

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

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)

EFFECTIVITY <b>CGP ALL</b>	SOURCE <b>MRB</b>	FLIGHT CONTROL CABLES - LEFT MAIN GEAR WELL  <b>D633A109-CGP 27-226-00-01</b>	Page 1 of 7 Jun 15/2023
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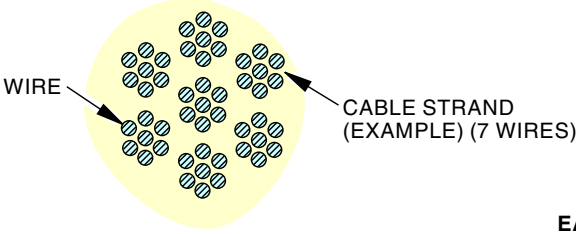
DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. <b>27-226-00-01</b>	
<b>TASK 20-20-31-200-801</b>				MECH	INSP
<b>1. <u>Control Cable Wire Rope - Inspection</u></b> (Figure 1)					
<b>A. Prepare for the Inspection</b> SUBTASK 20-20-31-100-001					
<div style="border: 1px solid black; padding: 5px;">  <b>CAUTION</b> </div> 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.					
<div style="border: 1px solid black; padding: 5px;">  <b>CAUTION</b> </div> 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. <ul style="list-style-type: none"> <li>(a) Remove the old grease and dirt from the surface of the control cable.</li> <li>(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.</li> </ul> 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. <p><b>NOTE:</b> 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.</p> <ul style="list-style-type: none"> <li>(a) Look for evidence of contact with other parts. Correct the condition if evidence of contact is found.</li> </ul>					
<b>B. Control Cable Wire Rope Inspection</b> SUBTASK 20-20-31-200-015					
(1) Ignore this step if it is not applicable to your work: <ul style="list-style-type: none"> <li>(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.</li> </ul> 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. <ul style="list-style-type: none"> <li>(a) Replace the cable assembly if:               <ul style="list-style-type: none"> <li>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).</li> <li>2) A kink is found.</li> <li>3) Corrosion is found.</li> </ul> </li> </ul>					
EFFECTIVITY <b>CGP ALL</b>		SOURCE <b>MRB</b>	<b>FLIGHT CONTROL CABLES - LEFT MAIN GEAR WELL</b>  <b>D633A109-CGP</b> <b>27-226-00-01</b>		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. <b>27-226-00-01</b>	
<b>SUBTASK 20-20-31-200-014</b>  (3) Perform a detailed visual inspection of the cable.  <u>NOTE:</u> 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.  <u>NOTE:</u> 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.  <u>NOTE:</u> Do not apply the grease or oil to the stainless steel (CRES) control cables.  <b>————— END OF TASK —————</b>				MECH	INSP
<b>EFFECTIVITY CGP ALL</b>		<b>SOURCE MRB</b>	<b>FLIGHT CONTROL CABLES - LEFT MAIN GEAR WELL</b>  <b>D633A109-CGP 27-226-00-01</b>		

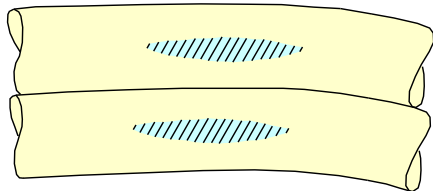
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<b>TASK 20-20-31-200-802</b> <b>2. <u>Inspection of the Control Cable Fittings</u></b>  <b>A. Procedure</b>  SUBTASK 20-20-31-200-007 (1) Perform a detailed visual inspection to make sure that the means of locking the joints are intact (wire locking, 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.  <p style="text-align: center;">———— <b>END OF TASK</b> ————</p>				MECH	INSP
EFFECTIVITY <b>CGP ALL</b>		SOURCE <b>MRB</b>	<b>FLIGHT CONTROL CABLES - LEFT MAIN GEAR WELL</b>  <b>D633A109-CGP</b> <b>27-226-00-01</b>		
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<b>TASK 20-20-31-200-805</b> <b>3. <u>Inspection of Pulleys</u></b> <b>A. Procedure</b> 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. <div style="text-align: center;">———— <b>END OF TASK</b> ————</div>				MECH	INSP
EFFECTIVITY <b>CGP ALL</b>		SOURCE <b>MRB</b>	<b>FLIGHT CONTROL CABLES - LEFT MAIN GEAR WELL</b>  <b>D633A109-CGP</b> <b>27-226-00-01</b>		
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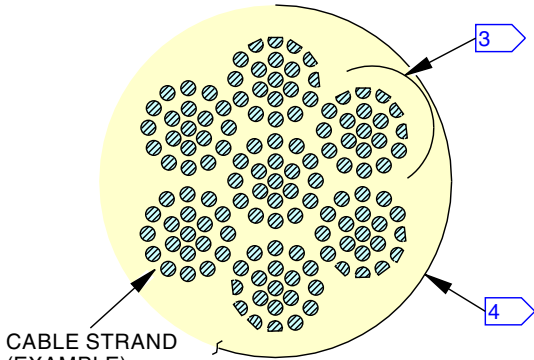
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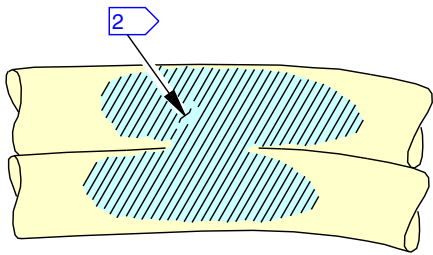
**7x7 CABLE**



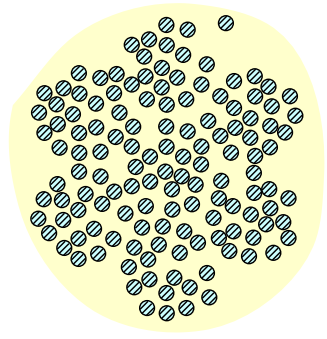
**EACH OUTER WIRE WORN LESS THAN 40%  
(WORN AREAS NOT BLENDED)**



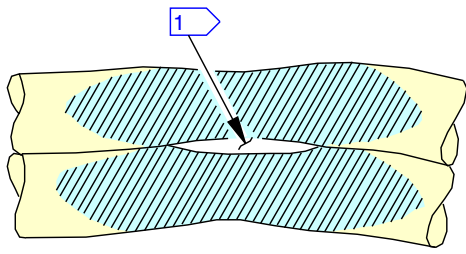
**7x19 CABLE**



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



**EXAMPLE OF INTERNAL WEAR**



**EACH WIRE IS WORN MORE THAN 50%**

**1** VISIBLE SPACE BETWEEN WIRES.

**2** WEAR CONDITION RESULTING IN BLENDED SURFACES BETWEEN WIRES.

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

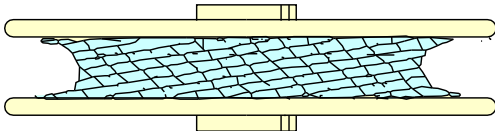
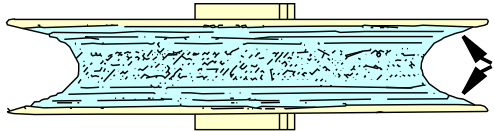
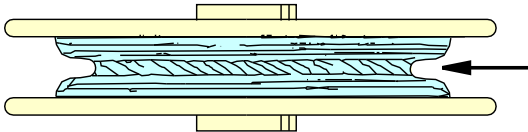
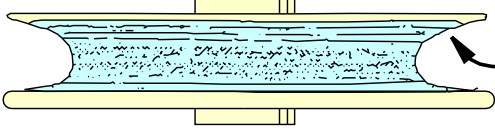
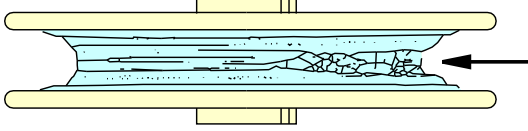
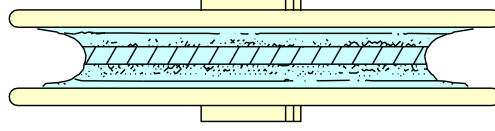
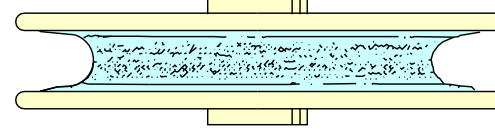
**4** CABLE WEAR MAY OCCUR ON ONE SIDE ONLY OR ON FULL CIRCUMFERENCE. CABLE WEAR CAN EXTEND ALONG THE CABLE FOR A DISTANCE EQUAL TO USUAL CABLE TRAVEL.

