyard under notched post on ring guide. (Figure 402)
- (16) Insert free end of lanyard through ring guide from aft to forward, and pull toward slide pack. (Figure 402)
- (17) If HF antenna is installed, connect antenna feed to antenna connector tab on tailcone.
- (18) Install tailcone evacuation slide and slide cover. (AFT EVACUATION SLIDE - MAINTENANCE PRACTICES, PAGEBLOCK 25-62-01/201)
- (19) Remove tiedowns or tailcone safety lock from latches.
- (20) Remove tailcone support.

C. Tailcone Test Sling Installation

NOTE: Numbers in parentheses () in the following text refer to callouts in Figure 405Figure 405.

- (1) Carefully install straps (1) and (2) around tailcone.
- (2) Remove access door 6101A by withdrawing hinge pin.
- (3) Attach hook (3) connected to belly strap (4) by installing over edge of access door opening and securing with tiedown through drain hole in aircraft structure.
- (4) Remove screw from center of three sling attach holes in underside of horizontal stabilizer.
- (5) Rotate support strap (5) eight turns in counterclockwise direction and install bolt in sling attach hole in underside of horizontal stabilizer while allowing strap to unwind.
- (6) Adjust support strap (6) so sewn stop is located at buckle.
- (7) While standing clear of tailcone, hold tether lines (7) during drop to control excessive swinging or oscillation.

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D. Tailcone Test Sling Removal

NOTE: If test sling must be removed with tailcone not installed on aircraft, tailcone must be supported and raised slightly to provide slack for removal of support straps (5).

- (1) Loosen support strap (6).
- (2) Remove bolts attaching support straps (5)
- (3) Install screws removed from support strap bolt holes.
- (4) Untie hook (3) tiedown and remove hook from tailcone.
- (5) Remove test sling from tailcone.
- (6) Install access door 6101A on tailcone by inserting hinge pin.

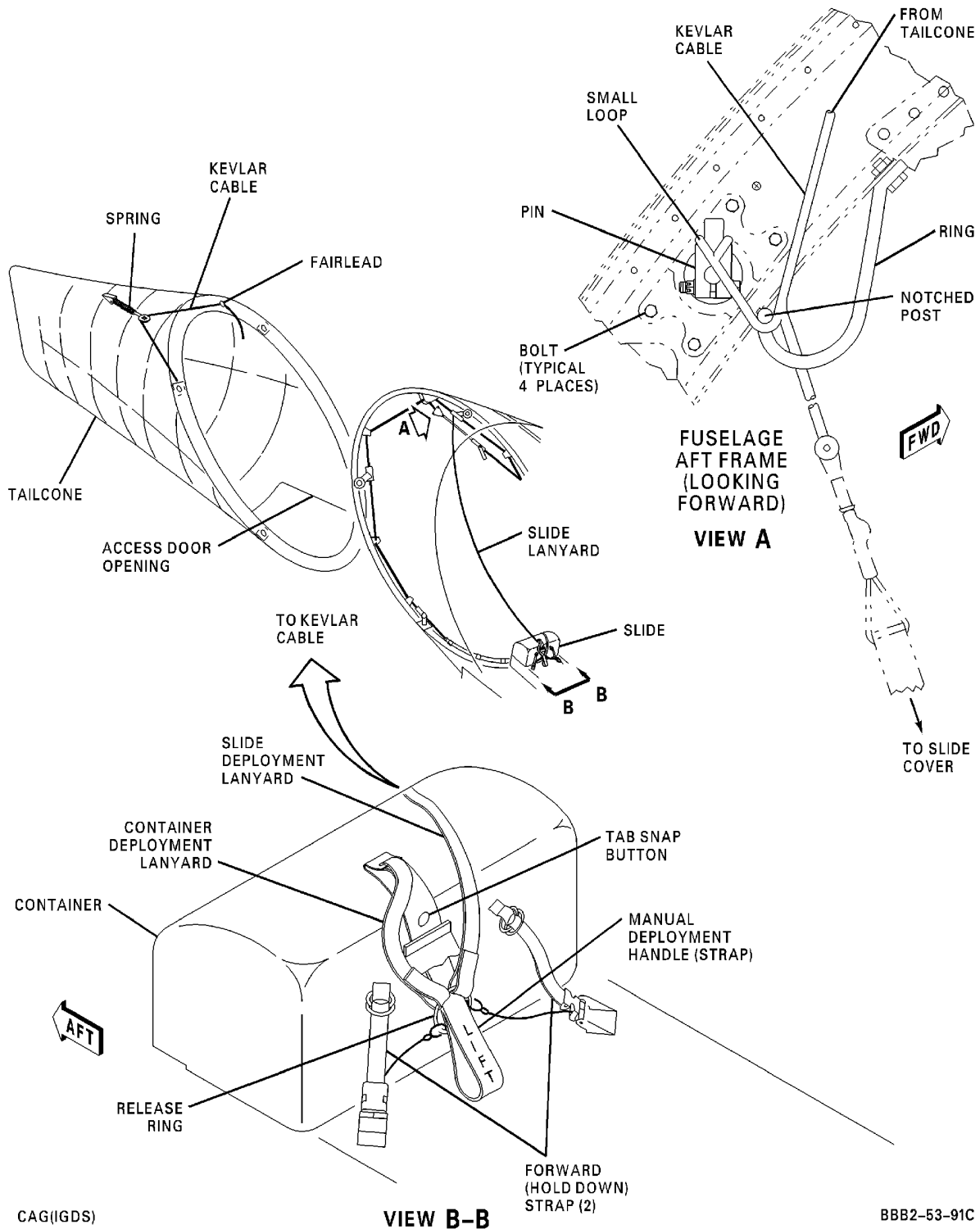
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CAG(IGDS)

VIEW B-B

BBB2-53-91C

**Low Drag Tailcone Translation System
Figure 402/53-53-00-990-816**

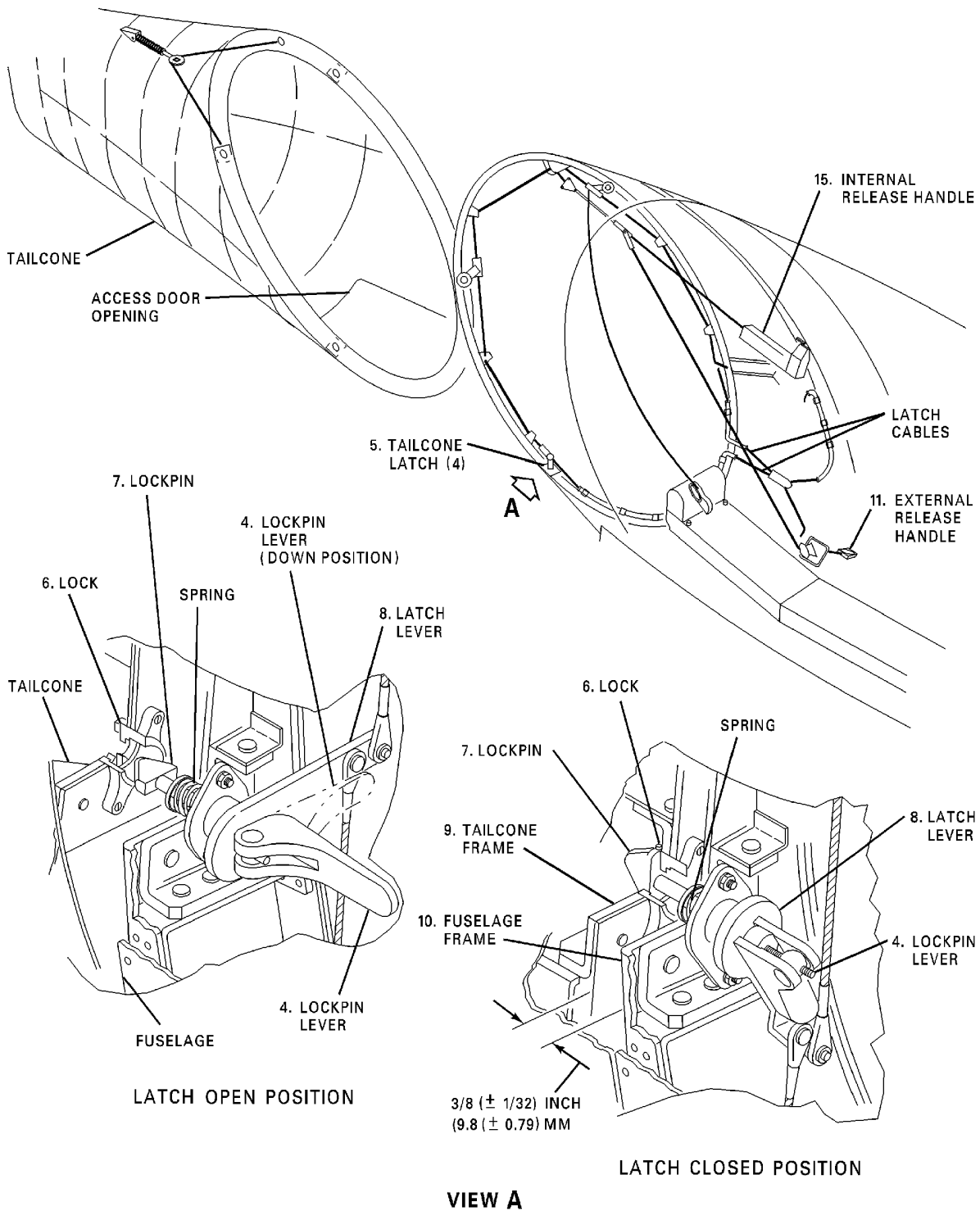
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Tailcone -- Installation
Figure 403/53-53-00-990-817 (Sheet 1 of 2)

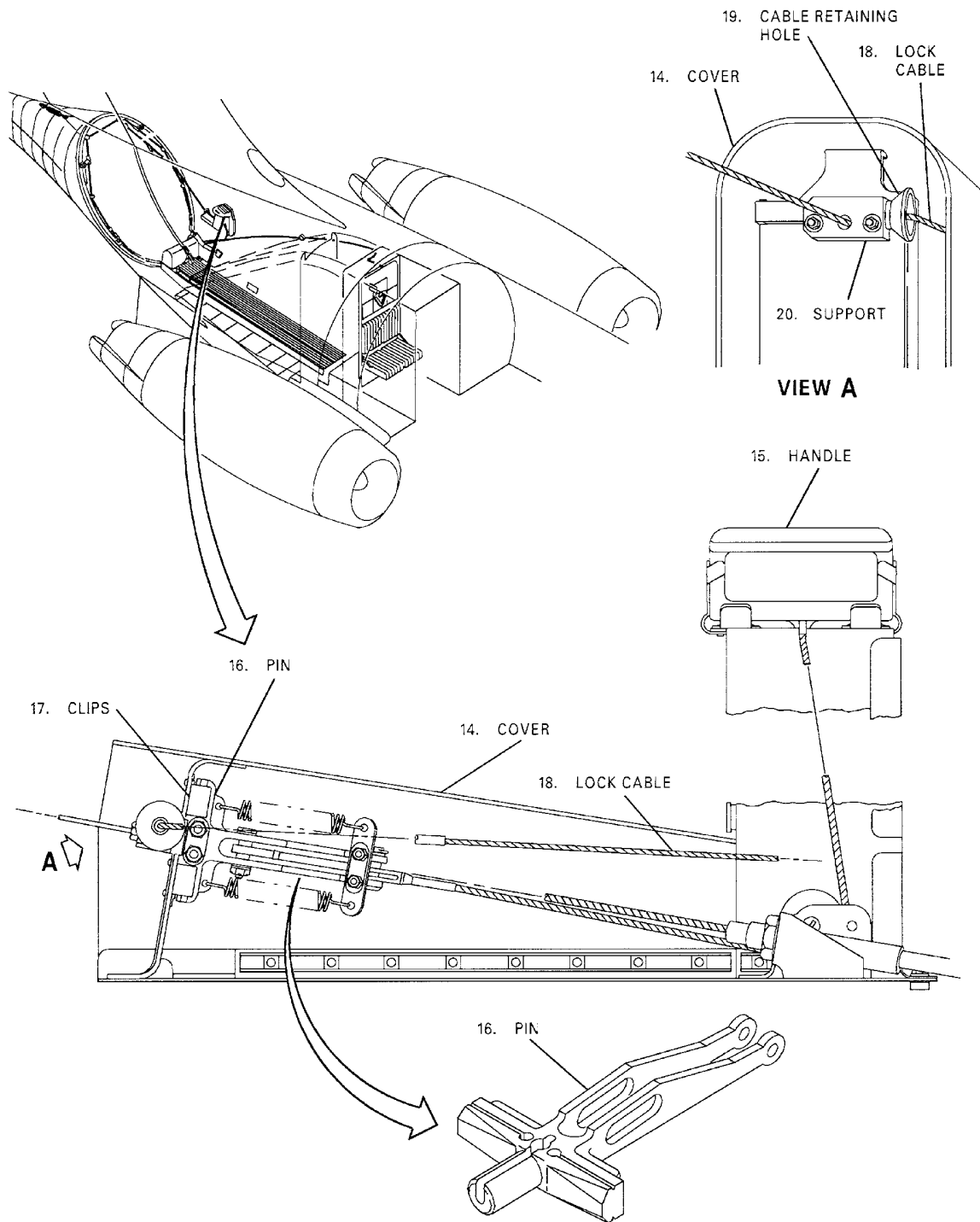
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CAG(IGDS)

BBB2-53-157

Tailcone -- Installation
Figure 403/53-53-00-990-817 (Sheet 2 of 2)

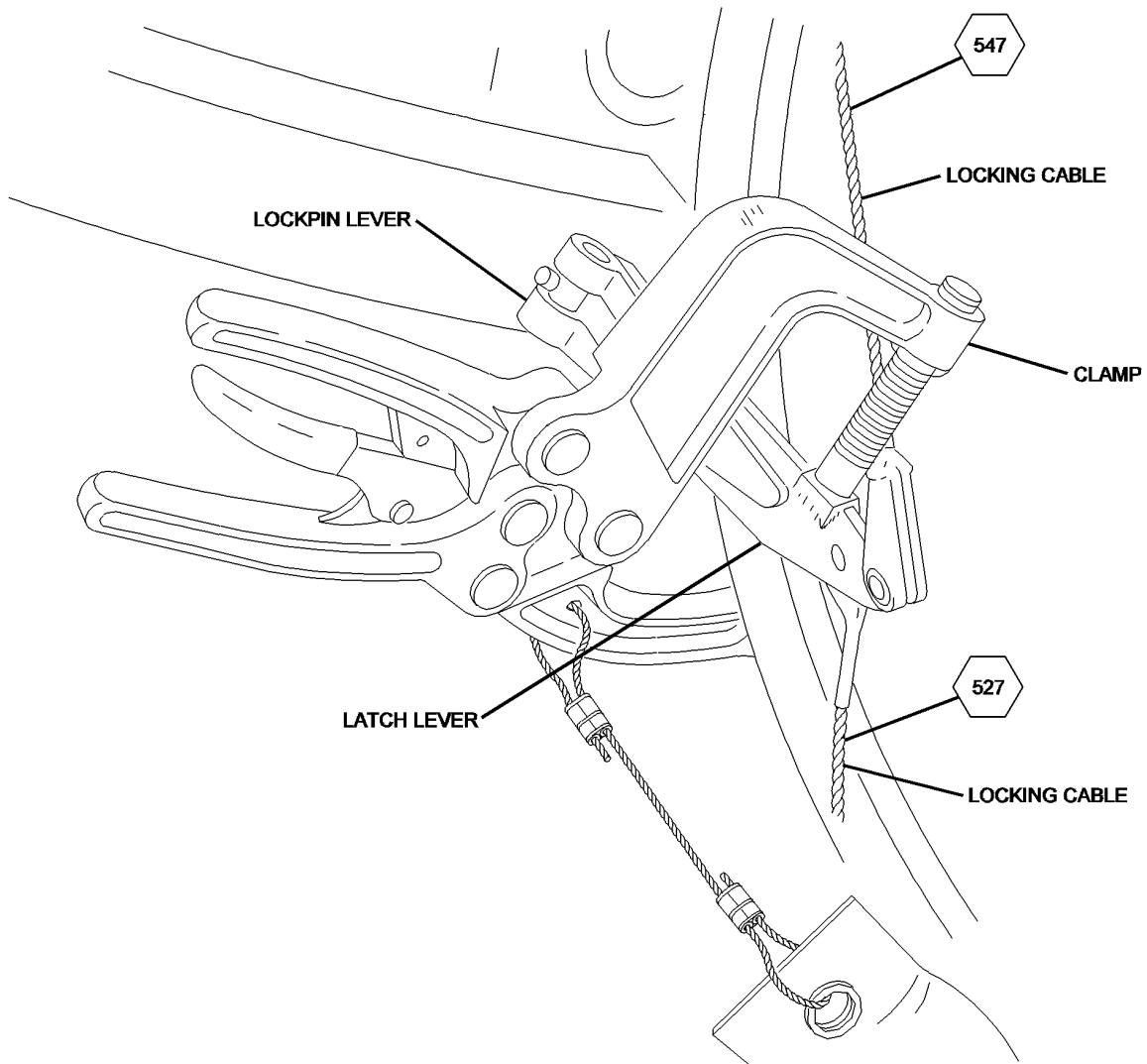
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BBB3-53-90A
S0006553426V2

Tailcone Safety Lock
Figure 404/53-53-00-990-818

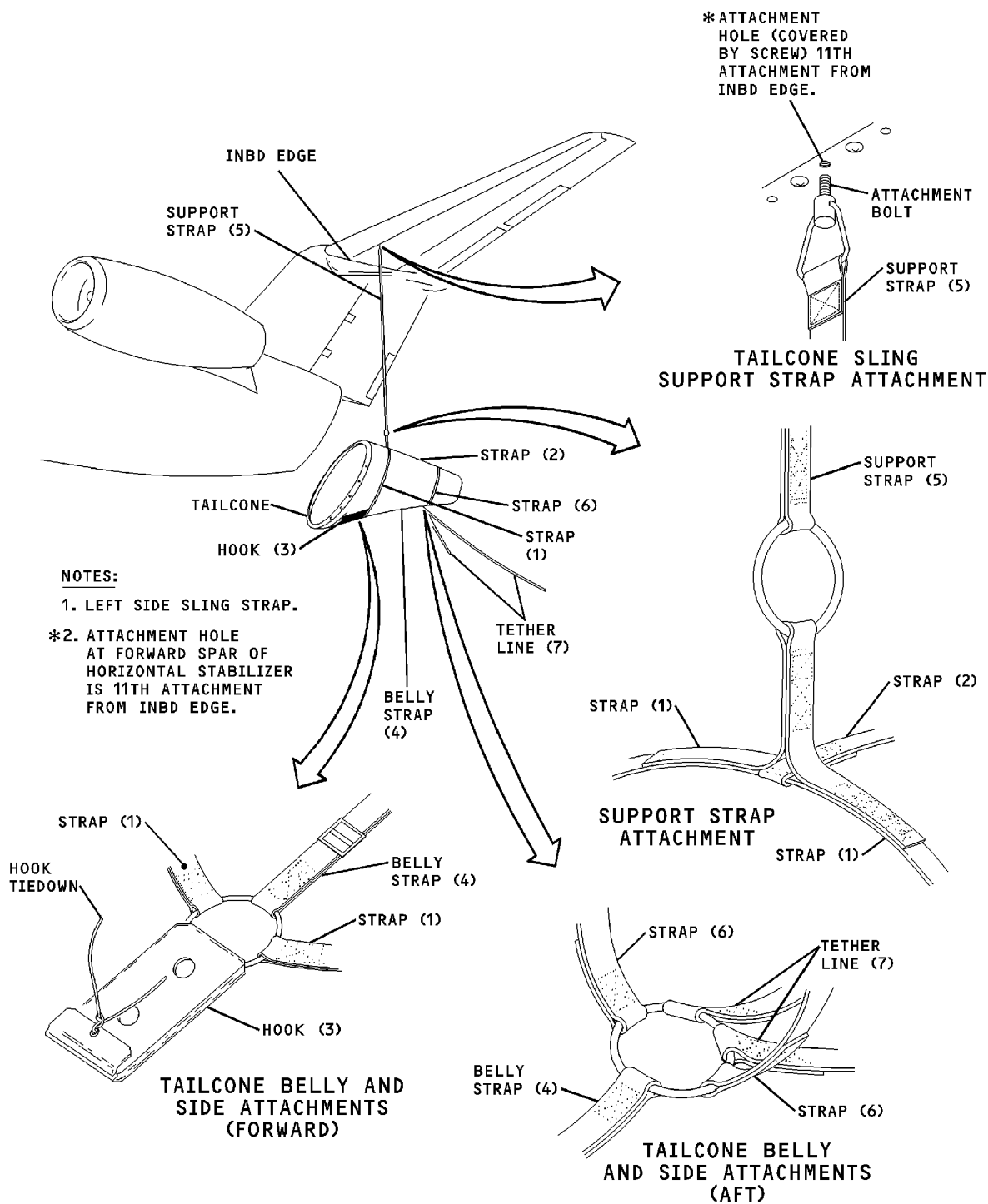
EFFECTIVITY
WJE 420, 422, 424-427, 429, 884, 891 POST
MD80-53-202

TP-80MM-WJE

53-53-00

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CAG(IGDS)

BBB2-53-90A

**Tailcone Jettison Test Sling
Figure 405/53-53-00-990-819**

EFFECTIVITY
WJE 420, 422, 424-427, 429, 884, 891 POST
MD80-53-202

TP-80MM-WJE

53-53-00

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TAILCONE - ADJUSTMENT/TEST

1. General

- A. The maintenance instructions in this section provide for the adjustment/test of the tailcone.
- B. The internal tailcone release handle is located inside the lower left fuselage area forward of the tailcone.
- C. The external tailcone release handle is located inside access door 6103A on the lower left side of the fuselage forward of the tailcone.
- D. Emergency exit door arm is located inside cabin above aft entrance door.
- E. The test portion of this procedure covers two conditions: tailcone separation without displacement, and tailcone separation with displacement. Provisions are given for slide deployment to be accomplished in conjunction with tailcone separation with displacement. (EVACUATION SLIDE TEST - MAINTENANCE PRACTICES, PAGEBLOCK 25-62-04/201)

2. Equipment and Materials

NOTE: Equivalent substitutes may be used instead of the following listed items.

NOTE: It is possible that some materials in the Equipment and Materials List cannot be used for some or all of their necessary applications. Before you use the materials, make sure the types, quantities, and applications of the materials necessary are legally permitted in your location. All persons must obey all applicable federal, state, local, and provincial laws and regulations when it is necessary to work with these materials.

Table 501

Name and Number	Manufacturer
Lockwire, Safety, Copper, Annealed, NASM20995CY20, DPM 5680	Not Specified
Disk, anti-tamper, DPM 6358 3/8 inch diameter, two hole (aluminum or lead)	Not Specified
Rig pin (5-3)	
Rigging aid (R-2) 5/8 x 3	
Lock, Tailcone Safety P/N 3954693	The Boeing Co.
Fish scale, 0-50 pound (0-21.7 kg) pull	
Cleaner, Douglas solvent #2 MIL-PRF-680, Type 1	
Cotton cloth wipers, Type I, Class A	
Decal P/N 9956906-509 (self-adhesive)	The Boeing Co.

EFFECTIVITY

**WJE 401-408, 410-412, 414-419, 421, 423, 861-866,
868, 869, 871-881, 883, 886, 887, 892, 893**

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Table 501 (Continued)

Name and Number	Manufacturer
Sling, Tailcone Test P/N 5953598-501	The Boeing Co.
NOTE: Rig pin sizes are in inches (diameter (in 16ths) X grip length; total length = grip length plus 5/8 inch).	

3. Adjustment/Test Tailcone

A. Adjust Tailcone Release System

WARNING: BEFORE YOU DO MAINTENANCE ON THE AIRCRAFT, MAKE SURE THE TAIL JACK IS CORRECTLY INSTALLED AT THE AFT JACKING POINT ON THE FUSELAGE. THIS WILL HELP PREVENT INJURY TO PERSONS AND DAMAGE TO THE AIRCRAFT.

WARNING: FAILURE TO REMOVE EVACUATION SLIDE AND COVER WILL RESULT IN AN UNSAFE CONDITION. EVACUATION SLIDE IS EQUIPPED WITH A HIGH PRESSURE INFLATION SYSTEM, AND IS ARMED FOR AUTOMATIC INFLATION.

- (1) Remove tailcone evacuation slide and slide cover. (AFT EVACUATION SLIDE - MAINTENANCE PRACTICES, PAGEBLOCK 25-62-01/201)

NOTE: Evacuation slide deployment lanyard may be left attached to Kevlar cable when evacuation slide and cover are removed.

CAUTION: KEVLAR CABLE IS VERY FRAGILE. HANDLE WITH CARE. DO NOT USE SHARP, POINTED TOOLS, OR OTHER INSTRUMENTS ON CABLE.

- (2) Remove loop of Kevlar cable from cam pin. Pull cable (and slide deployment lanyard, if attached) through ring. Secure inside tailcone away from tailcone latching and release mechanism components. (Figure 501)

WJE 401-404, 407, 408, 410-412, 414, 881, 883, 892

WARNING: TAG AND USE SAFETY CLIPS TO SAFETY THE CIRCUIT BREAKERS. IF THE CIRCUIT BREAKERS ARE NOT OPENED, TAGGED, AND SAFETIED, INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (3) On aircraft with High Frequency (HF) radio system(s) installed, open and tag following circuit breakers (as applicable):

UPPER EPC, LEFT RADIO AC BUS

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	15	B10-195	HF COMM-1 PHASE A
D	16	B10-196	HF COMM-1 PHASE B
D	17	B10-197	HF COMM-1 PHASE C

UPPER EPC, LEFT RADIO DC BUS

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
E	15	B10-198	HF COMM-1

EFFECTIVITY

WJE 401-408, 410-412, 414-419, 421, 423, 861-866, 868, 869, 871-881, 883, 886, 887, 892, 893

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WJE 401-404, 407, 408, 410-412, 414, 881, 883, 892 (Continued)

UPPER EPC, RIGHT RADIO AC BUS

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
WJE 410, 881, 883, 892			
D	3	B10-201	HF COMM-2 PHASE A
D	4	B10-202	HF COMM-2 PHASE B
D	5	B10-203	HF COMM-2 PHASE C

UPPER EPC, RIGHT RADIO DC BUS

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
WJE 410, 881, 883			
E	3	B10-204	HF COMM-2

WJE 401-408, 410-412, 414-419, 421, 423, 861-866, 868, 869, 871-881, 883, 886, 887, 892, 893

CAUTION: ON AIRCRAFT WITH HF RADIO SYSTEM(S) INSTALLED, ANTENNA FEED MUST BE DISCONNECTED FROM CONNECTOR TAB ON TAILCONE TO PREVENT DAMAGE.

(4) If HF antenna is installed, disconnect antenna feed from antenna connector tab on tailcone.

WARNING: GET SUFFICIENT AID FROM PERSONS AND EQUIPMENT TO HOLD THE COMPONENT DURING REMOVAL AND INSTALLATION. THIS COMPONENT WEIGHS APPROXIMATELY 110 LBS (50 KG). THIS WILL HELP PREVENT INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

CAUTION: SUPPORT TAILCONE SUFFICIENTLY SO IT DOES NOT FALL AWAY FROM FUSELAGE WHEN LOCKPIN LEVERS ARE ROTATED.

(5) Support tailcone so it will not fall away from aircraft.

NOTE: Numbers in parentheses () in the following steps refer to callouts in Figure 502.

(6) Open cover (12) adjacent to internal release handle (14).

(7) Check tailcone release system components as follows:

- (a) Pull internal release handle (14) to limit of pull, and check for worn or broken spring clips on handle and pin.
- (b) Check tailcone release cables for frayed spots or corrosion. (For cable preservation and lubrication, LUBRICATION, SUBJECT 12-21-00, Page 1)
- (c) Check that internal release handle support plunger moves smoothly with no binding in support.

CAUTION: DO NOT LUBRICATE PLUNGER AS DIRT WILL COLLECT AND ADHERE TO PLUNGER.

- (d) If required, clean support and plunger with exhaust deposit cleaners to free plunger movement. (AIRCRAFT EXTERIOR - CLEANING, PAGEBLOCK 12-22-01/701 for approved cleaner)
- (e) Pull external release handle to limit of pull.
- (f) Check that sleeve retaining ball on cable is 1.07(±0.05) inches (27.178(±0.381) mm) from shoulder on base of handle. (Figure 503)
- (g) Check that external release handle support plunger moves smoothly with no binding in support.

EFFECTIVITY

WJE 401-408, 410-412, 414-419, 421, 423, 861-866, 868, 869, 871-881, 883, 886, 887, 892, 893

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- (h) Visually inspect the exterior handle (29) support fitting hole. (Figure 502)
 - 1) The hole should not have any blockage and ensure that the locking cable ball moves freely in and out of the fitting.
- (i) Visually inspect the exterior release handle shaft for broken/cracked condition. Pay particular attention to the groove around the shaft.
 - 1) Replace broken/cracked handles with new handle per operators shop practice.

CAUTION: DO NOT LUBRICATE PLUNGER AS DIRT WILL COLLECT AND ADHERE TO PLUNGER.

- (j) If required, clean support and plunger with exhaust deposit cleaners to free plunger movement. (AIRCRAFT EXTERIOR - CLEANING, PAGEBLOCK 12-22-01/701 for approved cleaner)
- (k) Push locking cable (23) against spring-loaded plunger, and return external release handle (29) to stowed position.
- (l) Check that handle is flush with surrounding skin. With sleeve on pull cable (33) next to handle, sleeve should be recessed not more than 0.25 inch (6.35 mm) from surface of support (31). Adjusting shims under handle clips to meet this dimension takes precedence over skin flush requirement.
- (m) Pull on locking cable (23) to make certain that cable ball is secured by handle.
- (8) Position tailcone to engage latches and alignment pins.
- (9) Replace internal release handle in spring clips (9).
- (10) Visually inspect the release pin (11) support fitting hole. (Figure 502)
 - (a) The hole should not have any blockage and ensure that the locking cable ball moves freely in and out of the fitting.
- (11) Insert locking cable (13) in retaining hole in support fitting (32) far enough to depress plunger. Insert pin (11) until secured by clips.

CAUTION: MAKE CERTAIN THAT LOCKING CABLE IS PROPERLY ROUTED INSIDE INTERNAL TAILCONE RELEASE HANDLE SUPPORT AND UNDER COVER.

- (12) Make certain that locking cable is properly secured by pulling sharply on both ends of locking cable to ensure that ball ends are firmly retained.
- (13) Make certain that tailcone latches, lock cable, and release handles are in closed and secured position, and that lockpins fully engage locks on tailcone.

NOTE: Lockpin levers must be raised to close tailcone latches. Lockpin levers are then stowed.

- (14) Using tiedowns or tailcone safety lock, secure tailcone latches in closed position. (Figure 504)
- (15) Disconnect aft end of pull cable (2) by removing springs (17) and bolt (15) from pin (11).
- (16) Remove decorative panel over aft passenger door.

WARNING: ARM ABOVE PASSENGER AFT ENTRANCE DOOR IS SPRING-LOADED. USE CAUTION WHEN HANDLING TO PREVENT INJURY.

- (17) Remove safety wire from arm (1). With pull cable (2) attached to arm (1), rotate arm (1) to door open position.
- (18) Open plastic cover over emergency handle in aft passenger door and rotate emergency handle (6) to door open position. Rod (8) will extend above door.

EFFECTIVITY

WJE 401-408, 410-412, 414-419, 421, 423, 861-866,
868, 869, 871-881, 883, 886, 887, 892, 893

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- (19) Fully open passenger aft entrance door. Top of door stop must clear arm (1) by minimum of 1/4 inch (6.5 mm). If arm does not clear door stop, shim lower attach bolts of arm attach bracket (34).
- (20) Install rig pin 5-3 in rig pin hole (7).
- (21) Shim pin (3) with sufficient washers (4) to provide 0.15(±0.06) inch (4.00(±1.50) mm) gap between pin (3) and rod (8) extending above door.
- (22) Close and latch passenger aft entrance door.
- (23) Remove rig pin 5-3 from arm (1).

WARNING: ARM ABOVE PASSENGER AFT ENTRANCE DOOR IS SPRING-LOADED. USE CAUTION WHEN HANDLING TO PREVENT INJURY.

- (24) Rotate arm (1) to normal stowed position against stop bolt (5).
NOTE: To prevent kinking of pull cable (2), pull from aft end as arm (1) is rotated to stowed position.
- (25) Rotate and hold emergency door handle (6) in vertical position so rod (8) extends above door. Do not unlatch door pins.
- (26) Slip rigging aid R-2 over rod (8). (Figure 502 (Sheet 1))
- (27) Adjust stop bolt (5) for gap of 0.12(±0.09) inch (3.00(±2.30) mm) between pin (3) and rigging aid R-2.
- (28) Remove rigging aid R-2.
- (29) Return emergency door handle (6) to closed position and check that arm (1) is stowed against stop bolt (5).

CAUTION: MAKE CERTAIN THAT PIN IS PROPERLY INSTALLED TO AVOID CROSSING PULL CABLES.

