

CHAPTER

52

DOORS



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| 3 | Oct 15/2014 | | 910 | Oct 15/2015 | | 214 | Oct 15/2015 | |
| 4 | Jun 15/2015 | | 911 | Oct 15/2014 | | 215 | Feb 15/2015 | |
| 5 | Jun 15/2015 | | 912 | Oct 15/2014 | | 216 | Oct 15/2015 | |
| 6 | Jun 15/2015 | | 913 | Oct 15/2015 | | 217 | Oct 15/2015 | |
| 7 | Feb 15/2015 | | 914 | Oct 15/2014 | | 218 | Feb 15/2015 | |
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| 9 | Feb 15/2015 | R | 916 | Jun 15/2016 | | 220 | Oct 15/2015 | |
| 10 | Feb 15/2015 | | 917 | Oct 15/2015 | | 221 | Feb 15/2015 | |
| 11 | Feb 15/2015 | | 918 | Oct 15/2015 | | 222 | Oct 15/2015 | |
| 12 | Oct 15/2014 | | 919 | Oct 15/2015 | | 223 | Feb 15/2015 | |
| 13 | Jun 15/2015 | | 920 | Oct 15/2015 | | 224 | Oct 15/2015 | |
| 14 | Feb 15/2016 | | 921 | Oct 15/2014 | | 225 | Feb 15/2015 | |
| 15 | Feb 15/2016 | | 922 | Oct 15/2014 | | 226 | Oct 15/2015 | |
| 16 | Feb 15/2016 | | 923 | Feb 15/2015 | | 227 | Feb 15/2015 | |
| 17 | Feb 15/2016 | | 924 | Jun 15/2015 | | 228 | Oct 15/2015 | |
| 18 | Feb 15/2016 | | 925 | Jun 15/2015 | | 229 | Feb 15/2015 | |
| 19 | Feb 15/2016 | | 926 | Jun 15/2015 | | 230 | Oct 15/2015 | |
| 20 | Feb 15/2016 | | 927 | Jun 15/2015 | | 231 | Feb 15/2015 | |
| 21 | Feb 15/2016 | | 928 | Feb 15/2015 | | 232 | Oct 15/2015 | |
| 22 | Feb 15/2016 | 52-05-02 | | | | 233 | Feb 15/2015 | |
| 23 | Feb 15/2016 | R | 201 | Jun 15/2016 | | 234 | Oct 15/2015 | |
| O 24 | Jun 15/2016 | R | 202 | Jun 15/2016 | | 235 | Feb 15/2015 | |
| O 25 | Jun 15/2016 | 52-05-03 | | | | 236 | Oct 15/2015 | |
| O 26 | Jun 15/2016 | | 201 | Feb 15/2015 | | 237 | Feb 15/2015 | |
| 27 | Feb 15/2016 | | 202 | Oct 15/2015 | | 238 | Oct 15/2015 | |
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| 52-00-00 | | | 204 | Oct 15/2015 | | 240 | Jun 15/2015 | |
| 901 | Oct 15/2014 | | 205 | Feb 15/2015 | | 241 | Jun 15/2015 | |
| 902 | Feb 15/2015 | | 206 | Oct 15/2015 | | 242 | Oct 15/2015 | |
| 903 | Feb 15/2015 | | 207 | Feb 15/2015 | | 243 | Jun 15/2015 | |
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| 246 | Jun 15/2015 | | 52-09-10 | | | 402 | Oct 15/2014 | |
| 247 | Jun 15/2015 | | 801 | Oct 15/2014 | | 403 | Oct 15/2015 | |
| 248 | Oct 15/2015 | | 802 | Oct 15/2015 | | 404 | Oct 15/2014 | |
| 249 | Jun 15/2015 | | 803 | Oct 15/2014 | | 405 | Oct 15/2014 | |
| 250 | Oct 15/2015 | | 804 | Feb 15/2016 | | 406 | Feb 15/2015 | |
| 251 | Jun 15/2015 | | 805 | Oct 15/2014 | | 407 | Oct 15/2015 | |
| 252 | Oct 15/2015 | | 806 | Oct 15/2014 | | 408 | Oct 15/2015 | |
| 253 | Jun 15/2015 | | 807 | Oct 15/2014 | | 409 | Oct 15/2015 | |
| 254 | Oct 15/2015 | | 808 | Oct 15/2014 | | 410 | Oct 15/2015 | |
| 255 | Jun 15/2015 | | 809 | Oct 15/2014 | | 52-09-15 | | |
| 256 | Oct 15/2015 | | 810 | Oct 15/2015 | | 401 | Oct 15/2014 | |
| 257 | Jun 15/2015 | | 811 | Oct 15/2015 | | 402 | Oct 15/2015 | |
| 258 | Oct 15/2015 | | 812 | Oct 15/2015 | | 403 | Oct 15/2014 | |
| 259 | Jun 15/2015 | | 813 | Oct 15/2014 | | 404 | Oct 15/2015 | |
| 260 | Oct 15/2015 | | 814 | Oct 15/2014 | | 405 | Oct 15/2015 | |
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| 262 | Oct 15/2015 | | 401 | Oct 15/2014 | | 52-09-16 | | |
| 263 | Oct 15/2015 | | 402 | Feb 15/2015 | | 401 | Feb 15/2015 | |
| 264 | Jun 15/2015 | | 403 | Feb 15/2015 | | 402 | Feb 15/2015 | |
| 265 | Oct 15/2015 | | 404 | Oct 15/2015 | | 403 | Feb 15/2015 | |
| 266 | Oct 15/2015 | | 405 | Oct 15/2015 | | 404 | Feb 15/2015 | |
| 267 | Jun 15/2015 | | 406 | BLANK | | 405 | Feb 15/2015 | |
| 268 | Oct 15/2015 | 52-09-12 | | | | 406 | Oct 15/2015 | |
| 269 | Jun 15/2015 | | 401 | Feb 15/2015 | | 407 | Oct 15/2015 | |
| 270 | Oct 15/2015 | | 402 | Oct 15/2015 | | 408 | BLANK | |
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| 272 | Oct 15/2015 | | 404 | Feb 15/2015 | | 401 | Oct 15/2014 | |
| 273 | Jun 15/2015 | | 405 | Oct 15/2014 | R | 402 | Jun 15/2016 | |
| 274 | Oct 15/2015 | | 406 | Oct 15/2015 | | 403 | Oct 15/2014 | |
| 275 | Jun 15/2015 | | 407 | Oct 15/2015 | | 404 | Oct 15/2015 | |
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| 52-09-00 | | | 409 | Oct 15/2015 | | 406 | BLANK | |
| 201 | Feb 15/2015 | | 410 | BLANK | | 52-11-00 | | |
| 202 | Oct 15/2014 | | | | | 201 | Feb 15/2015 | |
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| 204 | Feb 15/2015 | R | 514 | Jun 15/2016 | | 605 | Feb 15/2015 | |
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| 206 | Feb 15/2015 | | 516 | Feb 15/2015 | | 607 | Oct 15/2015 | |
| 207 | Oct 15/2015 | | 517 | Jun 15/2015 | | 608 | Oct 15/2015 | |
| 208 | Oct 15/2015 | | 518 | Jun 15/2015 | | 609 | Feb 15/2015 | |
| 209 | Oct 15/2014 | | 519 | Feb 15/2015 | | 610 | Feb 15/2015 | |
| 210 | Oct 15/2014 | | 520 | Oct 15/2015 | | 611 | Oct 15/2015 | |
| 52-11-00 | | | 521 | Oct 15/2015 | | 612 | Feb 15/2015 | |
| 401 | Feb 15/2015 | | 522 | Oct 15/2015 | | 613 | Oct 15/2015 | |
| 402 | Feb 15/2015 | | 523 | Oct 15/2015 | | 614 | Feb 15/2015 | |
| 403 | Oct 15/2015 | | 524 | Oct 15/2015 | | 615 | Feb 15/2015 | |
| R 404 | Jun 15/2016 | | 525 | Oct 15/2015 | | 616 | Feb 15/2015 | |
| 405 | Feb 15/2015 | | 526 | Oct 15/2015 | | 617 | Oct 15/2015 | |
| 406 | Feb 15/2015 | | 527 | Oct 15/2015 | | 618 | BLANK | |
| 407 | Oct 15/2015 | | 528 | Oct 15/2015 | | 52-11-00 | | |
| 408 | Oct 15/2015 | | 529 | Oct 15/2015 | | 801 | Oct 15/2014 | |
| 409 | Oct 15/2015 | | 530 | Oct 15/2015 | | 802 | Oct 15/2014 | |
| 410 | Oct 15/2015 | | 531 | Oct 15/2015 | | 803 | Oct 15/2015 | |
| 411 | Oct 15/2015 | | 532 | Oct 15/2015 | | 804 | BLANK | |
| 412 | Oct 15/2015 | | 533 | Oct 15/2015 | | 52-11-01 | | |
| 413 | Oct 15/2015 | | 534 | Oct 15/2015 | | R 401 | Jun 15/2016 | |
| 414 | BLANK | | 535 | Oct 15/2015 | | R 402 | Jun 15/2016 | |
| 52-11-00 | | | 536 | Oct 15/2015 | | O 403 | Jun 15/2016 | |
| R 501 | Jun 15/2016 | | 537 | Oct 15/2015 | | 404 | Oct 15/2015 | |
| O 502 | Jun 15/2016 | | 538 | Oct 15/2015 | | 52-11-11 | | |
| O 503 | Jun 15/2016 | | 539 | Oct 15/2015 | | 401 | Feb 15/2015 | |
| O 504 | Jun 15/2016 | | 540 | Oct 15/2015 | | R 402 | Jun 15/2016 | |
| O 505 | Jun 15/2016 | | 541 | Oct 15/2015 | | 403 | Feb 15/2015 | |
| O 506 | Jun 15/2016 | | 542 | Oct 15/2015 | | 404 | Oct 15/2015 | |
| O 507 | Jun 15/2016 | | 543 | Oct 15/2015 | | 405 | Feb 15/2015 | |
| O 508 | Jun 15/2016 | | 544 | Oct 15/2015 | | 406 | Feb 15/2015 | |
| O 509 | Jun 15/2016 | 52-11-00 | | | | 407 | Feb 15/2015 | |
| O 510 | Jun 15/2016 | R 601 | Jun 15/2016 | | | 408 | Oct 15/2015 | |
| 511 | Jun 15/2015 | | 602 | Oct 15/2014 | | 409 | Oct 15/2015 | |
| 512 | Jun 15/2015 | | 603 | Oct 15/2014 | | 410 | Oct 15/2015 | |

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| 412 | Oct 15/2015 | | 404 | Feb 15/2016 | | 504 | Feb 15/2015 | |
| 52-11-21 | | | 405 | Feb 15/2016 | | 505 | Feb 15/2015 | |
| R 401 | Jun 15/2016 | | 406 | Feb 15/2016 | | 506 | Feb 15/2015 | |
| 402 | Oct 15/2015 | | 407 | Feb 15/2016 | | 507 | Feb 15/2015 | |
| R 403 | Jun 15/2016 | | 408 | BLANK | | 508 | Feb 15/2015 | |
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| R 405 | Jun 15/2016 | R 401 | Jun 15/2016 | | | 510 | Feb 15/2015 | |
| 406 | Oct 15/2015 | | 402 | Oct 15/2015 | | 511 | Feb 15/2015 | |
| 407 | Oct 15/2015 | | 403 | Feb 15/2015 | | 512 | Feb 15/2015 | |
| 408 | Oct 15/2015 | | 404 | Oct 15/2015 | | 513 | Feb 15/2015 | |
| 409 | Oct 15/2015 | | 405 | Oct 15/2015 | | 514 | Feb 15/2015 | |
| 410 | BLANK | | 406 | BLANK | | 515 | Feb 15/2015 | |
| 52-11-31 | | 52-13-00 | | | | 516 | Jun 15/2015 | |
| 401 | Feb 15/2015 | | 201 | Feb 15/2015 | | R 517 | Jun 15/2016 | |
| 402 | Feb 15/2015 | | 202 | Feb 15/2015 | | 518 | Oct 15/2015 | |
| 403 | Oct 15/2015 | R 203 | Jun 15/2016 | | | 519 | Oct 15/2015 | |
| 404 | Feb 15/2015 | R 204 | Jun 15/2016 | | | 520 | Oct 15/2015 | |
| 405 | Oct 15/2015 | | 205 | Feb 15/2015 | | 521 | Oct 15/2015 | |
| 406 | Oct 15/2015 | | 206 | Feb 15/2015 | | 522 | Oct 15/2015 | |
| 407 | Oct 15/2015 | | 207 | Oct 15/2015 | | 523 | Oct 15/2015 | |
| 408 | BLANK | | 208 | Oct 15/2015 | | 524 | Oct 15/2015 | |
| 52-11-41 | | | 209 | Oct 15/2014 | | 525 | Oct 15/2015 | |
| 401 | Feb 15/2015 | | 210 | Oct 15/2014 | | 526 | Oct 15/2015 | |
| 402 | Feb 15/2016 | 52-13-00 | | | | 527 | Oct 15/2015 | |
| 403 | Oct 15/2015 | | 401 | Feb 15/2015 | | 528 | Oct 15/2015 | |
| 404 | Feb 15/2016 | | 402 | Feb 15/2015 | | 529 | Oct 15/2015 | |
| 405 | Feb 15/2015 | | 403 | Oct 15/2015 | | 530 | Oct 15/2015 | |
| 406 | Oct 15/2015 | | 404 | Oct 15/2015 | | 531 | Oct 15/2015 | |
| 407 | Feb 15/2016 | | 405 | Oct 15/2015 | | 532 | Oct 15/2015 | |
| 408 | Feb 15/2016 | | 406 | Oct 15/2015 | | 533 | Oct 15/2015 | |
| 409 | Oct 15/2015 | | 407 | Oct 15/2015 | | 534 | Oct 15/2015 | |
| 410 | BLANK | | 408 | Oct 15/2015 | | 535 | Oct 15/2015 | |
| 52-11-51 | | | 52-13-00 | | | 536 | Oct 15/2015 | |
| 401 | Feb 15/2015 | | R 501 | Jun 15/2016 | | 537 | Oct 15/2015 | |
| 402 | Feb 15/2016 | | 502 | Oct 15/2015 | | 538 | Oct 15/2015 | |

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| 540 | Oct 15/2015 | | 409 | Oct 15/2015 | | 402 | Oct 15/2015 | |
| 541 | Oct 15/2015 | | 410 | Oct 15/2015 | | 403 | Feb 15/2016 | |
| 542 | Oct 15/2015 | | 411 | Oct 15/2015 | | 404 | Feb 15/2016 | |
| 543 | Oct 15/2015 | | 412 | Oct 15/2015 | | 405 | Oct 15/2015 | |
| 544 | BLANK | | 413 | Oct 15/2015 | | 406 | BLANK | |
| 52-13-00 | | | 414 | BLANK | | 52-13-61 | | |
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| 602 | Oct 15/2014 | | 401 | Oct 15/2014 | | 402 | Oct 15/2015 | |
| 603 | Oct 15/2014 | | 402 | Oct 15/2015 | | 403 | Oct 15/2014 | |
| 604 | Oct 15/2014 | | 403 | Oct 15/2014 | | 404 | Oct 15/2015 | |
| 605 | Feb 15/2015 | | 404 | Oct 15/2014 | | 405 | Oct 15/2015 | |
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| 608 | Oct 15/2015 | | 407 | Oct 15/2015 | | 401 | Feb 15/2015 | |
| 609 | Feb 15/2015 | | 408 | BLANK | | 402 | Oct 15/2015 | |
| 610 | Oct 15/2015 | | 52-13-31 | | | 403 | Feb 15/2015 | |
| 611 | Feb 15/2015 | | 401 | Feb 15/2015 | | 404 | BLANK | |
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| R 613 | Jun 15/2016 | | 403 | Oct 15/2015 | | 201 | Oct 15/2014 | |
| 614 | Oct 15/2015 | | 404 | Oct 15/2014 | | 202 | Oct 15/2014 | |
| 52-13-01 | | | 405 | Oct 15/2015 | | 203 | Oct 15/2014 | |
| R 401 | Jun 15/2016 | | 406 | Oct 15/2015 | | 204 | Oct 15/2015 | |
| 402 | Feb 15/2015 | | 407 | Oct 15/2015 | | 205 | Oct 15/2015 | |
| 403 | Oct 15/2015 | | 408 | BLANK | | 206 | Oct 15/2015 | |
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| 52-13-11 | | | 403 | Oct 15/2015 | | 401 | Oct 15/2014 | |
| 401 | Feb 15/2015 | | 404 | Oct 15/2015 | | R 402 | Jun 15/2016 | |
| 402 | Feb 15/2015 | | 405 | Oct 15/2015 | | R 403 | Jun 15/2016 | |
| 403 | Feb 15/2015 | | 406 | Oct 15/2015 | | 404 | Oct 15/2015 | |
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| 406 | Oct 15/2014 | | | | | | | |
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| 503 | Oct 15/2015 | | O 603 | Jun 15/2016 | | 52-22-51 | | |
| 504 | Oct 15/2015 | | 604 | Jun 15/2015 | | 401 | Oct 15/2014 | |
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| 516 | Oct 15/2014 | | 402 | Oct 15/2014 | | 206 | Oct 15/2014 | |
| 517 | Oct 15/2014 | | 403 | Oct 15/2014 | | 52-31-00 | | |
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| R 520 | Jun 15/2016 | | 406 | Oct 15/2015 | | 403 | Oct 15/2015 | |
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| 523 | Oct 15/2015 | | 402 | Oct 15/2014 | | 406 | Oct 15/2015 | |
| 524 | Oct 15/2015 | | 403 | Oct 15/2014 | | 407 | Oct 15/2015 | |
| 525 | Oct 15/2015 | | 404 | Oct 15/2015 | | 408 | Oct 15/2015 | |
| 526 | Oct 15/2015 | | 405 | Oct 15/2015 | | 52-31-00 | | |
| 527 | Oct 15/2015 | | 406 | Oct 15/2015 | | R 501 | Jun 15/2016 | |
| 528 | Oct 15/2015 | | 52-22-41 | | | 502 | Oct 15/2015 | |
| 529 | Oct 15/2015 | | R 401 | Jun 15/2016 | | 503 | Feb 15/2015 | |
| 530 | Oct 15/2015 | | 402 | Feb 15/2016 | | 504 | Feb 15/2015 | |
| 531 | Oct 15/2015 | | 403 | Feb 15/2016 | | 505 | Feb 15/2015 | |
| R 532 | Jun 15/2016 | | R 404 | Jun 15/2016 | | 506 | Feb 15/2015 | |
| 533 | Jun 15/2015 | | 405 | Oct 15/2014 | | 507 | Feb 15/2015 | |
| R 534 | Jun 15/2016 | | 406 | Oct 15/2014 | | 508 | Feb 15/2015 | |
| 535 | Feb 15/2015 | | 407 | Oct 15/2015 | | 509 | Feb 15/2015 | |
| 536 | Feb 15/2015 | | 408 | Oct 15/2015 | | 510 | Feb 15/2015 | |

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| R 512 | Jun 15/2016 | | 402 | Oct 15/2014 | | 406 | Oct 15/2015 | |
| O 513 | Jun 15/2016 | | 403 | Oct 15/2015 | | 407 | Oct 15/2015 | |
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| 517 | Oct 15/2015 | | 502 | Oct 15/2015 | | 502 | Oct 15/2015 | |
| 518 | Oct 15/2015 | | 503 | Oct 15/2015 | | 503 | Feb 15/2015 | |
| 519 | Oct 15/2015 | | 504 | Oct 15/2014 | | 504 | Feb 15/2015 | |
| 520 | Oct 15/2015 | | 505 | Oct 15/2014 | | 505 | Feb 15/2015 | |
| 521 | Oct 15/2015 | | 506 | Oct 15/2015 | | 506 | Feb 15/2015 | |
| 522 | Oct 15/2015 | | 52-31-14 | | | 507 | Feb 15/2015 | |
| 523 | Oct 15/2015 | | 401 | Oct 15/2014 | | 508 | Feb 15/2015 | |
| 524 | Oct 15/2015 | | 402 | Oct 15/2015 | | 509 | Feb 15/2015 | |
| 525 | Oct 15/2015 | | 403 | Oct 15/2015 | | 510 | Feb 15/2015 | |
| 526 | Oct 15/2015 | | 404 | Oct 15/2015 | | 511 | Feb 15/2015 | |
| 52-31-00 | | | 405 | Oct 15/2015 | | 512 | Feb 15/2015 | |
| R 601 | Jun 15/2016 | | R 406 | Jun 15/2016 | | R 513 | Jun 15/2016 | |
| O 602 | Jun 15/2016 | | R 407 | Jun 15/2016 | | 514 | Feb 15/2015 | |
| O 603 | Jun 15/2016 | | 408 | Oct 15/2015 | | 515 | Feb 15/2015 | |
| R 604 | Jun 15/2016 | | 52-41-00 | | | 516 | Jun 15/2015 | |
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| 404 | Oct 15/2014 | | 207 | Oct 15/2015 | | 523 | Oct 15/2015 | |
| 405 | Oct 15/2015 | | 208 | Oct 15/2015 | | 524 | Oct 15/2015 | |
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| 803 | Oct 15/2014 | | 402 | Oct 15/2014 | | 529 | Oct 15/2015 | |
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| 533 | Oct 15/2015 | | 406 | Feb 15/2015 | | 402 | Oct 15/2015 | |
| 534 | Oct 15/2015 | | 407 | Feb 15/2015 | | 403 | Feb 15/2016 | |
| 535 | Oct 15/2015 | | 408 | Oct 15/2015 | | 404 | Feb 15/2016 | |
| 536 | Oct 15/2015 | | 409 | Oct 15/2015 | | 405 | Oct 15/2015 | |
| 537 | Oct 15/2015 | | 410 | Oct 15/2015 | | 406 | BLANK | |
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| 539 | Oct 15/2015 | | 412 | BLANK | | 401 | Feb 15/2015 | |
| 540 | Oct 15/2015 | 52-41-21 | | | | 402 | Oct 15/2015 | |
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| R 601 | Jun 15/2016 | | 406 | Oct 15/2015 | | 401 | Feb 15/2015 | |
| 602 | Oct 15/2014 | | 407 | Oct 15/2015 | | 402 | Oct 15/2015 | |
| 603 | Oct 15/2014 | | 408 | BLANK | | 403 | Feb 15/2015 | |
| 604 | Oct 15/2014 | 52-41-31 | | | | 404 | BLANK | |
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| 607 | Feb 15/2015 | | 403 | Oct 15/2015 | | 402 | Oct 15/2015 | |
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| 401 | Feb 15/2015 | | 406 | Oct 15/2015 | | 52-48-31 | | |
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| Galley Service Door Lining Removal | | | | 401 | AKS ALL |
| TASK 52-41-31-000-802 | | | | | |
| Galley Service Door Lining Installation | | | | 403 | AKS ALL |
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| Galley Service Door Fuselage Hinge Torque Tube Removal | | | | 401 | AKS ALL |
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| Forward Access Door Corrosion Prevention | | | | 201 | AKS ALL |
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| Section 48 Access and Blowout Door Removal | | | | 401 | AKS ALL |
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| Section 48 Access and Blowout Door Installation | | | | 401 | AKS ALL |
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| <u>REFUELING STATION DOOR - REMOVAL/INSTALLATION</u> | 52-49-21 | | | 401 | AKS ALL |
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| <u>FLIGHT COMPARTMENT DOOR - MAINTENANCE PRACTICES</u> | 52-51-00 | | | 201 | AKS ALL |
| Program the Access Code | | | | 201 | AKS ALL |
| TASK 52-51-00-900-801 | | | | | |
| Program Time Delays and Door Bell Enable | | | | 202 | AKS ALL |
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| Decompression Panel Hinge Operation | | | | 203 | AKS ALL |
| TASK 52-51-00-710-803 | | | | | |
| <u>FLIGHT COMPARTMENT DOOR - ADJUSTMENT/TEST</u> | 52-51-00 | | | 501 | AKS ALL |
| Operational Check of the Flight Compartment Access System | | | | 501 | AKS ALL |
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| <u>FLIGHT COMPARTMENT DOOR - INSPECTION/CHECK</u> | 52-51-00 | | | | 601 | AKS ALL |
| Decompression Panel Hinge Inspection TASK 52-51-00-210-801 | | | | | 601 | AKS ALL |
| Decompression Panel Seal Inspection TASK 52-51-00-210-802 | | | | | 603 | AKS ALL |
| <u>FLIGHT COMPARTMENT DOOR - REMOVAL/INSTALLATION</u> | 52-51-01 | | | | 401 | AKS ALL |
| Flight Compartment Door Removal TASK 52-51-01-000-801 | | | | | 401 | AKS ALL |
| Flight Compartment Door Installation TASK 52-51-01-400-801 | | | | | 401 | AKS ALL |
| <u>FLIGHT COMPARTMENT DOOR -INSPECTION/CHECK</u> | 52-51-01 | | | | 601 | AKS ALL |
| Flight Compartment Door Seal Inspection TASK 52-51-01-200-801 | | | | | 601 | AKS ALL |
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| Flight Compartment Door Latch Installation TASK 52-51-02-400-801 | | | | | 401 | AKS ALL |
| <u>ELECTRIC STRIKE - REMOVAL/INSTALLATION</u> | 52-51-03 | | | | 401 | AKS ALL |
| Electric Strike Removal TASK 52-51-03-000-801 | | | | | 401 | AKS ALL |
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| Flight Compartment Door Deadbolt Installation TASK 52-51-04-400-801 | | | | | 401 | AKS ALL |

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| TASK 52-51-05-000-801 | | | | | | |
| Keypad Installation | | | | | 401 | AKS ALL |
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| Chime Module Cleaning | | | | | 701 | AKS ALL |
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| Door Warning System Test | | | | 501 | AKS ALL |
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| ENTRY AND GALLEY SERVICE DOOR WARNING SYSTEM - MAINTENANCE PRACTICES | 52-71-11 | | | 201 | AKS ALL |
| Entry and Galley Service Door Sensor Removal (S194, S195, S199, or S200) | | | | 201 | AKS ALL |
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| Entry and Galley Service Door Indication Sensor Installation (S194, S195, S199, or S200) | | | | 203 | AKS ALL |
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| Entry and Galley Service Door Indication Sensor Adjustment (S194, S195, S199, or S200) | | | | 204 | AKS ALL |
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| Entry and Galley Service Door Indication Sensor Test (S194, S195, S199, or S200) | | | | 208 | AKS ALL |
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| Cargo Door Indication Switch Installation TASK 52-71-31-400-801 | | | | 201 | AKS ALL |
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| ELECTRONIC EQUIPMENT ACCESS DOOR WARNING SYSTEM - MAINTENANCE PRACTICES | 52-71-42 | | | 201 | AKS ALL |
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DOORS - DDG MAINTENANCE PROCEDURES

1. General

- A. This procedure has the maintenance tasks for the Master Minimum Equipment List (MMEL) maintenance requirements as shown in the Dispatch Deviations Procedures Guide (DDPG). These tasks prepare the airplane for flight with systems/components that are inoperative.
- B. This procedure also has the tasks that put the airplane back to its usual condition.
- C. These are the tasks for the components in the doors:
 - (1) MMEL 52-3-1 (DDPG) Preparation - Door Warning Light System Inoperative (ENTRY/SERVICE/CARGO/EQUIP/AIRSTAIRS Lights)
 - (2) MMEL 52-3-1 (DDPG) Restoration - Door Warning Light System Inoperative (ENTRY/SERVICE/CARGO/EQUIP/AIRSTAIRS Lights)
 - (3) MMEL 52-3-2 (DDPG) Preparation - Door Warning Light System Inoperative (OVERWING Lights)
 - (4) MMEL 52-3-2 (DDPG) Restoration - Door Warning Light System Inoperative (OVERWING Lights)
 - (5) MMEL 52-5 (DDPG) Preparation - Left Main Cabin Door Pressure Stop Fittings Broken or Missing (Forward and Aft Entry Doors)
 - (6) MMEL 52-5 (DDPG) Restoration - Left Main Cabin Door Pressure Stop Fittings Broken or Missing (Forward and Aft Entry Doors)
 - (7) MMEL 52-6 (DDPG) Preparation - Lower Cargo Doors Pressure Stop Fittings Missing
 - (8) MMEL 52-6 (DDPG) Restoration - Lower Cargo Doors Pressure Stop Fittings Missing
 - (9) MMEL 52-9 (DDPG) Preparation - Lower Cargo Doors Door Balance Mechanism Inoperative
 - (10) MMEL 52-9 (DDPG) Restoration - Lower Cargo Doors Door Balance Mechanism Inoperative
 - (11) MMEL 52-15 (DDPG) Preparation - Overwing Exit Flight Lock System Inoperative
 - (12) MMEL 52-15 (DDPG) Restoration - Overwing Exit Flight Lock System Inoperative
 - (13) MMEL 52-17 (DDPG) Preparation - Boeing/C&D Aerospace Enhanced Flight Deck Security Door Automatic Locking System (14 CFR 25.795 Compliant) Inoperative
 - (14) MMEL 52-17 (DDPG) Restoration - Boeing/C&D Aerospace Enhanced Flight Deck Security Door Automatic Locking System (14 CFR 25.795 Compliant) Inoperative
 - (15) MMEL 52-17-1 (DDPG) Preparation - Flight Deck Access Panel System (Keypad, Door Chime) Inoperative
 - (16) MMEL 52-17-1 (DDPG) Restoration - Flight Deck Access Panel System (Keypad, Door Chime) Inoperative
 - (17) MMEL 52-17-2 (DDPG) Flight Deck Door LOCK FAIL Light Inoperative
 - (18) MMEL 52-17-3 (DDPG) Flight Deck Door AUTO UNLK Light Inoperative
 - (19) MMEL 52-17-4 (DDPG) Preparation - Flight Deck Door Lock Control Selector Inoperative
 - (20) MMEL 52-17-4 (DDPG) Restoration - Flight Deck Door Lock Control Selector Inoperative

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TASK 52-00-00-210-801

**2. MMEL 52-3-1 (DDPG) Preparation - Door Warning Light System Inoperative, ENTRY/SERVICE/
CARGO/EQUIP/AIRSTAIR Lights**

A. General

- (1) This task gives the maintenance steps which prepare the airplane for flight with the Door Warning Light System inoperative.

B. Location Zones

| Zone | Area |
|------|---|
| 117 | Electrical and Electronics Compartment - Left |
| 821 | Forward Cargo Door |
| 822 | Aft Cargo Door |
| 831 | Forward Entry Door |
| 834 | Left Aft Entry Door |
| 841 | Forward Galley Service Door |
| 844 | Aft Galley Service Door |

C. Procedure

SUBTASK 52-00-00-210-030

- (1) Do a visual inspection of the applicable door to make sure that the door is closed and locked.
- (a) Open and close the applicable door.
- 1) Make sure that the door operates correctly.
- (b) Make sure that the door is closed and latched.
- 1) Make sure that the outside skin of the door is flush with the fuselage skin.
- 2) Make sure the that the vent panel(s) are closed and faired.
- 3) Make sure that the liner of the door is faired with the passenger cabin wall.
- 4) Make sure that the inside door handle is rotated to the latched position.

SUBTASK 52-00-00-200-001

- (2) Install the INOP placard on the applicable door warning light.

———— END OF TASK ————

TASK 52-00-00-440-804

**3. MMEL 52-3-1 (DDPG) Restoration - Door Warning Light System Inoperative, ENTRY/SERVICE/
CARGO/EQUIP/AIRSTAIR Lights**

A. General

- (1) This task puts the airplane back to its usual condition after operation with the door warning light system inoperative.

B. References

| Reference | Title |
|------------------|--|
| 32-09-10-740-801 | Proximity Switch Electronics Unit (PSEU) BITE Test - Ground Test (P/B 501) |

C. Location Zones

| Zone | Area |
|------|---|
| 117 | Electrical and Electronics Compartment - Left |

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| Zone | Area |
|------|-----------------------------|
| 821 | Forward Cargo Door |
| 822 | Aft Cargo Door |
| 831 | Forward Entry Door |
| 834 | Left Aft Entry Door |
| 841 | Forward Galley Service Door |
| 844 | Aft Galley Service Door |

D. Procedure

SUBTASK 52-00-00-440-004

- (1) Do these steps to correct the PSEU fault (Figure 901):
 - (a) Proximity Switch Electronics Unit (PSEU) BITE Test - Ground Test, TASK 32-09-10-740-801
 - 1) Do the corrective action for the problems that you find.

SUBTASK 52-00-00-810-004

- (2) Remove the INOP placard from the door warning light.

———— END OF TASK ————

TASK 52-00-00-210-829

4. MMEL 52-3-2 (DDPG) Preparation - OVERWING Door Warning Light System Inoperative

A. General

- (1) This task gives the maintenance steps which prepare the airplane for flight with the OVERWING door warning light system inoperative.

B. References

| Reference | Title |
|------------------|--|
| 32-09-10-740-801 | Proximity Switch Electronics Unit (PSEU) BITE Test - Ground Test (P/B 501) |
| 52-22-00-580-801 | Open the Emergency Exit Door (P/B 201) |
| 52-22-00-580-803 | Close the Emergency Exit Door (P/B 201) |

C. Location Zones

| Zone | Area |
|------|----------------------------------|
| 832 | Left Forward Emergency Exit |
| 833 | Left Emergency Exit (STA 627.5) |
| 842 | Right Forward Emergency Exit |
| 843 | Right Emergency Exit (STA 627.5) |

D. Procedure

SUBTASK 52-00-00-210-034

- (1) Do a visual inspection of the Overwing door:
 - (a) Open and close the door to make sure it operates properly.
 - 1) Perform the following tasks to open and close the door:
 - Open the Emergency Exit Door, TASK 52-22-00-580-801
 - Close the Emergency Exit Door, TASK 52-22-00-580-803
 - (b) Make sure the door is closed and latched.



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- (c) Make sure that the outside skin of the door is flush with the fuselage skin.
- (d) Make sure that the liner of the door is faired with the passenger cabin wall.
- (e) Make sure that you install the handle covers.

SUBTASK 52-00-00-210-026

- (2) Look for the fault(s) associated with the Overwing Exit on the PSEU BITE display: Figure 901
 - (a) Proximity Switch Electronics Unit (PSEU) BITE Test - Ground Test, TASK 32-09-10-740-801
 - 1) If you find displayed faults for the Overwing Exit Flight Lock, then do this task:
MMEL 52-15 (DDPG) Preparation - Emergency Exit (Overwing Exit) Flight Lock System Inoperative, TASK 52-00-00-210-831.
 - a) If it is necessary, use the PSEU BITE procedure to reset the latched faults.

SUBTASK 52-00-00-410-001

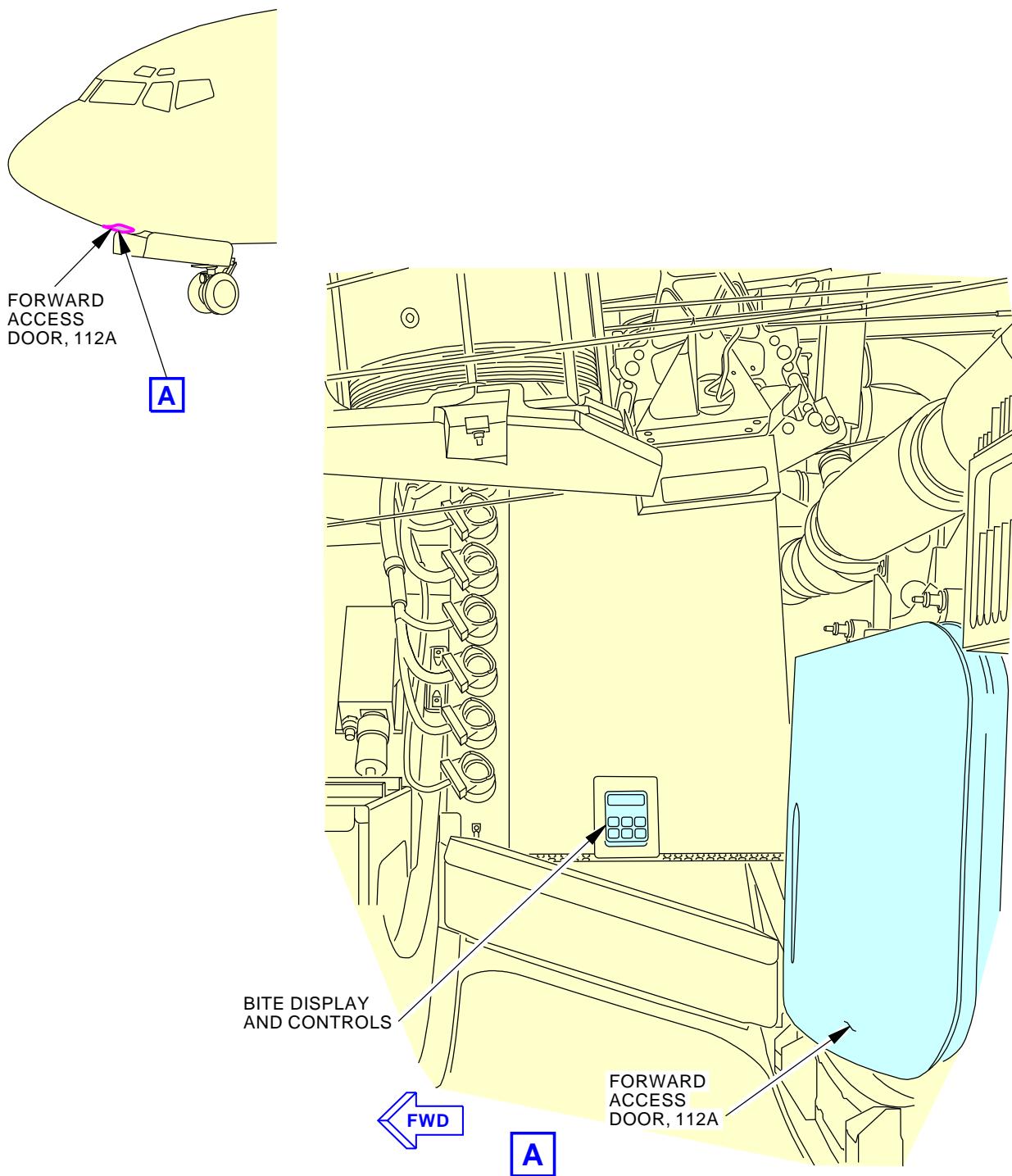
- (3) Install an INOP placard on the applicable OVERWING warning light.

———— END OF TASK ————

EFFECTIVITY
AKS ALL

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D633A101-AKS



H15875 S0006579678_V2

Proximity Switch Electronics Unit (PSEU) BITE
Figure 901/52-00-00-990-810

EFFECTIVITY
AKS ALL

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D633A101-AKS

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TASK 52-00-00-440-805

5. MMEL 52-3-2 (DDPG) Restoration - OVERWING Door Warning Light System Inoperative

A. General

- (1) This task puts the airplane back to its usual condition after operation with the OVERWING door warning light system inoperative.

B. References

| Reference | Title |
|------------------|--|
| 32-09-10-740-801 | Proximity Switch Electronics Unit (PSEU) BITE Test - Ground Test (P/B 501) |

C. Location Zones

| Zone | Area |
|------|----------------------------------|
| 832 | Left Forward Emergency Exit |
| 833 | Left Emergency Exit (STA 627.5) |
| 842 | Right Forward Emergency Exit |
| 843 | Right Emergency Exit (STA 627.5) |

D. Procedure

SUBTASK 52-00-00-440-005

- (1) Correct the fault(s) associated with the Overwing Exit:
- Do the corrective action for applicable Observed Faults that you find.
 - Proximity Switch Electronics Unit (PSEU) BITE Test - Ground Test, TASK 32-09-10-740-801(Figure 901)
- 1) Do the corrective action for the applicable PSEU faults that you find.

SUBTASK 52-00-00-810-005

- (2) Remove the INOP placard from the door warning light.

———— END OF TASK ————

TASK 52-00-00-210-803

6. MMEL 52-5 (DDPG) Preparation - Left Main Cabin Door Pressure Stop Fittings Broken or Missing (Forward and Aft Entry Doors)
(Figure 902)

A. General

- (1) This task gives the maintenance steps which prepare the airplane for flight with one stop fitting broken or missing.
- (2) In this procedure the pressure stop fittings will include the door stop fittings, stop pins, and the fuselage stop fittings.

B. Location Zones

| Zone | Area |
|------|---------------------|
| 831 | Forward Entry Door |
| 834 | Left Aft Entry Door |

C. Procedure

SUBTASK 52-00-00-210-002

- (1) Do a visual inspection of the remaining fuselage stop fittings, door stop fittings, and stop pins as follows:

EFFECTIVITY
AKS ALL

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- (a) Examine the door stop fittings.
 - 1) Look for cracks and corrosion.
- (b) Examine the stop pins.
 - 1) Look for cracks and corrosion.
 - 2) Look for unwanted particles on the stop pins.
 - 3) Make sure the retaining springs are installed.

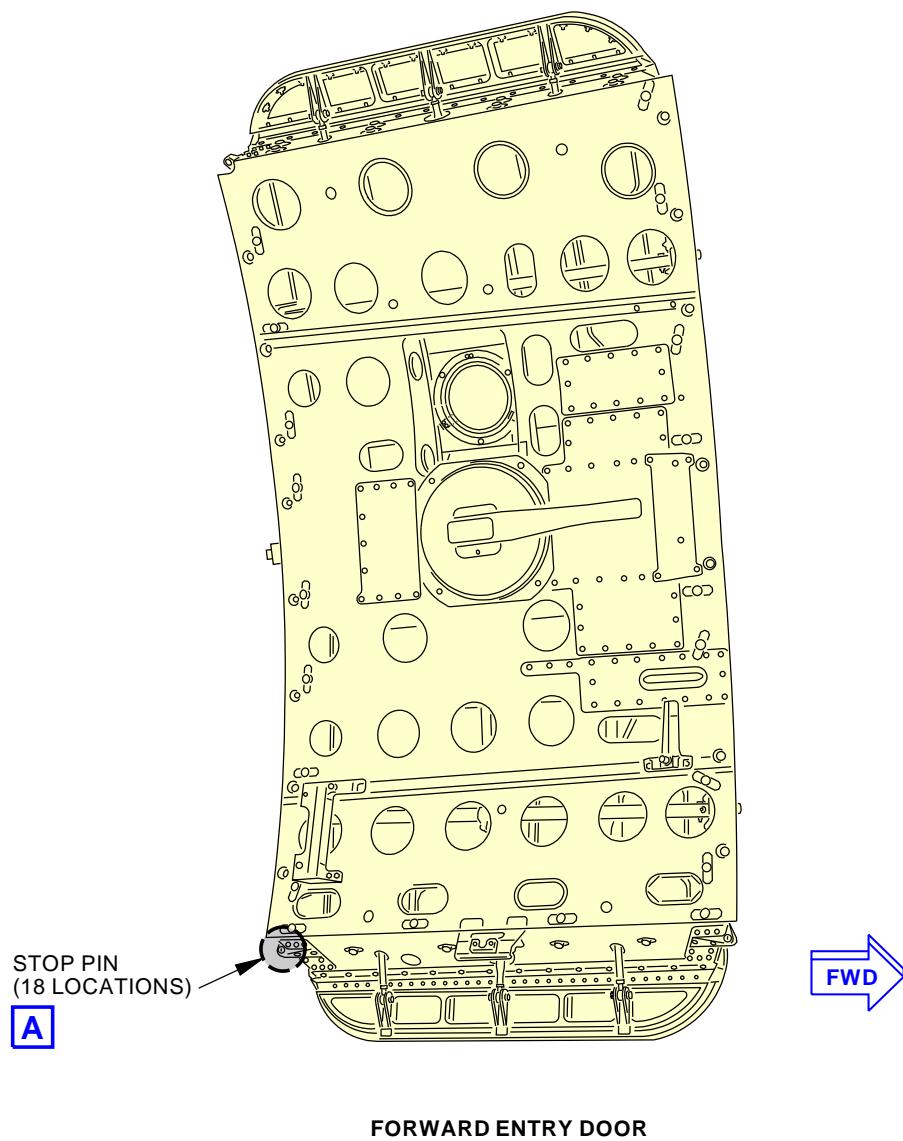
———— END OF TASK ————

EFFECTIVITY
AKS ALL

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FORWARD ENTRY DOOR

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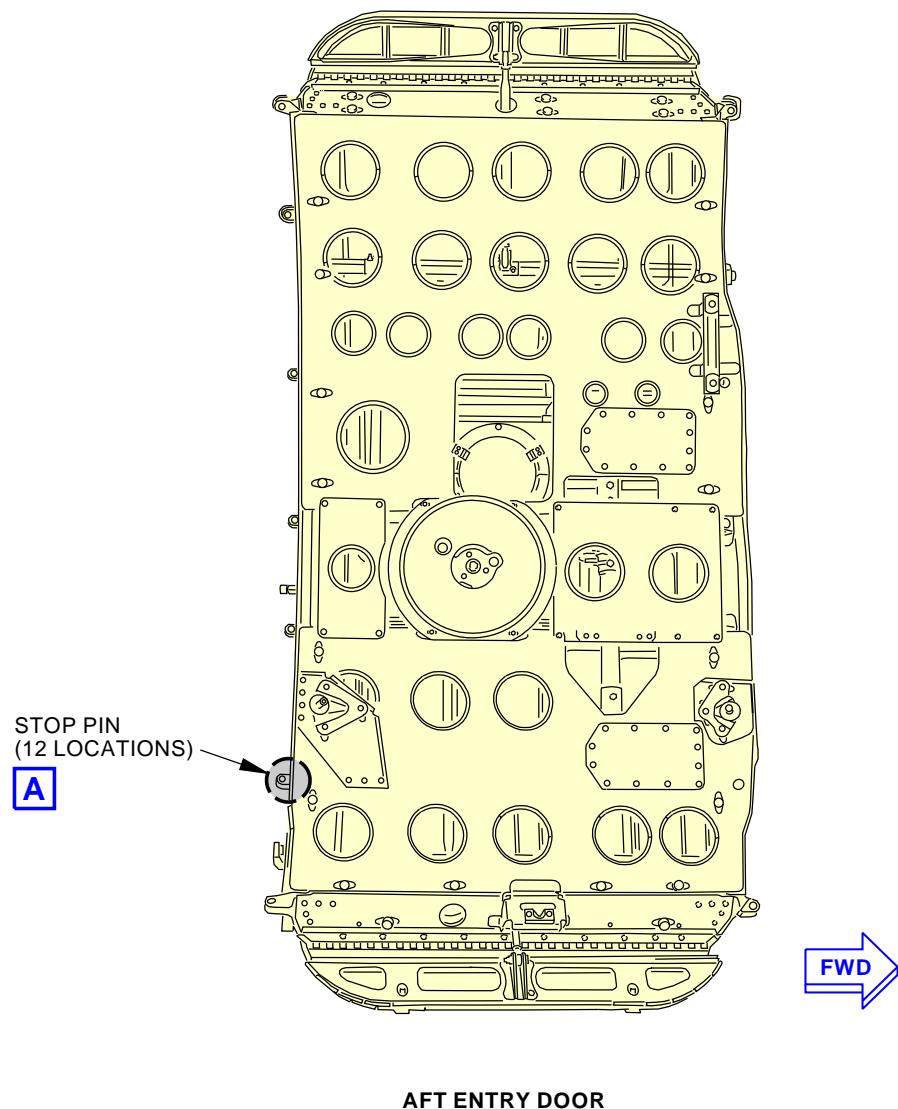
Left Main Cabin Door Pressure Fitting
Figure 902/52-00-00-990-811 (Sheet 1 of 3)

EFFECTIVITY
AKS ALL

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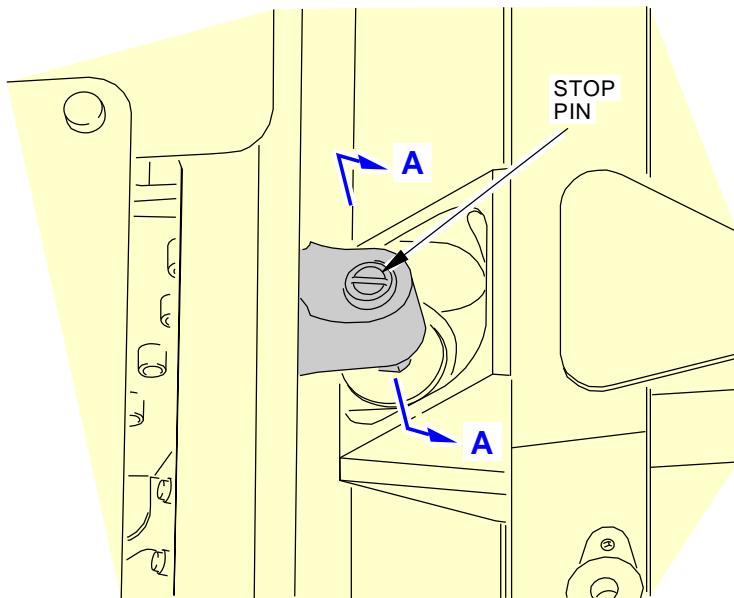
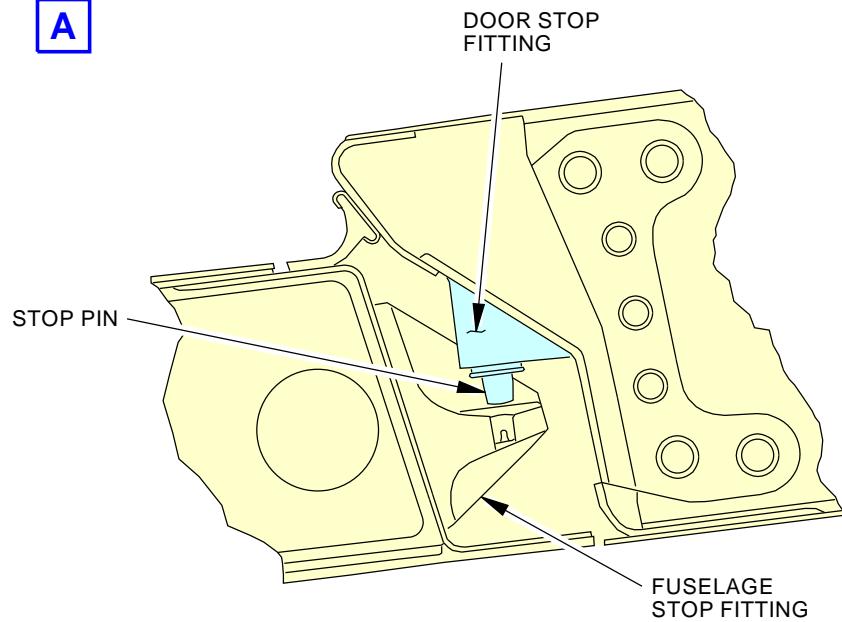


K58448 S0006579680_V2

Left Main Cabin Door Pressure Fitting
Figure 902/52-00-00-990-811 (Sheet 2 of 3)

EFFECTIVITY
AKS ALL

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**STOP PIN
(EXAMPLE)**
A

A-A

K58471 S0006579681_V2

**Left Main Cabin Door Pressure Fitting
Figure 902/52-00-00-990-811 (Sheet 3 of 3)**

 EFFECTIVITY
AKS ALL
52-00-00

D633A101-AKS



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TASK 52-00-00-210-804

7. **MMEL 52-5 (DDPG) Restoration - Left Main Cabin Door Pressure Stop Fittings Broken or Missing (Forward and Aft Entry Doors)**
(Figure 902)

A. General

- (1) This task puts the airplane back to its usual condition after operation with one stop fitting broken or missing.
- (2) The stop pin is on the door stop fitting.

B. References

| Reference | Title |
|------------------|---|
| 52-11-00-820-801 | Forward Entry Door Adjustment (P/B 501) |
| 52-13-00-820-801 | Aft Entry Door Adjustment (P/B 501) |

C. Location Zones

| Zone | Area |
|------|---------------------|
| 831 | Forward Entry Door |
| 834 | Left Aft Entry Door |

D. Procedure

SUBTASK 52-00-00-210-003

- (1) Replace the broken or missing stop pin with a new one.

SUBTASK 52-00-00-820-001

- (2) To adjust the stop pin, do the task for the applicable entry door:
 - (a) Do this task: Forward Entry Door Adjustment, TASK 52-11-00-820-801.
 - (b) Do this task: Aft Entry Door Adjustment, TASK 52-13-00-820-801.

————— END OF TASK ————

TASK 52-00-00-210-807

8. **MMEL 52-6 (DDPG) Preparation - Lower Cargo Doors Pressure Stop Fittings Missing**
(Figure 903)

A. General

- (1) This task gives the maintenance steps which prepare the airplane for flight with one or two stop fittings broken or missing on the lower cargo doors.

B. References

| Reference | Title |
|------------------|---|
| 21-00-00-040-803 | MMEL 21-1 (DDPG) Preparation - Air Conditioning Pack(s) Inoperative (P/B 901) |

C. Location Zones

| Zone | Area |
|------|--------------------|
| 821 | Forward Cargo Door |
| 822 | Aft Cargo Door |

D. Procedure

SUBTASK 52-00-00-210-006

- (1) Do a visual inspection of the remaining door stop fittings and stop pins as follows:

| |
|-------------|
| EFFECTIVITY |
| AKS ALL |

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- (a) Examine the door stop fittings.
 - 1) Look for cracks and corrosion.
- (b) Examine the stop pins.
 - 1) Look for cracks and corrosion.
 - 2) Look for unwanted particles on the stop pins.
 - 3) Make sure the retaining springs are installed.

SUBTASK 52-00-00-210-031

- (2) If one stop fitting is missing on each door or frame, do a visual inspection to make sure that the cabin pressure controller AUTO mode operates normally.

SUBTASK 52-00-00-930-001

- (3) If two stop fittings are missing on each door or frame, do these steps for unpressurized flight:
 - (a) Install the placard on the pressure control panel - UNPRESSURIZED FLIGHT ONLY.
 - (b) For additional limitations and/or procedures, do this task: MMEL 21-1 (DDPG) Preparation - Air Conditioning Pack(s) Inoperative, TASK 21-00-00-040-803.

———— END OF TASK ————

TASK 52-00-00-210-808

9. MMEL 52-6 (DDPG) Restoration - Lower Cargo Doors Pressure Stop Fittings Missing
(Figure 903)

A. General

- (1) This task puts the airplane back to its usual condition after operation with one or two door stop fittings broken or missing on the lower cargo doors.

B. References

| Reference | Title |
|------------------|---------------------------------|
| 52-31-00-820-801 | Cargo Door Adjustment (P/B 501) |

C. Location Zones

| Zone | Area |
|------|--------------------|
| 821 | Forward Cargo Door |
| 822 | Aft Cargo Door |

D. Procedure

SUBTASK 52-00-00-210-007

- (1) Replace the broken or missing pin with a new one.

SUBTASK 52-00-00-400-002

- (2) To adjust the stop pin, do this task: Cargo Door Adjustment, TASK 52-31-00-820-801

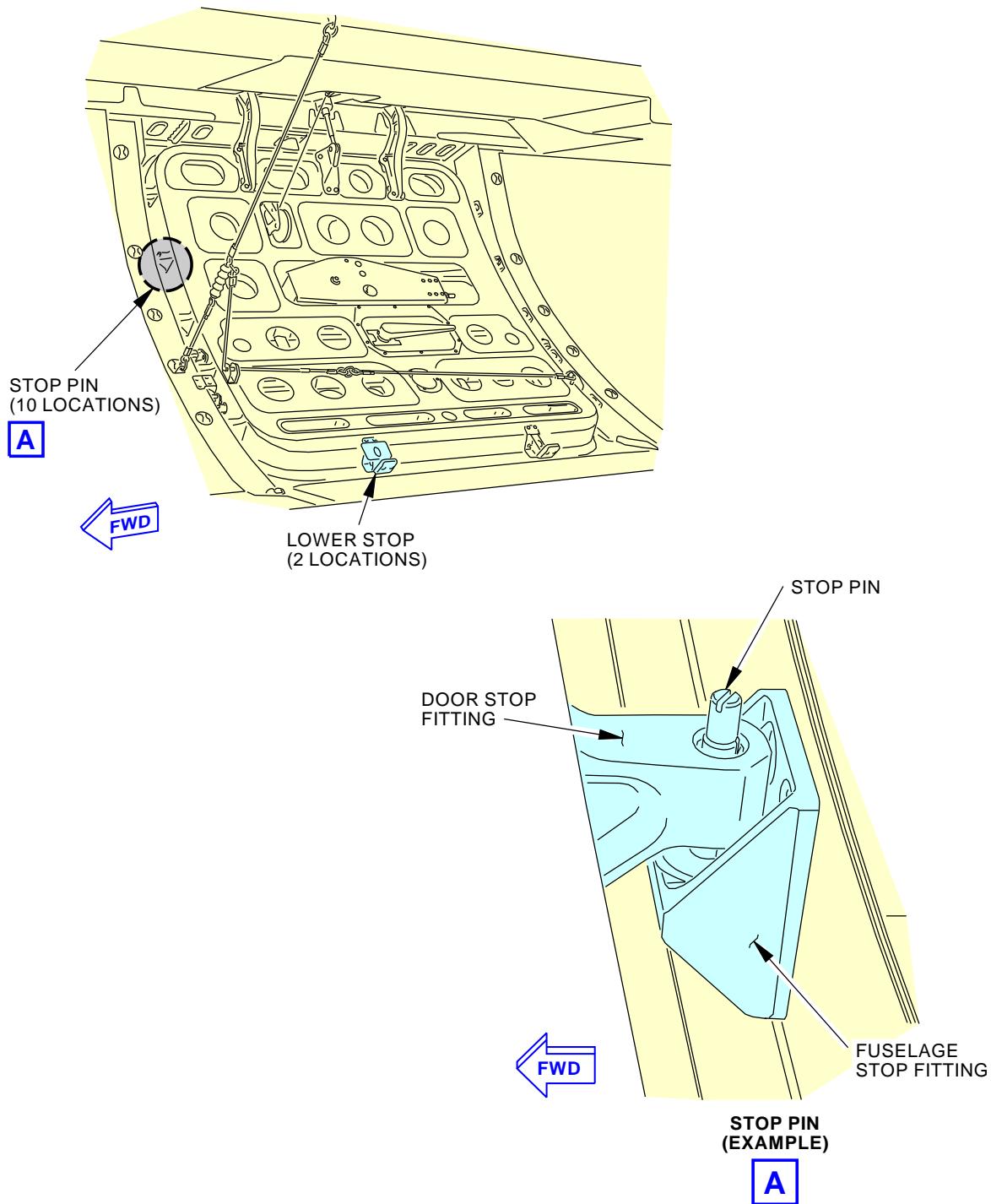
SUBTASK 52-00-00-000-003

- (3) Remove the placard on the pressure control panel (forward overhead panel) - UNPRESSURIZED FLIGHT ONLY.

———— END OF TASK ————

| |
|-------------|
| EFFECTIVITY |
| AKS ALL |

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K58584 S0006579682_V3

Lower Cargo Doors Pressure Stop Fitting
Figure 903/52-00-00-990-812

EFFECTIVITY
AKS ALL

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TASK 52-00-00-210-811

10. MMEL 52-9 (DDPG) Preparation - Lower Cargo Doors Door Balance Mechanism Inoperative

A. General

- (1) This task gives the maintenance steps which prepare the airplane for flight with the lower cargo door balance mechanism inoperative.

B. Location Zones

| Zone | Area |
|------|--------------------|
| 821 | Forward Cargo Door |
| 822 | Aft Cargo Door |

C. Procedure

SUBTASK 52-00-00-210-010

- (1) The operator provides a suitable safety device or equipment to hold the door open when the door is in open position.

———— END OF TASK ————

TASK 52-00-00-210-812

11. MMEL 52-9 (DDPG) Restoration - Lower Cargo Doors Door Balance Mechanism Inoperative

A. General

- (1) This task puts the airplane back to its usual condition after operation with the lower cargo door balance mechanism inoperative.

B. References

| Reference | Title |
|------------------|--|
| 52-31-12-000-801 | Cargo Door Counterbalance Removal (P/B 401) |
| 52-31-12-400-801 | Cargo Door Counterbalance Installation (P/B 401) |

C. Location Zones

| Zone | Area |
|------|--------------------|
| 821 | Forward Cargo Door |
| 822 | Aft Cargo Door |

D. Procedure

SUBTASK 52-00-00-020-002

- (1) Replace the counter balance mechanism.

These are the tasks:

Cargo Door Counterbalance Removal, TASK 52-31-12-000-801,

Cargo Door Counterbalance Installation, TASK 52-31-12-400-801.

———— END OF TASK ————



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TASK 52-00-00-210-831

12. MMEL 52-15 (DDPG) Preparation - Emergency Exit (Overwing Exit) Flight Lock System Inoperative
(Figure 904)

A. General

- (1) This task gives the maintenance steps which prepare the airplane for flight with the emergency exit flight lock system inoperative.
- (2) The emergency exit is also called the overwing exit.
- (3) In this procedure, the Emergency Exit Door will be called the door.
- (4) For more information see, SSM 52-71-13 and WDM 52-71-13 for the left side emergency exit doors and WDM 52-71-14 for the right side emergency exit doors.
- (5) After performing the following maintenance procedure, the PSEU may indicate nuisance non-dispatchable flight lock switch fault(s) after using the airplane battery to power up the airplane. Fault codes 52-72106 (L Fwd), 52-72107 (L), 52-72108 (R), 52-72109 (R Fwd) may appear depending on which door was deferred. In this instance, fault(s) can be cleared by performing Return the Airplane to the Ground Mode, TASK 32-09-00-860-802, paragraph D.(5).(a)-(e).

B. References

| Reference | Title |
|----------------------|---|
| 24-22-00-860-811 | Supply Electrical Power (P/B 201) |
| 32-09-00-860-802 | Return the Airplane to the Ground Mode (P/B 201) |
| 36-00-00-860-806 | Remove Pressure from the Pneumatic System (P/B 201) |
| 52-22-00-710-801 | Emergency Exit Door Operational Test (P/B 501) |
| 71-00-00-700-819-F00 | Stop the Engine Procedure (Usual Engine Stop) (P/B 201) |
| SSM 52-71-13 | System Schematics Manual |
| SWPM 20-30-12 | Assembly of Splices |
| WDM 52-71-13 | Wiring Diagram Manual |
| WDM 52-71-14 | Wiring Diagram Manual |

C. Location Zones

| Zone | Area |
|-------------|----------------------------------|
| 832 | Left Forward Emergency Exit |
| 833 | Left Emergency Exit (STA 627.5) |
| 842 | Right Forward Emergency Exit |
| 843 | Right Emergency Exit (STA 627.5) |

D. Access Panels

| Number | Name/Location |
|---------------|----------------------|
| 112A | Forward Access Door |

E. Procedure

SUBTASK 52-00-00-710-002

- (1) Make sure that the applicable door operates correctly:
 - (a) Emergency Exit Door Operational Test, TASK 52-22-00-710-801
 - 1) If the door operates correctly, then continue with the preparation procedure.

SUBTASK 52-00-00-760-002

- (2) To deactivate the flight lock and Master Caution System, do these steps:

| |
|-------------|
| EFFECTIVITY |
| AKS ALL |

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- (a) Open these circuit breakers and install safety tags:

F/O Electrical System Panel, P6-3

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|-------------|
| D | 1 | C01399 | PSEU PRI |
| D | 2 | C01400 | PSEU ALTN |

- (b) Get access to the PSEU through this panel:

Number Name/Location

112A Forward Access Door

- (c) Disconnect the wire from the applicable pin, (Table 901).

NOTE: The pin numbers are listed in the Disconnected Wire - Pin Number column.

Table 901/52-00-00-993-810 FLIGHT LOCK DEACTIVATION

| Door Location | Electrical Connector | Disconnected Wire - Pin Number | Pin Numbers - Jumpered |
|-------------------------|-----------------------------|---------------------------------------|-------------------------------|
| Left or Left Aft *[1] | D10986 | Pin 20 | Pin 20 to Pin 40 |
| Right or Right Aft *[1] | D10988 | Pin 2 | Pin 2 to Pin 53 |
| Left Forward *[1] | D10986 | Pin 53 | Pin 53 to Pin 40 |
| Right Forward *[1] | D10988 | Pin 52 | Pin 52 to Pin 53 |

*[1] 737-800 AND 737-900

1) Cap and stow the wire Figure 904.

- (d) Install a jumper wire (20 AWG wire) between the applicable pins to deactivate the system. (Table 901)

NOTE: The pin numbers are listed in the Pin Numbers - Jumpered column.

1) If it is necessary, use a moisture proof splice as shown in (SWPM 20-30-12).

- (e) Remove the safety tags and close these circuit breakers:

F/O Electrical System Panel, P6-3

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|-------------|
| D | 1 | C01399 | PSEU PRI |
| D | 2 | C01400 | PSEU ALTN |

- (f) Make sure that the light and annunciator for the applicable door is OFF.

SUBTASK 52-00-00-730-001

- (3) Do these steps to test the deactivation:

- (a) Make sure all of the Emergency Exit Doors are closed.

- (b) Make sure that 3 of the 4 Entry and Service doors are closed.

- (c) Without automatic ignition:

Make sure both engine start switches are in the OFF position.

1) If it is necessary, Stop the Engine Procedure (Usual Engine Stop),
TASK 71-00-00-700-819-F00.

- (d) With automatic ignition:

Make sure both engine start switches are in the AUTO position.



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- 1) If it is necessary, Stop the Engine Procedure (Usual Engine Stop),
TASK 71-00-00-700-819-F00.
- (e) Make sure that the airplane has electrical power.
 - 1) If it is necessary, Supply Electrical Power, TASK 24-22-00-860-811
- (f) Open these circuit breakers and install safety tags:
F/O Electrical System Panel, P6-2

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|----------------------------|
| D | 1 | C01515 | OVERWING FLIGHT LOCK-RIGHT |
| D | 2 | C01514 | OVERWING FLIGHT LOCK-LEFT |
- (g) Do these steps to simulate the engine operations:
 - 1) Make sure that the pneumatic power is OFF to the engine starters.
 - a) If it is necessary, do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806.
 - 2) Open these circuit breakers and install safety tags:
CAPT Electrical System Panel, P18-2

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|-------------------------|
| A | 1 | C00458 | ENGINE 1 IGNITION RIGHT |
| A | 3 | C00153 | ENGINE 1 IGNITION LEFT |

F/O Electrical System Panel, P6-1

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|------------------|
| D | 13 | C00120 | WEATHER RADAR RT |

F/O Electrical System Panel, P6-2

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|-------------------------|
| D | 4 | C00459 | ENGINE 2 IGNITION RIGHT |
| D | 6 | C00151 | ENGINE 2 IGNITION LEFT |

F/O Electrical System Panel, P6-3

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|-----------------------|
| B | 3 | C00360 | FUEL SPAR VALVE ENG 2 |
| B | 4 | C00359 | FUEL SPAR VALVE ENG 1 |

- 3) Set the two engine start levers to the IDLE position.
 - a) Stop for a minimum of 5 minutes.
- 4) Make sure that the light in the Master Caution Switch is OFF.
 - a) If the light is ON, push the Master Caution Switch to reset the system.

WARNING: OPEN THE CIRCUIT BREAKER FOR THE WEATHER RADAR SYSTEM. WHEN YOU MOVE THE THRUST LEVER FORWARD, THE WEATHER RADAR SYSTEM COMES ON AUTOMATICALLY WHILE THE CIRCUIT BREAKER IS CLOSED. MAKE SURE THAT ALL PERSONNEL ARE MORE THAN 15 FT (5 M) FROM THE ANTENNA WHEN IT TRANSMITS RF ENERGY. RF ENERGY CAN KILL OR CAUSE INJURIES TO PERSONS, AND CAUSE DAMAGE TO EQUIPMENT.

- 5) Move the two engine thrust levers fully forward.

| | |
|-------------|---------|
| EFFECTIVITY | AKS ALL |
|-------------|---------|

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- 6) Make sure that the applicable Overwing light in the Exterior Door Annunciator Panel on the Forward Overhead Panel (P5) is OFF.
- 7) Move the two engine thrust levers to the idle position.
- 8) Remove the safety tags and close these circuit breakers:

F/O Electrical System Panel, P6-2

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|----------------------------|
| D | 1 | C01515 | OVERWING FLIGHT LOCK-RIGHT |
| D | 2 | C01514 | OVERWING FLIGHT LOCK-LEFT |

- 9) Move the two engine thrust levers fully forward.
- 10) Make sure that the applicable Overwing light in the Exterior Door Annunciator Panel on the Forward Overhead Panel (P5) is OFF.
- 11) Make sure that the PSEU Light is OFF.
 - a) If it is necessary, push the Master Caution on the Glareshield to set the PSEU light to OFF.
- 12) Move the two engine thrust levers to the Idle position.
- 13) Set the two engine start levers to the OFF position.
- 14) Remove the safety tags and close these circuit breakers:

CAPT Electrical System Panel, P18-2

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|-------------------------|
| A | 1 | C00458 | ENGINE 1 IGNITION RIGHT |
| A | 3 | C00153 | ENGINE 1 IGNITION LEFT |

F/O Electrical System Panel, P6-1

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|------------------|
| D | 13 | C00120 | WEATHER RADAR RT |

F/O Electrical System Panel, P6-2

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|-------------------------|
| D | 4 | C00459 | ENGINE 2 IGNITION RIGHT |
| D | 6 | C00151 | ENGINE 2 IGNITION LEFT |

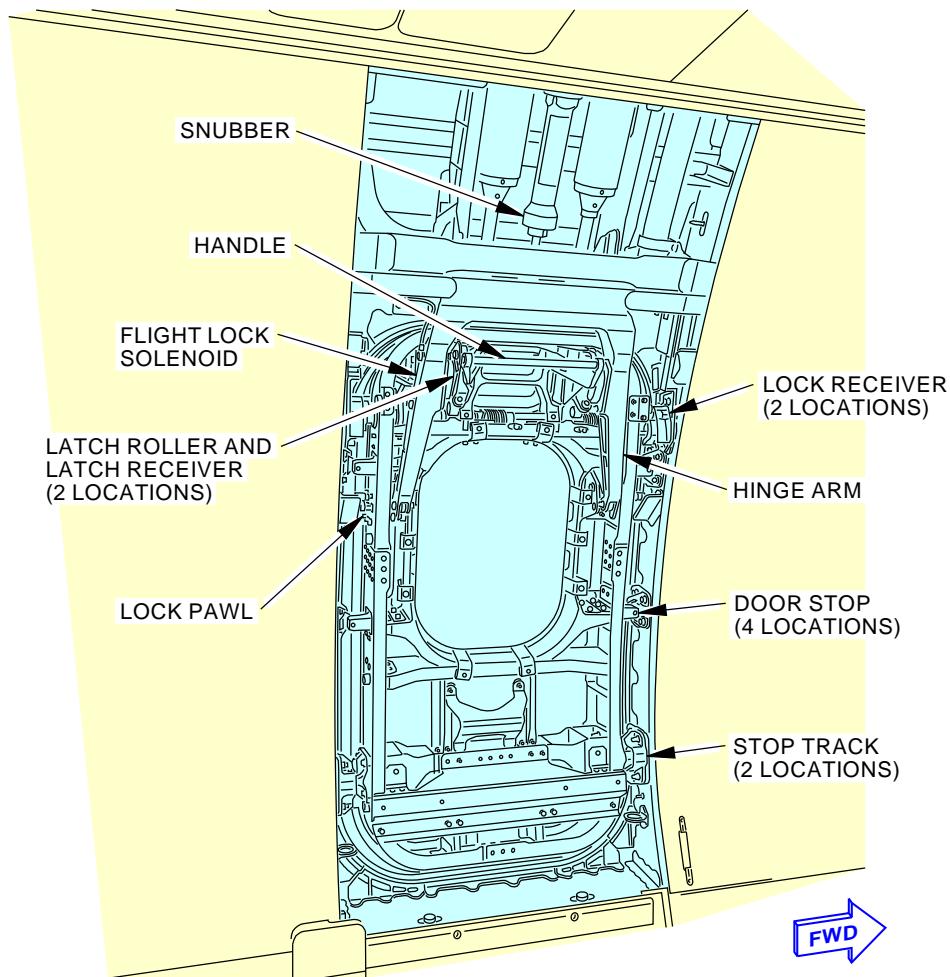
F/O Electrical System Panel, P6-3

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|-----------------------|
| B | 3 | C00360 | FUEL SPAR VALVE ENG 2 |
| B | 4 | C00359 | FUEL SPAR VALVE ENG 1 |

———— END OF TASK ————

EFFECTIVITY
AKS ALL

52-00-00



EMERGENCY EXIT DOOR
(DOOR IN THE CLOSED POSITION
WITH DOOR LINING REMOVED)
(EXAMPLE)

K58614 S0006579685_V2

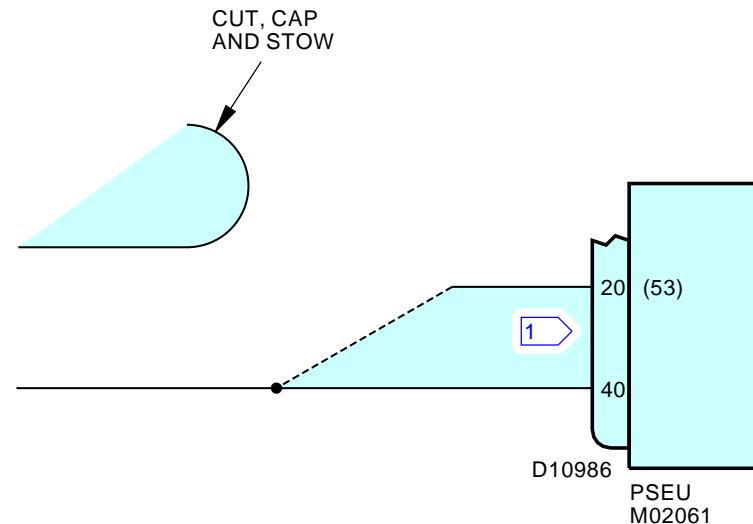
Emergency Exit Flight Lock System
Figure 904/52-00-00-990-814 (Sheet 1 of 2)

EFFECTIVITY
AKS ALL

52-00-00

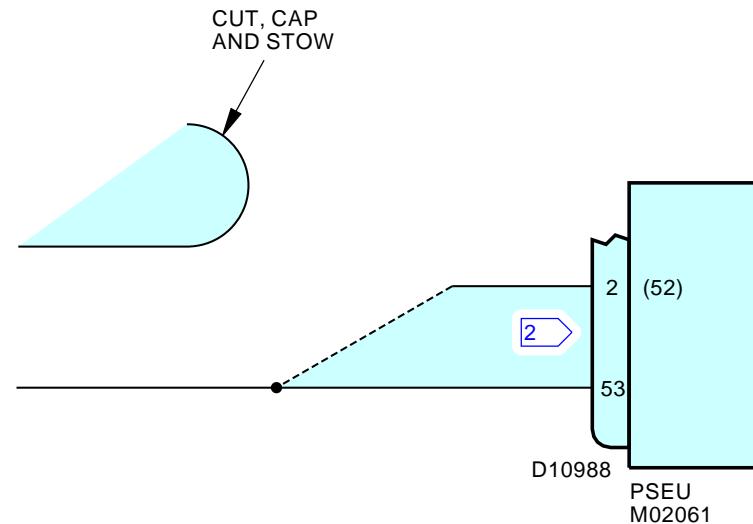


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[1] LEFT OR AFT LEFT DOOR CONNECTION IS SHOWN. FOR THE FORWARD LEFT DOOR, JUMPER PIN 53 TO PIN 40.

LEFT EMERGENCY EXIT DOOR



[2] RIGHT OR AFT RIGHT DOOR CONNECTION IS SHOWN. FOR THE FORWARD RIGHT DOOR, JUMPER PIN 52 TO PIN 53.

RIGHT EMERGENCY EXIT DOOR

J88182 S0000182097_V3

Emergency Exit Flight Lock System
Figure 904/52-00-00-990-814 (Sheet 2 of 2)

EFFECTIVITY
AKS ALL

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TASK 52-00-00-210-814

13. MMEL 52-15 (DDPG) Restoration - Emergency Exit (Overwing Exit) Flight Lock System Inoperative
(Figure 904)

A. General

- (1) This task puts the airplane back to its usual condition after operation with the emergency exit flight lock system inoperative.
- (2) The emergency exit is also called the overwing exit.

B. References

| Reference | Title |
|------------------|---|
| 52-22-41-020-802 | Flight Lock Switch Removal (P/B 401) |
| 52-22-41-420-802 | Flight Lock Switch Installation (P/B 401) |

C. Location Zones

| Zone | Area |
|-------------|----------------------------------|
| 832 | Left Forward Emergency Exit |
| 833 | Left Emergency Exit (STA 627.5) |
| 842 | Right Forward Emergency Exit |
| 843 | Right Emergency Exit (STA 627.5) |

D. Access Panels

| Number | Name/Location |
|---------------|----------------------|
| 112A | Forward Access Door |

E. Procedure

SUBTASK 52-00-00-440-006

- (1) To restore the airplane to its usual condition, do these steps : Figure 904
 - (a) Open these circuit breakers and install safety tags:

F/O Electrical System Panel, P6-3

| Row | Col | Number | Name |
|------------|------------|---------------|-------------|
| D | 1 | C01399 | PSEU PRI |
| D | 2 | C01400 | PSEU ALTN |

- (b) Get access to the PSEU through this panel:

Open this access panel:

Number Name/Location

| | |
|------|---------------------|
| 112A | Forward Access Door |
|------|---------------------|

- (c) Remove the jumper wire from the applicable electrical connector. (Table 902)(Figure 904)
- (d) Reconnect the applicable pin connection to its original wire. (Table 902)

Table 902/52-00-00-993-811 JUMPER CONNECTIONS

| Door Location | Electrical Connector | Pin Numbers - Jumpered | Reconnect Wire - Pin Number |
|-------------------------|-----------------------------|-------------------------------|------------------------------------|
| Left or Left Aft *[1] | D10986 | Pin 20 to Pin 40 | Pin 20 |
| Right or Right Aft *[1] | D10988 | Pin 2 to Pin 53 | Pin 2 |
| Left Forward *[1] | D10986 | Pin 53 to Pin 40 | Pin 53 |

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Table 902/52-00-00-993-811 JUMPER CONNECTIONS (Continued)

| Door Location | Electrical Connector | Pin Numbers - Jumpered | Reconnect Wire - Pin Number |
|--------------------|----------------------|------------------------|-----------------------------|
| Right Forward *[1] | D10988 | Pin 52 to Pin 53 | Pin 52 |

*[1] 737-800 AND 737-900

SUBTASK 52-00-00-960-001

- (2) If it is necessary, replace the flight lock switch.

These are the tasks:

Flight Lock Switch Removal, TASK 52-22-41-020-802,

Flight Lock Switch Installation, TASK 52-22-41-420-802.

— END OF TASK —

TASK 52-00-00-210-833

14. MMEL 52-17 (DDPG) Preparation - Boeing/C and D Aerospace Enhanced Flight Deck Security Door Automatic Locking System (FAR 25.795 Compliant) Inoperative.

A. General

- (1) This task gives the maintenance steps which prepare the airplane for flight with the flight deck security door automatic locking system inoperative.

B. Location Zones

| Zone | Area |
|------|----------------------------|
| 211 | Flight Compartment - Left |
| 212 | Flight Compartment - Right |

C. Procedure

SUBTASK 52-00-00-040-005

- (1) Position Flight Deck Access System switch OFF (guard extended) to deactivate the automatic locking system.

NOTE: LOCK FAIL light will remain illuminated when the Flight Deck Access System switch is in the OFF position (guard extended).

— END OF TASK —

TASK 52-00-00-210-834

15. MMEL 52-17 (DDPG) Restoration - Boeing/C and D Aerospace Enhanced Flight Deck Security Door Automatic Locking System (FAR 25.795 Compliant) Inoperative.

A. General

- (1) This task puts the airplane back to its usual condition after flight with the flight deck security door automatic locking system inoperative.

B. Location Zones

| Zone | Area |
|------|----------------------------|
| 211 | Flight Compartment - Left |
| 212 | Flight Compartment - Right |

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C. Procedure

SUBTASK 52-00-00-440-007

- (1) Position Flight Deck Access System switch NORM (guard closed) to activate the automatic locking system.

———— END OF TASK ————

TASK 52-00-00-210-836

**16. MMEL 52-17-1 (DDPG) Preparation - Flight Deck Access Panel System (Keypad, Door Chime)
Inoperative**

A. Location Zones

| Zone | Area |
|------|----------------------------|
| 211 | Flight Compartment - Left |
| 212 | Flight Compartment - Right |

B. Procedure

SUBTASK 52-00-00-040-009

- (1) Do these steps to deactivate the keypad at the chime module side:
 - (a) Open this circuit breaker and install safety tag:

F/O Electrical System Panel, P6-3

| Row | Col | Number | Name |
|-----|-----|--------|-----------|
| E | 1 | C00137 | DOOR LOCK |
 - (b) Remove the screws that attach the chime module to the door post.
 - (c) Remove the chime module.
 - (d) Disconnect the keypad electrical connector from the chime module and stow the electrical connector.
 - (e) Put the chime module in its position.
 - (f) Install the screws that attach the chime module to the door post.
 - (g) Remove the safety tag and close this circuit breaker:

F/O Electrical System Panel, P6-3

| Row | Col | Number | Name |
|-----|-----|--------|-----------|
| E | 1 | C00137 | DOOR LOCK |

- 1) Make sure that the Flight Deck Access System switch is in the OFF position (guard extended) when the flight deck door is closed and the flight deck is not occupied.

———— END OF TASK ————

TASK 52-00-00-210-837

**17. MMEL 52-17-1 (DDPG) Restoration - Flight Deck Access Panel System (Keypad, Door Chime)
Inoperative**

A. References

| Reference | Title |
|------------------|--|
| 52-51-00-700-801 | Flight Compartment Security Door Access System Test (P/B 501) |



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B. Location Zones

| Zone | Area |
|------|----------------------------|
| 211 | Flight Compartment - Left |
| 212 | Flight Compartment - Right |

C. Procedure

SUBTASK 52-00-00-440-011

- (1) Do these steps to activate the keypad at the chime module side:

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

F/O Electrical System Panel, P6-3

| Row | Col | Number | Name |
|-----|-----|--------|-----------|
| E | 1 | C00137 | DOOR LOCK |

- (b) Remove the screws that attach the chime module to the door post.

- (c) Remove the chime module.

- (d) Connect the keypad electrical connector to the chime module.

- (e) Put the chime module in its position.

- (f) Install the screws that attach the chime module to the door post.

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

F/O Electrical System Panel, P6-3

| Row | Col | Number | Name |
|-----|-----|--------|-----------|
| E | 1 | C00137 | DOOR LOCK |

- (h) Do the system test of the flight deck security door access system. To do the test, do this task: Flight Compartment Security Door Access System Test, TASK 52-51-00-700-801.

———— END OF TASK ————

TASK 52-00-00-210-838

18. MMEL 52-17-2 (DDPG) Flight Deck Door LOCK FAIL Light Inoperative

A. References

| Reference | Title |
|------------------|-----------------------------------|
| 24-22-00-860-811 | Supply Electrical Power (P/B 201) |

B. Location Zones

| Zone | Area |
|------|----------------------------|
| 211 | Flight Compartment - Left |
| 212 | Flight Compartment - Right |

C. Procedure

SUBTASK 52-00-00-710-007

- (1) Do these steps to make sure the automatic lock controls operate normally:

- (a) Open the flight deck door.

- (b) Supply electrical power. To supply electrical power, do this task: Supply Electrical Power, TASK 24-22-00-860-811

- (c) Make sure the Flight Deck Access System switch on the chime module is in the NORM (guard closed) position.



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- (d) Make sure the FLT DK DOOR rotary switch on the Cockpit Control panel Switch/Light Module is in the AUTO position.
- (e) Make sure the electric strike is in the locked position.
NOTE: The Solenoid pin in the electric strike will be extended up such that you can not rotate the strike.
- (f) Enter the access code in the keypad and press the ENT key.
- (g) Make sure the chime module sounds.
- (h) Put and momentarily hold the FLT DK DOOR switch in the DENY position.
- (i) Do these steps before the DENY Time Delay has expired:
 - 1) Enter the access code in the keypad and press the ENT key.
 - 2) Make sure the chime module does not sound.
- (j) Put and hold the FLT DK DOOR switch to the UNLKD position.
- (k) Make sure the electric strike is in the unlocked position.
NOTE: The Solenoid pin in the electric strike will retract down such that you can rotate the strike.
- (l) Put the FLT DK DOOR switch back to the AUTO position.
- (m) Make sure the electric strike is in the locked position.
NOTE: The solenoid pin in the electric strike will be extended up such that you can not rotate the strike.

———— END OF TASK ————

TASK 52-00-00-210-839

19. MMEL 52-17-3 (DDPG) Flight Deck Door AUTO UNLK Light Inoperative

A. References

| Reference | Title |
|------------------|-----------------------------------|
| 24-22-00-860-811 | Supply Electrical Power (P/B 201) |

B. Location Zones

| Zone | Area |
|------|----------------------------|
| 211 | Flight Compartment - Left |
| 212 | Flight Compartment - Right |

C. Procedure

SUBTASK 52-00-00-710-006

- (1) Do these steps to make sure the automatic lock controls operate normally:
 - (a) Open the flight deck door.
 - (b) Supply electrical power. To supply electrical power, do this task: Supply Electrical Power, TASK 24-22-00-860-811
 - (c) Make sure the Flight Deck Access System switch on the chime module is in the NORM (guard closed) position.
 - (d) Make sure the FLT DK DOOR rotary switch on the Cockpit Control panel Switch/Light Module is in the AUTO position.

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| EFFECTIVITY |
| AKS ALL |

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- (e) Make sure the electric strike is in the locked position.
NOTE: The Solenoid pin in the electric strike will be extended up such that you can not rotate the strike.
- (f) Enter the access code in the keypad and press the ENT key.
- (g) Make sure the chime module sounds.
- (h) Put and momentarily hold the FLT DK DOOR switch in the DENY position.
- (i) Do these steps before the DENY Time Delay has expired:
 - 1) Enter the access code in the keypad and press the ENT key.
 - 2) Make sure the chime module does not sound.
- (j) Put and hold the FLT DK DOOR switch to the UNLKD position.
- (k) Make sure the electric strike is in the unlocked position.
NOTE: The Solenoid pin in the electric strike will retract down such that you can rotate the strike.
- (l) Put the FLT DK DOOR switch back to the AUTO position.
- (m) Make sure the electric strike is in the locked position.
NOTE: The solenoid pin in the electric strike will be extended up such that you can not rotate the strike.

———— END OF TASK ————

TASK 52-00-00-210-840

20. MMEL 52-17-4 (DDPG) Preparation - Flight Deck Door Lock Control Selector Inoperative

A. References

| Reference | Title |
|------------------|-----------------------------------|
| 24-22-00-860-811 | Supply Electrical Power (P/B 201) |

B. Location Zones

| Zone | Area |
|-------------|----------------------------|
| 211 | Flight Compartment - Left |
| 212 | Flight Compartment - Right |

C. Procedure

SUBTASK 52-00-00-040-008

- (1) Do these steps to deactivate the keypad at the chime module side:
 - (a) Open this circuit breaker and install safety tag:

F/O Electrical System Panel, P6-3

| Row | Col | Number | Name |
|------------|------------|---------------|-------------|
| E | 1 | C00137 | DOOR LOCK |
 - (b) Remove the screws that attach the chime module to the door post.
 - (c) Remove the chime module.
 - (d) Disconnect the keypad electrical connector from the chime module and stow the electrical connector.
 - (e) Put the chime module in its position.
 - (f) Install the screws that attach the chime module to the door post.

| |
|--------------------|
| EFFECTIVITY |
| AKS ALL |

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

F/O Electrical System Panel, P6-3

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|-------------|
| E | 1 | C00137 | DOOR LOCK |

- 1) Make sure that the Flight Deck Access System switch is in the OFF position (guard extended) when the flight deck door is closed and the flight deck is not occupied.

SUBTASK 52-00-00-710-008

- (2) Do these steps to make sure the automatic lock operates normally:

- Open the flight deck door.
- Supply electrical power. To supply electrical power, do this task: Supply Electrical Power, TASK 24-22-00-860-811
- Make sure the Flight Deck Access System switch on the chime module is in the NORM (guard closed) position.
- Make sure the electric strike is in the locked position.

NOTE: The solenoid pin in the electric strike will be extended up such that you can not rotate the strike.

- Put the Flight Deck Access System switch on the Chime Module to the OFF position (guard extended).
- Make sure the electric strike is in the unlocked position.

NOTE: The Solenoid pin in the electric strike will retract down such that you can rotate the strike.

- Put the Flight Deck Access System switch on the chime module in the NORM (guard closed) position.
- Make sure the electric strike is in the locked position.

NOTE: The solenoid pin in the electric strike will be extended up such that you can not rotate the strike.

———— END OF TASK ————

TASK 52-00-00-210-841

21. MMEL 52-17-4 (DDPG) Restoration - Flight Deck Door Lock Control Selector Inoperative

A. References

| Reference | Title |
|------------------|--|
| 52-51-00-700-801 | Flight Compartment Security Door Access System Test (P/B 501) |

B. Location Zones

| Zone | Area |
|-------------|----------------------------|
| 211 | Flight Compartment - Left |
| 212 | Flight Compartment - Right |

C. Procedure

SUBTASK 52-00-00-440-010

- (1) Do these steps to activate the keypad at the chime module side:



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

F/O Electrical System Panel, P6-3

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|-------------|
| E | 1 | C00137 | DOOR LOCK |

- (b) Remove the screws that attach the chime module to the door post.
(c) Remove the chime module.
(d) Connect the keypad electrical connector to the chime module.
(e) Put the chime module in its position.
(f) Install the screws that attach the chime module to the door post.
(g) Remove the safety tag and close this circuit breaker:

F/O Electrical System Panel, P6-3

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|-------------|
| E | 1 | C00137 | DOOR LOCK |

- (h) Do the system test of the flight deck security door access system. To do the test, do this task: Flight Compartment Security Door Access System Test, TASK 52-51-00-700-801.

———— END OF TASK ————

EFFECTIVITY
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DOORS - FATIGUE INSPECTIONS - MAINTENANCE PRACTICES

TASK 52-05-02-211-801

1. INTERNAL - DETAILED: AUTOMATIC OVERWING DOOR

NOTE: This procedure is a scheduled maintenance task.

A. Location Zones

| Zone | Area |
|-------------|----------------------------------|
| 832 | Left Forward Emergency Exit |
| 833 | Left Emergency Exit (STA 627.5) |
| 842 | Right Forward Emergency Exit |
| 843 | Right Emergency Exit (STA 627.5) |

B. Access Panels

| Number | Name/Location |
|---------------|--|
| 832 | Emergency Exit |
| 832AZ | Panel Assy - Emergency Escape Hatch - Door Liner |
| 833 | Emergency Exit |
| 833AZ | Panel Assy - Emergency Escape Hatch - Door Liner |
| 842 | Emergency Exit |
| 842AZ | Panel Assy - Emergency Escape Hatch - Door Liner |
| 843 | Emergency Exit |
| 843AZ | Panel Assy - Emergency Escape Hatch - Door Liner |

C. Inspection

SUBTASK 52-05-02-010-004

- (1) Open these access panels on the Left side:

| Number | Name/Location |
|---------------|--|
| 832 | Emergency Exit |
| 832AZ | Panel Assy - Emergency Escape Hatch - Door Liner |
| 833 | Emergency Exit |
| 833AZ | Panel Assy - Emergency Escape Hatch - Door Liner |

Open these access panels on the Right side:

| Number | Name/Location |
|---------------|--|
| 842 | Emergency Exit |
| 842AZ | Panel Assy - Emergency Escape Hatch - Door Liner |
| 843 | Emergency Exit |
| 843AZ | Panel Assy - Emergency Escape Hatch - Door Liner |

NOTE: Removal of the lining and the stop guide is required (note that the stop guide fitting is attached with removable bolts).

SUBTASK 52-05-02-211-001

- (2) Do a Detailed inspection of the lower frame at the stop/guide fitting, forward and aft.

See Doc. D626A001-DTR, DTR check form 52-21-04 for alternative repeat inspections.



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SUBTASK 52-05-02-410-004

- (3) Close these access panels on the Left side:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|--|
| 832 | Emergency Exit |
| 832AZ | Panel Assy - Emergency Escape Hatch - Door Liner |
| 833 | Emergency Exit |
| 833AZ | Panel Assy - Emergency Escape Hatch - Door Liner |

Close these access panels on the Right side:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|--|
| 842 | Emergency Exit |
| 842AZ | Panel Assy - Emergency Escape Hatch - Door Liner |
| 843 | Emergency Exit |
| 843AZ | Panel Assy - Emergency Escape Hatch - Door Liner |

———— END OF TASK ————

TASK 52-05-02-211-802

| 2. **INTERNAL - DETAILED: ELECTRONIC EQUIPMENT ACCESS DOOR ALUMINIUM CASTING ONLY**

NOTE: This procedure is a scheduled maintenance task.

A. Location Zones

| <u>Zone</u> | <u>Area</u> |
|-------------|---|
| 117 | Electrical and Electronics Compartment - Left |

B. Access Panels

| <u>Number</u> | <u>Name/Location</u> |
|---------------|-----------------------------|
| 117AW | Equipment Access Door Cover |

C. Inspection

SUBTASK 52-05-02-010-003

- (1) Open this access panel:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|-----------------------------|
| 117AW | Equipment Access Door Cover |

NOTE: Access the interior of the door.

SUBTASK 52-05-02-211-002

- (2) Do a Detailed inspection of the area around the fastener locations common to the inner panel and the door frame adjacent to the four (4) door pin locations bounded by LBL 5.70, RBL 14.12, frame STA 325.07 and STA 349.13.

See Doc. D626A001-DTR, DTR check form 52-48-04-2 for alternative repeat inspections.

SUBTASK 52-05-02-410-003

- (3) Close this access panel:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|-----------------------------|
| 117AW | Equipment Access Door Cover |

———— END OF TASK ————

EFFECTIVITY
AKS ALL

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DOORS - STRUCTURAL INSPECTIONS - MAINTENANCE PRACTICES

TASK 52-05-03-211-801

1. EXTERNAL - DETAILED: FLIGHT DECK SECURITY DOOR PANEL ASSEMBLY

A. Location Zones

| Zone | Area |
|------|--|
| 221 | Passenger Compartment - Aft of Control Compartment to Forward Entry Door - Left |
| 222 | Passenger Compartment - Aft of Control Compartment to Forward Entry Door - Right |

B. Inspection

SUBTASK 52-05-03-211-001

- (1) Do the inspection of the Flight Deck Security Door Assembly, including Main Door Panel Assy, Main Door Panel Bond Assy, and Armor Laminate Assy.

NOTE: Disassemble door only if evidence of damage, fatigue, delamination, and or bulging is found.

———— END OF TASK ————

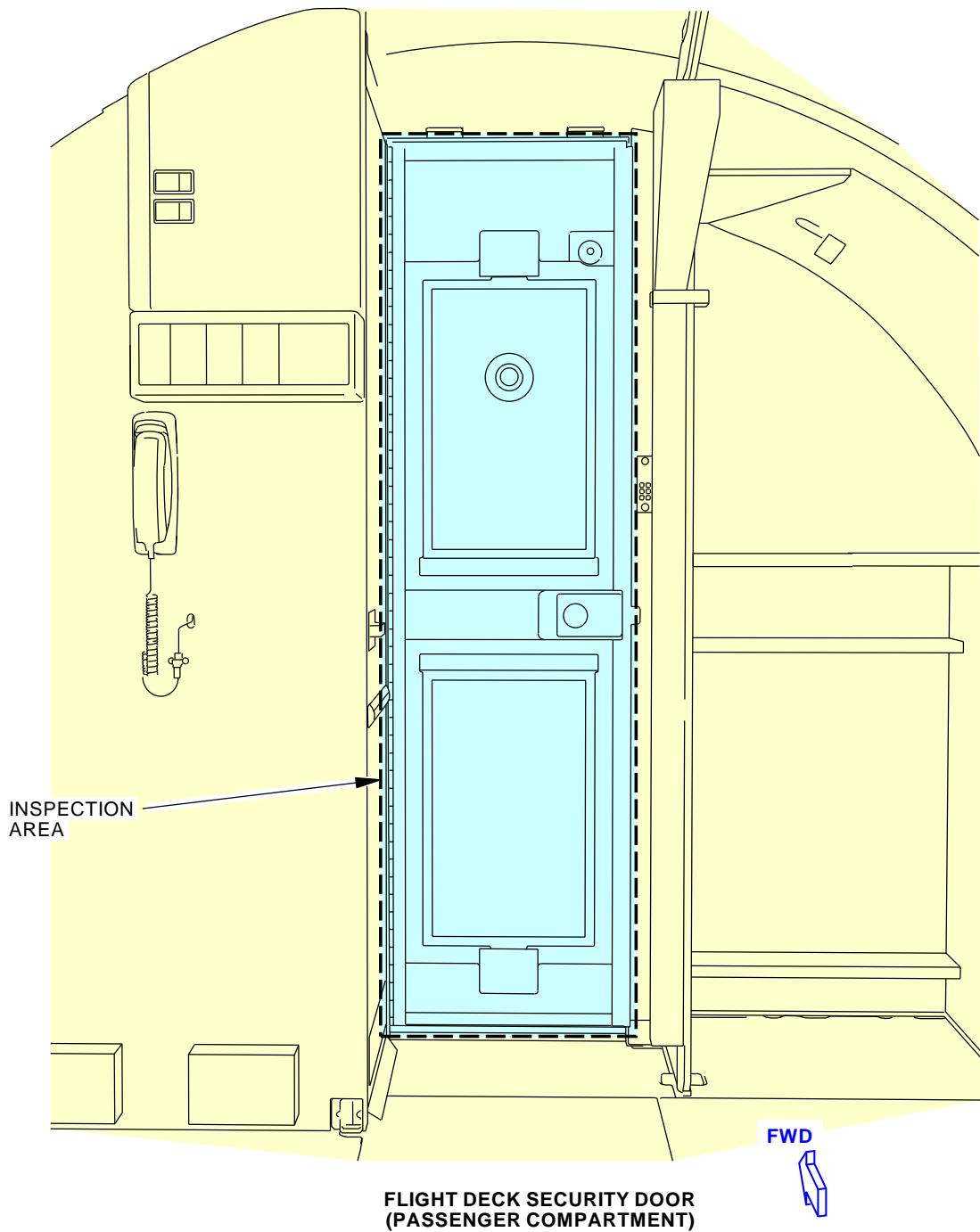
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1369979 S0000248367_V2

Flight Deck Security Door Panel Assembly
Figure 201/52-05-03-990-848

EFFECTIVITY
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TASK 52-05-03-211-802

2. INTERNAL - DETAILED: FLIGHT DECK SECURITY DOOR PANEL ASSEMBLY

(Figure 202)

NOTE: This procedure is a scheduled maintenance task.

A. Location Zones

| Zone | Area |
|------|--|
| 221 | Passenger Compartment - Aft of Control Compartment to Forward Entry Door - Left |
| 222 | Passenger Compartment - Aft of Control Compartment to Forward Entry Door - Right |

B. Inspection

NOTE: Disassemble door only if evidence of damage, fatigue, delamination, and or bulging is found.

SUBTASK 52-05-03-211-002

- (1) Do a Detailed inspection of the Flight Deck Security Door Assembly, including Main Door Panel Assy, Main Door Panel Bond Assy, and Armor Laminate Assy.

SUBTASK 52-05-03-910-001

- (2) 737-6789 Basic Task Description, AMM Task 51-05-01-210-803.

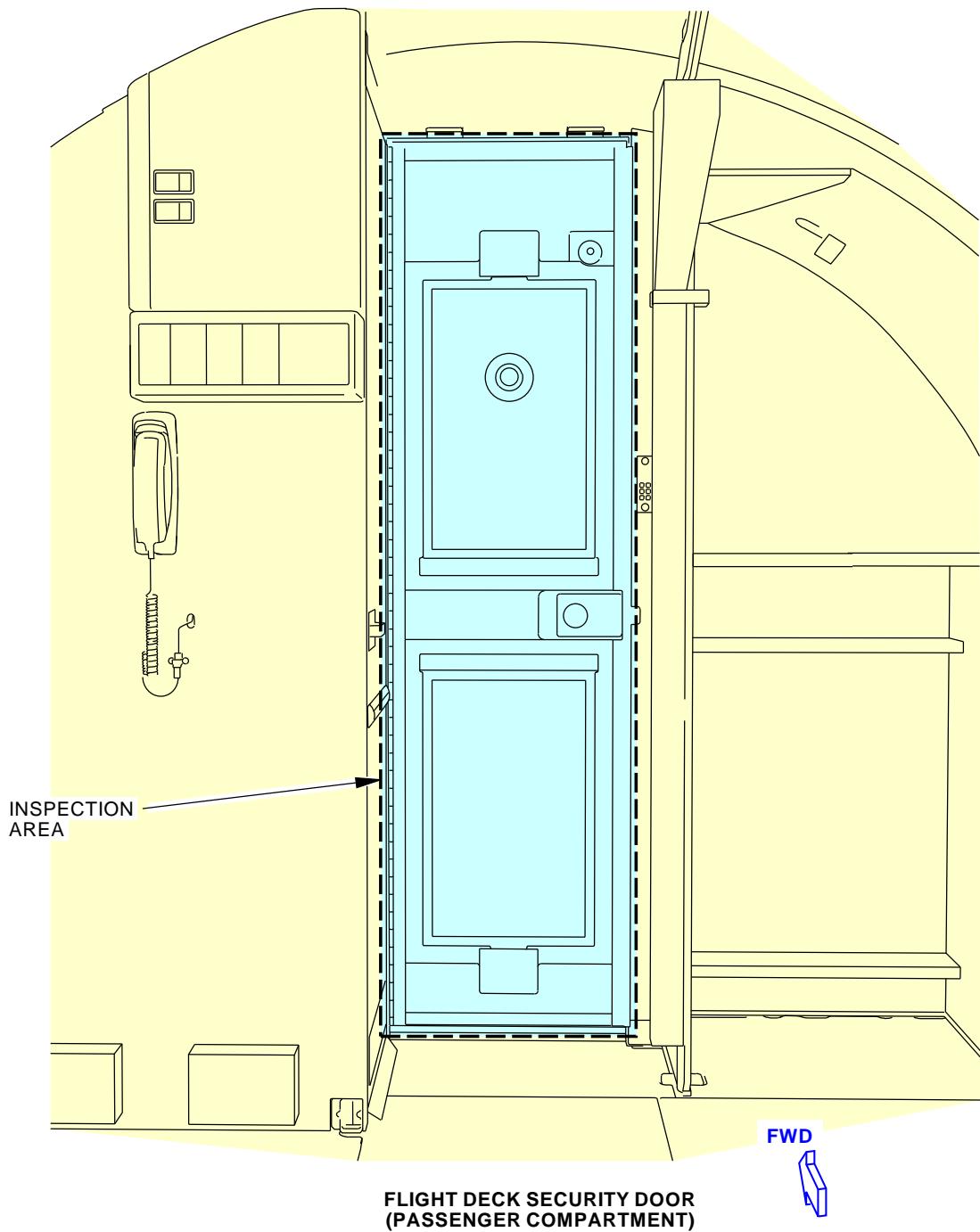
———— END OF TASK ————



52-05-03



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1369979 S0000248367_V2

Flight Deck Security Door Panel Assembly
Figure 202/52-05-03-990-849

EFFECTIVITY
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52-05-03

D633A101-AKS

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TASK 52-05-03-210-803

3. **EXTERNAL - GENERAL VISUAL: FLIGHT DECK SECURITY DOOR SURROUND ASSEMBLY**
(Figure 203)

NOTE: This procedure is a scheduled maintenance task.

A. Location Zones

| Zone | Area |
|------|--|
| 221 | Passenger Compartment - Aft of Control Compartment to Forward Entry Door - Left |
| 222 | Passenger Compartment - Aft of Control Compartment to Forward Entry Door - Right |

B. Inspection

NOTE: As visable with carpet, tapestries (if equipped) and kick strips displaced.

SUBTASK 52-05-03-210-003

- (1) Do a General Visual inspection of the Flight Deck Security Door Surround Assembly, including Header Assembly, Post Assembly (right hand post), Latch and Deadbolt Receiver Assembly, Support Structure, Post Cover Armor Assembly and Hinge Assembly.

SUBTASK 52-05-03-910-002

- (2) 737-6789 Basic Task Description, AMM Task 51-05-01-210-803.

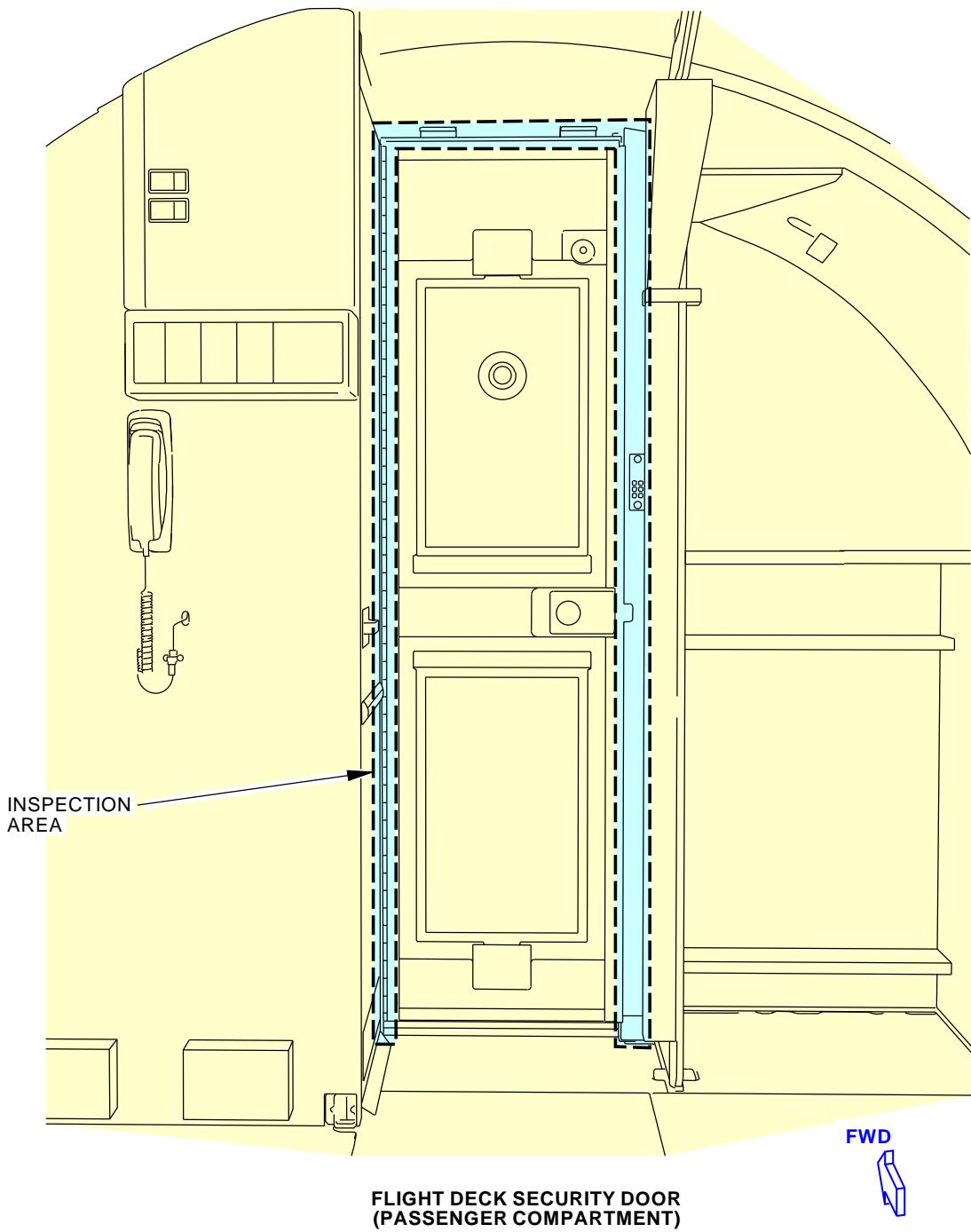
———— END OF TASK ————

EFFECTIVITY
AKS ALL

52-05-03



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1369974 S0000248371_V2

Flight Deck Security Door Surround Assembly
Figure 203/52-05-03-990-851

EFFECTIVITY
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TASK 52-05-03-211-803

4. INTERNAL - DETAILED: FLIGHT DECK SECURITY DOOR SURROUND ASSEMBLY

(Figure 204)

NOTE: This procedure is a scheduled maintenance task.

A. Location Zones

| Zone | Area |
|------|--|
| 221 | Passenger Compartment - Aft of Control Compartment to Forward Entry Door - Left |
| 222 | Passenger Compartment - Aft of Control Compartment to Forward Entry Door - Right |

B. Inspection

NOTE: For access displace interior furnishings including closets, lavs, galleys (if equipped) adjacent to door frames, and ceiling panels above door.

SUBTASK 52-05-03-211-003

- (1) Do a Detailed inspection of the Flight Deck Security Door Surround Assembly, including Header Assembly, Post Assembly (right hand post), Latch and Deadbolt Receiver Assembly, Support Structure, Post Cover Armor Assembly and Hinge Assembly.

SUBTASK 52-05-03-910-003

- (2) 737-6789 Basic Task Description, AMM Task 51-05-01-210-803.

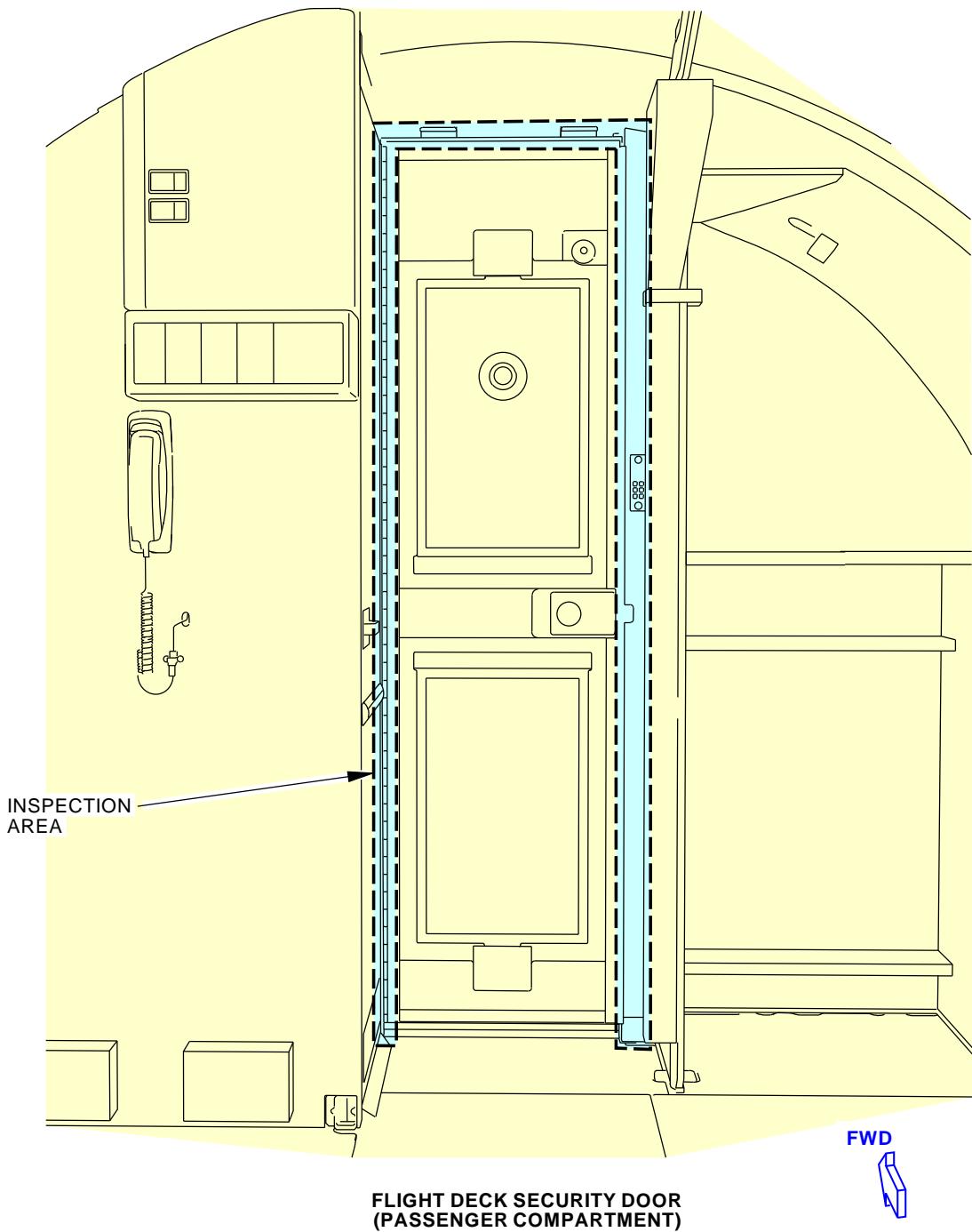
———— END OF TASK ————



52-05-03



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1369974 S0000248371_V2

Flight Deck Security Door Surround Assembly
Figure 204/52-05-03-990-850

EFFECTIVITY
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D633A101-AKS

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TASK 52-05-03-211-805

5. EXTERNAL - DETAILED: FORWARD ACCESS DOOR STOP FITTINGS AND PINS

(Figure 205)

NOTE: This procedure is a scheduled maintenance task.

A. Location Zones

| <u>Zone</u> | <u>Area</u> |
|-------------|--|
| 112 | Area Forward of Nose Landing Gear Wheel Well |

B. Access Panels

| <u>Number</u> | <u>Name/Location</u> |
|---------------|--------------------------------|
| 112A | Forward Access Door |
| S1121 | Forward Access Door Inspection |

C. Inspection

SUBTASK 52-05-03-010-020

- (1) Open this access panel:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------|
| 112A | Forward Access Door |

Special Access:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|--------------------------------|
| S1121 | Forward Access Door Inspection |

NOTE: Inspect with door opened and lining not removed.

SUBTASK 52-05-03-211-005

- (2) Do a Detailed inspection of the forward access door stop fittings and pins.

SUBTASK 52-05-03-910-005

- (3) 737-6789 Basic Task Description, AMM Task 51-05-01-210-809.

SUBTASK 52-05-03-410-020

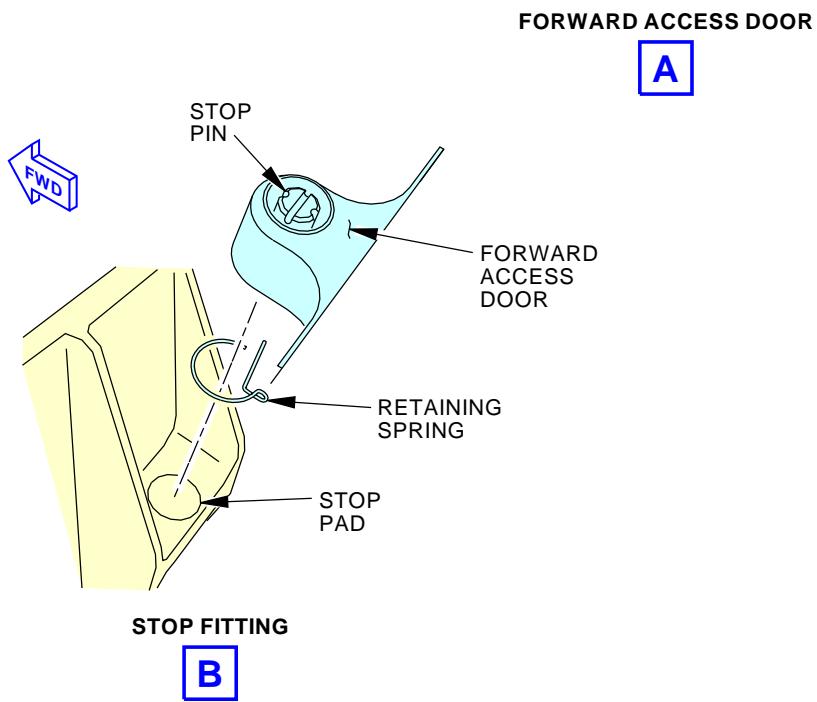
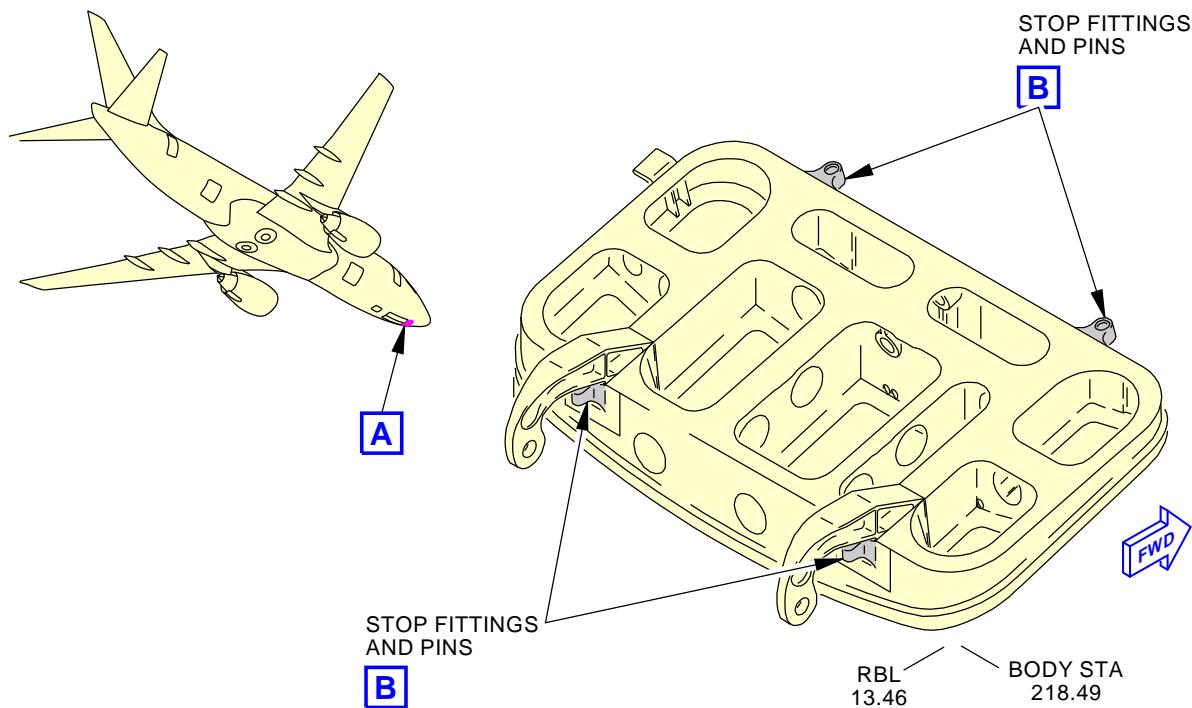
- (4) Close this access panel:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------|
| 112A | Forward Access Door |

———— END OF TASK ————



52-05-03



H45748 S0006584528_V2

External - Forward Access Door
Figure 205/52-05-03-990-801

EFFECTIVITY
AKS ALL

52-05-03

D633A101-AKS



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

TASK 52-05-03-210-806

6. INTERNAL - GENERAL VISUAL: FORWARD ACCESS DOOR

Figure 206

NOTE: This procedure is a scheduled maintenance task.

A. Location Zones

| <u>Zone</u> | <u>Area</u> |
|-------------|--|
| 112 | Area Forward of Nose Landing Gear Wheel Well |

B. Access Panels

| <u>Number</u> | <u>Name/Location</u> |
|---------------|--------------------------------|
| 112A | Forward Access Door |
| S1121 | Forward Access Door Inspection |

C. Inspection

SUBTASK 52-05-03-010-040

- (1) Open this access panel:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------|
| 112A | Forward Access Door |

Special Access:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|--------------------------------|
| S1121 | Forward Access Door Inspection |

SUBTASK 52-05-03-210-006

- (2) Do a General Visual inspection of the forward access door skin and structure.

NOTE: Inspect with door removed.

SUBTASK 52-05-03-910-006

- (3) 737-6789 Basic Task Description, AMM Task 51-05-01-210-804.

SUBTASK 52-05-03-410-040

- (4) Close this access panel:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------|
| 112A | Forward Access Door |

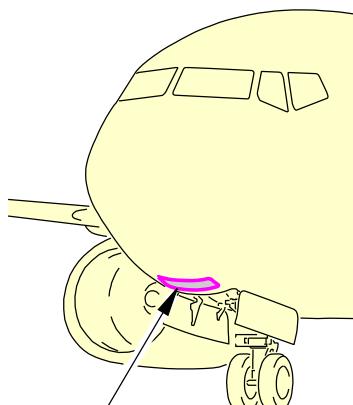
———— END OF TASK ————



52-05-03

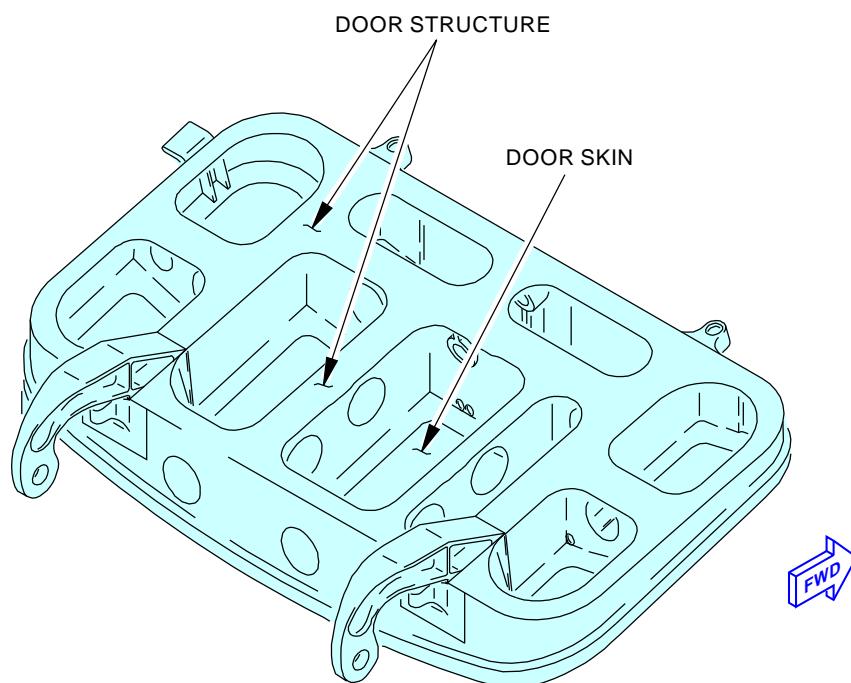


737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



FORWARD ACCESS
DOOR, 112A

A



FORWARD ACCESS DOOR, 112A

A

MPD ITEM
52-530-00

487428 S0000146079_V3

Forward Access Door General Visual (Internal)
Figure 206/52-05-03-990-837



D633A101-AKS

52-05-03

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

TASK 52-05-03-211-806

7. EXTERNAL - DETAILED: E/E EQUIPMENT COMPARTMENT ACCESS DOOR STOP FITTINGS AND PINS

(Figure 207)

NOTE: This procedure is a scheduled maintenance task.

A. Location Zones

| Zone | Area |
|-------------|---|
| 117 | Electrical and Electronics Compartment - Left |

B. Access Panels

| Number | Name/Location |
|---------------|----------------------------------|
| 117A | Electronic Equipment Access Door |

C. Inspection

SUBTASK 52-05-03-010-021

- (1) Open this access panel:

| Number | Name/Location |
|---------------|----------------------------------|
| 117A | Electronic Equipment Access Door |

NOTE: Inspect with door removed as required.

SUBTASK 52-05-03-211-006

- (2) Do a Detailed inspection of the E/E equipment compartment access door stop fittings and pins.

SUBTASK 52-05-03-910-007

- (3) 737-6789 Basic Task Description, AMM Task 51-05-01-210-809.

SUBTASK 52-05-03-410-021

- (4) Close this access panel:

| Number | Name/Location |
|---------------|----------------------------------|
| 117A | Electronic Equipment Access Door |

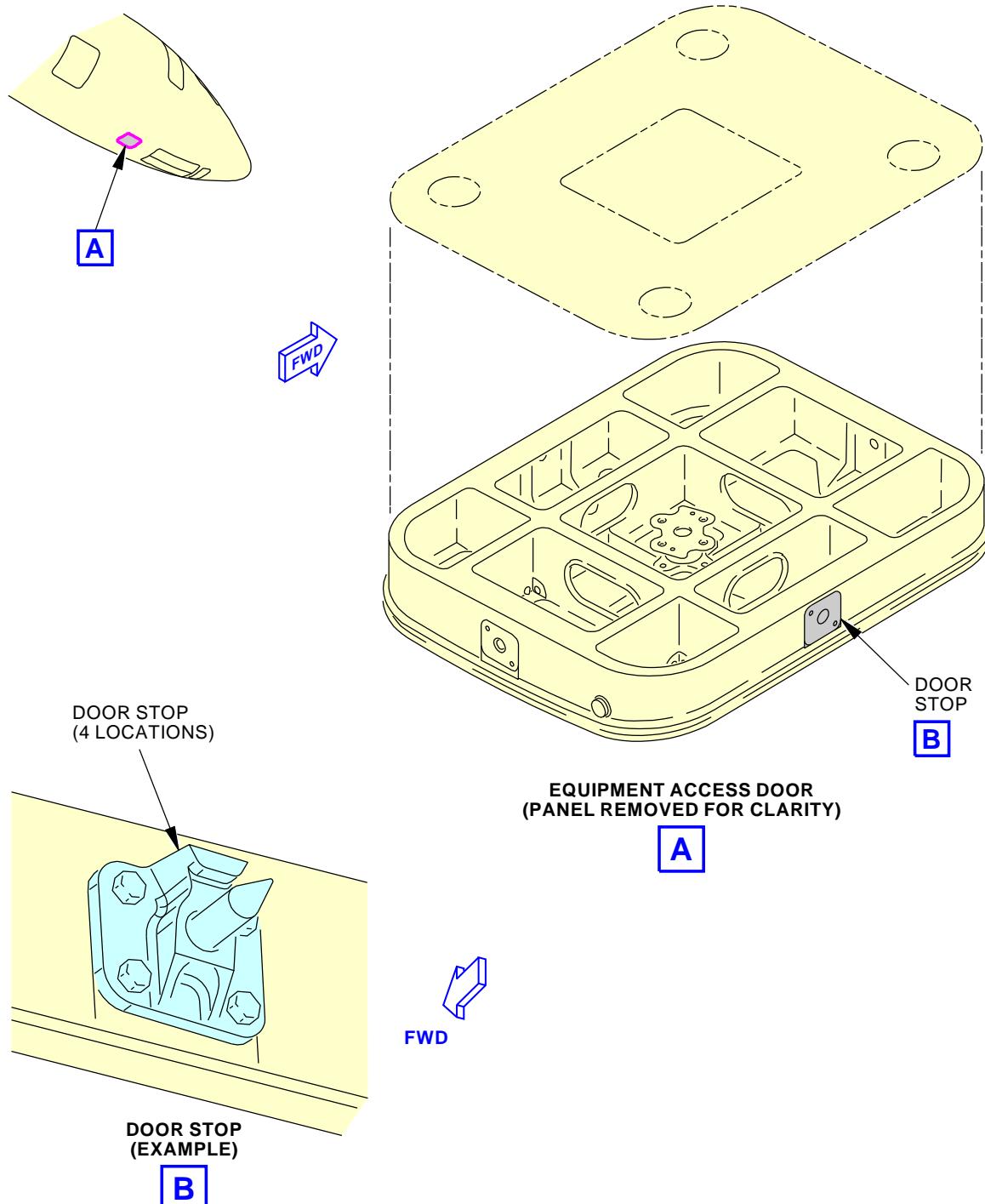
———— END OF TASK ————

| |
|-------------|
| EFFECTIVITY |
| AKS ALL |

52-05-03



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



H45753 S0006584532_V2

External - Equipment Compartment Access Door
Figure 207/52-05-03-990-802

EFFECTIVITY
AKS ALL

52-05-03

D633A101-AKS

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

TASK 52-05-03-211-807

8. INTERNAL - DETAILED: E/E EQUIPMENT COMPARTMENT ACCESS DOOR

(Figure 208)

NOTE: This procedure is a scheduled maintenance task.

A. Location Zones

| Zone | Area |
|-------------|---|
| 117 | Electrical and Electronics Compartment - Left |

B. Access Panels

| Number | Name/Location |
|---------------|----------------------------------|
| 117A | Electronic Equipment Access Door |

C. Inspection

SUBTASK 52-05-03-010-022

- (1) Open this access panel:

| Number | Name/Location |
|---------------|----------------------------------|
| 117A | Electronic Equipment Access Door |

NOTE: Inspect with door and access panel removed. Remove dagger pins as required.

SUBTASK 52-05-03-211-007

- (2) Do a Detailed inspection of the E/E equipment compartment access door stop fittings and pins.

SUBTASK 52-05-03-910-008

- (3) 737-6789 Basic Task Description, AMM Task 51-05-01-210-809.

SUBTASK 52-05-03-410-022

- (4) Close this access panel:

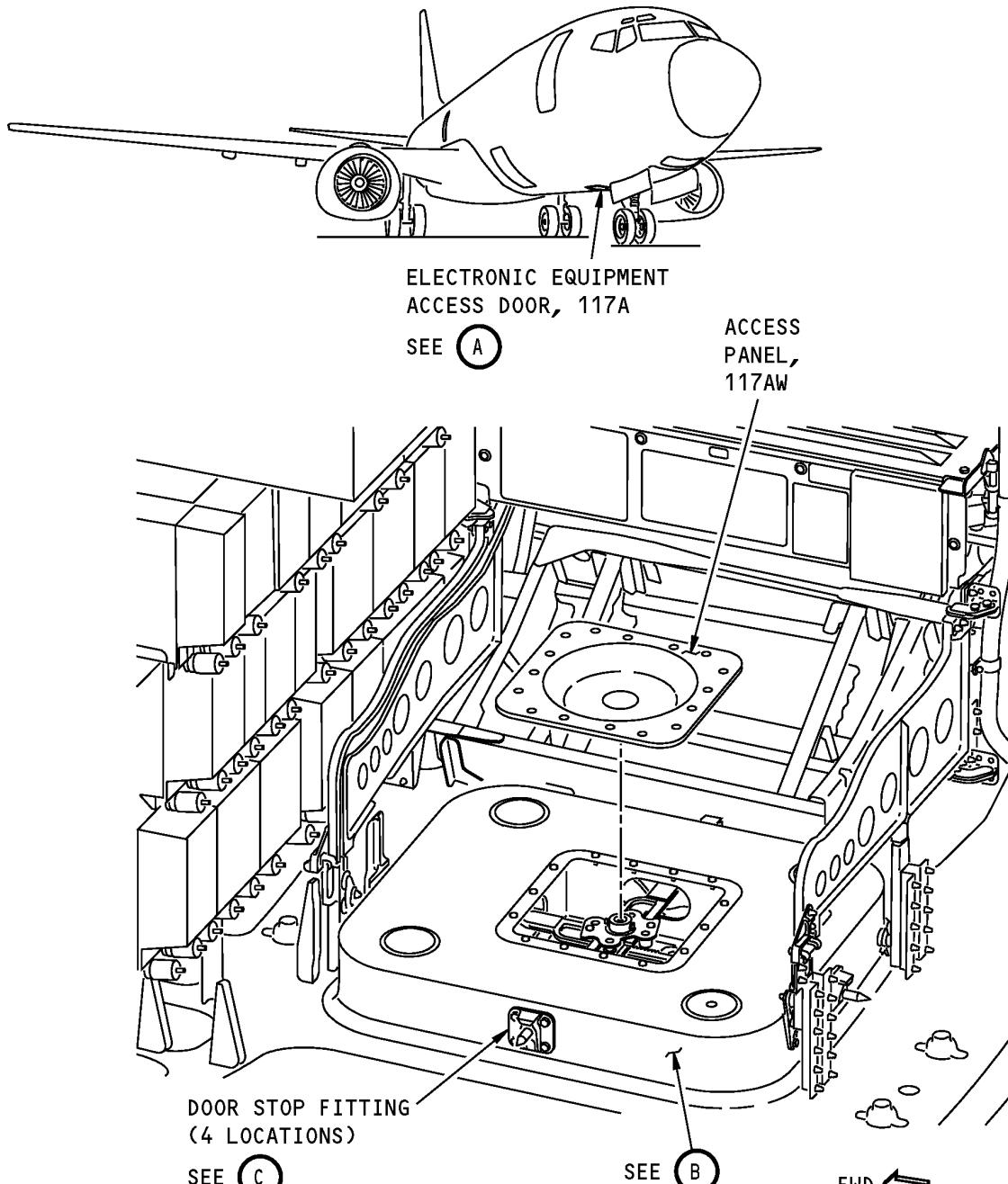
| Number | Name/Location |
|---------------|----------------------------------|
| 117A | Electronic Equipment Access Door |

———— END OF TASK ————



 BOEING

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



ELECTRICAL EQUIPMENT ACCESS DOOR, 117A

A

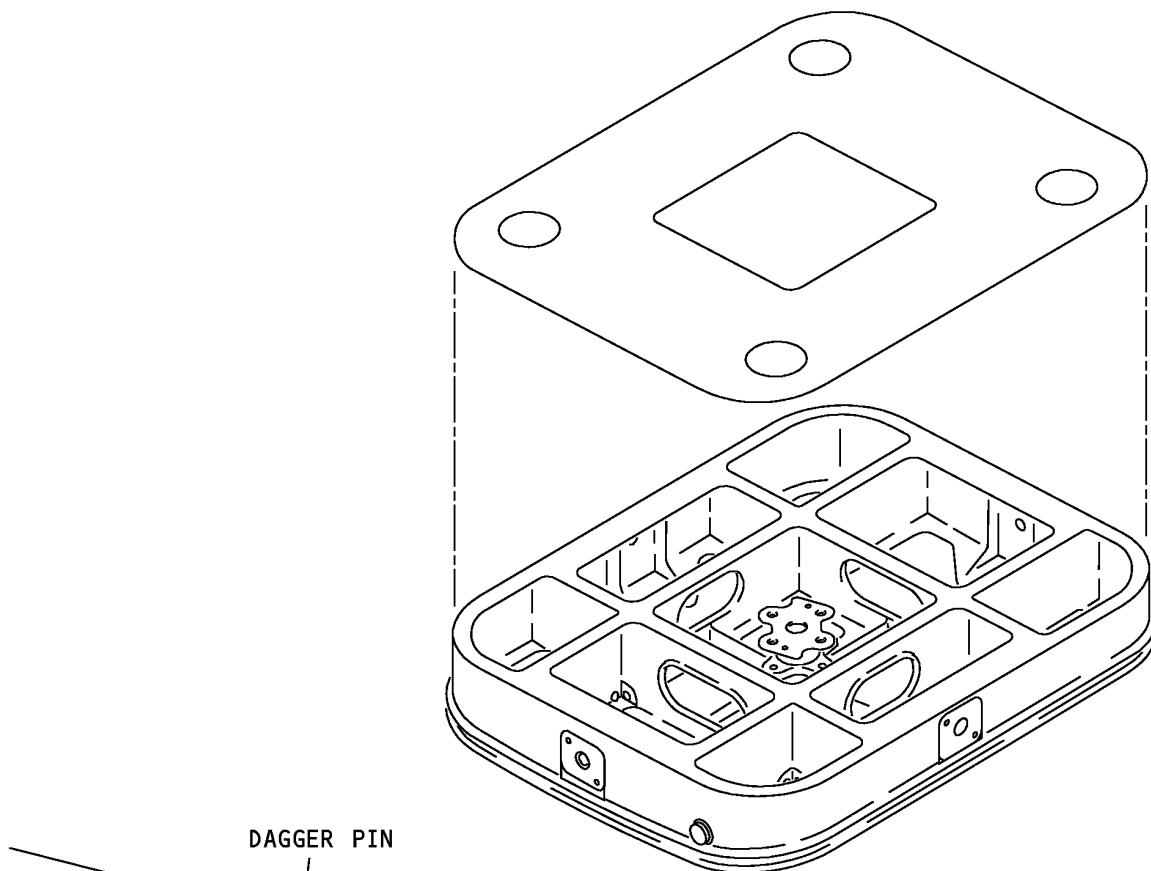
Electrical Equipment Access Door Detailed (Internal)
Figure 208/52-05-03-990-835 (Sheet 1 of 2)

EFFECTIVITY
AKS ALL

52-05-03

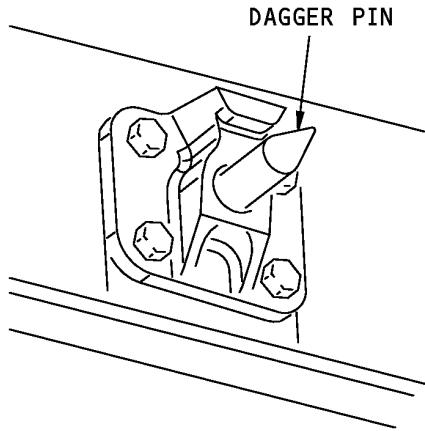


737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



EQUIPMENT ACCESS DOOR
(PANEL REMOVED FOR CLARITY)

B



DOOR STOP FITTING
(EXAMPLE)

C

487432 S0000146065_V3

Electrical Equipment Access Door Detailed (Internal)
Figure 208/52-05-03-990-835 (Sheet 2 of 2)

EFFECTIVITY
AKS ALL

52-05-03

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

TASK 52-05-03-210-807

9. INTERNAL - GENERAL VISUAL: E/E EQUIPMENT COMPARTMENT ACCESS DOOR

(Figure 209)

NOTE: This procedure is a scheduled maintenance task.

A. Location Zones

| Zone | Area |
|-------------|---|
| 117 | Electrical and Electronics Compartment - Left |

B. Access Panels

| Number | Name/Location |
|---------------|----------------------------------|
| 117A | Electronic Equipment Access Door |

C. Inspection

SUBTASK 52-05-03-010-001

- (1) Open this access panel:

| Number | Name/Location |
|---------------|----------------------------------|
| 117A | Electronic Equipment Access Door |

NOTE: Inspect with door and access panel removed. Remove dagger pins as required.

SUBTASK 52-05-03-210-007

- (2) Do a General Visual inspection of the E/E equipment compartment door skin and structure.

SUBTASK 52-05-03-910-009

- (3) 737-6789 Basic Task Description, AMM Task 51-05-01-210-804.

SUBTASK 52-05-03-410-001

- (4) Close this access panel:

| Number | Name/Location |
|---------------|----------------------------------|
| 117A | Electronic Equipment Access Door |

———— END OF TASK ————



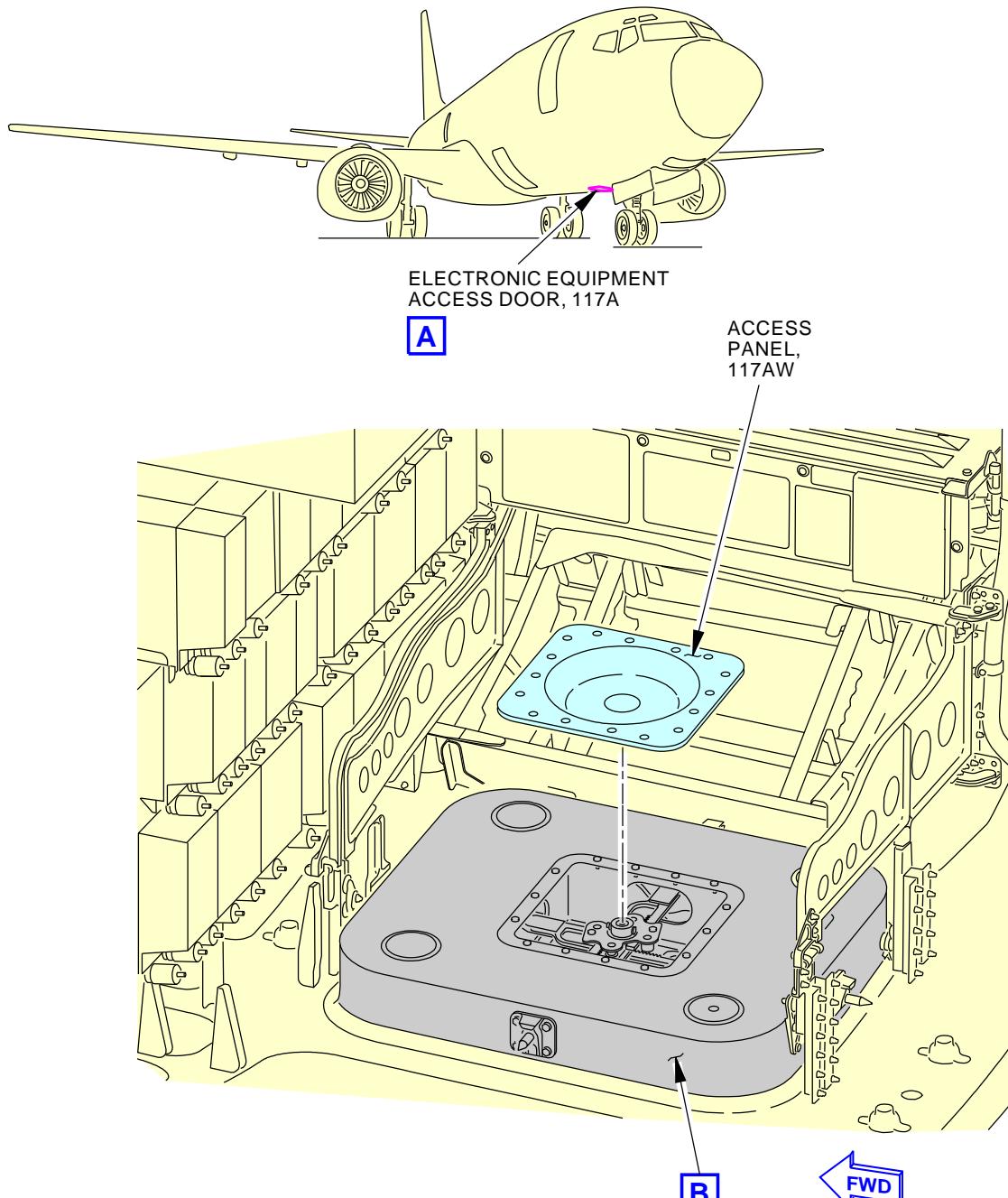
52-05-03

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



MPD ITEM
52-570-00

ELECTRICAL EQUIPMENT ACCESS DOOR, 117A

A

2131337 S0000461717_V2

Electrical Equipment Access Door General Visual (Internal)
Figure 209/52-05-03-990-834 (Sheet 1 of 2)

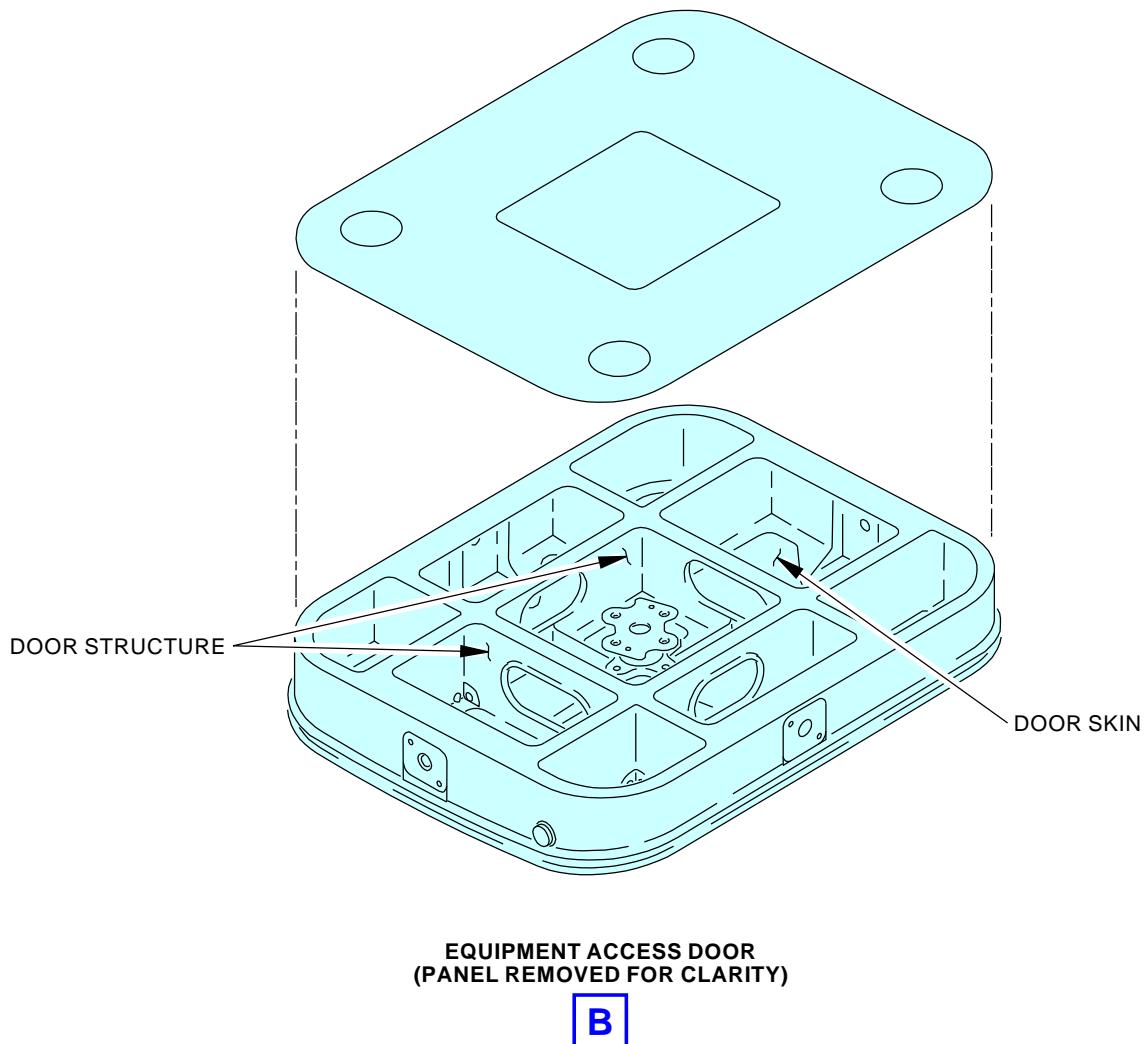
EFFECTIVITY
AKS ALL

D633A101-AKS

52-05-03

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



MPD ITEM
52-570-00

2131342 S0000461719_V2

Electrical Equipment Access Door General Visual (Internal)
Figure 209/52-05-03-990-834 (Sheet 2 of 2)

EFFECTIVITY
AKS ALL

52-05-03

D633A101-AKS

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

TASK 52-05-03-211-809

10. EXTERNAL - DETAILED: FORWARD ENTRY DOOR STOP FITTINGS AND PINS

(Figure 210)

NOTE: This procedure is a scheduled maintenance task.

A. Location Zones

| Zone | Area |
|-------------|--------------------|
| 831 | Forward Entry Door |

B. Access Panels

| Number | Name/Location |
|---------------|----------------------|
| 831 | Forward Entry Door |

C. Inspection

SUBTASK 52-05-03-010-024

- (1) Open this access panel:

| Number | Name/Location |
|---------------|----------------------|
| 831 | Forward Entry Door |

NOTE: Inspect with doors opened and lining not removed.

SUBTASK 52-05-03-211-009

- (2) Do a Detailed inspection of the forward entry door stop fittings and pins.

SUBTASK 52-05-03-910-013

- (3) 737-6789 Basic Task Description, AMM Task 51-05-01-210-809.

SUBTASK 52-05-03-410-024

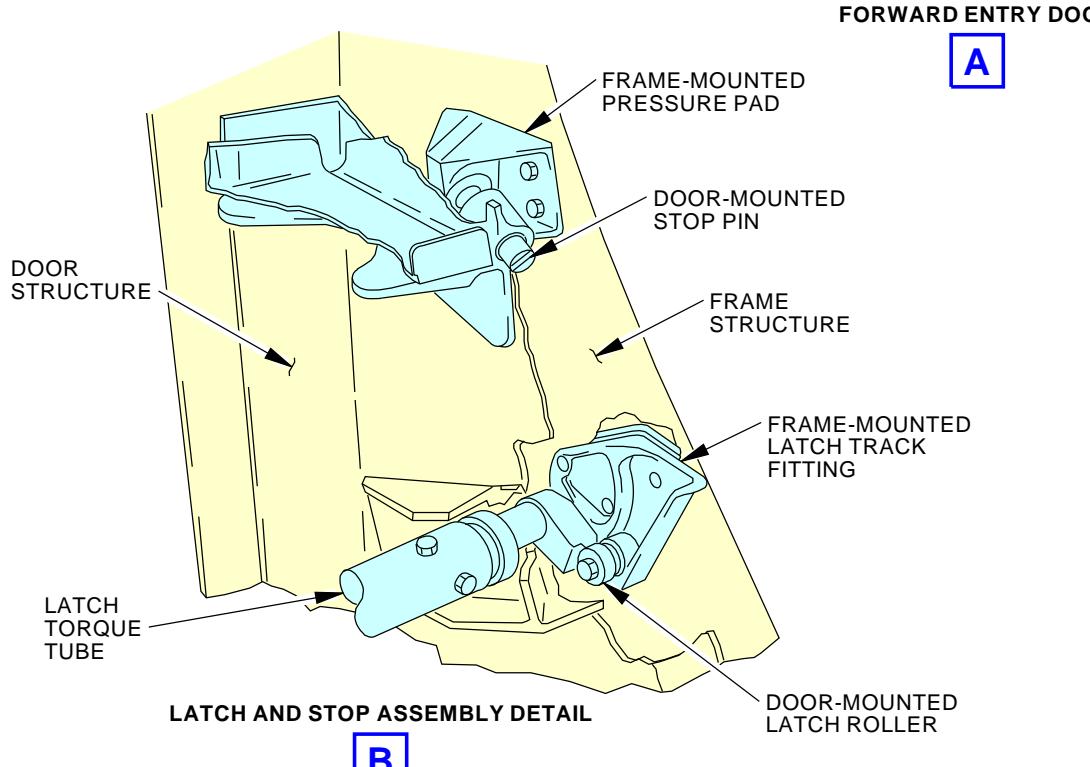
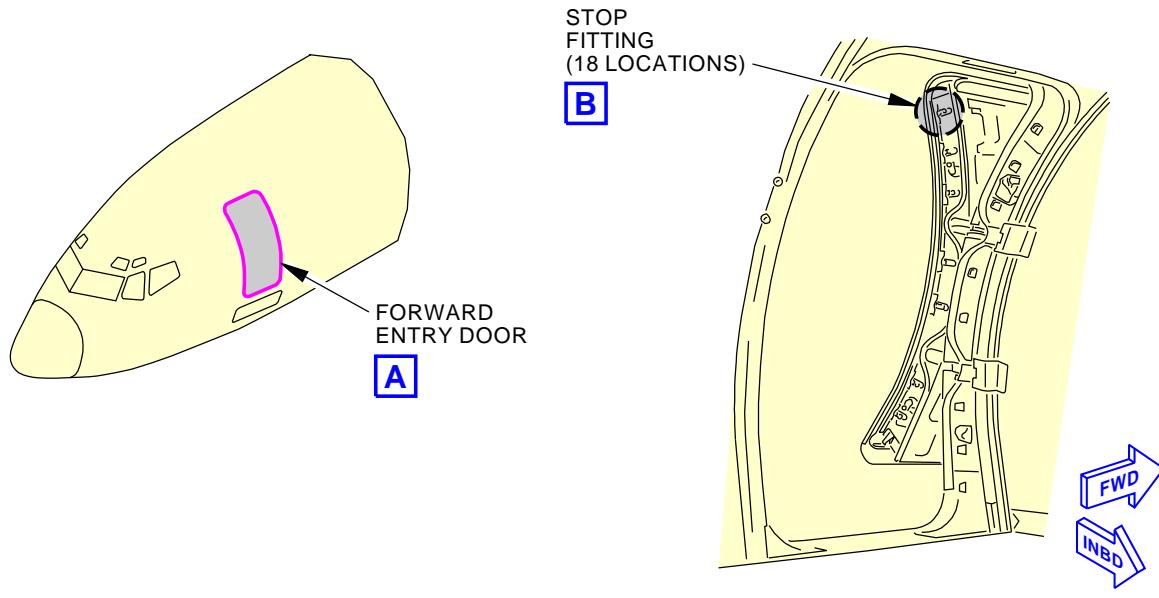
- (4) Close this access panel:

| Number | Name/Location |
|---------------|----------------------|
| 831 | Forward Entry Door |

———— END OF TASK ————



52-05-03



H45781 S0006584544_V2

External - Forward Entry Door
Figure 210/52-05-03-990-805

EFFECTIVITY
AKS ALL

52-05-03



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

TASK 52-05-03-211-810

- 11. EXTERNAL - DETAILED: FORWARD GALLEY SERVICE DOOR STOP FITTINGS AND PINS**
(Figure 211)

NOTE: This procedure is a scheduled maintenance task.

A. Location Zones

| <u>Zone</u> | <u>Area</u> |
|-------------|-----------------------------|
| 841 | Forward Galley Service Door |

B. Access Panels

| <u>Number</u> | <u>Name/Location</u> |
|---------------|-----------------------------|
| 841 | Forward Galley Service Door |

C. Inspection

SUBTASK 52-05-03-010-025

- (1) Open this access panel:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|-----------------------------|
| 841 | Forward Galley Service Door |

NOTE: Inspect with doors opened and lining not removed.

SUBTASK 52-05-03-211-010

- (2) Do a Detailed inspection of the forward galley service door stop fittings and pins.

SUBTASK 52-05-03-910-014

- (3) 737-6789 Basic Task Description, AMM Task 51-05-01-210-809.

SUBTASK 52-05-03-410-025

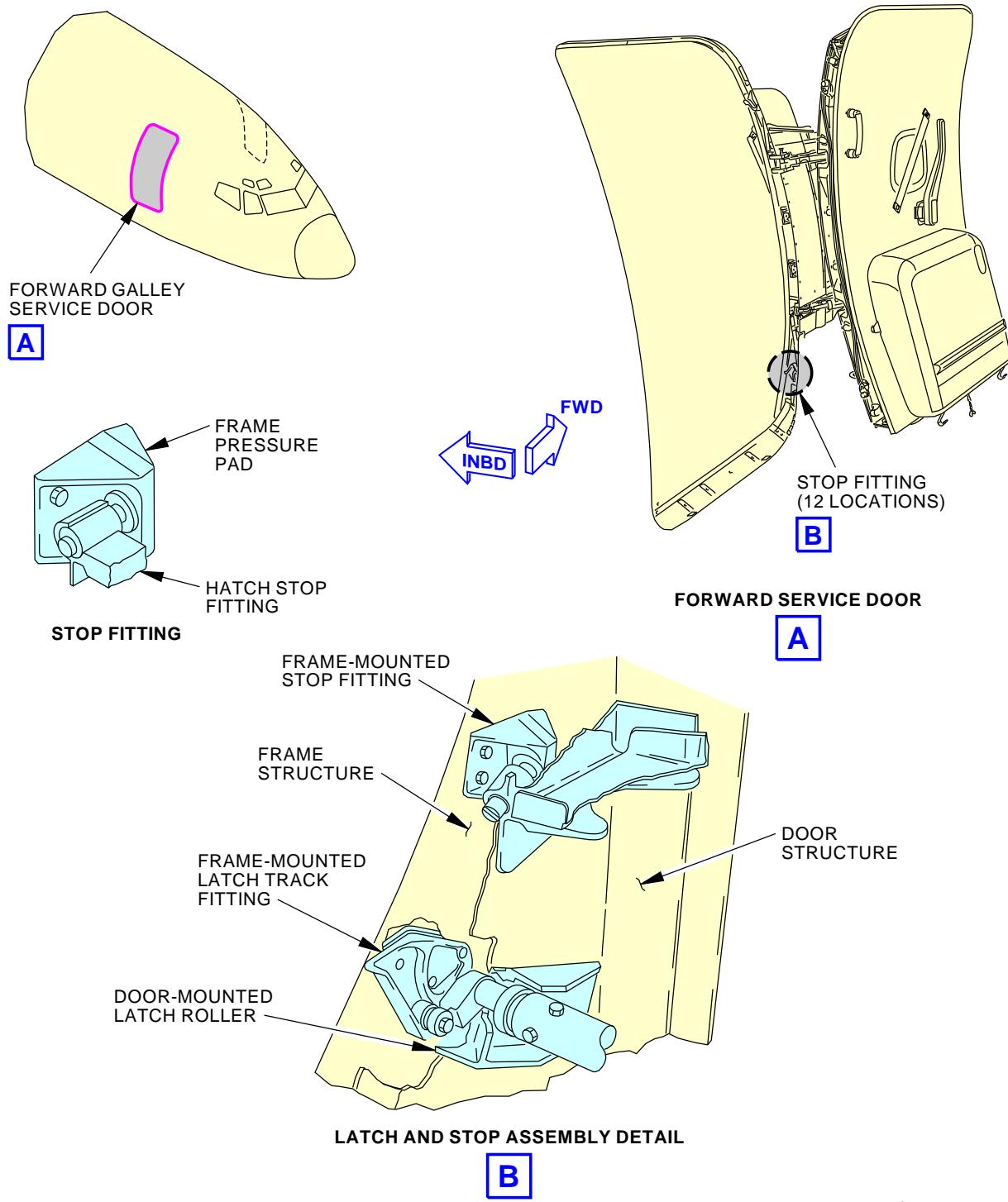
- (4) Close this access panel:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|-----------------------------|
| 841 | Forward Galley Service Door |

———— END OF TASK ————



52-05-03



External - Forward Galley Service Door
Figure 211/52-05-03-990-806

52-05-03

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

TASK 52-05-03-211-811

12. EXTERNAL - DETAILED: AFT ENTRY DOOR STOP FITTINGS AND PINS

(Figure 212)

NOTE: This procedure is a scheduled maintenance task.

A. Location Zones

| <u>Zone</u> | <u>Area</u> |
|-------------|---------------------|
| 834 | Left Aft Entry Door |

B. Access Panels

| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------|
| 834 | Aft Entry Door |

C. Inspection

SUBTASK 52-05-03-010-026

- (1) Open this access panel:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------|
| 834 | Aft Entry Door |

NOTE: Inspect with doors opened and lining not removed.

SUBTASK 52-05-03-211-011

- (2) Do a Detailed inspection of the aft entry door stop fittings and pins.

SUBTASK 52-05-03-910-015

- (3) 737-6789 Basic Task Description, AMM Task 51-05-01-210-809.

SUBTASK 52-05-03-410-026

- (4) Close this access panel:

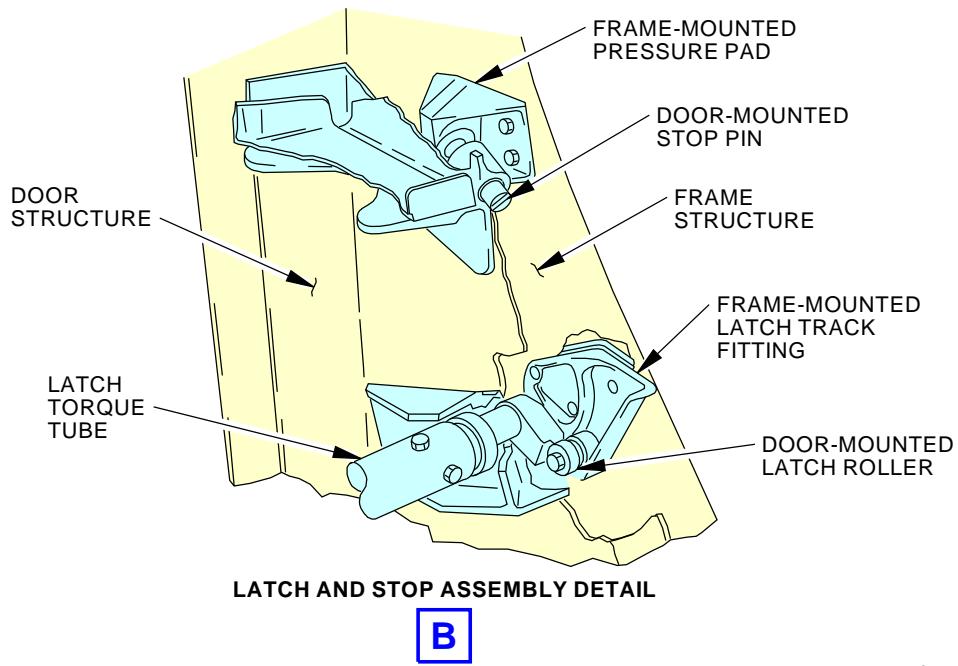
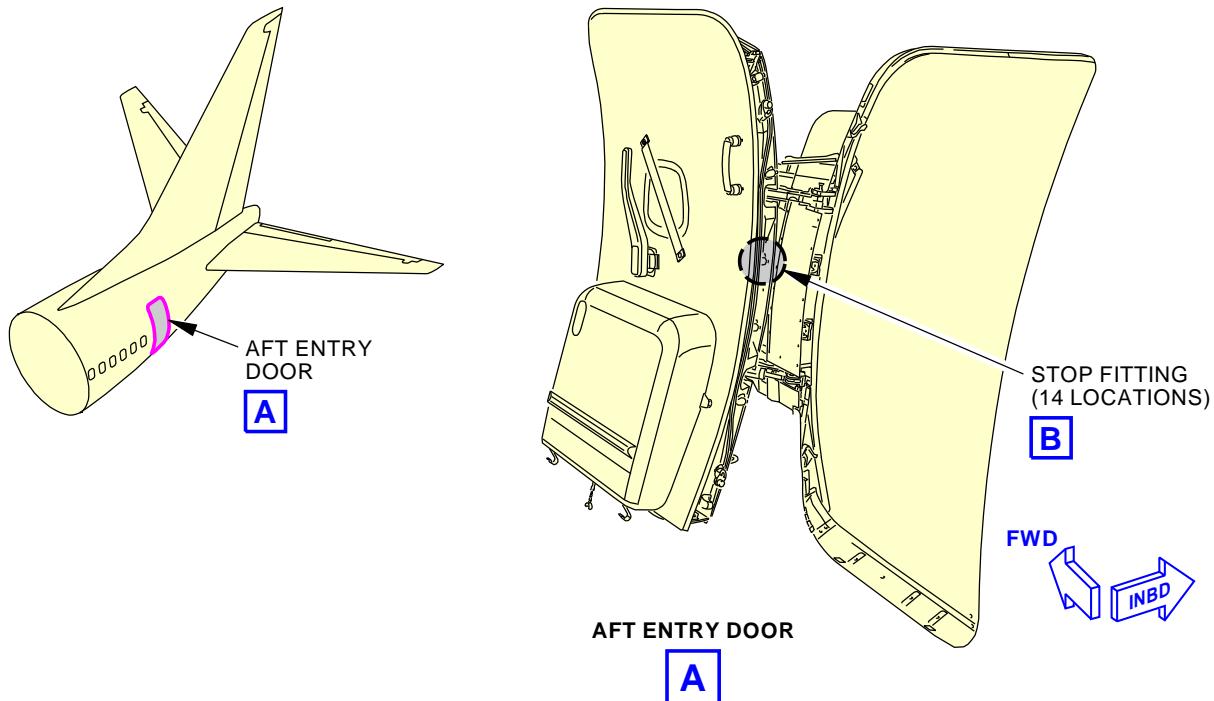
| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------|
| 834 | Aft Entry Door |

———— END OF TASK ————





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



H45814 S0006584550_V2

External - Aft Entry Door
Figure 212/52-05-03-990-807

EFFECTIVITY
AKS ALL

52-05-03



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

TASK 52-05-03-211-812

13. EXTERNAL - DETAILED: AFT GALLEY SERVICE DOOR STOP FITTINGS AND PINS

(Figure 213)

NOTE: This procedure is a scheduled maintenance task.

A. Location Zones

| Zone | Area |
|-------------|-------------------------|
| 844 | Aft Galley Service Door |

B. Access Panels

| Number | Name/Location |
|---------------|-------------------------|
| 844 | Aft Galley Service Door |

C. Inspection

SUBTASK 52-05-03-010-027

- (1) Open this access panel:

| Number | Name/Location |
|---------------|-------------------------|
| 844 | Aft Galley Service Door |

NOTE: Inspect with doors opened and lining not removed.

SUBTASK 52-05-03-211-012

- (2) Do a Detailed inspection of the aft galley service door stop fittings and pins.

SUBTASK 52-05-03-910-016

- (3) 737-6789 Basic Task Description, AMM Task 51-05-01-210-809.

SUBTASK 52-05-03-410-027

- (4) Close this access panel:

| Number | Name/Location |
|---------------|-------------------------|
| 844 | Aft Galley Service Door |

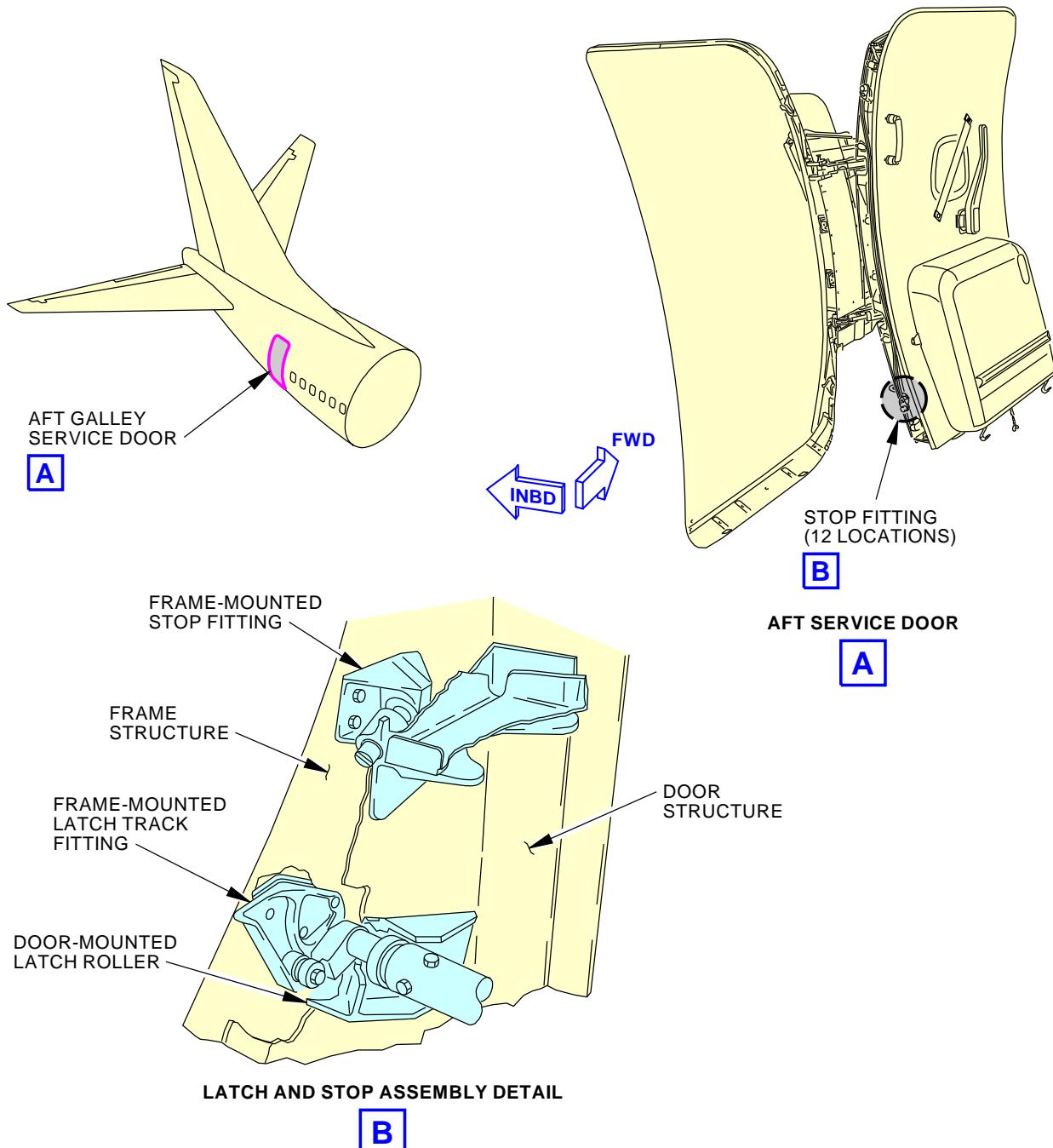
———— END OF TASK ————



52-05-03



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



H45842 S0006584553_V2

External - Aft Galley Service Door
Figure 213/52-05-03-990-808

EFFECTIVITY
AKS ALL

52-05-03



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

TASK 52-05-03-211-813

14. INTERNAL - DETAILED: FORWARD ENTRY DOOR

(Figure 214)

NOTE: This procedure is a scheduled maintenance task.

A. Location Zones

| Zone | Area |
|-------------|--------------------|
| 831 | Forward Entry Door |

B. Access Panels

| Number | Name/Location |
|---------------|----------------------|
| 831 | Forward Entry Door |

C. Inspection

SUBTASK 52-05-03-010-028

- (1) Open this access panel:

| Number | Name/Location |
|---------------|----------------------|
| 831 | Forward Entry Door |

NOTE: Remove insulation, interior liners and access panels as required.

SUBTASK 52-05-03-211-013

- (2) Do a Detailed inspection of the forward entry door stop fittings and pins.

SUBTASK 52-05-03-910-017

- (3) 737-6789 Basic Task Description, AMM Task 51-05-01-210-810.

SUBTASK 52-05-03-410-028

- (4) Close this access panel:

| Number | Name/Location |
|---------------|----------------------|
| 831 | Forward Entry Door |

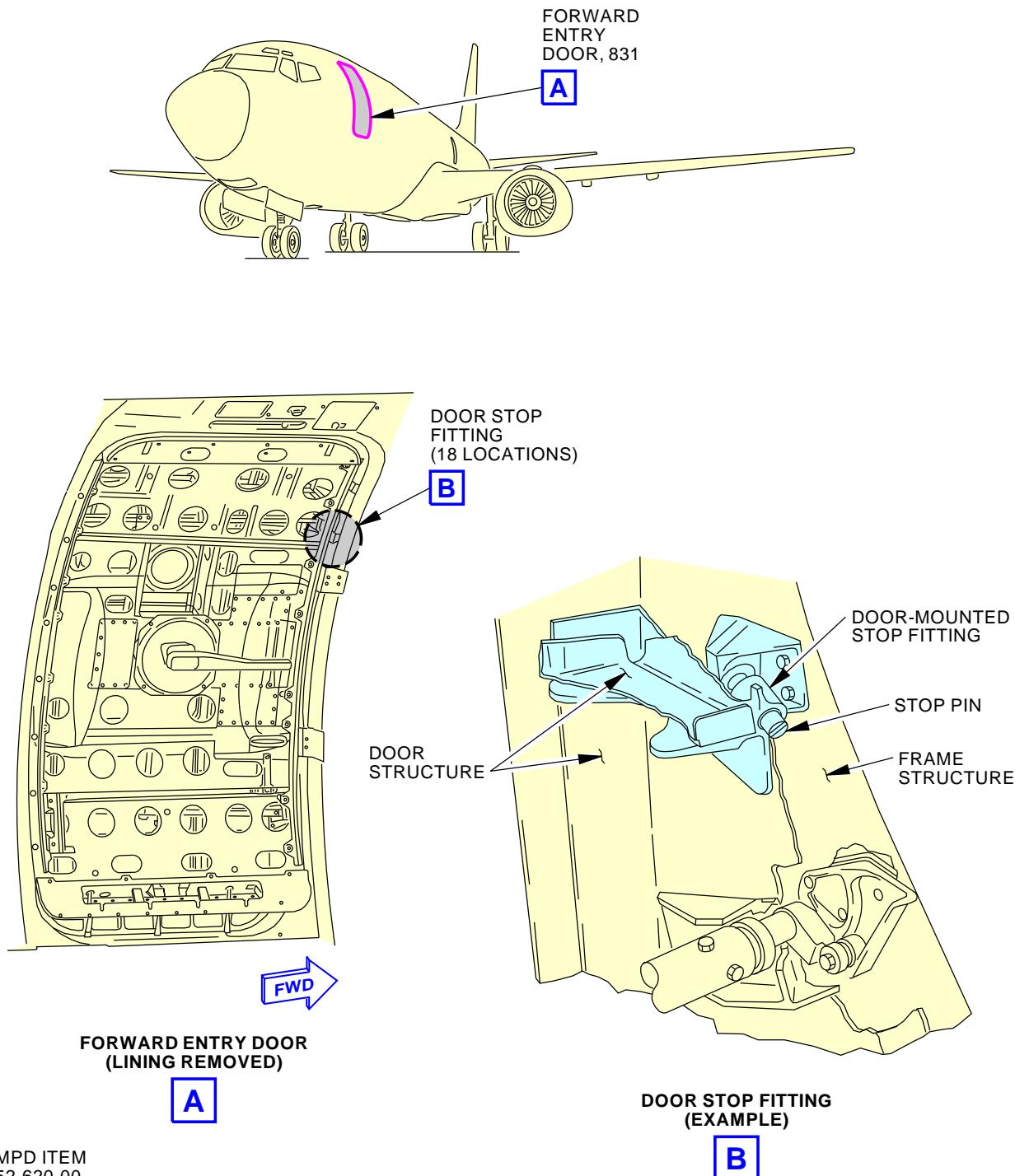
———— END OF TASK ————



52-05-03

 BOEING

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



Forward Entry Door Detailed (Internal)
Figure 214/52-05-03-990-830

EFFECTIVITY
AKS ALL

52-05-03

D633A101-AKS

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

TASK 52-05-03-211-814

15. INTERNAL - DETAILED: FORWARD GALLEY SERVICE DOOR

(Figure 215)

NOTE: This procedure is a scheduled maintenance task.

A. Location Zones

| <u>Zone</u> | <u>Area</u> |
|-------------|-----------------------------|
| 841 | Forward Galley Service Door |

B. Access Panels

| <u>Number</u> | <u>Name/Location</u> |
|---------------|-----------------------------|
| 841 | Forward Galley Service Door |

C. Inspection

SUBTASK 52-05-03-010-029

- (1) Open this access panel:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|-----------------------------|
| 841 | Forward Galley Service Door |

NOTE: Remove insulation, interior liners and access panels as required.

SUBTASK 52-05-03-211-014

- (2) Do a Detailed inspection of the forward galley service door stop fittings and pins.

SUBTASK 52-05-03-910-018

- (3) 737-6789 Basic Task Description, AMM Task 51-05-01-210-810.

SUBTASK 52-05-03-410-029

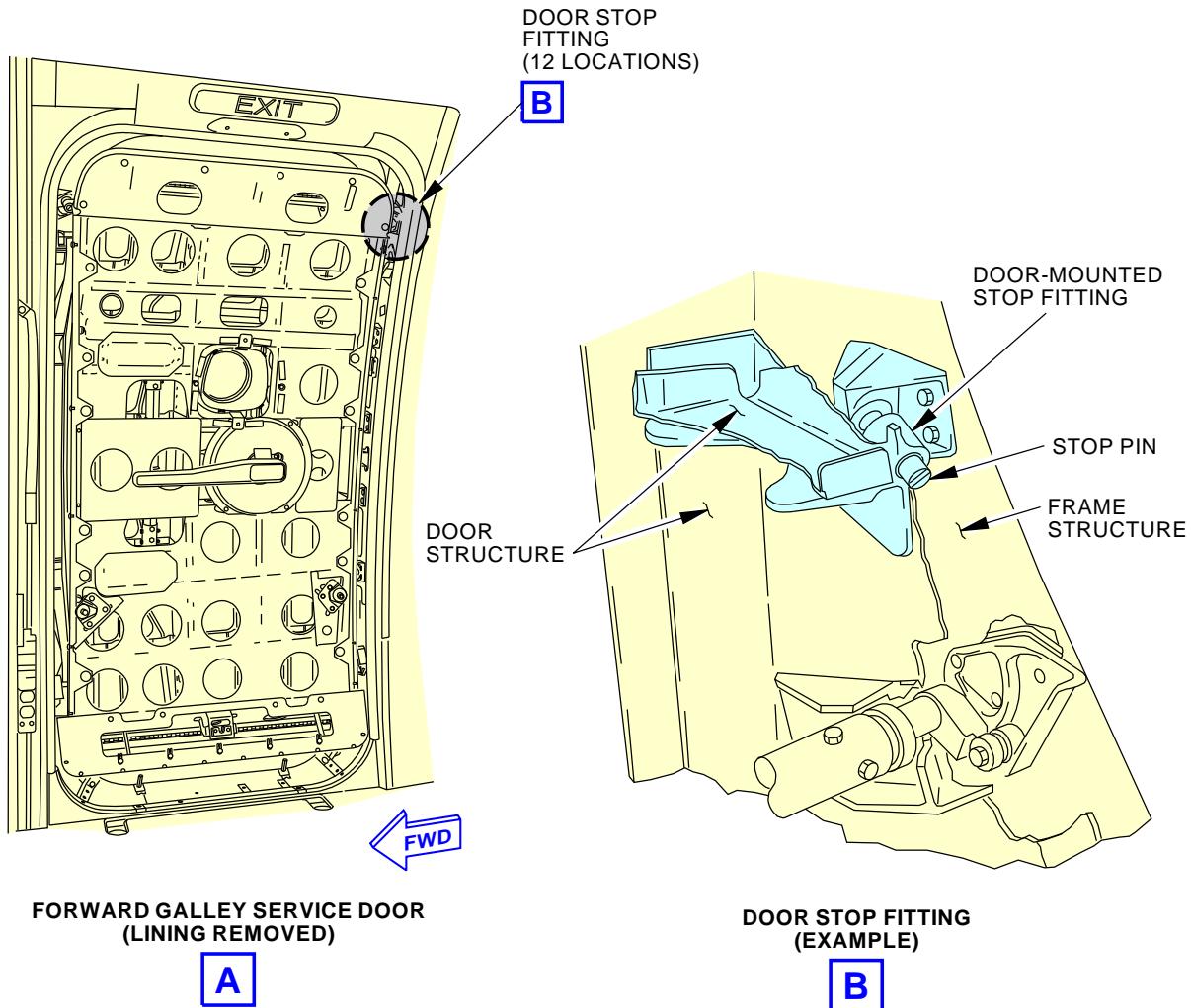
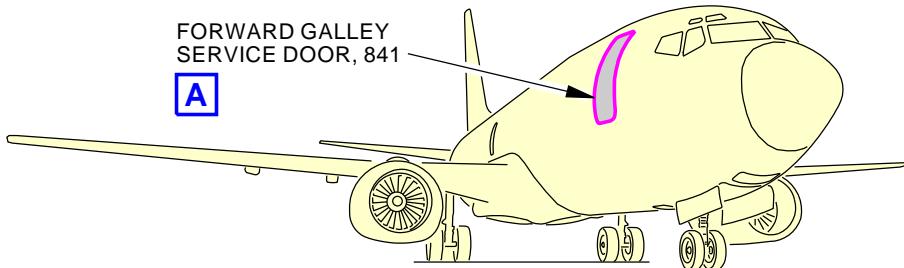
- (4) Close this access panel:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|-----------------------------|
| 841 | Forward Galley Service Door |

———— END OF TASK ————



52-05-03

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


MPD ITEM
52-620-00

487393 S0000146003_V3

Forward Galley Service Door Detailed (Internal)
Figure 215/52-05-03-990-831

EFFECTIVITY
AKS ALL

D633A101-AKS

52-05-03

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

TASK 52-05-03-211-815

16. INTERNAL - DETAILED: AFT ENTRY DOOR

(Figure 216)

NOTE: This procedure is a scheduled maintenance task.

A. Location Zones

| <u>Zone</u> | <u>Area</u> |
|-------------|---------------------|
| 834 | Left Aft Entry Door |

B. Access Panels

| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------|
| 834 | Aft Entry Door |

C. Inspection

SUBTASK 52-05-03-010-030

- (1) Open this access panel:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------|
| 834 | Aft Entry Door |

NOTE: Remove insulation, interior liners and access panels as required.

SUBTASK 52-05-03-211-015

- (2) Do a Detailed inspection of the aft entry door stop fittings and pins.

SUBTASK 52-05-03-910-019

- (3) 737-6789 Basic Task Description, AMM Task 51-05-01-210-810.

SUBTASK 52-05-03-410-030

- (4) Close this access panel:

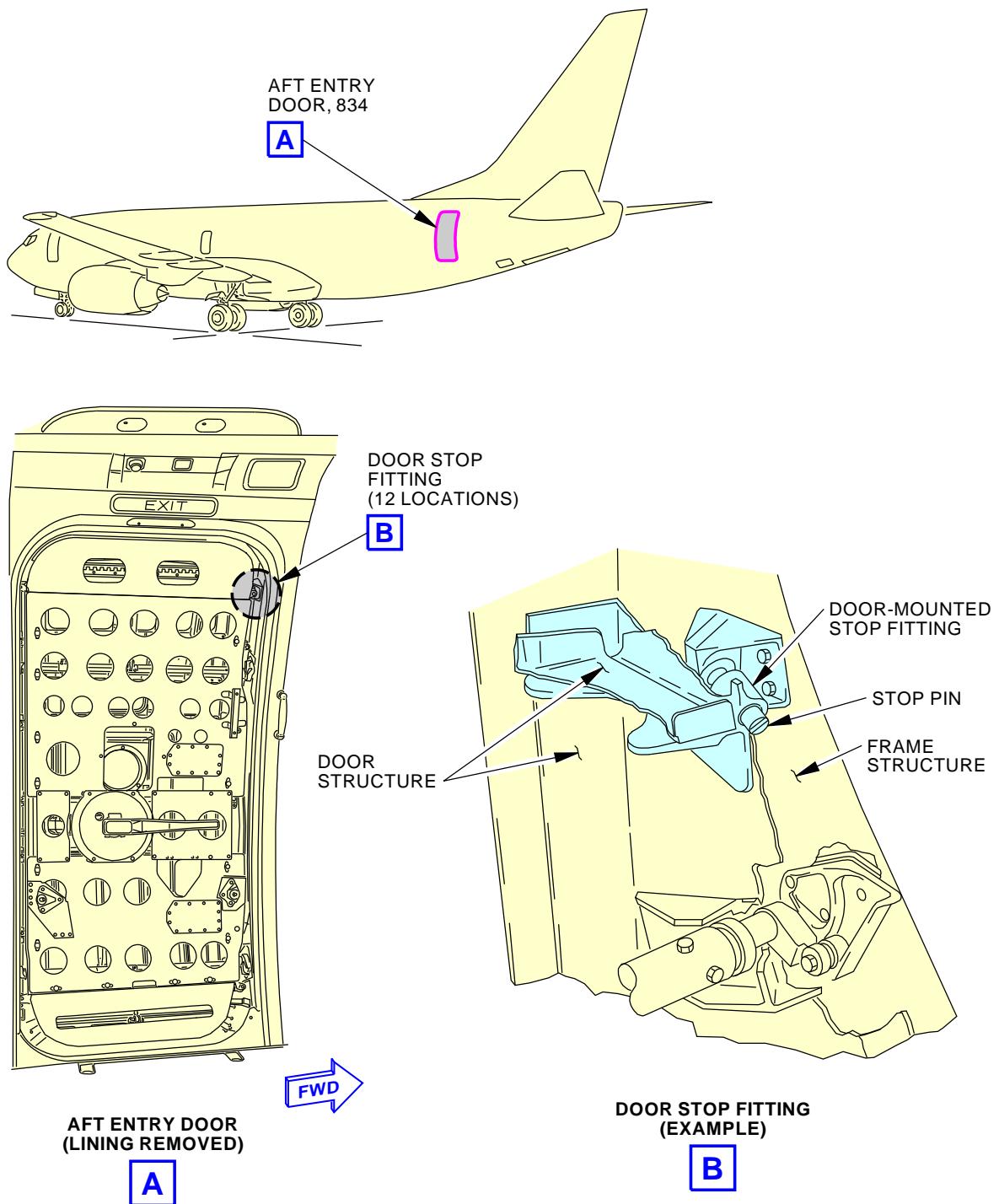
| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------|
| 834 | Aft Entry Door |

———— END OF TASK ————





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



487402 S0000146005_V2

Aft Entry Door Detailed (Internal)
Figure 216/52-05-03-990-833

EFFECTIVITY
AKS ALL

52-05-03



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

TASK 52-05-03-211-816

17. INTERNAL - DETAILED: AFT GALLEY SERVICE DOOR

(Figure 217)

NOTE: This procedure is a scheduled maintenance task.

A. Location Zones

| <u>Zone</u> | <u>Area</u> |
|-------------|-------------------------|
| 844 | Aft Galley Service Door |

B. Access Panels

| <u>Number</u> | <u>Name/Location</u> |
|---------------|-------------------------|
| 844 | Aft Galley Service Door |

C. Inspection

SUBTASK 52-05-03-010-031

- (1) Open this access panel:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|-------------------------|
| 844 | Aft Galley Service Door |

NOTE: Remove insulation, interior liners and access panels as required.

SUBTASK 52-05-03-211-016

- (2) Do a Detailed inspection of the aft galley service door stop fittings and pins.

SUBTASK 52-05-03-910-020

- (3) 737-6789 Basic Task Description, AMM Task 51-05-01-210-810.

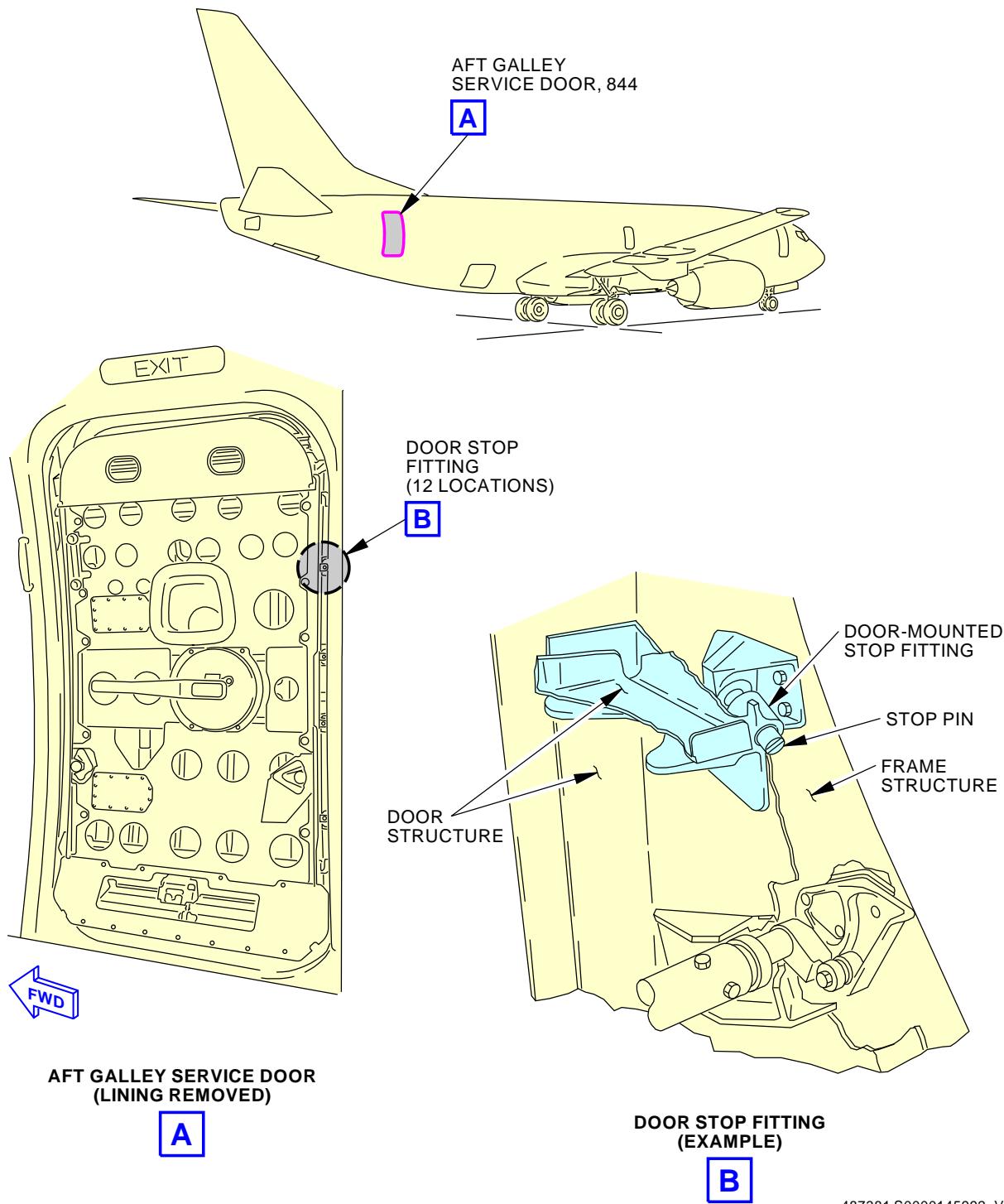
SUBTASK 52-05-03-410-031

- (4) Close this access panel:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|-------------------------|
| 844 | Aft Galley Service Door |

———— END OF TASK ————





487381 S0000145992_V2

Aft Galley Service Door Detailed (Internal)
Figure 217/52-05-03-990-829

EFFECTIVITY
 AKS ALL

52-05-03

D633A101-AKS



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

TASK 52-05-03-210-810

18. INTERNAL - GENERAL VISUAL: FORWARD ENTRY DOOR

(Figure 218)

NOTE: This procedure is a scheduled maintenance task.

A. Location Zones

| Zone | Area |
|-------------|--------------------|
| 831 | Forward Entry Door |

B. Access Panels

| Number | Name/Location |
|---------------|---|
| 831 | Forward Entry Door |
| 831AZ | Forward Entry Door - Torque Tube Access |
| 831BZ | Forward Entry Door - Handle Box and Cam for Handle Box Access |
| 831CZ | Forward Entry Door - Handle Box Access |
| 831DZ | Forward Entry Door - Gate Hinge Pin Access |
| 831EZ | Forward Entry Door - Gate Hinge Pin Access |
| S8311 | Forward Passenger Entry Door Inspection |

C. Inspection

SUBTASK 52-05-03-010-004

- (1) Open these access panels:

| Number | Name/Location |
|---------------|---|
| 831 | Forward Entry Door |
| 831AZ | Forward Entry Door - Torque Tube Access |
| 831BZ | Forward Entry Door - Handle Box and Cam for Handle Box Access |
| 831CZ | Forward Entry Door - Handle Box Access |
| 831DZ | Forward Entry Door - Gate Hinge Pin Access |
| 831EZ | Forward Entry Door - Gate Hinge Pin Access |

Special Access:

| Number | Name/Location |
|---------------|---|
| S8311 | Forward Passenger Entry Door Inspection |

NOTE: Remove insulation, interior liners and access panels as required.

SUBTASK 52-05-03-210-010

- (2) Do a General Visual inspection of the forward entry door skin and structure.

SUBTASK 52-05-03-910-021

- (3) 737-6789 Basic Task Description, AMM Task 51-05-01-210-808.

SUBTASK 52-05-03-410-004

- (4) Close these access panels:

| Number | Name/Location |
|---------------|---|
| 831 | Forward Entry Door |
| 831AZ | Forward Entry Door - Torque Tube Access |
| 831BZ | Forward Entry Door - Handle Box and Cam for Handle Box Access |
| 831CZ | Forward Entry Door - Handle Box Access |
| 831DZ | Forward Entry Door - Gate Hinge Pin Access |
| 831EZ | Forward Entry Door - Gate Hinge Pin Access |

| |
|-------------|
| EFFECTIVITY |
| AKS ALL |

52-05-03



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AIRCRAFT MAINTENANCE MANUAL

———— END OF TASK ————

———— EFFECTIVITY ————
AKS ALL

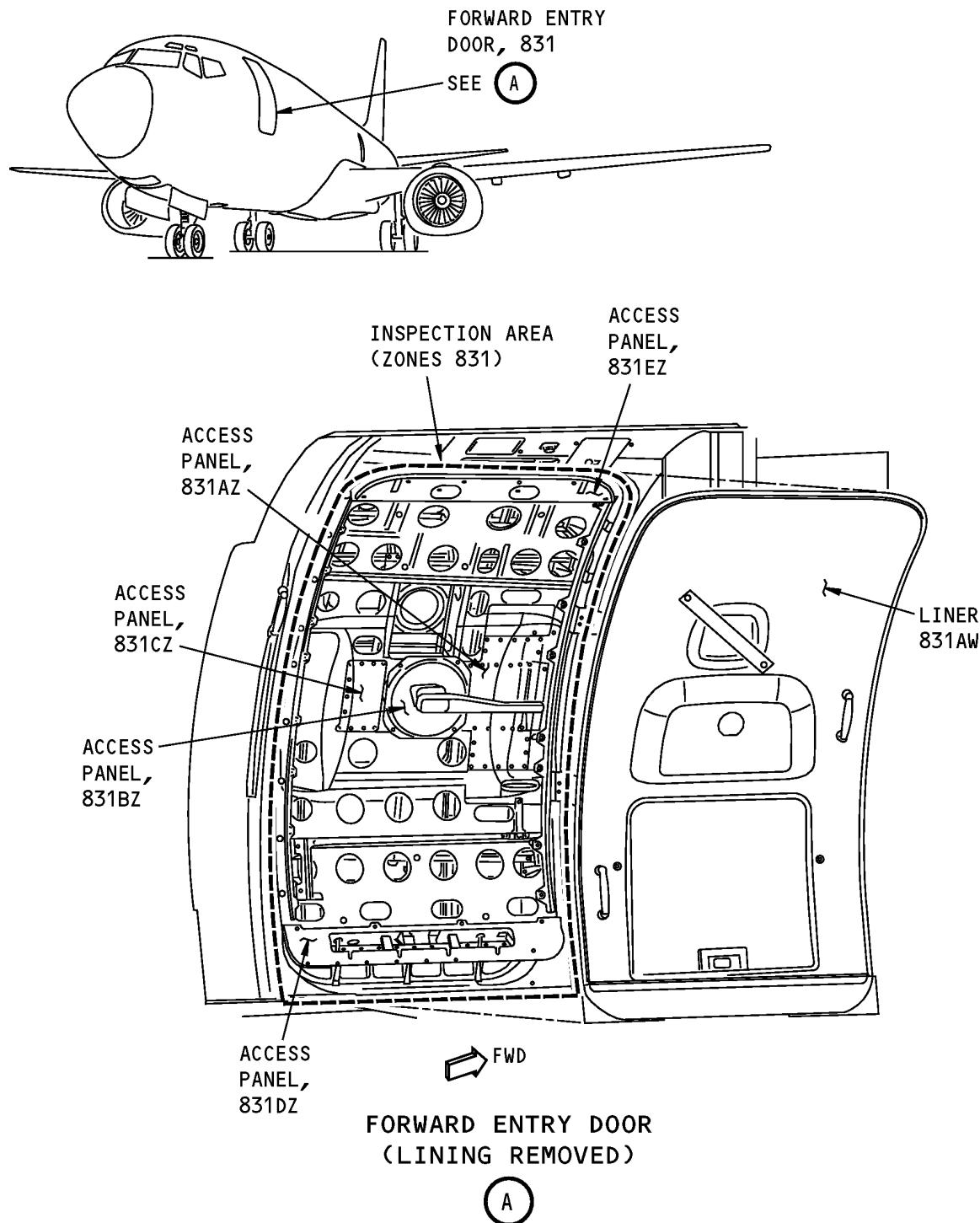
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Forward Entry Door General Visual (Internal)
Figure 218/52-05-03-990-825

EFFECTIVITY
AKS ALL

52-05-03



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

TASK 52-05-03-210-811

19. INTERNAL - GENERAL VISUAL: FORWARD GALLEY SERVICE DOOR

(Figure 219)

NOTE: This procedure is a scheduled maintenance task.

A. Location Zones

| Zone | Area |
|-------------|-----------------------------|
| 841 | Forward Galley Service Door |

B. Access Panels

| Number | Name/Location |
|---------------|--|
| 841 | Forward Galley Service Door |
| 841AZ | Forward Galley Service Door - Torque Tube Access |
| 841BZ | Forward Galley Service Door - Handle Box and Cam for Handle Box Access |
| 841CZ | Forward Galley Service Door - Handle Box Access |
| 841DZ | Forward Galley Service Door - Lower Hinge Access |
| 841EZ | Forward Galley Service Door - Upper Hinge Access |
| S8411 | Forward Galley Service Door Inspection |

C. Inspection

SUBTASK 52-05-03-010-005

- (1) Open these access panels:

| Number | Name/Location |
|---------------|--|
| 841 | Forward Galley Service Door |
| 841AZ | Forward Galley Service Door - Torque Tube Access |
| 841BZ | Forward Galley Service Door - Handle Box and Cam for Handle Box Access |
| 841CZ | Forward Galley Service Door - Handle Box Access |
| 841DZ | Forward Galley Service Door - Lower Hinge Access |
| 841EZ | Forward Galley Service Door - Upper Hinge Access |

Special Access:

| Number | Name/Location |
|---------------|--|
| S8411 | Forward Galley Service Door Inspection |

NOTE: Remove insulation, interior liners and access panels as required.

SUBTASK 52-05-03-210-011

- (2) Do a General Visual inspection of the forward galley service door skin and structure.

SUBTASK 52-05-03-910-022

- (3) 737-6789 Basic Task Description, AMM Task 51-05-01-210-808.

SUBTASK 52-05-03-410-005

- (4) Close these access panels:

| Number | Name/Location |
|---------------|--|
| 841 | Forward Galley Service Door |
| 841AZ | Forward Galley Service Door - Torque Tube Access |
| 841BZ | Forward Galley Service Door - Handle Box and Cam for Handle Box Access |
| 841CZ | Forward Galley Service Door - Handle Box Access |

EFFECTIVITY
AKS ALL

52-05-03



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

(Continued)

| <u>Number</u> | <u>Name/Location</u> |
|---------------|--|
| 841DZ | Forward Galley Service Door - Lower Hinge Access |
| 841EZ | Forward Galley Service Door - Upper Hinge Access |

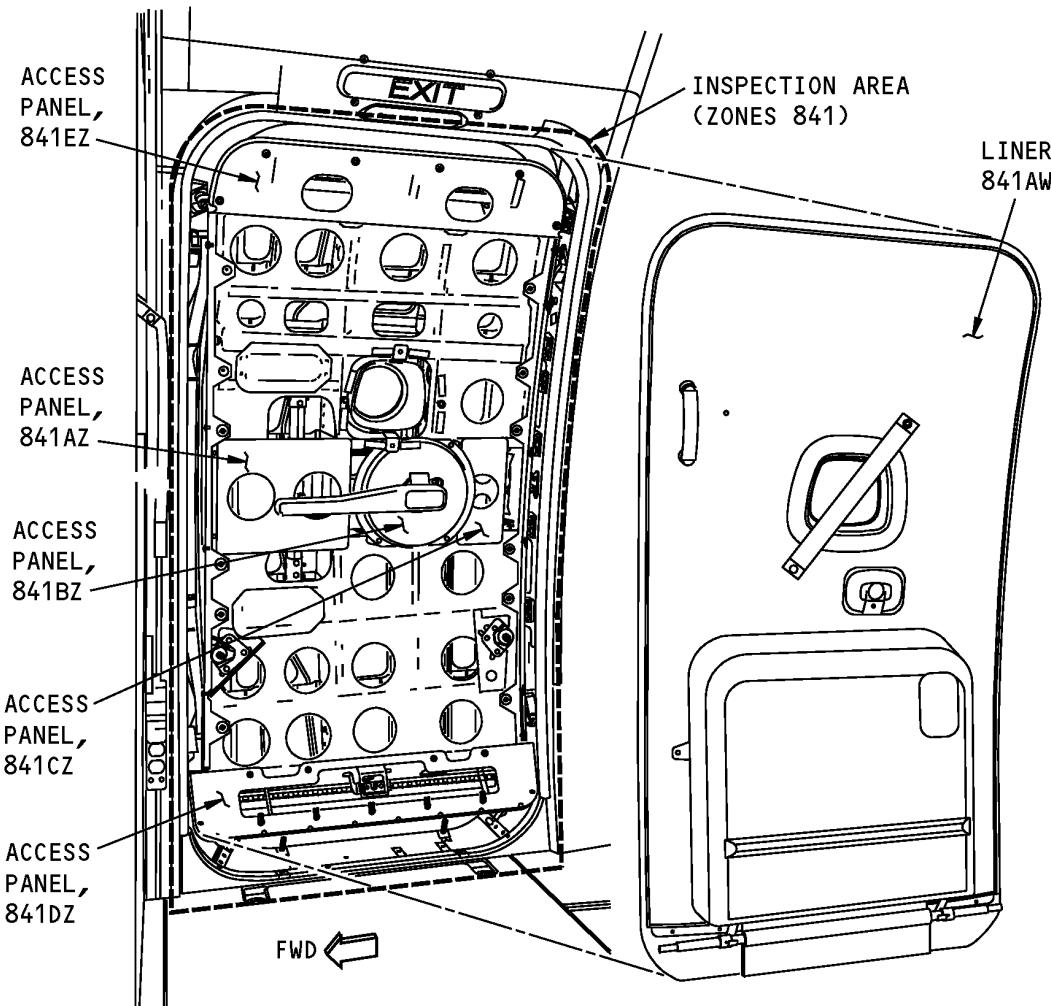
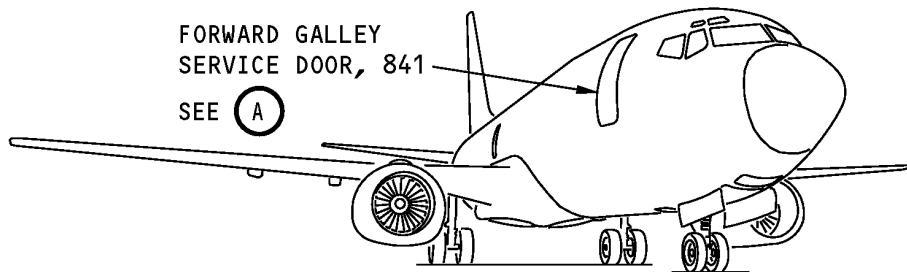
———— END OF TASK ————

EFFECTIVITY
AKS ALL

52-05-03



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



A

Forward Galley Service Door General Visual (Internal)
Figure 219/52-05-03-990-824

EFFECTIVITY
AKS ALL

52-05-03

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AIRCRAFT MAINTENANCE MANUAL

TASK 52-05-03-210-812

20. INTERNAL - GENERAL VISUAL: AFT ENTRY DOOR

(Figure 220)

NOTE: This procedure is a scheduled maintenance task.

A. Location Zones

| <u>Zone</u> | <u>Area</u> |
|-------------|---------------------|
| 834 | Left Aft Entry Door |

B. Access Panels

| <u>Number</u> | <u>Name/Location</u> |
|---------------|---|
| 834 | Aft Entry Door |
| 834AZ | Aft Entry Door - Torque Tube Access |
| 834BZ | Aft Entry Door - Handle Box and Cam for Handle Box Access |
| 834CZ | Aft Entry Door - Handle Box Access |
| 834DZ | Aft Entry Door - Lower Hinge Access |
| 834EZ | Aft Entry Door - Upper Hinge Access |
| S8341 | Aft Passenger Entry Door Inspection |

C. Inspection

SUBTASK 52-05-03-010-006

- (1) Open these access panels:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|---|
| 834 | Aft Entry Door |
| 834AZ | Aft Entry Door - Torque Tube Access |
| 834BZ | Aft Entry Door - Handle Box and Cam for Handle Box Access |
| 834CZ | Aft Entry Door - Handle Box Access |
| 834DZ | Aft Entry Door - Lower Hinge Access |
| 834EZ | Aft Entry Door - Upper Hinge Access |

Special Access:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|-------------------------------------|
| S8341 | Aft Passenger Entry Door Inspection |

NOTE: Remove insulation, interior liners and access panels as required.

SUBTASK 52-05-03-210-012

- (2) Do a General Visual inspection of the aft entry door skin and structure.

SUBTASK 52-05-03-910-023

- (3) 737-6789 Basic Task Description, AMM Task 51-05-01-210-808.

SUBTASK 52-05-03-410-006

- (4) Close these access panels:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|---|
| 834 | Aft Entry Door |
| 834AZ | Aft Entry Door - Torque Tube Access |
| 834BZ | Aft Entry Door - Handle Box and Cam for Handle Box Access |
| 834CZ | Aft Entry Door - Handle Box Access |
| 834DZ | Aft Entry Door - Lower Hinge Access |
| 834EZ | Aft Entry Door - Upper Hinge Access |

| |
|-------------|
| EFFECTIVITY |
| AKS ALL |

52-05-03



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

———— END OF TASK ————

———— EFFECTIVITY ————
AKS ALL

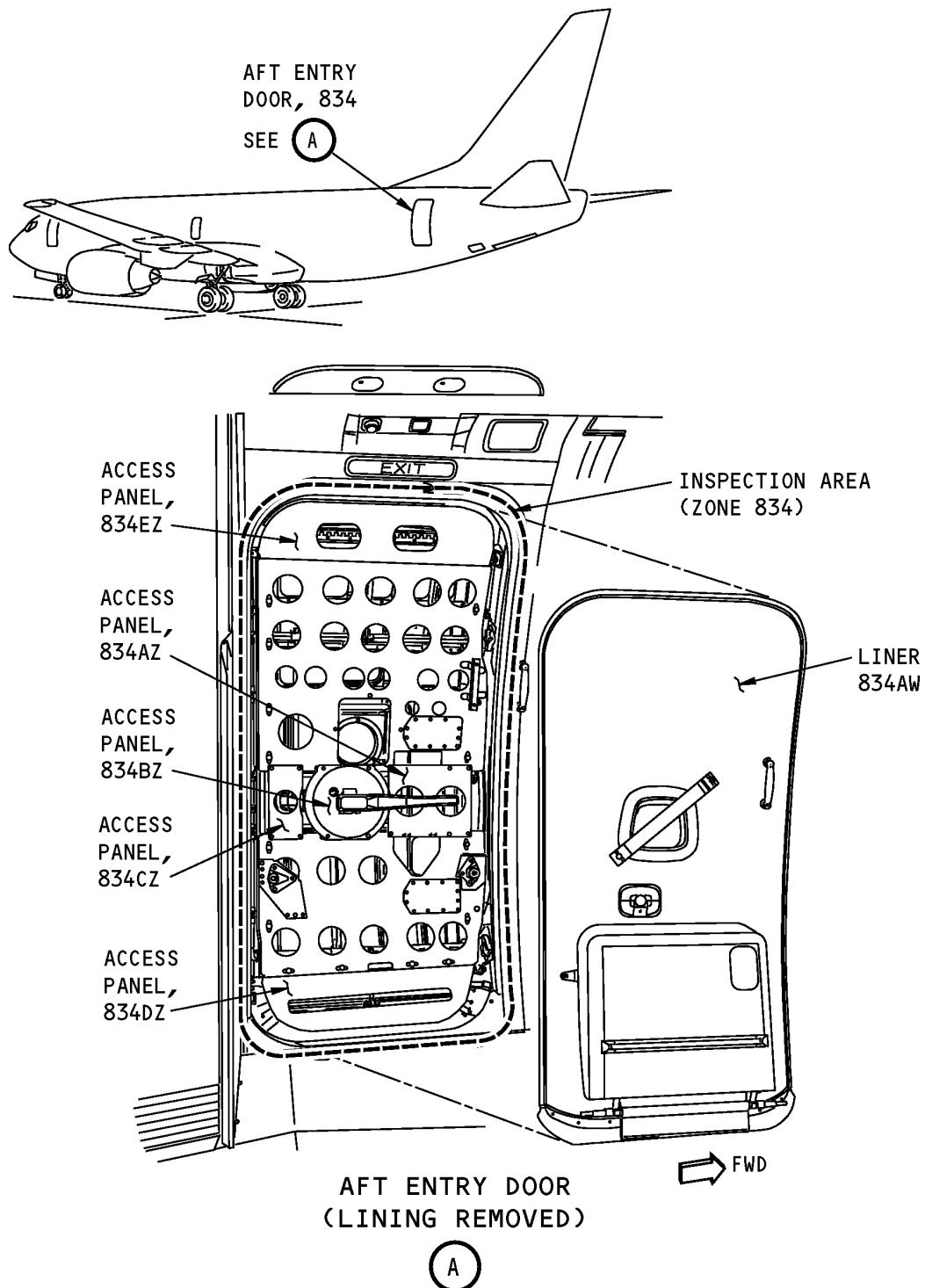
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737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



Aft Entry Door General Visual (Internal)
Figure 220/52-05-03-990-836

EFFECTIVITY
AKS ALL

52-05-03



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

TASK 52-05-03-210-813

21. INTERNAL - GENERAL VISUAL: AFT GALLEY SERVICE DOOR

(Figure 221)

NOTE: This procedure is a scheduled maintenance task.

A. Location Zones

| Zone | Area |
|-------------|-------------------------|
| 844 | Aft Galley Service Door |

B. Access Panels

| Number | Name/Location |
|---------------|--|
| 844 | Aft Galley Service Door |
| 844AZ | Aft Galley Service Door - Torque Tube Access |
| 844BZ | Aft Galley Service Door - Handle Box and Cam for Handle Box Access |
| 844CZ | Aft Galley Service Door - Handle Box Access |
| 844DZ | Aft Galley Service Door - Lower Hinge Access |
| 844EZ | Aft Galley Service Door - Upper Hinge Access |
| S8441 | Aft Galley Service Door Inspection |

C. Inspection

SUBTASK 52-05-03-010-007

- (1) Open these access panels:

| Number | Name/Location |
|---------------|--|
| 844 | Aft Galley Service Door |
| 844AZ | Aft Galley Service Door - Torque Tube Access |
| 844BZ | Aft Galley Service Door - Handle Box and Cam for Handle Box Access |
| 844CZ | Aft Galley Service Door - Handle Box Access |
| 844DZ | Aft Galley Service Door - Lower Hinge Access |
| 844EZ | Aft Galley Service Door - Upper Hinge Access |

Special Access:

| Number | Name/Location |
|---------------|------------------------------------|
| S8441 | Aft Galley Service Door Inspection |

NOTE: Remove insulation, interior liners and access panels as required.

SUBTASK 52-05-03-210-013

- (2) Do a General Visual inspection of the aft galley service door skin and structure.

SUBTASK 52-05-03-910-024

- (3) 737-6789 Basic Task Description, AMM Task 51-05-01-210-808.

SUBTASK 52-05-03-410-007

- (4) Close these access panels:

| Number | Name/Location |
|---------------|--|
| 844 | Aft Galley Service Door |
| 844AZ | Aft Galley Service Door - Torque Tube Access |
| 844BZ | Aft Galley Service Door - Handle Box and Cam for Handle Box Access |
| 844CZ | Aft Galley Service Door - Handle Box Access |

| |
|-------------|
| EFFECTIVITY |
| AKS ALL |

52-05-03



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

(Continued)

| <u>Number</u> | <u>Name/Location</u> |
|---------------|--|
| 844DZ | Aft Galley Service Door - Lower Hinge Access |
| 844EZ | Aft Galley Service Door - Upper Hinge Access |

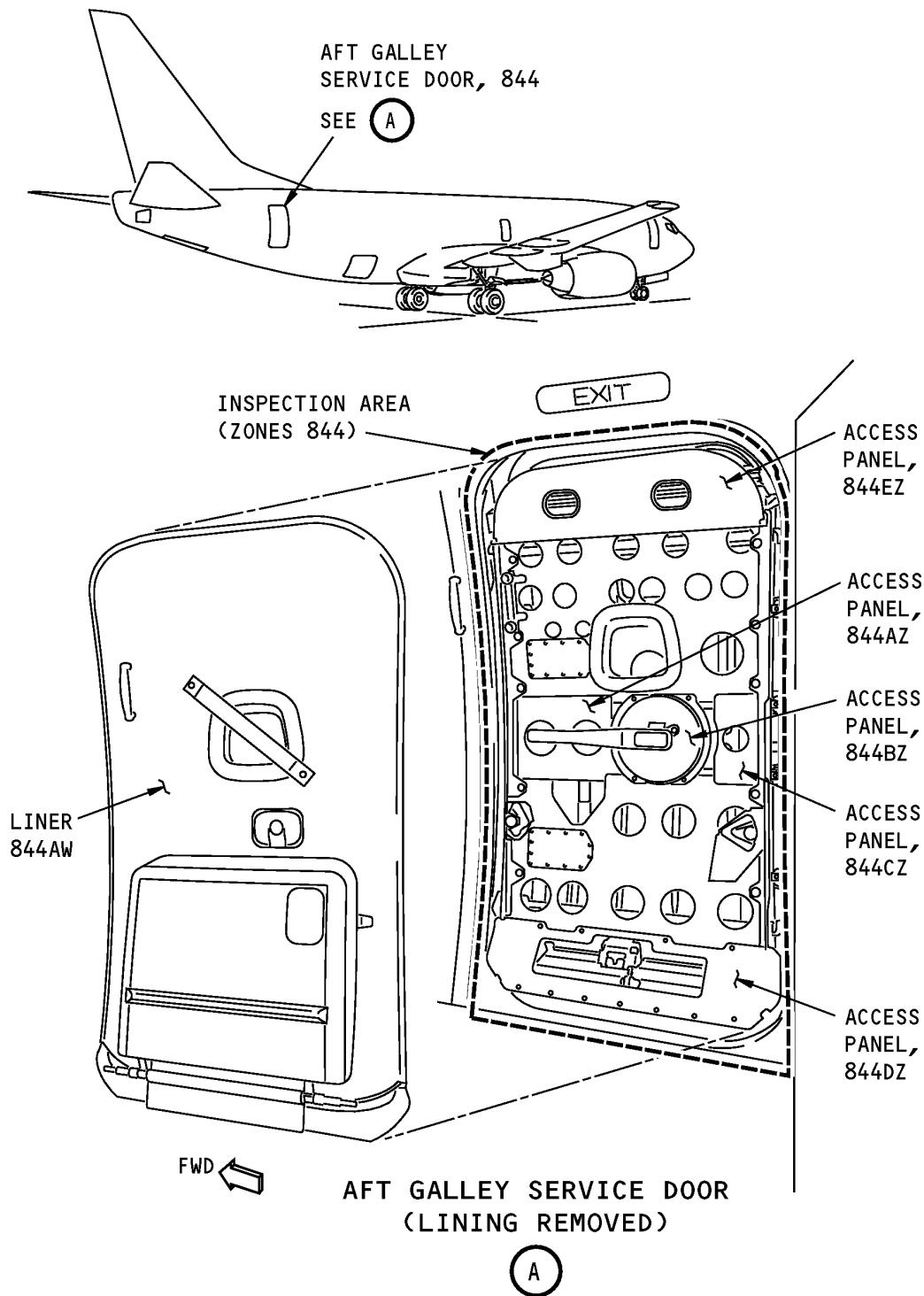
———— END OF TASK ————

EFFECTIVITY
AKS ALL

52-05-03



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



Aft Galley Service Door General Visual (Internal)
Figure 221/52-05-03-990-826

EFFECTIVITY
AKS ALL

52-05-03



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

TASK 52-05-03-211-817

22. EXTERNAL - DETAILED: FORWARD CARGO DOOR STOP FITTINGS AND PINS

(Figure 222)

NOTE: This procedure is a scheduled maintenance task.