F15914 S0006562076\_V3

**Cable Wear Patterns**  
**Figure 1**

EFFECTIVITY <b>CGP ALL</b>	SOURCE <b>MRB</b>	<b>FLIGHT CONTROL CABLES - LEFT MAIN GEAR WELL</b>  <b>D633A109-CGP</b> <b>27-226-00-01</b>
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 27-226-00-01				
<div><div><p><b>CABLE TENSION TOO HIGH</b></p></div><div><p><b>PULLEY NOT ALIGNED CORRECTLY</b></p></div><div><p><b>PULLEY GROOVE WITH EXCESSIVE WEAR</b></p></div><div><p><b>CABLE NOT ALIGNED CORRECTLY</b></p></div><div><p><b>PULLEY WILL NOT TURN</b></p></div><div><p><b>NORMAL CONDITION</b></p></div><div><p><b>NORMAL CONDITION</b></p></div></div> <div><p><b>Pulley Wear Patterns</b> <b>Figure 2</b></p><p>F25724 S0006562077_V3</p></div> <table border="1"><tr><td>EFFECTIVITY CGP ALL</td><td>SOURCE MRB</td><td>FLIGHT CONTROL CABLES - LEFT MAIN GEAR WELL  D633A109-CGP 27-226-00-01</td><td>Page 7 of 7 Jun 15/2015</td></tr></table>					EFFECTIVITY CGP ALL	SOURCE MRB	FLIGHT CONTROL CABLES - LEFT MAIN GEAR WELL  D633A109-CGP 27-226-00-01	Page 7 of 7 Jun 15/2015
EFFECTIVITY CGP ALL	SOURCE MRB	FLIGHT CONTROL CABLES - LEFT MAIN GEAR WELL  D633A109-CGP 27-226-00-01	Page 7 of 7 Jun 15/2015					

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

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

EFFECTIVITY <b>CGP ALL</b>	SOURCE <b>MRB</b>	<b>LEFT AND RIGHT MAIN LANDING GEAR MANUAL EXTENSION SYSTEM</b>  <b>D633A109-CGP 32-220-00-01</b>	<b>Page 1 of 10 Feb 15/2024</b>
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. <b>32-220-00-01</b>	
<b>TASK 32-34-00-730-801</b>				MECH	INSP
<b>1. Main Gear Manual Extension System Test - Airplane on Jacks</b> (Figure 1)					
<b>A. General</b>					
(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>B. Prepare for the Test</b>					
SUBTASK 32-34-00-480-002					
<div style="border: 1px solid black; padding: 10px;">  <p><b>WARNING</b> 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.</p> </div>					
(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:					
<b>CAPT Electrical System Panel, P18-2</b>					
<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>		
B	3	C01312	ENGINE 1 RUN/PWR		
<b>F/O Electrical System Panel, P6-3</b>					
<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>		
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		
EFFECTIVITY <b>CGP ALL</b>		SOURCE <b>MRB</b>	<b>LEFT AND RIGHT MAIN LANDING GEAR MANUAL EXTENSION SYSTEM</b>  <b>D633A109-CGP</b> <b>32-220-00-01</b>		
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 32-220-00-01																													
SUBTASK 32-34-00-860-008 (5) Open these circuit breakers and install safety tags: <b>F/O Electrical System Panel, P6-1</b> <table border="1"> <thead> <tr> <th>Row</th> <th>Col</th> <th>Number</th> <th>Name</th> </tr> </thead> <tbody> <tr> <td>D</td> <td>13</td> <td>C00120</td> <td>WEATHER RADAR RT</td> </tr> </tbody> </table> <b>F/O Electrical System Panel, P6-2</b> <table border="1"> <thead> <tr> <th>Row</th> <th>Col</th> <th>Number</th> <th>Name</th> </tr> </thead> <tbody> <tr> <td>C</td> <td>15</td> <td>C00799</td> <td>HYD SYS LDG GR SYS XFR VALVE SEC</td> </tr> <tr> <td>C</td> <td>16</td> <td>C00781</td> <td>HYD SYS LDG GR SYS XFR VALVE PRI</td> </tr> </tbody> </table> <b>F/O Electrical System Panel, P6-3</b> <table border="1"> <thead> <tr> <th>Row</th> <th>Col</th> <th>Number</th> <th>Name</th> </tr> </thead> <tbody> <tr> <td>D</td> <td>18</td> <td>C00451</td> <td>LANDING GEAR AURAL WARN</td> </tr> </tbody> </table> 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 <div style="border: 1px solid black; padding: 10px; margin: 10px 0;">  <p><b>WARNING</b> 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.</p> </div> (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. <b>C. Main Gear Manual Extension System Test</b> 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.				Row	Col	Number	Name	D	13	C00120	WEATHER RADAR RT	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	Row	Col	Number	Name	D	18	C00451	LANDING GEAR AURAL WARN	MECH	INSP
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EFFECTIVITY CGP ALL		SOURCE MRB	LEFT AND RIGHT MAIN LANDING GEAR MANUAL EXTENSION SYSTEM  D633A109-CGP 32-220-00-01																														

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 32-220-00-01	
<p>(a) Make sure that the load to start the T handle from the seat has a minimum of 3.0 lbf (13.3 N).</p> <p>(b) Make sure that the load during the full travel of the T handle is not more than 18.0 lbf (80.1 N).</p> <p><u>NOTE:</u> 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.</p> <p>(c) Make sure that the manual extension mechanism operates freely.</p> <p>SUBTASK 32-34-00-730-011</p> <p>(6) Pull the manual extension handle for the right main gear.</p> <p>(a) Make sure that the full travel of the T handle is at least 18.5 in. (469.9 mm).</p> <p>SUBTASK 32-34-00-730-012</p> <p>(7) Release the manual extension handle for the right main gear.</p> <p>(a) Make sure that the handle returns to the stowed position without hesitation or binding.</p> <p>SUBTASK 32-34-00-860-038</p> <p>(8) Remove the spring scale from the manual extension T handle for the left main gear.</p> <p>SUBTASK 32-34-00-480-012</p> <p>(9) Attach a spring scale to the manual extension T handle for the right main gear.</p> <p>SUBTASK 32-34-00-730-013</p> <p>(10) Pull the manual extension handle for the right main gear.</p> <p>(a) Make sure that the load to start the T handle from the seat has a minimum of 3.0 lbf (13.3 N).</p> <p>(b) Make sure that the load during the full travel of the T handle is not more than 18.0 lbf (80.1 N).</p> <p><u>NOTE:</u> 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.</p> <p>(c) Make sure that the manual extension mechanism operates freely.</p> <p>SUBTASK 32-34-00-080-004</p> <p>(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.</p> <p>SUBTASK 32-34-00-860-048</p> <p>(12) Remove the spring scale from the manual extension T handle for the right main gear.</p> <p>SUBTASK 32-34-00-860-019</p> <p>(13) Make sure that the cover for the T handle is closed.</p> <p><u>NOTE:</u> The extension/retraction system will not operate with the cover for the alternate extend T handle open.</p> <p>SUBTASK 32-34-00-860-017</p> <p>(14) Move the control lever for the landing gear to the DN position.</p>				MECH	INSP
EFFECTIVITY CGP ALL		SOURCE MRB	LEFT AND RIGHT MAIN LANDING GEAR MANUAL EXTENSION SYSTEM		
			D633A109-CGP 32-220-00-01		

