CHAPTER

79

OIL

CHAPTER 79
OIL

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

79-EFFECTIVE PAGES

AIRLINE CARD NO		TITLE			BOEING CARD NO.
		OIL SUPPLY FILTER ELEMENT - LEFT ENGINE			**79-010-01-01**
DATE	TASK **REPLACE**				RELATED CARD
TAIL NUMBER	WORK AREA **LEFT ENGINE**	VERSION **1.1**	THRESHOLD **7500 FH**	REPEAT **7500 FH**	APPLICABILITY AIRPLANE: **ALL** ENGINE: **ALL**
STATION	SKILL **AIRPL**				
		ACCESS **413**			ZONE **411**

Remove and replace the left engine oil supply filter element.

A. References

Reference	Title
AMM 12-13-11-600-801	Replenish the Engine Oil (P/B 301)
AMM 70-10-02-910-801-F00	General Precautions During the Removal and Installation of Engine Components (P/B 201)
AMM 71-00-00-800-811-F00	Power Plant Test Reference Table (P/B 501)
AMM 71-11-02-010-801-F00	Open the Fan Cowl Panels (P/B 201)
AMM 71-11-02-410-801-F00	Close the Fan Cowl Panels (P/B 201)
AMM 79-00-00-200-805-F00	Oil Supply Filter Pop-Out Indicator Inspection (Visual Check) (P/B 601)

B. Consumable Materials

Reference	Description	Specification
D00599 [CP2442]	Oil - Engine (CFMI SB 79-0001)	CFM CP2442
D00601 [CP2101]	High-temperature graphite compound	SAE AMS 2518
G02345 [CP8001]	Wire - Safety, 0.032 Inch (0.8 mm) Diameter	CFM CP8001, AMS 5687
G50065 [CP8006]	Cable, Safety, Stainless Steel, 0.032 inch (0.813 mm) Diameter	M50 TF 9 CL-A

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
STD-195	Container - 1 Quart (1 l), Oil/Fuel Resistant

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 79-010-01-01

MECH | INSP

TASK 79-21-03-000-802-F00

1. Oil Supply Filter Removal

(Figure 1)

A. General

(1) This task is the removal procedure for the oil supply filter (referred to as the filter).

(2) The lubrication unit is located on the aft side of the accessory gearbox (AGB) at approximately the 7:00 o'clock position.

(3) The engine has one oil supply filter installed in a cavity of the lubrication unit housing.

(4) This procedure refers to the oil supply filter housing as the filter housing.

B. Prepare for the Removal

SUBTASK 79-21-03-860-005-F00

(1) For Engine 1, open these circuit breakers and install safety tags:

CAPT Electrical System Panel, P18-2

Row	Col	Number	Name
A	4	C01390	ENGINE 1 ALTN PWR CHAN B
A	5	C01314	ENGINE 1 ALTN PWR CHAN A

SUBTASK 79-21-03-860-006-F00

(2) For Engine 2, open these circuit breakers and install safety tags:

F/O Electrical System Panel, P6-2

Row	Col	Number	Name
D	7	C01391	ENGINE 2 ALTN PWR CHAN B
D	8	C01315	ENGINE 2 ALTN PWR CHAN A

SUBTASK 79-21-03-010-002-F00

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

C. Oil Supply Filter Removal

SUBTASK 79-21-03-680-002-F00

(1) Drain the filter housing (Figure 1):

(a) Put a 1 quart (1 l) oil/fuel resistant container, STD-195, below the filter.

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 79-010-01-01

MECH | INSP

WARNING: DO NOT TOUCH THE COMPONENTS OF THE OIL SYSTEM IF THE ENGINE IS HOT. THESE COMPONENTS STAY HOTTER THAN OTHER COMPONENTS. HOT COMPONENTS CAN BURN YOU.

WARNING: DO NOT OPEN THE OIL SYSTEM UNTIL THE PRESSURE GOES TO ZERO. THE PRESSURE GOES TO ZERO APPROXIMATELY 5 MINUTES AFTER AN ENGINE SHUTDOWN. A PRESSURIZED ENGINE CAN RELEASE A SPRAY OF HOT OIL THAT CAN BURN YOU.

WARNING: DO NOT LET HOT OIL GET ON YOU. PUT ON GOGGLES AND OTHER EQUIPMENT FOR PROTECTION OR LET THE ENGINE BECOME COOL. HOT OIL CAN BURN YOU.

CAUTION: DO NOT LET HOT OIL GET ON THE ENGINE OR OTHER COMPONENTS. IMMEDIATELY CLEAN THE COMPONENT IF OIL FALLS ON IT. OIL CAN CAUSE DAMAGE TO PAINT AND RUBBER.

(b) Remove the drain plug [9] from the bottom of the cover [7].

1) Let the oil drain from the filter housing.

(c) Remove and discard the packing [8].

SUBTASK 79-21-03-020-002-F00

(2) Remove the filter element [4] (Figure 1):

(a) Remove the three bolts [10], washers [1] and nuts [2] that attach the cover [7] to the filter housing.

(b) Remove the cover [7] from the filter housing with your hands.

(c) Remove and discard the packing [6] from the cover [7].

(d) Remove and discard the filter element [4], packing [3] and packing [5].

(e) Install a protective cover on the filter housing General Precautions During the Removal and Installation of Engine Components, AMM TASK 70-10-02-910-801-F00.

——— END OF TASK ———

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 79-010-01-01

MECH | INSP

TASK 79-21-03-400-801-F00

2. Oil Supply Filter Installation

(Figure 1)

A. General

(1) This task is the installation procedure for the oil supply filter (referred to as the filter).

(2) This procedure refers to the oil supply filter housing as the filter housing.

B. Expendables/Parts

AMM Item	Description	AIPC Reference	AIPC Effectivity
3	Packing	79-21-01-01A-105	AKS ALL
4	Filter element	79-21-01-01A-110	AKS ALL
5	Packing	79-21-01-01A-105	AKS ALL
6	Packing	79-21-01-01A-100	AKS ALL
8	Packing	79-21-01-01A-075	AKS ALL

C. Prepare for the Installation

SUBTASK 79-21-03-100-001-F00

(1) Do these steps to prepare the filter housing for the installation General Precautions During the Removal and Installation of Engine Components, AMM TASK 70-10-02-910-801-F00:

(a) Make sure that the mating flanges to the cover [7] and the filter housing are clean and in good condition.

(b) Make sure that the grooves of the new filter element [4] are clean and in good condition.

(c) Remove the protective cover from the filter housing.

D. Oil Supply Filter Installation

SUBTASK 79-21-03-420-001-F00

(1) Install the filter element [4] (Figure 1):

(a) Lubricate the new packing [3], [5], [6] and [8] with oil, D00599 [CP2442].

CAUTION: MAKE SURE THAT YOU INSTALL THE PACKINGS CORRECTLY DURING THE INSTALLATION OF THE FILTER ELEMENT. IF YOU DO NOT INSTALL THE PACKINGS CORRECTLY, OIL LOSS CAN OCCUR DURING ENGINE OPERATION AND CAN CAUSE DAMAGE TO THE ENGINE.

(b) Install the packing [3] and packing [5] on the filter element [4].

(c) Install the packing [6] on the cover [7].

(d) Carefully, engage the new filter element [4], with its packings [3] and [5], in the filter housing.

(e) Install the cover [7] on the filter housing.

(f) Lubricate the bolts [10] with graphite compound, D00601 [CP2101].

(g) Install the three bolts [10], washers [1] and nuts [2] that attach the cover [7] to the filter housing.

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 79-010-01-01

MECH	INSP

1) Tighten the bolts [10] to 45-50 pound-inches (5.0-5.5 Newton meters).

(h) Install the packing [8] on the drain plug [9].

(i) Install the drain plug [9] on the cover [7].

1) Tighten the drain plug [9] to 45-50 pound-inches (5.0-5.5 Newton meters).

2) Install safety wire, G02345 [CP8001] or cable, G50065 [CP8006] on the drain plug [9].

SUBTASK 79-21-03-210-001-F00

(2) Do a visual check of the red clogging indicator [11].

(a) If you can see the red clogging indicator [11], then do these steps:

1) Do the steps below to set the red clogging indicator [11].

2) Do this task: Oil Supply Filter Pop-Out Indicator Inspection (Visual Check), AMM TASK 79-00-00-200-805-F00.

(b) If you can not see the red clogging indicator [11], then do the steps below to put the airplane back to its usual condition.

SUBTASK 79-21-03-820-001-F00

(3) Set the red clogging indicator [11] (Figure 1):

(a) Manually remove the knurled retaining ring [13].

