

CHAPTER

36

PNEUMATIC



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

CHAPTER 36
PNEUMATIC

Subject/Page	Date	COC	Subject/Page	Date	COC	Subject/Page	Date	COC
36-EFFECTIVE PAGES			36-00-00 (cont)			36-11-00 (cont)		
1 thru 5	Feb 15/2025		917	Feb 15/2021		518	Jun 15/2024	
6	BLANK		918	Feb 15/2021		519	Oct 15/2024	
36-CONTENTS			919	Feb 15/2021	R 520	Feb 15/2025		
1	Jun 15/2019		920	Feb 15/2024	R 521	Feb 15/2025		
O 2	Feb 15/2025		R 921	Feb 15/2025	R 522	Feb 15/2025		
3	Feb 15/2024		922	Feb 15/2024	R 523	Feb 15/2025		
4	Oct 15/2024		923	Feb 15/2023	R 524	Feb 15/2025		
5	Jun 15/2024		924	Feb 15/2023	R 525	Feb 15/2025		
6	Oct 15/2024		925	Feb 15/2023	R 526	Feb 15/2025		
7	Oct 15/2024		R 926	Feb 15/2025	R 527	Feb 15/2025		
8	Oct 15/2024		927	Feb 15/2023	R 528	Feb 15/2025		
36-00-00			928	Feb 15/2023	R 529	Feb 15/2025		
201	Jun 15/2015		929	Feb 15/2023	R 530	Feb 15/2025		
202	Oct 15/2015		930	Feb 15/2023	R 531	Feb 15/2025		
203	Oct 15/2015		931	Feb 15/2023	532	Oct 15/2024		
204	Jun 15/2019		932	Feb 15/2023	533	Oct 15/2024		
205	Jun 15/2019		933	Feb 15/2023	534	Oct 15/2024		
206	Oct 15/2021		934	Feb 15/2023	535	Oct 15/2024		
207	Oct 15/2023		36-11-00		536	Oct 15/2024		
208	Oct 15/2023		R 501	Feb 15/2025	537	Oct 15/2024		
36-00-00			O 502	Feb 15/2025	538	Oct 15/2024		
901	Feb 15/2015		O 503	Feb 15/2025	539	Oct 15/2024		
902	Oct 15/2022		O 504	Feb 15/2025	540	Oct 15/2024		
903	Oct 15/2015		O 505	Feb 15/2025	541	Oct 15/2024		
904	Oct 15/2015		O 506	Feb 15/2025	542	Oct 15/2024		
905	Feb 15/2020		O 507	Feb 15/2025	543	Oct 15/2024		
906	Feb 15/2015		O 508	Feb 15/2025	544	Oct 15/2024		
907	Oct 15/2017		O 509	Feb 15/2025	545	Oct 15/2024		
908	Oct 15/2015		O 510	Feb 15/2025	546	Oct 15/2024		
909	Oct 15/2014		O 511	Feb 15/2025	547	Oct 15/2024		
910	Feb 15/2024		O 512	Feb 15/2025	548	Oct 15/2024		
911	Feb 15/2024		513	Oct 15/2015	R 549	Feb 15/2025		
912	Oct 15/2021		514	Jun 15/2024	R 550	Feb 15/2025		
913	Feb 15/2021		515	Jun 15/2024	551	Oct 15/2024		
914	Feb 15/2021		516	Jun 15/2024	552	Oct 15/2024		
915	Oct 15/2018		517	Oct 15/2015	R 553	Feb 15/2025		

A = Added, R = Revised, D = Deleted, O = Overflow, C = Customer Originated Change

36-EFFECTIVE PAGES



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

CHAPTER 36
PNEUMATIC

Subject/Page	Date	COC	Subject/Page	Date	COC	Subject/Page	Date	COC
36-11-00 (cont)			36-11-00 (cont)			36-11-01 (cont)		
R 554	Feb 15/2025		D 590	Feb 15/2025		R 419	Feb 15/2025	
555	Oct 15/2024		D 591	Feb 15/2025		420	Feb 15/2024	
556	Oct 15/2024		D 592	Feb 15/2025		421	Feb 15/2024	
557	Oct 15/2024		D 593	Feb 15/2025		422	BLANK	
558	Oct 15/2024		D 594	Feb 15/2025		36-11-02		
559	Oct 15/2024		D 595	Feb 15/2025		401	Feb 15/2021	
560	Oct 15/2024		D 596	Feb 15/2025		402	Feb 15/2021	
561	Oct 15/2024		D 597	Feb 15/2025		403	Feb 15/2021	
562	Oct 15/2024		D 598	Feb 15/2025		404	Oct 15/2020	
R 563	Feb 15/2025		D 598.1	Feb 15/2025		405	Feb 15/2021	
R 564	Feb 15/2025		D 598.2	Feb 15/2025		406	Feb 15/2021	
R 565	Feb 15/2025		D 598.3	Feb 15/2025		R 407	Feb 15/2025	
R 566	Feb 15/2025		D 598.4	Feb 15/2025		R 408	Feb 15/2025	
R 567	Feb 15/2025		D 598.5	Feb 15/2025		409	Apr 15/2022	
R 568	Feb 15/2025		D 598.6	Feb 15/2025		410	BLANK	
R 569	Feb 15/2025		D 598.7	Feb 15/2025		36-11-02		
R 570	Feb 15/2025		D 598.8	Feb 15/2025		601	Feb 15/2021	
R 571	Feb 15/2025		36-11-01			602	Feb 15/2021	
R 572	Feb 15/2025		401	Oct 15/2022		603	Oct 15/2015	
R 573	Feb 15/2025		402	Feb 15/2024		604	Oct 15/2015	
R 574	Feb 15/2025		403	Feb 15/2023		36-11-03		
R 575	Feb 15/2025		404	Feb 15/2023		401	Jun 15/2024	
R 576	Feb 15/2025		405	Oct 15/2022		402	Feb 15/2024	
O 577	Feb 15/2025		406	Oct 15/2022		403	Oct 15/2024	
R 578	Feb 15/2025		407	Feb 15/2023		404	Feb 15/2024	
D 579	Feb 15/2025		408	Oct 15/2022		405	Feb 15/2024	
D 580	Feb 15/2025		409	Oct 15/2022		R 406	Feb 15/2025	
D 581	Feb 15/2025		410	Oct 15/2022		R 407	Feb 15/2025	
D 582	Feb 15/2025		411	Oct 15/2022		R 408	Feb 15/2025	
D 583	Feb 15/2025		412	Oct 15/2022		R 409	Feb 15/2025	
D 584	Feb 15/2025		413	Oct 15/2022		R 410	Feb 15/2025	
D 585	Feb 15/2025		414	Oct 15/2022		36-11-04		
D 586	Feb 15/2025		R 415	Feb 15/2025		R 401	Feb 15/2025	
D 587	Feb 15/2025		R 416	Feb 15/2025		R 402	Feb 15/2025	
D 588	Feb 15/2025		R 417	Feb 15/2025		O 403	Feb 15/2025	
D 589	Feb 15/2025		R 418	Feb 15/2025		404	Feb 15/2021	
						405	Feb 15/2021	

A = Added, R = Revised, D = Deleted, O = Overflow, C = Customer Originated Change

36-EFFECTIVE PAGES

Page 2
Feb 15/2025



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

CHAPTER 36
PNEUMATIC

Subject/Page	Date	COC	Subject/Page	Date	COC	Subject/Page	Date	COC
36-11-04 (cont)			36-11-07 (cont)			36-12-01 (cont)		
406	Feb 15/2021		410	BLANK		210	Oct 15/2022	
R 407	Feb 15/2025		36-11-08			211	Oct 15/2022	
R 408	Feb 15/2025		R 401	Feb 15/2025		212	Oct 15/2020	
R 409	Feb 15/2025		R 402	Feb 15/2025		213	Oct 15/2020	
R 410	Feb 15/2025		403	Oct 15/2015		214	Oct 15/2015	
R 411	Feb 15/2025		404	Oct 15/2015		36-12-01		
412	BLANK		R 405	Feb 15/2025		401	Oct 15/2022	
36-11-05			R 406	Feb 15/2025		402	Oct 15/2022	
401	Jun 15/2021		36-12-00			403	Oct 15/2022	
402	Feb 15/2021		R 501	Feb 15/2025		404	Feb 15/2024	
403	Feb 15/2021		R 502	Feb 15/2025		405	Oct 15/2022	
404	Oct 15/2015		503	Oct 15/2024		406	Oct 15/2022	
405	Oct 15/2019		R 504	Feb 15/2025		407	Oct 15/2015	
R 406	Feb 15/2025		R 505	Feb 15/2025		R 408	Feb 15/2025	
R 407	Feb 15/2025		O 506	Feb 15/2025		409	Feb 15/2024	
408	Feb 15/2021		507	Jun 15/2017		R 410	Feb 15/2025	
36-11-06			508	Feb 15/2022		411	Oct 15/2022	
401	Jun 15/2024		509	Feb 15/2022		R 412	Feb 15/2025	
402	Jun 15/2024		510	Oct 15/2024		36-12-02		
403	Feb 15/2023		511	Oct 15/2024		401	Jun 15/2022	
404	Feb 15/2020		R 512	Feb 15/2025		402	Feb 15/2024	
R 405	Feb 15/2025		513	Oct 15/2024		403	Feb 15/2020	
R 406	Feb 15/2025		R 514	Feb 15/2025		404	Feb 15/2022	
407	Jun 15/2024		R 515	Feb 15/2025		405	Feb 15/2020	
R 408	Feb 15/2025		516	Oct 15/2024		R 406	Feb 15/2025	
R 409	Feb 15/2025		517	Oct 15/2024		R 407	Feb 15/2025	
410	Feb 15/2023		518	Oct 15/2024		R 408	Feb 15/2025	
36-11-07			36-12-01			409	Oct 15/2024	
401	Jun 15/2024		201	Oct 15/2022		410	Oct 15/2024	
402	Jun 15/2023		202	Oct 15/2022		36-12-03		
403	Jun 15/2023		203	Oct 15/2022		401	Oct 15/2022	
404	Feb 15/2022		204	Oct 15/2022		402	Oct 15/2022	
405	Jun 15/2023		205	Oct 15/2022		403	Oct 15/2015	
R 406	Feb 15/2025		206	Oct 15/2022		404	Oct 15/2015	
R 407	Feb 15/2025		207	Oct 15/2015		R 405	Feb 15/2025	
R 408	Feb 15/2025		R 208	Feb 15/2025		R 406	Feb 15/2025	
R 409	Feb 15/2025		R 209	Feb 15/2025		407	Feb 15/2023	

A = Added, R = Revised, D = Deleted, O = Overflow, C = Customer Originated Change

36-EFFECTIVE PAGES



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

CHAPTER 36
PNEUMATIC

Subject/Page	Date	COC	Subject/Page	Date	COC	Subject/Page	Date	COC
36-12-03 (cont)			36-13-01 (cont)			36-13-01 (cont)		
408	BLANK		410	Oct 15/2021		446	Oct 15/2024	
36-13-00			411	Oct 15/2021		447	Jun 15/2024	
201	Jun 15/2024		412	Oct 15/2021		448	Jun 15/2024	
202	Jun 15/2024		413	Oct 15/2021		449	Jun 15/2024	
203	Jun 15/2024		414	Oct 15/2021	R 450	Feb 15/2025		
204	Oct 15/2017		415	Oct 15/2021	R 451	Feb 15/2025		
205	Oct 15/2017		416	Oct 15/2021		452	Oct 15/2024	
206	Oct 15/2017		417	Oct 15/2021		453	Jun 15/2024	
207	Oct 15/2017		418	Oct 15/2021		454	Jun 15/2024	
208	Jun 15/2024		419	Oct 15/2021		455	Jun 15/2024	
209	Jun 15/2024		R 420	Feb 15/2025		456	Oct 15/2024	
210	BLANK		R 421	Feb 15/2025		457	Jun 15/2024	
36-13-00			422	Oct 15/2022		458	Jun 15/2024	
501	Jun 15/2024		423	Jun 15/2024		459	Oct 15/2024	
502	Oct 15/2024		424	Jun 15/2024		460	Oct 15/2024	
503	Jun 15/2024		425	Jun 15/2024		461	Oct 15/2024	
504	Jun 15/2024		426	Jun 15/2023		462	Oct 15/2024	
505	Jun 15/2024		427	Jun 15/2023		463	Jun 15/2024	
506	Jun 15/2024		428	Jun 15/2023	R 464	Feb 15/2025		
507	Jun 15/2024		429	Jun 15/2023	R 465	Feb 15/2025		
508	Jun 15/2024		R 430	Feb 15/2025	R 466	Feb 15/2025		
509	Jun 15/2024		431	Oct 15/2024		467	Oct 15/2024	
510	Jun 15/2024		R 432	Feb 15/2025		468	Oct 15/2024	
511	Jun 15/2024		433	Jun 15/2024		469	Jun 15/2024	
512	Jun 15/2024		434	Jun 15/2024		470	Jun 15/2024	
513	Jun 15/2024		435	Jun 15/2024	R 471	Feb 15/2025		
514	BLANK		436	Oct 15/2024		472	Jun 15/2024	
36-13-01			437	Jun 15/2024	36-13-01			
401	Oct 15/2014		438	Jun 15/2024		601	Oct 15/2014	
402	Oct 15/2021		439	Jun 15/2024		602	Oct 15/2014	
403	Oct 15/2021		440	Jun 15/2024	36-13-01			
404	Oct 15/2021		441	Jun 15/2024	R 701	Feb 15/2025		
405	Oct 15/2021		442	Jun 15/2024	R 702	Feb 15/2025		
406	Oct 15/2021		443	Oct 15/2024		703	Feb 15/2022	
407	Oct 15/2021		444	Oct 15/2024		704	Feb 15/2022	
408	Oct 15/2021		445	Oct 15/2024				
409	Oct 15/2021							

A = Added, R = Revised, D = Deleted, O = Overflow, C = Customer Originated Change

36-EFFECTIVE PAGES



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

CHAPTER 36
PNEUMATIC

Subject/Page	Date	COC	Subject/Page	Date	COC	Subject/Page	Date	COC
36-13-01			36-14-02					
R 801	Feb 15/2025		401	Oct 15/2017				
O 802	Feb 15/2025		402	Oct 15/2014				
803	Oct 15/2014		403	Oct 15/2015				
804	Oct 15/2014		404	Jun 15/2015				
805	Oct 15/2015		36-21-01					
806	BLANK		401	Jun 15/2024				
36-13-02			402	Jun 15/2024				
401	Oct 15/2017		403	Oct 15/2015				
402	Oct 15/2017		404	Oct 15/2015				
403	Oct 15/2015		405	Oct 15/2015				
404	Oct 15/2015		406	Jun 15/2024				
36-13-02			407	Jun 15/2024				
801	Oct 15/2015		408	BLANK				
802	Oct 15/2014		36-21-02					
803	Oct 15/2015		401	Oct 15/2014				
804	BLANK		402	Oct 15/2015				
36-13-03			403	Oct 15/2015				
401	Jun 15/2024		404	Oct 15/2024				
402	Jun 15/2024		405	Oct 15/2022				
403	Oct 15/2015		406	BLANK				
404	Oct 15/2015							
405	Jun 15/2024							
406	Jun 15/2024							
36-13-04								
401	Jun 15/2024							
402	Jun 15/2024							
403	Jun 15/2024							
404	Jun 15/2018							
405	Feb 15/2017							
406	Jun 15/2024							
407	Jun 15/2024							
408	Jun 15/2024							
36-14-00								
501	Oct 15/2017							
502	Oct 15/2024							
503	Feb 15/2021							
504	Oct 15/2015							

A = Added, R = Revised, D = Deleted, O = Overflow, C = Customer Originated Change

36-EFFECTIVE PAGES

Page 5
Feb 15/2025



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

CHAPTER 36
PNEUMATIC

SUBJECT	CHAPTER	SECTION	SUBJECT	CONF	PAGE	EFFECT
PNEUMATIC - MAINTENANCE PRACTICES	36-00-00				201	LOM ALL
Supply Pressure to the Pneumatic System (Selection)					201	LOM ALL
TASK 36-00-00-860-801						
Supply Pressure to the Pneumatic System with an External Ground Air Source					204	LOM ALL
TASK 36-00-00-860-802						
Supply Pressure to the Pneumatic System with the APU					204	LOM ALL
TASK 36-00-00-860-803						
Supply Pressure to the Pneumatic System with One or Both Engines					205	LOM ALL
TASK 36-00-00-860-804						
Supply Pressure Upstream of the PRSOV					206	LOM ALL
TASK 36-00-00-860-805						
Remove Pressure from the Pneumatic System					207	LOM ALL
TASK 36-00-00-860-806						
PNEUMATIC - DDG MAINTENANCE PROCEDURES	36-00-00				901	LOM ALL
MMEL 36-1 (DDPG) Preparation - Bleed Air Isolation Valve Inoperative					901	LOM ALL
TASK 36-00-00-040-801						
MMEL 36-1 (DDPG) Restoration - Bleed Air Isolation Valve Inoperative					905	LOM ALL
TASK 36-00-00-440-801						
MMEL 36-2 (DDPG) Preparation - Ground Pneumatic Connector Check Valve Inoperative					906	LOM ALL
TASK 36-00-00-040-802						
MMEL 36-2 (DDPG) Restoration - Ground Pneumatic Connector Check Valve Inoperative					909	LOM ALL
TASK 36-00-00-440-802						
MMEL 36-3 (DDPG) Preparation - Precooler Control Valve Inoperative					910	LOM ALL
TASK 36-00-00-040-803						
MMEL 36-3 (DDPG) Restoration - Precooler Control Valve Inoperative					917	LOM ALL
TASK 36-00-00-440-803						

36-CONTENTS



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

CHAPTER 36
PNEUMATIC

<u>SUBJECT</u>	<u>CHAPTER</u>	<u>SECTION</u>	<u>SUBJECT</u>	<u>CONF</u>	<u>PAGE</u>	<u>EFFECT</u>
MMEL 36-5 (DDPG) Preparation - Pressure Regulating and Shutoff Valve Inoperative TASK 36-00-00-040-804					920	LOM ALL
MMEL 36-5 (DDPG) Restoration - Pressure Regulating and Shutoff Valve Inoperative TASK 36-00-00-440-804					925	LOM ALL
MMEL 36-9 (DDPG) Preparation - High Stage Valve Inoperative TASK 36-00-00-040-805					927	LOM ALL
MMEL 36-9 (DDPG) Restoration - High Stage Valve Inoperative TASK 36-00-00-440-805					932	LOM ALL
ENGINE BLEED AIR DISTRIBUTION SYSTEM - ADJUSTMENT/TEST	36-11-00				501	LOM ALL
Bleed Air Regulator and 490F Overtemperature Switch Functional Test TASK 36-11-00-720-801					501	LOM ALL
Engine Bleed Trip Off Voltage Test TASK 36-11-00-730-801					505	LOM ALL
Engine Bleed Air Crossover Operational Test TASK 36-11-00-710-801					514	LOM ALL
Engine Bleed Air System Health Check TASK 36-11-00-700-801					519	LOM ALL
Engine Bleed Air System Leak Check Using the APU TASK 36-11-00-700-802					550	LOM ALL
Bleed Air Regulator/PRSOV/450° F Thermostat Health Check TASK 36-11-00-710-802					563	LOM ALL
High Stage Regulator/High Stage Valve Health Check TASK 36-11-00-710-803					569	LOM ALL
Reverse Flow Check Protection Test TASK 36-11-00-710-805					573	LOM ALL

36-CONTENTS



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

CHAPTER 36
PNEUMATIC

SUBJECT	CHAPTER SECTION	SUBJECT	CONF	PAGE	EFFECT
<u>ENGINE PNEUMATIC DUCT - REMOVAL/INSTALLATION</u>		36-11-01		401	LOM ALL
Engine Pneumatic Duct Removal TASK 36-11-01-000-802				401	LOM ALL
Engine Pneumatic Duct Installation TASK 36-11-01-400-802				415	LOM ALL
<u>BLEED AIR CHECK VALVE (5TH-STAGE) - REMOVAL/INSTALLATION</u>		36-11-02		401	LOM ALL
Bleed Air Check Valve - Removal TASK 36-11-02-000-801				401	LOM ALL
Bleed Air Check Valve - Installation TASK 36-11-02-400-801				407	LOM ALL
<u>BLEED AIR CHECK VALVE (5TH-STAGE) - INSPECTION/CHECK</u>		36-11-02		601	LOM ALL
Bleed Air Check Valve Inspection TASK 36-11-02-200-801				601	LOM ALL
<u>BLEED AIR REGULATOR - REMOVAL/INSTALLATION</u>		36-11-03		401	LOM ALL
Bleed Air Regulator Removal TASK 36-11-03-000-801				401	LOM ALL
Bleed Air Regulator Installation TASK 36-11-03-400-801				406	LOM ALL
<u>PRESSURE REGULATING AND SHUTOFF VALVE (PRSOV) - REMOVAL/INSTALLATION</u>		36-11-04		401	LOM ALL
PRSOV Removal TASK 36-11-04-000-801				401	LOM ALL
PRSOV Installation TASK 36-11-04-400-801				407	LOM ALL
<u>450 F THERMOSTAT - REMOVAL/INSTALLATION</u>		36-11-05		401	LOM ALL
Thermostat Removal TASK 36-11-05-000-801				401	LOM ALL
Thermostat Installation TASK 36-11-05-400-801				406	LOM ALL

36-CONTENTS



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

CHAPTER 36
PNEUMATIC

SUBJECT	CHAPTER SECTION	SUBJECT	CONF	PAGE	EFFECT
HIGH STAGE VALVE - REMOVAL/INSTALLATION		36-11-06		401	LOM ALL
High Stage Valve Removal				401	LOM ALL
TASK 36-11-06-000-801					
High Stage Valve - Installation				405	LOM ALL
TASK 36-11-06-400-801					
HIGH STAGE REGULATOR - REMOVAL/INSTALLATION	36-11-07			401	LOM ALL
High Stage Regulator Removal				401	LOM ALL
TASK 36-11-07-000-801					
High Stage Regulator Installation				406	LOM ALL
TASK 36-11-07-400-801					
490° F OVERTEMPERATURE SWITCH - REMOVAL/INSTALLATION	36-11-08			401	LOM ALL
Overtemperature Switch Removal				401	LOM ALL
TASK 36-11-08-000-801					
Overtemperature Switch Installation				405	LOM ALL
TASK 36-11-08-400-801					
BLEED AIR PRECOOLER SYSTEM - ADJUSTMENT/TEST	36-12-00			501	LOM ALL
Precooler Control Valve System Health Check				501	LOM ALL
TASK 36-12-00-700-801					
Precooler Control Valve Functional Test				512	LOM ALL
TASK 36-12-00-710-802					
BLEED AIR PRECOOLER - MAINTENANCE PRACTICES	36-12-01			201	LOM ALL
Bleed Air Precooler Disconnection (For Engine Component Removal)				201	LOM ALL
TASK 36-12-01-800-801					
Bleed Air Precooler Reconnection (After Engine Component Installation)				208	LOM ALL
TASK 36-12-01-400-801					
Bleed Air Precooler Inspection for Cracks				211	LOM ALL
TASK 36-12-01-200-801					

36-CONTENTS



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

CHAPTER 36
PNEUMATIC

<u>SUBJECT</u>	<u>CHAPTER</u>	<u>SECTION</u>	<u>SUBJECT</u>	<u>CONF</u>	<u>PAGE</u>	<u>EFFECT</u>
<u>BLEED AIR PRECOOLER - REMOVAL/INSTALLATION</u>			36-12-01		401	LOM ALL
Bleed Air Precooler Removal TASK 36-12-01-000-801					401	LOM ALL
Bleed Air Precooler Installation TASK 36-12-01-400-802					408	LOM ALL
<u>PRECOOLER CONTROL VALVE - REMOVAL/INSTALLATION</u>	36-12-02				401	LOM ALL
Precooler Control Valve Removal TASK 36-12-02-000-801					401	LOM ALL
Precooler Control Valve Installation TASK 36-12-02-400-801					406	LOM ALL
<u>PRECOOLER CONTROL VALVE SENSOR - REMOVAL/INSTALLATION</u>	36-12-03				401	LOM ALL
Precooler Control Valve Sensor Removal TASK 36-12-03-000-801					401	LOM ALL
Precooler Control Valve Sensor Installation TASK 36-12-03-400-801					405	LOM ALL
<u>PNEUMATIC MANIFOLD SYSTEM - MAINTENANCE PRACTICES</u>	36-13-00				201	LOM ALL
Pneumatic Manifold System - Deactivation TASK 36-13-00-800-801					201	LOM ALL
Pneumatic Manifold System - Activation TASK 36-13-00-800-802					208	LOM ALL
<u>PNEUMATIC MANIFOLD SYSTEM - ADJUSTMENT/TEST</u>	36-13-00				501	LOM ALL
Bleed Air Isolation Valve Operational Test TASK 36-13-00-710-801					501	LOM ALL
Pneumatic System Duct Leakage Test TASK 36-13-00-700-801					508	LOM ALL
<u>PNEUMATIC MANIFOLD DUCT - REMOVAL/INSTALLATION</u>	36-13-01				401	LOM ALL
Pneumatic Manifold Duct Removal (Selection) TASK 36-13-01-000-808					401	LOM ALL

36-CONTENTS



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

CHAPTER 36
PNEUMATIC

<u>SUBJECT</u>	<u>CHAPTER</u>	<u>SECTION</u>	<u>SUBJECT</u>	<u>CONF</u>	<u>PAGE</u>	<u>EFFECT</u>
Pneumatic Manifold Duct Installation (Selection) TASK 36-13-01-400-802					402	LOM ALL
Strut Pneumatic Duct Removal TASK 36-13-01-000-801					402	LOM ALL
Strut Pneumatic Duct Installation TASK 36-13-01-000-802					409	LOM ALL
Wing Leading Edge Duct Removal TASK 36-13-01-000-803					413	LOM ALL
Wing Leading Edge Duct Installation TASK 36-13-01-400-801					420	LOM ALL
Crossover Duct Removal TASK 36-13-01-000-804					423	LOM ALL
Crossover Duct Installation TASK 36-13-01-000-805					430	LOM ALL
APU Pneumatic Duct Removal TASK 36-13-01-000-806					433	LOM ALL
APU Pneumatic Duct Installation TASK 36-13-01-000-807					450	LOM ALL
APU Pneumatic Duct Pressure Seal Removal TASK 36-13-01-020-801					455	LOM ALL
APU Pneumatic Duct Pressure Seal Installation TASK 36-13-01-420-801					464	LOM ALL
APU Pneumatic Duct Pressure Seal at Forward MLG Wheel Well Bulkhead Removal TASK 36-13-01-020-802					467	LOM ALL
APU Pneumatic Duct Pressure Seal at Forward MLG Wheel Well Bulkhead Installation TASK 36-13-01-420-802					471	LOM ALL
<u>PNEUMATIC MANIFOLD DUCT -</u> <u>INSPECTION/CHECK</u>	36-13-01				601	LOM ALL
Pneumatic Manifold Duct Inspection TASK 36-13-01-200-801					601	LOM ALL

36-CONTENTS



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

CHAPTER 36
PNEUMATIC

SUBJECT	CHAPTER SECTION	SUBJECT	CONF	PAGE	EFFECT
<u>PNEUMATIC MANIFOLD DUCT - CLEANING/PAINTING</u>		36-13-01		701	LOM ALL
Pneumatic Duct Cleaning TASK 36-13-01-100-801				701	LOM ALL
<u>PNEUMATIC MANIFOLD DUCT - REPAIRS</u>		36-13-01		801	LOM ALL
Pneumatic Duct Repairs TASK 36-13-01-300-801				801	LOM ALL
<u>PNEUMATIC DUCT INSULATION - REMOVAL/INSTALLATION</u>		36-13-02		401	LOM ALL
Pneumatic Duct Insulation Removal TASK 36-13-02-000-801				401	LOM ALL
Pneumatic Duct Insulation Installation TASK 36-13-02-400-801				404	LOM ALL
<u>PNEUMATIC DUCT INSULATION - REPAIRS</u>		36-13-02		801	LOM ALL
Pneumatic Duct Insulation Repair TASK 36-13-02-300-801				801	LOM ALL
<u>GROUND PNEUMATIC CONNECTOR CHECK VALVE - REMOVAL/INSTALLATION</u>		36-13-03		401	LOM ALL
Ground Pneumatic Connector Check Valve Removal TASK 36-13-03-000-801				401	LOM ALL
Ground Pneumatic Connector Check Valve Installation TASK 36-13-03-400-801				405	LOM ALL
<u>BLEED AIR ISOLATION VALVE - REMOVAL/INSTALLATION</u>		36-13-04		401	LOM ALL
Bleed Air Isolation Valve Removal TASK 36-13-04-000-801				401	LOM ALL
Bleed Air Isolation Valve Installation TASK 36-13-04-400-801				406	LOM ALL
<u>APU BLEED AIR SYSTEM - ADJUSTMENT/TEST</u>		36-14-00		501	LOM ALL
Dual Bleed Warning Test TASK 36-14-00-710-801				501	LOM ALL

36-CONTENTS



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

CHAPTER 36
PNEUMATIC

<u>SUBJECT</u>	<u>CHAPTER</u>	<u>SECTION</u>	<u>SUBJECT</u>	<u>CONF</u>	<u>PAGE</u>	<u>EFFECT</u>
APU CHECK VALVE - REMOVAL/INSTALLATION	36-14-02				401	LOM ALL
APU Check Valve Removal					401	LOM ALL
TASK 36-14-02-000-801						
APU Check Valve Installation					404	LOM ALL
TASK 36-14-02-400-801						
DUCT PRESSURE TRANSDUCER - REMOVAL/INSTALLATION	36-21-01				401	LOM ALL
Duct Pressure Transducer Removal					401	LOM ALL
TASK 36-21-01-000-801						
Duct Pressure Transducer Installation					406	LOM ALL
TASK 36-21-01-400-801						
DUAL DUCT PRESSURE INDICATOR - REMOVAL/INSTALLATION	36-21-02				401	LOM ALL
Dual Duct Pressure Indicator Removal					401	LOM ALL
TASK 36-21-02-600-801						
Dual Duct Pressure Indicator Installation					404	LOM ALL
TASK 36-21-02-600-802						

36-CONTENTS



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

PNEUMATIC - MAINTENANCE PRACTICES

1. General

A. This procedure has these tasks:

- (1) Supply pressure to the pneumatic system (selection):
 - (a) Supply pressure to the pneumatic system with an external ground air source
 - (b) Supply pressure to the pneumatic system with the APU
 - (c) Supply pressure to the pneumatic system with one or both engines
 - (2) Supply pressure upstream of the PRSOV
 - (3) Remove pressure from the pneumatic system
- B. The pneumatic system supplies air to these user systems:
- (1) Air conditioning packs
 - (2) Engine cowl anti-icing system
 - (3) Wing thermal anti-icing system
 - (4) Engine starter system
 - (5) Hydraulic reservoir pressurization
 - (6) Water tank pressurization

TASK 36-00-00-860-801

2. Supply Pressure to the Pneumatic System (Selection)

(Figure 201)

A. Procedure

SUBTASK 36-00-00-860-001

- (1) Do one of these tasks to supply pressure to the pneumatic system:
 - (a) Do this task: Supply Pressure to the Pneumatic System with an External Ground Air Source, TASK 36-00-00-860-802.
 - (b) Do this task: Supply Pressure to the Pneumatic System with the APU, TASK 36-00-00-860-803.
 - (c) Do this task: Supply Pressure to the Pneumatic System with One or Both Engines, TASK 36-00-00-860-804.

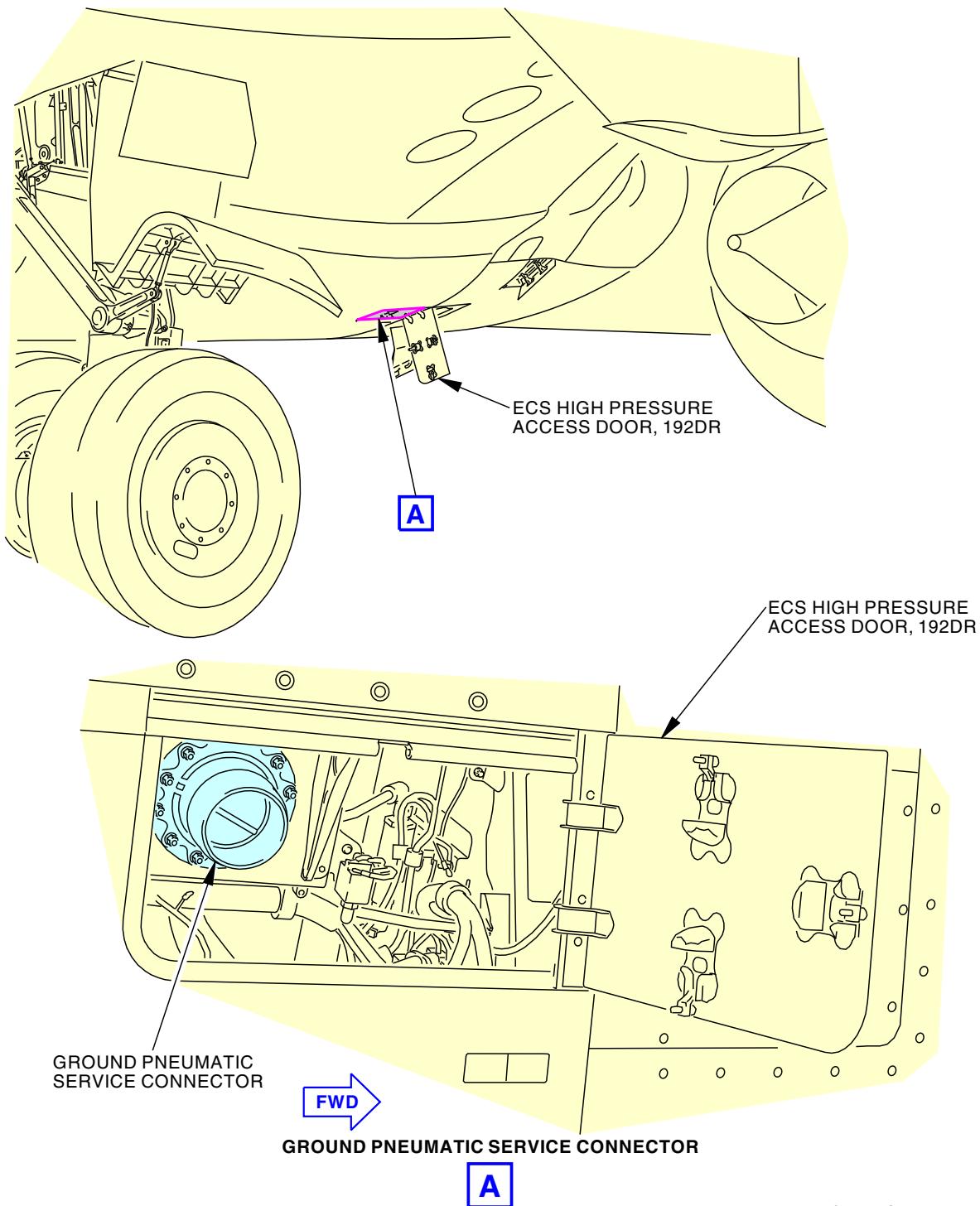
———— END OF TASK ———

EFFECTIVITY
LOM ALL

36-00-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



G15827 S0006577884_V2

Pneumatic System - Maintenance Practices
Figure 201/36-00-00-990-807 (Sheet 1 of 2)

EFFECTIVITY
LOM ALL

36-00-00

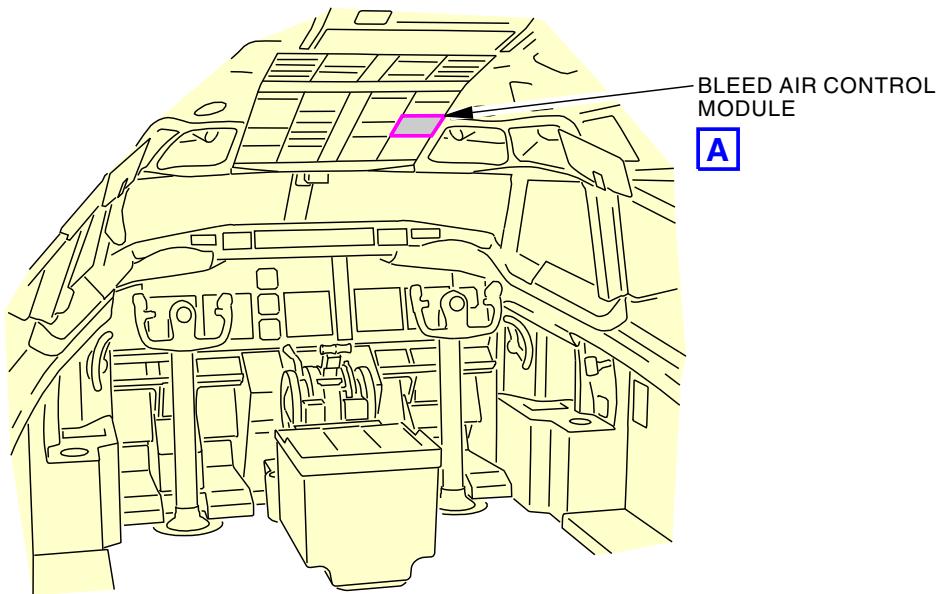
D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details

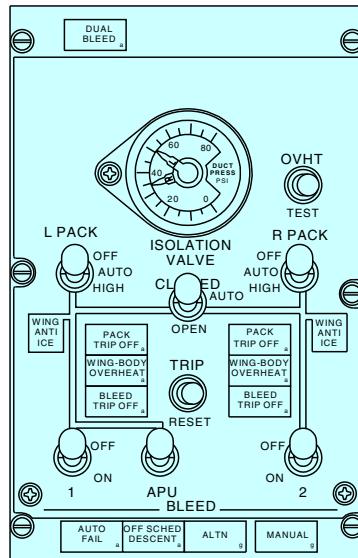
Page 202
Oct 15/2015



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



FLIGHT COMPARTMENT



BLEED AIR CONTROL
MODULE



G14338 S0006577885_V2

Pneumatic System - Maintenance Practices
Figure 201/36-00-00-990-807 (Sheet 2 of 2)

EFFECTIVITY
LOM ALL

36-00-00

D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details

Page 203
Oct 15/2015



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

TASK 36-00-00-860-802

3. **Supply Pressure to the Pneumatic System with an External Ground Air Source**
(Figure 201)

A. Location Zones

Zone	Area
192	Lower Wing-To-Body Fairing - Under Wing Box

B. Access Panels

Number	Name/Location
192DR	ECS High Pressure Access Door

C. Procedure

SUBTASK 36-00-00-860-003

- (1) To gain access to the ground pneumatic service connector, do this step:

Open this access panel:

Number Name/Location

192DR	ECS High Pressure Access Door
-------	-------------------------------

SUBTASK 36-00-00-860-004

- (2) Connect the ground pneumatic service line to the ground pneumatic service connector.

SUBTASK 36-00-00-860-005



WARNING

DO NOT SUPPLY MORE THAN 60 PSI (413.7 KPA) OF PRESSURE TO THE PNEUMATIC SYSTEM. IF YOU SUPPLY TOO MUCH PRESSURE, DAMAGE TO EQUIPMENT AND INJURIES TO PERSONNEL CAN OCCUR.

- (3) Start the external ground air source.

NOTE: Do not supply more than 60.0 psi (413.7 kPa) of pressure.

SUBTASK 36-00-00-860-006

- (4) Put the ISOLATION VALVE switch on the P5-10, forward overhead panel to the OPEN position.

SUBTASK 36-00-00-860-007

- (5) Monitor the dual duct pressure indicator on the P5-10, forward overhead panel.

(a) Make sure that there is movement shown by both duct pressure needles and the pressures shown are normal.

NOTE: Make sure that the duct pressure needles do not show more than 60.0 psi (413.7 kPa).

———— END OF TASK ————

TASK 36-00-00-860-803

4. **Supply Pressure to the Pneumatic System with the APU**
(Figure 201)

A. References

Reference	Title
49-11-00-860-801	APU Starting and Operation (P/B 201)

EFFECTIVITY
LOM ALL

36-00-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

B. Location Zones

Zone	Area
212	Flight Compartment - Right

C. Procedure

SUBTASK 36-00-00-860-009



WARNING

YOU MUST FIRST ISOLATE THE PNEUMATIC USER SYSTEMS BEFORE YOU PRESSURIZE THE PNEUMATIC SYSTEM. IF YOU DO NOT ISOLATE THEM, THEY CAN OPERATE AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT. IT CAN ALSO CAUSE THE PNEUMATIC SYSTEM TO DECREASE PRESSURE.

- (1) Do this task: APU Starting and Operation, TASK 49-11-00-860-801.

- (a) Let the APU become stable at the governed speed.

SUBTASK 36-00-00-860-010

- (2) Put the APU BLEED switch on the P5-10, forward overhead panel to the ON position.

SUBTASK 36-00-00-860-011

- (3) Put the ISOLATION VALVE switch on the P5-10, forward overhead panel to the OPEN position.

SUBTASK 36-00-00-860-012

- (4) Monitor the dual duct pressure indicator on the P5-10, forward overhead panel.
 - (a) Make sure that the duct pressure needles indicate 12 to 26 psi without user systems in operation.

———— END OF TASK ————

TASK 36-00-00-860-804

5. **Supply Pressure to the Pneumatic System with One or Both Engines**

(Figure 201)

A. References

Reference	Title
71-00-00-800-807-F00	Start the Engine Procedure (Selection) (P/B 201)

B. Location Zones

Zone	Area
212	Flight Compartment - Right

C. Procedure

SUBTASK 36-00-00-860-014



WARNING

YOU MUST FIRST ISOLATE THE PNEUMATIC USER SYSTEMS BEFORE YOU PRESSURIZE THE PNEUMATIC SYSTEM. IF YOU DO NOT ISOLATE THEM, THEY CAN OPERATE AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT. IT CAN ALSO CAUSE THE PNEUMATIC SYSTEM TO DECREASE PRESSURE.

- (1) Do this task: Start the Engine Procedure (Selection), TASK 71-00-00-800-807-F00.

SUBTASK 36-00-00-860-015

- (2) Put the applicable BLEED switch on the P5-10, forward overhead panel to the ON position.

EFFECTIVITY
LOM ALL

36-00-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-00-00-860-016

- (3) Put the ISOLATION VALVE switch on the P5-10, forward overhead panel to the OPEN position.

SUBTASK 36-00-00-860-017

- (4) Monitor the dual duct pressure indicator on the P5-10, forward overhead panel.

- (a) Make sure that each duct pressure needle indicates 10-25 psi.

NOTE: The duct pressure pointers on the dual duct pressure indicator may fluctuate without user systems in operation.

NOTE: Duct pressure can be 10-25 psi with the engine(s) at idle and no demand for pneumatic air from other user systems.

- (b) Slowly increase the engine power until the duct pressure increases to 42 ±8 psi.

- 1) Do not increase the engine power to more than 80% N1.

— END OF TASK —

TASK 36-00-00-860-805

6. Supply Pressure Upstream of the PRSOV

(Figure 201)

A. References

Reference	Title
36-11-04-000-801	PRSOV Removal (P/B 401)
36-11-04-400-801	PRSOV Installation (P/B 401)
78-31-00-010-801-F00	Open the Thrust Reverser (Selection) (P/B 201)

B. Location Zones

Zone	Area
212	Flight Compartment - Right
416	Engine 1 - Thrust Reverser, Right
426	Engine 2 - Thrust Reverser, Right

C. Supply Pressure Upstream of the PRSOV

SUBTASK 36-00-00-860-018

- (1) Do one of these procedures to pressurize the pneumatic system:

- (a) Do this task: Supply Pressure to the Pneumatic System with an External Ground Air Source, TASK 36-00-00-860-802.
- (b) Do this task: Supply Pressure to the Pneumatic System with the APU, TASK 36-00-00-860-803.

SUBTASK 36-00-00-010-001



WARNING

DO THESE SPECIFIED TASKS IN THE CORRECT SEQUENCE BEFORE YOU OPEN THE THRUST REVERSER: RETRACT THE LEADING EDGE, DO THE DEACTIVATION PROCEDURES FOR THE LEADING EDGE AND THE THRUST REVERSER (FOR GROUND MAINTENANCE), AND OPEN THE FAN COWL PANELS. IF YOU DO NOT OBEY THIS SEQUENCE, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (2) For the left thrust reverser, do this task: Open the Thrust Reverser (Selection), TASK 78-31-00-010-801-F00.

EFFECTIVITY
LOM ALL

36-00-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-00-00-860-019

- (3) Put the applicable engine BLEED switch, on the P5-10 forward overhead panel, to the ON position.
- (a) If the PRSOV is open when you pressurize the Bleed Air System and use Auxiliary Power Unit (APU) bleed air, then replace the PRSOV as follows:
- 1) Do this task: PRSOV Removal, TASK 36-11-04-000-801.
 - 2) Do this task: PRSOV Installation, TASK 36-11-04-400-801.

SUBTASK 36-00-00-860-020

- (4) Use a wrench on the manual override nut for the PRSOV to put it to the OPEN position.
- (a) Make sure that the PRSOV stays in the OPEN position.

NOTE: The PRSOV is spring-loaded to the CLOSED position. If there is pressure supplied and the PRSOV does not stay open, then there may be a leakage in the PRSOV or in the sense line(s).

————— END OF TASK ————

TASK 36-00-00-860-806

7. Remove Pressure from the Pneumatic System

(Figure 201)

A. References

Reference	Title
49-11-00-860-802	APU Usual Shutdown (P/B 201)
71-00-00-700-819-F00	Stop the Engine Procedure (Usual Engine Stop) (P/B 201)
71-00-00-800-805-F00	Engine Ground Safety Precautions (P/B 201)
78-31-00-010-804-F00	Close the Thrust Reverser (Selection) (P/B 201)

B. Location Zones

Zone	Area
192	Lower Wing-To-Body Fairing - Under Wing Box
212	Flight Compartment - Right

C. Access Panels

Number	Name/Location
192DR	ECS High Pressure Access Door

D. Procedure

SUBTASK 36-00-00-860-021

- (1) Stop the operation of the applicable source that follows which was used to pressurize the pneumatic system:



DO NOT DISCONNECT THE GROUND AIR SOURCE FROM THE AIRPLANE IF ENGINE 2 OPERATES AT MORE THAN MINIMUM IDLE. IF ENGINE 2 OPERATES AT MORE THAN MINIMUM IDLE, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (a) Make sure you obey the inlet hazard areas if one or both engines are in operation, do this task: Engine Ground Safety Precautions, TASK 71-00-00-800-805-F00.
- (b) If an external ground air source was used, shut down the external ground air source.

EFFECTIVITY
LOM ALL

36-00-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- (c) If the Auxiliary Power Unit (APU) was used, do this task: APU Usual Shutdown, TASK 49-11-00-860-802
- (d) If the engine(s) was used, do this task: Stop the Engine Procedure (Usual Engine Stop), TASK 71-00-00-700-819-F00

SUBTASK 36-00-00-860-022

- (2) Make sure that the BLEED switches on the P5-10, forward overhead panel are in the OFF position.

E. Put the Airplane Back to Its Usual Condition

SUBTASK 36-00-00-860-024

- (1) If an external ground air source was used, disconnect the ground pneumatic service line from the ground pneumatic service connector.

Close this access panel:

Number Name/Location

192DR ECS High Pressure Access Door

SUBTASK 36-00-00-860-038

- (2) If the thrust reverser was opened, close the thrust reverser.



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

- (a) For the left thrust reverser, do this task: Close the Thrust Reverser (Selection), TASK 78-31-00-010-804-F00.

———— END OF TASK ————

— EFFECTIVITY —
LOM ALL

36-00-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

PNEUMATIC - DDG MAINTENANCE PROCEDURES

1. General

- A. This procedure has the maintenance tasks for the Master Minimum Equipment List (MMEL) maintenance requirements as shown in the Dispatch Deviations Procedures Guide (DDPG). These tasks prepare the airplane for flight with systems/components that are inoperative.
- B. This procedure also has the tasks that put the airplane back to its usual condition.
- C. These are the tasks for the components in the pneumatic system:
 - (1) MMEL 36-1 (DDPG) Preparation - Bleed Air Isolation Valve Inoperative
 - (2) MMEL 36-1 (DDPG) Restoration - Bleed Air Isolation Valve Inoperative
 - (3) MMEL 36-2 (DDPG) Preparation - Ground Pneumatic Connector Check Valve Inoperative
 - (4) MMEL 36-2 (DDPG) Restoration - Ground Pneumatic Connector Check Valve Inoperative
 - (5) MMEL 36-3 (DDPG) Preparation - Precooler Control Valve Inoperative
 - (6) MMEL 36-3 (DDPG) Restoration - Precooler Control Valve Inoperative
 - (7) MMEL 36-5 (DDPG) Preparation - Pressure Regulating and Shutoff Valve (PRSOV) Inoperative
 - (8) MMEL 36-5 (DDPG) Restoration - Pressure Regulating and Shutoff Valve (PRSOV) Inoperative
 - (9) MMEL 36-9 (DDPG) Preparation - High Stage Valve Inoperative
 - (10) MMEL 36-9 (DDPG) Restoration - High Stage Valve Inoperative

TASK 36-00-00-040-801

2. MMEL 36-1 (DDPG) Preparation - Bleed Air Isolation Valve Inoperative

(Figure 901)

A. General

- (1) This task gives the maintenance steps which prepare the airplane for flight with the bleed air isolation valve inoperative.

B. Location Zones

Zone	Area
------	------

139	Keel Beam, (Part) Body Station 540.00 to Body Station 727.00
-----	--

C. Access Panels

Number	Name/Location
--------	---------------

192CL	ECS Access Door
-------	-----------------

D. Bleed Air Isolation Valve Deactivation

SUBTASK 36-00-00-860-037

- (1) Put both engine BLEED switches to the OFF position.

SUBTASK 36-00-00-860-039

- (2) Put both PACK switches to the OFF position.

SUBTASK 36-00-00-860-041

- (3) Put the APU BLEED switch to the OFF position.

EFFECTIVITY
LOM ALL

36-00-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-00-00-860-048

- (4) Open this circuit breaker and install safety tag:

F/O Electrical System Panel, P6-4

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
------------	------------	---------------	-------------

A	5	C00259	AIR CONDITIONING BLEED AIR VALVE ISLN
---	---	--------	---------------------------------------

SUBTASK 36-00-00-010-002

- (5) Open this access panel:

Number Name/Location

192CL	ECS Access Door
-------	-----------------

SUBTASK 36-00-00-020-008

- (6) Remove the air conditioning duct section installed in front of the keel beam access hole from the left Environmental Control System (ECS) bay.

SUBTASK 36-00-00-010-003

- (7) Get access to the bleed air isolation valve through the keel beam access hole from the left ECS bay.

SUBTASK 36-00-00-020-001

- (8) Before engine start, disconnect the electrical connector, D398 from the bleed air isolation valve.
- (a) Put a cover over the loose electrical connector, D398 and the electrical connection on the bleed air isolation valve.
 - (b) Secure the loose electrical connector, D398 for flight.

SUBTASK 36-00-00-010-004

- (9) To manually lock closed the bleed air isolation valve, do the steps that follow:

NOTE: The isolation valve must be manually opened for engine start and then manually closed after the engines are started.

- (a) Pull the spring-loaded knob outward to disengage the manual override handle.
- (b) Push the manual override handle to the CLOSED position.
- (c) Release the spring-loaded knob to engage the manual override handle.

SUBTASK 36-00-00-410-003

- (10) Install the air conditioning duct section.

SUBTASK 36-00-00-010-005

- (11) Close this access panel:

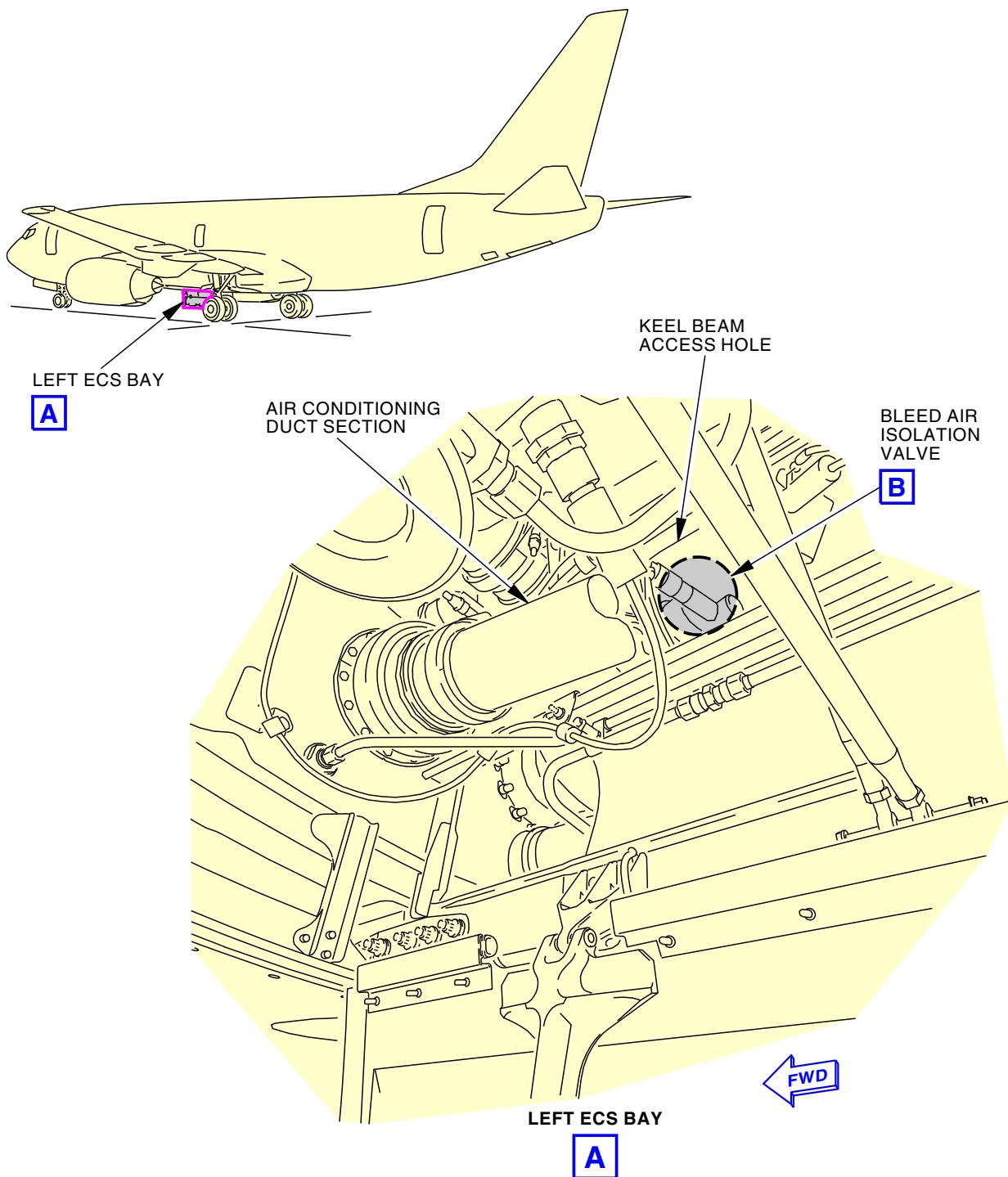
Number Name/Location

192CL	ECS Access Door
-------	-----------------

———— END OF TASK ————

EFFECTIVITY
LOM ALL

36-00-00



G32846 S0006577894_V2

Bleed Air Isolation Valve Deactivation
Figure 901/36-00-00-990-802 (Sheet 1 of 2)

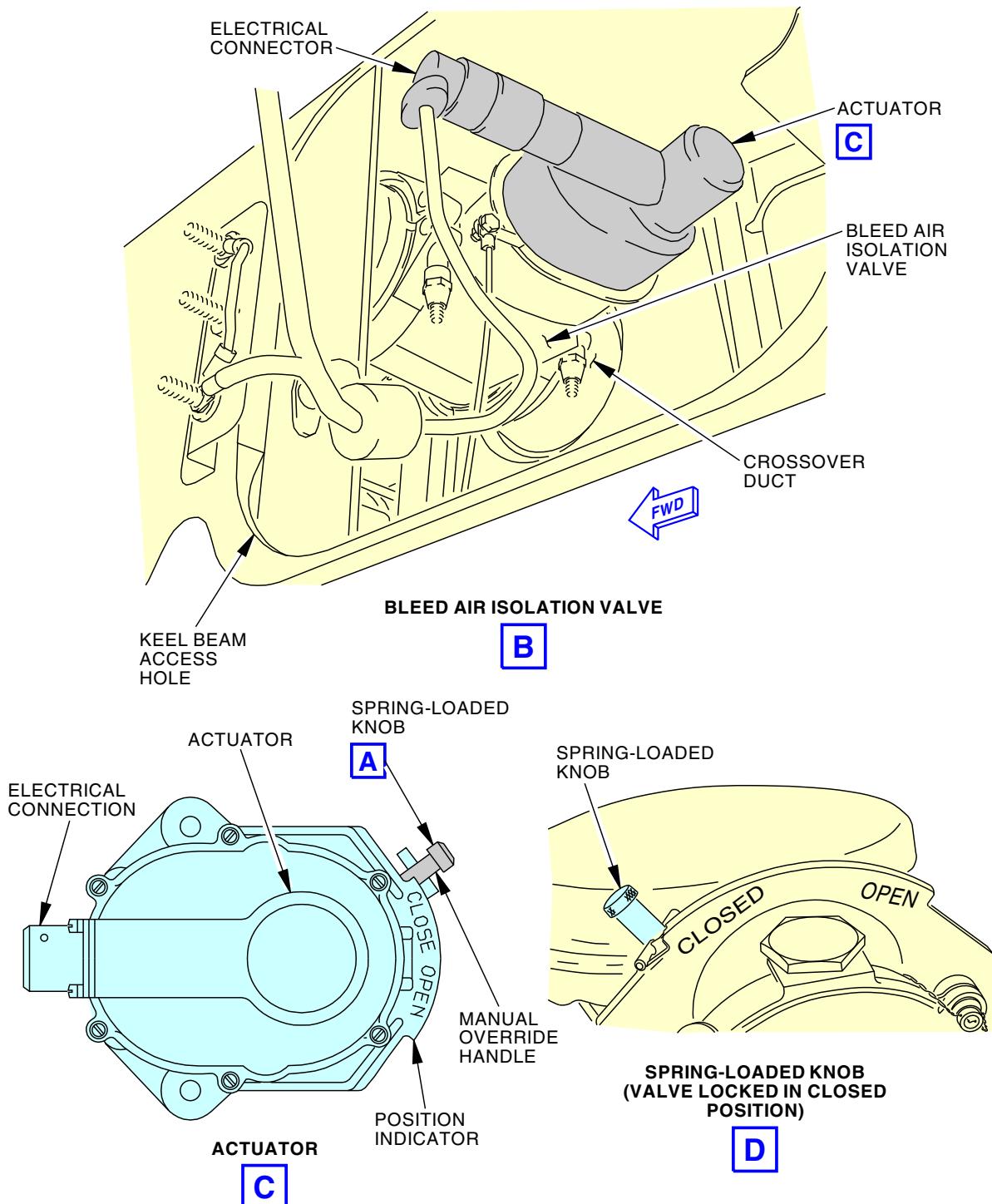
EFFECTIVITY
LOM ALL

36-00-00

D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details

Page 903
Oct 15/2015



G32856 S0006577895_V3

Bleed Air Isolation Valve Deactivation
Figure 901/36-00-00-990-802 (Sheet 2 of 2)

EFFECTIVITY
LOM ALL

36-00-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

TASK 36-00-00-440-801

3. **MMEL 36-1 (DDPG) Restoration - Bleed Air Isolation Valve Inoperative**
(Figure 901)

A. General

- (1) This task puts the airplane back to its usual condition after operation with the bleed air isolation valve inoperative.

B. Location Zones

Zone	Area
139	Keel Beam, (Part) Body Station 540.00 to Body Station 727.00

C. Access Panels

Number	Name/Location
192CL	ECS Access Door

D. Bleed Air Isolation Valve Restoration

SUBTASK 36-00-00-010-006

- (1) Open this access panel:

Number	Name/Location
192CL	ECS Access Door

SUBTASK 36-00-00-020-009

- (2) Remove the air conditioning duct section installed in front of the keel beam access hole from the left ECS bay.

SUBTASK 36-00-00-010-007

- (3) Get access to the bleed air isolation valve through the keel beam access hole from the left ECS bay.

SUBTASK 36-00-00-440-001

- (4) Manually unlock the bleed air isolation valve, do this step that follow:

- (a) Pull the spring-loaded knob outward to disengage the manual override handle.

SUBTASK 36-00-00-420-001

- (5) Remove the covers from the loose electrical connector, D398 and the electrical connection on the bleed air isolation valve [2].

SUBTASK 36-00-00-420-002

- (6) Connect the loose electrical connector, D398 to the electrical connection on the bleed air isolation valve.

SUBTASK 36-00-00-420-005

- (7) Install the air conditioning duct section.

SUBTASK 36-00-00-010-008

- (8) Close this access panel:

Number	Name/Location
192CL	ECS Access Door

EFFECTIVITY
LOM ALL

36-00-00

Page 905
Feb 15/2020



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-00-00-860-049

- (9) Remove the safety tag and close this circuit breaker:

F/O Electrical System Panel, P6-4

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
A	5	C00259	AIR CONDITIONING BLEED AIR VALVE ISLN

———— END OF TASK ————

TASK 36-00-00-040-802

4. **MMEL 36-2 (DDPG) Preparation - Ground Pneumatic Connector Check Valve Inoperative**
(Figure 902)

A. General

- (1) This task gives the maintenance steps which prepare the airplane for flight with the ground pneumatic connector check valve inoperative.

B. References

<u>Reference</u>	<u>Title</u>
71-00-00-800-807-F00	Start the Engine Procedure (Selection) (P/B 201)

C. Location Zones

<u>Zone</u>	<u>Area</u>
192	Lower Wing-To-Body Fairing - Under Wing Box

D. Access Panels

<u>Number</u>	<u>Name/Location</u>
192DR	ECS High Pressure Access Door

E. Ground Pneumatic Connector Check Valve Deactivation

NOTE: When dispatching with a single engine bleed ON for takeoff (airplane pressurized), V1(MCG) should be determined based on AC packs OFF. Takeoff performance should be based on packs AUTO.

SUBTASK 36-00-00-040-001

- (1) To get access to ground pneumatic connector check valve, do this step:

- (a) Open this access panel:

<u>Number</u>	<u>Name/Location</u>
192DR	ECS High Pressure Access Door

SUBTASK 36-00-00-210-001

- (2) If the ground pneumatic connector check valve has failed inoperative open, do the steps that follow:

- (a) Install a "GROUND AIR CONNECTION VLV INOP OPEN" placard on the air conditioning/bleed air control panel (P5-10 panel).
- (b) Install a "GROUND AIR CONNECTION VLV INOP OPEN" placard on the inside door of the ECS Access Door, 192DR.
- (c) Start the engine(s) with an external ground air source, do this task: Start the Engine Procedure (Selection), TASK 71-00-00-800-807-F00.
- (d) After right engine start, do the steps that follow:
 - 1) Put the right engine BLEED switch to the OFF position.
 - 2) Put the right PACK switch to the OFF position.

EFFECTIVITY
LOM ALL

36-00-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- 3) Put the ISOLATION VALVE switch to the CLOSED position.
- 4) Shut down the pressure supply from the external ground air source when it is no longer necessary for other operation.
- 5) Make sure that the right manifold duct pressure is at 0 psig on the dual duct pressure indicator (P5-10 panel).

WARNING

MAKE SURE THAT THERE IS NO PRESSURE IN THE RIGHT PNEUMATIC MANIFOLD BEFORE YOU DISCONNECT THE EXTERNAL GROUND AIR SERVICE LINE. HOT HIGH PRESSURE AIR CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.

- 6) Disconnect the external ground air service line from the airplane.

SUBTASK 36-00-00-410-001

- (3) Close this access panel:

Number Name/Location

192DR ECS High Pressure Access Door

SUBTASK 36-00-00-860-046

- (4) Operate the left pack using the left engine bleed or APU bleed with isolation valve CLOSE.

SUBTASK 36-00-00-420-003

- (5) Advise dispatch to inform down line stations that external ground air source will be needed, if the right engine is shutdown.

- (a) Maximum altitude is FL 250.

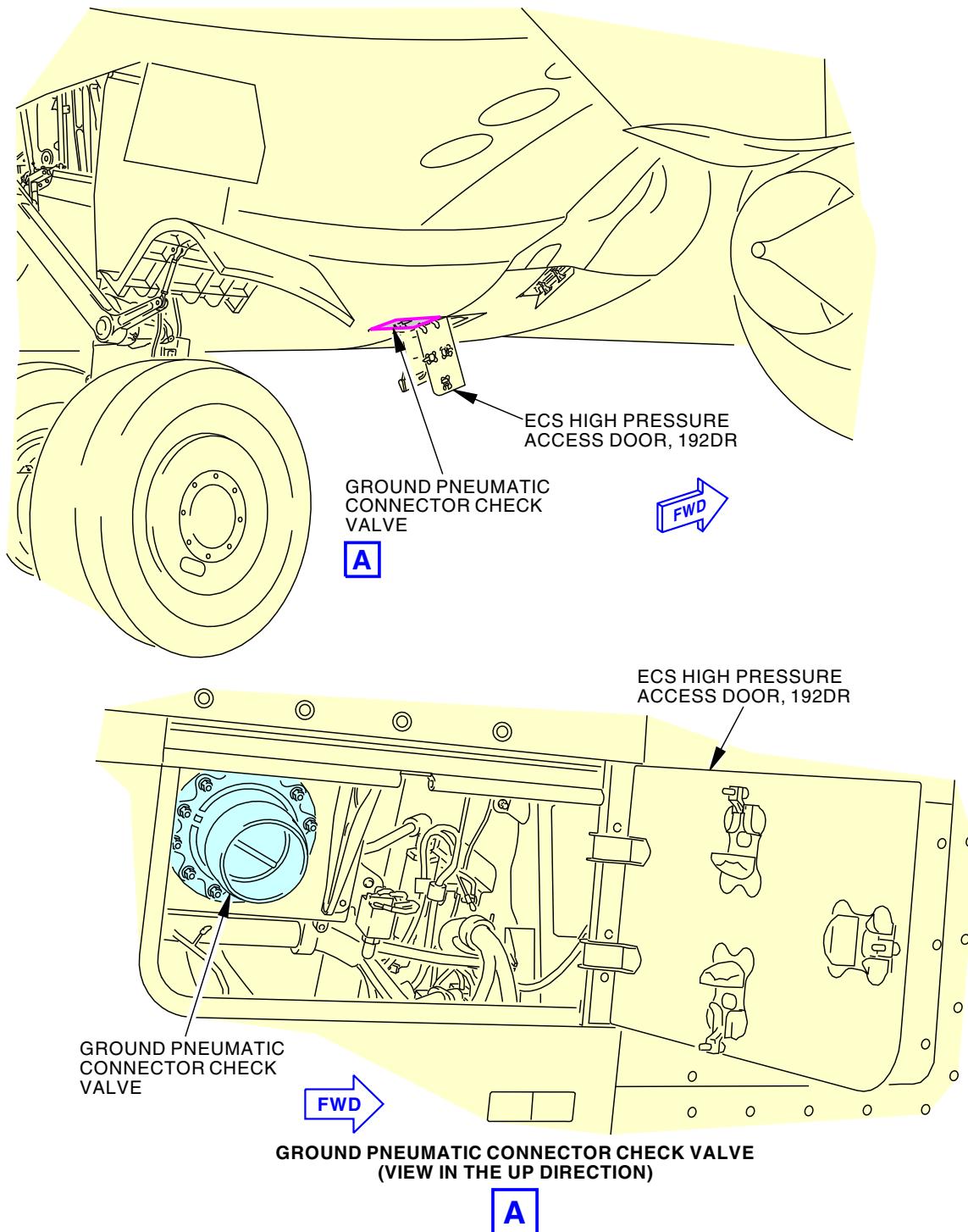
NOTE: At altitudes 17,000 feet and below, increased airflow will occur when flaps are extended (takeoff and landing) and the APU is used instead of engine bleed to supply bleed air to the operating pack. Refer to Boeing Operations Manual, NO ENGINE BLEED TAKEOFF AND LANDING Supplementary Procedure.

NOTE: With the PACK switch in AUTO, the pack will operate in the high flow mode when the APU is used as the bleed source.

———— END OF TASK ————

EFFECTIVITY
LOM ALL

36-00-00



G32860 S0006577898_V2

Ground Pneumatic Connector Check Valve Deactivation

Figure 902/36-00-00-990-803

EFFECTIVITY
LOM ALL

36-00-00

D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

TASK 36-00-00-440-802

5. **MMEL 36-2 (DDPG) Restoration - Ground Pneumatic Connector Check Valve Inoperative**
(Figure 902)

A. General

- (1) This task puts the airplane back to its usual condition after operation with the ground pneumatic connector check valve inoperative.

B. References

Reference	Title
36-13-03-000-801	Ground Pneumatic Connector Check Valve Removal (P/B 401)
36-13-03-400-801	Ground Pneumatic Connector Check Valve Installation (P/B 401)

C. Location Zones

Zone	Area
192	Lower Wing-To-Body Fairing - Under Wing Box

D. Access Panels

Number	Name/Location
192DR	ECS High Pressure Access Door

E. Ground Pneumatic Connector Check Valve Restoration

SUBTASK 36-00-00-040-003

- (1) To get access to ground pneumatic connector check valve, do this step:
(a) Open this access panel:

Number	Name/Location
192DR	ECS High Pressure Access Door

SUBTASK 36-00-00-420-004

- (2) To replace the ground pneumatic connector check valve, these are the tasks:
Ground Pneumatic Connector Check Valve Removal, TASK 36-13-03-000-801,
Ground Pneumatic Connector Check Valve Installation, TASK 36-13-03-400-801.

SUBTASK 36-00-00-020-010

- (3) Remove the a "GROUND AIR CONNECTION VLV INOP OPEN" placard on the inside door of the ECS Access Door, 192DR.

SUBTASK 36-00-00-020-011

- (4) Remove the "GROUND AIR CONNECTION VLV INOP OPEN" placard on the air conditioning/bleed air control panel (P5-10 panel).

SUBTASK 36-00-00-410-002

- (5) Close this access panel:

Number	Name/Location
192DR	ECS High Pressure Access Door

———— END OF TASK ————

— EFFECTIVITY —
LOM ALL

36-00-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

TASK 36-00-00-040-803

6. MMEL 36-3 (DDPG) Preparation - Precooler Control Valve Inoperative
(Figure 903)

A. General

- (1) This task gives the maintenance steps that prepare the airplane for flight with the precooler control valve inoperative in the full open position.

B. References

Reference	Title
27-81-00-040-801	Leading Edge Flaps and Slats Deactivation (P/B 201)
27-81-00-440-801	Leading Edge Flaps and Slats - Activation (P/B 201)
36-00-00-860-805	Supply Pressure Upstream of the PRSOV (P/B 201)
36-00-00-860-806	Remove Pressure from the Pneumatic System (P/B 201)
78-31-00-010-801-F00	Open the Thrust Reverser (Selection) (P/B 201)
78-31-00-010-804-F00	Close the Thrust Reverser (Selection) (P/B 201)
78-31-00-040-802-F00	Thrust Reverser Deactivation For Ground Maintenance (P/B 201)
78-31-00-440-803-F00	Thrust Reverser Activation After Ground Maintenance (P/B 201)

C. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
SPL-14252	Dispatch Kit - Precooler Control Valve Part #: C36002-1 Supplier: 81205
STD-858	Tag - DO NOT OPERATE

D. Location Zones

Zone	Area
411	Engine 1 - Engine
421	Engine 2 - Engine

E. Precooler Control Valve Deactivation

SUBTASK 36-00-00-860-025

- (1) Make sure that each engine start lever is in the CUTOFF position.
(a) Install a DO NOT OPERATE tag, STD-858, on each engine start lever.

SUBTASK 36-00-00-860-026



WARNING
YOU MUST REMOVE THE PRESSURE FROM THE PNEUMATIC DUCTS BEFORE YOU REMOVE A PNEUMATIC SYSTEM COMPONENT. IF YOU DO NOT REMOVE THE PRESSURE FROM THE PNEUMATIC DUCTS, HOT HIGH PRESSURE AIR CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.

- (2) Do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806.

SUBTASK 36-00-00-040-012

- (3) Do this task: Leading Edge Flaps and Slats Deactivation, TASK 27-81-00-040-801.

EFFECTIVITY
LOM ALL

36-00-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-00-00-040-013

- (4) Do this task for the associated thrust reverser: Thrust Reverser Deactivation For Ground Maintenance, TASK 78-31-00-040-802-F00.

SUBTASK 36-00-00-010-009

- (5) Do this task: Open the Thrust Reverser (Selection), TASK 78-31-00-010-801-F00.

LOM ALL; AIRPLANES WITH PRECOOLER CONTROL VALVE P/N 3289562

SUBTASK 36-00-00-020-012

- (6) Remove the supply pressure sense line between the precooler control valve, bleed air regulator, and intersection manifold duct.

SUBTASK 36-00-00-900-001

- (7) On the precooler control supply pressure port, do the following:
- Remove the tubing fitting union, P/N J522P53, from the precooler control valve.
 - Install the precooler control valve fitting, SPL-14252, in the supply pressure port in the precooler control valve.
 - Tighten the precooler control valve fitting, SPL-14252, to 265 in-lb (30 N·m) - 275 in-lb (31 N·m).
 - Keep the removed tubing fitting union for installation in the restoration procedure.

SUBTASK 36-00-00-420-006

- (8) Install the supply pressure sense line between the precooler control valve, bleed air regulator, and the intersection manifold duct as follows:



CAUTION USE TWO WRENCHES TO LOOSEN OR TIGHTEN THE FITTING. IF YOU TWIST THE TUBE OR FITTING, YOU CAN CAUSE DAMAGE TO THEM.

- (a) Tighten the coupling nuts for the supply pressure sense line to 133.0 in-lb (15.0 N·m) - 147.0 in-lb (16.6 N·m).



CAUTION USE TWO WRENCHES TO LOOSEN OR TIGHTEN THE FITTING. IF YOU TWIST THE TUBE OR FITTING, YOU CAN CAUSE DAMAGE TO THEM.

- (b) Back off the coupling nuts to decrease the torque.



CAUTION USE TWO WRENCHES TO LOOSEN OR TIGHTEN THE FITTING. IF YOU TWIST THE TUBE OR FITTING, YOU CAN CAUSE DAMAGE TO THEM.

- (c) Tighten the coupling nuts for the supply pressure sense line to 133.0 in-lb (15.0 N·m) - 147.0 in-lb (16.6 N·m).

LOM ALL; AIRPLANES WITH PRECOOLER CONTROL VALVE P/N 63292146

SUBTASK 36-00-00-900-003

- (9) Remove and install the pneumatic lock plug as follows (Figure 903):

NOTE: The pneumatic lock plug can be installed in two ways.

"L" side seen outwards means the plug is in engaged/locked position.

EFFECTIVITY
LOM ALL

36-00-00

Page 911
Feb 15/2024



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

LOM ALL; AIRPLANES WITH PRECOOLER CONTROL VALVE P/N 63292146 (Continued)

"U" side seen outwards means the plug is in disengaged/unlocked position.

- (a) Remove the pneumatic lock plug.
- (b) Remove and discard the packing [2].

NOTE: No packing is required when the pneumatic lock plug is installed in the locked position.

- (c) Install the pneumatic plug.
 - 1) Make sure that the "L" side of the pneumatic lock plug is outward to install the pneumatic lock plug in locked position.
- 2) Tighten the hex nut on the pneumatic lock plug to 95 in-lb (11 N·m) - 105 in-lb (12 N·m).

LOM ALL

SUBTASK 36-00-00-440-016

- (10) Do this task: Supply Pressure Upstream of the PRSOV, TASK 36-00-00-860-805.

LOM ALL; AIRPLANES WITH PRECOOLER CONTROL VALVE P/N 3289562

SUBTASK 36-00-00-790-001

- (11) Do a leak check of all distributed tubing fittings using a snoop leak detector or an equivalent soap solution.

LOM ALL

SUBTASK 36-00-00-210-003

- (12) Make sure that the visual position indicator on the precooler control valve indicates that the valve is in the full open position.

SUBTASK 36-00-00-040-017

- (13) Do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806.

SUBTASK 36-00-00-010-010

- (14) Do this task: Close the Thrust Reverser (Selection), TASK 78-31-00-010-804-F00.

SUBTASK 36-00-00-440-018

- (15) Do this task: Thrust Reverser Activation After Ground Maintenance, TASK 78-31-00-440-803-F00.

SUBTASK 36-00-00-440-019

- (16) Do this task: Leading Edge Flaps and Slats - Activation, TASK 27-81-00-440-801.

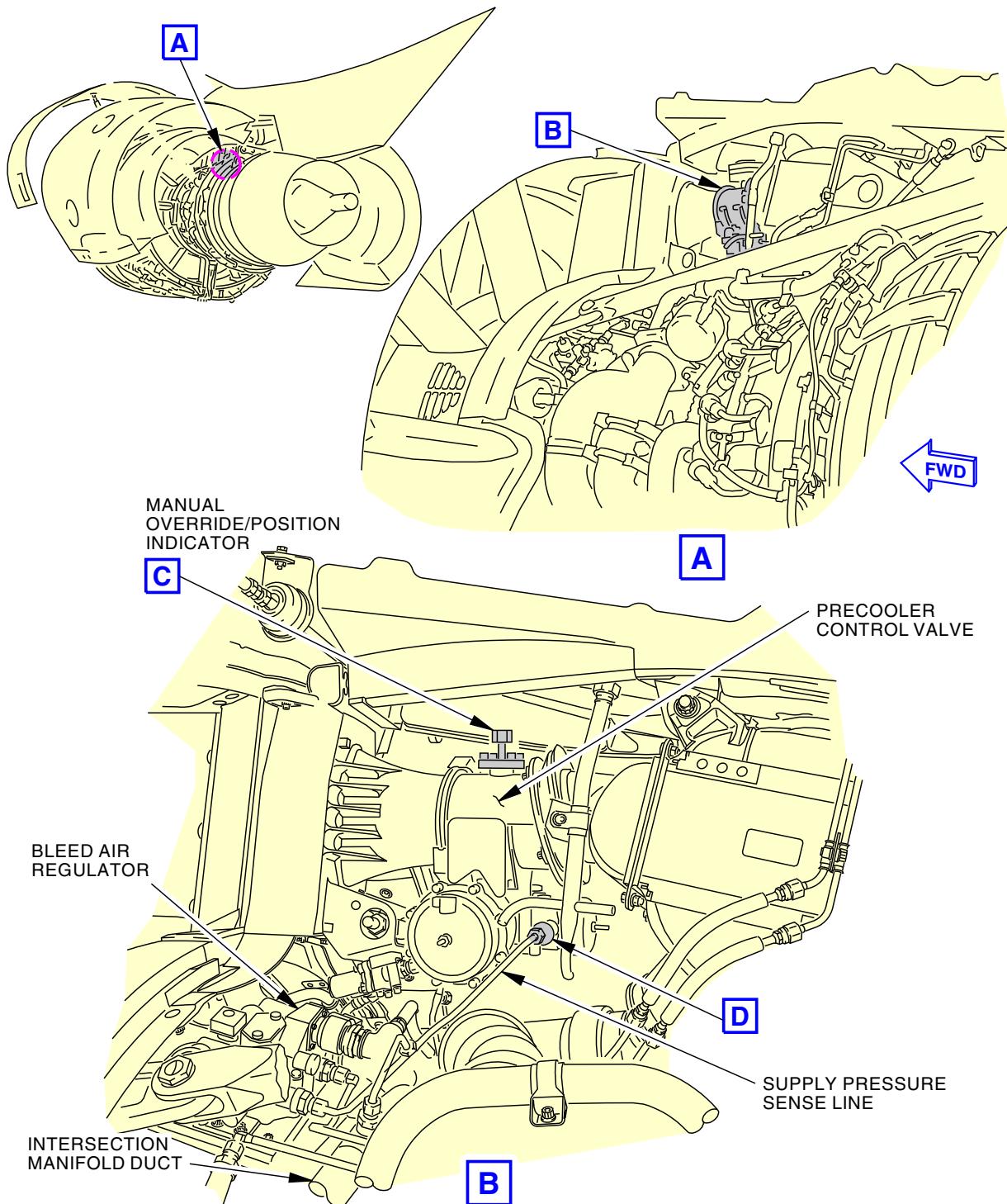
SUBTASK 36-00-00-440-002

- (17) Remove the DO-NOT-OPERATE tag from each engine start lever.

———— END OF TASK ————

EFFECTIVITY
LOM ALL

36-00-00



G32901 S0006577901_V3

Precooler Control Valve Deactivation
Figure 903/36-00-00-990-804 (Sheet 1 of 4)

EFFECTIVITY
LOM ALL; AIRPLANES WITH PRECOOLER
CONTROL VALVE P/N 3289562

36-00-00

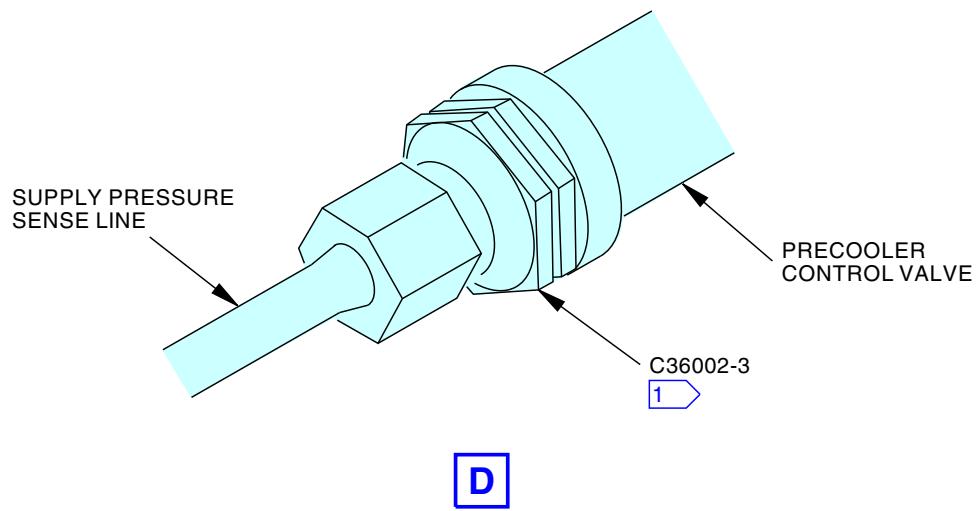
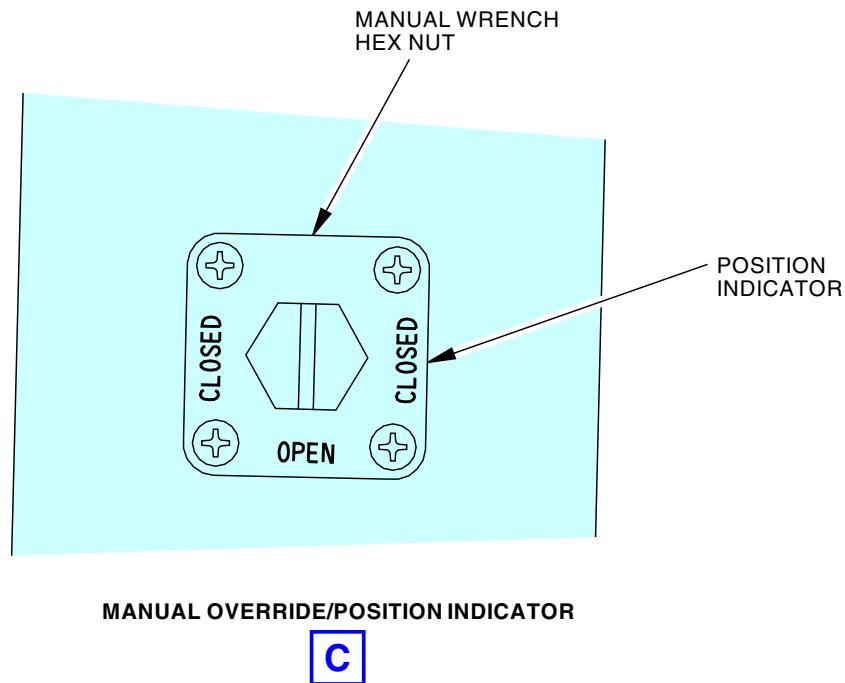
D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details

Page 913
Feb 15/2021



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



INSTALL AFTER REMOVAL OF SUPPLY PRESSURE SENSE LINE

G33144 S0006577902_V2

Precooler Control Valve Deactivation
Figure 903/36-00-00-990-804 (Sheet 2 of 4)

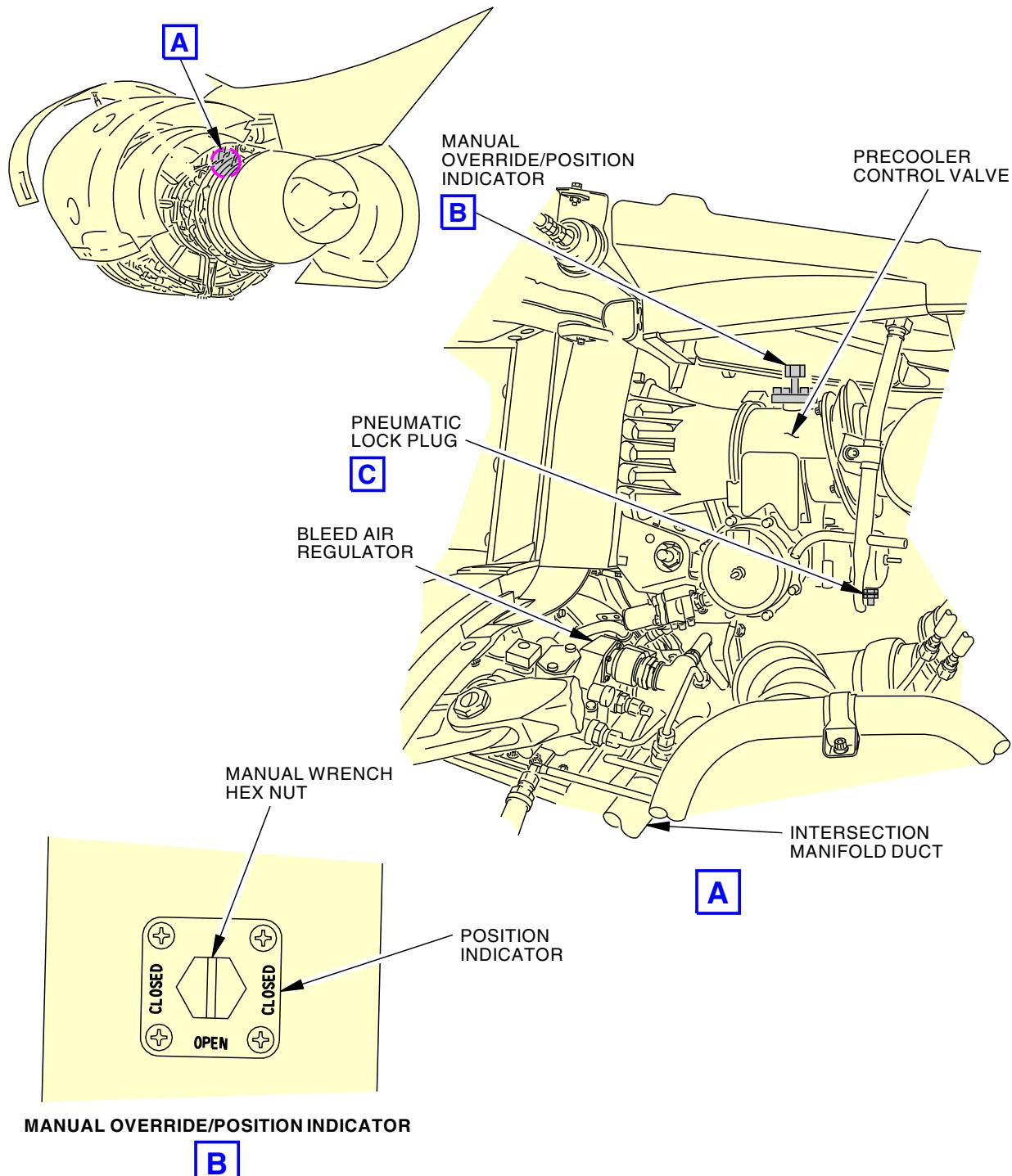
EFFECTIVITY
LOM ALL; AIRPLANES WITH PRECOOLER
CONTROL VALVE P/N 3289562

36-00-00

D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details

Page 914
Feb 15/2021



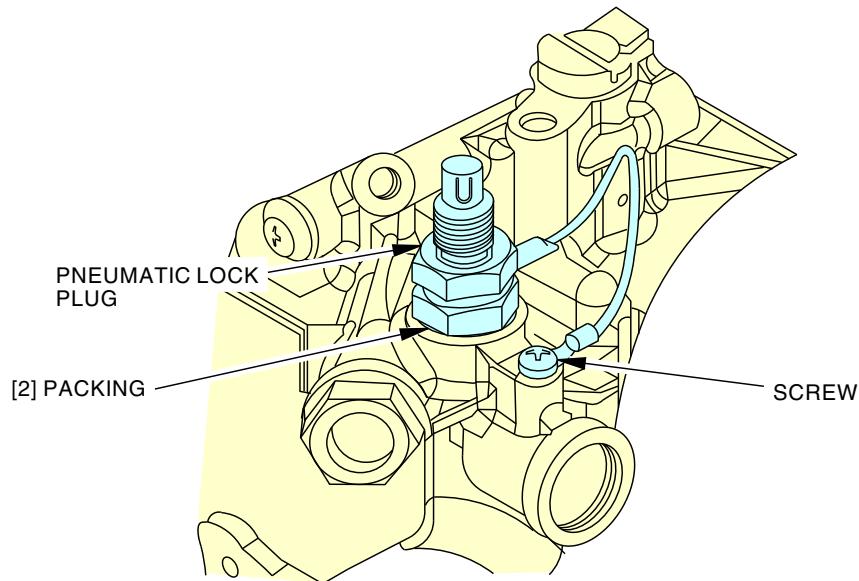
2568705 S0000615753_V2

Precooler Control Valve Deactivation
Figure 903/36-00-00-990-804 (Sheet 3 of 4)

EFFECTIVITY
LOM ALL; AIRPLANES WITH PRECOOLER
CONTROL VALVE P/N 63292146

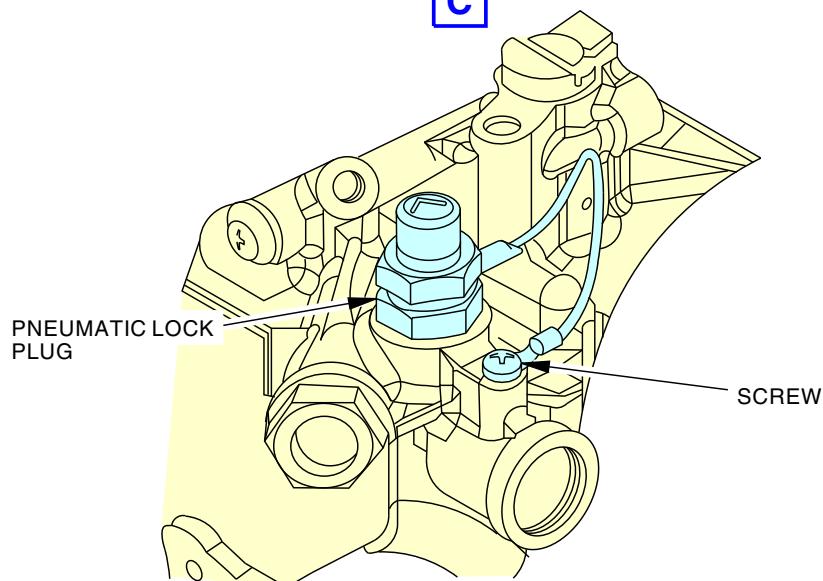
36-00-00

BOEING
737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



**PNEUMATIC LOCK
(SHOWN IN THE DISENGAGED/UNLOCKED POSITION)**

C



**PNEUMATIC LOCK
(SHOWN IN THE ENGAGED/LOCKED POSITION)**

C

2839851 S0000662160_V2

Precooler Control Valve Deactivation
Figure 903/36-00-00-990-804 (Sheet 4 of 4)

EFFECTIVITY
**LOM ALL; AIRPLANES WITH PRECOOLER
CONTROL VALVE P/N 63292146**

36-00-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

TASK 36-00-00-440-803

7. MMEL 36-3 (DDPG) Restoration - Precooler Control Valve Inoperative
(Figure 903)

A. General

- (1) This task puts the airplane back to its usual condition after operation with the precooler control valve inoperative in the full open position.

B. References

Reference	Title
27-81-00-040-801	Leading Edge Flaps and Slats Deactivation (P/B 201)
27-81-00-440-801	Leading Edge Flaps and Slats - Activation (P/B 201)
36-00-00-860-805	Supply Pressure Upstream of the PRSOV (P/B 201)
36-00-00-860-806	Remove Pressure from the Pneumatic System (P/B 201)
78-31-00-010-801-F00	Open the Thrust Reverser (Selection) (P/B 201)
78-31-00-010-804-F00	Close the Thrust Reverser (Selection) (P/B 201)
78-31-00-040-802-F00	Thrust Reverser Deactivation For Ground Maintenance (P/B 201)
78-31-00-440-803-F00	Thrust Reverser Activation After Ground Maintenance (P/B 201)

C. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
SPL-14252	Dispatch Kit - Precooler Control Valve Part #: C36002-1 Supplier: 81205

D. Consumable Materials

Reference	Description	Specification
D00010	Compound - Thread Antiseize, High Temperature	MIL-PRF-907

E. Expendables/Parts

AMM Item	Description	AIPC Reference	AIPC Effectivity
2	Packing	36-12-02-50-030	LOM ALL

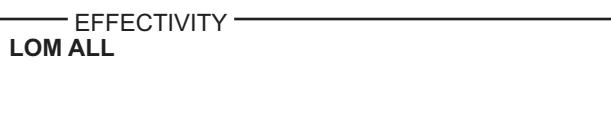
F. Location Zones

Zone	Area
411	Engine 1 - Engine
421	Engine 2 - Engine

G. Precooler Control Valve Restoration

SUBTASK 36-00-00-860-027

- (1) Make sure each engine start lever is in the CUTOFF position.
(a) Install a DO-NOT-OPERATE tag on each engine start lever.



36-00-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-00-00-860-028



WARNING

YOU MUST REMOVE THE PRESSURE FROM THE PNEUMATIC DUCTS BEFORE YOU REMOVE A PNEUMATIC SYSTEM COMPONENT. IF YOU DO NOT REMOVE THE PRESSURE FROM THE PNEUMATIC DUCTS, HOT HIGH PRESSURE AIR CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.

- (2) Do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806.

SUBTASK 36-00-00-040-014

- (3) Do this task: Leading Edge Flaps and Slats Deactivation, TASK 27-81-00-040-801.

SUBTASK 36-00-00-040-015

- (4) Do this task for the associated thrust reverser: Thrust Reverser Deactivation For Ground Maintenance, TASK 78-31-00-040-802-F00.

SUBTASK 36-00-00-010-011

- (5) Do this task: Open the Thrust Reverser (Selection), TASK 78-31-00-010-801-F00.

LOM ALL; AIRPLANES WITH PRECOOLER CONTROL VALVE P/N 3289562

SUBTASK 36-00-00-020-013

- (6) Remove the supply pressure sense line between the precooler control valve, bleed air regulator, and intersection manifold duct.

SUBTASK 36-00-00-020-014

- (7) Remove the precooler control valve fitting, SPL-14252, from the supply pressure port in the precooler control valve.

SUBTASK 36-00-00-420-007

- (8) Install the tubing fitting union, P/N J522P53, that was removed and retained in the deactivation procedure, in the supply pressure port in the precooler control valve as follows:
- Lightly lubricate the threads of the tubing fitting union with compound, D00010 and install in the supply pressure port.
 - Tighten the union to 265 in-lb (30 N·m) - 275 in-lb (31 N·m).

SUBTASK 36-00-00-420-008

- (9) Install the supply pressure sense line between the precooler control valve, bleed air regulator and the intersection manifold duct as follows:



CAUTION

USE TWO WRENCHES TO LOOSEN OR TIGHTEN THE FITTING. IF YOU TWIST THE TUBE OR FITTING, YOU CAN CAUSE DAMAGE TO THEM.

- Tighten the coupling nuts for the supply pressure sense line to 133 in-lb (15 N·m) - 147 in-lb (17 N·m).



CAUTION

USE TWO WRENCHES TO LOOSEN OR TIGHTEN THE FITTING. IF YOU TWIST THE TUBE OR FITTING, YOU CAN CAUSE DAMAGE TO THEM.

- Back off the coupling nuts to decrease the torque.

EFFECTIVITY
LOM ALL

36-00-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

LOM ALL; AIRPLANES WITH PRECOOLER CONTROL VALVE P/N 3289562 (Continued)



USE TWO WRENCHES TO LOOSEN OR TIGHTEN THE FITTING. IF YOU TWIST THE TUBE OR FITTING, YOU CAN CAUSE DAMAGE TO THEM.

CAUTION

- (c) Tighten the coupling nuts for the supply pressure sense line to 133.0 in-lb (15.0 N·m) - 147.0 in-lb (16.6 N·m).

LOM ALL; AIRPLANES WITH PRECOOLER CONTROL VALVE P/N 63292146

SUBTASK 36-00-00-900-004

- (10) Remove and install the pneumatic lock plug as follows (Figure 903):

NOTE: The pneumatic lock plug can be installed in two ways.

"L" side seen outwards means the plug is in engaged/locked position.

"U" side seen outwards means the plug is in disengaged/unlocked position.

- (a) Remove the pneumatic lock plug.
(b) Install a new packing [2] before you install the pneumatic lock plug.
(c) Install the pneumatic plug.

- 1) Make sure that the "U" side of the pneumatic lock plug is outward to install the pneumatic lock plug in unlocked position.

NOTE: When the pneumatic lock plug is in disengaged/unlocked position, it allows the air supply into the servo housing.

- 2) Tighten the hex nut on the pneumatic lock plug to 95 in-lb (11 N·m) - 105 in-lb (12 N·m).

LOM ALL

SUBTASK 36-00-00-440-022

- (11) Do this task: Supply Pressure Upstream of the PRSOV, TASK 36-00-00-860-805.

LOM ALL; AIRPLANES WITH PRECOOLER CONTROL VALVE P/N 3289562

SUBTASK 36-00-00-790-002

- (12) Do a leak check of all distributed tubing fittings using a snoop leak detector or an equivalent soap solution.

LOM ALL

SUBTASK 36-00-00-210-005

- (13) Make sure that the visual position indicator on the precooler control valve moves and stays in the full closed position.

SUBTASK 36-00-00-040-018

- (14) Do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806.

SUBTASK 36-00-00-010-012

- (15) Do this task: Close the Thrust Reverser (Selection), TASK 78-31-00-010-804-F00.

SUBTASK 36-00-00-440-020

- (16) Do this task: Thrust Reverser Activation After Ground Maintenance, TASK 78-31-00-440-803-F00.

EFFECTIVITY
LOM ALL

36-00-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-00-00-440-021

- (17) Do this task: Leading Edge Flaps and Slats - Activation, TASK 27-81-00-440-801.

SUBTASK 36-00-00-440-003

- (18) Remove the DO-NOT-OPERATE tag from each engine start lever.

———— END OF TASK ————

TASK 36-00-00-040-804

8. MMEL 36-5 (DDPG) Preparation - Pressure Regulating and Shutoff Valve Inoperative
(Figure 904)

A. General

- (1) This task gives the maintenance steps which prepare the airplane for flight with one or two Pressure Regulating and Shutoff Valves (PRSOVs) inoperative.
- (2) Two PRSOVs can be inoperative, if the Auxiliary Power Unit (APU) bleed air system operates correctly.

B. References

Reference	Title
27-81-00-040-801	Leading Edge Flaps and Slats Deactivation (P/B 201)
27-81-00-440-801	Leading Edge Flaps and Slats - Activation (P/B 201)
27-81-00-860-804	Leading Edge Flaps and Slats Retraction (P/B 201)
36-00-00-860-806	Remove Pressure from the Pneumatic System (P/B 201)
71-11-02-010-801-F00	Open the Fan Cowl Panels (P/B 201)
71-11-02-410-801-F00	Close the Fan Cowl Panels (P/B 201)
78-31-00-010-801-F00	Open the Thrust Reverser (Selection) (P/B 201)
78-31-00-010-804-F00	Close the Thrust Reverser (Selection) (P/B 201)
78-31-00-040-802-F00	Thrust Reverser Deactivation For Ground Maintenance (P/B 201)
78-31-00-440-803-F00	Thrust Reverser Activation After Ground Maintenance (P/B 201)

C. Tools/Equipment

Reference	Description
STD-858	Tag - DO NOT OPERATE

D. Consumable Materials

Reference	Description	Specification
D00010	Compound - Thread Antiseize, High Temperature	MIL-PRF-907
D00667	Compound - Antiseize - Loctite C5-A Copper Based Anti-Seize (Replaces FEL-PRO C5-A)	MIL-PRF-907
D50188	Compound - Anti-Seize, Loctite Silver Grade	MIL-PRF-907

E. Location Zones

Zone	Area
411	Engine 1 - Engine
421	Engine 2 - Engine

F. Pressure Regulating and Shutoff Valve Deactivation

SUBTASK 36-00-00-860-029

- (1) Make sure that each engine start lever is in the CUTOFF position.

— EFFECTIVITY —

LOM ALL



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- (a) Install the DO NOT OPERATE tag, STD-858, on each engine start lever.

SUBTASK 36-00-00-860-030



WARNING

YOU MUST REMOVE THE PRESSURE FROM THE PNEUMATIC DUCTS BEFORE YOU REMOVE A PNEUMATIC SYSTEM COMPONENT. IF YOU DO NOT REMOVE THE PRESSURE FROM THE PNEUMATIC DUCTS, HOT HIGH PRESSURE AIR CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.

- (2) Do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806.

SUBTASK 36-00-00-860-043

- (3) Do this task: Leading Edge Flaps and Slats Retraction, TASK 27-81-00-860-804.

SUBTASK 36-00-00-040-004

- (4) Do this task: Leading Edge Flaps and Slats Deactivation, TASK 27-81-00-040-801.

SUBTASK 36-00-00-040-005



WARNING

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

- (5) Do this task: Thrust Reverser Deactivation For Ground Maintenance, TASK 78-31-00-040-802-F00.

SUBTASK 36-00-00-010-022

- (6) Do this task: Open the Fan Cowl Panels, TASK 71-11-02-010-801-F00.

SUBTASK 36-00-00-010-023



WARNING

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

- (7) Do this task: Open the Thrust Reverser (Selection), TASK 78-31-00-010-801-F00.

SUBTASK 36-00-00-020-004

- (8) Manually lock the inoperative PRSOV to the CLOSED position as follows:

- (a) Turn the manual override nut to align the position indicator with the CLOSED position.

NOTE: For PRSOV that are pre-Honeywell SB 36-1724, align the bolt with the CLOSED position.

- (b) Loosen the bolt and push in the lock knob to lock the PRSOV at the CLOSED position.

- (c) Apply Loctite LB 8150 anti-seize compound, D50188, or Loctite C5-A compound, D00667, or compound, D00010, to the threads of the bolt.

- (d) Tighten the bolt to 10 in-lb (1.1 N·m) - 20 in-lb (2.3 N·m) to hold the lock knob in its position.

EFFECTIVITY
LOM ALL

36-00-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-00-00-010-014



WARNING

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

- (9) Do this task: Close the Thrust Reverser (Selection), TASK 78-31-00-010-804-F00.

SUBTASK 36-00-00-410-004

- (10) Do this task: Close the Fan Cowl Panels, TASK 71-11-02-410-801-F00.

SUBTASK 36-00-00-440-008

- (11) Do this task: Thrust Reverser Activation After Ground Maintenance, TASK 78-31-00-440-803-F00.

SUBTASK 36-00-00-440-009

- (12) Do this task: Leading Edge Flaps and Slats - Activation, TASK 27-81-00-440-801.

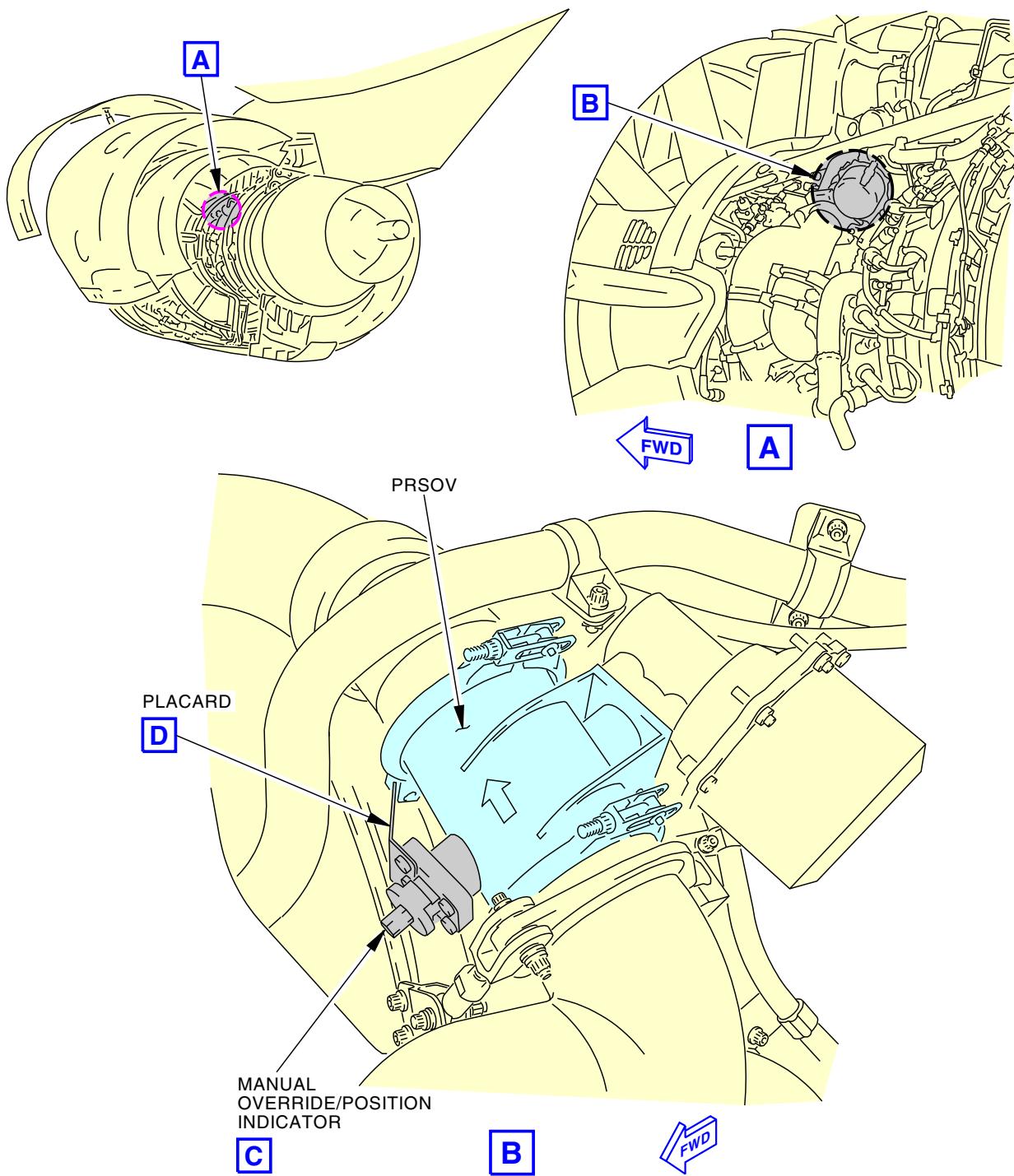
SUBTASK 36-00-00-440-004

- (13) Remove the DO NOT OPERATE tag, STD-858, from each engine start lever.

———— END OF TASK ————

EFFECTIVITY
LOM ALL

36-00-00



G32919 S0006577905_V2

Pressure Regulating and Shutoff Valve (PRSOV) Deactivation
Figure 904/36-00-00-990-805 (Sheet 1 of 2)

EFFECTIVITY
LOM ALL

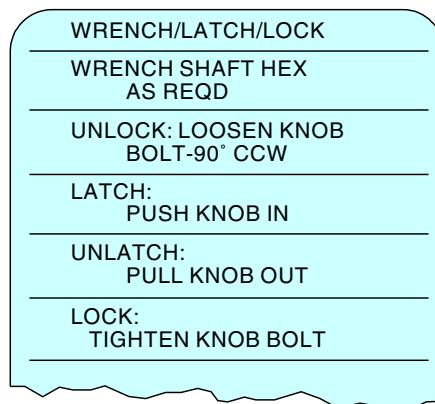
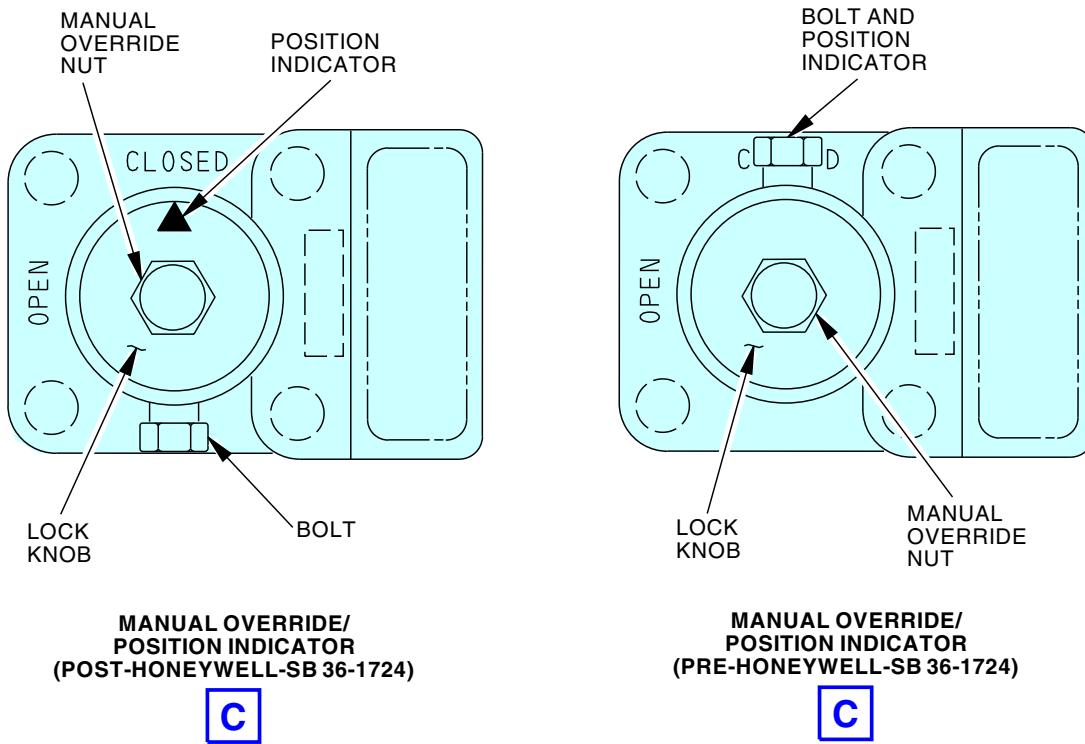
36-00-00

D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



PLACARD

D

G33102 S0006577906_V4

Pressure Regulating and Shutoff Valve (PRSOV) Deactivation
Figure 904/36-00-00-990-805 (Sheet 2 of 2)



D633A101-LOM

36-00-00

Page 924
Feb 15/2023



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

TASK 36-00-00-440-804

9. MMEL 36-5 (DDPG) Restoration - Pressure Regulating and Shutoff Valve Inoperative
(Figure 904)

A. General

- (1) This task puts the airplane back to its usual condition after operation with the pressure regulating and shutoff valve (PRSOV) inoperative.

B. References

Reference	Title
27-81-00-040-801	Leading Edge Flaps and Slats Deactivation (P/B 201)
27-81-00-440-801	Leading Edge Flaps and Slats - Activation (P/B 201)
27-81-00-860-804	Leading Edge Flaps and Slats Retraction (P/B 201)
36-00-00-860-806	Remove Pressure from the Pneumatic System (P/B 201)
71-11-02-010-801-F00	Open the Fan Cowl Panels (P/B 201)
71-11-02-410-801-F00	Close the Fan Cowl Panels (P/B 201)
78-31-00-010-801-F00	Open the Thrust Reverser (Selection) (P/B 201)
78-31-00-010-804-F00	Close the Thrust Reverser (Selection) (P/B 201)
78-31-00-040-802-F00	Thrust Reverser Deactivation For Ground Maintenance (P/B 201)
78-31-00-440-803-F00	Thrust Reverser Activation After Ground Maintenance (P/B 201)

C. Consumable Materials

Reference	Description	Specification
D00010	Compound - Thread Antiseize, High Temperature	MIL-PRF-907
D00667	Compound - Antiseize - Loctite C5-A Copper Based Anti-Seize (Replaces FEL-PRO C5-A)	MIL-PRF-907
D50188	Compound - Anti-Seize, Loctite Silver Grade	MIL-PRF-907

D. Location Zones

Zone	Area
411	Engine 1 - Engine
421	Engine 2 - Engine

E. Pressure Regulating and Shutoff Valve Restoration

SUBTASK 36-00-00-860-031

- (1) Make sure that each engine start lever is in the CUTOFF position.
 - (a) Install a DO-NOT-OPERATE tag on each engine start lever.

SUBTASK 36-00-00-860-032



WARNING YOU MUST REMOVE THE PRESSURE FROM THE PNEUMATIC DUCTS BEFORE YOU REMOVE A PNEUMATIC SYSTEM COMPONENT. IF YOU DO NOT REMOVE THE PRESSURE FROM THE PNEUMATIC DUCTS, HOT HIGH PRESSURE AIR CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.

- (2) Do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806.

SUBTASK 36-00-00-860-042

- (3) Do this task: Leading Edge Flaps and Slats Retraction, TASK 27-81-00-860-804.

EFFECTIVITY
LOM ALL

36-00-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-00-00-040-006

- (4) Do this task: Leading Edge Flaps and Slats Deactivation, TASK 27-81-00-040-801.

SUBTASK 36-00-00-040-007



WARNING

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

- (5) Do this task: Thrust Reverser Deactivation For Ground Maintenance, TASK 78-31-00-040-802-F00.

SUBTASK 36-00-00-010-024

- (6) Do this task: Open the Fan Cowl Panels, TASK 71-11-02-010-801-F00.

SUBTASK 36-00-00-010-025



WARNING

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

- (7) Do this task: Open the Thrust Reverser (Selection), TASK 78-31-00-010-801-F00.

SUBTASK 36-00-00-020-005

- (8) Manually unlock the PRSOV as follows:

- Loosen the bolt that holds the lock knob in its position.
- Pull the lock knob out to unlock the PRSOV.
- Apply Loctite LB 8150 anti-seize compound, D50188, or Loctite C5-A compound, D00667, or compound, D00010, to the threads of the bolt.
- Tighten the bolt to 10 in-lb (1.1 N·m) - 20 in-lb (2.3 N·m).

SUBTASK 36-00-00-010-016



WARNING

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

- (9) Do this task: Close the Thrust Reverser (Selection), TASK 78-31-00-010-804-F00.

SUBTASK 36-00-00-410-005

- (10) Do this task: Close the Fan Cowl Panels, TASK 71-11-02-410-801-F00.

SUBTASK 36-00-00-440-010

- (11) Do this task: Thrust Reverser Activation After Ground Maintenance, TASK 78-31-00-440-803-F00.

SUBTASK 36-00-00-440-011

- (12) Do this task: Leading Edge Flaps and Slats - Activation, TASK 27-81-00-440-801.

SUBTASK 36-00-00-440-005

- (13) Remove the DO-NOT-OPERATE tag from each engine start lever.

———— END OF TASK ————

EFFECTIVITY
LOM ALL

36-00-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

TASK 36-00-00-040-805

10. MMEL 36-9 (DDPG) Preparation - High Stage Valve Inoperative

(Figure 905)

A. General

- (1) This task gives the maintenance steps which prepare the airplane for flight with the high stage valve inoperative.

NOTE: Only one high stage valve may be locked in the closed position for dispatch. Dispatch with the opposite high stage valve locked closed under MMEL item 30-3 is not allowed.

B. References

Reference	Title
27-81-00-040-801	Leading Edge Flaps and Slats Deactivation (P/B 201)
27-81-00-440-801	Leading Edge Flaps and Slats - Activation (P/B 201)
27-81-00-860-804	Leading Edge Flaps and Slats Retraction (P/B 201)
36-00-00-860-806	Remove Pressure from the Pneumatic System (P/B 201)
71-11-02-010-801-F00	Open the Fan Cowl Panels (P/B 201)
71-11-02-410-801-F00	Close the Fan Cowl Panels (P/B 201)
78-31-00-010-801-F00	Open the Thrust Reverser (Selection) (P/B 201)
78-31-00-010-804-F00	Close the Thrust Reverser (Selection) (P/B 201)
78-31-00-040-802-F00	Thrust Reverser Deactivation For Ground Maintenance (P/B 201)
78-31-00-440-803-F00	Thrust Reverser Activation After Ground Maintenance (P/B 201)

C. Tools/Equipment

Reference	Description
STD-858	Tag - DO NOT OPERATE

D. Consumable Materials

Reference	Description	Specification
D00010	Compound - Thread Antiseize, High Temperature	MIL-PRF-907
D00667	Compound - Antiseize - Loctite C5-A Copper Based Anti-Seize (Replaces FEL-PRO C5-A)	MIL-PRF-907
D50188	Compound - Anti-Seize, Loctite Silver Grade	MIL-PRF-907

E. Location Zones

Zone	Area
411	Engine 1 - Engine
421	Engine 2 - Engine

F. High Stage Valve Deactivation

SUBTASK 36-00-00-860-033

- (1) Make sure that each engine start lever is in the CUTOFF position.
(a) Install the DO NOT OPERATE tag, STD-858, on each engine start lever.

EFFECTIVITY
LOM ALL

36-00-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-00-00-860-034



WARNING

YOU MUST REMOVE THE PRESSURE FROM THE PNEUMATIC DUCTS BEFORE YOU REMOVE A PNEUMATIC SYSTEM COMPONENT. IF YOU DO NOT REMOVE THE PRESSURE FROM THE PNEUMATIC DUCTS, HOT HIGH PRESSURE AIR CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.

- (2) Do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806.

SUBTASK 36-00-00-860-044

- (3) Do this task: Leading Edge Flaps and Slats Retraction, TASK 27-81-00-860-804.

SUBTASK 36-00-00-040-008

- (4) Do this task: Leading Edge Flaps and Slats Deactivation, TASK 27-81-00-040-801.

SUBTASK 36-00-00-040-009



WARNING

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

- (5) Do this task: Thrust Reverser Deactivation For Ground Maintenance, TASK 78-31-00-040-802-F00.

SUBTASK 36-00-00-010-026

- (6) Do this task: Open the Fan Cowl Panels, TASK 71-11-02-010-801-F00.

SUBTASK 36-00-00-010-027



WARNING

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

- (7) Do this task: Open the Thrust Reverser (Selection), TASK 78-31-00-010-801-F00.

SUBTASK 36-00-00-020-006

- (8) Manually lock closed the high stage valve, do the steps that follow:

- Turn the manual override nut to align the position indicator with the CLOSED position.
- Loosen the bolt and push in the lock knob to lock the high stage valve closed.
- Apply Loctite LB 8150 anti-seize compound, D50188, or Loctite C5-A compound, D00667, or compound, D00010, to the thread of the bolt.
- Tighten the bolt to 50 in-lb (5.65 N·m) to 55 in-lb (6.21 N·m) to hold the lock knob in its position.

SUBTASK 36-00-00-010-018



WARNING

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

- (9) Do this task: Close the Thrust Reverser (Selection), TASK 78-31-00-010-804-F00.

SUBTASK 36-00-00-410-006

- (10) Do this task: Close the Fan Cowl Panels, TASK 71-11-02-410-801-F00.

EFFECTIVITY
LOM ALL

36-00-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-00-00-440-012

- (11) Do this task: Thrust Reverser Activation After Ground Maintenance,
TASK 78-31-00-440-803-F00.

SUBTASK 36-00-00-440-013

- (12) Do this task: Leading Edge Flaps and Slats - Activation, TASK 27-81-00-440-801.

SUBTASK 36-00-00-440-006

- (13) Remove the DO NOT OPERATE tag, STD-858, from each engine start lever.

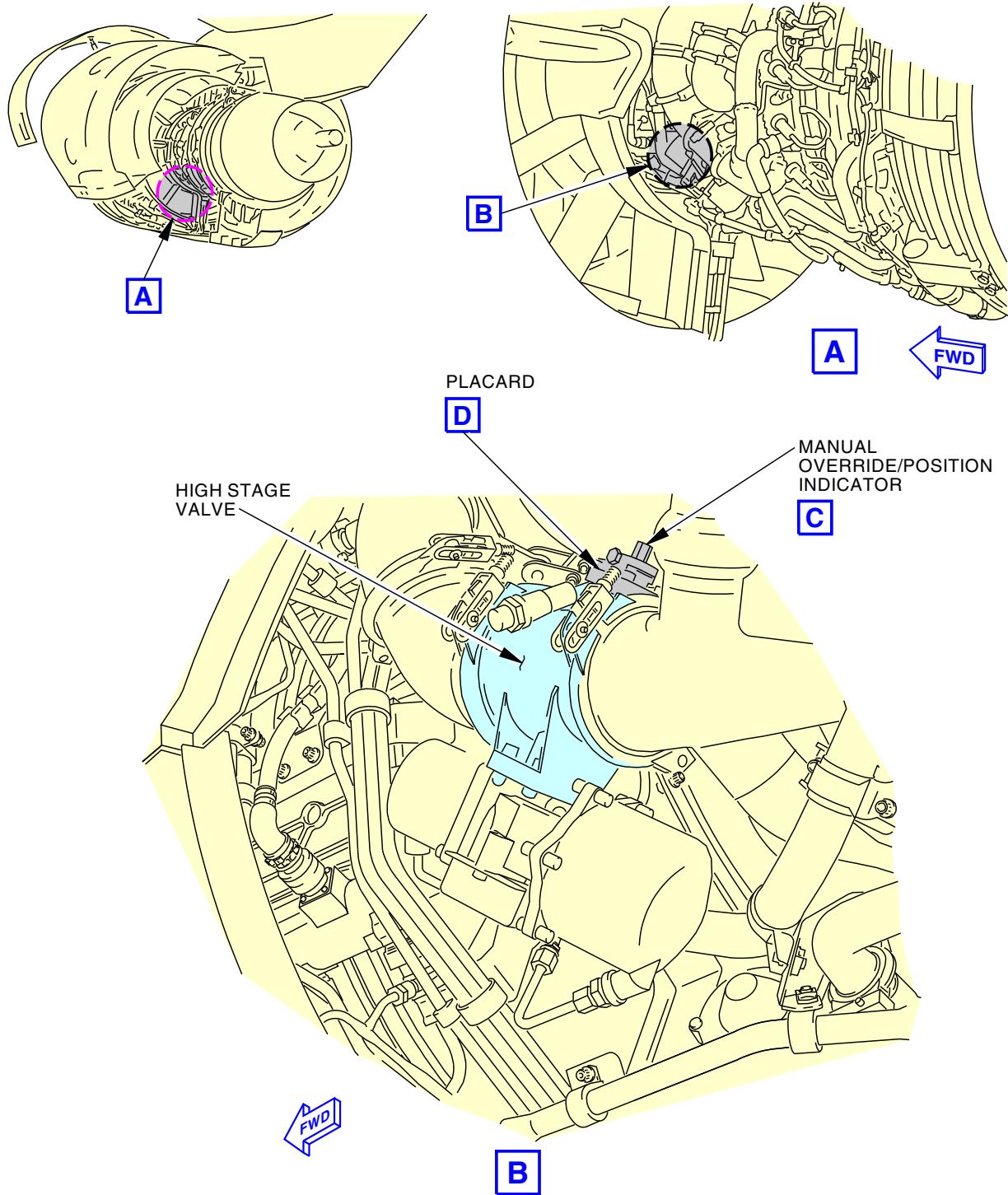
———— END OF TASK ————

— EFFECTIVITY —
LOM ALL

36-00-00

Page 929
Feb 15/2023

D633A101-LOM



G32937 S0006577909_V2

High Stage Valve Deactivation
Figure 905/36-00-00-990-808 (Sheet 1 of 2)

EFFECTIVITY
LOM ALL

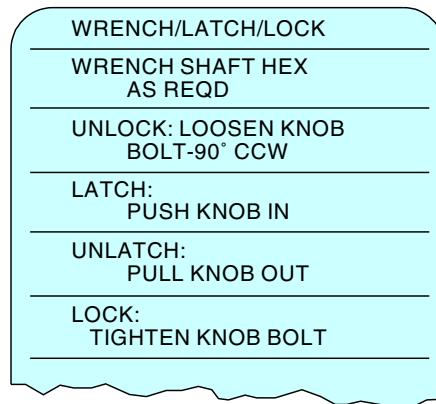
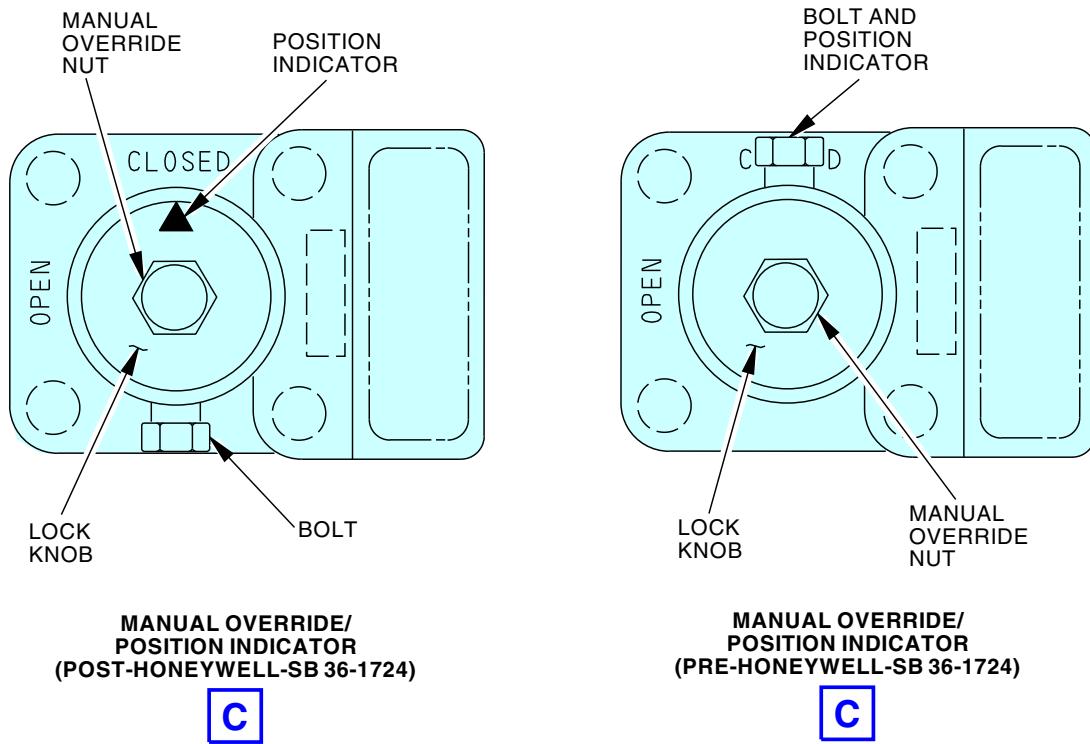
36-00-00

D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



PLACARD

D

G33057 S0006577910_V4

High Stage Valve Deactivation
Figure 905/36-00-00-990-808 (Sheet 2 of 2)



36-00-00

Page 931
Feb 15/2023



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

TASK 36-00-00-440-805

11. MMEL 36-9 (DDPG) Restoration - High Stage Valve Inoperative
(Figure 905)

A. General

- (1) This task puts the airplane back to its usual condition after operation with the high stage valve inoperative.

B. References

Reference	Title
27-81-00-040-801	Leading Edge Flaps and Slats Deactivation (P/B 201)
27-81-00-440-801	Leading Edge Flaps and Slats - Activation (P/B 201)
27-81-00-860-804	Leading Edge Flaps and Slats Retraction (P/B 201)
36-00-00-860-806	Remove Pressure from the Pneumatic System (P/B 201)
71-11-02-010-801-F00	Open the Fan Cowl Panels (P/B 201)
71-11-02-410-801-F00	Close the Fan Cowl Panels (P/B 201)
78-31-00-010-801-F00	Open the Thrust Reverser (Selection) (P/B 201)
78-31-00-010-804-F00	Close the Thrust Reverser (Selection) (P/B 201)
78-31-00-040-802-F00	Thrust Reverser Deactivation For Ground Maintenance (P/B 201)
78-31-00-440-803-F00	Thrust Reverser Activation After Ground Maintenance (P/B 201)

C. Tools/Equipment

Reference	Description
STD-858	Tag - DO NOT OPERATE

D. Consumable Materials

Reference	Description	Specification
D00010	Compound - Thread Antiseize, High Temperature	MIL-PRF-907
D00667	Compound - Antiseize - Loctite C5-A Copper Based Anti-Seize (Replaces FEL-PRO C5-A)	MIL-PRF-907
D50188	Compound - Anti-Seize, Loctite Silver Grade	MIL-PRF-907

E. Location Zones

Zone	Area
411	Engine 1 - Engine
421	Engine 2 - Engine

F. High Stage Valve Restoration

SUBTASK 36-00-00-860-035

- (1) Make sure that each engine start lever is in the CUTOFF position.
(a) Install a DO NOT OPERATE tag, STD-858, on each engine start lever.



36-00-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-00-00-860-036



WARNING

YOU MUST REMOVE THE PRESSURE FROM THE PNEUMATIC DUCTS BEFORE YOU REMOVE A PNEUMATIC SYSTEM COMPONENT. IF YOU DO NOT REMOVE THE PRESSURE FROM THE PNEUMATIC DUCTS, HOT HIGH PRESSURE AIR CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.

- (2) Do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806.

SUBTASK 36-00-00-860-045

- (3) Do this task: Leading Edge Flaps and Slats Retraction, TASK 27-81-00-860-804.

SUBTASK 36-00-00-040-010

- (4) Do this task: Leading Edge Flaps and Slats Deactivation, TASK 27-81-00-040-801.

SUBTASK 36-00-00-040-011



WARNING

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

- (5) Do this task: Thrust Reverser Deactivation For Ground Maintenance, TASK 78-31-00-040-802-F00.

SUBTASK 36-00-00-010-028

- (6) Do this task: Open the Fan Cowl Panels, TASK 71-11-02-010-801-F00.

SUBTASK 36-00-00-010-029



WARNING

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

- (7) Do this task: Open the Thrust Reverser (Selection), TASK 78-31-00-010-801-F00.

SUBTASK 36-00-00-020-007

- (8) Manually unlock the high stage valve, do the steps that follow:

- Loosen the bolt.
- Pull the lock knob out, to unlock the high stage valve.
- Apply Loctite LB 8150 anti-seize compound, D50188, or Loctite C5-A compound, D00667, or compound, D00010, to the thread of the bolt.
- Tighten the bolt to 50 in-lb (5.65 N·m) to 55 in-lb (6.21 N·m) to hold the lock knob in its position.

SUBTASK 36-00-00-010-020



WARNING

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

- (9) Do this task: Close the Thrust Reverser (Selection), TASK 78-31-00-010-804-F00.

SUBTASK 36-00-00-410-007

- (10) Do this task: Close the Fan Cowl Panels, TASK 71-11-02-410-801-F00.

EFFECTIVITY
LOM ALL

36-00-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-00-00-440-014

- (11) Do this task: Thrust Reverser Activation After Ground Maintenance,
TASK 78-31-00-440-803-F00.

SUBTASK 36-00-00-440-015

- (12) Do this task: Leading Edge Flaps and Slats - Activation, TASK 27-81-00-440-801.

SUBTASK 36-00-00-440-007

- (13) Remove a DO NOT OPERATE tag, STD-858, from each engine start lever.

———— END OF TASK ————

— EFFECTIVITY —
LOM ALL

36-00-00

Page 934
Feb 15/2023

D633A101-LOM



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

ENGINE BLEED AIR DISTRIBUTION SYSTEM - ADJUSTMENT/TEST

1. General

- A. This procedure has these tasks:
 - (1) Bleed Air Regulator and 490°F Overtemperature Switch Functional Test
 - (2) Engine Bleed Trip Off Voltage Test
 - (3) Engine Bleed Air Crossover Operational Test
 - (4) Engine Bleed Air System Health Check
 - (5) Engine Bleed Air System Leak Check Using the APU.
- B. The bleed air regulator and overtemperature switch functional test simulates a bleed trip condition with the 490°F overtemperature switch exposed to a 500°F (260°C) heat source. The bleed trip light indicator (on the P5-10 panel) and the bleed air regulator are checked for correct response in a bleed trip condition. The test also checks that the bleed air regulator solenoid operates correctly when the engine fire switch is cycled between the ON and OFF position.
- C. The engine bleed trip off voltage test simulates an overtemperature condition by jumping pins across the overtemperature switch connector. The test measures the voltage across pins at the bleed air regulator connector and at the 490°F overtemperature switch connector in a simulated bleed trip condition.
- D. The engine bleed air crossover operational test examines the operation of the Pressure Regulating and Shutoff Valve (PRSOV) and the bleed air crossover function between the 9th and 5th-stage bleed with the engine in operation.
- E. The engine bleed air health check uses a nitrogen pressure source and pneumatic test equipment (pressure gauges and regulators) to examine the operation state of these subsystems:
 - (1) Bleed air regulator/PRSOV/450°F thermostat.
 - (2) High-stage regulator/high-stage valve.
- F. The engine bleed air system leak check using the Auxiliary Power Unit (APU) describes how to use the APU to pressurize the system to check the sense lines and these system components for leaks:
 - (1) The overpressure valve in the bleed air regulator.
 - (2) The reverse flow diaphragm in the high stage regulator.
- G. There is also a bleed air precooler system health check procedure that also uses the same type of pneumatic test equipment set-up as that of the engine bleed air health check. It can be found in the bleed air precooler system - adjustment/test section.

TASK 36-11-00-720-801

2. Bleed Air Regulator and 490F Overtemperature Switch Functional Test

A. General

- (1) The bleed air regulator and overtemperature switch functional test simulates a bleed trip condition with the 490°F overtemperature switch exposed to a 500°F (260°C) heat source. The bleed trip light indicator (on the P5-10 panel) and the bleed air regulator is checked for correct response in a bleed trip condition. The test also checks that the bleed air regulator solenoid operates correctly when the engine fire switch is cycled between the ON and OFF position.

NOTE: The BLEED TRIP OFF light can come ON when a BLEED switch is selected immediately following a NO BLEED takeoff. If the BLEED TRIP OFF light can be reset, no maintenance action is required.

EFFECTIVITY
LOM ALL

36-11-00


BOEING
 737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

B. References

Reference	Title
24-22-00-860-811	Supply Electrical Power (P/B 201)
36-00-00-860-806	Remove Pressure from the Pneumatic System (P/B 201)
36-11-08-000-801	Overtemperature Switch Removal (P/B 401)
36-11-08-400-801	Overtemperature Switch Installation (P/B 401)
78-31-00-010-801-F00	Open the Thrust Reverser (Selection) (P/B 201)
78-31-00-010-804-F00	Close the Thrust Reverser (Selection) (P/B 201)

C. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
SPL-3924	Tester - Thermo Switch, K-Type Thermocouple Switches Part #: H394R Supplier: 98869 Opt Part #: H294 Supplier: 98869 Opt Part #: H394 SERIES Supplier: 98869
SPL-11499	TempCal Probe - Bleed Air Regulator and 490F Overtemperature Switch Part #: BH22283 Supplier: 98869
STD-858	Tag - DO NOT OPERATE

D. Location Zones

Zone	Area
211	Flight Compartment - Left
212	Flight Compartment - Right
411	Engine 1 - Engine
421	Engine 2 - Engine
433	Engine 1 - Strut Torque Box
443	Engine 2 - Strut Torque Box

E. Prepare for the Functional Test

SUBTASK 36-11-00-010-001

- (1) Do this task: Supply Electrical Power, TASK 24-22-00-860-811.

SUBTASK 36-11-00-860-001

- (2) Make sure that both engine BLEED switches on the P5-10 Panel are in the OFF position.

SUBTASK 36-11-00-860-002

- (3) Make sure the engine start lever is in the CUTOFF position.

- (a) Install a DO NOT OPERATE tag, STD-858, on the applicable engine start lever.

SUBTASK 36-11-00-860-003



YOU MUST REMOVE THE PRESSURE FROM THE PNEUMATIC DUCTS BEFORE YOU REMOVE A PNEUMATIC SYSTEM COMPONENT. IF YOU DO NOT REMOVE THE PRESSURE FROM THE PNEUMATIC DUCTS, HOT HIGH PRESSURE AIR CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.

- (4) Do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806.

EFFECTIVITY
LOM ALL

36-11-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-11-00-010-002



WARNING

DO THESE SPECIFIED TASKS IN THE CORRECT SEQUENCE BEFORE YOU OPEN THE THRUST REVERSERS: RETRACT THE LEADING EDGE, DO THE DEACTIVATION PROCEDURES FOR THE LEADING EDGE AND THE THRUST REVERSER (FOR GROUND MAINTENANCE), AND OPEN THE FAN COWL PANELS. IF YOU DO NOT OBEY THE ABOVE SEQUENCE, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (5) Open the left thrust reverser on the Engine No. 1 (Engine No. 2). To open the thrust reverser, do this task: Open the Thrust Reverser (Selection), TASK 78-31-00-010-801-F00.

F. Functional Test

SUBTASK 36-11-00-710-001

- (1) Push the BLEED TRIP OFF lights (2 locations) on the P5-10 Panel.
(a) Make sure the light comes on when you push the light.
(b) Make sure the light goes off when you release the light.

SUBTASK 36-11-00-710-002

- (2) Push and hold one of two master caution annunciators on the P7 glare shield.
(a) Make sure the MASTER CAUTION lights and master caution annunciator lights come on.

SUBTASK 36-11-00-710-003

- (3) Release the master caution annunciator.
(a) Make sure the MASTER CAUTION lights and master caution annunciator lights go off.

SUBTASK 36-11-00-860-004

- (4) Put the engine 1 BLEED (2 BLEED) switch, on the P5-10 Panel, to the ON position.
(a) Make sure the bleed air regulator solenoid goes to the ON position.

NOTE: The movement of the solenoid will make a click.

SUBTASK 36-11-00-020-001

- (5) Remove the 490°F overtemperature switch from the strut pneumatic duct. To remove the switch, do this task: Overtemperature Switch Removal, TASK 36-11-08-000-801.

SUBTASK 36-11-00-420-001

- (6) Reconnect the electrical connector to the 490°F overtemperature switch after you remove it from the strut pneumatic duct.

SUBTASK 36-11-00-750-001



CAUTION

DO NOT INCREASE THE TEMPERATURE OF THE BLEED-AIR-OVERHEAT SWITCH TO MORE THAN 550F. IF THE TEMPERATURE OF THE SWITCH IS MORE THAN 550°F, IT CAN BE DAMAGED.

- (7) Use the Overtemperature Switch Probe, SPL-11499 and K-Type thermocouple switch tester, SPL-3924 to increase the temperature of the 490°F overtemperature switch as follows:
(a) Increase the temperature to 510°F ($\pm 5^{\circ}\text{F}$).
(b) Decrease the temperature to 455°F.
NOTE: This will preheat the test equipment.
(c) If the left (right) BLEED TRIP OFF light on the P5-10 panel is on, do these steps:

EFFECTIVITY
LOM ALL

36-11-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- 1) Allow the switch to cool until you can push and release the TRIP RESET switch and the BLEED TRIP OFF light goes off.
- (d) Slowly increase the temperature to 500 °F and hold this temperature for seven minutes.
 - 1) Make sure these steps occur:
 - a) The bleed air regulator solenoid goes to the OFF position.
NOTE: The movement of the solenoid will make a click.
 - b) The left (right) BLEED TRIP OFF light on the P5-10 panel comes on.
 - c) The MASTER CAUTION lights (2 locations) on the P7 panel come on.
 - d) The AIR COND annunciator light comes on.