- (30) Connect aft end of pull cable (2) to pin (11) with bolt (15).
- (31) Attach springs (17) to pin (11).
- (32) With pin (11) secured in clips, adjust jam nuts on both ends of pull cable (2) housing (27) for no slack condition, and gap of 0.00 to 0.03 inch (0.00 to 0.80 mm) at pin (11).
- (33) Pull internal release handle far enough to remove slack in cable but not far enough to pull pin (11) from clips. Handle should be a minimum of 0.45 inch (11.40 mm) from guard.
- (34) Remove tiedowns or tailcone safety lock securing tailcone latches in closed position.
- (35) Continue pulling internal release handle as far as it will go.
- (36) Place tailcone latches in extreme open position.
- (37) Make certain that clamp (18) has at least 1/2 inch (12.7 mm) clearance from conduits (19) with tailcone latches in full open position.
NOTE: Conduits may be repositioned for clearance.
- (38) Position tailcone to engage latches and alignment pins.
- (39) Check springs on latches for proper coil. Left-hand latches have springs wound in clockwise direction; right-hand latches have springs wound in counterclockwise direction.
- (40) Loosen cable clamps (20) and (21) until cables are free.
- (41) Using lockpin levers, adjust latches for slight preload when latch is fully closed and lockpin lever is in stowed position. (Figure 505)

EFFECTIVITY

WJE 401-408, 410-412, 414-419, 421, 423, 861-866,
868, 869, 871-881, 883, 886, 887, 892, 893

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- (42) With latches in fully closed position, check that tailcone clearance at each alignment pin (20 places) is 0.38(\pm 0.03) inch (9.65(\pm 0.76)mm), minimum.
- (43) Disengage tailcone and adjust alignment pin shims as required to obtain full engagement.
- (44) Position tailcone to engage latches and alignment pins.
- (45) Stow internal release handle.
- (46) Insert ball end of locking cable (13) in locking cable retaining hole in support.
- (47) Push locking cable against spring-loaded plunger, and return pin to stowed position.
- (48) Pull on locking cable (13) to make certain that cable ball is secured by pin.
- (49) Make certain that tailcone latches, lock cable, and release handles are in closed and secured position, and that lockpins fully engage locks on tailcone.
- NOTE:** Lockpin levers must be raised to close tailcone latches. Lockpin levers are then stowed.
- (50) Make certain that forward edge of tailcone contacts seal on fuselage.
- (51) Check tailcone fit variances. (Figure 506)
- (52) Secure latches with tiedowns or tailcone safety lock in closed position. (Figure 504)
- (53) Adjust turnbuckle (22) to provide 1/8(\pm 1/16) inch (3.20(\pm 1.60) mm) fore-aft movement of clamp (18). Lock with safety clips.
- (54) Disconnect clevis (24) from support (25).
- (55) Adjust ends on cables (26) to provide 6.70(\pm 0.30) inches (167.50(\pm 0.80) mm) spacing at pulley bracket (27) and 90(\pm 5) degrees spacing between cables and cable support (25).
- (56) Check that pin (11) is secure in clips. Pull cables (26) and (28) to remove slack and adjust clevis (24) to provide 1/4(\pm 1/16) inch (6.40(\pm 1.60) mm) overlap at support (25).
- (57) Connect clevis (24) to support (25).
- (58) Pull slack from cable 28 with clevis 24, and adjust clamp (21) on cable (28) to provide 1/8(\pm 1/16) inch (3.20(\pm 1.60) mm) gap between pin attaching cable clevis (35) and end of slot in clamp (21). Tighten bolts on clamp (21) to 60(\pm 10) inch-pounds (6.70(\pm 1.10) N·m) torque.
- (59) Tighten jamnuts on ends of cables. Safety jamnuts with lockwire. (LOCKWIRE SAFETYING - MAINTENANCE PRACTICES, PAGEBLOCK 20-10-18/201)
- (60) Slide clamps (20) down on cables (26) so latch lever pins are at upper end of slots (with latches in closed position), and tighten bolts in clamps to 60(\pm 10) inch-pounds (6.70(\pm 1.10) N·m) torque.
- (61) Using lockpin levers, adjust latches so pull of internal release handle is 25 to 35 pounds (11.40 to 15.90 kg) after release from clips. After adjustment, stow lockpin levers and handle.
- NOTE:** Lockpin levers must be raised before closing latches, and then stowed when latches are closed.
- (62) Insert locking cable (13) in retaining hole in support fitting (32) far enough to depress plunger. Insert pin (11) until secured by clips.
- (63) Make certain that locking cable is properly secured by pulling sharply on both ends of locking cable to ensure that ball ends are firmly retained.
- CAUTION:** MAKE CERTAIN THAT LOCKING CABLE IS PROPERLY ROUTED INSIDE INTERNAL TAILCONE RELEASE HANDLE SUPPORT AND UNDER COVER.
- (64) Install cover (12).
- (65) Remove tiedowns or tailcone safety lock from latches.

EFFECTIVITY

WJE 401-408, 410-412, 414-419, 421, 423, 861-866,
868, 869, 871-881, 883, 886, 887, 892, 893

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- (66) Remove tailcone support.
- (67) Test tailcone release system for proper operation. (Paragraph 3.B.)

B. Test Tailcone Release System - Without Full Deployment Jettison (No Slide Inflation)

NOTE: This paragraph does not test full jettison and displacement of the tailcone. This paragraph only tests the tailcone release system. For jettison and displacement, refer to Paragraph 3.C.

WARNING: BEFORE YOU DO MAINTENANCE ON THE AIRCRAFT, MAKE SURE THE TAIL JACK IS CORRECTLY INSTALLED AT THE AFT JACKING POINT ON THE FUSELAGE. THIS WILL HELP PREVENT INJURY TO PERSONS AND DAMAGE TO THE AIRCRAFT.

WARNING: FAILURE TO REMOVE EVACUATION SLIDE AND COVER WILL RESULT IN AN UNSAFE CONDITION. EVACUATION SLIDE IS EQUIPPED WITH A HIGH PRESSURE INFLATION SYSTEM, AND IS ARMED FOR AUTOMATIC INFLATION.

WARNING: IF INTERNAL OR EXTERNAL TAILCONE RELEASE HANDLE IS PULLED (ONLY 3/8 INCH (9.5 MM) IS NECESSARY) OR IF EMERGENCY OPERATING HANDLE ON PASSENGER AFT ENTRANCE DOOR IS ACTUATED, TAILCONE LOCKING CABLE MUST BE CHECKED FOR SECURITY. IF ANY OF THESE HANDLES HAVE BEEN DISTURBED, LOCKING CABLE MAY DISENGAGE AND THERE WILL BE NO POSITIVE LOCKING ACTION HOLDING TAILCONE LATCHES CLOSED. LATCHES CAN THEN VIBRATE OPEN AND RESULT IN TAILCONE LOSS.

WARNING: GET SUFFICIENT AID FROM PERSONS AND EQUIPMENT TO HOLD THE COMPONENT DURING REMOVAL AND INSTALLATION. THIS COMPONENT WEIGHS APPROXIMATELY 110 LBS (50 KG). THIS WILL HELP PREVENT INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

- (1) Remove tailcone evacuation slide and slide cover. (AFT EVACUATION SLIDE - MAINTENANCE PRACTICES, PAGEBLOCK 25-62-01/201)

NOTE: Evacuation slide deployment lanyard may be left attached to Kevlar cable when evacuation slide and cover are removed.

CAUTION: KEVLAR CABLE IS VERY FRAGILE. HANDLE WITH CARE. DO NOT USE SHARP, POINTED TOOLS, OR OTHER INSTRUMENTS ON CABLE.

- (2) Remove loop of Kevlar cable from cam pin. Pull cable (and slide deployment lanyard, if attached) through ring. Secure inside tailcone away from tailcone latching and release mechanism components. (Figure 501)

WJE 401-404, 407, 408, 410-412, 414, 881, 883, 892

WARNING: TAG AND USE SAFETY CLIPS TO SAFETY THE CIRCUIT BREAKERS. IF THE CIRCUIT BREAKERS ARE NOT OPENED, TAGGED, AND SAFETIED, INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (3) Make sure that these circuit breakers (as applicable) are open and have safety tags:

UPPER EPC, LEFT RADIO AC BUS

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	15	B10-195	HF COMM-1 PHASE A
D	16	B10-196	HF COMM-1 PHASE B
D	17	B10-197	HF COMM-1 PHASE C

EFFECTIVITY

WJE 401-408, 410-412, 414-419, 421, 423, 861-866, 868, 869, 871-881, 883, 886, 887, 892, 893

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WJE 401-404, 407, 408, 410-412, 414, 881, 883, 892 (Continued)

UPPER EPC, LEFT RADIO DC BUS

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
E	15	B10-198	HF COMM-1

UPPER EPC, RIGHT RADIO AC BUS

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
WJE 410, 881, 883, 892			
D	3	B10-201	HF COMM-2 PHASE A
D	4	B10-202	HF COMM-2 PHASE B
D	5	B10-203	HF COMM-2 PHASE C

UPPER EPC, RIGHT RADIO DC BUS

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
WJE 410, 881, 883			
E	3	B10-204	HF COMM-2

WJE 401-408, 410-412, 414-419, 421, 423, 861-866, 868, 869, 871-881, 883, 886, 887, 892, 893

CAUTION: ON AIRCRAFT WITH HF RADIO SYSTEM(S) INSTALLED, ANTENNA FEED MUST BE DISCONNECTED FROM CONNECTOR TAB ON TAILCONE TO PREVENT DAMAGE.

- (4) If HF antenna is installed, disconnect antenna feed from antenna connector tab on tailcone.
- (5) Support tailcone so it will drop several inches, but not fall away from aircraft. (TAILCONE - REMOVAL/INSTALLATION, PAGEBLOCK 53-53-00/401 Config 2)
- (6) With passenger aft entrance door closed, open plastic cover and rotate emergency operating handle to door open position.
- (7) Attach fish scale to emergency handle 2 inches (50.8 mm) from free end of handle.
- (8) Pull fish scale to open door. Opening force should be 15(±5) pounds (6.8(±2.3) kg).
- (9) Open door fully, and check for following:
 - (a) Rod (8) extends above door and punctures decal (if installed).
 - (b) As door is opening, check that finger on end of arm (1) clears decorative cover above door.
 - (c) Make certain that tailcone latches rotate to full open position, and that latches release tailcone.
 - (d) Make certain that cables operate smoothly over pulleys.
 - (e) Make certain that clamp on locking cables has at least 1/2 inch (12.7 mm) clearance from conduits with latches in full open position.
 - (f) On aircraft with tailcone deployment indication system installed, make certain that flight compartment indicator for tailcone deployment is on after handle is pulled completely.

NOTE: Numbers enclosed in parentheses () in following text refer to callouts in Figure 502.

- (10) Open cover (12) adjacent to internal release handle (14).
- (11) Close and latch aft passenger door.
- (12) Rotate emergency exit door arm (1) to normal stowed position above door.

NOTE: To prevent kinking of pull cable, pull from aft end as arm is rotated to stowed position.

EFFECTIVITY

WJE 401-408, 410-412, 414-419, 421, 423, 861-866, 868, 869, 871-881, 883, 886, 887, 892, 893

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- (13) Remove decorative panel above aft passenger door.
- (14) Hold arm (1) in stowed position and open door with emergency handle. Rod should push by spring-loaded pin on arm.
- (15) Safety stop bolt (5) and arm (1) with copper lockwire. Lockwire will go through arm (1), around arm support bracket (34) to stop bolt (5). (LOCKWIRE SAFETYING - MAINTENANCE PRACTICES, PAGEBLOCK 20-10-18/201)
 - (a) Install an anti-tamper disk onto lockwire.
- (16) Install decorative panel over aft passenger door.
- (17) Rotate emergency operating handle to closed position.
- (18) Close and latch aft passenger door.
- (19) Close cover over emergency handle (6).
- (20) Check WARNING decal on shroud above rod (8) for damage. If damaged or missing, install new decal as follows:
 - (a) Peel off damaged decal (if installed).
 - (b) If required, clean area with Douglas solvent. Wipe dry with clean cotton wipers.
 - (c) Remove paper backing from decal and install. Slight wrinkling along aft edge of decal in corner of shroud is acceptable.
- (21) Position tailcone for attachment as follows:
 - (a) Raise lockpin lever on tailcone latches to relieve lockpin spring tension.
 - (b) Position tailcone to engage latches and alignment pins on fuselage.
 - (c) Engage locks on tailcone with lockpins. Rotate latch levers to closed position, then stow lockpin levers.
- (22) Secure tailcone latches using tiedowns or tailcone safety lock.
- (23) At internal release handle installation, ensure that springs and cables are free from entanglement.
- (24) Stow internal release handle.
- (25) Insert ball end of locking cable (13) in locking cable retaining hole in support.
- (26) Push locking cable against spring-loaded plunger, and return pin to stowed position.
- (27) Pull on locking cable (13) to make certain that cable ball is secured by pin.

CAUTION: MAKE CERTAIN THAT LOCKING CABLE IS PROPERLY ROUTED INSIDE INTERNAL TAILCONE RELEASE HANDLE SUPPORT AND UNDER COVER.

- (28) On aircraft without tailcone deployment indication system installed, make certain that locking cable (13) is properly secured by pulling sharply on both ends of locking cable to ensure that ball ends are firmly retained by pin (11) and external release handle.
- (29) On aircraft with tailcone deployment indication system installed, make certain that locking cable (13) is properly secured by pulling sharply on both ends of locking cable to ensure that ball ends are firmly retained by pin (11) and external release handle, and that flight compartment indicator for tailcone is not on.
- (30) Close cover (12) adjacent to internal release handle (14).
- (31) Remove tiedowns or tailcone safety lock from latches.
- (32) Install fish scale on tailcone internal release handle, and check for following:

EFFECTIVITY

WJE 401-408, 410-412, 414-419, 421, 423, 861-866,
868, 869, 871-881, 883, 886, 887, 892, 893

TP-80MM-WJE

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- (a) Pull on handle with fish scale until handle is released from spring clips. Force required to release handle from clips should be 25 to 35 pounds (11.4 to 15.9 kg).
 - (b) Continue pulling on handle with fish scale until pin is released from spring clips. Force required to release pin should be 25 to 35 pounds (11.4 to 15.9 kg).
 - (c) Continue pulling on handle with fish scale until tailcone is released. Force required to release completely rigged tailcone should be 25 to 35 pounds (11.4 to 15.9 kg).
 - (d) On aircraft with tailcone deployment indication system installed, make certain that flight compartment indicator for tailcone deployment is on after handle is pulled completely.
- (33) Position tailcone for attachment as follows:
- (a) Raise lockpin lever on tailcone latches to relieve lockpin spring tension.
 - (b) Position tailcone to engage alignment pins on fuselage.
 - (c) Engage locks on tailcone with lockpins. Rotate latch levers to closed position, then stow lockpin levers.
- (34) Secure tailcone latches using tiedowns or tailcone safety lock.
- (35) Open cover (12) adjacent to internal release handle (14).
- (36) At internal release handle installation, ensure that springs and cables are free from entanglement.
- (37) Stow internal release handle.
- (38) Insert ball end of locking cable (13) in locking cable retaining hole in support.
- (39) Push locking cable against spring-loaded plunger, and return pin to stowed position.
- (40) Pull on locking cable (13) to make certain that cable ball is secured by pin.

CAUTION: MAKE CERTAIN THAT LOCKING CABLE IS PROPERLY ROUTED INSIDE INTERNAL TAILCONE RELEASE HANDLE SUPPORT AND UNDER COVER.

- (41) Close cover (12) adjacent to internal release handle (14).
- (42) On aircraft without tailcone deployment indication system installed, make certain that locking cable (13) is properly secured by pulling sharply on both ends of locking cable to ensure that ball ends are firmly retained by pin (11) and external release handle.
- (43) On aircraft with tailcone deployment indication system installed, make certain that locking cable (13) is properly secured by pulling sharply on both ends of locking cable to ensure that ball ends are firmly retained by pin (11) and external release handle, and that flight compartment indicator for tailcone is not on.
- (44) Remove tiedowns or tailcone safety lock from latches.
- (45) Install fish scale on tailcone external release handle, and check for following:
- (a) Pull on handle with fish scale until handle is released from spring clips. Force required to release handle from clips should be 25 to 35 pounds (11.4 to 15.9 kg).
 - (b) Continue pulling on handle with fish scale until pin is released from spring clips. Force required to release pin should be 25 to 35 pounds (11.4 to 15.9 kg).
 - (c) Continue pulling on handle with fish scale until tailcone is released. Force required to release completely rigged tailcone should be 25 to 35 pounds (11.4 to 15.9 kg).
 - (d) On aircraft with tailcone deployment indication system installed, make certain that flight compartment indicator for tailcone deployment is on after handle is pulled completely.
 - (e) If adjustment is required, perform Paragraph 3.A.(61).
- (46) Position tailcone for attachment as follows:

EFFECTIVITY

WJE 401-408, 410-412, 414-419, 421, 423, 861-866,
868, 869, 871-881, 883, 886, 887, 892, 893

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- (a) Raise lockpin lever on tailcone latches to relieve lockpin spring tension.
 - (b) Position tailcone to engage alignment pins on fuselage.
 - (c) Engage locks on tailcone with lockpins. Rotate latch levers to closed position, then stow lockpin levers.
- (47) Secure tailcone latches using tiedowns or tailcone safety lock.
 - (48) Insert ball end of locking cable (23) in locking cable retaining hole in support (31).
 - (49) Push locking cable against spring-loaded plunger, and return pin and release handle to stowed position.
 - (50) Open cover (12) adjacent to internal release handle (14).
 - (51) Pull on locking cable (13) to make certain that cable ball is secured by pin.
 - (52) On aircraft without tailcone deployment indication system installed, make certain that locking cable (23) is properly secured by pulling sharply on both ends of locking cable to ensure that ball ends are firmly retained by pin (11) and external release handle.
 - (53) On aircraft with tailcone deployment indication system installed, make certain that locking cable (23) is properly secured by pulling sharply on both ends of locking cable to ensure that ball ends are firmly retained by pin (11) and external release handle, and that flight compartment indicator for tailcone is not on.
 - (54) Remove tiedowns or tailcone safety lock from latches.
 - (55) Close cover (12) adjacent to internal release handle (14).
 - (56) Test tailcone for full deployment per Paragraph 3.C.
 - (57) Install tailcone. (TAILCONE, SUBJECT 53-53-00, Page 401)
 - (58) Install tailcone evacuation slide and slide cover. (AFT EVACUATION SLIDE - MAINTENANCE PRACTICES, PAGEBLOCK 25-62-01/201)
 - (59) Remove tailcone support.
- C. Test Tailcone Release System - With Full Deployment Jettison (With or Without Slide Inflation) (For Evacuation Slide Test, EVACUATION SLIDE TEST - MAINTENANCE PRACTICES, PAGEBLOCK 25-62-04/201)

NOTE: This paragraph tests the release system and jettison displacement from the internal release handle only. For a complete test of the tailcone release system, refer to Paragraph 3.B.

EFFECTIVITY

WJE 401-408, 410-412, 414-419, 421, 423, 861-866,
868, 869, 871-881, 883, 886, 887, 892, 893

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WARNING: BEFORE YOU DO MAINTENANCE ON THE AIRCRAFT, MAKE SURE THE TAIL JACK IS CORRECTLY INSTALLED AT THE AFT JACKING POINT ON THE FUSELAGE. THIS WILL HELP PREVENT INJURY TO PERSONS AND DAMAGE TO THE AIRCRAFT.

WARNING: FAILURE TO REMOVE EVACUATION SLIDE AND COVER WILL RESULT IN AN UNSAFE CONDITION. EVACUATION SLIDE IS EQUIPPED WITH A HIGH PRESSURE INFLATION SYSTEM, AND IS ARMED FOR AUTOMATIC INFLATION.

WARNING: IF INTERNAL OR EXTERNAL TAILCONE RELEASE HANDLE IS PULLED (ONLY 3/8 INCH (9.5 MM) IS NECESSARY) OR IF EMERGENCY OPERATING HANDLE ON PASSENGER AFT ENTRANCE DOOR IS ACTUATED, TAILCONE LOCKING CABLE MUST BE CHECKED FOR SECURITY. IF ANY OF THESE HANDLES HAVE BEEN DISTURBED, LOCKING CABLE MAY DISENGAGE AND THERE WILL BE NO POSITIVE LOCKING ACTION HOLDING TAILCONE LATCHES CLOSED. LATCHES CAN THEN VIBRATE OPEN AND RESULT IN TAILCONE LOSS.

WARNING: GET SUFFICIENT AID FROM PERSONS AND EQUIPMENT TO HOLD THE COMPONENT DURING REMOVAL AND INSTALLATION. THIS COMPONENT WEIGHS APPROXIMATELY 110 LBS (50 KG). THIS WILL HELP PREVENT INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) Preliminary requirements:

- (a) Tailcone release system adjusted and operates properly. (Paragraph 3.A. and Paragraph 3.B.)
- (b) Tailcone release cam torque checked. (TAILCONE RELEASE MECHANISM CAM, SUBJECT 53-53-02, Page 201)
- (c) Tailcone installed. (TAILCONE, SUBJECT 53-53-00, Page 401)
- (d) Kevlar cable properly installed on cam. (TAILCONE, SUBJECT 53-53-00, Page 401)
- (e) Tailcone evacuation slide and slide cover removed. (AFT EVACUATION SLIDE - MAINTENANCE PRACTICES, PAGEBLOCK 25-62-01/201)

NOTE: Evacuation slide deployment lanyard may be left attached to Kevlar cable when evacuation slide and cover are removed.

NOTE: This step omitted when slide deployment is accomplished in conjunction with tailcone deployment.

- (f) Tailcone supported or tailcone test sling installed. (TAILCONE, SUBJECT 53-53-00, Page 401)

NOTE: Tailcone must be permitted to drop at least 55 inches (1.4 meters).

- (g) Wind condition below 5 knots (preferred).

NOTE: It is preferable that test be performed in hanger, or with wind blowing on right side of fuselage. If high wind condition is on left side of fuselage, wind may blow tailcone to right.

- (h) Padding added to fuselage in areas shown in Figure 507.

EFFECTIVITY

WJE 401-408, 410-412, 414-419, 421, 423, 861-866,
868, 869, 871-881, 883, 886, 887, 892, 893

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WJE 401-404, 407, 408, 410-412, 414, 881, 883, 892

WARNING: TAG AND USE SAFETY CLIPS TO SAFETY THE CIRCUIT BREAKERS. IF THE CIRCUIT BREAKERS ARE NOT OPENED, TAGGED, AND SAFETIED, INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (2) Make sure that these circuit breakers (as applicable) are open and have safety tags:

UPPER EPC, LEFT RADIO AC BUS

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	15	B10-195	HF COMM-1 PHASE A
D	16	B10-196	HF COMM-1 PHASE B
D	17	B10-197	HF COMM-1 PHASE C

UPPER EPC, LEFT RADIO DC BUS

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
E	15	B10-198	HF COMM-1

UPPER EPC, RIGHT RADIO AC BUS

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	3	B10-201	HF COMM-2 PHASE A
D	4	B10-202	HF COMM-2 PHASE B
D	5	B10-203	HF COMM-2 PHASE C

UPPER EPC, RIGHT RADIO DC BUS

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
E	3	B10-204	HF COMM-2

WJE 410, 881, 883, 892

WJE 401-408, 410-412, 414-419, 421, 423, 861-866, 868, 869, 871-881, 883, 886, 887, 892, 893

CAUTION: ON AIRCRAFT WITH HF RADIO SYSTEM(S) INSTALLED, ANTENNA FEED MUST BE DISCONNECTED FROM CONNECTOR TAB ON TAILCONE TO PREVENT DAMAGE.

- (3) If HF antenna is installed, make certain that antenna feed is disconnected from antenna connector tab on tailcone.

WARNING: GET SUFFICIENT AID FROM PERSONS AND EQUIPMENT TO HOLD THE COMPONENT DURING REMOVAL AND INSTALLATION. THIS COMPONENT WEIGHS APPROXIMATELY 110 LBS (50 KG). THIS WILL HELP PREVENT INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

- (4) Station personnel aft, and to sides of tailcone to hold tethers. They must be clear of tailcone rebound area.

WARNING: STAND CLEAR OF KEVLAR CABLE (AND EVACUATION SLIDE LANYARD, IF INSTALLED) TO PREVENT INJURY DUE TO POSSIBLE WHIP WHEN TAILCONE REACHES LIMIT OF DROP, AND KEVLAR CABLE IS RELEASED FROM CAM.

- (5) Pull internal tailcone release handle to limit of pull.
- (6) Observe that following occurs:
- (a) Tailcone latches release tailcone.
 - (b) As tailcone falls, Kevlar cable starts tailcone to rotate toward left of aircraft.

EFFECTIVITY

WJE 401-408, 410-412, 414-419, 421, 423, 861-866, 868, 869, 871-881, 883, 886, 887, 892, 893

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- (c) When limit of Kevlar cable is reached, tailcone will rebound upward and to left.
 - (d) As tailcone drops from rebound, Kevlar cable pulls cam to left, and loop slides from cam.
 - (e) Tailcone will continue to drop to limit of supporting strap. At this point, tether holders must yank on tailcone to stop movement of tailcone.
- (7) If evacuation slide was deployed, remove slide and cover. (AFT EVACUATION SLIDE - MAINTENANCE PRACTICES, PAGEBLOCK 25-62-01/201)
 - (8) Install tailcone. (TAILCONE, SUBJECT 53-53-00, Page 401)
 - (9) If HF antenna is installed, make certain that antenna feed is connected to connector tab on tailcone.

WJE 401-404, 407, 408, 410-412, 414, 881, 883, 892

- (10) Remove the safety tags and close these circuit breakers (as applicable):

UPPER EPC, LEFT RADIO AC BUS

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
D	15	B10-195	HF COMM-1 PHASE A
D	16	B10-196	HF COMM-1 PHASE B
D	17	B10-197	HF COMM-1 PHASE C

UPPER EPC, LEFT RADIO DC BUS

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
E	15	B10-198	HF COMM-1

UPPER EPC, RIGHT RADIO AC BUS

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
WJE 410, 881, 883, 892			
D	3	B10-201	HF COMM-2 PHASE A
D	4	B10-202	HF COMM-2 PHASE B
D	5	B10-203	HF COMM-2 PHASE C

UPPER EPC, RIGHT RADIO DC BUS

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
WJE 410, 881, 883			
E	3	B10-204	HF COMM-2

WJE 401-408, 410-412, 414-419, 421, 423, 861-866, 868, 869, 871-881, 883, 886, 887, 892, 893

- (11) Install tailcone evacuation slide and slide cover. (AFT EVACUATION SLIDE - MAINTENANCE PRACTICES, PAGEBLOCK 25-62-01/201)

NOTE: If evacuation slide was deployed in conjunction with this test, make certain that serviceable evacuation slide and cover are installed.

- (12) Remove tailcone support.

EFFECTIVITY

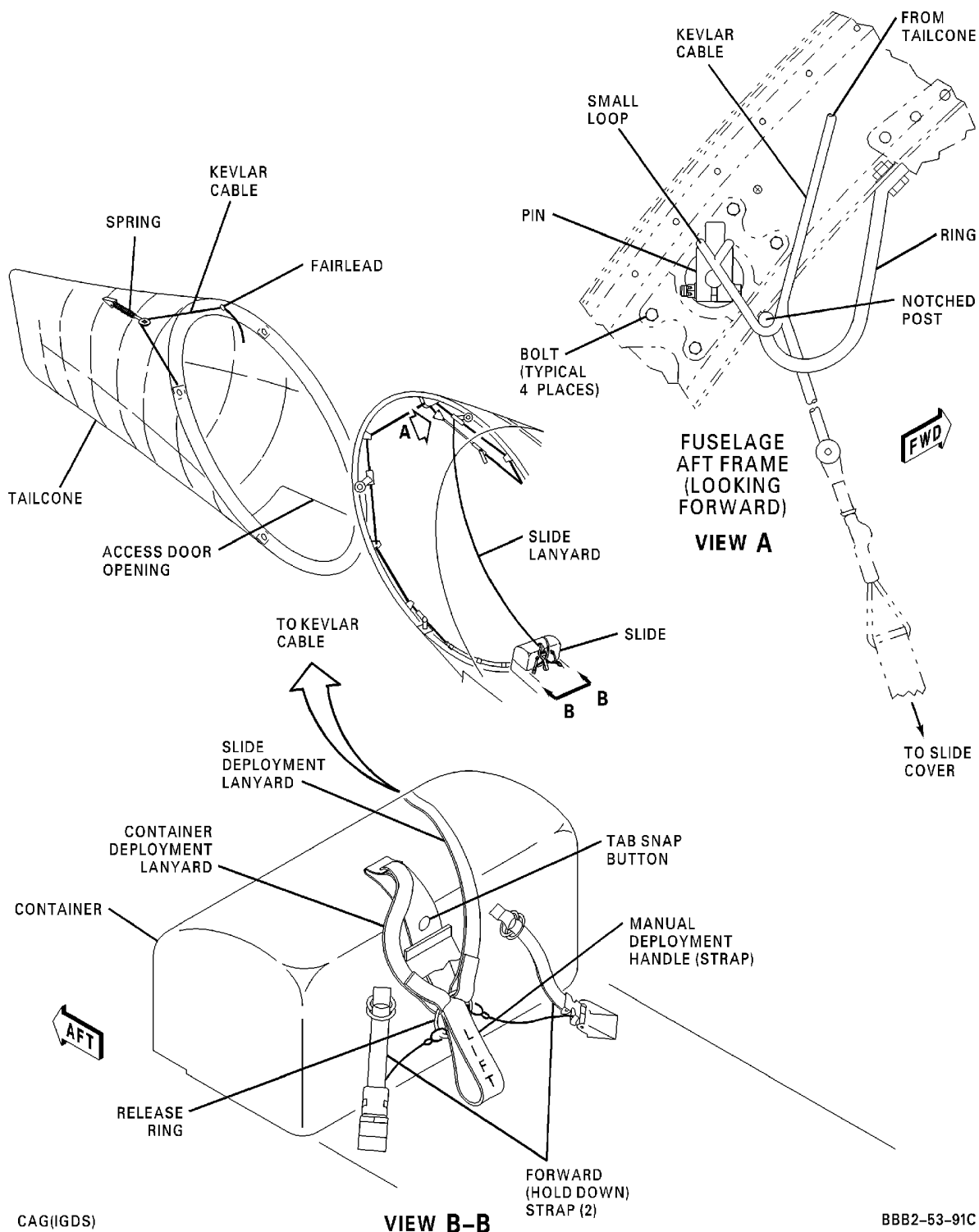
WJE 401-408, 410-412, 414-419, 421, 423, 861-866, 868, 869, 871-881, 883, 886, 887, 892, 893

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**Low Drag Tailcone Translation and Slide Deployment System
Figure 501/53-53-00-990-834**

CAG(IGDS)

VIEW B-B

BBB2-53-91C

EFFECTIVITY

WJE 401-408, 410-412, 414-419, 421, 423, 861-866,
868, 869, 871-881, 883, 886, 887, 892, 893

TP-80MM-WJE

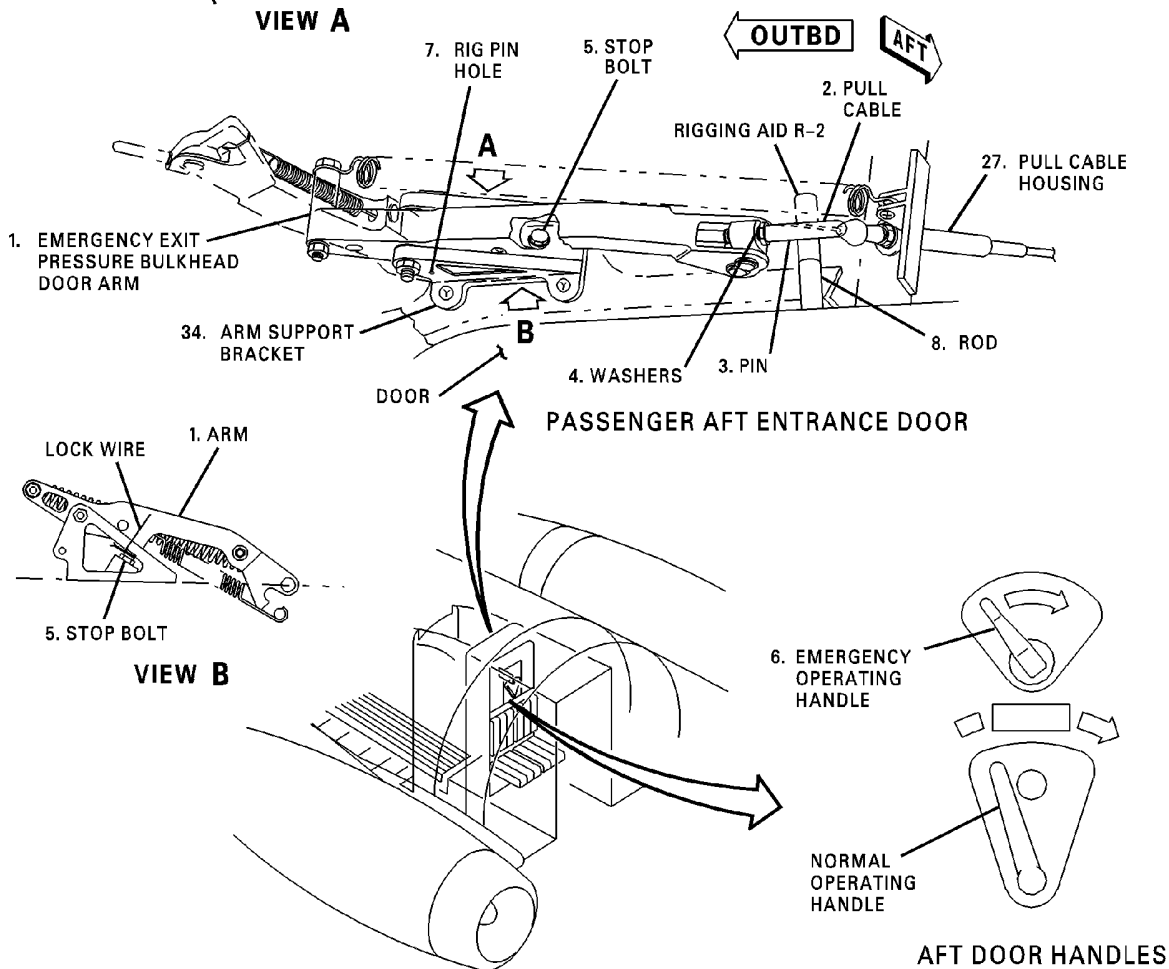
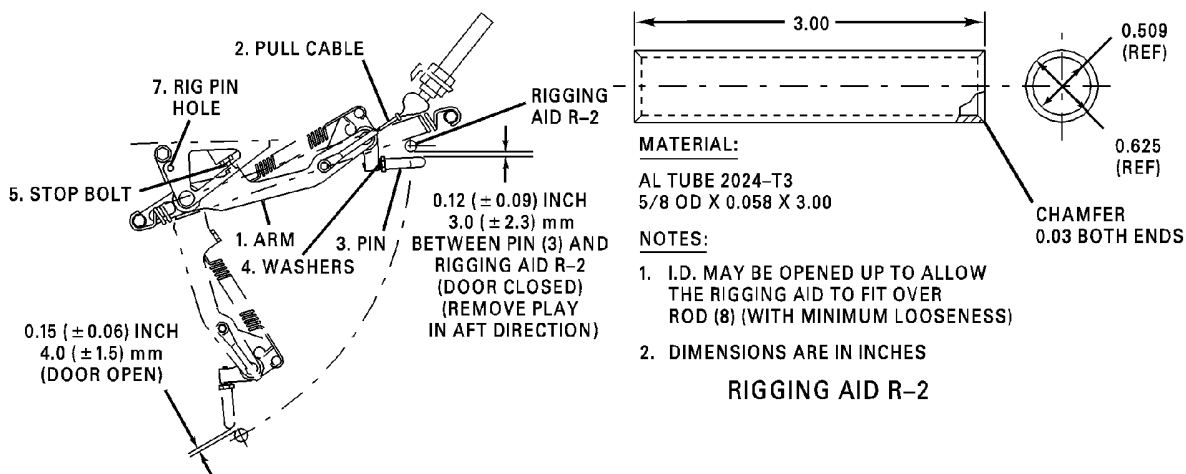
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CAG(IGDS)

TAILCONE EMERGENCY RELEASE SYSTEM

BBB2-53-86C

Tailcone Emergency Release System -- Adjustment
Figure 502/53-53-00-990-835 (Sheet 1 of 4)

