## THRUST REVERSER STRUCTURE - INSPECTION/CHECK

*EFFECTIVITY: ALL*

1. General

   A. This section gives the procedures to do the inspection of the Thrust Reverser Structure.

   B. The procedures in this section are given in the sequence below. The tasks identified with (♦) are part of the Scheduled Maintenance Requirements Document (SMRD).

| *TASK NUMBER* | *DESCRIPTION* | *EFFECTIVITY* |
|---|---|---|
| 78-31-00-200-801-A ♦ | THRUST REVERSER STRUCTURE - DETAILED INSPECTION | ALL |
| 78-31-00-200-802-A | THRUST REVERSER STRUCTURE - VISUAL INSPECTION | ALL |

TASK 78-31-00-200-801-A
*EFFECTIVITY: ALL*

2. THRUST REVERSER STRUCTURE - DETAILED INSPECTION

A. General

(1) This task gives the procedures to do the detailed visual inspection of the thrust reverser structure for general condition and to find damage or failure.

(2) The possible typical damage to the thrust reverser will be a result of ground collisions, impacts of foreign objects, and wear.

B. References

| *REFERENCE* | *DESIGNATION* |
|---|---|
| AMM MPP 06-43-00/100 | - COMPONENT LOCATION |
| AMM TASK 20-40-01-860-801-A/200 | ENERGIZATION OF THE AIRCRAFT WITH AN EXTERNAL POWER SOURCE |
| AMM TASK 29-10-00-860-801-A/200 | HYDRAULIC SYSTEM - PRESSURIZATION WITH HTS |
| AMM TASK 71-11-01-000-801-A/400 | ENGINE UPPER COWLING - REMOVAL |
| AMM TASK 71-11-01-400-801-A/400 | ENGINE UPPER COWLING - INSTALLATION |
| AMM TASK 78-31-01-700-801-A/500 | THRUST REVERSER - OPERATIONAL CHECK |
| AMM TASK 78-31-01-980-801-A/200 | LOCK/UNLOCK THE TR EXHAUST DOOR - STOWED POSITION |
| AMM TASK 78-31-05-000-801-A/400 | THRUST-REVERSER PIVOT BOLTS - REMOVAL |
| AMM TASK 78-31-05-400-801-A/400 | THRUST-REVERSER PIVOT BOLTS - INSTALLATION |
| SWPM 20-21-00 | - |

C. Zones and Accesses

| *ZONE* | *PANEL/DOOR* | *LOCATION* |
|---|---|---|
| 416 | 416BB | LH Thrust Reverser |
| 416 | 416FB | LH Thrust Reverser |
| 416 | 416GB | LH Thrust Reverser |
| 416 | 416QL | LH Thrust Reverser |
| 416 | 416SL | LH Thrust Reverser |
| 416 | 416PR | LH Thrust Reverser |
| 416 | 416RR | LH Thrust Reverser |
| 416 | 416HT | LH Thrust Reverser |
| 416 | 416MT | LH Thrust Reverser |
| 416 | 416NT | LH Thrust Reverser |
| 416 | 416VZ | LH Thrust Reverser |
| 416 | 416WZ | LH Thrust Reverser |
| 416 | 416XZ | LH Thrust Reverser |

(Continued)

| *ZONE* | *PANEL/DOOR* | *LOCATION* |
|---|---|---|
| 416 | 416YZ | LH Thrust Reverser |
| 426 | 426BB | RH Thrust Reverser |
| 426 | 426FB | RH Thrust Reverser |
| 426 | 426GB | RH Thrust Reverser |
| 426 | 426QL | RH Thrust Reverser |
| 426 | 426SL | RH Thrust Reverser |
| 426 | 426PR | RH Thrust Reverser |
| 426 | 426RR | RH Thrust Reverser |
| 426 | 426HT | RH Thrust Reverser |
| 426 | 426MT | RH Thrust Reverser |
| 426 | 426NT | RH Thrust Reverser |
| 426 | 426VZ | RH Thrust Reverser |
| 426 | 426WZ | RH Thrust Reverser |
| 426 | 426XZ | RH Thrust Reverser |
| 426 | 426YZ | RH Thrust Reverser |

D. Tools and Equipment

| *ITEM* | *DESCRIPTION* | *PURPOSE* | *QTY* |
|---|---|---|---|
| | Hold-open stay (installed on the thrust reverser) | To lock the thrust reverser doors in the deployed position | |

E. Auxiliary Items

| *ITEM* | *DESCRIPTION* | *PURPOSE* | *QTY* |
|---|---|---|---|
| Commercially available | Workstand | To get access to the thrust reverser structure | 1 |
| Commercially available | Flashlight | To illuminate the thrust reverser | 1 |
| Commercially available | Inspection mirror | To inspect the thrust reverser | 1 |
| Commercially available | Lint-free cloth | To clean the thrust reverser pivot bolt | 1 |

F. Consumable Materials

Not Applicable

G. Expandable Parts

Not Applicable

H. Persons Recommended

| *QTY* | *FUNCTION* | *PLACE* |
|---|---|---|
| 1 | Does the task | Thrust reverser |

I. Preparation

*SUBTASK 841-002-A*

(1) Make sure that the aircraft is safe for maintenance.

(2) Put the workstand in the work location.

(3) Remove access panels 416BB/416FB/416GB/416QL/416SL/416PR/ 416RR/416HT/ 416MT/416NT/416VZ/416WZ/416XZ/416YZ/426BB/426FB/426GB/426QL/426SL/ 426PR/ 426RR/426HT/426MT/426NT/426VZ/426WZ/426XZ/426YZ ( AMM MPP 06-43-00/100) from the thrust reverser.

(4) Energize the aircraft with the DC Power Supply ( AMM TASK 20-40-01-860-801-A/ 200).

**WARNING: BE CAREFUL WITH THE AIRCRAFT HYDRAULIC LINES BECAUSE THE NOMINAL PRESSURE OF THE HYDRAULIC SYSTEM IS 3,000 PSI. A LEAKAGE CAN CAUSE INJURY TO PERSONS AND DAMAGE TO THE MATERIAL.**

CAUTION: MAKE SURE THAT ALL THE HYDRAULIC LINES ARE CONNECTED NOT TO LET THE HYDRAULIC OIL FALL OUT.

(5) Pressurize the aircraft hydraulic system ( AMM TASK 29-10-00-860-801-A/200).

(6) On the RH electrical-power control/distribution box, open the PITOT HTG 3 and the HEATING/PITOT 2 circuit breakers and attach a DO-NOT-OPEN tag to it.

(7) On the LH electrical-power control/distribution box, open the HEATING/PITOT 1 circuit breaker and attach a DO-NOT-CLOSE tag to it.

(8) On the circuit breaker panel, open these circuit breakers and attach a DO-NOT-CLOSE tag to them.

- N2 SIGNAL 1A/1B.
- N2 SIGNAL 2A/2B.

(9) Remove the engine upper cowling (AMM TASK 71-11-01-000-801-A/400).

**WARNING: KEEP A SAFE DISTANCE FROM THE THRUST REVERSER DOORS TO PREVENT INJURIES.**

(10) Set the thrust lever to the REV position, to open the thrust reverser doors.

CAUTION: DAMAGE TO THE PIVOT DOOR ACTUATOR ROD CAN DAMAGE THE ACTUATOR SEALS. THIS WILL RESULT IN LEAKAGE OF HYDRAULIC FLUID FROM THE ACTUATOR. TAKE CARE NOT TO DAMAGE THE ACTUATOR ROD WHEN YOU REMOVE THE HOLD-OPEN STAY AND WHEN YOU USE MAINTENANCE TOOLS NEAR THE PIVOT DOOR ACTUATOR.

(11) Install the hold-open stay to the thrust-reverser door actuator shaft. The stay is installed to the extended part of the actuator.

(12) Release the pressure from the hydraulic system ( AMM TASK 29-10-00-860-801-A/200).

(13) Clean the thrust reverser assembly.

J. Inspect (Detailed Inspection) Thrust Reverser Structure (Figure 601) (Figure 602) (Figure 603)

*SUBTASK 220-002-A*

**WARNING: DO NOT TOUCH THE THRUST REVERSER AND ENGINE COMPONENTS UNTIL THEY ARE COOL. THE TEMPERATURE CAN STAY HOT FOR A LONG TIME AFTER THE ENGINE STOPS.**

(1) Do a detailed visual inspection of the thrust reverser structure, internally and externally, for general condition, damage, or failure. Examine these components:

(a) Mounting flange for cracks, signs of distortion, and loose fasteners. Make sure that the attaching bolts that hold the thrust reverser to the engine are not loose.