SUBTASK 36-11-00-720-022

- (8) Slowly decrease the temperature to 470 °F and hold this temperature for seven minutes.
 - (a) Make sure the bleed air solenoid stays in the off position (the open winding of the solenoid does not click).

SUBTASK 36-11-00-020-002

- (9) Remove the Overtemperature Switch Probe, SPL-11499 from the 490°F overtemperature switch.

SUBTASK 36-11-00-860-005

- (10) Push and release one of the two MASTER CAUTION lights.
 - (a) Make sure these steps occur:
 - 1) The MASTER CAUTION lights go off.
 - 2) The AIR COND annunciator light goes off.
 - 3) The left (right) BLEED TRIP OFF light stays on.

SUBTASK 36-11-00-860-006

- (11) Push and hold one of the two master caution annunciators.
 - (a) Make sure these lights come on:
 - 1) The MASTER CAUTION lights (2 Locations)
 - 2) The master caution annunciators.

SUBTASK 36-11-00-860-007

- (12) Release the master caution annunciator.
 - (a) Make sure these lights stay on:
 - 1) The MASTER CAUTION lights (2 Locations)
 - 2) The AIR COND annunciator light
 - 3) The left (right) BLEED TRIP OFF light.

SUBTASK 36-11-00-710-004

- (13) Permit sufficient time for the 490°F overtemperature switch to cool.

SUBTASK 36-11-00-860-008

- (14) Push and release the TRIP RESET switch on the P5-10 panel.
 - (a) Make sure these steps occur:
 - 1) The bleed air regulator solenoid air goes to the ON position.
NOTE: The movement of the solenoid will make a click.
 - 2) The MASTER CAUTION lights go off.

EFFECTIVITY
LOM ALL

36-11-00



737-600/700/800/900 AIRCRAFT MAINTENANCE MANUAL

- 3) The AIR COND annunciator light goes off.
- 4) The left (right) BLEED TRIP OFF light goes off.

SUBTASK 36-11-00-420-002

- (15) Install the 490°F overtemperature switch. To install the switch, do this task: Overtemperature Switch Installation, TASK 36-11-08-400-801.

SUBTASK 36-11-00-860-009

- (16) Put the ENGINE 1 FIRE (ENGINE 2 FIRE) switch, on the P8 panel, to the ON position.
 - (a) Make sure the bleed air regulator solenoid goes to the OFF position.

SUBTASK 36-11-00-860-010

- (17) Put the ENGINE 1 FIRE (ENGINE 2 FIRE) switch to the NORMAL position.
 - (a) Make sure the bleed air regulator solenoid goes to the ON position.

SUBTASK 36-11-00-860-011

- (18) Put the engine 1 BLEED (2 BLEED) switch, on the P5-10 panel, to the OFF position.
 - (a) Make sure the bleed air regulator solenoid goes to the OFF position.

SUBTASK 36-11-00-720-001

- (19) Do this procedure for the engine no. 2, if it is necessary.

G. Put the Airplane Back to Its Usual Condition

SUBTASK 36-11-00-010-004



WARNING

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

- (1) Close the left thrust reverser for the applicable engine. To close the thrust reverser, do this task: Close the Thrust Reverser (Selection), TASK 78-31-00-010-804-F00.

SUBTASK 36-11-00-860-012

- (2) Remove the DO NOT OPERATE tags, STD-858, from the engine start levers.

— END OF TASK —

TASK 36-11-00-730-801

3. Engine Bleed Trip Off Voltage Test

(Figure 501)

A. General

- (1) The engine bleed trip off voltage test simulates an overtemperature condition by jumping pins across the overtemperature switch connector. The test measures the voltage across pins at the bleed air regulator connector and at the 490°F overtemperature switch connector in a simulated bleed trip condition. It also examines the applicable indicators for correct operation.

B. References

Reference	Title
24-22-00-860-811	Supply Electrical Power (P/B 201)
54-52-01-010-801	Forward Fairing Removal (P/B 401)
54-52-01-410-801	Forward Fairing Installation (P/B 401)
78-31-00-010-801-F00	Open the Thrust Reverser (Selection) (P/B 201)
78-31-00-010-804-F00	Close the Thrust Reverser (Selection) (P/B 201)

EFFECTIVITY
LOM ALL

36-11-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

C. Tools/Equipment

Reference	Description
STD-1231	Multimeter - Standard

D. Location Zones

Zone	Area
211	Flight Compartment - Left
212	Flight Compartment - Right
411	Engine 1 - Engine
421	Engine 2 - Engine
433	Engine 1 - Strut Torque Box
443	Engine 2 - Strut Torque Box

E. Access Panels

Number	Name/Location
431BL	Forward Strut Fairing, Left Mid Strut Fairing, Strut 1
441BL	Forward Strut Fairing, Left Mid Strut Fairing, Strut 2

F. Prepare for the Voltage Test

SUBTASK 36-11-00-860-013

- (1) Make sure the engine start lever is in the CUTOFF position.
 - (a) Install a DO-NOT-OPERATE tag on the applicable engine start lever.

SUBTASK 36-11-00-860-014

- (2) Make sure these BLEED switches on the P5-10 Panel are in the OFF position.
 - (a) BLEED 1
 - (b) BLEED 2

SUBTASK 36-11-00-010-005



WARNING

DO THESE SPECIFIED TASKS IN THE CORRECT SEQUENCE BEFORE YOU OPEN THE THRUST REVERSER: RETRACT THE LEADING EDGE, DO THE DEACTIVATION PROCEDURES FOR THE LEADING EDGE AND THE THRUST REVERSER (FOR GROUND MAINTENANCE), AND OPEN THE FAN COWL PANELS. IF YOU DO NOT OBEY THE ABOVE SEQUENCE, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (3) Open the left thrust reverser on the applicable engine. To open the thrust reverser, do this task:
Open the Thrust Reverser (Selection), TASK 78-31-00-010-801-F00.

SUBTASK 36-11-00-010-006

- (4) Remove the applicable access panel, do this step:
 - (a) Open these access panels:

Forward Fairing Removal, TASK 54-52-01-010-801

Number **Name/Location**

431BL	Forward Strut Fairing, Left Mid Strut Fairing, Strut 1
441BL	Forward Strut Fairing, Left Mid Strut Fairing, Strut 2

EFFECTIVITY
LOM ALL

36-11-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-11-00-860-015



CAUTION

ELECTRICAL POWER MUST BE REMOVED FROM THE SYSTEM BEFORE THE ELECTRICAL CONNECTOR IS DISCONNECTED FROM THE BLEED COMPONENT.

- (5) Be prepared to disconnect these electrical connectors, as applicable to examine the voltage across the pins during the voltage test:
 - (a) D526 - 490°F overtemperature switch connector, Engine No. 1
 - (b) D528 - 490°F overtemperature switch connector, Engine No. 2
 - (c) Bleed air regulator connector, Engine No. 1 and 2

G. Voltage Test

SUBTASK 36-11-00-860-016



WARNING

WHEN YOU WORK ON ENERGIZED ELECTRICAL SYSTEMS, MAKE SURE THAT ALL PRECAUTIONS ARE TAKEN TO PREVENT SHORT CIRCUITS WHICH CAN DAMAGE EQUIPMENT AND ELECTRICAL SHOCK TO PERSONNEL.

- (1) Do this task: Supply Electrical Power, TASK 24-22-00-860-811.

SUBTASK 36-11-00-860-017

- (2) Push the two BLEED TRIP OFF lights, one at a time on the P5-10 panel.
 - (a) Make sure the two BLEED TRIP OFF lights come on when you push them.
 - (b) Make sure the two BLEED TRIP OFF lights go off when you release them.
 - (c) Open these circuit breakers:

F/O Electrical System Panel, P6-4

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
------------	------------	---------------	-------------

C	7	C01177	A/C PACK/ENGINE BLEED AIR OVHT RIGHT
C	8	C01176	A/C PACK/ENGINE BLEED AIR OVHT LEFT

SUBTASK 36-11-00-860-019



CAUTION

ELECTRICAL POWER MUST BE REMOVED FROM THE SYSTEM BEFORE THE ELECTRICAL CONNECTOR IS DISCONNECTED FROM THE BLEED COMPONENT.

- (3) Disconnect the electrical connector DP1102, from the applicable bleed air regulator to examine the voltage with a multimeter, STD-1231 across the pins during the voltage test:
 - (a) Engine No. 1 and 2 bleed air regulator.

SUBTASK 36-11-00-860-046

- (4) Close these circuit breakers:

F/O Electrical System Panel, P6-4

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
------------	------------	---------------	-------------

C	7	C01177	A/C PACK/ENGINE BLEED AIR OVHT RIGHT
C	8	C01176	A/C PACK/ENGINE BLEED AIR OVHT LEFT

EFFECTIVITY
LOM ALL

36-11-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-11-00-210-001

- (5) Put the applicable engine BLEED switch to the ON position.

NOTE: Keep the other engine BLEED switch in the OFF position.

SUBTASK 36-11-00-730-001

- (6) Measure the voltage between pins 5 and 6 at the electrical connector for the bleed air regulator.

(a) Make sure the voltage is 28 ± 5 VDC.

SUBTASK 36-11-00-730-002

- (7) Use a wrench to manually open and hold the applicable engine start valve to approximately 30 degrees in the open position.

SUBTASK 36-11-00-730-003

- (8) Measure the voltages between these pins at the regulator connector:

- (a) Pins 5 and 6 measure 0 ± 2 VDC.
(b) Pins 6 and 7 measure 28 ± 5 VDC.

SUBTASK 36-11-00-730-004

- (9) Release the engine start valve to the full closed position.

SUBTASK 36-11-00-730-005

- (10) Measure the voltages between these pins at the regulator connector:

- (a) Pins 5 and 6 measure 28 ± 5 VDC.
(b) Pins 6 and 7 measure 0 ± 2 VDC.

SUBTASK 36-11-00-730-006

- (11) Install a jumper wire between pins 9 and 10 at the regulator connector.

SUBTASK 36-11-00-730-007

- (12) Measure the voltages between these pins at the regulator connector:

- (a) Pins 5 and 6 measure 0 ± 2 VDC.
(b) Pins 6 and 7 measure 28 ± 5 VDC.

SUBTASK 36-11-00-730-008

- (13) Make sure these lights come on:

- (a) The applicable BLEED TRIP OFF on the P5-10 panel.
(b) The MASTER CAUTION (2 locations) on the P7 glare shield.
(c) The AIR COND annunciator on the P7 glare shield.

SUBTASK 36-11-00-730-009

- (14) Put the LIGHTS switch, on the P2 panel, to the DIM position.

(a) Make sure these lights become dim:

- 1) The applicable BLEED TRIP OFF on the P5-10 panel.
2) The MASTER CAUTION (2 locations) on the P7 glare shield.
3) The AIR COND annunciator on the P7 glare shield.

SUBTASK 36-11-00-730-010

- (15) Put the LIGHTS switch, on the P2 panel, to the BRIGHT position.

(a) Make sure these light return to their original brightness:

- 1) The applicable BLEED TRIP OFF on the P5-10 panel.

EFFECTIVITY
LOM ALL

36-11-00

Page 508
Feb 15/2025

D633A101-LOM



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- 2) The MASTER CAUTION (2 locations) on the P7 glare shield.
- 3) The AIR COND annunciator on the P7 glare shield.

SUBTASK 36-11-00-730-011

- (16) Push and release either Master Caution annunciator to cancel the Master Caution.
 - (a) Make sure the MASTER CAUTION light goes off.
 - (b) Make sure the AIR COND annunciator light goes off.
 - (c) Make sure the applicable BLEED TRIP OFF light stays on.

SUBTASK 36-11-00-730-012

- (17) Push and release either Master Caution annunciator to recall the Master Caution.
 - (a) Make sure the MASTER CAUTION light comes on.
 - (b) Make sure the AIR COND annunciator light comes on.

SUBTASK 36-11-00-730-013

- (18) Remove the jumper wire between the pins 9 and 10 at the regulator connector.

SUBTASK 36-11-00-730-014

- (19) Push and release the TRIP RESET switch on the P5 overhead panel.

SUBTASK 36-11-00-730-015

- (20) Measure the voltages between these pins at the regulator connector.
 - (a) Pins 5 and 6 measure 28 ± 5 VDC.
 - (b) Pins 6 and 7 measure 0 ± 2 VDC.

SUBTASK 36-11-00-730-016

- (21) Make sure these lights are off:

- (a) The MASTER CAUTION (2 locations) on the P7 glare shield.

NOTE: The MASTER CAUTION light will stay on if there are other system annunciator lights on. Push and release either MASTER CAUTION light to cancel the Master Caution.

- (b) The AIR COND annunciator on the P7 glare shield.
 - (c) The applicable BLEED TRIP OFF light on the P5-10 panel.

SUBTASK 36-11-00-730-017

- (22) Put the applicable ENGINE FIRE switch to the ON position.

SUBTASK 36-11-00-730-018

- (23) Measure the voltages between these pins at the regulator connector:
 - (a) Pins 5 and 6 measure 0 ± 2 VDC.
 - (b) Pins 6 and 7 measure 28 ± 5 VDC.

SUBTASK 36-11-00-730-019

- (24) Put the applicable ENGINE FIRE switch to the NORMAL position.

SUBTASK 36-11-00-730-020

- (25) Measure the voltages between these pins at the regulator connector:
 - (a) Pins 5 and 6 measure 28 ± 5 VDC.
 - (b) Pins 6 and 7 measure 0 ± 2 VDC.

EFFECTIVITY
LOM ALL

36-11-00

Page 509
Feb 15/2025



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-11-00-860-051

- (26) Open these circuit breakers:

F/O Electrical System Panel, P6-4

Row Col Number Name

C	7	C01177	A/C PACK/ENGINE BLEED AIR OVHT RIGHT
C	8	C01176	A/C PACK/ENGINE BLEED AIR OVHT LEFT

SUBTASK 36-11-00-860-022



CAUTION

ELECTRICAL POWER MUST BE REMOVED FROM THE SYSTEM BEFORE THE ELECTRICAL CONNECTOR IS DISCONNECTED FROM THE BLEED COMPONENT.

- (27) Disconnect the applicable electrical connector to examine the voltage across the pins during the voltage test:

- D526 - 490°F overtemperature switch connector, Engine No. 1
- D528 - 490°F overtemperature switch connector, Engine No. 2

SUBTASK 36-11-00-730-021

- (28) Install a jumper wire between the pins 1 and 2 at the applicable 490°F overtemperature switch, D526(D528).

SUBTASK 36-11-00-860-056

- (29) Close these circuit breakers:

F/O Electrical System Panel, P6-4

Row Col Number Name

C	7	C01177	A/C PACK/ENGINE BLEED AIR OVHT RIGHT
C	8	C01176	A/C PACK/ENGINE BLEED AIR OVHT LEFT

SUBTASK 36-11-00-730-022

- (30) Make sure these lights come on:

- The applicable BLEED TRIP OFF on the P5-10 panel.
- The MASTER CAUTION (2 locations) on the P7 glare shield.
- The AIR COND annunciator on the P7 glare shield.

SUBTASK 36-11-00-730-023

- (31) Measure the voltages between these pins at the applicable regulator connector:

- Pins 5 and 6 measure 0 ± 2 VDC.
- Pins 6 and 7 measure 28 ± 5 VDC.

SUBTASK 36-11-00-730-024

- (32) Remove the jumper wire between pins 1 and 2 at the applicable 490°F overtemperature switch, D526(D528).

SUBTASK 36-11-00-730-025

- (33) Push and release the TRIP RESET switch on the P5 overhead panel.

SUBTASK 36-11-00-730-026

- (34) Make sure these lights go off:

- The applicable BLEED TRIP OFF on the P5-10 panel.

EFFECTIVITY
LOM ALL

36-11-00

Page 510
Feb 15/2025

D633A101-LOM



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- (b) The MASTER CAUTION (2 locations) on the P7 glare shield.

NOTE: The MASTER CAUTION light will stay on if there are other system annunciator lights on. Push and release either MASTER CAUTION light to cancel the Master Caution.

- (c) The AIR COND annunciator on the P7 glare shield.

SUBTASK 36-11-00-730-027

- (35) Measure the voltages between these pins at the regulator connector:

- (a) Pins 5 and 6 measure 28 ± 5 VDC.
(b) Pins 6 and 7 measure 0 ± 2 VDC.

SUBTASK 36-11-00-730-028

- (36) Do the procedure again for the other engine if it is necessary.

H. Put the Airplane Back To Its Usual Condition

SUBTASK 36-11-00-860-024

- (1) Open these circuit breakers:

F/O Electrical System Panel, P6-4

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
A	7	C00796	AIR CONDITIONING BLEED AIR VALVES L
B	7	C00797	AIR CONDITIONING BLEED AIR VALVES R

SUBTASK 36-11-00-860-061

- (2) Open these circuit breakers:

F/O Electrical System Panel, P6-4

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
C	7	C01177	A/C PACK/ENGINE BLEED AIR OVHT RIGHT
C	8	C01176	A/C PACK/ENGINE BLEED AIR OVHT LEFT

SUBTASK 36-11-00-860-025

- (3) Connect all of the electrical connectors that were disconnected for this test.

SUBTASK 36-11-00-860-026

- (4) Close these circuit breakers:

F/O Electrical System Panel, P6-4

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
A	7	C00796	AIR CONDITIONING BLEED AIR VALVES L
B	7	C00797	AIR CONDITIONING BLEED AIR VALVES R

SUBTASK 36-11-00-860-066

- (5) Close these circuit breakers:

F/O Electrical System Panel, P6-4

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
C	7	C01177	A/C PACK/ENGINE BLEED AIR OVHT RIGHT
C	8	C01176	A/C PACK/ENGINE BLEED AIR OVHT LEFT

SUBTASK 36-11-00-410-001

- (6) Install the applicable access panel, do this step:

- (a) Close these access panels:

Forward Fairing Installation, TASK 54-52-01-410-801

EFFECTIVITY
LOM ALL

36-11-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

Number Name/Location

431BL Forward Strut Fairing, Left Mid Strut Fairing, Strut 1
441BL Forward Strut Fairing, Left Mid Strut Fairing, Strut 2

SUBTASK 36-11-00-410-002



WARNING

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

- (7) Close the left thrust reverser for the applicable engine. To close the thrust reverser, do this task: Close the Thrust Reverser (Selection), TASK 78-31-00-010-804-F00.

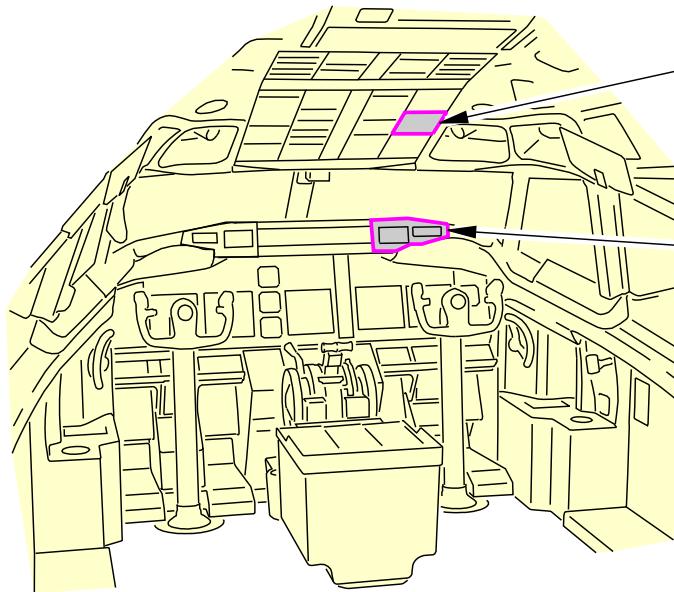
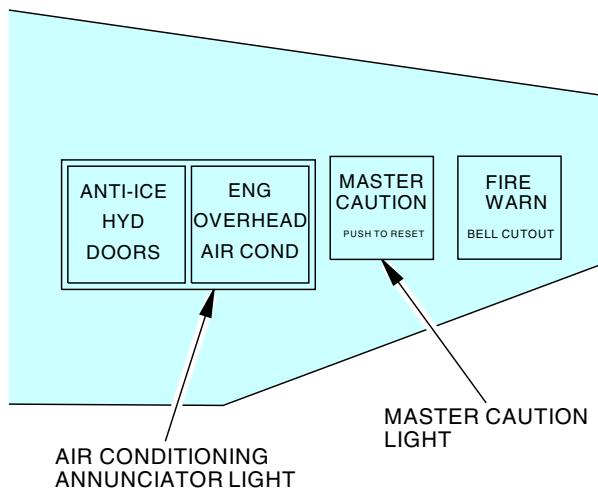
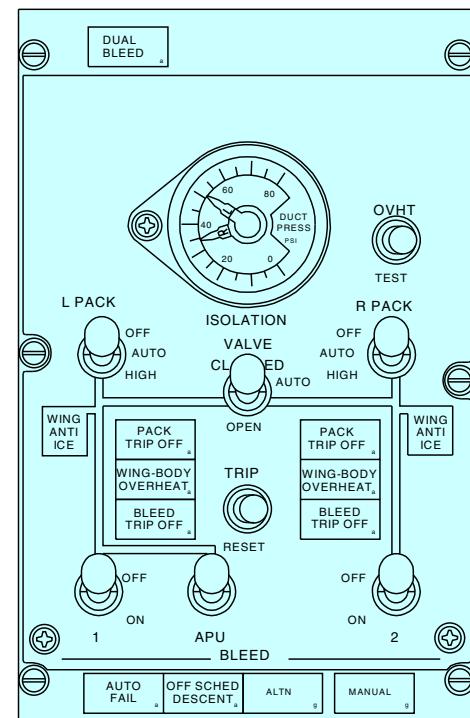
SUBTASK 36-11-00-860-027

- (8) Remove the DO-NOT-OPERATE tag from the engine start lever on the control stand.

———— END OF TASK ————

EFFECTIVITY
LOM ALL

36-11-00


FLIGHT COMPARTMENT

**MASTER CAUTION (P7)
(EXAMPLE)**
A

**BLEED AIR CONTROL
MODULE (P5-10)**
B

G08838 S0006577917_V2

Bleed Air Distribution System Test
Figure 501/36-11-00-990-801

EFFECTIVITY
LOM ALL
36-11-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

TASK 36-11-00-710-801

4. Engine Bleed Air Crossover Operational Test

(Figure 502 and Figure 503)

A. General

- (1) This procedure does the operational test of the control system for the engine bleed air. These bleed system components will be tested:
 - (a) The high stage valve
 - (b) The high stage regulator
 - (c) The Pressure Regulating and Shutoff Valve (PRSOV)
 - (d) The bleed air regulator.
- (2) This procedure examines the operation of the PRSOV and the crossover between the 9th-stage and 5th-stage bleed.

B. References

Reference	Title
71-00-00-700-819-F00	Stop the Engine Procedure (Usual Engine Stop) (P/B 201)
71-00-00-800-807-F00	Start the Engine Procedure (Selection) (P/B 201)

C. Location Zones

Zone	Area
411	Engine 1 - Engine
421	Engine 2 - Engine

D. Operational Test

SUBTASK 36-11-00-870-001

- (1) Do this task: Start the Engine Procedure (Selection), TASK 71-00-00-800-807-F00.

SUBTASK 36-11-00-860-028

- (2) Put these switches, on the P5-10 panel, to the positions that follow:
 - (a) ISOLATION VALVE - CLOSED
 - (b) 1 BLEED - OFF
 - (c) 2 BLEED - OFF
 - (d) APU BLEED - OFF
 - (e) L PACK - OFF
 - (f) R PACK - OFF.

SUBTASK 36-11-00-860-087

- (3) Make sure that the PROBE HEAT "A" or "B" switch, on the P5 overhead panel, is in the ON position.

NOTE: For engine operation at high power, the EEC can go into Alternate Mode operation if either pitot probe is not heated.

SUBTASK 36-11-00-210-002

- (4) Examine the dual duct pressure indicator on the P5-10 panel.

NOTE: Ignore the fluctuation in the dual duct pressure indicator with these conditions: you move the BLEED switch, the isolation valve is closed, or the PACK switch is in the OFF position.

- (a) Make sure that the dual duct pressure indicator shows 10.0 psig or less.

EFFECTIVITY
LOM ALL

36-11-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-11-00-860-029

- (5) Make sure that engine is at idle.

SUBTASK 36-11-00-710-005

- (6) Put the engine 1 BLEED, on the P5-10 panel, switch to the ON position.
(a) Permit the pressure in the pneumatic ducts to become stable.
(b) Make sure that the dual duct pressure indicator shows 10.0–25.0 psig.

SUBTASK 36-11-00-710-006

- (7) Put the L PACK, on the P5-10 panel, switch to the AUTO position.

SUBTASK 36-11-00-710-007

- (8) Slowly increase the engine power in 10% increments when following these steps and log the pressure values in the DUCT PRESSURE VALUES AS N1% INCREASES table below.

NOTE: The duct pressures should follow the graphs in Figure 502.

NOTE: Figure 503 shows the minimum serviceable duct pressure.

- (a) As N1 increases, make sure that the duct pressure is at 32 ± 6 psig and becomes stable when N1 is at 40%.
(b) Continue to slowly increase the engine power to 80% N1.
(c) Make sure that the duct pressure goes to 42 ± 8 psig and becomes stable.

INCREASE N1%

N1%	IDLE	20%	30%	40%
LEFT ENGINE				
RIGHT ENGINE				
PSIG RANGE	10–25	10–25	26–38	26–38

INCREASE N1%

N1%	50%	60%	70%	80%
LEFT ENGINE				
RIGHT ENGINE				
PSIG RANGE	26–38	34–50	34–50	34–50

DUCT PRESSURE VALUES AS N1% INCREASES

SUBTASK 36-11-00-710-009

- (9) Slowly decrease the engine power.

- (a) Log the pressure values at every 10% N1 interval in the DUCT PRESSURE VALUES AS N1% DECREASES table below.
(b) Make sure that the duct pressure goes to 32 ± 6 psig and becomes stable as shown in the graphs in Figure 502.

NOTE: When the engine bleed system goes from the 5th-stage bleed to the 9th-stage bleed, the duct pressure can decrease to approximately 20.0 psig. This can occur before the high- stage valve opens and regulates the bleed air.

EFFECTIVITY
LOM ALL

36-11-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

DECREASE N1%

N1%	80%	70%	60%	50%
LEFT ENGINE				
RIGHT ENGINE				
PSIG RANGE	34–50	34–50	34–50	26–38

DECREASE N1%

N1%	40%	30%	20%	IDLE
LEFT ENGINE				
RIGHT ENGINE				
PSIG RANGE	26–38	26–38	10–25	10–25

DUCT PRESSURE VALUES AS N1% DECREASES

SUBTASK 36-11-00-710-010

- (10) Put the engine 1 BLEED switch, on the P5-10 panel, to the OFF position.

SUBTASK 36-11-00-710-011

- (11) Put the L PACK switch, on the P5-10 panel, to the OFF position.

SUBTASK 36-11-00-710-012

- (12) After the duct pressure is stable.

- (a) Make sure that the duct pressure is at 10.0 psig or less.

SUBTASK 36-11-00-710-013

- (13) To stop the engine, do this task: Stop the Engine Procedure (Usual Engine Stop),
TASK 71-00-00-700-819-F00.

SUBTASK 36-11-00-710-014

- (14) Do this procedure again for the engine 2 bleed system, if it is necessary.

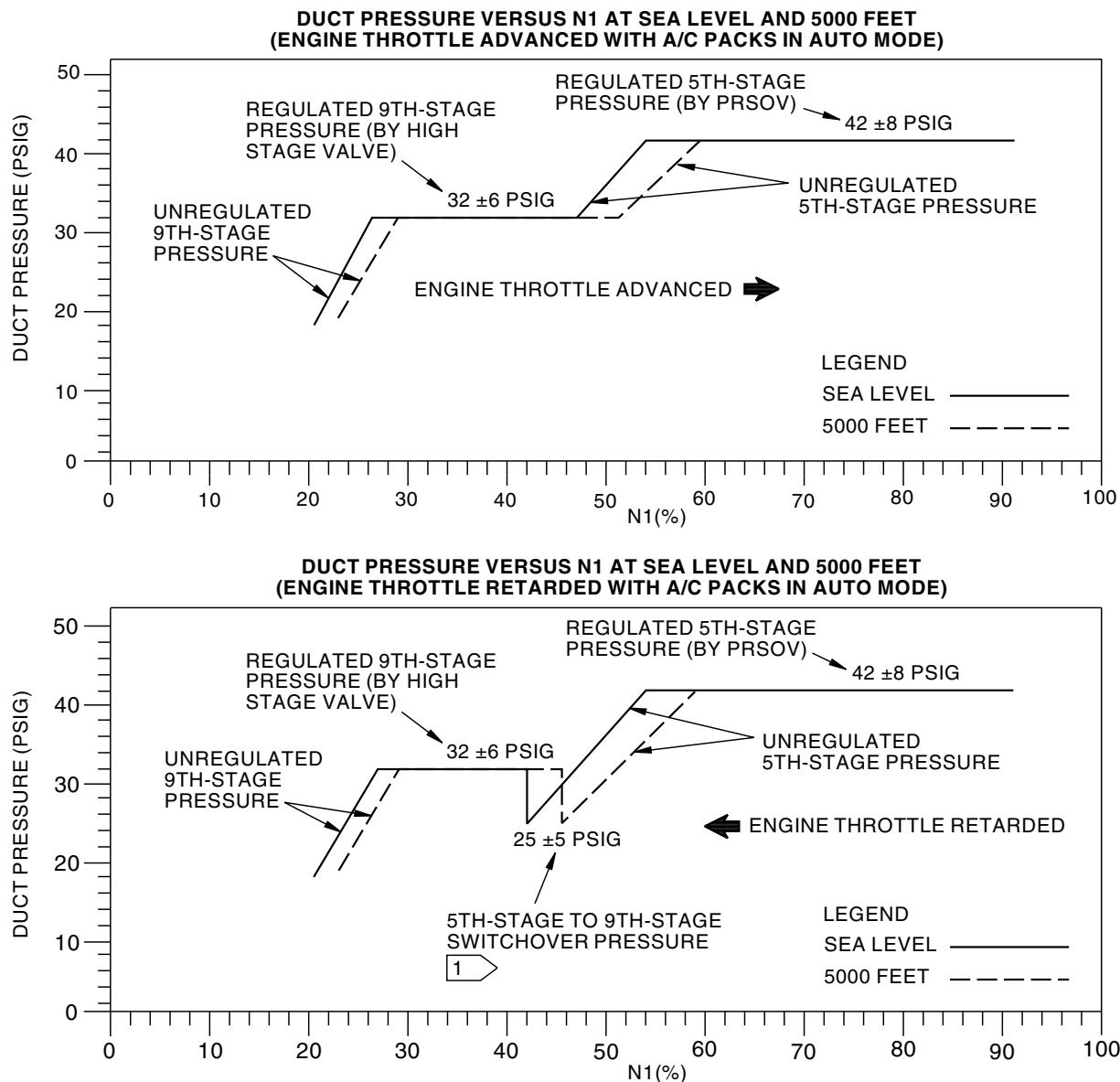
———— END OF TASK ————

EFFECTIVITY
LOM ALL

36-11-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



AIRPLANE CONFIGURATION:

ASSOCIATED PACK: AUTO
ASSOCIATED BLEED: ON
ASSOCIATED CTAI: OFF
ISOLATION VALVE: CLOSED
WTAI: OFF

- 1 WHEN THE ENGINE THROTTLE IS RETARDED AND THE ENGINE BLEED SYSTEM SWITCHOVER OCCUR FROM 5TH-STAGE PRESSURE TO 9TH-STAGE PRESSURE, DUCT PRESSURE CAN DECAY TO AS LOW AS 20 PSIG BEFORE THE HIGH STAGE VALVE OPENS AND REGULATES THE DUCT PRESSURE TO NOMINAL 32 PSIG.

2403467 S0000555610_V1

Duct Pressure Versus N1 at Sea Level and 5000 Feet (Used for Ground Testing Only)
Figure 502/36-11-00-990-802

EFFECTIVITY
LOM ALL

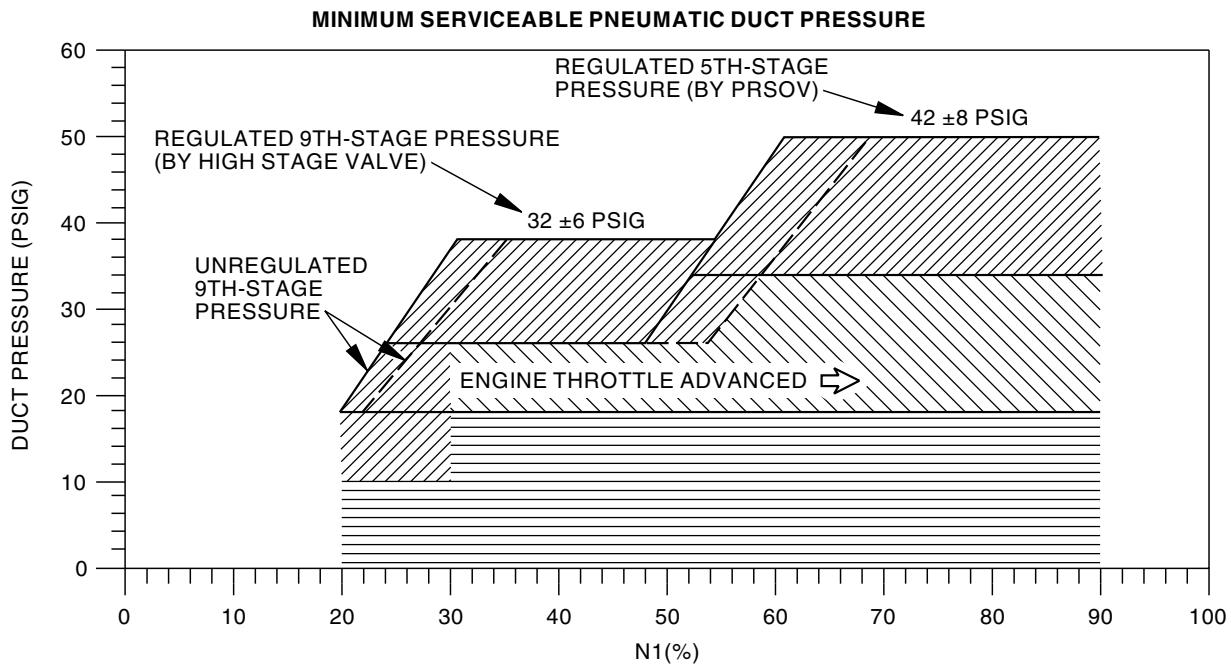
36-11-00

D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



AIRPLANE CONFIGURATION:
ASSOCIATED PACK: AUTO
WING ANTI-ICE: OFF
COWL ANTI-ICE: OFF

NOTE:

MINIMUM POWER IN FLIGHT IS GREATER THAN MINIMUM POWER ON THE GROUND.

LEGEND:

- SEA LEVEL
- - - 5000 FEET
- / / / / BLEED SYSTEM OPERATING NORMALLY.
- / \ / \ BLEED SYSTEM PERFORMANCE DRIFTING. AIRPLANE CAN BE OPERATED NORMALLY BUT ACTION TO RESTORE BLEED SYSTEM TO OPTIMUM OPERATION SHOULD BE TAKEN AT A CONVENIENT OPPORTUNITY.
- == BLEED SYSTEM INOPERATIVE. RESTORE TO NORMAL OPERATION BEFORE FLIGHT OR IMPOSE THE MEL RESTRICTION FOR CONTINUED OPERATION.

2403482 S0000555611_V2

Minimum Serviceable Pneumatic Duct Pressure (Used for Ground Testing Only)
Figure 503/36-11-00-990-810

EFFECTIVITY
LOM ALL

36-11-00

D633A101-LOM



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

TASK 36-11-00-700-801

5. Engine Bleed Air System Health Check

(Figure 504, Figure 505, Figure 506, Figure 507, Figure 508, Figure 509)

A. General

- (1) This task gives the instruction to operationally check these engine bleed components with pneumatic test equipment engine bleed air system test equipment, SPL-4350:
 - (a) Bleed Air Regulator (BAR)
 - (b) Pressure Regulating and Shutoff Valve (PRSOV)
 - (c) Precooler Control Valve (PCCV)
 - (d) High Stage Regulator (HSR)
 - (e) High Stage Valve (HSV).
- (2) This task will check that:
 - (a) BAR will supply the correct P_c (Control Pressure)
 - (b) PRSOV will operate satisfactorily
 - (c) PCCV will close at the minimum P_s (Supply Pressure)
 - (d) PCCV will supply the correct P_c
 - (e) PCCV will modulate properly with decreasing P_c
 - (f) HSR will supply the correct P_c
 - (g) HSV will operate satisfactorily
 - (h) Sense lines have no leaks.
- (3) The steps for the Health Check of the BAR, PRSOV, and 450°F (232°C) Thermostat are shown in a simplified, block diagram format in Figure 508.
- (4) The steps for the Health Check of the HSV/ HSR are shown in a simplified, block diagram format in Figure 507, Figure 508.
- (5) The results of the tests should be recorded on the test data sheet shown in Figure 509.
- (6) These bleed system components can be checked separately:
 - (a) Bleed Air Regulator/PRSOV/450° F Thermostat Health Check, TASK 36-11-00-710-802
 - (b) High Stage Regulator/High Stage Valve Health Check, TASK 36-11-00-710-803
 - (c) Precooler Control Valve System Health Check, TASK 36-12-00-700-801.

B. References

Reference	Title
24-22-00-860-811	Supply Electrical Power (P/B 201)
36-00-00-860-806	Remove Pressure from the Pneumatic System (P/B 201)
36-11-03-000-801	Bleed Air Regulator Removal (P/B 401)
36-11-03-400-801	Bleed Air Regulator Installation (P/B 401)
36-11-04-000-801	PRSOV Removal (P/B 401)
36-11-04-400-801	PRSOV Installation (P/B 401)
36-11-05-000-801	Thermostat Removal (P/B 401)
36-11-05-400-801	Thermostat Installation (P/B 401)
36-11-06-000-801	High Stage Valve Removal (P/B 401)
36-11-06-400-801	High Stage Valve - Installation (P/B 401)

EFFECTIVITY
LOM ALL

36-11-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

(Continued)

Reference	Title
36-11-07-000-801	High Stage Regulator Removal (P/B 401)
36-11-07-400-801	High Stage Regulator Installation (P/B 401)
36-12-00-700-801	Precooler Control Valve System Health Check (P/B 501)
36-12-02-000-801	Precooler Control Valve Removal (P/B 401)
36-12-02-400-801	Precooler Control Valve Installation (P/B 401)
78-31-00-010-801-F00	Open the Thrust Reverser (Selection) (P/B 201)
78-31-00-010-804-F00	Close the Thrust Reverser (Selection) (P/B 201)

C. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
COM-19147	Solenoid Electrical Test Set Part #: 1945-04-10 Supplier: 6Q1D1
SPL-4350	Test Equipment - Engine Bleed Air Systems Part #: C36001-64 Supplier: 81205 Opt Part #: 1945-04-08 Supplier: 6Q1D1 Opt Part #: 1945-04-09 Supplier: 6Q1D1
STD-858	Tag - DO NOT OPERATE
STD-1197	Valve - Shutoff, 3/8 Inch ID Connections
STD-1453	Gauge - Pressure, 0-250 PSIG (0-1724 KPa)
STD-1454	Regulator - Pressure, 0-250 PSI with Pressure Gauge, 3/8 Inch ID Connections
STD-1455	Source - Nitrogen, 0-250 PSIG
STD-3907	Mirror - Dental
STD-3942	Hose - Air, Flexible, 3/8 inch (.9525 cm) ID, Length as Needed
STD-13740	Gauge - Pressure, 0-60 PSIG, +/-0.5% Accuracy
STD-13745	Gauge - Pressure, 0-30 PSIG, +/-0.5% Accuracy

D. Consumable Materials

Reference	Description	Specification
D00006	Compound - Antiseize, Pure Nickel Special - Never-Seez NSBT-8N/-16N	
D00010	Compound - Thread Antiseize, High Temperature	MIL-PRF-907
G50135	Leak Detector - Liquid, Non-Corrosive Soap Compound	MIL-PRF-25567

E. Location Zones

Zone	Area
411	Engine 1 - Engine
421	Engine 2 - Engine
430	Subzone - Engine 1, Nacelle Strut
433	Engine 1 - Strut Torque Box
440	Subzone - Engine 2, Nacelle Strut

EFFECTIVITY
LOM ALL

36-11-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

(Continued)

Zone Area

443 Engine 2 - Strut Torque Box

F. Prepare for the System Health Check

SUBTASK 36-11-00-860-030

- (1) Make sure that the engine start lever is in the CUTOFF position.

- (a) Install a DO NOT OPERATE tag, STD-858, on the applicable engine start lever.

SUBTASK 36-11-00-860-031



WARNING

MAKE SURE THAT THERE IS NO PRESSURE IN THE PNEUMATIC SYSTEM BEFORE YOU REMOVE THE TUBE FITTINGS. IF YOU TRY TO REMOVE THE TUBE FITTINGS WHILE THERE IS PRESSURE, INJURIES TO PERSONNEL CAN OCCUR.

- (2) Do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806.

SUBTASK 36-11-00-010-007

- (3) Do this task: Open the Thrust Reverser (Selection), TASK 78-31-00-010-801-F00.

G. Bleed Air Regulator, PRSOV, and 450°F (232°C) Thermostat Health Check

NOTE: The engine bleed air system test equipment, SPL-4350, contains all of the individual COM- and STD- test equipment shown in tool list except for the optional solenoid electrical test set, COM-19147. The solenoid electrical test set can be purchased separately. If you do not have either of the test kits, you will need all of the COM- and STD- test equipment (test set, COM-19147, is optional) shown in the tool list.

SUBTASK 36-11-00-210-003

- (1) Wrench the PRSOV [4] three times:

- (a) Examine the position indicator/manual override nut [6] on the PRSOV [4] (View B, Figure 504).
1) Make sure that the position indicator is in the fully closed position.
(b) Use a 3/8-inch wrench on the position indicator/manual override nut [6] to open the PRSOV [4].
(c) Remove the wrench and allow the PRSOV [4] to return to the closed position by spring force.
(d) Repeat the above two steps two more times.

SUBTASK 36-11-00-710-020

- (2) Enable the BAR, as follows:

- (a) If electrical power is not enabled on the airplane, supply electrical power (TASK 24-22-00-860-811).

- (b) Put the applicable engine bleed switch to the ON position.

- (c) If unable to supply electrical power to the airplane, enable the BAR as follows:

- 1) Remove the electrical connector [7] from the bleed air regulator [1].

- 2) Put the applicable engine bleed switch to the ON position.

- 3) Open the solenoid in the bleed air regulator [1] as follows:

- a) Preferred Method

EFFECTIVITY
LOM ALL

36-11-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

<1> Wire two 9-volt batteries in series and apply 18 Volts Direct Current (VDC) across pin 5 (open coil) and pin 6 (ground) in the electrical connector [7] on the bleed air regulator [1] for approximately 5 seconds.

<a> Make sure that the OPEN solenoid click in the bleed air regulator [1].

NOTE: If you did not hear a click in the BAR, the solenoid may already be open.

 Apply 18 VDC across pin 7 (closed coil) and pin 6 (ground) to close the solenoid.

<c> Reapply 18 VDC across pins 6 and 5 again to open the solenoid.

b) Alternate Method

<1> Use a solenoid electrical test set, COM-19147, and open the solenoid in the bleed air regulator [1].

<a> Connect the test set, COM-19147, to the electrical connector [7] on the bleed air regulator [1].

 Open the solenoid in the bleed air regulator [1].

4) Remove the 18 VDC power supply or the solenoid electrical test set, COM-19147, as applicable.

5) Reconnect the electrical connector [7] on the bleed air regulator [1].

SUBTASK 36-11-00-020-003

(3) Connect a nitrogen source to the BAR Ps line, as follows:

(a) Disconnect the bleed air supply line [5] at the inlet tee to the supply pressure sense line [3] (View B, Figure 504).

1) Loosen the other end of the bleed air supply line [5] and move the bleed air supply line [5] out of the way.

(b) Connect a nitrogen pressure source, STD-1455, pressure regulator, STD-1454, pressure gauge, STD-1453, and test 3/8 inch (.9525 cm) ID flexible air hose, length as needed, STD-3942, at the tee to the supply pressure sense line [3].

SUBTASK 36-11-00-480-001

(4) Connect a pressure gauge to the BAR Pc line, as follows:

(a) Disconnect the control pressure (Pc) sense line [8] from the PRSOV [4] (View B, Figure 504).

(b) Install a pressure gauge, STD-13740, between the inlet at the PRSOV and control pressure (Pc) sense line [8] (View C, Figure 504).

1) Make sure that the BAR solenoid is open (electrically enabled).

SUBTASK 36-11-00-710-038

(5) Do a check of the minimum opening pressure of the PRSOV.

(a) Increase Ps to 20 psi (138 kPa) - 25 psi (172 kPa) to open the PRSOV and lower the Ps back to 0 psi (0 kPa).

(b) Slowly increase Ps until the position indicator/manual override nut [6] on the PRSOV [4] moves to the fully open position.

1) Record the Pc on the test data sheet (Figure 509).

(c) If the PRSOV fully opens with Pc of 10 psig (69 kPa) or less, continue to the step to measure the Pc from the BAR.

EFFECTIVITY
LOM ALL

36-11-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- (d) If the PRSOV fully opens with P_c more than 10 psig (69 kPa), replace the PRSOV [4], as follows:
- 1) Use compound, D00010 (preferred), or Pure Nickel Special compound, D00006 (alternative), on the threads of all fittings when you connect the sense lines.
 - 2) Do this task: PRSOV Removal, TASK 36-11-04-000-801.
 - 3) Do this task: PRSOV Installation, TASK 36-11-04-400-801.

SUBTASK 36-11-00-710-017

- (6) Measure the P_c from the BAR, as follows:

NOTE: A small amount of air leakage from the BAR and PRSOV is permitted, provided that the P_c values measured are within the limits specified herein.

- (a) Adjust the regulator on the nitrogen pressure source, STD-1455, to provide 130 psi (896 kPa) - 250 psi (1724 kPa) to the pressure regulator, STD-1454.
- (b) Increase P_s to 70 psig (483 kPa) - 75 psig (517 kPa) and check the P_c .
 - 1) Record the P_c on the test data sheet (Figure 509).
- (c) If the P_c is from 20 psig (138 kPa) to 28 psig (193 kPa) and the PRSOV fully opens, continue with subsequent step to remove the P_c test equipment and restore the P_c sense line to the PRSOV.
- (d) If P_c is greater than 28 psig (193 kPa), replace the BAR, as follows:
 - 1) Use compound, D00010 (preferred), or Pure Nickel Special compound, D00006 (alternative), on the threads of all fittings when connecting the sense lines.
 - 2) Do this task: Bleed Air Regulator Removal, TASK 36-11-03-000-801.
 - 3) Do this task: Bleed Air Regulator Installation, TASK 36-11-03-400-801.
- (e) If P_c is less than 20 psig (138 kPa), reduce P_s to 0 psig (0 kPa), do these steps:
 - 1) Disconnect the P_c gauge connection from the PRSOV [4] (View E, Figure 504).
 - 2) Install a cap on the open end of P_c gauge connection.
 - 3) Increase P_s to 70 psig (483 kPa) - 75 psig (517 kPa) and check P_c .
 - a) Record the P_c on the test data sheet (Figure 509).
 - b) If P_c is 20 psig (138 kPa) to 28 psig (193 kPa), replace the PRSOV [4], as follows:
 - <1> Use compound, D00010 (preferred), or Pure Nickel Special compound, D00006 (alternative), on the threads of all fittings when connecting the sense lines.
 - <2> Do this task: PRSOV Removal, TASK 36-11-04-000-801.
 - <3> Do this task: PRSOV Installation, TASK 36-11-04-400-801.
 - 4) If P_c is not between 20 psig (138 kPa) to 28 psig (193 kPa), decrease P_s to 0 psig (0 kPa).
 - 5) Disconnect the control pressure sense line [2] from the PRSOV/450°F (232°C) thermostat (View D, Figure 504).
 - 6) Install a cap on the control pressure sense line [2] to isolate the 450°F (232°C) thermostat.
 - 7) Increase P_s to 70 psig (483 kPa) - 75 psig (517 kPa) and check the P_c .
 - a) Record the P_c on the test data sheet (Figure 509).

EFFECTIVITY
LOM ALL

36-11-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- 8) If the P_c is 20 psig (138 kPa) to 28 psig (193 kPa), check the 450°F (232°C) thermostat and sense line for leaks and replace, if required, as follows:
 - a) Use compound, D00010 (preferred), or Pure Nickel Special compound, D00006 (alternative), on the threads of all fittings when connecting the sense lines.
 - b) Do this task: Thermostat Removal, TASK 36-11-05-000-801.
 - c) Do this task: Thermostat Installation, TASK 36-11-05-400-801.
- 9) If P_c is less than 20 psig (138 kPa) or more than 28 psig (193 kPa), replace the bleed air regulator [1], as follows:
 - a) Use compound, D00010 (preferred), or Pure Nickel Special compound, D00006 (alternative), on the threads of all fittings when connecting the sense lines.
 - b) Do this task: Bleed Air Regulator Removal, TASK 36-11-03-000-801.
 - c) Do this task: Bleed Air Regulator Installation, TASK 36-11-03-400-801.
- 10) Remove the cap and reconnect the control pressure sense line [2].
 - a) Use compound, D00010 (preferred), or Pure Nickel Special compound, D00006 (alternative), on the threads of all fittings when connecting the sense lines.

LOM 432

SUBTASK 36-11-00-860-097

- (7) Do the following to test the overpressure switch in the bleed air regulator [3].
 - (a) Do this step only if airplane electrical power is available.
NOTE: The airplane's electrical power is needed to activate the BAR's overpressure switch.
 - (b) It is not necessary to do this test for the troubleshooting of the pneumatic system.
 - (c) Slowly increase P_s to 250 psig (250 psi).
 - (d) Reduce the P_s to 80 psig (80 psi).
 - (e) On the flight deck, push the TRIP RESET switch to reset the BLEED TRIP OFF light that illuminated when P_s was increased to 250 psig (250 psi).
 - (f) Slowly increase P_s between 210 psi (210 psig) to 230 psi (230 psig).
 - 1) Make sure that the BLEED TRIP OFF light is illuminated when P_s is between 210 psi (210 psig) to 230 psi (230 psig).
 - 2) Record the P_c on the line after the BLEED TRIP OFF light illuminates.

Pounds per Square Inch Gauge
(PSIG).

- (g) If P_c drops between 0 psig (0 psi) to 6 psig (6 psi), decrease P_s to 0 psig (0 psi).
NOTE: The overpressure switch operates correctly.
 - 1) Reset the BLEED TRIP OFF light on the flight deck.
- (h) If P_c does not drop between 0 psig (0 psi) to 6 psig (6 psi), decrease P_s to 0 psig (0 psi).

EFFECTIVITY
LOM ALL

36-11-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

LOM 432 (Continued)

- 1) Reset the BLEED TRIP OFF light on the flight deck and replace the bleed air regulator [3].
 - (i) To replace the bleed air regulator [3], do these tasks: Bleed Air Regulator Removal, TASK 36-11-03-000-801, Bleed Air Regulator Installation, TASK 36-11-03-400-801.
 - 1) Use compound, D00010, or Pure Nickel Special compound, D00006, on the threads of all fittings when you connect the sense lines.

LOM ALL

SUBTASK 36-11-00-420-008

- (8) Remove the Pc test equipment and restore the Pc sense line to the PRSOV, as follows:
 - (a) Remove the pressure gauge, STD-13740, and hoses between the inlet at the PRSOV and the control pressure (Pc) sense line [8] (View C, Figure 504).
 - (b) Reconnect the control pressure (Pc) sense line [8] to the PRSOV [4] (View B, Figure 504).
 - 1) Use compound, D00010 (preferred), or Pure Nickel Special compound, D00006 (alternative), on the threads of all fittings when connecting the sense lines.

H. Precooler Control Valve Health Check

NOTE: The engine bleed air system test equipment, SPL-4350, contains all of the individual COM- and STD- test equipment shown in tool list except for the optional solenoid electrical test set, COM-19147. The solenoid electrical test set can be purchased separately. If you do not have either of the test kits, you will need all of the COM- and STD- test equipment (test set, COM-19147, is optional) shown in the tool list.

SUBTASK 36-11-00-210-026

- (1) Wrench the PCCV three times:

NOTE: The PCCV is spring-loaded open when the system is off.

- (a) Examine the position indicator/manual override nut [17] on the precooler control valve [19] (View B, Figure 505).

NOTE: If the PCCV does not have a manual override nut, go to the steps below to connect the pressure gauge, STD-13745, to the PCCV Pc line.

- 1) If it is necessary, use a dental mirror, STD-3907.
 - 2) Make sure that the indicator is in the fully open position.
- (b) Use a 3/4-inch wrench on the position indicator/manual override nut [17] to close the precooler control valve [19].
- (c) Remove the wrench and allow the precooler control valve [19] to return to the open position by spring force.
- (d) Repeat the above two steps two more times.

SUBTASK 36-11-00-710-033

- (2) Connect a pressure gauge, STD-13745, to the PCCV Pc line, as follows:

- (a) Disconnect the cap [20] on the control pressure sense line [15] between the Pc port on the precooler control valve [19] and precooler control valve sensor (View C, Figure 505).

NOTE: Access to the cap on the Pc sense line is easiest from the right side of the engine.

EFFECTIVITY
LOM ALL

36-11-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- (b) Install a pressure gauge, STD-13745, with the needle shutoff valve, STD-1197, and a test line to the control pressure sense line [15] between the control pressure port on the precooler control valve [19] and the PCCV sensor.
- 1) Make sure that the needle shutoff valve, STD-1197, is closed.

SUBTASK 36-11-00-780-018

- (3) Check the minimum closing pressure of the PCCV, as follows:
- (a) Connect a nitrogen pressure source, STD-1455, pressure regulator, STD-1454, pressure gauge, STD-1453, and test 3/8 inch (.9525 cm) ID flexible air hose, length as needed, STD-3942 at the tee to the supply pressure sense line [18].
 - (b) Slowly open the regulator, STD-1454, to increase the Ps from the nitrogen source, STD-1455, to 14 psig (97 kPa) - 15 psig (103 kPa).
 - (c) Examine the position indicator/manual override nut [17] on the precooler control valve [19].
 - 1) If it is necessary, use a dental mirror, STD-3907.
 - (d) If the position indicator/manual override nut [17] on the precooler control valve [19] does not show that the valve moved to fully closed or within 30 degrees of fully closed position, do these steps:
 - 1) Increase Ps to 70 psig (483 kPa) - 75 psig (517 kPa).

NOTE: Ps is increased to 70 psig (483 kPa) - 75 psig (517 kPa) so that leaks in the sense lines and fittings will be easy to detect.
 - 2) Use leak detector, G50135, to examine these areas for nitrogen leakage:
 - a) The supply pressure sense line [18] and fitting to the precooler control valve [19]
 - b) The test line and fittings from the nitrogen source to the bleed air supply line [16]
 - c) The test line and fittings between the precooler control valve [19] and Pc sense line to the 390° sensor in the pylon.
 - 3) Decrease Ps to 0 psig (0 kPa) and repair all leakage found.
 - a) Use compound, D00010 (preferred), or Pure Nickel Special compound, D00006 (alternative), on the threads of all fittings when connecting the sense lines.
 - 4) If no leaks are found, disconnect the line to 390° sensor and put a cap [21] on the sense line to the PCCV 390° sensor in the engine compartment (View C, Figure 505).
 - 5) Increase Ps to 14 psig (97 kPa) - 15 psig (103 kPa).
 - a) If the PCCV does not move to fully closed or to within 30 degrees of fully closed, replace the PCCV, as follows:
 - <1> Use compound, D00010 (preferred), or Pure Nickel Special compound, D00006 (alternative), on the threads of all fittings when connecting the sense lines.
 - <2> Do this task: Precooler Control Valve Removal, TASK 36-12-02-000-801.
 - <3> Do this task: Precooler Control Valve Installation, TASK 36-12-02-400-801.

EFFECTIVITY
LOM ALL

36-11-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- b) If the PCCV moves to fully closed or to within 30 degrees of fully closed, check the 390° sensor and sense line for leaks and replace if required.
- c) Decrease pressure to 0 psig (0 kPa), remove the cap [21] and reconnect the sense line to the 390° sensor.
 - <1> Use compound, D00010 (preferred), or Pure Nickel Special compound, D00006 (alternative), on the threads of all fittings when connecting the sense lines.
- (e) If the position indicator/manual override nut [17] on the precooler control valve [19] shows that the valve moved to fully closed or within 30 degrees of fully closed position, do the steps below.

SUBTASK 36-11-00-780-019

- (4) Measure the P_c from the PCCV, as follows:

NOTE: A small amount of air leakage from the PCCV is permitted, provided that the P_c values measured are within the limits specified herein.

- (a) Slowly increase P_s to 70 psig (483 kPa) - 75 psig (517 kPa).
- (b) Make sure that the control pressure gauge, STD-13745, shows that the P_c is as follows:

LOM ALL; All 737NG Airplanes with PCCV P/N 3289562

- 1) 6 psig (41 kPa) - 11 psig (76 kPa).

LOM ALL; All 737NG Airplanes with PCCV P/N 63292146

- 2) 9 psig (62 kPa) - 27 psig (186 kPa).

LOM ALL

- 3) Record the P_c on the test data sheet (Figure 509).
- (c) Do these steps:

LOM ALL; All 737NG Airplanes with PCCV P/N 3289562

- 1) If the P_c is less than 6 psig (41 kPa) or more than 11 psig (76 kPa), replace the PCCV, as follows:
 - a) Use compound, D00010 (preferred), or Pure Nickel Special compound, D00006 (alternative), on the threads of all fittings when connecting the sense lines.
 - b) Do this task: Precooler Control Valve Removal, TASK 36-12-02-000-801.
 - c) Do this task: Precooler Control Valve Installation, TASK 36-12-02-400-801.

LOM ALL; All 737NG Airplanes with PCCV P/N 63292146

- 2) If the P_c is less than 9 psig (62 kPa) or more than 27 psig (186 kPa), replace the PCCV, as follows:
 - a) Use compound, D00010 (preferred), or Pure Nickel Special compound, D00006 (alternative), on the threads of all fittings when connecting the sense lines.
 - b) Do this task: Precooler Control Valve Removal, TASK 36-12-02-000-801.
 - c) Do this task: Precooler Control Valve Installation, TASK 36-12-02-400-801.

LOM ALL

SUBTASK 36-11-00-780-020

- (5) Make sure that the PCCV opens properly with decreasing P_c , as follows:

EFFECTIVITY
LOM ALL

36-11-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- (a) Slowly open the needle shutoff valve, STD-1197, to reduce the P_c while observing the position indicator/manual override nut [17].
 - 1) If it is necessary, use a dental mirror, STD-3907.
- (b) When the precooler control valve [19] moves fully open or to within 30 degrees of fully open, close the needle shutoff valve, STD-1197.
 - 1) Record the P_c on the test data sheet (Figure 509).
- (c) If the precooler control valve [19] does not move fully open or to within 30 degrees of fully open when the P_c was 3 psig (21 kPa), replace the precooler control valve [19], as follows:
 - 1) Use compound, D00010 (preferred), or Pure Nickel Special compound, D00006 (alternative), on the threads of all fittings when connecting the sense lines.
 - 2) Do this task: Precooler Control Valve Removal, TASK 36-12-02-000-801.
 - 3) Do this task: Precooler Control Valve Installation, TASK 36-12-02-400-801.
- (d) Decrease P_s to 0 psig (0 kPa).

SUBTASK 36-11-00-780-021

- (6) Remove the P_c test equipment and install the cap on the P_c sense line, as follows:
 - (a) Remove the dental mirror, STD-3907, shutoff valve, STD-1197, pressure gauge, STD-13745, and test line from the control pressure sense line [15] (View C, Figure 505)
 - (b) Install the cap [20] on the control pressure sense line [15].
 - 1) Use compound, D00010 (preferred), or Pure Nickel Special compound, D00006 (alternative), on the threads of all fittings when connecting the sense lines.

SUBTASK 36-11-00-780-022

- (7) Remove the P_s test equipment and reinstall the bleed air supply line to the P_s sense line inlet tee, as follows:
 - (a) Remove the nitrogen source, STD-1455, pressure regulator, STD-1454, supply pressure gauge, STD-1453, and test line from the supply pressure sense line [18].
 - (b) Connect the bleed air supply line [16] to the supply pressure sense line [18] (View B, Figure 505).
 - 1) Use compound, D00010 (preferred), or Pure Nickel Special compound, D00006 (alternative), on the threads of all fittings when connecting the sense lines.

I. High Stage Valve/High Stage Regulator Health Check

NOTE: The engine bleed air system test equipment, SPL-4350, contains all of the individual COM- and STD- test equipment shown in tool list except for the optional solenoid electrical test set, COM-19147. The solenoid electrical test set can be purchased separately. If you do not have either of the test kits, you will need all of the COM- and STD- test equipment (test set, COM-19147, is optional) shown in the tool list.

NOTE: This procedure checks the operation of the HSV and HSR's ability to regulate the P_c to the HSV.

SUBTASK 36-11-00-210-005

- (1) Wrench the HSV three times:
 - (a) Examine the position indicator/manual override nut [9] on the high-stage valve [10].
 - 1) Make sure that the position indicator/manual override nut [9] should be in the closed position (View B, Figure 506).

EFFECTIVITY
LOM ALL

36-11-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- (b) Use a 3/8-inch wrench on the position indicator/manual override nut [9] to open the high-stage valve [10].
- (c) Remove the wrench and allow the high-stage valve [10] to return to the closed position by spring force.
- (d) Repeat the above two steps two more times.

SUBTASK 36-11-00-020-005

- (2) Connect a nitrogen source to the Ps line for the HSR, as follows:
 - (a) Disconnect the supply pressure (Ps) sense line [11] at the 9th Stage Duct.
 - (b) Connect a pressure regulator, STD-1454, supply gauge, STD-1453, 3/8 inch (.9525 cm) ID flexible air hose, length as needed, STD-3942, and a nitrogen pressure source, STD-1455, to the fitting at the end of the supply pressure (Ps) sense line [11] (View B, Figure 506).

NOTE: A union will be needed to connect the test line to the Ps sense line. Do not connect the test line to the duct.

SUBTASK 36-11-00-480-003

- (3) Connect a pressure gauge to the HSV Pc line, as follows:
 - (a) Disconnect the control pressure (Pc) sense line [12] at the high-stage valve [10] (View B, Figure 506).
 - (b) Install a control pressure gauge, STD-13745, with a tee and a 3/8 inch (.9525 cm) ID flexible air hose, length as needed, STD-3942, between the control pressure (Pc) sense line [12] and Pc port on the high-stage valve [10].

SUBTASK 36-11-00-710-039

- (4) Do a check of the minimum opening pressure of the HSV.
 - (a) Increase Ps to 20 psi (138 kPa) - 25 psi (172 kPa) to open the HSV and lower the Ps back to 0 psi (0 kPa).
 - (b) Slowly increase Ps until the position indicator/manual override nut [9] on the high-stage valve [10] moves to the fully open position.
 - 1) Record the Pc on the test data sheet (Figure 509).
 - (c) If the HSV fully opens with Pc of 10 psig (69 kPa) or less, continue to the step to measure the Pc from the HSR.
 - (d) If the HSV fully opens with Pc more than 10 psig (69 kPa), replace the high-stage valve [10], as follows:
 - 1) Use compound, D00010 (preferred), or Pure Nickel Special compound, D00006 (alternative), on the threads of all fittings when you connect the sense lines.
 - 2) Do this task: High Stage Valve Removal, TASK 36-11-06-000-801.
 - 3) Do this task: High Stage Valve - Installation, TASK 36-11-06-400-801.

SUBTASK 36-11-00-720-040

- (5) Measure the Pc from the HSR, as follows:

NOTE: A small amount of air leakage from the HSR and HSV is permitted, provided that the Pc values measured are within the limits specified herein.

- (a) Increase Ps to 70 psig (483 kPa) - 75 psig (517 kPa).
- (b) Make sure that Pc is 14 psig (97 kPa) - 18 psig (124 kPa) and the HSV fully open.
 - 1) Record the Pc on the test data sheet (Figure 509).

EFFECTIVITY
LOM ALL

36-11-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- (c) If P_c is not 14 psig (97 kPa) - 18 psig (124 kPa) or the HSV is not fully open, do these steps:

- 1) Reduce supply pressure to 0 psig (0 kPa).
- 2) Disconnect the P_c gauge from the HSV.
- 3) Do these steps with a cap or plug with a 0.032 in. (0.813 mm) hole.

NOTE: The cap or plug with the 0.032 in. (0.813 mm) hole allows the HSR to properly regulate the P_c for this procedure. It can be made by taking a cap or plug and drilling a hole using a number 67 drill bit if one is not already available.

- a) Install a cap or plug with a 0.032 in. (0.813 mm) hole to the open end of the P_c gauge (View C, Figure 506).
- b) Increase P_s to 70 psig (483 kPa) - 75 psig (517 kPa).
 - <1> Record the P_c on the test data sheet (Figure 509).
- c) If P_c is 14 psig (97 kPa) - 18 psig (124 kPa), replace the HSV, as follows:
 - <1> Use compound, D00010 (preferred), or Pure Nickel Special compound, D00006 (alternative), on the threads of all fittings when connecting the sense lines.
 - <2> Do this task: High Stage Valve Removal, TASK 36-11-06-000-801.
 - <3> Do this task: High Stage Valve - Installation, TASK 36-11-06-400-801.
- d) If P_c is less than 14 psig (97 kPa) or greater than 18 psig (124 kPa), replace the HSR, as follows:
 - <1> Use compound, D00010 (preferred), or Pure Nickel Special compound, D00006 (alternative), on the threads of all fittings when connecting the sense lines.
 - <2> Do this task: High Stage Regulator Removal, TASK 36-11-07-000-801.
 - <3> Do this task: High Stage Regulator Installation, TASK 36-11-07-400-801.

SUBTASK 36-11-00-790-004

- (6) Check the reverse flow diaphragm in the high-stage regulator [13], as follows:

- (a) Loosen (but do not remove) the downstream pressure sense line [14] at the high-stage regulator [13] (View E, Figure 506).
- (b) Increase P_s to 70 psig (483 kPa) - 75 psig (517 kPa).
- (c) Use leak detector, G50135, to check for air bubbles around the loosened sense line at the downstream pressure port on the high-stage regulator [13].

NOTE: If no air bubbles are present, the reverse flow diaphragm is good.

- 1) If air bubbles are present, replace the HSR, as follows:
 - a) Use compound, D00010 (preferred), or Pure Nickel Special compound, D00006 (alternative), on the threads of all fittings when connecting the sense lines.
 - b) Do this task: High Stage Regulator Removal, TASK 36-11-07-000-801.
 - c) Do this task: High Stage Regulator Installation, TASK 36-11-07-400-801.
- 2) Record the result on the test data sheet (Figure 509).

- (d) Decrease P_s to 0 psig (0 kPa).

EFFECTIVITY
LOM ALL

36-11-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- (e) Retighten the downstream pressure sense line [14].

J. Put the Airplane Back to Its Usual Condition

SUBTASK 36-11-00-080-003

- (1) Remove the pressure gauges, pressure regulators, test hoses, nitrogen pressure sources and other test accessories.

SUBTASK 36-11-00-420-004

- (2) Install the sense lines as follows:

- (a) Use compound, D00010 (preferred), or Pure Nickel Special compound, D00006 (alternative), on the threads of all fittings when connecting the sense lines.
- (b) Tighten the coupling nuts for the sense lines to 133 in-lb (15 N·m) - 147 in-lb (16.6 N·m).
- (c) Back off the coupling nuts to decrease the torque.
- (d) Tighten the coupling nuts for the sense lines to 133 in-lb (15 N·m) - 147 in-lb (16.6 N·m).

SUBTASK 36-11-00-860-100

- (3) Put the applicable engine bleed switch to the OFF position.

SUBTASK 36-11-00-410-005



WARNING

KEEP PERSONNEL AND EQUIPMENT AWAY FROM THE AREA AROUND THE THRUST REVERSERS. THE THRUST REVERSERS EXTEND AND RETRACT QUICKLY. INJURIES TO PERSONNEL, AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (4) Do this task: Close the Thrust Reverser (Selection), TASK 78-31-00-010-804-F00.

SUBTASK 36-11-00-440-001

- (5) Remove the DO NOT OPERATE tag from the applicable engine start lever.

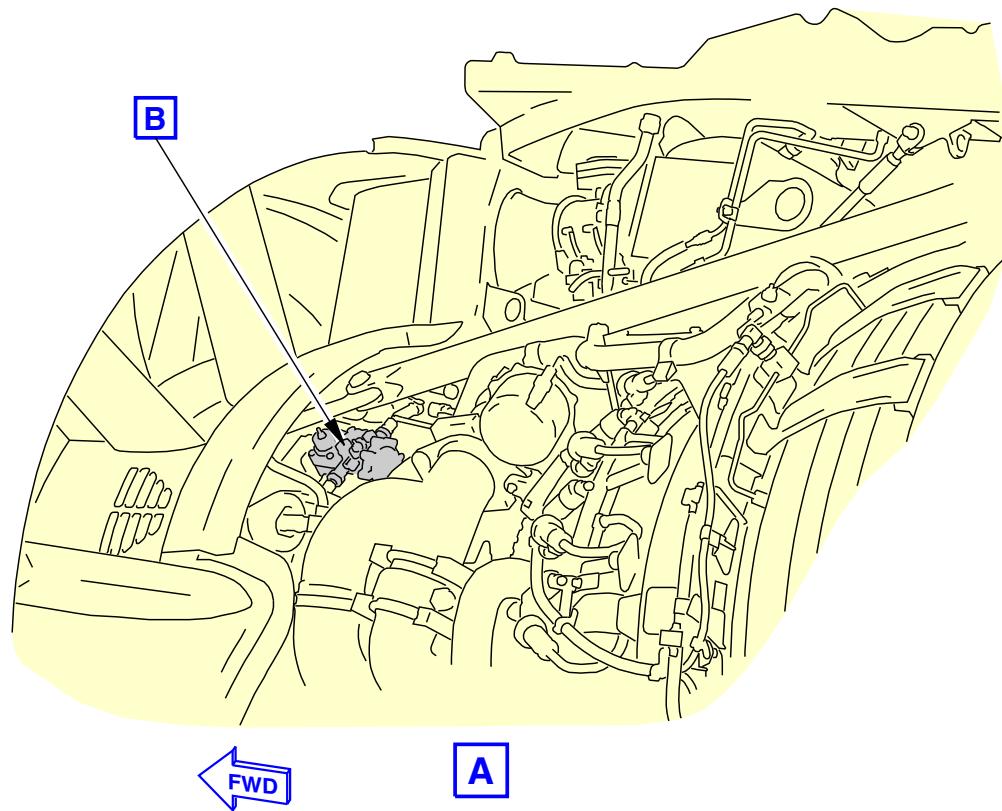
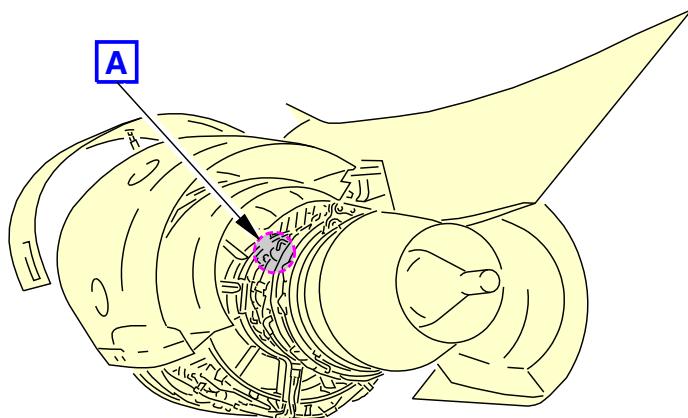
———— END OF TASK ————

EFFECTIVITY
LOM ALL

36-11-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



G19876 S0006577921_V2

Engine Bleed System Operational Test
Figure 504/36-11-00-990-803 (Sheet 1 of 5)

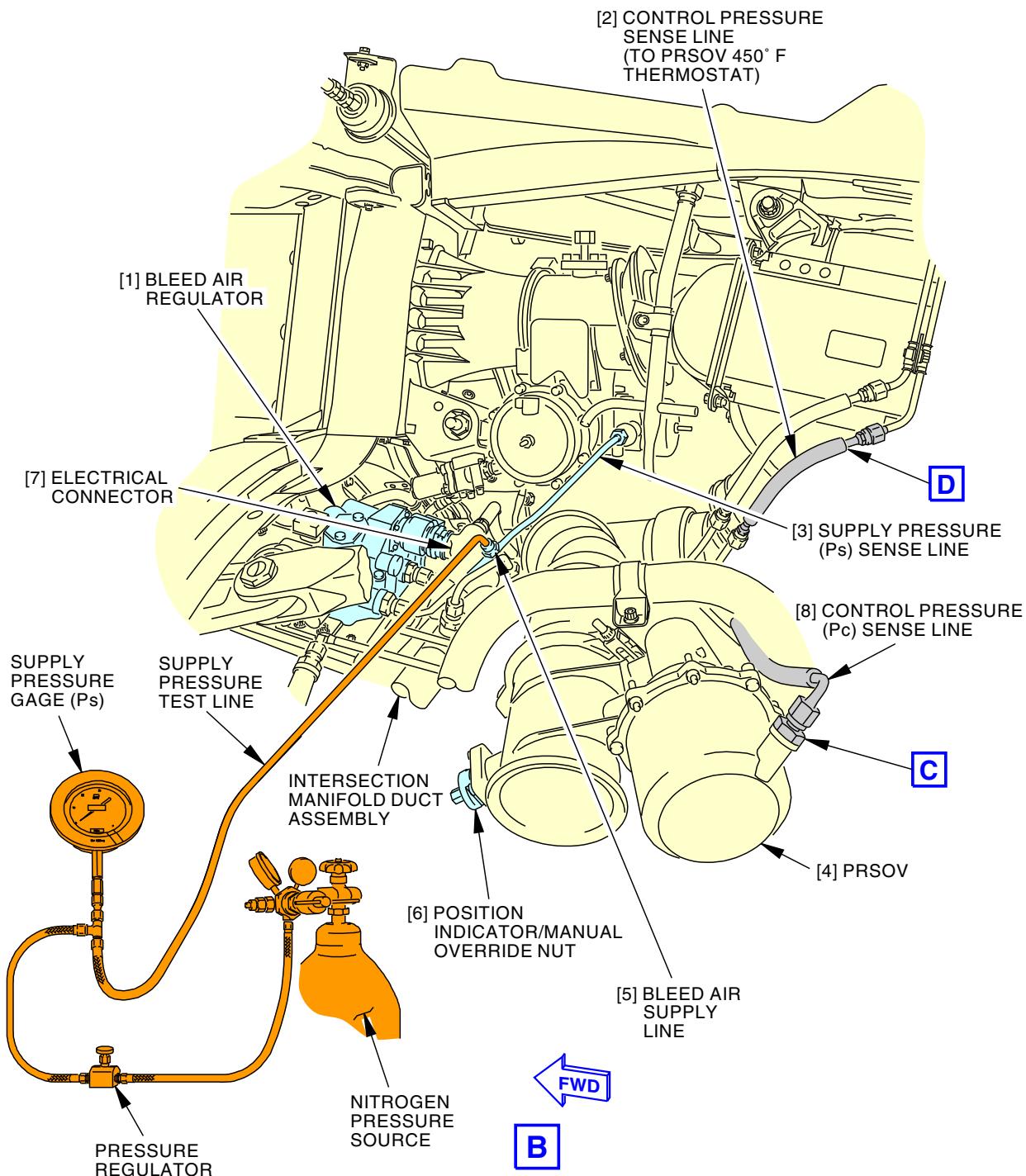
EFFECTIVITY
LOM ALL

36-11-00

D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details

Page 532
Oct 15/2024

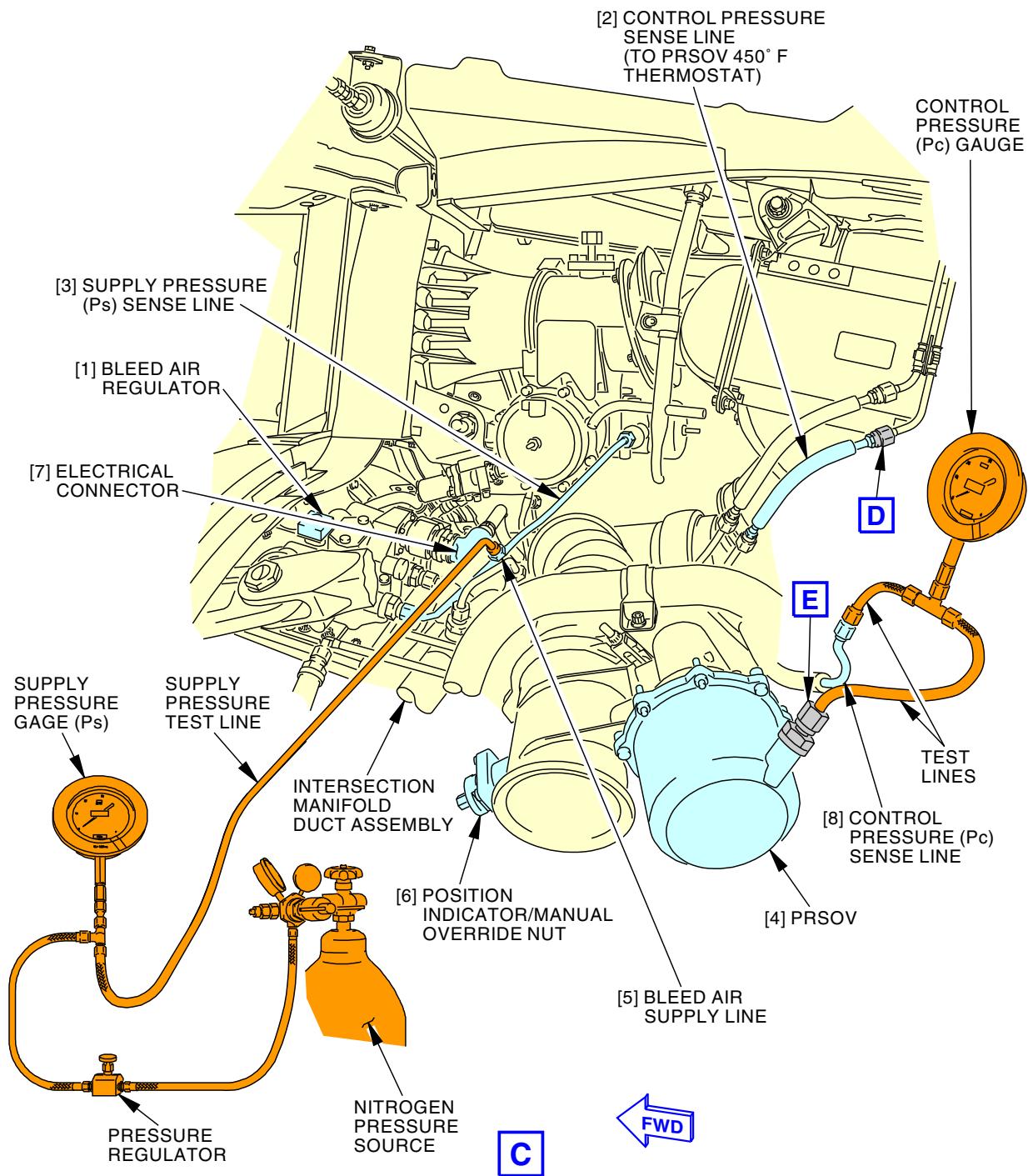


G19875 S0006577922_V4

Engine Bleed System Operational Test
Figure 504/36-11-00-990-803 (Sheet 2 of 5)

EFFECTIVITY
LOM ALL

36-11-00



1895233 S0000347330_V2

Engine Bleed System Operational Test
Figure 504/36-11-00-990-803 (Sheet 3 of 5)

EFFECTIVITY
LOM ALL

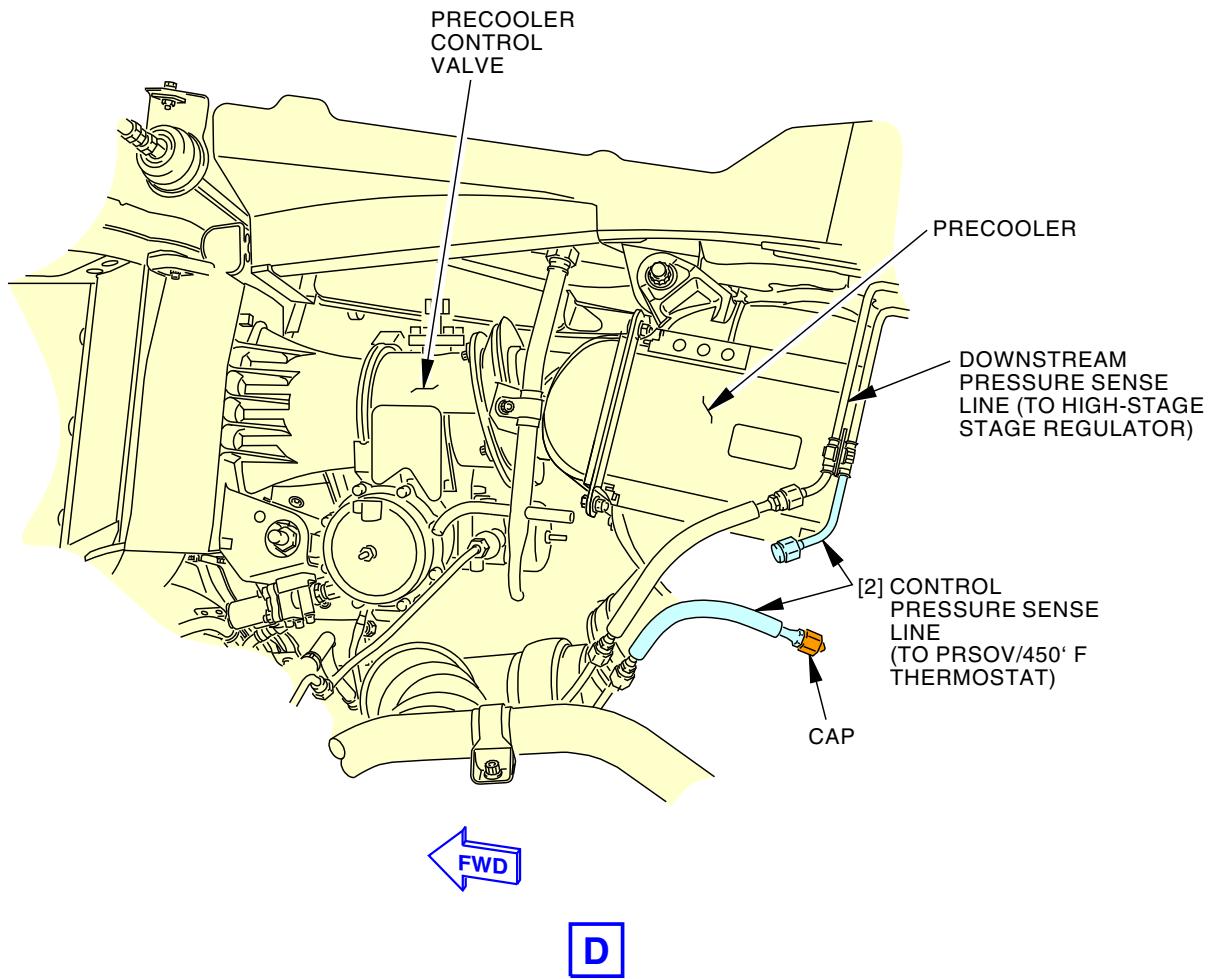
36-11-00

D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



G19581 S0006577924_V2

Engine Bleed System Operational Test
Figure 504/36-11-00-990-803 (Sheet 4 of 5)

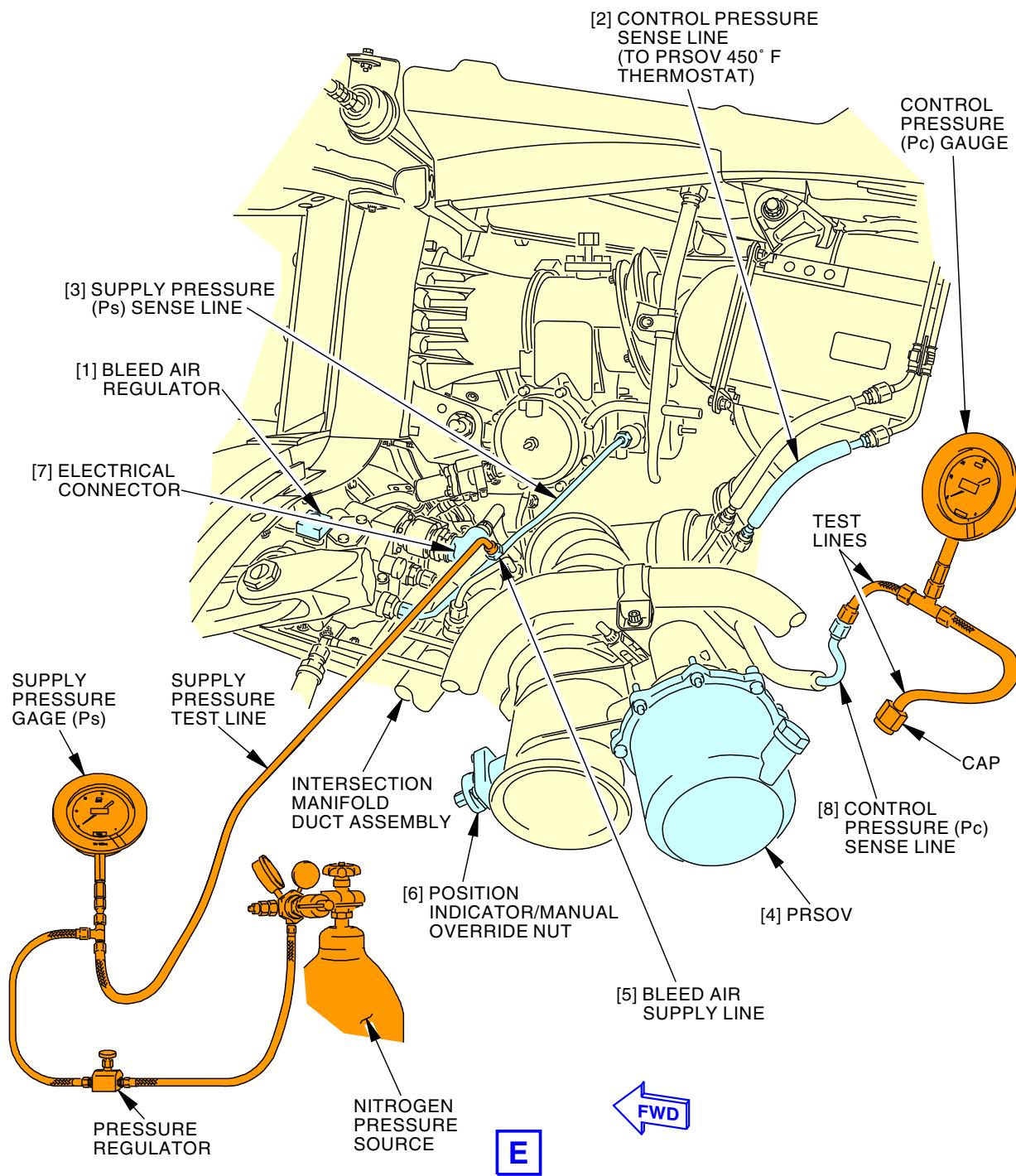
EFFECTIVITY
LOM ALL

36-11-00

D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details

Page 535
Oct 15/2024



1895235 S0000347331_V2

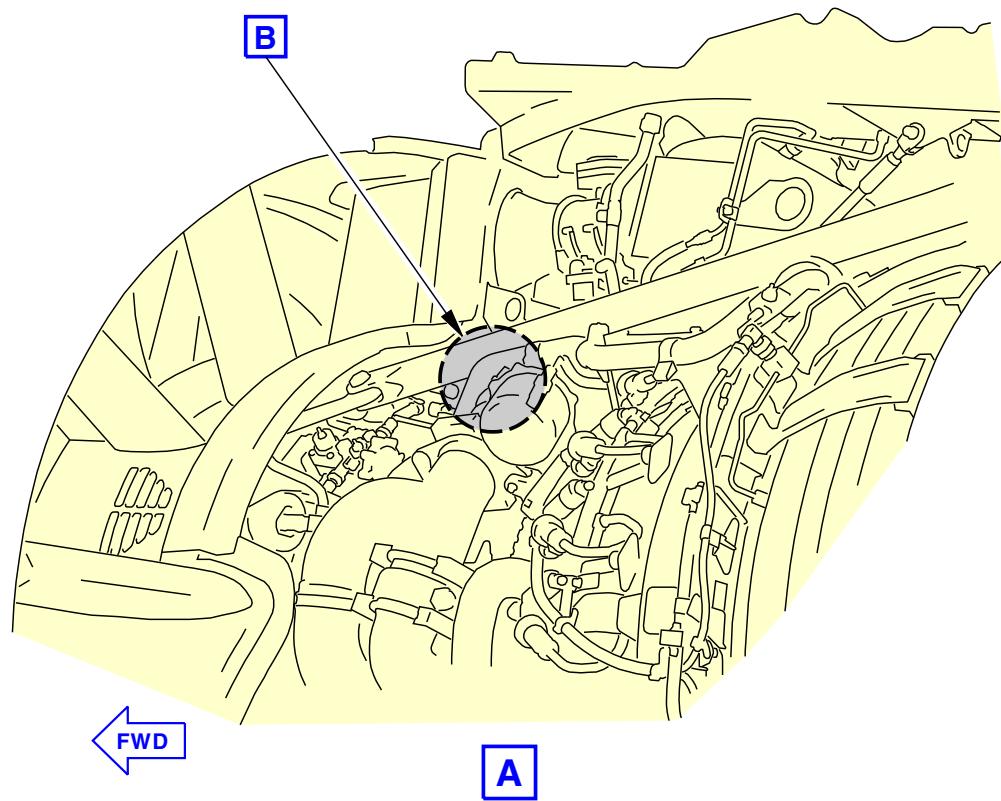
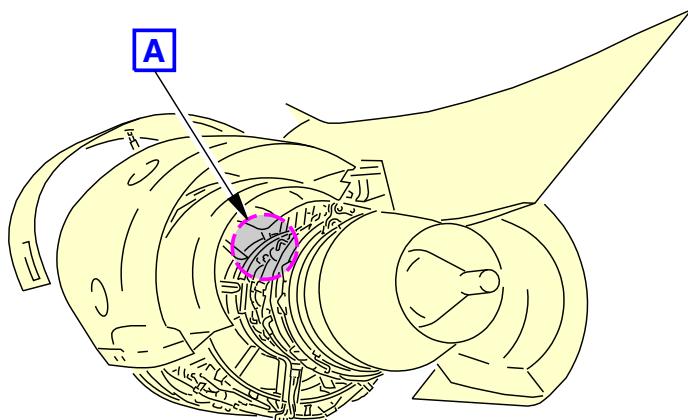
Engine Bleed System Operational Test
Figure 504/36-11-00-990-803 (Sheet 5 of 5)

EFFECTIVITY
LOM ALL

D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details

36-11-00Page 536
Oct 15/2024



G15633 S0006577989_V2

Precooler Control Valve Operational Test
Figure 505/36-11-00-990-813 (Sheet 1 of 3)

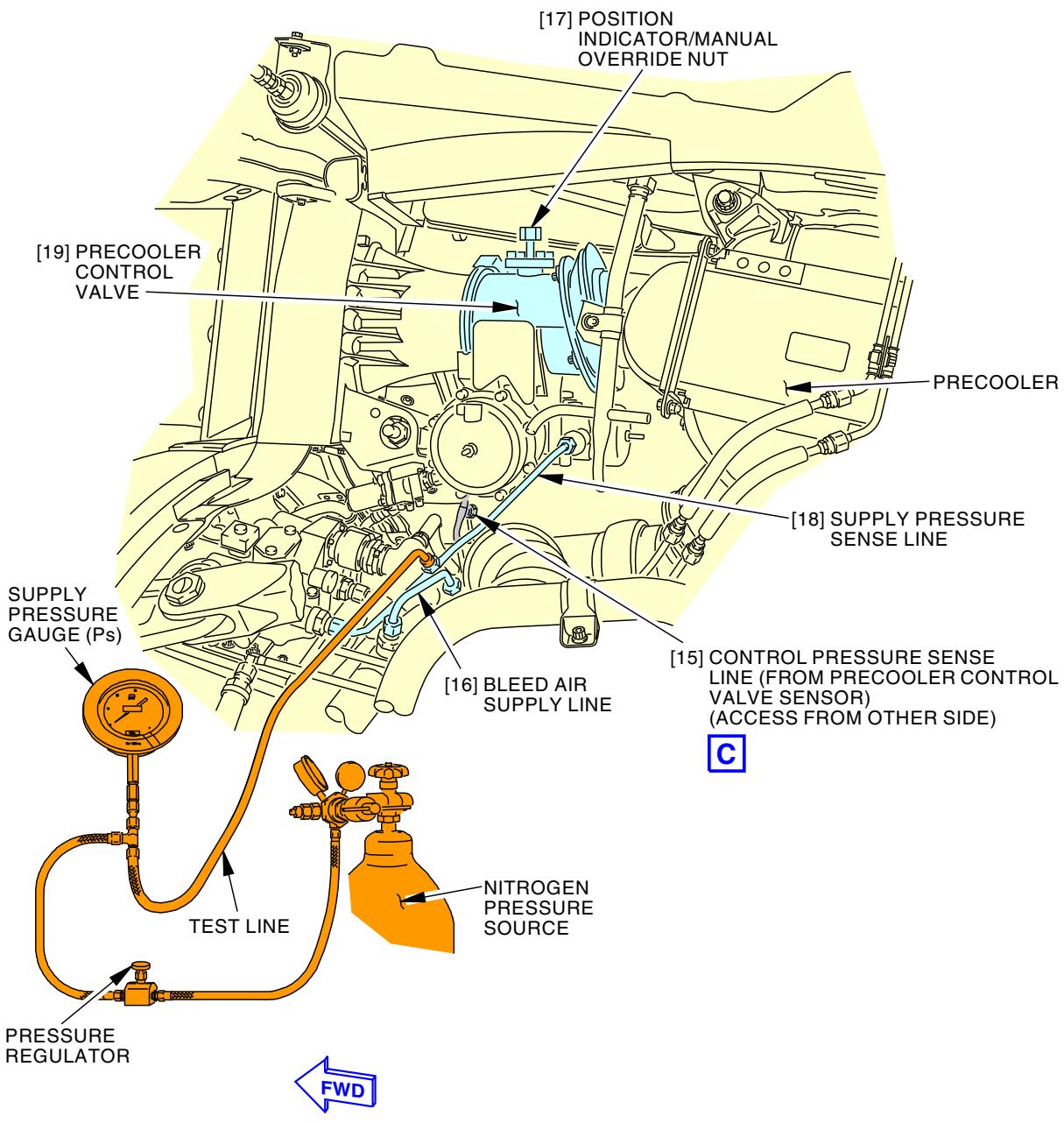
EFFECTIVITY
LOM ALL

36-11-00

D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details

Page 537
Oct 15/2024



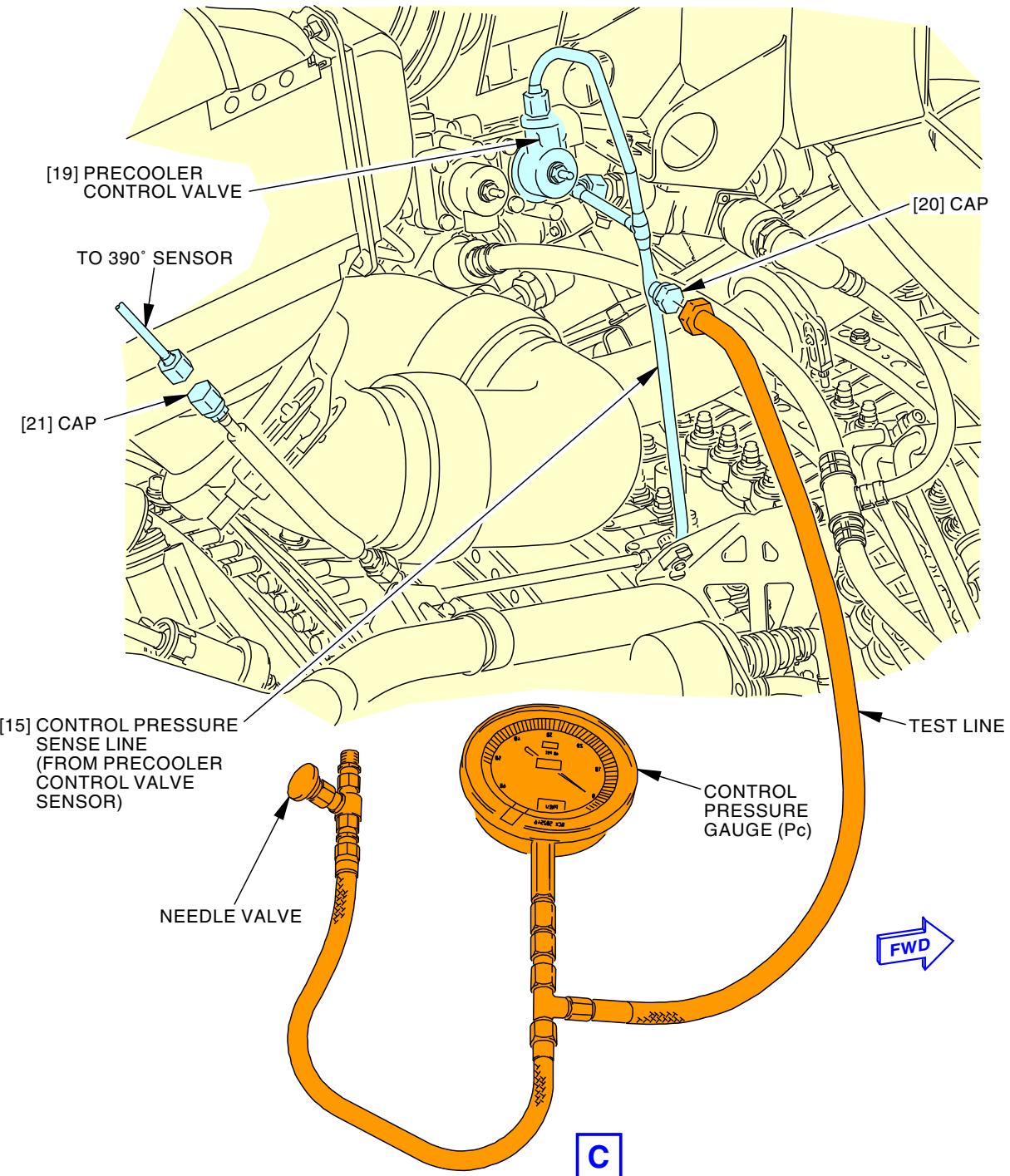
G15630 S0006577990_V5

Precooler Control Valve Operational Test
Figure 505/36-11-00-990-813 (Sheet 2 of 3)

 EFFECTIVITY
 LOM ALL

36-11-00

D633A101-LOM



G15719 S0006577991_V7

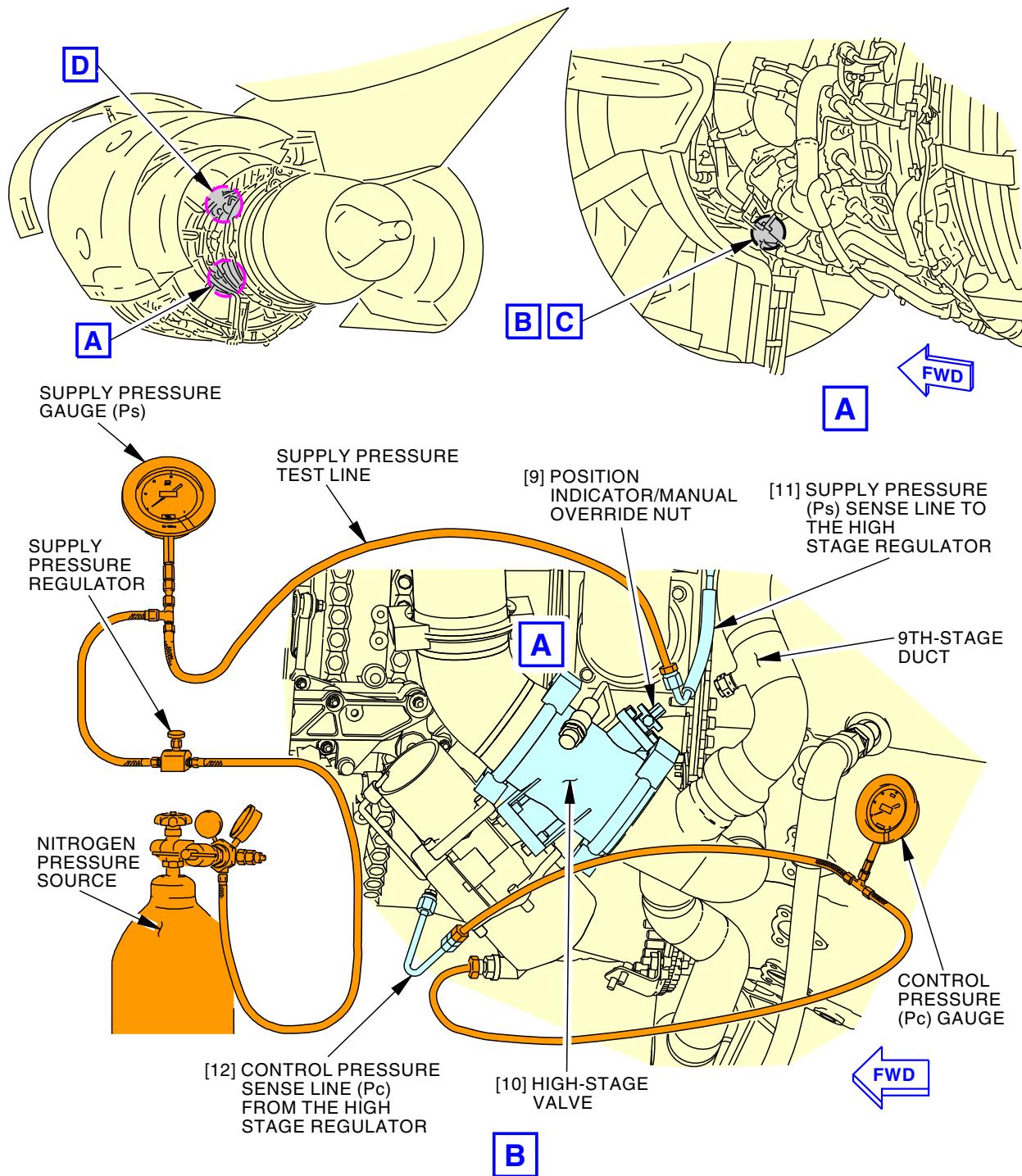
Precooler Control Valve Operational Test
Figure 505/36-11-00-990-813 (Sheet 3 of 3)

EFFECTIVITY
LOM ALL

36-11-00

D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details



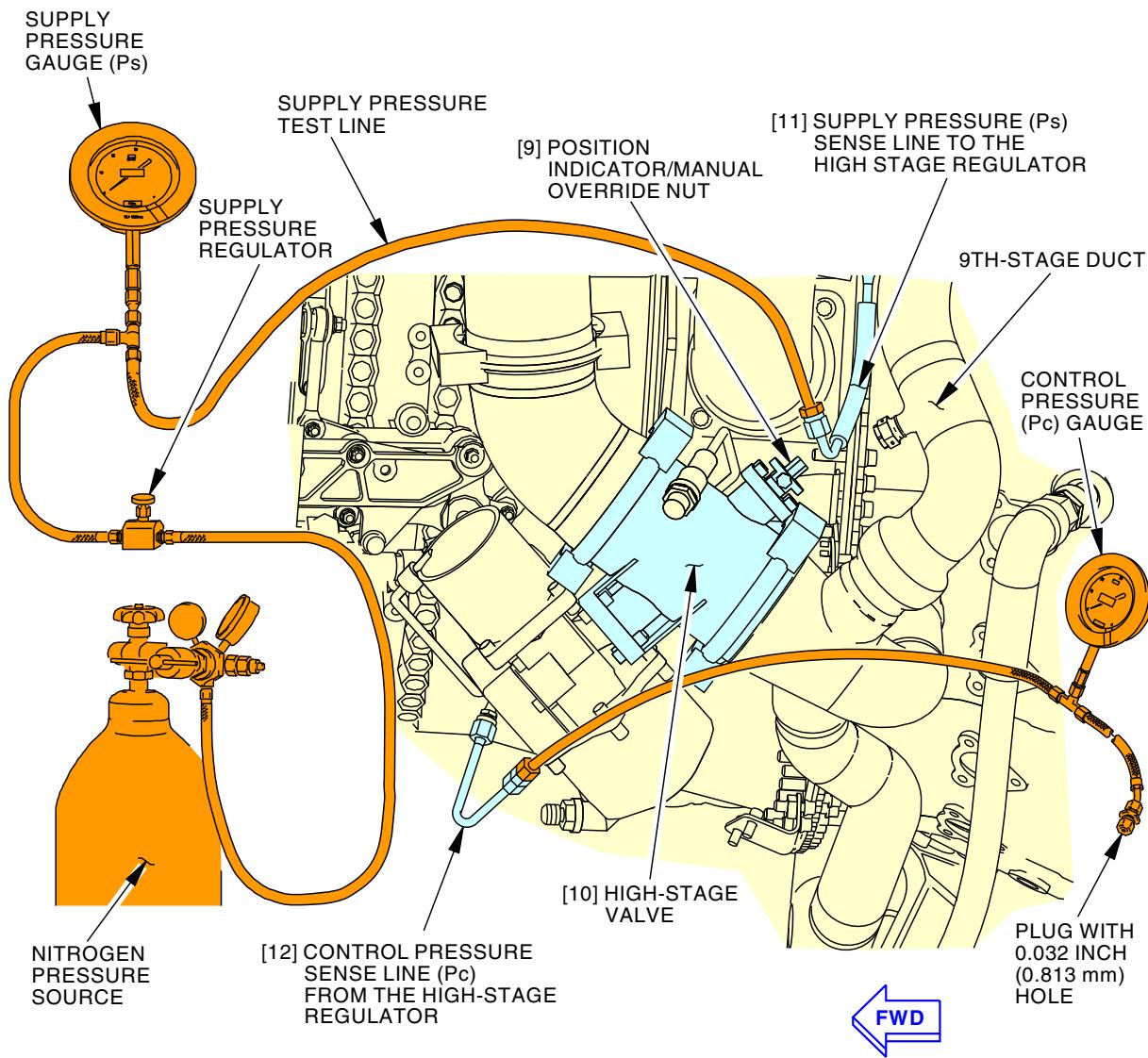
1872933 S0000338338_V4

High-Stage Regulator/High-Stage Valve Operational Test
Figure 506/36-11-00-990-804 (Sheet 1 of 3)

 EFFECTIVITY
 LOM ALL

36-11-00

D633A101-LOM



C

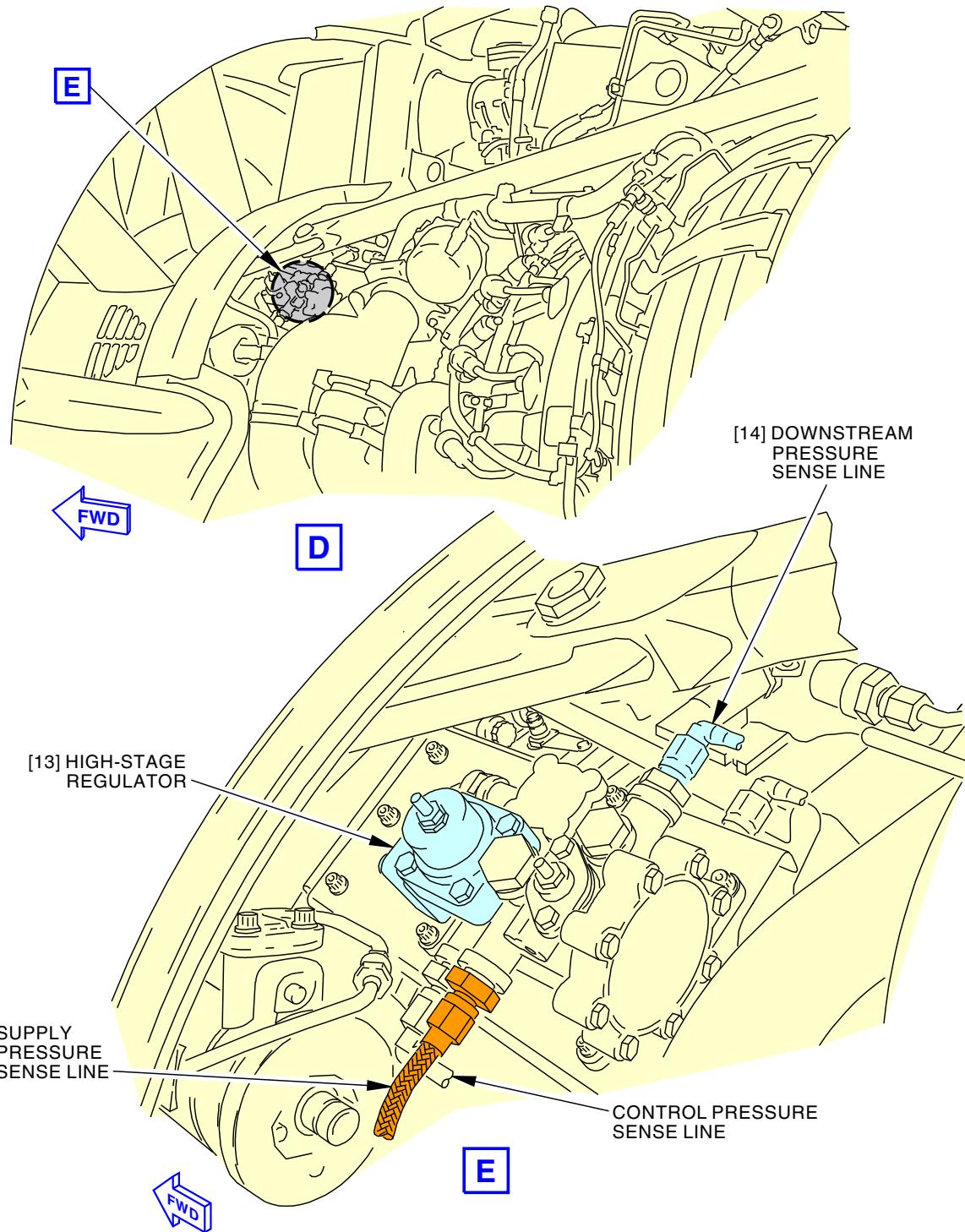
1872944 S0000338341_V5

High-Stage Regulator/High-Stage Valve Operational Test
Figure 506/36-11-00-990-804 (Sheet 2 of 3)

EFFECTIVITY
LOM ALL

36-11-00

D633A101-LOM



1872956 S0000338342_V2

High-Stage Regulator/High-Stage Valve Operational Test
Figure 506/36-11-00-990-804 (Sheet 3 of 3)

EFFECTIVITY
LOM ALL

36-11-00

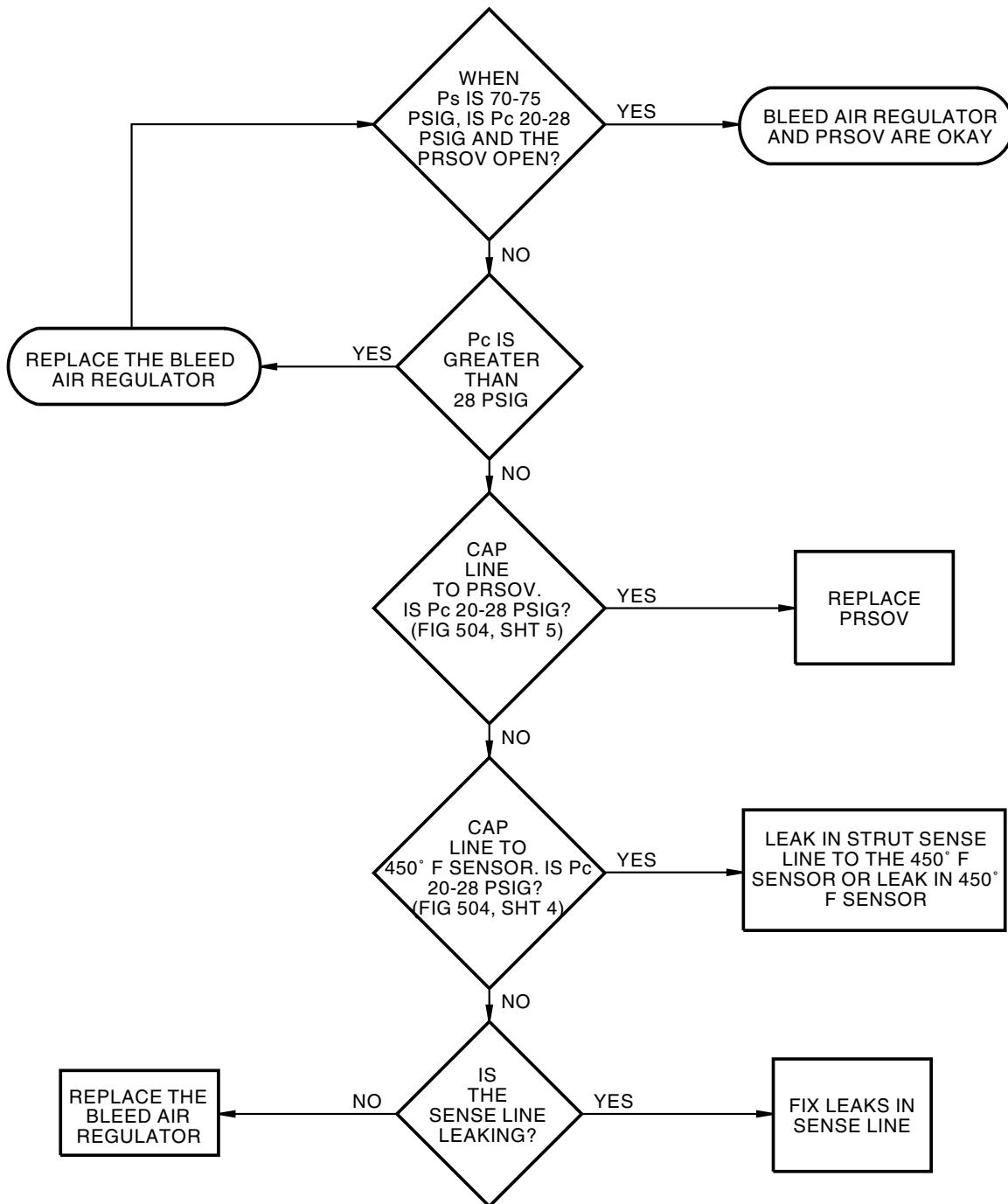
D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

FLIGHT DECK AFFECTS (LOW DUCT PRESSURE DURING 5TH STAGE OPERATION) QUICK OPERATIONAL CHECK

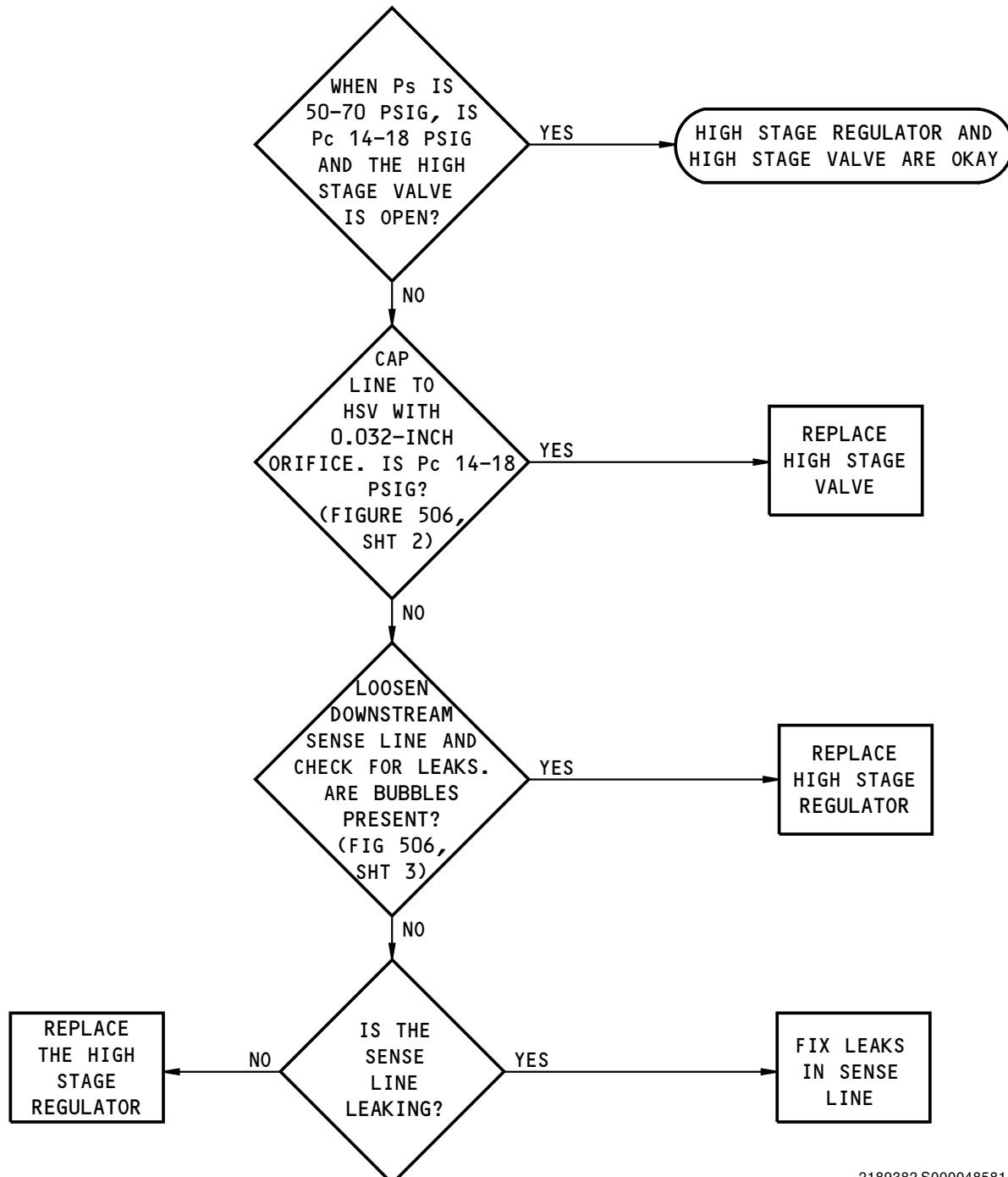


2189420 S0000485810_V2

Quick Operational Check of Low Duct Pressure
Figure 507/36-11-00-990-818 (Sheet 1 of 2)

EFFECTIVITY
LOM ALL

36-11-00

FLIGHT DECK AFFECTS (LOW DUCT PRESSURE DURING 9TH STAGE OPERATION) OPERATIONAL CHECK


2189382 S0000485814_V1

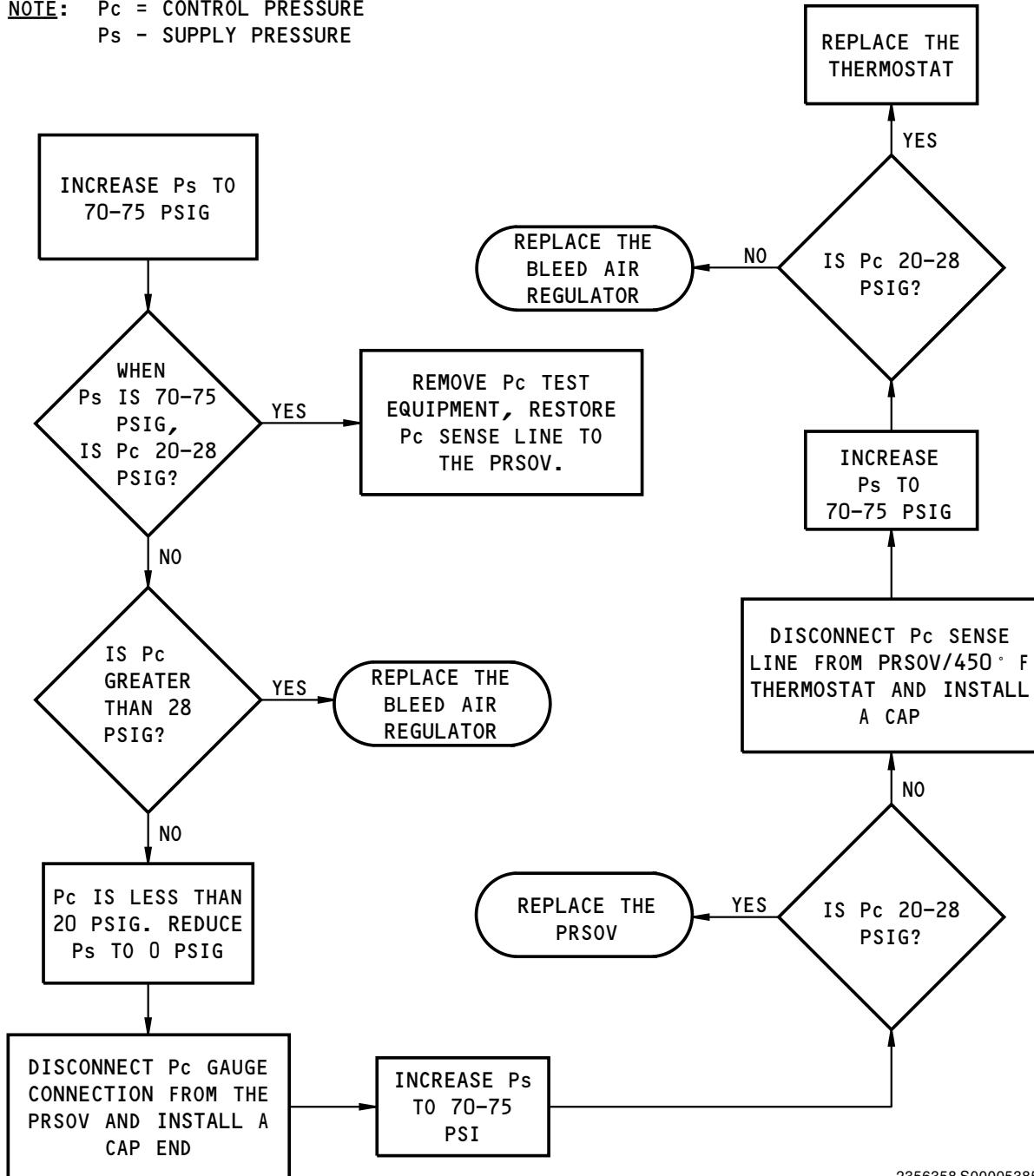
Quick Operational Check of Low Duct Pressure
Figure 507/36-11-00-990-818 (Sheet 2 of 2)

 EFFECTIVITY
 LOM ALL

36-11-00

BLEED AIR REGULATOR (BAR)/PRSOV TO 450 °F SENSOR CHECK

NOTE: P_c = CONTROL PRESSURE
 P_s - SUPPLY PRESSURE

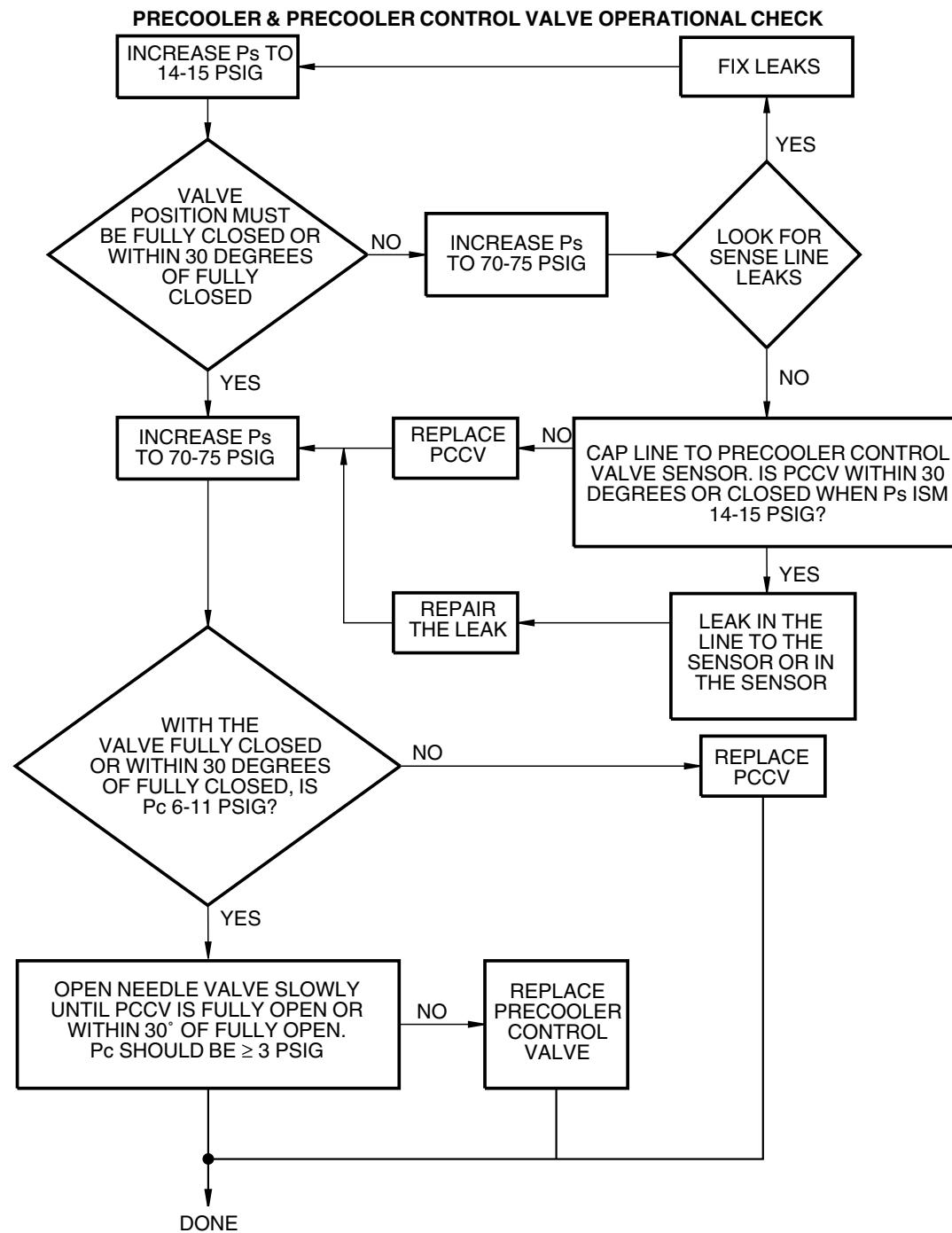


2356358 S0000538538_V1

Bleed Air Health Check Data Sheet
Figure 508/36-11-00-990-811 (Sheet 1 of 4)

EFFECTIVITY
 LOM ALL

36-11-00



1542800 S0000281063_V11

Bleed Air Health Check Data Sheet
Figure 508/36-11-00-990-811 (Sheet 2 of 4)

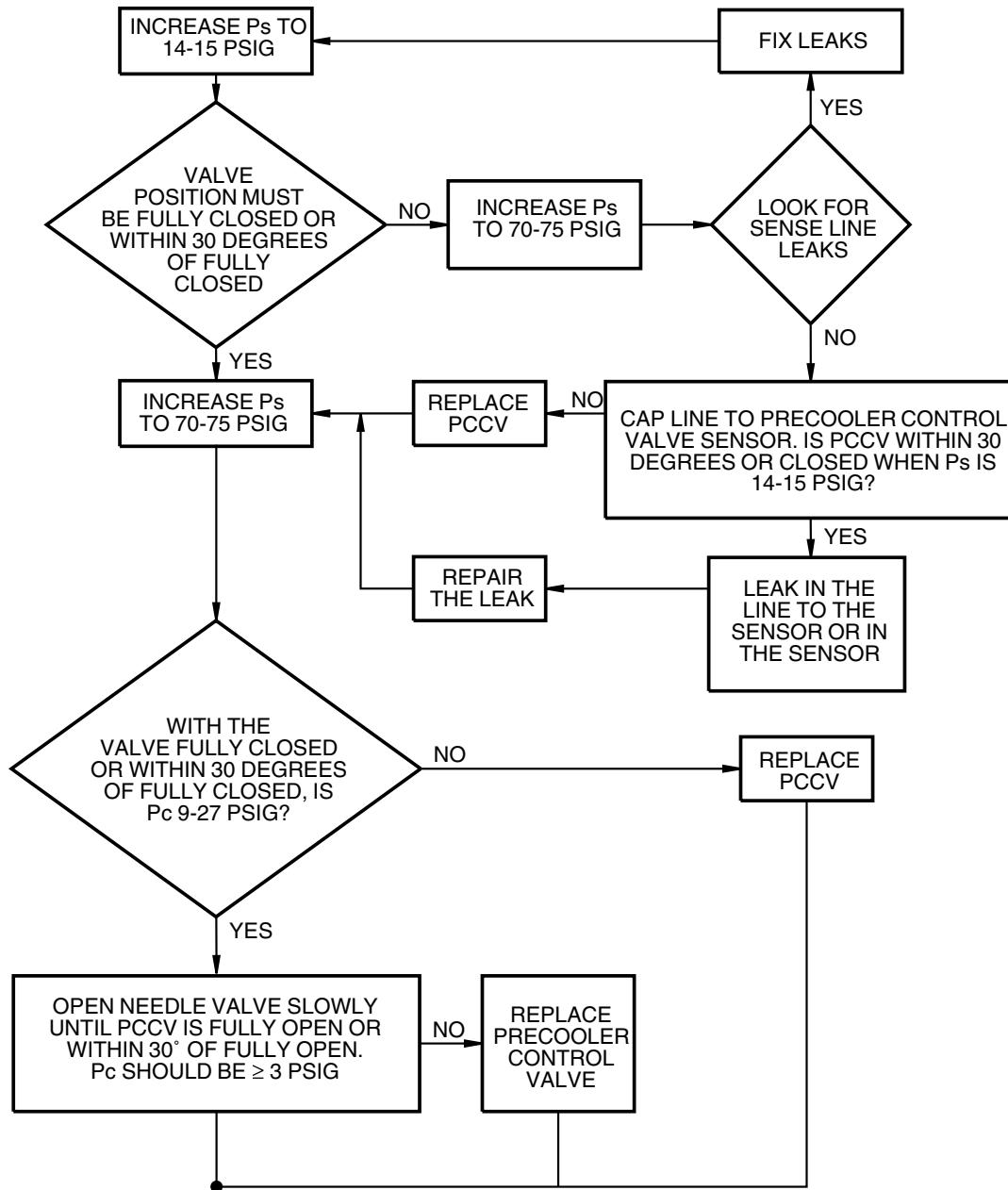
EFFECTIVITY
 LOM ALL; All 737NG Airplanes with PCCV P/N
 3289562

36-11-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

PRECOOLER & PRECOOLER CONTROL VALVE OPERATIONAL CHECK



NOTE:

Pc = CONTROL PRESSURE
Ps = SUPPLY PRESSURE

2566120 S0000613706_V4

Bleed Air Health Check Data Sheet
Figure 508/36-11-00-990-811 (Sheet 3 of 4)

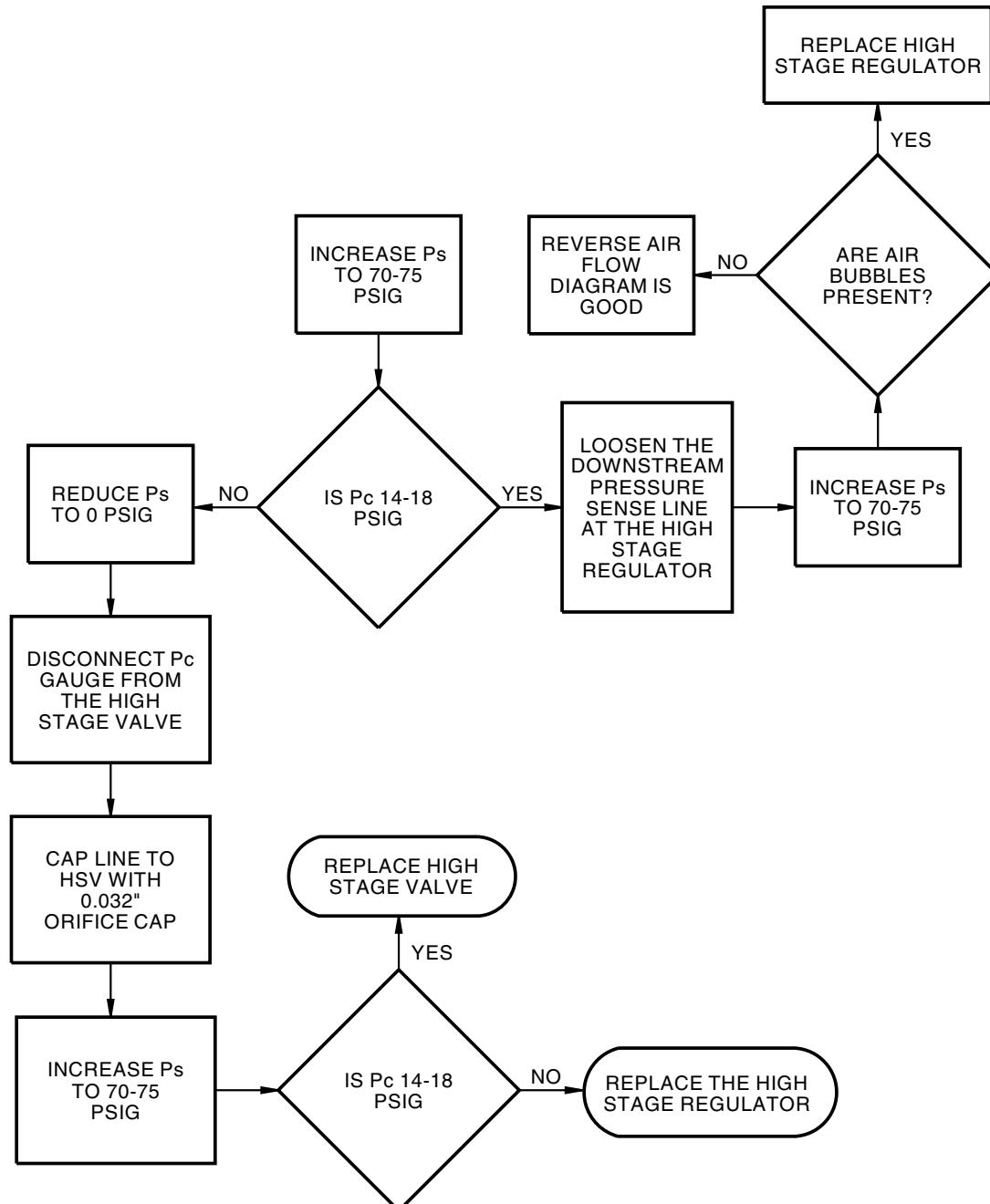
EFFECTIVITY
LOM ALL; All 737NG Airplanes with PCCV P/N
63292146

36-11-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

HIGH STAGE REGULATOR AND HIGH STAGE VALVE OPERATIONAL CHECK



NOTE: P_c = CONTROL PRESSURE
 P_s - SUPPLY PRESSURE

2356464 S0000538539_V2

Bleed Air Health Check Data Sheet
Figure 508/36-11-00-990-811 (Sheet 4 of 4)

EFFECTIVITY	LOM ALL
-------------	---------

D633A101-LOM

36-11-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

STEP	TEST	REQUIREMENT	ACTUAL VALVE	PASS (Y / N)
G.(5)	PRSOV MINIMUM OPENING PRESSURE TEST	≤ 10 PSIG		
G.(6)(b)	BAR/PRSOV/450°F CONTROL PRESSURE (Pc)	20 TO 28 PSIG		
G.(6)(h)	BAR/450°F Pc NOTE: TEST NOT APPLICABLE IF STEP G.(6)(b) WAS ACCEPTABLE	20 TO 28 PSIG		
G.(6)(l)	BAR Pc NOTE: TEST NOT APPLICABLE IF STEP G.(6)(b) OR STEP G.(6)(h) WAS ACCEPTABLE	20 TO 28 PSIG		
H.(4)	PCCV P/N 3289562 Pc	6 TO 11 PSIG		
	PCCV P/N 63292146 Pc	9 TO 27 PSIG		
H.(5)	PCCV Pc AT FULLY OPEN OR WITHIN 30 DEGREES OF FULLY OPEN	≥ 3 PSIG		
I.(4)	HSV MINIMUM OPENING PRESSURE TEST	≤ 10 PSIG		
I.(5)(b)	HSV / HSR Pc	14 TO 18 PSIG		
I.(5)(c)	HSR Pc NOTE: TEST NOT APPLICABLE IF STEP I.(5)(b) WAS ACCEPTABLE	14 TO 18 PSIG		
I.(6)	HSR REVERSE FLOW DIAPHRAGM CHECK	NO LEAKAGE AT DOWNSTREAM PRESSURE PORT		

3072408 S0000832364_V2

Test Data Sheet
Figure 509/36-11-00-990-821

EFFECTIVITY
LOM ALL

36-11-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

TASK 36-11-00-700-802

6. Engine Bleed Air System Leak Check Using the APU

(Figure 510 and Figure 511)

A. General

- (1) This task uses the Auxiliary Power Unit (APU) to pressurize the Engine Bleed Air System to check for leaks in the bleed air regulator, high-stage regulator, sense lines, and sense line fittings. This task can be done in an hour or less. The Engine Bleed Air System Health Check, TASK 36-11-00-700-801 is a more thorough test of the Bleed Air System. Use that task when you have two or more hours to do the procedure or when this task does not isolate the leak in the system.

B. References

Reference	Title
36-00-00-860-803	Supply Pressure to the Pneumatic System with the APU (P/B 201)
36-00-00-860-806	Remove Pressure from the Pneumatic System (P/B 201)
36-11-03-000-801	Bleed Air Regulator Removal (P/B 401)
36-11-03-400-801	Bleed Air Regulator Installation (P/B 401)
36-11-04-000-801	PRSOV Removal (P/B 401)
36-11-04-400-801	PRSOV Installation (P/B 401)
36-11-06-000-801	High Stage Valve Removal (P/B 401)
36-11-06-400-801	High Stage Valve - Installation (P/B 401)
36-11-07-000-801	High Stage Regulator Removal (P/B 401)
36-11-07-400-801	High Stage Regulator Installation (P/B 401)
36-12-02-000-801	Precooler Control Valve Removal (P/B 401)
36-12-02-400-801	Precooler Control Valve Installation (P/B 401)
78-31-00-010-801-F00	Open the Thrust Reverser (Selection) (P/B 201)
78-31-00-010-804-F00	Close the Thrust Reverser (Selection) (P/B 201)

C. Tools/Equipment

Reference	Description
STD-858	Tag - DO NOT OPERATE
STD-3907	Mirror - Dental

D. Consumable Materials

Reference	Description	Specification
D00006	Compound - Antiseize, Pure Nickel Special - Never-Seez NSBT-8N/-16N	
D00010	Compound - Thread Antiseize, High Temperature	MIL-PRF-907
G50135	Leak Detector - Liquid, Non-Corrosive Soap Compound	MIL-PRF-25567

E. Location Zones

Zone	Area
411	Engine 1 - Engine
421	Engine 2 - Engine
430	Subzone - Engine 1, Nacelle Strut

EFFECTIVITY
LOM ALL

36-11-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

(Continued)

Zone	Area
433	Engine 1 - Strut Torque Box
440	Subzone - Engine 2, Nacelle Strut
443	Engine 2 - Strut Torque Box

F. Prepare for the Bleed Air System Leak Check

NOTE: This procedure is given for Engine #1. Engine #2 is similar unless otherwise stated.

SUBTASK 36-11-00-860-075

- (1) Make sure that the applicable engine start lever is in the CUTOFF position.
 - (a) Install a DO NOT OPERATE tag, STD-858, on the engine start lever.