EFFECTIVITY

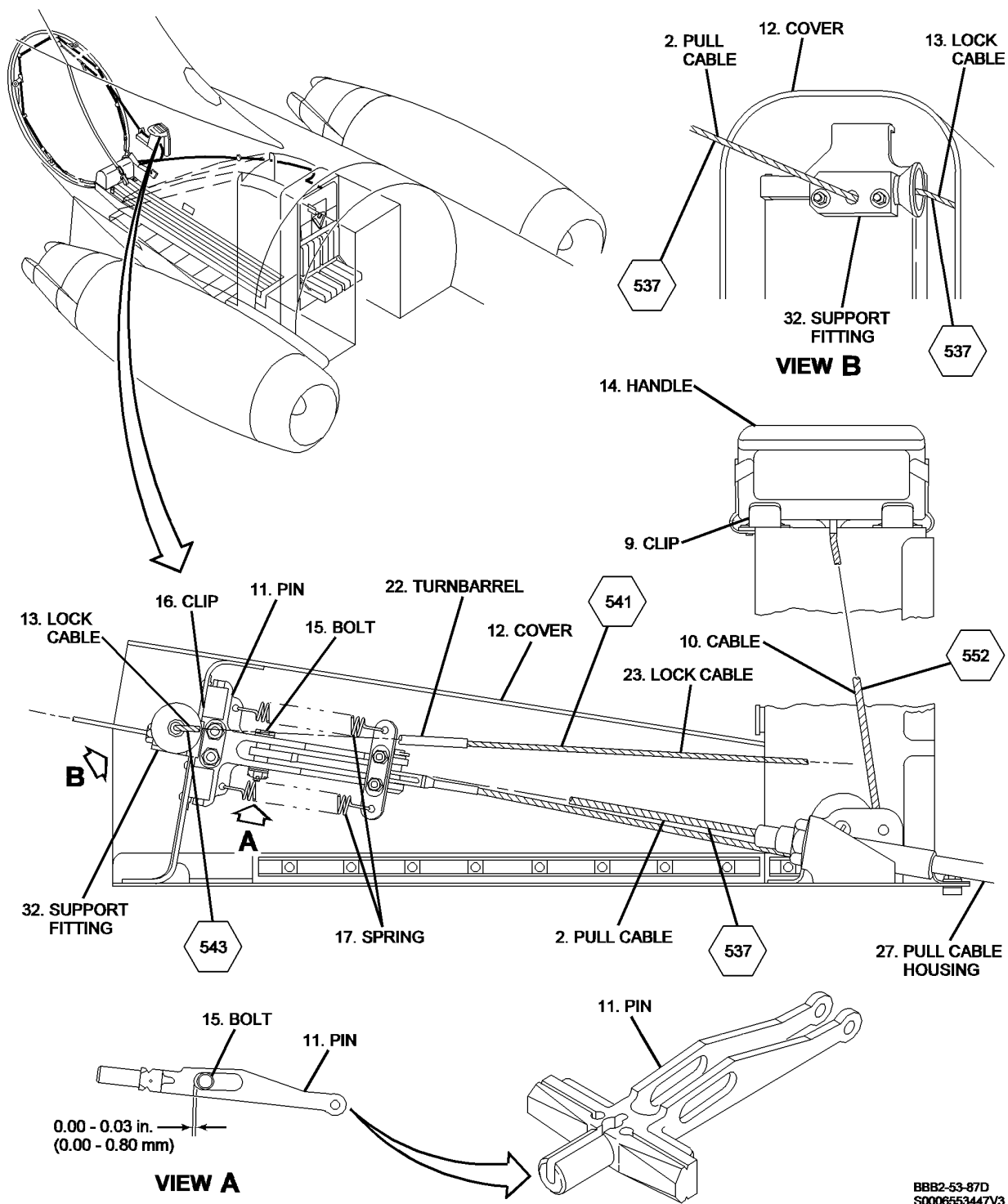
WJE 401-408, 410-412, 414-419, 421, 423, 861-866, 868, 869, 871-881, 883, 886, 887, 892, 893

TP-80MM-WJE

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BBB2-53-87D
S0006553447V3

Tailcone Emergency Release System -- Adjustment
Figure 502/53-53-00-990-835 (Sheet 2 of 4)

EFFECTIVITY

WJE 401-408, 410-412, 414-419, 421, 423, 861-866,
868, 869, 871-881, 883, 886, 887, 892, 893

TP-80MM-WJE

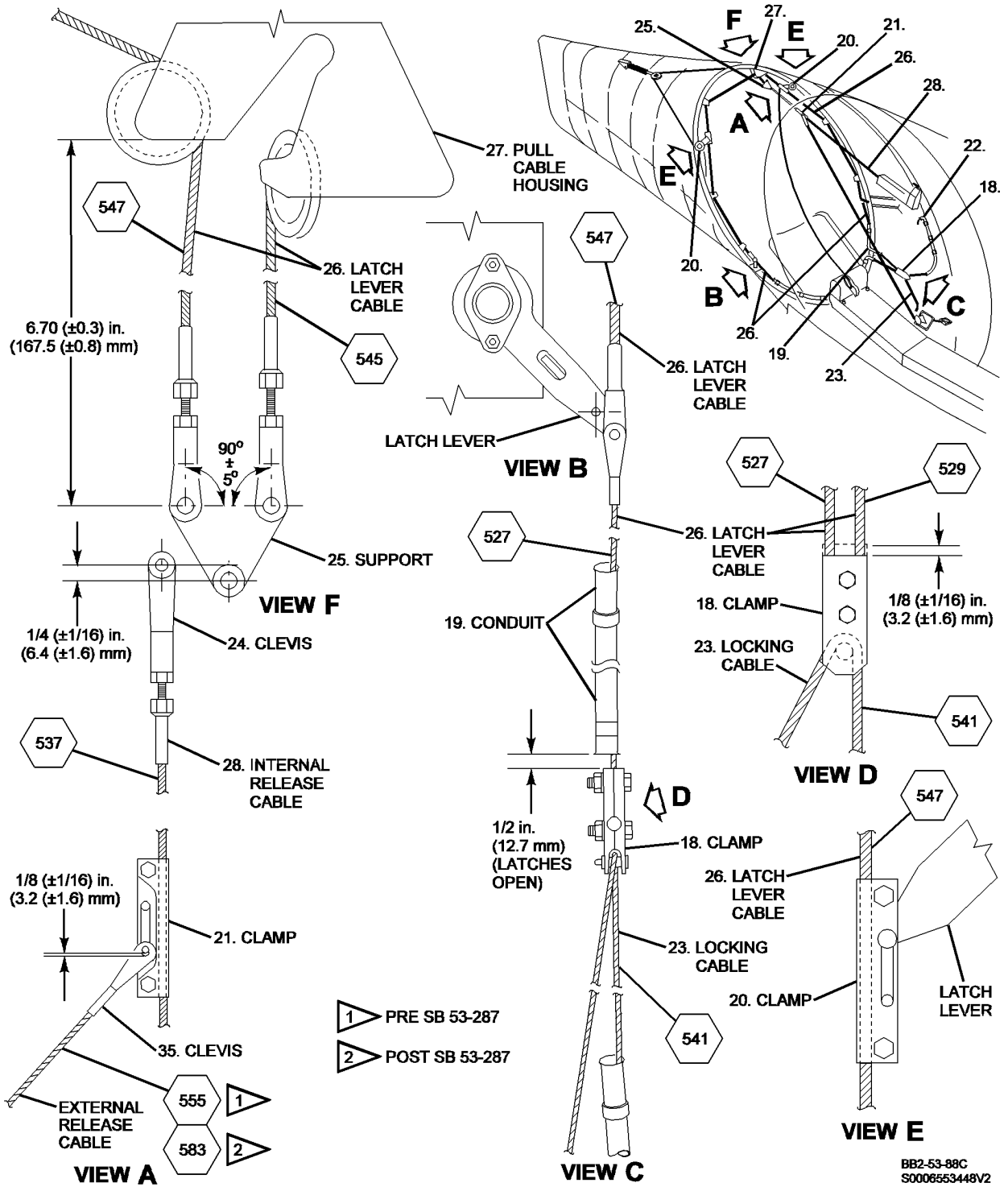
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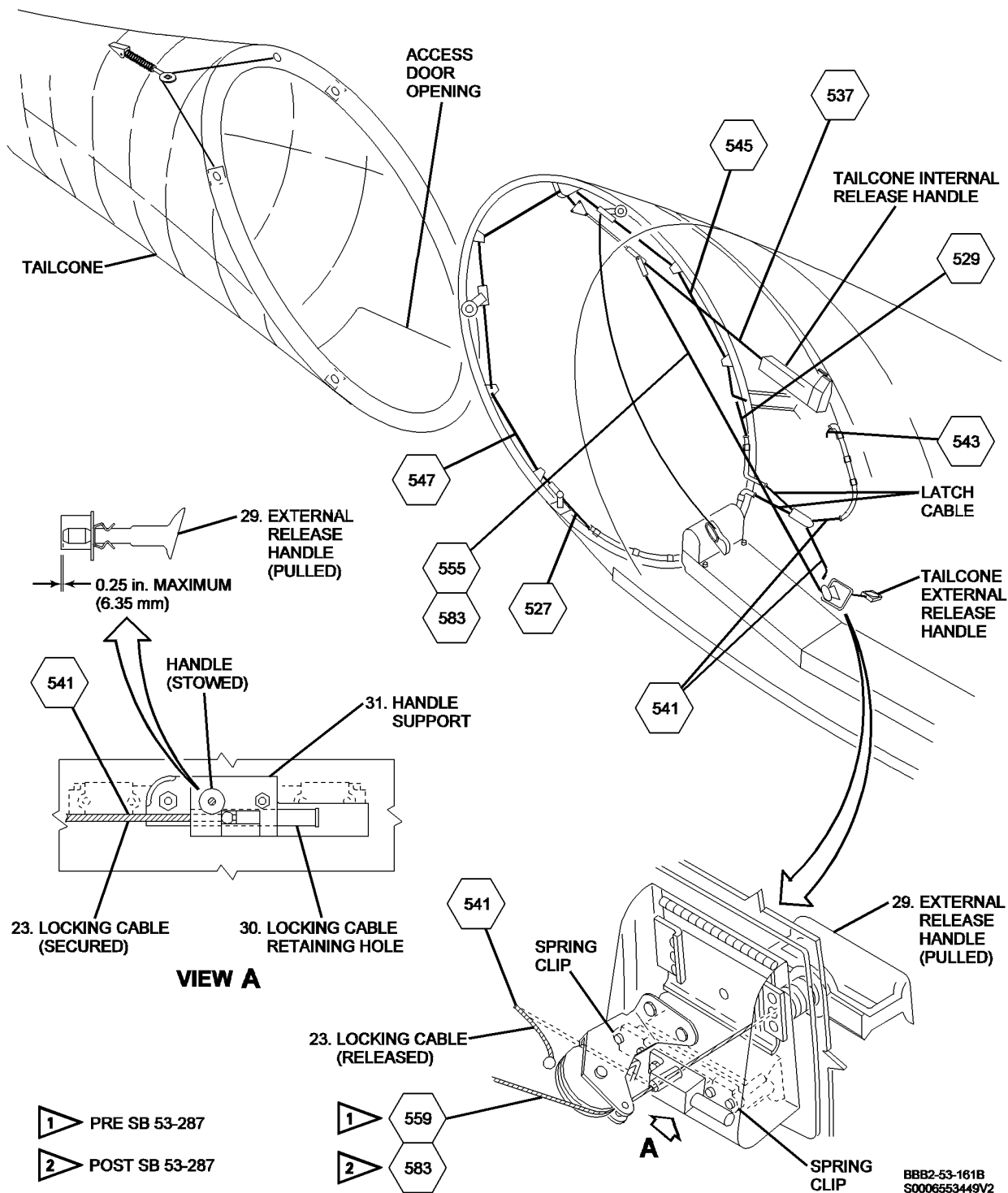
Tailcone Emergency Release System -- Adjustment
Figure 502/53-53-00-990-835 (Sheet 3 of 4)

EFFECTIVITY	
WJE 401-408, 410-412, 414-419, 421, 423, 861-866, 868, 869, 871-881, 883, 886, 887, 892, 893	

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Tailcone Emergency Release System -- Adjustment
Figure 502/53-53-00-990-835 (Sheet 4 of 4)

EFFECTIVITY

WJE 401-408, 410-412, 414-419, 421, 423, 861-866, 868, 869, 871-881, 883, 886, 887, 892, 893

TP-80MM-WJE

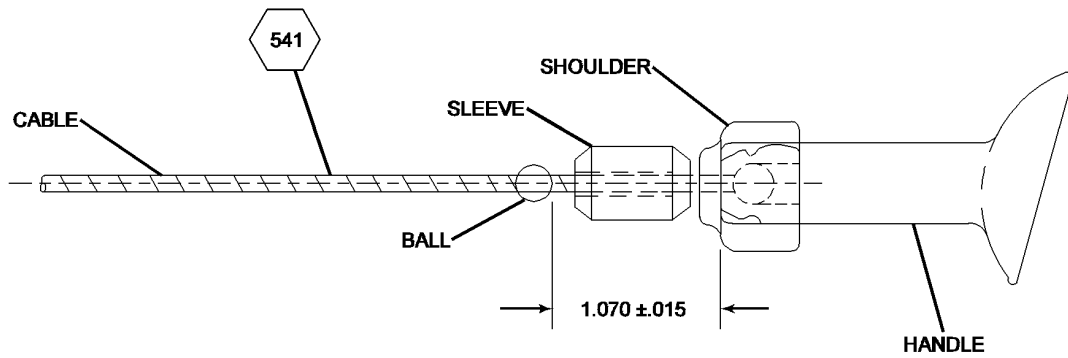
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DB2-53-170A
S0008553450V2

**Tailcone Release Handle - Check
Figure 503/53-53-00-990-836**

EFFECTIVITY

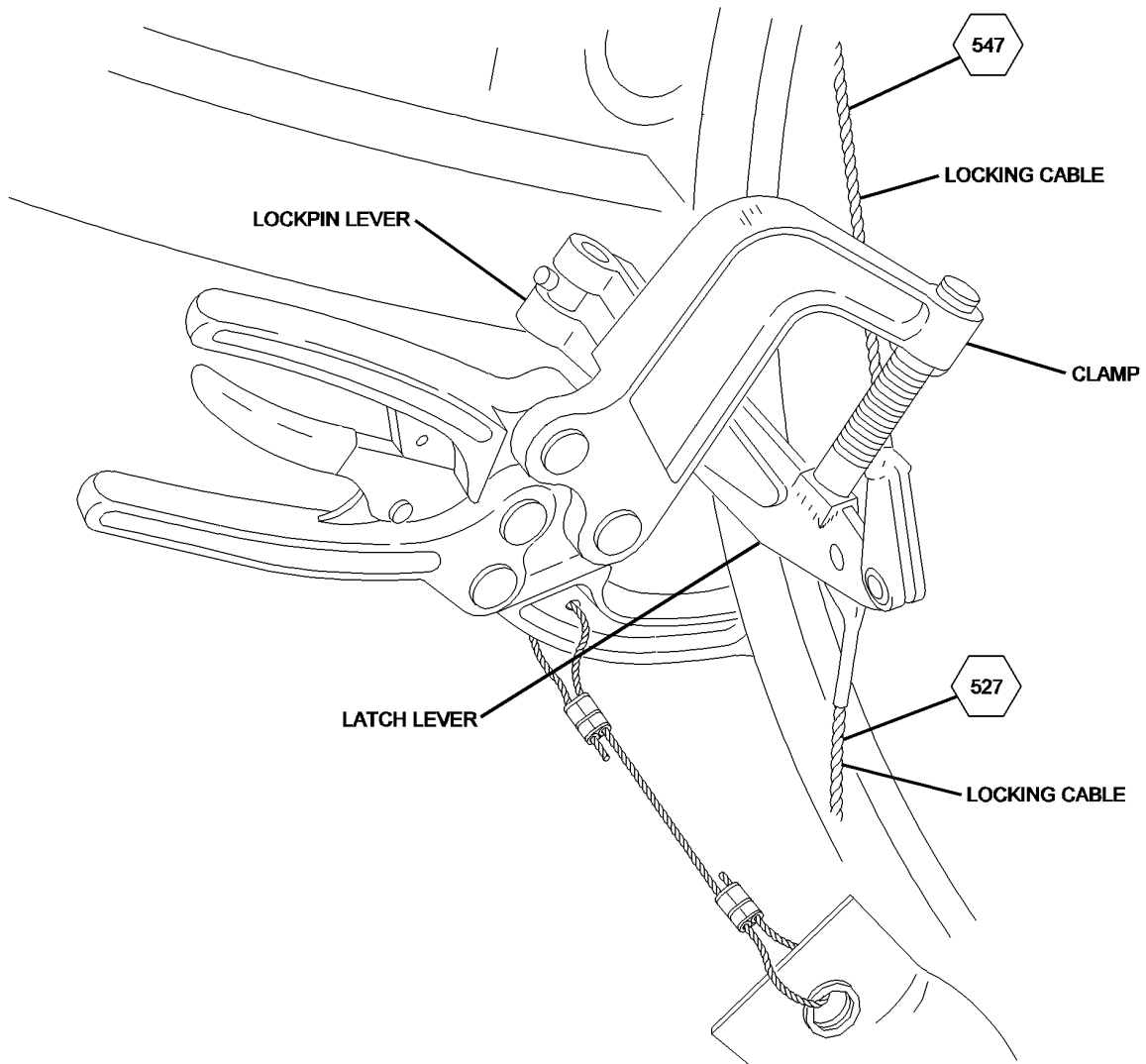
WJE 401-408, 410-412, 414-419, 421, 423, 861-866,
868, 869, 871-881, 883, 886, 887, 892, 893

TP-80MM-WJE

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BBB3-53-80A
S0006553426V2

**Tailcone Safety Lock
Figure 504/53-53-00-990-837**

EFFECTIVITY

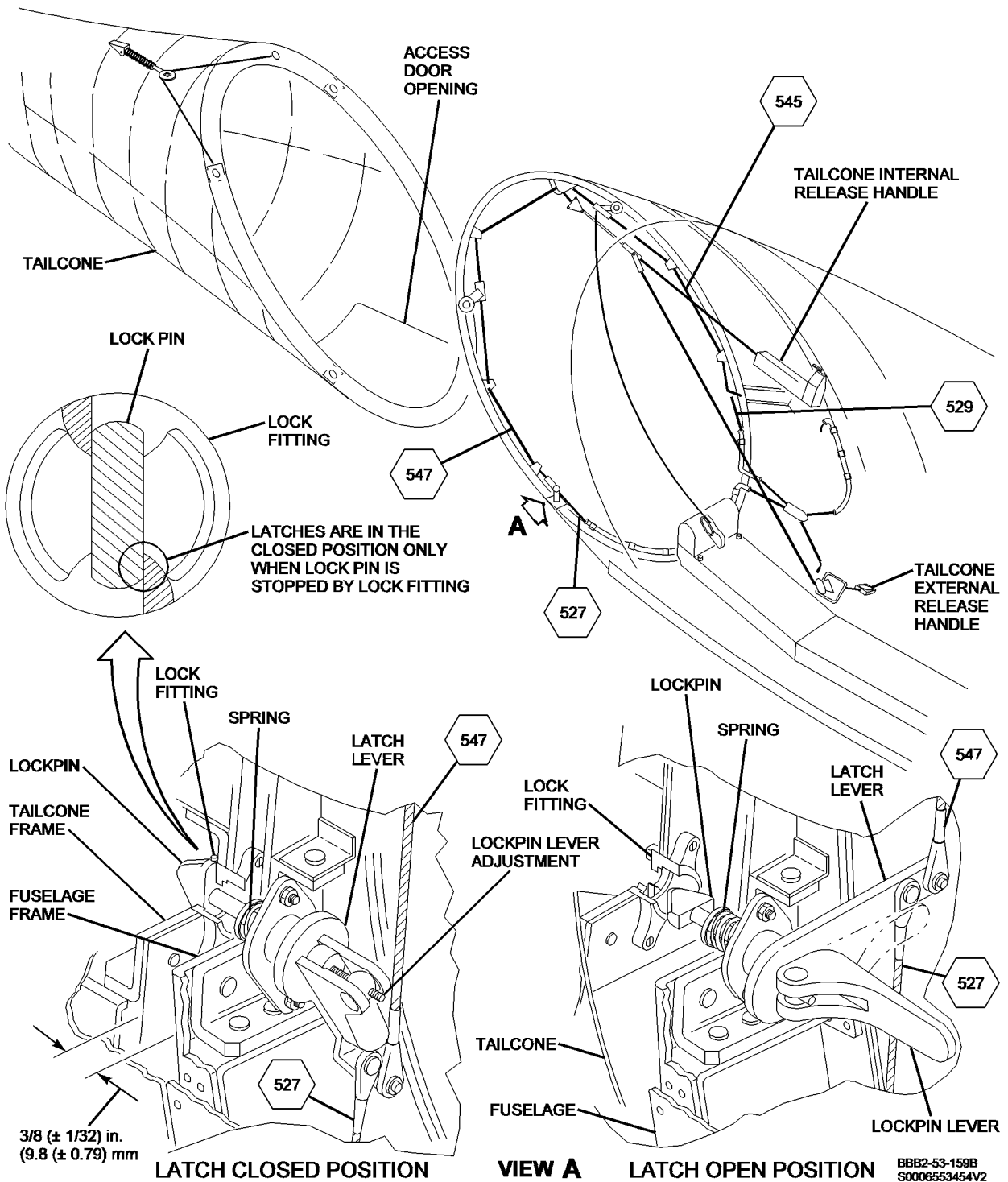
WJE 401-408, 410-412, 414-419, 421, 423, 861-866,
868, 869, 871-881, 883, 886, 887, 892, 893

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Tailcone Latch Lockpin -- Adjustment
Figure 505/53-53-00-990-838

EFFECTIVITY

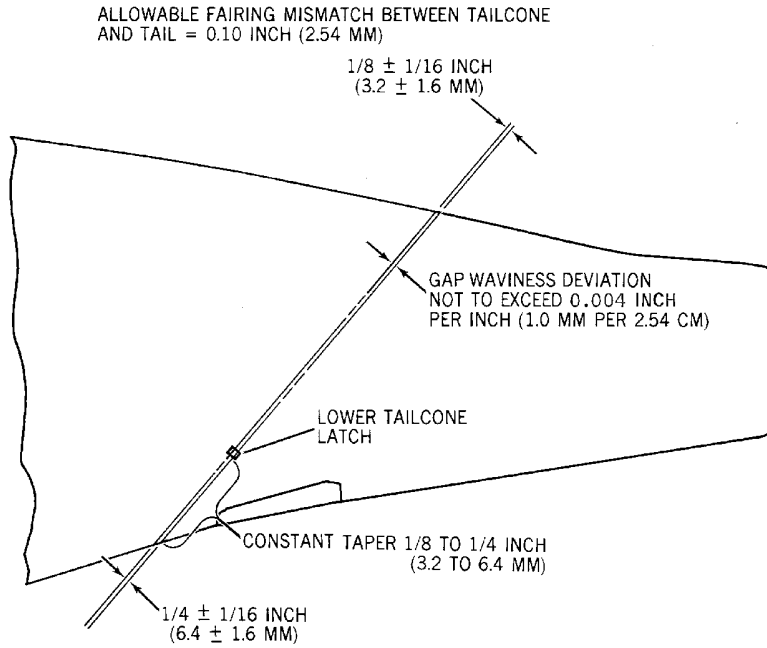
WJE 401-408, 410-412, 414-419, 421, 423, 861-866,
868, 869, 871-881, 883, 886, 887, 892, 893

TP-80MM-WJE

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BBB2-53-89

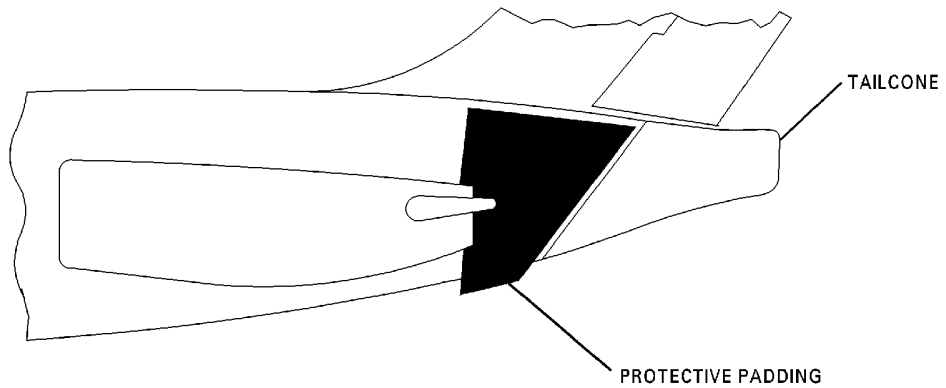
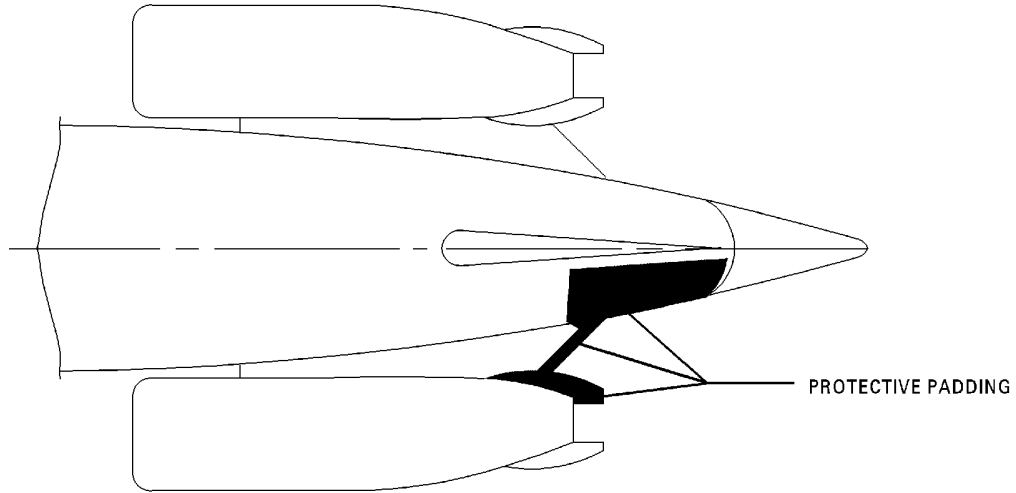
Tailcone Installation Variances
Figure 506/53-53-00-990-839

EFFECTIVITY

WJE 401-408, 410-412, 414-419, 421, 423, 861-866,
868, 869, 871-881, 883, 886, 887, 892, 893

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CAG(IGDS)

BBB2-53-169

Tailcone Deployment -- Padding
Figure 507/53-53-00-990-840

EFFECTIVITY

**WJE 401-408, 410-412, 414-419, 421, 423, 861-866,
868, 869, 871-881, 883, 886, 887, 892, 893**

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TAILCONE - ADJUSTMENT/TEST

1. General

- A. The maintenance instructions in this section provide for the adjustment/test of the tailcone.
- B. The internal tailcone release handle is located inside the lower left fuselage area forward of the tailcone.
- C. The external tailcone release handle is located inside access door 6103A on the lower left side of the fuselage forward of the tailcone.
- D. Emergency exit door arm is located inside cabin above aft entrance door.
- E. The test portion of this procedure covers tailcone separation with or without slide deployment. (EVACUATION SLIDE TEST - MAINTENANCE PRACTICES, PAGEBLOCK 25-62-04/201)

2. Equipment and Materials

NOTE: Equivalent substitutes may be used instead of the following listed items.

NOTE: It is possible that some materials in the Equipment and Materials List cannot be used for some or all of their necessary applications. Before you use the materials, make sure the types, quantities, and applications of the materials necessary are legally permitted in your location. All persons must obey all applicable federal, state, local, and provincial laws and regulations when it is necessary to work with these materials.

Table 501

Name and Number	Manufacturer
Lockwire, Safety, Copper, Annealed, NASM20995CY20, DPM 5680	Not Specified
Disk, anti-tamper, DPM 6358 3/8 inch diameter, two hole (aluminum or lead)	Not Specified
Rig pin (5-3)	
Rigging aid (R-2) 5/8 x 3	
Lock, Tailcone Safety P/N 3954693	The Boeing Co.
Fish scale, 0-50 pound (0-21.7 kg) pull	
Cleaner, Douglas solvent #2 MIL-PRF-680, Type 1	
Cotton cloth wipers, Type I, Class A	
Decal P/N 9956906-509 (self-adhesive)	The Boeing Co.
Sling, Tailcone Test P/N 5953598-1	The Boeing Co.

EFFECTIVITY

**WJE 420, 422, 424-427, 429, 884, 891 PRE
MD80-53-202**

TP-80MM-WJE

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Table 501 (Continued)

Name and Number	Manufacturer
NOTE: Rig pin sizes are in inches (diameter (in 16ths) X grip length; total length = grip length plus 5/8 inch).	

3. Adjustment/Test Tailcone

A. Adjust Tailcone Release System

WARNING: BEFORE YOU DO MAINTENANCE ON THE AIRCRAFT, MAKE SURE THE TAIL JACK IS CORRECTLY INSTALLED AT THE AFT JACKING POINT ON THE FUSELAGE. THIS WILL HELP PREVENT INJURY TO PERSONS AND DAMAGE TO THE AIRCRAFT.

WARNING: FAILURE TO REMOVE EVACUATION SLIDE AND COVER WILL RESULT IN AN UNSAFE CONDITION. EVACUATION SLIDE IS EQUIPPED WITH A HIGH PRESSURE INFLATION SYSTEM, AND IS ARMED FOR AUTOMATIC INFLATION.

- (1) Remove tailcone evacuation slide and slide cover. (AFT EVACUATION SLIDE - MAINTENANCE PRACTICES, PAGEBLOCK 25-62-01/201)

CAUTION: ON AIRCRAFT WITH HF RADIO SYSTEM(S) INSTALLED, ANTENNA FEED MUST BE DISCONNECTED FROM CONNECTOR TAB ON TAILCONE TO PREVENT DAMAGE.

- (2) If HF antenna is installed, disconnect antenna feed from antenna connector tab on tailcone.

WARNING: GET SUFFICIENT AID FROM PERSONS AND EQUIPMENT TO HOLD THE COMPONENT DURING REMOVAL AND INSTALLATION. THIS COMPONENT WEIGHS APPROXIMATELY 71 LBS (32 KG). THIS WILL HELP PREVENT INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

CAUTION: SUPPORT TAILCONE SUFFICIENTLY SO IT DOES NOT FALL AWAY FROM FUSELAGE WHEN LOCKPIN LEVERS ARE ROTATED.

- (3) Support tailcone so it will not fall away from aircraft.

NOTE: Numbers in parentheses () in the following steps refer to callouts in Figure 501.

- (4) Open cover (12) adjacent to internal release handle (14).
- (5) Check tailcone release system components as follows:
 - (a) Pull internal release handle (14) to limit of pull, and check for worn or broken spring clips on handle and pin.
 - (b) Check tailcone release cables for frayed spots or corrosion. (For cable preservation and lubrication, LUBRICATION, SUBJECT 12-21-00, Page 1)
 - (c) Check that internal release handle support plunger moves smoothly with no binding in support.

CAUTION: DO NOT LUBRICATE PLUNGER AS DIRT WILL COLLECT AND ADHERE TO PLUNGER.

- (d) If required, clean support and plunger with exhaust deposit cleaners to free plunger movement. (AIRCRAFT EXTERIOR - CLEANING, PAGEBLOCK 12-22-01/701 for approved cleaner)
- (e) Pull external release handle to limit of pull.
- (f) Check that sleeve retaining ball on cable is 1.07(±0.05) inches (27.178(±0.381) mm) from shoulder on base of handle. (Figure 502)

EFFECTIVITY

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- (g) Check that external release handle support plunger moves smoothly with no binding in support.
- (h) Visually inspect the exterior handle (29) support fitting hole. (Figure 501)
 - 1) The hole should not have any blockage and ensure that the locking cable ball moves freely in and out of the fitting.
- (i) Visually inspect the exterior release handle shaft for broken/cracked condition. Pay particular attention to the groove around the shaft.
 - 1) Replace broken/cracked handles with new handle per operators shop practice.

CAUTION: DO NOT LUBRICATE PLUNGER AS DIRT WILL COLLECT AND ADHERE TO PLUNGER.

- (j) If required, clean support and plunger with exhaust deposit cleaners to free plunger movement. (AIRCRAFT EXTERIOR - CLEANING, PAGEBLOCK 12-22-01/701 for approved cleaner)
 - (k) Push locking cable (23) against spring-loaded plunger, and return external release handle (29) to stowed position.
 - (l) Check that handle is flush with surrounding skin. With sleeve on pull cable (33) next to handle, sleeve should be recessed not more than 0.25 inch (6.35 mm) from surface of support (31). Adjusting shims under handle clips to meet this dimension takes precedence over skin flush requirement.
 - (m) Pull on locking cable (23) to make certain that cable ball is secured by handle.
- (6) Position tailcone to engage latches and alignment pins.
 - (7) Replace internal release handle in spring clips (9).
 - (8) Visually inspect the release pin (11) support fitting hole. (Figure 501)
 - (a) The hole should not have any blockage and ensure that the locking cable ball moves freely in and out of the fitting.
 - (9) Insert locking cable (13) in retaining hole in support fitting (32) far enough to depress plunger. Insert pin (11) until secured by clips.

CAUTION: MAKE CERTAIN THAT LOCKING CABLE IS PROPERLY ROUTED INSIDE INTERNAL TAILCONE RELEASE HANDLE SUPPORT AND UNDER COVER.

- (10) Make certain that locking cable is properly secured by pulling sharply on both ends of locking cable to ensure that ball ends are firmly retained.
- (11) Make certain that tailcone latches, lock cable, and release handles are in closed and secured position, and that lockpins fully engage locks on tailcone.

NOTE: Lockpin levers must be raised to close tailcone latches. Lockpin levers are then stowed.

- (12) Using tiedowns or tailcone safety lock, secure tailcone latches in closed position. (Figure 503)
- (13) Disconnect aft end of pull cable (2) by removing springs (17) and bolt (15) from pin (11).
- (14) Remove decorative panel over aft passenger door.

WARNING: ARM ABOVE PASSENGER AFT ENTRANCE DOOR IS SPRING-LOADED. USE CAUTION WHEN HANDLING TO PREVENT INJURY.

- (15) Remove safety wire from arm (1). With pull cable (2) attached to arm (1), rotate arm (1) to door open position.

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- (16) Open plastic cover over emergency handle in aft passenger door and rotate emergency handle (6) to door open position. Rod (8) will extend above door.
- (17) Fully open passenger aft entrance door. Top of door stop must clear arm (1) by minimum of 1/4 inch (6.5 mm). If arm does not clear door stop, shim lower attach bolts of arm attach bracket (34).
- (18) Install rig pin 5-3 in rig pin hole (7).
- (19) Shim pin (3) with sufficient washers (4) to provide 0.15(±0.06) inch (4.00(±1.50) mm) gap between pin (3) and rod (8) extending above door.
- (20) Close and latch passenger aft entrance door.
- (21) Remove rig pin 5-3 from arm (1).

WARNING: ARM ABOVE PASSENGER AFT ENTRANCE DOOR IS SPRING-LOADED. USE CAUTION WHEN HANDLING TO PREVENT INJURY.

- (22) Rotate arm (1) to normal stowed position against stop bolt (5).
NOTE: To prevent kinking of pull cable (2), pull from aft end as arm (1) is rotated to stowed position.
- (23) Rotate and hold emergency door handle (6) in vertical position so rod (8) extends above door. Do not unlatch door pins.
- (24) Slip rigging aid R-2 over rod (8). (Figure 501 (Sheet 1))
- (25) Adjust stop bolt (5) for gap of 0.12(±0.09) inch (3.00(±2.30) mm) between pin (3) and rigging aid R-2.
- (26) Remove rigging aid R-2.
- (27) Return emergency door handle (6) to closed position and check that arm (1) is stowed against stop bolt (5).

CAUTION: MAKE CERTAIN THAT PIN IS PROPERLY INSTALLED TO AVOID CROSSING PULL CABLES.