A. Location Zones

| Zone | Area |
|-------------|--------------------|
| 821 | Forward Cargo Door |

B. Access Panels

| Number | Name/Location |
|---------------|----------------------|
| 821 | Forward Cargo Door |

C. Inspection

SUBTASK 52-05-03-010-032

- (1) Open this access panel:

| Number | Name/Location |
|---------------|----------------------|
| 821 | Forward Cargo Door |

NOTE: Inspect with doors opened and lining not removed.

SUBTASK 52-05-03-211-017

- (2) Do a Detailed inspection of the forward cargo door stop fittings and pins.

SUBTASK 52-05-03-910-025

- (3) 737-6789 Basic Task Description, AMM Task 51-05-01-210-809.

SUBTASK 52-05-03-410-032

- (4) Close this access panel:

| Number | Name/Location |
|---------------|----------------------|
| 821 | Forward Cargo Door |

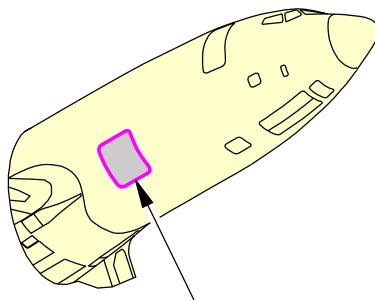
———— END OF TASK ————



52-05-03

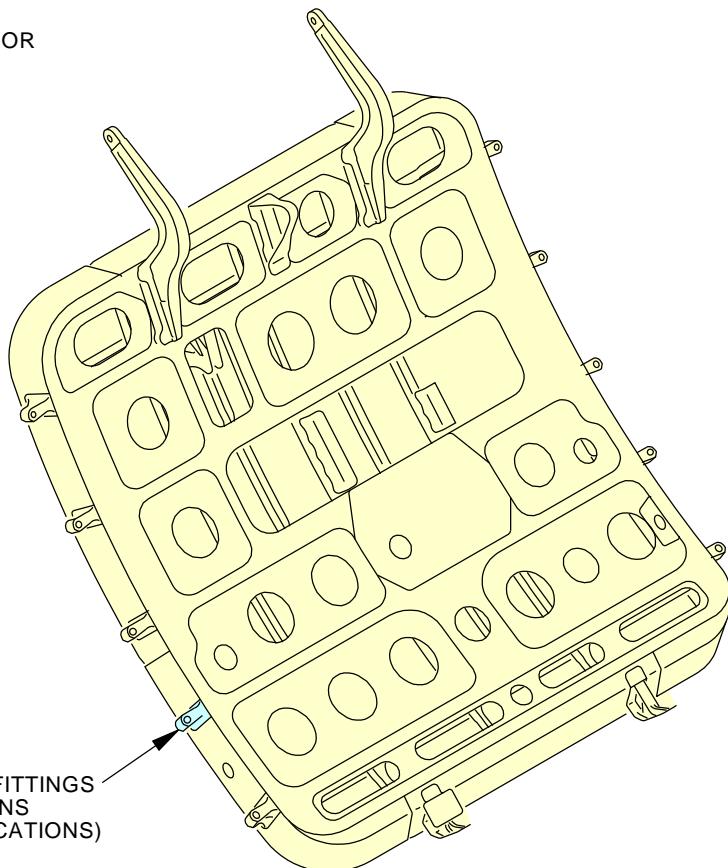


737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL



FORWARD CARGO
COMPARTMENT DOOR

A



STOP FITTINGS
AND PINS
(12 LOCATIONS)



FORWARD CARGO DOOR
VIEW FROM INSIDE

A

H45856 S0006584564_V3

External - Forward Cargo Door
Figure 222/52-05-03-990-811

EFFECTIVITY
AKS ALL

52-05-03

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AIRCRAFT MAINTENANCE MANUAL

TASK 52-05-03-211-818

23. EXTERNAL - DETAILED: AFT CARGO DOOR STOP FITTINGS AND PINS

(Figure 223)

NOTE: This procedure is a scheduled maintenance task.

A. Location Zones

| <u>Zone</u> | <u>Area</u> |
|-------------|----------------|
| 822 | Aft Cargo Door |

B. Access Panels

| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------|
| 822 | Aft Cargo Door |

C. Inspection

SUBTASK 52-05-03-010-033

- (1) Open this access panel:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------|
| 822 | Aft Cargo Door |

NOTE: Inspect with doors opened and lining not removed.

SUBTASK 52-05-03-211-018

- (2) Do a Detailed inspection of the aft cargo door stop fittings and pins.

SUBTASK 52-05-03-910-026

- (3) 737-6789 Basic Task Description, AMM Task 51-05-01-210-809.

SUBTASK 52-05-03-410-033

- (4) Close this access panel:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------|
| 822 | Aft Cargo Door |

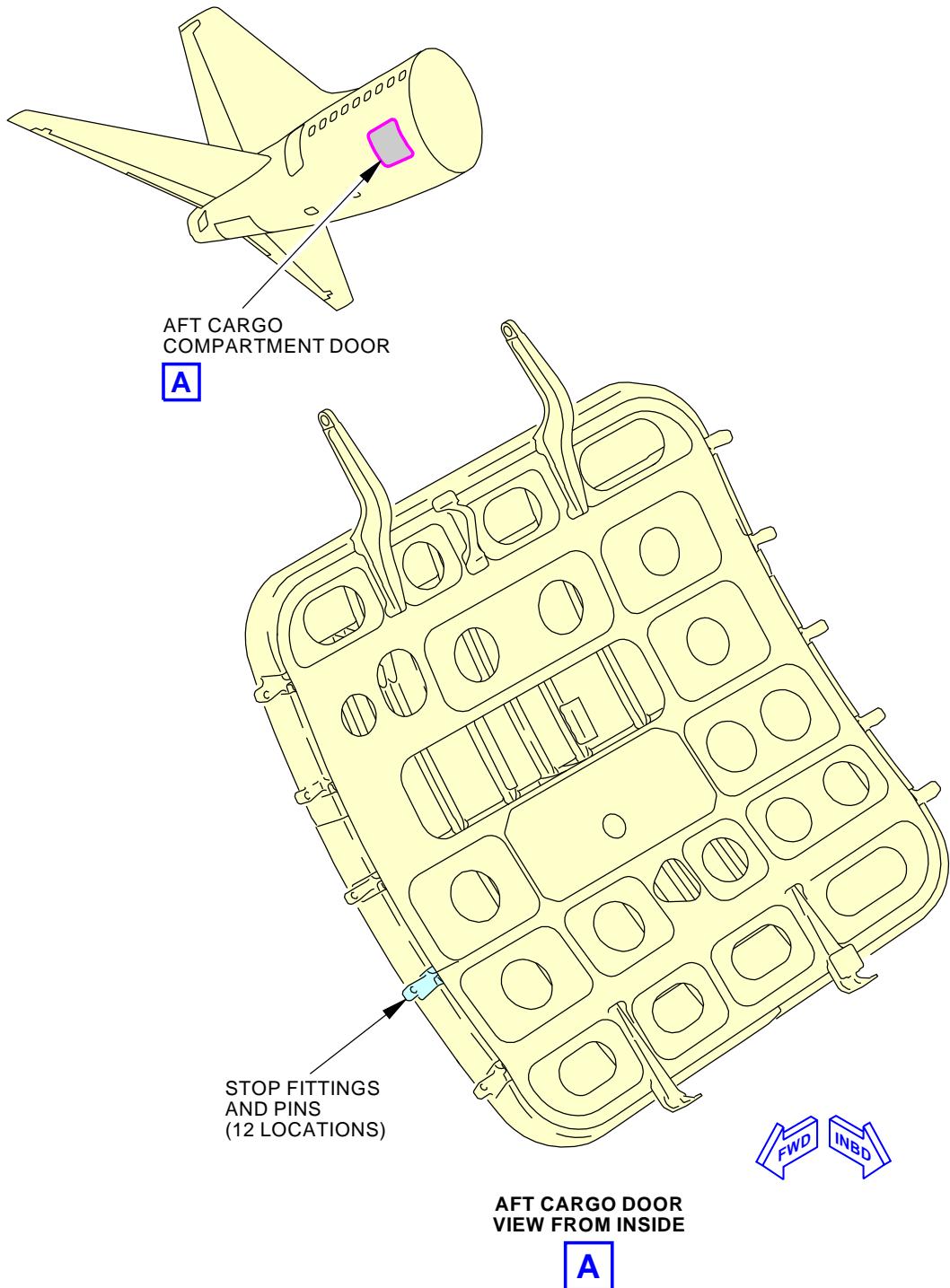
———— END OF TASK ————



52-05-03



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



H45893 S0006584567_V3

External - Aft Cargo Door
Figure 223/52-05-03-990-812

EFFECTIVITY
AKS ALL

52-05-03

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AIRCRAFT MAINTENANCE MANUAL

TASK 52-05-03-211-819

24. **INTERNAL - DETAILED: FORWARD CARGO DOOR**

(Figure 224)

NOTE: This procedure is a scheduled maintenance task.

A. Location Zones

| Zone | Area |
|-------------|--------------------|
| 821 | Forward Cargo Door |

B. Access Panels

| Number | Name/Location |
|---------------|-------------------------------|
| 821 | Forward Cargo Door |
| S8211 | Forward Cargo Door Inspection |

C. Inspection

SUBTASK 52-05-03-010-034

- (1) Open this access panel:

| Number | Name/Location |
|---------------|----------------------|
| 821 | Forward Cargo Door |

Special Access:

| Number | Name/Location |
|---------------|-------------------------------|
| S8211 | Forward Cargo Door Inspection |

NOTE: Inspect with insulation blanket removed.

SUBTASK 52-05-03-211-019

- (2) Do a Detailed inspection of the forward cargo door stop fittings and pins.

SUBTASK 52-05-03-910-027

- (3) 737-6789 Basic Task Description, AMM Task 51-05-01-210-811.

SUBTASK 52-05-03-410-034

- (4) Close this access panel:

| Number | Name/Location |
|---------------|----------------------|
| 821 | Forward Cargo Door |

———— END OF TASK ————

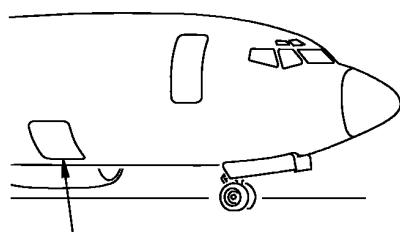


52-05-03

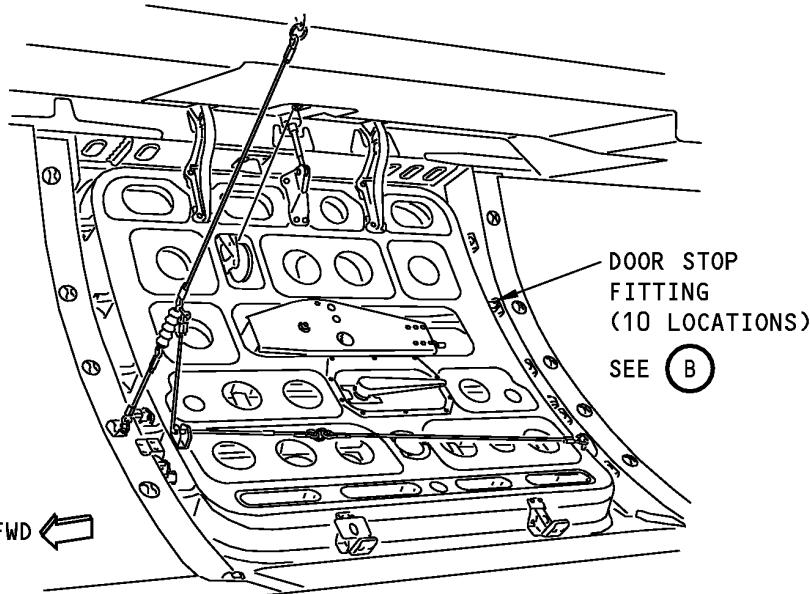
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AIRCRAFT MAINTENANCE MANUAL



FORWARD CARGO
DOOR, 821
SEE A

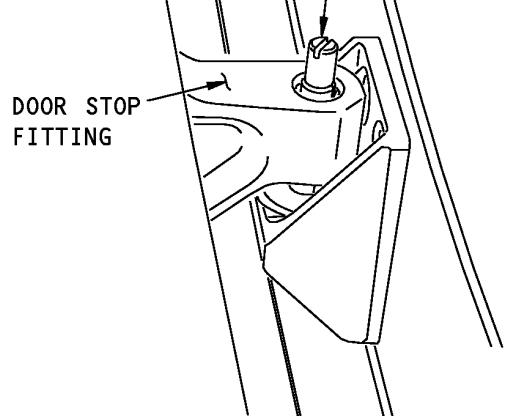


DOOR STOP
FITTING
(10 LOCATIONS)
SEE B

STOP
PIN

FORWARD CARGO DOOR
(LINER REMOVED)

A



DOOR STOP FITTING
(EXAMPLED)

B

485921 S0000145351_V2

Forward Cargo Door
Figure 224/52-05-03-990-823

EFFECTIVITY
AKS ALL

52-05-03



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AIRCRAFT MAINTENANCE MANUAL

TASK 52-05-03-211-820

25. INTERNAL - DETAILED: AFT CARGO DOOR

(Figure 225)

NOTE: This procedure is a scheduled maintenance task.

A. Location Zones

| <u>Zone</u> | <u>Area</u> |
|-------------|----------------|
| 822 | Aft Cargo Door |

B. Access Panels

| <u>Number</u> | <u>Name/Location</u> |
|---------------|---------------------------|
| 822 | Aft Cargo Door |
| S8221 | Aft Cargo Door Inspection |

C. Inspection

SUBTASK 52-05-03-010-035

- (1) Open this access panel:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------|
| 822 | Aft Cargo Door |

Special Access:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|---------------------------|
| S8221 | Aft Cargo Door Inspection |

NOTE: Inspection with insulation blanket removed.

SUBTASK 52-05-03-211-020

- (2) Do a Detailed inspection of the aft cargo door stop fittings and pins.

SUBTASK 52-05-03-910-028

- (3) 737-6789 Basic Task Description, AMM Task 51-05-01-210-811.

SUBTASK 52-05-03-410-035

- (4) Close this access panel:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------|
| 822 | Aft Cargo Door |

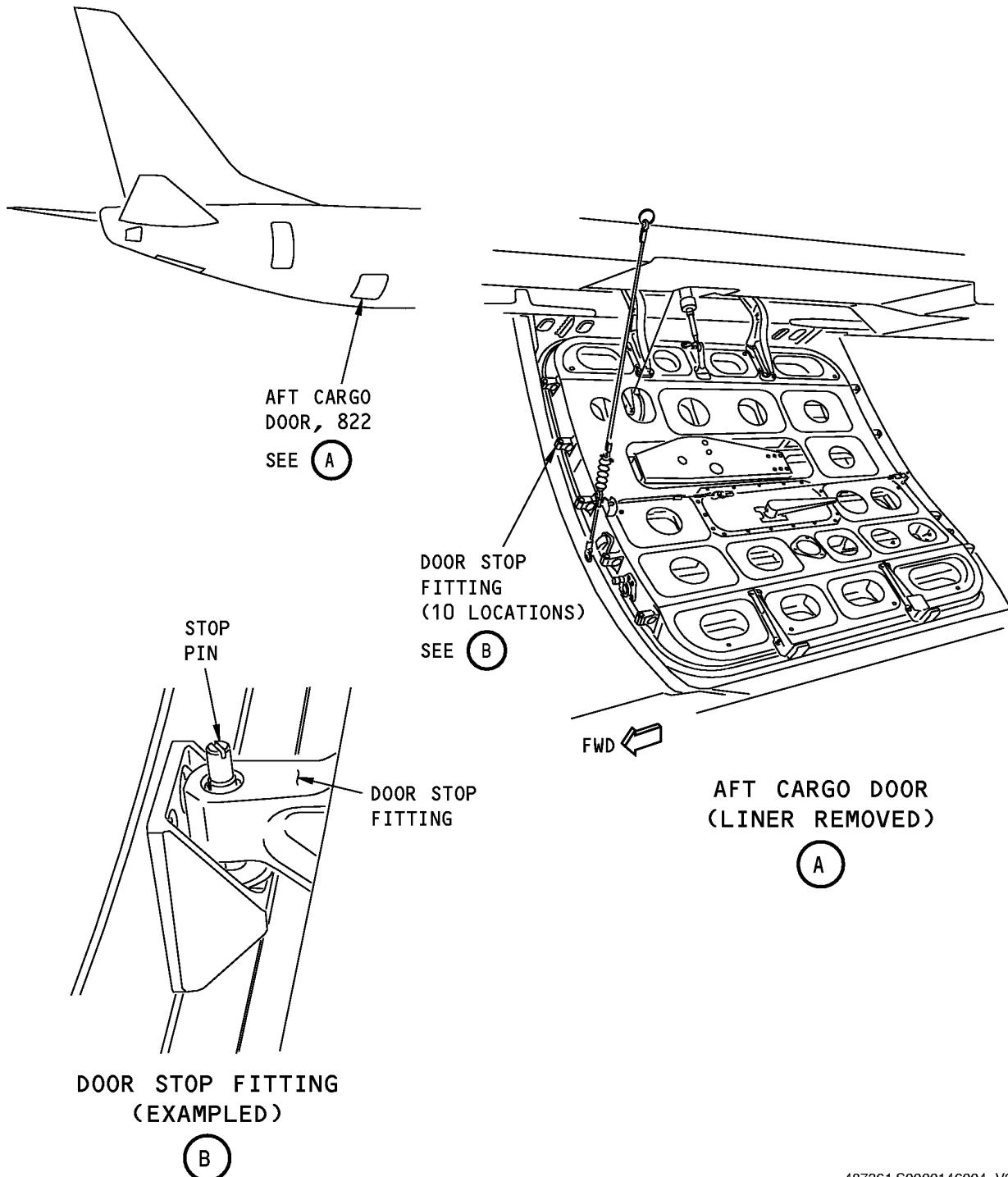
———— END OF TASK ————



52-05-03



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



487361 S0000146004_V2

Aft Cargo Door Detailed (Internal)
Figure 225/52-05-03-990-832

EFFECTIVITY
AKS ALL

52-05-03



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

TASK 52-05-03-210-814

26. **INTERNAL - GENERAL VISUAL: FORWARD CARGO DOOR**

(Figure 226)

NOTE: This procedure is a scheduled maintenance task.

A. Location Zones

| <u>Zone</u> | <u>Area</u> |
|-------------|--------------------|
| 821 | Forward Cargo Door |

B. Access Panels

| <u>Number</u> | <u>Name/Location</u> |
|---------------|-------------------------------|
| 821 | Forward Cargo Door |
| S8211 | Forward Cargo Door Inspection |

C. Inspection

SUBTASK 52-05-03-010-008

- (1) Open this access panel:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------|
| 821 | Forward Cargo Door |

Special Access:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|-------------------------------|
| S8211 | Forward Cargo Door Inspection |

NOTE: Inspect with insulation blanket removed.

SUBTASK 52-05-03-210-014

- (2) Do a General Visual inspection of the forward cargo door skin and structure.

SUBTASK 52-05-03-910-029

- (3) 737-6789 Basic Task Description, AMM Task 51-05-01-210-808.

SUBTASK 52-05-03-410-008

- (4) Close this access panel:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------|
| 821 | Forward Cargo Door |

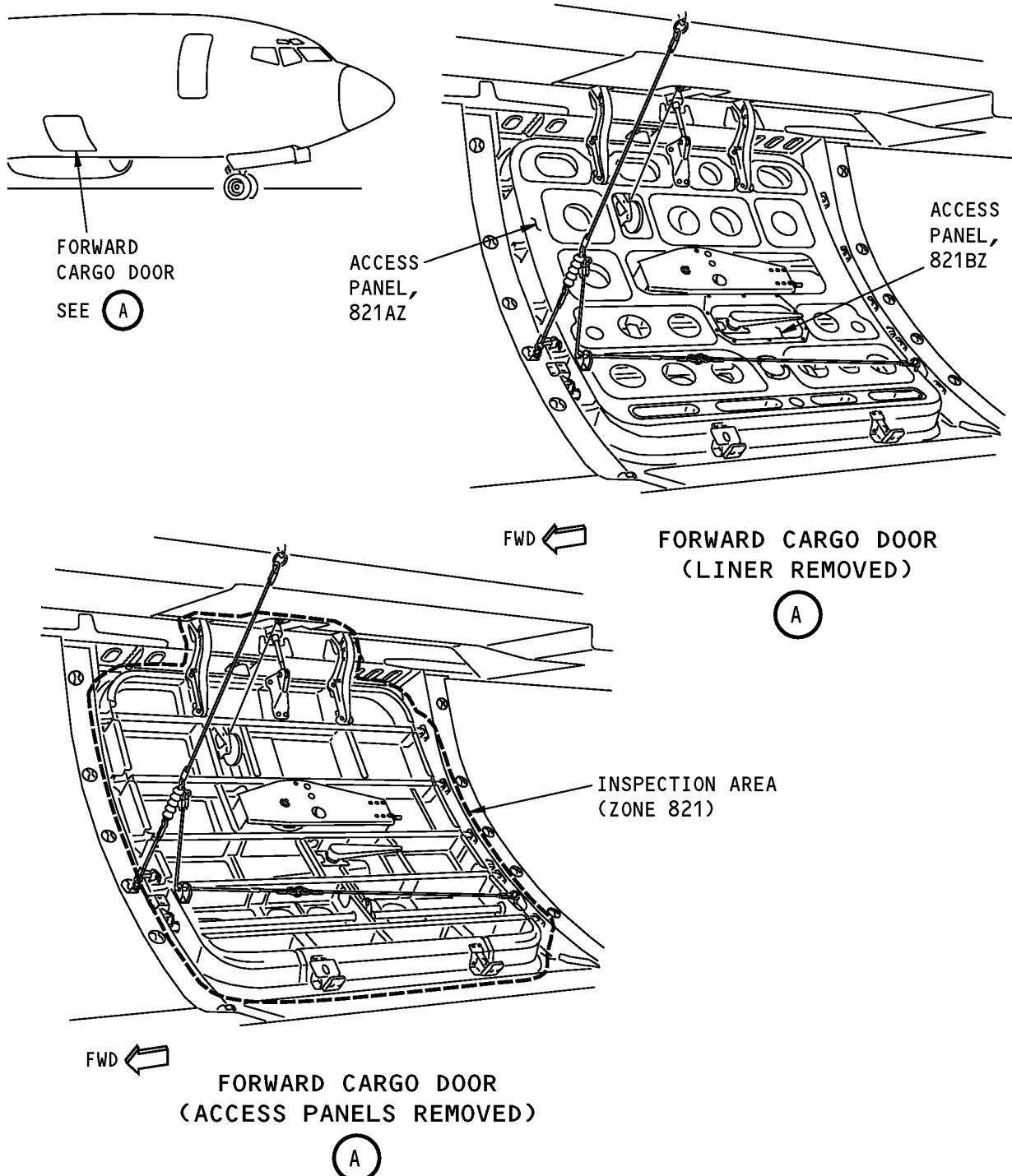
———— END OF TASK ————



52-05-03



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AIRCRAFT MAINTENANCE MANUAL



Forward Cargo Door General Visual (Internal)
Figure 226/52-05-03-990-822

EFFECTIVITY
AKS ALL

52-05-03

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AIRCRAFT MAINTENANCE MANUAL

TASK 52-05-03-210-815

27. INTERNAL - GENERAL VISUAL: AFT CARGO DOOR

(Figure 227)

NOTE: This procedure is a scheduled maintenance task.

A. Location Zones

| <u>Zone</u> | <u>Area</u> |
|-------------|----------------|
| 822 | Aft Cargo Door |

B. Access Panels

| <u>Number</u> | <u>Name/Location</u> |
|---------------|---------------------------|
| 822 | Aft Cargo Door |
| S8221 | Aft Cargo Door Inspection |

C. Inspection

SUBTASK 52-05-03-010-009

- (1) Open this access panel:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------|
| 822 | Aft Cargo Door |

Special Access:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|---------------------------|
| S8221 | Aft Cargo Door Inspection |

NOTE: Inspect with insulation blanket removed.

SUBTASK 52-05-03-210-015

- (2) Do a General Visual inspection of the aft cargo door skin and structure.

SUBTASK 52-05-03-910-030

- (3) 737-6789 Basic Task Description, AMM Task 51-05-01-210-808.

SUBTASK 52-05-03-410-009

- (4) Close this access panel:

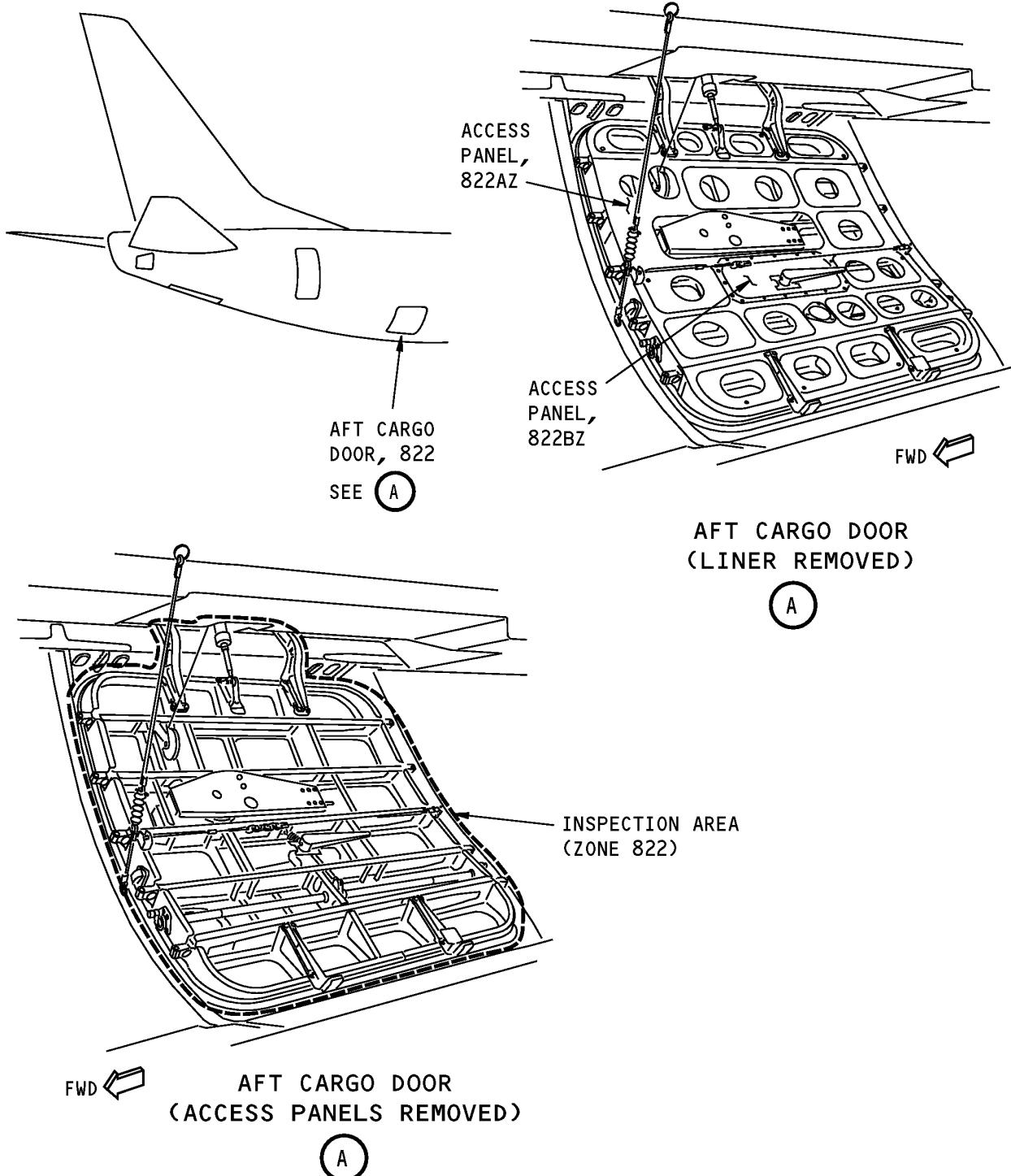
| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------|
| 822 | Aft Cargo Door |

———— END OF TASK ————





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



Aft Cargo Door General Visual (Internal)
Figure 227/52-05-03-990-827

EFFECTIVITY
AKS ALL

52-05-03



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

TASK 52-05-03-211-821

28. **EXTERNAL - DETAILED: LEFT OVERWING EMERGENCY EXIT DOOR STOP FITTINGS AND PINS**
(Figure 228)

NOTE: This procedure is a scheduled maintenance task.

A. Location Zones

| Zone | Area |
|-------------|---------------------------------|
| 832 | Left Forward Emergency Exit |
| 833 | Left Emergency Exit (STA 627.5) |

B. Access Panels

| Number | Name/Location |
|---------------|----------------------|
| 832 | Emergency Exit |
| 833 | Emergency Exit |

C. Inspection

SUBTASK 52-05-03-010-036

- (1) Open these access panels:

| Number | Name/Location |
|---------------|----------------------|
| 832 | Emergency Exit |
| 833 | Emergency Exit |

NOTE: Inspect with doors opened and lining not removed.

SUBTASK 52-05-03-211-021

- (2) Do a Detailed inspection of the automatic overwing exit door stop fittings and pins.

SUBTASK 52-05-03-910-031

- (3) 737-6789 Basic Task Description, AMM Task 51-05-01-210-809.

SUBTASK 52-05-03-410-036

- (4) Close these access panels:

| Number | Name/Location |
|---------------|----------------------|
| 832 | Emergency Exit |
| 833 | Emergency Exit |

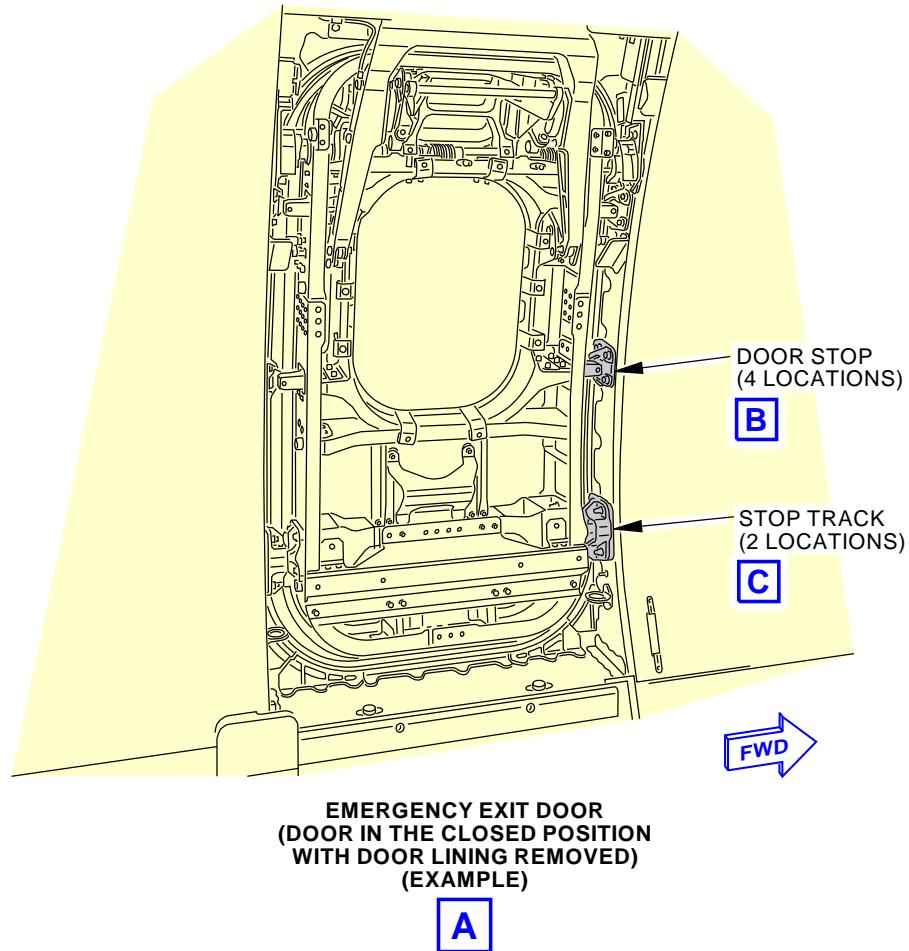
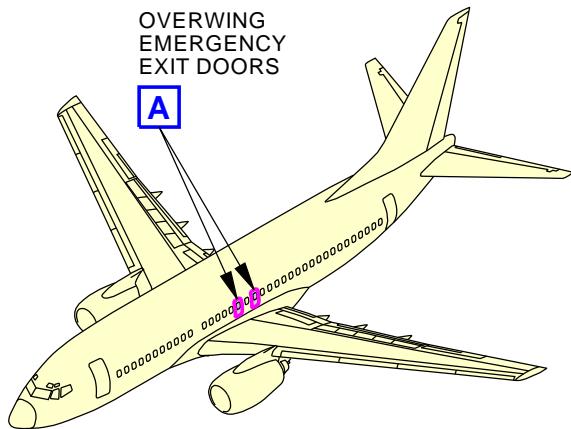
———— END OF TASK ————



52-05-03



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



H45936 S0006584574_V3

External - Left Overwing Emergency Exit Hatches
Figure 228/52-05-03-990-813 (Sheet 1 of 2)

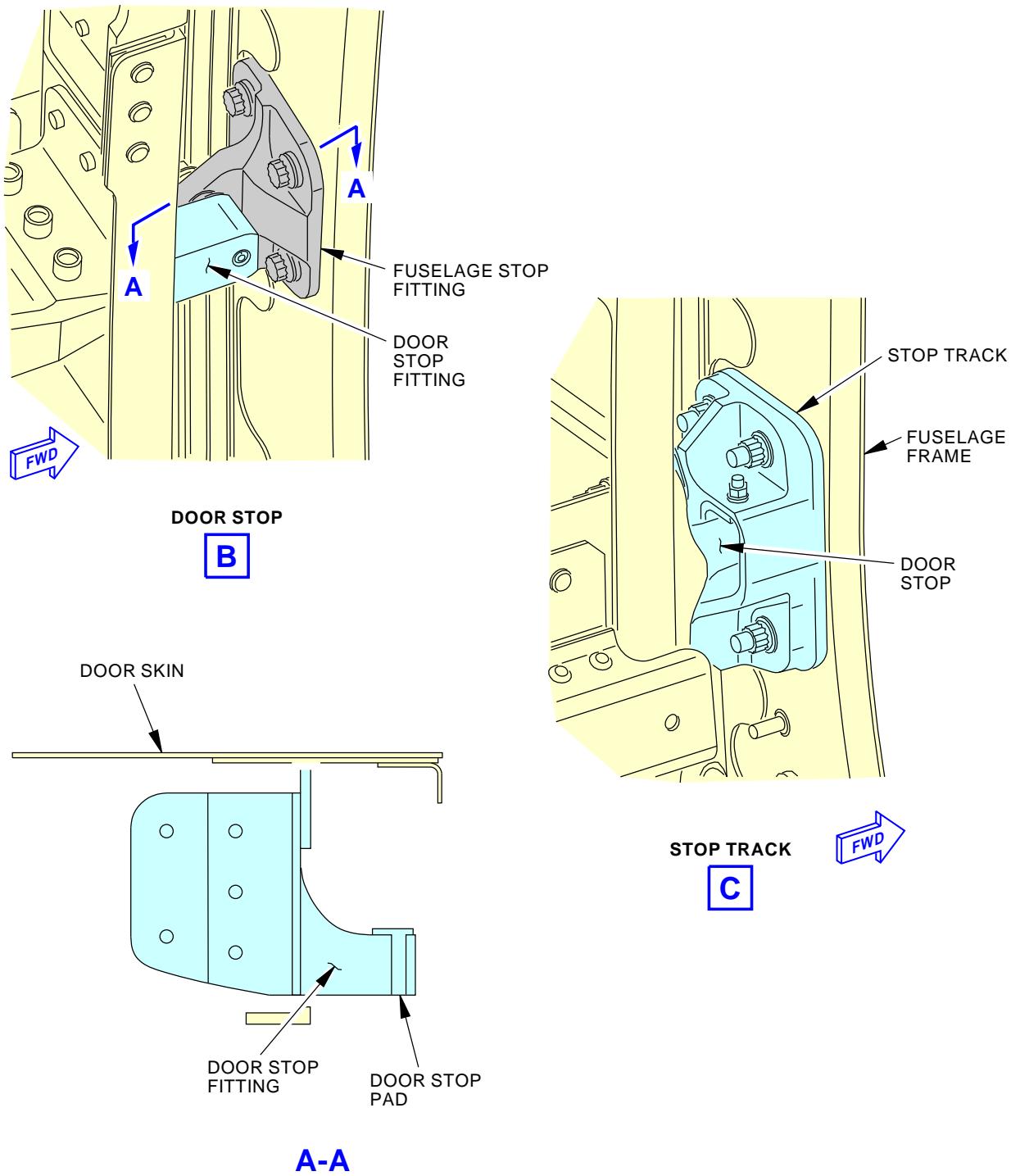
EFFECTIVITY
AKS ALL

52-05-03

D633A101-AKS

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N51205 S0006584575_V3

External - Left Overwing Emergency Exit Hatches
Figure 228/52-05-03-990-813 (Sheet 2 of 2)

EFFECTIVITY
AKS ALL

52-05-03



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

TASK 52-05-03-211-822

- 29. EXTERNAL - DETAILED: RIGHT OVERWING EMERGENCY EXIT DOOR STOP FITTINGS AND PINS**
(Figure 229)

NOTE: This procedure is a scheduled maintenance task.

A. Location Zones

| Zone | Area |
|-------------|----------------------------------|
| 842 | Right Forward Emergency Exit |
| 843 | Right Emergency Exit (STA 627.5) |

B. Access Panels

| Number | Name/Location |
|---------------|----------------------|
| 842 | Emergency Exit |
| 843 | Emergency Exit |

C. Inspection

SUBTASK 52-05-03-010-037

- (1) Open these access panels:

| Number | Name/Location |
|---------------|----------------------|
| 842 | Emergency Exit |
| 843 | Emergency Exit |

NOTE: Inspect with doors opened and lining not removed.

SUBTASK 52-05-03-211-022

- (2) Do a Detailed inspection of the automatic overwing exit door stop fittings and pins.

SUBTASK 52-05-03-910-032

- (3) 737-6789 Basic Task Description, AMM Task 51-05-01-210-809.

SUBTASK 52-05-03-410-037

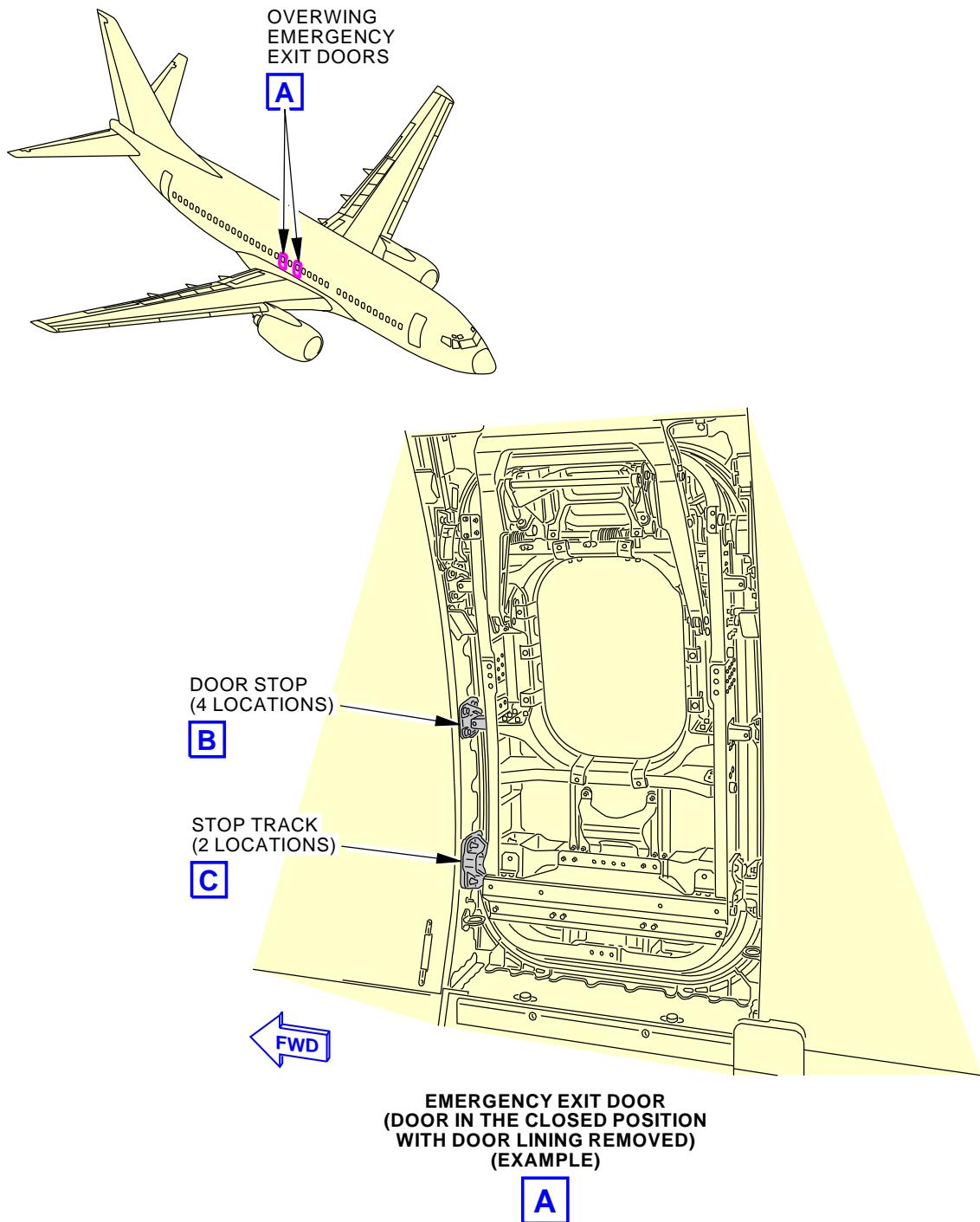
- (4) Close these access panels:

| Number | Name/Location |
|---------------|----------------------|
| 842 | Emergency Exit |
| 843 | Emergency Exit |

———— END OF TASK ————



52-05-03



K56230 S0006584578_V3

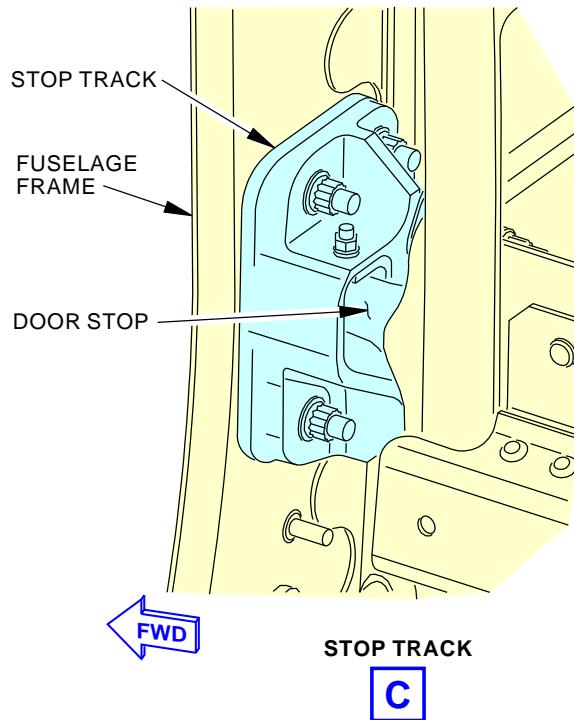
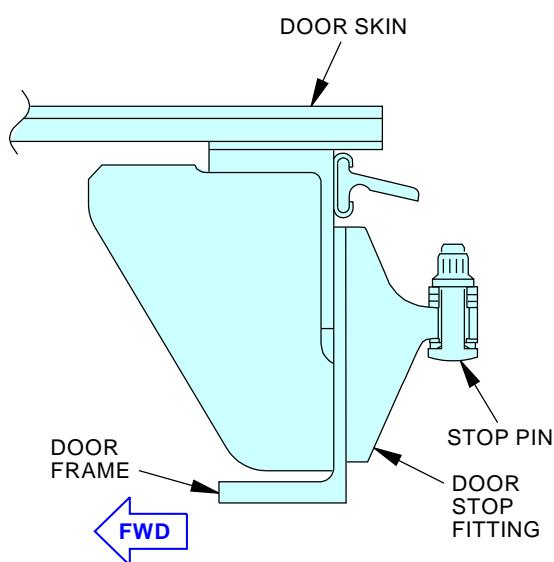
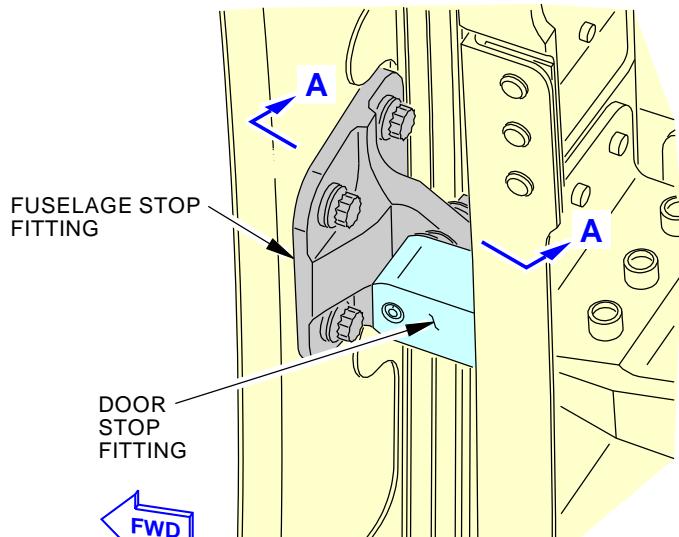
External - Right Overwing Emergency Exit Hatches
Figure 229/52-05-03-990-814 (Sheet 1 of 2)

| |
|-------------|
| EFFECTIVITY |
| AKS ALL |

D633A101-AKS

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N51534 S0006584579_V2

External - Right Overwing Emergency Exit Hatches
Figure 229/52-05-03-990-814 (Sheet 2 of 2)

EFFECTIVITY
AKS ALL

52-05-03

D633A101-AKS



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

TASK 52-05-03-211-823

**30. INTERNAL - DETAILED: LEFT OVERWING EMERGENCY EXIT HATCH/AUTOMATIC OVERWING
EXIT**

(Figure 230)

NOTE: This procedure is a scheduled maintenance task.

A. Location Zones

| Zone | Area |
|-------------|---------------------------------|
| 832 | Left Forward Emergency Exit |
| 833 | Left Emergency Exit (STA 627.5) |

B. Access Panels

| Number | Name/Location |
|---------------|--|
| 832 | Emergency Exit |
| 833 | Emergency Exit |
| S8321 | Overwing Emergency Exit Hatch Inspection |
| S8331 | Overwing Emergency Exit Hatch Inspection |

C. Inspection

SUBTASK 52-05-03-010-038

- (1) Open these access panels:

| Number | Name/Location |
|---------------|----------------------|
| 832 | Emergency Exit |
| 833 | Emergency Exit |

Special Access:

| Number | Name/Location |
|---------------|--|
| S8321 | Overwing Emergency Exit Hatch Inspection |
| S8331 | Overwing Emergency Exit Hatch Inspection |

NOTE: Inspect with hatches removed, the door opened or removed. Remove linings and insulations.

SUBTASK 52-05-03-211-023

- (2) Do a Detailed inspection of the automatic overwing exit door stop fittings and pins.

SUBTASK 52-05-03-910-033

- (3) 737-6789 Basic Task Description, AMM Task 51-05-01-210-810.

SUBTASK 52-05-03-410-038

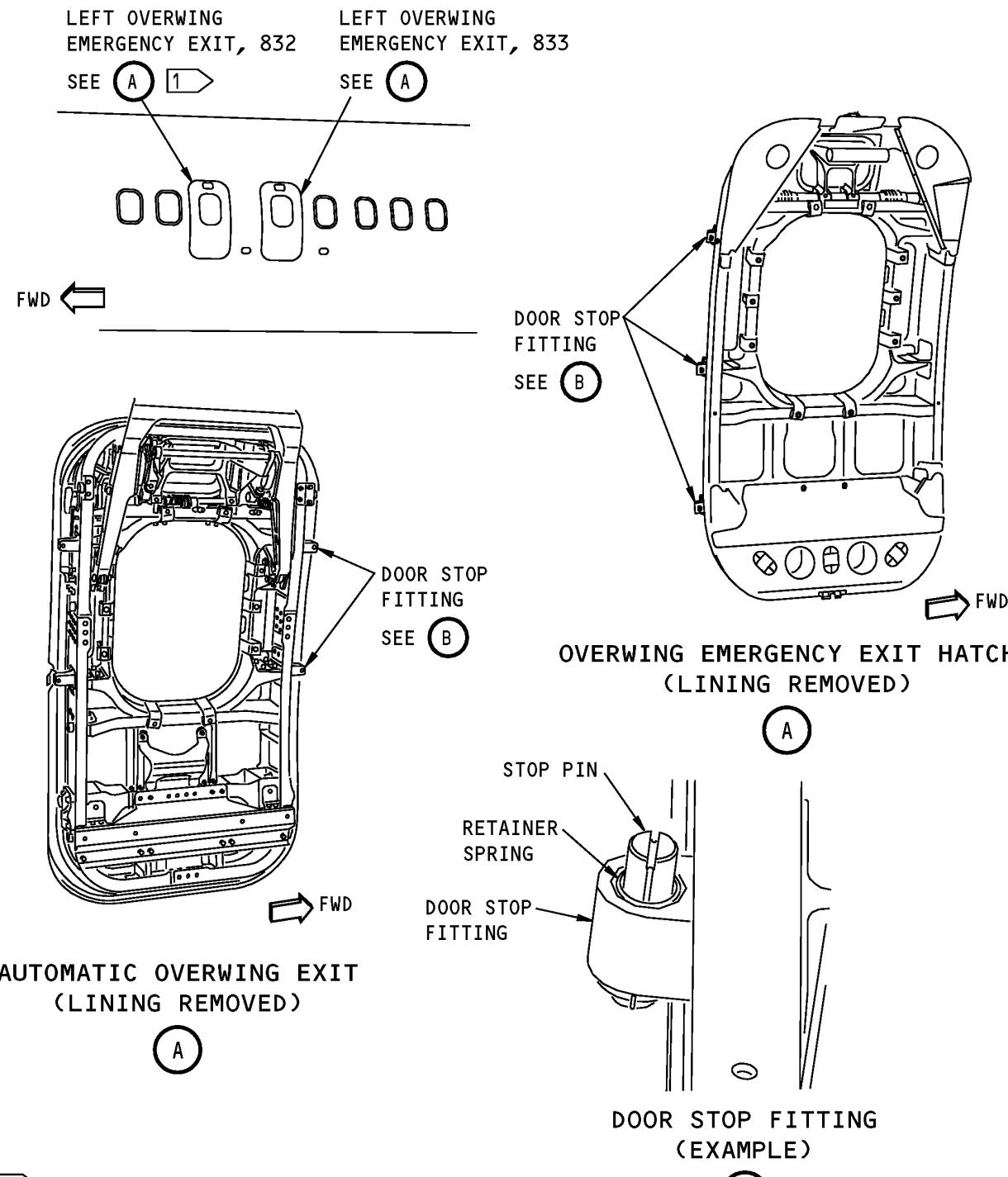
- (4) Close these access panels:

| Number | Name/Location |
|---------------|----------------------|
| 832 | Emergency Exit |
| 833 | Emergency Exit |

———— END OF TASK ————



52-05-03



1 ZONE 832 IS APPLICABLE
TO 737-800 AND -900 ONLY

Internal - Left Overwing Emergency Exit Hatch/Automatic Overwing Exit
Figure 230/52-05-03-990-820

EFFECTIVITY
AKS ALL

D633A101-AKS

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

TASK 52-05-03-211-824

**31. INTERNAL - DETAILED: RIGHT OVERWING EMERGENCY EXIT HATCH/AUTOMATIC OVERWING
EXIT**

(Figure 231)

NOTE: This procedure is a scheduled maintenance task.

A. Location Zones

| Zone | Area |
|-------------|----------------------------------|
| 842 | Right Forward Emergency Exit |
| 843 | Right Emergency Exit (STA 627.5) |

B. Access Panels

| Number | Name/Location |
|---------------|--|
| 842 | Emergency Exit |
| 843 | Emergency Exit |
| S8421 | Overwing Emergency Exit Hatch Inspection |
| S8431 | Overwing Emergency Exit Hatch Inspection |

C. Inspection

SUBTASK 52-05-03-010-039

- (1) Open these access panels:

| Number | Name/Location |
|---------------|----------------------|
| 842 | Emergency Exit |
| 843 | Emergency Exit |

Special Access:

| Number | Name/Location |
|---------------|--|
| S8421 | Overwing Emergency Exit Hatch Inspection |
| S8431 | Overwing Emergency Exit Hatch Inspection |

NOTE: Inspect with hatches removed, the door opened or removed. Remove linings and insulations.

SUBTASK 52-05-03-211-024

- (2) Do a Detailed inspection of the automatic overwing exit door stop fittings and pins.

SUBTASK 52-05-03-910-034

- (3) 737-6789 Basic Task Description, AMM Task 51-05-01-210-810.

SUBTASK 52-05-03-410-039

- (4) Close these access panels:

| Number | Name/Location |
|---------------|----------------------|
| 842 | Emergency Exit |
| 843 | Emergency Exit |

———— END OF TASK ————



52-05-03

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

RIGHT OVERWING
EMERGENCY EXIT, 842

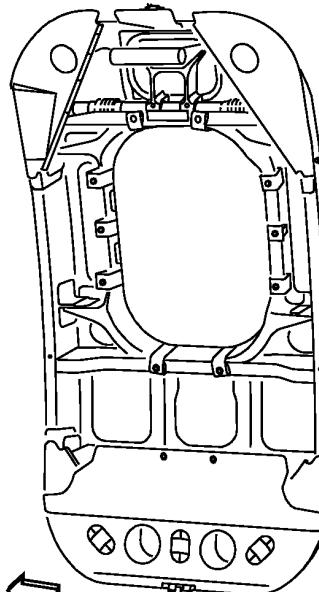
SEE 1



FWD

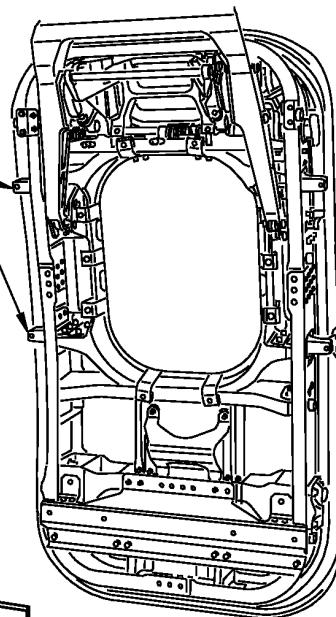
RIGHT OVERWING
EMERGENCY EXIT, 843

SEE A



DOOR STOP
FITTING
SEE B

DOOR STOP
FITTING
SEE B

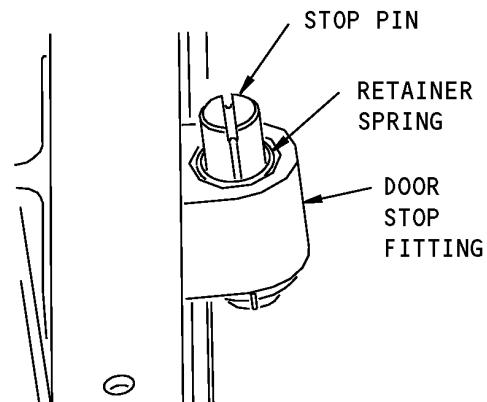


**OVERWING EMERGENCY EXIT HATCH
(LINING REMOVED)**

A

**AUTOMATIC OVERWING EXIT
(LINING REMOVED)**

A



**DOOR STOP FITTING
(EXAMPLE)**

B

1 ZONE 842 IS APPLICABLE
TO 737-800 AND -900 ONLY

Internal - Right Overwing Emergency Exit Hatch/Automatic Overwing Exit
Figure 231/52-05-03-990-821

EFFECTIVITY

AKS ALL

52-05-03



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

TASK 52-05-03-210-816

**32. INTERNAL - GENERAL VISUAL: LEFT OVERWING EMERGENCY EXIT HATCH/AUTOMATIC
OVERWING EXIT**

(Figure 232)

NOTE: This procedure is a scheduled maintenance task.

A. Location Zones

| Zone | Area |
|-------------|---------------------------------|
| 832 | Left Forward Emergency Exit |
| 833 | Left Emergency Exit (STA 627.5) |

B. Access Panels

| Number | Name/Location |
|---------------|--|
| 832 | Emergency Exit |
| 833 | Emergency Exit |
| S8321 | Overwing Emergency Exit Hatch Inspection |
| S8331 | Overwing Emergency Exit Hatch Inspection |

C. Inspection

SUBTASK 52-05-03-010-010

- (1) Open these access panels:

| Number | Name/Location |
|---------------|----------------------|
| 832 | Emergency Exit |
| 833 | Emergency Exit |

Special Access:

| Number | Name/Location |
|---------------|--|
| S8321 | Overwing Emergency Exit Hatch Inspection |
| S8331 | Overwing Emergency Exit Hatch Inspection |

NOTE: Inspect with hatches removed, door opened or removed. Remove linings and insulations.

SUBTASK 52-05-03-210-016

- (2) Do a General Visual inspection of the automatic overwing exit door skin and structure.

SUBTASK 52-05-03-910-035

- (3) 737-6789 Basic Task Description, AMM Task 51-05-01-210-808.

SUBTASK 52-05-03-410-010

- (4) Close these access panels:

| Number | Name/Location |
|---------------|----------------------|
| 832 | Emergency Exit |
| 833 | Emergency Exit |

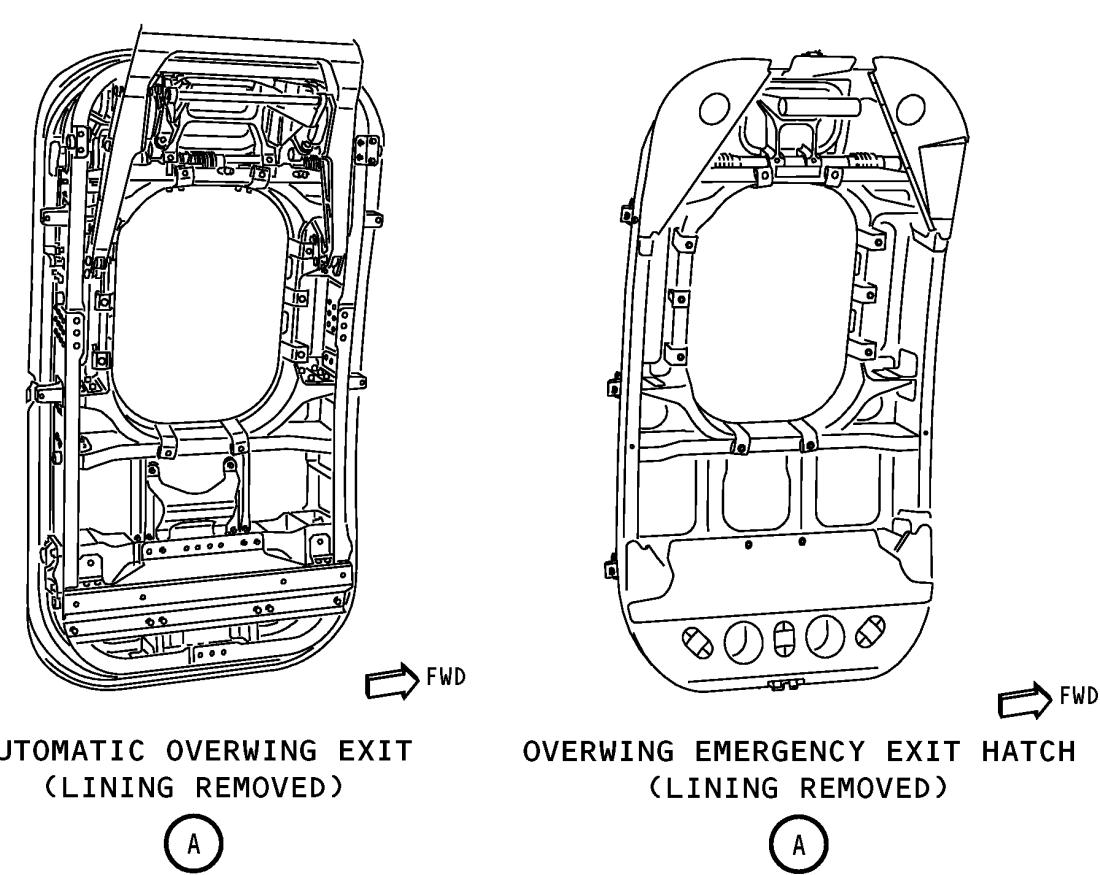
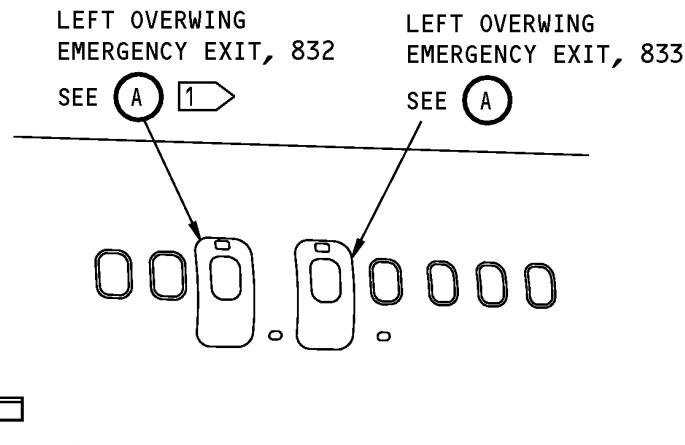
———— END OF TASK ————



52-05-03



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



ZONE 832 IS APPLICABLE
TO 737-800 AND -900 ONLY

Left Overwing Emergency Exit Hatch/Automatic Overwing Exit
Figure 232/52-05-03-990-818

EFFECTIVITY
AKS ALL

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

TASK 52-05-03-210-817

**33. INTERNAL - GENERAL VISUAL: RIGHT OVERWING EMERGENCY EXIT HATCH/AUTOMATIC
OVERWING EXIT**

(Figure 233)

NOTE: This procedure is a scheduled maintenance task.

A. Location Zones

| Zone | Area |
|-------------|----------------------------------|
| 842 | Right Forward Emergency Exit |
| 843 | Right Emergency Exit (STA 627.5) |

B. Access Panels

| Number | Name/Location |
|---------------|--|
| 842 | Emergency Exit |
| 843 | Emergency Exit |
| S8421 | Overwing Emergency Exit Hatch Inspection |
| S8431 | Overwing Emergency Exit Hatch Inspection |

C. Inspection

SUBTASK 52-05-03-010-011

- (1) Open these access panels:

| Number | Name/Location |
|---------------|----------------------|
| 842 | Emergency Exit |
| 843 | Emergency Exit |

Special Access:

| Number | Name/Location |
|---------------|--|
| S8421 | Overwing Emergency Exit Hatch Inspection |
| S8431 | Overwing Emergency Exit Hatch Inspection |

NOTE: Inspect with hatches removed, door opened or removed. Remove linings and insulations.

SUBTASK 52-05-03-210-017

- (2) Do a General Visual inspection of the automatic overwing exit door skin and structure.

SUBTASK 52-05-03-910-036

- (3) 737-6789 Basic Task Description, AMM Task 51-05-01-210-808.

SUBTASK 52-05-03-410-011

- (4) Close these access panels:

| Number | Name/Location |
|---------------|----------------------|
| 842 | Emergency Exit |
| 843 | Emergency Exit |

———— END OF TASK ————



52-05-03

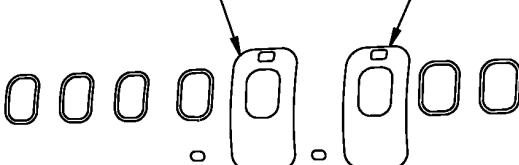


737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

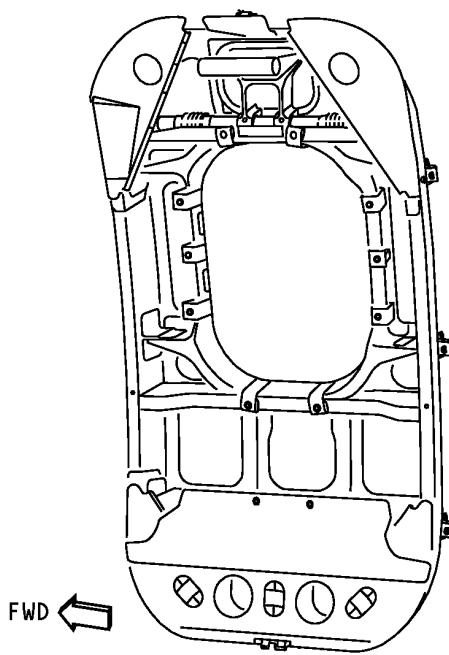
RIGHT OVERWING
EMERGENCY EXIT, 843 RIGHT OVERWING
EMERGENCY EXIT, 842

SEE A

SEE A 1

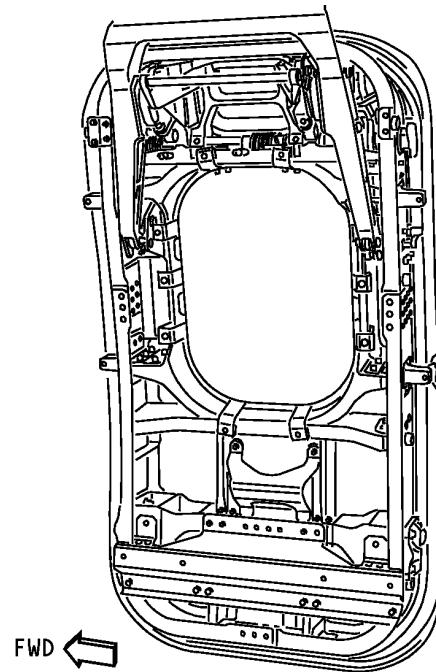


→ FWD



OVERWING EMERGENCY EXIT HATCH
(LINING REMOVED)

A



AUTOMATIC OVERWING EXIT
(LINING REMOVED)

A

1 ZONE 842 IS APPLICABLE TO
737-800 AND -900 ONLY

Right Overwing Emergency Exit Hatch/Automatic Overwing Exit
Figure 233/52-05-03-990-819

EFFECTIVITY
AKS ALL

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AIRCRAFT MAINTENANCE MANUAL

TASK 52-05-03-211-828

34. INTERNAL - DETAILED: FLIGHT DECK SECURITY DOOR LATCH AND HINGE SUPPORT ASSEMBLIES

NOTE: This procedure is a scheduled maintenance task.

A. Location Zones

| Zone | Area |
|------|--|
| 221 | Passenger Compartment - Aft of Control Compartment to Forward Entry Door - Left |
| 222 | Passenger Compartment - Aft of Control Compartment to Forward Entry Door - Right |

B. Inspection

NOTE: Disassemble door only if evidence of damage, fatigue, delamination, and or bulging is found.

SUBTASK 52-05-03-211-036

- (1) Do a Detailed inspection of the flight deck door latch and hinge support assemblies.

SUBTASK 52-05-03-910-004

- (2) 737-6789 Basic Task Description, AMM Task 51-05-01-210-809.

———— END OF TASK ————

EFFECTIVITY
AKS ALL

52-05-03



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

STANDARD DOOR SEALS - INSPECTION/CHECK

1. General

- A. This procedure has this task:
- (1) A check of the door seal.

TASK 52-09-00-700-801

2. Door Seal - Inspection/Check

Figure 201

A. General

- (1) This task provides general steps to check and test the seals for the entry, service, and emergency exit doors.

B. References

| Reference | Title |
|------------------|------------------------------------|
| 05-51-91-790-801 | Cabin Pressure Leak Test (P/B 201) |
| 52-09-10 P/B 801 | DOOR SEALS - REPAIRS |

C. Tools/Equipment

| Reference | Description |
|-----------|--|
| STD-600 | Mirror - Inspection |
| STD-1081 | Flashlight - Explosion Proof |
| STD-1160 | Stand - Cabin and General Access Stand, Adjustable Height, Max. Height 18 Feet, Platform 5 Feet by 10 Feet |

D. Location Zones

| Zone | Area |
|------|------------------------|
| 100 | Lower Half of Fuselage |
| 200 | Upper Half of Fuselage |

E. Access Panels

| Number | Name/Location |
|--------|-----------------------------|
| 821 | Forward Cargo Door |
| 822 | Aft Cargo Door |
| 831 | Forward Entry Door |
| 832 | Emergency Exit |
| 833 | Emergency Exit |
| 834 | Aft Entry Door |
| 841 | Forward Galley Service Door |
| 842 | Emergency Exit |
| 843 | Emergency Exit |
| 844 | Aft Galley Service Door |

F. Prepare for the Inspection/Check

SUBTASK 52-09-00-010-001

- (1) Open these access panels:

| Number | Name/Location |
|--------|--------------------|
| 821 | Forward Cargo Door |
| 822 | Aft Cargo Door |

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

(Continued)

| <u>Number</u> | <u>Name/Location</u> |
|---------------|-----------------------------|
| 831 | Forward Entry Door |
| 832 | Emergency Exit |
| 833 | Emergency Exit |
| 834 | Aft Entry Door |
| 841 | Forward Galley Service Door |
| 842 | Emergency Exit |
| 843 | Emergency Exit |
| 844 | Aft Galley Service Door |

G. Door Seal Check

SUBTASK 52-09-00-790-001

- (1) Open and close the door and do these checks:
 - (a) Make sure the seals are clear of the edge of all surrounding structure when the door opens and closes.
 - (b) Make sure the blades or bulbs of the seals touch the seal depressors around the edge of the door when the door closes.
 - (c) Make sure the seal does not flip outboard at the corners when the door closes.
 - (d) Make sure there are no cuts, delamination, or damage to the seal.
 - (e) Make sure the waviness in the straight sections of the seals is as shown Figure 201.
 - (f) Make sure the door seal will not leak. Do these steps to check for light leaks:
 - 1) Prepare for the light check
 - a) Remove the applicable linings for the door and doorway (if installed) to get visual access to the door seal.
 - b) Open and close the door three times.
 - c) Make sure the door is closed and locked.
 - d) Put the adjustable height cabin and general access stand, STD-1160 outboard of the door.
 - 2) Check for a light leak.
 - a) Point a flashlight beam around the door frame from the outside the airplane.
 - b) Have a person in the airplane check if the flashlight beam comes into the airplane.

NOTE: If necessary, use an inspection mirror, STD-600.

<1> Make sure there are no light leaks between the door seal and seal depressor.

NOTE: In-flight pressurization will cause the doors to move out against the door stops and seal completely. Without pressurization, some light can possibly be seen at the door seal installation. Operators must determine by experience how much light is acceptable for a correct installation.
 - 3) If a light leak is found, do these steps:
 - a) If necessary, repair or replace the door seal, do this: DOOR SEALS - REPAIRS, PAGEBLOCK 52-09-10/801.

EFFECTIVITY
AKS ALL

52-09-00



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

- b) Use the explosion proof flashlight, STD-1081 again to check for light leaks.

NOTE: You will have to repeat the light leak check to make sure that the light leaks have been repaired.

- (g) If the door seal has light leaks, do this task: Cabin Pressure Leak Test, TASK 05-51-91-790-801.

H. Put the Airplane Back to Its Usual Condition

SUBTASK 52-09-00-410-001

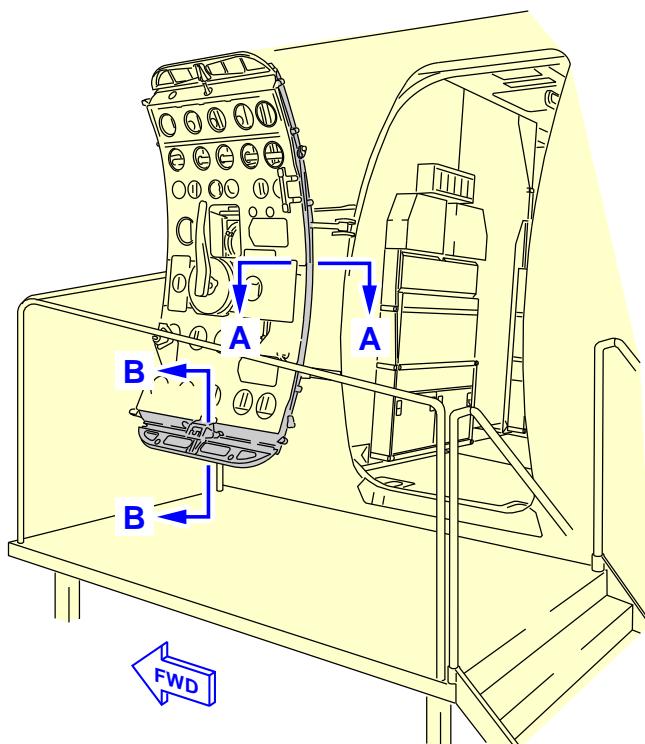
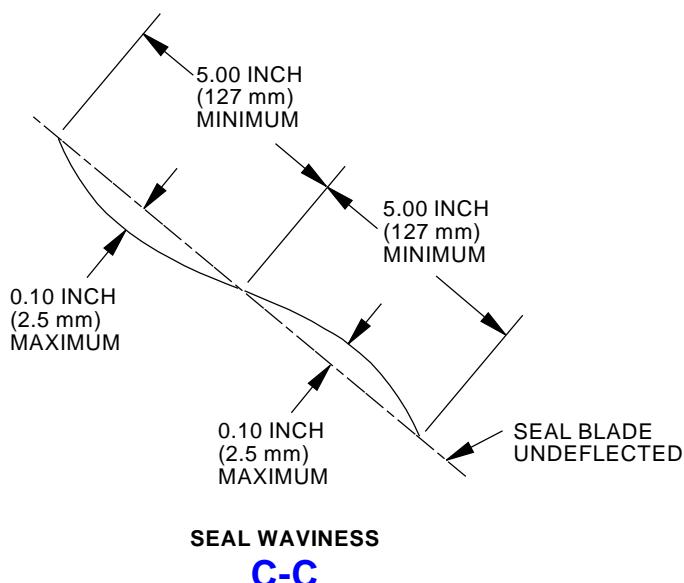
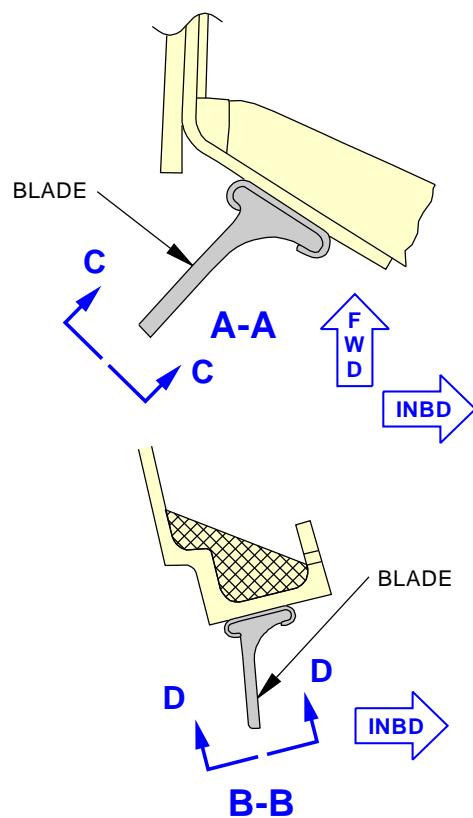
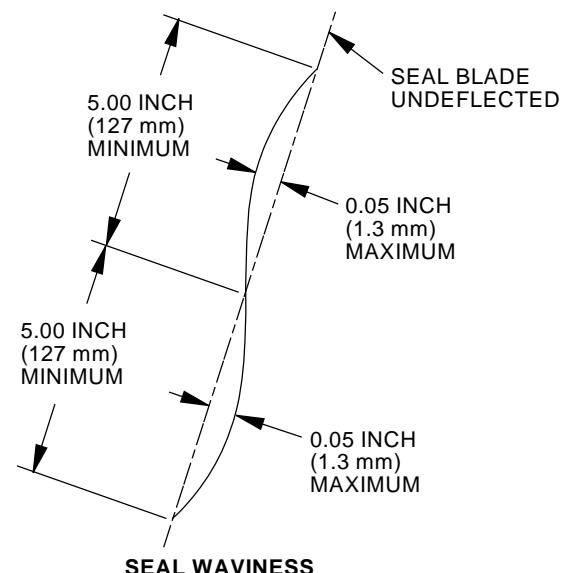
- (1) Close these access panels:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|-----------------------------|
| 821 | Forward Cargo Door |
| 822 | Aft Cargo Door |
| 831 | Forward Entry Door |
| 832 | Emergency Exit |
| 833 | Emergency Exit |
| 834 | Aft Entry Door |
| 841 | Forward Galley Service Door |
| 842 | Emergency Exit |
| 843 | Emergency Exit |
| 844 | Aft Galley Service Door |

———— END OF TASK ————



52-09-00


**AFT ENTRY DOOR
(EXAMPLE)**

**SEAL WAVINESS
C-C**

**SEAL WAVINESS
D-D**

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Door Seals Check
Figure 201/52-09-00-990-801

 EFFECTIVITY
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52-09-00



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

DOOR SEALS - REPAIRS

1. General

- A. This procedure has a task to repair the door seals.
- B. Seals prevent loss of cabin pressure at entry doors, galley service doors, cargo doors, the forward access door, electronic equipment access door, and emergency exit doors. Seals also keep water from entering the airplane at these door locations. Types of seals include:
 - (1) Blade seals
 - (2) Bulb seals
 - (3) Diaphragm seals
- C. The silicone rubber seals used in these areas are subject three different types of failure or damage as follows:
 - (1) Delamination of joints occurs where the mechanical bulb seal section joins the diaphragm seal section on the door seals. The fabric-reinforced rubber which forms the joint peels loose from the mechanical or diaphragm seal. Primary cause of this failure is poor bonding.
 - (2) Cuts, nicks, splits or tears in the seal section are primarily a result of lack of care in handling and installation.
 - (3) Splice failure occurs on those continuous seals formed by splicing the ends of the extruded bulb section. Flexing of the seal causes separation of the bond between this material and the ends of the extruded section.
- D. Seal repair procedures for the silicone rubber door and hatch seals may be divided into three general methods:
 - (1) Method A is a procedure for repairs in which the cut, delaminated, or otherwise separated surfaces are rejoined by adhesive only.
 - (2) Method B consists of repairs with an adhesive reinforced with open mesh fabric. The fabric is embedded in the adhesive on the seal surface.
 - (3) Method C repair procedure comprises the replacement of a section of seal using adhesive, and when required, fabric cemented into place.
- E. Adhesives used for repairs are in three category types as follows:
 - (1) Type I is a two-part, air-cured adhesive.
 - (a) Use type I adhesives only on those parts of the blade seal where it is not necessary to have a flexible bond. Do not use on the diaphragm seals or on the seal lip of the blade seals.
 - (2) Type II is a one-part, air-cured adhesive. It is flexible at low temperatures.
 - (a) Use type II adhesives for repairs to the seal lip on the blade seals where it is necessary that the adhesive is flexible to make an air-tight seal.
 - (3) Type III is a quick repair air-cured adhesive (two-part kit). It is very flexible.
 - (a) Use type III adhesives for fast repairs. You can use it in all locations on the seal.

TASK 52-09-10-100-801

2. Seal Repair Procedure Surface Preparation

A. General

- (1) Make all of the seal repairs with the seal in a position for easy access and when the load on the seal is as small as possible. For seals that are installed, it may be necessary to remove parts of the seal retainer to do work on the damaged area.

| | |
|-------------|---------|
| EFFECTIVITY | AKS ALL |
|-------------|---------|

52-09-10



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- (2) Replace the seal if the damage is extensive.

B. Consumable Materials

| Reference | Description | Specification |
|-----------|---|----------------------------------|
| B00068 | Alcohol - Denatured, Ethyl (Ethanol) | AMS 3002, MIL-E-51454 Type II |
| B00130 | Alcohol - Isopropyl | TT-I-735 |
| B00137 | Abrasive - Garnet Coated Paper | |
| B00148 | Solvent - Methyl Ethyl Ketone (MEK) | ASTM D740 |
| G00034 | Cotton Wiper - Process Cleaning Absorbent Wiper (Cheesecloth, Gauze) | BMS15-5 Class A |

C. Procedure

SUBTASK 52-09-10-010-001

- (1) Make sure there is access to the seal.
(a) If it is necessary, remove one or more sections of seal retainer to get access to a damaged section of seal.

SUBTASK 52-09-10-100-001

- (2) Clean the area of the pressure seals with the seal in a position for easy access, do the steps that follow:
(a) Rub the area and approximately 2 in. (51 mm) or more on all sides of the area with a clean cotton wiper, G00034 that is wet with one of the solvents that follow:
1) solvent, B00148
2) alcohol, B00068
3) alcohol, B00130
(b) Lightly rub the surface to be repaired with the abrasive, B00137 (180 grit minimum).
(c) Wipe dry with a cotton wiper, G00034 before solvent evaporates.
1) If necessary repeat steps to completely remove dirt, oil, paint, and other soils.

NOTE: Clean surfaces are necessary to make a good bond.

———— END OF TASK ————

TASK 52-09-10-350-801

3. Seal Repair Procedures For Specified Types of Seal Damage
(Figure 801)

A. General

- (1) Make all of the seal repairs with the seal in a position for easy access and when the load on the seal is as small as possible. For seals that are installed, it may be necessary to remove parts of the seal retainer to do work on the damaged area.
(2) Determine the type of repair that is necessary and the procedure to be used.
(a) Use fabric when a stronger bond is necessary.
(b) Replace the seal if the damage is extensive.
(3) Adhesives used in this procedure as follows:





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Table 801/52-09-10-993-801 Table Of Type I Adhesives

| Bulk code | Description | Catalyst | Cure Time ^{*[1]} | BAC Process | Specification |
|--|---|---|-------------------------------|------------------|---------------|
| Silgrip PSA529 adhesive base, A00336 ^{*[2]} | Light yellow, low viscosity, high temperature, silicone pressure sensitive adhesive | SRC-18 catalyst, A50112 ^{*[2]} | 3-7 Days at 74 ±3°F (23 ±2°C) | BAC 5010 Type 77 | MIL-A-25457B |
| RTV430 rubber base, A50025 | Condensation Cure, Mouldmaking Rubber | Beta 5 catalyst, A50234 ^{*[3]} Beta 11 catalyst, A50235 ^{*[4]} | 24 Hours for both catalysts | BAC 5010 Type 68 | --- |

*[1] Refer to manufacturer's instructions for specific cure times based on local conditions of where the product is used.

*[2] Mixing ratio is 100 parts PSA529 base to 3.3 parts SRC-18 catalyst

*[3] Mixing ratio is 10 parts RTV430 base to 1 part Beta 5 catalyst

*[4] Mixing ratio is 10 parts RTV430 base to 1 part Beta 11 catalyst

Table 802/52-09-10-993-802 Table Of Type II Adhesives

| Bulk code | Description | Tack Free Time | Cure Time ^{*[1]} | BAC Process | Specification |
|---|--|----------------|---|------------------|---------------|
| FRV1106 adhesive, A50026 | One-component, Flurosilicone, adhesive sealant | 20 Minutes | 18-24 Hours | BAC 5010 Type 84 | --- |
| Dow Corning 732 multi-purpose sealant, A50031 | General purpose silicone adhesive/sealant | 20 Minutes | 24 Hours | BAC 5010 Type 60 | MIL-A-46106 |
| Dow Corning 3145 RTV adhesive, A00281 | 1-part non-flowing adhesive, high tensile strength and elongation, enhanced thermal stability, | 78 Minutes | 48 Hours | BAC 5010 Type 79 | MIL-A-46146 |
| RTV 102 adhesive, A50067 | One-Component Acetoxy Adhesive Sealants | 20 Minutes | 3 days at 77°F (25°C) and 50% relative humidity | BAC 5010 Type 60 | MIL-A-46106 |
| RTV 108 adhesive, A00635 | One-Component Acetoxy Adhesive Sealants | 20 Minutes | 3 days at 77°F (25°C) and 50% relative humidity | BAC 5010 Type 60 | MIL-A-46106 |

*[1] Refer to manufacturer's instructions for specific cure times based on local conditions of where the product is used.

Table 803/52-09-10-993-803 Table Of Type III Adhesives

| Bulk code | Description | Primer ^{*[1]} | Cure Time ^{*[2]} | BAC Process | Specification |
|---|--|--|--|------------------|---------------|
| Dow Corning 93-076-1/2 aerospace sealant and catalyst kit, A50094 | Two part, thixotropic silicone elastomer | Dow Corning PR-1204 prime coat, C50242 or PR 1204 primer, A50126 | 4 Hours at 185°F (85°C) or 2 Hours at 203°F (95°C) | BAC 5010 Type 68 | --- |

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Table 803/52-09-10-993-803 Table Of Type III Adhesives (Continued)

| Bulk code | Description | Primer ^[1] | Cure Time ^[2] | BAC Process | Specification |
|---|--|--|--|------------------|---------------|
| Dow Corning 93-076-2 aerospace sealant and catalyst kit, A50233 | Two part, thixotropic silicone elastomer | Dow Corning PR-1204 prime coat, C50242 or PR 1204 primer, A50126 | 4 Hours at 185°F (85°C) or 2 Hours at 203°F (95°C) | BAC 5010 Type 68 | --- |

*[1] This product enhances bonding but is not mandatory for the sealant to fully cure

*[2] Refer to manufacturer's instructions for specific cure times based on local conditions of where the product is used.

B. Tools/Equipment

| Reference | Description |
|-----------|----------------------|
| STD-123 | Brush - Soft Bristle |
| STD-1415 | Knife - Utility |

C. Consumable Materials

| Reference | Description | Specification |
|-----------|---|---------------------------------------|
| A00281 | Adhesive - Dow Corning 3145 RTV | MIL-A-46146 (BAC5010 Type 79) |
| A00336 | Adhesive - Silicone Pressure Sensitive, Momentive Performance Materials Silgrip PSA529 Base (Formerly GE Silicones) | BAC5010 Type 77 |
| A00635 | Adhesive - RTV 108 Translucent Silicone Rubber RTV Paste, One-part | MIL-A-46106 |
| A50025 | Adhesive - Condensation Cure, Mouldmaking Rubber, Momentive Performance Materials RTV430 Base (Formerly GE Silicones) | |
| A50026 | Adhesive - One-Component, Fluorosilicone, Momentive Performance Materials FRV1106 (Formerly GE Silicones) | BAC5010 Type 84 |
| A50031 | Sealant - Dow Corning 732 Multi-Purpose Sealant | MIL-A-46106 |
| A50067 | Adhesive - Silicone Rubber - RTV 102 (White) | MIL-A-46106, BAC5010 Type 60, Grade 1 |
| A50094 | Sealant - Kit, Two-Part Thixotropic Silicone Elastomer, Dow Corning 93-076-1/2 Aerospace Sealant and Catalyst | |
| A50112 | Catalyst - Silgrip Silicone Pressure Sensitive Adhesive Catalyst, Momentive Performance Materials SRC-18 Catalyst | BAC5010 Type 77 |
| A50126 | Primer - Adhesive Bonding (Formerly Dow Corning 1204 Clear) | |
| A50233 | Sealant - Kit, Two-Part Thixotropic Silicone Elastomer, Dow Corning 93-076-2 Aerospace Sealant and Catalyst | |
| A50234 | Catalyst - Momentive Performance Materials Beta 5 Catalyst | |
| A50235 | Catalyst - Momentive Performance Materials Beta 11 Catalyst | |

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(Continued)

| Reference | Description | Specification |
|-----------|---|---------------|
| C50242 | Primer - Dow Corning PR-1204 RTV Prime Coat | |

D. Location Zones

| Zone | Area |
|------|--|
| 821 | Forward Cargo Door |
| 822 | Aft Cargo Door |
| 830 | Subzone - Passenger Compartment Doors, Left |
| 840 | Subzone - Passenger Compartment Doors, Right |

E. Repair Procedures for Specified Types of Seal Damage

SUBTASK 52-09-10-390-003

- (1) Repair a delaminated seal as follows:

NOTE: If the delaminated area is not repaired, leaks can occur when the area increases in size.

- (a) If the delamination is on the seal edge, do these steps:

- 1) Do Seal Repair Procedure (Method A), TASK 52-09-10-350-802 or Seal Repair Procedure (Method B), TASK 52-09-10-350-803 to bond the delaminated seal with one of the adhesives in the tables that follow:
 - a) Table Of Type II Adhesives/Table 802
 - b) Table Of Type III Adhesives/Table 803
- 2) Push the surfaces tightly together to make sure the adhesive fully touches the repair area.
- 3) Make sure the adhesive cures the minimum time necessary.

- (b) If the delamination is away from the seal edge, do these steps:

- 1) Do Seal Repair Procedure (Method A), TASK 52-09-10-350-802 or Seal Repair Procedure (Method B), TASK 52-09-10-350-803 to bond the delaminated seal one of the adhesives in the tables that follow:
 - a) Table Of Type I Adhesives/Table 801
 - b) Table Of Type II Adhesives/Table 802
 - c) Table Of Type III Adhesives/Table 803
- 2) Push the surfaces tightly together to make sure the adhesive fully touches the repair area.
- 3) Make sure the adhesive cures the minimum time necessary.

SUBTASK 52-09-10-390-004

- (2) Repair a delaminated seal joint as follows:

- (a) If the delamination is small (0.50 in^2 (322.58 mm 2) maximum), do these steps:

- 1) Do Seal Repair Procedure (Method A), TASK 52-09-10-350-802 to bond the delaminated seal with one of the adhesives in the table that follows:
 - a) Table Of Type I Adhesives/Table 801
- 2) Push the surfaces tightly together to make sure the adhesive fully touches the repair area.
- 3) Make sure the adhesive cures the minimum time necessary.

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- (b) If the delamination is at the edge of the splice and the seal does not seal satisfactorily, do these steps:
- 1) Cut and remove the delaminated piece with a sharp knife, STD-1415.
 - 2) Apply a light layer of one of the adhesives in the tables that follows:
 - a) Table Of Type II Adhesives/Table 802
 - b) Table Of Type III Adhesives/Table 803

SUBTASK 52-09-10-390-005

- (3) Repair a cut or split in the rubber in the joint area of a seal as follows:
- (a) Do Seal Repair Procedure (Method B), TASK 52-09-10-350-803 to bond the damaged seal with fabric and one of the adhesives in the tables that follow:
 - 1) Table Of Type II Adhesives/Table 802
 - 2) Table Of Type III Adhesives/Table 803
 - (b) Push the surfaces tightly together to make sure the adhesive fully touches the repair area.
 - (c) Make sure the adhesive cures the minimum time necessary.

SUBTASK 52-09-10-390-006

- (4) Repair a cut or split in the blade or bulb section of a seal as follows:
- (a) If the damage is a small cut or split (0.20 in. (5.08 mm) maximum length), do these steps:
 - 1) Do Seal Repair Procedure (Method A), TASK 52-09-10-350-802 to bond the damaged seal with one of the adhesives in the tables that follow:
 - a) Table Of Type I Adhesives/Table 801
 - b) Table Of Type II Adhesives/Table 802
 - c) Table Of Type III Adhesives/Table 803
 - 2) Push the surfaces tightly together to make sure the adhesive fully touches the repair area.
 - 3) Make sure the adhesive cures the minimum time necessary.
 - (b) If the damage is a large cut or split (1.00 in. (25.40 mm) maximum length), do these steps:
 - 1) Push on the seal to open the cut.
 - 2) Carefully drill a hole in each end of the cut.

NOTE: A sharpened metal tube can be used as a drill bit to cut the holes.
 - 3) Make the holes smooth and miter the edges.
 - 4) Do Seal Repair Procedure (Method A), TASK 52-09-10-350-802 to bond the damaged seal with one of the adhesives in the tables that follow:
 - a) Table Of Type II Adhesives/Table 802
 - b) Table Of Type III Adhesives/Table 803
 - 5) Push the surfaces tightly together to make sure the adhesive fully touches the repair area.
 - 6) Make sure the adhesive cures the minimum time necessary.
 - (c) If the damage to the seal is a large split (2.00 in. (50.80 mm) maximum length), do these steps:
 - 1) Push on the seal to open the cut.

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- 2) Carefully drill a hole in each end of the cut.
NOTE: A sharpened metal tube can be used as a drill bit to cut the holes.
- 3) Make the holes smooth and miter the edges.
- 4) Do Seal Repair Procedure (Method B), TASK 52-09-10-350-803 to bond the damaged seal with one of the adhesives in the tables that follow:
 - a) Table Of Type I Adhesives/Table 801
 - b) Table Of Type II Adhesives/Table 802
 - c) Table Of Type III Adhesives/Table 803
- 5) Cut the fabric to make an overlap of 0.50 in. (12.70 mm) on the sides and ends of the split.
- 6) Push the surfaces tightly together to make sure the adhesive fully touches the repair area.
- 7) Make sure the adhesive cures the minimum time necessary.

SUBTASK 52-09-10-390-007

- (5) Repair a damaged seal flange (3.00 in. (76.20 mm) maximum patch length) as follows:
 - (a) If it is not necessary to replace the flange, do these steps:
 - 1) Do Seal Repair Procedure (Method B), TASK 52-09-10-350-803 to bond the damaged seal with one of the adhesives in the tables that follow:
 - a) Table Of Type II Adhesives/Table 802
 - b) Table Of Type III Adhesives/Table 803
 - 2) Cut the fabric to make an overlap of 0.50 in. (12.70 mm) on the sides and ends of the split.
 - 3) Push the surfaces tightly together to make sure the adhesive fully touches the repair area.
 - 4) Make sure the adhesive cures the minimum time necessary.
 - (b) If a part of the flange is missing, do these steps:
 - 1) Trim the seal edge adjacent to the missing part of the flange.
 - 2) Cut a piece of replacement flange that is a correct fit for the missing part.
 - 3) Do Seal Repair Procedure (Method C), TASK 52-09-10-350-804 to bond the replacement seal patch to the seal with one of the adhesives in the tables that follow:
 - a) Table Of Type II Adhesives/Table 802
 - b) Table Of Type III Adhesives/Table 803
 - 4) Cut the fabric to make an overlap of 0.50 in. (12.70 mm) on the sides and ends of the split.
 - 5) Push the surfaces tightly together to make sure the adhesive fully touches the repair area.
 - 6) Make sure the adhesive cures the minimum time necessary.

SUBTASK 52-09-10-390-008

- (6) Repair a damaged seal lip or flat side of a seal blade (3.00 in. (76.20 mm) maximum patch length) as follows:
 - (a) If it is not necessary to replace the seal blade piece, do these steps:

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- 1) Do Seal Repair Procedure (Method B), TASK 52-09-10-350-803 or Seal Repair Procedure (Method C), TASK 52-09-10-350-804 to bond the damaged seal with fabric one of the adhesives in the tables that follow:
 - a) Table Of Type II Adhesives/Table 802
 - b) Table Of Type III Adhesives/Table 803
 - 2) Cut the fabric to make an overlap of 0.50 in. (12.70 mm) on the sides and ends of the split.
 - a) The patch must be 0.25 in. (6.35 mm) from the flange on both sides of the seal.
 - b) The patch must not stop on the flat area of the blade.
 - 3) Push the surfaces tightly together to make sure the adhesive fully touches the repair area.
 - 4) Make sure the adhesive cures the minimum time necessary.
- (b) If a part of the seal is missing, do these steps:
- 1) Trim the seal edge adjacent to the missing part of the seal.
 - 2) Cut a piece of replacement seal that is a correct fit for the missing part.
 - 3) Do Seal Repair Procedure (Method C), TASK 52-09-10-350-804 to bond the replacement seal patch to the seal with one of the adhesives in the tables that follow:
 - a) Table Of Type II Adhesives/Table 802
 - b) Table Of Type III Adhesives/Table 803
 - 4) Cut the fabric to make an overlap of 0.50 in. (12.70 mm) on the sides and ends of the split.
 - a) The patch must be 0.25 in. (6.35 mm) from the flange on both sides of the seal.
 - b) The patch must not stop on the flat area of the blade.
 - 5) Push the surfaces tightly together to make sure the adhesive fully touches the repair area.
 - 6) Make sure the adhesive cures the minimum time necessary.

SUBTASK 52-09-10-390-009

- (7) Repair splice damage on entry door and galley service door seals as follows:
- (a) Do Seal Repair Procedure (Method A), TASK 52-09-10-350-802 or Seal Repair Procedure (Method B), TASK 52-09-10-350-803 with one of the adhesives in the tables that follow:
 - 1) Table Of Type II Adhesives/Table 802
 - 2) Table Of Type III Adhesives/Table 803
- (b) Push the surfaces tightly together to make sure the adhesive fully touches the repair area.
- (c) Make sure the adhesive cures the minimum time necessary.

SUBTASK 52-09-10-390-010

- (8) Repair separation of splice bonds on cargo door and escape exit seals as follows:
- (a) Do Seal Repair Procedure (Method B), TASK 52-09-10-350-803.

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- (b) Use a soft bristle brush, STD-123 to apply the adhesive on the clean surfaces of the seal. Use one of the adhesives in the tables that follow:
 - 1) Table Of Type II Adhesives/Table 802
 - 2) Table Of Type III Adhesives/Table 803
- (c) Cut the fabric 2.00 in. (50.80 mm) in width, and sufficiently long to put fully around the seal.
- (d) Push the surfaces tightly together to make sure the adhesive fully touches the repair area.
- (e) Make sure the adhesive cures the minimum time necessary.
- (f) Apply more light layers of adhesive with the brush.
- (g) Make the edges of the patch smooth to make sure the seal lip is flat.
- (h) To prevent a rigid area on the seal lip, do not apply too much adhesive.

SUBTASK 52-09-10-390-011

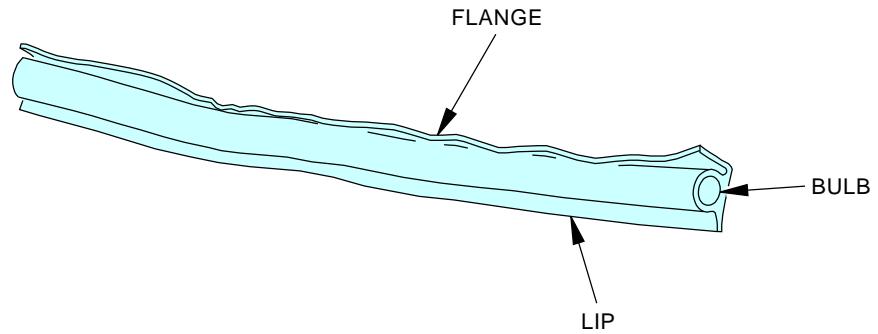
- (9) Repair large damage to seal parts as follows:
 - (a) Find the seal splices in the straight parts of the seal.
 - (b) Remove the full damaged area.
 - (c) Replace the damaged area with a piece of replacement seal that has the same dimensions.
 - (d) Make mitered cuts on the seal surfaces that touch.
 - (e) Fill them with adhesive from the tables that follow:
 - 1) Table Of Type II Adhesives/Table 802
 - 2) Table Of Type III Adhesives/Table 803
 - (f) Do Seal Repair Procedure (Method B), TASK 52-09-10-350-803 and Seal Repair Procedure (Method C), TASK 52-09-10-350-804 to bond the seal splices.
 - (g) Push the surfaces tightly together to make sure the adhesive fully touches the repair area.
 - (h) Make sure the adhesive cures the minimum time necessary.

———— END OF TASK ———

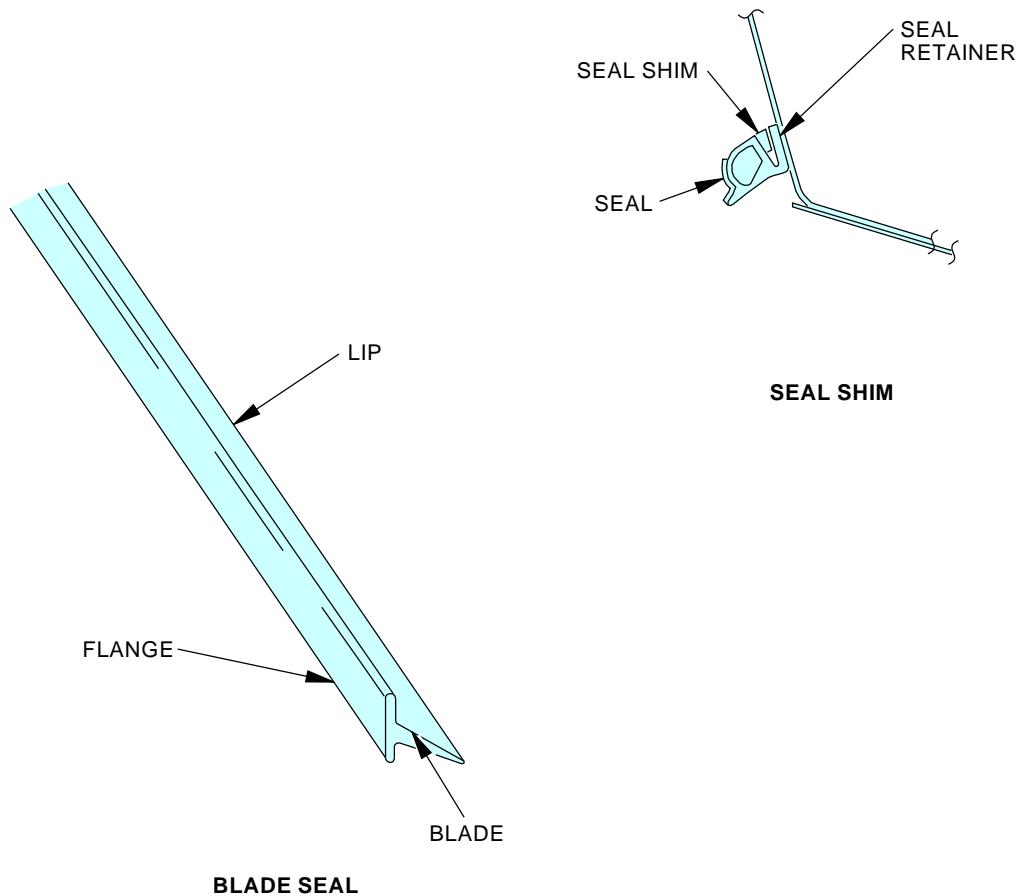
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BULB SEAL



SEAL SHIM

BLADE SEAL

F90518 S0006579690_V2

Door Seals - Repairs
Figure 801/52-09-10-990-801 (Sheet 1 of 3)

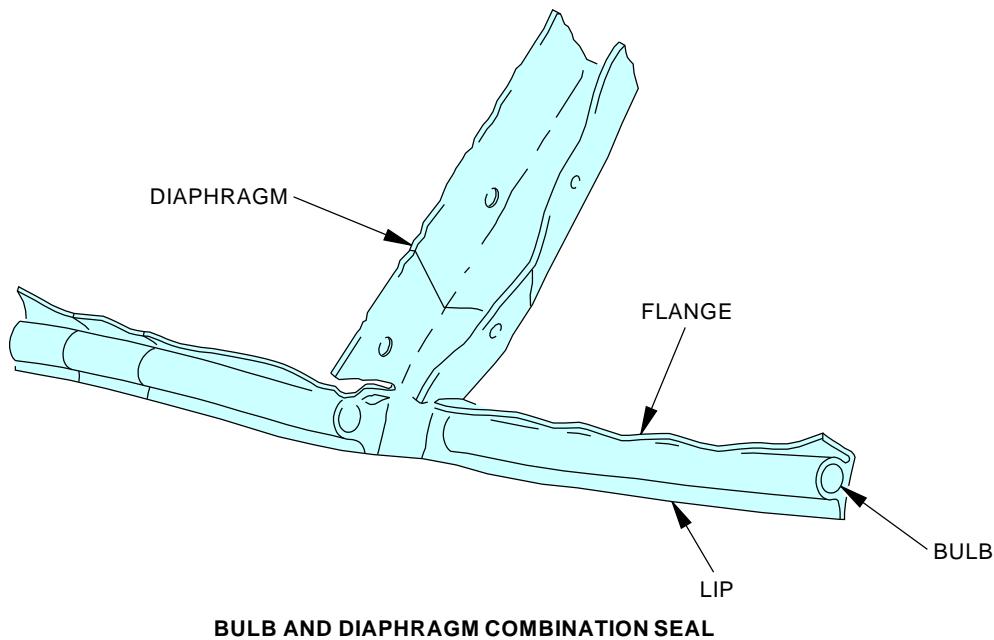
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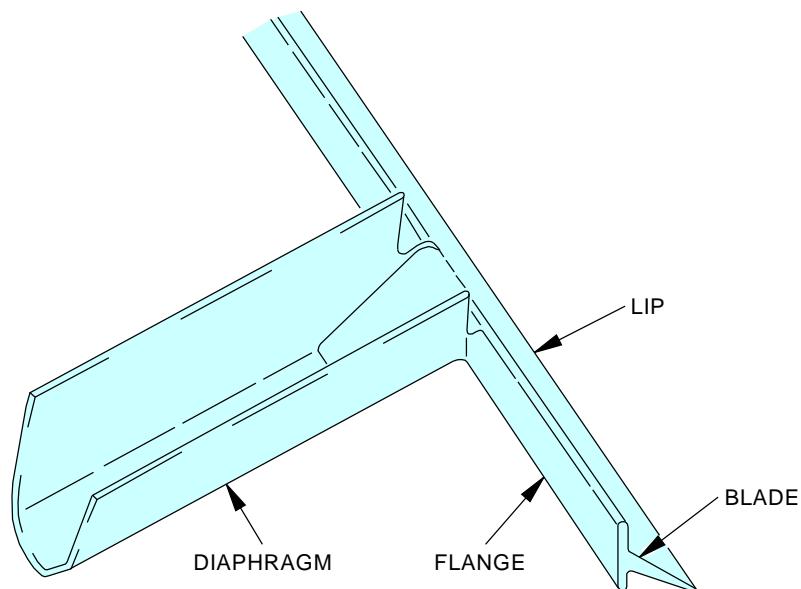
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BULB AND DIAPHRAGM COMBINATION SEAL



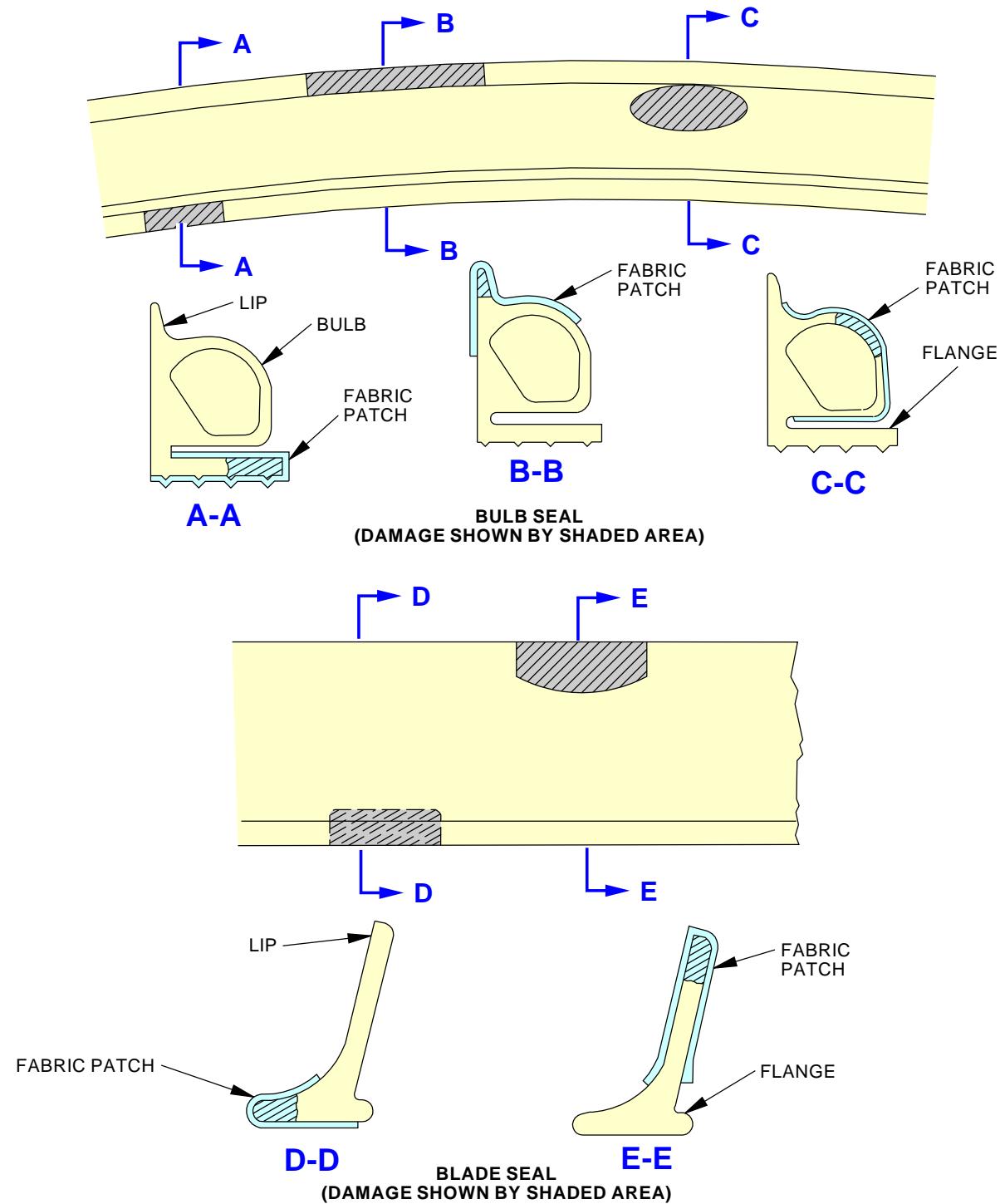
BLADE AND DIAPHRAGM SEALS

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Door Seals - Repairs
Figure 801/52-09-10-990-801 (Sheet 2 of 3)

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F90544 S0006579692_V2

Door Seals - Repairs
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TASK 52-09-10-350-802

4. Seal Repair Procedure (Method A)

A. General

- (1) This procedure is for repairs that only use adhesive.

B. Procedure

SUBTASK 52-09-10-300-001

- (1) Do the steps that follow to repair the seal with adhesive only:
- Apply the adhesive to all of the areas to be bonded.
 - Put a load on the seal to make sure the seal fully touches the adhesive.
 - Let the adhesive cure the minimum time necessary before you put a load on it.

———— END OF TASK ————

TASK 52-09-10-350-803

5. Seal Repair Procedure (Method B)

A. General

- (1) This procedure is for repairs with an adhesive reinforced with open mesh fabric. The fabric is embedded in the adhesive on the seal surface.

B. Consumable Materials

| Reference | Description | Specification |
|-----------|---|---------------|
| G00028 | Fabric - Dacron, 70/34 Mesh (Mohawk Dacron Fabrics - D117 Fabric) | |
| G00029 | Fabric - Polyester, 30/17 Mesh (Mohawk Polyester Fabrics - P118 Fabric, Formerly Mohawk Dacron D118 Fabric) | |

C. Procedure

SUBTASK 52-09-10-300-002

- (1) Do the steps that follow to repair the seal with adhesive and open-meshed fabric:
- Cut the fabric to have the correct fit for the patch area. Use one of the fabrics that follow:
 - D117 Dacron Fabric, G00028
 - P118 polyester fabric, G00029
 - Apply the adhesive to the repair area on the seal.
 - Push the fabric patch into the wet adhesive and apply more adhesive on top of the patch.
 - Make the surface smooth of unwanted adhesive and put a load on to make sure the seal fully touches the adhesive.
 - Apply pressure to make sure the parts are fully bonded.
 - Let the adhesive cure the minimum time necessary before you put a load on it.

———— END OF TASK ————

TASK 52-09-10-350-804

6. Seal Repair Procedure (Method C)

A. General

- (1) This procedure replaces the damaged seal part with an equivalent piece of replacement seal.

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B. Consumable Materials

| Reference | Description | Specification |
|------------------|---|----------------------|
| G00028 | Fabric - Dacron, 70/34 Mesh (Mohawk Dacron Fabrics - D117 Fabric) | |
| G00029 | Fabric - Polyester, 30/17 Mesh (Mohawk Polyester Fabrics - P118 Fabric, Formerly Mohawk Dacron D118 Fabric) | |

C. Procedure

SUBTASK 52-09-10-300-003

- (1) Do the steps that follow to repair the seal with equivalent piece of replacement seal:
 - (a) Cut a piece of replacement seal that will have the correct fit for the repair area.
 - (b) Miter the seal and the replacement piece of seal to the correct fit.
 - (c) Do one of the procedures that follow:
 - 1) To repair the seal with adhesive only:
 - a) Apply the adhesive to all of the areas to be bonded.
 - b) Put a load on the seal to make sure the seal fully touches the adhesive.
 - c) Let the adhesive cure the minimum time necessary before you put a load on it.
 - 2) To repair the seal with adhesive and open-meshed fabric:
 - a) Cut the fabric to have the correct fit for the patch area. Use one of the fabrics that follow:
 - <1> D117 Dacron Fabric, G00028.
 - <2> P118 polyester fabric, G00029.
 - b) Apply the adhesive to the repair area on the seal.
 - c) Push the fabric patch into the wet adhesive and apply more adhesive on top of the patch.
 - d) Make the surface smooth of unwanted adhesive and put a load on to make sure the seal fully touches the adhesive.
 - e) Apply pressure to make sure the parts are fully bonded.
 - f) Let the adhesive cure the minimum time necessary before you put a load on it.

———— END OF TASK ————



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BLADE SEALS - REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
 - (1) A removal of a blade seal from a door.
 - (2) An installation of a blade seal on a door.
- B. Blade seals are one-piece seals used to maintain cabin pressurization and are installed around the edges.
- C. This procedure is the same for each door.

TASK 52-09-11-000-801

2. Blade Seals Removal

(Figure 401)

A. Location Zones

| Zone | Area |
|------|---|
| 112 | Area Forward of Nose Landing Gear Wheel Well |
| 117 | Electrical and Electronics Compartment - Left |
| 821 | Forward Cargo Door |
| 822 | Aft Cargo Door |
| 832 | Left Forward Emergency Exit |
| 833 | Left Emergency Exit (STA 627.5) |
| 842 | Right Forward Emergency Exit |
| 843 | Right Emergency Exit (STA 627.5) |

B. Access Panels

| Number | Name/Location |
|--------|----------------------------------|
| 112A | Forward Access Door |
| 117A | Electronic Equipment Access Door |
| 821 | Forward Cargo Door |
| 822 | Aft Cargo Door |
| 832 | Emergency Exit |
| 833 | Emergency Exit |
| 842 | Emergency Exit |
| 843 | Emergency Exit |

C. Prepare for the Removal

SUBTASK 52-09-11-010-001

- (1) Open the applicable access doors to get access to the blade seal [1]:

| Number | Name/Location |
|--------|----------------------------------|
| 112A | Forward Access Door |
| 117A | Electronic Equipment Access Door |
| 821 | Forward Cargo Door |
| 822 | Aft Cargo Door |
| 832 | Emergency Exit |
| 833 | Emergency Exit |
| 842 | Emergency Exit |



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(Continued)

| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------|
| 843 | Emergency Exit |

D. Removal of the Blade Seals

SUBTASK 52-09-11-020-001

- (1) Remove the blade seal [1] from the edge of the door:
 - (a) Pull and push the blade seal [1] to disengage it from the seal retainer [2].
 - (b) Remove the blade seal [1].

———— END OF TASK ————

TASK 52-09-11-400-801

3. Blade Seals Installation

(Figure 401)

A. References

| <u>Reference</u> | <u>Title</u> |
|------------------|--|
| 52-09-00-700-801 | Door Seal - Inspection/Check (P/B 201) |

B. Tools/Equipment

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

| <u>Reference</u> | <u>Description</u> |
|------------------|--|
| SPL-1981 | Tool - Installation, Door Seal Part #: B52004-1 Supplier: 81205 |

C. Consumable Materials

| <u>Reference</u> | <u>Description</u> | <u>Specification</u> |
|------------------|----------------------------|----------------------|
| B00052 | Soap - Liquid - Turco 1526 | BAC5507 |

D. Location Zones

| <u>Zone</u> | <u>Area</u> |
|-------------|---|
| 112 | Area Forward of Nose Landing Gear Wheel Well |
| 117 | Electrical and Electronics Compartment - Left |
| 821 | Forward Cargo Door |
| 822 | Aft Cargo Door |
| 832 | Left Forward Emergency Exit |
| 833 | Left Emergency Exit (STA 627.5) |
| 842 | Right Forward Emergency Exit |
| 843 | Right Emergency Exit (STA 627.5) |

E. Access Panels

| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------------------|
| 112A | Forward Access Door |
| 117A | Electronic Equipment Access Door |
| 821 | Forward Cargo Door |
| 822 | Aft Cargo Door |
| 832 | Emergency Exit |

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| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------|
|---------------|----------------------|

- | | |
|-----|----------------|
| 833 | Emergency Exit |
| 842 | Emergency Exit |
| 843 | Emergency Exit |

F. Prepare for the Installation

SUBTASK 52-09-11-110-001

- (1) Make sure the surfaces the blade seal [1] will touch are clean.

G. Installation of the Blade Seals

SUBTASK 52-09-11-420-001

- (1) Install the blade seal [1]:

- (a) Put the blade seal [1] in its correct position on the door.

NOTE: The tip of the seal [1] goes in the outboard direction.

- (b) Move the blade seal [1] onto the door over the seal retainer [2] and keep it aligned correctly.

CAUTION: BE CAREFUL WHEN YOU INSTALL THE SEAL. DO NOT CUT OR MAKE TEARS OR HOLES IN THE SEAL. DAMAGE TO THE SEAL CAN EASILY OCCUR.

- (c) At each corner of the door, put 1-2 inches (25-51 mm) of the inboard edge of the blade seal [1] into the seal retainer [2].

- (d) Use the door seal installation tool, SPL-1981 to push the outboard edge of the blade seal [1] into the seal retainer [2].

- 1) You can use Turco 1526 soap, B00052 to lubricate the blade seal [1] and make it easier to install.

- (e) At the center of each side of the door, install 2-3 inches (51-76 mm) of the blade seal [1] into the seal retainer [2].

- (f) Install the remaining part of the blade seal [1] in the seal retainer [2] along the edges of the door.

- (g) Pull and push the blade seal [1] in the seal retainer [2] to make it equal around the door.

NOTE: Wrinkles in the blade seal [1] are not permitted.

SUBTASK 52-09-11-700-002

- (2) Do this task: Door Seal - Inspection/Check, TASK 52-09-00-700-801.

H. Put the Airplane Back to Its Usual Condition

SUBTASK 52-09-11-410-001

- (1) Close these access panels:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------|
|---------------|----------------------|

- | | |
|------|----------------------------------|
| 112A | Forward Access Door |
| 117A | Electronic Equipment Access Door |
| 821 | Forward Cargo Door |
| 822 | Aft Cargo Door |
| 832 | Emergency Exit |
| 833 | Emergency Exit |
| 842 | Emergency Exit |
| 843 | Emergency Exit |

| |
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| EFFECTIVITY |
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———— END OF TASK ————

———— EFFECTIVITY ————
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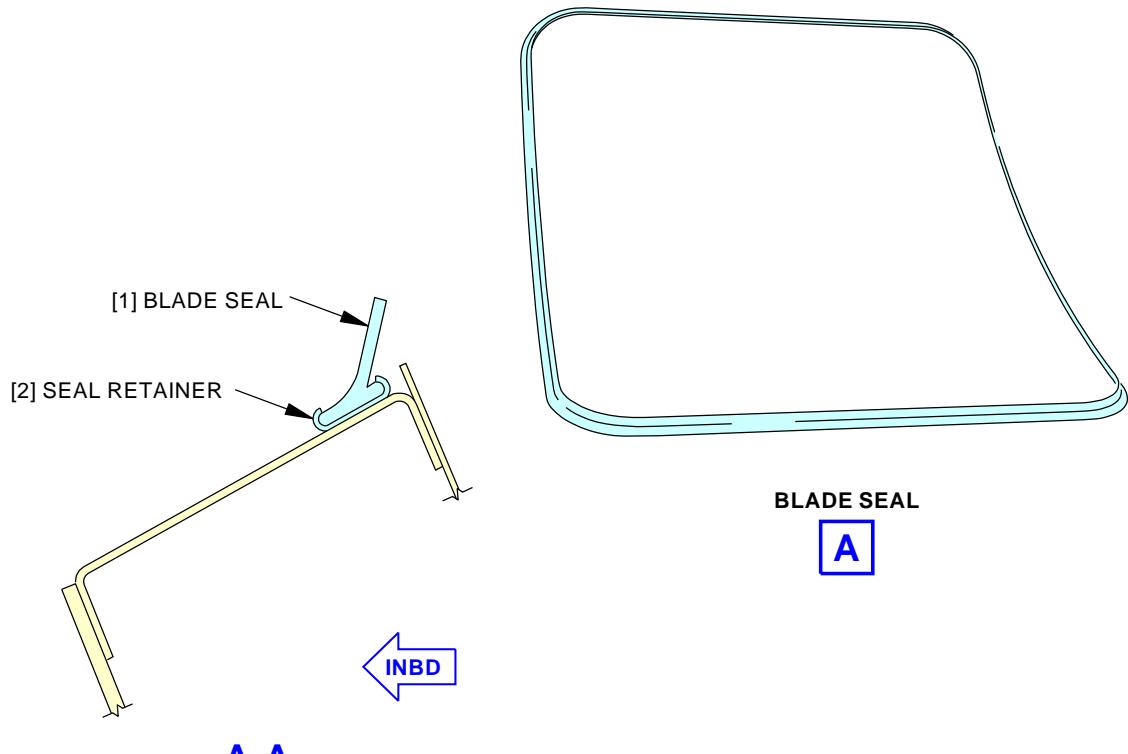
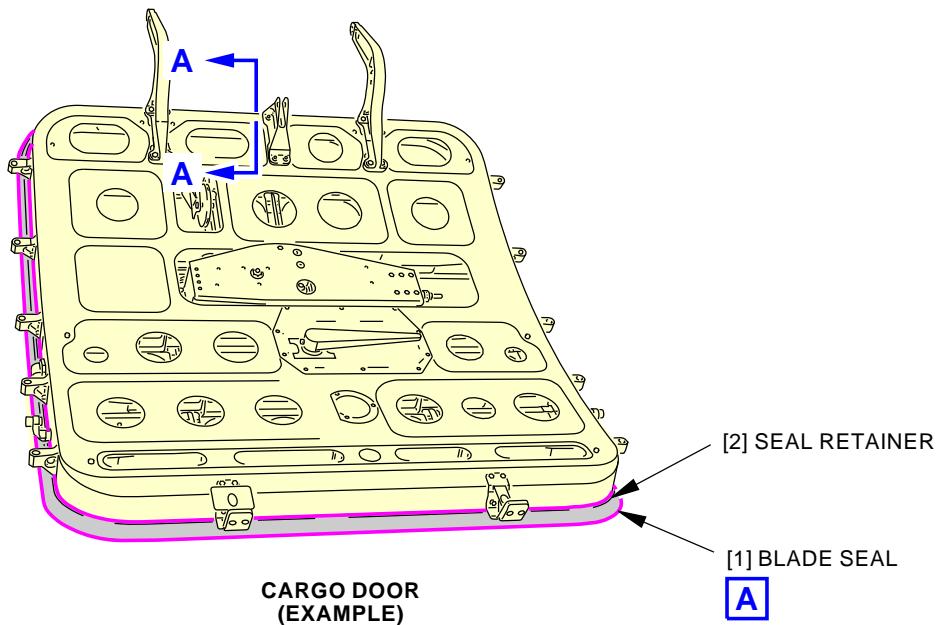
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Blade Seal Installation
Figure 401/52-09-11-990-801

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BLADE AND DIAPHRAGM SEALS - REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
 - (1) A removal of a blade and diaphragm seal from a door.
 - (2) An installation of a blade and diaphragm seal on a door.
- B. Blade and diaphragm seals are installed at the aft entry door and the forward and aft galley service doors. The seals keep fuselage pressurization and prevent water from going into the passenger compartment.
- C. The blade part of the seal is installed around the edge of the door. The diaphragm part of the seal is installed in two locations along the gate hinges at the upper and lower gates.

TASK 52-09-12-000-801

2. Blade and Diaphragm Seals Removal

(Figure 401)

A. References

| Reference | Title |
|------------------|--|
| 52-13-31-000-802 | Aft Entry Door Lining Removal (P/B 401) |
| 52-41-31-000-802 | Galley Service Door Lining Removal (P/B 401) |

B. Tools/Equipment

| Reference | Description |
|-----------|--|
| STD-1160 | Stand - Cabin and General Access Stand, Adjustable Height, Max. Height 18 Feet, Platform 5 Feet by 10 Feet |

C. Location Zones

| Zone | Area |
|------|-----------------------------|
| 834 | Left Aft Entry Door |
| 841 | Forward Galley Service Door |
| 844 | Aft Galley Service Door |

D. Access Panels

| Number | Name/Location |
|--------|-----------------------------|
| 834 | Aft Entry Door |
| 841 | Forward Galley Service Door |
| 844 | Aft Galley Service Door |

E. Prepare for the Removal

SUBTASK 52-09-12-940-001

- (1) Make sure the adjustable height cabin and general access stand, STD-1160 is installed outboard of the door.

SUBTASK 52-09-12-010-001

- (2) Open the applicable access doors to get access to the seal [2]:

| Number | Name/Location |
|--------|-----------------------------|
| 834 | Aft Entry Door |
| 841 | Forward Galley Service Door |
| 844 | Aft Galley Service Door |

| | |
|-------------|---------|
| EFFECTIVITY | AKS ALL |
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SUBTASK 52-09-12-010-002

- (3) Remove the door lining and insulation for the applicable door:
 - (a) Do this task: Aft Entry Door Lining Removal, TASK 52-13-31-000-802.
 - (b) Do this task: Galley Service Door Lining Removal, TASK 52-41-31-000-802.

F. Blade and Diaphragm Seals Removal

SUBTASK 52-09-12-020-001

- (1) Remove the blade [4] from the gate [1]:
 - (a) Remove the blade [4] from the seal retainer [14].
 - (b) Remove the blade [4] from the gate [1].

SUBTASK 52-09-12-020-002

- (2) Remove the blade [4] from the edge of the door:
 - (a) Remove the blade [4] from the seal retainer [14].
 - (b) Remove the blade [4] from the edge of the door.

SUBTASK 52-09-12-020-003

- (3) Disconnect the gate control rod [5] from the gate [1]:
 - (a) Hold the gate control rod [5] and do not let them fall back into the door frame when the bolt [10] is removed.
NOTE: You can turn the door handle to extend or retract the gate control rod [5].
 - (b) Remove the bolt [10], washer [9], bushing [8], washer [7], and nut [6] that attach the gate control rod [5] to the gate [1].
 - (c) Safety the end of the rod [5] to the door frame to hold them in position.

SUBTASK 52-09-12-020-004

- (4) Remove the diaphragm [3] from the door and the gate [1]:
 - (a) Hold the gate [1] and move it to the vertical position.
 - (b) Remove the nylon rods [11] from the ends of the seal retainers [12] on the hinges [13] and the seal retainers [12] on the gate [1].
 - (c) Remove the diaphragm [3] from the door and the gate [1].

———— END OF TASK ————

TASK 52-09-12-400-801

3. Blade and Diaphragm Seals Installation

(Figure 401)

A. References

| Reference | Title |
|------------------|---|
| 52-09-00-700-801 | Door Seal - Inspection/Check (P/B 201) |
| 52-13-31-400-802 | Aft Entry Door Lining Installation (P/B 401) |
| 52-41-31-400-802 | Galley Service Door Lining Installation (P/B 401) |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|--|-----------------|
| A00027 | Adhesive - Silicone Rubber, 1 Part, RTV | BAC5010 Type 60 |
| A00247 | Sealant - Pressure And Environmental - Chromate Type | BMS5-95 |

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(Continued)

| Reference | Description | Specification |
|-----------|---|---------------|
| A50428 | Compound - Self-Leveling, For Fluid Drainage, BMS5-125 Type IV Flexible, Fire-Retarded | |
| B00052 | Soap - Liquid - Turco 1526 | BAC5507 |
| D50039 | Lubricant - PTFE Release Agent - Miller-Stephenson MS-122RB (Replaces MS 122 N/C02 Lubricant) | |
| G50636 | Lubricant - PTFE Release Agent - Miller-Stephenson MS-122RA | |

C. Location Zones

| Zone | Area |
|------|-----------------------------|
| 834 | Left Aft Entry Door |
| 841 | Forward Galley Service Door |
| 844 | Aft Galley Service Door |

D. Access Panels

| Number | Name/Location |
|--------|-----------------------------|
| 834 | Aft Entry Door |
| 841 | Forward Galley Service Door |
| 844 | Aft Galley Service Door |

E. Prepare for the Installation

SUBTASK 52-09-12-110-001

- (1) Make sure the surfaces of the blade [4] or diaphragm [3] will touch on the door are clean.

F. Blade and Diaphragm Seals Installation

SUBTASK 52-09-12-020-005

- (1) Install the diaphragm [3] on the door and gate [1]:
 - (a) Lift the diaphragm [3] and put the sealant, A00247 on the mating surfaces between the diaphragm [3], door, and gate [1].
 - (b) Push the edges of the diaphragm [3] into the seal retainer [12] on the hinges [13] and the seal retainer [12] on the gate [1].
 - (c) Use liquid Turco 1526 soap, B00052 to help push the nylon rods [11] into the seal retainer [12] on the hinge [13] and the seal retainer [12] on the gate [1].
 - NOTE: Push the nylon rod [11] into the seal retainer [12] on the hinge [13] from both ends.
 - (d) Cut the edges of the diaphragm [3] and the ends of the nylon rods [11] if it is necessary.
 - (e) Apply silicon adhesive, A00027 to the ends of the retainer (12), nylon rod (11), and diaphragm seal (3).
 - (f) Apply silicon adhesive, A00027 into bead gap (15).
 - (g) Allow adhesive to dry before operating door.

SUBTASK 52-09-12-420-001

- (2) Connect the gate control rod [5] to the gate [1]:
 - (a) Fold the gate [1].
 - (b) Hold the gate control rod [5] to make sure it does not fall back into the door frame when the bolt [10] is installed.

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- (c) Align the gate control rod [5] with the gate [1].
- (d) Install the bolt [10], washer [9], bushing [8], washer [7], and nut [6] to attach the gate control rod [5] to the gate [1].

SUBTASK 52-09-12-420-002

- (3) Install the blade [4] around the edge of the door in the sequence shown, View C-C (Figure 401) as follows:
 - (a) Put the blade [4] around the edge of the door.
NOTE: The flat surface of the blade [4] must point outboard.
 - (b) Put 1.0 in. (25.4 mm) to 2.0 in. (50.8 mm) of the inboard edge of the blade [4] into the seal retainer [14].
 - (c) Push the outboard edge of the blade [4] into the seal retainers [14].
 - (d) Install the remaining part of the blade [4] along the door edge.

SUBTASK 52-09-12-420-003

- (4) Install the blade [4] around the edge of the gate [1] in the sequence shown, View D-D (Figure 401) as follows:
 - (a) Align the notches in the blade [4] with the opening between the door and the gate [1].
 - (b) Put 1.0 in. (25.4 mm) to 2.0 in. (50.8 mm) of the inboard edge of the blade [4] into the seal retainer [14].
 - (c) Push the outboard edge of the blade [4] into the seal retainer [14].
 - (d) Install the remaining parts of the blade [4] along the edge of the gate [1].

SUBTASK 52-09-12-390-001

- (5) Make a weather seal (16) at the interior of the gate hinge (13).
 - (a) Make sure that the area is clean and free of debris.

CAUTION: DO NOT FILL DRAIN HOLES. DRAIN HOLES THAT ARE BLOCKED COULD CAUSE DAMAGE TO THE EQUIPMENT.

- (b) If required pour leveling compound, A50428 into the lower door area above the hinge (13) and the lower gate (1).
- (c) Apply MS-122RA release agent, G50636 or MS-122RB lubricant, D50039 to the exposed end of the gate hinge (13) and the edge of the gate for the entire width of door.
- (d) Close and lock the door.
- (e) Inject the cavity with sealant, A00247 and smooth flush with door surface 0.0000 ± 0.0300 in. (0.0000 ± 0.7620 mm).
- (f) Allow sealant to dry before operating door.

SUBTASK 52-09-12-790-001

- (6) Do this task: Door Seal - Inspection/Check, TASK 52-09-00-700-801.

G. Put the Airplane Back to Its Usual Condition

SUBTASK 52-09-12-840-001

- (1) Install the door lining and insulation for the applicable door:
 - (a) Do this task: Aft Entry Door Lining Installation, TASK 52-13-31-400-802.
 - (b) Do this task: Galley Service Door Lining Installation, TASK 52-41-31-400-802.



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SUBTASK 52-09-12-410-001

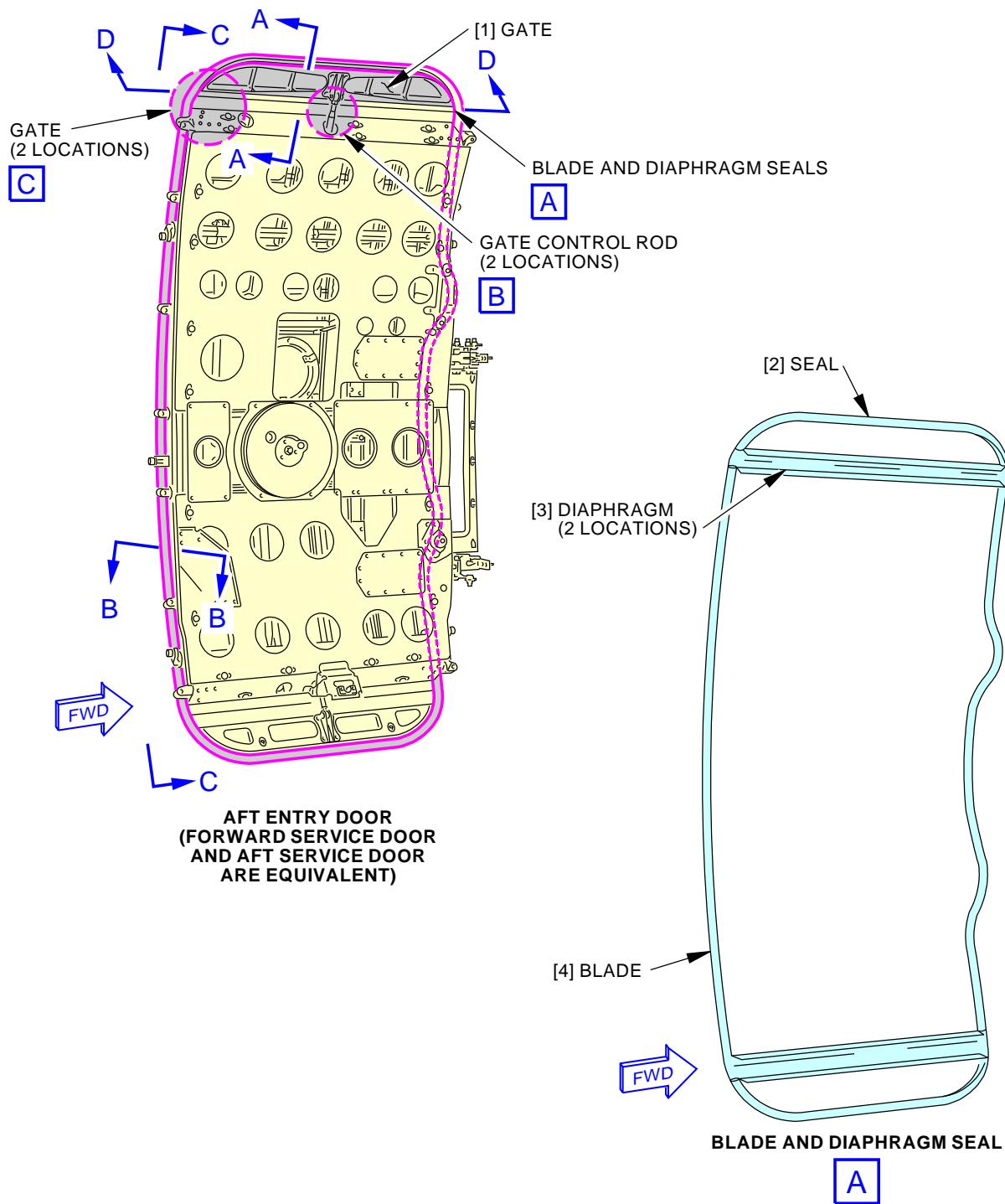
- (2) Close the applicable access doors:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|-----------------------------|
| 834 | Aft Entry Door |
| 841 | Forward Galley Service Door |
| 844 | Aft Galley Service Door |

———— END OF TASK ————

EFFECTIVITY
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Blade and Diaphragm Seals Installation
Figure 401/52-09-12-990-801 (Sheet 1 of 4)

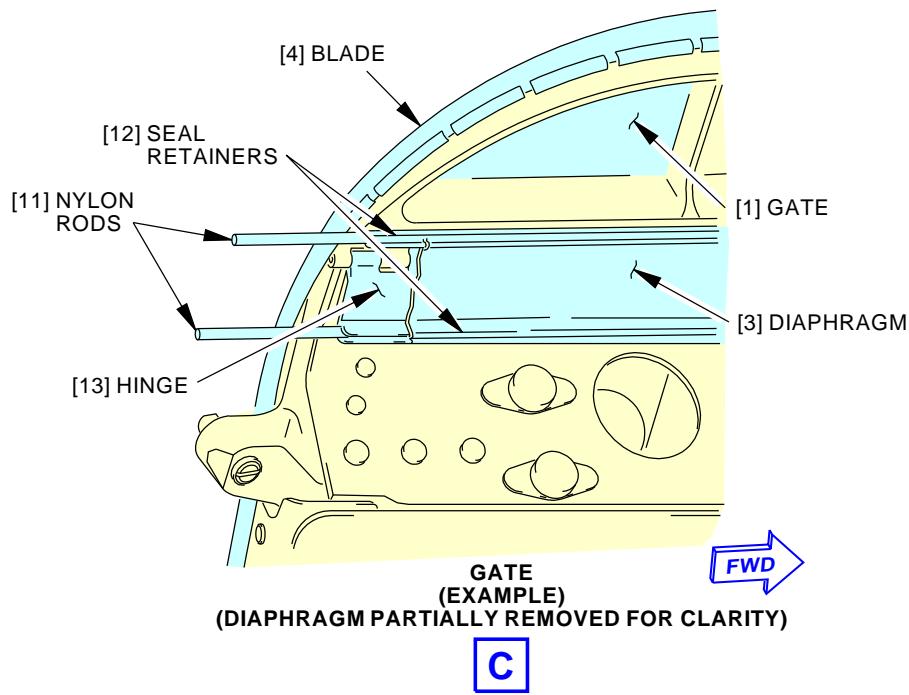
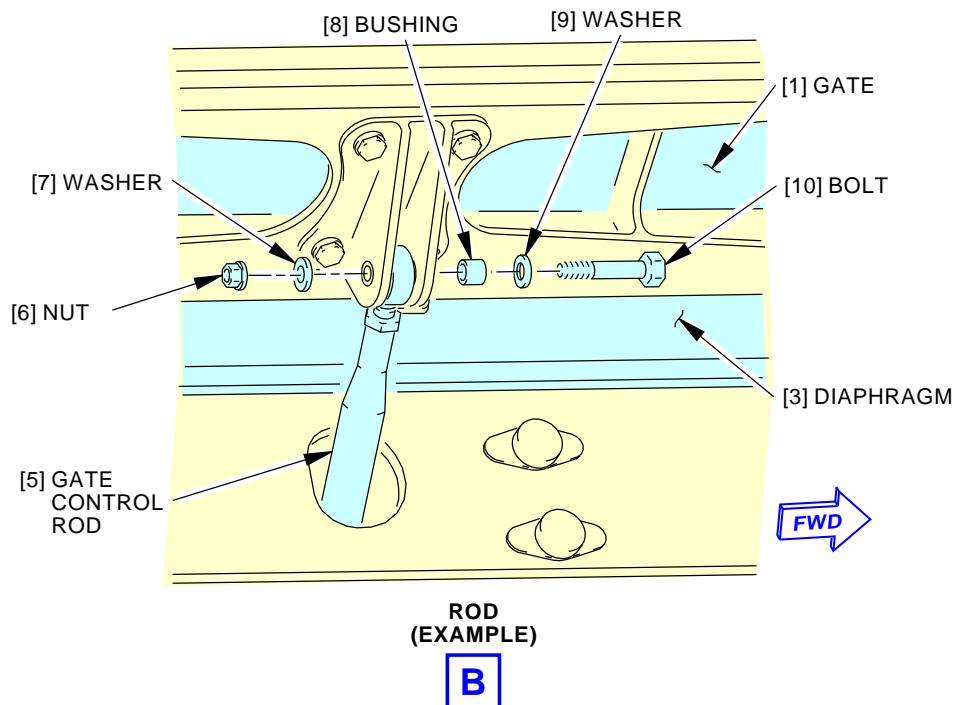
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Blade and Diaphragm Seals Installation
Figure 401/52-09-12-990-801 (Sheet 2 of 4)

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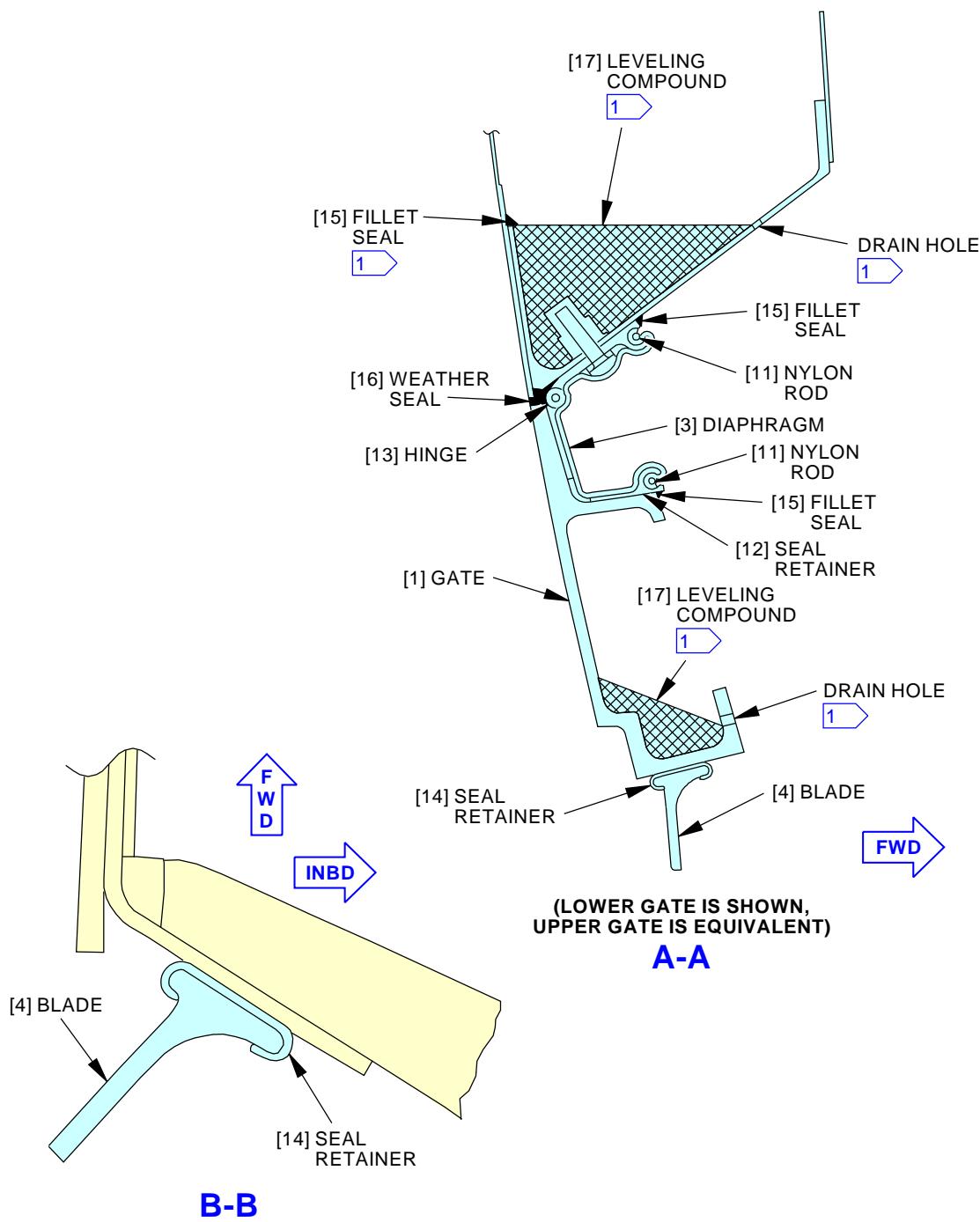
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LOWER GATE ONLY

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Blade and Diaphragm Seals Installation
Figure 401/52-09-12-990-801 (Sheet 3 of 4)

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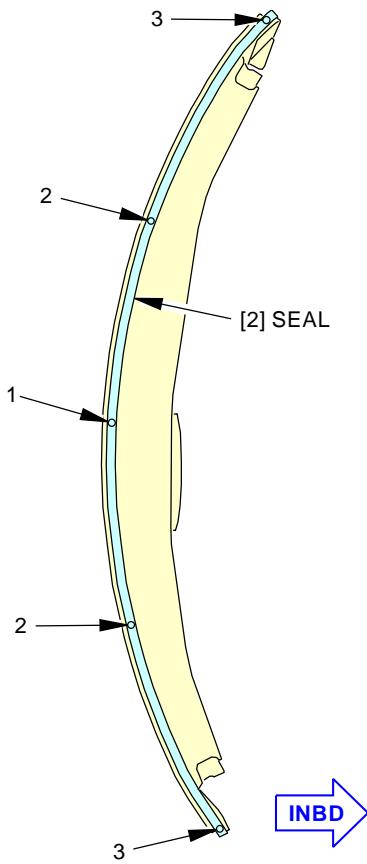
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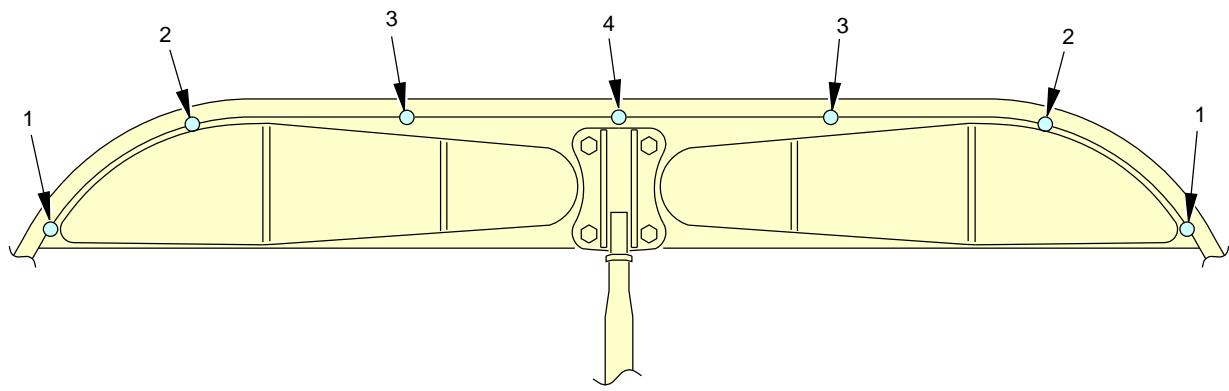
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(BLADE INSTALLATION SEQUENCE ON DOOR)
C-C



(BLADE INSTALLATION SEQUENCE ON GATE)
D-D

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Blade and Diaphragm Seals Installation
Figure 401/52-09-12-990-801 (Sheet 4 of 4)

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BULB AND DIAPHRAGM SEAL - REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
 - (1) A removal of the bulb and diaphragm seal from the forward entry door.
 - (2) An installation of the bulb and diaphragm seal on the forward entry door.
- B. The bulb and diaphragm seal is installed at the forward entry door to maintain fuselage pressurization and prevent the entry of water into the passenger compartment.
- C. The bulb part of the seal is installed around the edge of the door. The diaphragm part of the seal is installed in two locations along the hinges at the upper and lower gates.
- D. In this procedure, the bulb seal will be referred to as the bulb.
- E. In this procedure, the diaphragm seal will be referred to as the diaphragm.

TASK 52-09-14-000-801

2. Bulb and Diaphragm Seal Removal

(Figure 401)

A. References

| Reference | Title |
|------------------|---|
| 52-11-31-000-802 | Forward Entry Door Lining Removal (P/B 401) |

B. Tools/Equipment

| Reference | Description |
|-----------|--|
| STD-1160 | Stand - Cabin and General Access Stand, Adjustable Height, Max. Height 18 Feet, Platform 5 Feet by 10 Feet |

C. Location Zones

| Zone | Area |
|------|--------------------|
| 831 | Forward Entry Door |

D. Access Panels

| Number | Name/Location |
|--------|--------------------|
| 831 | Forward Entry Door |

E. Prepare for the Removal

SUBTASK 52-09-14-480-001

- (1) Install the adjustable height cabin and general access stand, STD-1160 outboard of the Forward Entry Door.

SUBTASK 52-09-14-010-001

- (2) To get access to the bulb [1] and diaphragm [2],
Open this access panel:

| Number | Name/Location |
|--------|--------------------|
| 831 | Forward Entry Door |

SUBTASK 52-09-14-010-002

- (3) Do this task: Forward Entry Door Lining Removal, TASK 52-11-31-000-802.

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|-------------|
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F. Removal of the Bulb and Diaphragm Seal

SUBTASK 52-09-14-020-001

- (1) Remove the upper or lower gates [4] from the door:
 - (a) Hold the rods [11] and do not let them fall back into the door frame when the bolts [9] are removed.
NOTE: You can turn the door handle to extend or retract the rods [11].
 - (b) Remove the cotter pins [6], bolts [9], washers [8], bushings [7], washers [12], and nuts [5] that attach the rods [11] to the gate [4].
 - (c) Safety the ends of the rods [11] to the door frame to hold them in position.
 - (d) Remove the screws [13] from the end of the hinge [10].
 - (e) Remove the hinge pin [14] from the hinge [10].
 - (f) Fold the gate [4] in the outboard direction.
 - (g) Remove the bolts [16] and washers [17] that attach the seal retainers [19] and diaphragm [2] to the door.
 - (h) Remove the seal retainers [19] from the diaphragm [2].
 - (i) Remove the diaphragm [2] from the door.
 - (j) Cut the bulb [1] to remove the gate [4] from the door.
 - (k) Remove the gate [4] from the door.

SUBTASK 52-09-14-020-002

- (2) To remove the bulb [1], insert [24], and diaphragm [2] from the upper or lower gate [4], do these steps:

NOTE: It is permissible to remove only the bulb and insert or only the diaphragm.

NOTE: The insert is inside the bulb.

- (a) Lift the bulb [1] to get access to the screws [21].
- (b) Remove the screws [21] and washers [22] that attach the seal retainers [20] and the bulb [1] to the gates [4].
- (c) Remove the seal retainers [20] from the bulb [1].
- (d) Remove the bolts [16], washers [17], clamps [18], springs [15], seal retainers [19], and diaphragm [2] from the gate [4].
- (e) Remove the seal retainers [19] from the diaphragm [2].
- (f) Remove the bulb [1], insert [24], and diaphragm [2] from the gate [4].

SUBTASK 52-09-14-020-003

- (3) Remove the bulb [1] and insert [24] from the edge of the door:

NOTE: The insert is inside the bulb.

- (a) Lift the bulb [1] to get access to the screws [21].
- (b) Remove the screws [21] and washers [22] that attach the seal retainers [20] and bulb [1] to the door.
- (c) Remove the seal retainers [20] from the bulb [1].
- (d) Remove the bulb [1] and insert [24] from the edge of the door.

— END OF TASK —

| |
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| EFFECTIVITY |
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TASK 52-09-14-400-801

3. Bulb and Diaphragm Seal Installation

(Figure 401)

A. References

| Reference | Title |
|------------------|--|
| 52-09-00-700-801 | Door Seal - Inspection/Check (P/B 201) |
| 52-11-31-400-802 | Forward Entry Door Lining Installation (P/B 401) |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|---|------------------|
| A00027 | Adhesive - Silicone Rubber, 1 Part, RTV | BAC5010 Type 60 |
| A00247 | Sealant - Pressure And Environmental - Chromate Type | BMS5-95 |
| A50428 | Compound - Self-Leveling, For Fluid Drainage, Flexible, Fire-Retarded | BMS5-125 Type IV |
| D50039 | Lubricant - PTFE Release Agent - Miller-Stephenson MS-122RB (Replaces MS 122 N/C02 Lubricant) | |
| G50636 | Lubricant - PTFE Release Agent - Miller-Stephenson MS-122RA | |

C. Location Zones

| Zone | Area |
|------|--------------------|
| 831 | Forward Entry Door |

D. Access Panels

| Number | Name/Location |
|--------|--------------------|
| 831 | Forward Entry Door |

E. Prepare for the Installation

SUBTASK 52-09-14-110-001

- (1) Make sure that the surfaces of the bulb [1] that touch the door are clean.

F. Installation of the Bulb and Diaphragm Seal

SUBTASK 52-09-14-860-001

- (1) The bulb and diaphragm seal must be installed as one piece.

SUBTASK 52-09-14-820-001

- (2) Put the bulb [1] in its correct position on the applicable gate [4]:

NOTE: Make sure the long part of the bulb [1] between the upper and lower gates [4] is forward.

- (a) Put the bulb [1] around the edge of the gates [4].

NOTE: The flat surface of the bulb [1] must point outboard.

- (b) Align the notches in the bulb [1] with the hinges [10].

- (c) Put the diaphragm [2] along the hinges [10].

SUBTASK 52-09-14-420-001

- (3) Install the bulb [1] on the gates [4]:

- (a) Push the seal retainers [20] between the bulb [1] and flange.

NOTE: Make sure the holes in the seal retainers [20] align with the holes in the gates [4].

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| EFFECTIVITY |
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- (b) Attach the bulb [1] to the gates [4] in the sequence shown, (Figure 401), as follows:
 - 1) lift the bulb [1] and make holes in the flange that align with the holes in the seal retainers [20].
 - 2) Install the screws [21] and washers [22] to attach the seal retainers [20] and bulb [1] to the gates [4].
- (c) Install the remaining screws [21] and washers [22] to attach the seal retainers [20] and bulb [1] to the gates [4].
- (d) Lift the diaphragm [2] and apply the sealant, A00247 on the mating surfaces between the diaphragm [2] and gates [4].
- (e) Put the seal retainers [19] over the diaphragm [2].
- (f) Make sure the holes in the seal retainers [19] align with the holes on the gates [4].
- (g) Start at the ends of the gates [4] and work toward the center, attach the diaphragm [2] to the gates [4]:
 - 1) Make holes in the diaphragm [2] that align with the holes in the seal retainers [19].
 - 2) Install the bolts [16] and washers [17] to attach the clamps [18], springs [15], seal retainers [19], and diaphragm [2] to the gates [4].
 - 3) Make sure the distance between the edges of the springs [15] and bulb [1] is as shown.

CAUTION: DO NOT FILL DRAIN HOLES. DRAIN HOLES THAT ARE BLOCKED COULD CAUSE DAMAGE TO THE EQUIPMENT.

- 4) Apply silicon adhesive, A00027 to the ends of the seal retainer (19) and the diaphragm seal (2).
 - a) Make sure the adhesive overlaps the ends of the seal retainer (19) 0.25 in. (6.35 mm) min.
 - b) Smooth the adhesive out equally over the ends of the seal retainer (19) and diaphragm seal (2).
- 5) Apply the silicon adhesive, A00027 into a bead gap along the edge of the diaphragm seal (25).
- 6) Make sure the adhesive is dry before you operate the door.

SUBTASK 52-09-14-420-002

- (4) Connect the upper or lower gates [4] to the door:
 - (a) Connect the diaphragm [2] to the door:
 - 1) Hold the gates [4] in position along the top and bottom of the door.
 - 2) Apply the sealant, A00247 on the mating surfaces between the diaphragm [2] and the door.
 - 3) Put the seal retainers [19] over the diaphragm [2].
 - 4) Make sure the holes in the seal retainers [19] align with the holes on the door.
 - 5) Start at the ends of the hinges [10] on the door and work toward the center, attach the diaphragm [2] to the doors:
 - a) Make holes in the diaphragm [2] that align with the holes in the seal retainers [19].
 - b) Install the bolts [16] and washers [17] to attach the seal retainers [19] and diaphragm [2] to the door.

EFFECTIVITY
AKS ALL

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- (b) Connect the hinges [10] on the gates [4] to the hinges [10] on the door:
 - 1) Align the hinges [10] on the gates [4] with the hinges [10] on the door.
 - 2) Push the hinge pins [14] into the hinges [10].
 - 3) Install the screws [13] in the ends of the hinges [10].
- (c) Connect the rods [11] to the gates [4]:
 - 1) Fold the gates [4].
 - 2) Put the rods [11] in their correct position on the gates [4] and hold.
NOTE: Do not let the rods [11] fall back into the door frame when the bolts [9] are installed.
NOTE: You can turn the door handle to extend or retract the rods [4].
 - 3) Install the bolts [9], washers [8], bushings [7], washers [12], nuts [5], and pins [6] to attach the rods [11] to the gates [4].

SUBTASK 52-09-14-420-003

- (5) Install the bulb [1] around the edge of the door:
 - (a) Put the flange of the bulb [1] in position along the seal locators [23].
 - (b) Attach the bulb [1] to the forward edge of the door in the sequence shown:
 - 1) Push the seal retainers [20] between the bulb [1] and flange.
NOTE: Make sure the holes in the seal retainers [20] align with the holes in the seal locators [23].
 - 2) Make holes in the flange of the bulb [1] that align with the holes in the seal retainers [20].
 - 3) Install the screws [21] and washers [22] to attach the seal retainers [20] and bulb [1] to the door.
 - 4) Make sure there is tension on the bulb [1] between points 3 and 4.
 - 5) Make sure the bulb [1] is compressed between points 1 and 4.
 - 6) Make sure the bulb [1] is compressed between points 2 and 3.
 - 7) Install the remaining screws [21] and washers [22] to attach the seal retainers [20] and bulb [1] to the door.
 - (c) Attach the bulb [1] along the aft edge of the door as follows:
NOTE: Attach the bulb [1] first in the middle of the door, then at the top and bottom corners of the door, then along the remaining part of the door edge.
 - 1) Push the seal retainers [20] between the bulb [1] and flange.
NOTE: Make sure the holes in the seal retainers [20] align with the holes in the seal locators [3].
 - 2) Make holes in the flange of the bulb [1] that align with the holes in the seal retainers [20].
 - 3) Install the screws [21] and washers [22] to attach the bulb [1] to the door.

SUBTASK 52-09-14-420-004

- (6) Install the insert [24] in the bulb [1] on the lower gate [4]:
 - (a) Use the liquid soap to lubricate the inner surface of the open end of the bulb [1] at the lower gate [4].

EFFECTIVITY
AKS ALL

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- (b) Twist the end of the insert [24] and put it in the open end of the bulb [1] at the lower gate [4].
- (c) Blow compressed air into the open end of the bulb [1] adjacent to the insert [24] to inflate the bulb [1].
- (d) Push the full length of the insert [24] into the bulb [1].
- (e) Use compressed air to push the insert [24] into the straight section of the bulb [1].
- (f) Make sure you can see the insert [24] through the three vent holes in the straight section of the bulb [1].

SUBTASK 52-09-14-390-001

- (7) Make a weather seal (26) at the interior of the gate hinge (10).
 - (a) Make sure area is clean and free of debris.

CAUTION: DO NOT FILL DRAIN HOLES. DRAIN HOLES THAT ARE BLOCKED COULD CAUSE DAMAGE TO THE EQUIPMENT.

- (b) If required pour leveling compound, A50428 (27) into lower door area above hinge (10) and lower gate (4).
- (c) Apply parting MS-122RA release agent, G50636 or MS-122RB lubricant, D50039 to the exposed end of gate hinge (10) and edge of gate for the entire width of door.
- (d) Close and lock the door.
- (e) Inject the cavity with sealant, A00247 and smooth flush with door surface.
- (f) Allow sealant to cure before operating door.

SUBTASK 52-09-14-700-002

- (8) Do this task: Door Seal - Inspection/Check, TASK 52-09-00-700-801.

G. Put the Airplane Back to Its Usual Condition

SUBTASK 52-09-14-840-001

- (1) Do this task: Forward Entry Door Lining Installation, TASK 52-11-31-400-802.

SUBTASK 52-09-14-010-003

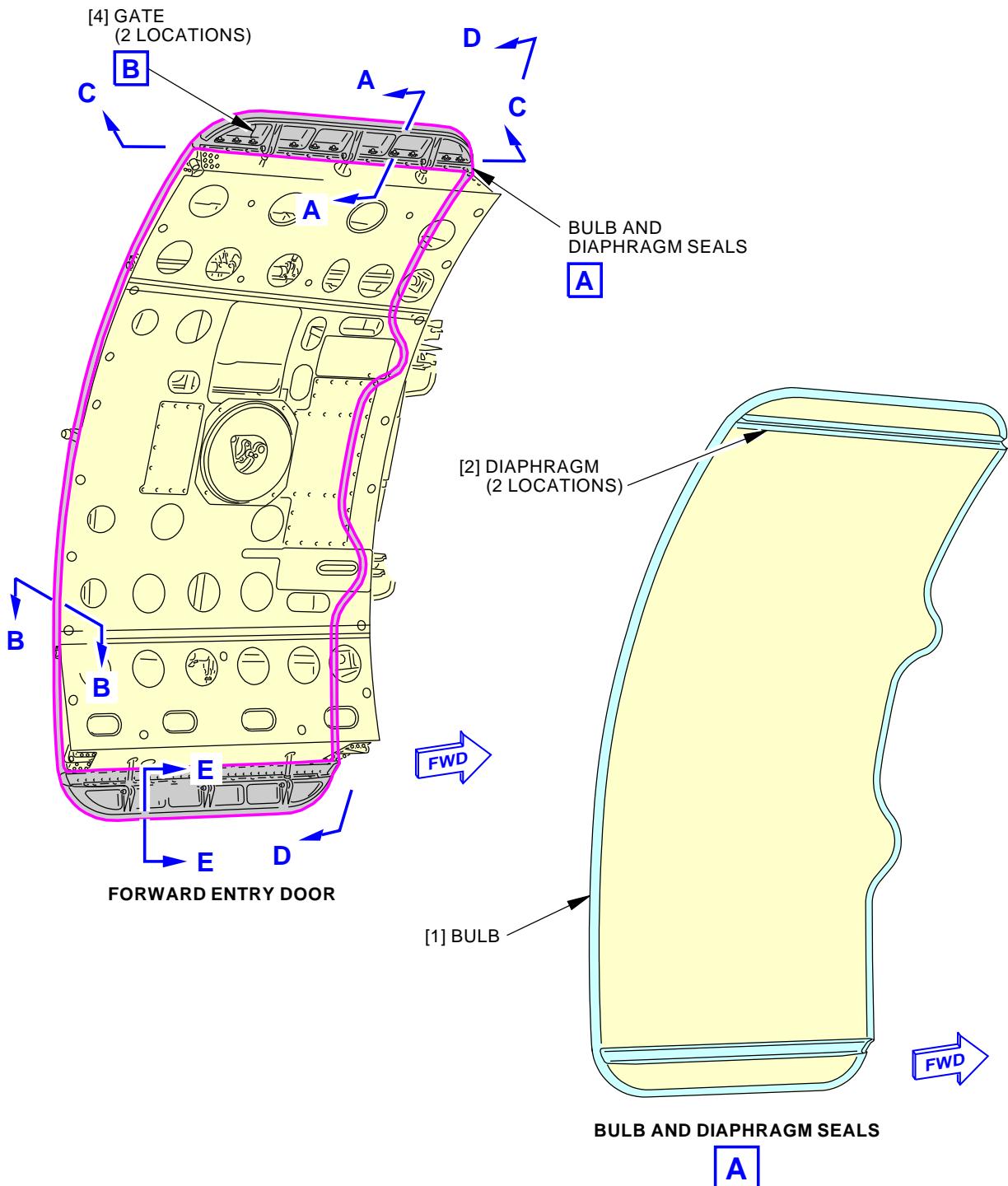
- (2) Close this access panel:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------|
| 831 | Forward Entry Door |

———— END OF TASK ————



52-09-14



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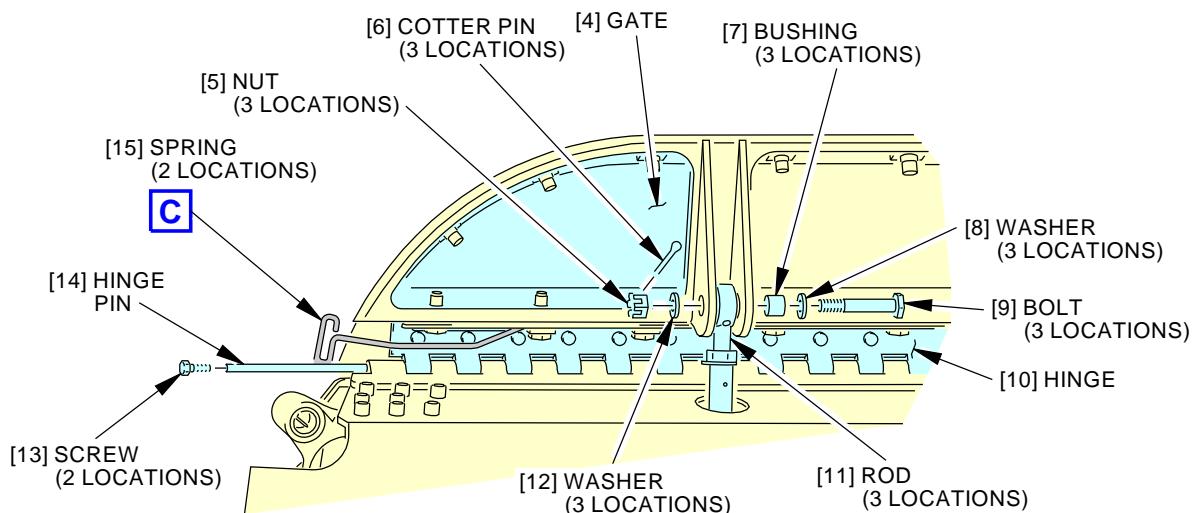
Bulb and Diaphragm Seals Installation
Figure 401/52-09-14-990-801 (Sheet 1 of 4)

EFFECTIVITY
AKS ALL

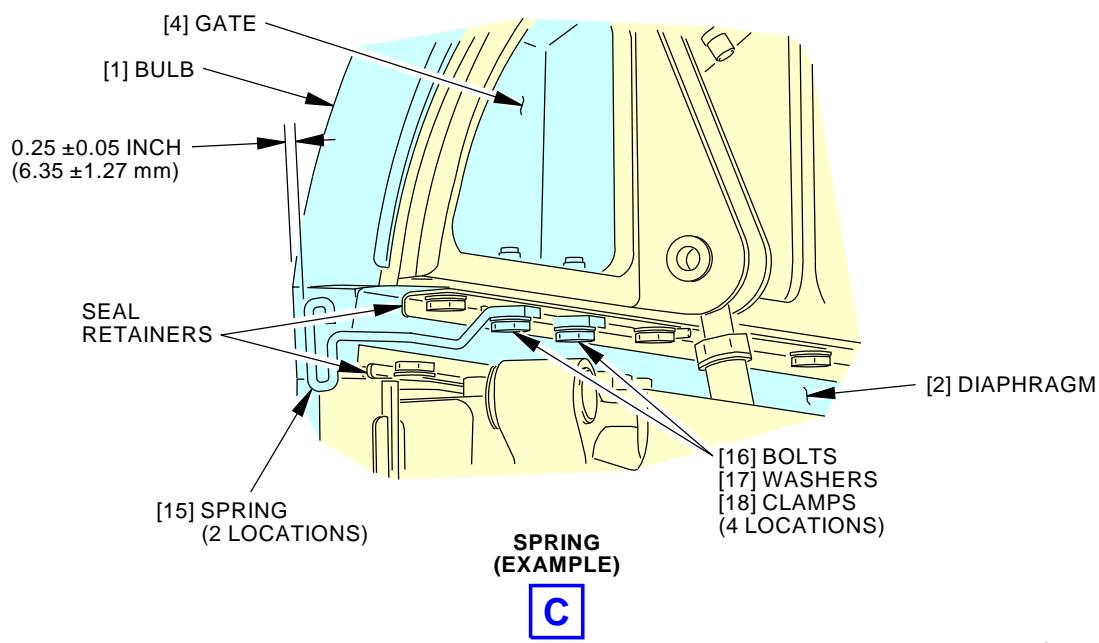
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FWD

**GATE
(UPPER GATE IS SHOWN,
LOWER GATE IS EQUIVALENT)
(SEAL REMOVED FOR CLARITY)**

B

C

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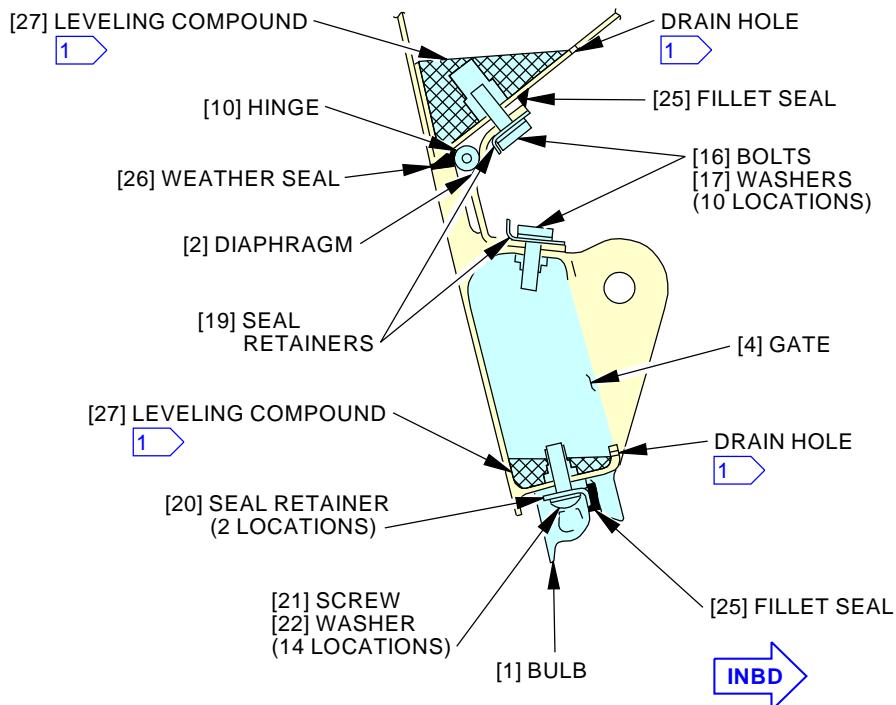
Bulb and Diaphragm Seals Installation
Figure 401/52-09-14-990-801 (Sheet 2 of 4)

EFFECTIVITY
AKS ALL

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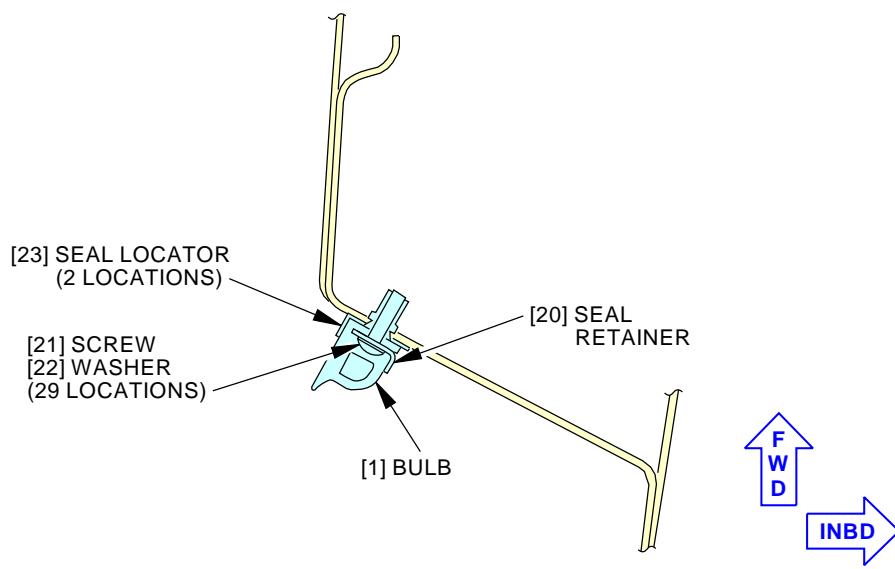


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(LOWER GATE IS SHOWN, UPPER GATE IS EQUIVALENT)

A-A



1 LOWER GATE ONLY

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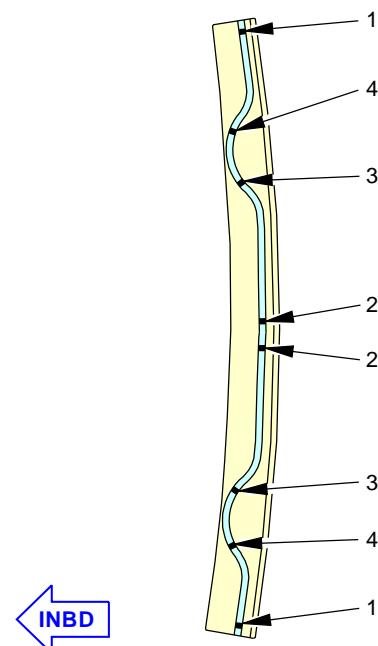
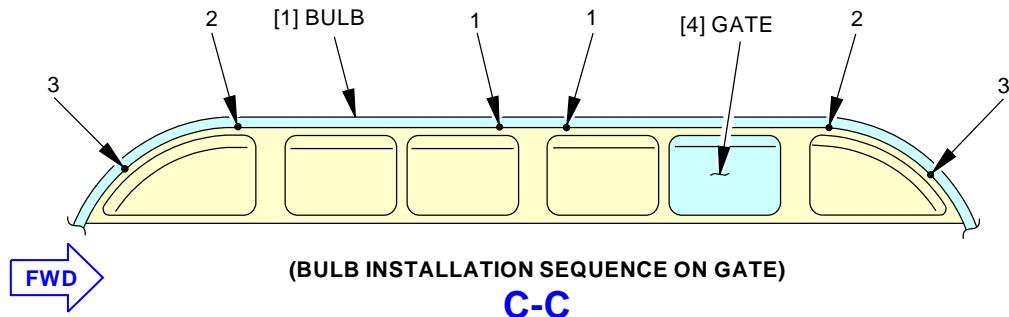
Bulb and Diaphragm Seals Installation
Figure 401/52-09-14-990-801 (Sheet 3 of 4)

EFFECTIVITY
AKS ALL

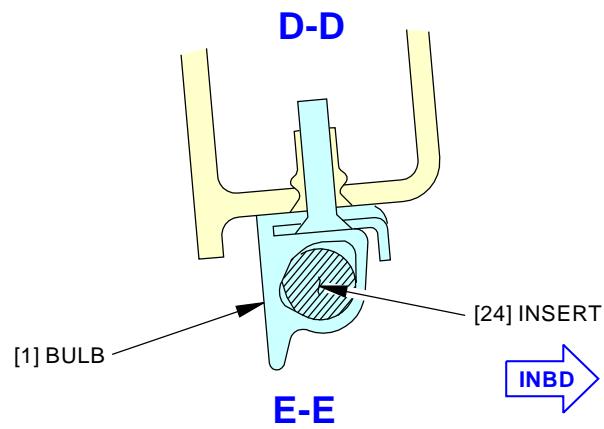
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(BULB INSTALLATION SEQUENCE ON DOOR FORWARD EDGE)



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Bulb and Diaphragm Seal Installation
Figure 401/52-09-14-990-801 (Sheet 4 of 4)

EFFECTIVITY
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AIRCRAFT MAINTENANCE MANUAL

AERODYNAMIC SEALS - REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
 - (1) A removal of an aerodynamic seal from a door or adjacent structure.
 - (2) An installation of an aerodynamic seal on a door or adjacent structure.
- B. Aerodynamic seals are installed around access panels to decrease aerodynamic drag.
- C. There are two methods of attaching aerodynamic seals:
 - (1) The flange of the seal is held in a seal retainer.
 - (2) The seal is mechanically attached to the structure.

TASK 52-09-15-000-801

2. Aerodynamic Seals Removal

(Figure 401)

A. Location Zones

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

B. Access Panels

| Number | Name/Location |
|--------|-------------------------------|
| 192CL | ECS Access Door |
| 192CR | ECS Access Door |
| 192DR | ECS High Pressure Access Door |

C. Prepare for the Removal

SUBTASK 52-09-15-010-003

- (1) Open this access panel:

| Number | Name/Location |
|--------|-------------------------------|
| 192DR | ECS High Pressure Access Door |

SUBTASK 52-09-15-010-001

CAUTION: DO NOT OPEN THE ECS ACCESS DOOR, 192CR UNTIL YOU OPEN THE ECS HIGH PRESSURE ACCESS DOOR, 192DR. DAMAGE TO THE ECS HIGH PRESSURE ACCESS DOOR, 192DR WILL OCCUR.

- (2) Open this access panel:

| Number | Name/Location |
|--------|-----------------|
| 192CR | ECS Access Door |

SUBTASK 52-09-15-010-002

- (3) To get access to the aerodynamic seals [1] and [2],

Open the applicable access panels:

| Number | Name/Location |
|--------|-----------------|
| 192CL | ECS Access Door |
| 192CR | ECS Access Door |

EFFECTIVITY
AKS ALL

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D. Removal

SUBTASK 52-09-15-020-001

- (1) Remove an aerodynamic seal [1] installed in a seal retainer [3] as follows (Figure 401):
 - (a) Remove the lockwire [4] that attaches the seal [1] to the seal retainer [3].
 - (b) Pull the seal [1] out of the seal retainer [3].

SUBTASK 52-09-15-020-002

- (2) Remove an aerodynamic seal [2] that is mechanically attached to the structure as follows (Figure 401):
 - (a) Remove the bolts [7] that attach the seal retainer [6], aerodynamic seal [2], and deflector [5] to the structure.
 - (b) Remove the seal retainer [6] from the aerodynamic seal [2].
 - (c) Remove the aerodynamic seal [2] from the deflector [5].

———— END OF TASK ————

TASK 52-09-15-400-801

3. Aerodynamic Seals Installation

(Figure 401)

A. Consumable Materials

| Reference | Description | Specification |
|-----------|--|-----------------------|
| C00528 | Compound - Corrosion Preventive, Petroleum Hot Application (Soft Film) | MIL-C-11796 Class III |
| G01048 | Lockwire - MS20995C32, Corrosion Resistant Steel - 0.032 Inch (0.8128 mm) Diameter | NASM20995 |

B. Location Zones

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

C. Access Panels

| Number | Name/Location |
|--------|-------------------------------|
| 192CL | ECS Access Door |
| 192CR | ECS Access Door |
| 192DR | ECS High Pressure Access Door |

D. Prepare for the Installation

SUBTASK 52-09-15-100-001

- (1) Make sure that the seals [1] and [2] and the surfaces they will touch are clean.

E. Installation

SUBTASK 52-09-15-420-001

- (1) Install an aerodynamic seal [1] in a seal retainer [3] as follows (Figure 401):
 - (a) Put one edge of the flange of the aero seal [1] in the seal retainer [3].
 - (b) Push the other edge of the flange of the seal [1] into the seal retainer [3].
 - (c) Install the MS20995C32 lockwire, G01048 to attach the aero seal [1] to the seal retainer [3].



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SUBTASK 52-09-15-420-002

- (2) Install an aerodynamic seal [2] that is mechanically attached to the structure as follows (Figure 401):
 - (a) Apply corrosion preventive compound, C00528 in the holes in the structure for the bolts [7].
NOTE: You must install the bolts [7] while the corrosion preventive compound, C00528 is wet.
 - (b) Put the deflector [5] in position along the structure.
 - (c) Put the aero seal [2] in position along the deflector [5].
 - (d) Put the seal retainer [6] over the aero seal [2].
 - (e) Align the holes in the aero seal [2] with the seal retainer [6], deflector [5], and the structure.
 - (f) Install the bolts [7] to attach the seal retainer [6], aero seal [2], and deflector [5] to the structure.

F. Put the Airplane Back to Its Usual Condition

SUBTASK 52-09-15-840-002

- (1) Close the applicable access panels:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------|
| 192CL | ECS Access Door |
| 192CR | ECS Access Door |

SUBTASK 52-09-15-840-001

- (2) If you opened it, close this access panel:

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

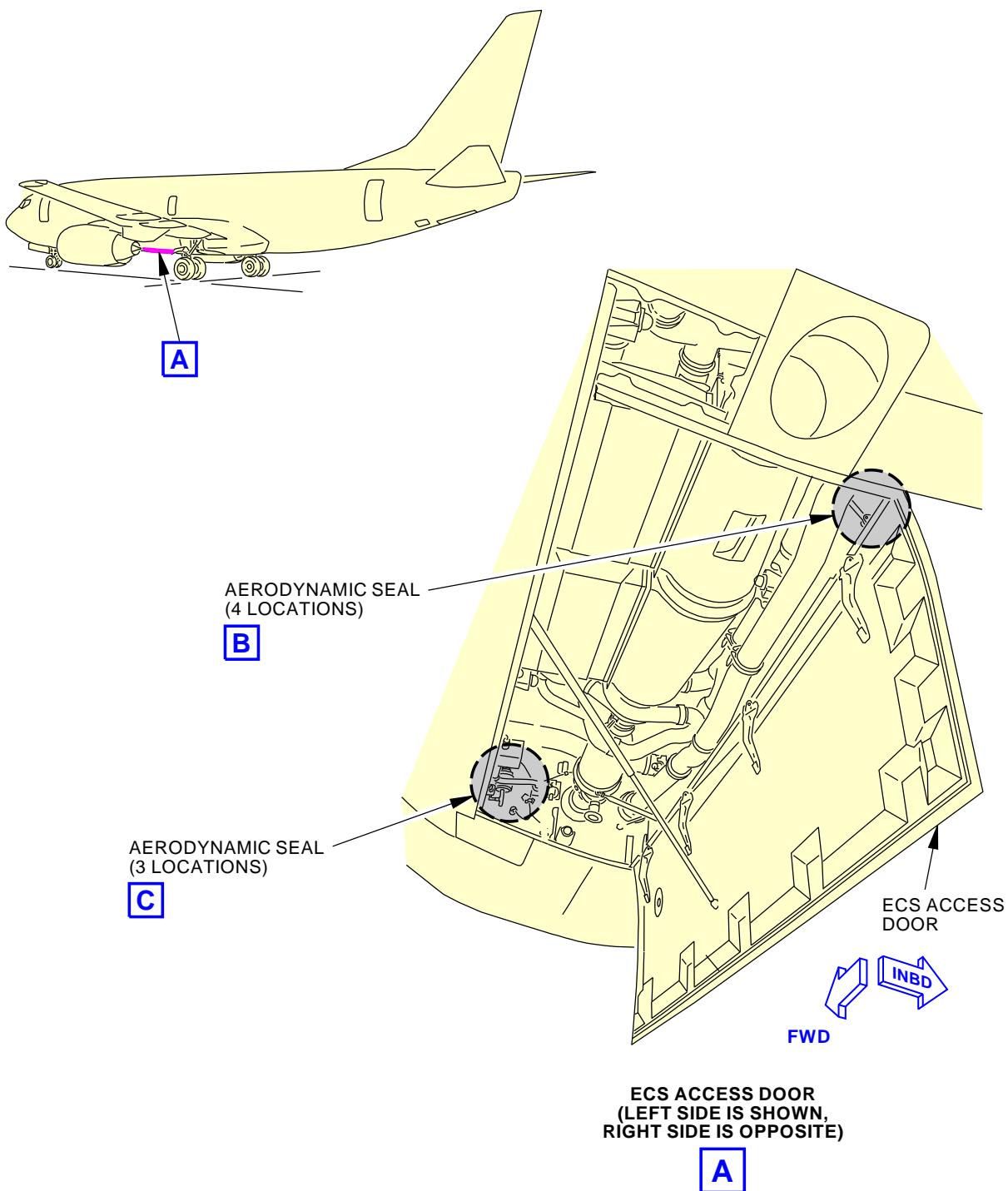
———— END OF TASK ————



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Aerodynamic Seal Installation
Figure 401/52-09-15-990-801 (Sheet 1 of 2)

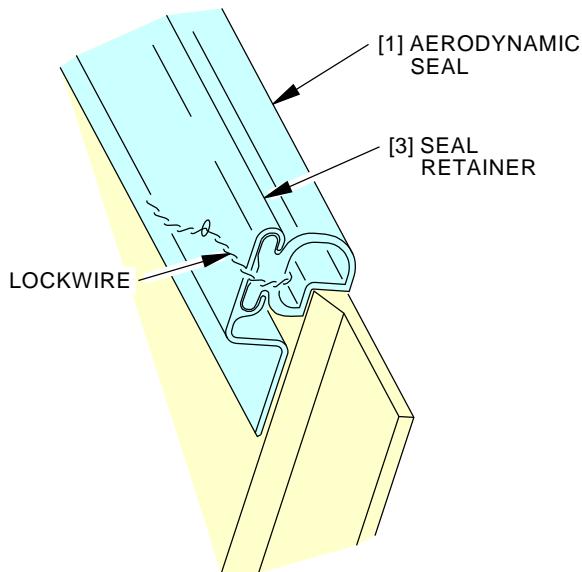
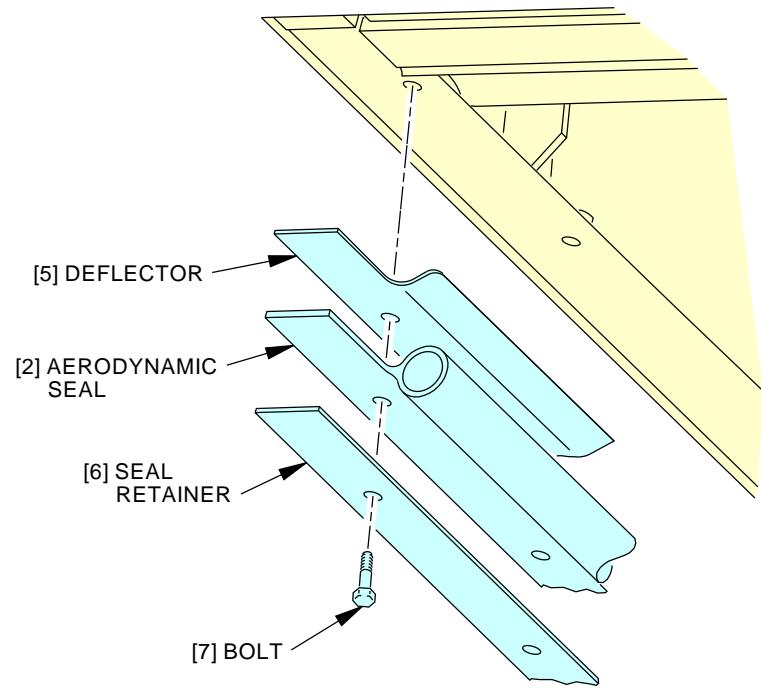
EFFECTIVITY
AKS ALL

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**AERODYNAMIC SEAL
(EXAMPLE)**
B

**AERODYNAMIC SEAL
(EXAMPLE)**
C

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**Aerodynamic Seal Installation
Figure 401/52-09-15-990-801 (Sheet 2 of 2)**

EFFECTIVITY
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AIRCRAFT MAINTENANCE MANUAL

ACOUSTIC AND THERMO SEALS - REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
 - (1) A removal of the acoustic seals (bulb seals) on the passenger compartment door liners.
 - (2) A removal of the thermo seals (door lining seals) around the passenger compartment doorways.
 - (3) An installation of the acoustic seals (bulb seals) on the passenger compartment door liners.
 - (4) An installation of the thermo seals (door lining seals) around the passenger compartment doorways.
- B. Acoustic and thermo seals are installed at the interface of passenger compartment doorways and interior panels to decrease cabin noise and prevent heat loss from the passenger compartment.

TASK 52-09-16-000-801

2. Acoustic Seal Removal

(Figure 401)

A. References

| Reference | Title |
|------------------|---|
| 25-66-01-000-801 | Escape Slide Pack and Cover Removal (P/B 401) |

B. Tools/Equipment

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

| Reference | Description |
|-----------|---|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose |
| | Part #: B-14 Supplier: 05060 |
| | Part #: B-9 Supplier: 05060 |
| | Part #: Z-45-25J Supplier: 59497 |

C. Location Zones

| Zone | Area |
|------|-----------------------------|
| 831 | Forward Entry Door |
| 834 | Left Aft Entry Door |
| 841 | Forward Galley Service Door |
| 844 | Aft Galley Service Door |

D. Prepare for the Removal

SUBTASK 52-09-16-860-001

- (1) Make sure the door is safe as follows:
 - (a) Make sure the door is closed and latched.

WARNING: MAKE SURE THE GIRT BAR IS NOT ENGAGED IN THE FLOOR-MOUNTED ESCAPE SLIDE BRACKETS. IF THE GIRT BAR IS ENGAGED IN THE BRACKETS, THE ESCAPE SYSTEM CAN DEPLOY WHEN YOU OPEN THE DOOR AND INJURIES OR DAMAGE CAN OCCUR.

- (b) Make sure the girt bar is not engaged in the floor-mounted escape slide brackets.
- (c) Install the work platform, COM-1523 outboard of the door.

| | |
|-------------|---------|
| EFFECTIVITY | AKS ALL |
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SUBTASK 52-09-16-010-001

- (2) Get access to the door as follows:
 - (a) Make sure the door is closed and latched.
 - (b) Do this task: Escape Slide Pack and Cover Removal, TASK 25-66-01-000-801.
 - (c) Fully open the door.

E. Acoustic Seal Removal

SUBTASK 52-09-16-020-001

- (1) Remove the bulb seal [2] that is on the door liner [1] (Figure 401):
 - (a) Remove the nuts [6] that hold the seal retainers [5] onto the door liner [1]
 - (b) Remove the seal retainers [5].
 - (c) Remove the bulb seal [2].

———— END OF TASK ———

TASK 52-09-16-400-802

3. Acoustic Seal Installation

(Figure 401)

A. References

| Reference | Title |
|------------------|--|
| 25-66-01-400-803 | Escape Slide Pack and Cover Installation (P/B 401) |

B. Tools/Equipment

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

| Reference | Description |
|-----------|---|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose |
| | Part #: B-14 Supplier: 05060 |
| | Part #: B-9 Supplier: 05060 |
| | Part #: Z-45-25J Supplier: 59497 |

C. Location Zones

| Zone | Area |
|------|-----------------------------|
| 831 | Forward Entry Door |
| 834 | Left Aft Entry Door |
| 841 | Forward Galley Service Door |
| 844 | Aft Galley Service Door |

D. Acoustic Seal Installation

SUBTASK 52-09-16-420-003

- (1) Install the bulb seal [2] that is on the door liner [1] (Figure 401):
 - (a) Install the bulb seal [2].
 - (b) Install the seal retainers [5].
 - (c) Install the nuts [6] that hold the seal retainers [5] to on the door liner [1]



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E. Put the Airplane Back to Its Usual Condition

SUBTASK 52-09-16-080-001

- (1) Remove the work platform, COM-1523 from outboard of the door.

SUBTASK 52-09-16-840-001

- (2) Close and latch the door.

SUBTASK 52-09-16-420-004

- (3) Do this task: Escape Slide Pack and Cover Installation, TASK 25-66-01-400-803.

———— END OF TASK ————

TASK 52-09-16-000-802

4. **Thermo Bulb Seal Removal**

(Figure 401)

A. References

| Reference | Title |
|------------------|---|
| 25-66-01-000-801 | Escape Slide Pack and Cover Removal (P/B 401) |

B. Tools/Equipment

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

| Reference | Description |
|-----------|---|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose |
| | Part #: B-14 Supplier: 05060 |
| | Part #: B-9 Supplier: 05060 |
| | Part #: Z-45-25J Supplier: 59497 |

C. Location Zones

| Zone | Area |
|------|-----------------------------|
| 831 | Forward Entry Door |
| 834 | Left Aft Entry Door |
| 841 | Forward Galley Service Door |
| 844 | Aft Galley Service Door |

D. Prepare for the Removal

SUBTASK 52-09-16-860-002

- (1) Make sure the door is safe as follows:

- (a) Make sure the door is closed and latched.

WARNING: MAKE SURE THE GIRT BAR IS NOT ENGAGED IN THE FLOOR-MOUNTED ESCAPE SLIDE BRACKETS. IF THE GIRT BAR IS ENGAGED IN THE BRACKETS, THE ESCAPE SYSTEM CAN DEPLOY WHEN YOU OPEN THE DOOR AND INJURIES OR DAMAGE CAN OCCUR.

- (b) Make sure the girt bar is not engaged in the floor-mounted escape slide brackets.
(c) Install the work platform, COM-1523 outboard of the door.

SUBTASK 52-09-16-010-002

- (2) Get access to the door as follows:

- (a) Make sure the door is closed and latched.

| |
|-------------|
| EFFECTIVITY |
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- (b) Do this task: Escape Slide Pack and Cover Removal, TASK 25-66-01-000-801.
- (c) Fully open the door.

E. Thermo Bulb Seal Removal

SUBTASK 52-09-16-020-003

- (1) Remove the door lining seal [3] that is on the lining of the doorway (Figure 401):
 - (a) Remove the bolts [4] that hold the seal retainers [7] on the lining of the doorway.
 - (b) Remove the seal retainers [7].
 - (c) Remove the door lining seal [3].

———— END OF TASK ————

TASK 52-09-16-400-803

5. Thermo Bulb Seal Installation

A. References

| Reference | Title |
|------------------|--|
| 25-66-01-400-803 | Escape Slide Pack and Cover Installation (P/B 401) |

B. Tools/Equipment

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

| Reference | Description |
|-----------|---|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose |
| | Part #: B-14 Supplier: 05060 |
| | Part #: B-9 Supplier: 05060 |
| | Part #: Z-45-25J Supplier: 59497 |

C. Location Zones

| Zone | Area |
|------|-----------------------------|
| 831 | Forward Entry Door |
| 834 | Left Aft Entry Door |
| 841 | Forward Galley Service Door |
| 844 | Aft Galley Service Door |

D. Thermo Bulb Seal Installation

SUBTASK 52-09-16-420-005

- (1) Install the door lining seal [3] that is on the lining of the doorway (Figure 401):
 - (a) Install the door lining seal [3].
 - (b) Install the seal retainers [7].
 - (c) Install the bolts [4] that hold the seal retainers [7] to on the lining of the doorway

E. Put the Airplane Back to Its Usual Condition

SUBTASK 52-09-16-080-002

- (1) Remove the work platform, COM-1523 from outboard of the door.

SUBTASK 52-09-16-840-002

- (2) Close and latch the door.



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SUBTASK 52-09-16-410-001

- (3) Do this task: Escape Slide Pack and Cover Installation, TASK 25-66-01-400-803.

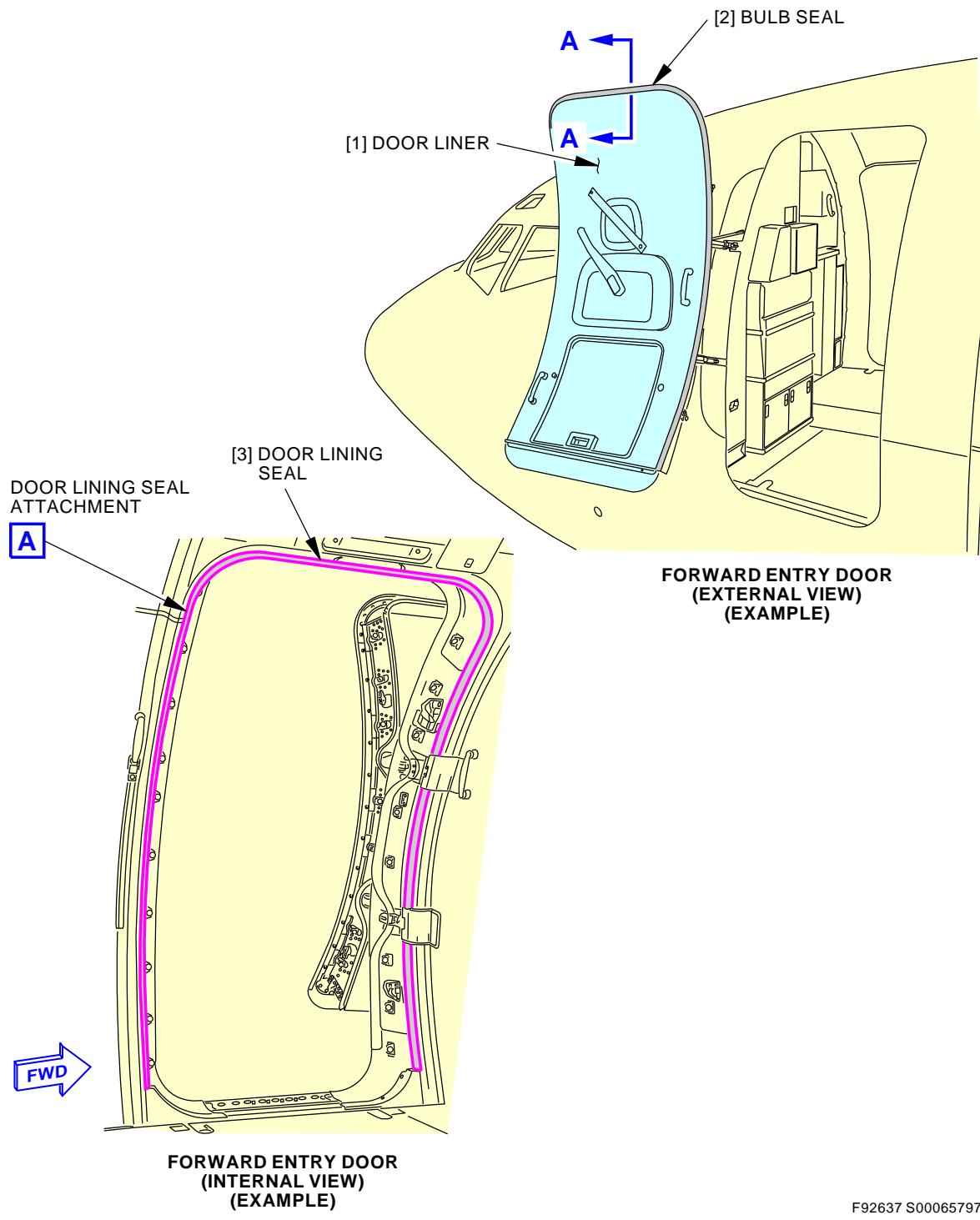
———— END OF TASK ——

EFFECTIVITY
AKS ALL

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F92637 S0006579726_V2

Acoustic and Thermo Seals Installation
Figure 401/52-09-16-990-801 (Sheet 1 of 2)

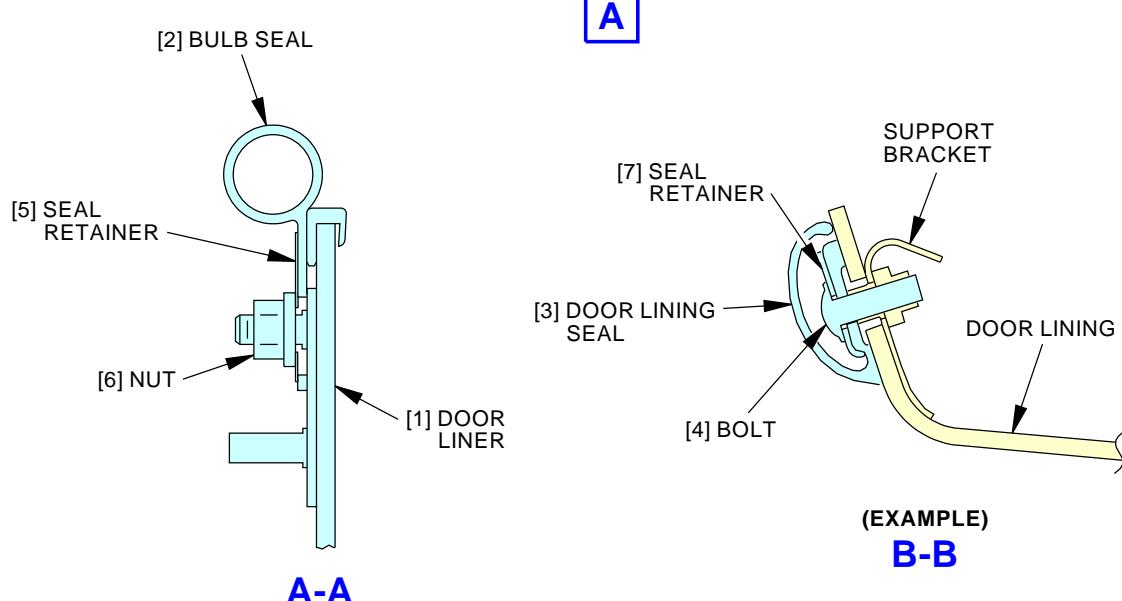
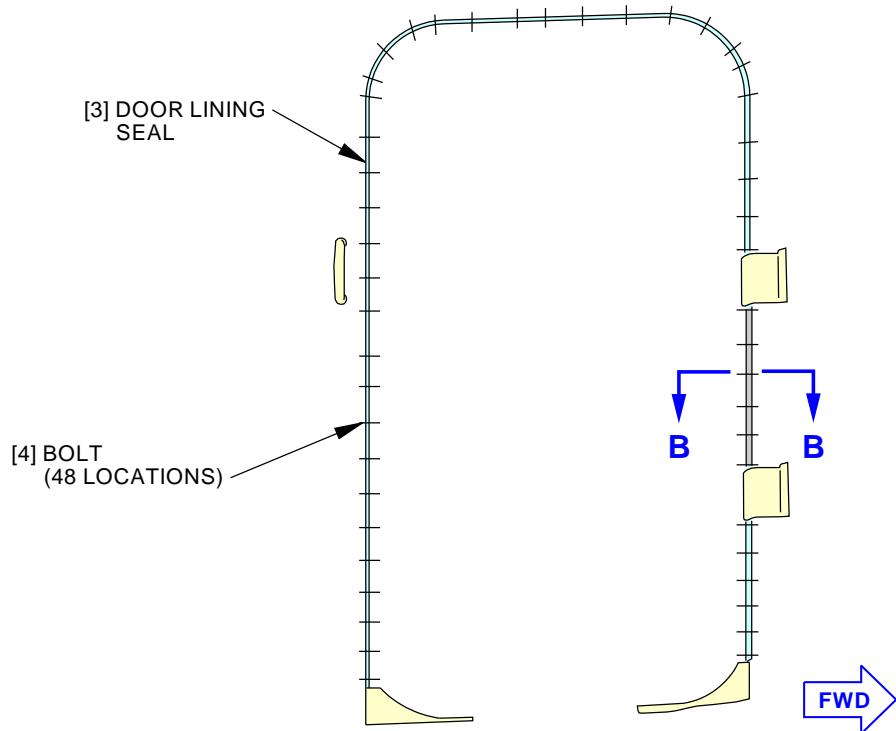
EFFECTIVITY
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H12139 S0006579727_V2

Acoustic and Thermo Seals Installation
Figure 401/52-09-16-990-801 (Sheet 2 of 2)

EFFECTIVITY
 AKS ALL

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LIGHT SEALS - REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
 - (1) A removal of the light seals around the crew door.
 - (2) An installation of the light seals around the crew door.
- B. Light seals are installed around the crew door to keep light out of the flight compartment. There are three light seals around the crew door:
 - (1) A door seal that is attached to the top of the crew door by a backing plate.
 - (2) A hinge seal that is bonded to the crew door hinge.
 - (3) A door post seal that is bonded to the crew door post.

TASK 52-09-17-000-801

2. Light Seals Removal

(Figure 401)

A. General

- (1) Use this procedure to remove the light seals from around the crew door. If you want to remove only one seal, do the steps to remove that seal only.

B. Location Zones

| Zone | Area |
|------|---|
| 211 | Flight Compartment - Left |
| 212 | Flight Compartment - Right |
| 220 | Subzone - Passenger Compartment - Body Station 259.50 to 360.00 |
| 221 | Passenger Compartment - Aft of Control Compartment to Forward Entry Door - Left |

C. Prepare for the Removal

SUBTASK 52-09-17-010-001

- (1) Open the crew door [1] to get access to the door seal [2], hinge seal [3], and door post seal [5].

D. Removal

SUBTASK 52-09-17-020-001

- (1) Remove the door seal [2] that is attached to the top of the crew door [1]:
 - (a) Remove the screws [7] that hold the backing plate [8] to the door [1].
 - (b) Remove the backing plate [8] and door seal [2].
 - (c) Pull the door seal [2] away from the backing plate [8].

NOTE: The adhesive bond will break when you pull the door seal [2].

SUBTASK 52-09-17-020-002

- (2) Remove the hinge seal [3] that is bonded to the crew door hinge [11]:
 - (a) Remove the screws [6] that attach the hinge [11] to the wall.
 - (b) Remove the door [1] from the wall.
 - (c) Remove the screws [4] that attach the hinge [11] to the door [1].
 - (d) Remove the hinge [11] from the door [1].
 - (e) Pull the hinge seal [3] away from the hinge [11].

NOTE: The adhesive bond will break when you pull the hinge seal [3].



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SUBTASK 52-09-17-020-003

- (3) Remove the door post seal [5] that is bonded to the trim angle [9] on the door post [10]:
 - (a) Pull the door post seal [5] away from the trim angle [9].

NOTE: The adhesive bond will break when you pull the door post seal [5].

———— END OF TASK ————

TASK 52-09-17-400-801

3. Light Seal Installation

(Figure 401)

A. General

- (1) Use this procedure to install the light seals around the crew door. If you want to install only one seal, do the steps to install that seal only.

B. Consumable Materials

| Reference | Description | Specification |
|-----------|--|----------------------|
| A00153 | Adhesive - Low Odor, Synthetic Rubber Cement | BMS5-30 |
| B00083 | Solvent - VM&P Naphthas | ASTM D-3735 Type III |
| G00034 | Cotton Wiper - Process Cleaning Absorbent Wiper (Cheesecloth, Gauze) | BMS15-5 Class A |

C. Location Zones

| Zone | Area |
|------|---|
| 211 | Flight Compartment - Left |
| 212 | Flight Compartment - Right |
| 220 | Subzone - Passenger Compartment - Body Station 259.50 to 360.00 |
| 221 | Passenger Compartment - Aft of Control Compartment to Forward Entry Door - Left |

D. Installation

SUBTASK 52-09-17-420-001

- (1) Install the door seal [2] attached to the top of the crew door [1]:
 - (a) Clean the surface of the backing plate [8] with a clean cotton wiper, G00034 that is moist with solvent, B00083.
 - (b) Bond the door seal [2] to the backing plate [8] with adhesive, A00153.
 - (c) Hold the backing plate [8] against the forward side of the top of the crew door [1].
 - (d) Install the screws [7] that hold the backing plate [8] to the crew door [1].

SUBTASK 52-09-17-420-002

- (2) Install the hinge seal [3] bonded to the crew door hinge [11]:
 - (a) Clean the surface of the hinge [11] with a clean cotton wiper, G00034 that is moist with solvent, B00083.
 - (b) Put the hinge [11] in the closed position.
 - (c) Bond the hinge seal [3] tightly around the hinge [11] with adhesive, A00153.
 - (d) Make holes in the hinge seal [3] that align with the holes in the hinge [11].
 - (e) Hold the hinge [11] against the edge of the door [1].
 - (f) Install the screws [4] that attach the hinge [11] to the door [1].

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- (g) Hold the door [1] against the wall [5].
- (h) Install the screws [6] that attach the door [1] to the wall.

SUBTASK 52-09-17-420-003

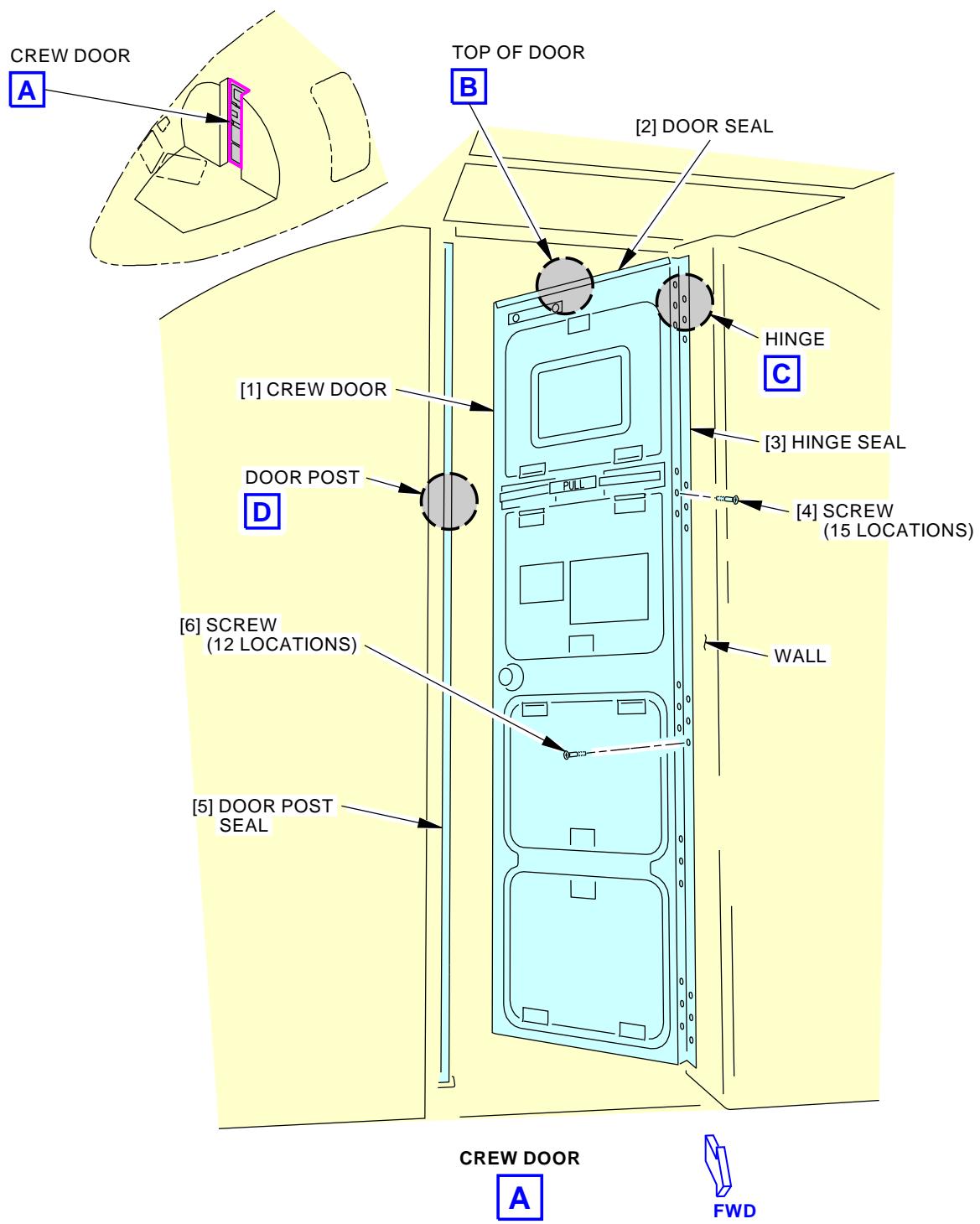
- (3) Install the door post seal [5] bonded to the trim angle [9] on the door post [10]:
 - (a) Clean the surface of the trim angle [9] with a clean cotton wiper, G00034 that is moist with solvent, B00083.
 - (b) Install the door post seal [5] on the trim angle [9].

NOTE: The seal has a layer of pressure-sensitive adhesive.