SUBTASK 36-11-00-860-076

- (2) Make sure that the L and R PACK switches, on the P5-10 panel, are in the OFF position.

SUBTASK 36-11-00-860-077

- (3) Make sure that the APU BLEED switch, on the P5-10 panel, is in the OFF position.

SUBTASK 36-11-00-860-094

- (4) Make sure that the engine BLEED switches, on the P5-10 panel, are in the OFF position.

SUBTASK 36-11-00-860-078

- (5) Make sure that the ISOLATION VALVE switch, on the P5-10 panel, is in the CLOSE position.

NOTE: For the engine #2, the ISOLATION VALVE switch should be in the OPEN position.

SUBTASK 36-11-00-010-014

- (6) Open the thrust reverser, do this task: Open the Thrust Reverser (Selection), TASK 78-31-00-010-801-F00.

SUBTASK 36-11-00-210-020

- (7) Look at the position indicator/manual override nut [5] on the precooler control valve [4] to make sure that it is in the OPEN position.

(a) If it is necessary, use a dental mirror, STD-3907.

(b) If the precooler control valve [4] has a manual override nut, do these steps:

- 1) Use a 3/4-inch wrench on the position indicator/manual override nut [5] to close the precooler control valve [4] to make sure that it moves smoothly.
- 2) Remove the wrench and allow the precooler control valve [4] to return to the OPEN position by spring force only.
- 3) If the precooler control valve [4] does not close smoothly or return to the OPEN position, replace the precooler control valve [4].
 - a) Do this task: Precooler Control Valve Removal, TASK 36-12-02-000-801.
 - b) Do this task: Precooler Control Valve Installation, TASK 36-12-02-400-801.

SUBTASK 36-11-00-210-021

- (8) Look at the position indicator/manual override nut [2] on the PRSOV [1] to make sure that it is in the CLOSED position.

(a) Use a 3/8-inch wrench on the position indicator/manual override nut [2] to open the PRSOV [1] to make sure that it moves smoothly.

(b) Remove the wrench and allow the PRSOV [1] to return to the CLOSED position by spring force only.

EFFECTIVITY
LOM ALL

36-11-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- (c) If the PRSOV [1] does not open smoothly or return to the CLOSED position, replace the PRSOV [1].
- 1) Do this task: PRSOV Removal, TASK 36-11-04-000-801.
 - 2) Do this task: PRSOV Installation, TASK 36-11-04-400-801.

SUBTASK 36-11-00-210-022

- (9) Look at the position indicator/manual override nut [10] on the high stage valve [9] to make sure that it is in the CLOSED position.
- (a) Use a 3/8-inch wrench on the position indicator/manual override nut [10] to open the high stage valve [9] to make sure that it moves smoothly.
 - (b) Remove the wrench and allow the high stage valve [9] to return to the CLOSED position by spring force only.
 - (c) If the High Stage Valve (HSV) does not open smoothly or return to the CLOSED position, replace the high stage valve [9].
 - 1) Do this task: High Stage Valve Removal, TASK 36-11-06-000-801.
 - 2) Do this task: High Stage Valve - Installation, TASK 36-11-06-400-801.

G. Bleed Air System Leak Check

SUBTASK 36-11-00-860-071

- (1) Use the APU to pressurize the Bleed Air System, do this task: Supply Pressure to the Pneumatic System with the APU, TASK 36-00-00-860-803.

NOTE: The Pressure Regulating and Shutoff Valve (PRSOV) should be closed when pressurizing the Bleed Air System.

SUBTASK 36-11-00-860-079

- (2) Put the applicable engine BLEED switch in the ON position.
- (a) If the PRSOV [1] is found open when you pressurize the Bleed Air System, the PRSOV [1] has too much leakage, replace the PRSOV [1].
 - 1) Do this task: PRSOV Removal, TASK 36-11-04-000-801.
 - 2) Do this task: PRSOV Installation, TASK 36-11-04-400-801.

SUBTASK 36-11-00-710-032



WARNING USE A RATCHET-TYPE WRENCH TO OPEN THE PRSOV. PRESSURE IN THE SYSTEM CAN CAUSE THE PRSOV TO OPEN QUICKLY. THIS CAN PULL THE WRENCH FROM YOUR HANDS. INJURIES TO PERSONNEL, AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (3) Use a 3/8-inch socket on a ratcheted-type wrench to turn the position indicator/manual override nut [2] on the PRSOV [1].

NOTE: Once you begin turning the position indicator/manual override nut, the air pressure should move the PRSOV to the fully open position.

EFFECTIVITY
LOM ALL

36-11-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-11-00-200-003



WARNING

REMOVE THE PRESSURE FROM THE PNEUMATIC DUCTS BEFORE YOU REMOVE A PNEUMATIC SYSTEM COMPONENT. HOT HIGH PRESSURE AIR CAN CAUSE INJURIES TO PERSONNEL OR DAMAGE TO EQUIPMENT.

- (4) If the PRSOV [1] did not move fully open, test the relief valve assembly [6] on the bleed air regulator [3] for major air leakage.

NOTE: A small amount of air leakage from the relief valve assembly is normal.

- (a) Press down on the top of the relief valve assembly [6] to stop the air flow.
- (b) If the PRSOV [1] moves fully open when the air flow stops, there is too much leakage from the relief valve assembly [6], replace the bleed air regulator [3].
 - 1) Do this task: Bleed Air Regulator Removal, TASK 36-11-03-000-801.
 - 2) Do this task: Bleed Air Regulator Installation, TASK 36-11-03-400-801.

SUBTASK 36-11-00-790-001

- (5) Apply leak detector, G50135, to the sense lines and fittings to determine if air leakage exists.
 - (a) If it is necessary, replace leaking sense lines and fittings as necessary.
 - (b) Apply Pure Nickel Special compound, D00006 (recommended), or compound, D00010 (alternate), to all male threads before connecting the pneumatic sense lines.

SUBTASK 36-11-00-960-009

- (6) If PRSOV [1] does not go fully open when the system is pressurized and there is no major leakage from the relief valve assembly [6] on the bleed air regulator [3] or leaks in the sense lines, replace the PRSOV [1].
 - (a) Do this task: PRSOV Removal, TASK 36-11-04-000-801.
 - (b) Do this task: PRSOV Installation, TASK 36-11-04-400-801.

SUBTASK 36-11-00-210-023

- (7) Make sure that the precooler control valve [4] moves fully closed when the PRSOV [1] is fully open.

SUBTASK 36-11-00-200-006

- (8) If the precooler control valve [4] does not move fully closed, inspect for air leaks by doing the following.
 - (a) Apply leak detector, G50135, to the supply and control pressure sense lines, fittings, and 390° sensor.
 - (b) If it is necessary, replace leaking sense lines, fittings, and 390° sensor.
 - (c) Apply Pure Nickel Special compound, D00006 (recommended), or compound, D00010 (alternate), to all male threads before connecting the pneumatic sense lines.

SUBTASK 36-11-00-200-007

- (9) If the precooler control valve [4] does not move fully closed and no air leaks were found, do these steps:
 - (a) Remove the test cap [12] on the control pressure sense line from the precooler control valve [4] to the 390° sensor.
 - 1) Make sure that the air flows out of the test port
 - (b) If air does not flow out of the test port, do these steps:
 - 1) Reconnect the test cap [12].

EFFECTIVITY
LOM ALL

36-11-00



737-600/700/800/900 AIRCRAFT MAINTENANCE MANUAL

- 2) Disconnect the sense line from the precooler control valve [4] to make sure that there is air flow out of the valve's control pressure port.
 - 3) If air does not flow out of the control pressure port, replace the precooler control valve [4].
 - a) Do this task: Precooler Control Valve Removal, TASK 36-12-02-000-801.
 - b) Do this task: Precooler Control Valve Installation, TASK 36-12-02-400-801.
 - 4) If there is air flow out of the control pressure port on the precooler control valve [4], there is blockage in the sense line between the test port and the valve.
 - a) Replace the sense line.
- (c) If air flows out of the test port when the test cap is removed, do these steps:
- 1) Reconnect the test cap [12].
 - 2) Disconnect the sense line at the 390° sensor to make sure that there is no blockage in the sense line between the test port and the sensor.
 - 3) If there is no air flow out of the end, replace the sense line.

SUBTASK 36-11-00-010-015

- (10) Disconnect the supply pressure sense line [8] from the high-stage regulator [7].

NOTE: It is not necessary to remove the sense line to check for leakage. After the B-nut is disconnected, leakage in the reverse flow diaphragm in the High Stage Regulator (HSR) can be heard and felt.

SUBTASK 36-11-00-200-004

- (11) Do a check for air leakage at the supply pressure inlet on the high-stage regulator [7].

NOTE: Air leaking from the supply pressure inlet when the Bleed Air System is pressurized with the APU indicates the reverse flow diaphragm inside the HSR is damaged.

- (a) If air leakage is detected from the supply pressure inlet, replace the high-stage regulator [7].
 - 1) Do this task: High Stage Regulator Removal, TASK 36-11-07-000-801.
 - 2) Do this task: High Stage Regulator Installation, TASK 36-11-07-400-801.
- (b) Connect the supply pressure sense line [8] to the high-stage regulator [7] as follows:
 - 1) Apply a light coat of compound, D00010, or Pure Nickel Special compound, D00006, to the supply pressure sense line [8] connections.
 - 2) Tighten the B-nut for the supply pressure sense line [8] to 133 in-lb (15 N·m) - 147 in-lb (16.6 N·m).
 - 3) Back off the B-nut to decrease the torque.
 - 4) Tighten the B-nut for the supply pressure sense line [8] again to 133 in-lb (15 N·m) - 147 in-lb (16.6 N·m).

H. Put the Airplane Back to Its Usual Condition

SUBTASK 36-11-00-860-072

- (1) Remove pneumatic pressure from the bleed air system, do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806.

SUBTASK 36-11-00-860-080

- (2) Put the ISOLATION VALVE switch, on the P5-10 panel, in the AUTO position.

SUBTASK 36-11-00-860-081

- (3) Put the L and R PACK switches, on the P5-10 panel, in the OFF position.

EFFECTIVITY
LOM ALL

36-11-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-11-00-860-082

- (4) Close the thrust reverser, do this task: Close the Thrust Reverser (Selection),
TASK 78-31-00-010-804-F00.

SUBTASK 36-11-00-440-005

- (5) Remove a DO NOT OPERATE tag, STD-858, from the applicable engine start lever.

———— END OF TASK ————

— EFFECTIVITY —
LOM ALL

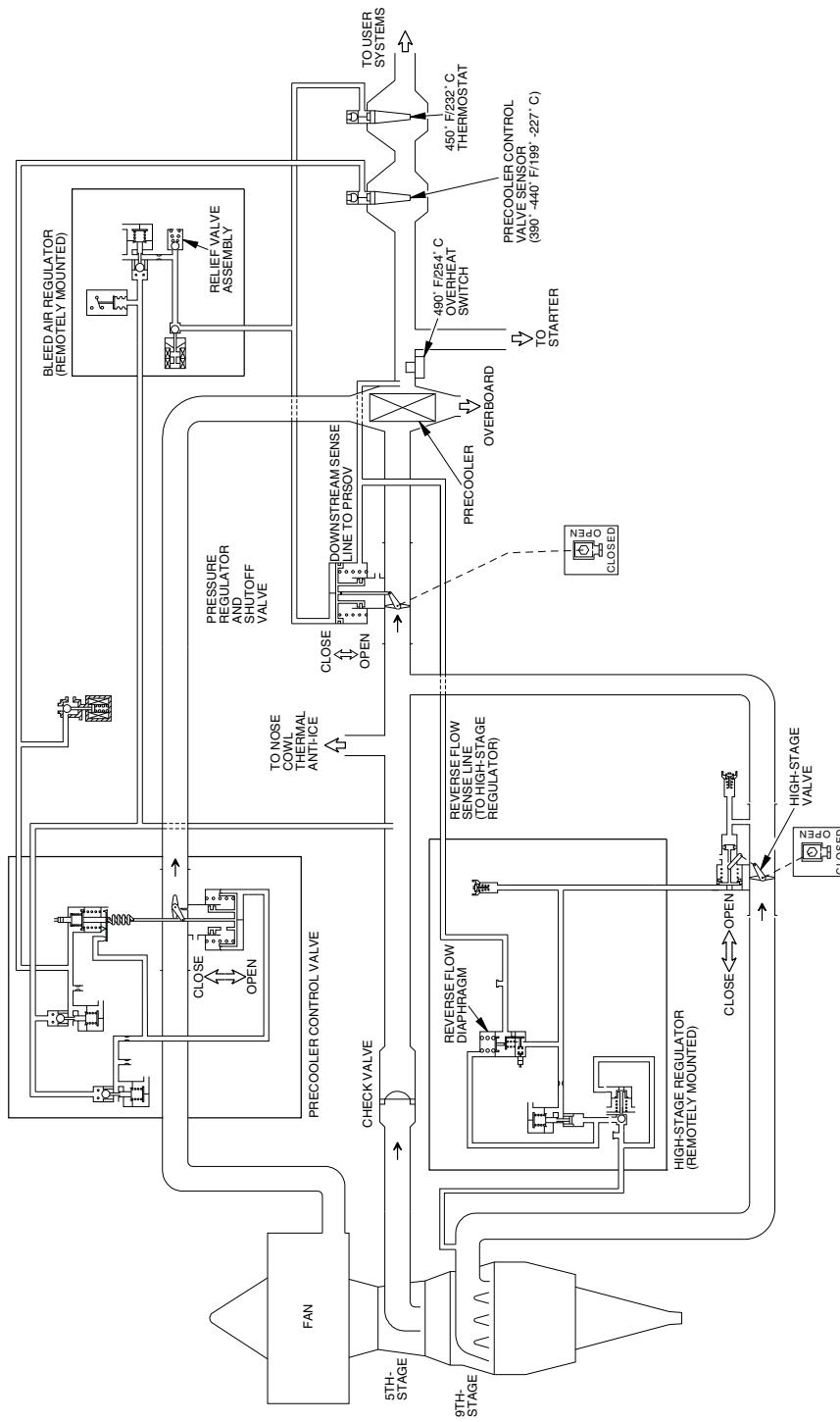
36-11-00

Page 555
Oct 15/2024

D633A101-LOM

**737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL**

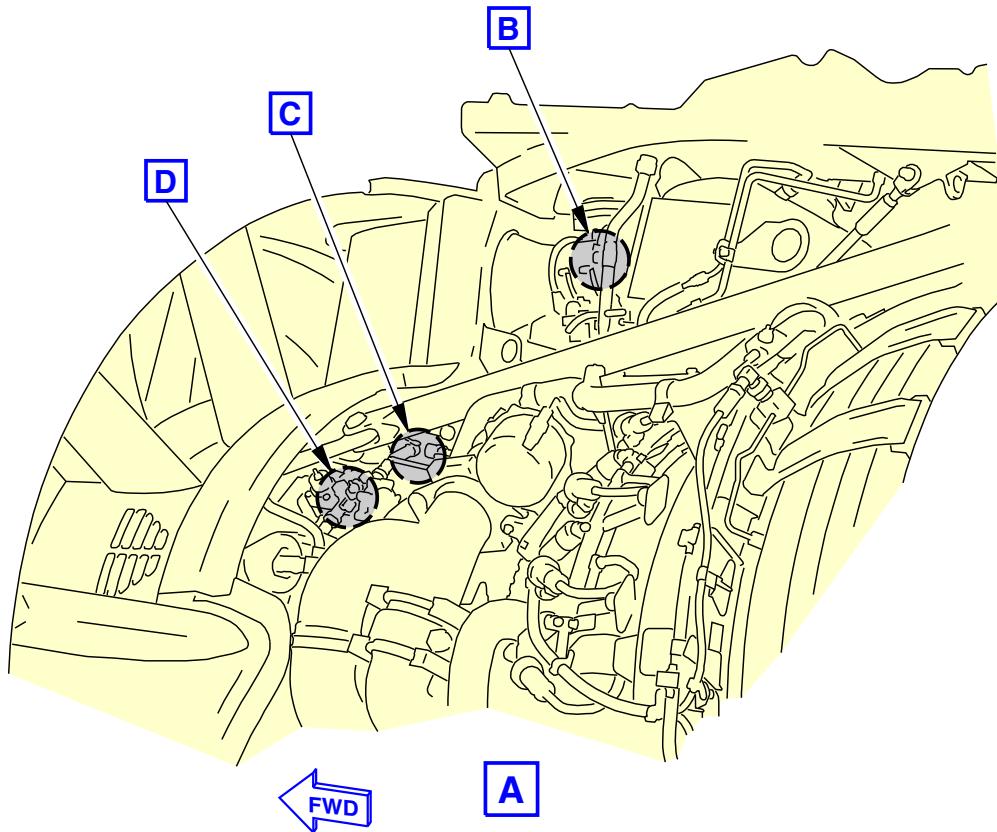
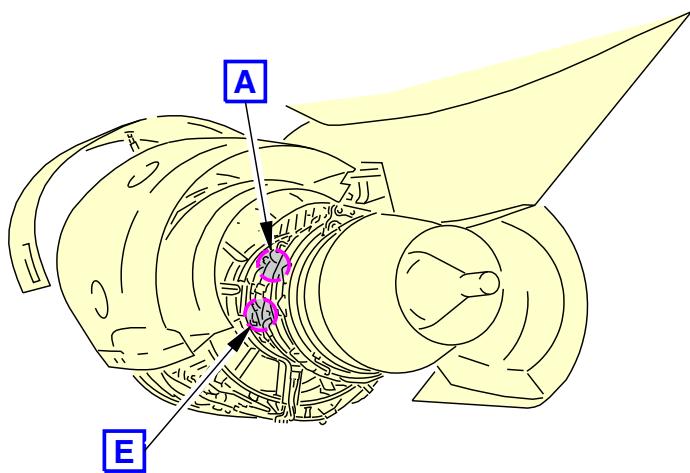
U71199 S0000214494_V2



Engine Bleed Air Distribution System Control Schematic
Figure 510/36-11-00-990-820

EFFECTIVITY
LOM ALL

36-11-00



U71200 S0000214518_V3

Engine Bleed Air System Leakage Check
Figure 511/36-11-00-990-805 (Sheet 1 of 6)

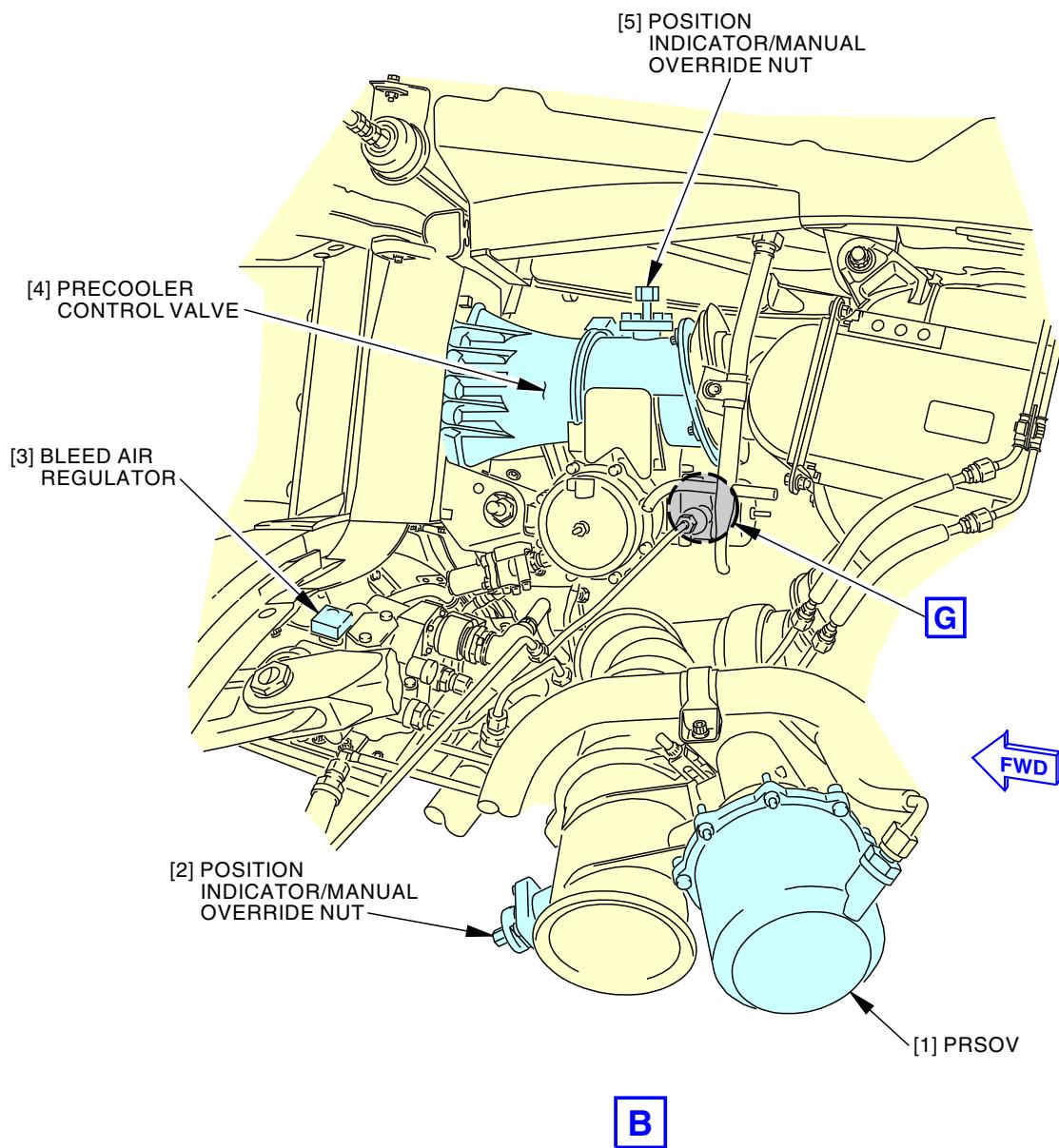
EFFECTIVITY
LOM ALL

36-11-00

D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details

Page 557
Oct 15/2024



U71886 S0000214519_V3

Engine Bleed Air System Leakage Check
Figure 511/36-11-00-990-805 (Sheet 2 of 6)

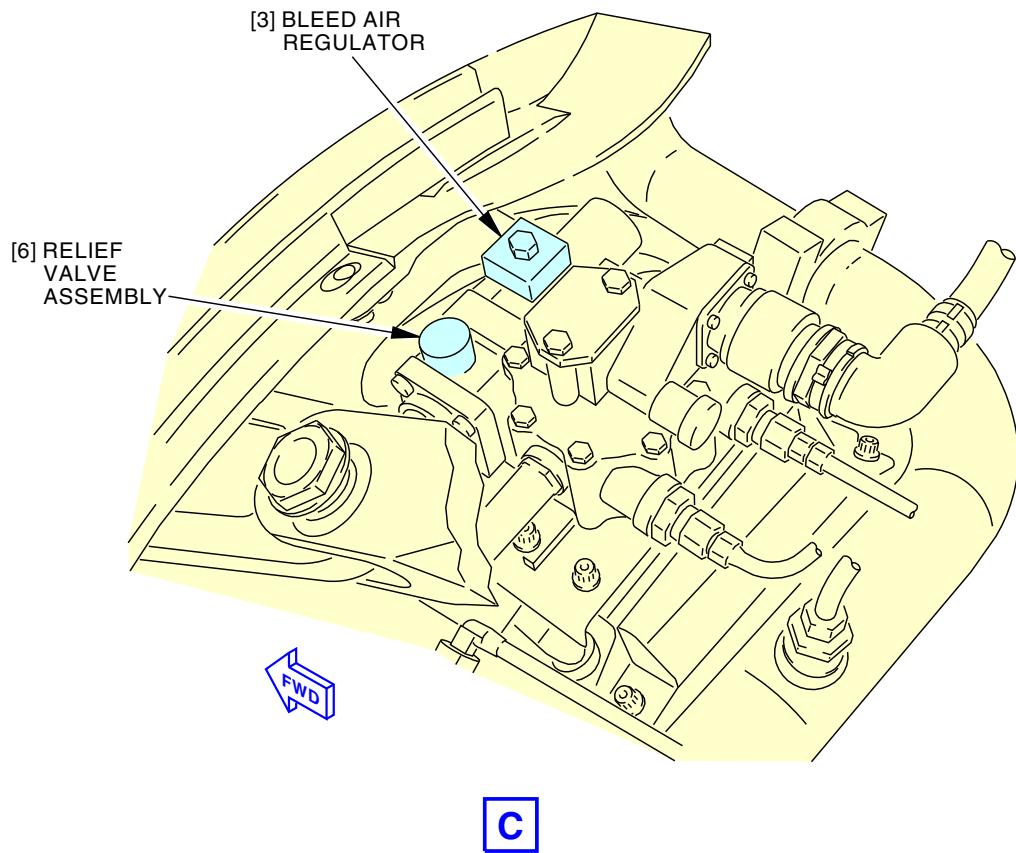
 EFFECTIVITY
 LOM ALL

36-11-00

D633A101-LOM



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



U71900 S0000214520_V2

Engine Bleed Air System Leakage Check
Figure 511/36-11-00-990-805 (Sheet 3 of 6)

EFFECTIVITY
LOM ALL

36-11-00

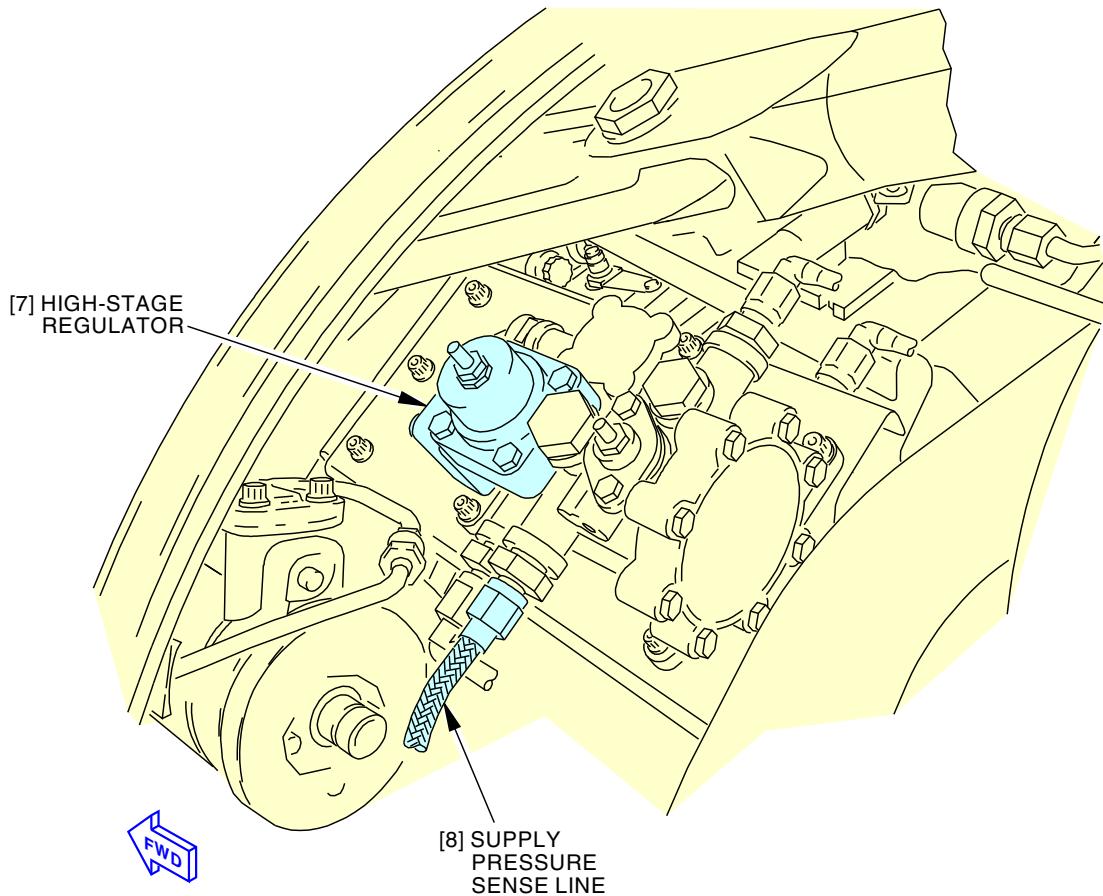
D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details

Page 559
Oct 15/2024



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



U71901 S0000214521_V3

Engine Bleed Air System Leakage Check
Figure 511/36-11-00-990-805 (Sheet 4 of 6)

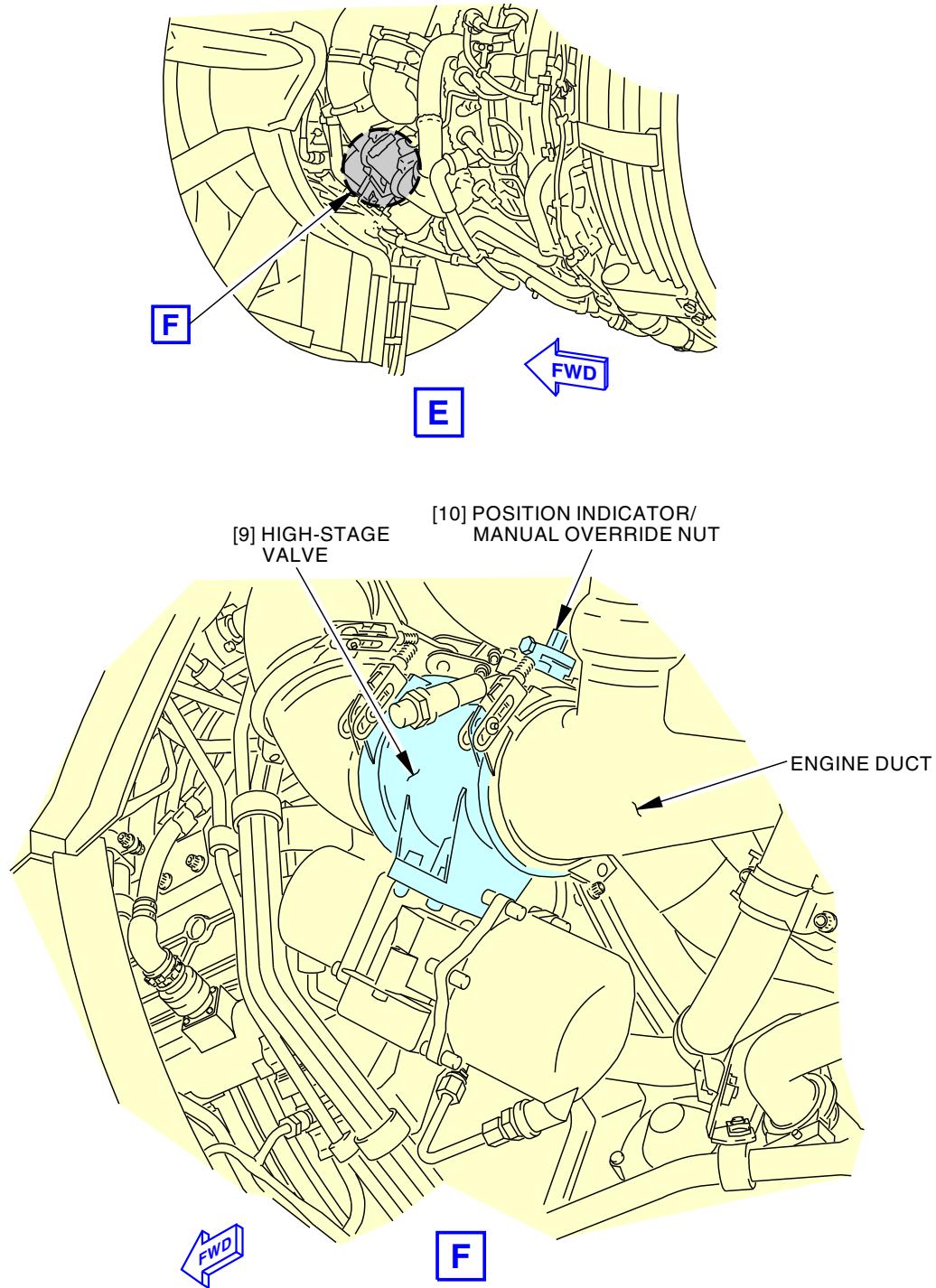
EFFECTIVITY
LOM ALL

36-11-00

D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details

Page 560
Oct 15/2024



U71902 S0000214522_V2

Engine Bleed Air System Leakage Check
Figure 511/36-11-00-990-805 (Sheet 5 of 6)

EFFECTIVITY
LOM ALL

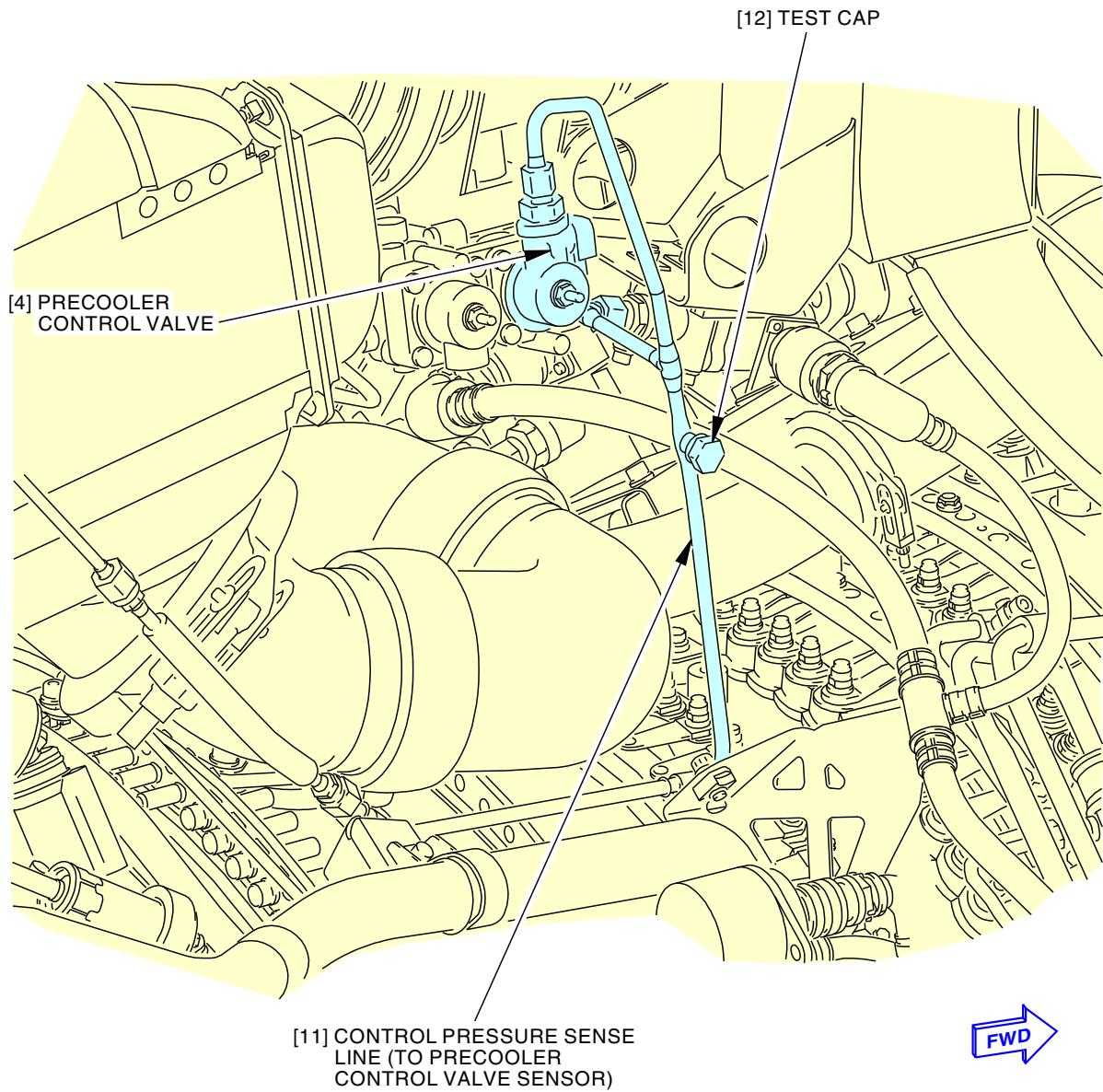
36-11-00

D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



FWD

G

1337969 S0000236688_V3

Engine Bleed Air System Leakage Check
Figure 511/36-11-00-990-805 (Sheet 6 of 6)

EFFECTIVITY
LOM ALL

36-11-00

D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details

Page 562
Oct 15/2024



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

TASK 36-11-00-710-802

7. Bleed Air Regulator/PRSOV/450° F Thermostat Health Check

(Figure 504)

A. General

- (1) This task gives the instruction to operationally check these engine bleed components:
 - (a) Bleed Air Regulator (BAR)
 - (b) Pressure Regulating and Shutoff Valve (PRSOV)
 - (c) 450° F Thermostat.
- (2) This task will check that:
 - (a) The bleed air regulator will supply the correct control pressure (Pc).
 - (b) The PRSOV will operate satisfactorily.
 - (c) The sense lines have no leaks.
- (3) Operationally check the entire engine bleed air system, do this task: Engine Bleed Air System Health Check, TASK 36-11-00-700-801.

B. References

Reference	Title
24-22-00-860-811	Supply Electrical Power (P/B 201)
36-00-00-860-806	Remove Pressure from the Pneumatic System (P/B 201)
36-11-03-000-801	Bleed Air Regulator Removal (P/B 401)
36-11-03-400-801	Bleed Air Regulator Installation (P/B 401)
36-11-04-000-801	PRSOV Removal (P/B 401)
36-11-04-400-801	PRSOV Installation (P/B 401)
36-11-05-000-801	Thermostat Removal (P/B 401)
36-11-05-400-801	Thermostat Installation (P/B 401)
78-31-00-010-801-F00	Open the Thrust Reverser (Selection) (P/B 201)
78-31-00-010-804-F00	Close the Thrust Reverser (Selection) (P/B 201)

C. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
COM-19147	Solenoid Electrical Test Set Part #: 1945-04-10 Supplier: 6Q1D1
SPL-4350	Test Equipment - Engine Bleed Air Systems Part #: C36001-64 Supplier: 81205 Opt Part #: 1945-04-08 Supplier: 6Q1D1 Opt Part #: 1945-04-09 Supplier: 6Q1D1
STD-858	Tag - DO NOT OPERATE
STD-1201	Gauge - Pressure, 0-75 PSIG (0-518 KPa)
STD-1453	Gauge - Pressure, 0-250 PSIG (0-1724 KPa)
STD-1454	Regulator - Pressure, 0-250 PSI with Pressure Gauge, 3/8 Inch ID Connections
STD-1455	Source - Nitrogen, 0-250 PSIG

EFFECTIVITY
LOM ALL

36-11-00

Page 563
Feb 15/2025



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

(Continued)

Reference	Description
STD-3942	Hose - Air, Flexible, 3/8 inch (.9525 cm) ID, Length as Needed
STD-13740	Gauge - Pressure, 0-60 PSIG, +/-0.5% Accuracy

D. Consumable Materials

Reference	Description	Specification
D00006	Compound - Antiseize, Pure Nickel Special - Never-Seez NSBT-8N/-16N	
D00010	Compound - Thread Antiseize, High Temperature	MIL-PRF-907

E. Location Zones

Zone	Area
411	Engine 1 - Engine
421	Engine 2 - Engine
430	Subzone - Engine 1, Nacelle Strut
433	Engine 1 - Strut Torque Box
440	Subzone - Engine 2, Nacelle Strut
443	Engine 2 - Strut Torque Box

F. Prepare for the System Health Check

SUBTASK 36-11-00-860-089

- (1) Make sure that the engine start lever is in the CUTOFF position.
 - (a) Install a DO NOT OPERATE tag, STD-858, on the applicable engine start lever.

SUBTASK 36-11-00-860-090



WARNING REMOVE THE PRESSURE FROM THE PNEUMATIC DUCTS BEFORE YOU REMOVE A PNEUMATIC SYSTEM COMPONENT. HOT HIGH PRESSURE AIR CAN CAUSE INJURIES TO PERSONNEL OR DAMAGE TO EQUIPMENT.

- (2) Do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806.

SUBTASK 36-11-00-010-018

- (3) Do this task: Open the Thrust Reverser (Selection), TASK 78-31-00-010-801-F00.

G. Bleed Air Regulator, PRSOV, and 450°F Thermostat Health Check

NOTE: The engine bleed air system test equipment, SPL-4350, contains all of the individual COM- and STD- test equipment shown in tool list except for the optional solenoid electrical test set, COM-19147. The solenoid electrical test set can be purchased separately. If you do not have either of the test kits, you will need all of the COM- and STD- test equipment (test set, COM-19147, is optional) shown in the tool list.

SUBTASK 36-11-00-210-027

- (1) Do the these steps to check the PRSOV [4] for smooth operation:
 - (a) Examine the position indicator/manual override nut [6] on the PRSOV [4] (View B, Figure 504).
NOTE: The position indicator should be in the fully closed position.
 - (b) Use a 3/8-inch wrench on the position indicator/manual override nut [6] to open and close the PRSOV [4].



36-11-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- (c) If the PRSOV [4] does not move to the open and closed positions smoothly, replace the PRSOV [4], as follows:

- 1) Use compound, D00010 (preferred), or Pure Nickel Special compound, D00006 (alternative), on the threads of all fittings when connecting the sense lines.
- 2) Do this task: PRSOV Removal, TASK 36-11-04-000-801.
- 3) Do this task: PRSOV Installation, TASK 36-11-04-400-801.

SUBTASK 36-11-00-710-034

- (2) Do the these steps to enable the BAR:

- (a) If electrical power is not enabled on the airplane, do this task: Supply Electrical Power, TASK 24-22-00-860-811.

- 1) If unable to supply electrical power to the airplane, do the step (2)(c).

- (b) Put the applicable engine bleed switch to the ON position.

- (c) If unable to supply electrical power to the airplane, do these steps to enable the BAR:

- 1) Remove the electrical connector [7] from the bleed air regulator [1].

- 2) Put the applicable engine bleed switch to the ON position.

- 3) Do these steps to open the solenoid in the bleed air regulator [1]:

- a) Preferred Method

Wire two 9-volt batteries in series and apply 18 VDC across pin 5 (open coil) and pin 6 (ground) in the electrical connector [7] on the bleed air regulator [1] for approximately 5 seconds.

NOTE: You should hear the OPEN solenoid click in the bleed air regulator.

<1> If you did not hear a click in the BAR, the solenoid may already be open, do this step:

<a> Apply 18 VDC across pin 7 (closed coil) and pin 6 (ground) to close the solenoid.

<2> Reapply 18 VDC across pins 6 and 5 again to open the solenoid.

- b) Alternate Method

If you have a solenoid electrical test set, COM-19147, connect it to the electrical connector [7] on the BAR and open the solenoid in the bleed air regulator [1].

- 4) Remove the 18 VDC power supply or the solenoid electrical test set, COM-19147, as applicable.

- 5) Reconnect the electrical connector [7] on the bleed air regulator [1].

SUBTASK 36-11-00-480-030

- (3) Do these steps to connect a nitrogen source to the BAR supply pressure (Ps) line:

- (a) Disconnect the bleed air supply line [5] at the inlet tee from the supply pressure sense line [3] (View B, Figure 504).

- 1) Loosen the other end of the bleed air supply line [5] and move the line out of the way.

- (b) Connect a nitrogen pressure source, STD-1455, pressure regulator, STD-1454, supply gauge, STD-1453 (Ps), and test 3/8 inch (.9525 cm) ID flexible air hose, length as needed, STD-3942, at the tee to the supply pressure sense line [3].

EFFECTIVITY
LOM ALL

36-11-00

D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details

Page 565
Feb 15/2025



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-11-00-480-031

- (4) Do these steps to connect a pressure gauge to the BAR control pressure (Pc) line:
 - (a) Disconnect the control pressure (Pc) sense line [8] from the PRSOV [4] (View B, Figure 504).
 - (b) Install a pressure gauge, STD-1201, between the inlet at the PRSOV [4] and control pressure (Pc) sense line [8] (View C, Figure 504).
 - 1) Make sure that the bleed air regulator solenoid is open (electrically enabled).

SUBTASK 36-11-00-710-040

- (5) Do a check of the minimum opening pressure of the PRSOV.
 - (a) Increase supply pressure (Ps) to 20 psi (138 kPa) - 25 psi (172 kPa) to open the PRSOV and lower the supply pressure (Ps) back to 0 psi (0 kPa).
 - (b) Slowly increase supply pressure (Ps) until the position indicator/manual override nut [6] on the PRSOV [4] moves to the fully open position.
 - 1) Record the control pressure (Pc) on the line.

_____ psig.

- (c) If the PRSOV fully opens with control pressure (Pc) of 10 psig (69 kPa) or less, continue to the step to measure the control pressure (Pc) from the BAR.
- (d) If the PRSOV fully opens with control pressure (Pc) more than 10 psig (69 kPa), replace the PRSOV [4], as follows:
 - 1) Use compound, D00010 (preferred), or Pure Nickel Special compound, D00006 (alternative), on the threads of all fittings when you connect the sense lines.
 - 2) Do this task: PRSOV Removal, TASK 36-11-04-000-801.
 - 3) Do this task: PRSOV Installation, TASK 36-11-04-400-801.

SUBTASK 36-11-00-710-036

- (6) Do these steps to measure the control pressure (Pc) from the BAR:

NOTE: A small amount of air leakage from the bleed air regulator and PRSOV is permitted, provided that the Pc values measured are within the limits specified herein.

- (a) Adjust the regulator on the nitrogen pressure source, STD-1455, to provide 130 psi (896 kPa) - 250 psi (1724 kPa) to the pressure regulator, STD-1454.
- (b) Increase supply pressure (Ps) to 70 psig (483 kPa) - 75 psig (517 kPa) and check the control pressure (Pc).
- (c) Record the control pressure (Pc) on the line.

_____ psig

- (d) Make sure that the control pressure (Pc) 20 psig (138 kPa) - 28 psig (193 kPa) and PRSOV [4] are fully open.
 - 1) If yes, go to Step H to put the airplane back to its usual condition.
 - 2) If no, then continue.
- (e) If control pressure (Pc) is more than 28 psig (193 kPa), replace the BAR, as follows:
 - 1) Use compound, D00010 (preferred), or Pure Nickel Special compound, D00006 (alternative), on the threads of all fittings when connecting the sense lines.

EFFECTIVITY
LOM ALL

36-11-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- 2) Do this task: Bleed Air Regulator Removal, TASK 36-11-03-000-801.
- 3) Do this task: Bleed Air Regulator Installation, TASK 36-11-03-400-801.
- (f) If control pressure (Pc) is less than 20 psig (138 kPa), reduce supply pressure (Ps) to 0.
- (g) Disconnect the control pressure (Pc) gauge connection from the PRSOV [4] (View E, Figure 504).
- (h) Install a cap on the open end of control pressure (Pc) gauge connection.
- (i) Increase supply pressure (Ps) to 70 psig (483 kPa) - 75 psig (517 kPa) and check control pressure (Pc).
- (j) Record the control pressure (Pc) on the line.

_____ psig

- 1) If the control pressure (Pc) is 20 psig (138 kPa) - 28 psig (193 kPa), replace the PRSOV [4], as follows:
 - a) Use compound, D00010 (preferred), or Pure Nickel Special compound, D00006 (alternative), on the threads of all fittings when connecting the sense lines.
 - b) Do this task: PRSOV Removal, TASK 36-11-04-000-801.
 - c) Do this task: PRSOV Installation, TASK 36-11-04-400-801.
- (k) If control pressure (Pc) is not between 20 psig (138 kPa) - 28 psig (193 kPa), decrease supply pressure (Ps) to 0.
- (l) Disconnect the control pressure sense line [2] from the PRSOV/450°F thermostat (View D, Figure 504).
- (m) Install a cap on the control pressure (Pc) sense line [2] to isolate the 450°F thermostat.
- (n) Increase supply pressure (Ps) to 70 psig (483 kPa) - 75 psig (517 kPa) and check the control pressure (Pc).
- (o) Record the control pressure (Pc) on the line.

_____ psig

- (p) If the control pressure (Pc) is 20 psig (138 kPa) - 28 psig (193 kPa), check the 450°F thermostat and control pressure sense line [2] for leaks and replace, if required, as follows:
 - 1) Use compound, D00010 (preferred), or Pure Nickel Special compound, D00006 (alternative), on the threads of all fittings when connecting the sense lines.
 - 2) Do this task: Thermostat Removal, TASK 36-11-05-000-801.
 - 3) Do this task: Thermostat Installation, TASK 36-11-05-400-801.
- (q) If control pressure (Pc) is less than 20 psig (138 kPa) or greater than 28 psig (193 kPa), replace the bleed air regulator [1], as follows:
 - 1) Use compound, D00010 (preferred), or Pure Nickel Special compound, D00006 (alternative), on the threads of all fittings when connecting the sense lines.
 - 2) Do this task: Bleed Air Regulator Removal, TASK 36-11-03-000-801.
 - 3) Do this task: Bleed Air Regulator Installation, TASK 36-11-03-400-801.
- (r) Remove the cap and reconnect the control pressure (Pc) sense line [2].

EFFECTIVITY
LOM ALL

36-11-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- 1) Use compound, D00010 (preferred), or Pure Nickel Special compound, D00006 (alternative), on the threads of all fittings when connecting the sense lines.

H. Put the Airplane Back to Its Usual Condition

SUBTASK 36-11-00-420-009

- (1) Remove the control pressure (Pc) test equipment and install the control pressure (Pc) sense line to the PRSOV [4], as follows:
 - (a) Use compound, D00010 (preferred), or Pure Nickel Special compound, D00006 (alternative), on the threads of all fittings when connecting the sense lines.
 - (b) Remove the pressure gauge, STD-13740, and hoses between the inlet at the PRSOV [4] and control pressure (Pc) sense line [8] (View C, Figure 504).
 - (c) Reconnect the control pressure (Pc) sense line [8] to the PRSOV [4] (View B, Figure 504).
 - (d) Tighten the sense line coupling nuts to 133 in-lb (15 N·m) - 147.0 in-lb (16.6 N·m).
 - (e) Back off the tube nuts to decrease the torque.
 - (f) Tighten the sense line coupling nuts to 133 in-lb (15 N·m) - 147.0 in-lb (16.6 N·m).

SUBTASK 36-11-00-780-023

- (2) Remove the supply pressure (Ps) test equipment and install the bleed air supply line to the supply pressure (Ps) sense line inlet tee, as follows:
 - (a) Use compound, D00010 (preferred), or Pure Nickel Special compound, D00006 (alternative), on the threads of all fittings when connecting the sense lines.
 - (b) Remove the nitrogen source, STD-1455, pressure regulator, STD-1454, supply pressure gauge, STD-1453, and test line from the supply pressure (Ps) sense line [2].
 - (c) Connect the bleed air supply line [5] to the supply pressure sense line [3] (View B, Figure 504).
 - (d) Tighten the sense line tube nuts to 133 in-lb (15 N·m) - 147.0 in-lb (16.6 N·m).
 - (e) Back off the tube nuts to decrease the torque.
 - (f) Tighten the sense line tube nuts to 133 in-lb (15 N·m) - 147.0 in-lb (16.6 N·m).

SUBTASK 36-11-00-860-099

- (3) Put the applicable engine bleed switch to the OFF position.

SUBTASK 36-11-00-410-003



WARNING

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

- (4) Do this task: Close the Thrust Reverser (Selection), TASK 78-31-00-010-804-F00.

SUBTASK 36-11-00-440-002

- (5) Remove the DO NOT OPERATE tag from the applicable engine start lever.

———— END OF TASK ————

EFFECTIVITY
LOM ALL

36-11-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

TASK 36-11-00-710-803

8. High Stage Regulator/High Stage Valve Health Check

(Figure 506)

A. General

- (1) This task gives the instruction to operationally check these engine bleed components:
 - (a) High Stage Regulator (HSR)
 - (b) High Stage Valve (HSV)
- (2) This task will check that:
 - (a) HSR will supply the correct control pressure (Pc)
 - (b) HSV will operate satisfactorily
 - (c) Reverse flow check protection in the HSR operates correctly
 - (d) Sense lines have no leaks.
- (3) Operationally check the entire engine bleed air system, do this task: Engine Bleed Air System Health Check, TASK 36-11-00-700-801.

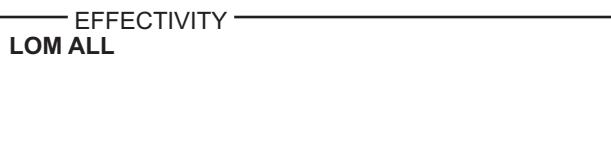
B. References

Reference	Title
36-00-00-860-806	Remove Pressure from the Pneumatic System (P/B 201)
36-11-06-000-801	High Stage Valve Removal (P/B 401)
36-11-06-400-801	High Stage Valve - Installation (P/B 401)
36-11-07-000-801	High Stage Regulator Removal (P/B 401)
36-11-07-400-801	High Stage Regulator Installation (P/B 401)
78-31-00-010-804-F00	Close the Thrust Reverser (Selection) (P/B 201)

C. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
COM-19147	Solenoid Electrical Test Set Part #: 1945-04-10 Supplier: 6Q1D1
SPL-4350	Test Equipment - Engine Bleed Air Systems Part #: C36001-64 Supplier: 81205 Opt Part #: 1945-04-08 Supplier: 6Q1D1 Opt Part #: 1945-04-09 Supplier: 6Q1D1
STD-858	Tag - DO NOT OPERATE
STD-1453	Gauge - Pressure, 0-250 PSIG (0-1724 KPa)
STD-1454	Regulator - Pressure, 0-250 PSI with Pressure Gauge, 3/8 Inch ID Connections
STD-1455	Source - Nitrogen, 0-250 PSIG
STD-3942	Hose - Air, Flexible, 3/8 inch (.9525 cm) ID, Length as Needed
STD-13745	Gauge - Pressure, 0-30 PSIG, +/-0.5% Accuracy



36-11-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

D. Consumable Materials

Reference	Description	Specification
D00006	Compound - Antiseize, Pure Nickel Special - Never-Seez NSBT-8N/-16N	
D00010	Compound - Thread Antiseize, High Temperature	MIL-PRF-907
G50135	Leak Detector - Liquid, Non-Corrosive Soap Compound	MIL-PRF-25567

E. Location Zones

Zone	Area
411	Engine 1 - Engine
421	Engine 2 - Engine
430	Subzone - Engine 1, Nacelle Strut
433	Engine 1 - Strut Torque Box
440	Subzone - Engine 2, Nacelle Strut
443	Engine 2 - Strut Torque Box

F. Prepare for the System Health Check

SUBTASK 36-11-00-860-092

- (1) Make sure that the engine start lever is in the CUTOFF position.
 - (a) Install a DO NOT OPERATE tag, STD-858, on the applicable engine start lever.

SUBTASK 36-11-00-860-093



WARNING

REMOVE THE PRESSURE FROM THE PNEUMATIC DUCTS BEFORE YOU REMOVE A PNEUMATIC SYSTEM COMPONENT. HOT HIGH PRESSURE AIR CAN CAUSE INJURIES TO PERSONNEL OR DAMAGE TO EQUIPMENT.

- (2) Do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806.

G. High Stage Valve/High Stage Regulator Health Check

NOTE: The engine bleed air system test equipment, SPL-4350, contains all of the individual COM- and STD- test equipment shown in tool list except for the optional solenoid electrical test set, COM-19147.

NOTE: The solenoid electrical test set can be purchased separately. If you do not have either of the test kits, you will need all of the COM- and STD- test equipment (test set, COM-19147, is optional) shown in the tool list.

NOTE: This procedure checks the operation of the HSV and the HSR ability to regulate the control pressure (Pc) to the high stage valve.

SUBTASK 36-11-00-210-028

- (1) Do these steps to check the high-stage valve [10] for smooth operation:
 - (a) Examine the position indicator/manual override nut [9] on the high-stage valve [10].
 - 1) The position indicator/manual override nut [9] should be in the closed position (View B, Figure 506).
 - (b) Use a 3/8-inch wrench on the position indicator/manual override nut [9] to open and close the high-stage valve [10].
 - (c) If the high-stage valve [10] does not move to the open and closed positions smoothly, replace the high-stage valve [10], as follows:



36-11-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- 1) Use compound, D00010 (preferred), or Pure Nickel Special compound, D00006 (alternative), on the threads of all fittings when connecting the sense lines.
- 2) Do this task: High Stage Valve Removal, TASK 36-11-06-000-801.
- 3) Do this task: High Stage Valve - Installation, TASK 36-11-06-400-801.

SUBTASK 36-11-00-020-016

- (2) Do these steps to connect a nitrogen source to the supply pressure (Ps) line for the HSR:
 - (a) Disconnect the supply pressure (Ps) sense line [11] at the 9th Stage Duct.
NOTE: A union will be needed to connect the test line to the supply pressure sense line. Make sure that you do not connect the test line to the duct.
 - (b) Connect a pressure regulator, STD-1454, supply gauge, STD-1453, 3/8 inch (.9525 cm) ID flexible air hose, length as needed, STD-3942, and a nitrogen pressure source, STD-1455, and a union to the fitting at the end of the supply pressure (Ps) sense line [11] (View B, Figure 506).

SUBTASK 36-11-00-480-032

- (3) Do these steps to connect a pressure gauge to the HSV control pressure (Pc) line:
 - (a) Disconnect the control pressure (Pc) sense line [12] at the high-stage valve [10] (View B, Figure 506).
 - (b) Install a control pressure gauge, STD-13745 (Pc), with a tee and a 3/8 inch (.9525 cm) ID flexible air hose, length as needed, STD-3942, between the control pressure (Pc) sense line [12] and the control pressure (Pc) port on the high-stage valve [10].

SUBTASK 36-11-00-710-041

- (4) Do a check of the minimum opening pressure of the HSV.
 - (a) Increase supply pressure (Ps) to 20 psi (138 kPa) - 25 psi (172 kPa) to open the HSV and lower the supply pressure (Ps) back to 0 psi (0 kPa).
 - (b) Slowly increase supply pressure (Ps) until the position indicator/manual override nut [9] on the high-stage valve [10] moves to the fully open position.
 - 1) Record the control pressure (Pc) on the line.

- _____ psig.
- (c) If the HSV fully opens with control pressure (Pc) of 10 psig (69 kPa) or less, continue to the step to measure the control pressure (Pc) from the HSR.
 - (d) If the HSV fully opens with control pressure (Pc) more than 10 psig (69 kPa), replace the high-stage valve [10], as follows:
 - 1) Use compound, D00010 (preferred), or Pure Nickel Special compound, D00006 (alternative), on the threads of all fittings when you connect the sense lines.
 - 2) Do this task: High Stage Valve Removal, TASK 36-11-06-000-801.
 - 3) Do this task: High Stage Valve - Installation, TASK 36-11-06-400-801.

SUBTASK 36-11-00-720-054

- (5) Do these steps to measure the control pressure (Pc) from the HSR:
NOTE: A small amount of air leakage from the HSR and HSV is permitted, provided that the Pc values measured are within the limits specified herein.
 - (a) Increase supply pressure (Ps) to 70 psig (483 kPa) - 75 psig (517 kPa).

EFFECTIVITY
LOM ALL

36-11-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

(b) Make sure that control pressure (Pc) is 14 psig (97 kPa) - 18 psig (124 kPa) and the HSV is fully open.

(c) If control pressure (Pc) is not 14 psig (97 kPa) - 18 psig (124 kPa) or the HSV is not fully open, do these steps:

1) Reduce supply pressure to 0 psig (0 kPa).

2) Disconnect the control pressure (Pc) gauge from the HSV.

3) Do these steps with a cap or plug with a 0.032 in. (0.813 mm) hole:

NOTE: The cap or plug with the 0.032 in. (0.813 mm) hole allows the HSR to properly regulate the control pressure (Pc) for this procedure. It can be made by taking a cap or plug and drilling a hole using a number 67 drill bit if one is not already available.

a) Install a cap or plug with a 0.032 in. (0.813 mm) hole to the open end of the control pressure (Pc) gauge (View C, Figure 506).

b) Increase supply pressure (Ps) to 70 psig (483 kPa) - 75 psig (517 kPa).

<1> Record the control pressure (Pc) psig on the line below.

_____ psig

c) If control pressure (Pc) is 14 psig (97 kPa) - 18 psig (124 kPa), replace the HSV, as follows:

<1> Use compound, D00010 (preferred), or Pure Nickel Special compound, D00006 (alternative), on the threads of all fittings when connecting the sense lines.

<2> Do this task: High Stage Valve Removal, TASK 36-11-06-000-801.

<3> Do this task: High Stage Valve - Installation, TASK 36-11-06-400-801.

d) If control pressure (Pc) is less than 14 psig (97 kPa) or more than 18 psig (124 kPa), replace the HSR, as follows:

<1> Use compound, D00010 (preferred), or Pure Nickel Special compound, D00006 (alternative), on the threads of all fittings when connecting the sense lines.

<2> Do this task: High Stage Regulator Removal, TASK 36-11-07-000-801.

<3> Do this task: High Stage Regulator Installation, TASK 36-11-07-400-801.

SUBTASK 36-11-00-790-003

(6) Do these steps to check the reverse flow diaphragm in the high-stage regulator [13]:

(a) Loosen (but do not remove) the downstream pressure sense line [14] at the high-stage regulator [13] (View E, Figure 506).

(b) Increase supply pressure (Ps) to 70 psig (483 kPa) - 75 psig (517 kPa).

(c) Use leak detector, G50135, to check for air bubbles around the loosened sense line at the downstream pressure port on the high-stage regulator [13].

1) If no air bubbles are present, the reverse flow diaphragm is good.

2) If air bubbles are present, replace the HSR as follows:

EFFECTIVITY
LOM ALL

36-11-00



737-600/700/800/900 AIRCRAFT MAINTENANCE MANUAL

- a) Use compound, D00010 (preferred), or Pure Nickel Special compound, D00006 (alternative), on the threads of all fittings when connecting the sense lines.
- b) Do this task: High Stage Regulator Removal, TASK 36-11-07-000-801.
- c) Do this task: High Stage Regulator Installation, TASK 36-11-07-400-801.
- (d) Decrease supply pressure (Ps) to 0 psig (0 kPa).
- (e) Retighten the downstream pressure sense line [14].

H. Put the Airplane Back to Its Usual Condition

SUBTASK 36-11-00-080-014

- (1) Remove the pressure gauges, pressure regulators, test hoses, nitrogen pressure sources and other test accessories.

SUBTASK 36-11-00-420-010

- (2) Install the sense lines as follows:
 - (a) Use compound, D00010 (preferred), or Pure Nickel Special compound, D00006 (alternative), on the threads of all fittings when connecting the sense lines.
 - (b) Torque the coupling nuts for the sense lines to 133 in-lb (15 N·m) - 147 in-lb (16.6 N·m).
 - (c) Back off the coupling nuts to decrease the torque.
 - (d) Torque the coupling nuts for the sense lines to 133 in-lb (15 N·m) - 147 in-lb (16.6 N·m).

SUBTASK 36-11-00-410-004



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

- (3) Do this task: Close the Thrust Reverser (Selection), TASK 78-31-00-010-804-F00.

SUBTASK 36-11-00-440-003

- (4) Remove the DO-NOT-OPERATE tag from the applicable engine start lever.

— END OF TASK —

TASK 36-11-00-710-805

9. Reverse Flow Check Protection Test

(Figure 512)

A. General

- (1) This task does a test of the reverse flow check mechanism in the high stage regulator that shuts off the high stage valve to prevent a reversal of the pneumatic flow.
- (2) Do not do this test if you are fault isolating the pneumatic system. The reverse flow check mechanism, located within the high stage regulator, is designed to shut off the high stage valve to prevent a flow reversal.

B. References

Reference	Title
36-00-00-860-806	Remove Pressure from the Pneumatic System (P/B 201)
36-11-07-000-801	High Stage Regulator Removal (P/B 401)
36-11-07-400-801	High Stage Regulator Installation (P/B 401)
78-31-00-010-801-F00	Open the Thrust Reverser (Selection) (P/B 201)

EFFECTIVITY
LOM ALL

36-11-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

(Continued)

Reference	Title
78-31-00-010-804-F00	Close the Thrust Reverser (Selection) (P/B 201)

C. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
SPL-14126	Test Equipment - Engine Bleed Air Systems, Reverse Flow Opt Part #: 1945-04-13 Supplier: 6Q1D1
STD-1454	Regulator - Pressure, 0-250 PSI with Pressure Gauge, 3/8 Inch ID Connections
STD-1455	Source - Nitrogen, 0-250 PSIG
STD-3942	Hose - Air, Flexible, 3/8 inch (.9525 cm) ID, Length as Needed
STD-13537	Gauge-Differential Pressure, 0"-20" of water, +/-1% accuracy
STD-13745	Gauge - Pressure, 0-30 PSIG, +/-0.5% Accuracy

D. Consumable Materials

Reference	Description	Specification
D00006	Compound - Antiseize, Pure Nickel Special - Never-Seez NSBT-8N/-16N	
D00010	Compound - Thread Antiseize, High Temperature	MIL-PRF-907

E. Location Zones

Zone	Area
211	Flight Compartment - Left
212	Flight Compartment - Right
411	Engine 1 - Engine
421	Engine 2 - Engine
433	Engine 1 - Strut Torque Box
443	Engine 2 - Strut Torque Box

F. Prepare for the Reverse Flow Check Protection Test

SUBTASK 36-11-00-480-041

- (1) Make sure that the engine start lever is in the CUTOFF position.
 - (a) Install a DO-NOT-OPERATE tag on the applicable engine start lever.

SUBTASK 36-11-00-860-096



REMOVE THE PRESSURE FROM THE PNEUMATIC DUCTS BEFORE YOU REMOVE A PNEUMATIC SYSTEM COMPONENT. HOT HIGH PRESSURE AIR CAN CAUSE INJURIES TO PERSONNEL OR DAMAGE TO EQUIPMENT.

- (2) Do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806.

SUBTASK 36-11-00-010-019

- (3) Do this task: Open the Thrust Reverser (Selection), TASK 78-31-00-010-801-F00.

EFFECTIVITY
LOM ALL

36-11-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

G. Reverse Flow Check Protection Test

NOTE: Do not do this test if you are fault isolating the pneumatic system. The reverse flow check mechanism, located within the high stage regulator, is designed to shut off the high stage valve to prevent a flow reversal.

SUBTASK 36-11-00-480-042

- (1) Follow this procedure to connect the pressure gauge and test line to the high stage valve.
 - (a) Disconnect the control pressure (Pc) sense line from the high-stage valve.
 - (b) Connect a tee onto a pressure gauge, STD-13745.
 - (c) Connect one end of a 3/8 inch (.9525 cm) ID flexible air hose, length as needed, STD-3942, to the pressure gauge tee and the other end to the control pressure sense line disconnected from the high stage valve.
 - (d) Connect another 3/8 inch (.9525 cm) ID flexible air hose, length as needed, STD-3942, to the other end of the pressure gauge tee.
 - (e) Install a cap or plug with a 0.032-inch (0.813 mm) hole to the hose.

SUBTASK 36-11-00-480-043

NOTE: If you have a reverse flow test equipment, SPL-14126, it is not necessary to obtain the individual COM- and STD- test equipment shown in the tool list as they are contained in the test kit.

- (2) Follow this procedure to assemble the differential pressure gauge, STD-13537, test assembly. The differential pressure gauge, STD-13537, must read up to 20 inches of water. Refer to the test configuration shown in Figure 512 when assembling the components.
 - (a) Connect one end of a short 3/8 inch (.9525 cm) ID flexible air hose, length as needed, STD-3942, to in-line cross #1.
 - (b) Connect the other end of the hose to a needle valve.
 - (c) Connect one end of another short 3/8 inch (.9525 cm) ID flexible air hose, length as needed, STD-3942, to the other end of the needle valve.
 - (d) Connect the other end of the hose to in-line cross #2.
 - (e) Connect one end of a short 3/8 inch (.9525 cm) ID flexible air hose, length as needed, STD-3942, to the high pressure port of the differential pressure gauge, STD-13537.
 - (f) Connect the other end of the hose to in-line cross #1.
 - (g) Connect one end of a short 3/8 inch (.9525 cm) ID flexible air hose, length as needed, STD-3942, to the low pressure port of the differential pressure gauge, STD-13537.
 - (h) Connect the other end of the hose to in-line cross #2.
 - (i) Connect a cap or plug with a 0.032-inch orifice onto the end of in-line cross #2.

SUBTASK 36-11-00-480-044

- (3) Connect the differential pressure gauge test assembly to the high stage regulator as follows:
 - (a) Disconnect the supply pressure sense line at the 9th Stage Duct (Figure 512).
 - (b) Connect a 3/8 inch (.9525 cm) ID flexible air hose, length as needed, STD-3942, to the supply pressure sense line.
 - (c) Connect the other end of the hose to in-line cross #1.
 - (d) Disconnect the downstream sense line from the downstream pressure port of the high stage regulator.
 - (e) Connect a 3/8 inch (.9525 cm) ID flexible air hose, length as needed, STD-3942, to the downstream pressure port of the high stage regulator.

EFFECTIVITY
LOM ALL

36-11-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- (f) Connect the other end of the hose to in-line cross #2.
- (g) Connect one end of a 3/8 inch (.9525 cm) ID flexible air hose, length as needed, STD-3942, to in-line cross #1 and the other end to an in-line pressure regulator, STD-1454.
- (h) Connect one end of another 3/8 inch (.9525 cm) ID flexible air hose, length as needed, STD-3942, to the in-line pressure regulator, STD-1454, and the other end to a nitrogen pressure source, STD-1455.

SUBTASK 36-11-00-720-056

- (4) Do the operational test as follows:
 - (a) Make sure that the needle valve in the test assembly is closed.
 - (b) Make sure that the pressure regulator, STD-1454, from the nitrogen pressure source, STD-1455, is closed.
 - (c) Make sure that the in-line pressure regulator, STD-1454, is closed.
 - (d) Increase supply pressure (Ps) from the nitrogen pressure source, STD-1455, to 50 psig.
 - (e) Open the in-line pressure regulator, STD-1454, until the needle on the differential pressure gauge, STD-13537, is off scale. The control pressure gauge should read approximately 14-18 psi.
 - (f) Open the needle valve slowly.
 - (g) When the differential pressure drops to 8 inches of water or less, the control pressure should drop to 0 - 4 psi.
 - (h) If the control pressure did not drop to 0 - 4 psi, the reverse flow protection of the high stage regulator did not function properly. Do these tasks to replace the high stage regulator:
 - High Stage Regulator Removal, TASK 36-11-07-000-801.
 - High Stage Regulator Installation, TASK 36-11-07-400-801.

- 1) Use compound, D00010(alternate Pure Nickel Special compound, D00006), on the threads of all fittings when connecting the sense lines.

H. Put the Airplane Back to Its Usual Condition

SUBTASK 36-11-00-080-016

- (1) Remove the pressure gauges, pressure regulators, test hoses, nitrogen pressure sources and other test accessories.

SUBTASK 36-11-00-420-012

- (2) Install the sense lines as follows:

NOTE: Apply compound, D00010, or Pure Nickel Special compound, D00006 (alternate), on the threads of all fittings when connecting the sense lines.

- (a) Tighten the sense line coupling nuts to 133.0 in-lb (15.0 N·m) - 147.0 in-lb (16.6 N·m).
- (b) Back off the tube nuts to decrease the torque.
- (c) Tighten the sense line coupling nuts to 133.0 in-lb (15.0 N·m) - 147.0 in-lb (16.6 N·m).

EFFECTIVITY
LOM ALL

36-11-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-11-00-410-006



WARNING

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

- (3) Close the thrust reverser. Do this task: Close the Thrust Reverser (Selection),
TASK 78-31-00-010-804-F00.

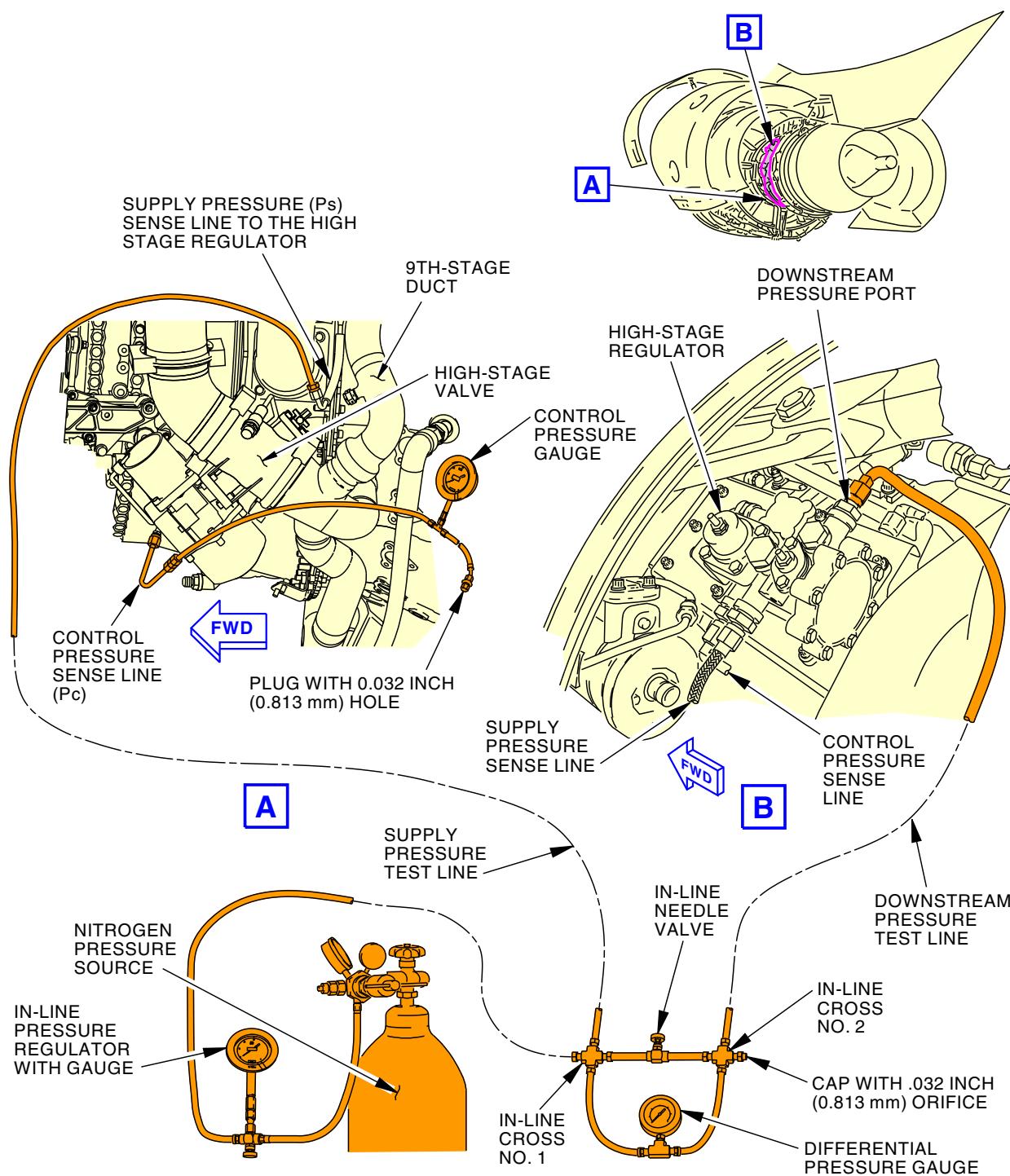
SUBTASK 36-11-00-440-004

- (4) Remove the DO-NOT-OPERATE tag from the applicable engine start lever.

———— END OF TASK ————

EFFECTIVITY
LOM ALL

36-11-00



1977580 S0000379794_V3

Reverse Flow Check Protection
Figure 512/36-11-00-990-819

 EFFECTIVITY
 LOM ALL

36-11-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

ENGINE PNEUMATIC DUCT - REMOVAL/INSTALLATION

1. General

- A. This procedure has two tasks:
- (1) Engine pneumatic duct removal
 - (2) Engine pneumatic duct installation.

TASK 36-11-01-000-802

2. Engine Pneumatic Duct Removal

(Figure 401)

A. General

- (1) This procedure has instructions to remove each of these individual duct sections:
 - (a) Intersection Manifold Duct
 - (b) Fifth-Stage Port Duct
 - (c) High-Stage Downstream Duct
 - (d) Precooler Upstream Duct.

B. References

Reference	Title
36-00-00-860-806	Remove Pressure from the Pneumatic System (P/B 201)
78-31-00-010-801-F00	Open the Thrust Reverser (Selection) (P/B 201)

C. Tools/Equipment

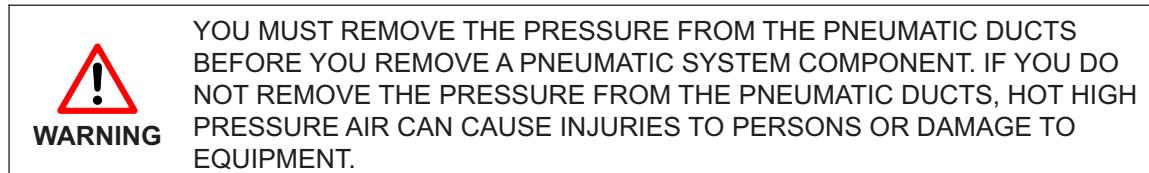
Reference	Description
STD-858	Tag - DO NOT OPERATE

D. Location Zones

Zone	Area
410	Subzone - Engine 1
420	Subzone - Engine 2

E. Prepare to Remove the Duct

SUBTASK 36-11-01-860-010



- (1) Do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806.

SUBTASK 36-11-01-860-011

- (2) Make sure that the engine start lever is in the CUTOFF position.
 - (a) Install a DO NOT OPERATE tag, STD-858, on the applicable engine start lever.

EFFECTIVITY
LOM ALL

36-11-01



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-11-01-860-012

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

F/O Electrical System Panel, P6-4

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
A	7	C00796	AIR CONDITIONING BLEED AIR VALVES L
B	7	C00797	AIR CONDITIONING BLEED AIR VALVES R

SUBTASK 36-11-01-860-013

- (4) Attach a DO NOT OPERATE tag, STD-858, to the applicable BLEED switch, on the P5-10 panel:
- BLEED 1
 - BLEED 2.

SUBTASK 36-11-01-010-010



WARNING

DO THESE SPECIFIED TASKS IN THE CORRECT SEQUENCE BEFORE YOU OPEN THE THRUST REVERSER: RETRACT THE LEADING EDGE, DO THE DEACTIVATION PROCEDURES FOR THE LEADING EDGE AND THE THRUST REVERSER (FOR GROUND MAINTENANCE), AND OPEN THE FAN COWL PANELS. IF YOU DO NOT OBEY THE ABOVE SEQUENCE, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (5) For the left and right thrust reversers, do this task: Open the Thrust Reverser (Selection), TASK 78-31-00-010-801-F00.

F. Remove the Intersection Manifold Duct

SUBTASK 36-11-01-020-033

- (1) Disconnect the bleed air supply line [2] at the pressure tap connection of the intersection manifold intersection manifold duct assembly [5] (View B, Figure 401).
- Keep the union [8] attached to the bleed air supply line [2].
 - Discard the O-ring [9].

SUBTASK 36-11-01-020-034

- (2) Disconnect the supply pressure sense line [1] at the connection to the bleed air regulator.

SUBTASK 36-11-01-020-035

- (3) Disconnect the control pressure sense line [7] at the connection to the bleed air regulator.

SUBTASK 36-11-01-020-036

- (4) Disconnect the downstream pressure sense line [6] at the connection to the high stage regulator.

SUBTASK 36-11-01-480-005

- (5) Put covers on all sense ports and sense line openings to keep out unwanted material.

SUBTASK 36-11-01-020-037

- (6) Remove the two bolts [3] from the two sense line support clamps.
- Keep these loose items for re-installation.

SUBTASK 36-11-01-010-011

- (7) Remove the nut [14], bolt [18], bushing [15], bushing [11] (if installed), washers [12], washers [13], and washer [17] to disconnect the duct from the engine duct support bracket [16] (View C, Figure 401).
- Keep these loose items for re-installation.

EFFECTIVITY
LOM ALL

36-11-01



737-600/700/800/900 AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-11-01-020-038

- (8) Remove the nut [21], bolt [26], bushing [23], washer [22], and washer [25] to disconnect the duct from the upper duct support link [24] (View D, Figure 401).
 - (a) Keep these loose items for re-installation.

SUBTASK 36-11-01-020-039

- (9) Remove the nut [31], bolt [35], bushing [33], washer [32], and washer [34] to disconnect the duct from the lower duct support link [30] (View E, Figure 401).
 - (a) Keep these loose items for re-installation.

SUBTASK 36-11-01-010-012

- (10) Remove the coupling [46] at the forward 12 o'clock position connection to the CTAI duct (View F, Figure 401).

NOTE: The E-seal [47] is to be removed at a later step.

SUBTASK 36-11-01-010-013

- (11) Remove the coupling [41] at the bottom of the PRSOV [4].

NOTE: The E-seal [42] is to be removed at a later step.

SUBTASK 36-11-01-020-040

- (12) Remove the coupling [43] at the top of the bleed air check valve [44].

NOTE: The E-seal [42] to be removed at a later step.

SUBTASK 36-11-01-020-041

- (13) Remove the coupling [43] at the top of the high-stage downstream duct assembly [45].

NOTE: The E-seal [42] to be removed at a later step.

SUBTASK 36-11-01-020-042

- (14) Move all the disconnected sense lines out of the way to make room for duct removal.

SUBTASK 36-11-01-020-043

- (15) Remove the intersection manifold intersection manifold duct assembly [5].

SUBTASK 36-11-01-020-044

- (16) Remove E-seal [47] and E-seals [42].

(a) Examine all the E-seals for cracks, dents, or other damage.

(b) Replace all damaged E-seals.

SUBTASK 36-11-01-480-006

- (17) Put covers on all duct and valve openings to keep out unwanted material.

G. Remove the Fifth-Stage Port Duct

SUBTASK 36-11-01-020-045

- (1) Cut the lockwire or safety cable from the bolts [53].

SUBTASK 36-11-01-020-046

- (2) Remove the bolts [53] and washers [52] (View G, Figure 401).

SUBTASK 36-11-01-020-047

- (3) Remove the coupling [55] at the bottom of the bleed air check valve [44].

NOTE: The E-seal [56] is to be removed at later step.

SUBTASK 36-11-01-020-048

- (4) Remove the 5th-stage port duct [54].

EFFECTIVITY
LOM ALL

36-11-01

Page 403
Feb 15/2023



737-600/700/800/900

AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-11-01-020-049

- (5) Remove the seal [51] and E-seal [56].
 - (a) Examine the seals for cracks, dents, or other damage.
 - (b) Replace all damaged seals.

SUBTASK 36-11-01-390-002

- (6) Put a cover over the 5th-stage port [50] and bleed air check valve [44] to keep unwanted material out.

H. Remove the High-Stage Downstream Duct

SUBTASK 36-11-01-020-050

- (1) Remove the coupling [43] at top of the duct (View H, Figure 401).
NOTE: The E-seal [42] is to be removed at later step.

SUBTASK 36-11-01-020-051

- (2) Remove the coupling [43] at the top the high-stage valve [60].
NOTE: The E-seal [42] is to be removed at later step.

SUBTASK 36-11-01-020-052

- (3) Remove the high-stage downstream duct assembly [45].

SUBTASK 36-11-01-020-053

- (4) Remove the E-seals [42].
 - (a) Examine the E-seals for cracks, dents, or other damage.
 - (b) Replace all damaged E-seals [42].

SUBTASK 36-11-01-480-007

- (5) Put covers on duct and valve openings to keep out unwanted material.

I. Remove the Precooler Upstream Duct

SUBTASK 36-11-01-020-054

- (1) Remove the coupling [41] at the top of the PRSOV [4] from the left side of the engine (View I, Figure 401).
NOTE: The E-seal [42] is to be removed at later step.

SUBTASK 36-11-01-020-055

- (2) Disconnect the control pressure sense line [70] at the connection fitting [71] from the right side of the engine to get more room for duct removal (View J, Figure 401).

SUBTASK 36-11-01-020-056

- (3) Remove the coupling [43] at the bottom of the precooler.
NOTE: The E-seal [42] is to be removed at later step.

SUBTASK 36-11-01-020-057

- (4) Remove the precooler upstream duct [72] from the right side of the engine.

SUBTASK 36-11-01-020-058

- (5) Remove the E-seals [42].
 - (a) Examine the E-seals for cracks, dents, or other damage.
 - (b) Replace all damaged the E-seals [42].



36-11-01



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-11-01-480-008

- (6) Put covers on the precooler inlet, PRSOV [4] and sense line openings to keep out unwanted material.

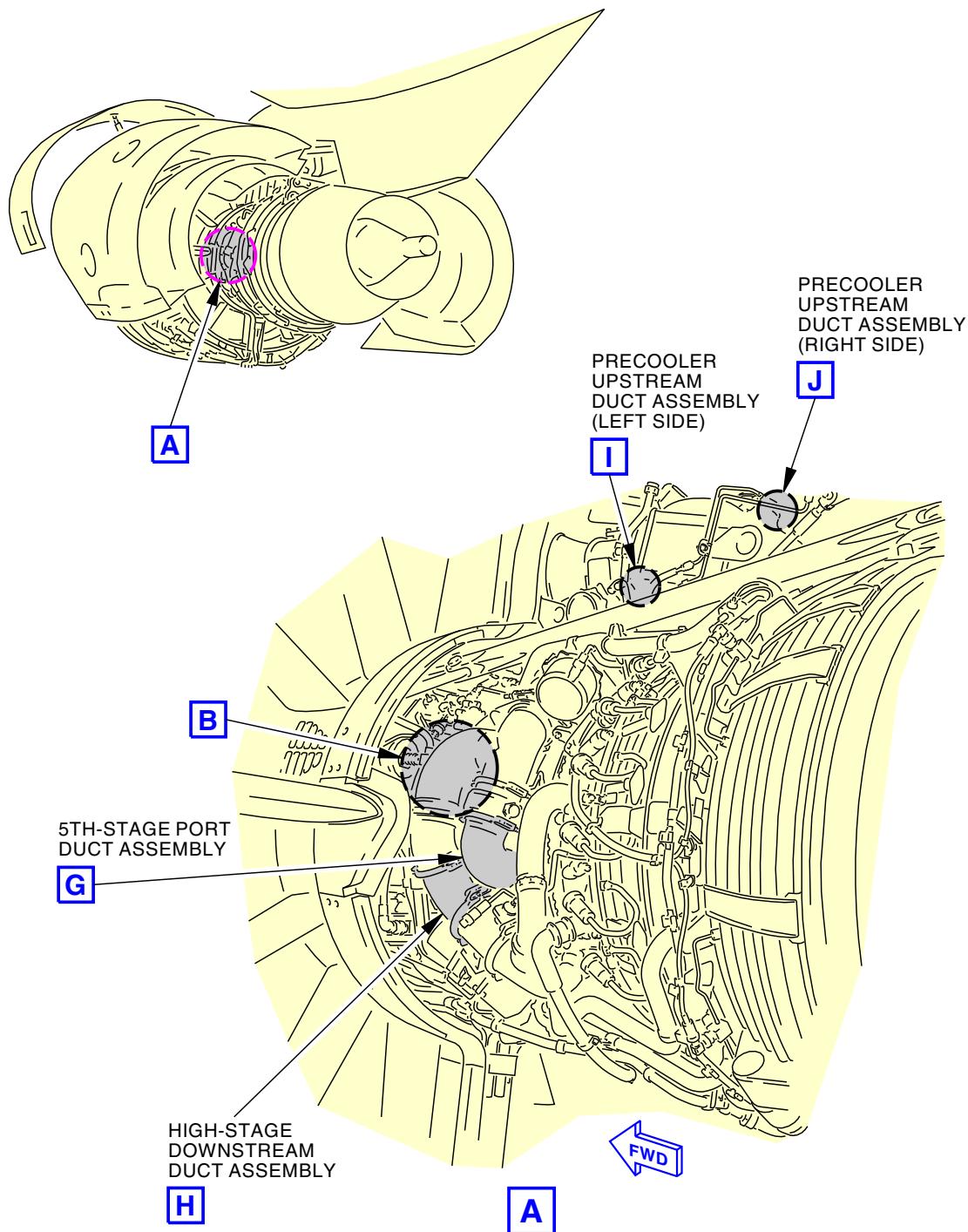
———— END OF TASK ————

— EFFECTIVITY —
LOM ALL

36-11-01

Page 405
Oct 15/2022

D633A101-LOM



G11773 S0006577933_V2

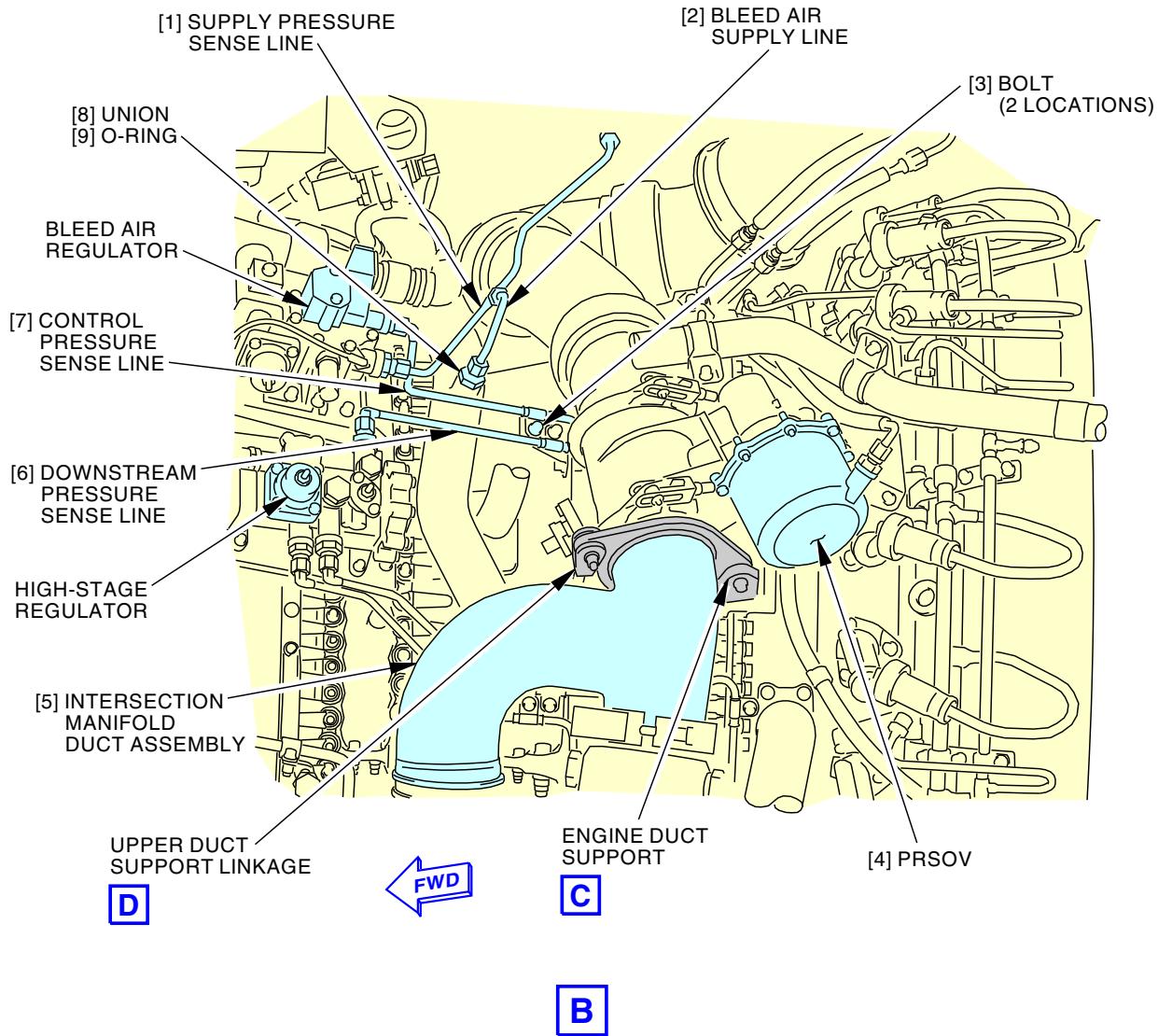
Engine Pneumatic Duct Installation
Figure 401/36-11-01-990-802 (Sheet 1 of 9)

EFFECTIVITY
LOM ALL

36-11-01

D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details



G11816 S0006577934_V3

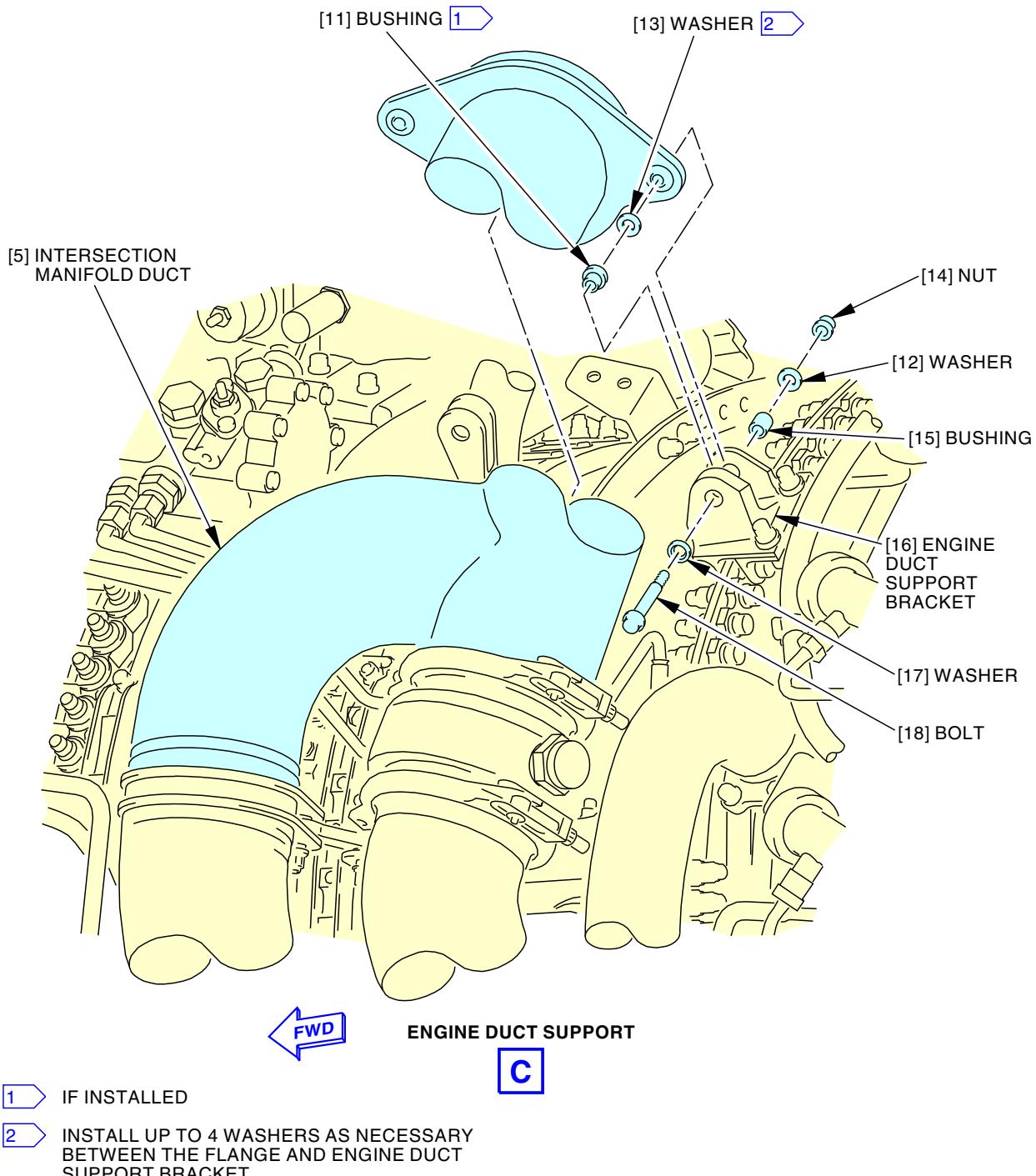
Engine Pneumatic Duct Installation
Figure 401/36-11-01-990-802 (Sheet 2 of 9)

EFFECTIVITY
 LOM ALL

36-11-01

D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details



G11852 S0006577935_V2

**Engine Pneumatic Duct Installation
Figure 401/36-11-01-990-802 (Sheet 3 of 9)**

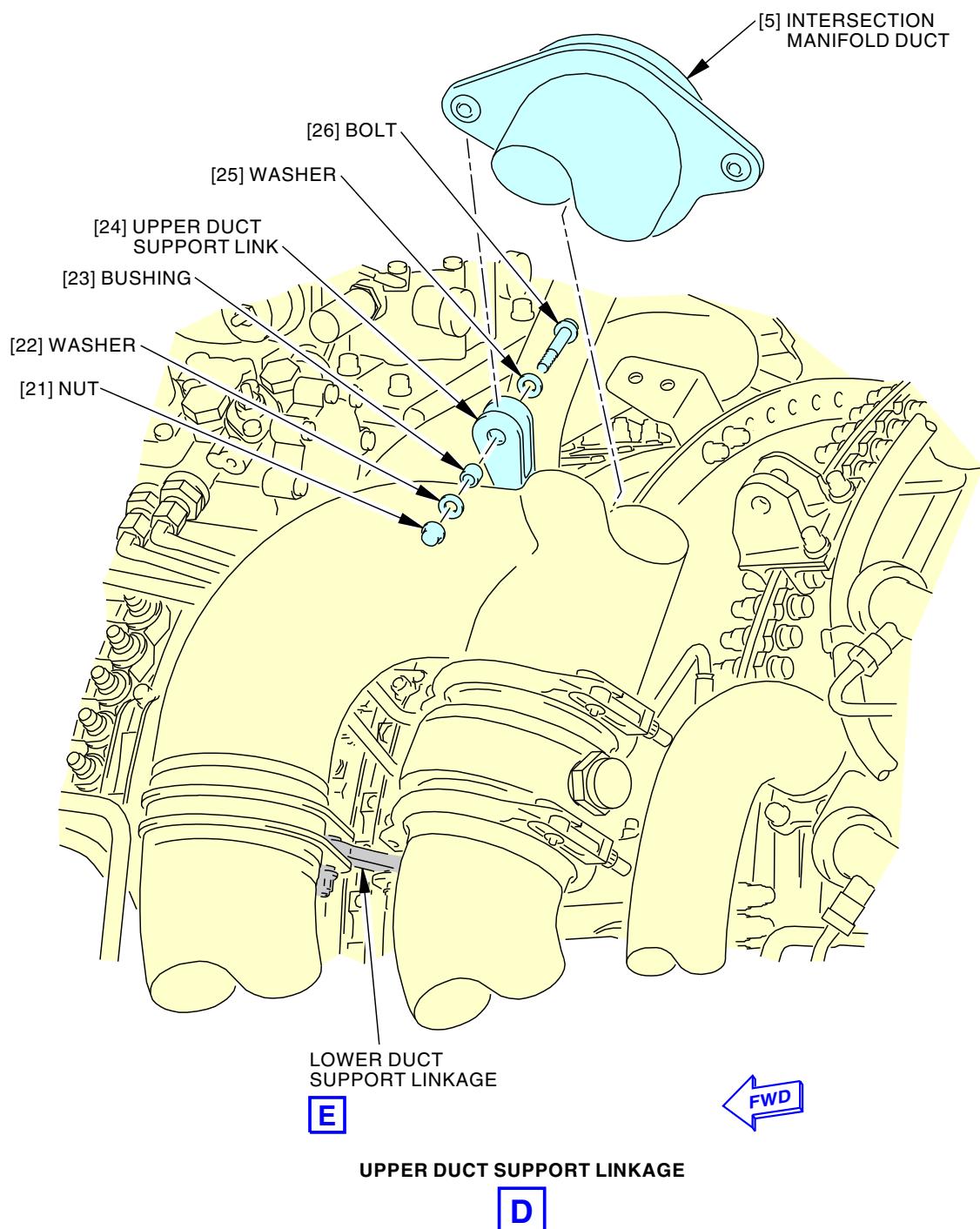
 EFFECTIVITY
LOM ALL

36-11-01

D633A101-LOM



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



G11868 S0006577936_V2

Engine Pneumatic Duct Installation
Figure 401/36-11-01-990-802 (Sheet 4 of 9)

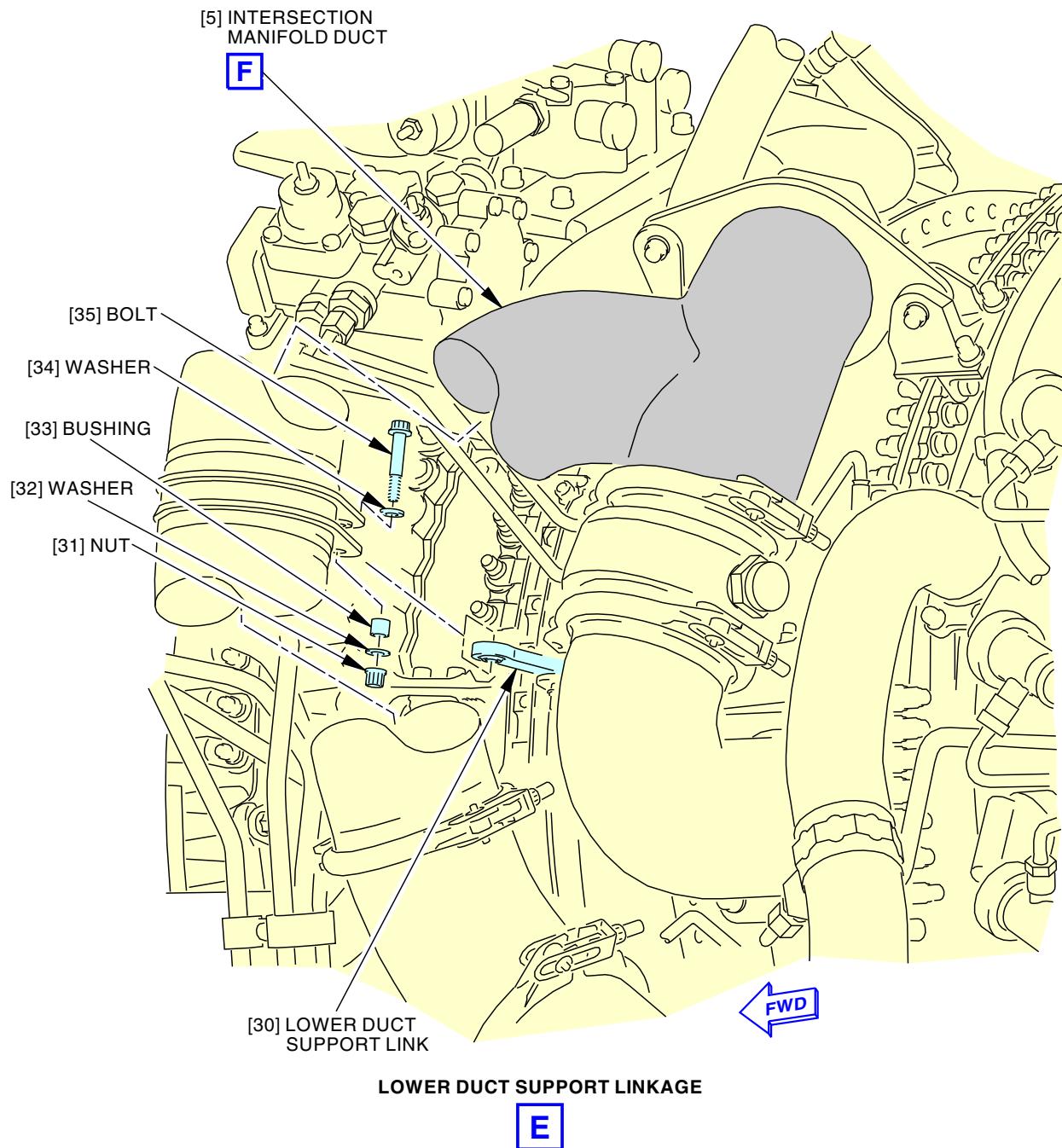
EFFECTIVITY
LOM ALL

36-11-01

D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details

Page 409
Oct 15/2022



G11861 S0006577937_V2

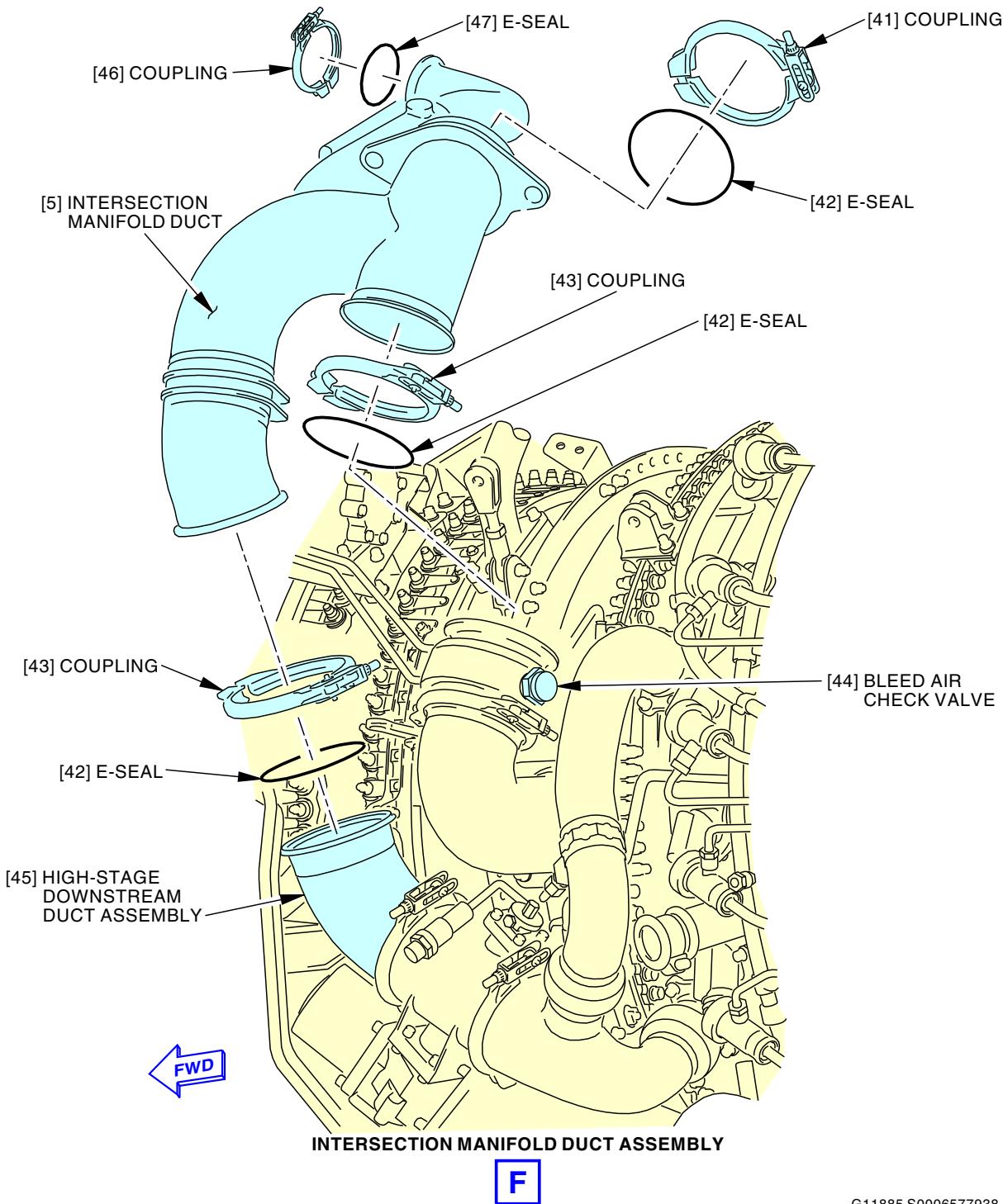
Engine Pneumatic Duct Installation
Figure 401/36-11-01-990-802 (Sheet 5 of 9)

EFFECTIVITY
LOM ALL

36-11-01

D633A101-LOM

BOEING
737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

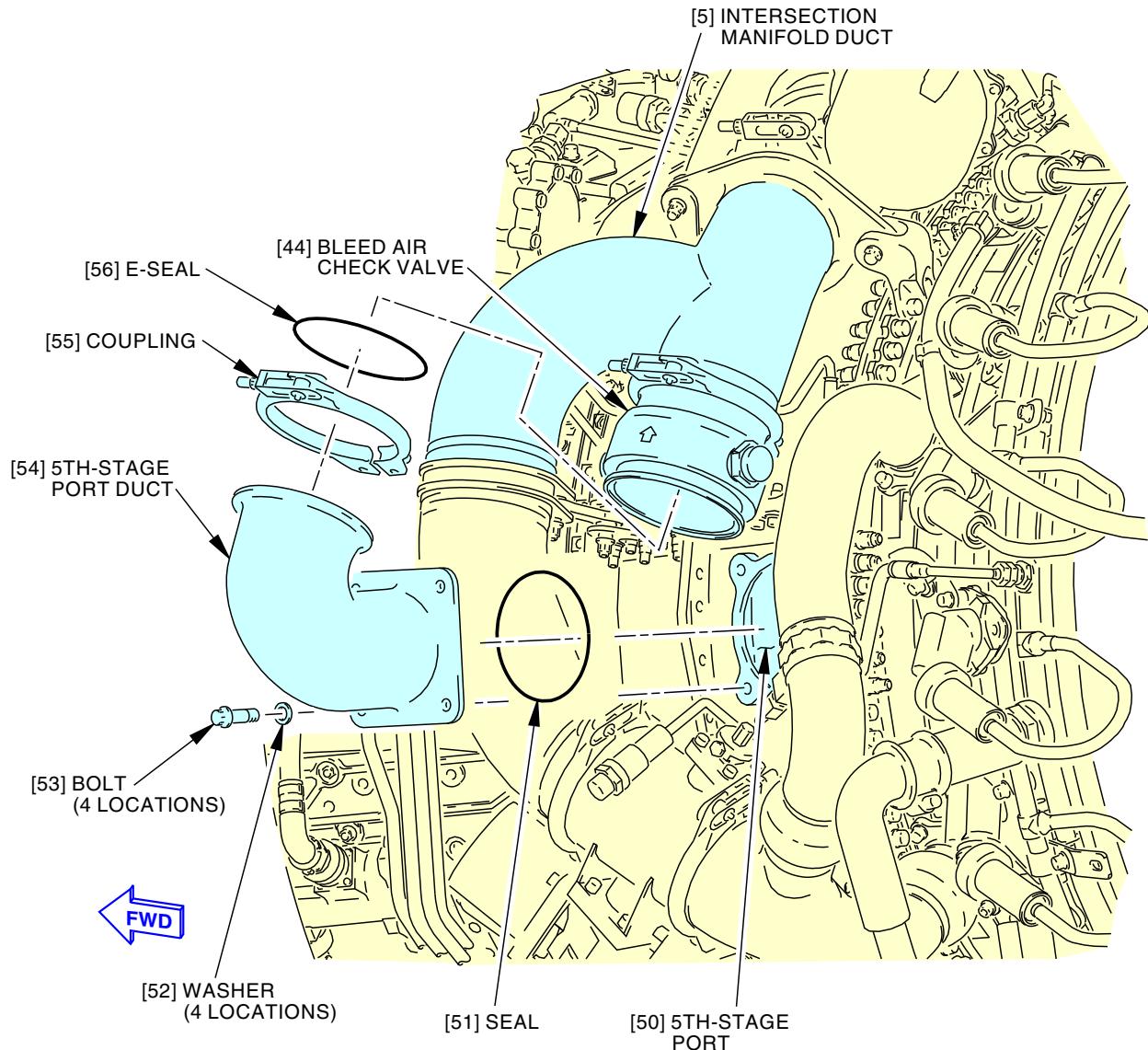


G11885 S0006577938_V2

Engine Pneumatic Duct Installation
Figure 401/36-11-01-990-802 (Sheet 6 of 9)

EFFECTIVITY
LOM ALL

36-11-01

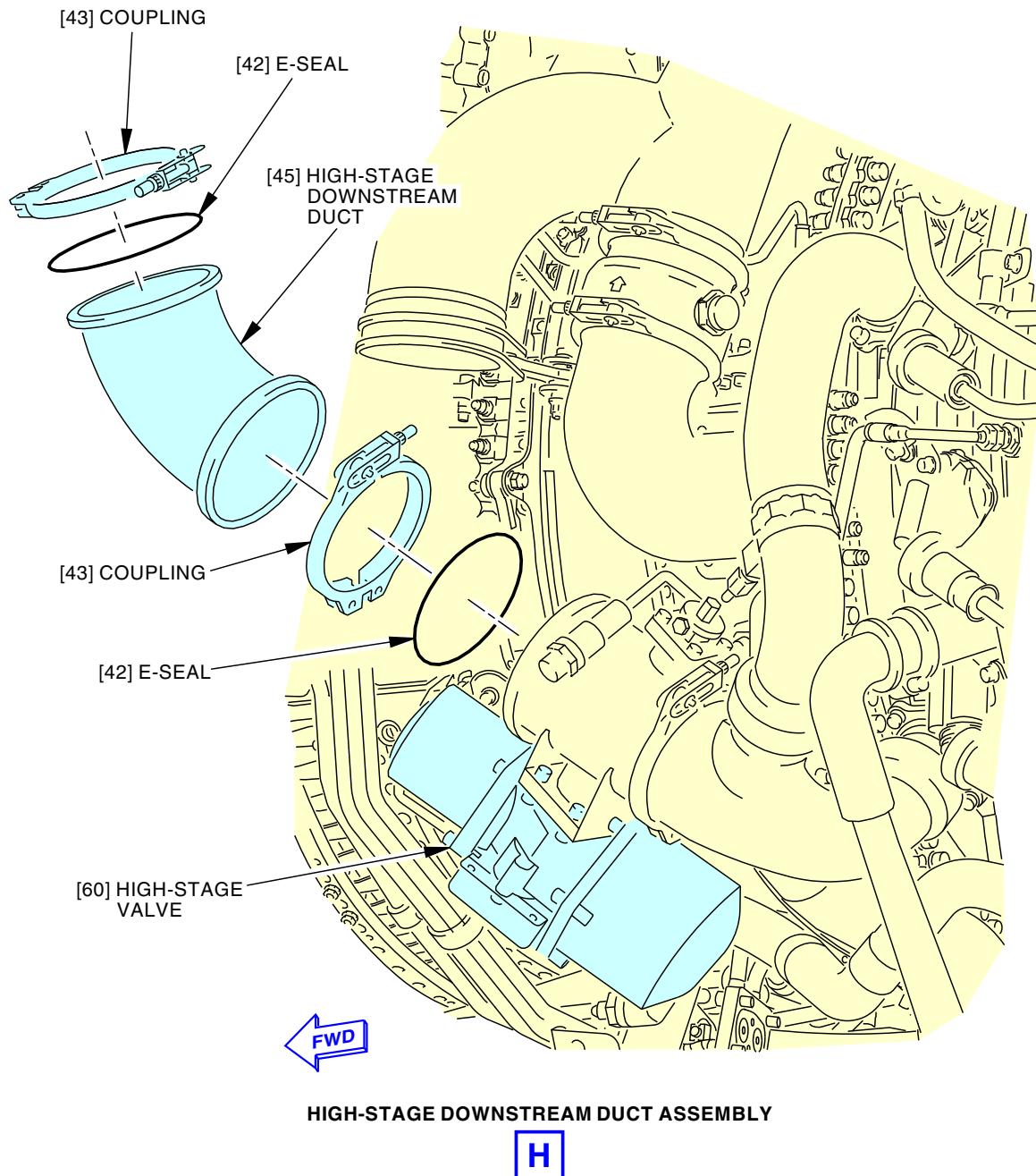

G

G13004 S0006577939_V3

**Engine Pneumatic Duct Installation
Figure 401/36-11-01-990-802 (Sheet 7 of 9)**

EFFECTIVITY
LOM ALL

36-11-01



G13056 S0006577940_V2

Engine Pneumatic Duct Installation
Figure 401/36-11-01-990-802 (Sheet 8 of 9)

EFFECTIVITY
LOM ALL

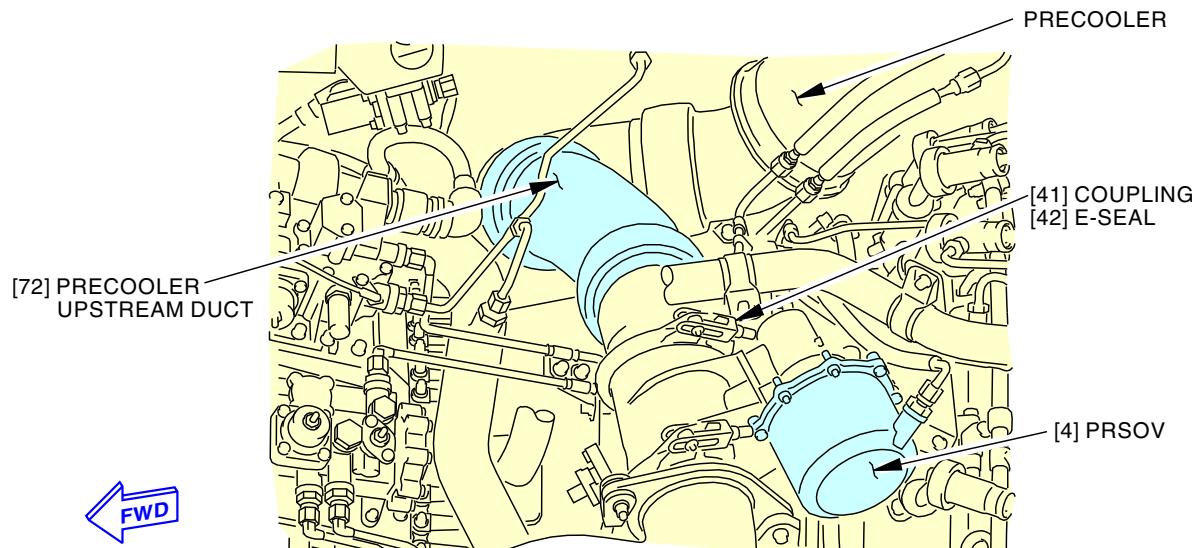
36-11-01

D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details

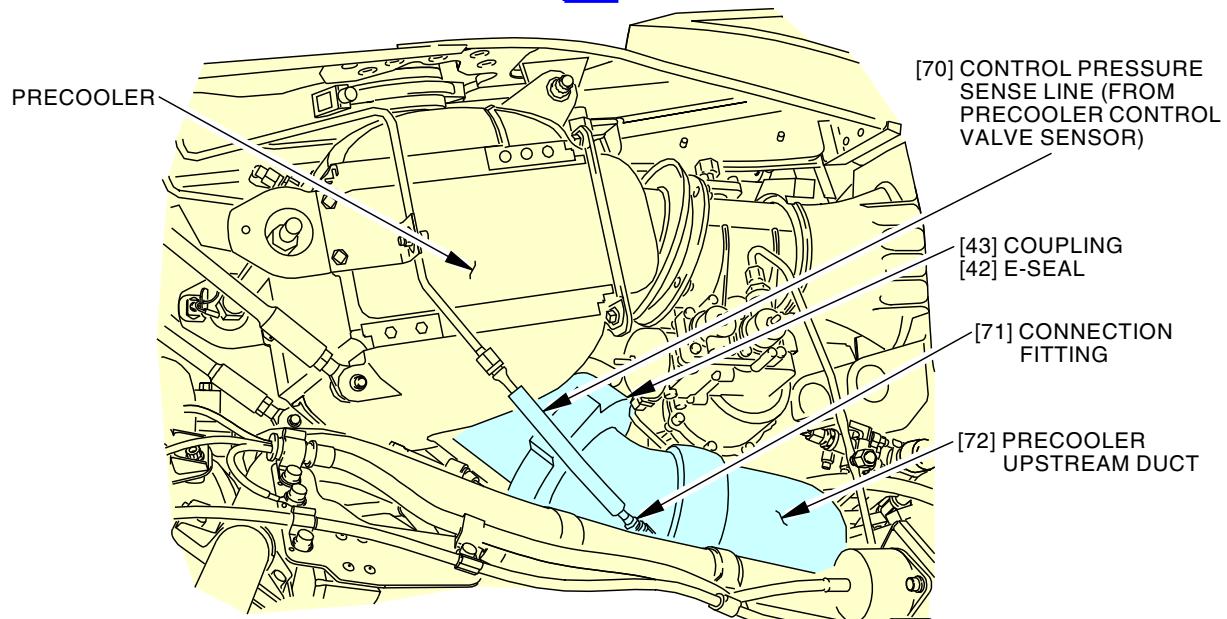


737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



PRECOOLER UPSTREAM DUCT ASSEMBLY
(LEFT SIDE)

I



PRECOOLER UPSTREAM DUCT ASSEMBLY
(RIGHT SIDE)

J

G24683 S0006577941_V2

Engine Pneumatic Duct Installation
Figure 401/36-11-01-990-802 (Sheet 9 of 9)

EFFECTIVITY
LOM ALL

36-11-01

D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

TASK 36-11-01-400-802

3. Engine Pneumatic Duct Installation

(Figure 401)

A. General

- (1) This procedure has instructions to install each of these individual duct sections:
 - (a) Intersection Manifold Duct
 - (b) Fifth-Stage Port Duct
 - (c) High-Stage Downstream Duct
 - (d) Precooler Upstream Duct.

B. References

Reference	Title
36-00-00-860-805	Supply Pressure Upstream of the PRSOV (P/B 201)
36-00-00-860-806	Remove Pressure from the Pneumatic System (P/B 201)
78-31-00-010-804-F00	Close the Thrust Reverser (Selection) (P/B 201)

C. Tools/Equipment

Reference	Description
STD-3906	Mallet - Rubber

D. Consumable Materials

Reference	Description	Specification
D00006	Compound - Antiseize, Pure Nickel Special - Never-Seez NSBT-8N/-16N	
D00010	Compound - Thread Antiseize, High Temperature	MIL-PRF-907
G00091	Compound - Oxygen System Leak Detection - Snoop Leak Detector	MIL-PRF-25567

E. Expendables/Parts

AMM Item	Description	AIPC Reference	AIPC Effectivity
9	O-ring	36-11-51-02A-285	LOM ALL

F. Location Zones

Zone	Area
410	Subzone - Engine 1
420	Subzone - Engine 2

G. Install the Intersection Manifold Duct

SUBTASK 36-11-01-080-004

- (1) Remove the covers from the duct and valve openings.

SUBTASK 36-11-01-210-005

- (2) Put the intersection manifold duct assembly [5] into position for installation.

SUBTASK 36-11-01-210-006

- (3) Loosen the engine duct support bracket [16] and brackets for the upper duct support link [24] and lower duct support link [30].

SUBTASK 36-11-01-640-001

- (4) Apply Pure Nickel Special compound, D00006, to the threads of the bolt [18].

EFFECTIVITY
LOM ALL

36-11-01

Page 415
Feb 15/2025



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-11-01-010-014

- (5) Install the bolt [18], washer [17], bushing [11] (if installed), washers [12], washers [13], bushing [15], and nut [14] to connect the duct to the engine duct support bracket [16] (View C, Figure 401).
(a) Install the countersunk side of the washer [17] against the head of the bolt [18].
1) Do not tighten the nut [14] and bolt [18] at this time.

SUBTASK 36-11-01-640-002

- (6) Apply Pure Nickel Special compound, D00006, to the threads of the bolt [26].

SUBTASK 36-11-01-020-059

- (7) Install the bolt [26], washer [25], bushing [23], washer [22], and nut [21] to connect the duct to the upper duct support link [24] (View D, Figure 401).
(a) Install the countersunk side of the washer [25] against the head of the bolt [26].
1) Do not tighten the nut [21] and bolt [26] at this time.

SUBTASK 36-11-01-640-003

- (8) Apply Pure Nickel Special compound, D00006, to the threads of the bolt [35].

SUBTASK 36-11-01-020-060

- (9) Install the bolt [35], washer [34], bushing [33], washer [32], and nut [31] to connect the duct to the lower duct support link [30] (View E, Figure 401).
(a) Install the countersunk side of the washer [34] against the head of the bolt [35].
1) Do not tighten the nut [31] and bolt [35] at this time.

SUBTASK 36-11-01-010-015

- (10) Install the coupling [46] and E-seal [47] at the forward 12 o'clock connection to the CTAI duct (View F, Figure 401).
(a) Do not tighten the coupling [46] at this time.

SUBTASK 36-11-01-010-016

- (11) Install the coupling [41] and E-seal [42] at the bottom of the PRSOV [4].
(a) Do not tighten the coupling [41] at this time.

SUBTASK 36-11-01-020-061

- (12) Install the coupling [43] and E-seal [42] at the top of the bleed air check valve [44].
(a) Do not tighten the coupling [43] at this time.

SUBTASK 36-11-01-020-062

- (13) Install the coupling [43] and E-seal [42] at the top of the high-stage downstream duct assembly [45].
(a) Do not tighten the coupling [43] at this time.

SUBTASK 36-11-01-010-017

- (14) Install the washer [13] (4 maximum) between the flange of the intersection manifold duct assembly [5] and engine duct support bracket [16] to eliminate the gap between the lower side of the duct flange and support bracket.

NOTE: If the gap between the bracket and the flange is more than 0.12 in. (3.0 mm), reposition the bracket.

- (a) Install the washer [13] on the lower side of the flange only.

SUBTASK 36-11-01-420-023

- (15) Tighten all the couplings to the torque shown on the part.

EFFECTIVITY
LOM ALL

36-11-01



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- (a) Use a rubber mallet, STD-3906, to lightly tap outer surface the couplings.
- (b) Re-tighten all the couplings to the torque shown on the part again.

SUBTASK 36-11-01-420-043

- (16) Tighten the nut [14] and bolt [18] that secure the duct to the engine duct support bracket [16]:
 - (a) Tighten the nut [14] to 196 in-lb (22.1 N·m) - 206 in-lb (23.3 N·m).

SUBTASK 36-11-01-420-044

- (17) Tighten the nut [21] and bolt [26] that secure the duct to the upper duct support link [24].
 - (a) Tighten the nut [21] to 63 in-lb (7.1 N·m) - 67 in-lb (7.6 N·m).

SUBTASK 36-11-01-420-045

- (18) Tighten the nut [31] and bolt [35] that secure the duct to the lower duct support link [30].
 - (a) Tighten the nut [31] to 63 in-lb (7.1 N·m) - 67 in-lb (7.6 N·m).

SUBTASK 36-11-01-420-024

- (19) Connect the downstream pressure sense line [6] to the sense port on the high stage regulator (View B, Figure 401).
 - (a) Apply compound, D00010 (preferred), or Pure Nickel Special compound, D00006 (alternate), on the threads of the union where the downstream pressure sense line [6] connects.
 - (b) Tighten the downstream pressure sense line [6] connection to 133.0 in-lb (15.0 N·m) - 147.0 in-lb (16.6 N·m).
 - (c) Back off the tube nut to decrease the torque.
 - (d) Tighten the downstream pressure sense line [6] connection again to 133.0 in-lb (15.0 N·m) - 147.0 in-lb (16.6 N·m).

SUBTASK 36-11-01-420-025

- (20) Connect the control pressure sense line [7] to the control pressure sense port on the bleed air regulator.
 - (a) Apply compound, D00010 (preferred), or Pure Nickel Special compound, D00006 (alternate), on the threads of the union where the control pressure sense line [7] connects.
 - (b) Tighten the control pressure sense line [7] connection to 133.0 in-lb (15.0 N·m) - 147.0 in-lb (16.6 N·m).
 - (c) Back off the tube nut to decrease the torque.
 - (d) Tighten the control pressure sense line [7] connection again to 133.0 in-lb (15.0 N·m) - 147.0 in-lb (16.6 N·m).

SUBTASK 36-11-01-420-027

- (21) Do these steps to install the union [8] on the bleed air pressure tap of intersection manifold duct assembly [5].
 - (a) Install a new O-ring [9] on the union [8].
 - (b) Lightly lubricate the threads on the O-ring [9] side of the union [8] with compound, D00010 (preferred), or Pure Nickel Special compound, D00006 (alternate).
 - (c) Tighten the union [8] to 258 in-lb (29.1 N·m) - 284 in-lb (32.1 N·m).

SUBTASK 36-11-01-420-046

- (22) Do these steps to connect the pneumatic sense lines to the bleed air regulator and the union [8]:

EFFECTIVITY	LOM ALL
-------------	---------

36-11-01



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- (a) Apply compound, D00010 (preferred), or Pure Nickel Special compound, D00006 (alternate), on the threads of the union [8] and union where the supply pressure sense line [1] connects.
- (b) Loosely connect the supply pressure sense line [1].
NOTE: The pressure sense line can be loosened at all fittings to remove the preload.
- (c) Loosely connect the bleed air supply line [2] to the union [8] and supply pressure sense line [1].
 - 1) Make sure that the longer leg, with an 80 degree bend, of the bleed air supply line [2] connects to the supply pressure sense line [1].



ADJUST THE PRESSURE SENSE LINES TO MAKE SURE THAT THERE IS NO PRELOAD ON THE LINES, OR UNION FITTINGS. PRELOAD CAN CAUSE DAMAGE TO THE LINES.

- (d) Adjust the supply pressure sense line [1] and bleed air supply line [2] to the best position.



USE TWO WRENCHES TO LOOSEN OR TIGHTEN THE FITTING. IF YOU TWIST THE TUBE OR FITTING, YOU CAN CAUSE DAMAGE TO THEM.

- (e) Tighten the supply pressure sense line [1] and bleed air supply line [2] to 133.0 in-lb (15.0 N·m) - 147.0 in-lb (16.6 N·m).



USE TWO WRENCHES TO LOOSEN OR TIGHTEN THE FITTING. IF YOU TWIST THE TUBE OR FITTING, YOU CAN CAUSE DAMAGE TO THEM.

- (f) Back off the tube nuts to decrease the torque.



USE TWO WRENCHES TO LOOSEN OR TIGHTEN THE FITTING. IF YOU TWIST THE TUBE OR FITTING, YOU CAN CAUSE DAMAGE TO THEM.

- (g) Tighten the supply pressure sense line [1] and bleed air supply line [2] again to 133.0 in-lb (15.0 N·m) - 147.0 in-lb (16.6 N·m).

SUBTASK 36-11-01-420-029

- (23) Install the bolts [3] at the sense line support clamps.
 - (a) Tighten the bolts [3] to 110.0 in-lb (12.4 N·m) - 120.0 in-lb (13.6 N·m).

H. Install the Fifth-Stage Port Duct

SUBTASK 36-11-01-010-018

- (1) Remove the cover from the 5th-stage port [50] and bleed air check valve [44] (View G, Figure 401).

SUBTASK 36-11-01-420-030

- (2) Install the seal [51] on the 5th-stage port [50].

SUBTASK 36-11-01-420-031

- (3) Install the 5th-stage port duct [54] to the 5th-stage port [50].

EFFECTIVITY
LOM ALL

36-11-01



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-11-01-420-032

- (4) Apply a thin layer of Pure Nickel Special compound, D00006, (alternate compound, D00010), to the threads on the bolt [53].

SUBTASK 36-11-01-420-033

- (5) Do these steps to install the bolts [53] and washers [52], at four locations:
- (a) Make sure that the countersunk side of the washers [52] is at the head of the bolts [53].
 - (b) Tighten the bolts [53] to 115.0 in-lb (13.0 N·m) - 125.0 in-lb (14.1 N·m).
 - (c) Install the lockwire or safety cable to the forward and aft pair of bolts [53].

SUBTASK 36-11-01-420-034

- (6) Install the coupling [55] and E-seal [56].

SUBTASK 36-11-01-420-035

- (7) Tighten the coupling [55] to the torque shown on the part.
- (a) Use a rubber mallet, STD-3906, to lightly tap outer surface the coupling.
 - (b) Re-tighten the coupling [55] to the torque shown on the part again.

I. Install the High-Stage Downstream Duct

SUBTASK 36-11-01-080-005

- (1) Remove the covers from adjacent duct and valve (View H, Figure 401).

SUBTASK 36-11-01-210-007

- (2) Put the high-stage downstream duct assembly [45] into position for installation.

SUBTASK 36-11-01-420-036

- (3) Install the coupling [43] and E-seal [42] at the top of the duct to the adjacent duct.

SUBTASK 36-11-01-420-037

- (4) Install the coupling [43] and E-seal [42] at the bottom of the duct to the high-stage valve [60].

SUBTASK 36-11-01-420-038

- (5) Tighten the couplings [43] to the torque shown on the part.

- (a) Use a rubber mallet, STD-3906, to lightly tap outer surface the couplings.

- (b) Re-tighten all the couplings [43] to the torque shown on the part again.

J. Install the Precooler Upstream Duct

SUBTASK 36-11-01-080-006

- (1) Remove the covers from the PRSOV [4] and precooler inlet.

SUBTASK 36-11-01-210-008

- (2) Put the precooler upstream duct [72] into position for installation from the right side of the engine (View J, Figure 401).

SUBTASK 36-11-01-420-039

- (3) Install the coupling [43] and E-seal [42] at the bottom of the precooler.

SUBTASK 36-11-01-420-040

- (4) Install the coupling [41] and E-seal [42] at the top of the PRSOV [4] (View I, Figure 401).

SUBTASK 36-11-01-420-041

- (5) Tighten the coupling [41] and coupling [43] to the torque shown on the part.

- (a) Use a rubber mallet, STD-3906, to lightly tap outer surface the couplings.

- (b) Re-tighten all the coupling [41] and coupling [43] to the torque shown on the part again.

EFFECTIVITY
LOM ALL

36-11-01



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-11-01-420-042

- (6) Connect the control pressure sense line [70] at the connection fitting [71] (View J, Figure 401).
 - (a) Tighten the control pressure sense line [70] connection to 133.0 in-lb (15.0 N·m) - 147.0 in-lb (16.6 N·m).
 - (b) Back off the tube nut to decrease the torque.
 - (c) Tighten the control pressure sense line [70] again to 133.0 in-lb (15.0 N·m) - 147.0 in-lb (16.6 N·m).

K. Engine Pneumatic Duct Installation Test

SUBTASK 36-11-01-860-014

- (1) Remove the safety tags and close these circuit breakers:

F/O Electrical System Panel, P6-4

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
A	7	C00796	AIR CONDITIONING BLEED AIR VALVES L
B	7	C00797	AIR CONDITIONING BLEED AIR VALVES R

SUBTASK 36-11-01-860-015

- (2) Remove the DO-NOT-OPERATE tag, from the applicable BLEED switch, on the P5-10 panel:
 - (a) BLEED 1
 - (b) BLEED 2

SUBTASK 36-11-01-860-016

- (3) Do this task: Supply Pressure Upstream of the PRSOV, TASK 36-00-00-860-805.

SUBTASK 36-11-01-790-002

- (4) Look for leaks at the couplings and sense line connections.
 - (a) Small leakage is permitted at coupling joints and at the seal for the fifth-stage port.
 - 1) Large air leakage from coupling joints are not acceptable, airflow leakage you can feel with your hand at a distance of 12 in. (30 cm) or greater must be repaired.
 - 2) A small leakage of not more than 0.60 scfm is permitted at the seal [51] between the 5th-stage port [50] and 5th-stage port duct [54] (View G, Figure 401).
 - (b) Apply leak detector Snoop Leak Detector compound, G00091, at sense line connections.
 - 1) No leakage is permitted at sense line connections.

NOTE: It is necessary to repair all leakage at the sense line connections.

SUBTASK 36-11-01-860-017

- (5) Do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806.

L. Put the Airplane Back to Its Usual Condition

SUBTASK 36-11-01-410-002



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

- (1) For the left and right thrust reverser, do this task: Close the Thrust Reverser (Selection), TASK 78-31-00-010-804-F00.

EFFECTIVITY
LOM ALL

36-11-01



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-11-01-860-018

- (2) Remove the DO-NOT-OPERATE tag, from the engine start lever on the control stand.

———— END OF TASK ————

— EFFECTIVITY —
LOM ALL

36-11-01

Page 421
Feb 15/2024

D633A101-LOM



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

BLEED AIR CHECK VALVE (5TH-STAGE) - REMOVAL/INSTALLATION

1. General

- A. This procedure has two tasks:
 - (1) Bleed air check valve removal
 - (2) Bleed air check valve installation.
- B. The bleed air check valve prevents reverse flow of bleed air into the fifth-stage port on the engine.
- C. The bleed air check valve is installed between the fifth-stage duct assy and the intersection manifold duct assembly on the left side of each engine at the 9 o'clock position.

TASK 36-11-02-000-801

2. Bleed Air Check Valve - Removal

(Figure 401)

A. References

Reference	Title
36-00-00-860-806	Remove Pressure from the Pneumatic System (P/B 201)
78-31-00-010-801-F00	Open the Thrust Reverser (Selection) (P/B 201)

B. Tools/Equipment

Reference	Description
STD-858	Tag - DO NOT OPERATE

C. Location Zones

Zone	Area
411	Engine 1 - Engine
421	Engine 2 - Engine

D. Prepare for the Removal

SUBTASK 36-11-02-860-001



WARNING YOU MUST REMOVE THE PRESSURE FROM THE PNEUMATIC DUCTS BEFORE YOU REMOVE A PNEUMATIC SYSTEM COMPONENT. IF YOU DO NOT REMOVE THE PRESSURE FROM THE PNEUMATIC DUCTS, HOT HIGH PRESSURE AIR CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.

- (1) Do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806.

SUBTASK 36-11-02-860-002

- (2) Make sure that the engine start lever on the control stand for the applicable engine is in the cutoff position and install DO NOT OPERATE tag, STD-858.

SUBTASK 36-11-02-010-001



WARNING

DO THESE SPECIFIED TASKS IN THE CORRECT SEQUENCE BEFORE YOU OPEN THE THRUST REVERSER: RETRACT THE LEADING EDGE, DO THE DEACTIVATION PROCEDURES FOR THE LEADING EDGE AND THE THRUST REVERSER (FOR GROUND MAINTENANCE), AND OPEN THE FAN COWL PANELS. IF YOU DO NOT OBEY THE ABOVE SEQUENCE, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (3) Open the left thrust reverser (TASK 78-31-00-010-801-F00).

EFFECTIVITY
LOM ALL

36-11-02

Page 401
Feb 15/2021

D633A101-LOM



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-11-02-860-003

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

F/O Electrical System Panel, P6-4

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
A	7	C00796	AIR CONDITIONING BLEED AIR VALVES L
B	7	C00797	AIR CONDITIONING BLEED AIR VALVES R

SUBTASK 36-11-02-860-004

- (5) Attach a DO NOT OPERATE tag, STD-858, to the applicable BLEED switch on the P5-10 panel:
- BLEED 1
 - BLEED 2.

E. Bleed Air Check Valve Removal

LOM ALL; AIRPLANES WITH FIFTH-STAGE DUCT ASSY P/N 332A2323-10

SUBTASK 36-11-02-020-001

- (1) Choose one of the following methods:

- Loosening the bolts [7]:
 - Remove the lockwire or safety cable from the bolts [7].
 - Loosen the upper 2 bolts [7] by 2.5 turns.
 - Loosen the lower 2 bolts [7] by 1 turn.
 - Remove the coupling [2] between the bleed air check valve [9] and fifth-stage duct assy [8].
- Removal of the fifth-stage duct assy [8]:
 - Remove the lockwire or safety cable from the bolts [7].
 - Remove the bolts [7] and washers [6].
 - Remove the coupling [2] between the bleed air check valve [9] and fifth-stage duct assy [8].
 - Remove the fifth-stage duct assy [8].
 - Remove the seal [5] and discard it.

NOTE: The seal can be reused if it is not unseated (remains on the fifth-stage duct assy and the clocking of seal is unchanged) and has no cracks, dents, scratches, or other damage.

LOM ALL; AIRPLANES WITH FIFTH-STAGE DUCT ASSY P/N 332A2323-14

SUBTASK 36-11-02-020-005

- (2) Remove the coupling [2] between the bleed air check valve [9] and fifth-stage duct assy [8].

LOM ALL

SUBTASK 36-11-02-020-004

- (3) Remove the coupling [2] between the bleed air check valve [9] and intersection manifold duct assembly [3].

SUBTASK 36-11-02-020-002

- (4) Remove the E-seals [1].
 - Examine the E-seals [1] for cracks, dents, or other damage.



36-11-02



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- (b) Replace the E-seals [1], if it is damaged.