- (28) Connect aft end of pull cable (2) to pin (11) with bolt (15).
- (29) Attach springs (17) to pin (11).
- (30) With pin (11) secured in clips, adjust jam nuts on both ends of pull cable (2) housing (27) for no slack condition, and gap of 0.00 to 0.03 inch (0.00 to 0.80 mm) at pin (11).
- (31) Pull internal release handle far enough to remove slack in cable but not far enough to pull pin (11) from clips. Handle should be a minimum of 0.45 inch (11.40 mm) from guard.
- (32) Remove tiedowns or tailcone safety lock securing tailcone latches in closed position.
- (33) Continue pulling internal release handle as far as it will go.
- (34) Place tailcone latches in extreme open position.
- (35) Make certain that clamp (18) has at least 1/2 inch (12.7 mm) clearance from conduits (19) with tailcone latches in full open position.
NOTE: Conduits may be repositioned for clearance.
- (36) Position tailcone to engage latches and alignment pins.
- (37) Check springs on latches for proper coil. Left-hand latches have springs wound in clockwise direction; right-hand latches have springs wound in counterclockwise direction.
- (38) Loosen cable clamps (20) and (21) until cables are free.

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- (39) Using lockpin levers, adjust latches for slight preload when latch is fully closed and lockpin lever is in stowed position. (Figure 504)
- (40) With latches in fully closed position, check that tailcone clearance at each alignment pin (20 places) is 0.38(±0.03) inch (9.65(±0.76)mm), minimum.
- (41) Disengage tailcone and adjust alignment pin shims as required to obtain full engagement.
- (42) Position tailcone to engage latches and alignment pins.
- (43) Stow internal release handle.
- (44) Insert ball end of locking cable (13) in locking cable retaining hole in support.
- (45) Push locking cable against spring-loaded plunger, and return pin to stowed position.
- (46) Pull on locking cable (13) to make certain that cable ball is secured by pin.
- (47) Make certain that tailcone latches, lock cable, and release handles are in closed and secured position, and that lockpins fully engage locks on tailcone.
NOTE: Lockpin levers must be raised to close tailcone latches. Lockpin levers are then stowed.
- (48) Make certain that forward edge of tailcone contacts seal on fuselage.
- (49) Check tailcone fit variances. (Figure 505)
- (50) Secure latches with tiedowns or tailcone safety lock in closed position. (Figure 503)
- (51) Adjust turnbuckle (22) to provide 1/8(±1/16) inch (3.20(±1.60) mm) fore-aft movement of clamp (18). Lock with safety clips.
- (52) Disconnect clevis (24) from support (25).
- (53) Adjust ends on cables (26) to provide 6.70(±0.30) inches (167.50(±0.80) mm) spacing at pulley bracket (27) and 90(±5) degrees spacing between cables and cable support (25).
- (54) Check that pin (11) is secure in clips. Pull cables (26) and (28) to remove slack and adjust clevis (24) to provide 1/4(±1/16) inch (6.40(±1.60) mm) overlap at support (25).
- (55) Connect clevis (24) to support (25).
- (56) Pull slack from cable 28 with clevis 24, and adjust clamp (21) on cable (28) to provide 1/8(±1/16) inch (3.20(±1.60) mm) gap between pin attaching cable clevis (35) and end of slot in clamp (21). Tighten bolts on clamp (21) to 60(±10) inch-pounds (6.70(±1.10) N·m) torque.
- (57) Tighten jamnuts on ends of cables. Safety jamnuts with lockwire. (LOCKWIRE SAFETYING - MAINTENANCE PRACTICES, PAGEBLOCK 20-10-18/201)
- (58) Slide clamps (20) down on cables (26) so latch lever pins are at upper end of slots (with latches in closed position), and tighten bolts in clamps to 60(±10) inch-pounds (6.70(±1.10) N·m) torque.
- (59) Using lockpin levers, adjust latches so pull of internal release handle is 25 to 35 pounds (11.40 to 15.90 kg) after release from clips. After adjustment, stow lockpin levers and handle.
NOTE: Lockpin levers must be raised before closing latches, and then stowed when latches are closed.
- (60) Insert locking cable (13) in retaining hole in support fitting (32) far enough to depress plunger. Insert pin (11) until secured by clips.
- (61) Make certain that locking cable is properly secured by pulling sharply on both ends of locking cable to ensure that ball ends are firmly retained.

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CAUTION: MAKE CERTAIN THAT LOCKING CABLE IS PROPERLY ROUTED INSIDE INTERNAL TAILCONE RELEASE HANDLE SUPPORT AND UNDER COVER.

- (62) Install cover (12).
 - (63) Remove tiedowns or tailcone safety lock from latches.
 - (64) Remove tailcone support.
 - (65) Test tailcone release system for proper operation. (Paragraph 3.B.)
- B. Test Tailcone Release System - Without Full Deployment Jettison (With or Without Slide Inflation) (For Evacuation Slide Test, EVACUATION SLIDE TEST - MAINTENANCE PRACTICES, PAGEBLOCK 25-62-04/201)

WARNING: BEFORE YOU DO MAINTENANCE ON THE AIRCRAFT, MAKE SURE THE TAIL JACK IS CORRECTLY INSTALLED AT THE AFT JACKING POINT ON THE FUSELAGE. THIS WILL HELP PREVENT INJURY TO PERSONS AND DAMAGE TO THE AIRCRAFT.

WARNING: FAILURE TO REMOVE EVACUATION SLIDE AND COVER WILL RESULT IN AN UNSAFE CONDITION. EVACUATION SLIDE IS EQUIPPED WITH A HIGH PRESSURE INFLATION SYSTEM, AND IS ARMED FOR AUTOMATIC INFLATION.

WARNING: IF INTERNAL OR EXTERNAL TAILCONE RELEASE HANDLE IS PULLED (ONLY 3/8 INCH (9.5 MM) IS NECESSARY) OR IF EMERGENCY OPERATING HANDLE ON PASSENGER AFT ENTRANCE DOOR IS ACTUATED, TAILCONE LOCKING CABLE MUST BE CHECKED FOR SECURITY. IF ANY OF THESE HANDLES HAVE BEEN DISTURBED, LOCKING CABLE MAY DISENGAGE AND THERE WILL BE NO POSITIVE LOCKING ACTION HOLDING TAILCONE LATCHES CLOSED. LATCHES CAN THEN VIBRATE OPEN AND RESULT IN TAILCONE LOSS.

WARNING: GET SUFFICIENT AID FROM PERSONS AND EQUIPMENT TO HOLD THE COMPONENT DURING REMOVAL AND INSTALLATION. THIS COMPONENT WEIGHS APPROXIMATELY 71 LBS (32 KG). THIS WILL HELP PREVENT INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

- (1) Remove tailcone evacuation slide and slide cover. (AFT EVACUATION SLIDE - MAINTENANCE PRACTICES, PAGEBLOCK 25-62-01/201)

NOTE: This step is omitted when slide deployment is accomplished in conjunction with tailcone deployment.

CAUTION: ON AIRCRAFT WITH HF RADIO SYSTEM(S) INSTALLED, ANTENNA FEED MUST BE DISCONNECTED FROM CONNECTOR TAB ON TAILCONE TO PREVENT DAMAGE.

- (2) If HF antenna is installed, disconnect antenna feed from antenna connector tab on tailcone.
- (3) Support tailcone so it will drop several inches, but not fall away from aircraft, or install tailcone support sling. (TAILCONE, SUBJECT 53-53-00, Page 401)

NOTE: If slide deployment is accomplished in conjunction with tailcone deployment, tailcone must be permitted to drop at least 55 inches (1.4 meters).

- (4) With passenger aft entrance door closed, open plastic cover and rotate emergency operating handle to door open position.
- (5) Attach fish scale to emergency handle 2 inches (50.8 mm) from free end of handle.
- (6) Pull fish scale to open door. Opening force should be 15(±5) pounds (6.8(±2.3) kg).
- (7) Open door fully, and check for following:
 - (a) Rod (8) extends above door and punctures decal (if installed).

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- (b) As door is opening, check that finger on end of arm (1) clears decorative cover above door.
- (c) Make certain that tailcone latches rotate to full open position, and that latches release tailcone.
- (d) Make certain that cables operate smoothly over pulleys.
- (e) Make certain that clamp on locking cables has at least 1/2 inch (12.7 mm) clearance from conduits with latches in full open position.
- (f) On aircraft with tailcone deployment indication system installed, make certain that flight compartment indicator for tailcone deployment is on after handle is pulled completely.

NOTE: Numbers enclosed in parentheses () in following text refer to callouts in Figure 501.

- (8) Open cover (12) adjacent to internal release handle (14).
- (9) Close and latch aft passenger door.
- (10) Rotate emergency exit door arm (1) to normal stowed position above door.
NOTE: To prevent kinking of pull cable, pull from aft end as arm is rotated to stowed position.
- (11) Remove decorative panel above aft passenger door.
- (12) Hold arm (1) in stowed position and open door with emergency handle. Rod should push by spring-loaded pin on arm.
- (13) Safety stop bolt (5) and arm (1) with copper lockwire. Lockwire will go through arm (1), around arm support bracket (34) to stop bolt (5). (LOCKWIRE SAFETYING - MAINTENANCE PRACTICES, PAGEBLOCK 20-10-18/201)
 - (a) Install an anti-tamper disk onto lockwire. (LOCKWIRE SAFETYING - MAINTENANCE PRACTICES, PAGEBLOCK 20-10-18/201)
- (14) Install decorative panel over aft passenger door.
- (15) Rotate emergency operating handle to closed position.
- (16) Close and latch aft passenger door.
- (17) Close cover over emergency handle (6).
- (18) Check WARNING decal on shroud above rod (8) for damage. If damaged or missing, install new decal as follows:
 - (a) Peel off damaged decal (if installed).

WARNING: USE THE HAZARDOUS MATERIAL WARNINGS GIVEN BELOW FOR THE STEPS THAT FOLLOW.

THE HAZARDOUS MATERIAL WARNINGS ARE LISTED AFTER THE INTRODUCTION SECTION IN THE FRONT OF THE AMM.

Hazardous Material Warnings

HAZMAT 1118, SOLVENT/DRY CLEANING (DPM 518)

HAZMAT 1000, REFER TO MSDS

- (b) If required, clean area with Douglas solvent (DPM 518). Wipe dry with clean cotton wipers.
 - (c) Remove paper backing from decal and install. Slight wrinkling along aft edge of decal in corner of shroud is acceptable.
- (19) If tailcone slide was deployed in conjunction with tailcone, remove slide and cover.

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- (20) Position tailcone for attachment as follows:
 - (a) Raise lockpin lever on tailcone latches to relieve lockpin spring tension.
 - (b) Position tailcone to engage latches and alignment pins on fuselage.
 - (c) Engage locks on tailcone with lockpins. Rotate latch levers to closed position, then stow lockpin levers.
- (21) Secure tailcone latches using tiedowns or tailcone safety lock.
- (22) At internal release handle installation, ensure that springs and cables are free from entanglement.
- (23) Stow internal release handle.
- (24) Insert ball end of locking cable (13) in locking cable retaining hole in support.
- (25) Push locking cable against spring-loaded plunger, and return pin to stowed position.
- (26) Pull on locking cable (13) to make certain that cable ball is secured by pin.

CAUTION: MAKE CERTAIN THAT LOCKING CABLE IS PROPERLY ROUTED INSIDE INTERNAL TAILCONE RELEASE HANDLE SUPPORT AND UNDER COVER.

- (27) On aircraft without tailcone deployment indication system installed, make certain that locking cable (13) is properly secured by pulling sharply on both ends of locking cable to ensure that ball ends are firmly retained by pin (11) and external release handle.
- (28) On aircraft with tailcone deployment indication system installed, make certain that locking cable (13) is properly secured by pulling sharply on both ends of locking cable to ensure that ball ends are firmly retained by pin (11) and external release handle, and that flight compartment indicator for tailcone is not on.
- (29) Close cover (12) adjacent to internal release handle (14).
- (30) Remove tiedowns or tailcone safety lock from latches.
- (31) Install fish scale on tailcone internal release handle, and check for following:
 - (a) Pull on handle with fish scale until handle is released from spring clips. Force required to release handle from clips should be 25 to 35 pounds (11.4 to 15.9 kg).
 - (b) Continue pulling on handle with fish scale until pin is released from spring clips. Force required to release pin should be 25 to 35 pounds (11.4 to 15.9 kg).
 - (c) Continue pulling on handle with fish scale until tailcone is released. Force required to release completely rigged tailcone should be 25 to 35 pounds (11.4 to 15.9 kg).
 - (d) On aircraft with tailcone deployment indication system installed, make certain that flight compartment indicator for tailcone deployment is on after handle is pulled completely.
- (32) Position tailcone for attachment as follows:
 - (a) Raise lockpin lever on tailcone latches to relieve lockpin spring tension.
 - (b) Position tailcone to engage alignment pins on fuselage.
 - (c) Engage locks on tailcone with lockpins. Rotate latch levers to closed position, then stow lockpin levers.
- (33) Secure tailcone latches using tiedowns or tailcone safety lock.
- (34) Open cover (12) adjacent to internal release handle (14).
- (35) At internal release handle installation, ensure that springs and cables are free from entanglement.
- (36) Stow internal release handle.

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- (37) Insert ball end of locking cable (13) in locking cable retaining hole in support.
- (38) Push locking cable against spring-loaded plunger, and return pin to stowed position.
- (39) Pull on locking cable (13) to make certain that cable ball is secured by pin.

CAUTION: MAKE CERTAIN THAT LOCKING CABLE IS PROPERLY ROUTED INSIDE INTERNAL TAILCONE RELEASE HANDLE SUPPORT AND UNDER COVER.

- (40) Close cover (12) adjacent to internal release handle (14).
- (41) On aircraft without tailcone deployment indication system installed, make certain that locking cable (13) is properly secured by pulling sharply on both ends of locking cable to ensure that ball ends are firmly retained by pin (11) and external release handle.
- (42) On aircraft with tailcone deployment indication system installed, make certain that locking cable (13) is properly secured by pulling sharply on both ends of locking cable to ensure that ball ends are firmly retained by pin (11) and external release handle, and that flight compartment indicator for tailcone is not on.
- (43) Remove tiedowns or tailcone safety lock from latches.
- (44) Install fish scale on tailcone external release handle, and check for following:
 - (a) Pull on handle with fish scale until handle is released from spring clips. Force required to release handle from clips should be 25 to 35 pounds (11.4 to 15.9 kg).
 - (b) Continue pulling on handle with fish scale until pin is released from spring clips. Force required to release pin should be 25 to 35 pounds (11.4 to 15.9 kg).
 - (c) Continue pulling on handle with fish scale until tailcone is released. Force required to release completely rigged tailcone should be 25 to 35 pounds (11.4 to 15.9 kg).
 - (d) On aircraft with tailcone deployment indication system installed, make certain that flight compartment indicator for tailcone deployment is on after handle is pulled completely.
 - (e) If adjustment is required, perform Paragraph 3.A.(59).
- (45) Position tailcone for attachment as follows:
 - (a) Raise lockpin lever on tailcone latches to relieve lockpin spring tension.
 - (b) Position tailcone to engage alignment pins on fuselage.
 - (c) Engage locks on tailcone with lockpins. Rotate latch levers to closed position, then stow lockpin levers.
- (46) Secure tailcone latches using tiedowns or tailcone safety lock.
- (47) Insert ball end of locking cable (23) in locking cable retaining hole in support (31).
- (48) Push locking cable against spring-loaded plunger, and return pin and release handle to stowed position.
- (49) Open cover (12) adjacent to internal release handle (14).
- (50) Pull on locking cable (13) to make certain that cable ball is secured by pin.
- (51) On aircraft without tailcone deployment indication system installed, make certain that locking cable (23) is properly secured by pulling sharply on both ends of locking cable to ensure that ball ends are firmly retained by pin (11) and external release handle.
- (52) On aircraft with tailcone deployment indication system installed, make certain that locking cable (23) is properly secured by pulling sharply on both ends of locking cable to ensure that ball ends are firmly retained by pin (11) and external release handle, and that flight compartment indicator for tailcone is not on.
- (53) Remove tiedowns or tailcone safety lock from latches.

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- (54) Close cover (12) adjacent to internal release handle (14).
- (55) Install tailcone. (TAILCONE, SUBJECT 53-53-00, Page 401)
- (56) Install tailcone evacuation slide and slide cover. (AFT EVACUATION SLIDE - MAINTENANCE PRACTICES, PAGEBLOCK 25-62-01/201)
- (57) Remove tailcone support.

EFFECTIVITY

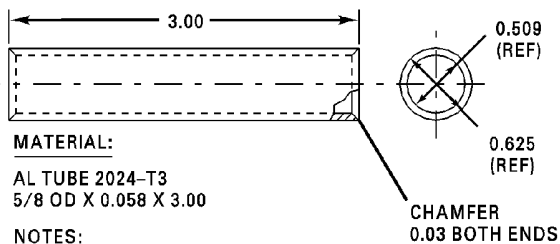
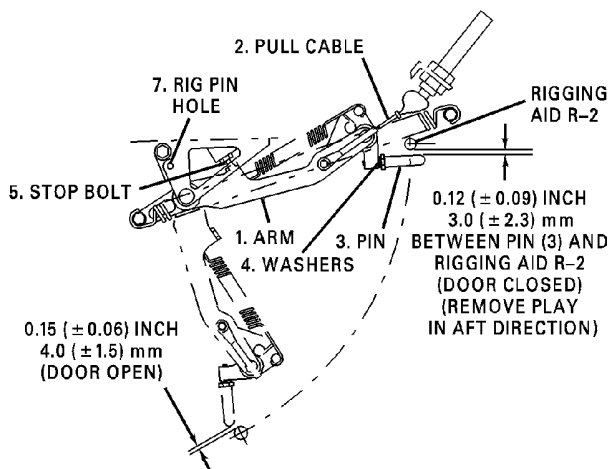
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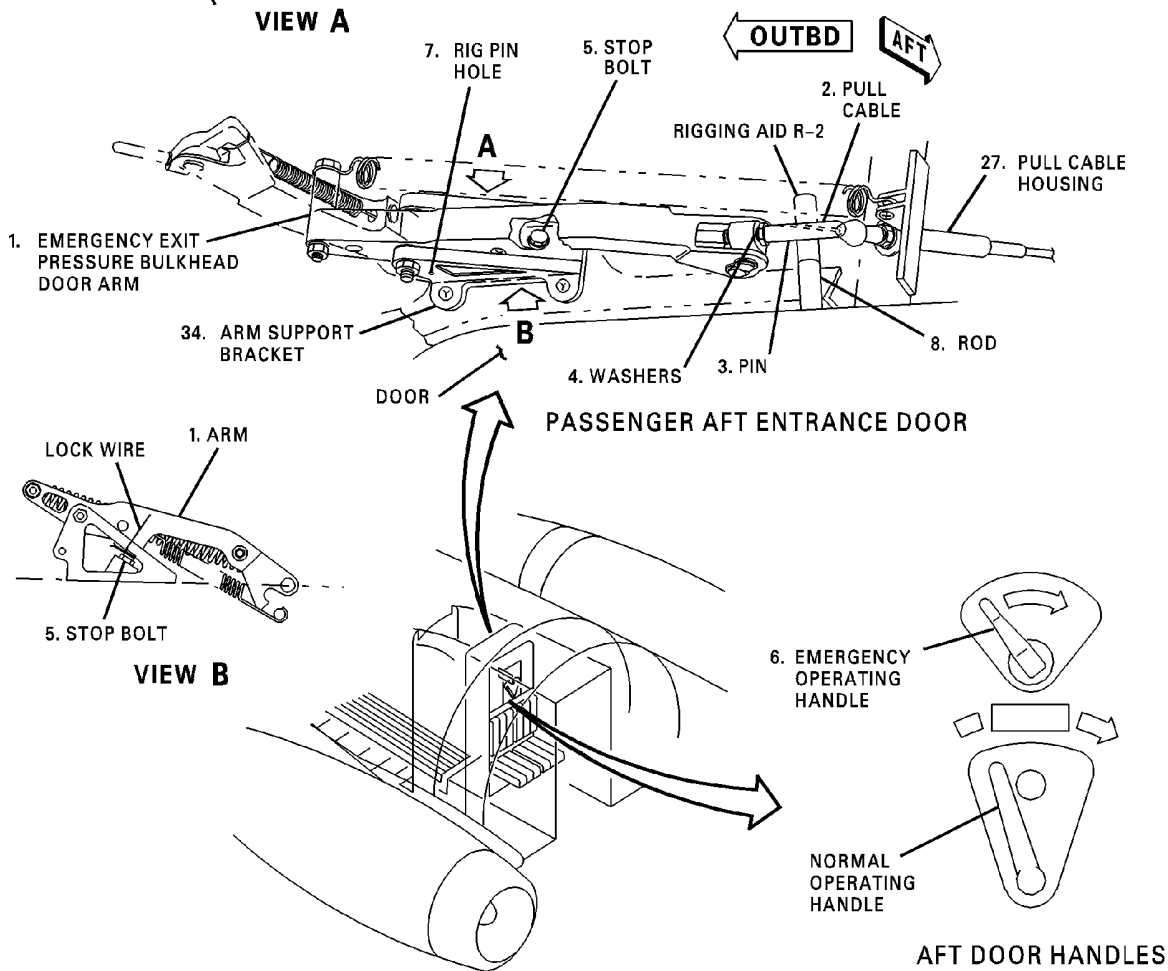
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RIGGING AID R-2



CAG(IGDS)

TAILCONE EMERGENCY RELEASE SYSTEM

BBB2-53-86C

Tailcone Emergency Release System -- Adjustment
Figure 501/53-53-00-990-841 (Sheet 1 of 4)

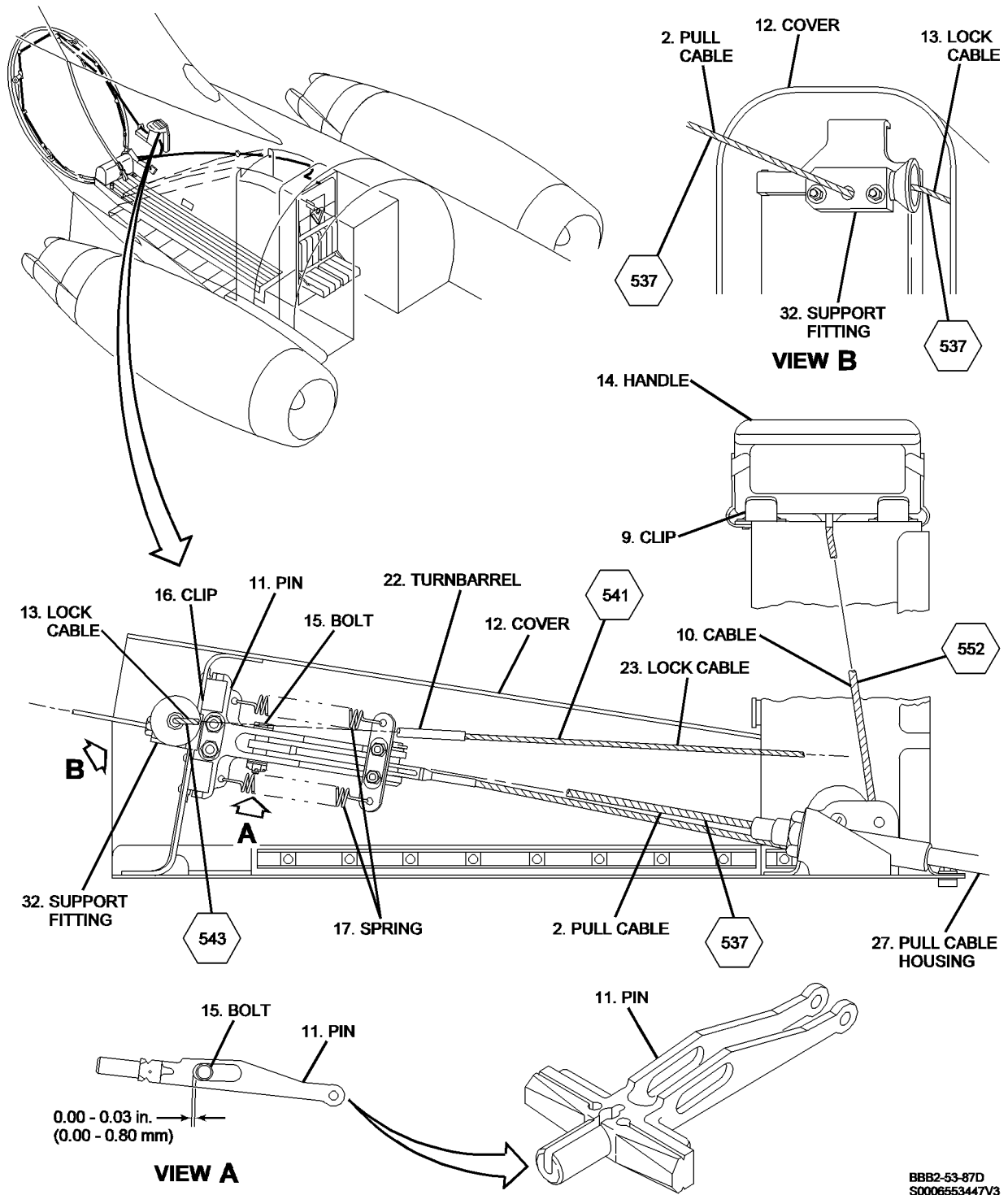
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Tailcone Emergency Release System -- Adjustment
Figure 501/53-53-00-990-841 (Sheet 2 of 4)

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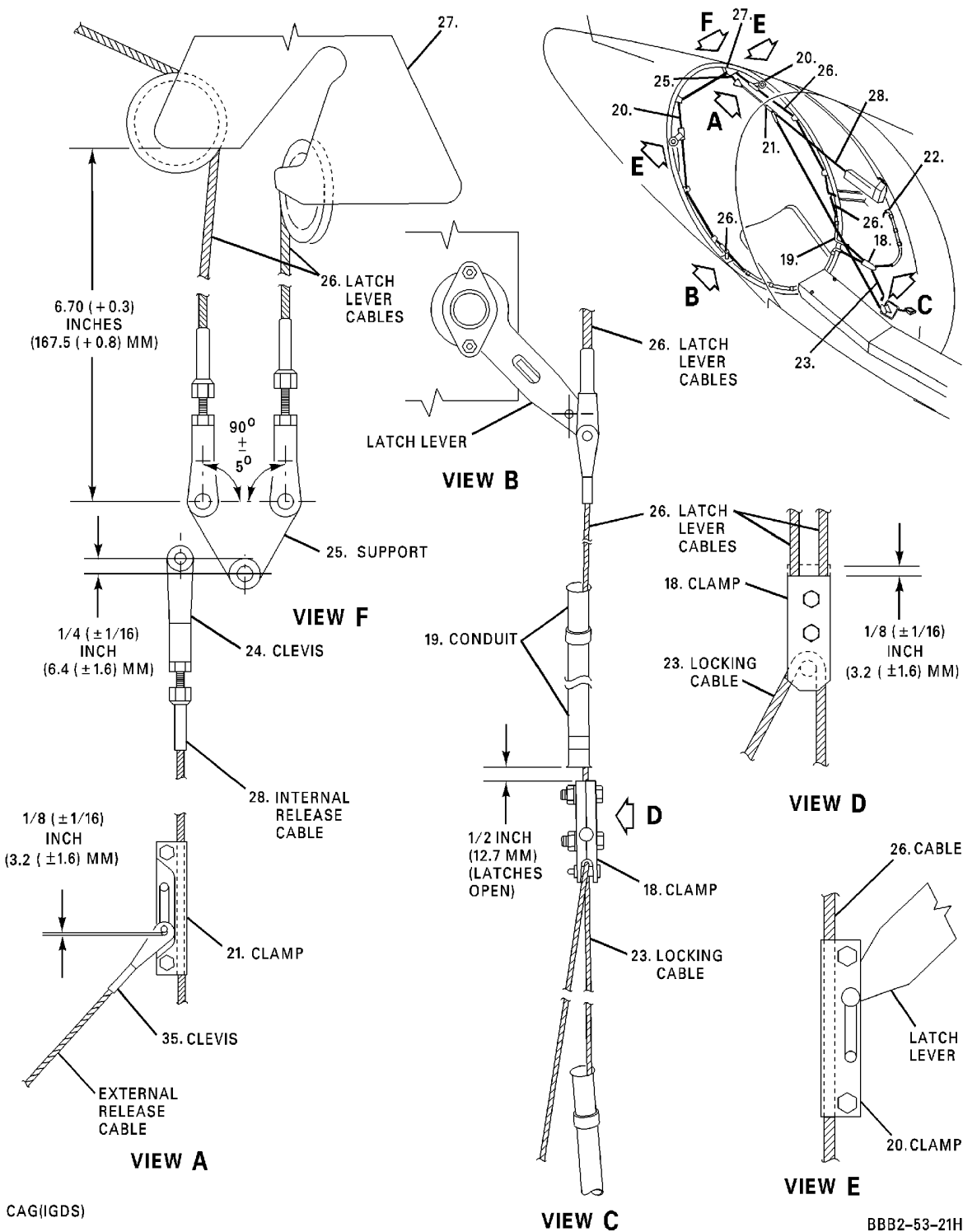
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Tailcone Emergency Release System -- Adjustment
Figure 501/53-53-00-990-841 (Sheet 3 of 4)

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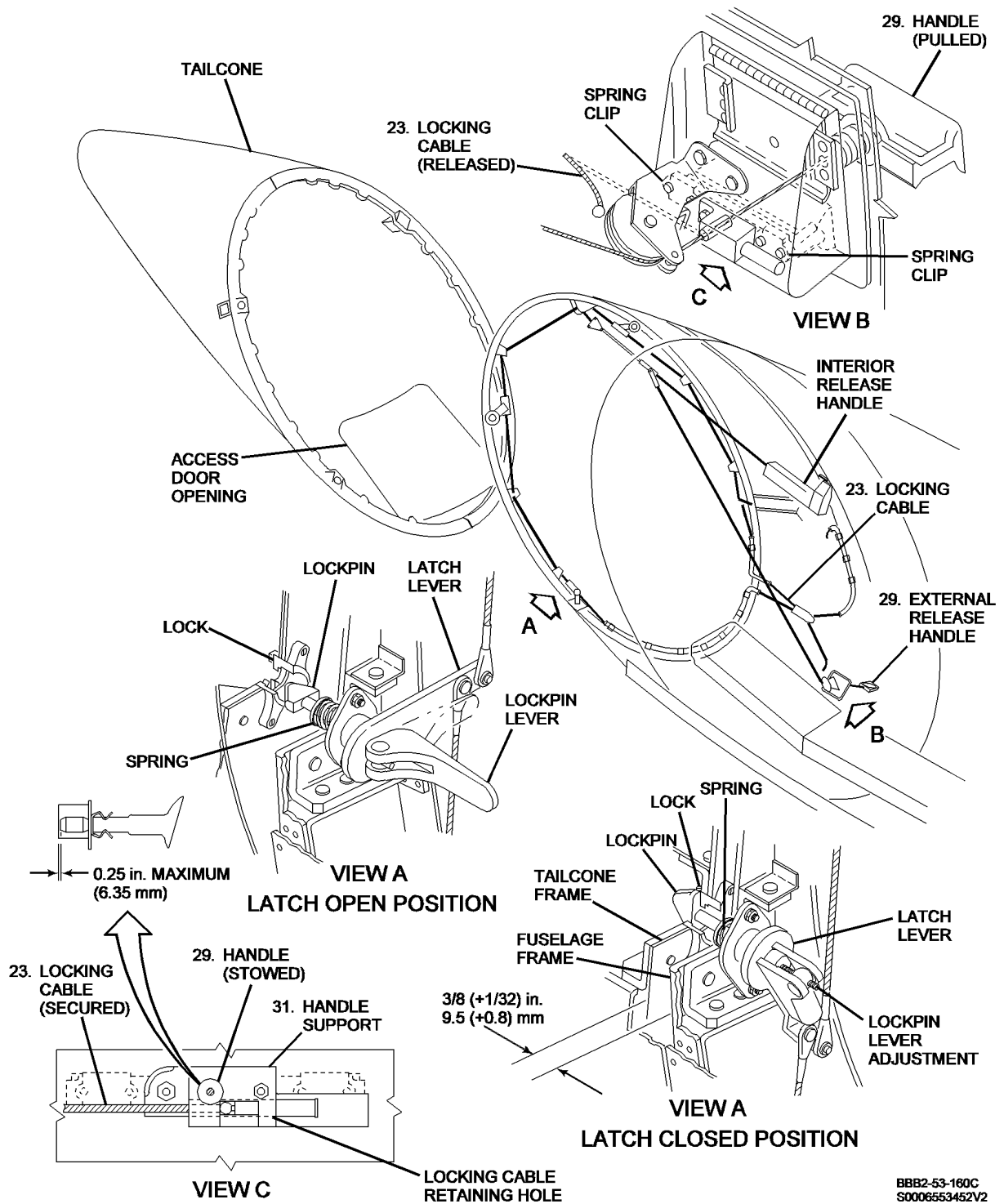
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Tailcone Emergency Release System -- Adjustment
Figure 501/53-53-00-990-841 (Sheet 4 of 4)

EFFECTIVITY

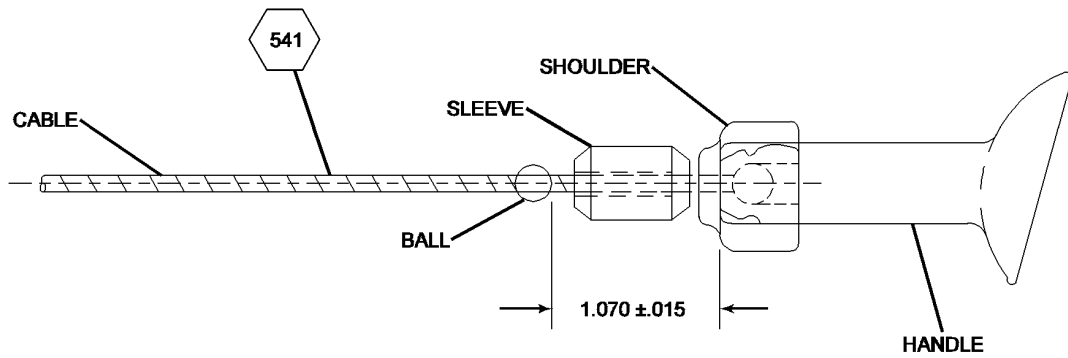
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**Tailcone Release Handle - Check
Figure 502/53-53-00-990-842**