Page 4 of 10  
Oct 15/2022

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. <b>32-220-00-01</b>	
SUBTASK 32-34-00-730-003 <div style="border: 1px solid black; padding: 5px; margin-top: 10px;">  <p><b>WARNING</b> 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.</p> </div>				MECH	INSP
(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. <u>NOTE:</u> 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. <u>NOTE:</u> 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. <u>NOTE:</u> 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. <u>NOTE:</u> 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.					
EFFECTIVITY <b>CGP ALL</b>		SOURCE <b>MRB</b>	<b>LEFT AND RIGHT MAIN LANDING GEAR MANUAL EXTENSION SYSTEM</b>  <b>D633A109-CGP 32-220-00-01</b>		
			<b>Page 5 of 10 Jun 15/2023</b>		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. <b>32-220-00-01</b>	
<p><b>SUBTASK 32-34-00-730-009</b></p> <p>(26) Move the control lever for the landing gear to UP and wait while the main gear retracts.</p> <p><b>SUBTASK 32-34-00-860-024</b></p> <p>(27) Put the landing gear control lever in the OFF position.</p> <p><b>SUBTASK 32-34-00-860-030</b></p> <p>(28) Open the access door to the manual extension T handles.</p> <p><b>SUBTASK 32-34-00-700-015</b></p> <p>(29) Attach a spring scale (0-100 Lbs), STD-1184, to the manual extension T handle for the left main gear.</p> <p><b>SUBTASK 32-34-00-730-004</b></p> <p>(30) Pull the manual extension handle for the left main gear.</p> <p>(a) Make sure that the maximum load when you pull the T handle is not more than 50.0 lbf (222.4 N).</p> <p><u>NOTE:</u> 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.</p> <p><b>SUBTASK 32-34-00-700-006</b></p> <p>(31) Make sure that the left main gear free falls to the down and locked position.</p> <p>(a) Make sure that the green light for the left main gear is on.</p> <p>(b) Make sure that the red light for the left main gear is on.</p> <p><u>NOTE:</u> The red light for the main gear will stay on to show that the landing gear control lever and landing gear positions disagree.</p> <p><b>SUBTASK 32-34-00-080-005</b></p> <p>(32) Remove the spring scale from the manual extension T handles for the left main gear.</p> <p><b>SUBTASK 32-34-00-730-017</b></p> <p>(33) Attach a spring scale to the manual extension T handle for the right main gear.</p> <p><b>SUBTASK 32-34-00-860-050</b></p> <p>(34) Pull the manual extension handle for the right main gear.</p> <p>(a) Make sure that the maximum load when you pull the T handle is not more than 50.0 lbf (222.4 N).</p> <p><u>NOTE:</u> 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.</p> <p><b>SUBTASK 32-34-00-860-051</b></p> <p>(35) Make sure that the right main gear free falls to the down and locked position.</p> <p>(a) Make sure that the green light for the right main gear is on.</p> <p>(b) Make sure that the red light for the right main gear is on.</p> <p><u>NOTE:</u> The red light for the main gear will stay on to show that the landing gear control lever and landing gear positions disagree.</p>				MECH	INSP
EFFECTIVITY <b>CGP ALL</b>		SOURCE <b>MRB</b>	<b>LEFT AND RIGHT MAIN LANDING GEAR MANUAL EXTENSION SYSTEM</b>  <b>D633A109-CGP</b> <b>32-220-00-01</b>		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. <b>32-220-00-01</b>																													
<p><b>SUBTASK 32-34-00-860-052</b></p> <p>(36) Move the control lever for the landing gear to the DOWN position.</p> <p>(a) Make sure that the red lights for the right and left main gear are off.</p> <p><b>SUBTASK 32-34-00-860-053</b></p> <p>(37) Remove the spring scale from the manual extension T handles for the right main gear.</p> <p><b>SUBTASK 32-34-00-860-054</b></p> <p>(38) Make sure that the cover for the T-handles is closed.</p> <p><b>D. Put the Airplane Back to its Usual Condition</b></p> <p><b>SUBTASK 32-34-00-860-015</b></p> <p>(1) For Hydraulic System A, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805.</p> <p><b>SUBTASK 32-34-00-480-005</b></p> <p>(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.</p> <p><b>SUBTASK 32-34-00-840-001</b></p> <p>(3) Close these circuit breakers:</p> <p><b>F/O Electrical System Panel, P6-2</b></p> <table border="1"> <thead> <tr> <th>Row</th> <th>Col</th> <th>Number</th> <th>Name</th> </tr> </thead> <tbody> <tr> <td>C</td> <td>15</td> <td>C00799</td> <td>HYD SYS LDG GR SYS XFR VALVE SEC</td> </tr> <tr> <td>C</td> <td>16</td> <td>C00781</td> <td>HYD SYS LDG GR SYS XFR VALVE PRI</td> </tr> </tbody> </table> <p><b>F/O Electrical System Panel, P6-3</b></p> <table border="1"> <thead> <tr> <th>Row</th> <th>Col</th> <th>Number</th> <th>Name</th> </tr> </thead> <tbody> <tr> <td>D</td> <td>18</td> <td>C00451</td> <td>LANDING GEAR AURAL WARN</td> </tr> </tbody> </table> <p><b>SUBTASK 32-34-00-860-021</b></p> <p>(4) Move the No. 1 and No. 2 throttle levers back to the idle position (full aft).</p> <p><b>SUBTASK 32-34-00-840-004</b></p> <p>(5) Close this circuit breaker:</p> <p><b>F/O Electrical System Panel, P6-1</b></p> <table border="1"> <thead> <tr> <th>Row</th> <th>Col</th> <th>Number</th> <th>Name</th> </tr> </thead> <tbody> <tr> <td>D</td> <td>13</td> <td>C00120</td> <td>WEATHER RADAR RT</td> </tr> </tbody> </table> <p><b>SUBTASK 32-34-00-860-022</b></p> <p>(6) If electrical power is not necessary, do this task: Remove Electrical Power, AMM TASK 24-22-00-860-812.</p> <p><b>SUBTASK 32-34-00-580-003</b></p> <p>(7) Do this task: Lower the Airplane Off the Jacks, AMM TASK 07-11-01-580-816.</p>				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	Row	Col	Number	Name	D	18	C00451	LANDING GEAR AURAL WARN	Row	Col	Number	Name	D	13	C00120	WEATHER RADAR RT	MECH	INSP
				Row	Col	Number	Name																										
C	15	C00799	HYD SYS LDG GR SYS XFR VALVE SEC																														
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Row	Col	Number	Name																														
D	13	C00120	WEATHER RADAR RT																														
<p><b>EFFECTIVITY</b> <b>CGP ALL</b></p>				<p><b>SOURCE</b> <b>MRB</b></p>	<p><b>LEFT AND RIGHT MAIN LANDING GEAR MANUAL EXTENSION SYSTEM</b></p> <p><b>D633A109-CGP</b> <b>32-220-00-01</b></p>																												

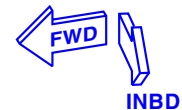
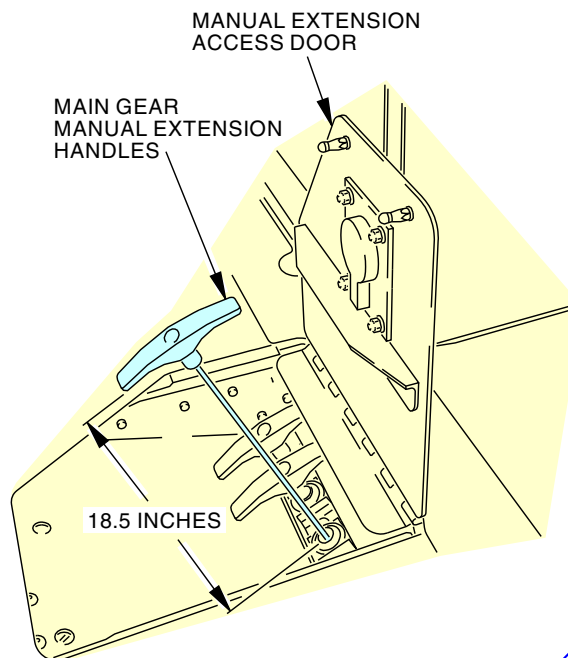
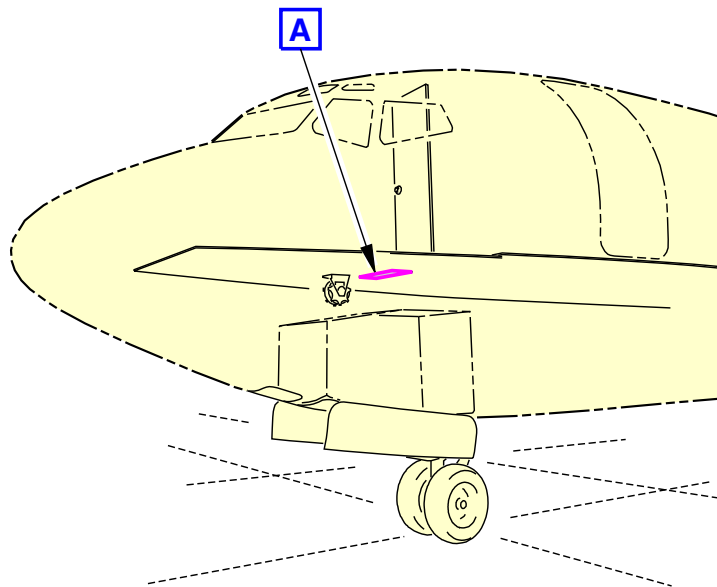
# CGP



## 737-600/700/800/900 TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. <b>32-220-00-01</b>	
<b>SUBTASK 32-34-00-200-002</b>  (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.  ————— <b>END OF TASK</b> —————				MECH	INSP
<b>EFFECTIVITY CGP ALL</b>		<b>SOURCE MRB</b>	<b>LEFT AND RIGHT MAIN LANDING GEAR MANUAL EXTENSION SYSTEM</b>  <b>D633A109-CGP 32-220-00-01</b>		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. <b>32-220-00-01</b>
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G27422 S0006575350 V2