SUBTASK 36-11-02-020-003

- (5) Remove the bleed air check valve [9].

LOM ALL; AIRPLANES WITH FIFTH-STAGE DUCT ASSY P/N 332A2323-10

SUBTASK 36-11-02-390-001

- (6) Put a cover over the fifth-stage port [4] or open end of the fifth-stage duct assy [8] to keep unwanted material out.

LOM ALL; AIRPLANES WITH FIFTH-STAGE DUCT ASSY P/N 332A2323-14

SUBTASK 36-11-02-390-003

- (7) Put a cover over the open end of the fifth-stage duct assy [8] to keep unwanted material out.

LOM ALL

SUBTASK 36-11-02-390-002

- (8) Put a cover over the open end of the intersection manifold duct assembly [3] to keep unwanted material out.

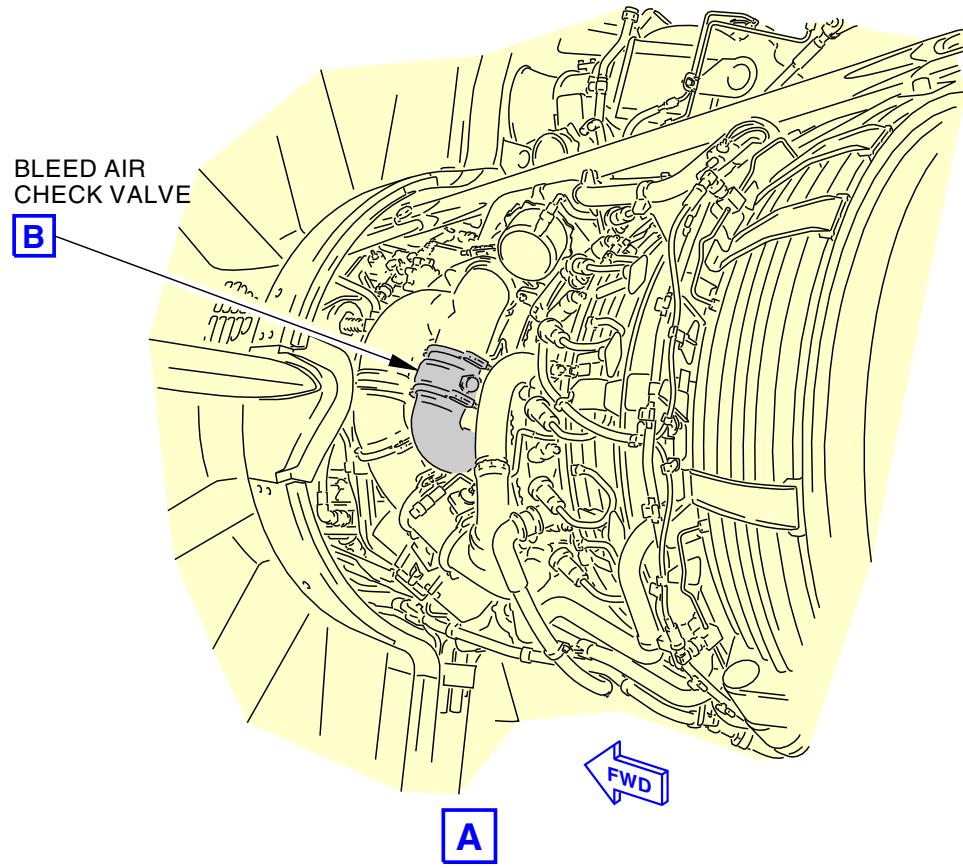
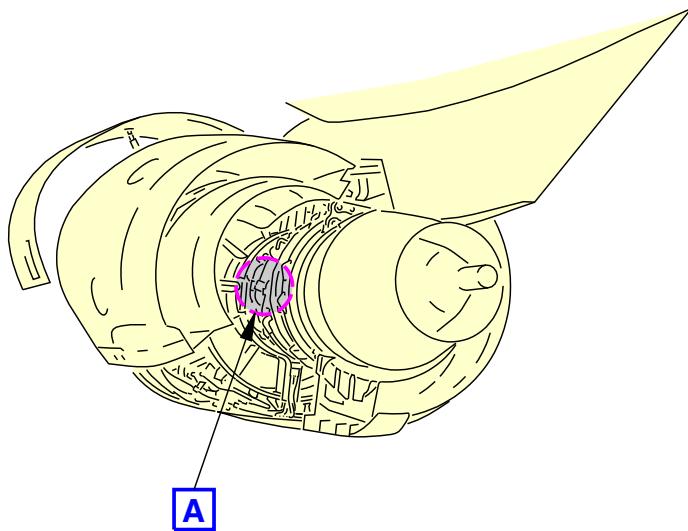
———— END OF TASK ————

EFFECTIVITY
LOM ALL

36-11-02



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



F67855 S0006577947_V2

Bleed Air Check Valve (5th-Stage) Installation
Figure 401/36-11-02-990-801 (Sheet 1 of 3)

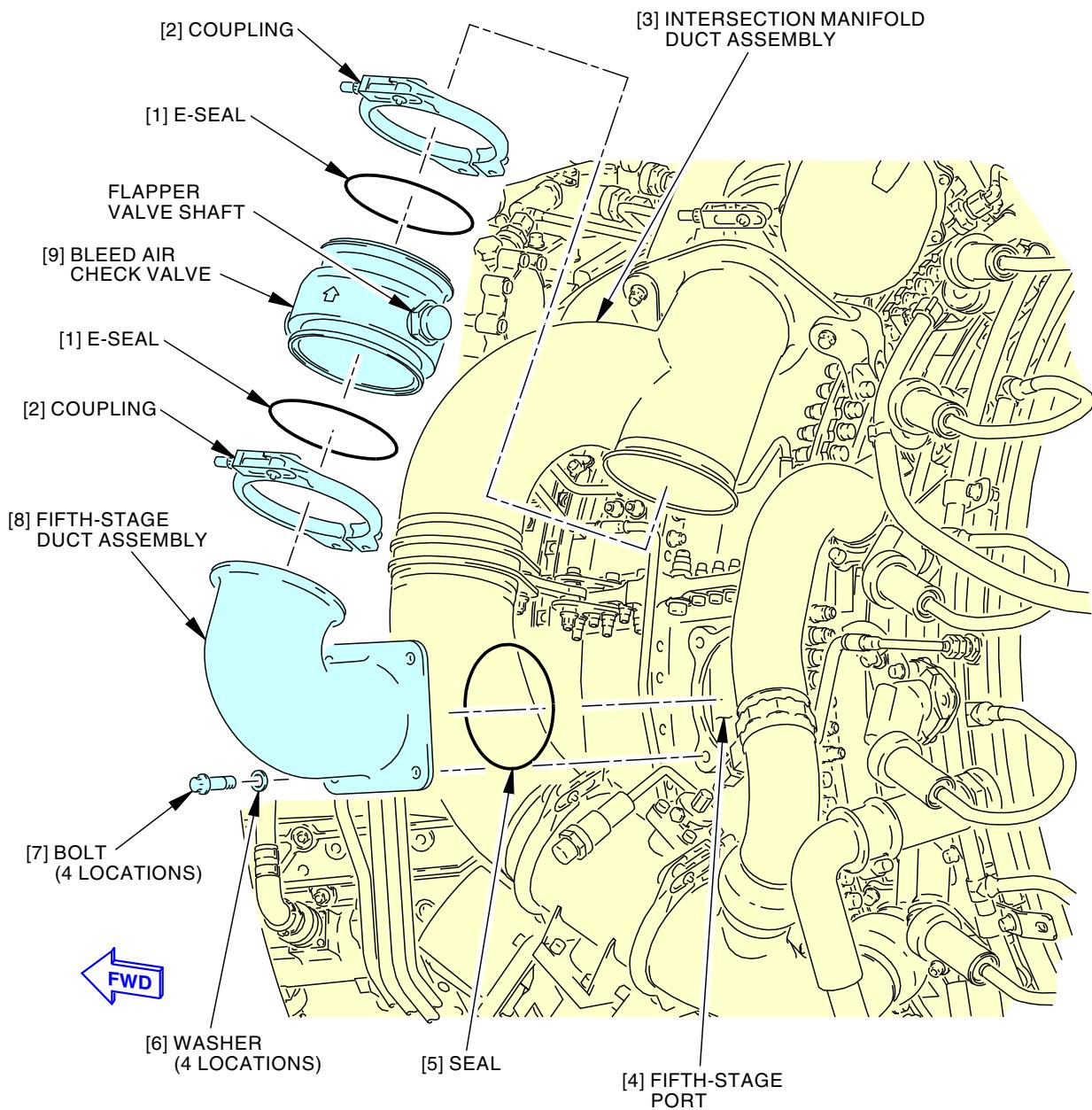
EFFECTIVITY
LOM ALL

36-11-02

D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details

Page 404
Oct 15/2020



BLEED AIR CHECK VALVE

B

F67858 S0006577948_V4

Bleed Air Check Valve (5th-Stage) Installation
Figure 401/36-11-02-990-801 (Sheet 2 of 3)

EFFECTIVITY
 LOM ALL; AIRPLANES WITH FIFTH-STAGE DUCT
 ASSY P/N 332A2323-10

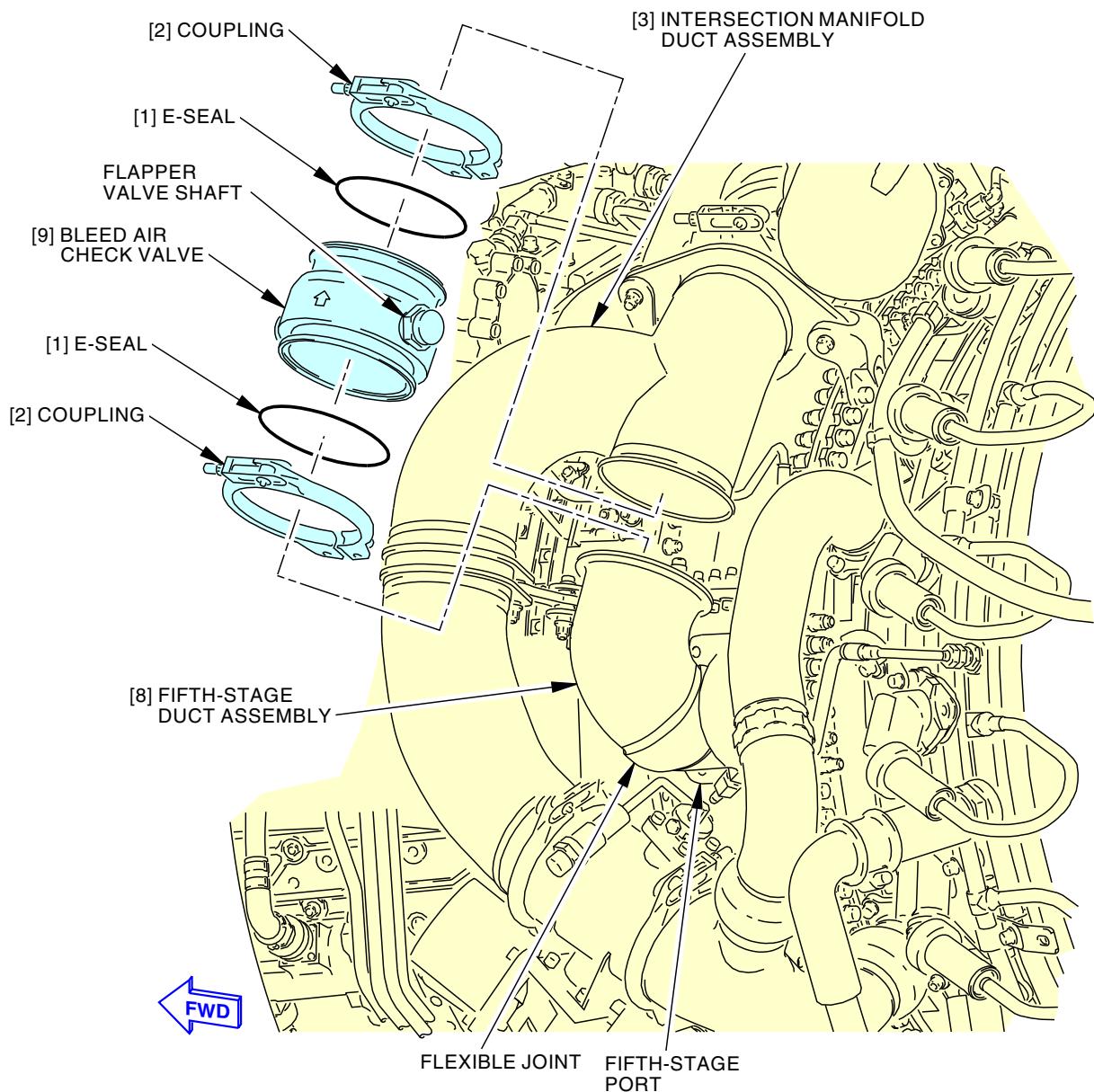
36-11-02

D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



BLEED AIR CHECK VALVE

B

2945624 S0000722401_V3

Bleed Air Check Valve (5th-Stage) Installation
Figure 401/36-11-02-990-801 (Sheet 3 of 3)

EFFECTIVITY
LOM ALL; AIRPLANES WITH FIFTH-STAGE DUCT
ASSY P/N 332A2323-14

36-11-02



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

TASK 36-11-02-400-801

3. Bleed Air Check Valve - Installation

(Figure 401)

A. References

Reference	Title
36-00-00-860-805	Supply Pressure Upstream of the PRSOV (P/B 201)
36-00-00-860-806	Remove Pressure from the Pneumatic System (P/B 201)
36-11-02-200-801	Bleed Air Check Valve Inspection (P/B 601)
78-31-00-010-804-F00	Close the Thrust Reverser (Selection) (P/B 201)

B. Tools/Equipment

Reference	Description
STD-858	Tag - DO NOT OPERATE
STD-3906	Mallet - Rubber

C. Consumable Materials

Reference	Description	Specification
D00006	Compound - Antiseize, Pure Nickel Special - Never-Seez NSBT-8N/-16N	
D00010	Compound - Thread Antiseize, High Temperature	MIL-PRF-907

D. Expendables/Parts

AMM Item	Description	AIPC Reference	AIPC Effectivity
1	E-seal	36-11-02-02-010	LOM ALL
5	Seal	36-11-01-02-185	LOM ALL
9	Bleed air check valve	36-11-02-02-015	LOM ALL

E. Location Zones

Zone	Area
411	Engine 1 - Engine
421	Engine 2 - Engine

F. Prepare for the Installation

LOM ALL; AIRPLANES WITH FIFTH-STAGE DUCT ASSY P/N 332A2323-10

SUBTASK 36-11-02-010-002

- (1) Remove the cover from the fifth-stage port [4] or open end of the fifth-stage duct assy [8].

LOM ALL; AIRPLANES WITH FIFTH-STAGE DUCT ASSY P/N 332A2323-14

SUBTASK 36-11-02-020-006

- (2) Remove the cover from the fifth-stage duct assy [8].

LOM ALL

SUBTASK 36-11-02-010-003

- (3) Remove the cover from the intersection manifold duct assembly [3] on the engine.

G. Bleed Air Check Valve Installation

SUBTASK 36-11-02-200-009

- (1) Do an inspection of the bleed air check valve [9] before installing it: Bleed Air Check Valve Inspection, TASK 36-11-02-200-801.

EFFECTIVITY
LOM ALL

36-11-02



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-11-02-410-001

- (2) Install the bleed air check valve [9] to the intersection manifold duct assembly [3].
 - (a) Install the E-seals [1] between the bleed air check valve [9] and intersection manifold duct assembly [3].
 - (b) Put the bleed air check valve [9] into position with the flow arrow pointed up.
 - (c) Make sure that the flapper valve shaft of the bleed air check valve [9] is parallel to the face (surface) of the fifth-stage port [4].
NOTE: This will help to maximize the clearance with the thrust reverser.
 - (d) Connect the coupling [2] to keep the bleed air check valve [9] in position.
NOTE: Do not tighten the coupling at this time.

LOM ALL; AIRPLANES WITH FIFTH-STAGE DUCT ASSY P/N 332A2323-10

SUBTASK 36-11-02-420-001

- (3) Choose one of the following methods:
 - (a) The bolts [7] were loosened:
 - 1) Install the E-seal [1] between the bleed air check valve [9] and fifth-stage duct assy [8].
 - 2) Tighten the bolts [7] to 115 in-lb (13 N·m) - 125 in-lb (14 N·m).
 - 3) Install the lockwire or safety cable on the forward and aft pairs of the bolts [7].
 - (b) The fifth-stage duct assy [8] was removed:
 - 1) If the seal [5] is not reused, install the new seal [5] between the fifth-stage duct assy [8] and fifth-stage port [4] on the engine.
 - 2) Apply a thin layer of compound, D00010, (alternate Pure Nickel Special compound, D00006) to the threads on the bolts [7].
 - 3) Make sure that the countersunk side on the washers [6] is at the bolt head.
 - 4) Put the bolts [7], washers [6], and fifth-stage duct assy [8] into position.
 - 5) Install the E-seal [1] between the bleed air check valve [9] and fifth-stage duct assy [8].
 - 6) Tighten the bolts [7] to 115 in-lb (13 N·m) - 125 in-lb (14 N·m).
 - 7) Install the lockwire or safety cable on the forward and aft pairs of bolts [7].

LOM ALL; AIRPLANES WITH FIFTH-STAGE DUCT ASSY P/N 332A2323-14

SUBTASK 36-11-02-420-003

- (4) Install the E-seal [1] between the bleed air check valve [9] and fifth-stage duct assy [8].

LOM ALL

SUBTASK 36-11-02-420-004

- (5) Install the coupling [2] between the fifth-stage duct assy [8] and bleed air check valve [9].
NOTE: Do not tighten the coupling at this time.

SUBTASK 36-11-02-420-002

- (6) Tighten the couplings [2].
 - (a) Orient the couplings [2] to get maximum clearance away from adjacent structure.
 - (b) Tighten the couplings [2] to the torque specified on the couplings [2].
 - (c) Use a rubber mallet, STD-3906, to lightly tap around the couplings [2].

EFFECTIVITY
LOM ALL

36-11-02



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- (d) Tighten the couplings [2] again to the torque specified on the couplings [2].

H. Installation Test

SUBTASK 36-11-02-860-008

- (1) Remove the safety tags and close these circuit breakers:

F/O Electrical System Panel, P6-4

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
A	7	C00796	AIR CONDITIONING BLEED AIR VALVES L
B	7	C00797	AIR CONDITIONING BLEED AIR VALVES R

SUBTASK 36-11-02-780-001

- (2) Do this task: Supply Pressure Upstream of the PRSOV, TASK 36-00-00-860-805.

SUBTASK 36-11-02-790-001

- (3) Check for leakage at the upper coupling [2].

NOTE: Diffused leakage is permitted, jet blast leakage must be repaired.

NOTE: Only the downstream side coupling of the FIFTH-STAGE bleed air check valve is pressurized and goes through a leak test. A leak check of the upstream coupling is not necessary.

SUBTASK 36-11-02-780-002

- (4) Do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806.

I. Put the Airplane Back to Its Usual Condition

SUBTASK 36-11-02-860-006

- (1) Remove the DO NOT OPERATE tag, STD-858, from the applicable BLEED switch on the P5-10 panel:
- BLEED 1
 - BLEED 2.

SUBTASK 36-11-02-410-002



WARNING

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

- (2) Close the left thrust reverser (TASK 78-31-00-010-804-F00).

SUBTASK 36-11-02-860-007

- (3) Remove the DO NOT OPERATE tag, STD-858, from the engine start lever on the control stand.

———— END OF TASK ————

EFFECTIVITY
LOM ALL

36-11-02



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

BLEED AIR CHECK VALVE (5TH-STAGE) - INSPECTION/CHECK

1. General

- A. This procedure has this task:
- (1) Bleed air check valve inspection.

TASK 36-11-02-200-801

2. Bleed Air Check Valve Inspection

A. References

Reference	Title
36-11-02-000-801	Bleed Air Check Valve - Removal (P/B 401)
36-11-02-400-801	Bleed Air Check Valve - Installation (P/B 401)

B. Tools/Equipment

Reference	Description
STD-5468	Feeler Gauge, 0.002 - 0.008 inch

C. Location Zones

Zone	Area
411	Engine 1 - Engine
421	Engine 2 - Engine

D. Prepare for the Inspection

SUBTASK 36-11-02-000-001

- (1) Remove the bleed air check valve (Bleed Air Check Valve - Removal, TASK 36-11-02-000-801).

E. Inspection

SUBTASK 36-11-02-200-001

- (1) Inspect the Flapper Plates [3].

- (a) Verify that the Flapper Plates [3] move smoothly without signs of binding or sticking from the fully closed position to the Stop Tube [4] by rotating the Flapper Plates [3] by hand several times.

NOTE: The flappers should travel from the open position at the Stop Tube [4] to the fully closed position with gravity force alone.

SUBTASK 36-11-02-200-002

- (2) Check the Flapper Bushing [2] clearance.

- (a) Verify a minimum of 0.004 in. (0.102 mm) clearance between the Flapper Bushings [2] (two locations) using a Feeler Gauge, STD-5468.

NOTE: Measure the clearance of the Flapper Bushings [2] on the two locations individually.

SUBTASK 36-11-02-200-003

- (3) If the check valve fails one or both of the above inspections, then replace the check valve. If the check valve does not fail one or both of the above inspections, then continue.



36-11-02



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-11-02-200-004

- (4) Visually inspect the Flapper Bushings [2] for signs of cracks, fractures, and missing bushing heads.

NOTE: Signs of corrosion are not a cause for replacing the check valve if the check valve did not fail any of the above inspections.

SUBTASK 36-11-02-200-005

- (5) With hand pressure only, try to rotate the Flapper Bushings [2] in the Flapper Plates [3].

NOTE: The bushings should not rotate in the flapper plates.

SUBTASK 36-11-02-200-007

- (6) Visually inspect the valve for signs of the flappers rubbing against the Valve Body [1].

SUBTASK 36-11-02-200-008

- (7) Replace the check valve if it fails any of the above inspections.

F. Put the Airplane Back to its Usual Condition

SUBTASK 36-11-02-400-001

- (1) Install the bleed air check valve (Bleed Air Check Valve - Installation, TASK 36-11-02-400-801).

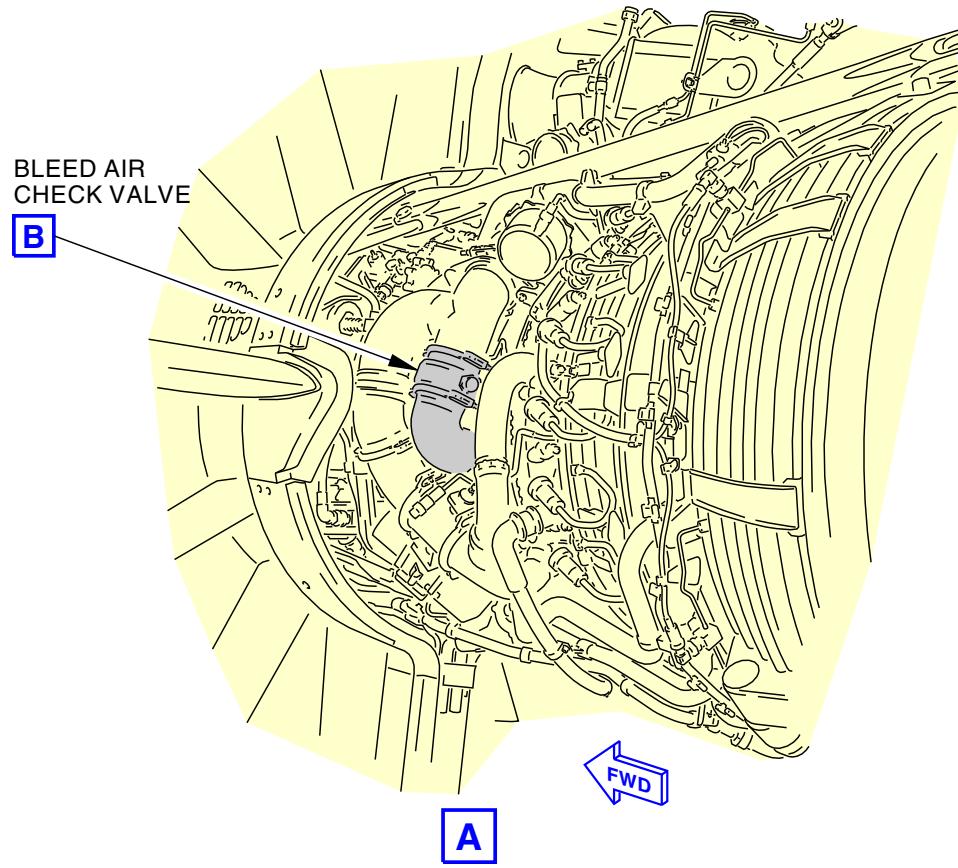
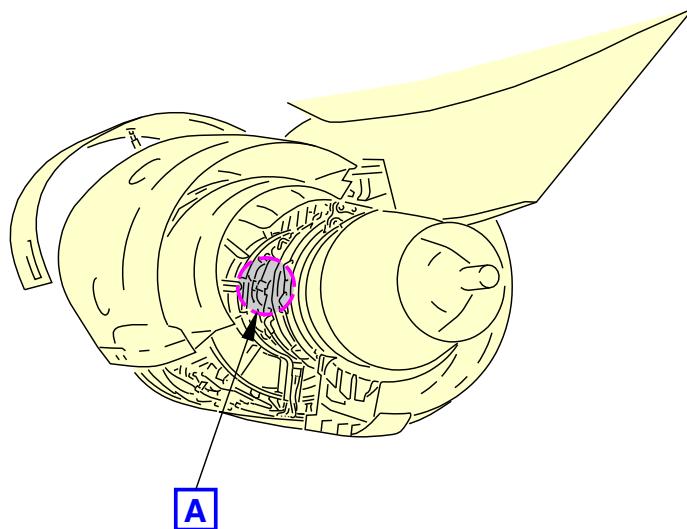
———— END OF TASK ————

EFFECTIVITY
LOM ALL

36-11-02



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



F67855 S0006577947_V2

Bleed Air Check Valve (5th-Stage) Installation
Figure 601/36-11-02-990-802 (Sheet 1 of 2)

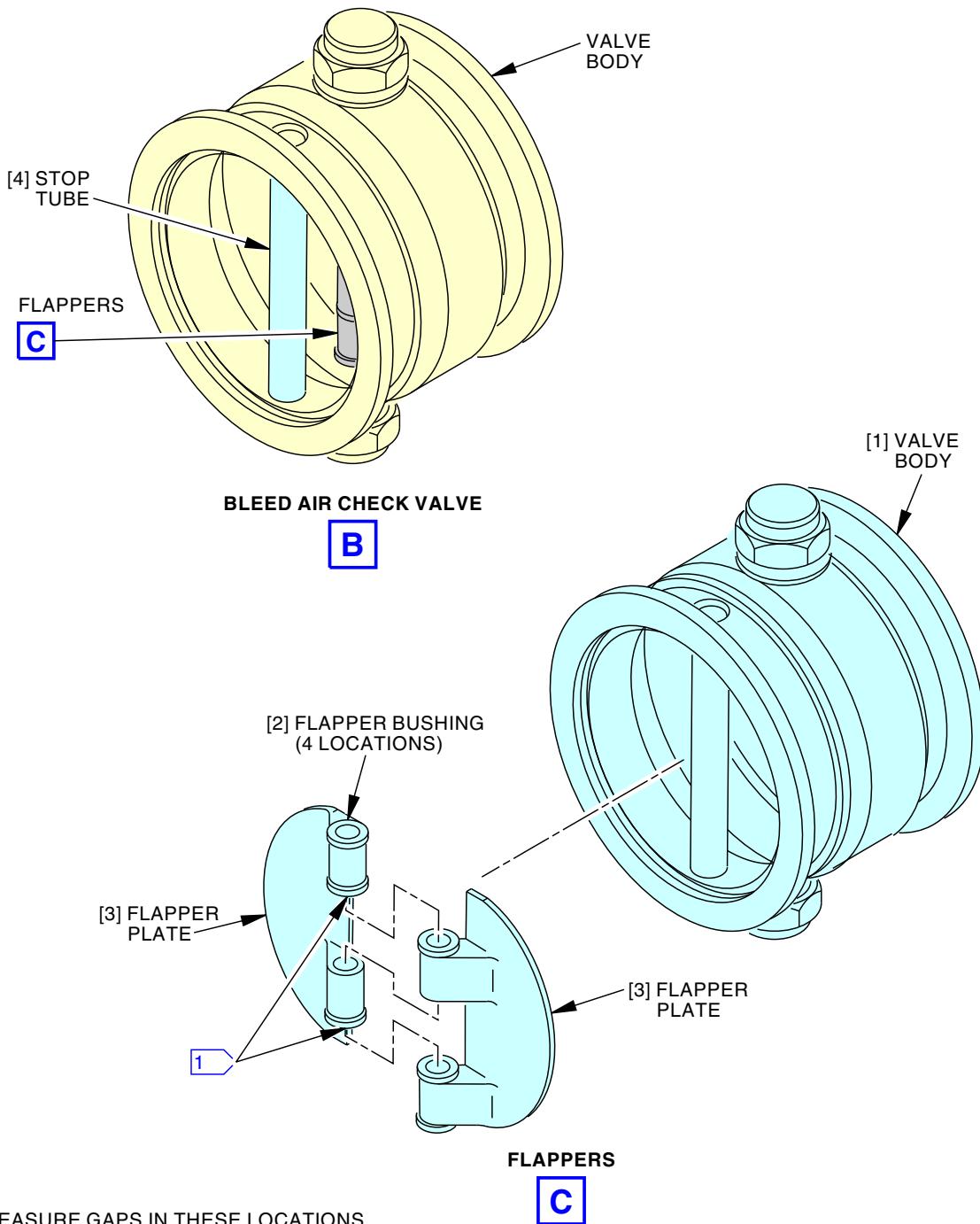
EFFECTIVITY
LOM ALL

36-11-02

D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details

Page 603
Oct 15/2015



1 MEASURE GAPS IN THESE LOCATIONS.

1925372 S0000363255_V2

Bleed Air Check Valve (5th-Stage) Installation
Figure 601/36-11-02-990-802 (Sheet 2 of 2)

EFFECTIVITY
LOM ALL

36-11-02

D633A101-LOM



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

BLEED AIR REGULATOR - REMOVAL/INSTALLATION

1. General

- A. This procedure has two tasks:
 - (1) Bleed air regulator removal
 - (2) Bleed air regulator installation.
- B. The bleed air regulator is found at the 11 o'clock position on the engine core area and immediately aft of the fan frame.
- C. The bleed air regulator is attached to the engine core bracket with four fasteners.

TASK 36-11-03-000-801

2. Bleed Air Regulator Removal

(Figure 401)

A. References

Reference	Title
36-00-00-860-806	Remove Pressure from the Pneumatic System (P/B 201)
78-31-00-010-801-F00	Open the Thrust Reverser (Selection) (P/B 201)

B. Tools/Equipment

Reference	Description
STD-858	Tag - DO NOT OPERATE

C. Prepare for the Removal

SUBTASK 36-11-03-860-005



WARNING

YOU MUST RELEASE THE PRESSURE IN THE PNEUMATIC DUCT BEFORE YOU REMOVE A PNEUMATIC SYSTEM COMPONENT. THE HOT HIGH PRESSURE AIR IN THE PNEUMATIC DUCTS CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.

- (1) Do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806.

SUBTASK 36-11-03-860-001

- (2) Make sure that the engine start lever for the applicable engine is in the CUTOFF position.
 - (a) Install the DO NOT OPERATE tag, STD-858, on the engine start lever.

SUBTASK 36-11-03-010-001



WARNING

DO THESE SPECIFIED TASKS IN THE CORRECT SEQUENCE BEFORE YOU OPEN THE THRUST REVERSERS: RETRACT THE LEADING EDGE, DO THE DEACTIVATION PROCEDURES FOR THE LEADING EDGE AND THE THRUST REVERSER (FOR GROUND MAINTENANCE), AND OPEN THE FAN COWL PANELS. IF YOU DO NOT OBEY THE ABOVE SEQUENCE, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (3) For the left thrust reverser, do this task: Open the Thrust Reverser (Selection), TASK 78-31-00-010-801-F00.

EFFECTIVITY
LOM ALL

36-11-03



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-11-03-860-006

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

F/O Electrical System Panel, P6-4

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
A	7	C00796	AIR CONDITIONING BLEED AIR VALVES L
B	7	C00797	AIR CONDITIONING BLEED AIR VALVES R
C	7	C01177	A/C PACK/ENGINE BLEED AIR OVHT RIGHT
C	8	C01176	A/C PACK/ENGINE BLEED AIR OVHT LEFT

SUBTASK 36-11-03-860-007

- (5) Attach a DO NOT OPERATE tag, STD-858, to the applicable BLEED switch, on the P5-10 panel:
- BLEED 1
 - BLEED 2.

D. Bleed Air Regulator Removal

SUBTASK 36-11-03-020-001

- (1) Disconnect the electrical connector [2], DP1102 from the bleed air regulator [1].
- Install the protection on the electrical connector [2].

SUBTASK 36-11-03-020-002

- (2) Do these steps to disconnect the pneumatic sense lines from the bleed air regulator [1]:
- Disconnect the short 'elbow' sense line [10] from the tee fitting on the supply pressure sense line [6].
 - Loosen the other end of the short sense line [10] that is connected to the duct.
 - Rotate the sense line [10] out of the way.
 - Disconnect the supply pressure sense line [6].
 - Disconnect the control pressure sense line [5].

SUBTASK 36-11-03-020-003

- (3) Do these steps to remove the bleed air regulator [1]:
- If installed, disconnect the bonding jumper [11] from the bleed air regulator [1].
 - Remove the nut [14], washers [13], screw [12], and bonding jumper [11].
 - Remove the two bolts [9] at the inboard locations.
NOTE: The bracket has nutplates.
 - Remove the one bolt [9] that attaches the bleed air regulator [1] at the forward outboard location.
NOTE: The bracket has nutplates.
 - Loosen but do not remove the one bolt [9] that attaches the bleed air regulator [1] at the aft outboard location.
NOTE: It is not necessary to remove this bolt.
 - Move the bleed regulator [1] inboard and forward until all aft connections and the aft outboard bolt [9] location are free.
 - Turn the bleed air regulator [1] until the aft end faces up.
 - Lift the bleed air regulator [1] up and over the thrust link.



36-11-03



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-11-03-020-004

- (4) If the new bleed air regulator [1] does not have the union [4] and union [7] installed, do these steps:
 - (a) Remove the union [4] and union [7] from the bleed air regulator [1].
 - (b) Remove and discard the seal [3] and seal [8].
 - (c) Keep the union [4] and union [7] for the installation task.

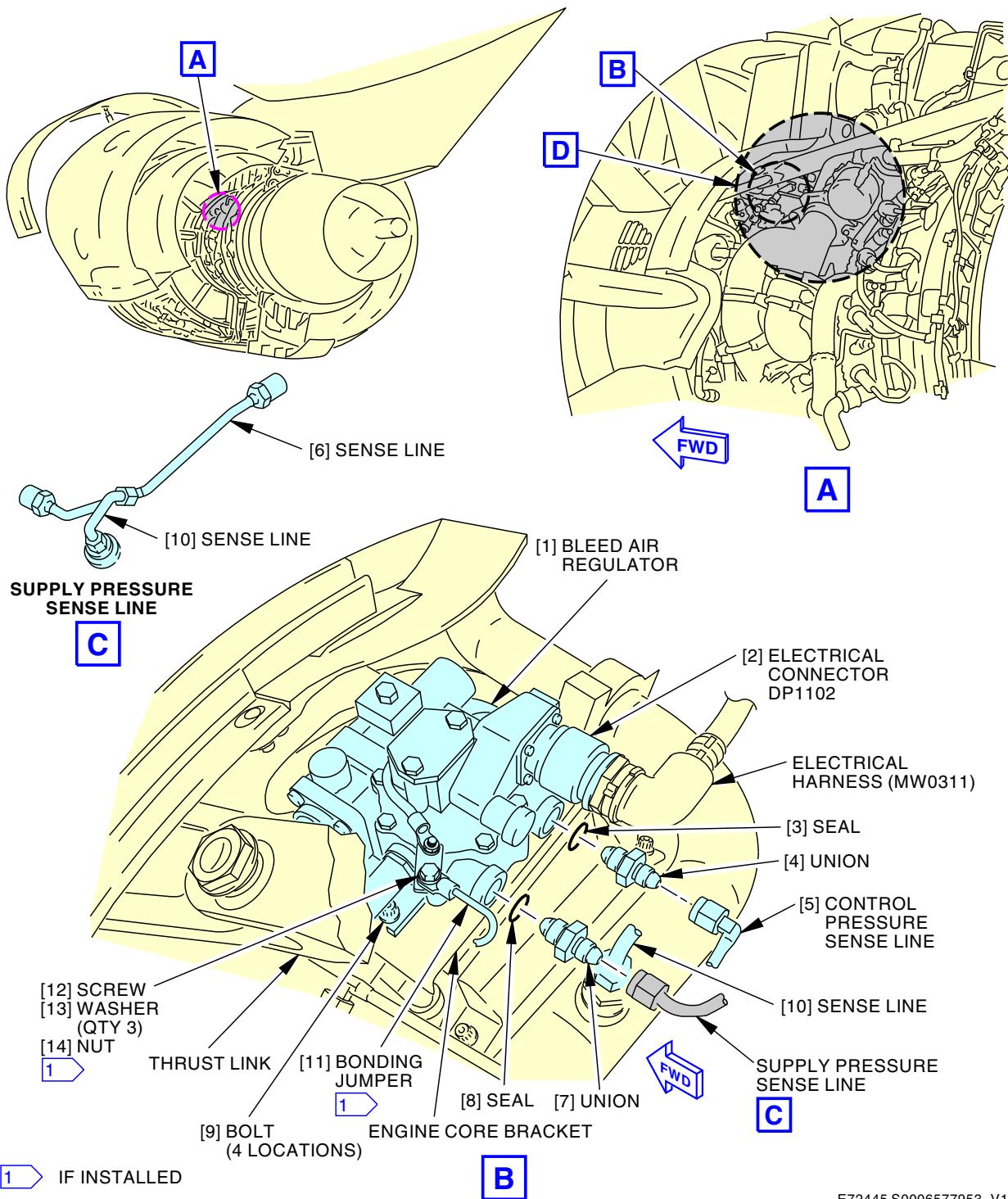
SUBTASK 36-11-03-020-005

- (5) Put covers on the open sense lines and open ports on the bleed air regulator [1].

———— END OF TASK ————

EFFECTIVITY
LOM ALL

36-11-03

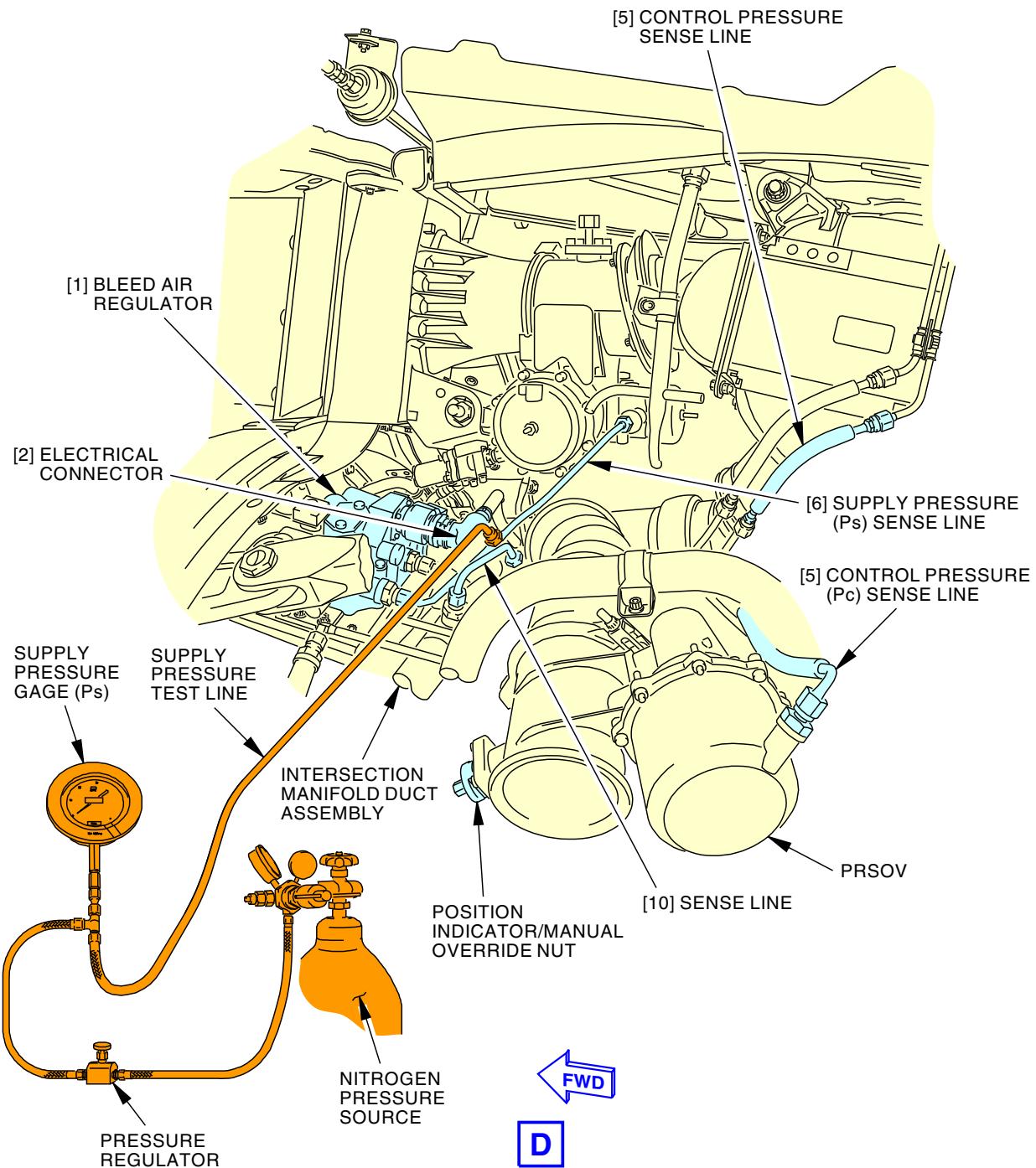


E72445 S0006577953_V10

Bleed Air Regulator Installation
Figure 401/36-11-03-990-801 (Sheet 1 of 2)

EFFECTIVITY
LOM ALL

36-11-03



2910671 S0000697805_V1

Bleed Air Regulator Installation
Figure 401/36-11-03-990-801 (Sheet 2 of 2)

EFFECTIVITY
LOM ALL

36-11-03



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

TASK 36-11-03-400-801

3. Bleed Air Regulator Installation

(Figure 401)

A. References

Reference	Title
24-22-00-860-811	Supply Electrical Power (P/B 201)
36-00-00-860-805	Supply Pressure Upstream of the PRSOV (P/B 201)
36-00-00-860-806	Remove Pressure from the Pneumatic System (P/B 201)
78-31-00-010-804-F00	Close the Thrust Reverser (Selection) (P/B 201)
SWPM 20-20-00	ELECTRICAL BONDING PROCESSES

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
COM-1550	Bonding Meter - Approved, Intrinsically Safe (Approved for use in Class I, Divisions I & II hazardous (classified) locations. Outside these hazardous locations, COM-614 can be used in lieu of COM-1550). Part #: 620LK Supplier: 1CRL2 Part #: M1 Supplier: 3AD17 Part #: M1B Supplier: 3AD17 Part #: T477W (C15292) Supplier: 06659
STD-1453	Gauge - Pressure, 0-250 PSIG (0-1724 KPa)
STD-1454	Regulator - Pressure, 0-250 PSI with Pressure Gauge, 3/8 Inch ID Connections
STD-1455	Source - Nitrogen, 0-250 PSIG
STD-3942	Hose - Air, Flexible, 3/8 inch (.9525 cm) ID, Length as Needed

C. Consumable Materials

Reference	Description	Specification
B00130	Alcohol - Isopropyl	TT-I-735
D00006	Compound - Antiseize, Pure Nickel Special - Never-Seez NSBT-8N/-16N	
D00010	Compound - Thread Antiseize, High Temperature	MIL-PRF-907

D. Expendables/Parts

AMM Item	Description	AIPC Reference	AIPC Effectivity
1	Regulator	36-11-03-02A-015	LOM ALL
3	Seal	36-11-51-02A-280	LOM ALL
8	Seal	36-11-51-02A-285	LOM ALL

E. Bleed Air Regulator Installation

NOTE: High temperature anti-seize compound meeting specification MIL-PRF-907F should be applied to threads as specified in the procedure. Anti-seize compound meeting specification MIL-PRF-907E can be used as an alternative until supplies run out. When reordering anti-seize compound, make sure it meets MIL-PRF-907F specifications.



36-11-03



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-11-03-420-001

- (1) Remove the covers from the open sense lines and open ports on the bleed air regulator [1].

SUBTASK 36-11-03-420-002

- (2) If not installed on the new bleed air regulator [1], install the union [4] and union [7] as follows:

NOTE: The downstream port in the bleed air regulator is not used and has a plug installed at the factory. A cap in the port is not necessary but if there is one, you do not have to remove it.

- (a) Install a new seal [3] on the union [4].
- (b) Install a new seal [8] on the union [7].
- (c) Lubricate the threads of union [4] and union [7] that install into the ports of the bleed air regulator [1] with compound, D00010 (preferred), or Pure Nickel Special compound, D00006 (alternate).
- (d) Install the union [4] in the top aft port.
 - 1) Tighten the union [4] to 130 in-lb (14.7 N·m) - 150 in-lb (16.9 N·m).
- (e) Install the union [7] in the bottom aft port.
 - 1) Tighten the union [7] to 160 in-lb (18.1 N·m) - 180 in-lb (20.3 N·m).

SUBTASK 36-11-03-420-003

- (3) Do these steps to install the bleed air regulator [1]:

- (a) Clean the mating surfaces of the bleed air regulator [1] and engine core bracket with alcohol, B00130.
- (b) Install the bleed air regulator [1] on the bracket and engage the regulator [1] with the bolts [9].
 - 1) Make sure that the sense lines are aligned with the bleed air regulator [1].
- (c) Loosely install the two bolts [9] that attach the bleed air regulator [1] at the inboard locations.

NOTE: The bracket has nutplates.
- (d) Loosely install the one bolt [9] at the forward outboard location.

NOTE: The bracket has nutplates.
- (e) Tighten the bolts [9] to 78 in-lb (8.8 N·m) - 82 in-lb (9.3 N·m).

SUBTASK 36-11-03-420-005

- (4) If the bonding jumper [11] is installed on the engine core bracket, do the following steps to install the bonding jumper [11]:

- (a) Do the solvent cleaning procedure for the terminal, washer under the terminal, and mating surface of the regulator [1].
- (b) Install the screw [12], washers [13], and nut [14] that attach the bonding jumper [11] to the bleed air regulator [1].
- (c) Tighten the screw [12] to 34 in-lb (3.84 N·m) - 36 in-lb (4.07 N·m).
- (d) Measure the electrical bonding resistance between the bonding jumper [11] lug and bleed air regulator [1] (SWPM 20-20-00).
 - 1) Use an intrinsically safe approved bonding meter, COM-1550.
 - 2) Make sure that the bonding resistance is 0.0017 ohm (1.7 milliohm) or less.

EFFECTIVITY
LOM ALL

36-11-03



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-11-03-020-006

- (5) Do these steps to connect the pneumatic sense lines to the bleed air regulator [1]:
(a) Apply compound, D00010 (preferred), or Pure Nickel Special compound, D00006 (alternate), on the threads of union [4] and union [7] where the sense lines connect.



ADJUST THE PRESSURE SENSE LINES TO MAKE SURE THAT THERE IS NO PRELOAD ON THE LINES, OR UNION FITTINGS. PRELOAD CAN CAUSE DAMAGE TO THE LINES.

- (b) Loosely connect the supply pressure sense line [6].
NOTE: The pressure sense line can be loosened at all fittings to remove the preload.
(c) Loosely connect the control pressure sense line [5].
(d) Loosely connect the short 'elbow' sense line [10] to the tee fitting on the supply pressure sense line.
1) If the sense line [10] was disconnected at both ends, make sure that the longer leg of the sense line [10] with the 80° bend connects to the tee fitting on the supply pressure sense line [6] and short end to the duct.



USE TWO WRENCHES TO LOOSEN OR TIGHTEN THE FITTING. IF YOU TWIST THE TUBE OR FITTING, YOU CAN CAUSE DAMAGE TO THEM.

- (e) Tighten the sense lines to 133.0 in-lb (15.0 N·m) - 147.0 in-lb (16.6 N·m).



USE TWO WRENCHES TO LOOSEN OR TIGHTEN THE FITTING. IF YOU TWIST THE TUBE OR FITTING, YOU CAN CAUSE DAMAGE TO THEM.

- (f) Back off the tube nut to decrease the torque.



USE TWO WRENCHES TO LOOSEN OR TIGHTEN THE FITTING. IF YOU TWIST THE TUBE OR FITTING, YOU CAN CAUSE DAMAGE TO THEM.

- (g) Tighten the sense lines again to 133.0 in-lb (15.0 N·m) - 147.0 in-lb (16.6 N·m).

SUBTASK 36-11-03-020-007

- (6) Clean and remove protection from the electrical connector [2].
(a) Connect the electrical connector [2], DP1102, to the bleed air regulator [1].

SUBTASK 36-11-03-860-008

- (7) Remove the safety tags and close these circuit breakers:

F/O Electrical System Panel, P6-4

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
A	7	C00796	AIR CONDITIONING BLEED AIR VALVES L
B	7	C00797	AIR CONDITIONING BLEED AIR VALVES R
C	7	C01177	A/C PACK/ENGINE BLEED AIR OVHT RIGHT
C	8	C01176	A/C PACK/ENGINE BLEED AIR OVHT LEFT

EFFECTIVITY
LOM ALL

36-11-03

Page 408
Feb 15/2025



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-11-03-860-009

- (8) Remove the DO-NOT-OPERATE tag from the BLEED switch, on the P5-10 panel:
 - (a) BLEED 1
 - (b) BLEED 2.

F. Bleed Air Regulator Installation Test

SUBTASK 36-11-03-860-004

- (1) Test the sense lines to the bleed air regulator [1] for any leaks, do one of the following steps:
 - (a) Pressurize the pneumatic system upstream of the Pressure Regulating and Shutoff Valve (PRSOV) to do a leak check of the sense line connections as follows:
 - 1) Make sure that electrical power is on (TASK 24-22-00-860-811).
 - 2) Pressurize the pneumatic system upstream of the PRSOV, do this task: Supply Pressure Upstream of the PRSOV, TASK 36-00-00-860-805.
 - 3) If it is necessary, put the ISOLATION VALVE switch, on the P5-10 panel, to the OPEN position.
 - 4) Do a check for leakage at the connections for these sense lines:
 - a) supply pressure sense line [6]
 - b) control pressure sense line [5]
 - c) sense line [10].
 - 5) If there is leakage at the connection, repair it.
 - 6) Remove the pressure from the pneumatic system (TASK 36-00-00-860-806).
 - 7) Make sure that the manual override nut on the PRSOV moves to the CLOSED position.
 - 8) Make sure that the manual lock assembly on the PRSOV is not locked.
 - a) The bolt must be tight (see the placard adjustment to the lock).
 - (b) Use a nitrogen source to do a leak check of the sense line connections as follows:
 - 1) Make sure that electrical power is on (TASK 24-22-00-860-811).
 - 2) Put the applicable engine bleed switch to the ON position.
 - 3) Disconnect the sense line [10] at the inlet tee to the supply pressure sense line [6].
 - 4) Connect a source, STD-1455, regulator, STD-1454, gauge, STD-1453, and 3/8 inch (.9525 cm) ID flexible air hose, length as needed, STD-3942, at the tee to the supply pressure sense line [6].
 - 5) Adjust the regulator on the source, STD-1455, to provide 130 psi (896 kPa) or 9 BAR - 250 psi (1724 kPa) or 17 BAR to the regulator, STD-1454.
 - 6) Increase the supply pressure (Ps) to provide 70 psig (483 kPa) - 75 psig (517 kPa).
 - 7) Do a check for leakage at the connections for these sense lines:
 - a) supply pressure sense line [6]
 - b) control pressure sense line [5]
 - c) sense line [10].
 - 8) If there is a leakage at the connection repair it.
 - 9) Reduce supply pressure (Ps) to 0 psig (0 kPa).

EFFECTIVITY
LOM ALL

36-11-03



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- 10) Make sure that the manual override nut on the PRSOV moves to the CLOSED position.
- 11) Make sure that the manual lock assembly on the PRSOV is not locked.
 - a) The bolt must be tight (see the placard adjustment to the lock).
- 12) Remove the source, STD-1455, regulator, STD-1454, gauge, STD-1453, and 3/8 inch (.9525 cm) ID flexible air hose, length as needed, STD-3942, from the supply pressure sense line [6].
- 13) Install the sense line [10] to the supply pressure sense line [6] as follows:
 - a) Apply compound, D00010 (preferred), or Pure Nickel Special compound, D00006 (alternate), on the threads of union [4] and union [7] where the sense lines connect.



CAUTION USE TWO WRENCHES TO LOOSEN OR TIGHTEN THE FITTING. IF YOU TWIST THE TUBE OR FITTING, YOU CAN CAUSE DAMAGE TO THEM.

- b) Tighten the coupling nuts for the supply pressure sense line [6] to 133.0 in-lb (15.0 N·m) - 147.0 in-lb (16.6 N·m).



CAUTION USE TWO WRENCHES TO LOOSEN OR TIGHTEN THE FITTING. IF YOU TWIST THE TUBE OR FITTING, YOU CAN CAUSE DAMAGE TO THEM.

- c) Back off the coupling nuts to decrease the torque.



CAUTION USE TWO WRENCHES TO LOOSEN OR TIGHTEN THE FITTING. IF YOU TWIST THE TUBE OR FITTING, YOU CAN CAUSE DAMAGE TO THEM.

- d) Tighten the coupling nuts for the supply pressure sense line [6] to 133.0 in-lb (15.0 N·m) - 147.0 in-lb (16.6 N·m).

G. Put the Airplane Back to Its Usual Condition

SUBTASK 36-11-03-010-002



WARNING OBEY THE INSTRUCTIONS IN THE PROCEDURES TO OPEN AND CLOSE THE THRUST REVERSER. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (1) For the left thrust reverser, do this task: Close the Thrust Reverser (Selection), TASK 78-31-00-010-804-F00.

SUBTASK 36-11-03-860-002

- (2) Remove the DO-NOT-OPERATE tags from the engine start lever.

— END OF TASK —

EFFECTIVITY
LOM ALL

36-11-03



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

PRESSURE REGULATING AND SHUTOFF VALVE (PRSOV) - REMOVAL/INSTALLATION

1. General

- A. This procedure has two tasks:
 - (1) Pressure regulating and shutoff valve (PRSOV) removal
 - (2) Pressure regulating and shutoff valve (PRSOV) installation.
- B. The PRSOV is installed at the 10 o'clock location on the engine core area and below the precooler.
- C. For this procedure the pressure regulating and shutoff valve will be referred to as the PRSOV.

TASK 36-11-04-000-801

2. PRSOV Removal

(Figure 401)

A. References

Reference	Title
36-00-00-860-806	Remove Pressure from the Pneumatic System (P/B 201)
36-11-01-000-802	Engine Pneumatic Duct Removal (P/B 401)
78-31-00-010-801-F00	Open the Thrust Reverser (Selection) (P/B 201)

B. Tools/Equipment

Reference	Description
STD-858	Tag - DO NOT OPERATE

C. Location Zones

Zone	Area
415	Engine 1 - Thrust Reverser, Left
425	Engine 2 - Thrust Reverser, Left

D. Prepare to Remove the PRSOV

SUBTASK 36-11-04-860-005



YOU MUST REMOVE THE PRESSURE FROM THE PNEUMATIC DUCTS BEFORE YOU REMOVE A PNEUMATIC SYSTEM COMPONENT. IF YOU DO NOT REMOVE THE PRESSURE FROM THE PNEUMATIC DUCTS, HOT HIGH PRESSURE AIR CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.

- (1) Do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806.

SUBTASK 36-11-04-860-001

- (2) Make sure that the engine start lever for the applicable engine is in the CUTOFF position and install DO NOT OPERATE tags, STD-858.

EFFECTIVITY
LOM ALL

36-11-04



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-11-04-010-001



WARNING

DO THESE SPECIFIED TASKS IN THE CORRECT SEQUENCE BEFORE YOU OPEN THE THRUST REVERSER: RETRACT THE LEADING EDGE, DO THE DEACTIVATION PROCEDURES FOR THE LEADING EDGE AND THE THRUST REVERSER (FOR GROUND MAINTENANCE), AND OPEN THE FAN COWL PANELS. IF YOU DO NOT OBEY THE ABOVE SEQUENCE, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (3) Open the left thrust reverser for the applicable engine. To open the left thrust reverser, do this task: Open the Thrust Reverser (Selection), TASK 78-31-00-010-801-F00.

SUBTASK 36-11-04-860-006

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

F/O Electrical System Panel, P6-4

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
A	7	C00796	AIR CONDITIONING BLEED AIR VALVES L
B	7	C00797	AIR CONDITIONING BLEED AIR VALVES R

SUBTASK 36-11-04-860-007

- (5) Attach a DO NOT OPERATE tag, STD-858, to the applicable BLEED switch on the P5-10 panel:
- BLEED 1
 - BLEED 2.

E. Remove the PRSOV

SUBTASK 36-11-04-020-001



CAUTION

USE TWO WRENCHES TO LOOSEN OR TIGHTEN THE FITTING. IF YOU TWIST THE TUBE OR FITTING, YOU CAN CAUSE DAMAGE TO THEM.

- (1) Disconnect the control pressure sense line [3] at the PRSOV [5].

SUBTASK 36-11-04-020-006



CAUTION

USE TWO WRENCHES TO LOOSEN OR TIGHTEN THE FITTING. IF YOU TWIST THE TUBE OR FITTING, YOU CAN CAUSE DAMAGE TO THEM.

- (2) Disconnect the downstream pressure sense line [4] at the PRSOV [5].

SUBTASK 36-11-04-020-010

- (3) To make easier to access the PRSOV [5], remove the precooler upstream duct (TASK 36-11-01-000-802).

SUBTASK 36-11-04-020-007

- (4) Remove the couplings [8] from the PRSOV [5].

SUBTASK 36-11-04-020-002

- (5) Remove the PRSOV [5].

SUBTASK 36-11-04-020-003

- (6) Remove the E-seals [7].

- Examine the E-seals [7] for cracks, dents or other damage.

EFFECTIVITY
LOM ALL

36-11-04



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- (b) Replace the E-seals [7], if they are damaged.

SUBTASK 36-11-04-020-008

- (7) If the new PRSOV [5] does not have a plug [11] and seal [12] installed in the port on the other side of the PRSOV [5] from the downstream port, remove the plug [11] and seal [12].
- (a) Examine the seal [12] for damage.
 - (b) Replace the seal [12] if there is damage.
 - (c) Keep the plug [11] for installation on the new PRSOV [5].

SUBTASK 36-11-04-020-004

- (8) If the new PRSOV [5] does not have the union [2] and union [10] installed, remove the union [2] and union [10], seal [1] and seal [9].
- (a) Examine the seal [1] and seal [9] for damage.
 - (b) Replace the seal [1] and seal [9], if there is damage.
 - (c) Keep the union [2] and union [10] for installation on the new PRSOV [5].

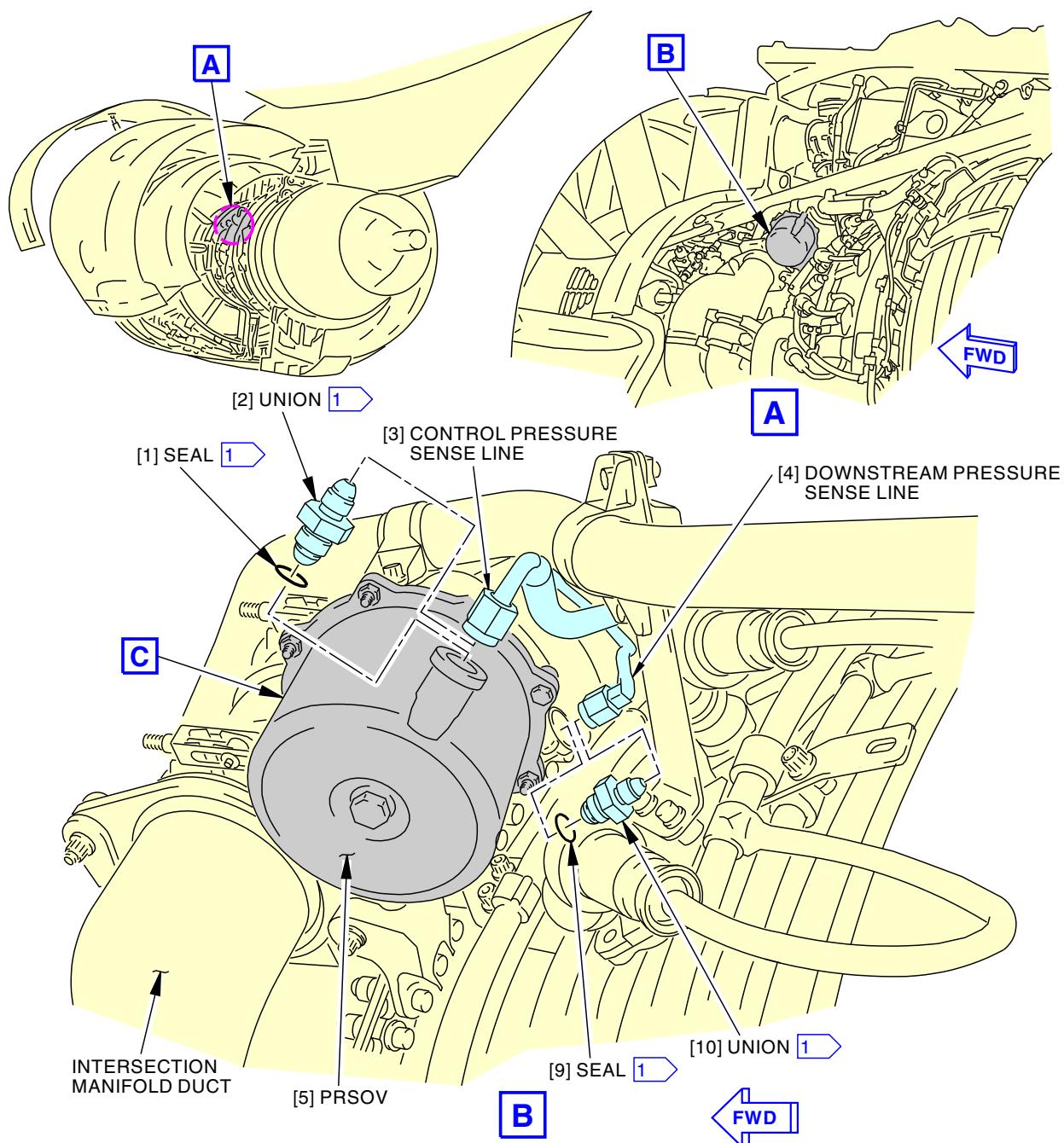
SUBTASK 36-11-04-020-005

- (9) Install protective covers on the open duct sections and pressure sense lines.

———— END OF TASK ————

EFFECTIVITY
LOM ALL

36-11-04



① REMOVAL OF THESE COMPONENTS IS NOT NECESSARY
IF THEY ARE INSTALLED ON THE NEW PRSOV.

E73411 S0006577958_V5

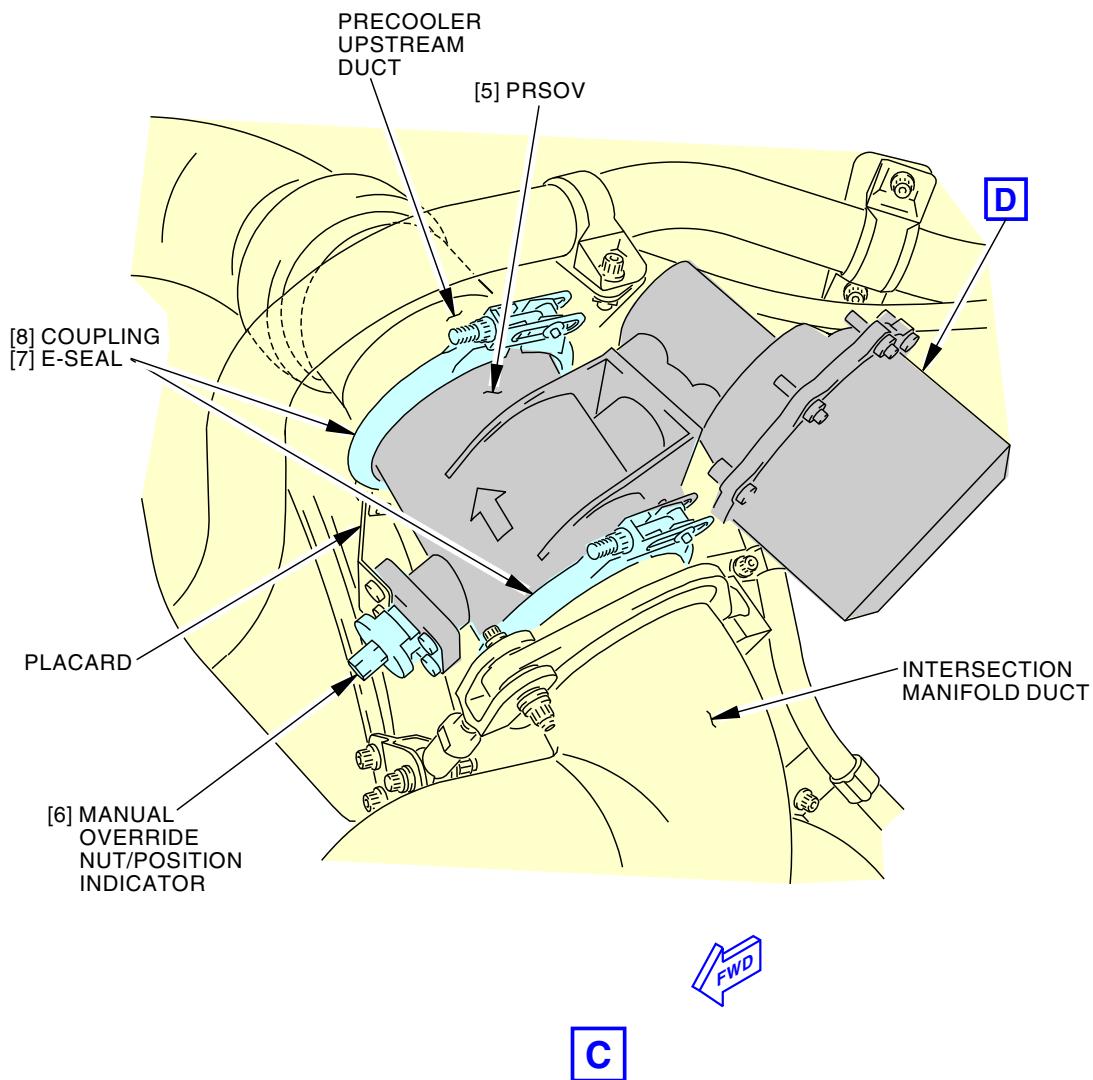
Pressure Regulating and Shutoff Valve (PRSOV) Installation
Figure 401/36-11-04-990-801 (Sheet 1 of 3)

EFFECTIVITY
LOM ALL

36-11-04

D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details



E73438 S0006577959_V3

Pressure Regulating and Shutoff Valve (PRSOV) Installation
Figure 401/36-11-04-990-801 (Sheet 2 of 3)

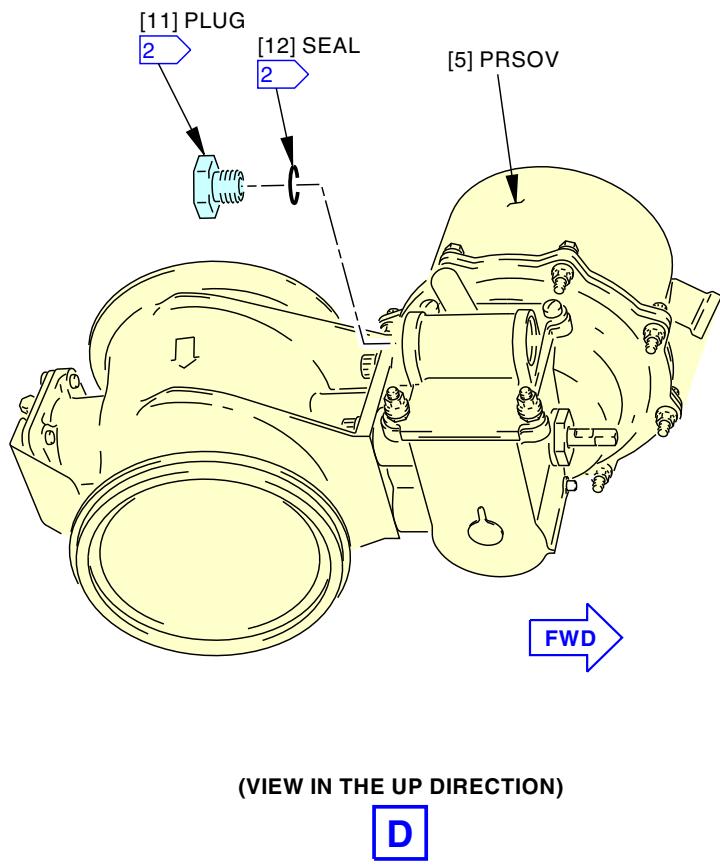
EFFECTIVITY
LOM ALL

36-11-04

D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details

BOEING
737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



[2] KEEP THESE COMPONENTS FOR THE INSTALLATION IF THE PRSOV DOES NOT HAVE PLUG AND SEAL INSTALLED IN THE PORT ON THE OTHER SIDE OF THE PRSOV FROM THE DOWNSTREAM PORT.

2958671 S0000736838_V1

Pressure Regulating and Shutoff Valve (PRSOV) Installation
Figure 401/36-11-04-990-801 (Sheet 3 of 3)

EFFECTIVITY
LOM ALL

36-11-04

D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details

Page 406
Feb 15/2021



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

TASK 36-11-04-400-801

3. PRSOV Installation

(Figure 401)

A. References

Reference	Title
36-00-00-860-801	Supply Pressure to the Pneumatic System (Selection) (P/B 201)
36-11-01-400-802	Engine Pneumatic Duct Installation (P/B 401)
78-31-00-010-804-F00	Close the Thrust Reverser (Selection) (P/B 201)

B. Tools/Equipment

Reference	Description
STD-3906	Mallet - Rubber

C. Consumable Materials

Reference	Description	Specification
D00006	Compound - Antiseize, Pure Nickel Special - Never-Seez NSBT-8N/-16N	
D00010	Compound - Thread Antiseize, High Temperature	MIL-PRF-907

D. Expendables/Parts

AMM Item	Description	AIPC Reference	AIPC Effectivity
1	Seal	36-11-51-02A-280	LOM ALL
5	PRSOV	36-11-04-01A-020	LOM ALL
7	E-seal	36-11-04-01A-010	LOM ALL
9	Seal	36-11-51-02A-285	LOM ALL
11	Plug	36-11-51-02A-270	LOM ALL
12	Seal	36-11-51-02A-285	LOM ALL

E. Location Zones

Zone	Area
415	Engine 1 - Thrust Reverser, Left
425	Engine 2 - Thrust Reverser, Left

F. Prepare to Install the PRSOV

SUBTASK 36-11-04-820-002

- (1) Make sure that the manual override nut/position indicator [6] on the replaced PRSOV [5] is not in the LOCKED position.

SUBTASK 36-11-04-020-009

- (2) If the new PRSOV [5] does not have a plug [11] and seal [12] installed in the port on the other side of the PRSOV [5] from the downstream port, do the steps that follow:
- Remove the plug [11] and seal [12] from the old PRSOV [5].
 - Examine the seal [12] and replace if damaged.
 - Apply compound, D00010 (alternate: Pure Nickel Special compound, D00006), to the threads of the plug [11].
 - Install the plug [11] and seal [12] on the new PRSOV [5].
 - Tighten the plug [11] to 260 in-lb (29.4 N·m) - 280 in-lb (31.6 N·m).

EFFECTIVITY
LOM ALL

36-11-04



737-600/700/800/900 AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-11-04-420-008

- (3) If the union [2] and union [10] are not installed on the new PRSOV [5], do these steps:
 - (a) Apply compound, D00010 (alternate: Pure Nickel Special compound, D00006), to the threads of the union [2] and union [10].
 - (b) Install the seal [1] and seal [9], and the union [2] and union [10] on the replaced PRSOV [5].
 - (c) Tighten union [2] to 180 in-lb (20.3 N·m) - 200 in-lb (22.6 N·m) and union [10] to 260 in-lb (29.4 N·m) - 280 in-lb (31.6 N·m).

G. Install the PRSOV

SUBTASK 36-11-04-420-001

- (1) Remove the protective covers from the open duct sections and the pressure sense lines.

SUBTASK 36-11-04-210-001

- (2) Examine the E-seals [7] for cracks, dents, or other damage.
 - (a) Replace all damaged E-seals [7].

SUBTASK 36-11-04-420-009

- (3) Do this step if the precooler upstream duct was removed in PRSOV Removal, TASK 36-11-04-000-801.
 - (a) Loosely install one end of the precooler upstream duct. (Engine Pneumatic Duct Installation, TASK 36-11-01-400-802).

SUBTASK 36-11-04-420-003

- (4) Install the E-seals [7] in the cavity on the adjacent duct flange and on the PRSOV [5].

SUBTASK 36-11-04-420-004

- (5) Install the PRSOV [5] between the pneumatic duct sections.

NOTE: Make sure the flow arrow points up.

SUBTASK 36-11-04-420-005



CAUTION

INSTALL THE LOCKING DEVICE OF THE COUPLING CORRECTLY AS SHOWN. IF YOU DO NOT INSTALL THE COUPLING FINGERS IN THE LOCKING DEVICE, THE COUPLING CAN BECOME LOOSE. THIS CAN CAUSE DAMAGE TO EQUIPMENT.

- (6) Loosely install the couplings [8] to attach the PRSOV [5] to the pneumatic duct sections.

NOTE: Do not tighten the couplings at this time. The final orientation of the Pressure Regulating and Shutoff Valve (PRSOV) will be done with the two pressure sense lines.

SUBTASK 36-11-04-420-006



CAUTION

ADJUST THE PRESSURE SENSE LINES TO MAKE SURE THAT THERE IS NO PRELOAD ON THE LINES, OR UNION FITTINGS. PRELOAD CAN CAUSE DAMAGE TO THE LINES.

- (7) Connect the downstream pressure sense line [4] to union [10] and the control pressure sense line [3] to union [2] on the PRSOV [5].

EFFECTIVITY
LOM ALL

36-11-04

Page 408
Feb 15/2025

D633A101-LOM



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



USE TWO WRENCHES TO LOOSEN OR TIGHTEN THE FITTING. IF YOU TWIST THE TUBE OR FITTING, YOU CAN CAUSE DAMAGE TO THEM.

- (a) Tighten the pressure sense line tube nuts to 133.0 in-lb (15.0 N·m) - 147.0 in-lb (16.6 N·m).



USE TWO WRENCHES TO LOOSEN OR TIGHTEN THE FITTING. IF YOU TWIST THE TUBE OR FITTING, YOU CAN CAUSE DAMAGE TO THEM.

- (b) Back off the tube nuts to decrease the torque.



USE TWO WRENCHES TO LOOSEN OR TIGHTEN THE FITTING. IF YOU TWIST THE TUBE OR FITTING, YOU CAN CAUSE DAMAGE TO THEM.

- (c) Tighten the pressure sense line tube nuts again to 133.0 in-lb (15.0 N·m) - 147.0 in-lb (16.6 N·m).



USE TWO WRENCHES TO LOOSEN OR TIGHTEN THE FITTING. IF YOU TWIST THE TUBE OR FITTING, YOU CAN CAUSE DAMAGE TO THEM.

- (d) If the tube nut on the other end of the downstream pressure sense line [4] or control pressure sense line [3] was loosened or disconnected, tighten it to 133.0 in-lb (15.0 N·m) - 147.0 in-lb (16.6 N·m).

SUBTASK 36-11-04-420-010

- (8) Turn the PRSOV [5] to get a minimum clearance of 0.15 in. (3.8 mm) between the sense lines and other operating mechanisms.

SUBTASK 36-11-04-420-011

- (9) Turn the PRSOV [5] to get a minimum clearance of 0.5 in. (12.7 mm) between the PRSOV [5], sense lines, and these items:

- (a) Thrust reverser components.
(b) Thermal insulation blankets of the thrust reverser.

NOTE: Boeing recommends modeling clay to measure the clearance.

NOTE: The thrust reverser is in the closed position.

SUBTASK 36-11-04-420-007

- (10) Do these steps to tighten the couplings [8]:

- (a) Orient the couplings [8] to get maximum clearance from the engine and adjacent structure.
(b) Tighten the couplings [8] to 115 in-lb (13.0 N·m) - 125 in-lb (14.1 N·m).
(c) Use a rubber mallet, STD-3906, to lightly hit around each coupling [8].
(d) Tighten the couplings [8] again to 115 in-lb (13.0 N·m) - 125 in-lb (14.1 N·m).

EFFECTIVITY
LOM ALL

36-11-04



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

H. PRSOV Installation Test

SUBTASK 36-11-04-860-008

- (1) Close these circuit breakers:

F/O Electrical System Panel, P6-4

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
A	7	C00796	AIR CONDITIONING BLEED AIR VALVES L
B	7	C00797	AIR CONDITIONING BLEED AIR VALVES R

SUBTASK 36-11-04-860-009

- (2) Remove the DO-NOT-OPERATE tag from the applicable BLEED switch on the P5-10 panel:
- BLEED 1
 - BLEED 2.

SUBTASK 36-11-04-710-001

- (3) Use the Auxiliary Power Unit (APU) or ground air source to pressurize the pneumatic system, do this task: Supply Pressure to the Pneumatic System (Selection), TASK 36-00-00-860-801.

SUBTASK 36-11-04-710-002

- (4) If it is necessary, put the ISOLATION VALVE switch on the P5-10 panel to the OPEN position.

SUBTASK 36-11-04-710-003

- (5) Put the applicable engine BLEED switch to the ON position.

SUBTASK 36-11-04-710-004



PRESSURIZE THE BLEED AIR SYSTEM BEFORE YOU OPEN THE PRSOV.
WHEN YOU OPEN THE PRSOV, USE A RACHET TYPE WRENCH. THE
PRSOV CAN OPEN QUICKLY AND THIS CAN CAUSE THE HANDLE OF THE
WRENCH TO TURN. THIS CAN CAUSE INJURIES TO PERSONS OR
DAMAGE TO EQUIPMENT.

- (6) Use a wrench to turn the manual override nut/position indicator [6] on the PRSOV [5] to the OPEN position.

- Keep the PRSOV [5] in the OPEN position, if it does not stay open.

SUBTASK 36-11-04-710-005

- (7) Make sure that there is no air leakage at the valve couplings [8].

NOTE: Diffused leakage is permitted, jet blast leakage must be repaired.

SUBTASK 36-11-04-710-007

- (8) Make sure that there is no air leakage at the downstream pressure sense line [4] and control pressure sense line [3].

SUBTASK 36-11-04-710-006

- (9) Put the applicable engine BLEED switch to the OFF position.

SUBTASK 36-11-04-700-001

- (10) Make sure that the manual override nut/position indicator [6] on the PRSOV [5] moves to the CLOSED position.

SUBTASK 36-11-04-860-004

- (11) Make sure that the manual lock assembly on the PRSOV [5] is not locked.

- The bolt must be tight (see the placard adjustment to the lock).

EFFECTIVITY
LOM ALL

36-11-04

Page 410
Feb 15/2025



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-11-04-980-001

- (12) Manually turn the manual override nut/position indicator [6] to make sure that the PRSOV [5] operates correctly.

I. Put the Airplane Back to Its Usual Condition.

SUBTASK 36-11-04-010-002



WARNING

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

- (1) Close the left thrust reverser on the applicable engine. To close the left thrust reverser, do this task: Close the Thrust Reverser (Selection), TASK 78-31-00-010-804-F00.

SUBTASK 36-11-04-860-002

- (2) Remove the DO-NOT-OPERATE tags from the engine start levers.

————— END OF TASK ————

EFFECTIVITY
LOM ALL

36-11-04

Page 411
Feb 15/2025

D633A101-LOM



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

450 F THERMOSTAT - REMOVAL/INSTALLATION

1. General

- A. This procedure has two tasks:
 - (1) 450°F thermostat removal
 - (2) 450°F thermostat installation.
- B. The 450°F thermostat is installed on the left half of the strut torque box above each engine. It is installed aft of the precooler control valve sensor and the 490°F overtemperature switch.
- C. For this procedure, the 450°F thermostat will be referred to as the thermostat.

TASK 36-11-05-000-801

2. Thermostat Removal

(Figure 401)

A. References

Reference	Title
36-00-00-860-806	Remove Pressure from the Pneumatic System (P/B 201)
54-52-03-010-801	Wing Junction Fairing - Removal (P/B 401)

B. Location Zones

Zone	Area
433	Engine 1 - Strut Torque Box
443	Engine 2 - Strut Torque Box

C. Access Panels

Number	Name/Location
431CL	Forward Strut Fairing, Left Overwing Fairing, Strut 1
441CL	Forward Strut Fairing, Left Overwing Fairing, Strut 2

D. Prepare to Remove the Thermostat

SUBTASK 36-11-05-860-001



WARNING

REMOVE THE PRESSURE FROM THE PNEUMATIC DUCTS BEFORE YOU REMOVE A PNEUMATIC SYSTEM COMPONENT. HOT HIGH PRESSURE AIR CAN CAUSE INJURIES TO PERSONNEL OR DAMAGE TO EQUIPMENT.

- (1) Do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806.

SUBTASK 36-11-05-860-002

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

F/O Electrical System Panel, P6-4

Row	Col	Number	Name
A	5	C00259	AIR CONDITIONING BLEED AIR VALVE ISLN
A	7	C00796	AIR CONDITIONING BLEED AIR VALVES L
B	7	C00797	AIR CONDITIONING BLEED AIR VALVES R

SUBTASK 36-11-05-860-003

- (3) Attach a DO-NOT-OPERATE tag to the switches that follow on the P5-10 panel:

- (a) BLEED 1
- (b) BLEED 2

EFFECTIVITY
LOM ALL

36-11-05



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

(c) APU BLEED.

SUBTASK 36-11-05-010-001

(4) Remove the applicable access panel, do this step:

(a) Open these access panels:

Wing Junction Fairing - Removal, TASK 54-52-03-010-801

Number Name/Location

431CL Forward Strut Fairing, Left Overwing Fairing, Strut 1

441CL Forward Strut Fairing, Left Overwing Fairing, Strut 2

E. Remove the Thermostat (Left Strut)

SUBTASK 36-11-05-020-001

(1) Disconnect the sense line [10].

SUBTASK 36-11-05-020-002

(2) Loosen the nut [3] from the 450F thermostat [1].

SUBTASK 36-11-05-010-002

(3) Remove the four screws [6] from the 450F thermostat [1].

(a) Keep the screws [6] for installation.

SUBTASK 36-11-05-020-003

(4) Remove the 450F thermostat [1] from the boss [4].

SUBTASK 36-11-05-020-004

(5) Remove the elbow [2] and nut [3] from the 450F thermostat [1].

(a) Keep the nut [3] and the elbow [2] together for installation.

SUBTASK 36-11-05-020-005

(6) Remove the retainer [9] from the elbow [2].

(a) Keep the retainer [9] for installation.

SUBTASK 36-11-05-020-006

(7) Remove the packing [7] and packing [5].

(a) Examine the packing [7] and packing [5] for cracks, deformation or other damage.

(b) Replace all damaged packing [7] and packing [5].

SUBTASK 36-11-05-530-001

(8) Put a cap on the sense line [10] to keep out unwanted material.

SUBTASK 36-11-05-020-007

(9) Put a cover on the boss [4] to keep out unwanted material.

F. Remove the Thermostat (Right Strut)

SUBTASK 36-11-05-020-008

(1) Disconnect the sense line [10].

SUBTASK 36-11-05-020-009

(2) Loosen the union [8] from the 450F thermostat [1].

SUBTASK 36-11-05-010-003

(3) Remove the four screws [6] from the 450F thermostat [1].

(a) Keep the screws [6] for installation.

EFFECTIVITY
LOM ALL

36-11-05

Page 402
Feb 15/2021

D633A101-LOM



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-11-05-020-010

- (4) Remove the 450F thermostat [1] from the boss [4].

SUBTASK 36-11-05-020-011

- (5) Remove the union [8] from the 450F thermostat [1].
(a) Keep the union [8] for installation.

SUBTASK 36-11-05-020-012

- (6) Remove the packing [7] and packing [5].
(a) Examine the packing [7] and packing [5] for cracks, deformation or other damage.
(b) Replace all damaged packing [7] and packing [5].

SUBTASK 36-11-05-530-002

- (7) Put a cap on the sense line [10] to keep out unwanted material.

SUBTASK 36-11-05-020-013

- (8) Put a cover on the boss [4] to keep out unwanted material.

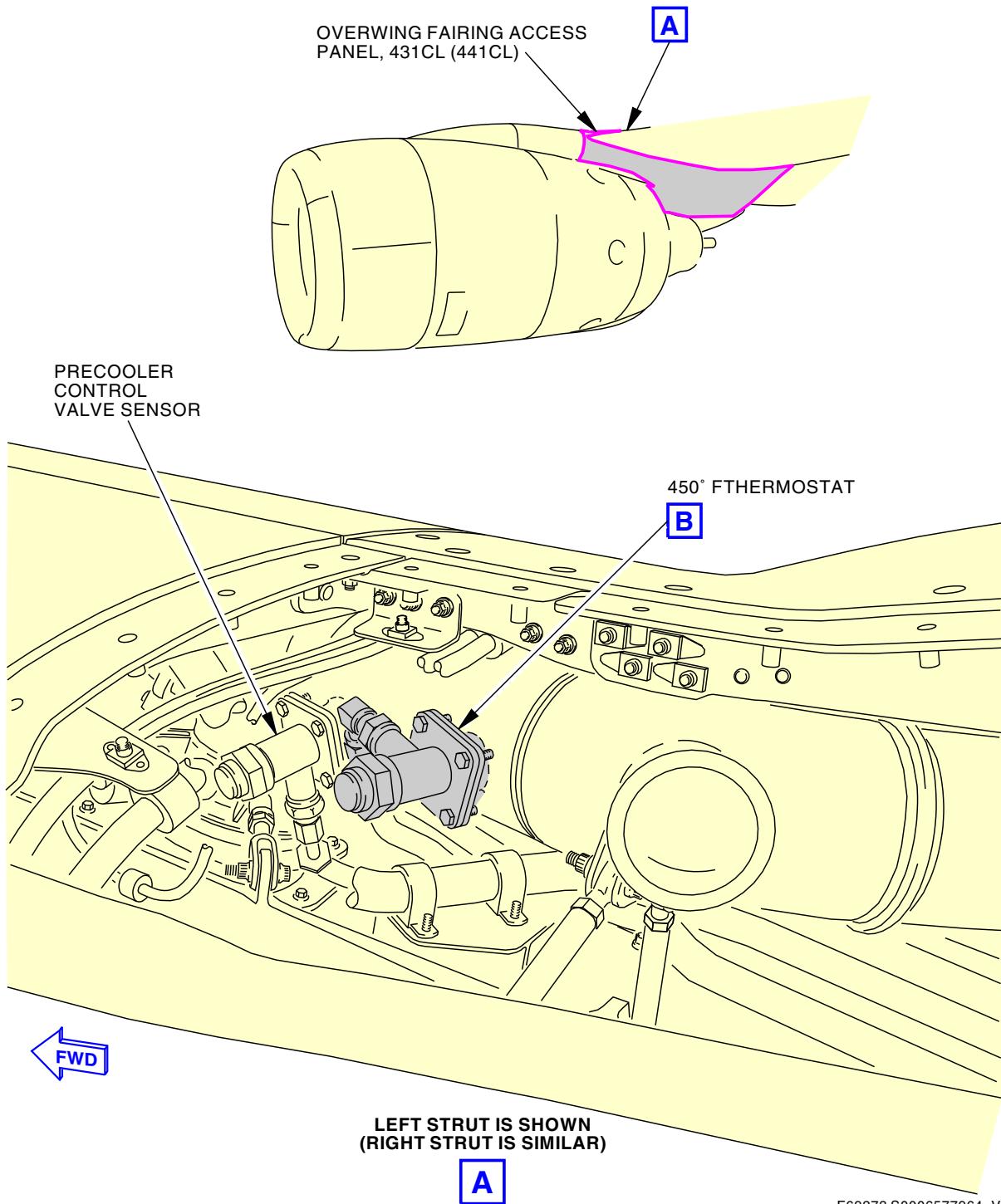
———— END OF TASK ————

EFFECTIVITY
LOM ALL

36-11-05



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



F69273 S0006577964_V2

450 Degrees F Thermostat Installation
Figure 401/36-11-05-990-802 (Sheet 1 of 2)

EFFECTIVITY
LOM ALL

36-11-05

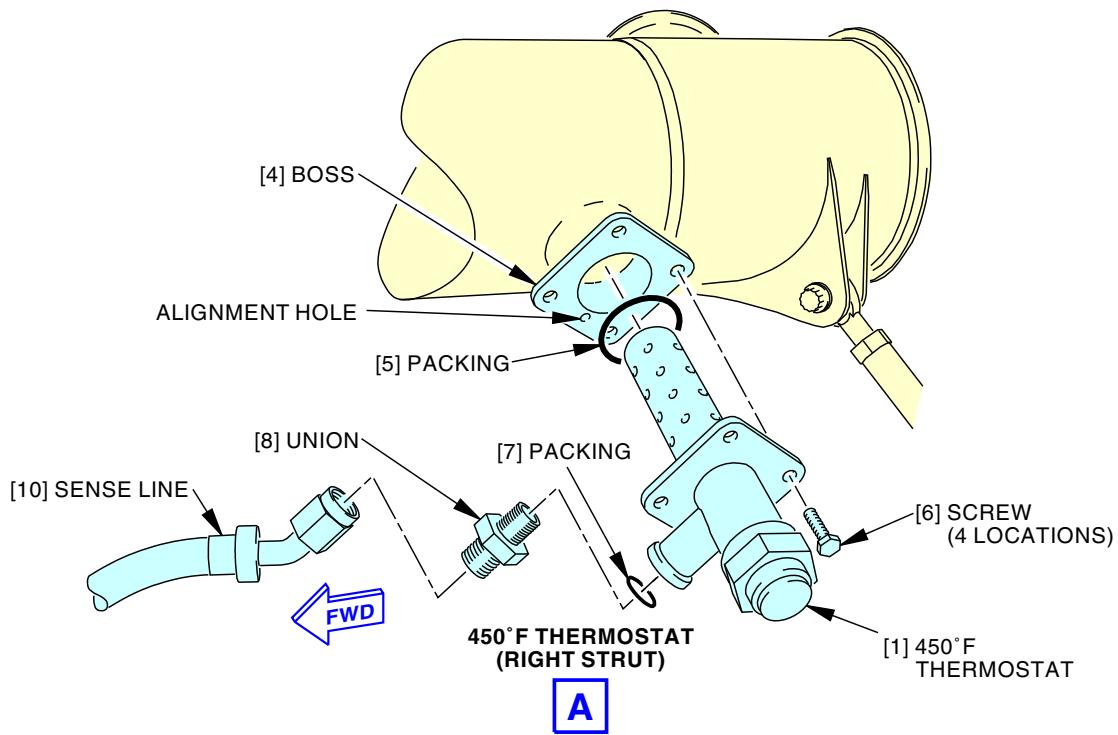
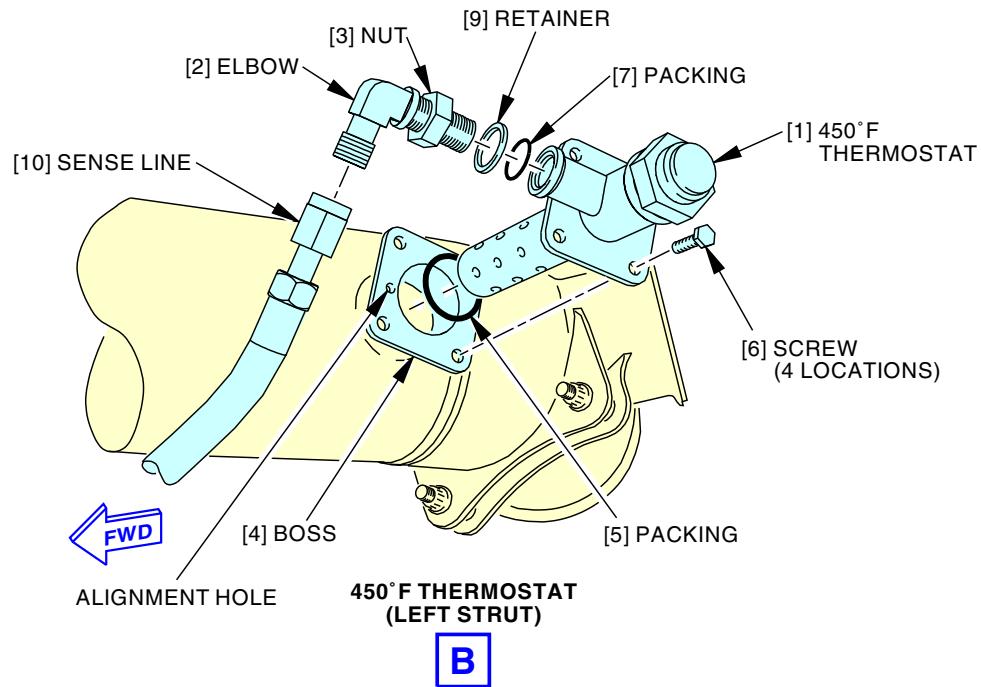
D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details

Page 404
Oct 15/2015



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



E72454 S0006577965_V3

450 Degrees F Thermostat Installation
Figure 401/36-11-05-990-802 (Sheet 2 of 2)

EFFECTIVITY
LOM ALL

36-11-05

D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

TASK 36-11-05-400-801

3. Thermostat Installation

(Figure 401)

A. References

Reference	Title
36-00-00-860-805	Supply Pressure Upstream of the PRSOV (P/B 201)
36-00-00-860-806	Remove Pressure from the Pneumatic System (P/B 201)
54-52-03-410-801	Wing Junction Fairing - Installation (P/B 401)

B. Consumable Materials

Reference	Description	Specification
D00006	Compound - Antiseize, Pure Nickel Special - Never-Seez NSBT-8N/-16N	
D00010	Compound - Thread Antiseize, High Temperature	MIL-PRF-907
G00091	Compound - Oxygen System Leak Detection - Snoop Leak Detector	MIL-PRF-25567

C. Expendables/Parts

AMM Item	Description	AIPC Reference	AIPC Effectivity
1	450F thermostat	36-11-05-01-025	LOM ALL
5	Packing	36-11-05-01-035	LOM ALL
7	Packing	54-51-51-03-045	LOM ALL
		54-51-51-07-035	LOM ALL

D. Location Zones

Zone	Area
433	Engine 1 - Strut Torque Box
443	Engine 2 - Strut Torque Box

E. Access Panels

Number	Name/Location
431CL	Forward Strut Fairing, Left Overwing Fairing, Strut 1
441CL	Forward Strut Fairing, Left Overwing Fairing, Strut 2

F. Prepare to Install the Thermostat

SUBTASK 36-11-05-420-001

- (1) Remove the cap from the sense line [10].

SUBTASK 36-11-05-420-002

- (2) Remove the cover from the boss [4].

SUBTASK 36-11-05-160-001



CAUTION DO NOT DROP THE THERMOSTAT. IF YOU DRIP THE THERMOSTAT, RETURN IT TO THE SHOP OR SUPPLIER FOR CALIBRATION. YOU CAN DAMAGE THE THERMOSTAT IF YOU DROP OR MISHANDLE IT.

- (3) Make sure that the mating surfaces of the boss [4] and the 450F thermostat [1] are clean.

EFFECTIVITY
LOM ALL

36-11-05



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

G. Install the Thermostat (Left Strut)

SUBTASK 36-11-05-410-001

- (1) Apply a thin layer of Pure Nickel Special compound, D00006, (alternate compound, D00010) on the external threads of the elbow [2].

SUBTASK 36-11-05-420-003

- (2) Install the retainer [9] and the packing [7] on the elbow [2].
(a) Examine the packing [7] for cracks, deformation or other damage.
(b) Replace all damaged packing [7].

SUBTASK 36-11-05-410-002

- (3) Install the elbow [2] on the 450F thermostat [1].
(a) Tighten the nut [3] to the 450F thermostat [1] by hand at this time.

SUBTASK 36-11-05-420-004

- (4) Install the packing [5] on the 450F thermostat [1].
(a) Examine the packing [5] for cracks, deformation or other damage.
(b) Replace all damaged packing [5].

SUBTASK 36-11-05-410-003

- (5) Apply a thin layer of Pure Nickel Special compound, D00006, (alternate compound, D00010) on the external threads of the screws [6].

SUBTASK 36-11-05-860-004

- (6) Install the 450F thermostat [1] to the boss [4].
(a) Make sure that the thermostat alignment pin is located in the alignment hole of the boss [4].
(b) Install the four screws [6] and then tighten to 22.5 in-lb (2.5 N·m) - 27.5 in-lb (3.1 N·m).
(c) Tighten the nut [3] to 180.0 in-lb (20.3 N·m) - 200.0 in-lb (22.6 N·m).

SUBTASK 36-11-05-420-005

- (7) Install the sense line [10] to the elbow [2] as follows:
(a) Tighten the B-nut on the sense line [10] to 180.0 in-lb (20.3 N·m) - 200.0 in-lb (22.6 N·m).
(b) Back off the B-nut to decrease the torque.
(c) Tighten the B-nut on the sense line [10] to 180.0 in-lb (20.3 N·m) - 200.0 in-lb (22.6 N·m).

H. Install the Thermostat (Right Strut)

SUBTASK 36-11-05-410-004

- (1) Apply a thin layer of Pure Nickel Special compound, D00006, (alternate compound, D00010) on the external threads of the union [8].

SUBTASK 36-11-05-410-005

- (2) Install the union [8], packing [7] and packing [5] on the 450F thermostat [1].
(a) Examine packing [7] and packing [5] for cracks, deformation or other damage.
(b) Replace all damaged packing [7] and packing [5].

SUBTASK 36-11-05-410-006

- (3) Apply a thin layer of Pure Nickel Special compound, D00006, (alternate compound, D00010) on the external threads of the screws [6].

SUBTASK 36-11-05-860-005

- (4) Install the 450F thermostat [1] to the boss [4].

EFFECTIVITY
LOM ALL

36-11-05



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- (a) Make sure that the thermostat alignment pin is located in the alignment hole of the boss [4].
- (b) Install the four screws [6] and then tighten to 20.0 in-lb (2.3 N·m) - 25.0 in-lb (2.8 N·m).
- (c) Tighten the union [8] to 180.0 in-lb (20.3 N·m) - 200.0 in-lb (22.6 N·m).

SUBTASK 36-11-05-420-007

- (5) Install the sense line [10] to the union [8].
 - (a) Tighten the B-nut on the sense line [10] to 180.0 in-lb (20.3 N·m) - 200.0 in-lb (22.6 N·m).

I. 450° F Thermostat Installation Test

SUBTASK 36-11-05-860-008

- (1) Remove the safety tags and close these circuit breakers:

F/O Electrical System Panel, P6-4

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
A	5	C00259	AIR CONDITIONING BLEED AIR VALVE ISLN
A	7	C00796	AIR CONDITIONING BLEED AIR VALVES L
B	7	C00797	AIR CONDITIONING BLEED AIR VALVES R

SUBTASK 36-11-05-860-010

- (2) Do this task: Supply Pressure Upstream of the PRSOV, TASK 36-00-00-860-805.

SUBTASK 36-11-05-790-002

- (3) Do these steps to look for leaks at the 450F thermostat [1] and at the sense line connections.
 - (a) Apply Snoop Leak Detector compound, G00091, around the thermostat and at the sense line connections.
 - (b) Look to see if there are any leaks around the thermostat and sense line connections.
 - (c) Repair all leakage as required.

SUBTASK 36-11-05-860-009

- (4) Do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806.

J. Put the Airplane to Its Usual Condition

SUBTASK 36-11-05-860-006

- (1) Install the applicable access panel, do this step:

- (a) Close these access panels:

Wing Junction Fairing - Installation, TASK 54-52-03-410-801

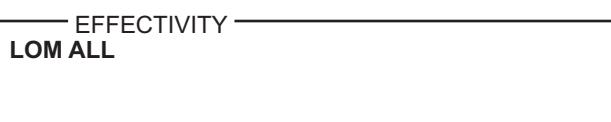
<u>Number</u>	<u>Name/Location</u>
431CL	Forward Strut Fairing, Left Overwing Fairing, Strut 1
441CL	Forward Strut Fairing, Left Overwing Fairing, Strut 2

SUBTASK 36-11-05-860-007

- (2) Remove the DO-NOT-OPERATE tag from the switches that follow on the P5-10 panel:

- (a) BLEED 1
 - (b) BLEED 2
 - (c) APU BLEED.

———— END OF TASK ————



36-11-05



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

HIGH STAGE VALVE - REMOVAL/INSTALLATION

1. General

- A. This procedure has two tasks:
 - (1) High stage valve removal
 - (2) High stage valve installation.
- B. The high stage valve is found at the 8 o'clock position on the engine core area.

TASK 36-11-06-000-801

2. High Stage Valve Removal

(Figure 401)

A. References

Reference	Title
36-00-00-860-806	Remove Pressure from the Pneumatic System (P/B 201)
36-11-02-000-801	Bleed Air Check Valve - Removal (P/B 401)
36-11-04-000-801	PRSOV Removal (P/B 401)
78-31-00-010-801-F00	Open the Thrust Reverser (Selection) (P/B 201)

B. Tools/Equipment

Reference	Description
STD-858	Tag - DO NOT OPERATE

C. Prepare for the Removal

SUBTASK 36-11-06-860-006



WARNING

YOU MUST REMOVE THE PRESSURE FROM THE PNEUMATIC DUCTS BEFORE YOU REMOVE A PNEUMATIC SYSTEM COMPONENT. IF YOU DO NOT REMOVE THE PRESSURE FROM THE PNEUMATIC DUCTS, HOT HIGH PRESSURE AIR CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.

- (1) Do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806.

SUBTASK 36-11-06-860-001

- (2) Make sure that the engine start lever for the applicable engine are in the cutoff position.
 - (a) Install the DO NOT OPERATE tags, STD-858, on the engine start levers.

SUBTASK 36-11-06-010-001



WARNING

DO THESE SPECIFIED TASKS IN THE CORRECT SEQUENCE BEFORE YOU OPEN THE THRUST REVERSER: RETRACT THE LEADING EDGE, DO THE DEACTIVATION PROCEDURES FOR THE LEADING EDGE AND THE THRUST REVERSER (FOR GROUND MAINTENANCE), AND OPEN THE FAN COWL PANELS. IF YOU DO NOT OBEY THIS SEQUENCE, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (3) For the left thrust reverser, do this task: Open the Thrust Reverser (Selection), TASK 78-31-00-010-801-F00.





737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-11-06-860-007

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

F/O Electrical System Panel, P6-4

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
A	7	C00796	AIR CONDITIONING BLEED AIR VALVES L
B	7	C00797	AIR CONDITIONING BLEED AIR VALVES R

SUBTASK 36-11-06-860-008

- (5) Install the DO NOT OPERATE tag, STD-858, to the applicable BLEED switch on the P5-10 panel:
- BLEED 1
 - BLEED 2.

D. High Stage Valve Removal

SUBTASK 36-11-06-020-001



CAUTION

USE TWO WRENCHES TO LOOSEN THE TUBE COUPLING NUTS. USE ONE WRENCH TO HOLD THE NIPPLE FITTING. USE THE OTHER WRENCH TO LOOSEN THE COUPLING NUT. IF THE NIPPLE FITTING TURNS, DAMAGE CAN OCCUR.

- (1) Disconnect the control pressure sense tube [9] from the high stage valve [1] as follows:
- Loosen but do not disconnect the control pressure sense tube [9] from the control pressure sense line [10].
 - Disconnect the control pressure sense tube [9] from the high stage valve [1].
 - Turn the control pressure sense tube [9] outward until it is clear of the high stage valve [1].

SUBTASK 36-11-06-020-002

- (2) Remove the high-stage downstream duct [2] as follows:

NOTE: The removal of this duct is necessary to disengage the flanges of the high stage valve.

- Remove the coupling [3] installed at the top of the high-stage downstream duct [2].
 - If it is necessary, tap the coupling [3] with a rubber mallet to break it free.
- Remove the coupling [5] installed between the high-stage downstream duct [2] and high stage valve [1].
- Remove the high-stage downstream duct [2].
- Remove the seals [4].

SUBTASK 36-11-06-020-003

- (3) Do these steps to remove the high stage valve [1]:

- Remove the coupling [5] installed at the aft end of the high stage valve [1].
 - If it is necessary, tap the coupling [5] with a rubber mallet to break it free.
- If it is necessary, loosen the coupling of downstream side of the bleed air check valve (TASK 36-11-02-000-801).
- If it is necessary, loosen the coupling of upstream side of the Pressure Regulating and Shutoff Valve (PRSOV) (TASK 36-11-04-000-801).
- Remove the high stage valve [1].
- Remove the seal [4].

EFFECTIVITY
LOM ALL

36-11-06



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-11-06-020-004

- (4) If the new high stage valve [1] does not have the union [8] installed, do these steps:

- (a) Remove the union [8] and seal [7].
 - 1) Keep the union [8] for the installation.
 - 2) Examine the seal [7] for damage.
 - 3) Replace the seal [7] if it is damaged.

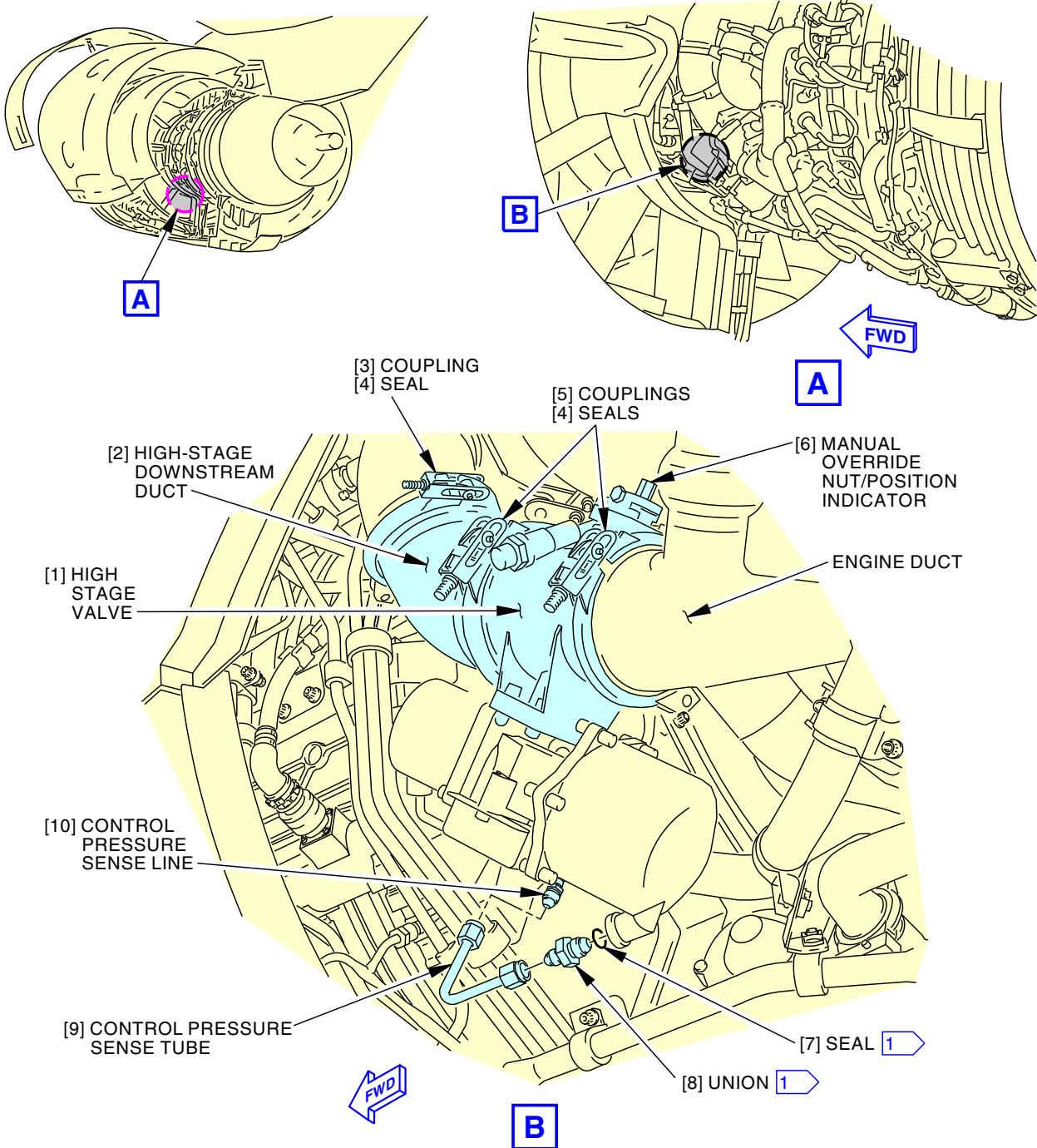
SUBTASK 36-11-06-020-005

- (5) Install the protective covers on the open duct sections and pressure sense lines.

———— END OF TASK ————

EFFECTIVITY
LOM ALL

36-11-06



REMOVAL OF THESE COMPONENTS IS NOT NECESSARY IF THEY ARE INSTALLED ON THE NEW HIGH STAGE VALVE.

E73440 S0006577971_V4

High Stage Valve Installation

Figure 401/36-11-06-990-801

EFFECTIVITY
LOM ALL

36-11-06



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

TASK 36-11-06-400-801

3. High Stage Valve - Installation

(Figure 401)

A. References

Reference	Title
36-00-00-860-802	Supply Pressure to the Pneumatic System with an External Ground Air Source (P/B 201)
36-00-00-860-803	Supply Pressure to the Pneumatic System with the APU (P/B 201)
36-00-00-860-806	Remove Pressure from the Pneumatic System (P/B 201)
36-11-02-400-801	Bleed Air Check Valve - Installation (P/B 401)
36-11-04-400-801	PRSOV Installation (P/B 401)
71-00-00-700-821-F00	Dry Motor the Engine (P/B 201)
78-31-00-010-804-F00	Close the Thrust Reverser (Selection) (P/B 201)

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
SPL-4350	Test Equipment - Engine Bleed Air Systems Part #: C36001-64 Supplier: 81205 Opt Part #: 1945-04-08 Supplier: 6Q1D1 Opt Part #: 1945-04-09 Supplier: 6Q1D1
STD-3906	Mallet - Rubber

C. Consumable Materials

Reference	Description	Specification
D00006	Compound - Antiseize, Pure Nickel Special - Never-Seez NSBT-8N/-16N	
D00010	Compound - Thread Antiseize, High Temperature	MIL-PRF-907

D. Expendables/Parts

AMM Item	Description	AIPC Reference	AIPC Effectivity
1	High stage valve	36-11-06-02-015	LOM ALL
4	Seal	36-11-06-02-010	LOM ALL
7	Seal	36-11-51-02A-280	LOM ALL

E. Prepare for Installation

SUBTASK 36-11-06-820-001

- (1) Look at the manual override nut [6] and make sure that the high stage valve [1] is not in the LOCKED position.

F. High Stage Valve Installation

SUBTASK 36-11-06-420-001

- (1) Remove the protective covers from the open duct sections and pressure sense lines.

SUBTASK 36-11-06-420-002

- (2) If the new high stage valve [1] does not have the union [8] installed, do these steps:

EFFECTIVITY
LOM ALL

36-11-06



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- (a) Install seal [7] on the union [8].
- (b) Lubricate the threads of the union [8] with compound, D00010, (alternate: Pure Nickel Special compound, D00006).
- (c) Install the union [8] on the high stage valve [1].
 - 1) Tighten the union [8] to 180 in-lb (20.3 N·m) - 200 in-lb (22.6 N·m).

SUBTASK 36-11-06-210-001

- (3) Examine the seals [4] as follows:

- (a) Make sure that the seals [4] do not have cracks, dents, or other damage.
- (b) Replace all damaged seals [4] that were found.

SUBTASK 36-11-06-420-003

- (4) Do these steps to install the high stage valve [1]:

- (a) Install the seals [4] in the aft end of the high stage valve [1].
- (b) Use a coupling [5] to loosely connect the aft end of the high stage valve [1] to the engine duct.

NOTE: Do not tighten the coupling at this time. The final orientation of the high stage valve will be done with the control pressure sense tube.

- 1) Make sure that the flow arrow on the high stage valve [1] is aligned with the mark on the engine duct.

SUBTASK 36-11-06-420-004

- (5) Do these steps to attach the high-stage downstream duct [2]:

- (a) Install a seal [4] in the forward side of the high-stage downstream duct [2].
- (b) Install a seal [4] in the forward side of the high stage valve [1].
- (c) Install the high-stage downstream duct [2] between the intersection manifold duct and high stage valve [1].
- (d) Loosely install coupling [3].
- (e) Loosely install coupling [5].

SUBTASK 36-11-06-420-005

- (6) Loosely connect the control pressure sense tube [9] to the high stage valve [1] as follows:

- (a) Turn the control pressure sense tube [9] inward until the tube loosely connects with the union [8] on the high stage valve [1].

NOTE: Adjust the high stage valve until the control pressure sense tube can be installed with no preload.

SUBTASK 36-11-06-420-006

- (7) Do these steps to tighten the coupling [3] and coupling [5]:

- (a) Orient the coupling [3] and coupling [5] with the coupling bolt on top and coupling nut facing outboard.
- (b) Make sure that the coupling link is centered along the tab located at the bottom of the 9th stage bleed duct.
- (c) Tighten the coupling [3] to 95 in-lb (10.7 N·m) - 110 in-lb (12.4 N·m).
- (d) Tighten the coupling [5] to 115 in-lb (13.0 N·m) - 125 in-lb (14.1 N·m).
- (e) Use a rubber mallet, STD-3906, to lightly tap around the coupling [3] and coupling [5].
- (f) Tighten the coupling [3] again to 95 in-lb (10.7 N·m) - 110 in-lb (12.4 N·m).

EFFECTIVITY
LOM ALL

36-11-06



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- (g) Tighten the coupling [5] again to 115 in-lb (13.0 N·m) - 125 in-lb (14.1 N·m).

SUBTASK 36-11-06-420-007



CAUTION

USE TWO WRENCHES TO TIGHTEN THE TUBE COUPLING NUTS. USE ONE TO HOLD THE MATING PART, AND THE OTHER TO TIGHTEN THE COUPLING NUT. IF YOU DO NOT USE TWO WRENCHES, DAMAGE TO THE TUBES AND MATING PART CAN OCCUR.



CAUTION

MAKE SURE THAT THE CONTROL-PRESSURE-SENSE TUBE DOES NOT TOUCH THE FUEL PIPE. IF THEY TOUCH DURING OPERATION, DAMAGE TO THE CONTROL-PRESSURE SENSE-TUBE AND THE FUEL PIPES CAN OCCUR

- (8) Tighten the control pressure sense tube [9] to the union [8] and control pressure sense line [10] as follows:

- (a) Make sure that the control pressure sense tube [9] and the fuel pipe do not touch.

NOTE: Make sure that there is sufficient clearance between the control pressure sense tube and the fuel pipe. It is possible for the HPSOV to rotate during service, causing the control pressure sense tube to come into contact with the fuel line if the couplings are not tightened properly.

- (b) Tighten the control pressure sense tube [9] to 133.0 in-lb (15.0 N·m) - 147.0 in-lb (16.6 N·m).

- (c) Back off the tube nuts to decrease the torque.

- (d) Tighten the control pressure sense tube [9] again to 133.0 in-lb (15.0 N·m) - 147.0 in-lb (16.6 N·m).

SUBTASK 36-11-06-420-008

- (9) If it is necessary, tighten the couplings on the bleed air check valve and Pressure Regulating and Shutoff Valve (PRSOV):

- (a) Tighten the coupling of downstream side of the bleed air check valve (TASK 36-11-02-400-801).

- (b) Tighten the coupling of upstream of the PRSOV (TASK 36-11-04-400-801).

G. High Stage Valve Installation Test

SUBTASK 36-11-06-860-009

- (1) Close these circuit breakers:

F/O Electrical System Panel, P6-4

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
A	7	C00796	AIR CONDITIONING BLEED AIR VALVES L
B	7	C00797	AIR CONDITIONING BLEED AIR VALVES R

SUBTASK 36-11-06-710-009

- (2) Do option I below to make sure that the control pressure sense line [10] and control pressure sense tube [9] connections and couplings to the high stage valve [1] and high-stage downstream duct [2] do not leak.

NOTE: If you choose not to do option I, as an alternative you can do option II and option III.

EFFECTIVITY
LOM ALL

36-11-06



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- (a) Option I: Dry motor the engine to do a leak check as follows:

NOTE: This step will enable the technician to do a leak check of the control pressure sense line [10] and control pressure sense tube [9] connections and couplings to the high stage valve [1] and high-stage downstream duct [2].

- 1) To dry motor the engine, do this task: Dry Motor the Engine, TASK 71-00-00-700-821-F00.
- 2) Examine the control pressure sense line [10] and control pressure sense tube [9] connections for leakage.

NOTE: No leakage is permitted. If leakage is found at the connections it must be repaired.

- 3) Make sure that there is no air leakage at the couplings to high stage valve [1] and high-stage downstream duct [2].

NOTE: Diffused leakage is permitted, jet blast leakage must be repaired.

- (b) Option II: Do this step to do a leak check at the couplings to high stage valve [1] and high-stage downstream duct [2]:

NOTE: This step is an alternative to dry motoring the engine for pressure.

- 1) Make sure that the BLEED 1 and 2 switches, on the P5-10 air conditioning panel, are set to OFF.
- 2) Make sure that the WING ANTI-ICE, ENG 1 ANTI-ICE and ENG 2 ANTI-ICE switches, on the P5-11 engine and wing anti-ice control panel, are set to OFF.
- 3) Supply pressure to the pneumatic system with the Auxiliary Power Unit (APU) or external ground air source, do one of the following:
 - a) To supply APU pneumatic pressure, do this task: Supply Pressure to the Pneumatic System with the APU, TASK 36-00-00-860-803.
 - b) To supply pressure with an external ground air source, do this task: Supply Pressure to the Pneumatic System with an External Ground Air Source, TASK 36-00-00-860-802.
- 4) Remove the DO NOT OPERATE tag, from the applicable BLEED switch on the P5-10 panel:
 - a) BLEED 1
 - b) BLEED 2.
- 5) Put the applicable engine BLEED switch in the ON position.



WARNING

USE A RATCHET-TYPE WRENCH TO OPEN THE PRSOV.
PRESSURE IN THE SYSTEM CAN CAUSE THE PRSOV TO OPEN
QUICKLY. THIS CAN PULL THE WRENCH FROM YOUR HANDS.
INJURIES TO PERSONNEL, AND DAMAGE TO EQUIPMENT CAN
OCCUR.

- 6) Use a 3/8-inch socket on a ratcheted-type wrench to turn the position indicator/manual override nut on the PRSOV.

NOTE: When you begin to turn the position indicator/manual override nut, the air pressure should move the PRSOV to the fully open position.
- 7) Make sure that there is no air leakage at the couplings to high stage valve [1] and high-stage downstream duct [2].

NOTE: Diffused leakage is permitted, jet blast leakage must be repaired.

EFFECTIVITY
LOM ALL

36-11-06



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- 8) Remove pressure from the pneumatic system, do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806.
- (c) Option III: Do this step to do a leak check of the control pressure sense line [10] and control pressure sense tube [9] connections (Figure 402):
NOTE: This step is an alternative to dry motoring the engine for pressure.
- 1) Disconnect the supply pressure sense line at the 9th Stage Duct.
 - 2) Connect a pressure regulator, engine bleed air system test equipment, SPL-4350, supply pressure gage, engine bleed air system test equipment, SPL-4350, a supply pressure test line, engine bleed air system test equipment, SPL-4350, and a nitrogen pressure source, engine bleed air system test equipment, SPL-4350, to the fitting end of the supply pressure sense line.
NOTE: A union will be needed to connect the test line to the supply pressure sense line. Do not connect the test line to the duct.
 - 3) Operate the nitrogen pressure source and the supply pressure regulator to slowly supply 55 psi.
 - 4) Examine the control pressure sense line [10] and control pressure sense tube [9] connections for leakage.
NOTE: No leakage is permitted. If leakage is found at the connections it must be repaired.
 - 5) Decrease the pressure to the regulator supply port to 0 psi.
 - 6) Remove the nitrogen pressure source, the supply pressure test line, the supply pressure regulator, and the supply pressure gage.
 - 7) Use a light coat of compound, D00010, (alternate: Pure Nickel Special compound, D00006), on the supply pressure sense line connection to the 9th Stage Duct.
 - 8) Connect the supply pressure sense line to the 9th Stage Duct and tighten the line to 133.0 in-lb (15.0 N·m) - 147.0 in-lb (16.6 N·m).
 - 9) Back off the tube nut to decrease the torque.
 - 10) Tighten the sense line again to 133.0 in-lb (15.0 N·m) - 147.0 in-lb (16.6 N·m).

H. Put the Airplane Back to Its Usual Condition.

SUBTASK 36-11-06-010-003



WARNING

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

- (1) For the left thrust reverser, do this task: Close the Thrust Reverser (Selection), TASK 78-31-00-010-804-F00.

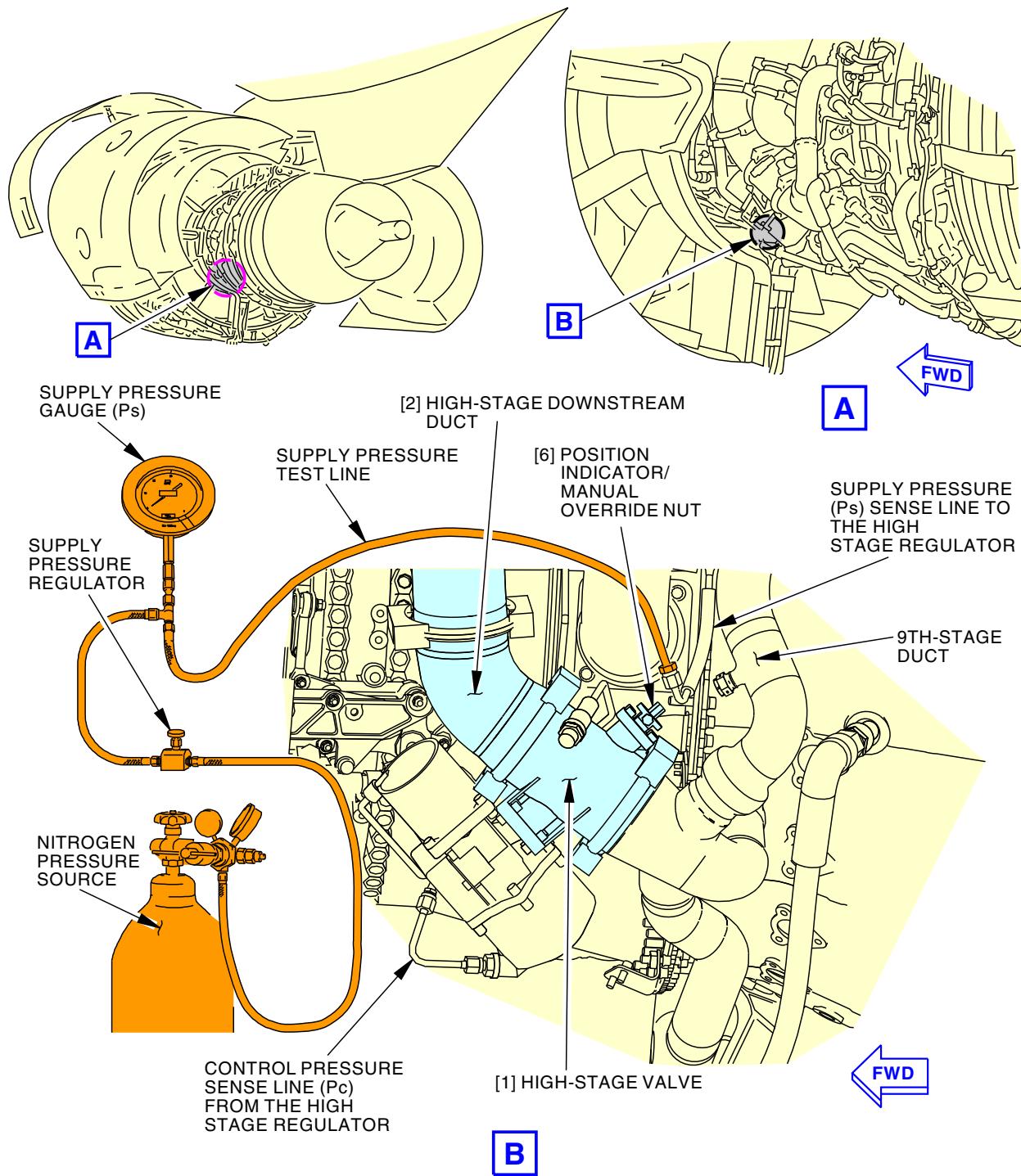
SUBTASK 36-11-06-860-005

- (2) Remove the DO-NOT-OPERATE tag from the applicable engine start lever.

— END OF TASK —

EFFECTIVITY
LOM ALL

36-11-06



2814493 S0000648798_V2

High Stage Valve Installation Test
Figure 402/36-11-06-990-802

 EFFECTIVITY
 LOM ALL

36-11-06

D633A101-LOM



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

HIGH STAGE REGULATOR - REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
 - (1) A removal of the high stage regulator
 - (2) An installation of the high stage regulator.
- B. The high stage regulator is found at the 10 o'clock position on the engine core area and immediately aft of the fan frame.
- C. The high stage regulator is attached to the engine core bracket with four fasteners.

TASK 36-11-07-000-801

2. High Stage Regulator Removal

(Figure 401)

A. References

Reference	Title
36-00-00-860-806	Remove Pressure from the Pneumatic System (P/B 201)
70-10-02-910-801-F00	General Precautions during the Removal and Installation of Engine Components (P/B 201)
78-31-00-010-801-F00	Open the Thrust Reverser (Selection) (P/B 201)

B. Tools/Equipment

Reference	Description
STD-858	Tag - DO NOT OPERATE

C. Prepare for the Removal

SUBTASK 36-11-07-860-006



WARNING

YOU MUST REMOVE THE PRESSURE FROM THE PNEUMATIC DUCTS BEFORE YOU REMOVE A PNEUMATIC SYSTEM COMPONENT. IF YOU DO NOT REMOVE THE PRESSURE FROM THE PNEUMATIC DUCTS, HOT HIGH PRESSURE AIR CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.

- (1) Do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806.

SUBTASK 36-11-07-860-001

- (2) Make sure that the engine start lever for the applicable engine is in the CUTOFF position.
 - (a) Install the DO NOT OPERATE tag, STD-858, to the engine start lever.

SUBTASK 36-11-07-010-001



WARNING

DO THESE SPECIFIED TASKS IN THE CORRECT SEQUENCE BEFORE YOU OPEN THE THRUST REVERSER: RETRACT THE LEADING EDGE, DO THE DEACTIVATION PROCEDURES FOR THE LEADING EDGE AND THE THRUST REVERSER (FOR GROUND MAINTENANCE), AND OPEN THE FAN COWL PANELS. IF YOU DO NOT OBEY THIS SEQUENCE, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (3) For the left thrust reverser, do this task: Open the Thrust Reverser (Selection), TASK 78-31-00-010-801-F00.

EFFECTIVITY
LOM ALL

36-11-07



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-11-07-860-007

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

F/O Electrical System Panel, P6-4

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
A	7	C00796	AIR CONDITIONING BLEED AIR VALVES L
B	7	C00797	AIR CONDITIONING BLEED AIR VALVES R

SUBTASK 36-11-07-860-008

- (5) Attach a DO NOT OPERATE tag, STD-858, to the applicable BLEED switch, on the P5-10 panel:
- BLEED 1
 - BLEED 2.

D. High Stage Regulator Removal

SUBTASK 36-11-07-020-001

- (1) Do these steps to disconnect the high stage regulator [1] from the engine:
- If it is necessary to improve access to the regulator, disconnect the electrical connector, DP1008, from the Variable Bleed Valve (VBV) actuator.
NOTE: For the specific steps to disconnect and give protection to these electrical connectors, refer to General Precautions during the Removal and Installation of Engine Components, TASK 70-10-02-910-801-F00.
 - Disconnect the supply pressure sense line [7] and control pressure sense line [8] from the outboard location on the high stage regulator [1].
 - Disconnect the downstream pressure sense line [4] from the inboard location on the high stage regulator [1].
 - Remove the bolts [9] and bolt [10] that attach the high stage regulator [1] to the engine core bracket.
- NOTE:** The engine core bracket has nutplates.

SUBTASK 36-11-07-020-002

- (2) To remove the high stage regulator [1], move high stage regulator [1] rearward and upward until high stage regulator [1] is free of the thrust link.

SUBTASK 36-11-07-020-003

- (3) Do these steps if the new high stage regulator [1] does not have the unions [3] and union [6] installed:
- Remove the union [6] and seal [5] from the aft outboard side of the high stage regulator [1].
NOTE: The union has a 13/16 in. (21 mm) wrench fitting.
 - Keep the union [6] for the installation.
 - Examine the seal [5] for damage.
 - If the seal [5] is damaged, replace the seal [5].
 - Remove the two unions [3] and each seal [2] from the two other locations on the high stage regulator [1].
NOTE: The unions have a 3/4 in. (19 mm) wrench fitting.
 - Keep the unions [3] for the installation.
 - Examine each seal [2] for damage.

EFFECTIVITY
LOM ALL

36-11-07



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- 3) If the seal [2] is damaged, replace each seal [2].

SUBTASK 36-11-07-020-004

- (4) Put protective covers on the open downstream pressure sense line [4], supply pressure sense line [7], control pressure sense line [8], and open ports on the high stage regulator [1].

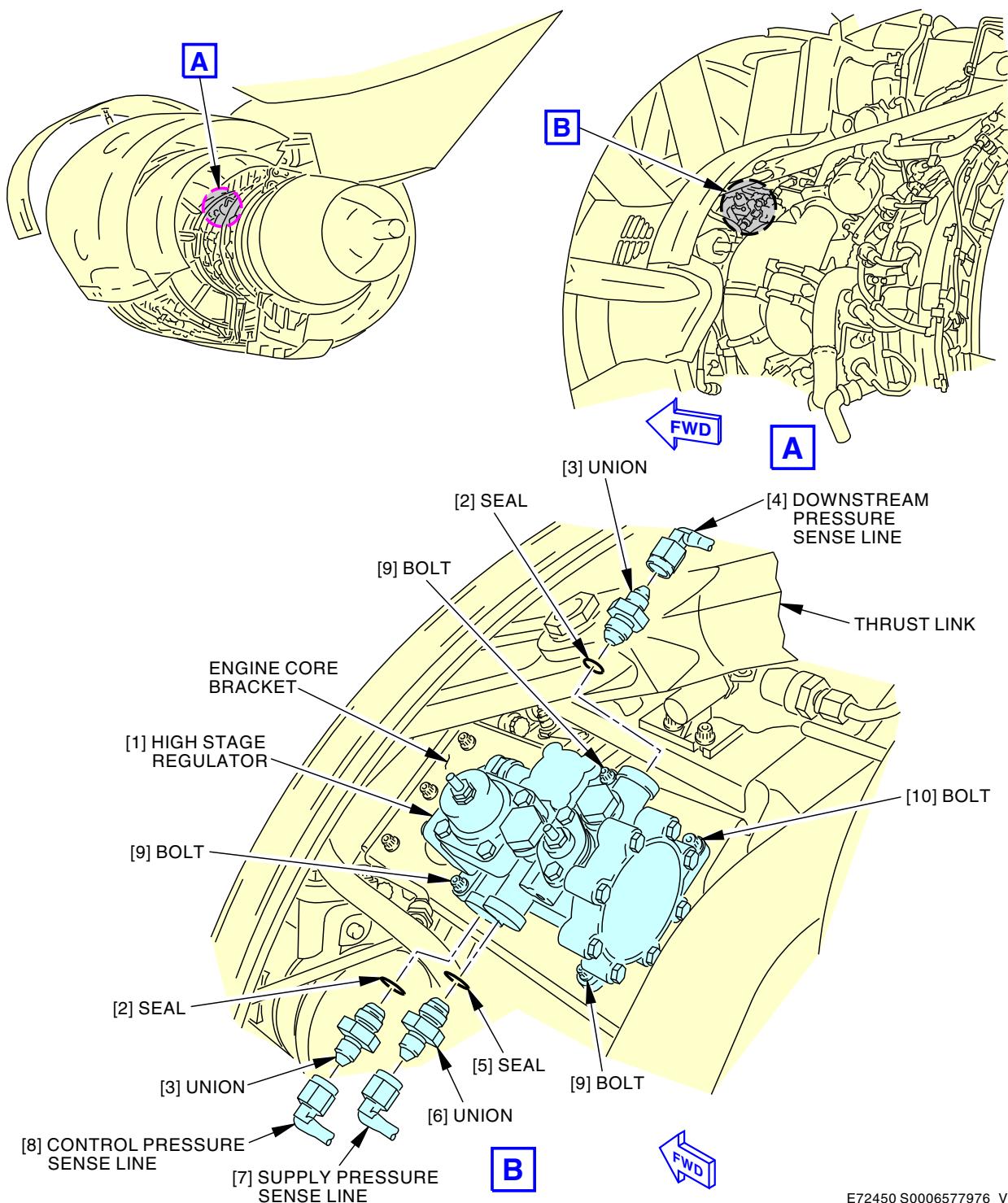
———— END OF TASK ————

— EFFECTIVITY —
LOM ALL

36-11-07

Page 403
Jun 15/2023

D633A101-LOM

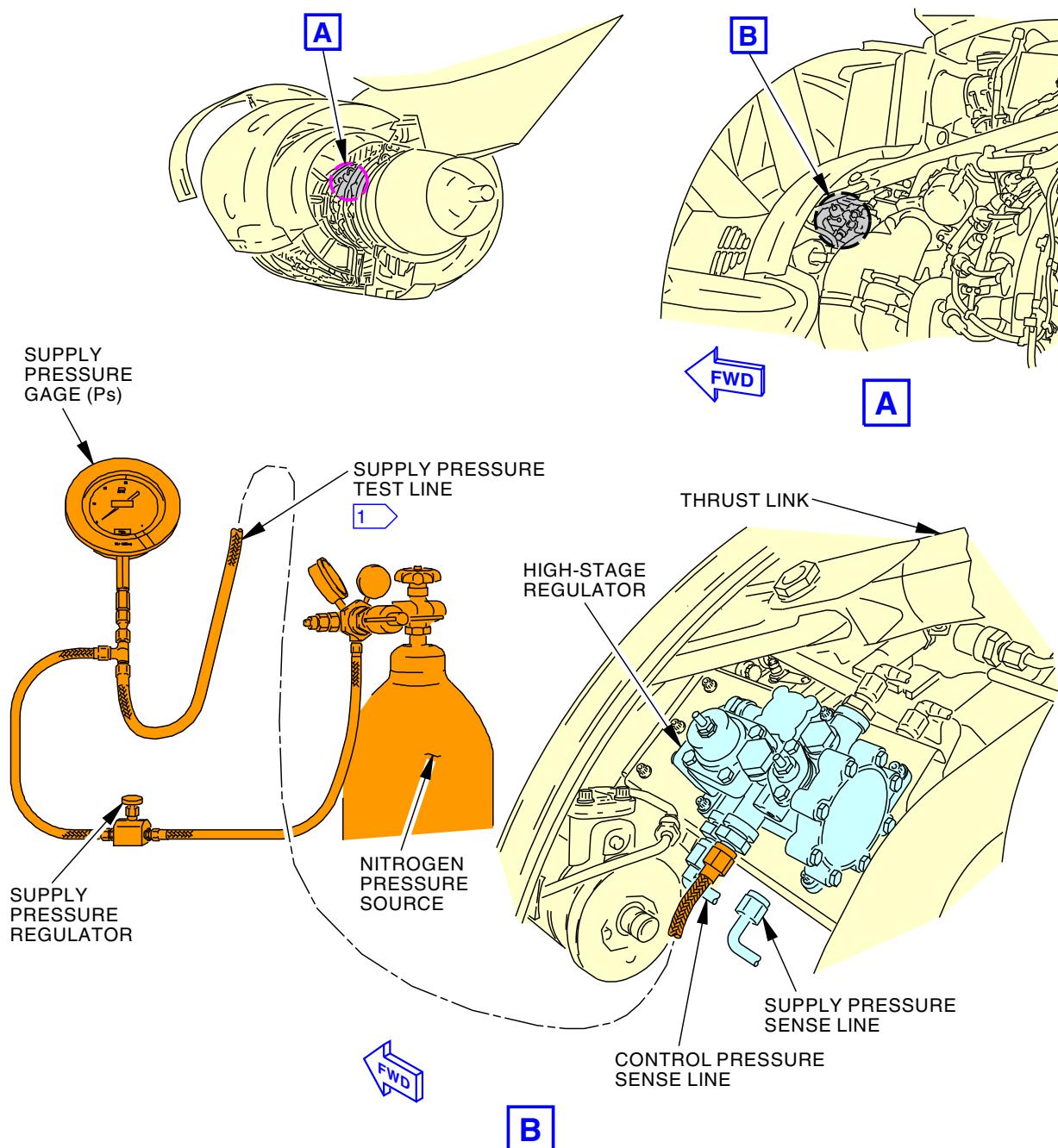


High Stage Regulator Installation
Figure 401/36-11-07-990-801

36-11-07

Page 404
 Feb 15/2022

BOEING
737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



1 CONNECTION POINT SHOWN IS TYPICAL. YOU CAN CONNECT THE SUPPLY PRESSURE TEST LINE GAGE ANYWHERE ALONG THE SUPPLY PRESSURE SENSE LINE BETWEEN THE HIGH-STAGE REGULATOR AND THE 9TH-STAGE DUCT THAT IS CONVENIENT.

U61225 S0000209493_V3

Leakage Test of High Stage Regulator Control Pressure Sense Line
Figure 402/36-11-07-990-803

EFFECTIVITY
LOM ALL

D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details

36-11-07

Page 405
Jun 15/2023



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

TASK 36-11-07-400-801

3. High Stage Regulator Installation

(Figure 401 and Figure 402)

A. References

Reference	Title
36-00-00-860-803	Supply Pressure to the Pneumatic System with the APU (P/B 201)
36-00-00-860-806	Remove Pressure from the Pneumatic System (P/B 201)
70-10-02-910-801-F00	General Precautions during the Removal and Installation of Engine Components (P/B 201)
71-00-00-700-821-F00	Dry Motor the Engine (P/B 201)
78-31-00-010-804-F00	Close the Thrust Reverser (Selection) (P/B 201)

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
SPL-4350	Test Equipment - Engine Bleed Air Systems Part #: C36001-64 Supplier: 81205 Opt Part #: 1945-04-08 Supplier: 6Q1D1 Opt Part #: 1945-04-09 Supplier: 6Q1D1

C. Consumable Materials

Reference	Description	Specification
D00006	Compound - Antiseize, Pure Nickel Special - Never-Seez NSBT-8N/-16N	
D00010	Compound - Thread Antiseize, High Temperature	MIL-PRF-907

D. Expendables/Parts

AMM Item	Description	AIPC Reference	AIPC Effectivity
1	High stage regulator	36-11-07-02A-005	LOM ALL
2	Seal	36-11-51-02A-280	LOM ALL
5	Seal	36-11-51-02A-285	LOM ALL

E. High Stage Regulator Installation

SUBTASK 36-11-07-420-001

- (1) Remove the protective covers from the open downstream pressure sense line [4], supply pressure sense line [7], control pressure sense line [8], and open ports on the high stage regulator [1].