———— END OF TASK ————

EFFECTIVITY
AKS ALL

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Light Seals Installation
Figure 401/52-09-17-990-801 (Sheet 1 of 2)

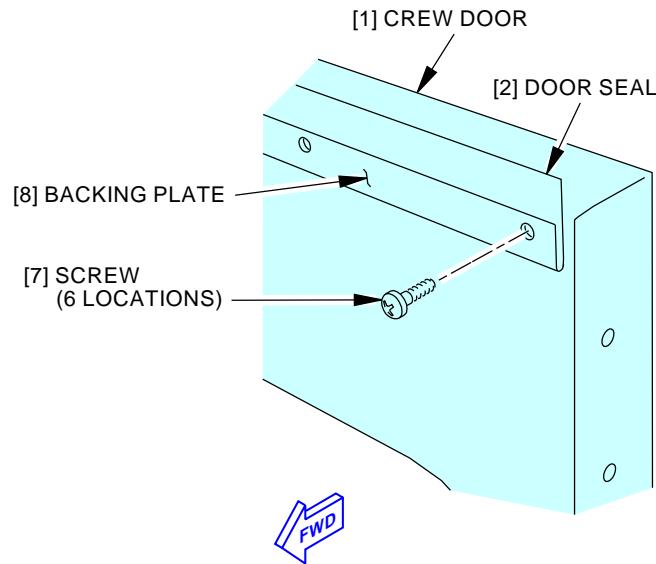
EFFECTIVITY
AKS ALL

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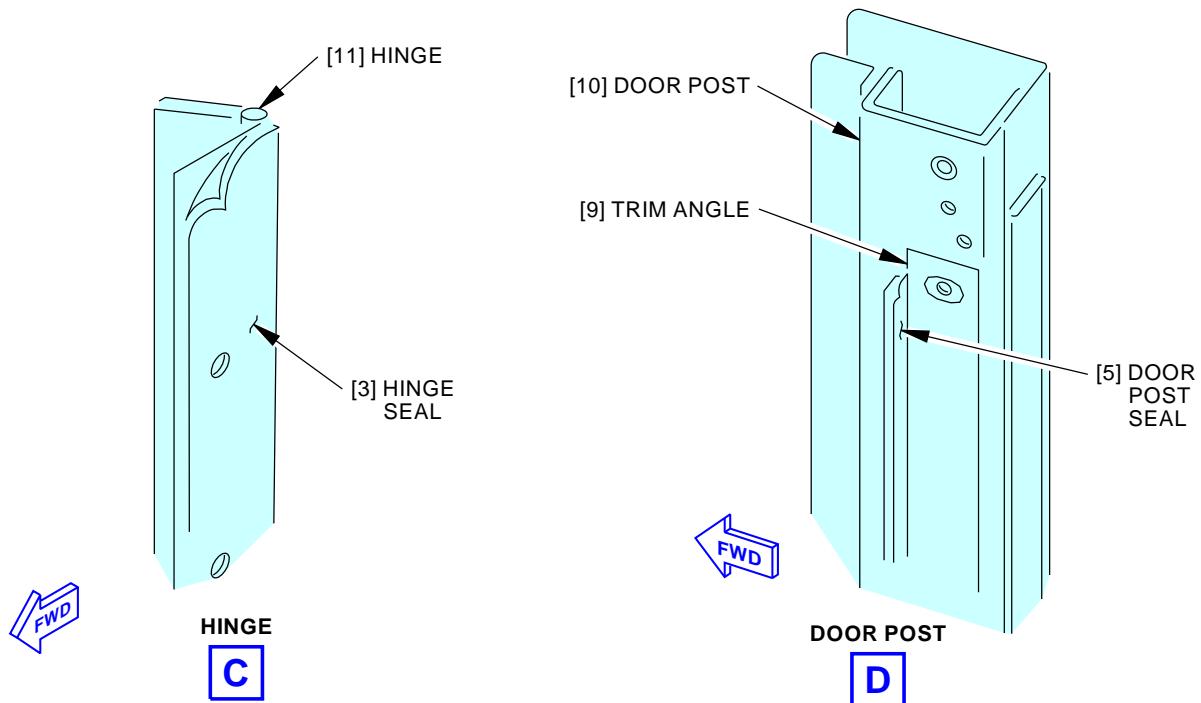


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TOP OF DOOR

B



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Light Seals Installation
Figure 401/52-09-17-990-801 (Sheet 2 of 2)

EFFECTIVITY
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FORWARD ENTRY DOOR - MAINTENANCE PRACTICES

1. General

- A. This procedure has these tasks:
- (1) Open the forward entry door with the exterior handle.
 - (2) Close the forward entry door with the exterior handle.
 - (3) Open the forward entry door with the interior handle.
 - (4) Close the forward entry door with the interior handle.
 - (5) Forward Entry Door Corrosion Prevention.

TASK 52-11-00-860-801

2. Open the Door with the Exterior Handle

(Figure 201)

A. Tools/Equipment

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

| Reference | Description |
|-----------|--|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose Part #: B-14 Supplier: 05060 Part #: B-9 Supplier: 05060 Part #: Z-45-25J Supplier: 59497 |
| SPL-2005 | Barrier, Frame Equipment - Passenger Entry Door Part #: C52012-29 Supplier: 81205 Opt Part #: C52012-15 Supplier: 81205 |

B. Location Zones

| Zone | Area |
|------|--------------------|
| 831 | Forward Entry Door |

C. Procedure

SUBTASK 52-11-00-860-038

CAUTION: DO NOT OPERATE THE DOOR IN STABLE WINDS OF MORE THAN 40 KNOTS. DO NOT LET THE DOOR STAY OPEN IN WIND GUSTS THAT ARE MORE THAN 65 KNOTS. STRONG WINDS CAN CAUSE DAMAGE TO THE STRUCTURE OF THE AIRPLANE.

- (1) Put the work platform, COM-1523 in front of the door.

SUBTASK 52-11-00-860-013

- (2) Make sure the door is safe as follows:

WARNING: MAKE SURE THE GIRT BAR IS NOT ENGAGED IN THE FLOOR-MOUNTED ESCAPE SLIDE BRACKETS. IF THE GIRT BAR IS ENGAGED IN THE BRACKETS, THE ESCAPE SYSTEM CAN DEPLOY WHEN YOU OPEN THE DOOR. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (a) Make sure the girt bar is not engaged in the floor-mounted escape slide brackets.



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SUBTASK 52-11-00-860-014

WARNING: BE CAREFUL WHEN YOU OPERATE THE DOOR FROM A MAINTENANCE STAND. IT IS NOT EASY TO OPERATE THE DOOR FROM THE SMALL PLATFORM AREA AND DURING BAD WEATHER CONDITIONS. INJURIES TO PERSONNEL AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (3) Pull the exterior handle outboard from the recess in the door to engage the door drive mechanism.

SUBTASK 52-11-00-860-015

- (4) Turn the exterior handle 180 degrees clockwise to unlatch the door.

NOTE: When you turn the handle 180 degrees clockwise, the latch rollers disengage with the latch fittings.

NOTE: The initial movement of the door is inward.

SUBTASK 52-11-00-860-016

- (5) Return the exterior handle into the recess of the door.

SUBTASK 52-11-00-860-017

WARNING: MAKE SURE THAT THE LATCH MECHANISM ENGAGES. IF THE DOOR IS NOT FULLY OPEN, THE DOOR CAN CLOSE SUDDENLY, AND QUICKLY. INJURIES TO PERSONNEL, AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (6) Use the door assist handle to pull the door outboard and forward until the door hold open lock in the upper hinge engages and the door is held in the fully open position.

NOTE: The door will be parallel to the fuselage when fully open.

SUBTASK 52-11-00-860-018

- (7) Put the barrier frame, SPL-2005 across the door opening.

— END OF TASK —

TASK 52-11-00-860-802

3. Close the Door with the Exterior Handle

(Figure 201)

A. Tools/Equipment

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

| Reference | Description |
|-----------|--|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose Part #: B-14 Supplier: 05060 Part #: B-9 Supplier: 05060 Part #: Z-45-25J Supplier: 59497 |
| SPL-2005 | Barrier, Frame Equipment - Passenger Entry Door Part #: C52012-29 Supplier: 81205 Opt Part #: C52012-15 Supplier: 81205 |

B. Location Zones

| Zone | Area |
|------|--------------------|
| 831 | Forward Entry Door |



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C. Procedure

SUBTASK 52-11-00-860-019

CAUTION: DO NOT OPERATE THE DOOR IN STABLE WINDS OF MORE THAN 40 KNOTS. DO NOT LET THE DOOR STAY OPEN IN WIND GUSTS THAT ARE MORE THAN 65 KNOTS. STRONG WINDS CAN CAUSE DAMAGE TO THE STRUCTURE OF THE AIRPLANE.

- (1) Make sure the work platform, COM-1523 is installed in front of the door.

SUBTASK 52-11-00-860-020

- (2) Remove the barrier frame, SPL-2005 from across the door opening if it is installed.

SUBTASK 52-11-00-860-021

WARNING: BE CAREFUL WHEN YOU OPERATE THE DOOR FROM A MAINTENANCE STAND. IT IS NOT EASY TO OPERATE THE DOOR FROM THE SMALL PLATFORM AREA AND DURING BAD WEATHER CONDITIONS. INJURIES TO PERSONNEL AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (3) Release the door hold open lock from the locked position by using either the "Up to release" lever on the body torque tube, or the "Down to release" button on the guide arm.

SUBTASK 52-11-00-860-022

- (4) Use the assist handle to swing the door into the door opening.

SUBTASK 52-11-00-860-023

- (5) Pull the exterior handle outward to clear the handle recess.

SUBTASK 52-11-00-860-024

- (6) Turn the exterior handle 180 degrees counterclockwise to close the door.

NOTE: When you turn the handle 180 degrees counterclockwise, the latch rollers engage with the latch fittings.

SUBTASK 52-11-00-860-025

- (7) Release the exterior handle into the recess in the door.

SUBTASK 52-11-00-080-005

- (8) Remove the stand, work platform, COM-1523 from the door.

———— END OF TASK ————

TASK 52-11-00-860-803

4. Open the Door with the Interior Handle

(Figure 202)

A. Tools/Equipment

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

| Reference | Description |
|-----------|--|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose Part #: B-14 Supplier: 05060 Part #: B-9 Supplier: 05060 Part #: Z-45-25J Supplier: 59497 |

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(Continued)

Reference

Description

| | |
|----------|---|
| SPL-2005 | Barrier, Frame Equipment - Passenger Entry Door Part #: C52012-29 Supplier: 81205 Opt Part #: C52012-15 Supplier: 81205 |
|----------|---|

B. Location Zones

Zone Area

| | |
|-----|--------------------|
| 831 | Forward Entry Door |
|-----|--------------------|

C. Procedure

SUBTASK 52-11-00-860-026

CAUTION: DO NOT OPERATE THE DOOR IN STABLE WINDS OF MORE THAN 40 KNOTS. DO NOT LET THE DOOR STAY OPEN IN WIND GUSTS THAT ARE MORE THAN 65 KNOTS. STRONG WINDS CAN CAUSE DAMAGE TO THE STRUCTURE OF THE AIRPLANE.

- (1) Put the work platform, COM-1523 in front of the door.

SUBTASK 52-11-00-860-027

- (2) Make sure the door is safe as follows:

WARNING: MAKE SURE THE GIRT BAR IS NOT ENGAGED IN THE FLOOR-MOUNTED ESCAPE SLIDE BRACKETS. IF THE GIRT BAR IS ENGAGED IN THE BRACKETS, THE ESCAPE SYSTEM CAN DEPLOY WHEN YOU OPEN THE DOOR. THIS CAN CAUSE INJURIES TO PERSONNEL AND DAMAGE TO EQUIPMENT.

- (a) Make sure the girt bar is not engaged in the floor-mounted escape slide brackets.

SUBTASK 52-11-00-860-028

WARNING: BE CAREFUL WHEN YOU OPERATE THE DOOR FROM A MAINTENANCE STAND. IT IS NOT EASY TO OPERATE THE DOOR FROM THE SMALL PLATFORM AREA AND DURING BAD WEATHER CONDITIONS. INJURIES TO PERSONNEL AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (3) Turn the interior handle counterclockwise 180 degrees to unlatch the door.

NOTE: When you turn the handle 180 degrees in the open direction, the latch rollers disengage from the latch fittings and the initial movement of the door is inward.

SUBTASK 52-11-00-860-029

WARNING: MAKE SURE THAT THE LATCH MECHANISM ENGAGES. IF THE DOOR IS NOT FULLY OPEN, THE DOOR CAN CLOSE SUDDENLY, AND QUICKLY. INJURIES TO PERSONNEL, AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (4) Use the door assist handle to push the door outboard and forward until the door hold open lock in the upper hinge engages and the door is held in the fully open position.

NOTE: The door will be parallel to the fuselage when fully open.

SUBTASK 52-11-00-860-030

- (5) As required, put the barrier frame, SPL-2005 across the door opening.

———— END OF TASK ————

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TASK 52-11-00-860-804

5. Close the Door with the Interior Handle

(Figure 202)

A. Tools/Equipment

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

| Reference | Description |
|-----------|--|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose Part #: B-14 Supplier: 05060 Part #: B-9 Supplier: 05060 Part #: Z-45-25J Supplier: 59497 |
| SPL-2005 | Barrier, Frame Equipment - Passenger Entry Door Part #: C52012-29 Supplier: 81205 Opt Part #: C52012-15 Supplier: 81205 |

B. Location Zones

| Zone | Area |
|------|--------------------|
| 831 | Forward Entry Door |

C. Procedure

SUBTASK 52-11-00-860-031

CAUTION: DO NOT OPERATE THE DOOR IN STABLE WINDS OF MORE THAN 40 KNOTS. DO NOT LET THE DOOR STAY OPEN IN WIND GUSTS THAT ARE MORE THAN 65 KNOTS. STRONG WINDS CAN CAUSE DAMAGE TO THE STRUCTURE OF THE AIRPLANE.

- (1) Make sure the work platform, COM-1523 is installed in front of the door.

SUBTASK 52-11-00-020-019

- (2) Remove the barrier frame, SPL-2005 from across the door opening if it is installed.

SUBTASK 52-11-00-860-033

WARNING: BE CAREFUL WHEN YOU OPERATE THE DOOR FROM A MAINTENANCE STAND. IT IS NOT EASY TO OPERATE THE DOOR FROM THE SMALL PLATFORM AREA AND DURING BAD WEATHER CONDITIONS. INJURIES TO PERSONNEL AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (3) Release the door hold open lock from the locked position by using either the "Up to release" lever on the body torque tube, or the "Down to release" button on the guide arm.

NOTE: A light push at the door interior handle location towards the opening direction is allowed to release the hold open lever.

SUBTASK 52-11-00-860-034

- (4) Use the assist handle to swing the door into the door opening.

SUBTASK 52-11-00-860-035

- (5) Turn the interior handle 180 degrees clockwise to fully close the door.

NOTE: When you turn the handle 180 degrees clockwise, the latch rollers engage with the latch fittings.

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| EFFECTIVITY |
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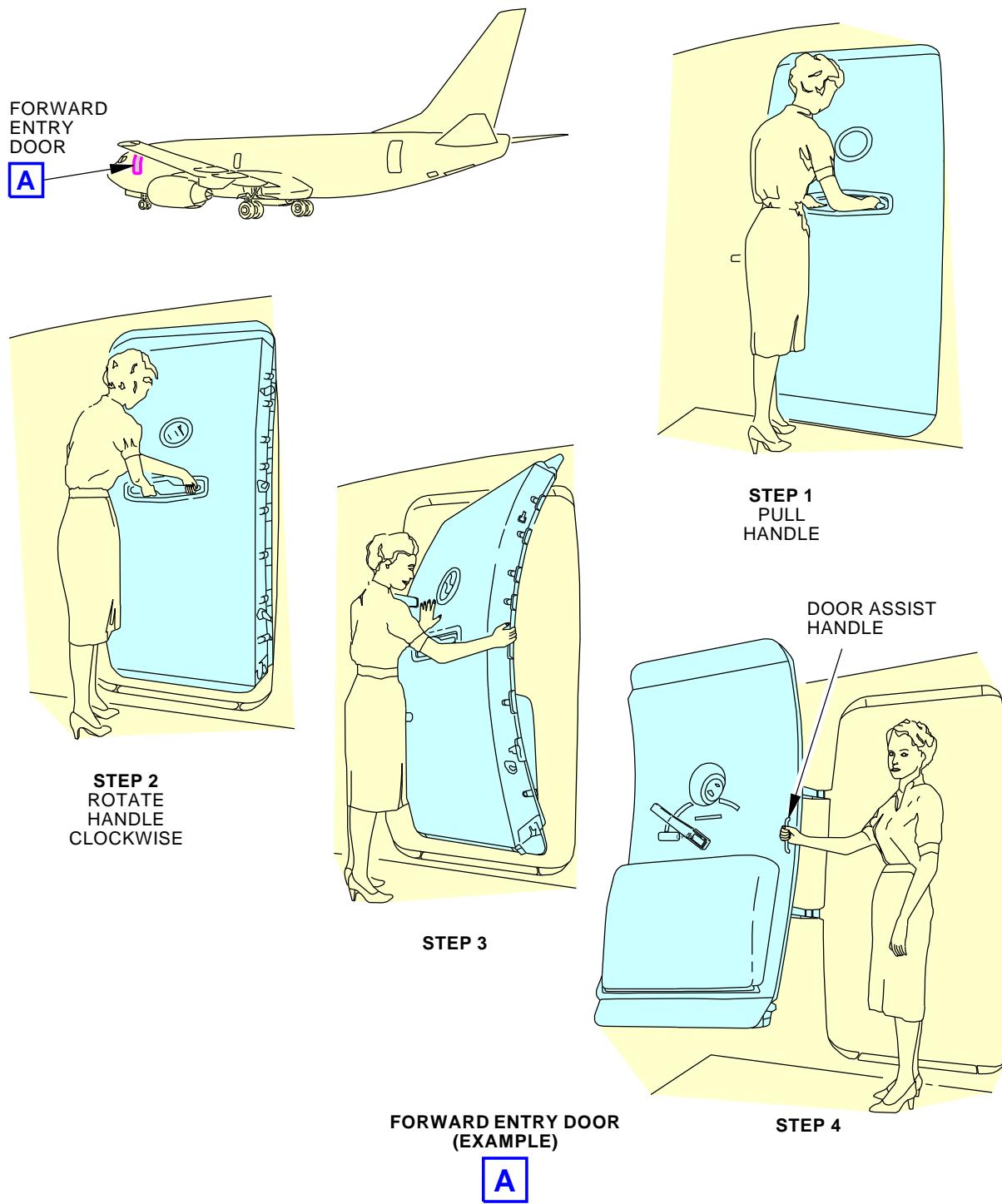
SUBTASK 52-11-00-080-006

- (6) As required, remove the work platform, COM-1523 from the door.

———— END OF TASK ——

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Forward Entry Door Operation from Outside Airplane
Figure 201/52-11-00-990-827

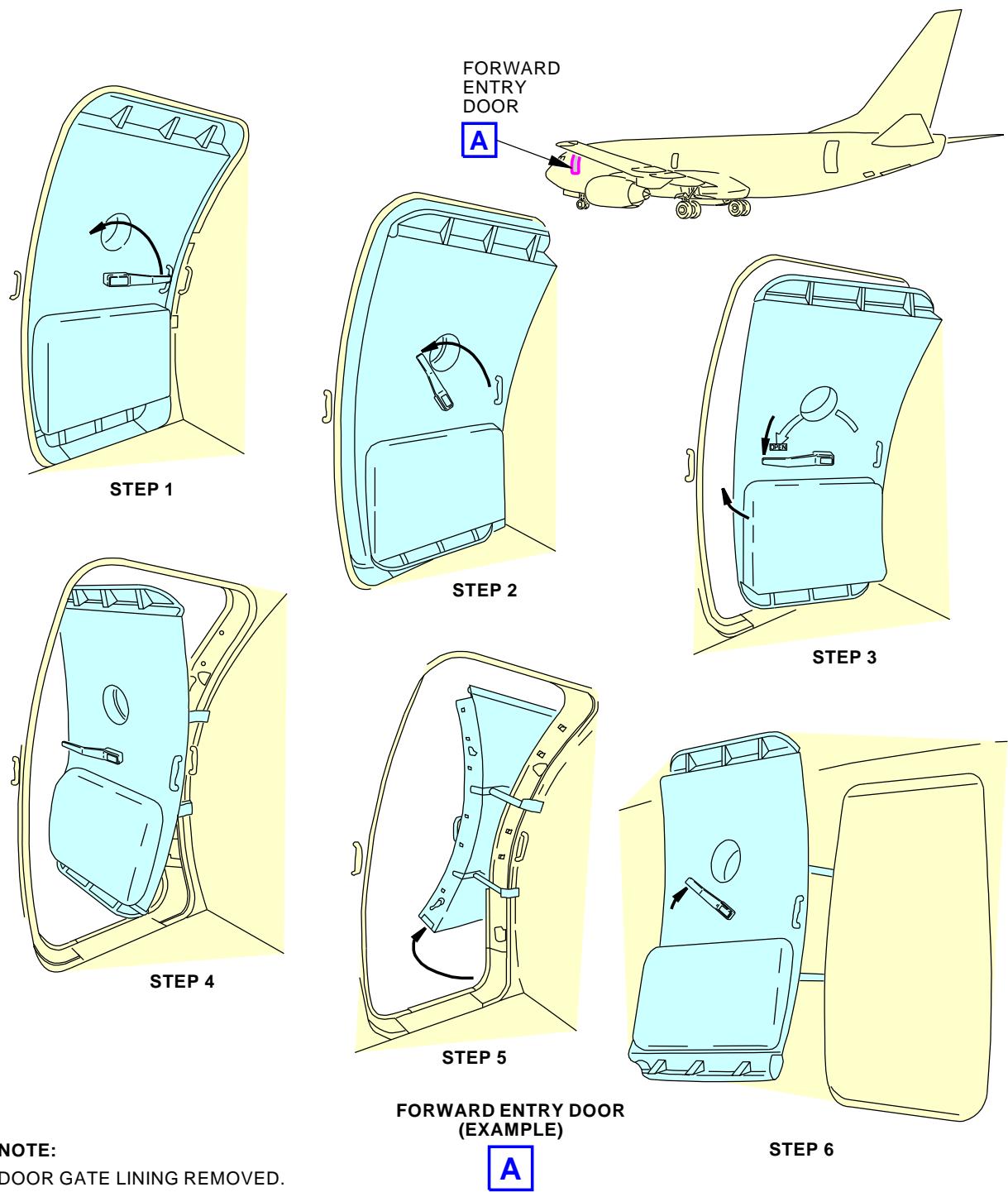
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Forward Entry Door Operation from Inside Airplane
Figure 202/52-11-00-990-828

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TASK 52-11-00-600-801

6. Forward Entry Door Corrosion Prevention

A. References

| Reference | Title |
|------------------|--|
| 12-25-11 P/B 301 | FORWARD ENTRY DOOR - SERVICING |
| 52-11-00-200-801 | Forward Entry Door Check (P/B 601) |
| 52-11-31-000-802 | Forward Entry Door Lining Removal (P/B 401) |
| 52-11-31-400-802 | Forward Entry Door Lining Installation (P/B 401) |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|---|---------------|
| G00009 | Compound - Organic Corrosion Inhibiting | BMS3-23 |

C. Location Zones

| Zone | Area |
|------|--------------------|
| 831 | Forward Entry Door |

D. General

SUBTASK 52-11-00-800-001

- (1) Corrosion may occur on the internal and external surfaces of the door structure, especially the inside lower corners, the connection points, and the door mechanism.
- (2) Corrosion has been found on the door torque tube, that is found adjacent to the door in the airplane body. The torque tube for the aft service door, in particular, has been found to contain large amounts of water.
- (3) If a door is not opened often from the outside, corrosion has been found on the exterior door handle. The corrosion causes the handle to seize in the recess and prevents the handle from moving outward to unlock the door. Corrosion can also be found in the upper and lower bearings.
 - (a) If the door handle operates in a stiff or restricted manner, then increase the frequency of the lubrication.
- (4) If applicable, stress corrosion cracks have been found on the aft upper stop fitting at the aft airstair door.
- (5) Corrosion has been found on the rivets between the web and the intercostal at the aft galley door on some airplanes.
- (6) Some items in this section maybe subject to the mandatory requirements for corrosion prevention and control programs for aging airplanes.
- (7) Corrosion Prevention
 - (a) Do these tasks, Forward Entry Door Check, TASK 52-11-00-200-801 to detect the early stages of corrosion.
 - (b) Look for missing fasteners, white powdery deposits, and discolorations, as signs of corrosion.
 - 1) If signs of corrosion are found, then a corrosion prevention program should be started to prevent the build up of corrosion products.
 - 2) If corrosion products are allowed to build up, then they will cause further corrosion.
 - 3) If corrosion is found, the refer to the Structural Repair Manual for detail instructions for the removal of corrosion.

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- (c) After the corrosion products are cleaned, make sure that the protective finishes are serviceable.
 - 1) If only minor corrosion is found, then make sure that the area is clean.
 - 2) Apply corrosion inhibiting compound on the affected area.
 - 3) Make sure that the protective finish is restored at the first opportunity that is consistent with the airplanes maintenance schedule.
- (8) Frequency of Application
 - (a) Periodic inspection is required to areas identified as prone to corrosion and should be scheduled to your Maintenance Planning Document.
 - (b) Periodic application of BMS 3-23 compounds are necessary to areas identified as prone to corrosion and should be scheduled to your Maintenance Planning Document.
 - 1) Do the prevention treatment to the door at the same recommended interval as the door frame.
 - 2) Do the prevention treatment to the exterior surface of the door at the same recommended interval as the exterior surface of the fuselage.

E. Corrosion Prevention

SUBTASK 52-11-00-620-002

- (1) Prevention Treatment
 - (a) Remove the door liner to get access to the interior surfaces of the door.
 - 1) Forward Entry Door Lining Removal, TASK 52-11-31-000-802
 - (b) Clean the drains and drain paths.
 - (c) Forward Entry Door Check, TASK 52-11-00-200-801
 - 1) Remove or repair any corrosion that you find.
 - (d) Apply corrosion inhibiting compound, G00009 to the interior surfaces of the door.
 - 1) Make sure that the corrosion inhibiting compound, G00009 completely covers the surfaces, with special attention given to the lower corners and the handle mechanism housing.
 - (e) If it is necessary, apply corrosion inhibiting compound, G00009 to the exterior surfaces of the door.
 - (f) Lubricate the door. FORWARD ENTRY DOOR - SERVICING, PAGEBLOCK 12-25-11/301
 - (g) Install the door lining.
 - 1) Forward Entry Door Lining Installation, TASK 52-11-31-400-802

———— END OF TASK ———

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| EFFECTIVITY | AKS ALL |
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FORWARD ENTRY DOOR - REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
- (1) A removal of the forward entry door.
 - (2) An installation of the forward entry door.
 - (3) A removal of the flapper door seal.
 - (4) An installation of the flapper door seal.

TASK 52-11-00-000-802

2. Forward Entry Door Removal

(Figure 401)

A. References

| Reference | Title |
|------------------|---|
| 52-11-31-000-802 | Forward Entry Door Lining Removal (P/B 401) |
| 52-11-41-000-802 | Forward Entry Door Assist Springs Removal (P/B 401) |
| 52-11-51-000-801 | Forward Entry Door Snubber Removal (P/B 401) |

B. Tools/Equipment

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

| Reference | Description |
|-----------|--|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose Part #: B-14 Supplier: 05060 Part #: B-9 Supplier: 05060 Part #: Z-45-25J Supplier: 59497 |
| SPL-2005 | Barrier, Frame Equipment - Passenger Entry Door Part #: C52012-29 Supplier: 81205 Opt Part #: C52012-15 Supplier: 81205 |

C. Location Zones

| Zone | Area |
|------|--------------------|
| 831 | Forward Entry Door |

D. Access Panels

| Number | Name/Location |
|--------|---|
| 831AZ | Forward Entry Door - Torque Tube Access |

E. Prepare for the Removal

SUBTASK 52-11-00-860-012

- (1) Make sure the door is safe as follows:
 - (a) Make sure the door is closed and latched.

WARNING: MAKE SURE THE GIRT BAR IS NOT ENGAGED IN THE FLOOR-MOUNTED ESCAPE SLIDE BRACKETS. IF THE GIRT BAR IS ENGAGED IN THE BRACKETS, THE ESCAPE SYSTEM CAN DEPLOY WHEN YOU OPEN THE DOOR AND INJURIES OR DAMAGE CAN OCCUR.

- (b) Make sure the girt bar is not engaged in the floor-mounted escape slide brackets.

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- (c) Install the work platform, COM-1523 outboard of the door.

SUBTASK 52-11-00-010-016

- (2) Do this task: Forward Entry Door Lining Removal, TASK 52-11-31-000-802.

SUBTASK 52-11-00-010-015

- (3) Remove this access panel:

Number Name/Location

831AZ Forward Entry Door - Torque Tube Access

F. Removal of the Forward Entry Door

SUBTASK 52-11-00-010-017

- (1) Make sure the door is open.

SUBTASK 52-11-00-480-004

- (2) Support the door [1] as follows:

- (a) Install straps through two lightning holes of the door [1] to hold the weight of the door [1] from a position above the door [1].

NOTE: The lightning holes are above the handle of the door on the interior side. They can be seen after you remove the lining of the door.

NOTE: The door weight is 140 pounds without the liner and slide installed.

SUBTASK 52-11-00-020-008

CAUTION: REMOVE THE SNUBBER BEFORE YOU REMOVE THE DOOR. IF THE SNUBBER IS NOT REMOVED BEFORE THE DOOR IS REMOVED, DAMAGE TO THE SNUBBER CAN OCCUR.

- (3) Do this task: Forward Entry Door Snubber Removal, TASK 52-11-51-000-801, View B (Figure 401):

SUBTASK 52-11-00-020-009

- (4) Disconnect the guide arm [15] from the door [1], View A (Figure 401):

- (a) Remove the filler [20] to get access to the fasteners that attach the guide arm [15] to the door [1].

- (b) Remove the bolt [11], washers [12], cotter pin [14] and nut [13] that attach the guide arm [15] to the door [1].

NOTE: The guide arm [15] will stay with the fuselage.

SUBTASK 52-11-00-020-010

- (5) Disconnect the torque tube from the upper hinge spigot [43] and lower hinge spigot [44]. To do this, do this task: Forward Entry Door Assist Springs Removal, TASK 52-11-41-000-802.

SUBTASK 52-11-00-020-011

- (6) Disconnect the upper hinge arm [16] at the upper hinge spigot [43], Views A and D (Figure 401):

- (a) Remove the bolt [17], washers [18], and nut [19] that attach the upper hinge arm [16] to the upper hinge spigot [43] on the fuselage structure.

- (b) Remove the upper hinge spigot [43], compression spring [42], washer [41], packing [40], and thrust washers [46], from the hinge arm [16].

NOTE: The hinge arm will stay with the door.

SUBTASK 52-11-00-020-012

- (7) Disconnect the lower hinge arm [22] at the lower hinge spigot [44], View E (Figure 401):

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- (a) Remove the bolt [37], washers [38], and nut [39] that attach the lower hinge arm [22] to the lower hinge spigot [44].
- (b) Remove the spigot [44], compression spring [42], washer [41], packing [40], and thrust washers [46] from the lower hinge arm [22].

NOTE: The hinge arm will stay with the door.

SUBTASK 52-11-00-020-013

- (8) Remove the door [1] from the airplane as follows:

WARNING: BE CAREFUL WHEN YOU REMOVE THE DOOR FROM THE AIRPLANE. THE DOOR WEIGHS APPROXIMATELY 140 POUNDS. INJURY OR DAMAGE CAN OCCUR.

- (a) Carefully move the door [1] from the fuselage and remove from the airplane.

SUBTASK 52-11-00-860-042

- (9) If it is necessary, put the barrier frame, SPL-2005 across the door opening.

————— END OF TASK ————

TASK 52-11-00-400-802

3. Forward Entry Door Installation

(Figure 401)

A. References

| Reference | Title |
|------------------|--|
| 52-11-00-200-803 | Forward Entry Door Pressure Seal Check (P/B 601) |
| 52-11-00-700-804 | Forward Entry Door System Test (P/B 501) |
| 52-11-00-820-801 | Forward Entry Door Adjustment (P/B 501) |
| 52-11-31-400-802 | Forward Entry Door Lining Installation (P/B 401) |
| 52-11-41-400-802 | Forward Entry Door Assist Springs Installation (P/B 401) |
| 52-11-51-400-801 | Forward Entry Door Snubber Installation (P/B 401) |

B. Tools/Equipment

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

| Reference | Description |
|-----------|--|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose Part #: B-14 Supplier: 05060 Part #: B-9 Supplier: 05060 Part #: Z-45-25J Supplier: 59497 |
| SPL-2005 | Barrier, Frame Equipment - Passenger Entry Door Part #: C52012-29 Supplier: 81205 Opt Part #: C52012-15 Supplier: 81205 |

C. Consumable Materials

| Reference | Description | Specification |
|-----------|--|---------------|
| A00247 | Sealant - Pressure And Environmental - Chromate Type | BMS5-95 |
| D00633 | Grease - Aircraft General Purpose | BMS3-33 |

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D. Location Zones

| Zone | Area |
|------|--------------------|
| 831 | Forward Entry Door |

E. Access Panels

| Number | Name/Location |
|--------|---|
| 831AZ | Forward Entry Door - Torque Tube Access |

F. Installation

SUBTASK 52-11-00-860-043

- (1) If it is necessary, remove the barrier frame, SPL-2005 across the door opening.

SUBTASK 52-11-00-420-008

WARNING: BE CAREFUL WHEN YOU MOVE THE DOOR INTO THE AIRPLANE. THE DOOR WEIGHS APPROXIMATELY 140 POUNDS. INJURY OR DAMAGE CAN OCCUR.

- (2) Carefully move the door [1] near the fuselage and align the upper and lower hinge arms with the fuselage.

SUBTASK 52-11-00-700-001

- (3) Inspect the pressure seal of the door prior to installation. Do this task: Forward Entry Door Pressure Seal Check, TASK 52-11-00-200-803.

SUBTASK 52-11-00-420-009

- (4) Connect the lower hinge arm [22] at the lower hinge spigot as follows, View E (Figure 401):

- Put the lower hinge arm [22] in its correct position in the hinge fitting.
- Apply a light layer of grease, D00633 to the compression spring [42] and packing [40].
- Install the lower hinge spigot [44], compression spring [42], washer [41], packing [40], and thrust washers [46] in the lower hinge fitting.

NOTE: Use one or two thrust washers [46] to get a 0.020 in. (0.508 mm) minimum clearance.

- Install the bolt [37], washers [38], and nut [39] that attach the lower hinge arm [22] to the lower hinge spigot [44].

SUBTASK 52-11-00-020-014

- (5) Connect the upper hinge arm of the door [1] at the upper hinge spigot [43] as follows, View D (Figure 401):

- Put the upper hinge arm [16] in its correct position in the hinge fitting.
- Apply a light layer of grease, D00633 to the compression spring [42] and packing [40].
- Install the upper hinge spigot [43], compression spring [42], washers [41], packing [40], and thrust washer [46] in the upper hinge fitting.

NOTE: Use one or two thrust washers [46] to get a 0.020 in. (0.508 mm) minimum clearance.

Use a configuration of washers [41] (0.050 in. (1.270 mm), 0.012 in. (0.305 mm), or 0.070 in. (1.778 mm)), between the upper hinge arm [16] and fuselage structure, to get a 0.020 in. (0.508 mm) minimum clearance.

- Install the bolt [17], washers [18], and nut [19] that attach the upper hinge arm [16] to the upper hinge spigot [43].

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SUBTASK 52-11-00-420-014

- (6) Connect the fuselage hinge torque tube to the upper hinge spigot [43] and lower hinge spigot [44]. To do this, do this task: Forward Entry Door Assist Springs Installation, TASK 52-11-41-400-802.

SUBTASK 52-11-00-420-010

- (7) Make sure the distance from the rod end [33] center line to the adjuster nut [34] and guide arm [15] is as shown, View C (Figure 401).

NOTE: This is an initial adjustment for a new guide arm or door.

SUBTASK 52-11-00-820-031

- (8) If necessary, use the adjuster nut [34] to change the length of the guide arm [15] as follows:
- Remove the bolt [47], washers [48], [49], and nut [50] on the lock channel [35].
 - Remove the lock channel [35].
 - Loosen the jamnut [36].
 - Change the length of the guide arm rod end [15] with the adjuster nut [34] to get the correct dimension.
 - Make sure the adjuster nut [34] will align with the lock channel [35].
 - Tighten the jamnut [36].
 - Put the lock channel [35] in its correct position on the guide arm [15]. Install the bolt [47], washers [48], [49], and nut [50] to hold the lock channel [35].

SUBTASK 52-11-00-420-011

- (9) Install the guide arm [15] on the upper hinge as follows, View A (Figure 401):

- Put the guide arm [15] in its correct position.

SUBTASK 52-11-00-420-015

- (10) Make sure the lubrication fitting on the rod end [33] faces inboard.
- Install the bolt [11], washers [12], nut [13], and new cotter pin [14] to attach the guide arm [15] to the door [1].
 - Make sure the lock channel [35] is installed over the adjuster nut [34].
 - Install the filler [20] with sealant, A00247.

SUBTASK 52-11-00-410-010

- (11) Install this access panel:

Number Name/Location

831AZ Forward Entry Door - Torque Tube Access

SUBTASK 52-11-00-420-016

- (12) Do this task: Forward Entry Door Snubber Installation, TASK 52-11-51-400-801.

SUBTASK 52-11-00-080-003

- (13) Remove the straps holding the door [1].

SUBTASK 52-11-00-820-028

- (14) Do this task: Forward Entry Door Adjustment, TASK 52-11-00-820-801.

SUBTASK 52-11-00-410-009

- (15) Make sure that the door lining is installed: Forward Entry Door Lining Installation, TASK 52-11-31-400-802.



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SUBTASK 52-11-00-710-006

- (16) Do this task: Forward Entry Door System Test, TASK 52-11-00-700-804.

SUBTASK 52-11-00-940-007

- (17) Close the door.

SUBTASK 52-11-00-940-008

- (18) Remove the work platform, COM-1523.

———— END OF TASK ————

TASK 52-11-00-020-801

4. Forward Entry Door Flapper Seal Removal

(Figure 402)

A. References

| Reference | Title |
|------------------|--|
| 52-11-00-860-801 | Open the Door with the Exterior Handle (P/B 201) |

B. Location Zones

| Zone | Area |
|------|--------------------|
| 831 | Forward Entry Door |

C. Prepare to Remove the Flapper Door Seal

SUBTASK 52-11-00-860-036

- (1) Open the forward entry door. To open the forward entry door, do this task: Open the Door with the Exterior Handle, TASK 52-11-00-860-801

D. Remove the Flapper Door Seal

SUBTASK 52-11-00-020-017

- (1) Do these steps to remove the flapper door seal:

- (a) Push and hold the flapper door assembly to the open position.
- (b) Remove the two aft screws (73), washers (74), and nuts (75) from the flapper door seal (71).
- (c) Remove the two forward screws (73), from the flapper door seal (71).
NOTE: The forward flapper door screws use nut plates attached to the trim panel.
- (d) Remove the flapper door seal (71) and trim panel (76) from the hinge cover (72).
- (e) If the flapper door seal is to be re-installed, the old sealant must be removed and the area cleaned.

———— END OF TASK ————

TASK 52-11-00-420-801

5. Forward Entry Door Flapper Seal Installation

(Figure 402)

A. References

| Reference | Title |
|------------------|---|
| 52-11-00-860-802 | Close the Door with the Exterior Handle (P/B 201) |



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B. Consumable Materials

| Reference | Description | Specification |
|-----------|--|---------------|
| A00247 | Sealant - Pressure And Environmental - Chromate Type | BMS5-95 |

C. Location Zones

| Zone | Area |
|------|--------------------|
| 831 | Forward Entry Door |

D. Install the Flapper Door Seal

SUBTASK 52-11-00-020-018

- (1) Do these steps to install the flapper door seal:

(a) Push and hold the hinge cover (72) to the open position.

(b) Put sealant, A00247 under the four screw heads.

NOTE: The BMS5-95 Sealant replaces the plastic washers.

(c) Put the flapper door seal assembly (71) on the outboard side of the hinge cover (72) and install the two aft screws (73), washers (74), and nuts (75).

(d) Put the trim panel (76) on the inboard side of the hinge cover (72) and install the two forward screws (73).

(e) Make sure that the seal makes contact with the cutout mating surface.

(f) Tighten the screws (73) to 20 pound-inches (2.26 newton-meters).

(g) Remove the unwanted sealant from the area.

SUBTASK 52-11-00-860-037

- (2) Close the forward entry door. To close the forward entry door, do this task: Close the Door with the Exterior Handle, TASK 52-11-00-860-802

———— END OF TASK ————

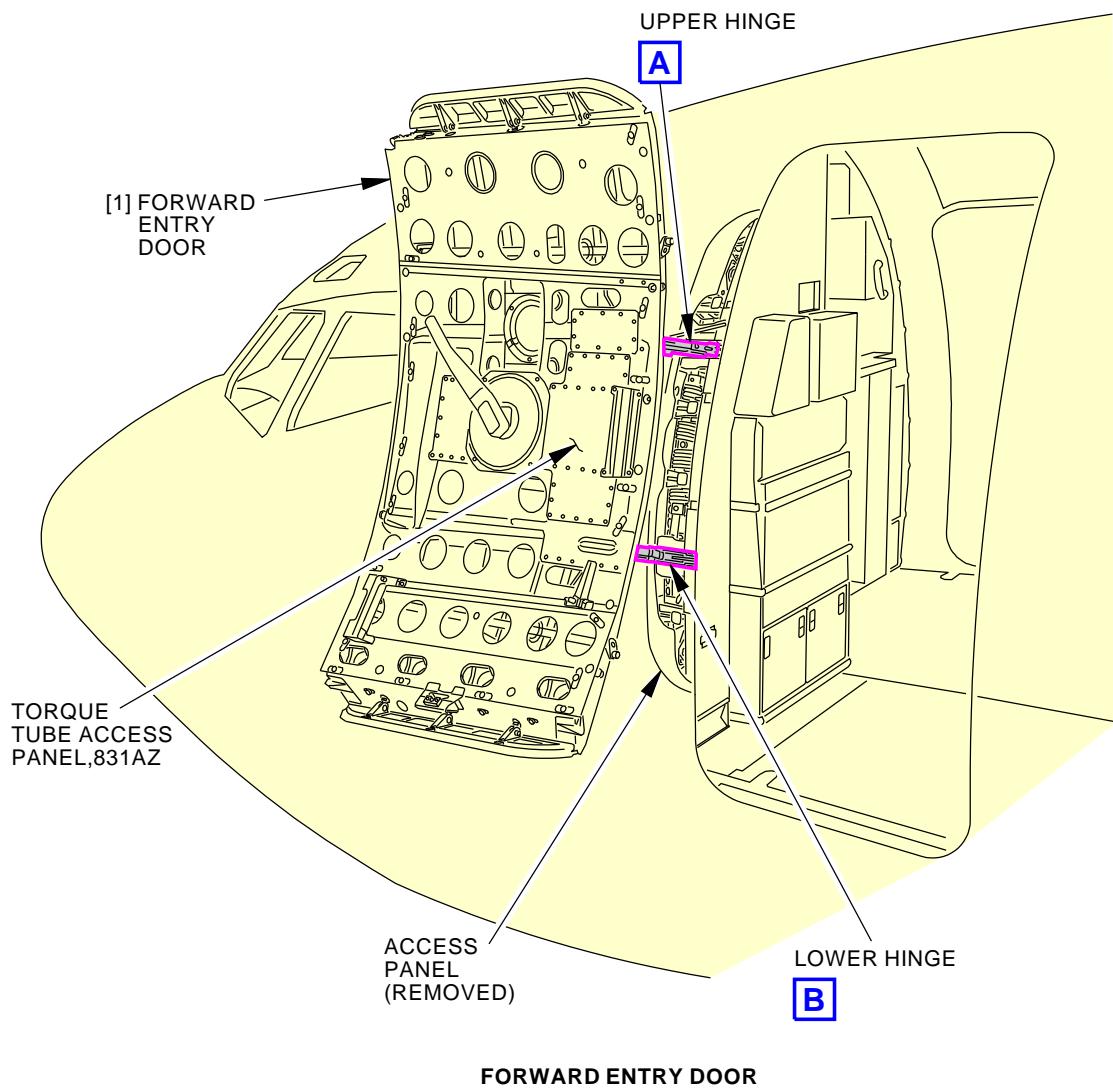
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FORWARD ENTRY DOOR

G34170 S0006579762_V2

Forward Entry Door Installation
Figure 401/52-11-00-990-817 (Sheet 1 of 5)

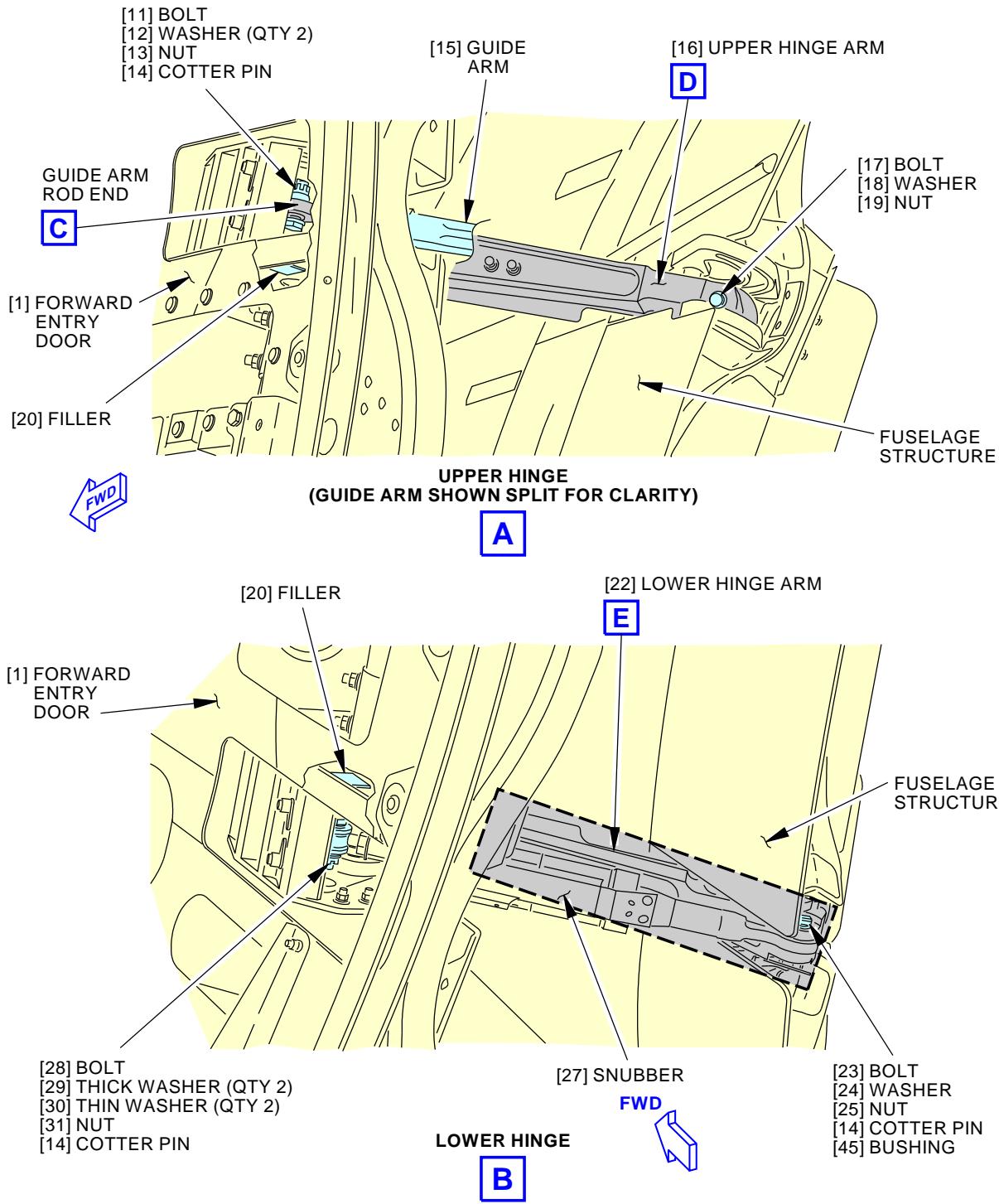
EFFECTIVITY
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G42167 S0006579763_V3

Forward Entry Door Installation
Figure 401/52-11-00-990-817 (Sheet 2 of 5)

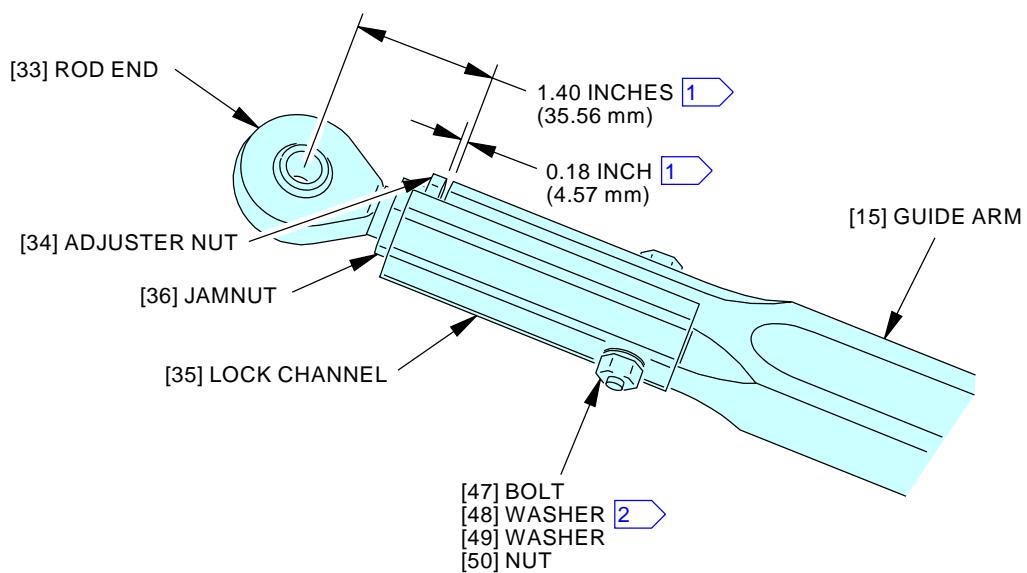
EFFECTIVITY

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GUIDE ARM ROD END

C

- [1] INITIAL ADJUSTMENT
[2] WASHER USED WITH HEX HEAD BOLT

G42279 S0006579764_V2

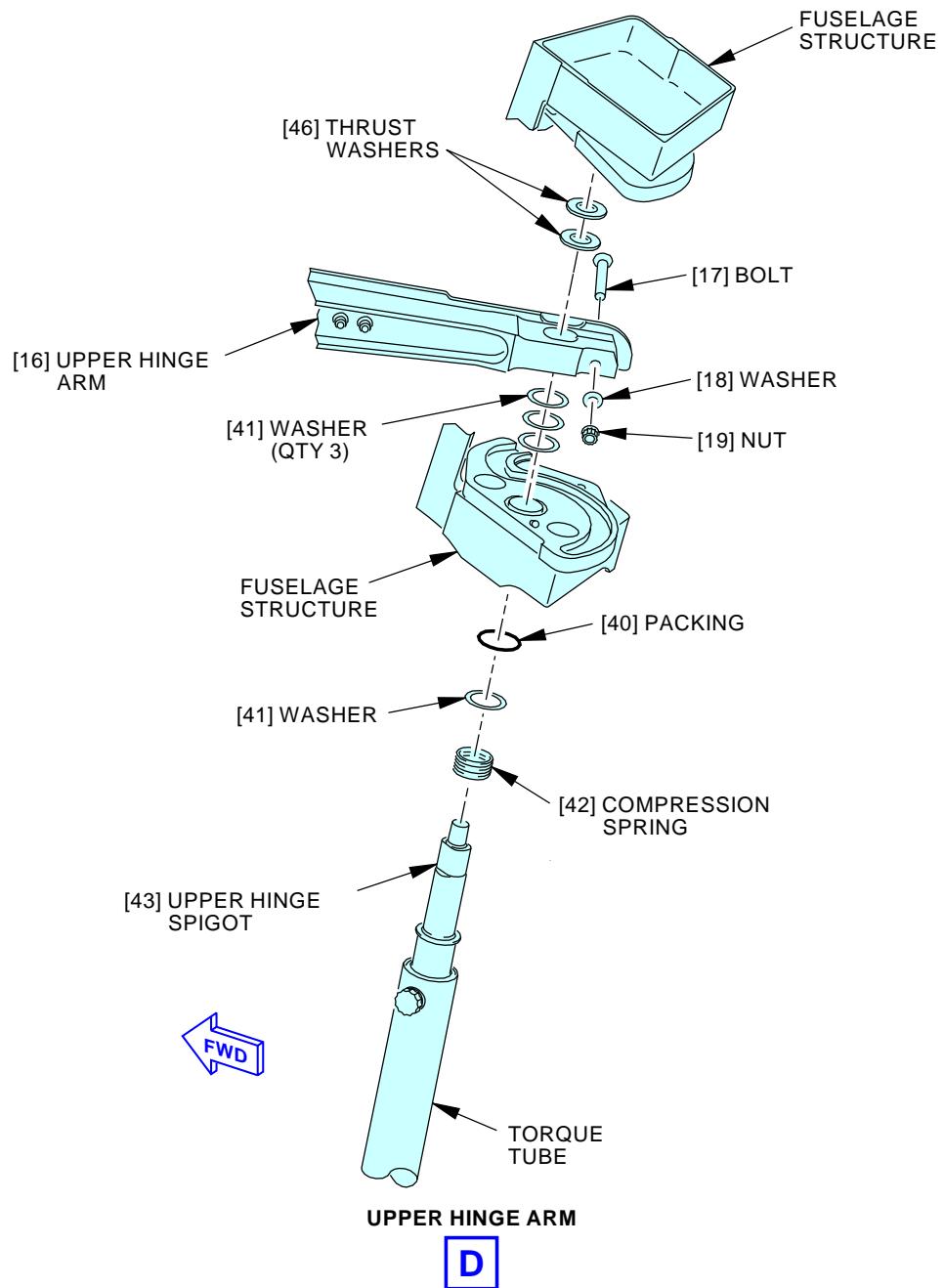
Forward Entry Door Installation
Figure 401/52-11-00-990-817 (Sheet 3 of 5)

EFFECTIVITY
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H02228 S0006579765_V2

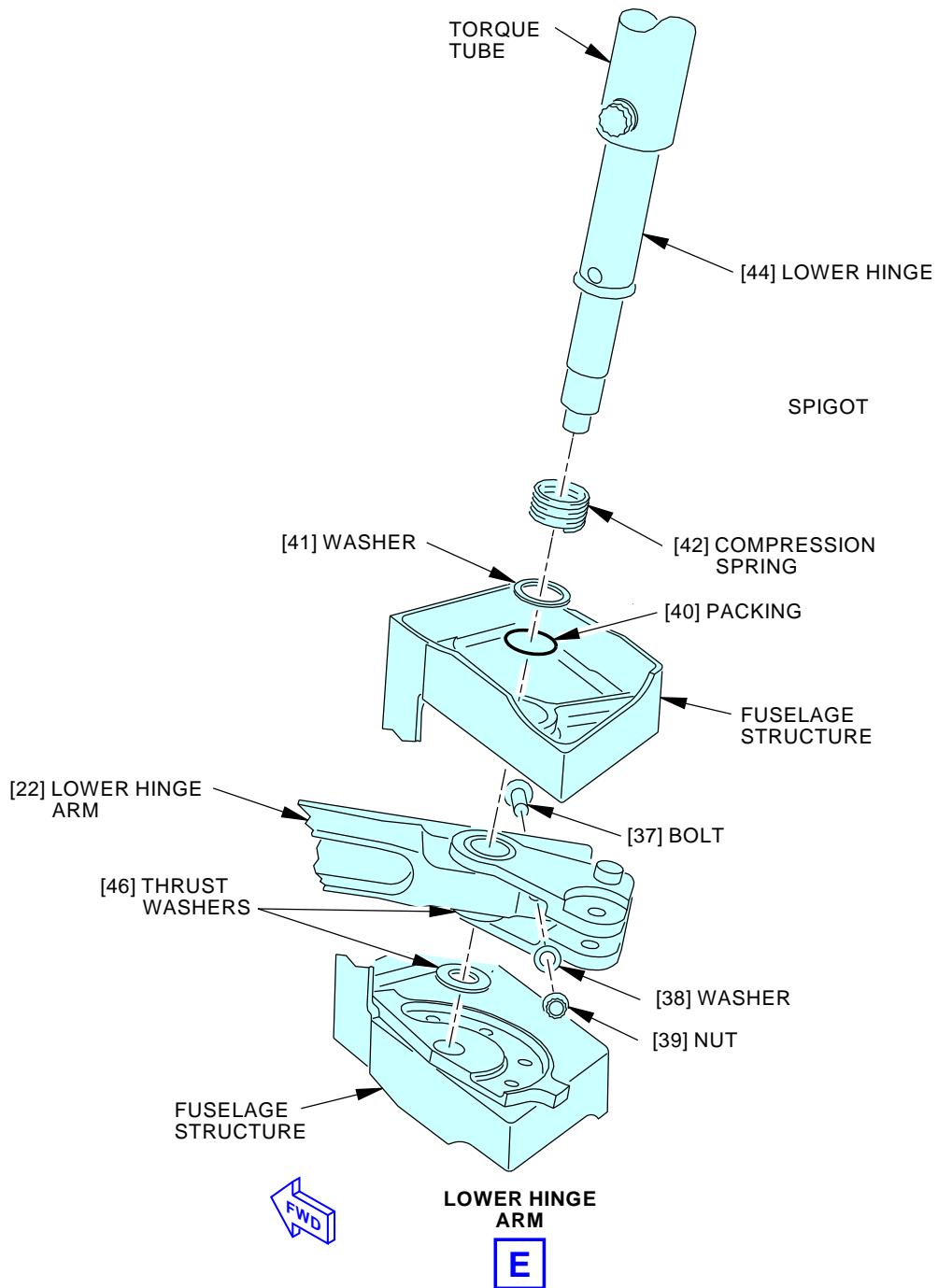
Forward Entry Door Installation
Figure 401/52-11-00-990-817 (Sheet 4 of 5)

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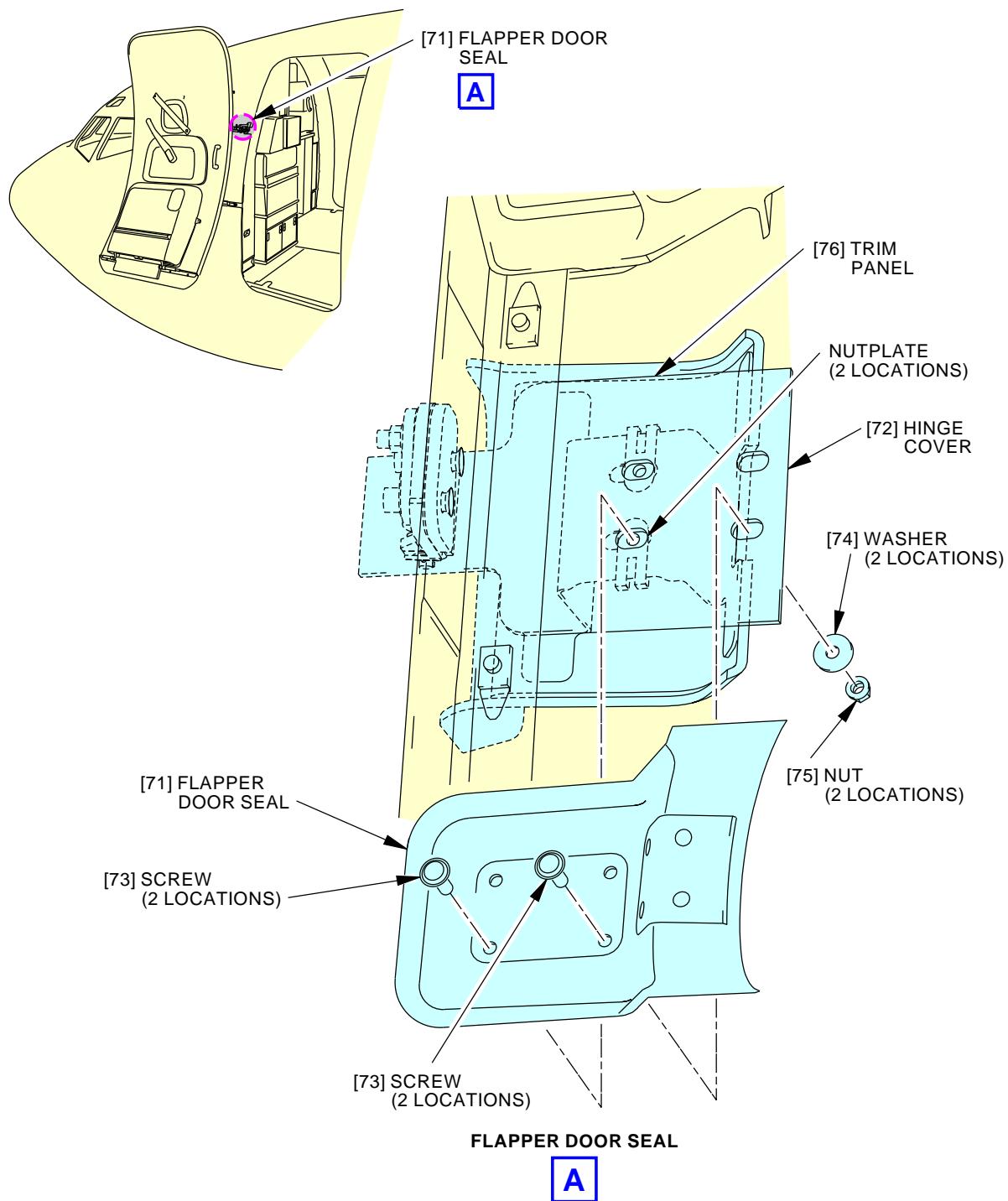


H02473 S0006579766_V2

Forward Entry Door Installation
Figure 401/52-11-00-990-817 (Sheet 5 of 5)

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W23501 S0006579767_V2

Flapper Door Seal Installation
Figure 402/52-11-00-990-829

 EFFECTIVITY
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FORWARD ENTRY DOOR - ADJUSTMENT/TEST

1. General

- A. This procedure has these tasks:
- (1) An adjustment of the forward entry door.
 - (2) A special adjustment to correct "soft unlatching".
 - (3) A system test of the forward entry door.

TASK 52-11-00-820-801

2. Forward Entry Door Adjustment

A. General

- (1) Do the procedure with the airplane operating weight empty and the airplane supported on its landing gear.
- (2) After the adjustment is completed, make sure that all adjustment points are locked and sealed.

B. References

| Reference | Title |
|------------------|--|
| 20-50-11-910-801 | Standard Torque Values (P/B 201) |
| 52-11-31-000-802 | Forward Entry Door Lining Removal (P/B 401) |
| 52-11-31-400-802 | Forward Entry Door Lining Installation (P/B 401) |
| 52-11-51-400-801 | Forward Entry Door Snubber Installation (P/B 401) |
| 52-71-11-820-801 | Entry and Galley Service Door Indication Sensor Adjustment (S194, S195, S199, or S200) (P/B 201) |

C. Tools/Equipment

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

| Reference | Description |
|-----------|---|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose Part #: B-14 Supplier: 05060 Part #: B-9 Supplier: 05060 Part #: Z-45-25J Supplier: 59497 |
| COM-1557 | Gauge - Force Part #: DG-200 Supplier: 92456 Part #: FDIX 100 Supplier: 0BFD9 Part #: FDIX 50 Supplier: 0BFD9 Part #: LG-050 Supplier: 92456 Part #: LG-100 Supplier: 92456 Opt Part #: DPP-500G Supplier: 92456 Opt Part #: DPPH-150 Supplier: 92456 Opt Part #: DPPH-200 Supplier: 92456 Opt Part #: DPPH-50 Supplier: 92456 Opt Part #: FDI 100 Supplier: 0BFD9 Opt Part #: FDI 50 Supplier: 0BFD9 Opt Part #: FDV 100 Supplier: 0BFD9 Opt Part #: FDV 50 Supplier: 0BFD9 |



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(Continued)

| Reference | Description |
|-----------|--|
| SPL-2003 | Simulator - Escape Slide, Passenger Door Part #: C52006-74 Supplier: 81205 Opt Part #: C52006-64 Supplier: 81205 |

D. Consumable Materials

| Reference | Description | Specification |
|-----------|---|---------------|
| A00247 | Sealant - Pressure And Environmental - Chromate Type | BMS5-95 |
| D00504 | Grease - Petrolatum | VV-P-236 |
| G01912 | Lockwire - MS20995NC32, Monel - 0.032 Inch (0.8128 mm) Diameter | NASM20995 |
| G02020 | Clay, Modeling | |

E. Location Zones

| Zone | Area |
|------|--------------------|
| 831 | Forward Entry Door |

F. Access Panels

| Number | Name/Location |
|--------|---|
| 831AZ | Forward Entry Door - Torque Tube Access |

G. Prepare for the Adjustment

SUBTASK 52-11-00-860-004

- (1) If a new door has been installed:
 - (a) Make sure the centering guide is not installed on the door.
 - (b) Make sure the stop pins are retracted into the stop fittings or removed.

SUBTASK 52-11-00-860-005

- (2) Make sure the door is safe as follows:
 - (a) Make sure the door is closed and latched.

WARNING: MAKE SURE THE GIRT BAR IS NOT ENGAGED IN THE FLOOR-MOUNTED ESCAPE SLIDE BRACKETS. IF THE GIRT BAR IS ENGAGED IN THE BRACKETS, THE ESCAPE SYSTEM CAN DEPLOY WHEN YOU OPEN THE DOOR AND INJURIES OR DAMAGE CAN OCCUR.

- (b) Make sure the girt bar is not engaged in the floor-mounted escape slide brackets.
- (c) Install a work platform, COM-1523 outboard of the door.

SUBTASK 52-11-00-010-011

- (3) Get access to the door as follows (Figure 501):
 - (a) Make sure the door is closed and latched.
 - (b) Do this task: Forward Entry Door Lining Removal, TASK 52-11-31-000-802.
 - (c) Make sure a weight equivalent to the escape slide and door lining that equals 90 pounds (40.8 kilograms) is installed on the door.
 - 1) You may use the escape slide simulator, SPL-2003.

H. Guide Arm Adjustment

SUBTASK 52-11-00-820-029

- (1) Adjust the guide arm (Figure 502):

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- (a) Open the door and move it until it is parallel to the contour of the fuselage near the closed position.
- (b) To make sure the door is parallel, two conditions must be verified:
 - 1) The forward edge of the door next to the latch receiver should be positioned 0.50 ± 0.10 in. (12.70 ± 2.54 mm) inboard of the fuselage skin (View A-A, Dimension A).
 - 2) While maintaining the position and dimension on the forward edge of the door, the distance between the aft edge of the door next to the aft latch receiver should be within $\pm .20$ inch (5.08mm) of the forward edge dimension (View A-A, Dimension B).
- (c) If the door is not parallel to the contour of the fuselage after taking the above dimensions, adjust as follows:
 - 1) Move the door to the fully open position.
 - 2) Remove the nut and washer on the lock channel.
 - 3) Remove the lock channel.
 - 4) Loosen the jamnut.
 - 5) Turn the adjuster nut to change the length of the guide arm rod end and get the correct position of the door.
NOTE: If you shorten the guide arm it will turn the aft edge of the door inboard.
 - 6) Make sure the adjuster nut will align with the lock channel.
 - 7) Tighten the jamnut.
 - 8) Put the lock channel in its correct position on the guide arm.
 - 9) Install the nut and washer to hold the lock channel in position.
 - 10) Repeat these steps for the lower latch receiver pair.

I. Door Vertical Adjustment

SUBTASK 52-11-00-820-038

- (1) Adjust the door vertical adjustment:
 - (a) Close and latch the door.
 - (b) Make sure the stop pins align with the stop pads as shown (Figure 505).
NOTE: This is an alignment of the stop pads with the stop pins. Do not set the stop pin and pad clearance.
 - (c) Make sure the forward and aft, upper and lower latch rollers are centered in the latch receivers.
 - (d) Measure the skin clearance between the upper and lower gates and the fuselage skin along the top and bottom of the door at the locations that follow:
NOTE: Make additional measurements if it is necessary.
 - 1) Three locations evenly spaced along the horizontal edge of the upper and lower gates.
 - (e) If necessary, adjust the door vertically as follows (Figure 504):
 - 1) Make sure this access panel is open:

| | |
|---------------|---|
| Number | Name/Location |
| 831AZ | Forward Entry Door - Torque Tube Access |

| | |
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| EFFECTIVITY | AKS ALL |
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- 2) Remove the cotter pins on the upper and lower adjuster nuts.
 - 3) Loosen the upper adjuster nut and turn the lower adjuster nut to get the correct door vertical position.
 - 4) Make sure the lower adjuster nut is aligned with a cotter pin hole.
 - (f) Make sure the clearances are as shown (Figure 503).
 - 1) If necessary, adjust the door vertically to get the clearances.
 - (g) Make sure the stop pins continue to align with the stop pads.
 - (h) Make sure the door is bottomed out on the lower adjuster nut.
 - (i) Tighten the upper adjuster nut hand tight and turn back to align with the nearest cotter pin hole.
- NOTE: Do not tighten the nuts too much. If the nuts are tightened too much it can put high end loads on the bearings in the handle mechanism.
- (j) Install the new cotter pins in the upper and lower adjuster nuts.

J. Skin Clearance Adjustment

SUBTASK 52-11-00-820-032

- (1) Two measurement methods are provided to adjust the door.
 - (a) Method 1 is the Standard measurement method for skin clearance adjustment.
 - (b) Method 2 is Aero-Averaging measurement for skin clearance adjustment.

SUBTASK 52-11-00-820-033

- (2) Adjust the skin clearance with Method 1 (Figure 503):
 - (a) Make sure the clearances between the door skin and fuselage skin are as shown (Table 501).

Table 501/52-11-00-993-824 Aerosmoothness Limits - Forward Entry Door (Method 1) (Key to Figure 503)

| ZONE | CLEARANCE | | FLUSHNESS | |
|------|----------------------|-----------------------------|----------------------|---------------------------------|
| | NOMINAL inch (mm) | TOLERANCE inch (mm) | NOMINAL inch (mm) | TOLERANCE inch (mm) |
| A | 0.12 (3.05) | 0.06 to 0.18 (1.52 to 4.57) | -- | NOT APPLICABLE |
| B | 0.12 (3.05) | 0.06 to 0.15 (1.52 to 3.81) | -0.25 (-6.35) | -0.30 to -0.20 (-7.62 to -5.08) |
| C | 0.12 (3.05) | 0.06 to 0.18 (1.52 to 4.57) | -- | NOT APPLICABLE |
| D | 0.09 (2.29) | 0.06 to 0.18 (1.52 to 4.57) | -0.06 (-1.52) | -0.12 to 0.06 (-3.05 to 1.52) |
| E | 0.15 (3.81) | 0.06 to 0.20 (1.52 to 5.08) | -- | NOT APPLICABLE |
| F | 0.15 (3.81) | 0.09 to 0.20 (2.29 to 5.08) | -0.25 (-6.35) | -0.30 to -0.20 (-7.62 to -5.08) |
| G | 0.15 (3.81) | 0.06 to 0.20 (1.52 to 5.08) | -- | NOT APPLICABLE |
| H | 0.09 (2.29) | 0.06 to 0.18 (1.52 to 4.57) | -0.06 (-1.52) | -0.12 to -0.03 (-3.05 to -0.76) |
| I | -- | NOT APPLICABLE | -- | NOT APPLICABLE |
| J | -- | 0.06 MINIMUM (1.52) | -- | NOT APPLICABLE |

- (b) If necessary, adjust as follows:

- 1) Open the door.

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- 2) Trim the edge of the door to get the correct skin clearances.
- (c) Make sure the minimum distance from the edge of the door outer skin to the door frame is as shown (Figure 503).

SUBTASK 52-11-00-820-034

- (3) Adjust the skin clearance with Method 2 (Aero-Averaging) (Table 503):
 - (a) Make sure the clearances between the door skin and fuselage skin are as shown (Table 502).

Table 502/52-11-00-993-825 Aerosmoothness Limits - Forward Entry Door (Method 2) (Key to Figure 503)

| ZONE | CLEARANCE | | FLUSHNESS | |
|------|----------------------|-----------------------------|----------------------|---------------------------------|
| | NOMINAL inch (mm) | TOLERANCE inch (mm) | NOMINAL inch (mm) | TOLERANCE inch (mm) |
| A | 0.12 (3.05) | 0.06 to 0.21 (1.52 to 5.33) | -- | NOT APPLICABLE |
| B | 0.12 (3.05) | 0.06 to 0.18 (1.52 to 4.57) | -0.25 (-6.35) | -0.33 to -0.17 (-8.38 to -4.31) |
| C | 0.12 (3.05) | 0.06 to 0.21 (1.52 to 5.33) | -- | NOT APPLICABLE |
| D | 0.09 (2.29) | 0.06 to 0.18 (1.52 to 4.57) | -0.06 (-1.52) | -0.15 to 0.06 (-3.81 to 1.52) |
| E | 0.15 (3.81) | 0.06 to 0.23 (1.52 to 5.84) | -- | NOT APPLICABLE |
| F | 0.15 (3.81) | 0.09 to 0.23 (2.29 to 5.84) | -0.25 (-6.35) | -0.33 to -0.17 (-8.38 to -4.31) |
| G | 0.15 (3.81) | 0.06 to 0.23 (1.52 to 5.84) | -- | NOT APPLICABLE |
| H | 0.09 (2.29) | 0.06 to 0.21 (1.52 to 5.33) | -0.06 (-1.52) | -0.15 to 0.00 (-3.81 to 0.00) |

- (b) If necessary, adjust as follows:
 - 1) Open the door.
 - 2) Trim the edge of the door to get the correct skin clearances.
- (c) Make sure the minimum distance from the edge of the door outer skin to the door frame is as shown (Aero-Averaging) (Figure 503).
- (d) Measure the clearance between the door skin and fuselage skin along the forward and aft edges of the door at the locations that follow:
 - 1) Within ± 1.0 inch (± 25.4 mm) of each stop fitting along the forward and aft edges of the door.
 - 2) Record the skin clearance for each stop fitting.
 - 3) Use the (Table 503) to change the clearance to a Drag value.
NOTE: A measurement of 0.10 inch (2.54mm) clearance is a Drag value of 0.63.
 - 4) Record the Drag value for each measurement from (Table 503).

Table 503/52-11-00-993-821 Drag Values for Forward Entry Door Skin Clearance (Method 2)

| CLEARANCE Inch (mm) | DRAG VALUE |
|---------------------|------------|
| 0.06 (1.52) | 0.38 |
| 0.07 (1.78) | 0.44 |

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Table 503/52-11-00-993-821 Drag Values for Forward Entry Door Skin Clearance (Method 2) (Continued)

| CLEARANCE Inch (mm) | DRAG VALUE |
|---------------------|------------|
| 0.08 (2.03) | 0.50 |
| 0.09 (2.29) | 0.56 |
| 0.10 (2.54) | 0.63 |
| 0.11 (2.79) | 0.69 |
| 0.12 (3.05) | 0.75 |
| 0.13 (3.30) | 0.81 |
| 0.14 (3.56) | 0.88 |
| 0.15 (3.81) | 0.94 |
| 0.16 (4.06) | 1.00 |
| 0.17 (4.32) | 1.06 |
| 0.18 (4.57) | 1.12 |
| 0.19 (4.83) | 1.19 |
| 0.20 (5.08) | 1.25 |
| 0.21 (5.33) | 1.31 |

- 5) Add all the Drag values together (sum).
 - a) Record the sum of the Drag Values as measurement A.
 - 6) Divide measurement A by the total number of measurements that you made.
- NOTE: If the measurement was made at each of the door stops, then divide Measurement A (the sum of the Drag Values) by 18.
- 7) Make sure that this average drag value is 1.00 or less.

K. Horizontal Control Rod Adjustment

SUBTASK 52-11-00-820-016

- (1) Adjust the horizontal control rod:

- (a) Put the door parallel to the contour of the fuselage near the closed position.
- (b) Move the door handle in the closed direction until the latches begin to turn.
- (c) The exterior skin at the forward edge of the door should initially be 1.0 inch (25.4 mm) inboard of the body.

- 1) If necessary, adjust the horizontal control rod (Figure 504):

- a) Open the door.
- b) To get access to the door hinge torque tube,

Remove this access panel:

Number Name/Location

831AZ Forward Entry Door - Torque Tube Access

- c) Remove the bolt, washers, nut and cotter pin that attach the horizontal control rod to the torque tube.
- d) Loosen the checknut on the horizontal control rod.

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- e) Turn the rod end to change the length of the horizontal control rod to get the correct dimension.

NOTE: If you make the horizontal control rod shorter, the door moves outboard. If you make the horizontal control rod longer, it will move the door inboard.

- f) Install the bolt, washer, and nut to attach the rod end to the torque tube.
g) Do not tighten the checknut at this time.

L. Latch Receivers Adjustment

SUBTASK 52-11-00-820-018

- (1) Adjust the latch receivers (Figure 506):

- (a) Close and latch the door.
(b) Measure the flushness between the door skin and fuselage skin along each edge of the door at the locations that follow:

NOTE: Make additional measurements if necessary.

- 1) Within ± 1.0 inch (± 25.4 mm) of each stop fitting along the forward and aft edges of the door.

- (c) Make sure the door flushness is as shown (Figure 503).
1) If necessary, do the Skin Flushness Adjustment steps.

- (d) Do the latch adjustment (Figure 506).

- 1) If using clay to measure the latch roller clearances, do these steps:

- a) Put clay, G02020 in the latch fitting.
b) Put a layer of grease, D00504 on the latch roller.
c) Close and latch the door.
d) Open the door.
e) Make sure that the clearance between the bottom of the latch roller and the latch fitting is correct (View B-B, (Figure 506)).
f) Remove unwanted material from the surfaces of latch roller and latch fitting.

- (e) Make sure the clearance between the forward and aft, upper and lower latch rollers and latch receivers is as shown (Figure 506).

- 1) If necessary, adjust as follows (Figure 506):

- a) Open the door.
b) Loosen the bolts and washers that attach the latch receivers to the fuselage frame.
c) Move the latch receivers up or down on their serrated plates to get the correct clearance between the latch roller and the latch receiver.
d) Tighten the bolts and washers to attach the latch receivers to the fuselage frame.

- (f) Close and latch the door.

- (g) Make sure the distance the forward and aft, upper and lower latch rollers engage in the latch receivers is as shown (Figure 506).



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M. Skin Flushness Adjustment

SUBTASK 52-11-00-820-035

- (1) Two measurement methods are provided to adjust the door.

- (a) Method 1 is the Standard measurement method for skin flushness adjustment.

NOTE: In one or more locations the tolerance can be increased by 0.03 inch (0.76mm), but the total length can not exceed 5 percent of the door's periphery (Method 1 only).

- (b) Method 2 is Aero-Averaging measurement for skin flushness adjustment.

SUBTASK 52-11-00-820-036

- (2) Adjust the skin flushness using Method 1 (Figure 503):

- (a) Make sure the flushness between the door skin and fuselage skin are as shown (Figure 503).

- (b) As a minimum, measure the flushness between the door skin and fuselage skin along the forward and aft edges of the door at the locations that follow:

- 1) Within ± 1.0 inch (± 25.4 mm) of each stop fitting along the forward and aft edges of the door.

NOTE: Make additional measurements if necessary. Do not make measurements that are within 8 inches (203.2mm) of the body skin lap joint.

- 2) Three locations evenly spaced along the horizontal edge of the upper and lower gates.

- (c) If necessary, adjust as follows:

- 1) Open the door.

- 2) Loosen the bolts and washers that attach the forward and aft, upper and lower latch receivers to the fuselage frame.

- 3) Move the latch receivers inboard or outboard on their serrated plates to get the correct door flushness (Figure 506).

- 4) Tighten the bolts and washers to attach the latch receivers to the fuselage frame.

SUBTASK 52-11-00-820-037

- (3) Adjust the skin flushness using Method 2 (Aero-Averaging) (Table 504):

- (a) Make sure the flushness between the door skin and fuselage skin are as shown (Figure 503).

- (b) As a minimum, measure the flushness between the door skin and fuselage skin at the locations that follow:

- 1) Within ± 1.0 inch (± 25.4 mm) of each stop fitting along the forward and aft edges of the door.

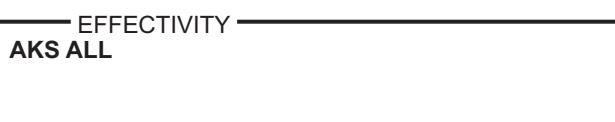
NOTE: Make additional measurements if necessary. Do not take measurements that are within 8 inches (203.2mm) of the body skin lap joint.

- 2) Three locations evenly spaced along the horizontal edge of the upper and lower gates.

- 3) Record the skin flushness at each stop fitting.

- 4) Use the (Table 504) to change the flushness to a Drag value.

NOTE: A measurement of -0.10 inch (-2.54mm) flushness at the door fwd edge is a Drag value of 0.56.



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- 5) Record the Drag value for each measurement from (Table 504).

Table 504/52-11-00-993-822 Drag Values for Forward Entry Door Skin Flushness (Method 2)

| Door Flushness | | |
|--------------------|--------------------|------------|
| Fwd Edge Inch (mm) | Aft Edge Inch (mm) | Drag Value |
| | 0.06 (1.52) | 2.10 |
| | 0.05 (1.27) | 1.89 |
| | 0.04 (1.02) | 1.69 |
| -0.15 (-3.81) | 0.03 (0.76) | 1.49 |
| -0.14 (-3.56) | 0.02 (0.51) | 1.29 |
| -0.13 (-3.30) | 0.01 (0.25) | 1.10 |
| -0.12 (-3.05) | 0.00 | 0.91 |
| -0.11 (-2.79) | -0.01 (-0.25) | 0.73 |
| -0.10 (-2.54) | -0.02 (-0.51) | 0.56 |
| -0.09 (-2.29) | -0.03 (-0.76) | 0.39 |
| -0.08 (-2.03) | -0.04 (-1.02) | 0.23 |
| -0.07 (-1.78) | -0.05 (-1.27) | 0.09 |
| -0.06 (-1.52) | -0.06 (-1.52) | 0 |
| -0.05 (-1.27) | -0.07 (-1.78) | 0.11 |
| -0.04 (-1.02) | -0.08 (-2.03) | 0.38 |
| -0.03 (-0.76) | -0.09 (-2.29) | 0.70 |
| -0.02 (-0.51) | -0.10 (-2.54) | 1.06 |
| -0.01 (-0.25) | -0.11 (-2.79) | 1.44 |
| 0.00 | -0.12 (-3.05) | 1.85 |
| | -0.13 (-3.30) | 2.23 |
| | -0.14 (-3.56) | 2.67 |
| | -0.15 (-3.81) | 3.12 |

- 6) Add all the Drag values together (sum).

a) Record the sum of the drag values as Measurement A.

- 7) Divide Measurement A by the number of measurements that you made.

NOTE: If the measurement was made at each of the door stops, then divide Measurement A (the sum of the Drag Values) by 18.

a) Make sure that this drag value is 1.00 or less.

- (c) If the average drag value is greater than 1.00 then adjust the door as follows:

- 1) Open the door.
- 2) Loosen the bolts and washers that attach the forward and aft, upper and lower latch receivers to the fuselage frame.
- 3) Move the latch receivers inboard or outboard on their serrated plates to get the correct door flushness (Figure 506).

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- 4) Tighten the bolts and washers to attach the latch receivers to the fuselage frame.

N. Gate Adjustment

SUBTASK 52-11-00-820-019

- (1) Adjust the gate (Figure 507):

- (a) Close and latch the door.
 - (b) Measure the flushness between the gate skin and fuselage skin at the locations that follow:

NOTE: Make additional measurements if necessary.

- 1) Three locations evenly spaced along the horizontal edges of the upper and lower gates.
- (c) Make sure the flushness between the upper and lower gates and the fuselage skin is as shown (Figure 503).

- 1) If necessary, adjust the gate control rod (Figure 507):

- (a) Open the door.
 - (b) Remove the bolt, washers, nut, and pin that attach the gate control rod to the gate.
 - (c) Loosen the checknut.
 - (d) Turn the rod end bearing to change the length of the gate control rod to get the correct flushness.
 - (e) Install the bolt, washers, nut, and pin to attach the gate control rod to the gate.

NOTE: Make sure the lube fitting on the rod end points inboard.

- 2) Tighten the checknut.

- (d) Set the gate stop rods as follows (Figure 507):

- 1) Remove the bolt, washers, nut, and pin that attach the gate stop rod to the gate.
 - 2) Remove the lockwire and loosen the checknut.
 - 3) Turn the rod end bearing into the stop rod until the shoulder of the rod touches the bearing, then turn back to the nearest locking notch.
 - 4) If necessary, turn the rod and rod end bearing 1/2 turn to point the lube fitting and locking tang of the lock washer inboard.
 - 5) Install the bolt, washers, nut, and pin to attach the gate control rod to the gate.
 - 6) Tighten the checknut.
 - 7) Install the MS20995NC32 lockwire, G01912.

O. Hinge Cover Adjustment

SUBTASK 52-11-00-820-020

- (1) Adjust the hinge cover (Figure 508):

- (a) Make sure the door is closed and latched.
 - (b) Make sure the skin clearance and flushness between the hinge covers, fuselage skin, and door skin are as shown in (Table 505) and (Figure 508).



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Table 505/52-11-00-993-823 Aerosmoothness Limits - Hinge Cover at Forward Edge of Forward Entry Door (Key to Figure 509)

| LOCATION | CLEARANCE *[1] | | FLUSHNESS *[2] | |
|----------|-----------------------|---|-----------------------|--|
| | NOMINAL inch (mm) | TOLERANCE inch (mm) | NOMINAL inch (mm) | TOLERANCE inch (mm) |
| A | 0.09 in. (2.29 mm) | 0.06 in. (1.52 mm) to 0.15 in. (3.81 mm) | 0.00 in. (0.00 mm) | -0.03 in. (0.76 mm) to 0.03 in. (0.76 mm) |
| B | 0.09 in. (2.29 mm) | 0.06 in. (1.52 mm) to 0.15 in. (3.81 mm) | | NOT APPLICABLE |
| C | 0.12 in. (3.05 mm) | 0.09 in. (2.29 mm) to 0.18 in. (4.57 mm) | 0.00 in. (0.00 mm) | -0.03 in. (0.76 mm) to 0.03 in. (0.76 mm) |
| D | 0.09 in. (2.29 mm) | 0.06 in. (1.52 mm) to 0.15 in. (3.81 mm) | | NOT APPLICABLE |
| E | 0.09 in. (2.29 mm) | 0.06 in. (1.52 mm) to 0.15 in. (3.81 mm) | 0.00 in. (0.00 mm) | -0.03 in. (0.76 mm) to 0.06 in. (1.52 mm) |
| F | 0.09 in. (2.29 mm) | 0.06 in. (1.52 mm) to 0.15 in. (3.81 mm) | | NOT APPLICABLE |
| G | 0.12 in. (3.05 mm) | 0.09 in. (2.29 mm) to 0.18 in. (4.57 mm) | 0.00 in. (0.00 mm) | -0.03 in. (0.76 mm) to 0.03 in. (0.76 mm) |
| H | 0.09 in. (2.29 mm) | 0.06 in. (1.52 mm) to 0.15 in. (3.81 mm) | | NOT APPLICABLE |

*[1] CLEARANCE AT THE AFT CORNERS OF THE HINGE COVER MUST BE A SMOOTH TRANSITION.

*[2] FLUSHNESS FROM THE FORWARD EDGE TO THE AFT EDGE OF THE HINGE COVER MUST BE A SMOOTH TRANSITION.

(c) If you need to adjust the skin clearances or flushness, do these steps:

- 1) Adjust the skin clearance as follows:
 - a) Trim the hinge covers to get the correct clearance.
- 2) Adjust the flushness as follows (Figure 508):

NOTE: Do the adjustment for each hinge cover as required.

- a) Remove the bolts that attach the hinge cover to the hinge arm and clip.
- b) Remove shim laminations or add a new shim at the forward end of the hinge arm to get the correct flushness at the forward edge of the hinge cover.
- c) Loosen the bolts and washers that attach the clip to the aft end of the hinge arm.
- d) Move the clip inboard or outboard to get the correct flushness at the aft edge of the hinge cover.
- e) Tighten the bolts and washers that attach the clip to the aft end of the hinge arm.
- f) Remove shim laminations or add a new shim at the middle of the hinge arm to get a smooth change in flushness between the forward and aft edges of the hinge cover.

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- g) Install the bolts to attach the hinge cover to the hinge arm and clip.

P. Latch Engagement Adjustment

SUBTASK 52-11-00-820-021

- (1) Adjust the latch engagement (Figure 506):
 - (a) Close and latch the door.
 - (b) Make sure the distance the forward and aft, upper and lower latch rollers engage in the latch receivers is as shown (Figure 506). If necessary, adjust as follows:
 - 1) Open the door.
 - 2) Move the spacers from one end of the latch torque tube to the other end to increase or decrease the distance the latch roller engages in the latch receiver at one end of the latch torque tube.
 - 3) If more adjustment is necessary, do the steps that follow:
 - a) Remove the nut that attaches the latch roller to the latch crank.
 - b) Put the washers on the roller side or the nut side of the latch crank to increase or decrease the distance the latch roller engages in the latch receiver.
 - c) Install the nut to attach the latch roller to the latch crank.
 - d) Operate the latch torque tube and make sure the shank of the latch roller is clear of the door frame by 0.02 inch (0.50mm) minimum after the adjustment.
 - (c) Make sure the door is open.
 - (d) Move the latch torque tube forward and aft to do a check for latch torque tube end play.
 - (e) Make sure the latch torque tube end play is 0.02 inch (0.50mm) maximum. If necessary, adjust as follows:
 - 1) Add adjustment spacers at one of the ends of the latch torque tube to decrease the end play.
 - 2) Operate the latch torque tube and make sure the shank of the latch roller is clear of the door frame by 0.02 inch (0.50mm) minimum after the adjustment.
 - 3) When the adjustment is complete, turn the spacers in a random direction.
NOTE: The spacers slots should not be aligned.
 - 4) Apply the sealant, A00247 to the adjustment spacers.
 - 5) Make sure the sealant, A00247 does not stop the latch torque tube support bearing from turning freely.
 - 6) Do this task: Entry and Galley Service Door Indication Sensor Adjustment (S194, S195, S199, or S200), TASK 52-71-11-820-801.

AKS ALL; AIRPLANES WITH ADJUSTABLE SNUBBER

Q. Snubber Adjustment

SUBTASK 52-11-00-820-022

- (1) Do the Installation of the Forward Entry Door Snubber, if it is not already installed: Forward Entry Door Snubber Installation, TASK 52-11-51-400-801.
- (2) Adjust the snubber (Figure 509):
 - (a) With the door open and the hold open lock engaged, make sure that more extension of the snubber is available (Figure 509).
 - 1) If necessary, adjust the length of the snubber as follows:

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AKS ALL; AIRPLANES WITH ADJUSTABLE SNUBBER (Continued)

- a) Make sure the door is fully open.
 - b) Remove the bolt, washers, and nut that attach the snubber to the door.
 - c) Loosen the jamnut on the snubber rod end.
 - d) Turn the snubber rod end to change the length of the snubber.
 - e) Tighten the jamnut Standard Torque Values, TASK 20-50-11-910-801.
 - f) Install the MS20995NC32 lockwire, G01912 on the jam nut.
- 2) Install the bolt, washers, and nut to attach the snubber to the door.
- (b) Move the door to the closed position.
 - (c) Make sure that the snubber does not bottom out when the door is closed.
- NOTE: You should be able to turn the snubber link a small amount.
- (d) Install the cotter pins in the fasteners that attach the snubber to the door and fuselage frame.

AKS ALL

R. Latch Clearance Adjustment

SUBTASK 52-11-00-820-023

- (1) Do the latch clearance adjustment:

- (a) Move the door to the cocked position.
- (b) Turn the door handle until the latch rollers start to engage the latch receivers.
- (c) Monitor each latch roller as it goes into its latch receiver.
- (d) Make sure the latch rollers are clear of the entry lip on the latch receiver when the door handle is moved to the latched position.
- (e) Do a check for drag caused by the door seal liner:

NOTE: Do the steps for each latch receiver.

- 1) Apply a 10 ± 1 lb (5 ± 1 kg) spring load or equivalent to the door in an inboard direction at a stop fitting adjacent to a latch roller.
- 2) Monitor the latch roller as it goes into its latch receiver.
- 3) Make sure the latch rollers are clear of the entry lip on the latch receiver when the door handle is moved to the latched position. If necessary, adjust the clearance as follows (Figure 506):

- a) Open the door.
- b) Remove the bolt, washers, nut and cotter pin, if installed, that attach the horizontal control rod end to the door hinge torque tube. (Figure 504)
- c) Turn the rod end to decrease the length of the horizontal control rod to get the correct clearance.

NOTE: Do not turn the rod end more than 1-1/2 turns.

- 4) Install the bolt, washers, nut and new cotter pin to attach the horizontal control rod end to the door hinge torque tube.
- 5) Tighten the checknut.
- 6) Close and latch the door.

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- (f) Install this access panel:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|---|
| 831AZ | Forward Entry Door - Torque Tube Access |

S. Handle Retraction Adjustment

SUBTASK 52-11-00-820-024

- (1) Do the handle retraction adjustment:

- Make sure the door is closed and latched.
 - Pull the exterior handle to its extended position.
 - Use a force gauge, COM-1557 to measure the force necessary to move the exterior handle back to its retracted position.
 - Make sure the force necessary to move the handle to its retracted position is not more than 20 pounds (9.7 kilograms).
- 1) If necessary, do the steps to adjust the horizontal control rod.

T. Centering Guide Adjustment

SUBTASK 52-11-00-820-025

- (1) Do the centering guide adjustment (Figure 510):

- Make sure the door is open.
- Make sure that the centering guide body track thickness is not less than 0.070 inch (1.778 mm).
- Hold the centering guide in position adjacent to the aft door frame.
- Install the bolts and washers to attach the centering guide to the door frame.
- Slowly close the door.
- Make sure the centering guide goes into the body track and is clear of the track as the door closes.
- Make sure the clearance between the centering guide roller and track is as shown (Figure 510).
- If necessary, adjust as follows:
 - Loosen the bolts and washers that attach the centering guide to the door frame.
 - Move the centering guide on the serrated plate to get the correct clearance.
NOTE: The centering guide has slots for the bolts to permit adjustment.
 - Tighten the bolts.

U. Stop Pin Adjustment

SUBTASK 52-11-00-820-026

- (1) Do the stop pin adjustment (Figure 505).

- Install the stop pins in the door if they are removed.
- If using clay to measure the pin-to-pad clearance of inaccessible stop pins, do these steps:
 - Put clay, G02020 on the stop pad.
 - Put a layer of grease, D00504 on the stop pin.
 - Close and latch the door.
 - Open the door.

EFFECTIVITY
AKS ALL

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- 5) Make sure that the clearance between the stop pin and stop pad is correct (View A, Section A-A Figure 505).
- 6) Remove unwanted material from the surfaces of all stop pins and stop pads.
- (c) If necessary, adjust as follows:
 - 1) Turn the stop pin fully outboard until it just touches the stop pad.
 - 2) Turn the stop pin back 1/2 turn and then to the nearest lock groove for the lock spring
 - 3) Install the lock spring.
- (d) Make sure the stop pins align with the stop pads on the forward and aft edges of the door as shown (View A, Section B-B Figure 505).

SUBTASK 52-11-00-820-027

- (2) Adjust the forward entry door warning sensor. To do this, do this task: Entry and Galley Service Door Indication Sensor Adjustment (S194, S195, S199, or S200), TASK 52-71-11-820-801.

V. Put the Airplane Back to Its Usual Condition

SUBTASK 52-11-00-410-008

- (1) Do this task: Forward Entry Door Lining Installation, TASK 52-11-31-400-802.

SUBTASK 52-11-00-940-009

- (2) Remove the work platform, COM-1523.

————— END OF TASK ————

TASK 52-11-00-820-802

3. Forward Entry Door (Soft Unlatching)

(Figure 511)

A. General

- (1) If the latch torque tubes are not adjusted correctly, the door handle can move too easily. This can cause the door to open accidentally (soft unlatching). This task is a special procedure to adjust the door if it opens accidentally (soft unlatching).
- (2) The soft unlatching adjustment and the vertical adjustment for the forward entry door are related. When you do the soft unlatching adjustment, it affects the vertical adjustment. Make sure these adjustments are within tolerance before you complete the soft unlatching adjustment procedure.

B. References

| Reference | Title |
|------------------|--|
| 25-66-01-000-801 | Escape Slide Pack and Cover Removal (P/B 401) |
| 25-66-01-400-803 | Escape Slide Pack and Cover Installation (P/B 401) |
| 52-11-31-000-802 | Forward Entry Door Lining Removal (P/B 401) |
| 52-11-31-400-802 | Forward Entry Door Lining Installation (P/B 401) |
| 52-71-11-820-801 | Entry and Galley Service Door Indication Sensor Adjustment (S194, S195, S199, or S200) (P/B 201) |

C. Tools/Equipment

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

| |
|-------------|
| EFFECTIVITY |
| AKS ALL |

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| Reference | Description |
|-----------|--|
| SPL-1980 | Tool - Setting, Forward Entry Door Latch Roller Part #: F80178-1 Supplier: 81205 |
| SPL-2003 | Simulator - Escape Slide, Passenger Door Part #: C52006-74 Supplier: 81205 Opt Part #: C52006-64 Supplier: 81205 |

D. Consumable Materials

| Reference | Description | Specification |
|-----------|---------------------|---------------|
| D00504 | Grease - Petrolatum | VV-P-236 |
| G02020 | Clay, Modeling | |

E. Location Zones

| Zone | Area |
|------|--------------------|
| 831 | Forward Entry Door |

F. Procedure

SUBTASK 52-11-00-010-018

- (1) Do this task: Escape Slide Pack and Cover Removal, TASK 25-66-01-000-801.

SUBTASK 52-11-00-010-019

- (2) Do this task: Forward Entry Door Lining Removal, TASK 52-11-31-000-802.

SUBTASK 52-11-00-480-005

- (3) Attach a 90 pound weight to the door approximately in the middle of the bottom half of the door.

- (a) You may use the escape slide simulator, SPL-2003.

SUBTASK 52-11-00-820-039

- (4) Do a check of the clearance between the latch rollers and the latch fittings.

- (a) Use clay, G02020 to measure the latch roller clearances.

- 1) Put the clay in the latch fitting.
 - 2) Put a layer of grease, D00504 on the latch roller.
 - 3) Close and latch the door.
 - 4) Open the door.
 - 5) Measure the depth of the clay to find the latch roller clearance.

- (b) Make sure the clearance between the bottom of the latch roller and the latch fitting is between 0.03 - 0.15 inches, (0.76 - 3.81 mm) (Figure 511).

- (c) Make sure the clearance between the back of the latch roller and the latch fitting is more than 0.005 inches, (0.127 mm) (Figure 511).

- (d) If the clearance is not correct, do these steps at the upper and lower latch torque tubes:

- 1) If the tool, SPL-1980, is available, use it to set the latch roller overcenter.
 - a) Disconnect the control rods from the upper and lower latch torque tubes at the control rod cranks.
 - 2) If the tool, SPL-1980, is not available, set the latch roller overcenter by the steps below:

NOTE: A locally made tool may be used to get the straight line relationship.



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- a) Disconnect the control rods from the upper and lower latch torque tubes at the control rod cranks.
- b) Align the latch torque tube, the gate control rod crank, and the gate control rod in a straight line relationship.
- 3) While you have a straight line relationship, adjust the length of the upper and lower control rods as necessary to permit installation of the bolt through the control rod end and the control rod crank.

NOTE: Install the bolt through the control rod end and the control rod crank for the upper and lower latch torque tubes.

- a) Connect the control rod to the latch torque tube.
- b) With the mechanism in the closed position, make sure that the latch rollers engage the latch roller cam fittings.

SUBTASK 52-11-00-820-040

- (5) Adjust the forward entry door warning sensor.

- (a) Do this task: Entry and Galley Service Door Indication Sensor Adjustment (S194, S195, S199, or S200), TASK 52-71-11-820-801.

SUBTASK 52-11-00-080-004

- (6) Remove the weight or the escape slide simulator, SPL-2003 from the door.

SUBTASK 52-11-00-410-012

- (7) Do this task: Forward Entry Door Lining Installation, TASK 52-11-31-400-802.

SUBTASK 52-11-00-410-013

- (8) Do this task: Escape Slide Pack and Cover Installation, TASK 25-66-01-400-803.

———— END OF TASK ————

TASK 52-11-00-700-804

4. Forward Entry Door System Test

A. General

- (1) The system test is a check that the door is installed and adjusted correctly and that the mechanical systems operate correctly.
- (2) Make sure the installation and adjustment of the door is done. Make sure the door seal and lining are installed.

B. References

| Reference | Title |
|------------------|---|
| 24-22-00-860-811 | Supply Electrical Power (P/B 201) |
| 52-11-00-860-803 | Open the Door with the Interior Handle (P/B 201) |
| 52-11-00-860-804 | Close the Door with the Interior Handle (P/B 201) |

C. Tools/Equipment

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

| Reference | Description |
|-----------|--|
| SPL-3898 | Adapter - Torque Wrench, Galley and Entry Door Part #: C52008-1 Supplier: 81205 |

EFFECTIVITY
AKS ALL

52-11-00

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D. Location Zones

| Zone | Area |
|------|--------------------|
| 831 | Forward Entry Door |

E. System Test

SUBTASK 52-11-00-760-001

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

SUBTASK 52-11-00-730-002

- (2) Do the forward entry door system test:

- (a) Make sure the forward entry door is fully closed, latched and locked.
- (b) Make sure that the FWD ENTRY light does not show on the Forward Overhead Panel, P5, in the flight compartment.
- (c) Open the door. To open the door, do this task: Open the Door with the Interior Handle, TASK 52-11-00-860-803.
- (d) Make sure the FWD ENTRY light on the Forward Overhead Panel, P5, comes on for the door.
- (e) Close and latch the door. To close and latch the door, do this task: Close the Door with the Interior Handle, TASK 52-11-00-860-804.
- (f) Make sure the FWD ENTRY light goes off.

SUBTASK 52-11-00-730-004

- (3) Do the door handle torque test:

- (a) Install the adapter, SPL-3898 on the interior door handle.
- (b) Open the door. To open the door, do this task: Open the Door with the Interior Handle, TASK 52-11-00-860-803.
- (c) Measure the torque on the interior handle perpendicular to the handle cam to close the door.
- (d) Make sure the maximum torque on the interior handle to close the door is 600 in-lb (68 N·m).

- 1) If the maximum handle torque is more than 600 in-lb (68 N·m), do these steps:

NOTE: The most likely cause for the increase in door closing force is the door guide ball is binding in the track.

- a) Make sure the door guide ball is correctly adjusted.
- b) Make sure the stop pins are correctly adjusted.
- c) Make sure the upper and lower gate adjustment is correct.
- d) Adjust the horizontal control rod. To adjust it, do this task: Forward Entry Door Adjustment, TASK 52-11-00-820-801.

NOTE: Do the horizontal control rod adjustment only.

- (e) Close and latch the door. To close and latch the door, do this task: Close the Door with the Interior Handle, TASK 52-11-00-860-804.
- (f) Measure the torque on the interior handle perpendicular to the handle cam to open the door.
- (g) Make sure the maximum torque on the interior handle to open the door is 420 in-lb (47 N·m).

NOTE: In this step, the door is only opened to the cocked position.

EFFECTIVITY
AKS ALL

52-11-00



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- 1) If the maximum handle torque is more than 420 in-lb (47 N·m), do these steps:
 - a) Make sure the door is correctly installed.
 - b) Adjust the horizontal control rod. To adjust it, do this task: Forward Entry Door Adjustment, TASK 52-11-00-820-801.

NOTE: Do the horizontal control rod adjustment only.

- (h) Remove the adapter, SPL-3898 from the internal door handle.

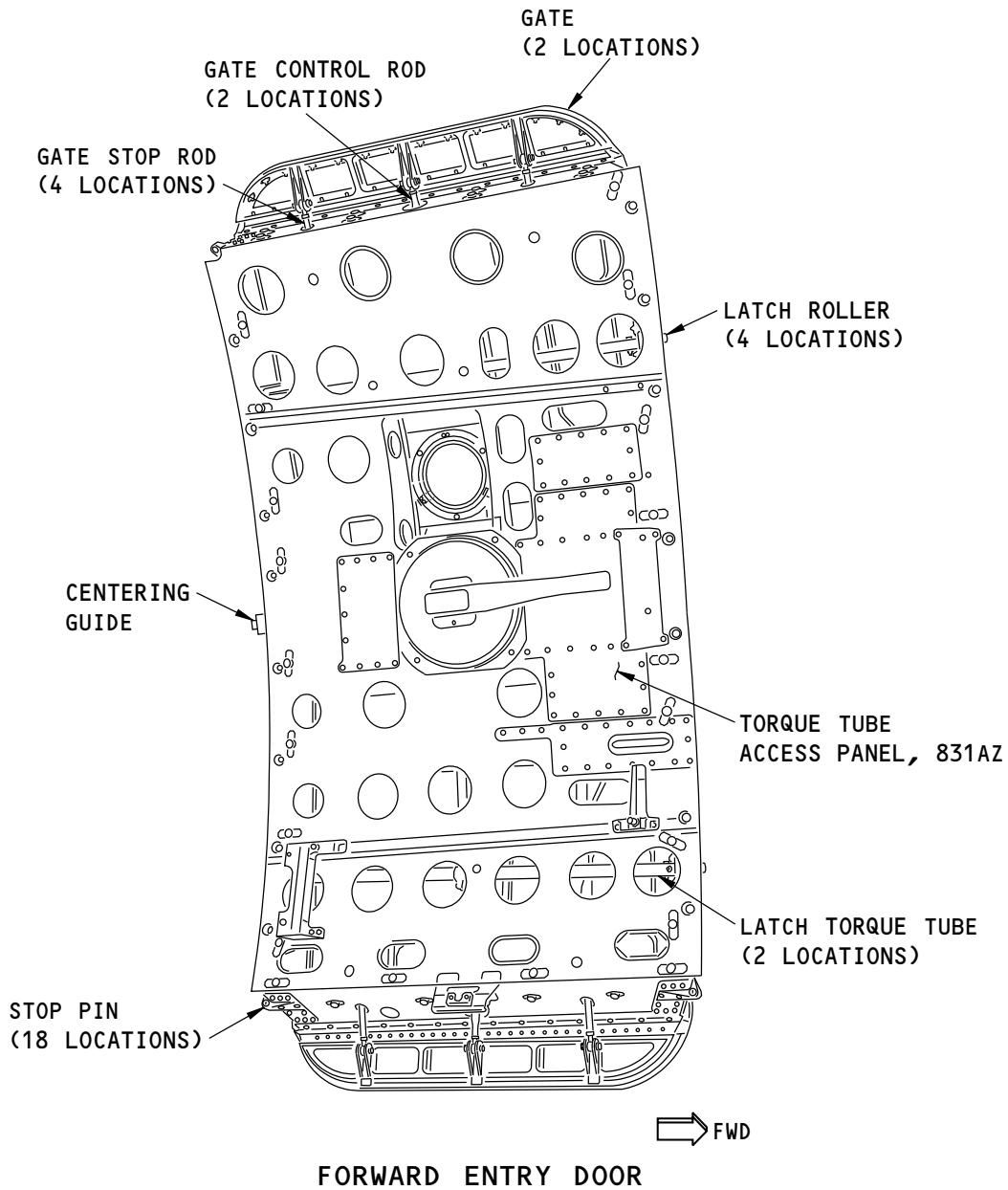
———— END OF TASK ————

EFFECTIVITY
AKS ALL

52-11-00



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G24016 S0006579777_V1

Forward Entry Door Adjustment
Figure 501/52-11-00-990-806

EFFECTIVITY
AKS ALL

52-11-00

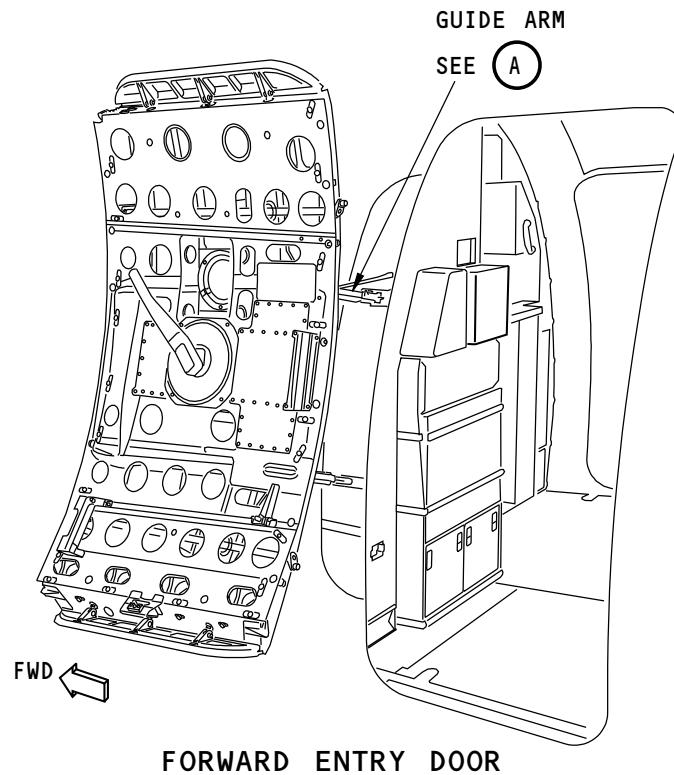
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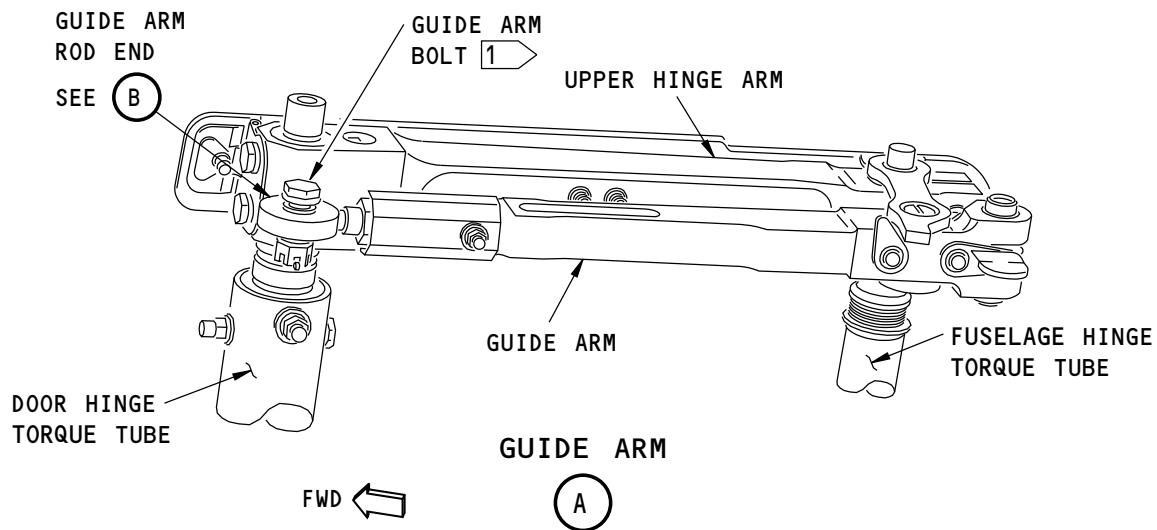
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FORWARD ENTRY DOOR



1 BOLT CAN BE INSTALLED HEAD UP
IF ACCESS IS LIMITED.

G50897 S0006579778_V2

Guide Arm Adjustment
Figure 502/52-11-00-990-807 (Sheet 1 of 3)

EFFECTIVITY
AKS ALL

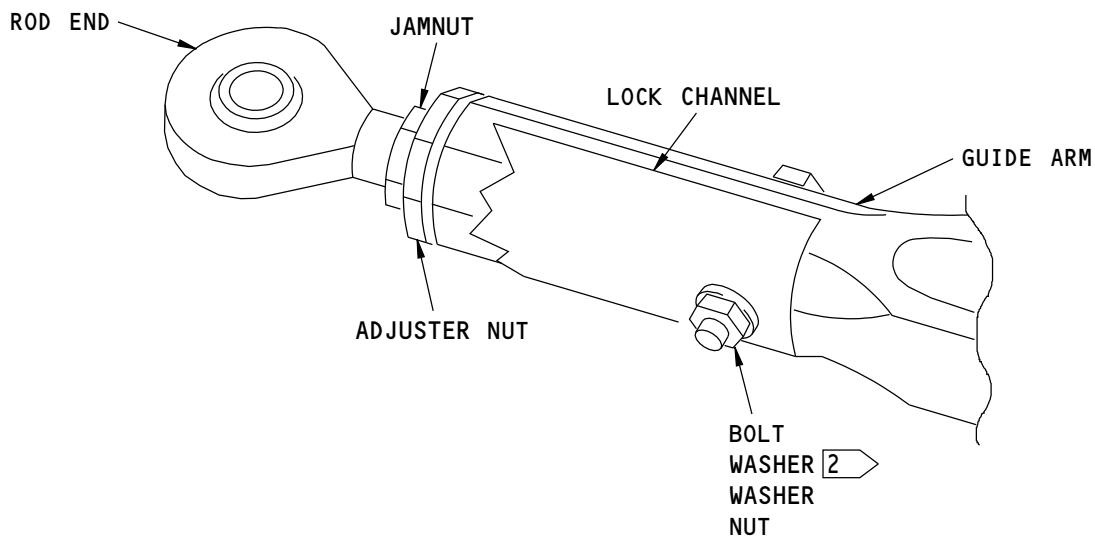
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GUIDE ARM ROD END

(B)

[2] WASHER USED WITH HEX HEAD BOLT

G50978 S0006579779_V2

Guide Arm Adjustment
Figure 502/52-11-00-990-807 (Sheet 2 of 3)

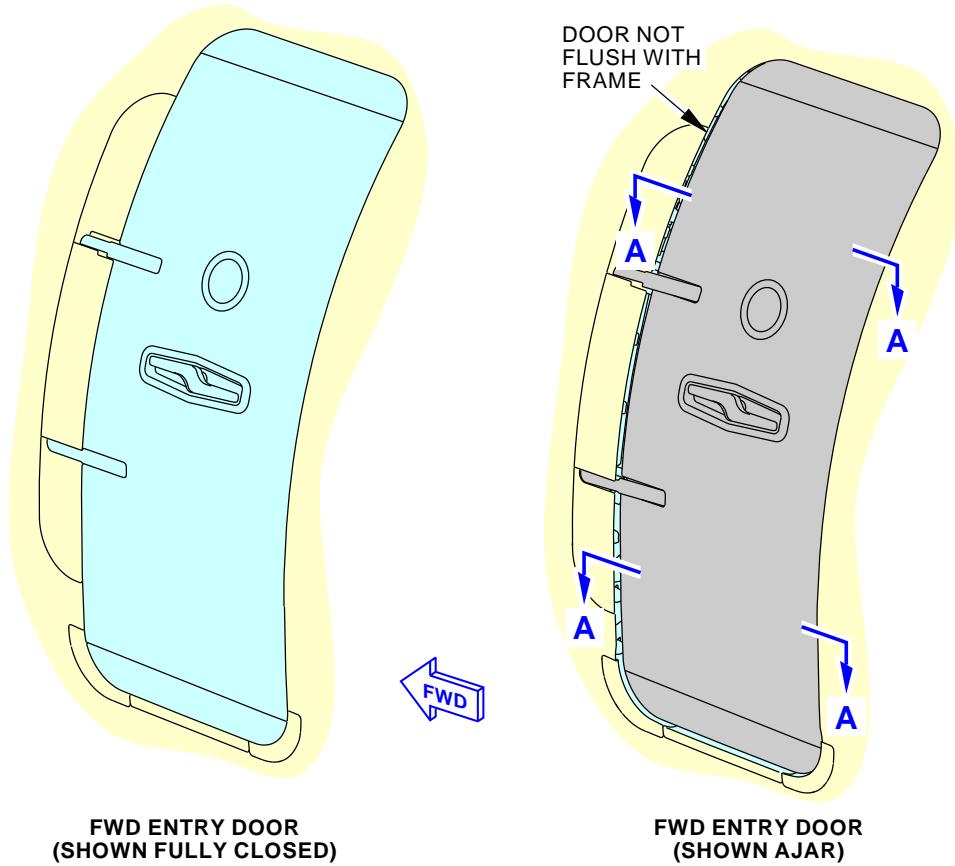
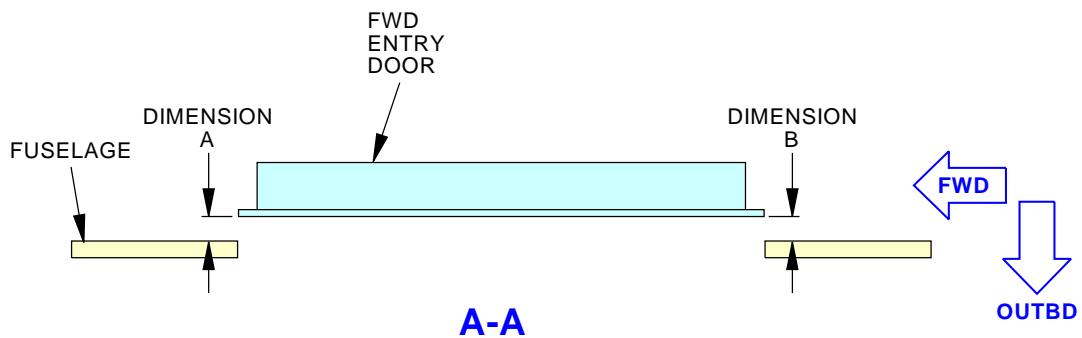
EFFECTIVITY
AKS ALL

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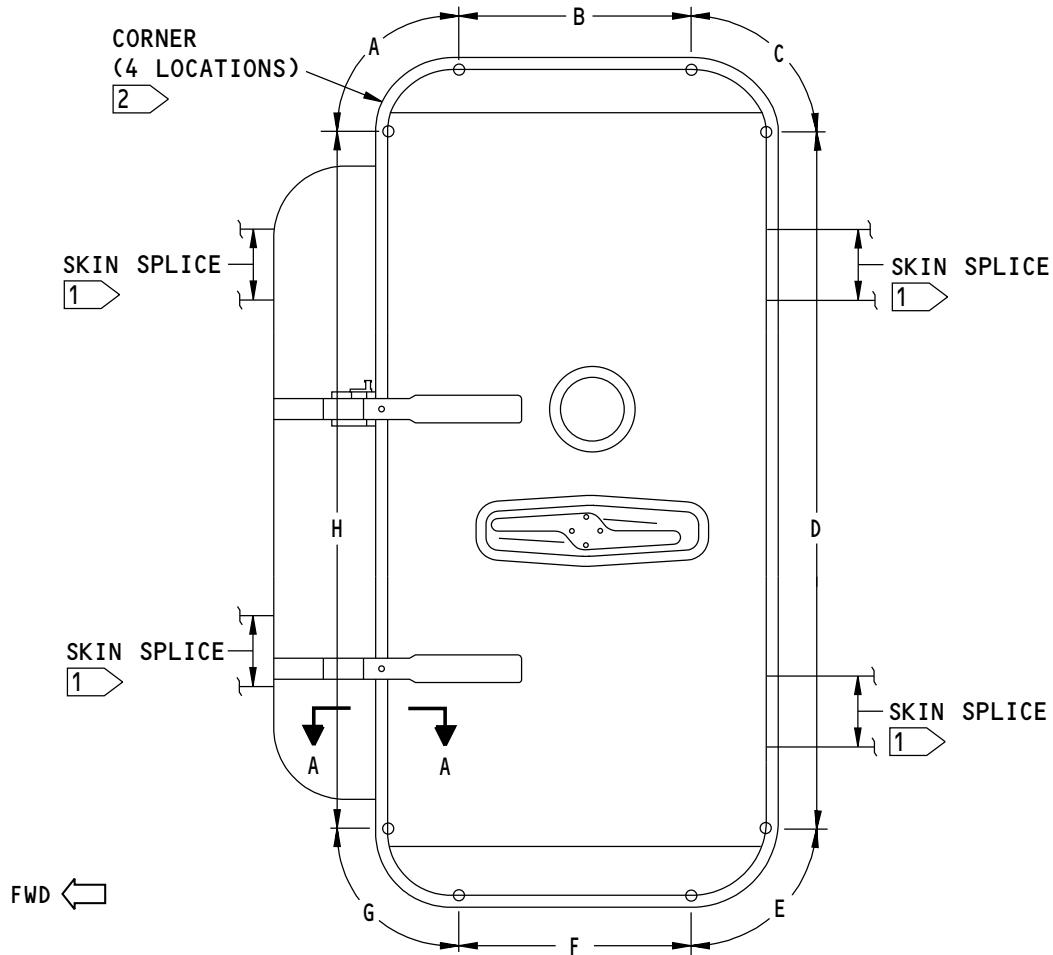

**FWD ENTRY DOOR
(SHOWN FULLY CLOSED)**
**FWD ENTRY DOOR
(SHOWN AJAR)**


2426533 S0000561203_V1

Guide Arm Adjustment
Figure 502/52-11-00-990-807 (Sheet 3 of 3)

| | |
|-------------|---------|
| EFFECTIVITY | AKS ALL |
|-------------|---------|

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**SKIN CLEARANCE AND FLUSHNESS ZONES OF THE
FORWARD ENTRY DOOR
(METHOD 1 OR METHOD 2)**

NOTE: DIMENSION STANDARD: NOMINAL **UPPER LIMIT**
 LOWER LIMIT

A NEGATIVE FLUSHNESS SHOWS THE DOOR IS INBOARD OF THE FUSELAGE CUTOUT.
YOU CAN ADD ± 0.03 INCH TO ANY MEASUREMENT PROVIDED THAT THE TOTAL LENGTH
OF THE ADJUSTED MEASUREMENT DOES NOT EXCEED 5% OF THE DOOR PERIPHERY.

REFER TO THE METHOD 1 TABLE OR THE METHOD 2 TABLE FOR AEROSMOOTHNESS
LIMITS.

- [1] THE FLUSHNESS AT SKIN SPLICES WILL BE MORE THAN THE FLUSHNESS SHOWN BY
THE ADDITIONAL SKIN AND BONDING THICKNESS.
- [2] FLUSHNESS IS NOT APPLICABLE AT CORNERS.

K57917 S0006579780_V1

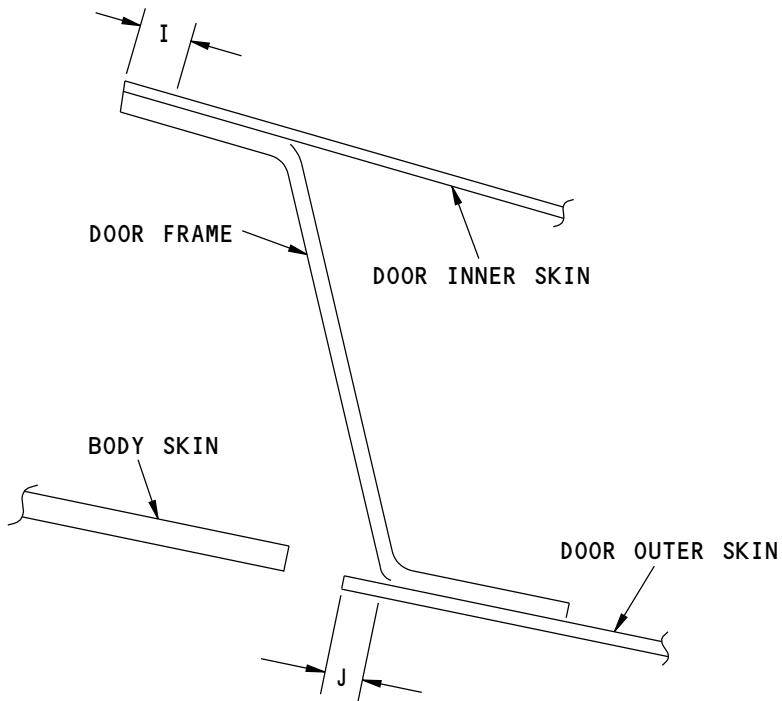
**Forward Entry Door Skin Clearance and Flushness
Figure 503/52-11-00-990-808 (Sheet 1 of 2)**

EFFECTIVITY
AKS ALL

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SKIN CLEARANCES
A-A

NOTE: REFER TO THE METHOD 1 TABLE FOR AEROSMOOTHNESS LIMITS.

G50894 S0006579781_V1

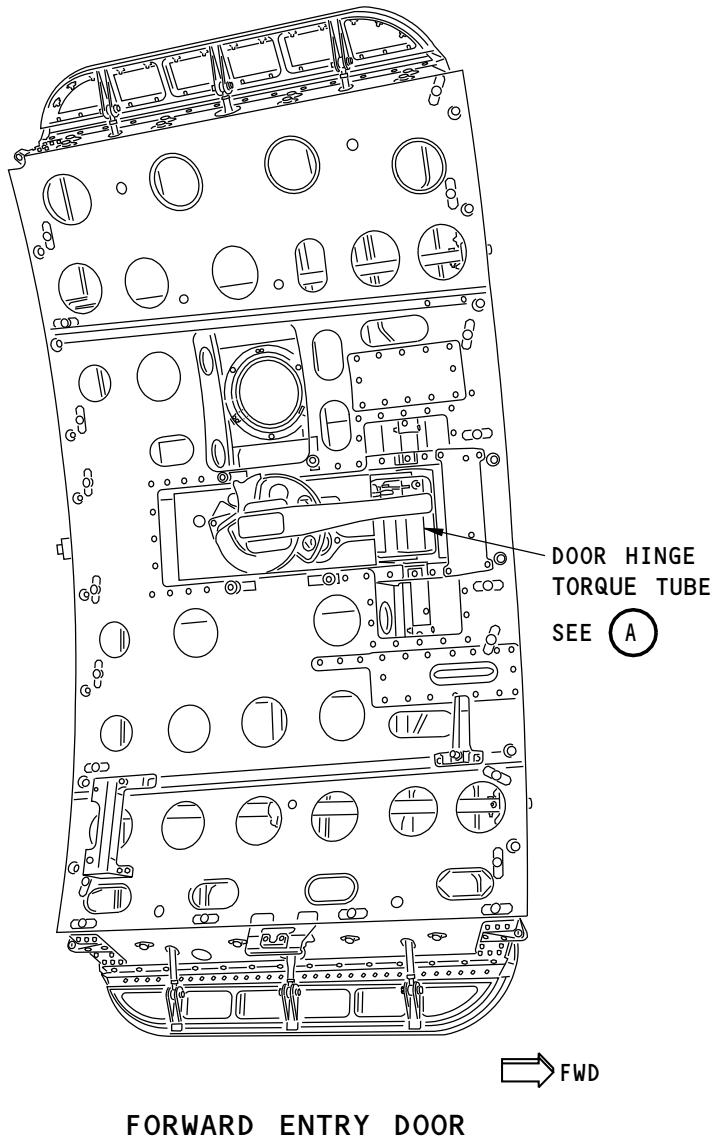
Forward Entry Door Skin Clearance and Flushness
Figure 503/52-11-00-990-808 (Sheet 2 of 2)

EFFECTIVITY
AKS ALL

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G51248 S0006579782_V1

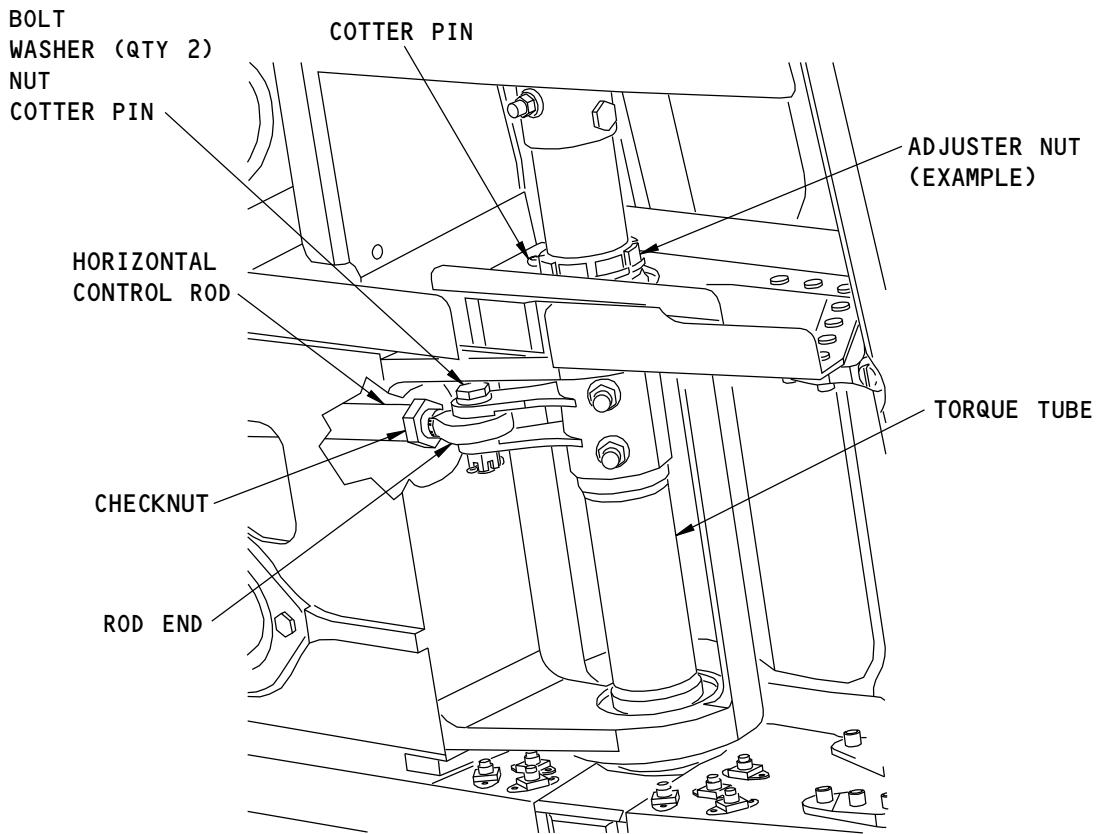
Door Hinge Torque Tube Adjustment
Figure 504/52-11-00-990-809 (Sheet 1 of 2)

EFFECTIVITY
AKS ALL

52-11-00



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FWD

DOOR HINGE TORQUE TUBE

A

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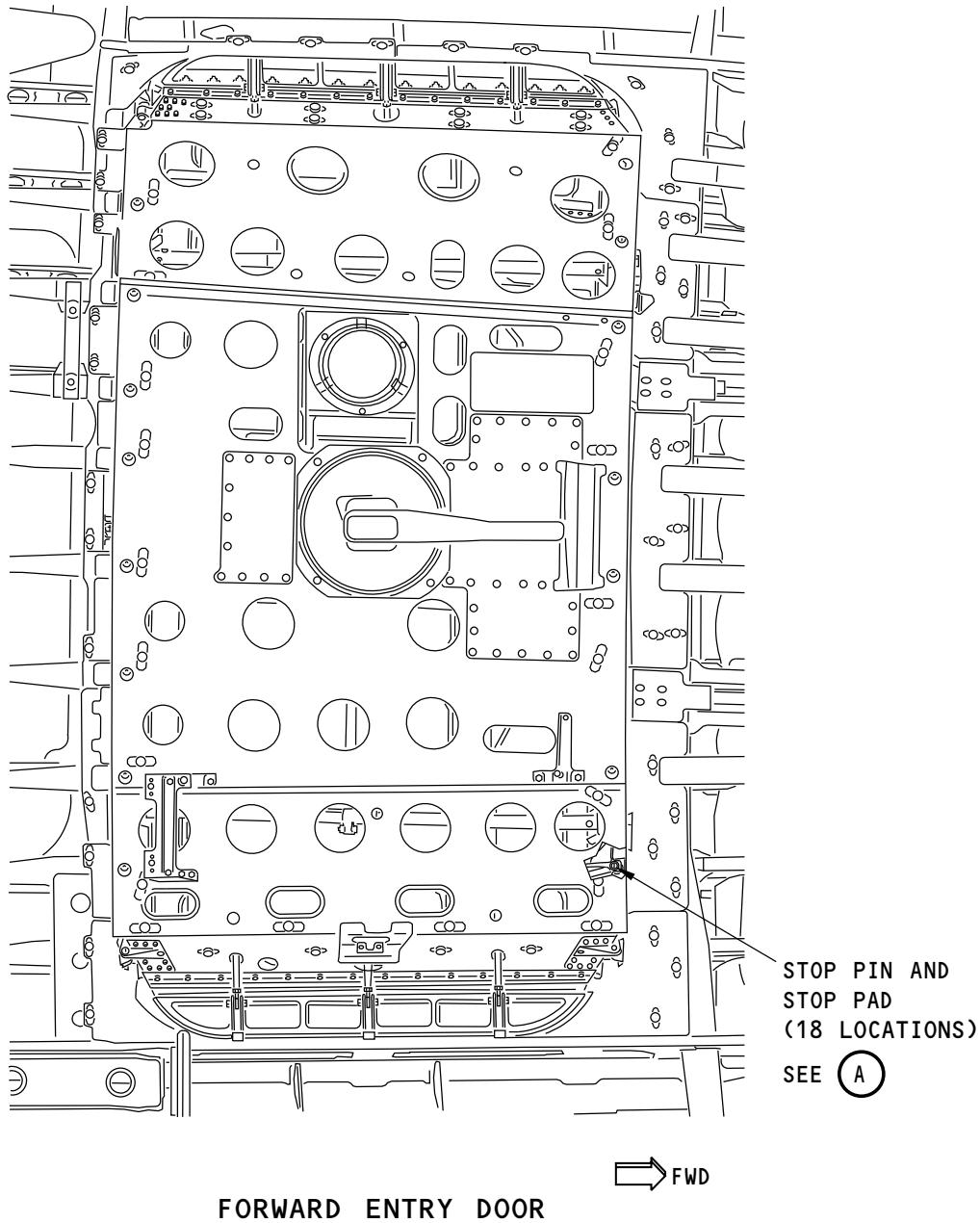
Door Hinge Torque Tube Adjustment
Figure 504/52-11-00-990-809 (Sheet 2 of 2)

EFFECTIVITY
AKS ALL

52-11-00



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G51731 S0006579784_V1

Stop Pin Adjustment
Figure 505/52-11-00-990-810 (Sheet 1 of 3)

EFFECTIVITY
AKS ALL

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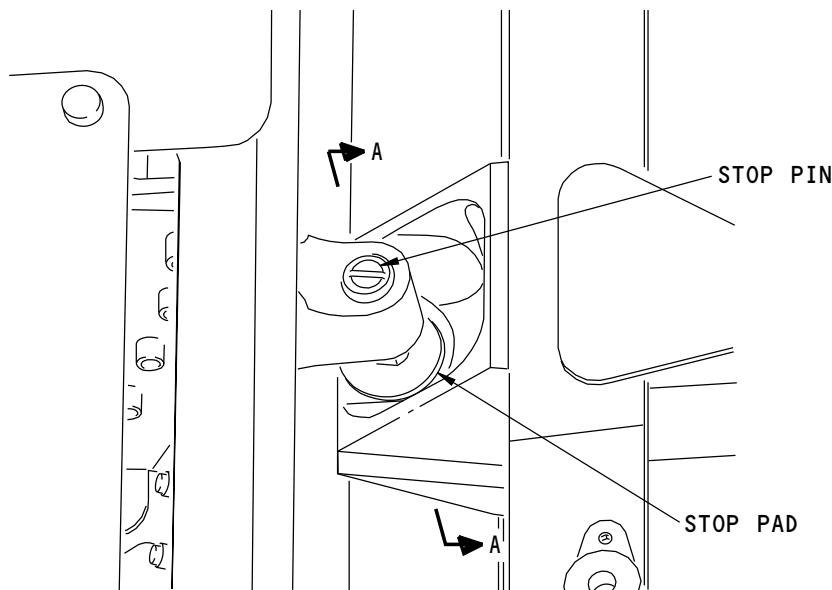
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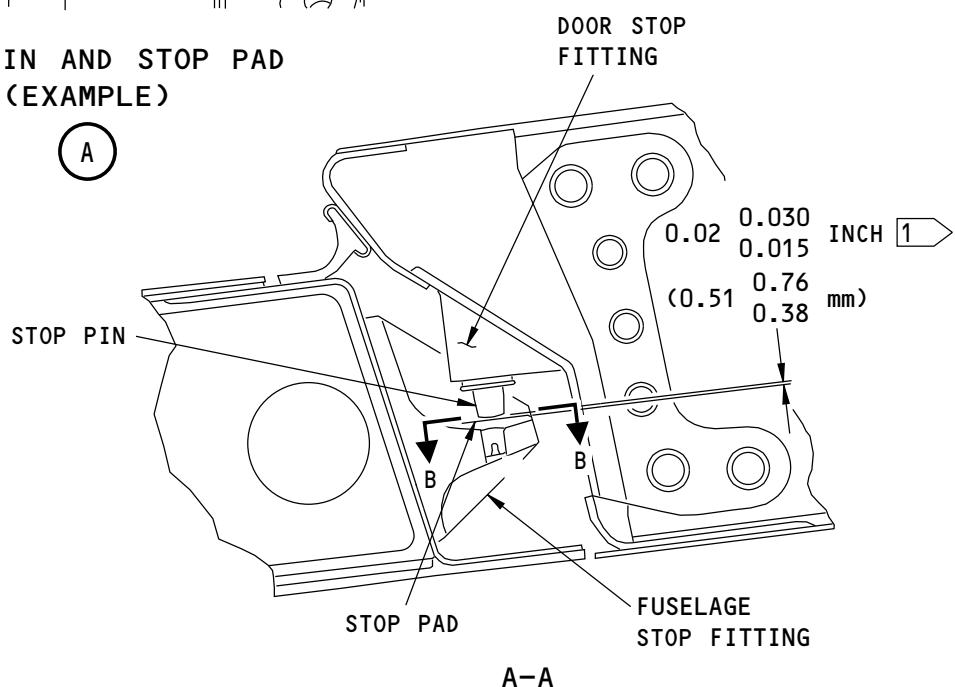


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STOP PIN AND STOP PAD (EXAMPLE)



NOTE: DIMENSION STANDARD: NORMAL UPPER LIMIT LOWER LIMIT

1 IF CLAY IS USED, A LOWER LIMIT OF 0.000 AND UPPER LIMIT OF 0.020 (0.51 mm) IS ALLOWED DUE TO THE OVER CENTERING MOTION OF THE LATCH RECEIVERS.

G51521 S0006579785 V3

Stop Pin Adjustment
Figure 505/52-11-00-990-810 (Sheet 2 of 3)

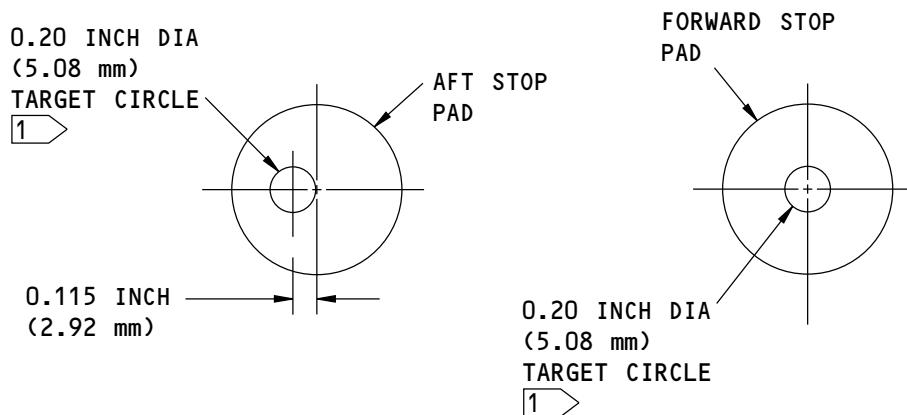
EFFECTIVITY
AKS ALL

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B-B

[1] STOP PIN CENTER MUST TOUCH STOP PAD
WITHIN THE TARGET CIRCLE SHOWN.

G51525 S0006579786_V2

Stop Pin Adjustment
Figure 505/52-11-00-990-810 (Sheet 3 of 3)

EFFECTIVITY
AKS ALL

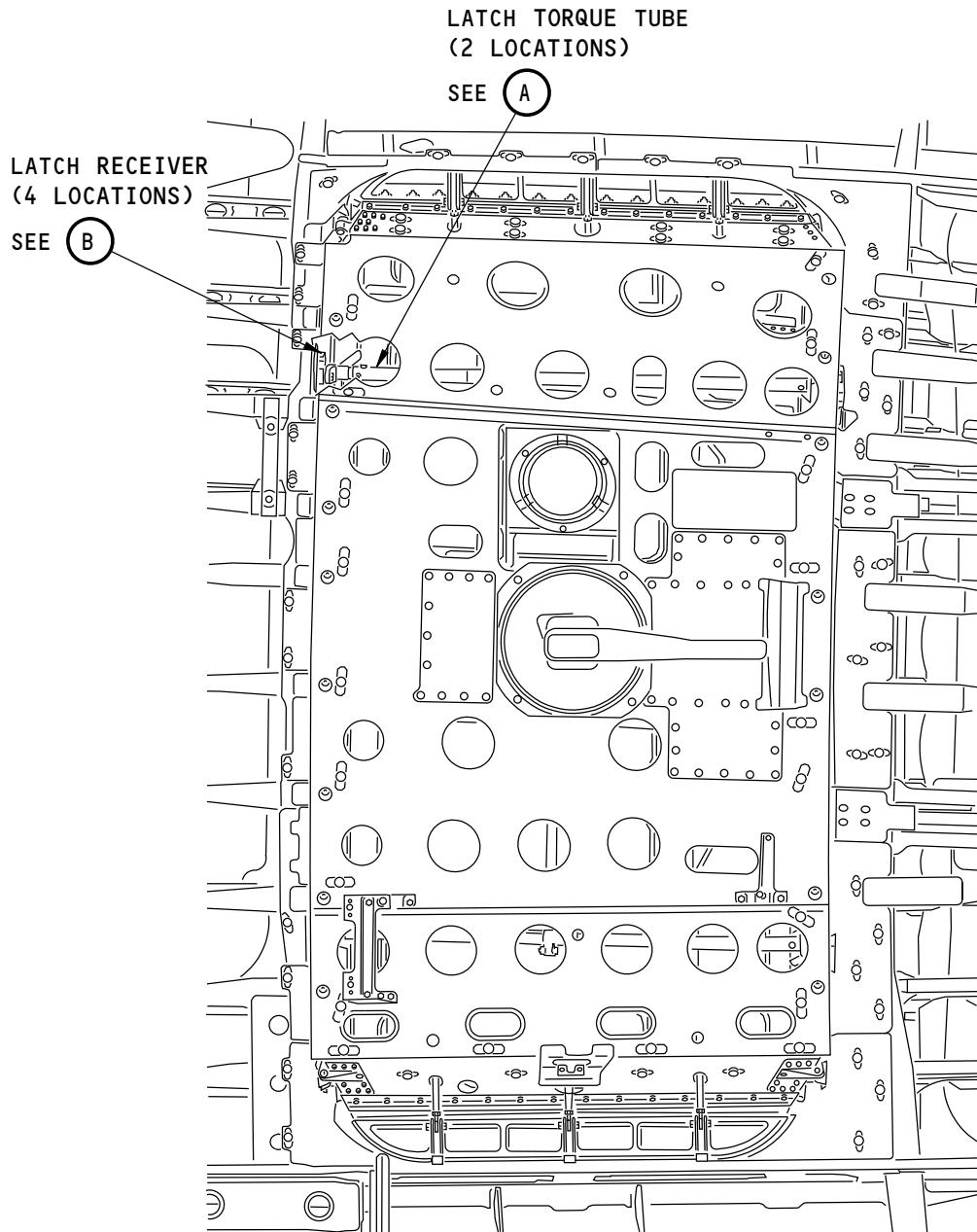
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→ FWD

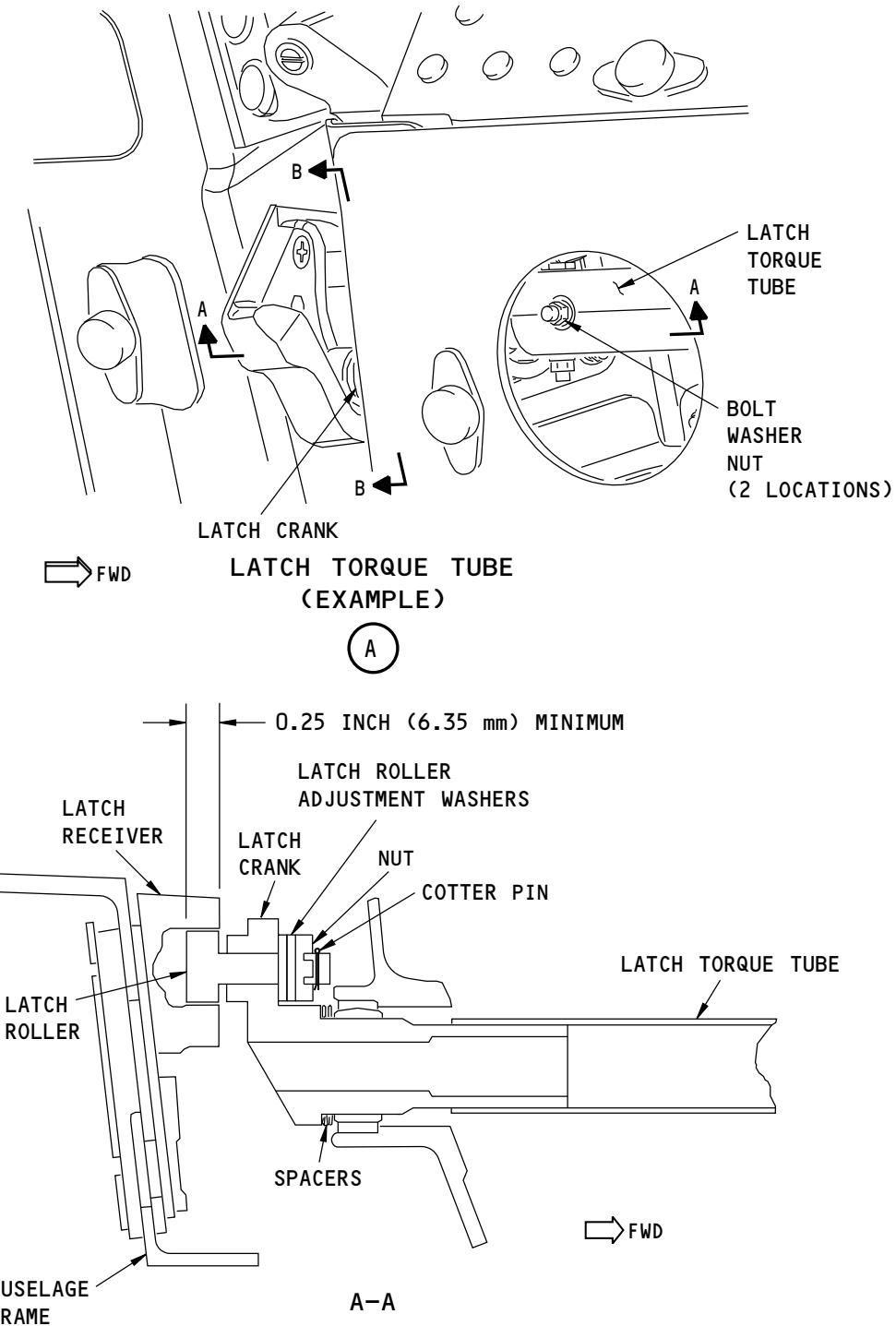
FORWARD ENTRY DOOR

G51380 S0006579787_V1

Latch Adjustment
Figure 506/52-11-00-990-811 (Sheet 1 of 3)

EFFECTIVITY
AKS ALL

52-11-00

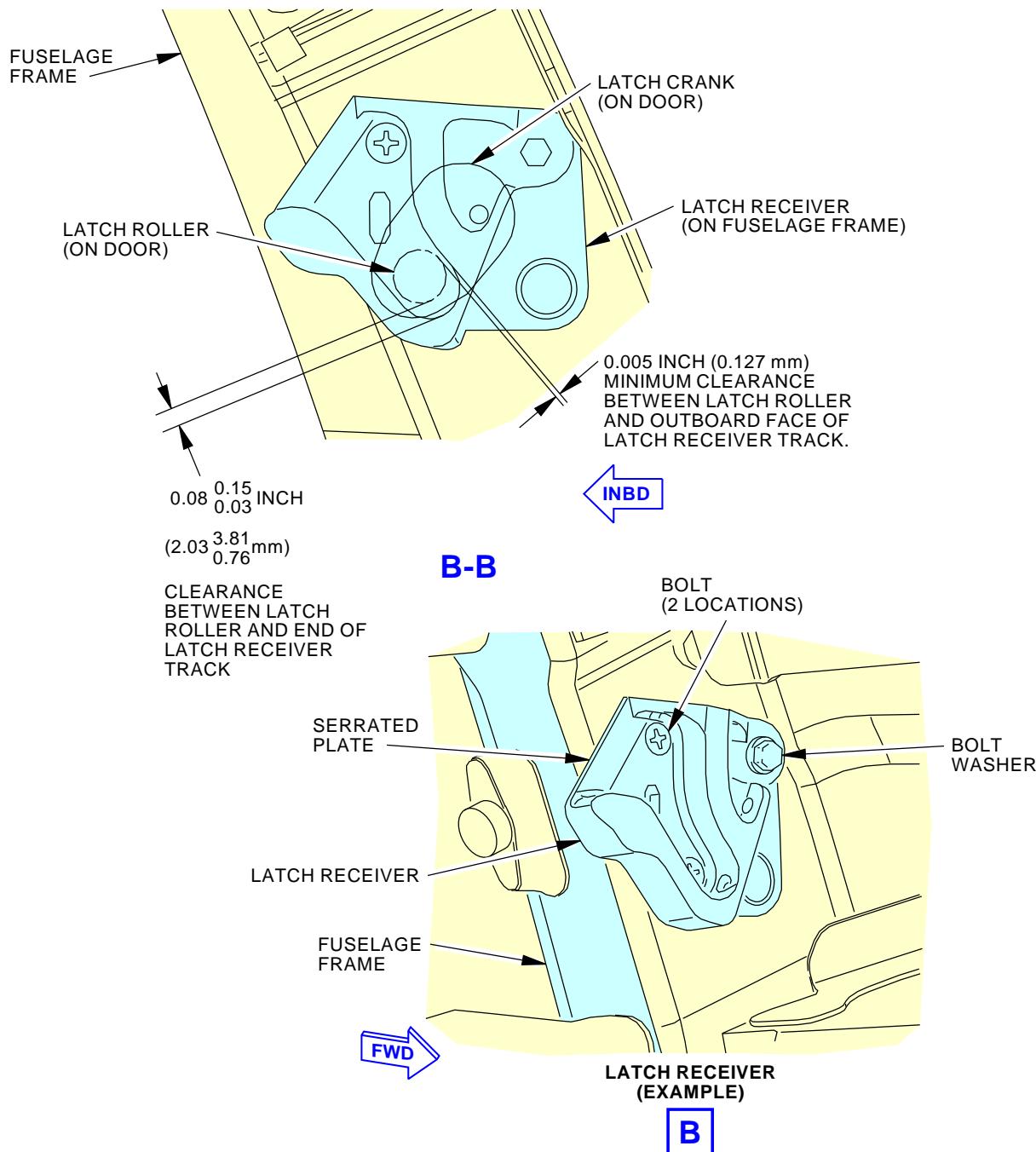


G51412 S0006579788_V1

Latch Adjustment
Figure 506/52-11-00-990-811 (Sheet 2 of 3)

EFFECTIVITY
 AKS ALL

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NOTE:
DIMENSION STANDARD: NOMINAL UPPER LIMIT
 LOWER LIMIT

G51418 S0006579789_V2

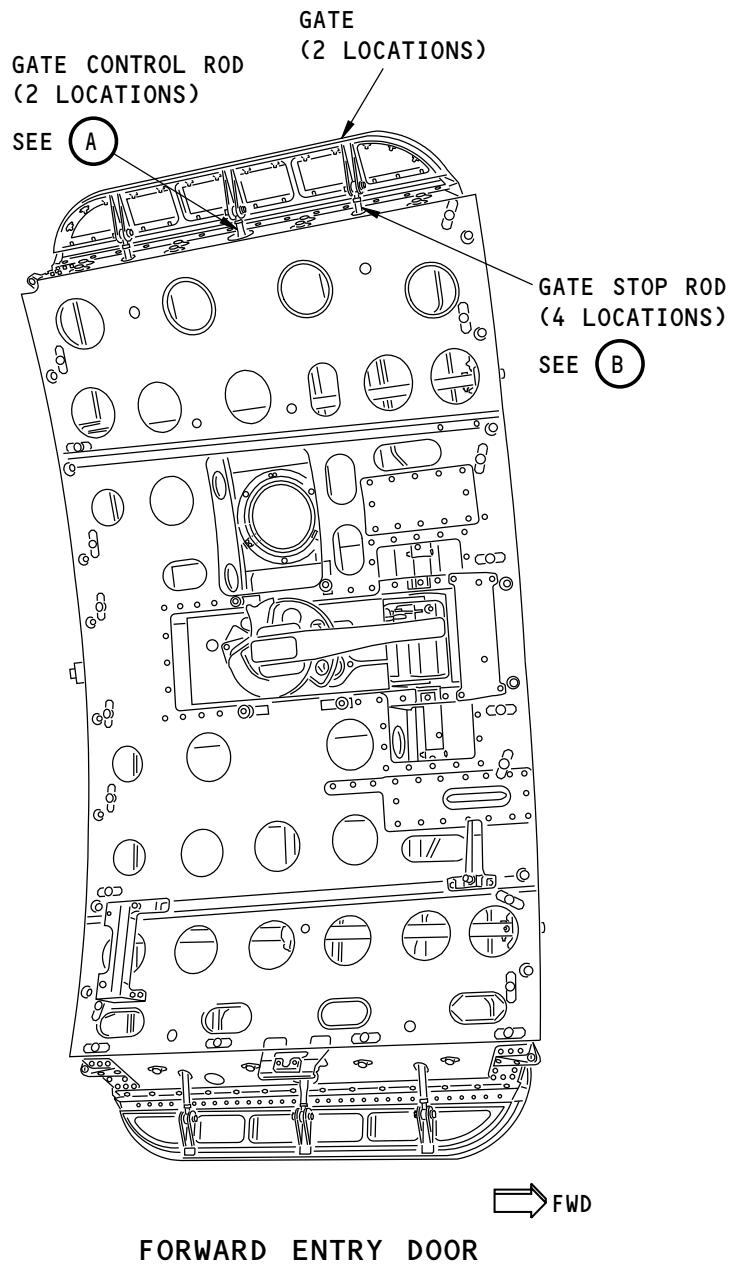
Latch Adjustment
Figure 506/52-11-00-990-811 (Sheet 3 of 3)

| | |
|-------------|---------|
| EFFECTIVITY | AKS ALL |
|-------------|---------|

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G51305 S0006579790_V1

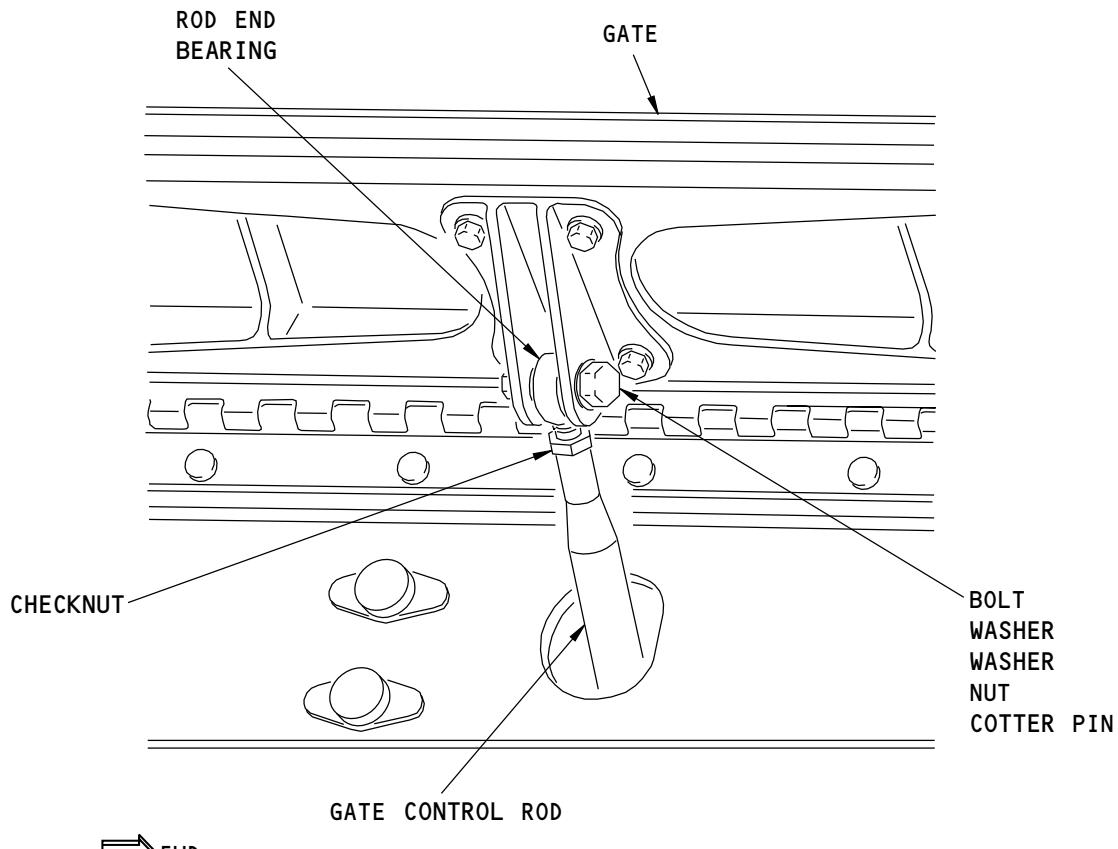
Gate Adjustment
Figure 507/52-11-00-990-812 (Sheet 1 of 3)

EFFECTIVITY
AKS ALL

52-11-00



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GATE CONTROL ROD
(EXAMPLE)

A

G51341 S0006579791_V1

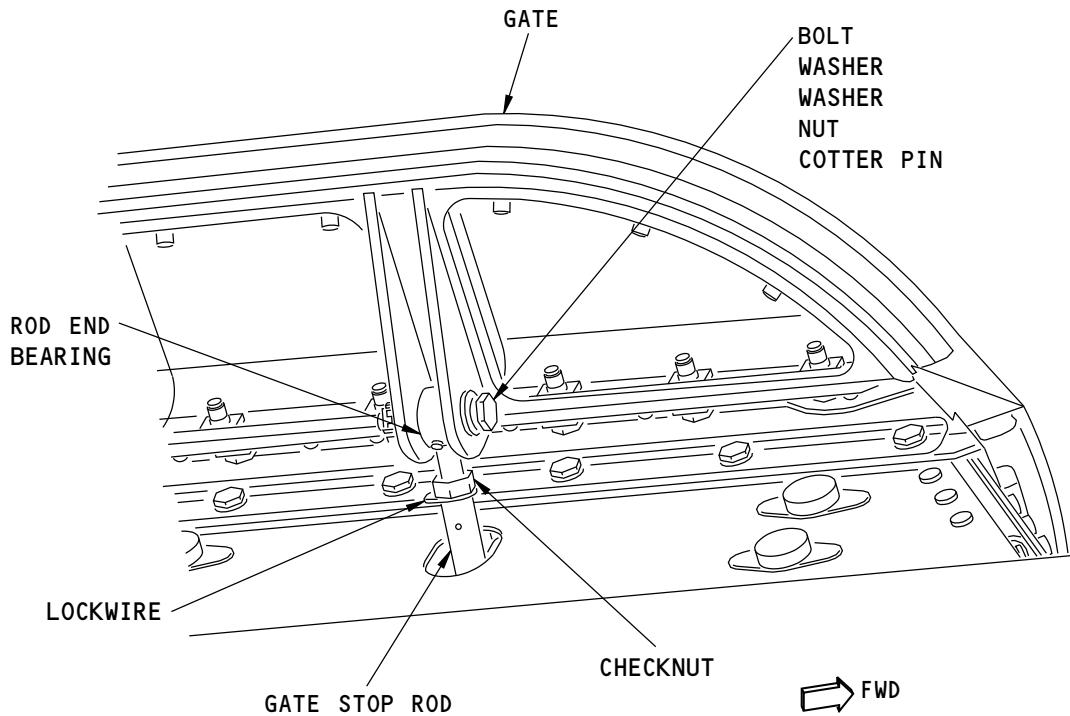
Gate Adjustment
Figure 507/52-11-00-990-812 (Sheet 2 of 3)

EFFECTIVITY
AKS ALL

52-11-00



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GATE STOP ROD
(EXAMPLE)

B

G51682 S0006579792_V1

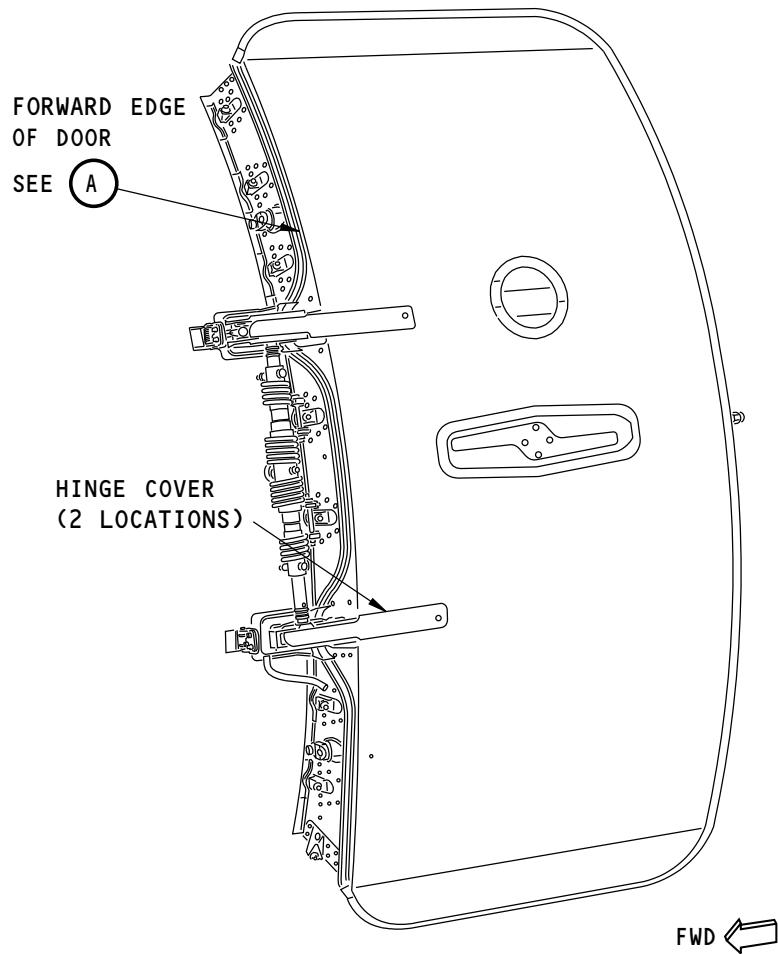
Gate Adjustment
Figure 507/52-11-00-990-812 (Sheet 3 of 3)

EFFECTIVITY
AKS ALL

52-11-00



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FORWARD ENTRY DOOR

G51360 S0006579793_V1

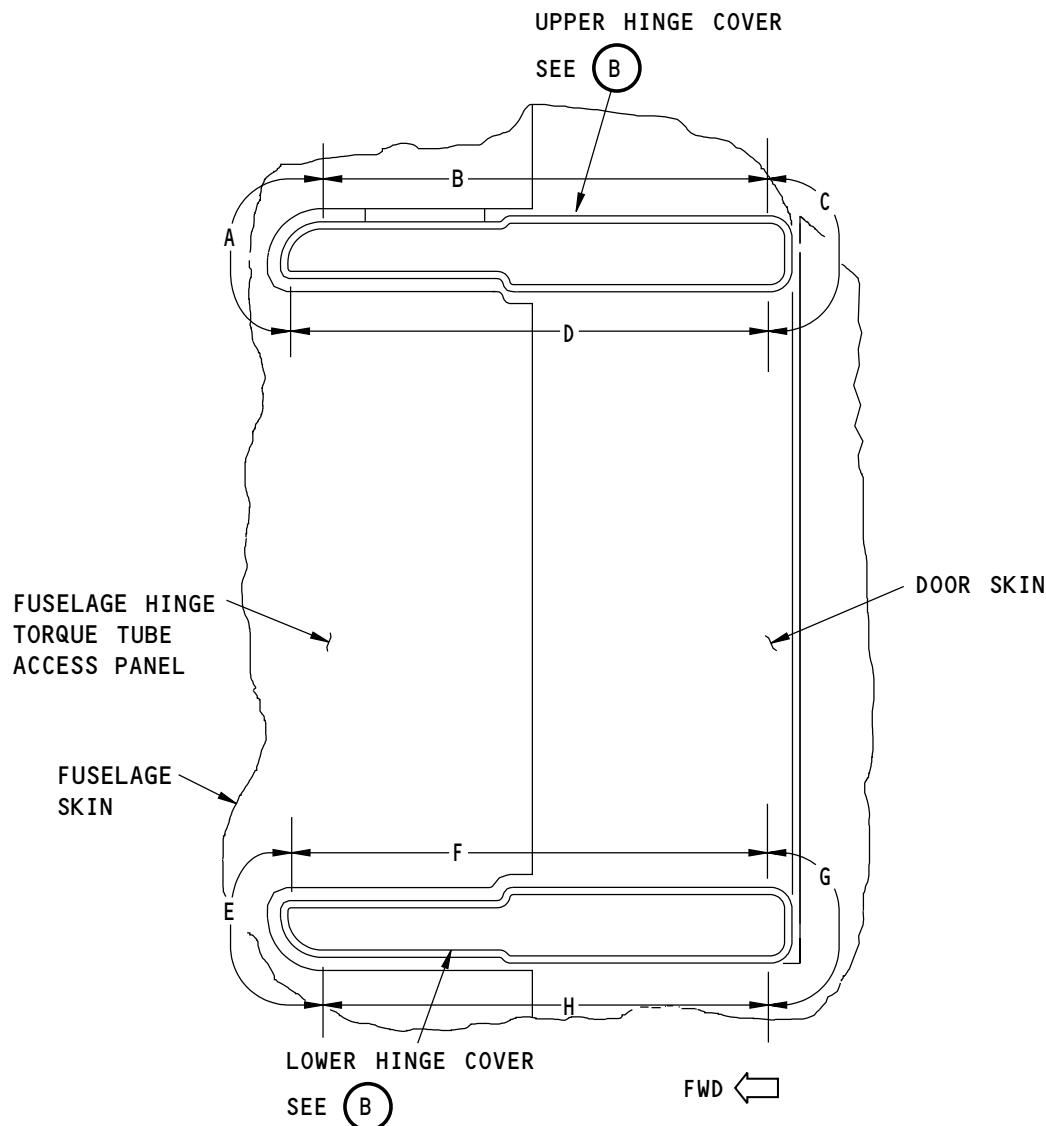
Hinge Cover Adjustment
Figure 508/52-11-00-990-813 (Sheet 1 of 3)

EFFECTIVITY
AKS ALL

52-11-00



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FORWARD EDGE OF THE FORWARD ENTRY DOOR



NOTE: REFER TO AERO-SMOOTHNESS LIMITS
TABLE FOR THE HINGE COVER OF THE
FORWARD ENTRY DOOR.

G54282 S0006579794_V1

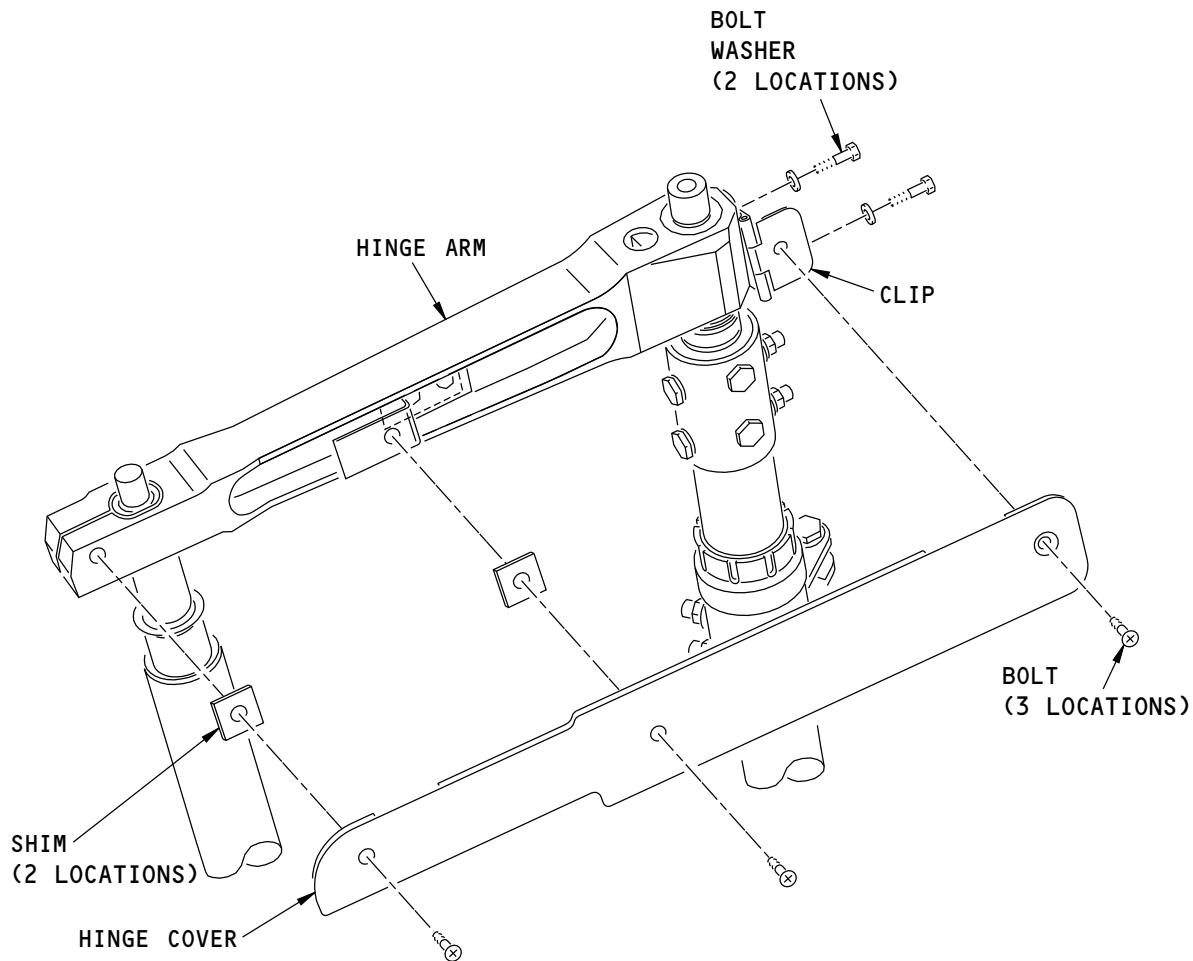
Hinge Cover Adjustment
Figure 508/52-11-00-990-813 (Sheet 2 of 3)

EFFECTIVITY
AKS ALL

52-11-00



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AIRCRAFT MAINTENANCE MANUAL



FWD

HINGE COVER
(EXAMPLE)

B

G54285 S0006579795_V1

Hinge Cover Adjustment
Figure 508/52-11-00-990-813 (Sheet 3 of 3)

EFFECTIVITY
AKS ALL

52-11-00

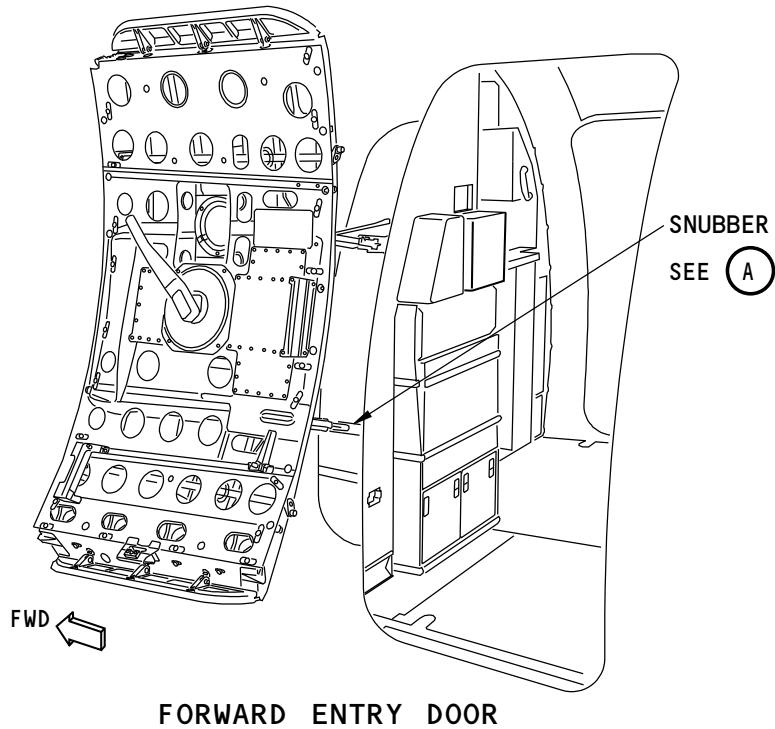
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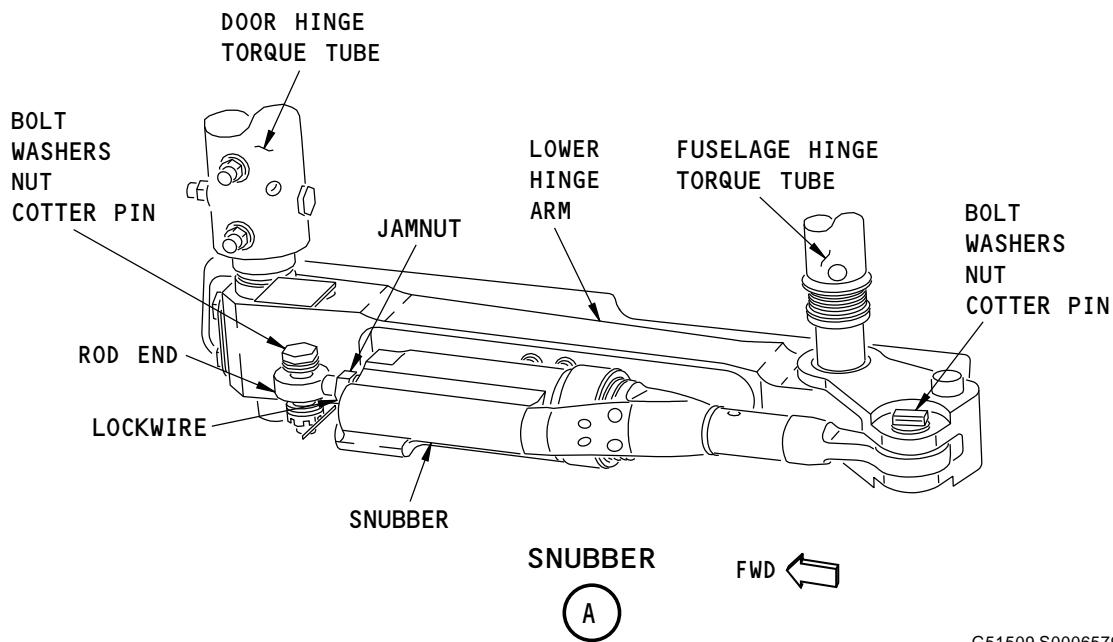
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FORWARD ENTRY DOOR



G51509 S0006579796_V1

Snubber Adjustment
Figure 509/52-11-00-990-814

EFFECTIVITY
AKS ALL; AIRPLANES WITH ADJUSTABLE
SNUBBER

52-11-00

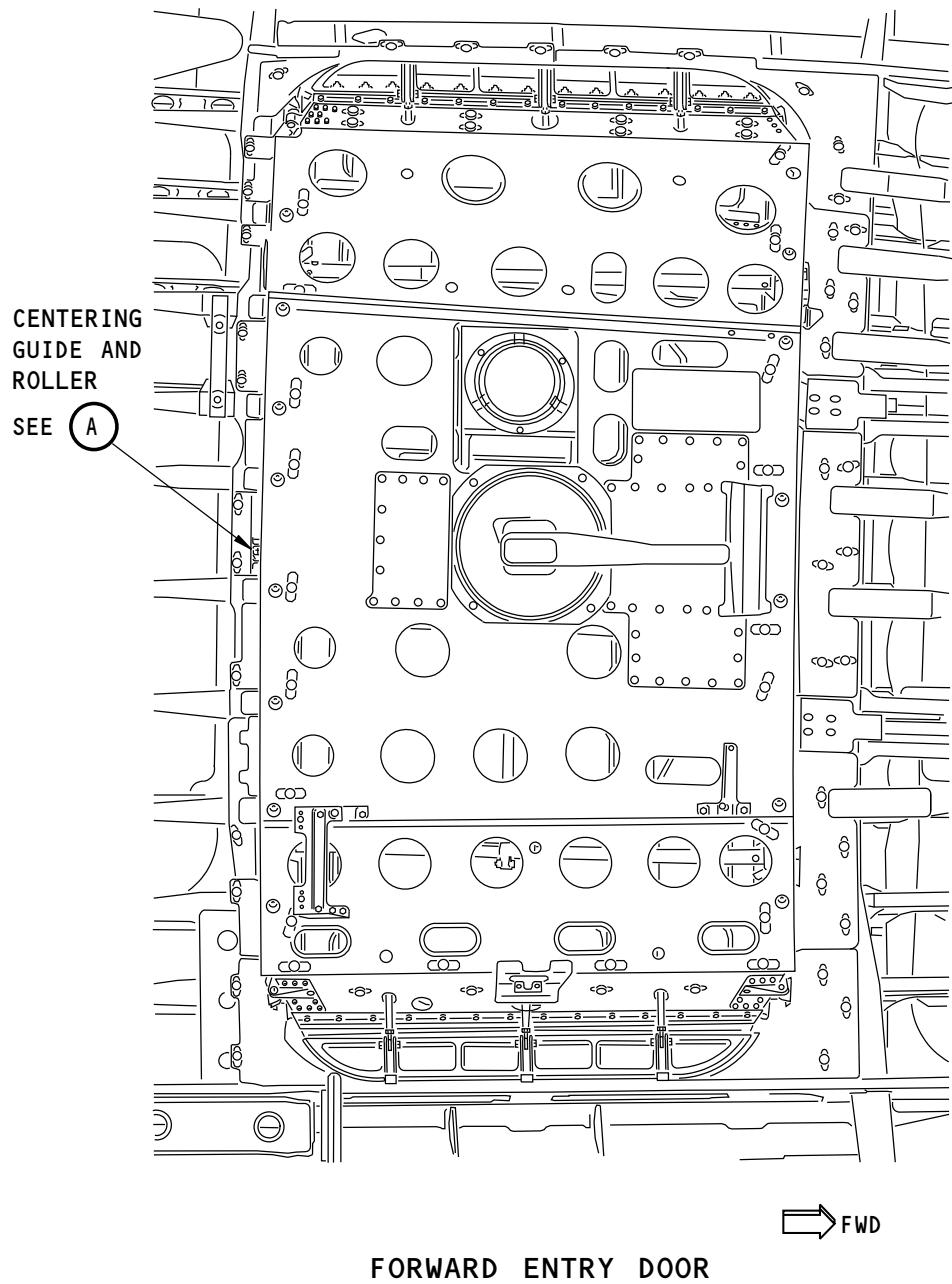
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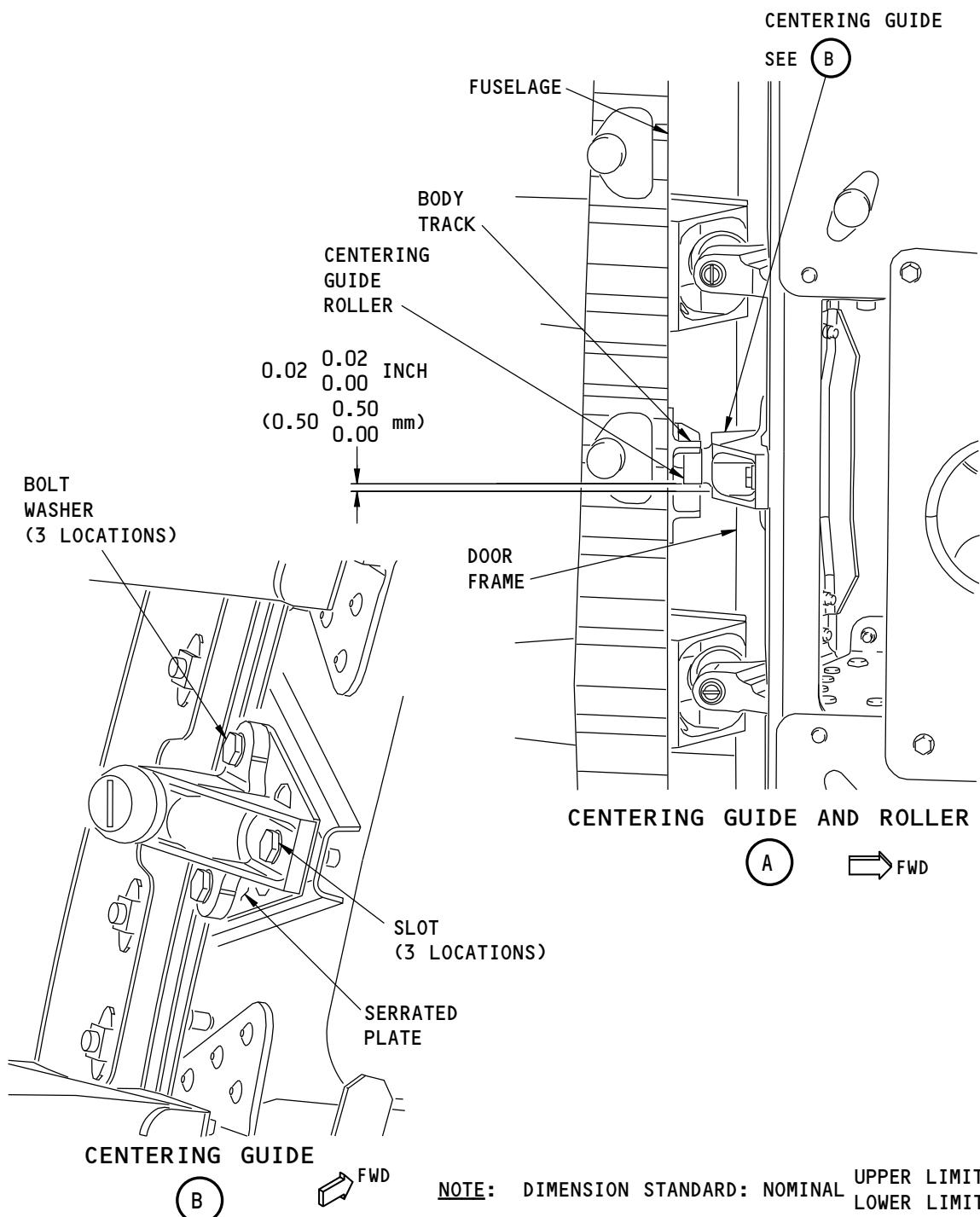
Centering Guide Adjustment
Figure 510/52-11-00-990-815 (Sheet 1 of 2)

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Centering Guide Adjustment
Figure 510/52-11-00-990-815 (Sheet 2 of 2)

EFFECTIVITY
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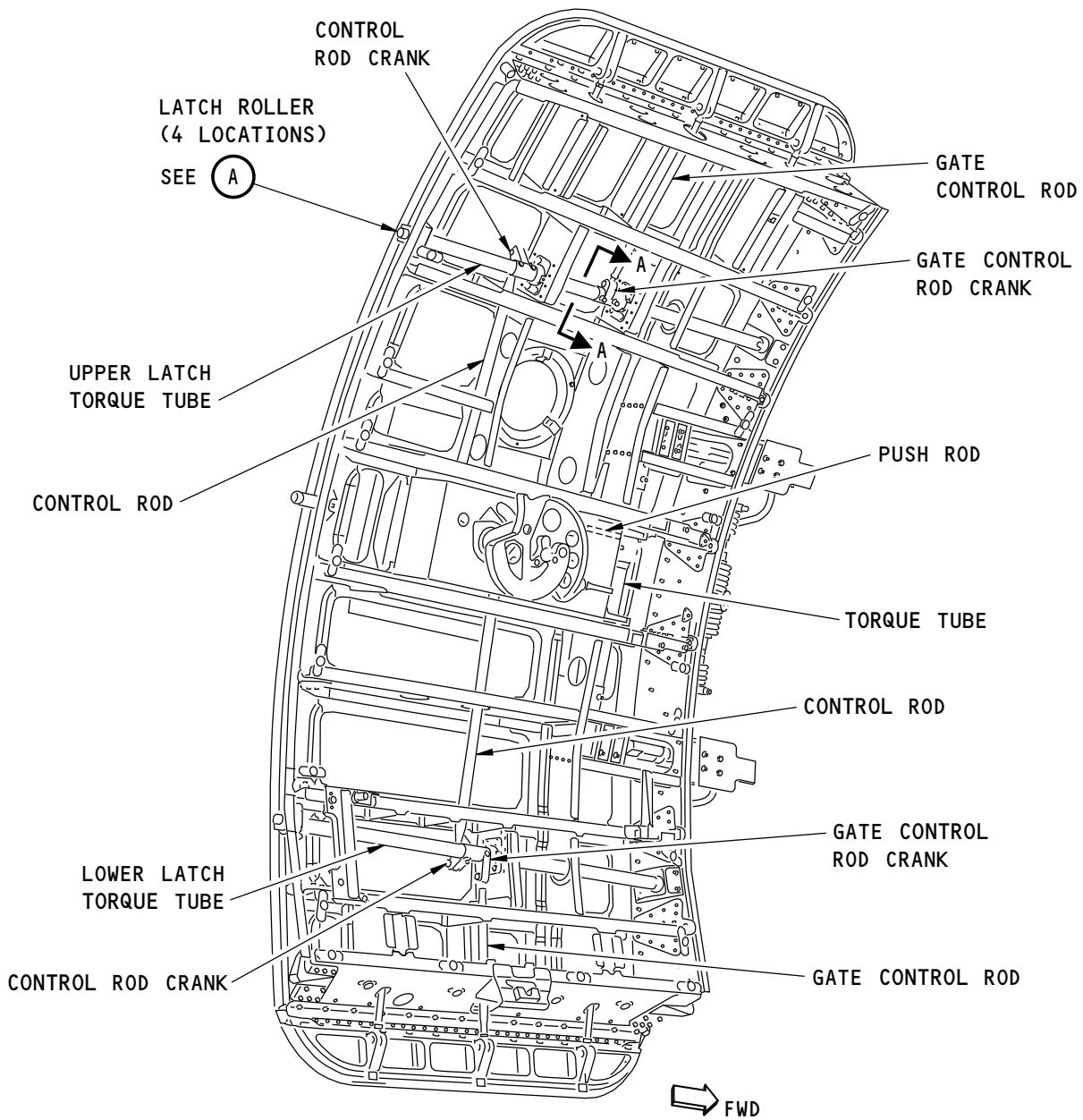
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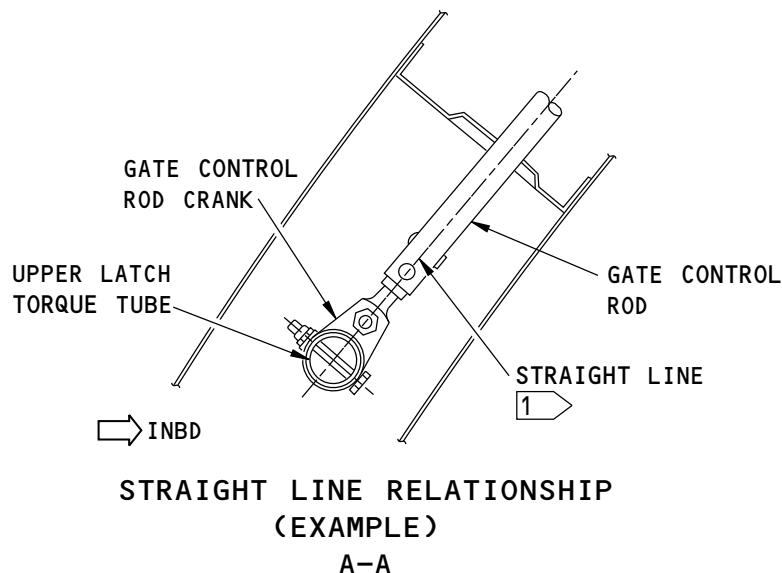
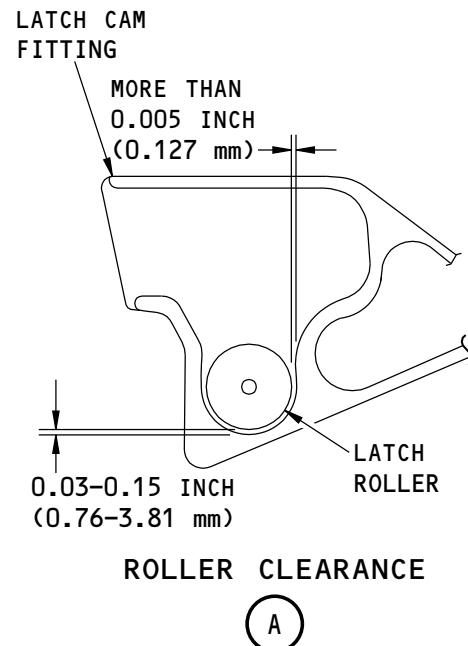
Forward Entry Door Mechanism
Figure 511/52-11-00-990-816 (Sheet 1 of 2)

EFFECTIVITY
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1 YOU CAN USE A LOCALLY MADE TOOL TO
GET THIS STRAIGHT LINE RELATIONSHIP.

2204412 S0000491294_V1

Forward Entry Door Mechanism
Figure 511/52-11-00-990-816 (Sheet 2 of 2)

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FORWARD ENTRY DOOR - INSPECTION/CHECK

1. General

- A. This procedure has these tasks:
- (1) A check of the forward entry door.
 - (2) A check of the forward entry door centering guide.
 - (3) A check of the forward entry door pressure seal.
 - (4) A check of the forward entry door flapper seal.
 - (5) A vacuum tool leak check of the forward entry door seal.

TASK 52-11-00-200-801

2. Forward Entry Door Check

A. References

| Reference | Title |
|------------------|--|
| 52-11-31-000-802 | Forward Entry Door Lining Removal (P/B 401) |
| 52-11-31-400-802 | Forward Entry Door Lining Installation (P/B 401) |

B. Tools/Equipment

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

| Reference | Description |
|-----------|---|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose |
| | Part #: B-14 Supplier: 05060 |
| | Part #: B-9 Supplier: 05060 |
| | Part #: Z-45-25J Supplier: 59497 |

C. Location Zones

| Zone | Area |
|------|--------------------|
| 831 | Forward Entry Door |

D. Access Panels

| Number | Name/Location |
|--------|---|
| 831AZ | Forward Entry Door - Torque Tube Access |
| 831BZ | Forward Entry Door - Handle Box and Cam for Handle Box Access |
| 831CZ | Forward Entry Door - Handle Box Access |
| 831DZ | Forward Entry Door - Gate Hinge Pin Access |
| 831EZ | Forward Entry Door - Gate Hinge Pin Access |

E. Prepare for the Inspection

SUBTASK 52-11-00-860-002

- (1) Make sure the door is safe as follows:
 - (a) Make sure the door is closed and latched.



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WARNING: MAKE SURE THE GIRT BAR IS NOT ENGAGED IN THE FLOOR-MOUNTED ESCAPE SLIDE BRACKETS. IF THE GIRT BAR IS ENGAGED IN THE BRACKETS, THE ESCAPE SYSTEM CAN DEPLOY WHEN YOU OPEN THE DOOR. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (b) Make sure the girt bar is not engaged in the floor-mounted escape slide brackets.
- (c) Make sure a work platform, COM-1523 is installed outboard of the door.

SUBTASK 52-11-00-010-008

- (2) Do this task: Forward Entry Door Lining Removal, TASK 52-11-31-000-802.

SUBTASK 52-11-00-010-009

- (3) Remove the access panels as necessary to get access to the door components:

| Number | Name/Location |
|---------------|---|
| 831AZ | Forward Entry Door - Torque Tube Access |
| 831BZ | Forward Entry Door - Handle Box and Cam for Handle Box Access |
| 831CZ | Forward Entry Door - Handle Box Access |
| 831DZ | Forward Entry Door - Gate Hinge Pin Access |
| 831EZ | Forward Entry Door - Gate Hinge Pin Access |

SUBTASK 52-11-00-010-010

- (4) Open and close the door as necessary to inspect the door components.

F. Inspection

SUBTASK 52-11-00-210-001

- (1) Do a visual inspection of the external door structure and handle as follows:
 - (a) Examine the external skin.
 - 1) Look for cracks and corrosion.
 - 2) Look for burrs.
 - 3) Look for loose and missing fasteners.
 - (b) Examine the window.
 - 1) Look for cracks.
 - 2) Look for crazing.
 - (c) Examine the window frame.
 - 1) Look for cracks and corrosion.
 - (d) Examine the external handle.
 - 1) Look for cracks and corrosion.
 - 2) Look for too much wear.
 - (e) Examine the handle pan.
 - 1) Look for cracks and corrosion.
 - 2) Look for loose and missing fasteners.

SUBTASK 52-11-00-210-002

- (2) Do a visual inspection of the door internal structure and handle mechanism as follows:
 - (a) Examine the internal skin.
 - 1) Look for cracks and corrosion.
 - 2) Look for burrs.

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- 3) Look for loose and missing fasteners.
- (b) Examine the internal frames and brackets.
 - 1) Look for cracks and corrosion.
 - 2) Look for loose and missing fasteners.
- (c) Examine the drain holes.
 - 1) Look for blockage.
- (d) Examine the handle box.
 - 1) Look for cracks and corrosion.
 - 2) Look for too much wear.
- (e) Examine the handle housing.
 - 1) Look for cracks and corrosion.
 - 2) Look for too much wear.
- (f) Examine the internal handle.
 - 1) Look for cracks and corrosion.
 - 2) Look for too much wear.

SUBTASK 52-11-00-210-003

- (3) Do a visual inspection of the latch mechanism as follows:
 - (a) Examine the latch control rods.
 - 1) Look for cracks and corrosion.
 - 2) Look for too much wear.
 - (b) Examine the latch torque tubes.
 - 1) Look for cracks and corrosion.
 - 2) Look for too much wear.
 - (c) Examine the latch cranks and latch rollers.
 - 1) Look for cracks and corrosion.
 - 2) Look for too much wear.
 - 3) Look for unwanted particles on the latch rollers.
 - (d) Examine the gate control rods.
 - 1) Look for cracks and corrosion.
 - 2) Look for too much wear.
 - (e) Examine the gate stop rods.
 - 1) Look for cracks and corrosion.
 - 2) Look for too much wear.

SUBTASK 52-11-00-210-004

- (4) Do a visual inspection of the door stop fittings and stop pins as follows:
 - (a) Examine the door stop fittings.
 - 1) Look for cracks and corrosion.
 - (b) Examine the stop pins.
 - 1) Look for cracks and corrosion.

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- 2) Look for unwanted particles on the stop pins.
- 3) Make sure the retaining springs are installed.

SUBTASK 52-11-00-210-005

- (5) Do a visual inspection of the attach structure and hinge mechanism as follows:

- (a) Examine the fuselage hinge torque tube.
 - 1) Look for cracks and corrosion.
 - 2) Look for too much wear.
- (b) Examine the hinge arms.
 - 1) Look for cracks and corrosion.
 - 2) Look for too much wear.
- (c) Examine the hinge arm fasteners.
 - 1) Make sure the bolts fully engage the nuts.
 - 2) Make sure the bolt threads are not damaged.
- (d) Examine the hinge pins.
 - 1) Look for cracks and corrosion.
 - 2) Look for too much wear.
- (e) Examine the door hinge torque tube.
 - 1) Look for cracks and corrosion.
 - 2) Look for too much wear.

NOTE: The nuts and bolts that connect the sleeves to the torque tube may appear loose, because they are not tightened to a clamp up pressure. A small gap between the washer and the sleeve is acceptable.
- (f) Examine the guide arm and roller.
 - 1) Look for cracks and corrosion.
 - 2) Look for too much wear.
- (g) Examine the guide plates.
 - 1) Look for cracks and corrosion.
 - 2) Look for too much wear.
- (h) Examine the guide plate drain holes.
 - 1) Look for blockage.
- (i) Examine the snubber.
 - 1) Look for leakage.
 - 2) Look for too much wear.

SUBTASK 52-11-00-210-006

- (6) Do a visual inspection of the structure around the door opening as follows:

- (a) Examine the fuselage stop fittings and stop pads.
 - 1) Look for cracks and corrosion.
 - 2) Look for unwanted particles on the stop fittings.
- (b) Examine the latch receivers.
 - 1) Look for cracks and corrosion.

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- 2) Look for too much wear.
 - 3) Look for unwanted particles in the latch receivers.
- (c) Examine the fuselage frame.
- 1) Look for cracks and corrosion.
 - 2) Look for loose and missing fasteners.

G. Put the Airplane Back to Its Usual Condition

SUBTASK 52-11-00-410-011

- (1) Install these access panels as necessary:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|---|
| 831AZ | Forward Entry Door - Torque Tube Access |
| 831BZ | Forward Entry Door - Handle Box and Cam for Handle Box Access |
| 831CZ | Forward Entry Door - Handle Box Access |
| 831DZ | Forward Entry Door - Gate Hinge Pin Access |
| 831EZ | Forward Entry Door - Gate Hinge Pin Access |

SUBTASK 52-11-00-210-008

- (2) Do this task: Forward Entry Door Lining Installation, TASK 52-11-31-400-802.

SUBTASK 52-11-00-860-003

- (3) Close and latch the door.

SUBTASK 52-11-00-940-003

- (4) Remove the work platform, COM-1523.

————— END OF TASK ————

TASK 52-11-00-200-802

3. Forward Entry Door Centering Guide Check

Figure 601

NOTE: This procedure is a scheduled maintenance task.

A. 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.

| <u>Reference</u> | <u>Description</u> |
|------------------|--|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose Part #: B-14 Supplier: 05060 Part #: B-9 Supplier: 05060 Part #: Z-45-25J Supplier: 59497 |

B. Location Zones

| <u>Zone</u> | <u>Area</u> |
|-------------|--------------------|
| 831 | Forward Entry Door |

C. Prepare for the Inspection

SUBTASK 52-11-00-860-006

- (1) Make sure the door is safe as follows:
(a) Make sure the door is closed and latched.

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WARNING: MAKE SURE THE GIRT BAR IS NOT ENGAGED IN THE FLOOR-MOUNTED ESCAPE SLIDE BRACKETS. IF THE GIRT BAR IS ENGAGED IN THE BRACKETS, THE ESCAPE SYSTEM CAN DEPLOY WHEN YOU OPEN THE DOOR. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (b) Make sure the girt bar is not engaged in the floor-mounted escape slide brackets.
- (c) Make sure a work platform, COM-1523 is installed outboard of the door.

SUBTASK 52-11-00-010-012

- (2) Open the door.

D. Inspection

SUBTASK 52-11-00-210-009

- (1) Do a visual inspection of the centering guide as follows Figure 601:
 - (a) Examine the guide track.
 - 1) Look for cracks and corrosion.
 - 2) Make sure the nylon track pads are not worn.
 - 3) Look for loose and missing fasteners.
 - (b) Examine the guide ball.
 - 1) Make sure the guide ball is round and symmetrical.
 - 2) Make sure the ball is not loose.

E. Put the Airplane Back to Its Usual Condition

SUBTASK 52-11-00-860-007

- (1) Close and latch the door.

SUBTASK 52-11-00-940-004

- (2) Remove the work platform, COM-1523.

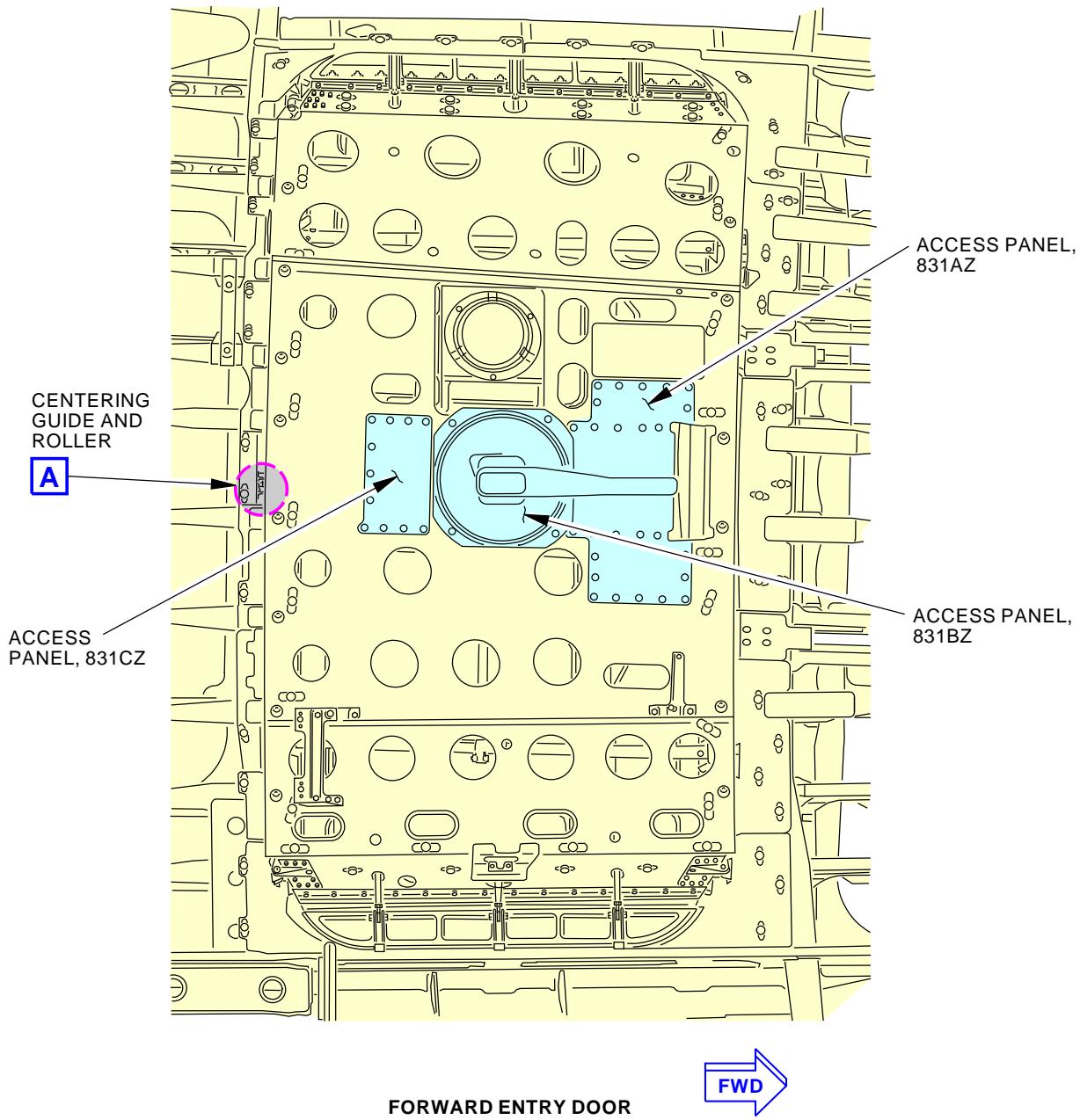
———— END OF TASK ————



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**Guide Ball Inspection/Check
Figure 601/52-11-00-990-834 (Sheet 1 of 2)**

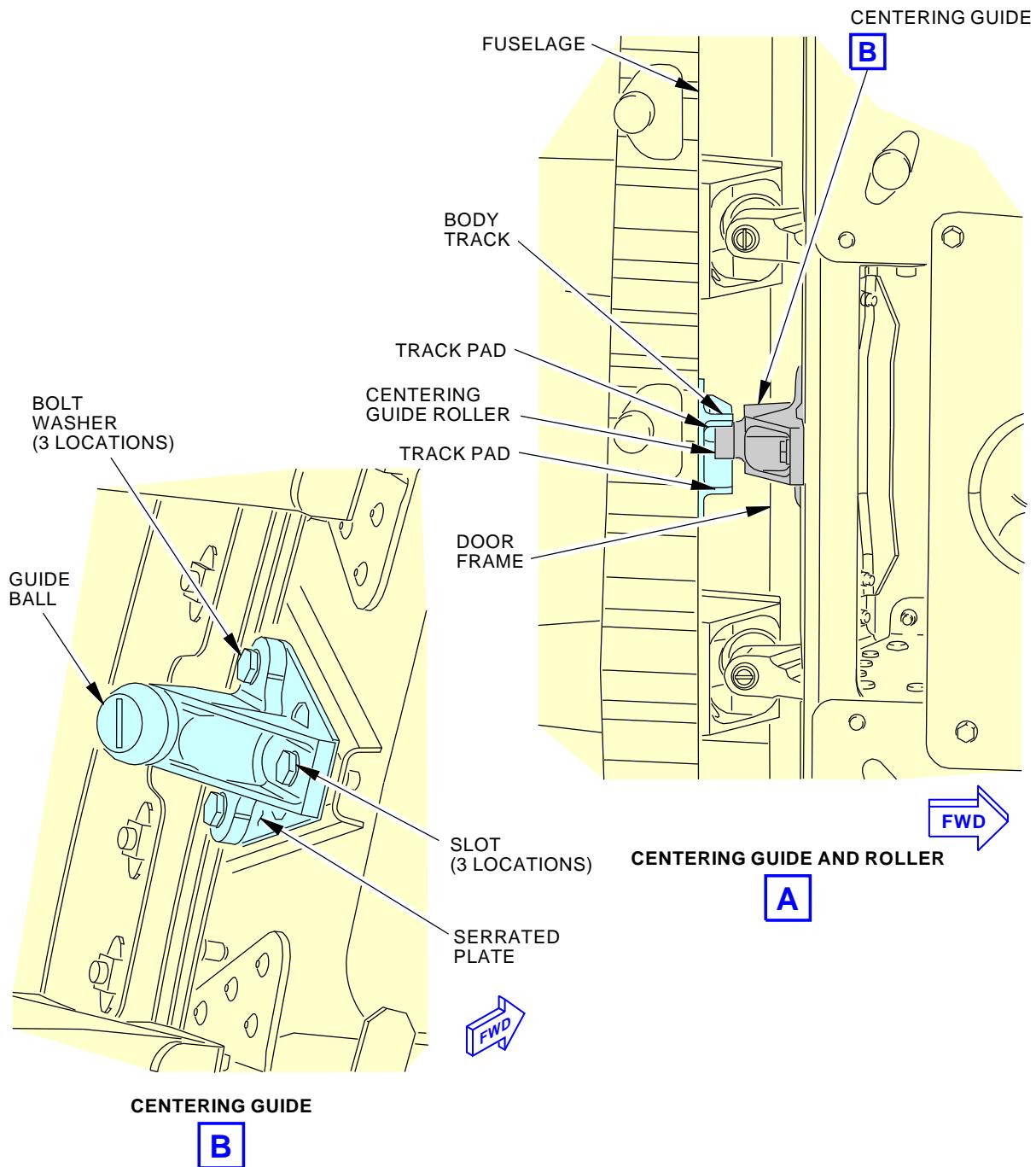
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NOTE:

 DIMENSION STANDARD: NOMINAL UPPER LIMIT
LOWER LIMIT

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Guide Ball Inspection/Check
Figure 601/52-11-00-990-834 (Sheet 2 of 2)

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TASK 52-11-00-200-803

4. Forward Entry Door Pressure Seal Check

Figure 602

NOTE: This procedure is a scheduled maintenance task.

A. Tools/Equipment

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

| Reference | Description |
|-----------|---|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose |
| | Part #: B-14 Supplier: 05060 |
| | Part #: B-9 Supplier: 05060 |
| | Part #: Z-45-25J Supplier: 59497 |

B. Location Zones

| Zone | Area |
|------|--------------------|
| 831 | Forward Entry Door |

C. Prepare for the Inspection

SUBTASK 52-11-00-860-008

- (1) Make sure the door is safe as follows:
 - (a) Make sure the door is closed and latched.

WARNING: MAKE SURE THE GIRT BAR IS NOT ENGAGED IN THE FLOOR-MOUNTED ESCAPE SLIDE BRACKETS. IF THE GIRT BAR IS ENGAGED IN THE BRACKETS, THE ESCAPE SYSTEM CAN DEPLOY WHEN YOU OPEN THE DOOR. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (b) Make sure the girt bar is not engaged in the floor-mounted escape slide brackets.
- (c) Make sure a work platform, COM-1523 is installed outboard of the door.

SUBTASK 52-11-00-010-013

- (2) Open the door.

D. Inspection

SUBTASK 52-11-00-210-010

- (1) Do a visual inspection of the door pressure seal as follows Figure 602:

NOTE: YOU CAN DO THE DOOR SEAL INSPECTION WITH THE DOOR LINING INSTALLED.

- (a) Examine the seal.
 - 1) Look for cracks, holes, and tears.
 - 2) Look for indications of seal deterioration.
 - 3) Make sure the seal is installed in the seal retainer.

E. Put the Airplane Back to Its Usual Condition

SUBTASK 52-11-00-860-009

- (1) Close and latch the door.

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SUBTASK 52-11-00-940-005

- (2) Remove the work platform, COM-1523.

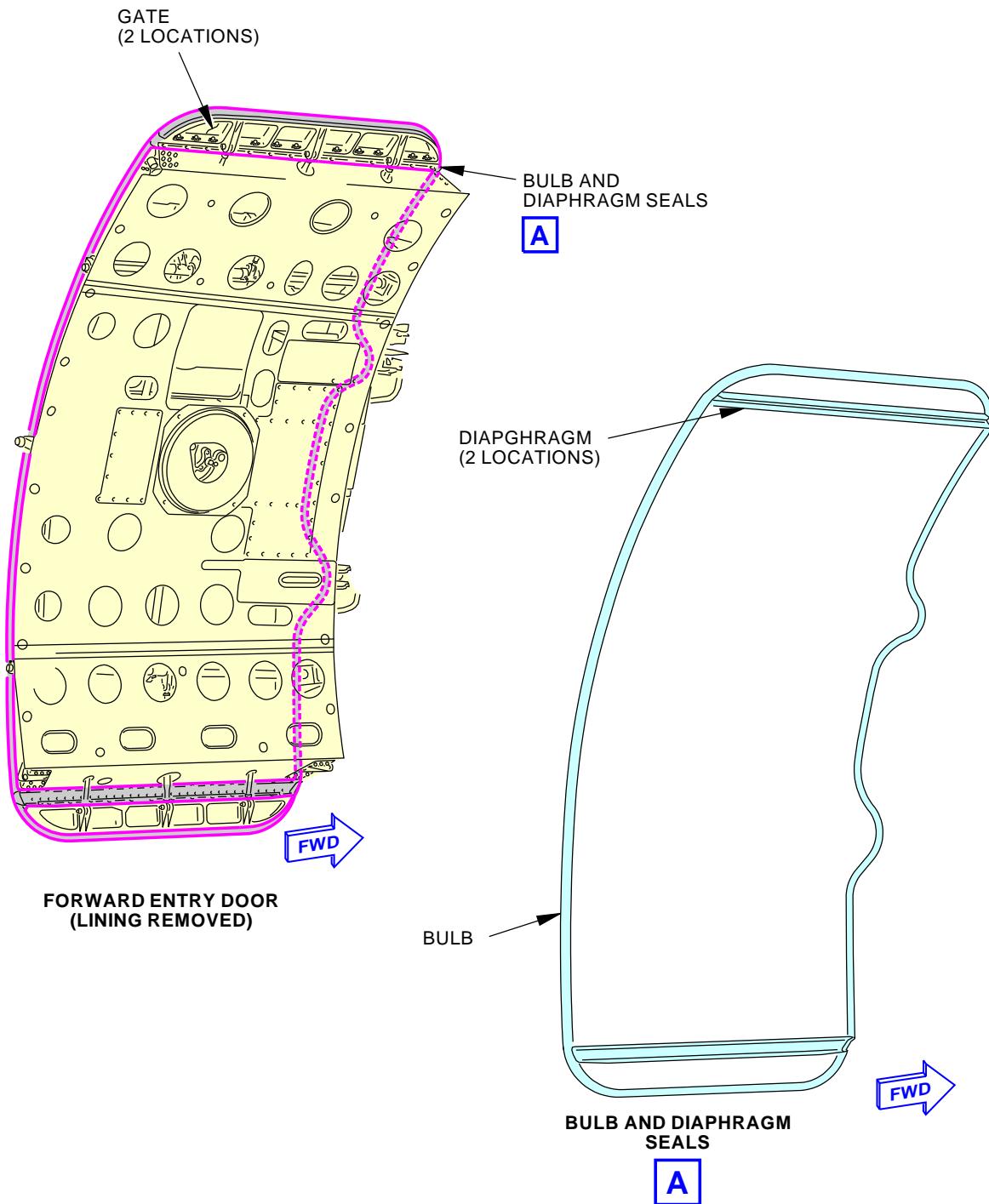
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Forward Entry Door Inspection/Check
Figure 602/52-11-00-990-835

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TASK 52-11-00-200-804

5. Forward Entry Door Flapper Seal Check

(Figure 603)

NOTE: This procedure is a scheduled maintenance task.

A. Tools/Equipment

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

| Reference | Description |
|-----------|---|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose |
| | Part #: B-14 Supplier: 05060 |
| | Part #: B-9 Supplier: 05060 |
| | Part #: Z-45-25J Supplier: 59497 |

B. Location Zones

| Zone | Area |
|------|--------------------|
| 831 | Forward Entry Door |

C. Prepare for the Inspection

SUBTASK 52-11-00-860-010

- (1) Make sure the door is safe as follows:
 - (a) Make sure the door is closed and latched.