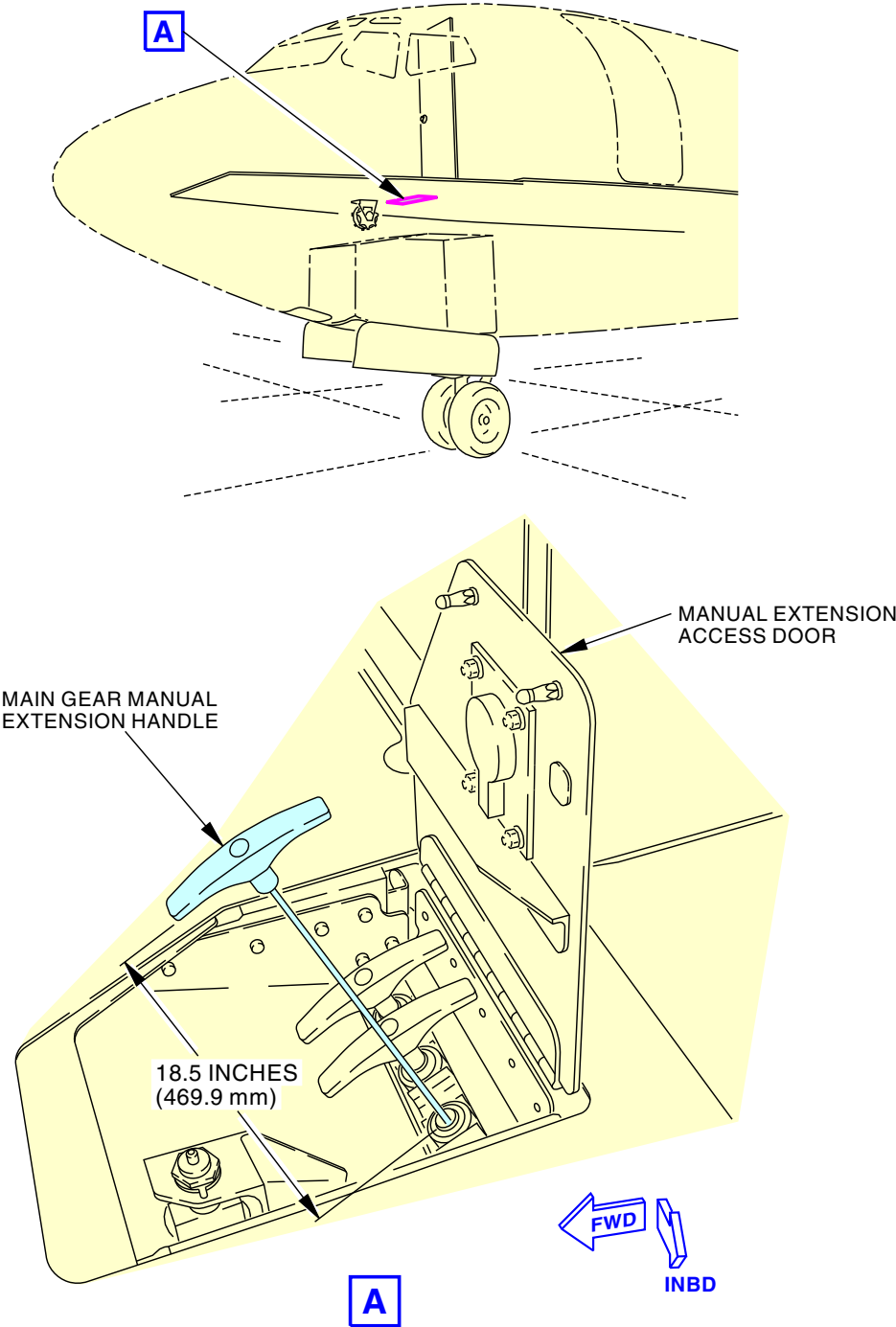
## Main Gear Manual Extension System - System Test

### Figure 1 (Sheet 1 of 2)

<p>EFFECTIVITY</p> <p>CGP 001, 421, 889, 890, 892-894, 898, 899, 901-906 PRE SB 737-32-1443</p>	<p>SOURCE</p> <p>MRB</p>	<p>LEFT AND RIGHT MAIN LANDING GEAR MANUAL EXTENSION SYSTEM</p> <p>D633A109-CGP</p> <p>32-220-00-01</p> <p>Page 9 of 10</p> <p>Sep 15/2016</p>
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 32-220-00-01
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2018353 S0000398677\_V2

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

EFFECTIVITY CGP 908-999; CGP 001, 421, 889, 890, 892-894, 898, 899, 901-906 POST SB 737-32-1443	SOURCE MRB	LEFT AND RIGHT MAIN LANDING GEAR MANUAL EXTENSION SYSTEM  D633A109-CGP 32-220-00-01	Page 10 of 10 Oct 15/2022
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AIRLINE CARD NO		TITLE <b>LEFT MAIN LANDING GEAR AND LANDING GEAR DOORS</b>			BOEING CARD NO. <b>32-806-01-01</b>
DATE	TASK <b>ZONAL (GV)</b>				RELATED CARD
TAIL NUMBER	WORK AREA <b>L MAIN GEAR</b>	VERSION <b>1.1</b>	THRESHOLD <b>5500 FC</b>	REPEAT <b>5500 FC</b>	APPLICABILITY
STATION	SKILL <b>AIRPL</b>	<b>1.2</b>	<b>30 MO</b>	<b>30 MO</b>	AIRPLANE <b>ALL</b> ENGINE <b>ALL</b>
		ACCESS			ZONE <b>730</b>

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

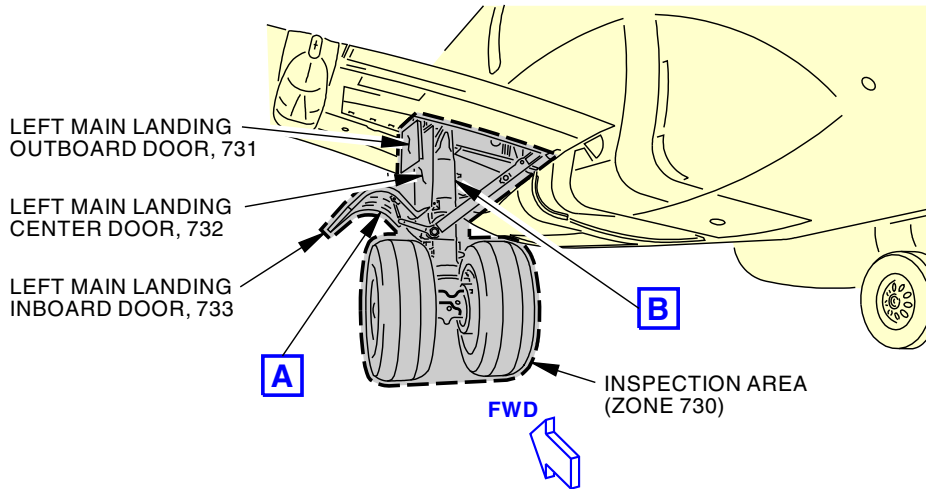
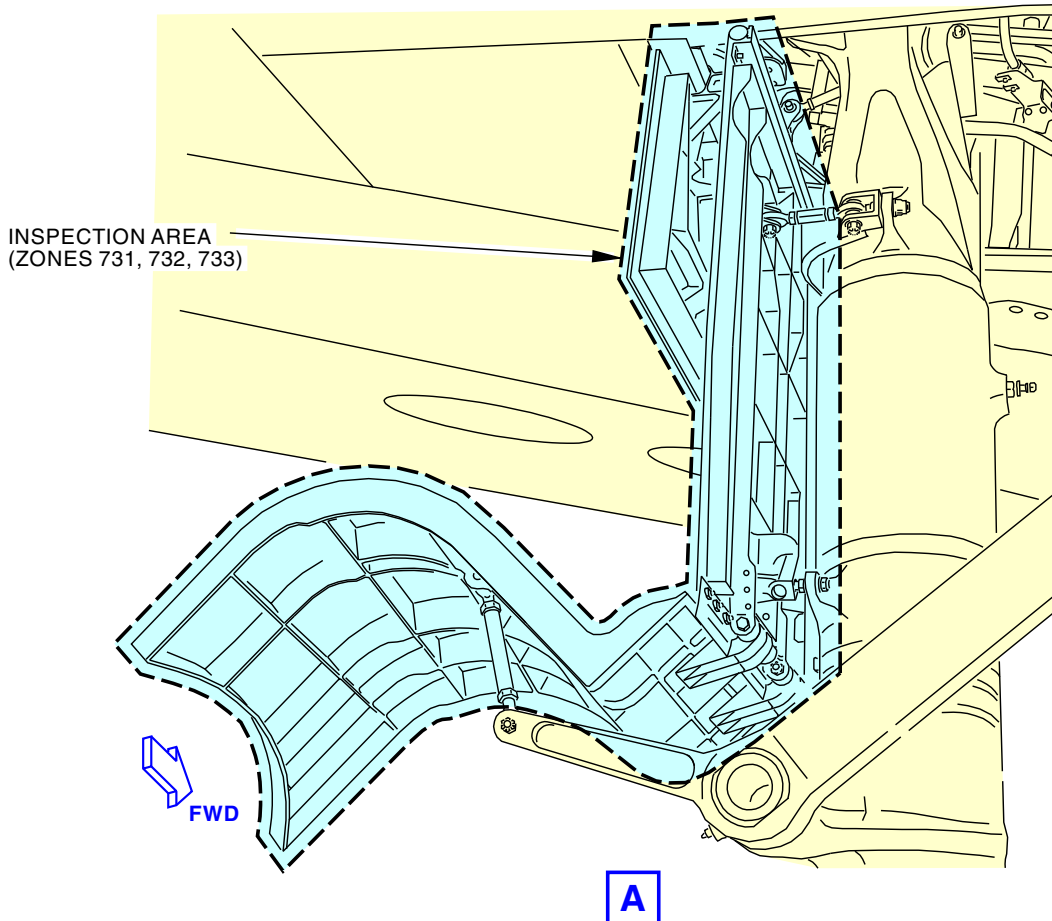
**INTERVAL NOTE:** Whichever comes first. The EZAP inspection requirement with interval 5500 FC/30 MO is satisfied by this zonal inspection.