(b) Hoses and hydraulic pipes between the Thrust Reverser and the engine and the airframe for signs of heat, chafing, looseness, or wear.

CAUTION:
- DAMAGED THRUST REVERSER HARNESSES CAN CAUSE N1 OSCILLATIONS, ABORT TAKE-OFF OR TLA ROLL-BACK TO IDLE. MAKE SURE ALL THE THRUST REVERSER HARNESSES ARE IN GOOD CONDITIONS.
- MAKE SURE THAT ALL THRUST REVERSER HARNESSES HAVE THE SPIRAL WRAP INSTALLED. THE SPIRAL WRAP SHALL BE INSTALLED TO PROTECT THE HARNESSES FOR CHAFING. REFER TO SWPM 20-21-00 FOR THE CORRECT SPIRAL WRAP INSTALLATION.

(c) Examine the thrust reverser electrical harnesses and the interface harnesses between the thrust reverser and the aircraft pylon for signs of chafing and looseness. Refer to Figure 602 and Figure 603 to identify the thrust reverser harnesses.

(d) Fire blanket for cuts, abrasions, and damage to the safety wiring of the fasteners.

(e) Torsion box inner skin for signs of impact, cracks, and loose fasteners. Torsion box outer skin for small cracks, dents, abrasion, cuts, and loose fasteners. Visually examine the interior of the torsion box for signs of wear, chafing, and damage to the electrical harnesses and the hydraulic pipes.

(f) Thrust Reverser inner skin between the mounting flange and the torsion box for signs of cracks, loose fasteners, distortions, and abrasion.

(g) Mounting bracket and attaching flange of the pivot door actuator (in the torsion box) for signs of damage, such as cracks, distortions, and loose fasteners.

(h) 3-hr beam and 9-hr beam inner and outer skins for damage to the surfaces such as dents, cuts, cracks, loose fasteners, and abrasion. Visually examine the

junctions between the 3-hr beam and the 9-hr beam and the torsion box and the rear structure for signs of distortion and unsatisfactory attachment of the fasteners at the external and internal skins.

(i) Upper and lower pivot door outer and inner skins for damage to the surfaces such as dents, cuts, cracks, loose fasteners, and abrasion. Visually examine the pivot door front frames for signs of distortion, impacts, cracks, and loose fasteners. Visually examine the tertiary-lock engaging roller bracket and the engaging roller for signs of wear, cuts, cracks, and loose fasteners. Visually examine the arm of the deploy switch. If you find damage along the length of the arm, do the procedure given in reverser manufacturer's CMM 78-30-00 (Testing & troubleshooting - Table 105).

(j) Inhibition bracket receptacles for signs of wear, distortion, cracks, and loose fasteners.

(k) Pivot-door actuator mounting bracket (in the center of each door) for signs of distortion, cracks, or loose fasteners.

(l) Primary lock door hook for signs of cracks, abrasion, distortion, and wear.

(m) Seals around the structure of the pivot doors for cuts, wear, and loss of shape.

(n) Primary-lock S-latch hook and the primary-lock support frames for signs of distortion, loose attachment, or cracks.

(o) Pivot door bearings and housings for distortions, abrasions, cracks, and loose attachments.

(p) Rear structure inner and outer skins for damage to the surfaces such as, dents, cuts, cracks, loose fasteners, and abrasion. The skin profile will also give information on the condition of the internal stiffeners of the structure.

(2) For the detailed visual inspection of the pivot bolts, do as follows:

CAUTION: DAMAGE TO THE PIVOT DOOR ACTUATOR ROD CAN DAMAGE THE ACTUATOR SEALS. THIS WILL RESULT IN LEAKAGE OF HYDRAULIC FLUID FROM THE ACTUATOR. TAKE CARE NOT TO DAMAGE THE ACTUATOR ROD WHEN YOU REMOVE THE HOLD-OPEN STAY AND WHEN YOU USE MAINTENANCE TOOLS NEAR THE PIVOT DOOR ACTUATOR.

(a) Remove the hold-open stay from the actuator rods and Install them to the torsion-box firewall with its bolts.

(b) Set the thrust lever to the IDLE position.

(c) Manually close the thrust reverser doors.

(d) Lock the thrust reverser doors (AMM TASK 78-31-01-980-801-A/200).

(e) Remove the pivot bolts (AMM TASK 78-31-05-000-801-A/400).

(f) Examine the pivot bolt with a magnifying glass. The surface of the pivot bolt must be free from abrasions, distortions, and cracks.

(g) Clean the bolt and the bearing receptacle with a lint-free cloth.

(h) Install the pivot bolts (AMM TASK 78-31-05-400-801-A/400).

(i) Unlock the thrust reverser doors (AMM TASK 78-31-01-980-801-A/200).

K. Follow-on

*SUBTASK 842-002-A*

(1) Install access panels 416BB/416FB/416GB/416QL/416SL/416PR/ 416RR/416HT/ 416MT/416NT/416VZ/416WZ/416XZ/416YZ/426BB/426FB/426GB/426QL/426SL/ 426PR/ 426RR/426HT/426MT/426NT/426VZ/426WZ/426XZ/426YZ ( AMM MPP 06-43-00/100) to the thrust reverser.

(2) Install the engine upper cowling (AMM TASK 71-11-01-400-801-A/400).

(3) On the circuit breaker panel, close these circuit breakers and remove the DO-NOT-CLOSE tag from them.

- N2 SIGNAL 1A/1B.
- N2 SIGNAL 2A/2B.

(4) On the RH electrical-power control/distribution box, close the PITOT HTG 3 and the HEATING/PITOT 2 circuit breakers and remove the DO-NOT-OPEN tag from it.

(5) On the LH electrical-power control/distribution box, close the HEATING/PITOT 1 circuit breaker and remove the DO-NOT-CLOSE tag from it.

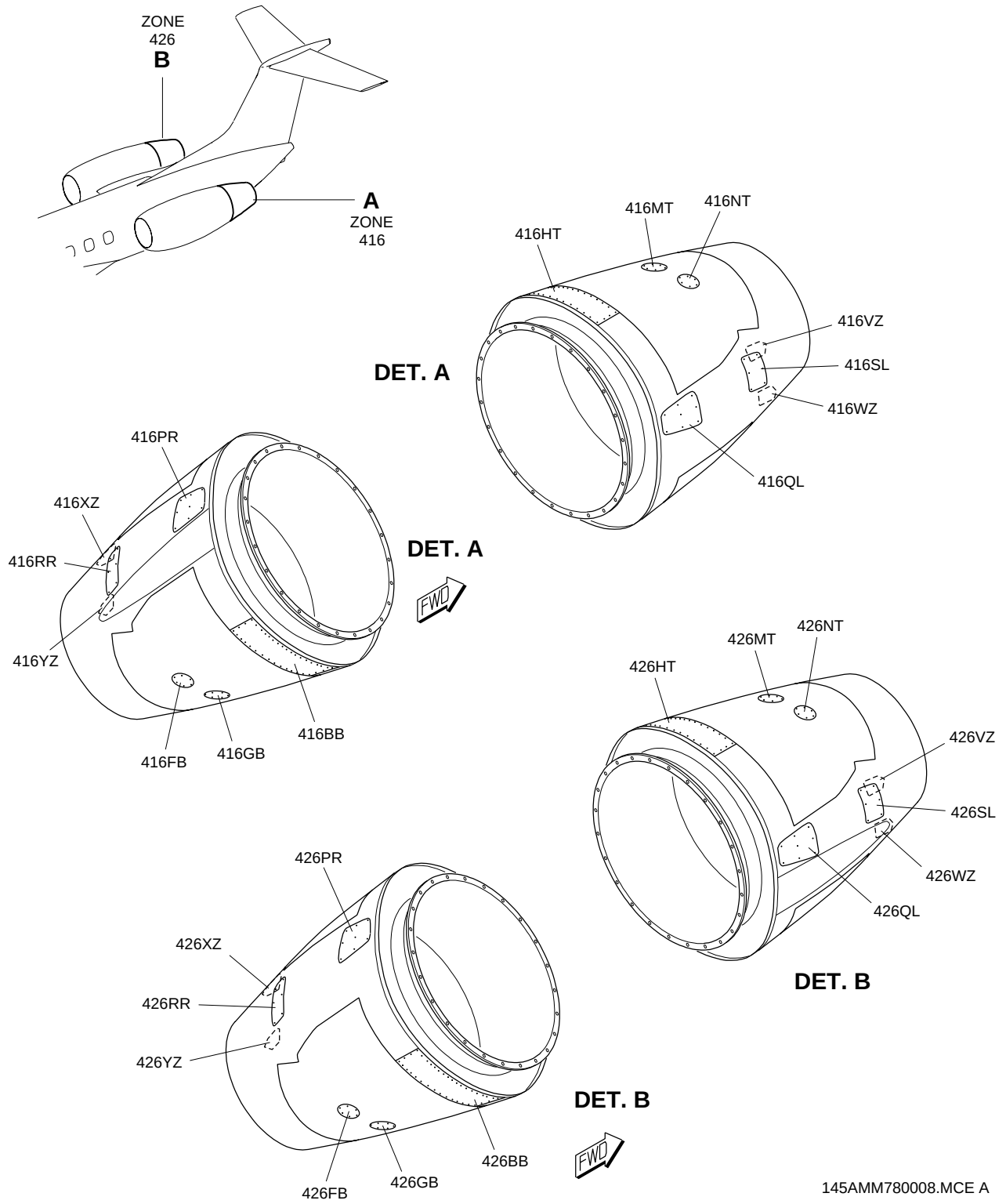
(6) Do a thrust reverser operational test ( AMM TASK 78-31-01-700-801-A/500) and examine the thrust reverser for general conditions, oil leaks, and correct operation.