(b) Remove the glass inspection bowl [12].

(c) Push the button on the red clogging indicator [11] to the retracted position.

NOTE: The button must stay in the retracted position.

(d) Install the glass inspection bowl [12].

(e) Lubricate the knurled retaining ring [13] with oil, D00599 [CP2442].

(f) Install the knurled retaining ring [13] with your hand.

(g) Make sure that the red clogging indicator [11] stays in its retracted position.

(h) Install safety wire, G02345 [CP8001] or cable, G50065 [CP8006] to the knurled retaining ring [13] and the clogging indicator body.

E. Put the Airplane Back to Its Usual Condition

SUBTASK 79-21-03-410-002-F00

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

SUBTASK 79-21-03-860-007-F00

(2) For Engine 1, remove the safety tags and close these circuit breakers:

CAPT Electrical System Panel, P18-2

Row	Col	Number	Name
A	4	C01390	ENGINE 1 ALTN PWR CHAN B
A	5	C01314	ENGINE 1 ALTN PWR CHAN A

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 79-010-01-01

MECH	INSP

SUBTASK 79-21-03-860-008-F00

(3) For Engine 2, remove the safety tags and close these circuit breakers:

F/O Electrical System Panel, P6-2

Row	Col	Number	Name
D	7	C01391	ENGINE 2 ALTN PWR CHAN B
D	8	C01315	ENGINE 2 ALTN PWR CHAN A

F. Oil Supply Filter Installation Test

SUBTASK 79-21-03-800-001-F00

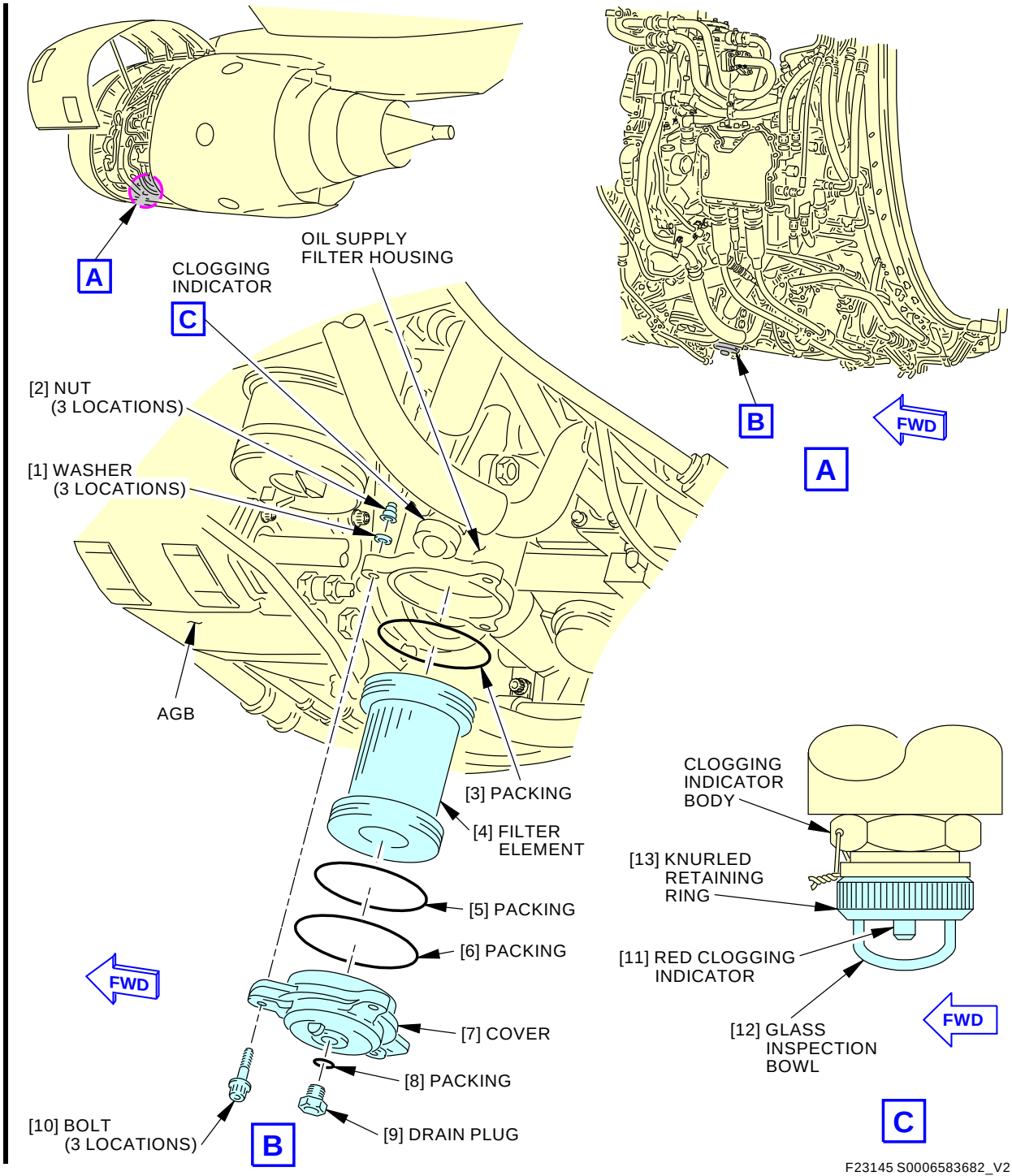
(1) Do the tests that are listed in the Power Plant Test Reference Table, AMM TASK 71-00-00-800-811-F00.

SUBTASK 79-21-03-610-002-F00

(2) If the oil level is low, do this task: Replenish the Engine Oil, AMM TASK 12-13-11-600-801.

——— END OF TASK ———

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				79-010-01-01



Oil Supply Filter Installation
Figure 1

EFFECTIVITY	SOURCE	
AKS ALL	**MRB**	**OIL SUPPLY FILTER ELEMENT - LEFT ENGINE**

AIRLINE CARD NO		TITLE			BOEING CARD NO.
		OIL SUPPLY FILTER ELEMENT - RIGHT ENGINE			**79-010-02-01**
DATE	TASK **REPLACE**				RELATED CARD
TAIL NUMBER	WORK AREA **RIGHT ENGINE**	VERSION **1.1**	THRESHOLD **7500 FH**	REPEAT **7500 FH**	APPLICABILITY AIRPLANE: **ALL** ENGINE: **ALL**
STATION	SKILL **AIRPL**				
		ACCESS **423**			ZONE **421**

Remove and replace the right engine oil supply filter element.

A. References

Reference	Title
AMM 12-13-11-600-801	Replenish the Engine Oil (P/B 301)
AMM 70-10-02-910-801-F00	General Precautions During the Removal and Installation of Engine Components (P/B 201)
AMM 71-00-00-800-811-F00	Power Plant Test Reference Table (P/B 501)
AMM 71-11-02-010-801-F00	Open the Fan Cowl Panels (P/B 201)
AMM 71-11-02-410-801-F00	Close the Fan Cowl Panels (P/B 201)
AMM 79-00-00-200-805-F00	Oil Supply Filter Pop-Out Indicator Inspection (Visual Check) (P/B 601)

B. Consumable Materials

Reference	Description	Specification
D00599 [CP2442]	Oil - Engine (CFMI SB 79-0001)	CFM CP2442
D00601 [CP2101]	High-temperature graphite compound	SAE AMS 2518
G02345 [CP8001]	Wire - Safety, 0.032 Inch (0.8 mm) Diameter	CFM CP8001, AMS 5687
G50065 [CP8006]	Cable, Safety, Stainless Steel, 0.032 inch (0.813 mm) Diameter	M50 TF 9 CL-A

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
STD-195	Container - 1 Quart (1 l), Oil/Fuel Resistant

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 79-010-02-01

MECH | INSP

TASK 79-21-03-000-802-F00

1. Oil Supply Filter Removal

(Figure 1)

A. General

(1) This task is the removal procedure for the oil supply filter (referred to as the filter).

(2) The lubrication unit is located on the aft side of the accessory gearbox (AGB) at approximately the 7:00 o'clock position.

(3) The engine has one oil supply filter installed in a cavity of the lubrication unit housing.

(4) This procedure refers to the oil supply filter housing as the filter housing.