WARNING: MAKE SURE THE GIRT BAR IS NOT ENGAGED IN THE FLOOR-MOUNTED ESCAPE SLIDE BRACKETS. IF THE GIRT BAR IS ENGAGED IN THE BRACKETS, THE ESCAPE SYSTEM CAN DEPLOY WHEN YOU OPEN THE DOOR. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (b) Make sure the girt bar is not engaged in the floor-mounted escape slide brackets.
- (c) Make sure a work platform, COM-1523 is installed outboard of the door.

SUBTASK 52-11-00-010-014

- (2) Open the door.

D. Inspection

SUBTASK 52-11-00-210-011

- (1) Do a visual inspection of the door flapper seal as follows:
 - (a) Examine the seals.
 - 1) Look for cracks, holes, and tears.
 - 2) Look for indications of seal deterioration.

E. Put the Airplane Back to Its Usual Condition

SUBTASK 52-11-00-860-011

- (1) Close and latch the door.

SUBTASK 52-11-00-940-006

- (2) Remove the work platform, COM-1523.

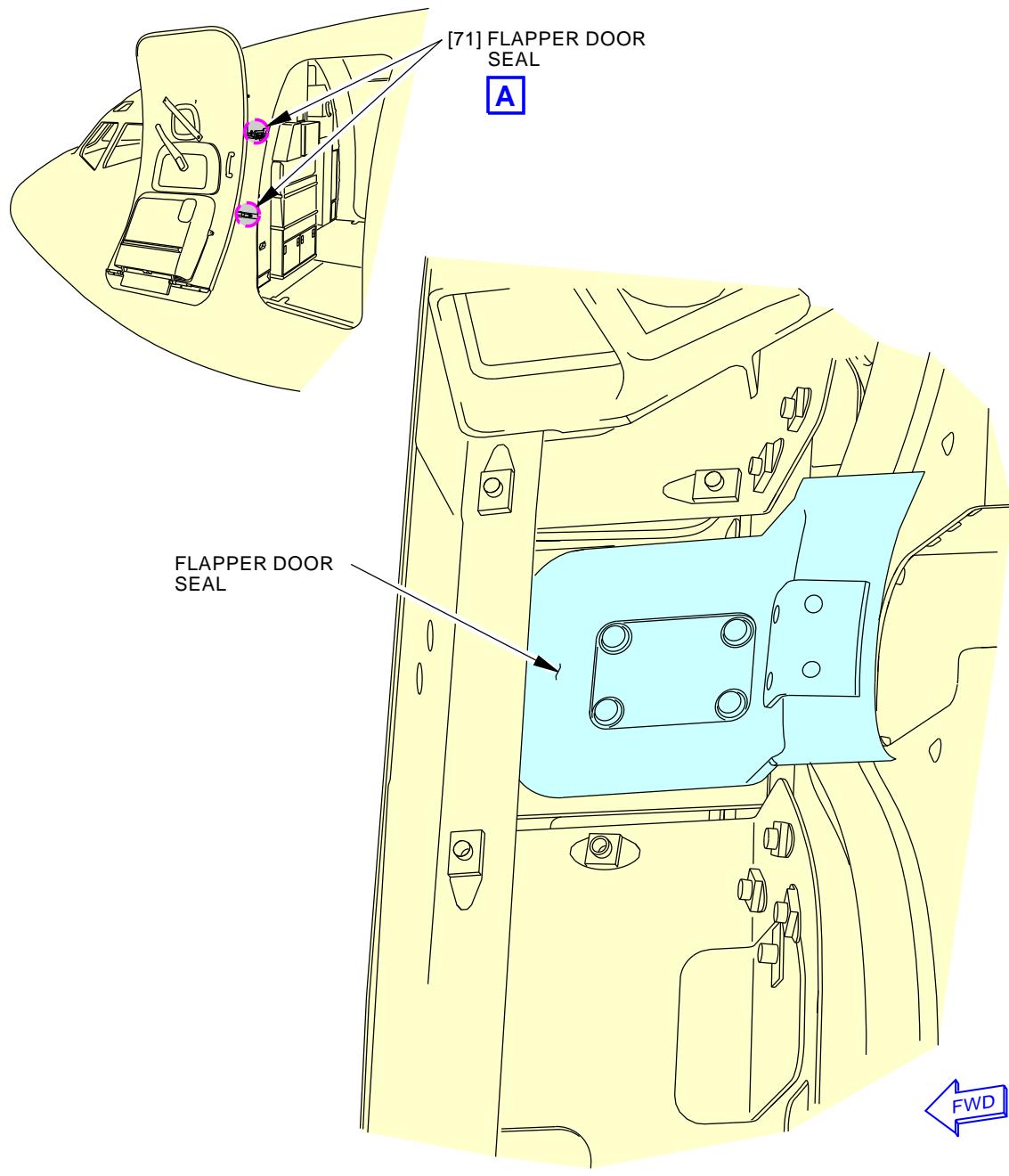
———— END OF TASK ————

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FLAPPER DOOR SEAL



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Flapper Door Seal Inspection
Figure 603/52-11-00-990-833

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TASK 52-11-00-700-805

6. Vacuum Tool Leak Check of the Forward Entry Door Seal

(Figure 604)

A. References

| Reference | Title |
|------------------|----------------------|
| 52-09-10 P/B 801 | DOOR SEALS - REPAIRS |

B. Tools/Equipment

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

| Reference | Description |
|-----------|--|
| COM-1797 | Stethoscope - Mechanics, 12 Inch Probe Part #: GA111D Supplier: 55719 Opt Part #: GA111C Supplier: 55719 |
| SPL-1473 | Probe - Kit, Ultrasonic Leak Part #: ST6760A Supplier: 81205 |
| SPL-1474 | Generator - Vacuum Part #: ST9999-VBA-201 Supplier: 81205 |
| SPL-1475 | Bag - Assembly, Door Vacuum Part #: J51004-1 Supplier: 81205 Opt Part #: ST6760 Supplier: 81205 Opt Part #: ST9999-VB Supplier: 81205 |
| STD-1160 | Stand - Cabin and General Access Stand, Adjustable Height, Max. Height 18 Feet, Platform 5 Feet by 10 Feet |

C. Consumable Materials

| Reference | Description | Specification |
|-----------|----------------------------------|---------------|
| A01024 | Compound - Fairing - 3M EC-3587B | BAC5530 |

D. Location Zones

| Zone | Area |
|------|---------------------------------|
| 831 | Forward Entry Door |
| 832 | Left Forward Emergency Exit |
| 833 | Left Emergency Exit (STA 627.5) |
| 834 | Left Aft Entry Door |
| 835 | Main Deck Cargo Door |
| 841 | Forward Galley Service Door |
| 842 | Right Forward Emergency Exit |
| 844 | Aft Galley Service Door |

E. Prepare for the Leak Check

SUBTASK 52-11-00-860-044

- (1) Do the steps that follow to prepare for the leak check:
 - (a) Make sure that the door is safe as follows:
 - 1) Make sure that the door mode select handle is in the MANUAL/DISARM position.



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- 2) Turn the EPAS battery safety switch to the DISARM position.

NOTE: If the EPAS battery safety switch is in the DISARM position, the aft hinge cover will not be flush.

- (b) Open and close the door a minimum of three times.
- (c) Close and lock the door.
- (d) Put the adjustable height cabin and general access stand, STD-1160 outboard of the door.
- (e) Calibrate the ultrasonic leak probe, SPL-1473.
- (f) Connect the vacuum generator, SPL-1474 to the door vacuum assembly bag, SPL-1475.
- (g) Connect the vacuum generator, SPL-1474 to a compressed air source.
- (h) Install the door vacuum assembly bag, SPL-1475 over the passenger entry door (Figure 604).
 - 1) Make sure that the door vacuum assembly bag, SPL-1475 covers the entire door and the gap between the door and the fuselage.
 - 2) Remove all bubbles and creases from the door vacuum assembly bag, SPL-1475.

F. Leak Check

SUBTASK 52-11-00-200-001

- (1) Do a check of the noise levels around the interior of the door as follows:

- (a) Use the vacuum generator, SPL-1474 to apply approximately 8 to 12 inch (Hg).

NOTE: Apply the vacuum gradually until you get to the 8 to 12 inch Hg range.
- (b) Hold the ultrasonic leak probe, SPL-1473 approximately 1 to 2 inches (25.40 - 50.80 mm) from the door surface.
- (c) Move the ultrasonic leak probe, SPL-1473 around the edge of the door.

NOTE: The tip of the leak probe should not touch the door surface.
- (d) Use the headphones and monitor the noise meter on the ultrasonic leak probe, SPL-1473.

G. Repair the Leak

SUBTASK 52-11-00-360-001

- (1) If the noise levels go above the red line on the ultrasonic leak probe, SPL-1473 meter, do the steps that follow:

- (a) Find the exact location of the noise with a stethoscope, COM-1797.
- (b) Remove the door vacuum assembly bag, SPL-1475 from the door.
- (c) Make sure that the PED door seal is clean and in a good condition.
- (d) Adjust the door seal, do this task.
 - 1) Make sure that the door is safe.
 - a) Make sure that the mode select handle is in the MANUAL/DISARM position.
 - b) Make sure that the EPAS battery safety switch is in the DISARM position.

NOTE: If the EPAS battery safety switch is in the DISARM position, the aft hinge cover will not be flush.



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- 2) Pull and push the seal in the seal retainer to get a good seal around the edge of the door.

NOTE: Wrinkles in the seal are not permitted.

- 3) Make sure that there are no leaks between the seal and seal depressor on the door. If it is necessary, adjust as follows:

- a) Apply the 3M EC-3587B compound, A01024 to the seal depressor and make smooth. Make sure that the thickness of the 3M EC-3587B compound, A01024 is not more than 0.4 inch (10.16 mm).

- (e) If necessary, repair or replace the door seal, do this: PAGEBLOCK 52-09-10/801.

- (f) Install the door vacuum assembly bag, SPL-1475 again and check for noise leaks.

NOTE: You will have to repeat the installation of the vacuum bag and do a check for leaks to make sure that all the noise leaks have been repaired.

H. Put the Airplane Back to Its Usual Condition

SUBTASK 52-11-00-440-001

- (1) Put the airplane back to its usual condition, do these steps:

- (a) Make sure that you remove the door vacuum assembly bag, SPL-1475 from the door.

- (b) Remove the adjustable height cabin and general access stand, STD-1160.

- (c) Arm the door as follows:

- 1) Turn the EPAS battery safety switch to the ARM position.

- 2) Put the mode select handle in the AUTOMATIC/ARM position.

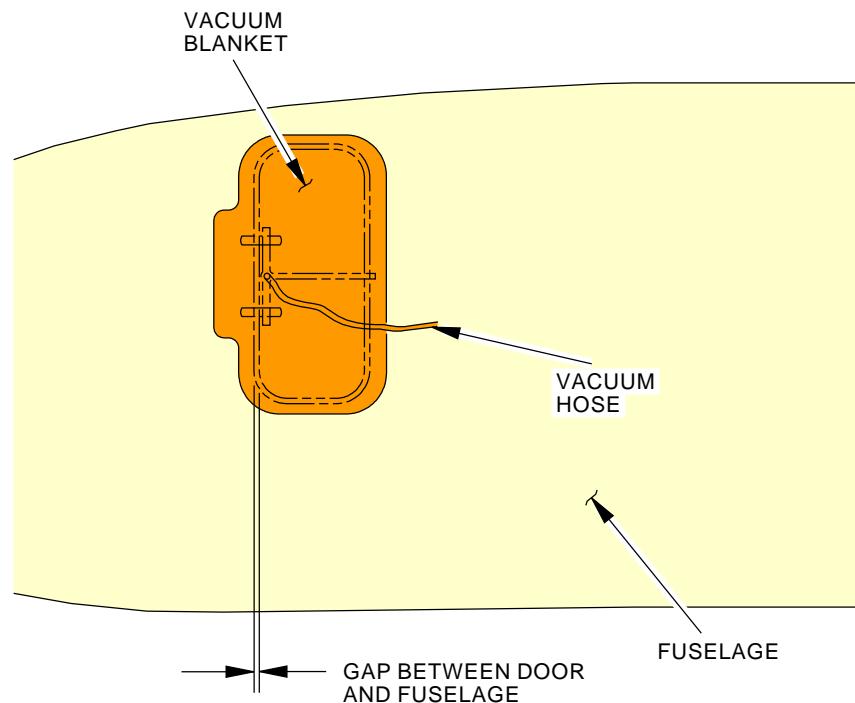
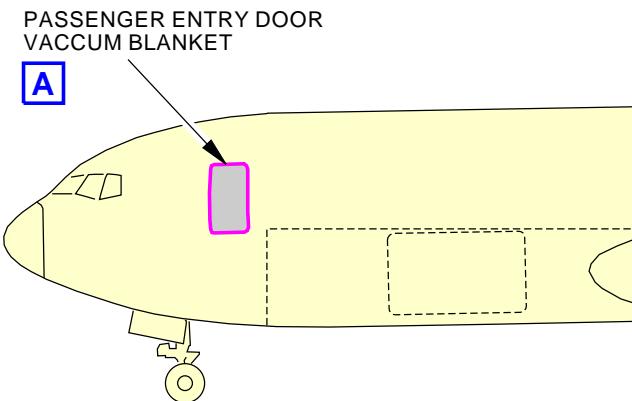
———— END OF TASK ————

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| EFFECTIVITY |
| AKS ALL |

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737-600/700/800/900
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PASSENGER ENTRY DOOR VACUUM BLANKET
(EXAMPLE)

A

NOTE:

THE VACUUM BLANKET COVERS THE ENTIRE DOOR AND
THE GAP BETWEEN THE DOOR AND THE FUSELAGE.

2158637 S0000474034_V2

Passenger Entry Door Pressure Seal Leak check
Figure 604/52-11-00-990-836

| | |
|-------------|---------|
| EFFECTIVITY | AKS ALL |
|-------------|---------|

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

FORWARD ENTRY DOOR - REPAIRS

1. General

- A. This procedure has this task:
- (1) A repair of an unsatisfactory hole for the latch pin in the top guide plate.
 - (2) The repair installs a stainless steel bushing to make the hole the correct dimension.

TASK 52-11-00-350-801

2. Top Guide Plate Latch Pin Hole Repair

(Figure 801)

A. References

| Reference | Title |
|------------------|---|
| 51-21-99-300-802 | Decorative Exterior Paint System Repair (P/B 701) |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|-------------------------|---------------|
| G50005 | Sheet - Stainless Steel | |

C. Location Zones

| Zone | Area |
|------|--------------------|
| 831 | Forward Entry Door |

D. Procedure

SUBTASK 52-11-00-020-016

- (1) Get access to the latch pin hole in the top guide plate:
 - (a) Remove the bolts that hold the top guide plate.
 - (b) Move the top guide plate to get access to the hole for the latch pin.

SUBTASK 52-11-00-220-002

- (2) Measure the latch pin hole.
 - (a) The latch pin hole is satisfactory if the diameter is less than 0.4078 inch (10.358 mm).
NOTE: If the latch pin hole is satisfactory, do not do the remaining steps in this task.
 - (b) Repair the latch pin hole if the diameter is more than 0.4078 inch (10.358mm).

SUBTASK 52-11-00-350-001

- (3) Make a spot face at the latch pin hole:
 - (a) Use a tool to make a spot face with a diameter of 0.593 inch (15.0622 mm).
 - (b) Make the depth of the spotface 0.20 inch (5.0 mm).

SUBTASK 52-11-00-350-002

- (4) Make a bushing:
 - (a) Use the piece of stainless steel sheet, G50005 to make a bushing that is approximately 0.20 inch (5.0 mm) thick with diameter of approximately 0.60 inch (15.24 mm).
 - (b) Make the thickness of the bushing the same as the depth of the spotface.
 - (c) Make the inner diameter of the bushing 0.3438-0.3478 inch (8.732-8.834 mm).
 - (d) Make the outer diameter of the bushing is larger than the outer diameter of the spot face by 0.0010-0.0015 inch (0.025-0.038 mm).
 - (e) Heat treat the bushing.

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- 1) Increase the temperature of the bushing to 900 degrees F° (482 degrees C°) for one hour.
- 2) Let the temperature of the bushing decrease in the air.

SUBTASK 52-11-00-420-012

- (5) Install the bushing in the top guide plate.
 - (a) Put the bushing in the spot face.
 - (b) Apply paint to the area of the repair, do this task: Decorative Exterior Paint System Repair, TASK 51-21-99-300-802.

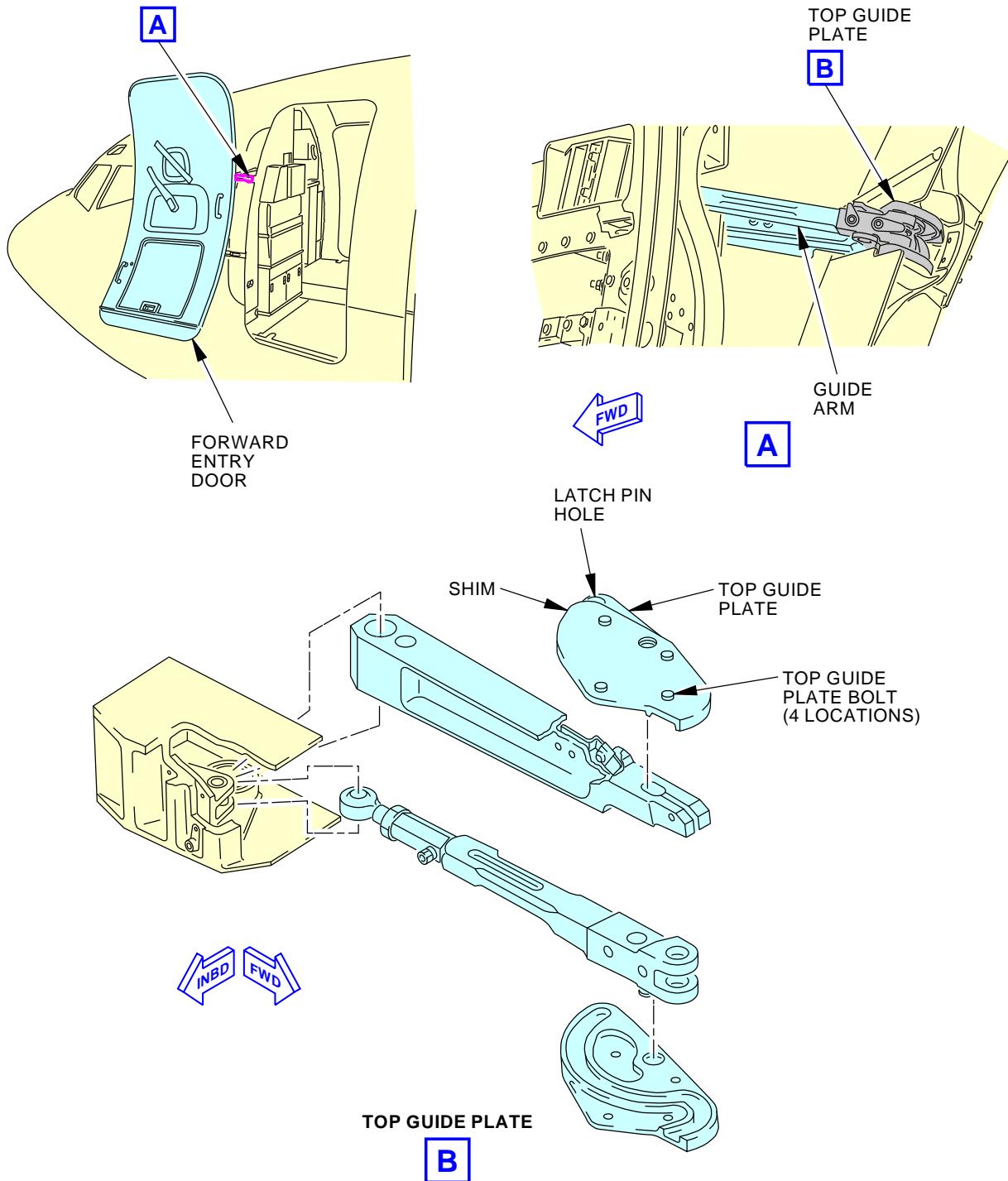
SUBTASK 52-11-00-420-013

- (6) Install the top guide plate.
 - (a) Move the top guide plate to align the holes for the bolts.
 - (b) Install the bolts in the top guide plate.

———— END OF TASK ————

EFFECTIVITY
AKS ALL

52-11-00



K03091 S0006579810_V2

Repair of the Latch Pin Hole In the Top Guide Plate
Figure 801/52-11-00-990-818

EFFECTIVITY
AKS ALL

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FORWARD ENTRY DOOR STOP BEARING PLATES - REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
- (1) Stop Bearing Plate - Removal.
 - (2) Stop Bearing Plate - Installation.

TASK 52-11-01-000-801

2. Stop Bearing Plate - Removal

A. References

| Reference | Title |
|------------------|--|
| 52-11-00 P/B 201 | FORWARD ENTRY DOOR - MAINTENANCE PRACTICES |

B. Tools/Equipment

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

| Reference | Description |
|-----------|---|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose |
| | Part #: B-14 Supplier: 05060 |
| | Part #: B-9 Supplier: 05060 |
| | Part #: Z-45-25J Supplier: 59497 |
| STD-291 | Drift - Light Weight, Metal or Plastic |
| STD-1242 | Hammer - Standard |

C. Consumable Materials

| Reference | Description | Specification |
|-----------|--|----------------------|
| B00083 | Solvent - VM&P Naphthas | ASTM D-3735 Type III |
| G00034 | Cotton Wiper - Process Cleaning Absorbent Wiper (Cheesecloth, Gauze) | BMS15-5 Class A |

D. Location Zones

| Zone | Area |
|------|--------------------|
| 831 | Forward Entry Door |

E. Prepare for the Removal

SUBTASK 52-11-01-860-001

- (1) Install the work platform, COM-1523 outboard of the door.
- (2) Open the forward entry door FORWARD ENTRY DOOR - MAINTENANCE PRACTICES, PAGEBLOCK 52-11-00/201

F. Procedure

SUBTASK 52-11-01-020-001

- (1) A. If necessary, use a standard hammer, STD-1242 and a non-metallic light weight, metal or plastic drift, STD-291 to remove the stop bearing plate.
- (2) Clean the mounting hole with a clean cotton wiper, G00034 that is moist with solvent, B00083.

NOTE: Clean surfaces are necessary to make a good bond.

———— END OF TASK ————

EFFECTIVITY
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TASK 52-11-01-400-801

3. Stop Bearing Plate - Installation

A. References

| Reference | Title |
|------------------|--|
| 52-11-00 P/B 201 | FORWARD ENTRY DOOR - MAINTENANCE PRACTICES |

B. Tools/Equipment

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

| Reference | Description |
|-----------|--|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose Part #: B-14 Supplier: 05060 Part #: B-9 Supplier: 05060 Part #: Z-45-25J Supplier: 59497 |
| STD-1242 | Hammer - Standard |

C. Consumable Materials

| Reference | Description | Specification |
|-----------|---|---------------------------------------|
| A00551 | Sealant - Fuel Tank | BAC5010 Type 44 (BMS5-44, BMS5-45) |
| B00083 | Solvent - VM&P Naphthas | ASTM D-3735 Type III |
| G00034 | Cotton Wiper - Process Cleaning Absorbent Wiper (Cheesecloth, Gauze) | BMS15-5 Class A |

D. Location Zones

| Zone | Area |
|------|--------------------|
| 831 | Forward Entry Door |

E. Prepare for the installation

SUBTASK 52-11-01-420-001

- (1) Do a test of the fit of the stop bearing plate before the installation.
 - (a) Use hand pressure to install the stop bearing plate into the mounting hole.
 - (b) Discard the stop bearing plate, if you can install it with hand pressure.
 - (c) Get a new stop bearing plate, if needed.

NOTE: When hand pressure is not sufficient to install the stop bearing plate, a new stop bearing plate is not necessary.

F. Procedure

SUBTASK 52-11-01-420-002

- (1) Install the stop bearing plate.
 - (a) Apply a layer of adhesive sealant, A00551 to the stop bearing plate and to the mounting hole.
 - (b) Install the stop bearing plate with a pneumatic rivet gun with a brass set.
- NOTE: If the pneumatic rivet gun is not available, use a standard hammer, STD-1242 and a non-metallic drift to install the stop bearing plate.
- (c) Use a clean cotton wiper, G00034 that is moist with solvent, B00083 to remove the unwanted adhesive sealant, A00551 from the stop bearing plate before it dries.

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G. Put the airplane back to its usual condition

SUBTASK 52-11-01-940-001

- (1) Close the forward entry door FORWARD ENTRY DOOR - MAINTENANCE PRACTICES, PAGEBLOCK 52-11-00/201.
- (2) Remove the work platform, COM-1523.

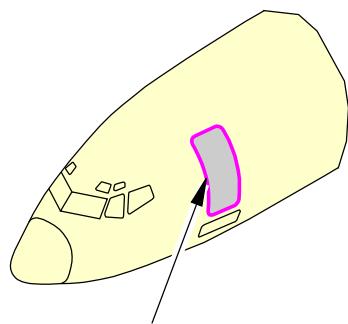
———— END OF TASK ——

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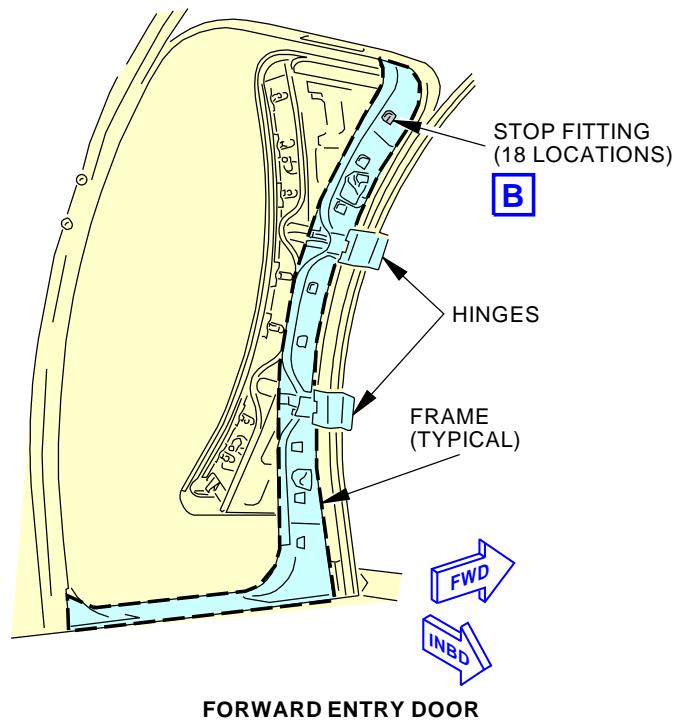


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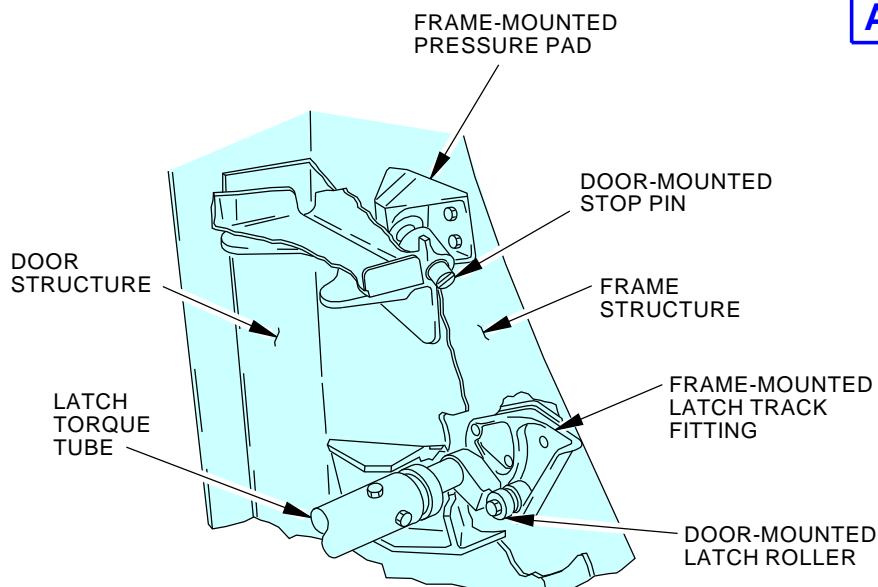


FORWARD
ENTRY
DOOR

A



A



B

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DOOR STOP BEARING PLATE - REMOVAL/INSTALLATION
Figure 401/52-11-01-990-801

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737-600/700/800/900
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FORWARD ENTRY DOOR HINGE ARM - REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
- (1) A removal of the forward entry door hinge arm.
 - (2) An installation of the forward entry door hinge arm.

TASK 52-11-11-000-802

2. Forward Entry Door Hinge Arm Removal

(Figure 401)

A. References

| Reference | Title |
|------------------|--------------------------------------|
| 52-11-00-000-802 | Forward Entry Door Removal (P/B 401) |

B. Tools/Equipment

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

| Reference | Description |
|-----------|---|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose |
| | Part #: B-14 Supplier: 05060 |
| | Part #: B-9 Supplier: 05060 |
| | Part #: Z-45-25J Supplier: 59497 |

C. Location Zones

| Zone | Area |
|------|--------------------|
| 831 | Forward Entry Door |

D. Access Panels

| Number | Name/Location |
|--------|---|
| 831AZ | Forward Entry Door - Torque Tube Access |
| 831CZ | Forward Entry Door - Handle Box Access |

E. Prepare for the Removal

SUBTASK 52-11-11-860-001

- (1) Make sure the door is safe as follows:
 - (a) Make sure the door is closed and latched.

WARNING: MAKE SURE THE GIRT BAR IS NOT ENGAGED IN THE FLOOR-MOUNTED ESCAPE SLIDE BRACKETS. IF THE GIRT BAR IS ENGAGED IN THE BRACKETS, THE ESCAPE SYSTEM CAN DEPLOY WHEN YOU OPEN THE DOOR. THIS CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.

- (b) Make sure the girt bar is not engaged in the floor-mounted escape slide brackets.
- (c) Install the work platform, COM-1523 outboard of the door.

SUBTASK 52-11-11-010-004

- (2) Do this task: Forward Entry Door Removal, TASK 52-11-00-000-802.

SUBTASK 52-11-11-410-003

- (3) Get access to the door [1]:

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- (a) Remove the assist handle bracket [3] to the door [1].

- (b) Remove this access panel:

Number Name/Location

831AZ Forward Entry Door - Torque Tube Access

- (c) Remove this access panel:

Number Name/Location

831CZ Forward Entry Door - Handle Box Access

F. Forward Entry Door Hinge Arm Removal

SUBTASK 52-11-11-020-008

- (1) Remove the handle mechanism:

- (a) Remove the cover [35] on the interior handle [32] to get access to the fasteners that attach the interior handle [32] to the handle mechanism.

- (b) Remove the cotter pins [36], nuts [34], and washers [33] that attach the interior handle [32] to the hub [38].

- (c) Remove the interior handle [32].

- (d) Remove the bolts [37] from the hub [38] if they are loose.

NOTE: The bolts [37] are bonded to the hub [38] and it is not necessary to remove them if the bond is tight.

- (e) Remove the bolts [40] and washers [27] that attach the cam cover [28] to the handle box [7].

- (f) Remove the cam cover [28].

- (g) Remove the lockwire, bolts [30], and washers [29] that attach the hub [38] and shim [39] to the handle cam [26].

- (h) Remove the hub [38] and the shim [39].

- (i) Remove the cotter pin [42] from the nut [41] that holds the handle cam [26] to the handle shaft [49].

- (j) Hold the exterior handle [13] and remove the nut [41] and washer [43] that hold the handle cam [26] to the handle shaft [49].

NOTE: When you remove the nut [41], the exterior handle [13] and part of the handle mechanism will be loose on the outer side of the door.

- (k) Remove the handle cam [26].

- (l) From the outer side of the door, remove the exterior handle [13], sleeve [47], handle shaft [49], and centering cam [46] as an assembly.

- (m) If it is necessary, disassemble these parts further as follows:

- 1) Remove the bolts [12], washers [48], and nuts [45] that attach the exterior handle [13] to the centering cam [46] through the sleeve [47].

- 2) Remove the exterior handle [13].

- 3) Remove the centering cam [46].

- 4) Remove the handle shaft [49] from the sleeve [47].

- 5) Remove the spring pin [11] from the washer [14] and pin [52].

- 6) Remove the washer [14] from the end of the pin [52].

- 7) Remove the lock ring [50] from the handle shaft [49].

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- 8) Remove the nut [53] from the end of the handle shaft [49].
- 9) Remove the spring [51] and pin [52] from the handle shaft [49].
- (n) Remove the bolts [17] and washers [15] that attach the handle pan [16], seal plate [19], and handle housing [23] to the handle box [7].
- (o) Remove the handle pan [16] and seal plate [19] from the external side of the door [1].
- (p) Remove the seal plate [19] from the handle pan [16] and the packing [21] from the seal plate [19].
- (q) Remove the handle housing [23] from the handle box [7] and the packing [20] from the handle housing [23].
- (r) If it is necessary, remove the bearing [24] from the handle box [7]:
 - 1) Remove the retaining ring [25] that holds the bearing [24] in the handle box [7].
 - 2) Remove the bearing [24] from the handle box [7].

SUBTASK 52-11-11-020-009

- (2) Remove the upper and lower latch control rods [18]:
 - (a) Remove the bolts [60] and washers [61] that connect the latch control rods [18] to the handle mechanism in the handle box [7].
 - (b) Remove the bolts [54], washers [55], nuts [56], and cotter pins [57] that connect the latch control rods [18] to the upper and lower latch torque tubes [58].
 - (c) Remove the latch control rods [18] from the handle box [7] and door [1] to make clearance for the handle box [7] removal.

SUBTASK 52-11-11-020-010

- (3) Disconnect the door hinge torque tube [59]:
 - (a) Remove the bolts [72], washers [70], and nuts [69] that go through the upper and lower sleeves [71] on the door hinge torque tube [59].
 - (b) Move the sleeves [71] toward the center of the door hinge torque tube [59] to make clearance to remove the door hinge torque tube [59] and handle box [7] at the same time.

SUBTASK 52-11-11-020-011

- (4) Remove the handle box [7] and door hinge torque tube [59]:
 - (a) Remove the bolts [68] and washers [67] that attach the upper and lower splice angles [66] to the beams.
 - (b) Remove the upper and lower splice angles [66] from the beams to get access to the door hinge torque tube [59].
 - (c) Remove the bolts [63], washers [64], bolts [65], and washers [64] that attach the top and bottom of the handle box [7] to the beam.
 - (d) Carefully remove the handle box [7] and door hinge torque tube [59] from the door structure.
 - (e) If the laminated shims [62] between the top of the handle box [7] and beam are loose, remove them.

SUBTASK 52-11-11-020-012

- (5) Remove the hinge arm [2] from the hinge support:

NOTE: Do this step for each hinge arm.

- (a) Loosen the bolts [74] and washers [75] that hold the hinge pin [76] in the hinge arm [2].
- (b) Remove hinge clip [78].

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- (c) Remove the hinge pin [76] from the hinge arm [2].
- (d) Remove the packing [73] from the hinge pin [76].
- (e) Remove the hinge arm [2].

———— END OF TASK ————

TASK 52-11-11-400-802

3. Forward Entry Door Hinge Arm Installation

(Figure 401)

A. References

| Reference | Title |
|------------------|---|
| 52-11-00-400-802 | Forward Entry Door Installation (P/B 401) |

B. Tools/Equipment

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

| Reference | Description |
|-----------|---|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose |
| | Part #: B-14 Supplier: 05060 |
| | Part #: B-9 Supplier: 05060 |
| | Part #: Z-45-25J Supplier: 59497 |

C. Consumable Materials

| Reference | Description | Specification |
|-----------|--|-----------------------|
| A00247 | Sealant - Pressure And Environmental - Chromate Type | BMS5-95 |
| C00528 | Compound - Corrosion Preventive, Petroleum Hot Application (Soft Film) | MIL-C-11796 Class III |
| D00633 | Grease - Aircraft General Purpose | BMS3-33 |
| G00440 | Lockwire - MS20995C41, Corrosion Resistant Steel - 0.041 Inch (1.0414 mm) Diameter | NASM20995 |

D. Location Zones

| Zone | Area |
|------|--------------------|
| 831 | Forward Entry Door |

E. Access Panels

| Number | Name/Location |
|--------|---|
| 831AZ | Forward Entry Door - Torque Tube Access |
| 831CZ | Forward Entry Door - Handle Box Access |

F. Forward Entry Door Hinge Arm Installation

SUBTASK 52-11-11-420-010

- (1) Install the hinge arm [2] in the hinge support:

NOTE: Do this step for each hinge arm.

- (a) Put the hinge arm [2] in its correct position in the hinge support.
- (b) Do a check of the packing [73] for damage or wear and replace it if necessary.
- (c) Apply grease, D00633 to the packing [73] before installation.

| | |
|-------------|--|
| EFFECTIVITY | |
| AKS ALL | |

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- (d) Install the packing [73] on the hinge pin [76].
- (e) Apply grease, D00633 to the hinge pin [76] and the bolt [74] before installation.
- (f) Install the hinge pin [76] in the hinge arm [2].
- (g) Install the hinge clip [78], bolt [74] and washer [75] to hold the hinge pin [76] in the hinge arm [2].
- (h) Apply grease, D00633 in the opening between the hinge arm [2] and hinge pin [76] and to any openings between the hinge support and the hinge pin [76].

SUBTASK 52-11-11-420-011

- (2) Install the handle box [7] and the door hinge torque tube [59]:
 - (a) Apply sealant, A00247 to the mating surfaces between the bottom of the handle box [7] and the beam before installation.
 - (b) Carefully put the handle box [7] and the door hinge torque tube [59] in their correct position in the door structure.
 - (c) If the laminated shims [62] between the top of the handle box [7] and the beam were removed, do these steps:
 - 1) Make sure the maximum clearance between the top of the handle box [7] and the beam is 0.01 inch (0.25 mm).
 - 2) Apply sealant, A00247 to the mating surfaces between the handle box [7], laminated shims [62], and beam before installation.
 - 3) Install the laminated shims [62] between the handle box [7] and the beam.
 - (d) Apply sealant, A00247 to the mating surfaces of the bolts [63], washers [64], bolts [65], washers [64], handle box [7], and beam before installation.
 - (e) Install the bolts [63], washers [64], bolts [65], and washers [64] to attach the top and bottom of the handle box [7] to the beams.
 - (f) Put the upper and lower splice angles [66] in their correct position on the beams.
 - (g) Apply compound, C00528 to the holes for the bolts [68] before installation.
 - (h) Install the bolts [68] and washers [67] to attach the upper and lower splice angles [66] to the beams.

SUBTASK 52-11-11-420-012

- (3) Connect the door hinge torque tube [59]:
 - (a) Apply grease, D00633 to the mating surfaces of the sleeves [71], hinge pins [76], and door hinge torque tube [59] before installation.
 - (b) Put the sleeves [71] over the hinge pins [76].
 - (c) Apply compound, C00528 to the holes for the bolts [72] before installation.
 - (d) Install the bolts [72], washers [70], and nuts [69] that go through the upper and lower sleeves [71] on the door hinge torque tube [59].

SUBTASK 52-11-11-420-013

- (4) Install the upper and lower latch control rods [18]:
 - (a) Put the latch control rods [18] in their correct positions in the handle box [7] and door.
 - (b) Apply compound, C00528 to the holes for the bolts [54] [60] before installation.
 - (c) Install the bolts [54], washers [55], nuts [56], and cotter pins [57], to connect the latch control rods [18] to the upper and lower latch torque tubes [58].





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- (d) Install the bolts [60] and nuts [61] to connect the latch control rods [18] to the handle mechanism in the handle box [7].

SUBTASK 52-11-11-420-014

- (5) Install the handle mechanism:
- (a) Do a check of the packings [20] [21] for damage or wear and replace them if it is necessary.
 - (b) Apply grease, D00633 to the packings [20] [21] before installation.
 - (c) Install the packing [21] in the seal plate [19] and the packing [20] in the handle housing [23].
 - (d) Put the handle housing [23] in its correct position against the handle box [7].
 - (e) Put the seal plate [19] in its correct position against the handle pan [16].
 - (f) Put the handle pan [16] and seal plate [19] in position on the external side of the door [1].
 - (g) Install the bolts [17], washers [15] to attach the handle pan [16], seal plate [19], and handle housing [23] to the handle box [7].
 - (h) Install the exterior handle [13], handle shaft [49], sleeve [47], and centering cam [46] as an assembly.
 - (i) Make sure the lubrication fitting on the sleeve [47] is in its correct position.
 - (j) If it is necessary, assemble these parts before installation:
 - 1) Install the pin [52] and spring [51] in the handle shaft [49].
 - 2) Install the nut [53] in the end of the handle shaft [49].
 - 3) Install the lock ring [50] on the handle shaft [49].
 - 4) Install the washer [14] on the end of the pin [52].
 - 5) Install the spring pin [11] through the washer [14] and pin [52].
 - 6) Apply grease, D00633 to the mating surfaces of the handle shaft [49] and sleeve [47] before installation.
 - 7) Install the handle shaft [49] in the sleeve [47].
 - 8) Install the bolts [12], washers [48], and nuts [45] to attach the exterior handle [13] and sleeve [47] to the centering cam [46].
 - (k) If it is necessary, install the bearing [24] and retaining ring [25] in the handle box [7]:
 - 1) Put the bearing [24] in position in the handle box [7].
 - 2) Install the retaining ring [25] to hold the bearing [24] in the handle box [7].
 - (l) Apply grease, D00633 to the mating surfaces of the handle shaft [49] and the handle cam [26] before installation in the handle box [7].
 - (m) Hold the exterior handle [13] in position on the exterior side of the door [1].
 - (n) Install the handle shaft [49] through the handle box [7].
 - (o) Install the handle cam [26] on the end of the handle shaft [49].
 - (p) Install the washer [43], nut [41], and cotter pin [42] to hold the handle cam [26] to the handle shaft [49].
 - (q) Put the hub [38] and shim [39] in their correct position against the handle cam [26].
 - (r) Install the bolts [30] and washers [29] to attach the hub [38] and shim [39] to the handle cam [26].
 - (s) Install MS20995C41 lockwire, G00440 on the bolt [30].

EFFECTIVITY
AKS ALL

52-11-11



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- (t) Put the cam cover [28] in its correct position against the handle box [7].
- (u) Install the bolts [40] and washers [27] to attach the cam cover [28] to the handle box [7].
- (v) Put the bolts [37] through the hub [38].
- (w) Put the interior handle [32] in its correct position against the hub [38].
- (x) Install the washers [33], nuts [34], and cotter pins [36] to attach the interior handle [32] to the hub [38].
- (y) Install the cover [35] on the interior handle [32].

SUBTASK 52-11-11-420-015

- (6) Do this task: Forward Entry Door Installation, TASK 52-11-00-400-802.

G. Put the Airplane Back to Its Usual Condition

SUBTASK 52-11-11-410-005

- (1) Install this access panel:

Number Name/Location

831AZ Forward Entry Door - Torque Tube Access

- (2) Install this access panel:

Number Name/Location

831CZ Forward Entry Door - Handle Box Access

SUBTASK 52-11-11-080-001

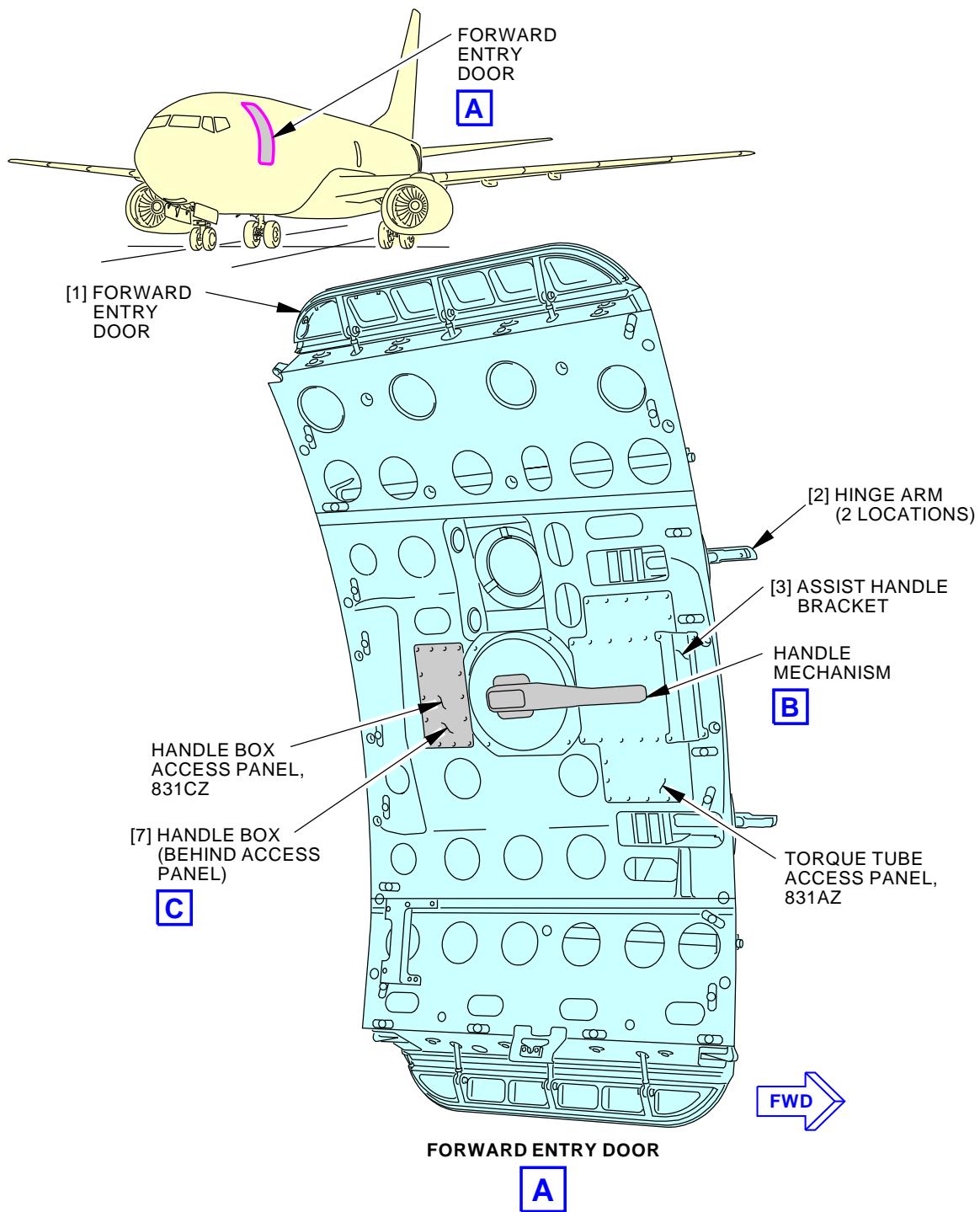
- (3) Remove the work platform, COM-1523 from the door.

———— END OF TASK ————



52-11-11

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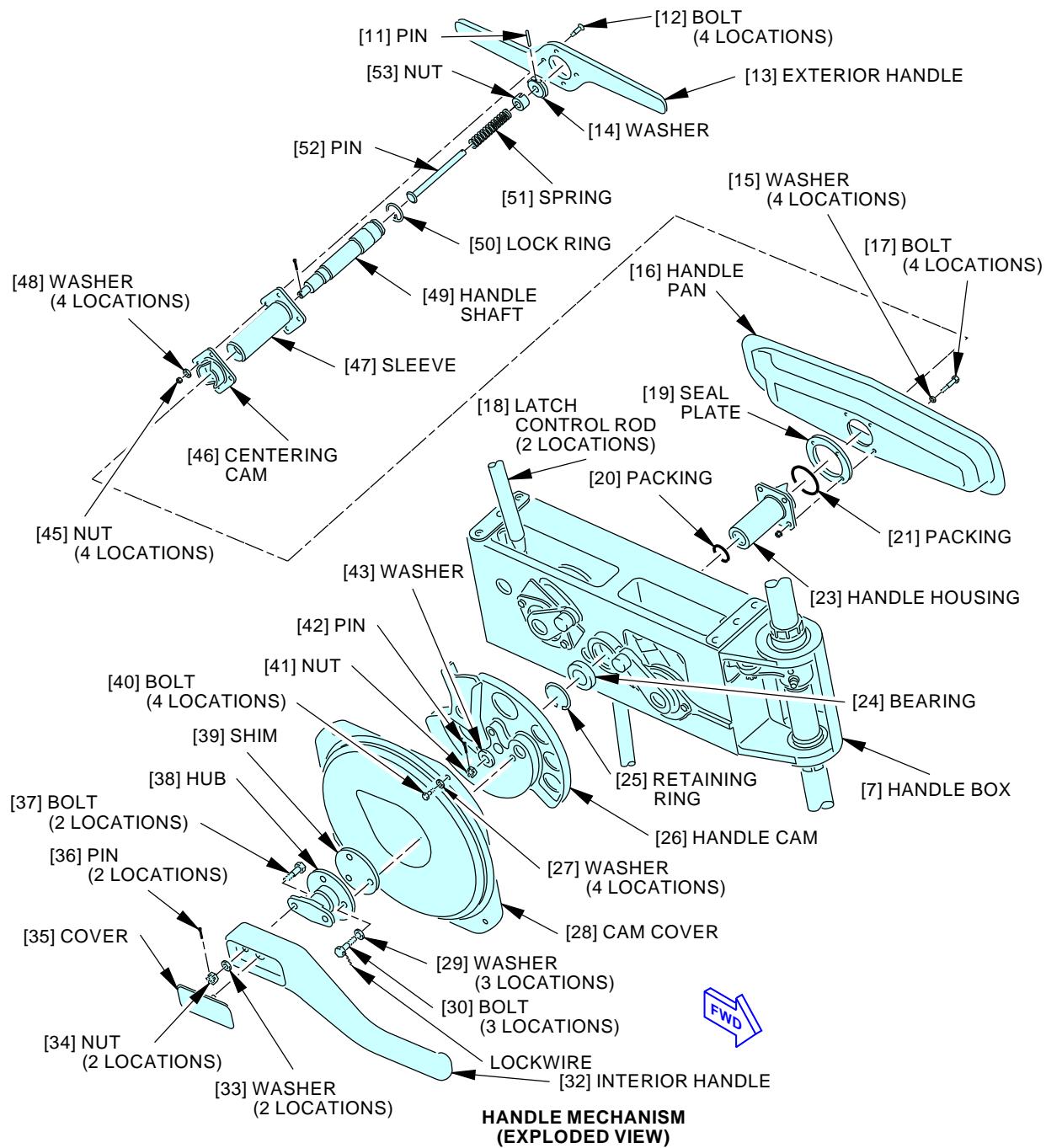


G44616 S0006579815_V2

Forward Entry Door Hinge Arm Installation
Figure 401/52-11-11-990-803 (Sheet 1 of 5)

EFFECTIVITY
 AKS ALL

52-11-11

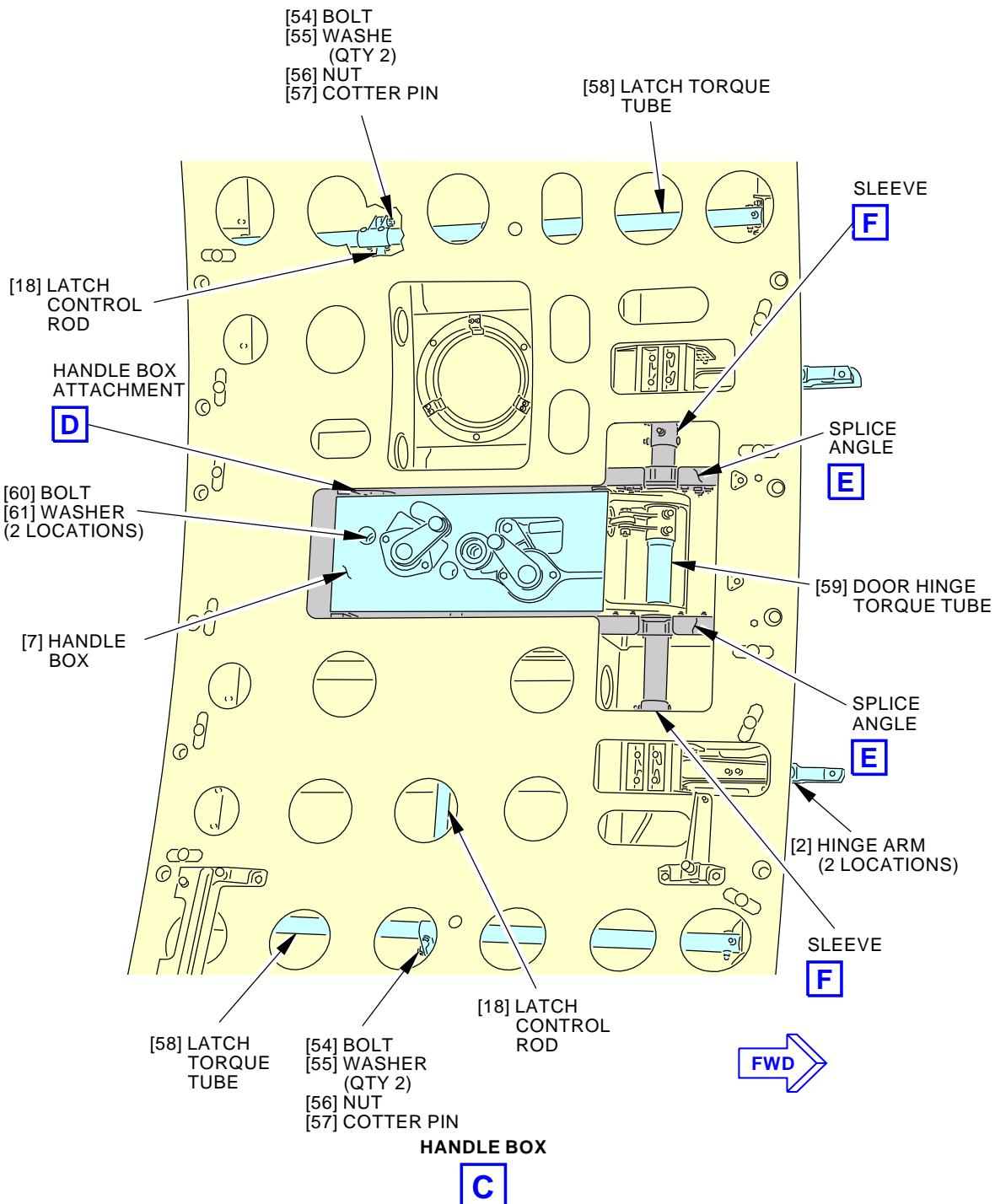
**737-600/700/800/900
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B

G44166 S0006579816_V2

**Forward Entry Door Hinge Arm Installation
Figure 401/52-11-11-990-803 (Sheet 2 of 5)**

| | |
|-------------|---------|
| EFFECTIVITY | AKS ALL |
|-------------|---------|

52-11-11

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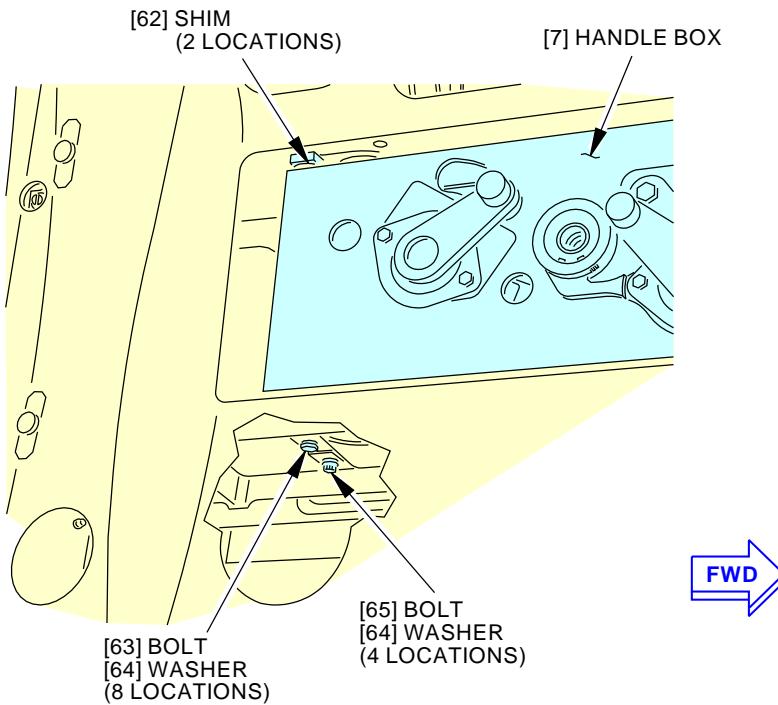
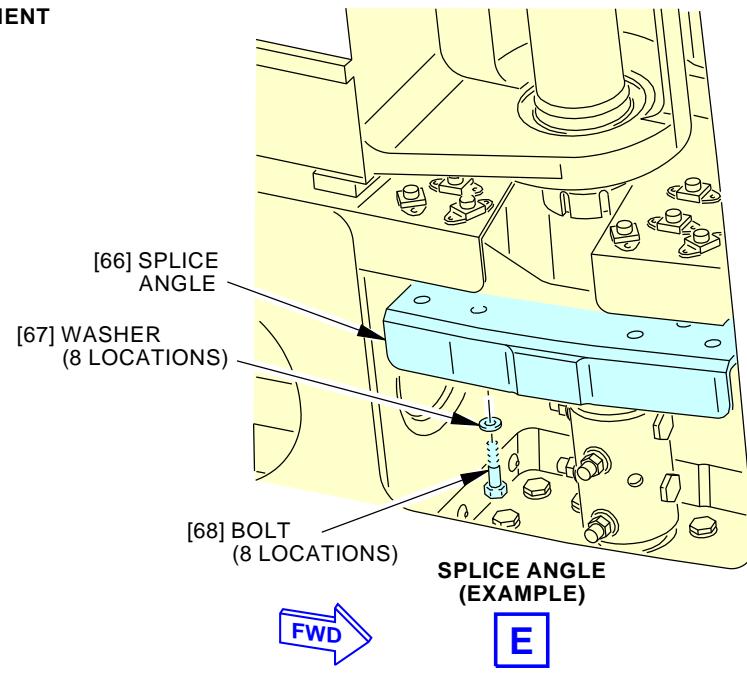
G44675 S0006579817_V2

**Forward Entry Door Hinge Arm Installation
Figure 401/52-11-11-990-803 (Sheet 3 of 5)**

 EFFECTIVITY
AKS ALL

52-11-11

D633A101-AKS

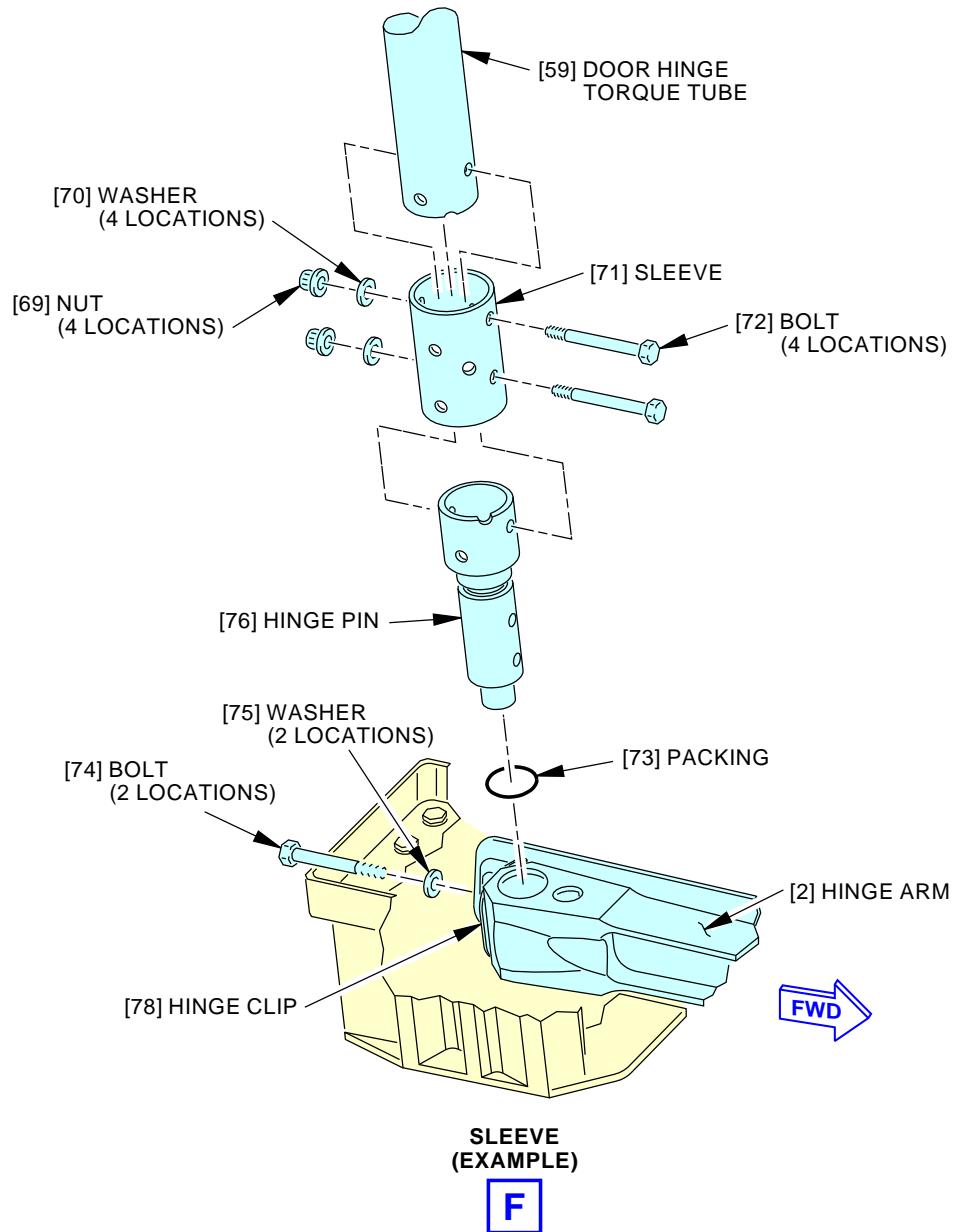

HANDLE BOX ATTACHMENT
D


G44756 S0006579818_V2

**Forward Entry Door Hinge Arm Installation
Figure 401/52-11-11-990-803 (Sheet 4 of 5)**

EFFECTIVITY
AKS ALL

52-11-11



G44821 S0006579819_V2

Forward Entry Door Hinge Arm Installation
Figure 401/52-11-11-990-803 (Sheet 5 of 5)

EFFECTIVITY
AKS ALL

52-11-11



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FORWARD ENTRY DOOR GUIDE ARM AND ROLLER - REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
 - (1) A removal of the forward entry door guide arm and roller.
 - (2) An installation of the forward entry door guide arm and roller.
- B. The forward entry door guide arm and roller is referred to as the guide arm and roller in this procedure.

TASK 52-11-21-000-802

2. Forward Entry Door Guide Arm and Roller Removal

(Figure 401)

A. References

| Reference | Title |
|------------------|---|
| 52-11-31-000-802 | Forward Entry Door Lining Removal (P/B 401) |

B. Tools/Equipment

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

| Reference | Description |
|-----------|---|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose |
| | Part #: B-14 Supplier: 05060 |
| | Part #: B-9 Supplier: 05060 |
| | Part #: Z-45-25J Supplier: 59497 |

C. Location Zones

| Zone | Area |
|------|--------------------|
| 831 | Forward Entry Door |

D. Access Panels

| Number | Name/Location |
|--------|--------------------|
| 831 | Forward Entry Door |

E. Prepare for the Removal

SUBTASK 52-11-21-860-001

- (1) Make sure the door is safe as follows:
 - (a) Make sure the door is closed and latched.

WARNING: MAKE SURE THE GIRT BAR IS NOT ENGAGED IN THE FLOOR-MOUNTED ESCAPE SLIDE BRACKETS. IF THE GIRT BAR IS ENGAGED IN THE BRACKETS, THE ESCAPE SYSTEM CAN DEPLOY WHEN YOU OPEN THE DOOR. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (b) Make sure the girt bar is not engaged in the floor-mounted escape slide brackets.
- (c) Install the work platform, COM-1523 outboard of the door.

SUBTASK 52-11-21-010-001

- (2) Get access to the door as follows:
 - (a) Make sure the door is closed and latched.

EFFECTIVITY
AKS ALL

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- (b) Do this task: Forward Entry Door Lining Removal, TASK 52-11-31-000-802.
- (c) Open this access panel:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------|
| 831 | Forward Entry Door |

F. Removal of the Forward Entry Door Guide Arm and Roller

SUBTASK 52-11-21-020-006

- (1) Disconnect the guide arm [2] from the door [1]:
 - (a) Remove the bolt [3], washer [4], washer [6], nut [5], and pin [7] that attach the guide arm [2] to the door structure.
 - (b) Remove the guide arm [2] from the door [1].

SUBTASK 52-11-21-020-007

- (2) Disconnect the radius links [8] and [10] from the guide arm [2]:
 - (a) Remove the screw [12], key washer [11], washers [36], bushing [35] and pin [9] that attach the radius links [8] and [10] to the guide arm [2].
 - (b) Move the guide arm [2] away from the radius links [8] and [10].

SUBTASK 52-11-21-020-008

- (3) Remove the hold open mechanism from the guide arm [2]:
 - (a) Disconnect the ends of the spring [17] from the cam [15] and link [18].
 - (b) Remove the spring pin [37] from guide arm [2], if necessary.
 - (c) Remove the spacers [16] that attach the spring [17], cam [15], link [18], and washers [19] to the shafts [14].
 - (d) Remove the spring [17], cam [15], link [18], and washers [19] from the shafts [14].
 - (e) Remove the screw [22], lever [21], washer [13], and washer [19] from the shaft [14] nearest the roller end of the guide arm [2].
 - (f) Remove the screw [22], cam [23], washer [13], and washer [19] from the other shaft [14].
- NOTE: The shafts [14] will be loose in the guide arm [2].

SUBTASK 52-11-21-020-009

- (4) Disconnect the guide arm [2] and roller [20] from the guide plates on the fuselage:
 - (a) Move the guide arm [2] away from the door until it is parallel to the fuselage.
 - (b) Move the guide arm [2] and roller [20] forward to the open end of the guide plate tracks until the roller [20] is clear of the guide plates.
 - (c) Remove the guide arm [2] and roller [20] from the airplane.

———— END OF TASK ————

TASK 52-11-21-400-802

3. Forward Entry Door Guide Arm and Roller Installation
(Figure 401)

A. References

| Reference | Title |
|------------------|--|
| 52-11-00-820-801 | Forward Entry Door Adjustment (P/B 501) |
| 52-11-31-400-802 | Forward Entry Door Lining Installation (P/B 401) |

EFFECTIVITY
AKS ALL

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B. Tools/Equipment

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

| Reference | Description |
|------------------|--|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose Part #: B-14 Supplier: 05060 Part #: B-9 Supplier: 05060 Part #: Z-45-25J Supplier: 59497 |

C. Consumable Materials

| Reference | Description | Specification |
|------------------|--|--------------------------|
| A50212 | Compound - Threadlocking, Low-strength - Loctite 222MS | MIL-S-46163A, ASTM D5363 |
| D00633 | Grease - Aircraft General Purpose | BMS3-33 |

D. Expendables/Parts

| AMM Item | Description | AIPC Reference | AIPC Effectivity |
|-----------------|--------------------|-----------------------|-------------------------|
| 2 | Guide arm | 52-11-21-01-240 | AKS ALL |
| 37 | Spring pin | 52-11-21-01-137 | AKS ALL |

E. Location Zones

| Zone | Area |
|-------------|--------------------|
| 831 | Forward Entry Door |

F. Access Panels

| Number | Name/Location |
|---------------|----------------------|
| 831 | Forward Entry Door |

G. Installation of the Forward Entry Door Guide Arm and Roller

SUBTASK 52-11-21-820-001

- (1) If a new guide arm [2] is being installed, make sure the length of the new guide arm [2] is the same as the guide arm [2] which was removed.

- (a) If necessary, use the adjuster nut [31] to change the length of the guide arm [2]:

NOTE: This is an initial adjustment for a new guide arm [2].

- 1) Remove the bolt [27], washer [28], washer [29], and nut [30] that attach the lock channel [26] to the guide arm [2].
- 2) Remove the lock channel [26].
- 3) Loosen the jamnut [25].
- 4) Change the length of the guide arm rod end [24] with the adjuster nut [31].
- 5) Make sure the adjuster nut [31] will align with the lock channel [26].
- 6) Tighten the jamnut [25].
- 7) Put the lock channel [26] in its correct position on the guide arm [2].
- 8) Install the bolt [27], washer [28], washer [29], and nut [30] to hold the lock channel [26] for the adjuster nut [31] in position.

SUBTASK 52-11-21-420-005

- (2) Connect the guide arm [2] and roller [20] to the fuselage at the guide plates:

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- (a) Put the guide arm [2] in position parallel to the fuselage with the roller [20] forward and the lock channel [26] on the inboard side.
- (b) Put the roller [20] in the open end of the guide plate tracks at the forward edge of the guide plates.
- (c) Move the guide arm [2] and roller [20] to the aft end of the guide plate tracks.

SUBTASK 52-11-21-420-006

- (3) Install the hold open mechanism on the guide arm [2]:
 - (a) Turn the guide arm [2] until the face with the lock channel [26] is nearest you.
 - (b) If necessary, put the shafts [14] in the guide arm [2].
 - (c) Put the lever [21] and washer [19] over the shaft [14] nearest the roller end of the guide arm [2].

NOTE: Make sure the lever [21] is parallel to the axis of the guide arm [2] and points to the roller [20].
 - (d) Install the screw [22] and washer [13] to attach the lever [21] and washer [19] to the shaft [14].
 - (e) Put the cam [23] and washer [19] over the other shaft.

NOTE: Make sure the lobe of the cam [23] points up.
 - (f) Install the screw [22] and washer [13] to attach the cam [23] and washer [19] to the shaft [14].
 - (g) Turn the guide arm [2] until the face with the lock channel [26] is away from you.
 - (h) Put the washers [19] over the ends of the shafts [14].
 - (i) Put the link [18] over the end of the shaft [14] nearest the roller end of the guide arm [2].

NOTE: Make sure the link [18] is parallel to the lever [21] and the slotted end points to the roller [20].
 - (j) Put the cam [15] over the end of the other shaft [14].

NOTE: Make sure the cam [15] is parallel to the axis of the guide arm [2] and the lobe points away from the roller [20].
 - (k) Put the spring [17] over the cam [15] and link [18].

NOTE: Make sure the ends of the spring [17] point down.
 - (l) Install the spacers [16] to attach the spring [17], cam [15], link [18] and washers [19] to the shafts [14].
 - (m) Connect the ends of the spring [17] to the cam [15] and link [18].
 - (n) Install a new spring pin [37] if it was removed.

SUBTASK 52-11-21-420-007

- (4) Connect the upper radius link [8] and radius lower link [10] to the guide arm [2]:
 - (a) Put the guide arm [2] in position between the upper radius link [8] and radius lower link [10].
 - (b) Put grease, D00633 on the pin [9].

NOTE: Do not get grease on screw threads.
 - (c) Make sure the pin [9] threads, washer [36] and screw [12] are clean.
 - (d) Install the pin [9], bushing [35], washers [36] and the upper radius link [8] and radius lower link [10] to the guide arm [2].

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AKS ALL

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- (e) Put the key of keywasher [11] into the keyway of pin [9].
- (f) Make sure keywasher [11] is engaged in the keyway of pin [9].
- (g) Put Loctite 222MS compound, A50212 on the threads of screw [12].
- (h) Install the screw [12].
- (i) Make sure that the pin [9] has no vertical or horizontal movement.

SUBTASK 52-11-21-020-010

- (5) Connect the guide arm [2] to the forward entry door [1]:
 - (a) Move the forward entry door [1] until the rod end of the guide arm [2] is in position in the door structure.
 - (b) Install the bolt [3], washer [4], washer [6], nut [5], and pin [7] to attach the rod end of the guide arm [2] to the door structure.

NOTE: The bolt [3] can be installed head down or head up depending on the limitation of access to the guide arm rod end.

SUBTASK 52-11-21-820-002

- (6) Do an adjustment of the guide arm [2]. To do this, do this task: Forward Entry Door Adjustment, TASK 52-11-00-820-801.

NOTE: Do only the guide arm adjustment.

SUBTASK 52-11-21-410-001

- (7) Do this task: Forward Entry Door Lining Installation, TASK 52-11-31-400-802.

SUBTASK 52-11-21-710-002

- (8) Do a test on the forward entry door [1] as follows:
 - (a) Close and open the forward entry door [1].
 - (b) Make sure the door operates easily and smoothly.

H. Put the Airplane Back to Its Usual Condition

SUBTASK 52-11-21-410-002

- (1) Close this access panel:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------|
| 831 | Forward Entry Door |

SUBTASK 52-11-21-480-001

- (2) Remove the work platform, COM-1523 from the door.

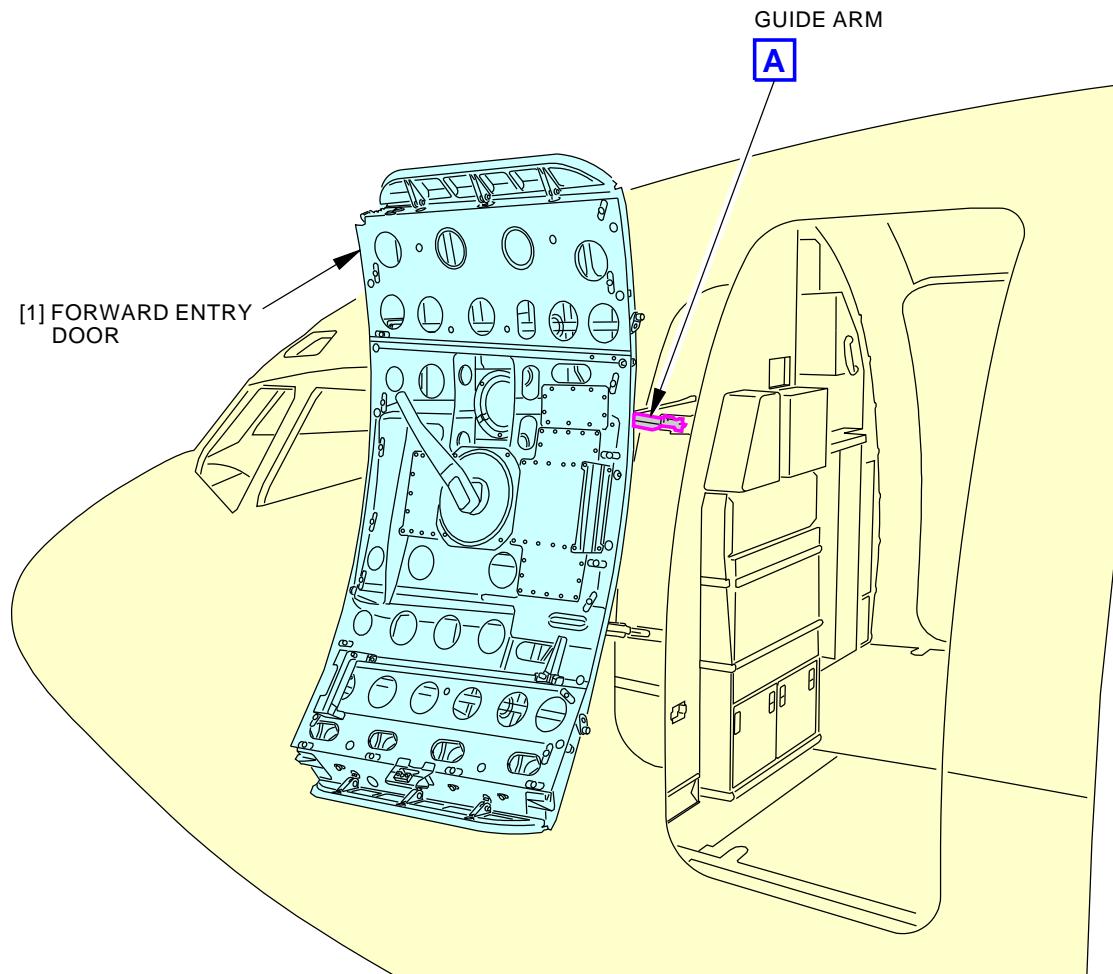
———— END OF TASK ————



52-11-21



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G38073 S0006579824_V2

Forward Entry Door Guide Arm and Roller
Figure 401/52-11-21-990-802 (Sheet 1 of 4)

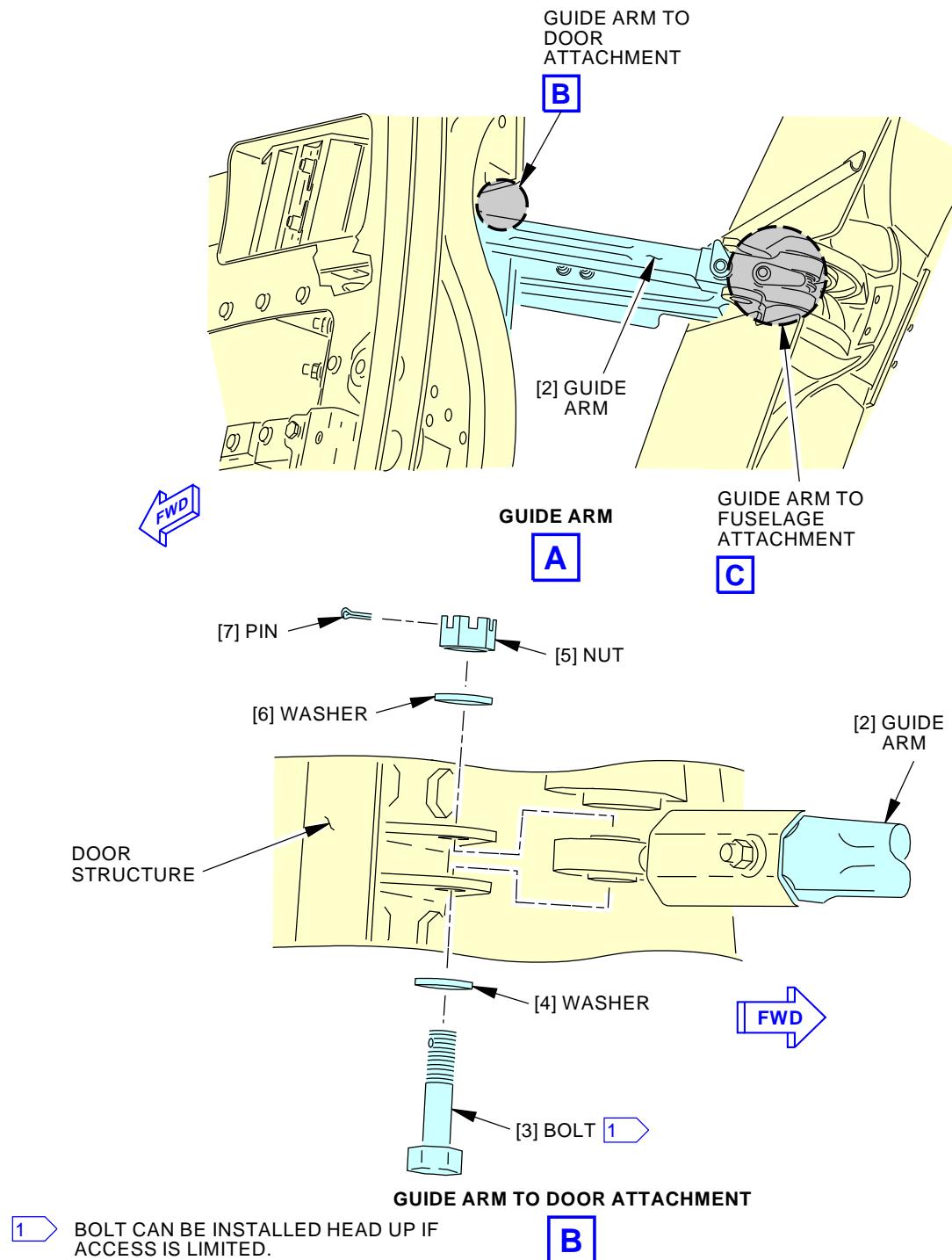
EFFECTIVITY
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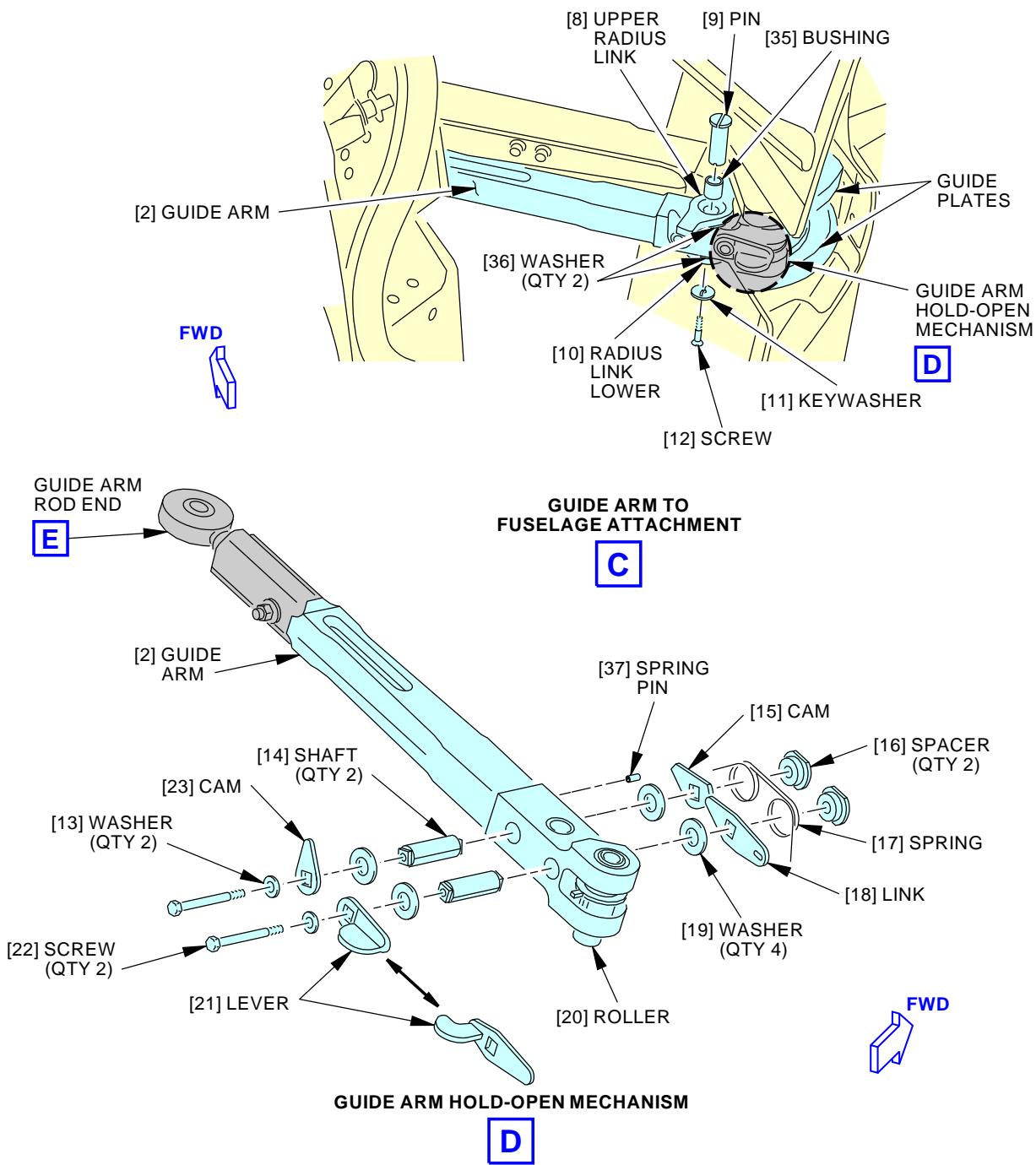
G40868 S0006579825_V3

Forward Entry Door Guide Arm and Roller
Figure 401/52-11-21-990-802 (Sheet 2 of 4)

| | |
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| EFFECTIVITY | AKS ALL |
|-------------|---------|

52-11-21

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G41049 S0006579826_V3

Forward Entry Door Guide Arm and Roller
Figure 401/52-11-21-990-802 (Sheet 3 of 4)

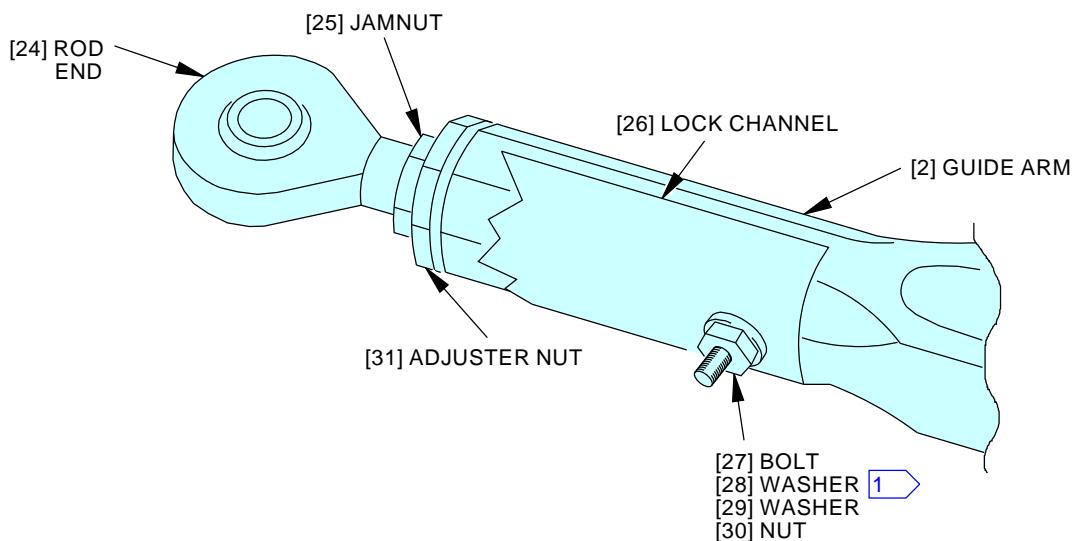
| |
|-------------|
| EFFECTIVITY |
| AKS ALL |

52-11-21

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GUIDE ARM ROD END

E

1 WASHER USED WITH HEX HEAD BOLT

G87830 S0006579827_V2

Forward Entry Door Guide Arm and Roller
Figure 401/52-11-21-990-802 (Sheet 4 of 4)

EFFECTIVITY
AKS ALL

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FORWARD ENTRY DOOR LINING - REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
- (1) A removal of the forward entry door lining.
 - (2) An installation of the forward entry door lining.

TASK 52-11-31-000-802

2. Forward Entry Door Lining Removal

(Figure 401)

A. References

| Reference | Title |
|------------------|---|
| 25-66-01-000-801 | Escape Slide Pack and Cover Removal (P/B 401) |

B. Tools/Equipment

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

| Reference | Description |
|-----------|--|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose Part #: B-14 Supplier: 05060 Part #: B-9 Supplier: 05060 Part #: Z-45-25J Supplier: 59497 |
| SPL-5216 | Wrench - Spanner, Main Entry Door Assist Handle Part #: F70336-1 Supplier: 81205 |

C. Location Zones

| Zone | Area |
|------|--------------------|
| 831 | Forward Entry Door |

D. Access Panels

| Number | Name/Location |
|--------|--------------------|
| 831 | Forward Entry Door |

E. Prepare for the Removal

SUBTASK 52-11-31-860-003

- (1) Make sure the door is safe as follows:
 - (a) Make sure the door is closed and latched.

WARNING: MAKE SURE THE GIRT BAR IS NOT ENGAGED IN THE FLOOR-MOUNTED ESCAPE SLIDE BRACKETS. IF THE GIRT BAR IS ENGAGED IN THE BRACKETS, THE ESCAPE SYSTEM CAN DEPLOY WHEN YOU OPEN THE DOOR AND INJURIES OR DAMAGE CAN OCCUR.

- (b) Make sure the girt bar is not engaged in the floor-mounted escape slide brackets.
- (c) Install the work platform, COM-1523 outboard of the door.

SUBTASK 52-11-31-010-001

- (2) Get access to the door as follows:
 - (a) Make sure the door is closed and latched.

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- (b) Do this task: Escape Slide Pack and Cover Removal, TASK 25-66-01-000-801.
- (c) Fully open this access panel:

Number Name/Location

831 Forward Entry Door

F. Removal of the Forward Entry Door Lining

SUBTASK 52-11-31-020-007

- (1) Remove the interior handle [3] from the door:
 - (a) Remove the cover [8] on the interior handle [3] to get access to the fasteners that attach the interior handle [3] to the hub [4].
 - (b) Remove the cotter pins [10], nuts [9], and washers [11] that attach the interior handle [3] to the hub [4].
 - (c) Remove the interior handle [3].
 - (d) Remove the bolts [5] from the hub [4] if they are loose.

NOTE: The bolts [5] are bonded to the hub [4] and it is not necessary to remove them if the bond is tight.

SUBTASK 52-11-31-020-008

- (2) Remove the upper and lower cover plates [12] [6] from the door lining [1]:
 - (a) Remove the screw [7] that attaches the lower cover plate [6] to the door lining [1].
 - (b) Pull the lower cover plate [6] away from the upper cover plate [12].
 - (c) Pull the upper cover plate [12] down to disengage it from the cutout in the door lining [1] and remove from the door.

SUBTASK 52-11-31-020-009

- (3) Remove the assist handle [2] from the door:
 - (a) Loosen the handle nuts [16] with the entry door assist handle wrench, SPL-5216, that attach the assist handle [2] to the door.
 - (b) Remove the assist handle [2] from the door.
 - (c) Hold the handle nuts [16] and remove the bolts [14], collars [15], and washers [13] that attach the handle nuts [16] to the door.
 - (d) Remove the handle nuts [16] from the door.

SUBTASK 52-11-31-020-010

- (4) Disconnect the door lining [1] from the door:
 - (a) Remove the nuts [17] that attach the upper part of the door lining [1] to the door.
 - (b) Remove the nuts [20] that attach the lower part of the door lining [1] to the door.
 - (c) Remove the screws [19] that attach the lower part of the door lining [1] to the door.
 - (d) Hold the door lining [1].
 - (e) Remove the screws [18] that attach the forward and aft edges of the door lining [1] to the door.
 - (f) Carefully lift the door lining [1] and remove it from the door.

———— END OF TASK ————

EFFECTIVITY
AKS ALL

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TASK 52-11-31-400-802

3. Forward Entry Door Lining Installation

(Figure 401)

A. References

| Reference | Title |
|------------------|--|
| 25-66-01-400-803 | Escape Slide Pack and Cover Installation (P/B 401) |

B. Tools/Equipment

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

| Reference | Description |
|------------------|--|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose Part #: B-14 Supplier: 05060 Part #: B-9 Supplier: 05060 Part #: Z-45-25J Supplier: 59497 |
| SPL-5216 | Wrench - Spanner, Main Entry Door Assist Handle Part #: F70336-1 Supplier: 81205 |

C. Consumable Materials

| Reference | Description | Specification |
|------------------|--|----------------------|
| A00555 | Adhesive - For Bonding Decorative Laminate, 2 Part, Sprayable | BMS5-127 Type II |

D. Location Zones

| Zone | Area |
|-------------|--------------------|
| 831 | Forward Entry Door |

E. Access Panels

| Number | Name/Location |
|---------------|----------------------|
| 831 | Forward Entry Door |

F. Installation of the Forward Entry Door Lining

SUBTASK 52-11-31-420-007

- (1) Install the door lining [1] on the door:
 - (a) Carefully hold the door lining [1] and put it in position on the door.
 - (b) Install the screws [18] that attach the forward and aft edges of the door lining [1] to the door.
 - (c) Install the nuts [17] to attach the upper part of the door lining [1] to the door.
 - (d) Install the nuts [20] to attach the lower part of the door lining [1] to the door.
 - (e) Install the screws [19] to attach the lower part of the door lining [1] to the door.

SUBTASK 52-11-31-020-011

- (2) Install the assist handle [2]:
 - (a) Put the handle nuts [16] in position on the door lining [1].
 - (b) Install the bolts [14], collars [15], and washers [13] to attach the handle nuts [16] to the door.
 - (c) Put the assist handle [2] in position against the handle nuts [16].

| |
|-------------|
| EFFECTIVITY |
| AKS ALL |

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- (d) Tighten the handle nuts [16] with the entry door assist handle wrench, SPL-5216, to attach the assist handle [2] to the door.

SUBTASK 52-11-31-020-012

- (3) Install the upper and lower cover plates [12] [6] on the door:
- Put the upper of the cover plate [12] into the cutout in the door lining [1].
 - Connect the lower cover plate [6] to the upper cover plate [12].
 - Install the screw [7] to attach the lower cover plate [6] to the door lining [1].

SUBTASK 52-11-31-020-013

- (4) Install the interior handle [3]:
- Install the bolts [5] in the hub with adhesive, A00555 [4] if they are loose.
 - Put the interior handle [3] in its correct position over the bolts [5] in the hub [4].
 - Install the washers [11], nuts [9], and new cotter pins [10], to attach the interior handle [3] to the hub [4].
 - Install the cover [8] on the interior handle [3].

G. Put the Airplane Back to Its Usual Condition

SUBTASK 52-11-31-410-001

- (1) Do this task: Escape Slide Pack and Cover Installation, TASK 25-66-01-400-803.

SUBTASK 52-11-31-840-001

- (2) Close this access panel:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------|
| 831 | Forward Entry Door |

SUBTASK 52-11-31-480-001

- (3) Remove the work platform, COM-1523 from the door.

———— END OF TASK ————

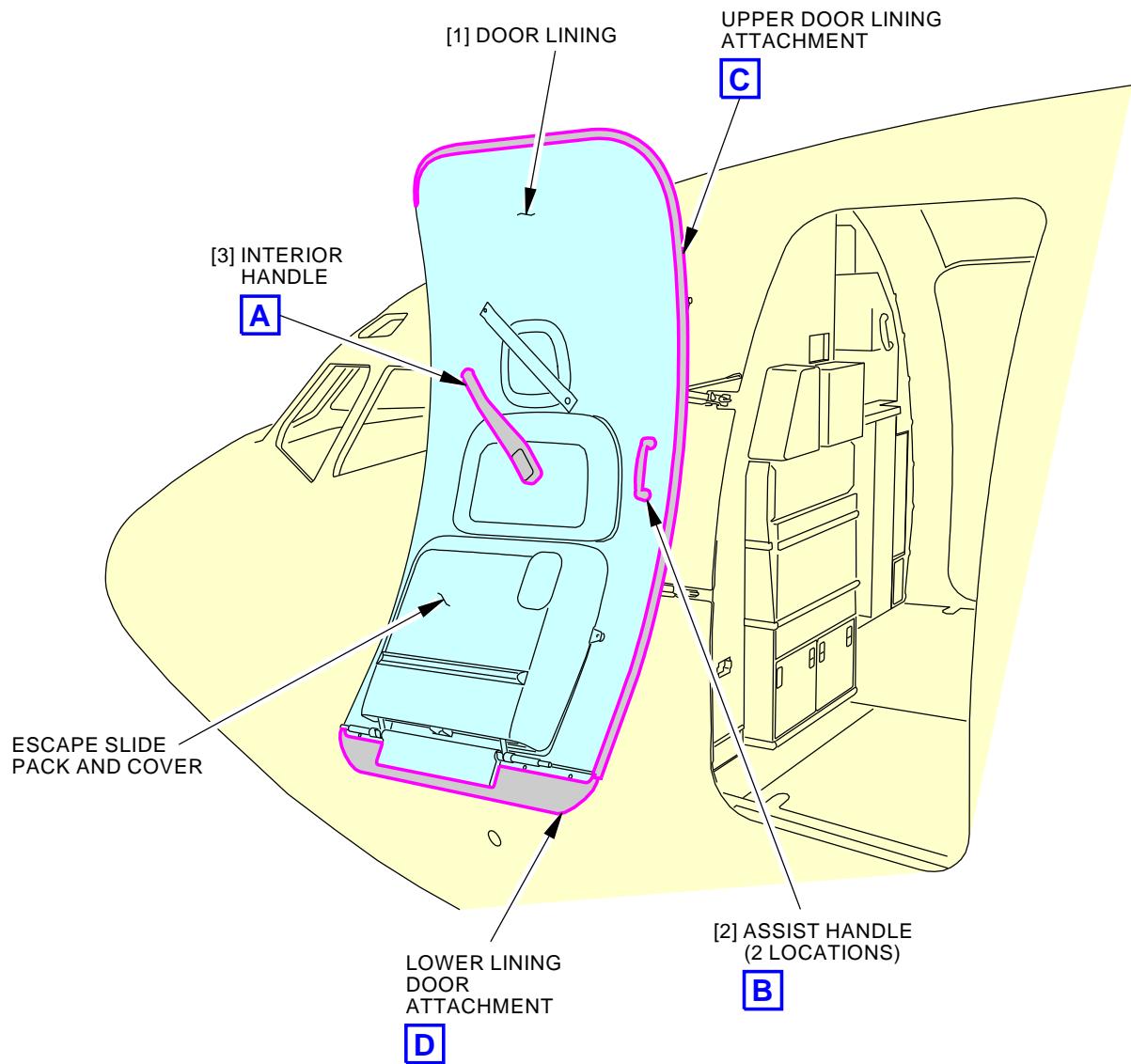


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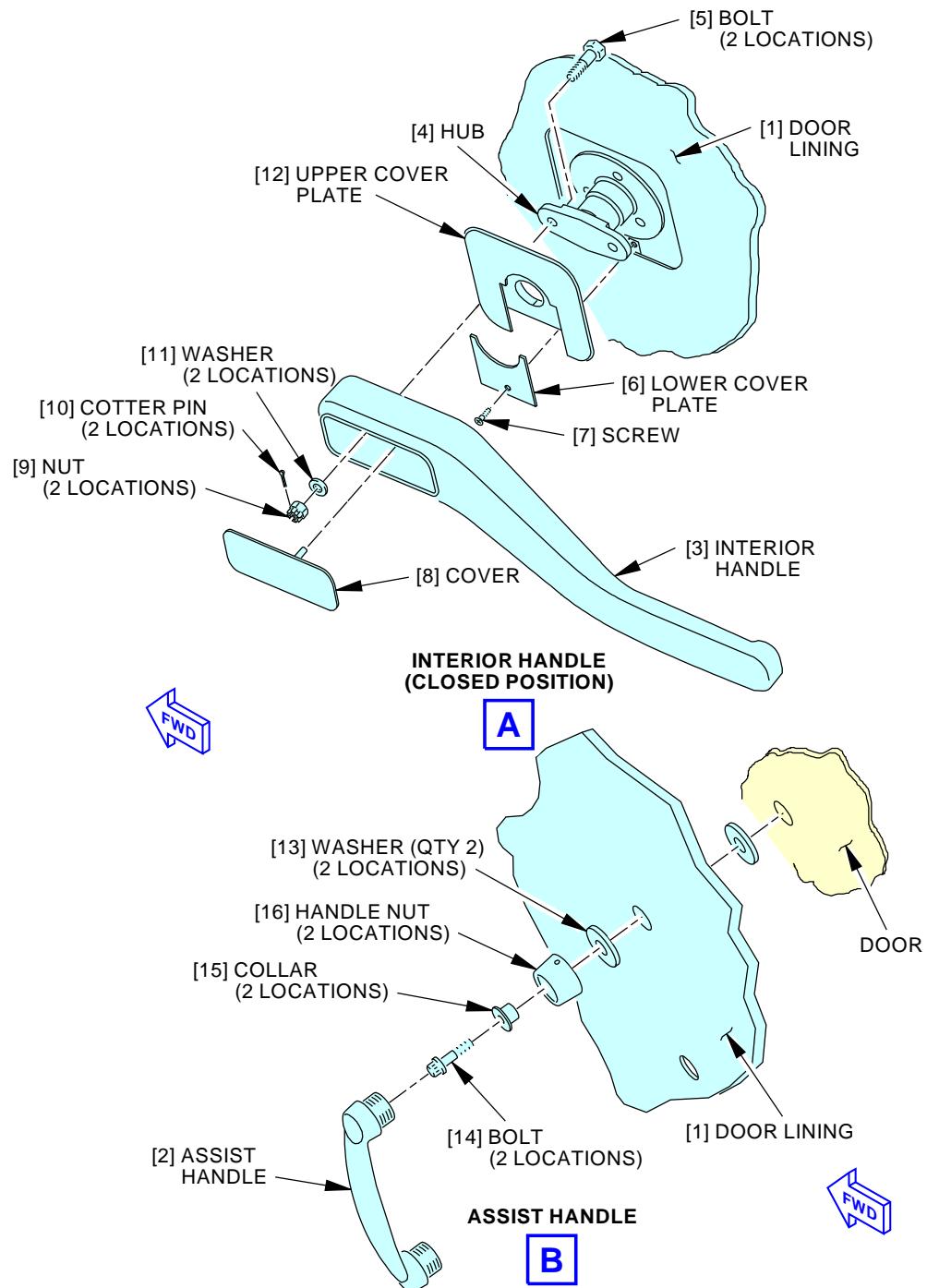
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Forward Entry Door Lining Installation
Figure 401/52-11-31-990-802 (Sheet 1 of 3)

EFFECTIVITY
AKS ALL**52-11-31**

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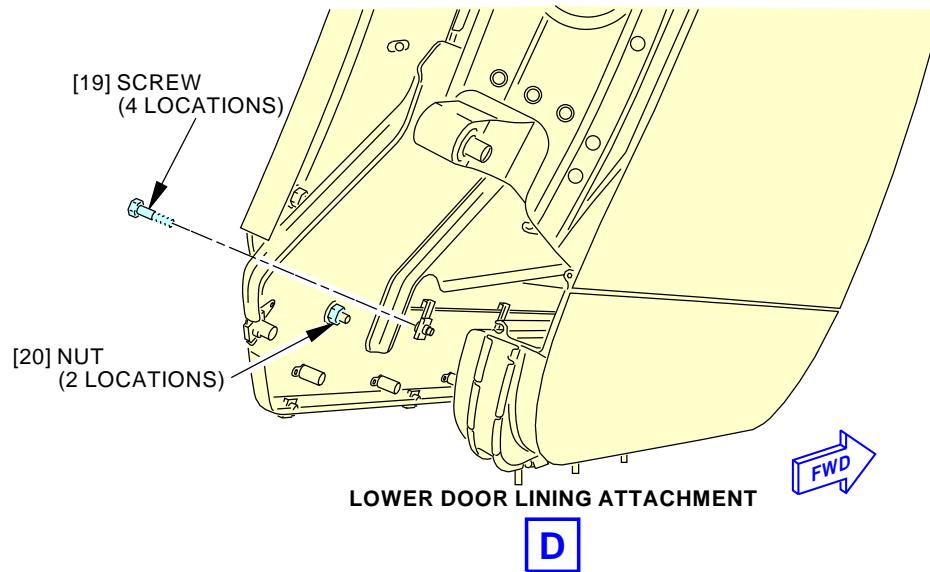
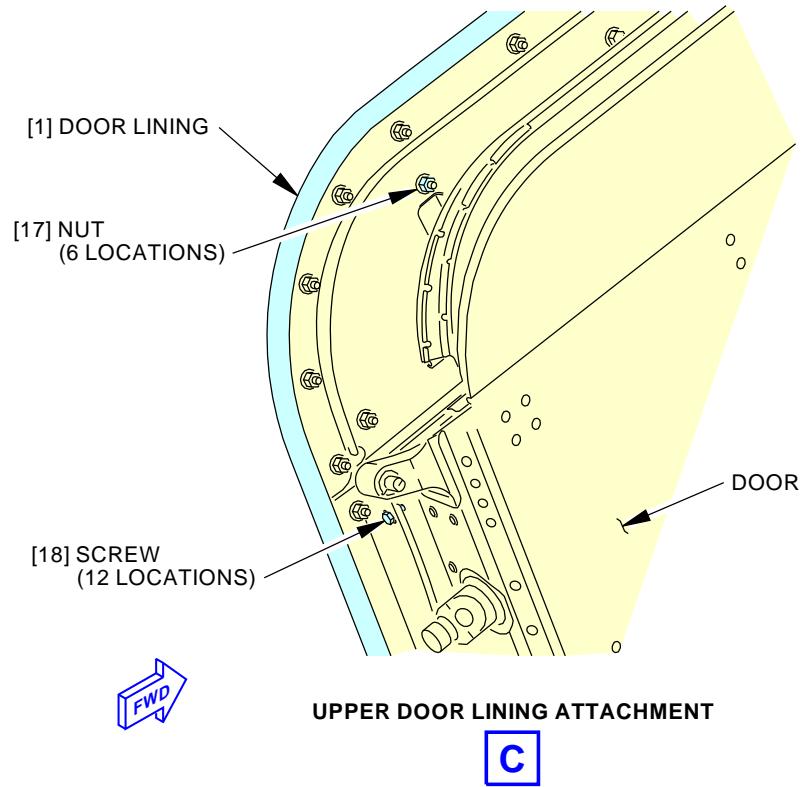
Forward Entry Door Lining Installation
Figure 401/52-11-31-990-802 (Sheet 2 of 3)

EFFECTIVITY
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G39375 S0006579834_V2

Forward Entry Door Lining Installation
Figure 401/52-11-31-990-802 (Sheet 3 of 3)

EFFECTIVITY
AKS ALL

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FORWARD ENTRY DOOR ASSIST SPRINGS - REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
 - (1) A removal of the forward entry door assist springs.
 - (2) An installation of the forward entry door assist springs.
- B. The forward entry door assist springs are referred to as the "assist springs" in this procedure.

TASK 52-11-41-000-802

2. Forward Entry Door Assist Springs Removal

(Figure 401)

A. Location Zones

| <u>Zone</u> | <u>Area</u> |
|-------------|--------------------|
| 831 | Forward Entry Door |

B. Access Panels

| <u>Number</u> | <u>Name/Location</u> |
|---------------|---|
| 831 | Forward Entry Door |
| 831AZ | Forward Entry Door - Torque Tube Access |

C. Prepare for the Removal

SUBTASK 52-11-41-860-002

- (1) Make sure the door is safe as follows:
 - (a) Make sure the door is closed and latched.

WARNING: MAKE SURE THE GIRT BAR IS NOT ENGAGED IN THE FLOOR-MOUNTED ESCAPE SLIDE BRACKETS. IF THE GIRT BAR IS ENGAGED IN THE BRACKETS, THE ESCAPE SYSTEM CAN DEPLOY WHEN YOU OPEN THE DOOR AND INJURIES OR DAMAGE CAN OCCUR.

- (b) Make sure the girt bar is not engaged in the floor-mounted escape slide brackets.
- (c) Make sure a stand is installed outboard of the door.

SUBTASK 52-11-41-410-003

- (2) Get access to assist springs [5] [6] [7] as follows:

WARNING: BE CAREFUL WHEN YOU OPERATE THE DOOR FROM A MAINTENANCE STAND. IT IS NOT EASY TO OPERATE THE DOOR FROM THE SMALL PLATFORM AREA AND DURING BAD WEATHER CONDITIONS. INJURIES TO PERSONNEL AND DAMAGE TO EQUIPMENT CAN OCCUR.

CAUTION: DO NOT LET THE DOOR HIT THE FUSELAGE. DAMAGE TO THE DOOR AND THE FUSELAGE WILL OCCUR.

- (a) Open this door:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------|
| 831 | Forward Entry Door |

- (b) Make sure there is no load on the assist springs [5] [6] [7]. To remove the load, do these steps:

- 1) Move the Forward Entry Door to the open position.



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- 2) Stop when the door is approximately 60 degrees from the full open position
NOTE: With the door in this position, the hazardous energy in the assist springs is released.
- 3) Keep the door in this position for the remaining assist spring removal procedure.

SUBTASK 52-11-41-010-001

- (3) Remove this access panel:

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

| | |
|-------|---|
| 831AZ | Forward Entry Door - Torque Tube Access |
|-------|---|

- (a) Remove the screws [2] that attach the panel reveal [3] to the fuselage.
- (b) Remove the panel reveal [3].

D. Removal of the Forward Entry Door Assist Springs

SUBTASK 52-11-41-020-003

- (1) Disconnect the assist springs [5] [6] [7] from the torque tubes [22] [31] as follows:

AKS ALL; AIRPLANES WITH A HEX HEAD BOLT [30] (PRE-PRR 38060-33)

- (a) Remove the bolts [30], washers [29], spring retainers [24], bushings [28], bushings [25], and nuts [23] that attach the assist springs [5] and [7] to the assist spring [6].

AKS ALL

- (b) Remove the bolt [17], washer [16], washer [15], bushing [14], washer [13], and nut [12] that attach the assist spring [6] to the torque tubes [22] [31] through the sleeve [10].

SUBTASK 52-11-41-020-004

- (2) Disconnect the S-12 stop fitting [35] from the fuselage frame:

- (a) Remove the bolts [34], washers [33], and nuts [32] that attach the S-12 stop fitting [35] to the frame.
- (b) Remove the S-12 stop fitting [35] from the fuselage frame.

SUBTASK 52-11-41-020-005

- (3) Remove the assist springs [5], [6] and [7] and torque tubes [22] and [31] from the fuselage:

- (a) Put marks on the spigots and torque tube to show the alignment of the parts.
NOTE: These marks help the installation that will occur.
- (b) Remove the bolt [26], washer [27], bushing [21], washer [18], washer [20], and nut [19] that attach the torque tube [22] and sleeve [8] to the hinge spigot [9].
- (c) Remove the bolt [26], washer [27], bushing [21], washer [18], washer [20], and nut [19] that attach the torque tube [31] and sleeve [4] to the hinge spigot [11].
- (d) Push the torque tubes [22] [31] together to make sufficient clearance to remove them from the fuselage structure.
- (e) Remove the assist spring [7] and sleeve [8] from the torque tube [22].
- (f) Remove the S-12 stop fitting [35] from the torque tube [22].
- (g) Remove the torque tubes [22] [31], sleeves [4] [10], and assist spring [6] from the opening in the fuselage structure.
- (h) Remove the assist spring [5] from the S-11 stop fitting.

— END OF TASK —



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TASK 52-11-41-400-802

3. Forward Entry Door Assist Springs Installation

(Figure 401)

A. Consumable Materials

| Reference | Description | Specification |
|-----------|--|-----------------------|
| C00528 | Compound - Corrosion Preventive, Petroleum Hot Application (Soft Film) | MIL-C-11796 Class III |
| D00633 | Grease - Aircraft General Purpose | BMS3-33 |

B. Location Zones

| Zone | Area |
|------|--------------------|
| 831 | Forward Entry Door |

C. Access Panels

| Number | Name/Location |
|--------|--------------------|
| 831 | Forward Entry Door |

D. Installation of the Forward Entry Door Assist Springs Installation.

SUBTASK 52-11-41-420-007

CAUTION: OBEY THE INSTALLATION PROCEDURE FOR THE ASSIST SPRINGS. THE DOOR WILL NOT OPERATE PROPERLY IF THE ASSIST SPRINGS ARE INCORRECTLY INSTALLED.

- (1) If necessary, assemble the torque tubes [22] [31] and assist spring [6]:
 - (a) Apply a light layer of grease, D00633 to the mating surfaces of the torque tubes [22] [31] before installation.
 - (b) Put the torque tube [22] into the torque tube [31].
 - (c) Put the sleeve [10] over the torque tubes [22] and [31].
 - (d) Put the assist spring [6] over the sleeve [10].

NOTE: Make sure the closed end of the coil in the middle of the spring [6] is facing forward.

 - (e) Put the sleeve [4] over the torque tube [31].

SUBTASK 52-11-41-420-008

- (2) Install the torque tubes [22] and [31] and assist springs [5], [6] and [7] in the fuselage:
 - (a) Put the assist spring [5] in position above the S-11 stop fitting.

NOTE: Make sure the coil that holds the bolt [30] is in the down position and facing aft.
 - (b) Put the assembled torque tubes [22] and [31], sleeves [4] and [10], and assist spring [6] in position in the fuselage frame.
 - (c) Put the S-12 stop fitting [35] over the torque tube [22].
 - (d) Put the sleeve [8] and assist spring [7] over the torque tube [22].

NOTE: Make sure the coil that holds the bolt [30] is in the up position and facing aft.

 - (e) Pull the torque tubes [22] and [31] apart to move the ends of the torque tubes [22] and [31] fully over the hinge spigots [9] and [11].
 - (f) Align the bolt holes in the ends of the torque tubes [22] [31] with the bolt holes in the sleeves [4] [8] and hinge spigots [9] [11].

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- (g) Install the bolt [26], washer [27], bushing [21], washer [18], washer [20], and nut [19] to attach the torque tube [31] to the hinge spigot [11].
- (h) Tighten the nut [19] to 70-90 lbs-in (7.9-10.2 Nm).
 - 1) Make sure the nut [19] touches the shank of the bolt [26].
 - 2) Make sure there is a minimum of 0.016 in (0.406 mm) gap between the washer [27] and the sleeve [4].
- (i) Install the bolt [26], washer [27], bushing [21], washer [18], washer [20], and nut [19] to attach the torque tube [22] to the hinge spigot [9].
- (j) Tighten the nut [19] to 70-90 lbs-in (7.9-10.2 Nm).
 - 1) Make sure the nut [19] touches the shank of the bolt [26].
 - 2) Make sure there is a minimum of 0.016 in (0.406 mm) gap between the washer [27] and the sleeve [8].

SUBTASK 52-11-41-420-009

- (3) Connect the S-12 stop fitting [35] to the fuselage frame as follows:
 - (a) Put the S-12 stop fitting [35] in position against the fuselage frame.
 - (b) Install the bolts [34], washers [33], and nuts [32] to attach the S-12 stop fitting [35] to the fuselage frame.

SUBTASK 52-11-41-420-010

- (4) Connect the assist springs [5], [6] and [7] to the torque tubes [22] and [31]:
 - (a) Align the bolt holes in the sleeve [10] with the bolt holes in the torque tubes [22] [31].
 - (b) Install the bolt [17], washer [16], washer [15], bushing [14], washer [13] and nut [12] to connect the assist spring [6], sleeve [10], and torque tubes [22] and [31].
 - (c) Tighten the nut [12] to 70-90 lbs-in (7.9-10.2 Nm).
 - 1) Make sure the nut [12] touches the shank of the bolt [17].
 - 2) Make sure there is a minimum of 0.016 in (0.406 mm) gap between the washer [13] and the sleeve [10].
 - (d) Before you install them, apply compound, C00528 to the bolts [30] and the spring retainers [24].

AKS ALL; AIRPLANES WITH A HEX HEAD BOLT [30] (PRE-PRR 38060-33)

- (e) Install the bolts [30], washers [29], spring retainers [24], bushings [28], bushings [25], and nuts [23] to attach the assist springs [5] and [7] to the assist spring [6].

AKS ALL

SUBTASK 52-11-41-840-001

- (5) Install the panel reveal [3]:
 - (a) Put the panel reveal [3] in position on the fuselage.
 - (b) Install the screws [2] to attach the panel reveal [3] to the fuselage.

SUBTASK 52-11-41-710-001

- (6) Do a test on this access panel:

Number Name/Location

831 Forward Entry Door

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- (a) Close this access panel:

Number Name/Location

831 Forward Entry Door

- (b) Open this access panel:

Number Name/Location

831 Forward Entry Door

- (c) Make sure it opens easily and smoothly.

SUBTASK 52-11-41-410-004

- (7) Close this access panel:

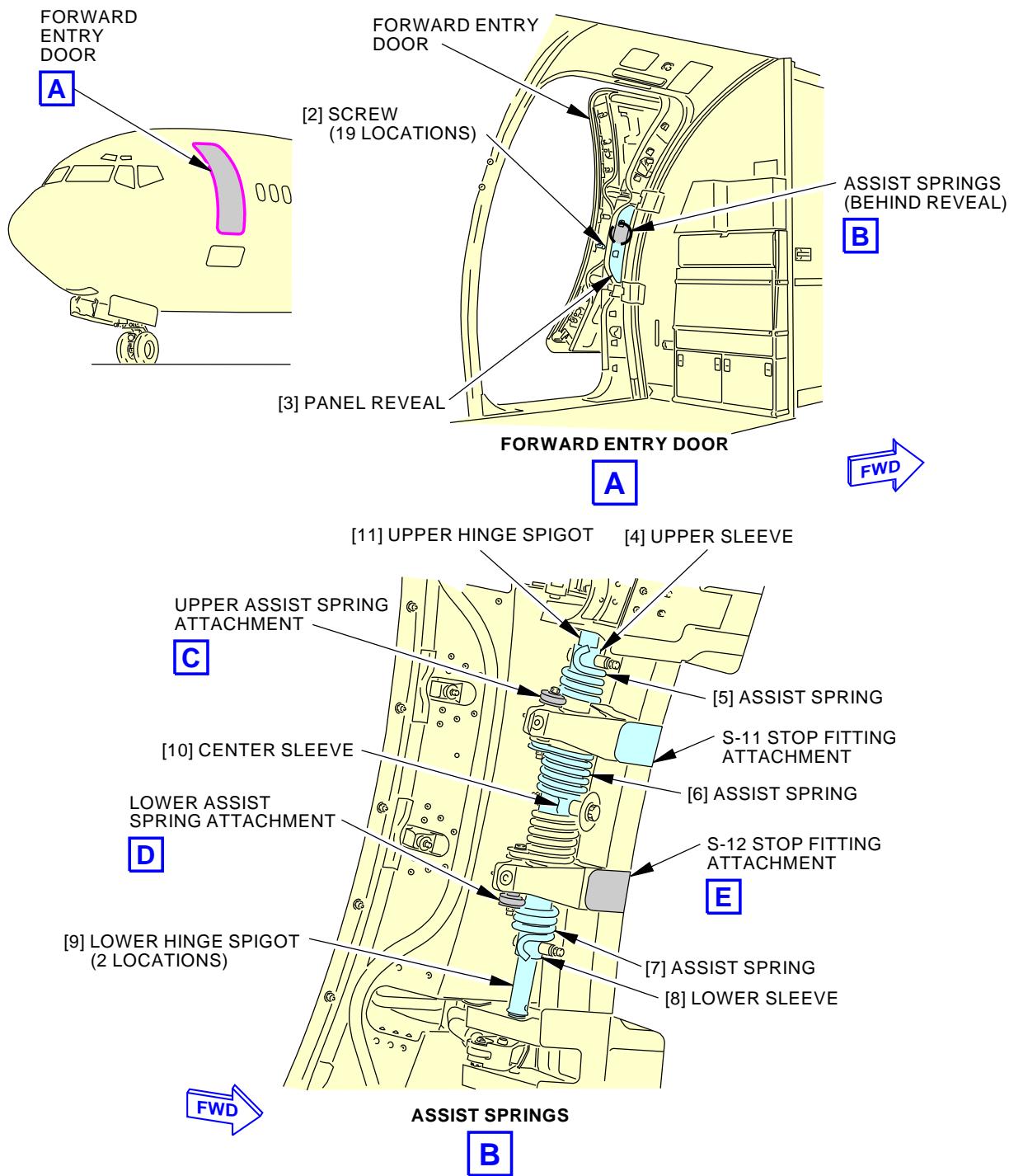
Number Name/Location

831 Forward Entry Door

———— END OF TASK ————

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AKS ALL

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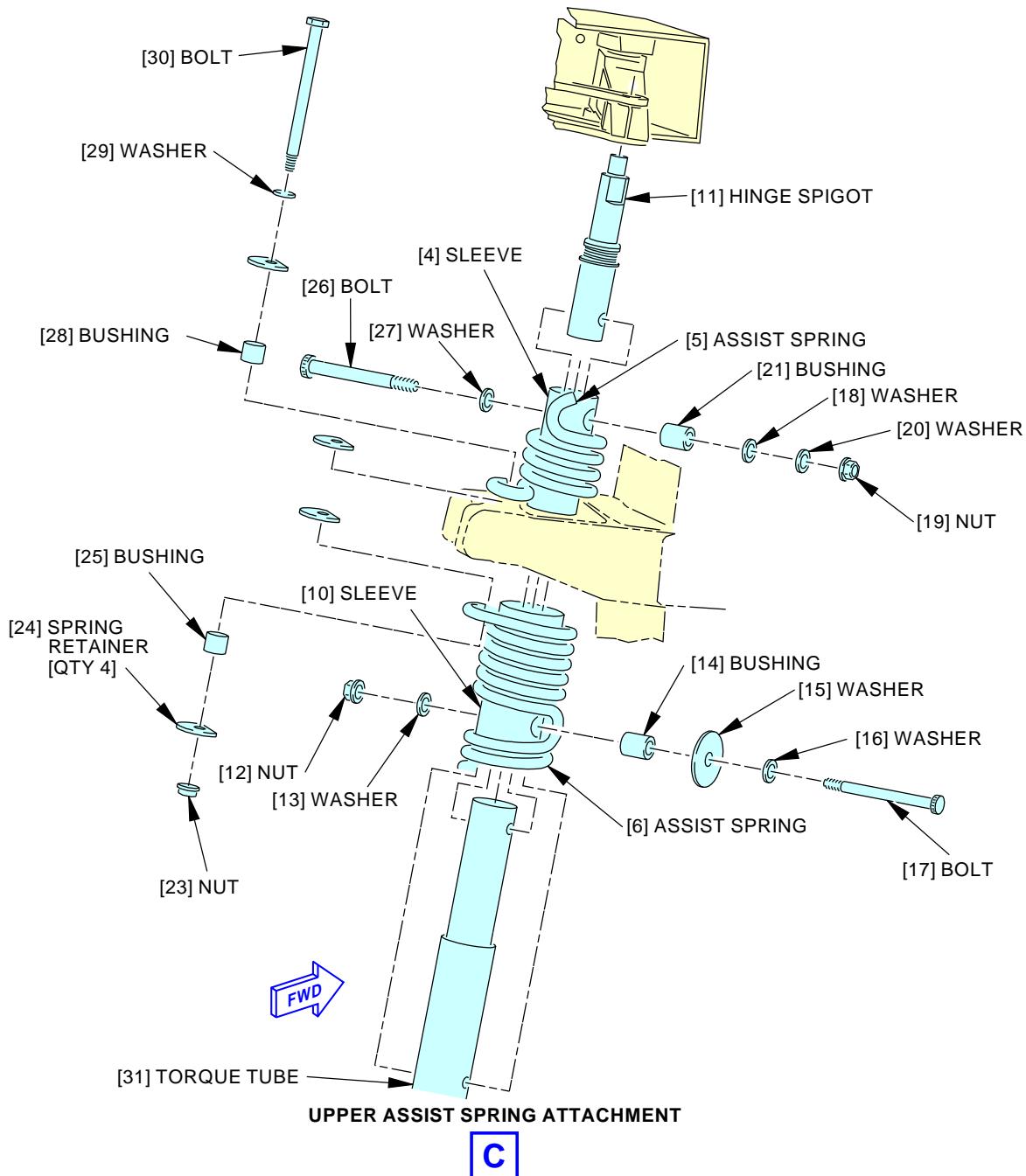


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Forward Entry Door Assist Spring Installation
Figure 401/52-11-41-990-802 (Sheet 1 of 4)

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Forward Entry Door Assist Spring Installation
Figure 401/52-11-41-990-802 (Sheet 2 of 4)

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AKS ALL; AIRPLANES WITH A HEX HEAD BOLT [30]
 (PRE-PRR 38060-33)

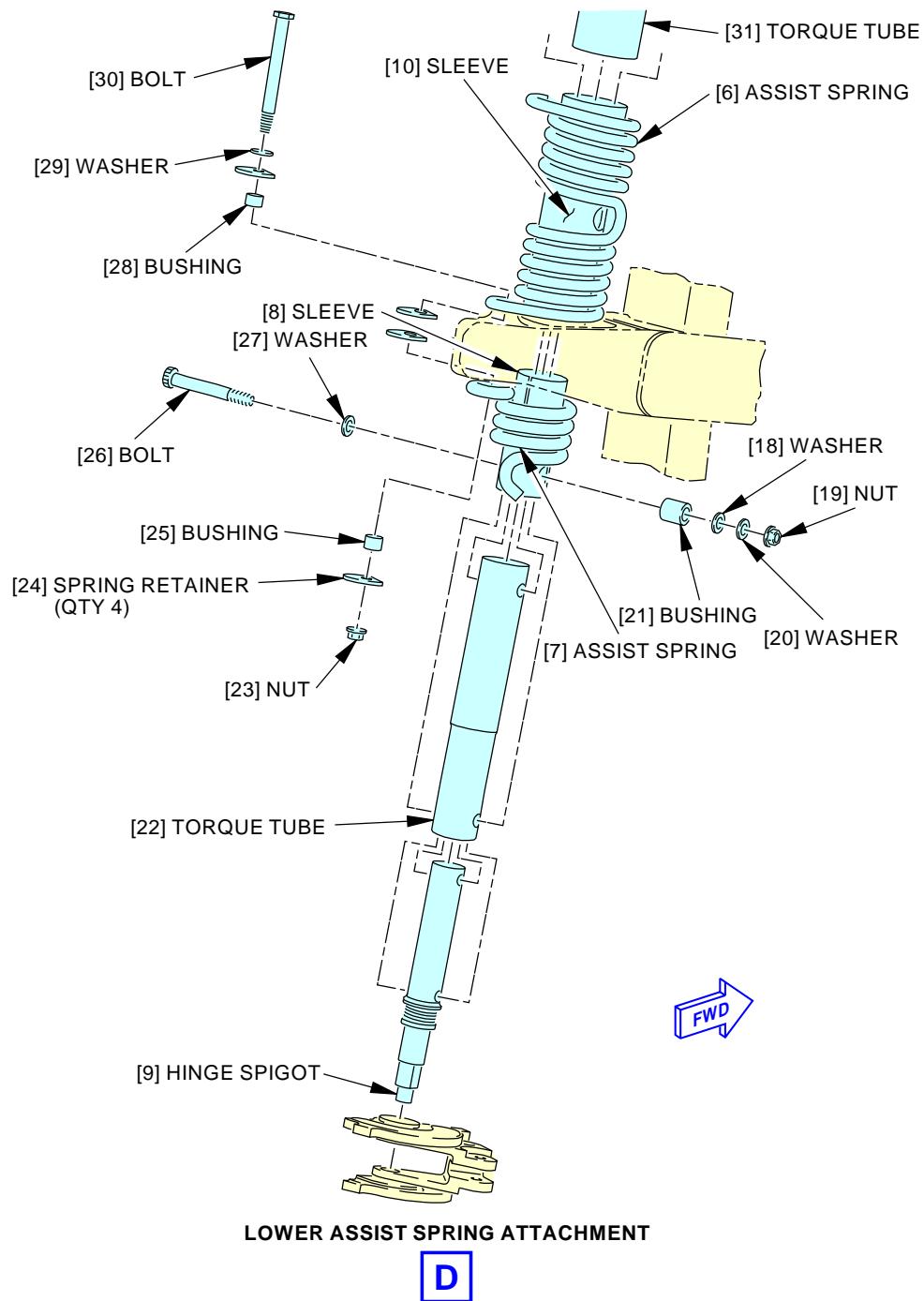
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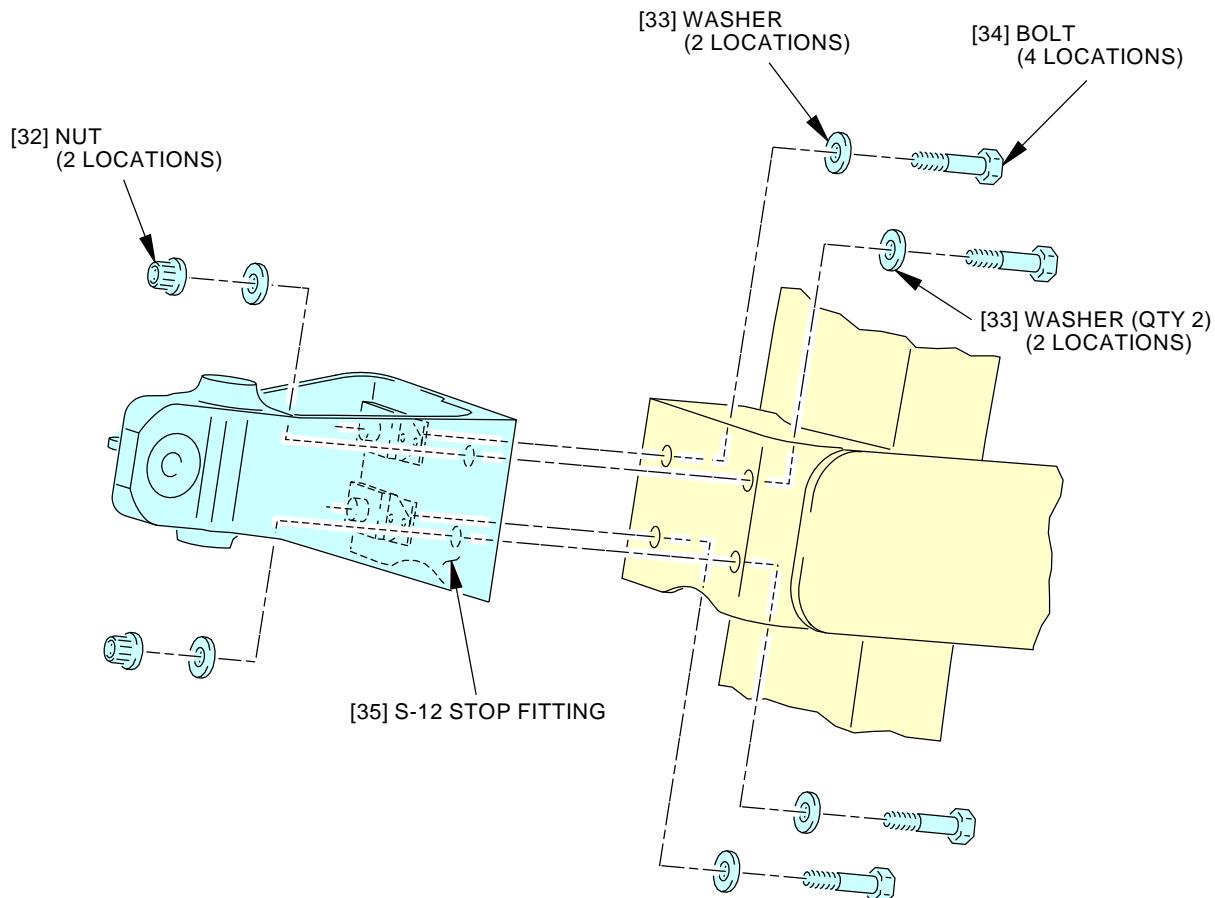
Forward Entry Door Assist Spring Installation
Figure 401/52-11-41-990-802 (Sheet 3 of 4)

EFFECTIVITY
AKS ALL; AIRPLANES WITH A HEX HEAD BOLT [30]
(PRE-PRR 38060-33)

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Forward Entry Door Assist Spring Installation
Figure 401/52-11-41-990-802 (Sheet 4 of 4)

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FORWARD ENTRY DOOR SNUBBER - REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
- (1) A removal of the forward entry door snubber.
 - (2) An installation of the forward entry door snubber.
 - (3) The forward entry door will be call the door in this procedure.

TASK 52-11-51-000-801

2. Forward Entry Door Snubber Removal

(Figure 401)

A. References

| Reference | Title |
|------------------|---|
| 52-11-31-000-802 | Forward Entry Door Lining Removal (P/B 401) |

B. Tools/Equipment

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

| Reference | Description |
|-----------|---|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose |
| | Part #: B-14 Supplier: 05060 |
| | Part #: B-9 Supplier: 05060 |
| | Part #: Z-45-25J Supplier: 59497 |

C. Location Zones

| Zone | Area |
|------|--------------------|
| 831 | Forward Entry Door |

D. Access Panels

| Number | Name/Location |
|--------|---|
| 831AZ | Forward Entry Door - Torque Tube Access |

E. Prepare for the Removal

SUBTASK 52-11-51-860-001

- (1) Make sure that the door is safe as follows:
 - (a) Make sure that the door is closed and latched.

WARNING: MAKE SURE THAT THE GIRT BAR IS NOT ENGAGED IN THE FLOOR-MOUNTED ESCAPE SLIDE BRACKETS. IF THE GIRT BAR IS ENGAGED IN THE BRACKETS, THE ESCAPE SYSTEM CAN DEPLOY WHEN YOU OPEN THE DOOR AND INJURIES OR DAMAGE CAN OCCUR.

- (b) Make sure that the girt bar is not engaged in the floor-mounted escape slide brackets.
- (c) Install the work platform, COM-1523 outboard of the door.
- (d) Put the forward entry door in the full open position.

SUBTASK 52-11-51-010-001

- (2) Do this task: Forward Entry Door Lining Removal, TASK 52-11-31-000-802.



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SUBTASK 52-11-51-020-002

- (3) Remove the four bolts [1] and washers [2] to remove the bracket [3] from the door.

SUBTASK 52-11-51-010-002

- (4) Open this access panel:

Number Name/Location

831AZ Forward Entry Door - Torque Tube Access

SUBTASK 52-11-51-010-003

- (5) Remove the thirty-two fasteners [4] to remove the access panel [5] to get access to the snubber [11, 21].

F. Removal of the Forward Entry Door Snubber

SUBTASK 52-11-51-020-001

CAUTION: DO NOT MOVE THE DOOR WITH THE SNUBBER REMOVED. THE DOOR CAN MOVE QUICKLY WITH THE SNUBBER REMOVED. IF THE DOOR MOVES QUICKLY TO THE OPEN OR CLOSED POSITION IT CAN CAUSE DAMAGE TO THE EQUIPMENT.

- (1) Do these steps to remove the snubber [11, 21] from the door:

- (a) Remove and discard the cotter pin [10].

- (b) Remove the bolt [6], washers [7], washer [8], and nut [9] that attach the snubber [11, 21] to the fuselage.

NOTE: Write down the location of the washers [7, 8] on the bolt [6].

- (c) Make a line to show the alignment of the snubber attachment fitting to the door.

- (d) Remove the filler [18] to get access to the fastener that attaches the rod end [12] to the snubber attachment fitting.

- (e) Remove and discard the cotter pin [17]

- (f) Remove the bolt [13], washer [14], washers [15], and nut [16] that attach the rod end [12] to the snubber attachment fitting.

NOTE: Write down the location of the washer [14] and washers [15] on the bolt [13].

- (g) Remove the snubber [11, 21].

———— END OF TASK ————

TASK 52-11-51-400-801

3. Forward Entry Door Snubber Installation

(Figure 401)

A. References

| Reference | Title |
|------------------|---|
| 20-30-88-910-801 | Final Cleaning of Metal Prior to Non-structural Bonding (Series 88) (P/B 201) |
| 52-11-00-820-801 | Forward Entry Door Adjustment (P/B 501) |
| 52-11-31-400-802 | Forward Entry Door Lining Installation (P/B 401) |

B. Tools/Equipment

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



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| Reference | Description |
|-----------|--|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose Part #: B-14 Supplier: 05060 Part #: B-9 Supplier: 05060 Part #: Z-45-25J Supplier: 59497 |

C. Consumable Materials

| Reference | Description | Specification |
|-----------|---|--------------------------------------|
| A01076 | Adhesive - Synthetic Rubber | BAC5010 Type 93 (BMS5-95 Class B) |
| B01000 | Solvent - General Cleaning Of Metal (AMM 20-30-80) | |
| G00034 | Cotton Wiper - Process Cleaning Absorbent Wiper (Cheesecloth, Gauze) | BMS15-5 Class A |

D. Location Zones

| Zone | Area |
|------|--------------------|
| 831 | Forward Entry Door |

E. Access Panels

| Number | Name/Location |
|--------|---|
| 831AZ | Forward Entry Door - Torque Tube Access |

F. Installation of the Forward Entry Door Snubber

SUBTASK 52-11-51-420-001

CAUTION: DO NOT MOVE THE DOOR WITH THE SNUBBER REMOVED. THE DOOR CAN MOVE QUICKLY WITH THE SNUBBER REMOVED. IF THE DOOR MOVES QUICKLY TO THE OPEN OR CLOSED POSITION IT CAN CAUSE DAMAGE TO THE EQUIPMENT.

- (1) Do these steps to install the snubber [11, 21] on the door:

AKS ALL; AIRPLANES WITH ADJUSTABLE SNUBBER

- (a) If installing an adjustable snubber [11], set the initial length of the snubber [11] as follows:
 - 1) Loosen the jam nut [19] on the snubber rod end [12].
 - 2) Turn the snubber rod end [12] to set the length of the rod to 0.260 in. (6.604 mm).

NOTE: Measure from the bottom of the rod end where it meets the rod, to the top of the jam nut. This is the part of the rod that extends from the jam nut but does not include the circular rod end at all. It is necessary to measure the straight part of the rod shaft only.

- 3) Tighten the jam nut [19].

CAUTION: MAKE SURE TO INSTALL THE SNUBBER WITH THE RAMP SIDE OF THE SNUBBER INBOARD. IF THE SNUBBER IS NOT INSTALLED WITH THE RAMP INBOARD, THE SNUBBER WILL CONTACT THE HINGE ARM WHEN THE DOOR IS CLOSED. THIS WILL CAUSE DAMAGE TO THE EQUIPMENT.

AKS ALL

- (b) Set the snubber [11, 21] in its usual position on the door.

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AKS ALL; AIRPLANES WITH SNUBBER WITH FLUID LEVEL INDICATOR

- 1) If installing a snubber with a fluid level indicator [21], make sure that you install the snubber [21] with the snubber fluid fill plug [20] recess pointed down and the bleed housing plug [22] pointed up.

AKS ALL

- (c) Install the bolt [13], washer [14], washers [15], and nut to attach the rod end [12] to the snubber attachment fitting.
- (d) Install the bolt [6], washer [7], washer [8], and nut [9] to attach the snubber [11, 21] to the fuselage structure.
- (e) Install new cotter pins [10, 17] on the nuts [9, 16].
- (f) Do these steps to install the filler [18].
 - 1) With a clean cotton wiper, G00034, soaked in Series 80 solvent, B01000, clean the mating surfaces (TASK 20-30-88-910-801).
 - 2) Dry the mating surfaces with a clean dry cotton wiper, G00034.
 - 3) Repeat the previous two steps until the cotton wiper, G00034, shows no soil.
 - a) Replace dirty cotton wipers, G00034, with clean cotton wipers, G00034, when necessary.
 - 4) Apply a thin layer of adhesive, A01076, to each mating surface.
 - 5) Install the filler [18].
 - a) Apply sufficient pressure to make sure that the mating surfaces touch.
 - 6) Let the adhesive, A01076, to dry before you continue.

G. Snubber Installation Test

SUBTASK 52-11-51-710-001

AKS ALL; AIRPLANES WITH ADJUSTABLE SNUBBER

- (1) If installing an adjustable snubber [11], do an installation test as follows:
 - (a) Make sure that the door is fully open with the hold-open lock engaged.
 - (b) Make sure that more extension is available on the snubber [11].
 - (c) Do the steps to adjust the length of the snubber [11] if needed (Refer to Forward Entry Door Adjustment, TASK 52-11-00-820-801).

AKS ALL; AIRPLANES WITH SNUBBER WITH FLUID LEVEL INDICATOR

- (2) If installing a snubber with a fluid level indicator [21], do an installation test as follows:
 - (a) Make sure that the door is fully open with the hold-open lock engaged.
 - (b) Move the door to the closed position.

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H. Put the Airplane Back to its Usual Condition

SUBTASK 52-11-51-410-002

- (1) Install the thirty-two fasteners [4] to install the access panel [5] on the door.

SUBTASK 52-11-51-410-003

- (2) Close this access panel:

Number Name/Location

831AZ Forward Entry Door - Torque Tube Access

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SUBTASK 52-11-51-420-002

- (3) Install the four bolts [1] and four washers [2] to install the bracket [3] to the door.

SUBTASK 52-11-51-410-001

- (4) Do this task: Forward Entry Door Lining Installation, TASK 52-11-31-400-802

SUBTASK 52-11-51-410-004

- (5) Make sure that the door is safe as follows:

- (a) Make sure that the door is closed and latched.

SUBTASK 52-11-51-080-001

- (6) Remove the work platform, COM-1523.

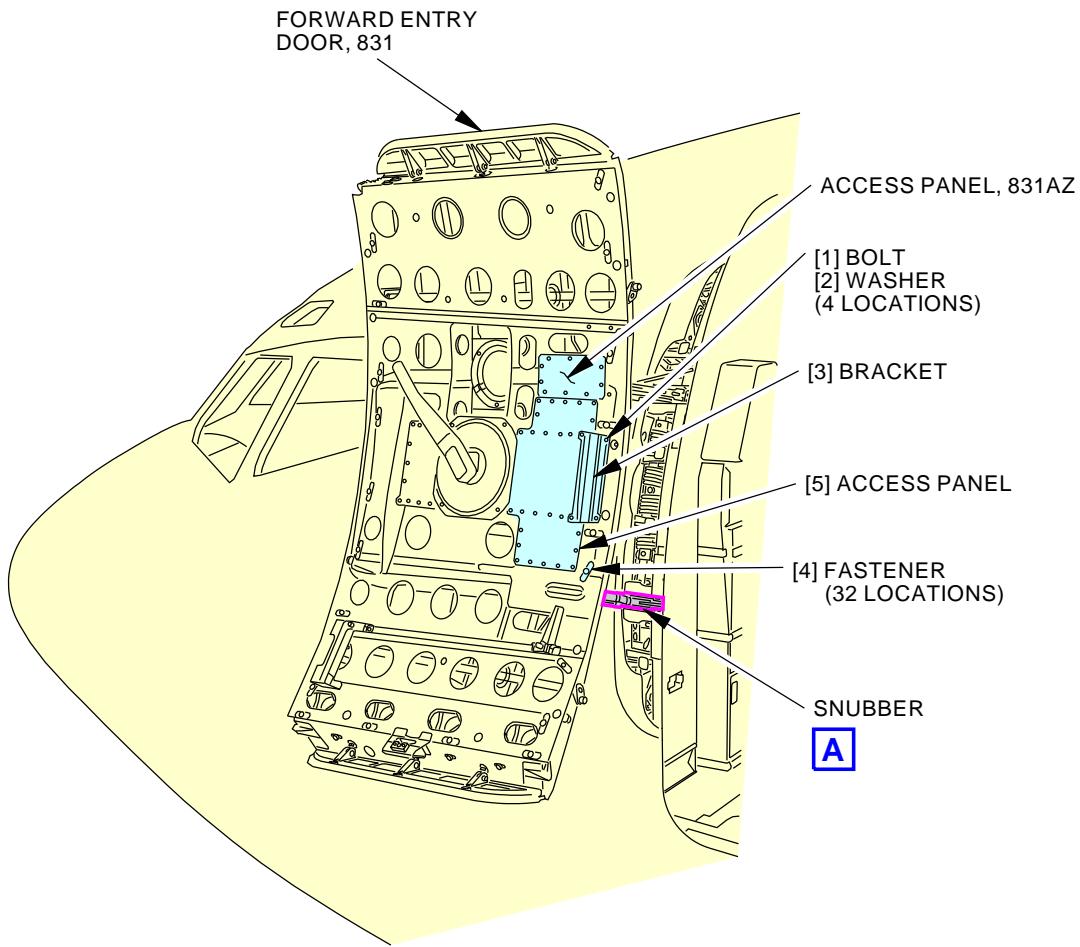
———— END OF TASK ————

EFFECTIVITY
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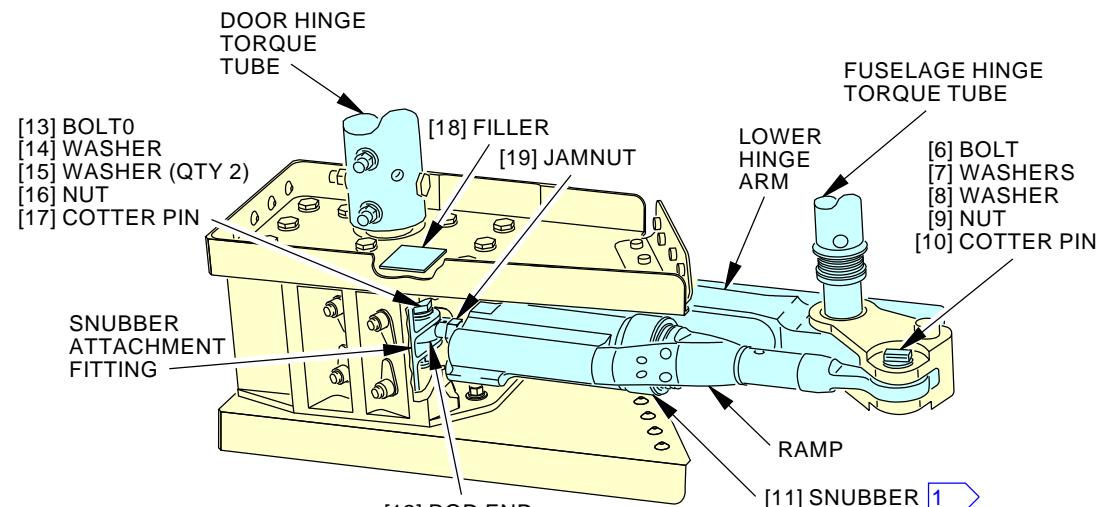


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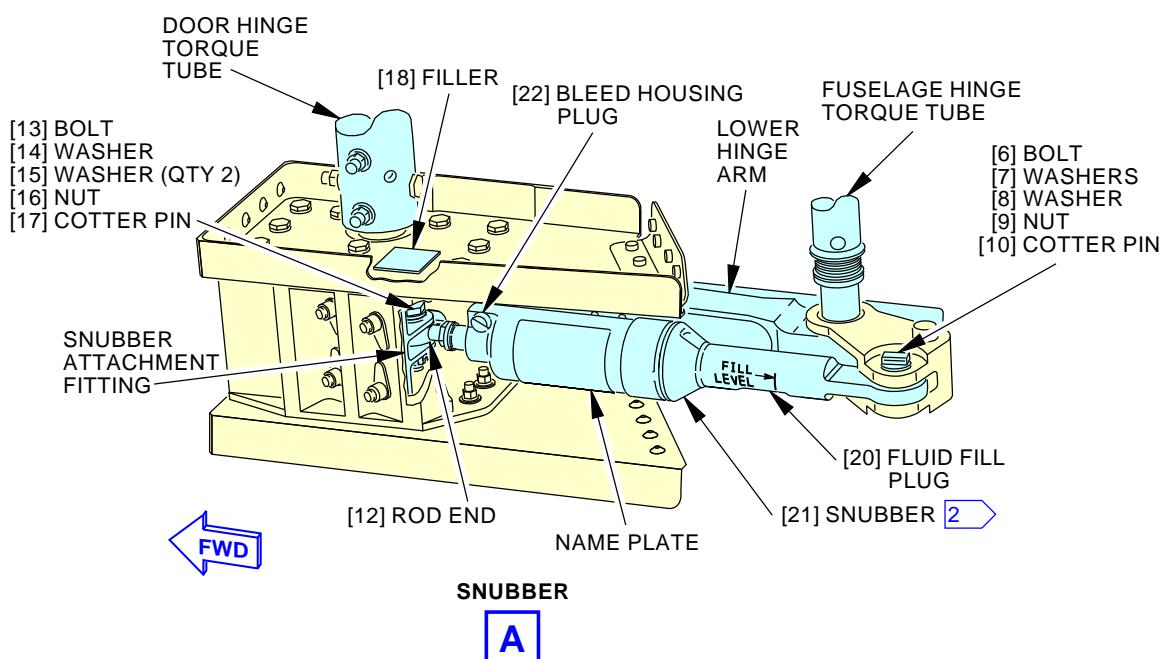
Snubber Installation
Figure 401/52-11-51-990-801 (Sheet 1 of 2)

EFFECTIVITY
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SNUBBER

A**FWD****FWD**

SNUBBER

A**1** AIRPLANES WITH ADJUSTABLE SNUBBER.**2** AIRPLANES WITH SNUBBER WITH FLUID LEVEL INDICATOR.

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Snubber Installation

Figure 401/52-11-51-990-801 (Sheet 2 of 2)

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FORWARD ENTRY DOOR GATE - REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
- (1) The removal of the upper or lower forward entry door gate.
 - (2) The installation of the upper or lower forward entry door gate.

TASK 52-11-61-000-801

2. Forward Entry Door Gate - Removal

Figure 401

A. References

| Reference | Title |
|------------------|---|
| 52-09-12-000-801 | Blade and Diaphragm Seals Removal (P/B 401) |
| 52-11-31-000-802 | Forward Entry Door Lining Removal (P/B 401) |

B. Tools/Equipment

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

| Reference | Description |
|-----------|---------------------------------------|
| COM-1540 | Stand - Work, General Purpose |
| | Part #: AM-1737 Supplier: 9M323 |
| | Opt Part #: MODEL 136 Supplier: 2S363 |

C. Location Zones

| Zone | Area |
|------|--------------------|
| 831 | Forward Entry Door |

D. Prepare for Removal

SUBTASK 52-11-61-840-001

- (1) Make sure that the door is safe as follows:
 - (a) The door is closed and latched.

WARNING: MAKE SURE THE GIRT BAR IS NOT ENGAGED IN THE FLOOR-MOUNTED ESCAPE SLIDE BRACKETS. IF THE GIRT BAR IS ENGAGED IN THE BRACKETS, THE ESCAPE SYSTEM CAN DEPLOY WHEN YOU OPEN THE DOOR. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (b) The girt bar is not engaged in the floor-mounted escape slide brackets.

SUBTASK 52-11-61-480-001

- (2) Put a work stand, COM-1540 outboard of the door.

SUBTASK 52-11-61-010-001

- (3) Remove the door lining.
 - (a) Do this task: Forward Entry Door Lining Removal, TASK 52-11-31-000-802.

E. Procedure

SUBTASK 52-11-61-010-002

- (1) Remove only the blade seal [6] from the gate [3].



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- (a) Do this task: Blade and Diaphragm Seals Removal, TASK 52-09-12-000-801.

NOTE: Only do the procedure to remove the blade seal from the gate.

SUBTASK 52-11-61-020-001

- (2) Disconnect the rod [2] from the upper or lower gate [3].

- (a) Hold the rod [2]. Do not let the rod [2] fall back in the door frame when the bolt [8] is removed.

NOTE: Turn the door handle to extend or retract the rod [2].

- (b) Remove the bolt [8], washer [7], bushing [9], bushing [10], washer [12], and nut [11] that attach the rod [2] to the gate [3].

- (c) Safety the end of the rod [2] to the door frame to hold it in its position.

SUBTASK 52-11-61-010-003

- (3) Remove the upper or lower gate [3] from the door [1].

- (a) Fold the gate [3] in the outboard direction.

- (b) Remove the 13 bolts [13] that attach the hinge [4] to the door [1].

- (c) Remove the gate [3] from the door [1].

———— END OF TASK ————

TASK 52-11-61-400-801

3. Forward Entry Door Gate - Installation

Figure 401

A. References

| Reference | Title |
|------------------|--|
| 52-09-12-400-801 | Blade and Diaphragm Seals Installation (P/B 401) |
| 52-11-00-820-801 | Forward Entry Door Adjustment (P/B 501) |
| 52-11-31-400-802 | Forward Entry Door Lining Installation (P/B 401) |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|--|---------------|
| A00247 | Sealant - Pressure And Environmental - Chromate Type | BMS5-95 |

C. Location Zones

| Zone | Area |
|------|--------------------|
| 831 | Forward Entry Door |

D. Procedure

SUBTASK 52-11-61-420-001

- (1) Connect the upper or lower gate [3] to the door [1] at the hinge [4].

- (a) Apply sealant, A00247 to the mating surfaces between the hinge [4] and door [1].

- (b) Put the gate [3] in its position on the door [1].

- (c) Install the 13 bolts [13] to attach the hinge [4] to the door [1].

SUBTASK 52-11-61-410-001

- (2) Install the diaphragm seal [5] between the door [1] and upper or lower gate [3].

- (a) Fold the gate [3] outboard.

- (b) Install the diaphragm seal [5] between the door [1] and gate [3].

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- 1) Do this task: Blade and Diaphragm Seals Installation, TASK 52-09-12-400-801.

NOTE: Only do the diaphragm seal installation procedure.

SUBTASK 52-11-61-420-002

- (3) Connect the rod [2] to the upper or lower gate [3].

(a) Fold the gate [3] inboard.

(b) Align the rod [2] in its correct position on the gate [3].

- 1) Hold the rod [2]. Do not let the rod [2] fall back in the door frame.

NOTE: Turn the door handle to extend or retract the rod [2].

- (c) Install the bolt [8], washer [7], bushing [9], bushing [10], washer [12], and nut [11] to attach the rod [2] to the gate [3].

SUBTASK 52-11-61-410-002

- (4) Install the blade seal [6] on the upper or lower gate [3].

(a) Do this task: Blade and Diaphragm Seals Installation, TASK 52-09-12-400-801.

NOTE: Only do the blade seal installation on the gate [3].

SUBTASK 52-11-61-420-003

- (5) Adjust the gate [3].

(a) Do this task: Forward Entry Door Adjustment, TASK 52-11-00-820-801.

NOTE: Only do the gate [3] adjustment.

E. Restore the Airplane

SUBTASK 52-11-61-410-003

- (1) Install the door lining.

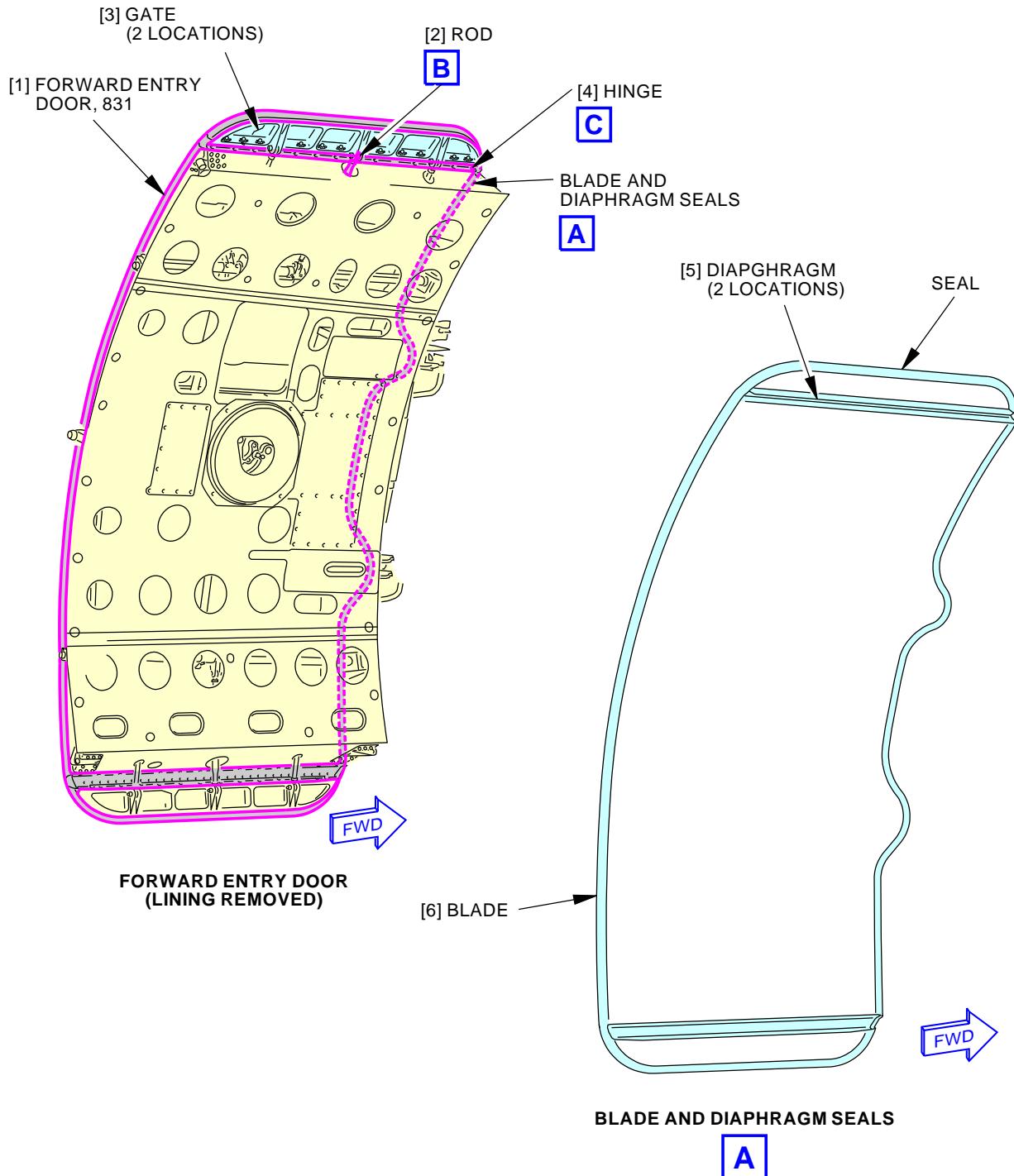
(a) Do this task: Forward Entry Door Lining Installation, TASK 52-11-31-400-802.

———— END OF TASK ————



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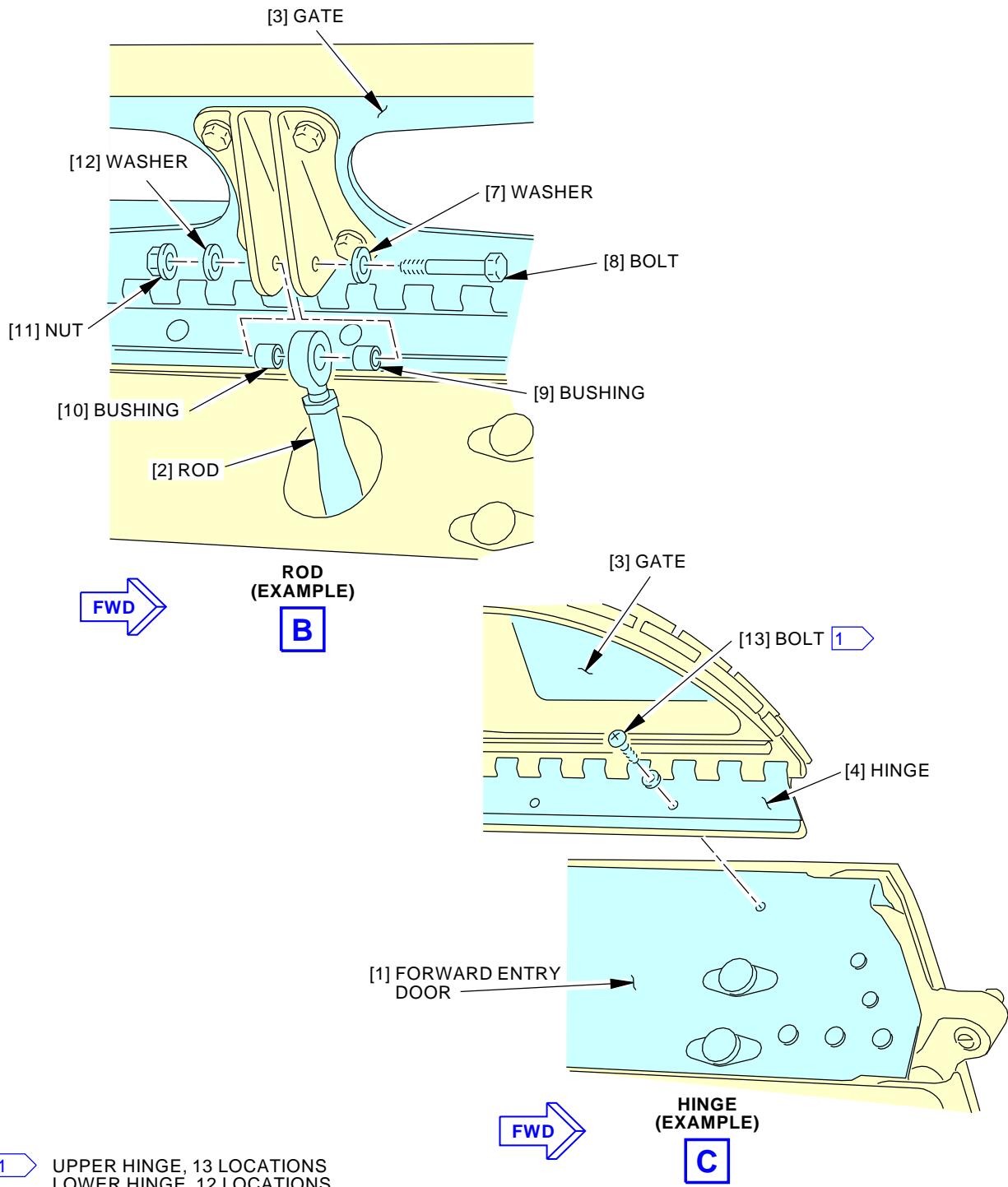
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Forward Entry Door Gate - Installation
Figure 401/52-11-61-990-801 (Sheet 1 of 2)

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Forward Entry Door Gate - Installation
Figure 401/52-11-61-990-801 (Sheet 2 of 2)

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AFT ENTRY DOOR - MAINTENANCE PRACTICES

1. General

- A. This procedure has these tasks:
- (1) Open the AFT Entry Door with the exterior handle.
 - (2) Close the Aft Entry Door with the exterior handle.
 - (3) Open the AFT Entry Door with the interior handle.
 - (4) Close the AFT Entry Door with the interior handle.
 - (5) Aft Entry Door Corrosion Prevention.

TASK 52-13-00-860-801

2. Open the AFT Door with the Exterior Handle

(Figure 201)

A. Tools/Equipment

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

| Reference | Description |
|-----------|--|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose Part #: B-14 Supplier: 05060 Part #: B-9 Supplier: 05060 Part #: Z-45-25J Supplier: 59497 |
| SPL-2005 | Barrier, Frame Equipment - Passenger Entry Door Part #: C52012-29 Supplier: 81205 Opt Part #: C52012-15 Supplier: 81205 |

B. Location Zones

| Zone | Area |
|------|---------------------|
| 834 | Left Aft Entry Door |

C. Procedure

SUBTASK 52-13-00-480-008

CAUTION: DO NOT OPERATE THE DOOR IN STABLE WINDS OF MORE THAN 40 KNOTS. DO NOT LET THE DOOR STAY OPEN IN WIND GUSTS THAT ARE MORE THAN 65 KNOTS. STRONG WINDS CAN CAUSE DAMAGE TO THE STRUCTURE OF THE AIRPLANE.

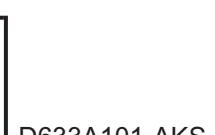
- (1) Put the work platform, COM-1523 in front of the door.

SUBTASK 52-13-00-860-012

- (2) Make sure the door is safe as follows:

WARNING: MAKE SURE THE GIRT BAR IS NOT ENGAGED IN THE FLOOR-MOUNTED ESCAPE SLIDE BRACKETS. IF THE GIRT BAR IS ENGAGED IN THE BRACKETS, THE ESCAPE SYSTEM CAN DEPLOY WHEN YOU OPEN THE DOOR. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (a) Make sure the girt bar is not engaged in the floor-mounted escape slide brackets.





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SUBTASK 52-13-00-860-013

WARNING: BE CAREFUL WHEN YOU OPERATE THE DOOR FROM A MAINTENANCE STAND. IT IS NOT EASY TO OPERATE THE DOOR FROM THE SMALL PLATFORM AREA AND DURING BAD WEATHER CONDITIONS. INJURIES TO PERSONNEL AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (3) Pull the exterior handle outboard from the recess in the door to engage the door drive mechanism.

SUBTASK 52-13-00-860-014

- (4) Turn the exterior handle 180 degrees clockwise to unlatch the door.

NOTE: When you turn the handle 180 degrees clockwise, the latch rollers disengage with the latch fittings.

NOTE: The initial movement of the door is inward.

SUBTASK 52-13-00-860-015

- (5) Return the exterior handle into the recess of the door.

SUBTASK 52-13-00-860-016

- (6) Use the door assist handle to pull the door outboard and forward until the door hold open lock in the upper hinge engages and the door is held in the fully open position.

NOTE: The door will be parallel to the fuselage when fully open.

SUBTASK 52-13-00-860-017

- (7) Put the barrier frame, SPL-2005 across the door opening.

———— END OF TASK ————

TASK 52-13-00-860-802

3. Close the AFT Door with the Exterior Handle

(Figure 201)

A. Tools/Equipment

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

| Reference | Description |
|-----------|--|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose Part #: B-14 Supplier: 05060 Part #: B-9 Supplier: 05060 Part #: Z-45-25J Supplier: 59497 |
| SPL-2005 | Barrier, Frame Equipment - Passenger Entry Door Part #: C52012-29 Supplier: 81205 Opt Part #: C52012-15 Supplier: 81205 |

B. Location Zones

| Zone | Area |
|------|---------------------|
| 834 | Left Aft Entry Door |



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C. Procedure

SUBTASK 52-13-00-860-018

CAUTION: DO NOT OPERATE THE DOOR IN STABLE WINDS OF MORE THAN 40 KNOTS. DO NOT LET THE DOOR STAY OPEN IN WIND GUSTS THAT ARE MORE THAN 65 KNOTS. STRONG WINDS CAN CAUSE DAMAGE TO THE STRUCTURE OF THE AIRPLANE.

- (1) Make sure the work platform, COM-1523 is installed in front of the door.

SUBTASK 52-13-00-860-019

- (2) Remove the barrier frame, SPL-2005 from across the door if it is installed.

SUBTASK 52-13-00-860-020

WARNING: BE CAREFUL WHEN YOU OPERATE THE DOOR FROM A MAINTENANCE STAND. IT IS NOT EASY TO OPERATE THE DOOR FROM THE SMALL PLATFORM AREA AND DURING BAD WEATHER CONDITIONS. INJURIES TO PERSONNEL AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (3) Release the door from the locked position by using either the "Up to release" lever on the body torque tube, or the "Down to release" button on the guide arm.

SUBTASK 52-13-00-860-021

- (4) Use the assist handle to swing the door into the door opening.

SUBTASK 52-13-00-860-022

- (5) Pull the exterior handle outward to clear the handle recess.

SUBTASK 52-13-00-860-023

- (6) Turn the exterior handle 180 degrees counterclockwise to close the door.

NOTE: When you turn the handle 180 degrees counterclockwise, the latch rollers engage with the latch fittings.

SUBTASK 52-13-00-860-024

- (7) Release the exterior handle into the recess in the door.

SUBTASK 52-13-00-080-007

- (8) Remove the stand, work platform, COM-1523 from the door.

———— END OF TASK ————

TASK 52-13-00-860-803

4. **Open the AFT Door with the Interior Handle**

(Figure 202)

A. Tools/Equipment

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

| Reference | Description |
|-----------|--|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose Part #: B-14 Supplier: 05060 Part #: B-9 Supplier: 05060 Part #: Z-45-25J Supplier: 59497 |

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(Continued)

Reference

Description

| | |
|----------|---|
| SPL-2005 | Barrier, Frame Equipment - Passenger Entry Door Part #: C52012-29 Supplier: 81205 Opt Part #: C52012-15 Supplier: 81205 |
|----------|---|

B. Location Zones

Zone Area

| | |
|-----|---------------------|
| 834 | Left Aft Entry Door |
|-----|---------------------|

C. Procedure

SUBTASK 52-13-00-860-025

CAUTION: DO NOT OPERATE THE DOOR IN STABLE WINDS OF MORE THAN 40 KNOTS. DO NOT LET THE DOOR STAY OPEN IN WIND GUSTS THAT ARE MORE THAN 65 KNOTS. STRONG WINDS CAN CAUSE DAMAGE TO THE STRUCTURE OF THE AIRPLANE.

- (1) Put the work platform, COM-1523 in front of the door.

SUBTASK 52-13-00-860-026

- (2) Make sure the door is safe as follows:

WARNING: MAKE SURE THE GIRT BAR IS NOT ENGAGED IN THE FLOOR-MOUNTED ESCAPE SLIDE BRACKETS. IF THE GIRT BAR IS ENGAGED IN THE BRACKETS, THE ESCAPE SYSTEM CAN DEPLOY WHEN YOU OPEN THE DOOR. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (a) Make sure the girt bar is not engaged in the floor-mounted escape slide brackets.

SUBTASK 52-13-00-860-027

WARNING: BE CAREFUL WHEN YOU OPERATE THE DOOR FROM A MAINTENANCE STAND. IT IS NOT EASY TO OPERATE THE DOOR FROM THE SMALL PLATFORM AREA AND DURING BAD WEATHER CONDITIONS. INJURIES TO PERSONNEL AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (3) Turn the interior handle counterclockwise 180 degrees to unlatch the door.

NOTE: When you turn the handle 180 degrees in the open direction, the latch rollers disengage from the latch fittings and the initial movement of the door is inward.

SUBTASK 52-13-00-860-028

- (4) Use the door assist handle to push the door outboard and forward until the door hold open lock in the upper hinge engages and the door is held in the fully open position.

NOTE: The door will be parallel to the fuselage when fully open.

SUBTASK 52-13-00-860-029

- (5) Put the barrier frame, SPL-2005 across the door opening.

———— END OF TASK ————

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TASK 52-13-00-860-804

5. Close the AFT Door with the Interior Handle

(Figure 202)

A. Tools/Equipment

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

| Reference | Description |
|-----------|--|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose Part #: B-14 Supplier: 05060 Part #: B-9 Supplier: 05060 Part #: Z-45-25J Supplier: 59497 |
| SPL-2005 | Barrier, Frame Equipment - Passenger Entry Door Part #: C52012-29 Supplier: 81205 Opt Part #: C52012-15 Supplier: 81205 |

B. Location Zones

| Zone | Area |
|------|---------------------|
| 834 | Left Aft Entry Door |

C. Procedure

SUBTASK 52-13-00-860-030

CAUTION: DO NOT OPERATE THE DOOR IN STABLE WINDS OF MORE THAN 40 KNOTS. DO NOT LET THE DOOR STAY OPEN IN WIND GUSTS THAT ARE MORE THAN 65 KNOTS. STRONG WINDS CAN CAUSE DAMAGE TO THE STRUCTURE OF THE AIRPLANE.

- (1) Make sure the work platform, COM-1523 is installed in front of the door.

SUBTASK 52-13-00-860-031

- (2) Remove the barrier frame, SPL-2005 from across the door opening if it is installed.

SUBTASK 52-13-00-860-032

WARNING: BE CAREFUL WHEN YOU OPERATE THE DOOR FROM A MAINTENANCE STAND. IT IS NOT EASY TO OPERATE THE DOOR FROM THE SMALL PLATFORM AREA AND DURING BAD WEATHER CONDITIONS. INJURIES TO PERSONNEL AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (3) Release the door hold open lock from the locked position by using either the "Up to release" lever on the body torque tube, or the "Down to release" button on the guide arm.

NOTE: A light push at the door interior handle location towards the opening direction is allowed to release the hold open lever.

SUBTASK 52-13-00-860-033

- (4) Use the assist handle to swing the door into the door opening.

SUBTASK 52-13-00-860-034

- (5) Turn the interior handle 180 degrees clockwise to fully close the door.

NOTE: When you turn the handle 180 degrees clockwise, the latch rollers engage with the latch fittings.



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SUBTASK 52-13-00-080-008

- (6) Remove the stand, work platform, COM-1523 from the door.

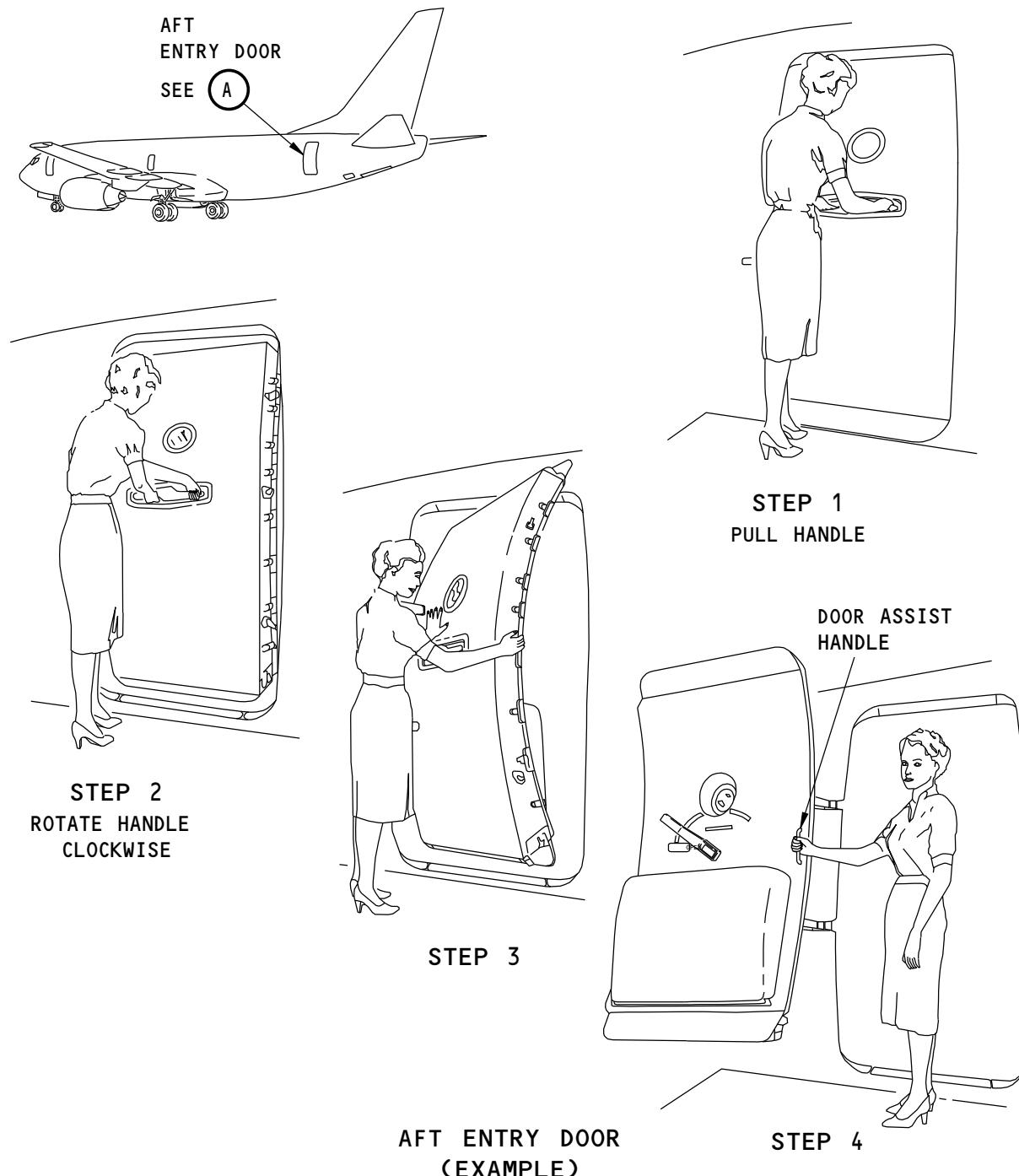
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Aft Entry Door Operation from Outside Airplane
Figure 201/52-13-00-990-823

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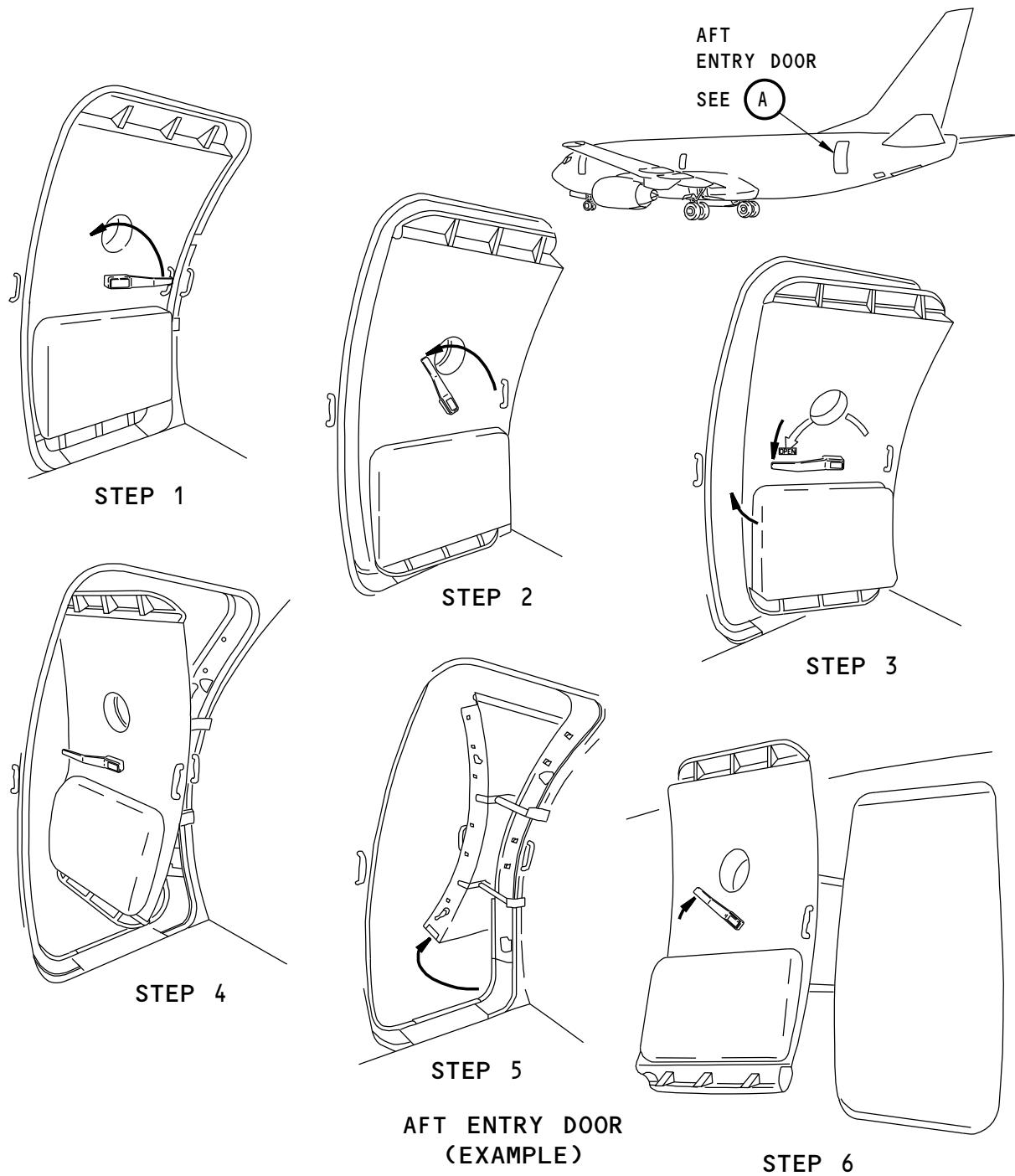
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NOTE: DOOR GATE LINING REMOVED.

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Aft Entry Door Operation from Inside Airplane
Figure 202/52-13-00-990-824

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TASK 52-13-00-600-801

6. Aft Entry Door Corrosion Prevention

A. References

| Reference | Title |
|------------------|--|
| 12-25-12 P/B 301 | AFT ENTRY DOOR - SERVICING |
| 52-13-00-200-801 | Aft Entry Door Check (P/B 601) |
| 52-13-31-000-802 | Aft Entry Door Lining Removal (P/B 401) |
| 52-13-31-400-802 | Aft Entry Door Lining Installation (P/B 401) |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|---|---------------|
| G00009 | Compound - Organic Corrosion Inhibiting | BMS3-23 |

C. Location Zones

| Zone | Area |
|------|---------------------|
| 834 | Left Aft Entry Door |

D. General

SUBTASK 52-13-00-800-001

- (1) Corrosion may occur on the internal and external surfaces of the door structure, especially the inside lower corners, the connection points, and the door mechanism.
- (2) Corrosion has been found on the door torque tube, that is found adjacent to the door in the airplane body. The torque tube for the aft service door, in particular, has been found to contain large amounts of water.
- (3) If a door is not opened often from the outside, corrosion has been found on the exterior door handle. The corrosion causes the handle to seize in the recess and prevents the handle from moving outward to unlock the door. Corrosion can also be found in the upper and lower bearings.
 - (a) If the door handle operates in a stiff or restricted manner, then increase the frequency of the lubrication.
- (4) If applicable, stress corrosion cracks have been found on the aft upper stop fitting at the aft airstair door.
- (5) Corrosion has been found on the rivets between the web and the intercostal at the aft galley door on some airplanes.
- (6) Some items in this section maybe subject to the mandatory requirements for corrosion prevention and control programs for aging airplanes.
- (7) Corrosion Prevention
 - (a) Do this tasks, Aft Entry Door Check, TASK 52-13-00-200-801 to detect the early stages of corrosion.
 - (b) Look for missing fasteners, white powdery deposits, and discolorations, as signs of corrosion.
 - 1) If signs of corrosion are found, then a corrosion prevention program should be started to prevent the build up of corrosion products.
 - 2) If corrosion products are allowed to build up, then they will cause further corrosion.
 - 3) If corrosion is found, the refer to the Structural Repair Manual for detail instructions for the removal of corrosion.

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- (c) After the corrosion products are cleaned, make sure that the protective finishes are serviceable.
 - 1) If only minor corrosion is found, then make sure that the area is clean.
 - 2) Apply corrosion inhibiting compound on the affected area.
 - 3) Make sure that the protective finish is restored at the first opportunity that is consistent with the airplanes maintenance schedule.
- (8) Frequency of Application
 - (a) Periodic inspection is required to areas identified as prone to corrosion and should be scheduled to your Maintenance Planning Document.
 - (b) Periodic application of BMS 3-23 compounds are necessary to areas identified as prone to corrosion and should be scheduled to your Maintenance Planning Document.
 - 1) Do the prevention treatment to the door at the same recommended interval as the door frame.
 - 2) Do the prevention treatment to the exterior surface of the door at the same recommended interval as the exterior surface of the fuselage.

E. Corrosion Prevention

SUBTASK 52-13-00-620-001

- (1) Prevention Treatment
 - (a) Remove the door liner to get access to the interior surfaces of the door.
 - 1) Aft Entry Door Lining Removal, TASK 52-13-31-000-802
 - (b) Clean the drains and drain paths.
 - (c) Aft Entry Door Check, TASK 52-13-00-200-801
 - 1) Remove or repair any corrosion that you find.
 - (d) Apply corrosion inhibiting compound, G00009 to the interior surfaces of the door.
 - 1) Make sure that the corrosion inhibiting compound, G00009 completely covers the surfaces, with special attention given to the lower corners and the handle mechanism housing.
 - (e) If it is necessary, apply corrosion inhibiting compound, G00009 to the exterior surfaces of the door.
 - (f) Lubricate the door. AFT ENTRY DOOR - SERVICING, PAGEBLOCK 12-25-12/301
 - (g) Install the door lining.
 - 1) Aft Entry Door Lining Installation, TASK 52-13-31-400-802

———— END OF TASK ————

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AFT ENTRY DOOR - REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
 - (1) A removal of the aft entry door.
 - (2) An installation of the aft entry door.
- B. The aft entry door is referred to as the door in this procedure.

TASK 52-13-00-000-802

2. Aft Entry Door Removal

(Figure 401)

A. References

| Reference | Title |
|------------------|--|
| 52-13-31-000-802 | Aft Entry Door Lining Removal (P/B 401) |
| 52-13-51-000-801 | Aft Entry Door Snubber Removal (P/B 401) |

B. Tools/Equipment

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

| Reference | Description |
|-----------|---|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose <ul style="list-style-type: none">Part #: B-14 Supplier: 05060Part #: B-9 Supplier: 05060Part #: Z-45-25J Supplier: 59497 |
| SPL-2005 | Barrier, Frame Equipment - Passenger Entry Door <ul style="list-style-type: none">Part #: C52012-29 Supplier: 81205Opt Part #: C52012-15 Supplier: 81205 |

C. Location Zones

| Zone | Area |
|------|---------------------|
| 834 | Left Aft Entry Door |

D. Access Panels

| Number | Name/Location |
|--------|-------------------------------------|
| 834FZ | Aft Entry Door - Torque Tube Access |

E. Prepare for the Removal

SUBTASK 52-13-00-860-007

- (1) Make sure the door is safe as follows:
 - (a) Make sure the door is closed and latched.

WARNING: MAKE SURE THE GIRT BAR IS NOT ENGAGED IN THE FLOOR-MOUNTED ESCAPE SLIDE BRACKETS. IF THE GIRT BAR IS ENGAGED IN THE BRACKETS, THE ESCAPE SYSTEM CAN DEPLOY WHEN YOU OPEN THE DOOR. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (b) Make sure the girt bar is not engaged in the floor-mounted escape slide brackets.
- (c) Make sure the work platform, COM-1523 is installed outboard of the door.

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SUBTASK 52-13-00-010-013

- (2) Get access to the door as follows:
 - (a) Make sure the door is closed and latched.
 - (b) Do this task: Aft Entry Door Lining Removal, TASK 52-13-31-000-802.
 - (c) Fully open the door.

F. Removal of the Aft Entry Door

SUBTASK 52-13-00-020-006

CAUTION: REMOVE THE SNUBBER BEFORE YOU REMOVE THE DOOR. IF YOU DO NOT REMOVE THE SNUBBER BEFORE YOU REMOVE THE DOOR, DAMAGE TO THE SNUBBER CAN OCCUR.

- (1) Do this task: Aft Entry Door Snubber Removal, TASK 52-13-51-000-801

SUBTASK 52-13-00-480-005

- (2) Install straps around the stop fittings on the door [1] to support the door [1].

SUBTASK 52-13-00-020-008

- (3) Disconnect the upper hinge of the door [1]:

- (a) Remove this access panel:

Number Name/Location

834FZ Aft Entry Door - Torque Tube Access

- (b) Remove the filler [16] to get access to the fastener that attaches the guide arm [11] to the door [1].
 - (c) Remove the bolt [8], washers [9], and nut [10] that attach the guide arm [11] to the door [1].

NOTE: The guide arm [11] will stay with the fuselage.

- (d) Remove the bolt [12], washers [13], and nut [14] that attach the upper hinge arm [15] to the fuselage.

NOTE: The hinge arm [15] will stay with the door [1].

SUBTASK 52-13-00-020-009

- (4) Disconnect the lower hinge of the door [1]:

- (a) Remove the bolt [19], washers [20], and nut [21] that attach the lower hinge arm [18] to the fuselage.

NOTE: The hinge arm [18] will stay with the door [1].

SUBTASK 52-13-00-020-010

WARNING: BE CAREFUL WHEN YOU REMOVE THE DOOR FROM THE AIRPLANE. THE DOOR WEIGHS APPROXIMATELY 140 POUNDS (63.5 KILOGRAMS). INJURY OR DAMAGE CAN OCCUR.

- (5) Carefully move the door [1] from the fuselage and remove the door [1] from the airplane.

SUBTASK 52-13-00-860-035

- (6) If it is necessary, put the barrier frame, SPL-2005 across the door opening.

———— END OF TASK ————

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TASK 52-13-00-400-802

3. Aft Entry Door Installation

(Figure 401)

A. References

| Reference | Title |
|------------------|---|
| 52-13-00-200-802 | Aft Entry Door Pressure Seal Check (P/B 601) |
| 52-13-00-700-805 | Aft Entry Door System Test (P/B 501) |
| 52-13-00-820-801 | Aft Entry Door Adjustment (P/B 501) |
| 52-13-51-400-801 | Aft Entry Door Snubber Installation (P/B 401) |

B. Tools/Equipment

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

| Reference | Description |
|-----------|---|
| SPL-2005 | Barrier, Frame Equipment - Passenger Entry Door Part #: C52012-29 Supplier: 81205 Opt Part #: C52012-15 Supplier: 81205 |

C. Consumable Materials

| Reference | Description | Specification |
|-----------|--|---------------|
| A00247 | Sealant - Pressure And Environmental - Chromate Type | BMS5-95 |

D. Location Zones

| Zone | Area |
|------|---------------------|
| 834 | Left Aft Entry Door |

E. Access Panels

| Number | Name/Location |
|--------|-------------------------------------|
| 834FZ | Aft Entry Door - Torque Tube Access |

F. Installation of the Aft Entry Door

SUBTASK 52-13-00-860-036

- (1) If it is necessary, remove the barrier frame, SPL-2005 across the door opening.

SUBTASK 52-13-00-420-005

WARNING: BE CAREFUL WHEN YOU MOVE THE DOOR INTO THE AIRPLANE. THE DOOR WEIGHS APPROXIMATELY 140 POUNDS (63.5 KILOGRAMS). INJURY OR DAMAGE CAN OCCUR.

- (2) Carefully move the door [1] near the fuselage and align the upper and lower hinges with the fuselage.

SUBTASK 52-13-00-700-001

- (3) Inspect the pressure seal of the door prior to installation. Do this task: Aft Entry Door Pressure Seal Check, TASK 52-13-00-200-802.

SUBTASK 52-13-00-420-006

- (4) Connect the lower hinge of the door [1] to the fuselage:
(a) Put the lower hinge arm [18] in its correct position.

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- (b) Install the bolt [19], washers [20], and nut [21] that attach the lower hinge arm [18] to the fuselage.

SUBTASK 52-13-00-020-011

- (5) Connect the upper hinge of the door [1] to the fuselage:
- (a) Put the upper hinge arm [15] in its correct position.
 - (b) Install the bolt [12], washers [13], and nut [14] to attach the upper hinge arm [15] to the fuselage.
 - (c) Make sure the distance from the rod end [30] of the guide arm to the adjuster nut [34] is as specified.
 - (d) If it is out of tolerance, adjust the guide arm [11]:
NOTE: This is an initial adjustment for a new guide arm [11] or door [1].
 - 1) Remove the bolt [32] and washer [33] on the lock channel [31].
 - 2) Remove the lock channel [31].
 - 3) Loosen the jamnut [35].
 - 4) Change the length of the rod end [30] with the adjuster nut [31] to get the correct dimension.
 - 5) Make sure the adjuster nut [34] will align with the lock channel [31].
 - 6) Tighten the jamnut [35].
 - 7) Put the lock channel [31] in its correct position on the guide arm [11].
 - 8) Install the bolt [32] and washer [33] to hold the lock channel [31]
 - (e) Put the guide arm [11] in its correct position.
 - 1) Make sure the lubrication fitting on the rod end [30] faces inboard.
 - (f) Install the bolt [8], washers [9], and nut [10] to attach the guide arm [11] to the door [1].
 - (g) Make sure the lock channel [31] is installed over the adjuster nut [34].
 - (h) Install the filler [16] with sealant, A00247 to cover the guide arm [11] attachment.
 - (i) Install this access panel:

Number Name/Location

834FZ Aft Entry Door - Torque Tube Access

- 1) Install access panels as follows:
- 2) Apply a parting agent to the mating surfaces of the cover plate as specified in SOPM 20-50-19.
- 3) Apply a pressure fay surface seal with sealant, A00247 as specified in SOPM 20-50-19 between the mating surfaces of the cover plate and the inner skin.
- 4) Install the cover plate onto the door structure with the bolts and the washers.

NOTE: Grip length is important. If a new bolt is to be used, make sure that the grip length is the same as the original bolt.

SUBTASK 52-13-00-020-012

- (6) Do this task: Aft Entry Door Snubber Installation, TASK 52-13-51-400-801

SUBTASK 52-13-00-820-028

- (7) Do this task: Aft Entry Door Adjustment, TASK 52-13-00-820-801.

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SUBTASK 52-13-00-710-009

- (8) Do this task: Aft Entry Door System Test, TASK 52-13-00-700-805.

———— END OF TASK ——

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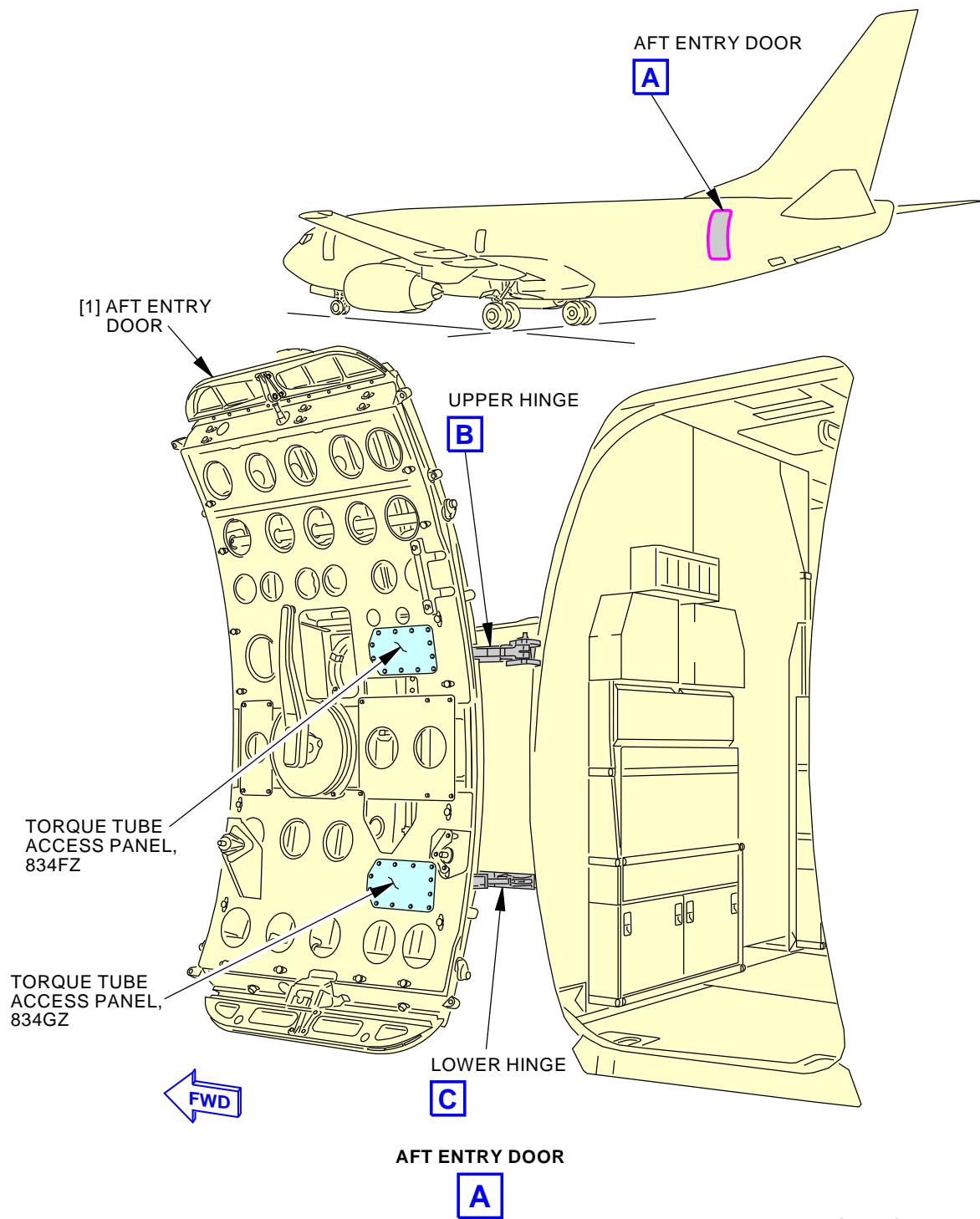
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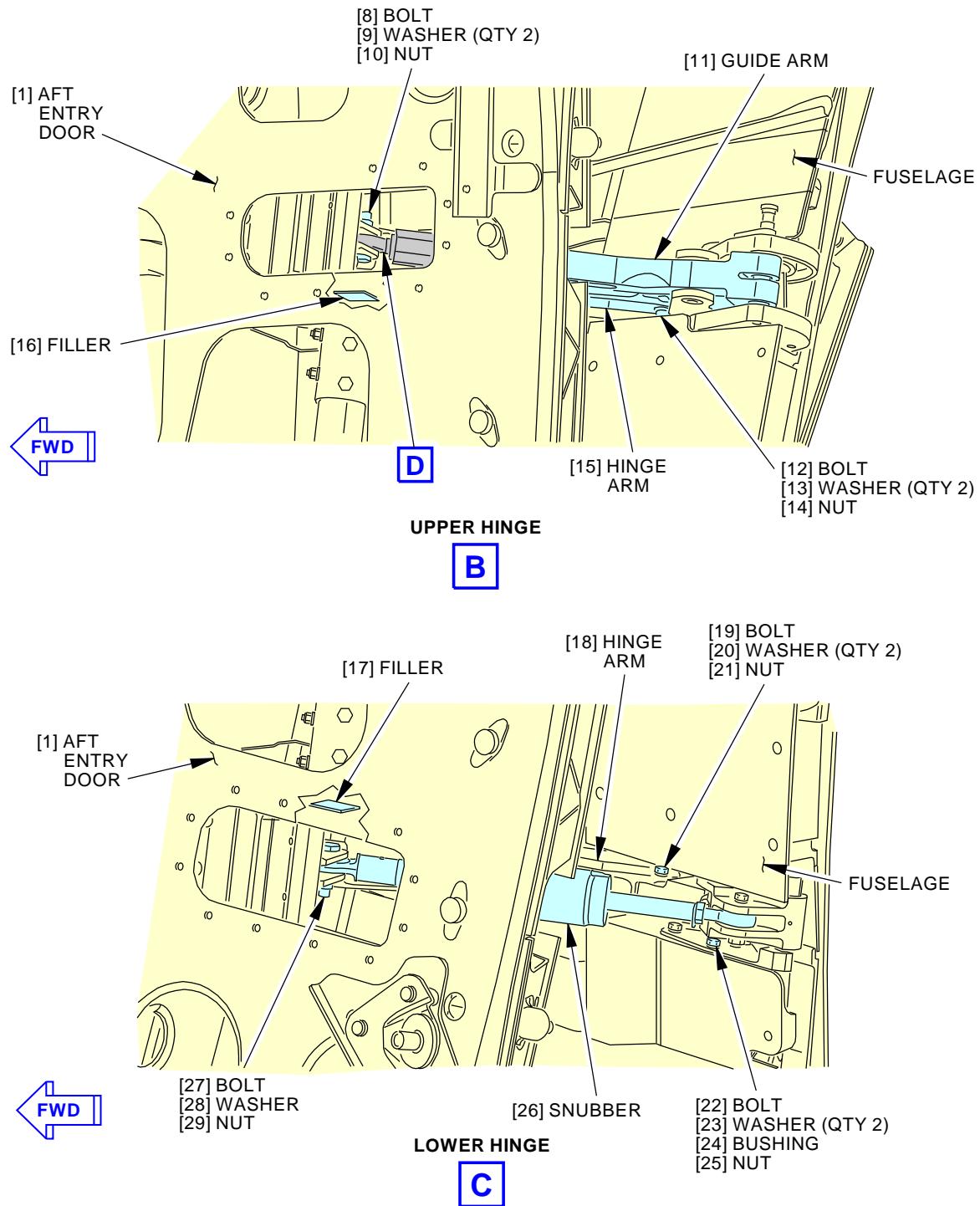
Aft Entry Door Installation
Figure 401/52-13-00-990-816 (Sheet 1 of 3)

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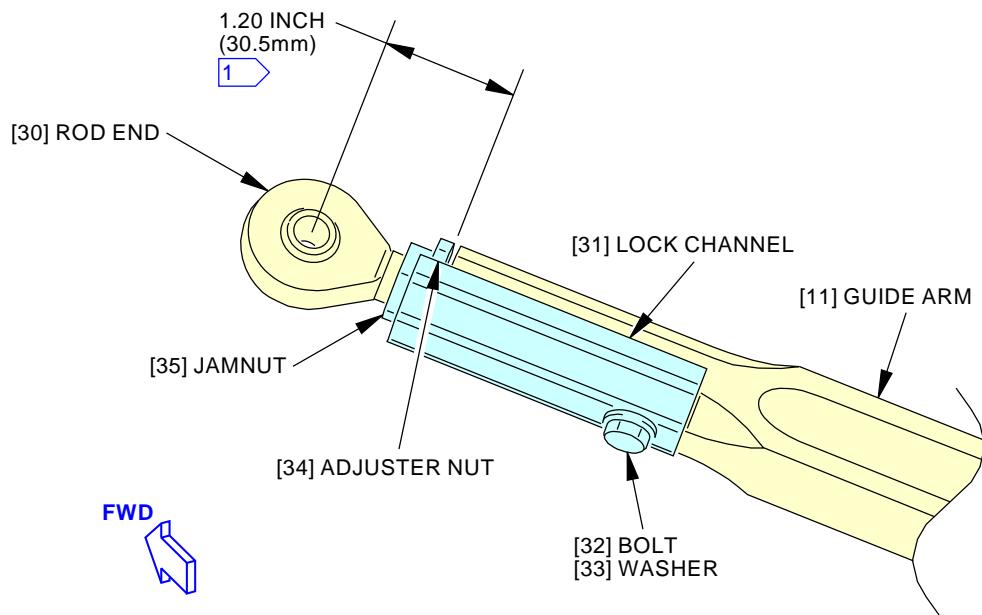
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Aft Entry Door Installation
Figure 401/52-13-00-990-816 (Sheet 2 of 3)

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GUIDE ARM ADJUSTMENT

D

1 INITIAL ADJUSTMENT

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Aft Entry Door Installation
Figure 401/52-13-00-990-816 (Sheet 3 of 3)

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AFT ENTRY DOOR - ADJUSTMENT/TEST

1. General

- A. This procedure has these tasks:
- (1) An adjustment of the aft entry door
 - (2) A special adjustment to correct "soft unlatching" of the aft entry door
 - (3) A system test of the aft entry door.

TASK 52-13-00-820-801

2. Aft Entry Door Adjustment

(Figure 501, Figure 502, Figure 503, Figure 504, Figure 505, Figure 506, Figure 507, Figure 508, Figure 509, Figure 510, Figure 511)

A. General

- (1) Do the procedure with the airplane operating weight empty and the airplane supported on its landing gear.
- (2) After the adjustment is completed, make sure that all adjustment points are locked and sealed.

B. References

| Reference | Title |
|------------------|--|
| 52-13-31-000-802 | Aft Entry Door Lining Removal (P/B 401) |
| 52-13-31-400-802 | Aft Entry Door Lining Installation (P/B 401) |
| 52-71-11-710-801 | Entry and Galley Service Door Indication Sensor Test (S194, S195, S199, or S200) (P/B 201) |
| 52-71-11-820-801 | Entry and Galley Service Door Indication Sensor Adjustment (S194, S195, S199, or S200) (P/B 201) |

C. Tools/Equipment

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

| Reference | Description |
|-----------|---|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose Part #: B-14 Supplier: 05060 Part #: B-9 Supplier: 05060 Part #: Z-45-25J Supplier: 59497 |
| COM-1557 | Gauge - Force Part #: DG-200 Supplier: 92456 Part #: FDIX 100 Supplier: 0BFD9 Part #: FDIX 50 Supplier: 0BFD9 Part #: LG-050 Supplier: 92456 Part #: LG-100 Supplier: 92456 Opt Part #: DPP-500G Supplier: 92456 Opt Part #: DPPH-150 Supplier: 92456 Opt Part #: DPPH-200 Supplier: 92456 Opt Part #: DPPH-50 Supplier: 92456 Opt Part #: FDI 100 Supplier: 0BFD9 Opt Part #: FDI 50 Supplier: 0BFD9 Opt Part #: FDV 100 Supplier: 0BFD9 Opt Part #: FDV 50 Supplier: 0BFD9 |





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(Continued)

| Reference | Description |
|-----------|--|
| SPL-2003 | Simulator - Escape Slide, Passenger Door Part #: C52006-74 Supplier: 81205 Opt Part #: C52006-64 Supplier: 81205 |

D. Consumable Materials

| Reference | Description | Specification |
|-----------|--|-----------------|
| A00247 | Sealant - Pressure And Environmental - Chromate Type | BMS5-95 |
| C00259 | Coating - Chemical And Solvent Resistant Finish, Corrosion Inhibiting Primer | BMS10-11 Type I |
| D00504 | Grease - Petrolatum | VV-P-236 |
| G01912 | Lockwire - MS20995NC32, Monel - 0.032 Inch (0.8128 mm) Diameter | NASM20995 |
| G02020 | Clay, Modeling | |

E. Location Zones

| Zone | Area |
|------|---------------------|
| 834 | Left Aft Entry Door |

F. Access Panels

| Number | Name/Location |
|--------|-------------------------------------|
| 834AZ | Aft Entry Door - Torque Tube Access |
| 834FZ | Aft Entry Door - Torque Tube Access |

G. Prepare for the Adjustment

SUBTASK 52-13-00-860-037

- (1) If a new door has been installed:
 - (a) Make sure that the centering guide is not installed on the door.
 - (b) Make sure that the stop pins are retracted into the stop fittings or removed.

SUBTASK 52-13-00-860-006

- (2) Make sure the door is safe as follows:
 - (a) Make sure the door is closed and latched.

WARNING: MAKE SURE THE GIRT BAR IS NOT ENGAGED IN THE FLOOR-MOUNTED ESCAPE SLIDE BRACKETS. IF THE GIRT BAR IS ENGAGED IN THE BRACKETS, THE ESCAPE SYSTEM CAN DEPLOY WHEN YOU OPEN THE DOOR AND INJURIES OR DAMAGE CAN OCCUR.

- (b) Make sure the girt bar is not engaged in the floor-mounted escape slide brackets.
 - (c) Make sure a work platform, COM-1523 is installed outboard of the door.

SUBTASK 52-13-00-010-012

- (3) Get access to the door as follows:
 - (a) Make sure the door is closed and latched.
 - (b) Do this task: Aft Entry Door Lining Removal, TASK 52-13-31-000-802.
 - (c) Make sure a weight equivalent to the escape slide and door lining that equals 77 pounds (34.9 kilograms) is installed on the door.
 - 1) You may use the escape slide simulator, SPL-2003.

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H. Hinge Flap Adjustment

SUBTASK 52-13-00-820-015

- (1) Adjust the hinge flap (Figure 502):
 - (a) Make sure the door is closed and latched.
 - (b) Make sure the skin clearance and flushness between the upper and lower hinge flaps, fuselage skin, and access panel are as shown (Figure 502).
 - (c) If necessary, adjust as follows:
 - 1) Adjust the skin clearance as follows (Figure 502):
 - a) Open the door.
 - b) Remove the bolts and washers that attach the hinge flap to the fuselage structure.
 - c) Install a new laminated shim or remove laminations from the shim under the hinge on the hinge flap.
 - d) Apply primer, C00259 to the bare laminations of the shim before installation.
 - e) Install the bolts and washers to attach the hinge flap to the fuselage structure.
 - 2) Adjust the flushness as follows, View B (Figure 502):
 - a) Loosen the bolts that attach the hinge flap to the fuselage structure.
 - b) Move the hinge flap inboard or outboard in the slots for the bolts.
 - c) Tighten the bolts that attach the hinge flap to the fuselage structure.

I. Guide Arm Adjustment

SUBTASK 52-13-00-820-016

- (1) Adjust the guide arm (Figure 503):

(a) Open the door and move it until it is parallel to the contour of the fuselage near the closed position.

(b) If the door is not parallel to the contour of the fuselage at approximately one inch (25.4 mm) from the closed position, adjust as follows:

1) Move the door to the fully open position.

2) Remove this access panel:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|-------------------------------------|
| 834FZ | Aft Entry Door - Torque Tube Access |

3) Get access to the lock channel of the guide arm.

4) Remove the bolt and washer on the lock channel.

5) Remove the lock channel.

6) Loosen the jamnut.

7) Turn the adjuster nut to change the length of the rod end to get the correct position of the door.

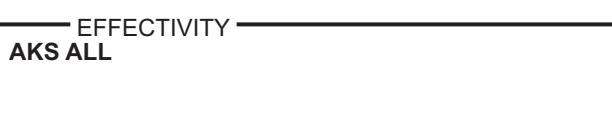
NOTE: If you shorten the guide arm it will turn the aft edge of the door inboard.

8) Make sure the adjuster nut will align with the lock channel.

9) Tighten the jamnut.

10) Put the lock channel in its correct position on the guide arm.

11) Install the bolt and washer to hold the lock channel in position.



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- 12) Install this access panel:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|-------------------------------------|
| 834FZ | Aft Entry Door - Torque Tube Access |

J. Snubber Adjustment

SUBTASK 52-13-00-820-017

- (1) Adjust the snubber (Figure 504):

- (a) Move the door slowly from the cocked position to the closed position and back to the cocked position.
NOTE: The door is in the cocked position when it is the most inboard in its travel, near perpendicular to the fuselage cutout.
- (b) Make sure the snubber does not bottom out and cause the roller to bind in the guide arm at the upper hinge.
- (c) Move the door to the fully open position.
- (d) Make sure the snubber is not extended too much by a check that more movement of the stop link is possible.
- (e) If necessary, adjust as follows (Figure 504):
 - 1) Make sure the door is fully open.
 - 2) Remove the bolt, washers, bushing, and nut that attach the snubber to the fuselage frame.
 - 3) Remove the lockwire.
 - 4) Loosen the jamnut on the rod end.
 - 5) Turn the rod end to change the length of the snubber to get the correct snubber extension.
 - 6) Tighten the jamnut.
 - 7) Install the MS20995NC32 lockwire, G01912.
 - 8) Install the bolt, washers, bushing, and nut to attach the snubber to the fuselage frame.

K. Door Vertical Adjustment

SUBTASK 52-13-00-820-029

- (1) Adjust the door vertical adjustment:

- (a) Close and latch the door.
- (b) Make sure the stop pins align with the stop pads as shown (Figure 510).
NOTE: This is an alignment of the stop pads with the stop pins. Do not set the stop pin and pad clearance.
- (c) Make sure the forward and aft, upper and lower latch rollers are centered in the latch receivers.
- (d) Measure the skin clearance between the upper and lower gates and the fuselage skin along the top and bottom of the door at the locations that follow.
NOTE: Make additional measurements if it is necessary.
 - 1) Three locations evenly spaced along the horizontal edge of the upper and lower gates.

- (e) If necessary, adjust the door vertically as follows (Figure 505):

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- 1) Open this access panel:

Number Name/Location

834AZ Aft Entry Door - Torque Tube Access

- 2) Remove the cotter pins on the upper and lower adjuster nuts.
3) Loosen the upper adjuster nut and turn the lower adjuster nut to get the correct door vertical position.
4) Make sure the lower adjuster nut is aligned with a cotter pin hole.

- (f) Measure the skin clearance between the upper and lower gates and the fuselage skin along the top and bottom of the door at the locations that follow:

NOTE: Make additional measurements if necessary.

- 1) Three locations evenly spaced along the horizontal edge of the upper and lower gates.

- (g) Make sure the clearances are as shown (Figure 505).

- 1) If necessary, adjust the door vertically to get the clearances.

- (h) Make sure the stop pins continue to align with the stop pads.

- (i) Make sure the door is bottomed out on the lower adjuster nut.

- (j) Tighten the upper adjuster nut hand tight and turn back to align with the nearest cotter pin hole.

NOTE: Do not tighten the nuts too much. If the nuts are tightened too much it can put high end loads on the bearings in the handle mechanism.

- (k) Install the new cotter pins in the upper and lower adjuster nuts.

L. Skin Clearance Adjustment

SUBTASK 52-13-00-820-030

- (1) Two measurement methods are provided to adjust the door.
(a) Method 1 is the Standard measurement method for skin clearance adjustment.
(b) Method 2 is Aero-Averaging measurement for skin clearance adjustment.

SUBTASK 52-13-00-820-031

- (2) Adjust the skin clearance with Method 1:
(a) Make sure the clearances between the door skin and fuselage skin as shown, (Table 501) and (Figure 505).

Table 501/52-13-00-993-821 Aerosmoothness Limits - Aft Entry Door (Method 1) (Key to Figure 505)

| ZONE | CLEARANCE | | FLUSHNESS ^{*[1]} | |
|------|----------------------|-----------------------------|---------------------------|-------------------------------|
| | NOMINAL inch (mm) | TOLERANCE inch (mm) | NOMINAL inch (mm) | TOLERANCE inch (mm) |
| A | 0.12 (3.04) | 0.05 to 0.28 (1.27 to 7.11) | -- | NOT APPLICABLE |
| B | 0.19 (4.82) | 0.13 to 0.28 (3.30 to 7.11) | 0.00 (0.00) | -0.09 to 0.03 (-2.28 to 0.76) |
| C | 0.12 (3.04) | 0.05 to 0.28 (1.27 to 7.11) | -- | NOT APPLICABLE |
| D | 0.12 (3.04) | 0.06 to 0.18 (1.52 to 4.57) | -0.06 (-1.52) | -0.12 to 0.06 (-3.04 to 1.52) |
| E | 0.12 (3.04) | 0.05 to 0.19 (1.27 to 4.82) | -- | NOT APPLICABLE |

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**Table 501/52-13-00-993-821 Aerosmoothness Limits - Aft Entry Door (Method 1) (Key to Figure 505)
(Continued)**

| | CLEARANCE | | FLUSHNESS ^{*[1]} | |
|---|-------------|-----------------------------|---------------------------|---------------------------------|
| F | 0.12 (3.04) | 0.06 to 0.18 (1.52 to 4.57) | -0.20 (-5.08) | -0.25 to -0.15 (-6.35 to -3.81) |
| G | 0.12 (3.04) | 0.05 to 0.19 (1.27 to 4.82) | -- | NOT APPLICABLE |
| H | 0.12 (3.04) | 0.06 to 0.18 (1.52 to 4.57) | -0.06 (-1.52) | -0.12 to -0.03 (-3.04 to -0.76) |

*[1] A NEGATIVE FLUSHNESS SHOWS THE DOOR IS INBOARD OF THE FUSELAGE CUTOUT.

- (b) If necessary, adjust as follows:
 - 1) Open the door.
 - 2) Trim the edge of the door to get the correct skin clearances.
- (c) Make sure the minimum distance from the edge of the door outer skin to the door frame is as shown (Figure 505).

SUBTASK 52-13-00-820-037

- (3) Adjust the skin clearance with Method 2 (Aero-Averaging).
 - (a) Make sure the clearances between the door skin and fuselage skin are as shown in Table 502.