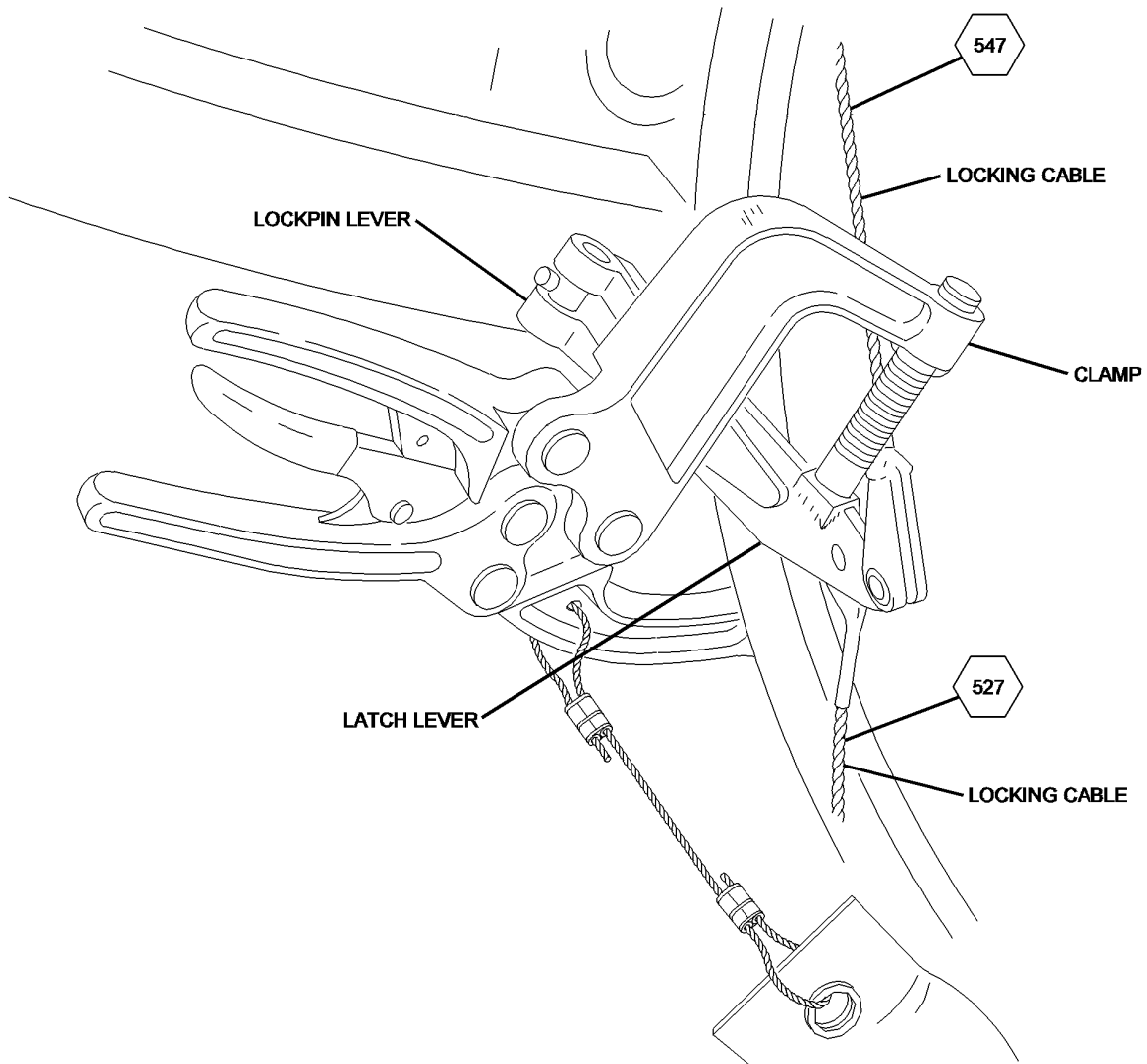
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**Tailcone Safety Lock
Figure 503/53-53-00-990-843**

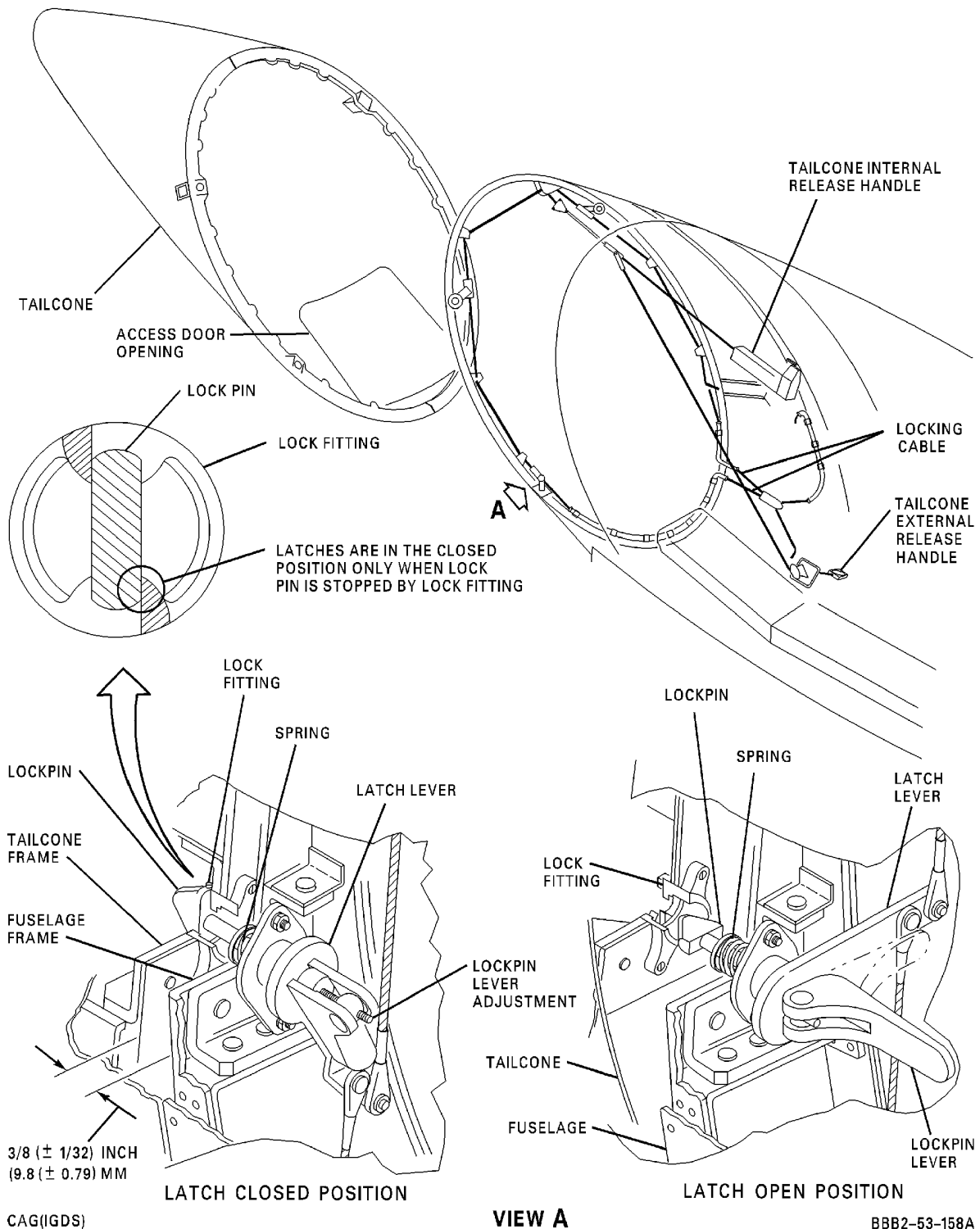
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Tailcone Latch Lockpin -- Adjustment
Figure 504/53-53-00-990-844

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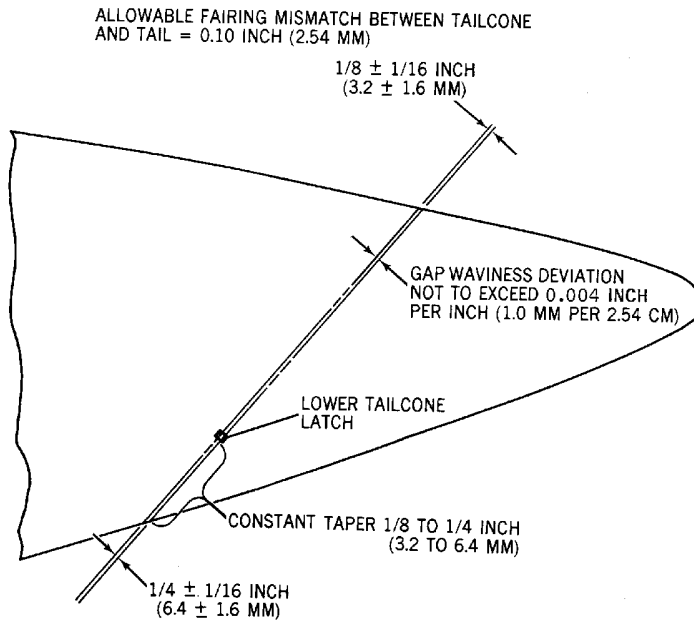
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Tailcone Installation Variances
Figure 505/53-53-00-990-845

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TAILCONE - ADJUSTMENT/TEST

1. General

- A. The maintenance instructions in this section provide for the adjustment/test of the tailcone.
- B. The internal tailcone release handle is located inside the lower left fuselage area forward of the tailcone.
- C. The external tailcone release handle is located inside access door 6103A on the lower left side of the fuselage forward of the tailcone.
- D. Emergency exit door arm is located inside cabin above aft entrance door.
- E. The test portion of this procedure covers two conditions: tailcone separation without displacement, and tailcone separation with displacement. Provisions are given for slide deployment to be accomplished in conjunction with tailcone separation with displacement. (EVACUATION SLIDE TEST - MAINTENANCE PRACTICES, PAGEBLOCK 25-62-04/201)

2. Equipment and Materials

NOTE: Equivalent substitutes may be used instead of the following listed items.

NOTE: It is possible that some materials in the Equipment and Materials List cannot be used for some or all of their necessary applications. Before you use the materials, make sure the types, quantities, and applications of the materials necessary are legally permitted in your location. All persons must obey all applicable federal, state, local, and provincial laws and regulations when it is necessary to work with these materials.

Table 501

Name and Number	Manufacturer
Lockwire, Safety, Copper, Annealed NASM20995CY20, DPM 5680	Not Specified
Disk, Anti-Tamper, DPM 6358 3/8 inch diameter, two hole (Aluminum or lead)	Not Specified
Rig pin (5-3)	
Rigging aid (R-2) 5/8 x 3	
Lock, Tailcone Safety P/N 3954693	The Boeing Co.
Fish scale, 0-50 pound (0-21.7 kg) pull	
Cleaner, Douglas solvent #2 P-D-680, Type 1	
Cotton cloth wipers, Type I, Class A	
Decal P/N 9956906-509 (self-adhesive)	The Boeing Co.

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Table 501 (Continued)

Name and Number	Manufacturer
Sling, Tailcone Test P/N 5953598-501	The Boeing Co.
NOTE: Rig pin sizes are in inches (diameter (in 16ths) X grip length; total length = grip length plus 5/8 inch).	

3. Adjustment/Test Tailcone

A. Adjust Tailcone Release System

WARNING: BEFORE YOU DO MAINTENANCE ON THE AIRCRAFT, MAKE SURE THE TAIL JACK IS CORRECTLY INSTALLED AT THE AFT JACKING POINT ON THE FUSELAGE. THIS WILL HELP PREVENT INJURY TO PERSONS AND DAMAGE TO THE AIRCRAFT.

WARNING: FAILURE TO REMOVE EVACUATION SLIDE AND COVER WILL RESULT IN AN UNSAFE CONDITION. EVACUATION SLIDE IS EQUIPPED WITH A HIGH PRESSURE INFLATION SYSTEM, AND IS ARMED FOR AUTOMATIC INFLATION.

- (1) Remove tailcone evacuation slide and slide cover. (AFT EVACUATION SLIDE - MAINTENANCE PRACTICES, PAGEBLOCK 25-62-01/201)

NOTE: Evacuation slide deployment lanyard may be left attached to Kevlar cable when evacuation slide and cover are removed.

CAUTION: KEVLAR CABLE IS VERY FRAGILE. HANDLE WITH CARE. DO NOT USE SHARP, POINTED TOOLS, OR OTHER INSTRUMENTS ON CABLE.

- (2) Remove loop of Kevlar cable from cam pin. Pull cable (and slide deployment lanyard, if attached) through ring. Secure inside tailcone away from tailcone latching and release mechanism components. (Figure 501)

CAUTION: ON AIRCRAFT WITH HF RADIO SYSTEM(S) INSTALLED, ANTENNA FEED MUST BE DISCONNECTED FROM CONNECTOR TAB ON TAILCONE TO PREVENT DAMAGE.

- (3) If HF antenna is installed, disconnect antenna feed from antenna connector tab on tailcone.

WARNING: GET SUFFICIENT AID FROM PERSONS AND EQUIPMENT TO HOLD THE COMPONENT DURING REMOVAL AND INSTALLATION. THIS COMPONENT WEIGHS APPROXIMATELY 110 LBS (50 KG). THIS WILL HELP PREVENT INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

CAUTION: SUPPORT TAILCONE SUFFICIENTLY SO IT DOES NOT FALL AWAY FROM FUSELAGE WHEN LOCKPIN LEVERS ARE ROTATED.

- (4) Support tailcone so it will not fall away from aircraft.

NOTE: Numbers in parentheses () in the following steps refer to callouts in Figure 502.

- (5) Open cover (12) adjacent to internal release handle (14).

- (6) Check tailcone release system components as follows:

- (a) Pull internal release handle (14) to limit of pull, and check for worn or broken spring clips on handle and pin.

- (b) Check tailcone release cables for frayed spots or corrosion. (For cable preservation and lubrication, LUBRICATION, SUBJECT 12-21-00, Page 1)

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- (c) Check that internal release handle support plunger moves smoothly with no binding in support.

CAUTION: DO NOT LUBRICATE PLUNGER AS DIRT WILL COLLECT AND ADHERE TO PLUNGER.

- (d) If required, clean support and plunger with exhaust deposit cleaners to free plunger movement. (AIRCRAFT EXTERIOR - CLEANING, PAGEBLOCK 12-22-01/701 for approved cleaner)
- (e) Pull external release handle to limit of pull.
- (f) Check that sleeve retaining ball on cable is 1.07(±0.05) inches (27.178(±0.381) mm) from shoulder on base of handle. (Figure 503)
- (g) Check that external release handle support plunger moves smoothly with no binding in support.
- (h) Visually inspect the exterior handle (29) support fitting hole. (Figure 502)
 - 1) The hole should not have any blockage and ensure that the locking cable ball moves freely in and out of the fitting.
- (i) Visually inspect the exterior release handle shaft for broken/cracked condition. Pay particular attention to the groove around the shaft.
 - 1) Replace broken/cracked handles with new handle per operators shop practice.

CAUTION: DO NOT LUBRICATE PLUNGER AS DIRT WILL COLLECT AND ADHERE TO PLUNGER.

- (j) If required, clean support and plunger with exhaust deposit cleaners to free plunger movement. (AIRCRAFT EXTERIOR - CLEANING, PAGEBLOCK 12-22-01/701 for approved cleaner)
- (k) Push locking cable (23) against spring-loaded plunger, and return external release handle (29) to stowed position.
- (l) Check that handle is flush with surrounding skin. With sleeve on pull cable (33) next to handle, sleeve should be recessed not more than 0.25 inch (6.35 mm) from surface of support (31). Adjusting shims under handle clips to meet this dimension takes precedence over skin flush requirement.
- (m) Pull on locking cable (23) to make certain that cable ball is secured by handle.
- (7) Position tailcone to engage latches and alignment pins.
- (8) Replace internal release handle in spring clips (9).
- (9) Visually inspect the release pin (11) support fitting hole. (Figure 502)
 - (a) The hole should not have any blockage and ensure that the locking cable ball moves freely in and out of the fitting.
- (10) Insert locking cable (13) in retaining hole in support fitting (32) far enough to depress plunger. Insert pin (11) until secured by clips.

CAUTION: MAKE CERTAIN THAT LOCKING CABLE IS PROPERLY ROUTED INSIDE INTERNAL TAILCONE RELEASE HANDLE SUPPORT AND UNDER COVER.

- (11) Make certain that locking cable is properly secured by pulling sharply on both ends of locking cable to ensure that ball ends are firmly retained.

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- (12) Make certain that tailcone latches, lock cable, and release handles are in closed and secured position, and that lockpins fully engage locks on tailcone.

NOTE: Lockpin levers must be raised to close tailcone latches. Lockpin levers are then stowed.

- (13) Using tiedowns or tailcone safety lock, secure tailcone latches in closed position. (Figure 504)
(14) Disconnect aft end of pull cable (2) by removing springs (17) and bolt (15) from pin (11).
(15) Remove decorative panel over aft passenger door.

WARNING: ARM ABOVE PASSENGER AFT ENTRANCE DOOR IS SPRING-LOADED. USE CAUTION WHEN HANDLING TO PREVENT INJURY.

- (16) Remove safety wire from arm (1). With pull cable (2) attached to arm (1), rotate arm (1) to door open position.
(17) Open plastic cover over emergency handle in aft passenger door and rotate emergency handle (6) to door open position. Rod (8) will extend above door.
(18) Fully open passenger aft entrance door. Top of door stop must clear arm (1) by minimum of 1/4 inch (6.5 mm). If arm does not clear door stop, shim lower attach bolts of arm attach bracket (34).
(19) Install rig pin 5-3 in rig pin hole (7).
(20) Shim pin (3) with sufficient washers (4) to provide 0.15(±0.06) inch (4.00(±1.50) mm) gap between pin (3) and rod (8) extending above door.
(21) Close and latch passenger aft entrance door.
(22) Remove rig pin 5-3 from arm (1).

WARNING: ARM ABOVE PASSENGER AFT ENTRANCE DOOR IS SPRING-LOADED. USE CAUTION WHEN HANDLING TO PREVENT INJURY.

- (23) Rotate arm (1) to normal stowed position against stop bolt (5).
NOTE: To prevent kinking of pull cable (2), pull from aft end as arm (1) is rotated to stowed position.
(24) Rotate and hold emergency door handle (6) in vertical position so rod (8) extends above door. Do not unlatch door pins.
(25) Slip rigging aid R-2 over rod (8). (Figure 502 (Sheet 1))
(26) Adjust stop bolt (5) for gap of 0.12(±0.09) inch (3.00(±2.30) mm) between pin (3) and rigging aid R-2.
(27) Remove rigging aid R-2.
(28) Return emergency door handle (6) to closed position and check that arm (1) is stowed against stop bolt (5).

CAUTION: MAKE CERTAIN THAT PIN IS PROPERLY INSTALLED TO AVOID CROSSING PULL CABLES.

- (29) Connect aft end of pull cable (2) to pin (11) with bolt (15).
(30) Attach springs (17) to pin (11).
(31) With pin (11) secured in clips, adjust jam nuts on both ends of pull cable (2) housing (27) for no slack condition, and gap of 0.00 to 0.03 inch (0.00 to 0.80 mm) at pin (11).
(32) Pull internal release handle far enough to remove slack in cable but not far enough to pull pin (11) from clips. Handle should be a minimum of 0.45 inch (11.40 mm) from guard.

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- (33) Remove tiedowns or tailcone safety lock securing tailcone latches in closed position.
- (34) Continue pulling internal release handle as far as it will go.
- (35) Place tailcone latches in extreme open position.
- (36) Make certain that clamp (18) has at least 1/2 inch (12.7 mm) clearance from conduits (19) with tailcone latches in full open position.
NOTE: Conduits may be repositioned for clearance.
- (37) Position tailcone to engage latches and alignment pins.
- (38) Check springs on latches for proper coil. Left-hand latches have springs wound in clockwise direction; right-hand latches have springs wound in counterclockwise direction.
- (39) Loosen cable clamps (20) and (21) until cables are free.
- (40) Using lockpin levers, adjust latches for slight preload when latch is fully closed and lockpin lever is in stowed position. (Figure 505)
- (41) With latches in fully closed position, check that tailcone clearance at each alignment pin (20 places) is 0.38(±0.03) inch (9.65(±0.76)mm), minimum.
- (42) Disengage tailcone and adjust alignment pin shims as required to obtain full engagement.
- (43) Position tailcone to engage latches and alignment pins.
- (44) Stow internal release handle.
- (45) Insert ball end of locking cable (13) in locking cable retaining hole in support.
- (46) Push locking cable against spring-loaded plunger, and return pin to stowed position.
- (47) Pull on locking cable (13) to make certain that cable ball is secured by pin.
- (48) Make certain that tailcone latches, lock cable, and release handles are in closed and secured position, and that lockpins fully engage locks on tailcone.
NOTE: Lockpin levers must be raised to close tailcone latches. Lockpin levers are then stowed.
- (49) Make certain that forward edge of tailcone contacts seal on fuselage.
- (50) Check tailcone fit variances. (Figure 506)
- (51) Secure latches with tiedowns or tailcone safety lock in closed position. (Figure 504)
- (52) Adjust turnbuckle (22) to provide 1/8(±1/16) inch (3.20(±1.60) mm) fore-aft movement of clamp (18). Lock with safety clips.
- (53) Disconnect clevis (24) from support (25).
- (54) Adjust ends on cables (26) to provide 6.70(±0.30) inches (167.50(±0.80) mm) spacing at pulley bracket (27) and 90(±5) degrees spacing between cables and cable support (25).
- (55) Check that pin (11) is secure in clips. Pull cables (26) and (28) to remove slack and adjust clevis (24) to provide 1/4(±1/16) inch (6.40(±1.60) mm) overlap at support (25).
- (56) Connect clevis (24) to support (25).
- (57) Pull slack from cable 28 with clevis 24, and adjust clamp (21) on cable (28) to provide 1/8(±1/16) inch (3.20(±1.60) mm) gap between pin attaching cable clevis (35) and end of slot in clamp (21). Tighten bolts on clamp (21) to 60(±10) inch-pounds (6.70(±1.10) N·m) torque.
- (58) Tighten jamnuts on ends of cables. Safety jamnuts with lockwire. (LOCKWIRE SAFETYING - MAINTENANCE PRACTICES, PAGEBLOCK 20-10-18/201)
- (59) Slide clamps (20) down on cables (26) so latch lever pins are at upper end of slots (with latches in closed position), and tighten bolts in clamps to 60(±10) inch-pounds (6.70(±1.10) N·m) torque.

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- (60) Using lockpin levers, adjust latches so pull of internal release handle is 25 to 35 pounds (11.40 to 15.90 kg) after release from clips. After adjustment, stow lockpin levers and handle.

NOTE: Lockpin levers must be raised before closing latches, and then stowed when latches are closed.

- (61) Insert locking cable (13) in retaining hole in support fitting (32) far enough to depress plunger. Insert pin (11) until secured by clips.
- (62) Make certain that locking cable is properly secured by pulling sharply on both ends of locking cable to ensure that ball ends are firmly retained.

CAUTION: MAKE CERTAIN THAT LOCKING CABLE IS PROPERLY ROUTED INSIDE INTERNAL TAILCONE RELEASE HANDLE SUPPORT AND UNDER COVER.

- (63) Install cover (12).
- (64) Remove tiedowns or tailcone safety lock from latches.
- (65) Remove tailcone support.
- (66) Test tailcone release system for proper operation. (Paragraph 3.B.)

B. Test Tailcone Release System - Without Full Deployment Jettison (No Slide Inflation)

NOTE: This paragraph does not test full jettison and displacement of the tailcone. This paragraph only tests the tailcone release system. For jettison and displacement, refer to Paragraph 3.C..

WARNING: BEFORE YOU DO MAINTENANCE ON THE AIRCRAFT, MAKE SURE THE TAIL JACK IS CORRECTLY INSTALLED AT THE AFT JACKING POINT ON THE FUSELAGE. THIS WILL HELP PREVENT INJURY TO PERSONS AND DAMAGE TO THE AIRCRAFT.

WARNING: FAILURE TO REMOVE EVACUATION SLIDE AND COVER WILL RESULT IN AN UNSAFE CONDITION. EVACUATION SLIDE IS EQUIPPED WITH A HIGH PRESSURE INFLATION SYSTEM, AND IS ARMED FOR AUTOMATIC INFLATION.

WARNING: IF INTERNAL OR EXTERNAL TAILCONE RELEASE HANDLE IS PULLED (ONLY 3/8 INCH (9.5 MM) IS NECESSARY) OR IF EMERGENCY OPERATING HANDLE ON PASSENGER AFT ENTRANCE DOOR IS ACTUATED, TAILCONE LOCKING CABLE MUST BE CHECKED FOR SECURITY. IF ANY OF THESE HANDLES HAVE BEEN DISTURBED, LOCKING CABLE MAY DISENGAGE AND THERE WILL BE NO POSITIVE LOCKING ACTION HOLDING TAILCONE LATCHES CLOSED. LATCHES CAN THEN VIBRATE OPEN AND RESULT IN TAILCONE LOSS.

WARNING: GET SUFFICIENT AID FROM PERSONS AND EQUIPMENT TO HOLD THE COMPONENT DURING REMOVAL AND INSTALLATION. THIS COMPONENT WEIGHS APPROXIMATELY 110 LBS (50 KG). THIS WILL HELP PREVENT INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

- (1) Remove tailcone evacuation slide and slide cover. (AFT EVACUATION SLIDE - MAINTENANCE PRACTICES, PAGEBLOCK 25-62-01/201)

NOTE: Evacuation slide deployment lanyard may be left attached to Kevlar cable when evacuation slide and cover are removed.

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CAUTION: KEVLAR CABLE IS VERY FRAGILE. HANDLE WITH CARE. DO NOT USE SHARP, POINTED TOOLS, OR OTHER INSTRUMENTS ON CABLE.

- (2) Remove loop of Kevlar cable from cam pin. Pull cable (and slide deployment lanyard, if attached) through ring. Secure inside tailcone away from tailcone latching and release mechanism components. (Figure 501)

CAUTION: ON AIRCRAFT WITH HF RADIO SYSTEM(S) INSTALLED, ANTENNA FEED MUST BE DISCONNECTED FROM CONNECTOR TAB ON TAILCONE TO PREVENT DAMAGE.

- (3) If HF antenna is installed, disconnect antenna feed from antenna connector tab on tailcone.
- (4) Support tailcone so it will drop several inches, but not fall away from aircraft.
- (5) With passenger aft entrance door closed, open plastic cover and rotate emergency operating handle to door open position.
- (6) Attach fish scale to emergency handle 2 inches (50.8 mm) from free end of handle.
- (7) Pull fish scale to open door. Opening force should be 15(±5) pounds (6.8(±2.3) kg).
- (8) Open door fully, and check for following:
 - (a) Rod (8) extends above door and punctures decal (if installed).
 - (b) As door is opening, check that finger on end of arm (1) clears decorative cover above door.
 - (c) Make certain that tailcone latches rotate to full open position, and that latches release tailcone.
 - (d) Make certain that cables operate smoothly over pulleys.
 - (e) Make certain that clamp on locking cables has at least 1/2 inch (12.7 mm) clearance from conduits with latches in full open position.
 - (f) On aircraft with tailcone deployment indication system installed, make certain that flight compartment indicator for tailcone deployment is on after handle is pulled completely.

NOTE: Numbers enclosed in parentheses () in following text refer to callouts in Figure 502.

- (9) Open cover (12) adjacent to internal release handle (14).
- (10) Close and latch aft passenger door.
- (11) Rotate emergency exit door arm (1) to normal stowed position above door.

NOTE: To prevent kinking of pull cable, pull from aft end as arm is rotated to stowed position.
- (12) Remove decorative panel above aft passenger door.
- (13) Hold arm (1) in stowed position and open door with emergency handle. Rod should push by spring-loaded pin on arm.
- (14) Safety stop bolt (5) and arm (1) with copper lockwire. Lockwire will go through arm (1), around arm support bracket (34) to stop bolt (5). (LOCKWIRE SAFETYING - MAINTENANCE PRACTICES, PAGEBLOCK 20-10-18/201)
 - (a) Install an anti-tamper disk onto lockwire.
- (15) Install decorative panel over aft passenger door.
- (16) Rotate emergency operating handle to closed position.
- (17) Close and latch aft passenger door.
- (18) Close cover over emergency handle (6).

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- (19) Check WARNING decal on shroud above rod (8) for damage. If damaged or missing, install new decal as follows:
 - (a) Peel off damaged decal (if installed).
 - (b) If required, clean area with Douglas solvent. Wipe dry with clean cotton wipers.
 - (c) Remove paper backing from decal and install. Slight wrinkling along aft edge of decal in corner of shroud is acceptable.
- (20) Position tailcone for attachment as follows:
 - (a) Raise lockpin lever on tailcone latches to relieve lockpin spring tension.
 - (b) Position tailcone to engage latches and alignment pins on fuselage.
 - (c) Engage locks on tailcone with lockpins. Rotate latch levers to closed position, then stow lockpin levers.
- (21) Secure tailcone latches using tiedowns or tailcone safety lock.
- (22) At internal release handle installation, ensure that springs and cables are free from entanglement.
- (23) Stow internal release handle.
- (24) Insert ball end of locking cable (13) in locking cable retaining hole in support.
- (25) Push locking cable against spring-loaded plunger, and return pin to stowed position.
- (26) Pull on locking cable (13) to make certain that cable ball is secured by pin.

CAUTION: MAKE CERTAIN THAT LOCKING CABLE IS PROPERLY ROUTED INSIDE INTERNAL TAILCONE RELEASE HANDLE SUPPORT AND UNDER COVER.

- (27) On aircraft without tailcone deployment indication system installed, make certain that locking cable (13) is properly secured by pulling sharply on both ends of locking cable to ensure that ball ends are firmly retained by pin (11) and external release handle.
- (28) On aircraft with tailcone deployment indication system installed, make certain that locking cable (13) is properly secured by pulling sharply on both ends of locking cable to ensure that ball ends are firmly retained by pin (11) and external release handle, and that flight compartment indicator for tailcone is not on.
- (29) Close cover (12) adjacent to internal release handle (14).
- (30) Remove tiedowns or tailcone safety lock from latches.
- (31) Install fish scale on tailcone internal release handle, and check for following:
 - (a) Pull on handle with fish scale until handle is released from spring clips. Force required to release handle from clips should be 25 to 35 pounds (11.4 to 15.9 kg).
 - (b) Continue pulling on handle with fish scale until pin is released from spring clips. Force required to release pin should be 25 to 35 pounds (11.4 to 15.9 kg).
 - (c) Continue pulling on handle with fish scale until tailcone is released. Force required to release completely rigged tailcone should be 25 to 35 pounds (11.4 to 15.9 kg).
 - (d) On aircraft with tailcone deployment indication system installed, make certain that flight compartment indicator for tailcone deployment is on after handle is pulled completely.
- (32) Position tailcone for attachment as follows:
 - (a) Raise lockpin lever on tailcone latches to relieve lockpin spring tension.
 - (b) Position tailcone to engage alignment pins on fuselage.
 - (c) Engage locks on tailcone with lockpins. Rotate latch levers to closed position, then stow lockpin levers.

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- (33) Secure tailcone latches using tiedowns or tailcone safety lock.
- (34) Open cover (12) adjacent to internal release handle (14).
- (35) At internal release handle installation, ensure that springs and cables are free from entanglement.
- (36) Stow internal release handle.
- (37) Insert ball end of locking cable (13) in locking cable retaining hole in support.
- (38) Push locking cable against spring-loaded plunger, and return pin to stowed position.
- (39) Pull on locking cable (13) to make certain that cable ball is secured by pin.

CAUTION: MAKE CERTAIN THAT LOCKING CABLE IS PROPERLY ROUTED INSIDE INTERNAL TAILCONE RELEASE HANDLE SUPPORT AND UNDER COVER.

- (40) Close cover (12) adjacent to internal release handle (14).
- (41) On aircraft without tailcone deployment indication system installed, make certain that locking cable (13) is properly secured by pulling sharply on both ends of locking cable to ensure that ball ends are firmly retained by pin (11) and external release handle.
- (42) On aircraft with tailcone deployment indication system installed, make certain that locking cable (13) is properly secured by pulling sharply on both ends of locking cable to ensure that ball ends are firmly retained by pin (11) and external release handle, and that flight compartment indicator for tailcone is not on.
- (43) Remove tiedowns or tailcone safety lock from latches.
- (44) Install fish scale on tailcone external release handle, and check for following:
 - (a) Pull on handle with fish scale until handle is released from spring clips. Force required to release handle from clips should be 25 to 35 pounds (11.4 to 15.9 kg).
 - (b) Continue pulling on handle with fish scale until pin is released from spring clips. Force required to release pin should be 25 to 35 pounds (11.4 to 15.9 kg).
 - (c) Continue pulling on handle with fish scale until tailcone is released. Force required to release completely rigged tailcone should be 25 to 35 pounds (11.4 to 15.9 kg).
 - (d) On aircraft with tailcone deployment indication system installed, make certain that flight compartment indicator for tailcone deployment is on after handle is pulled completely.
 - (e) If adjustment is required, perform Paragraph 3.A.(60).
- (45) Position tailcone for attachment as follows:
 - (a) Raise lockpin lever on tailcone latches to relieve lockpin spring tension.
 - (b) Position tailcone to engage alignment pins on fuselage.
 - (c) Engage locks on tailcone with lockpins. Rotate latch levers to closed position, then stow lockpin levers.
- (46) Secure tailcone latches using tiedowns or tailcone safety lock.
- (47) Insert ball end of locking cable (23) in locking cable retaining hole in support (31).
- (48) Push locking cable against spring-loaded plunger, and return pin and release handle to stowed position.
- (49) Open cover (12) adjacent to internal release handle (14).
- (50) Pull on locking cable (13) to make certain that cable ball is secured by pin.
- (51) On aircraft without tailcone deployment indication system installed, make certain that locking cable (23) is properly secured by pulling sharply on both ends of locking cable to ensure that ball ends are firmly retained by pin (11) and external release handle.

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- (52) On aircraft with tailcone deployment indication system installed, make certain that locking cable (23) is properly secured by pulling sharply on both ends of locking cable to ensure that ball ends are firmly retained by pin (11) and external release handle, and that flight compartment indicator for tailcone is not on.
 - (53) Remove tiedowns or tailcone safety lock from latches.
 - (54) Close cover (12) adjacent to internal release handle (14).
 - (55) Test tailcone for full deployment per Paragraph 3.C..
 - (56) Install tailcone. (TAILCONE, SUBJECT 53-53-00, Page 401)
 - (57) Install tailcone evacuation slide and slide cover. (AFT EVACUATION SLIDE - MAINTENANCE PRACTICES, PAGEBLOCK 25-62-01/201)
 - (58) Remove tailcone support.
- C. Test Tailcone Release System - With Full Deployment Jettison (With or Without Slide Inflation) (For Evacuation Slide Test, EVACUATION SLIDE TEST - MAINTENANCE PRACTICES, PAGEBLOCK 25-62-04/201)

NOTE: This paragraph tests the release system and jettison displacement from the internal release handle only. For a complete test of the tailcone release system, refer to Paragraph 3.B..

WARNING: BEFORE YOU DO MAINTENANCE ON THE AIRCRAFT, MAKE SURE THE TAIL JACK IS CORRECTLY INSTALLED AT THE AFT JACKING POINT ON THE FUSELAGE. THIS WILL HELP PREVENT INJURY TO PERSONS AND DAMAGE TO THE AIRCRAFT.

WARNING: FAILURE TO REMOVE EVACUATION SLIDE AND COVER WILL RESULT IN AN UNSAFE CONDITION. EVACUATION SLIDE IS EQUIPPED WITH A HIGH PRESSURE INFLATION SYSTEM, AND IS ARMED FOR AUTOMATIC INFLATION.