B. Prepare for the Removal

SUBTASK 79-21-03-860-005-F00

(1) For Engine 1, open these circuit breakers and install safety tags:

CAPT Electrical System Panel, P18-2

Row	Col	Number	Name
A	4	C01390	ENGINE 1 ALTN PWR CHAN B
A	5	C01314	ENGINE 1 ALTN PWR CHAN A

SUBTASK 79-21-03-860-006-F00

(2) For Engine 2, open these circuit breakers and install safety tags:

F/O Electrical System Panel, P6-2

Row	Col	Number	Name
D	7	C01391	ENGINE 2 ALTN PWR CHAN B
D	8	C01315	ENGINE 2 ALTN PWR CHAN A

SUBTASK 79-21-03-010-002-F00

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

C. Oil Supply Filter Removal

SUBTASK 79-21-03-680-002-F00

(1) Drain the filter housing (Figure 1):

(a) Put a 1 quart (1 l) oil/fuel resistant container, STD-195, below the filter.

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				79-010-02-01

MECH	INSP

WARNING: DO NOT TOUCH THE COMPONENTS OF THE OIL SYSTEM IF THE ENGINE IS HOT. THESE COMPONENTS STAY HOTTER THAN OTHER COMPONENTS. HOT COMPONENTS CAN BURN YOU.

WARNING: DO NOT OPEN THE OIL SYSTEM UNTIL THE PRESSURE GOES TO ZERO. THE PRESSURE GOES TO ZERO APPROXIMATELY 5 MINUTES AFTER AN ENGINE SHUTDOWN. A PRESSURIZED ENGINE CAN RELEASE A SPRAY OF HOT OIL THAT CAN BURN YOU.

WARNING: DO NOT LET HOT OIL GET ON YOU. PUT ON GOGGLES AND OTHER EQUIPMENT FOR PROTECTION OR LET THE ENGINE BECOME COOL. HOT OIL CAN BURN YOU.

CAUTION: DO NOT LET HOT OIL GET ON THE ENGINE OR OTHER COMPONENTS. IMMEDIATELY CLEAN THE COMPONENT IF OIL FALLS ON IT. OIL CAN CAUSE DAMAGE TO PAINT AND RUBBER.

(b) Remove the drain plug [9] from the bottom of the cover [7].

1) Let the oil drain from the filter housing.

(c) Remove and discard the packing [8].

SUBTASK 79-21-03-020-002-F00

(2) Remove the filter element [4] (Figure 1):

(a) Remove the three bolts [10], washers [1] and nuts [2] that attach the cover [7] to the filter housing.

(b) Remove the cover [7] from the filter housing with your hands.

(c) Remove and discard the packing [6] from the cover [7].

(d) Remove and discard the filter element [4], packing [3] and packing [5].

(e) Install a protective cover on the filter housing General Precautions During the Removal and Installation of Engine Components, AMM TASK 70-10-02-910-801-F00.

——— END OF TASK ———

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				79-010-02-01

MECH | INSP

TASK 79-21-03-400-801-F00

2. Oil Supply Filter Installation

(Figure 1)

A. General

(1) This task is the installation procedure for the oil supply filter (referred to as the filter).

(2) This procedure refers to the oil supply filter housing as the filter housing.

B. Expendables/Parts

AMM Item	Description	AIPC Reference	AIPC Effectivity
3	Packing	79-21-01-01A-105	AKS ALL
4	Filter element	79-21-01-01A-110	AKS ALL
5	Packing	79-21-01-01A-105	AKS ALL
6	Packing	79-21-01-01A-100	AKS ALL
8	Packing	79-21-01-01A-075	AKS ALL

C. Prepare for the Installation

SUBTASK 79-21-03-100-001-F00

(1) Do these steps to prepare the filter housing for the installation General Precautions During the Removal and Installation of Engine Components, AMM TASK 70-10-02-910-801-F00:

(a) Make sure that the mating flanges to the cover [7] and the filter housing are clean and in good condition.

(b) Make sure that the grooves of the new filter element [4] are clean and in good condition.

(c) Remove the protective cover from the filter housing.

D. Oil Supply Filter Installation

SUBTASK 79-21-03-420-001-F00

(1) Install the filter element [4] (Figure 1):

(a) Lubricate the new packing [3], [5], [6] and [8] with oil, D00599 [CP2442].

CAUTION: MAKE SURE THAT YOU INSTALL THE PACKINGS CORRECTLY DURING THE INSTALLATION OF THE FILTER ELEMENT. IF YOU DO NOT INSTALL THE PACKINGS CORRECTLY, OIL LOSS CAN OCCUR DURING ENGINE OPERATION AND CAN CAUSE DAMAGE TO THE ENGINE.

(b) Install the packing [3] and packing [5] on the filter element [4].

(c) Install the packing [6] on the cover [7].

(d) Carefully, engage the new filter element [4], with its packings [3] and [5], in the filter housing.

(e) Install the cover [7] on the filter housing.

(f) Lubricate the bolts [10] with graphite compound, D00601 [CP2101].

(g) Install the three bolts [10], washers [1] and nuts [2] that attach the cover [7] to the filter housing.

1) Tighten the bolts [10] to 45-50 pound-inches (5.0-5.5 Newton meters).

(h) Install the packing [8] on the drain plug [9].

(i) Install the drain plug [9] on the cover [7].

1) Tighten the drain plug [9] to 45-50 pound-inches (5.0-5.5 Newton meters).

2) Install safety wire, G02345 [CP8001] or cable, G50065 [CP8006] on the drain plug [9].

SUBTASK 79-21-03-210-001-F00

(2) Do a visual check of the red clogging indicator [11].

(a) If you can see the red clogging indicator [11], then do these steps:

1) Do the steps below to set the red clogging indicator [11].

2) Do this task: Oil Supply Filter Pop-Out Indicator Inspection (Visual Check), AMM TASK 79-00-00-200-805-F00.

(b) If you can not see the red clogging indicator [11], then do the steps below to put the airplane back to its usual condition.

SUBTASK 79-21-03-820-001-F00

(3) Set the red clogging indicator [11] (Figure 1):

(a) Manually remove the knurled retaining ring [13].

(b) Remove the glass inspection bowl [12].

(c) Push the button on the red clogging indicator [11] to the retracted position.

NOTE: The button must stay in the retracted position.

(d) Install the glass inspection bowl [12].

(e) Lubricate the knurled retaining ring [13] with oil, D00599 [CP2442].

(f) Install the knurled retaining ring [13] with your hand.

(g) Make sure that the red clogging indicator [11] stays in its retracted position.

(h) Install safety wire, G02345 [CP8001] or cable, G50065 [CP8006] to the knurled retaining ring [13] and the clogging indicator body.

E. Put the Airplane Back to Its Usual Condition

SUBTASK 79-21-03-410-002-F00

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

SUBTASK 79-21-03-860-007-F00

(2) For Engine 1, remove the safety tags and close these circuit breakers:

CAPT Electrical System Panel, P18-2

Row	Col	Number	Name
A	4	C01390	ENGINE 1 ALTN PWR CHAN B
A	5	C01314	ENGINE 1 ALTN PWR CHAN A

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 79-010-02-01

MECH	INSP

SUBTASK 79-21-03-860-008-F00

(3) For Engine 2, remove the safety tags and close these circuit breakers:

F/O Electrical System Panel, P6-2

Row	Col	Number	Name
D	7	C01391	ENGINE 2 ALTN PWR CHAN B
D	8	C01315	ENGINE 2 ALTN PWR CHAN A