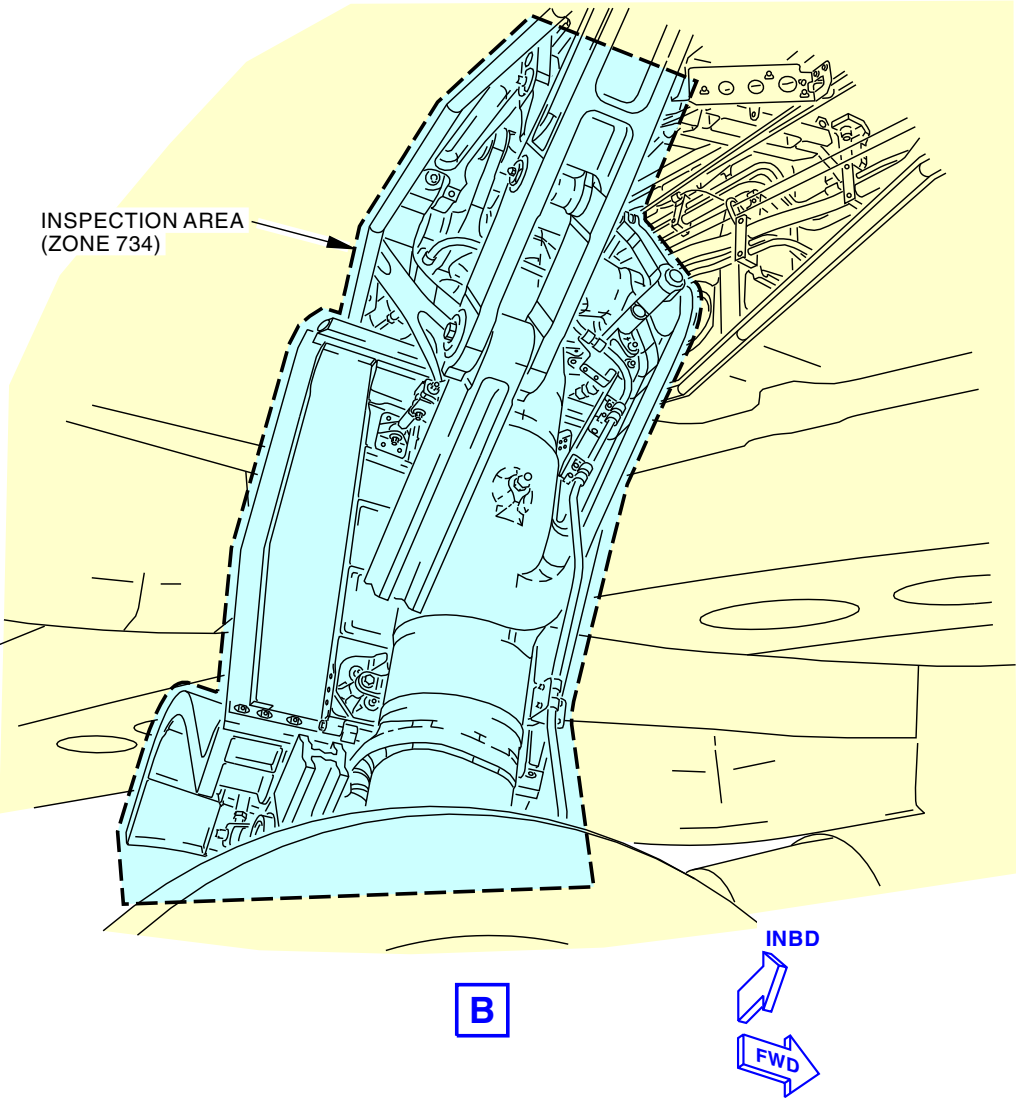
**A. References**

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)

EFFECTIVITY <b>CGP ALL</b>	SOURCE <b>MRB</b>	<b>LEFT MAIN LANDING GEAR AND LANDING GEAR DOORS</b>  <b>D633A109-CGP</b> <b>32-806-01-01</b>	<b>Page 1 of 4</b> <b>Feb 15/2022</b>
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. <b>32-806-01-01</b>	
<b>➡ EWIS</b> <b>TASK 05-41-07-210-803</b> <b>1. <u>EXTERNAL - ZONAL (GV): Left Main Landing Gear and Landing Gear Doors</u></b> (Figure 1) <b>A. General</b> (1) This Zonal inspection procedure satisfies the required Enhanced Zonal Analysis Procedure (EZAP) - derived Zonal inspection requirement for this zone. <b>B. Zonal Inspection</b> <b>SUBTASK 05-41-07-210-003</b> (1) Do the zonal inspection following the procedures in Enhanced Zonal Inspection Program (EZAP) Precautions, AMM TASK 05-00-00-910-804. <b>SUBTASK 05-41-07-210-007</b> (2) Perform an external zonal inspection (GV) of the left main landing gear and landing gear doors (EZAP). <b>SUBTASK 05-41-07-910-002</b> (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. <div style="text-align: center;">———— <b>END OF TASK</b> ————</div>				MECH	INSP
EFFECTIVITY <b>CGP ALL</b>		SOURCE <b>MRB</b>	<b>LEFT MAIN LANDING GEAR AND LANDING GEAR DOORS</b>  <b>D633A109-CGP</b> <b>32-806-01-01</b>		
			<b>Page 2 of 4</b> <b>Feb 15/2022</b>		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. <b>32-806-01-01</b>
<div><p>LEFT MAIN LANDING OUTBOARD DOOR, 731</p><p>LEFT MAIN LANDING CENTER DOOR, 732</p><p>LEFT MAIN LANDING INBOARD DOOR, 733</p><p><b>A</b></p><p><b>B</b></p><p>INSPECTION AREA (ZONE 730)</p><p>FWD</p></div> <div><p>INSPECTION AREA (ZONES 731, 732, 733)</p><p>FWD</p><p><b>A</b></p></div> <p style="text-align: right;">K60658 S0006584449_V2</p> <p style="text-align: center;"><b>Landing Gear Doors - Left Main Landing Gear General Visual (External)</b> <b>Figure 1 (Sheet 1 of 2)</b></p>				
EFFECTIVITY <b>CGP ALL</b>	SOURCE <b>MRB</b>	<b>LEFT MAIN LANDING GEAR AND LANDING GEAR DOORS</b>		
		D633A109-CGP 32-806-01-01		
		Page 3 of 4 Feb 15/2015		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 32-806-01-01
<div><p>INSPECTION AREA (ZONE 734)</p><p><b>B</b></p><p>INBD</p><p>FWD</p></div>				
<div><div><p>K62597 S0006584450_V2</p><p><b>Landing Gear Doors - Left Main Landing Gear General Visual (External)</b></p><p><b>Figure 1 (Sheet 2 of 2)</b></p></div><div><p>EFFECTIVITY CGP ALL</p></div><div><p>SOURCE MRB</p></div><div><p><b>LEFT MAIN LANDING GEAR AND LANDING GEAR DOORS</b></p><p>D633A109-CGP 32-806-01-01</p></div><div><p>Page 4 of 4 Feb 15/2015</p></div></div>				

