AIRLINE CARD NO		TITLE			BOEING CARD NO.
		FLIGHT CONTROL CABLES - LEFT MAIN GEAR WELL			27-226-00-01
DATE	TASK				RELATED CARD
	INSPECTION - DETAILED				W-32-440-00-02
TAIL NUMBER	WORK AREA	VERSION	THRESHOLD	REPEAT	APPLICABILITY
	L MAIN W/W	1.1	6600 FC	6600 FC	AIRPLANE: ALL / ENGINE: ALL
STATION	SKILL	1.2	36 MO	36 MO	
	AIRPL	NOTE			
		ACCESS			ZONE: 133

Perform a detail visual inspection of the control cables within the left main landing gear wheel well for broken wires. Check associated pulleys, brackets, and mechanisms for condition and security of installation. The following cables are located in the left MLG wheel well:

A. Aileron control cables

B. Spoiler control cables

C. Speed brake control cables

Note: The control cables must be displaced full travel in each direction for complete inspection at seals, pulleys, and fairlead areas.

INTERVAL NOTE: Whichever occurs first.

A. References

Reference	Title
AMM 12-26-00-600-801	Control Cable Lubrication (P/B 301)

B. Consumable Materials

Reference	Description	Specification
G00034	Cotton Wiper - Process Cleaning Absorbent Wiper (Cheesecloth, Gauze)	AMS3819 Class 1 Grade A or B Form 1 (Supersede BMS15-5 CL A)

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 27-226-00-01

MECH | INSP

TASK 20-20-31-200-801

1. Control Cable Wire Rope - Inspection

(Figure 1)

A. Prepare for the Inspection

SUBTASK 20-20-31-100-001

CAUTION

DO NOT APPLY SOLVENTS, GREASE, OR OIL TO STAINLESS STEEL CONTROL CABLES. THESE MATERIALS CAN COLLECT CONTAMINATION THAT CAN CAUSE DAMAGE TO THE INTERNAL SURFACES OF THE CRES CABLE STRANDS. THIS CAN DECREASE THE SERVICE LIFE OF THE CABLE.

CAUTION

DO NOT USE SOLVENT OR HEAT TO THIN GREASE. DO NOT USE SOLVENT TO CLEAN CABLES, SINCE SOLVENT DILUTES AND REMOVES GREASE FROM INSIDE CABLE STRANDS. DO NOT APPLY OR SPRAY BMS 3-23 ON CONTROL CABLES.

(1) If it is necessary, clean the control cables with lint-free cotton wiper, G00034, that is clean and dry.

(a) Remove the old grease and dirt from the surface of the control cable.

(b) Clean the control cable for the full length of the cable for the full length of travel through fairleads, air pressure seals, over pulleys, quadrants, and drums.

SUBTASK 20-20-31-200-003

(2) Perform a detailed visual inspection to make sure that the cable does not contact parts other than pulleys, quadrants, cable seals, or grommets installed to control cable routing.

NOTE: The minimum cable clearance from other parts is 0.2 in. (5.1 mm), except 0.1 in. (2.5 mm) within 10 in. (254 mm) of a pulley or quadrant.

(a) Look for evidence of contact with other parts. Correct the condition if evidence of contact is found.

B. Control Cable Wire Rope Inspection

SUBTASK 20-20-31-200-015

(1) Ignore this step if it is not applicable to your work:

(a) Make sure that the flight control cables are displaced full travel in each direction for the complete inspection at seals, pulleys, and fairlead areas.

SUBTASK 20-20-31-200-013

(2) Perform a detailed visual inspection of the cable runs for incorrect routing, kinks in the wire rope, or other damage.

(a) Replace the cable assembly if:

1) A wear pattern exists where the individual wires in a strand appear to blend together (outer wires worn by more than 40 percent) (Figure 1).

2) A kink is found.

3) Corrosion is found.

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 27-226-00-01

MECH | INSP

SUBTASK 20-20-31-200-014

(3) Perform a detailed visual inspection of the cable.

NOTE: Most cables are identified by the manufacturer using a color tracer filament or thread per MIL-83420H. The condition of the colored nonmetallic threads within a control cable does not affect the performance or strength of the cable.

(a) Rub a cloth along the cable to find the broken wires.

NOTE: The cloth will catch on broken wires.

(b) Replace the 7X7 cable assembly if:

1) There are two or more broken wires in 12 in. (305 mm) of cable.

2) There are three or more broken wires anywhere in the total cable assembly.

(c) Replace the 7X19 cable assembly if:

1) There are four or more broken wires in 12 in. (305 mm) of cable.

2) There are six or more broken wires anywhere in the total cable assembly.

(d) Inspect the carbon steel control cable lubrication.

1) Make sure that there is sufficient lubrication on the control cable.

2) If the lubrication is not sufficient, do this task: Control Cable Lubrication, AMM TASK 12-26-00-600-801.

NOTE: Do not apply the grease or oil to the stainless steel (CRES) control cables.

——— END OF TASK ———

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 27-226-00-01

TASK 20-20-31-200-802

MECH	INSP

2. Inspection of the Control Cable Fittings

A. Procedure

SUBTASK 20-20-31-200-007

(1) Perform a detailed visual inspection to make sure that the means of locking the joints are intact (wire locking, cotter pins, turnbuckle clips, etc.).

(a) Install any missing parts.

SUBTASK 20-20-31-200-008

(2) Perform a detailed inspection of the swaged portions of swaged end fittings for surface cracks or corrosion.

(a) Replace the cable assembly if cracks or corrosion are found.

SUBTASK 20-20-31-200-009

(3) Perform a detailed visual inspection of the unswaged portion of the end fitting.

(a) Replace the cable assembly if a crack is found, if corrosion is present, or if the end fitting is bent more than 2 degrees.

SUBTASK 20-20-31-200-010

(4) Perform a detailed visual inspection of the turnbuckle.

(a) Replace the turnbuckle if a crack is visible or if corrosion is present.

——— END OF TASK ———

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 27-226-00-01

TASK 20-20-31-200-805

MECH	INSP

3. Inspection of Pulleys

A. Procedure

SUBTASK 20-20-31-200-011

(1) Perform a detailed visual inspection to make sure that pulleys are free to rotate.

(a) Replace pulleys which are not free to rotate.

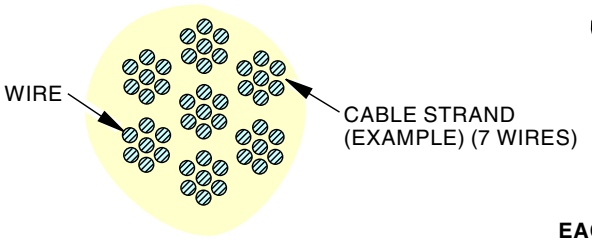
SUBTASK 20-20-31-200-012

(2) Perform a detailed visual inspection of the pulleys for conditions shown in (Figure 2).

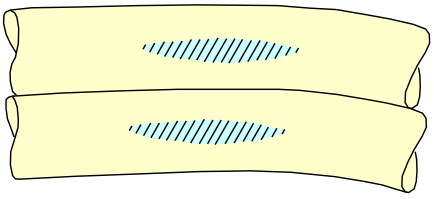
(a) Replace pulleys which are not in a normal condition.

——— END OF TASK ———

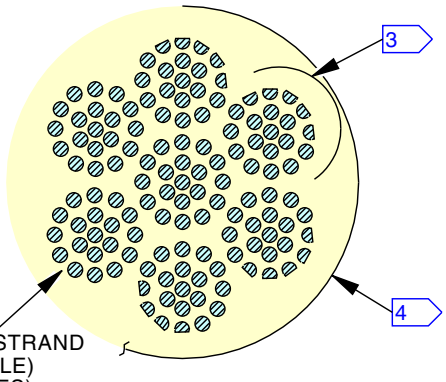
DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				27-226-00-01



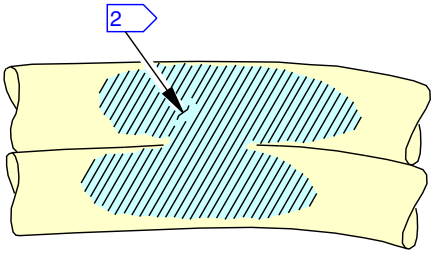
7x7 CABLE



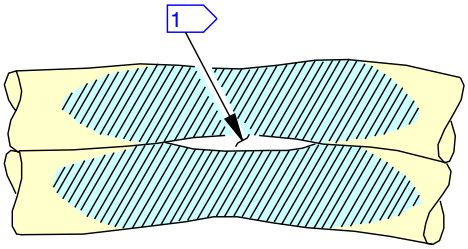
**EACH OUTER WIRE WORN LESS THAN 40%
(WORN AREAS NOT BLENDED)**



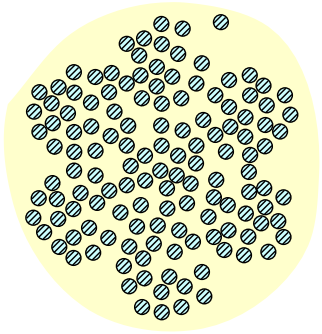
7x19 CABLE



**EACH OUTER WIRE WORN 40-50%
(WORN AREAS ARE BLENDED)**



EACH WIRE IS WORN MORE THAN 50%



EXAMPLE OF INTERNAL WEAR

3 THE OUTER WIRE WEAR AREA ON CABLE STRAND. A VISIBLE SPACE BETWEEN WIRES 1 OR A FULLY BLENDED SURFACE. 2

4 CABLE WEAR MAY OCCUR ON ONE SIDE ONLY OR ON FULL CIRCUMFERENCE. CABLE WEAR CAN EXTEND ALONG THE CABLE FOR A DISTANCE EQUAL TO USUAL CABLE TRAVEL.