F. Oil Supply Filter Installation Test

SUBTASK 79-21-03-800-001-F00

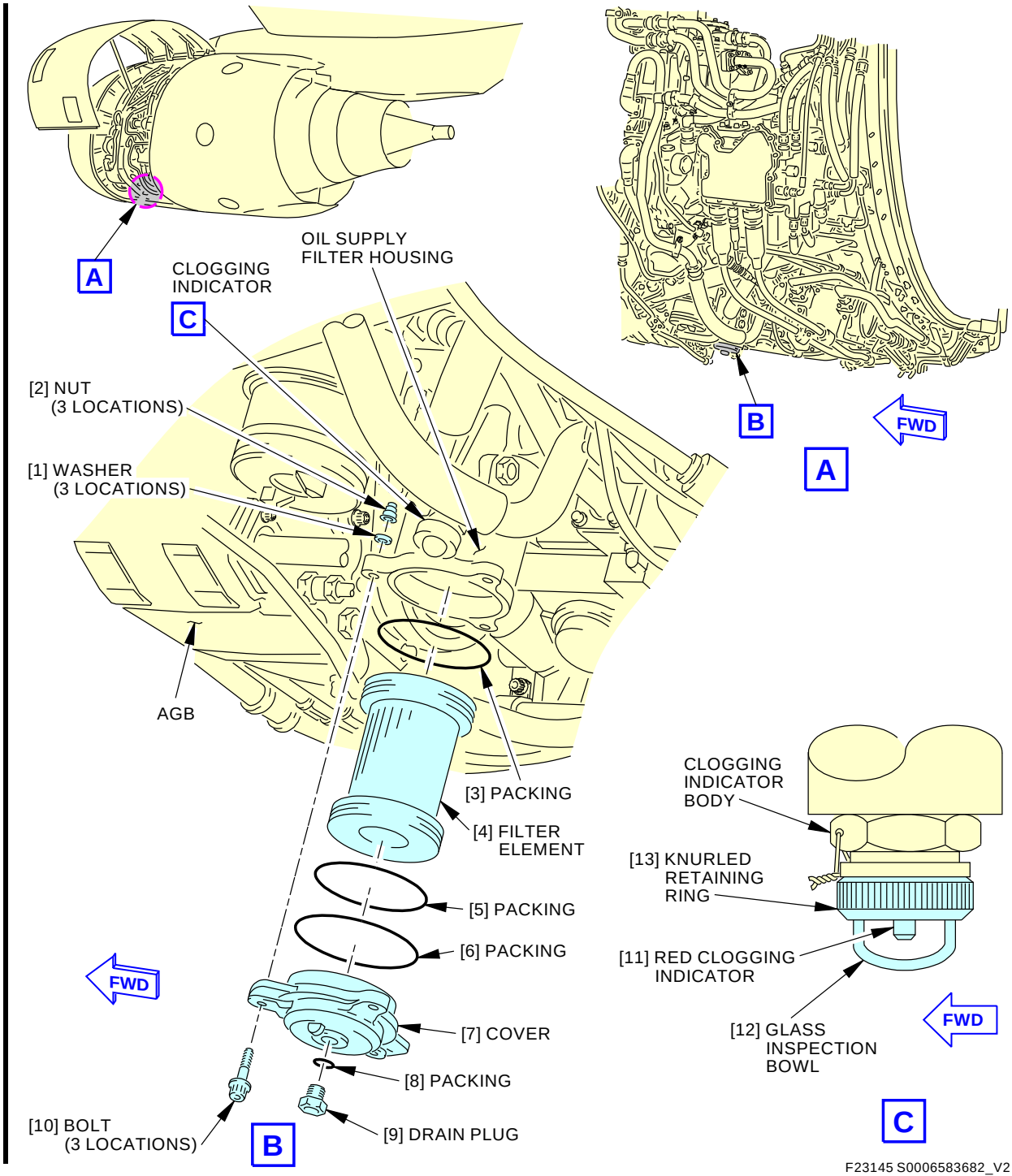
(1) Do the tests that are listed in the Power Plant Test Reference Table, AMM TASK 71-00-00-800-811-F00.

SUBTASK 79-21-03-610-002-F00

(2) If the oil level is low, do this task: Replenish the Engine Oil, AMM TASK 12-13-11-600-801.

——— END OF TASK ———

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				79-010-02-01



Oil Supply Filter Installation
Figure 1

AIRLINE CARD NO		TITLE			BOEING CARD NO.
		OIL SCAVENGE FILTER ELEMENT - LEFT ENGINE			**79-040-01-01**
DATE	TASK **REPLACE**				RELATED CARD
TAIL NUMBER	WORK AREA **LEFT ENGINE**	VERSION **1.1**	THRESHOLD **7500 FH**	REPEAT **7500 FH**	APPLICABILITY AIRPLANE: **ALL** ENGINE: **ALL**
STATION	SKILL **AIRPL**				
		ACCESS **413**			ZONE **411**

Remove and replace the left engine oil scavenge filter filter element.

A. References

Reference	Title
AMM 12-13-11-100-801	Flush The Engine Oil System (P/B 301)
AMM 12-13-11-600-801	Replenish the Engine Oil (P/B 301)
AMM 70-10-02-910-801-F00	General Precautions During the Removal and Installation of Engine Components (P/B 201)
AMM 71-00-00-800-811-F00	Power Plant Test Reference Table (P/B 501)
AMM 71-00-02-000-801-F00	Power Plant Removal (P/B 401)
AMM 71-00-02-400-801-F00	Power Plant Installation (P/B 401)
AMM 71-11-02-010-801-F00	Open the Fan Cowl Panels (P/B 201)
AMM 71-11-02-410-801-F00	Close the Fan Cowl Panels (P/B 201)
AMM 72-56-00-000-801-F00	Oil Supply Line Cleaning (P/B 701)
AMM 72-56-00-100-802-F00	Oil Scavenge Line Cleaning (P/B 701)
AMM 72-56-00-300-801-F00	Oil Supply Tube Replacement (P/B 801)
AMM 73-21-08-000-801-F00	EEC Alternator and Alternator Rotor Removal (P/B 401)
AMM 73-21-08-400-801-F00	EEC Alternator and Alternator Rotor Installation (P/B 401)
AMM 79-00-00-200-804-F00	Chip Detectors and Scavenge Screens Inspection (P/B 601)
AMM 79-00-00-200-806-F01	Aft Sump Oil System Inspection (P/B 601)
AMM 79-21-01-400-802-F00	Packing Replacement On The Inner Sealing Spool (Lubrication Unit Installed) (P/B 801)
AMM 79-21-01-400-803-F00	Packing Replacement On The Inner and Outer Sealing Spools (Lubrication Unit Removed) (P/B 801)
AMM 79-21-05-400-804-F00	Magnetic Chip Detector (MCD) Installation (P/B 401)

B. Consumable Materials

Reference	Description	Specification
D00599 [CP2442]	Oil - Engine (CFMI SB 79-0001)	CFM CP2442
D00640 [CP2104]	Lubricant - Molybdenum Disulfide, Solid - Molykote G	CFM CP2104
D00673 [CP2569]	Lubricant - Molybdenum Disulfide, Solid - Dow Corning G-n Metal Assembly	CFM CP2569

(Continued)

Reference	Description	Specification
D50019 [CP2444]	Lubricant - Molydisulfide Solid Film, Paste - Molykote G-n Plus	CFM CP2444
G00034	Cotton Wiper - Process Cleaning Absorbent Wiper (Cheesecloth, Gauze)	BMS15-5 Class A

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
STD-195	Container - 1 Quart (1 l), Oil/Fuel Resistant
STD-3911	Brush - Bristle, Medium Nylon

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				79-040-01-01

MECH | INSP

TASK 79-21-06-000-801-F00

1. Scavenge Oil Filter Element Removal

(Figure 1)

A. General

(1) This task is the removal procedure for the scavenge oil filter element (referred to as the filter element).

(2) The scavenge oil filter assembly is attached to the aft face of the accessory gearbox (AGB) at the 7:00 o'clock position.

(3) Each scavenge oil filter assembly has a scavenge oil filter element and a filter bowl.

(4) The scavenge oil filter element is in the filter bowl of the scavenge oil filter assembly.

(5) This procedure refers to the scavenge oil filter assembly as the filter assembly.

B. Prepare for the Removal

SUBTASK 79-21-06-860-001-F00

(1) For Engine 1, open these circuit breakers and install safety tags:

CAPT Electrical System Panel, P18-2

Row	Col	Number	Name
A	4	C01390	ENGINE 1 ALTN PWR CHAN B
A	5	C01314	ENGINE 1 ALTN PWR CHAN A

SUBTASK 79-21-06-860-002-F00

(2) For Engine 2, open these circuit breakers and install safety tags:

F/O Electrical System Panel, P6-2

Row	Col	Number	Name
D	7	C01391	ENGINE 2 ALTN PWR CHAN B
D	8	C01315	ENGINE 2 ALTN PWR CHAN A

SUBTASK 79-21-06-010-001-F00

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 79-040-01-01

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C. Filter Element Removal

SUBTASK 79-21-06-420-004-F00

WARNING: DO NOT TOUCH THE COMPONENTS OF THE OIL SYSTEM IF THE ENGINE IS HOT. THESE COMPONENTS STAY HOTTER THAN OTHER COMPONENTS. HOT COMPONENTS CAN BURN YOU.

WARNING: DO NOT OPEN THE OIL SYSTEM UNTIL THE PRESSURE GOES TO ZERO. THE PRESSURE GOES TO ZERO APPROXIMATELY 5 MINUTES AFTER AN ENGINE SHUTDOWN. A PRESSURIZED ENGINE CAN RELEASE A SPRAY OF HOT OIL THAT CAN BURN YOU.