(7) Remove the DC Power Supply ( AMM TASK 20-40-01-860-801-A/200) from the aircraft.

(8) Remove the workstand from the work location.

*EFFECTIVITY: ALL*

Thrust Reverser Structure - Component Locations
Figure 601 - Sheet 1

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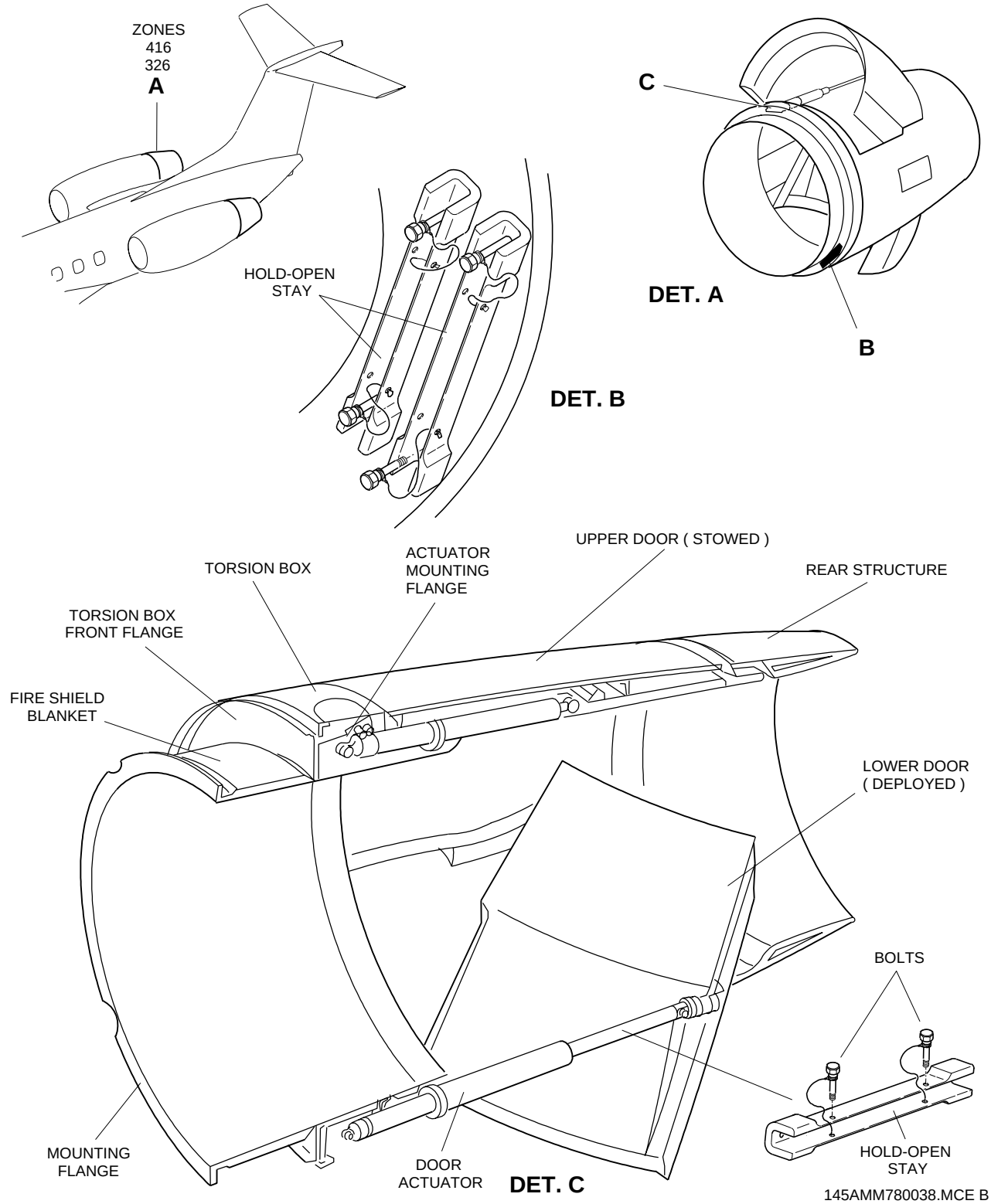
*EFFECTIVITY: ALL*

Thrust Reverser Structure - Component Locations
Figure 601 - Sheet 2

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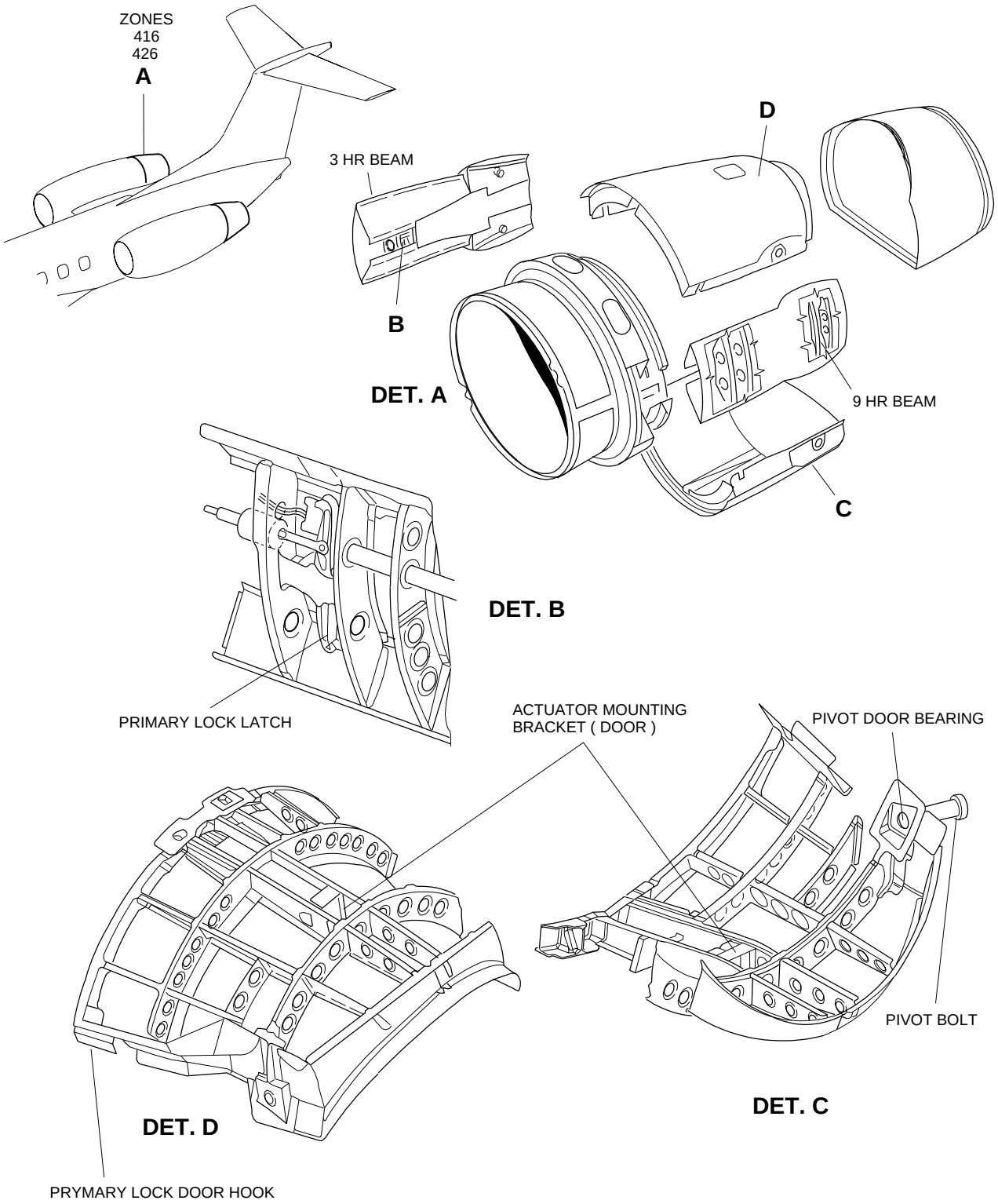
*EFFECTIVITY: ALL*