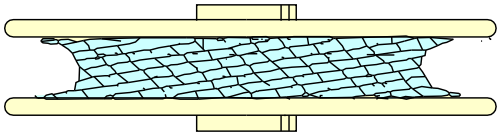
1 VISIBLE SPACE BETWEEN WIRES.

2 WEAR CONDITION RESULTING IN BLENDED SURFACES BETWEEN WIRES.

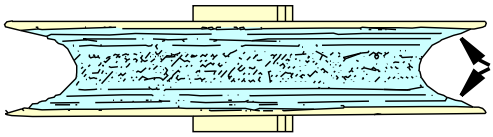
F15914 S0006562076_V3

**Cable Wear Patterns
Figure 1**

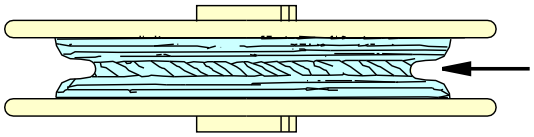
DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				27-226-00-01



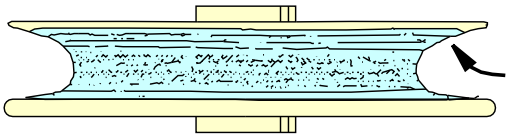
CABLE TENSION TOO HIGH



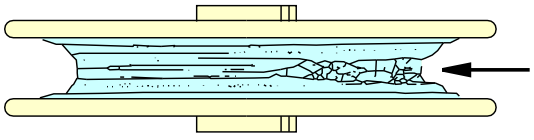
PULLEY NOT ALIGNED CORRECTLY



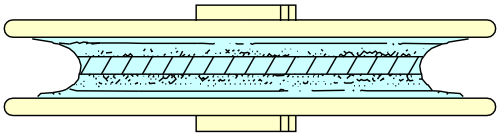
PULLEY GROOVE WITH
EXCESSIVE WEAR



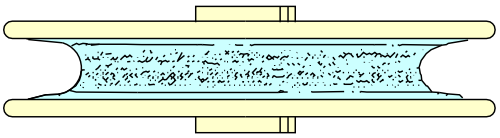
CABLE NOT ALIGNED CORRECTLY



PULLEY WILL NOT TURN



NORMAL CONDITION



NORMAL CONDITION

F25724 S0006562077_V3

Pulley Wear Patterns
Figure 2

AIRLINE CARD NO		TITLE			BOEING CARD NO.
		LEFT AND RIGHT MAIN LANDING GEAR MANUAL EXTENSION SYSTEM			**32-220-00-01**
DATE	TASK **FUNCTIONAL**				RELATED CARD
TAIL NUMBER	WORK AREA **CREW CABIN**	VERSION **1.1**	THRESHOLD **36 MO**	REPEAT **36 MO**	APPLICABILITY AIRPLANE: **ALL** ENGINE: **ALL**
STATION	SKILL **AIRPL**				
		ACCESS **S2122**			ZONE **212 734 744**

Perform a functional check of the left and right main landing gear manual extension system and alternate extension bypass valve.

A. References

Reference	Title
AMM 07-11-01-580-815	Lift the Airplane with the Jacks (P/B 201)
AMM 07-11-01-580-816	Lower the Airplane Off the Jacks (P/B 201)
AMM 24-22-00-860-812	Remove Electrical Power (P/B 201)
AMM 29-11-00-860-801	Hydraulic System A or B Pressurization (P/B 201)
AMM 29-11-00-860-805	Hydraulic System A or B Power Removal (P/B 201)
AMM 32-00-01-080-801	Landing Gear Downlock Pins Removal (P/B 201)
AMM 32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)
AMM 32-09-10-740-801	Proximity Switch Electronics Unit (PSEU) BITE Test - Ground Test (P/B 501)

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
STD-1184	Scale - Spring, 0-100 Lbs, Tension

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 32-220-00-01

MECH | INSP

TASK 32-34-00-730-801

1. Main Gear Manual Extension System Test - Airplane on Jacks

(Figure 1)

A. General

(1) The normal extension/retraction system will not operate with the cover for the alternate extend T handle open; make sure that the cover is closed when you will extend or retract the landing gear with the landing gear control handle.

B. Prepare for the Test

SUBTASK 32-34-00-480-002

WARNING MAKE SURE THE DOWNLOCK PINS ARE INSTALLED ON ALL THE LANDING GEAR. WITHOUT THE DOWNLOCK PINS, THE LANDING GEAR CAN RETRACT AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) Make sure that the downlock pins are installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

SUBTASK 32-34-00-580-004

(2) Do this task: Lift the Airplane with the Jacks, AMM TASK 07-11-01-580-815.

SUBTASK 32-34-00-860-005

(3) For hydraulic system A, do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801.

SUBTASK 32-34-00-860-006

(4) Make sure that these circuit breakers are closed:

CAPT Electrical System Panel, P18-2

Row	Col	Number	Name
B	3	C01312	ENGINE 1 RUN/PWR

F/O Electrical System Panel, P6-3

Row	Col	Number	Name
B	17	C00129	LANDING GEAR LATCH & PRESS WARN
C	15	C01355	LANDING GEAR AIR/GND SYS 2
C	16	C01356	LANDING GEAR AIR/GND SYS 1
D	1	C01399	PSEU PRI
D	2	C01400	PSEU ALTN
D	16	C01432	LANDING GEAR ALTN EXTEND SOL
E	12	C00314	INDICATOR MASTER DIM SECT 2
F	11	C00317	INDICATOR MASTER DIM SECT 5
F	13	C01179	INDICATOR MASTER DIM SECT 7

SUBTASK 32-34-00-860-008

(5) Open these circuit breakers and install safety tags:

F/O Electrical System Panel, P6-1

Row	Col	Number	Name
D	13	C00120	WEATHER RADAR RT

F/O Electrical System Panel, P6-2

Row	Col	Number	Name
C	15	C00799	HYD SYS LDG GR SYS XFR VALVE SEC
C	16	C00781	HYD SYS LDG GR SYS XFR VALVE PRI

F/O Electrical System Panel, P6-3

Row	Col	Number	Name
D	18	C00451	LANDING GEAR AURAL WARN

SUBTASK 32-34-00-860-010

(6) Make sure that the control lever for the landing gear is in the DN position.

SUBTASK 32-34-00-860-025

WARNING OBEY THE INSTRUCTIONS IN THE PROCEDURE TO PUT THE SPEEDBRAKE HANDLE TO THE DOWN POSITION. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURIES TO PERSONNEL, AND DAMAGE TO EQUIPMENT CAN OCCUR.

(7) Put the speedbrake handle to the down position.

SUBTASK 32-34-00-860-011

(8) Move the No. 1 and No. 2 throttle levers to the full forward position.

C. Main Gear Manual Extension System Test

SUBTASK 32-34-00-860-012

(1) Put the control lever in the OFF position.

SUBTASK 32-34-00-700-002

(2) Pull the manual extension handle for the left main gear.

(a) Make sure that the full travel of the T handle is at least 18.5 in. (469.9 mm).

SUBTASK 32-34-00-700-003

(3) Release the manual extension handle for the left main gear.

(a) Make sure that the handle returns to the stowed position without hesitation or binding.

SUBTASK 32-34-00-480-003

(4) Attach a spring scale (0-100 Lbs), STD-1184, to the manual extension T handle for the left main gear.

SUBTASK 32-34-00-730-001

(5) Pull the manual extension handle for the left main gear.

MECH	INSP

(a) Make sure that the load to start the T handle from the seat has a minimum of 3.0 lbf (13.3 N).

(b) Make sure that the load during the full travel of the T handle is not more than 18.0 lbf (80.1 N).

NOTE: The T handle must be pulled upward and forward when you measure the load. This will simulate a person seated in the First Officer's seat. Do not pull the handle straight up.