SUBTASK 36-11-07-420-002

- (2) If not installed on the new high stage regulator [1], install the unions [3] and union [6] as follows:
 - (a) Install the seals [2] on the unions [3].
 - (b) Install the seal [5] on the union [6].
 - (c) Lubricate the threads of the unions [3] and union [6] with compound, D00010 (recommended), or Pure Nickel Special compound, D00006 (alternate).

EFFECTIVITY
LOM ALL

36-11-07



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- (d) Install the union [6] on the aft outboard location of the high stage regulator [1].

NOTE: The union has a 13/16 in. (21 mm) wrench fitting.

- 1) Tighten the union [6] to 160 in-lb (18.1 N·m) - 180 in-lb (20.3 N·m).

- (e) Install the unions [3] on the ports.

NOTE: The unions have a 3/4 in. (19 mm) wrench fitting.

- 1) Tighten the unions [3] to 130 in-lb (14.7 N·m) - 150 in-lb (16.9 N·m).

SUBTASK 36-11-07-420-003

- (3) Do these steps to connect the high stage regulator [1] to the engine:

- (a) Install the high stage regulator [1] on the engine core bracket with the bolts [9] and bolt [10].

- 1) Make sure that all three pneumatic sense line connections are aligned with the high stage regulator [1].

- 2) Tighten the bolts [9] and bolt [10] to 34 in-lb (3.8 N·m) - 36 in-lb (4.1 N·m).

SUBTASK 36-11-07-420-004

- (4) Connect the supply pressure sense line [7] and control pressure sense line [8] to the outboard locations on the high stage regulator [1] as follows:

- (a) Apply a light coat of compound, D00010 (recommended), or Pure Nickel Special compound, D00006 (alternate), to the supply pressure sense line [7] and control pressure sense line [8] connections.

- (b) Tighten the supply pressure sense line [7] and control pressure sense line [8] to 133.0 in-lb (15.0 N·m) - 147.0 in-lb (16.6 N·m).

- (c) Back off the tube nut to decrease the torque.

- (d) Tighten the supply pressure sense line [7] and control pressure sense line [8] again to 133.0 in-lb (15.0 N·m) - 147.0 in-lb (16.6 N·m).

SUBTASK 36-11-07-420-005

- (5) Connect the downstream pressure sense line [4] to the inboard location on the high stage regulator [1] as follows:

- (a) Apply a light coat of compound, D00010 (recommended), or Pure Nickel Special compound, D00006 (alternate), to the downstream pressure sense line [4] connection.

- (b) Tighten the downstream pressure sense line [4] to 133.0 in-lb (15.0 N·m) - 147.0 in-lb (16.6 N·m).

- (c) Back off the tube nut to decrease the torque.

- (d) Tighten the downstream pressure sense line [4] to 133.0 in-lb (15.0 N·m) - 147.0 in-lb (16.6 N·m).

SUBTASK 36-11-07-410-001

- (6) If removed, connect the electrical connector, DP1008, to the Variable Bleed Valve (VBV) actuator.

NOTE: For the specific steps to connect, clean, and remove protection of the electrical connectors, refer to General Precautions during the Removal and Installation of Engine Components, TASK 70-10-02-910-801-F00.

EFFECTIVITY
LOM ALL

36-11-07



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

F. High Stage Regulator Installation Test

SUBTASK 36-11-07-860-009

- (1) Close these circuit breakers:

F/O Electrical System Panel, P6-4

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
A	7	C00796	AIR CONDITIONING BLEED AIR VALVES L
B	7	C00797	AIR CONDITIONING BLEED AIR VALVES R

SUBTASK 36-11-07-790-001

- (2) Do the following steps to make sure that the sense lines to the high stage regulator do not leak:

NOTE: If you choose not to do the Method 1, both Methods 2 for the leak check of the downstream pressure port connection and control pressure port connection on the high stage regulator should be performed.

- (a) Dry motor the engine to do a leak check of the sense line connections as follows (Method 1):

NOTE: This step will enable the technician to do a leak check of the supply pressure port, control pressure port, and downstream pressure port connections on the high stage regulator.

- 1) To dry motor the engine, do this task: Dry Motor the Engine, TASK 71-00-00-700-821-F00.

- 2) Put a soap solution on the connections and look for leaks.

- a) Repair any leak that is found.

- (b) Do these steps to do a leak check of the downstream pressure port connection on the high stage regulator (Method 2):

- 1) Make sure that the BLEED 1 and BLEED 2 switches, on the P5-10 air conditioning panel, are set to the OFF position.

- 2) Make sure that the WING ANTI-ICE, ENG 1 ANTI-ICE, and ENG 2 ANTI-ICE switches, on the P5-11 engine and wing anti-ice control panel, are set to the OFF position.

- 3) If the check is on the high stage regulator on the right engine, make sure that the ISOLATION VALVE switch, on the P5-10 air conditioning panel, is set to the OPEN position.

- 4) If the check is on the high stage regulator on the left engine, make sure that the ISOLATION VALVE switch, on the P5-10 air conditioning panel, is set to the CLOSE position.

- 5) Supply pressure to the pneumatic system with the Auxiliary Power Unit (APU) (TASK 36-00-00-860-803).

- 6) Put a soap solution on the downstream pressure port connection on the high stage regulator and look for leaks.

- a) Repair any leak that is found.

<1> Use a light coat of compound, D00010 (recommended), or Pure Nickel Special compound, D00006 (alternate), when you reconnect sense line connections that have been disconnected.

- 7) Remove pressure from the pneumatic system (TASK 36-00-00-860-806).

EFFECTIVITY
LOM ALL

36-11-07



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- (c) Do these steps to do a leak check of the control pressure port connection on the high stage regulator (Method 2):
- 1) Disconnect the supply pressure sense line at the high stage regulator.
 - 2) Connect the supply pressure regulator, supply pressure gage, supply pressure test line, and nitrogen pressure source to the supply pressure port on the high stage regulator.
 - a) Use the engine bleed air system test equipment, SPL-4350, to do leak check.
 - 3) Operate the nitrogen pressure source and supply pressure regulator to slowly supply 55 psi (379 kPa) to the high stage regulator.
 - 4) Use a soap solution on the regulator control pressure port connection and sense line to the high stage valve and look for leaks:
 - a) Decrease the pressure to the high stage regulator to 0 psi (0 kPa).
 - b) Repair any leak that is found.
 - <1> Use a light coat of compound, D00010 (recommended), or Pure Nickel Special compound, D00006 (alternate), when you reconnect sense line connections that have been disconnected.
 - c) Operate the nitrogen pressure source and supply pressure regulator to slowly supply 55 psi (379 kPa) to the high stage regulator to make sure that any leak has been repaired.
 - 5) Decrease pressure to the high stage regulator supply port to 0 psi (0 kPa).
 - 6) Remove the nitrogen pressure source, supply pressure test line, supply pressure regulator, and supply pressure gage.
 - 7) Apply a light coat of compound, D00010 (recommended), or Pure Nickel Special compound, D00006 (alternate), on the supply pressure sense line connection to the high stage regulator.
 - 8) Connect the supply pressure sense line to the high stage regulator.
 - a) Tighten the supply pressure sense line to 133.0 in-lb (15.0 N·m) - 147.0 in-lb (16.6 N·m).
 - 9) Back off the tube nut to decrease the torque.
 - 10) Tighten the supply pressure sense line again to 133.0 in-lb (15.0 N·m) - 147.0 in-lb (16.6 N·m).

G. Put the Airplane Back to Its Usual Condition

SUBTASK 36-11-07-010-003



WARNING

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

- (1) For the left thrust reverser, do this task: Close the Thrust Reverser (Selection), TASK 78-31-00-010-804-F00.

SUBTASK 36-11-07-860-005

- (2) Remove the DO NOT OPERATE tags, from the engine start levers.

———— END OF TASK ———

EFFECTIVITY
LOM ALL

36-11-07



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

490° F OVERTEMPERATURE SWITCH - REMOVAL/INSTALLATION

1. **General**

- A. This procedure has these tasks:
 - (1) A removal of the 490°F overtemperature switch
 - (2) An installation of the 490°F overtemperature switch.
- B. The 490°F overtemperature switch is found on the left half of the strut torque box above the engine. It is found forward of the precooler control valve sensor and 450°F overtemperature switch.
- C. For this procedure, the 490°F overtemperature switch will be referred to as the overtemperature switch.

TASK 36-11-08-000-801

2. **Overtemperature Switch Removal**

(Figure 401)

A. **References**

Reference	Title
36-00-00-860-806	Remove Pressure from the Pneumatic System (P/B 201)
54-52-01-010-801	Forward Fairing Removal (P/B 401)

B. **Location Zones**

Zone	Area
433	Engine 1 - Strut Torque Box
443	Engine 2 - Strut Torque Box

C. **Access Panels**

Number	Name/Location
431BL	Forward Strut Fairing, Left Mid Strut Fairing, Strut 1
441BL	Forward Strut Fairing, Left Mid Strut Fairing, Strut 2

D. **Prepare for the Removal**

SUBTASK 36-11-08-860-001



WARNING

YOU MUST REMOVE THE PRESSURE FROM THE PNEUMATIC DUCTS BEFORE YOU REMOVE A PNEUMATIC SYSTEM COMPONENT. IF YOU DO NOT REMOVE THE PRESSURE FROM THE PNEUMATIC DUCTS, HOT HIGH PRESSURE AIR CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.

- (1) Do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806.

SUBTASK 36-11-08-860-004

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

F/O Electrical System Panel, P6-4

Row	Col	Number	Name
C	7	C01177	A/C PACK/ENGINE BLEED AIR OVHT RIGHT
C	8	C01176	A/C PACK/ENGINE BLEED AIR OVHT LEFT

SUBTASK 36-11-08-010-001

- (3) Remove the applicable access panel, do this step:

EFFECTIVITY
LOM ALL

36-11-08



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- (a) Open these access panels:

(TASK 54-52-01-010-801)

Number Name/Location

431BL	Forward Strut Fairing, Left Mid Strut Fairing, Strut 1
441BL	Forward Strut Fairing, Left Mid Strut Fairing, Strut 2

E. Overtemperature Switch Removal

SUBTASK 36-11-08-020-001

- (1) Disconnect the electrical connector [2] from the overtemperature switch [1].

SUBTASK 36-11-08-020-002

- (2) Remove the overtemperature switch [1] from the boss [4].

SUBTASK 36-11-08-020-003

- (3) Remove the packing [3].

(a) Examine the packing [3] for cracks, deformation, or other damages.

(b) Replace all damaged packing [3].

SUBTASK 36-11-08-390-001

- (4) Put a cover on the boss [4] to keep out unwanted material.

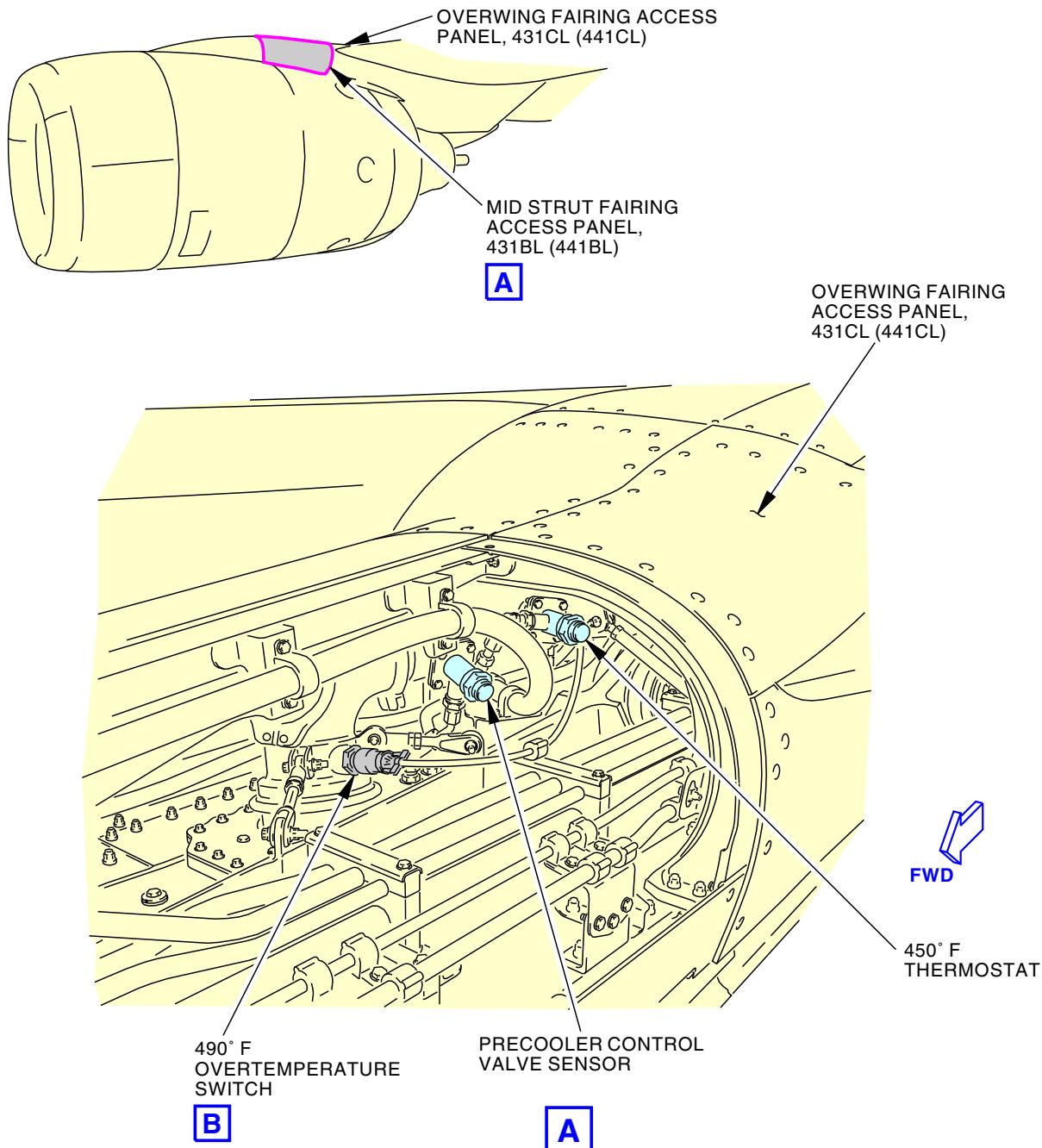
———— END OF TASK ————

EFFECTIVITY
LOM ALL

36-11-08

D633A101-LOM

737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

**NOTE:**

MID STRUT FAIRING ACCESS PANEL, 431BL SHOWN REMOVED FOR CLARITY IN THIS VIEW. HOWEVER, FOR FASTER ACCESS TO SWITCH, REMOVE OVERWING FAIRING ACCESS PANEL, 431CL (441CL).

F69140 S0006577981_V2

490 Degrees F Overtemperature Switch Installation
Figure 401/36-11-08-990-802 (Sheet 1 of 2)

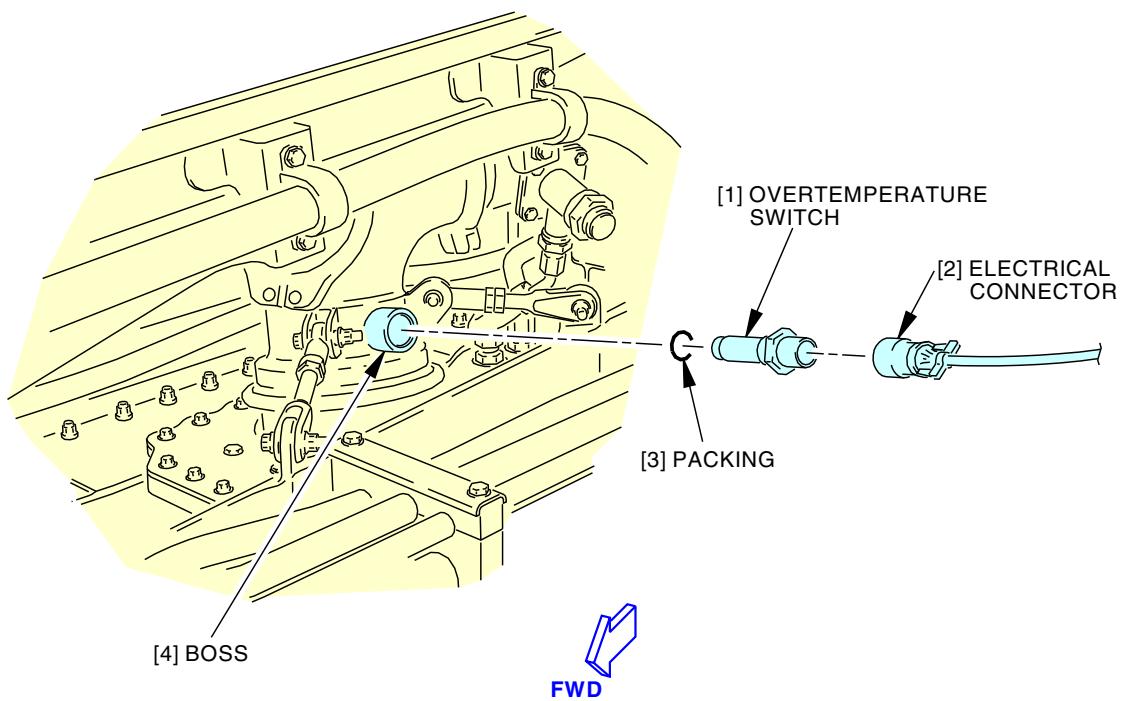
EFFECTIVITY
LOM ALL

36-11-08

D633A101-LOM



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



490° FOVERTEMPERATURE SWITCH

B

E72455 S0006577982_V2

490 Degrees F Overtemperature Switch Installation
Figure 401/36-11-08-990-802 (Sheet 2 of 2)

EFFECTIVITY
LOM ALL

36-11-08

D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details

Page 404
Oct 15/2015



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

TASK 36-11-08-400-801

3. Overtemperature Switch Installation

(Figure 401)

A. References

Reference	Title
54-52-01-410-801	Forward Fairing Installation (P/B 401)

B. Consumable Materials

Reference	Description	Specification
D00006	Compound - Antiseize, Pure Nickel Special - Never-Seez NSBT-8N-16N	
D00010	Compound - Thread Antiseize, High Temperature	MIL-PRF-907

C. Expendables/Parts

AMM Item	Description	AIPC Reference	AIPC Effectivity
1	Overtentperature switch	36-11-08-01-015	LOM ALL
3	Packing	36-11-08-01-020	LOM ALL

D. Location Zones

Zone	Area
433	Engine 1 - Strut Torque Box
443	Engine 2 - Strut Torque Box

E. Access Panels

Number	Name/Location
431BL	Forward Strut Fairing, Left Mid Strut Fairing, Strut 1
441BL	Forward Strut Fairing, Left Mid Strut Fairing, Strut 2

F. Overtemperature Switch Installation

SUBTASK 36-11-08-010-002

- (1) Remove the cover from the boss [4].

SUBTASK 36-11-08-160-001

- (2) Make sure that the mating surfaces of the boss [4] and overtemperature switch [1] are clean.

SUBTASK 36-11-08-210-001

- (3) Make sure that the overtemperature switch [1] is not damaged.

- (a) If the overtemperature switch [1] is dropped, return it to the shop or supplier for calibration.

SUBTASK 36-11-08-420-001

- (4) Examine the packing [3] on the overtemperature switch [1] for cracks, deformation, or other damage.

- (a) Replace all damaged packing [3].

SUBTASK 36-11-08-640-001

- (5) Apply a thin layer of Pure Nickel Special compound, D00006 (alternate compound, D00010), to the threads of the overtemperature switch [1].

SUBTASK 36-11-08-420-002

- (6) Install the overtemperature switch [1].

- (a) Tighten the overtemperature switch [1] to 530 in-lb (59.9 N·m) - 630 in-lb (71.2 N·m).

EFFECTIVITY
LOM ALL

36-11-08



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-11-08-420-003

- (7) Connect the electrical connector [2] to the overtemperature switch [1].

G. Put the Airplane Back to Its Usual Condition

SUBTASK 36-11-08-410-001

- (1) Install the applicable access panel, do this step:

- (a) Close these access panels:

(TASK 54-52-01-410-801)

Number Name/Location

431BL Forward Strut Fairing, Left Mid Strut Fairing, Strut 1

441BL Forward Strut Fairing, Left Mid Strut Fairing, Strut 2

SUBTASK 36-11-08-860-009

- (2) Remove the safety tags and close these circuit breakers:

F/O Electrical System Panel, P6-4

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
C	7	C01177	A/C PACK/ENGINE BLEED AIR OVHT RIGHT
C	8	C01176	A/C PACK/ENGINE BLEED AIR OVHT LEFT

———— END OF TASK ————

EFFECTIVITY
LOM ALL

36-11-08

Page 406
Feb 15/2025

D633A101-LOM



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

BLEED AIR PRECOOLER SYSTEM - ADJUSTMENT/TEST

1. General

- A. This procedure has these tasks:
 - (1) A precooler control valve system health check
 - (2) A precooler control valve functional test.
- B. This procedure requires to use a nitrogen supply source or pneumatic test equipment.

TASK 36-12-00-700-801

2. Precooler Control Valve System Health Check

(Figure 501, Figure 502)

A. General

- (1) This check makes sure that the precooler control valve is serviceable.

B. References

Reference	Title
36-00-00-860-805	Supply Pressure Upstream of the PRSOV (P/B 201)
36-00-00-860-806	Remove Pressure from the Pneumatic System (P/B 201)
36-12-02 P/B 401	PRECOOLER CONTROL VALVE - REMOVAL/INSTALLATION
78-31-00-010-801-F00	Open the Thrust Reverser (Selection) (P/B 201)
78-31-00-010-804-F00	Close the Thrust Reverser (Selection) (P/B 201)

C. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
SPL-4350	Test Equipment - Engine Bleed Air Systems Part #: C36001-64 Supplier: 81205 Opt Part #: 1945-04-08 Supplier: 6Q1D1 Opt Part #: 1945-04-09 Supplier: 6Q1D1
STD-858	Tag - DO NOT OPERATE
STD-1197	Valve - Shutoff, 3/8 Inch ID Connections
STD-1201	Gauge - Pressure, 0-75 PSIG (0-518 KPa)
STD-1453	Gauge - Pressure, 0-250 PSIG (0-1724 KPa)
STD-1454	Regulator - Pressure, 0-250 PSI with Pressure Gauge, 3/8 Inch ID Connections
STD-1455	Source - Nitrogen, 0-250 PSIG
STD-3907	Mirror - Dental
STD-3942	Hose - Air, Flexible, 3/8 inch (.9525 cm) ID, Length as Needed
STD-13745	Gauge - Pressure, 0-30 PSIG, +/-0.5% Accuracy

D. Consumable Materials

Reference	Description	Specification
D00006	Compound - Antiseize, Pure Nickel Special - Never-Seez NSBT-8N/-16N	
D00010	Compound - Thread Antiseize, High Temperature	MIL-PRF-907

EFFECTIVITY
LOM ALL

36-12-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

(Continued)

Reference	Description	Specification
G50135	Leak Detector - Liquid, Non-Corrosive Soap Compound	MIL-PRF-25567

E. Location Zones

Zone	Area
411	Engine 1 - Engine
421	Engine 2 - Engine
430	Subzone - Engine 1, Nacelle Strut
433	Engine 1 - Strut Torque Box
440	Subzone - Engine 2, Nacelle Strut
443	Engine 2 - Strut Torque Box

F. Prepare for the System Health Check

SUBTASK 36-12-00-860-001

- (1) Make sure that the engine start lever is in the CUTOFF position.
 - (a) Install a DO NOT OPERATE tag, STD-858, on the applicable engine start lever.

SUBTASK 36-12-00-860-002



MAKE SURE THAT THERE IS NO PRESSURE IN THE PNEUMATIC SYSTEM BEFORE YOU REMOVE THE TUBE FITTINGS. IF YOU TRY TO REMOVE THE TUBE FITTINGS WHILE THERE IS PRESSURE, INJURIES TO PERSONNEL CAN OCCUR.

- (2) Do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806.

SUBTASK 36-12-00-010-001

- (3) Do this task: Open the Thrust Reverser (Selection), TASK 78-31-00-010-801-F00.

G. System Health Check

NOTE: The engine bleed air system test equipment, SPL-4350, contains all of the individual COM and STD test equipment shown in tool list.

SUBTASK 36-12-00-210-009

- (1) Test the precooler control valve [19] for smooth operation as follows:

NOTE: The precooler control valve is spring-loaded open when the system is off.

- (a) Examine the position indicator/manual override nut [17] on the precooler control valve [19] (Figure 501).

NOTE: If the precooler control valve does not have a manual override nut, the steps that follow are not applicable. Go to the next subtask.

- 1) If it is necessary, use a dental mirror, STD-3907.

- 2) Make sure that the indicator is in the fully open position.

- (b) Use a 3/4-inch wrench to turn the position indicator/manual override nut [17] to close and open the precooler control valve [19].

- (c) If the valve does not move to the closed and open positions smoothly, replace the precooler control valve [19] (PAGEBLOCK 36-12-02/401).

- 1) Use compound, D00010 (preferred), or Pure Nickel Special compound, D00006 (alternate), on the threads of all fittings when connecting the sense lines.

EFFECTIVITY
LOM ALL

36-12-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-12-00-020-010

- (2) Connect a nitrogen source to the supply pressure sense line [18] to the precooler control valve [19] as follows:
 - (a) Disconnect the bleed air supply line [16] at the inlet tee from the supply pressure sense line [18] (Figure 501).
 - 1) Loosen the other end of the bleed air supply line [16] and move it out of the way.
 - (b) Connect a source, STD-1455, regulator, STD-1454, gauge, STD-1453 (Ps), and 3/8 inch (.9525 cm) ID flexible air hose, length as needed, STD-3942, at the tee to the supply pressure sense line [18].

SUBTASK 36-12-00-710-010

- (3) Connect a pressure gauge, STD-1201 (Pc), to the control pressure sense line [15] as follows:
 - (a) Disconnect the cap [20] on the control pressure sense line [15] between the control pressure (Pc) port on the precooler control valve [19] and precooler control valve sensor (Figure 501).

NOTE: Access to the cap on the control pressure (Pc) sense line is easiest from the right side of the engine.
 - (b) Install a pressure gauge, STD-1201 (Pc), with the needle shutoff valve, STD-1197, and a test line to the control pressure sense line [15] between the control pressure port on the precooler control valve [19] and precooler control valve sensor.
 - 1) Make sure that the needle shutoff valve, STD-1197, is closed.

SUBTASK 36-12-00-780-002

- (4) Check the minimum closing pressure of the precooler control valve [19] as follows:
 - (a) Adjust the regulator on the nitrogen pressure source, STD-1455, to provide 130 psi (896 kPa) - 250 psi (1724 kPa) to the pressure regulator, STD-1454.
 - (b) Slowly open the regulator, STD-1454, to increase the supply pressure (Ps) to 14 psig (97 kPa) - 15 psig (103 kPa).
 - (c) Examine the position indicator/manual override nut [17] on the precooler control valve [19].
 - 1) If it is necessary, use a dental mirror, STD-3907.
 - (d) If the position indicator/manual override nut [17] on the precooler control valve [19] does not show that the valve moved to fully closed or within 30 degrees of fully closed, do these steps:

NOTE: If the position indicator/manual override nut on the precooler control valve shows that the valve moved to fully closed or within 30 degrees of fully closed, the steps that follow are not applicable. Go to the next subtask.

- 1) Increase supply pressure (Ps) to 70 psig (483 kPa) - 75 psig (517 kPa).

NOTE: Supply pressure (Ps) is increased to 70 psig (483 kPa) - 75 psig (517 kPa) so that leaks in the sense lines and fittings will be easy to detect.
- 2) Use leak detector, G50135, to examine these areas for nitrogen leakage:
 - a) The supply pressure sense line [18] and fitting to the precooler control valve [19]
 - b) The test line and fittings from the nitrogen source to the bleed air supply line [16]

EFFECTIVITY
LOM ALL

36-12-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- c) The test line and fittings between the precooler control valve [19] and the control pressure sense line [15] to the 390 sensor in the pylon.
- 3) Decrease Ps to 0 psig (0 kPa) and repair all leakage found.
 - a) Use compound, D00010 (preferred), or Pure Nickel Special compound, D00006 (alternate), on the threads of all fittings when connecting the sense lines.
- 4) If no leaks are found, put a cap [21] on the sense line to the precooler control valve 390° sensor in the engine compartment (Figure 501).
- 5) Increase supply pressure (Ps) to 14 psig (97 kPa) - 15 psig (103 kPa).
 - a) If the precooler control valve [19] does not move to fully closed or to within 30 degrees of fully closed, replace the precooler control valve [19] (PAGEBLOCK 36-12-02/401).
 - <1> Use compound, D00010 (preferred), or Pure Nickel Special compound, D00006 (alternate), on the threads of all fittings when connecting the sense lines.
 - b) Remove the cap [21] and reconnect the sense line to the 390° sensor.
 - <1> Use compound, D00010 (preferred), or Pure Nickel Special compound, D00006 (alternate), on the threads of all fittings when connecting the sense lines.
 - c) If the precooler control valve [19] moves to fully closed or to within 30 degrees of fully closed, check the 390° sensor and sense line for leaks and replace if required.

SUBTASK 36-12-00-780-003

- (5) Measure the control pressure (Pc) from the precooler control valve [19], as follows:

NOTE: A small amount of air leakage from the precooler control valve is permitted, provided that the Pc values measured are within the limits specified herein.

- (a) Slowly increase supply pressure (Ps) to 70 psig (483 kPa) - 75 psig (517 kPa).
- (b) Make sure that the control pressure (Pc) pressure gauge, STD-13745, shows that the control pressure (Pc) as follows:

LOM ALL; All 737NG Airplanes with PCCV P/N 3289562

- 1) 6 psig (41 kPa) - 11 psig (76 kPa).

LOM ALL; All 737NG Airplanes with PCCV P/N 63292146

- 2) 9 psig (62 kPa) - 27 psig (186 kPa).

LOM ALL

- 3) Record the control pressure (Pc) on the line below:

_____ psig.

- (c) Do the following:

LOM ALL; All 737NG Airplanes with PCCV P/N 3289562

- 1) If the control pressure (Pc) is less than 6 psig (41 kPa) or more than 11 psig (76 kPa), replace the precooler control valve [19] (PAGEBLOCK 36-12-02/401).

EFFECTIVITY
LOM ALL

36-12-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

LOM ALL; All 737NG Airplanes with PCCV P/N 3289562 (Continued)

- a) Use compound, D00010 (preferred), or Pure Nickel Special compound, D00006 (alternate), on the threads of all fittings when connecting the sense lines.

LOM ALL; All 737NG Airplanes with PCCV P/N 63292146

- 2) If the control pressure (Pc) is less than 9 psig (62 kPa) or more than 27 psig (186 kPa), replace the precooler control valve [19] (PAGEBLOCK 36-12-02/401).
 - a) Use compound, D00010 (preferred), or Pure Nickel Special compound, D00006 (alternate), on the threads of all fittings when connecting the sense lines.

LOM ALL

SUBTASK 36-12-00-780-004

- (6) Make sure that the precooler control valve [19] opens properly with decreasing control pressure (Pc) as follows:
 - (a) Slowly open the needle shutoff valve, STD-1197, to reduce the control pressure (Pc) to 3 psig (21 kPa).
 - (b) Make sure that the precooler control valve [19] moves fully open or to within 30 degrees of fully open.
 - 1) If it is necessary, use a dental mirror, STD-3907.
 - (c) If the precooler control valve [19] did not move fully open or to within 30 degrees of fully open when the control pressure (Pc) was 3 psig (21 kPa), replace the precooler control valve [19] (PAGEBLOCK 36-12-02/401).
 - 1) Use compound, D00010 (preferred), or Pure Nickel Special compound, D00006 (alternate), on the threads of all fittings when connecting the sense lines.
 - (d) Decrease Ps to 0 psig (0 kPa).

H. Put the Airplane Back to Its Usual Condition

SUBTASK 36-12-00-780-005

- (1) Remove the control pressure (Pc) test equipment and install the cap on the control pressure (Pc) sense line as follows:
 - (a) Remove the shutoff valve, STD-1197, pressure gauge, STD-1201, and test line from the control pressure sense line [15] (Figure 501).
 - (b) Reinstall the cap [20] on the control pressure sense line [15].
 - 1) Use compound, D00010 (preferred), or Pure Nickel Special compound, D00006 (alternate), on the threads of all fittings when connecting the sense lines.

SUBTASK 36-12-00-780-006

- (2) Remove the supply pressure (Ps) test equipment and install the bleed air supply line [16] to the supply pressure sense line [18] inlet tee as follows:
 - (a) Remove the nitrogen source, STD-1455, pressure regulator, STD-1454, supply pressure gauge, STD-1453, and test line from the supply pressure sense line [18].
 - (b) Connect the bleed air supply line [16] to the supply pressure sense line [18] (Figure 501).
 - 1) Apply a light coat of compound, D00010 (preferred), or Pure Nickel Special compound, D00006 (alternate), on the threads of all fittings when connecting the sense lines.

EFFECTIVITY
LOM ALL

36-12-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



USE TWO WRENCHES TO LOOSEN OR TIGHTEN THE FITTING. IF YOU TWIST THE TUBE OR FITTING, YOU CAN CAUSE DAMAGE TO THEM.

- (c) Tighten the coupling nuts for the bleed air supply line [16] to 133.0 in-lb (15.0 N·m) - 147.0 in-lb (16.6 N·m).



USE TWO WRENCHES TO LOOSEN OR TIGHTEN THE FITTING. IF YOU TWIST THE TUBE OR FITTING, YOU CAN CAUSE DAMAGE TO THEM.

- (d) Back off the coupling nuts to decrease the torque.



USE TWO WRENCHES TO LOOSEN OR TIGHTEN THE FITTING. IF YOU TWIST THE TUBE OR FITTING, YOU CAN CAUSE DAMAGE TO THEM.

- (e) Tighten the coupling nuts for the bleed air supply line [16] to 133.0 in-lb (15.0 N·m) - 147.0 in-lb (16.6 N·m).

SUBTASK 36-12-00-080-007

- (3) Do this task: Supply Pressure Upstream of the PRSOV, TASK 36-00-00-860-805.

SUBTASK 36-12-00-200-004

- (4) Inspect and check for leaks at the bleed air supply line [16] at the inlet tee at the supply pressure sense line [18] on the engine (Figure 501).

NOTE: No leakage is permitted at the sense line connections.

SUBTASK 36-12-00-860-014

- (5) Do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806.

SUBTASK 36-12-00-010-003



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

- (6) Do this task: Close the Thrust Reverser (Selection), TASK 78-31-00-010-804-F00.

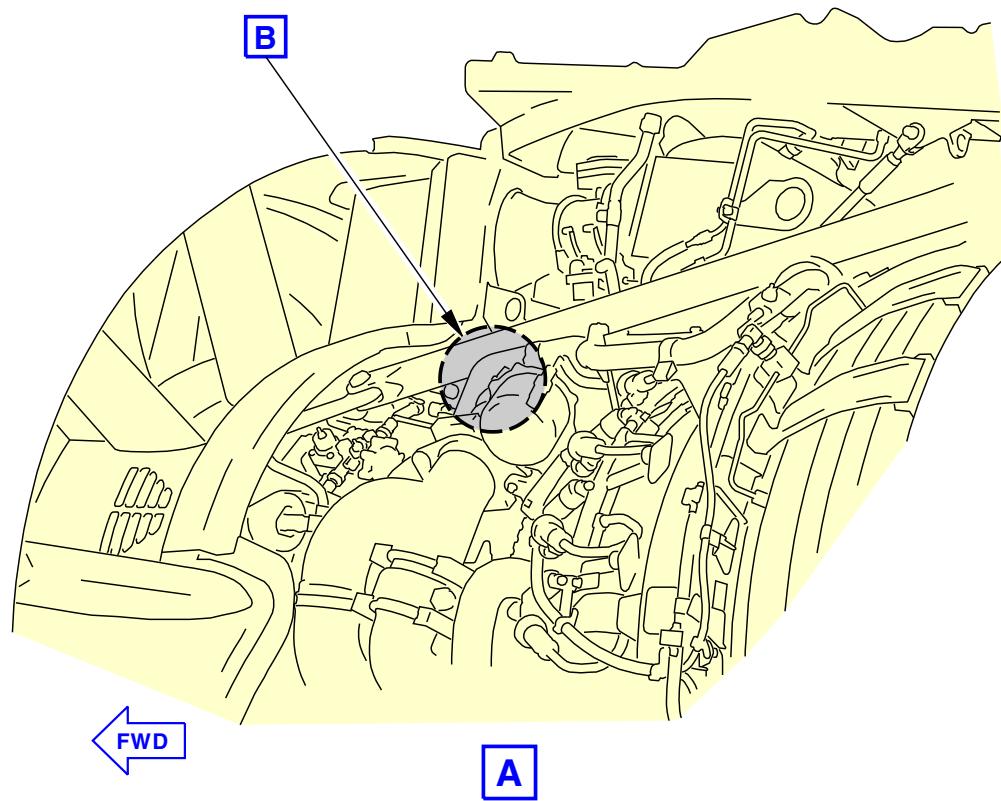
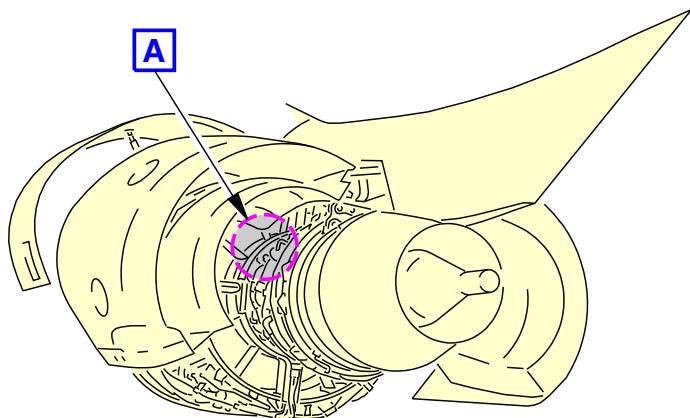
SUBTASK 36-12-00-440-001

- (7) Remove the DO NOT OPERATE tag from the applicable engine start lever.

———— END OF TASK ————

EFFECTIVITY
LOM ALL

36-12-00



G15633 S0006577989_V2

Precooler Control Valve Operational Test
Figure 501/36-12-00-990-801 (Sheet 1 of 3)

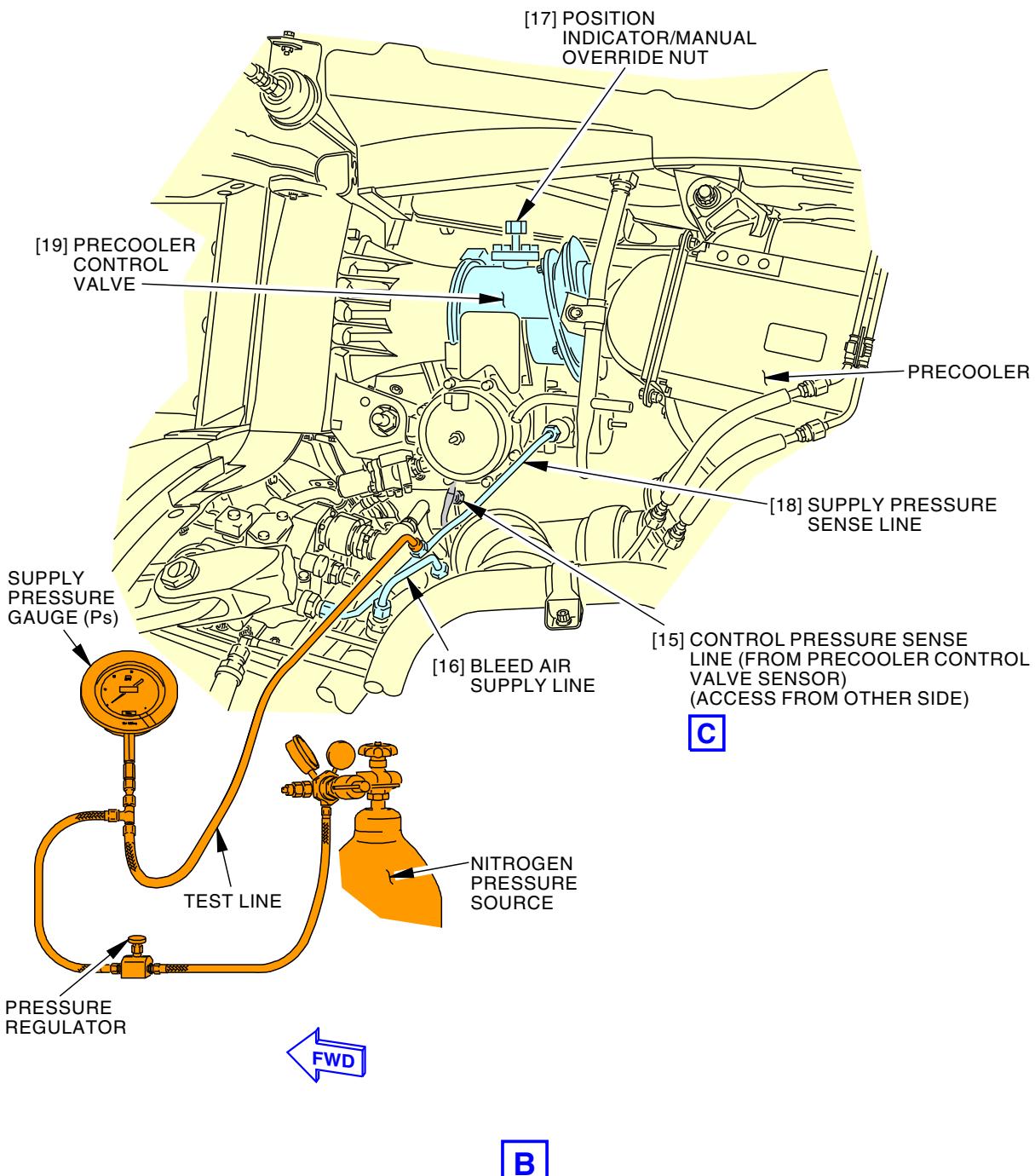
EFFECTIVITY
LOM ALL

36-12-00

D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details

Page 507
Jun 15/2017



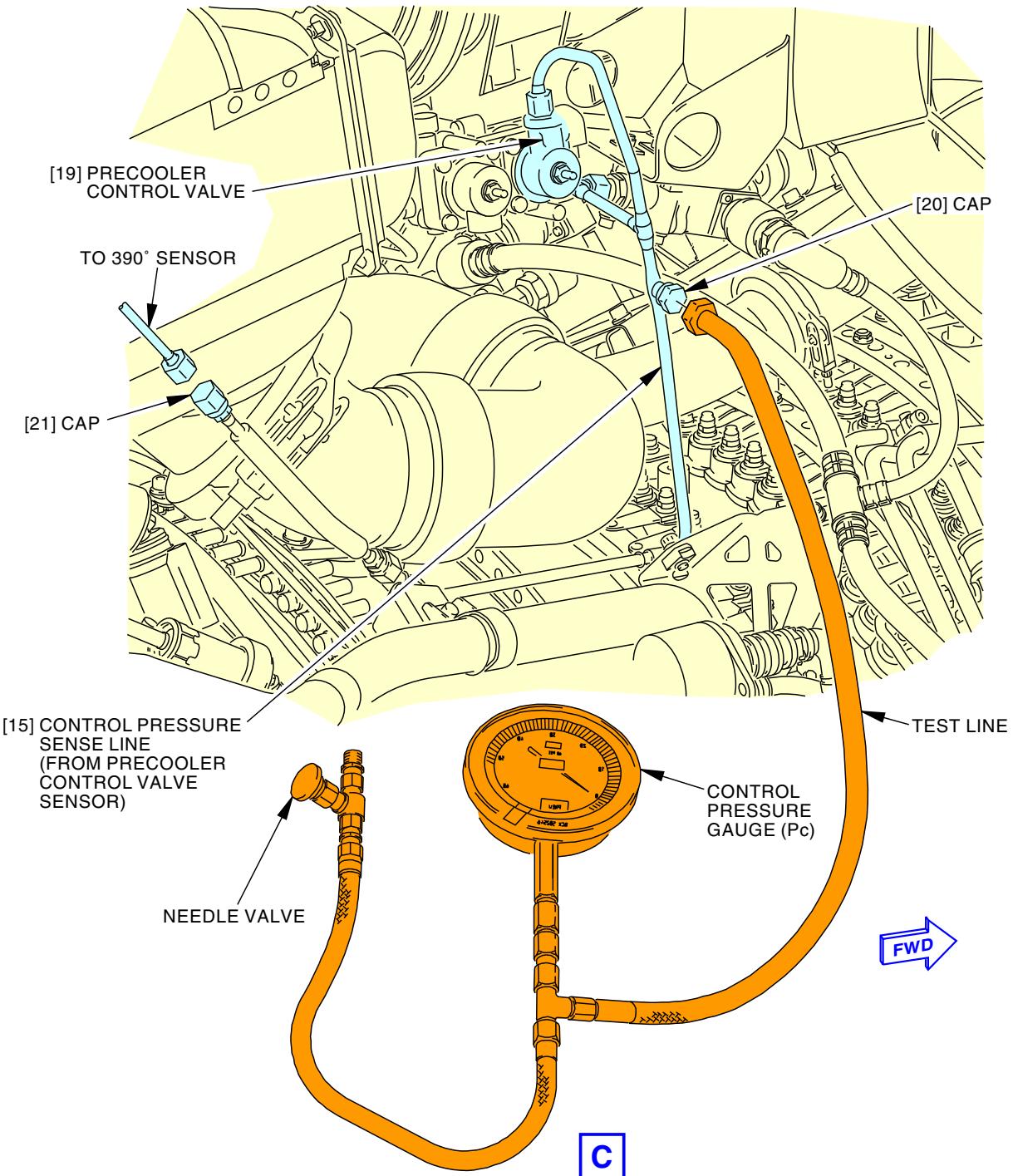
G15630 S0006577990_V5

Precooler Control Valve Operational Test
Figure 501/36-12-00-990-801 (Sheet 2 of 3)

 EFFECTIVITY
 LOM ALL

36-12-00

D633A101-LOM



G15719 S0006577991_V7

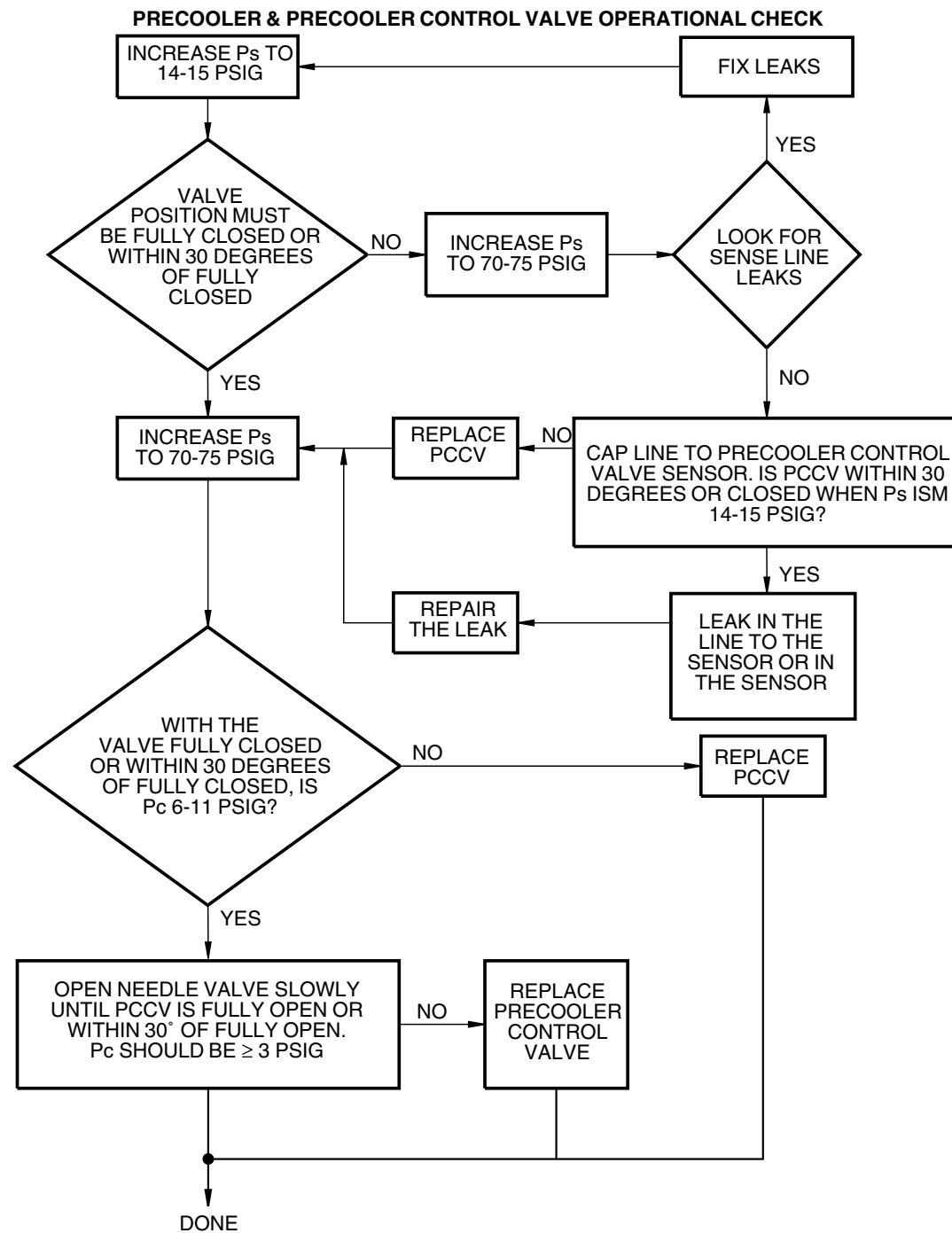
Precooler Control Valve Operational Test
Figure 501/36-12-00-990-801 (Sheet 3 of 3)

EFFECTIVITY
LOM ALL

36-12-00

D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details

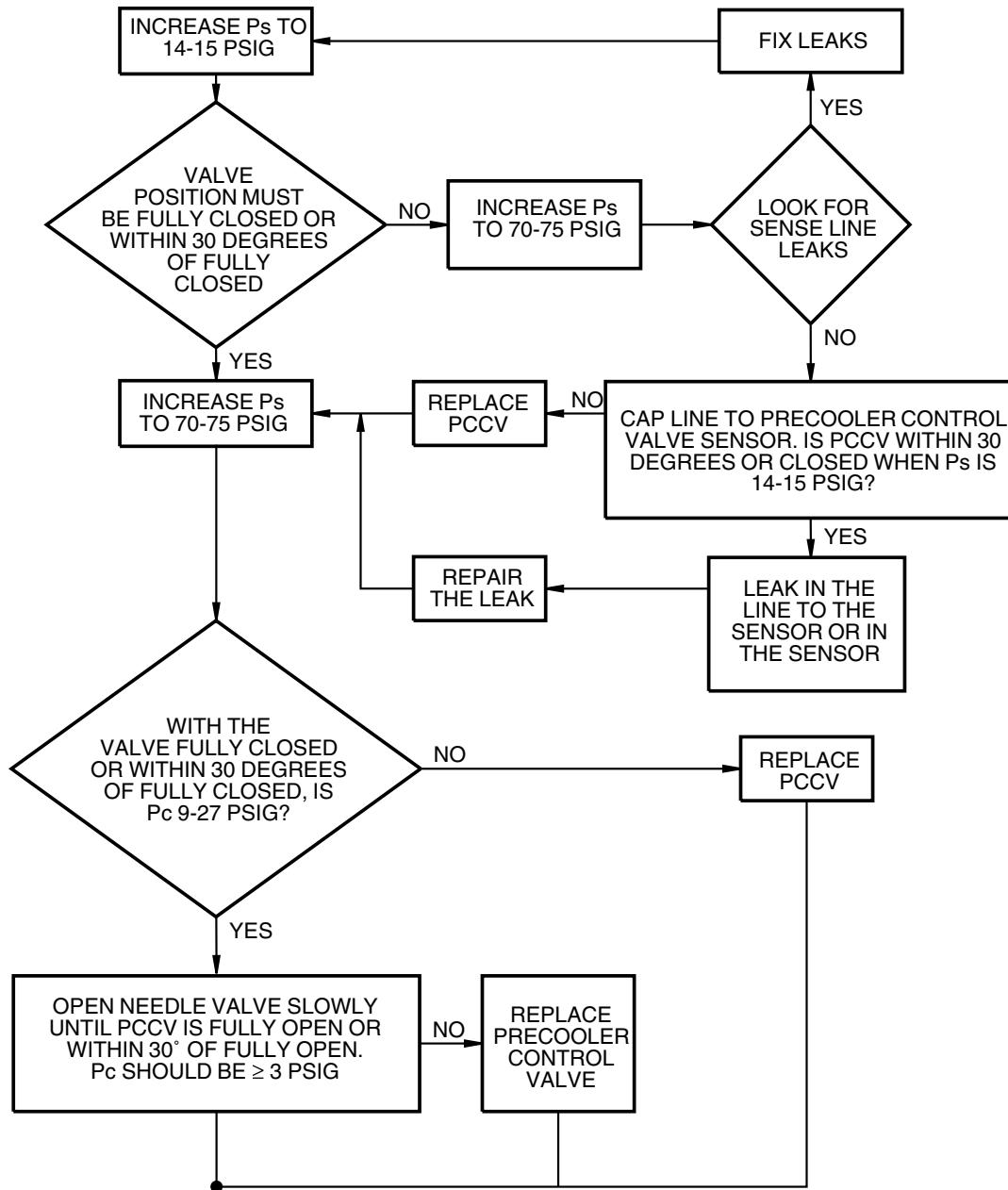


1542800 S0000281063_V11

Precooler Control Valve System Health Check Data Sheet
Figure 502/36-12-00-990-804 (Sheet 1 of 2)

EFFECTIVITY
 LOM ALL; All 737NG Airplanes with PCCV P/N
 3289562

36-12-00

PRECOOLER & PRECOOLER CONTROL VALVE OPERATIONAL CHECK

NOTE:

 Ps = CONTROL PRESSURE
 Ps = SUPPLY PRESSURE

2566120 S0000613706_V4

Precooler Control Valve System Health Check Data Sheet
Figure 502/36-12-00-990-804 (Sheet 2 of 2)

 EFFECTIVITY
 LOM ALL; All 737NG Airplanes with PCCV P/N
 63292146

36-12-00

D633A101-LOM



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

TASK 36-12-00-710-802

3. Precooler Control Valve Functional Test

(Figure 503)

NOTE: This procedure is a scheduled maintenance task.

A. General

- (1) This procedure uses a nitrogen supply source and pneumatic test equipment to perform an operational test of the precooler control valve.

B. References

Reference	Title
30-11-12-000-801	Ground Wing Thermal Anti-Icing Solenoid Valve Removal (P/B 401)
30-11-12-400-801	Ground Wing Thermal Anti-Icing Solenoid Valve Installation (P/B 401)
36-00-00-860-805	Supply Pressure Upstream of the PRSOV (P/B 201)
36-00-00-860-806	Remove Pressure from the Pneumatic System (P/B 201)
36-12-02 P/B 401	PRECOOLER CONTROL VALVE - REMOVAL/INSTALLATION
78-31-00-010-801-F00	Open the Thrust Reverser (Selection) (P/B 201)
78-31-00-010-804-F00	Close the Thrust Reverser (Selection) (P/B 201)

C. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
SPL-4350	Test Equipment - Engine Bleed Air Systems Part #: C36001-64 Supplier: 81205 Opt Part #: 1945-04-08 Supplier: 6Q1D1 Opt Part #: 1945-04-09 Supplier: 6Q1D1
STD-858	Tag - DO NOT OPERATE
STD-1015	Wrench - Torque, 0 to 200 in-lbs (0 to 22.59 N-m)
STD-1453	Gauge - Pressure, 0-250 PSIG (0-1724 KPa)
STD-1454	Regulator - Pressure, 0-250 PSI with Pressure Gauge, 3/8 Inch ID Connections
STD-1455	Source - Nitrogen, 0-250 PSIG
STD-3907	Mirror - Dental
STD-3942	Hose - Air, Flexible, 3/8 inch (.9525 cm) ID, Length as Needed

D. Consumable Materials

Reference	Description	Specification
D00006	Compound - Antiseize, Pure Nickel Special - Never-Seez NSBT-8N/-16N	
D00010	Compound - Thread Antiseize, High Temperature	MIL-PRF-907
G50135	Leak Detector - Liquid, Non-Corrosive Soap Compound	MIL-PRF-25567

EFFECTIVITY
LOM ALL

36-12-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

E. Location Zones

Zone	Area
411	Engine 1 - Engine
421	Engine 2 - Engine

F. Prepare for the Test

SUBTASK 36-12-00-860-010

- (1) Make sure that the engine start lever is in the CUTOFF position.
 - (a) Install a DO NOT OPERATE tag, STD-858, on the applicable start lever.

SUBTASK 36-12-00-860-011



WARNING

REMOVE THE PRESSURE FROM THE PNEUMATIC DUCTS BEFORE YOU REMOVE A PNEUMATIC SYSTEM COMPONENT. HOT HIGH PRESSURE AIR CAN CAUSE INJURIES TO PERSONNEL OR DAMAGE TO EQUIPMENT.

- (2) Do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806.

SUBTASK 36-12-00-860-013

- (3) Make sure that the WING ANTI-ICE switch, on the P5-11 engine and wing anti-ice control panel, is in the OFF position.

SUBTASK 36-12-00-860-012

- (4) Do this task: Open the Thrust Reverser (Selection), TASK 78-31-00-010-801-F00.

G. Precooler Control Valve Functional Test

NOTE: The engine bleed air system test equipment, SPL-4350, contains all of the individual COM and Short Term Dispatch (STD) test equipment shown in the tool list.

SUBTASK 36-12-00-480-015

- (1) Connect a nitrogen source to the supply pressure sense line [18] as follows:
 - (a) Disconnect the bleed air supply line [16] at the inlet tee to the supply pressure sense line [18].
 - 1) Loosen the other end of the bleed air supply line [16] and move it out of the way.
 - (b) Connect a nitrogen source, STD-1455, pressure regulator, STD-1454, pressure gauge, STD-1453, 3/8 inch (.9525 cm) ID flexible air hose, length as needed, STD-3942, at the tee to the supply pressure sense line [18].

SUBTASK 36-12-00-710-011

- (2) Do a check of the minimum closing pressure of the precooler control valve as follows:
 - (a) Adjust the regulator on the nitrogen pressure source, STD-1455, to provide 130 psi (896.3 kPa) - 250 psi (1723.7 kPa) to the pressure regulator, STD-1454.
 - (b) Slowly open the regulator, STD-1454, to increase the Ps (Supply Pressure) to 14 psig (96.5 kPa) - 15 psig (103.4 kPa).
 - (c) Examine the position indicator/manual override nut [17].
 - 1) If it is necessary, use a dental mirror, STD-3907.
 - (d) If the position indicator/manual override nut [17] shows that the valve moved to fully closed or within 30 degrees of fully closed, this task is complete.
 - (e) If the position indicator/manual override nut [17] does not show that the valve moved to fully closed or within 30 degrees of fully closed, do these steps:

EFFECTIVITY
LOM ALL

36-12-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- 1) Put a cap [21] on the sense line to the precooler control valve 390° sensor in the engine compartment (View C, Figure 503).
- 2) Increase Ps to 14 psig (96.5 kPa) - 15 psig (103.4 kPa).
- 3) If the precooler control valve [19] moved to fully closed or to within 30 degrees of fully closed, do a check of the sense lines and 390° sensor for leaks.

NOTE: There is a leak in the sense lines to the 390° sensor or in the 390° sensor.

 - a) If leaks are found, repair or replace as necessary.
- 4) If the precooler control valve [19] did not move to fully closed or to within 30 degrees of fully closed, continue.
- 5) Increase Ps to 70 psig (482.6 kPa) - 75 psig (517.1 kPa).

NOTE: Ps is increased to 70 psig (482.6 kPa) - 75 psig (517.1 kPa) so that leaks in the sense lines and fittings will be easier to detect.
- 6) Use leak detector, G50135, to examine these areas for nitrogen leakage:
 - a) The supply pressure sense line [18] (Ps) and fitting to the precooler control valve [19]
 - b) The test line and fittings from the nitrogen source to the supply pressure sense line [18]
 - c) The sense line and fittings between the precooler control valve [19] and the control pressure (Pc) sense line where it connects to the bottom of the pylon
 - d) The sense line and fittings between the precooler control valve [19] and the wing Thermal Anti-Ice (TAI) solenoid valve
 - e) Wing TAI solenoid valve.
- 7) Decrease Ps to 0 psig (0 kPa) and repair all leakage found.
 - a) If leakage is found at the wing TAI solenoid, replace the wing thermal anti-icing solenoid valve, these are the tasks:
 - <1> Ground Wing Thermal Anti-Icing Solenoid Valve Removal, TASK 30-11-12-000-801
 - <2> Ground Wing Thermal Anti-Icing Solenoid Valve Installation, TASK 30-11-12-400-801.
 - b) Use compound, D00010, or Pure Nickel Special compound, D00006, on the threads of all fittings when connecting the sense lines.
- 8) Increase Ps to 14 psig (96.5 kPa) - 15 psig (103.4 kPa).
 - a) If the precooler control valve [19] does not move to fully closed or to within 30 degrees of fully closed, replace the precooler control valve [19] (PAGEBLOCK 36-12-02/401).
 - <1> Use compound, D00010, or Pure Nickel Special compound, D00006, on the threads of all fittings when connecting the sense lines.

H. Put the Airplane Back to Its Usual Condition

SUBTASK 36-12-00-080-006

- (1) Remove the Ps test equipment and reinstall the bleed air supply line [16] to the supply pressure sense line [18] inlet tee as follows:
 - (a) Remove the nitrogen source, STD-1455, pressure regulator, STD-1454, supply pressure gauge, STD-1453, and test line from the supply pressure sense line [18] (Ps).

EFFECTIVITY
LOM ALL

36-12-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- (b) Connect the bleed air supply line [16] to the supply pressure sense line [18] (View B, Figure 503).

- 1) Apply a light coat of compound, D00010, or Pure Nickel Special compound, D00006, on the threads of all fittings when connecting the sense lines.



CAUTION

USE TWO WRENCHES TO LOOSEN OR TIGHTEN THE FITTING. IF YOU TWIST THE TUBE OR FITTING, YOU CAN CAUSE DAMAGE TO THEM.

- (c) Use the torque wrench, STD-1015, to tighten the coupling nuts for the bleed air supply line [16] (Ps) to 133 in-lb (15.0 N·m) - 147 in-lb (16.6 N·m).



CAUTION

USE TWO WRENCHES TO LOOSEN OR TIGHTEN THE FITTING. IF YOU TWIST THE TUBE OR FITTING, YOU CAN CAUSE DAMAGE TO THEM.

- (d) Back off the coupling nuts to decrease the torque.



CAUTION

USE TWO WRENCHES TO LOOSEN OR TIGHTEN THE FITTING. IF YOU TWIST THE TUBE OR FITTING, YOU CAN CAUSE DAMAGE TO THEM.

- (e) Use the torque wrench, STD-1015, to tighten the coupling nuts for the bleed air supply line [16] (Ps) to 133 in-lb (15.0 N·m) - 147 in-lb (16.6 N·m).

SUBTASK 36-12-00-780-007

- (2) Do this task: Supply Pressure Upstream of the PRSOV, TASK 36-00-00-860-805.

SUBTASK 36-12-00-200-003

- (3) Inspect and check for leaks at the bleed air supply line [16] at the inlet tee at the supply pressure sense line [18] on the engine (Figure 503).

NOTE: No leakage is permitted at the sense line connections.

SUBTASK 36-12-00-780-008

- (4) Do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806.

SUBTASK 36-12-00-860-009



WARNING

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

- (5) Do this task: Close the Thrust Reverser (Selection), TASK 78-31-00-010-804-F00.

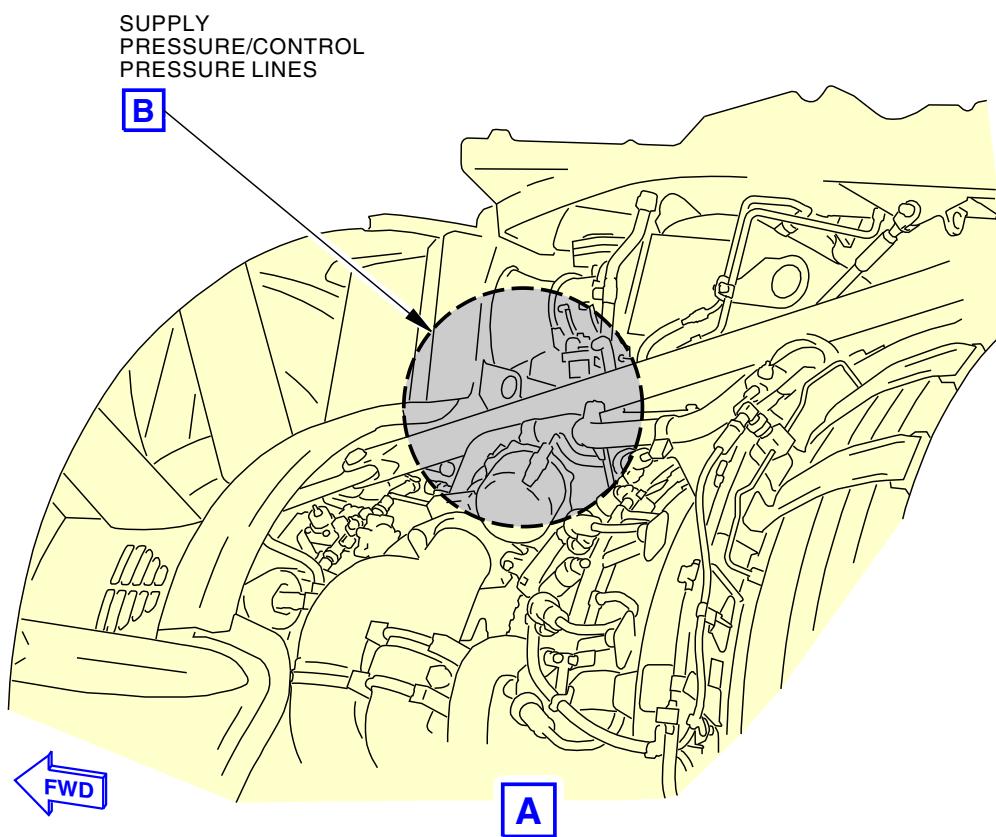
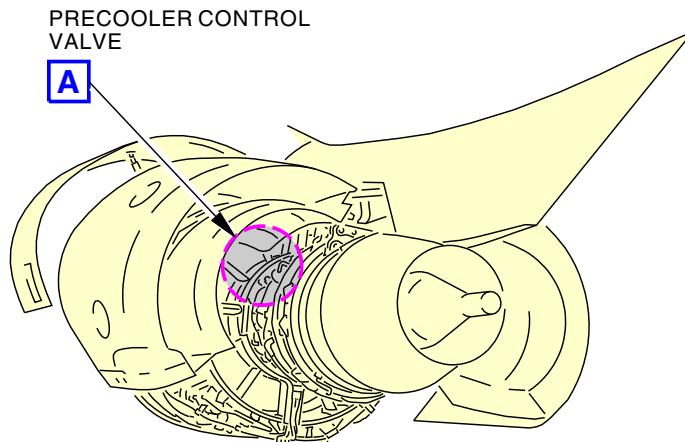
SUBTASK 36-12-00-440-002

- (6) Remove the DO NOT OPERATE tag from the applicable engine start lever.

———— END OF TASK ————

EFFECTIVITY
LOM ALL

36-12-00



2326505 S0000528549_V2

Precooler Control Valve Functional Test
Figure 503/36-12-00-990-805 (Sheet 1 of 3)

EFFECTIVITY
LOM ALL

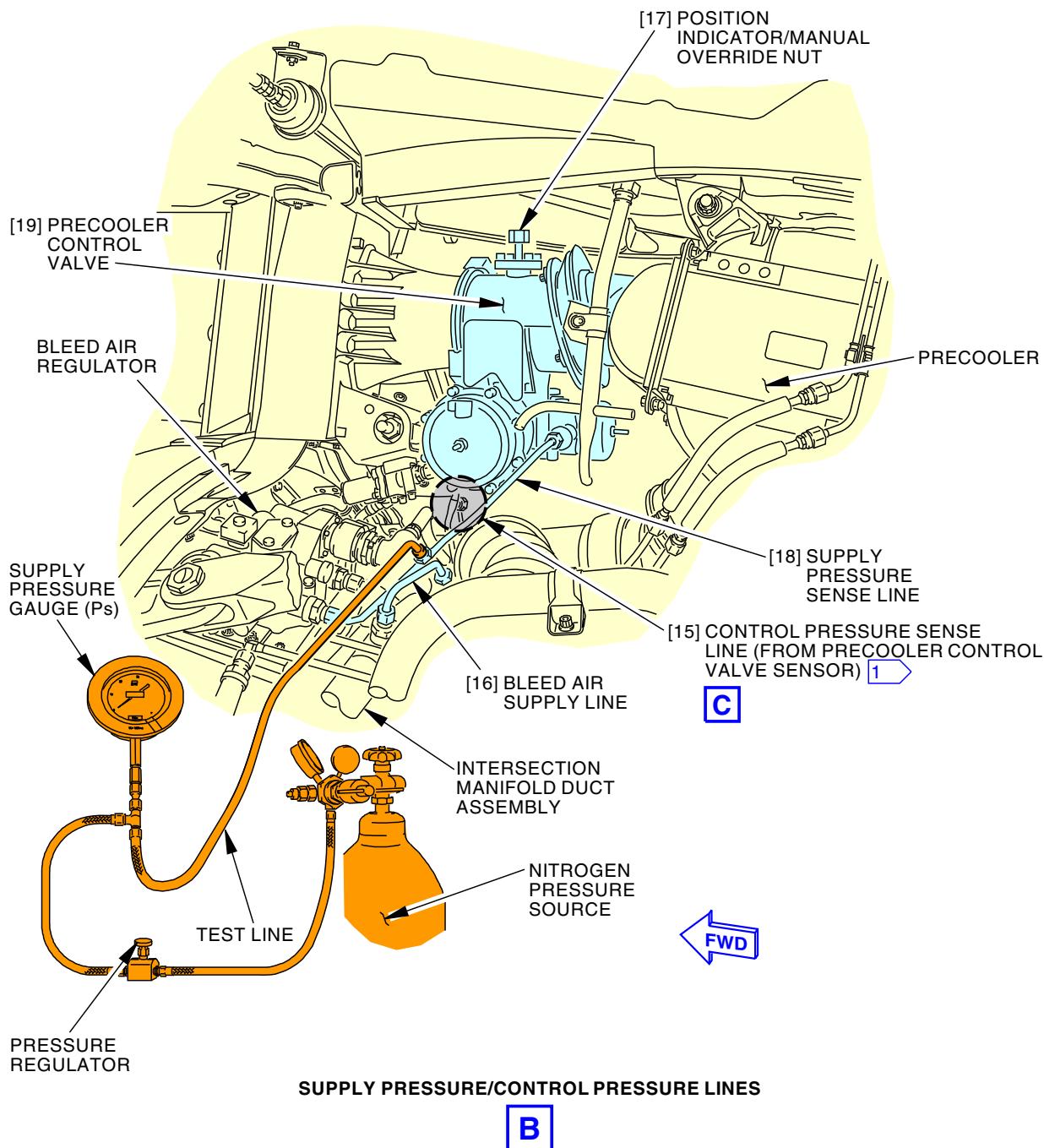
36-12-00

D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details

Page 516
Oct 15/2024

737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



[1] ACCESS FROM RIGHT SIDE OF ENGINE

2326508 S0000528557_V3

Precooler Control Valve Functional Test
Figure 503/36-12-00-990-805 (Sheet 2 of 3)

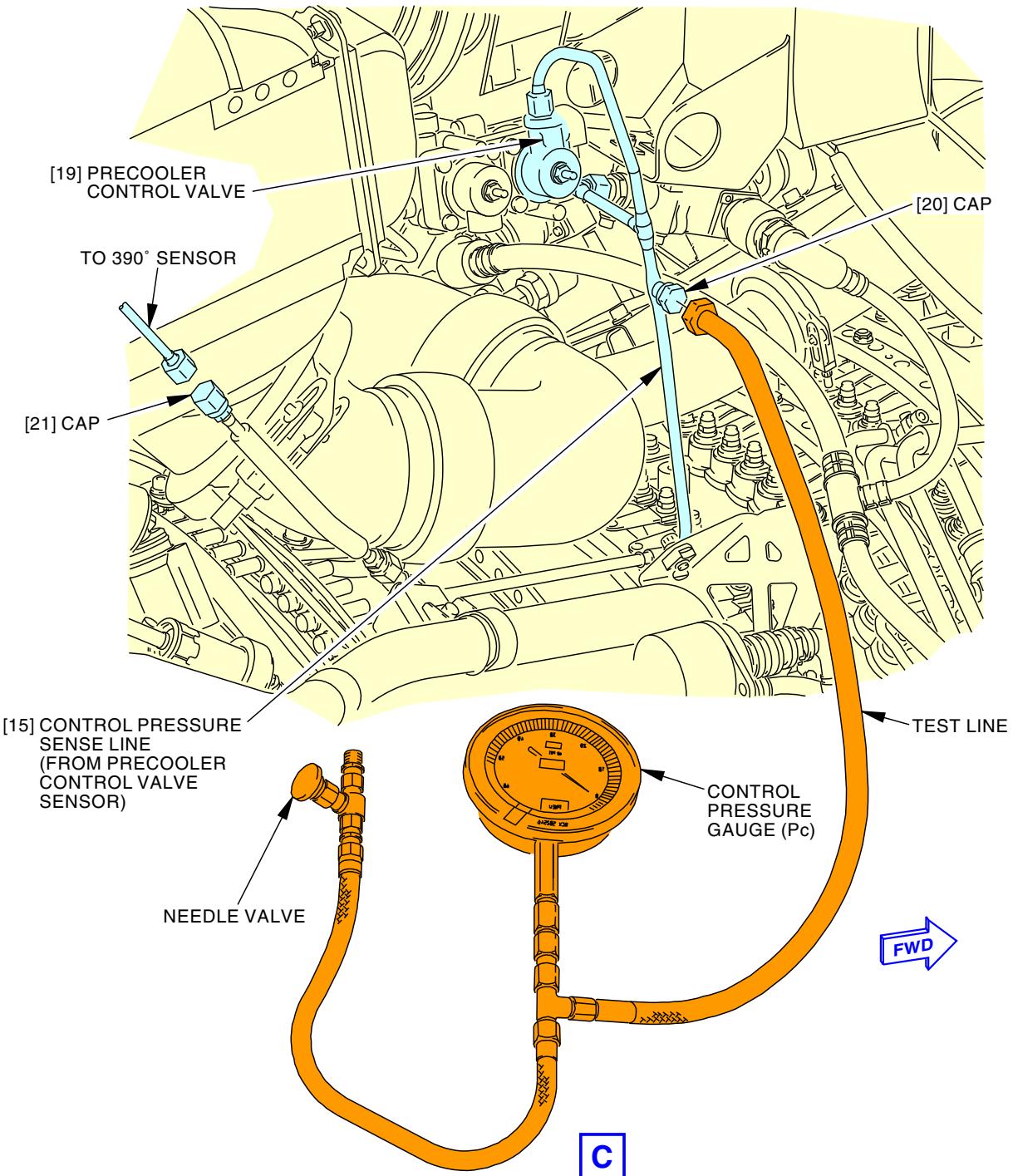
EFFECTIVITY	LOM ALL
-------------	---------

D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details

36-12-00

Page 517
Oct 15/2024



G15719 S0006577991_V7

Precooler Control Valve Functional Test
Figure 503/36-12-00-990-805 (Sheet 3 of 3)

EFFECTIVITY
LOM ALL

36-12-00

D633A101-LOM



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

BLEED AIR PRECOOLER - MAINTENANCE PRACTICES

1. General

- A. This procedure has these tasks:
 - (1) Bleed air precooler disconnection (for engine component removal)
 - (2) Bleed air precooler re-connection (after engine component installation).
 - (3) Bleed air precooler inspection for cracks.
- B. The bleed air precooler disconnection task is used to get access to the 12 o'clock engine core location for the removal of specific engine components (such as the top three fuel nozzles).
- C. If you use the bleed air precooler disconnection task where indicated, you will not have to remove the bleed air precooler.
- D. Because the bleed air precooler re-connection task will be referenced after all engine component access is done, it is assumed that the thrust reversers are open and all airplane safety precautions have been taken.
- E. A precooler with internal crack locations and leakage levels that are within acceptable limits is permitted for continued operation.
- F. A precooler with external crack locations that are within acceptable limits is permitted for limited operation.

TASK 36-12-01-800-801

2. Bleed Air Precooler Disconnection (For Engine Component Removal)

(Figure 201, Figure 202, Figure 203)

A. General

- (1) For this procedure the bleed air precooler will be referred to as the precooler.

B. References

Reference	Title
36-00-00-860-806	Remove Pressure from the Pneumatic System (P/B 201)
36-12-02-000-801	Precooler Control Valve Removal (P/B 401)
78-31-00-010-801-F00	Open the Thrust Reverser (Selection) (P/B 201)

C. Tools/Equipment

Reference	Description
STD-858	Tag - DO NOT OPERATE

D. Location Zones

Zone	Area
411	Engine 1 - Engine
421	Engine 2 - Engine
430	Subzone - Engine 1, Nacelle Strut
440	Subzone - Engine 2, Nacelle Strut



36-12-01

Page 201
Oct 15/2022



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

E. Prepare to Disconnect the Precooler

SUBTASK 36-12-01-860-001



WARNING

YOU MUST REMOVE THE PRESSURE FROM THE PNEUMATIC DUCTS BEFORE YOU REMOVE A PNEUMATIC SYSTEM COMPONENT. IF YOU DO NOT REMOVE THE PRESSURE FROM THE PNEUMATIC DUCTS, HOT HIGH PRESSURE AIR CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.

- (1) Make sure that there is no pressure in the pneumatic system.

- (a) If there is pressure in the pneumatic system, do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806.

SUBTASK 36-12-01-860-004

- (2) Make sure that the applicable engine start lever is in the CUTOFF position.

- (a) Install a DO NOT OPERATE tag, STD-858, on the applicable engine start lever.

SUBTASK 36-12-01-010-007



WARNING

DO THESE SPECIFIED TASKS IN THE CORRECT SEQUENCE BEFORE YOU OPEN THE THRUST REVERSERS: RETRACT THE LEADING EDGE, DO THE DEACTIVATION PROCEDURES FOR THE LEADING EDGE AND THE THRUST REVERSER (FOR GROUND MAINTENANCE), AND OPEN THE FAN COWL PANELS. IF YOU DO NOT OBEY THE ABOVE SEQUENCE, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (3) Do this task: Open the Thrust Reverser (Selection), TASK 78-31-00-010-801-F00.

SUBTASK 36-12-01-010-001

- (4) Do this task: Precooler Control Valve Removal, TASK 36-12-02-000-801.

F. Disconnect the Precooler

SUBTASK 36-12-01-020-001



CAUTION

USE TWO WRENCHES TO LOOSEN THE TUBE COUPLING NUTS. USE ONE WRENCH TO HOLD THE NIPPLE FITTING. USE THE OTHER WRENCH TO LOOSEN THE COUPLING NUT. IF THE NIPPLE FITTING TURNS, DAMAGE CAN OCCUR.

- (1) Remove the disconnects from the left side of the engine as follows (Figure 201):

- (a) Do these steps to disconnect the fire extinguishing tube [5] from the precooler [6]:

- 1) Remove the clamp [2], bolt [3], and nut [4] that attach the fire extinguishing tube [5] to the precooler [6].
- 2) Disconnect the fire extinguishing tube [5] at the strut firewall.
- 3) Remove the fire extinguishing tube [5].
- 4) Install the protective covers on the open connections.

- (b) Do these steps to disconnect the downstream pressure sense line and the control pressure sense line from the precooler [6]:

- 1) Disconnect the downstream pressure sense tube from the union at the top of the precooler [6].
- 2) Disconnect the control pressure sense tube (to 450°F thermostat) from the fitting at the strut firewall.

EFFECTIVITY
LOM ALL

36-12-01



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- 3) Disconnect the downstream pressure sense line and the control pressure sense line (to 450°F thermostat) below their hose assemblies on the engine core case.
 - 4) Remove the clamps [7], clampshells [8], bolt [9], and nut [10] that attach the sense lines to the precooler [6].
 - 5) Remove the control pressure sense tube and downstream pressure sense tube (to 450°F thermostat).
 - 6) Install protective covers on the open connections.
- (c) Remove the bolts [12] that attach the left compression pad bracket [11] to the precooler [6].
- NOTE: If installed, keep the compressions rod for the thrust reverser attached to the bracket.

SUBTASK 36-12-01-020-002



CAUTION

USE TWO WRENCHES TO LOOSEN THE TUBE COUPLING NUTS. USE ONE WRENCH TO HOLD THE NIPPLE FITTING. USE THE OTHER WRENCH TO LOOSEN THE COUPLING NUT. IF THE NIPPLE FITTING TURNS, DAMAGE CAN OCCUR.

- (2) Remove these disconnects from the right side of the engine as follows (Figure 202):
 - (a) Do these steps to disconnect the control pressure sense line (to precooler control valve sensor (390°F)):
 - 1) Disconnect one end of the control pressure sense line (to precooler control valve sensor (390°F)) from the strut firewall and the other end below its hose assembly on the engine core case.
 - 2) Remove the clamp [38], clampshells [39], bolt [40], and nut [41] that attach the control pressure sense line to the right compression pad bracket [31].
 - 3) Remove the bolts [32] that attach the right compression pad bracket [31] to the precooler [6].
 - NOTE: If installed, keep the compression rod for the thrust reverser attached to the bracket.
 - 4) Install protective covers on the open connections.

SUBTASK 36-12-01-020-013

- (3) Do these steps to remove the precooler upstream duct [15]:
 - (a) Remove the coupling [36] that attaches the precooler [6] from the precooler upstream duct [15] (Figure 202).
 - (b) Remove the coupling [16] that attaches the precooler upstream duct [15] to the Pressure Regulating and Shutoff Valve (PRSOV) (Figure 201).
 - (c) Remove the precooler upstream duct [15].
 - (d) Remove the E-seal [17] from the top flange of the PRSOV.
 - (e) Remove the E-seal [37] from the top flange of the precooler upstream duct [15] (Figure 202).
 - (f) Install protective covers on the open duct sections.

SUBTASK 36-12-01-020-003

- (4) Do these steps to disconnect the precooler inlet header [1] from the precooler [6] (Figure 201):
 - (a) Remove the bolts [14] that attach the precooler inlet header [1] to the precooler [6].

EFFECTIVITY
LOM ALL

36-12-01



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- (b) Remove the precooler inlet header [1].

SUBTASK 36-12-01-020-014

- (5) Remove the coupling [34] at the top of the precooler [6] (Figure 202).
(a) Remove the E-seal [35] from the top duct flange of the precooler [6].

SUBTASK 36-12-01-020-015

- (6) Do these steps to disconnect the links from the aft precooler clevises (Figure 203):



BE CAREFUL WHEN YOU REMOVE AND DISCONNECT THE LINKS FROM THE AFT PRECOOLER CLEVISSES. DO NOT LET THE PRECOOLER MOVE SUDDENLY. USE PADDING OR OTHER SATISFACTORY MATERIAL TO TEMPORARILY HOLD THE PRECOOLER IN ITS POSITION. IF YOU DO NOT OBEY, DAMAGE TO EQUIPMENT CAN OCCUR.

- (a) Install temporary padding support or other satisfactory material in place to hold the precooler in position in preparation for the links to be disconnected.
(b) Remove the bolts [65], washers [64], bushings [63], washers [62], and nuts [61] that attach the links to the aft precooler clevises.
(c) Keep the links attached to the strut and lower the opposite ends until they touch the engine case.

SUBTASK 36-12-01-820-001



CAUTION

WHILE YOU MOVE THE PRECOOLER, MAKE SURE THAT IT DOES NOT HIT ENGINE COMPONENTS. IF IT DOES, REMOVE OR RELOCATE THE SPECIFIC COMPONENT. IF YOU DO NOT OBEY, DAMAGE TO EQUIPMENT CAN OCCUR.

- (7) Do these steps to move the precooler [6]:

NOTE: It is necessary a minimum of two persons to move the precooler.

- (a) As you hold the precooler [6], remove the temporary padding support.
(b) Slowly let the precooler [6] move about the top clevis axis.

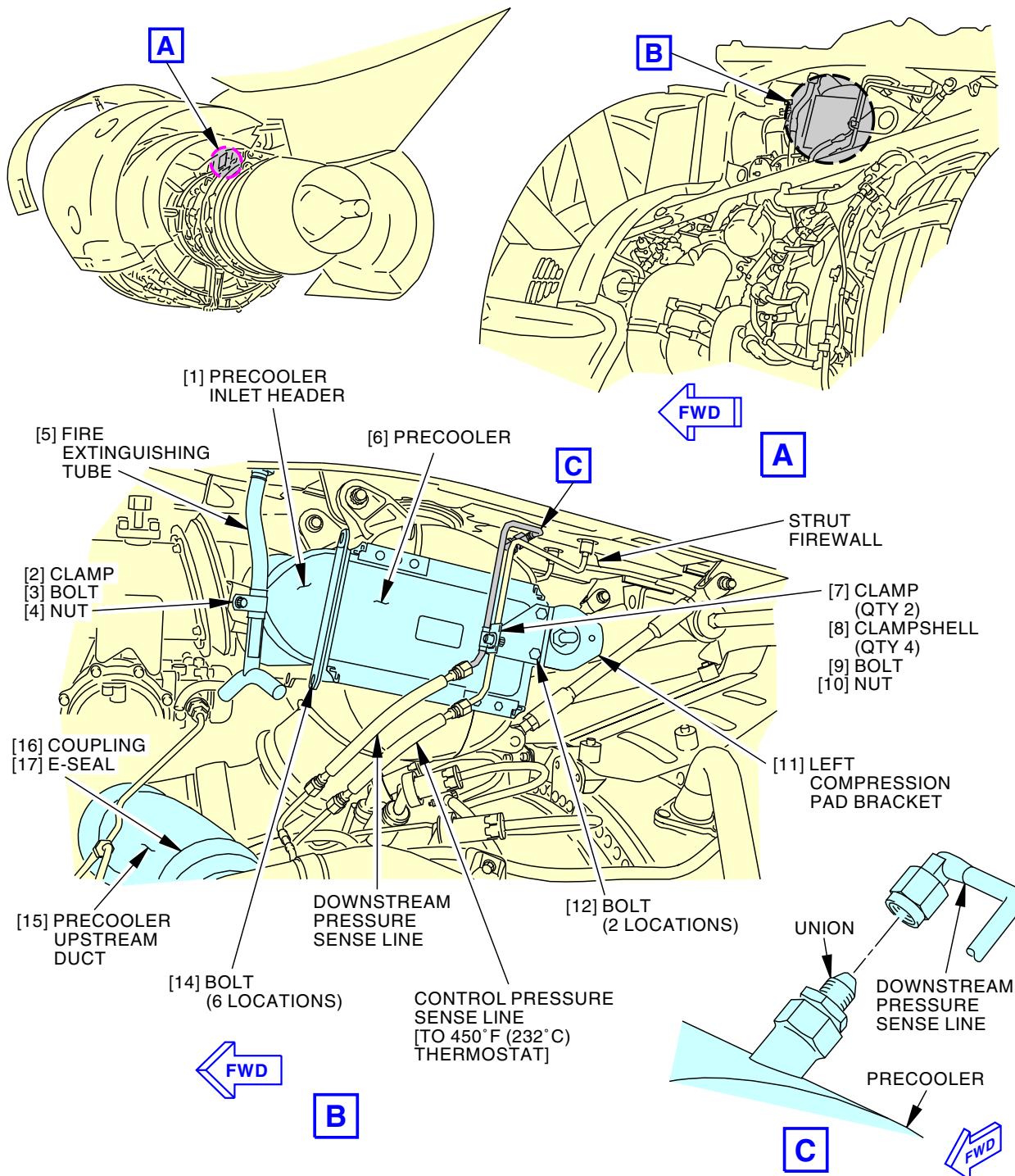
NOTE: The precooler should turn approximately 45 degrees.

- (c) Install temporary padding support or other satisfactory material to hold the precooler [6] in position.

———— END OF TASK ————

EFFECTIVITY
LOM ALL

36-12-01

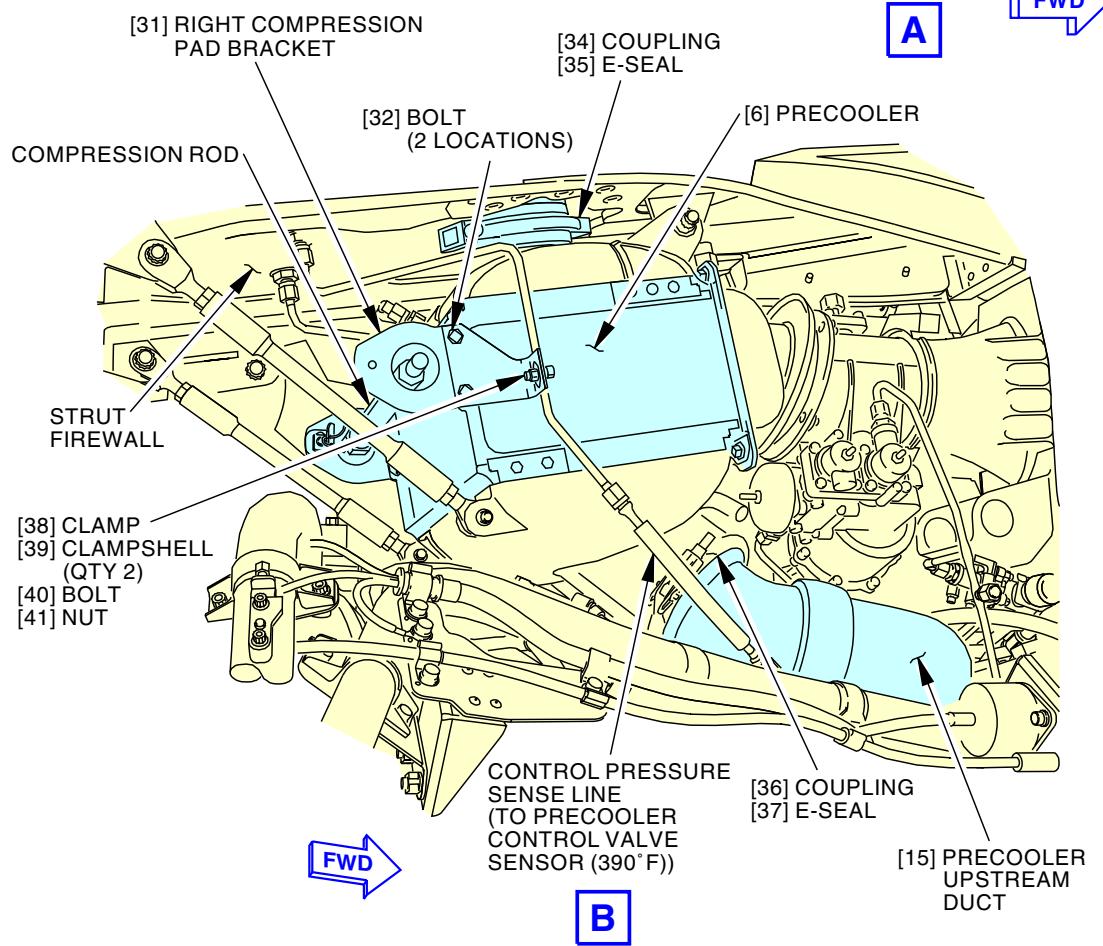
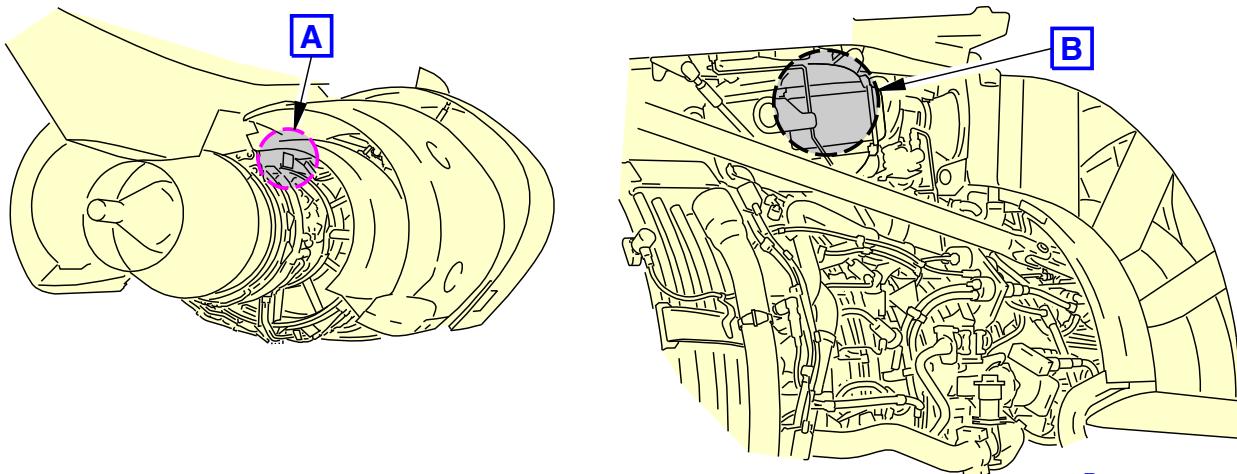


F82791 S0006577995_V4

Precooler Maintenance Practices (left Side Connections)
Figure 201/36-12-01-990-801

EFFECTIVITY
LOM ALL

36-12-01



F82795 S0006577996_V3

Precooler Maintenance Practices (Right Side Connections)
Figure 202/36-12-01-990-802

EFFECTIVITY
 LOM ALL

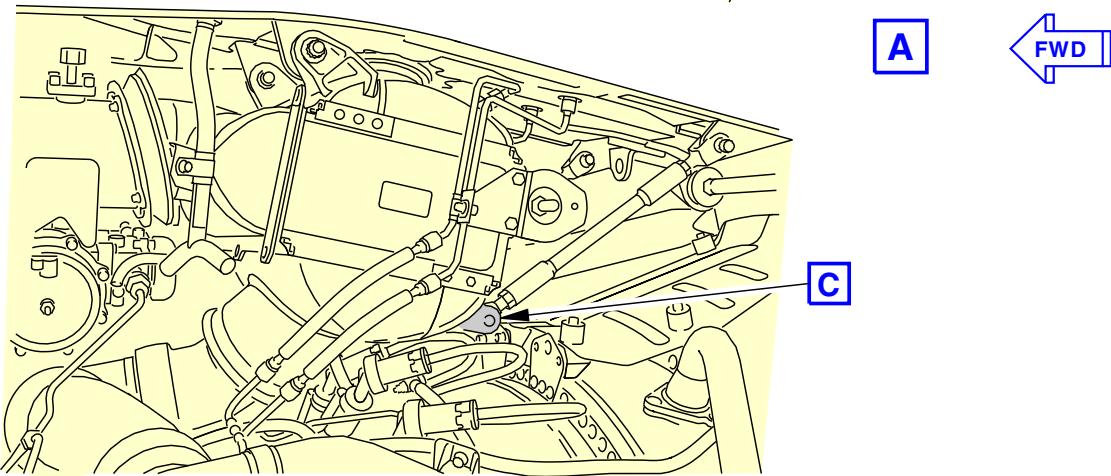
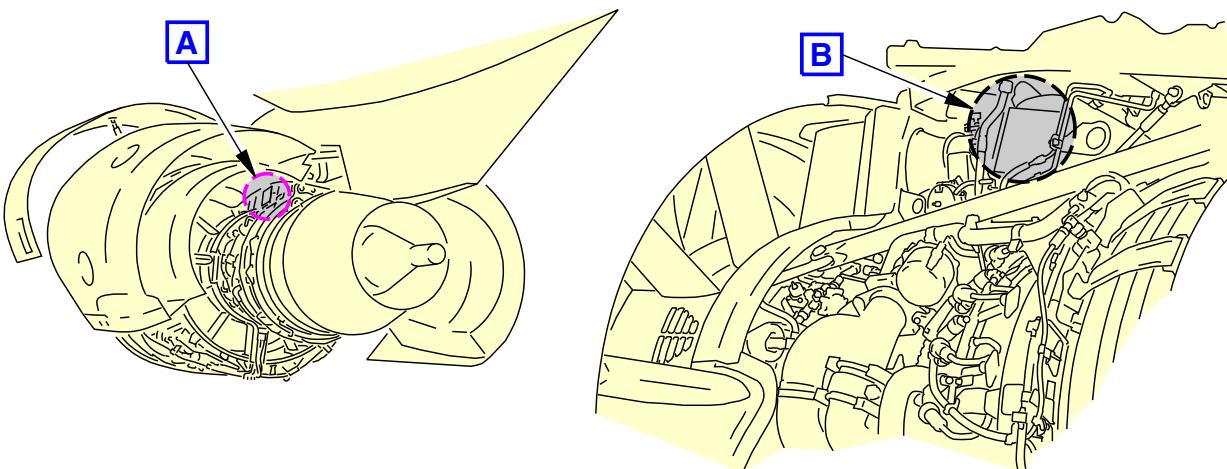
36-12-01

D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details

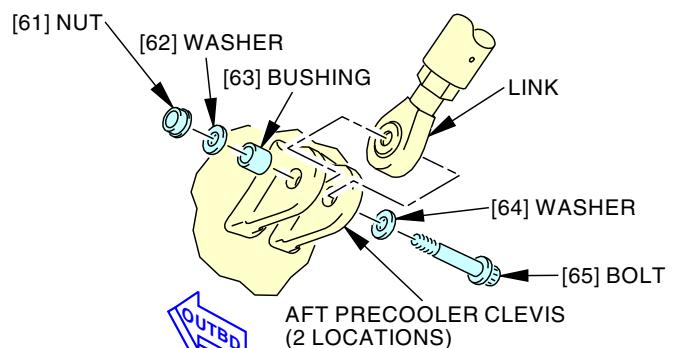


737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



FWD

B



C

NOTE:

LEFT SIDE INSTALLATION IS SHOWN,
RIGHT SIDE INSTALLATION IS OPPOSITE

F82797 S0006577997_V2

Precooler Maintenance Practices
Figure 203/36-12-01-990-803

EFFECTIVITY
LOM ALL

36-12-01

D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details

Page 207
Oct 15/2015



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

TASK 36-12-01-400-801

3. Bleed Air Precooler Reconnection (After Engine Component Installation)

(Figure 201, Figure 202, Figure 203)

A. General

- (1) For this procedure the bleed air precooler will be referred to as the precooler.

B. References

Reference	Title
20-10-44-400-801	Lockwire, Cotter Pins, and Lockrings - Installation (P/B 401)
36-12-02-400-801	Precooler Control Valve Installation (P/B 401)
70-30-01-910-802-F00	Seals (Preformed Packings and O-Rings) and Gaskets (P/B 201)

C. Tools/Equipment

Reference	Description
STD-3906	Mallet - Rubber

D. Consumable Materials

Reference	Description	Specification
D00006	Compound - Antiseize, Pure Nickel Special - Never-Seez NSBT-8N/-16N	
D00010	Compound - Thread Antiseize, High Temperature	MIL-PRF-907
G01048	Lockwire - MS20995C32, Corrosion Resistant Steel - 0.032 Inch (0.8128 mm) Diameter	NASM20995

E. Location Zones

Zone	Area
411	Engine 1 - Engine
421	Engine 2 - Engine
430	Subzone - Engine 1, Nacelle Strut
440	Subzone - Engine 2, Nacelle Strut

F. Reconnect the Precooler

SUBTASK 36-12-01-910-001

- (1) If installed, remove the protective caps from the pneumatic ducts.

SUBTASK 36-12-01-840-001

- (2) Do these steps to prepare the precooler [6] for the installation:

- Examine the E-seal [17], E-seal [35], and E-seal [37] for cracks, dents or other damage (TASK 70-30-01-910-802-F00).
 - Replace all damaged E-seals.
- Make sure that the flanges to the precooler [6], precooler upstream duct [15], Pressure Regulating and Shutoff Valve (PRSOV) and strut pneumatic duct are clean and in good condition.

SUBTASK 36-12-01-420-001

- (3) Install E-seals at these locations:

- Install the E-seal [35] at the top duct flange of the precooler [6].
- Install the E-seal [37] at the top duct flange of the precooler upstream duct [15].

EFFECTIVITY
LOM ALL

36-12-01



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- (c) Install the E-seal [17] at the top duct flange of the PRSOV.

SUBTASK 36-12-01-820-002

- (4) Do these steps to put the precooler [6] in its correct position:

NOTE: It is necessary a minimum of two persons to move the precooler.

- (a) As you hold the precooler [6], remove the temporary padding support.
- (b) Slowly let the precooler [6] turn about its top clevis axis until the strut pneumatic duct flange is aligned with the top duct flange of the precooler [6].
- (c) Install, but do not tighten the coupling [34] between the precooler [6] and the strut pneumatic duct.

NOTE: This will hold the precooler in this position and make the installation of the links easier.

NOTE: These flanges are keyed. The coupling can only be installed in one position. The keys are found at the 6 and 12 o'clock positions.

SUBTASK 36-12-01-420-004

- (5) Do these steps to attach the precooler [6] to the strut (Figure 203):

- (a) Lubricate the threads of the bolts [65] with compound, D00010 (alternate Pure Nickel Special compound, D00006).
- (b) Attach the two links to the aft precooler clevises with the bolts [65], washers [64], bushings [63], washers [62], and nuts [61]:
 - 1) Make sure that the countersunk sides of the washers [64] face the bolt [65] heads.
 - 2) If it is necessary, you can adjust the length of the links as follows:
 - a) Loosen the jam nut to free the rod end bearing and adjust the length.
 - b) After the link has been adjusted correctly, tighten the jamnut to 63 in-lb (7.12 N·m) - 67 in-lb (7.57 N·m).
 - c) Apply MS20995C32 lockwire, G01048, to the links.
<1> Do this task to install the lockwire: Lockwire, Cotter Pins, and Lockrings - Installation, TASK 20-10-44-400-801.

SUBTASK 36-12-01-420-005

- (6) Attach the precooler inlet header [1] to the forward side of the precooler [6] with the bolts [14] (Figure 201).

- (a) Lubricate the threads of the bolts [14] with compound, D00010 (alternate Pure Nickel Special compound, D00006).

SUBTASK 36-12-01-420-006



CAUTION USE TWO WRENCHES TO TIGHTEN THE TUBE COUPLING NUT. USE ONE TO HOLD THE NIPPLE, AND THE OTHER TO TIGHTEN THE COUPLING NUT. IF YOU DO NOT USE TWO WRENCHES, DAMAGE TO THE TUBE AND NIPPLE CAN OCCUR.

- (7) Install the connections to the left side of the precooler [6] as follows (Figure 201):
- (a) Install the bolts [12] to attach the left compression pad bracket [11] to the precooler [6].
 - (b) Make sure that the compression rod for the thrust reverser is correctly installed.
 - (c) Do these steps to connect the downstream pressure sense line and the control pressure sense line to the precooler [6]:

EFFECTIVITY
LOM ALL

36-12-01



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- 1) Connect the downstream pressure sense tube to the union at the top of the precooler [6].
 - 2) Connect the control pressure sense tube (to 450°F thermostat) to the fitting at the strut firewall.
 - 3) Connect the downstream pressure sense line and the control pressure sense line (to 450°F thermostat) below their hose assemblies on the engine core case.
 - 4) Attach both sense tubes to the left compression pad bracket [11] with the clamps [7], clampshells [8], bolt [9], and nut [10].
 - 5) Tighten the coupling nuts for the sense tubes to 133.0 in-lb (15.0 N·m) - 147.0 in-lb (16.6 N·m).
 - 6) Back off the coupling nuts to decrease the torque.
 - 7) Tighten the coupling nuts for the sense tubes to 133.0 in-lb (15.0 N·m) - 147.0 in-lb (16.6 N·m).
 - 8) Make sure there is a minimum clearance between the control pressure sense line (to 450°F thermostat) and the precooler [6] of 0.10 in. (2.5 mm).
 - 9) Make sure there is a minimum clearance between the downstream pressure sense line and the precooler [6] of 0.06 in. (1.5 mm).
- (d) Do these steps to connect the fire extinguishing tube [5] to the precooler [6]:
- 1) Connect the fire extinguishing tube [5] to the strut firewall.
 - 2) Attach the fire extinguishing tube [5] to the precooler [6] with the clamp [2], bolt [3], and nut [4].

SUBTASK 36-12-01-420-007



CAUTION

USE TWO WRENCHES TO TIGHTEN THE TUBE COUPLING NUT. USE ONE TO HOLD THE NIPPLE, AND THE OTHER TO TIGHTEN THE COUPLING NUT. IF YOU DO NOT USE TWO WRENCHES, DAMAGE TO THE TUBE AND NIPPLE CAN OCCUR.

- (8) Install the connections to the right side of the precooler [6] as follows (Figure 202):
- (a) Install the bolts [32] to attach the right compression pad bracket [31] to the precooler [6].
 - (b) Make sure that the compression rod is correctly engaged in the two compression pad brackets.
 - (c) Do these steps to connect the control pressure sense line (to precooler control valve sensor (390°F)):
 - 1) Connect one end of the control pressure sense line (to precooler control valve sensor (390°F)) to the union on the strut fire wall.
 - 2) Connect the other end of the control pressure sense line to the hose assembly on the engine core case.
 - 3) Attach the control pressure sense line to the right compression pad bracket [31] with the clamp [38], clampshells [39], bolt [40], and nut [41].
 - 4) Tighten the coupling nuts for sense line to 133.0 in-lb (15.0 N·m) - 147.0 in-lb (16.6 N·m).
 - 5) Back off the coupling nuts to decrease the torque.
 - 6) Tighten the coupling nuts for sense line to 133.0 in-lb (15.0 N·m) - 147.0 in-lb (16.6 N·m).

EFFECTIVITY
LOM ALL

36-12-01



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- 7) Make sure there is a minimum clearance between the sense line and the precooler [6] of 0.10 in. (2.5 mm).
- (d) Tighten the coupling [34] at the top of the precooler [6] as follows:
 - 1) Tighten the coupling [34] to the torque given on the part.
 - 2) Lightly tap the outer diameter of the coupling [34] with a rubber mallet, STD-3906.
 - 3) Tighten the coupling [34] again to the torque given on the part.
- (e) Install the precooler upstream duct [15] between the precooler [6] and the PRSOV.
 - 1) Install the coupling [36] between the precooler [6] and the precooler upstream duct [15].
 - 2) Install the coupling [16] between the PRSOV and the precooler upstream duct [15].
 - 3) Tighten the coupling [16] and coupling [36] to the torque given on the part.
 - 4) Lightly tap the outer diameter of the couplings with a rubber mallet, STD-3906.
 - 5) Tighten the coupling [16] and coupling [36] again to the torque given on the part.

SUBTASK 36-12-01-410-001

- (9) Do this task: Precooler Control Valve Installation, TASK 36-12-02-400-801.

————— END OF TASK ————

TASK 36-12-01-200-801

4. Bleed Air Precooler Inspection for Cracks

(Figure 204)

A. General

- (1) This procedure inspects the precooler for allowable crack locations.

B. References

Reference	Title
36-12-01-000-801	Bleed Air Precooler Removal (P/B 401)
36-12-01-400-802	Bleed Air Precooler Installation (P/B 401)
71-11-02-010-801-F00	Open the Fan Cowl Panels (P/B 201)
71-11-02-410-801-F00	Close the Fan Cowl Panels (P/B 201)
78-31-00-010-801-F00	Open the Thrust Reverser (Selection) (P/B 201)
78-31-00-010-804-F00	Close the Thrust Reverser (Selection) (P/B 201)
78-31-00-040-802-F00	Thrust Reverser Deactivation For Ground Maintenance (P/B 201)
78-31-00-440-803-F00	Thrust Reverser Activation After Ground Maintenance (P/B 201)

C. Location Zones

Zone	Area
413	Engine 1 - Fan Cowl, Left
414	Engine 1 - Fan Cowl, Right
415	Engine 1 - Thrust Reverser, Left
416	Engine 1 - Thrust Reverser, Right
423	Engine 2 - Fan Cowl, Left
424	Engine 2 - Fan Cowl, Right
425	Engine 2 - Thrust Reverser, Left
426	Engine 2 - Thrust Reverser, Right

EFFECTIVITY
LOM ALL

36-12-01



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

D. Procedure

SUBTASK 36-12-01-040-001



WARNING

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

- (1) Do the deactivation procedure for the thrust reverser for ground maintenance (Thrust Reverser Deactivation For Ground Maintenance, TASK 78-31-00-040-802-F00).

SUBTASK 36-12-01-010-008

- (2) Open the applicable fan cowl (Open the Fan Cowl Panels, TASK 71-11-02-010-801-F00).

SUBTASK 36-12-01-010-009



WARNING

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

- (3) Open the applicable thrust reverser (Open the Thrust Reverser (Selection), TASK 78-31-00-010-801-F00).

SUBTASK 36-12-01-210-001

- (4) Examine the precooler for cracks, severe dents, or punctures (Figure 204).

NOTE: Examine the parts in a clean area where there is sufficient light. Use a minimum of 10X magnification when you examine the parts for cracks.

SUBTASK 36-12-01-210-004

- (5) Examine the manifolds, ducts, and flanges for cracks, distortion, burrs, corrosion, nicks, scratches, pits, too much scoring, wear, and signs of overheating.

SUBTASK 36-12-01-210-005

- (6) Examine the parts for general condition, structural failure, damage and wear.

SUBTASK 36-12-01-210-006

- (7) Examine the precooler core faces for bent or broken fins.

SUBTASK 36-12-01-210-007

- (8) Examine the precooler mounts for cracks, breaks, bends, or other damage.

SUBTASK 36-12-01-210-008

- (9) Examine the precooler threaded parts for crossed, stripped or broken threads.

SUBTASK 36-12-01-210-003

- (10) If the crack location is external and located on or in the weld seams, do this step:
 - (a) Measure the length of the crack.
 - (b) If the crack length is 1.5 inches or less, continued airplane operation is permitted for 10 days or until the crack length reaches 1.5 inches, whichever occurs first.
 - 1) Inspect cracks that are 1.5 inches or less on a daily basis.
 - (c) If the crack length is greater than 1.5 inches but less than 5.0 inches, you may continue airplane operation for a maximum of 10 days if you obey the steps that follow:
 - 1) Position the associated BLEED switch on the P5-10 panel to OFF and attach a DO-NOT-OPERATE identifier to the switch.
 - 2) Inspect the crack on a daily basis and make a record of the crack length.

EFFECTIVITY
LOM ALL

36-12-01



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-12-01-960-001

- (11) If the crack location is external as specified per Figure 204, replace the precooler.
- (a) To replace the precooler, do these tasks:
- Bleed Air Precooler Removal, TASK 36-12-01-000-801,
- Bleed Air Precooler Installation, TASK 36-12-01-400-802.

SUBTASK 36-12-01-410-004



WARNING

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

- (12) Close the applicable thrust reverser (Close the Thrust Reverser (Selection),
TASK 78-31-00-010-804-F00).

SUBTASK 36-12-01-410-005

- (13) Close the applicable fan cowl panel (Close the Fan Cowl Panels,
TASK 71-11-02-410-801-F00).

SUBTASK 36-12-01-440-002

- (14) Do the activation procedure for the thrust reverser system (Thrust Reverser Activation After Ground Maintenance, TASK 78-31-00-440-803-F00).

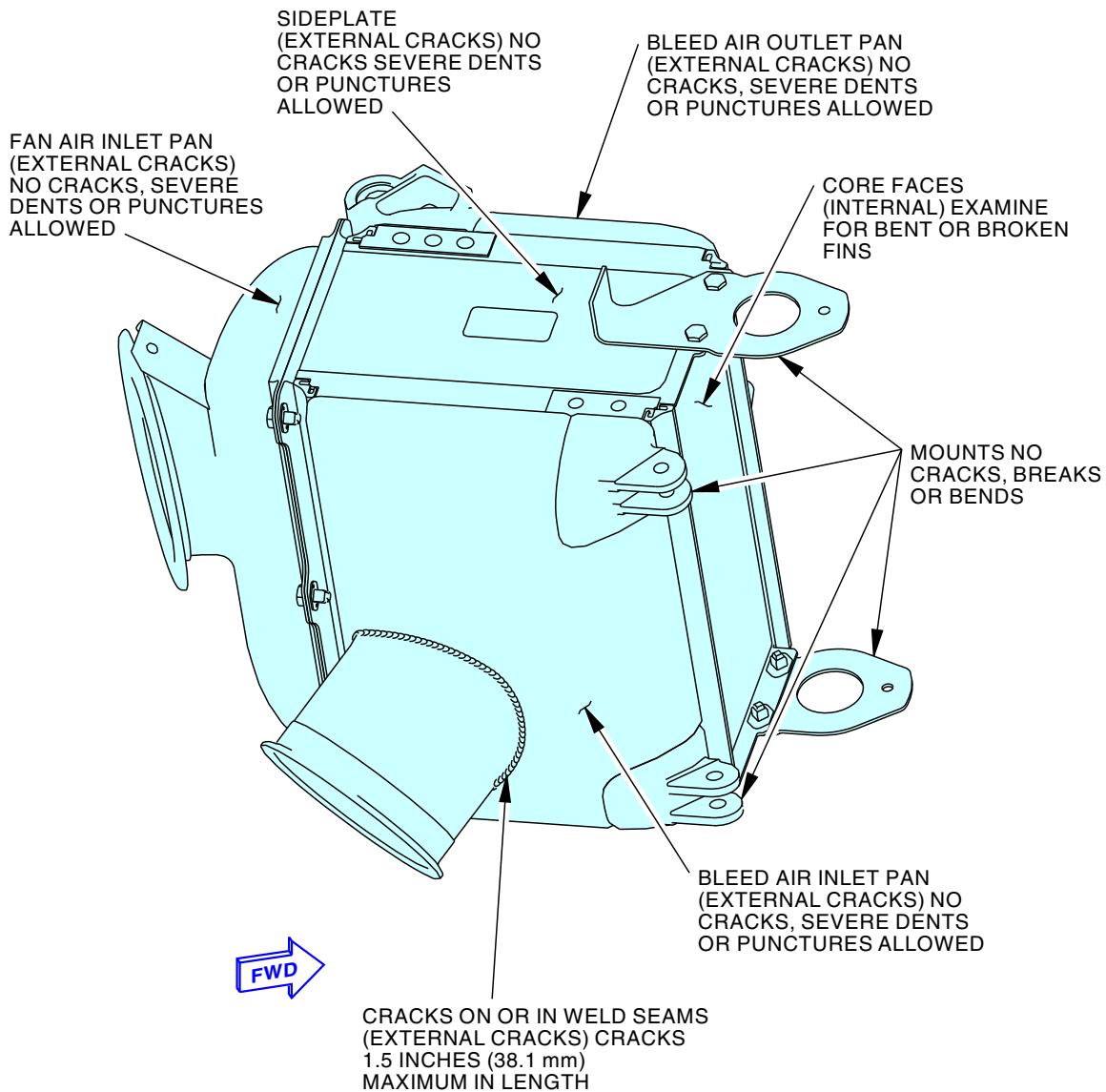
———— END OF TASK ————

— EFFECTIVITY —
LOM ALL

36-12-01

Page 213
Oct 15/2020

D633A101-LOM



2072728 S0000431151_V3

Precooler Crack Locations
Figure 204/36-12-01-990-808

EFFECTIVITY
LOM ALL

36-12-01

D633A101-LOM



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

BLEED AIR PRECOOLER - REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
 - (1) A removal of the precooler
 - (2) An installation of the precooler.
- B. The precooler is found at the 12 o'clock position on the engine core area and immediately aft of the precooler control valve.

TASK 36-12-01-000-801

2. Bleed Air Precooler Removal

(Figure 401, Figure 402, Figure 403)

A. General

- (1) To remove the bleed air precooler, obey these steps:
 - (a) It is not necessary to remove the powerplant.
 - (b) Open the outboard thrust reverser to the 65-degree extended maintenance position.
 - (c) Always remove the bleed air precooler from the outboard side of the powerplant.
- (2) For this procedure the bleed air precooler will be referred to as the precooler.

B. References

Reference	Title
36-00-00-860-806	Remove Pressure from the Pneumatic System (P/B 201)
71-21-02-000-801-F00	Thrust Link Assembly Removal (P/B 401)
78-31-00-000-803-F00	Open the Thrust Reverser (65-Degree Maintenance Position) (P/B 201)

C. Tools/Equipment

Reference	Description
STD-858	Tag - DO NOT OPERATE

D. Location Zones

Zone	Area
411	Engine 1 - Engine
421	Engine 2 - Engine
430	Subzone - Engine 1, Nacelle Strut
440	Subzone - Engine 2, Nacelle Strut

E. Prepare for the Removal

SUBTASK 36-12-01-860-005



YOU MUST REMOVE THE PRESSURE FROM THE PNEUMATIC DUCTS BEFORE YOU REMOVE A PNEUMATIC SYSTEM COMPONENT. IF YOU DO NOT REMOVE THE PRESSURE FROM THE PNEUMATIC DUCTS, HOT HIGH PRESSURE AIR CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.

- (1) Make sure that there is no pressure in the pneumatic system.
 - (a) If there is pressure in the pneumatic system, do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806.

EFFECTIVITY
LOM ALL

36-12-01



737-600/700/800/900 AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-12-01-860-002

- (2) Make sure that the applicable engine start lever is in the CUTOFF position.
 - (a) Install a DO NOT OPERATE tag, STD-858, on the applicable engine start lever.

SUBTASK 36-12-01-010-002



WARNING

DO THESE SPECIFIED TASKS IN THE CORRECT SEQUENCE BEFORE YOU OPEN THE THRUST REVERSERS: RETRACT THE LEADING EDGE, DO THE DEACTIVATION PROCEDURES FOR THE LEADING EDGE AND THE THRUST REVERSER (FOR GROUND MAINTENANCE), AND OPEN THE FAN COWL PANELS. IF YOU DO NOT OBEY THE ABOVE SEQUENCE, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (3) Do this task: Open the Thrust Reverser (65-Degree Maintenance Position),
TASK 78-31-00-000-803-F00.

SUBTASK 36-12-01-010-003

- (4) Remove the outboard thrust link (TASK 71-21-02-000-801-F00).

NOTE: To remove the precooler from the No. 1 engine, remove the left thrust link. To remove the precooler from the No. 2 engine, remove the right thrust link.

F. Remove the Precooler

SUBTASK 36-12-01-020-006



CAUTION

USE TWO WRENCHES TO LOOSEN THE TUBE COUPLING NUTS. USE ONE TO HOLD THE MATING PART, AND THE OTHER TO LOOSEN THE COUPLING NUT. IF YOU DO NOT USE TWO WRENCHES, DAMAGE TO THE TUBES AND MATING PART CAN OCCUR.

- (1) Remove the disconnects from the left side of the engine as follows (Figure 401):
 - (a) Do these steps to disconnect the fire extinguisher tube [5] from the precooler [6]:
 - 1) Remove the clamp [2], bolt [3], and nut [4] that attaches the fire extinguisher tube [5] to the precooler [6].
 - 2) Disconnect the fire extinguisher tube [5] at the strut firewall.
 - 3) Remove the fire extinguisher tube [5].
 - 4) Install protective covers on the open connections.
 - (b) Do these steps to disconnect the downstream pressure sense line and the control pressure sense line:

NOTE: To make the removal easier, keep the sense lines attached to the left compression pad bracket.

 - 1) Disconnect the downstream pressure sense line from the union [13] at the top of the precooler [6].
 - 2) Disconnect the control pressure sense tube (to 450°F thermostat) from the fitting at the strut firewall.
 - 3) Disconnect the downstream pressure sense line and the control pressure sense line (to 450°F thermostat) below their hose assemblies on the engine core case.
 - 4) Remove the bolts [7] that attach the left compression pad bracket [9] and sense lines to the precooler [6].

NOTE: To make the removal easier, keep the sense lines attached to the left compression pad bracket.

EFFECTIVITY
LOM ALL

36-12-01



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- a) If attached, keep the compression rod [31] for the thrust reverser with the left compression pad bracket [9].
- 5) Install protective covers on the open connections.

SUBTASK 36-12-01-020-007



CAUTION USE TWO WRENCHES TO LOOSEN THE TUBE COUPLING NUTS. USE ONE TO HOLD THE MATING PART, AND THE OTHER TO LOOSEN THE COUPLING NUT. IF YOU DO NOT USE TWO WRENCHES, DAMAGE TO THE TUBES AND MATING PART CAN OCCUR.

- (2) Remove these disconnects from the right side of the engine as follows (Figure 402):
 - (a) Do these steps to disconnect the control pressure sense line (to precooler control valve sensor (390°F)):

NOTE: Do not disconnect this sense line from the right compression pad bracket.

 - 1) Disconnect the control pressure sense line (to precooler control valve sensor (390°F)) at the strut firewall and below its hose assembly on the engine core case.
 - 2) Remove the bolts [33] that attaches the right compression pad bracket [32] and sense line to the precooler [6].

NOTE: To make the removal easier, keep the sense line attached to the right compression pad bracket.

NOTE: If attached, keep the compression rod [31] for the thrust reverser with the right compression pad bracket [32].

 - 3) Install protective covers on the open connections.

SUBTASK 36-12-01-020-008

- (3) Do these steps to remove the precooler upstream duct [15]:
 - (a) Remove the coupling [38] that attaches the precooler [6] from the precooler upstream duct [15].
 - (b) Remove the coupling [11] that attaches the precooler upstream duct [15] to the Pressure Regulating and Shutoff Valve (PRSOV).
 - (c) Remove the precooler upstream duct [15].
 - (d) Remove the E-seal [12] from the top flange of the PRSOV.
 - (e) Remove the E-seal [39] from the top flange of the precooler upstream duct [15].
 - (f) Install protective covers on the open duct sections.

SUBTASK 36-12-01-010-004

- (4) Do these steps to disconnect the precooler inlet header [1] (Figure 401):
 - (a) Remove the bolts [10] that attaches the precooler inlet header [1] to the precooler [6].
 - (b) Remove the precooler inlet header [1].

SUBTASK 36-12-01-020-016

- (5) Remove the coupling [35] (Figure 402).
 - (a) Remove the E-seal [36] from the top duct flange.

SUBTASK 36-12-01-020-009

- (6) Do these steps to disconnect the precooler from the strut (Figure 403):

EFFECTIVITY
LOM ALL

36-12-01



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



CAUTION

MAKE SURE THAT THE PRECOOLER HAS SATISFACTORY SUPPORT WHEN YOU REMOVE THE BOLTS THAT HOLD THE PRECOOLER IN ITS POSITION. IF YOU DO NOT CORRECTLY HOLD THE PRECOOLER, DAMAGE TO THE ENGINE COMBUSTION CHAMBER CAN OCCUR.

- (a) Put support on the top of the engine core case before you remove bolt [51] and bolt [60].
- (b) Remove the bolts [60], washers [59], bushings [58], washer [57], and the nuts [56] that attach the links to the aft precooler clevises.
- (c) Keep the links attached to the strut and lower the opposite ends until they touch the engine case.
- (d) Remove the bolts [51], washers [55], bushings [54], washers [53], and the nuts [52] that attach the two forward precooler clevises to the strut attach points.

SUBTASK 36-12-01-020-010



WARNING

GET SUFFICIENT AID FROM PERSONS AND EQUIPMENT TO REMOVE AND INSTALL THE BLEED AIR PRECOOLER. THE PRECOOLER WEIGHS APPROXIMATELY 43 LBS (19.5 KG). THIS WILL PREVENT INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

- (7) Do these steps to remove the precooler [6]:

NOTE: It is necessary a minimum of two persons to remove the precooler.

- (a) Move the precooler [6] forward approximately 1 in. (25 mm).
- (b) Turn the precooler [6] about the top clevis axis until the cool air exhaust at the rear of the precooler faces down.
NOTE: As you turn the precooler, make sure there is sufficient clearance with the 12 o'clock fuel nozzle.
- (c) Turn the precooler [6] about the centerline of the engine (in the outboard direction) until it is free of the thrust reverser.
- (d) Remove the precooler [6] from the outboard side of the engine.

SUBTASK 36-12-01-020-012

- (8) If the union [13] and the packing [14] is not installed on the new precooler [6], remove the union [13] and the packing [14] (Figure 401).

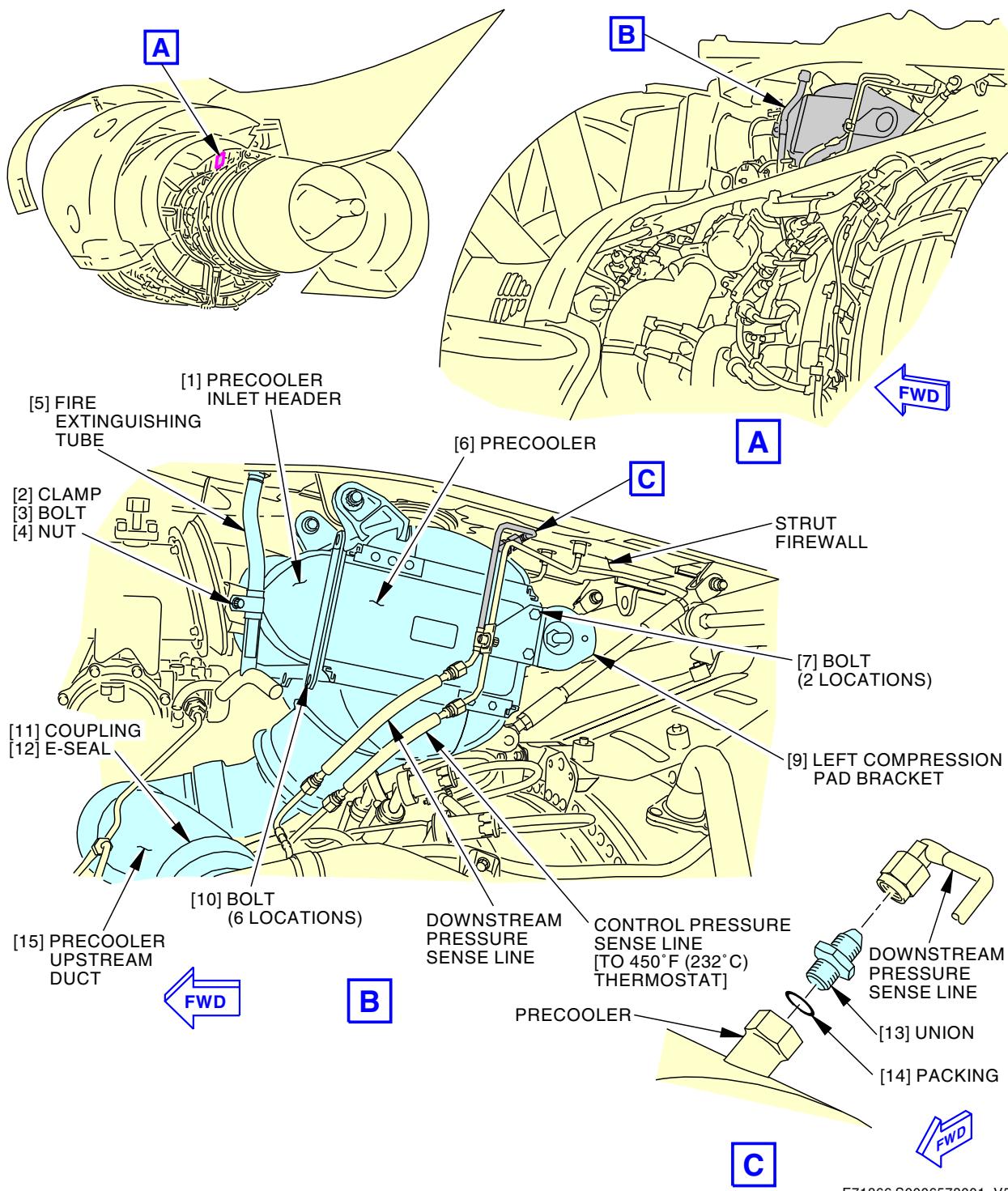
SUBTASK 36-12-01-910-002

- (9) If you will not immediately install a new precooler, make sure that protective covers are installed on all open connections.

———— END OF TASK ————

EFFECTIVITY
LOM ALL

36-12-01

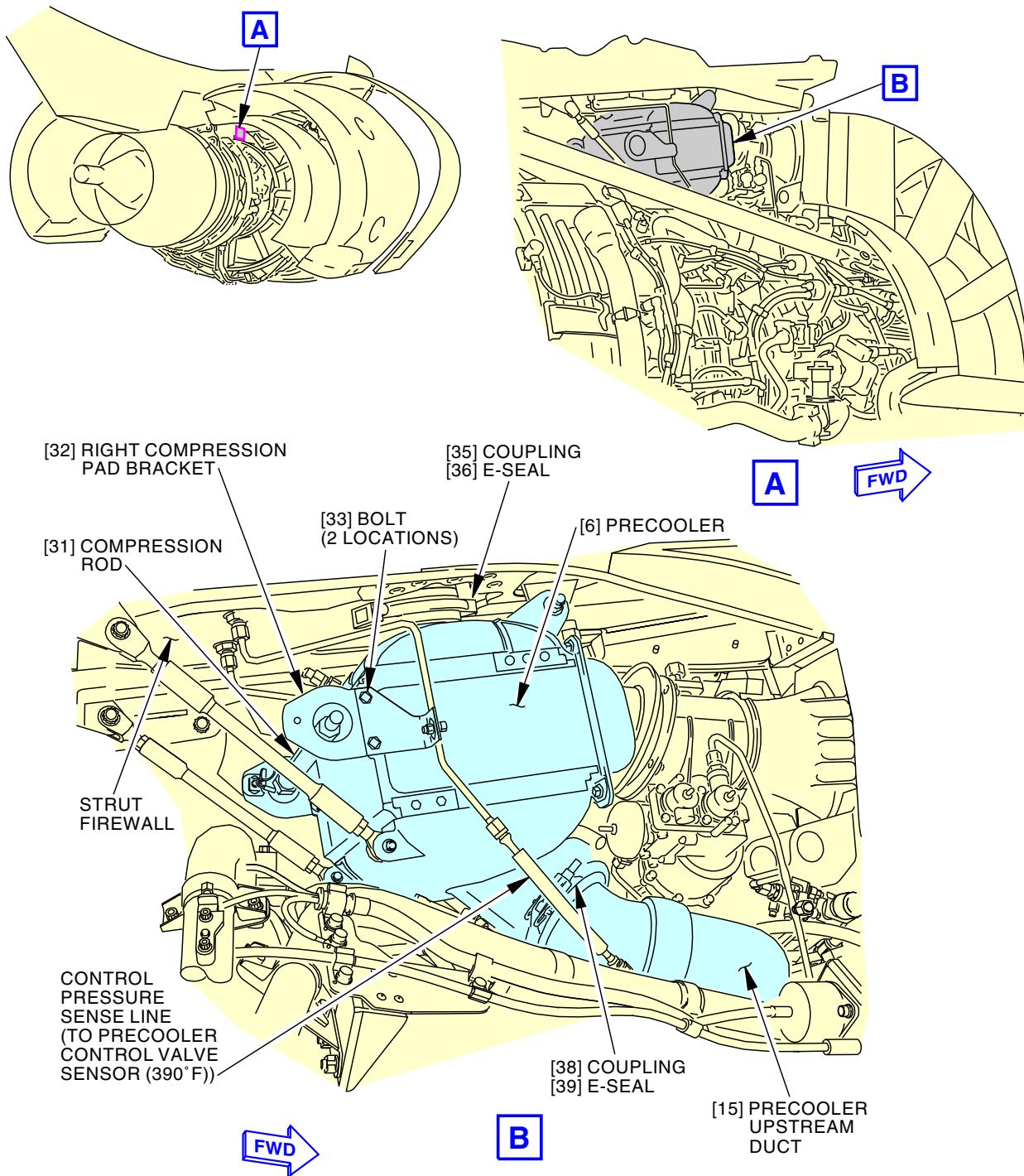


E71866 S0006578001_V5

Precooler (Left Side Connections) Installation
Figure 401/36-12-01-990-804

 EFFECTIVITY
 LOM ALL

36-12-01



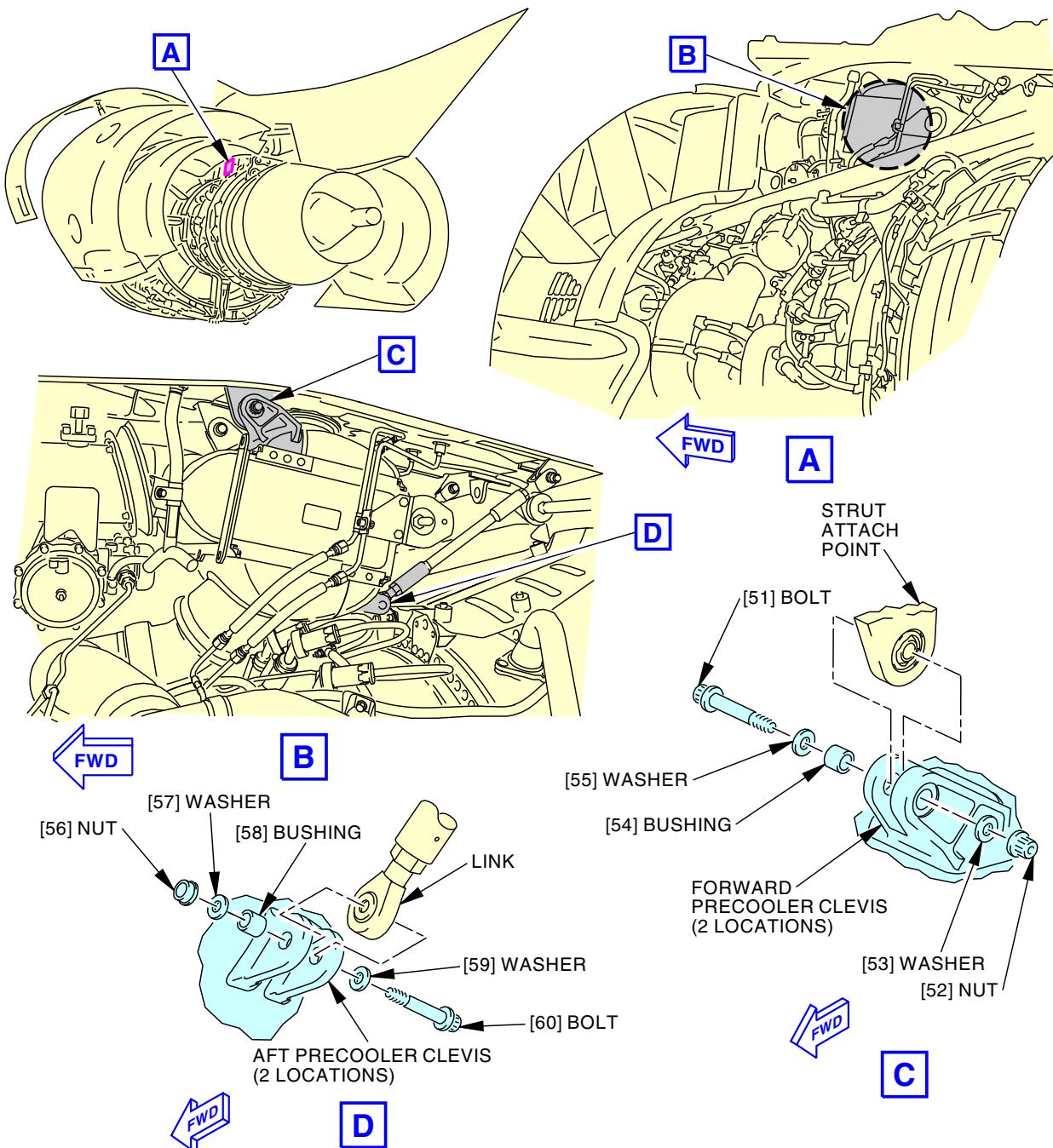
E72545 S0006578002_V3

Precooler (Right Side Connections) Installation
Figure 402/36-12-01-990-805

 EFFECTIVITY
 LOM ALL

36-12-01

D633A101-LOM


NOTE:

 LEFT SIDE INSTALLATIONS ARE SHOWN,
 RIGHT SIDE INSTALLATIONS ARE OPPOSITE.

E72832 S0006578003_V2

Precooler Installation
Figure 403/36-12-01-990-806

 EFFECTIVITY
 LOM ALL

36-12-01

D633A101-LOM



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

TASK 36-12-01-400-802

3. Bleed Air Precooler Installation

(Figure 401, Figure 402, Figure 403)

A. General

- (1) To install the bleed air precooler, obey these steps:
 - (a) It is not necessary to remove the powerplant.
 - (b) Make sure that the outboard thrust reverser is open to the 65-degree extended maintenance position.
 - (c) Always install the bleed air precooler from the outboard side of the powerplant.
- (2) For this procedure the bleed air precooler will be referred to as the precooler.

B. References

Reference	Title
20-10-44-400-801	Lockwire, Cotter Pins, and Lockrings - Installation (P/B 401)
36-00-00-860-805	Supply Pressure Upstream of the PRSOV (P/B 201)
36-00-00-860-806	Remove Pressure from the Pneumatic System (P/B 201)
70-30-01-910-802-F00	Seals (Preformed Packings and O-Rings) and Gaskets (P/B 201)
71-21-02-400-801-F00	Thrust Link Assembly Installation (P/B 401)
78-31-00-410-804-F00	Close the Thrust Reverser (65-Degree Maintenance Position) (P/B 201)

C. Tools/Equipment

Reference	Description
STD-3906	Mallet - Rubber

D. Consumable Materials

Reference	Description	Specification
D00006	Compound - Antiseize, Pure Nickel Special - Never-Seez NSBT-8N/-16N	
D00010	Compound - Thread Antiseize, High Temperature	MIL-PRF-907
G00091	Compound - Oxygen System Leak Detection - Snoop Leak Detector	MIL-PRF-25567
G01048	Lockwire - MS20995C32, Corrosion Resistant Steel - 0.032 Inch (0.8128 mm) Diameter	NASM20995

E. Expendables/Parts

AMM Item	Description	AIPC Reference	AIPC Effectivity
6	Precooler	36-12-01-02-205	LOM ALL

F. Location Zones

Zone	Area
411	Engine 1 - Engine
421	Engine 2 - Engine
430	Subzone - Engine 1, Nacelle Strut
440	Subzone - Engine 2, Nacelle Strut

EFFECTIVITY
LOM ALL

36-12-01

Page 408
Feb 15/2025



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

G. Install the Precooler

SUBTASK 36-12-01-910-003

- (1) If installed, remove the protective covers from the pneumatic ducts.

SUBTASK 36-12-01-840-002

- (2) Do these steps to prepare the precooler [6] for the installation:

- (a) Examine E-seal [12], E-seal [36], and E-seal [39] for cracks, dents or other damage (TASK 70-30-01-910-802-F00).
 - 1) Replace all damaged E-seals.
- (b) Make sure that the flanges of the precooler [6], precooler upstream duct [15], Pressure Regulating and Shutoff Valve (PRSOV) and strut pneumatic duct are clean and in good condition.

SUBTASK 36-12-01-420-008

- (3) If the new precooler [6] does not have a union [13] and packing [14] installed, install a union [13] and packing [14] on the top port (Figure 401):
 - (a) Tighten the union [13] to 60 in-lb (6.78 N·m) - 65 in-lb (7.34 N·m).

SUBTASK 36-12-01-420-009

- (4) Install E-seals at these locations:

- (a) Install the E-seal [36] at the top duct flange of the precooler [6] (Figure 402).
- (b) Install the E-seal [39] at the top duct flange of the precooler upstream duct [15].
- (c) Install the E-seal [12] at the top flange of the PRSOV (Figure 401).

SUBTASK 36-12-01-420-010



WARNING

GET SUFFICIENT AID FROM PERSONS AND EQUIPMENT TO REMOVE AND INSTALL THE BLEED AIR PRECOOLER. THE PRECOOLER WEIGHS APPROXIMATELY 43 LBS (19.5 KG). THIS WILL PREVENT INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

- (5) Do these steps to install the precooler [6] (Figure 403):

NOTE: It is necessary a minimum of two persons to install the precooler. Make sure at least one person is on each side of the engine.