Thrust Reverser Structure - Component Locations
Figure 601 - Sheet 3

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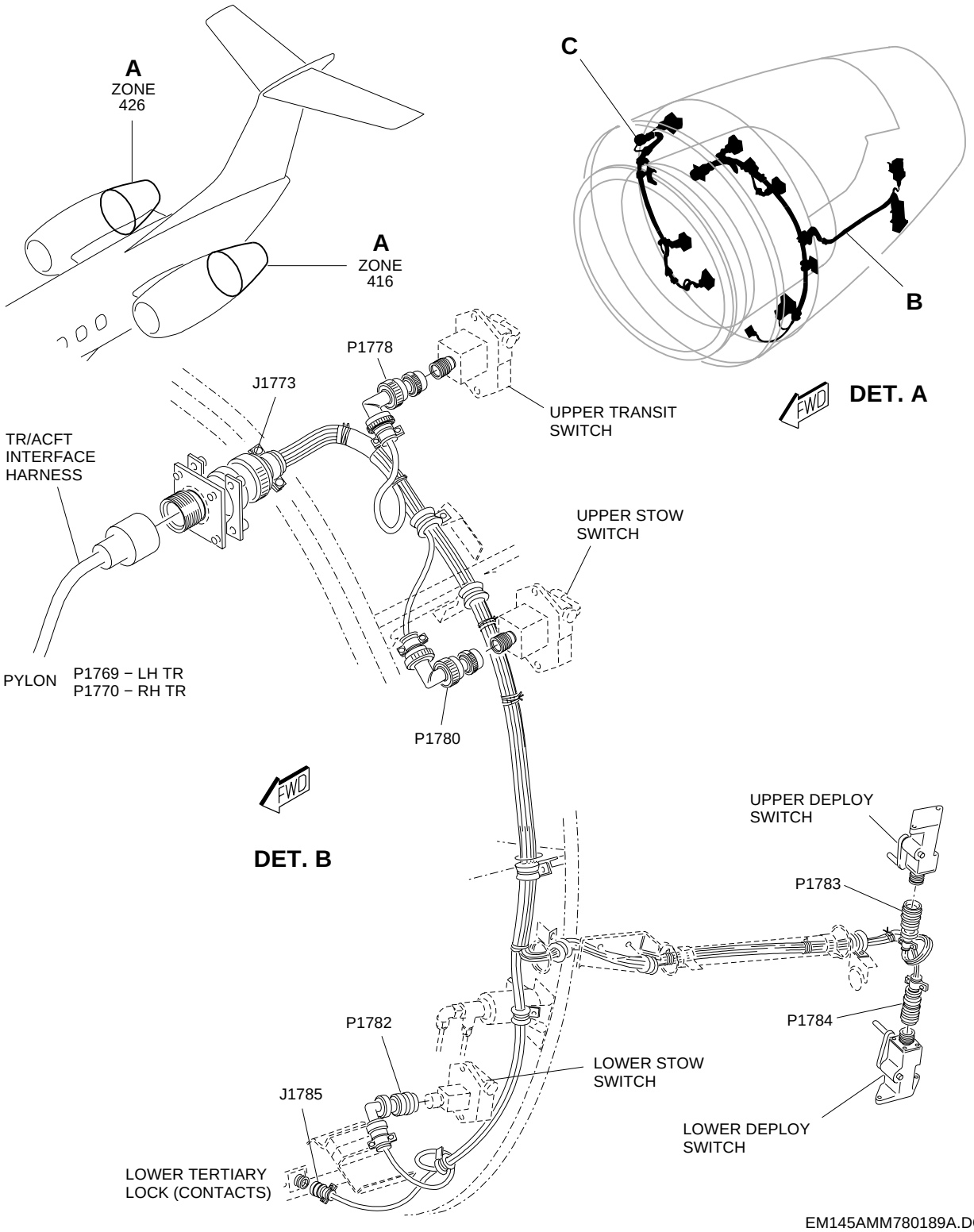
*EFFECTIVITY: ALL*

Thrust Reverser Harness - General View
Figure 602 - Sheet 1

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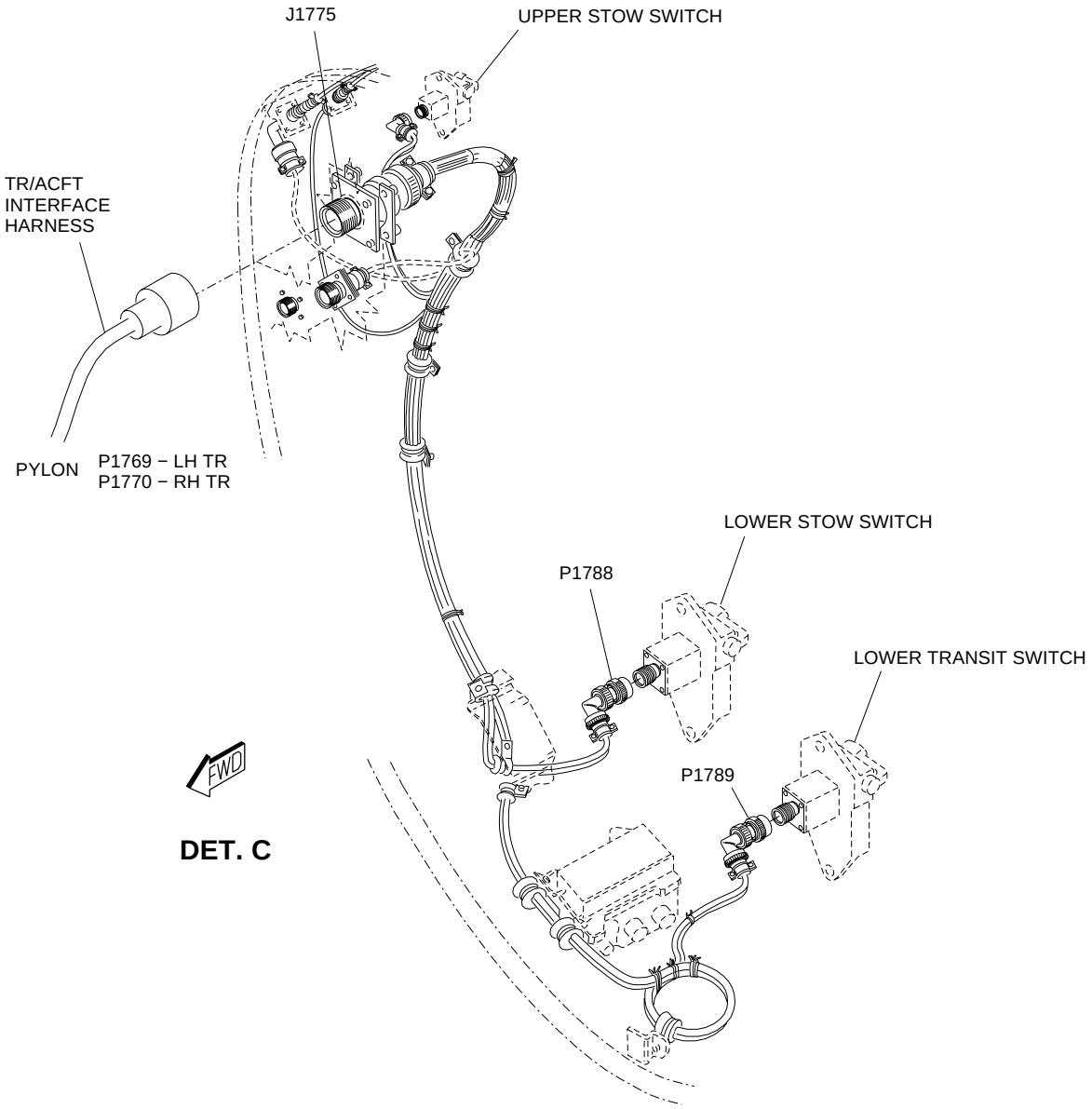
*EFFECTIVITY: ALL*
Thrust Reverser Harness - General View
Figure 602 - Sheet 2