(c) Make sure that the manual extension mechanism operates freely.

SUBTASK 32-34-00-730-011

(6) Pull the manual extension handle for the right main gear.

(a) Make sure that the full travel of the T handle is at least 18.5 in. (469.9 mm).

SUBTASK 32-34-00-730-012

(7) Release the manual extension handle for the right main gear.

(a) Make sure that the handle returns to the stowed position without hesitation or binding.

SUBTASK 32-34-00-860-038

(8) Remove the spring scale from the manual extension T handle for the left main gear.

SUBTASK 32-34-00-480-012

(9) Attach a spring scale to the manual extension T handle for the right main gear.

SUBTASK 32-34-00-730-013

(10) Pull the manual extension handle for the right main gear.

(a) Make sure that the load to start the T handle from the seat has a minimum of 3.0 lbf (13.3 N).

(b) Make sure that the load during the full travel of the T handle is not more than 18.0 lbf (80.1 N).

NOTE: The T handle must be pulled upward and forward when you measure the load. This will simulate a person seated in the First Officer's seat. Do not pull the handle straight up.

(c) Make sure that the manual extension mechanism operates freely.

SUBTASK 32-34-00-080-004

(11) Remove the downlock pin from the left and right main gears, do this task: Landing Gear Downlock Pins Removal, AMM TASK 32-00-01-080-801.

SUBTASK 32-34-00-860-048

(12) Remove the spring scale from the manual extension T handle for the right main gear.

SUBTASK 32-34-00-860-019

(13) Make sure that the cover for the T handle is closed.

NOTE: The extension/retraction system will not operate with the cover for the alternate extend T handle open.

SUBTASK 32-34-00-860-017

(14) Move the control lever for the landing gear to the DN position.

MECH | INSP

SUBTASK 32-34-00-730-003

WARNING MAKE SURE THAT ALL PERSONS AND EQUIPMENT ARE CLEAR OF THE MAIN LANDING GEAR. FAST MOVEMENT OF THE MAIN LANDING GEAR CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(15) Move the control lever for the landing gear to UP and wait while the main gear retracts.

SUBTASK 32-34-00-860-026

(16) Open the access door to the manual extension T handles.

SUBTASK 32-34-00-730-007

(17) Pull the manual extension handle of the left main gear.

NOTE: The T handle must be pulled upward and forward. This will simulate a person seated in the First Officer's seat. Do not pull the handle straight up.

SUBTASK 32-34-00-700-011

(18) Make sure that the left main gear free falls to the down and locked position.

(a) Make sure that the green light for the left main gear is on.

(b) Make sure that the red light for the left main gear is on.

NOTE: The red light for the main gear will stay on to show that the landing gear control lever and landing gear positions disagree.

SUBTASK 32-34-00-700-012

(19) Release the manual extension handle for the left main gear.

SUBTASK 32-34-00-730-014

(20) Pull the manual extension handle of the right main gear.

NOTE: The T handle must be pulled upward and forward. This will simulate a person seated in the First Officer's seat. Do not pull the handle straight up.

SUBTASK 32-34-00-700-033

(21) Make sure that the right main gear free falls to the down and locked position.

(a) Make sure that the green light for the right main gear is on.

(b) Make sure that the red light for the right main gear is on.

NOTE: The red light for the main gear will stay on to show that the landing gear control lever and landing gear positions disagree.

SUBTASK 32-34-00-730-015

(22) Release the manual extension handle for the right main gear.

SUBTASK 32-34-00-860-029

(23) Move the control lever for the landing gear to the DOWN position.

(a) Make sure that the red light for the main gear is off.

SUBTASK 32-34-00-860-037

(24) Make sure that the cover for the T-handle is closed.

SUBTASK 32-34-00-860-027

(25) Move the control lever for the landing gear to the OFF position.

MECH | INSP

SUBTASK 32-34-00-730-009

(26) Move the control lever for the landing gear to UP and wait while the main gear retracts.

SUBTASK 32-34-00-860-024

(27) Put the landing gear control lever in the OFF position.

SUBTASK 32-34-00-860-030

(28) Open the access door to the manual extension T handles.

SUBTASK 32-34-00-700-015

(29) Attach a spring scale (0-100 Lbs), STD-1184, to the manual extension T handle for the left main gear.

SUBTASK 32-34-00-730-004

(30) Pull the manual extension handle for the left main gear.

(a) Make sure that the maximum load when you pull the T handle is not more than 50.0 lbf (222.4 N).

NOTE: The T handle must be pulled upward and forward when you measure the load. This will simulate a person seated in the First Officer's seat. Do not pull the handle straight up.

SUBTASK 32-34-00-700-006

(31) Make sure that the left main gear free falls to the down and locked position.

(a) Make sure that the green light for the left main gear is on.

(b) Make sure that the red light for the left main gear is on.

NOTE: The red light for the main gear will stay on to show that the landing gear control lever and landing gear positions disagree.

SUBTASK 32-34-00-080-005

(32) Remove the spring scale from the manual extension T handles for the left main gear.

SUBTASK 32-34-00-730-017

(33) Attach a spring scale to the manual extension T handle for the right main gear.

SUBTASK 32-34-00-860-050

(34) Pull the manual extension handle for the right main gear.

(a) Make sure that the maximum load when you pull the T handle is not more than 50.0 lbf (222.4 N).

NOTE: The T handle must be pulled upward and forward when you measure the load. This will simulate a person seated in the First Officer's seat. Do not pull the handle straight up.

SUBTASK 32-34-00-860-051

(35) Make sure that the right main gear free falls to the down and locked position.

(a) Make sure that the green light for the right main gear is on.

(b) Make sure that the red light for the right main gear is on.

NOTE: The red light for the main gear will stay on to show that the landing gear control lever and landing gear positions disagree.

MECH | INSP

SUBTASK 32-34-00-860-052

(36) Move the control lever for the landing gear to the DOWN position.

(a) Make sure that the red lights for the right and left main gear are off.

SUBTASK 32-34-00-860-053

(37) Remove the spring scale from the manual extension T handles for the right main gear.

SUBTASK 32-34-00-860-054

(38) Make sure that the cover for the T-handles is closed.

D. Put the Airplane Back to its Usual Condition

SUBTASK 32-34-00-860-015

(1) For Hydraulic System A, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805.

SUBTASK 32-34-00-480-005

(2) Install the downlock pin on the main gear that you tested, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

SUBTASK 32-34-00-840-001

(3) Close these circuit breakers:

F/O Electrical System Panel, P6-2

Row	Col	Number	Name
C	15	C00799	HYD SYS LDG GR SYS XFR VALVE SEC
C	16	C00781	HYD SYS LDG GR SYS XFR VALVE PRI

F/O Electrical System Panel, P6-3

Row	Col	Number	Name
D	18	C00451	LANDING GEAR AURAL WARN

SUBTASK 32-34-00-860-021

(4) Move the No. 1 and No. 2 throttle levers back to the idle position (full aft).

SUBTASK 32-34-00-840-004

(5) Close this circuit breaker:

F/O Electrical System Panel, P6-1

Row	Col	Number	Name
D	13	C00120	WEATHER RADAR RT

SUBTASK 32-34-00-860-022

(6) If electrical power is not necessary, do this task: Remove Electrical Power, AMM TASK 24-22-00-860-812.

SUBTASK 32-34-00-580-003

(7) Do this task: Lower the Airplane Off the Jacks, AMM TASK 07-11-01-580-816.