Table 502/52-13-00-993-822 Aero-Averaging Limits - Aft Entry Door (Method 2)

| | CLEARANCE | | FLUSHNESS ^{*[1]} | |
|------|-------------------|-----------------------------|---------------------------|---------------------------------|
| ZONE | NOMINAL inch (mm) | TOLERANCE inch (mm) | NOMINAL inch (mm) | TOLERANCE inch (mm) |
| A | 0.12 (3.05) | 0.05 to 0.31(1.27 to 7.87) | -- | NOT APPLICABLE |
| B | 0.19 (4.82) | 0.13 to 0.31(3.30 to 7.87) | 0.00 (0.00) | -0.12 to 0.06 (-3.05 to 1.52) |
| C | 0.12 (3.05) | 0.05 to 0.3 (1.27 to 7.87) | -- | NOT APPLICABLE |
| D | 0.12 (3.05) | 0.06 to 0.21 (1.52 to 5.33) | -0.06 (-1.52) | -0.15 to 0.06 (-3.81 to 1.52) |
| E | 0.12 (3.05) | 0.05 to 0.22 (1.27 to 5.59) | -- | NOT APPLICABLE |
| F | 0.12 (3.05) | 0.06 to 0.21 (1.52 to 5.33) | -0.20 (-50.8) | -0.28 to -0.12 (-7.11 to -3.05) |
| G | 0.12 (3.05) | 0.05 to 0.22 (1.27 to 5.59) | -- | NOT APPLICABLE |
| H | 0.12 (3.05) | 0.06 to 0.21 (1.52 to 5.33) | -0.6 (-1.52) | -0.15 to 0.00(-3.81 to -0.00) |

*[1] A NEGATIVE FLUSHNESS SHOWS THE DOOR IS INBOARD OF THE FUSELAGE CUTOUT.

SUBTASK 52-13-00-820-032

- (4) Adjust the skin clearance with Method 2 (Aero-Averaging) (Table 503):
 - (a) Make sure the clearances between the door skin and fuselage skin are as shown (Figure 505).
 - (b) If necessary, adjust as follows:
 - 1) Open the door.
 - 2) Trim the edge of the door to get the correct skin clearances.
 - (c) Make sure the minimum distance from the edge of the door outer skin to the door frame is as shown (Aero-Averaging).

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- (d) Measure the clearance between the door skin and fuselage skin along the forward and aft edges of the door at the locations that follow:
- 1) Within ± 1.0 inch (± 25.4 mm) of each stop fitting along the forward and aft edges of the door.
 - 2) Record the skin clearance for each stop fitting.
 - 3) Use the (Table 503) to change the clearance to a Drag value.
NOTE: A measurement of 0.10 inch (2.54mm) clearance is a Drag value of 0.63.
 - 4) Record the Drag value for each measurement from (Table 503).

Table 503/52-13-00-993-819 Aft Entry Door Skin Clearance (Aero-averaging)

| CLEARANCE Inch (mm) | DRAG VALUE |
|---------------------|------------|
| 0.06 (1.52) | 0.38 |
| 0.07 (1.78) | 0.44 |
| 0.08 (2.03) | 0.50 |
| 0.09 (2.29) | 0.56 |
| 0.10 (2.59) | 0.63 |
| 0.11 (2.79) | 0.69 |
| 0.12 (3.05) | 0.75 |
| 0.13 (3.30) | 0.81 |
| 0.14 (3.56) | 0.88 |
| 0.15 (3.81) | 0.94 |
| 0.16 (4.06) | 1.00 |
| 0.17 (4.32) | 1.06 |
| 0.18 (4.57) | 1.12 |
| 0.19 (4.83) | 1.19 |
| 0.20 (5.08) | 1.25 |
| 0.21 (5.33) | 1.31 |

- 5) Add all the Drag values together (sum).
 - a) Record the sum of the Drag Values as measurement A.
- 6) Divide measurement A by the number of measurements that you made.
NOTE: If the measurement was made at each of the stop fitting, then divide Measurement A (sum of the Drag Values) by 18 (the number of door stop fittings).
- 7) Make sure that this average drag value is 1.00 or less.

M. Skin Flushness Adjustment

SUBTASK 52-13-00-820-033

- (1) Two measurement methods are provided to adjust the door flushness.
 - (a) Method 1 is the Standard measurement method for skin flushness adjustment.
 - (b) Method 2 is Aero-Averaging measurement for skin flushness adjustment.

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SUBTASK 52-13-00-820-034

(2) Adjust the skin flushness with Method 1:

- (a) Make sure the flushness between the door skin and fuselage skin are as shown, (Table 501) and (Figure 505).
- (b) As a minimum, measure the flushness between the door skin and fuselage skin along the forward and aft edges of the door at the locations that follow:
 - 1) Within ± 1.0 inch (± 25.4 mm) of each stop fitting along the forward and aft edges of the door.

NOTE: Make additional measurements if necessary. Do not make measurements that are within 8.0 inches (203.2mm) of the body skin lap joint.
 - 2) Three locations evenly spaced along the horizontal edge of the upper and lower gates.
- (c) If necessary, adjust as follows:
 - 1) Open the door.
 - 2) Loosen the bolts and washers that attach the forward and aft, upper and lower latch receivers to the fuselage frame.
 - 3) Move the latch receivers inboard or outboard on their serrated plates to get the correct door flushness (Figure 507).
 - 4) Tighten the bolts and washers to attach the latch receivers to the fuselage frame.

SUBTASK 52-13-00-820-035

(3) Adjust the skin flushness with Method 2 (Aero-Averaging) (Table 504):

- (a) Make sure the flushness between the door skin and fuselage skin are as shown (Figure 505).
- (b) As a minimum, measure the flushness between the door skin and fuselage skin along the forward and aft edges of the door at the locations that follow:
 - 1) Within ± 1.0 inch (± 25.4 mm) of each stop fitting along the forward and aft edges of the door.

NOTE: Make additional measurements if necessary. Do not make measurements that are within 8.0 inches (203.2mm) of the body skin lap joint.
 - 2) Three locations evenly spaced along the horizontal edge of the upper and lower gates.
 - 3) Record the skin flushness for each stop fitting.
 - 4) Use the (Table 504) to change the flushness to a Drag value.

NOTE: A measurement of -0.10 inch (-2.54mm) flushness at the door fwd edge is a Drag value of 0.56.
 - 5) Record the Drag value for each measurement from (Table 504).

Table 504/52-13-00-993-820 Aft Entry Door Skin Flushness (Method 2)

| Door Flushness | | |
|--------------------|--------------------|------------|
| Fwd Edge Inch (mm) | Aft Edge Inch (mm) | Drag Value |
| | 0.06 (1.52) | 2.10 |
| | 0.05 (1.27) | 1.89 |
| | 0.04 (1.02) | 1.69 |

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Table 504/52-13-00-993-820 Aft Entry Door Skin Flushness (Method 2) (Continued)

| Door Flushness | | |
|--------------------|--------------------|------------|
| Fwd Edge Inch (mm) | Aft Edge Inch (mm) | Drag Value |
| -0.15 (-3.81) | 0.03 (0.76) | 1.49 |
| -0.14 (-3.56) | 0.02 (0.51) | 1.29 |
| -0.13 (-3.30) | 0.01 (0.25) | 1.10 |
| -0.12 (-3.05) | 0.00 | 0.91 |
| -0.11 (-2.79) | -0.01 (-0.25) | 0.73 |
| -0.10 (-2.54) | -0.02 (-0.51) | 0.56 |
| -0.09 (-2.29) | -0.03 (-0.76) | 0.39 |
| -0.08 (-2.03) | -0.04 (-1.02) | 0.23 |
| -0.07 (-1.78) | -0.05 (-1.27) | 0.09 |
| -0.06 (-1.52) | -0.06 (-1.52) | 0 |
| -0.05 (-1.27) | -0.07 (-1.78) | 0.11 |
| -0.04 (-1.02) | -0.08 (-2.03) | 0.38 |
| -0.03 (-0.76) | -0.09 (-2.29) | 0.70 |
| -0.02 (-0.51) | -0.10 (-2.54) | 1.06 |
| -0.01 (-0.25) | -0.11 (-2.79) | 1.44 |
| 0.00 | -0.12 (-3.05) | 1.85 |
| | -0.13 (-3.30) | 2.23 |
| | -0.14 (-3.56) | 2.67 |
| | -0.15 (-3.81) | 3.12 |

- 6) Add all the Drag Values together (sum).
 - a) Record the sum of the Drag Values as Measurement A.
 - 7) Divide measurement A by the number of measurements that you made.

NOTE: If the measurement was made at each of the stop fitting, then divide Measurement A (sum of the Drag Values) by 18 (the number of door stop fittings).

 - a) Make sure that this average Drag Value is 1.00 or less.
- (c) If the average Drag Value is greater than 1.00, then adjust the door as follows:
- 1) Open the door.
 - 2) Loosen the bolts and washers that attach the forward and aft, upper and lower latch receivers to the fuselage frame.
 - 3) Move the latch receivers inboard or outboard on their serrated plates to get the correct door flushness (Figure 507).
 - 4) Tighten the bolts and washers to attach the latch receivers to the fuselage frame.

N. Latch Adjustment

SUBTASK 52-13-00-820-021

- (1) Do the latch adjustment (Figure 507):

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- (a) If using clay to measure the latch roller clearances, do these steps:
 - 1) Put clay, G02020 in the latch fitting.
 - 2) Put a layer of grease, D00504 on the latch roller.
 - 3) Close and latch the door.
 - 4) Open the door.
 - 5) Make sure that the clearance between the bottom of the latch roller and the latch fitting is correct (View B-B, (Figure 507).
 - 6) Remove unwanted material from the surfaces of latch roller and latch fitting.
- (b) Make sure the clearance between the forward and aft, upper and lower latch rollers and latch receivers is as shown (Figure 507).
 - 1) If necessary, adjust as follows (Figure 507):
 - a) Open the door.
 - b) Loosen the bolts and washers that attach the latch receivers to the fuselage frame.
 - c) Move the latch receivers up or down on their serrated plates to get the correct clearance between the latch roller and the latch receiver.
 - d) Tighten the bolts and washers to attach the latch receivers to the fuselage frame.
 - (c) Close and latch the door.
 - (d) Make sure the distance the forward and aft, upper and lower latch rollers engage in the latch receivers is as shown (Figure 507).
 - (e) If necessary, adjust as follows:
 - 1) Open the door.
 - 2) Remove the bolts, washers, and nuts that attach the forward and aft latch cranks to the latch torque tube.
 - 3) Move the adjustment shims from one end of the latch torque tube to the other end to increase or decrease the clearance between the latch crank and latch receiver on one end of the latch torque tube.
 - 4) Install the bolts, washers, and nuts to attach the latch cranks to the latch torque tube.
 - 5) If more adjustment is necessary, do the steps that follow:
 - a) Remove the nut and adjustment washers that attach the latch roller to the latch crank.
 - b) Put the adjustment washers on the roller side or the nut side of the latch crank to increase or decrease the distance the latch roller engages in the latch receiver.
 - c) Install the nut and adjustment washers to attach the latch roller to the latch crank.
 - d) Make sure the latch roller bearing shank is clear of the door frame by 0.02 inch (0.50mm) minimum after the adjustment.
 - (f) Make sure the door is open.
 - (g) Try to move the latch torque tube forward and aft to do a check for latch roller and latch torque tube end play.

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- (h) Make sure the latch roller and latch torque tube end play is 0.02 inch (0.50mm) maximum.
- (i) If necessary, adjust as follows (Figure 507):
 - 1) Open the door.
 - 2) Add or remove the horseshoe washers from one of the ends of the latch torque tube to decrease the end play.
 - 3) After you have decreased the end play, do the steps that follow:
 - a) Turn the horseshoe washer ends until their positions are random.
 - b) Apply the sealant, A00247 in the spaces between the ends of the horseshoe washers.
 - c) Make sure the sealant, A00247 does not stop the latch torque tube support bearing from turning freely.
 - d) Do this task: Entry and Galley Service Door Indication Sensor Test (S194, S195, S199, or S200), TASK 52-71-11-710-801.

O. Horizontal Control Rod Adjustment

SUBTASK 52-13-00-820-022

- (1) Adjust the horizontal control rod (Figure 508):
 - (a) Unlatch and latch the door.
 - (b) Make sure the forward and aft, upper and lower latch rollers move into their latch receivers before the latch torque tubes start to turn.
 - (c) If necessary, adjust the horizontal control rod as follows (Figure 508):
 - 1) Open the door.
 - 2) Remove the bolt, washer, and nut that attach the horizontal control rod to the door hinge torque tube.
 - 3) Loosen the checknut.
 - 4) Turn the rod end to change the length of the horizontal control rod to get the correct latch sequence or exterior handle forces.
NOTE: If you shorten the horizontal control rod, it will move the door outboard and increase the handle retraction force.
 - 5) After the first adjustment, shorten the horizontal control rod an additional 1/2 to 1-1/2 turns necessary to move the door outboard and make sufficient latch roller clearance.
 - 6) Install the bolt, washer, and nut to attach the horizontal control rod end to the door hinge torque tube.
 - 7) Tighten the check nut.
 - (d) Close and latch the door.
 - (e) Pull the exterior handle to its extended position.
 - (f) Use a force gauge, COM-1557 to measure the force to move the exterior handle back to its retracted position.
 - (g) Make sure the force to move the external handle to its retracted position is not more than 20 pounds (9.07 kilograms).
 - 1) If necessary, adjust the horizontal control rod again.



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- (h) Do this adjustment to make sure the latch roller will clear the lip of the latch receiver.
- NOTE: Use the 10 ± 1 pound (4.5 ± 0.45 kilograms) load to simulate the seal drag on the door liner.
- 1) Apply a 10 ± 1 pound (4.5 ± 0.45 kilograms) spring load or equivalent to the door in an inboard direction at the corner stop fitting next to the latch roller.
 - 2) Unlatch and latch the door.
 - 3) Look at each latch roller as it goes into its latch receiver.
 - 4) Make sure the latch rollers are clear of the entry lip on the latch receiver when you move the exterior handle to the latched position.
- (i) If necessary, adjust the horizontal control rod again.
- (j) Install this access panel:
- | | |
|---------------|-------------------------------------|
| Number | Name/Location |
| 834AZ | Aft Entry Door - Torque Tube Access |

P. Gate Adjustment

SUBTASK 52-13-00-820-023

- (1) Do the gate adjustment:
 - (a) Close and latch the door.
 - (b) Make sure the door flushness between the upper and lower gates and the fuselage skin is as shown, (Table 501) and (Figure 505).
 - (c) If necessary, adjust as follows (Figure 509):
 - 1) Open the door.
 - 2) Remove the bolt, washers, and nut that attach the gate control rod to the gate.
 - 3) Loosen the checknut.
 - 4) Turn the rod end to change the length of the gate control rod to get the correct flushness.
 - 5) Install the bolt, washers, and nut to attach the gate control rod to the gate.
 - 6) Tighten the checknut.

Q. Stop Pin Adjustment

SUBTASK 52-13-00-820-024

- (1) Do the stop pin adjustment (Figure 510):
 - (a) If using clay to measure the pin-to-pad clearance of inaccessible stop pins, do these steps:
 - 1) Put clay, G02020 on the stop pad.
 - 2) Put a layer of grease, D00504 on the stop pin.
 - 3) Close and latch the door.
 - 4) Open the door.
 - 5) Make sure that the clearance between the stop pin and stop pad is correct (View A-A, Section C-C Figure 510).
 - 6) Remove unwanted material from the surfaces of all stop pins and stop pads.
 - (b) If necessary, adjust as follows:
 - 1) Turn the stop pin fully outboard until it just touches the stop pad.



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- 2) Turn the stop pin back 1/2 turn and then to the nearest lock groove for the lock spring.
 - 3) Install the lock spring.
- (c) Make sure the stop pins align with the stop pads on the frame and threshold of the door as shown, Views B-B and D-D (Figure 510).

R. Centering Guide Adjustment

SUBTASK 52-13-00-820-025

- (1) Do the centering guide adjustment (Figure 511):
 - (a) Open and close the door.
 - (b) Make sure that the centering guide body track thickness is not less than 0.070 inch (1.778 mm).
 - (c) As the door closes, make sure the centering guide goes into the track and is clear of the track as the door closes.
 - (d) Make sure the clearance between the centering guide roller and the track when the door is closed and latched is as shown, View A (Figure 511).
 - (e) If necessary, adjust as follows (Figure 511):
 - 1) Loosen the bolts that attach the centering guide to the door frame.
 - 2) Move the centering guide on the serrated plate to get the correct clearance.
NOTE: The centering guide has slots for the bolts to permit adjustment.
 - 3) Tighten the bolts.

S. Hinge Arm Cover Adjustment

SUBTASK 52-13-00-820-026

- (1) Adjust the hinge arm cover (Figure 502):
 - (a) Make sure the door is closed and latched.
 - (b) Make sure the skin clearance and flushness between the upper and lower hinge arm covers and door skin are as shown (Figure 502).
 - 1) If necessary, adjust as follows:
 - 2) Adjust the skin clearance as follows:
 - a) Trim the hinge arm cover to get the correct clearance.
 - 3) Adjust the flushness as follows, View C (Figure 502):
 - a) The flushness limit is 0.00 +/- 0.03 inch (0.00 +/- 0.76 mm).
 - b) Remove the screws that attach the hinge arm cover to the hinge arm.
 - c) Remove the shims or add new shims between the hinge arm cover and hinge arm.
 - d) Install the screws to attach the hinge arm cover to the hinge arm.

SUBTASK 52-13-00-820-027

- (2) Adjust the aft entry door warning system. To do this, do this task: Entry and Galley Service Door Indication Sensor Adjustment (S194, S195, S199, or S200), TASK 52-71-11-820-801.



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T. Put the Airplane Back to Its Usual Condition

SUBTASK 52-13-00-410-010

- (1) Do this task: Aft Entry Door Lining Installation, TASK 52-13-31-400-802.

———— END OF TASK ————

TASK 52-13-00-820-802

3. Aft Entry Door (Soft Unlatching)

(Figure 512)

A. General

- (1) If the latch torque tubes are not adjusted correctly, the door handle can move too easily. This can cause the door to open accidentally (soft unlatching). This task is a special procedure to adjust the door if it opens accidentally (soft unlatching).
- (2) The soft unlatching adjustment and the vertical adjustment for the aft entry door are related. When you do the soft unlatching adjustment, it affects the vertical adjustment. Make sure these adjustments are within tolerance before you complete the soft unlatching adjustment procedure.

B. References

| Reference | Title |
|------------------|--|
| 25-66-01-000-801 | Escape Slide Pack and Cover Removal (P/B 401) |
| 25-66-01-400-803 | Escape Slide Pack and Cover Installation (P/B 401) |
| 52-13-31-000-802 | Aft Entry Door Lining Removal (P/B 401) |
| 52-13-31-400-802 | Aft Entry Door Lining Installation (P/B 401) |
| 52-71-11-820-801 | Entry and Galley Service Door Indication Sensor Adjustment (S194, S195, S199, or S200) (P/B 201) |

C. Tools/Equipment

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

| Reference | Description |
|-----------|--|
| SPL-2003 | Simulator - Escape Slide, Passenger Door Part #: C52006-74 Supplier: 81205 Opt Part #: C52006-64 Supplier: 81205 |

D. Consumable Materials

| Reference | Description | Specification |
|-----------|---------------------|---------------|
| D00504 | Grease - Petrolatum | VV-P-236 |
| G02020 | Clay, Modeling | |

E. Location Zones

| Zone | Area |
|------|---------------------|
| 834 | Left Aft Entry Door |

F. Procedure

SUBTASK 52-13-00-010-016

- (1) Do this task: Escape Slide Pack and Cover Removal, TASK 25-66-01-000-801.

SUBTASK 52-13-00-010-017

- (2) Do this task: Aft Entry Door Lining Removal, TASK 52-13-31-000-802.



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SUBTASK 52-13-00-480-007

- (3) Attach a 90 pound weight to the door approximately in the middle of the bottom half of the door.
 - (a) You may use the escape slide simulator, SPL-2003.

SUBTASK 52-13-00-820-036

- (4) Do a check of the adjustment of the latch rollers:
 - (a) Disconnect the push rod from the torque tube.
 - (b) Move the handle mechanism to the closed position.

NOTE: A wrench can help to move the handle mechanism.
 - (c) See that the latch rollers align correctly with the latch fittings.
 - 1) Make sure that a 3/32 inch (2.39 mm) rig pin can easily slide through the hole in the latch roller and into the latch fitting.
 - (d) If the rig pin cannot easily slide through the hole, adjust the control rods to make the latch roller align correctly with the latch fitting:
 - 1) Disconnect the control rods from the control rod cranks on the upper and lower latch torque tubes.
 - 2) Align the holes in the latch roller with the holes in the latch fitting.
 - a) Put the 3/32 inch (2.39 mm) rig pin through the hole in the latch roller and into the hole in the latch fitting.
 - 3) Change the length of the control rods until they align with the control rod cranks.
 - 4) Connect the control rods to the control rod cranks.
 - (e) Connect the push rod to the torque tube.
 - (f) Make sure the latch rollers engage the latch fittings correctly:
 - 1) Put the clay, G02020 in the latch fitting.
 - 2) Put a layer of the grease, D00504 on the latch roller.
 - 3) Close and latch the door.
 - 4) Open the door.
 - 5) Measure the depth of the clay to find the latch roller clearance.
(Figure 507)
 - a) Make sure the clearance between the bottom of the latch roller and the latch fitting is 0.04-0.28 inch (1.02-7.11 mm).
 - b) Make sure the clearance between the back of the latch roller and the latch fitting is not less than 0.005 in. (0.127 mm).

SUBTASK 52-13-00-820-038

- (5) Adjust the aft door warning sensors.
 - (a) Do this task: Entry and Galley Service Door Indication Sensor Adjustment (S194, S195, S199, or S200), TASK 52-71-11-820-801.

SUBTASK 52-13-00-080-006

- (6) Remove the weight or the escape slide simulator, SPL-2003 from the door.

SUBTASK 52-13-00-410-014

- (7) Do this task: Aft Entry Door Lining Installation, TASK 52-13-31-400-802.



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SUBTASK 52-13-00-410-015

- (8) Do this task: Escape Slide Pack and Cover Installation, TASK 25-66-01-400-803.

———— END OF TASK ————

TASK 52-13-00-700-805

4. Aft Entry Door System Test

A. General

- (1) The system test is a check that the door is installed and adjusted correctly and that the mechanical systems operate correctly.
- (2) Make sure the installation and adjustment of the door is done. Make sure the door seal and lining are installed.

B. References

| Reference | Title |
|------------------|---|
| 24-22-00-860-811 | Supply Electrical Power (P/B 201) |
| 52-11-00-860-803 | Open the Door with the Interior Handle (P/B 201) |
| 52-11-00-860-804 | Close the Door with the Interior Handle (P/B 201) |

C. Tools/Equipment

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

| Reference | Description |
|-----------|--|
| SPL-3898 | Adapter - Torque Wrench, Galley and Entry Door Part #: C52008-1 Supplier: 81205 |

D. Location Zones

| Zone | Area |
|------|---------------------|
| 834 | Left Aft Entry Door |

E. System Test

SUBTASK 52-13-00-480-006

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

SUBTASK 52-13-00-940-005

- (2) Make sure the aft entry door is fully closed, latched and locked.

SUBTASK 52-13-00-730-001

- (3) Do a test of the aft entry door:

- (a) Make sure that the AFT ENTRY light does not show on the Forward Overhead Panel, P5, in the flight compartment.
- (b) Open the door. To open the door, do this task: Open the Door with the Interior Handle, TASK 52-11-00-860-803.
- (c) Make sure the AFT ENTRY light on the Forward Overhead Panel, P5, comes on for the door.
- (d) Close and latch the door. To close and latch the door, do this task: Close the Door with the Interior Handle, TASK 52-11-00-860-804.
- (e) Make sure the AFT ENTRY light goes off.

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SUBTASK 52-13-00-730-002

(4) Do a test of the door handle torque:

- (a) Install the adapter, SPL-3898 on the interior door handle.
- (b) Open the door. To open the door, do this task: Open the Door with the Interior Handle, TASK 52-11-00-860-803.
- (c) Measure the torque on the interior handle perpendicular to the handle cam to close the door.
- (d) Make sure the maximum torque on the interior handle to close the door is 600 in-lb (68 N·m).

NOTE: The maximum torque on the interior handle to close the door without the escape slide pack and door lining, but with 77 lb (35 kg) of weight and the door seal installed, is 500 in-lb (56 N·m).

1) If the maximum handle torque is more than 600 in-lb (68 N·m), do these steps:

NOTE: The most likely cause for the increase in door closing force is the door guide ball is binding in the track.

- a) Make sure the door guide ball is correctly adjusted.
- b) Make sure the stop pins are correctly adjusted.
- c) Make sure the upper and lower gates are correctly adjusted.
- d) Adjust the horizontal control rod. To adjust it, do this task: Aft Entry Door Adjustment, TASK 52-13-00-820-801.

NOTE: Do the Horizontal Control Rod Adjustment only.

- (e) Close and latch the door. To close and latch the door, do this task: Close the Door with the Interior Handle, TASK 52-11-00-860-804.
- (f) Measure the torque on the interior handle perpendicular to the handle cam to open the door.
- (g) Make sure the maximum torque on the interior handle to open the door is 360 in-lb (41 N·m).

NOTE: In this step, the door is only opened to the cocked position.

1) If the maximum handle torque is more than 360 in-lb (41 N·m), do these steps:

- a) Make sure the door is correctly installed.
- b) Adjust the horizontal control rod. To adjust it, do this task: Aft Entry Door Adjustment, TASK 52-13-00-820-801.

NOTE: Do the Horizontal Control Rod Adjustment only.

- (h) Remove the adapter, SPL-3898 from the internal door handle.

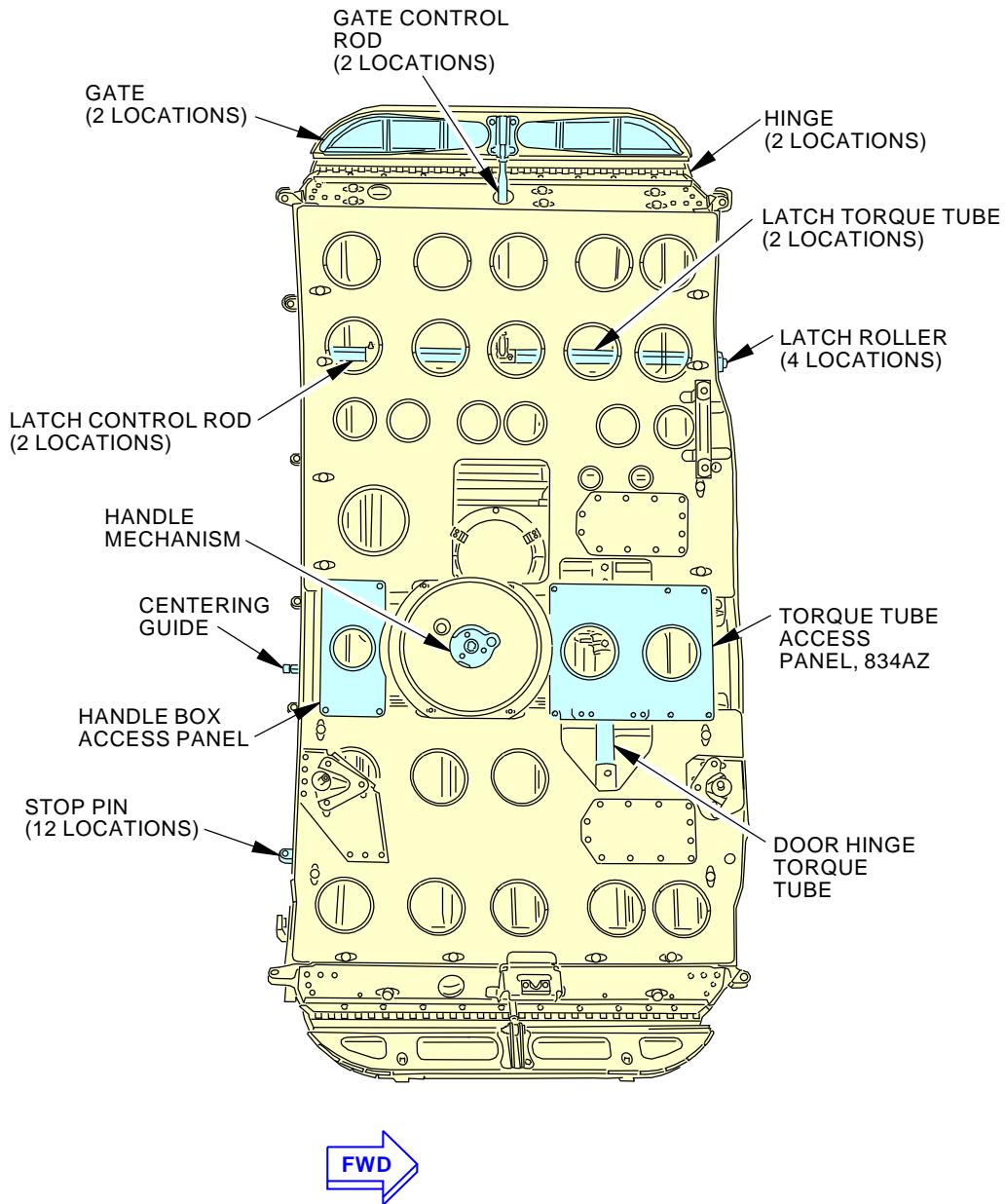
— END OF TASK —

EFFECTIVITY
AKS ALL

52-13-00



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F93666 S0006579870_V2

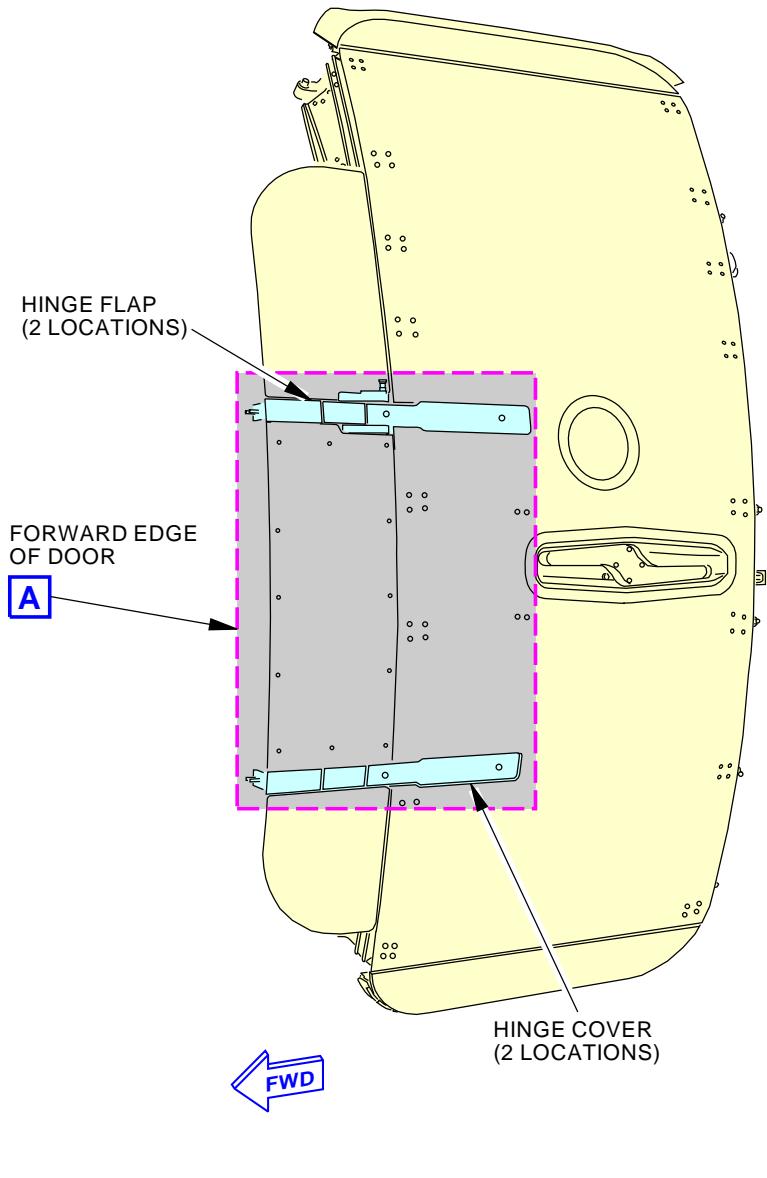
Aft Entry Door Adjustment
Figure 501/52-13-00-990-804

EFFECTIVITY
AKS ALL

52-13-00

D633A101-AKS

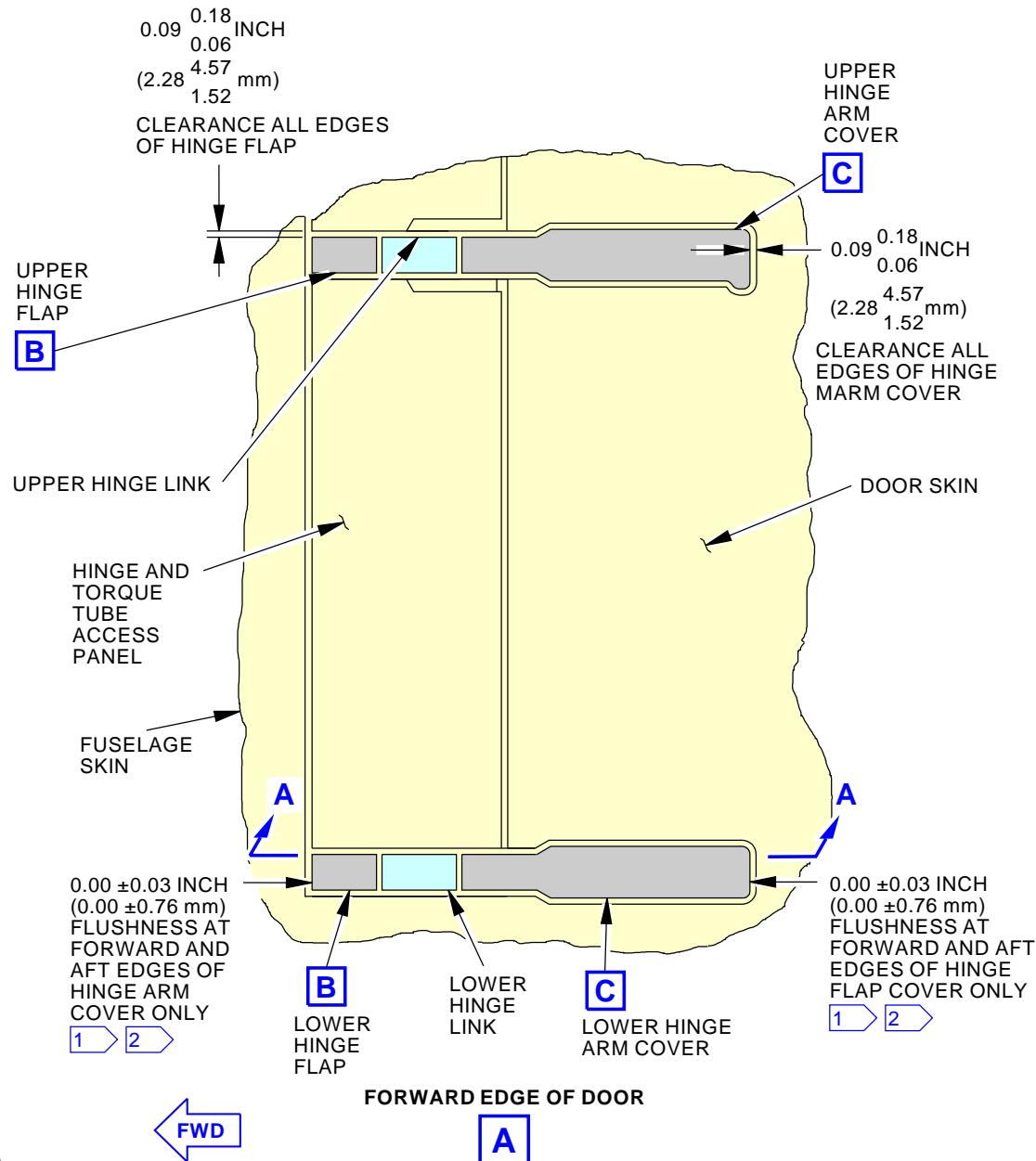
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AFT ENTRY DOOR

F93669 S0006579871_V2

**Hinge Flap and Hinge Arm Cover Adjustment
Figure 502/52-13-00-990-805 (Sheet 1 of 3)**EFFECTIVITY
AKS ALL**52-13-00**



- 1** FLUSHNESS AT UPPER AND LOWER EDGES IS A TRANSITION FROM THE FORWARD TO THE AFT EDGE.
2 UNLESS SPECIFIED OTHERWISE IN THE PROCEDURE.

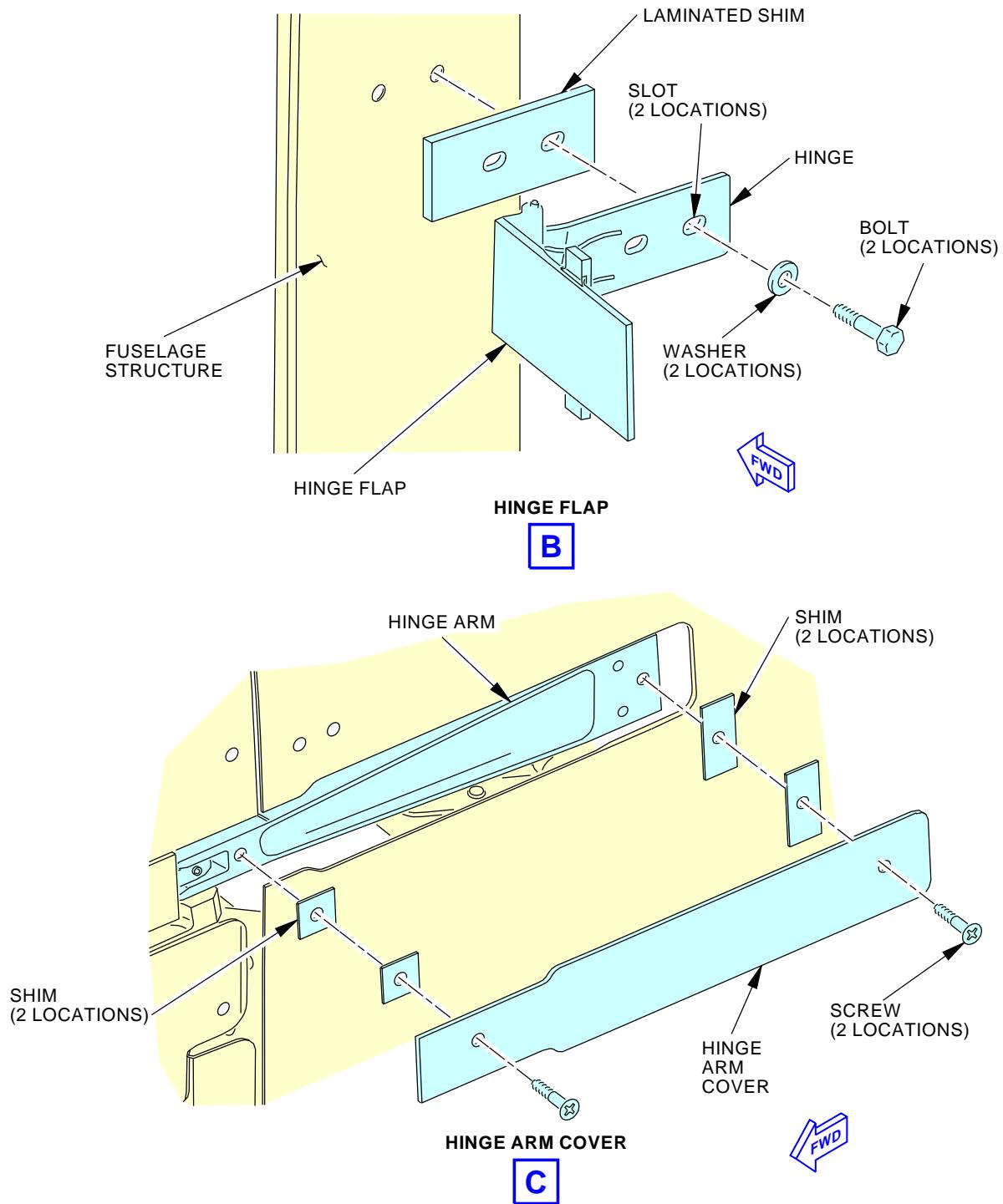
F93670 S0006579872_V4

Hinge Flap and Hinge Arm Cover Adjustment Figure 502/52-13-00-990-805 (Sheet 2 of 3)

EFFECTIVITY
AKS ALL

52-13-00

D633A101-AKS



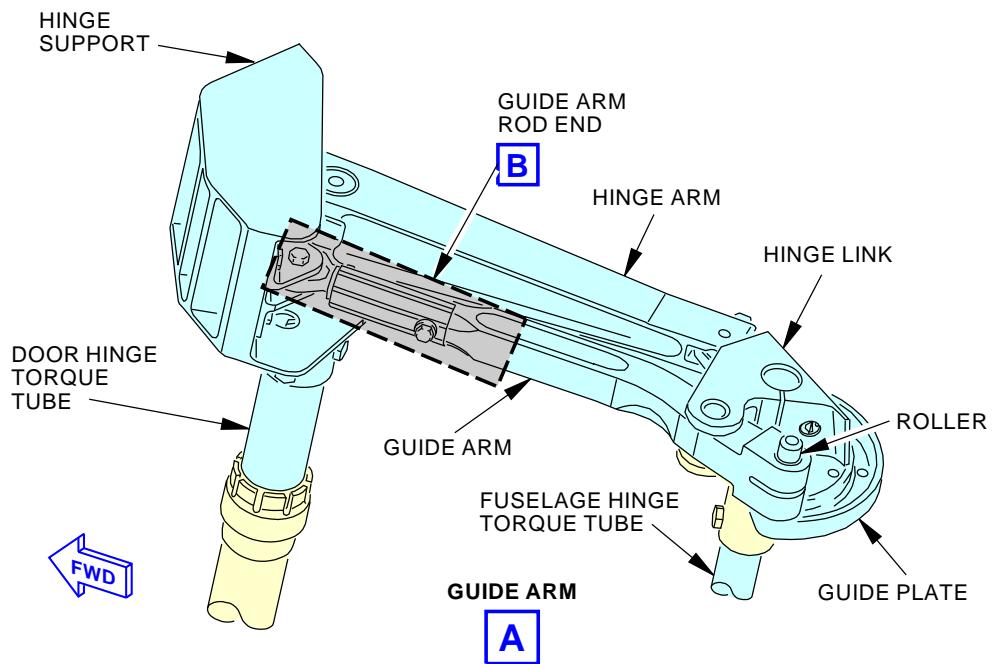
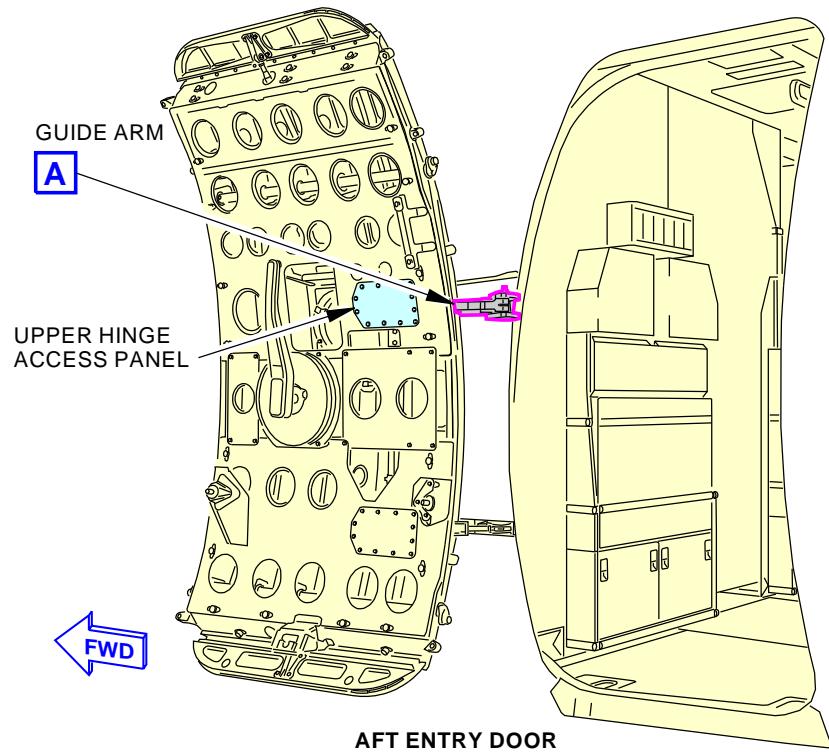
F93672 S0006579873_V2

Hinge Flap and Hinge Arm Cover Adjustment
Figure 502/52-13-00-990-805 (Sheet 3 of 3)

 EFFECTIVITY
 AKS ALL

52-13-00

D633A101-AKS



F93679 S0006579874_V2

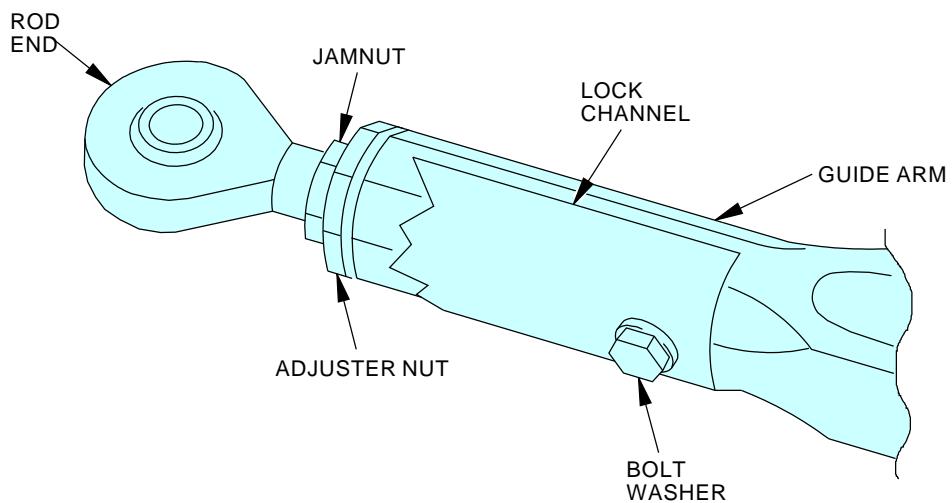
Guide Arm Adjustment
Figure 503/52-13-00-990-806 (Sheet 1 of 2)

EFFECTIVITY
AKS ALL

52-13-00



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GUIDE ARM ROD END

B

F93675 S0006579875_V2

Guide Arm Adjustment
Figure 503/52-13-00-990-806 (Sheet 2 of 2)

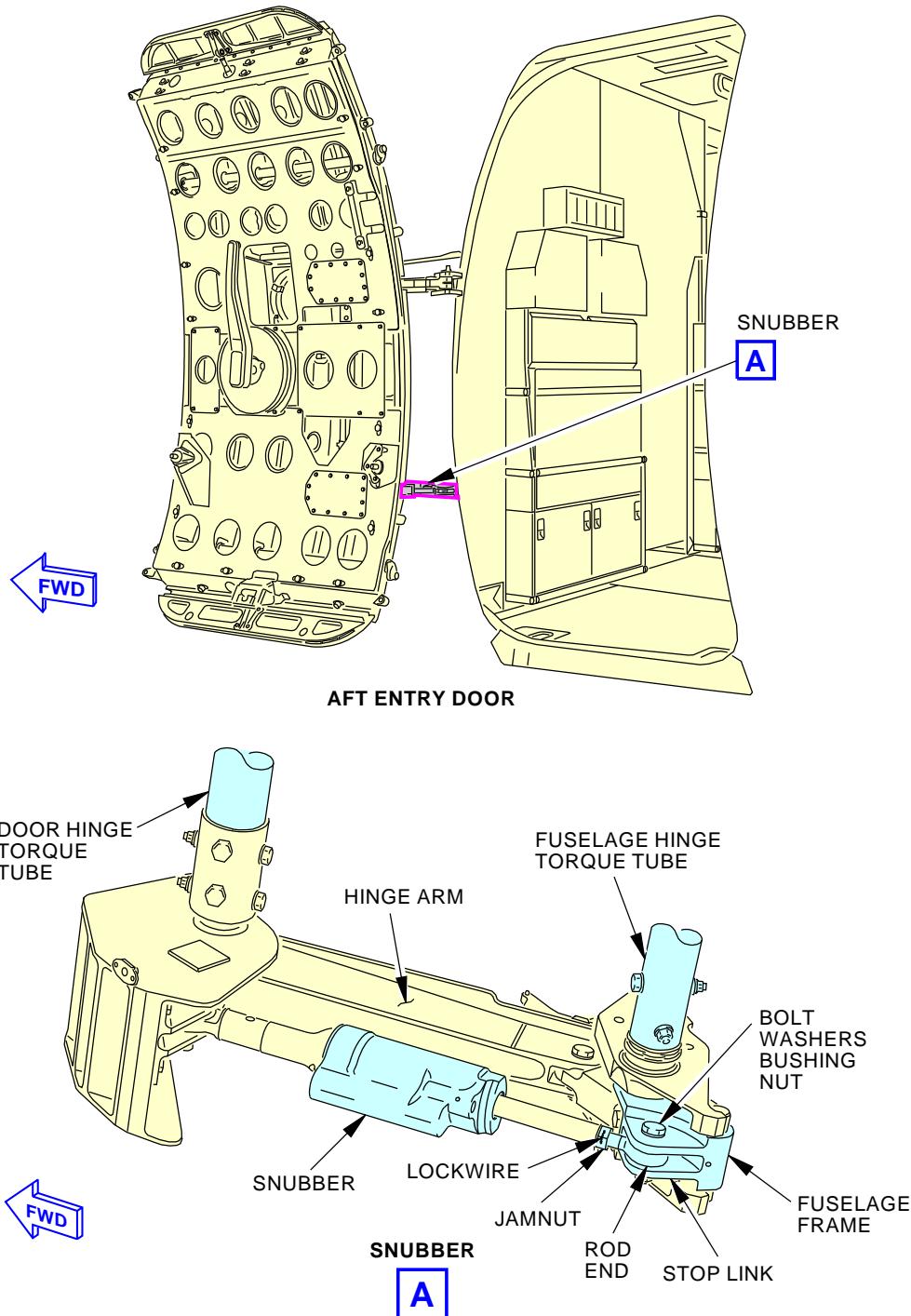
EFFECTIVITY
AKS ALL

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F93704 S0006579876_V2

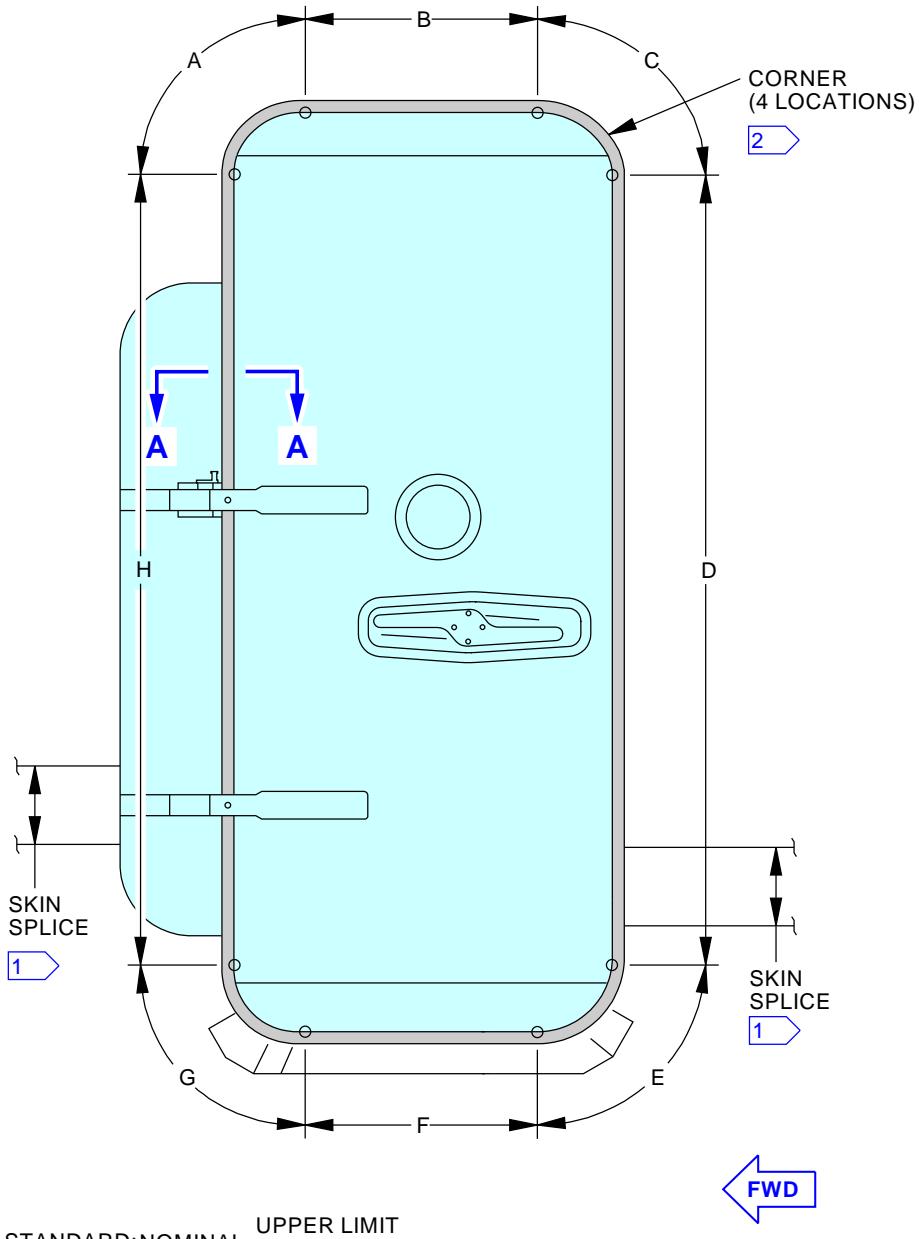
Snubber Adjustment
Figure 504/52-13-00-990-807

EFFECTIVITY
 AKS ALL

52-13-00



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NOTE:

DIMENSION STANDARD: NOMINAL UPPER LIMIT
 LOWER LIMIT

REFER TO THE METHOD 1 TABLE OR THE METHOD 2 TABLE FOR AERODYMANIC SMOOTHNESS LIMITS.

1 THE FLUSHNESS AT SKIN SPLICES WILL BE MORE THAN THE FLUSHNESS SHOWN BY ADDITIONAL SKIN AND BONDING THICKNESS.

2 FLUSHNESS IS NOT APPLICABLE AT CORNERS.

F93730 S0006579877_V2

Aft Entry Door Skin Clearance and Flushness
Figure 505/52-13-00-990-808 (Sheet 1 of 2)

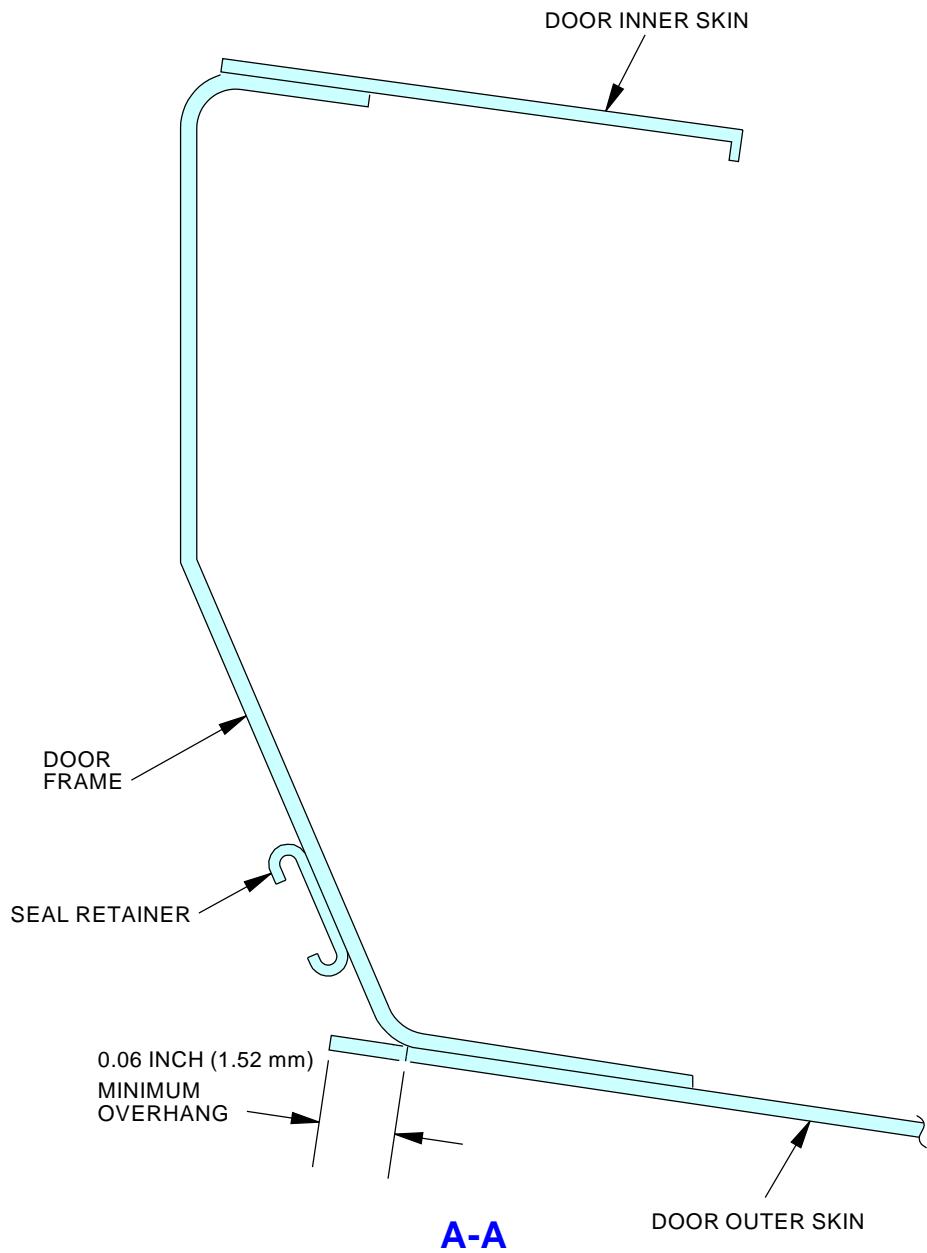
EFFECTIVITY
AKS ALL

D633A101-AKS

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NOTE:

DIMENSION STANDARD: NOMINAL UPPER LIMIT
 LOWER LIMIT

F93733 S0006579878_V2

Aft Entry Door Skin Clearance and Flushness
Figure 505/52-13-00-990-808 (Sheet 2 of 2)

EFFECTIVITY
AKS ALL

52-13-00

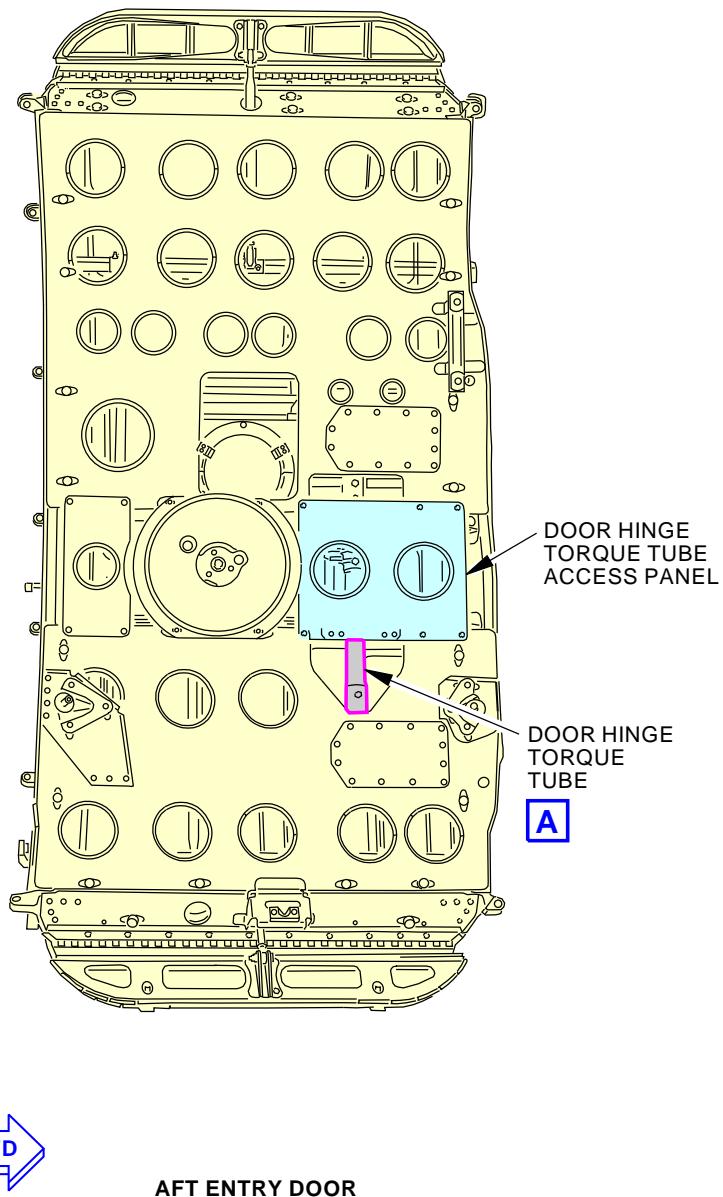
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F93741 S0006579879_V2

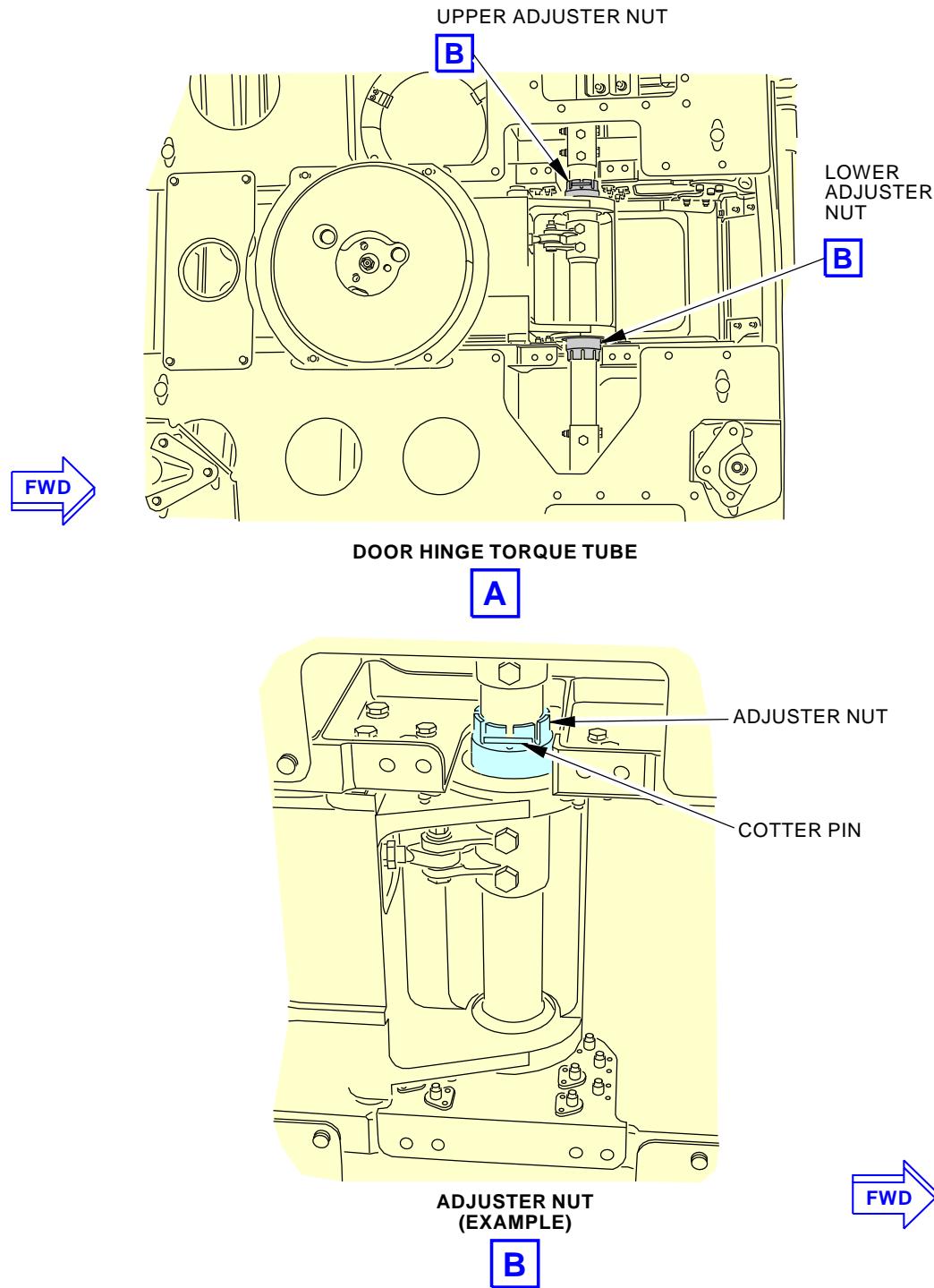
Door Hinge Torque Tube Adjustment
Figure 506/52-13-00-990-809 (Sheet 1 of 2)

EFFECTIVITY
AKS ALL

52-13-00



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AIRCRAFT MAINTENANCE MANUAL



F93673 S0006579880_V2

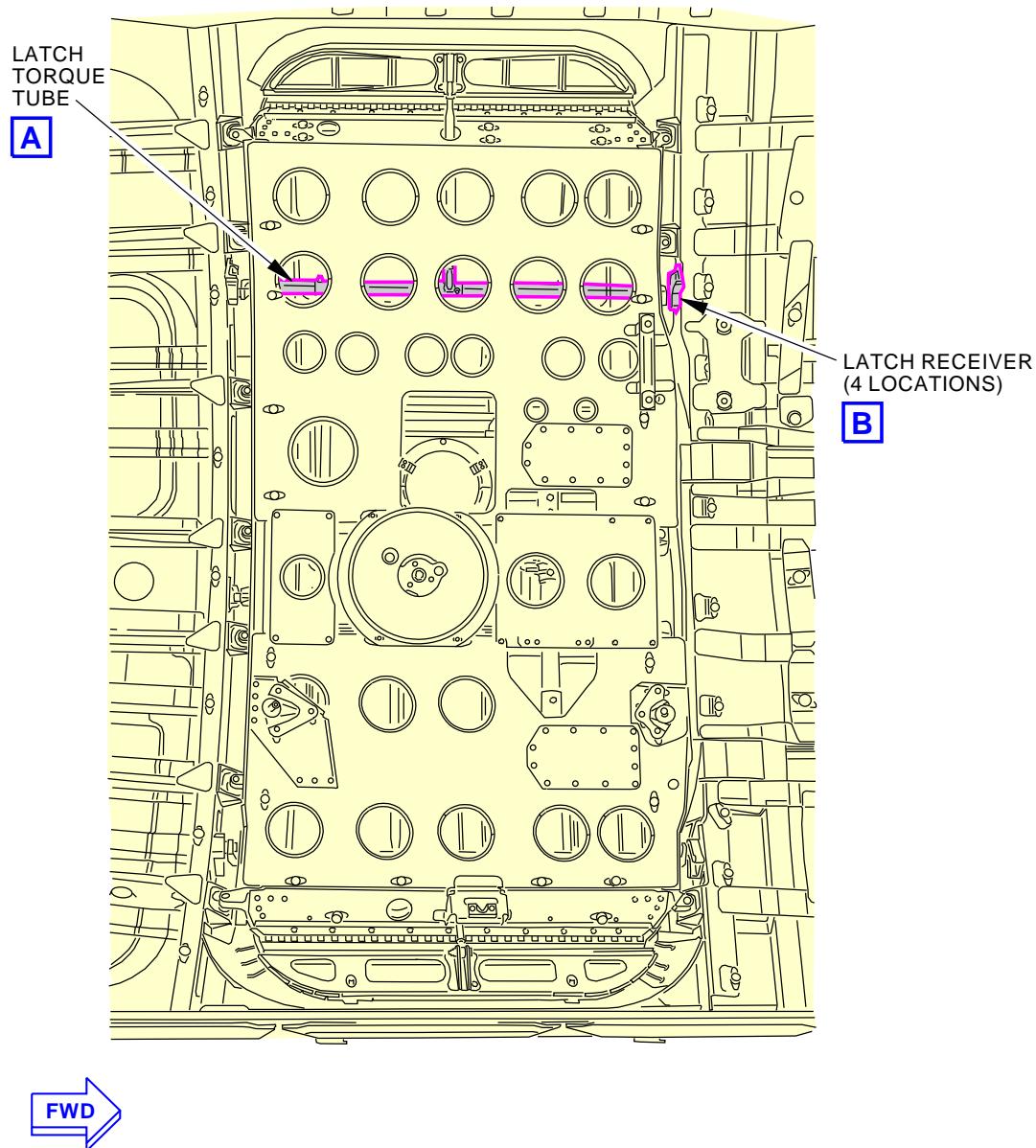
Door Hinge Torque Tube Adjustment
Figure 506/52-13-00-990-809 (Sheet 2 of 2)

EFFECTIVITY
AKS ALL

52-13-00



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AIRCRAFT MAINTENANCE MANUAL

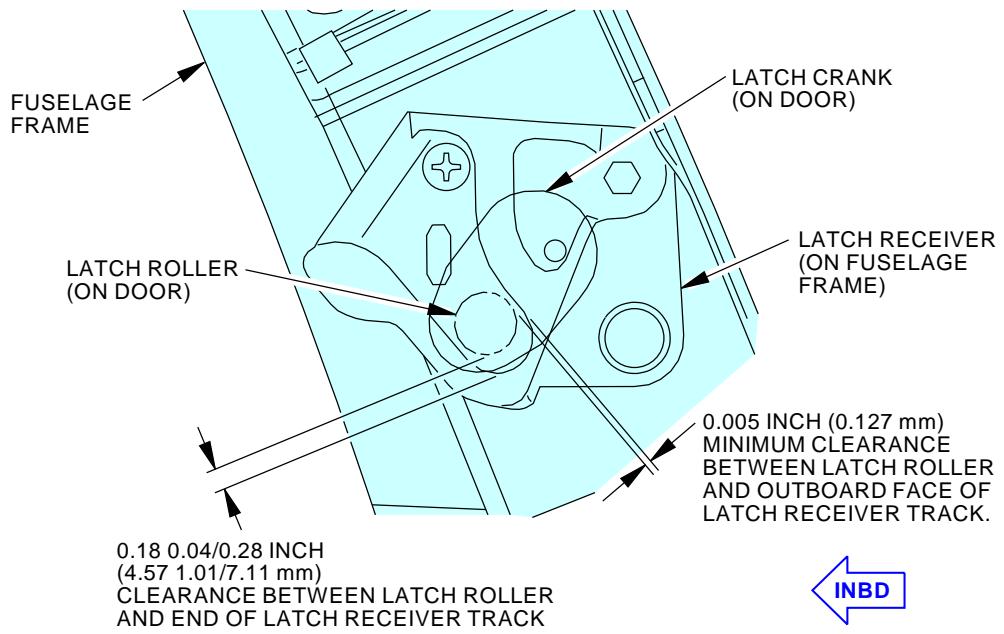
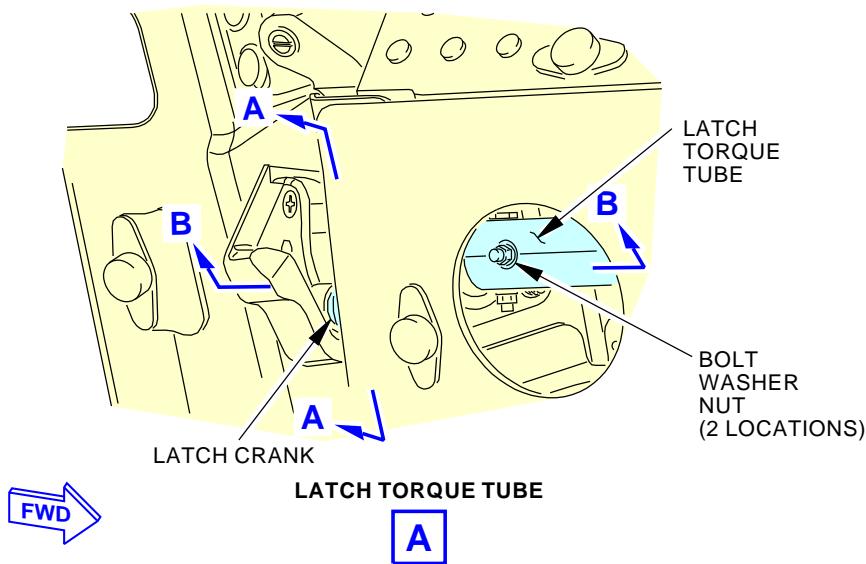


F93763 S0006579881_V2

Latch Adjustment
Figure 507/52-13-00-990-810 (Sheet 1 of 3)

EFFECTIVITY
AKS ALL

52-13-00


LATCH ROLLER AND LATCH RECEIVER CLEARANCE
A-A
NOTE:

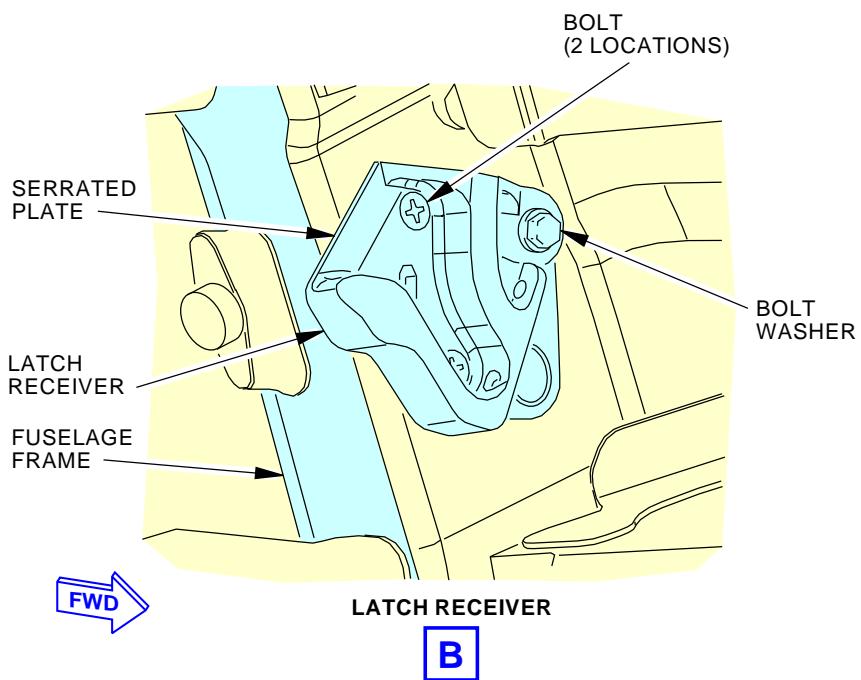
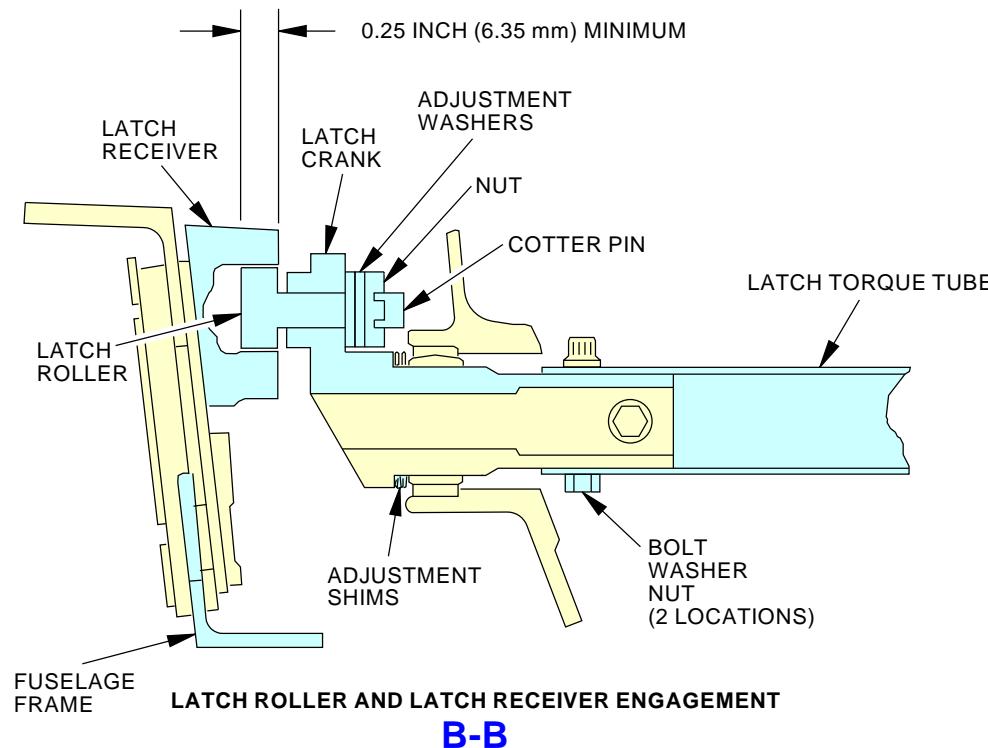
DIMENSION STANDARD: NOMINAL LOWER LIMIT/UPPER LIMIT.

F93765 S0006579882_V3

Latch Adjustment
Figure 507/52-13-00-990-810 (Sheet 2 of 3)

 EFFECTIVITY
 AKS ALL

52-13-00

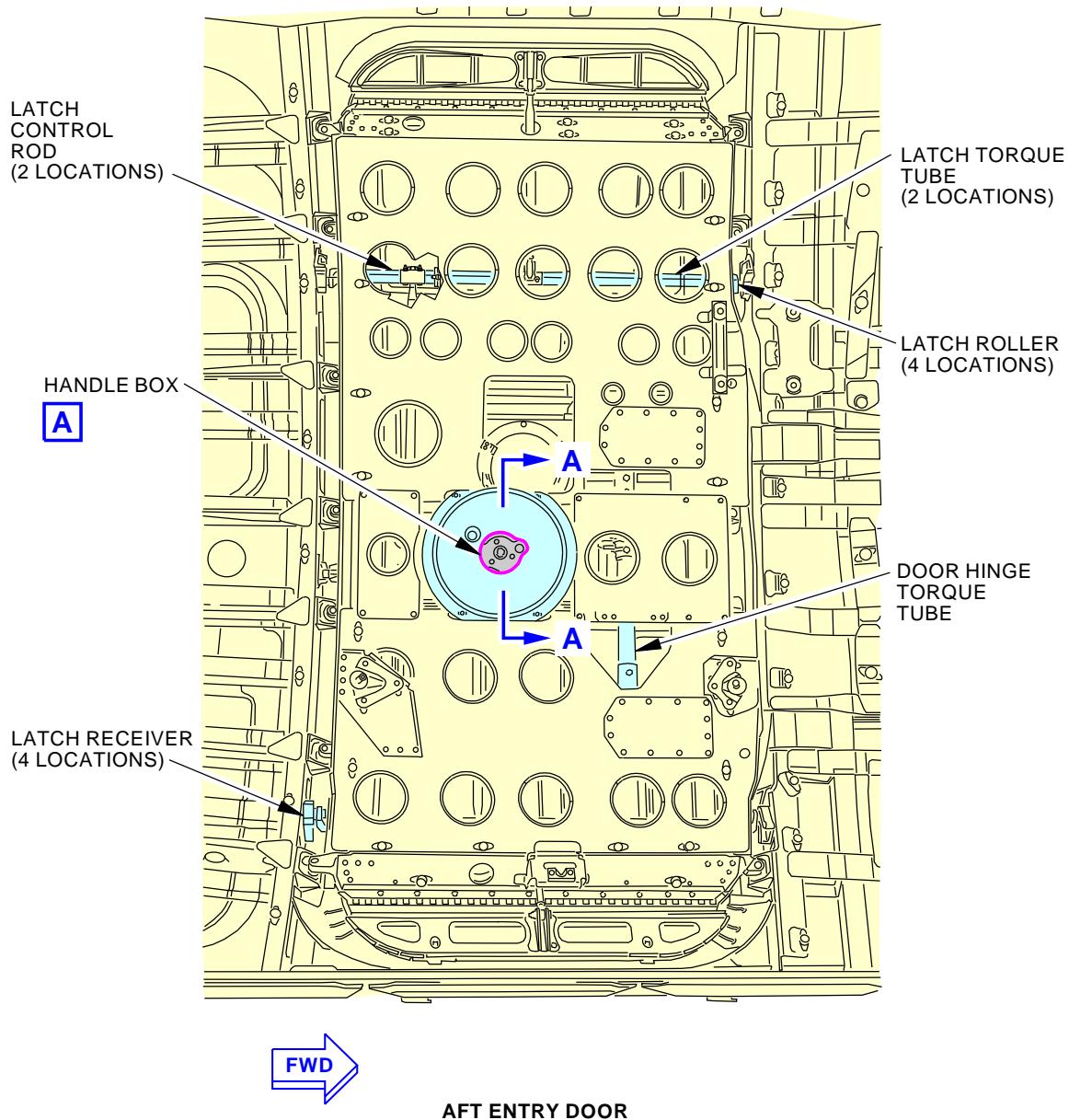
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F93977 S0006579883_V2

Latch Adjustment
Figure 507/52-13-00-990-810 (Sheet 3 of 3)

EFFECTIVITY
AKS ALL

52-13-00

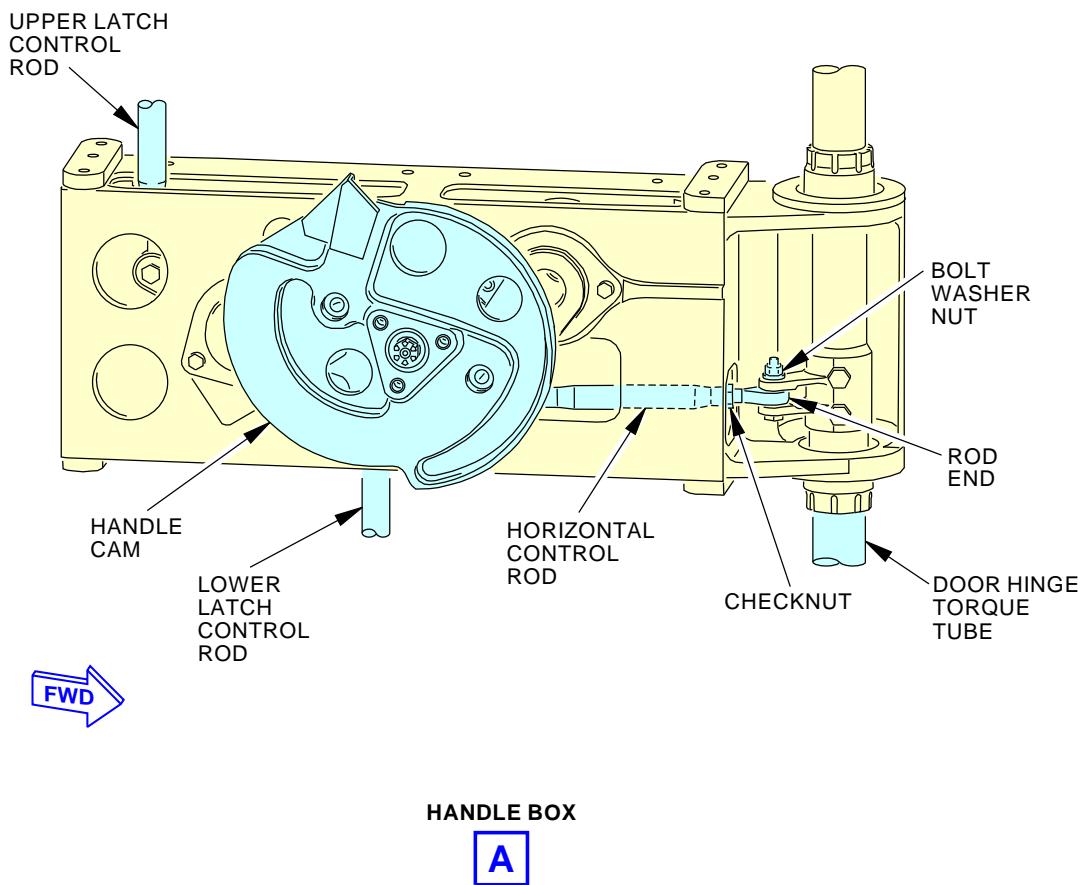


F93774 S0006579884_V2

Horizontal Control Rod Adjustment
Figure 508/52-13-00-990-811 (Sheet 1 of 3)

EFFECTIVITY
AKS ALL

52-13-00



F93776 S0006579885_V2

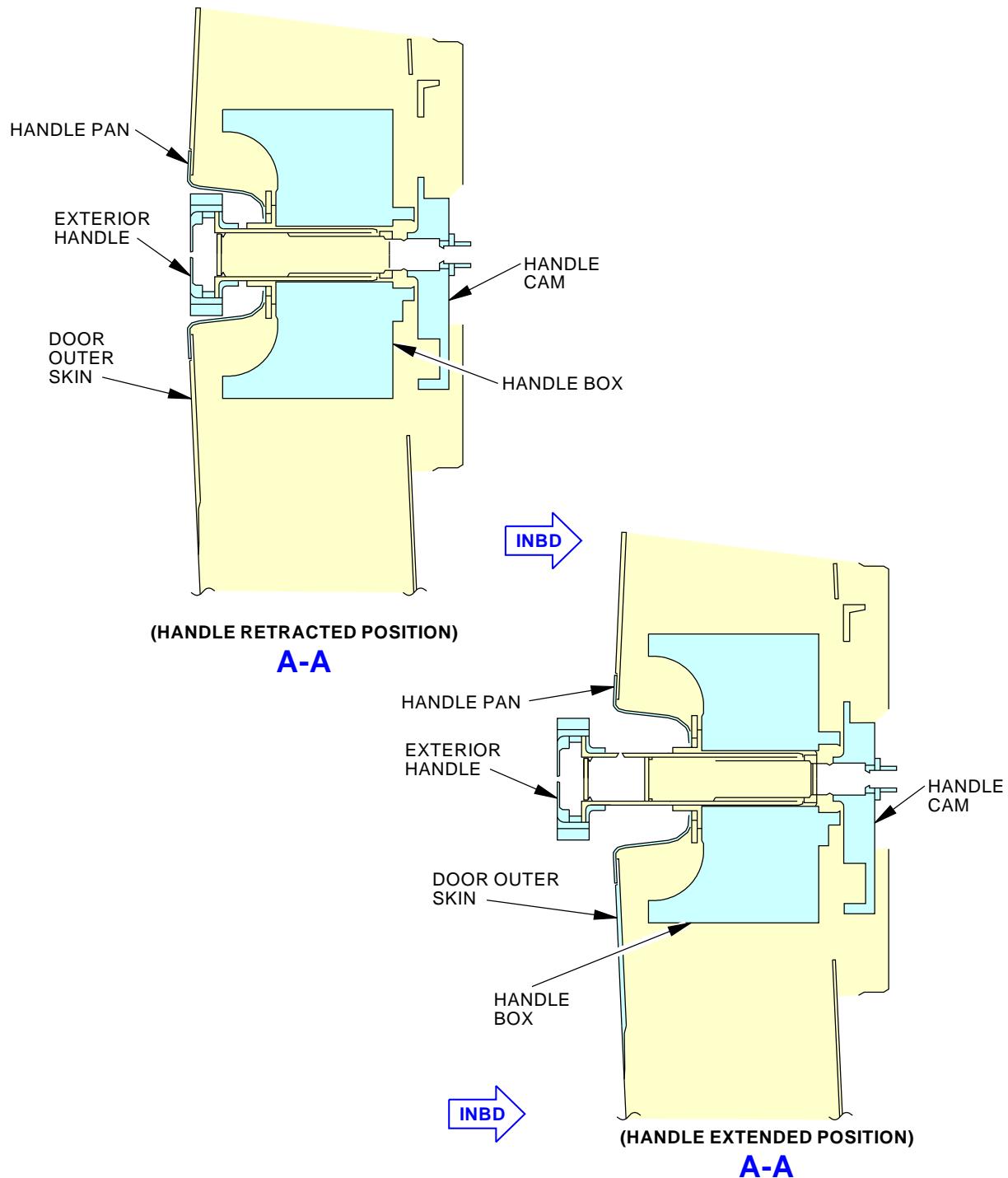
Horizontal Control Rod Adjustment
Figure 508/52-13-00-990-811 (Sheet 2 of 3)

EFFECTIVITY
AKS ALL

52-13-00



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F93779 S0006579886_V2

Horizontal Control Rod Adjustment
Figure 508/52-13-00-990-811 (Sheet 3 of 3)

EFFECTIVITY
AKS ALL

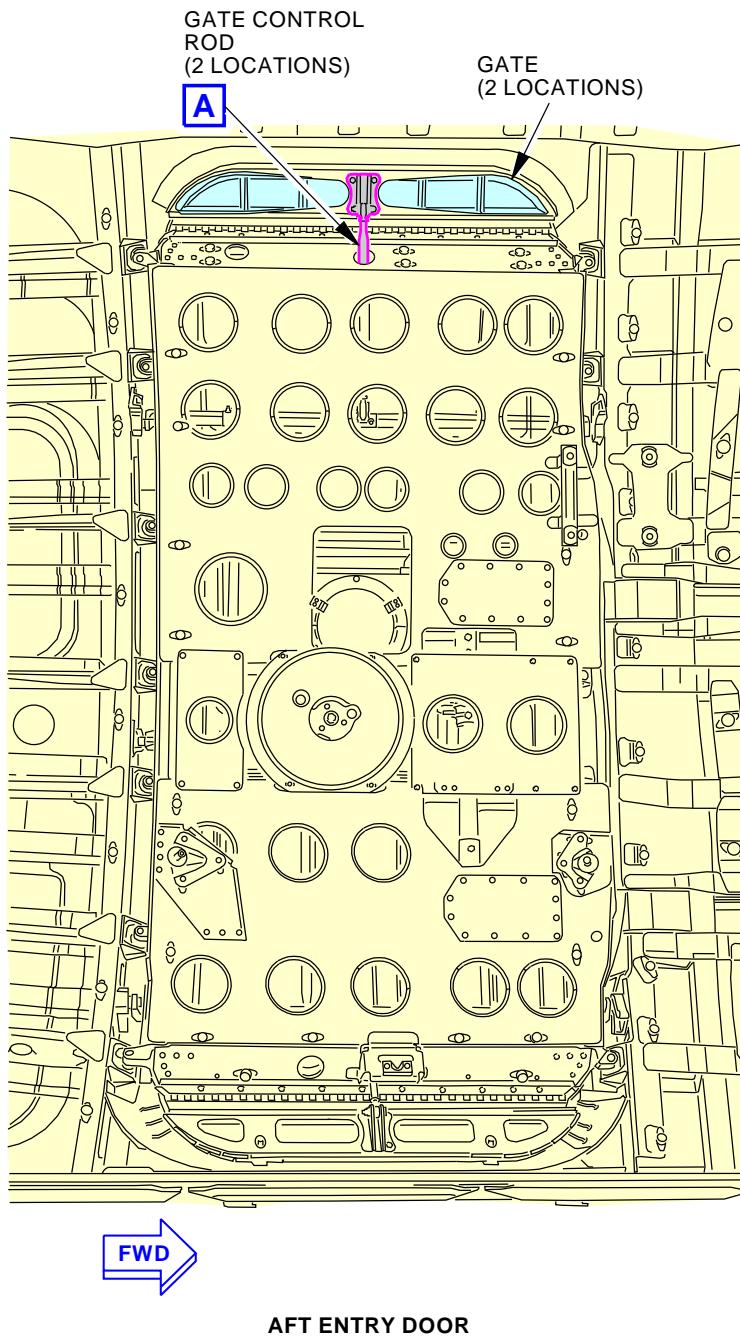
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AFT ENTRY DOOR

F93796 S0006579887_V2

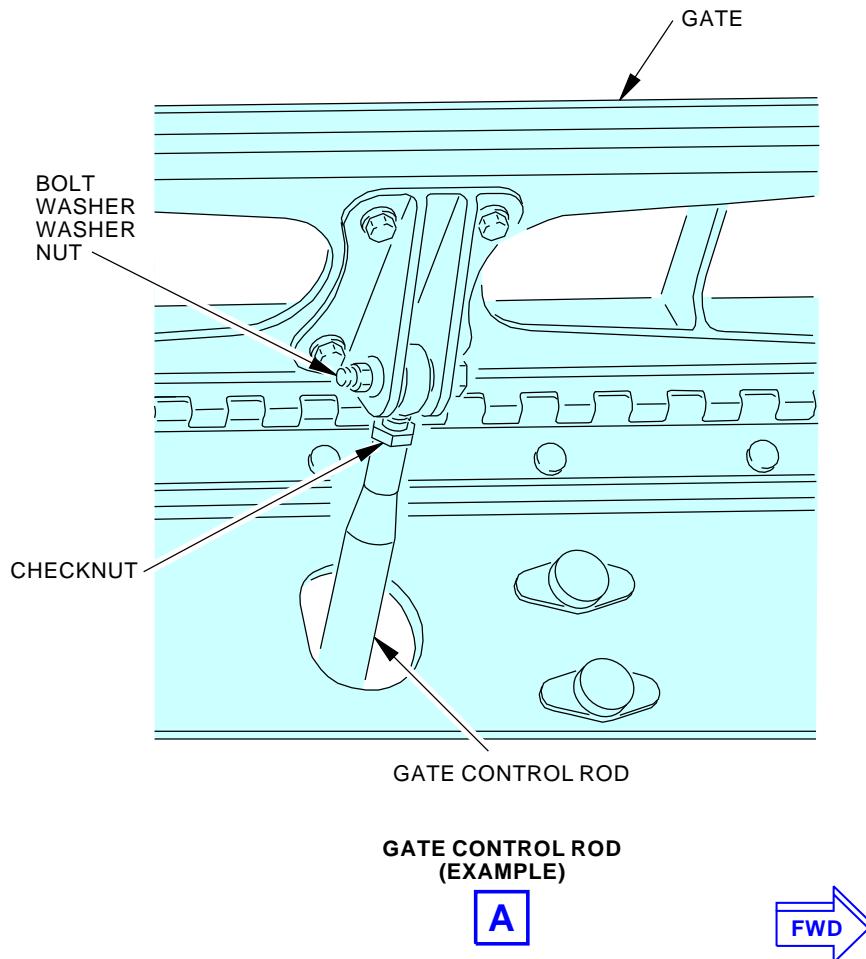
Gate Adjustment
Figure 509/52-13-00-990-812 (Sheet 1 of 2)

EFFECTIVITY
AKS ALL

52-13-00



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AIRCRAFT MAINTENANCE MANUAL



F93799 S0006579888_V2

Gate Adjustment
Figure 509/52-13-00-990-812 (Sheet 2 of 2)

EFFECTIVITY
AKS ALL

52-13-00

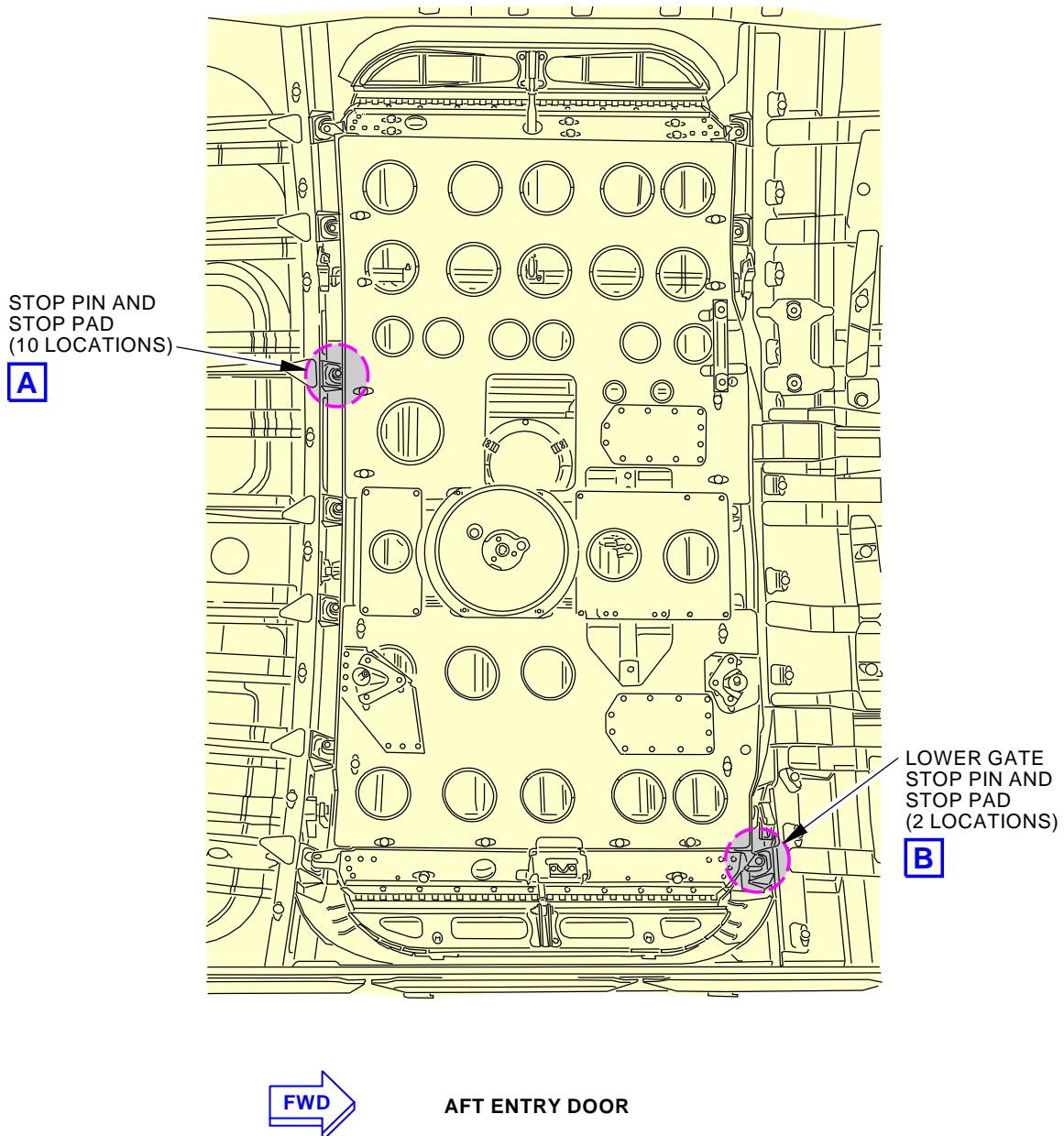
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F93809 S0006579889_V2

Stop Pin Adjustment
Figure 510/52-13-00-990-813 (Sheet 1 of 3)

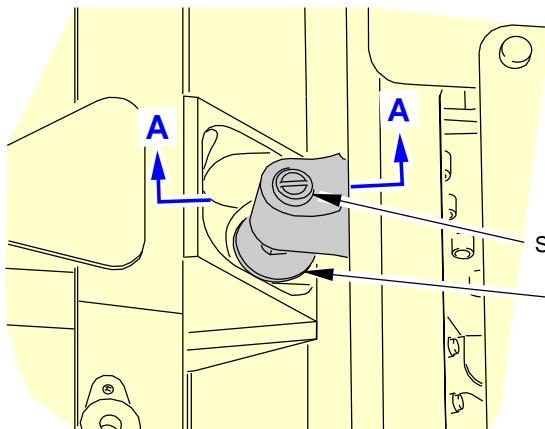
EFFECTIVITY
AKS ALL

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**STOP PIN AND STOP PAD
(EXAMPLE)**
A

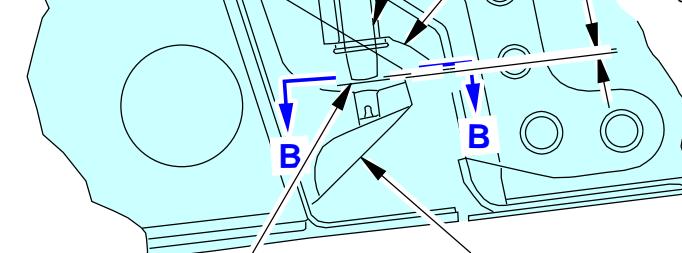
STOP PIN
STOP PAD

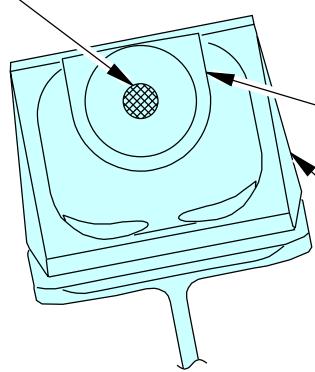
STOP PIN
STOP PAD

STOP PIN
STOP PAD

STOP PIN
DOOR
STOP
FITTING

STOP PIN
DOOR
STOP
FITTING

0.02 0.030
0.015 INCH
(0.50 0.76 mm)
0.38

STOP PIN AND STOP PAD CLEARANCE
A-A

1
0.30 INCH (0.76 mm)
DIAMETER CIRCLE

(DOOR SIDE FRAME STOP PADS)
B-B

STOP PAD
FUSELAGE
STOP FITTING

STOP PAD
FUSELAGE
STOP FITTING

NOTE:

DIMENSION STANDARD: NOMINAL UPPER LIMIT
LOWER LIMIT

- STOP PIN CENTER MUST TOUCH STOP PAD CENTER WITHIN THE CIRCLE DIAMETER SHOWN.

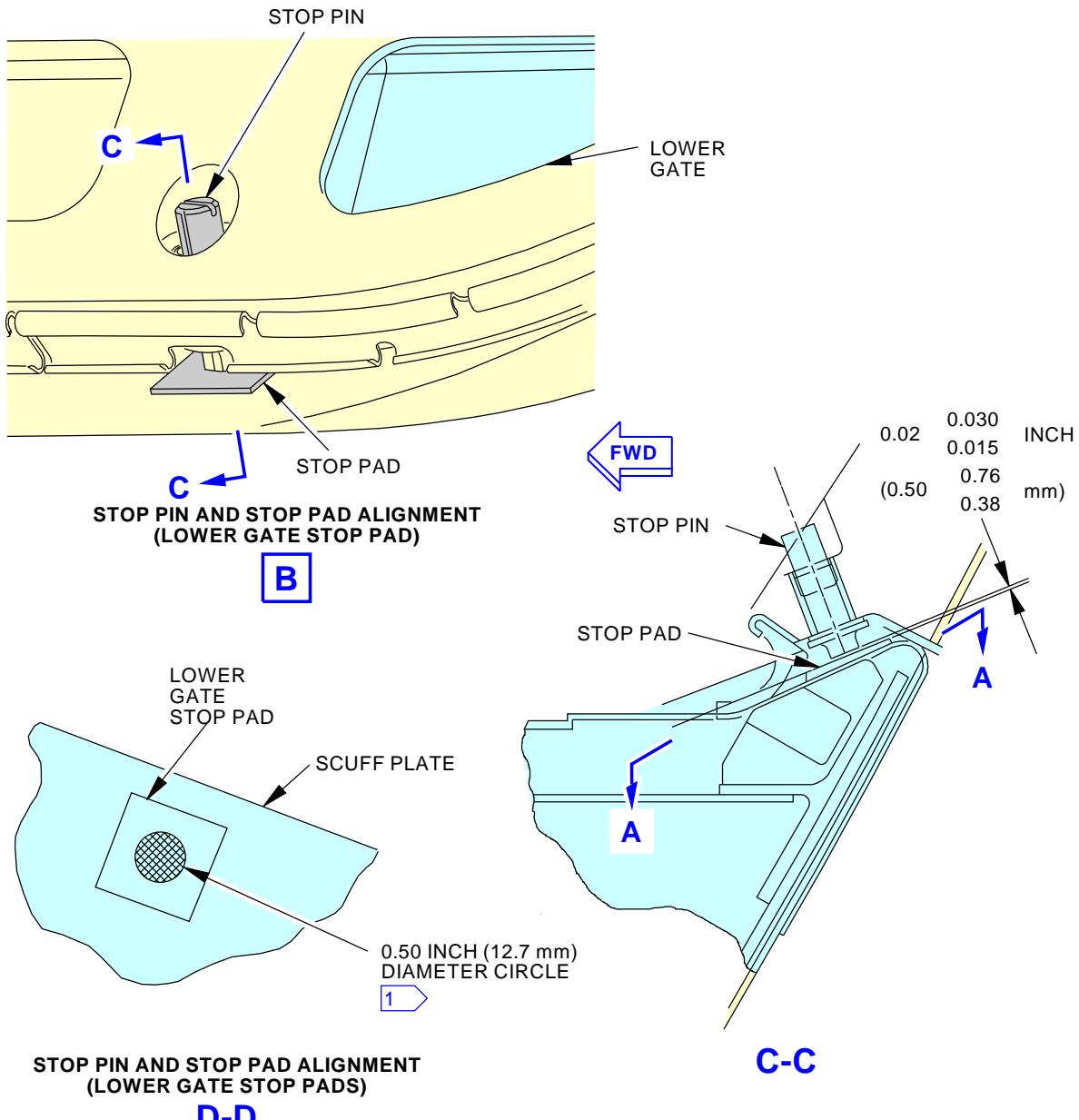
F93810 S0006579890_V2

Stop Pin Adjustment
Figure 510/52-13-00-990-813 (Sheet 2 of 3)

EFFECTIVITY
AKS ALL

52-13-00

D633A101-AKS

**NOTE:**

DIMENSION STANDARD: NOMINAL UPPER LIMIT
 LOWER LIMIT

1 STOP PIN CENTER MUST TOUCH STOP PAD CENTER WITHIN THE CIRCLE DIAMETER SHOWN.

F93768 S0006579891_V2

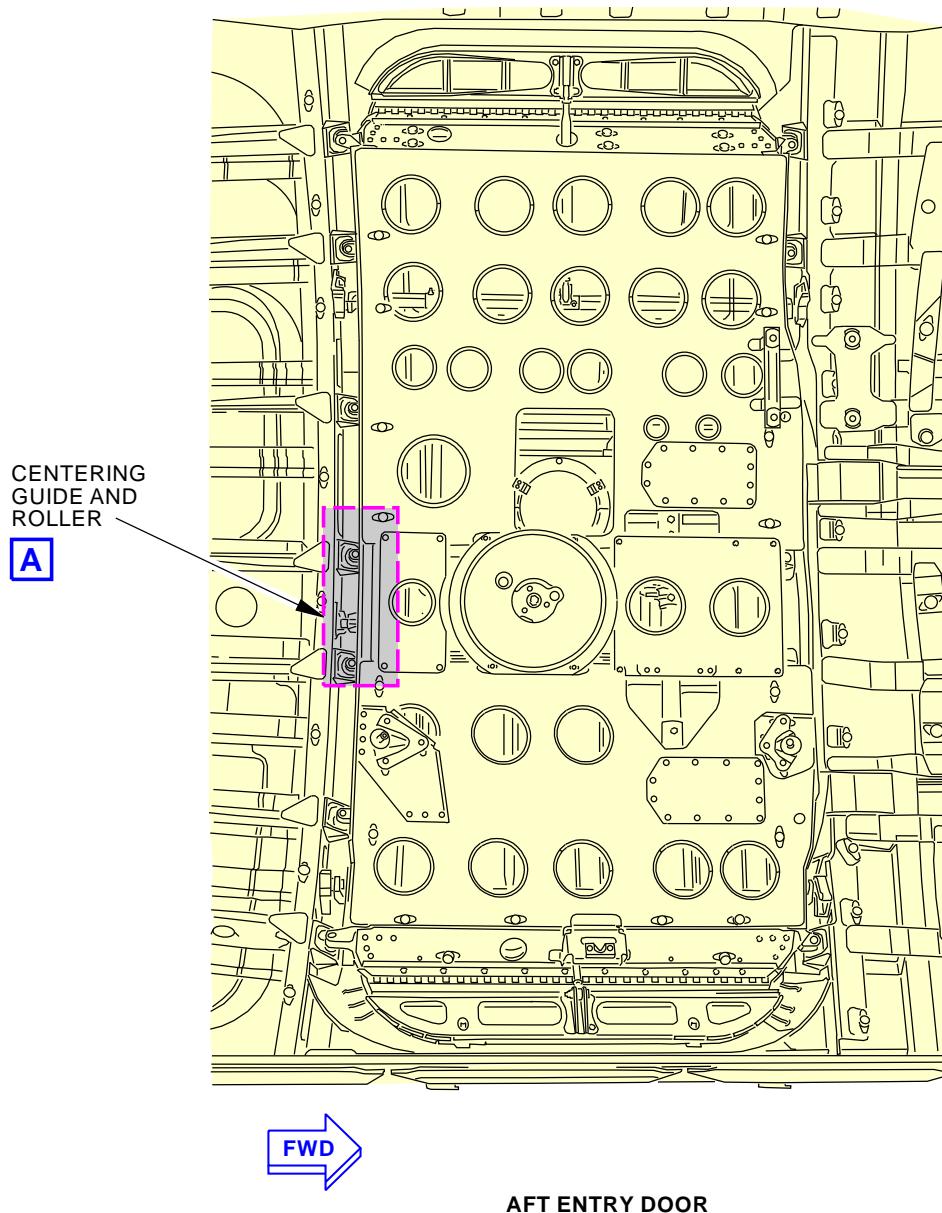
Stop Pin Adjustment
Figure 510/52-13-00-990-813 (Sheet 3 of 3)

EFFECTIVITY
 AKS ALL

52-13-00



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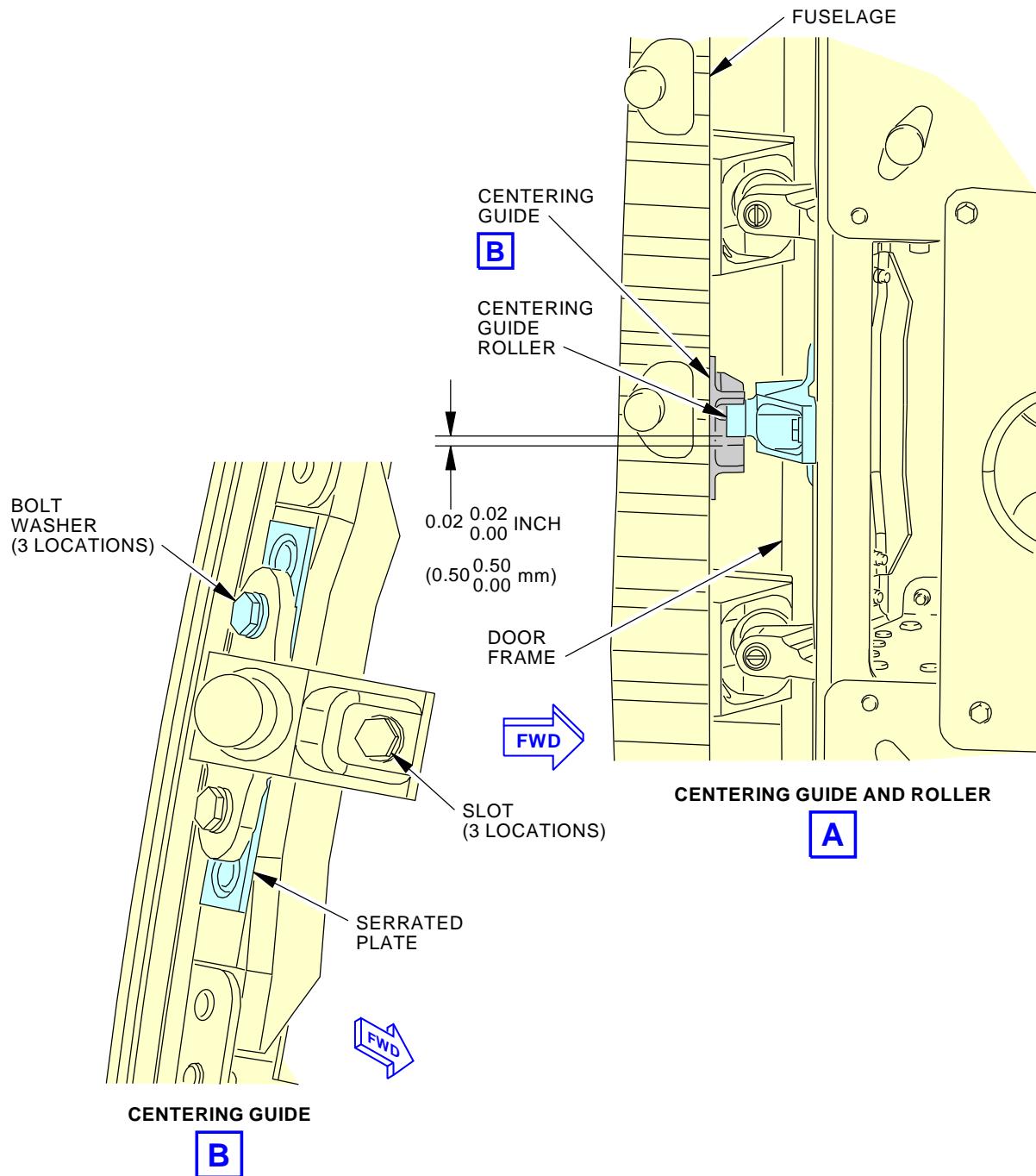


F93819 S0006579892_V2

Centering Guide Adjustment
Figure 511/52-13-00-990-814 (Sheet 1 of 2)

EFFECTIVITY
AKS ALL

52-13-00


NOTE:

 DIMENSION STANDARD: NOMINAL UPPER LIMIT
 LOWER LIMIT

F93822 S0006579893_V2

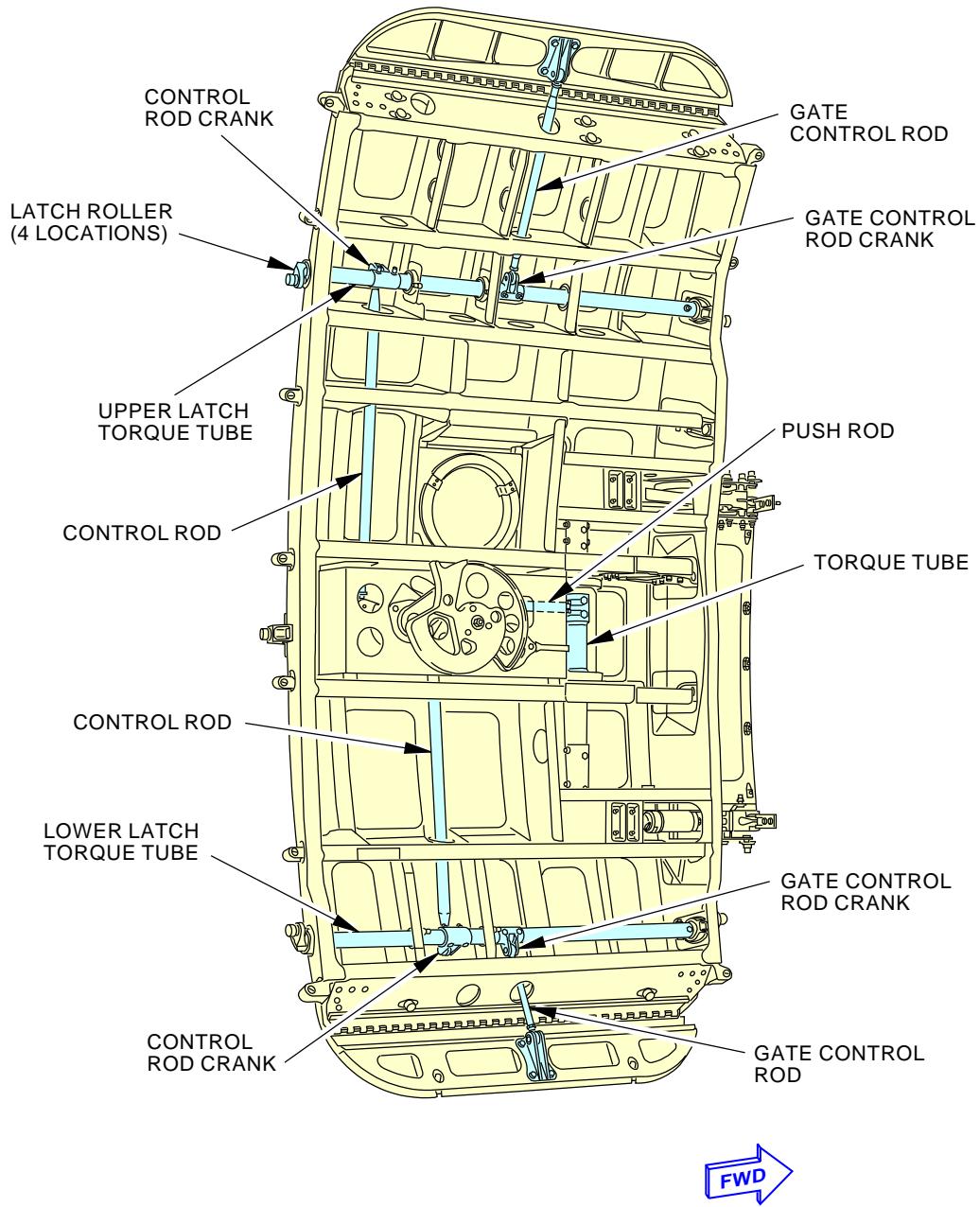
Centering Guide Adjustment
Figure 511/52-13-00-990-814 (Sheet 2 of 2)

EFFECTIVITY

AKS ALL

D633A101-AKS

52-13-00



L82680 S0006579894_V3

Aft Entry Door Mechanism
Figure 512/52-13-00-990-815 (Sheet 1 of 2)

EFFECTIVITY
AKS ALL

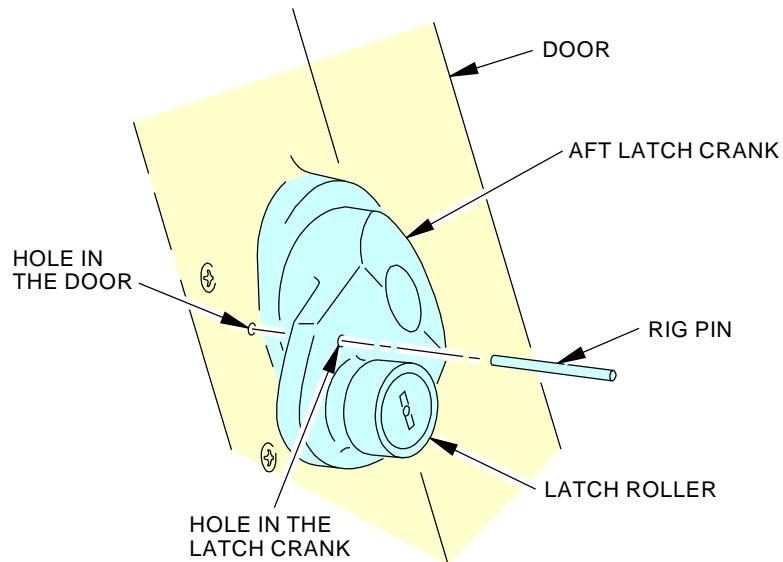
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D633A101-AKS

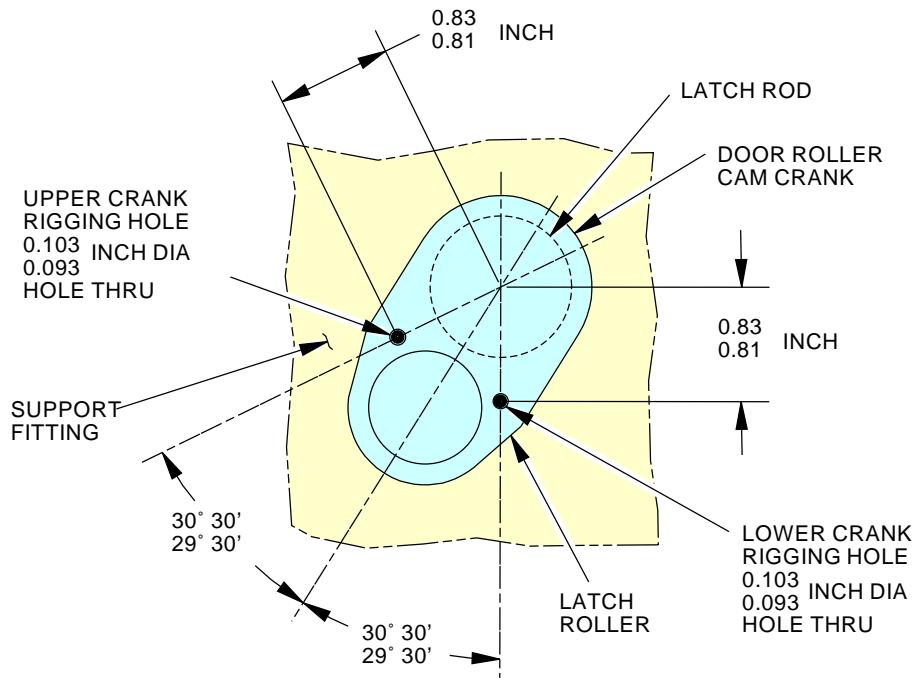
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THE HOLE IN THE LATCH CRANK MUST ALIGN WITH THE HOLE IN THE DOOR WHEN THE HANDLE IS IN THE LATCHED POSITION.



J21872 S0000170679_V2

Aft Entry Door Mechanism
Figure 512/52-13-00-990-815 (Sheet 2 of 2)

EFFECTIVITY
AKS ALL

52-13-00



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AFT ENTRY DOOR - INSPECTION/CHECK

1. General

- | A. This procedure has these tasks:
- (1) A check of the aft entry door.
 - (2) A check of the aft entry door centering guide bearing.
 - (3) A check of the aft entry door pressure seal.
 - (4) A vacuum tool leak check of the after entry door seal.

TASK 52-13-00-200-801

2. Aft Entry Door Check

A. References

| Reference | Title |
|------------------|---|
| 52-13-31-000-802 | Aft Entry Door Lining Removal (P/B 401) |

B. Tools/Equipment

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

| Reference | Description |
|-----------|---|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose |
| | Part #: B-14 Supplier: 05060 |
| | Part #: B-9 Supplier: 05060 |
| | Part #: Z-45-25J Supplier: 59497 |

C. Location Zones

| Zone | Area |
|------|---------------------|
| 834 | Left Aft Entry Door |

D. Access Panels

| Number | Name/Location |
|--------|---|
| 834AZ | Aft Entry Door - Torque Tube Access |
| 834BZ | Aft Entry Door - Handle Box and Cam for Handle Box Access |
| 834CZ | Aft Entry Door - Handle Box Access |
| 834DZ | Aft Entry Door - Lower Hinge Access |
| 834EZ | Aft Entry Door - Upper Hinge Access |
| 834FZ | Aft Entry Door - Torque Tube Access |
| 834GZ | AFT Entry Door - Torque Tube Access |

E. Prepare for the Inspection

SUBTASK 52-13-00-860-004

- (1) Make sure the door is safe as follows:
 - (a) Make sure the door is closed and latched.

EFFECTIVITY
AKS ALL

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WARNING: MAKE SURE THE GIRT BAR IS NOT ENGAGED IN THE FLOOR-MOUNTED ESCAPE SLIDE BRACKETS. IF THE GIRT BAR IS ENGAGED IN THE BRACKETS, THE ESCAPE SYSTEM CAN DEPLOY WHEN YOU OPEN THE DOOR. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (b) Make sure the girt bar is not engaged in the floor-mounted escape slide brackets.
- (c) Make sure a work platform, COM-1523 is installed outboard of the door.

SUBTASK 52-13-00-010-009

- (2) Do this task: Aft Entry Door Lining Removal, TASK 52-13-31-000-802.

SUBTASK 52-13-00-010-010

- (3) Remove the access panels as necessary to get access to the door components:

| Number | Name/Location |
|---------------|---|
| 834AZ | Aft Entry Door - Torque Tube Access |
| 834BZ | Aft Entry Door - Handle Box and Cam for Handle Box Access |
| 834CZ | Aft Entry Door - Handle Box Access |
| 834DZ | Aft Entry Door - Lower Hinge Access |
| 834EZ | Aft Entry Door - Upper Hinge Access |
| 834FZ | Aft Entry Door - Torque Tube Access |
| 834GZ | AFT Entry Door - Torque Tube Access |

SUBTASK 52-13-00-010-011

- (4) Open and close the door as necessary to inspect the door components.

F. Inspection

SUBTASK 52-13-00-210-001

- (1) Do a visual inspection of the external door structure and handle as follows:
 - (a) Examine the external skin.
 - 1) Look for dents, cracks, and corrosion.
 - 2) Look for burrs.
 - 3) Look for loose and missing fasteners.
 - (b) Examine the window.
 - 1) Look for cracks.
 - 2) Look for crazing.
 - (c) Examine the window frame.
 - 1) Look for cracks and corrosion.
 - (d) Examine the external handle.
 - 1) Look for cracks and corrosion.
 - 2) Look for too much wear.
 - (e) Examine the handle pan.
 - 1) Look for cracks and corrosion.
 - 2) Look for loose and missing fasteners.

SUBTASK 52-13-00-210-002

- (2) Do a visual inspection of the door internal structure and handle mechanism as follows:
 - (a) Examine the internal skin.

EFFECTIVITY
AKS ALL

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- 1) Look for dents, cracks, and corrosion.
- 2) Look for burrs.
- 3) Look for loose and missing fasteners.
- (b) Examine the internal frames and brackets.
 - 1) Look for cracks and corrosion.
 - 2) Look for loose and missing fasteners.
- (c) Examine the drain holes.
 - 1) Look for blockage.
- (d) Examine the handle box.
 - 1) Look for cracks and corrosion.
 - 2) Look for too much wear.
- (e) Examine the handle housing.
 - 1) Look for cracks and corrosion.
 - 2) Look for too much wear.
- (f) Examine the internal handle.
 - 1) Look for cracks and corrosion.
 - 2) Look for too much wear.
- (g) Examine the end gates.
 - 1) Look for cracks and corrosion.
 - 2) Look for loose and missing fasteners.

SUBTASK 52-13-00-210-003

- (3) Do a visual inspection of the latch mechanism as follows:
 - (a) Examine the latch control rods.
 - 1) Look for cracks and corrosion.
 - 2) Look for too much wear.
 - (b) Examine the latch torque tubes.
 - 1) Look for cracks and corrosion.
 - 2) Look for too much wear.
 - (c) Examine the latch cranks and latch rollers.
 - 1) Look for cracks and corrosion.
 - 2) Look for too much wear.
 - 3) Look for unwanted particles on the latch rollers.
 - (d) Examine the gate control rods.
 - 1) Look for cracks and corrosion.
 - 2) Look for too much wear.

SUBTASK 52-13-00-210-004

- (4) Do a visual inspection of the door stop fittings and stop pins as follows:
 - (a) Examine the door stop fittings.
 - 1) Look for cracks and corrosion.

EFFECTIVITY
AKS ALL

52-13-00



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- (b) Examine the stop pins.
 - 1) Look for cracks and corrosion.
 - 2) Look for unwanted particles on the stop pins.
 - 3) Make sure the retaining springs are installed.

SUBTASK 52-13-00-210-005

- (5) Do a visual inspection of the attach structure and hinge mechanism as follows:

- (a) Examine the fuselage hinge torque tube.
 - 1) Look for cracks and corrosion.
 - 2) Look for too much wear.
- (b) Examine the hinge arms.
 - 1) Look for cracks and corrosion.
 - 2) Look for too much wear.
- (c) Examine the hinge arm fasteners.
 - 1) Make sure the bolts fully engage the nuts.
 - 2) Make sure the bolt threads are not damaged.
- (d) Examine the door hinge torque tube.
 - 1) Look for cracks and corrosion.
 - 2) Look for too much wear.

NOTE: The nuts and bolts that connect the sleeves to the torque tube may appear loose, because they are not tightened to a clamp up pressure. A small gap between the washer and the sleeve is acceptable.

- (e) Examine the guide arm and roller.
 - 1) Look for cracks and corrosion.
 - 2) Look for too much wear.
- (f) Examine the guide plates.
 - 1) Look for cracks and corrosion.
 - 2) Look for too much wear.
- (g) Examine the guide plate drain holes.
 - 1) Look for blockage.

SUBTASK 52-13-00-210-006

- (6) Do a visual inspection of the structure around the door opening as follows:

- (a) Examine the fuselage stop fittings and stop pads.
 - 1) Look for cracks and corrosion.
 - 2) Look for wear that is not in the center of the stop pads.
 - 3) Look for unwanted particles on the stop fittings.
- (b) Examine the latch receivers.
 - 1) Look for cracks and corrosion.
 - 2) Look for too much wear.
 - 3) Look for unwanted particles in the latch receivers.
- (c) Examine the fuselage frame.

| | |
|-------------|---------|
| EFFECTIVITY | AKS ALL |
|-------------|---------|

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- 1) Look for cracks and corrosion.
- 2) Look for loose and missing fasteners.

G. Put the Airplane Back to Its Usual Condition

SUBTASK 52-13-00-410-013

- (1) Install these access panels:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|---|
| 834AZ | Aft Entry Door - Torque Tube Access |
| 834BZ | Aft Entry Door - Handle Box and Cam for Handle Box Access |
| 834CZ | Aft Entry Door - Handle Box Access |
| 834DZ | Aft Entry Door - Lower Hinge Access |
| 834EZ | Aft Entry Door - Upper Hinge Access |
| 834FZ | Aft Entry Door - Torque Tube Access |
| 834GZ | AFT Entry Door - Torque Tube Access |

SUBTASK 52-13-00-210-008

- (2) Do this task: Aft Entry Door Lining Removal, TASK 52-13-31-000-802.

SUBTASK 52-13-00-860-005

- (3) Close and latch the door.

SUBTASK 52-13-00-940-002

- (4) Remove the work platform, COM-1523.

———— END OF TASK ————

TASK 52-13-00-200-803

3. Aft Entry Door Centering Guide Bearing Check

NOTE: This procedure is a scheduled maintenance task.

A. 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.

| <u>Reference</u> | <u>Description</u> |
|------------------|---|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose |
| | Part #: B-14 Supplier: 05060 |
| | Part #: B-9 Supplier: 05060 |
| | Part #: Z-45-25J Supplier: 59497 |

B. Location Zones

| <u>Zone</u> | <u>Area</u> |
|-------------|---------------------|
| 834 | Left Aft Entry Door |

C. Prepare for the Inspection

SUBTASK 52-13-00-860-010

- (1) Make sure the door is safe as follows:
 - (a) Make sure the door is closed and latched.



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WARNING: MAKE SURE THE GIRT BAR IS NOT ENGAGED IN THE FLOOR-MOUNTED ESCAPE SLIDE BRACKETS. IF THE GIRT BAR IS ENGAGED IN THE BRACKETS, THE ESCAPE SYSTEM CAN DEPLOY WHEN YOU OPEN THE DOOR. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (b) Make sure the girt bar is not engaged in the floor-mounted escape slide brackets.
- (c) Make sure a work platform, COM-1523 is installed outboard of the door.

SUBTASK 52-13-00-010-015

- (2) Open the door.

D. Inspection

SUBTASK 52-13-00-210-010

- (1) Do a visual inspection of the centering guide as follows Figure 601:
 - (a) Examine the guide fitting.
 - 1) Look for cracks and corrosion.
 - 2) Look for loose and missing fasteners.
 - (b) Examine the guide bearing.
 - 1) Look for too much wear.
 - 2) Make sure the bearing is not loose.
 - 3) Look for unwanted particles on the bearing surface.

E. Put the Airplane Back to Its Usual Condition

SUBTASK 52-13-00-860-011

- (1) Close and latch the door.

SUBTASK 52-13-00-940-004

- (2) Remove the work platform, COM-1523.

———— END OF TASK ————

EFFECTIVITY
AKS ALL

52-13-00

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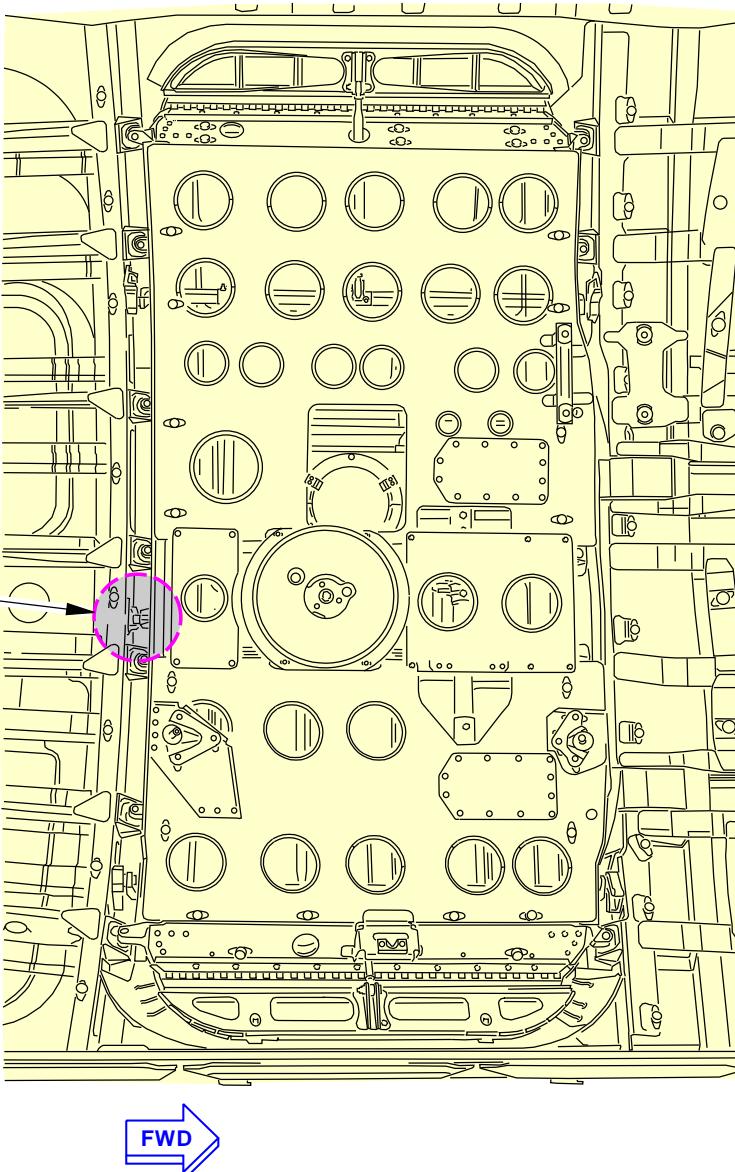
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737-600/700/800/900
AIRCRAFT MAINTENANCE MANUAL

CENTERING
GUIDE AND
ROLLER

A



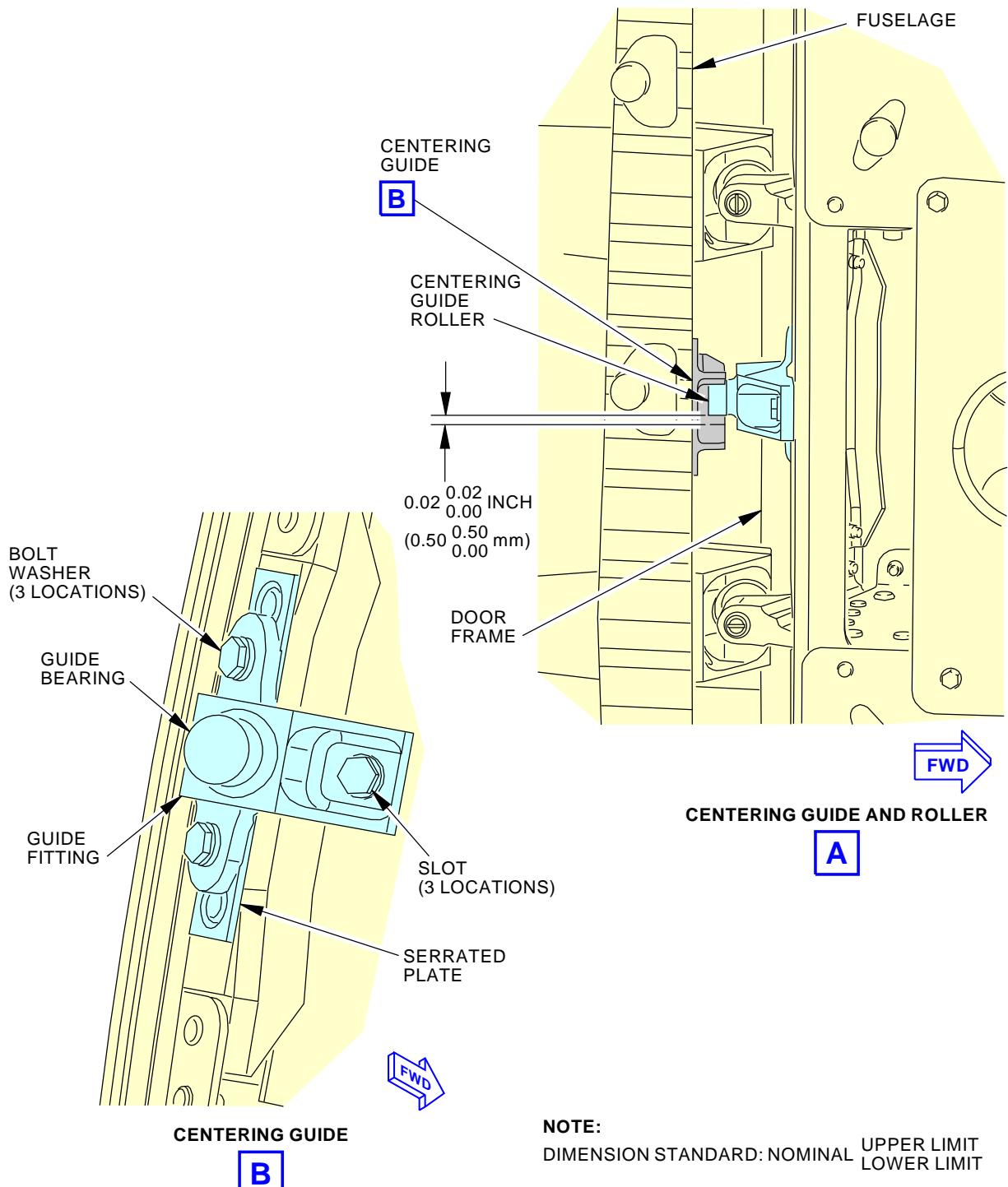
AFT ENTRY DOOR
(FORWARD SERVICE DOOR AND AFT SERVICE DOOR ARE EQUIVALENT)

K57922 S0006579899_V3

Centering Guide Inspection/Check
Figure 601/52-13-00-990-825 (Sheet 1 of 2)

EFFECTIVITY
AKS ALL

52-13-00



K57926 S0006580275_V4

Centering Guide Inspection/Check
Figure 601/52-13-00-990-825 (Sheet 2 of 2)

 EFFECTIVITY
 AKS ALL

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TASK 52-13-00-200-802

4. Aft Entry Door Pressure Seal Check

NOTE: This procedure is a scheduled maintenance task.

A. Tools/Equipment

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

| Reference | Description |
|-----------|---|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose |
| | Part #: B-14 Supplier: 05060 |
| | Part #: B-9 Supplier: 05060 |
| | Part #: Z-45-25J Supplier: 59497 |

B. Location Zones

| Zone | Area |
|------|---------------------|
| 834 | Left Aft Entry Door |

C. Prepare for the Inspection

SUBTASK 52-13-00-860-008

- (1) Make sure the door is safe as follows:
 - (a) Make sure the door is closed and latched.

WARNING: MAKE SURE THE GIRT BAR IS NOT ENGAGED IN THE FLOOR-MOUNTED ESCAPE SLIDE BRACKETS. IF THE GIRT BAR IS ENGAGED IN THE BRACKETS, THE ESCAPE SYSTEM CAN DEPLOY WHEN YOU OPEN THE DOOR. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (b) Make sure the girt bar is not engaged in the floor-mounted escape slide brackets.
- (c) Make sure a work platform, COM-1523 is installed outboard of the door.

SUBTASK 52-13-00-010-014

- (2) Open the door.

D. Inspection

SUBTASK 52-13-00-210-009

- (1) Do a visual inspection of the door pressure seal as follows (Figure 602):
 - (a) Examine the seal.
 - 1) Look for cracks, holes, and tears.
 - 2) Look for indications of seal deterioration.
 - 3) Make sure the seal is installed in the seal retainer.

E. Put the Airplane Back to its Usual Condition

SUBTASK 52-13-00-860-009

- (1) Close and latch the door.

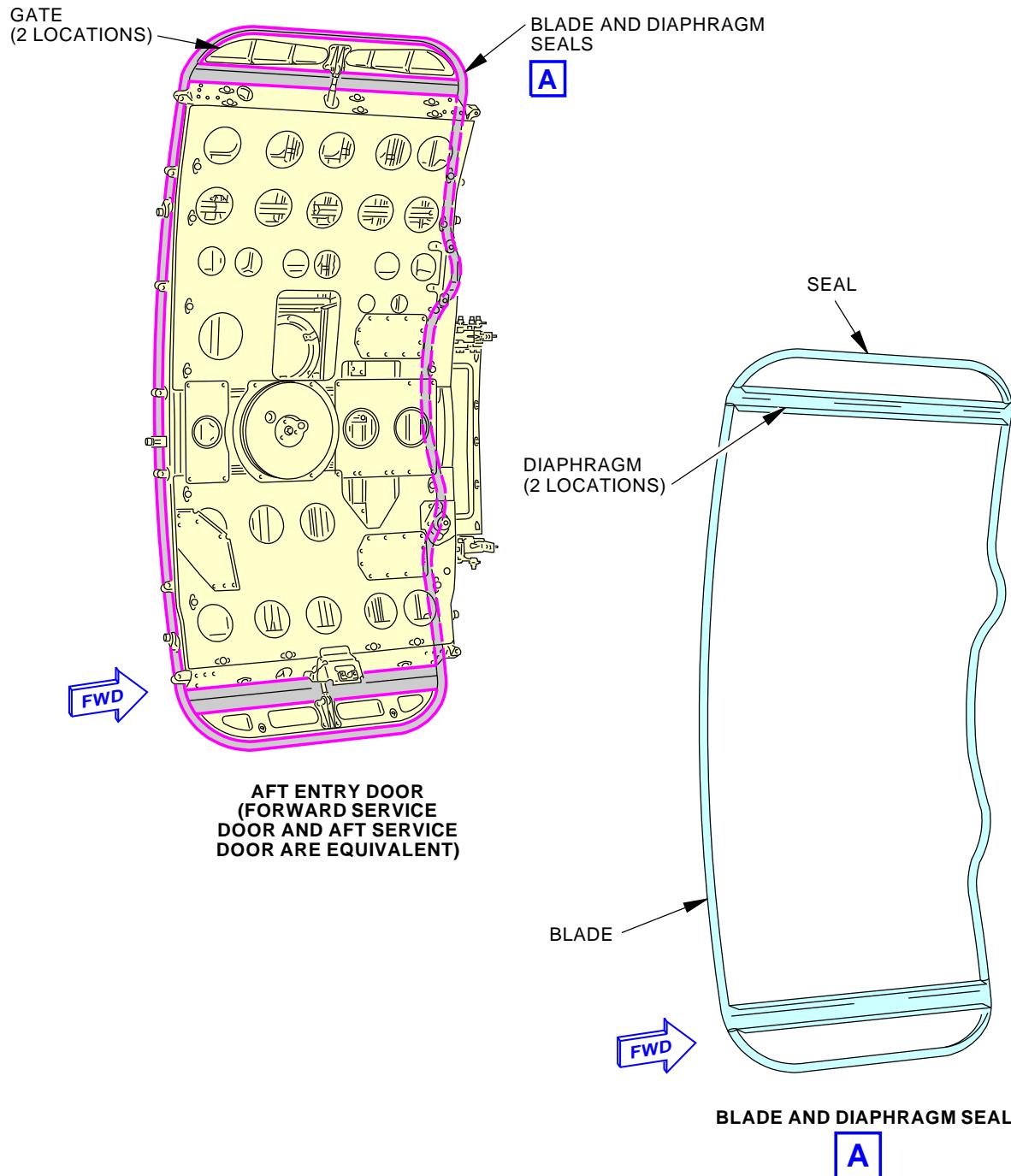
SUBTASK 52-13-00-940-003

- (2) Remove the work platform, COM-1523.

———— END OF TASK ———

| |
|-------------|
| EFFECTIVITY |
| AKS ALL |

52-13-00



K61090 S0006579901_V2

Blade and Diaphragm Seals Inspection
Figure 602/52-13-00-990-818

EFFECTIVITY
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TASK 52-13-00-700-806

5. Vacuum Tool Leak Check of the Aft Entry Door Seal

(Figure 603)

A. References

| Reference | Title |
|------------------|----------------------|
| 52-09-10 P/B 801 | DOOR SEALS - REPAIRS |

B. Tools/Equipment

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

| Reference | Description |
|-----------|--|
| COM-1797 | Stethoscope - Mechanics, 12 Inch Probe Part #: GA111D Supplier: 55719 Opt Part #: GA111C Supplier: 55719 |
| SPL-1473 | Probe - Kit, Ultrasonic Leak Part #: ST6760A Supplier: 81205 |
| SPL-1474 | Generator - Vacuum Part #: ST9999-VBA-201 Supplier: 81205 |
| SPL-1475 | Bag - Assembly, Door Vacuum Part #: J51004-1 Supplier: 81205 Opt Part #: ST6760 Supplier: 81205 Opt Part #: ST9999-VB Supplier: 81205 |
| STD-1160 | Stand - Cabin and General Access Stand, Adjustable Height, Max. Height 18 Feet, Platform 5 Feet by 10 Feet |

C. Consumable Materials

| Reference | Description | Specification |
|-----------|----------------------------------|---------------|
| A01024 | Compound - Fairing - 3M EC-3587B | BAC5530 |

D. Location Zones

| Zone | Area |
|------|---------------------------------|
| 831 | Forward Entry Door |
| 832 | Left Forward Emergency Exit |
| 833 | Left Emergency Exit (STA 627.5) |
| 834 | Left Aft Entry Door |
| 835 | Main Deck Cargo Door |
| 841 | Forward Galley Service Door |
| 842 | Right Forward Emergency Exit |
| 844 | Aft Galley Service Door |

E. Prepare for the Leak Check

SUBTASK 52-13-00-860-038

- (1) Do the steps that follow to prepare for the leak check:
 - (a) Make sure the door is safe as follows:
 - 1) Make sure the door mode select handle is in the MANUAL/DISARM position.

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AKS ALL

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- 2) Turn the EPAS battery safety switch to the DISARM position.

NOTE: If the EPAS battery safety switch is in the DISARM position, the aft hinge cover will not be flush.

- (b) Open and close the door a minimum of three times.
- (c) Close and lock the door.
- (d) Put the adjustable height cabin and general access stand, STD-1160 outboard of the door.
- (e) Calibrate the ultrasonic leak probe, SPL-1473.
- (f) Connect the vacuum generator, SPL-1474 to the door vacuum assembly bag, SPL-1475.
- (g) Connect the vacuum generator, SPL-1474 to a compressed air source.
- (h) Install the door vacuum assembly bag, SPL-1475 over the passenger entry door (Figure 603).
 - 1) Make sure the door vacuum assembly bag, SPL-1475 covers the entire door and the gap between the door and the fuselage.
 - 2) Remove all bubbles and creases from the door vacuum assembly bag, SPL-1475.

F. Leak Check

SUBTASK 52-13-00-200-001

- (1) Do a check of the noise levels around the interior of the door as follows:

- (a) Use the vacuum generator, SPL-1474 to apply approximately 8 to 12 inch (Hg).

NOTE: Apply the vacuum gradually until you get to the 8 to 12 inch Hg range.
- (b) Hold the ultrasonic leak probe, SPL-1473 approximately 1-2 inches (25.40 - 50.80 mm) from the door surface.
- (c) Move the ultrasonic leak probe, SPL-1473 around the edge of the door.

NOTE: The tip of the leak probe should not touch the door surface.
- (d) Use the headphones and watch the noise meter on the ultrasonic leak probe, SPL-1473.

G. Repair the Leak

SUBTASK 52-13-00-360-001

- (1) If the noise levels go above the red line on the ultrasonic leak probe, SPL-1473 meter, do the steps that follow:

- (a) Determine the exact location of the noise with a stethoscope, COM-1797.
- (b) Remove the door vacuum assembly bag, SPL-1475 from the door.
- (c) Make sure that the PED door seal is clean and in a good condition.
- (d) Adjust the door seal, do this task.

- 1) Make sure the door is safe.
 - a) Make sure the mode select handle is in the MANUAL/DISARM position.
 - b) Make sure the EPAS battery safety switch is in the DISARM position.

NOTE: If the EPAS battery safety switch is in the DISARM position, the aft hinge cover will not be flush.

- 2) Pull and push the seal in the seal retainer to get a good seal around the edge of the door.

NOTE: Wrinkles in the seal are not permitted.

| | |
|-------------|---------|
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|-------------|---------|

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- 3) Make sure there are no leaks between the seal and seal depressor on the door. If it is necessary, adjust as follows:
 - a) Apply the 3M EC-3587B compound, A01024 to the seal depressor and make smooth. Make sure the thickness of the 3M EC-3587B compound, A01024 is not more than 0.4 inch (10.16 mm).
 - (e) If necessary, repair or replace the door seal, do this: PAGEBLOCK 52-09-10/801.
 - (f) Install the door vacuum assembly bag, SPL-1475 again and check for noise leaks.
- NOTE:** You will have to repeat the installation of the vacuum bag and do a check for leaks to make sure that all the noise leaks have been repaired.

H. Put the Airplane Back to Its Usual Condition

SUBTASK 52-13-00-440-001

- (1) Put the airplane back to its usual condition, do these steps:
 - (a) Make sure the door vacuum assembly bag, SPL-1475 is removed from the door.
 - (b) Remove the adjustable height cabin and general access stand, STD-1160.
 - (c) Arm the door as follows:
 - 1) Turn the EPAS battery safety switch to the ARM position.
 - 2) Put the mode select handle in the AUTOMATIC/ARM position.

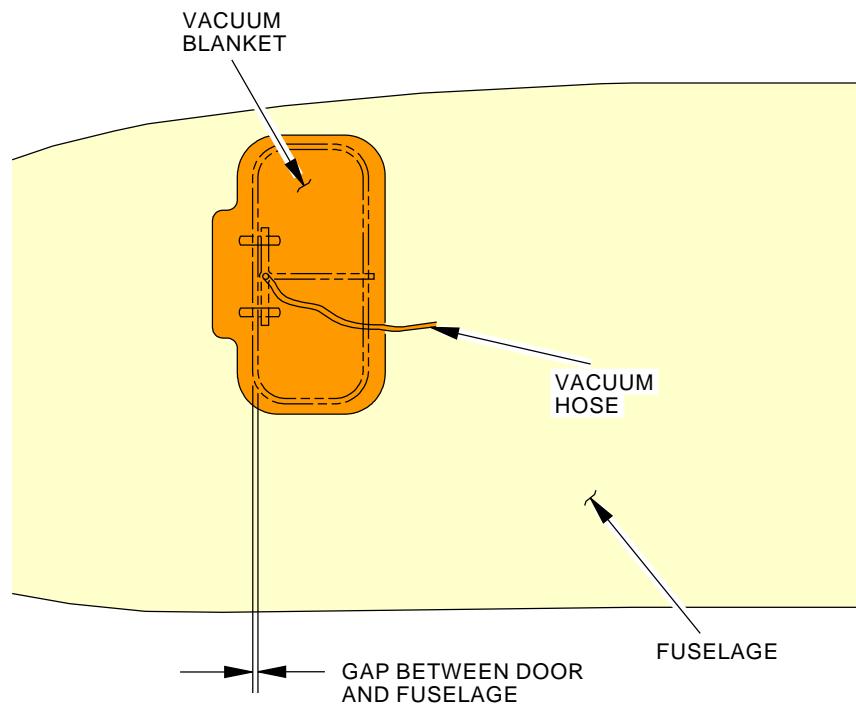
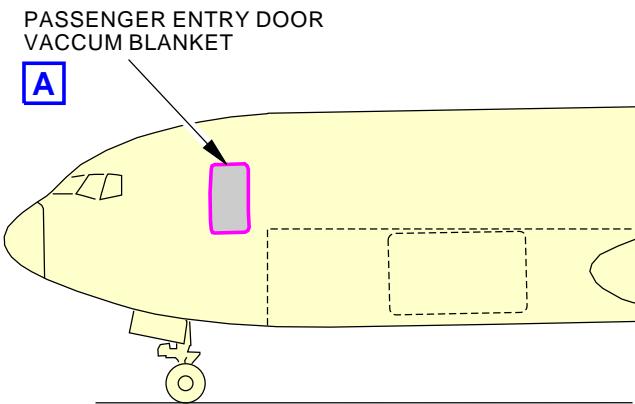
———— END OF TASK ————

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PASSENGER ENTRY DOOR VACUUM BLANKET
(EXAMPLE)



NOTE:

THE VACUUM BLANKET COVERS THE ENTIRE DOOR AND
THE GAP BETWEEN THE DOOR AND THE FUSELAGE.

2158637 S0000474034_V2

Passenger Entry Door Pressure Seal Leak check
Figure 603/52-13-00-990-826

| | |
|-------------|---------|
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AFT ENTRY DOOR STOP BEARING PLATES - REMOVAL/INSTALLATION

1. General

- A. This procedure has the following tasks:
- (1) The removal of the aft entry door stop bearing plate.
 - (2) The installation of the aft entry door stop bearing plate.

TASK 52-13-01-000-801

2. Aft Entry Door Stop Bearing Plate - Removal

Figure 401

A. General

- (1) This task includes the steps to remove the aft entry door stop bearing plate.

B. References

| Reference | Title |
|------------------|--|
| 52-13-00-860-801 | Open the AFT Door with the Exterior Handle (P/B 201) |

C. Tools/Equipment

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

| Reference | Description |
|-----------|--|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose Part #: B-14 Supplier: 05060 Part #: B-9 Supplier: 05060 Part #: Z-45-25J Supplier: 59497 |
| STD-291 | Drift - Light Weight, Metal or Plastic |
| STD-1242 | Hammer - Standard |

D. Consumable Materials

| Reference | Description | Specification |
|-----------|---|----------------------|
| B00083 | Solvent - VM&P Naphthas | ASTM D-3735 Type III |
| G00034 | Cotton Wiper - Process Cleaning Absorbent Wiper (Cheesecloth, Gauze) | BMS15-5 Class A |

E. Location Zones

| Zone | Area |
|------|---------------------|
| 834 | Left Aft Entry Door |

F. Prepare for the Removal

SUBTASK 52-13-01-480-001

- (1) Install the work platform, COM-1523 outboard of the aft entry door.

SUBTASK 52-13-01-010-001

- (2) Open the aft entry door: Open the AFT Door with the Exterior Handle, TASK 52-13-00-860-801.

G. Aft Entry Door Stop Bearing Plate Removal

SUBTASK 52-13-01-020-001

- (1) Remove the stop bearing plate.

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- (a) If necessary, use a standard hammer, STD-1242 and a light weight, metal or plastic drift, STD-291 to remove the stop bearing plate.

NOTE: Do not use a metal drift. Only use a plastic one.

SUBTASK 52-13-01-160-001

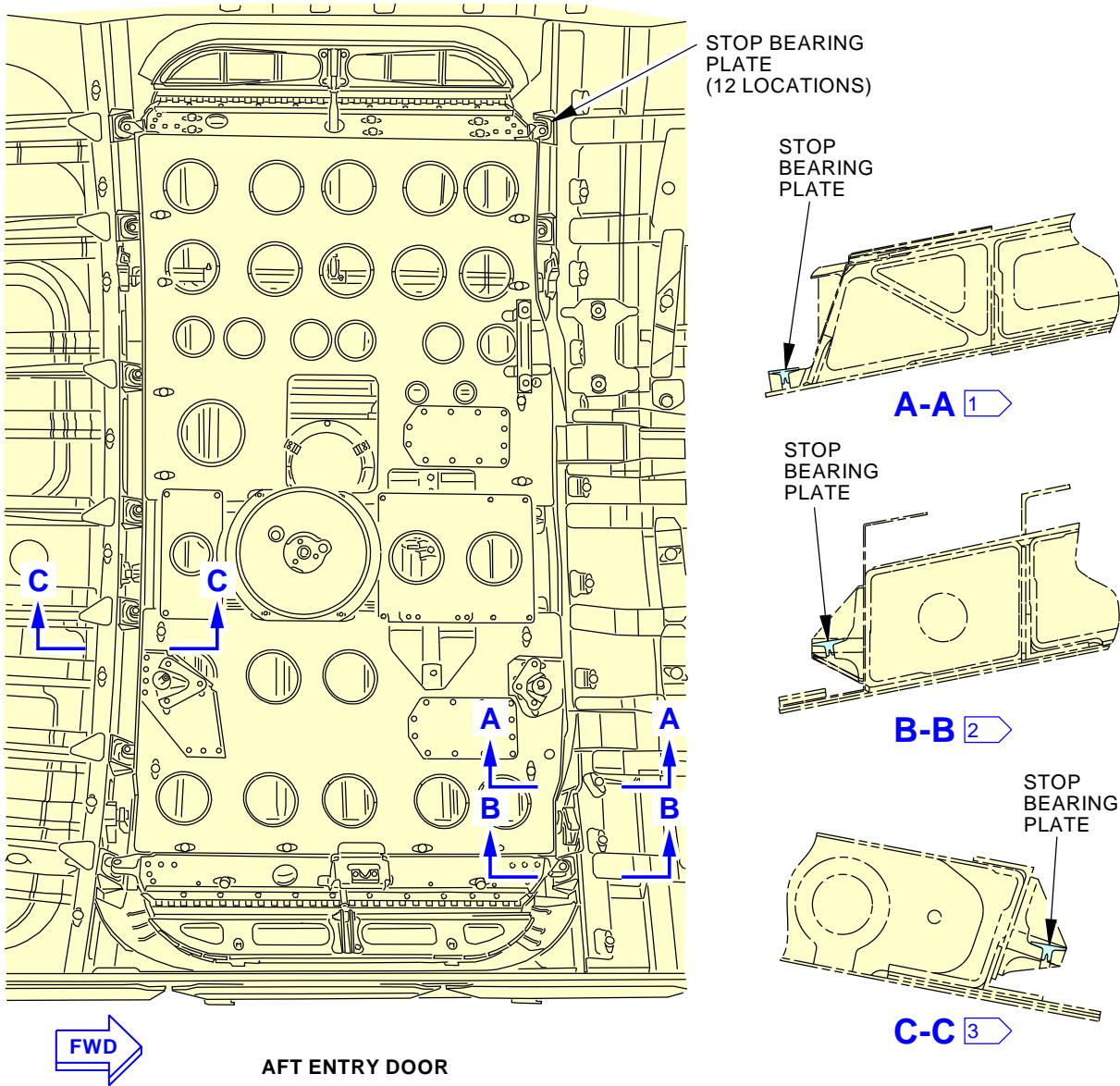
- (2) Clean the mounting hole with a clean cotton wiper, G00034 that is moist with solvent, B00083.

NOTE: Clean surfaces are necessary to make a good bond.

———— END OF TASK ————

EFFECTIVITY
AKS ALL

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- 1** TYPICAL FOR ALL FORWARD HINGE BOX PADS
- 2** TYPICAL FOR ALL FORWARD DOOR STOP PADS
- 3** TYPICAL FOR ALL AFT DOOR STOP PADS

2164816 S0000474390_V2

Aft Entry Door Stop Bearing Plate Installation Figure 401/52-13-01-990-801

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TASK 52-13-01-400-801

3. Aft Entry Door Stop Bearing Plate - Installation

Figure 401

A. General

- (1) This task includes the steps to install the aft entry door stop bearing plate.

B. References

| Reference | Title |
|------------------|---|
| 52-13-00-860-802 | Close the AFT Door with the Exterior Handle (P/B 201) |

C. Tools/Equipment

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

| Reference | Description |
|-----------|--|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose Part #: B-14 Supplier: 05060 Part #: B-9 Supplier: 05060 Part #: Z-45-25J Supplier: 59497 |
| STD-291 | Drift - Light Weight, Metal or Plastic |
| STD-1242 | Hammer - Standard |

D. Consumable Materials

| Reference | Description | Specification |
|-----------|---|---------------------------------------|
| A00551 | Sealant - Fuel Tank | BAC5010 Type 44 (BMS5-44, BMS5-45) |
| B00083 | Solvent - VM&P Naphthas | ASTM D-3735 Type III |
| G00034 | Cotton Wiper - Process Cleaning Absorbent Wiper (Cheesecloth, Gauze) | BMS15-5 Class A |

E. Location Zones

| Zone | Area |
|------|---------------------|
| 834 | Left Aft Entry Door |

F. Prepare for the Installation

SUBTASK 52-13-01-860-001

- (1) Do a test of the fit of the stop bearing plate before the installation.
- Use hand pressure to install the stop bearing plate into the mounting hole.
 - Discard the stop bearing plate, if you can install it with hand pressure.
 - Get a new stop bearing plate, if needed.

G. Aft Entry Door Stop Bearing Plate Installation

SUBTASK 52-13-01-420-001

- (1) Install the stop bearing plate as follows:
- Apply a layer of adhesive sealant, A00551 to the stop bearing plate and mounting hole.
 - Install the stop bearing plate with a pneumatic rivet gun with a brass set.

NOTE: If the pneumatic rivet gun is not available, use a standard hammer, STD-1242 and a non-metallic light weight, metal or plastic drift, STD-291 to install the stop bearing plate.

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- (c) Use a clean cotton wiper, G00034 that is moist with solvent, B00083 to remove the unwanted adhesive sealant, A00551 from the stop bearing plate before it dries.

H. Put the Airplane Back to Its Usual Condition

SUBTASK 52-13-01-410-001

- (1) Close the aft entry door: Close the AFT Door with the Exterior Handle,
TASK 52-13-00-860-802.

SUBTASK 52-13-01-080-001

- (2) Remove the work platform, COM-1523.

———— END OF TASK ————

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AFT ENTRY DOOR HINGE ARM - REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
- (1) A removal of the aft entry door hinge arm.
 - (2) An installation of the aft entry door hinge arm.

TASK 52-13-11-000-802

2. Aft Entry Door Hinge Arm Removal

(Figure 401)

A. References

| Reference | Title |
|------------------|----------------------------------|
| 52-13-00-000-802 | Aft Entry Door Removal (P/B 401) |

B. Tools/Equipment

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

| Reference | Description |
|-----------|---|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose |
| | Part #: B-14 Supplier: 05060 |
| | Part #: B-9 Supplier: 05060 |
| | Part #: Z-45-25J Supplier: 59497 |

C. Location Zones

| Zone | Area |
|------|---------------------|
| 834 | Left Aft Entry Door |

D. Access Panels

| Number | Name/Location |
|--------|-------------------------------------|
| 834AZ | Aft Entry Door - Torque Tube Access |
| 834CZ | Aft Entry Door - Handle Box Access |

E. Prepare for the Removal

SUBTASK 52-13-11-860-001

- (1) Make sure the door is safe as follows:
 - (a) Make sure the door is closed and latched.

WARNING: MAKE SURE THE GIRT BAR IS NOT ENGAGED IN THE FLOOR-MOUNTED ESCAPE SLIDE BRACKETS. IF THE GIRT BAR IS ENGAGED IN THE BRACKETS, THE ESCAPE SYSTEM CAN DEPLOY WHEN YOU OPEN THE DOOR AND INJURIES OR DAMAGE CAN OCCUR.

- (b) Make sure the girt bar is not engaged in the floor-mounted escape slide brackets.
- (c) Install a work platform, COM-1523 outboard of the door.

SUBTASK 52-13-11-010-004

- (2) Do this task: Aft Entry Door Removal, TASK 52-13-00-000-802.

SUBTASK 52-13-11-410-006

- (3) Get access to the door [1]:

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Remove this access panel:

Number Name/Location

834AZ Aft Entry Door - Torque Tube Access

Remove this access panel:

Number Name/Location

834CZ Aft Entry Door - Handle Box Access

F. Removal of the Aft Entry Door Hinge Arm (Preferred Procedure)

(Figure 401)

SUBTASK 52-13-11-020-010

(1) Remove the handle mechanism:

- (a) Remove the cover [31] on the interior handle [28] to get access to the fasteners that attach the interior handle [28] to the handle mechanism.
- (b) Remove the cotter pins [32], nuts [30], and washers [29] that attach the interior handle [28] to the hub [34].
- (c) Remove the interior handle [28] and the bolts [33].
- (d) Remove the bolts [36] and washers [23] that attach the cam cover [24] to the handle box [6].
- (e) Remove the cam cover [24].
- (f) Remove the lockwire, bolts [26], and washers [25] that attach the hub [34] and shim [35] to the handle cam [40].
- (g) Remove the hub [34] and shim [35].
- (h) Remove the cotter pin [38] on the nut [37] that holds the handle cam [40] to the handle shaft [47].
- (i) Hold the exterior handle [10] and remove the nut [37] and washer [39] that hold the handle cam [40] to the handle shaft [47].

NOTE: When you remove the nut [37], the exterior handle [10] and part of the handle mechanism will be loose on the outer side of the door [1].

- (j) Remove the handle cam [40].
- (k) From the outer side of the door, remove the exterior handle [10], shims [46], sleeve [44], handle shaft [47], and centering cam [43] as an assembly.
- (l) If necessary, disassemble these parts further as follows:
 - 1) Remove the bolts [9], washers [45], and nuts [42] that attach the exterior handle [10] to the centering cam [43] through the shims [46] and sleeve [44].
 - 2) Remove the exterior handle [10].
 - 3) Remove the shims [46] between the exterior handle [10] and the sleeve [44].
 - 4) Remove the centering cam [43].
 - 5) Remove the handle shaft [47] from the sleeve [44].
 - 6) Remove the spring pin [8] from the washer [11] and pin [50].
 - 7) Remove the washer [11] from the end of the pin [50].
 - 8) Remove the lock ring [48] from the handle shaft [47].
 - 9) Remove the nut [51] from the end of the handle shaft [47].
 - 10) Remove the pin [50], and spring [49] from the handle shaft [47].

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- (m) Remove the bolts [14], washers [12], and nuts [19] that attach the handle pan [13], seal plate [16], and handle housing [20] to the handle box [6].
- (n) Remove the handle pan [13] and seal plate [16] from the external side of the door [1].
- (o) Remove the seal plate [16] from the handle pan [13] and the packing [18] from the seal plate [16].
- (p) Remove the handle housing [20] from the handle box [6] and the packing [17] from the handle housing [20].
- (q) If necessary, remove the bearing [21] from the handle box [6] as follows:
 - 1) Remove the retaining ring [22] that holds the bearing [21] in the handle box [6].
 - 2) Remove the bearing [21] from the handle box [6].

SUBTASK 52-13-11-020-011

- (2) Remove the upper and lower latch control rods [15]:
 - (a) Remove the bolts [62] and washers [63] that connect the latch control rods [15] to the handle mechanism in the handle box [6].
 - (b) Remove the bolts [52], washers [53], nuts [54], and pins [55] that connect the latch control rods [15] to the upper and lower latch torque tubes [56].
 - (c) Remove the latch control rods [15] from the handle box [6] and door [1] to make clearance for the handle box [6] removal.

SUBTASK 52-13-11-020-012

- (3) Disconnect the door hinge torque tube [59]:
 - (a) Remove the bolts [70], washers [69], and nuts [75] that go through the upper and lower sleeves [57] on the door hinge torque tube [59].
 - (b) Move the sleeves [57] toward the center of the door hinge torque tube [59] to make clearance to remove the door hinge torque tube [59] and handle box [6] as an assembly.

SUBTASK 52-13-11-020-013

- (4) Remove the handle box [6] and door hinge torque tube [59]:
 - (a) Remove the bolts [65], fillers [66], washers [67], and nuts [68] that attach the front of the upper and lower splice angles [58] to the beams.
 - (b) Remove the bolts [76] and washers [77] that attach the upper and lower splice angles [58] to the beams.
 - (c) Remove the upper and lower splice angles [58] from the beams to get access to the door hinge torque tube [59].
 - (d) Remove the bolts [60] and washers [61] that attach the top and bottom of the handle box [6] to the beams.
 - (e) Carefully remove the handle box [6] and door hinge torque tube [59] from the door structure.
 - (f) If the laminated shims [64] between the top of the handle box [6] and the beam are loose, remove them.

SUBTASK 52-13-11-020-014

- (5) Remove the hinge arm [2] from the hinge support:

NOTE: Do this step for each hinge arm.

- (a) Loosen the bolts [72] and washers [73] that hold the hinge pin [74] in the hinge arm [2].
 - (b) Remove the hinge pin [74] from the hinge arm [2].

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- (c) Remove the packing [71], washer [78] from the hinge pin [74].
- (d) Remove the hinge arm [2].

G. Removal of the Aft Entry Door Hinge Arm (Alternate Procedure)

(Figure 401)

SUBTASK 52-13-11-030-001

- (1) Disconnect the hinge torque tube [59] to remove the splice angle [58]:
 - (a) Remove the bolts [70], the washers [69], and the nuts [75] that go through the upper and lower sleeves [57] on the hinge torque tube [59].
 - (b) Remove the bolts [65], the fillers [66], the washers [67], and the nuts [68] that attach the upper and lower splice angles [58] to the beams.
 - (c) Remove the bolts [76] and the washers [77] that attach the upper and lower splice angles [58] to the beams.
 - (d) Remove the upper and lower splice angles [58] from the beams to get access to the hinge torque tube.

SUBTASK 52-13-11-010-005

- (2) Disconnect the upper and lower latch control rods [15] from the torque tubes [56]:
 - (a) Remove the bolts [52], the washers [53], the nuts [54] and the pin [55] that connect the latch control rods [15] to the upper and lower latch torque tubes [56].

SUBTASK 52-13-11-010-006

- (3) Loosen one of these two nuts on the door hinge torque tube:
 - (a) For the upper hinge arm [2], loosen the nut [85].
 - 1) Do not loosen the lower nut [86].
 - (b) For the lower hinge arm [2], loosen the lower nut [86].
 - 1) Do not loosen the nut [85].

SUBTASK 52-13-11-020-015

- (4) Remove the hinge arm [2] from the hinge support:
 - (a) Loosen the bolts [72] and the washers [73] that hold the hinge pin [74] in the hinge arm [2]
 - (b) Remove the hinge pin [74] from the hinge arm [2].
 - 1) Remove the packing [71], the washer [78] from the hinge pin [74].
 - (c) Remove the hinge arm [2].

———— END OF TASK ————

TASK 52-13-11-400-802

3. Aft Entry Door Hinge Arm Installation

(Figure 401)

A. References

| Reference | Title |
|------------------|---------------------------------------|
| 52-13-00-400-802 | Aft Entry Door Installation (P/B 401) |



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B. Consumable Materials

| Reference | Description | Specification |
|-----------|---|---------------------------------|
| A00247 | Sealant - Pressure And Environmental - Chromate Type | BMS5-95 |
| C00528 | Compound - Corrosion Preventive, Petroleum Hot Application (Soft Film) | MIL-C-11796 Class III |
| D00015 | Grease - Aircraft Bearing (Use BMS 3-24 until existing stocks are depleted, BMS 3-33 supersedes BMS 3-24) | BMS3-24 (Superseded by BMS3-33) |
| G00440 | Lockwire - MS20995C41, Corrosion Resistant Steel - 0.041 Inch (1.0414 mm) Diameter | NASM20995 |

C. Location Zones

| Zone | Area |
|------|---------------------|
| 834 | Left Aft Entry Door |

D. Access Panels

| Number | Name/Location |
|--------|-------------------------------------|
| 834AZ | Aft Entry Door - Torque Tube Access |
| 834CZ | Aft Entry Door - Handle Box Access |

E. Installation of the Aft Entry Door Hinge Arm (Preferred Procedure)

SUBTASK 52-13-11-420-007

- (1) Install the hinge arm [2] in the hinge support:

NOTE: Do this step for each hinge arm.

- (a) Put the hinge arm [2] in its correct position in the hinge support.
- (b) Do a check of the packing [71] for damage or wear and replace it if necessary.
- (c) Apply grease, D00015 to the packing [71] before installation.
- (d) Install the washer [78] and packing [71] on the hinge pin [74].
- (e) Apply grease, D00015 to the hinge pin [74] and the bolt [72] before installation.
- (f) Install the hinge pin [74] in the hinge arm [2].
- (g) Install the bolt [72] and washer [73] to hold the hinge pin [74] in the hinge arm [2].
- (h) Apply grease, D00015 in the opening between the hinge arm [2] and hinge pin [74] and to any openings between the hinge support and the hinge pin [74].

SUBTASK 52-13-11-420-008

- (2) Install the handle box [6] and the door hinge torque tube [59]:

- (a) Apply sealant, A00247 to the mating surfaces between the bottom of the handle box [6] and the beam before installation.
- (b) Carefully put the handle box [6] and the door hinge torque tube [59] in their correct position in the door structure.
- (c) If the laminated shims [64] between the top of the handle box [6] and the beam were removed, do these steps:
 - 1) Make sure the maximum clearance between the top of the handle box [6] and the beam is 0.01 inch (0.25 mm).
 - 2) Apply sealant, A00247 to the mating surfaces between the handle box [6], laminated shims [64], and beam before installation.



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- 3) Install the laminated shims [64] between the handle box [6] and the beam.
- (d) Apply sealant, A00247 to the mating surfaces of the bolts [60], washers [61], handle box [6], and beam before installation.
- (e) Install the bolts [60] and washers [61] to attach the top and bottom of the handle box [6] to the beams.
- (f) Put the upper and lower splice angles [58] in their correct position on the beams.
- (g) Apply compound, C00528 to the holes for the bolts [76] before installation.
- (h) Install the bolts [76] and washers [77] to attach the upper and lower splice angles [58] to the beams.
- (i) Install the bolts [65], fillers [66], washers [67], and nuts [68] to attach the front of the upper and lower splice angles [58] to the beams.

SUBTASK 52-13-11-420-009

- (3) Connect the door hinge torque tube [59]:
 - (a) Apply grease, D00015 to the mating surfaces of the sleeves [57], hinge pins [74], and door hinge torque tube [59] before installation.
 - (b) Put the sleeves [57] over the hinge pins [74].
 - (c) Apply compound, C00528 to the holes for the bolts [70] before installation.
 - (d) Install the bolts [70], washers [69], and nuts [75] that go through the upper and lower sleeves [57] on the door hinge torque tube [59].

SUBTASK 52-13-11-420-010

- (4) Install the upper and lower latch control rods [15]:
 - (a) Put the latch control rods [15] in their correct positions in the handle box [6] and door.
 - (b) Apply compound, C00528 to the holes for the bolts [52] [62] before installation.
 - (c) Install the bolts [52], washers [53], nuts [54], and pins [55] to connect the latch control rods [15] to the upper and lower latch torque tubes [56].
 - (d) Install the bolts [62] and washers [63] to connect the latch control rods [15] to the handle mechanism in the handle box [6].

SUBTASK 52-13-11-420-011

- (5) Install the handle mechanism:
 - (a) Do a check of the packings [17] [18] for damage or wear and replace them if necessary.
 - (b) Apply grease, D00015 to the packings [17] [18] before installation.
 - (c) Install the packing [18] in the seal plate [16] and the packing [17] in the handle housing [20].
 - (d) Put the handle housing [20] in its correct position against the handle box [6].
 - (e) Put the seal plate [16] in its correct position against the handle pan [13].
 - (f) Put the handle pan [13] and seal plate [16] in position on the external side of the door [1].
 - (g) Install the bolts [14], washers [12], and nuts [19] to attach the handle pan [13], seal plate [16], and handle housing [20] to the handle box [6].
 - (h) Install the exterior handle [10], handle shaft [47], shims [46], sleeve [44], and centering cam [43] as an assembly.
 - 1) Make sure the lubrication fitting on the sleeve [44] is in its correct position.
 - 2) If necessary, assemble these parts before installation as follows:

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- a) Install the pin [50] and spring [49] in the handle shaft [47].
- b) Install the nut [51] in the end of the handle shaft [47].
- c) Install the lock ring [48] on the handle shaft [47].
- d) Install the washer [11] on the end of the pin [50].
- e) Install the spring pin [8] through the washer [11] and pin [50].
- 3) Apply grease, D00015 to the mating surfaces of the handle shaft [47] and sleeve [44] before installation.
- 4) Install the handle shaft [47] in the sleeve [44].
- 5) Install the shims [46] between the exterior handle [10] and the sleeve [44].
- 6) Install the bolts [9], washers [45], and nuts [42] to attach the exterior handle [10] to the centering cam [43] through the shims [46] and sleeve [44].
 - (i) If necessary, install the bearing [21] and retaining ring [22] in the handle box [6].
 - 1) Put the bearing [21] in position in the handle box [6].
 - 2) Install the retaining ring [22] to hold the bearing [21] in the handle box [6].
 - (j) Apply grease, D00015 to the mating surfaces of the handle shaft [47] and the handle cam [40] before installation in the handle box [6].
 - (k) Hold the exterior handle [10] in position on the exterior side of the door [1].
 - (l) Install the handle shaft [47] through the handle box [6].
 - (m) Install the handle cam [40] on the end of the handle shaft [47].
 - (n) Install the washer [39], nut [37], and new cotter pin [38] to hold the handle cam [40] to the handle shaft [47].
 - (o) Put the hub [34] and shim [35] in their correct position against the handle cam [40].
 - (p) Install the bolts [26], washers [25], and MS20995C41 lockwire, G00440 to attach the hub [34] and shim [35] to the handle cam [40].
 - (q) Put the cam cover [24] in its correct position against the handle box [6].
 - (r) Install the bolts [36] and washers [23] to attach the cam cover [24] to the handle box [6].
 - (s) Put the bolts [33] through the hub [34].
 - (t) Put the interior handle [28] in its correct position against the hub [34].
 - (u) Install the washers [29], nuts [30], and new cotter pins [32] to attach the interior handle [28] to the hub [34].
 - (v) Install the cover [31] on the interior handle [28].

F. Installation of the Aft Entry Door Hinge Arm (Alternate Procedure)

SUBTASK 52-13-11-420-013

- (1) Install the hinge arm [2] on the hinge support:
 - (a) Examine the packing [71] to make sure that the packing is serviceable.
 - 1) If it is necessary, replace the packing [71].
 - (b) Apply grease, D00015 to the packing [71] before installation.
 - (c) Install the washer [78] and packing [71] on the hinge pin [74].
 - (d) Apply grease, D00015 to the hinge pin [74] and the bolt [72] before installation.
 - (e) Put the hinge arm [2] in its correct location
 - (f) Install the hinge pin [74] in the hinge arm [2].



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- (g) Tighten the bolts [72] and the washers [73] that hold the hinge pin [74] in the hinge arm [2].

SUBTASK 52-13-11-410-008

- (2) Tighten the door hinge torque tube:
- Move the torque tube into its correct position.
 - Tighten the applicable nut [85 or 86] on the door hinge torque tube
 - For the upper hinge arm [2], tighten the nut [85].
 - For the lower hinge arm [2], tighten the lower nut [86].

SUBTASK 52-13-11-410-009

- (3) Connect the upper and lower latch control rods [15] to the torque tubes [56]:
- Install the bolts [52], the washers [53], the nuts [54] and the pin [55] that connect the latch control rods [15] to the upper and lower latch torque tubes [56].

SUBTASK 52-13-11-410-010

- (4) Connect the splice angles [58]:
- Use the bolts [76] and the washers [77] that attach the upper and lower splice angles [58] to the beams.
 - Tighten the bolts [76].
 - Install the bolts [65], the fillers [66], the washers [67], and the nuts [68] that attach the upper and lower splice angles [58] to the beams.
 - Tighten the nuts [68].

SUBTASK 52-13-11-410-011

- (5) Connect the hinge torque tube [59]:
- Install the bolts [70], the washers [69], and the nuts [75] that go through the upper and lower sleeves [57] on the hinge torque tube [59].
 - Tighten the nuts [75].

G. Put the Airplane in its Usual Condition

SUBTASK 52-13-11-410-012

- (1) Close access to the door:

Install this access panel:

Number Name/Location

834CZ Aft Entry Door - Handle Box Access

Install this access panel:

Number Name/Location

834AZ Aft Entry Door - Torque Tube Access

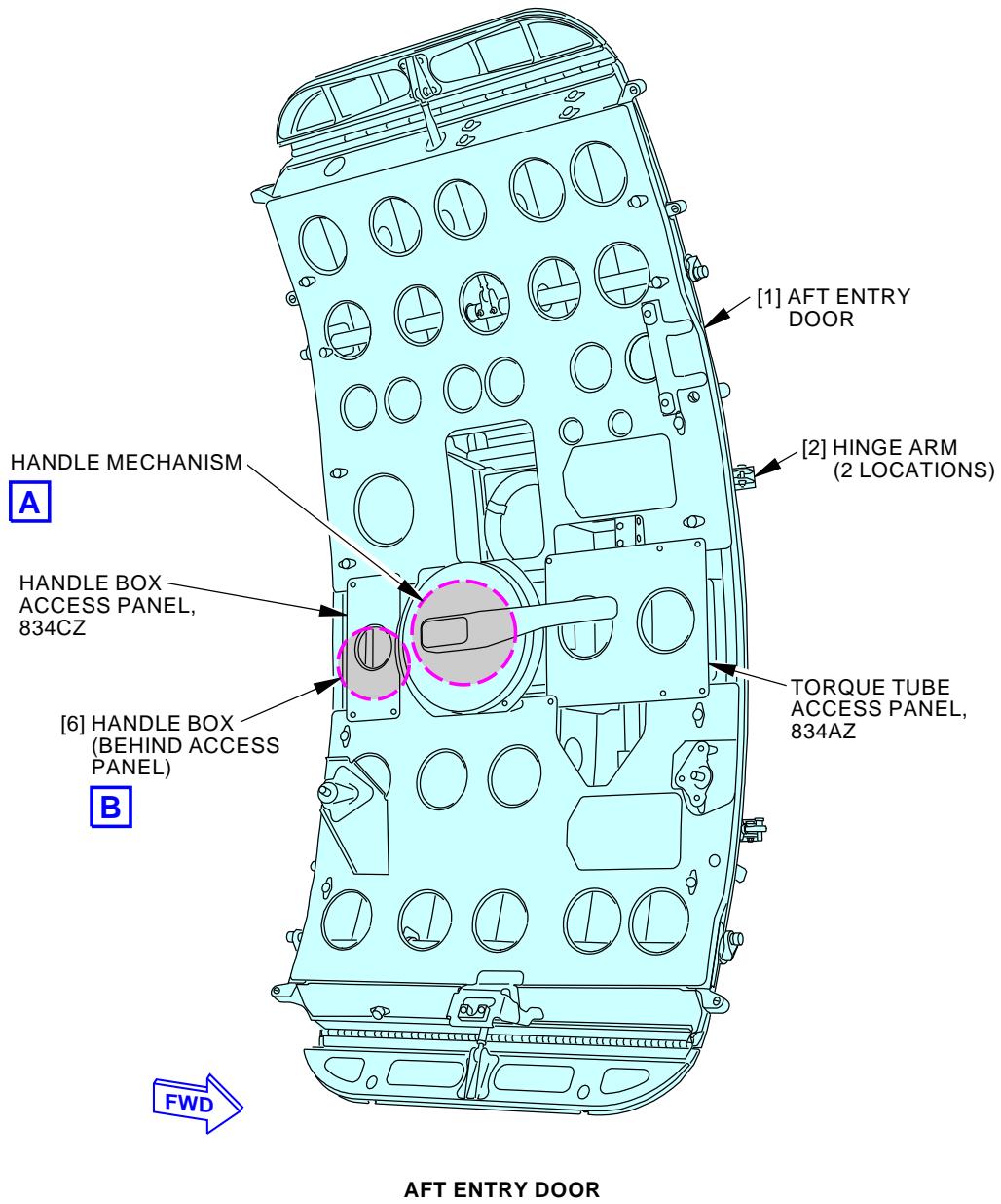
SUBTASK 52-13-11-420-012

- (2) Do this task: Aft Entry Door Installation, TASK 52-13-00-400-802.

———— END OF TASK ————



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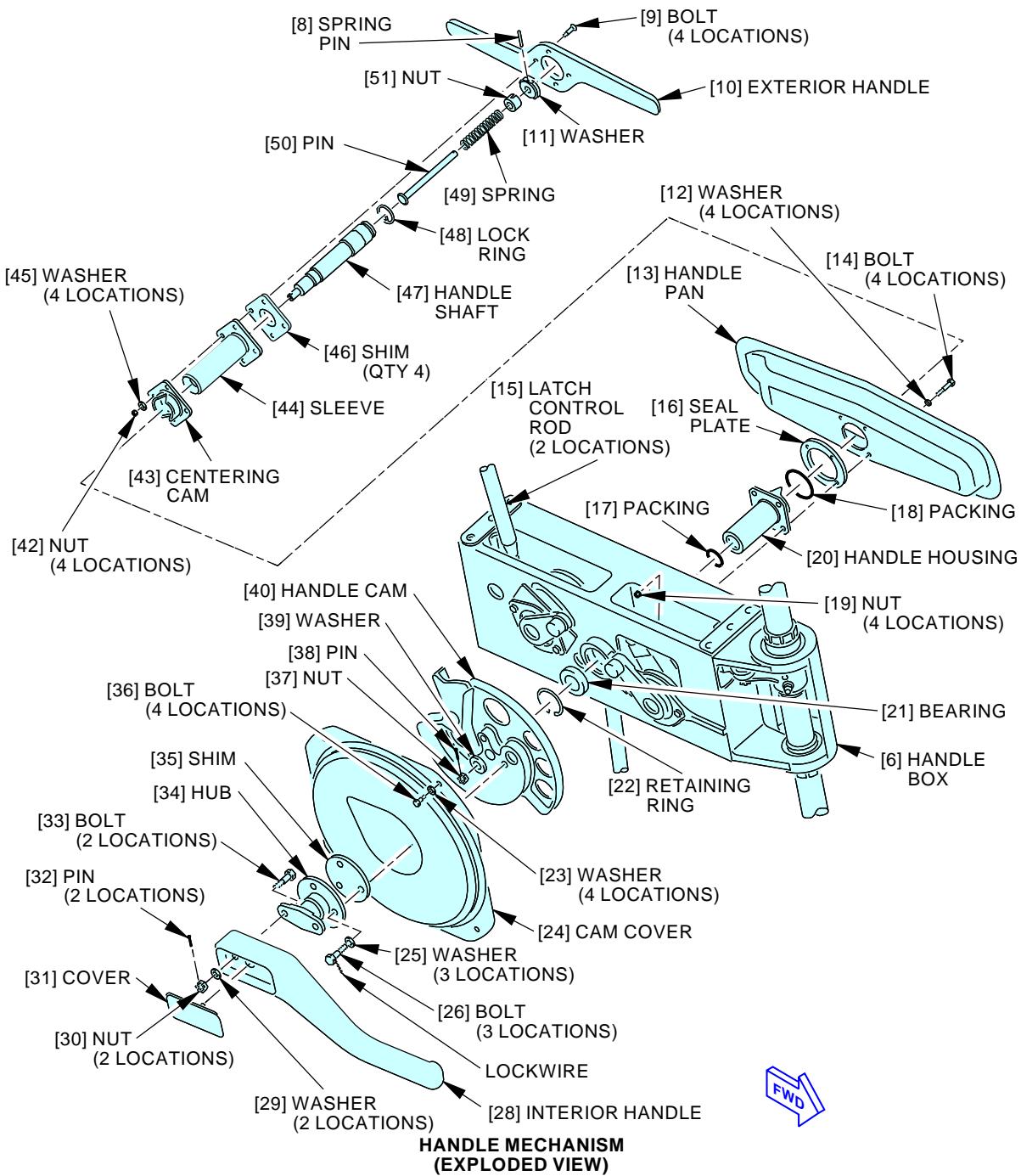


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Aft Entry Door Hinge Arm Installation
Figure 401/52-13-11-990-803 (Sheet 1 of 5)

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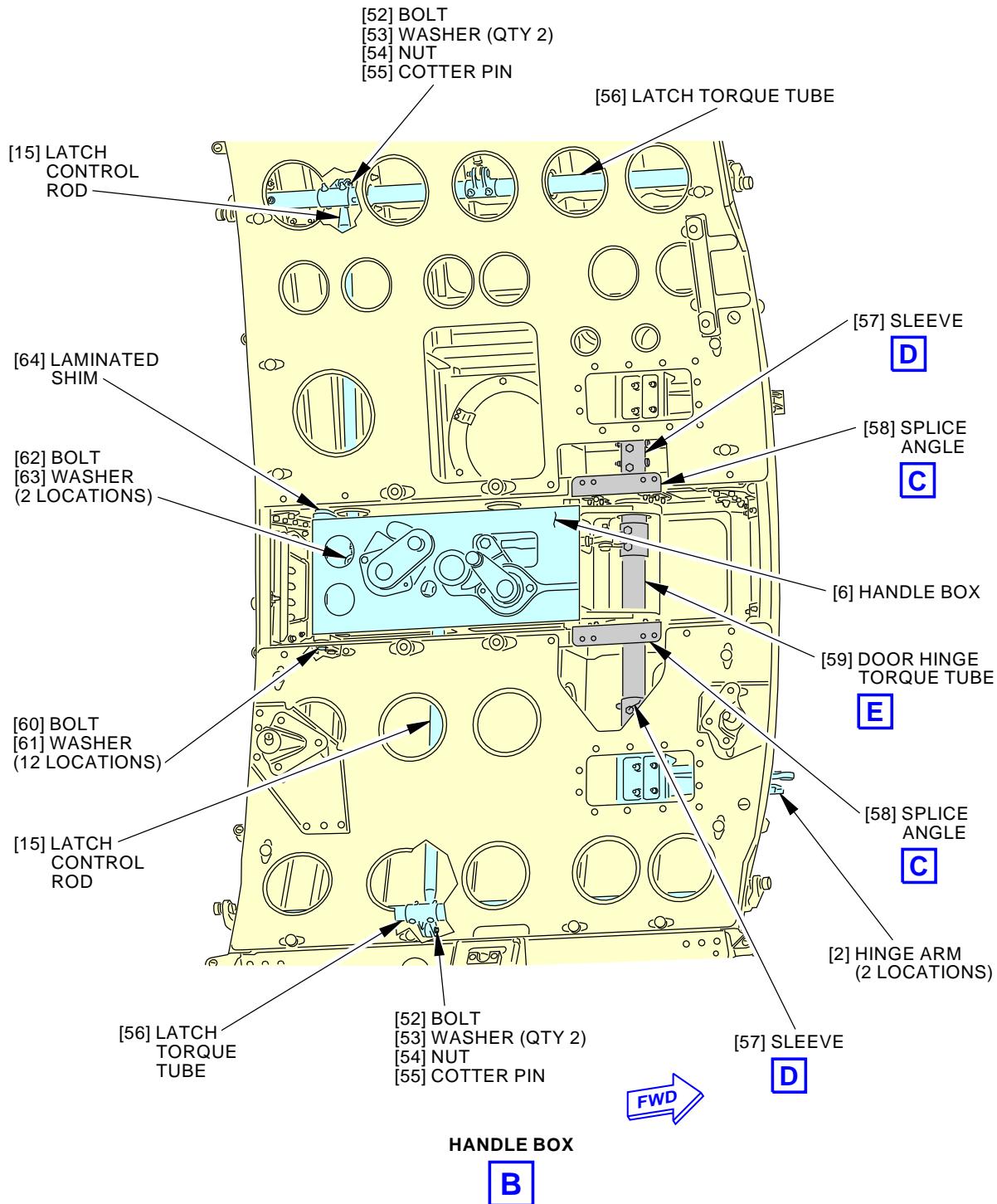
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Aft Entry Door Hinge Arm Installation
Figure 401/52-13-11-990-803 (Sheet 2 of 5)

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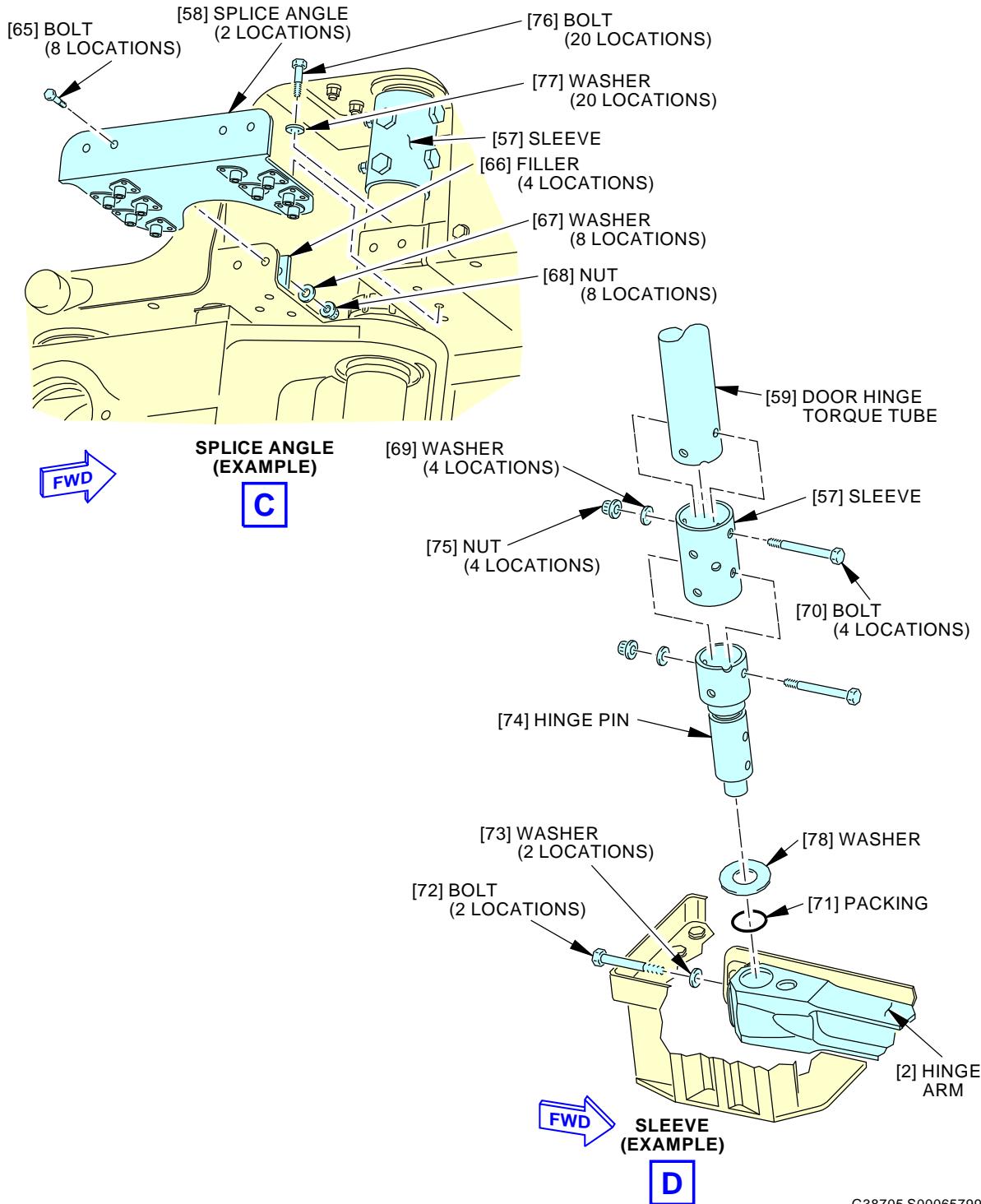


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Aft Entry Door Hinge Arm Installation
Figure 401/52-13-11-990-803 (Sheet 3 of 5)

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Aft Entry Door Hinge Arm Installation
Figure 401/52-13-11-990-803 (Sheet 4 of 5)

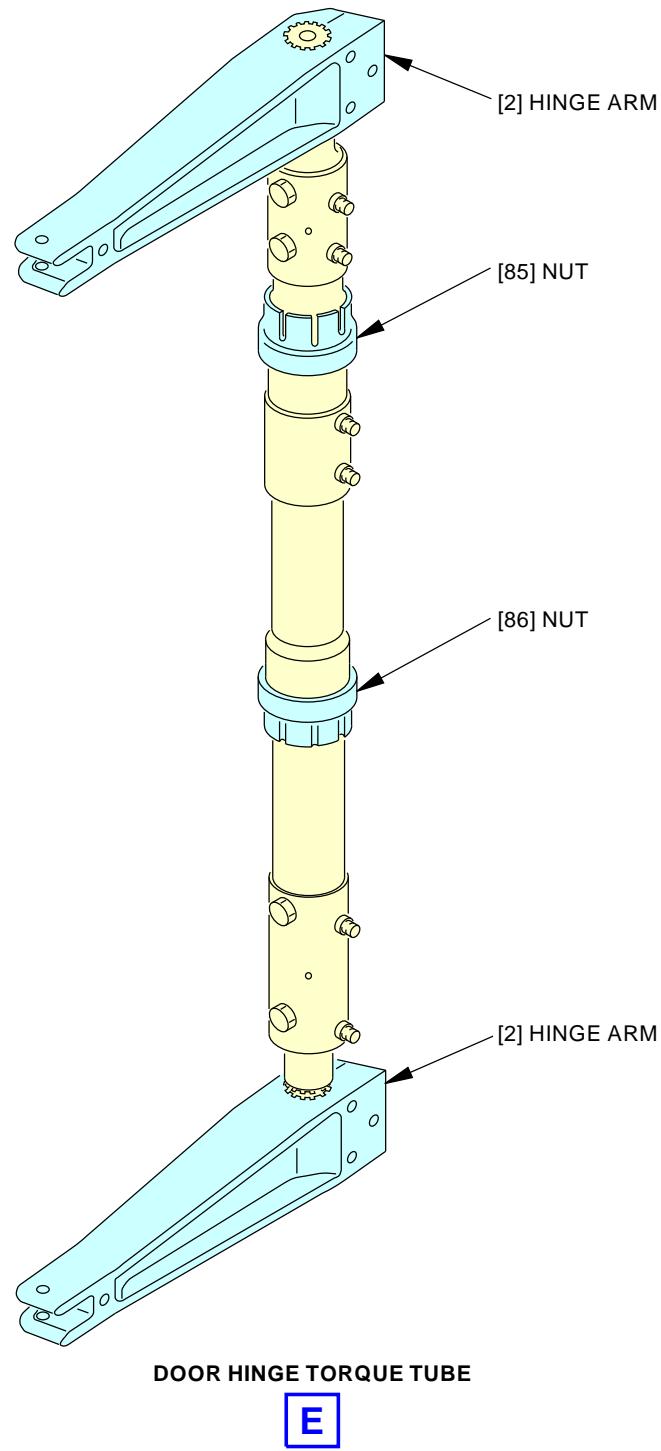
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Aft Entry Door Hinge Arm Installation
Figure 401/52-13-11-990-803 (Sheet 5 of 5)

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AFT ENTRY DOOR GUIDE ARM AND ROLLER - REMOVAL/INSTALLATION

1. **General**

- A. This procedure has these tasks:
- (1) A removal of the aft entry door guide arm and roller.
 - (2) An installation of the aft entry door guide arm and roller.

TASK 52-13-21-000-802

2. **Aft Entry Door Guide Arm and Roller Removal**

(Figure 401)

A. **References**

| Reference | Title |
|------------------|---|
| 52-13-31-000-802 | Aft Entry Door Lining Removal (P/B 401) |

B. **Location Zones**

| Zone | Area |
|------|---------------------|
| 834 | Left Aft Entry Door |

C. **Access Panels**

| Number | Name/Location |
|--------|-------------------------------------|
| 834 | Aft Entry Door |
| 834FZ | Aft Entry Door - Torque Tube Access |

D. **Prepare for the Removal**

SUBTASK 52-13-21-860-003

- (1) Make sure the door is safe as follows:
 - (a) Make sure the door is closed and latched.

WARNING: MAKE SURE THE GIRT BAR IS NOT ENGAGED IN THE FLOOR-MOUNTED ESCAPE SLIDE BRACKETS. IF THE GIRT BAR IS ENGAGED IN THE BRACKETS, THE ESCAPE SYSTEM CAN DEPLOY WHEN YOU OPEN THE DOOR AND INJURIES OR DAMAGE CAN OCCUR.

- (b) Make sure the girt bar is not engaged in the floor-mounted escape slide brackets.
- (c) Make sure a stand is installed outboard of the door.

SUBTASK 52-13-21-010-002

- (2) Get access to the door as follows:
 - (a) Do this task: Aft Entry Door Lining Removal, TASK 52-13-31-000-802.
 - (b) Open this access panel:

| Number | Name/Location |
|--------|----------------|
| 834 | Aft Entry Door |

E. **Removal of the Aft Entry Door Guide Arm and Roller**

SUBTASK 52-13-21-020-004

- (1) Disconnect the guide arm [2] and roller [10] from the guide plates [11] [12]:
 - (a) AIRPLANES WITH LOCKING GUIDE ARM;
Remove the bolts [7], washers [13], and nuts [14] that attach the release button [8] to the guide plate [11].

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- 1) Remove the release button [8] from the guide plate [11].
- (b) Remove the bushing [9] from the guide plate [11].
- (c) Insert a tool in the drain hole in the lower guide plate [12] and push the roller [10] through the guide arm [2] and out the hole in the guide plate [11].

SUBTASK 52-13-21-020-005

- (2) Disconnect the guide arm [2] from the link [16]:
 - (a) Remove the clip [15] from the pin [6] that attaches the guide arm [2] to the link [16].
 - (b) Push the pin [6] up through the guide arm [2] and the link [16].
 - (c) Remove the guide arm [2] from the link [16].

SUBTASK 52-13-21-020-006

- (3) Disconnect the guide arm [2] from the door [1]:
 - (a) Remove this access panel:

Number Name/Location

834FZ Aft Entry Door - Torque Tube Access

- (b) Remove the filler [21] to get access to the fastener that attaches the guide arm [2] to the fitting [19].
- (c) Remove the bolt [20], washer [17], and nut [18] that attach the guide arm [2] to the fitting [19].
- (d) Remove the guide arm [2] from the door [1].

———— END OF TASK ————

TASK 52-13-21-400-802

3. Aft Entry Door Guide Arm and Roller Installation

(Figure 401)

A. References

| Reference | Title |
|------------------|--|
| 52-13-00-820-801 | Aft Entry Door Adjustment (P/B 501) |
| 52-13-31-400-802 | Aft Entry Door Lining Installation (P/B 401) |

B. Consumable Materials

| Reference | Description | Specification |
|------------------|--|----------------------|
| A00247 | Sealant - Pressure And Environmental - Chromate Type | BMS5-95 |

C. Location Zones

| Zone | Area |
|-------------|---------------------|
| 834 | Left Aft Entry Door |

D. Access Panels

| Number | Name/Location |
|---------------|-------------------------------------|
| 834 | Aft Entry Door |
| 834FZ | Aft Entry Door - Torque Tube Access |

E. Installation of the Aft Entry Door Guide Arm and Roller

SUBTASK 52-13-21-820-001

- (1) Do a preliminary adjustment of the guide arm [2]:

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|-------------|
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- (a) Make sure the distance along the guide arm [2] from the centerline of the rod end [27] to the adjuster nut [22] is as shown (Figure 401).
- (b) If necessary, use the adjuster nut [22] to change the length of the guide arm [2] as follows:

NOTE: This is an initial adjustment for a new guide arm [2].

 - 1) Remove the bolt [24] and washer [25] on the lock channel [23].
 - 2) Remove the lock channel [23].
 - 3) Loosen the jamnut [26].
 - 4) Change the length of the guide arm rod end [27] with the adjuster nut [22].
 - 5) Make sure the adjuster nut [22] will align with the lock channel [23].
 - 6) Tighten the jamnut [26].
 - 7) Put the lock channel [23] in its correct position on the guide arm [2].
 - 8) Install the bolt [24] and washer [25] to hold the lock channel [23] in position.

SUBTASK 52-13-21-020-007

- (2) Connect the guide arm [2] to the door [1]:
 - (a) Put the rod end [27] of the guide arm [2] in position in the fitting [19].
 - (b) Install the bolt [20], washer [17], and nut [18] to attach the rod end [27] of the guide arm [2] to the fitting [19].
 - (c) Install the filler [21] with sealant, A00247 to cover the guide arm [2] attachment.
 - (d) Install this access panel:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|-------------------------------------|
| 834FZ | Aft Entry Door - Torque Tube Access |

SUBTASK 52-13-21-420-004

- (3) Connect the guide arm [2] to the link [16]:
 - (a) Put the guide arm [2] in position in the link [16].
 - (b) Install the pin [6] to attach the guide arm [2] to the link [16].
 - (c) Install the clip [15] on the end of the pin [6].

SUBTASK 52-13-21-420-005

- (4) Connect the guide arm [2] and roller [10] to the guide plates [11] and [12]:
 - (a) Align the hole in the end of the guide arm [2] with the hole in the upper guide plate [11].
 - (b) Put the roller [10] through the hole in the guide plate [11] and into the end of the guide arm [2].

NOTE: Make sure the spring-loaded pin in the roller [10] points up.

 - (c) Install the bushing [9] in the upper guide plate [11].
 - (d) AIRPLANES WITH LOCKING GUIDE ARM;
Put the release button [8] in position on the upper guide plate [11].
 - 1) Install the bolts [7], washers [13], and nuts [14] to attach the release button [8] to the guide plate [11].



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SUBTASK 52-13-21-820-002

- (5) Adjust the guide arm [2]. To do this, do this task: Aft Entry Door Adjustment, TASK 52-13-00-820-801

NOTE: Do only the guide arm adjustment.

SUBTASK 52-13-21-410-001

- (6) Do this task: Aft Entry Door Lining Installation, TASK 52-13-31-400-802.

SUBTASK 52-13-21-710-002

- (7) Do a test on the door as follows:

- (a) Close this access panel:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------|
|---------------|----------------------|

| | |
|-----|----------------|
| 834 | Aft Entry Door |
|-----|----------------|

- (b) Make sure the door operates easily and smoothly.

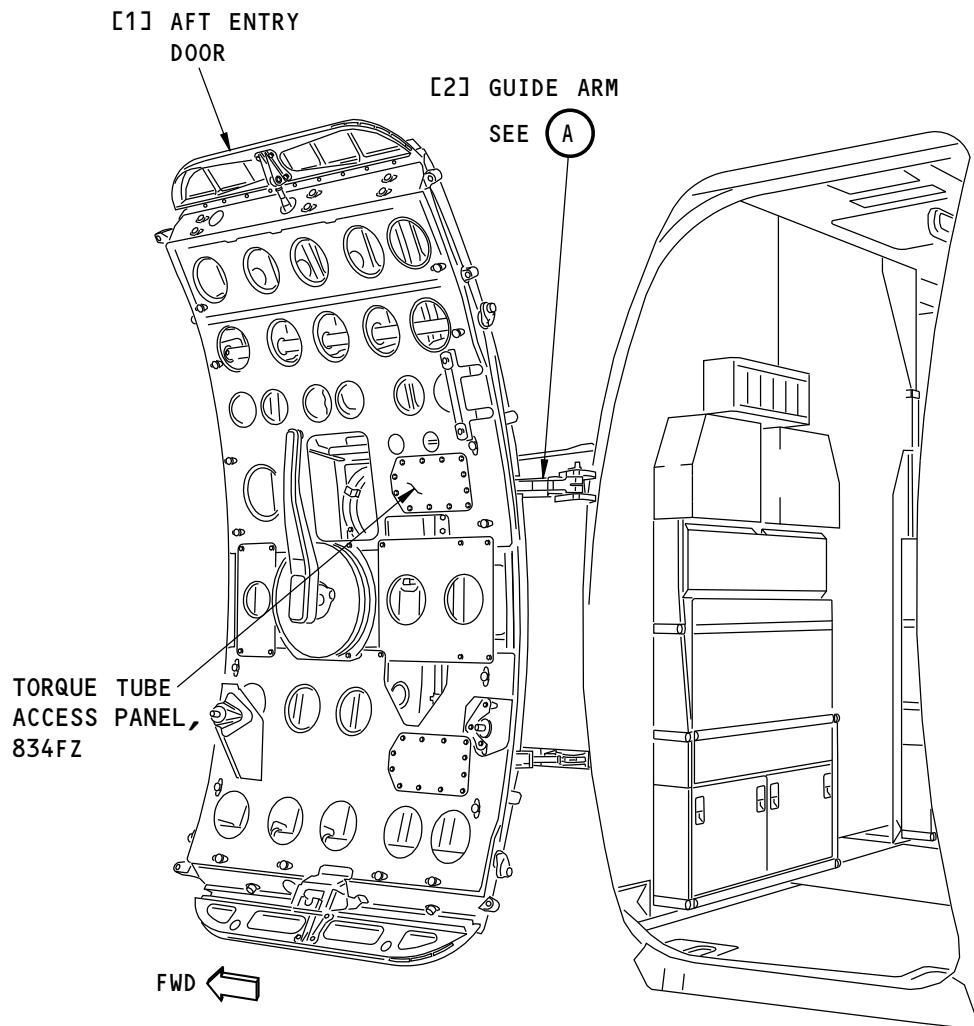
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AFT ENTRY DOOR

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Aft Entry Door Guide Arm and Roller Installation
Figure 401/52-13-21-990-802 (Sheet 1 of 3)

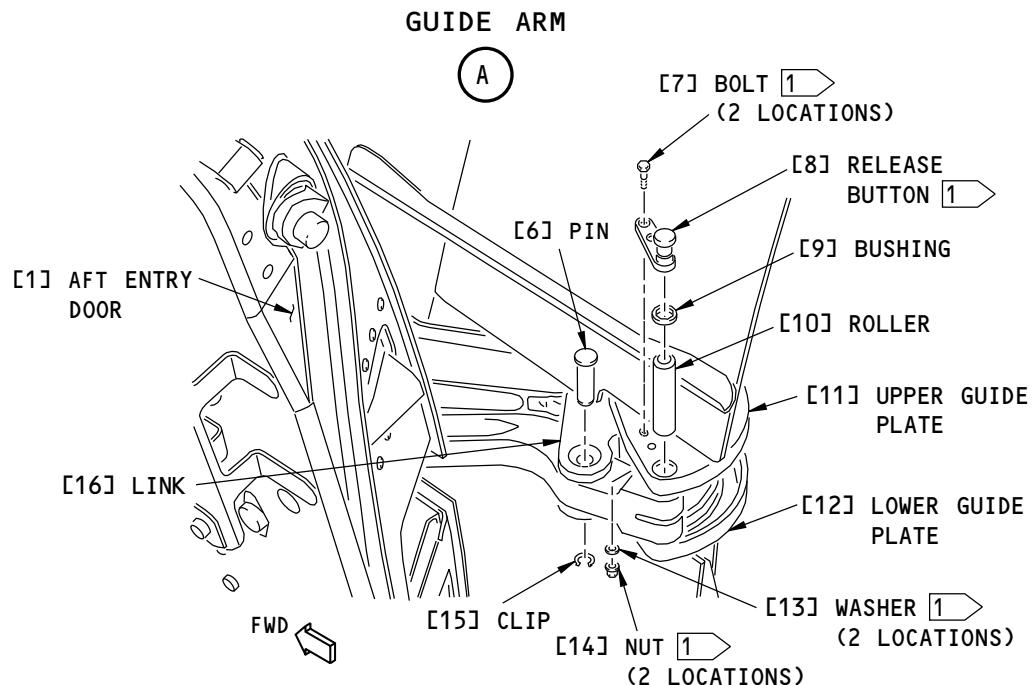
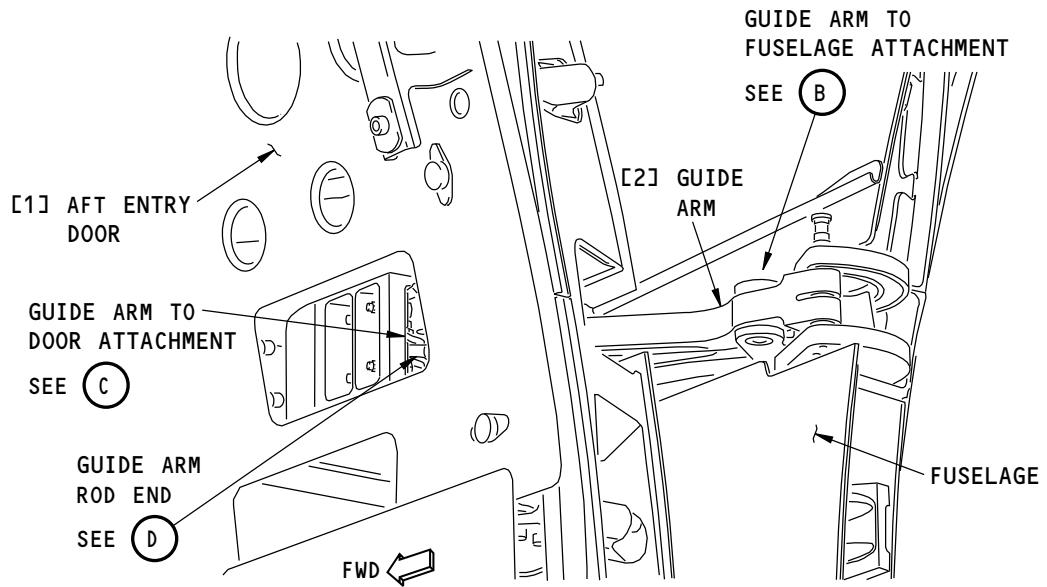
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AIRCRAFT MAINTENANCE MANUAL**

GUIDE ARM TO FUSELAGE ATTACHMENT
B

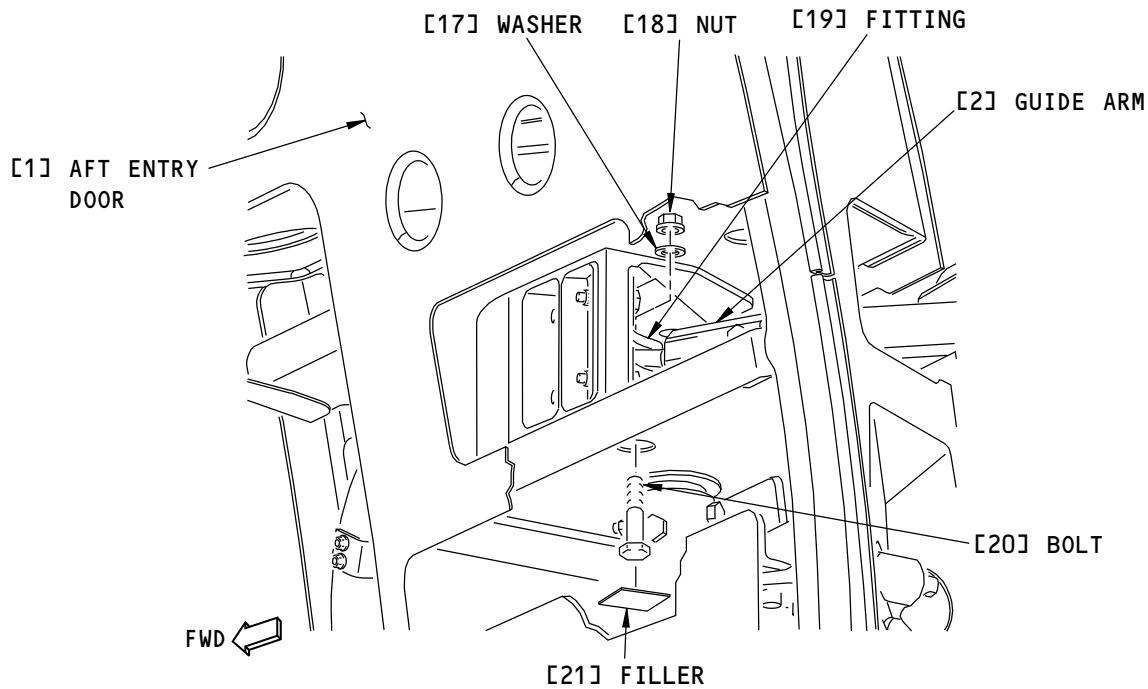
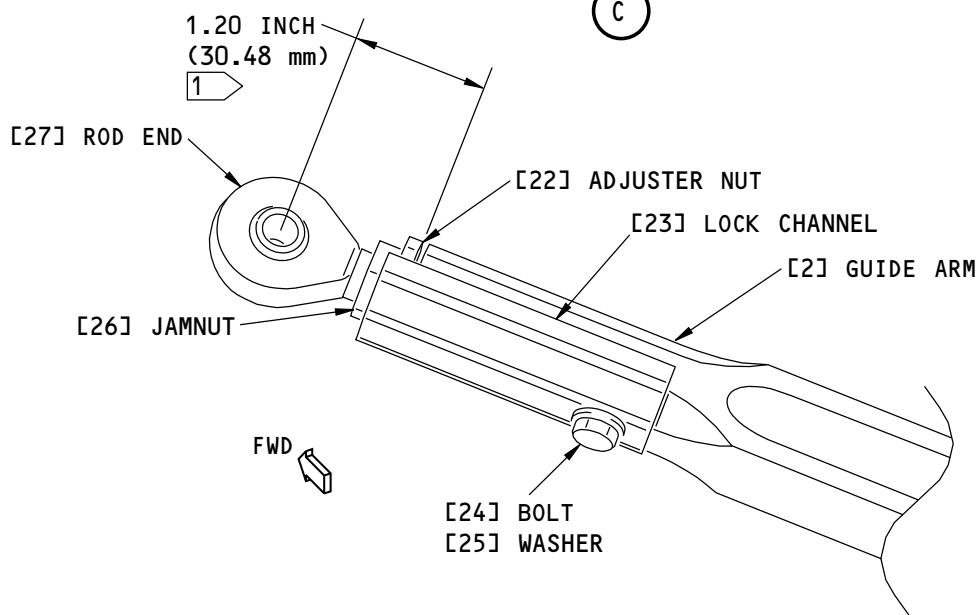
AIRPLANES WITH LOCKING GUIDE ARM

G37485 S0006579915_V1

**Aft Entry Door Guide Arm and Roller Installation
Figure 401/52-13-21-990-802 (Sheet 2 of 3)**

EFFECTIVITY
AKS ALL

52-13-21

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GUIDE ARM TO DOOR ATTACHMENT
C

GUIDE ARM ROD END
D
1 INITIAL ADJUSTMENT

G37631 S0006579916_V1

**Aft Entry Door Guide Arm and Roller Installation
Figure 401/52-13-21-990-802 (Sheet 3 of 3)**

| | |
|-------------|--|
| EFFECTIVITY | |
| AKS ALL | |

52-13-21



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AFT ENTRY DOOR LINING - REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
- (1) A removal of the aft entry door lining.
 - (2) An installation of the aft entry door lining.