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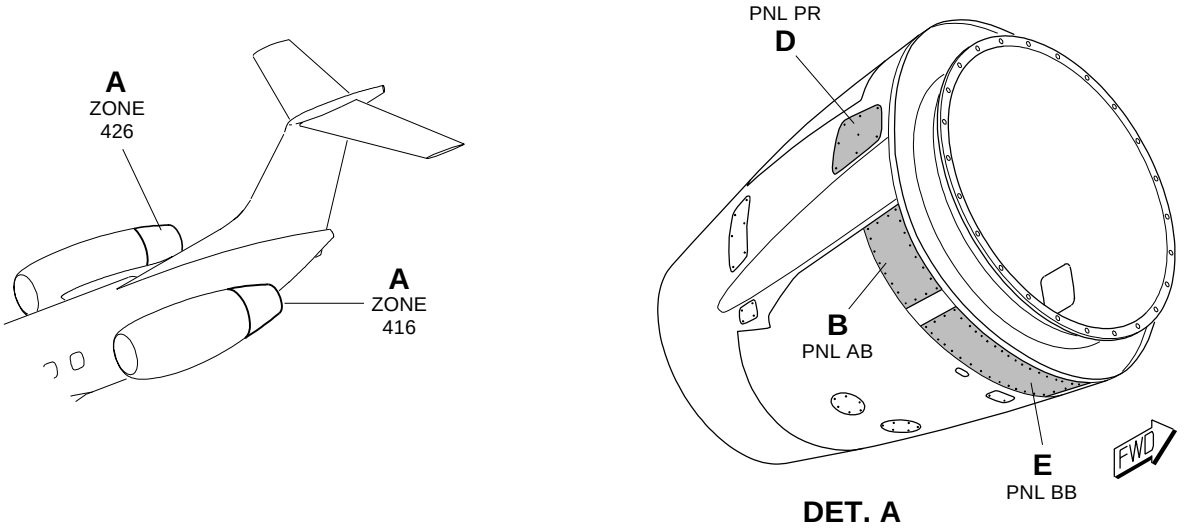
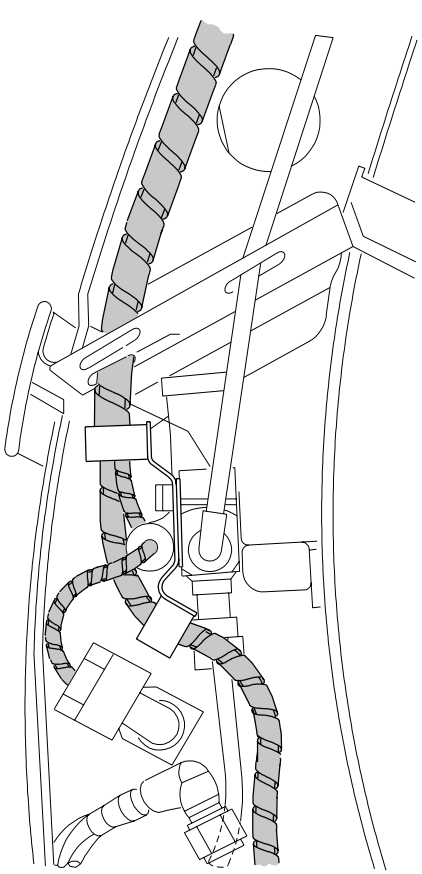
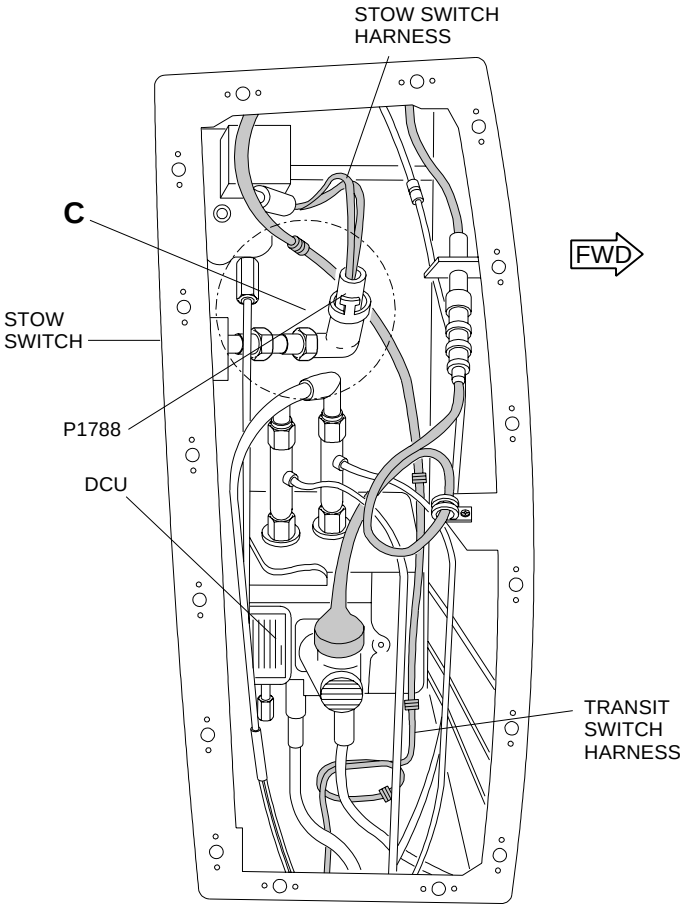
*EFFECTIVITY: ALL*

Thrust Reverser Harness - Harness Locations
Figure 603 - Sheet 1

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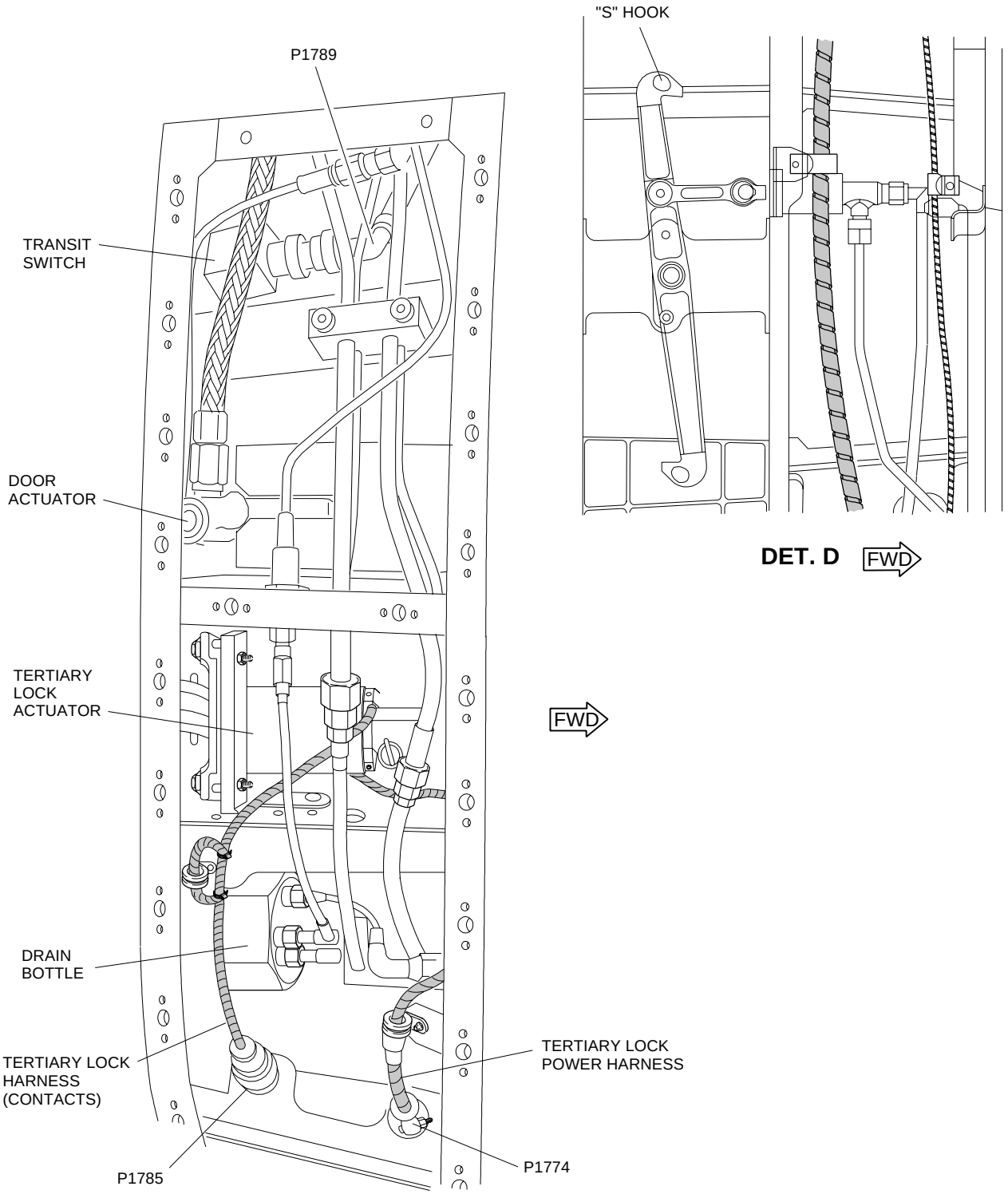
*EFFECTIVITY: ALL*