- (a) If it is necessary for access, remove the precooler inlet header [1] by removing the 6 bolts and washers that attach it to the precooler.

NOTE: Removal of the precooler inlet header will increase clearance for the installation. Keep the bolts and washers in a secure location for later use.

- (b) Turn the precooler [6] so that the cool air exhaust at the rear of the precooler faces down.

NOTE: If necessary, you can remove the precooler inlet header to increase clearance by removing the 6 bolts and washers that attach it to the precooler. Be sure to place the bolts and washers in a secure location for later use.

- (c) While you keep the above position, install the precooler [6] above the engine core case and slightly forward of the strut attach points.

- (d) Turn the precooler [6] about the top clevis axis until the cool air exhaust faces rearward.

NOTE: As you turn the precooler, make sure it does not hit the 12 o'clock fuel nozzle.

- (e) Move the precooler [6] rearward approximately 1 in. (25 mm) until the two forward precooler clevises are aligned with the strut attach points.

EFFECTIVITY
LOM ALL

36-12-01



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



MAKE SURE THAT THE PRECOOLER HAS SATISFACTORY SUPPORT WHEN YOU REMOVE THE BOLTS THAT HOLD THE PRECOOLER IN ITS POSITION. IF YOU DO NOT CORRECTLY HOLD THE PRECOOLER, DAMAGE TO THE ENGINE COMBUSTION CHAMBER CAN OCCUR.

- (f) Put a temporary support on top of the engine core case.

SUBTASK 36-12-01-420-011

- (6) Install, but do not tighten the coupling [35] that attaches the precooler to the strut (Figure 402).

NOTE: The flanges are keyed. The coupling can only be installed in one position. The keys are found at the 6 and 12 o'clock positions on the flange.

SUBTASK 36-12-01-420-012

- (7) Do these steps to attach the precooler [6] to the strut (Figure 403):

- (a) Lubricate the threads of the bolt [51] and bolt [60] with compound, D00010 (alternate Pure Nickel Special compound, D00006).
- (b) Install the bolts [51], washers [55], bushings [54], washers [53], and nut [52] to attach the two forward precooler clevises to the strut attach points:
 - 1) Make sure that the countersunk sides of the washers [55] face the bolt head.
- (c) Attach the two links to the aft precooler clevises with the bolts [60], washers [59], bushings [58], washers [57] and nuts [56]:
 - 1) Make sure that the countersunk sides of the washers [59] face the bolts [60] heads.
 - 2) If it is necessary, you can adjust the length of the links as follows:
 - a) Loosen the jamnut to free the rod end bearing and adjust the length.
 - b) After the link has been adjusted correctly, tighten the jamnut to 63 in-lb (7.12 N·m) - 67 in-lb (7.57 N·m).
 - c) Install MS20995C32 lockwire, G01048, to the links (TASK 20-10-44-400-801).
 - 3) Tighten the nuts [56] to 65 in-lb (7.34 N·m).
- (d) If the precooler inlet header was removed, reattach it to the precooler with the original hardware.
 - 1) Tighten the bolts to 95 in-lb (10.73 N·m) - 105 in-lb (11.86 N·m).
- (e) Remove the temporary support from the engine core case.

SUBTASK 36-12-01-420-013



USE TWO WRENCHES TO TIGHTEN THE TUBE COUPLING NUTS. USE ONE TO HOLD THE MATING PART, AND THE OTHER TO TIGHTEN THE COUPLING NUT. IF YOU DO NOT USE TWO WRENCHES, DAMAGE TO THE TUBES AND MATING PART CAN OCCUR.

- (8) Install the connections to the right side of the precooler [6] as follows (Figure 402):

- (a) Do these steps to connect the control pressure sense line (to precooler control valve sensor (390°F)):
 - 1) Connect the control pressure sense tube (to precooler control valve sensor (390°F)) to the tube fitting at the strut firewall.
 - 2) Attach the right compression pad bracket [32], with the control pressure sense tube (to precooler control valve sensor (390°F)) attached, to the precooler [6] with the bolts [33].

EFFECTIVITY
LOM ALL

36-12-01



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- 3) Connect the control pressure sense line (to precooler control valve sensor (390°F)) below its hose assembly on the engine core case.
 - 4) Tighten the coupling nuts for the sense line to 133.0 in-lb (15.0 N·m) - 147.0 in-lb (16.6 N·m).
 - 5) Back off the coupling nuts to decrease the torque.
 - 6) Tighten the coupling nuts for the sense line to 133.0 in-lb (15.0 N·m) - 147.0 in-lb (16.6 N·m)
 - 7) Make sure there is a minimum clearance between the sense line and the precooler [6] of 0.10 in. (2.5 mm).
- (b) Attach the coupling [35] at the top of the precooler [6] as follows:
- 1) Tighten the coupling [35] to the torque given on the part.
 - 2) Lightly tap the outer diameter of the coupling with a rubber mallet, STD-3906.
 - 3) Tighten the coupling [35] again to the torque given on the part.

SUBTASK 36-12-01-420-014



CAUTION
USE TWO WRENCHES TO TIGHTEN THE TUBE COUPLING NUTS. USE ONE TO HOLD THE MATING PART, AND THE OTHER TO TIGHTEN THE COUPLING NUT. IF YOU DO NOT USE TWO WRENCHES, DAMAGE TO THE TUBES AND MATING PART CAN OCCUR.

- (9) Install the connections to the left side of the precooler [6] as follows (Figure 401):
- (a) Do these steps to connect the downstream pressure sense line and the control pressure sense line (to 450°F thermostat):
- 1) Connect the downstream pressure sense line to the union [13] at the top of the precooler [6].
 - 2) Connect the control pressure sense line (to 450°F thermostat) to the fitting at strut firewall.
 - 3) Connect the downstream pressure sense line and the control pressure sense line (to 450°F thermostat) below their hose assemblies on the engine core case.
 - 4) Attach the left compression pad bracket [9], with the downstream pressure sense line and control pressure sense line (to 450°F thermostat) attached, to the precooler [6] with the bolts [7].
 - 5) Tighten the coupling nuts for the sense lines to 133.0 in-lb (15.0 N·m) - 147.0 in-lb (16.6 N·m).
 - 6) Back off the coupling nuts to decrease the torque.
 - 7) Tighten the coupling nuts for the sense lines to 133.0 in-lb (15.0 N·m) - 147.0 in-lb (16.6 N·m) .
 - 8) Make sure there is a minimum clearance between the control pressure sense line (to 450°F thermostat) and the precooler [6] of 0.10 in. (2.5 mm).
 - 9) Make sure there is a minimum clearance between the downstream pressure sense line and the precooler [6] of 0.06 in. (1.5 mm).
- (b) Do these steps to connect the fire extinguisher tube [5]:
- 1) Connect the fire extinguisher tube [5] to the strut firewall.
 - 2) Attach the fire extinguisher tube [5] with the clamp [2], bolt [3], and the nut [4].

EFFECTIVITY
LOM ALL

36-12-01



737-600/700/800/900 AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-12-01-420-016

- (10) Attach the precooler inlet header [1] to the forward side of the precooler [6] with the bolts [10] (Figure 401).
 - (a) Lubricate the threads of the bolts [10] with compound, D00010 (alternate Pure Nickel Special compound, D00006).

SUBTASK 36-12-01-420-015

- (11) Do these steps to install the precooler upstream duct [15]:
 - (a) Attach the coupling [38] between the precooler [6] and the precooler upstream duct [15].
 - (b) Install the coupling [11] between the PRSOV and the precooler upstream duct [15].
 - (c) Tighten the coupling [11] and the coupling [38] to the torque given on the part.
 - (d) Lightly tap the outer diameter of the couplings with a rubber mallet, STD-3906.
 - (e) Tighten the coupling [11] and the coupling [38] again to the torque given on the part.

H. Installation Test

SUBTASK 36-12-01-720-001

- (1) Do this task: Supply Pressure Upstream of the PRSOV, TASK 36-00-00-860-805.

SUBTASK 36-12-01-360-002

- (2) Check for air leakage around coupling [11] and coupling [38].

NOTE: Diffused leakage is permitted, jet blast leakage must be repaired.

- (a) Fix any air leakage as required and retighten the couplings as described above.

SUBTASK 36-12-01-360-001

- (3) Use Snoop Leak Detector compound, G00091, to check for air leakage around sense lines that were removed or disconnected.
 - (a) Fix any leakage at the sense line nuts.
 - (b) Replace any sense line that leaks anywhere along its length.

SUBTASK 36-12-01-720-002

- (4) Do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806

I. Put the Airplane Back to Its Usual Condition

SUBTASK 36-12-01-410-002

- (1) Install the outboard thrust link (TASK 71-21-02-400-801-F00).

SUBTASK 36-12-01-010-006



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

- (2) Do this task: Close the Thrust Reverser (65-Degree Maintenance Position), TASK 78-31-00-410-804-F00.

SUBTASK 36-12-01-440-001

- (3) Remove the DO-NOT-OPERATE tag, from the applicable engine start lever.

— END OF TASK —

EFFECTIVITY
LOM ALL

36-12-01



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

PRECOOLER CONTROL VALVE - REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
 - (1) The removal of the precooler control valve
 - (2) The installation of the precooler control valve.
- B. The precooler control valve is found forward of the precooler, at the 12 o'clock position on the engine.

TASK 36-12-02-000-801

2. Precooler Control Valve Removal

(Figure 401)

A. References

Reference	Title
36-00-00-860-806	Remove Pressure from the Pneumatic System (P/B 201)
78-31-00-010-801-F00	Open the Thrust Reverser (Selection) (P/B 201)

B. Tools/Equipment

Reference	Description
STD-858	Tag - DO NOT OPERATE

C. Location Zones

Zone	Area
411	Engine 1 - Engine
421	Engine 2 - Engine

D. Prepare for the Removal

SUBTASK 36-12-02-860-001

- (1) Make sure that each engine start lever is in the CUTOFF position.
 - (a) Install a DO NOT OPERATE tag, STD-858, on the each engine start lever.

SUBTASK 36-12-02-860-002



WARNING

YOU MUST REMOVE THE PRESSURE FROM THE PNEUMATIC DUCTS BEFORE YOU REMOVE A PNEUMATIC SYSTEM COMPONENT. IF YOU DO NOT REMOVE THE PRESSURE FROM THE PNEUMATIC DUCTS, HOT HIGH PRESSURE AIR CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.

- (2) Do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806.

SUBTASK 36-12-02-010-001



WARNING

DO THESE SPECIFIED TASKS IN THE CORRECT SEQUENCE BEFORE YOU OPEN THE THRUST REVERSER: RETRACT THE LEADING EDGE, DO THE DEACTIVATION PROCEDURES FOR THE LEADING EDGE AND THE THRUST REVERSER (FOR GROUND MAINTENANCE), AND OPEN THE FAN COWL PANELS. IF YOU DO NOT OBEY THIS SEQUENCE, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (3) Do this task: Open the Thrust Reverser (Selection), TASK 78-31-00-010-801-F00.

EFFECTIVITY
LOM ALL

36-12-02

D633A101-LOM



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

E. Precooler Control Valve Removal

SUBTASK 36-12-02-020-001

- (1) Disconnect the control pressure sense line [13] from the right side of the precooler control valve [2].

SUBTASK 36-12-02-020-002

- (2) Disconnect the supply pressure sense line [5] and supply pressure sense line [18] from the bleed air regulator [7], intersection manifold duct [6], and precooler control valve [2] on the left side of the engine.

NOTE: Removal of this sense line will make the removal and installation of the precooler control valve easier.

SUBTASK 36-12-02-020-003

- (3) Do these steps to remove the precooler control valve [2] from the engine:

NOTE: To make the removal easier, remove the precooler control valve from the left side of the engine.

- (a) Remove the coupling [11] at the forward end of the precooler control valve [2].
- (b) Push the precooler control valve [2] aft slightly to compress the kiss seal [17] and disengage the duct flanges.
- (c) Move the precooler control valve [2] toward you until it touches the thrust link.
- (d) Turn the precooler control valve [2] until the aft flange faces down.
- (e) Pull the precooler control valve [2] out between the engine and the thrust reverser.

SUBTASK 36-12-02-020-004

- (4) Remove the seal [12] from the aft flange of the 12 o'clock strut [1].

- (a) Keep the seal [12] for the installation.

SUBTASK 36-12-02-020-005

- (5) Do these steps to remove the kiss seal [17]:

- (a) Remove the bolts [8] and nuts [9] that attach the kiss seal [17] to the aft flange of the precooler control valve [2].
 - (b) Remove the kiss seal [17] and keep it for the installation.

SUBTASK 36-12-02-020-006

- (6) Remove the union [3] and union [14] from the precooler control valve [2].

- (a) Remove the seal [4] and seal [15] from the union [3] and union [14], respectively.
 - (b) Keep the union [3] and union [14] for the installation.
 - (c) Examine the seal [4] and seal [15] for damage:
 - 1) Replace the seal [4] and seal [15] if there is damage.

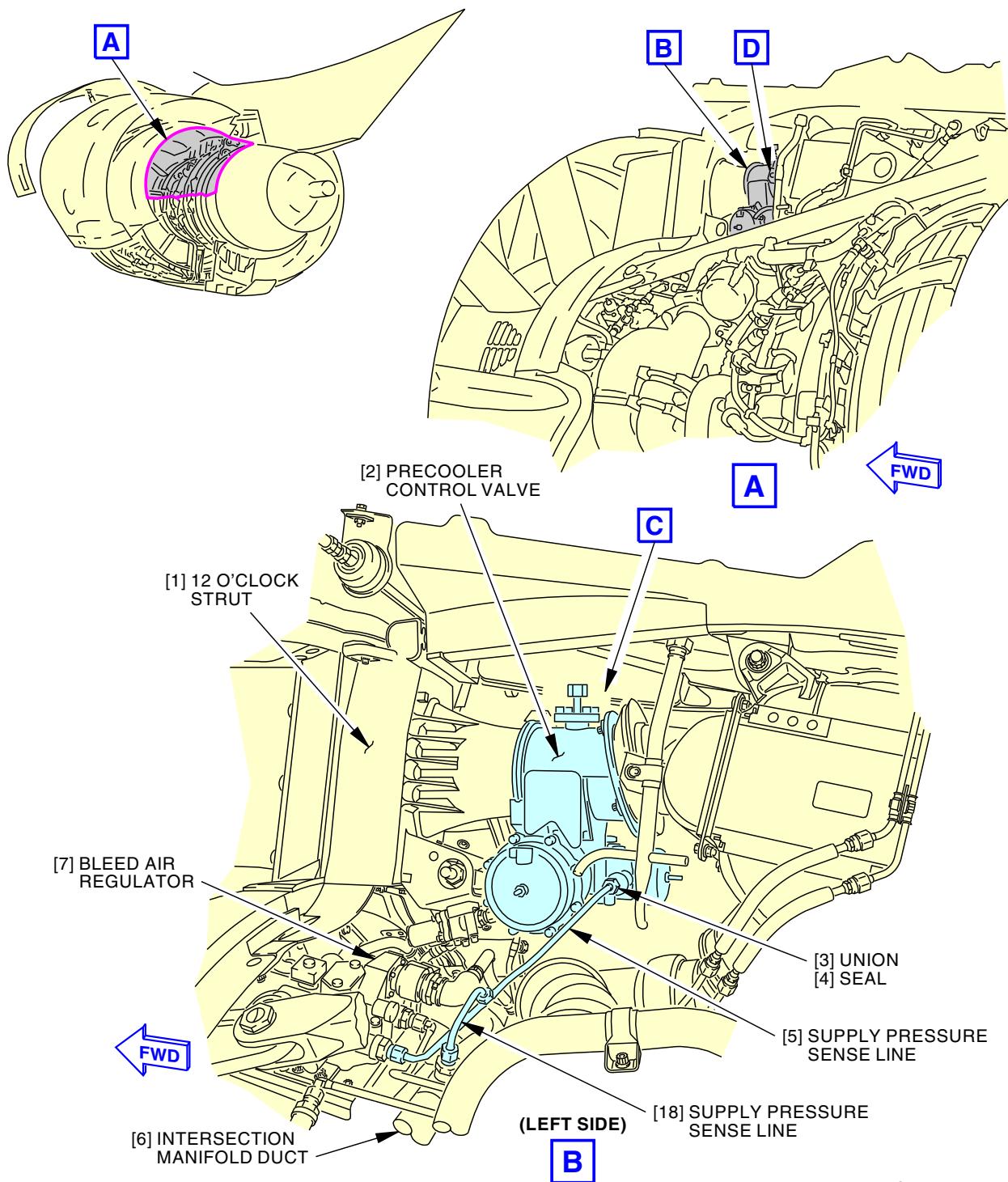
SUBTASK 36-12-02-020-007

- (7) Install protective covers on the open connections (sense lines, tubes, and ducts).

———— END OF TASK ————

EFFECTIVITY
LOM ALL

36-12-02



F94682 S0006578008_V4

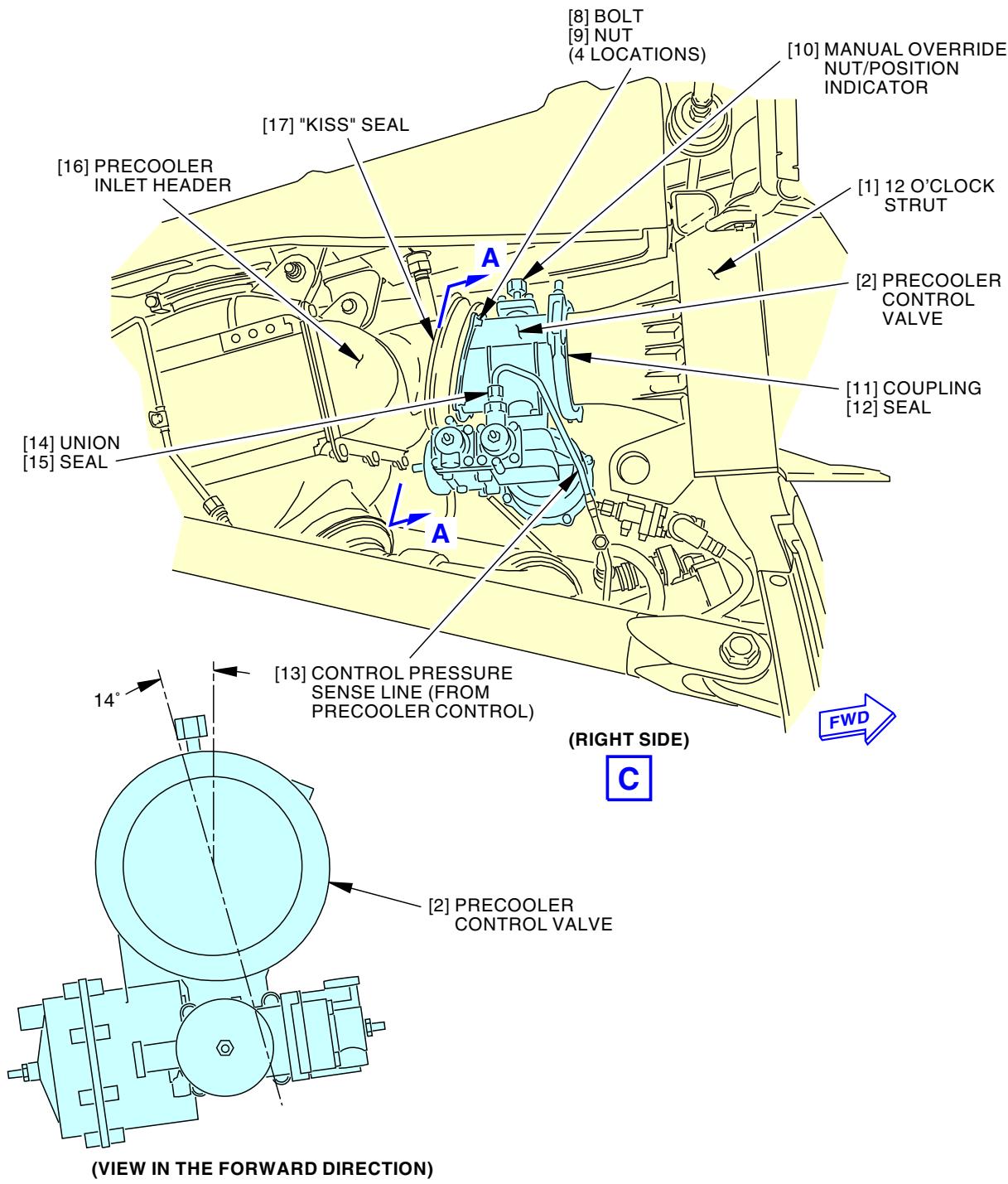
Precooler Control Valve Installation
Figure 401/36-12-02-990-802 (Sheet 1 of 3)

EFFECTIVITY
LOM ALL

36-12-02

Page 403
Feb 15/2020

D633A101-LOM

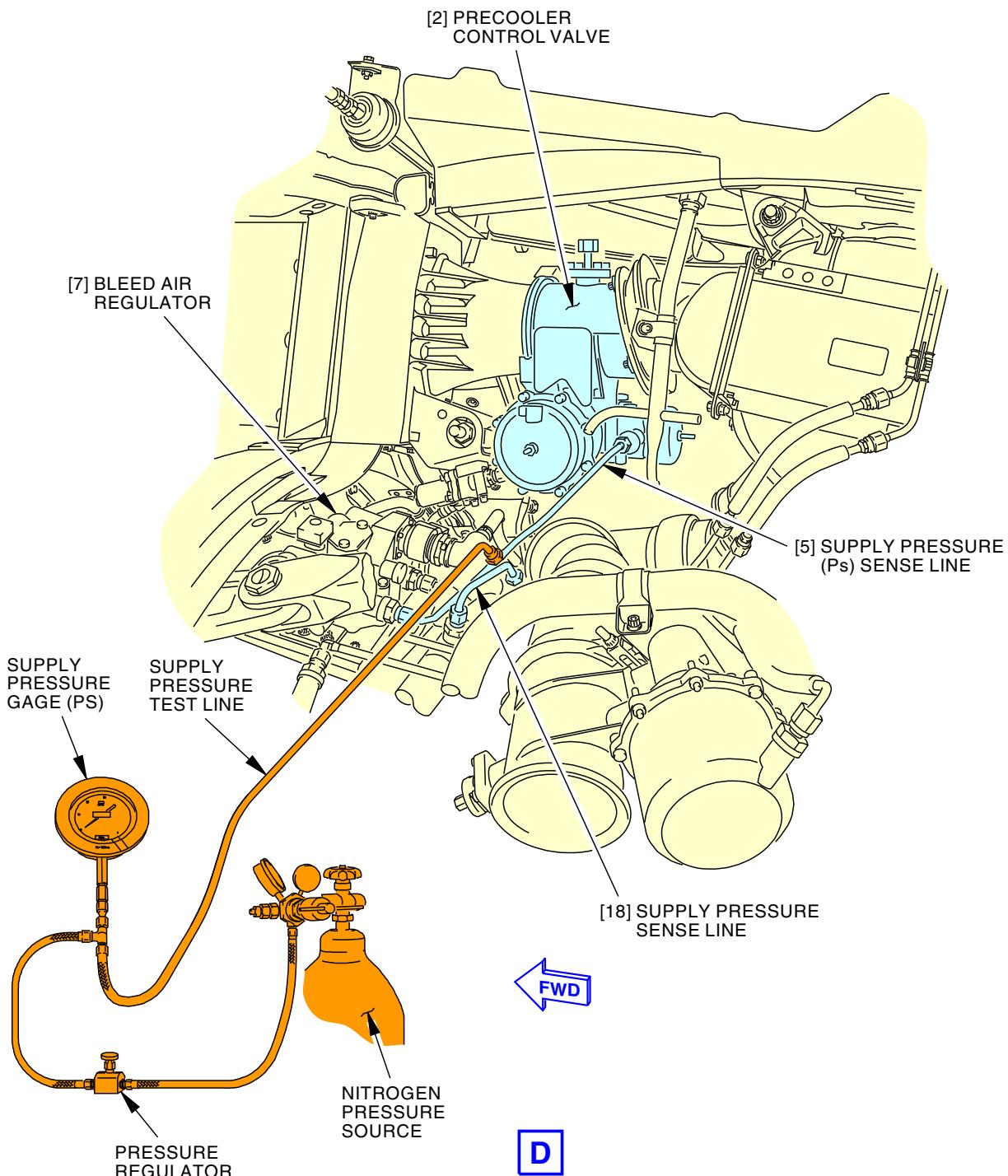
**737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL**


F94681 S0006578009_V3

Precooler Control Valve Installation
Figure 401/36-12-02-990-802 (Sheet 2 of 3)

EFFECTIVITY
LOM ALL

36-12-02



2908799 S0000696607_V1

Precooler Control Valve Installation
Figure 401/36-12-02-990-802 (Sheet 3 of 3)

EFFECTIVITY
LOM ALL

36-12-02



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

TASK 36-12-02-400-801

3. Precooler Control Valve Installation

(Figure 401)

A. References

Reference	Title
36-00-00-860-805	Supply Pressure Upstream of the PRSOV (P/B 201)
36-00-00-860-806	Remove Pressure from the Pneumatic System (P/B 201)
78-31-00-010-804-F00	Close the Thrust Reverser (Selection) (P/B 201)

B. Tools/Equipment

Reference	Description
STD-1453	Gauge - Pressure, 0-250 PSIG (0-1724 KPa)
STD-1454	Regulator - Pressure, 0-250 PSI with Pressure Gauge, 3/8 Inch ID Connections
STD-1455	Source - Nitrogen, 0-250 PSIG
STD-3906	Mallet - Rubber
STD-3942	Hose - Air, Flexible, 3/8 inch (.9525 cm) ID, Length as Needed

C. Consumable Materials

Reference	Description	Specification
D00006	Compound - Antiseize, Pure Nickel Special - Never-Seez NSBT-8N/-16N	
D00010	Compound - Thread Antiseize, High Temperature	MIL-PRF-907

D. Expendables/Parts

AMM Item	Description	AIPC Reference	AIPC Effectivity
2	Valve	36-12-02-01A-015	LOM ALL
4	Seal	36-11-51-02A-285	LOM ALL
12	Seal	36-12-02-01A-010	LOM ALL
15	Seal	36-11-51-02A-285	LOM ALL
17	Kiss seal	36-12-02-01A-030	LOM ALL

E. Location Zones

Zone	Area
411	Engine 1 - Engine
421	Engine 2 - Engine

F. Precooler Control Valve Installation

SUBTASK 36-12-02-980-001

- (1) Look at the manual override nut/position indicator [10] and make sure that the precooler control valve [2] is not in the LOCKED closed position.

SUBTASK 36-12-02-020-008

- (2) Remove the protective covers from connections (sense lines, tubes, and ducts).

SUBTASK 36-12-02-840-001

- (3) Do these steps to prepare the precooler control valve [2] for the installation:

- (a) Examine the seal [12] for cracks, dents or other damage.
 - 1) Replace all damaged seals.

EFFECTIVITY
LOM ALL

36-12-02



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-12-02-420-001

- (4) Do these steps to install the union [3] and union [14] on the precooler control valve [2]:
- Install a seal [4] on the union [3].
 - Install a seal [15] on the union [14].
 - Lightly lubricate the threads of the union [3] and union [14] with compound, D00010 (alternate Pure Nickel Special compound, D00006).

LOM ALL; AIRPLANES WITH PRECOOLER CONTROL VALVE P/N 63292146

- Tighten the union [3] and the union [14] to 260 in-lb (29 N·m) - 280 in-lb (32 N·m).

LOM ALL; AIRPLANES WITHOUT PRECOOLER CONTROL VALVE P/N 63292146

- Tighten the union [3] to 260 in-lb (29 N·m) - 280 in-lb (32 N·m).
- Tighten the union [14] to 162 in-lb (18.30 N·m) - 178 in-lb (20.11 N·m).

LOM ALL

SUBTASK 36-12-02-420-002

- (5) Install the kiss seal [17] on the precooler control valve [2] with the bolts [8] and nuts [9].

NOTE: The usage of different bolt size or washer thickness is permitted in order to make sure proper kiss seal installation on the precooler control valve.

NOTE: The bolt heads [8] are aft of the nuts [9].

- For the kiss seal [17] with compression bushings in the bolt holes, do this step:
 - Tighten the bolts [8] to 30 in-lb (3.4 N·m) - 35 in-lb (4.0 N·m).
NOTE: If incorrect torque value is applied, then loosen the bolt and the torque to the correct torque value.
 - Make sure that the locking feature on the nuts [9] are engaged.
- For the kiss seal [17] without compression bushings in the bolt holes, do this step:
 - Tighten the bolts [8] to 14 in-lb (1.6 N·m) - 22 in-lb (2.5 N·m).
 - Install the bolts [8] to the nuts [9] so that one and a half to two threads protrude past end of nut.

SUBTASK 36-12-02-420-003

- (6) Install the seal [12] in the aft flange of the 12 o'clock strut [1].

SUBTASK 36-12-02-420-004

- (7) Do these steps to install the precooler control valve [2]:

- Turn the precooler control valve [2] until the aft flange faces down and slide the precooler control valve [2] into position from the left side of the engine.
- Turn the precooler control valve [2] and then install the precooler control valve [2] between the 12 o'clock strut [1] and the precooler.

NOTE: It may be necessary to lightly compress the kiss seal to engage the duct flanges on the forward side of the precooler control valve.

- Use the coupling [11] to loosely connect the precooler control valve [2] between the 12 o'clock strut [1] and precooler inlet header [16].

NOTE: Do not tighten the coupling at this time.

EFFECTIVITY
LOM ALL

36-12-02



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-12-02-420-005



CAUTION

MAKE SURE TO NOT APPLY A PRELOAD TO THE SENSE LINES WHEN YOU TIGHTEN THE TUBE NUTS. TURN THE PRECOOLER CONTROL VALVE UNTIL YOU CAN TIGHTEN THE TUBE NUTS WITH NO APPLIED LOAD. IF YOU DO NOT OBEY, DAMAGE TO EQUIPMENT CAN OCCUR.

- (8) Connect the control pressure sense line [13] to the right side of the precooler control valve [2].

SUBTASK 36-12-02-420-006



CAUTION

ADJUST THE PRESSURE SENSE LINES TO MAKE SURE THAT THERE IS NO PRELOAD ON THE LINES, OR UNION FITTINGS. PRELOAD CAN CAUSE DAMAGE TO THE LINES.

- (9) Connect the supply pressure sense line [5] and supply pressure sense line [18] to the bleed air regulator [7], intersection manifold duct [6], and precooler control valve [2].

NOTE: The pressure sense line can be loosened at all fittings to remove the preload.

- (a) Apply compound, D00010, or Pure Nickel Special compound, D00006 (alternate), on the threads of unions where the supply pressure sense line [5] and supply pressure sense line [18] connect.
(b) Make sure that the longer leg, with an 80 degree bend, of the supply pressure sense line [18] connects to the supply pressure sense line [5].



CAUTION

USE TWO WRENCHES TO LOOSEN OR TIGHTEN THE FITTING. IF YOU TWIST THE TUBE OR FITTING, YOU CAN CAUSE DAMAGE TO THEM.

- (c) Tighten the supply pressure sense line [5] and supply pressure sense line [18] coupling nuts to 133.0 in-lb (15.0 N·m) - 147.0 in-lb (16.6 N·m).
(d) Back off the tube nuts to decrease the torque.
(e) Tighten the supply pressure sense line [5] and supply pressure sense line [18] coupling nuts again to 133.0 in-lb (15.0 N·m) - 147.0 in-lb (16.6 N·m).

SUBTASK 36-12-02-420-007

- (10) Tighten the coupling [11] as follows:

- (a) Tighten the coupling [11] to the torque value specified on the part.
(b) Use a rubber mallet, STD-3906, to lightly hit the area around the coupling [11].
(c) Tighten the coupling [11] to the torque value specified on the part.

G. Precooler Control Valve Installation Test

SUBTASK 36-12-02-720-001

- (1) To provide supply pressure, do one of the following options:

- (a) Pressurize the pneumatic system upstream of the PRSOV as follows:
1) Do this task: Supply Pressure Upstream of the PRSOV, TASK 36-00-00-860-805.
2) Make sure that the precooler control valve [2] is closed.
3) Slowly loosen the control pressure sense line [13] for the precooler control valve sensor at the precooler control valve [2].

NOTE: Loosen the sense line enough to see the precooler control valve go to the open position.

EFFECTIVITY
LOM ALL

36-12-02



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- 4) Make sure that the precooler control valve [2] goes to the open position.



CAUTION

USE TWO WRENCHES TO LOOSEN OR TIGHTEN THE FITTING. IF YOU TWIST THE TUBE OR FITTING, YOU CAN CAUSE DAMAGE TO THEM.

- 5) Tighten the control pressure sense line [13] at the precooler control valve to 133.0 in-lb (15.0 N·m) - 147.0 in-lb (16.6 N·m).
- 6) Make sure that the precooler control valve [2] goes to the closed position.
- 7) Remove pressure from the pneumatic system upstream, do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806.
- (b) Use a nitrogen source to provide supply pressure as follows:
- 1) Disconnect the supply pressure sense line [18] at the inlet tee to the supply pressure sense line [5].
 - a) Loosen the other end of the bleed air supply line and move the line out of the way.
 - 2) Connect a source, STD-1455, regulator, STD-1454, gauge, STD-1453, and 3/8 inch (.9525 cm) ID flexible air hose, length as needed, STD-3942, at the tee to the supply pressure sense line [5].
 - 3) Adjust the regulator on the source, STD-1455, to provide 130 psi (896 kPa) to 250 psi (1724 kPa) to the regulator, STD-1454.
 - 4) Increase supply pressure (Ps) to provide 70 psig (483 kPa) to 75 psig (517 kPa).
 - 5) Make sure that the precooler control valve [2] is closed.
 - 6) Slowly loosen the control pressure sense line [13] for the precooler control valve sensor at the precooler control valve [2].

NOTE: Loosen the sense line enough to see the precooler control valve go to the open position.
 - 7) Make sure that the precooler control valve [2] goes to the open position.



CAUTION

USE TWO WRENCHES TO LOOSEN OR TIGHTEN THE FITTING. IF YOU TWIST THE TUBE OR FITTING, YOU CAN CAUSE DAMAGE TO THEM.

- 8) Tighten the control pressure sense line [13] at the precooler control valve to 133.0 in-lb (15.0 N·m) - 147.0 in-lb (16.6 N·m).
- 9) Make sure that the precooler control valve [2] goes to the closed position.
- 10) Remove the supply pressure using one of the following procedures:
 - a) Do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806.
 - b) Remove nitrogen source as follows:
 - <1> Reduce supply pressure (Ps) to 0 psig (0 kPa)
 - <2> Remove the source, STD-1455, regulator, STD-1454, gauge, STD-1453, and 3/8 inch (.9525 cm) ID flexible air hose, length as needed, STD-3942, from the supply pressure sense line [5].
- 11) Connect the supply pressure sense line [18] to the supply pressure sense line [5].

EFFECTIVITY
LOM ALL

36-12-02



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- a) Make sure that the longer leg, with an 80 degree bend, of the supply pressure sense line [18] connects to the supply pressure sense line [5].



CAUTION

USE TWO WRENCHES TO LOOSEN OR TIGHTEN THE FITTING. IF YOU TWIST THE TUBE OR FITTING, YOU CAN CAUSE DAMAGE TO THEM.

- b) Tighten the supply pressure sense line [18] coupling nuts to 133.0 in-lb (15.0 N·m) - 147.0 in-lb (16.6 N·m).
c) Back off the tube nuts to decrease the torque.
d) Tighten the supply pressure sense line [18] coupling nuts again to 133.0 in-lb (15.0 N·m) - 147.0 in-lb (16.6 N·m).

H. Put the Airplane Back to Its Usual Condition

SUBTASK 36-12-02-010-002



WARNING

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

- (1) Do this task: Close the Thrust Reverser (Selection), TASK 78-31-00-010-804-F00.

SUBTASK 36-12-02-440-001

- (2) Remove DO-NOT-OPERATE tag from each engine start lever.

———— END OF TASK ————

EFFECTIVITY
LOM ALL

36-12-02



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

PRECOOLER CONTROL VALVE SENSOR - REMOVAL/INSTALLATION

1. General

- A. This procedure has two tasks:
 - (1) A removal of the precooler control valve sensor
 - (2) An installation of the precooler control valve sensor.
- B. The precooler control valve sensor is installed on the left half of the strut torque box above each engine. It is installed between the 490°F overtemperature switch and the 450°F thermostat.
- C. For this procedure, the precooler control valve sensor will be referred to as the valve sensor.

TASK 36-12-03-000-801

2. Precooler Control Valve Sensor Removal

(Figure 401)

NOTE: This procedure is a scheduled maintenance task.

A. References

Reference	Title
36-00-00-860-806	Remove Pressure from the Pneumatic System (P/B 201)
54-52-01-010-801	Forward Fairing Removal (P/B 401)

B. Location Zones

Zone	Area
433	Engine 1 - Strut Torque Box
443	Engine 2 - Strut Torque Box

C. Access Panels

Number	Name/Location
431BL	Forward Strut Fairing, Left Mid Strut Fairing, Strut 1
441BL	Forward Strut Fairing, Left Mid Strut Fairing, Strut 2

D. Prepare for the Precooler Control Valve Sensor Removal

SUBTASK 36-12-03-860-001



WARNING

YOU MUST RELEASE THE PRESSURE IN THE PNEUMATIC DUCT BEFORE YOU REMOVE A PNEUMATIC SYSTEM COMPONENT. THE HOT HIGH PRESSURE AIR IN THE PNEUMATIC DUCTS CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.

- (1) Do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806.

SUBTASK 36-12-03-860-002

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

F/O Electrical System Panel, P6-4

Row	Col	Number	Name
A	5	C00259	AIR CONDITIONING BLEED AIR VALVE ISLN
A	7	C00796	AIR CONDITIONING BLEED AIR VALVES L
B	7	C00797	AIR CONDITIONING BLEED AIR VALVES R

SUBTASK 36-12-03-860-003

- (3) Attach a DO-NOT-OPERATE tag to the switches, on the P5-10 air conditioning panel, that follow:

EFFECTIVITY
LOM ALL

36-12-03



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- (a) BLEED 1
- (b) BLEED 2
- (c) APU BLEED.

SUBTASK 36-12-03-010-001

- (4) Remove the applicable access panel:

(TASK 54-52-01-010-801)

Number Name/Location

431BL	Forward Strut Fairing, Left Mid Strut Fairing, Strut 1
441BL	Forward Strut Fairing, Left Mid Strut Fairing, Strut 2

E. Precooler Control Valve Sensor Removal

SUBTASK 36-12-03-020-001

- (1) Disconnect the sense line [6].

SUBTASK 36-12-03-020-002

- (2) Loosen the union [5].

SUBTASK 36-12-03-020-003

- (3) Remove the screws [3].

- (a) Keep the screws [3] for installation.

SUBTASK 36-12-03-020-004

- (4) Remove the valve sensor [1].

SUBTASK 36-12-03-020-005

- (5) Remove the union [5].

- (a) Keep the union [5] for installation.

SUBTASK 36-12-03-020-006

- (6) Remove and discard the packing [2] and packing [4].

SUBTASK 36-12-03-020-007

- (7) Put a cap on the sense line [6] to keep out unwanted material.

SUBTASK 36-12-03-020-008

- (8) Put a cover on the boss [7] to keep out unwanted material.

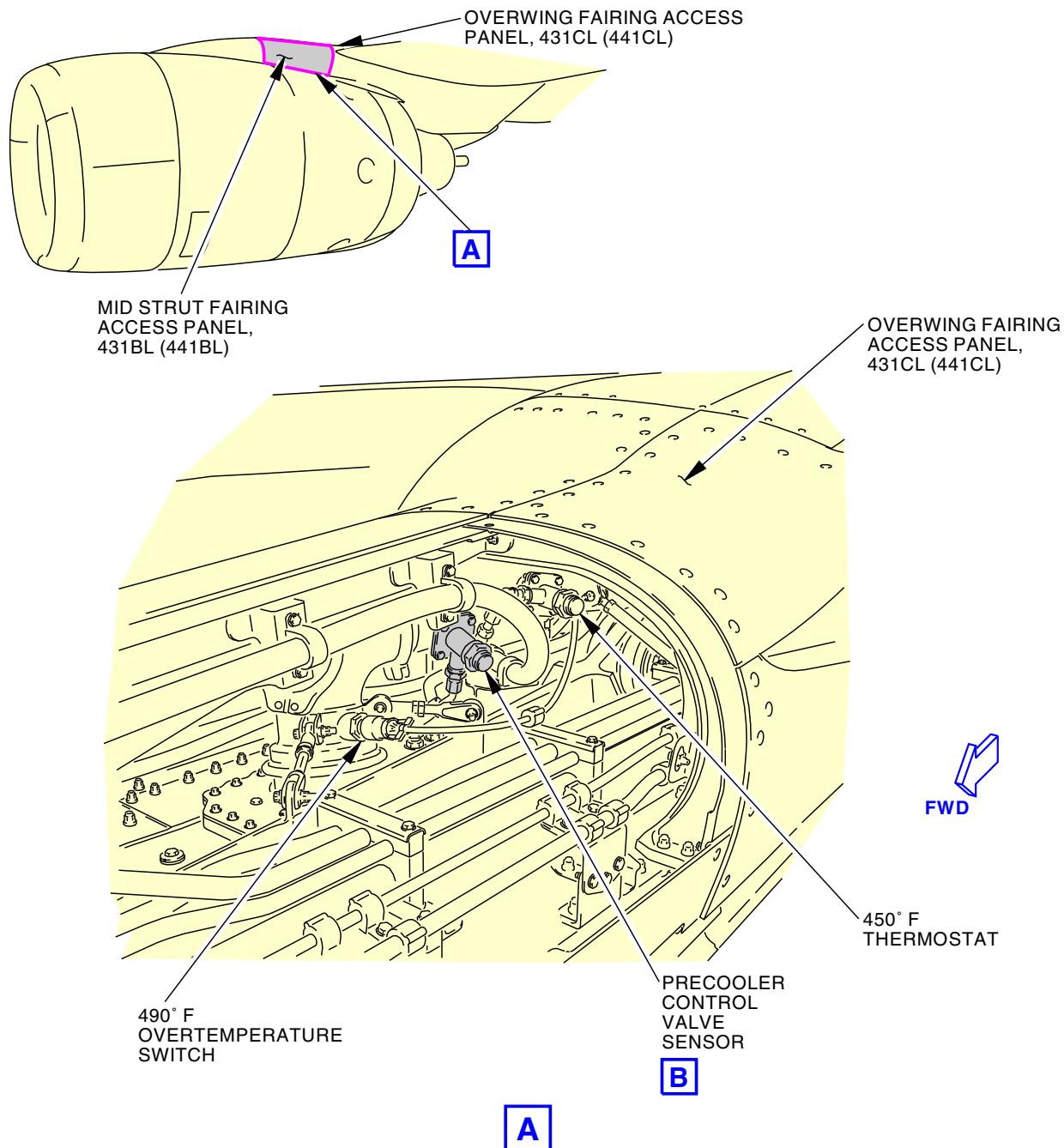
———— END OF TASK ————

— EFFECTIVITY —
LOM ALL

36-12-03

Page 402
Oct 15/2022

737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

**NOTE:**

MID STRUT FAIRING ACCESS PANEL, 431BL IS NOT SHOWN FOR CLARITY IN THIS VIEW.

F69156 S0006578015_V3

Precooler Control Valve Sensor Installation
Figure 401/36-12-03-990-802 (Sheet 1 of 2)

EFFECTIVITY
LOM ALL

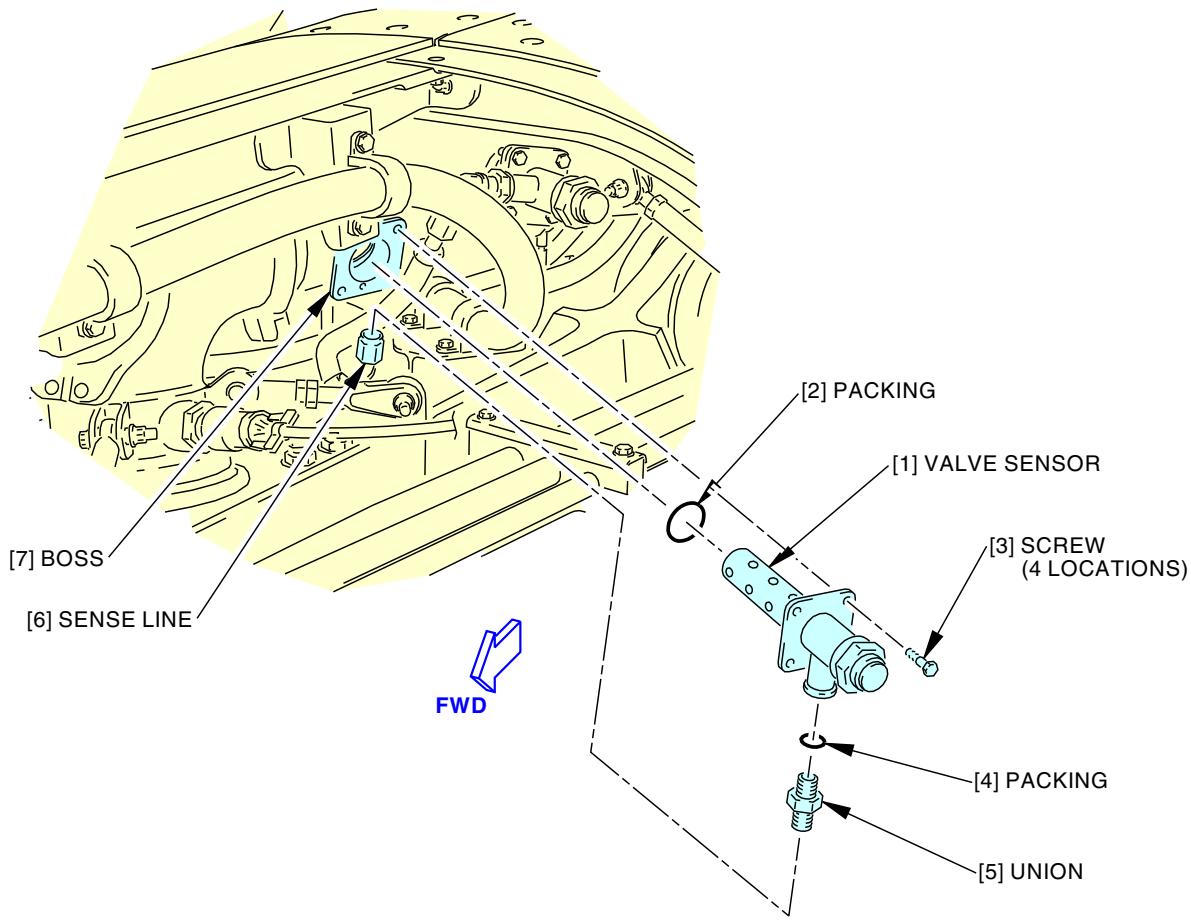
36-12-03

D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



PRECOOLER CONTROL VALVE SENSOR

B

F69155 S0006578016_V2

Precooler Control Valve Sensor Installation
Figure 401/36-12-03-990-802 (Sheet 2 of 2)

EFFECTIVITY
LOM ALL

36-12-03

D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details

Page 404
Oct 15/2015



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

TASK 36-12-03-400-801

3. Precooler Control Valve Sensor Installation

(Figure 401)

NOTE: This procedure is a scheduled maintenance task.

A. References

Reference	Title
36-00-00-860-805	Supply Pressure Upstream of the PRSOV (P/B 201)
36-00-00-860-806	Remove Pressure from the Pneumatic System (P/B 201)
54-52-01-410-801	Forward Fairing Installation (P/B 401)

B. Consumable Materials

Reference	Description	Specification
D00006	Compound - Antiseize, Pure Nickel Special - Never-Seez NSBT-8N/-16N	
D00010	Compound - Thread Antiseize, High Temperature	MIL-PRF-907
G00091	Compound - Oxygen System Leak Detection - Snoop Leak Detector	MIL-PRF-25567

C. Expendables/Parts

AMM Item	Description	AIPC Reference	AIPC Effectivity
1	Valve sensor	36-12-03-01-013	LOM ALL
2	Packing	36-12-03-01-020	LOM ALL
4	Packing	54-51-51-03-050	LOM ALL

D. Location Zones

Zone	Area
433	Engine 1 - Strut Torque Box
443	Engine 2 - Strut Torque Box

E. Access Panels

Number	Name/Location
431BL	Forward Strut Fairing, Left Mid Strut Fairing, Strut 1
441BL	Forward Strut Fairing, Left Mid Strut Fairing, Strut 2

F. Precooler Control Valve Sensor Installation

SUBTASK 36-12-03-420-001

- (1) Remove the cap from the sense line [6].

SUBTASK 36-12-03-420-002

- (2) Remove the cover from the boss [7].

SUBTASK 36-12-03-160-001

- (3) Make sure that the mating surfaces of the boss [7] and the valve sensor [1] are clean.

SUBTASK 36-12-03-640-001

- (4) Apply a thin layer of Pure Nickel Special compound, D00006 (alternate compound, D00010) on the external threads of the union [5].

SUBTASK 36-12-03-860-004

- (5) Install the union [5] and new packing [4] on the valve sensor [1] by hand at this time.

EFFECTIVITY
LOM ALL

36-12-03

Page 405
Feb 15/2025



737-600/700/800/900

AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-12-03-420-003

- (6) Install the new packing [2] on the valve sensor [1].

SUBTASK 36-12-03-640-002

- (7) Apply a thin layer of Pure Nickel Special compound, D00006 (alternate compound, D00010) to the external threads of the screws [3].

SUBTASK 36-12-03-860-005

- (8) Install the valve sensor [1] on the boss [7].

NOTE: The valve sensor can be damaged if dropped or mishandled. If the valve sensor is dropped, return it to the shop or supplier for calibration.

- (a) Install the screws [3] and then tighten to 22.5 in-lb (2.5 N·m) - 27.5 in-lb (3.1 N·m).
- (b) Tighten the union [5] to 155 in-lb (17.5 N·m) - 165 in-lb (18.6 N·m).

SUBTASK 36-12-03-420-004

- (9) Install the sense line [6] as follows:

- (a) Tighten the B-nut on the sense line [6] to 135 in-lb (15.3 N·m) - 145 in-lb (16.4 N·m).
- (b) Back off the B-nut to decrease the torque.
- (c) Tighten the B-nut on the sense line [6] to 135 in-lb (15.3 N·m) - 145 in-lb (16.4 N·m).

G. Precooler Control Valve Sensor Installation Test

SUBTASK 36-12-03-860-009

- (1) Remove the safety tags and close these circuit breakers:

F/O Electrical System Panel, P6-4

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
A	5	C00259	AIR CONDITIONING BLEED AIR VALVE ISLN
A	7	C00796	AIR CONDITIONING BLEED AIR VALVES L
B	7	C00797	AIR CONDITIONING BLEED AIR VALVES R

SUBTASK 36-12-03-860-010

- (2) Do this task: Supply Pressure Upstream of the PRSOV, TASK 36-00-00-860-805.

SUBTASK 36-12-03-790-001

- (3) Do these steps to look for leaks at the precooler control valve sensor sense line connections.

- (a) Apply leak detector Snoop Leak Detector compound, G00091, at the sense line connections.
- (b) Look to see if the sense line connections have leaks.
 - 1) No leakage is permitted at the sense line connections.
 - a) Repair all leakage at the sense line connections.
- (c) Look to see if the joint between the boss [7] and valve sensor [1] has leaks.
 - 1) No leakage is permitted.
 - a) Repair all leakage between the boss [7] and valve sensor [1].

SUBTASK 36-12-03-860-011

- (4) Do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806.

EFFECTIVITY
LOM ALL

36-12-03



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

H. Put the Airplane Back to Its Usual Condition

SUBTASK 36-12-03-860-006

- (1) Install the applicable access panel:

(TASK 54-52-01-410-801)

Number Name/Location

431BL Forward Strut Fairing, Left Mid Strut Fairing, Strut 1

441BL Forward Strut Fairing, Left Mid Strut Fairing, Strut 2

SUBTASK 36-12-03-860-007

- (2) Remove the DO-NOT-OPERATE tag from the switches, on the P5-10 air conditioning panel, that follow:

(a) BLEED 1

(b) BLEED 2

(c) APU BLEED.

———— END OF TASK ————

EFFECTIVITY
LOM ALL

36-12-03



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

PNEUMATIC MANIFOLD SYSTEM - MAINTENANCE PRACTICES

1. General

- A. This procedure has these tasks:
- (1) Pneumatic Manifold System - Deactivation
 - (2) Pneumatic Manifold System - Activation.

TASK 36-13-00-800-801

2. Pneumatic Manifold System - Deactivation

(Figure 201 or Figure 202)

A. General

- (1) This task will deactivate these components in the pneumatic manifold system.
 - BLEED Air Isolation Valve
 - Engine 1 BLEED Air and Engine 2 BLEED Air Valves
 - Bleed Air Pressure Indicator

B. References

Reference	Title
06-41-00-800-801	Finding an Access Door or Panel on the Lower Half of the Fuselage (P/B 201)
36-00-00-860-806	Remove Pressure from the Pneumatic System (P/B 201)

C. Tools/Equipment

Reference	Description
STD-858	Tag - DO NOT OPERATE

D. Location Zones

Zone	Area
192	Lower Wing-To-Body Fairing - Under Wing Box
211	Flight Compartment - Left
212	Flight Compartment - Right

E. Access Panels

Number	Name/Location
192CL	ECS Access Door
192CR	ECS Access Door
192DR	ECS High Pressure Access Door

F. Pneumatic Manifold System Deactivation

SUBTASK 36-13-00-860-026



REMOVE THE PRESSURE FROM THE PNEUMATIC DUCTS BEFORE YOU REMOVE A PNEUMATIC SYSTEM COMPONENT. HOT HIGH PRESSURE AIR CAN CAUSE INJURIES TO PERSONNEL OR DAMAGE TO EQUIPMENT.

- (1) Do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806.
 - (a) Make sure that the APU, engines and ground air source are off.
 - (b) If an external ground air source was used, disconnect the ground pneumatic service line from the ground pneumatic service connector.

EFFECTIVITY
LOM ALL

36-13-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- (c) Attach a DO NOT OPERATE tag, STD-858, on pneumatic ground air source connection.

SUBTASK 36-13-00-860-027

- (2) Make sure that the APU BLEED air switch (S8), on the P5-10 air conditioning panel, is in the OFF position.
(a) Attach a DO NOT OPERATE tag, STD-858, to the APU BLEED air switch (S8) on the P5-10 air conditioning panel.

SUBTASK 36-13-00-860-028

- (3) Make sure that the Engine 1 BLEED air switch (S6) and Engine 2 BLEED air switch (S7), on the P5-10 air conditioning panel, are in the OFF position.
(a) Attach DO NOT OPERATE tags, STD-858, to the Engine 1 BLEED air switch (S6) and Engine 2 BLEED air switch (S7) on the P5-10 air conditioning panel.

SUBTASK 36-13-00-860-029

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

F/O Electrical System Panel, P6-4

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
A	5	C00259	AIR CONDITIONING BLEED AIR VALVE ISLN
A	7	C00796	AIR CONDITIONING BLEED AIR VALVES L
B	7	C00797	AIR CONDITIONING BLEED AIR VALVES R

SUBTASK 36-13-00-010-007



DO NOT OPEN THE ECS ACCESS DOOR 192CR, UNTIL YOU OPEN THE
ECS HIGH PRESSURE ACCESS DOOR 192DR. IF YOU DO NOT OBEY,
DAMAGE TO THE ECS HIGH PRESSURE ACCESS DOOR 192DR, ITS
LATCHES AND HINGES CAN OCCUR.

- (5) To get access to the bleed air isolation valve, do these steps (TASK 06-41-00-800-801):

- (a) Open this access panel:

Number Name/Location
192CL ECS Access Door

- (b) Open this access panel:

Number Name/Location
192DR ECS High Pressure Access Door

- (c) Open this access panel:

Number Name/Location
192CR ECS Access Door

G. Pneumatic Manifold System Tryout

NOTE: This tryout is to make sure the pneumatic manifold system is in a zero energy state.

SUBTASK 36-13-00-210-005

- (1) Make sure that both duct pressure needles on the dual duct pressure indicator show 0 psi on the P5-10 air conditioning panel.

EFFECTIVITY
LOM ALL

36-13-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-13-00-860-030

- (2) Open this circuit breaker and install safety tag:

F/O Electrical System Panel, P6-4

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
------------	------------	---------------	-------------

B	5	C00077	AIR CONDITIONING BLEED AIR PRESS IND
---	---	--------	--------------------------------------

SUBTASK 36-13-00-210-006

- (3) Position an assistant to monitor the bleed air isolation valve (V16) inside the keel beam.

SUBTASK 36-13-00-860-031

- (4) Put the BLEED AIR ISOLATION VALVE Switch (S10), on the P5-10 air conditioning panel, to the OPEN position.

- (a) Make sure that the position indicator on the bleed air isolation valve (V16) does not move.

SUBTASK 36-13-00-860-032

- (5) Put the BLEED AIR ISOLATION VALVE Switch (S10), on the P5-10 air conditioning panel, to the CLOSED position.

- (a) Make sure that the position indicator on the bleed air isolation valve (V16) does not move.

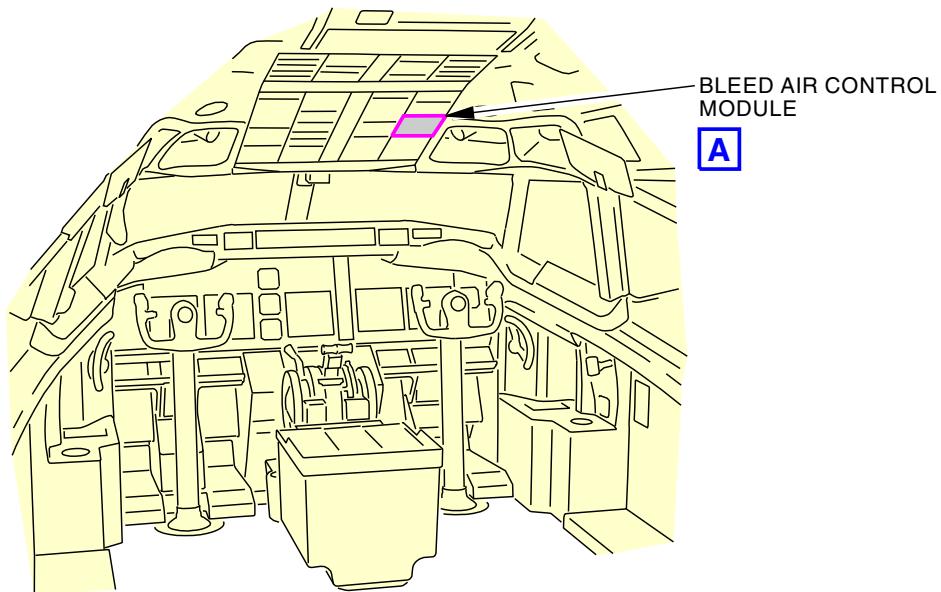
————— END OF TASK ————

EFFECTIVITY
LOM ALL

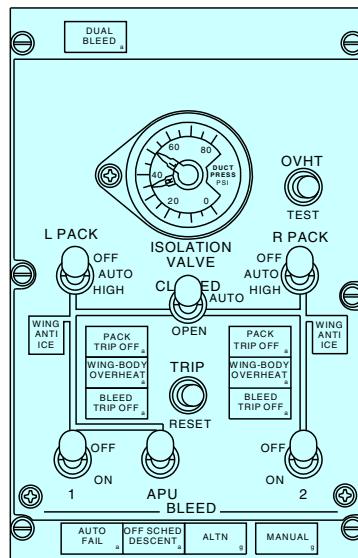
36-13-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



FLIGHT COMPARTMENT



BLEED AIR CONTROL
MODULE

A

G14338 S0006577885_V2

Pneumatic Manifold System
Figure 201/36-13-00-990-803 (Sheet 1 of 3)

EFFECTIVITY
LOM ALL

D633A101-LOM

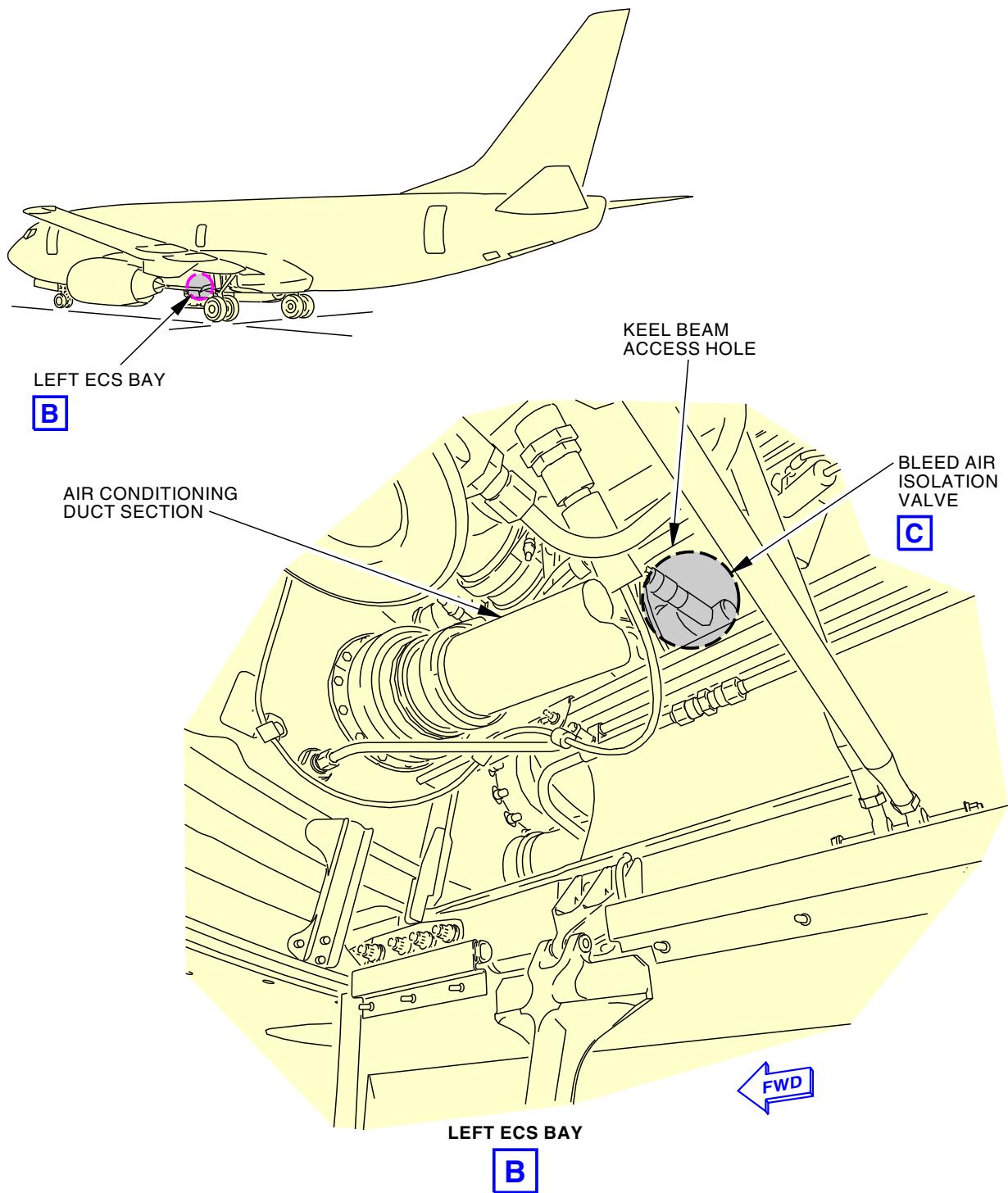
ECCN 9E991 BOEING PROPRIETARY - See title page for details

36-13-00

Page 204
Oct 15/2017



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



G19715 S0006578024_V2

Pneumatic Manifold System
Figure 201/36-13-00-990-803 (Sheet 2 of 3)

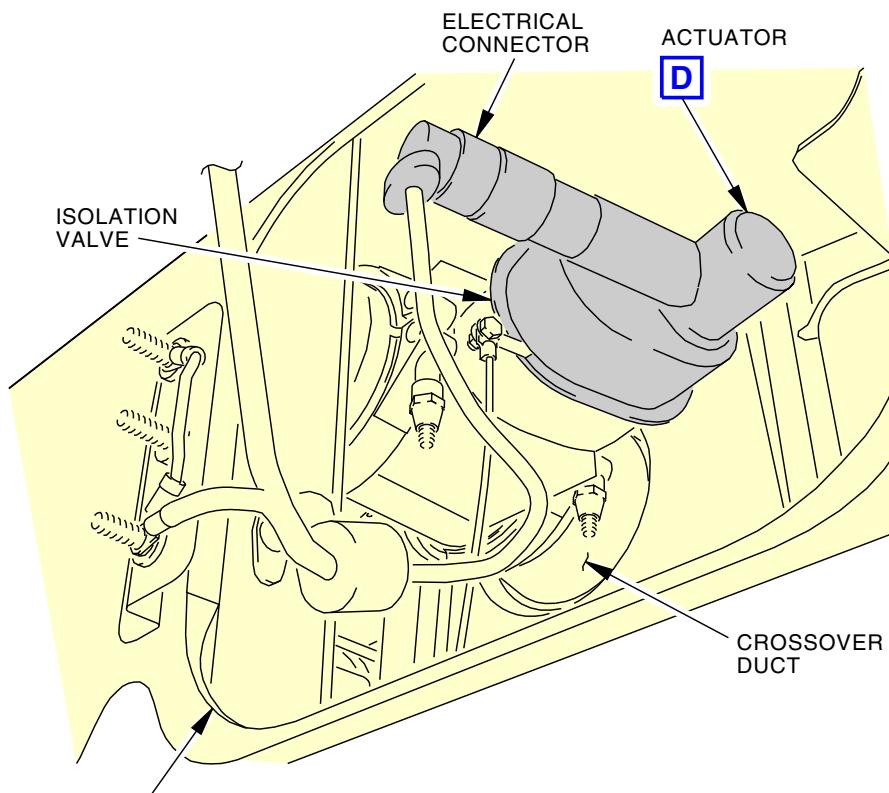
EFFECTIVITY
LOM ALL

36-13-00

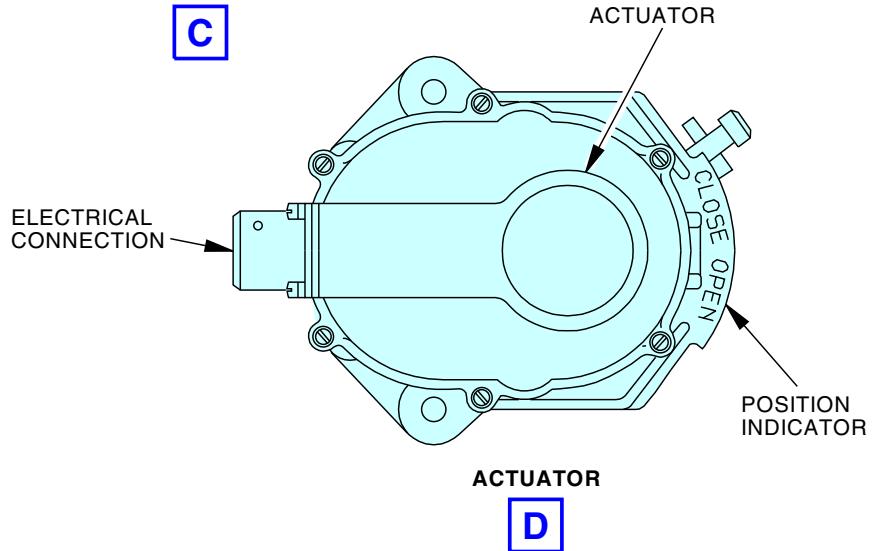
D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details

Page 205
Oct 15/2017



BLEED AIR ISOLATION VALVE



G19718 S0006578025_V2

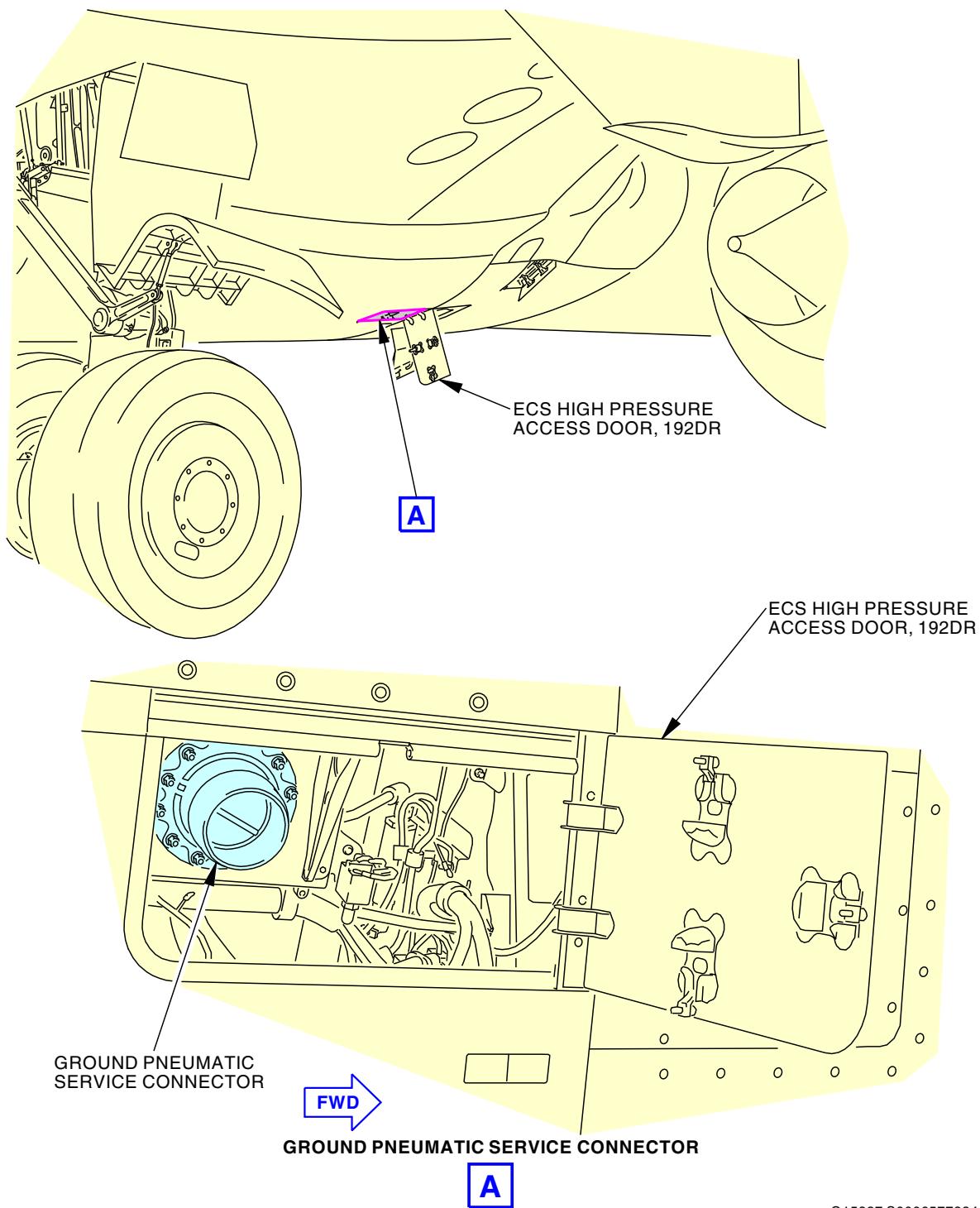
Pneumatic Manifold System
Figure 201/36-13-00-990-803 (Sheet 3 of 3)

EFFECTIVITY
LOM ALL

36-13-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



G15827 S0006577884_V2

Ground Pneumatic Service Connector
Figure 202/36-13-00-990-804



D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details

36-13-00

Page 207
Oct 15/2017



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

TASK 36-13-00-800-802

3. Pneumatic Manifold System - Activation

(Figure 201 or Figure 202)

A. General

- (1) This task will activate these components in the pneumatic manifold system.
 - BLEED Air Isolation Valve
 - Engine 1 BLEED Air and Engine 2 BLEED Air Valves
 - Bleed Air Pressure Indicator

B. References

Reference	Title
06-41-00-800-801	Finding an Access Door or Panel on the Lower Half of the Fuselage (P/B 201)

C. Location Zones

Zone	Area
192	Lower Wing-To-Body Fairing - Under Wing Box
211	Flight Compartment - Left
212	Flight Compartment - Right

D. Access Panels

Number	Name/Location
192CL	ECS Access Door
192CR	ECS Access Door
192DR	ECS High Pressure Access Door

E. Pneumatic Manifold System Activation

SUBTASK 36-13-00-840-001

- (1) Remove the DO-NOT-OPERATE tag on the pneumatic ground air source connection.

SUBTASK 36-13-00-840-002

- (2) Remove the DO-NOT-OPERATE tags on the APU BLEED air switch (S8), Engine 1 BLEED air switch (S6), and Engine 2 BLEED air switch (S7) on the P5-10 air conditioning panel.

SUBTASK 36-13-00-860-025

- (3) Remove the safety tags and close these circuit breakers:

F/O Electrical System Panel, P6-4

Row	Col	Number	Name
A	5	C00259	AIR CONDITIONING BLEED AIR VALVE ISLN
A	7	C00796	AIR CONDITIONING BLEED AIR VALVES L
B	5	C00077	AIR CONDITIONING BLEED AIR PRESS IND
B	7	C00797	AIR CONDITIONING BLEED AIR VALVES R

SUBTASK 36-13-00-410-004

- (4) Do these steps (TASK 06-41-00-800-801):

- (a) Close this access panel:

Number	Name/Location
192CR	ECS Access Door

EFFECTIVITY
LOM ALL

36-13-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- (b) Close this access panel:

Number Name/Location

192DR ECS High Pressure Access Door

NOTE: The ECS high pressure access door, 192DR, will not latch into place if the ECS access door, 192CR, is not closed.

- (c) Close this access panel:

Number Name/Location

192CL ECS Access Door

———— END OF TASK ————

EFFECTIVITY
LOM ALL

36-13-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

PNEUMATIC MANIFOLD SYSTEM - ADJUSTMENT/TEST

1. General

- A. This procedure has two tasks. These tasks are as follows:
 - (1) Bleed air isolation valve operational test
 - (2) Pneumatic duct leakage test.
- B. The operational test examines the actuation logic of bleed air isolation valve.
- C. The leakage test examines the pneumatic ducts downstream of the PRSOV for permitted leakage.

TASK 36-13-00-710-801

2. Bleed Air Isolation Valve Operational Test

(Figure 501)

A. General

- (1) The operational test examines the actuation logic of bleed air isolation valve. A check is done of the position of the isolation valve in relation to the position of the PACK and BLEED switches.

B. References

Reference	Title
06-41-00-800-801	Finding an Access Door or Panel on the Lower Half of the Fuselage (P/B 201)

C. Location Zones

Zone	Area
192	Lower Wing-To-Body Fairing - Under Wing Box
212	Flight Compartment - Right

D. Access Panels

Number	Name/Location
192CL	ECS Access Door
192CR	ECS Access Door
192DR	ECS High Pressure Access Door

E. Bleed Air Isolation Valve Operational Test Prepare

SUBTASK 36-13-00-860-002

- (1) Make sure that these circuit breakers are closed:

F/O Electrical System Panel, P6-3

Row	Col	Number	Name
C	14	C01278	MASTER CAUTION ANNUNCIATOR CONT 4
C	15	C01355	LANDING GEAR AIR/GND SYS 2
C	16	C01356	LANDING GEAR AIR/GND SYS 1
D	12	C00310	INDICATOR MASTER DIM BAT
D	13	C00311	INDICATOR MASTER DIM BUS 1
D	14	C00312	INDICATOR MASTER DIM BUS 2
D	15	C01401	LANDING GEAR AIR/GND RELAY
E	11	C00313	INDICATOR MASTER DIM SECT 1
E	12	C00314	INDICATOR MASTER DIM SECT 2
E	13	C00315	INDICATOR MASTER DIM SECT 3

EFFECTIVITY	LOM ALL
-------------	---------

36-13-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

(Continued)

F/O Electrical System Panel, P6-3

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
E	14	C00316	INDICATOR MASTER DIM SECT 4
F	11	C00317	INDICATOR MASTER DIM SECT 5
F	12	C00318	INDICATOR MASTER DIM SECT 6

F/O Electrical System Panel, P6-4

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
------------	------------	---------------	-------------

LOM 402, 404, 406, 407, 411, 412, 415, 416, 420, 422-433

A	4	C00399	AIR CONDITIONING RAM AIR MOD LEFT
---	---	--------	-----------------------------------

LOM ALL

A	5	C00259	AIR CONDITIONING BLEED AIR VALVE ISLN
A	7	C00796	AIR CONDITIONING BLEED AIR VALVES L

LOM 402, 404, 406, 407, 411, 412, 415, 416, 420, 422-433

B	4	C00400	AIR CONDITIONING RAM AIR MOD RIGHT
---	---	--------	------------------------------------

LOM ALL

B	7	C00797	AIR CONDITIONING BLEED AIR VALVES R
C	5	C00263	AIR CONDITIONING PACK CONT VALVES R
C	6	C00262	AIR CONDITIONING PACK CONT VALVES L
D	8	C00076	AIR CONDITIONING TEMP IND

LOM 406, 407, 411, 412, 415, 416, 422-434, 437-447, 450-999

E	4	C00884	AC RECIRC FAN RIGHT CABIN AIR
---	---	--------	-------------------------------

LOM ALL

SUBTASK 36-13-00-010-001



CAUTION

DO NOT OPEN THE ECS ACCESS DOOR 192CR, UNTIL YOU OPEN THE ECS HIGH PRESSURE ACCESS DOOR 192DR. IF YOU DO NOT OBEY, DAMAGE TO THE ECS HIGH PRESSURE ACCESS DOOR 192DR, ITS LATCHES AND HINGES CAN OCCUR.

- (2) To get access to the isolation valve, do these steps (TASK 06-41-00-800-801):

- (a) Open this access panel:

<u>Number</u>	<u>Name/Location</u>
192CL	ECS Access Door

- (b) Open this access panel:

<u>Number</u>	<u>Name/Location</u>
192DR	ECS High Pressure Access Door

- (c) Open this access panel:

<u>Number</u>	<u>Name/Location</u>
192CR	ECS Access Door

F. Bleed Air Isolation Valve Operational Test

SUBTASK 36-13-00-860-004

- (1) Put the ISOLATION VALVE switch, on the P5-10 overhead panel, to the OPEN position.



36-13-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- (a) Make sure that the isolation valve visual position indicator moves to the OPEN position.

NOTE: Access to the isolation valve is limited. A flashlight and mirror may be necessary to view the position indicator.

SUBTASK 36-13-00-860-005

- (2) Put the ISOLATION VALVE switch, on the P5-10 overhead panel, to the CLOSED position.

- (a) Make sure that the isolation valve position indicator moves to the CLOSED position.

NOTE: Access to the isolation valve is limited. A flashlight and mirror may be necessary to view the position indicator.

SUBTASK 36-13-00-860-006

- (3) Put the ISOLATION VALVE switch to the AUTO position.

SUBTASK 36-13-00-860-007

- (4) Put the PACK switch and the BLEED switch to the sequence of positions shown and make sure that the isolation valve goes to or stays in the position shown:

Table 501/36-13-00-993-801

L PACK SW POS	R PACK SW POS	BLEED 1 SW POS	BLEED 2 SW POS	ISOLATION VALVE POSITION
AUTO	AUTO	ON	ON	CLOSED
OFF	AUTO	ON	ON	OPEN
AUTO	OFF	ON	ON	OPEN
AUTO	AUTO	ON	OFF	OPEN
AUTO	AUTO	OFF	ON	OPEN
OFF	OFF	OFF	OFF	OPEN
HIGH	HIGH	ON	ON	CLOSED
OFF	HIGH	ON	ON	OPEN
HIGH	OFF	ON	ON	OPEN
HIGH	HIGH	ON	OFF	OPEN
HIGH	HIGH	OFF	ON	OPEN
OFF	OFF	OFF	OFF	OPEN

SUBTASK 36-13-00-860-008

- (5) Put the ISOLATION VALVE switch to the CLOSED position.

- (a) Make sure that the isolation valve position indicator moves to the CLOSED position.

G. Put the Airplane Back to Its Usual Condition

SUBTASK 36-13-00-410-001

- (1) Do these steps (TASK 06-41-00-800-801):

- (a) Close this access panel:

Number Name/Location

192CR ECS Access Door

- (b) Close this access panel:

Number Name/Location

192DR ECS High Pressure Access Door

NOTE: The ECS high pressure access door, 192DR, will not latch into place if the ECS access door, 192CR, is not closed.

EFFECTIVITY
LOM ALL

36-13-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- (c) Close this access panel:

<u>Number</u>	<u>Name/Location</u>
192CL	ECS Access Door

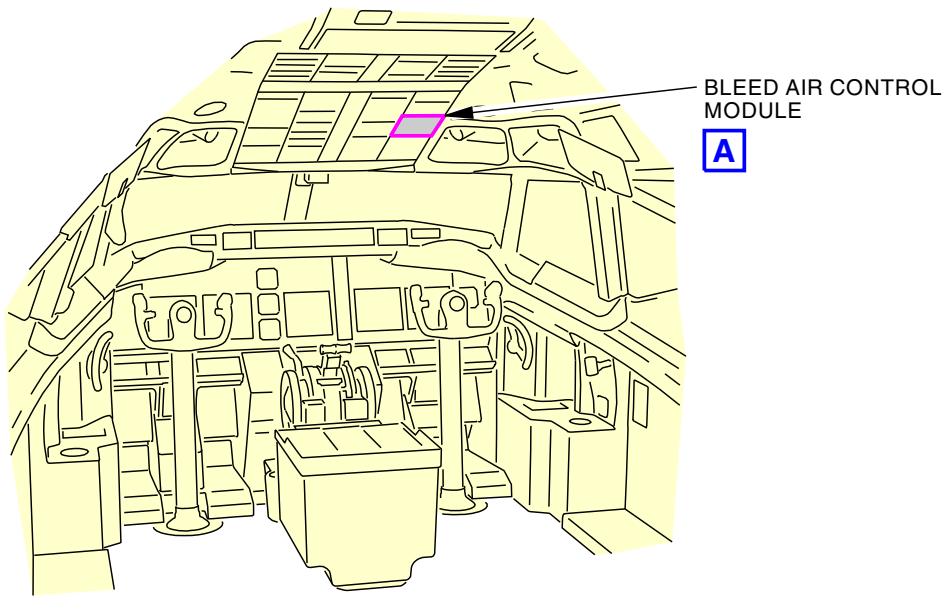
———— END OF TASK ————

— EFFECTIVITY —
LOM ALL

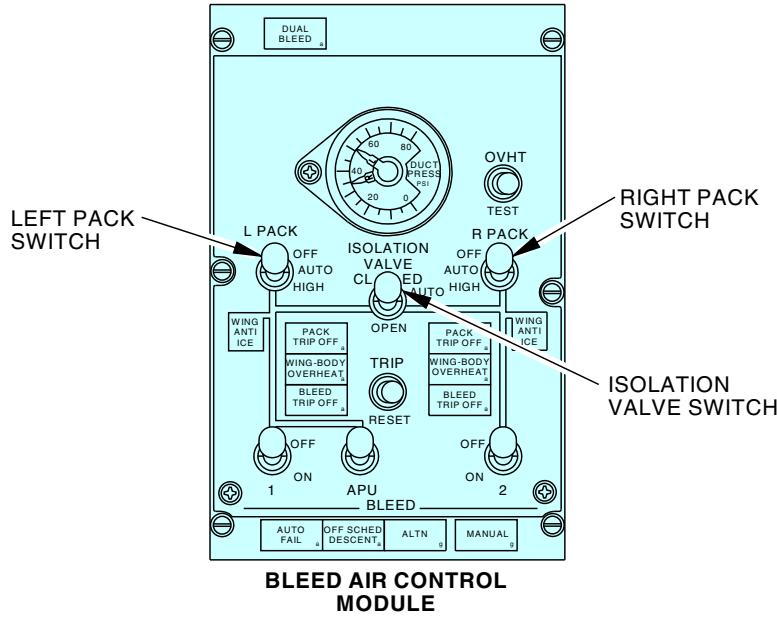
36-13-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



FLIGHT COMPARTMENT



G19714 S0006578023_V2

Bleed Air Isolation Valve Operational Test
Figure 501/36-13-00-990-802 (Sheet 1 of 3)

EFFECTIVITY
LOM ALL

36-13-00

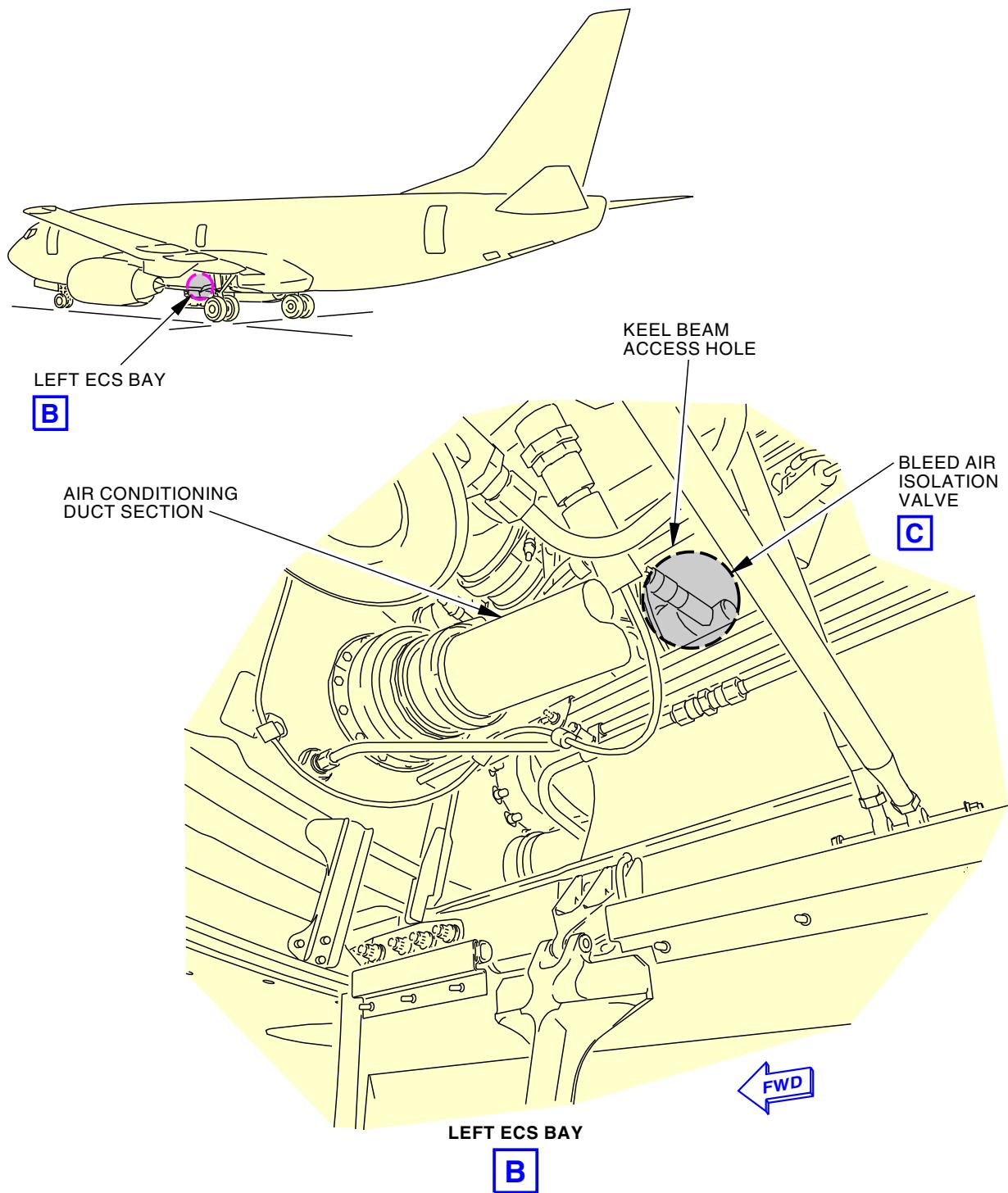
D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details

Page 505
Jun 15/2024



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



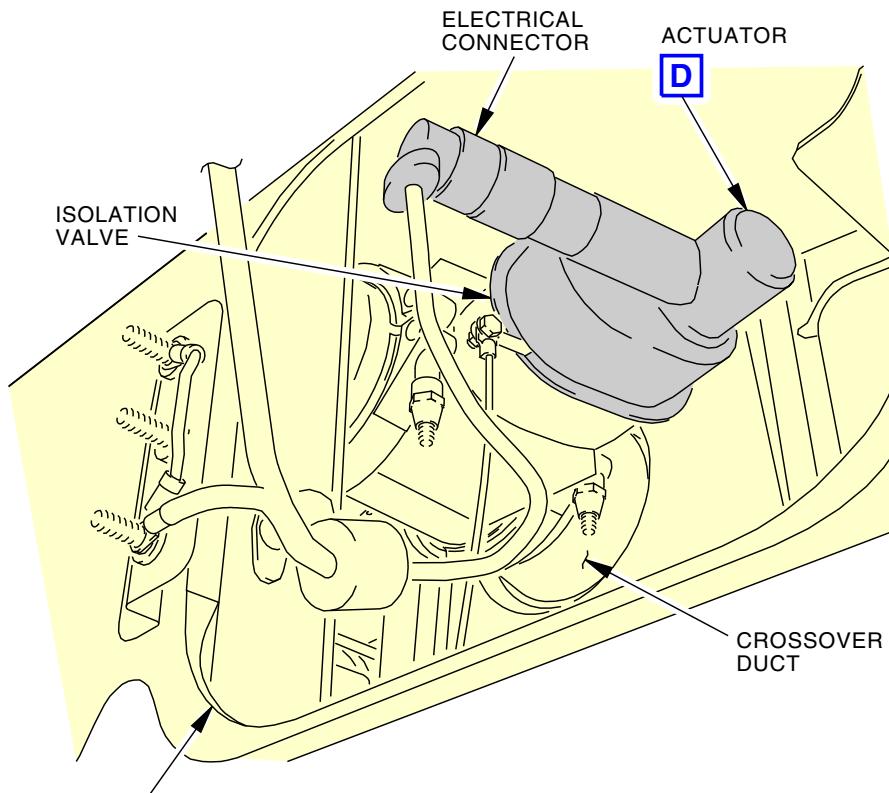
G19715 S0006578024_V2

Bleed Air Isolation Valve Operational Test
Figure 501/36-13-00-990-802 (Sheet 2 of 3)

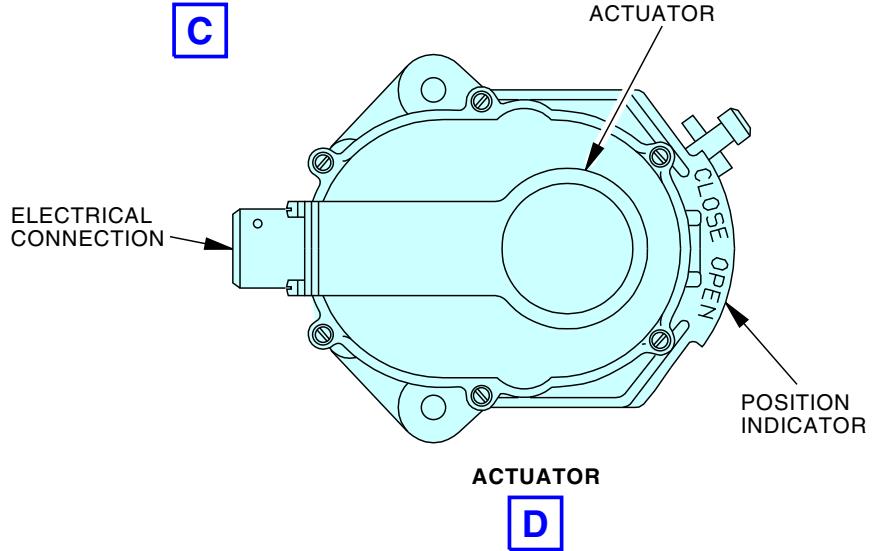
EFFECTIVITY
LOM ALL

36-13-00

D633A101-LOM



BLEED AIR ISOLATION VALVE



G19718 S0006578025_V2

Bleed Air Isolation Valve Operational Test
Figure 501/36-13-00-990-802 (Sheet 3 of 3)

EFFECTIVITY
LOM ALL

36-13-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

TASK 36-13-00-700-801

3. Pneumatic System Duct Leakage Test

(Figure 501)

A. General

- (1) This procedure examines the pneumatic ducts and the components of the bleed air distribution system for leakage.

B. References

Reference	Title
06-41-00-800-801	Finding an Access Door or Panel on the Lower Half of the Fuselage (P/B 201)
36-00-00-860-802	Supply Pressure to the Pneumatic System with an External Ground Air Source (P/B 201)
36-00-00-860-806	Remove Pressure from the Pneumatic System (P/B 201)
36-11-04-000-801	PRSOV Removal (P/B 401)
36-11-04-400-801	PRSOV Installation (P/B 401)
36-11-06-000-801	High Stage Valve Removal (P/B 401)
36-11-06-400-801	High Stage Valve - Installation (P/B 401)
78-31-00-010-801-F00	Open the Thrust Reverser (Selection) (P/B 201)
78-31-00-010-804-F00	Close the Thrust Reverser (Selection) (P/B 201)
80-11-03-000-801-F00	Start Valve Removal (P/B 401)
80-11-03-400-801-F00	Start Valve Installation (P/B 401)

C. Tools/Equipment

Reference	Description
STD-858	Tag - DO NOT OPERATE

D. Location Zones

Zone	Area
141	Aft Cargo Compartment - Left
191	Lower Wing-To-Body Fairing - Forward of Wing Box
192	Lower Wing-To-Body Fairing - Under Wing Box
311	Area Aft of Pressure Bulkhead - Left
313	Stabilizer Torsion Box Compartment - Left
410	Subzone - Engine 1
420	Subzone - Engine 2
430	Subzone - Engine 1, Nacelle Strut
433	Engine 1 - Strut Torque Box
440	Subzone - Engine 2, Nacelle Strut
443	Engine 2 - Strut Torque Box
511	Left Wing - Leading Edge To Front Spar
521	Left Wing - Leading Edge to Front Spar
522	Left Wing - Slat No. 4
523	Left Wing - Slat No. 3
524	Left Wing - Slat No. 2
611	Right Wing - Leading Edge to Front Spar
621	Right Wing - Leading Edge to Front Spar

EFFECTIVITY
LOM ALL

36-13-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

(Continued)

Zone	Area
622	Right Wing - Slat No. 5
623	Right Wing - Slat No. 6
624	Right Wing - Slat No. 7

E. Access Panels

Number	Name/Location
192CL	ECS Access Door
192CR	ECS Access Door
192DR	ECS High Pressure Access Door
311BL	Stabilizer Trim Access Door

F. Pneumatic System Duct Leakage Test Prepare

SUBTASK 36-13-00-860-011

- (1) Set these switches that follow to the positions shown:
 - (a) 1 BLEED - OFF
 - (b) 2 BLEED - OFF
 - (c) APU BLEED - OFF
 - (d) L PACK - OFF
 - (e) R PACK - OFF
 - (f) WING ANTI-ICE - OFF
 - (g) 1 ENG ANTI-ICE - OFF
 - (h) 2 ENG ANTI-ICE - OFF
 - (i) ISOLATION VALVE - OPEN
 - (j) 1 ENGINE START - OFF
 - (k) 2 ENGINE START - OFF

SUBTASK 36-13-00-860-012

- (2) Make sure that the engine start lever on the control stand for the applicable engine is in the cutoff position and install DO NOT OPERATE tags, STD-858.

SUBTASK 36-13-00-010-002



CAUTION

DO NOT OPEN THE ECS ACCESS DOOR 192CR, UNTIL YOU OPEN THE
ECS HIGH PRESSURE ACCESS DOOR 192DR. IF YOU DO NOT OBEY,
DAMAGE TO THE ECS HIGH PRESSURE ACCESS DOOR 192DR, ITS
LATCHES AND HINGES CAN OCCUR.

- (3) To get access to pneumatic duct in the air conditioning bay, do these steps (TASK 06-41-00-800-801):

- (a) Open this access panel:

Number Name/Location

192CL ECS Access Door

- (b) Open this access panel:

Number Name/Location

192DR ECS High Pressure Access Door

EFFECTIVITY
LOM ALL

36-13-00

Page 509
Jun 15/2024



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- (c) Open this access panel:

<u>Number</u>	<u>Name/Location</u>
192CR	ECS Access Door

- (d) Open this access panel:

<u>Number</u>	<u>Name/Location</u>
311BL	Stabilizer Trim Access Door

SUBTASK 36-13-00-210-001

- (4) Make sure that the position indicator on the isolation valve points to the OPEN position.

SUBTASK 36-13-00-010-003



WARNING

DO THESE SPECIFIED TASKS IN THE CORRECT SEQUENCE BEFORE YOU OPEN THE THRUST REVERSER: RETRACT THE LEADING EDGE, DO THE DEACTIVATION PROCEDURES FOR THE LEADING EDGE AND THE THRUST REVERSER (FOR GROUND MAINTENANCE), AND OPEN THE FAN COWL PANELS. IF YOU DO NOT OBEY THE ABOVE SEQUENCE, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (5) For the left thrust reverser, do this task: Open the Thrust Reverser (Selection),
TASK 78-31-00-010-801-F00.

SUBTASK 36-13-00-210-002

- (6) Make sure that the bleed air check valves (5th-stage) on the left and right engines are installed.

SUBTASK 36-13-00-860-013

- (7) Make sure that the PRSOVs on left and right engines are closed.

- (a) Make sure that the position indicator on the PRSOV is in the CLOSED position.
1) If the position indicator is not in the CLOSED position, replace the PRSOV, do these tasks:
 - PRSOV Removal, TASK 36-11-04-000-801
 - PRSOV Installation, TASK 36-11-04-400-801

SUBTASK 36-13-00-860-014

- (8) Make sure that the high-stage valves on left and right engines are closed.

- (a) Make sure that the position indicator on the high-stage valve is in the CLOSED position.
1) If the position indicator is not in the CLOSED position, replace the high stage valve, do these tasks:
 - High Stage Valve Removal, TASK 36-11-06-000-801
 - High Stage Valve - Installation, TASK 36-11-06-400-801

SUBTASK 36-13-00-210-003

- (9) Make sure that the start valves on the left and right engines are closed.

- (a) Make sure that the position indicator on start valve is in the CLOSED position.
1) If the position indicator is not in the CLOSED position, replace the engine start valve, do these tasks:
 - Start Valve Removal, TASK 80-11-03-000-801-F00
 - Start Valve Installation, TASK 80-11-03-400-801-F00

EFFECTIVITY
LOM ALL

36-13-00



737-600/700/800/900 AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-13-00-860-015

- (10) Make sure that the position indicator on the left and right flow control valves point to closed.
 - (a) If not, manually override the valves closed.

SUBTASK 36-13-00-860-016

- (11) Make sure that the position indicator on the left and right wing TAI valves point to closed.
 - (a) If not, manually override the valves closed.

SUBTASK 36-13-00-860-017

- (12) Make sure that the position indicator on the left and right cowl TAI valves point to closed.
 - (a) If not, manually override the valves closed.

G. Pneumatic System Duct Leakage Test

SUBTASK 36-13-00-860-018

- (1) Put the 1 BLEED switch to the ON position.

SUBTASK 36-13-00-860-019

- (2) Put the 2 BLEED switch to the ON position.

SUBTASK 36-13-00-420-001

- (3) Do this task: Supply Pressure to the Pneumatic System with an External Ground Air Source, TASK 36-00-00-860-802.

SUBTASK 36-13-00-980-001



USE A RATCHET-TYPE WRENCH TO OPEN THE PRSOV. PRESSURE IN THE SYSTEM CAN CAUSE THE PRSOV TO OPEN QUICKLY. THIS CAN PULL THE WRENCH FROM YOUR HANDS. INJURIES TO PERSONNEL, AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (4) Manually wrench the PRSOV on each engine to the OPEN position with a ratchet type wrench.

NOTE: The PRSOV will remain open when there is pneumatic pressure upstream of the PRSOV.

SUBTASK 36-13-00-780-001



BE CAREFUL WHEN YOU PRESSURIZE THE PNEUMATIC DUCTS. IF THE DUCTS COME APART WHEN THEY ARE PRESSURIZED, THEY CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.

- (5) Pressurize the system and maintain pressure at 42-48 psig (289-331 kPa).

SUBTASK 36-13-00-210-004

- (6) Examine all of the connections on the pneumatic duct installations for sources of concentrated leakage.
 - (a) Diffused leakage is permitted.
 - (b) Concentrated leakage must be repaired.

NOTE: Concentrated leakage is leakage which you can feel with your hand at a distance of 12 in. (305 mm).

SUBTASK 36-13-00-790-001

- (7) Do a test of the pneumatic ducts downstream of the crossover duct:
 - (a) Put the L PACK switch to the AUTO position.
 - (b) Examine the ducts downstream of the crossover ducts.

EFFECTIVITY
LOM ALL

36-13-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- 1) Diffused leakage is permitted.
- 2) Concentration leakage must be repaired.

NOTE: Concentration leakage is leakage which you can feel with your hand at a distance of 12 in. (305 mm).

- (c) Put the L PACK switch to the OFF position.
- (d) Put the R PACK switch to the AUTO position.
- (e) Examine the pneumatic ducts downstream of the crossover duct.

- 1) Diffused leakage is permitted.
- 2) Concentrated leakage must be repaired.

NOTE: Concentrated leakage is leakage which you can feel with your hand at a distance of 12 in. (305 mm).

- (f) Put the R PACK switch to the Off position.

SUBTASK 36-13-00-860-020

- (8) Put the 1 BLEED switch to the OFF position.

SUBTASK 36-13-00-860-021

- (9) Put the 2 BLEED switch to the OFF position.

H. Put the Airplane Back to Its Usual Condition

SUBTASK 36-13-00-860-022

- (1) Do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806.
 - (a) Make sure that the pressure gage on the P5-10 panel shows 0.0 psi (0.0 kPa).

SUBTASK 36-13-00-010-006



WARNING

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

- (2) For the left thrust reverser, do this task: Close the Thrust Reverser (Selection), TASK 78-31-00-010-804-F00.

SUBTASK 36-13-00-410-002

- (3) Do these steps (TASK 06-41-00-800-801):

- (a) Close this access panel:

Number Name/Location

311BL Stabilizer Trim Access Door

- (b) Close this access panel:

Number Name/Location

192CR ECS Access Door

- (c) Close this access panel:

Number Name/Location

192DR ECS High Pressure Access Door

NOTE: The ECS high pressure access door, 192DR, will not latch into place if the ECS access door, 192CR, is not closed.

EFFECTIVITY
LOM ALL

36-13-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- (d) Close this access panel:

Number	Name/Location
192CL	ECS Access Door

SUBTASK 36-13-00-860-024

- (4) Remove the DO-NOT-OPERATE tags from the engine start lever.

———— END OF TASK ————

— EFFECTIVITY —
LOM ALL

36-13-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

PNEUMATIC MANIFOLD DUCT - REMOVAL/INSTALLATION

1. General

- A. This procedure contains scheduled maintenance task data.
- B. This procedure has these tasks:
 - (1) Strut pneumatic duct removal
 - (2) Strut pneumatic duct installation
 - (3) Wing leading edge pneumatic duct removal
 - (4) Wing leading edge pneumatic duct installation
 - (5) Crossover pneumatic duct removal
 - (6) Crossover pneumatic duct installation
 - (7) APU pneumatic duct removal
 - (8) APU pneumatic duct installation
 - (9) APU pneumatic duct pressure seal removal
 - (10) APU pneumatic duct pressure seal installation.
- C. The duct sections for the thermal anti-icing, air conditioning and pneumatic systems are joined together with the forged couplings and V-band couplings and held in place to the airplane structure with support hardwares.
- D. In some locations, it may be necessary to remove an adjacent duct section or system hardware to get access to remove or install the required section of duct.
- E. Some of the duct sections are made to be slightly short to compensate for thermal expansion allowances caused by the flow of hot air through the duct section. The duct sections are joined together in tension by a series of couplings when the pneumatic system is not in use.
- F. Some of the couplings are installed in areas where there are control cables, fuel lines, hydraulic lines, and electrical wires. Care must be taken to make sure that there are a minimum of 0.50 in. (12.7 mm) clearance between them. Precautions should also be taken make sure that sufficient clearances are available to prevent interference or chafing conditions should the duct couplings rotate around the duct joints.
- G. The removal/installation procedure for the APU bleed air duct is covered in BLEED AIR DUCT - REMOVAL/INSTALLATION, PAGEBLOCK 49-52-13/401.
- H. The removal/installation procedure for engine pneumatic ducts are covered in ENGINE PNEUMATIC DUCT - REMOVAL/INSTALLATION, PAGEBLOCK 36-11-01/401.

TASK 36-13-01-000-808

2. Pneumatic Manifold Duct Removal (Selection)

A. Remove the Pneumatic Manifold Duct

SUBTASK 36-13-01-020-034

- (1) Do one of these tasks to remove the applicable pneumatic duct section:
 - (a) Do this task: Strut Pneumatic Duct Removal, TASK 36-13-01-000-801.
 - (b) Do this task: Wing Leading Edge Duct Removal, TASK 36-13-01-000-803.
 - (c) Do this task: Crossover Duct Removal, TASK 36-13-01-000-804.
 - (d) Do this task: APU Pneumatic Duct Removal, TASK 36-13-01-000-806.

———— END OF TASK ———

EFFECTIVITY
LOM ALL

36-13-01



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

TASK 36-13-01-400-802

3. Pneumatic Manifold Duct Installation (Selection)

A. Install the Pneumatic Manifold Duct

SUBTASK 36-13-01-420-036

- (1) Do one of these tasks to install the applicable pneumatic duct section:
 - (a) Do this task: Strut Pneumatic Duct Installation, TASK 36-13-01-000-802.
 - (b) Do this task: Wing Leading Edge Duct Installation, TASK 36-13-01-400-801.
 - (c) Do this task: Crossover Duct Installation, TASK 36-13-01-000-805.
 - (d) Do this task: APU Pneumatic Duct Installation, TASK 36-13-01-000-807.

———— END OF TASK ————

TASK 36-13-01-000-801

4. Strut Pneumatic Duct Removal

(Figure 401)

A. General

- (1) This task is written to provide general information to assist with the removal of the strut pneumatic duct sections. Do only the steps that are necessary to remove the required section of duct.

B. References

Reference	Title
27-81-00-480-801	Leading Edge Flap and Slat Locks Installation (P/B 201)
27-81-00-860-803	Leading Edge Flaps and Slats Extension (P/B 201)
36-00-00-860-806	Remove Pressure from the Pneumatic System (P/B 201)
36-11-05-000-801	Thermostat Removal (P/B 401)
36-11-08-000-801	Overtemperature Switch Removal (P/B 401)
36-12-03-000-801	Precooler Control Valve Sensor Removal (P/B 401)
54-52-01-010-801	Forward Fairing Removal (P/B 401)
54-52-03-010-801	Wing Junction Fairing - Removal (P/B 401)

C. Location Zones

Zone	Area
433	Engine 1 - Strut Torque Box
443	Engine 2 - Strut Torque Box
510	Subzone - Left Wing: Leading Edge, Fwd of Front Spar, Inbd of Strut and Nacelle Gap Cover Area
610	Subzone - Right Wing: Leading Edge, Forward of Front Spar, Inboard of Nacelle Strut, Including Gap Cover Area

D. Access Panels

Number	Name/Location
431BL	Forward Strut Fairing, Left Mid Strut Fairing, Strut 1
431BR	Forward Strut Fairing, Right Mid Strut Fairing, Strut 1
431CL	Forward Strut Fairing, Left Overwing Fairing, Strut 1
431CR	Forward Strut Fairing, Right Overwing Fairing, Strut 1
441BL	Forward Strut Fairing, Left Mid Strut Fairing, Strut 2



36-13-01



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

(Continued)

<u>Number</u>	<u>Name/Location</u>
441BR	Forward Strut Fairing, Right Mid Strut Fairing, Strut 2
441CL	Forward Strut Fairing, Left Overwing Fairing, Strut 2
441CR	Forward Strut Fairing, Right Overwing Fairing, Strut 2

E. Prepare for the Removal

SUBTASK 36-13-01-860-001

- (1) Make sure that the engine, Auxiliary Power Unit (APU), and ground air pneumatic source are not in operation.

SUBTASK 36-13-01-860-002



WARNING

YOU MUST REMOVE THE PRESSURE FROM THE PNEUMATIC DUCTS BEFORE YOU REMOVE A PNEUMATIC SYSTEM COMPONENT. IF YOU DO NOT REMOVE THE PRESSURE FROM THE PNEUMATIC DUCTS, HOT HIGH PRESSURE AIR CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.

- (2) Do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806.

SUBTASK 36-13-01-010-006



WARNING

MAKE SURE PERSONS AND EQUIPMENT ARE CLEAR OF THE LEADING EDGE AND TRAILING EDGE CONTROL SURFACES. THE LEADING EDGE AND TRAILING EDGE CONTROL SURFACES CAN EXTEND AND RETRACT QUICKLY. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.



CAUTION

MAKE SURE THAT YOU REMOVE OR CLOSE THE INBOARD FAN DUCT COWL AND INBOARD AND OUTBOARD THRUST REVERSERS BEFORE YOU EXTEND THE LEADING EDGE FLAPS AND SLATS. THERE IS NOT SUFFICIENT CLEARANCE FOR THE FLAPS AND SLATS TO EXTEND. THIS CAN CAUSE DAMAGE TO EQUIPMENT.

- (3) Extend and lock the wing leading edge flaps to get access to a duct section for removal:
 - (a) Do this task: Leading Edge Flaps and Slats Extension, TASK 27-81-00-860-803.
 - (b) Do this task: Leading Edge Flap and Slat Locks Installation, TASK 27-81-00-480-801.

SUBTASK 36-13-01-010-007

- (4) Remove the applicable mid strut fairing access panel, do this task: Forward Fairing Removal, TASK 54-52-01-010-801.

- (a) For the left engine strut, do this step:

- 1) Open these access panels:

Number Name/Location

431BL Forward Strut Fairing, Left Mid Strut Fairing, Strut 1

431BR Forward Strut Fairing, Right Mid Strut Fairing, Strut 1

- (b) For the right engine strut, do this step:

- 1) Open these access panels:

Number Name/Location

441BL Forward Strut Fairing, Left Mid Strut Fairing, Strut 2

EFFECTIVITY
LOM ALL

36-13-01

Page 403
Oct 15/2021



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

(Continued)

<u>Number</u>	<u>Name/Location</u>
441BR	Forward Strut Fairing, Right Mid Strut Fairing, Strut 2

SUBTASK 36-13-01-010-015

- (5) Remove the applicable overwing fairing access panels, do this task: Wing Junction Fairing - Removal, TASK 54-52-03-010-801.
(a) For the left engine strut, do this step:

- 1) Open these access panels:

<u>Number</u>	<u>Name/Location</u>
431CL	Forward Strut Fairing, Left Overwing Fairing, Strut 1
431CR	Forward Strut Fairing, Right Overwing Fairing, Strut 1

- (b) For the right engine strut, do this step:

- 1) Open these access panels:

<u>Number</u>	<u>Name/Location</u>
441CL	Forward Strut Fairing, Left Overwing Fairing, Strut 2
441CR	Forward Strut Fairing, Right Overwing Fairing, Strut 2

SUBTASK 36-13-01-020-001

- (6) If it is necessary to remove the precooler control valve sensor [2], do this task: Precooler Control Valve Sensor Removal, TASK 36-12-03-000-801.

SUBTASK 36-13-01-020-002

- (7) If it is necessary to remove the 450°F thermostat [1], do this task: Thermostat Removal, TASK 36-11-05-000-801.

SUBTASK 36-13-01-020-003

- (8) If it is necessary to remove the 490°F overtemperature [3], do this task: Overtemperature Switch Removal, TASK 36-11-08-000-801.

SUBTASK 36-13-01-020-004

- (9) Remove or move other system hardwares (tubing, wiring, support brackets, and wiring harnesses) that are in the way of the duct section removal.

F. Strut Pneumatic Duct Removal

SUBTASK 36-13-01-020-005

- (1) Disconnect the duct support link [9] that hold the duct section to the support structure.
(a) Make sure that you keep track of the fastener build-up for installation.
(b) Remove the bolt [12], washer [13], bushing [14], washer [15], and nut [16].
(c) Move the duct support link [9] out of the way.

SUBTASK 36-13-01-020-006

- (2) Remove the forged couplings [4], and/or V-band coupling [7], and/or clamp [17].

SUBTASK 36-13-01-020-007

- (3) Remove the applicable duct section:

NOTE: It may be necessary to remove the adjacent duct section to get access to remove the duct section you want to remove.

- strut duct [10]
- aft strut duct [6]

EFFECTIVITY
LOM ALL

36-13-01



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- wing-to-strut interface duct [8]
- precooler outlet duct [11].

SUBTASK 36-13-01-020-008

- (4) Remove the E-seals [5].
- (a) Examine the E-seals [5] for dents, cracks or other damage.
 - (b) Replace all damaged E-seals [5].

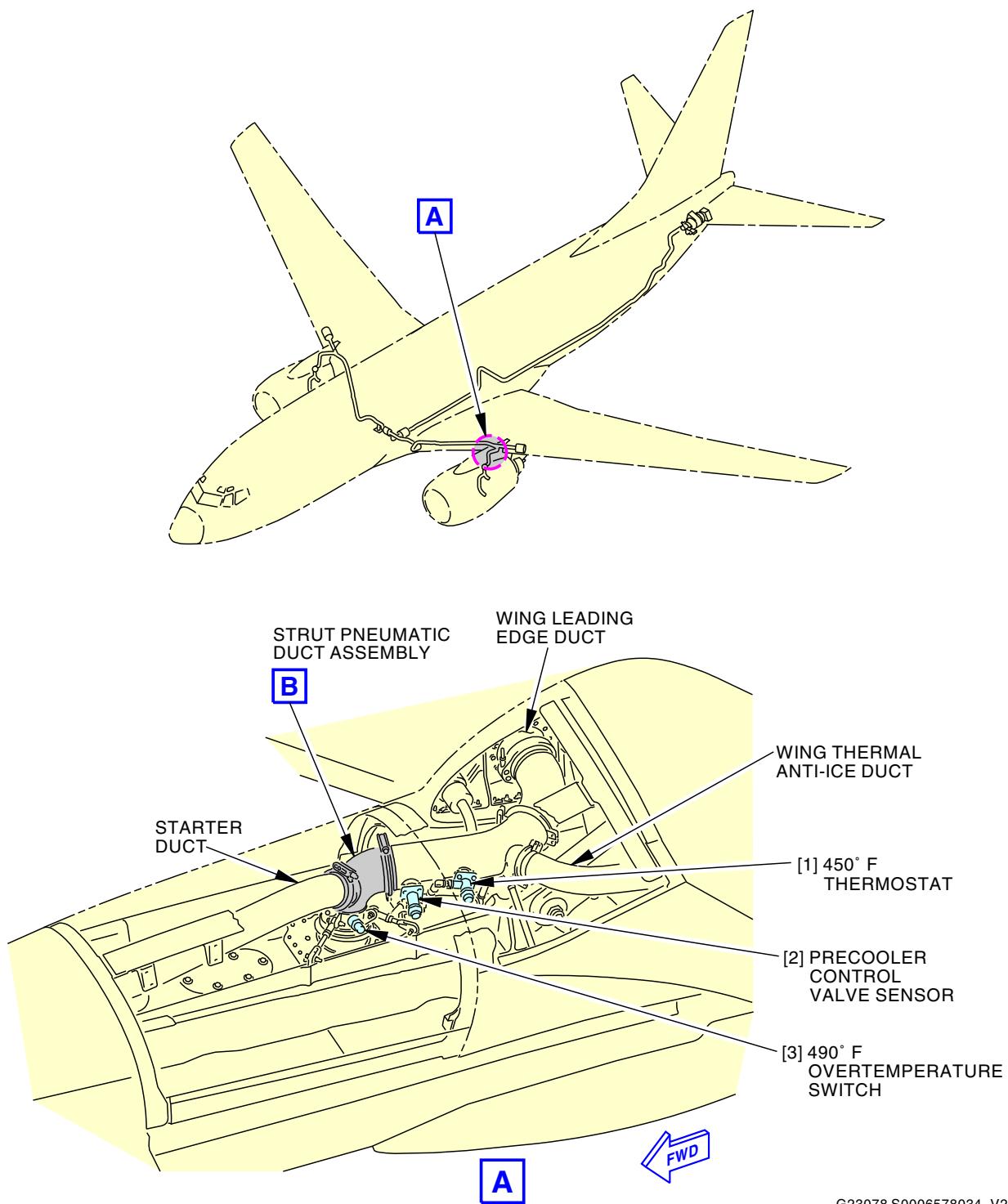
SUBTASK 36-13-01-530-001

- (5) Put covers on the duct and sense line openings to keep unwanted material out.

———— END OF TASK ————

EFFECTIVITY
LOM ALL

36-13-01

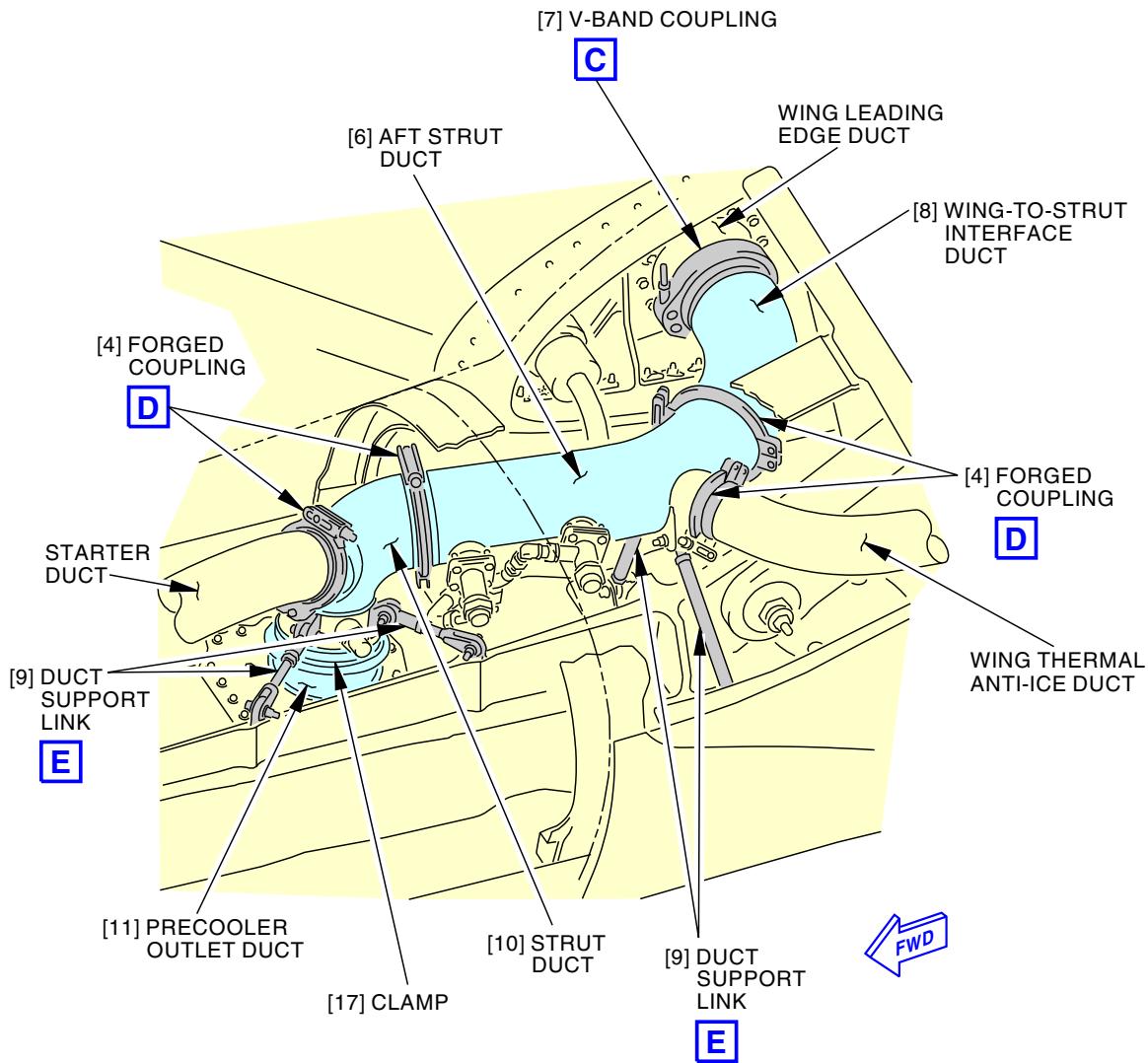


G23078 S0006578034_V2

Strut Pneumatic Duct Installation
Figure 401/36-13-01-990-802 (Sheet 1 of 3)

EFFECTIVITY
 LOM ALL

36-13-01


STRUT PNEUMATIC DUCT ASSEMBLY

NOTE:

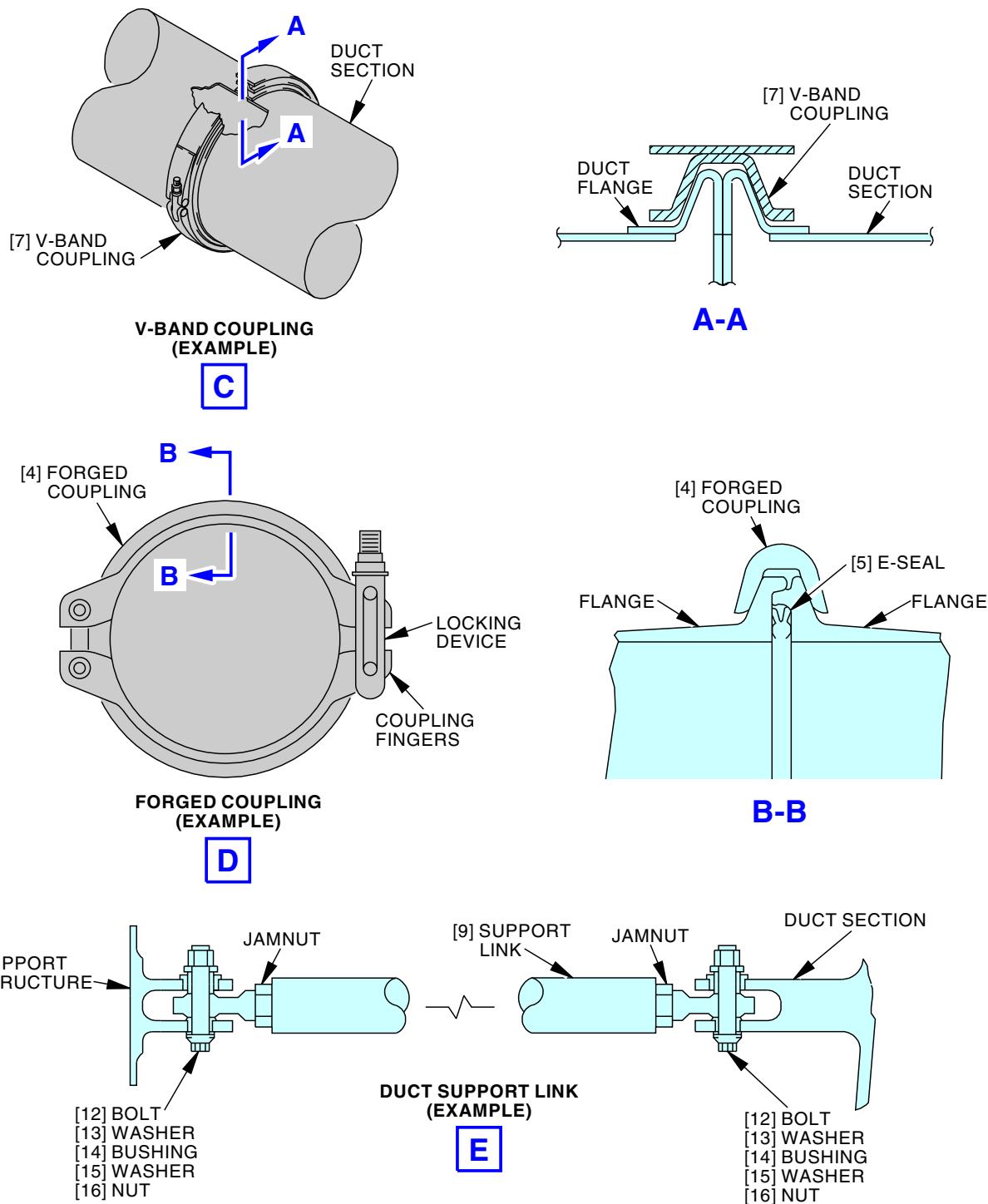
LEFT STRUT INSTALLATION IS SHOWN,
RIGHT STRUT INSTALLATION IS EQUIVALENT.

G25509 S0006578035_V3

Strut Pneumatic Duct Installation
Figure 401/36-13-01-990-802 (Sheet 2 of 3)

EFFECTIVITY
LOM ALL

36-13-01



G26016 S0006578036_V2

Strut Pneumatic Duct Installation
Figure 401/36-13-01-990-802 (Sheet 3 of 3)

EFFECTIVITY
LOM ALL

36-13-01



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

TASK 36-13-01-000-802

5. Strut Pneumatic Duct Installation

(Figure 401)

A. General

- (1) This task is written to provide general information to assist with the installation of the strut pneumatic duct sections. Do only the steps that are necessary to install the required section of duct.

B. References

Reference	Title
20-10-44-400-801	Lockwire, Cotter Pins, and Lockrings - Installation (P/B 401)
27-81-00-080-801	Leading Edge Flap and Slat Locks Removal (P/B 201)
27-81-00-860-804	Leading Edge Flaps and Slats Retraction (P/B 201)
36-00-00-860-801	Supply Pressure to the Pneumatic System (Selection) (P/B 201)
36-11-05-400-801	Thermostat Installation (P/B 401)
36-11-08-400-801	Overtemperature Switch Installation (P/B 401)
36-12-03-400-801	Precooler Control Valve Sensor Installation (P/B 401)
54-52-01-410-801	Forward Fairing Installation (P/B 401)
54-52-03-410-801	Wing Junction Fairing - Installation (P/B 401)

C. Tools/Equipment

Reference	Description
STD-3906	Mallet - Rubber

D. Consumable Materials

Reference	Description	Specification
G00091	Compound - Oxygen System Leak Detection - Snoop Leak Detector	MIL-PRF-25567

E. Location Zones

Zone	Area
433	Engine 1 - Strut Torque Box
443	Engine 2 - Strut Torque Box
510	Subzone - Left Wing: Leading Edge, Fwd of Front Spar, Inbd of Strut and Nacelle Gap Cover Area
610	Subzone - Right Wing: Leading Edge, Forward of Front Spar, Inboard of Nacelle Strut, Including Gap Cover Area

F. Access Panels

Number	Name/Location
431BL	Forward Strut Fairing, Left Mid Strut Fairing, Strut 1
431BR	Forward Strut Fairing, Right Mid Strut Fairing, Strut 1
431CL	Forward Strut Fairing, Left Overwing Fairing, Strut 1
431CR	Forward Strut Fairing, Right Overwing Fairing, Strut 1
441BL	Forward Strut Fairing, Left Mid Strut Fairing, Strut 2
441BR	Forward Strut Fairing, Right Mid Strut Fairing, Strut 2
441CL	Forward Strut Fairing, Left Overwing Fairing, Strut 2
441CR	Forward Strut Fairing, Right Overwing Fairing, Strut 2

EFFECTIVITY LOM ALL

36-13-01



737-600/700/800/900 AIRCRAFT MAINTENANCE MANUAL

G. Prepare for the Installation

SUBTASK 36-13-01-210-001

- (1) Remove the covers from the duct and sense line openings.
 - (a) Make sure that there are no unwanted material inside.

SUBTASK 36-13-01-210-002

- (2) Make sure that the replacement duct section is clean and not damaged.
 - (a) If a new duct section is to be installed, make sure that the part number of the new duct section is the correct replacement part for the duct section that you will replace.

SUBTASK 36-13-01-420-002

- (3) Install the E-seals [5].

NOTE: Do not install E-seals that are damaged.

H. Strut Pneumatic Duct Installation

SUBTASK 36-13-01-420-003

- (1) Put the applicable duct section in the correct position and orientation for installation:
 - strut duct [10]
 - aft strut duct [6]
 - wing-to-strut interface duct [8]
 - precooler outlet duct [11].

SUBTASK 36-13-01-860-003

- (2) Loosely install the applicable forged couplings [4], and/or V-band coupling [7], and/or clamp [17].

NOTE: Do not tighten the couplings. All of the duct sections must be aligned before the couplings are tightened.

SUBTASK 36-13-01-210-003

- (3) Make sure that there is a minimum of 0.10 in. (2.54 mm) clearance between the duct section and adjacent system equipment or structure to prevent interference or chafing condition.

SUBTASK 36-13-01-860-004

- (4) Connect the duct support links [9] to the duct section.
 - (a) Make sure that you that the fastener build-up are correct.
 - (b) If it is necessary, loosen the jam nut to adjust the length of the duct support links [9].
 - (c) Loosely install the bolt [12], washer [13], bushing [14], washer [15], and nut [16].
 - 1) Install the countersunk side of the washer [13] against the head of the bolt [12].
 - (d) Tighten the jam nut if you have adjusted the length of the duct support link [9].

SUBTASK 36-13-01-420-004



CAUTION DO NOT TIGHTEN THE COUPLINGS UNTIL ALL OF THE DUCTS ARE INSTALLED AND ALIGNED. IF THE DUCTS ARE NOT ALIGNED CORRECTLY LEAKS CAN OCCUR AND CAUSE DAMAGE TO EQUIPMENT.

- (5) Tighten the forged couplings [4] to the torque value shown on the part.
 - (a) Lightly tap around each forged coupling [4] with a rubber mallet, STD-3906.
NOTE: This will make sure that you engage the coupling and flanges correctly.
 - (b) Re-tighten all the forged couplings [4] to the torque value shown on the part again.

EFFECTIVITY
LOM ALL

36-13-01



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-13-01-420-005



CAUTION

DO NOT TIGHTEN THE COUPLINGS UNTIL ALL OF THE DUCTS ARE INSTALLED AND ALIGNED. IF THE DUCTS ARE NOT ALIGNED CORRECTLY LEAKS CAN OCCUR AND CAUSE DAMAGE TO EQUIPMENT.

- (6) Tighten the V-band coupling [7] to 45 in-lb (5.1 N·m) - 55 in-lb (6.2 N·m).
 - (a) Lightly tap around the V-band coupling [7] with a rubber mallet, STD-3906.

NOTE: This will make sure that you engage the coupling and flanges correctly.
 - (b) Re-tighten the V-band coupling [7] to 45 in-lb (5.1 N·m) - 55 in-lb (6.2 N·m) again.

SUBTASK 36-13-01-420-050

- (7) Tighten the clamp [17] to 13 in-lb (1.5 N·m) - 17 in-lb (1.9 N·m).

NOTE: Clamp must not deform or crush duct. No gaps must exist between clamp and duct. If needed visually inspect with flashlight.

 - (a) Pull on duct and clamp by hand, to make sure that all parts remain seated and tight.
 - (b) After 2 hours (minimum) retighten clamp [17] to 13 in-lb (1.5 N·m) - 17 in-lb (1.9 N·m).

SUBTASK 36-13-01-020-009

- (8) Tighten the bolts [12] and nuts [16] on duct support links [9].
 - (a) To install a lockwire on the duct support link [9], do this task: Lockwire, Cotter Pins, and Lockrings - Installation, TASK 20-10-44-400-801.

SUBTASK 36-13-01-420-006

- (9) If the precooler control valve sensor [2] is to be installed, do this task: Precooler Control Valve Sensor Installation, TASK 36-12-03-400-801.

SUBTASK 36-13-01-420-007

- (10) If the 450°F thermostat [1] is to be installed, do this task: Thermostat Installation, TASK 36-11-05-400-801.

SUBTASK 36-13-01-420-008

- (11) If the 490°F overtemperatur [3] is to be installed, do this task: Overtemperature Switch Installation, TASK 36-11-08-400-801.

SUBTASK 36-13-01-420-009

- (12) Install or reposition the other system hardwares (tubing, wiring, support brackets, and wiring harnesses) that were moved out of the way to make room for the duct installation.

I. Strut Pneumatic Duct Post-Installation Test

SUBTASK 36-13-01-720-004

- (1) Do a leak test of the strut pneumatic duct installation:
 - (a) Do this task: Supply Pressure to the Pneumatic System (Selection), TASK 36-00-00-860-801.
 - (b) Apply Snoop Leak Detector compound, G00091, to the V-band coupling [7] and forged couplings [4] installations.
 - (c) Apply Snoop Leak Detector compound, G00091, to the sense line connections to the 450°F thermostat [1], precooler control valve sensor [2], and 490°F overtemperatur [3].
 - (d) Do a check for air leakage.
 - 1) Small air leakage is satisfactory at V-band coupling [7] and forged couplings [4] duct joints.

EFFECTIVITY
LOM ALL

36-13-01



737-600/700/800/900 AIRCRAFT MAINTENANCE MANUAL

- 2) No leakage is permitted at the 450°F thermostat [1], precooler control valve sensor [2], and 490°F overtemperatur [3] sense line connections.
- 3) Repair large air leakage.

NOTE: Large air leakage is concentrated airflow you can feel with your hand at a distance of 12 in. (30 cm) or greater from a point on the V-band coupling or forged couplings duct joint.

J. Put the Airplane Back to Its Usual Condition

SUBTASK 36-13-01-010-008

- (1) Install the applicable overwing fairing access panels, do this task: Wing Junction Fairing - Installation, TASK 54-52-03-410-801.

- (a) For the left engine strut, do this step:

- 1) Close these access panels:

Number Name/Location

431CL	Forward Strut Fairing, Left Overwing Fairing, Strut 1
431CR	Forward Strut Fairing, Right Overwing Fairing, Strut 1

- (b) For the right engine strut, do this step:

- 1) Close these access panels:

Number Name/Location

441CL	Forward Strut Fairing, Left Overwing Fairing, Strut 2
441CR	Forward Strut Fairing, Right Overwing Fairing, Strut 2

SUBTASK 36-13-01-010-016

- (2) Install the applicable mid strut fairing access panels, do this task: Forward Fairing Installation, TASK 54-52-01-410-801.

- (a) For the left engine strut, do this step:

- 1) Close these access panels:

Number Name/Location

431BL	Forward Strut Fairing, Left Mid Strut Fairing, Strut 1
431BR	Forward Strut Fairing, Right Mid Strut Fairing, Strut 1

- (b) For the right engine strut, do this step:

- 1) Close these access panels:

Number Name/Location

441BL	Forward Strut Fairing, Left Mid Strut Fairing, Strut 2
441BR	Forward Strut Fairing, Right Mid Strut Fairing, Strut 2

SUBTASK 36-13-01-860-005



WARNING

MAKE SURE PERSONS AND EQUIPMENT ARE CLEAR OF THE LEADING EDGE AND TRAILING EDGE CONTROL SURFACES. THE LEADING EDGE AND TRAILING EDGE CONTROL SURFACES CAN EXTEND AND RETRACT QUICKLY. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

EFFECTIVITY
LOM ALL

36-13-01



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

(WARNING PRECEDES)



CAUTION

MAKE SURE THAT YOU CLOSE OR REMOVE THE INBOARD FAN COWL AND THRUST REVERSERS BEFORE YOU RETRACT THE LEADING EDGE FLAPS. THE CLEARANCE IS NOT SUFFICIENT FOR THE FLAPS TO RETRACT WITH THE INBOARD FAN DUCT COWL AND THE THRUST REVERSERS IN THE OPEN POSITION. THIS CAN CAUSE DAMAGE TO EQUIPMENT.

- (3) Retract the wing leading edge flaps and remove the lock:
- Do this task: Leading Edge Flap and Slat Locks Removal, TASK 27-81-00-080-801.
 - Do this task: Leading Edge Flaps and Slats Retraction, TASK 27-81-00-860-804.

————— END OF TASK ————

TASK 36-13-01-000-803

6. Wing Leading Edge Duct Removal

(Figure 402)

A. General

- This procedure is written to provide general information to assist with the removal of the wing leading edge pneumatic duct sections. Do only the steps that are necessary to remove the required section of duct.

B. References

Reference	Title
27-81-00-480-801	Leading Edge Flap and Slat Locks Installation (P/B 201)
27-81-00-860-803	Leading Edge Flaps and Slats Extension (P/B 201)
36-00-00-860-806	Remove Pressure from the Pneumatic System (P/B 201)

C. Location Zones

Zone	Area
510	Subzone - Left Wing: Leading Edge, Fwd of Front Spar, Inbd of Strut and Nacelle Gap Cover Area
610	Subzone - Right Wing: Leading Edge, Forward of Front Spar, Inboard of Nacelle Strut, Including Gap Cover Area

D. Access Panels

Number	Name/Location
431CL	Forward Strut Fairing, Left Overwing Fairing, Strut 1
441CR	Forward Strut Fairing, Right Overwing Fairing, Strut 2
621GB	Refuel Access Panel - Slat Station 143.27

E. Prepare to Remove the Duct Section

SUBTASK 36-13-01-860-006



WARNING

RELEASE THE PRESSURE IN THE PNEUMATIC DUCT BEFORE YOU REMOVE A PNEUMATIC SYSTEM COMPONENT. THE HOT, HIGH-PRESSURE AIR CAN CAUSE INJURY TO PERSONS.

- Do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806.

EFFECTIVITY
LOM ALL

36-13-01



737-600/700/800/900 AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-13-01-010-009



WARNING
MAKE SURE PERSONS AND EQUIPMENT ARE CLEAR OF THE LEADING EDGE AND TRAILING EDGE CONTROL SURFACES. THE LEADING EDGE AND TRAILING EDGE CONTROL SURFACES CAN EXTEND AND RETRACT QUICKLY. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.



CAUTION
MAKE SURE THE INBOARD FAN DUCT COWL AND THE THRUST REVERSERS ARE CLOSED OR REMOVED BEFORE YOU EXTEND THE LEADING EDGE FLAPS. THERE IS NOT SUFFICIENT CLEARANCE FOR THE FLAPS TO EXTEND IF THE INBOARD FAN DUCT COWL AND THE THRUST REVERSERS ARE IN THE OPEN POSITION. THIS CAN CAUSE DAMAGE TO EQUIPMENT.

- (2) To extend and lock the wing leading edge to get access to a duct section for removal:
 - (a) Do this task: Leading Edge Flaps and Slats Extension, TASK 27-81-00-860-803.
 - (b) Do this task: Leading Edge Flap and Slat Locks Installation, TASK 27-81-00-480-801.

SUBTASK 36-13-01-010-010

- (3) To get access to a duct section for removal, do this step, if it is necessary:

- (a) Open these access panels:

<u>Number</u>	<u>Name/Location</u>
---------------	----------------------

431CL	Forward Strut Fairing, Left Overwing Fairing, Strut 1
441CR	Forward Strut Fairing, Right Overwing Fairing, Strut 2
621GB	Refuel Access Panel - Slat Station 143.27

F. Remove the Duct Section

SUBTASK 36-13-01-020-010

- (1) Remove the V-band couplings [24] at each end of the duct section.

SUBTASK 36-13-01-020-011

- (2) Remove the duct support clamp [30] that supports one end of the duct section.

NOTE: Make sure you keep track of the fastener build up to make the installation correct.

- (a) Remove the nuts [28] and washers [29].

SUBTASK 36-13-01-020-012

- (3) If there is a cable assembly attached to the duct section, disconnect the cable assembly [42] at the duct section.

NOTE: Make sure you keep track of the fastener build-up for installation.

- (a) Remove the bolt [39], washers [40] and nut [41].

SUBTASK 36-13-01-020-013

- (4) If there is a boot seal attached to the duct section, loosen the clamp [22] on the boot seal [21].

- (a) Remove the boot seal [21], if it is necessary to ease duct removal.

NOTE: Make sure you keep track of the fastener build-up for installation.

- 1) Remove the bolts [26], washers [27] and seal ring [20].