TASK 52-13-31-000-802

2. Aft Entry Door Lining Removal

(Figure 401)

A. References

| Reference | Title |
|------------------|---|
| 25-66-01-000-801 | Escape Slide Pack and Cover Removal (P/B 401) |

B. Tools/Equipment

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

| Reference | Description |
|-----------|--|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose Part #: B-14 Supplier: 05060 Part #: B-9 Supplier: 05060 Part #: Z-45-25J Supplier: 59497 |
| SPL-5216 | Wrench - Spanner, Main Entry Door Assist Handle Part #: F70336-1 Supplier: 81205 |

C. Location Zones

| Zone | Area |
|------|---------------------|
| 834 | Left Aft Entry Door |

D. Access Panels

| Number | Name/Location |
|--------|----------------|
| 834 | Aft Entry Door |

E. Prepare for the Removal

SUBTASK 52-13-31-860-001

- (1) Make sure the door is safe:
 - (a) Make sure the door is closed and latched.

WARNING: MAKE SURE THE GIRT BAR IS NOT ENGAGED IN THE FLOOR-MOUNTED ESCAPE SLIDE BRACKETS. IF THE GIRT BAR IS ENGAGED IN THE BRACKETS, THE ESCAPE SYSTEM CAN DEPLOY WHEN YOU OPEN THE DOOR AND INJURIES OR DAMAGE CAN OCCUR.

- (b) Make sure the girt bar is not engaged in the floor-mounted escape slide brackets.
- (c) Make sure the work platform, COM-1523 is installed outboard of the door.

SUBTASK 52-13-31-010-001

- (2) Get access to the door:
 - (a) Make sure the door is closed and latched.

EFFECTIVITY
AKS ALL

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- (b) Do this task: Escape Slide Pack and Cover Removal, TASK 25-66-01-000-801.
- (c) Fully open this access panel:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------|
| 834 | Aft Entry Door |

F. Removal of the Aft Entry Door Lining

SUBTASK 52-13-31-020-004

- (1) Remove the interior handle [3] from the door:
 - (a) Remove the cover [9] on the interior handle [3] to get access to the fasteners that attach the interior handle [3] to the hub [4].
 - (b) Remove the cotter pins [11], nuts [10], and washers [8] that attach the interior handle [3] to the hub [4].
 - (c) Remove the interior handle [3].
 - (d) Remove the bolts [5] from the hub [4] if they are loose.

NOTE: The bolts [5] are bonded to the hub [4] and it is not necessary to remove them if the bond is tight.

SUBTASK 52-13-31-020-011

- (2) Remove the cover plate [12] on the door:
 - (a) Remove the cover plate [12] from the cutout in the door lining [1].

SUBTASK 52-13-31-020-006

- (3) Remove the assist handle [2] from the door:
 - (a) Loosen the handle nuts [16] with the entry door assist handle wrench, SPL-5216, that attach the assist handle [2] to the door.
 - (b) Remove the assist handle [2] from the door.
 - (c) Hold the handle nuts [16] and remove the bolts [14], collars [15], and washers [13] that attach the handle nuts [16] to the door.
 - (d) Remove the handle nuts [16] from the door.

SUBTASK 52-13-31-020-007

- (4) Disconnect the door lining [1] from the door:
 - (a) Remove the nuts [17] that attach the upper part of the door lining [1] to the door.
 - (b) Remove the nuts [20] that attach the lower part of the door lining [1] to the door.
 - (c) Remove the screws [19] that attach the lower part of the door lining [1] to the door.
 - (d) Hold the door lining [1].
 - (e) Remove the screws [18] that attach the forward and aft edges of the door lining [1] to the door.
 - (f) Carefully lift the door lining [1] and remove it from the door.

———— END OF TASK ———

EFFECTIVITY
AKS ALL

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TASK 52-13-31-400-802

3. Aft Entry Door Lining Installation

(Figure 401)

A. References

| Reference | Title |
|------------------|--|
| 25-66-01-400-803 | Escape Slide Pack and Cover Installation (P/B 401) |

B. Tools/Equipment

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

| Reference | Description |
|-----------|---|
| SPL-5216 | Wrench - Spanner, Main Entry Door Assist Handle Part #: F70336-1 Supplier: 81205 |

C. Consumable Materials

| Reference | Description | Specification |
|-----------|---|------------------|
| A00555 | Adhesive - For Bonding Decorative Laminate, 2 Part, Sprayable | BMS5-127 Type II |

D. Location Zones

| Zone | Area |
|------|---------------------|
| 834 | Left Aft Entry Door |

E. Access Panels

| Number | Name/Location |
|--------|----------------|
| 834 | Aft Entry Door |

F. Installation of the Aft Entry Door Lining

SUBTASK 52-13-31-420-005

- (1) Install the door lining [1] on the door:

- (a) Carefully hold the door lining [1] and put it in position on the door.
- (b) Install the screws [18] that attach the forward and aft edges of the door lining [1] to the door.
- (c) Install the nuts [17] to attach the upper part of the door lining [1] to the door.
- (d) Install the nuts [20] to attach the lower part of the door lining [1] to the door.
- (e) Install the screws [19] to attach the lower part of the door lining [1] to the door.

SUBTASK 52-13-31-020-008

- (2) Install the assist handle [2]:

- (a) Put the handle nuts [16] in position on the door lining [1].
- (b) Install the bolts [14], collars [15], and washers [13] to attach the handle nuts [16] to the door.
- (c) Put the assist handle [2] in position against the handle nuts [16].
- (d) Tighten the handle nuts [16] with the entry door assist handle wrench, SPL-5216, to attach the assist handle [2] to the door.

SUBTASK 52-13-31-420-006

- (3) Install the cover plate [12] on the door:

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- (a) Put the upper cover plate [12] into the cutout in the door lining [1].

SUBTASK 52-13-31-020-010

- (4) Install the interior handle [3]:

- (a) Install the bolts [5] in the hub [4] with adhesive, A00555 if they are loose.
- (b) Put the interior handle [3] in its correct position over the bolts [5] in the hub [4].
- (c) Install the washers [8], nuts [10], and new cotter pins [11], to attach the interior handle [3] to the hub [4].
- (d) Install the cover [9] on the interior handle [3].

G. Put the Airplane Back to Its Usual Condition

SUBTASK 52-13-31-410-001

- (1) Do this task: Escape Slide Pack and Cover Installation, TASK 25-66-01-400-803.

SUBTASK 52-13-31-410-002

- (2) Close this access panel:

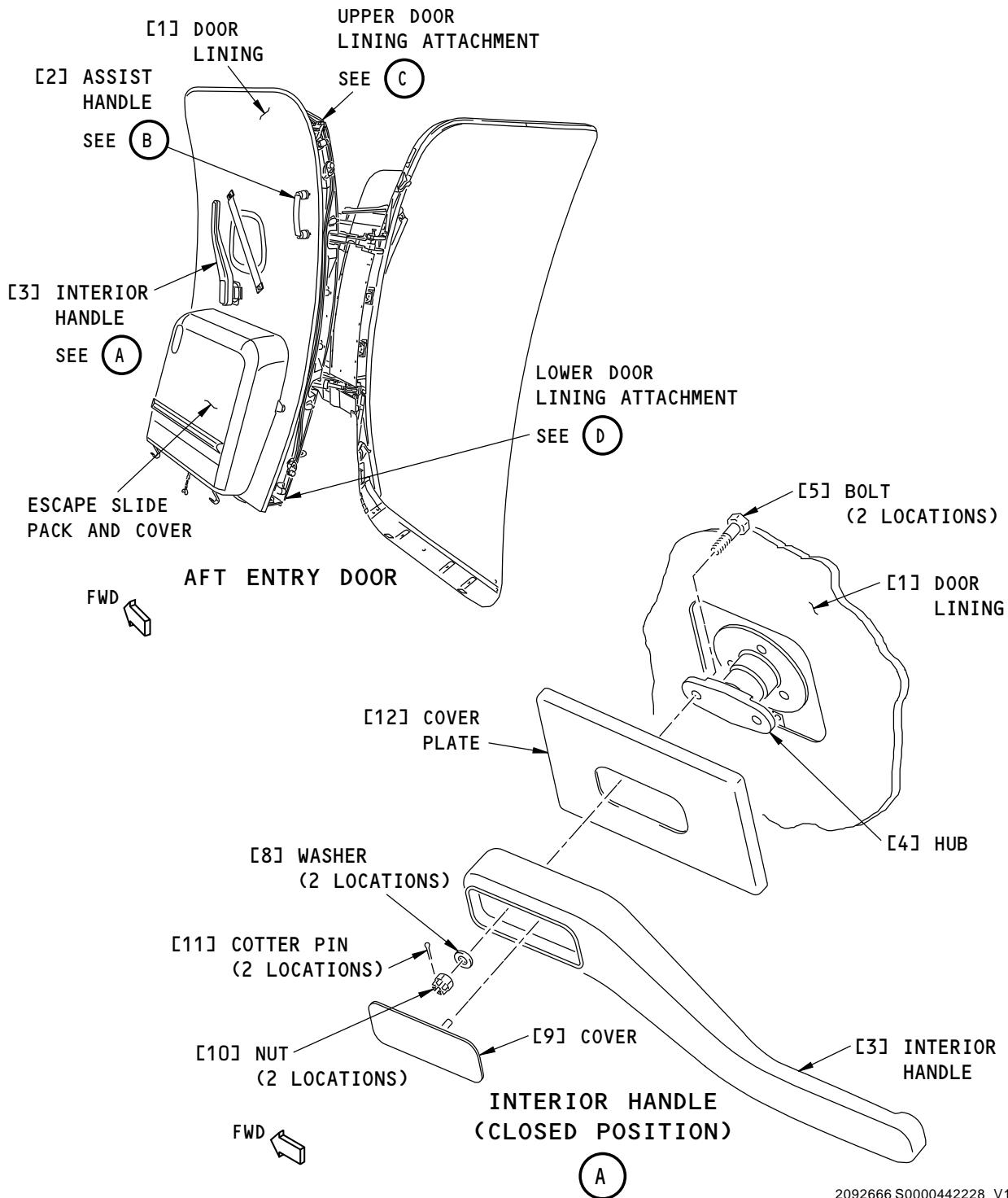
| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------|
| 834 | Aft Entry Door |

———— END OF TASK ————



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Aft Entry Door Lining Installation
Figure 401/52-13-31-990-802 (Sheet 1 of 3)

EFFECTIVITY
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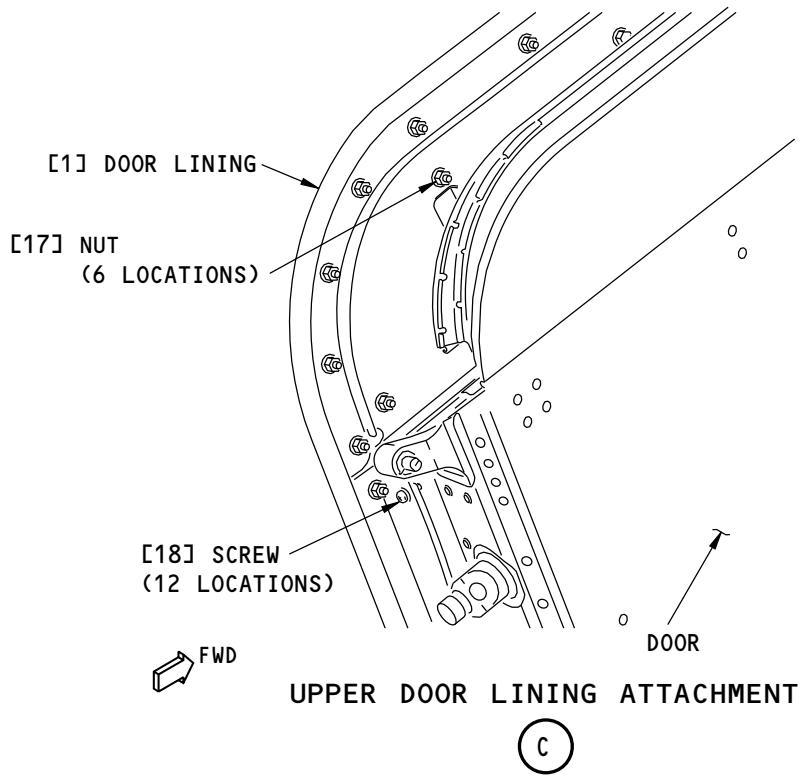
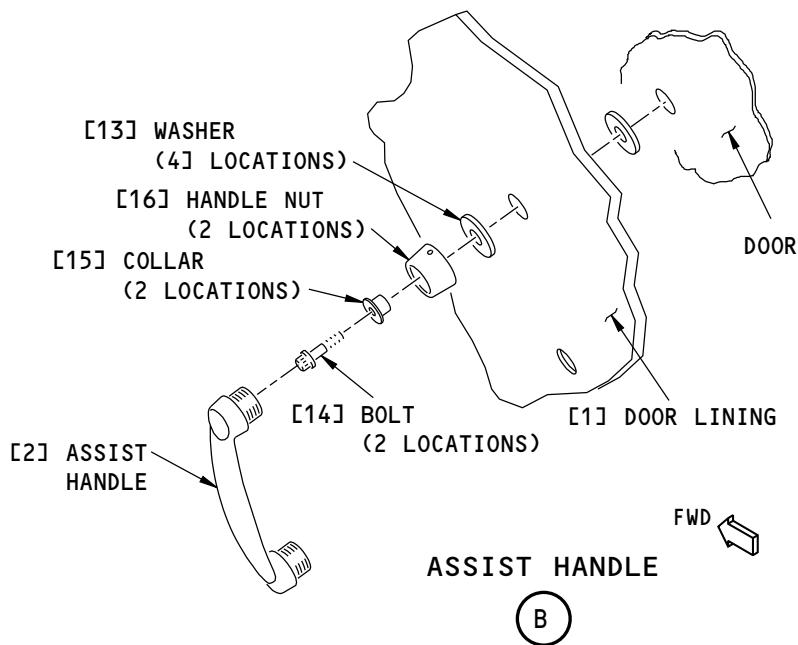
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AIRCRAFT MAINTENANCE MANUAL



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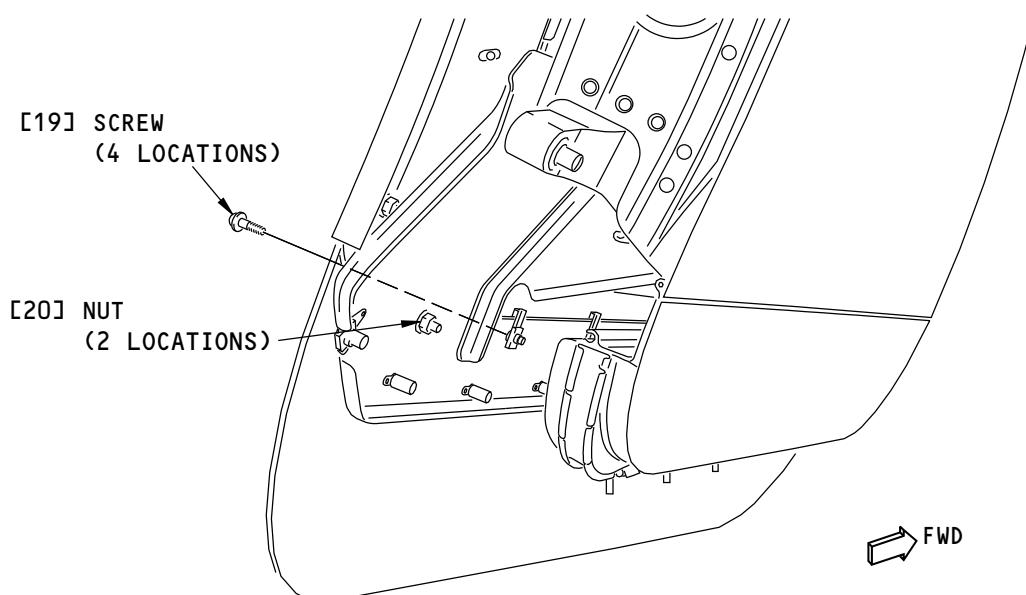
Aft Entry Door Lining Installation
Figure 401/52-13-31-990-802 (Sheet 2 of 3)

EFFECTIVITY
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AIRCRAFT MAINTENANCE MANUAL



LOWER DOOR LINING ATTACHMENT

D

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Aft Entry Door Lining Installation
Figure 401/52-13-31-990-802 (Sheet 3 of 3)

EFFECTIVITY
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AFT ENTRY DOOR FUSELAGE HINGE TORQUE TUBE - REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
- (1) A removal of the aft entry door upper and lower fuselage hinge torque tubes.
 - (2) An installation of the aft entry door upper and lower fuselage hinge torque tubes.
 - (3) The aft entry door fuselage hinge torque tube is referred to as the torque tube in this procedure.

TASK 52-13-41-000-801

2. Aft Entry Door Fuselage Hinge Torque Tube Removal

(Figure 401)

A. References

| Reference | Title |
|------------------|----------------------------------|
| 52-13-00-000-802 | Aft Entry Door Removal (P/B 401) |

B. Tools/Equipment

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

| Reference | Description |
|-----------|---|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose |
| | Part #: B-14 Supplier: 05060 |
| | Part #: B-9 Supplier: 05060 |
| | Part #: Z-45-25J Supplier: 59497 |

C. Location Zones

| Zone | Area |
|------|---------------------|
| 834 | Left Aft Entry Door |

D. Access Panels

| Number | Name/Location |
|--------|---|
| 241AL | Aft Entry Door Hinge and Torque Tube Access Panel |

E. Prepare for the Removal

SUBTASK 52-13-41-860-001

- (1) Make sure the door is safe as follows:
 - (a) Make sure the door is closed and latched.

WARNING: MAKE SURE THE GIRT BAR IS NOT ENGAGED IN THE FLOOR-MOUNTED ESCAPE SLIDE BRACKETS. IF THE GIRT BAR IS ENGAGED IN THE BRACKETS, THE ESCAPE SYSTEM CAN DEPLOY WHEN YOU OPEN THE DOOR AND INJURIES OR DAMAGE CAN OCCUR.

- (b) Make sure the girt bar is not engaged in the floor-mounted escape slide brackets.
- (c) Install the work platform, COM-1523 outboard of the door.

SUBTASK 52-13-41-010-001

- (2) Do this task: Aft Entry Door Removal, TASK 52-13-00-000-802.

SUBTASK 52-13-41-010-002

- (3) To get access to the torque tubes [5] and [6], do this step:

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Remove this access panel:

Number Name/Location

241AL Aft Entry Door Hinge and Torque Tube Access Panel

F. Removal of the Aft Entry Door Fuselage Hinge Torque Tube

SUBTASK 52-13-41-020-001

- (1) Disconnect the torque tubes [5] and [6] from the upper and lower hinge pins [10] and [11]:

NOTE: You can make index marks across the joints to help make the installation easier.

- (a) Remove the bolts [7], washers [8] and nuts [9] that attach the torque tube [5] to the hinge pin [10].
- (b) Remove the bolts [7], washers [8] and nuts [9] that attach the torque tube [6] to the hinge pin [11].
- (c) If it is necessary, remove the lower hinge pin [11].

SUBTASK 52-13-41-020-002

- (2) Remove the torque tubes [5] and [6] from the fuselage:

- (a) Remove the bolts [7], washers [8] and nuts [9] that connect the torque tubes [5] and [6] together.
- (b) Push the torque tubes [5] and [6] together to make sufficient clearance to remove them from the fuselage structure.
- (c) Remove the torque tubes [5] and [6] from the airplane.

————— END OF TASK ————

TASK 52-13-41-400-801

3. Aft Entry Door Fuselage Hinge Torque Tube Installation

(Figure 401)

A. References

| Reference | Title |
|------------------|---------------------------------------|
| 52-13-00-400-802 | Aft Entry Door Installation (P/B 401) |

B. Tools/Equipment

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

| Reference | Description |
|-----------|---|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose |
| | Part #: B-14 Supplier: 05060 |
| | Part #: B-9 Supplier: 05060 |
| | Part #: Z-45-25J Supplier: 59497 |

C. Consumable Materials

| Reference | Description | Specification |
|-----------|---|---------------------------------|
| D00015 | Grease - Aircraft Bearing (Use BMS 3-24 until existing stocks are depleted, BMS 3-33 supersedes BMS 3-24) | BMS3-24 (Superseded by BMS3-33) |



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D. Location Zones

| Zone | Area |
|------|---------------------|
| 834 | Left Aft Entry Door |

E. Access Panels

| Number | Name/Location |
|--------|---|
| 241AL | Aft Entry Door Hinge and Torque Tube Access Panel |

F. Installation

SUBTASK 52-13-41-420-001

- (1) Connect the torque tubes [5] and [6]:
 - (a) Apply grease, D00015 to the mating surfaces of the torque tubes [5] and [6].
 - (b) Put the upper torque tube [5] into the lower torque tube [6].
 - (c) Push the torque tubes [5] and [6] together a sufficient distance to fit into the fuselage frame.

SUBTASK 52-13-41-420-007

- (2) If the lower hinge pin [11] was removed do the following:
 - (a) Apply grease, D00015 to the mating surfaces of the hinge pin [11] and stop link [31].
 - (b) Put the stop link [31] is in its correct position.
 - (c) Put the washer [30] on the top of the stop link [31].
 - (d) Install the washer [29] over the small end of the hinge pin.
 - (e) Put the lower hinge pin through the fuselage frame and stop link.
 - (f) Install a new packing [28], nylon washer [27], and spring washer [26] over the hinge pin.

SUBTASK 52-13-41-420-002

- (3) Install the torque tubes [5] and [6] in the fuselage:
 - (a) Put the torque tubes [5] and [6] in position in the fuselage frame.
 - (b) Apply grease, D00015 to the mating surfaces of the torque tubes [5] and [6] and hinge pins [10] and [11].
 - (c) Pull the torque tubes [5] and [6] apart to move the ends of the torque tubes [5] and [6] fully over the hinge pins [10] and [11].
 - (d) Align the bolt holes in the mating ends of the torque tubes [5] and [6].
 - (e) Install the bolts [7], washers [8], and nuts [9] to connect the torque tubes [5] and [6] together.

NOTE: Make sure the heads of the bolts [7] are inboard.

SUBTASK 52-13-41-420-003

- (4) Connect the torque tubes [5] and [6] to the upper and lower hinge pins [10] and [11]:
 - (a) Align the bolt holes in the ends of the torque tubes [5] and [6] with the bolt holes in the hinge pins [10] and [11].
 - (b) Install the bolts [7], washers [8] and nuts [9] to attach the torque tube [5] to the upper hinge pin [10].
 - (c) Install the bolts [7], washers [8] and nuts [9] to attach the torque tube [6] to the lower hinge pin [11].
 - (d) If it is necessary, add washers [29] to get the correct clearance.





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G. Put the Airplane Back to Its Usual Condition

SUBTASK 52-13-41-410-003

- (1) Install this access panel:

Number Name/Location

241AL Aft Entry Door Hinge and Torque Tube Access Panel

SUBTASK 52-13-41-420-004

- (2) Do this task: Aft Entry Door Installation, TASK 52-13-00-400-802.

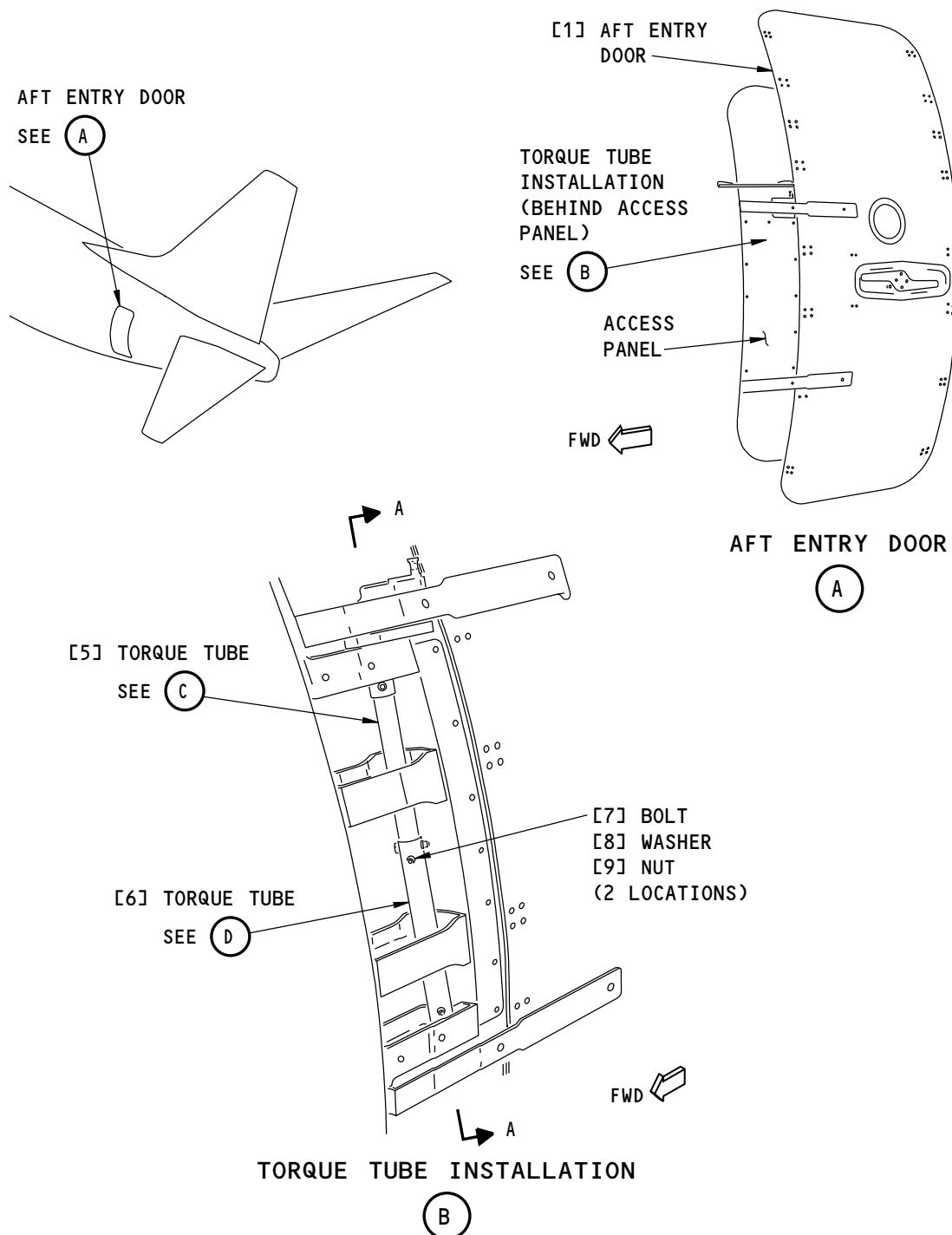
SUBTASK 52-13-41-080-001

- (3) Remove the work platform, COM-1523.

———— END OF TASK ————

EFFECTIVITY
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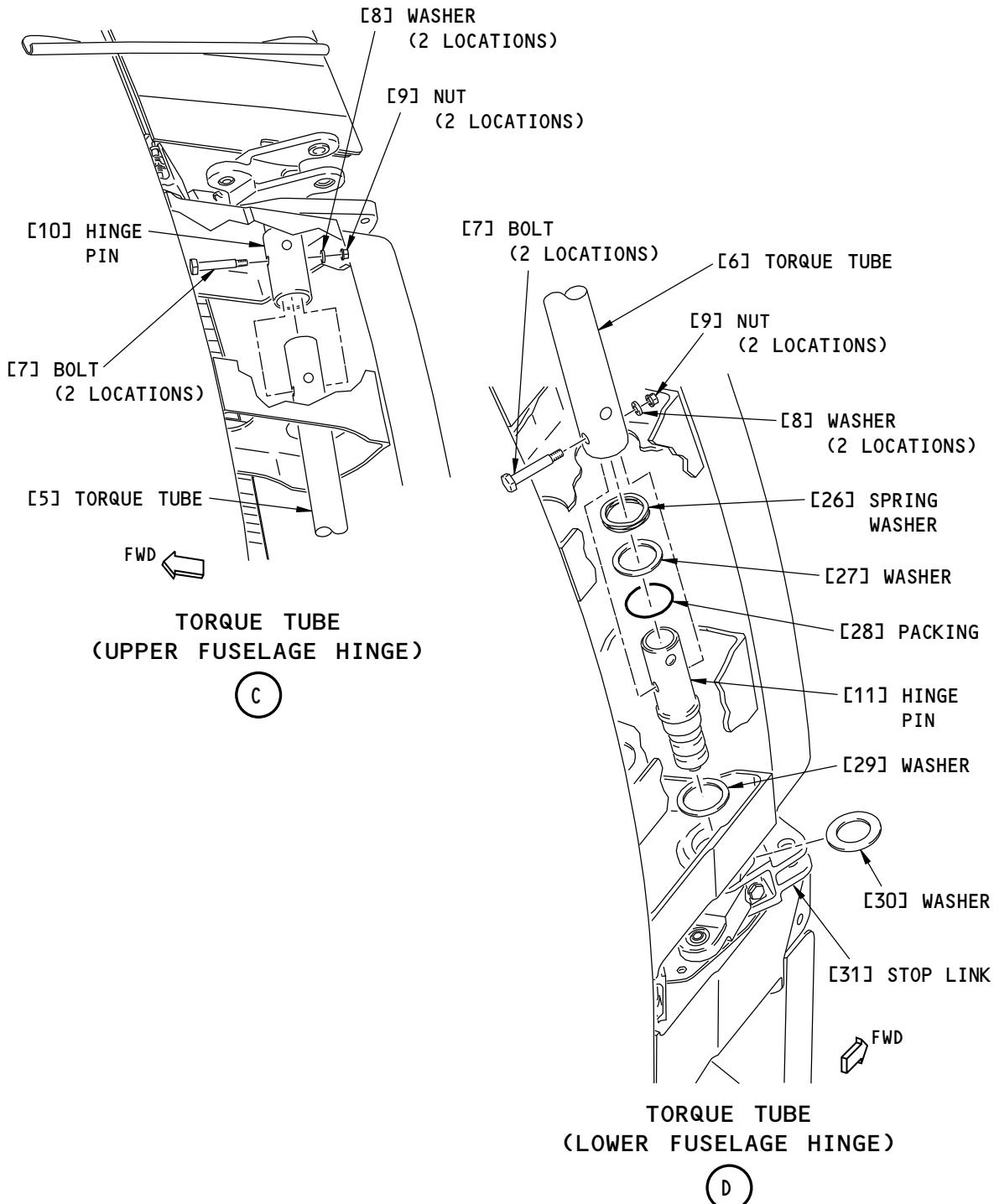


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Aft Entry Door Fuselage Hinge Torque Tube Installation
Figure 401/52-13-41-990-801 (Sheet 1 of 3)

EFFECTIVITY
AKS ALL

52-13-41



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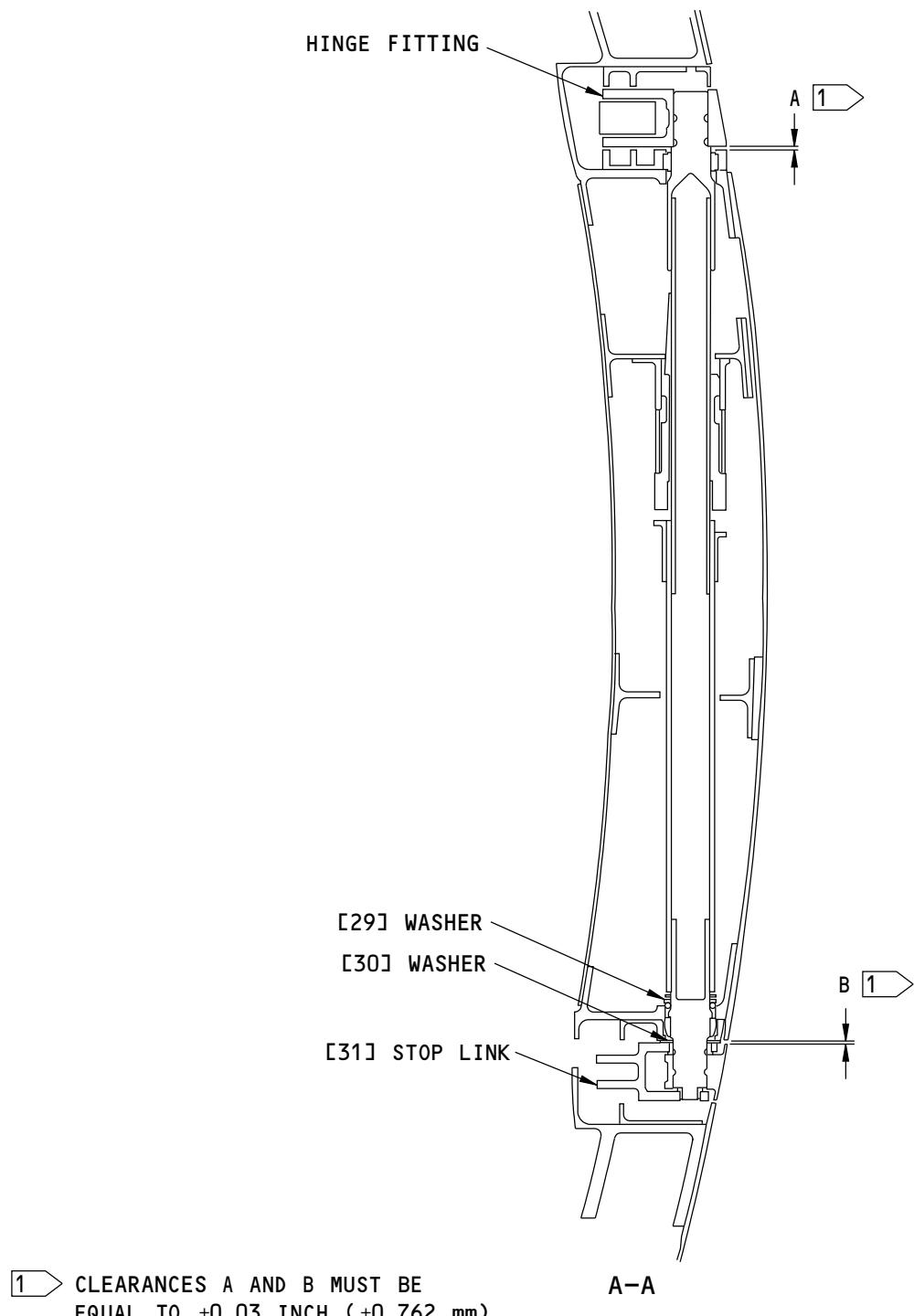
Aft Entry Door Fuselage Hinge Torque Tube Installation
Figure 401/52-13-41-990-801 (Sheet 2 of 3)

 EFFECTIVITY
 AKS ALL

52-13-41



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Aft Entry Door Fuselage Hinge Torque Tube Installation
Figure 401/52-13-41-990-801 (Sheet 3 of 3)

EFFECTIVITY
AKS ALL

52-13-41



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AFT ENTRY DOOR SNUBBER - REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
- (1) A removal of the aft entry door snubber.
 - (2) An installation of the aft entry door snubber.
 - (3) The aft entry door will be call the door in this procedure.

TASK 52-13-51-000-801

2. Aft Entry Door Snubber Removal

(Figure 401)

A. References

| Reference | Title |
|------------------|---|
| 52-13-31-000-802 | Aft Entry Door Lining Removal (P/B 401) |

B. Tools/Equipment

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

| Reference | Description |
|-----------|---|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose |
| | Part #: B-14 Supplier: 05060 |
| | Part #: B-9 Supplier: 05060 |
| | Part #: Z-45-25J Supplier: 59497 |

C. Location Zones

| Zone | Area |
|------|---------------------|
| 834 | Left Aft Entry Door |

D. Access Panels

| Number | Name/Location |
|--------|-------------------------------------|
| 834GZ | AFT Entry Door - Torque Tube Access |

E. Prepare for the Removal

SUBTASK 52-13-51-860-001

- (1) Make sure the door is safe as follows:
 - (a) Make sure the door is closed and latched.

WARNING: MAKE SURE THE GIRT BAR IS NOT ENGAGED IN THE FLOOR-MOUNTED ESCAPE SLIDE BRACKETS. IF THE GIRT BAR IS ENGAGED IN THE BRACKETS, THE ESCAPE SYSTEM CAN DEPLOY WHEN YOU OPEN THE DOOR AND INJURIES OR DAMAGE CAN OCCUR.

- (b) Make sure the girt bar is not engaged in the floor-mounted escape slide brackets.
- (c) Install the work platform, COM-1523 outboard of the door.
- (d) Put the aft entry door in the full open position.

SUBTASK 52-13-51-010-001

- (2) If necessary, do this task: Aft Entry Door Lining Removal, TASK 52-13-31-000-802

EFFECTIVITY _____
AKS ALL

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SUBTASK 52-13-51-010-002

- (3) Remove this access panel:

Number Name/Location

834GZ AFT Entry Door - Torque Tube Access

F. Removal of the Aft Entry Door Snubber

SUBTASK 52-13-51-020-001

CAUTION: DO NOT MOVE THE DOOR WITH THE SNUBBER REMOVED. THE DOOR MAY MOVE QUICKLY WITH THE SNUBBER REMOVED. IF THE DOOR MOVES QUICKLY TO THE OPEN OR CLOSED POSITION IT MAY CAUSE DAMAGE TO THE EQUIPMENT.

- (1) Do these steps to remove the snubber (7) from the door:

- (a) Remove the bolt (1), washers (2), nut (3), and bushing (4) that attach the snubber (7) to the fuselage.
NOTE: Write down the location of the washers on the bolt.
- (b) Remove the filler (9) from the snubber attachment fitting (8).
- (c) Remove the bolt (10), washer (11) and nut (12) that connects the snubber (7) to the snubber attachment fitting (8).
- (d) Remove the snubber (7).

————— END OF TASK ————

TASK 52-13-51-400-801

3. Aft Entry Door Snubber Installation

(Figure 401)

A. References

| Reference | Title |
|------------------|--|
| 20-50-11-910-801 | Standard Torque Values (P/B 201) |
| 52-13-31-400-802 | Aft Entry Door Lining Installation (P/B 401) |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|---|---------------|
| A00247 | Sealant - Pressure And Environmental - Chromate Type | BMS5-95 |
| G01912 | Lockwire - MS20995NC32, Monel - 0.032 Inch (0.8128 mm) Diameter | NASM20995 |

C. Location Zones

| Zone | Area |
|------|---------------------|
| 834 | Left Aft Entry Door |

D. Access Panels

| Number | Name/Location |
|--------|-------------------------------------|
| 834GZ | AFT Entry Door - Torque Tube Access |



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E. Installation of the Aft Entry Door Snubber

SUBTASK 52-13-51-420-001

CAUTION: DO NOT MOVE THE DOOR WITH THE SNUBBER REMOVED. THE DOOR MAY MOVE QUICKLY WITH THE SNUBBER REMOVED. IF THE DOOR MOVES QUICKLY TO THE OPEN OR CLOSED POSITION IT MAY CAUSE DAMAGE TO THE EQUIPMENT.

- (1) Do these steps to install the snubber [7] on the door:

AKS ALL; AIRPLANES WITH ADJUSTABLE SNUBBER

- (a) If installing a snubber [7] with an adjustable length, set the initial length of the snubber as follows:

- 1) Loosen the jam nut [6] on the snubber rod end [5].
 - 2) Turn the snubber rod end [5] to set the length of the rod to 0.26 in. (6.604 mm).

NOTE: Measure from the bottom of the rod end where it meets the rod, to the top of the jam nut. This is the part of the rod that extends from the jambut but does not include the circular rod end at all. It is necessary to measure the straight part of the rod shaft only.

- 3) Tighten the jam nut [6].

CAUTION: MAKE SURE TO INSTALL THE SNUBBER WITH THE WIDE SIDE OF THE SNUBBER INBOARD. IF THE SNUBBER IS NOT INSTALLED WITH THE WIDE SIDE INBOARD, THE SNUBBER WILL CONTACT THE HINGE ARM WHEN THE DOOR IS CLOSED. THIS WILL CAUSE DAMAGE TO THE EQUIPMENT.

AKS ALL

- (b) Connect the snubber [7] to the snubber attachment fitting [8].

AKS ALL; AIRPLANES WITH SNUBBER WITH FLUID LEVEL INDICATOR

- 1) Install the snubber attachment fitting [8] with the snubber fluid fill plug recess pointed down.

AKS ALL

- (c) Install bolt [10], washer [11], and nut [12] that attach the snubber [7] to the snubber attachment fitting [8].
- (d) Install the filler [9] onto the snubber attachment fitting [8].
- (e) Install the bolt [1], washers [2], nut [3], and bushing [4] that attach the snubber [7] to the fuselage structure. For torque information, see this task: Standard Torque Values, TASK 20-50-11-910-801.
- (f) Do an installation test on the snubber.

F. Snubber Installation Test

SUBTASK 52-13-51-710-001

AKS ALL; AIRPLANES WITH ADJUSTABLE SNUBBER

- (1) Do an installation test on the adjustable snubber [7] as follows:
 - (a) Make sure that the door is fully open with the hold open lock engaged.
 - (b) Make sure that more extension is available on the snubber [7].
 - (c) Move the door to the closed position.
 - (d) Make sure that the snubber [7] does not bottom out with the door in the closed position.

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AKS ALL; AIRPLANES WITH ADJUSTABLE SNUBBER (Continued)

- (e) If required, adjust the length of the snubber [7].
 - 1) Make sure that the jam nut [6] is tight.
 - 2) Install the lockwire on the jam nut, MS20995NC32 lockwire, G01912.

AKS ALL; AIRPLANES WITH SNUBBER WITH FLUID LEVEL INDICATOR

- (2) Do an installation test on the improved snubber [7] as follows:
 - (a) Make sure that the door is fully open with the hold open lock engaged.
 - (b) Move the door to the closed position.

AKS ALL

G. Put the Airplane Back to its Usual Condition

SUBTASK 52-13-51-410-001

- (1) Install this access panel:

Number Name/Location

834GZ AFT Entry Door - Torque Tube Access

- (a) Install access panels as follows:

- 1) Apply a parting agent to the mating surfaces of the cover plate as specified in SOPM 20-50-19.
- 2) Apply a pressure fay surface seal with sealant, A00247 as specified in SOPM 20-50-19 between the mating surfaces of the cover plate and the inner skin.
- 3) Install the cover plate onto the door structure with the bolts and the washers.

NOTE: Grip length is important. If a new bolt is to be used, make sure that the grip length is the same as the original bolt.

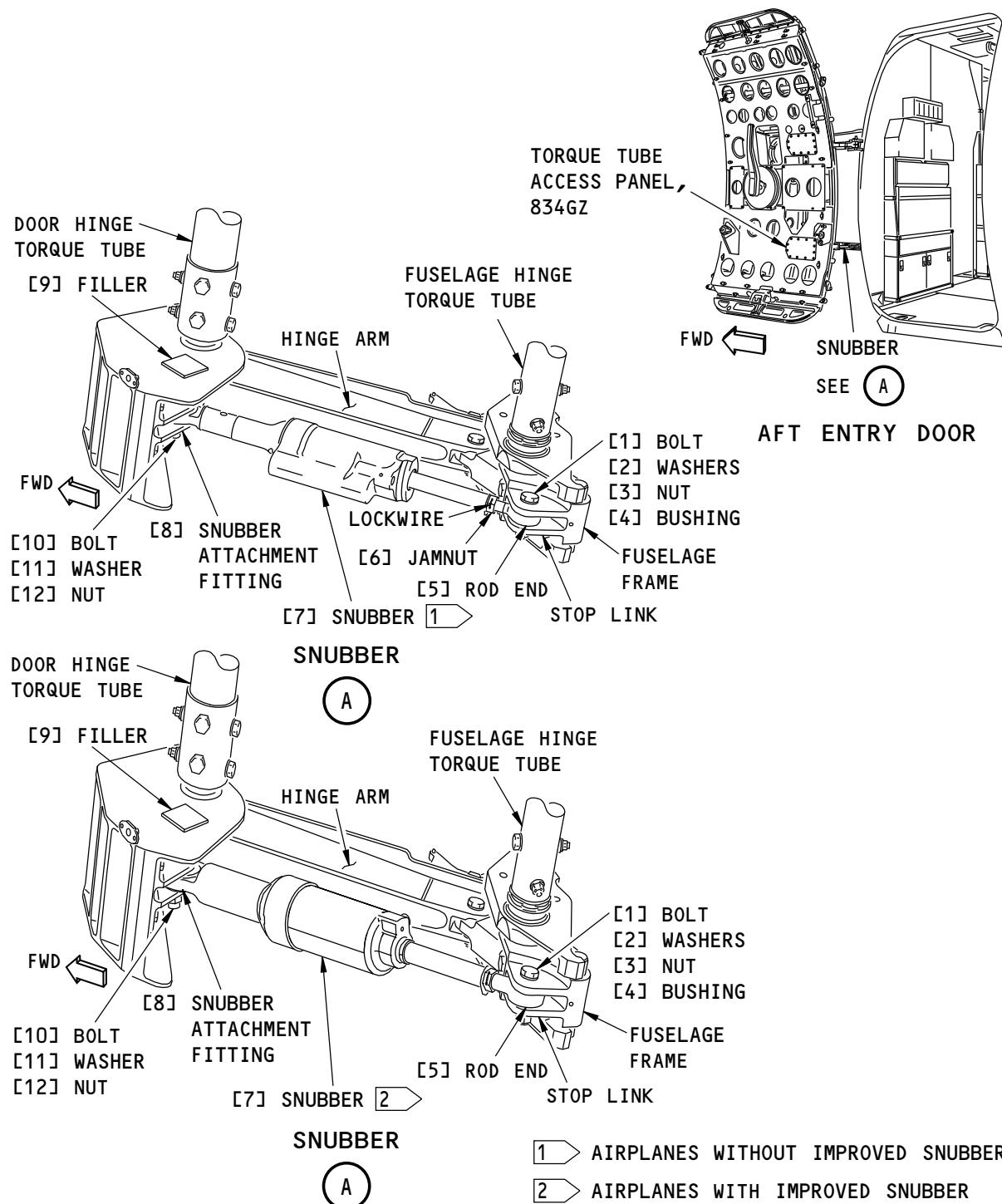
SUBTASK 52-13-51-410-002

- (2) If necessary, do this task: Aft Entry Door Lining Installation, TASK 52-13-31-400-802

———— END OF TASK ————



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Snubber Installation
Figure 401/52-13-51-990-801

 EFFECTIVITY
 AKS ALL

52-13-51



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AFT ENTRY DOOR GATE - REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
 - (1) A removal of the gate from the aft entry door.
 - (2) An installation of the gate on the aft entry door.
- B. There are two gates on the door. This procedure is the same for the top and bottom gates.

TASK 52-13-61-000-801

2. Aft Entry Door Gate Removal

(Figure 401)

A. References

| Reference | Title |
|------------------|---|
| 52-09-12-000-801 | Blade and Diaphragm Seals Removal (P/B 401) |
| 52-13-31-000-802 | Aft Entry Door Lining Removal (P/B 401) |

B. Tools/Equipment

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

| Reference | Description |
|-----------|---|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose |
| | Part #: B-14 Supplier: 05060 |
| | Part #: B-9 Supplier: 05060 |
| | Part #: Z-45-25J Supplier: 59497 |

C. Location Zones

| Zone | Area |
|------|---------------------|
| 834 | Left Aft Entry Door |

D. Prepare for the Removal

SUBTASK 52-13-61-860-001

- (1) Make sure the door is safe as follows:
 - (a) Make sure the door is closed and latched.

WARNING: MAKE SURE THE GIRT BAR IS NOT ENGAGED IN THE FLOOR-MOUNTED ESCAPE SLIDE BRACKETS. IF THE GIRT BAR IS ENGAGED IN THE BRACKETS, THE ESCAPE SYSTEM CAN DEPLOY WHEN YOU OPEN THE DOOR AND INJURIES OR DAMAGE CAN OCCUR.

- (b) Make sure the girt bar is not engaged in the floor-mounted escape slide brackets.
- (c) Make sure the work platform, COM-1523 is installed outboard of the door.

SUBTASK 52-13-61-010-001

- (2) Get access to the door:
 - (a) Make sure the door is closed and latched.
 - (b) Do this task: Aft Entry Door Lining Removal, TASK 52-13-31-000-802.

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| EFFECTIVITY | AKS ALL |
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E. Removal of the Aft Entry Door Gate

SUBTASK 52-13-61-020-001

- (1) To remove the blade seal from the gate [3], do this task: Blade and Diaphragm Seals Removal, TASK 52-09-12-000-801.

NOTE: Only do the blade seal removal from the gate [3].

SUBTASK 52-13-61-020-002

- (2) Disconnect the rod [2] from the upper or lower gate [3]:

- (a) Hold the rod [2] and do not let it fall back into the door frame when the bolt [7] is removed.

NOTE: You can turn the door handle to extend or retract the rod [2].

- (b) Remove the bolt [7], washer [6], bushing [8], washer [5], and nut [9] that attach the rod [2] to the gate [3].

- (c) Safety the end of the rod [2] to the door frame to hold it in position.

SUBTASK 52-13-61-020-003

- (3) To remove the diaphragm seal between the door [1] and gate [3], do this task: Blade and Diaphragm Seals Removal, TASK 52-09-12-000-801.

NOTE: Only do the diaphragm seal removal.

SUBTASK 52-13-61-020-004

- (4) Remove the upper or lower gate [3] from the door [1]:

- (a) Fold the gate [3] in the outboard direction.

- (b) Remove the bolts [10] and washers [11] that attach the hinge [4] to the door [1].

- (c) Remove the gate [3] from the door [1].

———— END OF TASK ———

TASK 52-13-61-400-801

3. Aft Entry Door Gate Installation

(Figure 401)

A. References

| Reference | Title |
|------------------|--|
| 52-09-12-400-801 | Blade and Diaphragm Seals Installation (P/B 401) |
| 52-13-00-820-801 | Aft Entry Door Adjustment (P/B 501) |
| 52-13-31-400-802 | Aft Entry Door Lining Installation (P/B 401) |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|--|---------------|
| A00247 | Sealant - Pressure And Environmental - Chromate Type | BMS5-95 |

C. Location Zones

| Zone | Area |
|------|---------------------|
| 834 | Left Aft Entry Door |

D. Installation of the Aft Entry Door Gate

SUBTASK 52-13-61-420-001

- (1) Connect the upper or lower gate [3] to the door [1] at the hinge [4]:

- (a) Apply sealant, A00247 to the mating surfaces between the hinge [4] and door [1].

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| EFFECTIVITY |
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- (b) Put the gate [3] in position on the door [1].
- (c) Install the bolts [10] and washers [11] to attach the hinge [4] to the door [1].

SUBTASK 52-13-61-420-002

- (2) Install the diaphragm seal between the door [1] and upper or lower gate [3]:
 - (a) Fold the gate [3] outboard.
 - (b) To install the diaphragm seal between the door [1] and gate [3], do this task: Blade and Diaphragm Seals Installation, TASK 52-09-12-400-801.

NOTE: Only do the diaphragm seal installation.

SUBTASK 52-13-61-420-003

- (3) Connect the rod [2] to the upper or lower gate [3]:
 - (a) Fold the gate [3] inboard.
 - (b) Put the rod [2] in its correct position on the gate [3] and hold.
 - 1) Do not let the rod [2] fall back into the door frame when the bolt [7] is installed.
- NOTE: You can turn the door handle to extend or retract the rod [2].
- (c) Install the bolt [7], washer [6], bushing [8], washer [5], and nut [9] to attach the rod [2] to the gate [3].

SUBTASK 52-13-61-420-004

- (4) To install the blade seal on the upper or lower gate [3], do this task: Blade and Diaphragm Seals Installation, TASK 52-09-12-400-801.
- NOTE: Only do the blade seal installation on the gate [3].

SUBTASK 52-13-61-820-001

- (5) Adjust the gate [3]. To adjust it, do this task: Aft Entry Door Adjustment, TASK 52-13-00-820-801.
- NOTE: Only do the gate [3] adjustment.

E. Put the Airplane Back to Its Usual Condition

SUBTASK 52-13-61-410-001

- (1) Do this task: Aft Entry Door Lining Installation, TASK 52-13-31-400-802.

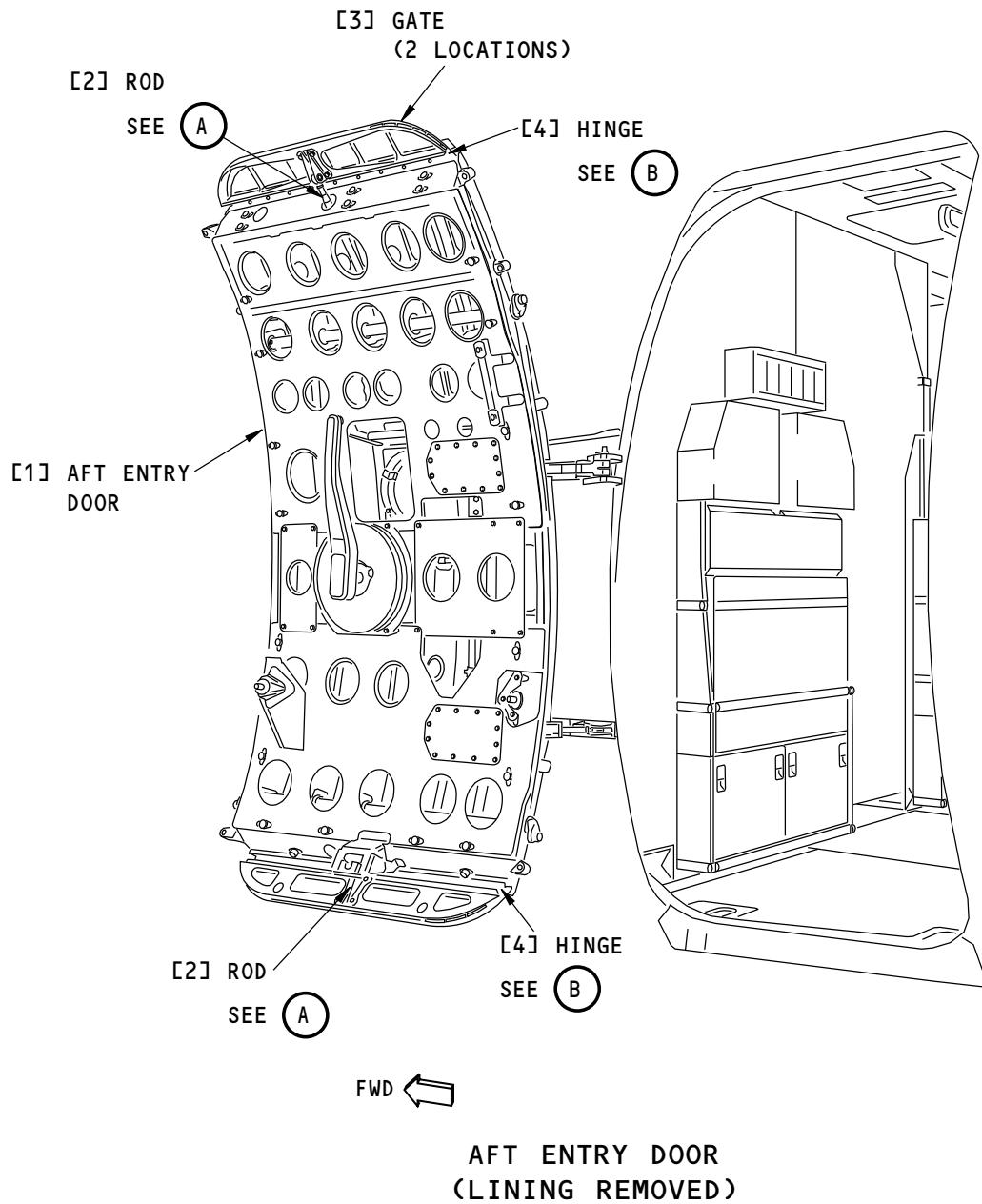
———— END OF TASK ————



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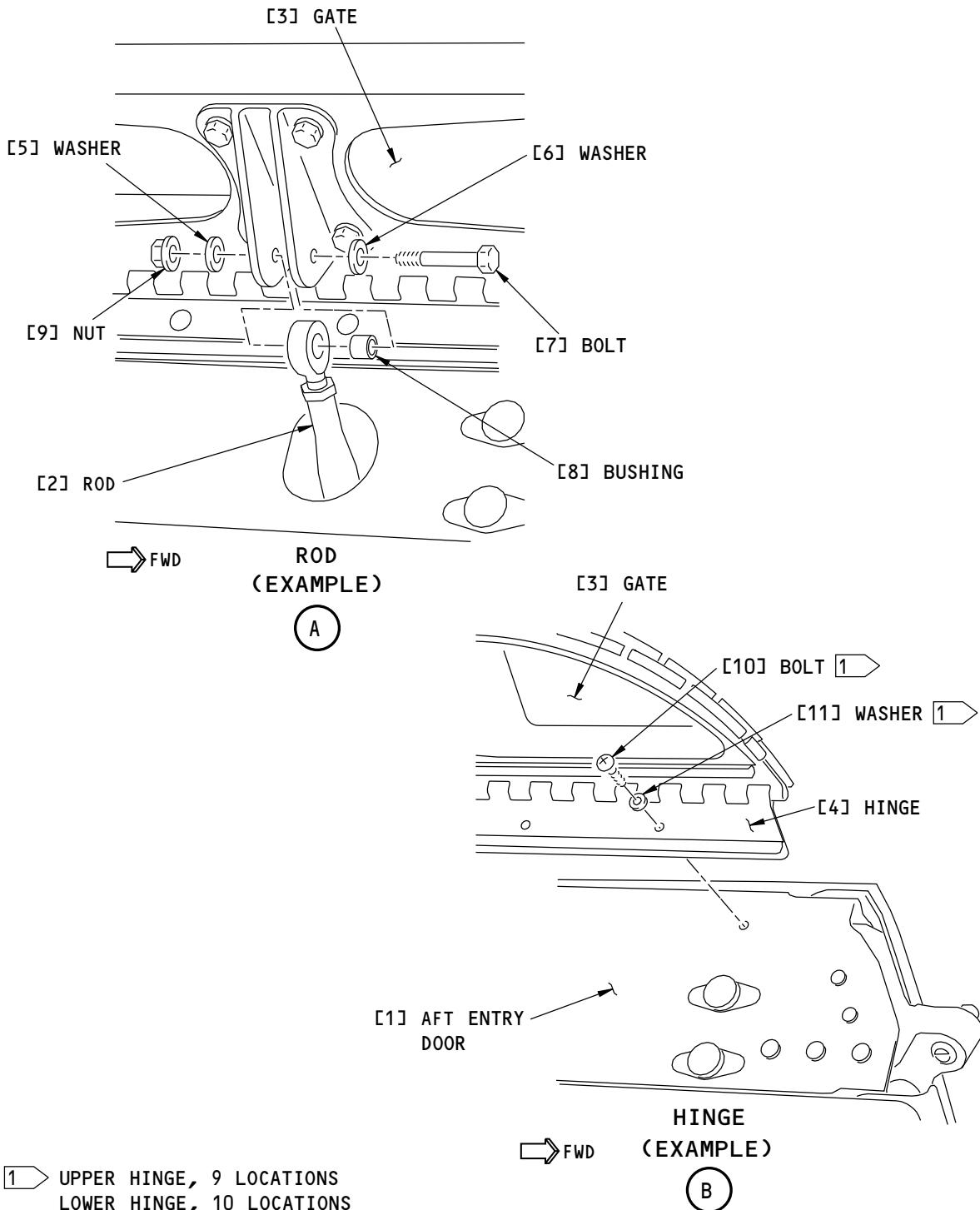
Aft Entry Door Gate Installation
Figure 401/52-13-61-990-801 (Sheet 1 of 2)

EFFECTIVITY
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Aft Entry Door Gate Installation
Figure 401/52-13-61-990-801 (Sheet 2 of 2)

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| EFFECTIVITY |
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AFT ENTRY DOOR DRAIN VALVE ASSEMBLY - REMOVAL/INSTALLATION

1. General

- A. This procedure has the following tasks:
 - (1) The removal of the aft entry door drain valve assembly.
 - (2) The installation of the aft entry door drain valve assembly.

TASK 52-13-62-000-801

2. Aft Entry Door Drain Valve Assembly - Removal

Figure 401

A. General

- (1) This task includes the steps to remove the aft entry door drain valve assembly.

B. References

| Reference | Title |
|------------------|--|
| 52-13-00-860-801 | Open the AFT Door with the Exterior Handle (P/B 201) |

C. Tools/Equipment

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

| Reference | Description |
|-----------|---|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose |
| | Part #: B-14 Supplier: 05060 |
| | Part #: B-9 Supplier: 05060 |
| | Part #: Z-45-25J Supplier: 59497 |

D. Location Zones

| Zone | Area |
|------|---------------------|
| 834 | Left Aft Entry Door |

E. Prepare for the Removal

SUBTASK 52-13-62-480-001

- (1) Install the work platform, COM-1523 outboard of the aft entry door.

SUBTASK 52-13-62-010-002

- (2) Open the aft entry door: Open the AFT Door with the Exterior Handle,
TASK 52-13-00-860-801.

F. Aft Entry Door Drain Valve Assembly Removal

SUBTASK 52-13-62-020-004

- (1) Remove the drain valve assembly [1] from the drain valve retainer [2].
 - (a) Remove the drain valve assembly [1] from the hinge side.

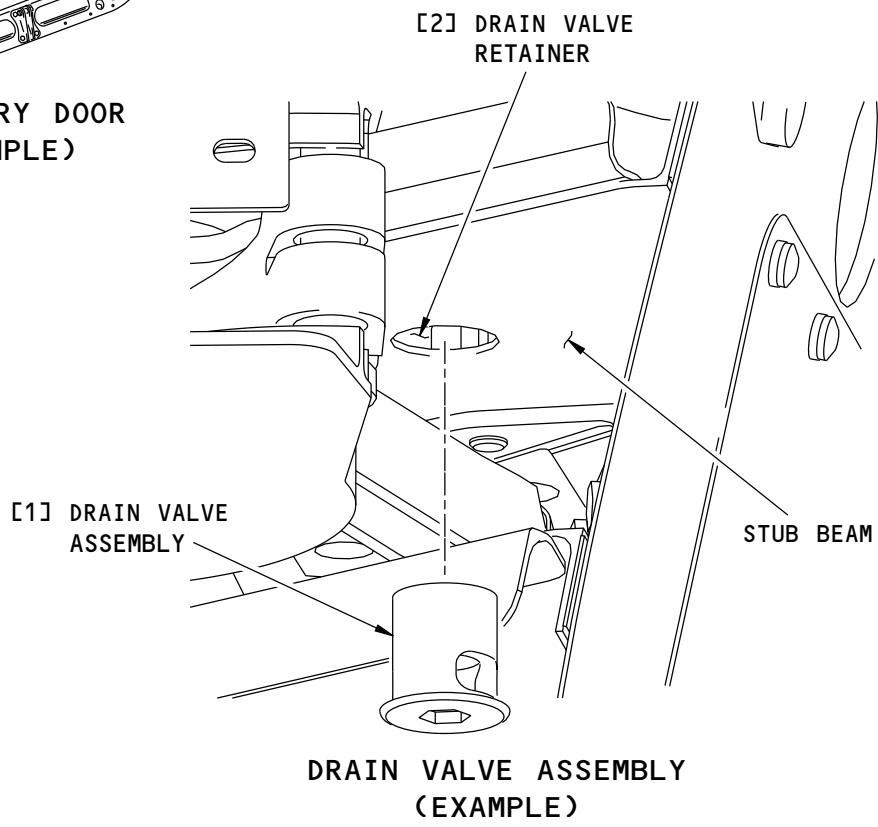
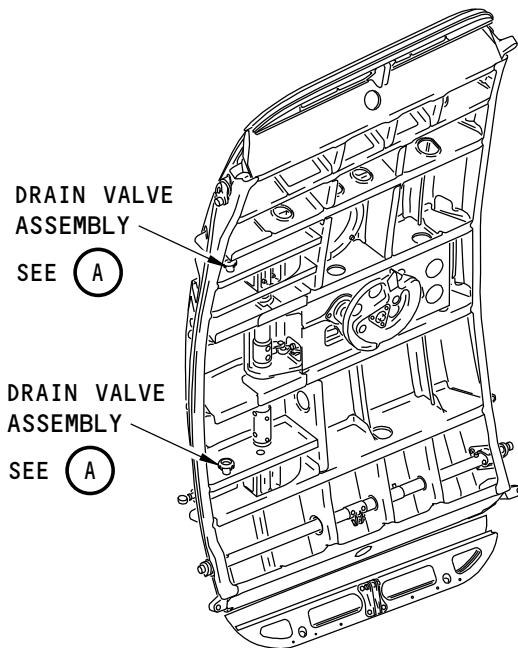
———— END OF TASK ————



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(A)

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Aft Entry Door Drain Valve Assembly Installation
Figure 401/52-13-62-990-801

EFFECTIVITY
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TASK 52-13-62-400-801

3. Aft Entry Door Drain Valve Assembly - Installation

Figure 401

A. General

- (1) This task includes the steps to install the aft entry door drain valve assembly.

B. References

| Reference | Title |
|------------------|---|
| 52-13-00-860-802 | Close the AFT Door with the Exterior Handle (P/B 201) |

C. Tools/Equipment

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

| Reference | Description |
|-----------|--|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose Part #: B-14 Supplier: 05060 Part #: B-9 Supplier: 05060 Part #: Z-45-25J Supplier: 59497 |

D. Location Zones

| Zone | Area |
|------|---------------------|
| 834 | Left Aft Entry Door |

E. Aft Entry Door Drain Valve Assembly Installation

SUBTASK 52-13-62-420-001

- (1) Install the drain valve assembly [1] into the drain valve retainer [2].
(a) Install the drain valve assembly [1] from the hinge side.
(b) Tighten the drain valve assembly [1] to 8.0 ± 2.0 in-lb (0.9 ± 0.2 N·m).

F. Put the Airplane Back to Its Usual Condition

SUBTASK 52-13-62-410-001

- (1) Close the aft entry door: Close the AFT Door with the Exterior Handle,
TASK 52-13-00-860-802.

SUBTASK 52-13-62-080-001

- (2) Remove the work platform, COM-1523.

———— END OF TASK ————



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EMERGENCY EXIT DOOR - MAINTENANCE PRACTICES

1. General

- A. This procedure has these tasks:
 - (1) Open the Emergency Exit Door from inside the airplane
 - (2) Open the Emergency Exit Door from outside the airplane
 - (3) Close the Emergency Exit Door.
 - (4) Emergency Exit Door Corrosion Prevention.
- B. The opening and closing procedure is the same for each emergency exit door.

TASK 52-22-00-580-801

2. Open the Emergency Exit Door

(Figure 201)

A. Location Zones

| Zone | Area |
|------|----------------------------------|
| 832 | Left Forward Emergency Exit |
| 833 | Left Emergency Exit (STA 627.5) |
| 842 | Right Forward Emergency Exit |
| 843 | Right Emergency Exit (STA 627.5) |

B. Procedure

SUBTASK 52-22-00-860-013

- (1) Open the emergency exit door from inside the airplane:
 - (a) Remove the clear handle cover from the door.

WARNING: IF THE SIDEWALL LINING ABOVE THE DOOR IS REMOVED, KEEP PERSONS AND EQUIPMENT CLEAR OF THE UPPER CUTOUT SILL. THE DOOR COMPONENTS MOVE QUICKLY WHEN THE DOOR HANDLE IS PULLED. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

WARNING: MAKE SURE THE DOOR OPENING PATH IS CLEAR BEFORE YOU RELEASE THE DOOR HANDLE. THE DOOR IS SPRING LOADED TO OPEN AUTOMATICALLY AND INJURIES COULD OCCUR.

WARNING: DO NOT HOLD ON TO THE RELEASE HANDLE ONCE YOU HAVE PULLED IT DOWN TO OPEN THE DOOR. THE DOOR IS AUTOMATIC AFTER THE INITIAL PULL ON THE HANDLE AND CAN CAUSE PERSONAL INJURY IF YOU HOLD IT THROUGH THE ENTIRE OPENING OF THE DOOR.

- (b) Pull down on the door handle to open the emergency exit door.

NOTE: When the release handle is pulled, the door will initially travel inboard and downward to clear the stop fittings.

- (c) Let the emergency exit door travel outboard and open fully outside the airplane.

NOTE: When the door is fully open it is locked in place by the hinge arm lock pawl at 125 degrees around the fixed hinge line.

— END OF TASK —



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TASK 52-22-00-580-802

3. Open the Emergency Exit Door from the Outside

(Figure 201)

A. General

- (1) For normal operation of the emergency exit door it is recommended that opening of the door be accomplished from the inside only. If for some reason it is necessary to open the door from the outside, use this procedure to open the door.

B. Location Zones

| Zone | Area |
|------|----------------------------------|
| 832 | Left Forward Emergency Exit |
| 833 | Left Emergency Exit (STA 627.5) |
| 842 | Right Forward Emergency Exit |
| 843 | Right Emergency Exit (STA 627.5) |

C. Procedure

SUBTASK 52-22-00-860-014

- (1) Open the emergency exit door from outside the airplane:

WARNING: IF THE SIDEWALL LINING ABOVE THE DOOR IS REMOVED FROM THE INSIDE OF THE AIRPLANE, KEEP PERSONS AND EQUIPMENT CLEAR OF THE UPPER CUTOUT SILL. THE DOOR COMPONENTS MOVE WHEN THE VENT HANDLE IS PUSHED AND CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

- (a) Make sure the upper cutout sill on the inside of the door is clear of personnel and equipment before opening the door.

WARNING: GET ASSISTANCE FROM ANOTHER MECHANIC TO HELP BRACE THE DOOR WITH YOUR KNEES BEFORE PUSHING THE VENT PANEL INWARD. THE DOOR OPENS WITH A POWERFUL FORCE AND CAN CAUSE INJURY IF NOT BRACED BEFORE OPENING.

- (b) While bracing the door with your knees, push the vent panel inward on the outside of the door to start the opening sequence.

NOTE: When the vent handle is pushed, the door will initially travel inboard and downward to clear the stop fittings.

WARNING: LET THE DOOR OPEN SLOWLY BY RELIEVING THE BRACING PRESSURE APPLIED TO THE DOOR PRIOR TO OPENING. IF ALL OF THE PRESSURE IS RELIEVED AT ONCE THE DOOR CAN OPEN RAPIDLY AND CAUSE INJURY.

- (c) Slowly relieve the bracing pressure applied to the door with your knees and let the emergency exit door travel outboard and open fully outside the airplane.

NOTE: When the door is fully open it is locked in place by the hinge arm lock pawl at 125 degrees around the fixed hinge line.

— END OF TASK —

EFFECTIVITY
AKS ALL

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TASK 52-22-00-580-803

4. Close the Emergency Exit Door

(Figure 201)

A. Location Zones

| Zone | Area |
|------|----------------------------------|
| 832 | Left Forward Emergency Exit |
| 833 | Left Emergency Exit (STA 627.5) |
| 842 | Right Forward Emergency Exit |
| 843 | Right Emergency Exit (STA 627.5) |

B. Procedure

SUBTASK 52-22-00-860-015

- (1) Do these steps to close the door:

- (a) Lift the outboard edge of the Lower Closeout Panel for the applicable door.
 - 1) Make sure that the Hold-Open Latch engages in the Hold-Open Spring.
- (b) Remove the strap cover from the lower door lining.
- (c) Pull down and inboard on the strap to close the door.
- (d) While the door starts into the door cutout, pull the interior handle down.

NOTE: When the interior handle moves down, it will align the latch rollers with the latch receivers.

NOTE: When the door contacts the cutout, the interior handle will stay in the down position.

WARNING: ON THE FINAL PULL TO CLOSE THE DOOR, KEEP YOUR FACE AWAY FROM THE INTERIOR HANDLE. THE INTERIOR HANDLE CLOSES RAPIDLY AND CAN CAUSE INJURY.

- (e) Pull the strap inward and upward for the final movement to close the door.

NOTE: Both hands on the strap will be necessary for the final movement of the door. On the final movement of the door, the door handle will latch close.
- (f) Push outboard on the door handle and release the handle.

NOTE: This step makes sure that the door handle and the external vent door are in fully closed positions.
- (g) Reinstall the clear handle cover over the handle on the door.
- (h) Check that the flight station indication light has gone out.

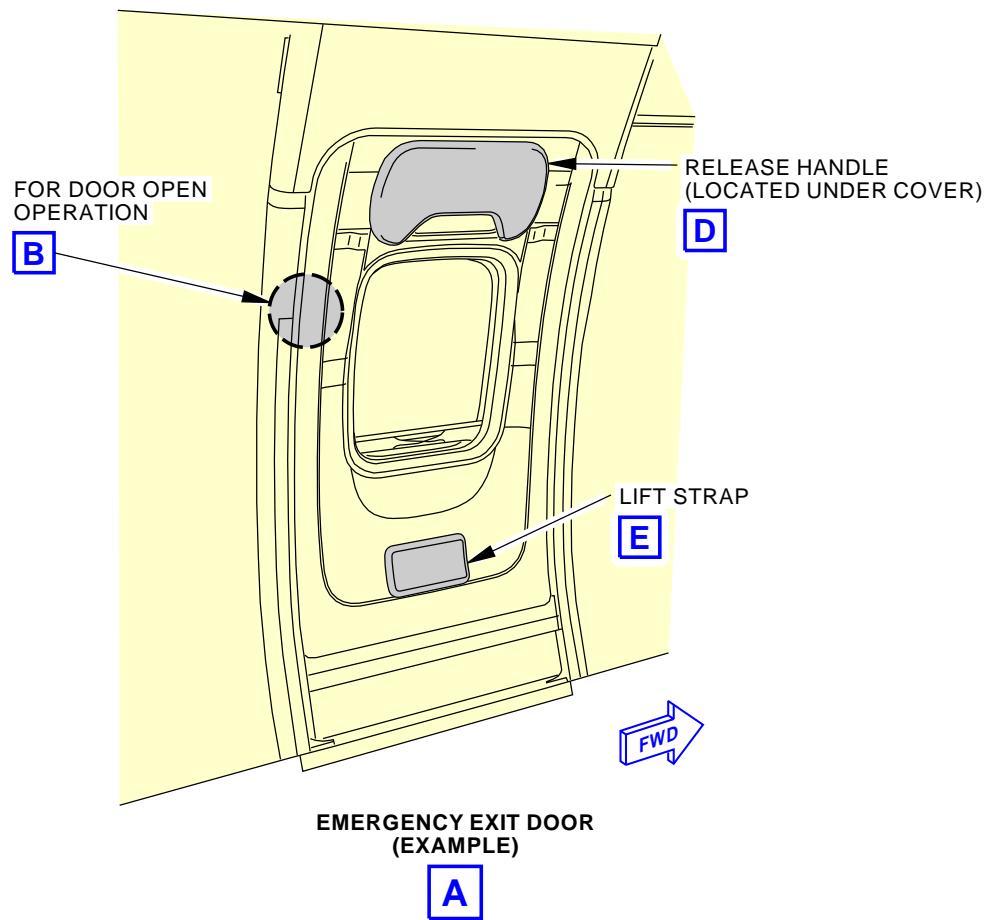
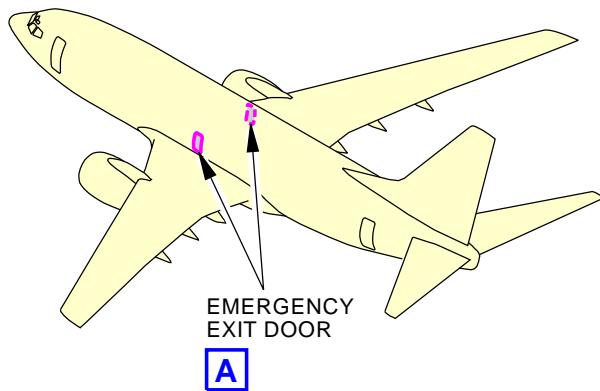
———— END OF TASK ————

EFFECTIVITY
AKS ALL

52-22-00



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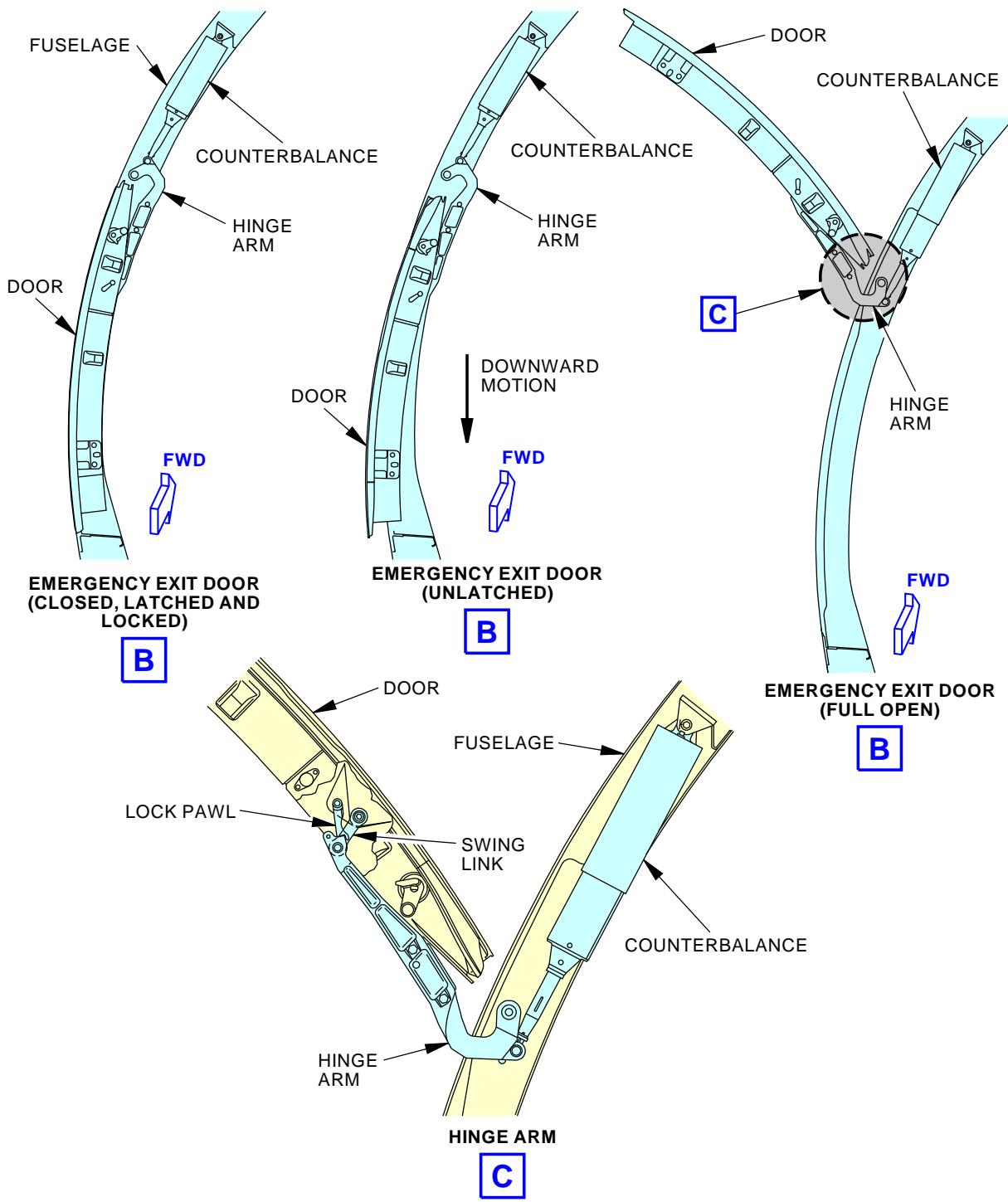


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Emergency Exit Door Operation
Figure 201/52-22-00-990-805 (Sheet 1 of 3)

EFFECTIVITY
AKS ALL

52-22-00

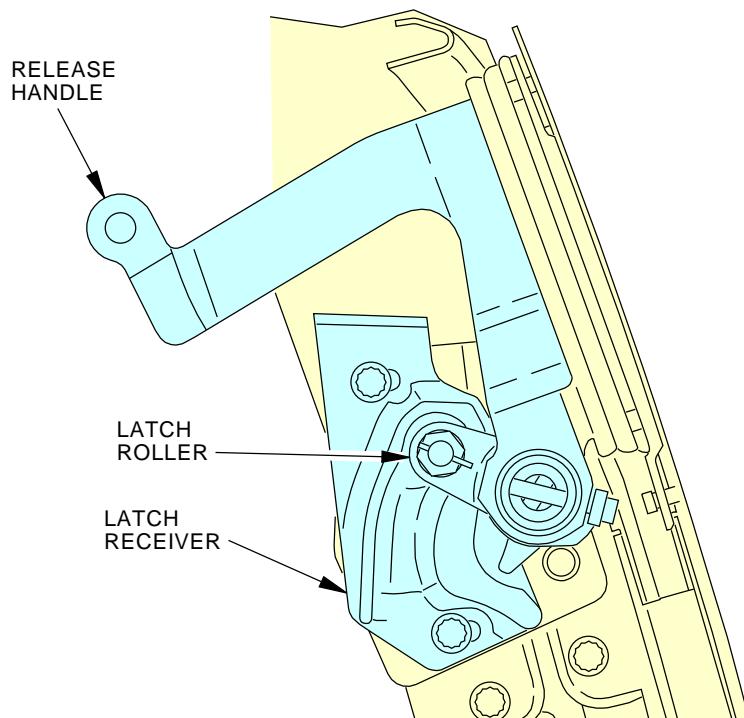


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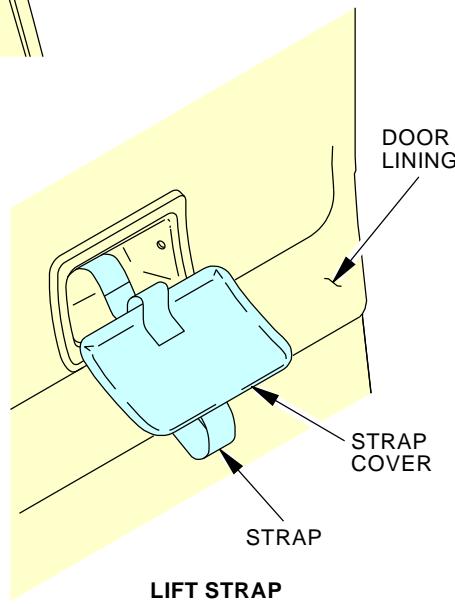
Emergency Exit Door Operation
Figure 201/52-22-00-990-805 (Sheet 2 of 3)

EFFECTIVITY
AKS ALL

52-22-00



RELEASE HANDLE

D

DOOR LINING

STRAP COVER

STRAP

LIFT STRAP

E

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Emergency Exit Door Operation
Figure 201/52-22-00-990-805 (Sheet 3 of 3)EFFECTIVITY
AKS ALL**52-22-00**

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AIRCRAFT MAINTENANCE MANUAL

TASK 52-22-00-600-801

5. Emergency Exit Door Corrosion Protection

A. References

| Reference | Title |
|------------------|---|
| 12-25-22 P/B 301 | EMERGENCY EXIT DOOR - SERVICING |
| 52-22-00-200-801 | Emergency Exit Door Inspection/Check (P/B 601) |
| 52-22-51-000-801 | Emergency Exit Door Lining Removal (P/B 401) |
| 52-22-51-400-801 | Emergency Exit Door Lining Installation (P/B 401) |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|---|---------------|
| G00009 | Compound - Organic Corrosion Inhibiting | BMS3-23 |

C. Location Zones

| Zone | Area |
|------|----------------------------------|
| 833 | Left Emergency Exit (STA 627.5) |
| 843 | Right Emergency Exit (STA 627.5) |

D. General

SUBTASK 52-22-00-800-001

- (1) Corrosion may occur on the internal and external surfaces of the door structure, especially the inside lower corners, the connection points, and the door mechanism.
- (2) Corrosion has been found on the door handle, especially adjacent to the torque tube.
- (3) Corrosion has been found on the door frames. Corrosion has been found in the area of the torsion springs.

NOTE: Severe corrosion has been found in the lower lugs of the door frame. In one instance that corrosion had penetrated the frame

- (4) Some items in this section maybe subject to the mandatory requirements for corrosion prevention and control programs for aging airplanes.
- (5) Corrosion Prevention
 - (a) Do these tasks, Emergency Exit Door Inspection/Check, TASK 52-22-00-200-801 to detect the early stages of corrosion.
 - (b) Look for missing fasteners, white powdery deposits, and discolorations, as signs of corrosion.
 - 1) If signs of corrosion are found, then a corrosion prevention program should be started to prevent the build up of corrosion products.
 - 2) If corrosion products are allowed to build up, then they will cause further corrosion.
 - 3) If corrosion is found, the refer to the Structural Repair Manual for detail instructions for the removal of corrosion.
 - (c) After the corrosion products are cleaned, make sure that the protective finishes are serviceable.
 - 1) If only minor corrosion is found, then make sure that the area is clean.
 - 2) Apply corrosion inhibiting compound on the affected area.
 - 3) Make sure that the protective finish is restored at the first opportunity that is consistent with the airplanes maintenance schedule.
- (6) Frequency of Application

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| EFFECTIVITY |
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- (a) Periodic inspection is required to areas identified as prone to corrosion and should be scheduled to your Maintenance Planning Document.
- (b) Periodic application of BMS 3-23 compounds are necessary to areas identified as prone to corrosion and should be scheduled to your Maintenance Planning Document.
 - 1) Do the prevention treatment to the exterior surface of the door at the same recommended interval as the exterior surface of the fuselage.

E. Corrosion Prevention

SUBTASK 52-22-00-620-001

(1) Prevention Treatment

- (a) Remove the door liner to get access to the interior surfaces of the door.
 - 1) Emergency Exit Door Lining Removal, TASK 52-22-51-000-801
- (b) Clean the drains and drain paths.
- (c) Emergency Exit Door Inspection/Check, TASK 52-22-00-200-801
 - 1) Remove or repair any corrosion that you find.
- (d) Apply corrosion inhibiting compound, G00009 to the interior surfaces of the door.
 - 1) Make sure that the corrosion inhibiting compound, G00009 completely covers the surfaces, with special attention given to the lower corners and the mechanism.
- (e) If it is necessary, apply corrosion inhibiting compound, G00009 to the exterior surfaces of the door.
- (f) Lubricate the door. EMERGENCY EXIT DOOR - SERVICING,
PAGEBLOCK 12-25-22/301
- (g) Install the door lining.
 - 1) Emergency Exit Door Lining Installation, TASK 52-22-51-400-801

———— END OF TASK ———

| | |
|-------------|---------|
| EFFECTIVITY | AKS ALL |
|-------------|---------|

52-22-00

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EMERGENCY EXIT DOOR - REMOVAL/INSTALLATION

1. **General**

- A. This procedure has these tasks:
 - (1) A removal of an emergency exit door.
 - (2) An installation of an emergency exit door.
- B. The removal and installation procedure is the same for each emergency exit door.

TASK 52-22-00-000-801

2. **Emergency Exit Door Removal**

(Figure 401)

A. **References**

| Reference | Title |
|------------------|---|
| 25-21-20-000-801 | Emergency Exit Doorway Lining Removal (P/B 401) |

B. **Location Zones**

| Zone | Area |
|------|----------------------------------|
| 832 | Left Forward Emergency Exit |
| 833 | Left Emergency Exit (STA 627.5) |
| 842 | Right Forward Emergency Exit |
| 843 | Right Emergency Exit (STA 627.5) |

C. **Removal of the Emergency Exit Door**

SUBTASK 52-22-00-010-010

- (1) Do this task: Emergency Exit Doorway Lining Removal, TASK 25-21-20-000-801.

SUBTASK 52-22-00-000-004

- (2) Remove the emergency exit door [1] from outside the airplane:

WARNING: IF THE SIDEWALL LINING ABOVE THE DOOR IS REMOVED, KEEP PERSONS AND EQUIPMENT CLEAR OF THE UPPER CUTOUT SILL. THE DOOR COMPONENTS MOVE QUICKLY WHEN THE DOOR HANDLE IS PULLED. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

WARNING: MAKE SURE THE DOOR OPENING PATH IS CLEAR BEFORE YOU RELEASE THE DOOR HANDLE. THE DOOR IS SPRING LOADED TO OPEN AUTOMATICALLY AND INJURIES COULD OCCUR.

- (a) Pull down on the door handle to open the emergency exit door [1].
- (b) Let the emergency exit door [1] open fully.
- (c) Remove the mechanism guard [1] from the fuselage structure:
 - 1) Remove bolts [40] and washers [39] that hold the mechanism guard [41] in place.
- (d) Remove the bonding jumper [15], bolt [13], washer [12], washer [16] and nut [17].
- (e) Cut the wires to disconnect the electrical power from the door.
- (f) Remove the snubber [3] from the door:
 - 1) Remove the cotter pin [24], nut [25], washer [26], bushing [22], washer [20] and bolt [21] from the door hinge [11].
- (g) Hold the door while you prepare to remove it at the hinge [11].
- (h) Remove the cotter-pins [10].

EFFECTIVITY
AKS ALL

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- (i) Remove the bolts [5], washers [6], bushings [7], washers [8], nuts [9], and bracket [14].
- (j) Remove the counterbalances from the door:

WARNING: THE COUNTERBALANCES ARE SPRING LOADED. REMOVE THE DOOR FROM THE FUSELAGE BEFORE DISCONNECTING THE COUNTERBALANCES FROM THE DOOR HINGE. IF YOU DO NOT OBEY THIS WARNING, DAMAGE TO EQUIPMENT OR INJURY TO PERSONS CAN OCCUR.

- 1) Remove cotter pins [30], nuts [32], washers [33], bushings [34], washers [35], and bolts [36].
- (k) Remove the emergency exit door [1] from the opening.
- (l) Move the emergency exit door [1] away from the structure.

———— END OF TASK ————

TASK 52-22-00-400-802

3. Emergency Exit Door Installation
(Figure 401)

A. References

| Reference | Title |
|------------------|--|
| 25-21-20-400-801 | Emergency Exit Doorway Lining Installation (P/B 401) |
| 52-22-00-200-802 | Emergency Exit Door Pressure Seal Check (P/B 601) |
| 52-22-00-400-801 | Emergency Exit Door System Test (P/B 501) |
| 52-22-00-820-801 | Emergency Exit Door Adjustment (P/B 501) |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|---|-------------------------------|
| G50136 | Compound - Corrosion Inhibiting, Non-drying | BMS3-38 |
| G50237 | Compound - Corrosion Inhibiting, Non-drying - Cor-Ban 27L | BMS3-38, NSN 6850-01-469-7645 |

C. Location Zones

| Zone | Area |
|------|----------------------------------|
| 832 | Left Forward Emergency Exit |
| 833 | Left Emergency Exit (STA 627.5) |
| 842 | Right Forward Emergency Exit |
| 843 | Right Emergency Exit (STA 627.5) |

D. Installation of the Emergency Exit Door

SUBTASK 52-22-00-420-001

- (1) Inspect the pressure seal of the door prior to installation. Do this task: Emergency Exit Door Pressure Seal Check, TASK 52-22-00-200-802.
 - (a) Install the emergency exit door [1] in the opening:
 - (b) Hold the door horizontal and put it in the opening.
 - (c) Attach the counterbalance actuators to the emergency exit door [1]:

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WARNING: THE COUNTERBALANCES ARE SPRING LOADED. CONNECT THE COUNTERBALANCES TO THE DOOR HINGE BEFORE INSTALLING THE DOOR. IF YOU DO NOT OBEY THIS WARNING, DAMAGE TO EQUIPMENT OR INJURY TO PERSONS CAN OCCUR.

- 1) Install bolts [36], washers [35], bushings [34], washers [33] and nuts [32].
 - 2) Tighten the nuts [32] to 30-50 pound-inches (3.39-5.64 newton-meters).
 - 3) Install the new cotter pins [30].
- (d) Attach the snubber [3] to the emergency exit door [1]:
- 1) Install bolt [21], washer [20], bushing [22], washer [26] and nut [25].
 - 2) Tighten the nut [25] to 30-50 pound-inches (3.39-5.64 newton-meters).
 - 3) Install the new cotter pin [24].
- (e) Fit the door hinge [11] to the fuselage with the bolts [5], washers [6], bushings [7], bracket [14], washers [8], and nuts [9].
- NOTE: Use a maximum of 4 washers [8] to get the cotter pin, nut alignment.
- 1) Make sure the bracket [14] is on the aft door hinge.
- (f) Tighten the nuts [9] to 160-240 pound inches (18-27 newton-meters).
- (g) Install the new cotter pins [10].

WARNING: USE NITRILE GLOVES FOR SKIN PROTECTION WHEN YOU USE COR-BAN 27L, G50237. IF IT GETS ON YOUR SKIN, IMMEDIATELY REMOVE IT WITH WATER. IF THIS MATERIAL GETS IN YOUR EYES, IMMEDIATELY FLUSH YOUR EYES WITH WATER. GET MEDICAL AID. THIS MATERIAL CONTAINS FLAMMABLE AGENTS WHICH CAN CAUSE INJURIES TO PERSONNEL.

- (h) Put Cor-Ban 27L Compound, G50237 or corrosion inhibiting compound, G50136 on bolt [13].
- (i) Install the bonding jumper [15], bolt [13], washer [12], washer [16], and nut [17].
- (j) Splice the wires to connect the electrical power to the door.
- (k) Install the mechanism guard [41] to the fuselage structure:
- 1) Install the bolts [40] and washers [39] that hold the mechanism guard [41] in its position.

SUBTASK 52-22-00-420-002

- (2) Do this task: Emergency Exit Doorway Lining Installation, TASK 25-21-20-400-801.

SUBTASK 52-22-00-710-006

- (3) Do this task: Emergency Exit Door Adjustment, TASK 52-22-00-820-801.

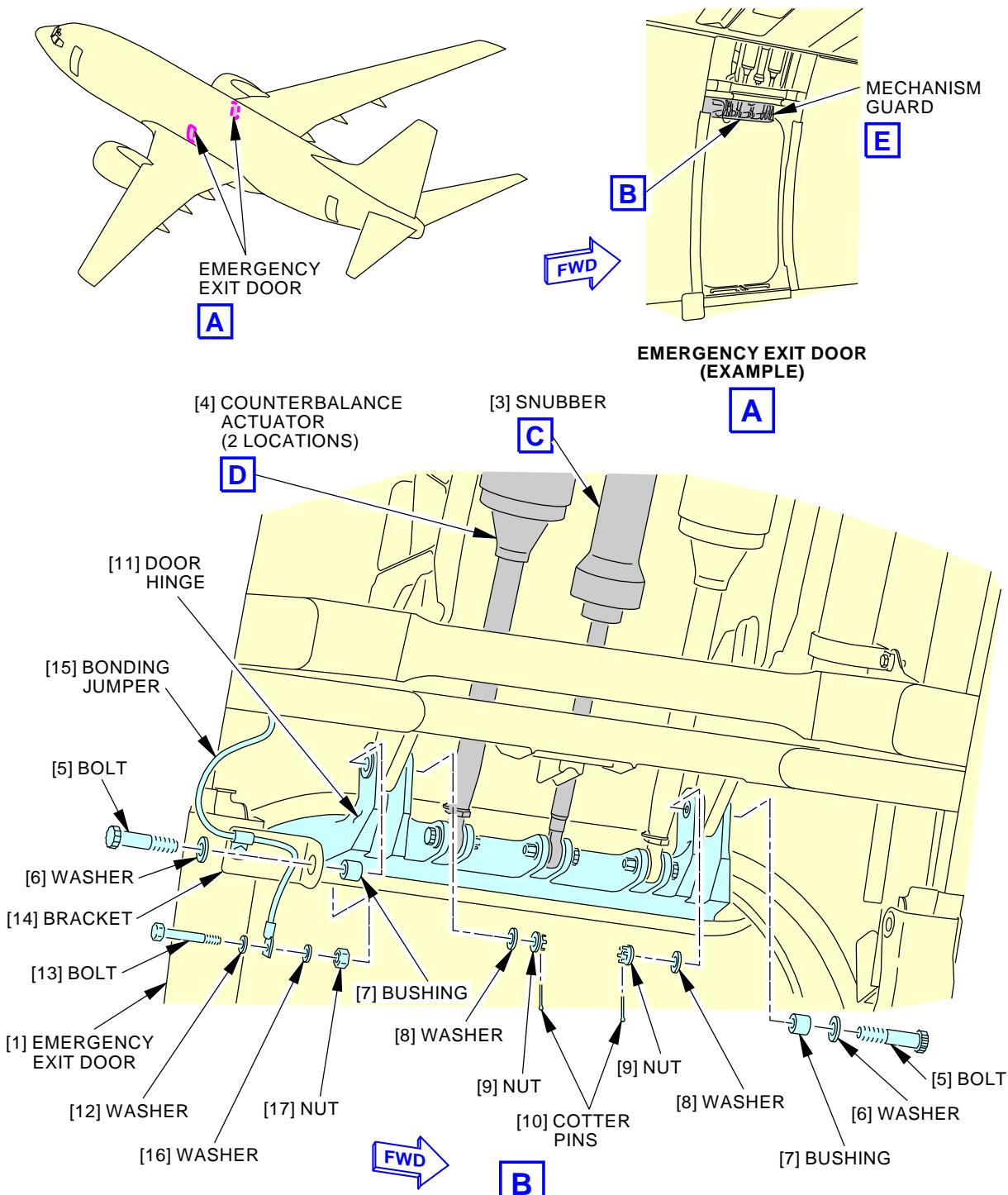
SUBTASK 52-22-00-820-012

- (4) Do this task: Emergency Exit Door System Test, TASK 52-22-00-400-801.

———— END OF TASK ———

EFFECTIVITY
AKS ALL

52-22-00



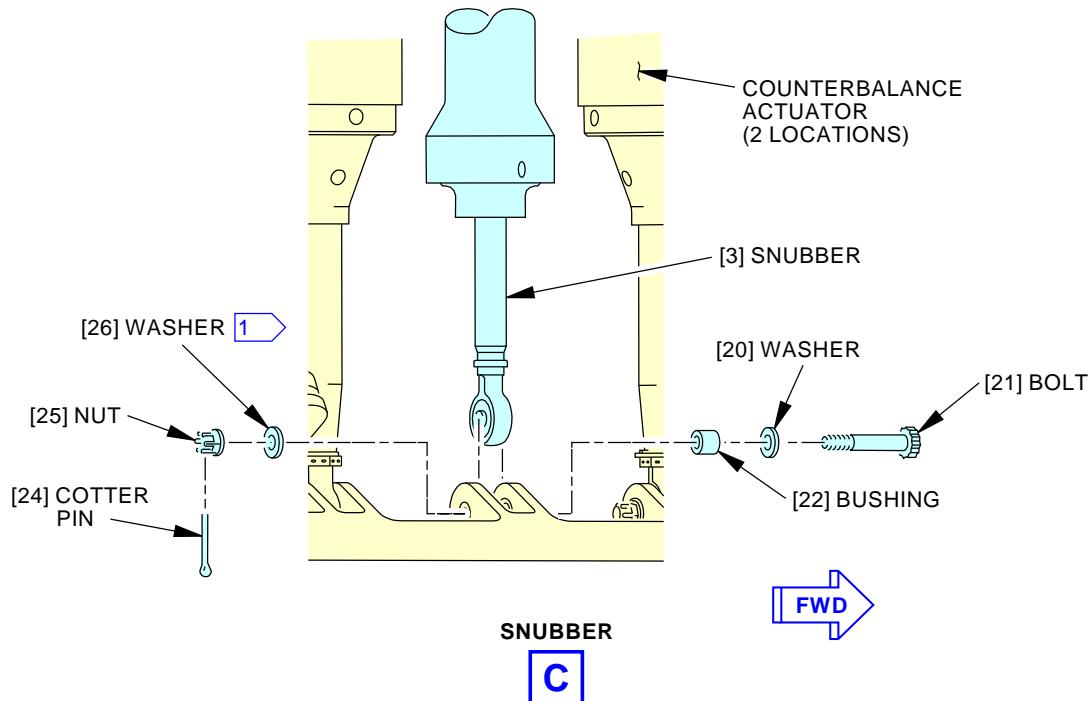
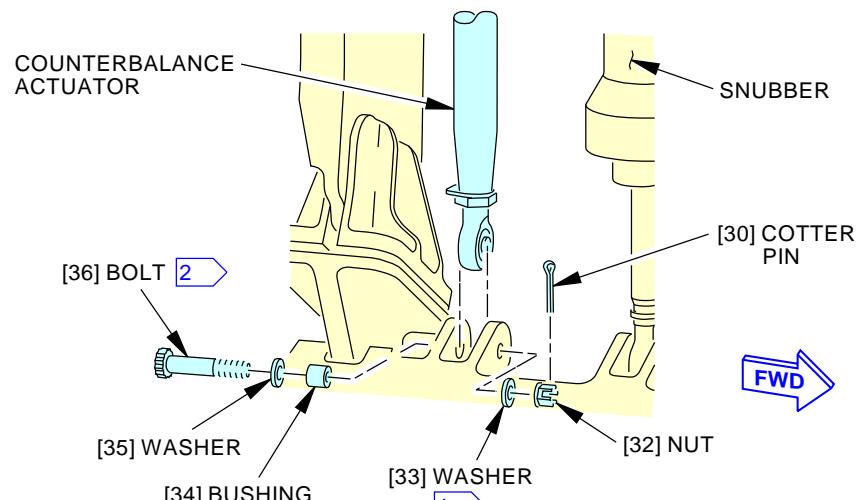
H34795 S0006579956_V2

Emergency Exit Door Installation
Figure 401/52-22-00-990-804 (Sheet 1 of 3)

EFFECTIVITY
 AKS ALL

52-22-00

D633A101-AKS


FWD

FWD

1 MAXIMUM OF 4 WASHERS

2 BOLT HEAD AND BUSHING ARE ON SAME SIDE

K30783 S0006579957_V2

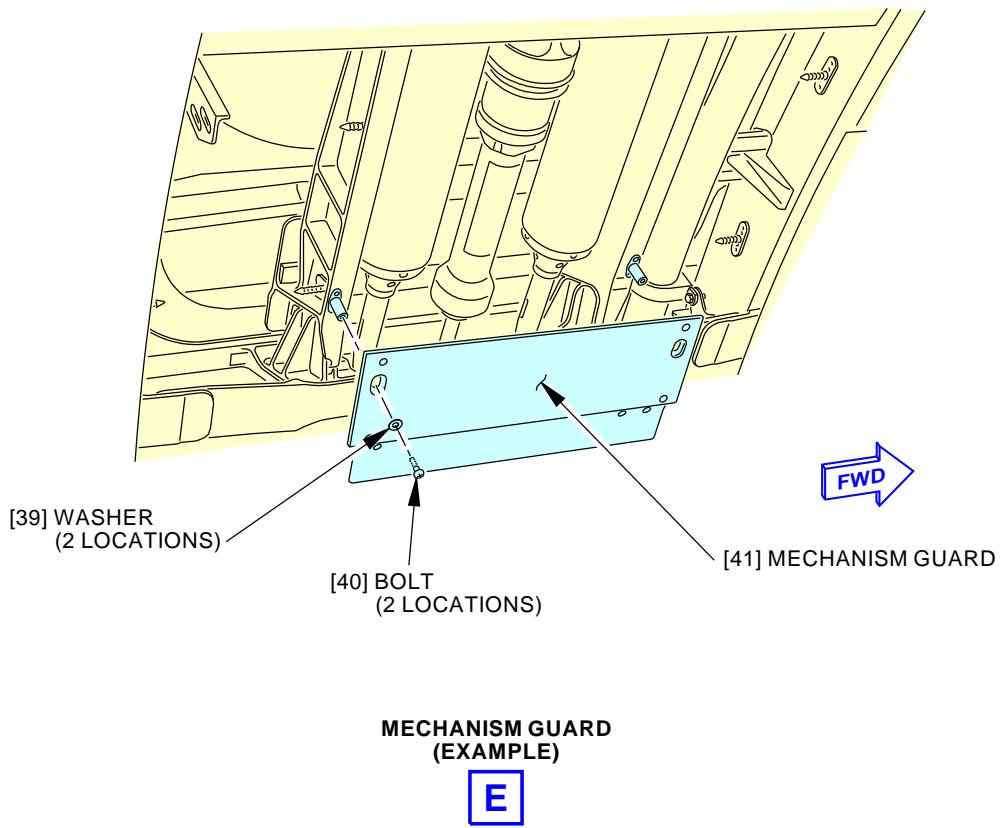
Emergency Exit Door Installation
Figure 401/52-22-00-990-804 (Sheet 2 of 3)

| | |
|-------------|---------|
| EFFECTIVITY | AKS ALL |
|-------------|---------|

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K33335 S0006579958_V2

Emergency Exit Door Installation
Figure 401/52-22-00-990-804 (Sheet 3 of 3)

EFFECTIVITY
AKS ALL

52-22-00

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EMERGENCY EXIT DOOR - ADJUSTMENT/TEST

1. General

- I A. This procedure has these tasks:
 - (1) An operational test of an emergency exit door.
 - (2) An operational test of the flight lock mechanical switch for the emergency exit door.
 - (3) An operational test of the flight lock engagement for the emergency exit door.
 - (4) An adjustment of an emergency exit door.
 - (5) A system test of an emergency exit door.
- I B. The procedure is the same for each emergency exit door.

TASK 52-22-00-710-801

2. Emergency Exit Door Operational Test

(Figure 501)

NOTE: This procedure is a scheduled maintenance task.

A. Location Zones

| Zone | Area |
|------|----------------------------------|
| 832 | Left Forward Emergency Exit |
| 833 | Left Emergency Exit (STA 627.5) |
| 842 | Right Forward Emergency Exit |
| 843 | Right Emergency Exit (STA 627.5) |

B. Prepare for the Operational Test

SUBTASK 52-22-00-860-016

- (1) Open these circuit breakers and install safety tags:

CAPT Electrical System Panel, P18-3

| Row | Col | Number | Name |
|-----|-----|--------|--------------------|
| C | 1 | C00523 | HEATERS CAPT PITOT |
| D | 5 | C00525 | HEATERS F/O PITOT |
| D | 6 | C00524 | HEATERS AUX PITOT |

C. Operational Test

SUBTASK 52-22-00-710-001

- (1) Do the operational test of the emergency exit door:

WARNING: MAKE SURE THE DOOR OPENING PATH IS CLEAR BEFORE YOU RELEASE THE DOOR HANDLE. THE DOOR IS SPRING-LOADED TO OPEN AUTOMATICALLY AND INJURIES COULD OCCUR.

- (a) Pull down on the door handle to open the door.
 - 1) Make sure the door opens smoothly.
 - 2) Make sure the door smoothly moves out and up from the door opening.
 - 3) Make sure that the snubber controls the speed of the door through the full open sequence.
 - 4) Make sure the door hinge arm latch is in the extended position.
 - 5) Make sure the door hinge arm lock pawl is locked.

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AKS ALL

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- (b) Make sure the door handle freely moves to the open position.
- (c) Move the door into the fuselage opening.
 - 1) Make sure the handle is held in the open position.
 - 2) Pull the door into the opening with the lifting strap.
 - 3) Make sure the door hinge lock pawl engages the lock pawl depressor and releases the door hinge.
 - 4) Make sure the door does not hit the rub strips on the lower stop tracks.
 - 5) Make sure the lock rollers smoothly engage the lock receivers.
- (d) Release the door handle.
 - 1) Make sure the handle moves automatically to the closed position.

D. Put the Airplane Back to its Usual Condition

SUBTASK 52-22-00-860-017

- (1) Remove the safety tags and close these circuit breakers:

CAPT Electrical System Panel, P18-3

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|--------------------|
| C | 1 | C00523 | HEATERS CAPT PITOT |
| D | 5 | C00525 | HEATERS F/O PITOT |
| D | 6 | C00524 | HEATERS AUX PITOT |

———— END OF TASK ————



52-22-00

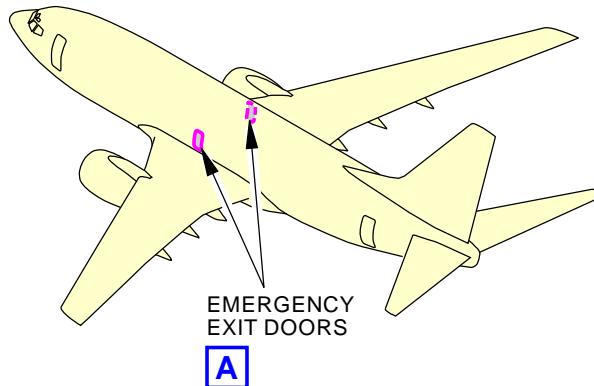
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EMERGENCY
EXIT DOORS

A

DOOR
COMPONENTS

B

RELEASE HANDLE
(LOCATED UNDER COVER)

D

LIFT STRAP

E

FWD

EMERGENCY EXIT DOOR
(DOOR LINING INSTALLED)
(EXAMPLE)

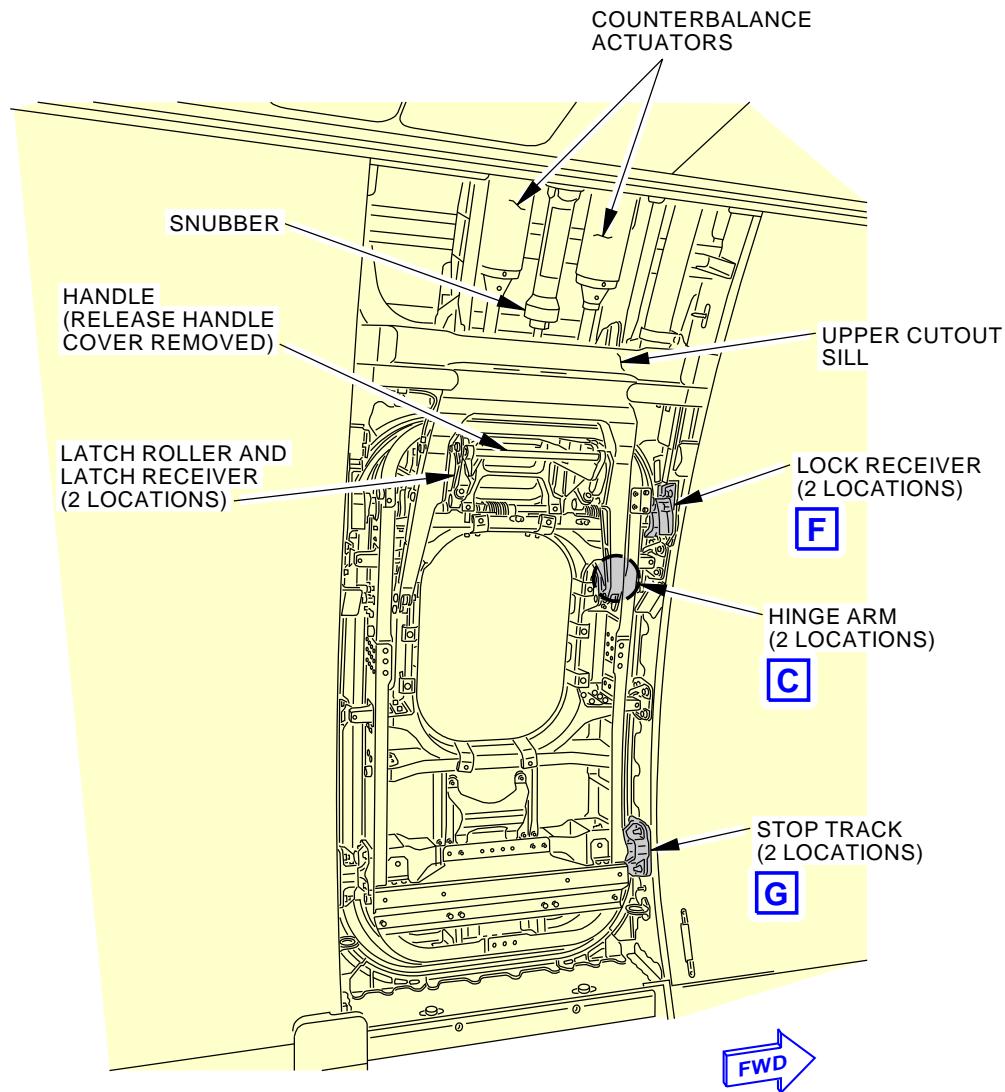
A

2105169 S0000448673_V2

Emergency Exit Door - Operational Test
Figure 501/52-22-00-990-810 (Sheet 1 of 5)

EFFECTIVITY
AKS ALL

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EMERGENCY EXIT DOOR
(DOOR LINING REMOVED)
(EXAMPLE)

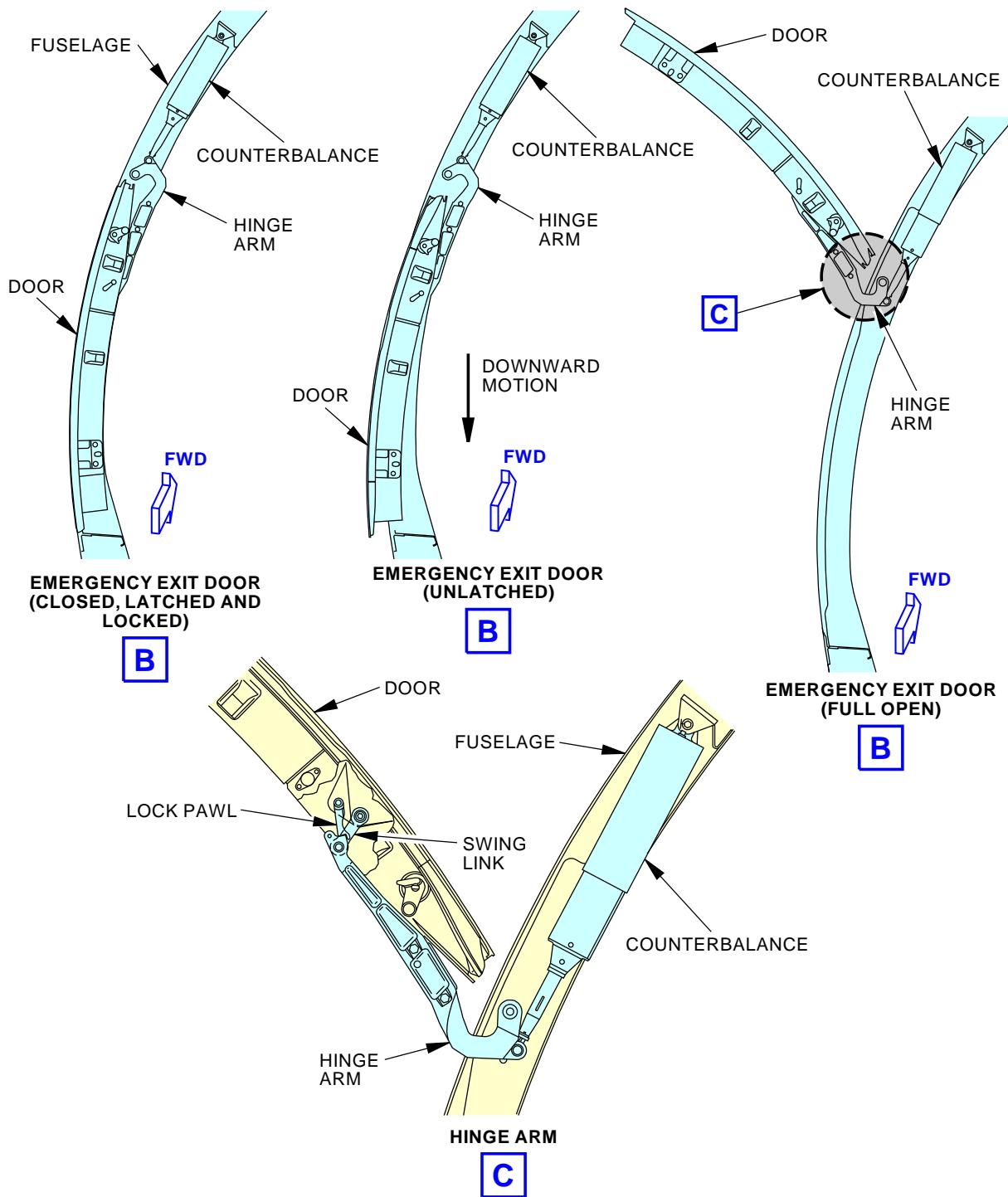
A

2105180 S0000448674_V2

Emergency Exit Door - Operational Test
Figure 501/52-22-00-990-810 (Sheet 2 of 5)

EFFECTIVITY
AKS ALL

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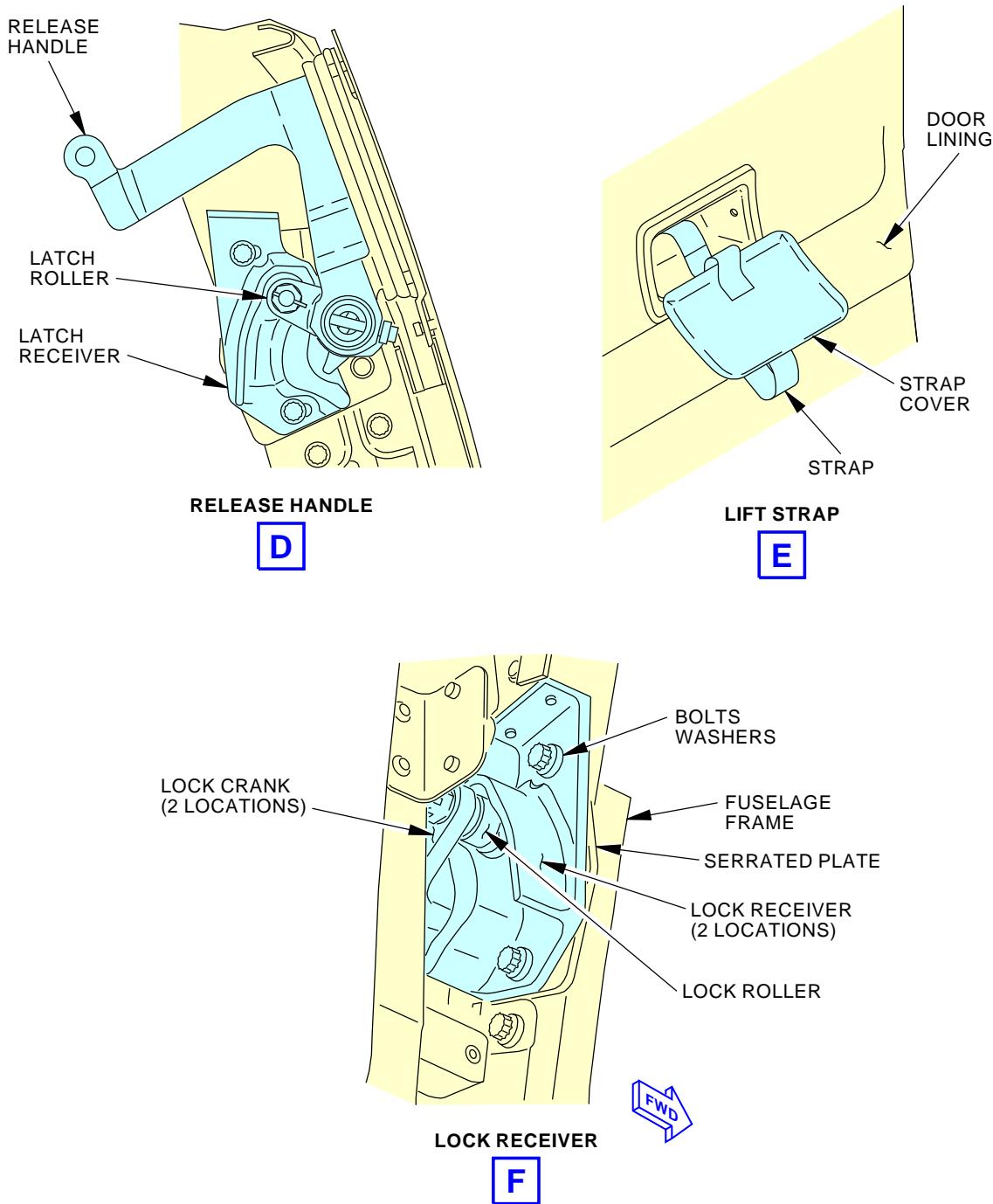
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2105197 S0000448675_V2

Emergency Exit Door - Operational Test
Figure 501/52-22-00-990-810 (Sheet 3 of 5)

EFFECTIVITY
AKS ALL

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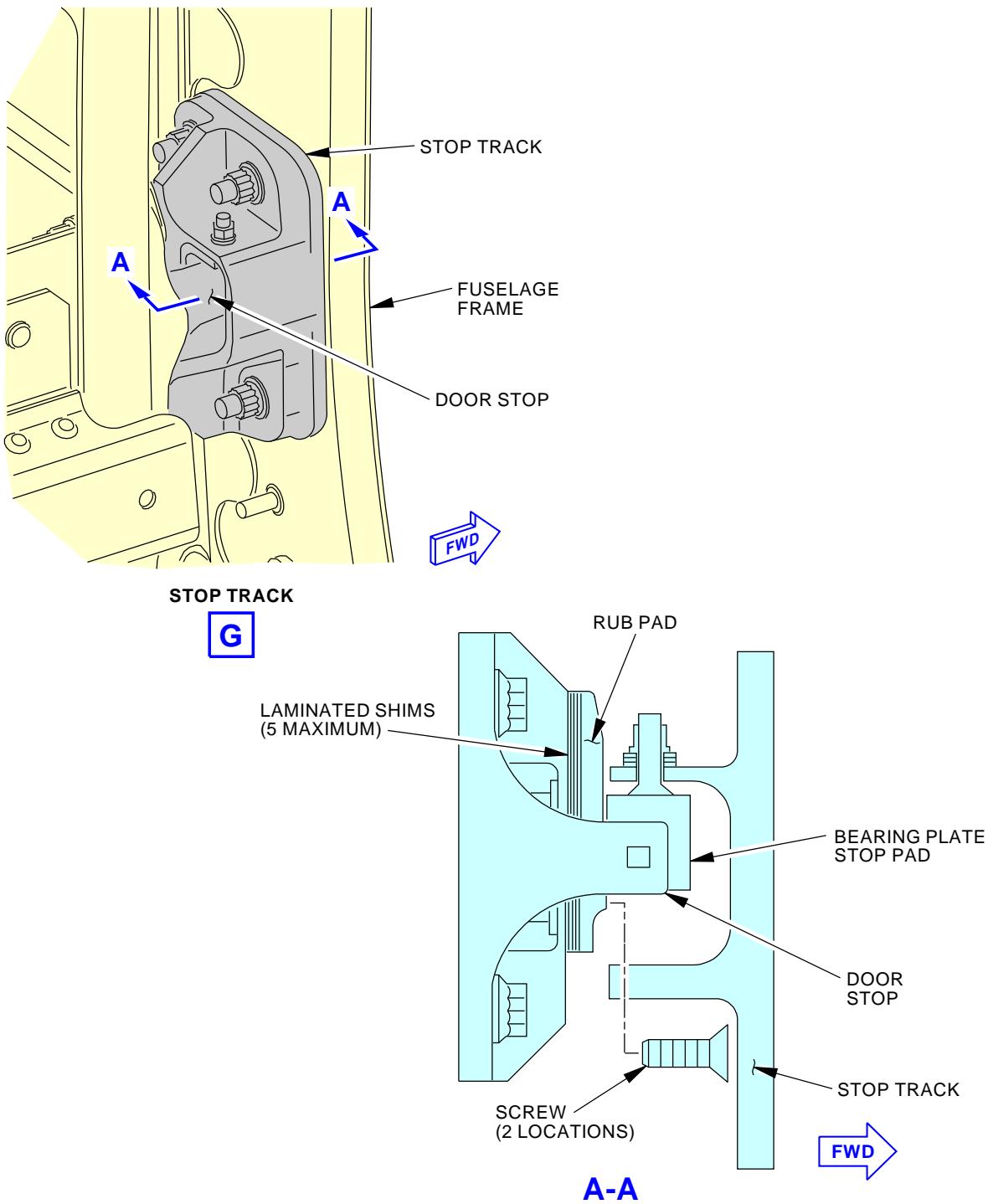


2105222 S0000448676_V2

Emergency Exit Door - Operational Test
Figure 501/52-22-00-990-810 (Sheet 4 of 5)

EFFECTIVITY
AKS ALL

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2105236 S0000448677_V2

Emergency Exit Door - Operational Test
Figure 501/52-22-00-990-810 (Sheet 5 of 5)

EFFECTIVITY
AKS ALL

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TASK 52-22-00-710-802

3. Emergency Exit Door Flight Lock Mechanical Switch Operational Test

NOTE: This procedure is a scheduled maintenance task.

A. References

| <u>Reference</u> | <u>Title</u> |
|------------------|---|
| 24-22-00-860-811 | Supply Electrical Power (P/B 201) |
| 36-00-00-860-806 | Remove Pressure from the Pneumatic System (P/B 201) |

B. Location Zones

| <u>Zone</u> | <u>Area</u> |
|-------------|----------------------------------|
| 832 | Left Forward Emergency Exit |
| 833 | Left Emergency Exit (STA 627.5) |
| 842 | Right Forward Emergency Exit |
| 843 | Right Emergency Exit (STA 627.5) |

C. Prepare for the Operational Test

SUBTASK 52-22-00-860-001

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

SUBTASK 52-22-00-860-002

- (2) Make sure that these circuit breakers are closed:

F/O Electrical System Panel, P6-2

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|----------------------------|
| D | 1 | C01515 | OVERWING FLIGHT LOCK-RIGHT |
| D | 2 | C01514 | OVERWING FLIGHT LOCK-LEFT |

SUBTASK 52-22-00-860-003

- (3) Do these steps to simulate that the engines are in operation:

NOTE: These steps change the condition of the engine running relays to the engine in operation mode.

- (a) Make sure that there is no pneumatic power to the engine starters.
1) If it is necessary, do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806.
- (b) Make sure that the two thrust levers, found on the Control Stand P8, are in the Idle position.
- (c) Open these circuit breakers and install safety tags:

CAPT Electrical System Panel, P18-2

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|-------------------------|
| A | 1 | C00458 | ENGINE 1 IGNITION RIGHT |
| A | 3 | C00153 | ENGINE 1 IGNITION LEFT |

CAPT Electrical System Panel, P18-3

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|--------------------|
| C | 1 | C00523 | HEATERS CAPT PITOT |
| D | 5 | C00525 | HEATERS F/O PITOT |
| D | 6 | C00524 | HEATERS AUX PITOT |



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F/O Electrical System Panel, P6-1

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|------------------|
| D | 13 | C00120 | WEATHER RADAR RT |

F/O Electrical System Panel, P6-2

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|-------------------------|
| D | 4 | C00459 | ENGINE 2 IGNITION RIGHT |
| D | 6 | C00151 | ENGINE 2 IGNITION LEFT |

F/O Electrical System Panel, P6-3

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|-----------------------|
| B | 3 | C00360 | FUEL SPAR VALVE ENG 2 |
| B | 4 | C00359 | FUEL SPAR VALVE ENG 1 |

- (d) Make sure that the two engine start switches are in the OFF position.
- (e) Put the two engine Start Levers to the IDLE position for a minimum of 5 minutes.

WARNING: MAKE SURE THE ENGINES ARE NOT RUNNING. INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (f) Make sure that 3 of the 4 entry/service doors are closed.

WARNING: MAKE SURE THE CIRCUIT BREAKER FOR THE WEATHER RADAR SYSTEM ARE OPEN BEFORE YOU MOVE THE THRUST LEVERS. THE FORWARD MOVEMENT OF A THRUST LEVER CAN CAUSE THE AUTOMATIC OPERATION OF THE WEATHER RADAR SYSTEM. THE OPERATION OF THIS SYSTEM CAN CAUSE SERIOUS INJURY TO PERSONS AND DAMAGE TO EQUIPMENT IN THE AREA OF THE NOSE RADOME.

- (g) Push the two engine thrust levers fully forward.

D. Operational Test of the Flight Lock Mechanical Switch for the Emergency Exit Door

SUBTASK 52-22-00-710-004

- (1) Do the operational test of the flight lock mechanical switch for each emergency exit door:

WARNING: MAKE SURE THE DOOR OPENING PATH IS CLEAR BEFORE YOU RELEASE THE DOOR HANDLE. THE DOOR IS SPRING-LOADED TO OPEN AUTOMATICALLY. INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR.

- (a) Remove the emergency exit door handle cover.
- (b) Pull down on the door handle.

NOTE: The emergency exit door handle rotation is limited to approximately 15 degrees when the emergency exit is locked.

- (c) Make sure that the emergency exit is locked.
- (d) Examine the door warning lights on the P-5 panel:
 - 1) Make sure that the emergency exit light on the P-5 panel goes ON when you pull the emergency exit door handle.
 - 2) Move the door handle to the closed and locked position.
 - 3) Make sure that the emergency exit light on the P-5 overhead panel is OFF.
- (e) Examine the operation of the Engine Run Relays:



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- 1) Open this circuit breaker:

CAPT Electrical System Panel, P18-2

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|------------------|
| B | 3 | C01312 | ENGINE 1 RUN/PWR |

- 2) Make sure that the emergency exit lights on the P-5 overhead panel do not come ON.
- 3) Pull down on the door handle.
NOTE: The emergency exit door handle rotation is limited to approximately 15 degrees when the emergency exit is locked.
- 4) Make sure that the emergency exit is locked.
 - a) Move the door handle to the closed and locked position.
- 5) Close this circuit breaker:

CAPT Electrical System Panel, P18-2

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|------------------|
| B | 3 | C01312 | ENGINE 1 RUN/PWR |

- 6) Make sure that the emergency exit lights on the P-5 overhead panel are OFF.
- 7) Open this circuit breaker:

F/O Electrical System Panel, P6-2

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|------------------|
| B | 5 | C01313 | ENGINE 2 RUN/PWR |

- 8) Make sure that the emergency exit lights on the P-5 overhead panel do not come ON.
- 9) Pull down on the door handle.
NOTE: The emergency exit door handle rotation is limited to approximately 15 degrees when the emergency exit is locked.
- 10) Make sure that the emergency exit is locked.
- 11) Close this circuit breaker:

F/O Electrical System Panel, P6-2

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|------------------|
| B | 5 | C01313 | ENGINE 2 RUN/PWR |

- (f) Make sure that the emergency exit door handle cover is correctly installed.

E. Put the Airplane Back to Its Usual Condition

SUBTASK 52-22-00-860-004

- (1) Pull the two engine thrust levers back to the Idle position.

SUBTASK 52-22-00-860-005

- (2) Put the two engine Start Levers to the CUTOFF position.

SUBTASK 52-22-00-860-006

- (3) Close these circuit breakers:

CAPT Electrical System Panel, P18-2

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|-------------------------|
| A | 1 | C00458 | ENGINE 1 IGNITION RIGHT |



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(Continued)

CAPT Electrical System Panel, P18-2

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|------------------------|
| A | 3 | C00153 | ENGINE 1 IGNITION LEFT |

CAPT Electrical System Panel, P18-3

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|--------------------|
| C | 1 | C00523 | HEATERS CAPT PITOT |
| D | 5 | C00525 | HEATERS F/O PITOT |
| D | 6 | C00524 | HEATERS AUX PITOT |

F/O Electrical System Panel, P6-1

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|------------------|
| D | 13 | C00120 | WEATHER RADAR RT |

F/O Electrical System Panel, P6-2

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|-------------------------|
| D | 4 | C00459 | ENGINE 2 IGNITION RIGHT |
| D | 6 | C00151 | ENGINE 2 IGNITION LEFT |

F/O Electrical System Panel, P6-3

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|-----------------------|
| B | 3 | C00360 | FUEL SPAR VALVE ENG 2 |
| B | 4 | C00359 | FUEL SPAR VALVE ENG 1 |

————— END OF TASK ————

TASK 52-22-00-710-803

4. Emergency Exit Door Flight Lock Engagement Operational Test

Figure 502

NOTE: This procedure is a scheduled maintenance task.

A. References

| <u>Reference</u> | <u>Title</u> |
|------------------|---|
| 24-22-00-860-811 | Supply Electrical Power (P/B 201) |
| 52-22-51-000-801 | Emergency Exit Door Lining Removal (P/B 401) |
| 52-22-51-400-801 | Emergency Exit Door Lining Installation (P/B 401) |

B. Location Zones

| <u>Zone</u> | <u>Area</u> |
|-------------|----------------------------------|
| 832 | Left Forward Emergency Exit |
| 833 | Left Emergency Exit (STA 627.5) |
| 842 | Right Forward Emergency Exit |
| 843 | Right Emergency Exit (STA 627.5) |

C. Prepare for the Operational Test

SUBTASK 52-22-00-860-007

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

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| EFFECTIVITY |
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SUBTASK 52-22-00-860-008

- (2) Open these circuit breakers and install safety tags:

CAPT Electrical System Panel, P18-2

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|-------------------------|
| A | 1 | C00458 | ENGINE 1 IGNITION RIGHT |
| A | 3 | C00153 | ENGINE 1 IGNITION LEFT |

CAPT Electrical System Panel, P18-3

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|--------------------|
| C | 1 | C00523 | HEATERS CAPT PITOT |
| D | 5 | C00525 | HEATERS F/O PITOT |
| D | 6 | C00524 | HEATERS AUX PITOT |

F/O Electrical System Panel, P6-1

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|------------------|
| D | 13 | C00120 | WEATHER RADAR RT |

F/O Electrical System Panel, P6-2

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|-------------------------|
| D | 4 | C00459 | ENGINE 2 IGNITION RIGHT |
| D | 6 | C00151 | ENGINE 2 IGNITION LEFT |

F/O Electrical System Panel, P6-3

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|-----------------------|
| B | 3 | C00360 | FUEL SPAR VALVE ENG 2 |
| B | 4 | C00359 | FUEL SPAR VALVE ENG 1 |

SUBTASK 52-22-00-860-009

- (3) Make sure the two engine start switches are in the OFF position.

SUBTASK 52-22-00-860-010

- (4) Make sure that 3 of the 4 entry/service doors are closed.

SUBTASK 52-22-00-860-011

- (5) Make sure all of the emergency exit door lights, on P-5 Overhead panel, are off.

SUBTASK 52-22-00-010-009

- (6) Do this task: Emergency Exit Door Lining Removal, TASK 52-22-51-000-801.

D. Operational test of the Emergency Exit Door Flight Lock

SUBTASK 52-22-00-710-005

- (1) Do an operational test of the flight lock for the emergency exit door:
(a) Make sure the emergency exit doors are closed, latched and locked.
(b) Do these steps to energize the flight lock solenoid:
1) Put the two engine start levers to the IDLE position for a minimum of 5 minutes.



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WARNING: MAKE SURE THE CIRCUIT BREAKER FOR THE WEATHER RADAR SYSTEM ARE OPEN BEFORE YOU MOVE THE THRUST LEVERS. THE FORWARD MOVEMENT OF A THRUST LEVER CAN CAUSE THE AUTOMATIC OPERATION OF THE WEATHER RADAR SYSTEM. THE OPERATION OF THIS SYSTEM CAN CAUSE SERIOUS INJURY TO PERSONS AND DAMAGE TO EQUIPMENT IN THE AREA OF THE NOSE RADOME.

- 2) Push the two engine thrust levers fully forward.
 - 3) Make sure the flight lock pawl is fully engaged with the torque tube.
 - 4) Make sure the emergency exit door lights, on P-5 Overhead panel, are OFF.
- (c) Do these steps to de-energize the flight lock solenoid:
- 1) Pull the two engine thrust lever to idle position.
 - 2) Pull the two engine start levers back to CUT-OFF position.
 - 3) Make sure the flight lock pawl is not engaged with the torque tube.
 - 4) Make sure the emergency exit door lights, on the P5 Overhead panel, are OFF.

E. Put the Airplane Back to Its Usual Condition

SUBTASK 52-22-00-860-012

- (1) Remove the safety tags and close these circuit breakers:

CAPT Electrical System Panel, P18-2

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|-------------------------|
| A | 1 | C00458 | ENGINE 1 IGNITION RIGHT |
| A | 3 | C00153 | ENGINE 1 IGNITION LEFT |

CAPT Electrical System Panel, P18-3

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|--------------------|
| C | 1 | C00523 | HEATERS CAPT PITOT |
| D | 5 | C00525 | HEATERS F/O PITOT |
| D | 6 | C00524 | HEATERS AUX PITOT |

F/O Electrical System Panel, P6-1

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|------------------|
| D | 13 | C00120 | WEATHER RADAR RT |

F/O Electrical System Panel, P6-2

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|-------------------------|
| D | 4 | C00459 | ENGINE 2 IGNITION RIGHT |
| D | 6 | C00151 | ENGINE 2 IGNITION LEFT |

F/O Electrical System Panel, P6-3

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|-----------------------|
| B | 3 | C00360 | FUEL SPAR VALVE ENG 2 |
| B | 4 | C00359 | FUEL SPAR VALVE ENG 1 |

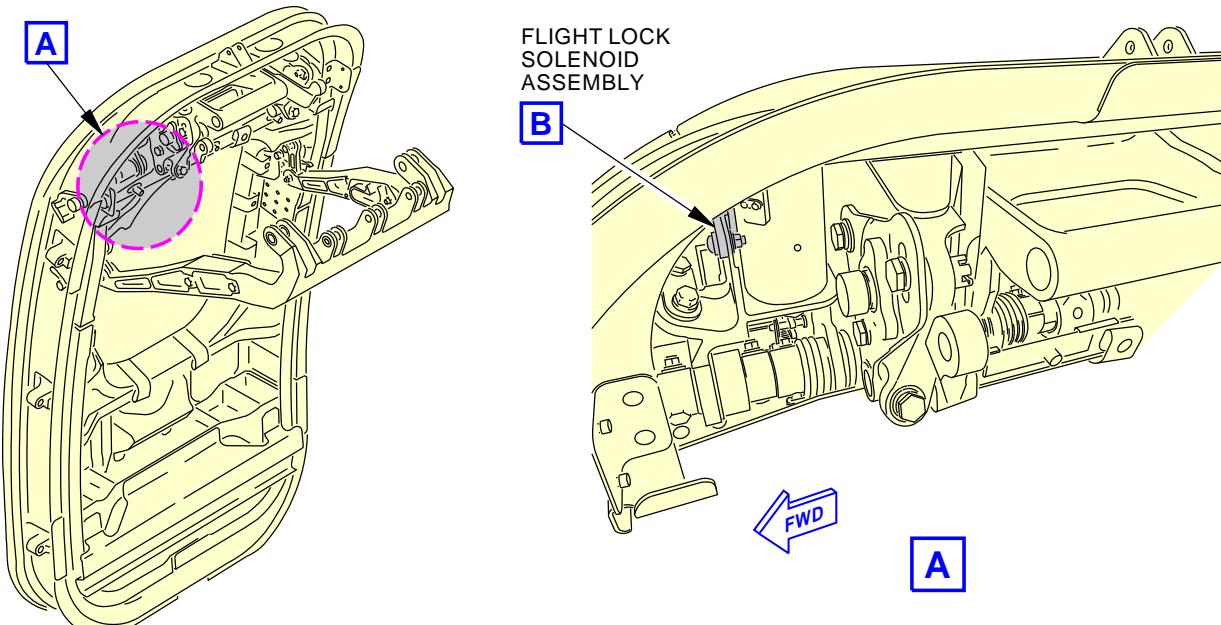
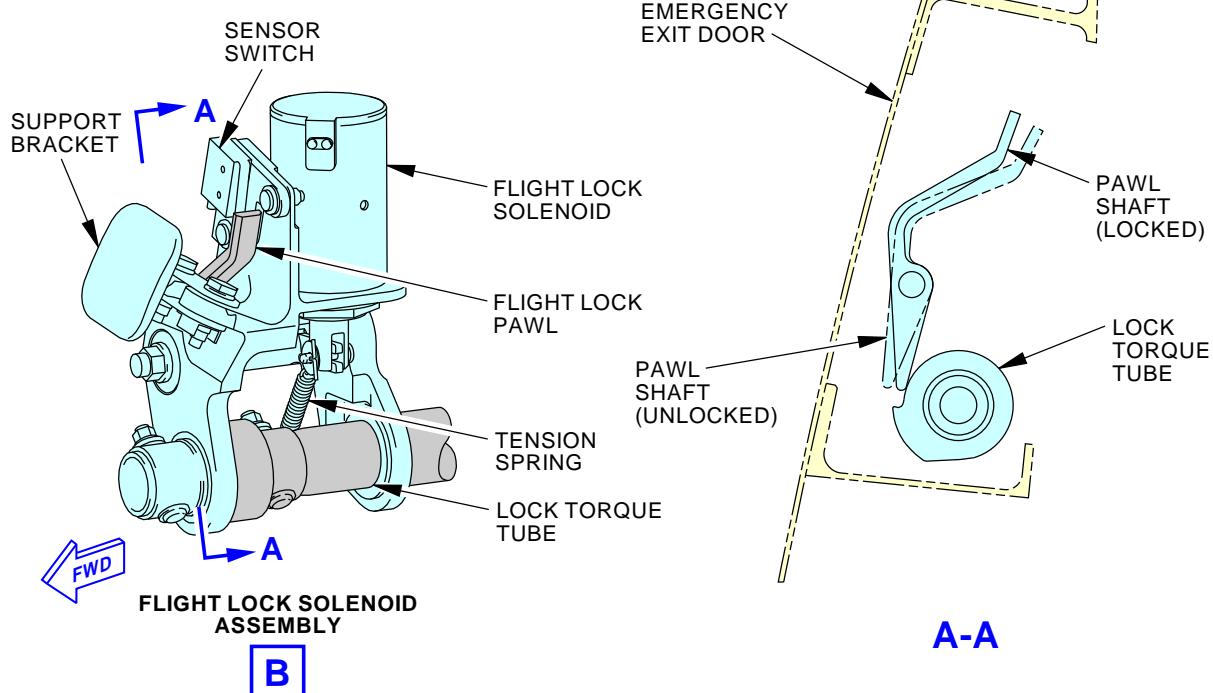
SUBTASK 52-22-00-410-008

- (2) Do this task: Emergency Exit Door Lining Installation, TASK 52-22-51-400-801.

———— END OF TASK ————

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| EFFECTIVITY |
| AKS ALL |

52-22-00


**EMERGENCY EXIT DOOR
(EXAMPLE)**


2105355 S0000449382_V2

Emergency Exit Door Flight Lock Engagement Operational Test
Figure 502/52-22-00-990-811

 EFFECTIVITY
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TASK 52-22-00-820-801

5. Emergency Exit Door Adjustment

(Figure 503, Figure 504, and Figure 505)

A. General

- (1) Do the procedure with the airplane on its landing gear.
- (2) The Emergency Exit Door System Test must be completed after any adjustment is made to the door.

B. References

| Reference | Title |
|------------------|--|
| 52-22-51-000-801 | Emergency Exit Door Lining Removal (P/B 401) |
| 52-22-51-400-801 | Emergency Exit Door Lining Installation (P/B 401) |
| 52-71-22-820-805 | Emergency Exit Door Indication Switch Adjustment (P/B 201) |

C. Consumable Materials

| Reference | Description | Specification |
|-----------|---|-------------------------------|
| G01912 | Lockwire - MS20995NC32, Monel - 0.032 Inch (0.8128 mm) Diameter | NASM20995 |
| G02020 | Clay, Modeling | |
| G50136 | Compound - Corrosion Inhibiting, Non-drying | BMS3-38 |
| G50237 | Compound - Corrosion Inhibiting, Non-drying - Cor-Ban 27L | BMS3-38, NSN 6850-01-469-7645 |

D. Location Zones

| Zone | Area |
|------|----------------------------------|
| 832 | Left Forward Emergency Exit |
| 833 | Left Emergency Exit (STA 627.5) |
| 842 | Right Forward Emergency Exit |
| 843 | Right Emergency Exit (STA 627.5) |

E. Prepare for the Initial Adjustment

SUBTASK 52-22-00-020-001

CAUTION: DO NOT OPERATE THE DOOR WITHOUT THE SNUBBER CORRECTLY INSTALLED. IF THE SNUBBER IS NOT INSTALLED, THE DOOR CAN OPEN TOO FAST AND CAUSE DAMAGE TO THE DOOR HINGE.

- (1) Disconnect the snubber rod end from the door as follows:
 - (a) Remove cotter pin, nut, washer, bushing, washer and bolt from the door hinge.

SUBTASK 52-22-00-000-002

WARNING: THE COUNTERBALANCES ARE SPRING LOADED. REMOVE THE DOOR FROM THE FUSELAGE BEFORE DISCONNECTING THE COUNTERBALANCES FROM THE DOOR HINGE. IF YOU DO NOT OBEY THIS WARNING, DAMAGE TO EQUIPMENT OR INJURY TO PERSONS CAN OCCUR.

- (2) Disconnect the counterbalance actuators from the door.
 - (a) Remove cotter pins, nuts, washers, bushings, washers, and bolts.

SUBTASK 52-22-00-010-001

- (3) Do this task: Emergency Exit Door Lining Removal, TASK 52-22-51-000-801.

| | |
|-------------|---------|
| EFFECTIVITY | AKS ALL |
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52-22-00



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F. Initial Adjustment

SUBTASK 52-22-00-820-001

- (1) Do the stop pins adjustment (Figure 503):
 - (a) Make sure the door is closed, locked, and has the correct flushness.
 - (b) Measure the clearance between the stop pins and the stop pads on the forward and aft sides of the door.
 - (c) If it is necessary, adjust the clearance as follows:
 - 1) Open the door.
 - 2) Remove the nuts on the stop pins.
 - 3) Put one countersunk washer under each stop pin head, (Figure 503).
 - 4) Close and lock the door.
 - 5) Push the stop pins into the fuselage stop fittings.
 - 6) Measure and record the clearances between the heads of the stop pins and the countersunk washers you installed.
 - 7) Open the door.
 - 8) Install washers with a thickness equal to the clearance you recorded under the heads of the stop pins.
 - 9) Install and the nuts and washers to hold the stop pins.
 - 10) Tighten the nuts to 50-80 pound-inches.

SUBTASK 52-22-00-820-002

- (2) Do the initial lock receiver adjustment:
 - (a) Close the door.
 - (b) Make sure the door is flush with the fuselage.
 - (c) Make sure the clearance between the lock roller and the lock receiver is as shown in Figure 503.
 - (d) If it is necessary, adjust as follows:
 - 1) Do the initial adjustment as follows:
 - a) Open the door.
 - b) Loosen the bolts and washers that attach the lock receivers to the fuselage frame, (Figure 503).
 - c) Close the door.
 - d) Push the door against the stop fittings.
 - e) Move the lock receivers inboard on their serrated plates until they touch the lock rollers.
 - f) Move the lock receivers back to the nearest serration.
 - g) Open the door.
 - h) Tighten the bolts and washers to attach the lock receivers to the fuselage frame.
 - i) Close the door.
 - j) Move the door handle from the lock to unlock position.
 - k) Make sure the lock roller moves freely.

EFFECTIVITY
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AIRCRAFT MAINTENANCE MANUAL

SUBTASK 52-22-00-820-003

- (3) Do the flushness adjustment:
- Close and lock the door.
 - As a minimum, measure the flushness between the door skin and the fuselage skin, along the edge of the door at the locations that follow:

NOTE: Make additional measurements as required.

 - Within 1.0 inch of each stop fitting along the forward and aft edges of the door.
 - Along the upper and lower edges of the door adjacent to the tangent points at the door corners.
 - Make sure the flushness is as shown, (Figure 505).
 - If it is necessary, adjust as follows:
 - Adjust the flushness of the door in the sequence specified:

NOTE: It may be necessary to do the Lock Receiver Adjustment to get the door flushness.

 - Adjust the door flushness at the bottom edge as follows, (Figure 505):
 - Open the door.
 - Loosen the nuts and washers that attach the lower stop track fitting.
 - Close the door.
 - Move the lower stop fitting inboard or outboard to get the correct door flushness at bottom.
 - Open the door.
 - Tighten the bolts and washers that attach the lower stop fitting.
 - Adjust the door flushness at the top edge as follows:
 - Close the door.
 - Make sure the bottom door edge has correct adjustment.
 - Measure the top edge of door misfair at the upper door stop fittings.
 - Open the door.
 - Adjust the washers under the stop pin heads to get the correct alignment.
 - Adjust the door flushness at the center edges as follows:
 - Close the door.
 - Measure the center edges of door misfair at the forward and aft center door stop fittings.
 - Open the door.
 - Adjust washers under stop pin heads to get the correct fair. The correct clearance between the stop pin and fuselage stop is 0.000-0.016 inch (0-0.406 mm).

NOTE: Look at the top and bottom door edges for correct fair.

SUBTASK 52-22-00-820-004

- (4) Do the lock roller adjustment:
- Close and lock the door.

EFFECTIVITY
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AIRCRAFT MAINTENANCE MANUAL

- (b) Make sure the distance the lock rollers engage in the lock receivers is as shown, (Figure 503).
- (c) If it is necessary, adjust as follows:
 - 1) Open the door.
 - 2) Remove the nuts, adjustment washers and cotter pins from the lock roller.
 - 3) Add or remove adjustment washers under the lock roller to increase or decrease the roller depth in the lock receiver.
 - 4) Install the nuts, adjustment washers, and cotter pins.
 - 5) If more adjustment is necessary, adjust as follows:

CAUTION: THE LOCK TORQUE TUBE IS A SPRING LOADED ASSEMBLY. IF YOU DO NOT HOLD THE TORQUE TUBE, THE FORCE IN THE SPRINGS WILL CAUSE THEM TO MOVE OUT OF POSITION. DAMAGE TO THE EQUIPMENT MAY OCCUR.

- a) Remove the bolts, washers and nuts that attach the lock crank to the lock torque tube, (Figure 503).
- b) Remove the lock crank from the torque tube.
- c) Move adjustment spacers from one end of the lock torque tube to the opposite end to change the distance the lock roller engages in the lock receiver on one end of the lock torque tube.
- d) Make sure the lock roller and lock torque tube end play is 0.02 inch maximum.
- e) Install the lock crank in the lock torque tube.
- f) Install the bolts, washers and nuts to attach the lock crank to the lock torque tube, (Figure 503).

SUBTASK 52-22-00-820-005

- (5) Do the door vertical stop pin alignment adjustment:
 - (a) Measure the up and down stop pin alignment as follows:
 - 1) Open the door.
 - 2) Put a small quantity of clay, G02020 on the stop pads.
 - 3) Close the door.
 - (b) Make sure the stop pins align with the stop pads as shown, (Figure 503).
 - (c) If it is necessary, adjust as follows:
 - 1) Close and lock the door.
 - 2) Remove the lockwire from the adjustment screws located on the forward and aft door intercostal.
 - 3) Loosen the latch roller plate bolts.
 - 4) Make sure the bottom of the latch roller is contacting the latch track.
 - 5) Use the two adjustment screws to move the door up or down.
- NOTE: Each turn of adjustment screw is 0.02 inch (0.51 mm).
- a) To raise the door, turn both adjustment screws counterclockwise.
 - b) To lower the door, turn both adjustment screws clockwise.
 - c) To tilt the door forward or aft, turn one adjustment screw clockwise and the opposite adjustment screw counterclockwise.

EFFECTIVITY
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- 6) Tighten the latch roller plate bolts.
- 7) Install the MS20995NC32 lockwire, G01912.
- 8) Remove the clay, G02020 from the door stops and pins.

SUBTASK 52-22-00-820-006

- (6) Do the door horizontal stop pin alignment adjustment:
 - (a) Measure the forward and aft stop pin alignment as follows: plate.
 - 1) Open the door.
 - 2) Put a small quantity of clay, G02020 on the stop pads.
 - 3) Close the door.
 - 4) Open the door.
 - 5) Make sure the stop pins align with the stop pads, (Figure 503).
 - 6) If it is necessary adjust as follows:
 - a) Remove the bolts, washers, and nuts that attach the latch receiver to the hinge arm.
 - b) Install a new laminated shim or remove laminations from the shim under the latch receiver to get the correct clearance.
 - (b) Apply Cor-Ban 27L Compound, G50237 (preferred) or corrosion inhibiting compound, G50136 (alternate) to bare laminations.
 - (c) Install bolts, washers, and nuts that attach the latch receiver.
 - (d) Remove the clay, G02020 from the stop pads and pins.

SUBTASK 52-22-00-000-003

- (7) Do the lower rub pad adjustment:
 - (a) Close the door.
 - (b) Measure the clearance between the rub pad and the centering block as shown, (Figure 503).
 - (c) Make sure that the clearance is as specified.
 - (d) If it is necessary, adjust as follows:
 - 1) Open the door.
 - 2) Remove the bolts, nuts, and washers that attach the rub pad to the door.
 - 3) Remove the screws that attach the rub pad and laminated shims to the bracket.
 - 4) Install a new laminated shim or remove laminations from the shims under the rub pad to get correct clearance.

EFFECTIVITY
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AIRCRAFT MAINTENANCE MANUAL

WARNING: USE NITRILE GLOVES FOR SKIN PROTECTION WHEN YOU USE COR-BAN 27L, G50237. IF IT GETS ON YOUR SKIN, IMMEDIATELY REMOVE IT WITH WATER. IF THIS MATERIAL GETS IN YOUR EYES, IMMEDIATELY FLUSH YOUR EYES WITH WATER. GET MEDICAL AID. THIS MATERIAL CONTAINS FLAMMABLE AGENTS WHICH CAN CAUSE INJURIES TO PERSONNEL.

- 5) Apply Cor-Ban 27L Compound, G50237 (preferred) or corrosion inhibiting compound, G50136 (alternate) to bare laminations.
- 6) Install the screws that attach the rub pad and laminated shim to the bracket.
- 7) Install the bolts, nuts, and washers that attach the rub pad to the door.

G. Prepare for the Final Adjustment

SUBTASK 52-22-00-410-001

CAUTION: DO NOT OPERATE THE DOOR WITHOUT THE SNUBBER CORRECTLY INSTALLED. IF THE SNUBBER IS NOT INSTALLED, THE DOOR CAN OPEN TOO FAST AND CAUSE DAMAGE TO THE DOOR HINGE.

- (1) Connect the snubber rod end to the door:
 - (a) Install bolt, washer, bushing, washer, nut and new cotter pin.
 - (b) Tighten the nut to 30-50 pound-inches (3.4-5.6 Nm).

SUBTASK 52-22-00-410-002

WARNING: THE COUNTERBALANCES ARE SPRING LOADED. CONNECT THE COUNTERBALANCES TO THE DOOR HINGE BEFORE INSTALLING THE DOOR. IF YOU DO NOT OBEY THIS WARNING, DAMAGE TO EQUIPMENT OR INJURY TO PERSONS CAN OCCUR.

- (2) Connect the counterbalance actuators to the door:
 - (a) Install bolts, washers, bushings, washers, nuts and install new cotter pins.
 - (b) Tighten the nut to 30-50 pound-inches (3.4-5.6 Nm).

H. Final Adjustment

SUBTASK 52-22-00-010-002

WARNING: MAKE SURE THE DOOR OPENING PATH IS CLEAR BEFORE YOU RELEASE THE DOOR HANDLE. THE DOOR IS SPRING-LOADED TO OPEN AUTOMATICALLY AND INJURIES COULD OCCUR.

- (1) Fully open the door.

SUBTASK 52-22-00-220-001

- (2) Measure the distance from the top edge of the door to the fuselage as shown, (Figure 503).

SUBTASK 52-22-00-220-002

- (3) Make sure that the limits are as specified.

SUBTASK 52-22-00-820-007

- (4) If it is necessary, adjust the counterbalance actuator as follows:
 - (a) Disconnect the snubber.
 - (b) Remove the lockwire on the jammuts.
 - (c) Loosen the jamnut.
 - (d) Adjust rodend to get correct clearance.

EFFECTIVITY
AKS ALL

52-22-00



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AIRCRAFT MAINTENANCE MANUAL

- (e) Tighten jamnut.
- (f) Install the MS20995NC32 lockwire, G01912.

SUBTASK 52-22-00-820-008

- (5) Skin Clearance Adjustment (Figure 504)

WARNING: MAKE SURE THE DOOR OPENING PATH IS CLEAR BEFORE YOU RELEASE THE DOOR HANDLE. THE DOOR IS SPRING-LOADED TO OPEN AUTOMATICALLY AND INJURIES COULD OCCUR.

- (a) Open the door.
- (b) Put a small quantity of clay, G02020 on the stop pads.
- (c) Close the door.
- (d) Make sure the stop pins are centered on the stop pads in the target area as shown, (Figure 503).
- (e) If it is necessary, adjust as follows:
 - 1) Do the door vertical stop pin alignment adjustment to get the correct skin clearance.
 - 2) Do the door horizontal stop pin alignment adjustment to get the correct skin clearance.

SUBTASK 52-22-00-820-009

- (6) Do the final lock receiver adjustment, (Figure 503):

- (a) Make sure the door is closed and locked.
- (b) Push on the door handle until the handle seal is compressed.
- (c) Make sure handle touches the door pressure stop contact surface, (Figure 503).
- (d) Measure the clearance between the lock rollers and lock receivers are as shown, (Figure 503).
- (e) If it is necessary, adjust as follows:

WARNING: MAKE SURE THE DOOR OPENING PATH IS CLEAR BEFORE YOU RELEASE THE DOOR HANDLE. THE DOOR IS SPRING-LOADED TO OPEN AUTOMATICALLY AND INJURIES COULD OCCUR.

- 1) Open the door.
- 2) Loosen the bolts that attach the lock receivers to the fuselage frame.
- 3) Move the lock receivers on their serrated plates to get the correct clearance.
- 4) Tighten the bolts that attach lock receivers to the fuselage frame.
- 5) Close the door.
- 6) Move the door handle from the lock to unlock position.
- 7) Make sure the lock rollers move freely.

SUBTASK 52-22-00-820-010

- (7) Do this task: Emergency Exit Door Indication Switch Adjustment, TASK 52-71-22-820-805.

I. Put the Airplane Back to its Usual Condition

SUBTASK 52-22-00-410-003

- (1) Do this task: Emergency Exit Door Lining Installation, TASK 52-22-51-400-801.

———— END OF TASK ———

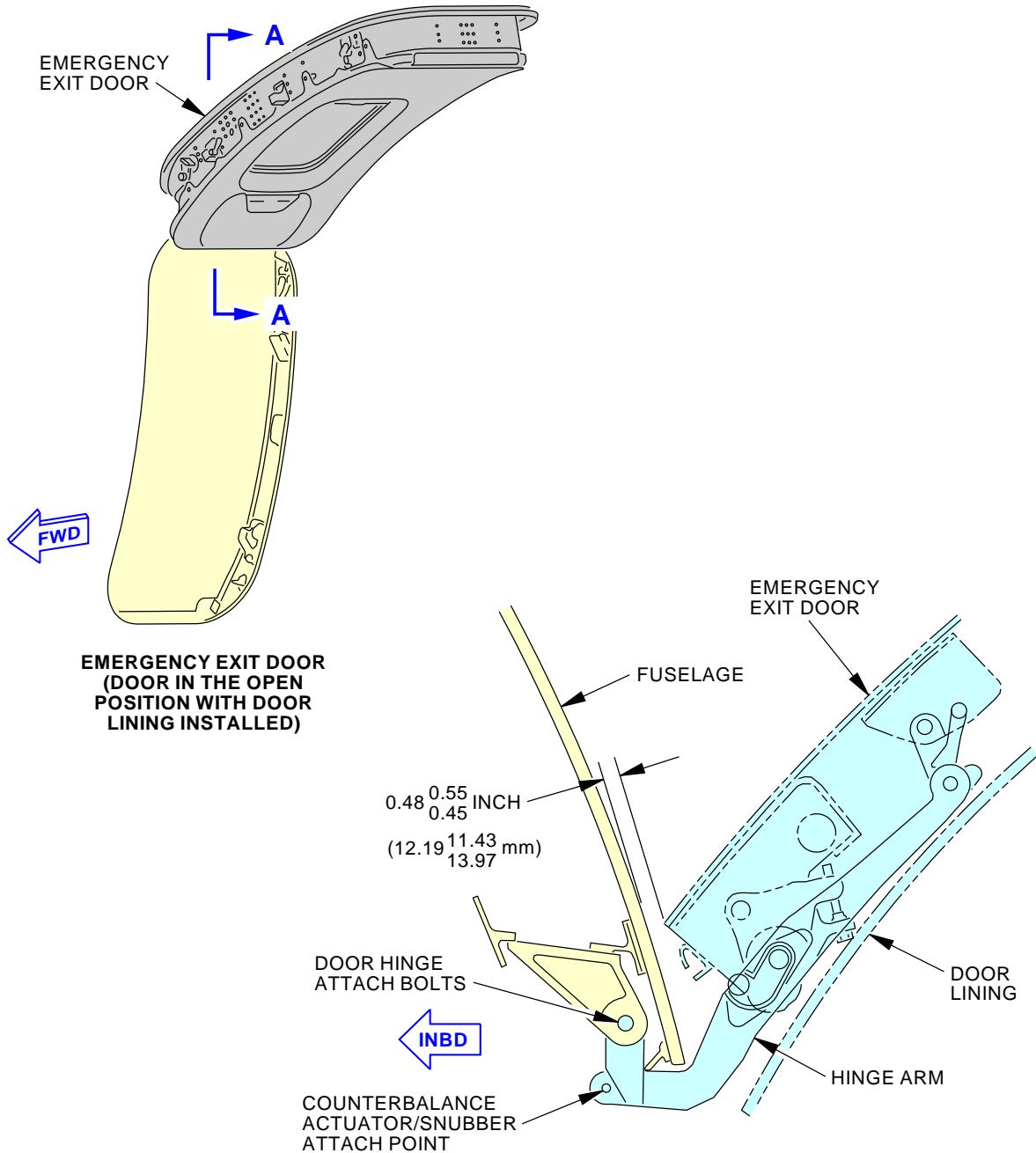
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| EFFECTIVITY | AKS ALL |
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AIRCRAFT MAINTENANCE MANUAL



NOTE:

A-A

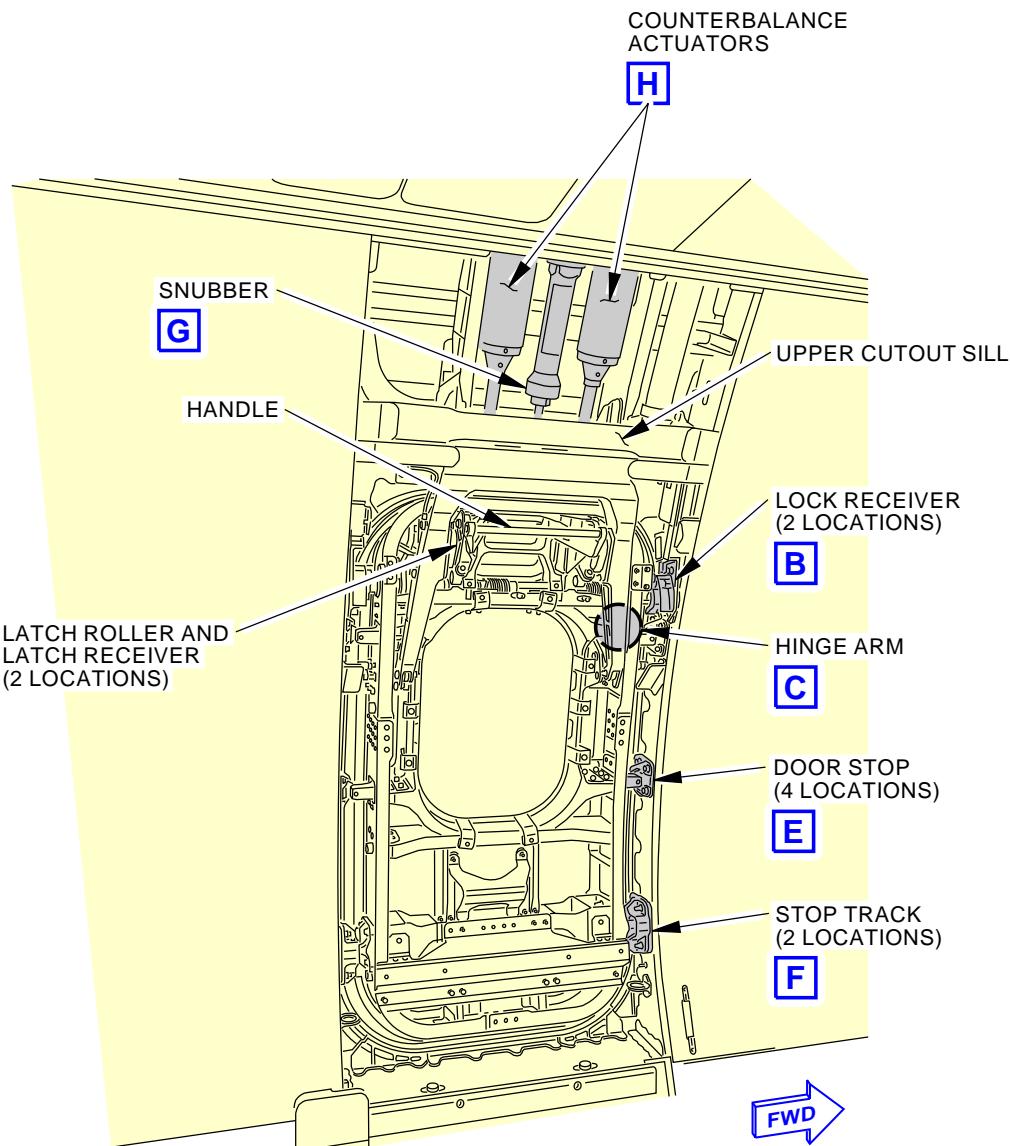
H08394 S0006579965_V2

Emergency Exit Door - Adjustment
Figure 503/52-22-00-990-807 (Sheet 1 of 8)

EFFECTIVITY
AKS ALL

52-22-00

DC22A101 AKS



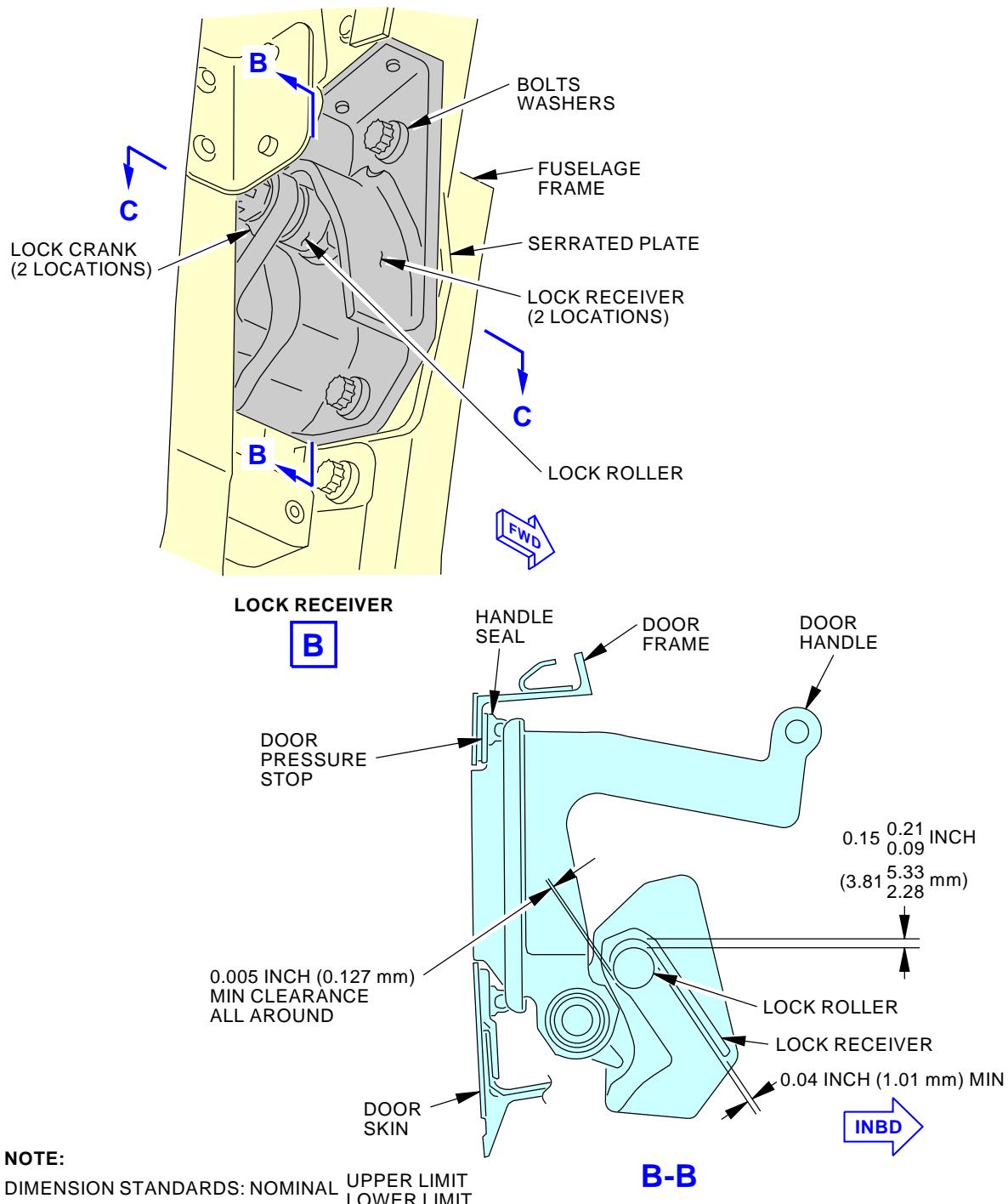
EMERGENCY EXIT DOOR
(DOOR IN THE CLOSED POSITION
WITH DOOR LINING REMOVED)
(EXAMPLE)

H08645 S0006579966_V2

Emergency Exit Door - Adjustment
Figure 503/52-22-00-990-807 (Sheet 2 of 8)

EFFECTIVITY
AKS ALL

52-22-00



H08902 S0006579967_V2

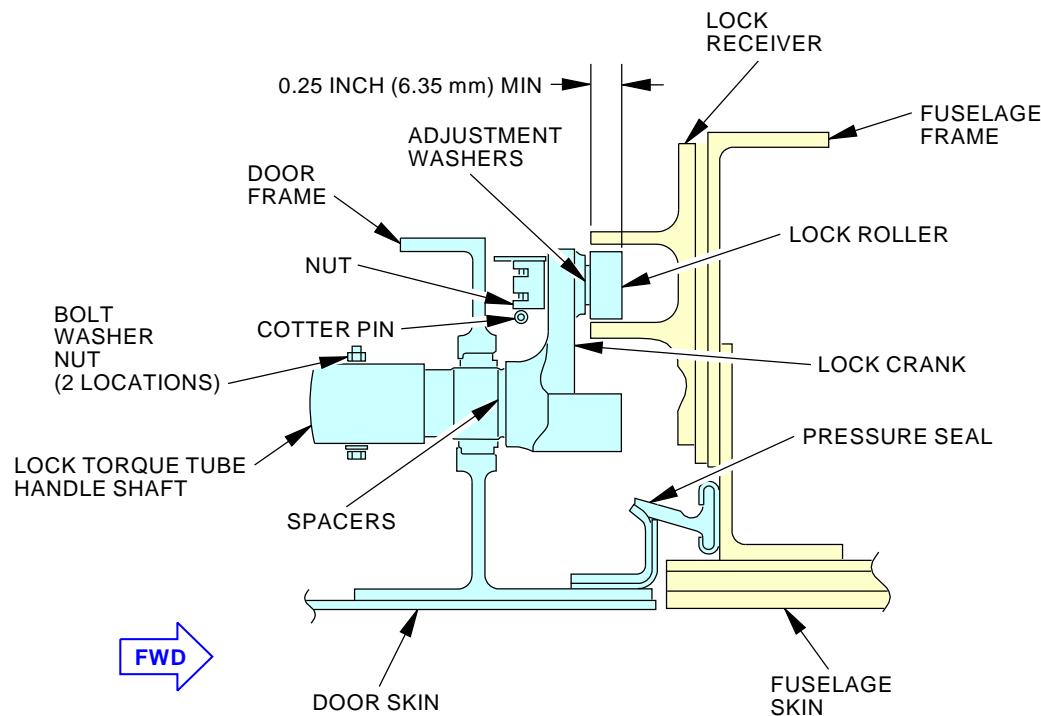
Emergency Exit Door - Adjustment
Figure 503/52-22-00-990-807 (Sheet 3 of 8)

EFFECTIVITY
AKS ALL

52-22-00



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AIRCRAFT MAINTENANCE MANUAL



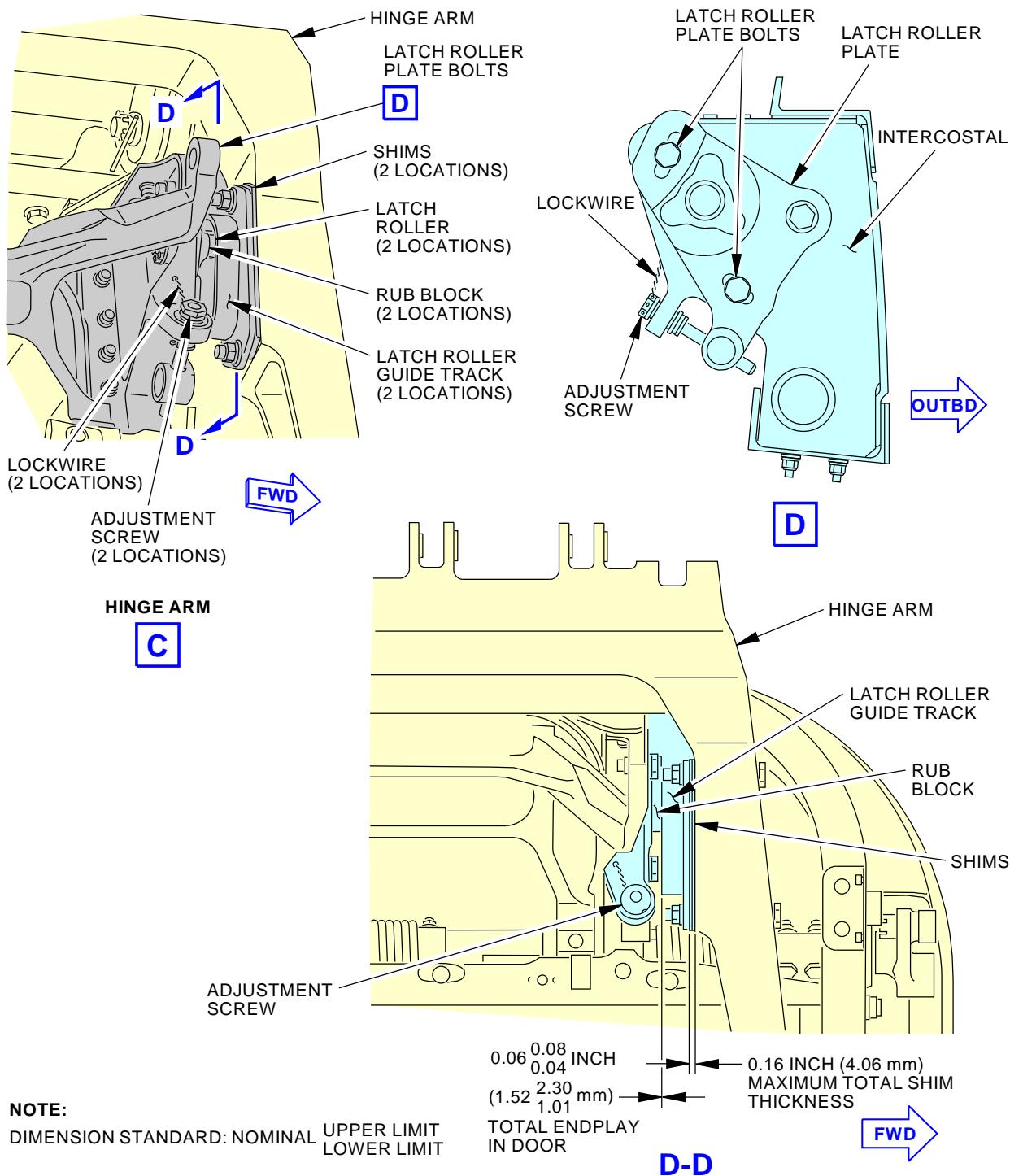
H09119 S0006579968_V2

Emergency Exit Door - Adjustment
Figure 503/52-22-00-990-807 (Sheet 4 of 8)

EFFECTIVITY
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52-22-00

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AIRCRAFT MAINTENANCE MANUAL

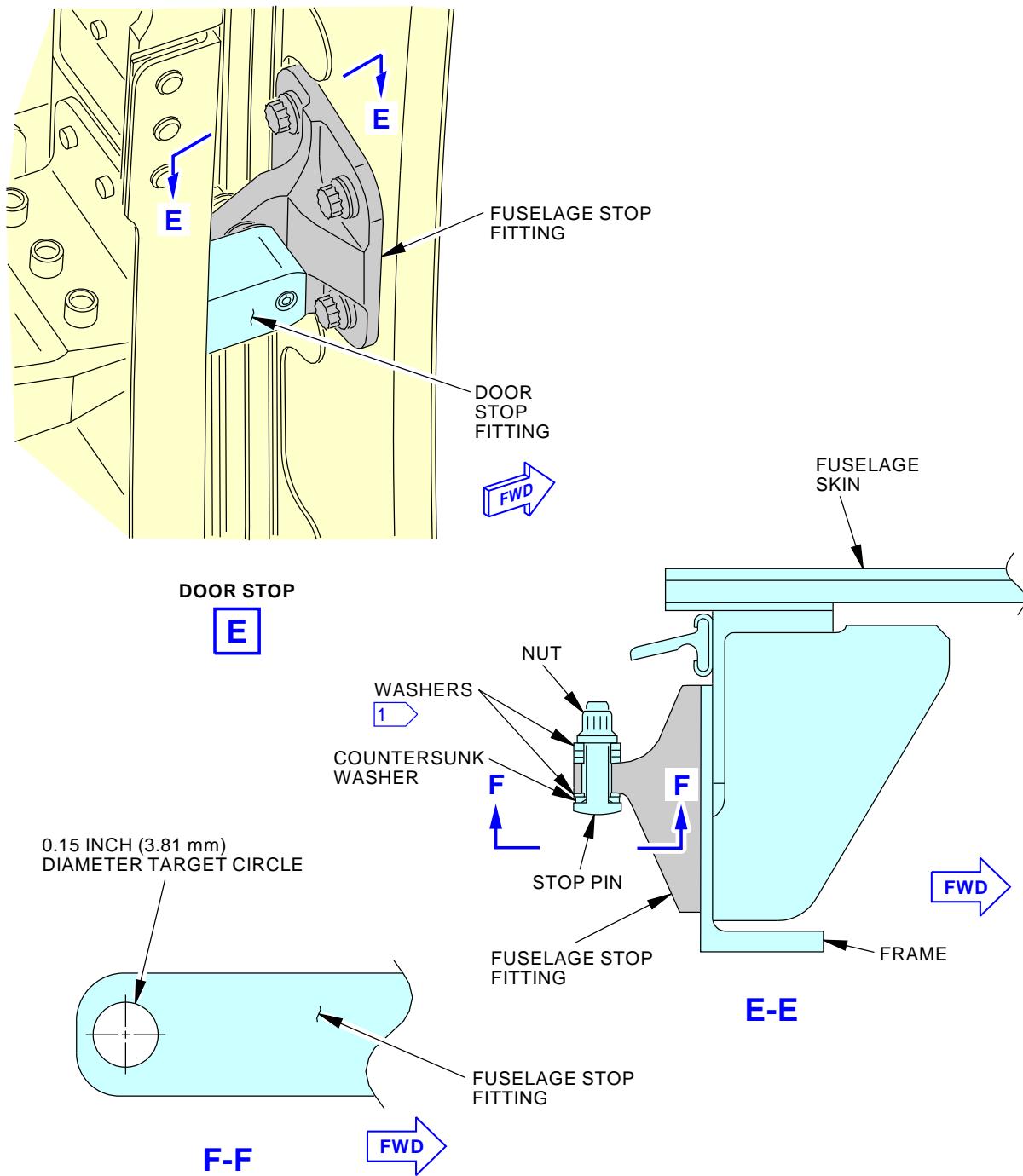


H09215 S0006579969_V2

Emergency Exit Door - Adjustment
Figure 503/52-22-00-990-807 (Sheet 5 of 8)

EFFECTIVITY
 AKS ALL

52-22-00



1 ADD WASHER AS NECESSARY TO GET THE CORRECT CLEARANCE
BETWEEN THE STOP PIN AND FUSELAGE STOP FITTING.

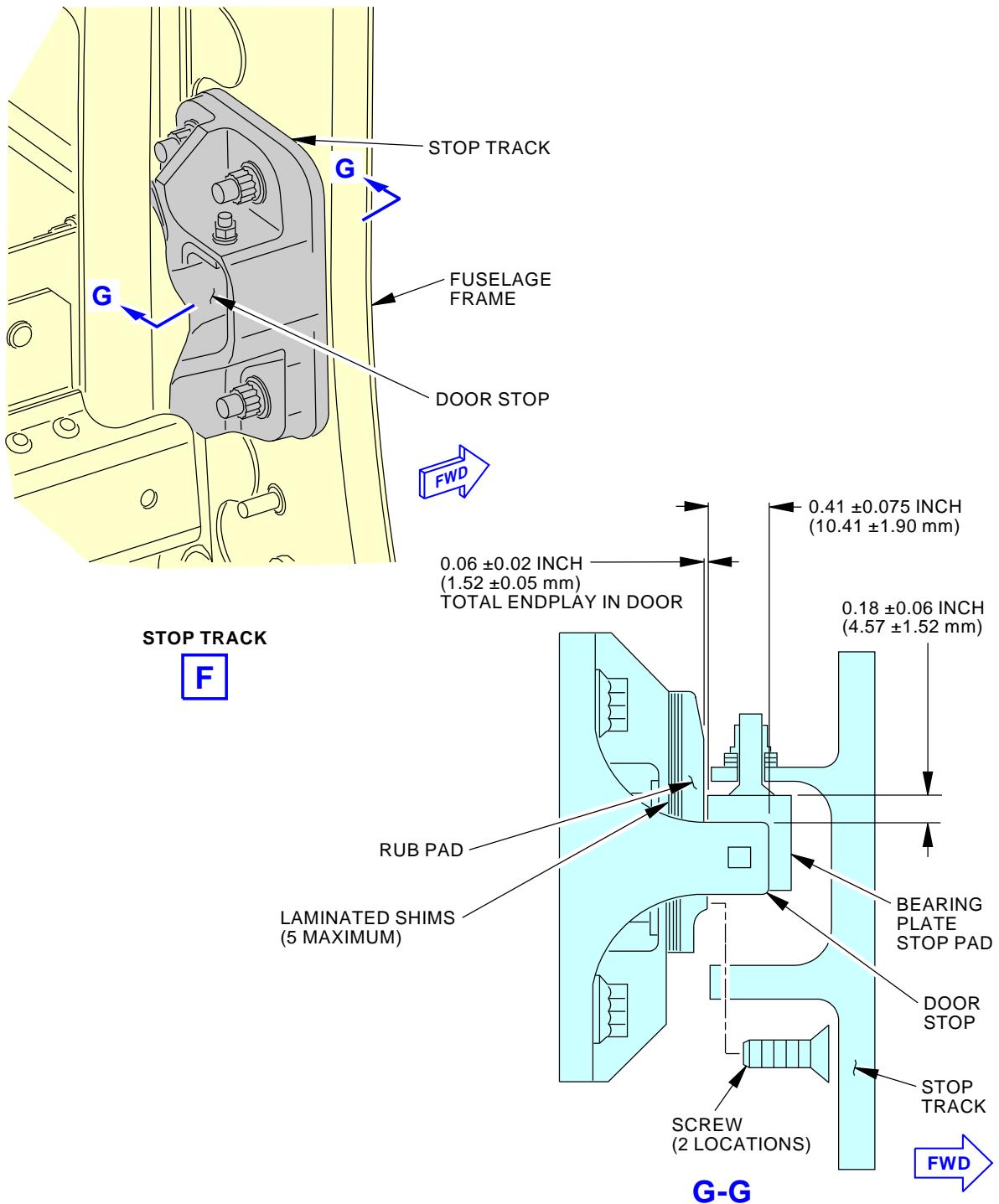
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Emergency Exit Door - Adjustment
Figure 503/52-22-00-990-807 (Sheet 6 of 8)

EFFECTIVITY
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Oct 15/2015

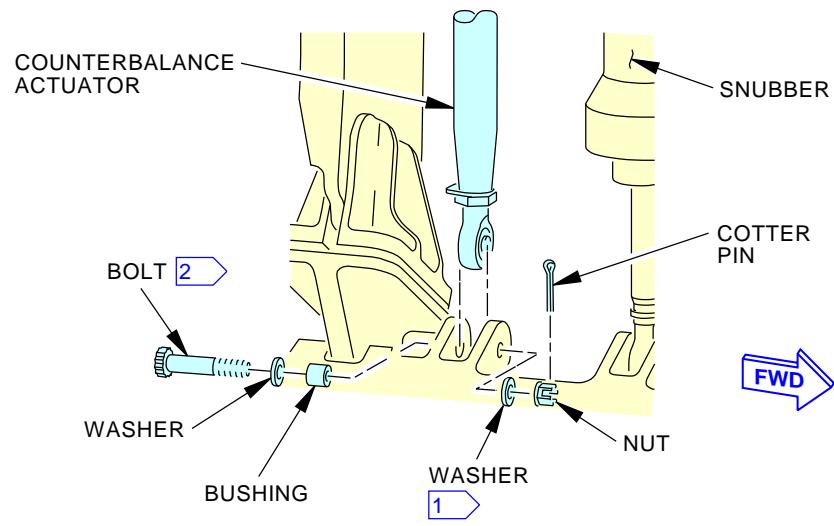
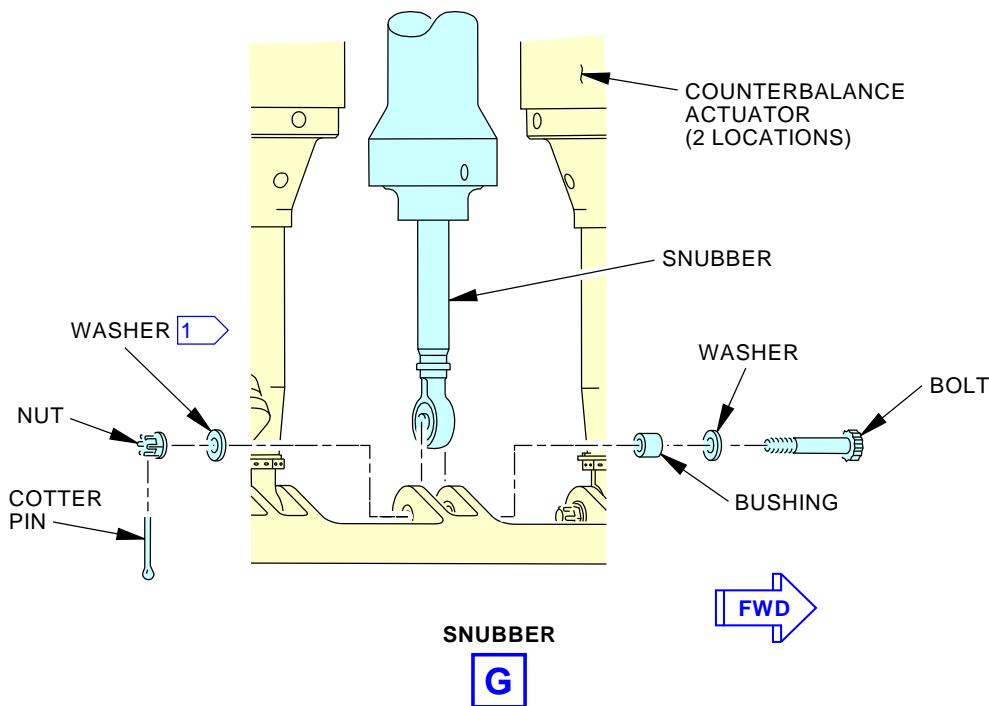


H20008 S0006579971_V2

Emergency Exit Door - Adjustment
Figure 503/52-22-00-990-807 (Sheet 7 of 8)

EFFECTIVITY
AKS ALL

52-22-00



- 1** MAXIMUM OF 4 WASHERS
- 2** BOLT HEAD AND BUSHING ARE ON SAME SIDE

**COUNTERBALANCE ACTUATORS
(EXAMPLE)**
H

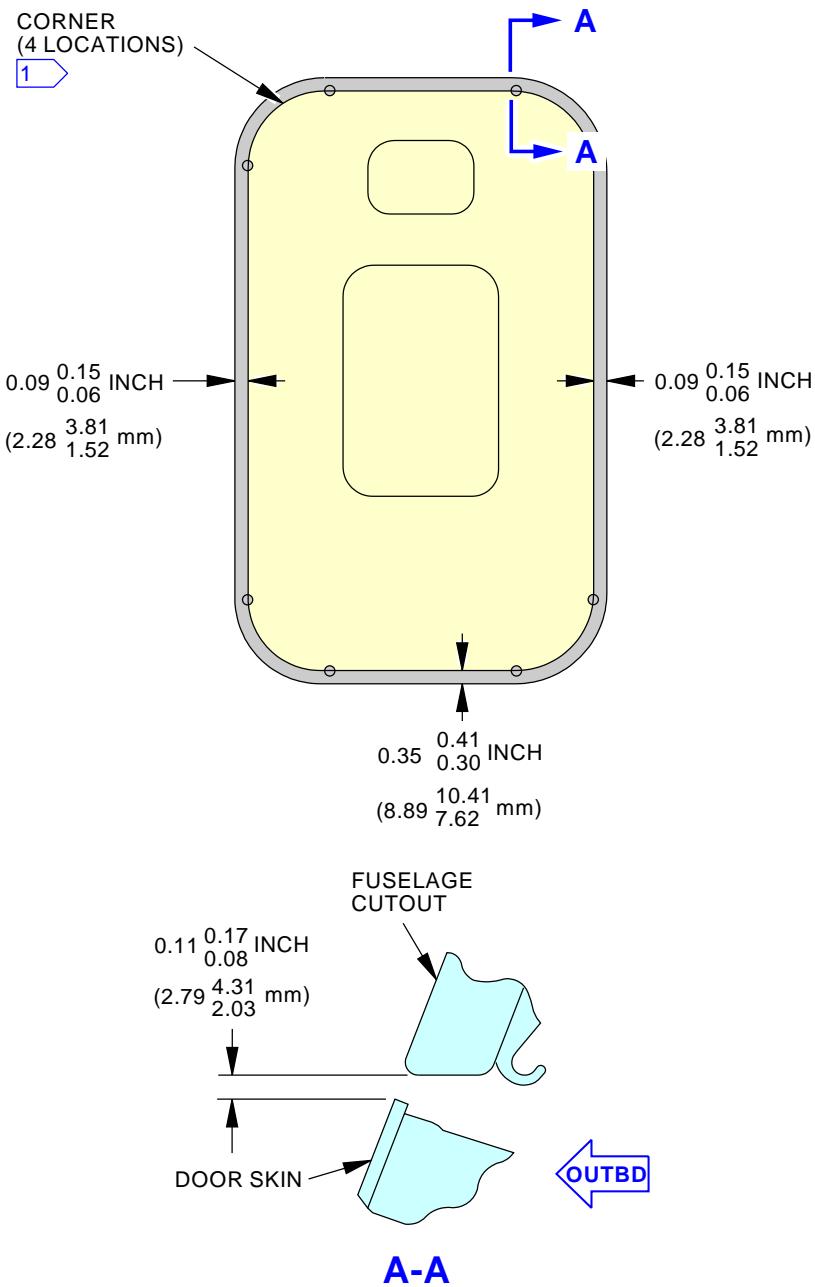
K32195 S0006579972_V2

**Emergency Exit Door - Adjustment
Figure 503/52-22-00-990-807 (Sheet 8 of 8)**

 EFFECTIVITY
AKS ALL
52-22-00



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NOTE:

DIMENSION STANDARD: NOMINAL UPPER LIMIT
 LOWER LIMIT

- 1 THE SKIN CLEARANCE GRADUALLY CHANGES AROUND THE CORNER FROM THE LOWER TO THE HIGHER SKIN CLEARANCE

H28988 S0006579973_V2

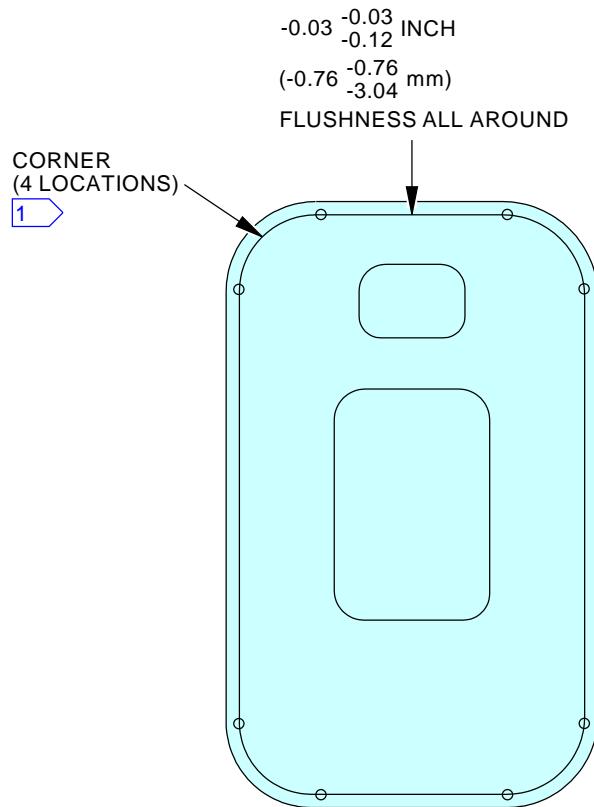
Emergency Exit Door Skin Clearances
Figure 504/52-22-00-990-808

EFFECTIVITY
AKS ALL

52-22-00



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NOTE:

DIMENSION STANDARD: NOMINAL UPPER LIMIT
 LOWER LIMIT

NOTE:

A NEGATIVE FLUSHNESS SHOWS THE DOOR IS INBOARD OF THE FUSELAGE CUTOUT.

FLUSHNESS IS NOT APPLICABLE AT CORNERS.

H29020 S0006579974_V2

Emergency Exit Door Flushness
Figure 505/52-22-00-990-809

EFFECTIVITY
AKS ALL

52-22-00



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TASK 52-22-00-400-801

6. Emergency Exit Door System Test

Figure 503

A. General

- (1) The system test will make sure that the door is correctly installed, adjusted, and that the mechanical systems operate correctly.
- (2) The door seal and lining are installed for the system test.
- (3) Do an adjustment if the door does not pass the system test.
 - (a) Do this task: Emergency Exit Door Adjustment, TASK 52-22-00-820-801.

B. References

| Reference | Title |
|------------------|---|
| 24-22-00-860-811 | Supply Electrical Power (P/B 201) |
| 36-00-00-860-806 | Remove Pressure from the Pneumatic System (P/B 201) |
| 52-22-51-000-801 | Emergency Exit Door Lining Removal (P/B 401) |
| 52-22-51-400-801 | Emergency Exit Door Lining Installation (P/B 401) |

C. Tools/Equipment

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

| Reference | Description |
|-----------|---|
| COM-1557 | Gauge - Force Part #: DG-200 Supplier: 92456 Part #: FDIX 100 Supplier: 0BFD9 Part #: FDIX 50 Supplier: 0BFD9 Part #: LG-050 Supplier: 92456 Part #: LG-100 Supplier: 92456 Opt Part #: DPP-500G Supplier: 92456 Opt Part #: DPPH-150 Supplier: 92456 Opt Part #: DPPH-200 Supplier: 92456 Opt Part #: DPPH-50 Supplier: 92456 Opt Part #: FDI 100 Supplier: 0BFD9 Opt Part #: FDI 50 Supplier: 0BFD9 Opt Part #: FDV 100 Supplier: 0BFD9 Opt Part #: FDV 50 Supplier: 0BFD9 |

D. Location Zones

| Zone | Area |
|------|----------------------------------|
| 832 | Left Forward Emergency Exit |
| 833 | Left Emergency Exit (STA 627.5) |
| 842 | Right Forward Emergency Exit |
| 843 | Right Emergency Exit (STA 627.5) |

E. Prepare for the System Test

SUBTASK 52-22-00-840-002

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



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SUBTASK 52-22-00-840-003

- (2) Open these circuit breakers and install safety tags:

F/O Electrical System Panel, P6-2

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|----------------------------|
| D | 1 | C01515 | OVERWING FLIGHT LOCK-RIGHT |
| D | 2 | C01514 | OVERWING FLIGHT LOCK-LEFT |

F. System Test of the Emergency Exit Door

SUBTASK 52-22-00-730-001

- (1) Do the system test for the emergency exit door:

- (a) Use one of these methods to change the condition of the engine running relays:

- 1) Either start or stop the engine.
- 2) Or, do these steps to simulate the engine running:
 - a) Make sure there is no pneumatic power to the engine starters.
<1> Do this task: Remove Pressure from the Pneumatic System, TASK 36-00-00-860-806.
 - b) Open these circuit breakers and install safety tags:

CAPT Electrical System Panel, P18-2

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|-------------------------|
| A | 1 | C00458 | ENGINE 1 IGNITION RIGHT |
| A | 3 | C00153 | ENGINE 1 IGNITION LEFT |

CAPT Electrical System Panel, P18-3

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|--------------------|
| C | 1 | C00523 | HEATERS CAPT PITOT |
| D | 5 | C00525 | HEATERS F/O PITOT |
| D | 6 | C00524 | HEATERS AUX PITOT |

F/O Electrical System Panel, P6-1

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|------------------|
| D | 13 | C00120 | WEATHER RADAR RT |

F/O Electrical System Panel, P6-2

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|-------------------------|
| D | 4 | C00459 | ENGINE 2 IGNITION RIGHT |
| D | 6 | C00151 | ENGINE 2 IGNITION LEFT |

F/O Electrical System Panel, P6-3

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|-----------------------|
| B | 3 | C00360 | FUEL SPAR VALVE ENG 2 |
| B | 4 | C00359 | FUEL SPAR VALVE ENG 1 |

- c) Make sure both engine start switches are in the OFF position.
- d) Put both engine start levers to the IDLE position for a minimum of 5 minutes.

| |
|-------------|
| EFFECTIVITY |
| AKS ALL |

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WARNING: MAKE SURE THE ENGINES ARE NOT RUNNING. IF YOU DO NOT OBEY THIS WARNING, INJURY TO PERSONS OR DAMAGE TO THE EQUIPMENT MAY OCCUR.

- | (b) Make sure that three of the four Entry/Service doors are closed.
- (c) Make sure all of the Emergency Exit Doors are closed.

WARNING: MAKE SURE THE CIRCUIT BREAKER FOR THE WEATHER RADAR SYSTEM ARE OPEN BEFORE YOU MOVE THE THRUST LEVERS. THE FORWARD MOVEMENT OF A THRUST LEVER CAN CAUSE THE AUTOMATIC OPERATION OF THE WEATHER RADAR SYSTEM. THE OPERATION OF THIS SYSTEM CAN CAUSE SERIOUS INJURY TO PERSONS AND DAMAGE TO EQUIPMENT IN THE AREA OF THE NOSE RADOME.

- (d) Push both engine thrust levers fully forward.
- (e) Press the Master Caution switch to deactivate the light and turn off the Doors indication lights (P-7).
- (f) If the Master Caution switch light is activated, the emergency Exit lights (P-5) should be on.
- (g) Pull both engine thrust levers back to idle.
- (h) Remove the safety tags and close these circuit breakers:

F/O Electrical System Panel, P6-2

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|----------------------------|
| D | 1 | C01515 | OVERWING FLIGHT LOCK-RIGHT |
| D | 2 | C01514 | OVERWING FLIGHT LOCK-LEFT |

- (i) Push both engine thrust levers fully forward.
- (j) All of the emergency exit door lights should be off.
- (k) Push the Master Caution recall button.
- (l) Make sure that the PSEU light is off.
- (m) Do these steps to check the flight lock solenoid.
 - 1) Make sure that the Master Caution light, PSEU light, and all door warning lights on the P-5 panel are off.
 - 2) Remove the emergency exit door handle cover.

WARNING: MAKE SURE THE DOOR OPENING PATH IS CLEAR BEFORE YOU RELEASE THE DOOR HANDLE. THE DOOR IS SPRING-LOADED TO OPEN AUTOMATICALLY. THIS CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.

- 3) Pull down on the emergency exit door handle to make sure the door is locked.

NOTE: Handle movement is only 15 degrees with the flight lock solenoid engaged.

- 4) Make sure that the emergency light on the P-5 panel is on.
- 5) Stow the emergency exit door handle.
- 6) Make sure that the emergency light on the P-5 panel is off.

- (n) Pull both engine thrust levers back to idle.

SUBTASK 52-22-00-840-001

- (2) Do these steps to return the engine running relays back to the not running condition.

EFFECTIVITY
AKS ALL

52-22-00

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- (a) Put both engine start levers to the CUTOFF position.
- (b) Remove the safety tags and close these circuit breakers:

CAPT Electrical System Panel, P18-2

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|-------------------------|
| A | 1 | C00458 | ENGINE 1 IGNITION RIGHT |
| A | 3 | C00153 | ENGINE 1 IGNITION LEFT |

CAPT Electrical System Panel, P18-3

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|--------------------|
| C | 1 | C00523 | HEATERS CAPT PITOT |
| D | 5 | C00525 | HEATERS F/O PITOT |
| D | 6 | C00524 | HEATERS AUX PITOT |

F/O Electrical System Panel, P6-1

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|------------------|
| D | 13 | C00120 | WEATHER RADAR RT |

F/O Electrical System Panel, P6-2

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|-------------------------|
| D | 4 | C00459 | ENGINE 2 IGNITION RIGHT |
| D | 6 | C00151 | ENGINE 2 IGNITION LEFT |

F/O Electrical System Panel, P6-3

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|-----------------------|
| B | 3 | C00360 | FUEL SPAR VALVE ENG 2 |
| B | 4 | C00359 | FUEL SPAR VALVE ENG 1 |

SUBTASK 52-22-00-730-002

- (3) If the door does not pass the system test, adjust the door.
 - (a) Do this task: Emergency Exit Door Adjustment, TASK 52-22-00-820-801

SUBTASK 52-22-00-820-011

- (4) Do a test of the door handle:
 - (a) Close and lock the door.
 - 1) Do this task: Emergency Exit Door Lining Removal, TASK 52-22-51-000-801.

WARNING: YOU MUST HAVE THE AID OF ONE MORE PERSON TO KEEP THE DOOR IN THE CLOSED POSITION. IF YOU DO NOT OBEY THIS INSTRUCTION, THE DOOR CAN OPEN QUICKLY AND INJURY TO PERSONS CAN OCCUR.

- (b) Use the force gauge, COM-1557 to move the handle to the open position.
- (c) Make sure that the force is 18 lbf (80 N) to 28 lbf (125 N) without the door lining installed.
- (d) To adjust the door handle force, do this task: Emergency Exit Door Adjustment, TASK 52-22-00-820-801. Do the door flushness adjustment.

NOTE: Adjustment of the door inboard will correct high handle force at the end of handle travel.

- (e) Close and lock door.

| | |
|-------------|---------|
| EFFECTIVITY | AKS ALL |
|-------------|---------|

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(f) Do this task: Emergency Exit Door Lining Installation, TASK 52-22-51-400-801.

———— END OF TASK ——

———— EFFECTIVITY ——
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EMERGENCY EXIT DOOR - INSPECTION/CHECK

1. General

- I A. This procedure has these tasks:
 - (1) A check of the emergency exit door
 - (2) A check of the emergency exit door pressure seal
 - (3) A visual inspection of the emergency exit door latch components
 - (4) A visual inspection of the emergency exit door flight locks.
- I B. This procedure is the same for each emergency exit door.

TASK 52-22-00-200-801

2. Emergency Exit Door Inspection/Check

A. References

| Reference | Title |
|------------------|---|
| 52-22-00-580-801 | Open the Emergency Exit Door (P/B 201) |
| 52-22-00-580-803 | Close the Emergency Exit Door (P/B 201) |
| 52-22-51-000-801 | Emergency Exit Door Lining Removal (P/B 401) |
| 52-22-51-400-801 | Emergency Exit Door Lining Installation (P/B 401) |

B. Location Zones

| Zone | Area |
|------|----------------------------------|
| 832 | Left Forward Emergency Exit |
| 833 | Left Emergency Exit (STA 627.5) |
| 842 | Right Forward Emergency Exit |
| 843 | Right Emergency Exit (STA 627.5) |

C. Prepare for the Inspection

SUBTASK 52-22-00-010-003

- (1) Do this task: Emergency Exit Door Lining Removal, TASK 52-22-51-000-801.

SUBTASK 52-22-00-010-004

- (2) MAKE SURE That THE DOOR OPENING PATH IS CLEAR BEFORE YOU RELEASE THE DOOR HANDLE. THE DOOR IS SPRING LOADED TO OPEN AUTOMATICALLY AND INJURIES COULD OCCUR

WARNING: BEFORE YOU RELEASE THE DOOR HANDLE, MAKE SURE THAT THE DOOR WILL NOT HIT PERSONNEL OR EQUIPMENT. THE SPRING WILL CAUSE THE DOOR TO OPEN AUTOMATICALLY. INJURIES TO PERSONNEL, AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (3) Open and close the door as necessary to get access to the door components (Open the Emergency Exit Door, TASK 52-22-00-580-801, Close the Emergency Exit Door, TASK 52-22-00-580-803).

D. Inspection

SUBTASK 52-22-00-210-001

- (1) Do a visual inspection of the door external structure and handle mechanism as follows:
 - (a) Examine the external skin.
 - 1) Look for cracks and corrosion.

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- 2) Look for burrs.
 - 3) Look for loose and missing fasteners.
- (b) Examine the external handle.
- 1) Look for cracks and corrosion.
 - 2) Look for too much wear.

SUBTASK 52-22-00-210-002

- (2) Do a visual inspection of the attach structure as follows:
- (a) Examine the hinge arm.
- 1) Look for cracks and corrosion.
 - 2) Look for too much wear.
- (b) Examine the door hinge lock pawl.
- 1) Look for cracks and corrosion
 - 2) Make sure the bolts fully engage the nuts.
- (c) Examine the hinge arm fasteners.
- 1) Make sure the bolts fully engage the nuts.
 - 2) Make sure the bolt threads are not damaged.

SUBTASK 52-22-00-210-003

- (3) Do a visual inspection of the door internal structure and door handle as follows:
- (a) Examine the internal frames.
- 1) Look for cracks and corrosion.
 - 2) Look for loose and missing fasteners.
- (b) Examine the internal skin.
- 1) Look for cracks and corrosion.
 - 2) Look for burrs.
 - 3) Look for loose and missing fasteners.
- (c) Examine the window.
- 1) Look for cracks.
- (d) Examine the window frame.
- 1) Look for cracks and corrosion.
- (e) Examine the door handle.
- 1) Look for cracks and corrosion.
 - 2) Look for too much wear.
- (f) Examine the handle housing.
- 1) Look for cracks and corrosion
- (g) Examine the lock shaft torque tube.
- 1) Make sure the bolts fully engage the nuts.
 - 2) Make sure the shaft torque tube is not binding.
 - 3) Look for cracks and corrosion.
- (h) Examine the latch cranks and latch rollers.

EFFECTIVITY
AKS ALL

52-22-00



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- 1) Look for cracks and corrosion.
- 2) Look for too much wear.
- 3) Look for unwanted particles on the latch rollers.
- (i) Examine the lock cranks and lock rollers.
 - 1) Look for cracks and corrosion.
 - 2) Look for too much wear.
 - 3) Look for unwanted particles on the lock rollers.

SUBTASK 52-22-00-210-004

- (4) Do a visual inspection of the counterbalance and snubber as follows:
 - (a) Examine the counterbalance.
 - 1) Make sure the counterbalance actuators are correctly attached.
 - 2) Look for cracks or corrosion.
 - (b) Examine the snubber
 - 1) Make sure the snubber is correctly attached.
 - 2) Make sure the snubber is not leaking fluid.
 - 3) Look for cracks or corrosion.

SUBTASK 52-22-00-210-005

- (5) Do a visual inspection of the fuselage frame as follows:
 - (a) Examine the fuselage stop fittings and stop pads.
 - 1) Look for cracks and corrosion.
 - 2) Look for wear that is not in the center of the stop pads.
 - 3) Look for unwanted particles on the stop fittings.
 - (b) Examine the latch receivers.
 - 1) Look for cracks, corrosion, and too much wear.
 - 2) Look for unwanted particles in the latch receivers.
 - (c) Examine the stop track.
 - 1) Look for cracks and corrosion.
 - 2) Look for unwanted particles on the stop track.
 - (d) Examine the structure around the door opening.
 - 1) Look for cracks and corrosion.
 - 2) Look for loose and missing fasteners.

E. Put the Airplane Back to Its Usual Condition

SUBTASK 52-22-00-210-006

- (1) Do this task: Emergency Exit Door Lining Installation, TASK 52-22-51-400-801.

———— END OF TASK ————

| |
|-------------|
| EFFECTIVITY |
| AKS ALL |

52-22-00



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TASK 52-22-00-200-802

3. Emergency Exit Door Pressure Seal Check

A. References

| Reference | Title |
|------------------|---|
| 52-22-00-580-801 | Open the Emergency Exit Door (P/B 201) |
| 52-22-00-580-803 | Close the Emergency Exit Door (P/B 201) |

B. Location Zones

| Zone | Area |
|------|----------------------------------|
| 832 | Left Forward Emergency Exit |
| 833 | Left Emergency Exit (STA 627.5) |
| 842 | Right Forward Emergency Exit |
| 843 | Right Emergency Exit (STA 627.5) |

C. Prepare for the Inspection

SUBTASK 52-22-00-010-005

WARNING: BEFORE YOU RELEASE THE DOOR HANDLE, MAKE SURE THAT THE DOOR WILL NOT HIT PERSONNEL OR EQUIPMENT. THE SPRING WILL CAUSE THE DOOR TO OPEN AUTOMATICALLY. INJURIES TO PERSONNEL, AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (1) Open the door: (Open the Emergency Exit Door, TASK 52-22-00-580-801).