WARNING: DO NOT LET HOT OIL GET ON YOU. PUT ON GOGGLES AND OTHER EQUIPMENT FOR PROTECTION OR LET THE ENGINE BECOME COOL. HOT OIL CAN BURN YOU.

CAUTION: DO NOT LET HOT OIL GET ON THE ENGINE OR OTHER COMPONENTS. IMMEDIATELY CLEAN THE COMPONENT IF OIL FALLS ON IT. OIL CAN CAUSE DAMAGE TO PAINT AND RUBBER.

(1) Remove the filter bowl [4]:

(a) Put a 1 quart (1 l) oil/fuel resistant container, STD-195, below the filter assembly.

(b) Push the ratchet lever with one hand.

NOTE: This releases the filter bowl.

(c) While you push on the ratchet lever, loosen the filter bowl [4] counterclockwise with the other hand.

NOTE: If the filter bowl is too tight, put the blade of a large screwdriver between the lugs at the bottom of the filter bowl. Use the screwdriver only as a lever to "break" the tightening force of the filter bowl and to loosen it.

(d) Remove the filter bowl [4].

1) Let the oil in the filter bowl [4] drain into the container.

2) Examine the oil for unusual color or grit content.

(e) Remove and discard the packing [3] from the filter bowl [4].

SUBTASK 79-21-06-810-001-F00

(2) If the filter bowl is seized and the filter element removal is for the Oil Filter Bypass alert, it is necessary to do these steps:

(a) Assume the filter element has unwanted debris. Do the checks that follow before you put the engine back into service.

(b) Continue to the check of the filter element and do the applicable steps for these unwanted debris.

1) unusual debris

2) black packing debris

3) aluminum debris

SUBTASK 79-21-06-020-001-F00

(3) Pull the filter element [2] from the filter housing.

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 79-040-01-01

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(a) Examine the filter element and the inside of the filter bowl [4] for unusual debris.

(b) If unusual debris is found, do this task: Chip Detectors and Scavenge Screens Inspection, AMM TASK 79-00-00-200-804-F00.

1) Do the corrective action for the unusual contamination.

(c) If black packing debris is found, it is probably from the inner and outer sealing spool valves on the lubrication unit, do these steps:

1) Replace the packing on the inner and outer spool of the lubrication unit. Do these tasks: Packing Replacement On The Inner Sealing Spool (Lubrication Unit Installed), AMM TASK 79-21-01-400-802-F00 and Packing Replacement On The Inner and Outer Sealing Spools (Lubrication Unit Removed), AMM TASK 79-21-01-400-803-F00.

2) If you do not replace these packings, a continue-in-service limit of 250 cycles is permitted with these conditions:

a) All three detectors are examined for correct installation [locked] by two different persons prior to the close of the fan cowls (AMM TASK 79-21-05-400-804-F00).

NOTE: The first person does the initial installation and check. The second person does the second check.

b) Do the detector installation check again each time the fan cowls are opened.

(d) If aluminum debris is found, do these steps:

1) Do this task: EEC Alternator and Alternator Rotor Removal, AMM TASK 73-21-08-000-801-F00.

2) Do a visual check of the EEC alternator and rotor for debris and obvious damage.

3) Examine the alternator rotor area in the AGB for damage.

a) If there is damage in the AGB, replace the engine. These are the tasks:Power Plant Removal, AMM TASK 71-00-02-000-801-F00 and Power Plant Installation, AMM TASK 71-00-02-400-801-F00.

b) If there is no damage in the AGB but debris was found, remove the debris in the AGB pad and clean as necessary.

c) Install a new EEC alternator and rotor, do this task: EEC Alternator and Alternator Rotor Installation, AMM TASK 73-21-08-400-801-F00.

d) Do this task:Flush The Engine Oil System, AMM TASK 12-13-11-100-801.

4) Re-examine the AGB/TGB chip detector and scavenge oil filter element every 10 to 20 cycles until they are found to be clean.

(e) If coke/carbon debris is found in the filter or if oil drained from bowl is unusually heavy dark or has grit in it, do these steps:

1) Do a Check of the AFT sump oil system for Oil Leakage Aft Sump Oil System Inspection, AMM TASK 79-00-00-200-806-F01.

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 79-040-01-01

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2) If engine oil pressure trend does not show a gradual increase, do these tasks at the next convenient opportunity.
   a) Do this task:Oil Scavenge Line Cleaning, AMM TASK 72-56-00-100-802-F00.
   b) Do this task: Oil Supply Line Cleaning, AMM TASK 72-56-00-000-801-F00 or do this task:Oil Supply Tube Replacement, AMM TASK 72-56-00-300-801-F00.
3) If the engine oil pressure trend show a gradual increase but is still in the limits, do these tasks in less than 25 cycles:
   a) Do this task: Oil Scavenge Line Cleaning, AMM TASK 72-56-00-100-802-F00.
   b) Do this task: Oil Supply Line Cleaning, AMM TASK 72-56-00-000-801-F00 or do this task:Oil Supply Tube Replacement, AMM TASK 72-56-00-300-801-F00.
4) Monitor the engine oil pressure during the next 20-50 hours of operation.

(f) Discard the filter element [2] and the packing [1].

——— END OF TASK ———

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 79-040-01-01

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TASK 79-21-06-400-801-F00

2. Scavenge Oil Filter Element Installation

(Figure 1)

A. General

(1) This task is the installation procedure for the scavenge oil filter element (referred to as the filter element).

(2) This procedure refers to the scavenge oil filter assembly as the filter assembly.

B. Expendables/Parts

AMM Item	Description	AIPC Reference	AIPC Effectivity
1	Packing	79-21-04-01A-080	AKS ALL
2	Filter element	79-21-04-01A-075	AKS ALL
3	Packing	79-21-04-01A-085	AKS ALL

C. Filter Element Installation

SUBTASK 79-21-06-840-001-F00

(1) Do these steps to prepare for the installation General Precautions During the Removal and Installation of Engine Components, AMM TASK 70-10-02-910-801-F00:

(a) Clean the mating interfaces of the filter housing and the filter bowl [4] with a cotton wiper, G00034.

(b) Make sure that the filter housing flanges and the filter bowl [4] are clean and in good condition.

SUBTASK 79-21-06-420-001-F00

(2) Install the new filter element [2]:

(a) Lubricate a new packing [1] and a new packing [3] with oil, D00599 [CP2442].

CAUTION: MAKE SURE THAT YOU INSTALL THE PACKING ON THE NEW FILTER ELEMENT CORRECTLY DURING THE INSTALLATION OF THE FILTER ELEMENT. IF YOU DO NOT INSTALL THE PACKING CORRECTLY, OIL LOSS CAN OCCUR DURING ENGINE OPERATION AND CAN CAUSE DAMAGE TO THE ENGINE.

(b) Install the packing [1] in the filter element groove.

(c) Put the filter element bore below the filter housing core.

(d) Push the filter element [2] on the filter housing core.

SUBTASK 79-21-06-420-002-F00

CAUTION: USE YOUR HANDS ONLY, DO NOT USE A TOOL, TO TIGHTEN THE FILTER BOWL. IF YOU DO USE TOOLS TO TIGHTEN THE FILTER BOWL, DAMAGE TO THE FILTER ASSEMBLY CAN OCCUR.

(3) Install the filter bowl [4]:

MECH | INSP

CAUTION: MAKE SURE THAT YOU INSTALL THE PACKING IN THE FILTER BOWL GROOVE CORRECTLY DURING THE INSTALLATION OF THE FILTER BOWL. IF YOU DO NOT INSTALL THE PACKING CORRECTLY, OIL LOSS CAN OCCUR DURING ENGINE OPERATION AND CAN CAUSE DAMAGE TO THE ENGINE.

(a) Install the packing [3] in the filter bowl groove.

CAUTION: MAKE SURE THAT THERE IS NO EXCESS LUBRICANT. MAKE SURE THAT THE LUBRICANT DOES NOT OVER FLOW AS THE FILTER BOWL IS TIGHTENED. IF THERE IS TOO MUCH LUBRICANT, IT CAN CAUSE DAMAGE TO THE EQUIPMENT.

(b) Use a medium nylon bristle brush, STD-3911 to lubricate the threads and the mating surfaces of the filter bowl [4] with Molykote G lubricant, D00640 [CP2104], Dow Corning G-n Metal Assembly lubricant, D00673 [CP2569], or Molykote G-n Plus lubricant, D50019 [CP2444].

1) Make sure that there is no excess lubricant on the filter bowl.

a) If it is necessary, use a cotton wiper, G00034 to remove the excess lubricant.