SUBTASK 36-13-01-020-014

- (5) Remove the applicable duct section:

- (a) Inboard leading edge duct [25]

EFFECTIVITY
LOM ALL

36-13-01



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- (b) Center wing leading edge duct [23]
- (c) Outboard leading edge duct [38].
- (d) Wing Thermal Anti-Ice (TAI) Duct [43]

SUBTASK 36-13-01-480-001

- (6) Install covers on the adjacent duct openings to keep unwanted material out.

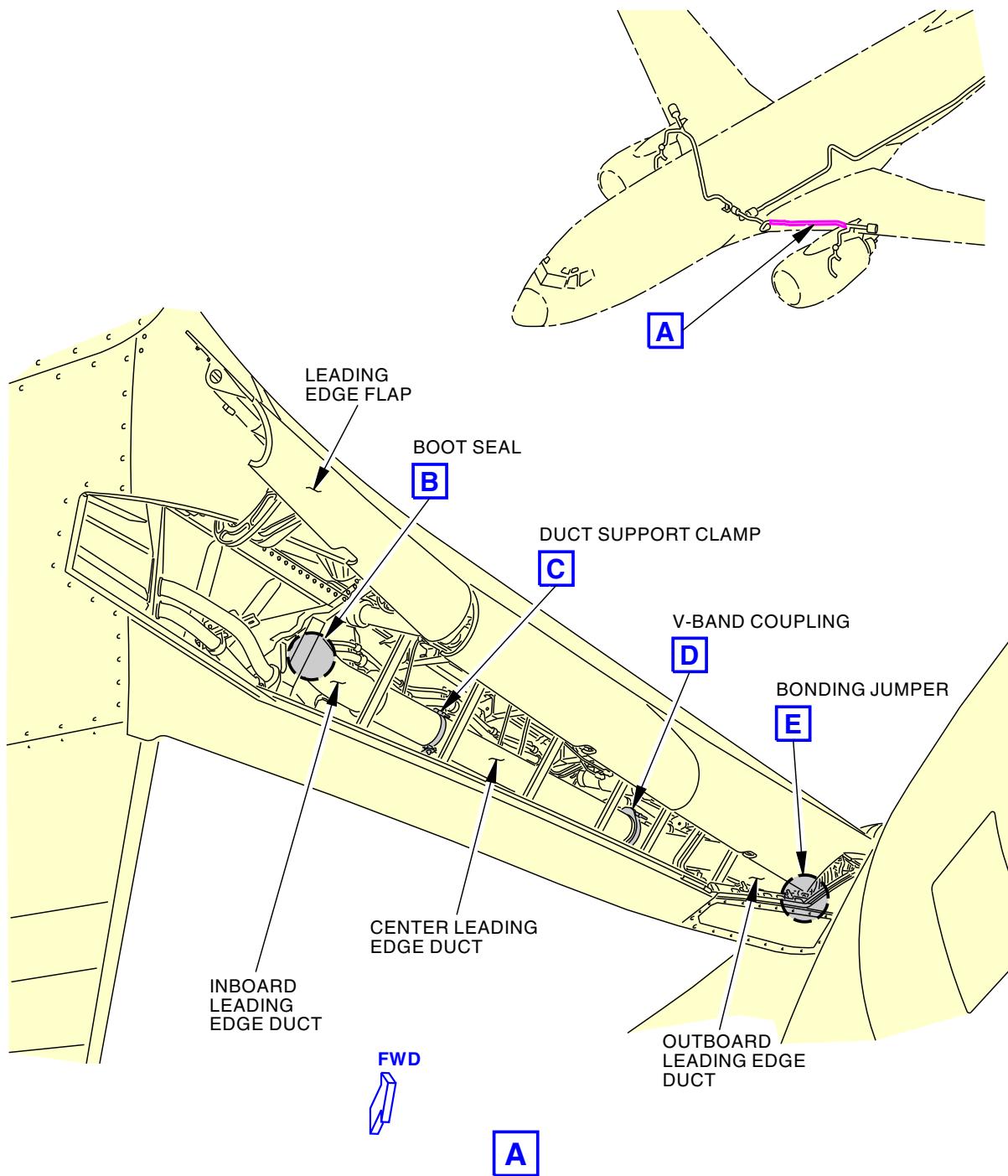
———— END OF TASK ————

— EFFECTIVITY —
LOM ALL

36-13-01

Page 415
Oct 15/2021

D633A101-LOM



G23087 S0006578039_V2

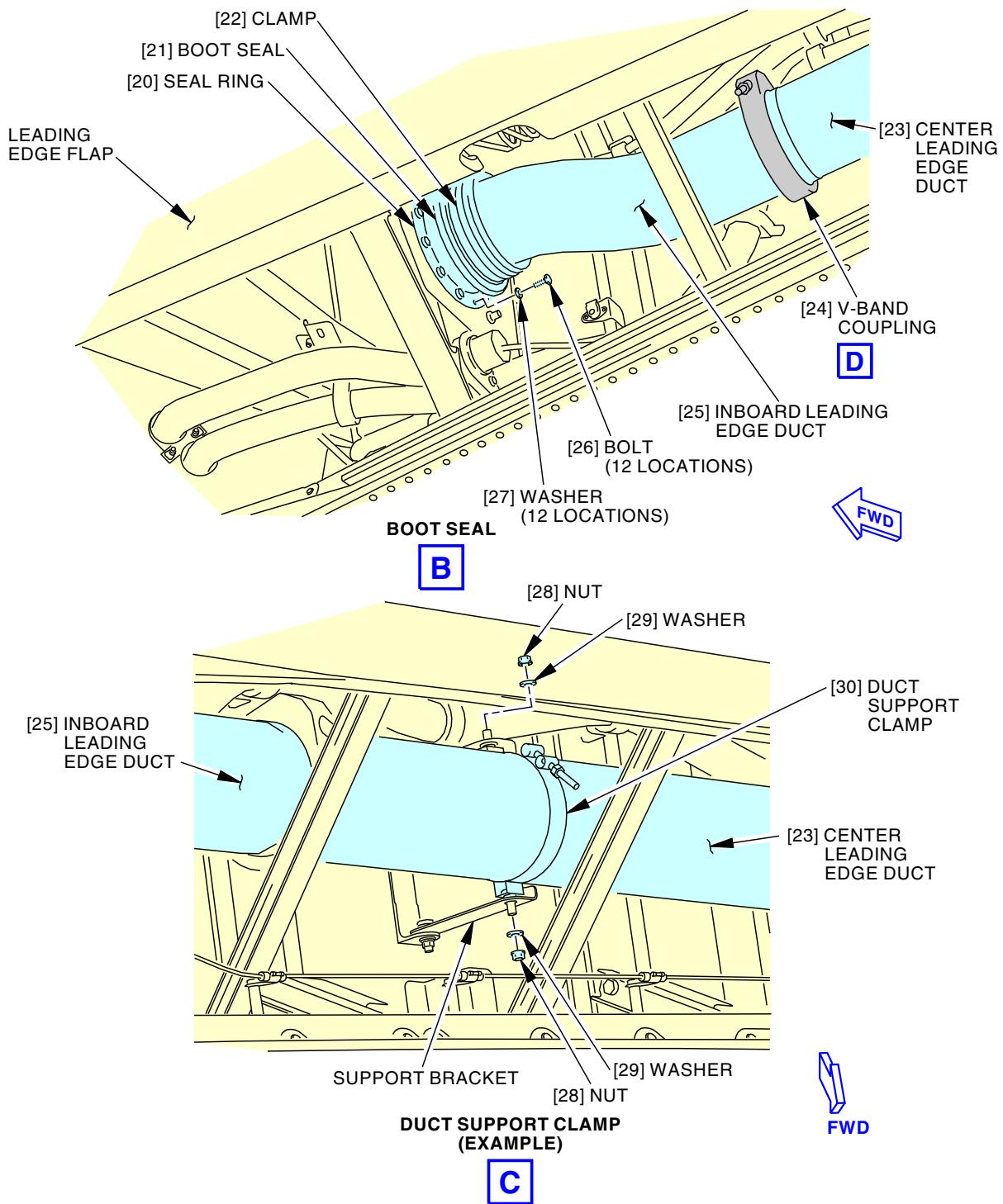
Wing Leading Edge Pneumatic Duct Installation
Figure 402/36-13-01-990-803 (Sheet 1 of 4)

EFFECTIVITY
 LOM ALL

36-13-01

D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details

**737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL**


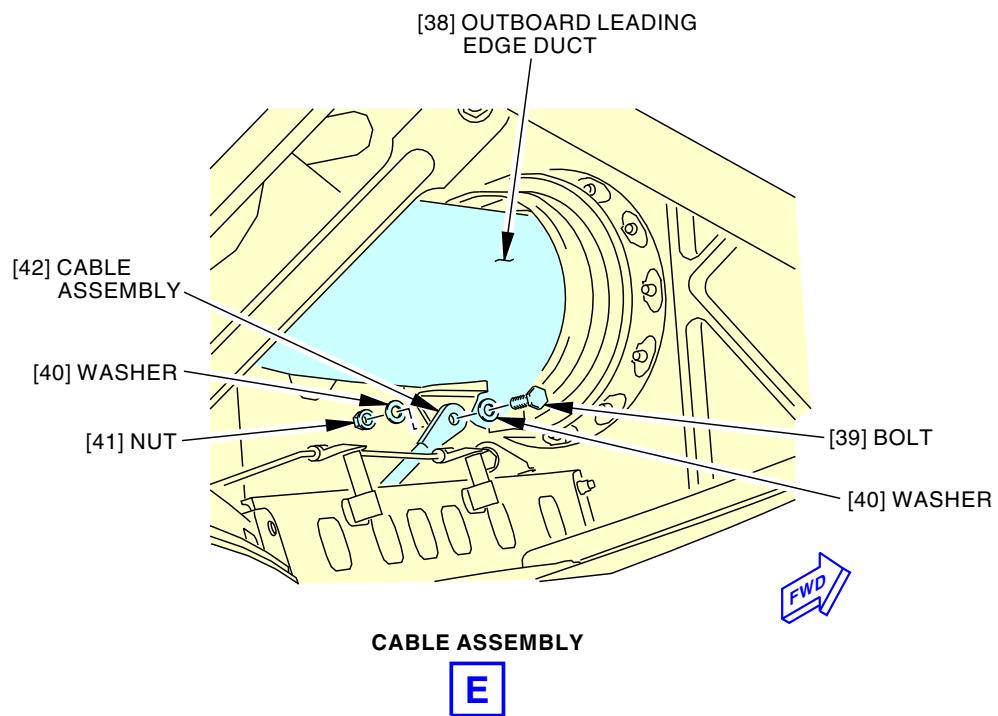
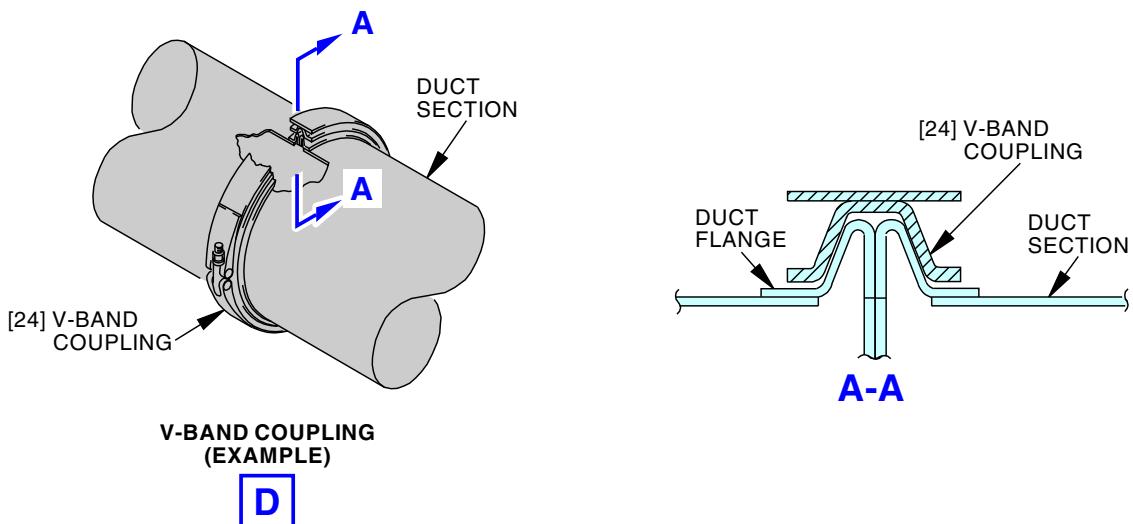
G24875 S0006578040_V2

Wing Leading Edge Pneumatic Duct Installation
Figure 402/36-13-01-990-803 (Sheet 2 of 4)

EFFECTIVITY
LOM ALL

36-13-01

BOEING
737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



G27394 S0006578041_V2

Wing Leading Edge Pneumatic Duct Installation
Figure 402/36-13-01-990-803 (Sheet 3 of 4)

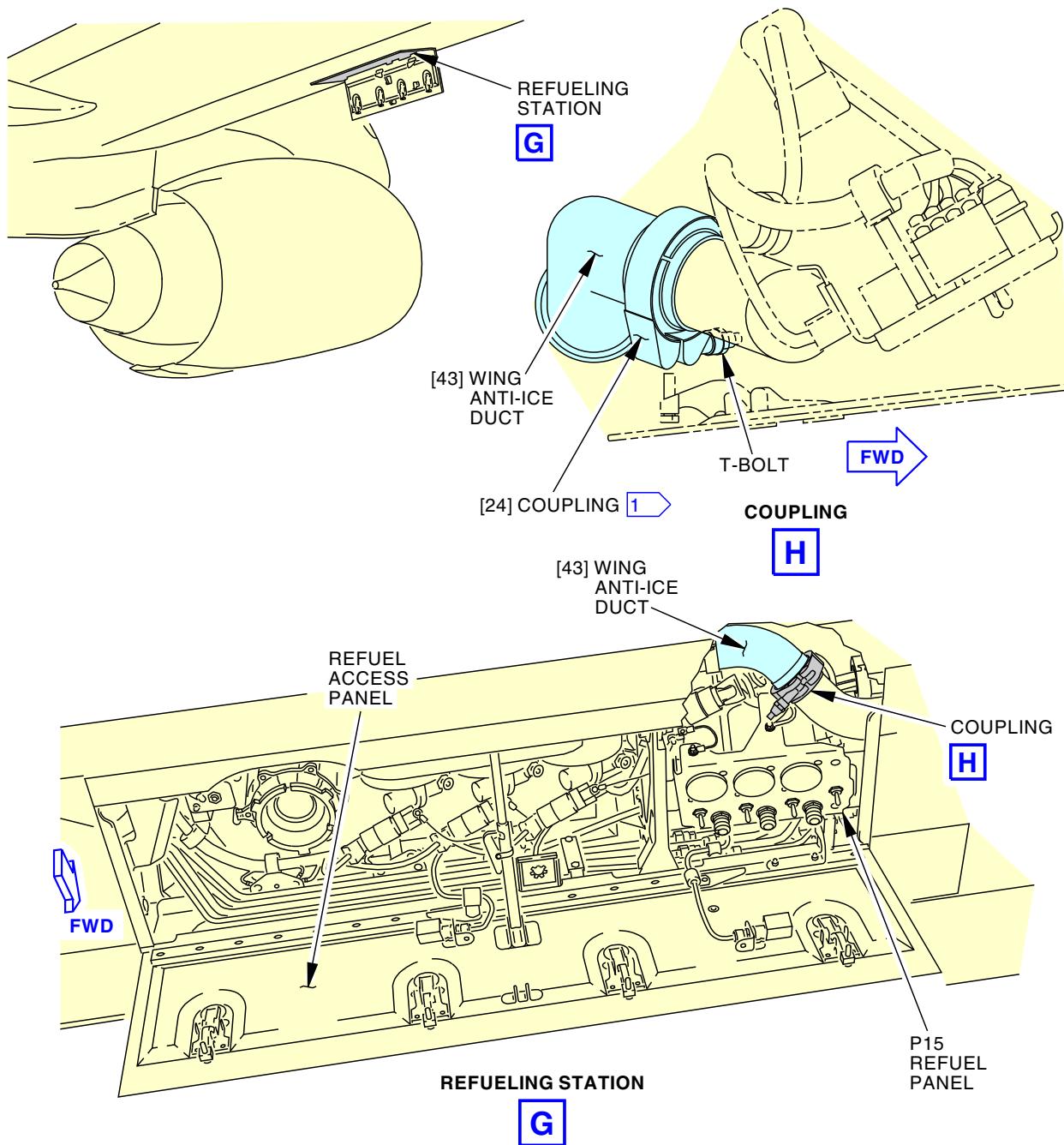
EFFECTIVITY
 LOM ALL

D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details

36-13-01

Page 418
 Oct 15/2021



- [1]** POSITION THE CLAMP SO THERE IS A MINIMUM CLEARANCE OF 0.50 INCH (12.7 mm) BETWEEN THE COUPLING AND THE ACCESS PANEL AND WIRES.

1699243 S0000308770_V2

Wing Leading Edge Pneumatic Duct Installation Figure 402/36-13-01-990-803 (Sheet 4 of 4)

EFFECTIVITY
LOM ALL**36-13-01**

D633A101-LOM



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

TASK 36-13-01-400-801

7. Wing Leading Edge Duct Installation

(Figure 402)

A. General

- (1) This procedure is written to provide general information to assist with the installation of the wing leading edge pneumatic duct sections. Do only the steps that are necessary to install the required section of duct.

B. References

Reference	Title
27-81-00-080-801	Leading Edge Flap and Slat Locks Removal (P/B 201)
27-81-00-860-804	Leading Edge Flaps and Slats Retraction (P/B 201)
36-00-00-860-801	Supply Pressure to the Pneumatic System (Selection) (P/B 201)
36-00-00-860-806	Remove Pressure from the Pneumatic System (P/B 201)

C. Tools/Equipment

Reference	Description
STD-3906	Mallet - Rubber

D. Consumable Materials

Reference	Description	Specification
D00006	Compound - Antiseize, Pure Nickel Special - Never-Seez NSBT-8N/-16N	
D00010	Compound - Thread Antiseize, High Temperature	MIL-PRF-907

E. Location Zones

Zone	Area
510	Subzone - Left Wing: Leading Edge, Fwd of Front Spar, Inbd of Strut and Nacelle Gap Cover Area
610	Subzone - Right Wing: Leading Edge, Forward of Front Spar, Inboard of Nacelle Strut, Including Gap Cover Area

F. Access Panels

Number	Name/Location
431CL	Forward Strut Fairing, Left Overwing Fairing, Strut 1
441CR	Forward Strut Fairing, Right Overwing Fairing, Strut 2
621GB	Refuel Access Panel - Slat Station 143.27

G. Install the Duct Section

SUBTASK 36-13-01-080-001

- (1) Remove the covers from the duct openings.

SUBTASK 36-13-01-420-010

- (2) Do these steps only if it is necessary to install a duct section through a penetration hole in the bulkhead or structural barrier.
- (a) Put the duct section through the boot seal [21].
- (b) If the boot seal [21] is not installed over the penetration hole, do the steps that follow to install the boot seal [21] before you continue on to the next step:
- 1) Put the seal ring [20] over the boot seal [21].

EFFECTIVITY
LOM ALL

36-13-01



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- 2) Put the duct section through the penetration hole with the boot seal [21] against the bulkhead or structural barrier.
- 3) Apply antiseize compound, D00010 (alternate Pure Nickel Special compound, D00006) to the threads on all of the bolts [26].
- 4) Install the bolts [26] and washers [27].
- 5) Torque the bolts [26] to 20 in-lb (2.26 N·m) - 25 in-lb (2.82 N·m).

- (c) Install the clamp [22] on the boot seal [21].

NOTE: Do not tighten the clamp [22]. All of the duct sections must be aligned before the clamp [22] can be tightened.

SUBTASK 36-13-01-410-004

- (3) If there is a cable assembly attachment provision for the duct section, connect the cable assembly [42] to the duct section.

NOTE: Make sure the clearance between the cable assembly and the electrical wire bundle is at least 0.50 in. (12.7 mm).

- (a) Install the bolt [39], washers [40] and nut [41].

SUBTASK 36-13-01-420-011



CAUTION

DO NOT TIGHTEN THE COUPLINGS UNTIL ALL OF THE DUCTS ARE INSTALLED AND ALIGNED. IF THE DUCTS ARE NOT ALIGNED CORRECTLY LEAKS CAN OCCUR AND CAUSE DAMAGE TO EQUIPMENT.

- (4) Install the V-band coupling [24] between the duct sections.

SUBTASK 36-13-01-420-045

- (5) For the thermal wing anti-ice duct [43] behind the P15 refuel panel, do the following:
 - (a) Install the V-band coupling [24] so that the T-bolt is positioned near the front of the P15 panel and with the end of the T-bolt pointing towards the panel.
 - (b) Make sure the V-band coupling [24] is positioned so there is a minimum clearance of 0.50 in. (12.7 mm) between the coupling and the P15 panel and wiring.
 - (c) Make sure there is a minimum of 0.50 in. (12.7 mm) between the thermal wing anti-ice duct [43] and the nearby wires.
 - (d) Make sure there is a minimum of 0.50 in. (12.7 mm) between the T-bolt end and the nearby wires.
 - (e) Make sure the refuel access panel 621GB is closed and latched with no interference from the T-bolt.

SUBTASK 36-13-01-420-013

- (6) Use a rubber mallet, STD-3906 to lightly tap outer surface of the V-band couplings [24].

NOTE: This will make sure you engage the coupling and flanges correctly.

SUBTASK 36-13-01-420-014

- (7) Torque all the V-band couplings [24] to 45 in-lb (5.08 N·m) - 55 in-lb (6.21 N·m).

SUBTASK 36-13-01-420-015

- (8) Install the duct support clamps [30].

- (a) Torque all the duct support clamps [30] to 18 in-lb (2.03 N·m) - 22 in-lb (2.49 N·m).
- (b) Install washers [29] and nuts [28].

EFFECTIVITY
LOM ALL

36-13-01



737-600/700/800/900 AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-13-01-420-016

- (9) Torque the clamp [22] for the boot seal [21] to 13 in-lb (1.47 N·m) - 18 in-lb (2.03 N·m), where applicable.

H. Wing Leading Edge Duct Installation Test

SUBTASK 36-13-01-720-001

- (1) Do a leak test of the duct installation:
 - (a) Do this task: Supply Pressure to the Pneumatic System (Selection), TASK 36-00-00-860-801.
 - (b) Do a check for air leakage:
 - 1) Small air leakage is satisfactory.
 - 2) Repair large air leakage.

NOTE: Large air leakage is when you feel the airflow with your hand at a distance of 12 in. (30 cm) or greater from a point on the duct joint.

I. Put the Airplane Back to Its Usual Condition

SUBTASK 36-13-01-860-007

- (1) Do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806.

SUBTASK 36-13-01-860-008



WARNING

MAKE SURE PERSONS AND EQUIPMENT ARE CLEAR OF THE LEADING EDGE AND TRAILING EDGE CONTROL SURFACES. THE LEADING EDGE AND TRAILING EDGE CONTROL SURFACES CAN EXTEND AND RETRACT QUICKLY. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.



CAUTION

MAKE SURE THE INBOARD FAN DUCT COWL AND THE INBOARD AND OUTBOARD THRUST REVERSERS ARE CLOSED OR REMOVED BEFORE YOU EXTEND THE LEADING EDGE FLAPS AND SLATS IN THIS TEST. THERE IS NOT SUFFICIENT CLEARANCE FOR THE FLAPS AND SLATS TO EXTEND IF THE INBOARD FAN DUCT COWL AND THE THRUST REVERSERS ARE IN THE OPEN POSITION. THIS CAN CAUSE DAMAGE TO EQUIPMENT.

- (2) To retract the wing leading edge flaps and remove the lock:
 - (a) Do this task: Leading Edge Flap and Slat Locks Removal, TASK 27-81-00-080-801.
 - (b) Do this task: Leading Edge Flaps and Slats Retraction, TASK 27-81-00-860-804.

SUBTASK 36-13-01-410-005

- (3) Close the applicable access panels.

<u>Number</u>	<u>Name/Location</u>
---------------	----------------------

431CL	Forward Strut Fairing, Left Overwing Fairing, Strut 1
441CR	Forward Strut Fairing, Right Overwing Fairing, Strut 2
621GB	Refuel Access Panel - Slat Station 143.27

———— END OF TASK ————

EFFECTIVITY
LOM ALL

36-13-01



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

TASK 36-13-01-000-804

8. Crossover Duct Removal

(Figure 403)

A. General

- (1) This task provides general information to assist with the removal of the crossover pneumatic duct sections. Do only the steps that are necessary to remove the required section of duct.

B. References

Reference	Title
06-41-00-800-801	Finding an Access Door or Panel on the Lower Half of the Fuselage (P/B 201)
36-00-00-860-806	Remove Pressure from the Pneumatic System (P/B 201)
36-13-03-000-801	Ground Pneumatic Connector Check Valve Removal (P/B 401)
36-13-04-000-801	Bleed Air Isolation Valve Removal (P/B 401)

C. Location Zones

Zone	Area
192	Lower Wing-To-Body Fairing - Under Wing Box
193	Lower Wing-To-Body Fairing - Wheel Well
511	Left Wing - Leading Edge To Front Spar
611	Right Wing - Leading Edge to Front Spar

D. Access Panels

Number	Name/Location
191CL	Forward Wing To Body Fairing Panel - Middle
191CR	Forward Wing To Body Fairing Panel - Middle
191FL	Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet
191FR	Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet
191GL	Ram Air Actuator Panel - Forward
191GR	Ram Air Actuator Panel - Forward
192CL	ECS Access Door
192CR	ECS Access Door
192DR	ECS High Pressure Access Door
192E	ECS Under Keel Panel - Forward
511AT	Inboard Leading Edge, Strakelet Upper Panel
611AT	Inboard Leading Edge, Strakelet Upper Access Panel

E. Prepare for the Removal

SUBTASK 36-13-01-860-009



WARNING YOU MUST REMOVE THE PRESSURE FROM THE PNEUMATIC DUCTS BEFORE YOU REMOVE A PNEUMATIC SYSTEM COMPONENT. IF YOU DO NOT REMOVE THE PRESSURE FROM THE PNEUMATIC DUCTS, HOT HIGH PRESSURE AIR CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.

- (1) Do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806.

SUBTASK 36-13-01-010-011

- (2) To get access to the duct section, do this step:



36-13-01



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- (a) Open these access panels:

<u>Number</u>	<u>Name/Location</u>
191CL	Forward Wing To Body Fairing Panel - Middle
191CR	Forward Wing To Body Fairing Panel - Middle
191FL	Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet
191FR	Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet
191GL	Ram Air Actuator Panel - Forward
191GR	Ram Air Actuator Panel - Forward
192CL	ECS Access Door
192E	ECS Under Keel Panel - Forward
511AT	Inboard Leading Edge, Strakelet Upper Panel
611AT	Inboard Leading Edge, Strakelet Upper Access Panel

SUBTASK 36-13-01-010-017



CAUTION

DO NOT OPEN THE ECS ACCESS DOOR 192CR, UNTIL YOU OPEN THE ECS HIGH PRESSURE ACCESS DOOR 192DR. IF YOU DO NOT OBEY, DAMAGE TO THE ECS HIGH PRESSURE ACCESS DOOR 192DR, ITS LATCHES AND HINGES CAN OCCUR.

- (3) Do these steps (TASK 06-41-00-800-801):

- (a) Open this access panel:

<u>Number</u>	<u>Name/Location</u>
192DR	ECS High Pressure Access Door

- (b) Open this access panel:

<u>Number</u>	<u>Name/Location</u>
192CR	ECS Access Door

SUBTASK 36-13-01-020-015

- (4) To remove the ground pneumatic connector duct [69], it is necessary to first remove the ground pneumatic connector check valve, do this task: Ground Pneumatic Connector Check Valve Removal, TASK 36-13-03-000-801.

SUBTASK 36-13-01-020-049

- (5) If it is necessary, remove the bleed air duct support isolate valve (TASK 36-13-04-000-801).

SUBTASK 36-13-01-020-016

- (6) Remove or move the other adjacent system installations if it is necessary to get more room to ease the removal of the duct section.

F. Duct Section Removal

SUBTASK 36-13-01-020-017

- (1) Remove the V-band clamp [68] from the end of the duct section.

SUBTASK 36-13-01-020-018

- (2) Disconnect the pressure line at the duct section, if the duct section has pressure line connected to the duct pressure transducer and/or hydraulic reservoir pressurization system.

- (a) Put a cover on the open duct boss and disconnected pressure line to keep out unwanted material.

EFFECTIVITY
LOM ALL

36-13-01



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-13-01-020-019

- (3) Remove the bolt [61], washers [62], and nut [65] to disconnect the duct support link [66] from the duct support clamp [63].

SUBTASK 36-13-01-020-050

- (4) Remove the nuts [140], washers [141], bushings [142], from the clamps [139], that attach the duct section to the structure.

SUBTASK 36-13-01-020-020

- (5) Remove the applicable duct section:
- (a) The wing-to-crossover duct [64]
 - (b) The crossover manifold duct [67]
 - (c) The ground pneumatic connector duct [69].

SUBTASK 36-13-01-020-021

- (6) Remove the duct support clamp [63] from the wing-to-crossover duct [64], if the duct section was removed.

NOTE: Keep the duct support clamp for installation on replacement duct.

SUBTASK 36-13-01-020-051

- (7) If it is necessary, remove the clamps [139] from the duct.

NOTE: Keep the clamps for installation on replacement duct.

SUBTASK 36-13-01-020-022

- (8) Install covers on the openings in the duct to keep unwanted material out.

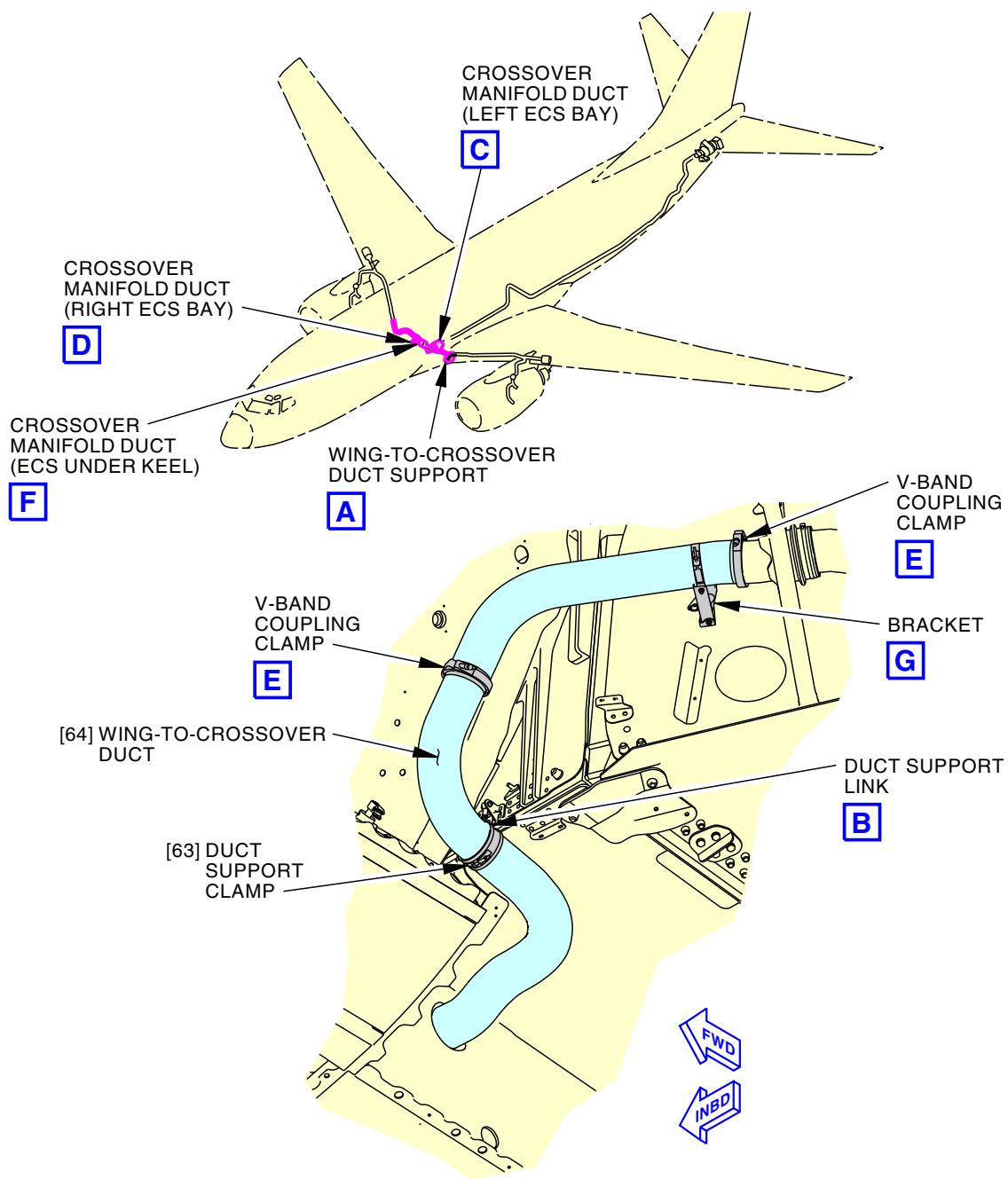
———— END OF TASK ————

EFFECTIVITY
LOM ALL

36-13-01

Page 425
Jun 15/2024

D633A101-LOM



**LEFT WING-TO-CROSSOVER DUCT SUPPORT
(RIGHT WING-TO-CROSSOVER DUCT SUPPORT IS OPPOSITE)
(WING-TO-BODY FAIRING PANEL REMOVED)**

A

G26984 S0006578044_V3

**Crossover Pneumatic Duct Installation
Figure 403/36-13-01-990-804 (Sheet 1 of 4)**

EFFECTIVITY
LOM ALL

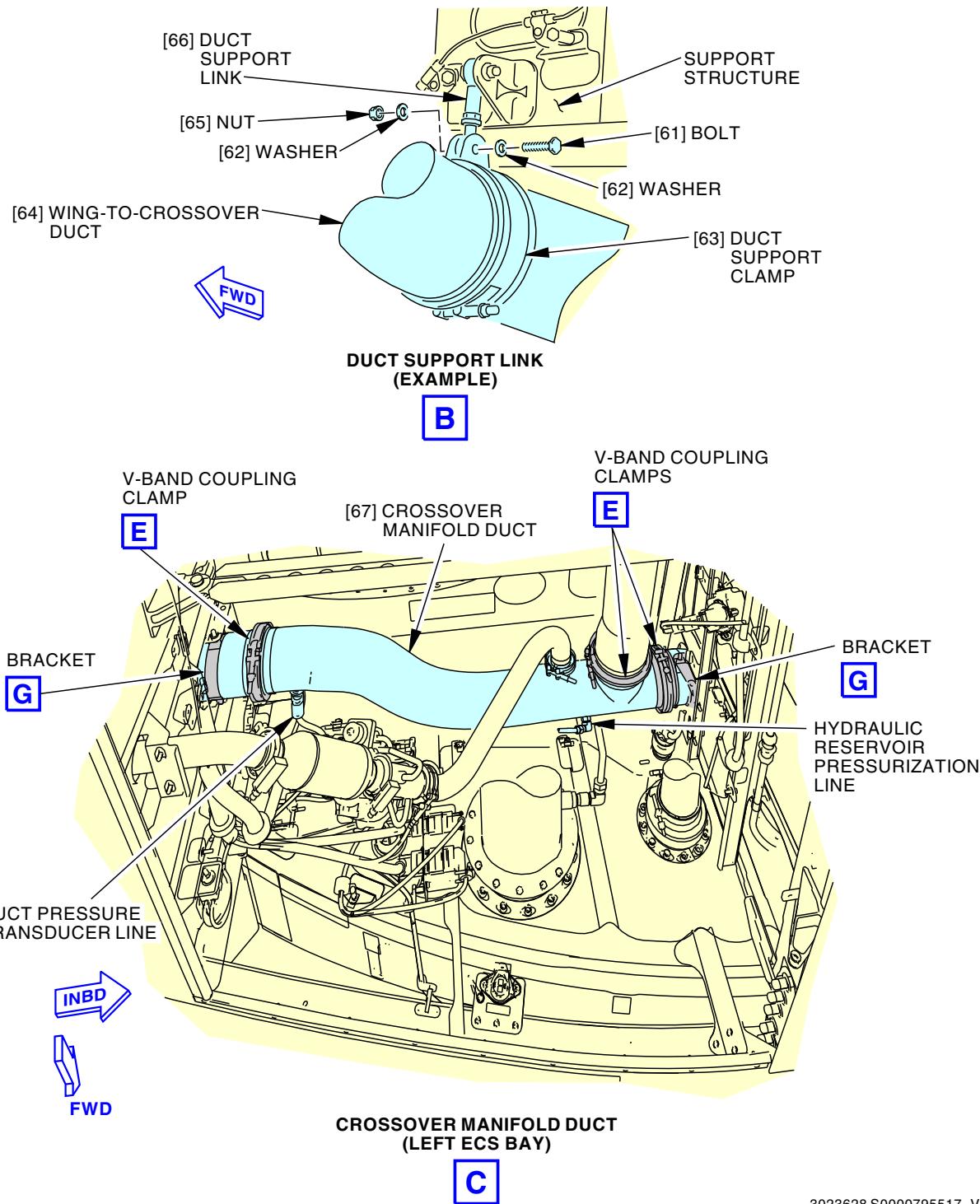
36-13-01

D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

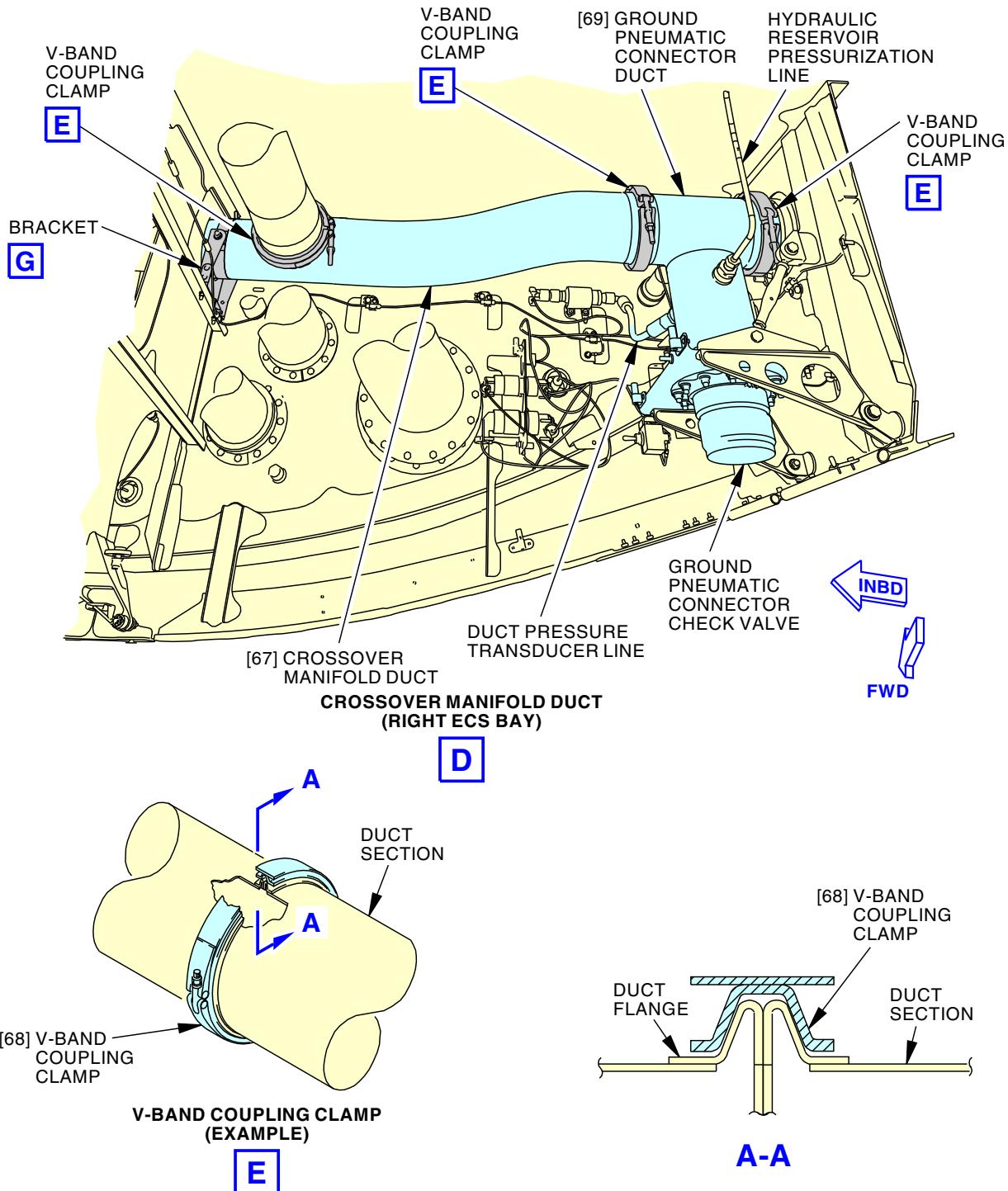


3023628 S0000795517_V2

Crossover Pneumatic Duct Installation
Figure 403/36-13-01-990-804 (Sheet 2 of 4)

EFFECTIVITY
LOM ALL

36-13-01

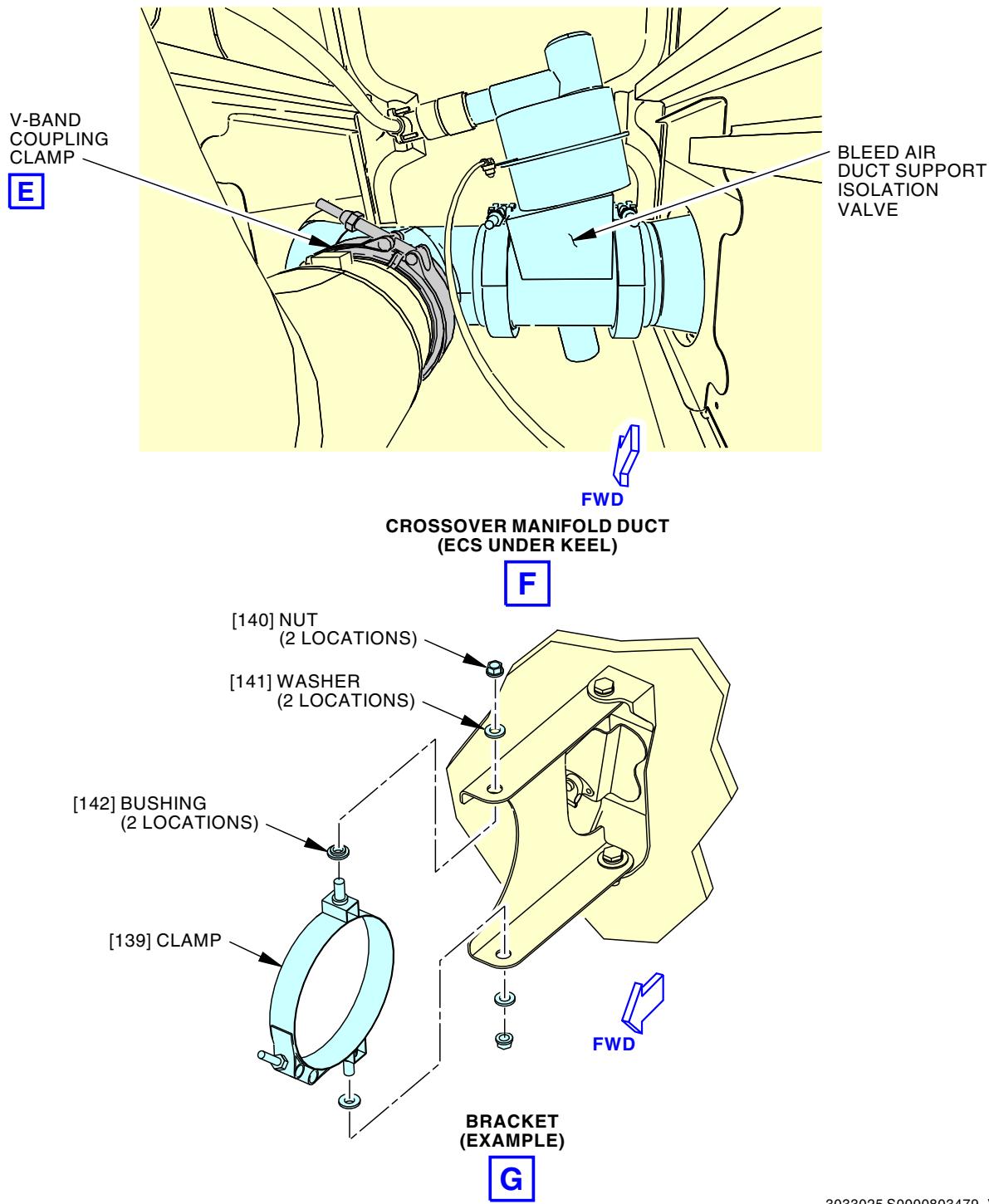
**737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL**


3023627 S0000795518_V2

Crossover Pneumatic Duct Installation
Figure 403/36-13-01-990-804 (Sheet 3 of 4)

EFFECTIVITY
LOM ALL

36-13-01



3033025 S0000803479_V1

Crossover Pneumatic Duct Installation
Figure 403/36-13-01-990-804 (Sheet 4 of 4)

EFFECTIVITY
LOM ALL

36-13-01

D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

TASK 36-13-01-000-805

9. Crossover Duct Installation

(Figure 403)

A. General

- (1) This task provides general information to assist with the installation of the crossover pneumatic duct sections. Do only the steps that are necessary to install the required section of duct.

B. References

Reference	Title
06-41-00-800-801	Finding an Access Door or Panel on the Lower Half of the Fuselage (P/B 201)
20-50-11-910-801	Standard Torque Values (P/B 201)
36-00-00-860-801	Supply Pressure to the Pneumatic System (Selection) (P/B 201)
36-00-00-860-806	Remove Pressure from the Pneumatic System (P/B 201)
36-13-03-400-801	Ground Pneumatic Connector Check Valve Installation (P/B 401)
36-13-04-400-801	Bleed Air Isolation Valve Installation (P/B 401)

C. Tools/Equipment

Reference	Description
STD-3906	Mallet - Rubber

D. Consumable Materials

Reference	Description	Specification
D00006	Compound - Antiseize, Pure Nickel Special - Never-Seez NSBT-8N/-16N	
D00010	Compound - Thread Antiseize, High Temperature	MIL-PRF-907
G00091	Compound - Oxygen System Leak Detection - Snoop Leak Detector	MIL-PRF-25567

E. Location Zones

Zone	Area
192	Lower Wing-To-Body Fairing - Under Wing Box
193	Lower Wing-To-Body Fairing - Wheel Well
511	Left Wing - Leading Edge To Front Spar
611	Right Wing - Leading Edge to Front Spar

F. Access Panels

Number	Name/Location
191CL	Forward Wing To Body Fairing Panel - Middle
191CR	Forward Wing To Body Fairing Panel - Middle
191FL	Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet
191FR	Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet
191GL	Ram Air Actuator Panel - Forward
191GR	Ram Air Actuator Panel - Forward
192CL	ECS Access Door
192CR	ECS Access Door
192DR	ECS High Pressure Access Door

EFFECTIVITY
LOM ALL

36-13-01



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

(Continued)

Number	Name/Location
192E	ECS Under Keel Panel - Forward
511AT	Inboard Leading Edge, Strakelet Upper Panel
611AT	Inboard Leading Edge, Strakelet Upper Access Panel

G. Prepare for the Installation

SUBTASK 36-13-01-420-017

- (1) Loosely install the duct support clamp [63] on the wing-to-crossover duct [64] before you do the installation.

SUBTASK 36-13-01-420-052

- (2) Loosely install the clamps [139] on the duct section.

SUBTASK 36-13-01-860-010

- (3) Remove the covers from the ducts before you do the installation.

H. Duct Section Installation

SUBTASK 36-13-01-420-018

- (1) Put the applicable duct section in the correct position and orientation for installation:
 - (a) wing-to-crossover duct [64]
 - (b) crossover manifold duct [67]
 - (c) ground pneumatic connector duct [69].

SUBTASK 36-13-01-420-019



DO NOT TIGHTEN THE COUPLINGS UNTIL ALL OF THE DUCTS ARE INSTALLED AND ALIGNED. IF THE DUCTS ARE NOT ALIGNED CORRECTLY LEAKS CAN OCCUR AND CAUSE DAMAGE TO EQUIPMENT.

- (2) Install the V-band clamp [68] between the duct sections.

SUBTASK 36-13-01-020-023

- (3) If there is a duct support clamp [63] on the duct section, connect the duct support link [66] to duct support clamp [63].
 - (a) Install the bolt [61], washers [62] and nut [65].
 - (b) Tighten the duct support clamp [63].
 - (c) Tighten the bolt [61] and nut [65].

SUBTASK 36-13-01-420-053

- (4) If there is a duct support clamps [139] on the duct section, connect the clamps [139] to the bracket.
 - (a) Install the bushings [142], washers [141], and the nuts [140].

LOM 402, 404, 406, 407, 411, 412, 415, 416, 420, 422-434, 437-447, 450-464

- (b) Tighten the clamps [139] to 10 in-lb (1.1 N·m) - 15 in-lb (1.7 N·m).

NOTE: The clamp shall rotate freely or with moderate hand force inside of bracket. A minimal gap between washer and bracket is acceptable.

EFFECTIVITY
LOM ALL

36-13-01



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

LOM 465-999

- (c) Tighten the clamps [139] to 18 in-lb (2.0 N·m) - 22 in-lb (2.5 N·m).

NOTE: The clamp shall rotate freely or with moderate hand force inside of bracket. A minimal gap between washer and bracket is acceptable.

LOM ALL

- (d) Tighten the nuts [140].

SUBTASK 36-13-01-420-020

- (5) Install the pressure line at the duct section, if the duct section has pressure line connected to the duct pressure transducer and/or hydraulic reservoir pressurization system.
- (a) Apply antiseize compound, D00010 (alternate Pure Nickel Special compound, D00006), to the threads on the connection fittings.
 - (b) Tighten the fitting on the pressure line connection (TASK 20-50-11-910-801).

SUBTASK 36-13-01-410-006

- (6) Install the ground pneumatic connector check valve, if it was removed, do this task: Ground Pneumatic Connector Check Valve Installation, TASK 36-13-03-400-801.

SUBTASK 36-13-01-420-054

- (7) Install the bleed air duct support isolation valve, if it was removed (TASK 36-13-04-400-801).

SUBTASK 36-13-01-420-021

- (8) Align the duct sections.
- (a) Make sure that there are sufficient clearances between the duct couplings and wiring or structures.

SUBTASK 36-13-01-420-022

- (9) Use a rubber mallet, STD-3906, to lightly tap outer surface the V-band clamps [68].

NOTE: This will make sure you engage the coupling and flanges correctly.

SUBTASK 36-13-01-420-023

- (10) Tighten the V-band clamps [68] to 45 in-lb (5.1 N·m) - 55 in-lb (6.2 N·m).

I. Crossover Duct Installation Test

SUBTASK 36-13-01-720-002

- (1) Do a leak test of the duct:

- (a) Do this task: Supply Pressure to the Pneumatic System (Selection), TASK 36-00-00-860-801.
- (b) Apply a leak detector Snoop Leak Detector compound, G00091, to the sense line connections.
- (c) Do a check for air leakage:
 - 1) Small air leakage is satisfactory at the coupling joint.
 - 2) No leakage is permitted at the sense line connection.
 - 3) Repair large air leakage.

NOTE: Large air leakage is when you feel the airflow with your hand at a distance of 12 inches (31 cm) or greater from a point on the duct joint.

J. Put the Airplane Back to Its Usual Condition

SUBTASK 36-13-01-860-011

- (1) Do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806.

EFFECTIVITY
LOM ALL

36-13-01



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-13-01-420-024

- (2) Install the other adjacent system installations that was removed or relocated to get more room to ease the installation of the duct section.

SUBTASK 36-13-01-410-011

- (3) Do these steps (TASK 06-41-00-800-801):

- (a) Close this access panel:

<u>Number</u>	<u>Name/Location</u>
192CR	ECS Access Door

- (b) Close this access panel:

<u>Number</u>	<u>Name/Location</u>
192DR	ECS High Pressure Access Door

NOTE: The ECS high pressure access door, 192DR, will not latch into place if the ECS access door, 192CR, is not closed.

SUBTASK 36-13-01-410-007

- (4) Close these access panels:

<u>Number</u>	<u>Name/Location</u>
191CL	Forward Wing To Body Fairing Panel - Middle
191CR	Forward Wing To Body Fairing Panel - Middle
191FL	Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet
191FR	Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet
191GL	Ram Air Actuator Panel - Forward
191GR	Ram Air Actuator Panel - Forward
192CL	ECS Access Door
192E	ECS Under Keel Panel - Forward
511AT	Inboard Leading Edge, Strakelet Upper Panel
611AT	Inboard Leading Edge, Strakelet Upper Access Panel

———— END OF TASK ————

TASK 36-13-01-000-806

10. APU Pneumatic Duct Removal

(Figure 404)

A. General

- (1) This task provides general information to assist with the removal of the Auxiliary Power Unit (APU) pneumatic duct sections. Do only the steps that are necessary to remove the required section of the duct.

B. References

<u>Reference</u>	<u>Title</u>
06-41-00-800-801	Finding an Access Door or Panel on the Lower Half of the Fuselage (P/B 201)
36-00-00-860-806	Remove Pressure from the Pneumatic System (P/B 201)

EFFECTIVITY LOM ALL

36-13-01



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

C. Tools/Equipment

Reference	Description
STD-858	Tag - DO NOT OPERATE

D. Location Zones

Zone	Area
133	Main Landing Gear Wheel Well, Body Station 663.75 to Body Station 727.00 - Left
139	Keel Beam, (Part) Body Station 540.00 to Body Station 727.00
141	Aft Cargo Compartment - Left
145	Aft Cargo Compartment Equipment Bay - Left
149	Keel Beam (Part) Body Station 727.00 to Body Station 743.95
310	Fuselage - Body Station 1016.00 to Body Station 1217.00

E. Access Panels

Number	Name/Location
192CL	ECS Access Door
192CR	ECS Access Door
192DR	ECS High Pressure Access Door
192E	ECS Under Keel Panel - Forward
192F	ECS Under Keel Panel - Middle
192K	Air Conditioning Under Keel Panel - Aft
311BL	Stabilizer Trim Access Door
315A	APU Cowl Door
822	Aft Cargo Door

F. Prepare for the Removal

SUBTASK 36-13-01-860-012

- (1) Make sure that the APU master switch and APU bleed switch, on the P5 forward overhead panel, are in the OFF position.
 - (a) Install the DO NOT OPERATE tags, STD-858, on the APU master switch and APU bleed switch, on the P5 forward overhead panel.

SUBTASK 36-13-01-860-014



WARNING

YOU MUST REMOVE THE PRESSURE FROM THE PNEUMATIC DUCTS BEFORE YOU REMOVE A PNEUMATIC SYSTEM COMPONENT. IF YOU DO NOT REMOVE THE PRESSURE FROM THE PNEUMATIC DUCTS, HOT HIGH PRESSURE AIR CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.

- (2) Do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806.

SUBTASK 36-13-01-010-012

- (3) To get access to the duct section, do this step:

- (a) Open these access panels:

Number	Name/Location
192CL	ECS Access Door
192E	ECS Under Keel Panel - Forward
192F	ECS Under Keel Panel - Middle
192K	Air Conditioning Under Keel Panel - Aft

EFFECTIVITY
LOM ALL

36-13-01



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

(Continued)

Number **Name/Location**

311BL	Stabilizer Trim Access Door
822	Aft Cargo Door

SUBTASK 36-13-01-010-018



CAUTION

DO NOT OPEN THE ECS ACCESS DOOR 192CR, UNTIL YOU OPEN THE ECS HIGH PRESSURE ACCESS DOOR 192DR. IF YOU DO NOT OBEY, DAMAGE TO THE ECS HIGH PRESSURE ACCESS DOOR 192DR, ITS LATCHES AND HINGES CAN OCCUR.

- (4) Do these steps (TASK 06-41-00-800-801):

- (a) Open this access panel:

Number **Name/Location**

192DR	ECS High Pressure Access Door
-------	-------------------------------

- (b) Open this access panel:

Number **Name/Location**

192CR	ECS Access Door
-------	-----------------

SUBTASK 36-13-01-020-024

- (5) To get access to the duct sections in the keel beam through the keel beam access holes, remove the air conditioning duct section [99] in the left and right ECS bays (View A, Figure 404).

SUBTASK 36-13-01-020-025

- (6) If the potable water pressurization line is connected to the duct section, disconnect the potable water pressurization line at the union [71] on the duct section (View B, Figure 404).
- (a) Put a cover on the union [71] and the disconnected potable water pressurization line to keep unwanted material out.
- (b) If it is necessary, do the steps that follow after the duct section is removed:
- 1) Remove the union [71] and packing [72].
 - 2) Discard the packing [72].
 - 3) Put a cover on the open duct boss to keep unwanted material out.

SUBTASK 36-13-01-020-026

- (7) If there is a duct support clamp [76] that is used to support the duct section at an intermediate location, do the steps that follow (View F, Figure 404):
- (a) Loosen the duct support clamp [76].
- (b) If it is necessary to remove the duct support clamp [76] to ease removal of the duct section, remove the nuts [77] and washers [78] to disconnect it from the support bracket.
- 1) Make sure that you keep track of the fastener build-up for installation.

SUBTASK 36-13-01-020-027

- (8) If there is a U-clamp [79] that is used to support the duct section at an intermediate location, do the steps that follow (View G, Figure 404):
- (a) Remove the bolts [80] and washers [81].
- 1) Make sure that you keep track of the fastener build-up for installation.
- (b) Remove the U-clamp [79].

EFFECTIVITY
LOM ALL

36-13-01

Page 435
Jun 15/2024



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-13-01-020-028

- (9) For removal of the pressure seal [93] behind the aft pressure bulkhead and below the horizontal stabilizer and the pressure seal [97] just forward of the aft bulkhead in the Main Landing Gear (MLG) wheel well, do this task: APU Pneumatic Duct Pressure Seal Removal, TASK 36-13-01-020-801.

LOM 402, 404, 406, 407, 411, 412, 415, 416, 420, 422-428

SUBTASK 36-13-01-020-036

- (10) For removal of the insulated duct section found inside the keel beam between the APU check valve and the MLG wheel well, remove the bolts [94] and washers [95], and seal ring halves [96] to disconnect the vapor seal from the keel beam.

NOTE: The vapor seal can be removed after the insulated duct section is removed, if it is necessary.

LOM 429-434, 437-447, 450-999

SUBTASK 36-13-01-020-048

- (11) For removal of the insulated duct section found inside the keel beam between the APU check valve and the MLG wheel well, remove the bolts [94], washers [95], and seal ring [100] to disconnect the vapor seal from the keel beam.

NOTE: The vapor seal can be removed after the insulated duct section is removed, if it is necessary.

LOM ALL

SUBTASK 36-13-01-020-039

- (12) For removal of the APU pneumatic duct [103] between STA 1064 and STA 1088, do these steps:
- Get access to the duct through the stabilizer trim access door (View K, Figure 404).
 - To remove the pulley shield [137], do these steps:
 - Remove the screws [136] that attach the pulley shield [137].
 - Remove the pulley shield [137].
 - Remove the bolts [126] and washers [127] that attach the duct support [128] to the bulkhead (View M, Figure 404).
 - Remove the V-band coupling [104] (View K, Figure 404).
 - Get access to the aft end of the APU pneumatic duct [103] as follows (View N, Figure 404):
 - Open this access panel:

Number Name/Location

315A APU Cowl Door

- Remove the hose clamp [130] and clamp [131].
- Remove the clamp [133] and seal [134].
- Remove the bellows seal [132].

G. Duct Section Removal

SUBTASK 36-13-01-020-030

- (1) Support the applicable duct section to be removed.

EFFECTIVITY
LOM ALL

36-13-01

Page 436
Oct 15/2024



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-13-01-020-031

- (2) Remove the V-band couplings [70] at each end of the duct section (View D, Figure 404).

SUBTASK 36-13-01-020-032

- (3) Remove the duct section.

(a) For insulated duct sections, do these steps as necessary:

- 1) Remove the clamps to remove the insulation blanket(s) from the duct section.
- 2) Remove the clamp to remove the vapor seal from the duct section.

SUBTASK 36-13-01-480-002

- (4) Install covers on the adjacent duct openings to keep unwanted material out.

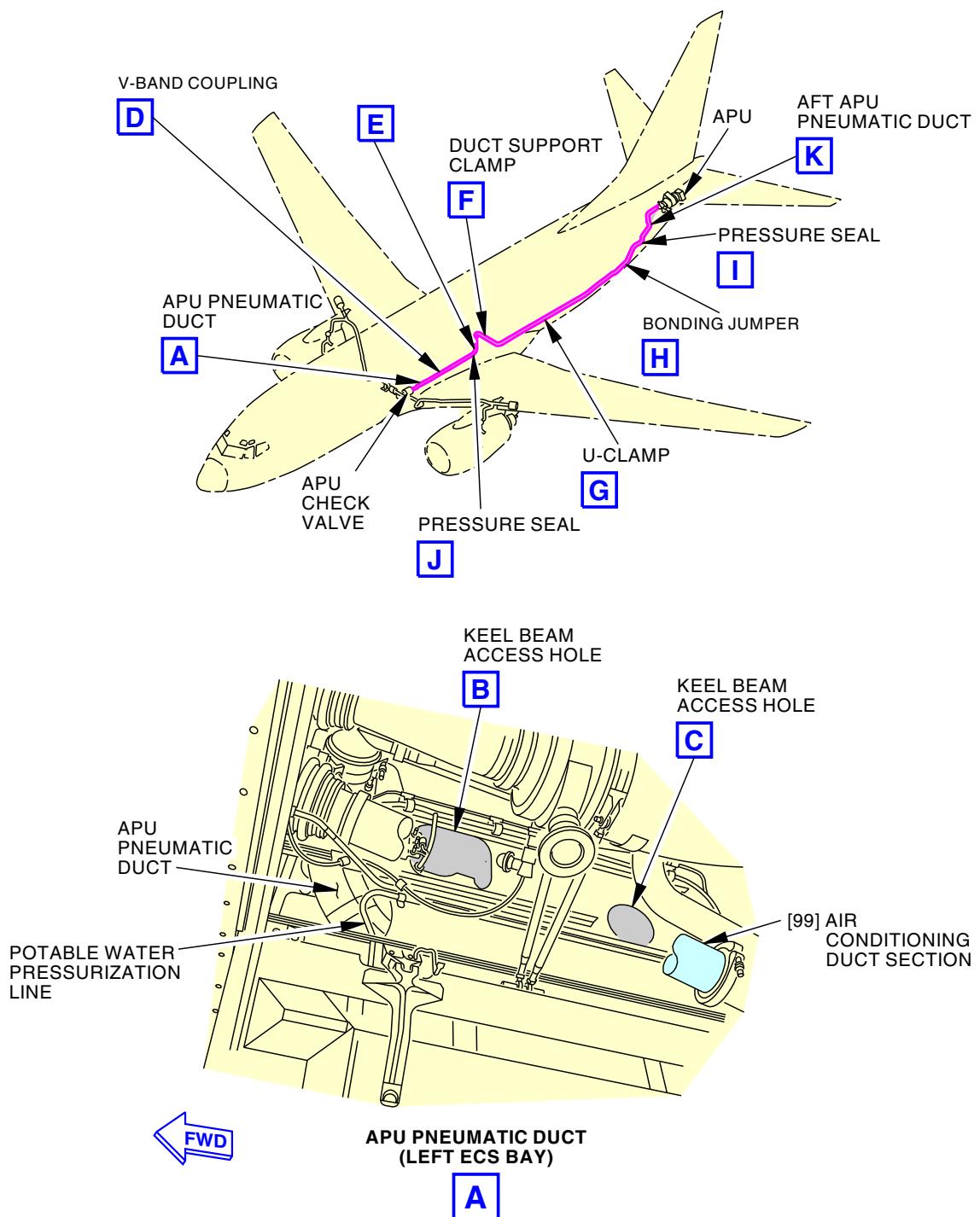
———— END OF TASK ————

EFFECTIVITY
LOM ALL

36-13-01



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



G23109 S0006578049_V4

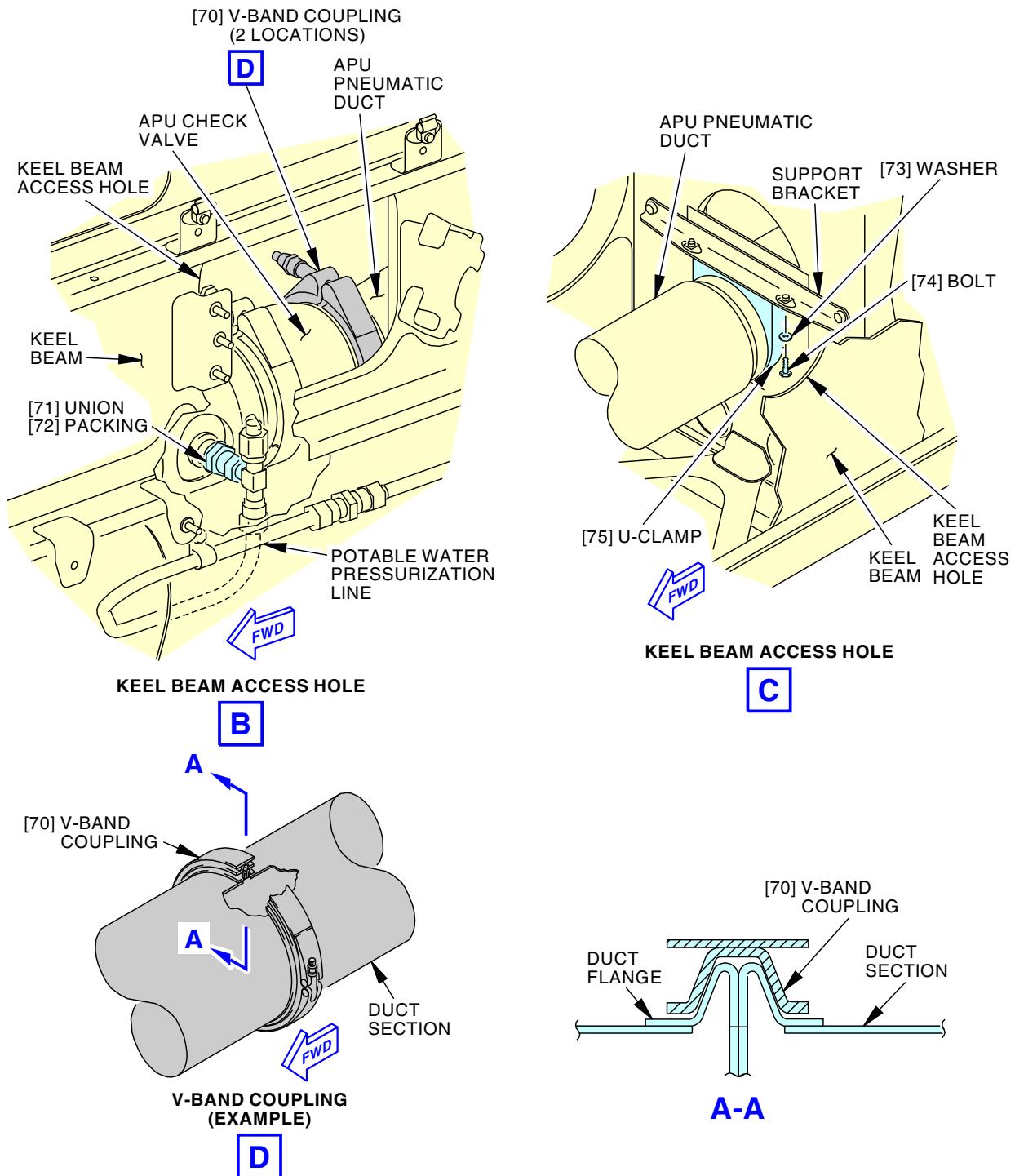
APU Pneumatic Duct Installation
Figure 404/36-13-01-990-805 (Sheet 1 of 12)

EFFECTIVITY
LOM ALL

36-13-01

D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details



G26507 S0006578050_V2

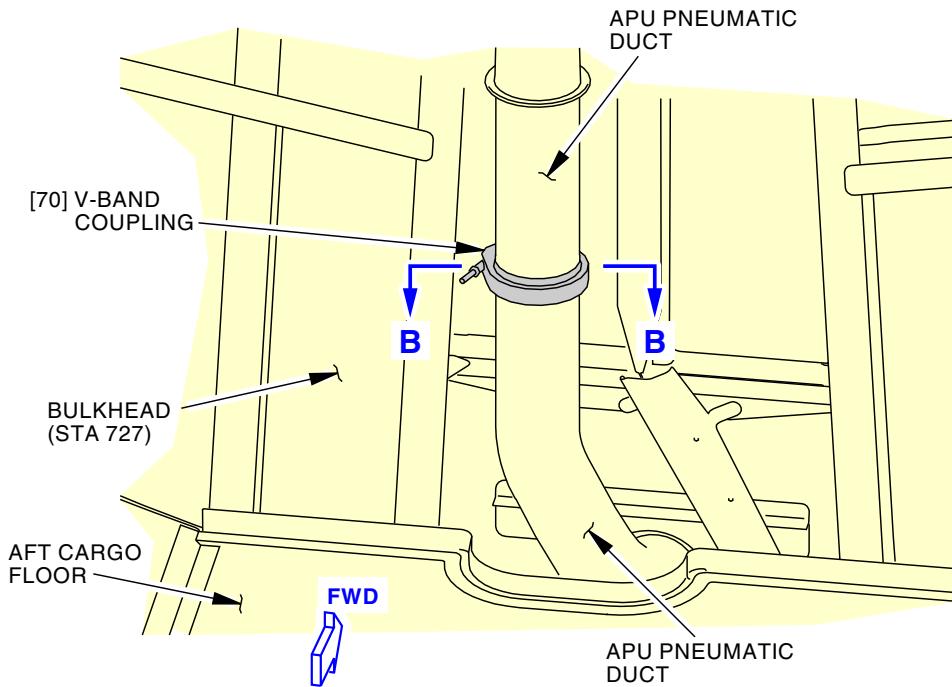
APU Pneumatic Duct Installation
Figure 404/36-13-01-990-805 (Sheet 2 of 12)

EFFECTIVITY
LOM ALL

36-13-01

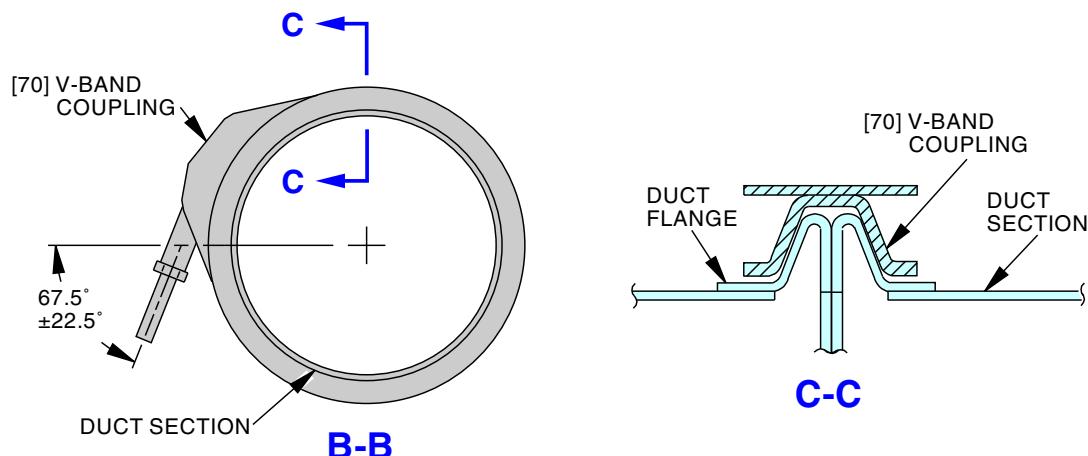


737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



(AFT CARGO BAY WITH CARGO LINERS REMOVED)

E



G27254 S0006578051_V2

APU Pneumatic Duct Installation
Figure 404/36-13-01-990-805 (Sheet 3 of 12)

EFFECTIVITY
LOM ALL

D633A101-LOM

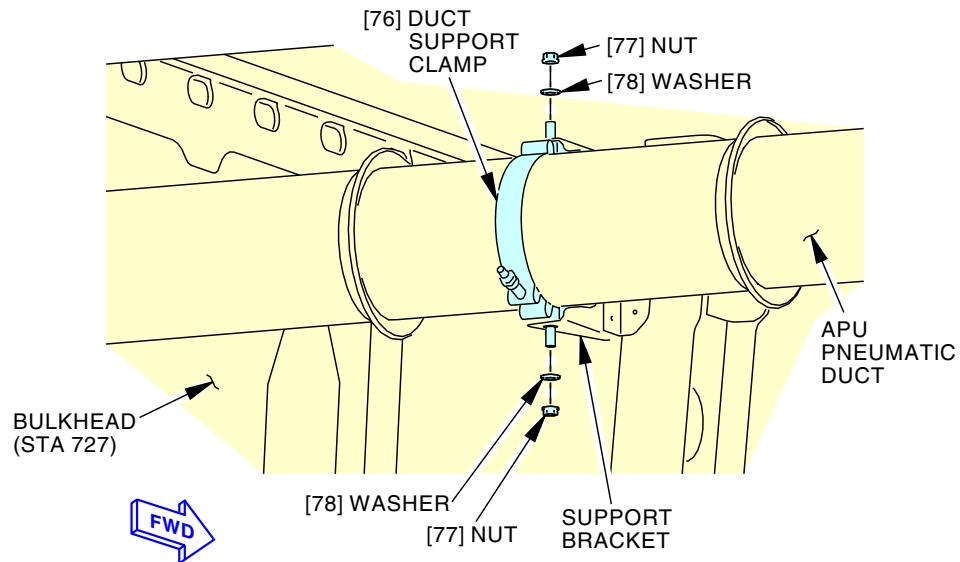
ECCN 9E991 BOEING PROPRIETARY - See title page for details

36-13-01

Page 440
Jun 15/2024

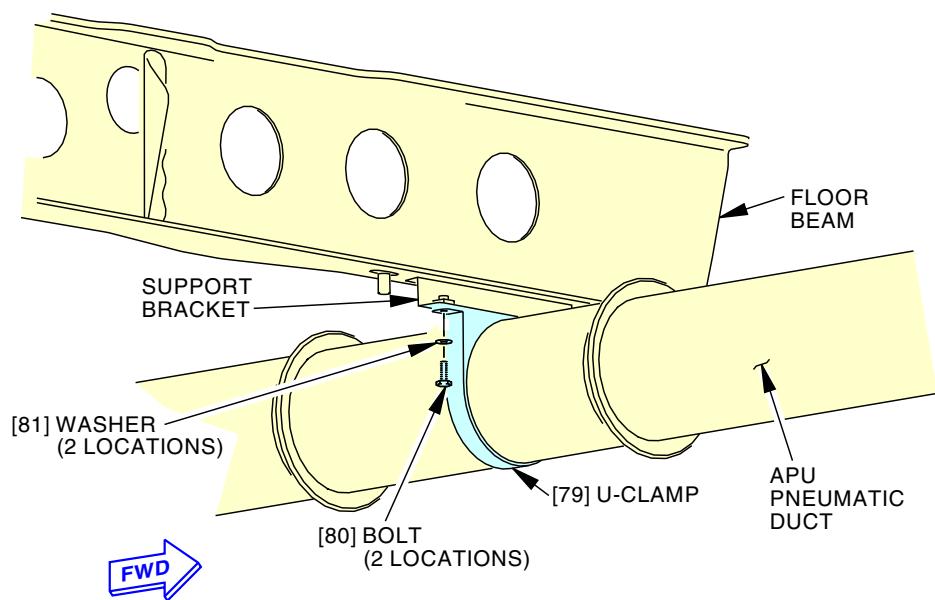


737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



DUCT SUPPORT CLAMP
(EXAMPLE)

F



U-CLAMP
(EXAMPLE)

G

G27282 S0006578052_V2

APU Pneumatic Duct Installation
Figure 404/36-13-01-990-805 (Sheet 4 of 12)

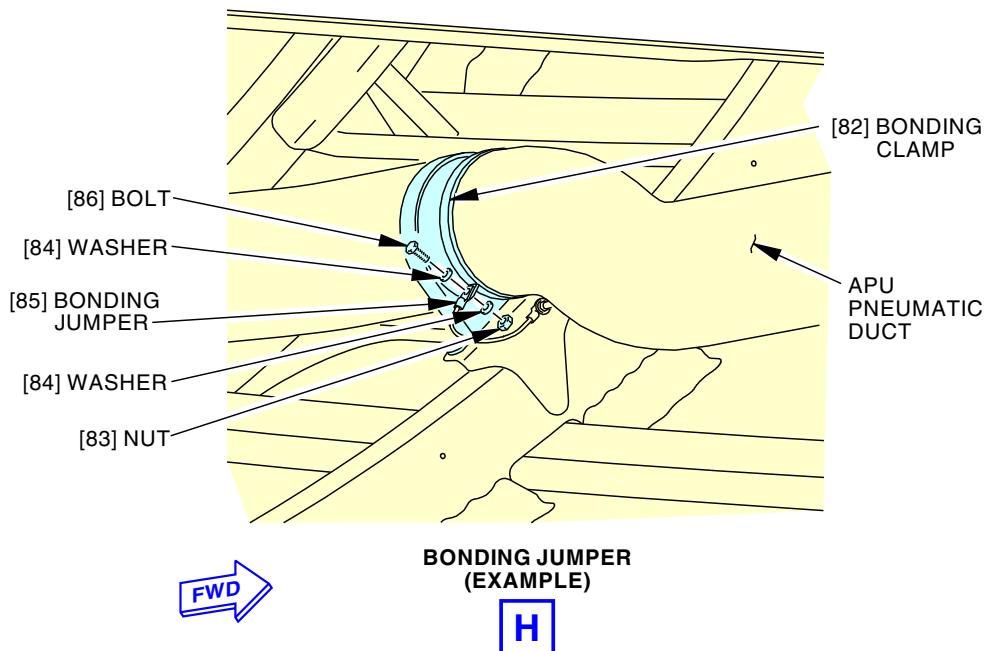
EFFECTIVITY
LOM ALL

36-13-01

D633A101-LOM



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



1530454 S0000277511_V3

APU Pneumatic Duct Installation
Figure 404/36-13-01-990-805 (Sheet 5 of 12)

EFFECTIVITY
LOM ALL

36-13-01

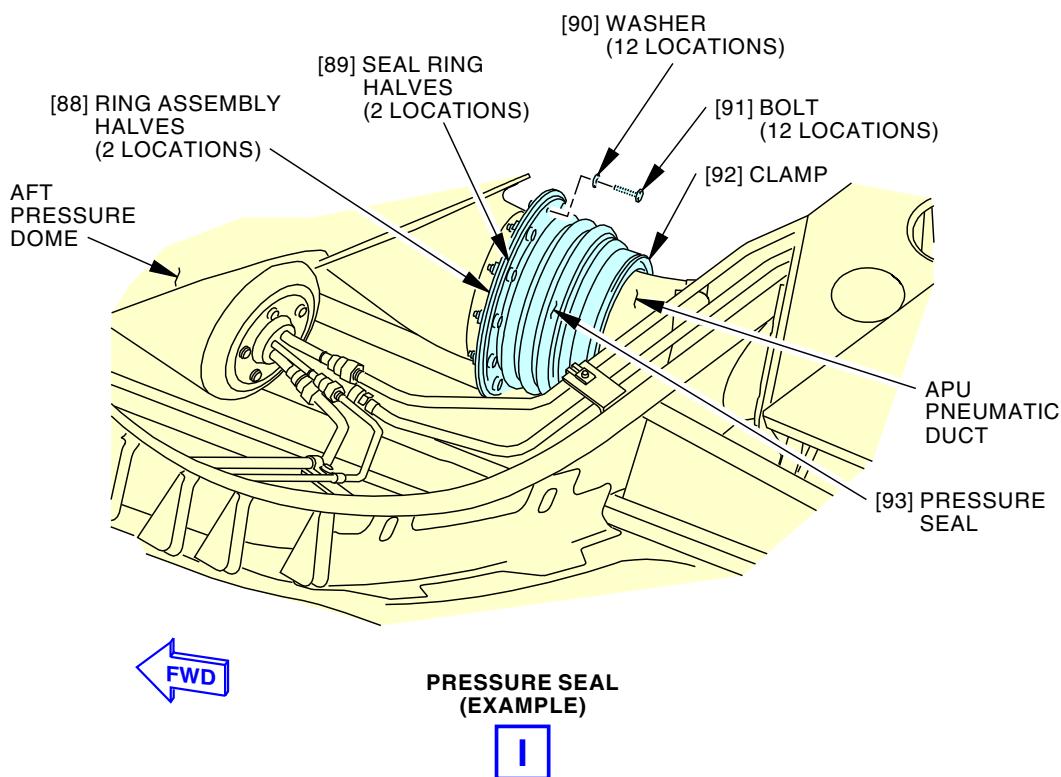
D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details

Page 442
Jun 15/2024



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



2160144 S0000473807_V3

APU Pneumatic Duct Installation
Figure 404/36-13-01-990-805 (Sheet 6 of 12)

EFFECTIVITY
LOM 402, 404, 406, 407, 411, 412, 415, 416, 420,
422-428, 465-999

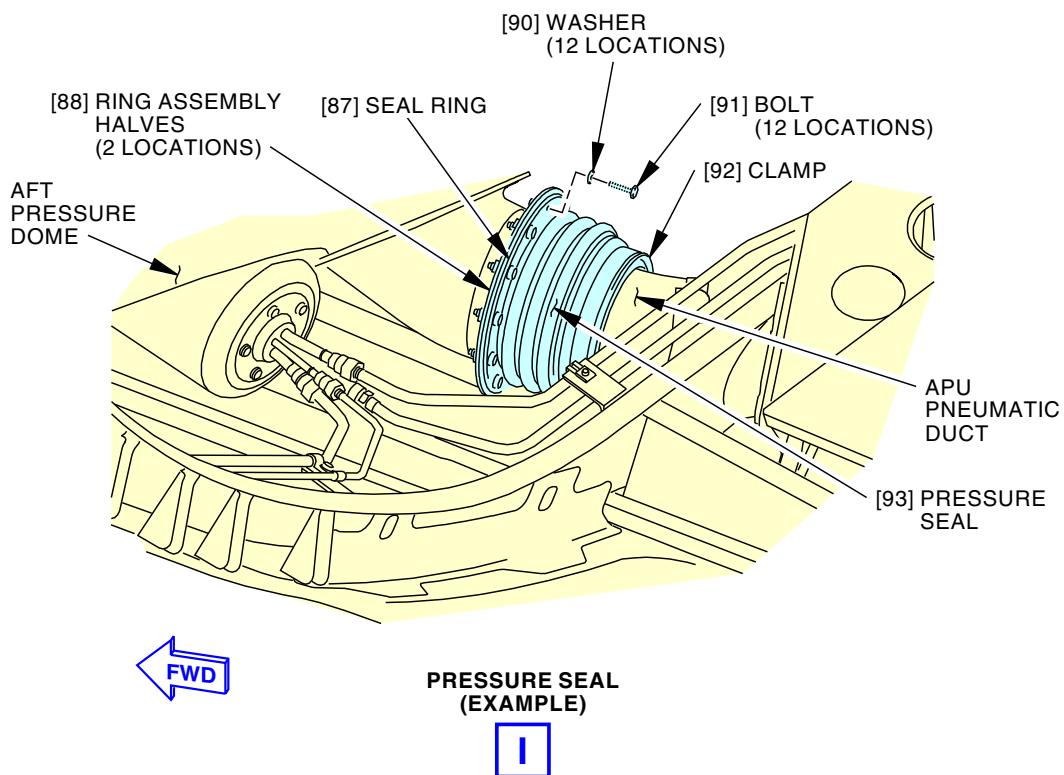
36-13-01

Page 443
Oct 15/2024

D633A101-LOM



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



2958038 S0000736151_V1

APU Pneumatic Duct Installation
Figure 404/36-13-01-990-805 (Sheet 7 of 12)

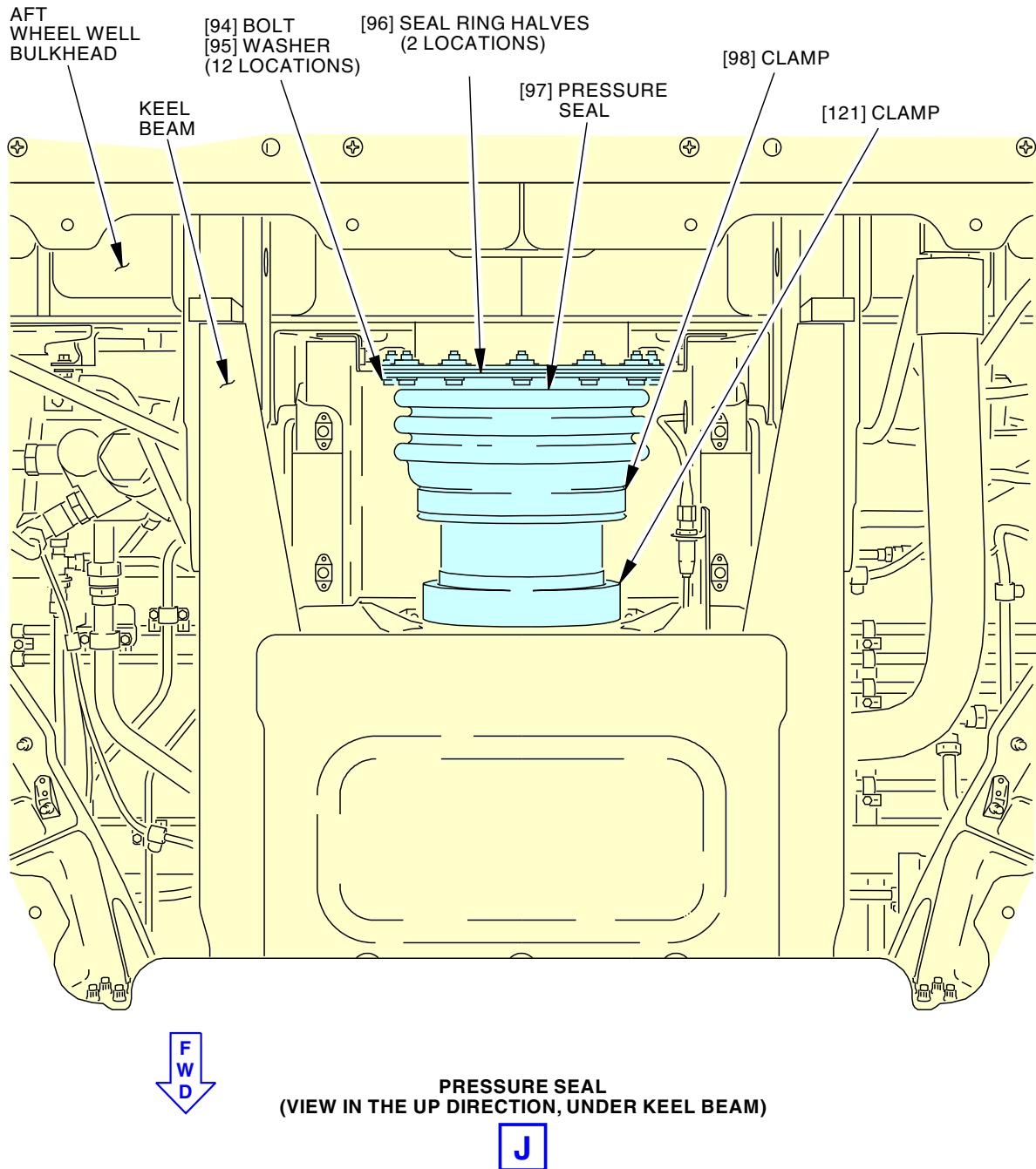
EFFECTIVITY
LOM 429-434, 437-447, 450-464

36-13-01

D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details

Page 444
Oct 15/2024



1530457 S0000277512_V4

APU Pneumatic Duct Installation
Figure 404/36-13-01-990-805 (Sheet 8 of 12)

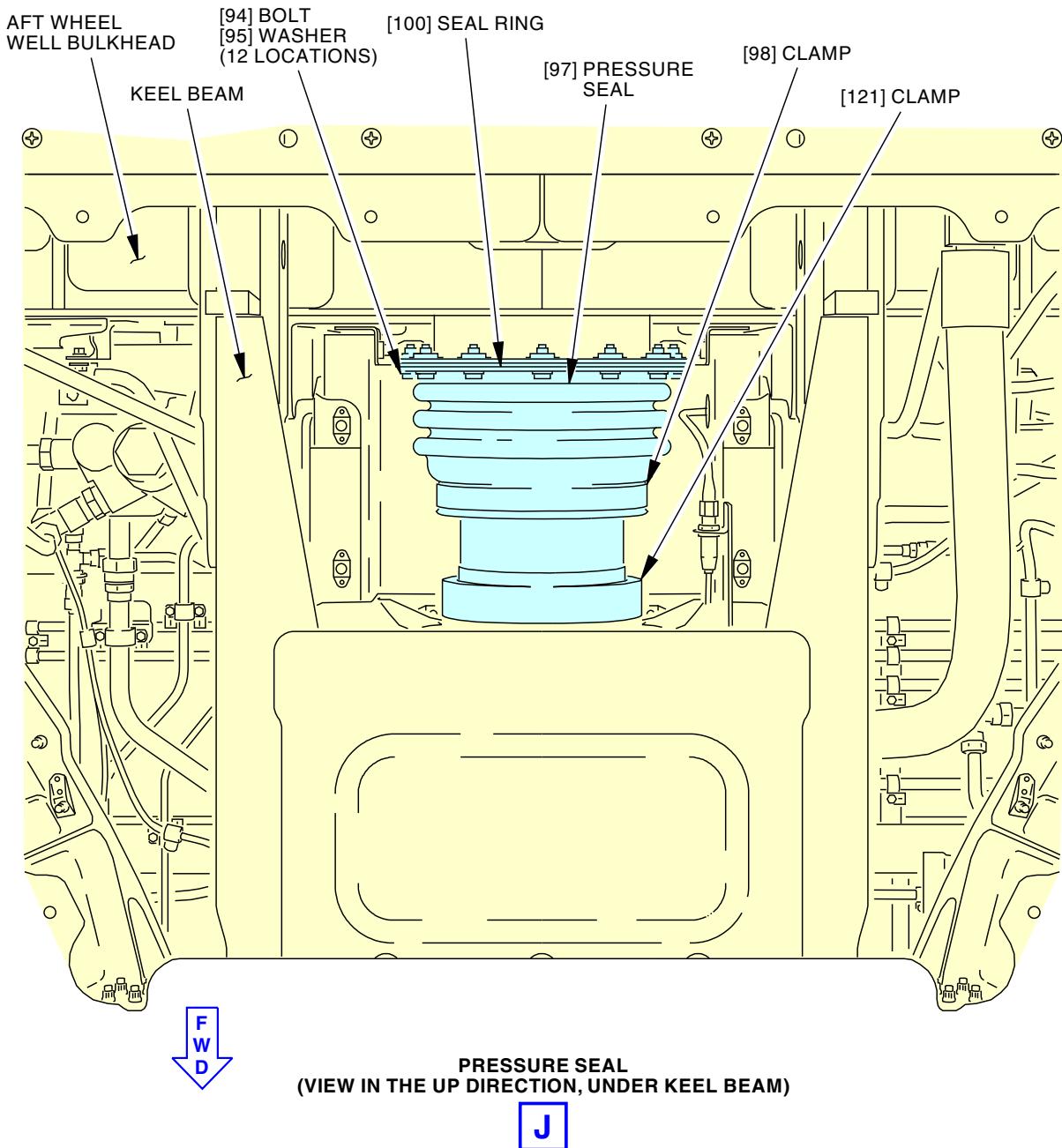
EFFECTIVITY
LOM 402, 404, 406, 407, 411, 412, 415, 416, 420,
422-428

36-13-01Page 445
Oct 15/2024

D633A101-LOM



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



2991821 S0000768683_V1

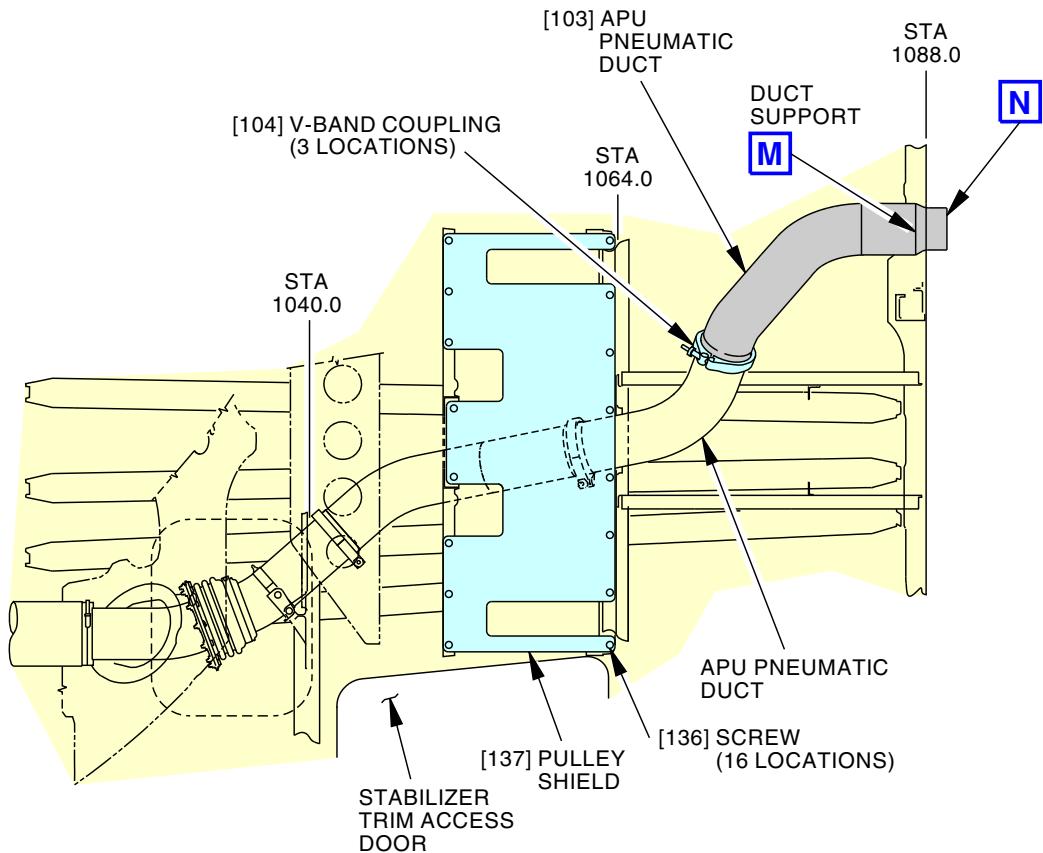
APU Pneumatic Duct Installation
Figure 404/36-13-01-990-805 (Sheet 9 of 12)

EFFECTIVITY
LOM 429-434, 437-447, 450-999

36-13-01



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



AFT APU PNEUMATIC DUCT
(EXAMPLE)

K

2929909 S0000708412_V1

APU Pneumatic Duct Installation
Figure 404/36-13-01-990-805 (Sheet 10 of 12)

EFFECTIVITY
LOM ALL

36-13-01

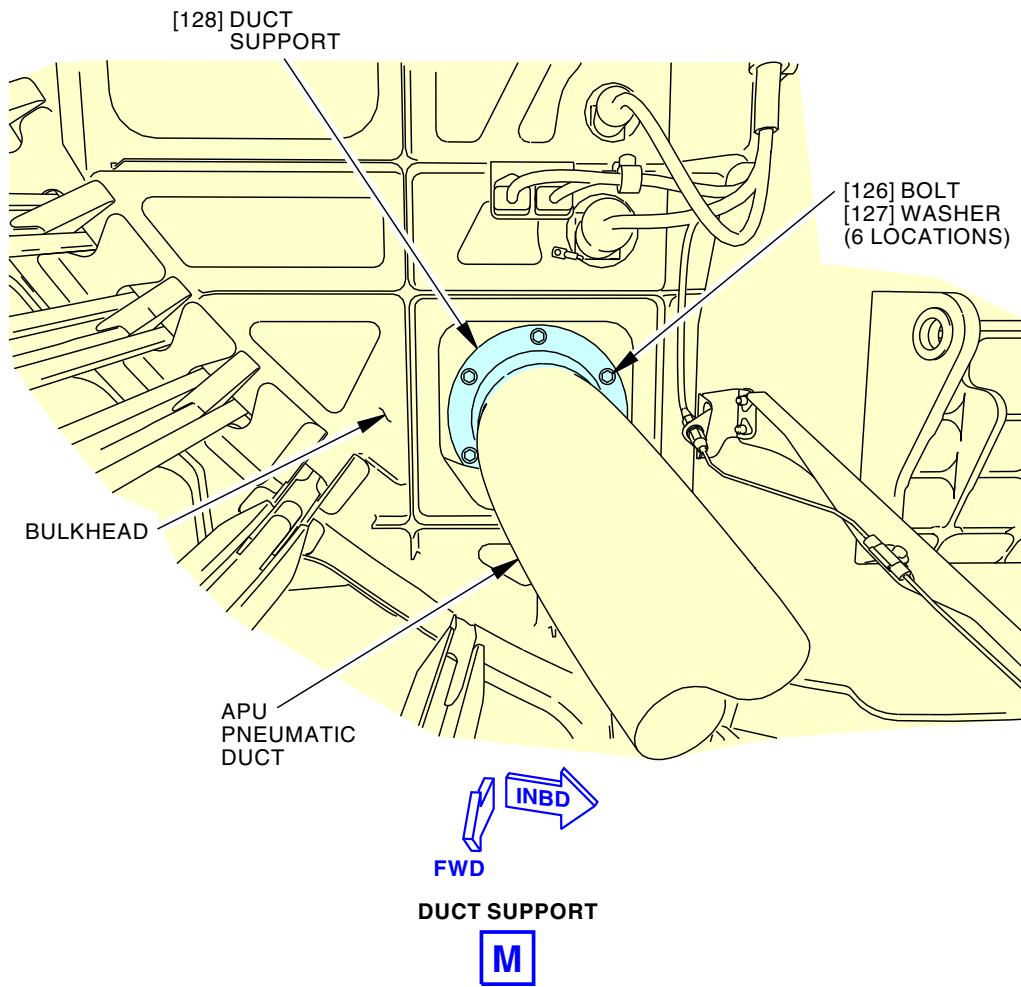
D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details

Page 447
Jun 15/2024



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



2160328 S0000473810_V2

APU Pneumatic Duct Installation
Figure 404/36-13-01-990-805 (Sheet 11 of 12)

EFFECTIVITY
LOM ALL

36-13-01

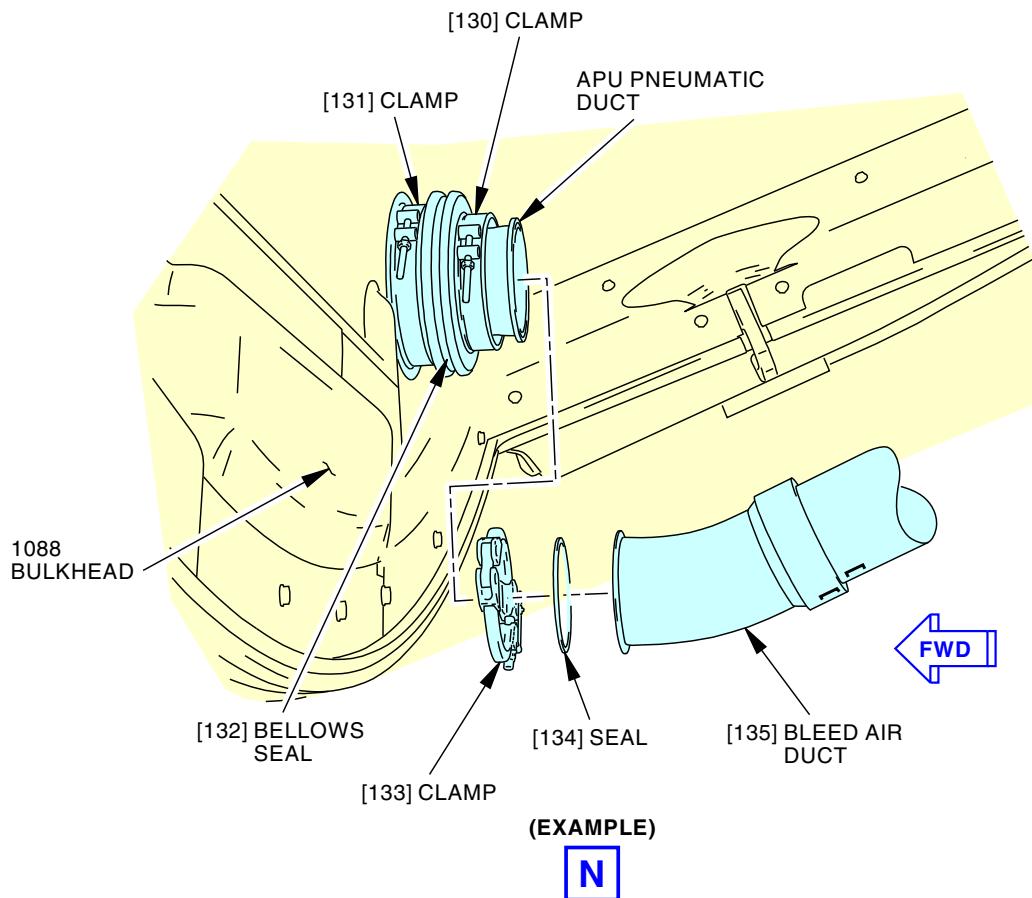
D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details

Page 448
Jun 15/2024



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



2394598 S0000552479_V1

APU Pneumatic Duct Installation
Figure 404/36-13-01-990-805 (Sheet 12 of 12)

EFFECTIVITY
LOM ALL

36-13-01

D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details

Page 449
Jun 15/2024



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

TASK 36-13-01-000-807

11. APU Pneumatic Duct Installation

(Figure 404)

A. General

- (1) This task provide general information to assist with the installation of the Auxiliary Power Unit (APU) pneumatic duct sections. Do only the steps that are necessary to install the required section of duct.

B. References

Reference	Title
06-41-00-800-801	Finding an Access Door or Panel on the Lower Half of the Fuselage (P/B 201)
20-40-11-760-801	Electrical Bonding (P/B 201)
20-50-11-910-801	Standard Torque Values (P/B 201)
36-00-00-860-803	Supply Pressure to the Pneumatic System with the APU (P/B 201)
36-00-00-860-806	Remove Pressure from the Pneumatic System (P/B 201)

C. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
COM-1550	Bonding Meter - Approved, Intrinsically Safe (Approved for use in Class I, Divisions I & II hazardous (classified) locations. Outside these hazardous locations, COM-614 can be used in lieu of COM-1550). Part #: 620LK Supplier: 1CRL2 Part #: M1 Supplier: 3AD17 Part #: M1B Supplier: 3AD17 Part #: T477W (C15292) Supplier: 06659
STD-3906	Mallet - Rubber

D. Consumable Materials

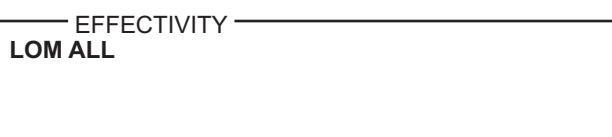
Reference	Description	Specification
D00006	Compound - Antiseize, Pure Nickel Special - Never-Seez NSBT-8N/-16N	
D00010	Compound - Thread Antiseize, High Temperature	MIL-PRF-907
G00091	Compound - Oxygen System Leak Detection - Snoop Leak Detector	MIL-PRF-25567

E. Expendables/Parts

AMM Item	Description	AIPC Reference	AIPC Effectivity
72	Packing	36-13-01-02A-060	LOM ALL

F. Location Zones

Zone	Area
133	Main Landing Gear Wheel Well, Body Station 663.75 to Body Station 727.00 - Left
139	Keel Beam, (Part) Body Station 540.00 to Body Station 727.00



36-13-01



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

(Continued)

Zone	Area
141	Aft Cargo Compartment - Left
145	Aft Cargo Compartment Equipment Bay - Left
149	Keel Beam (Part) Body Station 727.00 to Body Station 743.95
310	Fuselage - Body Station 1016.00 to Body Station 1217.00

G. Access Panels

Number	Name/Location
192CL	ECS Access Door
192CR	ECS Access Door
192DR	ECS High Pressure Access Door
192E	ECS Under Keel Panel - Forward
192F	ECS Under Keel Panel - Middle
192K	Air Conditioning Under Keel Panel - Aft
311BL	Stabilizer Trim Access Door
315A	APU Cowl Door
822	Aft Cargo Door

H. Prepare for the Installation

SUBTASK 36-13-01-420-039

- (1) For installation of the insulated duct sections found inside the keel beam between the APU check valve and the Main Landing Gear (MLG) wheel well, do these steps:
 - (a) If insulation blanket(s) were removed, install the insulation blanket(s) around the duct section and torque the clamps to 13 in-lb (1.5 N·m) - 17 in-lb (1.9 N·m).
 - (b) If the vapor seal was removed, install the vapor seal to the insulated duct with the clamp and torque the clamp to 13 in-lb (1.5 N·m) - 17 in-lb (1.9 N·m).

SUBTASK 36-13-01-420-025

- (2) If the duct section has a duct boss provision for the potable water pressurization line, do the steps that follow before the duct section is installed (View B, Figure 404):
 - (a) Remove the cover from the duct boss.
 - (b) Apply antiseize compound, D00010 (alternate Pure Nickel Special compound, D00006), to the threads on the union [71].
 - (c) Install a new packing [72] on the union [71].
 - (d) Install the union [71] on the duct boss.

NOTE: For the applicable torque requirement, refer to Standard Torque Values, TASK 20-50-11-910-801.

- (e) Put a cover over the installed union [71] to keep unwanted material out.

SUBTASK 36-13-01-420-026

- (3) If the duct section has a duct support clamp attachment, loosely install the duct support clamp [76] on the duct section before the duct section is installed (View F, Figure 404).

SUBTASK 36-13-01-420-027

- (4) If the duct section has a bonding jumper attachment, install the bonding clamp [82] on the duct section before the duct section is installed (View H, Figure 404).

EFFECTIVITY
LOM ALL

36-13-01



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

I. APU Pneumatic Duct Installation

SUBTASK 36-13-01-860-015

- (1) Remove the cover from the ducts.

SUBTASK 36-13-01-420-028

- (2) Put the applicable duct section into position for installation.

SUBTASK 36-13-01-420-029

- (3) Loosely install the V-band couplings [70] to support the duct section (View D, Figure 404).

LOM 402, 404, 406, 407, 411, 412, 415, 416, 420, 422-428

SUBTASK 36-13-01-420-040

- (4) For installation of the insulated duct section that has the vapor seal found inside the keel beam between the APU check valve and the MLG wheel well, attach the vapor seal to the keel beam with the bolts [94], washers [95], and two seal ring halves [96].
 - (a) Torque the bolts [94] to 30 in-lb (3.39 N·m) - 35 in-lb (3.95 N·m).

LOM 429-434, 437-447, 450-999

SUBTASK 36-13-01-420-051

- (5) For installation of the insulated duct section which has the vapor seal found inside the keel beam between the APU check valve and the MLG wheel well, attach the vapor seal to the keel beam with the bolts [94], washers [95], and seal ring [100].
 - (a) Torque the bolts [94] to 30 in-lb (3.39 N·m) - 35 in-lb (3.95 N·m).

LOM ALL

SUBTASK 36-13-01-420-030

- (6) If there is a potable water pressurization line to be connected to the duct section, do the steps that follow:
 - (a) Remove the covers from the union [71] installed on the duct section and the disconnected potable water pressurization line (View B, Figure 404).
 - (b) Connect the potable water pressurization line to the union [71] on the duct section.
 - 1) Make sure that the pressurization line installation is not preloaded.
 - (c) Torque the potable water pressurization line installation to 270 ± 27 in-lb (30.51 ± 3.05 N·m).

SUBTASK 36-13-01-420-031

- (7) If there is a duct support clamp [76] that is used to support the duct section at an intermediate location, do the steps that follow (View F, Figure 404):
 - (a) Put the duct support clamp [76] into position on the support bracket for installation.
 - (b) Install the washers [78] and nuts [77].
 - (c) Torque the nuts [77] to 25 in-lb (2.82 N·m) - 35 in-lb (3.95 N·m).
 - (d) Tighten the T-bolt on the duct support clamp [76], as follows:
 - 1) Make sure that the self locking torque for nut on the clamp T-bolt is 2 in-lb (0.23 N·m) - 15 in-lb (1.69 N·m).
 - 2) Calculate the installation torque range by adding the self locking torque to 10 in-lb (1.13 N·m) - 15 in-lb (1.69 N·m).
 - 3) Tighten the T-bolt within the calculated torque range.

EFFECTIVITY
LOM ALL

36-13-01

Page 452
Oct 15/2024

D633A101-LOM



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-13-01-420-032

- (8) If there is a U-clamp [79] that is used to support the duct section at an intermediate location, do the steps that follow (View G, Figure 404):
- Put the U-clamp [79] over the duct section.
 - Install the bolts [80] and washers [81].
 - Torque the bolts [80] to 25 in-lb (2.82 N·m) - 35 in-lb (3.95 N·m).

SUBTASK 36-13-01-420-033

- (9) If there is a bonding jumper [85] to be connected to the duct section, do the steps that follow (View H, Figure 404):
- Make sure that the bonding surfaces are clean.
 - Attach the bonding jumper [85] to the bonding clamp [82].
 - Make sure that the blue terminal is attached to bonding clamp on the duct section and the red terminal is attached to reference structure.
 - Install the bolts [86], washers [84], and nuts [83].
 - Torque the bolts [86] and nuts [83] to 25 in-lb (2.82 N·m) - 35 in-lb (3.95 N·m).
 - With an intrinsically safe approved bonding meter, COM-1550, make sure that the resistance between the bonding jumper [85] and bonding clamp [82] is not more than 0.010 ohms, do this task: Electrical Bonding, TASK 20-40-11-760-801.

SUBTASK 36-13-01-020-033

- (10) For installation of the pressure seal [93] behind the aft pressure bulkhead and below the horizontal stabilizer and the pressure seal [97] just forward of the aft bulkhead in the MLG wheel well, do this task: APU Pneumatic Duct Pressure Seal Installation, TASK 36-13-01-420-801.

SUBTASK 36-13-01-420-034

- (11) Use a rubber mallet, STD-3906, to lightly tap outer surface the V-band couplings [70] (View B, Figure 404).
NOTE: This will make sure that you engage the coupling and flanges correctly.

SUBTASK 36-13-01-420-035

- (12) Torque the V-band couplings [70] to 62.5 ± 2.5 in-lb (7.1 ± 0.3 N·m).
NOTE: Do not tighten the couplings until all of the duct sections are aligned.

SUBTASK 36-13-01-420-043

- (13) For installation of the APU pneumatic duct [103] between station 1064 and station 1088, do the steps that follow:
- Attach the duct support [128] with the washers [127] and bolts [126].
 - Loosely install the V-band coupling [104] (View K, Figure 404).
 - Use a rubber mallet, STD-3906, to lightly tap the outer surface of the V-band coupling [104].
NOTE: This will make sure that you engage the coupling and flanges correctly.
 - Torque the V-band coupling [104] to 62.5 ± 2.5 in-lb (7.1 ± 0.3 N·m).
NOTE: Do not tighten the coupling until the duct sections are aligned.
 - Install the bellows seal [132].
 - Install the clamp [130] and clamp [131] as follows:
 - Torque the clamp [130] and clamp [131] to 13 in-lb (1 N·m) - 17 in-lb (2 N·m).

EFFECTIVITY
LOM ALL

36-13-01



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- (g) Install the seal [134] and clamp [133] that attach the APU pneumatic duct to the bleed air duct.
- (h) Install the pulley shield [137] with the screws [136].

J. APU Pneumatic Duct Post-Installation Test

SUBTASK 36-13-01-720-003

- (1) Do a leak test of the APU pneumatic duct installation.
 - (a) Do this task: Supply Pressure to the Pneumatic System with the APU, TASK 36-00-00-860-803.
 - (b) Apply Snoop Leak Detector compound, G00091, to the V-band coupling [70] installations and the potable water pressurization line connection.
 - (c) Do a check for air leakage:
 - 1) Small air leakage is satisfactory at the V-band coupling [70] duct joint.
 - 2) No leakage is permitted at the potable water pressurization line connection.
 - 3) Repair large air leakage.

NOTE: Large air leakage is concentrated airflow you can feel with your hand at a distance of 12 in. (30 cm) or greater from a point on the V-band coupling duct joint.

K. Put the Airplane Back to Its Usual Condition

SUBTASK 36-13-01-860-016

- (1) Do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806.

SUBTASK 36-13-01-860-018

- (2) Remove the DO NOT OPERATE tags, from the APU master switch and APU bleed switch, on the P5 forward overhead panel.

SUBTASK 36-13-01-410-012

- (3) Do these steps (TASK 06-41-00-800-801):

- (a) Close this access panel:

<u>Number</u>	<u>Name/Location</u>
192CR	ECS Access Door

- (b) Close this access panel:

<u>Number</u>	<u>Name/Location</u>
192DR	ECS High Pressure Access Door

NOTE: The ECS high pressure access door, 192DR, will not latch into place if the ECS access door, 192CR, is not closed.

SUBTASK 36-13-01-410-008

- (4) Close these access panels:

<u>Number</u>	<u>Name/Location</u>
192CL	ECS Access Door
192E	ECS Under Keel Panel - Forward
192F	ECS Under Keel Panel - Middle
192K	Air Conditioning Under Keel Panel - Aft
311BL	Stabilizer Trim Access Door
315A	APU Cowl Door
822	Aft Cargo Door

EFFECTIVITY
LOM ALL

36-13-01



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

— END OF TASK —

TASK 36-13-01-020-801

12. APU Pneumatic Duct Pressure Seal Removal

(Figure 405)

A. General

- (1) This procedure describes how to remove the Auxiliary Power Unit (APU) pneumatic duct pressure seals.

B. References

Reference	Title
29-21-31-000-801	Standby Hydraulic System Reservoir Removal (P/B 401)
36-00-00-860-806	Remove Pressure from the Pneumatic System (P/B 201)

C. Tools/Equipment

Reference	Description
STD-858	Tag - DO NOT OPERATE

D. Location Zones

Zone	Area
133	Main Landing Gear Wheel Well, Body Station 663.75 to Body Station 727.00 - Left
141	Aft Cargo Compartment - Left
143	Area Below Aft Cargo Compartment - Left
145	Aft Cargo Compartment Equipment Bay - Left
310	Fuselage - Body Station 1016.00 to Body Station 1217.00

E. Access Panels

Number	Name/Location
193D	Wheel Well Panel - Aft Inboard
311BL	Stabilizer Trim Access Door

F. APU Pneumatic Duct Pressure Seal Removal

SUBTASK 36-13-01-860-019

- (1) Make sure that the APU master switch and APU bleed switch, on the P5 forward overhead panel, are in the OFF position.
- (a) Install the DO NOT OPERATE tags, STD-858, on the APU master switch and APU bleed switch, on the P5 forward overhead panel.

SUBTASK 36-13-01-860-020



WARNING REMOVE THE PRESSURE FROM THE PNEUMATIC DUCTS BEFORE YOU REMOVE A PNEUMATIC SYSTEM COMPONENT. HOT HIGH PRESSURE AIR CAN CAUSE INJURIES TO PERSONNEL OR DAMAGE TO EQUIPMENT.

- (2) Do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806.

SUBTASK 36-13-01-010-013

- (3) To get access to the pressure seals, do this step:

- (a) Open these access panels:

Number	Name/Location
193D	Wheel Well Panel - Aft Inboard

EFFECTIVITY
LOM ALL

36-13-01



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

(Continued)

<u>Number</u>	<u>Name/Location</u>
311BL	Stabilizer Trim Access Door

SUBTASK 36-13-01-020-037

- (4) To remove the pressure seal [93] behind the aft pressure bulkhead and below the horizontal stabilizer, do these steps:
- Loosen the clamp [92] from the pressure seal [93].
 - Remove the bolts [91] and washers [90].

LOM 402, 404, 406, 407, 411, 412, 415, 416, 420, 422-428, 465-999

- Remove the seal ring halves [89] and ring assembly halves [88] from the duct section.
 - Make sure that you keep track of the fastener build-up for installation.

LOM 429-434, 437-447, 450-464

- Remove the seal ring [87] and ring assembly halves [88] from the duct section.
 - Make sure that you keep track of the fastener build-up for installation.

LOM ALL

- Remove the duct section, do this task: APU Pneumatic Duct Removal, TASK 36-13-01-000-806.
- Remove the pressure seal [93] from the duct.

SUBTASK 36-13-01-020-038

- (5) For the pressure seal [97] removal just forward of the aft bulkhead in the Main Landing Gear (MLG) wheel well, do these steps:
- If it is necessary, remove the standby hydraulic system reservoir, do this task: Standby Hydraulic System Reservoir Removal, TASK 29-21-31-000-801.
 - Loosen the clamp [98] from the pressure seal [97].
 - Loosen the clamp [121] from the insulated duct.
 - Remove the bolts [94] and washers [95].

LOM 402, 404, 406, 407, 411, 412, 415, 416, 420, 422-428

- Remove the seal ring halves [96].

LOM 429-434, 437-447, 450-999

- Remove the seal ring [100].

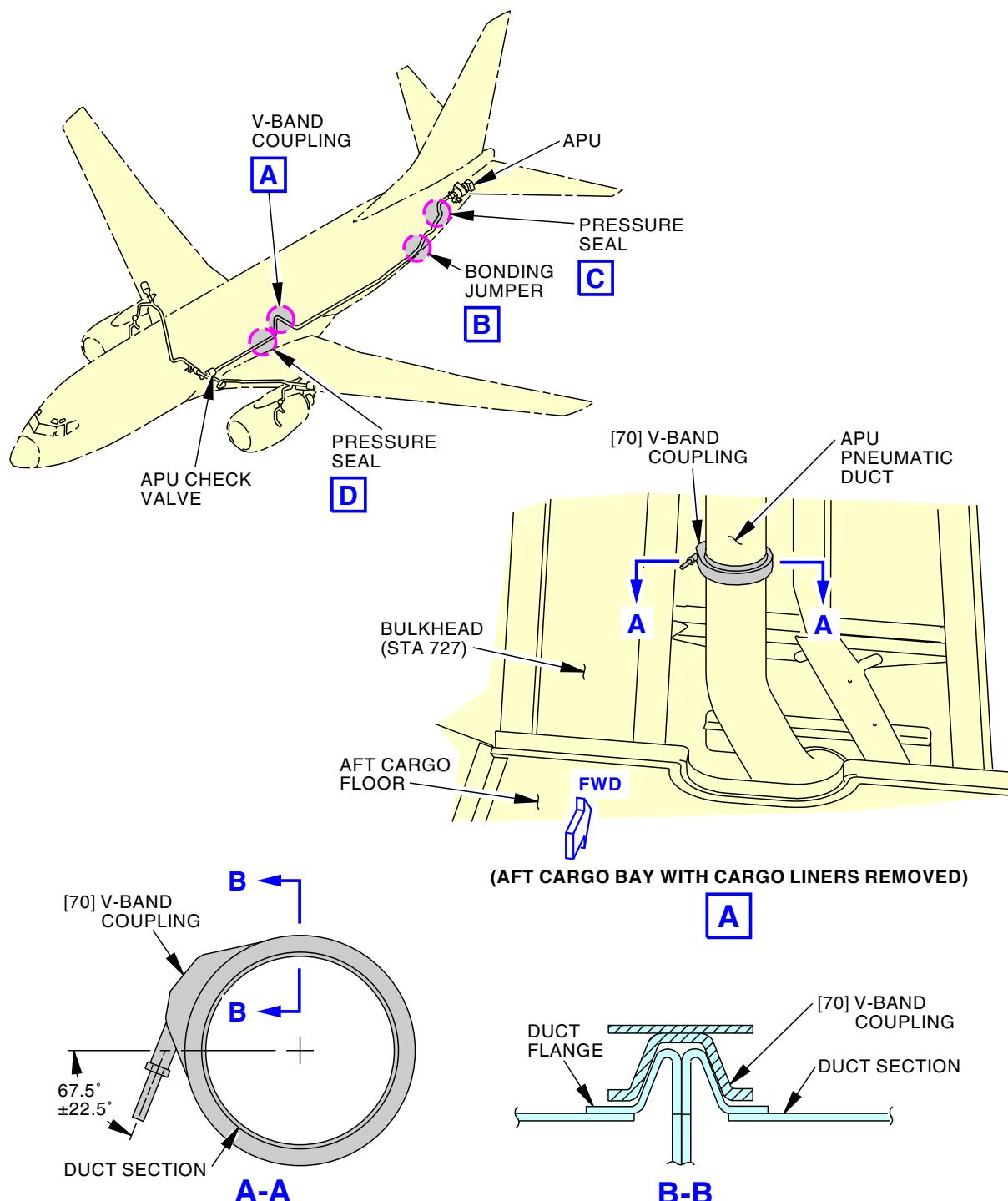
LOM ALL

- Remove the duct section, do this task: TASK 36-13-01-000-806.
- Remove the pressure seal [97] from the insulated duct.

———— END OF TASK ————

EFFECTIVITY
LOM ALL

36-13-01



APU Pneumatic Duct Pressure Seal Installation
Figure 405/36-13-01-990-807 (Sheet 1 of 7)

EFFECTIVITY
LOM ALL

D633A101-LOM

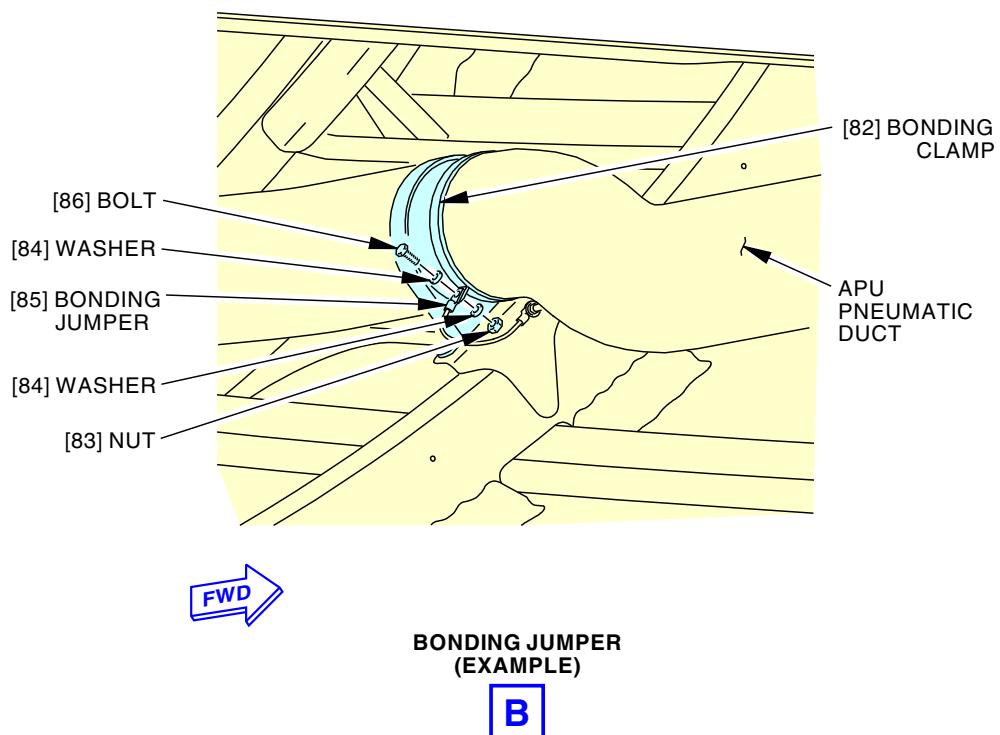
ECCN 9E991 BOEING PROPRIETARY - See title page for details

36-13-01

Page 457
Jun 15/2024



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



2132992 S0000462067_V2

APU Pneumatic Duct Pressure Seal Installation
Figure 405/36-13-01-990-807 (Sheet 2 of 7)

EFFECTIVITY
LOM ALL

36-13-01

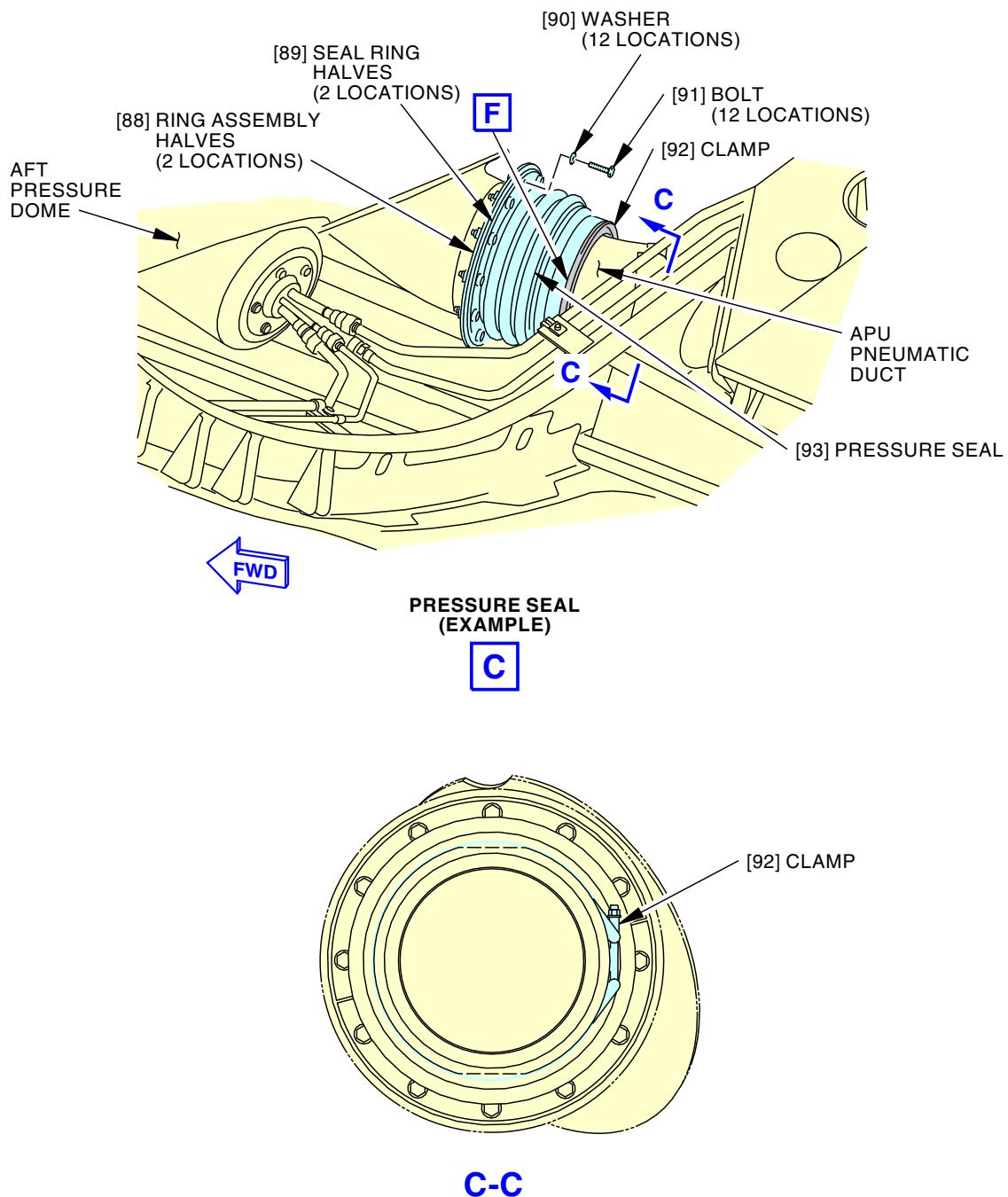
D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details

Page 458
Jun 15/2024



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



2132462 S0000462060_V4

APU Pneumatic Duct Pressure Seal Installation
Figure 405/36-13-01-990-807 (Sheet 3 of 7)

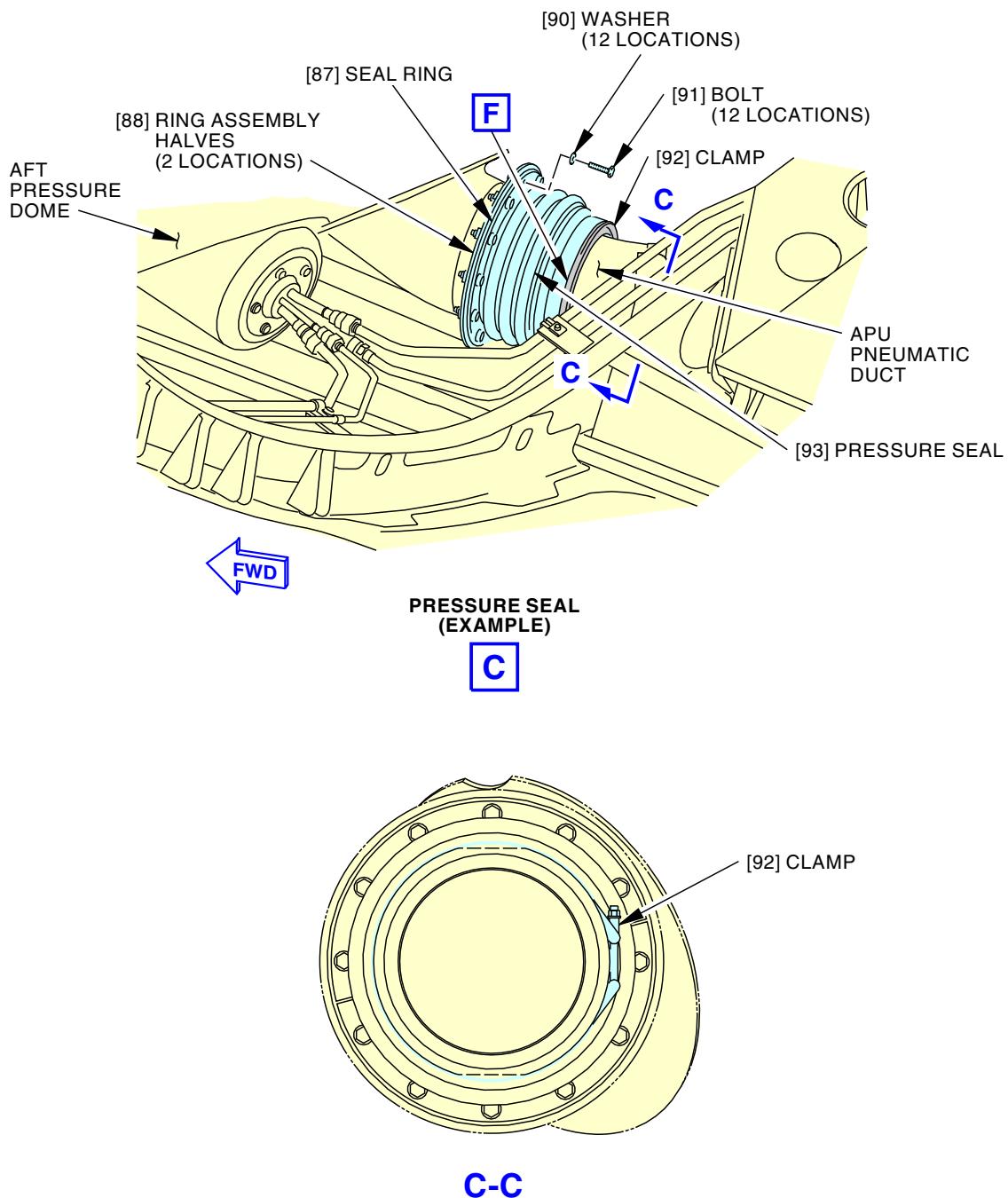
EFFECTIVITY
LOM 402, 404, 406, 407, 411, 412, 415, 416, 420,
422-428, 465-999

36-13-01

Page 459
Oct 15/2024

D633A101-LOM

737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

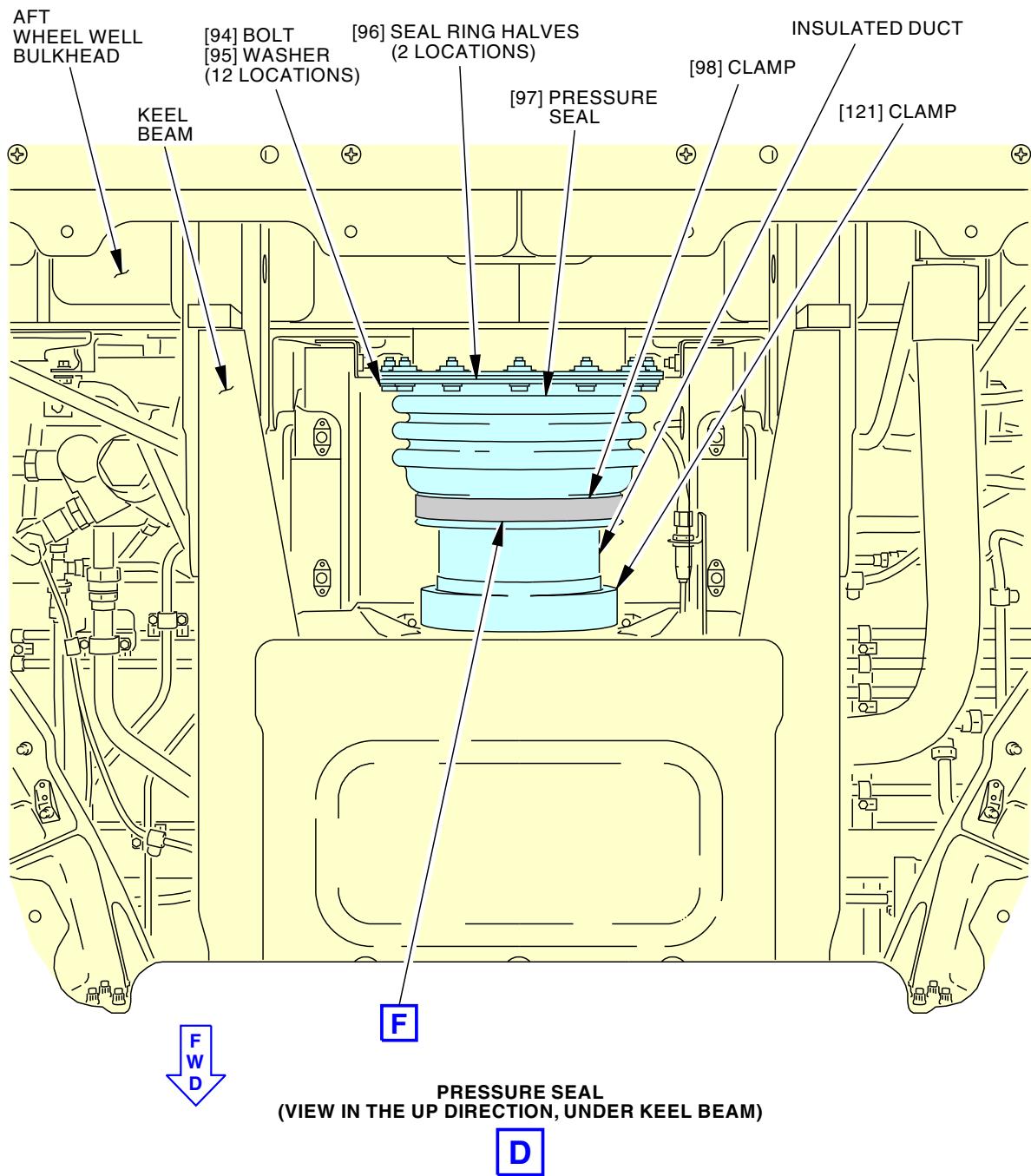


2958040 S0000736152_V1

APU Pneumatic Duct Pressure Seal Installation
Figure 405/36-13-01-990-807 (Sheet 4 of 7)

EFFECTIVITY
 LOM 429-434, 437-447, 450-464

36-13-01



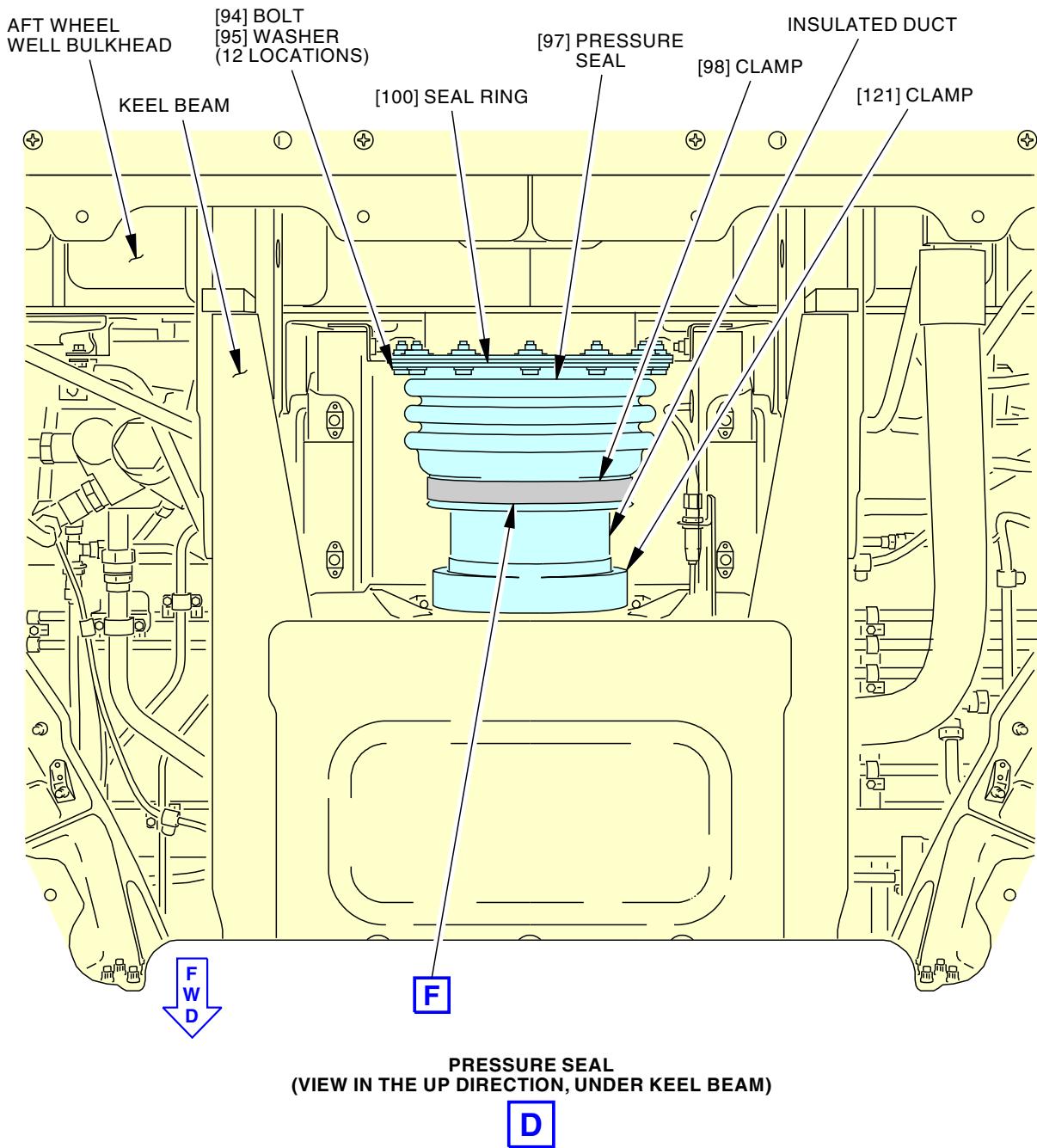
K50471 S0006578054_V6

APU Pneumatic Duct Pressure Seal Installation
Figure 405/36-13-01-990-807 (Sheet 5 of 7)

EFFECTIVITY
LOM 402, 404, 406, 407, 411, 412, 415, 416, 420,
422-428

36-13-01Page 461
Oct 15/2024

D633A101-LOM



2991822 S0000768685_V2

APU Pneumatic Duct Pressure Seal Installation
Figure 405/36-13-01-990-807 (Sheet 6 of 7)

EFFECTIVITY
 LOM 429-434, 437-447, 450-999

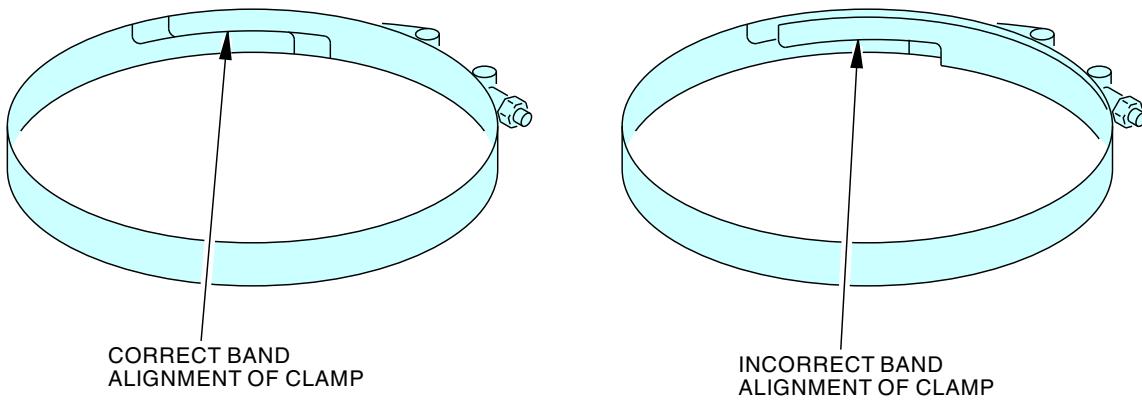
36-13-01

D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



PRESSURE SEAL CLAMP INSTALLATION
(EXAMPLE)

F

2119811 S0000455931_V2

APU Pneumatic Duct Pressure Seal Installation
Figure 405/36-13-01-990-807 (Sheet 7 of 7)

EFFECTIVITY
LOM ALL

36-13-01

Page 463
Jun 15/2024

D633A101-LOM



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

TASK 36-13-01-420-801

13. **APU Pneumatic Duct Pressure Seal Installation**

(Figure 405)

A. General

- (1) This task gives the instructions to install the Auxiliary Power Unit (APU) pneumatic duct pressure seals.