Thrust Reverser Harness - Harness Locations
Figure 603 - Sheet 2

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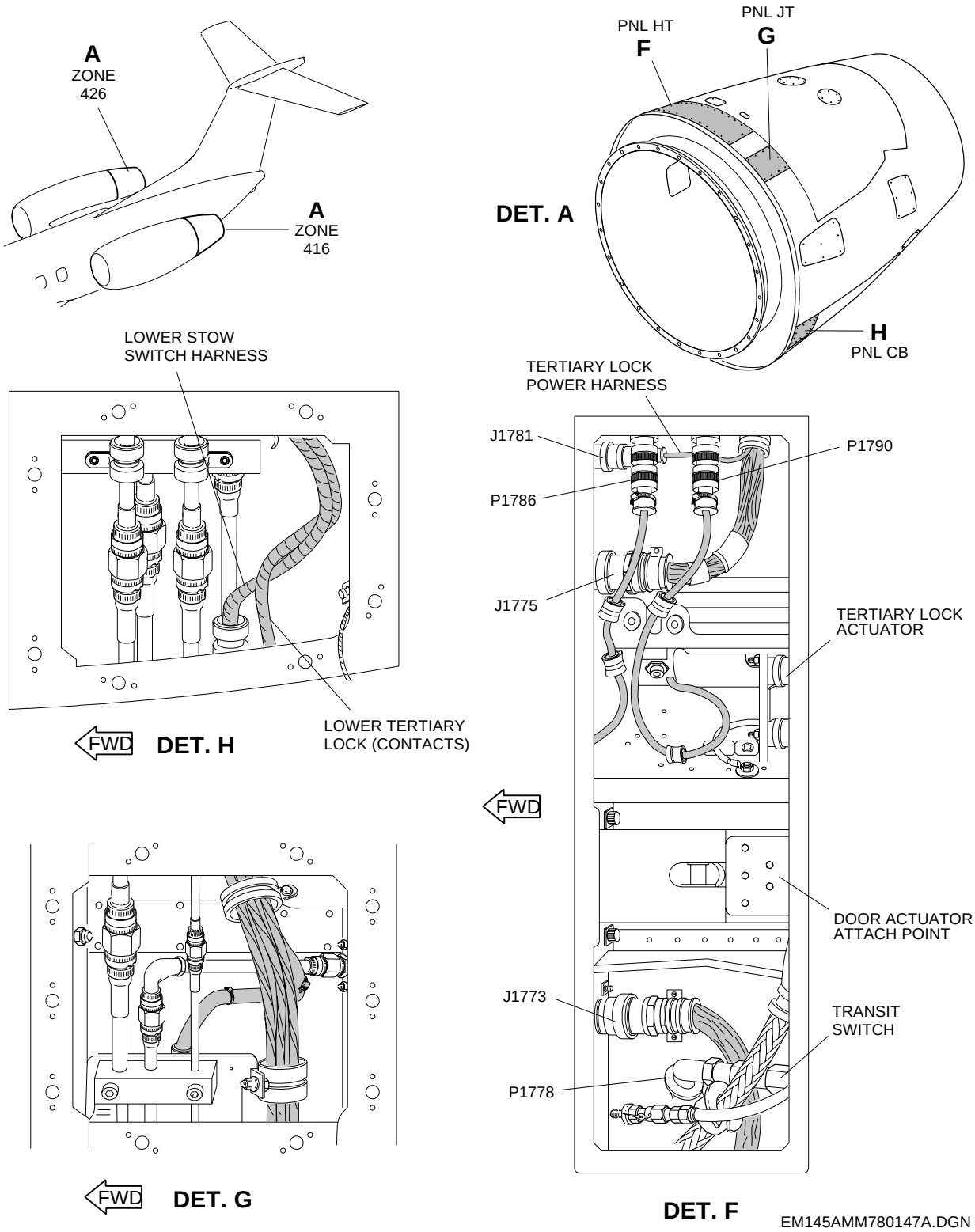
*EFFECTIVITY: ALL*

Thrust Reverser Harness - Harness Locations
Figure 603 - Sheet 3

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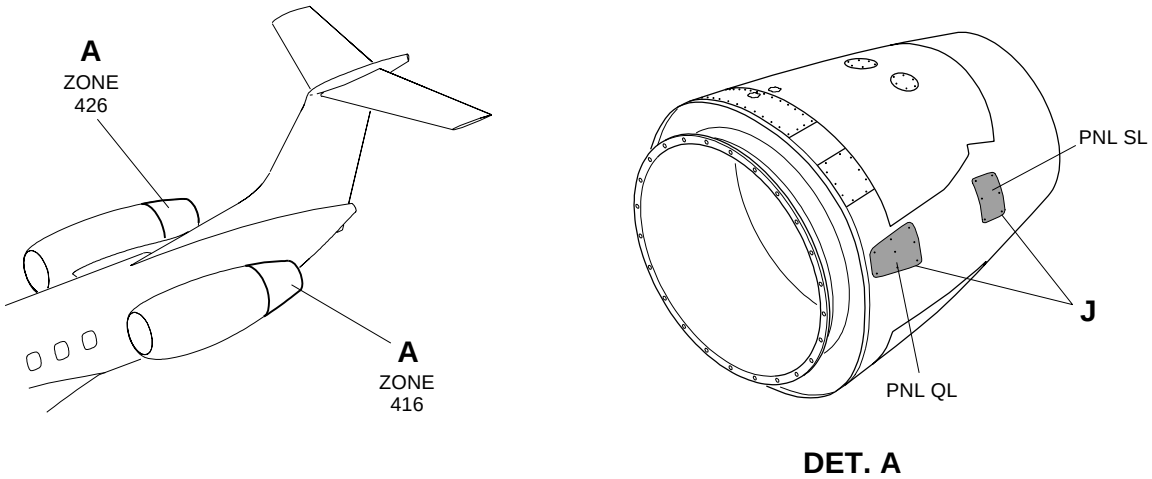
*EFFECTIVITY: ALL*

Thrust Reverser Harness - Harness Locations
Figure 603 - Sheet 4

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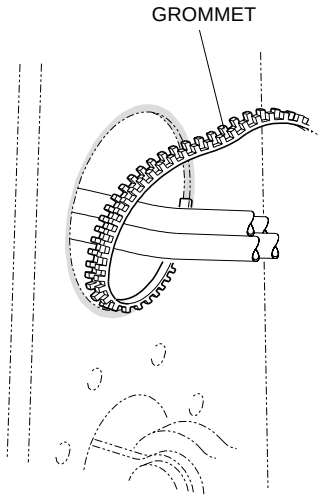
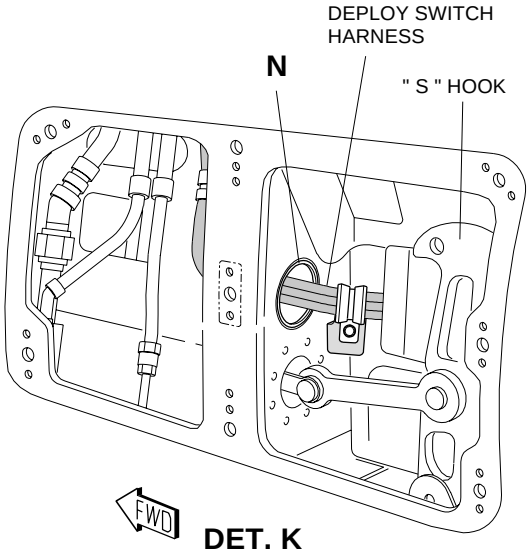
*EFFECTIVITY: ALL*