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-220-00-01

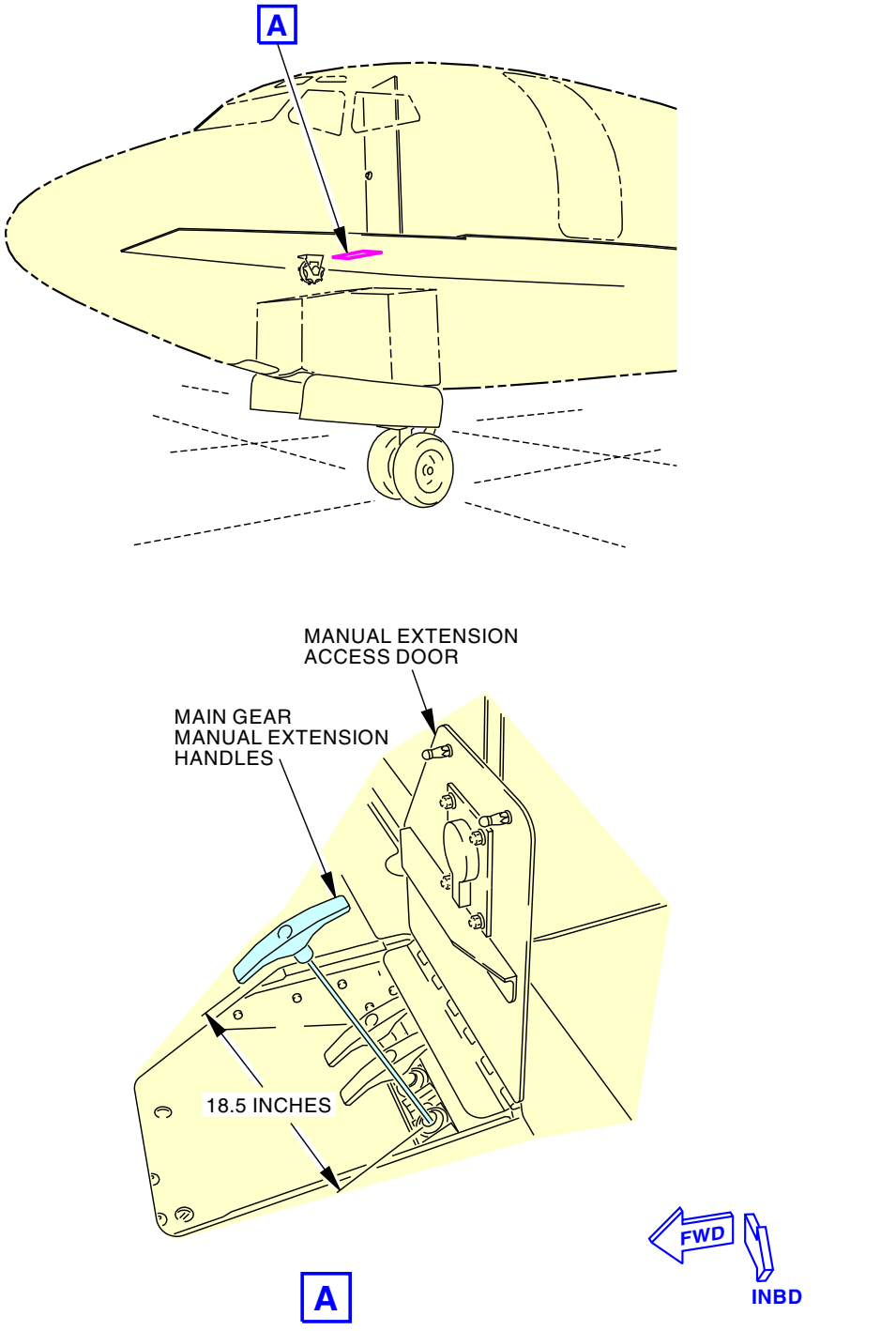
MECH	INSP

SUBTASK 32-34-00-200-002

(8) Check the Proximity Switch Electronic Unit (PSEU) for stored faults using the self test, do this task: Proximity Switch Electronics Unit (PSEU) BITE Test - Ground Test, AMM TASK 32-09-10-740-801.

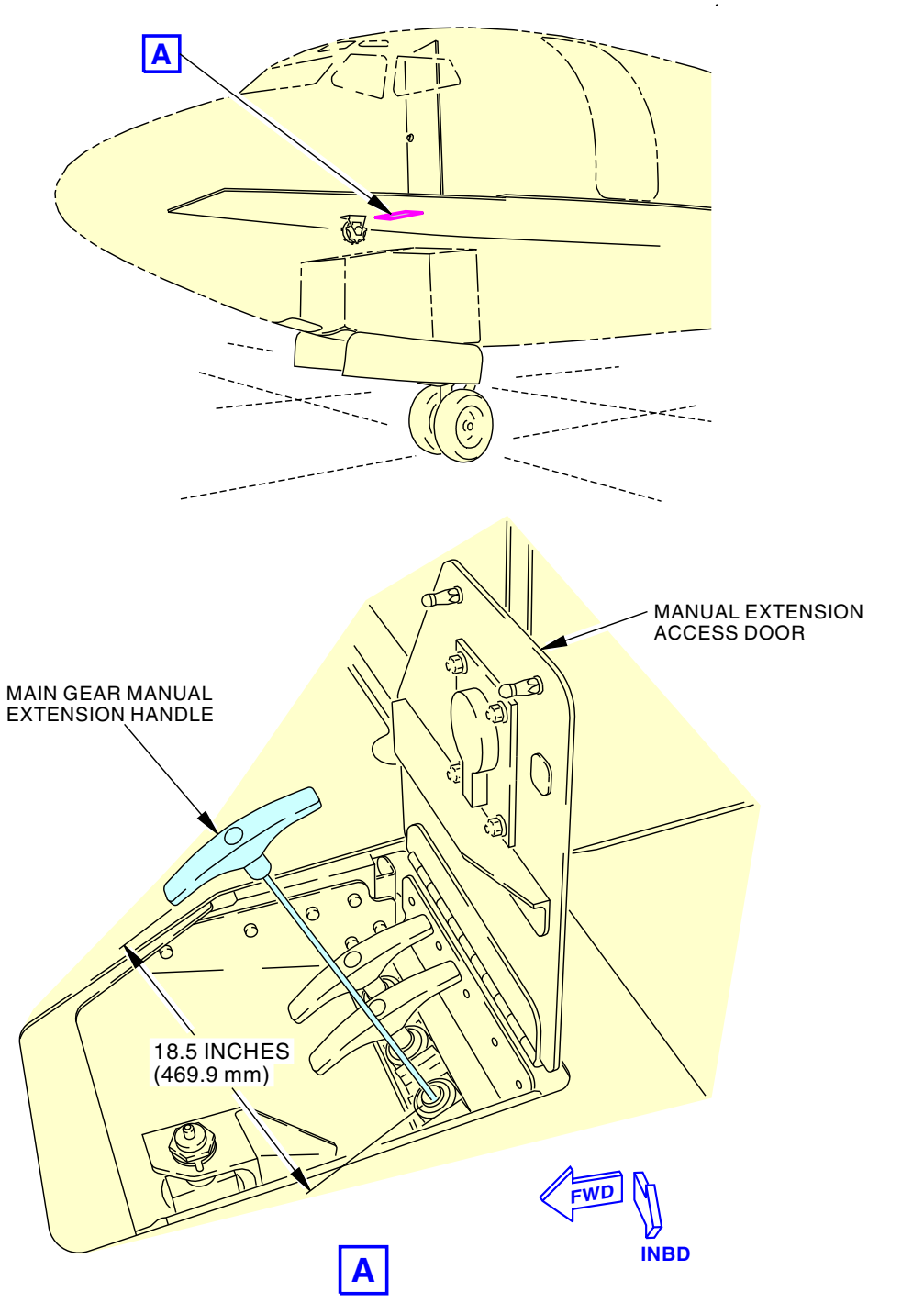
——— END OF TASK ———

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-220-00-01



Main Gear Manual Extension System - System Test
Figure 1 (Sheet 1 of 2)

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-220-00-01



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Main Gear Manual Extension System - System Test
Figure 1 (Sheet 2 of 2)

AIRLINE CARD NO		TITLE			BOEING CARD NO.
		LEFT MAIN LANDING GEAR AND LANDING GEAR DOORS			**32-806-01-01**
DATE	TASK **ZONAL (GV)**				RELATED CARD
TAIL NUMBER	WORK AREA **L MAIN GEAR**	VERSION **1.1** **1.2**	THRESHOLD **5500 FC** **30 MO**	REPEAT **5500 FC** **30 MO**	APPLICABILITY AIRPLANE: **ALL** ENGINE: **ALL**
STATION	SKILL **AIRPL**	**NOTE**			
		ACCESS			ZONE **730**

Perform an external zonal inspection (GV) of the left main landing gear and landing gear doors. (EZAP)

INTERVAL NOTE: Whichever comes first. The EZAP inspection requirement with interval 5500 FC/30 MO is satisfied by this zonal inspection.

A. References

Reference	Title
AMM 05-00-00-910-804	Enhanced Zonal Inspection Program (EZAP) Precautions (P/B 201)
AMM 20-60-07-913-801	Protection of the EWIS During Maintenance (P/B 201)

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 32-806-01-01

MECH	INSP

EWIS

TASK 05-41-07-210-803

1. EXTERNAL - ZONAL (GV): Left Main Landing Gear and Landing Gear Doors

(Figure 1)

A. General

(1) This Zonal inspection procedure satisfies the required Enhanced Zonal Analysis Procedure (EZAP) - derived Zonal inspection requirement for this zone.

B. Zonal Inspection

SUBTASK 05-41-07-210-003

(1) Do the zonal inspection following the procedures in Enhanced Zonal Inspection Program (EZAP) Precautions, AMM TASK 05-00-00-910-804.