WARNING: IF INTERNAL OR EXTERNAL TAILCONE RELEASE HANDLE IS PULLED (ONLY 3/8 INCH (9.5 MM) IS NECESSARY) OR IF EMERGENCY OPERATING HANDLE ON PASSENGER AFT ENTRANCE DOOR IS ACTUATED, TAILCONE LOCKING CABLE MUST BE CHECKED FOR SECURITY. IF ANY OF THESE HANDLES HAVE BEEN DISTURBED, LOCKING CABLE MAY DISENGAGE AND THERE WILL BE NO POSITIVE LOCKING ACTION HOLDING TAILCONE LATCHES CLOSED. LATCHES CAN THEN VIBRATE OPEN AND RESULT IN TAILCONE LOSS.

WARNING: GET SUFFICIENT AID FROM PERSONS AND EQUIPMENT TO HOLD THE COMPONENT DURING REMOVAL AND INSTALLATION. THIS COMPONENT WEIGHS APPROXIMATELY 110 LBS (50 KG). THIS WILL HELP PREVENT INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

- (1) Preliminary requirements:
 - (a) Tailcone release system adjusted and operates properly. (Paragraph 3.A. and Paragraph 3.B.)
 - (b) Tailcone release cam torque checked. (TAILCONE RELEASE MECHANISM CAM, SUBJECT 53-53-02, Page 201)
 - (c) Tailcone installed. (TAILCONE, SUBJECT 53-53-00, Page 401)
 - (d) Kevlar cable properly installed on cam. (TAILCONE, SUBJECT 53-53-00, Page 401)

EFFECTIVITY
WJE 420, 422, 424-427, 429, 884, 891 POST
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- (e) Tailcone evacuation slide and slide cover removed. (AFT EVACUATION SLIDE - MAINTENANCE PRACTICES, PAGEBLOCK 25-62-01/201)

NOTE: Evacuation slide deployment lanyard may be left attached to Kevlar cable when evacuation slide and cover are removed.

NOTE: This step omitted when slide deployment is accomplished in conjunction with tailcone deployment.

- (f) Tailcone supported or tailcone test sling installed. (TAILCONE, SUBJECT 53-53-00, Page 401)

NOTE: Tailcone must be permitted to drop at least 55 inches (1.4 meters).

- (g) Wind condition below 5 knots (preferred).

NOTE: It is preferable that test be performed in hanger, or with wind blowing on right side of fuselage. If high wind condition is on left side of fuselage, wind may blow tailcone to right.

- (h) Padding added to fuselage in areas shown in Figure 507.

CAUTION: ON AIRCRAFT WITH HF RADIO SYSTEM(S) INSTALLED, ANTENNA FEED MUST BE DISCONNECTED FROM CONNECTOR TAB ON TAILCONE TO PREVENT DAMAGE.

- (2) If HF antenna is installed, make certain that antenna feed is disconnected from antenna connector tab on tailcone.

WARNING: GET SUFFICIENT AID FROM PERSONS AND EQUIPMENT TO HOLD THE COMPONENT DURING REMOVAL AND INSTALLATION. THIS COMPONENT WEIGHS APPROXIMATELY 110 LBS (50 KG). THIS WILL HELP PREVENT INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

- (3) Station personnel aft, and to sides of tailcone to hold tethers. They must be clear of tailcone rebound area.

WARNING: STAND CLEAR OF KEVLAR CABLE (AND EVACUATION SLIDE LANYARD, IF INSTALLED) TO PREVENT INJURY DUE TO POSSIBLE WHIP WHEN TAILCONE REACHES LIMIT OF DROP, AND KEVLAR CABLE IS RELEASED FROM CAM.

- (4) Pull internal tailcone release handle to limit of pull.

- (5) Observe that following occurs:

(a) Tailcone latches release tailcone.

(b) As tailcone falls, Kevlar cable starts tailcone to rotate toward left of aircraft.

(c) When limit of Kevlar cable is reached, tailcone will rebound upward and to left.

(d) As tailcone drops from rebound, Kevlar cable pulls cam to left, and loop slides from cam.

(e) Tailcone will continue to drop to limit of supporting strap. At this point, tether holders must yank on tailcone to stop movement of tailcone.

- (6) If evacuation slide was deployed, remove slide and cover. (AFT EVACUATION SLIDE - MAINTENANCE PRACTICES, PAGEBLOCK 25-62-01/201)

- (7) Install tailcone. (TAILCONE, SUBJECT 53-53-00, Page 401)

- (8) If HF antenna is installed, make certain that antenna feed is connected to connector tab on tailcone.

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- (9) Install tailcone evacuation slide and slide cover. (AFT EVACUATION SLIDE - MAINTENANCE PRACTICES, PAGEBLOCK 25-62-01/201)

NOTE: If evacuation slide was deployed in conjunction with this test, make certain that serviceable evacuation slide and cover are installed.

- (10) Remove tailcone support.

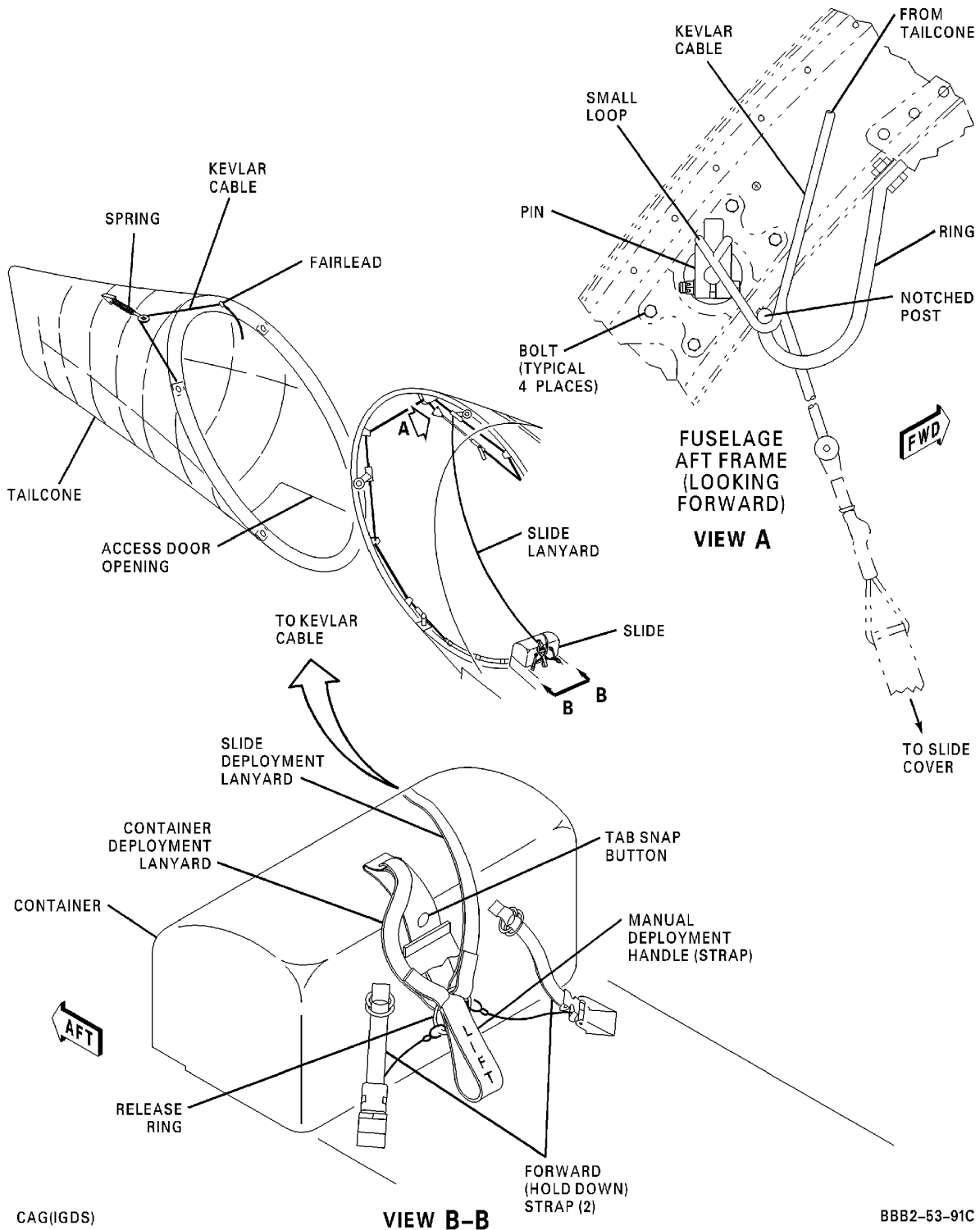
EFFECTIVITY
WJE 420, 422, 424-427, 429, 884, 891 POST
MD80-53-202

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**Low Drag Tailcone Translation and Slide Deployment System
Figure 501/53-53-00-990-846**

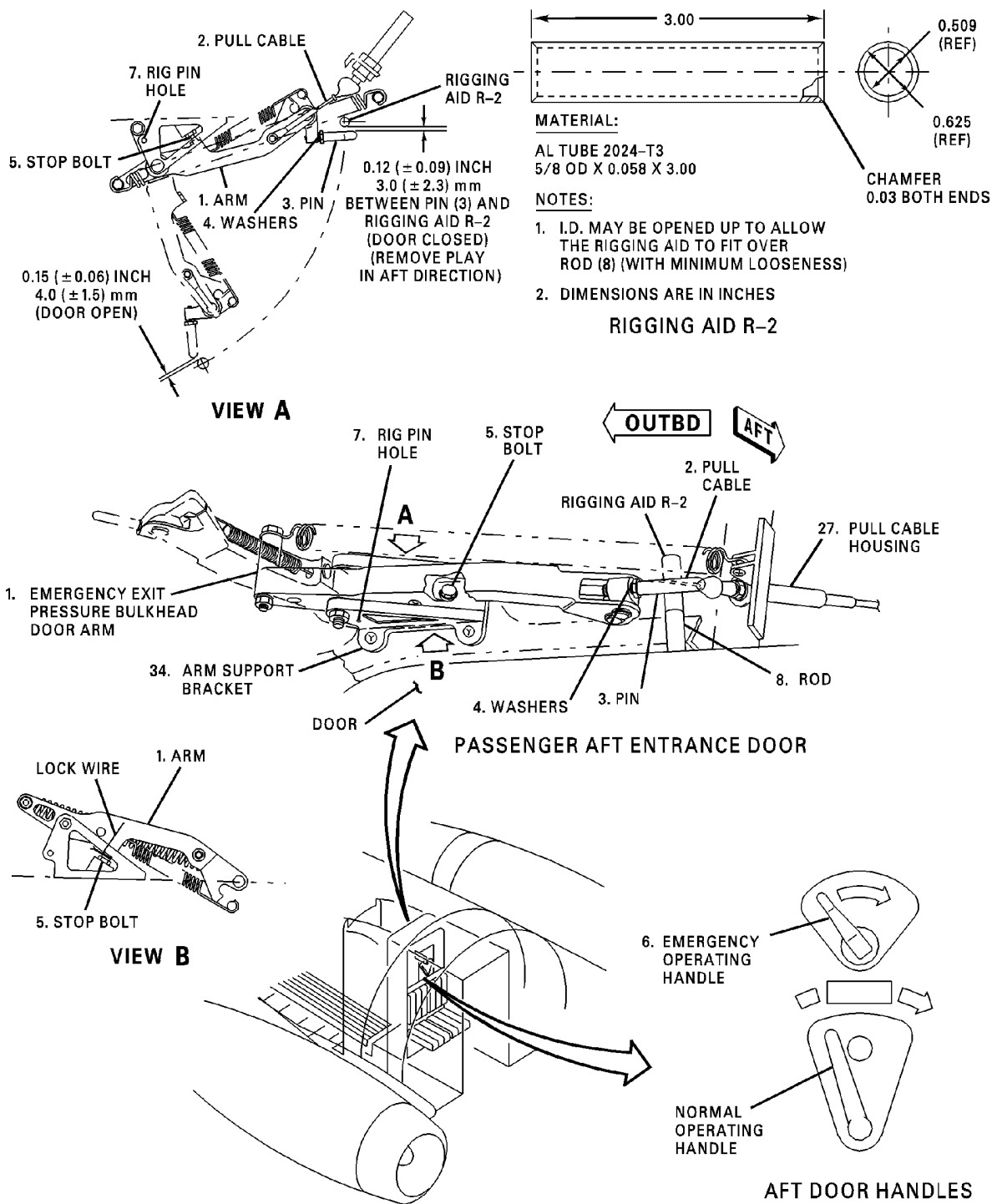
EFFECTIVITY
WJE 420, 422, 424-427, 429, 884, 891 POST
MD80-53-202

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CAG(IGDS)

TAILCONE EMERGENCY RELEASE SYSTEM

BBB2-53-86C

Tailcone Emergency Release System -- Adjustment
Figure 502/53-53-00-990-847 (Sheet 1 of 4)

EFFECTIVITY

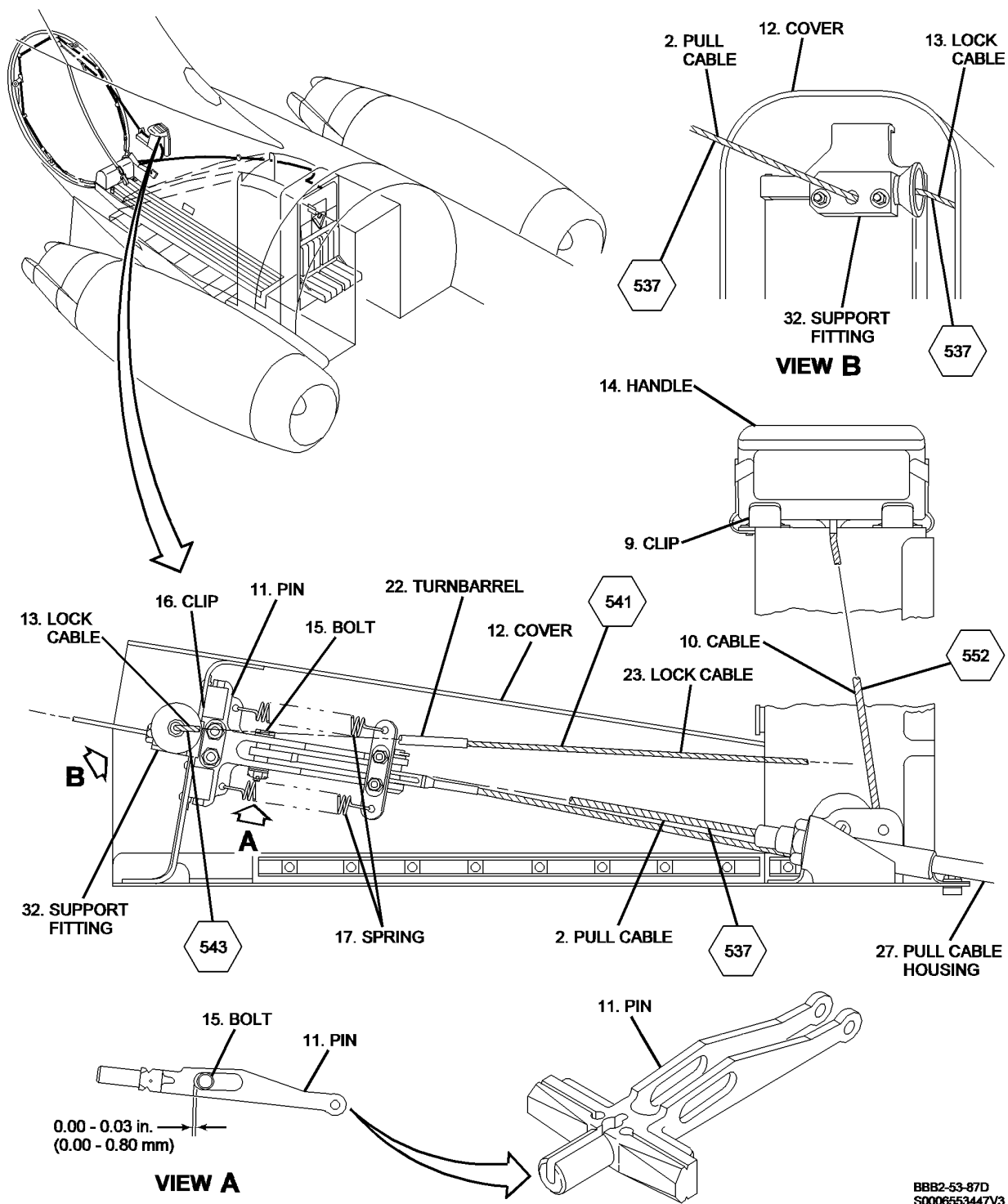
WJE 420, 422, 424-427, 429, 884, 891 POST
MD80-53-202

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BBB2-53-87D
S0006553447V3

Tailcone Emergency Release System -- Adjustment
Figure 502/53-53-00-990-847 (Sheet 2 of 4)

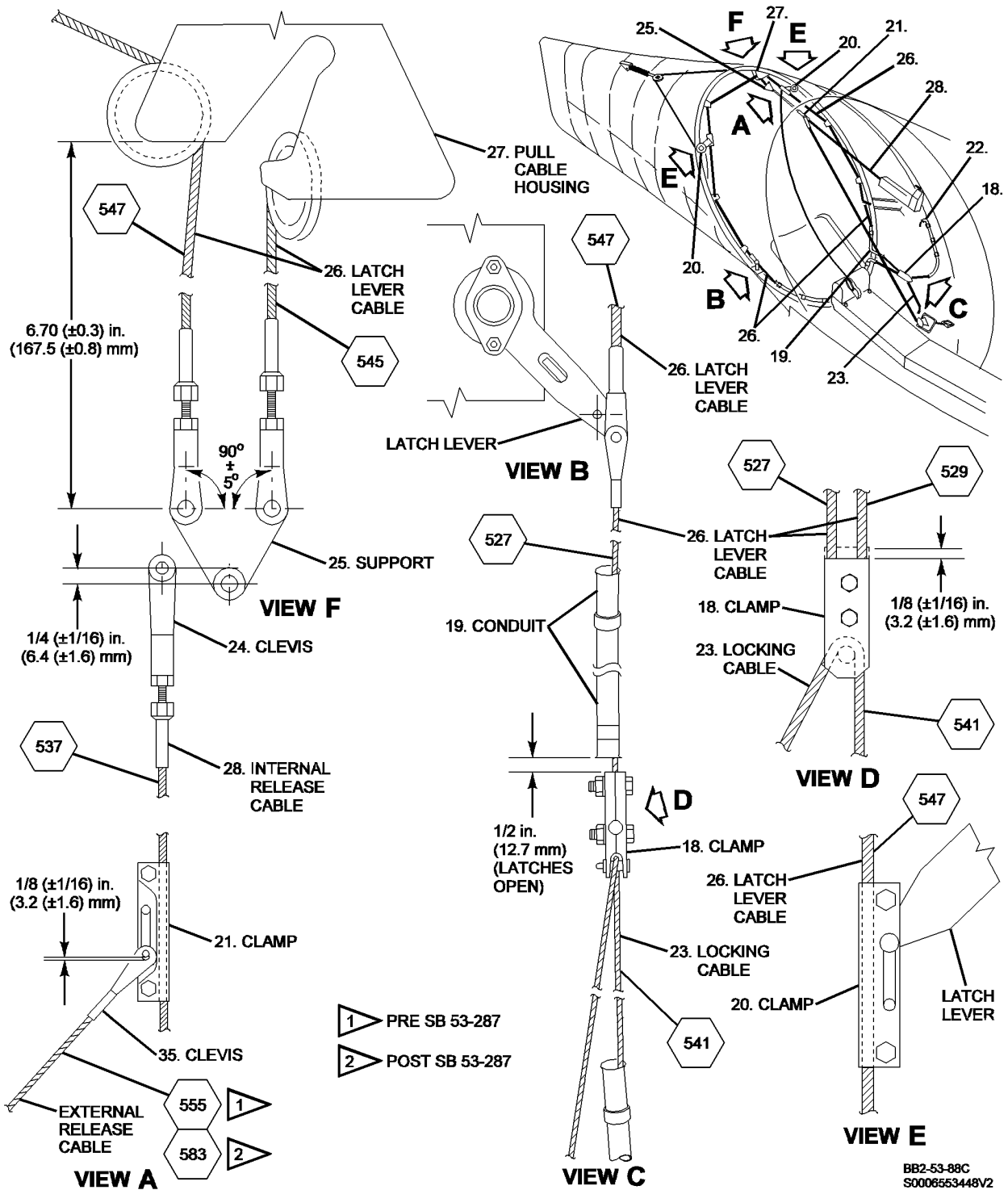
EFFECTIVITY
WJE 420, 422, 424-427, 429, 884, 891 POST
MD80-53-202

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Tailcone Emergency Release System -- Adjustment
Figure 502/53-53-00-990-847 (Sheet 3 of 4)

EFFECTIVITY

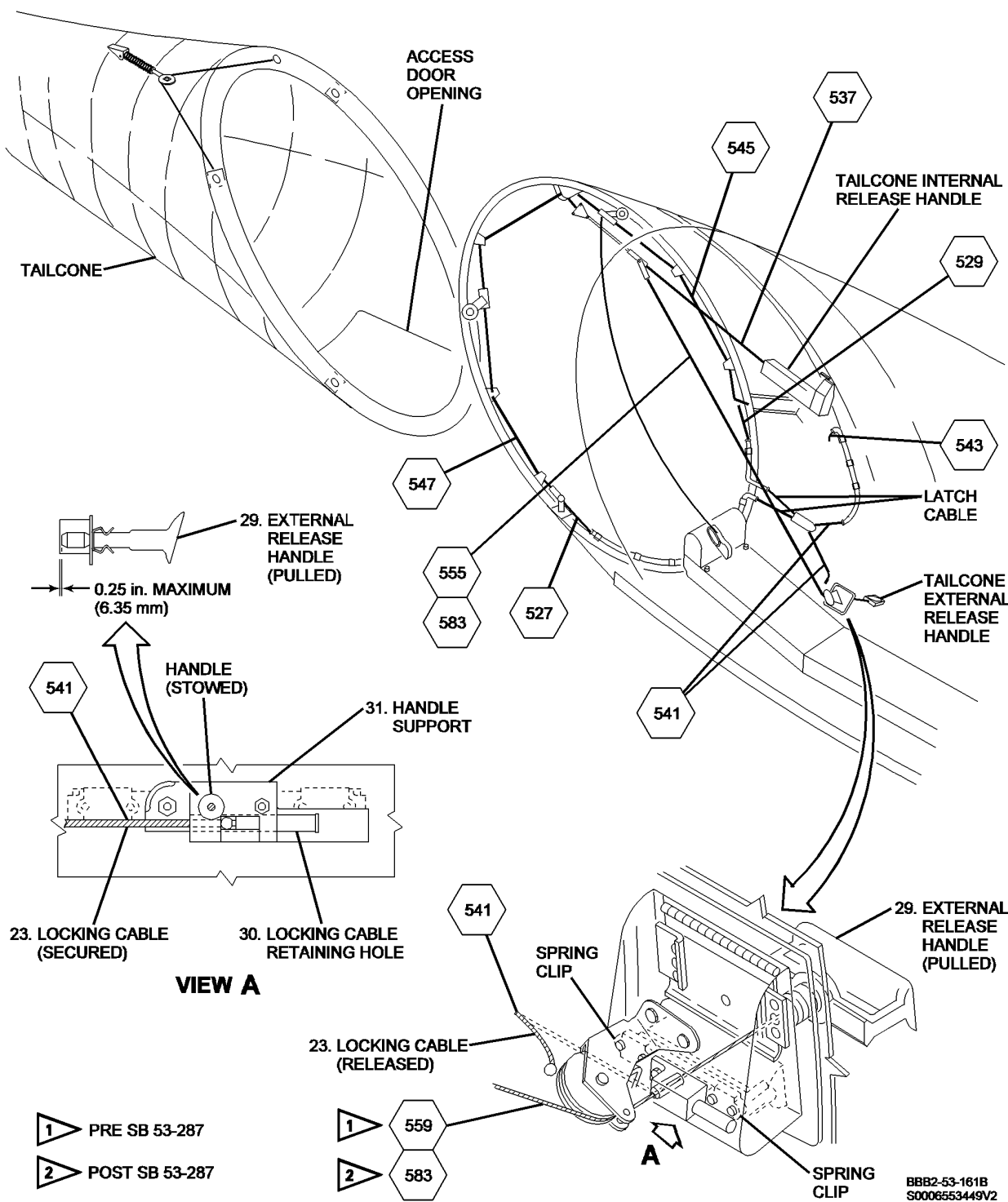
WJE 420, 422, 424-427, 429, 884, 891 POST
MD80-53-202

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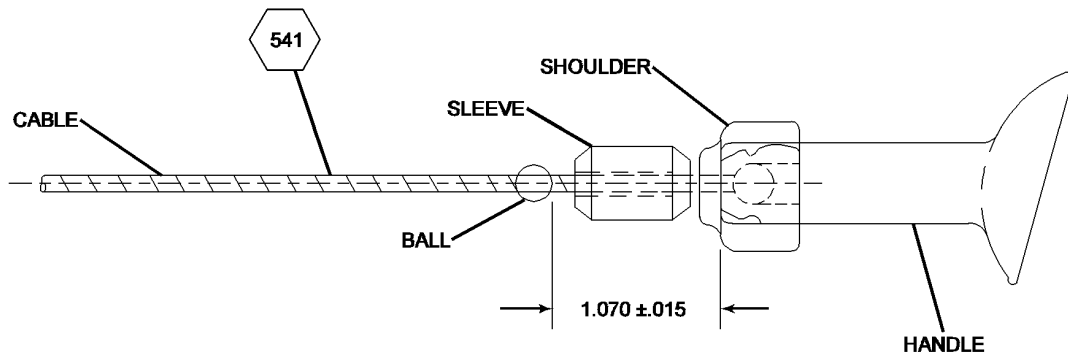
**Tailcone Emergency Release System -- Adjustment
Figure 502/53-53-00-990-847 (Sheet 4 of 4)**

EFFECTIVITY
WJE 420, 422, 424-427, 429, 884, 891 POST
MD80-53-202

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DB2-53-170A
S0008553450V2

**Tailcone Release Handle - Check
Figure 503/53-53-00-990-848**

EFFECTIVITY

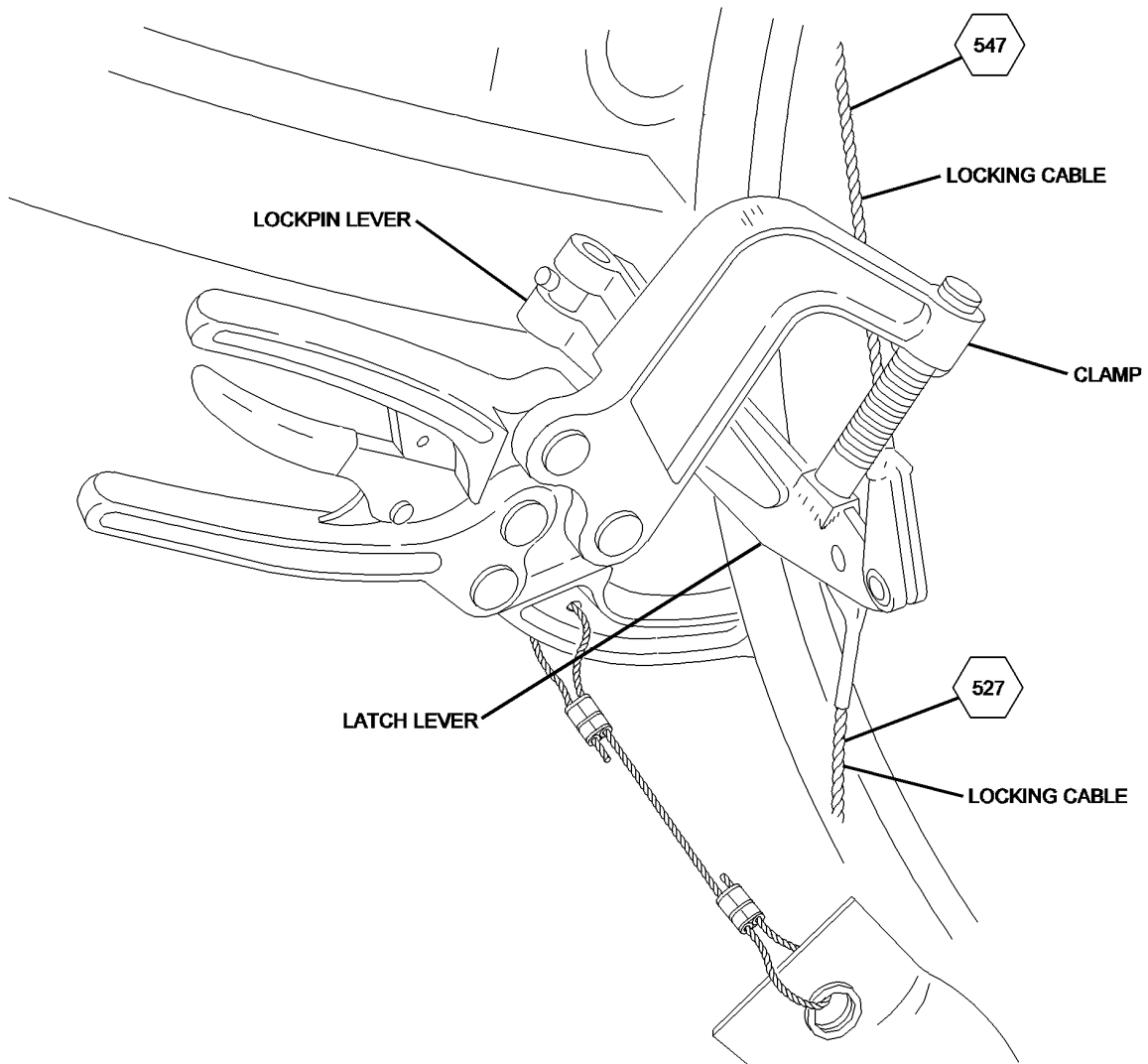
WJE 420, 422, 424-427, 429, 884, 891 POST
MD80-53-202

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BBB3-53-80A
S0006553426V2

**Tailcone Safety Lock
Figure 504/53-53-00-990-849**

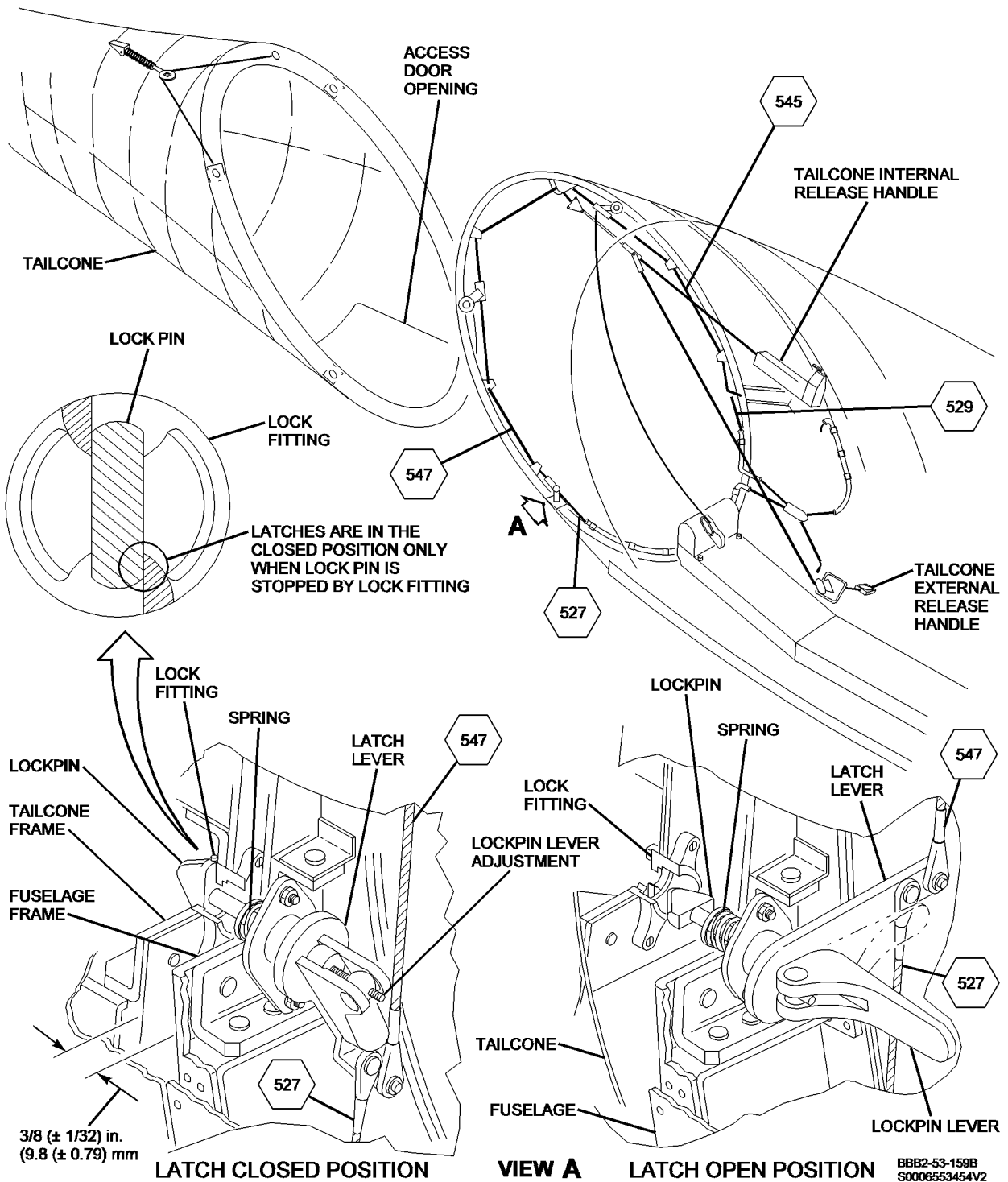
EFFECTIVITY
WJE 420, 422, 424-427, 429, 884, 891 POST
MD80-53-202

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Tailcone Latch Lockpin -- Adjustment
Figure 505/53-53-00-990-850

EFFECTIVITY
WJE 420, 422, 424-427, 429, 884, 891 POST
MD80-53-202

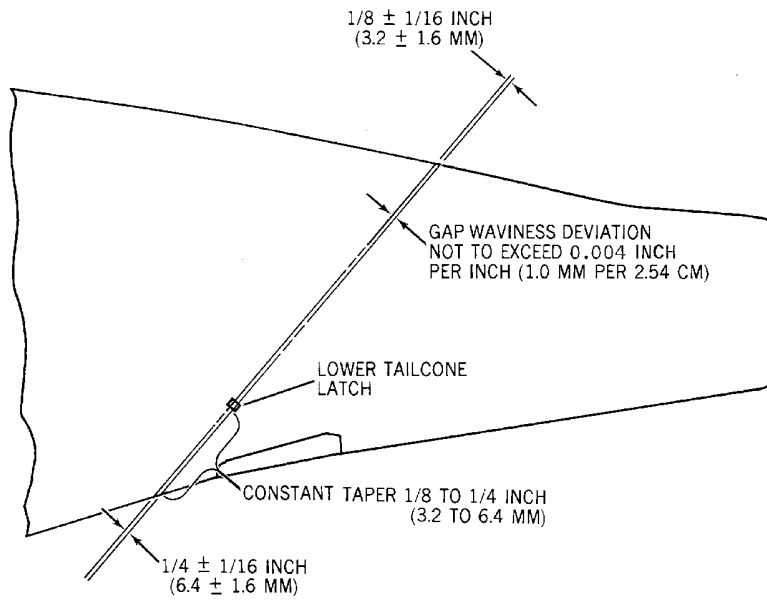
TP-80MM-WJE

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ALLOWABLE FAIRING MISMATCH BETWEEN TAILCONE
AND TAIL = 0.10 INCH (2.54 MM)



BBB2-53-89

**Tailcone Installation Variances
Figure 506/53-53-00-990-851**

EFFECTIVITY

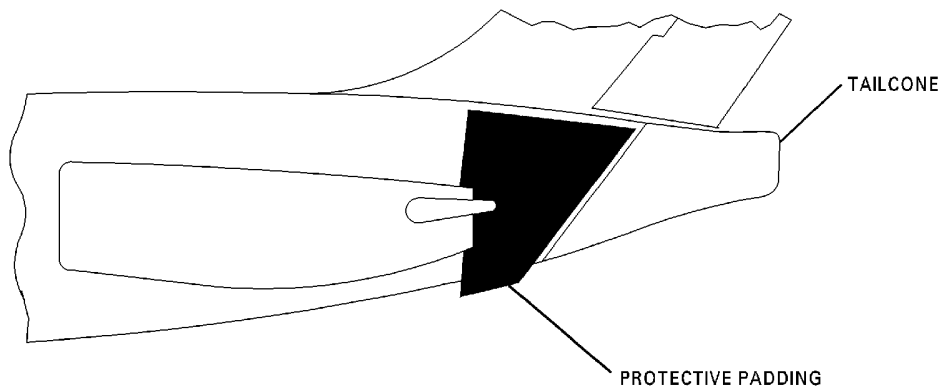
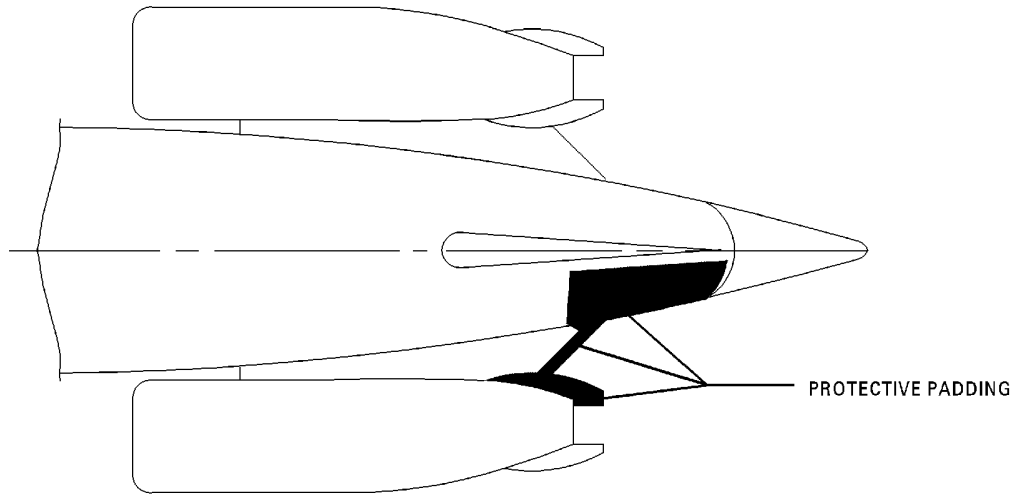
WJE 420, 422, 424-427, 429, 884, 891 POST
MD80-53-202

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CAG(IGDS)

BBB2-53-169

Tailcone Deployment -- Padding
Figure 507/53-53-00-990-852

EFFECTIVITY

WJE 420, 422, 424-427, 429, 884, 891 POST
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TAILCONE LIGHTNING STRIPS - MAINTENANCE PRACTICES

1. General

2. General

- A. The maintenance instructions in this section provide for the removal/installation of the tailcone lightning strips.
- B. On aircraft with tailcone lightning strips installed, a bonding strap is also installed between the forward, lower end of the lightning strip and the tailcone lower external access door frame/hinge. These straps are required to be connected at all times.