B. References

Reference	Title
05-51-91-790-801	Cabin Pressure Leak Test (P/B 201)
29-21-31-400-801	Standby Hydraulic System Reservoir Installation (P/B 401)
36-00-00-860-806	Remove Pressure from the Pneumatic System (P/B 201)

C. Consumable Materials

Reference	Description	Specification
B00065	Alcohol - Denatured, Ethyl (Ethanol)	AMS 3002 (Supersedes O-A-396)
D00006	Compound - Antiseize, Pure Nickel Special - Never-Seez NSBT-8N/-16N	
D00010	Compound - Thread Antiseize, High Temperature	MIL-PRF-907
D00386	Lubricant - Solid Film, Air Cured, Corrosion Inhibiting	MIL-L-23398 (NATO S-749)
G50320 [912-0041]	Cloth - Process Cleaning Absorbent Wiper	
G50411	Torque Stripe - EC-1252 [pink or yellow (as required per BAC5001-10)]	BMS8-45 Type I
G51677	Cloth - 100% Synthetic or Blended Synthetic, Cotton or Cellulose Material	AMS3819 Class 1, 2, or 4, Grade A or B, Form 1
G51751	Putty/Lacquer - Tamper-proof, Hydraulic Fluid Resistant	BMS8-45 Type III

D. Expendables/Parts

AMM Item	Description	AIPC Reference	AIPC Effectivity
93	Pressure seal	36-13-01-04A-075	LOM ALL
97	Pressure seal	36-13-01-03A-095	LOM ALL

E. Location Zones

Zone	Area
133	Main Landing Gear Wheel Well, Body Station 663.75 to Body Station 727.00 - Left
141	Aft Cargo Compartment - Left
143	Area Below Aft Cargo Compartment - Left
145	Aft Cargo Compartment Equipment Bay - Left
310	Fuselage - Body Station 1016.00 to Body Station 1217.00

F. Access Panels

Number	Name/Location
193D	Wheel Well Panel - Aft Inboard
311BL	Stabilizer Trim Access Door



36-13-01



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

G. APU Pneumatic Duct Pressure Seal Installation

SUBTASK 36-13-01-420-041

- (1) For the installation of the pressure seal [93] behind the aft pressure bulkhead and below the horizontal stabilizer, do these steps (View C, Figure 405):
 - (a) Remove pressure from the pneumatic ducts, do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806.
 - (b) Slide the pressure seal [93] onto the duct.

LOM 402, 404, 406, 407, 411, 412, 415, 416, 420, 422-428, 465-999

- (c) Install the seal ring halves [89] on the pressure seal [93].

LOM 429-434, 437-447, 450-464

- (d) Install the seal ring [87] on the pressure seal [93].

LOM ALL

- (e) Push the pressure seal [93] to the mating surface of the structural barrier.
- (f) Install the ring assembly halves [88] on the other side of the structural barrier.
- (g) Apply antiseize compound, D00010 (preferred), or Pure Nickel Special compound, D00006 (alternate), to the threads of the bolts [91].
- (h) Install the bolts [91] and washers [90].
- (i) Tighten the bolts [91] to 30 in-lb (3.39 N·m) - 35 in-lb (3.95 N·m).
- (j) Clean the surfaces of the pressure seal [93], duct, and inner surface of the clamp [92] with alcohol, B00065, and cloth, G50320 [912-0041], or cloth, G51677, to remove any film or grease.
- (k) Install the clamp [92] loosely on the pressure seal [93].
- (l) Reinstall the duct section, do this task: APU Pneumatic Duct Installation, TASK 36-13-01-000-807.
- (m) Torque the clamp [92] to 20 in-lb (2.26 N·m) - 30 in-lb (3.39 N·m).
 - 1) Visually inspect the clamp [92] to make sure that the bands are aligned correctly (View F, Figure 405).
 - 2) Make sure that the clamp [92] is in the vertical position to avoid contact with elevator cables (View C, Figure 405).
- (n) Wait a minimum of 2 hours, then torque the clamp [92] to 20 in-lb (2.26 N·m) - 30 in-lb (3.39 N·m).

SUBTASK 36-13-01-420-042

- (2) For the installation of the pressure seal [97] just forward of the aft pressure bulkhead in the Main Landing Gear (MLG) wheel well, do these steps (View D, Figure 405):
 - (a) Slide the pressure seal [97] onto the insulated duct.
 - (b) Push the pressure seal [97] to the mating surface of the ring seal.

LOM 402, 404, 406, 407, 411, 412, 415, 416, 420, 422-428

- (c) Install the seal ring halves [96] on the pressure seal [97].

LOM 429-434, 437-447, 450-999

- (d) Install the seal ring [100] on the pressure seal [97].

LOM ALL

EFFECTIVITY
LOM ALL

36-13-01

Page 465
Feb 15/2025

D633A101-LOM



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- (e) Apply antiseize compound, D00010 (preferred), or Pure Nickel Special compound, D00006 (alternate), to the threads on the bolts [94].
 - (f) Install the bolts [94] and washers [95].
 - (g) Tighten the bolts [94] to 30 in-lb (3.39 N·m) - 35 in-lb (3.95 N·m).
 - (h) Clean the surfaces of the pressure seal [97], duct, and inner surface of the clamp [98] with alcohol, B00065, and cloth, G50320 [912-0041], or cloth, G51677, to remove any film or grease.
 - (i) Install the clamp [98] loosely on the pressure seal [97].
 - (j) Install the clamp [121] loosely on the insulated duct.
 - 1) If it is necessary, apply dry film lubricant, D00386, or Pure Nickel Special compound, D00006 (alternate), on inside surface of the clamp [121] and over the entire length of the T-bolt threads.
- NOTE: Pure Nickel Special compound, D00006, does not require any drying time.
- a) Let dry film lubricant, D00386, air dry for 24 hours.
- (k) Install the duct section, do this task: APU Pneumatic Duct Installation, TASK 36-13-01-000-807.
 - (l) To tighten the clamp [98], do these steps:
 - 1) Tighten the clamp [98] to 20 in-lb (2.26 N·m) - 30 in-lb (3.39 N·m).
 - a) Visually inspect the clamp [98] to make sure that the bands are aligned correctly (View F, Figure 405).
 - 2) Wait a minimum of 2 hours, then tighten the clamp [98] to 20 in-lb (2.26 N·m) - 30 in-lb (3.39 N·m).
 - (m) To tighten the clamp [121], do these steps:
 - 1) Determine the running torque.
 - NOTE: The running torque is the torque required to tighten the locknut on the T-bolt without tightening the clamp.
 - 2) Tighten the locknut on the clamp [121] to 5 in-lb (0.6 N·m) above the running torque.
 - 3) Make sure that the clamp [121] is aligned correctly.
 - a) If the alignment is not satisfactory, adjust the alignment as necessary.
 - 4) Tighten the locknut on the clamp [121] T-bolt to 60 +5 / -0 in-lb (6.8 +0.6 / -0.0 N·m).
 - 5) Apply an approximately 0.125 in. (3.175 mm) wide stripe of torque stripe, G50411, or tamper-proof putty/lacquer, G51751, to clamp [121].
 - (n) If it is necessary, install the standby hydraulic system reservoir, do this task: Standby Hydraulic System Reservoir Installation, TASK 29-21-31-400-801.

SUBTASK 36-13-01-700-001

- (3) Do a leakage test to check the aft pressure bulkhead seal.
 - (a) Remove the DO NOT OPERATE tags, from the APU master switch and APU bleed switch, on the P5 forward overhead panel.
 - (b) Do this task: Cabin Pressure Leak Test, TASK 05-51-91-790-801.

EFFECTIVITY
LOM ALL

36-13-01



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

H. Put the Airplane Back to Its Usual Condition

SUBTASK 36-13-01-410-009

- (1) Close these access panels:

<u>Number</u>	<u>Name/Location</u>
193D	Wheel Well Panel - Aft Inboard
311BL	Stabilizer Trim Access Door

— END OF TASK —

TASK 36-13-01-020-802

14. APU Pneumatic Duct Pressure Seal at Forward MLG Wheel Well Bulkhead Removal

Figure 406

A. General

- (1) This procedure describes how to remove the APU pneumatic duct pressure seal located just forward of the MLG wheel well bulkhead at Sta. 661.34.

B. References

<u>Reference</u>	<u>Title</u>
36-00-00-860-806	Remove Pressure from the Pneumatic System (P/B 201)

C. Expendables/Parts

<u>AMM Item</u>	<u>Description</u>	<u>AIPC Reference</u>	<u>AIPC Effectivity</u>
102	Pressure seal	36-13-02-01A-070	LOM ALL

D. Location Zones

<u>Zone</u>	<u>Area</u>
192	Lower Wing-To-Body Fairing - Under Wing Box

E. Access Panels

<u>Number</u>	<u>Name/Location</u>
192K	Air Conditioning Under Keel Panel - Aft

F. Prepare to Remove the APU Pneumatic Duct Pressure Seal.

SUBTASK 36-13-01-860-023

- (1) Make sure the APU master switch and APU bleed switch on the P5 forward overhead panel are in the OFF position and install DO-NOT-OPERATE tags.

SUBTASK 36-13-01-860-024



WARNING

REMOVE THE PRESSURE FROM THE PNEUMATIC DUCTS BEFORE YOU REMOVE A PNEUMATIC SYSTEM COMPONENT. HOT HIGH PRESSURE AIR CAN CAUSE INJURIES TO PERSONNEL OR DAMAGE TO EQUIPMENT.

- (2) Do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806

SUBTASK 36-13-01-010-014

- (3) To get access to the pressure seal, do this step:

Open this access panel:

<u>Number</u>	<u>Name/Location</u>
192K	Air Conditioning Under Keel Panel - Aft

EFFECTIVITY
LOM ALL

36-13-01



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-13-01-020-044

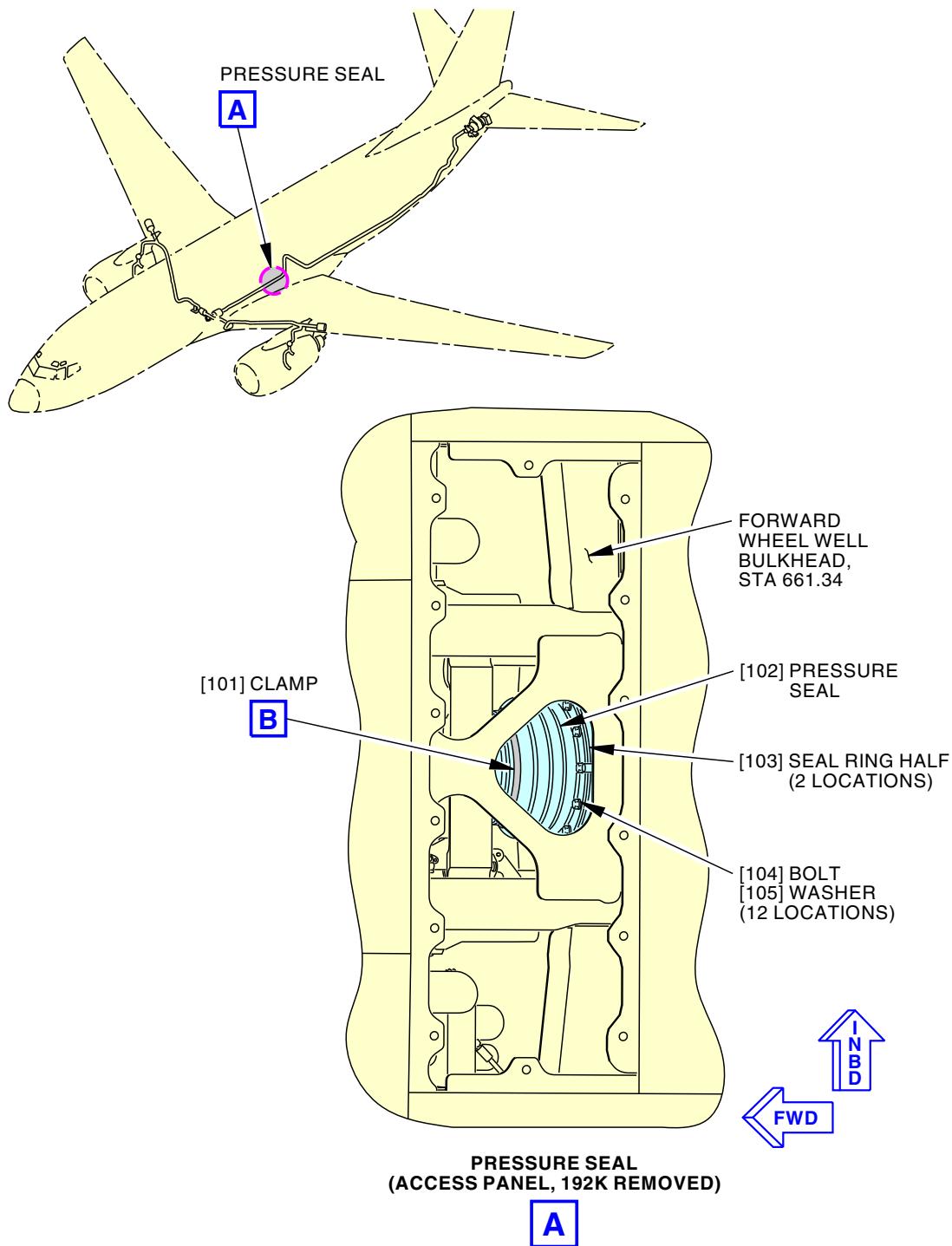
- (4) For the pressure seal [102] removal just forward of the MLG wheel well bulkhead at Sta. 661.34, do the following:
- (a) Loosen the clamp [101] from the pressure seal [102].
 - (b) Remove the bolts [104] and washers [105] to remove the seal ring halves [103].
 - (c) Remove the duct section by following this procedure:
APU Pneumatic Duct Removal, TASK 36-13-01-000-806
 - (d) Remove the pressure seal [102] from the duct.

———— END OF TASK ————

EFFECTIVITY
LOM ALL

36-13-01

BOEING
737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



1696262 S0000306976_V3

APU Pneumatic Duct Pressure Seal at Forward MLG Wheel Well Bulkhead Installation
Figure 406/36-13-01-990-808 (Sheet 1 of 2)

EFFECTIVITY	LOM ALL
-------------	---------

D633A101-LOM

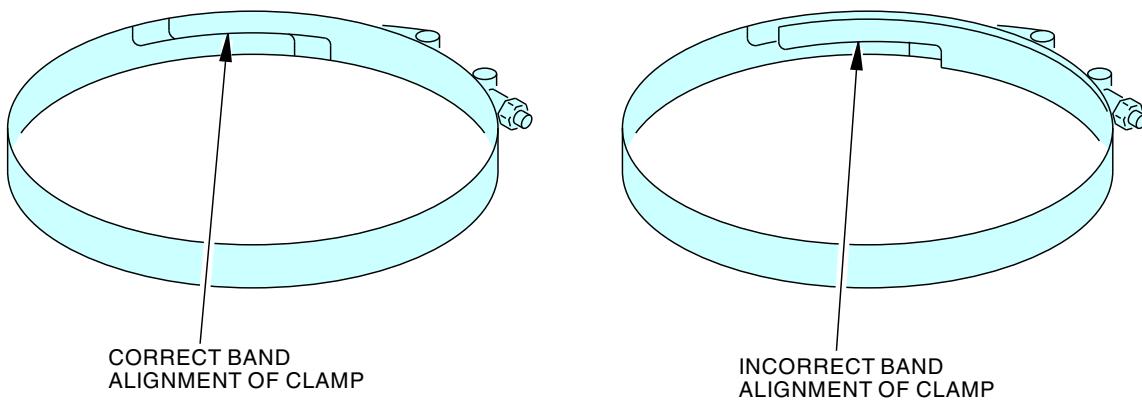
ECCN 9E991 BOEING PROPRIETARY - See title page for details

36-13-01

Page 469
Jun 15/2024



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



PRESSURE SEAL CLAMP INSTALLATION
(EXAMPLE)

B

2245752 S0000503368_V2

APU Pneumatic Duct Pressure Seal at Forward MLG Wheel Well Bulkhead Installation
Figure 406/36-13-01-990-808 (Sheet 2 of 2)

EFFECTIVITY
LOM ALL

36-13-01

D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details

Page 470
Jun 15/2024



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

TASK 36-13-01-420-802

15. APU Pneumatic Duct Pressure Seal at Forward MLG Wheel Well Bulkhead Installation

Figure 406

A. General

- (1) This procedure describes how to install the APU pneumatic duct pressure seal at the MLG wheel well bulkhead.

B. Consumable Materials

Reference	Description	Specification
D00006	Compound - Antiseize, Pure Nickel Special - Never-Seez NSBT-8N-16N	
D00010	Compound - Thread Antiseize, High Temperature	MIL-PRF-907

C. Expendables/Parts

AMM Item	Description	AIPC Reference	AIPC Effectivity
102	Pressure seal	36-13-02-01A-070	LOM ALL

D. Location Zones

Zone	Area
192	Lower Wing-To-Body Fairing - Under Wing Box

E. Access Panels

Number	Name/Location
192K	Air Conditioning Under Keel Panel - Aft

F. Install the APU Pneumatic Duct Pressure Seal

SUBTASK 36-13-01-420-047

- (1) Install the pressure seal [102] just forward of the MLG wheel well bulkhead at Sta. 661.34 by following these steps (Figure 405):

- (a) Slide the pressure seal [102] onto the duct.
- (b) Push the pressure seal [102] to the mating surface of the ring seal.
- (c) Install the seal ring halves [103] on the pressure seal [102].
- (d) Apply antiseize compound, D00010 (alternate Pure Nickel Special compound, D00006) to the threads on all of the bolts 104].
- (e) Install the bolts [104] and washers [105].
- (f) Tighten the bolts [104] to 30 in-lb (3.39 N·m) - 35 in-lb (3.95 N·m).
- (g) Clean the surfaces of the pressure seal [102], the duct, and the inner surface of the clamp [101] with alcohol and clean wipes to remove any film or grease.
- (h) Install the clamp [101] loosely on the pressure seal [102].
- (i) Reinstall the duct section by doing the applicable steps in this procedure:
APU Pneumatic Duct Installation, TASK 36-13-01-000-807
- (j) Tighten the clamp [101] 20 in-lb (2.26 N·m) - 30 in-lb (3.39 N·m).
- (k) Wait a minimum of 2 hours, then retighten the clamp [101] to 20 in-lb (2.26 N·m) - 30 in-lb (3.39 N·m) per BAC5014.



36-13-01



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

G. Put the Airplane Back to Its Usual Condition

SUBTASK 36-13-01-860-022

- (1) Remove the DO-NOT-OPERATE tags from the APU master switch and APU bleed switch on the P5 forward overhead panel.

SUBTASK 36-13-01-410-010

- (2) Close this access panel:

<u>Number</u>	<u>Name/Location</u>
---------------	----------------------

192K	Air Conditioning Under Keel Panel - Aft
------	---

———— END OF TASK ————

EFFECTIVITY
LOM ALL

36-13-01



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

PNEUMATIC MANIFOLD DUCT - INSPECTION/CHECK

1. General

- A. This procedure has one task. It has instructions to do an inspection of the titanium pneumatic ducts for corrosion caused by contact with fire-resistant hydraulic fluid.
- B. At temperatures above 270°F (132°C), fire-resistant hydraulic fluids, such as skydrol BMS 3-11 becomes acidic. Titanium duct that comes in contact with hydraulic fluid can become brittle and corrode.
- C. A glossy dark brown film or a pitted corroded surface on the duct are signs that the titanium duct has come in contact with hydraulic fluid.
- D. When you find that a titanium duct has come in contact with the hydraulic fluid, you must examine the duct for damage and determine whether the duct should be cleaned, repaired or replaced.

TASK 36-13-01-200-801

2. Pneumatic Manifold Duct Inspection

A. References

Reference	Title
36-13-01-000-808	Pneumatic Manifold Duct Removal (Selection) (P/B 401)
36-13-01-100-801	Pneumatic Duct Cleaning (P/B 701)
36-13-01-300-801	Pneumatic Duct Repairs (P/B 801)
36-13-01-400-802	Pneumatic Manifold Duct Installation (Selection) (P/B 401)

B. Location Zones

Zone	Area
141	Aft Cargo Compartment - Left
191	Lower Wing-To-Body Fairing - Forward of Wing Box
192	Lower Wing-To-Body Fairing - Under Wing Box
311	Area Aft of Pressure Bulkhead - Left
313	Stabilizer Torsion Box Compartment - Left
410	Subzone - Engine 1
420	Subzone - Engine 2
430	Subzone - Engine 1, Nacelle Strut
433	Engine 1 - Strut Torque Box
440	Subzone - Engine 2, Nacelle Strut
443	Engine 2 - Strut Torque Box
511	Left Wing - Leading Edge To Front Spar
521	Left Wing - Leading Edge to Front Spar
522	Left Wing - Slat No. 4
523	Left Wing - Slat No. 3
524	Left Wing - Slat No. 2
611	Right Wing - Leading Edge to Front Spar
621	Right Wing - Leading Edge to Front Spar
622	Right Wing - Slat No. 5
623	Right Wing - Slat No. 6
624	Right Wing - Slat No. 7





737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

C. Prepare to Inspect the Duct

SUBTASK 36-13-01-010-002

- (1) Open the applicable access panels to get access to the pneumatic duct section for inspection.

D. Pneumatic Manifold Duct Inspection

SUBTASK 36-13-01-010-003

- (1) Examine the titanium duct section for hydraulic fluid contamination, corrosion, or damage.
 - (a) If you find hydraulic fluid contamination, then do this task to clean the titanium duct section:
Pneumatic Duct Cleaning, TASK 36-13-01-100-801.
 - 1) It is acceptable to have stains on the titanium duct section after it has been cleaned, if all of the hydraulic fluid residue is removed and the surface of the duct is smooth.
 - (b) If there are signs of corrosion or damage on the titanium duct section after it has been cleaned, then repair or replace the duct section.
 - 1) To repair the duct section, do this task:
Pneumatic Duct Repairs, TASK 36-13-01-300-801.
 - 2) To replace the duct section, do these tasks:
Pneumatic Manifold Duct Removal (Selection), TASK 36-13-01-000-808,
Pneumatic Manifold Duct Installation (Selection), TASK 36-13-01-400-802.

E. Put the Airplane Back to Its Usual Condition

SUBTASK 36-13-01-410-002

- (1) Close the applicable access panels.

———— END OF TASK ————



36-13-01



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

PNEUMATIC MANIFOLD DUCT - CLEANING/PAINTING

1. General

- A. This procedure has one task. The task has instructions to clean the pneumatic ducts.
- B. If you clean pneumatic ducts that are still installed on the airplane, make sure that the chemical solutions used does not spill onto other components.
- C. Titanium ducts that has come in contact with fire-resistant hydraulic fluid at temperatures above 270°F (132°C) should be cleaned. These ducts if not cleaned, can corrode and become brittle. A glossy dark brown film or a pitted, corroded surface on the duct are signs that the titanium duct has come in contact with fire-resistant hydraulic fluid.

TASK 36-13-01-100-801

2. Pneumatic Duct Cleaning

A. References

Reference	Title
20-10-34-120-801	Hand Clean Metal Surfaces with Abrasives (P/B 701)
20-30-31	CLEANERS AND POLISHES
36-13-01-000-801	Strut Pneumatic Duct Removal (P/B 401)
36-13-01-000-802	Strut Pneumatic Duct Installation (P/B 401)

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
COM-2481	Sealant Removal Tool (Meets BSS7384 Requirements) Part #: 1-6390-A Supplier: 63318 Part #: 10810 Supplier: \$0855 Part #: 10811 Supplier: \$0855 Part #: 10812 Supplier: \$0855 Part #: 234350 Supplier: 5HCF1 Part #: 235072 Supplier: 5HCF1 Part #: 235073 Supplier: 5HCF1 Part #: 235074 Supplier: 5HCF1 Part #: 235075 Supplier: 5HCF1 Part #: 235076 Supplier: 5HCF1 Part #: 311/03 Supplier: F6892 Part #: 311/14 Supplier: F6892 Part #: 311/25 Supplier: F6892 Part #: 311/37 Supplier: F6892 Part #: AS1 Supplier: \$1351 Part #: AS2 Supplier: \$1351 Part #: AS3 Supplier: \$1351 Part #: DAD5013 Supplier: 7RKH2 Part #: DFD5019 Supplier: 7RKH2 Part #: JNT411B60 Supplier: 3DN12 Part #: JNT411B90 Supplier: 3DN12 Part #: PT6529-S Supplier: 81205 Part #: SCD5019 Supplier: 7RKH2 Part #: ST982LF-9 Supplier: 81205 Part #: TS1275-4 Supplier: 22975

EFFECTIVITY
LOM ALL

36-13-01



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

C. Consumable Materials

Reference	Description	Specification
B00003	Cleaner - Emulsion Alkaline - GMC 528B (use until stock depleted)	
B00005	Cleaner - Alkaline - Cee Bee 280	BAC5744
B00008	Cleaner - Alkaline - Oakite 204	
B00015	Cleaner - Heavy Duty, Multipurpose - Calla 301A	BAC5744, AMS 1526-A, AMS 1550-A
B00062	Solvent - Acetone (99.5% Grade)	ASTM D 329 (Supersedes O-A-51)
B00094	Solvent - Toluene	A-A-59107
B00130	Alcohol - Isopropyl	TT-I-735
B00342	Alcohol - N-Butyl (Butanol)	ASTM D304
B00402	Cleaner - Aerospace Equipment	MIL-PRF-87937
G00034	Cotton Wiper - Process Cleaning Absorbent Wiper (Cheesecloth, Gauze)	AMS3819 Class 1 Grade A or B Form 1 (Supersede BMS15-5 CL A)
G00251	Abrasive - Mat, Non-Woven, Non-Metallic	A-A-58054

D. Location Zones

Zone	Area
141	Aft Cargo Compartment - Left
191	Lower Wing-To-Body Fairing - Forward of Wing Box
192	Lower Wing-To-Body Fairing - Under Wing Box
311	Area Aft of Pressure Bulkhead - Left
313	Stabilizer Torsion Box Compartment - Left
410	Subzone - Engine 1
420	Subzone - Engine 2
430	Subzone - Engine 1, Nacelle Strut
433	Engine 1 - Strut Torque Box
440	Subzone - Engine 2, Nacelle Strut
443	Engine 2 - Strut Torque Box
511	Left Wing - Leading Edge To Front Spar
521	Left Wing - Leading Edge to Front Spar
522	Left Wing - Slat No. 4
523	Left Wing - Slat No. 3
524	Left Wing - Slat No. 2
525	Left Wing - Slat No. 1
611	Right Wing - Leading Edge to Front Spar
621	Right Wing - Leading Edge to Front Spar
622	Right Wing - Slat No. 5
623	Right Wing - Slat No. 6
624	Right Wing - Slat No. 7
625	Right Wing - Slat No. 8

EFFECTIVITY
LOM ALL

36-13-01



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

E. Prepare for the Cleaning

SUBTASK 36-13-01-010-001

- (1) Open the applicable access panels to get access to the pneumatic ducts you want to clean.

SUBTASK 36-13-01-210-004

- (2) Examine the pneumatic duct for damage.

- (a) If the duct is damaged, replace the duct, these are the tasks:

- Strut Pneumatic Duct Removal, TASK 36-13-01-000-801
- Strut Pneumatic Duct Installation, TASK 36-13-01-000-802.

F. Pneumatic Duct Cleaning



CAUTION

KEEP TRICHLOROETHYLENE, TRICHLOROETHANE, AND PERCHLOROETHYLENE AWAY FROM TITANIUM PARTS. CHLORINATED AND HALOGEN MATERIALS CAUSE DAMAGE TO TITANIUM PARTS.

SUBTASK 36-13-01-280-001

- (1) Do these steps to clean bare titanium ducts that are not contaminated with hydraulic fluid:

- (a) Clean the duct with one of these cleaners:

- 1) Manual solvent cleaners:

- a) solvent, B00094
- b) alcohol, B00342
- c) solvent, B00062.

- 2) Emulsion cleaners:

- a) GMC 528B cleaner, B00003.

NOTE: The following cleaners are optional to GMC 528B cleaner, B00003: cleaner, B00402, Cee Bee 280 cleaner, B00005, Oakite 204 cleaner, B00008, and Calla 301A cleaner, B00015.

- 3) Alkaline cleaners (CLEANERS AND POLISHES, SUBJECT 20-30-31).

- (b) Soak a clean wiper with solvent and wring out excess solvent.

- (c) Rub the surface with the wet wiper to remove the unwanted material.

- (d) Wipe the duct dry with a clean wiper.

SUBTASK 36-13-01-960-001

- (2) Do these steps to clean bare titanium ducts with hydraulic fluid contamination:

NOTE: You can have a stain from hydraulic fluid after cleaning if all of the hydraulic fluid residue is removed and the duct surface is smooth.

- (a) Remove oil or other unwanted material with the solvent cleaning procedure shown above.

- (b) Remove the hydraulic fluid and hydraulic fluid residue (this will show as a light, glossy dark brown film) with the alkaline cleaner, B00402.

NOTE: The following cleaners are optional to cleaner, B00402: Cee Bee 280 cleaner, B00005, Oakite 204 cleaner, B00008, and Calla 301A cleaner, B00015.

- (c) To remove thick layers of hydraulic fluid residue, let the alkaline cleaner absorb into the hydraulic fluid residue for 20-40 minutes.

- (d) Scrape the hydraulic fluid residue with a small sealant removal tool, COM-2481, made of wood, aluminized steel wool or abrasive mat, G00251, fabric.

EFFECTIVITY
LOM ALL

36-13-01



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- 1) Do not use a power wire brush or abrasive blast to remove the hydraulic fluid residue.

SUBTASK 36-13-01-110-001

- (3) Clean the gold coated titanium ducts with lint-free clean cotton wiper, G00034, and isopropyl alcohol, B00130.
 - (a) When the duct is clean, you can apply BMS 10-82 low emissivity gold coating, or a phosphate-fluoride treatment and B-2000 high temperature coating to provide a protective coating for the duct.

NOTE: B-2000 high temperature coating may be applied over worn or scarred BMS 10-82 gold coating or to bare titanium duct.

SUBTASK 36-13-01-110-002

- (4) Clean the nickel alloy ducts with one of these applicable alkaline cleaners or manual solvent cleaners:
 - (a) Alkaline cleaners (CLEANERS AND POLISHES, SUBJECT 20-30-31).
 - (b) Manual solvent cleaners:
 - 1) solvent, B00094
 - 2) alcohol, B00342
 - 3) solvent, B00062.

SUBTASK 36-13-01-110-003

- (5) Do this task to remove oxide from the titanium ducts:
Hand Clean Metal Surfaces with Abrasives, TASK 20-10-34-120-801.

SUBTASK 36-13-01-110-004

- (6) Remove all oxide from the nickel alloy ducts with abrasive mat, G00251, fabric.

G. Put the Airplane Back to Its Usual Condition

SUBTASK 36-13-01-410-001

- (1) Close the applicable access panels.

———— END OF TASK ————

EFFECTIVITY
LOM ALL

36-13-01



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

PNEUMATIC MANIFOLD DUCT - REPAIRS

1. General

- A. This procedure has a task to repair the pneumatic duct. The pneumatic duct repair task has these subtasks:
 - (1) Temporarily repair the duct with a crack
 - (2) Repair the duct flange
 - (3) Repair the duct with dents, scratches or gouges.
- B. Off aircraft repairs are not included in this procedure.
- C. If a duct is badly damaged, it may be necessary to replace the ducts as an alternative to the duct repair.

TASK 36-13-01-300-801

2. Pneumatic Duct Repairs

(Figure 801)

A. References

Reference	Title
36-13-01-000-808	Pneumatic Manifold Duct Removal (Selection) (P/B 401)
36-13-01-400-802	Pneumatic Manifold Duct Installation (Selection) (P/B 401)

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

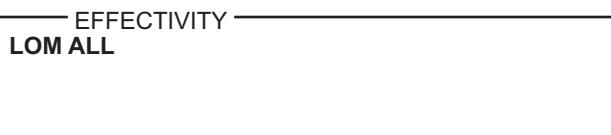
Reference	Description
COM-1938	Reforming Tool Kit - Flange Part #: C36009-1 Supplier: 81205 Opt Part #: 6FT001-101 Supplier: 0TDH1
STD-1175	Clamps - Stainless Steel, 3-7 Inch Adjustable

C. Consumable Materials

Reference	Description	Specification
G00596	Compound - Inspection Material, Liquid Penetrant	SAE AMS 2644
G02306	Material - Elastomer, Synthetic For Elevated Temperature Service (Synthetic Rubber)	BMS1-74 Type I (Supersedes BMS1-54)
G02307	Material - Corrosion & Heat Resistant Steel Sheet (21Cr-6Ni-9Mn)	BMS7-191

D. Location Zones

Zone	Area
141	Aft Cargo Compartment - Left
191	Lower Wing-To-Body Fairing - Forward of Wing Box
192	Lower Wing-To-Body Fairing - Under Wing Box
311	Area Aft of Pressure Bulkhead - Left
313	Stabilizer Torsion Box Compartment - Left
410	Subzone - Engine 1



36-13-01

Page 801
Feb 15/2025



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

(Continued)

Zone	Area
420	Subzone - Engine 2
430	Subzone - Engine 1, Nacelle Strut
433	Engine 1 - Strut Torque Box
440	Subzone - Engine 2, Nacelle Strut
443	Engine 2 - Strut Torque Box
511	Left Wing - Leading Edge To Front Spar
521	Left Wing - Leading Edge to Front Spar
522	Left Wing - Slat No. 4
523	Left Wing - Slat No. 3
524	Left Wing - Slat No. 2
611	Right Wing - Leading Edge to Front Spar
621	Right Wing - Leading Edge to Front Spar
622	Right Wing - Slat No. 5
623	Right Wing - Slat No. 6
624	Right Wing - Slat No. 7

E. Prepare to Repair the Pneumatic Duct

NOTE: Refer to OHM 36-10-03 for additional guidance to repairing pneumatic ducts.

SUBTASK 36-13-01-010-004

- (1) Open the applicable access panels to get access to the pneumatic duct section that you want to repair.
 - (a) If it is necessary to remove the duct section to do the repair, do this task: Pneumatic Manifold Duct Removal (Selection), TASK 36-13-01-000-808.

F. Temporarily Repair the Pneumatic Duct with a Crack

(Figure 801)

NOTE: This procedure is only for use for pneumatic ducts that have a longitudinal crack (a crack that is parallel to the length of the duct). Pneumatic ducts that have a circumferential crack (a crack around the duct) must be replaced. This repair procedure is temporary. You must replace the pneumatic duct as soon as you can get a new replacement duct.

SUBTASK 36-13-01-320-001

- (1) Make sure the length of the crack is less than the duct diameter.

SUBTASK 36-13-01-320-002

- (2) Drill a hole at each end of the crack.

SUBTASK 36-13-01-350-001

- (3) Put a sheet of rubber synthetic rubber material, G02306 over the crack.
 - (a) Make sure the rubber sheet will go 3 in. (76.2 mm) beyond the crack.

SUBTASK 36-13-01-350-002

- (4) Put a sheet of stainless steel material, G02307 on the rubber sheet.

SUBTASK 36-13-01-350-003

- (5) Install a clamp, STD-1175 on the stainless steel sheet every 1 in. (25.4 mm) to 1½ in. (38.1 mm).



36-13-01

Page 802
Feb 15/2025



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

G. Repair the Duct Flange

SUBTASK 36-13-01-010-005

- (1) Get access to the duct flange that needs repair.

NOTE: The flange reforming tool will only repair Janitrol (wide) and Marman (narrow) style flanges.

SUBTASK 36-13-01-320-003

- (2) Use the flange duct reforming tool, COM-1938 and repair the air supply duct flange.

SUBTASK 36-13-01-230-001

- (3) Inspect the duct flange for cracks after the repair.

(a) For metallic and nonmetallic ducts, use the fluorescent penetrant inspection, using water washable inspection compound, G00596 (refer to the applicable vendor's instructions).

1) If the flange has any cracks, replace the duct or repair off of aircraft.

SUBTASK 36-13-01-320-004

- (4) If the duct flange cannot be repaired while the duct is installed, do these steps:

(a) Do this task: Pneumatic Manifold Duct Removal (Selection), TASK 36-13-01-000-808.

(b) Repair the duct flange with the flange reforming tool.

(c) Do this task: Pneumatic Manifold Duct Installation (Selection), TASK 36-13-01-400-802.

H. Repair the Duct with Dents, Scratches or Gouges

(Figure 801)

NOTE: This repair procedure is only applicable to pneumatic ducts with dents that are less than 5 percent of the nominal diameter of the duct and/or pneumatic ducts with sharp scratch or gouge depths of less than 10 percent of the duct's wall thickness.

SUBTASK 36-13-01-350-004

- (1) Do one of the steps that follow to repair the duct with dents:

NOTE: It is not necessary to repair the duct, if the dent does not limit air flow through the duct.

NOTE: Do not use a method that will produce local work-hardening of the duct.

(a) You can pull a ball mandrel through the area of the duct that has the dent.

(b) You can use an expansion device that is hydraulically or mechanically operated to remove the dent.

SUBTASK 36-13-01-220-001

- (2) Do the steps that follow to repair the duct with a sharp scratch or gouge:

NOTE: It is not necessary to repair the duct, if the scratch or gouge is smooth or rounded and is less than 10 percent of the wall thickness.

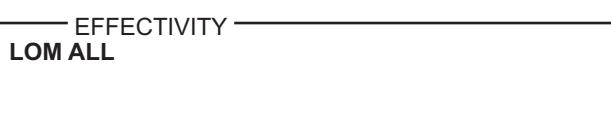
(a) You can remove some of the adjacent metal surface to make the scratch or gouge smooth with these conditions:

1) The minimum wall thickness at the bottom of the scratch after it is repaired must not be less than 90 percent of the minimum pneumatic duct wall thickness.

2) The surface roughness of the repaired area must not be more than 40 microinches (arithmetical average).

3) The slope of the repaired area must not be more than 10 percent (0.10).

4) The inner and the outer radius of the repaired area must not be more than 0.12 inch (3.05 mm).



36-13-01

Page 803
Oct 15/2014

D633A101-LOM



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- 5) The distance between a scratch/gouge and a primary welded joint must be more than 0.25 in. (6.35 mm).
- (b) If the damage to the duct cannot be repaired to meet the above conditions, do one of these tasks:
 - 1) Weld repair the pneumatic duct off aircraft.
 - 2) Replace the damaged duct. To replace the damaged duct, these are the tasks:
Pneumatic Manifold Duct Removal (Selection), TASK 36-13-01-000-808,
Pneumatic Manifold Duct Installation (Selection), TASK 36-13-01-400-802.

I. Put the Airplane Back to Its Usual Condition

SUBTASK 36-13-01-410-003

- (1) Install the duct section that was removed for repair. To install the duct section, do this task:
Pneumatic Manifold Duct Installation (Selection), TASK 36-13-01-400-802.

SUBTASK 36-13-01-420-001

- (2) Close the access panels.

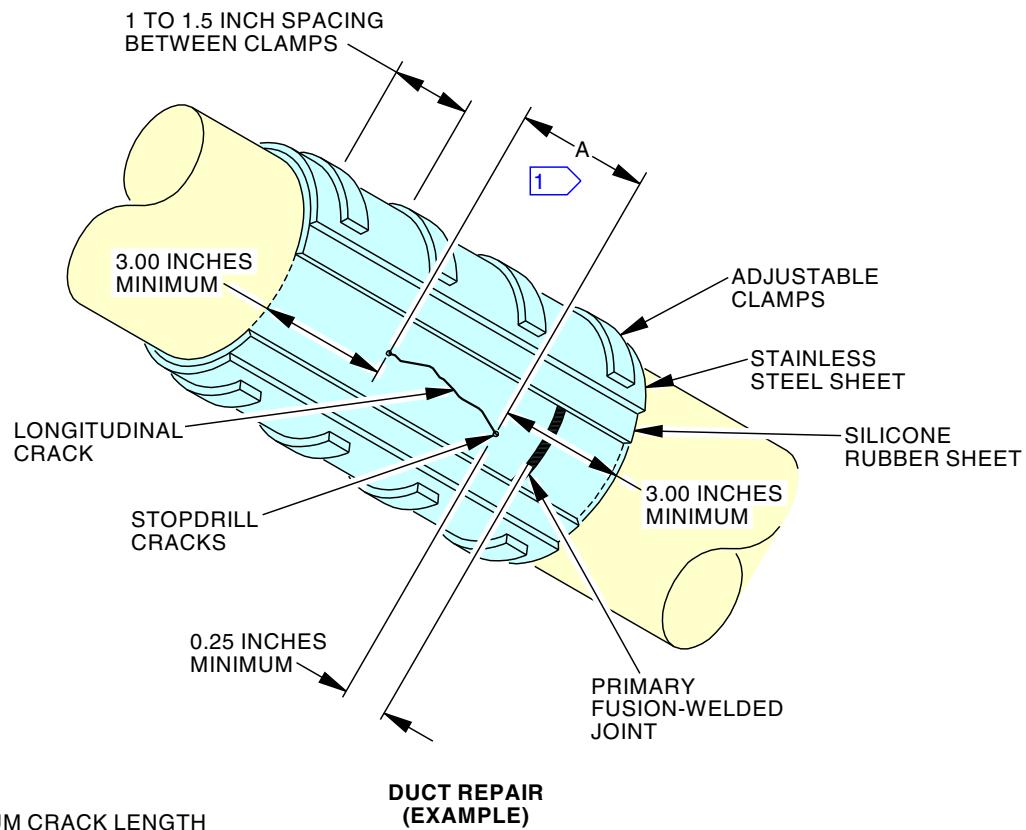
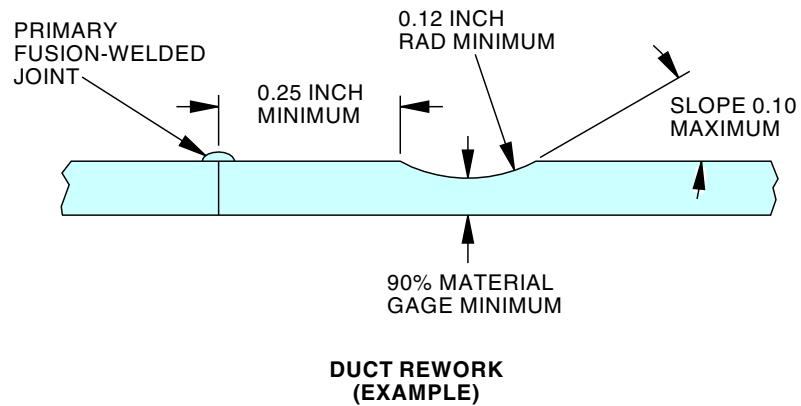
———— END OF TASK ————

EFFECTIVITY
LOM ALL

36-13-01



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



G27312 S0006578062_V2

Pneumatic Duct Repair
Figure 801/36-13-01-990-806

EFFECTIVITY
LOM ALL

36-13-01

Page 805
Oct 15/2015



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

PNEUMATIC DUCT INSULATION - REMOVAL/INSTALLATION

1. General

- A. This procedure has two tasks:
 - (1) Pneumatic duct insulation removal
 - (2) Pneumatic duct insulation installation.
- B. There are two types of pneumatic insulations that are used to insulate the pneumatic ducts on the airplane:
 - (1) Soft insulation - This is a soft, precut, fiberglass pad insulation that is wrapped with a cover and stitched on with tie straps. It is found behind the sidewall liners in the aft cargo compartment.
 - (2) Hard shell insulation - This is a hard, preformed, fiberglass lay-up air gap insulation that is pre-shaped to fit snugly around the contour of a specific duct section. The hard shell insulation unit come in two halves and are attached to its respective duct section with band clamp or wire lace. It is found on pneumatic ducts in the keel beam section of the airplane.

TASK 36-13-02-000-801

2. Pneumatic Duct Insulation Removal

(Figure 401)

A. References

Reference	Title
25-52-06-000-801	Cargo Compartment Sidewall Lining - Removal (P/B 401)
36-13-01-000-806	APU Pneumatic Duct Removal (P/B 401)

B. Location Zones

Zone	Area
139	Keel Beam, (Part) Body Station 540.00 to Body Station 727.00
141	Aft Cargo Compartment - Left

C. Prepare to Remove the Pneumatic Duct Insulation

SUBTASK 36-13-02-010-002

- (1) Open the applicable access panels to get access to the pneumatic duct insulation.

SUBTASK 36-13-02-860-002

- (2) To remove the sidewall liners in the aft cargo compartment, do this task: Cargo Compartment Sidewall Lining - Removal, TASK 25-52-06-000-801.

D. Remove the Pneumatic Duct Insulation

SUBTASK 36-13-02-020-002



THE PNEUMATIC DUCTS CAN BE HOT. IF YOU DO NOT REMOVE THE INSULATION CORRECTLY, INJURY TO PERSONS CAN OCCUR.

- (1) To remove the soft insulation, do the steps that follow (Figure 401):
 - (a) Turn the insulation [1] until you get access to the square knots [3] for the fiberglass tape [2].
 - (b) Loosen and remove the square knots [3].
 - (c) Remove the insulation [1].

EFFECTIVITY
LOM ALL

36-13-02



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-13-02-020-003



WARNING

THE PNEUMATIC DUCTS CAN BE HOT. IF YOU DO NOT REMOVE THE INSULATION CORRECTLY, INJURY TO PERSONS CAN OCCUR.

- (2) To remove the hard shell insulation, do the steps that follow:

- (a) Remove the APU pneumatic duct section from the keel beam, do this task: APU Pneumatic Duct Removal, TASK 36-13-01-000-806.
- (b) Remove the clamps.
- (c) Remove the hard shell insulation halves.

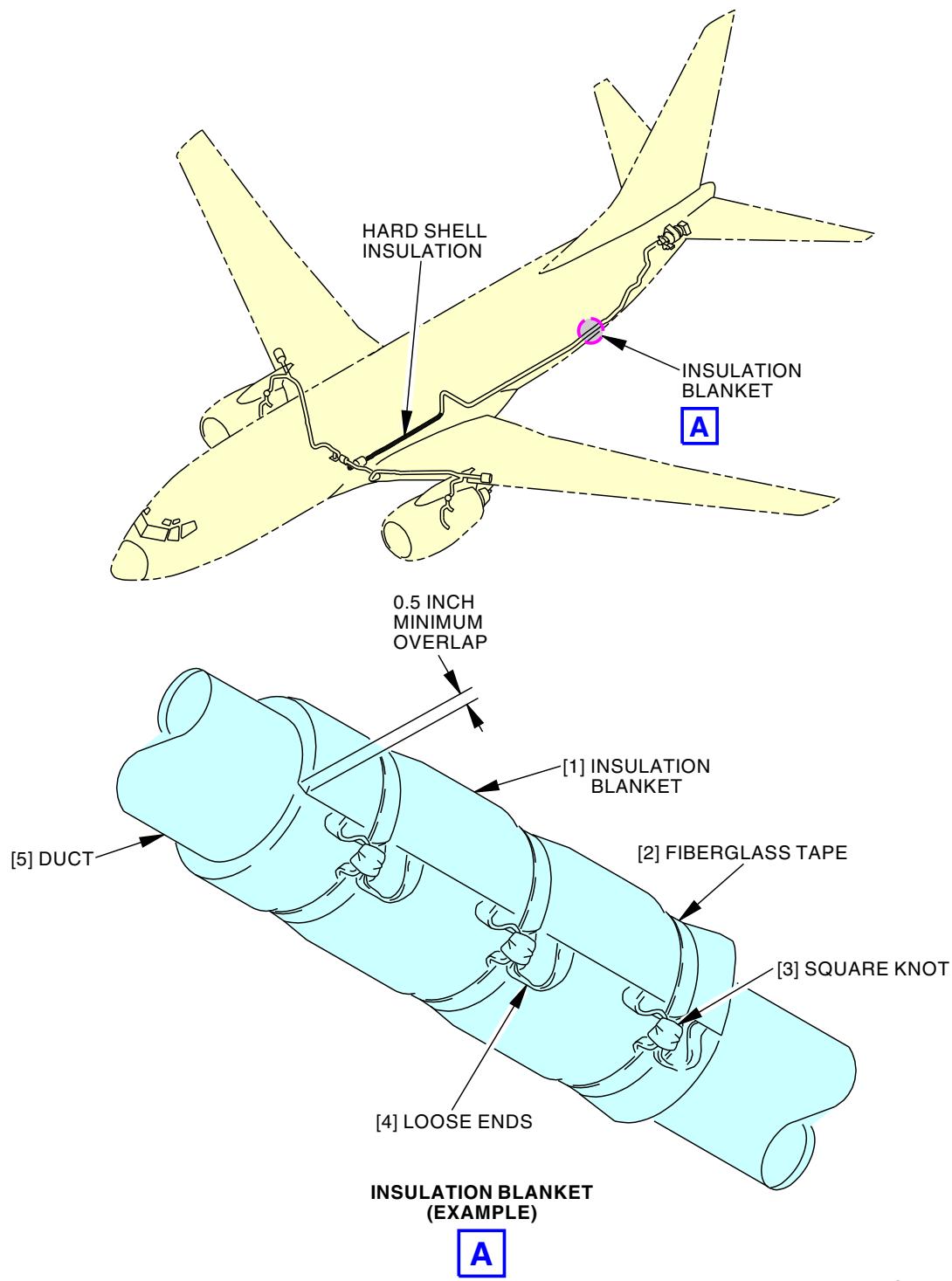
———— END OF TASK ————

EFFECTIVITY
LOM ALL

36-13-02



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



F79237 S0006578067_V2

Pneumatic Manifold Duct Insulation Blanket Installation
Figure 401/36-13-02-990-803

EFFECTIVITY
LOM ALL

D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details

36-13-02

Page 403
Oct 15/2015



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

TASK 36-13-02-400-801

3. Pneumatic Duct Insulation Installation

(Figure 401)

A. References

Reference	Title
25-52-06-400-801	Cargo Compartment Sidewall Lining - Installation (P/B 401)
36-13-01-000-807	APU Pneumatic Duct Installation (P/B 401)

B. Consumable Materials

Reference	Description	Specification
G00431	Tape - Fiberglass, ECC-A	MIL-Y-1140 Class C Form 5

C. Location Zones

Zone	Area
139	Keel Beam, (Part) Body Station 540.00 to Body Station 727.00
141	Aft Cargo Compartment - Left

D. Install the pneumatic duct insulation

NOTE: Be sure to install double insulation blankets in areas where double insulation blankets were removed.

SUBTASK 36-13-02-420-002

- (1) To install the soft insulation, do the steps that follow (Figure 401):

- (a) Install the insulation [1] around the duct [5].

NOTE: Make sure the insulation [1] overlaps a minimum overlap of 0.5 inches and along the outer surface of the duct bend.

- (b) Make a square knot [3] with the fiberglass ECC-A fiberglass tape, G00431 [2].

NOTE: Approved repair procedure at intermediate tie strap locations: If the tie strap breaks loose from the insulation, a new fiberglass ECC-A fiberglass tape, G00431 [2] may be used to hold the insulation in its position without being stitched to insulation. This procedure is not approved at end tie strap locations.

- (c) Put the loose ends [4] of the fiberglass ECC-A fiberglass tape, G00431 [2] between the overlap and the insulation [1].

SUBTASK 36-13-02-420-003

- (2) To install the hard shell insulation, do the steps that follow:

- (a) Install the hard shell insulation on the pneumatic duct.

- (b) Install the clamps, tighten to 13-17 pound-inches.

- (c) To install the APU pneumatic duct section, do this task: APU Pneumatic Duct Installation, TASK 36-13-01-000-807.

E. Put the Airplane Back to Its Usual Condition

SUBTASK 36-13-02-410-003

- (1) To install the sidewall liners in the cargo compartment, do this task: Cargo Compartment Sidewall Lining - Installation, TASK 25-52-06-400-801.

SUBTASK 36-13-02-410-004

- (2) Close the applicable access panels.

— END OF TASK —

EFFECTIVITY
LOM ALL

36-13-02



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL
PNEUMATIC DUCT INSULATION - REPAIRS

1. General

- A. This procedure has instructions to repair the soft insulation blankets that are wrapped around the APU pneumatic duct sections behind the sidewall linings in the aft cargo compartment.
- B. Hard shell insulations which are used to insulate APU pneumatic duct sections in the keel beam cannot be repaired, they must be replaced.
- C. Soft insulation blankets which has more than 25 percent of its fiberglass material missing or torn away must be replaced.

TASK 36-13-02-300-801

2. Pneumatic Duct Insulation Repair

(Figure 801)

A. References

Reference	Title
25-52-06-000-801	Cargo Compartment Sidewall Lining - Removal (P/B 401)
25-52-06-400-801	Cargo Compartment Sidewall Lining - Installation (P/B 401)

B. Consumable Materials

Reference	Description	Specification
G00431	Tape - Fiberglass, ECC-A	MIL-Y-1140 Class C Form 5
G02305	Tape - Insulation Blanket	BMS5-149

C. Location Zones

Zone	Area
141	Aft Cargo Compartment - Left

D. Access Panels

Number	Name/Location
822	Aft Cargo Door

E. Prepare To Repair the Soft Insulation Blanket

SUBTASK 36-13-02-010-001

- (1) To get access to the soft insulation blankets on the APU pneumatic ducts, do this step:
 - (a) Open this access panel:

Number	Name/Location
822	Aft Cargo Door

SUBTASK 36-13-02-860-001

- (2) Remove the sidewall liners in the aft cargo compartment. To remove the sidewall liners, do this task: Cargo Compartment Sidewall Lining - Removal, TASK 25-52-06-000-801.

F. Soft Insulation Blanket Repair

SUBTASK 36-13-02-020-001

- (1) Loosen or remove the fiberglass ECC-A fiberglass tape, G00431 if it is necessary.

SUBTASK 36-13-02-340-001

- (2) Put the repair tape, G02305 over the tear so the repair tape extends around the tear a minimum of one inch in all directions.



36-13-02



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-13-02-420-001

- (3) Tighten or install the fiberglass ECC-A fiberglass tape, G00431 if it was loose or removed.

NOTE: If a tie strap breaks loose from the soft insulation blanket, a new fiberglass ECC-A fiberglass tape, G00431 may be used to hold the soft insulation blanket in place. Replacement tie straps located at the end of the soft insulation blanket must be stitched. Replacement tie straps not located at the end of the insulation blanket do not have to be stitched.

G. Put the Airplane to Its Usual Condition

SUBTASK 36-13-02-410-001

- (1) Install the sidewall liners in the cargo compartment. To install the sidewall liners, do this task:
Cargo Compartment Sidewall Lining - Installation, TASK 25-52-06-400-801.

SUBTASK 36-13-02-410-002

- (2) Close this access panel:

<u>Number</u>	<u>Name/Location</u>
822	Aft Cargo Door

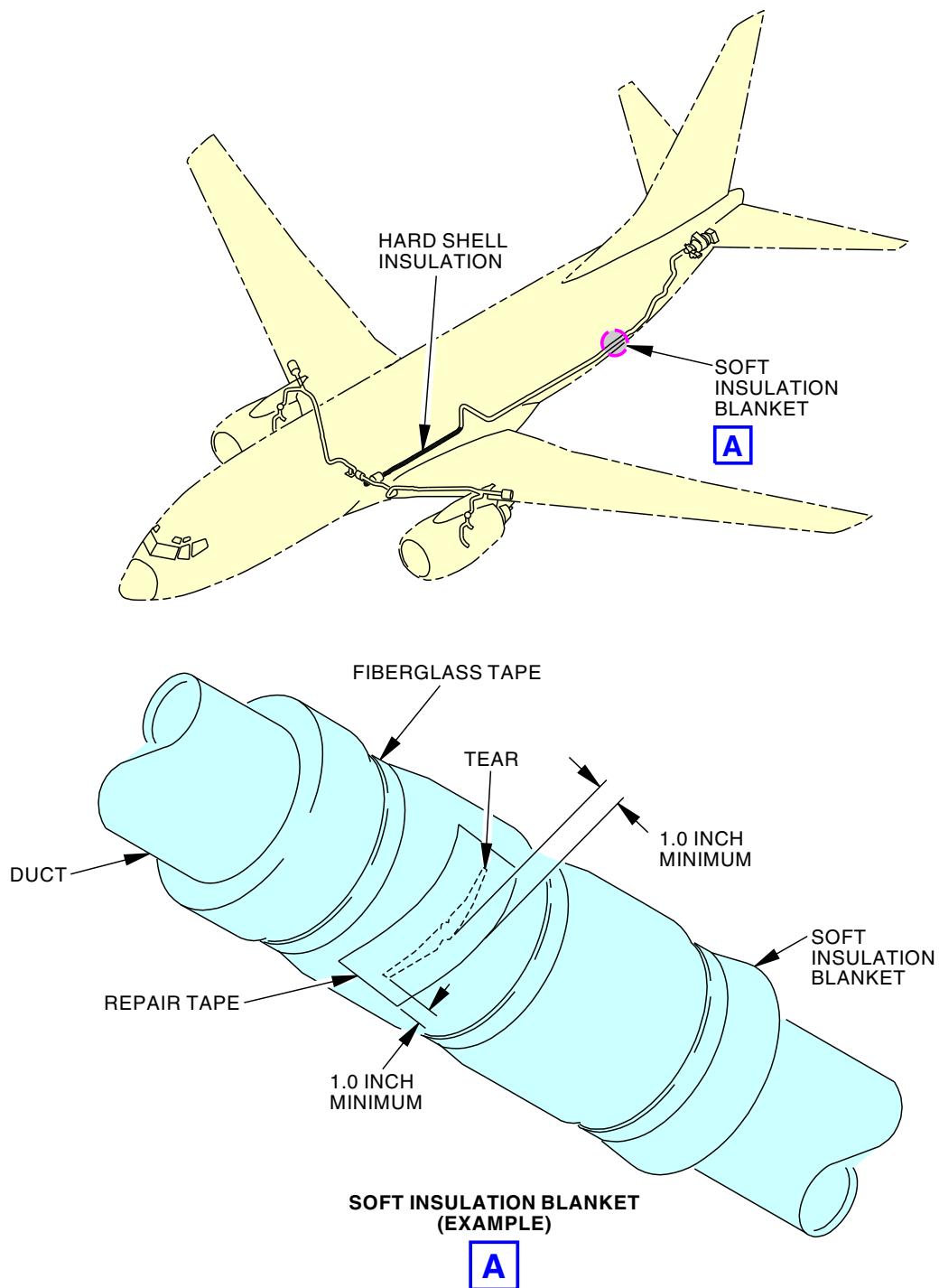
———— END OF TASK ————

EFFECTIVITY
LOM ALL

36-13-02



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



F79217 S0006578072_V2

Pneumatic Manifold Duct Insulation Blanket Repairs
Figure 801/36-13-02-990-804

EFFECTIVITY
LOM ALL

36-13-02

D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details

Page 803
Oct 15/2015



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

GROUND PNEUMATIC CONNECTOR CHECK VALVE - REMOVAL/INSTALLATION

1. General

- A. This procedure has two tasks:
 - (1) Ground pneumatic connector check valve removal
 - (2) Ground pneumatic connector check valve installation.
- B. The ground pneumatic connector check valve is connected to a pneumatic manifold duct installed in the right air conditioning bay.
- C. For this procedure, the ground pneumatic connector check valve will be referred to as the check valve.

TASK 36-13-03-000-801

2. Ground Pneumatic Connector Check Valve Removal

(Figure 401)

A. References

Reference	Title
06-41-00-800-801	Finding an Access Door or Panel on the Lower Half of the Fuselage (P/B 201)
36-00-00-860-806	Remove Pressure from the Pneumatic System (P/B 201)

B. Tools/Equipment

Reference	Description
STD-858	Tag - DO NOT OPERATE

C. Location Zones

Zone	Area
192	Lower Wing-To-Body Fairing - Under Wing Box

D. Access Panels

Number	Name/Location
192CR	ECS Access Door
192DR	ECS High Pressure Access Door

E. Prepare to Remove the Check Valve

SUBTASK 36-13-03-860-001

- (1) Do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806.
 - (a) Make sure that the Auxiliary Power Unit (APU), engines, and ground air source are off.

SUBTASK 36-13-03-860-002

- (2) Put these switches, on the P5-10 panel, to the OFF position and attach DO NOT OPERATE tags, STD-858.
 - (a) BLEED 1
 - (b) BLEED 2
 - (c) APU BLEED.



36-13-03



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-13-03-010-001



CAUTION

DO NOT OPEN THE ECS ACCESS DOOR 192CR, UNTIL YOU OPEN THE ECS HIGH PRESSURE ACCESS DOOR 192DR. IF YOU DO NOT OBEY, DAMAGE TO THE ECS HIGH PRESSURE ACCESS DOOR 192DR, ITS LATCHES AND HINGES CAN OCCUR.

- (3) To get access to the check valve [5], do these steps (TASK 06-41-00-800-801):

- (a) Open this access panel:

Number Name/Location

192DR ECS High Pressure Access Door

- (b) Open this access panel:

Number Name/Location

192CR ECS Access Door

F. Remove the Check Valve

SUBTASK 36-13-03-020-002

- (1) Remove the nuts [6] and washers [7].

- (a) To prevent movement or damage to the gasket [3], keep the bolts [2] and washers [1] in position.

SUBTASK 36-13-03-020-003

- (2) Remove the lower gasket [4].

SUBTASK 36-13-03-020-004

- (3) Remove the check valve [5].

SUBTASK 36-13-03-210-001

- (4) Examine the lower gasket [4] for damage.

- (a) Keep the lower gasket [4] for installation, if it is not damaged.

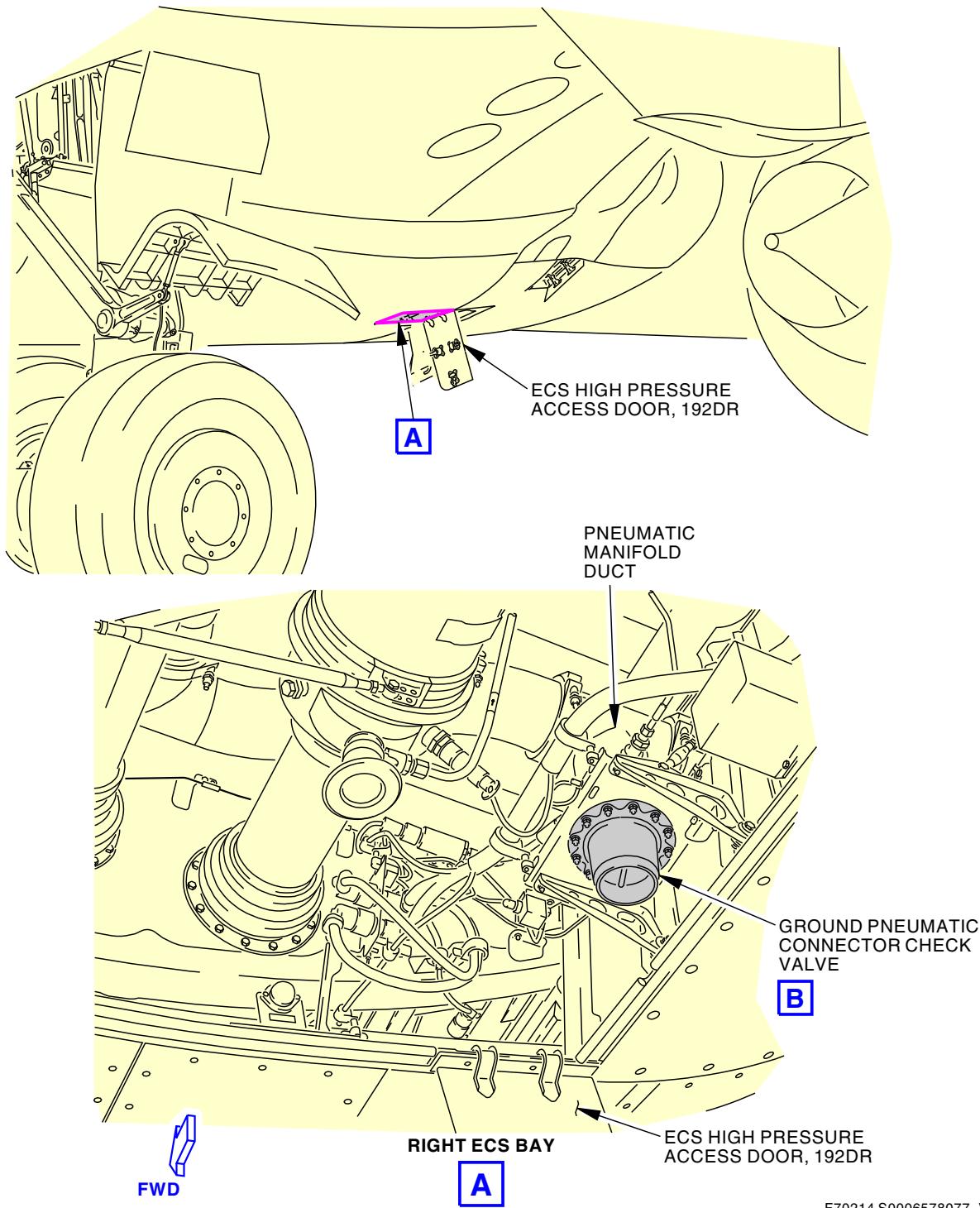
———— END OF TASK ————

EFFECTIVITY
LOM ALL

36-13-03



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



F70214 S0006578077_V2

Ground Pneumatic Connector Check Valve Installation
Figure 401/36-13-03-990-802 (Sheet 1 of 2)

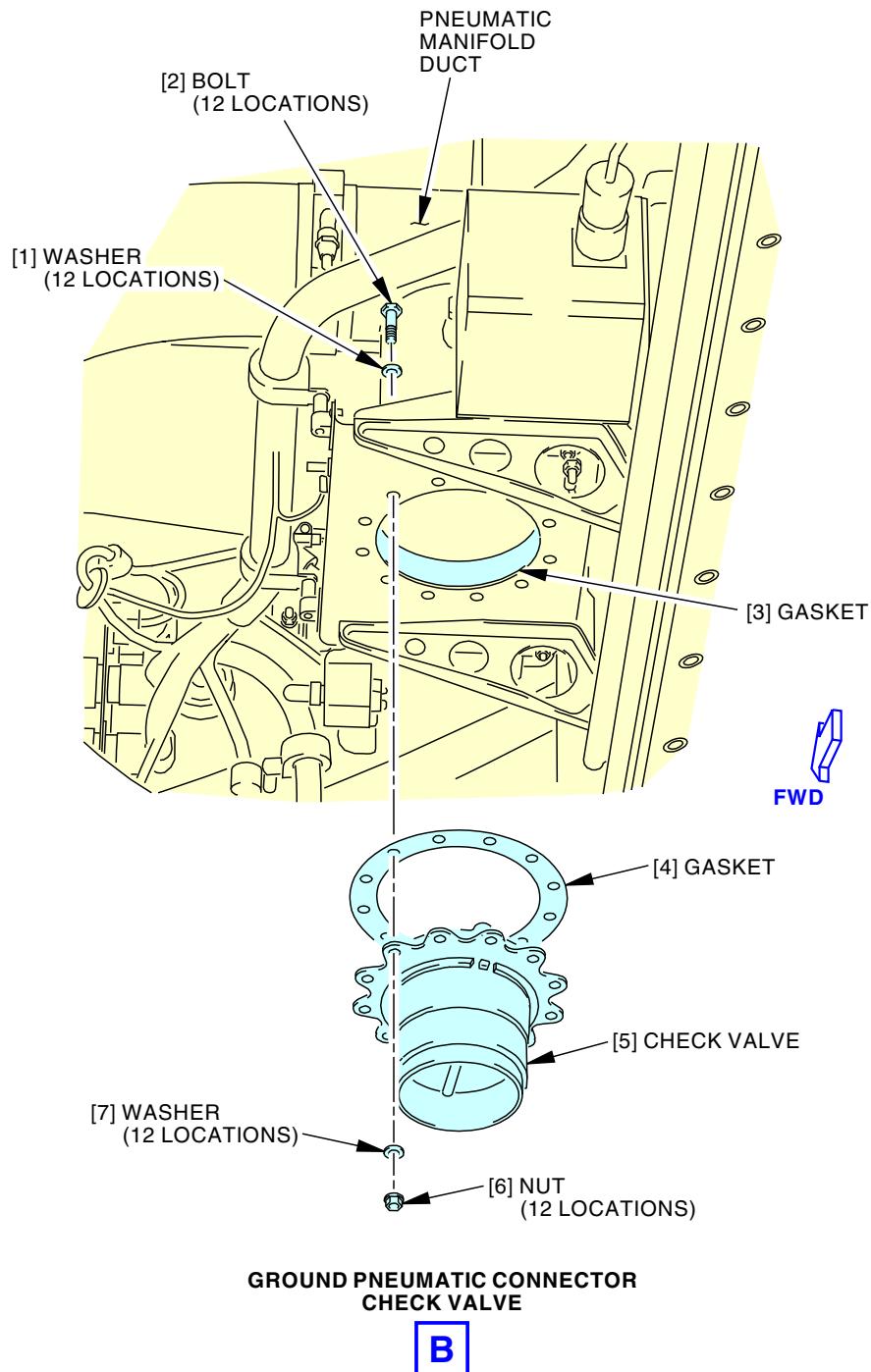
EFFECTIVITY
LOM ALL

36-13-03

D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details

Page 403
Oct 15/2015



F71236 S0006578078_V2

Ground Pneumatic Connector Check Valve Installation
Figure 401/36-13-03-990-802 (Sheet 2 of 2)

EFFECTIVITY
LOM ALL

ECCN 9E991 BOEING PROPRIETARY - See title page for details

36-13-03Page 404
Oct 15/2015

D633A101-LOM



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

TASK 36-13-03-400-801

3. Ground Pneumatic Connector Check Valve Installation

(Figure 401)

A. References

Reference	Title
06-41-00-800-801	Finding an Access Door or Panel on the Lower Half of the Fuselage (P/B 201)
36-00-00-860-803	Supply Pressure to the Pneumatic System with the APU (P/B 201)
36-00-00-860-804	Supply Pressure to the Pneumatic System with One or Both Engines (P/B 201)

B. Location Zones

Zone	Area
192	Lower Wing-To-Body Fairing - Under Wing Box

C. Access Panels

Number	Name/Location
192CR	ECS Access Door
192DR	ECS High Pressure Access Door

D. Check Valve Installation

SUBTASK 36-13-03-420-001

- (1) Put the check valve [5] and lower gasket [4] in the correct position.

SUBTASK 36-13-03-420-002

- (2) Install the nuts [6] and washers [7].
 - (a) Tighten the nuts [6] to 73 in-lb (8.25 N·m) - 77 in-lb (8.70 N·m).

E. Check Valve Installation Test

SUBTASK 36-13-03-790-001

- (1) Do a check for leakage of the check valve [5].
 - (a) To use the APU to supply pressure to the pneumatic manifold, do this task: Supply Pressure to the Pneumatic System with the APU, TASK 36-00-00-860-803.
 - (b) To use the engine to supply pressure to the pneumatic manifold, do this task: Supply Pressure to the Pneumatic System with One or Both Engines, TASK 36-00-00-860-804.
 - (c) Examine the check valve [5] for leakage.

NOTE: Diffused leakage is permitted, concentrated leakage must be repaired.

F. Put the Airplane Back to Its Usual Condition

SUBTASK 36-13-03-410-001

- (1) Do these steps (TASK 06-41-00-800-801):

- (a) Close this access panel:

Number Name/Location

192CR ECS Access Door

- (b) Close this access panel:

Number Name/Location

192DR ECS High Pressure Access Door

EFFECTIVITY
LOM ALL

36-13-03



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

NOTE: The ECS high pressure access door, 192DR, will not latch into place if the ECS access door, 192CR, is not closed.

SUBTASK 36-13-03-860-003

- (2) Remove the DO-NOT-OPERATE tags from these switches on the P5-10 panel:
- (a) BLEED 1
 - (b) BLEED 2
 - (c) APU BLEED.

———— END OF TASK ————

EFFECTIVITY
LOM ALL

36-13-03



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

BLEED AIR ISOLATION VALVE - REMOVAL/INSTALLATION

1. General

- A. This procedure has two tasks.
 - (1) Bleed air isolation valve removal
 - (2) Bleed air isolation valve installation.
- B. The bleed air isolation valve is installed in the keel beam. Access to the bleed air isolation valve is through a keel beam access hole from the left side of the air conditioning bay.
- C. For this procedure, the bleed air isolation valve will be referred to as the valve.

TASK 36-13-04-000-801

2. Bleed Air Isolation Valve Removal

(Figure 401)

A. References

Reference	Title
06-41-00-800-801	Finding an Access Door or Panel on the Lower Half of the Fuselage (P/B 201)
36-00-00-860-806	Remove Pressure from the Pneumatic System (P/B 201)

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
SPL-768	Sealant Removal Tool, Non-Metallic
	Part #: ST982L-9 Supplier: 81205
	Part #: ST982LF-9 Supplier: 81205
	Part #: ST982LH-A-1 Supplier: 81205
STD-124	Brush - Stiff Bristle, Non-Metallic

C. Consumable Materials

Reference	Description	Specification
B00666	Solvent - Methyl Propyl Ketone	BMS11-9
G50637	Wiper - MicroCare Fiber Wipes	

D. Location Zones

Zone	Area
193	Lower Wing-To-Body Fairing - Wheel Well

E. Access Panels

Number	Name/Location
192CL	ECS Access Door
192CR	ECS Access Door
192DR	ECS High Pressure Access Door
192E	ECS Under Keel Panel - Forward



36-13-04



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

F. Bleed Air Isolation Valve Removal Prepare

SUBTASK 36-13-04-860-001



WARNING

YOU MUST REMOVE THE PRESSURE FROM THE PNEUMATIC DUCTS BEFORE YOU REMOVE A PNEUMATIC SYSTEM COMPONENT. IF YOU DO NOT REMOVE THE PRESSURE FROM THE PNEUMATIC DUCTS, HOT HIGH PRESSURE AIR CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.

- (1) Do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806.
 - (a) Make sure that the Auxiliary Power Unit (APU), engines, and ground air source are off.

SUBTASK 36-13-04-860-002

- (2) Put the ISOLATION VALVE switch, on the P5-10 panel, to the CLOSED position.

SUBTASK 36-13-04-860-003

- (3) Open this circuit breaker and install safety tag:

F/O Electrical System Panel, P6-4

Row **Col** **Number** **Name**

A 5 C00259 AIR CONDITIONING BLEED AIR VALVE ISLN

SUBTASK 36-13-04-010-001



CAUTION

DO NOT OPEN THE ECS ACCESS DOOR 192CR, UNTIL YOU OPEN THE ECS HIGH PRESSURE ACCESS DOOR 192DR. IF YOU DO NOT OBEY, DAMAGE TO THE ECS HIGH PRESSURE ACCESS DOOR 192DR, ITS LATCHES AND HINGES CAN OCCUR.

- (4) Do these steps (TASK 06-41-00-800-801):

- (a) Open this access panel:

Number **Name/Location**
192CL ECS Access Door

- (b) Open this access panel:

Number **Name/Location**
192DR ECS High Pressure Access Door

- (c) Open this access panel:

Number **Name/Location**
192CR ECS Access Door

- (d) Open this access panel:

Number **Name/Location**
192E ECS Under Keel Panel - Forward

SUBTASK 36-13-04-020-001

- (5) If necessary to access the valve, remove the air conditioning duct section [1] from the left air conditioning bay.

NOTE: If the valve is accessed through Access Panel 192E, it may not be necessary to remove the air conditioning duct section.

EFFECTIVITY
LOM ALL

36-13-04



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

G. Bleed Air Isolation Valve Removal

SUBTASK 36-13-04-020-002

- (1) Remove the electrical connector [2].

SUBTASK 36-13-04-160-002

- (2) If installed, remove the sealant that encapsulates the bonding wire [4] on the valve bonding tab as follows:
 - (a) Use a stiff bristle non-metallic brush, STD-124, sealant removal tool, SPL-768, or equivalent tool to remove all traces of the adhesive on the washers [8], screw [7], nut [9], bonding wire [4], and bonding tab used for the previous installation of the bonding wire [4].
 - (b) Use solvent, B00666, to clean all surfaces until the wipes are no longer discolored.
 - (c) Use MicroCare fiber wipes, G50637, to remove all traces of the solvent.

SUBTASK 36-13-04-020-006

- (3) Remove the screw [7], washers [8], and nut [9].

SUBTASK 36-13-04-020-003

- (4) Remove the bonding wire [4].

SUBTASK 36-13-04-020-004

- (5) Remove the couplings [5].

SUBTASK 36-13-04-020-005

- (6) Remove the valve [6] with the actuator attached.
 - (a) Turn the valve [6] until the flanges are horizontal.

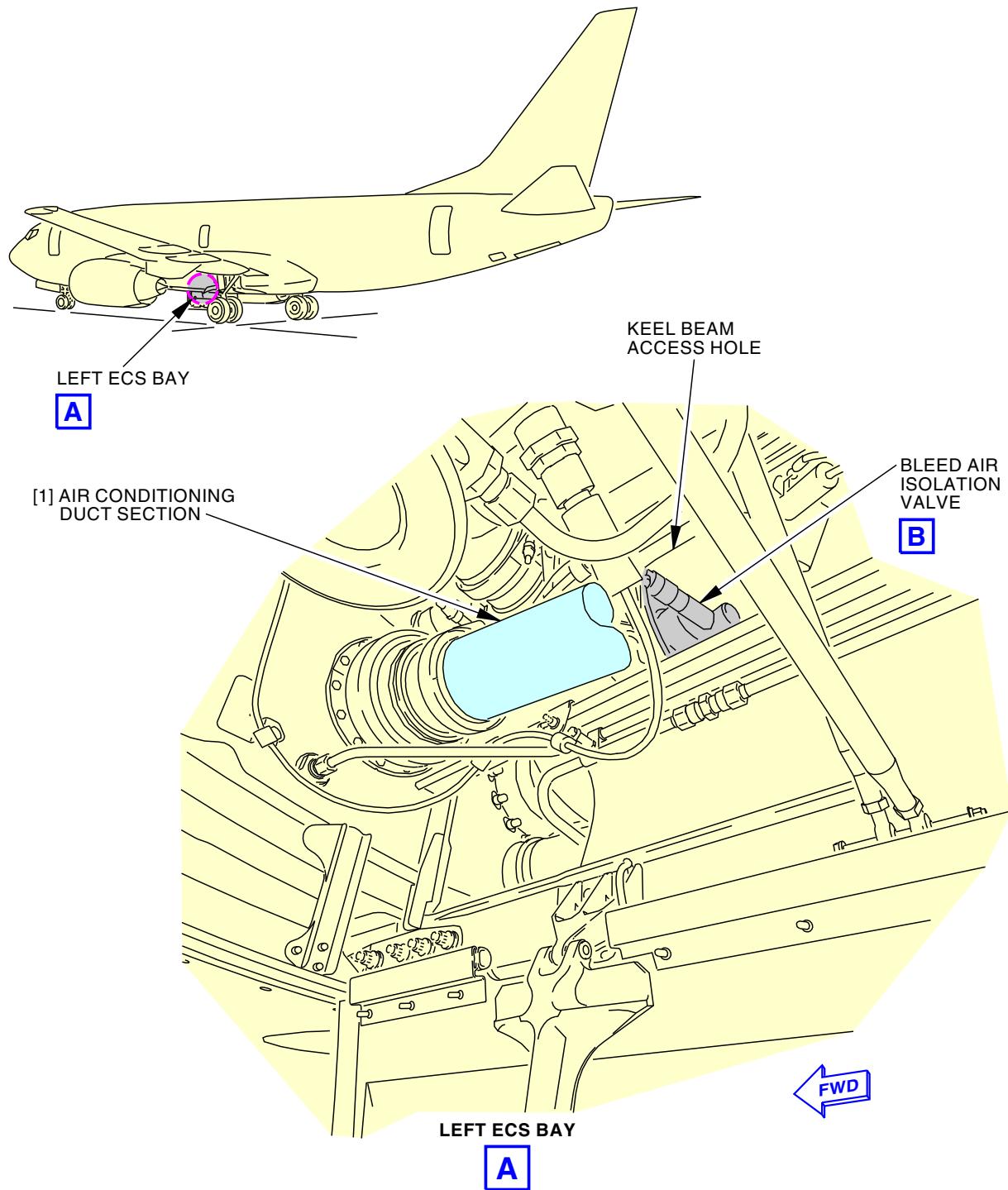
———— END OF TASK ————

EFFECTIVITY
LOM ALL

36-13-04

Page 403
Jun 15/2024

D633A101-LOM



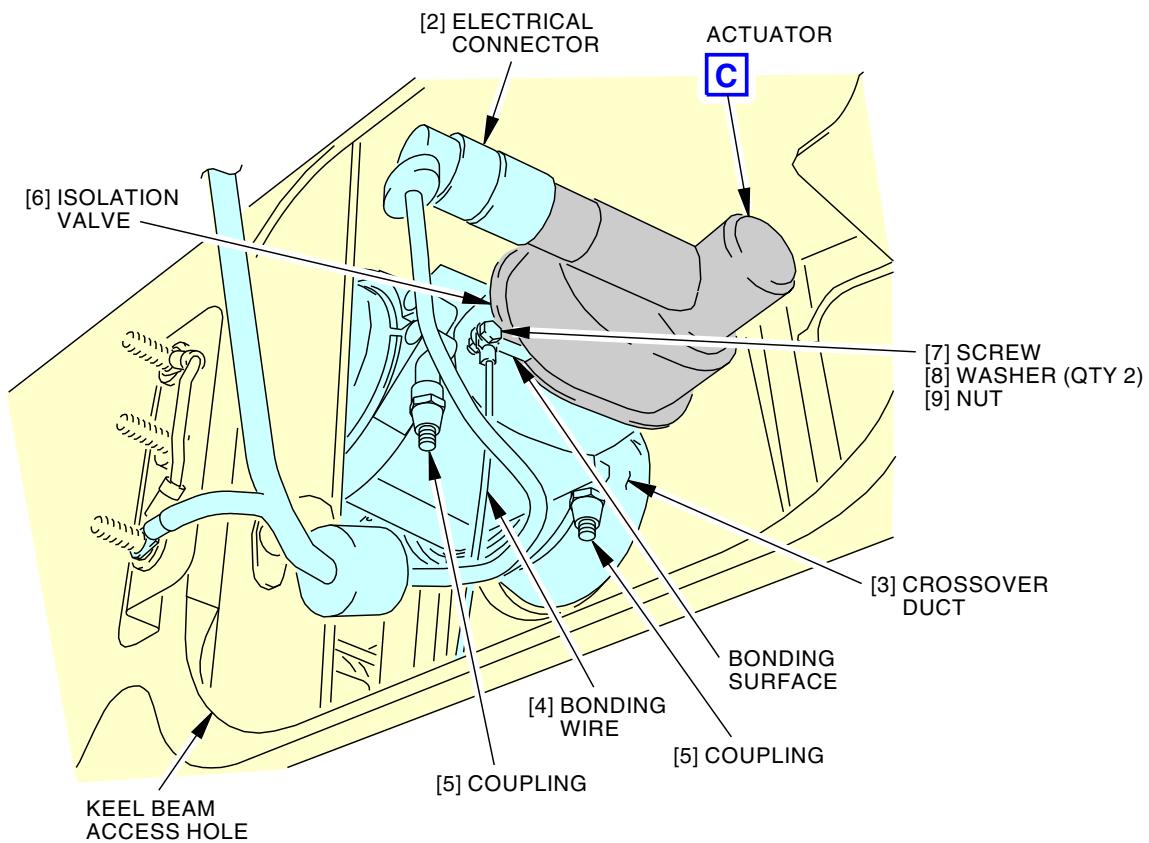
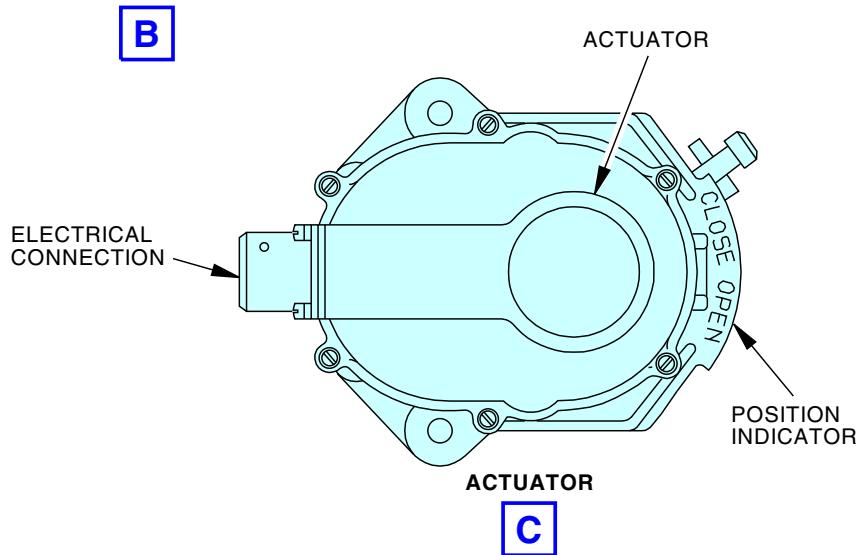
G08669 S0006578084_V3

Bleed Air Isolation Valve Installation
Figure 401/36-13-04-990-802 (Sheet 1 of 2)

EFFECTIVITY
LOM ALL

36-13-04

D633A101-LOM

**737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL**

BLEED AIR ISOLATION VALVE


G08762 S0006578085_V3

**Bleed Air Isolation Valve Installation
Figure 401/36-13-04-990-802 (Sheet 2 of 2)**

EFFECTIVITY
LOM ALL

36-13-04

ECCN 9E991 BOEING PROPRIETARY - See title page for details

D633A101-LOM



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

TASK 36-13-04-400-801

3. Bleed Air Isolation Valve Installation

(Figure 401)

A. References

Reference	Title
06-41-00-800-801	Finding an Access Door or Panel on the Lower Half of the Fuselage (P/B 201)
36-00-00-860-801	Supply Pressure to the Pneumatic System (Selection) (P/B 201)
36-00-00-860-806	Remove Pressure from the Pneumatic System (P/B 201)

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
COM-1550	Bonding Meter - Approved, Intrinsically Safe (Approved for use in Class I, Divisions I & II hazardous (classified) locations. Outside these hazardous locations, COM-614 can be used in lieu of COM-1550). Part #: 620LK Supplier: 1CRL2 Part #: M1 Supplier: 3AD17 Part #: M1B Supplier: 3AD17 Part #: T477W (C15292) Supplier: 06659
SPL-768	Sealant Removal Tool, Non-Metallic Part #: ST982L-9 Supplier: 81205 Part #: ST982LF-9 Supplier: 81205 Part #: ST982LH-A-1 Supplier: 81205
STD-124	Brush - Stiff Bristle, Non-Metallic

C. Consumable Materials

Reference	Description	Specification
A01076	Adhesive - Synthetic Rubber	BAC5010 Type 93 (BMS5-95 Class B)
B00130	Alcohol - Isopropyl	TT-I-735

D. Location Zones

Zone	Area
193	Lower Wing-To-Body Fairing - Wheel Well

E. Access Panels

Number	Name/Location
192CL	ECS Access Door
192CR	ECS Access Door
192DR	ECS High Pressure Access Door
192E	ECS Under Keel Panel - Forward

F. Bleed Air Isolation Valve Installation Installation

SUBTASK 36-13-04-160-001

- (1) Make sure that the bonding surface of the valve [6] is clean.

EFFECTIVITY
LOM ALL

36-13-04



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-13-04-420-001

- (2) Put the valve [6] through the keel beam access hole from the left side of the keel beam.

SUBTASK 36-13-04-420-002

- (3) Install the valve [6] in the correct orientation between the crossover ducts [3].

SUBTASK 36-13-04-410-001

- (4) Install the couplings [5] as follows:

- Install both couplings [5] with the T-bolt aft and hanging straight down.
- Tighten the couplings [5] to 45 in-lb (5.08 N·m) - 55 in-lb (6.21 N·m).

SUBTASK 36-13-04-100-001

- (5) Prepare the parts for the bonding wire installation as follows:

- Use a stiff bristle non-metallic brush, STD-124, a sealant removal tool, SPL-768, or an equivalent tool to remove all traces of the sealant on the washers, screw, nut, bonding jumper and bonding tab used for the previous installation of the bonding wire.
- Use alcohol, B00130, to clean all the surfaces of the washers, screw, nut, bonding wire terminal, and bonding tab until the wipes are no longer discolored.

SUBTASK 36-13-04-420-003

- (6) Install the bonding wire [4] as follows:

- Position the bonding wire [4] blue terminal on the bonding tab on the isolation valve [6].
- Install the screw [7], washers [8], and nut [9].
- Tighten the nut [9] to 33 in-lb (3.73 N·m) - 40 in-lb (4.52 N·m) with a torque wrench of an appropriate range.
- Use a intrinsically safe approved bonding meter, COM-1550, such as an Avtron Model T477W bonding meter to measure the electrical resistance between the bonding tab and the bonding wire.
- Make sure that the bonding resistance is not greater than 0.005 ohm.
- If the boding resistance is satisfactory, then apply adhesive, A01076, to completely encapsulate the fasteners.
 - Refer to SWPM 20-20-10, step 4.E.
- If the bonding resistance is not satisfactory, then the installation must be taken apart, cleaned, re-installed and rechecked until it is satisfactory.

SUBTASK 36-13-04-420-004

- (7) Install the electrical connector [2].

SUBTASK 36-13-04-420-005

- (8) If it was removed, install the air conditioning duct section [1] on the left air conditioning bay.

SUBTASK 36-13-04-860-004

- (9) Remove the safety tag and close this circuit breaker:

F/O Electrical System Panel, P6-4

Row Col Number Name

A 5 C00259 AIR CONDITIONING BLEED AIR VALVE ISLN

G. Bleed Air Isolation Valve Installation Test

SUBTASK 36-13-04-860-006

- (1) Put the ISOLATION VALVE switch to the OPEN position.

EFFECTIVITY
LOM ALL

36-13-04



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- (a) Make sure that the valve [6] opens.

SUBTASK 36-13-04-860-007

- (2) Put the ISOLATION VALVE switch to the CLOSE position.

- (a) Make sure that the valve [6] closes.

SUBTASK 36-13-04-860-008

- (3) Make sure the two PACK switches are in the OFF position.

SUBTASK 36-13-04-860-009

- (4) Do this task: Supply Pressure to the Pneumatic System (Selection), TASK 36-00-00-860-801.

SUBTASK 36-13-04-860-010

- (5) Put the ISOLATION VALVE switch to the OPEN position.

- (a) Do a check for leakage at the couplings [5].

- 1) Diffused leakage is permitted, jet blast leakage must be repaired.

H. Put the Airplane Back to Its Usual Condition

SUBTASK 36-13-04-860-011

- (1) Do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806.

SUBTASK 36-13-04-410-002

- (2) Do these steps (TASK 06-41-00-800-801):

- (a) Close this access panel:

<u>Number</u>	<u>Name/Location</u>
192E	ECS Under Keel Panel - Forward

- (b) Close this access panel:

<u>Number</u>	<u>Name/Location</u>
192CR	ECS Access Door

- (c) Close this access panel:

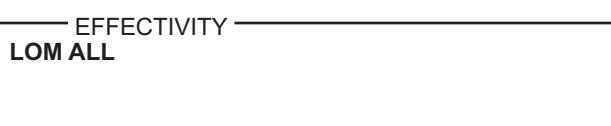
<u>Number</u>	<u>Name/Location</u>
192DR	ECS High Pressure Access Door

NOTE: The ECS high pressure access door, 192DR, will not latch into place if the ECS access door, 192CR, is not closed.

- (d) Close this access panel:

<u>Number</u>	<u>Name/Location</u>
192CL	ECS Access Door

———— END OF TASK ————



36-13-04



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

APU BLEED AIR SYSTEM - ADJUSTMENT/TEST

1. General

- A. This procedure has a task to do the dual bleed warning test. The dual bleed warning test operationally checks that the dual bleed warning indication (on the bleed air control panel) operates correctly.
- B. The DUAL BLEED light circuit is completed by a combination of engine no. 1 bleed switch ON and the APU bleed air valve open. A combination of engine no. 2 bleed switch ON, isolation valve switch OPEN and APU bleed air valve open will also complete the circuit.

TASK 36-14-00-710-801

2. Dual Bleed Warning Test

(Figure 501)

A. References

Reference	Title
24-22-00-860-811	Supply Electrical Power (P/B 201)
49-11-00-860-801	APU Starting and Operation (P/B 201)
49-11-00-860-802	APU Usual Shutdown (P/B 201)

B. Location Zones

Zone	Area
212	Flight Compartment - Right

C. Prepare to do the Warning Test

SUBTASK 36-14-00-860-001

- (1) Do this task: Supply Electrical Power, TASK 24-22-00-860-811.

SUBTASK 36-14-00-860-002

- (2) Make sure that these circuit breakers are closed:

F/O Electrical System Panel, P6-3

Row	Col	Number	Name
C	14	C01278	MASTER CAUTION ANNUNCIATOR CONT 4
C	15	C01355	LANDING GEAR AIR/GND SYS 2
C	16	C01356	LANDING GEAR AIR/GND SYS 1
D	12	C00310	INDICATOR MASTER DIM BAT
D	13	C00311	INDICATOR MASTER DIM BUS 1
D	14	C00312	INDICATOR MASTER DIM BUS 2
D	15	C01401	LANDING GEAR AIR/GND RELAY
E	11	C00313	INDICATOR MASTER DIM SECT 1
E	12	C00314	INDICATOR MASTER DIM SECT 2
E	13	C00315	INDICATOR MASTER DIM SECT 3
E	14	C00316	INDICATOR MASTER DIM SECT 4
F	11	C00317	INDICATOR MASTER DIM SECT 5
F	12	C00318	INDICATOR MASTER DIM SECT 6



36-14-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

F/O Electrical System Panel, P6-4

Row Col Number Name

LOM 402, 404, 406, 407, 411, 412, 415, 416, 420, 422-433

A 4 C00399 AIR CONDITIONING RAM AIR MOD LEFT

LOM ALL

A 7 C00796 AIR CONDITIONING BLEED AIR VALVES L

LOM 402, 404, 406, 407, 411, 412, 415, 416, 420, 422-433

B 4 C00400 AIR CONDITIONING RAM AIR MOD RIGHT

LOM ALL

B 7 C00797 AIR CONDITIONING BLEED AIR VALVES R

C 5 C00263 AIR CONDITIONING PACK CONT VALVES R

C 6 C00262 AIR CONDITIONING PACK CONT VALVES L

D 8 C00076 AIR CONDITIONING TEMP IND

LOM 406, 407, 411, 412, 415, 416, 422-434, 437-447, 450-999

E 4 C00884 AC RECIRC FAN RIGHT CABIN AIR

LOM ALL

SUBTASK 36-14-00-860-004

- (3) Make sure that the engine 1 BLEED and engine 2 BLEED switches are in the OFF position.

SUBTASK 36-14-00-860-027

- (4) Start the APU. To start the APU, do this task: APU Starting and Operation, TASK 49-11-00-860-801.

SUBTASK 36-14-00-860-005

- (5) Put the APU BLEED switch on the P5-10 panel to the ON position.

SUBTASK 36-14-00-860-006

- (6) Put the ISOLATION VALVE switch on the P5-10 panel to the OPEN position.

SUBTASK 36-14-00-860-007

- (7) Make sure that the DUAL BLEED light is not on.

SUBTASK 36-14-00-860-008

- (8) Put the engine 2 BLEED switch to the ON position.

SUBTASK 36-14-00-860-009

- (9) Make sure that the DUAL BLEED, MASTER CAUTION and AIR COND lights come on.

SUBTASK 36-14-00-860-010

- (10) Put the MASTER DIM and TEST switch, S270, on the P2-1 center instrument panel to the DIM position.

SUBTASK 36-14-00-860-011

- (11) Make sure that the DUAL BLEED, MASTER CAUTION and AIR COND lights dim.

SUBTASK 36-14-00-860-012

- (12) Put the MASTER DIM and TEST switch to the BRT position.

SUBTASK 36-14-00-860-013

- (13) Make sure that the DUAL BLEED, MASTER CAUTION and AIR COND lights go to full bright.

SUBTASK 36-14-00-860-014

- (14) Push to reset either MASTER CAUTION light.

EFFECTIVITY
LOM ALL

36-14-00



737-600/700/800/900 AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-14-00-860-015

- (15) Make sure that both MASTER CAUTION lights and the AIR COND light go off.

SUBTASK 36-14-00-860-016

- (16) Make sure that the DUAL BLEED light stays on.

SUBTASK 36-14-00-860-017

- (17) Put the ISOLATION VALVE switch to the CLOSE position.

SUBTASK 36-14-00-860-018

- (18) Make sure that the DUAL BLEED light goes off.

SUBTASK 36-14-00-860-019

- (19) Put the engine 2 BLEED switch to the OFF position and the engine 1 BLEED switch to the ON position.

SUBTASK 36-14-00-860-020

- (20) Make sure that the DUAL BLEED, MASTER CAUTION and AIR COND lights come on.

SUBTASK 36-14-00-860-021

- (21) Put the ISOLATION VALVE switch to the OPEN position.

SUBTASK 36-14-00-860-022

- (22) Put the engine 2 BLEED switch to the ON position.

SUBTASK 36-14-00-860-023

- (23) Put the APU BLEED switch to the OFF position.

SUBTASK 36-14-00-860-024

- (24) Make sure that the DUAL BLEED light goes off.

D. Put the Airplane Back to Its Usual Condition

SUBTASK 36-14-00-860-025

- (1) Put the engine 1 BLEED and engine 2 BLEED switches to OFF.

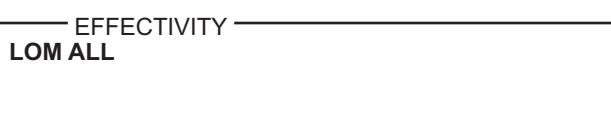
SUBTASK 36-14-00-860-028

- (2) Stop the operation of the APU. To stop the APU, do this task: APU Usual Shutdown, TASK 49-11-00-860-802.

SUBTASK 36-14-00-860-026

- (3) Put the ISOLATION VALVE switch to AUTO.

———— END OF TASK ————

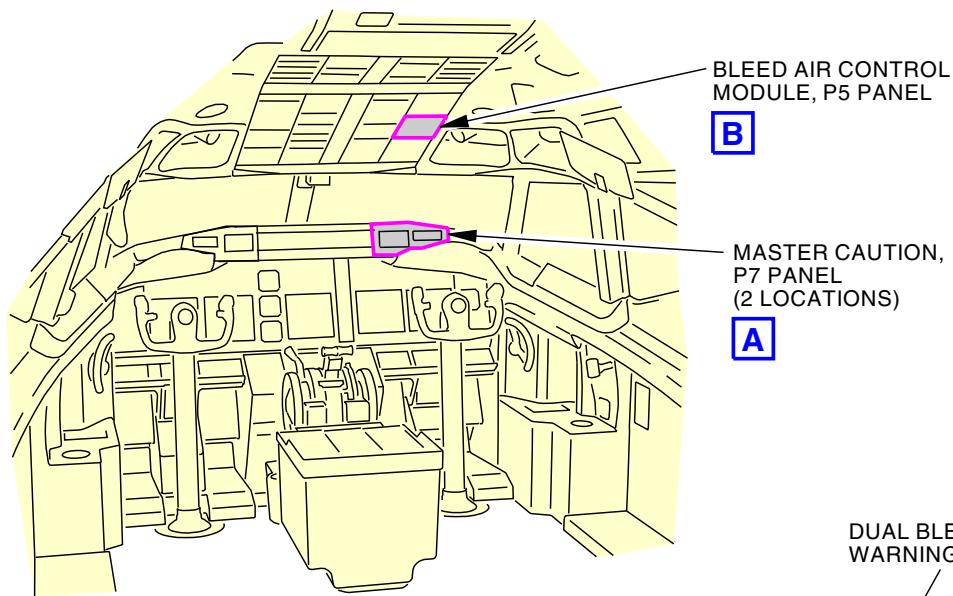


36-14-00

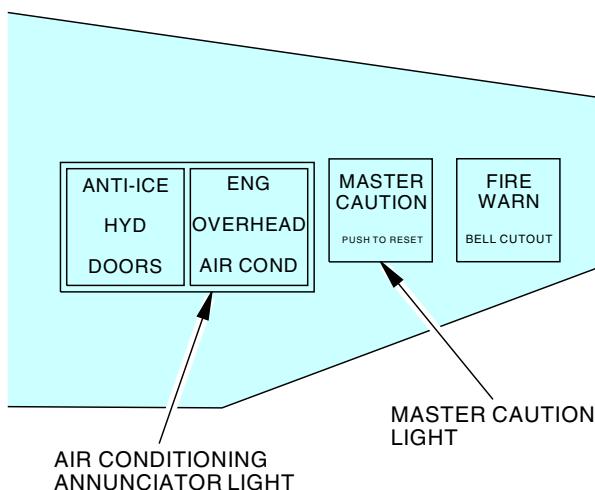
Page 503
Feb 15/2021



**737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL**

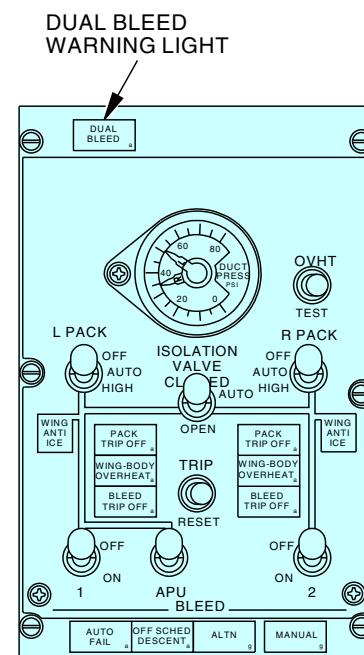


FLIGHT COMPARTMENT



**MASTER CAUTION, P7 PANEL
(EXAMPLE)**

A



**BLEED AIR CONTROL
MODULE, P5 PANEL**

B

G19579 S0006578097_V2

Dual Bleed Warning - Test
Figure 501/36-14-00-990-802

EFFECTIVITY
LOM ALL

36-14-00



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

APU CHECK VALVE - REMOVAL/INSTALLATION

1. General

- A. This procedure contains two tasks:
 - (1) APU check valve removal
 - (2) APU check valve installation.
- B. The APU check valve is installed in the keel beam. Access to the APU check valve is through the ECS Under Keel Panel in the keel beam.

TASK 36-14-02-000-801

2. APU Check Valve Removal

(Figure 401)

A. References

Reference	Title
36-00-00-860-806	Remove Pressure from the Pneumatic System (P/B 201)

B. Location Zones

Zone	Area
192	Lower Wing-To-Body Fairing - Under Wing Box

C. Access Panels

Number	Name/Location
192E	ECS Under Keel Panel - Forward

D. Prepare to Remove the APU Check Valve

SUBTASK 36-14-02-860-001



WARNING

YOU MUST REMOVE THE PRESSURE FROM THE PNEUMATIC DUCTS BEFORE YOU REMOVE A PNEUMATIC SYSTEM COMPONENT. IF YOU DO NOT REMOVE THE PRESSURE FROM THE PNEUMATIC DUCTS, HOT HIGH PRESSURE AIR CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.

- (1) Do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806.

NOTE: Make sure that the APU, engines and ground air source are off.

SUBTASK 36-14-02-860-002

- (2) Put these switches on the P5 panel to the OFF position:

- (a) BLEED 1
- (b) BLEED 2
- (c) APU BLEED.

SUBTASK 36-14-02-010-001

- (3) Open this access panel:

Number Name/Location

192E ECS Under Keel Panel - Forward

E. Remove the APU Check Valve

SUBTASK 36-14-02-020-002

- (1) Remove the couplings [3].

EFFECTIVITY
LOM ALL

36-14-02



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-14-02-020-003

- (2) Remove the APU check valve [2] from the APU pneumatic manifold ducts [4].

SUBTASK 36-14-02-390-002

- (3) Put a cover on the open end of the APU pneumatic manifold ducts [4] to keep unwanted material out.

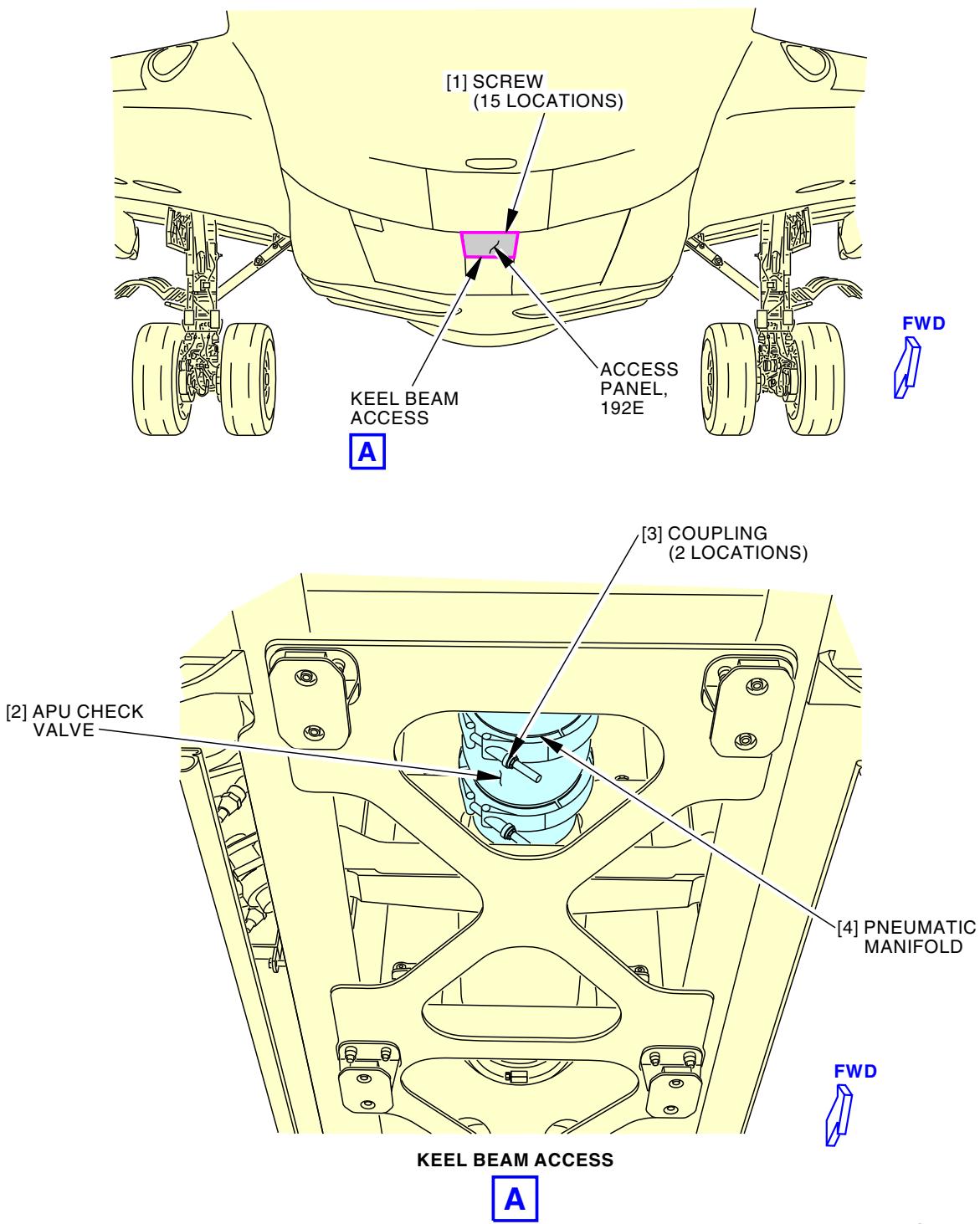
———— END OF TASK ————

— EFFECTIVITY —
LOM ALL

36-14-02

Page 402
Oct 15/2014

D633A101-LOM



F89946 S0006578102_V3

APU Check Valve Installation
Figure 401/36-14-02-990-802EFFECTIVITY
LOM ALL**36-14-02**

D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

TASK 36-14-02-400-801

3. APU Check Valve Installation

(Figure 401)

A. References

Reference	Title
36-00-00-860-803	Supply Pressure to the Pneumatic System with the APU (P/B 201)
36-00-00-860-806	Remove Pressure from the Pneumatic System (P/B 201)

B. Access Panels

Number	Name/Location
192E	ECS Under Keel Panel - Forward

C. Install the APU Check Valve

SUBTASK 36-14-02-020-004

- (1) Remove the cover from the APU pneumatic manifold ducts [4].

SUBTASK 36-14-02-420-001

- (2) Install the APU check valve [2] between the APU pneumatic manifold ducts [4] with the flow arrow pointed forward.

SUBTASK 36-14-02-420-002

- (3) Install the couplings [3] on the manifold duct.

- (a) Tighten the nuts of the couplings [3] to 45-55 pound-inches (5.00-6.12 Newton-meters).

SUBTASK 36-14-02-790-001

- (4) Do this leakage test for the APU check valve [2].

- (a) Do this task: Supply Pressure to the Pneumatic System with the APU, TASK 36-00-00-860-803.

- (b) Examine the APU check valve [2] for leakage at the coupling [3].

- 1) Diffused leakage is permitted, jet blast leakage must be repaired.

- (c) Do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806.

D. Put the Airplane Back to Its Usual Condition

SUBTASK 36-14-02-410-001

- (1) Close this access panel:

Number Name/Location

192E ECS Under Keel Panel - Forward

———— END OF TASK ————

— EFFECTIVITY —
LOM ALL

36-14-02



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

DUCT PRESSURE TRANSDUCER - REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
 - (1) Duct pressure transducer removal
 - (2) Duct pressure transducer installation.
- B. There are two duct pressure transducers installed on the airplane. One on the forward side of the left air conditioning bay and the other one on the forward side of the right air conditioning equipment bay.
- C. They transducer converts duct pressure data into electrical signals which are sent to the dual duct pressure indicator on the P5 forward overhead panel.
- D. The removal procedure and the installation procedure are the same for each transducer.

TASK 36-21-01-000-801

2. Duct Pressure Transducer Removal

(Figure 401)

A. References

Reference	Title
06-41-00-800-801	Finding an Access Door or Panel on the Lower Half of the Fuselage (P/B 201)
36-00-00-860-806	Remove Pressure from the Pneumatic System (P/B 201)

B. Location Zones

Zone	Area
192	Lower Wing-To-Body Fairing - Under Wing Box

C. Access Panels

Number	Name/Location
192CL	ECS Access Door
192CR	ECS Access Door
192DR	ECS High Pressure Access Door

D. Prepare to Remove the Duct Pressure Transducer

SUBTASK 36-21-01-860-001

 WARNING	YOU MUST REMOVE THE PRESSURE FROM THE PNEUMATIC DUCTS BEFORE YOU REMOVE A PNEUMATIC SYSTEM COMPONENT. IF YOU DO NOT REMOVE THE PRESSURE FROM THE PNEUMATIC DUCTS, HOT HIGH PRESSURE AIR CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.
---	---

- (1) Do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806.

SUBTASK 36-21-01-860-002

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

F/O Electrical System Panel, P6-4

Row	Col	Number	Name
A	6	C01470	AIR CONDITIONING BLEED AIR XDCR LEFT
B	5	C00077	AIR CONDITIONING BLEED AIR PRESS IND

EFFECTIVITY
LOM ALL

36-21-01



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

(Continued)

F/O Electrical System Panel, P6-4

Row Col Number Name

B	6	C01469	AIR CONDITIONING BLEED AIR XDCR RIGHT
---	---	--------	---------------------------------------

SUBTASK 36-21-01-860-003

- (3) Open this access panel:

Number Name/Location

192CL	ECS Access Door
-------	-----------------

SUBTASK 36-21-01-010-001



DO NOT OPEN THE ECS ACCESS DOOR 192CR, UNTIL YOU OPEN THE ECS HIGH PRESSURE ACCESS DOOR 192DR. IF YOU DO NOT OBEY, DAMAGE TO THE ECS HIGH PRESSURE ACCESS DOOR 192DR, ITS LATCHES AND HINGES CAN OCCUR.

- (4) Do these steps (TASK 06-41-00-800-801):

- (a) Close this access panel:

Number Name/Location

192DR	ECS High Pressure Access Door
-------	-------------------------------

- (b) Open this access panel:

Number Name/Location

192CR	ECS Access Door
-------	-----------------

E. Duct Pressure Transducer Removal

SUBTASK 36-21-01-020-001

- (1) Disconnect the duct pressure sense line [1].

SUBTASK 36-21-01-390-001

- (2) Put a cover on the duct pressure sense line [1] to keep out unwanted material.

SUBTASK 36-21-01-020-002

- (3) Disconnect the electrical connector [5].

SUBTASK 36-21-01-020-003

- (4) Remove the screws [3] and washers [4].

SUBTASK 36-21-01-020-004

- (5) Remove the duct pressure transducer [2].

———— END OF TASK ————

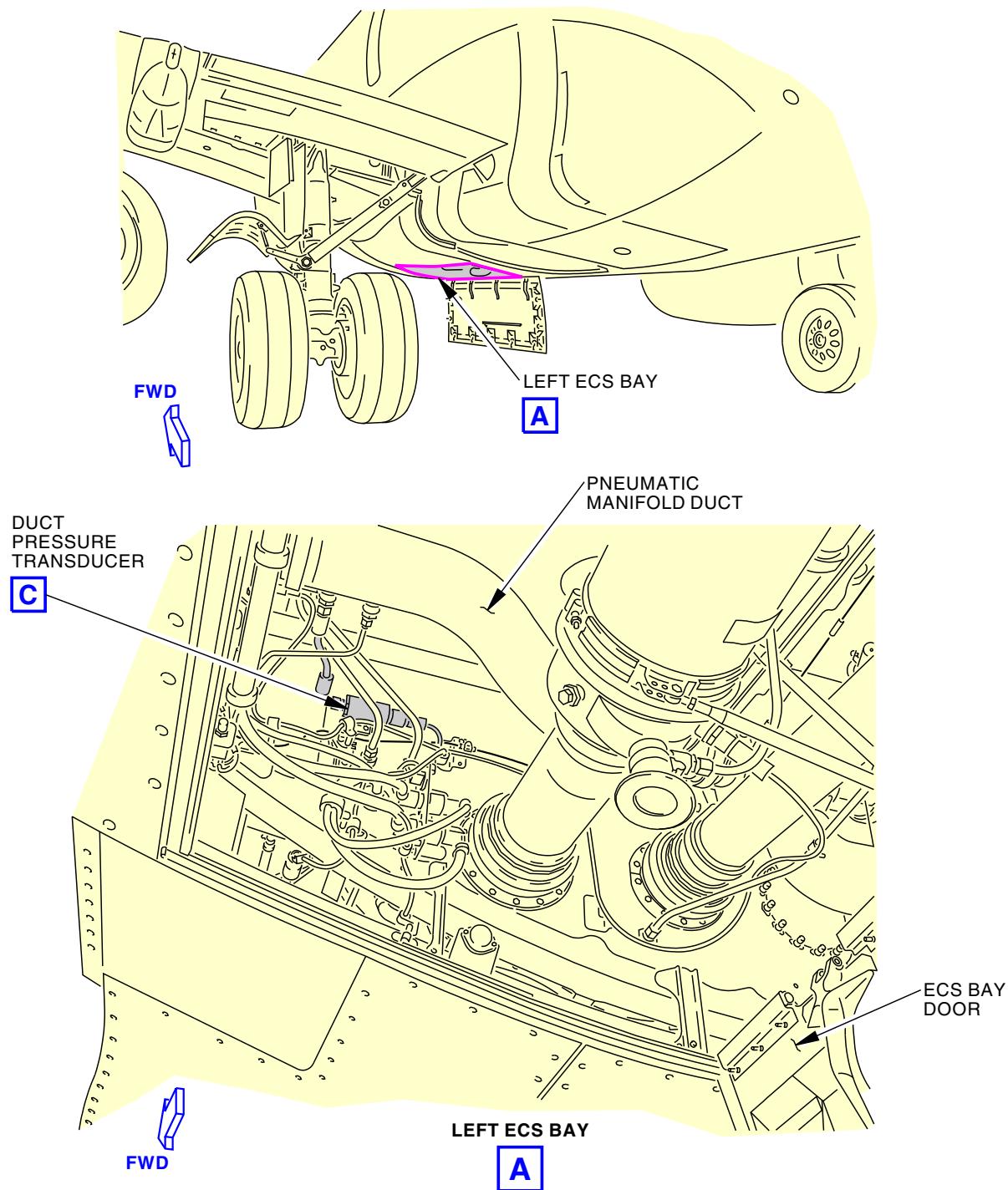
EFFECTIVITY
LOM ALL

36-21-01

Page 402
Jun 15/2024



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



F90336 S0006578109_V2

Duct Pressure Transducer Installation
Figure 401/36-21-01-990-802 (Sheet 1 of 3)

EFFECTIVITY
LOM ALL

D633A101-LOM

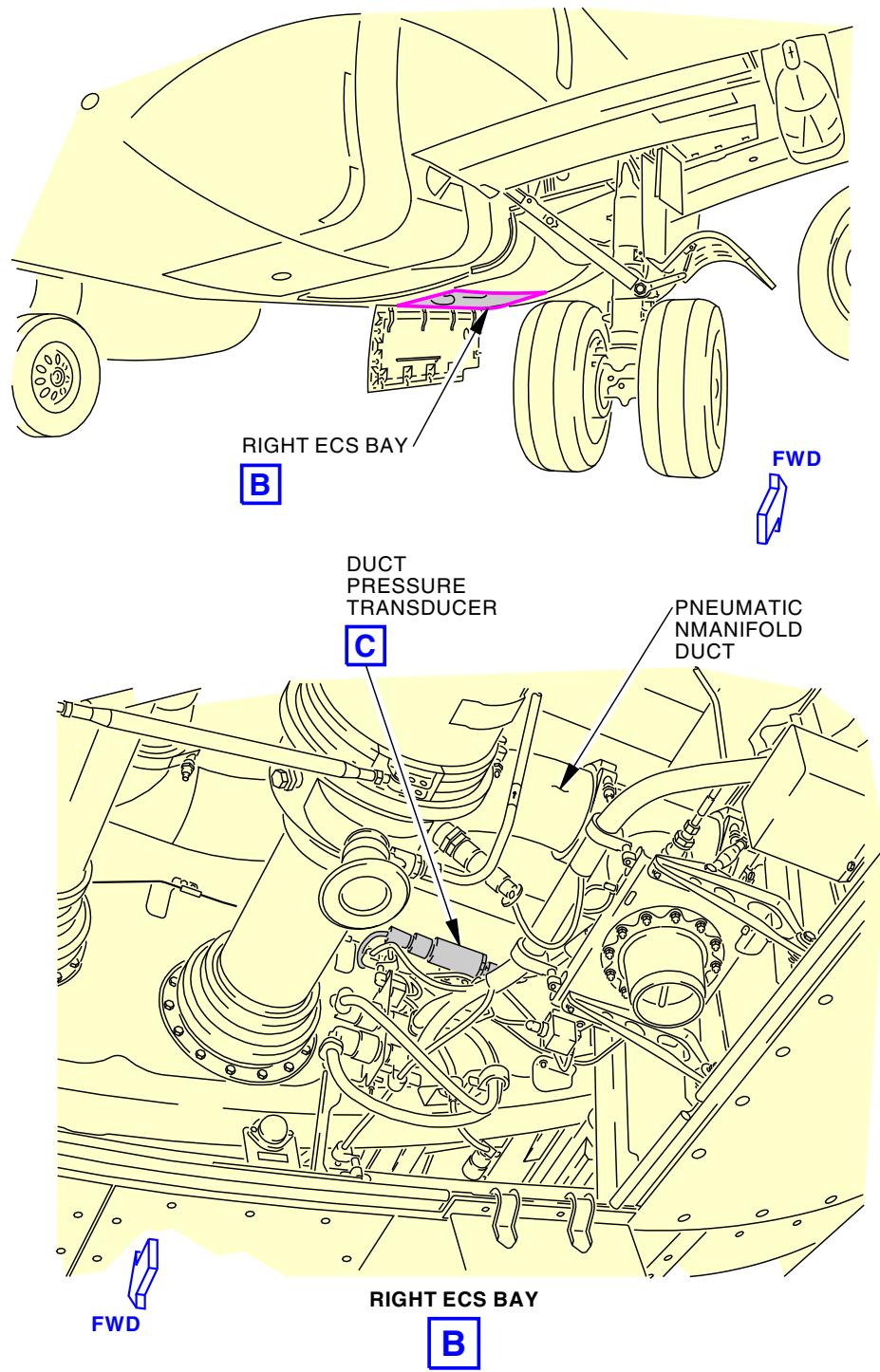
ECCN 9E991 BOEING PROPRIETARY - See title page for details

36-21-01

Page 403
Oct 15/2015



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



F90435 S0006578110_V2

Duct Pressure Transducer Installation
Figure 401/36-21-01-990-802 (Sheet 2 of 3)

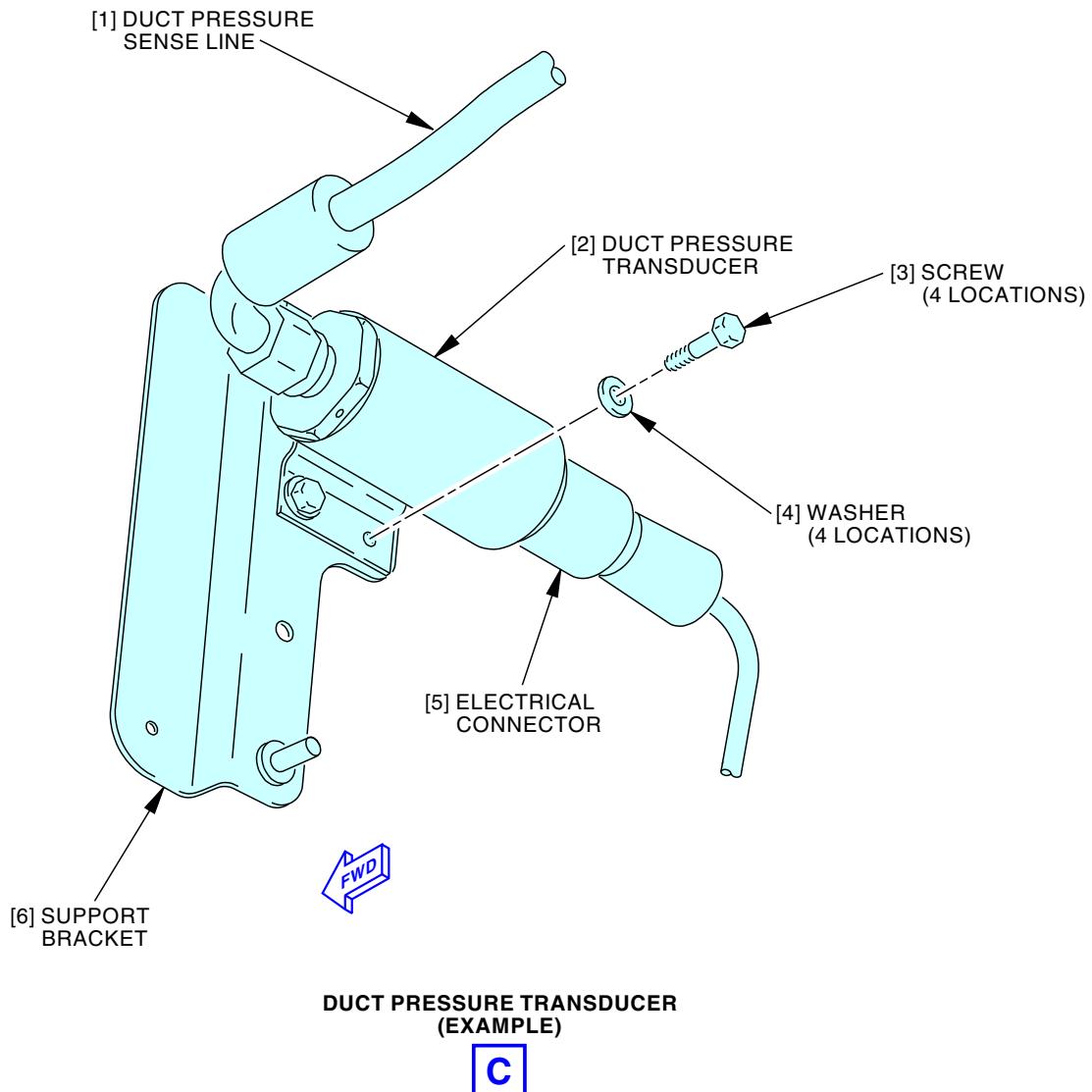
EFFECTIVITY
LOM ALL

36-21-01

D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details

Page 404
Oct 15/2015



F90344 S0006578111_V2

Duct Pressure Transducer Installation
Figure 401/36-21-01-990-802 (Sheet 3 of 3)

EFFECTIVITY
LOM ALL

36-21-01

D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

TASK 36-21-01-400-801

3. Duct Pressure Transducer Installation

(Figure 401)

A. References

Reference	Title
06-41-00-800-801	Finding an Access Door or Panel on the Lower Half of the Fuselage (P/B 201)

B. Expendables/Parts

AMM Item	Description	AIPC Reference	AIPC Effectivity
2	Transducer	36-21-01-01A-015	LOM ALL

C. Location Zones

Zone	Area
192	Lower Wing-To-Body Fairing - Under Wing Box

D. Access Panels

Number	Name/Location
192CL	ECS Access Door
192CR	ECS Access Door
192DR	ECS High Pressure Access Door

E. Duct Pressure Transducer Installation

SUBTASK 36-21-01-860-004

- (1) Put the duct pressure transducer [2] in the correct position on the support bracket [6].

SUBTASK 36-21-01-420-001

- (2) Install the duct pressure transducer [2] on the support bracket [6].
(a) Install the screws [3] and washers [4].

SUBTASK 36-21-01-860-005

- (3) Remove the cover from the duct pressure sense line [1].

SUBTASK 36-21-01-420-002

- (4) Connect the duct pressure sense line [1] to the pressure port of the duct pressure transducer [2].
(a) Tighten the nut to 65 in-lb (7.3 N·m) - 75 in-lb (8.5 N·m).

SUBTASK 36-21-01-420-003

- (5) Install the electrical connector [5].

F. Put the Airplane Back to Its Usual Condition

SUBTASK 36-21-01-860-006

- (1) Remove the safety tags and close these circuit breakers:

F/O Electrical System Panel, P6-4

Row	Col	Number	Name
A	6	C01470	AIR CONDITIONING BLEED AIR XDCR LEFT
B	5	C00077	AIR CONDITIONING BLEED AIR PRESS IND
B	6	C01469	AIR CONDITIONING BLEED AIR XDCR RIGHT

SUBTASK 36-21-01-410-002

- (2) Do these steps (TASK 06-41-00-800-801):

EFFECTIVITY
LOM ALL

36-21-01



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

- (a) Close this access panel:

Number	Name/Location
192CR	ECS Access Door

- (b) Close this access panel:

Number	Name/Location
192DR	ECS High Pressure Access Door

NOTE: The ECS high pressure access door, 192DR, will not latch in its position if the ECS access door, 192CR, is not closed.

SUBTASK 36-21-01-410-001

- (3) Close this access panel:

Number	Name/Location
192CL	ECS Access Door

———— END OF TASK ————

— EFFECTIVITY —
LOM ALL

36-21-01



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

DUAL DUCT PRESSURE INDICATOR - REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
 - (1) Dual duct pressure indicator removal
 - (2) Dual duct pressure indicator installation.
- B. The dual duct pressure indicator is installed on the P5-10 bleed air control panel on the pilot's overhead panel in the flight compartment.
- C. The dual duct pressure indicator receives input signals from the left and right duct pressure transducers in the air conditioning bay.
- D. For this procedure, the dual duct pressure indicator will be referred to as the pressure indicator.

TASK 36-21-02-600-801

2. Dual Duct Pressure Indicator Removal

(Figure 401)

A. Location Zones

<u>Zone</u>	<u>Area</u>
212	Flight Compartment - Right

B. Prepare to Remove the Dual Duct Pressure Indicator

SUBTASK 36-21-02-010-001

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

F/O Electrical System Panel, P6-4

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
B	5	C00077	AIR CONDITIONING BLEED AIR PRESS IND

C. Remove the Dual Duct Pressure Indicator

SUBTASK 36-21-02-020-001

- (1) Disengage the quarter-turn fasteners [5] (6 locations) on the bleed air control module [6].

SUBTASK 36-21-02-020-002

- (2) Carefully pull the bleed air control module [6] out of the P5 panel frame.

SUBTASK 36-21-02-020-003

- (3) Disconnect the electrical connector [1].

SUBTASK 36-21-02-020-004

- (4) Loosen the clamp screw [4] on the front of the bleed air control module [6] to loosen the clamp [3] on the back.

SUBTASK 36-21-02-020-005

- (5) Remove the pressure indicator [2] from the front of the bleed air control module [6].

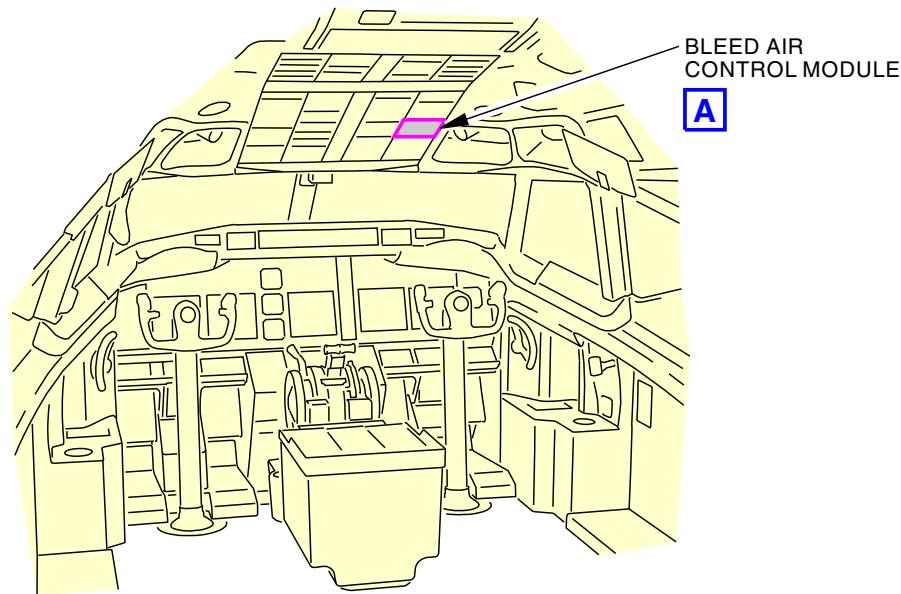
———— END OF TASK ————

EFFECTIVITY
LOM ALL

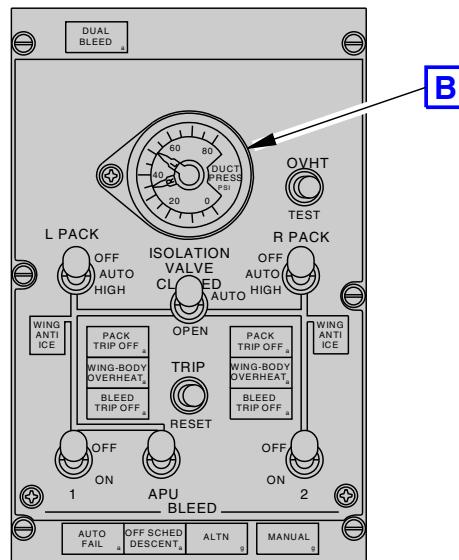
36-21-02



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



FLIGHT COMPARTMENT



BLEED AIR CONTROL
MODULE

A

G19066 S0006578117_V2

Dual Duct Pressure Indicator Installation
Figure 401/36-21-02-990-802 (Sheet 1 of 2)

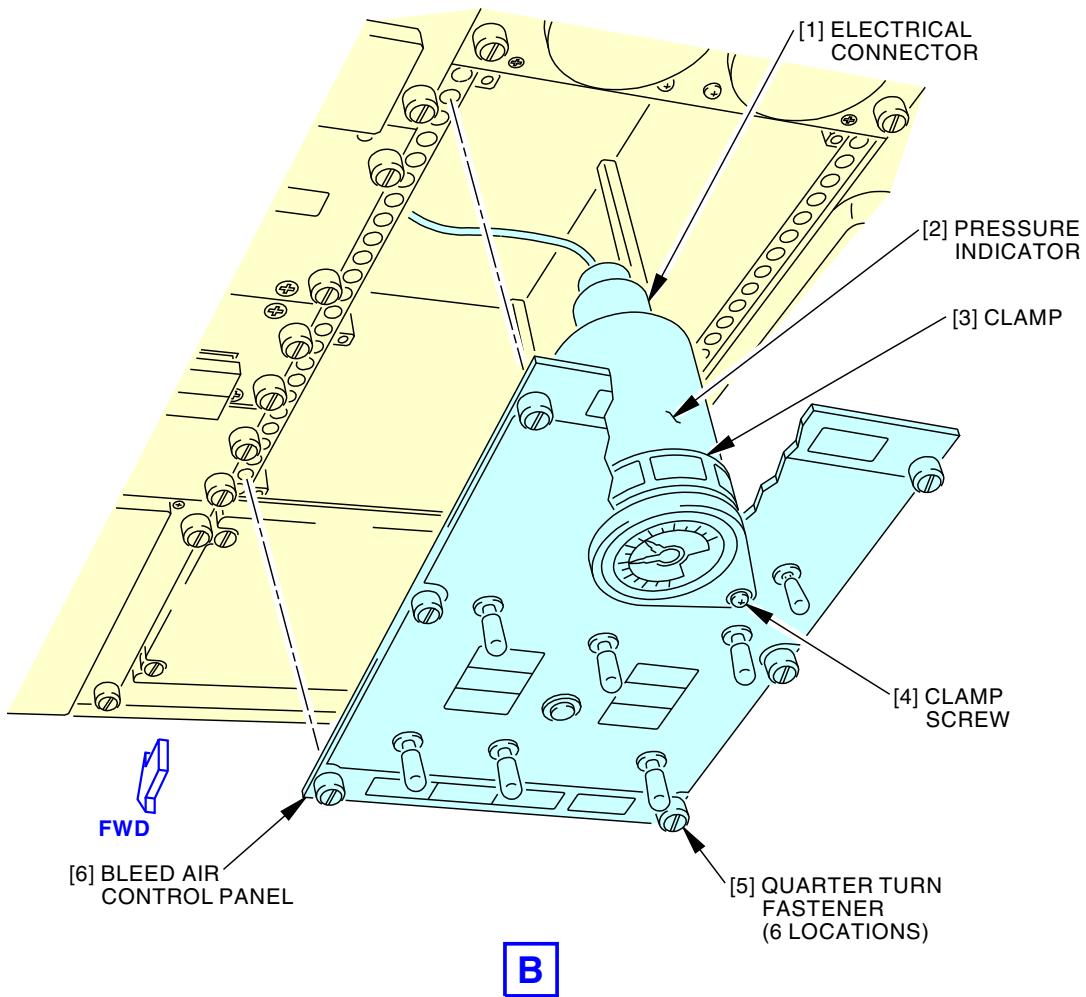
EFFECTIVITY
LOM ALL

36-21-02

D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details

Page 402
Oct 15/2015



G19258 S0006578118_V2

Dual Duct Pressure Indicator Installation
Figure 401/36-21-02-990-802 (Sheet 2 of 2)

EFFECTIVITY
 LOM ALL

36-21-02

D633A101-LOM

ECCN 9E991 BOEING PROPRIETARY - See title page for details



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

TASK 36-21-02-600-802

3. Dual Duct Pressure Indicator Installation

(Figure 401)

A. References

Reference	Title
24-22-00-860-811	Supply Electrical Power (P/B 201)
36-00-00-860-801	Supply Pressure to the Pneumatic System (Selection) (P/B 201)
36-00-00-860-806	Remove Pressure from the Pneumatic System (P/B 201)

B. Expendables/Parts

AMM Item	Description	AIPC Reference	AIPC Effectivity
2	Pressure indicator	36-21-02-01-020	LOM 427-434, 437-447, 450-999
		36-21-02-03-005	LOM 402, 404, 406, 407, 411, 412, 415, 416, 420, 422-426

C. Location Zones

Zone	Area
192	Lower Wing-To-Body Fairing - Under Wing Box

D. Install the Dual Duct Pressure Indicator

SUBTASK 36-21-02-010-002

- (1) Put the pressure indicator [2] backward from the front of the bleed air control module [6] through the clamp [3] on the back.

SUBTASK 36-21-02-420-001

- (2) Tighten the clamp screw [4] to 15-18 pound-inches (1.67-2.00 Newton-meters).

SUBTASK 36-21-02-420-002

- (3) Install the electrical connector [1].

SUBTASK 36-21-02-420-003

- (4) Install the bleed air control module [6] into the P5 panel frame.
 - (a) Engage the quarter-turn fasteners [5] (6 locations).

E. Dual Duct Pressure Indicator Test

SUBTASK 36-21-02-420-004

- (1) Remove the safety tag and close this circuit breaker:

F/O Electrical System Panel, P6-4

Row	Col	Number	Name
B	5	C00077	AIR CONDITIONING BLEED AIR PRESS IND

SUBTASK 36-21-02-860-001

- (2) Do this task: Supply Electrical Power, TASK 24-22-00-860-811.

SUBTASK 36-21-02-860-002

- (3) Do this task: Supply Pressure to the Pneumatic System (Selection), TASK 36-00-00-860-801.

SUBTASK 36-21-02-860-003

- (4) Put the isolation valve switch on the bleed air control module [6] to open.

EFFECTIVITY
LOM ALL



737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

SUBTASK 36-21-02-860-004

- (5) Make sure that the L and R duct pressure needles on the pressure indicator show approximately the same pressure.

SUBTASK 36-21-02-860-005

- (6) Put the isolation valve switch on the bleed air control module [6] to CLOSED.

SUBTASK 36-21-02-860-006

- (7) Make sure that one of the duct pressure needles shows a decrease in pressure.

F. Put the Airplane To Its Usual Condition

SUBTASK 36-21-02-860-007

- (1) Do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806.

———— END OF TASK ————

EFFECTIVITY
LOM ALL

36-21-02