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

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

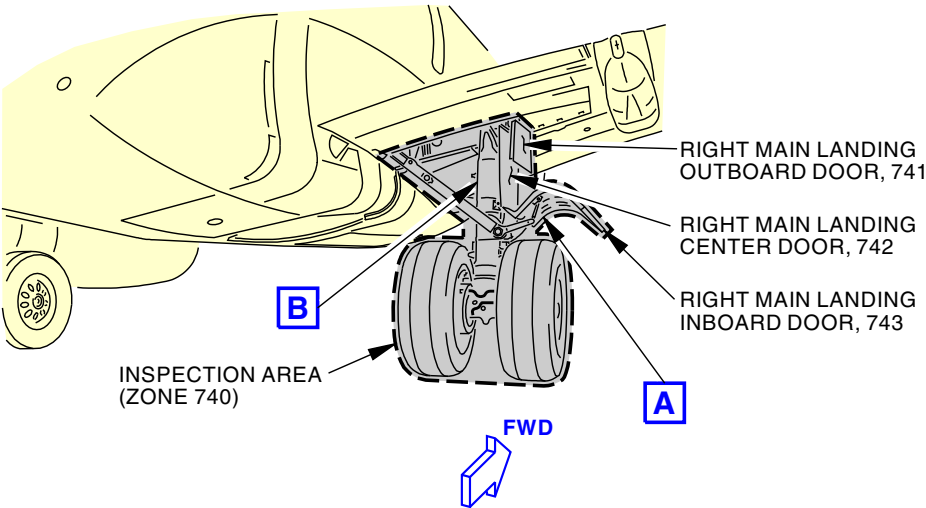
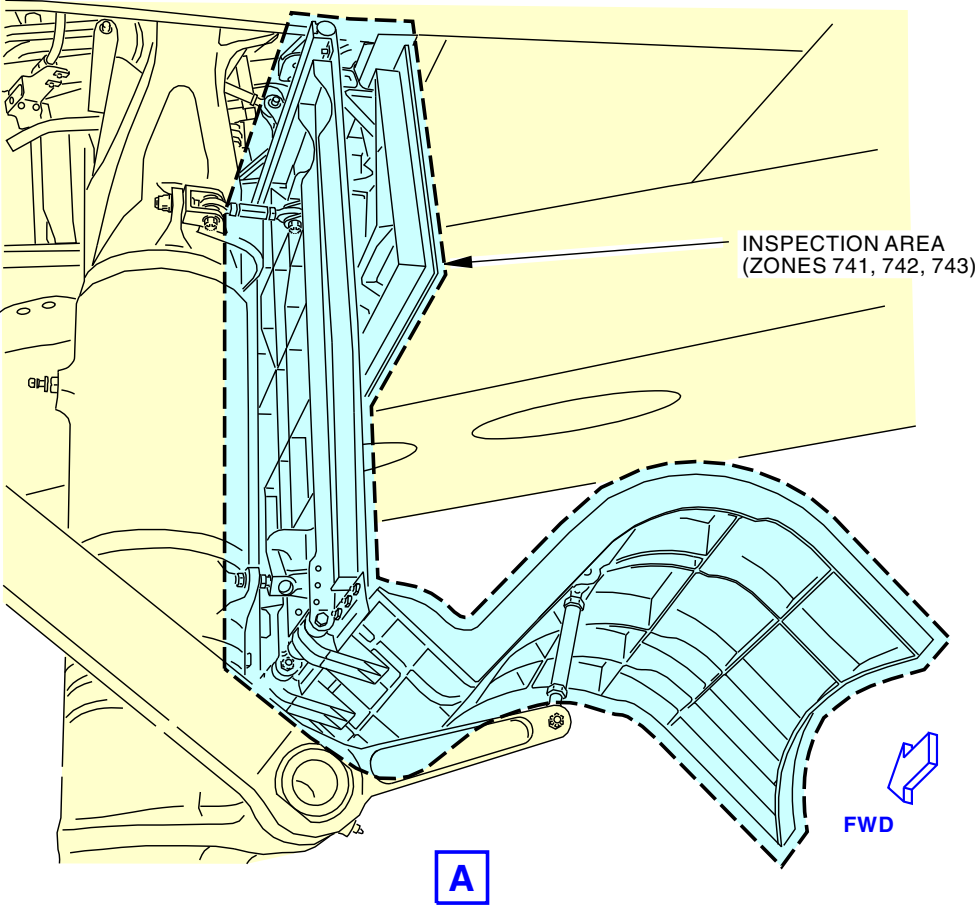
**INTERVAL NOTE:** Whichever comes first. The EZAP inspection requirement with interval 5500 FC/30 MO is satisfied by this zonal inspection.

**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)

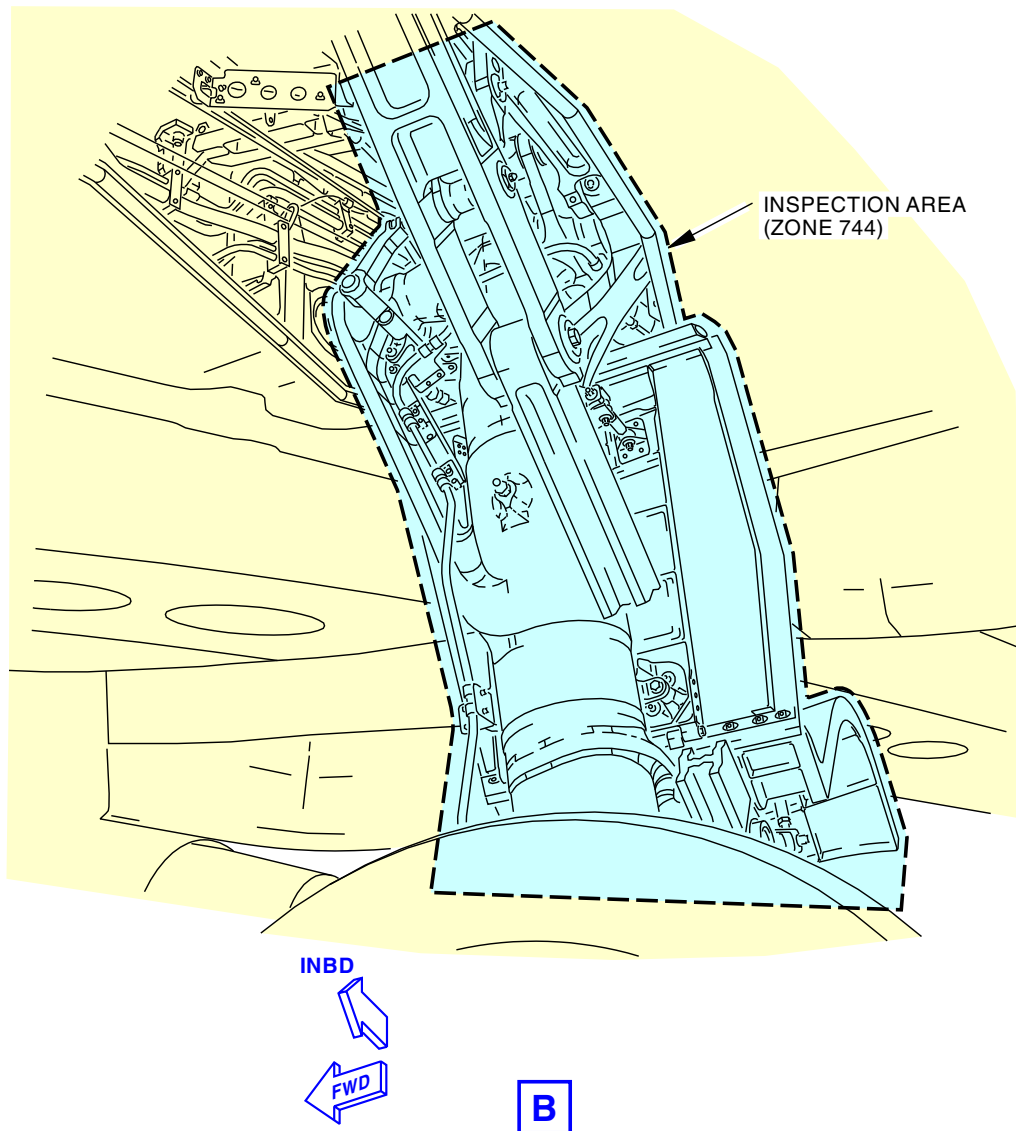
EFFECTIVITY <b>CGP ALL</b>	SOURCE <b>MRB</b>	<b>RIGHT MAIN LANDING GEAR AND LANDING GEAR DOORS</b>  <b>D633A109-CGP</b> <b>32-810-02-01</b>	<b>Page 1 of 4</b> <b>Feb 15/2022</b>
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. <b>32-810-02-01</b>	
<b>➡ EWIS</b> <b>TASK 05-41-07-210-805</b> <b>1. <u>EXTERNAL - ZONAL (GV): Right Main Landing Gear and Landing Gear Doors</u></b> (Figure 1) <b>A. General</b> (1) This Zonal inspection procedure satisfies the required Enhanced Zonal Analysis Procedure (EZAP) - derived Zonal inspection requirement for this zone. <b>B. Zonal Inspection</b> <b>SUBTASK 05-41-07-210-005</b> (1) Do the zonal inspection following the procedures in Enhanced Zonal Inspection Program (EZAP) Precautions, AMM TASK 05-00-00-910-804. <b>SUBTASK 05-41-07-210-008</b> (2) Perform an external zonal inspection (GV) of the right main landing gear and landing gear doors (EZAP). <b>SUBTASK 05-41-07-910-003</b> (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. <div style="text-align: center;">———— <b>END OF TASK</b> ————</div>				MECH	INSP
EFFECTIVITY <b>CGP ALL</b>		SOURCE <b>MRB</b>	<b>RIGHT MAIN LANDING GEAR AND LANDING GEAR DOORS</b>  <b>D633A109-CGP</b> <b>32-810-02-01</b>		
			<b>Page 2 of 4</b> <b>Feb 15/2022</b>		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. <b>32-810-02-01</b>
<div> </div>				
<p style="text-align: right;">K60655 S0006584454_V2</p> <p style="text-align: center;"><b>Landing Gear Doors - Right Main Landing Gear General Visual (External)</b> <b>Figure 1 (Sheet 1 of 2)</b></p>				
EFFECTIVITY <b>CGP ALL</b>	SOURCE <b>MRB</b>	<b>RIGHT MAIN LANDING GEAR AND LANDING GEAR DOORS</b>  <b>D633A109-CGP</b> <b>32-810-02-01</b>		
		<b>Page 3 of 4</b> <b>Feb 15/2015</b>		



DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 32-810-02-01
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K62599 S0006584455\_V2

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

EFFECTIVITY CGP ALL	SOURCE MRB	RIGHT MAIN LANDING GEAR AND LANDING GEAR DOORS  D633A109-CGP 32-810-02-01	Page 4 of 4 Feb 15/2015
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# CGP