(c) Align the filter bowl [4] with the filter housing.

(d) Engage the filter bowl [4] in the filter housing.

(e) Use one hand to press the ratchet lever to release it from the notches in the filter bowl [4]

(f) Use your other hand to turn the filter bowl [4] clockwise into the filter housing until the filter bowl [4] does not turn.

(g) Make sure that the ratchet lever fully engages a notch on the filter bowl [4] to hold the filter assembly in its position.

NOTE: This locks the filter bowl to the filter housing.

D. Put the Airplane Back to Its Usual Condition

SUBTASK 79-21-06-410-002-F00

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

SUBTASK 79-21-06-860-005-F00

(2) For Engine 1, remove the safety tags and close these circuit breakers:

CAPT Electrical System Panel, P18-2

Row	Col	Number	Name
A	4	C01390	ENGINE 1 ALTN PWR CHAN B
A	5	C01314	ENGINE 1 ALTN PWR CHAN A

SUBTASK 79-21-06-860-006-F00

(3) For Engine 2, remove the safety tags and close these circuit breakers:

F/O Electrical System Panel, P6-2

Row	Col	Number	Name
D	7	C01391	ENGINE 2 ALTN PWR CHAN B

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(Continued)

F/O Electrical System Panel, P6-2

Row	Col	Number	Name
D	8	C01315	ENGINE 2 ALTN PWR CHAN A

E. Filter Element Installation Test

SUBTASK 79-21-06-800-001-F00

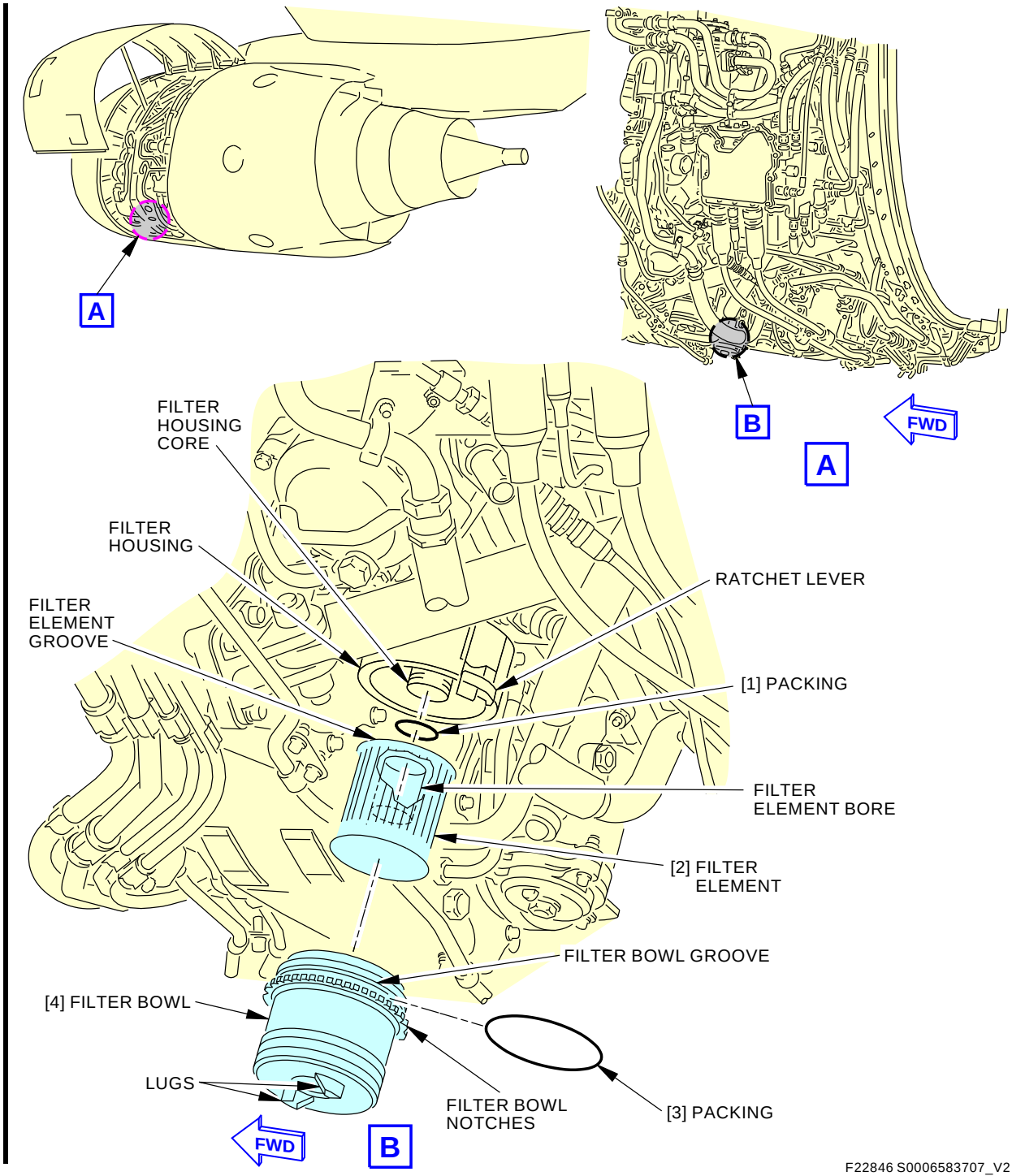
(1) Do the tests that are listed in the Power Plant Test Reference Table, AMM TASK 71-00-00-800-811-F00.

SUBTASK 79-21-06-610-003-F00

(2) If the oil level is low, do this task: Replenish the Engine Oil, AMM TASK 12-13-11-600-801.

——— END OF TASK ———

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				79-040-01-01



Scavenge Oil Filter Element Installation
Figure 1

AIRLINE CARD NO		TITLE			BOEING CARD NO.
		OIL SCAVENGE FILTER ELEMENT - RIGHT ENGINE			**79-040-02-01**
DATE	TASK **REPLACE**				RELATED CARD
TAIL NUMBER	WORK AREA **RIGHT ENGINE**	VERSION **1.1**	THRESHOLD **7500 FH**	REPEAT **7500 FH**	APPLICABILITY AIRPLANE: **ALL** ENGINE: **ALL**
STATION	SKILL **AIRPL**				
		ACCESS **423**			ZONE **421**

Remove and replace the right engine oil scavenge filter filter element.

A. References

Reference	Title
AMM 12-13-11-100-801	Flush The Engine Oil System (P/B 301)
AMM 12-13-11-600-801	Replenish the Engine Oil (P/B 301)
AMM 70-10-02-910-801-F00	General Precautions During the Removal and Installation of Engine Components (P/B 201)
AMM 71-00-00-800-811-F00	Power Plant Test Reference Table (P/B 501)
AMM 71-00-02-000-801-F00	Power Plant Removal (P/B 401)
AMM 71-00-02-400-801-F00	Power Plant Installation (P/B 401)
AMM 71-11-02-010-801-F00	Open the Fan Cowl Panels (P/B 201)
AMM 71-11-02-410-801-F00	Close the Fan Cowl Panels (P/B 201)
AMM 72-56-00-000-801-F00	Oil Supply Line Cleaning (P/B 701)
AMM 72-56-00-100-802-F00	Oil Scavenge Line Cleaning (P/B 701)
AMM 72-56-00-300-801-F00	Oil Supply Tube Replacement (P/B 801)
AMM 73-21-08-000-801-F00	EEC Alternator and Alternator Rotor Removal (P/B 401)
AMM 73-21-08-400-801-F00	EEC Alternator and Alternator Rotor Installation (P/B 401)
AMM 79-00-00-200-804-F00	Chip Detectors and Scavenge Screens Inspection (P/B 601)
AMM 79-00-00-200-806-F01	Aft Sump Oil System Inspection (P/B 601)
AMM 79-21-01-400-802-F00	Packing Replacement On The Inner Sealing Spool (Lubrication Unit Installed) (P/B 801)
AMM 79-21-01-400-803-F00	Packing Replacement On The Inner and Outer Sealing Spools (Lubrication Unit Removed) (P/B 801)
AMM 79-21-05-400-804-F00	Magnetic Chip Detector (MCD) Installation (P/B 401)

B. Consumable Materials

Reference	Description	Specification
D00599 [CP2442]	Oil - Engine (CFMI SB 79-0001)	CFM CP2442
D00640 [CP2104]	Lubricant - Molybdenum Disulfide, Solid - Molykote G	CFM CP2104
D00673 [CP2569]	Lubricant - Molybdenum Disulfide, Solid - Dow Corning G-n Metal Assembly	CFM CP2569

(Continued)

Reference	Description	Specification
D50019 [CP2444]	Lubricant - Molydisulfide Solid Film, Paste - Molykote G-n Plus	CFM CP2444
G00034	Cotton Wiper - Process Cleaning Absorbent Wiper (Cheesecloth, Gauze)	BMS15-5 Class A

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
STD-195	Container - 1 Quart (1 l), Oil/Fuel Resistant
STD-3911	Brush - Bristle, Medium Nylon

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				79-040-02-01

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TASK 79-21-06-000-801-F00

1. Scavenge Oil Filter Element Removal

(Figure 1)

A. General

(1) This task is the removal procedure for the scavenge oil filter element (referred to as the filter element).