SUBTASK 05-41-07-210-007

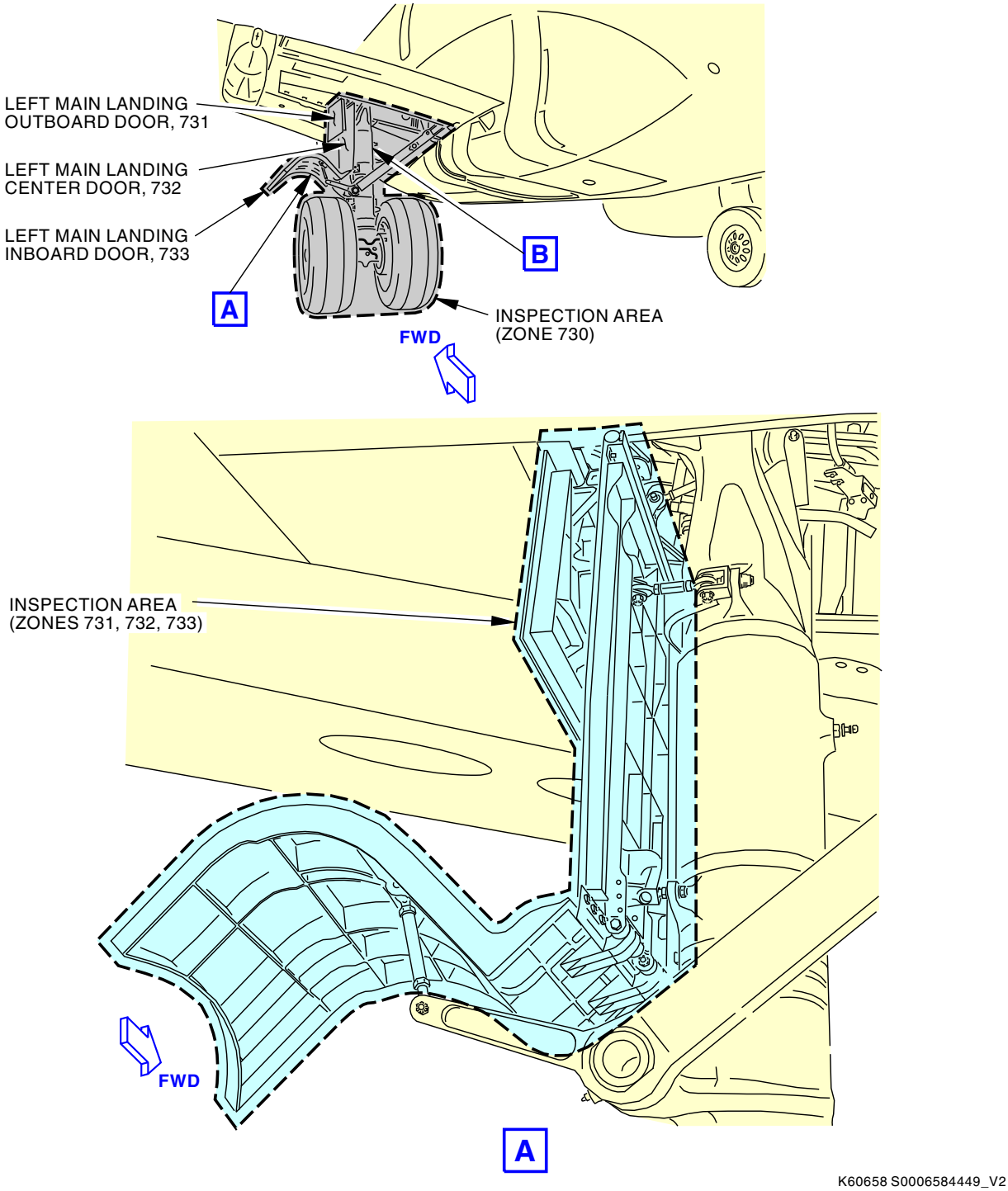
(2) Perform an external zonal inspection (GV) of the left main landing gear and landing gear doors (EZAP).

SUBTASK 05-41-07-910-002

(3) Refer to Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801 for the protection and caution information that will minimize contamination and accidental damage to Electrical Wiring Interconnect Systems (EWIS) during maintenance.

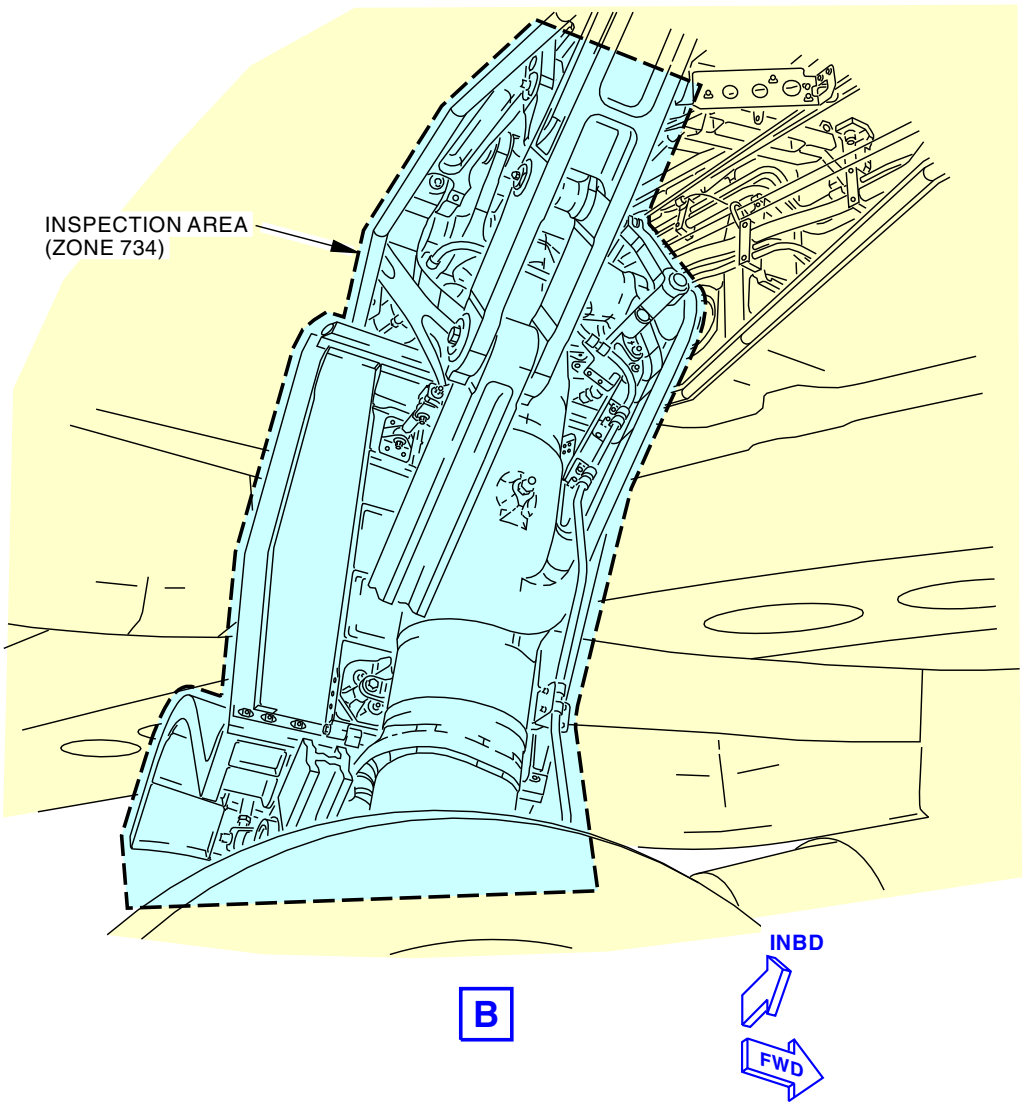
——— END OF TASK ———

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-806-01-01



Landing Gear Doors - Left Main Landing Gear General Visual (External)
Figure 1 (Sheet 1 of 2)

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-806-01-01



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Landing Gear Doors - Left Main Landing Gear General Visual (External)
Figure 1 (Sheet 2 of 2)

AIRLINE CARD NO		TITLE			BOEING CARD NO.
		RIGHT MAIN LANDING GEAR AND LANDING GEAR DOORS			**32-810-02-01**
DATE	TASK **ZONAL (GV)**				RELATED CARD
TAIL NUMBER	WORK AREA **R MAIN GEAR**	VERSION **1.1** **1.2**	THRESHOLD **5500 FC** **30 MO**	REPEAT **5500 FC** **30 MO**	APPLICABILITY AIRPLANE **ALL** ENGINE **ALL**
STATION	SKILL **AIRPL**	**NOTE**			
		ACCESS			ZONE **740**

Perform an external zonal inspection (GV) of the right main landing gear and landing gear doors. (EZAP)

INTERVAL NOTE: Whichever comes first. The EZAP inspection requirement with interval 5500 FC/30 MO is satisfied by this zonal inspection.