3. Equipment and Materials

NOTE: Equivalent substitutes may be used instead of the following listed items.

NOTE: It is possible that some materials in the Equipment and Materials List cannot be used for some or all of their necessary applications. Before you use the materials, make sure the types, quantities, and applications of the materials necessary are legally permitted in your location. All persons must obey all applicable federal, state, local, and provincial laws and regulations when it is necessary to work with these materials.

Table 201

Name and Number	Manufacturer
Ohmmeter	
Paint (matching color), QPL 2433	Courtaulds Aerospace Mojave, CA
Solvent, DPM 6380-1	Brulin & Co. Inc. Richmond, CA

4. Removal/Installation Tailcone Lightning Strips

WARNING: BEFORE YOU DO MAINTENANCE ON THE AIRCRAFT, MAKE SURE THE TAIL JACK IS CORRECTLY INSTALLED AT THE AFT JACKING POINT ON THE FUSELAGE. THIS WILL HELP PREVENT INJURY TO PERSONS AND DAMAGE TO THE AIRCRAFT.

- A. Remove Tailcone Lightning Strips (Figure 201)
 - (1) Open access door 6101A.
 - (2) Remove attach screws from lightning strips. (Figure 201)
 - NOTE: Lightning strips consist of forward, center, and aft strips.
 - (3) Remove tailcone lightning strips from tailcone.
- B. Install Lightning Strips (Figure 201)
 - (1) Position lightning strips on tailcone. (Figure 201)
 - (2) Using screws and spacers, install lightning strips.
 - NOTE: All lightning strip segments must be electrically bonded to each other, and ultimately to the main connecting ring of the tailcone.
 - (3) Close access door 6101A.

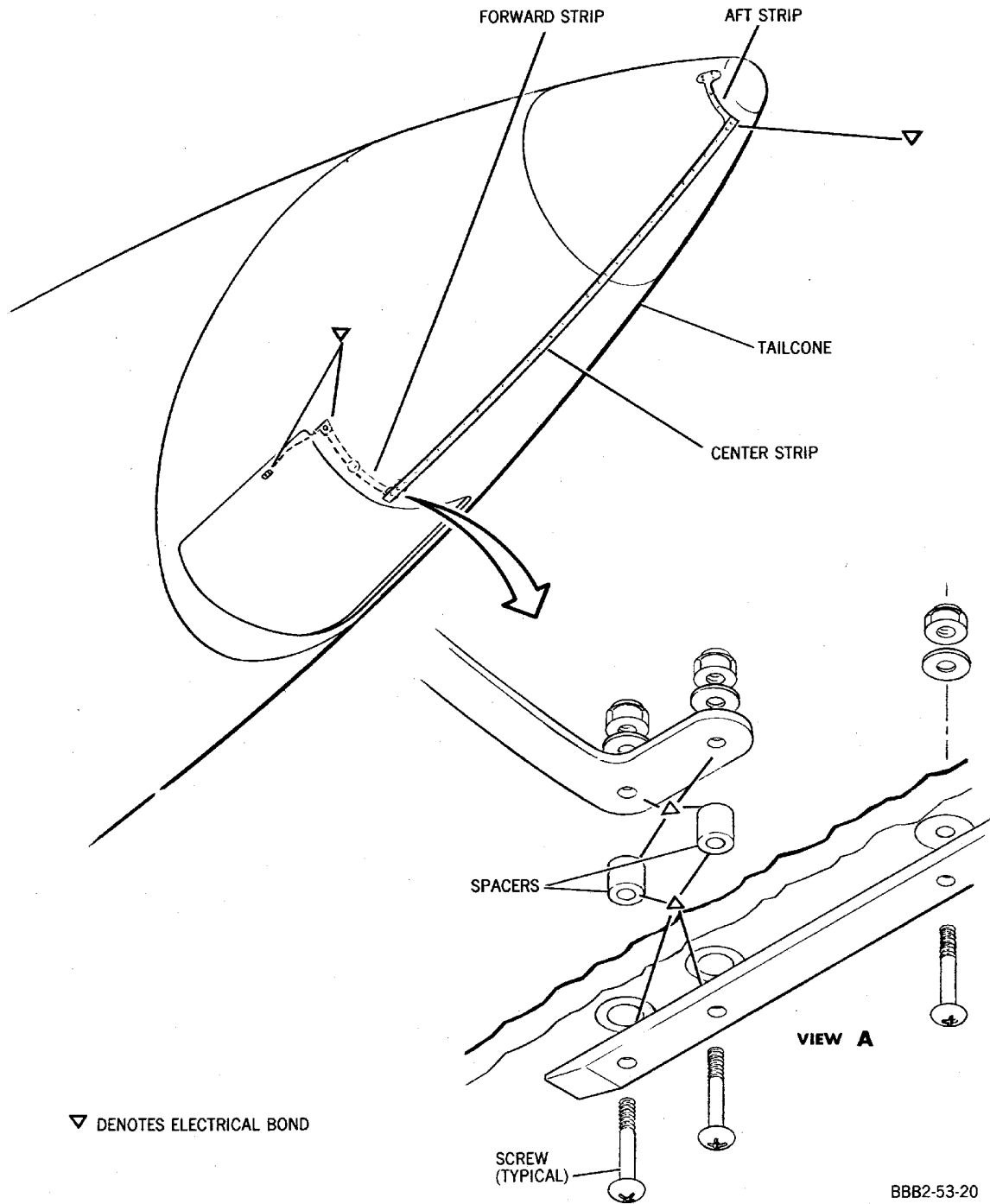
EFFECTIVITY
WJE 420, 422, 424-427, 429, 884, 891; before incorp.
of SB 53-203

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Tailcone Lightning Strips -- Installation
Figure 201/53-53-01-990-803

EFFECTIVITY
WJE 420, 422, 424-427, 429, 884, 891; before incorp.
of SB 53-203

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5. Approved Repairs Tailcone

A. Repair Lightning Strips (Figure 201)

- (1) Remove lightning strips. (Paragraph 4.A.)

WARNING: HANDWIPE CLEANER IS AN AGENT THAT IS FLAMMABLE, A SENSITIZER, AN ASPHYXIANT, AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY THE PRECAUTIONS WHEN HANDWIPE CLEANER IS USED.

- DO NOT USE IN AREAS WHERE THERE IS HIGH HEAT, SPARKS, OR FLAMES.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET HANDWIPE CLEANER IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIER'S MSDS FOR:

- MORE PRECAUTIONARY DATA
- APPROVED SAFETY EQUIPMENT
- EMERGENCY MEDICAL AID.

TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THIS HAZARDOUS AGENT.

- (2) Clean strips and tailcone with clean cloth dampened with solvent (DPM 6380-1).

NOTE: An electrical bond is required between lightning strips, spacers, and jumpers.

- (3) Install lightning strips. (Paragraph 4.B.)

WARNING: FLUID RESISTANT EPOXY TOPCOAT COATING IS AN AGENT THAT IS FLAMMABLE, POISONOUS, AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY THE PRECAUTIONS WHEN FLUID RESISTANT EPOXY TOPCOAT COATING IS USED.

- GAS/AIR MIXTURES MORE THAN THE LOWER EXPLOSIVE LIMIT (LEL) CAN CAUSE AN EXPLOSION IF HIGH HEAT, SPARKS, OR FLAMES SUPPLY IGNITION.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET FLUID RESISTANT EPOXY TOPCOAT COATING IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIER'S MSDS FOR:

- MORE PRECAUTIONARY DATA
- APPROVED SAFETY EQUIPMENT
- EMERGENCY MEDICAL AID.

TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THIS HAZARDOUS AGENT.

- (4) Using matching color paint (QPL 2433), paint strips to match tailcone.

EFFECTIVITY
WJE 420, 422, 424-427, 429, 884, 891; before incorp.
of SB 53-203

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CAUTION: USE SHARP PROBE TO PREVENT DAMAGE TO EXTERNAL FINISH WHEN PERFORMING CONTINUITY CHECK.

- (5) Using ohmmeter, check for continuity between aft lightning strip and tailcone attach frame.

EFFECTIVITY

WJE 420, 422, 424-427, 429, 884, 891; before incorp. of SB 53-203

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TAILCONE RELEASE MECHANISM CAM - MAINTENANCE PRACTICES

1. General

- A. The maintenance instructions in this section provide for the removal/installation and adjustment/test of the tailcone release mechanism cam and removal/installation of the aft fuselage emergency exit pressure bulkhead door arm assembly and adjustment of the aft fuselage control arm assembly.

2. Equipment and Materials

NOTE: Equivalent substitutes may be used instead of the following listed items.

NOTE: It is possible that some materials in the Equipment and Materials List cannot be used for some or all of their necessary applications. Before you use the materials, make sure the types, quantities, and applications of the materials necessary are legally permitted in your location. All persons must obey all applicable federal, state, local, and provincial laws and regulations when it is necessary to work with these materials.

Table 201

Name and Number	Manufacturer
Grease, wide temperature range, MIL-G-81322 DPM 5348	Mobil Oil Corp. Burbank, CA
Adapter, Torque, Tailcone Release P/N 5962528-501	The Boeing Co.
Wrench, Torque, dial indicating, 0-300 inch-pounds (0-150 N·m)	Commercially available
Socket, 1-inch	Commercially available
Lockwire, NASM20995N32 DPM 684	Not Specified
Rig Pin Kit, SPL-771 P/N 5952169-505	The Boeing Co.

3. Removal/Installation Tailcone Release Mechanism Cam

- A. Remove Tailcone Release Mechanism Cam (Figure 201)

WARNING: MAKE CERTAIN THAT TAIL JACK IS PROPERLY INSTALLED AT AFT JACKING POINT ON FUSELAGE BEFORE PERFORMING MAINTENANCE ON AIRCRAFT. (WING AND FUSELAGE JACKING, SUBJECT 07-11-00, PAGE 201)

- (1) Remove tailcone. (TAILCONE, SUBJECT 53-53-00, page 401)
- (2) Remove lockwire from retaining nut on forward end of shaft. Unscrew retaining nut until there is no load on spring.
- (3) Mark alignment stripe across pin and end of shaft. (Figure 201)

EFFECTIVITY

WJE 401-404, 406-408, 410-412, 414-419, 421, 423, 861-866, 868, 869, 871-874, 880, 886, 887, 892, 893

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CAUTION: WITH PIN REMOVED FROM SHAFT, ONLY SLIGHT AXIAL MOVEMENT OF SHAFT WILL RESULT IN DISASSEMBLY OF UNIT OR MISALIGNMENT OF CAM ON SHAFT. MAINTAIN CONSTANT PRESSURE ON SHAFT FROM CAM END TO ENSURE PROPER POSITIONING OF ALL PARTS.

- (4) Remove pin from cam shaft. Restrain parts from disassembling with pin removed.
- (5) Remove bolts holding cam base to aft fuselage frame web.
- (6) Carefully remove cam from fuselage frame forward side.
- (7) Install pin on shaft to keep parts together.
- (8) Mark top of cam base for installation.

B. Install Tailcone Release Mechanism Cam (Figure 201)

- (1) Make certain that cam and roller surfaces are clean.
- (2) Make certain that retaining nut has been loosened and there is no load on spring.
- (3) Before installing cam on fuselage frame forward side, rotate pin clockwise (facing pin) until sloped side of cam is against rollers and pin is pointing up (counter-clockwise approximately 35 degrees from centerline of base). Resistance to further pin rotation will be felt when pin reaches this position.

CAUTION: WITH PIN REMOVED FROM SHAFT, ONLY SLIGHT AXIAL MOVEMENT OF SHAFT WILL RESULT IN DISASSEMBLY OF UNIT OR MISALIGNMENT OF CAM ON SHAFT. MAINTAIN CONSTANT PRESSURE ON SHAFT FROM CAM END TO ENSURE PROPER POSITIONING OF ALL PARTS.

- (4) Mark alignment stripe on pin and across end of shaft.
- (5) Temporarily remove pin from shaft.
- (6) Insert cam through lightning hole in left fuselage frame with shaft pointing aft, and attach with four bolts (heads facing aft).
- (7) Install torque adapter and check torque (and adjust as required) per Paragraph 4..

CAUTION: WITH PIN REMOVED FROM SHAFT, ONLY SLIGHT AXIAL MOVEMENT OF SHAFT WILL RESULT IN DISASSEMBLY OF UNIT OR MISALIGNMENT OF CAM ON SHAFT. MAINTAIN CONSTANT PRESSURE ON SHAFT FROM CAM END TO ENSURE PROPER POSITIONING OF ALL PARTS.

- (8) Remove torque adapter.
- (9) Coat shaft splines with WTR grease (MIL-G-81322) prior to installing pin on shaft.
- (10) Install pin on shaft with stripe aligned with shaft end stripe. Pin should be approximately vertical when viewed from ground.
- (11) Install lockwire between retaining nut and tab on washer.
- (12) Install tailcone. (TAILCONE, SUBJECT 53-53-00, Page 401)

EFFECTIVITY

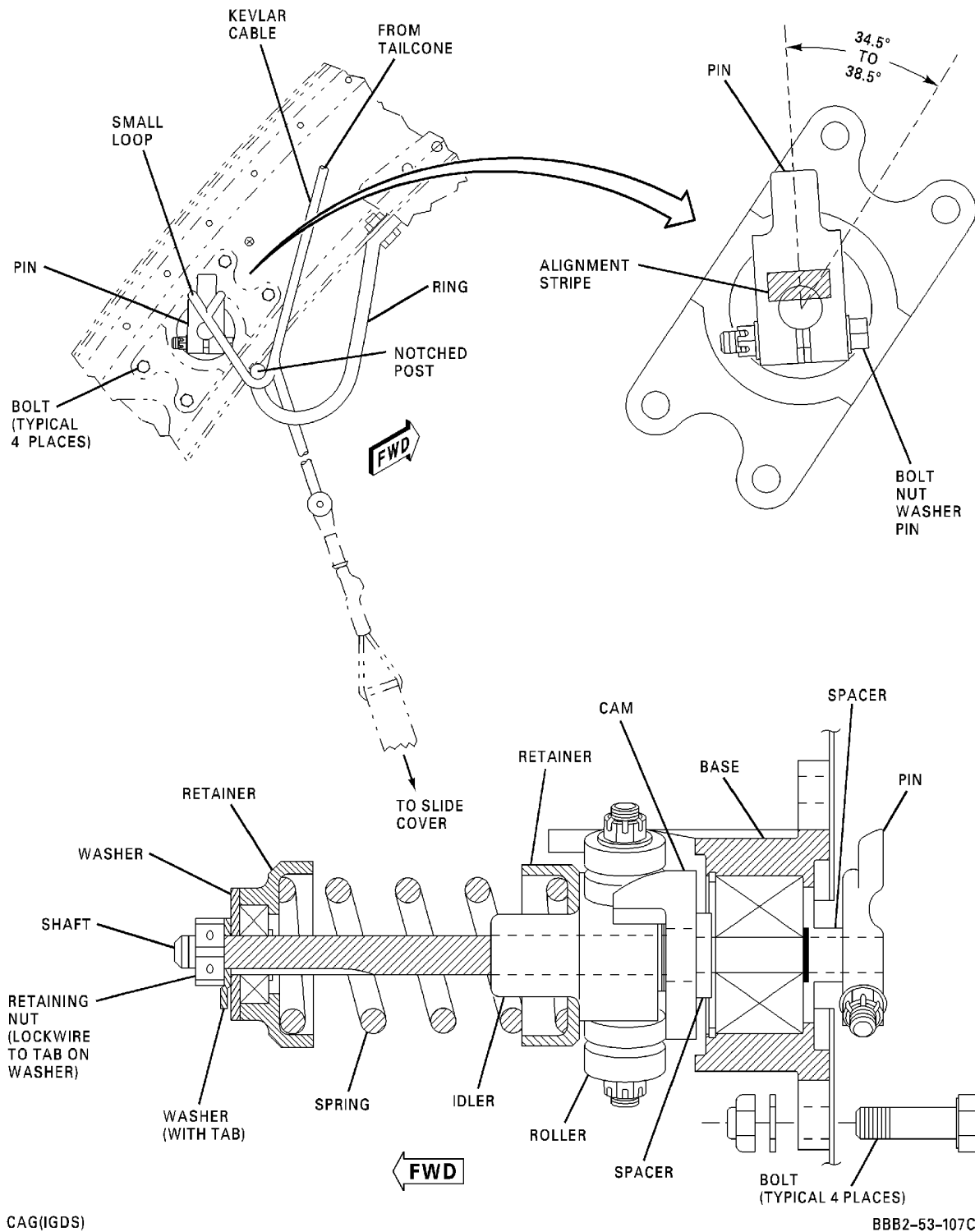
WJE 401-404, 406-408, 410-412, 414-419, 421, 423,
861-866, 868, 869, 871-874, 880, 886, 887, 892, 893

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**Tailcone Release Mechanism Cam -- Maintenance Practices
Figure 201/53-53-02-990-801**

EFFECTIVITY
WJE 401-404, 406-408, 410-412, 414-419, 421, 423,
861-866, 868, 869, 871-874, 880, 886, 887, 892, 893

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4. Adjustment/Test Tailcone Release Mechanism Cam

A. Adjust Tailcone Release Mechanism Cam (Figure 201)

- (1) Remove tailcone (if required). (TAILCONE, SUBJECT 53-53-00, Page 401)
- (2) Mark alignment stripe on pin and across end of shaft.

CAUTION: WITH PIN REMOVED FROM SHAFT, ONLY SLIGHT AXIAL MOVEMENT OF SHAFT WILL RESULT IN DISASSEMBLY OF UNIT OR MISALIGNMENT OF CAM ON SHAFT. MAINTAIN CONSTANT PRESSURE ON SHAFT FROM CAM END TO ENSURE PROPER POSITIONING OF ALL PARTS.

- (3) Temporarily remove pin from shaft.
- (4) Install torque adapter on shaft.
- (5) Using torque wrench, rotate cam clockwise until rollers are at base of cam.
- (6) Rotate cam clockwise. Rollers will ride up on cam. Maximum torque will occur when rollers are near top of cam. Torque should be 245(±5) inch-pounds (27.7(±0.6) N·m). When rollers go over cam, rollers will drop suddenly, and torque will drop rapidly.

NOTE: It is not necessary nor desirable for roller to ride over top of cam. Once maximum torque is reached, relax applied torque and return to starting position.

- (7) If cam rollers have gone over cam, rotate cam clockwise (using torque adapter) to return cam to starting position.

NOTE: If torque is within limits, go to Paragraph 4.A.(11).

- (8) Remove lockwire between spring retaining nut and tabbed washer (if installed).
- (9) Adjust retaining nut as required to provide 245(±5) inch-pounds (27.7(±0.6) N·m) torque when cam is actuated.
- (10) Perform Paragraph 4.A.(5) through Paragraph 4.A.(10) as required.

CAUTION: WITH PIN REMOVED FROM SHAFT, ONLY SLIGHT AXIAL MOVEMENT OF SHAFT WILL RESULT IN DISASSEMBLY OF UNIT OR MISALIGNMENT OF CAM ON SHAFT. MAINTAIN CONSTANT PRESSURE ON SHAFT FROM CAM END TO ENSURE PROPER POSITIONING OF ALL PARTS.

- (11) Remove torque adapter from shaft.

WARNING: GREASE LUBRICANT IS AN AGENT THAT IS AN IRRITANT. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN GREASE LUBRICANT IS USED.

- DO NOT USE IN AREAS WHERE THERE IS HIGH HEAT, SPARKS, OR FLAMES.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET GREASE LUBRICANT IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIER'S MSDS FOR:

- MORE PRECAUTIONARY DATA
- APPROVED SAFETY EQUIPMENT
- EMERGENCY MEDICAL AID.

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(WARNING PRECEDES)

TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THIS HAZARDOUS AGENT.

- (12) Coat shaft splines with WTR grease (MIL-G-81322) prior to installing pin on shaft.
 - (13) Install pin on shaft with stripe aligned with shaft end stripe. Pin should be approximately vertical when viewed from ground.
 - (14) Install lockwire between retaining nut and tab on washer.
 - (15) Install tailcone (if required). (TAILCONE, SUBJECT 53-53-00, Page 401)
- B. Test Tailcone Release Mechanism Cam (Figure 201)
- (1) Remove tailcone (if required). (TAILCONE, SUBJECT 53-53-00, Page 401)
 - (2) Mark alignment stripe on pin and across end of shaft.

CAUTION: WITH PIN REMOVED FROM SHAFT, ONLY SLIGHT AXIAL MOVEMENT OF SHAFT WILL RESULT IN DISASSEMBLY OF UNIT OR MISALIGNMENT OF CAM ON SHAFT. MAINTAIN CONSTANT PRESSURE ON SHAFT FROM CAM END TO ENSURE PROPER POSITIONING OF ALL PARTS.

- (3) Temporarily remove pin from shaft.
- (4) Install torque adapter on shaft.
- (5) Using torque adapter, test cam as follows:
 - (a) Rotate cam clockwise until rollers are at base of cam.
 - (b) Rotate cam clockwise. Rollers will ride up on cam. Maximum torque will occur when rollers are near top of cam. Torque should be 245(±5) inch-pounds (27.7(±0.6) N·m). When rollers go over cam, rollers will drop suddenly, and torque will drop rapidly.

NOTE: It is not necessary nor desirable for roller to ride over top of cam. Once maximum torque is reached, relax applied torque and return to starting position.

- (c) If cam rollers have gone over cam, rotate cam clockwise (using torque adapter) to return cam to starting position.

CAUTION: WITH PIN REMOVED FROM SHAFT, ONLY SLIGHT AXIAL MOVEMENT OF SHAFT WILL RESULT IN DISASSEMBLY OF UNIT OR MISALIGNMENT OF CAM ON SHAFT. MAINTAIN CONSTANT PRESSURE ON SHAFT FROM CAM END TO ENSURE PROPER POSITIONING OF ALL PARTS.

- (6) Remove torque adapter from shaft.

WARNING: GREASE LUBRICANT IS AN AGENT THAT IS AN IRRITANT. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN GREASE LUBRICANT IS USED.

- DO NOT USE IN AREAS WHERE THERE IS HIGH HEAT, SPARKS, OR FLAMES.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET GREASE LUBRICANT IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

EFFECTIVITY
WJE 401-404, 406-408, 410-412, 414-419, 421, 423,
861-866, 868, 869, 871-874, 880, 886, 887, 892, 893

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(WARNING PRECEDES)

WARNING: REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIER'S MSDS FOR:

- MORE PRECAUTIONARY DATA
- APPROVED SAFETY EQUIPMENT
- EMERGENCY MEDICAL AID.

TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THIS HAZARDOUS AGENT.

- (7) Coat shaft splines with WTR grease (MIL-G-81322) prior to installing pin on shaft.
- (8) Install pin on shaft with stripe aligned with shaft end stripe. Pin should be approximately vertical when viewed from ground.
- (9) Install tailcone (if required). (TAILCONE, SUBJECT 53-53-00, Page 401)

5. ARM, AFT FUSELAGE EMERGENCY EXIT PRESSURE BULKHEAD DOOR - REMOVAL/INSTALLATION

- A. This procedure has the removal and installation instructions for the emergency exit pressure bulkhead door arm assembly.
- (1) The emergency exit pressure bulkhead door arm assembly is installed on the bulkhead door frame.
- B. Removal of the Aft Fuselage Emergency Exit Pressure Bulkhead Door Arm Assembly
- (1) Install the tailcone safety lock clamp, SPL-181 to hold the tailcone latch in the close position.
 - (2) Remove the aft fuselage emergency exit pressure bulkhead door control arm assembly (1) as follows: (Figure 202)
 - (a) Remove the cotter pin (2) and discard.
 - (b) Remove the nut (3), washer (4), and the bolt (5) to disconnect the pull cable (6).
 - (c) Remove the nut (7), washer (8), bolt (9), spacer (10), and the bushing (11) that holds the spring (12) to the frame.
NOTE: Make a record of the position of the spring hooks before they are removed. Use this record to put the spring hooks in the same position when they are installed.
 - (d) Remove the four bolts (13) that attach the fuselage aft emergency exit pressure bulkhead door control arm assembly (1) to the structure.
 - (e) Remove the aft emergency exit pressure bulkhead door control arm assembly (1) from the aircraft.
- C. Installation of the Aft Fuselage Emergency Exit Pressure Bulkhead Door Arm Assembly
- (1) Make sure the tailcone safety lock clamp is installed, to hold the tailcone latch in the close position.
 - (2) Install the aft fuselage emergency exit pressure bulkhead door arm assembly (1) as follows: (Figure 202)
 - (a) Put the arm assembly (1) in position on the bulkhead door frame.
 - (b) Install the four bolts (13) to attach the arm assembly (1) to the door frame.
 - (c) Tighten the four bolts (13).
 - (d) Put the spring (12) in position.
NOTE: The spring hooks must be installed as shown on Figure 202.
 - (e) Install the bolt (9), spacer (10), bushing (11), washer (8) and the nut (7).

EFFECTIVITY

WJE 401-404, 406-408, 410-412, 414-419, 421, 423,
861-866, 868, 869, 871-874, 880, 886, 887, 892, 893

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- (f) Tighten the nut (7).
 - (g) Install the pull cable (6) with the bolt (5), washer (4) and the nut (3).
 - (h) Tighten the nut (3).
 - (i) Install the new cotter pin (2) on the nut (3).
 - (j) Make sure the copper wire and lead seal that holds the control arm in the close position are installed.
- (3) Make sure the emergency exit pressure bulkhead door arm assembly (1) is rigged.
(Figure 202)
- (4) Remove the tailcone safety lock clamp from the tailcone latch.
- (5) Remove all the tools and equipment from the work area. Make sure the area is clean.

EFFECTIVITY

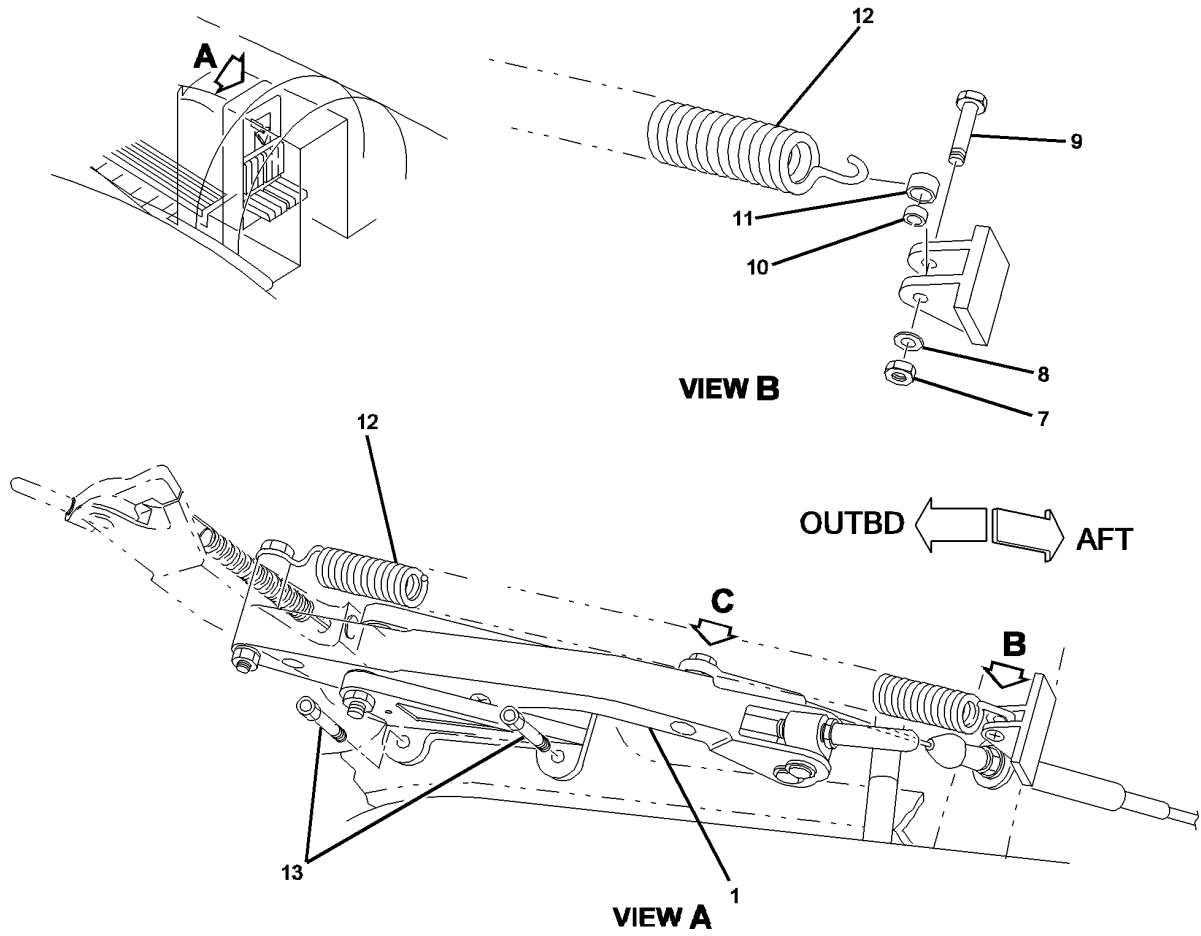
WJE 401-404, 406-408, 410-412, 414-419, 421, 423,
861-866, 868, 869, 871-874, 880, 886, 887, 892, 893

TP-80MM-WJE

53-53-02

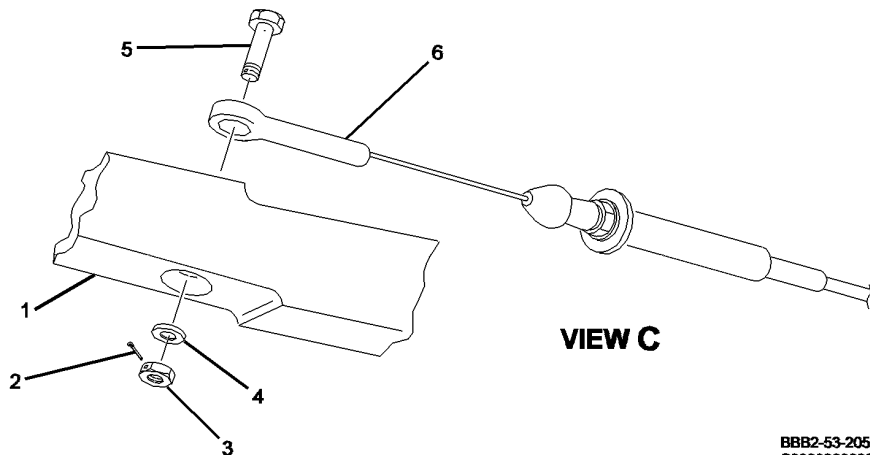
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LEGEND:

- 1. ARM ASSEMBLY
- 2. COTTER PIN
- 3. NUT
- 4. WASHER
- 5. BOLT
- 6. PULL CABLE
- 7. NUT
- 8. WASHER
- 9. BOLT
- 10. SPACER
- 11. BUSHING
- 12. SPRING



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S0000263009V1

Emergency Exit Pressure Bulkhead Door Arm Assy - Removal/Installation
Figure 202/53-53-02-990-805

EFFECTIVITY

WJE 401-404, 406-408, 410-412, 414-419, 421, 423, 861-866, 868, 869, 871-874, 880, 886, 887, 892, 893

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6. Adjustment of the Aft Fuselage Control Arm Assembly

A. Adjust Aft Fuselage Control Arm Assembly

- (1) Remove the tailcone. (TAILCONE, SUBJECT 53-53-00, Page 401)
- (2) Adjust the Aft Fuselage Control Arm Assembly as follows: (Figure 203)
 - (a) Disconnect the pull cable (2) at the accessory fuselage aft control arm assembly (1) above the emergency aft exit door (3).
 - (b) Turn the accessory fuselage aft control arm assembly (1) away from the stop bolt (4) and install a rig pin, 5-3 in the rig pin hole (5).
 - (c) Put the emergency handle (6) in the open position.
 - (d) Open the emergency aft exit door (3).
 - (e) Shim the pin (7) with washers (8).
 - (f) Make sure there is a 0.12 ± 0.03 in. (3.05 ± 0.76 mm) clearance between the pin (7) and the rod (9).
 - (g) Remove the rig pin from the rig pin hole (5) in the accessory fuselage aft control arm assembly (1).
 - (h) Close and latch the emergency aft exit door (3).
 - (i) Make sure there is a 0.18 ± 0.06 in. (4.57 ± 1.53 mm) clearance between the pin (7) and the rod (9).
- (3) Install the tailcone. (TAILCONE, SUBJECT 53-53-00, Page 401)
- (4) Remove all the tools and equipment from the work area. Make sure the area is clean.