(2) The scavenge oil filter assembly is attached to the aft face of the accessory gearbox (AGB) at the 7:00 o'clock position.

(3) Each scavenge oil filter assembly has a scavenge oil filter element and a filter bowl.

(4) The scavenge oil filter element is in the filter bowl of the scavenge oil filter assembly.

(5) This procedure refers to the scavenge oil filter assembly as the filter assembly.

B. Prepare for the Removal

SUBTASK 79-21-06-860-001-F00

(1) For Engine 1, open these circuit breakers and install safety tags:

CAPT Electrical System Panel, P18-2

Row	Col	Number	Name
A	4	C01390	ENGINE 1 ALTN PWR CHAN B
A	5	C01314	ENGINE 1 ALTN PWR CHAN A

SUBTASK 79-21-06-860-002-F00

(2) For Engine 2, open these circuit breakers and install safety tags:

F/O Electrical System Panel, P6-2

Row	Col	Number	Name
D	7	C01391	ENGINE 2 ALTN PWR CHAN B
D	8	C01315	ENGINE 2 ALTN PWR CHAN A

SUBTASK 79-21-06-010-001-F00

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

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 79-040-02-01

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C. Filter Element Removal

SUBTASK 79-21-06-420-004-F00

WARNING: DO NOT TOUCH THE COMPONENTS OF THE OIL SYSTEM IF THE ENGINE IS HOT. THESE COMPONENTS STAY HOTTER THAN OTHER COMPONENTS. HOT COMPONENTS CAN BURN YOU.

WARNING: DO NOT OPEN THE OIL SYSTEM UNTIL THE PRESSURE GOES TO ZERO. THE PRESSURE GOES TO ZERO APPROXIMATELY 5 MINUTES AFTER AN ENGINE SHUTDOWN. A PRESSURIZED ENGINE CAN RELEASE A SPRAY OF HOT OIL THAT CAN BURN YOU.

WARNING: DO NOT LET HOT OIL GET ON YOU. PUT ON GOGGLES AND OTHER EQUIPMENT FOR PROTECTION OR LET THE ENGINE BECOME COOL. HOT OIL CAN BURN YOU.

CAUTION: DO NOT LET HOT OIL GET ON THE ENGINE OR OTHER COMPONENTS. IMMEDIATELY CLEAN THE COMPONENT IF OIL FALLS ON IT. OIL CAN CAUSE DAMAGE TO PAINT AND RUBBER.

(1) Remove the filter bowl [4]:

(a) Put a 1 quart (1 l) oil/fuel resistant container, STD-195, below the filter assembly.

(b) Push the ratchet lever with one hand.

NOTE: This releases the filter bowl.

(c) While you push on the ratchet lever, loosen the filter bowl [4] counterclockwise with the other hand.

NOTE: If the filter bowl is too tight, put the blade of a large screwdriver between the lugs at the bottom of the filter bowl. Use the screwdriver only as a lever to "break" the tightening force of the filter bowl and to loosen it.

(d) Remove the filter bowl [4].

1) Let the oil in the filter bowl [4] drain into the container.

2) Examine the oil for unusual color or grit content.

(e) Remove and discard the packing [3] from the filter bowl [4].

SUBTASK 79-21-06-810-001-F00

(2) If the filter bowl is seized and the filter element removal is for the Oil Filter Bypass alert, it is necessary to do these steps:

(a) Assume the filter element has unwanted debris. Do the checks that follow before you put the engine back into service.

(b) Continue to the check of the filter element and do the applicable steps for these unwanted debris.

1) unusual debris

2) black packing debris

3) aluminum debris

SUBTASK 79-21-06-020-001-F00

(3) Pull the filter element [2] from the filter housing.

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 79-040-02-01

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(a) Examine the filter element and the inside of the filter bowl [4] for unusual debris.

(b) If unusual debris is found, do this task: Chip Detectors and Scavenge Screens Inspection, AMM TASK 79-00-00-200-804-F00.

1) Do the corrective action for the unusual contamination.

(c) If black packing debris is found, it is probably from the inner and outer sealing spool valves on the lubrication unit, do these steps:

1) Replace the packing on the inner and outer spool of the lubrication unit. Do these tasks: Packing Replacement On The Inner Sealing Spool (Lubrication Unit Installed), AMM TASK 79-21-01-400-802-F00 and Packing Replacement On The Inner and Outer Sealing Spools (Lubrication Unit Removed), AMM TASK 79-21-01-400-803-F00.

2) If you do not replace these packings, a continue-in-service limit of 250 cycles is permitted with these conditions:

a) All three detectors are examined for correct installation [locked] by two different persons prior to the close of the fan cowls (AMM TASK 79-21-05-400-804-F00).

NOTE: The first person does the initial installation and check. The second person does the second check.

b) Do the detector installation check again each time the fan cowls are opened.

(d) If aluminum debris is found, do these steps:

1) Do this task: EEC Alternator and Alternator Rotor Removal, AMM TASK 73-21-08-000-801-F00.

2) Do a visual check of the EEC alternator and rotor for debris and obvious damage.

3) Examine the alternator rotor area in the AGB for damage.

a) If there is damage in the AGB, replace the engine. These are the tasks:Power Plant Removal, AMM TASK 71-00-02-000-801-F00 and Power Plant Installation, AMM TASK 71-00-02-400-801-F00.

b) If there is no damage in the AGB but debris was found, remove the debris in the AGB pad and clean as necessary.

c) Install a new EEC alternator and rotor, do this task: EEC Alternator and Alternator Rotor Installation, AMM TASK 73-21-08-400-801-F00.

d) Do this task:Flush The Engine Oil System, AMM TASK 12-13-11-100-801.

4) Re-examine the AGB/TGB chip detector and scavenge oil filter element every 10 to 20 cycles until they are found to be clean.

(e) If coke/carbon debris is found in the filter or if oil drained from bowl is unusually heavy dark or has grit in it, do these steps:

1) Do a Check of the AFT sump oil system for Oil Leakage Aft Sump Oil System Inspection, AMM TASK 79-00-00-200-806-F01.

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MECH	INSP

2) If engine oil pressure trend does not show a gradual increase, do these tasks at the next convenient opportunity.

   a) Do this task:Oil Scavenge Line Cleaning, AMM TASK 72-56-00-100-802-F00.

   b) Do this task: Oil Supply Line Cleaning, AMM TASK 72-56-00-000-801-F00 or do this task:Oil Supply Tube Replacement, AMM TASK 72-56-00-300-801-F00.

3) If the engine oil pressure trend show a gradual increase but is still in the limits, do these tasks in less than 25 cycles:

   a) Do this task: Oil Scavenge Line Cleaning, AMM TASK 72-56-00-100-802-F00.

   b) Do this task: Oil Supply Line Cleaning, AMM TASK 72-56-00-000-801-F00 or do this task:Oil Supply Tube Replacement, AMM TASK 72-56-00-300-801-F00.

4) Monitor the engine oil pressure during the next 20-50 hours of operation.

(f) Discard the filter element [2] and the packing [1].

——— END OF TASK ———

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 79-040-02-01

MECH | INSP

TASK 79-21-06-400-801-F00

2. Scavenge Oil Filter Element Installation

(Figure 1)

A. General

(1) This task is the installation procedure for the scavenge oil filter element (referred to as the filter element).

(2) This procedure refers to the scavenge oil filter assembly as the filter assembly.

B. Expendables/Parts

AMM Item	Description	AIPC Reference	AIPC Effectivity
1	Packing	79-21-04-01A-080	AKS ALL
2	Filter element	79-21-04-01A-075	AKS ALL
3	Packing	79-21-04-01A-085	AKS ALL

C. Filter Element Installation

SUBTASK 79-21-06-840-001-F00

(1) Do these steps to prepare for the installation General Precautions During the Removal and Installation of Engine Components, AMM TASK 70-10-02-910-801-F00:

(a) Clean the mating interfaces of the filter housing and the filter bowl [4] with a cotton wiper, G00034.