A. References

Reference	Title
AMM 05-00-00-910-804	Enhanced Zonal Inspection Program (EZAP) Precautions (P/B 201)
AMM 20-60-07-913-801	Protection of the EWIS During Maintenance (P/B 201)

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 32-810-02-01

MECH	INSP

EWIS

TASK 05-41-07-210-805

1. EXTERNAL - ZONAL (GV): Right Main Landing Gear and Landing Gear Doors

(Figure 1)

A. General

(1) This Zonal inspection procedure satisfies the required Enhanced Zonal Analysis Procedure (EZAP) - derived Zonal inspection requirement for this zone.

B. Zonal Inspection

SUBTASK 05-41-07-210-005

(1) Do the zonal inspection following the procedures in Enhanced Zonal Inspection Program (EZAP) Precautions, AMM TASK 05-00-00-910-804.

SUBTASK 05-41-07-210-008

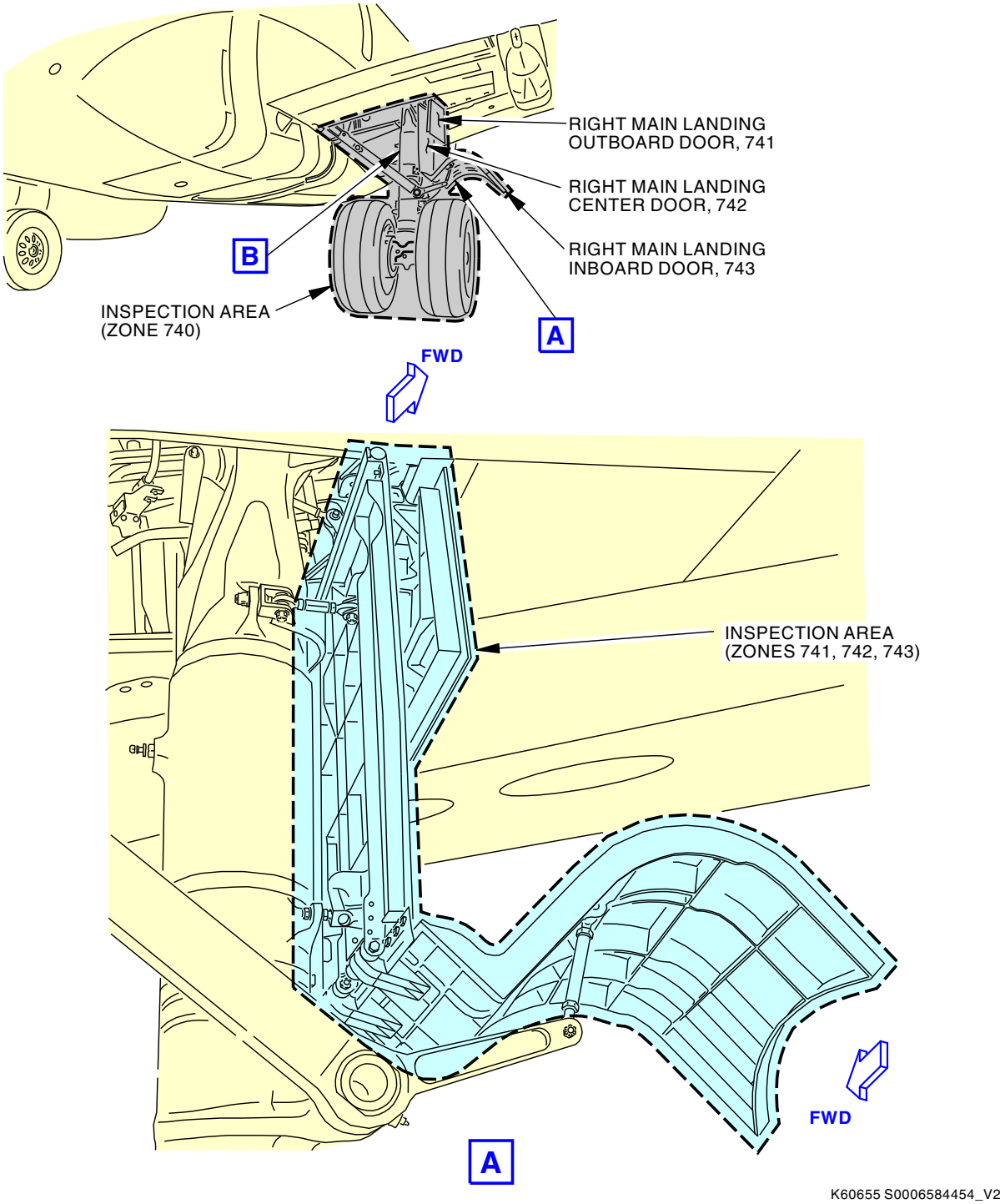
(2) Perform an external zonal inspection (GV) of the right main landing gear and landing gear doors (EZAP).

SUBTASK 05-41-07-910-003

(3) Refer to Protection of the EWIS During Maintenance, AMM TASK 20-60-07-913-801 for the protection and caution information that will minimize contamination and accidental damage to Electrical Wiring Interconnect Systems (EWIS) during maintenance.

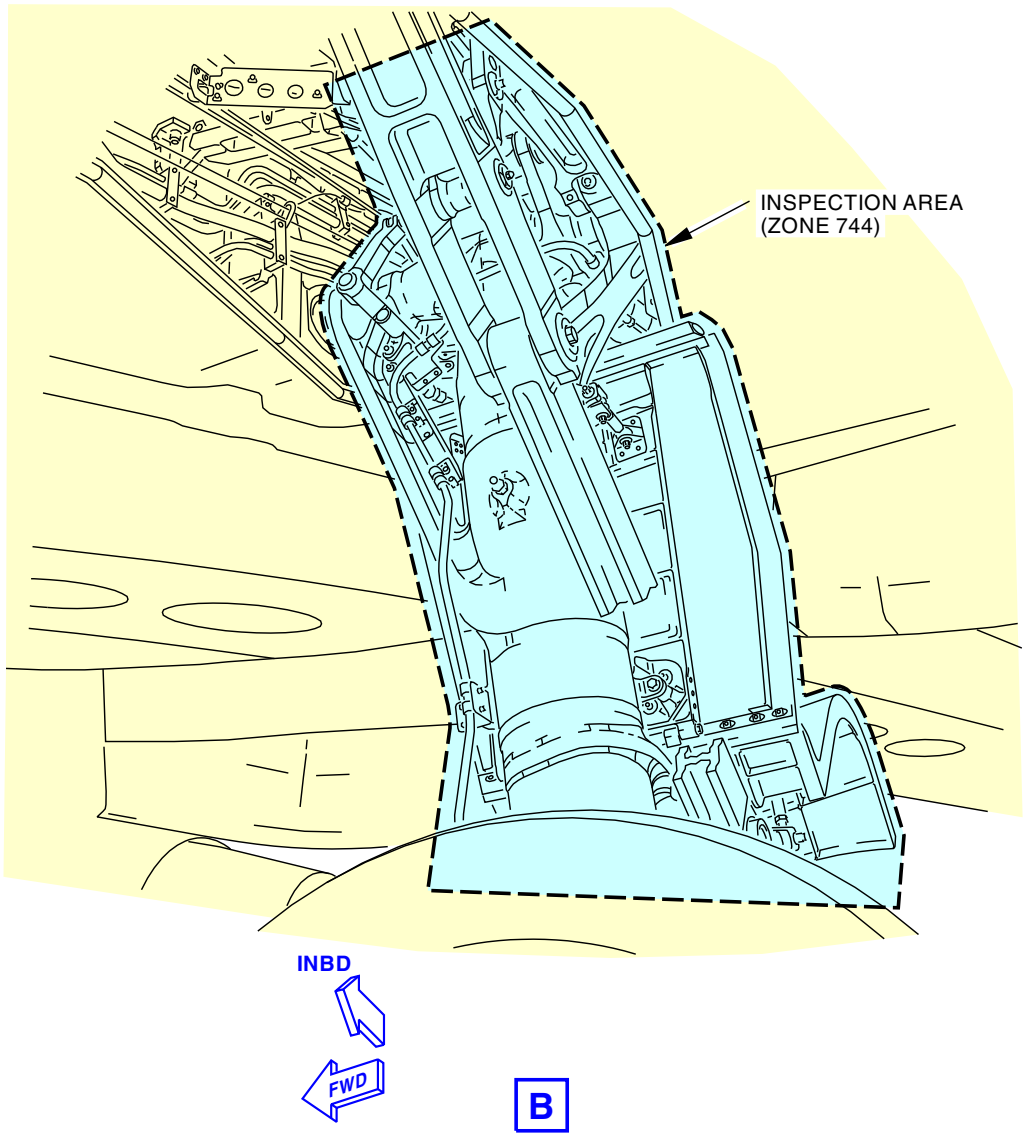
——— END OF TASK ———

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-810-02-01



Landing Gear Doors - Right Main Landing Gear General Visual (External)
Figure 1 (Sheet 1 of 2)

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-810-02-01



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Landing Gear Doors - Right Main Landing Gear General Visual (External)
Figure 1 (Sheet 2 of 2)

AIRLINE CARD NO		TITLE			BOEING CARD NO.
		E/E ACCESS DOOR LUBRICATION			**52-120-00-01**
DATE	TASK **LUBRICATE**				RELATED CARD
TAIL NUMBER	WORK AREA **E/E COMPARTMENT**	VERSION **1.1**	THRESHOLD **2 YR**	REPEAT **2 YR**	APPLICABILITY AIRPLANE **ALL** ENGINE **ALL**
STATION	SKILL **AIRPL**				
		ACCESS **117A**			ZONE **117 118**

Lubricate the E/E access door handle latching mechanism (rack and pinion gear and the lock pins).