D. Inspection

SUBTASK 52-22-00-210-007

- (1) Do a visual inspection of the door pressure seal as follows:
 - (a) Examine the seal.
 - 1) Look for cracks, holes, and tears.
 - 2) Look for indications of seal deterioration.
 - 3) Make sure the seal is installed in the seal retainer.

E. Put the Airplane Back to Its Usual Condition

SUBTASK 52-22-00-410-004

- (1) Close the door: (Close the Emergency Exit Door, TASK 52-22-00-580-803).

———— END OF TASK ————

TASK 52-22-00-210-801

4. Emergency Exit Door Latch Components Visual Inspection

NOTE: This procedure is a scheduled maintenance task.

A. References

| Reference | Title |
|------------------|---|
| 52-22-00-580-801 | Open the Emergency Exit Door (P/B 201) |
| 52-22-00-580-803 | Close the Emergency Exit Door (P/B 201) |
| 52-22-51-000-801 | Emergency Exit Door Lining Removal (P/B 401) |
| 52-22-51-400-801 | Emergency Exit Door Lining Installation (P/B 401) |

EFFECTIVITY
AKS ALL

52-22-00

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B. Location Zones

| Zone | Area |
|------|----------------------------------|
| 832 | Left Forward Emergency Exit |
| 833 | Left Emergency Exit (STA 627.5) |
| 842 | Right Forward Emergency Exit |
| 843 | Right Emergency Exit (STA 627.5) |

C. Procedure

SUBTASK 52-22-00-010-006

- (1) Do this task: Emergency Exit Door Lining Removal, TASK 52-22-51-000-801.

SUBTASK 52-22-00-010-007

WARNING: BEFORE YOU RELEASE THE DOOR HANDLE, MAKE SURE THAT THE DOOR WILL NOT HIT PERSONNEL OR EQUIPMENT. THE SPRING WILL CAUSE THE DOOR TO OPEN AUTOMATICALLY. INJURIES TO PERSONNEL, AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (2) Open and close the door as necessary to get access to the door components (Open the Emergency Exit Door, TASK 52-22-00-580-801, Close the Emergency Exit Door, TASK 52-22-00-580-803).

SUBTASK 52-22-00-210-008

- (3) Do a visual inspection of the latch rollers, links and pivot fittings for the emergency exit door:
 - (a) Look for cracks and corrosion.
 - (b) Look for too much wear.
 - (c) Look for unwanted particles.

SUBTASK 52-22-00-410-006

- (4) Do this task: Emergency Exit Door Lining Installation, TASK 52-22-51-400-801.

———— END OF TASK ————

TASK 52-22-00-210-802

5. Emergency Exit Door Flight Locks Visual Inspection

NOTE: This procedure is a scheduled maintenance task.

A. References

| Reference | Title |
|------------------|---|
| 52-22-51-000-801 | Emergency Exit Door Lining Removal (P/B 401) |
| 52-22-51-400-801 | Emergency Exit Door Lining Installation (P/B 401) |

B. Location Zones

| Zone | Area |
|------|----------------------------------|
| 832 | Left Forward Emergency Exit |
| 833 | Left Emergency Exit (STA 627.5) |
| 842 | Right Forward Emergency Exit |
| 843 | Right Emergency Exit (STA 627.5) |

C. Procedure

SUBTASK 52-22-00-010-008

- (1) Do this task: Emergency Exit Door Lining Removal, TASK 52-22-51-000-801.

| |
|-------------|
| EFFECTIVITY |
| AKS ALL |

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SUBTASK 52-22-00-210-009

- (2) Do a visual inspection of the flight locks on the emergency exit door:
 - (a) Look for cracks and corrosion.
 - (b) Look for too much wear.
 - (c) Look for unwanted particles.

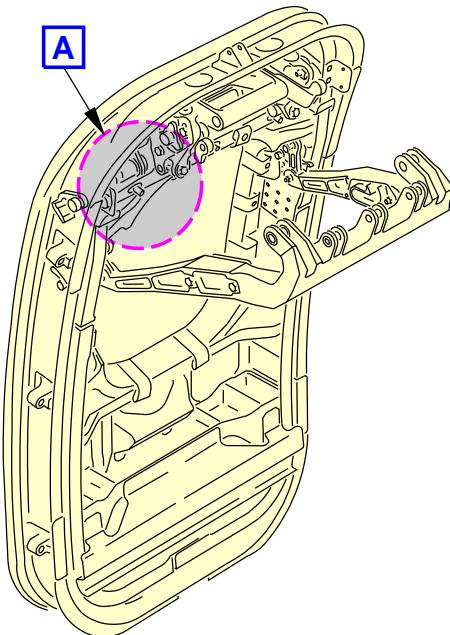
SUBTASK 52-22-00-410-007

- (3) Do this task: Emergency Exit Door Lining Installation, TASK 52-22-51-400-801.

———— END OF TASK ————

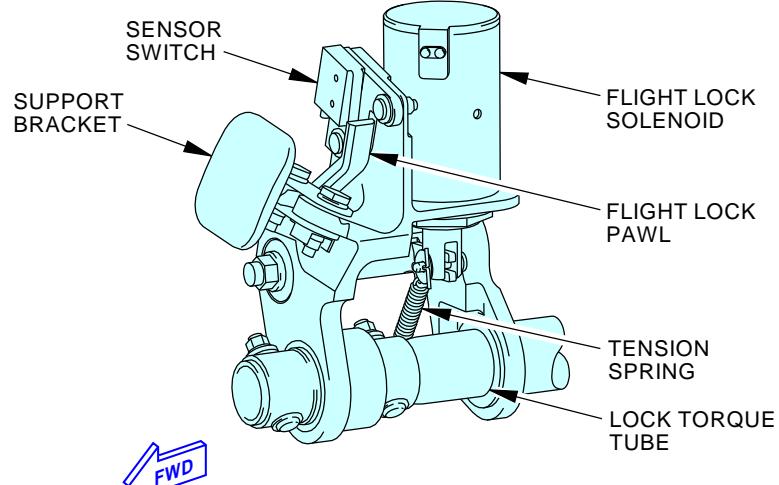
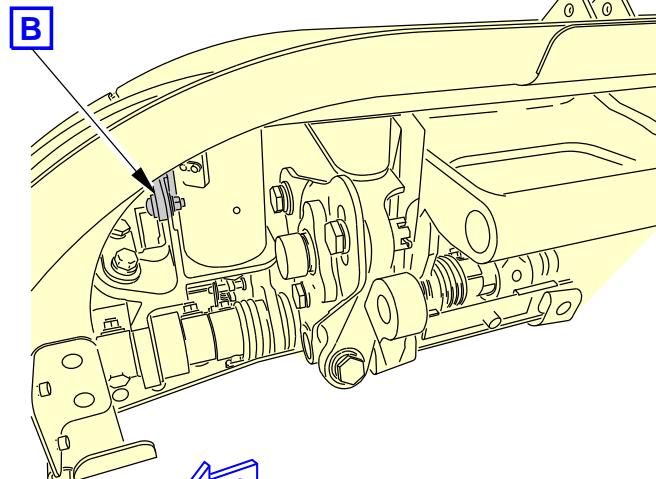
EFFECTIVITY
AKS ALL

52-22-00



**EMERGENCY EXIT DOOR
(EXAMPLE)**

FLIGHT LOCK
SOLENOID
ASSEMBLY



**FLIGHT LOCK SOLENOID
ASSEMBLY**



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Emergency Exit Door Flight Locks Visual Inspection

Figure 601/52-22-00-990-806

EFFECTIVITY
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52-22-00



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EMERGENCY EXIT DOOR STOP BEARING PLATE - REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
 - (1) The emergency exit door stop bearing plate removal.
 - (2) The emergency exit door stop bearing plate installation.
- B. This procedure is applicable for each emergency exit door stop bearing plate.

TASK 52-22-01-000-801

2. Emergency Exit Door Stop Bearing Plate Removal

A. References

| Reference | Title |
|------------------|---|
| 52-22-00 P/B 201 | EMERGENCY EXIT DOOR - MAINTENANCE PRACTICES |

B. Tools/Equipment

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

| Reference | Description |
|-----------|------------------------|
| SPL-11423 | Tool - Bearing Removal |

C. Consumable Materials

| Reference | Description | Specification |
|-----------|--|----------------------|
| B00083 | Solvent - VM&P Naphthas | ASTM D-3735 Type III |
| G00034 | Cotton Wiper - Process Cleaning Absorbent Wiper (Cheesecloth, Gauze) | BMS15-5 Class A |

D. Location Zones

| Zone | Area |
|------|----------------------------------|
| 832 | Left Forward Emergency Exit |
| 833 | Left Emergency Exit (STA 627.5) |
| 842 | Right Forward Emergency Exit |
| 843 | Right Emergency Exit (STA 627.5) |

E. Prepare for the Removal

SUBTASK 52-22-01-860-001

- (1) Open the emergency exit door (EMERGENCY EXIT DOOR - MAINTENANCE PRACTICES, PAGEBLOCK 52-22-00/201).

F. Emergency Exit Door Stop Bearing Plate Removal

SUBTASK 52-22-01-020-001

- (1) If necessary, use a bearing removal tool, SPL-11423 to remove the stop bearing plate, (see SOPM 20-50-03 for the most applicable BAC5435).

SUBTASK 52-22-01-100-001

- (2) Clean the mounting hole with a clean cotton wiper, G00034 that is moist with solvent, B00083.

NOTE: Clean surfaces are necessary to make a good bond.

———— END OF TASK ————

EFFECTIVITY
AKS ALL

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TASK 52-22-01-400-801

3. Emergency Exit Door Stop Bearing Plate Installation

(Figure 52-22-00-990-807)

A. Installation of the Emergency Exit Door Stop Bearing Plate

- (1) This task includes the steps to install the emergency exit door stop bearing plate.

B. References

| Reference | Title |
|------------------|--|
| 52-22-00-400-801 | Emergency Exit Door System Test (P/B 501) |
| 52-22-00-580-803 | Close the Emergency Exit Door (P/B 201) |
| 52-22-00-820-801 | Emergency Exit Door Adjustment (P/B 501) |
| 52-22-00-990-807 | Figure: Emergency Exit Door - Adjustment (P/B 501) |

C. Consumable Materials

| Reference | Description | Specification |
|-----------|--|----------------------|
| A00247 | Sealant - Pressure And Environmental - Chromate Type | BMS5-95 |
| B00083 | Solvent - VM&P Naphthas | ASTM D-3735 Type III |
| G00034 | Cotton Wiper - Process Cleaning Absorbent Wiper (Cheesecloth, Gauze) | BMS15-5 Class A |

D. Location Zones

| Zone | Area |
|------|----------------------------------|
| 832 | Left Forward Emergency Exit |
| 833 | Left Emergency Exit (STA 627.5) |
| 842 | Right Forward Emergency Exit |
| 843 | Right Emergency Exit (STA 627.5) |

E. Prepare for the Installation

SUBTASK 52-22-01-420-001

- (1) Do a test of the fit of the stop bearing plate before the installation.
- Use hand pressure to install the stop bearing plate into the mounting hole.
 - Discard the stop bearing plate, if you can install it with hand pressure.
 - Get a new stop bearing plate, if necessary.

F. Emergency Exit Door Stop Bearing Plate Installation

SUBTASK 52-22-01-420-002

- (1) Install the stop bearing plate as follows:
- Apply a layer sealant, A00247 to the stop bearing plate and mounting hole.
 - Install the door stop bearing plate with the anvil swage, (see SOPM 20-50-03 for the most applicable BAC5435).
- NOTE: Use anvils that are 45 degrees to start the swage, and 60 degrees to finish and set the bearing plate to the door stop assembly. The flat side of the shank end must be parallel to the flat side of the door stop within +/- 0.010 in. (0.254 mm).
- Make sure that the bearing plate is not manually movable by hand pressure.
 - Use a clean cotton wiper, G00034 that is moist with solvent, B00083 to remove unwanted sealant, A00247 from the stop bearing plate before it dries.



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SUBTASK 52-22-01-710-001

- (2) Do this task: Emergency Exit Door Adjustment, TASK 52-22-00-820-801.

SUBTASK 52-22-01-820-001

- (3) Do this task: Emergency Exit Door System Test, TASK 52-22-00-400-801.

G. Put the Airplane Back to Its Usual Condition

SUBTASK 52-22-01-940-001

- (1) Close the emergency exit door: Close the Emergency Exit Door, TASK 52-22-00-580-803.

———— END OF TASK ————

EFFECTIVITY
AKS ALL

52-22-01



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EMERGENCY EXIT DOOR COUNTERBALANCE ACTUATOR - REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
 - (1) A removal of the emergency exit door counterbalance actuator.
 - (2) An installation of the emergency exit door counterbalance actuator.
- B. This procedure is the same for each emergency exit door counterbalance actuator.
- C. The emergency exit door counterbalance actuator is referred to as the counterbalance actuator in this procedure.

TASK 52-22-21-000-801

2. Emergency Exit Door Counterbalance Actuator Removal

(Figure 401)

A. References

| Reference | Title |
|----------------------|---|
| 25-21-20-000-801 | Emergency Exit Doorway Lining Removal (P/B 401) |
| 25-24-31-000-801-001 | Overhead Stowage Bin - Removal (P/B 401) |
| 25-24-31-000-802-001 | Overhead Stowage Bin Module - Removal (P/B 401) |
| 52-22-00-000-801 | Emergency Exit Door Removal (P/B 401) |
| 52-22-51-000-801 | Emergency Exit Door Lining Removal (P/B 401) |

B. Location Zones

| Zone | Area |
|------|----------------------------------|
| 832 | Left Forward Emergency Exit |
| 833 | Left Emergency Exit (STA 627.5) |
| 842 | Right Forward Emergency Exit |
| 843 | Right Emergency Exit (STA 627.5) |

C. Prepare for the Removal

SUBTASK 52-22-21-010-001

- (1) Do this task: Emergency Exit Doorway Lining Removal, TASK 25-21-20-000-801.

SUBTASK 52-22-21-020-003

- (2) Do this task: Overhead Stowage Bin - Removal, TASK 25-24-31-000-801-001 or Overhead Stowage Bin Module - Removal, TASK 25-24-31-000-802-001.

SUBTASK 52-22-21-020-004

- (3) Do this task: Emergency Exit Door Lining Removal, TASK 52-22-51-000-801.

D. Removal of the Emergency Exit Door Counterbalance Actuator

SUBTASK 52-22-21-000-001

WARNING: MAKE SURE THE DOOR PATH IS CLEAR BEFORE YOU RELEASE THE DOOR HANDLE. THE DOOR IS SPRING-LOADED TO OPEN AUTOMATICALLY. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (1) Pull down on the door handle and open the door.

SUBTASK 52-22-21-000-002

- (2) Do this task: Emergency Exit Door Removal, TASK 52-22-00-000-801.



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SUBTASK 52-22-21-020-001

- (3) Remove the mechanism guard [1] from the fuselage structure.
 - (a) Remove bolts [2] and washers [3] that hold the mechanism guard [1] in place.

SUBTASK 52-22-21-020-006

- (4) Disconnect the counterbalance actuator [15] from the fuselage structure:
 - (a) Remove the cotter pin [16].
 - (b) Remove the bolt [6], washer [7], bushing [5], washers [4], and nut [17] that attach the counterbalance actuator [15] to the fuselage structure.

———— END OF TASK ————

TASK 52-22-21-400-801

3. Emergency Exit Door Counterbalance Actuator Installation

(Figure 401)

A. References

| Reference | Title |
|----------------------|--|
| 25-21-20-400-801 | Emergency Exit Doorway Lining Installation (P/B 401) |
| 25-24-31-400-803-001 | Overhead Stowage Bin - Installation (P/B 401) |
| 25-24-31-400-804-001 | Overhead Stowage Bin Module - Installation (P/B 401) |
| 52-22-00-400-802 | Emergency Exit Door Installation (P/B 401) |
| 52-22-00-820-801 | Emergency Exit Door Adjustment (P/B 501) |
| 52-22-51-400-801 | Emergency Exit Door Lining Installation (P/B 401) |

B. Location Zones

| Zone | Area |
|------|----------------------------------|
| 832 | Left Forward Emergency Exit |
| 833 | Left Emergency Exit (STA 627.5) |
| 842 | Right Forward Emergency Exit |
| 843 | Right Emergency Exit (STA 627.5) |

C. Installation of the Emergency Exit Door Counterbalance Actuator

SUBTASK 52-22-21-420-001

- (1) Connect the counterbalance actuator [15] to the fuselage structure:
 - (a) Put the counterbalance actuator [15] in its correct position.
 - (b) Install the bolt [6], washer [7], bushing [5], washers [4], and nut [17] to attach the counterbalance actuator [15] to the fuselage structure.
 - (c) Tighten the nut [17] to 60-95 pound-inches (6.77-10.73 newton meters).
 - (d) Install a new cotter pin [16].

SUBTASK 52-22-21-400-002

- (2) Do this task: Emergency Exit Door Installation, TASK 52-22-00-400-802.

SUBTASK 52-22-21-420-004

- (3) Install the mechanism guard to the fuselage structure.
 - (a) Install bolts [2] and washers [3] that hold the mechanism guard [1] in place.



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SUBTASK 52-22-21-400-003

- (4) Adjust the counterbalance. To do this, do this task: Emergency Exit Door Adjustment, TASK 52-22-00-820-801.

NOTE: Only do the Counterbalance Adjustment procedure.

SUBTASK 52-22-21-710-001

- (5) Do a test on the counterbalance actuator [13]:
(a) Open and close the door.
(b) Make sure the door opens automatically.
(c) Make sure the door closes smoothly.

D. Put the Airplane Back to Its Usual Condition

SUBTASK 52-22-21-080-001

- (1) Do this task: Emergency Exit Door Lining Installation, TASK 52-22-51-400-801.

SUBTASK 52-22-21-420-002

- (2) Do this task: Emergency Exit Doorway Lining Installation, TASK 25-21-20-400-801.

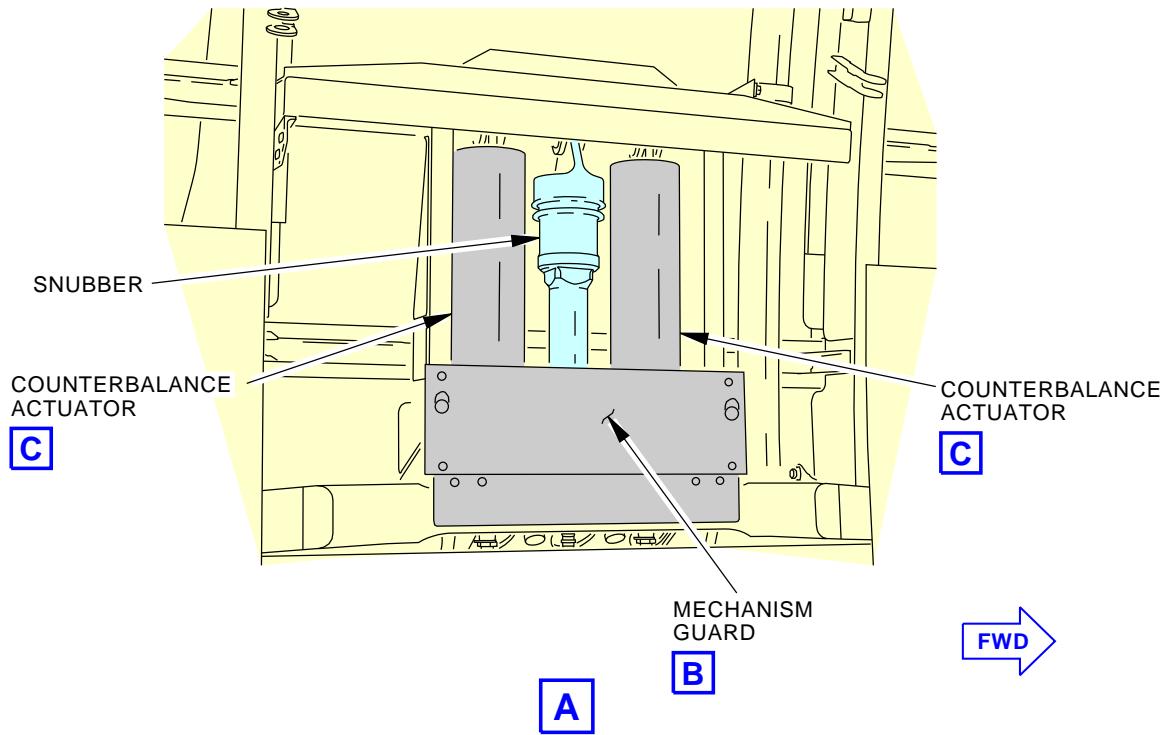
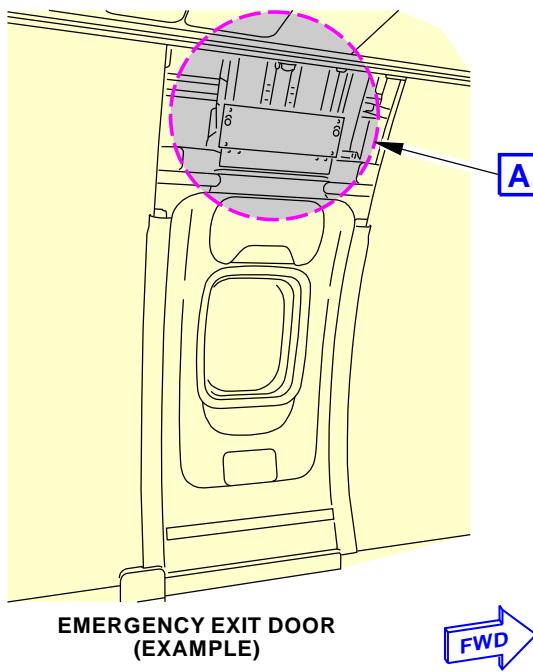
SUBTASK 52-22-21-420-003

- (3) Do this task: Overhead Stowage Bin - Installation, TASK 25-24-31-400-803-001 or Overhead Stowage Bin Module - Installation, TASK 25-24-31-400-804-001.

———— END OF TASK ————

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| EFFECTIVITY | AKS ALL |
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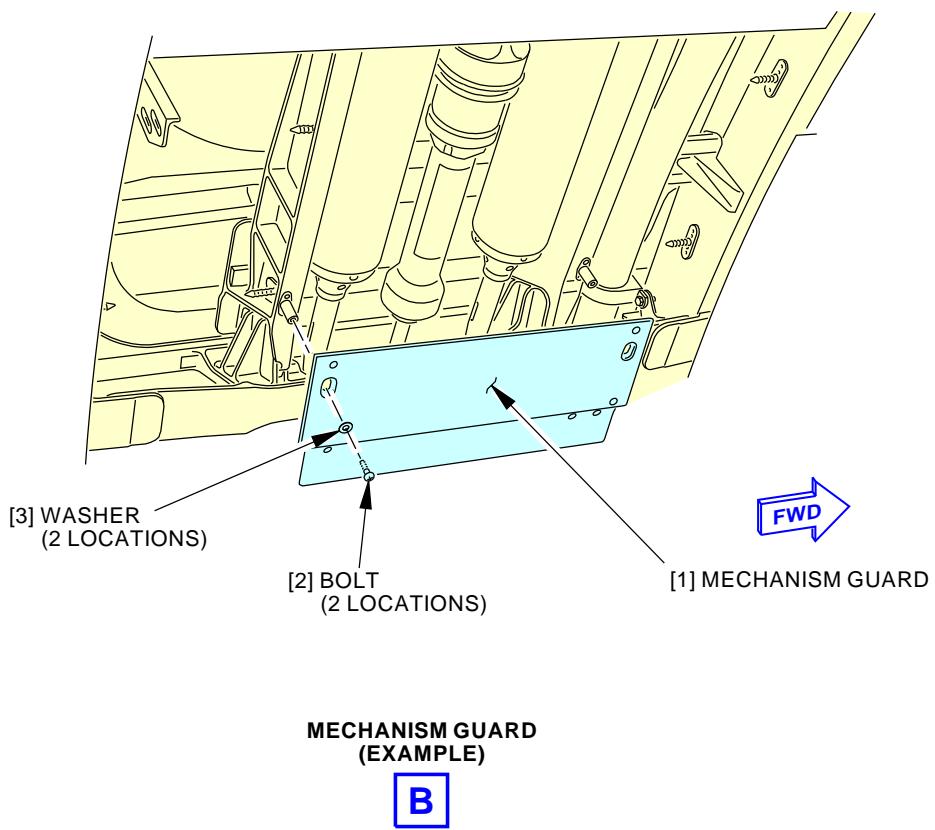
Emergency Exit Door Counterbalance Actuator Installation
Figure 401/52-22-21-990-801 (Sheet 1 of 3)

EFFECTIVITY
AKS ALL

52-22-21



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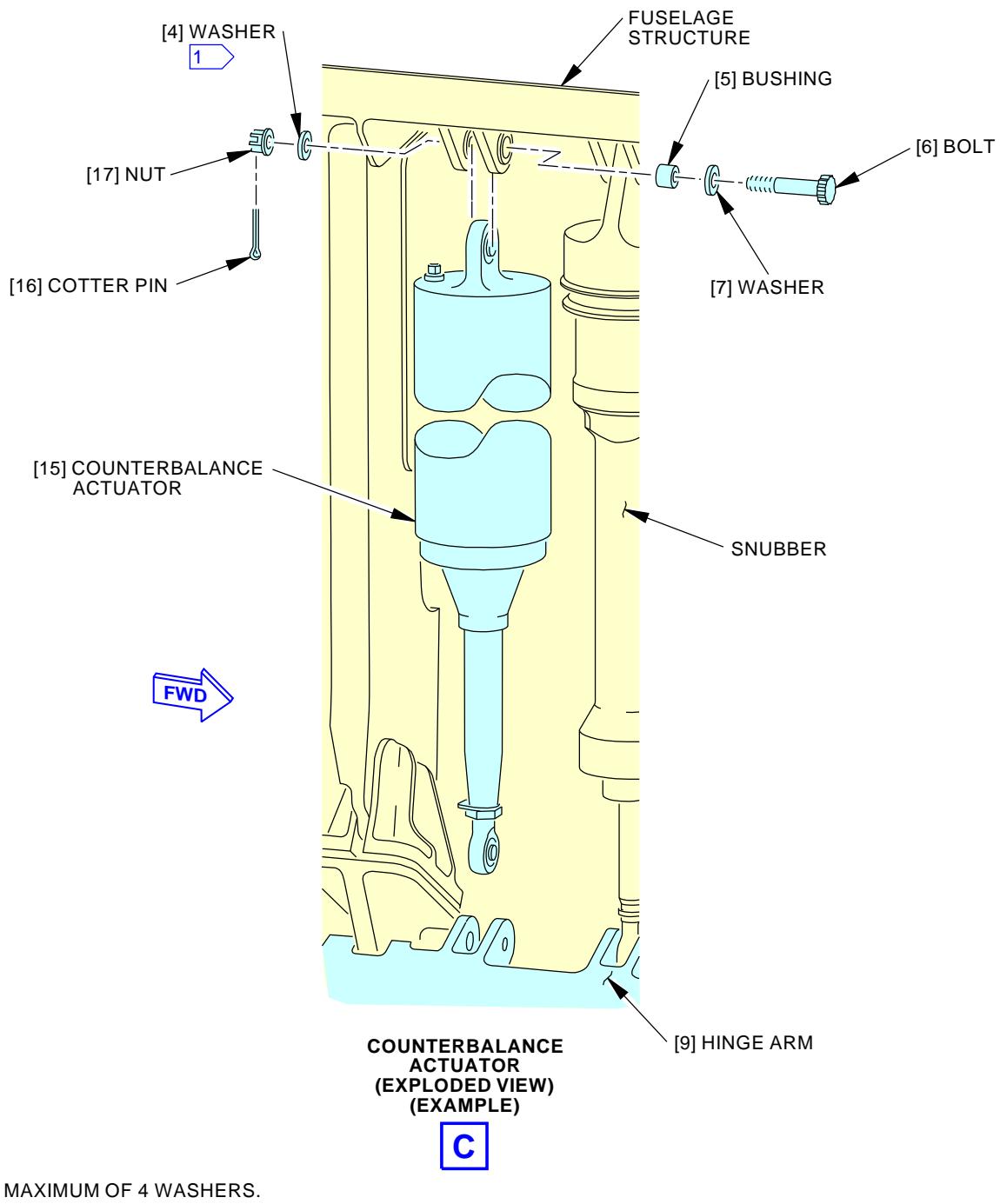


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Emergency Exit Door Counterbalance Actuator Installation
Figure 401/52-22-21-990-801 (Sheet 2 of 3)

EFFECTIVITY
AKS ALL

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Emergency Exit Door Counterbalance Actuator Installation
Figure 401/52-22-21-990-801 (Sheet 3 of 3)

 EFFECTIVITY
 AKS ALL

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52-22-21



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EMERGENCY EXIT DOOR SNUBBER - REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
 - (1) A removal of the emergency exit door snubber.
 - (2) An installation of the emergency exit door snubber.
- B. The emergency exit door snubber is referred to as the snubber in this procedure.
- C. This procedure is the same for each emergency exit door.

TASK 52-22-31-000-801

2. Emergency Exit Door Snubber Removal

(Figure 401)

A. References

| Reference | Title |
|----------------------|---|
| 25-21-20-000-801 | Emergency Exit Doorway Lining Removal (P/B 401) |
| 25-24-31-000-801-001 | Overhead Stowage Bin - Removal (P/B 401) |
| 25-24-31-000-802-001 | Overhead Stowage Bin Module - Removal (P/B 401) |

B. Location Zones

| Zone | Area |
|------|----------------------------------|
| 832 | Left Forward Emergency Exit |
| 833 | Left Emergency Exit (STA 627.5) |
| 842 | Right Forward Emergency Exit |
| 843 | Right Emergency Exit (STA 627.5) |

C. Prepare for the Removal

SUBTASK 52-22-31-010-001

- (1) Get access to the snubber [6] as follows:
 - (a) Do this task: Overhead Stowage Bin - Removal, TASK 25-24-31-000-801-001 or Overhead Stowage Bin Module - Removal, TASK 25-24-31-000-802-001.
 - (b) Do this task: Emergency Exit Doorway Lining Removal, TASK 25-21-20-000-801.

D. Removal of the Emergency Exit Door Snubber

SUBTASK 52-22-31-020-001

WARNING: KEEP PERSONS AND EQUIPMENT CLEAR OF THE UPPER SILL CUTOUT ABOVE THE DOOR. THE DOOR COMPONENTS MOVE QUICKLY WHEN THE DOOR HANDLE IS PULLED. IF YOU DO NOT OBEY THIS WARNING, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

WARNING: MAKE SURE THE DOOR OPENING PATH IS CLEAR BEFORE YOU RELEASE THE DOOR HANDLE. THE DOOR IS SPRING-LOADED TO OPEN AUTOMATICALLY AND INJURIES COULD OCCUR.

CAUTION: IF THE SNUBBER IS FAULTY, HOLD THE DOOR WITH SUFFICIENT WEIGHT. WHEN YOU OPEN THE DOOR, IF THE SNUBBER DOES NOT OPERATE CORRECTLY, DAMAGE TO THE DOOR HINGE CAN OCCUR.

- (1) Pull down on the door handle to open the door.

| |
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| EFFECTIVITY |
| AKS ALL |

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SUBTASK 52-22-31-020-002

- (2) Open the door.

SUBTASK 52-22-31-020-006

- (3) Remove the mechanism guard from the fuselage structure:
- Remove bolts [2] and washers [3] from the mechanism guard [1].
 - Remove the mechanism guard [1].

SUBTASK 52-22-31-020-003

- (4) Disconnect the snubber [8] from the door hinge arm [12]:
- Remove the cotter pin [13].
 - Remove the bolt [10], washer [9], bushing [11], washer [15], and nut [14] that attach the snubber [8] to the hinge arm [12].

SUBTASK 52-22-31-020-004

- (5) Disconnect the snubber [8] from the fuselage structure:
- Remove the cotter pin [4].
 - Remove the bolt [5], washer [6], bushing [7], washer [16], and nut [17] that attach the snubber [8] to the fuselage structure.

SUBTASK 52-22-31-020-005

- (6) Remove the snubber [8] from the fuselage structure.

———— END OF TASK ————

TASK 52-22-31-400-801

3. Emergency Exit Door Snubber Installation

(Figure 401)

A. References

| Reference | Title |
|----------------------|--|
| 25-21-20-400-801 | Emergency Exit Doorway Lining Installation (P/B 401) |
| 25-24-31-400-803-001 | Overhead Stowage Bin - Installation (P/B 401) |
| 25-24-31-400-804-001 | Overhead Stowage Bin Module - Installation (P/B 401) |
| 52-22-51-400-801 | Emergency Exit Door Lining Installation (P/B 401) |

B. Location Zones

| Zone | Area |
|------|----------------------------------|
| 832 | Left Forward Emergency Exit |
| 833 | Left Emergency Exit (STA 627.5) |
| 842 | Right Forward Emergency Exit |
| 843 | Right Emergency Exit (STA 627.5) |

C. Installation of the Emergency Exit Door Snubber

SUBTASK 52-22-31-400-001

- (1) Connect the snubber [8] to the fuselage structure:
- Hold the snubber [8] in its correct position.
 - Install the bolt [5], washer [6], bushing [7], washer [16], and nut [17] that attach the snubber [8] to the fuselage structure.

NOTE: Use a maximum of 4 washers for cotter-pin, nut alignment.

| |
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| EFFECTIVITY |
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- (c) Tighten the nut [17] to 60-95 pound-inches (6.8-10.7 newton-meters).
- (d) Install the new cotter pin [4].

SUBTASK 52-22-31-420-001

- (2) Connect the snubber [8] to the door hinge arm [12] as follows:
 - (a) Install the bolt [10], washer [9], bushing [11], washer [15], and nut [14] that attach the snubber [8] to the door structure.
NOTE: Use a maximum of 4 washers for cotter-pin, nut alignment.
 - (b) Tighten the nut [14] to 30-50 pound-inches (3.4-5.6 newton-meters).
 - (c) Install the new cotter pin [13].

SUBTASK 52-22-31-420-002

- (3) Install the mechanism guard [1] to the fuselage structure:
 - (a) Put the mechanism guard [1] in its position.
 - (b) Install bolts [2] and washers [3] to hold the mechanism guard [1] in place.

D. Installation Test

SUBTASK 52-22-31-710-001

- (1) Do a test on the snubber [8]:
 - (a) Open and close the door.
 - (b) Make sure the door opens and closes smoothly.

E. Put the Airplane Back to Its Usual Condition

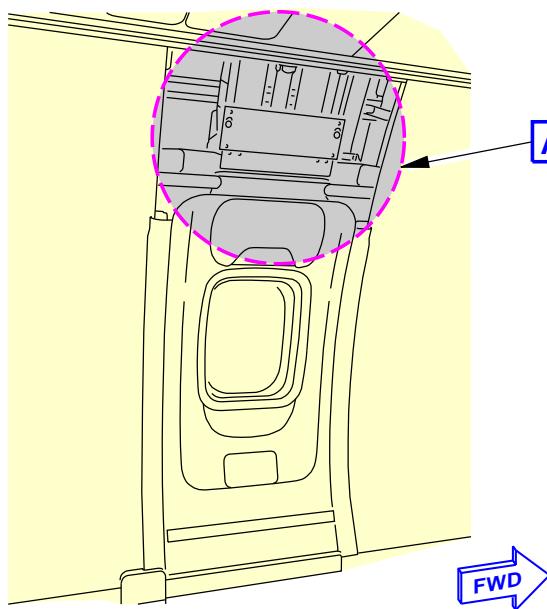
SUBTASK 52-22-31-080-001

- (1) Close access to the snubber [8]:
 - (a) Do this task: Emergency Exit Door Lining Installation, TASK 52-22-51-400-801.
 - (b) Do this task: Emergency Exit Doorway Lining Installation, TASK 25-21-20-400-801.
 - (c) Do this task: Overhead Stowage Bin - Installation, TASK 25-24-31-400-803-001 or Overhead Stowage Bin Module - Installation, TASK 25-24-31-400-804-001.

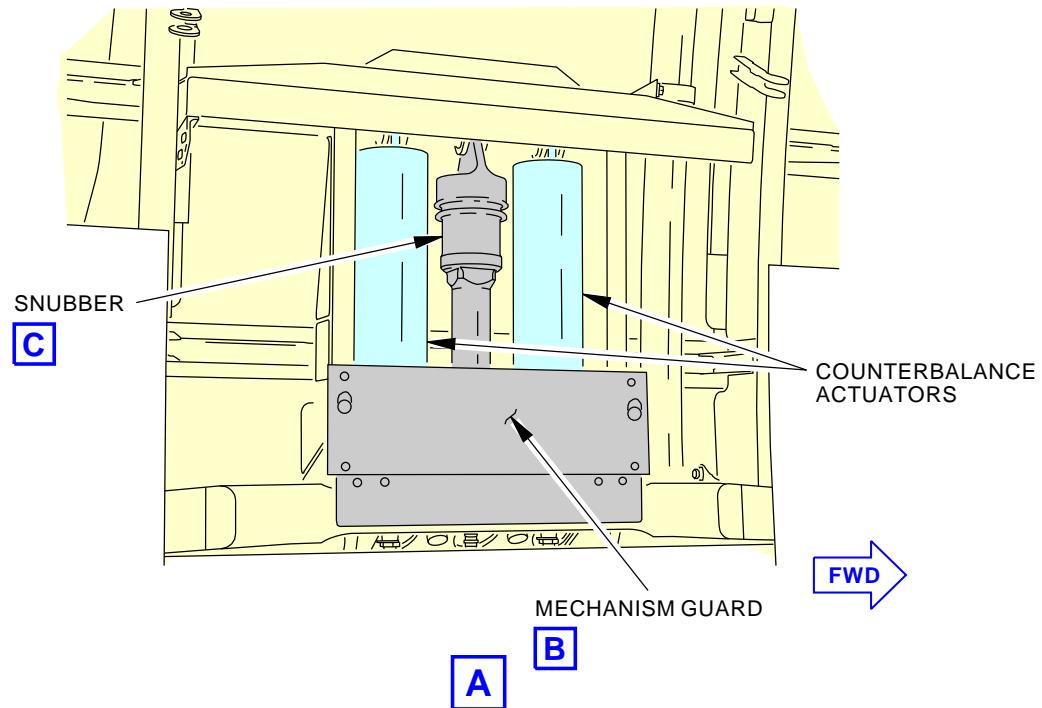
———— END OF TASK ————



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**EMERGENCY EXIT DOOR
(EXAMPLE)**



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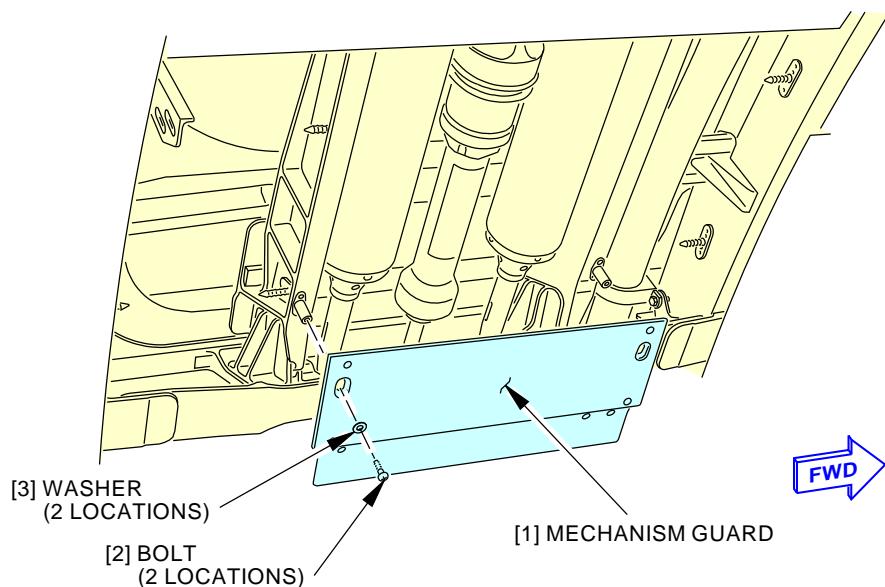
**Emergency Exit Door Snubber Installation
Figure 401/52-22-31-990-801 (Sheet 1 of 3)**

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MECHANISM GUARD
(EXAMPLE)

B

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Emergency Exit Door Snubber Installation
Figure 401/52-22-31-990-801 (Sheet 2 of 3)

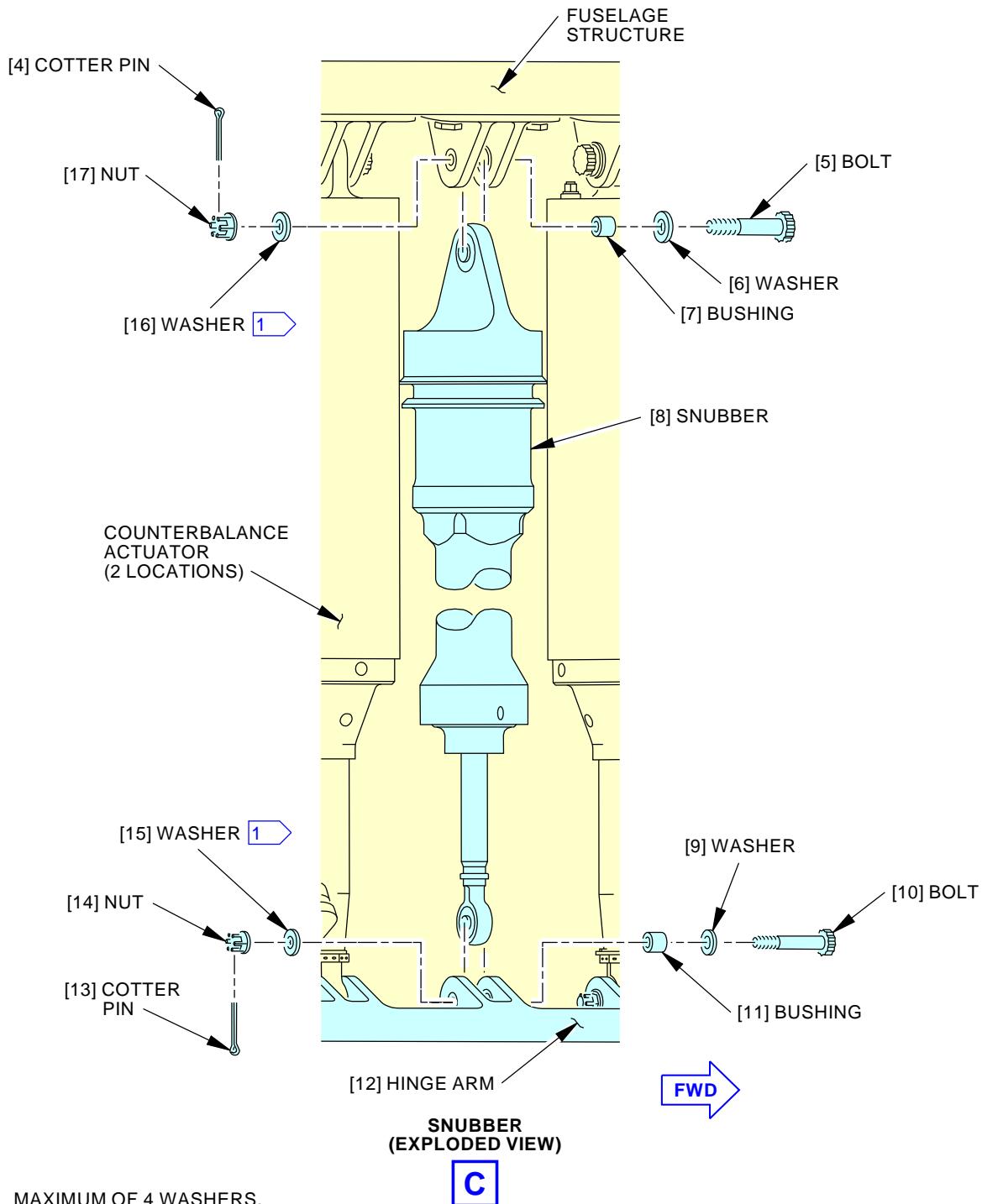
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Emergency Exit Door Snubber Installation
Figure 401/52-22-31-990-801 (Sheet 3 of 3)

EFFECTIVITY
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AIRCRAFT MAINTENANCE MANUAL

EMERGENCY EXIT DOOR FLIGHT LOCK SOLENOID ASSEMBLY - REMOVAL/INSTALLATION

1. **General**

- A. This procedure has these tasks:
 - (1) A removal of the emergency exit door flight lock solenoid.
 - (2) An installation of the emergency exit door flight lock solenoid.
 - (3) A removal of the emergency exit door flight lock switch.
 - (4) An installation of the emergency exit door flight lock switch.
- B. The emergency exit door flight lock solenoid, indication switch and the switch plate are referred to as the flight lock solenoid assembly in this procedure.
- C. This procedure is the same for each emergency exit door.

TASK 52-22-41-000-802

2. **Emergency Exit Door Flight Lock Solenoid Removal**

(Figure 401)

A. **References**

| Reference | Title |
|------------------|---------------------------------------|
| 52-22-00-000-801 | Emergency Exit Door Removal (P/B 401) |

B. **Tools/Equipment**

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

| Reference | Description |
|-----------|--|
| SPL-2002 | Adapter - Torque Wrench, Automatic Overwing Exit Hatch Part #: C52007-1 Supplier: 81205 |

C. **Location Zones**

| Zone | Area |
|------|----------------------------------|
| 832 | Left Forward Emergency Exit |
| 833 | Left Emergency Exit (STA 627.5) |
| 842 | Right Forward Emergency Exit |
| 843 | Right Emergency Exit (STA 627.5) |

D. **Prepare for the Removal**

SUBTASK 52-22-41-020-006

CAUTION: IF DOOR IS NOT REMOVED PRIOR SOLENOID REPLACEMENT, HINGE SUPPORT ARM END FITTING COULD BE DAMAGED.

- (1) Remove the emergency exit door to get access to the flight lock solenoid. To do this, do this task: Emergency Exit Door Removal, TASK 52-22-00-000-801.

SUBTASK 52-22-41-020-007

- (2) Make sure the lock pawls [2] engage both legs of the hinge arm.

SUBTASK 52-22-41-020-008

- (3) Push the door hinge arm [1] towards the bottom of the door.

SUBTASK 52-22-41-010-002

- (4) Remove the latch roller [6]:

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- (a) Pull the hinge arm latch receivers away from the latch rollers.
- (b) Remove the cotter pin [8], nut [9], washers [7] and latch roller [6] from the door.

E. Removal of the Emergency Exit Door Flight Lock Solenoid

SUBTASK 52-22-41-020-010

- (1) Remove the flight lock solenoid [5]:
 - (a) Remove the bolts [3] and washers [4] from the torque link.
 - (b) Move the torque link to the side.
 - (c) Remove the cotter pin [11] and washer [12] from the flight lock solenoid [5].
 - (d) Remove the spring [13] and pin [14] from the flight lock solenoid [5].
 - (e) Move the flight lock solenoid [5] out of the door to get access to the solenoid nut [15].
 - (f) Disconnect the wires from the indication switch [10] to the flight lock solenoid [5].
 - (g) Use torque wrench adapter, SPL-2002 to remove the nut [15].
 - (h) Remove the solenoid washer [16] and nut [15].
 - (i) Remove the flight lock solenoid [5].

— END OF TASK —

TASK 52-22-41-400-802

3. Emergency Exit Door Flight Lock Solenoid Installation

(Figure 401)

A. References

| Reference | Title |
|------------------|--|
| 52-22-00-400-801 | Emergency Exit Door System Test (P/B 501) |
| 52-22-00-400-802 | Emergency Exit Door Installation (P/B 401) |

B. Tools/Equipment

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

| Reference | Description |
|-----------|--|
| SPL-2002 | Adapter - Torque Wrench, Automatic Overwing Exit Hatch Part #: C52007-1 Supplier: 81205 |

C. Location Zones

| Zone | Area |
|------|----------------------------------|
| 832 | Left Forward Emergency Exit |
| 833 | Left Emergency Exit (STA 627.5) |
| 842 | Right Forward Emergency Exit |
| 843 | Right Emergency Exit (STA 627.5) |

D. Installation of the Emergency Exit Door Flight Lock Solenoid

SUBTASK 52-22-41-420-004

- (1) Install the flight lock solenoid [5]:
 - (a) Remove and discard the packing rubber stop, washer, and C clip from the solenoid packing before assembly.
 - (b) Put the flight lock solenoid [5] in its position.

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- (c) Install the solenoid washer [16] and nut [15].
- (d) Use torque wrench adapter, SPL-2002 to tighten the nut [15] to 125-150 pound-inches (14.12-16.94 newton-meters).
- (e) Connect the wires from the indication switch [10] to the flight lock solenoid [5].
- (f) Install the pin [14] and spring [13].
- (g) Install the washer [12] and new cotter-pin [11].
- (h) Install the bolts [3] and washers [4] in the solenoid torque link.

SUBTASK 52-22-41-400-004

- (2) Install the latch roller [6] with the washers [7], nut [9] and new cotter pin [8].

SUBTASK 52-22-41-400-005

- (3) Push the hinge arm [1] latch receiver into the latch roller [6].

SUBTASK 52-22-41-210-002

- (4) Make sure the lock pawls [2] are disengaged on both legs of the hinge arm.

SUBTASK 52-22-41-420-007

- (5) Push the door hinge arm towards the top of the door.

SUBTASK 52-22-41-420-005

- (6) If it is necessary, do this task: Emergency Exit Door Installation, TASK 52-22-00-400-802.

SUBTASK 52-22-41-420-006

- (7) Do this task: Emergency Exit Door System Test, TASK 52-22-00-400-801.

———— END OF TASK ————

TASK 52-22-41-020-802

4. Flight Lock Switch Removal

(Figure 401)

A. References

| Reference | Title |
|------------------|---------------------------------------|
| 52-22-00-000-801 | Emergency Exit Door Removal (P/B 401) |

B. Location Zones

| Zone | Area |
|-------------|----------------------------------|
| 832 | Left Forward Emergency Exit |
| 833 | Left Emergency Exit (STA 627.5) |
| 842 | Right Forward Emergency Exit |
| 843 | Right Emergency Exit (STA 627.5) |

C. Prepare for the Removal

SUBTASK 52-22-41-020-016

- (1) If it is necessary, remove the emergency exit door to get access to the flight lock solenoid assembly. To do this, do this task: Emergency Exit Door Removal, TASK 52-22-00-000-801.

NOTE: It can be easier to remove the door from the airplane, than work with the door in place.

SUBTASK 52-22-41-210-004

- (2) Make sure the lock pawls [2] engage both legs of the hinge arm.

SUBTASK 52-22-41-860-004

- (3) Push the door hinge arm [1] towards the bottom of the door.



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SUBTASK 52-22-41-020-017

- (4) Remove the latch roller [6]:
 - (a) Pull the hinge arm latch receivers away from the latch rollers [6].
 - (b) Remove the cotter pin [8], nut [9], washers [7] and latch roller [6] from the door.

D. Removal of the Flight Lock Switch

SUBTASK 52-22-41-020-018

- (1) Get access to the switch plate [17]:
 - (a) Remove the bolts [3] and washers [4] from the torque link.
 - (b) Move the torque link to the side.
 - (c) Move the flight lock solenoid assembly away from the door to get to the switch plate [17].

SUBTASK 52-22-41-020-019

- (2) Remove the switch plate [17]:

NOTE: The indication switch and switch plate are preset. Replace the switch and switch plate as a unit.

 - (a) Disconnect the connectors.
 - (b) Remove the screws [18], washers [19], and nuts [20] that hold the switch plate [17] in position.
 - (c) Remove the switch plate [17] from the flight lock solenoid assembly.

———— END OF TASK ————

TASK 52-22-41-420-802

5. Flight Lock Switch Installation

(Figure 401)

A. References

| Reference | Title |
|------------------|--|
| 52-22-00-400-801 | Emergency Exit Door System Test (P/B 501) |
| 52-22-00-400-802 | Emergency Exit Door Installation (P/B 401) |

B. Tools/Equipment

| Reference | Description |
|-----------|--|
| STD-1107 | Gauge - Feeler, 0.0 - 0.5 Inch, Readable to 1/1000th |

C. Location Zones

| Zone | Area |
|------|----------------------------------|
| 832 | Left Forward Emergency Exit |
| 833 | Left Emergency Exit (STA 627.5) |
| 842 | Right Forward Emergency Exit |
| 843 | Right Emergency Exit (STA 627.5) |

D. Installation of the Flight Lock Switch

SUBTASK 52-22-41-420-011

- (1) Install the switch plate [17]:

NOTE: The indication switch and switch plate are preset. Replace the switch and switch plate as a unit.

- (a) Replace the connectors splices.

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- (b) Put the switch plate [17] in its correct position.

WARNING: DO NOT ATTEMPT TO MOVE THE NUTS THAT HOLD THE INDICATION SWITCH TO THE SWITCH PLATE. TO MAKE AN ADJUSTMENT, MOVE THE SWITCH PLATE. IF YOU DO NOT OBEY THIS WARNING, DAMAGE TO EQUIPMENT OR INJURIES TO PERSONS CAN OCCUR.

- (c) Install the screws [18], washers [19], and nuts [20] that hold the switch plate [17] in its correct position.

NOTE: Install the nuts [20] sufficiently to hold the switch plate in position.

SUBTASK 52-22-41-820-001

- (2) Adjust the switch plate [17]:

- (a) Push and hold the pawl [21] against the pawl stop [22].

- (b) Adjust the clearance between the pawl [21] and the rigging edge of the switch plate [17].

NOTE: The switch roller [23] will be compressed by the pawl [21].

- 1) Move the 0.0 - 0.5 Inch feeler gauge, STD-1107 gently between the switch roller [23] and the pawl [21].

- 2) Push the 0.0 - 0.5 Inch feeler gauge, STD-1107 to the rigging edge of the switch plate [17].

NOTE: The pawl [21] must not touch the switch plate [17].

- 3) Make sure the clearance is 0.016 inch (0.406 mm) between the rigging edge of the switch plate [17] and the pawl [21].

NOTE: Do not measure the clearance at the radius of the pawl [21].

- 4) Tighten the two screws [18] evenly.

- (c) Do these steps to make sure the minimum clearance is correct:

- 1) Use a 0.0 - 0.5 Inch feeler gauge, STD-1107 to measure the clearance between the pawl [21] and the rigging edge of the switch plate [17].

NOTE: The switch roller [23] will be compressed by the pawl [21].

- 2) Move the 0.0 - 0.5 Inch feeler gauge, STD-1107 gently between the switch roller [23] and the pawl [21].

- 3) Push the 0.0 - 0.5 Inch feeler gauge, STD-1107 to the rigging edge of the switch plate [17].

- 4) Make sure a 0.011 inch (0.279 mm) 0.0 - 0.5 Inch feeler gauge, STD-1107 will move between the rigging edge of the switch plate [17] and the pawl [21].

NOTE: Do not measure the clearance at the radius of the pawl.

- a) Do the clearance adjustment of 0.016 inch (0.406mm) again if the 0.0 - 0.5 Inch feeler gauge, STD-1107 does not move between the pawl [21] and switch plate [17].

- (d) Do these steps to make sure the maximum clearance is correct:

- 1) Use a 0.0 - 0.5 Inch feeler gauge, STD-1107 to measure the clearance between the pawl [21] and the rigging edge of the switch plate [17].

NOTE: The switch roller [23] will be compressed by the pawl [21].

- 2) Move the 0.0 - 0.5 Inch feeler gauge, STD-1107 gently between the switch roller [23] and the pawl [21].

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- 3) Push the 0.0 - 0.5 Inch feeler gauge, STD-1107 to the rigging edge of the switch plate [17].
 - 4) Make sure a 0.021 inch (0.533 mm) 0.0 - 0.5 Inch feeler gauge, STD-1107 will not move between the rigging edge of the switch plate [17] and the pawl [21].

NOTE: Do not measure the clearance at the radius of the pawl [21].

 - a) Do the clearance adjustment of 0.016 inch (0.406mm) again if the 0.0 - 0.5 Inch feeler gauge, STD-1107 moves between the pawl [21] and switch plate [17].
- (e) Connect the connectors.

SUBTASK 52-22-41-420-012

- (3) Install the latch roller [6] with the washers [7], nut [9] and new cotter pin [8].

SUBTASK 52-22-41-420-013

- (4) Push the hinge arm [1] latch receiver into the latch roller [6].

SUBTASK 52-22-41-210-005

- (5) Make sure the lock pawls [2] are disengaged on both legs of the hinge arm.

SUBTASK 52-22-41-860-005

- (6) Push the door hinge arm towards the top of the door.

E. Put the Airplane Back to Its Usual Condition.

SUBTASK 52-22-41-420-014

- (1) If it is necessary, do this task: Emergency Exit Door Installation, TASK 52-22-00-400-802.

SUBTASK 52-22-41-710-002

- (2) Do this task: Emergency Exit Door System Test, TASK 52-22-00-400-801.

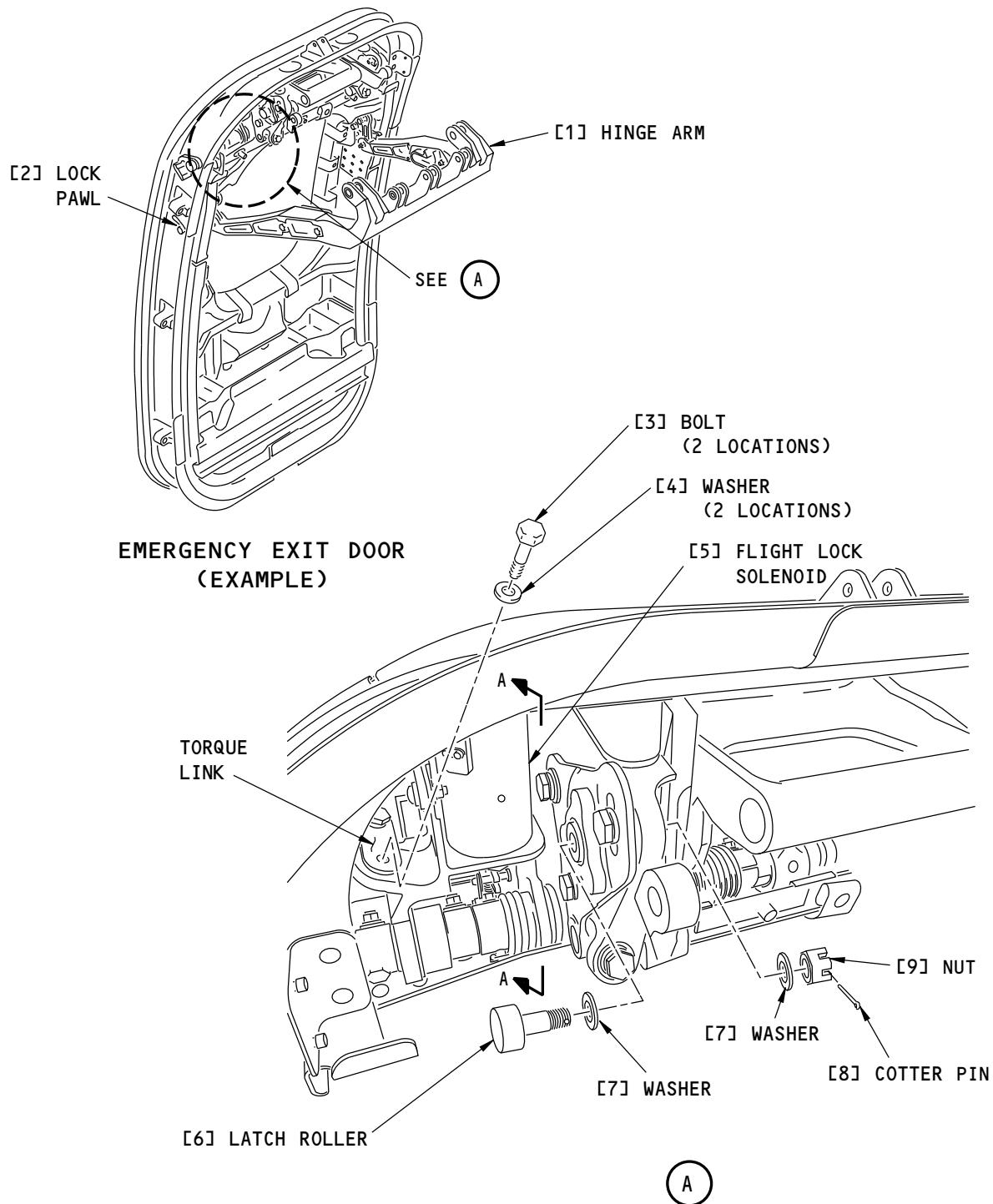
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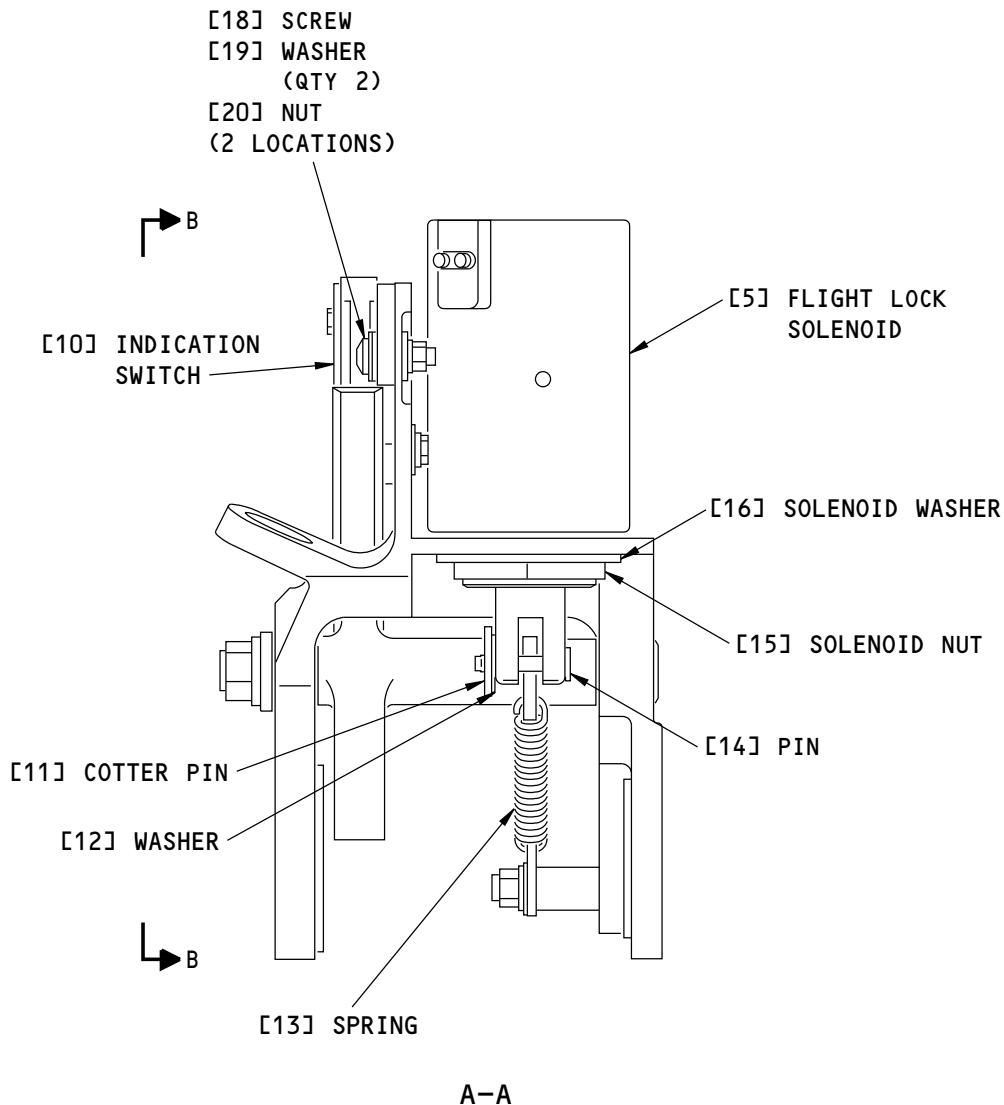
Emergency Exit Door Flight Lock Solenoid Assembly
Figure 401/52-22-41-990-802 (Sheet 1 of 3)

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Emergency Exit Door Flight Lock Solenoid Assembly
Figure 401/52-22-41-990-802 (Sheet 2 of 3)

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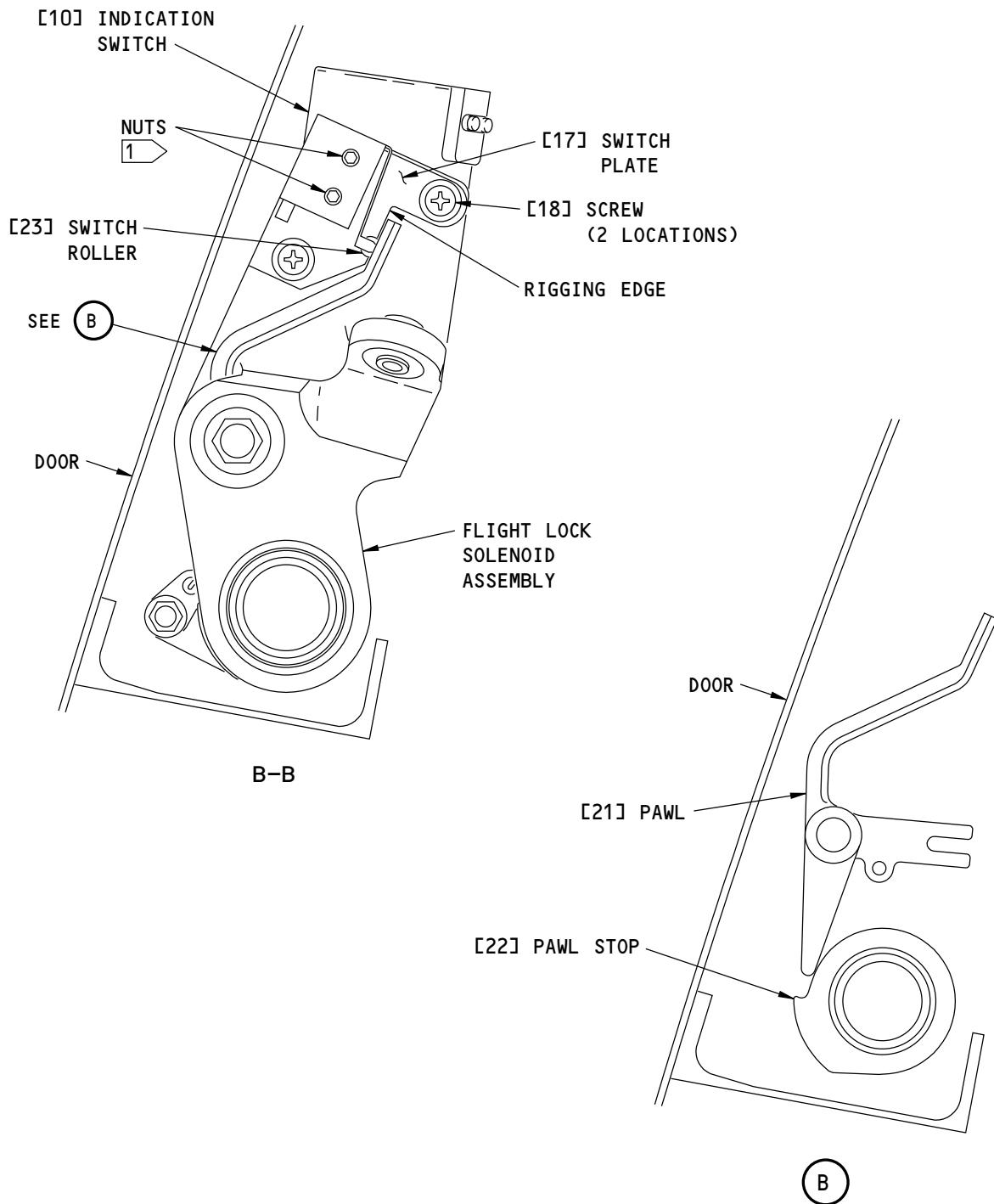
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Emergency Exit Door Flight Lock Solenoid Assembly
Figure 401/52-22-41-990-802 (Sheet 3 of 3)

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EMERGENCY EXIT DOOR LINING - REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
 - (1) A removal of the emergency exit door lining.
 - (2) An installation of the emergency exit door lining.
- B. The emergency exit door lining is referred to as the door lining in this procedure.
- C. This procedure is the same for each emergency exit door.

TASK 52-22-51-000-801

2. Emergency Exit Door Lining Removal

A. Location Zones

| Zone | Area |
|------|----------------------------------|
| 832 | Left Forward Emergency Exit |
| 833 | Left Emergency Exit (STA 627.5) |
| 842 | Right Forward Emergency Exit |
| 843 | Right Emergency Exit (STA 627.5) |

B. Procedure

SUBTASK 52-22-51-000-001

- (1) Remove the door lining [8] (Figure 401):
 - (a) If it is necessary, remove the armrest pad, armrest cover and bracket.
 - (b) Remove the screws [3] that hold the lift handle [2] to the nutplates [1].
 - (c) Remove the lift handle [2].
 - (d) Remove the cover [10] from the door to get access to the release handle.

WARNING: KEEP PERSONS AND EQUIPMENT CLEAR OF UPPER CUTOUT SILL ABOVE THE DOOR. THE DOOR COMPONENTS MOVE QUICKLY WHEN THE DOOR HANDLE IS PULLED. IF YOU DO NOT OBEY THIS WARNING, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

WARNING: MAKE SURE THE DOOR OPENING PATH IS CLEAR BEFORE YOU RELEASE THE DOOR HANDLE. THE DOOR IS SPRING-LOADED TO OPEN AUTOMATICALLY AND INJURIES CAN OCCUR.

- (e) Open the door.
- (f) Remove the screw [11], washers [6,12] and nut [7] that hold the release handle to the door structure.

NOTE: Pull down on the release handle to get access to the screw [11].

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WARNING: IF THE DOOR MUST BE CLOSED WITHOUT THE DOOR LINING INSTALLED, MAKE SURE THE DOOR RELEASE HANDLE AND LIFT HANDLE ARE INSTALLED BEFORE CLOSING DOOR. USE THE DOOR RELEASE HANDLE TO OPEN THE DOOR. DO NOT USE HANDS OR TOOLS TO RELEASE THE DOOR LOCKING MECHANISM. KEEP HANDS CLEAR OF THE DOOR COUNTERBALANCES, SNUBBER AND LOCKING MECHANISM. THE DOOR IS SPRING LOADED TO AUTOMATICALLY OPEN ONCE THE DOOR LOCKING MECHANISM IS RELEASED. INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (g) Remove the release handle pan [9].
- (h) Remove the screws [5] and washers [4] that hold the door lining [8] to the door structure.
- (i) Remove the door lining [8].
- (j) Disconnect the door lining electric heater.
- (k) Remove the door lining from the door frame.

SUBTASK 52-22-51-020-003

- (2) If it is necessary, remove the door insulation.

————— END OF TASK ————

TASK 52-22-51-400-801

3. Emergency Exit Door Lining Installation

A. References

| Reference | Title |
|------------------|---|
| 21-45-00-700-801 | Emergency Exit Hatch Heaters Operational Test (P/B 501) |

B. Location Zones

| Zone | Area |
|------|----------------------------------|
| 832 | Left Forward Emergency Exit |
| 833 | Left Emergency Exit (STA 627.5) |
| 842 | Right Forward Emergency Exit |
| 843 | Right Emergency Exit (STA 627.5) |

C. Procedure

SUBTASK 52-22-51-400-001

- (1) If it is removed, install the door insulation in the door frame.

SUBTASK 52-22-51-410-001

- (2) Install the emergency exit door lining (Figure 401):
 - (a) Put the door lining [8] in its position.
 - (b) Connect the door lining electric heater.
 - (c) Install the washers [4] and screws [5] that hold the door lining [8] to the door structure.
 - (d) Install the screws [3] that hold the lift handle [2] to the nutplates [1].
 - (e) Install the release handle pan [9].
 - (f) Install the screw [11], washers [6,12] and nut [7] that hold the release handle to the door structure.
 - (g) Install the cover [10] over the door release handle.
 - (h) If it is necessary, install the bracket, armrest cover and armrest pad.



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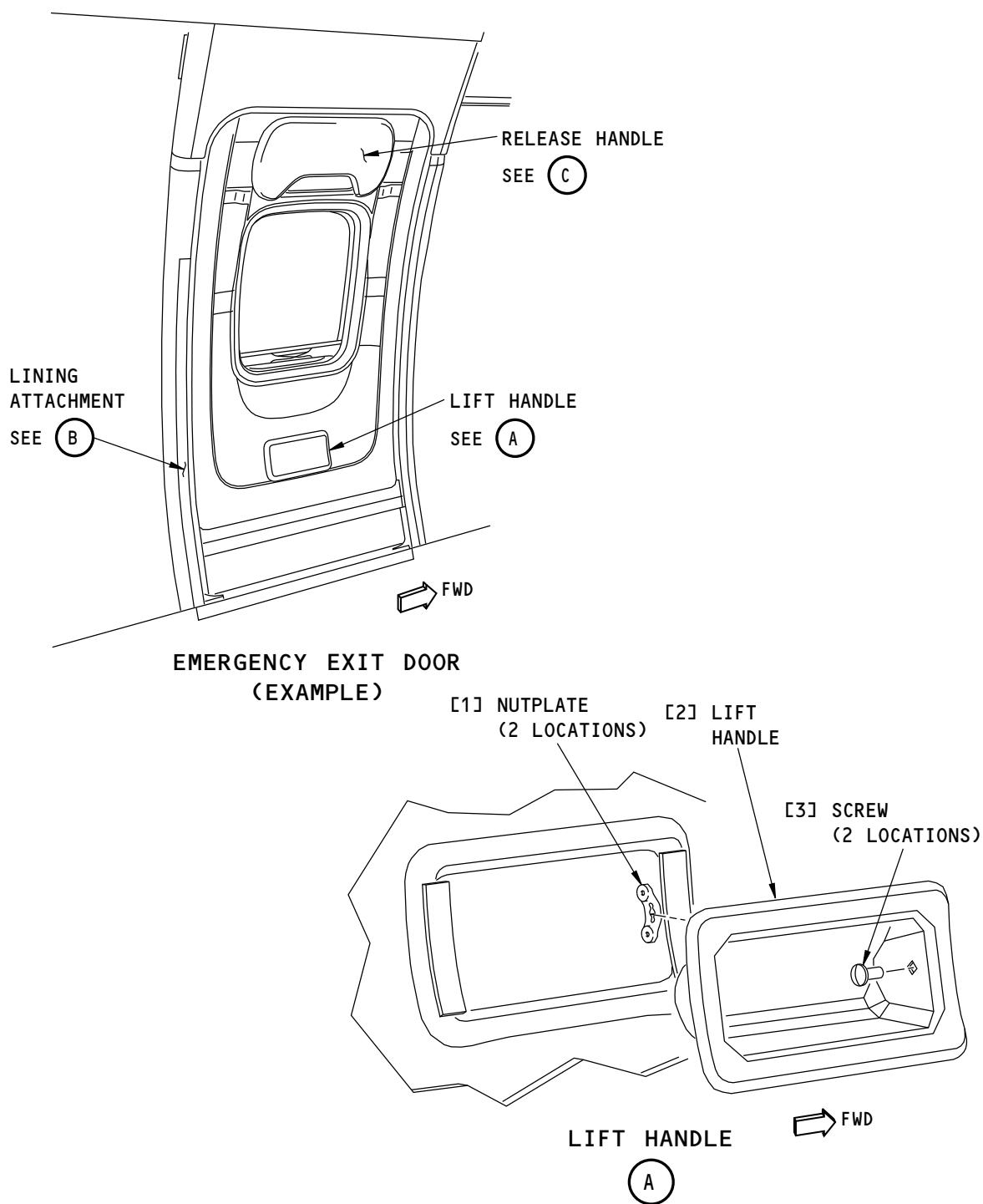
SUBTASK 52-22-51-710-001

- (3) Do this task Emergency Exit Hatch Heaters Operational Test, TASK 21-45-00-700-801.

———— END OF TASK ——

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Emergency Exit Door Lining Installation
Figure 401/52-22-51-990-801 (Sheet 1 of 2)

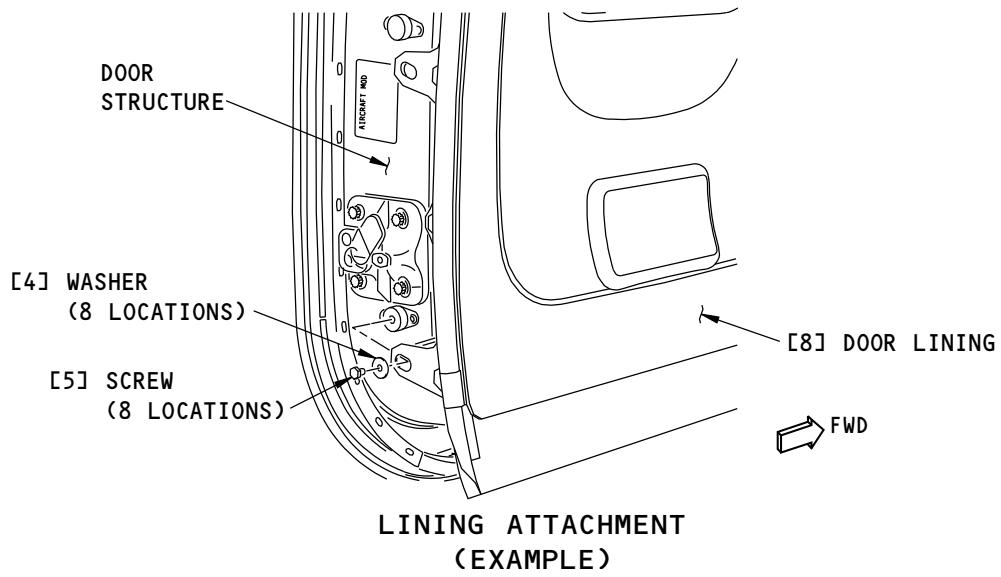
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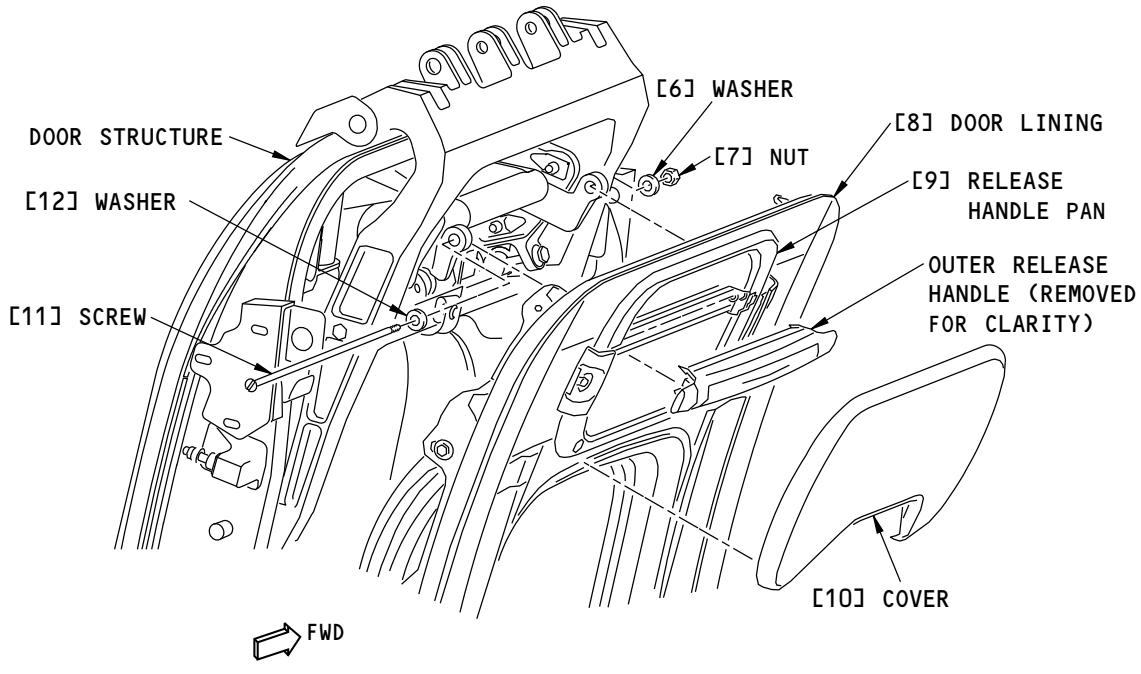
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(B)



(C)

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Emergency Exit Door Lining Installation
Figure 401/52-22-51-990-801 (Sheet 2 of 2)

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CARGO DOOR - MAINTENANCE PRACTICES

1. General

- A. This procedure has these tasks:
 - (1) Open the cargo door
 - (2) Open the Cargo Door when the Lock Mechanism will not Operate
 - (3) Close the cargo door.
 - (4) Cargo Door Corrosion Prevention.
- B. This procedure is the same for the forward and aft cargo door.

TASK 52-31-00-580-801

2. Open the Cargo Door

(Figure 201)

A. Location Zones

| Zone | Area |
|------|--------------------|
| 821 | Forward Cargo Door |
| 822 | Aft Cargo Door |

B. Procedure

SUBTASK 52-31-00-580-001

- (1) Open the cargo door:
 - (a) Pull the door handle out of its recess.
 - (b) Rotate the handle counterclockwise to unlatch the door.
NOTE: Rotating the handle counterclockwise disengages the door latch mechanisms.
NOTE: The door will now begin to move inboard by the action of the counterbalance mechanism.
 - (c) Return the handle to its recess in the door.
 - (d) Push the door inboard to open it.
NOTE: When you begin to push the door inboard, the door counterbalance will lift the door to the fully open position and hold it there.

— END OF TASK —

TASK 52-31-00-580-802

3. Close the Cargo Door

(Figure 201)

A. Location Zones

| Zone | Area |
|------|--------------------|
| 821 | Forward Cargo Door |
| 822 | Aft Cargo Door |

B. Prepare to Close the Cargo Door

SUBTASK 52-31-00-860-005

- (1) Before you close the door from the outside, examine these things:
 - (a) To prevent cargo from contacting the door components, secure all cargo nets.



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- (b) Make sure the door frame is clear of any obstructions, dirt and debris.

C. Close the Cargo Door

SUBTASK 52-31-00-580-002

- (1) Close the cargo door:

- (a) Pull the soft-grip bungee lanyard at the forward edge of the door.

NOTE: This will pull the door out of the uplock and lower the door until you can reach the handle.

- (b) When you can reach the door handle, release the lanyard and the bungee will retract the lanyard back into the cargo compartment.

- (c) Pull the door handle out of the recess and rotate the handle counterclockwise.

NOTE: When you rotate the handle counterclockwise, the latch rollers are aligned to enter the latch receivers.

- (d) Pull the door to the closed position with the handle.

- (e) Turn the handle clockwise to fully close and latch the door.

- (f) Return the handle to its recess.

———— END OF TASK ————

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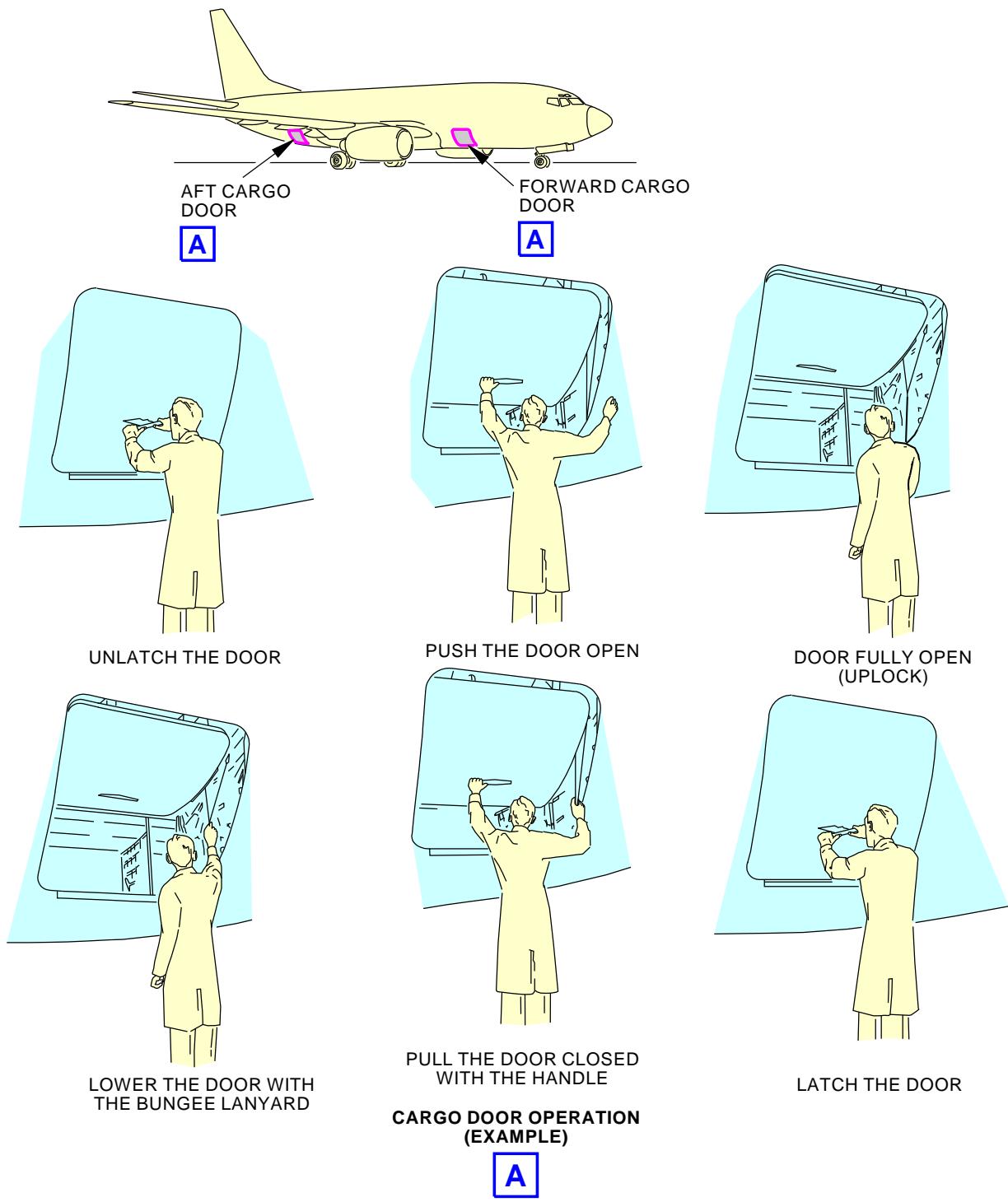
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Cargo Doors Operation Maintenance Practice
Figure 201/52-31-00-990-815

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TASK 52-31-00-580-803

4. Open the Cargo Door when the Lock Mechanism will not Operate

A. Location Zones

| Zone | Area |
|------|--------------------|
| 821 | Forward Cargo Door |
| 822 | Aft Cargo Door |

B. Procedure

SUBTASK 52-31-00-580-003

- (1) Do these steps to open the cargo door:
 - (a) Open the access panel on the outer skin of the door to get access to the latch torque tube.
 - (b) Turn the torque tube to unlatch the door..

———— END OF TASK ————

TASK 52-31-00-600-801

5. Cargo Door Corrosion Prevention

A. References

| Reference | Title |
|------------------|--------------------------------|
| 12-25-31-640-801 | Cargo Door Servicing (P/B 301) |
| 52-31-00-200-801 | Cargo Door Check (P/B 601) |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|---|---------------|
| D00633 | Grease - Aircraft General Purpose | BMS3-33 |
| G00009 | Compound - Organic Corrosion Inhibiting | BMS3-23 |
| G00834 | Cloth - Lint-free Cotton | |

C. Location Zones

| Zone | Area |
|------|--------------------|
| 821 | Forward Cargo Door |
| 822 | Aft Cargo Door |

D. General

SUBTASK 52-31-00-800-001

- (1) Corrosion may occur on the internal and external surfaces of the door structure. especially the inside lower corners, the connection points, and the door mechanism.
- (2) Corrosion and cracks have been found on the stop fittings that are mounted on the door.
- (3) Corrosion and cracks have been found on the door balance springs.
- (4) Corrosion and cracks have been found on the door balance mechanism cables. Cables with corrosion were found without lubrication.
 - (a) Make sure to lubricate these cables.
- (5) Corrosion, cracks, and weak handle latch springs have been found.
- (6) Some items in this section maybe subject to the mandatory requirements for corrosion prevention and control programs for aging airplanes.
- (7) Corrosion Prevention

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- (a) Do these tasks, Cargo Door Check, TASK 52-31-00-200-801 to detect the early stages of corrosion.
 - (b) Look for missing fasteners, white powdery deposits, and discolorations, as signs of corrosion.
 - 1) If signs of corrosion are found, then a corrosion prevention program should be started to prevent the build up of corrosion products.
 - 2) If corrosion products are allowed to build up, then they will cause further corrosion.
 - 3) If corrosion is found, the refer to the Structural Repair Manual for detail instructions for the removal of corrosion.
 - (c) After the corrosion products are cleaned, make sure that the protective finishes are serviceable.
 - 1) If only minor corrosion is found, then make sure that the area is clean.
 - 2) Apply corrosion inhibiting compound on the affected area.
 - 3) Make sure that the protective finish is restored at the first opportunity that is consistent with the airplanes maintenance schedule.
- (8) Frequency of Application
 - (a) Periodic inspection is required to areas identified as prone to corrosion and should be scheduled to your Maintenance Planning Document.
 - (b) Periodic application of BMS 3-23 compounds are necessary to areas identified as prone to corrosion and should be scheduled to your Maintenance Planning Document.
 - 1) Do the prevention treatment to the exterior surface of the door at the same recommended interval as the exterior surface of the fuselage.

E. Corrosion Prevention

SUBTASK 52-31-00-620-001

- (1) Prevention Treatment
 - (a) Remove the door liner to get access to the interior surfaces of the door.
 - (b) Clean the drains and drain paths.
 - (c) Cargo Door Check, TASK 52-31-00-200-801
 - 1) Remove or repair any corrosion that you find.
 - (d) Apply corrosion inhibiting compound, G00009 to the interior surfaces of the door.
 - 1) Make sure that the corrosion inhibiting compound, G00009 completely covers the surfaces, with special attention given to the lower corners and the mechanism.
 - (e) Apply corrosion inhibiting compound, G00009 to the door frame and the upper and lower web.
 - (f) If it is necessary, apply corrosion inhibiting compound, G00009 to the exterior surfaces of the door.
 - (g) Lubricate the door. Cargo Door Servicing, TASK 12-25-31-640-801
 - (h) If the door has cables, then do these steps:
 - 1) Use a clean lint-free cloth, G00834 to remove grease and corrosion inhibiting compound, G00009 from the cable.
 - 2) Examine the cables to make sure that it is serviceable.
 - 3) Use a clean lint-free cloth, G00834 to apply a thin layer of grease, D00633 to the cables.

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- (i) Install the door lining.
- (j) Cargo doors with drain valves, do these steps:
 - 1) Clean the drain hole.
 - 2) Examine the drain seal or plunger for alignment and freedom of movement.
 - a) If it is necessary, remove the drain valve from the door and clean the debris.
 - <1> If it is necessary, replace the drain valve.
 - b) Install the drain valve.

CAUTION: DO NOT APPLY MORE THAN THE MAXIMUM SPECIFIED TORQUE WHEN YOU TIGHTEN THE PARTS. DAMAGE TO THE PARTS CAN OCCUR IF YOU APPLY TOO MUCH TORQUE.

<1> Tighten the fasteners to 10 to 15 pound inches (1.1-1.7 Nm).

———— END OF TASK ————

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CARGO DOOR - REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
 - (1) A removal of the cargo door.
 - (2) An installation of the cargo door.
- B. This procedure is the same for the forward and aft cargo door.

TASK 52-31-00-000-801

2. Cargo Door Removal

(Figure 401)

A. Tools/Equipment

| Reference | Description |
|-----------|--|
| STD-1166 | Block - Wood, 1 to 3 Inch Thick, More Than 6 Inch Length |
| STD-11995 | Nut - Plain, Hexagon, Per AN315-6R Specifications |
| STD-11996 | Washer - Flat, Per NAS1149C0763R Specifications |

B. Location Zones

| Zone | Area |
|------|--------------------|
| 821 | Forward Cargo Door |
| 822 | Aft Cargo Door |

C. Prepare for the Removal

SUBTASK 52-31-00-010-004

- (1) Get access to the door as follows:
 - (a) Close and latch the door.
 - (b) Remove the door lining.

SUBTASK 52-31-00-860-002

- (2) Safety the counterbalance [4] as follows:
 - (a) Make sure the door is closed and latched.
 - (b) Remove the screw [11], washer [12], and sleeve [10] from the guide pin [5].
 - (c) Install a washer, STD-11996 and a nut, STD-11995 on the guide pin [5] against the adjustment nut [13].
- NOTE: Install the nut loosely. This will hold the spring in the counterbalance [4] and stop its operation.

D. Removal of the Cargo Door

SUBTASK 52-31-00-020-001

- (1) Disconnect the lanyard [9] from the fuselage structure:
 - (a) Disengage the split rings [8] that connect the lanyard [9] to the cargo compartment ceiling and the forward fuselage structure.
 - (b) Safety the lanyard [9] to the door [1].

SUBTASK 52-31-00-020-002

- (2) Disconnect the cable [21] and sheave [20] from the cargo compartment ceiling as follows:
 - (a) Unlatch and open the cargo door [1] 1-2 inches (25.4-50.8mm).



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- (b) Install a wood block, STD-1166 under the lower stops to hold the cargo door [1] up.
- (c) Make sure the cable [21] is loose.
- (d) Remove the lockwire [15] from the alignment bolt [16].
- (e) Remove the alignment bolt [16] and retainer ring [18].
- (f) Remove the cotter pin [22], pin [14], and washer [19].
- (g) Safety the cable [21] and sheave [20] to the cargo door.
- (h) Remove the wood block, STD-1166.

SUBTASK 52-31-00-210-013

- (3) Do a visual inspection of the cargo door counterbalance system to make sure it is disconnected.

SUBTASK 52-31-00-020-003

- (4) Disconnect the snubber [2] from the door structure:
 - (a) Close and latch the door.
 - (b) Remove the bolt [23], washers [24], and nut [25] that attach the snubber [2] to the door structure.
 - (c) Remove the spacer [26].
 - (d) Remove the snubber [2] from the cargo door [1] and safety it away from the cargo door [1].

SUBTASK 52-31-00-020-004

- (5) Disconnect the hinge arms [3] from the door structure:
 - (a) Remove the bolts [27], [30], washers [28], [31], and shims [29] that attach the hinge arms [3] to the door structure.
 - (b) Disconnect the hinge arms [3] from the cargo door [1] and safety them away from the cargo door [1].

SUBTASK 52-31-00-020-005

WARNING: BE CAREFUL WHEN YOU REMOVE THE DOOR FROM THE AIRPLANE. THE DOOR WEIGHS APPROXIMATELY 112 POUNDS. INJURY OR DAMAGE CAN OCCUR.

- (6) Carefully lift the cargo door [1] from the fuselage frame and remove from the airplane.

— END OF TASK —

TASK 52-31-00-400-801

3. Cargo Door Installation

(Figure 401)

A. References

| Reference | Title |
|------------------|--|
| 05-51-91-790-801 | Cabin Pressure Leak Test (P/B 201) |
| 52-31-00-200-802 | Cargo Door Pressure Seal Check (P/B 601) |
| 52-31-00-700-801 | Cargo Door System Test (P/B 501) |
| 52-31-00-820-801 | Cargo Door Adjustment (P/B 501) |

B. Tools/Equipment

| Reference | Description |
|-----------|---|
| STD-11995 | Nut - Plain, Hexagon, Per AN315-6R Specifications |

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(Continued)

| Reference | Description |
|-----------|---|
| STD-11996 | Washer - Flat, Per NAS1149C0763R Specifications |

C. Consumable Materials

| Reference | Description | Specification |
|-----------|---|---------------------------------|
| D00015 | Grease - Aircraft Bearing (Use BMS 3-24 until existing stocks are depleted, BMS 3-33 supersedes BMS 3-24) | BMS3-24 (Superseded by BMS3-33) |
| G01048 | Lockwire - MS20995C32, Corrosion Resistant Steel - 0.032 Inch (0.8128 mm) Diameter | NASM20995 |

D. Location Zones

| Zone | Area |
|------|--------------------|
| 821 | Forward Cargo Door |
| 822 | Aft Cargo Door |

E. Prepare for the Installation

SUBTASK 52-31-00-010-005

- (1) Prepare the cargo door [1] and the fuselage frame for installation and adjustment:

NOTE: These steps are for a new or repaired cargo door [1] and will make it easier to put the cargo door [1] in the fuselage frame and to connect and adjust the mechanisms.

- (a) Remove the bolts [32], and washers [33] that attach the forward and aft centering guides [7] to the cargo door [1].
- (b) Remove the centering guides [7], and the laminated shim [34] from the door [1].
- (c) Loosen the bolts [35], [37], [39], and washers [36], [38] that attach the forward and aft latch receivers [6] to the fuselage frame so the latch receivers [6].
- (d) Remove the lock springs.
- (e) Turn the stop pins inboard on the forward and aft edges of the cargo door [1].

F. Installation of the Cargo Door

SUBTASK 52-31-00-420-001

WARNING: BE CAREFUL WHEN YOU MOVE THE CARGO DOOR INTO THE AIRPLANE. THE CARGO DOOR WEIGHS APPROXIMATELY 112 POUNDS. INJURY OR DAMAGE CAN OCCUR.

- (1) Carefully move the cargo door [1] into the fuselage frame and into the door closed position.
 - (a) Inspect the pressure seal of the Door prior to installation, do this task: Cargo Door Pressure Seal Check, TASK 52-31-00-200-802.

SUBTASK 52-31-00-420-002

- (2) Connect the hinge arms [3] to the door structure:
 - (a) Put the hinge arms [3] in their correct position on the door structure.
 - (b) Do a check on the length of the bolts [27], [30] with the new laminated shim [29] thickness. If necessary, install new bolts [27], [30] of a different length.
 - (c) Install the bolts [27], [30], washers [28], [31], and shims [29] to attach the hinge arms [3] to the door structure.

SUBTASK 52-31-00-410-002

- (3) Install the door [1] and fuselage frame components as follows:

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- (a) Put the forward and aft centering guides [7] and laminated shim [34] in their correct position on the door [1].
- (b) Install the bolts [32], and washers [33] to attach the forward and aft centering guides [7] to the cargo door [1].
- (c) If more adjustment is not necessary, tighten the bolts [35], [37], [39], and washers [36], [38] that attach the forward and aft latch receivers [6] to the fuselage frame.

SUBTASK 52-31-00-420-003

- (4) Connect the snubber [2] to the door structure:
 - (a) Install the spacer [26].
 - (b) Install the bolt [23], washers [24], and nut [25] to attach the snubber [2] to the door structure.

SUBTASK 52-31-00-420-004

- (5) Connect the cable [21] and sheave [20] to the cargo compartment ceiling:

WARNING: MAKE SURE THE COUNTERBALANCE IS SAFETIED BEFORE YOU CONNECT THE COUNTERBALANCE OR CABLE. THERE IS A VERY STRONG SPRING IN THE COUNTERBALANCE AND CABLE THAT CAN CAUSE INJURY TO PERSONS.

- (a) Make sure the washer, STD-11996 and the nut, STD-11995, are installed on the guide pin [5] against the adjustment nut [13] on the end of the counterbalance [4].
NOTE: This will hold the spring in the counterbalance [4] and stop its operation.
- (b) Make sure the cable [21] is installed through the pulley [41] on the cargo door [1].
- (c) Apply a light coat of grease, D00015 to the pin [14] and alignment bolt [16] and the mating surfaces.
- (d) Install the pin [14], washer [19], and new cotter pin [22] to attach the cable [21] and sheave [20] to the cargo compartment ceiling.
- (e) Install the alignment bolt [16] and retainer ring [18] to attach the cable [21] and sheave [20] to the cargo compartment ceiling.
- (f) Install the MS20995C32 lockwire, G01048 between the alignment bolt [16] and the adjustment screw [17].
- (g) Connect the lanyard [9] to the fuselage structure:
 - 1) Engage the split rings [8] to connect the lanyard [9] to the cargo compartment ceiling and the forward fuselage structure.

SUBTASK 52-31-00-820-009

- (6) Do this task: Cargo Door Adjustment, TASK 52-31-00-820-801.

SUBTASK 52-31-00-730-004

- (7) Do this task: Cargo Door System Test, TASK 52-31-00-700-801.

SUBTASK 52-31-00-790-001

- (8) Do this task: Cabin Pressure Leak Test, TASK 05-51-91-790-801.

G. Put the Airplane Back to Its Usual Condition

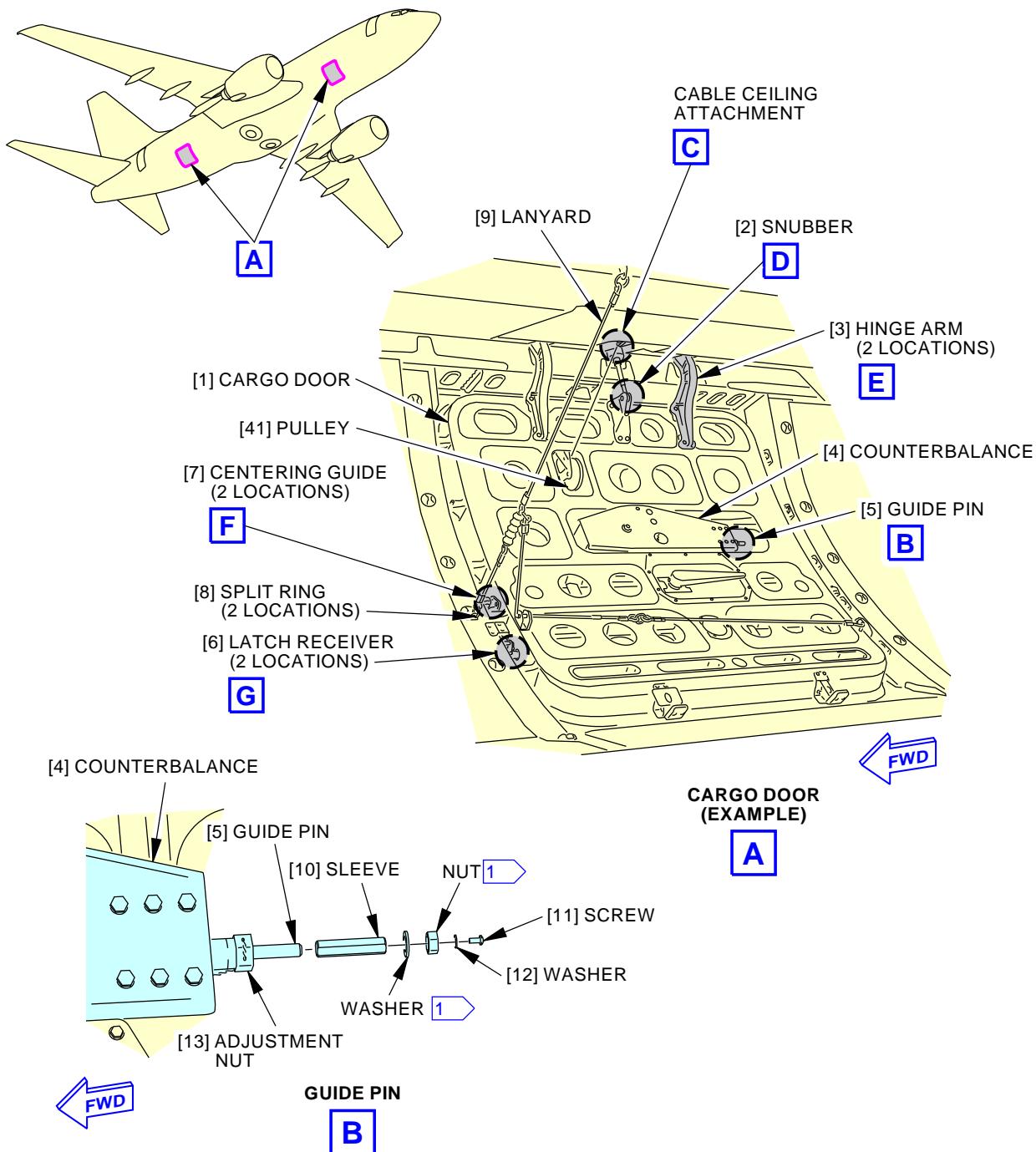
SUBTASK 52-31-00-410-003

- (1) If removed, install the door lining.

———— END OF TASK ———

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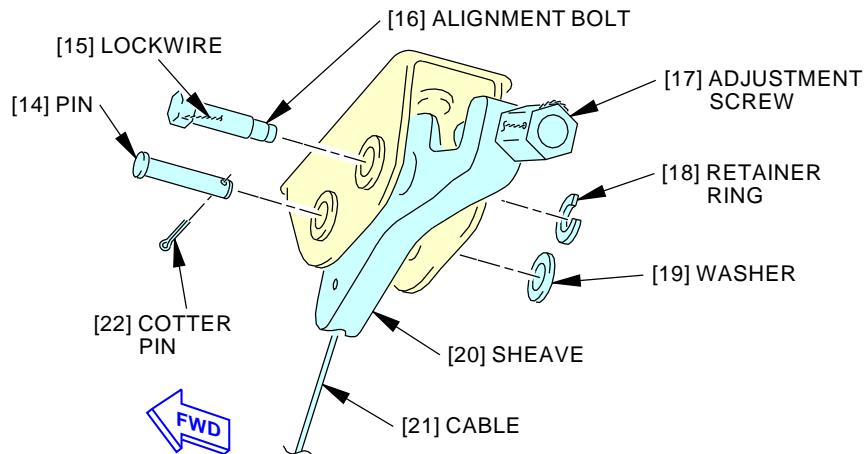
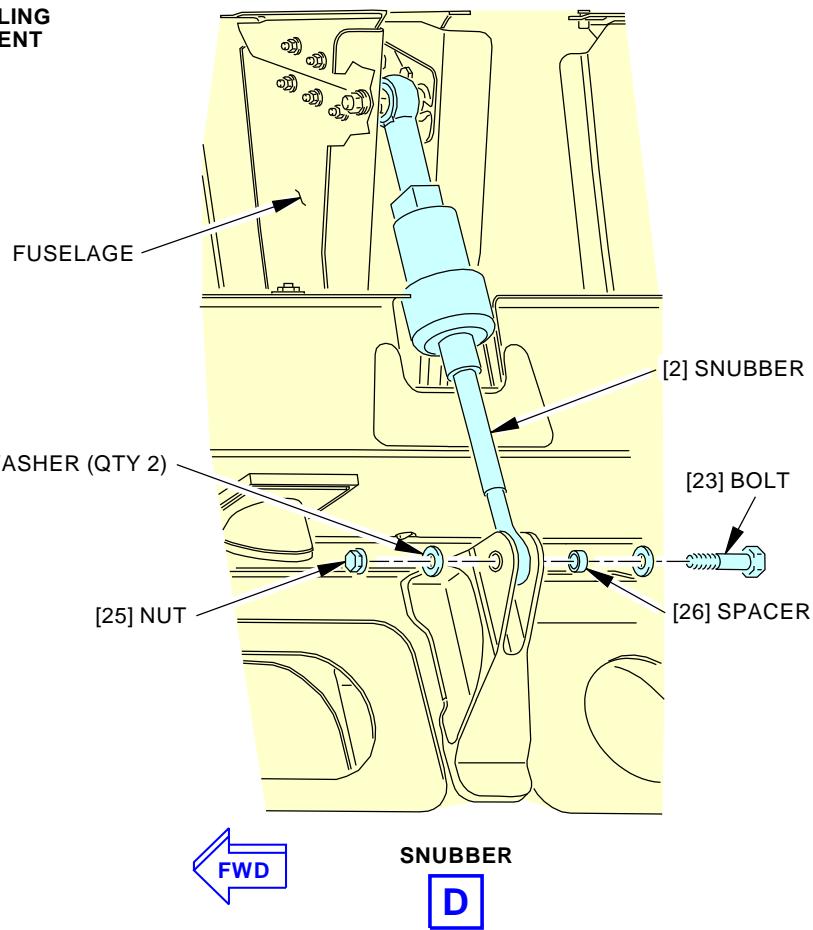
1 INSTALL THE WASHER AND NUT TO SAFETY THE COUNTERBALANCE.

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Cargo Door Installation
Figure 401/52-31-00-990-809 (Sheet 1 of 4)

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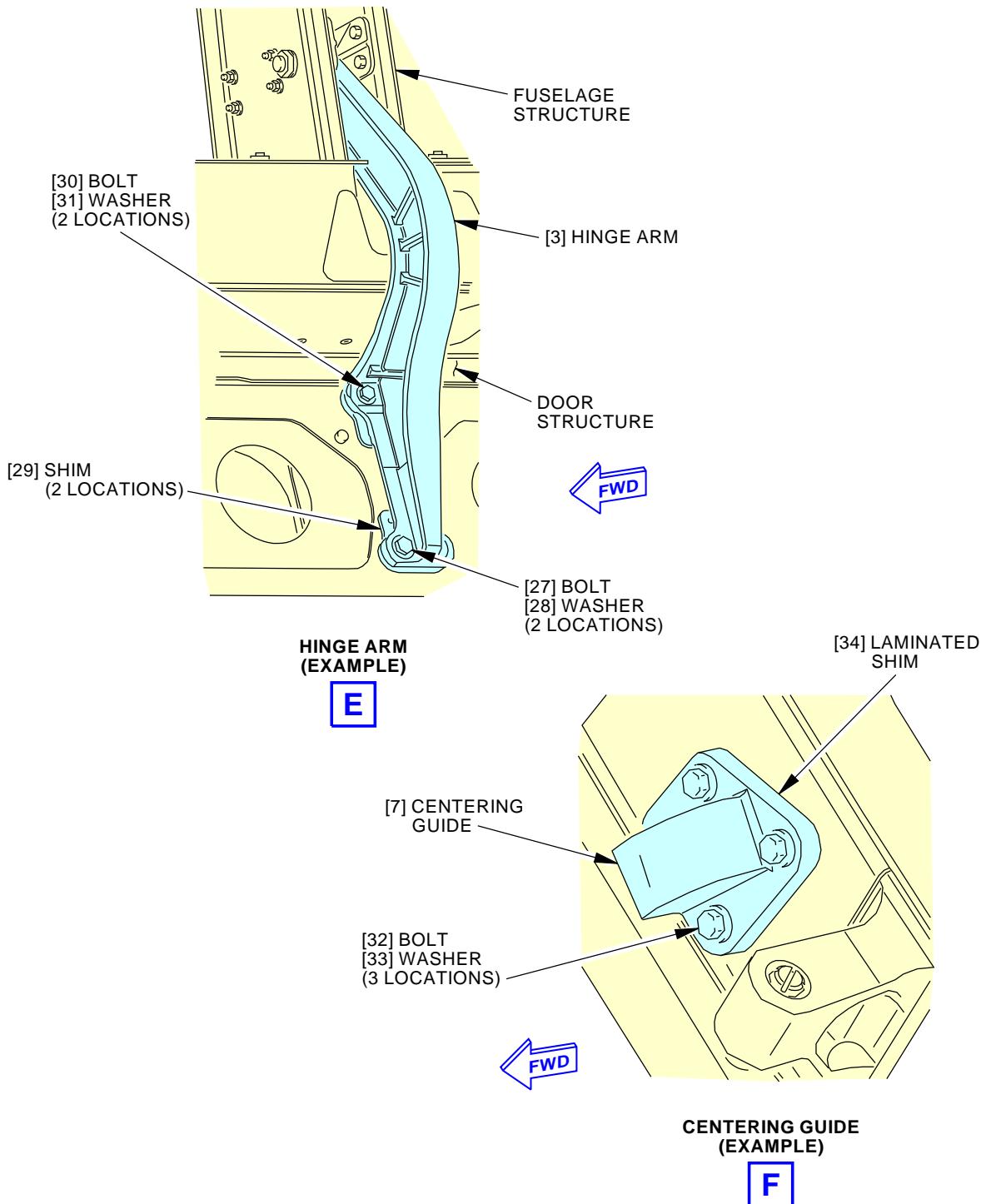
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CABLE CEILING ATTACHMENT
C


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Cargo Door Installation
Figure 401/52-31-00-990-809 (Sheet 2 of 4)

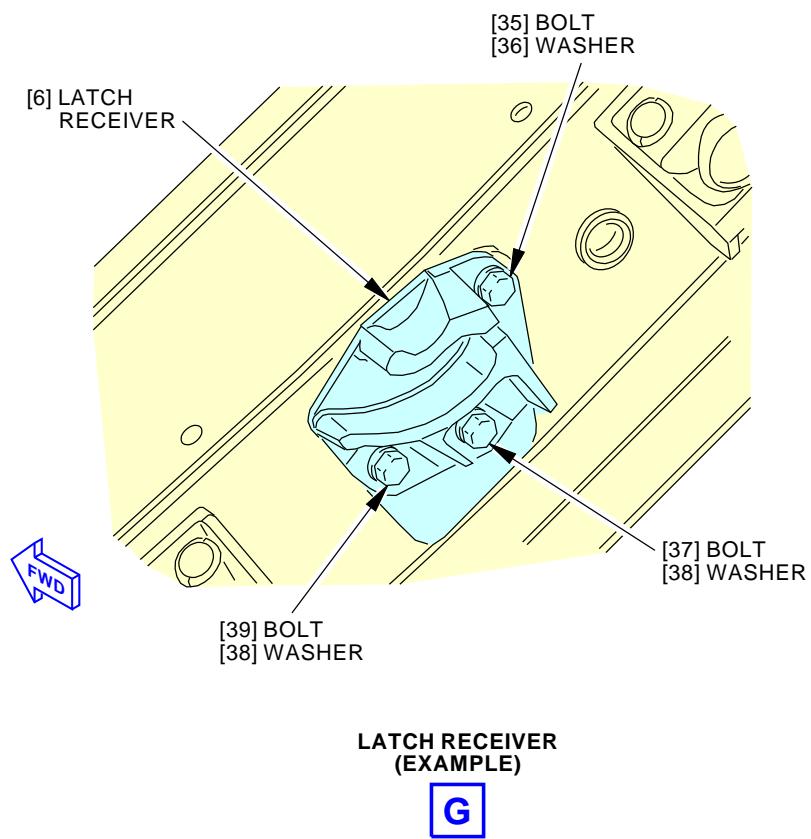
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Cargo Door Installation
Figure 401/52-31-00-990-809 (Sheet 3 of 4)



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Cargo Door Installation
Figure 401/52-31-00-990-809 (Sheet 4 of 4)

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CARGO DOOR - ADJUSTMENT/TEST

1. General

- A. This procedure has these tasks:
 - (1) An adjustment of the cargo door.
 - (2) A system test of the cargo door.
- B. This procedure is the same for the forward or aft cargo door.

TASK 52-31-00-820-801

2. Cargo Door Adjustment

(Figure 501, Figure 502, Figure 503, Figure 504, Figure 505, Figure 506, Figure 507)

A. General

- (1) Do the adjustment procedure with no load on the cargo door or the fuselage frame. Do the procedure with the airplane operating weight empty and the airplane supported on its landing gear.
- (2) After the adjustment is completed, make sure that all adjustment points are locked and sealed.

B. References

| Reference | Title |
|------------------|---|
| 52-71-31-820-801 | Cargo Door Indication Switch Adjustment (P/B 201) |

C. Tools/Equipment

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

| Reference | Description |
|-----------|---|
| COM-1557 | Gauge - Force <ul style="list-style-type: none">Part #: DG-200 Supplier: 92456Part #: FDIX 100 Supplier: 0BFD9Part #: FDIX 50 Supplier: 0BFD9Part #: LG-050 Supplier: 92456Part #: LG-100 Supplier: 92456<ul style="list-style-type: none">Opt Part #: DPP-500G Supplier: 92456Opt Part #: DPPH-150 Supplier: 92456Opt Part #: DPPH-200 Supplier: 92456Opt Part #: DPPH-50 Supplier: 92456Opt Part #: FDI 100 Supplier: 0BFD9Opt Part #: FDI 50 Supplier: 0BFD9Opt Part #: FDV 100 Supplier: 0BFD9Opt Part #: FDV 50 Supplier: 0BFD9 |
| STD-11995 | Nut - Plain, Hexagon, Per AN315-6R Specifications |
| STD-11996 | Washer - Flat, Per NAS1149C0763R Specifications |

D. Consumable Materials

| Reference | Description | Specification |
|-----------|--|---|
| A00159 | Compound - Sealing, Thread-Locking, Anaerobic, Single-Component (100-200 In-lbs) | ASTM D5363 Grp 3 Cl 2 Grd 1 (SUPERSEDES MIL-S-46163) |
| C00259 | Coating - Chemical And Solvent Resistant Finish, Corrosion Inhibiting Primer | BMS10-11 Type I |





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(Continued)

| Reference | Description | Specification |
|-----------|---|---------------------------------|
| D00015 | Grease - Aircraft Bearing (Use BMS 3-24 until existing stocks are depleted, BMS 3-33 supersedes BMS 3-24) | BMS3-24 (Superseded by BMS3-33) |

E. Location Zones

| Zone | Area |
|------|--------------------|
| 821 | Forward Cargo Door |
| 822 | Aft Cargo Door |

F. Prepare for the Adjustment

SUBTASK 52-31-00-010-003

- (1) Remove the cargo door lining.

SUBTASK 52-31-00-860-001

- (2) Safety the counterbalance (Figure 504):
 - (a) Make sure the cargo door is closed and latched.
 - (b) Remove the screw, washer, and sleeve from the guide pin.
 - (c) Install a washer, STD-11996 and a nut, STD-11995 on the guide pin against the adjustment nut.

NOTE: Install the nut finger tight only. This will hold the spring in the counterbalance and stop its operation.

G. Hinge Arm Adjustment

SUBTASK 52-31-00-820-001

- (1) Adjust the hinge arm:
 - (a) Make sure the cargo door is closed and latched.
 - (b) Make sure the clearance between the fuselage skin and the forward cargo door skin is as shown, (Table 501)/ (Table 505) and (Figure 502).
 - (c) Make sure the clearance between the fuselage skin and the aft cargo door skin is as shown, (Table 502)/ (Table 506) and (Figure 502).

Table 501/52-31-00-993-810 Aerosmoothness Limits - Forward Cargo Door (Key to Fig. 502)

| ZONE | CLEARANCE | | FLUSHNESS | |
|------|----------------------|-----------------------------|----------------------|---------------------------------|
| | NOMINAL inch (mm) | TOLERANCE inch (mm) | NOMINAL inch (mm) | TOLERANCE inch (mm) |
| A | 0.10 (2.54) | 0.06 to 0.15 (1.52 to 3.81) | -- | NOT APPLICABLE |
| B | 0.10 (2.54) | 0.06 to 0.15 (1.52 to 3.81) | -0.10 (-2.54) | -0.15 to -0.05 (-3.80 to -1.27) |
| C | 0.10 (2.54) | 0.06 to 0.15 (1.52 to 3.81) | -- | NOT APPLICABLE |
| D | 0.10 (2.54) | 0.06 to 0.15 (1.52 to 3.81) | -0.10 (-2.54) | -0.15 to -0.05 (-3.80 to -1.27) |
| E | -- | NOT APPLICABLE | -- | NOT APPLICABLE |
| F | 0.25 (6.35) | 0.22 to 0.28 (5.58 to 7.11) | -0.14 (-3.55) | -0.20 to -0.08 (-5.08 to -2.03) |
| G | -- | NOT APPLICABLE | -- | NOT APPLICABLE |



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Table 501/52-31-00-993-810 Aerosmoothness Limits - Forward Cargo Door (Key to Fig. 502) (Continued)

| | CLEARANCE | | FLUSHNESS | |
|---|-------------|-----------------------------|---------------|---------------------------------|
| H | 0.10 (2.54) | 0.06 to 0.15 (1.52 to 3.81) | -0.10 (-2.54) | -0.15 to -0.05 (-3.80 to -1.27) |

Table 502/52-31-00-993-811 Aerosmoothness Limits - Aft Cargo Door (Key to Fig. 502)

| | CLEARANCE | | FLUSHNESS | |
|------|----------------------|-----------------------------|----------------------|---------------------------------|
| ZONE | NOMINAL inch (mm) | TOLERANCE inch (mm) | NOMINAL inch (mm) | TOLERANCE inch (mm) |
| A | 0.10 (2.54) | NOT APPLICABLE | -- | NOT APPLICABLE |
| B | 0.10 (2.54) | 0.06 to 0.15 (1.52 to 3.81) | -0.10 (-2.54) | -0.15 to -0.05 (-3.81 to -1.27) |
| C | 0.10 (2.54) | 0.06 to 0.15 (1.52 to 3.81) | -- | NOT APPLICABLE |
| D | 0.10 (2.54) | 0.06 to 0.15 (1.52 to 3.81) | -0.10 (-2.54) | -0.15 to -0.05 (-3.81 to -1.27) |
| E | -- | NOT APPLICABLE | -- | NOT APPLICABLE |
| F | 0.25 (6.35) | 0.22 to 0.28 (5.58 to 7.11) | -0.14 (-3.55) | -0.20 to -0.08 (-5.08 to -2.03) |
| G | -- | NOT APPLICABLE | -- | NOT APPLICABLE |
| H | 0.18 (4.57) | 0.15 to 0.21 (3.81 to 5.33) | -0.10 (-2.54) | -0.15 to -0.05 (-3.81 to -1.27) |

Table 503/52-31-00-993-817 Aero-Averaging Limits - Forward Cargo Door (Method 2)

| | CLEARANCE | | FLUSHNESS | |
|------|----------------------|-----------------------------|----------------------|---------------------------------|
| ZONE | NOMINAL inch (mm) | TOLERANCE inch (mm) | NOMINAL inch (mm) | TOLERANCE inch (mm) |
| A | 0.10 (2.54) | 0.06 to 0.18 (1.52 to 4.57) | -- | NOT APPLICABLE |
| B | 0.10 (2.54) | 0.06 to 0.18 (1.52 to 4.57) | -0.10 (-2.54) | -0.18 to -0.02 (-4.57 to -0.51) |
| C | 0.10 (2.54) | 0.06 to 0.18 (1.52 to 4.57) | -- | NOT APPLICABLE |
| D | 0.10 (2.54) | 0.06 to 0.18 (1.52 to 4.57) | -0.10 (-2.54) | -0.18 to -0.02 (-4.57 to -0.51) |
| E | -- | NOT APPLICABLE | -- | NOT APPLICABLE |
| F | 0.25 (6.35) | 0.22 to 0.31 (5.59 to 7.87) | -0.14 (-3.56) | -0.23 to -0.05 (-5.84 to -1.27) |
| G | -- | NOT APPLICABLE | -- | NOT APPLICABLE |
| H | 0.10 (2.54) | 0.06 to 0.18 (1.52 to 4.57) | -0.10 (-2.54) | -0.18 to -0.02 (-4.57 to -0.51) |

Table 504/52-31-00-993-816 Aero-Averaging Limits - Aft Cargo Door (Method 2)

| | CLEARANCE | | FLUSHNESS | |
|------|----------------------|-----------------------------|----------------------|---------------------------------|
| ZONE | NOMINAL inch (mm) | TOLERANCE inch (mm) | NOMINAL inch (mm) | TOLERANCE inch (mm) |
| A | -- | NOT APPLICABLE | -- | NOT APPLICABLE |
| B | 0.10 (2.54) | 0.06 to 0.18 (1.52 to 4.57) | -0.10 (-2.54) | -0.18 to -0.02 (-4.57 to -0.51) |
| C | 0.10 (2.54) | 0.06 to 0.18 (1.52 to 4.57) | -- | NOT APPLICABLE |

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Table 504/52-31-00-993-816 Aero-Averaging Limits - Aft Cargo Door (Method 2) (Continued)

| | CLEARANCE | | FLUSHNESS | |
|---|-------------|-----------------------------|---------------|---------------------------------|
| D | 0.10 (2.54) | 0.06 to 0.18 (1.52 to 4.57) | -0.10 (-2.54) | -0.18 to -0.02 (-4.57 to -0.51) |
| E | -- | NOT APPLICABLE | -- | NOT APPLICABLE |
| F | 0.25 (6.35) | 0.22 to 0.31 (5.59 to 7.87) | -0.14 (-3.56) | -0.23 to -0.05 (-5.84 to -1.27) |
| G | -- | NOT APPLICABLE | -- | NOT APPLICABLE |
| H | 0.18 (4.57) | 0.15 to 0.24 (3.81 to 6.10) | -0.10 (-2.54) | -0.18 to -0.02 (-4.57 to -0.51) |

- (d) Make sure the clearance between the forward and aft latch rollers and latch receivers is as specified (Figure 503).
- (e) If necessary, adjust as follows:
 - 1) Loosen the bolts, washers, and shims that attach the forward and aft hinge arms to the cargo door.
 - 2) Move the hinge arms on their serrated plates forward, aft, up or down to get the correct skin clearance.
 - 3) Move the hinge arms on their serrated plates up or down to get the correct clearance between the latch roller and the latch receiver.
 - 4) Tighten the bolts, washers, and shims to attach the forward and aft hinge arms to the cargo door.

H. Skin Clearance Adjustment

SUBTASK 52-31-00-820-010

- (1) Two measurement methods are provided to adjust the door:
 - (a) Method 1 is the Standard measurement method for skin clearance adjustment.
 - (b) Method 2 is Aero-Averaging measurement for skin clearance adjustment.

SUBTASK 52-31-00-820-011

- (2) Adjust the skin clearance with Method 1 (Figure 502):
 - (a) Make sure the clearances between the door skin and fuselage skin are as shown (Table 502, Table 501).
 - (b) As a minimum, measure the clearance between the cargo door skin and fuselage skin along each edge of the cargo door at the locations that follow:
 - 1) Within ± 1.0 inch (± 25.4 mm) of each stop fitting along the forward and aft edges of the door.
 - 2) Within ± 1.0 inch (± 25.4 mm) of the hinge arm and snubber centerlines on the top edge of the door.
 - 3) Within ± 1.0 inch (± 25.4 mm) of the lower stop and intercostal centerlines on the bottom edge of the cargo door. along the forward and aft edges of the door.
 - (c) If necessary, adjust as follows:
 - 1) Open the door.
 - 2) Trim the edge of the door to get the correct skin clearances.
 - (d) Make sure the minimum distance from the edge of the door outer skin to the door frame is as shown (Figure 502).

SUBTASK 52-31-00-820-012

- (3) Adjust the skin clearance with Method 2 (Aero-Averaging) (Figure 502):

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- (a) Make sure the clearances between the door skin and fuselage skin are as shown (Table 504, Table 503).
- (b) If necessary, adjust as follows:
 - 1) Open the door.
 - 2) Trim the edge of the door to get the correct skin clearances.
- (c) Make sure the minimum distance from the edge of the door outer skin to the door frame is as shown (Table 504, Table 503).
- (d) Measure the clearance between the door skin and fuselage skin along the forward and aft edges of the door at the locations that follow:
NOTE: Do not take additional measurements.
 - 1) Within ± 1.0 inch (± 25.4 mm) of each stop fitting along the forward and aft edges of the door.
 - 2) Record the skin clearance for each stop fitting.
 - 3) Use the applicable (Table 506, Table 505) to change the clearance to a Drag value.
NOTE: A forward cargo door measurement of 0.10 inch (2.54mm) clearance is a Drag value of 0.77.
 - 4) Record the Drag value for each measurement from the applicable (Table 506, Table 505).
NOTE: There are two tables. Use the correct door table for the measurement that is recorded.

Table 505/52-31-00-993-812 Forward Cargo Door Skin Clearance (Aero-averaging)

| CLEARANCE Inch (mm) | DRAG VALUE |
|---------------------|------------|
| 0.06 (1.52) | 0.46 |
| 0.07 (1.78) | 0.54 |
| 0.08 (2.03) | 0.62 |
| 0.09 (2.29) | 0.69 |
| 0.10 (2.54) | 0.77 |
| 0.11 (2.79) | 0.85 |
| 0.12 (3.05) | 0.92 |
| 0.13 (3.30) | 1.00 |
| 0.14 (3.56) | 1.08 |
| 0.15 (3.81) | 1.15 |
| 0.16 (4.06) | 1.23 |
| 0.17 (4.32) | 1.31 |
| 0.18 (4.57) | 1.39 |

Table 506/52-31-00-993-813 Aft Cargo Door Skin Clearance (Aero-averaging)

| DOOR FORWARD EDGE | | | |
|---------------------|------------|---------------------|------------|
| DOOR AFT EDGE | | | |
| CLEARANCE Inch (mm) | DRAG VALUE | CLEARANCE Inch (mm) | DRAG VALUE |

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Table 506/52-31-00-993-813 Aft Cargo Door Skin Clearance (Aero-averaging) (Continued)

| DOOR FORWARD EDGE | | DOOR AFT EDGE | |
|-------------------|------|---------------|------|
| 0.06 (1.52) | 0.46 | 0.15 (3.81) | 0.75 |
| 0.07 (1.78) | 0.54 | 0.16 (4.06) | 0.80 |
| 0.08 (2.03) | 0.62 | 0.17 (4.32) | 0.85 |
| 0.09 (2.29) | 0.69 | 0.18 (4.57) | 0.90 |
| 0.10 (2.54) | 0.77 | 0.19 (4.83) | 0.95 |
| 0.11 (2.79) | 0.85 | 0.20 (5.08) | 1.00 |
| 0.12 (3.05) | 0.92 | 0.21 (5.33) | 1.05 |
| 0.13 (3.30) | 1.00 | 0.22 (5.58) | 1.10 |
| 0.14 (3.56) | 1.08 | 0.23 (5.84) | 1.15 |
| 0.15 (3.81) | 1.15 | 0.24 (6.09) | 1.20 |
| 0.16 (4.06) | 1.23 | - | - |
| 0.17 (4.32) | 1.31 | - | - |
| 0.18 (4.57) | 1.39 | - | - |

5) Add all the Drag Values together (sum) and record this as measurement A.

a) Record the sum of the Drag Values as Measurement A.

6) Divide Measurement A by the number of measurements that you made.

NOTE: If the measurement was made at each of the stop fitting, then divide Measurement A (sum of the Drag Values) by 10 (the number of door stop fittings).

7) Make sure that this average drag value is 1.00 or less.

I. Counterbalance Adjustment

SUBTASK 52-31-00-820-002

(1) Adjust the counterbalance (Figure 504):

(a) Adjust the cable length as follows:

1) Make sure the cargo door is closed and latched.

2) For the forward cargo door, make sure the groove on the cam axle shaft is aligned with the FWD mark on the counterbalance 5 degrees clockwise and 0 degrees counterclockwise.

3) For the aft cargo door, make sure the groove on the cam axle shaft is aligned with the AFT mark on the counterbalance 5 degrees clockwise and 0 degrees counterclockwise.

4) If necessary, adjust as follows:

a) Remove the lockwire between the adjustment screw and the alignment bolt at the cable and cargo compartment ceiling attachment.

b) Remove the lockwire between the adjustment screw and the sheave.

c) Turn the adjustment screw to change the length of the cable and the alignment of the groove on the cam axle shaft with the applicable mark on the counterbalance.

| |
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- d) When cable length adjustments are made, open the cargo door 1-2 inches (25.4 to 50.8mm) to put a load on the safety nut and let the cable untwist while loose.
- (b) Make the counterbalance operable as follows:
 - 1) Make sure the cargo door is closed and latched.
 - 2) Remove the washer, STD-11996 and the nut, STD-11995 from the guide pin.
NOTE: Do not remove the adjustment nut.
 - 3) Apply a light coat of grease, D00015 to the outer surface of the sleeve.
 - 4) Apply the compound, A00159 to the screw.
 - 5) Install the screw, washer, and sleeve on the guide pin.
- (c) Adjust the cable alignment as follows:
 - 1) Open the cargo door.
 - 2) Make sure the clearance between the cable and the two sides of the pulley is as shown (Figure 504).
 - 3) If necessary, adjust as follows:
 - a) Turn the alignment bolt to move the sheave forward or aft to get the correct clearance.
 - 4) Install the lockwire between the alignment bolt and the adjustment screw.
 - 5) Install the lockwire between the adjustment screw and the sheave.
- (d) Adjust the force to open and close the cargo door:
 - 1) Measure the force to lift the cargo door to the open position as follows:
 - a) With a force gauge, COM-1557, lift the cargo door.
 - b) Measure the force at the external handle normal to the cargo door skin.
 - c) Make sure that the maximum force to lift the cargo door is no more than 25 lbf (111 N).
 - d) Make sure that the cargo door is held against the bumper on the cargo compartment ceiling and that it can stay in that position.
 - 2) Measure the force to lower the cargo door as follows:
 - a) With a force gauge, COM-1557, lower the cargo door until the latch rollers touch the latch receivers.
 - b) Measure the force at the external handle normal to the cargo door skin
 - c) Make sure that the maximum force to lower the cargo door is no more than 35 lbf (156 N).
 - 3) If necessary, adjust as follows:
 - a) Turn the adjustment nut on the counterbalance to change the compression of the spring and get the correct forces.
 - 4) Install the lockwire on the adjustment nut.

J. Flushness Adjustment

SUBTASK 52-31-00-820-013

- (1) Two measurement methods are provided to adjust the door.
 - (a) Method 1 is the Standard measurement method for skin flushness adjustment.

| | |
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- (b) Method 2 is Aero-Averaging measurement for skin flushness adjustment.

SUBTASK 52-31-00-820-014

- (2) Adjust the skin flushness using Method 1 (Figure 502):
- Close and latch the cargo door.
 - As a minimum, measure the flushness between the cargo door skin and fuselage skin along each edge of the cargo door at the locations that follow:

NOTE: Make additional measurements if necessary.

 - Within ± 1.0 inch (± 25.4 mm) of each stop fitting along the forward and aft edges of the cargo door.
 - Within ± 1.0 inch (± 25.4 mm) of the hinge arm and snubber centerlines on the top edge of the cargo door.
 - Within ± 1.0 inch (± 25.4 mm) of the lower stop and intercostal centerlines on the bottom edge of the cargo door.
 - Make sure the flushness between the fuselage skin and the forward cargo door skin is as shown, (Table 501) and (Figure 502).
 - Make sure the flushness between the fuselage skin and the aft cargo door skin is as shown, (Table 502) and (Figure 502).
 - If necessary, adjust as follows (Figure 505):
 - Open the cargo door.
 - Do the latch adjustment to get the correct skin flushness.

SUBTASK 52-31-00-820-015

- (3) Adjust the skin flushness using Method 2 (Aero-Averaging) (Figure 502):
- Make sure the flushness between the door skin and fuselage skin along the forward and aft edges of the door are as shown (Table 504, Table 503) and (Figure 502).
 - As a minimum, measure the flushness between the door skin and fuselage skin along the forward and aft edges of the door at the locations that follow:
 - Within ± 1.0 inch (± 25.4 mm) of each stop fitting along the forward and aft edges of the door.

NOTE: Do not take additional measurements.
 - Record the skin flushness for each stop fitting.
 - Use the (Table 507) to change the flushness to a Drag value.

NOTE: A measurement of -0.10 inch (-2.54mm) flushness at the door fwd edge is a Drag value of 0.00.
 - Record the Drag value for each measurement from (Table 507).

Table 507/52-31-00-993-814 Forward and Aft Cargo Door Skin Flushness (Aero-Averaging)

| Door Flushness | | |
|--------------------|--------------------|------------|
| Fwd Edge Inch (mm) | Aft Edge Inch (mm) | Drag Value |
| -0.18 (-4.57) | -0.02 (-0.51) | 1.59 |
| -0.17 (-4.31) | -0.03 (-0.76) | 1.35 |
| -0.16 (-4.06) | -0.04 (-1.02) | 1.13 |
| -0.15 (-3.81) | -0.05 (-1.27) | 0.90 |

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Table 507/52-31-00-993-814 Forward and Aft Cargo Door Skin Flushness (Aero-Averaging) (Continued)

| Door Flushness | | |
|--------------------|--------------------|------------|
| Fwd Edge Inch (mm) | Aft Edge Inch (mm) | Drag Value |
| -0.14 (-3.56) | -0.06 (-1.52) | 0.69 |
| -0.13 (-3.30) | -0.07 (-1.78) | 0.48 |
| -0.12 (-3.05) | -0.08 (-2.03) | 0.29 |
| -0.11 (-2.79) | -0.09 (-2.29) | 0.12 |
| -0.10 (-2.54) | -0.10 (-2.54) | 0.00 |
| -0.09 (-2.29) | -0.11 (-2.79) | 0.13 |
| -0.08 (-2.03) | -0.12 (-3.05) | 0.46 |
| -0.07 (-1.78) | -0.13 (-3.30) | 0.86 |
| -0.06 (-1.52) | -0.14 (-3.56) | 1.30 |
| -0.05 (-1.27) | -0.15 (-3.81) | 1.78 |
| -0.04 (-1.02) | -0.16 (-4.06) | 2.29 |
| -0.03 (-0.76) | -0.17 (-4.31) | 2.82 |
| -0.02 (-0.51) | -0.18 (-4.57) | 3.38 |

- 5) Add all of the Drag Values together (sum).
 - a) Record the sum of the Drag Values as Measurement A.
 - 6) Divide measurement A by number of measurements that you made.
- NOTE: If the measurement was made at each of the stop fitting, then divide Measurement A (sum of the Drag Values) by 10 (the number of door stop fittings).
- a) Make sure that this average Drag Value is 1.00 or less.
 - (c) If this average Drag Value is greater than 1.00, then adjust the door as follows:
 - 1) Open the door.
 - 2) Do the latch adjustment to get the correct skin flushness.

K. Latch Adjustment

SUBTASK 52-31-00-820-004

- (1) Do the latch adjustment (Figure 505):
 - (a) Close and latch the cargo door.
 - (b) Make sure the clearance between the forward and aft latch crank and latch receiver is as shown (Figure 505).
 - (c) If necessary, adjust as follows:
 - 1) Open the cargo door.
 - 2) Remove the bolts, washers, and nuts that attach the latch crank to the latch torque tube.
 - 3) Move the adjustment washers from one end of the latch torque tube to the other end to increase or decrease the clearance between the latch crank and latch receiver.
 - 4) Install the bolts, washers, and nuts to attach the latch crank to the latch torque tube.

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- 5) Make sure that when the clearance at one end of the cargo door is 0.00 inch (0.00mm), the clearance at the other end is 0.04-0.08 inch (1.01-2.03mm).
NOTE: The cargo door can move forward and aft during normal operation.
- 6) If more adjustment is necessary, do the steps that follow:
 - a) Remove the bolts, washers, and serrated plates that attach the forward and aft latch receivers to the fuselage frame.
 - b) Install a new laminated shim or remove laminations from the shim under the latch receivers to get the correct adjustment.
 - c) Apply the primer, C00259 to the bare laminations of the shim before installation.
 - d) Install the bolts, washers, and serrated plates to attach the latch receivers to the fuselage frame.
 - (d) Make sure the cargo door is closed and latched.
 - (e) Try to move the latch torque tube forward and aft to do a check for latch roller and latch torque tube end-play.
 - (f) Make sure the latch roller and latch torque tube end play is 0.015 inch (0.38mm) maximum.
 - (g) If necessary, adjust as follows:
 - 1) Remove the bolts, washers, and nuts that attach the latch crank to the latch torque tube.
 - 2) Add or remove the adjustment washers from one of the ends of the latch torque to decrease the end play.
 - 3) Install the bolts, washers, and nuts to attach the latch crank to the latch torque tube.

L. Centering Guide Adjustment

SUBTASK 52-31-00-820-005

- (1) Do the centering guide adjustment (Figure 506):
 - (a) Open and close the cargo door.
 - (b) As the cargo door closes and the latch rollers go into the latch receivers, measure the clearance between the forward and aft centering guides and guide rollers.
 - (c) Make sure the clearance between the centering guide and guide roller is as shown.
 - (d) When the cargo door is closed, make sure the forward and aft guide rollers do not touch the centering guides.
 - (e) If necessary, adjust as follows:
 - 1) Open the cargo door.
 - 2) Remove the bolts and washers that attach the forward and aft centering guides to the cargo door.
 - 3) Install a new laminated shim or remove laminations from the shim under the centering guides to get the correct clearance.
 - 4) Apply the primer, C00259 to the bare laminations of the shim before installation.
 - 5) Install the bolts and washers to attach the centering guides to the cargo door.



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M. Stop Pin Adjustment

SUBTASK 52-31-00-820-006

- (1) Do the stop pin adjustment (Figure 507):
 - (a) Close and latch the cargo door.
 - (b) Make sure the clearance between the stop pins and the stop pads on the cargo door is as shown (View A-A).
 - (c) If necessary, adjust as follows:
 - 1) Position the door in the opening with the latch rollers at the latch receivers' overcenter high point (Top Dead Center, View B).
 - 2) Turn the stop pins fully outboard until they just touch the stop pads.
 - 3) Open the door to a position to provide access.
 - 4) Turn the stop pins back to the nearest lock groove.
 - 5) Install the lock spring.
 - 6) Close and lock the cargo door.
 - 7) Measure the stop pin and stop pad clearance (View A-A).

NOTE: Stop pin gaps at beams D, E, and Threshold must be within 0.030 inch (0.762 mm) of the adjacent stop pin gap. The gap at beam D must be within .030 inch of the gap at beam C. The gap at beam E must be within .030 inch of the gap at beam D. The gap at the Threshold must be within .030 inch of the gap at beam E.

- (d) Make sure the stop pins align with the stop pads on the forward and aft edges of the cargo door as shown (View B-B).

SUBTASK 52-31-00-820-007

- (2) Do this task: Cargo Door Indication Switch Adjustment, TASK 52-71-31-820-801.

N. Put the Airplane Back to Its Usual Condition

SUBTASK 52-31-00-410-001

- (1) Install the cargo door lining.

———— END OF TASK ————

TASK 52-31-00-700-801

3. Cargo Door System Test

Figure 501Figure 502Figure 503Figure 504Figure 505Figure 506Figure 507

A. General

- (1) The system test is a check that the cargo door is installed and adjusted correctly and that the mechanical systems operate correctly.
- (2) Make sure the installation and adjustment of the cargo door is done. Make sure the cargo door seal and lining are installed.

B. References

| Reference | Title |
|------------------|---------------------------------|
| 24-22-00-860-813 | Supply External Power (P/B 201) |



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C. Tools/Equipment

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

| Reference | Description |
|------------------|---|
| COM-1557 | Gauge - Force Part #: DG-200 Supplier: 92456 Part #: FDIX 100 Supplier: 0BFD9 Part #: FDIX 50 Supplier: 0BFD9 Part #: LG-050 Supplier: 92456 Part #: LG-100 Supplier: 92456 Opt Part #: DPP-500G Supplier: 92456 Opt Part #: DPPH-150 Supplier: 92456 Opt Part #: DPPH-200 Supplier: 92456 Opt Part #: DPPH-50 Supplier: 92456 Opt Part #: FDI 100 Supplier: 0BFD9 Opt Part #: FDI 50 Supplier: 0BFD9 Opt Part #: FDV 100 Supplier: 0BFD9 Opt Part #: FDV 50 Supplier: 0BFD9 |

D. Location Zones

| Zone | Area |
|-------------|--------------------|
| 821 | Forward Cargo Door |
| 822 | Aft Cargo Door |

E. Cargo Door System Test

SUBTASK 52-31-00-860-004

- (1) Do this task: Supply External Power, TASK 24-22-00-860-813.

SUBTASK 52-31-00-730-001

- (2) Do the system test for the cargo door warning:
 - (a) Make sure the forward and aft cargo doors are fully closed, latched, and locked.
 - (b) Make sure that the FWD CARGO or AFT CARGO light does not show on the Forward Overhead Panel, P5, in the flight compartment.
 - (c) Open the cargo door.
 - (d) Make sure the FWD CARGO or AFT CARGO light on the Forward Overhead Panel, P5, comes on for the cargo door.
 - (e) Close the cargo door.
 - (f) Make sure the FWD CARGO or AFT CARGO light goes off.

SUBTASK 52-31-00-730-002

- (3) Do the cargo door handle torque test:

NOTE: The torque values used in this test are found by measuring the force of rotating the handle using the force gauge, COM-1557 and multiplying that value by the distance from the measurement point to the center of the handle. Torque = Distance x Force.

- (a) Open the cargo door.
- (b) Measure the torque on the interior handle to close the cargo door with force gauge, COM-1557.
 - 1) Make sure the maximum torque on the interior handle to close the cargo door is 300 in-lb (34 N·m).



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- (c) Measure the torque on the exterior handle to close the cargo door with force gauge, COM-1557.
 - 1) Make sure the maximum torque on the exterior handle to close the cargo door is 400 in-lb (45 N·m).
- (d) Close and latch the cargo door.
- (e) Measure the torque on the interior handle to open the cargo door with force gauge, COM-1557.
 - 1) Make sure the maximum torque on the interior handle to open the cargo door is 270 in-lb (31 N·m).
- (f) Measure the torque on the exterior handle to open the cargo door with force gauge, COM-1557.
 - 1) Make sure the maximum torque on the exterior handle to open the cargo door is 360 in-lb (41 N·m).

SUBTASK 52-31-00-200-001

- (4) If the maximum torque is more than specified, do these steps:
 - (a) Make sure the clearance between the fuselage skin and door skin is correct .
 - (b) Make sure the flushness adjustment is correct.
 - (c) Make sure the stop pin adjustment is correct .
 - (d) Make sure the latch adjustment is correct .

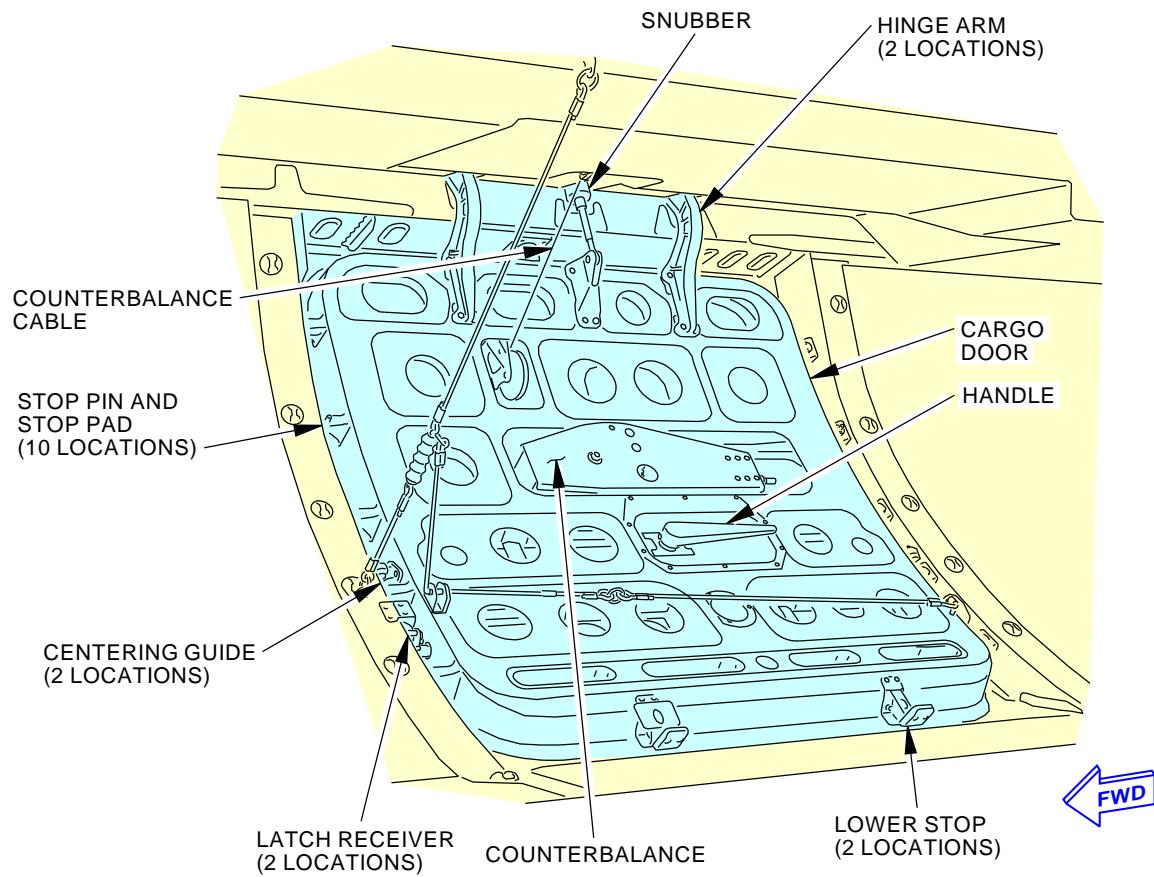
———— END OF TASK ————

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CARGO DOOR
(LINING REMOVED, EXAMPLE)

G01803 S0006580030_V2

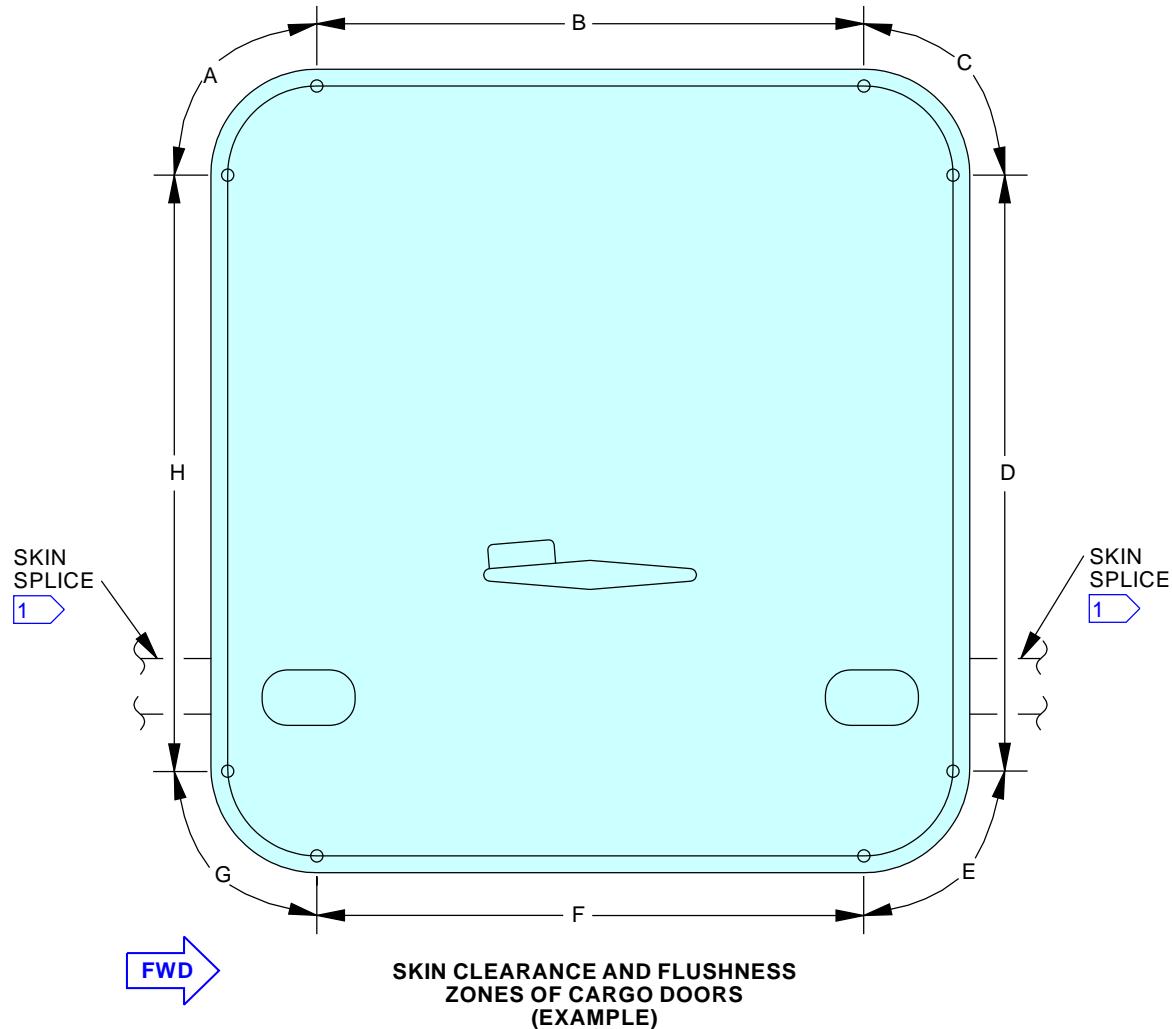
Cargo Door Adjustment
Figure 501/52-31-00-990-801

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**NOTE:**

REFER TO AEROSMOOTHNESS
LIMITS TABLES.

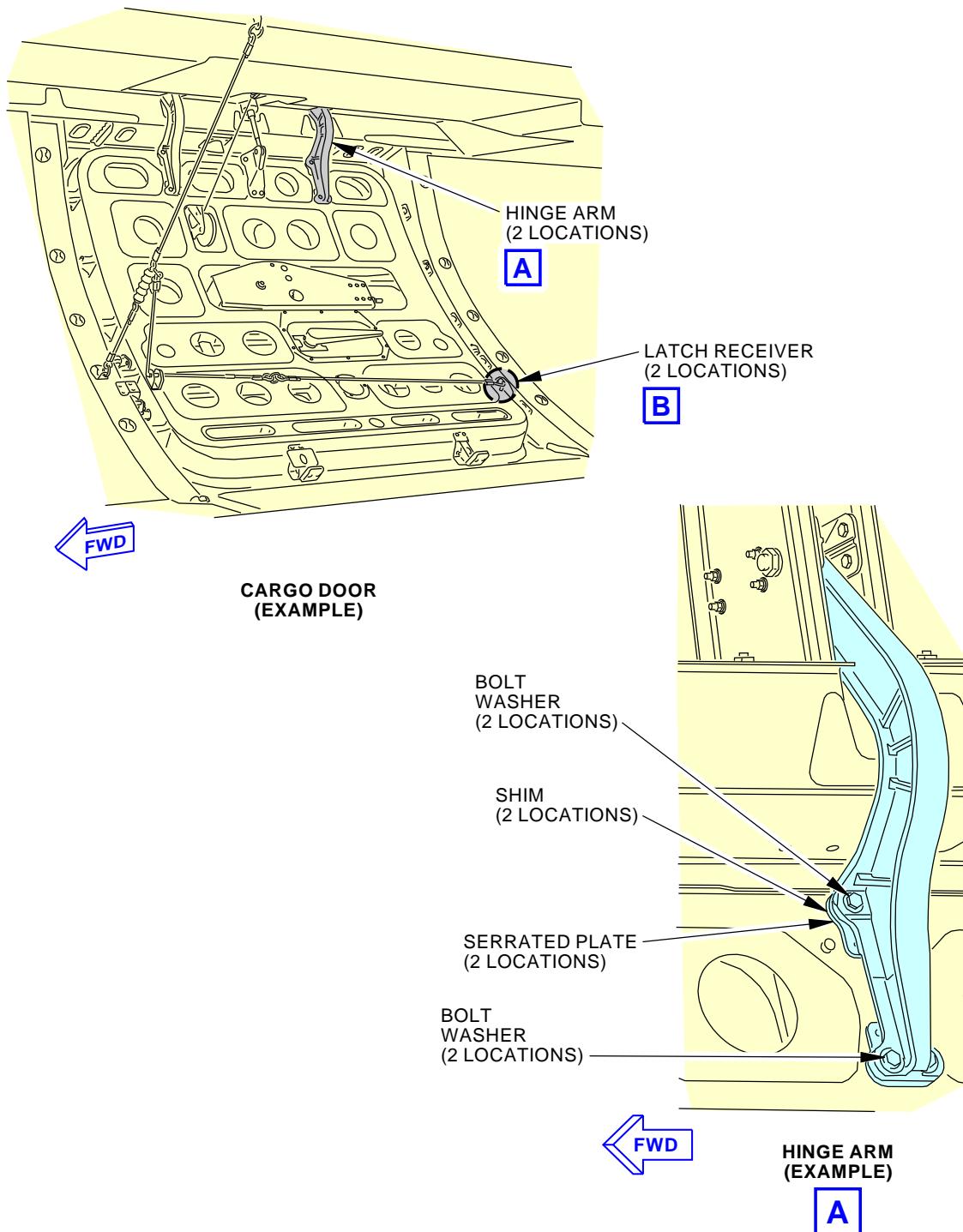
- 1** THE FLUSHNESS AT SKIN SPLICES WILL BE MORE THAN THE
FLUSHNESS SHOWN BY THE ADDITIONAL SKIN AND BONDING
THICKNESS

G01815 S0006580031_V2

Cargo Door Skin Clearances
Figure 502/52-31-00-990-802

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52-31-00



G01865 S0006580032_V2

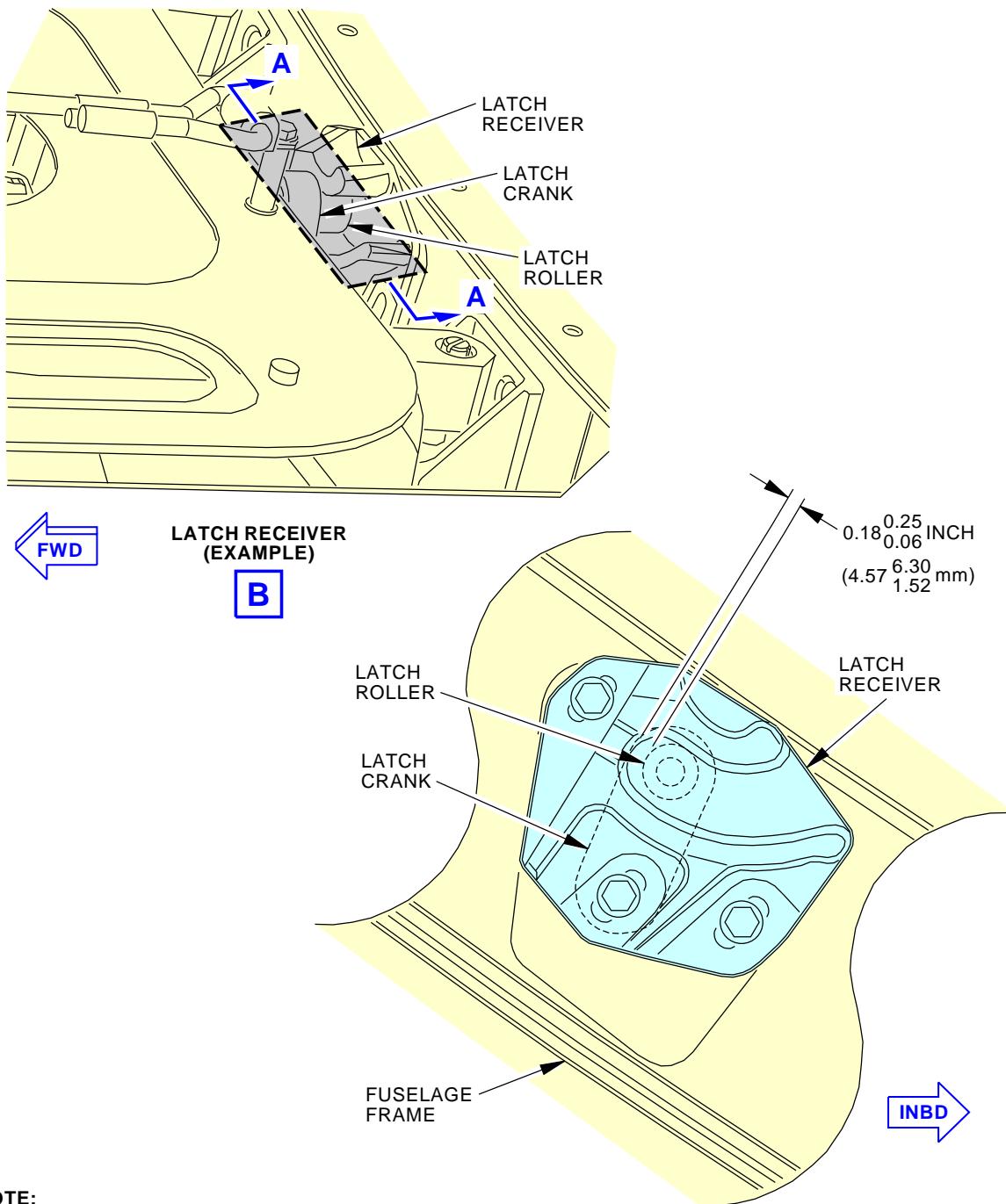
Hinge Arm Adjustment

Figure 503/52-31-00-990-803 (Sheet 1 of 2)

EFFECTIVITY
AKS ALL

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NOTE:

DIMENSION STANDARD: NOMINAL UPPER LIMIT LOWER LIMIT

A-A

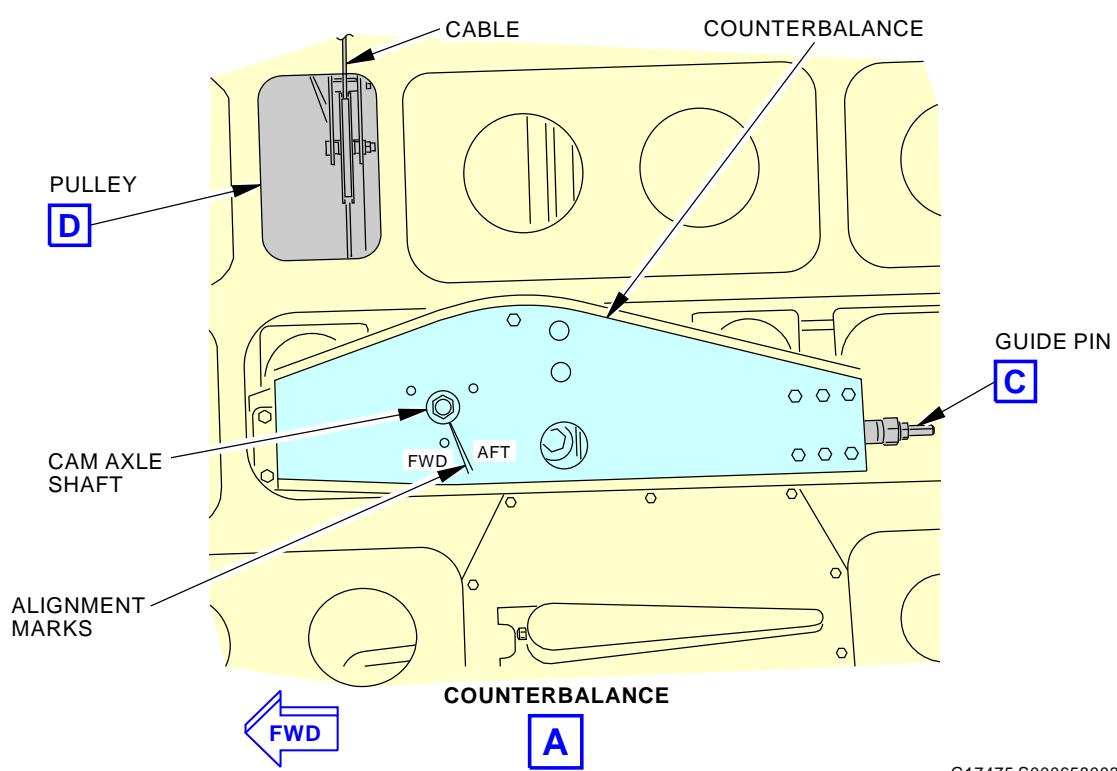
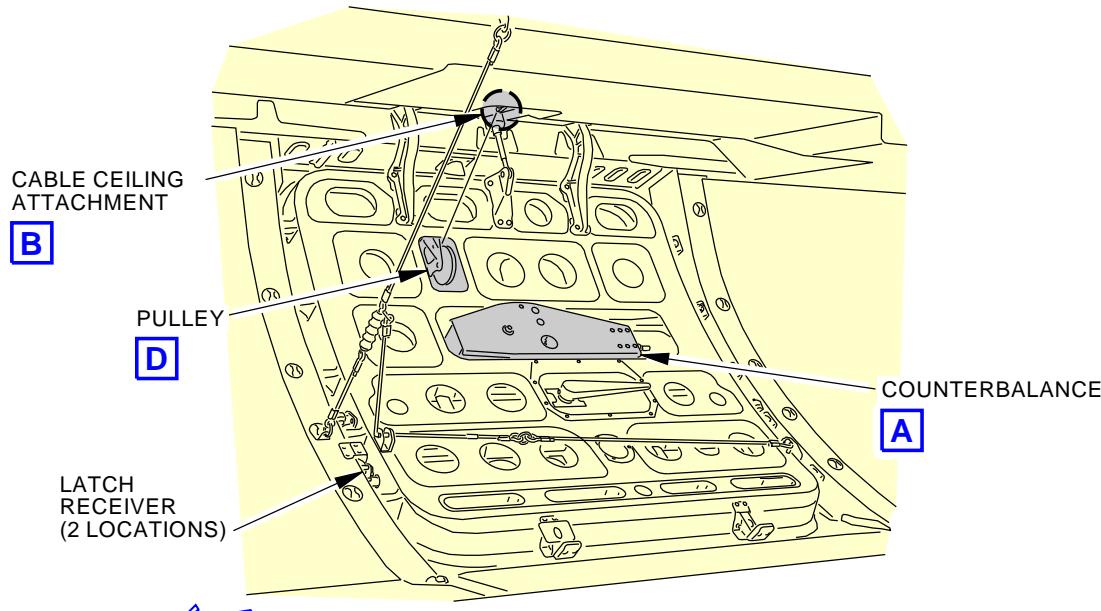
G17454 S0006580033_V2

Hinge Arm Adjustment
Figure 503/52-31-00-990-803 (Sheet 2 of 2)

EFFECTIVITY
AKS ALL

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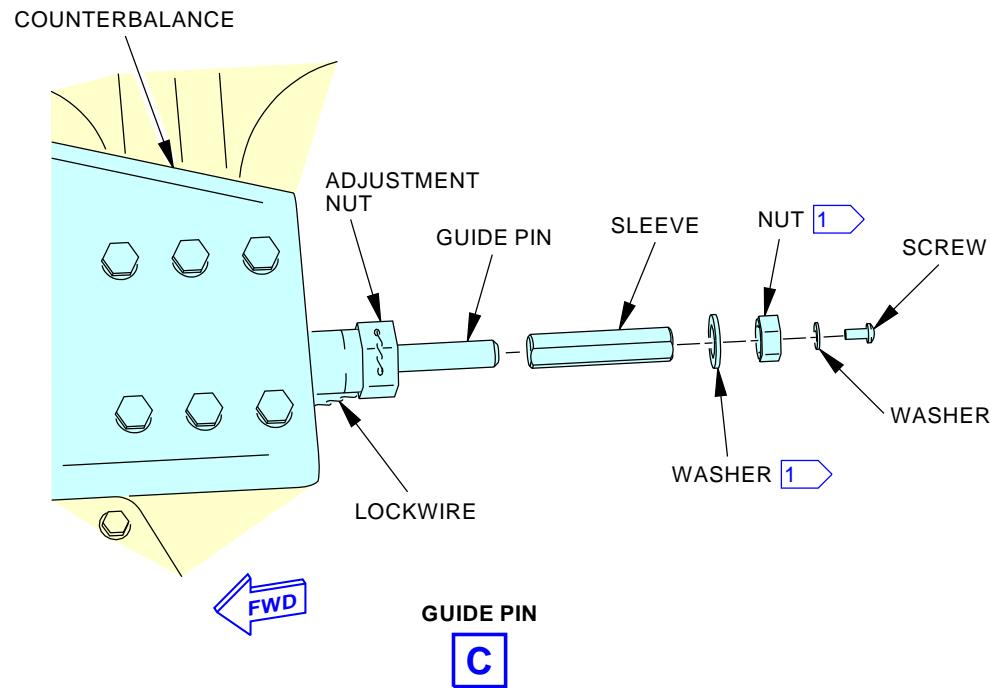
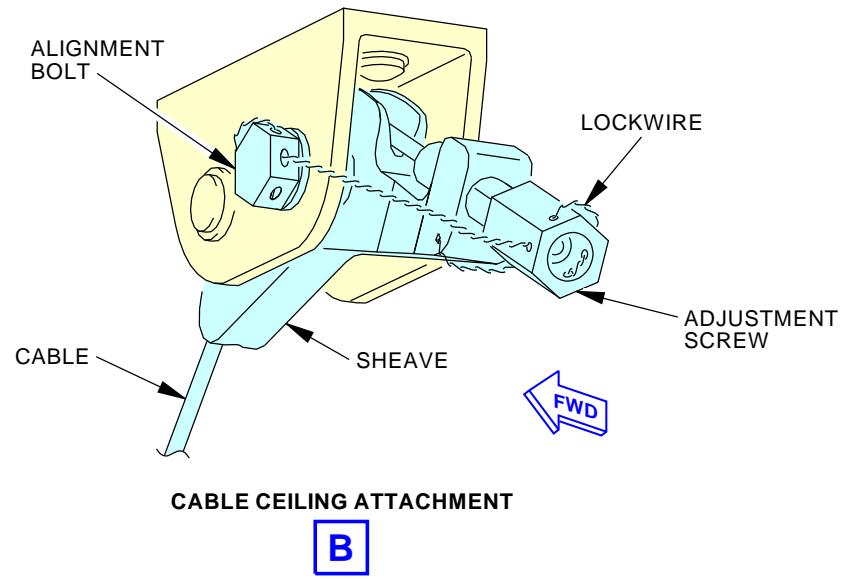


G17475 S0006580034_V2

Counterbalance Mechanism Adjustment
Figure 504/52-31-00-990-804 (Sheet 1 of 3)

 EFFECTIVITY
 AKS ALL

52-31-00



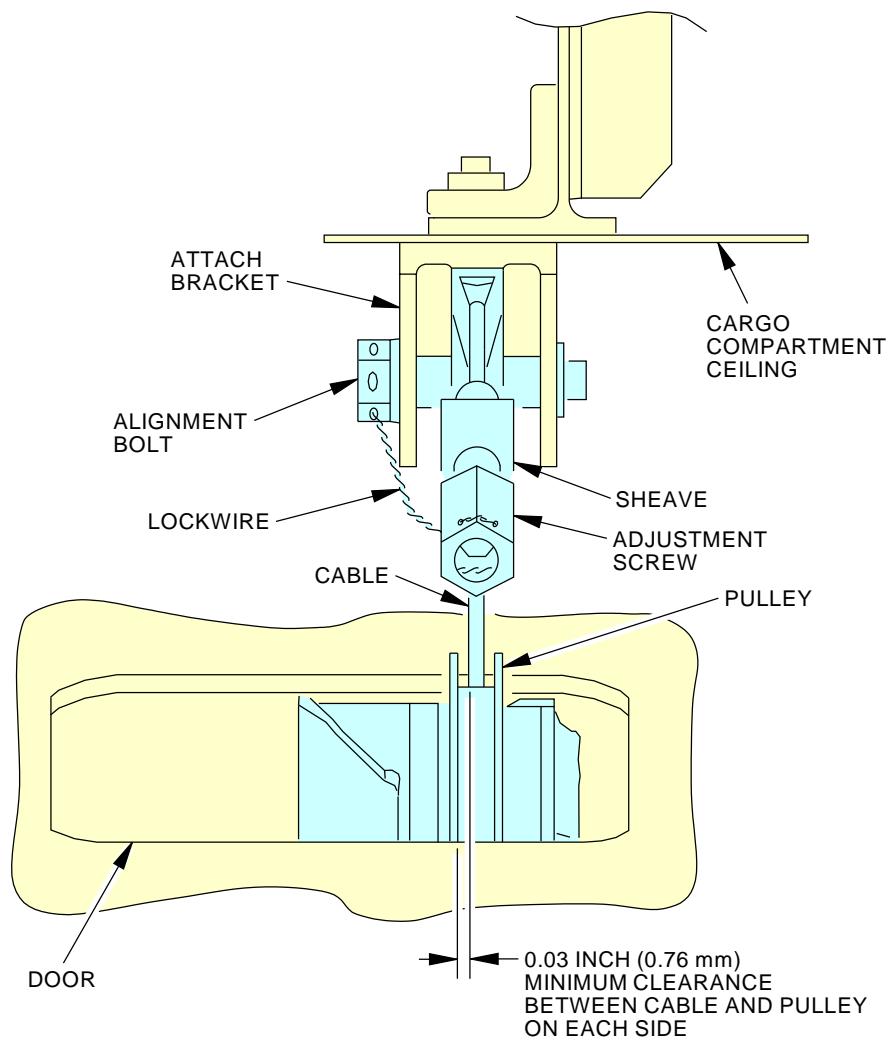
1 INSTALL THE WASHER AND NUT TO SAFETY THE COUNTERBALANCE.

F98602 S0006580035_V2

Counterbalance Mechanism Adjustment
Figure 504/52-31-00-990-804 (Sheet 2 of 3)

EFFECTIVITY
AKS ALL

52-31-00

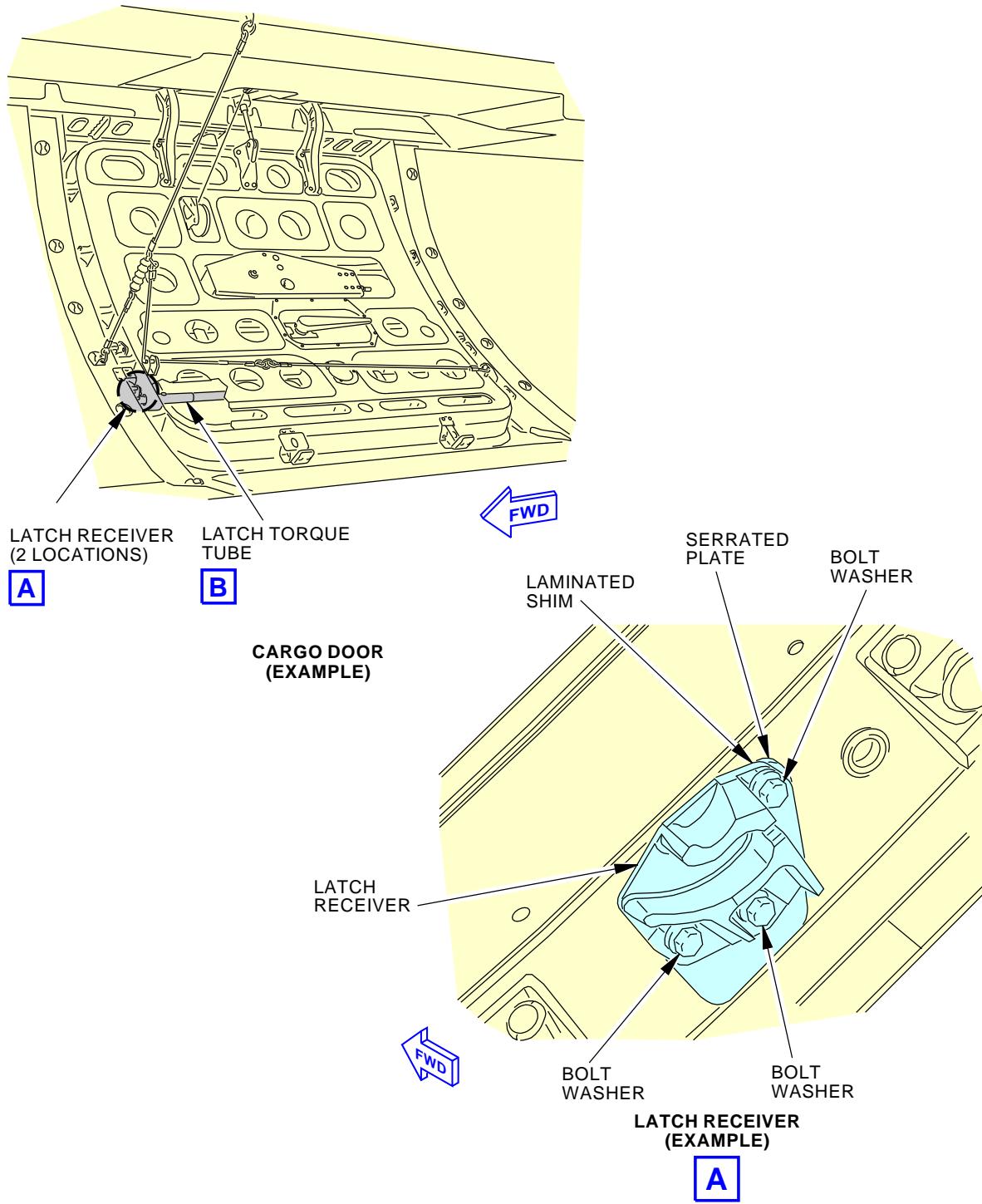


PULLEY

D

G17480 S0006580036_V2

**Counterbalance Mechanism Adjustment
Figure 504/52-31-00-990-804 (Sheet 3 of 3)**EFFECTIVITY
AKS ALL**52-31-00**

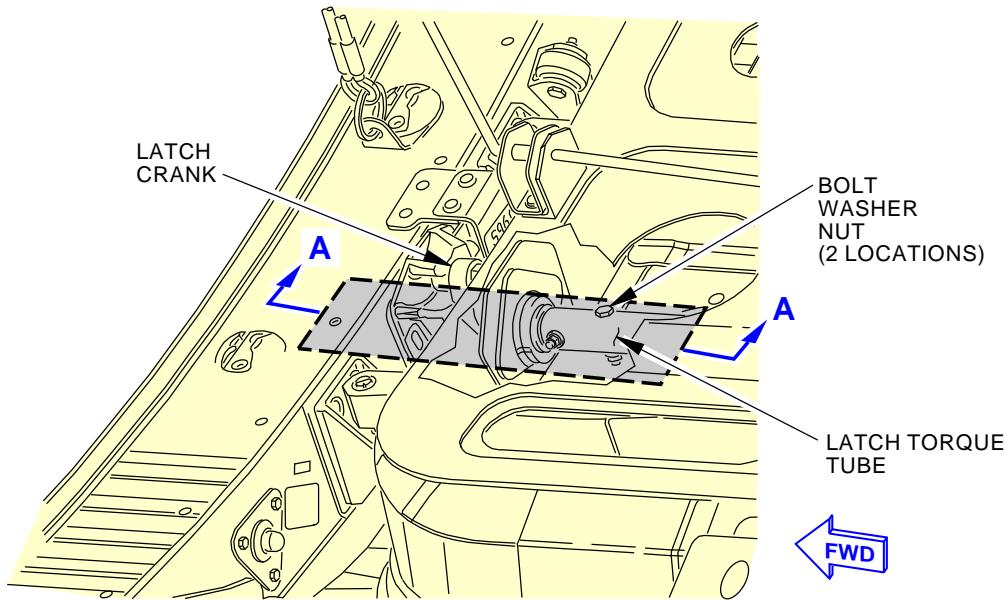
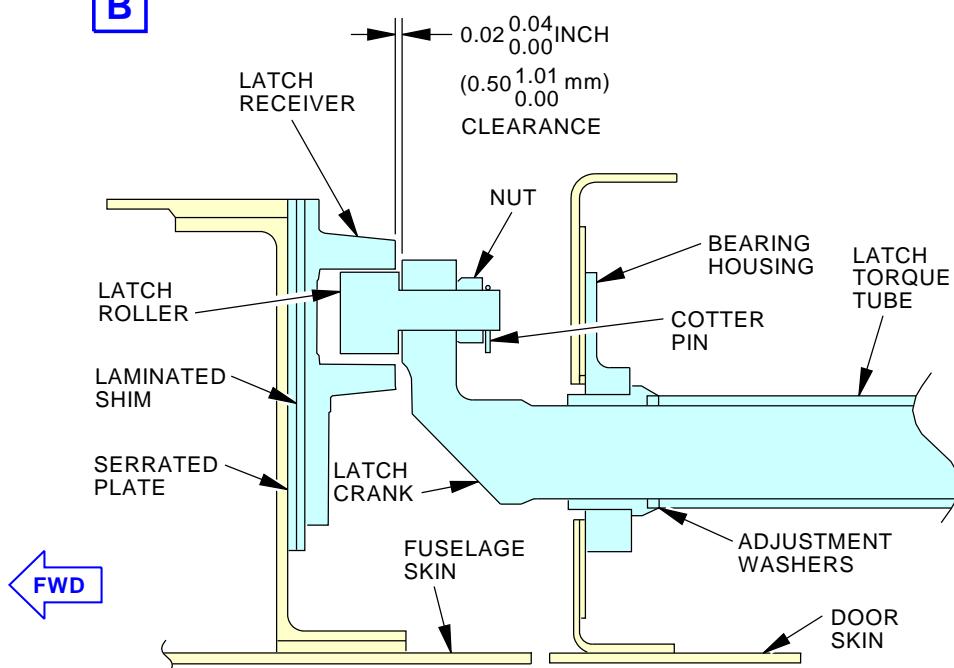


F98578 S0006580037_V2

Flushness and Latch Adjustment
Figure 505/52-31-00-990-805 (Sheet 1 of 2)

EFFECTIVITY
AKS ALL

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LATCH TORQUE TUBE
B

NOTE:

DIMENSION STANDARD: NOMINAL UPPER LIMIT LOWER LIMIT

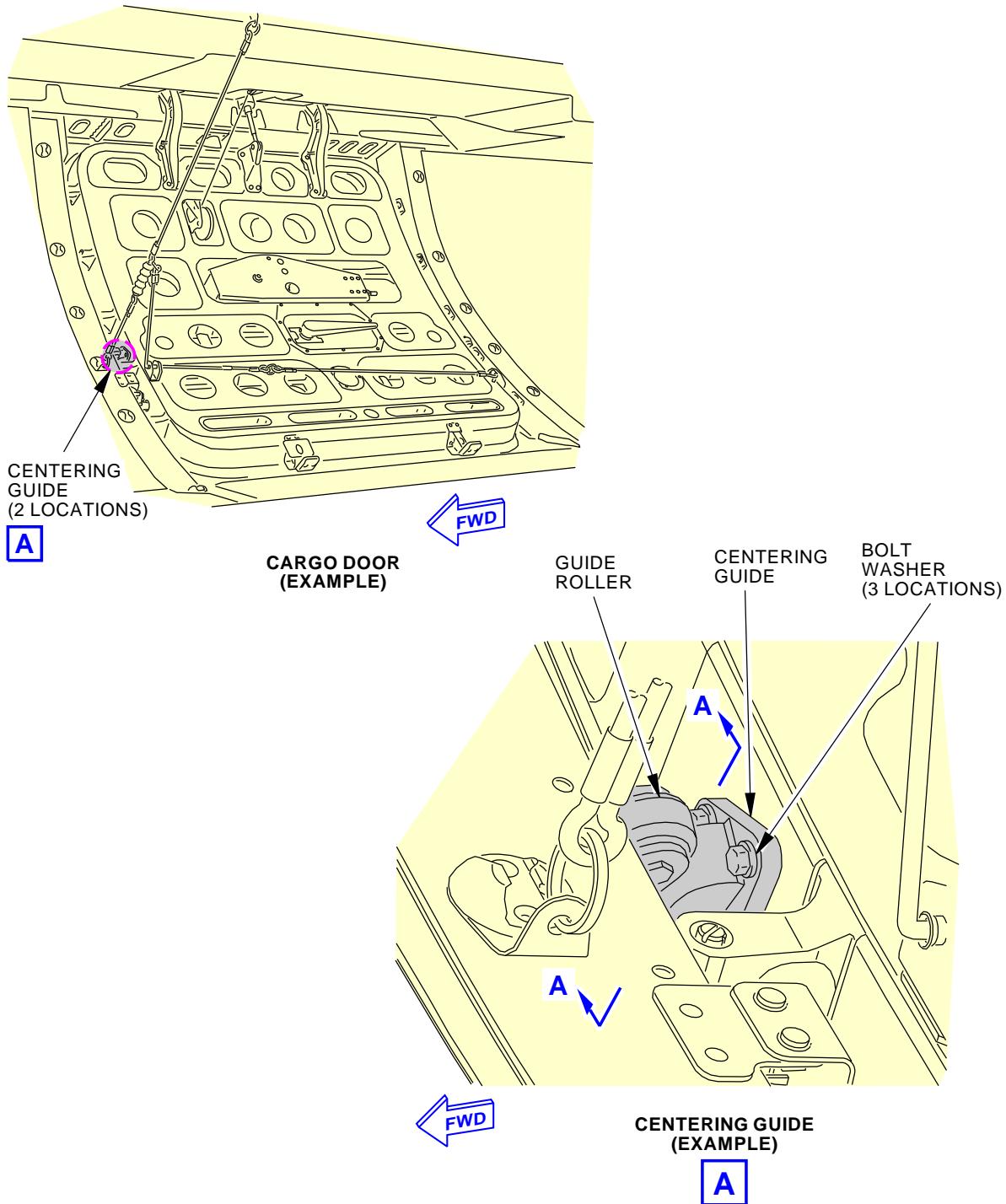
A-A

G17987 S0006580038_V2

**Flushness and Latch Adjustment
Figure 505/52-31-00-990-805 (Sheet 2 of 2)**

 EFFECTIVITY
 AKS ALL

52-31-00



F98683 S0006580039_V2

Centering Guide Adjustment
Figure 506/52-31-00-990-806 (Sheet 1 of 2)

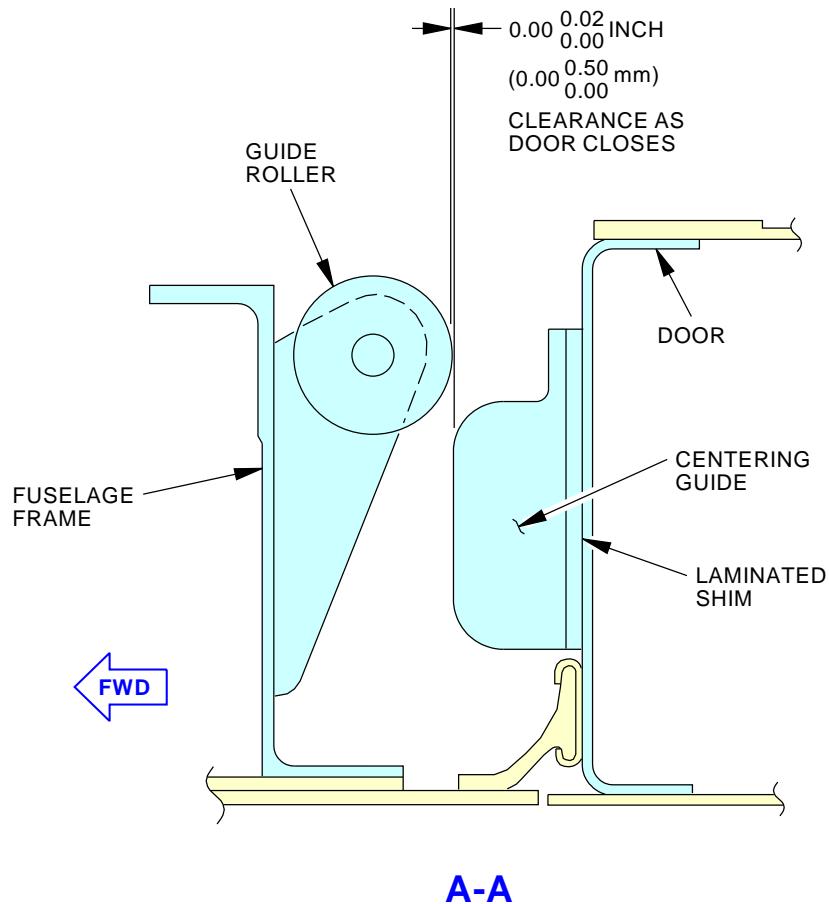
EFFECTIVITY
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NOTE:

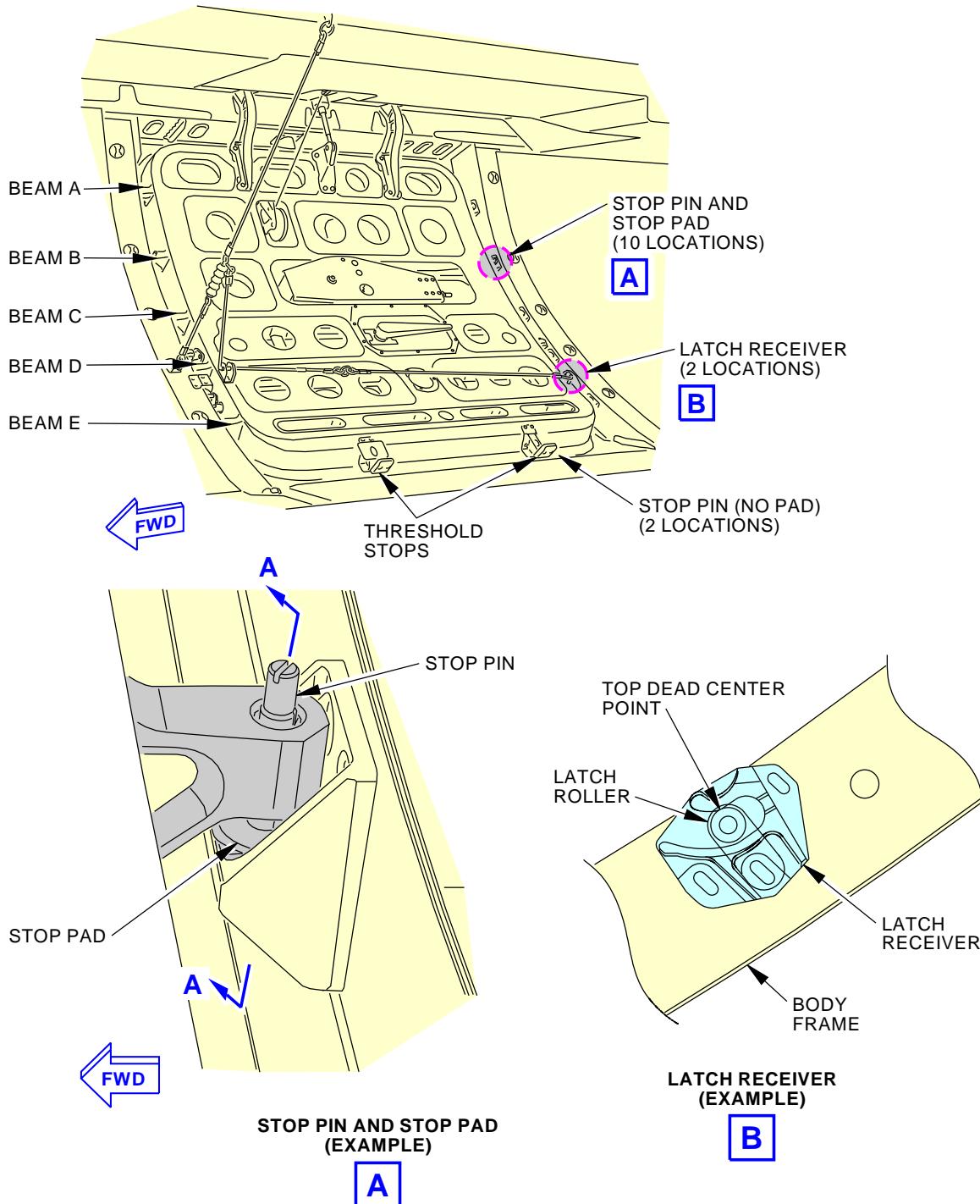
F98688 S0006580040_V2

Centering Guide Adjustment
Figure 506/52-31-00-990-806 (Sheet 2 of 2)

EFFECTIVITY
AKS ALL

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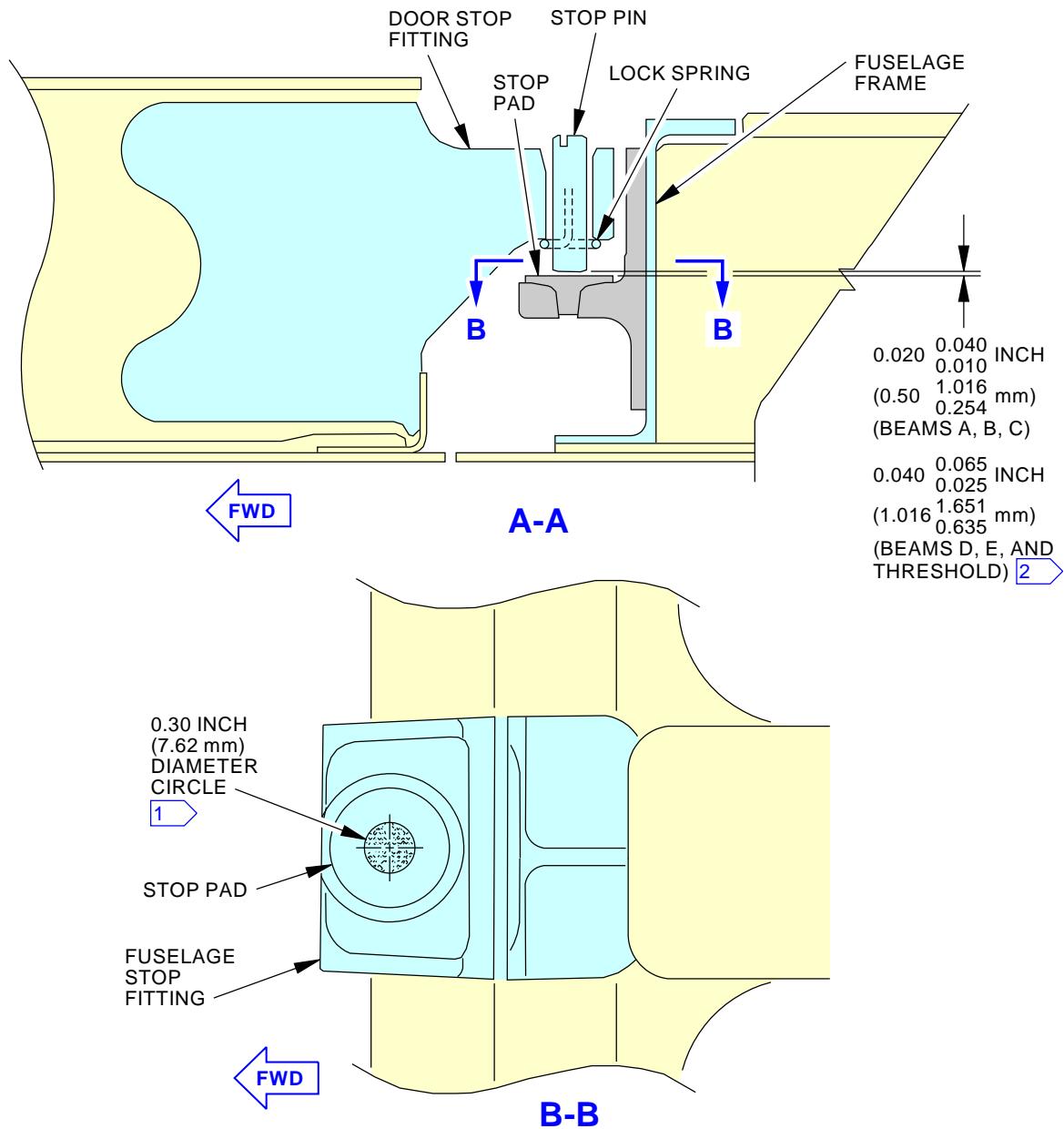


G01845 S0006580041_V2

Stop Pin Adjustment
Figure 507/52-31-00-990-807 (Sheet 1 of 2)

EFFECTIVITY
 AKS ALL

52-31-00


NOTE:

 DIMENSION STANDARD: NOMINAL UPPER LIMIT
 LOWER LIMIT

- [1] STOP PIN CENTER MUST TOUCH STOP PAD CENTER WITHIN A 0.30 INCH (7.62 mm) DIAMETER CIRCLE.
- [2] STOP PIN GAPS AT BEAMS D, E, AND THRESHOLD MUST BE WITHIN 0.030 INCH (0.762 mm) OF THE ADJACENT STOP PIN GAP.

F98774 S0006580042_V3

Stop Pin Adjustment
Figure 507/52-31-00-990-807 (Sheet 2 of 2)

 EFFECTIVITY
 AKS ALL

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CARGO DOOR - INSPECTION/CHECK

1. General

- I A. This procedure has these tasks:
 - (1) A check of the forward or aft cargo door.
 - (2) A check of the forward or aft cargo door pressure seal.
- I B. This procedure is the same for each cargo door.

TASK 52-31-00-200-801

2. Cargo Door Check

A. Location Zones

| Zone | Area |
|------|--------------------|
| 821 | Forward Cargo Door |
| 822 | Aft Cargo Door |

B. Prepare for the Inspection

SUBTASK 52-31-00-010-001

- (1) Remove the door lining.

SUBTASK 52-31-00-010-002

- (2) Open and close the door as necessary to get access to the door components.

C. Inspection

SUBTASK 52-31-00-210-001

- (1) Do a visual inspection of the door external structure and handle mechanism as follows:
 - (a) Examine the external skin.
 - 1) Look for cracks and corrosion.
 - 2) Look for burrs.
 - 3) Look for loose and missing fasteners.
 - (b) Examine the external handle.
 - 1) Look for cracks and corrosion.
 - 2) Look for too much wear.

SUBTASK 52-31-00-210-002

- (2) Do a visual inspection of the latch mechanism and centering guides as follows:
 - (a) Examine the latch cranks and latch rollers.
 - 1) Look for cracks and corrosion.
 - 2) Look for too much wear.
 - 3) Look for unwanted particles on the latch rollers.
 - (b) Examine the centering guides.
 - 1) Look for cracks and corrosion.
 - 2) Look for too much wear.

SUBTASK 52-31-00-210-003

- (3) Do a visual inspection of the door stop fittings and stop pins as follows:
 - (a) Examine the door stop fittings.

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- 1) Look for cracks and corrosion.
- (b) Examine the stop pins.
 - 1) Look for cracks and corrosion.
 - 2) Look for unwanted particles on the stop pins.
 - 3) Make sure the spring locks are installed.

SUBTASK 52-31-00-210-005

- (4) Do a visual inspection of the attach structure as follows:
 - (a) Examine the hinge arms.
 - 1) Look for cracks and corrosion.
 - 2) Look for too much wear.
 - (b) Examine the hinge arm fasteners.
 - 1) Make sure the bolts fully engage the nuts.
 - 2) Make sure the bolt threads are not damaged.

SUBTASK 52-31-00-210-006

- (5) Do a visual inspection of the door internal structure and handle mechanism as follows:
 - (a) Examine the internal frames.
 - 1) Look for cracks and corrosion.
 - 2) Look for loose and missing fasteners.
 - (b) Examine the internal skin.
 - 1) Look for cracks and corrosion.
 - 2) Look for burrs.
 - 3) Look for loose and missing fasteners.
 - (c) Examine the internal handle.
 - 1) Look for cracks and corrosion.
 - 2) Look for too much wear.
 - (d) Examine the handle housing.
 - 1) Look for cracks and corrosion.

SUBTASK 52-31-00-210-007

- (6) Do a visual inspection of the cargo door counterbalance mechanism as follows:
 - (a) Examine the cable assembly.
 - 1) Look for broken wires in the cable.
NOTE: Replace the cable if there is more than one broken wire for each 10 inches of cable length.
 - 2) Make sure the ends of the cable are attached correctly.
 - 3) Make sure the cable is correctly aligned.
 - (b) Examine the pulley.
 - 1) Look for cracks and corrosion.
 - 2) Look for uneven wear caused by the cable.
 - 3) Look for loose and missing fasteners.
 - (c) Examine the counterbalance.

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- 1) Make sure the counterbalance is correctly attached.
- 2) Look at the cam and the roller bearing for too much wear and plating that has flakes.
- 3) Look for cracks or corrosion.

SUBTASK 52-31-00-210-008

- (7) Do a visual inspection of the lanyard assembly.
 - (a) Examine the lanyard assembly.
 - 1) Make sure the cables are in good condition.
 - 2) Make sure the cables are attached correctly.

SUBTASK 52-31-00-210-009

- (8) Do a visual inspection of the fuselage frame as follows:
 - (a) Examine the fuselage stop fittings and stop pads.
 - 1) Look for cracks and corrosion.
 - 2) Look for wear that is not in the center of the stop pads.
 - 3) Look for unwanted particles on the stop fittings.
 - (b) Examine the latch receivers.
 - 1) Look for cracks, corrosion, and too much wear.
 - 2) Look for unwanted particles in the latch receivers.
 - (c) Examine the centering guides.
 - 1) Look for cracks and corrosion.
 - 2) Look for unwanted particles on the centering guide rollers.
 - (d) Examine the structure around the door opening.
 - 1) Look for cracks and corrosion.
 - 2) Look for loose and missing fasteners.

D. Put the Airplane Back to Its Usual Condition

SUBTASK 52-31-00-210-010

- (1) Install the door lining.

————— END OF TASK ————

TASK 52-31-00-200-802

3. Cargo Door Pressure Seal Check

(Figure 601)

NOTE: This procedure is a scheduled maintenance task.

A. References

| Reference | Title |
|------------------|--------------------------------|
| 52-31-00-580-801 | Open the Cargo Door (P/B 201) |
| 52-31-00-580-802 | Close the Cargo Door (P/B 201) |

B. Location Zones

| Zone | Area |
|------|--------------------|
| 821 | Forward Cargo Door |
| 822 | Aft Cargo Door |

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C. Prepare for Inspection

SUBTASK 52-31-00-010-006

WARNING: MAKE SURE THAT ALL PERSONNEL AND EQUIPMENT ARE CLEAR OF THE PATH OF THE DOOR. THE MOVEMENT OF THE DOOR CAN CAUSE INJURIES TO PERSONNEL OR DAMAGE TO EQUIPMENT.

- (1) Open the cargo door.
 - (a) Do this task: Open the Cargo Door, TASK 52-31-00-580-801.

D. Inspection

SUBTASK 52-31-00-210-011

- (1) Do a visual inspection of the door pressure seal.
 - (a) Examine the blade seal [1] and seal retainer [2].
 - 1) Look at the blade seal [2] for cracks, holes, and tears.
 - 2) Look at the blade seal [1] for indications of seal deterioration.
 - 3) Make sure that the seal is installed correctly in the seal retainer [2].

E. Put the Airplane Back to Its Usual Condition

SUBTASK 52-31-00-410-004

WARNING: MAKE SURE THAT ALL PERSONNEL AND EQUIPMENT ARE CLEAR OF THE PATH OF THE DOOR. THE MOVEMENT OF THE DOOR CAN CAUSE INJURIES TO PERSONNEL OR DAMAGE TO EQUIPMENT.

- (1) Close the cargo door.
 - (a) Do this task: Close the Cargo Door, TASK 52-31-00-580-802.

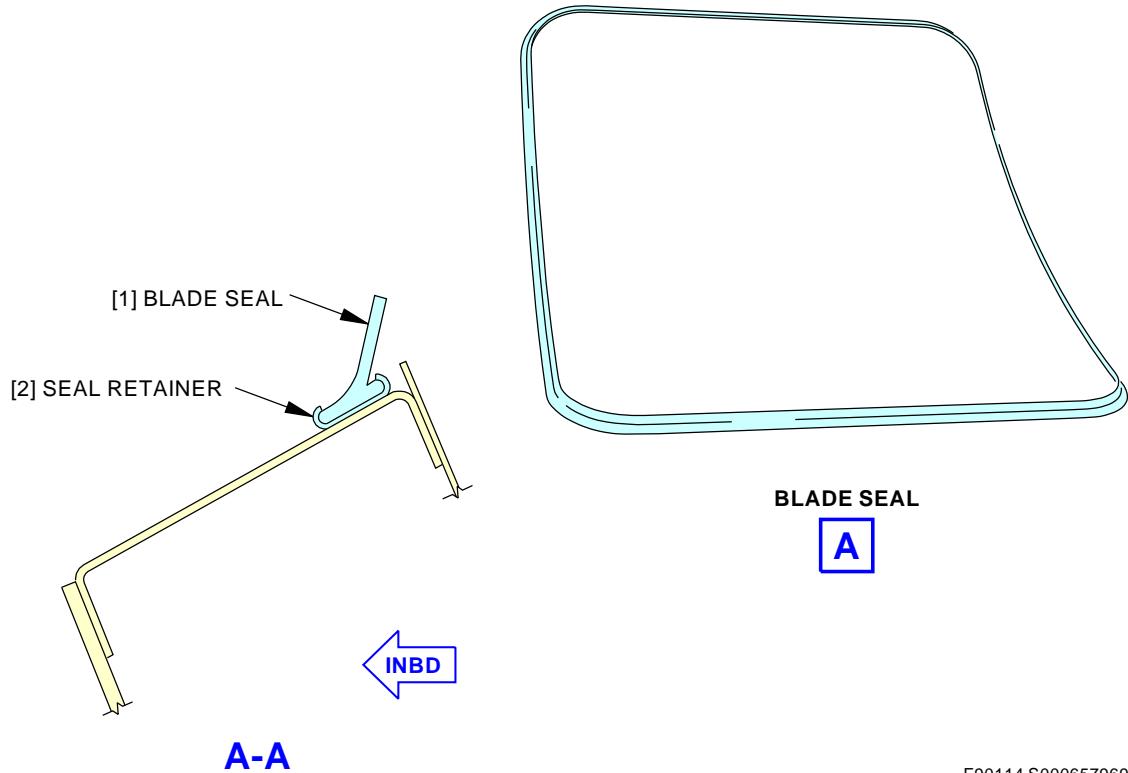
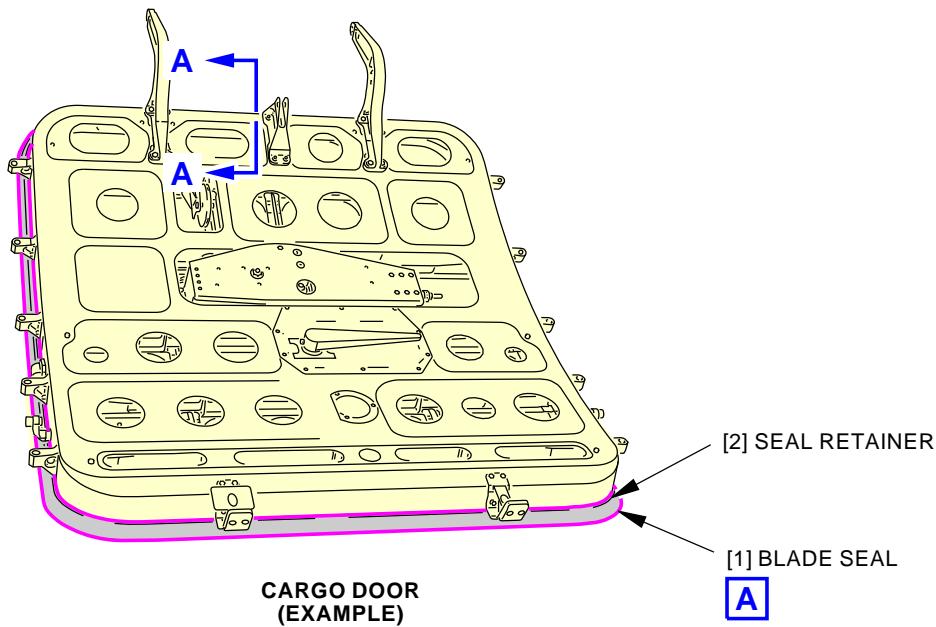
———— END OF TASK ——



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Cargo Door Pressure Seal Check
Figure 601/52-31-00-990-816

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CARGO DOOR COUNTERBALANCE MECHANISM - REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
 - (1) A removal of the cargo door counterbalance.
 - (2) An installation of the cargo door counterbalance.
- B. This procedure is the same for the forward and aft cargo door.
- C. The cargo door counterbalance is referred to as the counterbalance in this procedure.

TASK 52-31-12-000-801

2. Cargo Door Counterbalance Removal

(Figure 401)

A. Tools/Equipment

| Reference | Description |
|-----------|--|
| STD-1166 | Block - Wood, 1 to 3 Inch Thick, More Than 6 Inch Length |
| STD-11995 | Nut - Plain, Hexagon, Per AN315-6R Specifications |
| STD-11996 | Washer - Flat, Per NAS1149C0763R Specifications |

B. Location Zones

| Zone | Area |
|------|--------------------|
| 821 | Forward Cargo Door |
| 822 | Aft Cargo Door |

C. Prepare for the Removal

SUBTASK 52-31-12-010-001

- (1) Get access to the counterbalance [2]:
 - (a) Attach a DO-NOT-OPERATE tag to the exterior handle of the door.
 - (b) Open the door and go into the cargo compartment.
 - (c) Close and latch the door.
 - (d) Remove the door lining over the counterbalance [2].

SUBTASK 52-31-12-860-001

WARNING: OBEY THE SAFETY PRECAUTIONS. IF YOU DO NOT OBEY THE SAFETY PRECAUTIONS, YOU CAN CAUSE INJURIES TO PERSONNEL AND DAMAGE TO EQUIPMENT.

- (2) Make sure that the counterbalance [2] does not operate, secure the counterbalance [2] as follows::

NOTE: It is not safe for personnel to remove the counterbalance while the cable is under tension.

- (a) Make sure that the door is closed and latched.
- (b) Remove the screw [17], washer [18], and sleeve [15] from the guide pin [3].
- (c) Install a washer, STD-11996 [27] and nut, STD-11995[11] on the guide pin [3] against the adjustment nut [20].

NOTE: Install the nut finger tight only. This will hold the spring in the counterbalance [2] and stop its operation.

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D. Removal of the Cargo Door Counterbalance

SUBTASK 52-31-12-020-001

WARNING: MAKE SURE THE COUNTERBALANCE IS SAFETIED BEFORE YOU DISCONNECT THE COUNTERBALANCE OR CABLE. THERE IS A VERY STRONG SPRING IN THE COUNTERBALANCE AND CABLE THAT CAN CAUSE INJURY TO PERSONS.

- (1) Disconnect the counterbalance [2] from the door:
 - (a) Unlatch and open the door 1-2 inches.
 - (b) Install a wood block, STD-1166 under the lower stops to hold the door up.
 - (c) Make sure the cable [1] is loose.
 - (d) Remove the bolts [7] and washers [6] that attach the forward end of the counterbalance [2] to the door.
 - (e) Hold the counterbalance [2] and remove the bolts [4] and washers [5] that attach the middle of the counterbalance [2] to the door.

SUBTASK 52-31-12-020-002

- (2) Disconnect the cable [1] from the counterbalance [2]:
 - (a) Pull the counterbalance [2] away from the door to get access to the back of the counterbalance [2] where the cable [1] is attached.
 - (b) Loosen the screws [16] that attach the cable guides [19] to the counterbalance [2].
NOTE: Only loosen the two screws [16] that are adjacent to the end of the cable [1].
 - (c) Remove the screw [21] and washer [22] on the retainer [23] that keeps the end of the cable [1] around the drum [24] of the counterbalance [2].
 - (d) Disengage the cable [1] from the drum [24].
 - (e) Remove the counterbalance [2] from the door.

SUBTASK 52-31-12-020-003

- (3) Disconnect the cable [1] and sheave [25] from the cargo compartment ceiling and remove from the door:
NOTE: Only do these steps if it is necessary to remove the cable [1].
 - (a) Remove the lockwire from the alignment bolt [10].
 - (b) Remove the alignment bolt [10] and retainer ring [12] that attach the cable [1] and sheave [25] to the cargo compartment ceiling.
 - (c) Remove the cotter pin [14], pin [9], and washer [13] that attach the cable [1] and sheave [25] to the ceiling.
 - (d) Remove the cable [1] from the pulley [8] and door.

———— END OF TASK ————

TASK 52-31-12-400-801

3. **Cargo Door Counterbalance Installation**

(Figure 401)

A. References

| Reference | Title |
|------------------|---------------------------------|
| 52-31-00-820-801 | Cargo Door Adjustment (P/B 501) |



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B. Tools/Equipment

| Reference | Description |
|-----------|---|
| STD-11995 | Nut - Plain, Hexagon, Per AN315-6R Specifications |
| STD-11996 | Washer - Flat, Per NAS1149C0763R Specifications |

C. Consumable Materials

| Reference | Description | Specification |
|-----------|---|---------------------------------|
| D00015 | Grease - Aircraft Bearing (Use BMS 3-24 until existing stocks are depleted, BMS 3-33 supersedes BMS 3-24) | BMS3-24 (Superseded by BMS3-33) |
| G01048 | Lockwire - MS20995C32, Corrosion Resistant Steel - 0.032 Inch (0.8128 mm) Diameter | NASM20995 |

D. Location Zones

| Zone | Area |
|------|--------------------|
| 821 | Forward Cargo Door |
| 822 | Aft Cargo Door |

E. Prepare for the Installation

SUBTASK 52-31-12-860-002

WARNING: MAKE SURE THE COUNTERBALANCE IS SAFETIED BEFORE YOU CONNECT THE COUNTERBALANCE OR CABLE. THERE IS A VERY STRONG SPRING IN THE COUNTERBALANCE AND CABLE THAT CAN CAUSE INJURY TO PERSONS.

- (1) Make sure that the washer, STD-11996 [27] and the nut, STD-11995[11] are installed on the guide pin [3] against the adjustment nut [20] on the end of the counterbalance [2].

NOTE: This will hold the spring in the counterbalance [2] and stop its operation.

F. Installation of the Cargo Door Counterbalance.

SUBTASK 52-31-12-420-001

- (1) Connect the cable [1] and sheave [25] to the cargo compartment ceiling and install on the door:
- NOTE: Only do these steps if it is necessary to install the cable [1].
- Install the cable [1] through the pulley [8] and the door.
 - Apply a light coat of the grease, D00015 to the pin [9] and bolt [10] and mating surfaces.
 - Install the pin [9], washer [13], and new cotter pin [14] to attach the cable [1] and sheave [25] to the cargo compartment ceiling.
 - Install the alignment bolt [10] and retainer ring [12] to attach the cable [1] and sheave [25] to the ceiling.
 - Install the MS20995C32 lockwire, G01048 between the alignment bolt [10] and the cable adjustment screw [26].

SUBTASK 52-31-12-420-002

- (2) Connect the cable [1] to the counterbalance [2]:
- Make sure the door is open 1-2 inches and a block is installed under the lower door stops.
 - Hold the counterbalance [2] near its correct position and make sure you can get access to the back of the counterbalance [2] where the cable [1] is attached.
 - Make sure the cable [1] is attached to the cargo compartment ceiling and installed correctly through the pulley [8].