## 737-600/700/800/900 TASK CARDS

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

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

EFFECTIVITY  
**CGP ALL**

SOURCE  
**MRB**

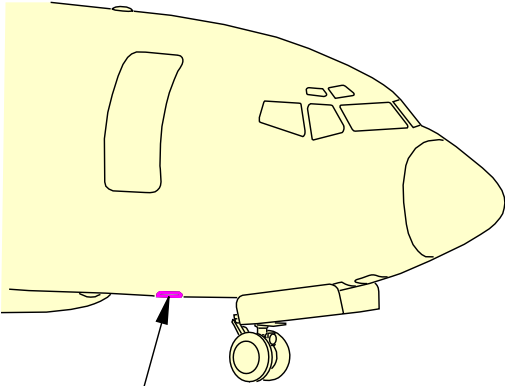
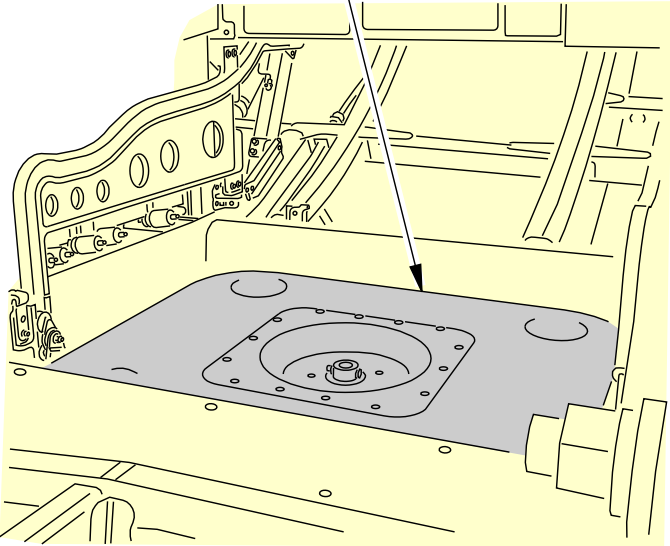
**E/E ACCESS DOOR LUBRICATION**

**D633A109-CGP  
52-120-00-01**

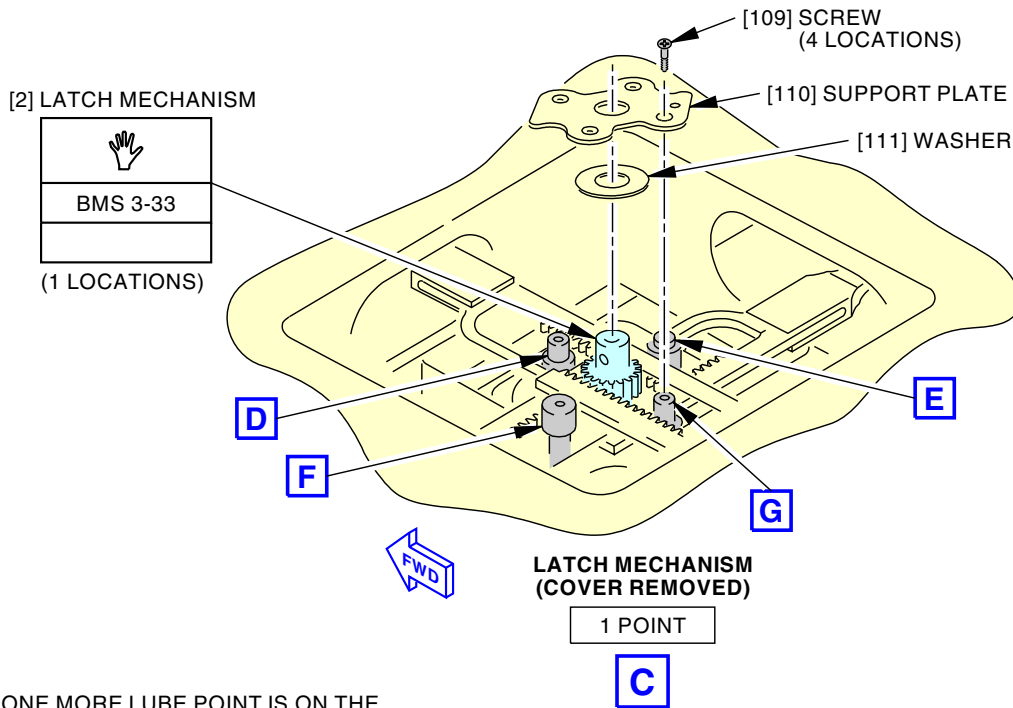
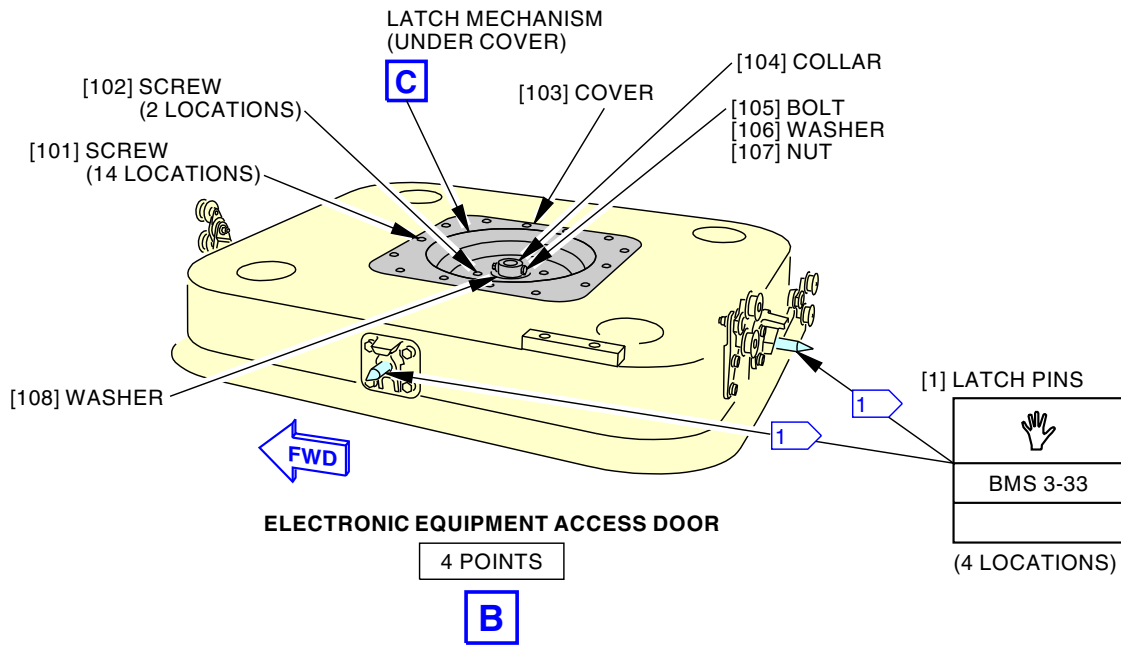
**Page 1 of 7  
Jun 15/2022**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 52-120-00-01																
<b>TASK 12-25-41-640-801</b> <b>1. <u>Electronic Equipment Access Door Servicing</u></b> (Figure 1, Table 1)  <b>A. Prepare for Servicing</b> 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: <table border="1"> <thead> <tr> <th>Number</th> <th>Name/Location</th> </tr> </thead> <tbody> <tr> <td>117A</td> <td>Electronic Equipment Access Door</td> </tr> </tbody> </table> SUBTASK 12-25-41-010-002 (3) Do the following to open this access panel: <table border="1"> <thead> <tr> <th>Number</th> <th>Name/Location</th> </tr> </thead> <tbody> <tr> <td>117AW</td> <td>Equipment Access Door Cover</td> </tr> </tbody> </table> (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>B. Procedure</b> SUBTASK 12-25-41-640-001 (1) Lubricate the components with the applicable material shown in (Table 1, Figure 1): (a) grease, D00633				Number	Name/Location	117A	Electronic Equipment Access Door	Number	Name/Location	117AW	Equipment Access Door Cover	MECH	INSP							
				Number	Name/Location															
117A	Electronic Equipment Access Door																			
Number	Name/Location																			
117AW	Equipment Access Door Cover																			
<b>Table 1 Electronic Equipment Access Door Lubrication (Fig. 301)</b> <table border="1"> <thead> <tr> <th>Item No.</th> <th>Nomenclature</th> <th>Lubricant</th> <th>Method of Application</th> <th>Number of Points</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Latch Pins (4)</td> <td>grease, D00633</td> <td>Hand</td> <td>4</td> </tr> <tr> <td>2</td> <td>Latch Mechanism (1)</td> <td>grease, D00633</td> <td>Hand</td> <td>1</td> </tr> </tbody> </table>						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
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EFFECTIVITY CGP ALL		SOURCE MRB	<b>E/E ACCESS DOOR LUBRICATION</b>  <b>D633A109-CGP</b> <b>52-120-00-01</b>																	
			<b>Page 2 of 7</b> <b>Jun 15/2022</b>																	