A. Consumable Materials

Reference	Description	Specification
D00633	Grease - Aircraft General Purpose	BMS3-33

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 52-120-00-01

MECH | INSP

TASK 12-25-41-640-801

1. Electronic Equipment Access Door Servicing

(Figure 1, Table 1)

A. Prepare for Servicing

SUBTASK 12-25-41-010-005

(1) Turn the latch handle to the closed position.

SUBTASK 12-25-41-010-007

(2) Open this access panel:

Number	Name/Location
117A	Electronic Equipment Access Door

SUBTASK 12-25-41-010-002

(3) Do the following to open this access panel:

Number	Name/Location
117AW	Equipment Access Door Cover

(Figure 1)

(a) Remove the bolt [105], washer [106], and nut [107] that attach the collar [104] to the latch mechanism [2].

(b) Remove the collar [104] and the washer [108].

(c) Remove the screws [101] and the screws [102] that attach the cover [103] to the door.

(d) Remove the cover [103].

SUBTASK 12-25-41-010-006

(4) Remove the support plate [110] from the latch mechanism [2] as follows (Figure 1):

(a) Remove the screws [109] that attach the support plate [110] to the latch mechanism [2].

NOTE: After you remove the screws [109], the bearings [113] and the spacers [112, 114, 115, 116 and 117] are not held in position.

(b) Remove the support plate [110] and the washer [111].

B. Procedure

SUBTASK 12-25-41-640-001

(1) Lubricate the components with the applicable material shown in (Table 1, Figure 1):

(a) grease, D00633

Table 1 Electronic Equipment Access Door Lubrication (Fig. 301)

Item No.	Nomenclature	Lubricant	Method of Application	Number of Points
1	Latch Pins (4)	grease, D00633	Hand	4
2	Latch Mechanism (1)	grease, D00633	Hand	1

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 52-120-00-01

MECH	INSP

C. Put the Airplane Back to Its Usual Condition

SUBTASK 12-25-41-410-003

(1) Install the support plate [110] on the latch mechanism [2] as follows (Figure 1):

(a) Install the washer [111] on the latch mechanism [2].

(b) Put the support plate [110] in its correct position over the spacers [112, 114, 115, 116 and 117] and the bearings [113].

(c) Install the screws [109].

SUBTASK 12-25-41-010-003

(2) Do the following to close this access panel:

Number	Name/Location
117AW	Equipment Access Door Cover

(Figure 1):

(a) Put the cover [103] in its correct position over the latch mechanism [2].

(b) Install the washer [108] and the collar [104] on the latch mechanism [2].

(c) Install the bolt [105], washer [106], and nut [107] to attach the collar [104] to the latch mechanism [2].

(d) Install the screws [101] and screws [102] to attach the cover [103] to the door.

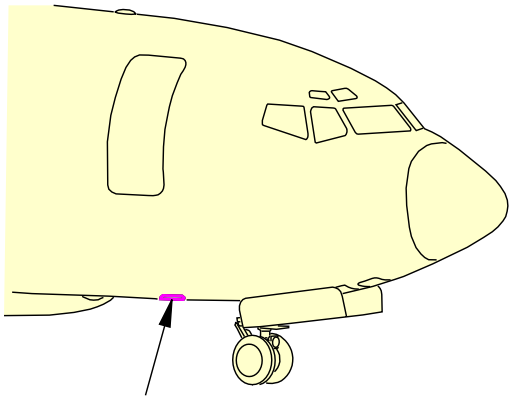
SUBTASK 12-25-41-410-004

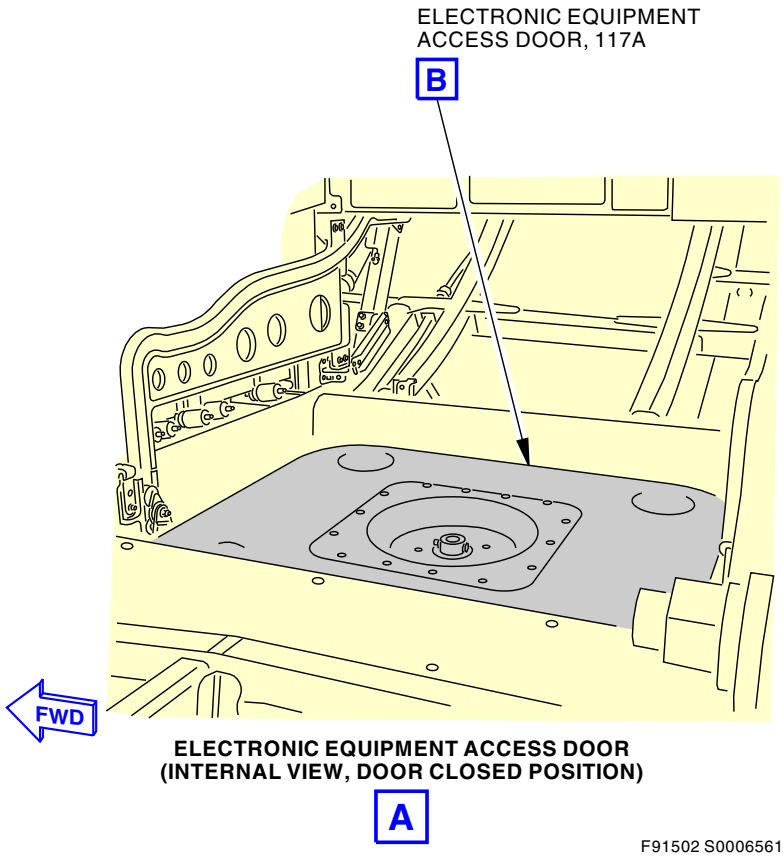
(3) Close this access panel:

Number	Name/Location
117A	Electronic Equipment Access Door

——— END OF TASK ———

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				52-120-00-01





ELECTRONIC EQUIPMENT ACCESS DOOR
(INTERNAL VIEW, DOOR CLOSED POSITION)

A

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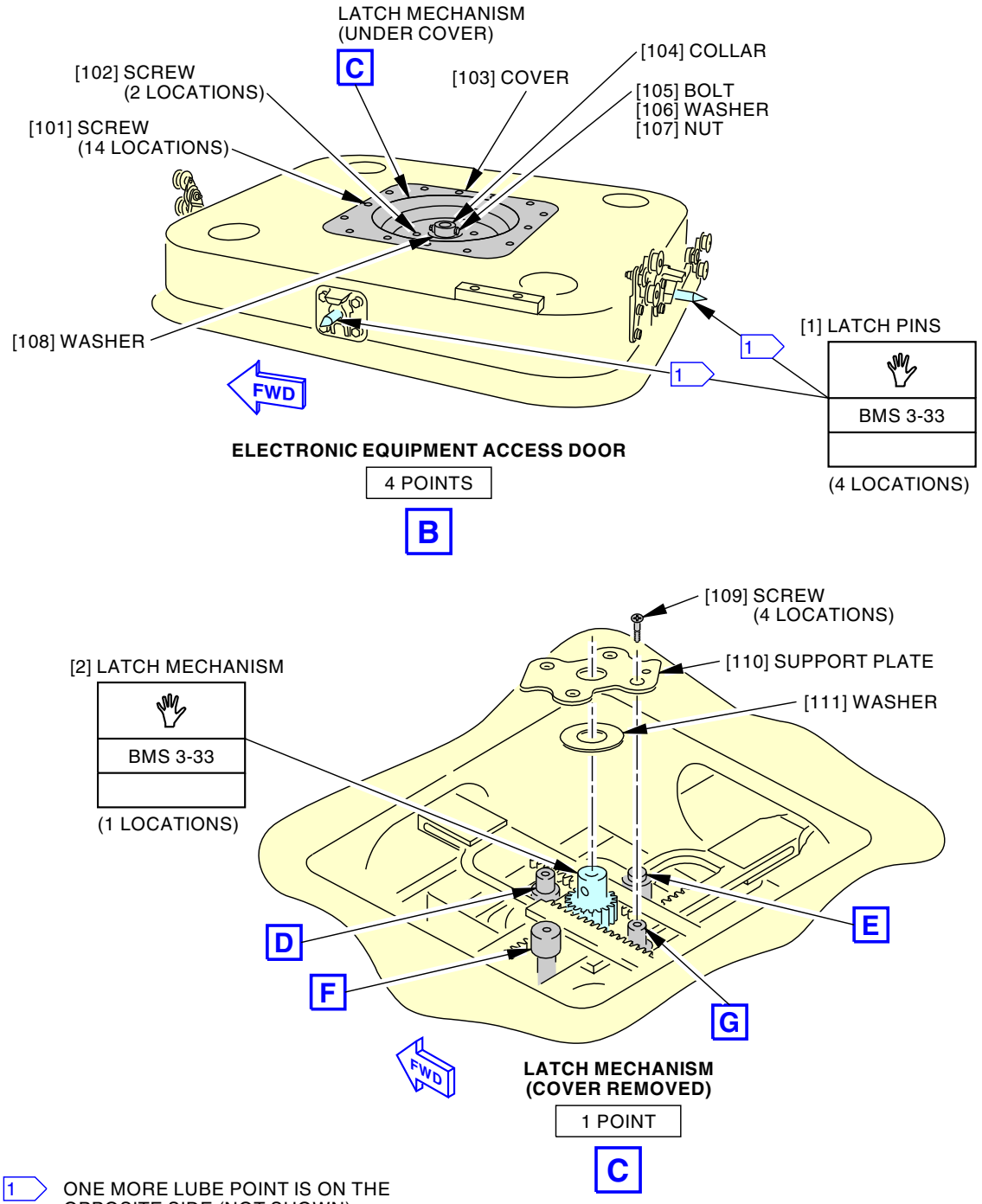
Electronic Equipment Access Door Servicing
Figure 1 (Sheet 1 of 4)