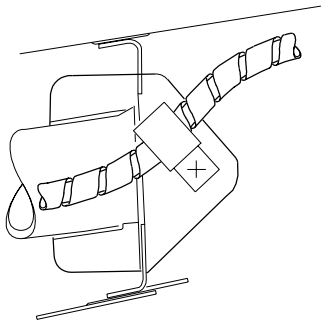
Thrust Reverser Harness - Harness Locations
Figure 603 - Sheet 5



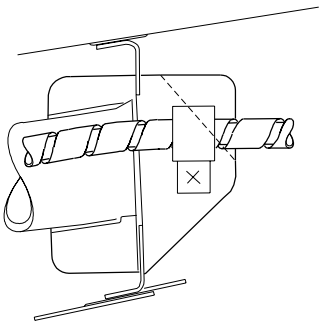

**DET. N**



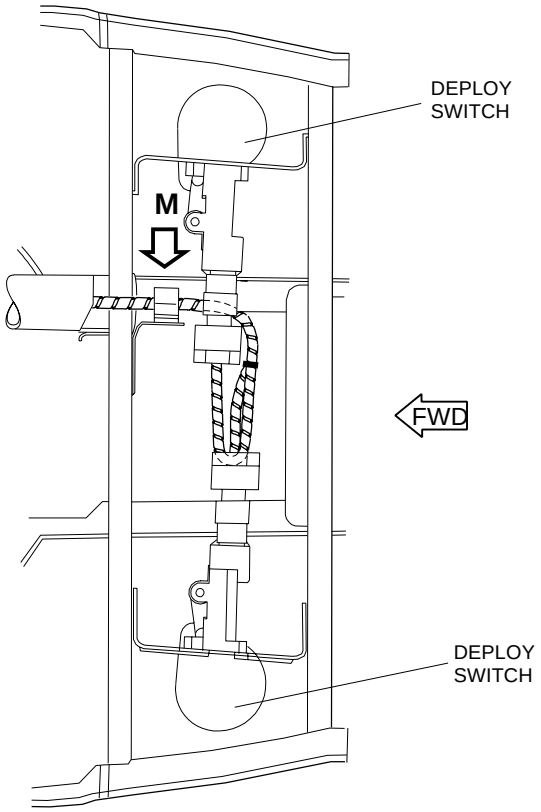

**DET. K**



**VIEW M**
POST−MOD SB 145−78−0019



**VIEW M**
PRE−MOD SB 145−78−0019




**DET. L**

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TASK 78-31-00-200-802-A
*EFFECTIVITY: ALL*

3. THRUST REVERSER STRUCTURE - VISUAL INSPECTION

A. General

(1) This task gives the procedures to do the visual inspection of the thrust reverser structure for general condition and to find damage, cracks, failure, or irregular conditions.

(2) The possible typical damage to the thrust reverser will be a result of ground collisions, impacts of foreign objects, cracks, and wear.

B. References

| *REFERENCE* | *DESIGNATION* |
|---|---|
| AMM MPP 78-30-00/200 | - MAINTENANCE PRACTICES |
| AMM TASK 20-40-01-860-801-A/200 | ENERGIZATION OF THE AIRCRAFT WITH AN EXTERNAL POWER SOURCE |
| AMM TASK 29-10-00-860-801-A/200 | HYDRAULIC SYSTEM - PRESSURIZATION WITH HTS |
| AMM TASK 29-10-00-860-802-A/200 | HYDRAULIC SYSTEM - PRESSURIZATION WITH EMDP |
| AMM TASK 71-11-01-000-801-A/400 | ENGINE UPPER COWLING - REMOVAL |
| AMM TASK 71-11-01-400-801-A/400 | ENGINE UPPER COWLING - INSTALLATION |
| AMM TASK 78-31-01-700-801-A/500 | THRUST REVERSER - OPERATIONAL CHECK |
| AMM TASK 78-31-01-940-801-A/200 | THRUST REVERSER - OPENING PROCEDURE |
| AMM TASK 78-31-01-940-802-A/200 | THRUST REVERSER - CLOSURE PROCEDURE |
| AMM TASK 78-33-01-980-801-A/200 | ISOLATION CONTROL UNIT - INHIBITION PROCEDURES |

C. Zones and Accesses

| *ZONE* | *PANEL/DOOR* | *LOCATION* |
|---|---|---|
| 416 | | LH Thrust Reverser |
| 426 | | RH Thrust Reverser |

D. Tools and Equipment

| *ITEM* | *DESCRIPTION* | *PURPOSE* | *QTY* |
|---|---|---|---|
| | Hold-open stay (installed on the thrust reverser) | To lock the thrust reverser doors in the deployed position | |

E. Auxiliary Items

| *ITEM* | *DESCRIPTION* | *PURPOSE* | *QTY* |
|---|---|---|---|
| Commercially available | Workstand | To get access to the thrust reverser structure | 1 |

(Continued)

| ITEM | DESCRIPTION | PURPOSE | QTY |
|---|---|---|---|
| Commercially available | Flashlight | To illuminate the thrust reverser | 1 |
| Commercially available | Lint-free cloth | To clean the thrust reverser structure | AR |

F. Consumable Materials

Not Applicable

G. Expandable Parts

Not Applicable

H. Persons Recommended

| QTY | FUNCTION | PLACE |
|---|---|---|
| 1 | Does the task | Thrust reverser |

I. Preparation

*SUBTASK 841-003-A*

(1) Make sure that the aircraft is safe for maintenance.

(2) Put the workstand in the work location.

(3) Energize the aircraft with the DC Power Supply ( AMM TASK 20-40-01-860-801-A/200).

**WARNING:**
- **REFER TO THE GROUND SAFETY PRECAUTIONS GIVEN IN AMM MPP 78-30-00/200 WHEN YOU DO THE THRUST REVERSER MAINTENANCE PROCEDURES.**
- **MAKE SURE THAT THE AIRCRAFT IS IN A SAFE CONDITION BEFORE YOU DO THE MAINTENANCE PROCEDURES. THIS IS TO PREVENT INJURY TO PERSONS AND/OR DAMAGE TO THE EQUIPMENT.**
- **BE CAREFUL BEFORE YOU PRESSURIZE THE HYDRAULIC SYSTEM. MAKE SURE THAT THE THRUST LEVERS AGREE WITH THE POSITION OF THE THRUST REVERSER DOORS. A SUDDEN MOVEMENT OF THE DOORS CAN OCCUR AND CAUSE INJURY TO PERSONS AND/OR DAMAGE TO THE EQUIPMENT.**

(4) Pressurize the aircraft hydraulic system ( AMM TASK 29-10-00-860-801-A/200).

(5) On the RH electrical-power control/distribution box, open the PITOT HTG 3 and the HEATING/PITOT 2 circuit breakers and attach a DO-NOT-OPEN tag to it.

(6) On the LH electrical-power control/distribution box, open the HEATING/PITOT 1 circuit breaker and attach a DO-NOT-CLOSE tag to it.

(7) On the circuit breaker panel, open these circuit breakers and attach a DO-NOT-CLOSE tag to them.

- N2 SIGNAL 1A/1B.
- N2 SIGNAL 2A/2B.

(8) Remove the engine upper cowling (AMM TASK 71-11-01-000-801-A/400).

**WARNING: KEEP A SAFE DISTANCE FROM THE THRUST REVERSER DOORS TO PREVENT INJURIES.**

(9) Deploy the thrust reverser doors (AMM TASK 78-31-01-940-801-A/200).

(10) Inhibit the ICU (AMM TASK 78-33-01-980-801-A/200).

(11) On the circuit breaker panel, open these circuit breakers and attach a DO-NOT-CLOSE tag to them:

(a) THRUST REVERSER 1/2.