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. <b>52-120-00-01</b>	
<b>C. Put the Airplane Back to Its Usual Condition</b>  <b>SUBTASK 12-25-41-410-003</b> (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].  <b>SUBTASK 12-25-41-010-003</b> (2) Do the following to close this access panel: <u><b>Number</b></u> <u><b>Name/Location</b></u> 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.  <b>SUBTASK 12-25-41-410-004</b> (3) Close this access panel: <u><b>Number</b></u> <u><b>Name/Location</b></u> 117A          Electronic Equipment Access Door  <div style="text-align: center;">———— <b>END OF TASK</b> ————</div>				MECH	INSP
EFFECTIVITY <b>CGP ALL</b>		SOURCE <b>MRB</b>	<b>E/E ACCESS DOOR LUBRICATION</b>  <b>D633A109-CGP</b> <b>52-120-00-01</b>		
			<b>Page 3 of 7</b> <b>Jun 15/2022</b>		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. <b>52-120-00-01</b>
<div><p>ELECTRONIC EQUIPMENT ACCESS DOOR, 117A</p><p><b>A</b></p></div> <div><p>ELECTRONIC EQUIPMENT ACCESS DOOR, 117A</p><p><b>B</b></p><p><b>FWD</b></p><p>ELECTRONIC EQUIPMENT ACCESS DOOR (INTERNAL VIEW, DOOR CLOSED POSITION)</p><p><b>A</b></p></div> <div><p><b>Electronic Equipment Access Door Servicing</b> <b>Figure 1 (Sheet 1 of 4)</b></p><p>F91502 S0006561723_V2</p></div>				
EFFECTIVITY <b>CGP ALL</b>	SOURCE <b>MRB</b>	E/E ACCESS DOOR LUBRICATION		
		D633A109-CGP 52-120-00-01		
		Page 4 of 7 Jun 15/2015		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. <b>52-120-00-01</b>
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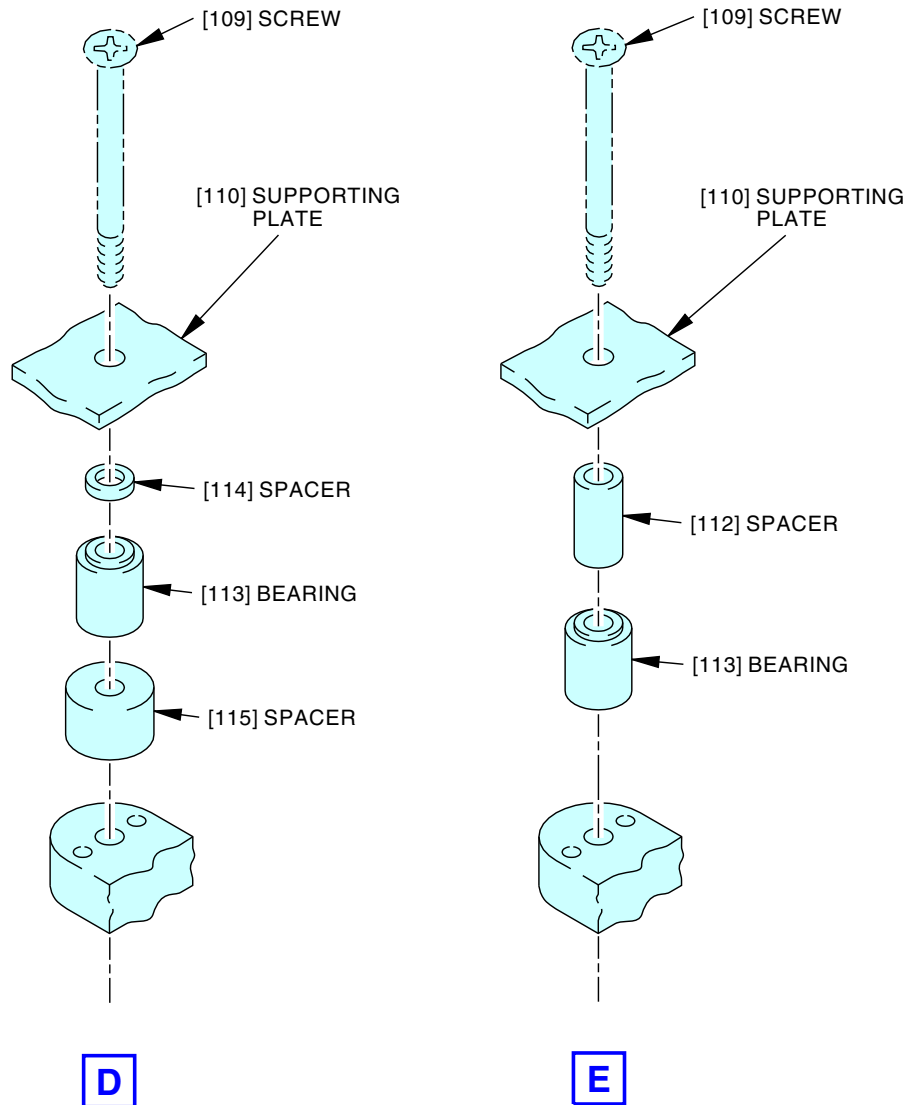
**1** ONE MORE LUBE POINT IS ON THE OPPOSITE SIDE (NOT SHOWN).

F91515 S0006561724\_V4

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

EFFECTIVITY <b>CGP ALL</b>	SOURCE <b>MRB</b>	E/E ACCESS DOOR LUBRICATION  D633A109-CGP 52-120-00-01	Page 5 of 7 Jun 15/2022
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. <b>52-120-00-01</b>
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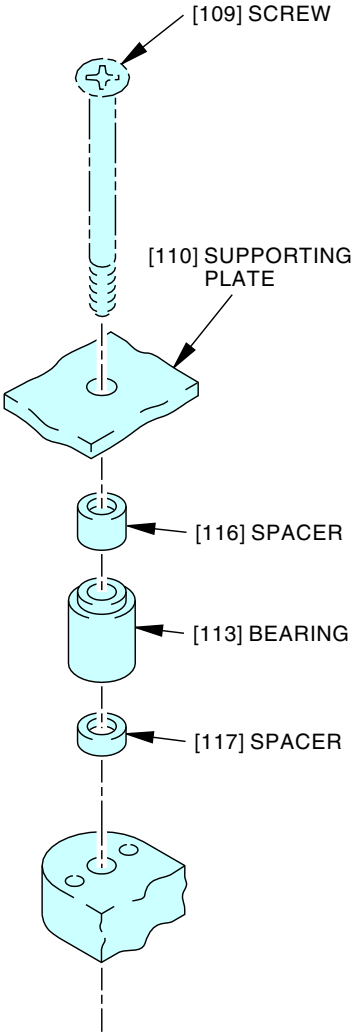
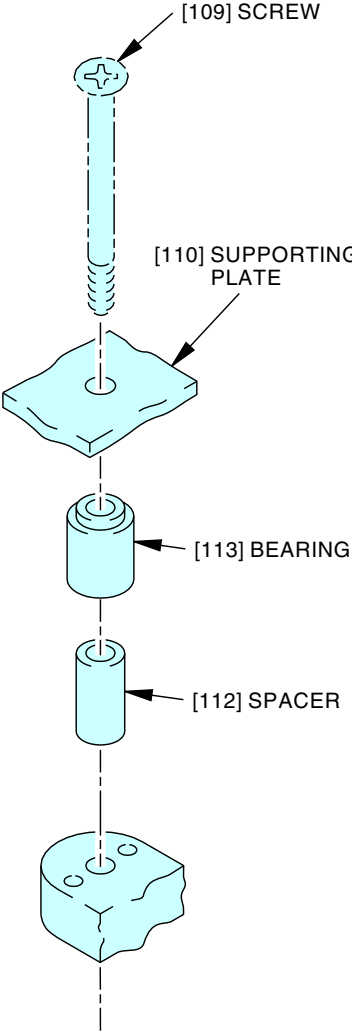


2325885 S0000527595 V2

## Electronic Equipment Access Door Servicing

### Figure 1 (Sheet 3 of 4)

EFFECTIVITY <b>CGP ALL</b>	SOURCE <b>MRB</b>	E/E ACCESS DOOR LUBRICATION
		<div> D633A109-CGP 52-120-00-01 </div> <div> Page 6 of 7 Jun 15/2015 </div>

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 52-120-00-01
<div><div><p>[109] SCREW</p><p>[110] SUPPORTING PLATE</p><p>[116] SPACER</p><p>[113] BEARING</p><p>[117] SPACER</p><p><b>F</b></p></div><div><p>[109] SCREW</p><p>[110] SUPPORTING PLATE</p><p>[113] BEARING</p><p>[112] SPACER</p><p><b>G</b></p></div></div>				
<div><div><p>Electronic Equipment Access Door Servicing Figure 1 (Sheet 4 of 4)</p></div><div>2325928 S0000527596_V2</div></div>				
EFFECTIVITY CGP ALL	SOURCE MRB	E/E ACCESS DOOR LUBRICATION		
		D633A109-CGP 52-120-00-01		Page 7 of 7 Jun 15/2015