EFFECTIVITY

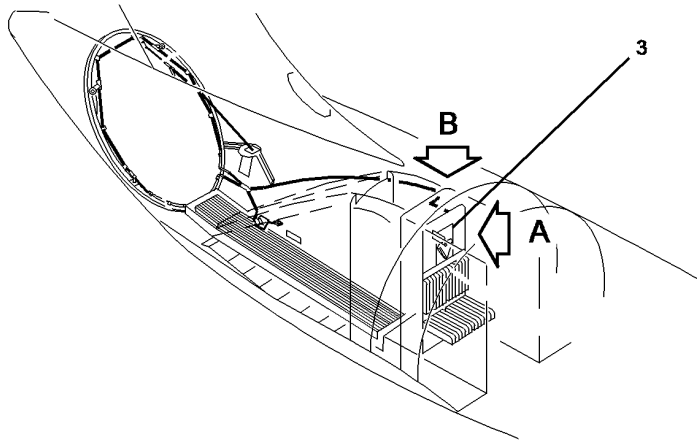
WJE 401-404, 406-408, 410-412, 414-419, 421, 423,
861-866, 868, 869, 871-874, 880, 886, 887, 892, 893

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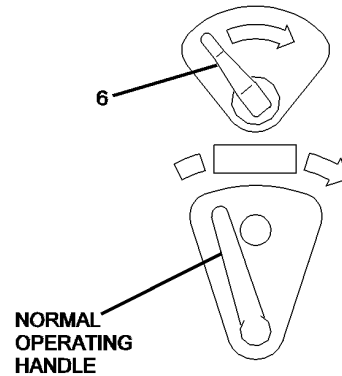
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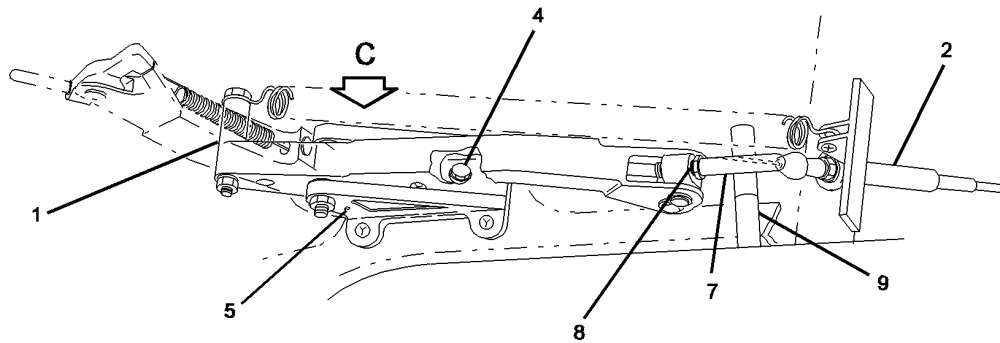
TAILCONE EMERGENCY RELEASE SYSTEM



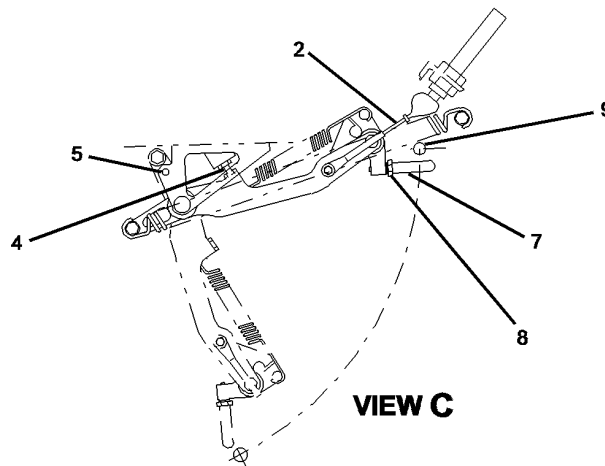
**NORMAL
OPERATING
HANDLE**

VIEW A

**AFT VIEWING WINDOW
AND DOOR HANDLE**



VIEW B



VIEW C

LEGEND:

- 1. ACCESSORY FUSELAGE
AFT CONTROL ARM
ASSEMBLY
- 2. PULL CABLE
- 3. EMERGENCY AFT EXIT DOOR
- 4. STOP BOLT
- 5. RIG PIN HOLE
- 6. EMERGENCY HANDLE
- 7. PIN
- 8. WASHER
- 9. ROD

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S0000264778V1

**Aft Fuselage Accessory Release Control Arm Assembly - Adjustment/Test
Figure 203/53-53-02-990-806**

EFFECTIVITY

WJE 401-404, 406-408, 410-412, 414-419, 421, 423,
861-866, 868, 869, 871-874, 880, 886, 887, 892, 893

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TAILCONE RELEASE MECHANISM CAM - MAINTENANCE PRACTICES

1. General

- A. The maintenance instructions in this section provide for the removal/installation and adjustment/test of the tailcone release mechanism cam and removal/installation of the aft fuselage emergency exit pressure bulkhead door arm assembly and adjustment of the aft fuselage control arm assembly.

2. Equipment and Materials

NOTE: Equivalent substitutes may be used instead of the following listed items.

NOTE: It is possible that some materials in the Equipment and Materials List cannot be used for some or all of their necessary applications. Before you use the materials, make sure the types, quantities, and applications of the materials necessary are legally permitted in your location. All persons must obey all applicable federal, state, local, and provincial laws and regulations when it is necessary to work with these materials.

Table 201

Name and Number	Manufacturer
Grease, wide temperature range, MIL-G-81322 DPM 5348	Mobil Oil Corp. Burbank, CA
Adapter, Torque, Tailcone Release P/N 5962528-501	The Boeing Co.
Wrench, Torque, dial indicating, 0-300 inch-pounds (0-150 N·m)	Commercially available
Socket, 1-inch	Commercially available
Lockwire, Inconel, NASM20995N32, DPM 684	Not Specified
Lockwire, Corrosion Resistant Steel, NASM20995C32, DPM 5865	Not Specified
Cotter pin	Not Specified
Clamp - Safety Lock, Tailcone P/N 3954693-1	The Boeing Co.
Rig Pin Kit, SPL-771 P/N 5952169-505	The Boeing Co.

3. Removal/Installation Tailcone Release Mechanism Cam

- A. Remove Tailcone Release Mechanism Cam (Figure 201)

WARNING: BEFORE YOU DO MAINTENANCE ON THE AIRCRAFT, MAKE SURE THE TAIL JACK IS CORRECTLY INSTALLED AT THE AFT JACKING POINT ON THE FUSELAGE. THIS WILL HELP PREVENT INJURY TO PERSONS AND DAMAGE TO THE AIRCRAFT.

- (1) Remove tailcone. (TAILCONE, SUBJECT 53-53-00, page 401)

EFFECTIVITY

WJE 405, 409, 420, 422, 424-427, 429, 881, 883, 884, 891; with SB 53-203 incorp.

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- (2) Remove lockwire from retaining nut on forward end of shaft. Unscrew retaining nut until there is no load on spring.
- (3) Mark alignment stripe across pin and end of shaft. (Figure 201)

CAUTION: WITH PIN REMOVED FROM SHAFT, ONLY SLIGHT AXIAL MOVEMENT OF SHAFT WILL RESULT IN DISASSEMBLY OF UNIT OR MISALIGNMENT OF CAM ON SHAFT. MAINTAIN CONSTANT PRESSURE ON SHAFT FROM CAM END TO ENSURE PROPER POSITIONING OF ALL PARTS.

- (4) Remove pin from cam shaft. Restrain parts from disassembling with pin removed.
- (5) Remove bolts holding cam base to aft fuselage frame web.
- (6) Carefully remove cam from fuselage frame forward side.
- (7) Install pin on shaft to keep parts together.
- (8) Mark top of cam base for installation.

B. Install Tailcone Release Mechanism Cam (Figure 201)

- (1) Make certain that cam and roller surfaces are clean.
- (2) Make certain that retaining nut has been loosened and there is no load on spring.
- (3) Before installing cam on fuselage frame forward side, rotate pin clockwise (facing pin) until sloped side of cam is against rollers and pin is pointing up (counter-clockwise approximately 35 degrees from centerline of base). Resistance to further pin rotation will be felt when pin reaches this position.

CAUTION: WITH PIN REMOVED FROM SHAFT, ONLY SLIGHT AXIAL MOVEMENT OF SHAFT WILL RESULT IN DISASSEMBLY OF UNIT OR MISALIGNMENT OF CAM ON SHAFT. MAINTAIN CONSTANT PRESSURE ON SHAFT FROM CAM END TO ENSURE PROPER POSITIONING OF ALL PARTS.

- (4) Mark alignment stripe on pin and across end of shaft.
- (5) Temporarily remove pin from shaft.
- (6) Insert cam through lightning hole in left fuselage frame with shaft pointing aft, and attach with four bolts (heads facing aft).
- (7) Install torque adapter and check torque (and adjust as required) per Paragraph 4..

CAUTION: WITH PIN REMOVED FROM SHAFT, ONLY SLIGHT AXIAL MOVEMENT OF SHAFT WILL RESULT IN DISASSEMBLY OF UNIT OR MISALIGNMENT OF CAM ON SHAFT. MAINTAIN CONSTANT PRESSURE ON SHAFT FROM CAM END TO ENSURE PROPER POSITIONING OF ALL PARTS.

- (8) Remove torque adapter.
- (9) Coat shaft splines with WTR grease (MIL-G-81322) prior to installing pin on shaft.
- (10) Install pin on shaft with stripe aligned with shaft end stripe. Pin should be approximately vertical when viewed from ground.
- (11) Install lockwire between retaining nut and tab on washer. (LOCKWIRE SAFETYING - MAINTENANCE PRACTICES, PAGEBLOCK 20-10-18/201)
- (12) Install tailcone. (TAILCONE, SUBJECT 53-53-00, Page 401)

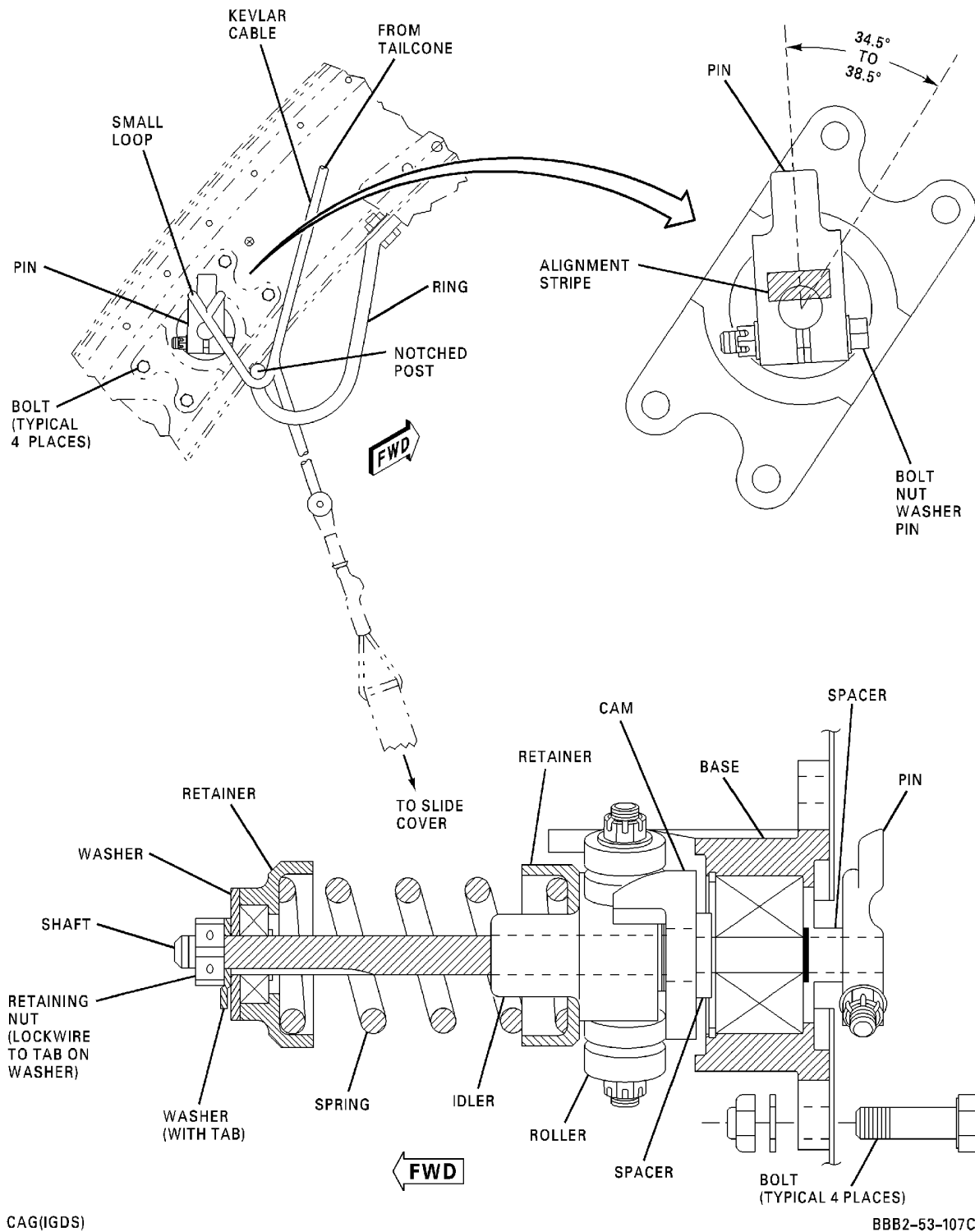
EFFECTIVITY
WJE 405, 409, 420, 422, 424-427, 429, 881, 883, 884,
891; with SB 53-203 incorp.

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Tailcone Release Mechanism Cam -- Maintenance Practices
Figure 201/53-53-02-990-802

EFFECTIVITY
WJE 405, 409, 420, 422, 424-427, 429, 881, 883, 884, 891; with SB 53-203 incorp.

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4. Adjustment/Test Tailcone Release Mechanism Cam

A. Adjust Tailcone Release Mechanism Cam (Figure 201)

- (1) Remove tailcone (if required). (TAILCONE, SUBJECT 53-53-00, Page 401)
- (2) Mark alignment stripe on pin and across end of shaft.

CAUTION: WITH PIN REMOVED FROM SHAFT, ONLY SLIGHT AXIAL MOVEMENT OF SHAFT WILL RESULT IN DISASSEMBLY OF UNIT OR MISALIGNMENT OF CAM ON SHAFT. MAINTAIN CONSTANT PRESSURE ON SHAFT FROM CAM END TO ENSURE PROPER POSITIONING OF ALL PARTS.

- (3) Temporarily remove pin from shaft.
- (4) Install torque adapter on shaft.
- (5) Using torque wrench, rotate cam clockwise until rollers are at base of cam.
- (6) Rotate cam clockwise. Rollers will ride up on cam. Maximum torque will occur when rollers are near top of cam. Torque should be 245(±5) inch-pounds (27.7(±0.6) N·m). When rollers go over cam, rollers will drop suddenly, and torque will drop rapidly.

NOTE: It is not necessary nor desirable for roller to ride over top of cam. Once maximum torque is reached, relax applied torque and return to starting position.

- (7) If cam rollers have gone over cam, rotate cam clockwise (using torque adapter) to return cam to starting position.

NOTE: If torque is within limits, go to Paragraph 4.A.(11).

- (8) Remove lockwire between spring retaining nut and tabbed washer (if installed).
- (9) Adjust retaining nut as required to provide 245(±5) inch-pounds (27.7(±0.6) N·m) torque when cam is actuated.
- (10) Perform Paragraph 4.A.(5) through Paragraph 4.A.(10) as required.

CAUTION: WITH PIN REMOVED FROM SHAFT, ONLY SLIGHT AXIAL MOVEMENT OF SHAFT WILL RESULT IN DISASSEMBLY OF UNIT OR MISALIGNMENT OF CAM ON SHAFT. MAINTAIN CONSTANT PRESSURE ON SHAFT FROM CAM END TO ENSURE PROPER POSITIONING OF ALL PARTS.

- (11) Remove torque adapter from shaft.

WARNING: GREASE LUBRICANT IS AN AGENT THAT IS AN IRRITANT. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN GREASE LUBRICANT IS USED.

- DO NOT USE IN AREAS WHERE THERE IS HIGH HEAT, SPARKS, OR FLAMES.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET GREASE LUBRICANT IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

WARNING: REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIER'S MSDS FOR:

- MORE PRECAUTIONARY DATA
- APPROVED SAFETY EQUIPMENT
- EMERGENCY MEDICAL AID.

EFFECTIVITY
WJE 405, 409, 420, 422, 424-427, 429, 881, 883, 884,
891; with SB 53-203 incorp.

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(WARNING PRECEDES)

TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THIS HAZARDOUS AGENT.

- (12) Coat shaft splines with WTR grease (MIL-G-81322) prior to installing pin on shaft.
 - (13) Install pin on shaft with stripe aligned with shaft end stripe. Pin should be approximately vertical when viewed from ground.
 - (14) Install lockwire between retaining nut and tab on washer. (LOCKWIRE SAFETYING - MAINTENANCE PRACTICES, PAGEBLOCK 20-10-18/201)
 - (15) Install tailcone (if required). (TAILCONE, SUBJECT 53-53-00, Page 401)
- B. Test Tailcone Release Mechanism Cam (Figure 201)
- (1) Remove tailcone (if required). (TAILCONE, SUBJECT 53-53-00, Page 401)
 - (2) Mark alignment stripe on pin and across end of shaft.

CAUTION: WITH PIN REMOVED FROM SHAFT, ONLY SLIGHT AXIAL MOVEMENT OF SHAFT WILL RESULT IN DISASSEMBLY OF UNIT OR MISALIGNMENT OF CAM ON SHAFT. MAINTAIN CONSTANT PRESSURE ON SHAFT FROM CAM END TO ENSURE PROPER POSITIONING OF ALL PARTS.

- (3) Temporarily remove pin from shaft.
- (4) Install torque adapter on shaft.
- (5) Using torque adapter, test cam as follows:
 - (a) Rotate cam clockwise until rollers are at base of cam.
 - (b) Rotate cam clockwise. Rollers will ride up on cam. Maximum torque will occur when rollers are near top of cam. Torque should be 245(±5) inch-pounds (27.7(±0.6) N·m). When rollers go over cam, rollers will drop suddenly, and torque will drop rapidly.

NOTE: It is not necessary nor desirable for roller to ride over top of cam. Once maximum torque is reached, relax applied torque and return to starting position.

- (c) If cam rollers have gone over cam, rotate cam clockwise (using torque adapter) to return cam to starting position.

CAUTION: WITH PIN REMOVED FROM SHAFT, ONLY SLIGHT AXIAL MOVEMENT OF SHAFT WILL RESULT IN DISASSEMBLY OF UNIT OR MISALIGNMENT OF CAM ON SHAFT. MAINTAIN CONSTANT PRESSURE ON SHAFT FROM CAM END TO ENSURE PROPER POSITIONING OF ALL PARTS.

- (6) Remove torque adapter from shaft.

WARNING: GREASE LUBRICANT IS AN AGENT THAT IS AN IRRITANT. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN GREASE LUBRICANT IS USED.

- DO NOT USE IN AREAS WHERE THERE IS HIGH HEAT, SPARKS, OR FLAMES.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET GREASE LUBRICANT IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

EFFECTIVITY
WJE 405, 409, 420, 422, 424-427, 429, 881, 883, 884,
891; with SB 53-203 incorp.

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(WARNING PRECEDES)

WARNING: REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIER'S MSDS FOR:

- MORE PRECAUTIONARY DATA
- APPROVED SAFETY EQUIPMENT
- EMERGENCY MEDICAL AID.

TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THIS HAZARDOUS AGENT.

- (7) Coat shaft splines with WTR grease (MIL-G-81322) prior to installing pin on shaft.
- (8) Install pin on shaft with stripe aligned with shaft end stripe. Pin should be approximately vertical when viewed from ground.
- (9) Install tailcone (if required). (TAILCONE, SUBJECT 53-53-00, Page 401)

5. ARM, AFT FUSELAGE EMERGENCY EXIT PRESSURE BULKHEAD DOOR - REMOVAL/INSTALLATION

- A. This procedure has the removal and installation instructions for the emergency exit pressure bulkhead door arm assembly.
 - (1) The emergency exit pressure bulkhead door arm assembly is installed on the bulkhead door frame.
- B. Removal of the Aft Fuselage Emergency Exit Pressure Bulkhead Door Arm Assembly
 - (1) Install the tailcone safety lock clamp, SPL-181 to hold the tailcone latch in the close position.
 - (2) Remove the aft fuselage emergency exit pressure bulkhead door control arm assembly (1) as follows: (Figure 202)
 - (a) Remove the cotter pin (2) and discard.
 - (b) Remove the nut (3), washer (4), and the bolt (5) to disconnect the pull cable (6).
 - (c) Remove the nut (7), washer (8), bolt (9), spacer (10), and the bushing (11) that holds the spring (12) to the frame.

NOTE: Make a record of the position of the spring hooks before they are removed. Use this record to put the spring hooks in the same position when they are installed.
 - (d) Remove the four bolts (13) that attach the fuselage aft emergency exit pressure bulkhead door control arm assembly (1) to the structure.
 - (e) Remove the aft emergency exit pressure bulkhead door control arm assembly (1) from the aircraft.
- C. Installation of the Aft Fuselage Emergency Exit Pressure Bulkhead Door Arm Assembly
 - (1) Make sure the tailcone safety lock clamp is installed, to hold the tailcone latch in the close position.
 - (2) Install the aft fuselage emergency exit pressure bulkhead door arm assembly (1) as follows: (Figure 202)
 - (a) Put the arm assembly (1) in position on the bulkhead door frame.
 - (b) Install the four bolts (13) to attach the arm assembly (1) to the door frame.
 - (c) Tighten the four bolts (13).
 - (d) Put the spring (12) in position.

NOTE: The spring hooks must be installed as shown on Figure 202.
 - (e) Install the bolt (9), spacer (10), bushing (11), washer (8) and the nut (7).

EFFECTIVITY
WJE 405, 409, 420, 422, 424-427, 429, 881, 883, 884,
891; with SB 53-203 incorp.

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- (f) Tighten the nut (7).
 - (g) Install the pull cable (6) with the bolt (5), washer (4) and the nut (3).
 - (h) Tighten the nut (3).
 - (i) Install the new cotter pin (2) on the nut (3).
 - (j) Make sure the copper wire and lead seal that holds the control arm in the close position are installed.
- (3) Make sure the emergency exit pressure bulkhead door arm assembly (1) is rigged.
(Figure 202)
 - (4) Remove the tailcone safety lock clamp from the tailcone latch.
 - (5) Remove all the tools and equipment from the work area. Make sure the area is clean.

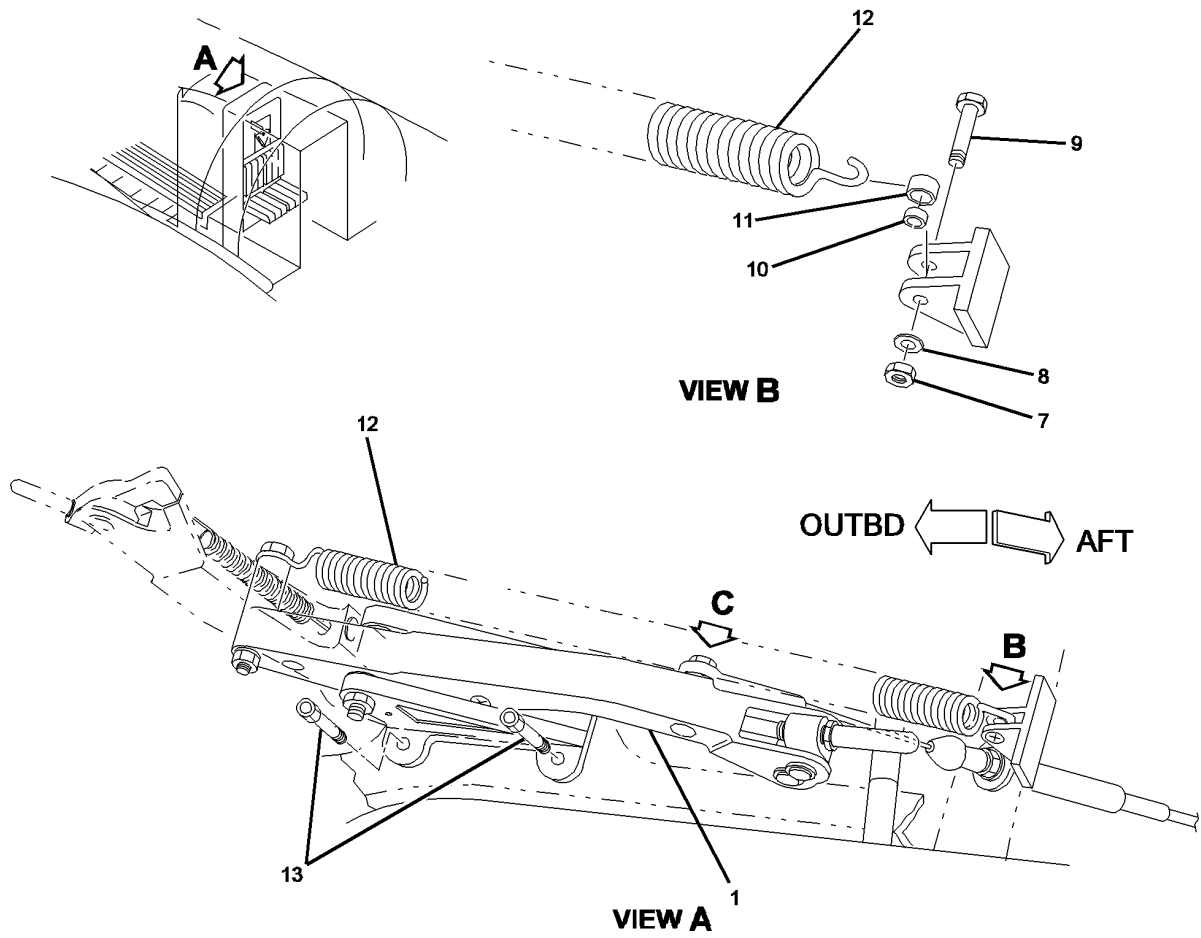
EFFECTIVITY
WJE 405, 409, 420, 422, 424-427, 429, 881, 883, 884,
891; with SB 53-203 incorp.

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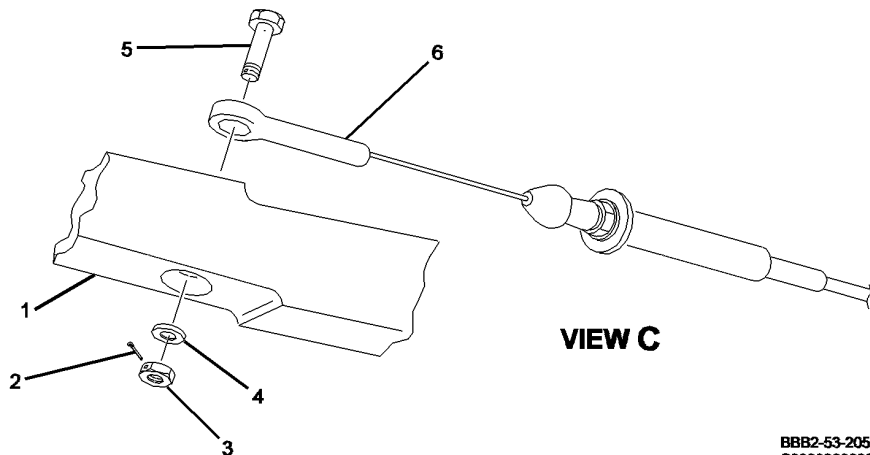
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LEGEND:

- 1. ARM ASSEMBLY
- 2. COTTER PIN
- 3. NUT
- 4. WASHER
- 5. BOLT
- 6. PULL CABLE
- 7. NUT
- 8. WASHER
- 9. BOLT
- 10. SPACER
- 11. BUSHING
- 12. SPRING



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S0000263009V1

Emergency Exit Pressure Bulkhead Door Arm Assy - Removal/Installation
Figure 202/53-53-02-990-803

EFFECTIVITY

WJE 405, 409, 420, 422, 424-427, 429, 881, 883, 884, 891; with SB 53-203 incorp.

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6. Adjustment of the Aft Fuselage Control Arm Assembly

A. Adjust Aft Fuselage Control Arm Assembly

- (1) Remove the tailcone. (TAILCONE, SUBJECT 53-53-00, Page 401)
- (2) Adjust the Aft Fuselage Control Arm Assembly as follows: (Figure 203)
 - (a) Disconnect the pull cable (2) at the accessory fuselage aft control arm assembly (1) above the emergency aft exit door (3).
 - (b) Turn the accessory fuselage aft control arm assembly (1) away from the stop bolt (4) and install a rig pin, SPL-771 in the rig pin hole (5).
 - (c) Put the emergency handle (6) in the open position.
 - (d) Open the emergency aft exit door (3).
 - (e) Shim the pin (7) with washers (8).
 - (f) Make sure there is a 0.12 ± 0.03 in. (3.05 ± 0.76 mm) clearance between the pin (7) and the rod (9).
 - (g) Remove the rig from the rig pin hole (5) in the accessory fuselage aft control arm assembly (1).
 - (h) Close and latch the emergency aft exit door (3).
 - (i) Make sure there is a 0.18 ± 0.06 in. (4.57 ± 1.53 mm) clearance between the pin (7) and the rod (9).
- (3) Install the tailcone. (TAILCONE, SUBJECT 53-53-00, Page 401)
- (4) Remove all the tools and equipment from the work area. Make sure the area is clean.

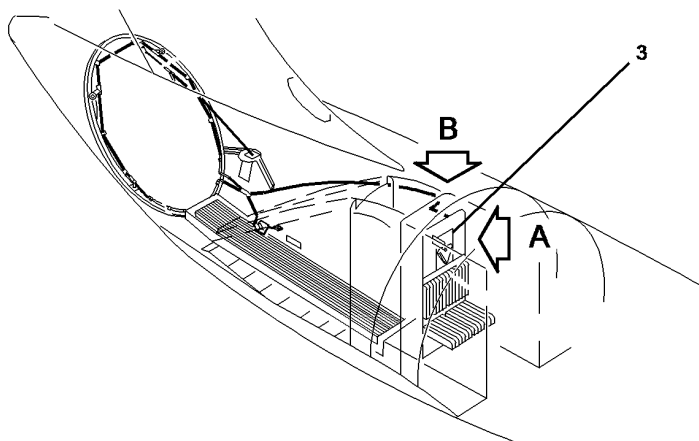
EFFECTIVITY
WJE 405, 409, 420, 422, 424-427, 429, 881, 883, 884,
891; with SB 53-203 incorp.

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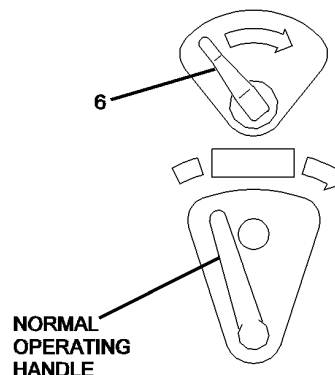
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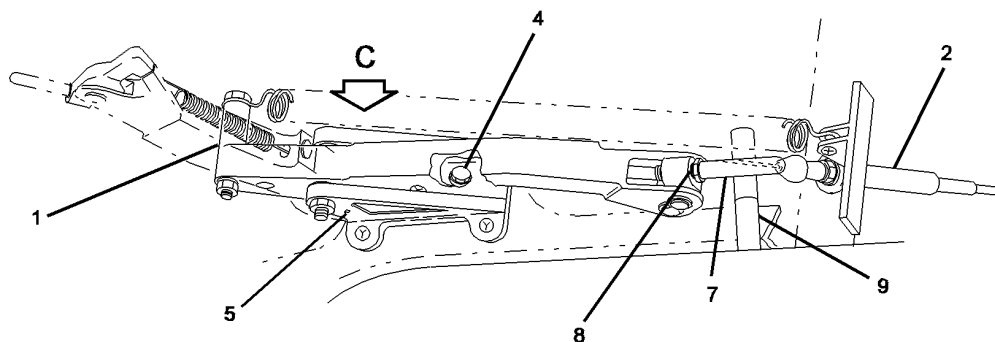
TAILCONE EMERGENCY RELEASE SYSTEM



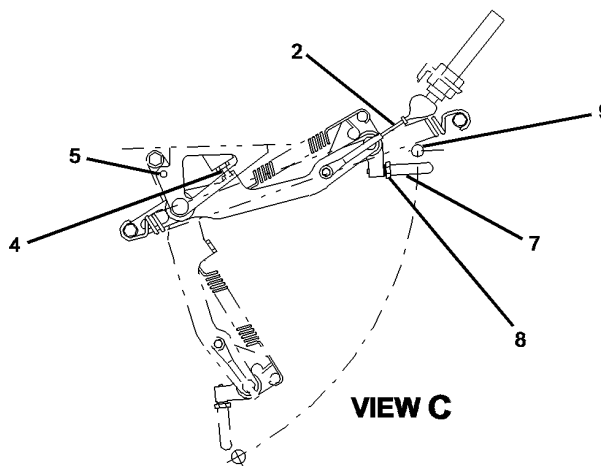
**NORMAL
OPERATING
HANDLE**

VIEW A

**AFT VIEWING WINDOW
AND DOOR HANDLE**



VIEW B



VIEW C

LEGEND:

- 1. ACCESSORY FUSELAGE
AFT CONTROL ARM
ASSEMBLY
- 2. PULL CABLE
- 3. EMERGENCY AFT EXIT DOOR
- 4. STOP BOLT
- 5. RIG PIN HOLE
- 6. EMERGENCY HANDLE
- 7. PIN
- 8. WASHER
- 9. ROD

BBB2-53-206
S0000264778V1

**Aft Fuselage Accessory Release Control Arm Assembly - Adjustment/Test
Figure 203/53-53-02-990-804**

EFFECTIVITY

WJE 405, 409, 420, 422, 424-427, 429, 881, 883, 884, 891; with SB 53-203 incorp.

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