(b) HYD. ELEC. PUMP 1/2.

(12) Release the pressure from the hydraulic system ( AMM TASK 29-10-00-860-801-A/200).

CAUTION: DAMAGE TO THE PIVOT DOOR ACTUATOR ROD CAN DAMAGE THE ACTUATOR SEALS. THIS WILL RESULT IN LEAKAGE OF HYDRAULIC FLUID FROM THE ACTUATOR. TAKE CARE NOT TO DAMAGE THE ACTUATOR ROD WHEN YOU REMOVE THE HOLD-OPEN STAY AND WHEN YOU USE MAINTENANCE TOOLS NEAR THE PIVOT DOOR ACTUATOR.

(13) Install the hold-open stay to the thrust reverser door-actuator shaft. The stay is installed to the extended part of the actuator.

(14) Clean the thrust reverser assembly.

J. Inspect (Visual Inspection) Thrust Reverser Structure (Figure 604)

*SUBTASK 212-002-A*

**WARNING: DO NOT TOUCH THE THRUST REVERSER AND ENGINE COMPONENTS UNTIL THEY ARE COOL. THE TEMPERATURE CAN STAY HOT FOR A LONG TIME AFTER THE ENGINE STOPS.**

(1) Do a general visual inspection of the thrust reverser structure, internally and externally, for general condition, damage, or failure. Examine these components:

(a) Fire blanket for cuts, abrasions, and damage to the safety wiring of the fasteners.

(b) Torsion-box inner skin for signs of impact, cracks, and loose fasteners. Torsion-box outer skin for small cracks, dents, abrasions, cuts, and loose fasteners.

(c) Torsion-box front flange for indentations, cracks, cuts, loose fasteners and general abrasion.

(d) Thrust-Reverser inner skin between the mounting flange and the torsion box for signs of cracks, loose fasteners, distortions, and abrasion.

(e) Fixed structure inner and outer skins for damage to the surfaces such as dents, cuts, cracks, loose fasteners, and abrasion.

(f) Upper and lower pivot-door outer and inner skins for damage to the surfaces such as dents, cuts, cracks, loose fasteners, and abrasion. Visually examine the pivot door front frames for signs of distortion, impacts, cracks, and loose fasteners.

(g) Rear structure inner and outer skins for damage to the surfaces such as, dents, cuts, cracks, loose fasteners, and abrasion. The skin profile will also give information on the condition of the internal stiffeners of the structure.

K. Follow-on

*SUBTASK 842-003-A*

CAUTION: DAMAGE TO THE PIVOT DOOR ACTUATOR ROD CAN DAMAGE THE ACTUATOR SEALS. THIS WILL RESULT IN LEAKAGE OF HYDRAULIC FLUID FROM THE ACTUATOR. TAKE CARE NOT TO DAMAGE THE ACTUATOR ROD WHEN YOU REMOVE THE HOLD-OPEN STAY AND WHEN YOU USE MAINTENANCE TOOLS NEAR THE PIVOT DOOR ACTUATOR.

(1) Remove the hold-open stay from the actuator rods and Install them to the torsion-box firewall with its bolts.

(2) De-inhibit the ICU (AMM TASK 78-33-01-980-801-A/200).

(3) On the circuit breaker panel, close these circuit breakers and remove the DO-NOT-CLOSE tag from them:

(a) THRUST REVERSER 1/2.

(b) HYD. ELEC. PUMP 1/2.

(4) Pressurize the aircraft hydraulic system ( AMM TASK 29-10-00-860-802-A/200).

(5) Hydraulically stow the thrust reverser ( AMM TASK 78-31-01-940-802-A/200).

(6) Install the engine upper cowling (AMM TASK 71-11-01-400-801-A/400).

(7) On the circuit breaker panel, close these circuit breakers and remove the DO-NOT-CLOSE tag from them.

- N2 SIGNAL 1A/1B.
- N2 SIGNAL 2A/2B.

(8) On the RH electrical-power control/distribution box, close the PITOT HTG 3 and the HEATING/PITOT 2 circuit breakers and remove the DO-NOT-OPEN tag from it.

(9) On the LH electrical-power control/distribution box, close the HEATING/PITOT 1 circuit breaker and remove the DO-NOT-CLOSE tag from it.

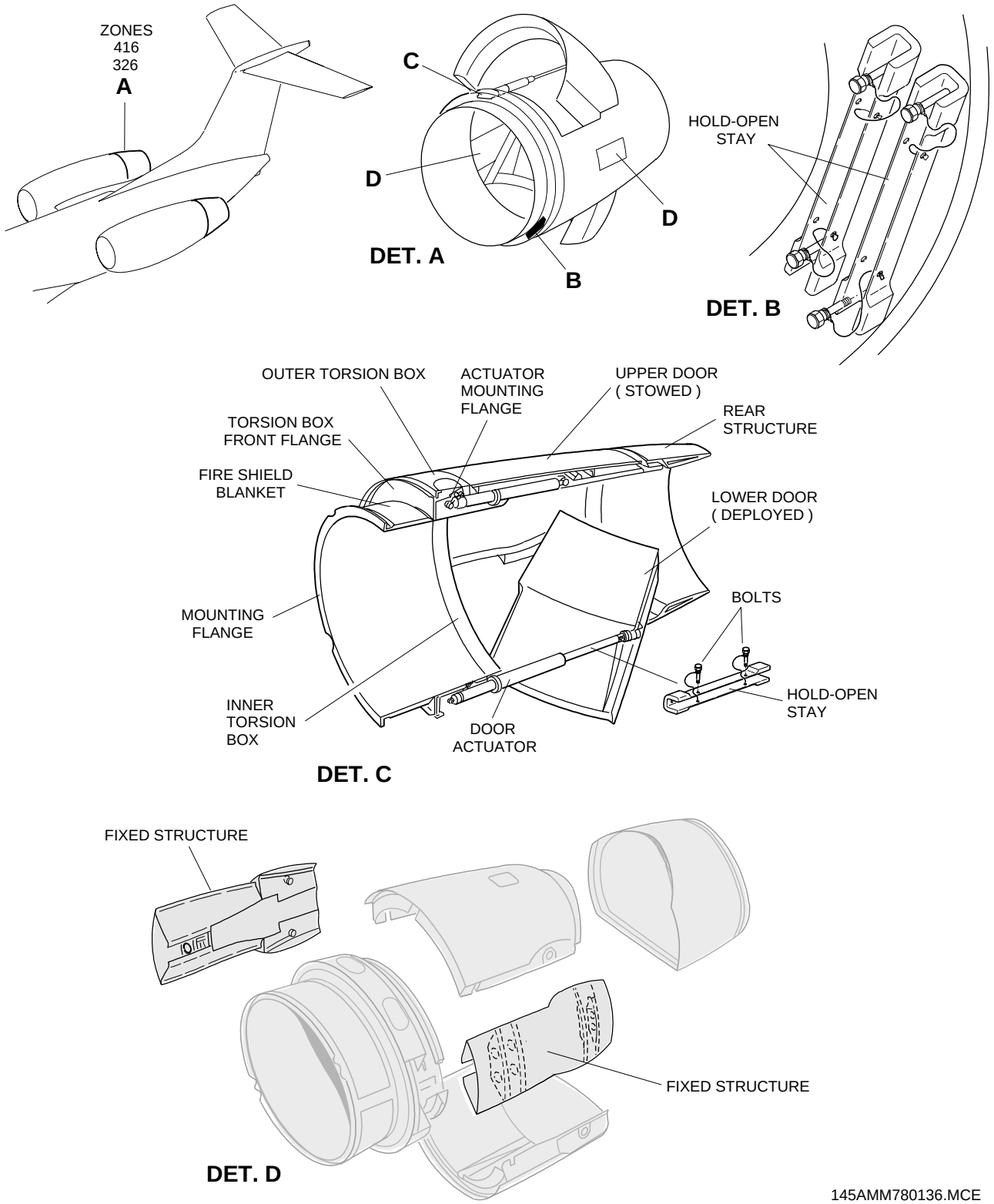
(10) Do a thrust reverser operational test ( AMM TASK 78-31-01-700-801-A/500) and examine the thrust reverser for general conditions, oil leaks, and correct operation.

(11) Remove the DC Power Supply ( AMM TASK 20-40-01-860-801-A/200) from the aircraft.

(12) Remove the workstand from the work location.

*EFFECTIVITY: ALL*

Thrust Reverser Structure - Component Locations
Figure 604

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