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				52-120-00-01



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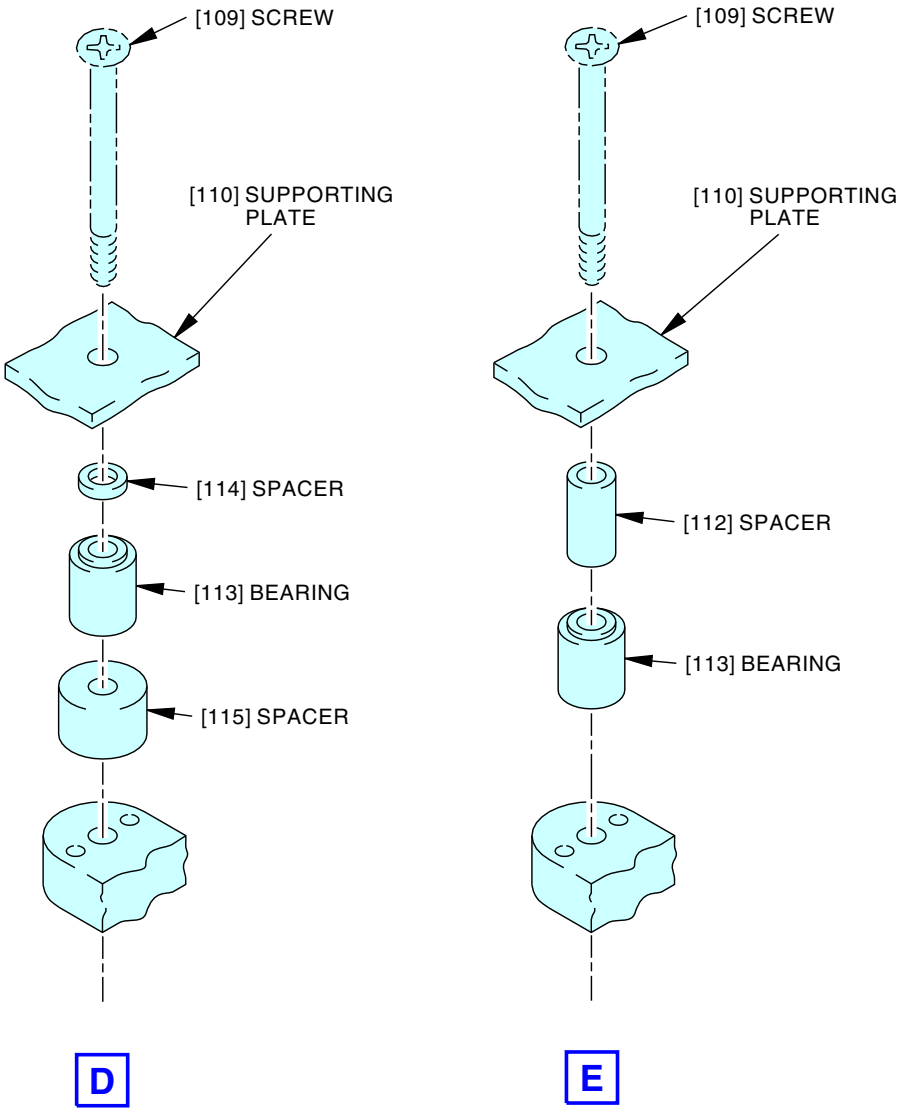
Electronic Equipment Access Door Servicing
Figure 1 (Sheet 2 of 4)

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				52-120-00-01



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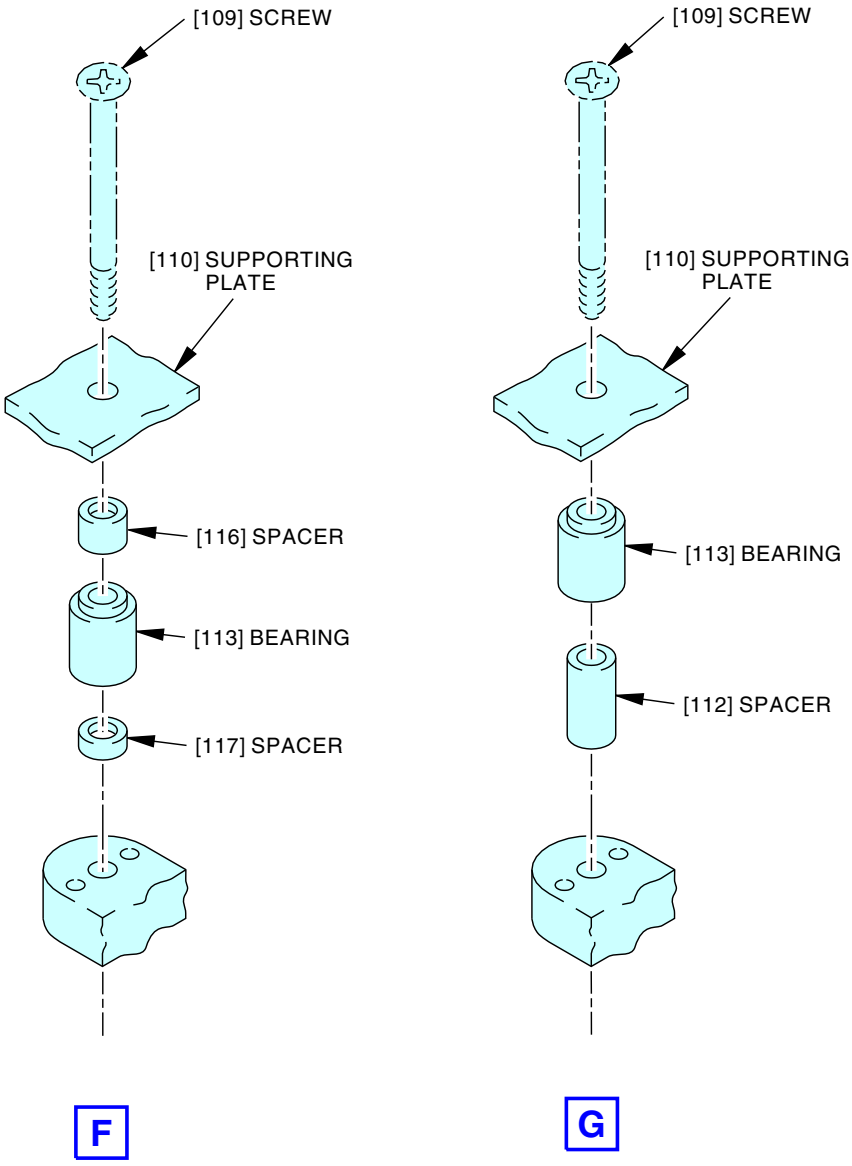
Electronic Equipment Access Door Servicing
Figure 1 (Sheet 3 of 4)

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				52-120-00-01



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Electronic Equipment Access Door Servicing
Figure 1 (Sheet 4 of 4)