(b) Make sure that the filter housing flanges and the filter bowl [4] are clean and in good condition.

SUBTASK 79-21-06-420-001-F00

(2) Install the new filter element [2]:

(a) Lubricate a new packing [1] and a new packing [3] with oil, D00599 [CP2442].

CAUTION: MAKE SURE THAT YOU INSTALL THE PACKING ON THE NEW FILTER ELEMENT CORRECTLY DURING THE INSTALLATION OF THE FILTER ELEMENT. IF YOU DO NOT INSTALL THE PACKING CORRECTLY, OIL LOSS CAN OCCUR DURING ENGINE OPERATION AND CAN CAUSE DAMAGE TO THE ENGINE.

(b) Install the packing [1] in the filter element groove.

(c) Put the filter element bore below the filter housing core.

(d) Push the filter element [2] on the filter housing core.

SUBTASK 79-21-06-420-002-F00

CAUTION: USE YOUR HANDS ONLY, DO NOT USE A TOOL, TO TIGHTEN THE FILTER BOWL. IF YOU DO USE TOOLS TO TIGHTEN THE FILTER BOWL, DAMAGE TO THE FILTER ASSEMBLY CAN OCCUR.

(3) Install the filter bowl [4]:

MECH | INSP

CAUTION: MAKE SURE THAT YOU INSTALL THE PACKING IN THE FILTER BOWL GROOVE CORRECTLY DURING THE INSTALLATION OF THE FILTER BOWL. IF YOU DO NOT INSTALL THE PACKING CORRECTLY, OIL LOSS CAN OCCUR DURING ENGINE OPERATION AND CAN CAUSE DAMAGE TO THE ENGINE.

(a) Install the packing [3] in the filter bowl groove.

CAUTION: MAKE SURE THAT THERE IS NO EXCESS LUBRICANT. MAKE SURE THAT THE LUBRICANT DOES NOT OVER FLOW AS THE FILTER BOWL IS TIGHTENED. IF THERE IS TOO MUCH LUBRICANT, IT CAN CAUSE DAMAGE TO THE EQUIPMENT.

(b) Use a medium nylon bristle brush, STD-3911 to lubricate the threads and the mating surfaces of the filter bowl [4] with Molykote G lubricant, D00640 [CP2104], Dow Corning G-n Metal Assembly lubricant, D00673 [CP2569], or Molykote G-n Plus lubricant, D50019 [CP2444].

1) Make sure that there is no excess lubricant on the filter bowl.

a) If it is necessary, use a cotton wiper, G00034 to remove the excess lubricant.

(c) Align the filter bowl [4] with the filter housing.

(d) Engage the filter bowl [4] in the filter housing.

(e) Use one hand to press the ratchet lever to release it from the notches in the filter bowl [4]

(f) Use your other hand to turn the filter bowl [4] clockwise into the filter housing until the filter bowl [4] does not turn.

(g) Make sure that the ratchet lever fully engages a notch on the filter bowl [4] to hold the filter assembly in its position.

NOTE: This locks the filter bowl to the filter housing.

D. Put the Airplane Back to Its Usual Condition

SUBTASK 79-21-06-410-002-F00

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

SUBTASK 79-21-06-860-005-F00

(2) For Engine 1, remove the safety tags and close these circuit breakers:

CAPT Electrical System Panel, P18-2

Row	Col	Number	Name
A	4	C01390	ENGINE 1 ALTN PWR CHAN B
A	5	C01314	ENGINE 1 ALTN PWR CHAN A

SUBTASK 79-21-06-860-006-F00

(3) For Engine 2, remove the safety tags and close these circuit breakers:

F/O Electrical System Panel, P6-2

Row	Col	Number	Name
D	7	C01391	ENGINE 2 ALTN PWR CHAN B

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 79-040-02-01

MECH | INSP

(Continued)

F/O Electrical System Panel, P6-2

Row	Col	Number	Name
D	8	C01315	ENGINE 2 ALTN PWR CHAN A

E. Filter Element Installation Test

SUBTASK 79-21-06-800-001-F00

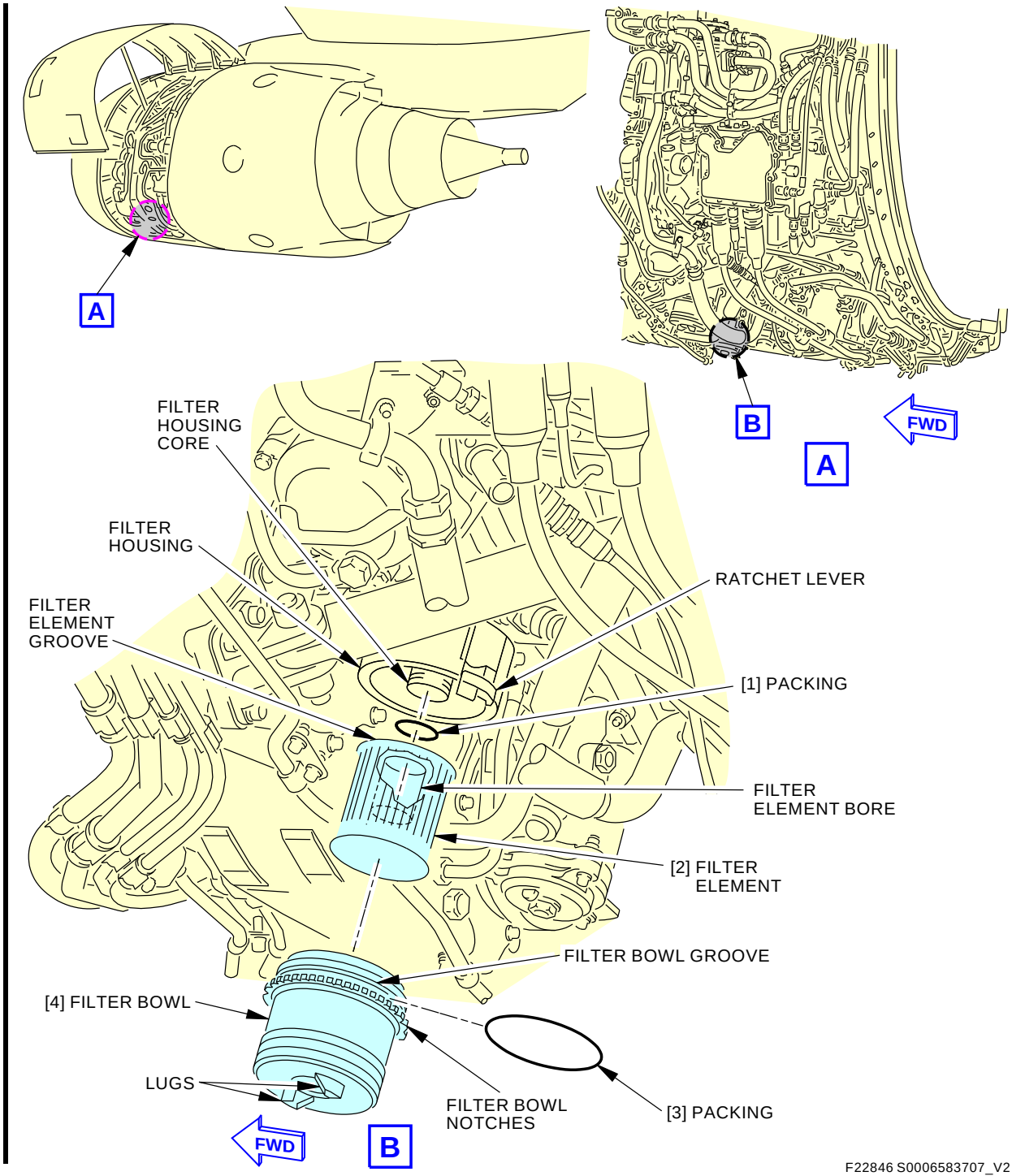
(1) Do the tests that are listed in the Power Plant Test Reference Table, AMM TASK 71-00-00-800-811-F00.

SUBTASK 79-21-06-610-003-F00

(2) If the oil level is low, do this task: Replenish the Engine Oil, AMM TASK 12-13-11-600-801.

——— END OF TASK ———

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				79-040-02-01



Scavenge Oil Filter Element Installation
Figure 1

EFFECTIVITY	SOURCE	
AKS ALL	**MRB**	**OIL SCAVENGE FILTER ELEMENT - RIGHT ENGINE**