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- (d) Engage the cable [1] with the drum [24] in the counterbalance [2].
- (e) Install the screw [21] and washer [22] on the retainer [23] to keep the end of the cable [1] around the drum [24] on the counterbalance [2].
- (f) Tighten the screws [16] that attach the cable guides [19] to the counterbalance [2].

SUBTASK 52-31-12-420-003

- (3) Connect the counterbalance [2] to the door:
 - (a) Put the counterbalance [2] in its correct position on the door and hold.
 - (b) Install the bolts [4] and washers [5] to attach the middle of the counterbalance [2] to the door.
 - (c) Install the bolts [7] and washers [6] to attach the forward end of the counterbalance [2] to the door.

SUBTASK 52-31-12-820-007

- (4) Do this task: Cargo Door Adjustment, TASK 52-31-00-820-801.
- (5) When the door is installed and counterbalance cable is connected to the sheave on the ceiling, do the following:
 - (a) Make sure that the washer, STD-11996 [27] and nut, STD-11995 [11] are removed from the guide pin [3].
 - (b) Make sure that the sleeve[15], washer[18], and screw[17] are installed on the guide pin [3].

SUBTASK 52-31-12-410-002

- (6) Close access to the counterbalance [2] as follows:
 - (a) Install the door lining.
 - (b) Remove the DO-NOT-OPERATE tag from the exterior handle.

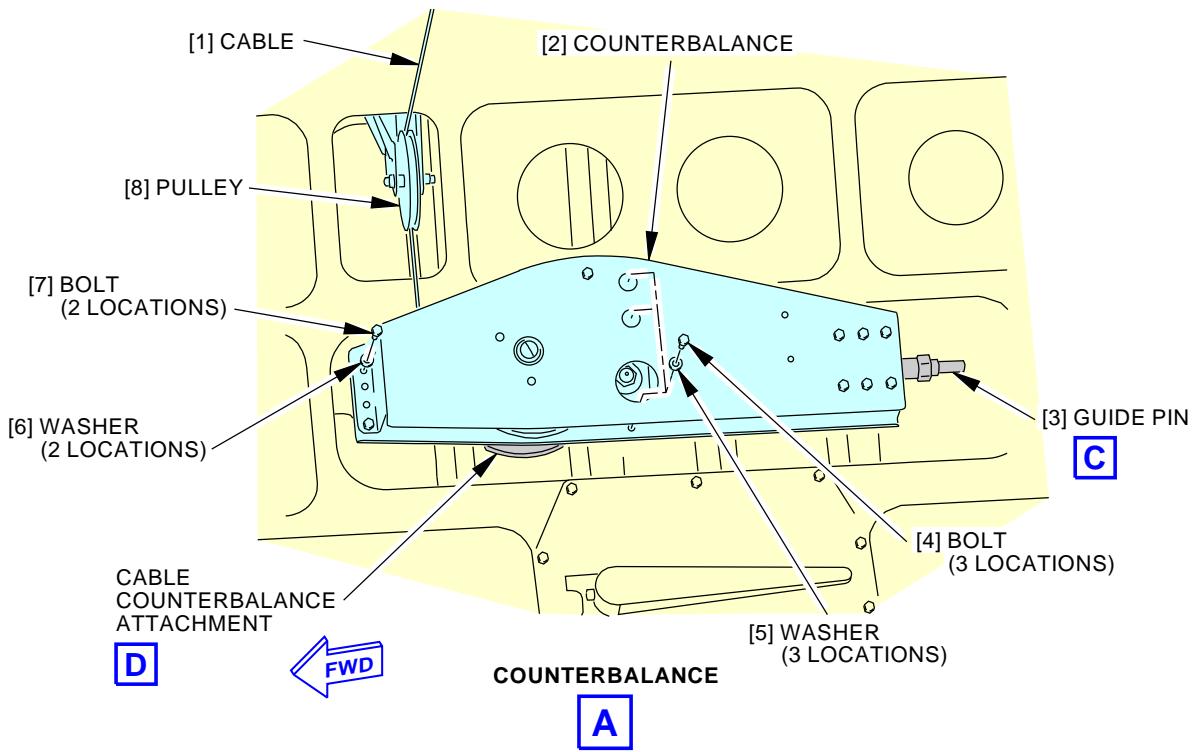
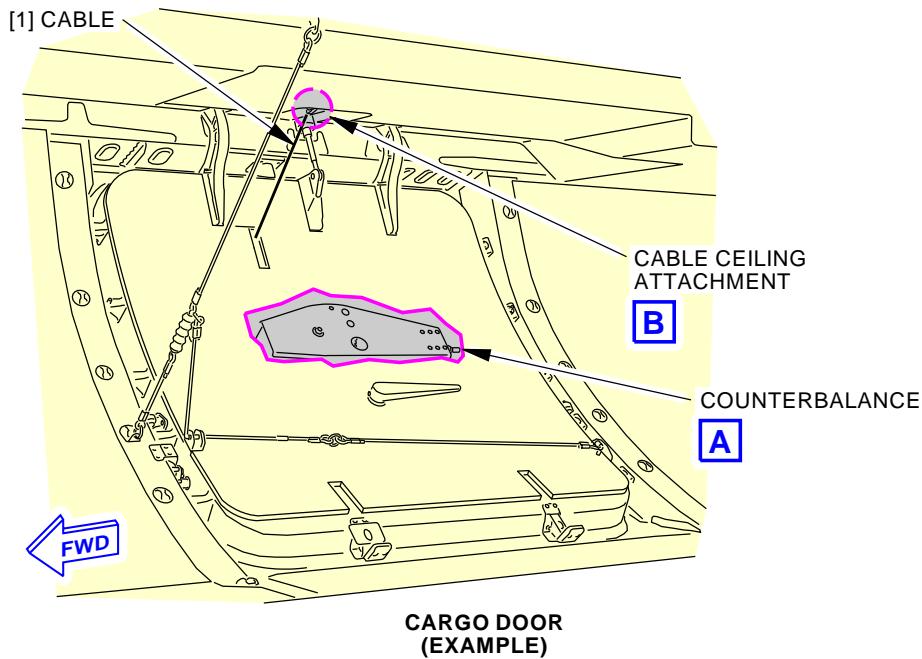
SUBTASK 52-31-12-710-002

- (7) Do a test on the counterbalance [2] as follows:
 - (a) Open and close the door.
 - (b) Make sure the door opens easily and smoothly.

———— END OF TASK ————

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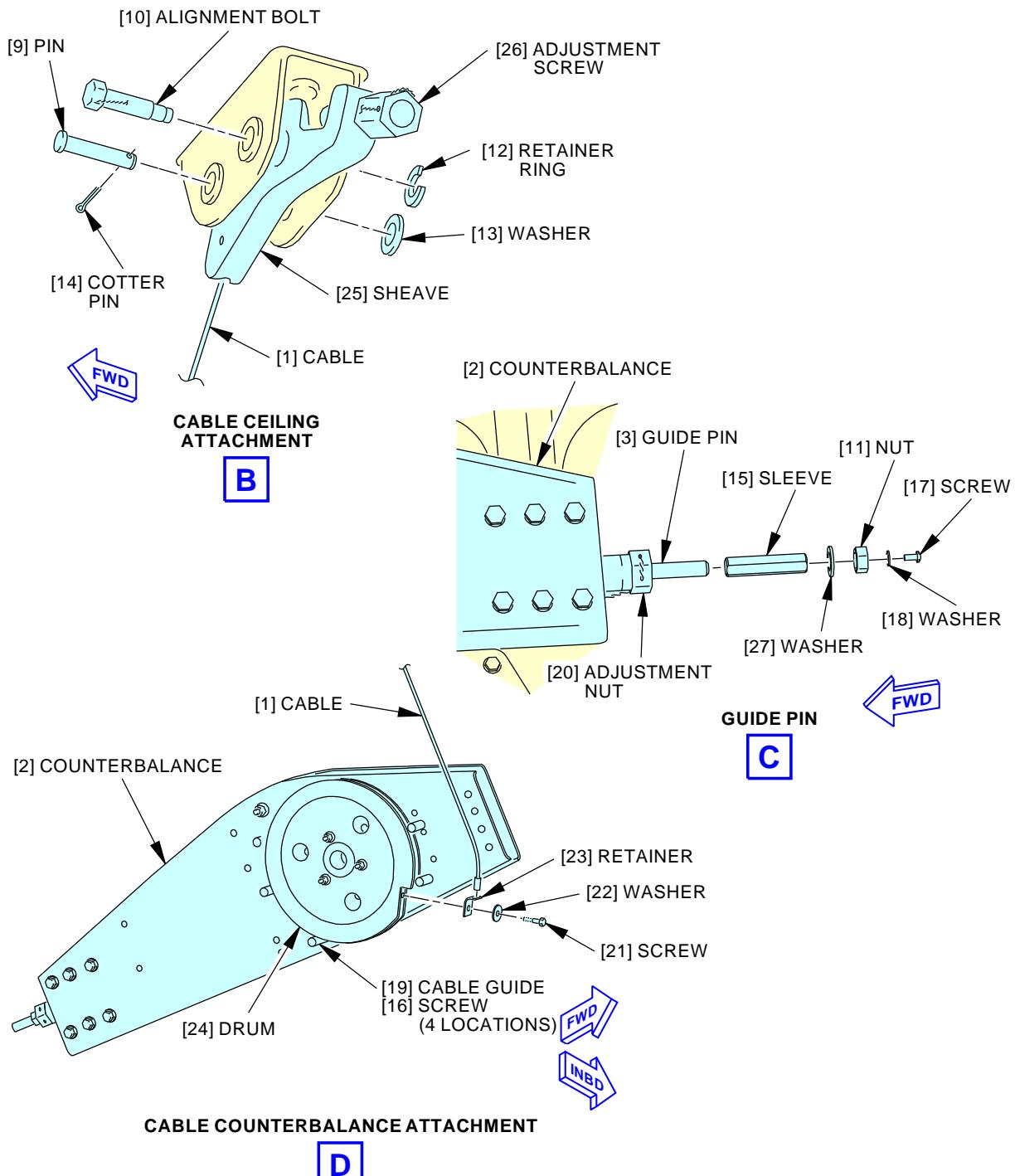
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Cargo Door Counterbalance Installation
Figure 401/52-31-12-990-801 (Sheet 1 of 2)

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Cargo Door Counterbalance Installation
Figure 401/52-31-12-990-801 (Sheet 2 of 2)

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CARGO DOOR COUNTERBALANCE MECHANISM - REPAIRS

1. General

- A. This procedure has these tasks:
 - (1) A replacement of a broken forward or aft cargo door counterbalance cable.
- B. The counterbalance mechanism on each cargo door is the same, but the length of the counterbalance cables is different.

TASK 52-31-12-000-802

2. Broken Cargo Door Counterbalance Cable Replacement

(Figure 801)

A. References

| Reference | Title |
|------------------|--|
| 52-31-12-000-801 | Cargo Door Counterbalance Removal (P/B 401) |
| 52-31-12-400-801 | Cargo Door Counterbalance Installation (P/B 401) |

B. Tools/Equipment

| Reference | Description |
|-----------|--|
| STD-11995 | Nut - Plain, Hexagon, Per AN315-6R Specifications |
| STD-11996 | Washer - Flat, Per NAS1149C0763R Specifications |
| STD-13650 | Nut - Plan, Hexagon, Drilled Jam, Thin per NAS1423-8 |

C. Location Zones

| Zone | Area |
|------|--------------------|
| 821 | Forward Cargo Door |
| 822 | Aft Cargo Door |

D. Replacement of the Broken Cargo Door Counterbalance Cable

SUBTASK 52-31-12-010-004

- (1) Get access to the counterbalance mechanism as follows:
 - (a) Attach a DO-NOT-OPERATE tag to the exterior handle of the door.
 - (b) Open the door and go into the cargo compartment.
 - (c) Close and latch the door.
 - (d) Remove the door lining over the counterbalance [5].

SUBTASK 52-31-12-860-005

- (2) Safety the counterbalance [5] (Figure 801):

NOTE: Two persons are necessary to do this procedure: one person to hold the counterbalance drum [1] and one person to safety the spring [18] in the counterbalance [5].

- (a) Make sure the door is closed and latched.
- (b) Remove the screw [7] and washer [6] from the guide pin [11].
- (c) Reach behind the counterbalance [5] and hold the drum [1] on the back side of the counterbalance [5] with your hand.

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WARNING: HOLD THE DRUM AND THE WRENCH ON THE CAM AXLE SHAFT NUT TIGHTLY. THERE IS A VERY STRONG SPRING IN THE COUNTERBALANCE THAT CAN CAUSE INJURY TO PERSONS.

- (d) Remove the nut [23] on the cam axle shaft [2] and replace it with nut, STD-13650.
- (e) Release the drum [1] and remove your hand from behind the counterbalance [5].
- (f) Hold a wrench tightly and turn the cam axle shaft [2] clockwise 90 degrees.
NOTE: When the cam axle shaft [2] is turned, the spring [18] is compressed and the guide pin [11] will come out of the aft side of the counterbalance [5].
- (g) Remove the sleeve [10] from the guide pin [11].
- (h) Install a washer, STD-11996 [3] and a nut, STD-11995 [4] on the guide pin [11] against the adjustment nut [12].
NOTE: Install the nut finger tight only. This will hold the spring [18] in the counterbalance [5] and stop its operation.
- (i) If necessary, continue to turn the cam axle shaft [2] clockwise until you can install the washer, STD-11996 [3] and the nut, STD-11995 [4] on the guide pin [11] against the adjustment nut [12].
- (j) Release the cam axle shaft [2] and drum [1].
- (k) Remove the nut, STD-13650 from the cam axle shaft [2] and replace it with the correct self-locking nut [23].
- (l) Tighten the nut [23] to 290 in-lb (33 N·m) to 510 in-lb (58 N·m).

SUBTASK 52-31-12-020-004

- (3) Remove the broken cable from the cargo door counterbalance. To do this, do this task: Cargo Door Counterbalance Removal, TASK 52-31-12-000-801.

SUBTASK 52-31-12-960-001

- (4) Replace the bearing [19] installed on the idler crank [20] (Figure 801):

NOTE: You must replace the bearing [19] because damage can occur to the bearing when the cable breaks.

- (a) Remove the bolts [13], washers [14], nuts [15], bolts [16], and washers [17] that hold the top and bottom sides of the counterbalance [5] to the block [25].
- (b) Remove the bolt [9], washer [8], washer [26], and nut [27] that attach the idler crank [20] to the counterbalance [5].
- (c) Remove the idler crank [20] and the block [25] from the counterbalance [5] at the same time.
- (d) Remove the bolt [24], bearing [19], washer [22], and nut [21] from the idler crank [20].
- (e) Install a new bearing [19].
- (f) Install the bolt [24], washer [22], and nut [21] through the idler crank [20].
- (g) Put the block [25] and the idler crank [20] in their correct position in the counterbalance [5] at the same time.
- (h) Install the bolt [9], washer [8], washer [26], and nut [27] to attach the idler crank [20] to the counterbalance [5].
- (i) Install the bolts [13], washers [14], nuts [15], bolts [16], and washers [17] to attach the block [25] to the counterbalance [5].

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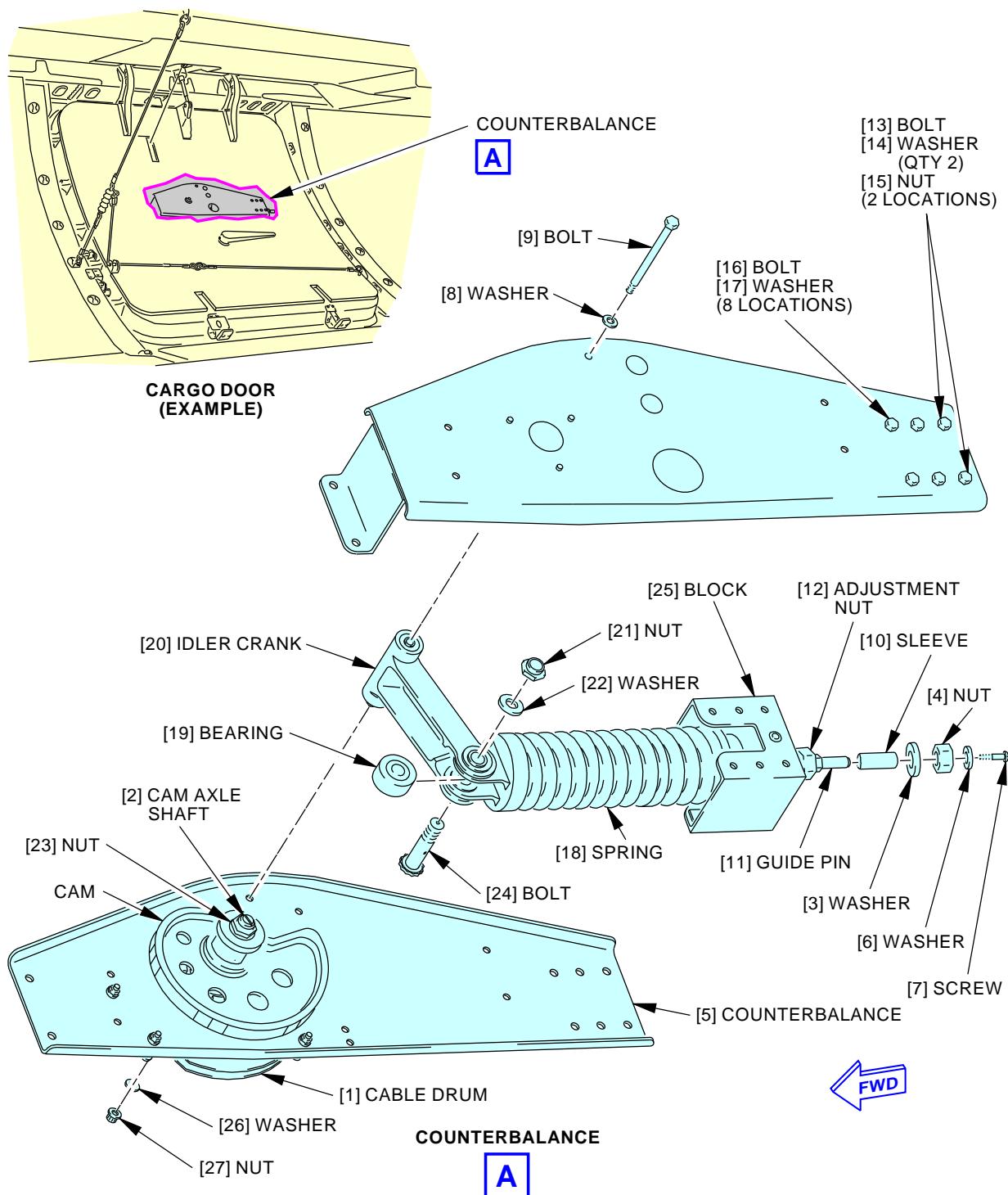
SUBTASK 52-31-12-820-006

- (5) Install a new cable to the cargo door counterbalance. To do this, do this task: Cargo Door Counterbalance Installation, TASK 52-31-12-400-801.

———— END OF TASK ————

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Broken Cargo Door Counterbalance Cable Replacement
Figure 801/52-31-12-990-803

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CARGO DOOR SNUBBER - REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
 - (1) A removal of the forward or aft cargo door snubber.
 - (2) An installation of the forward or aft cargo door snubber.
- B. This procedure is the same for each cargo door.
- C. The cargo door snubber is referred to as the snubber in this procedure.

TASK 52-31-13-000-801

2. Cargo Door Snubber Removal

(Figure 401)

A. Location Zones

| Zone | Area |
|------|--------------------|
| 821 | Forward Cargo Door |
| 822 | Aft Cargo Door |

B. Prepare for the Removal

SUBTASK 52-31-13-010-001

- (1) Get access to the snubber [1] as follows:
 - (a) Attach a DO-NOT-OPERATE tag to the exterior handle.
 - (b) Open the door and go into the cargo compartment.
 - (c) Close and latch the door.

C. Removal of the Cargo Door Snubber

SUBTASK 52-31-13-020-001

- (1) Disconnect the snubber [1] from the door structure:
 - (a) Remove the bolt [6], washers [7], and nut [8] that attach the snubber [1] to the door structure.
 - (b) If it is necessary, remove the bushing [9] from the fitting [10].

SUBTASK 52-31-13-020-002

- (2) Disconnect the snubber [1] from the fuselage structure:
 - (a) Remove the bolt [5], washer [4], washer [3], and nut [2] that attach the snubber [1] to the fuselage structure.

SUBTASK 52-31-13-020-003

- (3) Remove the snubber [1] from the door.

———— END OF TASK ————

TASK 52-31-13-400-801

3. Cargo Door Snubber Installation

(Figure 401)

A. References

| Reference | Title |
|------------------|---|
| 52-31-13-710-802 | Cargo Door Snubber Operational Test (P/B 501) |

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B. Location Zones

| Zone | Area |
|------|--------------------|
| 821 | Forward Cargo Door |
| 822 | Aft Cargo Door |

C. Installation of the Cargo Door Snubber

SUBTASK 52-31-13-420-001

- (1) Connect the snubber [1] to the fuselage structure:
 - (a) Hold the snubber [1] in its correct position.
 - (b) Install the bolt [5], washer [4], washer [3], and nut [2] to attach the snubber [1] to the fuselage structure.

SUBTASK 52-31-13-420-002

- (2) Connect the snubber [1] to the door structure:
 - (a) If you removed it, install the bushing [9] in the fitting [10].
 - (b) Install the bolt [6], washer [7], and nut [8] to attach the snubber [1] to the door structure.

SUBTASK 52-31-13-080-001

- (3) Remove the DO-NOT-OPERATE tag from the exterior handle.

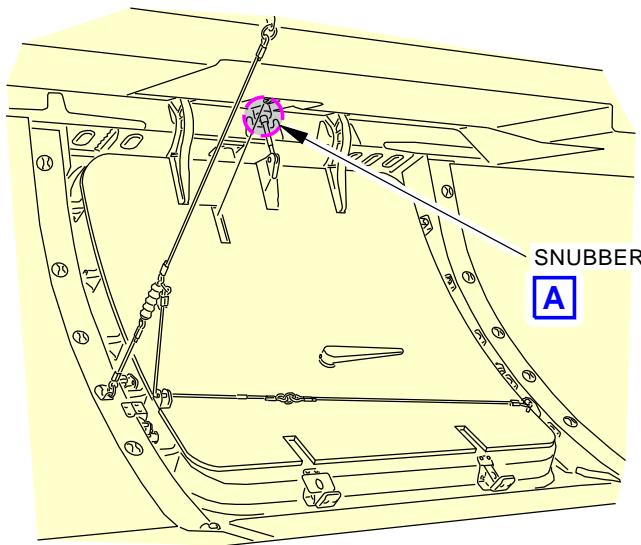
SUBTASK 52-31-13-710-001

- (4) Do this task: Cargo Door Snubber Operational Test, TASK 52-31-13-710-802.

———— END OF TASK ————

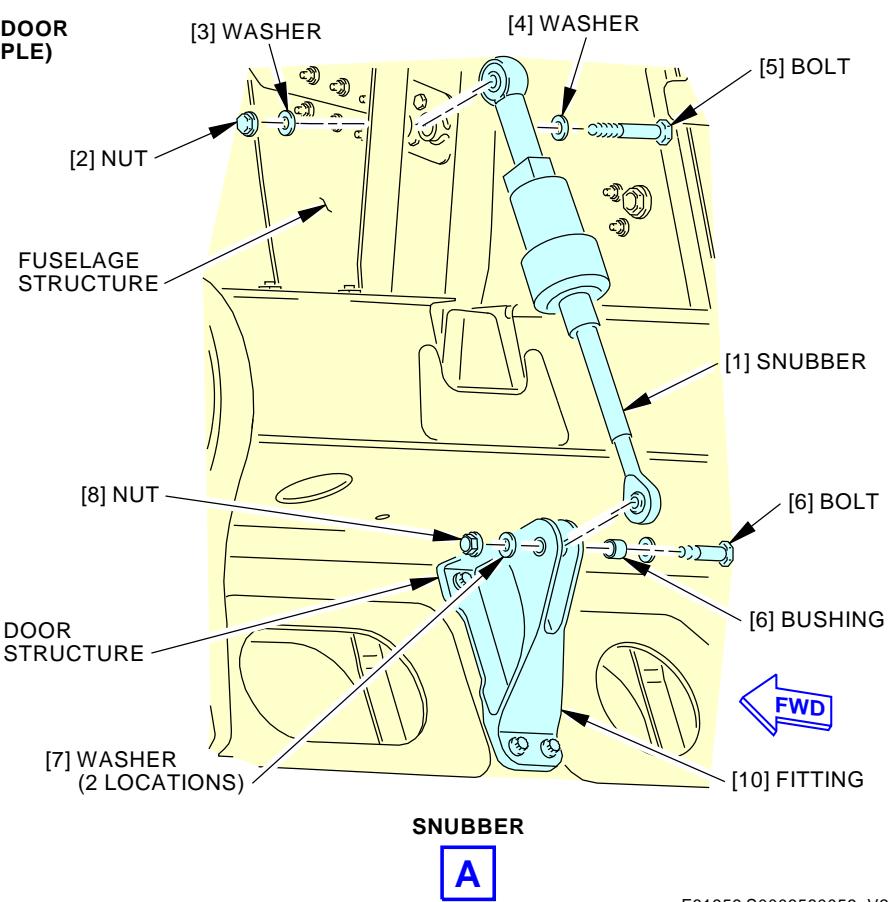


52-31-13



FWD

CARGO DOOR
(EXAMPLE)



F61959 S0006580059_V2

Cargo Door Snubber Installation
Figure 401/52-31-13-990-801

EFFECTIVITY
AKS ALL

52-31-13



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

CARGO DOOR SNUBBER - ADJUSTMENT/TEST

1. General

- I A. This procedure has these tasks:
 - (1) An operational test of the forward or aft cargo door snubber
 - (2) A functional test of the forward or aft cargo door snubber.
- I B. This procedure is the same for each cargo door.

TASK 52-31-13-710-802

2. Cargo Door Snubber Operational Test

A. References

| Reference | Title |
|------------------|---|
| 52-31-13-000-801 | Cargo Door Snubber Removal (P/B 401) |
| 52-31-13-400-801 | Cargo Door Snubber Installation (P/B 401) |

B. Location Zones

| Zone | Area |
|------|--------------------|
| 821 | Forward Cargo Door |
| 822 | Aft Cargo Door |

C. Procedure

SUBTASK 52-31-13-710-004

- (1) Do an operational test on the usual operation of the snubber [1]:
 - (a) Open the cargo door.
 - (b) Go into the cargo compartment.
 - (c) Make sure the door closes and opens easily and smoothly.
 - (d) Examine the snubber [1] carefully and make sure it has no leaks.
 - (e) If the snubber [1] has leaks, replace it.

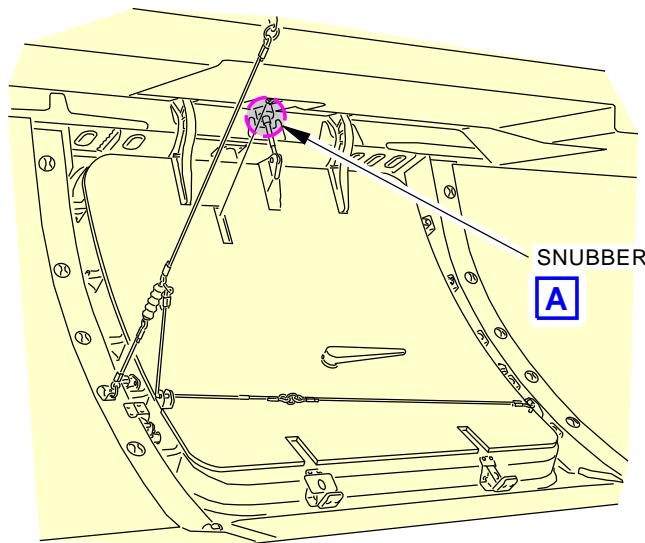
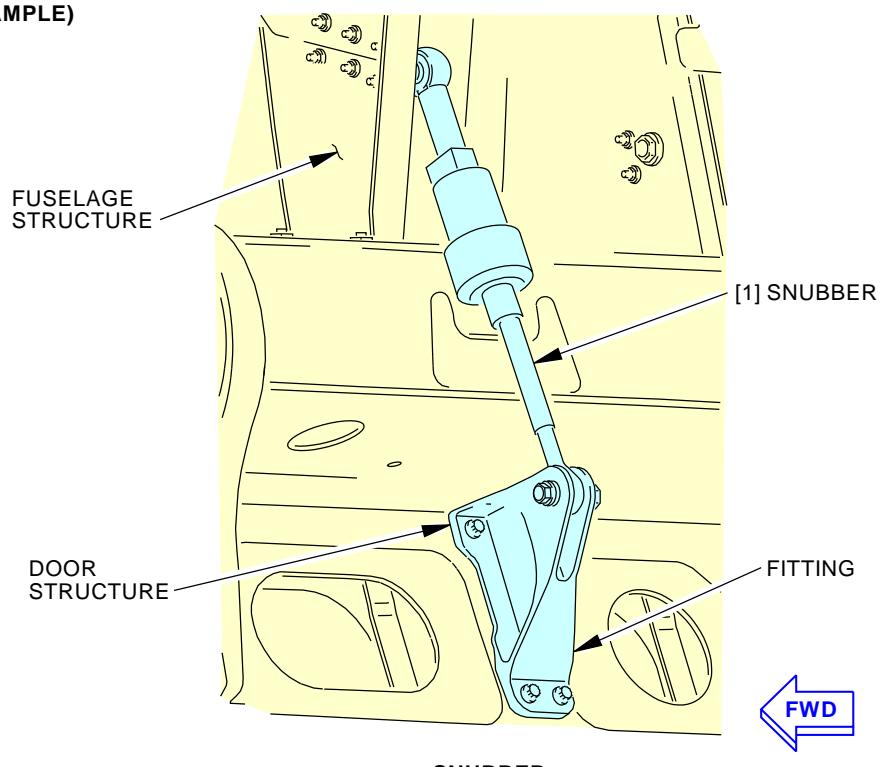
These are the tasks:

Cargo Door Snubber Removal, TASK 52-31-13-000-801,

Cargo Door Snubber Installation, TASK 52-31-13-400-801.

———— END OF TASK ————



CARGO DOOR
(EXAMPLE)

2033870 S0000408457_V2

Cargo Door Snubber Operational Test
Figure 501/52-31-13-990-803

EFFECTIVITY
AKS ALL

52-31-13



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

TASK 52-31-13-710-801

3. Cargo Door Snubber Functional Test

(Figure 502)

A. References

| Reference | Title |
|------------------|---|
| 52-31-13-000-801 | Cargo Door Snubber Removal (P/B 401) |
| 52-31-13-400-801 | Cargo Door Snubber Installation (P/B 401) |

B. Tools/Equipment

| Reference | Description |
|-----------|---|
| STD-11995 | Nut - Plain, Hexagon, Per AN315-6R Specifications |
| STD-11996 | Washer - Flat, Per NAS1149C0763R Specifications |

C. Consumable Materials

| Reference | Description | Specification |
|-----------|---|---|
| A00159 | Compound - Sealing, Thread-Locking, Anaerobic, Single-Component (100-200 In-lbs) | ASTM D5363 Grp 3 Cl 2 Grd 1 (SUPERSEDES MIL-S-46163) |
| D00015 | Grease - Aircraft Bearing (Use BMS 3-24 until existing stocks are depleted, BMS 3-33 supersedes BMS 3-24) | BMS3-24 (Superseded by BMS3-33) |
| G01048 | Lockwire - MS20995C32, Corrosion Resistant Steel - 0.032 Inch (0.8128 mm) Diameter | NASM20995 |

D. Location Zones

| Zone | Area |
|------|--------------------|
| 821 | Forward Cargo Door |
| 822 | Aft Cargo Door |

E. Procedure

SUBTASK 52-31-13-020-004

- (1) Disconnect the counterbalance assembly [2]:

- (a) Close and latch the door.
- (b) Remove the door lining over the counterbalance assembly [2].
- (c) Safety the counterbalance assembly [2] as follows:
 - 1) Remove the screw [9], washer [8], and sleeve [5] from the guide pin [3] on the aft end of the counterbalance assembly [2].
 - 2) Install a washer, STD-11996 [7] and a nut, STD-11995 [6] on the guide pin [3] against the adjustment nut [4].

NOTE: Install the nut [6] finger tight only. This will hold the spring in the counterbalance assembly [2] and stop its operation.

- (d) Disconnect the cable [17] and sheave [16] from the cargo compartment ceiling as follows:
 - 1) Unlatch and open the door 1-2 inches (25.4-50.8 mm).
 - 2) Install a block, approximately 2 inches (50.8 mm) thick and 4 inches (101.6 mm) wide, under the lower stops to hold the door up.
 - 3) Make sure the cable [17] is loose.



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- 4) Remove the lockwire and remove the alignment bolt [12] and retainer ring [14] that attach the cable [17] and sheave [16] to the cargo compartment ceiling.
- 5) Remove the cotter pin [11], pin [10], and washer [15] that attach the cable [17] and sheave [16] to the ceiling.
- 6) Safety the cable [17] and sheave [16] to the door.
- 7) Remove the block from under the lower stops.

SUBTASK 52-31-13-710-003

- (2) Do a test on the snubber [1]:

- (a) Lift the door to the fully open position and attach the cargo door support strap to the lower stop to hold the door open.
- (b) Install a foam pad across the door opening.

NOTE: The foam pad will prevent damage to the door opening if the snubber [1] is defective and the door falls too quickly.

WARNING: STAND AWAY FROM THE DOOR AND DOOR OPENING WHEN YOU RELEASE THE DOOR FROM THE STRAP. IF THE SNUBBER IS DEFECTIVE, THE DOOR CAN FALL QUICKLY AND CAUSE INJURY OR DAMAGE.

- (c) Release the door from the cargo door support strap and let the door fall.
- (d) Measure the time it takes for the door to close at the bottom edge of the door.
- (e) If the door closes in less than 1.2 seconds, replace the snubber [1].

These are the tasks:

Cargo Door Snubber Removal, TASK 52-31-13-000-801,

Cargo Door Snubber Installation, TASK 52-31-13-400-801.

- (f) If the movement of the door was not smooth and at a constant speed, replace the snubber [1].

These are the tasks:

Cargo Door Snubber Removal, TASK 52-31-13-000-801,

Cargo Door Snubber Installation, TASK 52-31-13-400-801.

- (g) Carefully examine the snubber [1] for leaks.
- (h) If the snubber [1] has leaks, replace it.

These are the tasks:

Cargo Door Snubber Removal, TASK 52-31-13-000-801,

Cargo Door Snubber Installation, TASK 52-31-13-400-801.

- (i) Remove the foam pad.

SUBTASK 52-31-13-420-003

WARNING: MAKE SURE THAT YOU SAFETY THE COUNTERBALANCE ASSEMBLY BEFORE YOU CONNECT THE COUNTERBALANCE OR CABLE. THERE IS A VERY STRONG SPRING IN THE COUNTERBALANCE ASSEMBLY AND CABLE THAT CAN CAUSE INJURY TO PERSONS.

- (3) Connect the counterbalance assembly [2]:

- (a) Connect the cable [17] and sheave [16] to the cargo compartment ceiling as follows:
 - 1) Unlatch and open the door 1-2 inches (25.4-50.8 mm).

EFFECTIVITY
AKS ALL

52-31-13



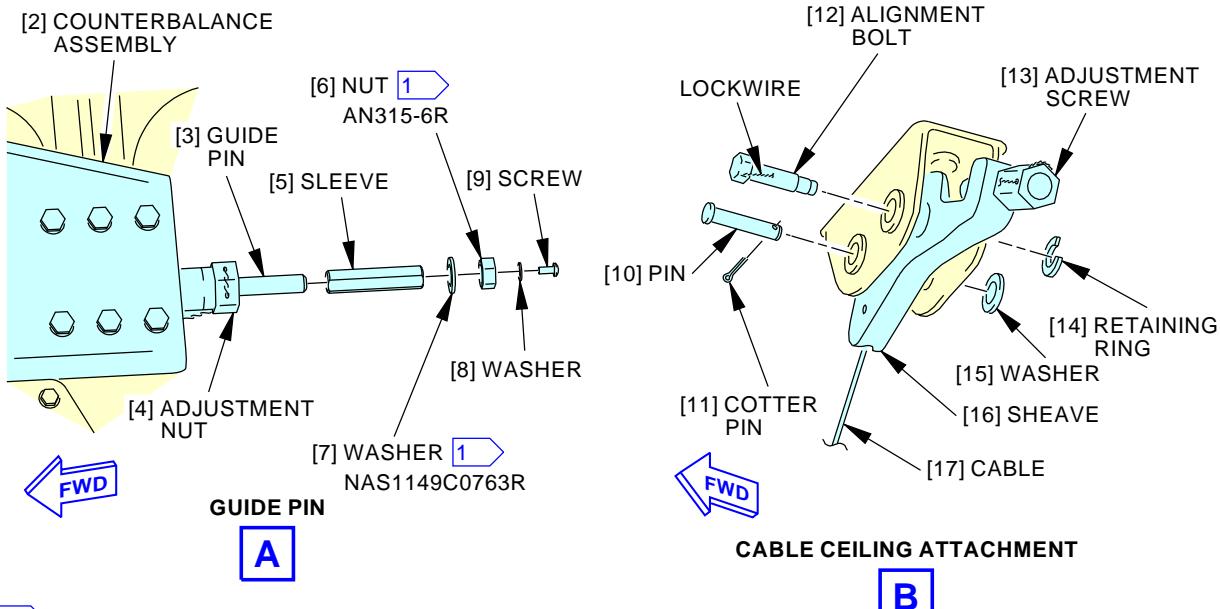
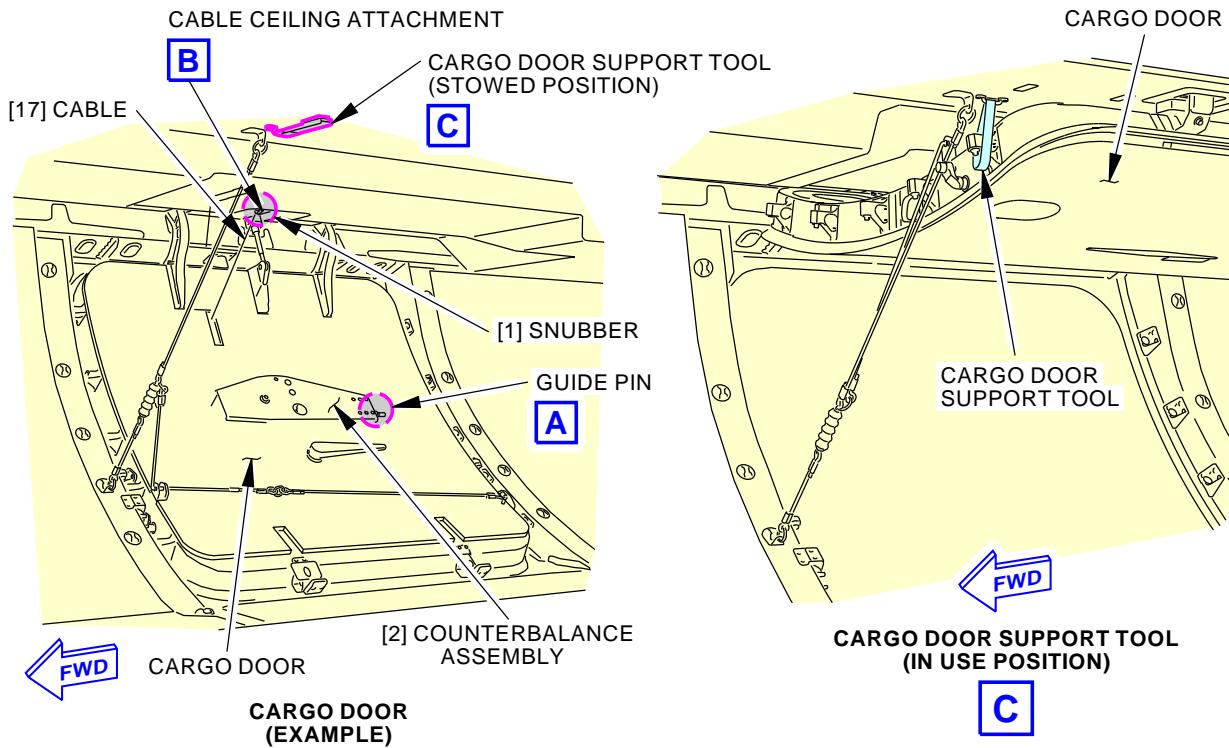
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- 2) Install a block, approximately 2 inches (50.8 mm) thick and 4 inches (101.6 mm) wide, under the lower stops to hold the door up.
 - 3) Apply a light coat of the grease, D00015 to the pin [10] and the alignment bolt [12] and mating surfaces.
 - 4) Install the pin [10], washer [15], and new cotter pin [11] to attach the cable [17] and sheave [16] to the cargo compartment ceiling.
 - 5) Install the alignment bolt [12] and retainer ring [14] to attach the cable [17] and sheave [16] to the cargo compartment ceiling.
 - 6) Install the new MS20995C32 lockwire, G01048 between the alignment bolt [12] and the adjustment screw [13].
- (b) Make the counterbalance assembly [2] operable as follows:
- 1) Close and latch the door.
 - 2) Remove the washer, STD-11996 [7] and the nut, STD-11995 [6] on the guide pin [3] against the adjustment nut [4].
 - 3) Apply a light coat of the grease, D00015 to the outer surface of the sleeve [5].
 - 4) Apply the compound, A00159 to the screw [9].
 - 5) Install the screw [9], washer [8], and sleeve [5] on the guide pin [3].
- (c) Install the door lining over the counterbalance assembly [2].

———— END OF TASK ————

EFFECTIVITY
AKS ALL

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- 1 INSTALL THE WASHER AND NUT TO SAFETY THE COUNTERBALANCE ASSEMBLY.

F69002 S0006580063_V3

**Cargo Door Snubber Test
Figure 502/52-31-13-990-802**

EFFECTIVITY
AKS ALL

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AIRCRAFT MAINTENANCE MANUAL

CARGO DOOR HANDLE MECHANISM - REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
 - (1) A removal of the cargo door handle mechanism.
 - (2) An installation of the cargo door handle mechanism.
- B. This procedure is the same for the forward or aft cargo door.

TASK 52-31-14-000-801

2. Cargo Door Handle Mechanism Removal

(Figure 401)

A. Expendables/Parts

| AMM Item | Description | AIPC Reference | AIPC Effectivity |
|----------|-------------|--------------------------------------|------------------|
| 10 | Cotter pin | 52-31-51-02B-010 52-31-51-03-010 | AKS ALL |
| 12 | Hinge | 52-31-51-50D-110 52-31-51-50E-105 | AKS ALL |
| 14 | Handle | 52-31-51-50D-068 52-31-51-50E-062 | AKS ALL |
| 27 | Actuator | 52-31-51-50D-055 52-31-51-50E-050 | AKS ALL |

B. Location Zones

| Zone | Area |
|------|--------------------|
| 821 | Forward Cargo Door |
| 822 | Aft Cargo Door |

C. Prepare for the removal

SUBTASK 52-31-14-010-001

- (1) Get access to the handle mechanism as follows:
 - (a) Open the door and go into the cargo compartment.
 - (b) Close the door, but do not latch it.
 - (c) Remove the door lining over the handle mechanism.

D. Removal of the Cargo Door Handle Mechanism

SUBTASK 52-31-14-020-001

- (1) Remove the interior handle [1]:
 - (a) Remove the locknut [29], washer [30], and bolt [2] that attach the interior handle [1] to the actuator [27].
 - (b) Remove the interior handle [1] from the actuator [27].
 - (c) Remove the screws [3] and washers [4] that attach the panel [5] to the door structure.
 - (d) Remove the panel [5] and collar [28] from the door structure.
 - (e) Disconnect the spring [7] from the actuator [27].
 - (f) Remove the lockwire and screws [24] that attach the fitting [23] to the actuator [27].
 - (g) Remove the fitting [23] from the actuator [27].



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AIRCRAFT MAINTENANCE MANUAL

- (h) Remove the bolt [6], washers [8], [22], castellated nut [9], and cotter pin [10] that attach the rod [21] to the actuator [27].
- (i) Remove the actuator [27], quad ring [20], and inserts [26] as an assembly from the housing [19].
 - 1) Do not remove the inserts [26] from the actuator [27] unless they are damaged and replacement is necessary.
- (j) Remove and discard the quad ring [20] from the actuator [27].
- (k) Move the spring [16] away from the spring keeper [17] and remove the spring keeper [17] from the housing [19].
 - 1) Let the spring [16] retract into the sleeve [15].

SUBTASK 52-31-14-020-002

- (2) Remove the exterior handle [14]:
 - (a) Open the door and go to the exterior of the airplane.
 - (b) Close the door, but do not latch it.
 - (c) Remove the exterior handle [14] from the housing [19].
 - (d) Remove and discard the bearing stud [13] from the external handle [14].
 - 1) If necessary, use a drill to remove any material that remains in the stud boss of the handle [14].
 - (e) Remove and discard the wedge [31] from the exterior handle.
 - (f) Keep the sleeve [15] and the exterior handle [14] as an assembly.

NOTE: The sleeve [15] and the exterior handle [14] are aligned and secured by a pin. It is not necessary to disassemble them. If replacement of either component is necessary, replace the exterior handle assembly.
 - (g) Do not remove the rivets [11] or hinge [12] unless they are damaged and replacement is necessary.
 - (h) Do not disassemble the hinge [12] unless it is damaged and replacement is necessary.

— END OF TASK —

TASK 52-31-14-400-801

3. Cargo Door Handle Mechanism Installation

(Figure 401)

A. References

| Reference | Title |
|------------------|----------------------------------|
| 52-31-00-700-801 | Cargo Door System Test (P/B 501) |

B. Consumable Materials

| Reference | Description | Specification |
|------------------|--|---|
| C00057 | Primer - Zinc Chromate | TT-P-1757B |
| C00528 | Compound - Corrosion Preventive, Petroleum Hot Application (Soft Film) | MIL-C-11796 Class III |
| D00013 | Grease - Aircraft And Instrument Grease | MIL-PRF-23827 (NATO G-354) (Supersedes MIL-G-23827) |

EFFECTIVITY
AKS ALL

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(Continued)

| Reference | Description | Specification |
|-----------|--|---------------------------|
| D00091 | Oil - General Purpose, Low Temperature, Lubricating | MIL-PRF-7870 (NATO O-142) |
| G01048 | Lockwire - MS20995C32, Corrosion Resistant Steel - 0.032 Inch (0.8128 mm) Diameter | NASM20995 |

C. Expendables/Parts

| AMM Item | Description | AIPC Reference | AIPC Effectivity |
|----------|-------------|--------------------------------------|------------------|
| 10 | Cotter pin | 52-31-51-02B-010 52-31-51-03-010 | AKS ALL |
| 12 | Hinge | 52-31-51-50D-110 52-31-51-50E-105 | AKS ALL |
| 14 | Handle | 52-31-51-50D-068 52-31-51-50E-062 | AKS ALL |
| 27 | Actuator | 52-31-51-50D-055 52-31-51-50E-050 | AKS ALL |

D. Location Zones

| Zone | Area |
|------|--------------------|
| 821 | Forward Cargo Door |
| 822 | Aft Cargo Door |

E. Prepare for the installation

SUBTASK 52-31-14-410-001

- (1) Get access to the handle mechanism as follows:
 - (a) Go to the exterior of the airplane.
 - (b) Close the cargo door but do not latch it.

F. Installation of the Cargo Door Handle Mechanism

SUBTASK 52-31-14-420-001

- (1) Install the exterior handle [14]:
 - (a) Press the new bearing stud [13] and new wedge [31] into the boss in the handle [14].
NOTE: This step is for P/N 103686-35 handle assemblies only. It does not apply if you remove a handle assembly with a different P/N. See sht 2, Figure 401.
 - (b) Make sure there is no clearance between the top of the boss and the shoulder of the bearing stud [13].
NOTE: This step is for P/N 103686-35 handle assemblies only. It does not apply if you remove a handle assembly with a different P/N. See sht 4, Figure 401.
 - (c) Press the new stud cap [32] into the boss in the handle [14].
NOTE: This step is for P/N 139844-7 handle assemblies only. It does not apply if you remove a handle assembly with a different P/N. See sht 3, Figure 401.
 - (d) Make sure there is no clearance between the top of the boss and the shoulder of the stud cap [32].
NOTE: This step is for P/N 139844-7 handle assemblies only. It does not apply if you remove a handle assembly with a different P/N. See sht 4, Figure 401.

| |
|-------------|
| EFFECTIVITY |
| AKS ALL |

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AIRCRAFT MAINTENANCE MANUAL

- (e) If the hinge [12] is not installed, install new rivets [11] to attach the hinge [12] to the housing [19].
- (f) Apply a light layer of oil, D00091 to the outer surface of the sleeve [15].
- (g) Install the exterior handle [14] in the housing [19].

SUBTASK 52-31-14-420-002

- (2) Install the interior handle [1]:
 - (a) Open the door and go to the interior of the airplane.
 - (b) Close the door, but do not latch it.
 - (c) Extend the spring [16] and install the spring keeper [17] on the housing [19] and under the spring [16].
 - (d) If the inserts [26] are not installed, install new inserts [26] in the actuator [27] one-half to three-quarter turns below the surface and remove the tang.
 - (e) Install a new quad ring [20] on the actuator [27].
 - (f) Lubricate the mating surfaces of the actuator [27] and the housing [19] with grease, D00013.
 - (g) Install the actuator [27] quad ring [20], and two inserts [26] over the shaft of the housing [19].
 - (h) Align the hole in the actuator [27] with the slot in the housing [19] and the sleeve [15].
 - (i) Install the fitting [23] on the actuator [27].
 - (j) Apply primer, C00057 or compound, C00528 to the threads of the screws [24].
 - (k) Install the screws [24] and MS20995C32 lockwire, G01048 to attach the fitting [23] to the actuator [27].
 - (l) Connect the spring [7] to the hole in the actuator [27].
 - (m) Install the bolt [6], washers [8], [22], castellated nut [9], and cotter pin [10] through the actuator [27] and the rod [21] to attach the rod [21] to the actuator [27].
 - (n) Install the collar [28] and the panel [5] on the door structure.
 - (o) Install the screws [3] and washers [4] to attach the panel [5] to the door structure.
 - (p) Install the interior handle [1] in its correct position on the actuator [27].
 - (q) Install the bolt [2], washer [30], and locknut [29] to attach the interior handle [1] to the actuator [27].

SUBTASK 52-31-14-840-001

- (3) Install the door lining over the handle mechanism.

SUBTASK 52-31-14-730-001

- (4) Do this task: Cargo Door System Test, TASK 52-31-00-700-801.

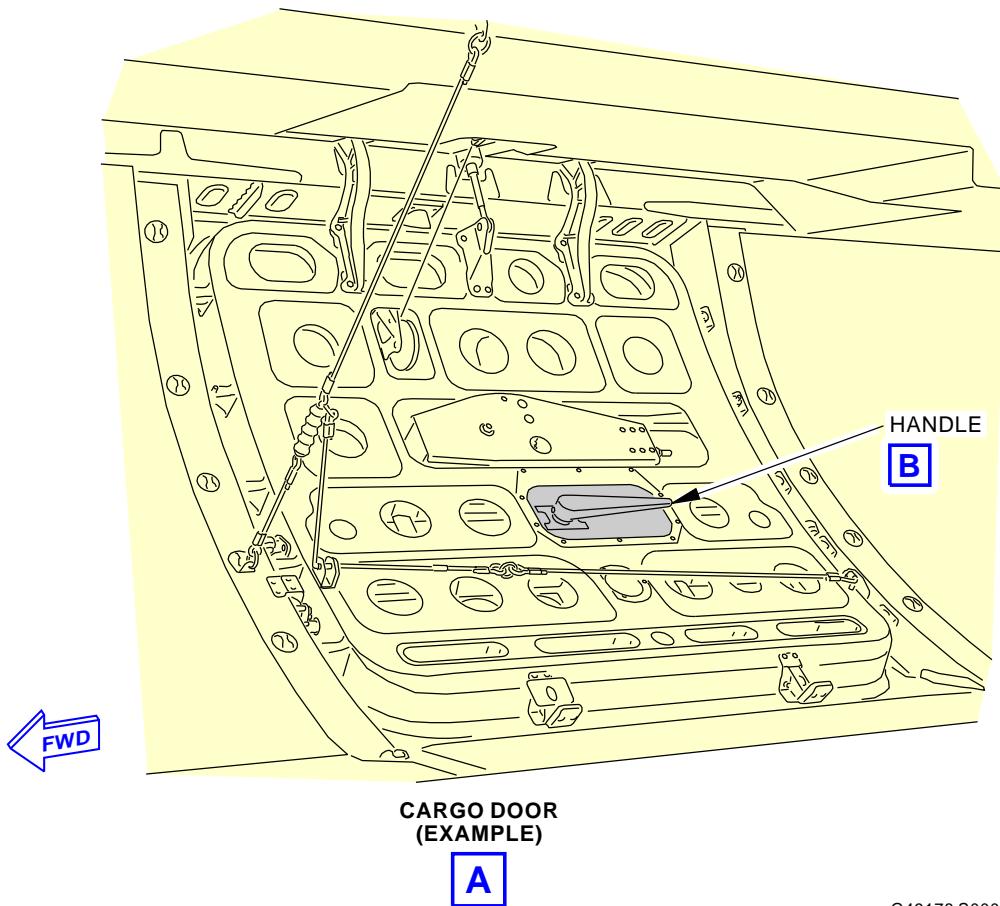
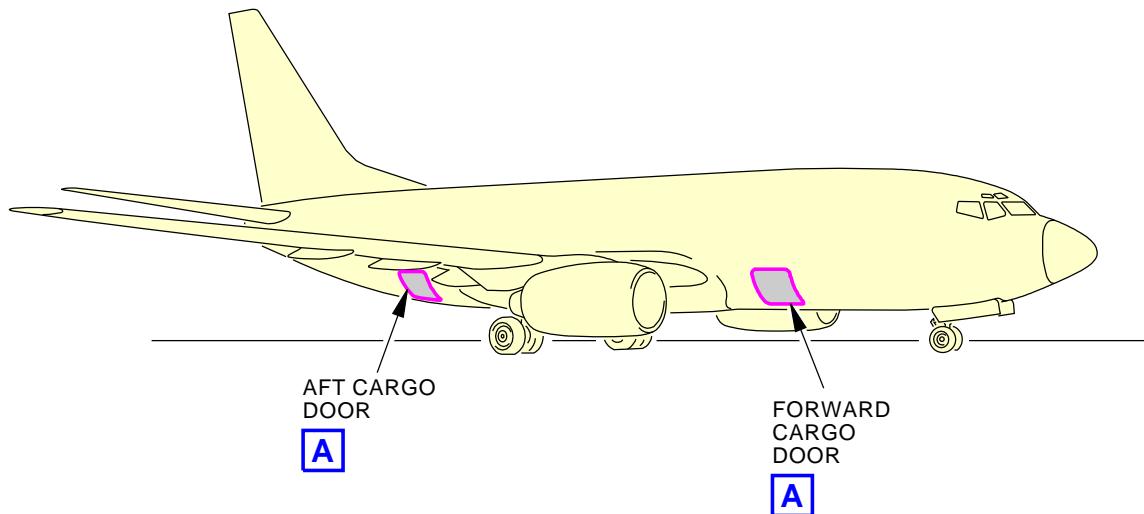
———— END OF TASK ————

EFFECTIVITY
AKS ALL

52-31-14

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



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**Cargo Door Handle Mechanism Installation
Figure 401/52-31-14-990-801 (Sheet 1 of 4)**

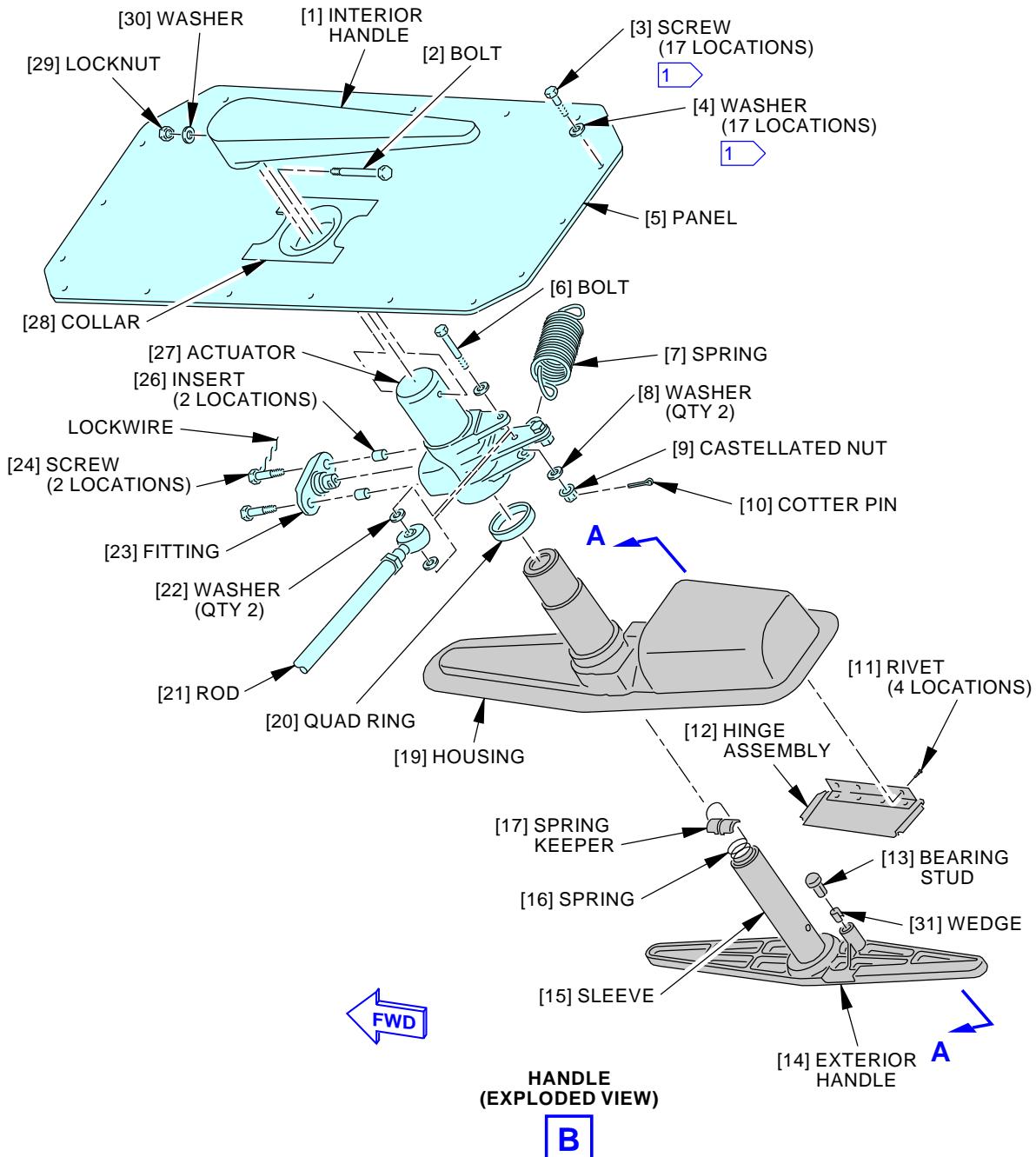
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AKS ALL

52-31-14

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1 AFT CARGO DOOR PANEL IS SHOWN. FORWARD CARGO DOOR PANEL IS SIMILAR BUT HAS ONLY 10 SCREWS [3] AND 10 WASHERS [4].

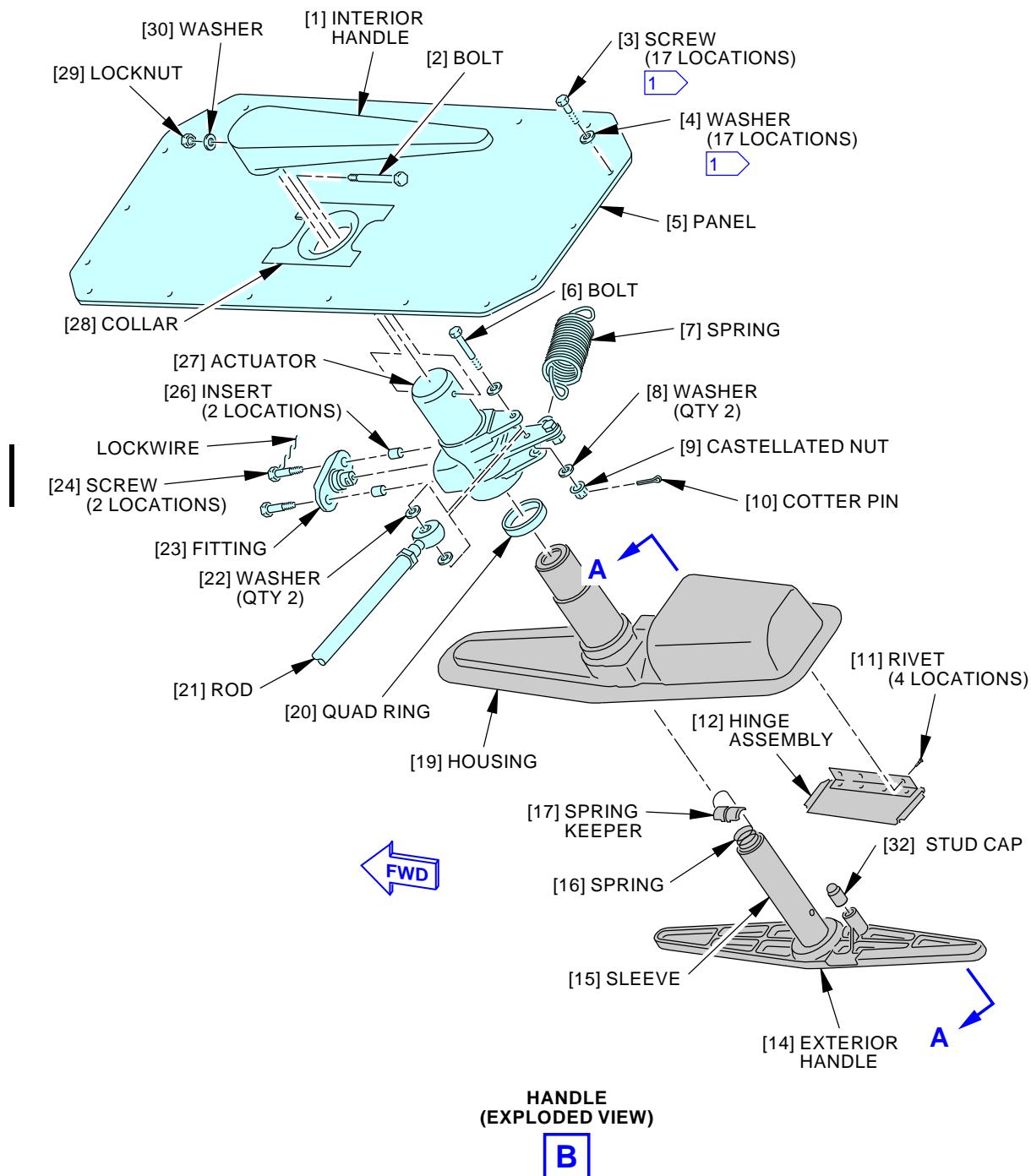
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**Cargo Door Handle Mechanism Installation
Figure 401/52-31-14-990-801 (Sheet 2 of 4)**

EFFECTIVITY
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1 AFT CARGO DOOR PANEL IS SHOWN. FORWARD CARGO DOOR PANEL IS SIMILAR BUT HAS ONLY 10 SCREWS [3] AND 10 WASHERS [4].

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Cargo Door Handle Mechanism Installation
Figure 401/52-31-14-990-801 (Sheet 3 of 4)

EFFECTIVITY
AKS ALL

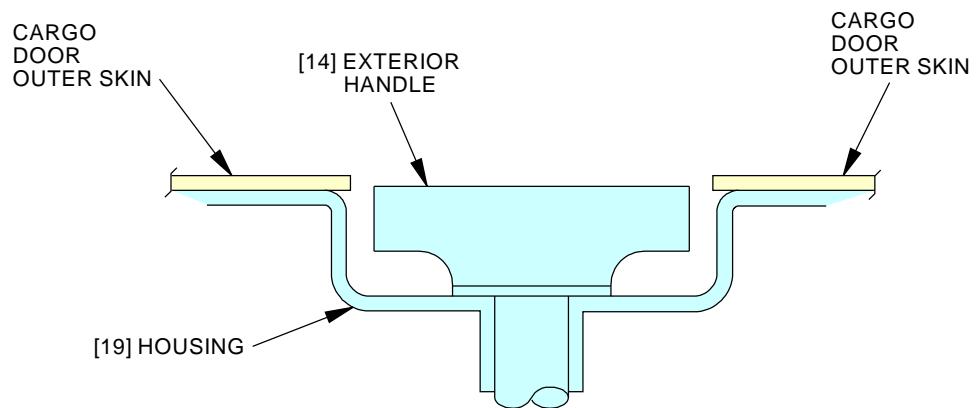
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A-A

G49180 S0006580070_V4

Cargo Door Handle Mechanism Installation
Figure 401/52-31-14-990-801 (Sheet 4 of 4)

EFFECTIVITY
AKS ALL

52-31-14

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AIRCRAFT MAINTENANCE MANUAL

GALLEY SERVICE DOORS - MAINTENANCE PRACTICES

1. General

- A. This procedure has these tasks:
- (1) Open the Galley Service Door with the exterior handle.
 - (2) Close the Galley Service Door with the exterior handle.
 - (3) Open the Galley Service Door with the interior handle.
 - (4) Close the Galley Service Door with the interior handle.
 - (5) Galley Service Door Corrosion Prevention.

TASK 52-41-00-860-801

2. Open the Galley Service Door with the Exterior Handle

(Figure 201)

A. Tools/Equipment

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

| Reference | Description |
|-----------|--|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose Part #: B-14 Supplier: 05060 Part #: B-9 Supplier: 05060 Part #: Z-45-25J Supplier: 59497 |
| SPL-2005 | Barrier, Frame Equipment - Passenger Entry Door Part #: C52012-29 Supplier: 81205 Opt Part #: C52012-15 Supplier: 81205 |

B. Location Zones

| Zone | Area |
|------|-------------------------|
| 844 | Aft Galley Service Door |

C. Procedure

SUBTASK 52-41-00-480-003

CAUTION: DO NOT OPERATE THE DOOR IN STABLE WINDS OF MORE THAN 40 KNOTS. DO NOT LET THE DOOR STAY OPEN IN WIND GUSTS THAT ARE MORE THAN 65 KNOTS. STRONG WINDS CAN CAUSE DAMAGE TO THE STRUCTURE OF THE AIRPLANE.

- (1) Put the work platform, COM-1523 in front of the door.

SUBTASK 52-41-00-860-010

- (2) Make sure the door is safe as follows:

WARNING: MAKE SURE THE GIRT BAR IS NOT ENGAGED IN THE FLOOR-MOUNTED ESCAPE SLIDE BRACKETS. IF THE GIRT BAR IS ENGAGED IN THE BRACKETS, THE ESCAPE SYSTEM CAN DEPLOY WHEN YOU OPEN THE DOOR. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (a) Make sure the girt bar is not engaged in the floor-mounted escape slide brackets.



D633A101-AKS

52-41-00



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

SUBTASK 52-41-00-860-011

WARNING: BE CAREFUL WHEN YOU OPERATE THE DOOR FROM A MAINTENANCE STAND. IT IS NOT EASY TO OPERATE THE DOOR FROM THE SMALL PLATFORM AREA AND DURING BAD WEATHER CONDITIONS. INJURIES TO PERSONNEL AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (3) Pull the exterior handle outboard from the recess in the door to engage the door drive mechanism.

SUBTASK 52-41-00-860-012

- (4) Turn the exterior handle 180 degrees counterclockwise to unlatch the door.

NOTE: When you turn the handle 180 degrees counterclockwise, the latch rollers disengage with the latch fittings.

NOTE: The initial movement of the door is inward.

SUBTASK 52-41-00-860-013

- (5) Return the exterior handle into the recess of the door.

SUBTASK 52-41-00-860-014

- (6) Use the door assist handle to pull the door outboard and forward until the door hold open lock in the upper hinge engages and the door is held in the fully open position.

NOTE: The door will be parallel to the fuselage when fully open.

SUBTASK 52-41-00-860-015

- (7) Put the barrier frame, SPL-2005 across the door opening.

———— END OF TASK ————

TASK 52-41-00-860-802

3. Close the Galley Service Door with the Exterior Handle

(Figure 201)

A. Tools/Equipment

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

| Reference | Description |
|-----------|--|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose Part #: B-14 Supplier: 05060 Part #: B-9 Supplier: 05060 Part #: Z-45-25J Supplier: 59497 |
| SPL-2005 | Barrier, Frame Equipment - Passenger Entry Door Part #: C52012-29 Supplier: 81205 Opt Part #: C52012-15 Supplier: 81205 |

B. Location Zones

| Zone | Area |
|------|-------------------------|
| 844 | Aft Galley Service Door |



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C. Procedure

SUBTASK 52-41-00-860-016

CAUTION: DO NOT OPERATE THE DOOR IN STABLE WINDS OF MORE THAN 40 KNOTS. DO NOT LET THE DOOR STAY OPEN IN WIND GUSTS THAT ARE MORE THAN 65 KNOTS. STRONG WINDS CAN CAUSE DAMAGE TO THE STRUCTURE OF THE AIRPLANE.

- (1) Make sure the work platform, COM-1523 is installed in front of the door.

SUBTASK 52-41-00-860-017

- (2) Remove the barrier frame, SPL-2005 from across the door if it is installed.

SUBTASK 52-41-00-860-018

WARNING: BE CAREFUL WHEN YOU OPERATE THE DOOR FROM A MAINTENANCE STAND. IT IS NOT EASY TO OPERATE THE DOOR FROM THE SMALL PLATFORM AREA AND DURING BAD WEATHER CONDITIONS. INJURIES TO PERSONNEL AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (3) Release the door from the locked position by using either the "Up to release" lever on the body torque tube, or the "Down to release" button on the guide arm.

SUBTASK 52-41-00-860-019

- (4) Use the assist handle to swing the door into the door opening.

SUBTASK 52-41-00-860-020

- (5) Pull the exterior handle outward to clear the handle recess.

SUBTASK 52-41-00-860-021

- (6) Turn the exterior handle 180 degrees clockwise to close the door.

NOTE: When you turn the handle 180 degrees clockwise, the latch rollers engage with the latch fittings.

SUBTASK 52-41-00-860-022

- (7) Release the exterior handle into the recess in the door.

SUBTASK 52-41-00-080-003

- (8) Remove the stand, work platform, COM-1523 from the door.

———— END OF TASK ————

TASK 52-41-00-860-803

4. **Open the Galley Service Door with the Interior Handle**

(Figure 202)

A. Tools/Equipment

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

| Reference | Description |
|-----------|--|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose Part #: B-14 Supplier: 05060 Part #: B-9 Supplier: 05060 Part #: Z-45-25J Supplier: 59497 |



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(Continued)

Reference

Description

| | |
|----------|---|
| SPL-2005 | Barrier, Frame Equipment - Passenger Entry Door Part #: C52012-29 Supplier: 81205 Opt Part #: C52012-15 Supplier: 81205 |
|----------|---|

B. Location Zones

Zone Area

| | |
|-----|-------------------------|
| 844 | Aft Galley Service Door |
|-----|-------------------------|

C. Procedure

SUBTASK 52-41-00-860-023

CAUTION: DO NOT OPERATE THE DOOR IN STABLE WINDS OF MORE THAN 40 KNOTS. DO NOT LET THE DOOR STAY OPEN IN WIND GUSTS THAT ARE MORE THAN 65 KNOTS. STRONG WINDS CAN CAUSE DAMAGE TO THE STRUCTURE OF THE AIRPLANE.

- (1) Put the work platform, COM-1523 in front of the door.

SUBTASK 52-41-00-860-024

- (2) Make sure the door is safe as follows:

WARNING: MAKE SURE THE GIRT BAR IS NOT ENGAGED IN THE FLOOR-MOUNTED ESCAPE SLIDE BRACKETS. IF THE GIRT BAR IS ENGAGED IN THE BRACKETS, THE ESCAPE SYSTEM CAN DEPLOY WHEN YOU OPEN THE DOOR. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (a) Make sure the girt bar is not engaged in the floor-mounted escape slide brackets.

SUBTASK 52-41-00-860-025

WARNING: BE CAREFUL WHEN YOU OPERATE THE DOOR FROM A MAINTENANCE STAND. IT IS NOT EASY TO OPERATE THE DOOR FROM THE SMALL PLATFORM AREA AND DURING BAD WEATHER CONDITIONS. INJURIES TO PERSONNEL AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (3) Turn the interior handle clockwise 180 degrees to unlatch the door.

NOTE: When you turn the handle 180 degrees clockwise, the latch rollers disengage from the latch fittings and the initial movement of the door is inward.

SUBTASK 52-41-00-860-026

- (4) Use the door assist handle to push the door outboard and forward until the door hold open lock in the upper hinge engages and the door is held in the fully open position.

NOTE: The door will be parallel to the fuselage when fully open.

SUBTASK 52-41-00-860-027

- (5) Put the barrier frame, SPL-2005 across the door opening.

———— END OF TASK ————



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TASK 52-41-00-860-804

5. Close the Galley Service Door with the Interior Handle

(Figure 202)

A. Tools/Equipment

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

| Reference | Description |
|-----------|--|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose Part #: B-14 Supplier: 05060 Part #: B-9 Supplier: 05060 Part #: Z-45-25J Supplier: 59497 |
| SPL-2005 | Barrier, Frame Equipment - Passenger Entry Door Part #: C52012-29 Supplier: 81205 Opt Part #: C52012-15 Supplier: 81205 |

B. Location Zones

| Zone | Area |
|------|-------------------------|
| 844 | Aft Galley Service Door |

C. Procedure

SUBTASK 52-41-00-860-028

CAUTION: DO NOT OPERATE THE DOOR IN STABLE WINDS OF MORE THAN 40 KNOTS. DO NOT LET THE DOOR STAY OPEN IN WIND GUSTS THAT ARE MORE THAN 65 KNOTS. STRONG WINDS CAN CAUSE DAMAGE TO THE STRUCTURE OF THE AIRPLANE.

- (1) Make sure the work platform, COM-1523 is installed in front of the door.

SUBTASK 52-41-00-860-029

- (2) Remove the barrier frame, SPL-2005 from across the door opening if it is installed.

SUBTASK 52-41-00-860-030

WARNING: BE CAREFUL WHEN YOU OPERATE THE DOOR FROM A MAINTENANCE STAND. IT IS NOT EASY TO OPERATE THE DOOR FROM THE SMALL PLATFORM AREA AND DURING BAD WEATHER CONDITIONS. INJURIES TO PERSONNEL AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (3) Release the door hold open lock from the locked position by using either the "Up to release" lever on the body torque tube, or the "Down to release" button on the guide arm.

NOTE: A light push at the door interior handle location towards the opening direction is allowed to release the hold open lever.

SUBTASK 52-41-00-860-031

- (4) Use the assist handle to swing the door into the door opening.

SUBTASK 52-41-00-860-032

- (5) Turn the interior handle 180 degrees counterclockwise to fully close the door.

NOTE: When you turn the handle 180 degrees counterclockwise, the latch rollers engage with the latch fittings.



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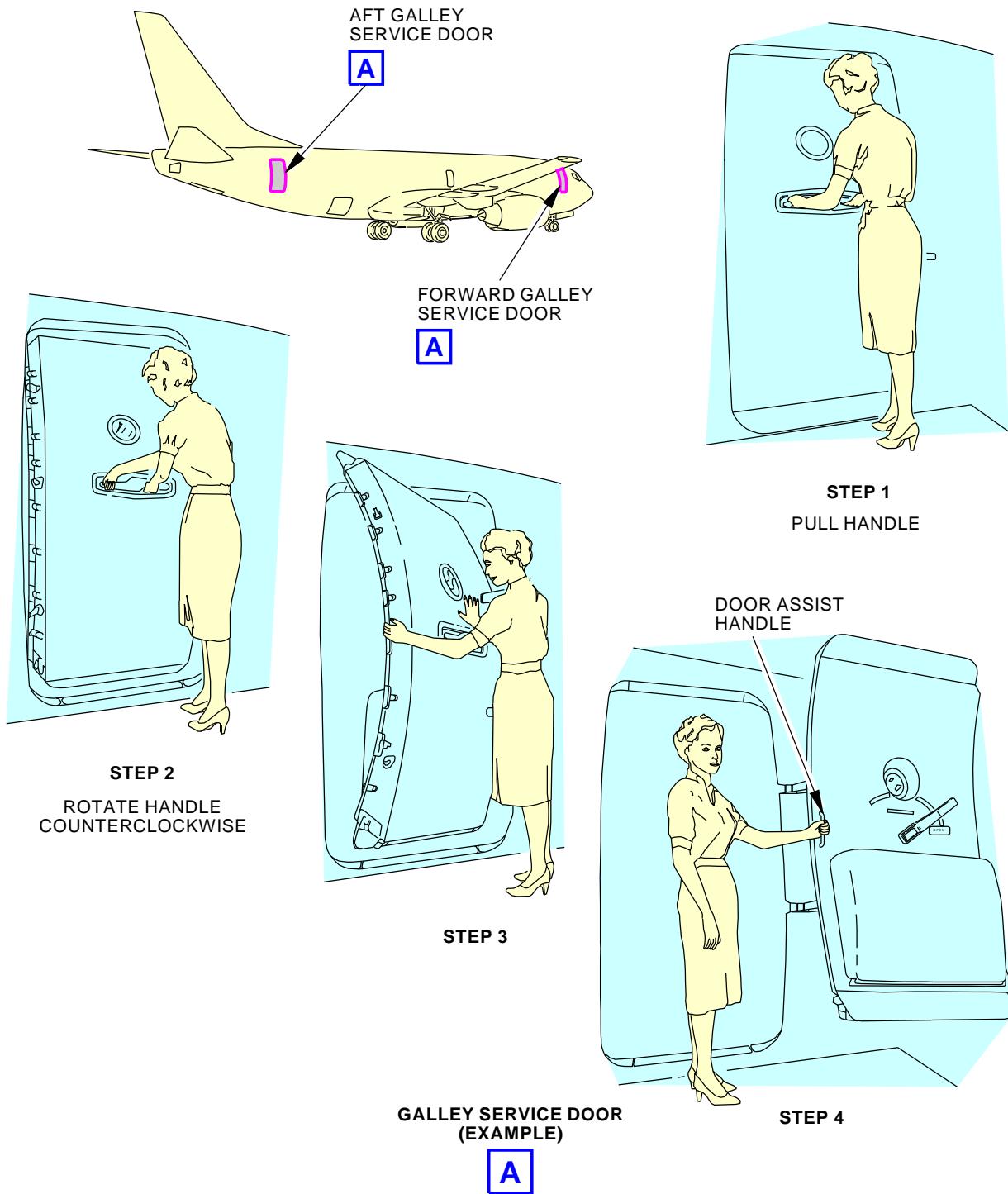
SUBTASK 52-41-00-080-004

- (6) Remove the stand, work platform, COM-1523 from the door.

———— END OF TASK ——

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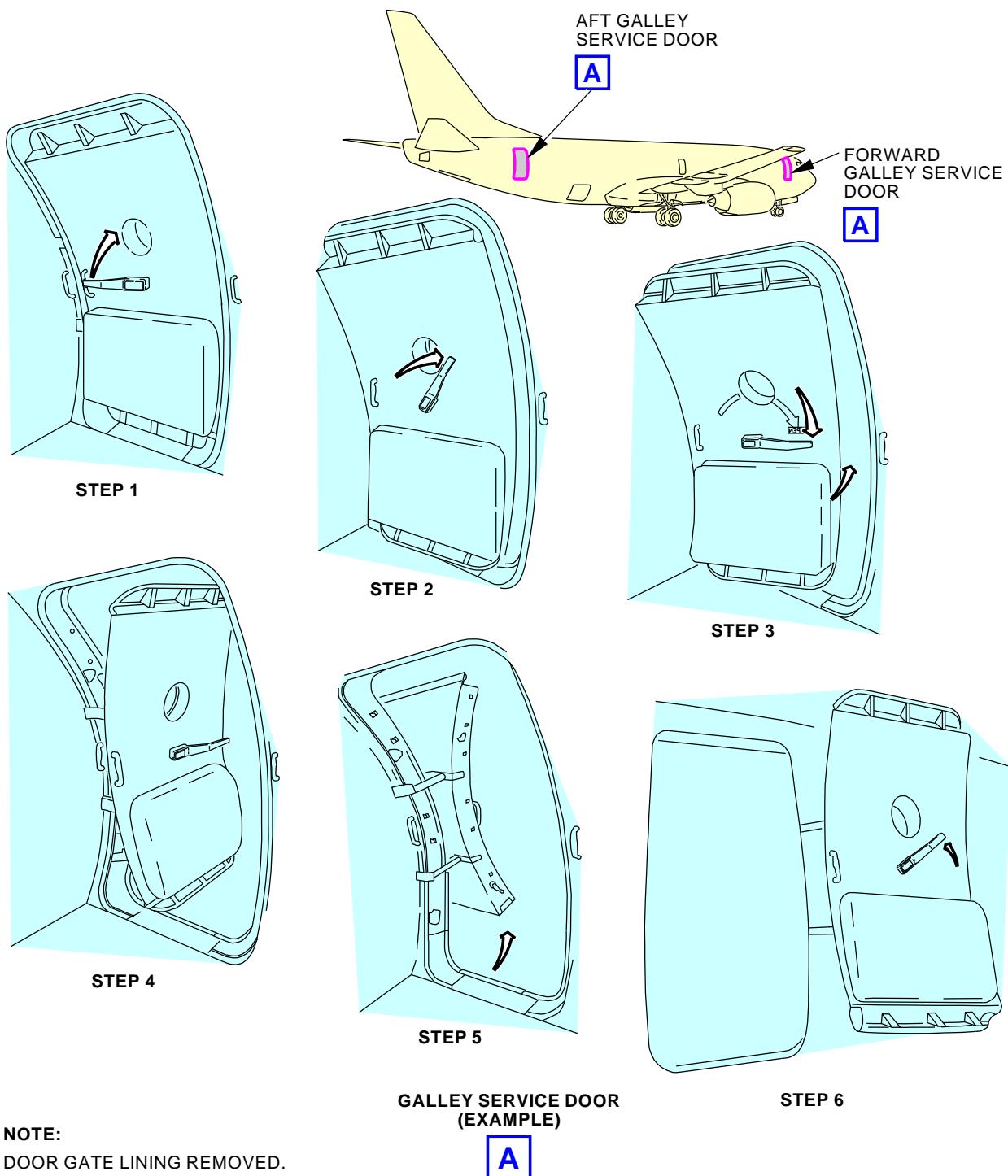
Galley Service Door Operation from Outside Airplane
Figure 201/52-41-00-990-821

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NOTE:

DOOR GATE LINING REMOVED.

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Galley Service Door Operation from Inside Airplane
Figure 202/52-41-00-990-822

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AKS ALL

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TASK 52-41-00-600-801

6. Galley Service Doors Corrosion Prevention

A. References

| Reference | Title |
|------------------|---|
| 12-25-13 P/B 301 | GALLEY SERVICE DOORS - SERVICING |
| 52-41-00-200-801 | Galley Service Door Check (P/B 601) |
| 52-41-31-000-802 | Galley Service Door Lining Removal (P/B 401) |
| 52-41-31-400-802 | Galley Service Door Lining Installation (P/B 401) |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|---|---------------|
| G00009 | Compound - Organic Corrosion Inhibiting | BMS3-23 |

C. Location Zones

| Zone | Area |
|------|-----------------------------|
| 841 | Forward Galley Service Door |
| 844 | Aft Galley Service Door |

D. General

SUBTASK 52-41-00-800-001

- (1) Corrosion may occur on the internal and external surfaces of the door structure, especially the inside lower corners, the connection points, and the door mechanism.
- (2) Corrosion has been found on the door torque tube, that is found adjacent to the door in the airplane body. The torque tube for the aft service door, in particular, has been found to contain large amounts of water.
- (3) If a door is not opened often from the outside, corrosion has been found on the exterior door handle. The corrosion causes the handle to seize in the recess and prevents the handle from moving outward to unlock the door. Corrosion can also be found in the upper and lower bearings.
 - (a) If the door handle operates in a stiff or restricted manner, then increase the frequency of the lubrication.
- (4) If applicable, stress corrosion cracks have been found on the aft upper stop fitting at the aft airstair door.
- (5) Corrosion has been found on the rivets between the web and the intercostal at the aft galley door on some airplanes.
- (6) Some items in this section maybe subject to the mandatory requirements for corrosion prevention and control programs for aging airplanes.
- (7) Corrosion Prevention
 - (a) Do these tasks, Galley Service Door Check, TASK 52-41-00-200-801 to detect the early stages of corrosion.
 - (b) Look for missing fasteners, white powdery deposits, and discolorations, as signs of corrosion.
 - 1) If signs of corrosion are found, then a corrosion prevention program should be started to prevent the build up of corrosion products.
 - 2) If corrosion products are allowed to build up, then they will cause further corrosion.
 - 3) If corrosion is found, the refer to the Structural Repair Manual for detail instructions for the removal of corrosion.

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- (c) After the corrosion products are cleaned, make sure that the protective finishes are serviceable.
 - 1) If only minor corrosion is found, then make sure that the area is clean.
 - 2) Apply corrosion inhibiting compound on the affected area.
 - 3) Make sure that the protective finish is restored at the first opportunity that is consistent with the airplanes maintenance schedule.
- (8) Frequency of Application
 - (a) Periodic inspection is required to areas identified as prone to corrosion and should be scheduled to your Maintenance Planning Document.
 - (b) Periodic application of BMS 3-23 compounds are necessary to areas identified as prone to corrosion and should be scheduled to your Maintenance Planning Document.
 - 1) Do the prevention treatment to the door at the same recommended interval as the door frame.
 - 2) Do the prevention treatment to the exterior surface of the door at the same recommended interval as the exterior surface of the fuselage.

E. Corrosion Prevention

SUBTASK 52-41-00-620-001

- (1) Prevention Treatment
 - (a) Remove the door liner to get access to the interior surfaces of the door.
 - 1) Galley Service Door Lining Removal, TASK 52-41-31-000-802
 - (b) Clean the drains and drain paths.
 - (c) Galley Service Door Check, TASK 52-41-00-200-801
 - 1) Remove or repair any corrosion that you find.
 - (d) Apply corrosion inhibiting compound, G00009 to the interior surfaces of the door.
 - 1) Make sure that the corrosion inhibiting compound, G00009 completely covers the surfaces, with special attention given to the lower corners and the handle mechanism housing.
 - (e) If it is necessary, apply corrosion inhibiting compound, G00009 to the exterior surfaces of the door.
 - (f) Lubricate the door. GALLEY SERVICE DOORS - SERVICING, PAGEBLOCK 12-25-13/301
 - (g) Install the door lining.
 - 1) Galley Service Door Lining Installation, TASK 52-41-31-400-802

———— END OF TASK ———

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| EFFECTIVITY |
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GALLEY SERVICE DOOR - REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
 - (1) A removal of the galley service door.
 - (2) An installation of the galley service door.
- B. This procedure is the same for the forward or aft galley service door.
- C. The galley service door is referred to as the door in this procedure.

TASK 52-41-00-000-801

2. Galley Service Door Removal

(Figure 401)

A. References

| Reference | Title |
|------------------|---|
| 52-41-31-000-802 | Galley Service Door Lining Removal (P/B 401) |
| 52-41-51-000-801 | Galley Service Door Snubber Removal (P/B 401) |

B. Tools/Equipment

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

| Reference | Description |
|-----------|---|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose <ul style="list-style-type: none">Part #: B-14 Supplier: 05060Part #: B-9 Supplier: 05060Part #: Z-45-25J Supplier: 59497 |
| SPL-2005 | Barrier, Frame Equipment - Passenger Entry Door <ul style="list-style-type: none">Part #: C52012-29 Supplier: 81205Opt Part #: C52012-15 Supplier: 81205 |

C. Location Zones

| Zone | Area |
|------|-----------------------------|
| 841 | Forward Galley Service Door |
| 844 | Aft Galley Service Door |

D. Access Panels

| Number | Name/Location |
|--------|--|
| 841FZ | Forward Galley Service Door - Torque Tube Access |
| 844FZ | Aft Galley Service Door - Torque Tube Access |

E. Prepare for the Removal

SUBTASK 52-41-00-860-003

- (1) Make sure the door [1] is safe as follows:
 - (a) Make sure the door [1] is closed and latched.

| |
|-------------|
| EFFECTIVITY |
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WARNING: MAKE SURE THE GIRT BAR IS NOT ENGAGED IN THE FLOOR-MOUNTED ESCAPE SLIDE BRACKETS. IF THE GIRT BAR IS ENGAGED IN THE BRACKETS, THE ESCAPE SYSTEM CAN DEPLOY WHEN YOU OPEN THE DOOR AND INJURIES OR DAMAGE CAN OCCUR.

- (b) Make sure the girt bar is not engaged in the floor-mounted escape slide brackets.
- (c) Install the work platform, COM-1523 outboard of the door [1].

SUBTASK 52-41-00-010-004

- (2) Get access to the door [1] as follows:

- (a) Make sure the door [1] is closed and latched.
- (b) Do this task: Galley Service Door Lining Removal, TASK 52-41-31-000-802.
- (c) Fully open the door [1].

F. Removal of the Galley Service Door

SUBTASK 52-41-00-020-008

CAUTION: REMOVE THE SNUBBER BEFORE YOU REMOVE THE DOOR. IF YOU DO NOT REMOVE THE SNUBBER BEFORE YOU REMOVE THE DOOR, DAMAGE TO THE SNUBBER CAN OCCUR.

- (1) Do this task: Galley Service Door Snubber Removal, TASK 52-41-51-000-801

SUBTASK 52-41-00-480-001

- (2) Support the door [1] as follows:

- (a) Install straps around the stop fittings on the door [1] to hold the weight of the door [1] from a position above the door [1].

SUBTASK 52-41-00-020-003

- (3) Disconnect the upper hinge of the door [1]:

- (a) Remove the applicable upper access panels:

Number **Name/Location**

841FZ Forward Galley Service Door - Torque Tube Access

844FZ Aft Galley Service Door - Torque Tube Access

- (b) Remove the filler [12] to get access to the fastener that attaches the guide arm [8] to the door [1].
- (c) Remove the bolt [9], washers [10], and nut [11] that attach the guide arm [8] to the door [1].

NOTE: The guide arm [8] will stay with the fuselage.

- (d) Remove the bolt [14], washers [15], and nut [16] that attach the upper hinge arm [13] to the fuselage.

NOTE: The hinge arm [13] will stay with the door [1].

SUBTASK 52-41-00-020-004

- (4) Disconnect the lower hinge of the door [1]:

- (a) Remove the bolt [17], washers [18], and nut [19] that attach the lower hinge arm [20] to the fuselage.

NOTE: The hinge arm [20] will stay with the door [1].

SUBTASK 52-41-00-020-005

- (5) Remove the door [1] from the airplane as follows:



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WARNING: BE CAREFUL WHEN YOU REMOVE THE DOOR FROM THE AIRPLANE. THE DOOR WEIGHS APPROXIMATELY 140 POUNDS. INJURY OR DAMAGE CAN OCCUR.

- (a) Carefully move the door [1] from the fuselage and remove from the airplane.

SUBTASK 52-41-00-860-033

- (6) If it is necessary, put the barrier frame, SPL-2005 across the door opening.

———— END OF TASK ————

TASK 52-41-00-400-801

3. Galley Service Door Installation

(Figure 401)

A. References

| Reference | Title |
|------------------|--|
| 52-41-00-200-802 | Galley Service Door Pressure Seal Check (P/B 601) |
| 52-41-00-700-801 | Galley Service Door System Test (P/B 501) |
| 52-41-00-820-801 | Galley Service Door Adjustment (P/B 501) |
| 52-41-31-400-802 | Galley Service Door Lining Installation (P/B 401) |
| 52-41-51-400-801 | Galley Service Door Snubber Installation (P/B 401) |

B. Tools/Equipment

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

| Reference | Description |
|-----------|--|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose Part #: B-14 Supplier: 05060 Part #: B-9 Supplier: 05060 Part #: Z-45-25J Supplier: 59497 |
| SPL-2005 | Barrier, Frame Equipment - Passenger Entry Door Part #: C52012-29 Supplier: 81205 Opt Part #: C52012-15 Supplier: 81205 |

C. Consumable Materials

| Reference | Description | Specification |
|-----------|--|---------------|
| A00247 | Sealant - Pressure And Environmental - Chromate Type | BMS5-95 |

D. Location Zones

| Zone | Area |
|------|-----------------------------|
| 841 | Forward Galley Service Door |
| 844 | Aft Galley Service Door |

E. Access Panels

| Number | Name/Location |
|--------|--|
| 841FZ | Forward Galley Service Door - Torque Tube Access |
| 844FZ | Aft Galley Service Door - Torque Tube Access |



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F. Installation of the Galley Service Door

SUBTASK 52-41-00-860-034

- (1) If it is necessary, remove the barrier frame, SPL-2005 across the door opening.

SUBTASK 52-41-00-420-001

WARNING: BE CAREFUL WHEN YOU MOVE THE DOOR INTO THE AIRPLANE. THE DOOR WEIGHS APPROXIMATELY 140 POUNDS. INJURY OR DAMAGE CAN OCCUR.

- (2) Carefully move the door [1] near the fuselage and align the upper and lower hinges with the fuselage.

SUBTASK 52-41-00-700-001

- (3) Inspect the pressure seal of the door prior to installation. Do this task: Galley Service Door Pressure Seal Check, TASK 52-41-00-200-802.

SUBTASK 52-41-00-420-002

- (4) Connect the lower hinge of the door [1]:

- (a) Put the lower hinge arm [20] in its correct position.
 - (b) Install the bolt [17], washers [18], and nut [19] that attach the lower hinge arm [20] to the fuselage.

SUBTASK 52-41-00-020-006

- (5) Connect the upper hinge of the door [1]:

- (a) Put the upper hinge arm [13] in its correct position.
 - (b) Install the bolt [14], washers [15], and nut [16] to attach the upper hinge arm [13] to the fuselage.
 - (c) Make sure the distance from the centerline of the rod end [33] to the adjuster nut [31] is as specified.
 - (d) If it is out of tolerance, adjust the guide arm [8]:

NOTE: This is an initial adjustment for a new guide arm [8] or door [1].

- 1) Remove the bolt [34] and washer [35] on the lock channel [30].
 - 2) Remove the lock channel [30].
 - 3) Loosen the jamnut [32].
 - 4) Change the length of the guide arm rod end [33] with the adjuster nut [31] to get the correct position of the door [1].
 - 5) Make sure the adjuster nut [31] will align with the lock channel [30].
 - 6) Tighten the jamnut [32].
 - 7) Put the lock channel [30] in its correct position on the guide arm [8].
 - 8) Install the bolt [34] and washer [35] to hold the lock channel [30].
- (e) Put the guide arm [8] in its correct position.
 - 1) Make sure the lubrication fitting on the rod end [33] points inboard.
- (f) Install the bolt [9], washer [10], and nut [11] to attach the guide arm [8] to the door [1].
- (g) Make sure the lock channel [30] is installed over the adjuster nut [31].
- (h) Install the filler [12] with sealant, A00247 to cover the guide arm [8] attachment.

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- (i) Install the applicable upper access panels:

Number

Name/Location

841FZ Forward Galley Service Door - Torque Tube Access
844FZ Aft Galley Service Door - Torque Tube Access

- 1) Install access panels as follows:

- a) Apply a parting agent to the mating surfaces of the cover plate as specified in SOPM 20-50-19.
- b) Apply a pressure fay surface seal with sealant, A00247 as specified in SOPM 20-50-19 between the mating surfaces of the cover plate and the inner skin.
- c) Install the cover plate onto the door structure with the bolts and the washers.

NOTE: Grip length is important. It is not permitted to use a bolt with a grip length different than bolt.

SUBTASK 52-41-00-020-007

- (6) Do this task: Galley Service Door Snubber Installation, TASK 52-41-51-400-801

G. Put the Airplane Back to Its Usual Condition

SUBTASK 52-41-00-410-002

- (1) Do this task: Galley Service Door Lining Installation, TASK 52-41-31-400-802.

SUBTASK 52-41-00-820-015

- (2) Do this task: Galley Service Door Adjustment, TASK 52-41-00-820-801.

SUBTASK 52-41-00-730-003

- (3) Do this task: Galley Service Door System Test, TASK 52-41-00-700-801.

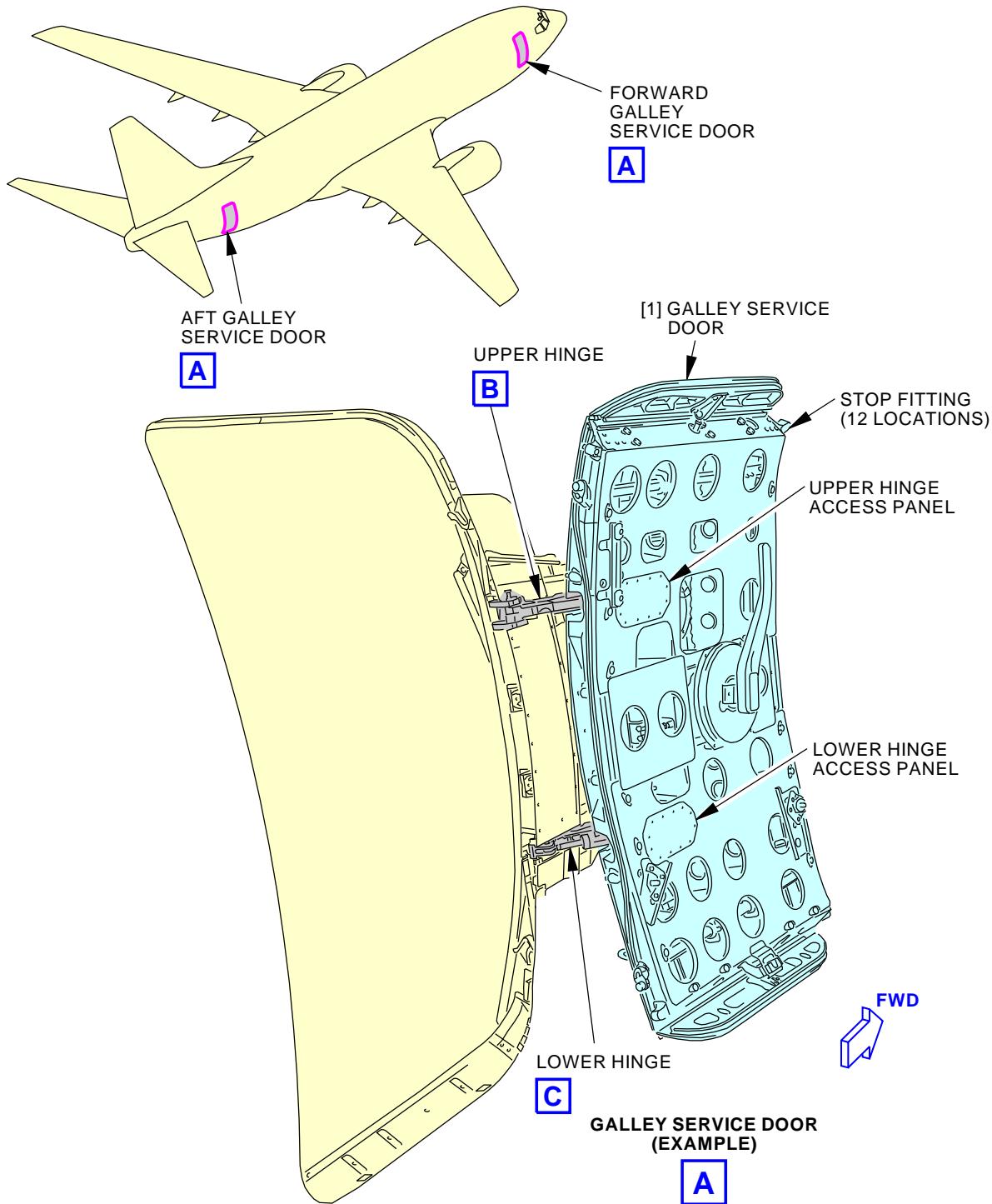
SUBTASK 52-41-00-080-001

- (4) Remove the work platform, COM-1523 from the door [1].

———— END OF TASK ————



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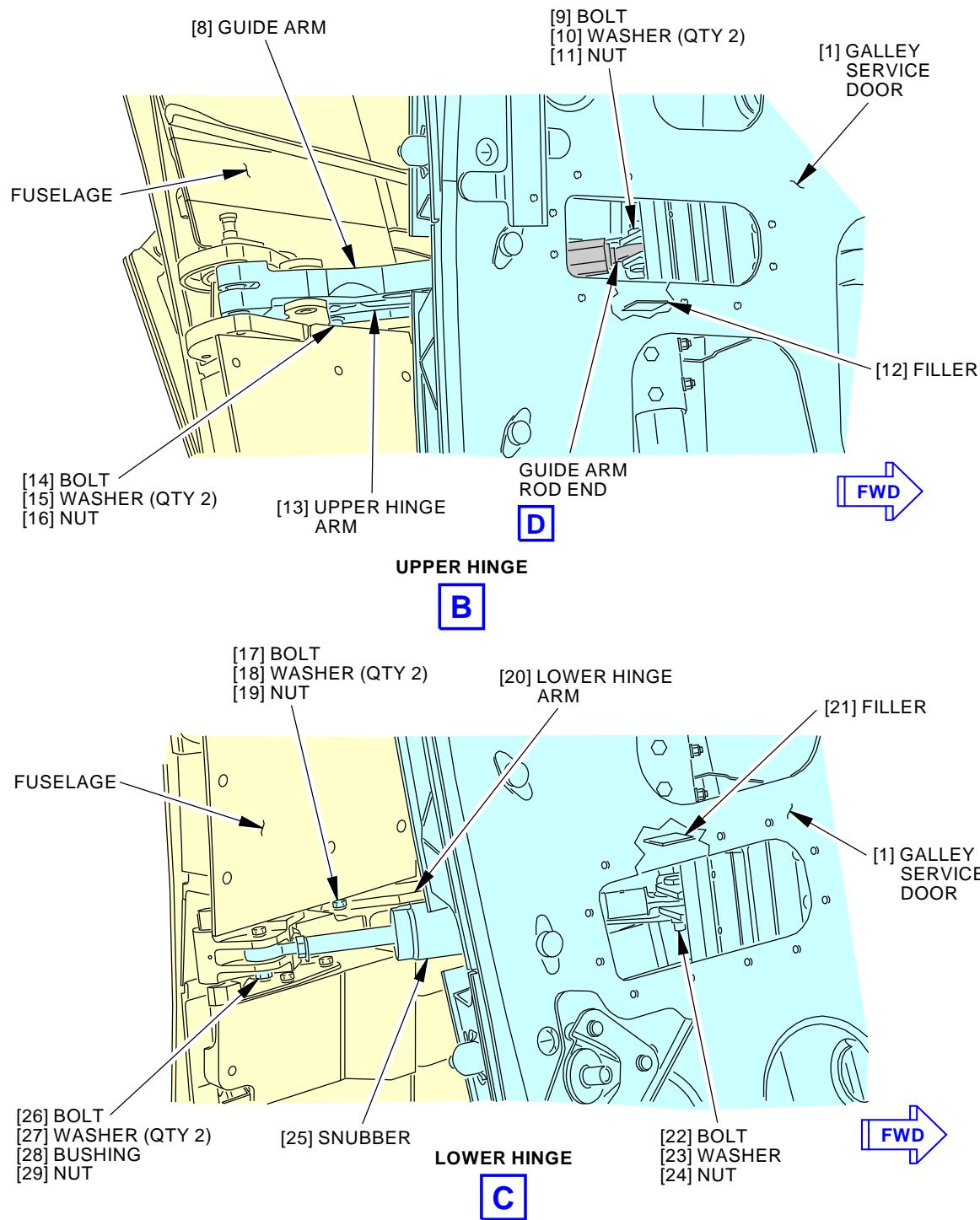
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Galley Service Door Installation
Figure 401/52-41-00-990-801 (Sheet 1 of 3)

 EFFECTIVITY
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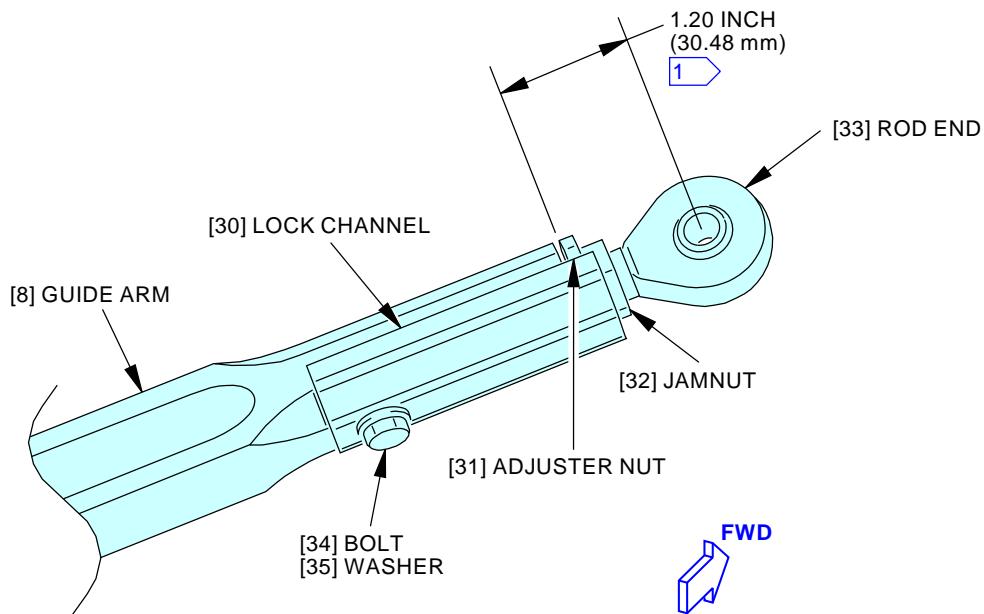
Galley Service Door Installation
Figure 401/52-41-00-990-801 (Sheet 2 of 3)

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GUIDE ARM ROD END
ADJUSTMENT

D

1 INITIAL ADJUSTMENT

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Galley Service Door Installation
Figure 401/52-41-00-990-801 (Sheet 3 of 3)

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GALLEY SERVICE DOOR - ADJUSTMENT/TEST

1. General

- A. This procedure has these tasks:
 - (1) An adjustment of the galley service door.
 - (2) An adjustment for "Soft unlatching".
 - (3) A system test of the galley service door.
- B. This procedure is the same for the forward or aft galley service door.

TASK 52-41-00-820-801

2. Galley Service Door Adjustment

(Figure 501, Figure 502, Figure 503, Figure 504, Figure 505, Figure 506, Figure 507, Figure 508, Figure 509, Figure 510, Figure 511)

A. General

- (1) Do the procedure with the airplane operating weight empty and the airplane supported on its landing gear.
- (2) After the adjustment is completed, make sure that all adjustment points are locked and sealed.

B. References

| Reference | Title |
|------------------|--|
| 52-41-31-000-802 | Galley Service Door Lining Removal (P/B 401) |
| 52-41-31-400-802 | Galley Service Door Lining Installation (P/B 401) |
| 52-71-11-710-801 | Entry and Galley Service Door Indication Sensor Test (S194, S195, S199, or S200) (P/B 201) |
| 52-71-11-820-801 | Entry and Galley Service Door Indication Sensor Adjustment (S194, S195, S199, or S200) (P/B 201) |

C. Tools/Equipment

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

| Reference | Description |
|-----------|--|
| COM-1557 | Gauge - Force <ul style="list-style-type: none">Part #: DG-200 Supplier: 92456Part #: FDIX 100 Supplier: 0BFD9Part #: FDIX 50 Supplier: 0BFD9Part #: LG-050 Supplier: 92456Part #: LG-100 Supplier: 92456Opt Part #: DPP-500G Supplier: 92456Opt Part #: DPPH-150 Supplier: 92456Opt Part #: DPPH-200 Supplier: 92456Opt Part #: DPPH-50 Supplier: 92456Opt Part #: FDI 100 Supplier: 0BFD9Opt Part #: FDI 50 Supplier: 0BFD9Opt Part #: FDV 100 Supplier: 0BFD9Opt Part #: FDV 50 Supplier: 0BFD9 |
| SPL-2003 | Simulator - Escape Slide, Passenger Door <ul style="list-style-type: none">Part #: C52006-74 Supplier: 81205Opt Part #: C52006-64 Supplier: 81205 |

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D. Consumable Materials

| Reference | Description | Specification |
|-----------|--|-----------------|
| A00247 | Sealant - Pressure And Environmental - Chromate Type | BMS5-95 |
| C00259 | Coating - Chemical And Solvent Resistant Finish, Corrosion Inhibiting Primer | BMS10-11 Type I |
| D00504 | Grease - Petrolatum | VV-P-236 |
| G01912 | Lockwire - MS20995NC32, Monel - 0.032 Inch (0.8128 mm) Diameter | NASM20995 |
| G02020 | Clay, Modeling | |

E. Location Zones

| Zone | Area |
|------|-----------------------------|
| 841 | Forward Galley Service Door |
| 844 | Aft Galley Service Door |

F. Access Panels

| Number | Name/Location |
|--------|--|
| 841AZ | Forward Galley Service Door - Torque Tube Access |
| 841FZ | Forward Galley Service Door - Torque Tube Access |
| 844AZ | Aft Galley Service Door - Torque Tube Access |
| 844FZ | Aft Galley Service Door - Torque Tube Access |

G. Prepare for the Adjustment

SUBTASK 52-41-00-860-035

- (1) If a new door has been installed:
 - (a) Make sure that the centering guide is not installed on the door.
 - (b) Make sure that the stop pins are retracted into the stop fittings or removed.

SUBTASK 52-41-00-860-004

- (2) Make sure the door is safe as follows:
 - (a) Make sure the door is closed and latched.

WARNING: MAKE SURE THE GIRT BAR IS NOT ENGAGED IN THE FLOOR-MOUNTED ESCAPE SLIDE BRACKETS. IF THE GIRT BAR IS ENGAGED IN THE BRACKETS, THE ESCAPE SYSTEM CAN DEPLOY WHEN YOU OPEN THE DOOR AND INJURIES OR DAMAGE CAN OCCUR.

- (b) Make sure the girt bar is not engaged in the floor-mounted escape slide brackets.
- (c) Make sure a stand is installed outboard of the door.

SUBTASK 52-41-00-010-005

- (3) Get access to the door as follows:
 - (a) Make sure the door is closed and latched.
 - (b) Do this task: Galley Service Door Lining Removal, TASK 52-41-31-000-802.
 - (c) Make sure a weight equivalent to the escape slide and door lining that equals 77 pounds (34.9 kilograms) is installed on the door.
 - 1) You may use the escape slide simulator, SPL-2003.



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H. Hinge Flap Adjustment

SUBTASK 52-41-00-820-002

- (1) Do the hinge flap adjustment:

- (a) Make sure the door is closed and latched.
- (b) Make sure the skin clearance and flushness between the upper and lower hinge flaps, fuselage skin, and access panel are as shown, (Table 501) and (Figure 502).

Table 501/52-41-00-993-818 Aerosmoothness Limits - Hinge Covers at Forward Edge of Galley Service Door (Key to Figure 502)

| ZONE | CLEARANCE | | FLUSHNESS * ^[1] | |
|------|----------------------|-----------------------------|----------------------------|-------------------------------|
| | NOMINAL inch (mm) | TOLERANCE inch (mm) | NOMINAL inch (mm) | TOLERANCE inch (mm) |
| A | 0.09 (2.28) | 0.06 to 0.18 (1.52 to 4.57) | 0.00 (0.00) | -0.03 to 0.03 (-0.76 to 0.76) |
| B | 0.09 (2.28) | 0.06 to 0.18 (1.52 to 4.57) | 0.00 (0.00) | -0.03 to 0.03 (-0.76 to 0.76) |
| C | 0.09 (2.28) | 0.06 to 0.18 (1.52 to 4.57) | 0.00 (0.00) | -0.03 to 0.03 (-0.76 to 0.76) |
| D | 0.09 (2.28) | 0.06 to 0.18 (1.52 to 4.57) | 0.00 (0.00) | -0.03 to 0.03 (-0.76 to 0.76) |
| E | 0.09 (2.28) | 0.06 to 0.18 (1.52 to 4.57) | 0.00 (0.00) | -0.03 to 0.03 (-0.76 to 0.76) |
| F | 0.09 (2.28) | 0.06 to 0.18 (1.52 to 4.57) | 0.00 (0.00) | -0.03 to 0.03 (-0.76 to 0.76) |
| G | 0.09 (2.28) | 0.06 to 0.18 (1.52 to 4.57) | 0.00 (0.00) | -0.03 to 0.03 (-0.76 to 0.76) |
| H | 0.09 (2.28) | 0.06 to 0.18 (1.52 to 4.57) | 0.00 (0.00) | -0.03 to 0.03 (-0.76 to 0.76) |

*[1] FLUSHNESS FROM THE FORWARD EDGE TO THE AFT EDGE OF THE HINGE COVER MUST BE A SMOOTH TRANSITION.

- (c) If necessary, adjust as follows:
 - 1) Adjust the skin clearance as follows:
 - a) Open the door.
 - b) Remove the bolts and washers that attach the hinge flap to the fuselage structure.
 - c) Install a new laminated shim or remove laminations from the shim under the hinge on the hinge flap.
 - d) Apply primer, C00259 to the bare laminations of the shim before installation.
 - e) Install the bolts and washers to attach the hinge flap to the fuselage structure.
 - 2) Adjust the flushness as follows:
 - a) Loosen the bolts that attach the hinge flap to the fuselage structure.
 - b) Move the hinge flap inboard or outboard in the slots for the bolts.
 - c) Tighten the bolts that attach the hinge flap to the fuselage structure.

I. Guide Arm Adjustment

SUBTASK 52-41-00-820-003

- (1) Do the guide arm adjustment (Figure 503):

- (a) Open the door and move it until it is parallel to the contour of the fuselage near the closed position.

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- (b) If the door is not parallel to the contour of the fuselage at approximately one inch from the closed position, adjust as follows:

- 1) Move the door to the fully open position.
- 2) Remove the applicable upper access panels:

Number Name/Location

| | |
|-------|--|
| 841FZ | Forward Galley Service Door - Torque Tube Access |
| 844FZ | Aft Galley Service Door - Torque Tube Access |

- 3) Get access to the guide arm door lock channel.
- 4) Remove the bolt and washer on the lock channel.
- 5) Remove the lock channel.
- 6) Loosen the jamnut.
- 7) Turn the adjuster nut to change the length of the guide arm rod end and get the correct position of the door.

NOTE: If you shorten the guide arm it will turn the aft edge of the door inboard.

- 8) Make sure the adjuster nut will align with the lock channel.
- 9) Tighten the jamnut.
- 10) Put the lock channel in its correct position on the guide arm.
- 11) Install the bolt and washer to hold the lock channel in position.
- 12) Install the applicable upper access panels:

Number Name/Location

| | |
|-------|--|
| 841FZ | Forward Galley Service Door - Torque Tube Access |
| 844FZ | Aft Galley Service Door - Torque Tube Access |

J. Snubber Adjustment

SUBTASK 52-41-00-820-004

- (1) Adjust the snubber:

- (a) Move the door slowly from the cocked position to the closed position and back to the cocked position.

NOTE: The door is in the cocked position when it is the most inboard in its travel, near perpendicular to the fuselage cutout.

- (b) Make sure the snubber does not bottom out and interfere with the roller in the guide arm at the upper hinge (Figure 503).

- (c) Do a check to make sure the snubber is not extended too much:

- 1) With the door fully open, make sure the stop link can be moved.

NOTE: If the stop link cannot be moved, the snubber has been extended too much.

- (d) If necessary, adjust as follows:

- 1) Make sure the door is fully open.

- 2) Remove the bolt, washers, bushing, and nut that attach the snubber to the fuselage frame.

- 3) Remove the lockwire and loosen the jamnut on the snubber rod end.

- 4) Turn the snubber rod end to change the length of the snubber and get the correct movement of the door.



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- 5) Tighten the jammnut.
- 6) Install the MS20995NC32 lockwire, G01912.
- 7) Install the bolt, washers, bushing, and nut to attach the snubber to the fuselage frame.

K. Door Vertical Adjustment

SUBTASK 52-41-00-820-016

- (1) Adjust the door vertical adjustment:

- (a) Close and latch the door.
 - (b) Make sure the stop pins align with the stop pads as shown (Figure 510).

NOTE: This is an alignment of the stop pads with the stop pins. Do not set the stop pin and pad clearance.

- (c) If necessary, adjust the door vertically as follows, (Table 502) and (Figure 505):
 - 1) Make sure the applicable access panels are removed:

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

| | |
|-------|--|
| 841AZ | Forward Galley Service Door - Torque Tube Access |
|-------|--|

| | |
|-------|--|
| 844AZ | Aft Galley Service Door - Torque Tube Access |
|-------|--|

- 2) Remove the cotter pins on the upper and lower adjuster nuts.

- 3) Loosen the upper adjuster nut and turn the lower adjuster nut to get the correct door vertical position.

- 4) Make sure the lower adjuster nut is aligned with a cotter pin hole.

- (d) Measure the skin clearance between the upper and lower gates and the fuselage skin along the top and bottom of the door at the locations that follow:

NOTE: Make additional measurements if necessary.

- 1) Three locations evenly spaced along the horizontal edge of the upper and lower gates.

- (e) Make sure the clearances are as shown, (Table 502) and (Figure 505).

- 1) If necessary, adjust the door vertically to get the clearances.

- (f) Make sure the stop pins continue to align with the stop pads.

- (g) Make sure the door is bottomed out on the lower adjuster nut.

- (h) Tighten the upper adjuster nut hand tight and turn back to align with the nearest cotter pin hole.

NOTE: Do not tighten the nuts too much. If the nuts are tightened too much it can put high end loads on the bearings in the handle mechanism.

- (i) Install the new cotter pins in the upper and lower adjuster nuts.

L. Skin Clearance Adjustment

SUBTASK 52-41-00-820-017

- (1) Adjust the door with one of these methods:

- (a) Method 1 is the Standard measurement method for skin clearance adjustment.

- (b) Method 2 is Aero-Averaging measurement for skin clearance adjustment.

SUBTASK 52-41-00-820-018

- (2) Adjust the skin clearance with Method 1:



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- (a) Make sure the clearances between the door skin and fuselage skin as shown, (Table 502) and (Figure 505).

Table 502/52-41-00-993-819 Aerosmoothness Limits - Galley Service Door (Method 1) (Key to Figure 505)

| ZONE | CLEARANCE | | FLUSHNESS | |
|------------------|----------------------|-----------------------------|----------------------|---------------------------------|
| | NOMINAL inch (mm) | TOLERANCE inch (mm) | NOMINAL inch (mm) | TOLERANCE inch (mm) |
| A | 0.12 (3.05) | 0.05 to 0.28 (1.27 to 7.11) | -- | NOT APPLICABLE |
| B | 0.19 (4.82) | 0.13 to 0.28 (3.30 to 7.11) | 0.00 (0.00) | -0.09 to 0.03 (-2.18 to 0.76) |
| C | 0.12 (3.05) | 0.05 to 0.28 (1.27 to 7.11) | -- | NOT APPLICABLE |
| D | 0.12 (3.05) | 0.06 to 0.18 (1.52 to 4.57) | -0.06 (-1.52) | -0.12 to -0.03 (-3.05 to -0.76) |
| E | 0.12 (3.05) | 0.05 to 0.19 (1.27 to 4.82) | -- | NOT APPLICABLE |
| F (FORWARD DOOR) | 0.12 (3.05) | 0.06 to 0.18 (1.52 to 4.57) | -0.25 (-6.35) | -0.30 to -0.20 (-7.62 to -5.08) |
| F (AFT DOOR) | 0.12 (3.05) | 0.06 to 0.18 (1.52 to 4.57) | -0.20 (-5.08) | -0.25 to -0.15 (-6.35 to -3.81) |
| G | 0.12 (3.05) | 0.05 to 0.19 (1.27 to 4.82) | -- | NOT APPLICABLE |
| H | 0.12 (3.05) | 0.06 to 0.18 (1.52 to 4.57) | -0.06 (-1.52) | -0.12 to 0.06 (-3.05 to 1.52) |

- (b) If necessary, adjust as follows:

- 1) Open the door.
- 2) Trim the edge of the door to get the correct skin clearances.

- (c) Make sure the minimum distance from the edge of the door outer skin to the door frame is as shown, (Table 502) and (Figure 505).

SUBTASK 52-41-00-820-025

- (3) Adjust the skin clearance with Method 2 (Aero-Averaging).

- (a) Make sure the clearance between the door skin and fuselage skin are as shown in Table 503.

Table 503/52-41-00-993-820 Aero-Averaging Limits - Galley Service Door (Method 2)

| ZONE | CLEARANCE | | FLUSHNESS | |
|------|----------------------|-----------------------------|----------------------|-------------------------------|
| | NOMINAL inch (mm) | TOLERANCE inch (mm) | NOMINAL inch (mm) | TOLERANCE inch (mm) |
| A | 0.12 (3.05) | 0.05 to 0.31 (1.27 to 7.87) | -- | NOT APPLICABLE |
| B | 0.19 (4.82) | 0.13 to 0.31 (3.30 to 7.87) | 0.00 (0.00) | -0.12 to 0.06 (-3.05 to 1.52) |
| C | 0.12 (3.05) | 0.05 to 0.31 (3.30 to 7.87) | -- | NOT APPLICABLE |
| D | 0.12 (3.05) | 0.06 to 0.21 (1.52 to 5.33) | -0.06 (-1.52) | -0.15 to 0.00 (-3.81 to 0.00) |



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Table 503/52-41-00-993-820 Aero-Averaging Limits - Galley Service Door (Method 2) (Continued)

| | CLEARANCE | | FLUSHNESS | |
|------------------|-------------|-----------------------------|---------------|---------------------------------|
| E | 0.12 (3.05) | 0.05 to 0.22 (1.27 to 5.59) | -- | NOT APPLICABLE |
| F (FORWARD DOOR) | 0.12 (3.05) | 0.06 to 0.21 (3.05 to 5.33) | -0.25 (-6.35) | -0.33 to -0.17 (-8.38 to -4.32) |
| F (AFT DOOR) | 0.12 (3.05) | 0.06 to 0.21 (3.05 to 5.33) | -0.20 (-5.08) | -0.28 to -0.12 (-7.11 to -3.05) |
| G | 0.12 (3.05) | 0.05 to 0.31 (1.27 to 7.87) | -- | NOT APPLICABLE |
| H | 0.12 (3.05) | 0.06 to 0.21 (3.05 to 5.33) | -0.06 (-1.52) | -0.15 to 0.06 (-3.81 to 1.52) |

SUBTASK 52-41-00-820-019

(4) Adjust the skin clearance with Method 2 (Aero-Averaging):

- (a) Make sure the clearances between the door skin and fuselage skin are as shown, (Table 504) and (Figure 505).
- (b) If necessary, adjust as follows:
 - 1) Open the door.
 - 2) Trim the edge of the door to get the correct skin clearances.
- (c) Make sure the minimum distance from the edge of the door outer skin to the door frame is as shown for Method 2 (Aero-Averaging), (Table 504) and (Figure 505).
- (d) Measure the clearance between the door skin and fuselage skin along the forward and aft edges of the door at the locations that follow:
 - 1) Within ± 1.0 inch (± 25.4 mm) of each stop fitting along the forward and aft edges of the door.
 - 2) Record the skin clearance for each stop fitting.
 - 3) Use the (Table 504) to change the clearance to a Drag value.
NOTE: A measurement of 0.10 inch (2.54mm) clearance is a Drag value of 0.63.
 - 4) Record the Drag value for each measurement from (Table 504).

Table 504/52-41-00-993-816 Galley Service Door Skin Clearance (Aero-averaging)

| CLEARANCE Inch (mm) | DRAG VALUE |
|---------------------|------------|
| 0.06 (1.52) | 0.38 |
| 0.07 (1.78) | 0.44 |
| 0.08 (2.03) | 0.50 |
| 0.09 (2.29) | 0.56 |
| 0.10 (2.54) | 0.63 |
| 0.11 (2.79) | 0.69 |
| 0.12 (3.05) | 0.75 |
| 0.13 (3.30) | 0.81 |
| 0.14 (3.56) | 0.88 |

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Table 504/52-41-00-993-816 Galley Service Door Skin Clearance (Aero-averaging) (Continued)

| CLEARANCE Inch (mm) | DRAG VALUE |
|---------------------|------------|
| 0.15 (3.81) | 0.94 |
| 0.16 (4.06) | 1.00 |
| 0.17 (4.32) | 1.06 |
| 0.18 (4.57) | 1.12 |
| 0.19 (4.83) | 1.19 |
| 0.20 (5.08) | 1.25 |
| 0.21 (5.33) | 1.31 |

- 5) Add all the Drag Values together (sum).
 - a) Record the sum of the Drag Values as Measurement A.
 - 6) Divide measurement A by the number of measurements that you made.
- NOTE: If the measurement was made at each of the stop fittings, then divide Measurement A (sum of the Drag Values) by 18 (the number of door stop fittings).
- 7) Make sure that the average drag value is 1.00 or less.

M. Skin Flushness Adjustment

SUBTASK 52-41-00-820-020

- (1) Adjust the door with one of these methods:
 - (a) Method 1 is the Standard measurement method for skin flushness adjustment.
 - (b) Method 2 is Aero-Averaging measurement for skin flushness adjustment.

SUBTASK 52-41-00-820-021

- (2) Adjust the skin flushness using Method 1:
 - (a) Make sure the flushness between the door skin and fuselage skin along the forward and aft edges of the door are as shown, (Table 502) and (Figure 505).
 - (b) As a minimum, measure the flushness between the door skin and fuselage skin along the forward and aft edges of the door at the locations that follow:
 - 1) Within ± 1.0 inch (± 25.4 mm) of each stop fitting along the forward and aft edges of the door.

NOTE: Make additional measurements if necessary. Do not make measurements that are within 8.0 inches (203.2mm) of the body skin lap joint.

 - 2) Three locations evenly spaced along the horizontal edge of the upper and lower gates.
 - (c) If necessary, adjust as follows:
 - 1) Open the door.
 - 2) Loosen the bolts and washers that attach the forward and aft, upper and lower latch receivers to the fuselage frame.
 - 3) Move the latch receivers inboard or outboard on their serrated plates to get the correct door flushness (Figure 507).
 - 4) Tighten the bolts and washers to attach the latch receivers to the fuselage frame.

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SUBTASK 52-41-00-820-022

(3) Adjust the skin flushness using Method 2 (Aero-Averaging):

(a) Make sure the flushness between the door skin and fuselage skin along the forward and aft edges of the door are within tolerance, (Table 505) and (Figure 505).

(b) As a minimum, measure the flushness between the door skin and fuselage skin along the forward and aft edges of the door at the locations that follow:

- 1) Within ± 1.0 inch (± 25.4 mm) of each stop fitting along the forward and aft edges of the door.

NOTE: Make additional measurements if necessary. Do not make measurements that are within 8.0 inches (203.2mm) of the body skin lap joint.

- 2) Three locations evenly spaced along the horizontal edge of the upper and lower gates.

- 3) Record the skin flushness for each stop fitting.

- 4) Use the (Table 505) to change the flushness to a Drag value.

NOTE: A measurement of -0.10 inch (-2.54mm) flushness at the door fwd edge is a Drag value of 0.56.

- 5) Record the Drag value for each measurement from (Table 505).

Table 505/52-41-00-993-817 Galley Service Door Skin Flushness (Aero-Averaging)

| Door Flushness | | |
|--------------------|--------------------|------------|
| Fwd Edge Inch (mm) | Aft Edge Inch (mm) | Drag Value |
| | 0.06 (1.52) | 2.10 |
| | 0.05 (1.27) | 1.89 |
| | 0.04 (1.02) | 1.69 |
| -0.15 (-3.81) | 0.03 (0.76) | 1.49 |
| -0.14 (-3.56) | 0.02 (0.51) | 1.29 |
| -0.13 (-3.30) | 0.01 (0.25) | 1.10 |
| -0.12 (-3.05) | 0.00 | 0.91 |
| -0.11 (-2.79) | -0.01 (-0.25) | 0.73 |
| -0.10 (-2.54) | -0.02 (-0.51) | 0.56 |
| -0.09 (-2.29) | -0.03 (-0.76) | 0.39 |
| -0.08 (-2.03) | -0.04 (-1.02) | 0.23 |
| -0.07 (-1.78) | -0.05 (-1.27) | 0.09 |
| -0.06 (-1.52) | -0.06 (-1.52) | 0 |
| -0.05 (-1.27) | -0.07 (-1.78) | 0.11 |
| -0.04 (-1.02) | -0.08 (-2.03) | 0.38 |
| -0.03 (-0.76) | -0.09 (-2.29) | 0.70 |
| -0.02 (-0.51) | -0.10 (-2.54) | 1.06 |
| -0.01 (-0.25) | -0.11 (-2.79) | 1.44 |
| 0.00 | -0.12 (-3.05) | 1.85 |

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Table 505/52-41-00-993-817 Galley Service Door Skin Flushness (Aero-Averaging) (Continued)

| Door Flushness | | |
|--------------------|--------------------|------------|
| Fwd Edge Inch (mm) | Aft Edge Inch (mm) | Drag Value |
| | -0.13 (-3.30) | 2.23 |
| | -0.14 (-3.56) | 2.67 |
| | -0.15 (-3.81) | 3.12 |

6) Add all the Drag Values together (sum).

a) Record the sum of the Drag Values as Measurement A.

7) Divide measurement A by the number of measurements that you made.

NOTE: If the measurement was made at each of the stop fitting, then divide Measurement A (sum of the Drag Values) by 18 (the number of door stop fittings).

a) Make sure that the Average Drag Value is 1.00 or less.

(c) If the average Drag Value is greater than 1.00, then adjust the door as follows:

1) Open the door.

2) Loosen the bolts and washers that attach the forward and aft, upper and lower latch receivers to the fuselage frame.

3) Move the latch receivers inboard or outboard on their serrated plates to get the correct door flushness (Figure 507).

4) Adjust the door to get the correct skin flushness.

N. Latch Adjustment

SUBTASK 52-41-00-820-008

(1) Do the latch adjustment (Figure 507):

(a) If using clay to measure the latch roller clearances, do these steps:

1) Put clay, G02020 in the latch fitting.

2) Put a layer of grease, D00504 on the latch roller.

3) Close and latch the door.

4) Open the door.

5) Make sure that the clearance between the bottom of the latch roller and the latch fitting is correct (View B-B, (Figure 507)).

6) Remove unwanted material from the surfaces of latch roller and latch fitting.

(b) Make sure the clearance between the forward and aft, upper and lower latch rollers and latch receivers is as shown (Figure 507).

(c) If necessary, adjust as follows:

1) Open the door.

2) Loosen the bolts and washers that attach the latch receivers to the fuselage frame.

3) Move the latch receivers up or down on their serrated plates to get the correct clearance between the latch roller and the latch receiver.

NOTE: Turn the stop pins inboard if it is necessary.

4) Tighten the bolts and washers to attach the latch receivers to the fuselage frame.

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- (d) Close and latch the door.
- (e) Make sure the distance the forward and aft, upper and lower latch rollers engage in the latch receivers is as shown (Figure 507).
- (f) If necessary, adjust as follows:
 - 1) Open the door.
 - 2) Remove the bolts, washers, and nuts that attach the forward and aft latch cranks to the latch torque tube.
 - 3) Move the adjustment shims from one end of the latch torque tube to the other end to increase or decrease the clearance between the latch crank and latch receiver.
 - 4) Install the bolts, washers, and nuts to attach the latch cranks to the latch torque tube.
 - 5) If more adjustment is necessary, do the steps that follow:
 - a) Remove the bolt, adjustment washers, and nut that attach the latch roller to the latch crank.
 - b) Move the adjustment washers from the roller side to the nut side.
 - c) Install the bolt, adjustment washers, and nut to attach the latch roller to the latch crank.
 - d) Make sure the latch roller bearing shank is clear of the door frame by 0.02 inch (0.50mm) minimum after the adjustment.
- (g) Make sure the door is open.
- (h) Try to move the latch torque tube forward and aft to do a check for latch roller and latch torque tube end play.
- (i) Make sure the latch roller and latch torque tube end play is 0.02 inch (0.50mm) maximum. If necessary, adjust as follows:
 - 1) Open the door.
 - 2) Add or remove the horseshoe washers from one of the ends of the latch torque tube to decrease the end play.
 - 3) After you have decreased the end play, do the steps that follow:
 - a) Turn the horseshoe washer ends until their positions are random.
 - b) Apply the sealant, A00247 in the spaces between the ends of the horseshoe washers.
 - c) Make sure the sealant, A00247 does not prevent the latch torque tube support bearing from turning freely.
 - d) Do this task: Entry and Galley Service Door Indication Sensor Test (S194, S195, S199, or S200), TASK 52-71-11-710-801.

O. Horizontal Control Rod Adjustment

SUBTASK 52-41-00-820-009

- (1) Adjust the horizontal control rod (Figure 508):
 - (a) Unlatch and latch the door.
 - (b) Make sure the forward and aft, upper and lower latch rollers move into their latch receivers before the latch torque tubes start to turn.
 - (c) If necessary, adjust the horizontal control rod as follows:
 - 1) Open the door.



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- 2) Remove the bolt, washer, and nut that attach the horizontal control rod end to the door hinge torque tube.
 - 3) Loosen the checknut.
 - 4) Turn the rod end to change the length of the horizontal control rod to get the correct latch sequence or exterior handle forces.

NOTE: If you shorten the horizontal control rod, it will move the door outboard and increase the handle retraction force.
 - 5) After the first adjustment, shorten the horizontal control rod an additional 1/2 to 1-1/2 turns if it is necessary to move the door outboard and make sufficient latch roller clearance.
 - 6) Install the bolt, washer, and nut to attach the horizontal control rod end to the door hinge torque tube.
 - 7) Tighten the check nut when the horizontal control rod adjustments are done.
- (d) Close and latch the door.
 - (e) Pull the exterior handle to its extended position.
 - (f) Use a force gauge, COM-1557 to measure the force to move the exterior handle back to its retracted position.
 - (g) Make sure the force to move the handle to its retracted position is not more than 20 pounds (9 kilograms)
 - (h) If necessary, adjust the horizontal control rod again.
 - (i) Do this adjustment to make sure the latch roller will clear the lip of the latch receiver:

NOTE: Use the 10 ± 1 pound (4.5 ± 0.45 kilograms) load to simulate the seal drag of the door liner.

 - 1) Apply a 10 ± 1 pound (4.5 ± 0.45 kilograms) spring load or equivalent to the door in an inboard direction at the corner stop fitting next to the latch roller.
 - 2) Unlatch and latch the door.
 - 3) Look at each latch roller as it goes into its latch receiver.
 - 4) Make sure the latch rollers are clear of the entry lip on the latch receiver when you move the exterior handle to the latched position.
 - (j) If necessary, adjust the horizontal control rod again.
 - (k) Install the applicable access panels:

Number Name/Location

841AZ Forward Galley Service Door - Torque Tube Access
844AZ Aft Galley Service Door - Torque Tube Access

P. Gate Adjustment

SUBTASK 52-41-00-820-010

- (1) Do the gate adjustment:
 - (a) Close and latch the door.
 - (b) Make sure the door flushness between the upper and lower gates and the fuselage skin is as shown.
 - (c) If necessary, adjust as follows (Figure 509):
 - 1) Open the door.

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- 2) Remove the bolt, washers, and nut that attach the gate control rod to the gate.
- 3) Loosen the checknut.
- 4) Turn the rod end to change the length of the gate control rod to get the correct flushness.
NOTE: The lubrication fitting must point inboard after the adjustment.
- 5) Install the bolt, washers, and nut to attach the gate control rod to the gate.
- 6) Tighten the checknut.

Q. Stop Pin Adjustment

SUBTASK 52-41-00-820-011

- (1) Adjust the stop pin (Figure 510):
 - (a) If using clay to measure the pin-to-pad clearance of inaccessible stop pins, do these steps:
 - 1) Put clay, G02020 on the stop pad.
 - 2) Put a layer of grease, D00504 on the stop pin.
 - 3) Close and latch the door.
 - 4) Open the door.
 - 5) Make sure that the clearance between the stop pin and stop pad is correct (View A-A, Section C-C Figure 510).
 - 6) Remove unwanted material from the surfaces of all stop pins and stop pads.
 - (b) If necessary, adjust as follows:
 - 1) Turn the stop pin fully outboard until it just touches the stop pad.
 - 2) Turn the stop pin back 1/2 turn and then to the nearest lock groove for the lock spring.
 - 3) Install the lock spring.
 - (c) Make sure the stop pins align with the stop pads on the forward and aft edges of the door as shown in VIEW B-B Figure 510.

R. Centering Guide Adjustment

SUBTASK 52-41-00-820-012

- (1) Do the centering guide adjustment (Figure 511):
 - (a) Open and close the door.
 - (b) As the door closes, make sure the centering guide goes into the track and is clear of the track as the door closes.
 - (c) Make sure the clearance between the centering guide roller and track is as shown.
 - (d) Make sure that the centering guide body track thickness is not less than 0.070 inch (1.778 mm).
 - (e) If necessary, adjust as follows:
 - 1) Loosen the bolts that attach the centering guide to the door frame.
 - 2) Move the centering guide on the serrated plate to get the correct clearance.
NOTE: The centering guide has slots for the bolts to permit adjustment.
 - 3) Tighten the bolts.



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S. Hinge Arm Cover Adjustment

SUBTASK 52-41-00-820-013

- (1) Adjust the hinge arm cover (Figure 502):
 - (a) Make sure the door is closed and latched.
 - (b) Make sure the skin clearance and flushness between the upper and lower hinge arm covers and door skin are as shown, View A (Figure 502). If necessary, adjust as follows:
 - 1) Adjust the skin clearance as follows:
 - a) Trim the hinge arm cover to get the correct clearance.
 - 2) Adjust the flushness as follows:
 - a) Remove the screws that attach the hinge arm cover to the hinge arm.
 - b) Remove the shims or add new shims between the hinge arm cover and hinge arm.
 - c) Install the screws to attach the hinge arm cover to the hinge arm.

SUBTASK 52-41-00-820-014

- (2) Adjust the galley service door warning system. To adjust it, do this task: Entry and Galley Service Door Indication Sensor Adjustment (S194, S195, S199, or S200),
TASK 52-71-11-820-801.

T. Put the Airplane Back to Its Usual Condition

SUBTASK 52-41-00-410-003

- (1) Do this task: Galley Service Door Lining Installation, TASK 52-41-31-400-802.

————— END OF TASK ————

TASK 52-41-00-820-802

3. Galley Service Door (Soft Unlatching)

(Figure 512)

A. General

- (1) If the latch torque tubes are not adjusted correctly, the door handle can move too easily. This can cause the door to open accidentally (soft unlatching). This task is a special procedure to adjust the door if it opens accidentally (soft unlatching).
- (2) The soft unlatching adjustment and the vertical adjustment for the aft entry door are related. When you do the soft unlatching adjustment, it affects the vertical adjustment. Make sure these adjustments are within tolerance before you complete the soft unlatching adjustment procedure.

B. References

| Reference | Title |
|------------------|--|
| 25-66-01-000-801 | Escape Slide Pack and Cover Removal (P/B 401) |
| 25-66-01-400-803 | Escape Slide Pack and Cover Installation (P/B 401) |
| 52-41-31-000-802 | Galley Service Door Lining Removal (P/B 401) |
| 52-41-31-400-802 | Galley Service Door Lining Installation (P/B 401) |
| 52-71-11-820-801 | Entry and Galley Service Door Indication Sensor Adjustment (S194, S195, S199, or S200) (P/B 201) |



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C. Tools/Equipment

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

| Reference | Description |
|------------------|--|
| SPL-2003 | Simulator - Escape Slide, Passenger Door Part #: C52006-74 Supplier: 81205 Opt Part #: C52006-64 Supplier: 81205 |

D. Consumable Materials

| Reference | Description | Specification |
|------------------|---------------------|----------------------|
| D00672 [CP5070] | Grease - Petrolatum | VV-P-236 |
| G02020 | Clay, Modeling | |

E. Location Zones

| Zone | Area |
|-------------|-----------------------------|
| 841 | Forward Galley Service Door |
| 844 | Aft Galley Service Door |

F. Procedure

SUBTASK 52-41-00-010-010

- (1) Do this task: Escape Slide Pack and Cover Removal, TASK 25-66-01-000-801.

SUBTASK 52-41-00-010-011

- (2) Do this task: Galley Service Door Lining Removal, TASK 52-41-31-000-802.

SUBTASK 52-41-00-480-002

- (3) Attach a 90 pound weight to the door approximately in the middle of the bottom half of the door.
 - (a) You may use the escape slide simulator, SPL-2003.

SUBTASK 52-41-00-820-024

- (4) Do a check of the adjustment of the latch rollers:

- (a) Disconnect the push rod from the torque tube.
 - (b) Move the handle mechanism to the closed position.

NOTE: A wrench can help to move the handle mechanism.

- (c) See that the latch rollers align correctly with the latch fittings.

- 1) Make sure that a 3/32 inch (2.39 mm) rig pin can easily slide through the hole in the latch roller and into the latch fitting.

- (d) If the rig pin cannot easily slide through the hole, adjust the control rods to make the latch roller align correctly with the latch fitting:

- 1) Disconnect the control rods from the control rod cranks on the upper and lower latch torque tubes.

- 2) Align the holes in the latch roller with the holes in the latch fitting.

- a) Put the 3/32 inch (2.39 mm) rig pin through the hole in the latch roller and into the hole in the latch fitting.

- 3) Change the length of the control rods until they align with the control rod cranks.

- 4) Connect the control rods to the control rod cranks.

- (e) Connect the push rod to the torque tube.

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- (f) Make sure the latch rollers engage the latch fittings correctly:
- 1) Put the clay, G02020 in the latch fitting.
 - 2) Put a layer of grease, D00672 [CP5070] on the latch roller.
 - 3) Close and latch the door.
 - 4) Open the door.
 - 5) Measure the depth of the clay to find the latch roller clearance.
(Figure 507)
 - a) Make sure the clearance between the bottom of the latch roller and the latch fitting is 0.04-0.28 inch (1.02-7.11 mm).
 - b) Make sure the clearance between the bottom of the latch roller and the latch fitting is not less than 0.005 in. (0.127 mm).

SUBTASK 52-41-00-820-026

- (5) Adjust the galley service door sensors.
 - (a) Do this task: Entry and Galley Service Door Indication Sensor Adjustment (S194, S195, S199, or S200), TASK 52-71-11-820-801.

SUBTASK 52-41-00-080-002

- (6) Remove the weight or the escape slide simulator, SPL-2003 from the door.

SUBTASK 52-41-00-410-004

- (7) Do this task: Galley Service Door Lining Installation, TASK 52-41-31-400-802.

SUBTASK 52-41-00-410-005

- (8) Do this task: Escape Slide Pack and Cover Installation, TASK 25-66-01-400-803.

———— END OF TASK ———

TASK 52-41-00-700-801

4. Galley Service Door System Test

A. General

- (1) The system test is a check that the door is installed and adjusted correctly and that the mechanical systems operate correctly.
- (2) Make sure the installation and adjustment of the door is done. Make sure the door seal and lining are installed.

B. References

| Reference | Title |
|------------------|---|
| 24-22-00-860-811 | Supply Electrical Power (P/B 201) |
| 52-11-00-860-803 | Open the Door with the Interior Handle (P/B 201) |
| 52-11-00-860-804 | Close the Door with the Interior Handle (P/B 201) |

C. Tools/Equipment

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

| Reference | Description |
|-----------|--|
| SPL-3898 | Adapter - Torque Wrench, Galley and Entry Door Part #: C52008-1 Supplier: 81205 |

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D. Location Zones

| Zone | Area |
|------|-----------------------------|
| 841 | Forward Galley Service Door |
| 844 | Aft Galley Service Door |

E. Galley Service Door System Test

SUBTASK 52-41-00-860-009

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

SUBTASK 52-41-00-730-001

- (2) Do the warning system test for the galley service door:
- Make sure the forward and aft galley service doors are fully closed, latched and locked.
 - Make sure that the FWD SERVICE or AFT SERVICE light does not show on the Forward Overhead Panel, P5, in the flight compartment.
 - Open the door. To open the door, do this task: Open the Door with the Interior Handle, TASK 52-11-00-860-803.
 - Make sure the FWD SERVICE or AFT SERVICE light on the Forward Overhead Panel, P5, comes on for the door.
 - Close and latch the door. To close and latch the door, do this task: Close the Door with the Interior Handle, TASK 52-11-00-860-804.
 - Make sure the FWD SERVICE or AFT SERVICE light goes off.

SUBTASK 52-41-00-730-002

- (3) Do the door handle torque test:

- Install the adapter, SPL-3898 on the interior door handle.
- Open the door. To open the door, do this task: Open the Door with the Interior Handle, TASK 52-11-00-860-803.
- Measure the torque on the interior handle perpendicular to the handle cam to close the door.
- Make sure the maximum torque on the interior handle to close the door is 600 in-lb (68 N·m).

- 1) If the maximum handle torque is more than 600 in-lb (68 N·m), do these steps:

NOTE: The most likely cause for the increase in door closing force is the door guide ball is binding in the track.

- Make sure the door guide ball is correctly adjusted.
- Make sure the stop pins are correctly adjusted.
- Make sure the upper and lower gate adjustment is correct.
- Adjust the horizontal control rod. To adjust it, do this task: Galley Service Door Adjustment, TASK 52-41-00-820-801.

NOTE: Do the horizontal control rod adjustment only.

- Close and latch the door. To close and latch the door, do this task: Close the Door with the Interior Handle, TASK 52-11-00-860-804.
- Measure the torque on the interior handle perpendicular to the handle cam to open the door.
- Make sure the maximum torque on the interior handle to open the door is 360 in-lb (41 N·m).



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- 1) If the maximum handle torque is more than 360 in-lb (41 N·m):
 - a) Make sure the door is correctly installed.
 - b) Adjust the horizontal control rod. To adjust it, do this task: Galley Service Door Adjustment, TASK 52-41-00-820-801.

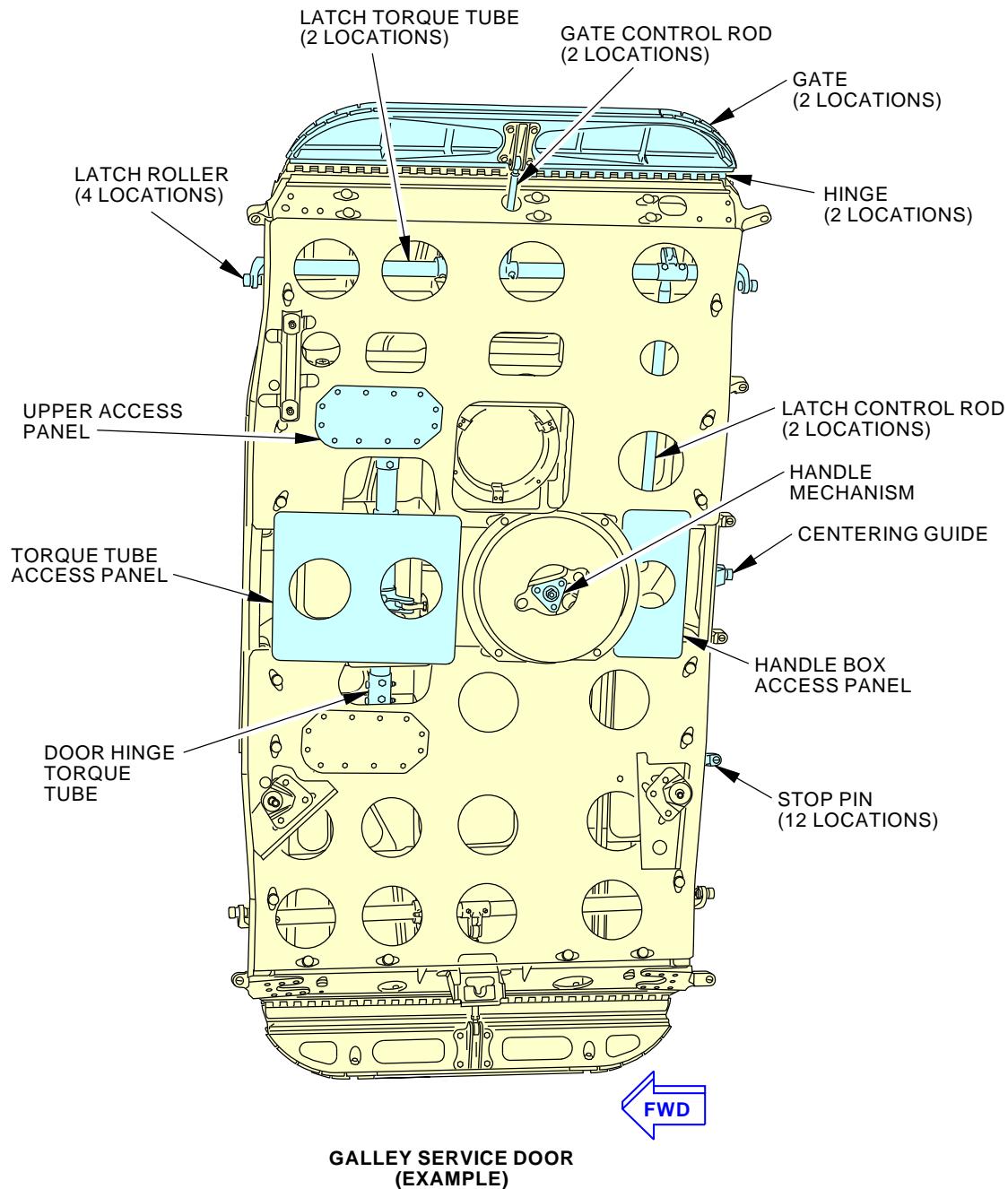
NOTE: Do the horizontal control rod adjustment only.

- (h) Remove the adapter, SPL-3898 from the internal door handle.

———— END OF TASK ————

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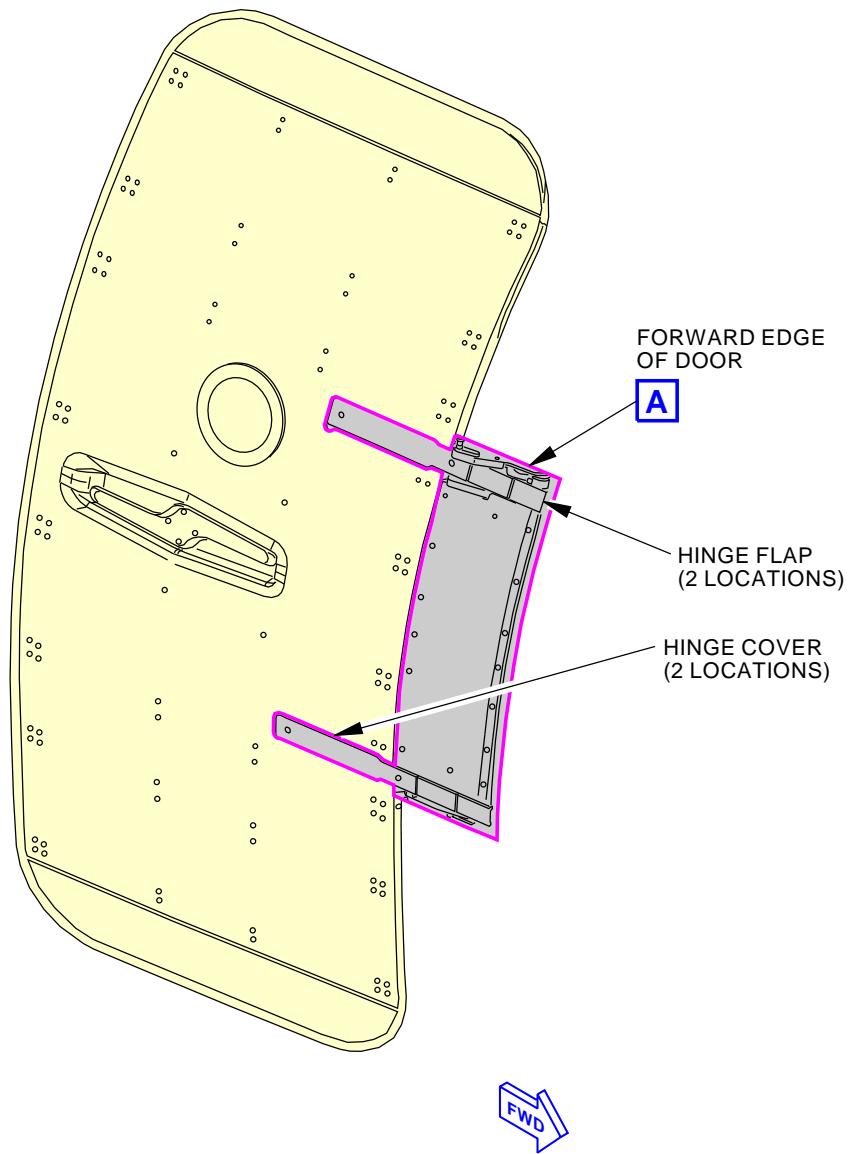
Galley Service Door Adjustment
Figure 501/52-41-00-990-802

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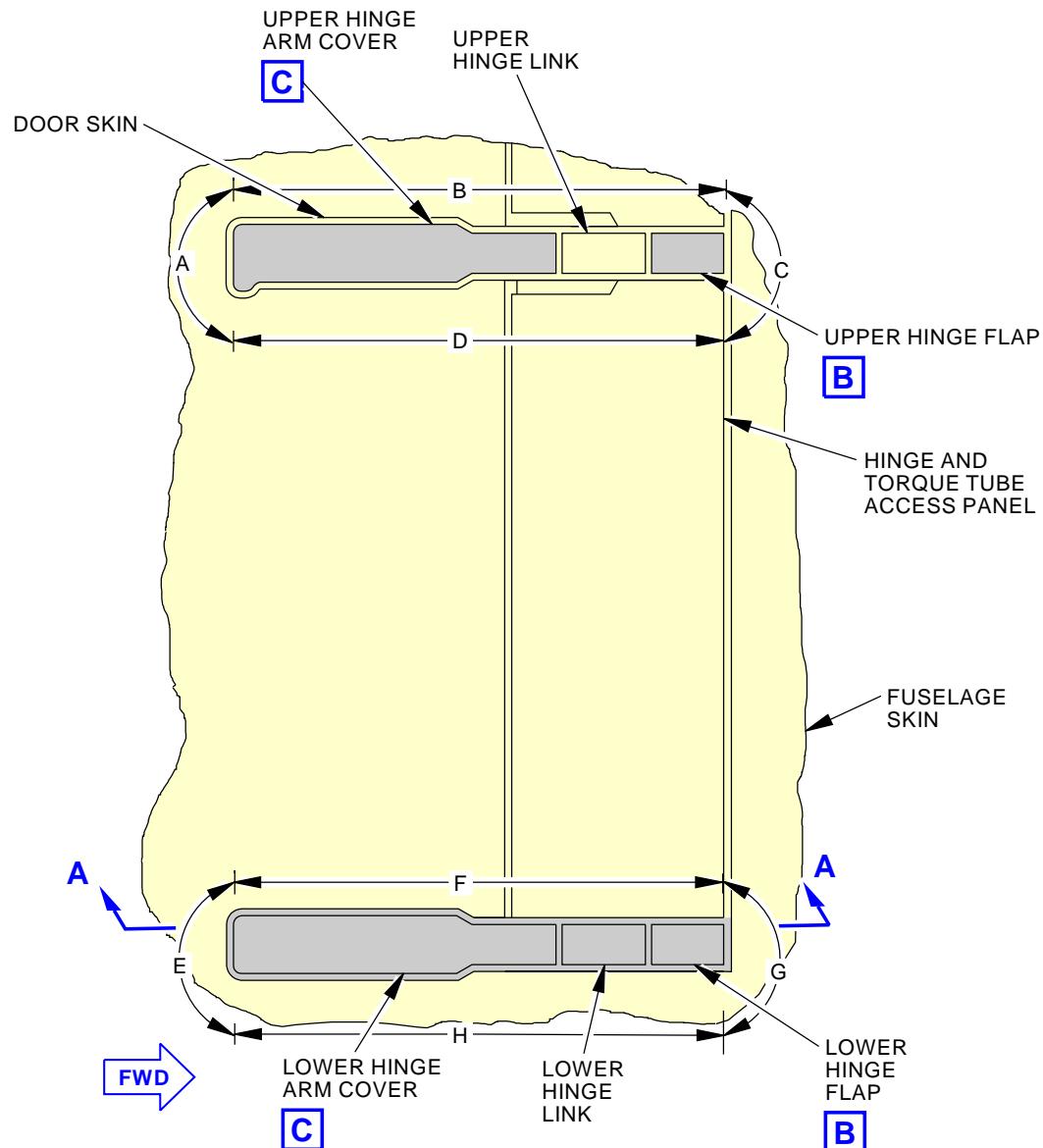
Hinge Flap and Hinge Arm Cover Adjustment
Figure 502/52-41-00-990-803 (Sheet 1 of 3)

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**FORWARD EDGE OF THE GALLEY SERVICE DOOR
(EXAMPLE)**

NOTE:

 DIMENSION STANDARD: NOMINAL
 LOWER LIMIT

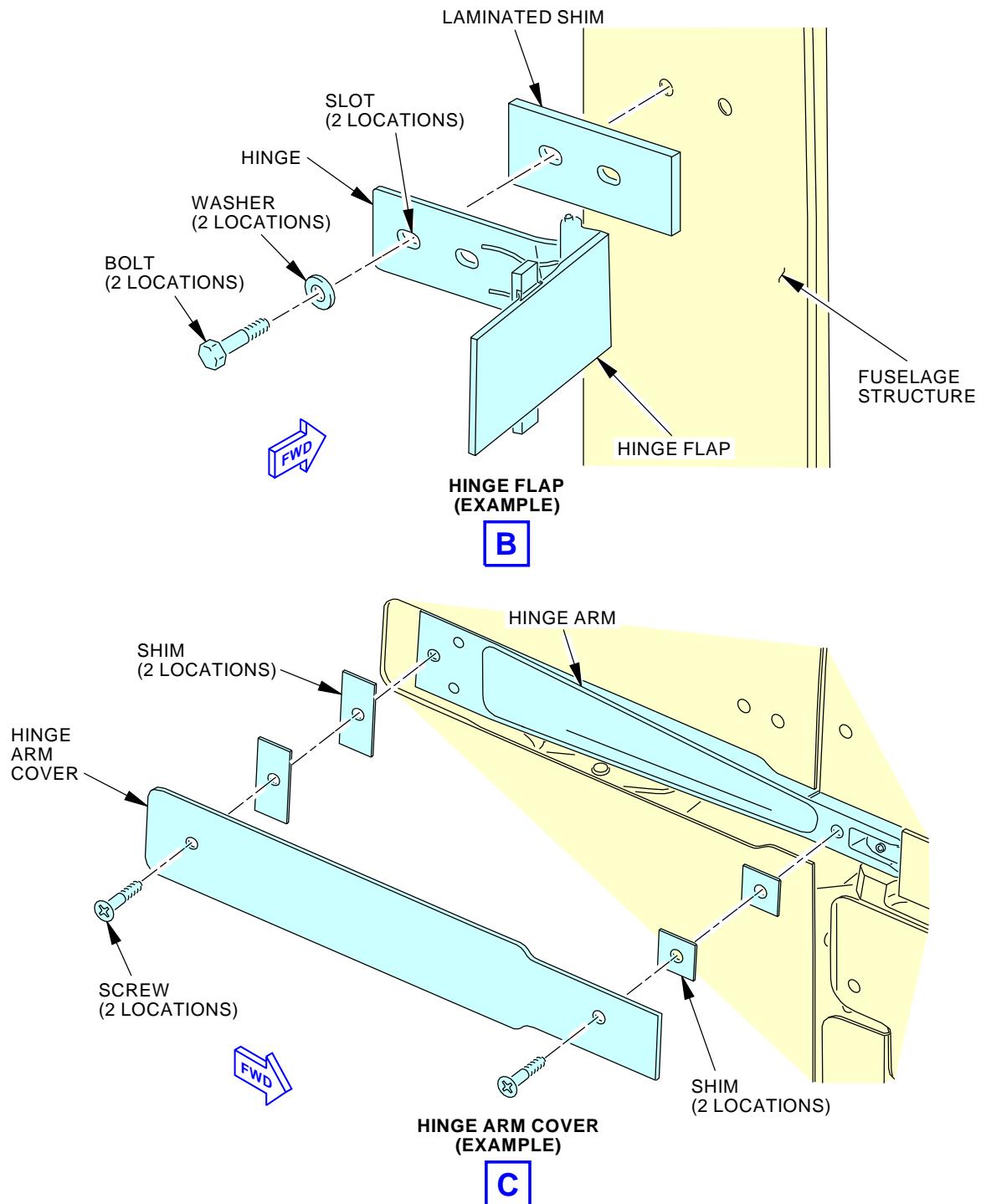
 FLUSHNESS AT UPPER AND LOWER EDGES IS A TRANSITION FROM THE
 FORWARD TO THE AFT EDGE.

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**Hinge Flap and Hinge Arm Cover Adjustment
Figure 502/52-41-00-990-803 (Sheet 2 of 3)**

 EFFECTIVITY
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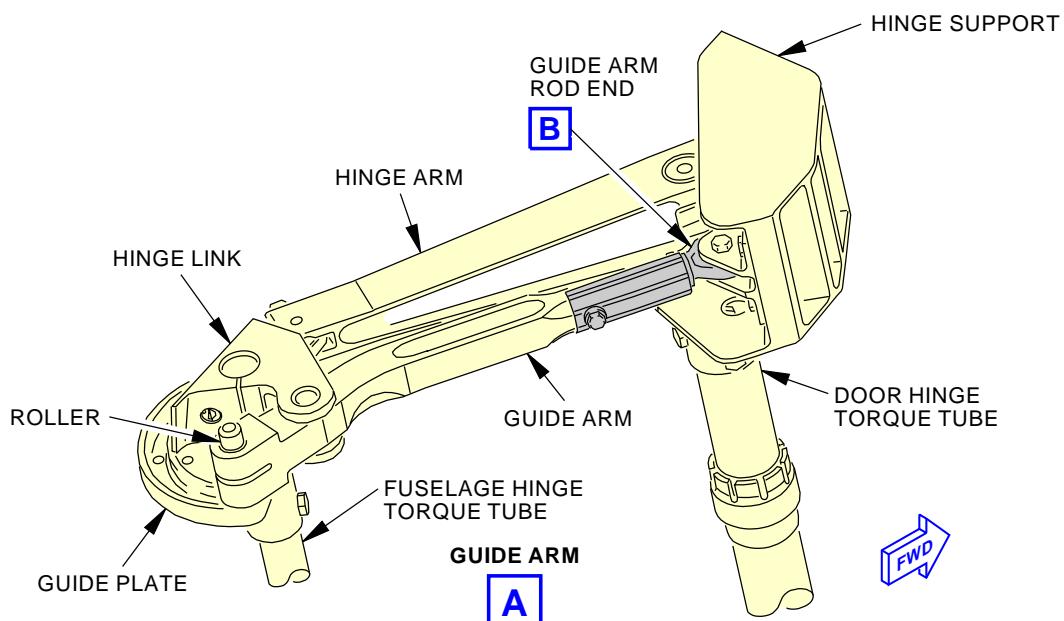
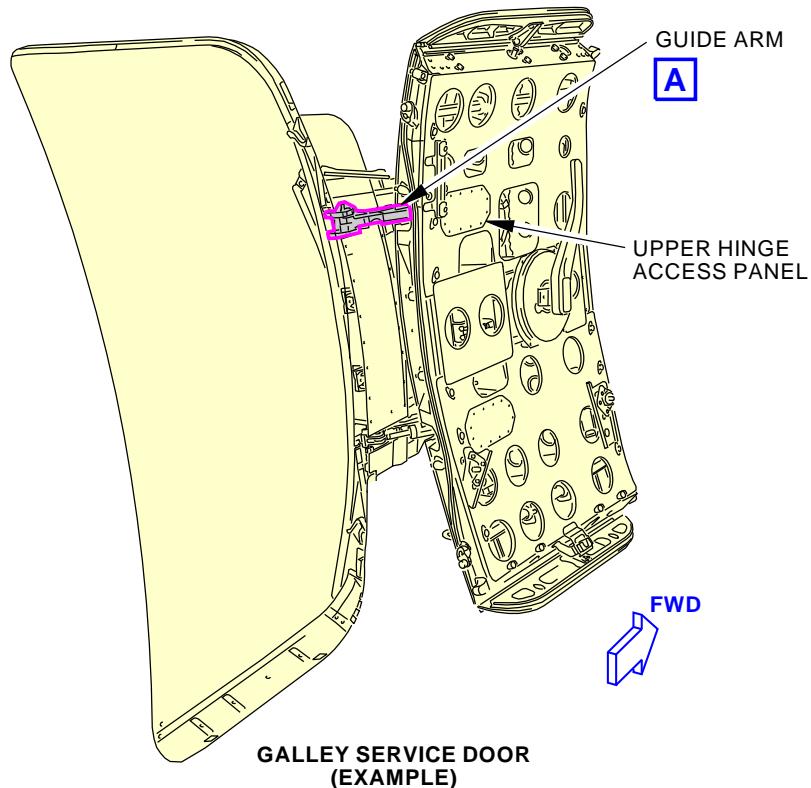
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Hinge Flap and Hinge Arm Cover Adjustment
Figure 502/52-41-00-990-803 (Sheet 3 of 3)

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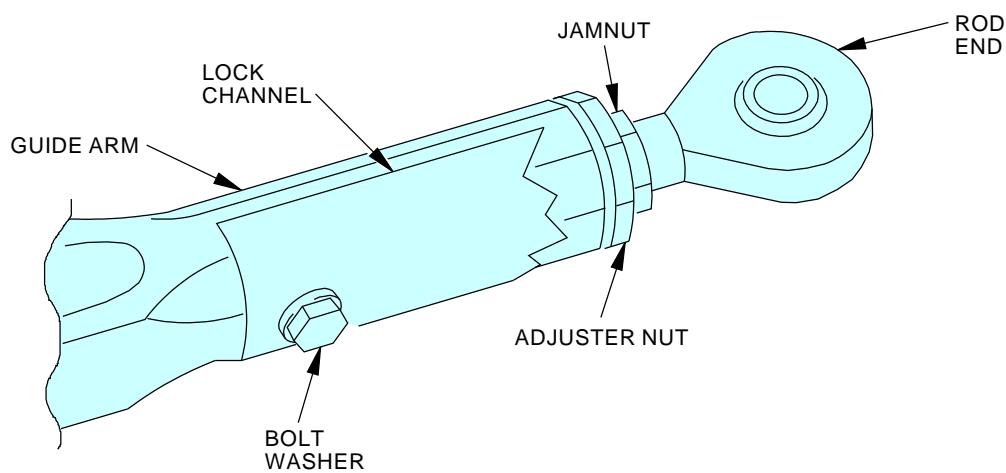
Guide Arm Adjustment
Figure 503/52-41-00-990-804 (Sheet 1 of 2)

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GUIDE ARM ROD END

B

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Guide Arm Adjustment
Figure 503/52-41-00-990-804 (Sheet 2 of 2)

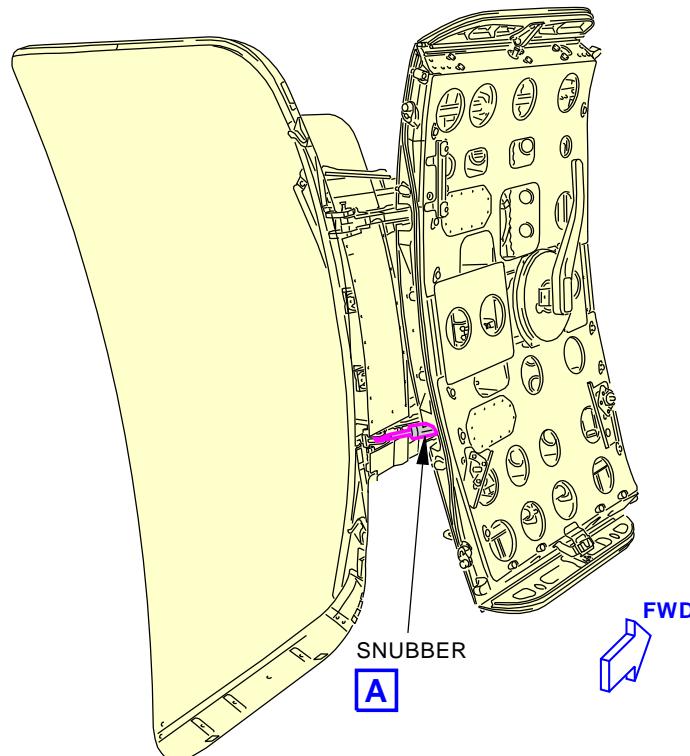
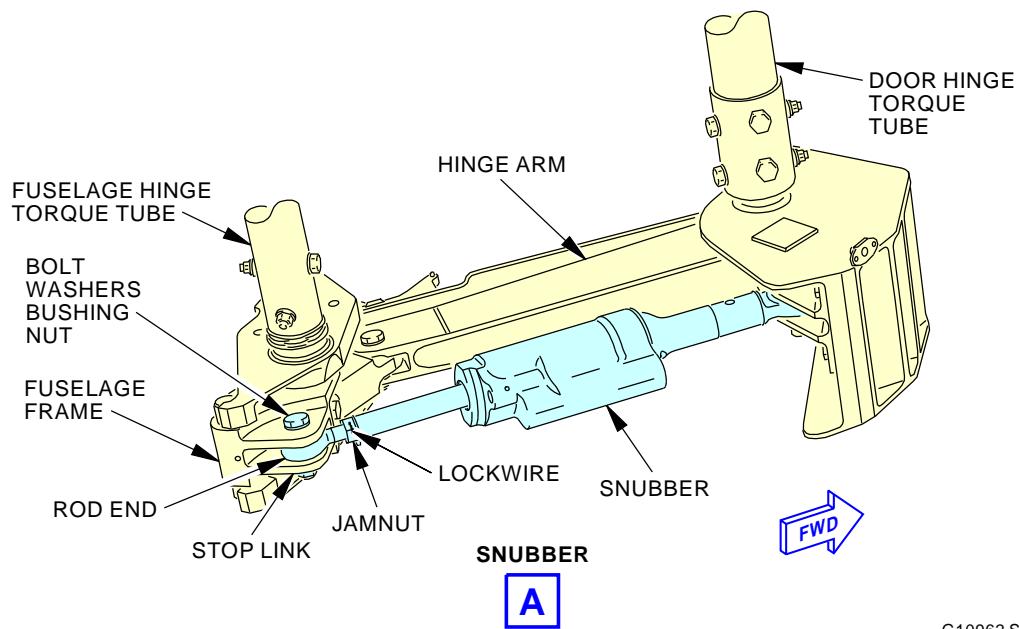
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**GALLEY SERVICE DOOR
(EXAMPLE)**


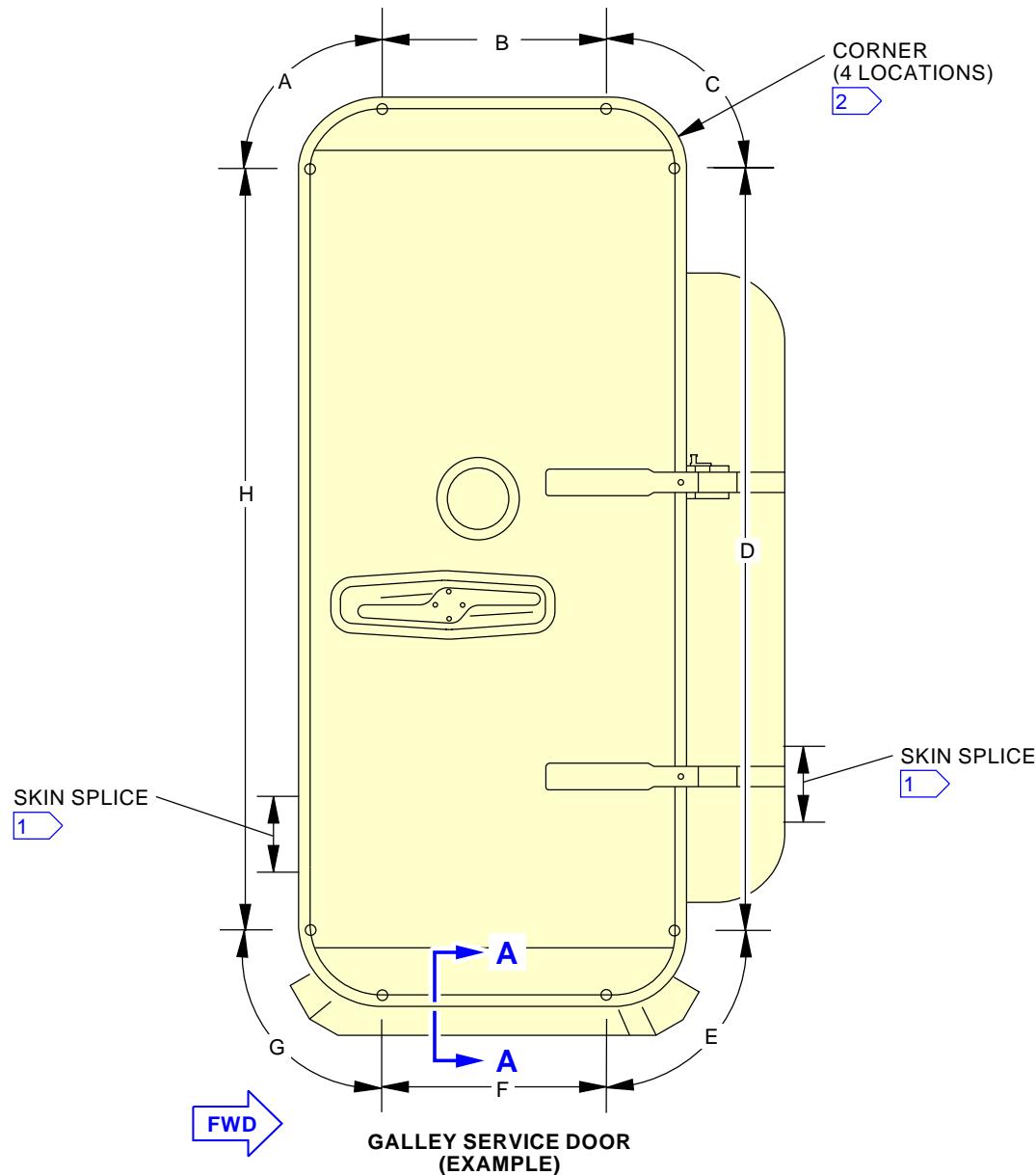
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**Snubber Adjustment
Figure 504/52-41-00-990-805**

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NOTE:

DIMENSION STANDARD: NOMINAL UPPER LIMIT
 LOWER LIMIT

A NEGATIVE FLUSHNESS SHOWS THE DOOR IS INBOARD OF THE FUSELAGE CUTOUT.

[1] THE FLUSHNESS AT SKIN SPLICES WILL BE MORE THAN THE FLUSHNESS SHOWN BY THE ADDITIONAL SKIN AND BONDING THICKNESS.

[2] FLUSHNESS IS NOT APPLICABLE AT CORNERS.

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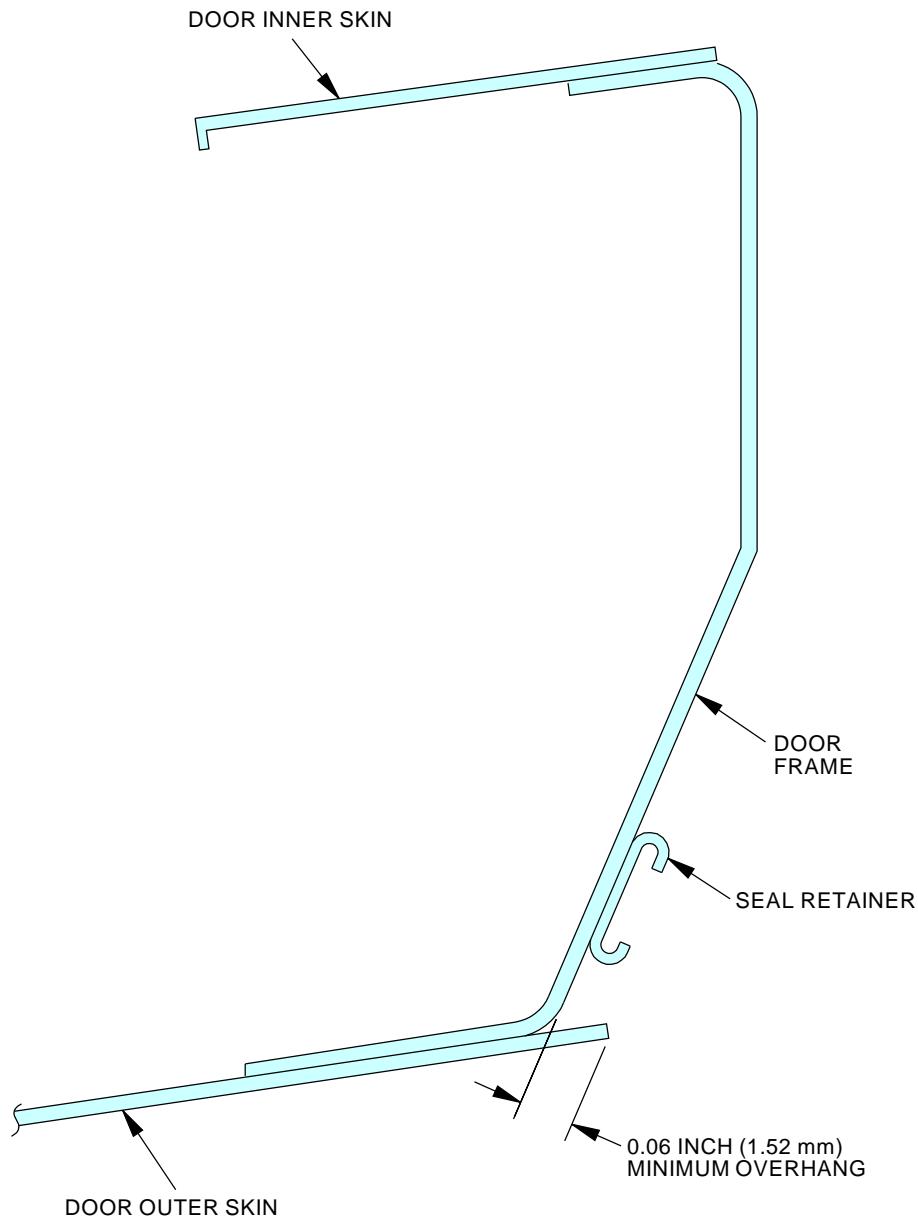
Galley Service Door Skin Clearance and Flushness
Figure 505/52-41-00-990-806 (Sheet 1 of 2)

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Galley Service Door Skin Clearance and Flushness
Figure 505/52-41-00-990-806 (Sheet 2 of 2)

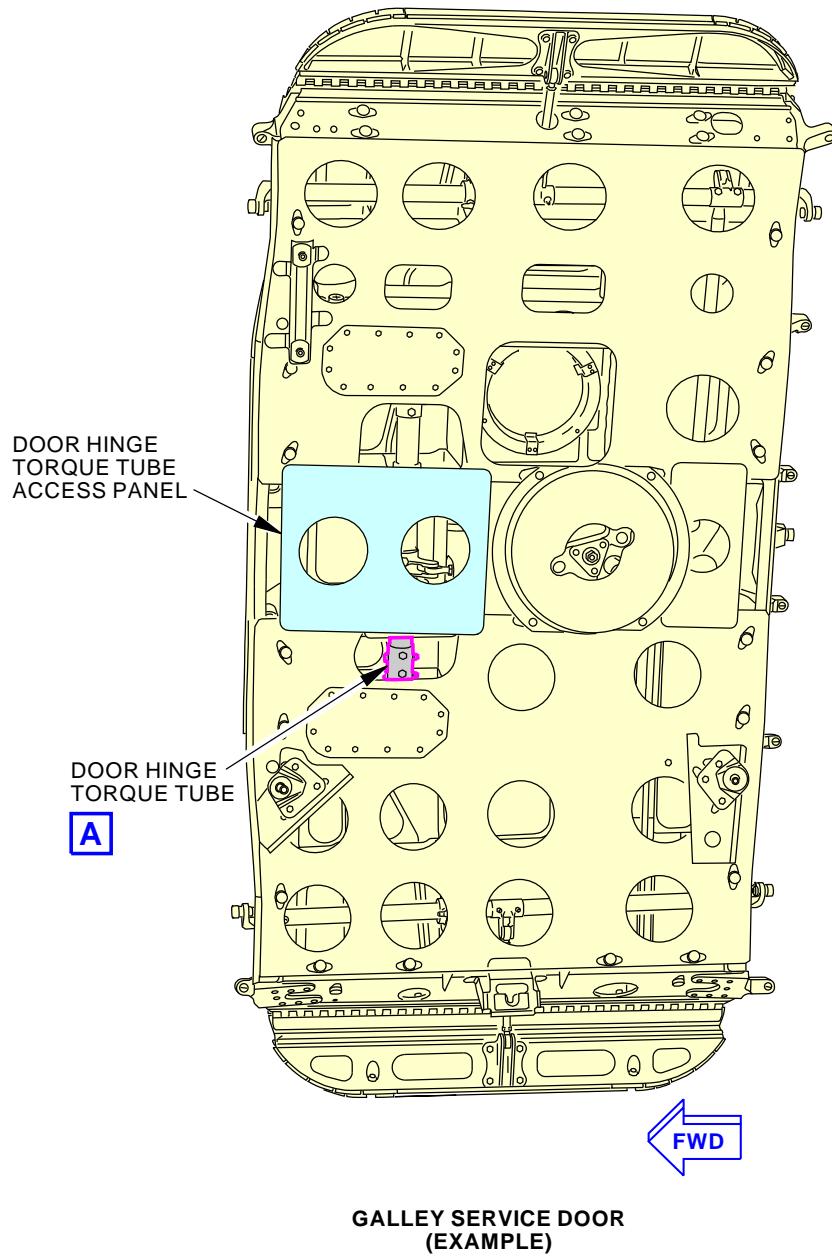
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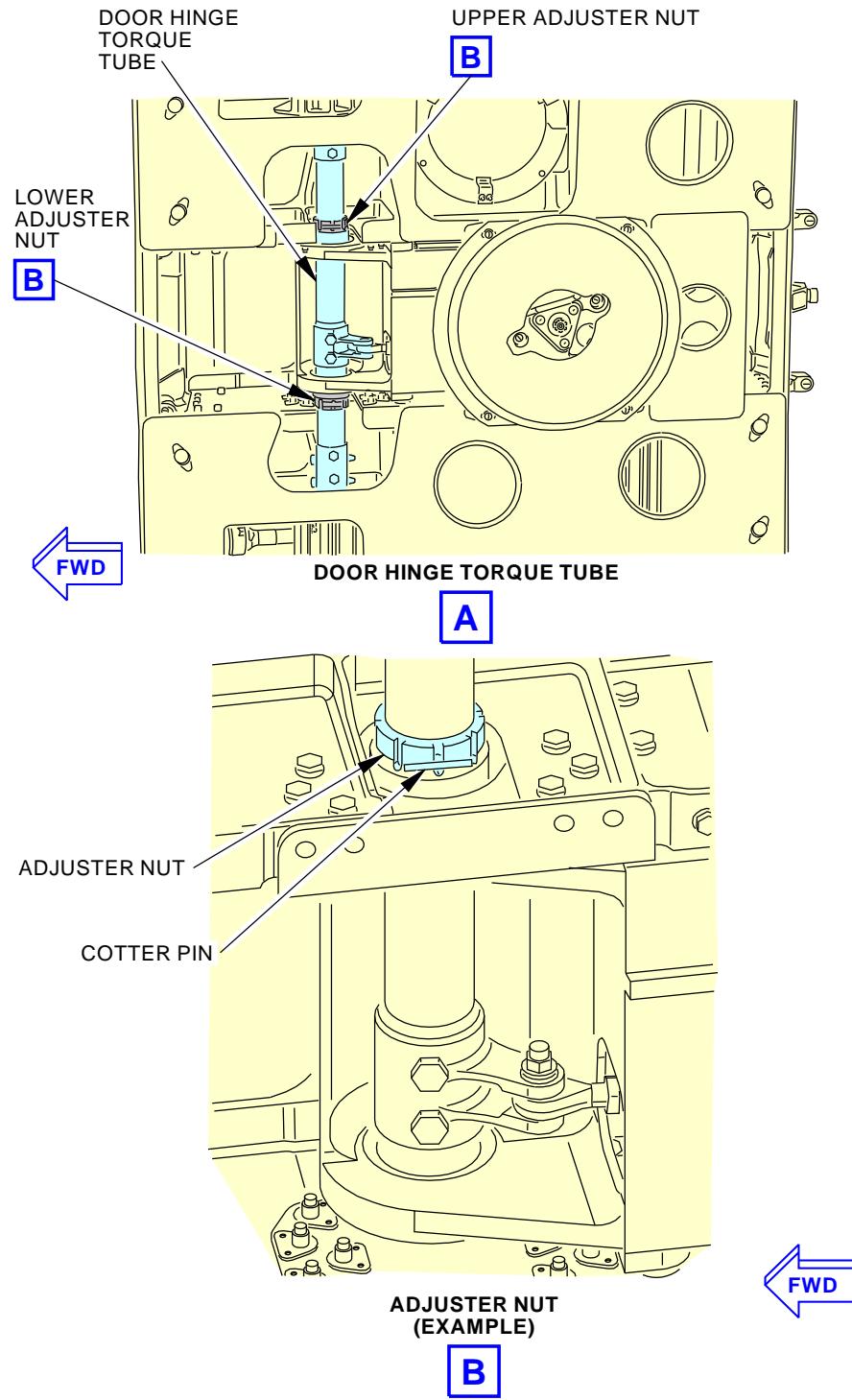
Door Hinge Torque Tube Adjustment
Figure 506/52-41-00-990-807 (Sheet 1 of 2)

EFFECTIVITY
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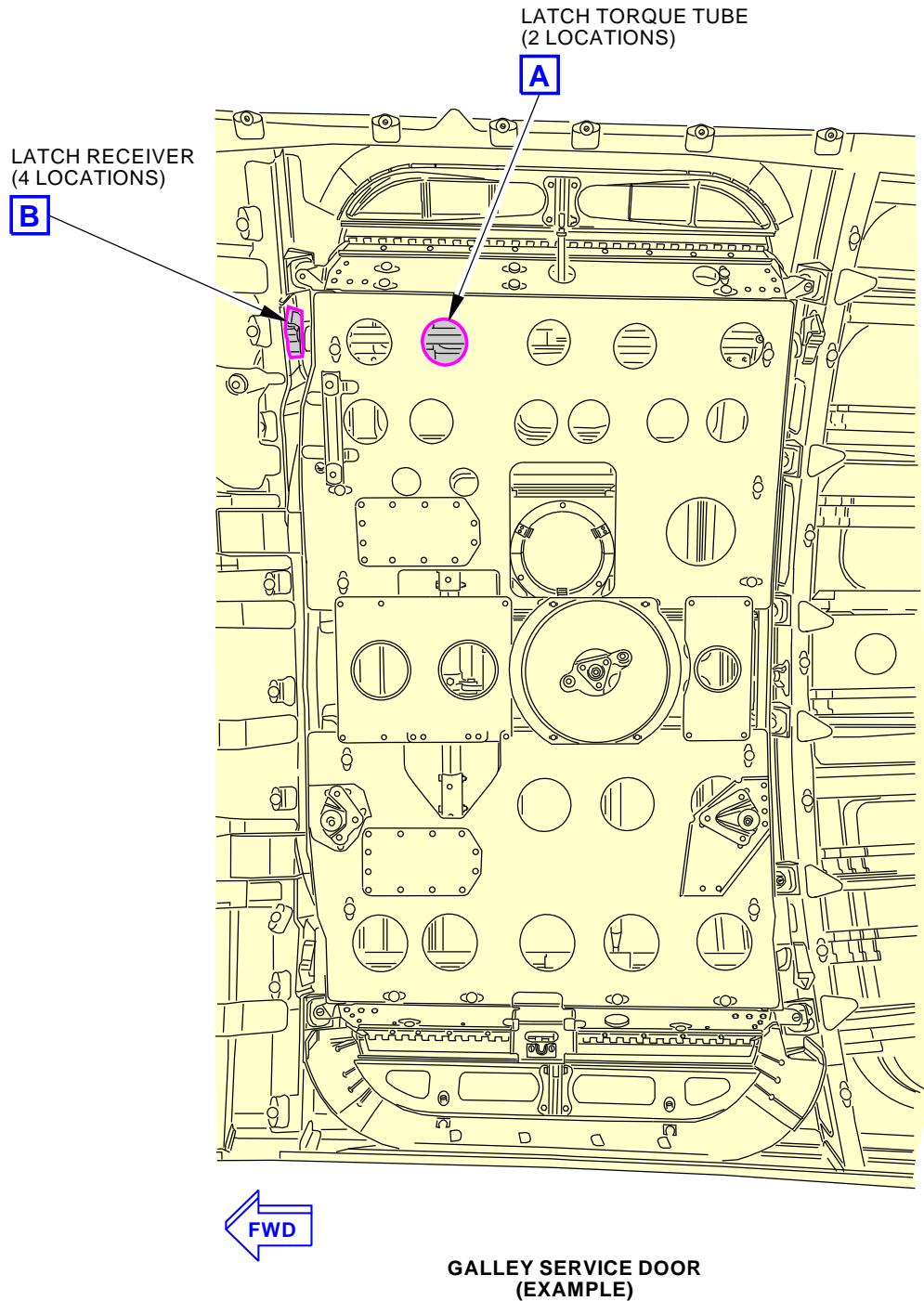
Door Hinge Torque Tube Adjustment
Figure 506/52-41-00-990-807 (Sheet 2 of 2)

EFFECTIVITY
AKS ALL

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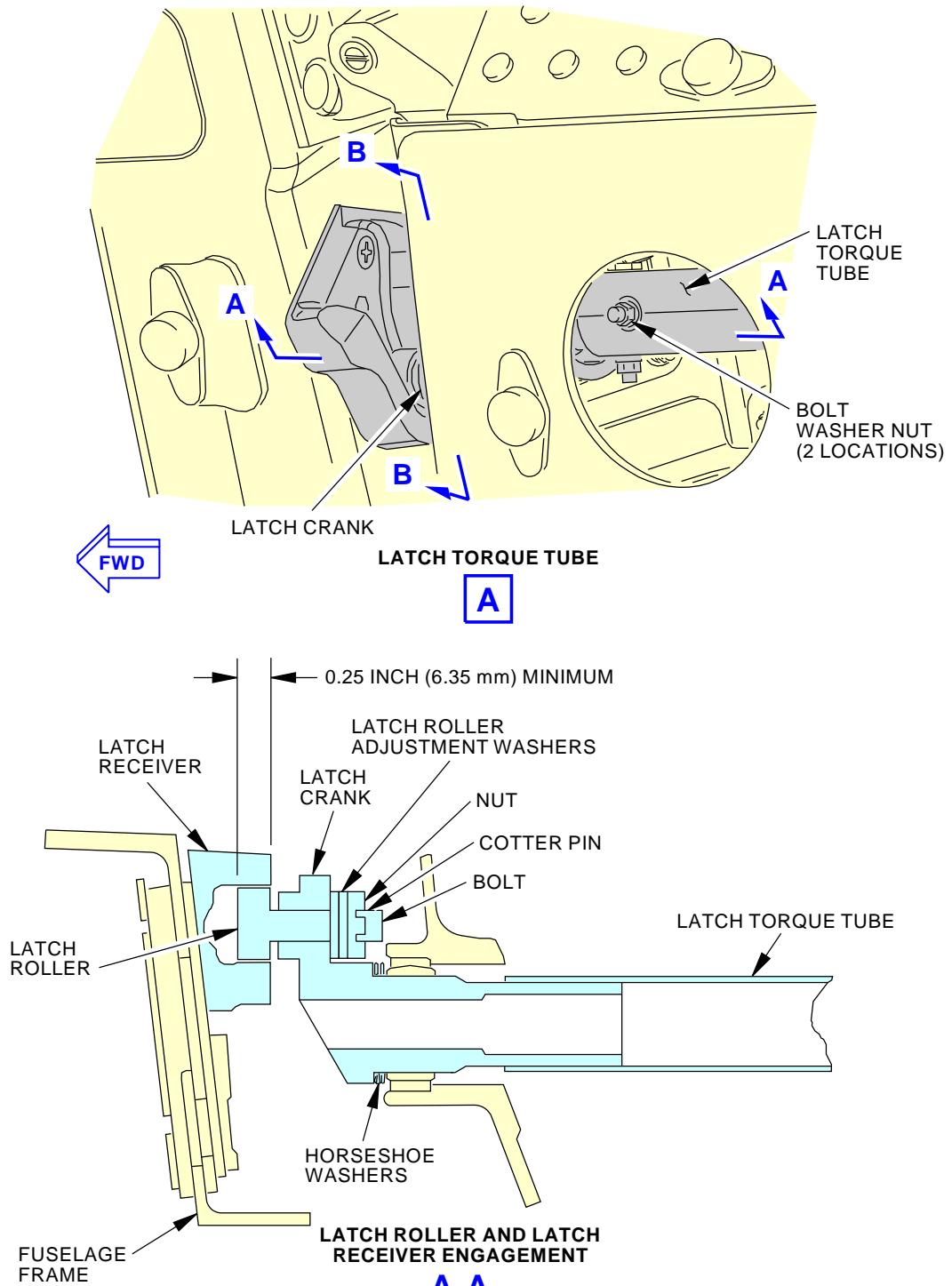
Latch Adjustment
Figure 507/52-41-00-990-808 (Sheet 1 of 3)

EFFECTIVITY
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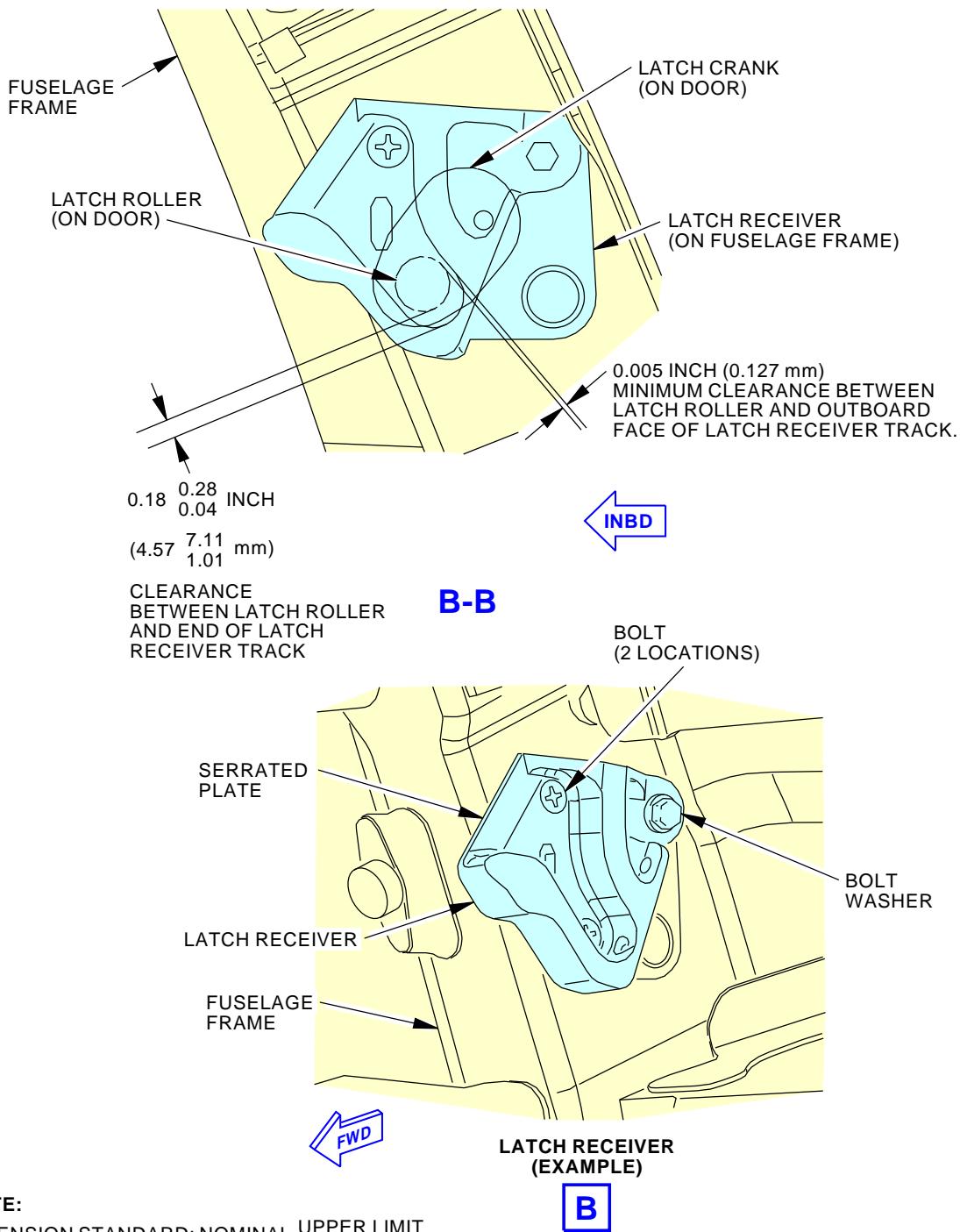


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Latch Adjustment
Figure 507/52-41-00-990-808 (Sheet 2 of 3)

EFFECTIVITY
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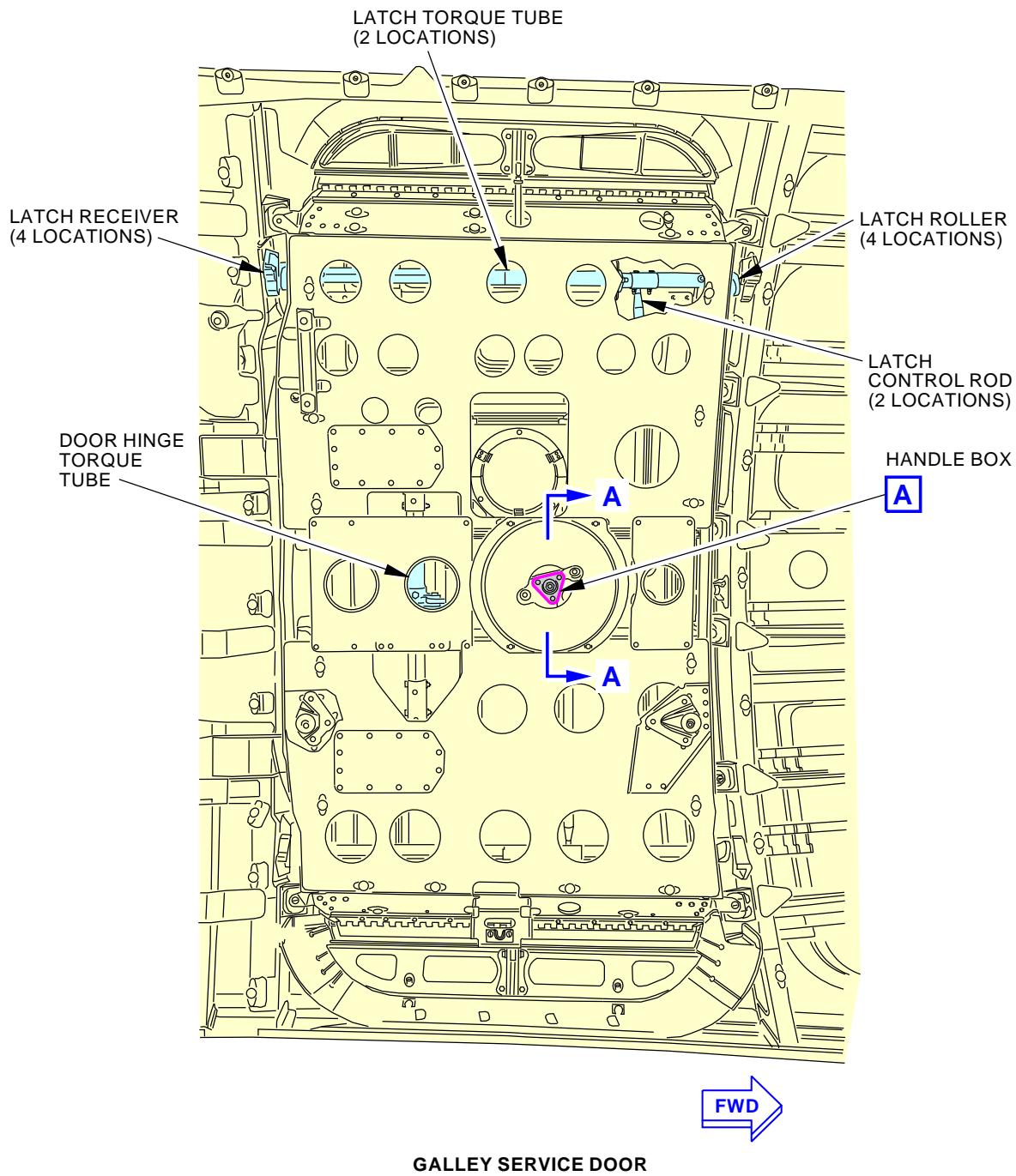
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Latch Adjustment
Figure 507/52-41-00-990-808 (Sheet 3 of 3)

EFFECTIVITY
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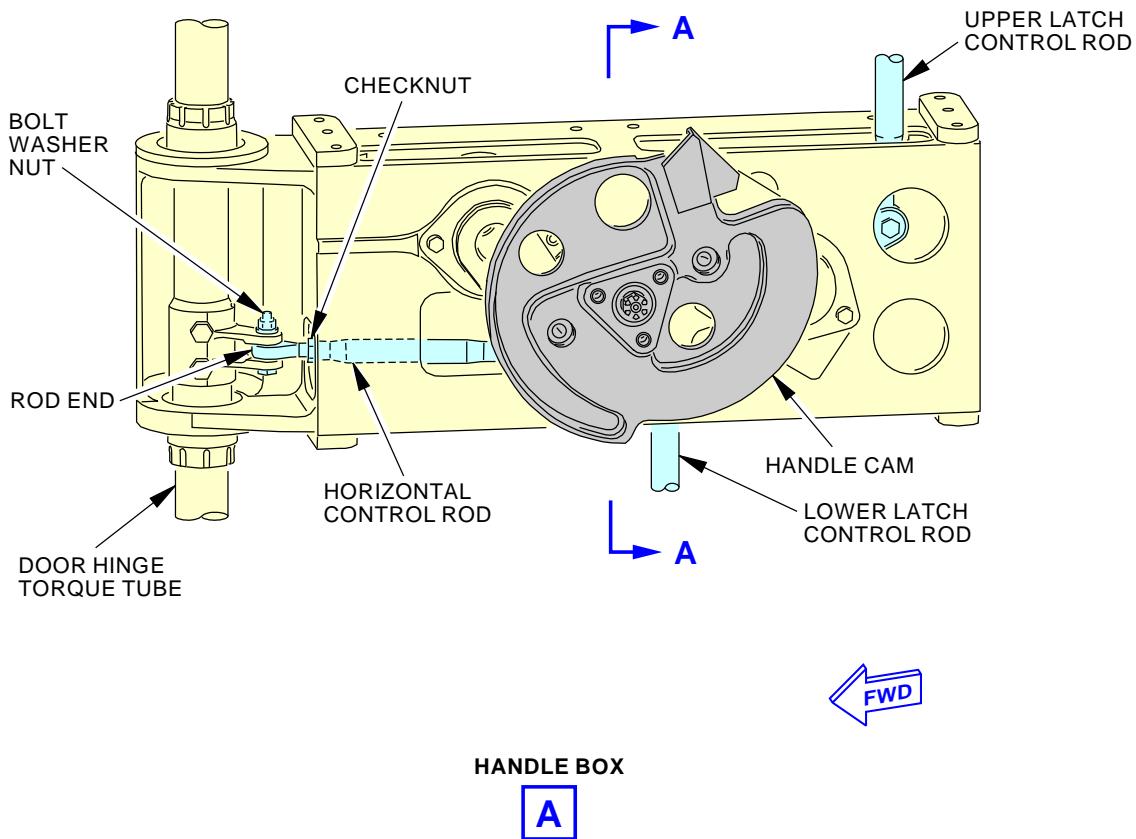
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Horizontal Control Rod Adjustment
Figure 508/52-41-00-990-809 (Sheet 1 of 3)

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Horizontal Control Rod Adjustment
Figure 508/52-41-00-990-809 (Sheet 2 of 3)

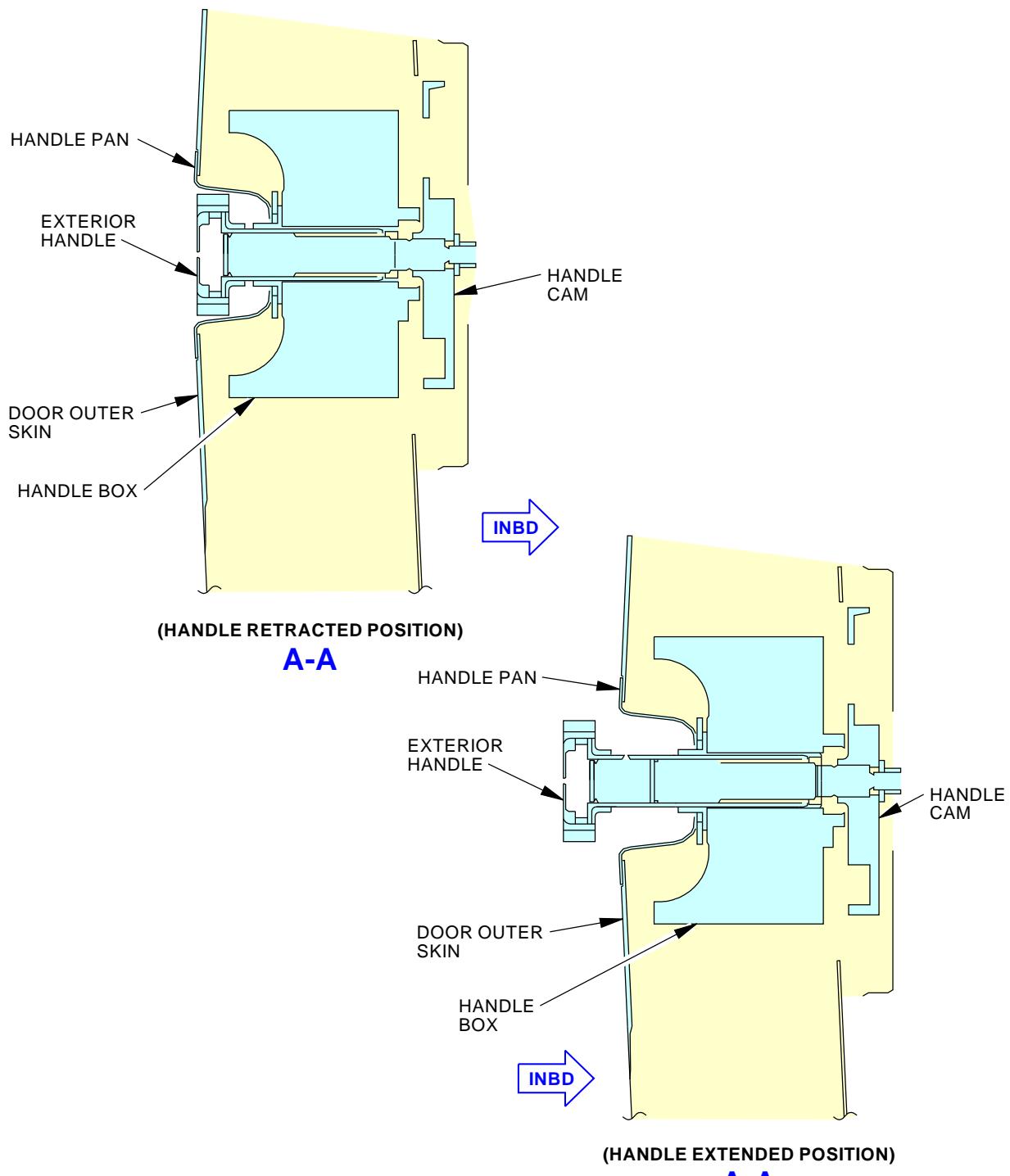
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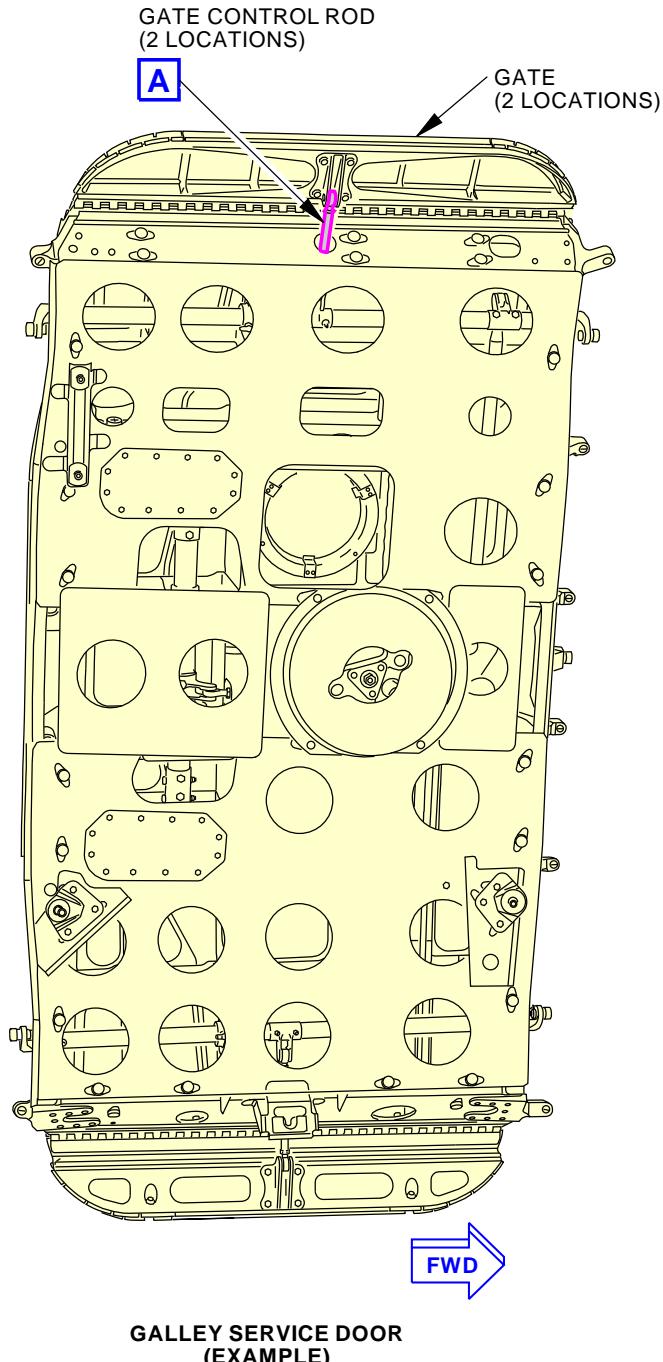
Horizontal Control Rod Adjustment
Figure 508/52-41-00-990-809 (Sheet 3 of 3)

EFFECTIVITY
AKS ALL

52-41-00



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AIRCRAFT MAINTENANCE MANUAL



G10994 S0006580262_V2

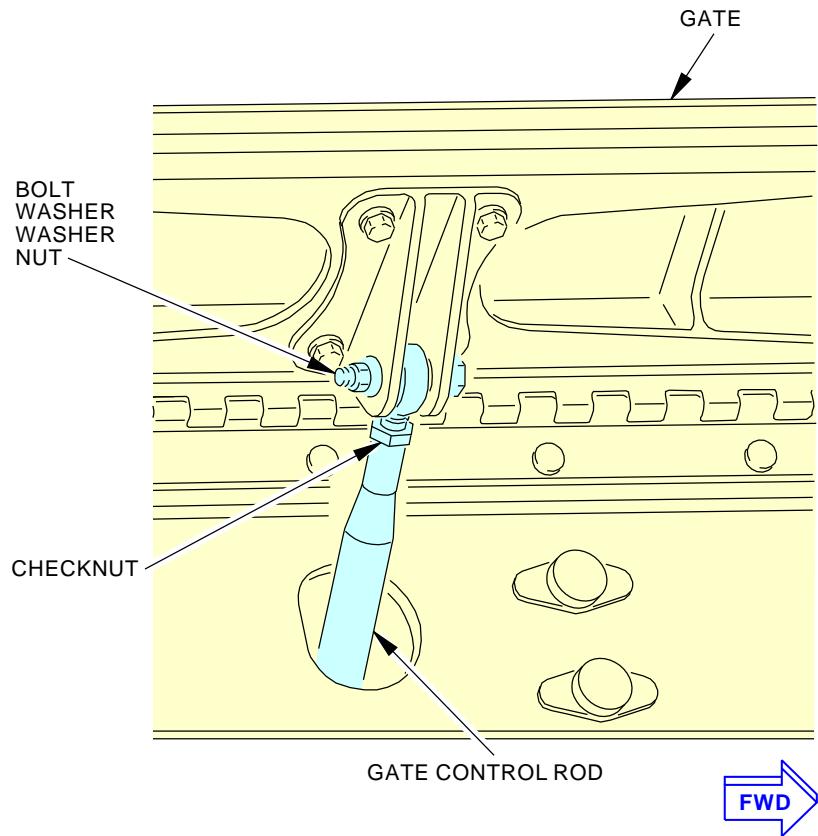
Gate Adjustment
Figure 509/52-41-00-990-810 (Sheet 1 of 2)

EFFECTIVITY
AKS ALL

52-41-00



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AIRCRAFT MAINTENANCE MANUAL



GATE CONTROL ROD
(EXAMPLE)

A

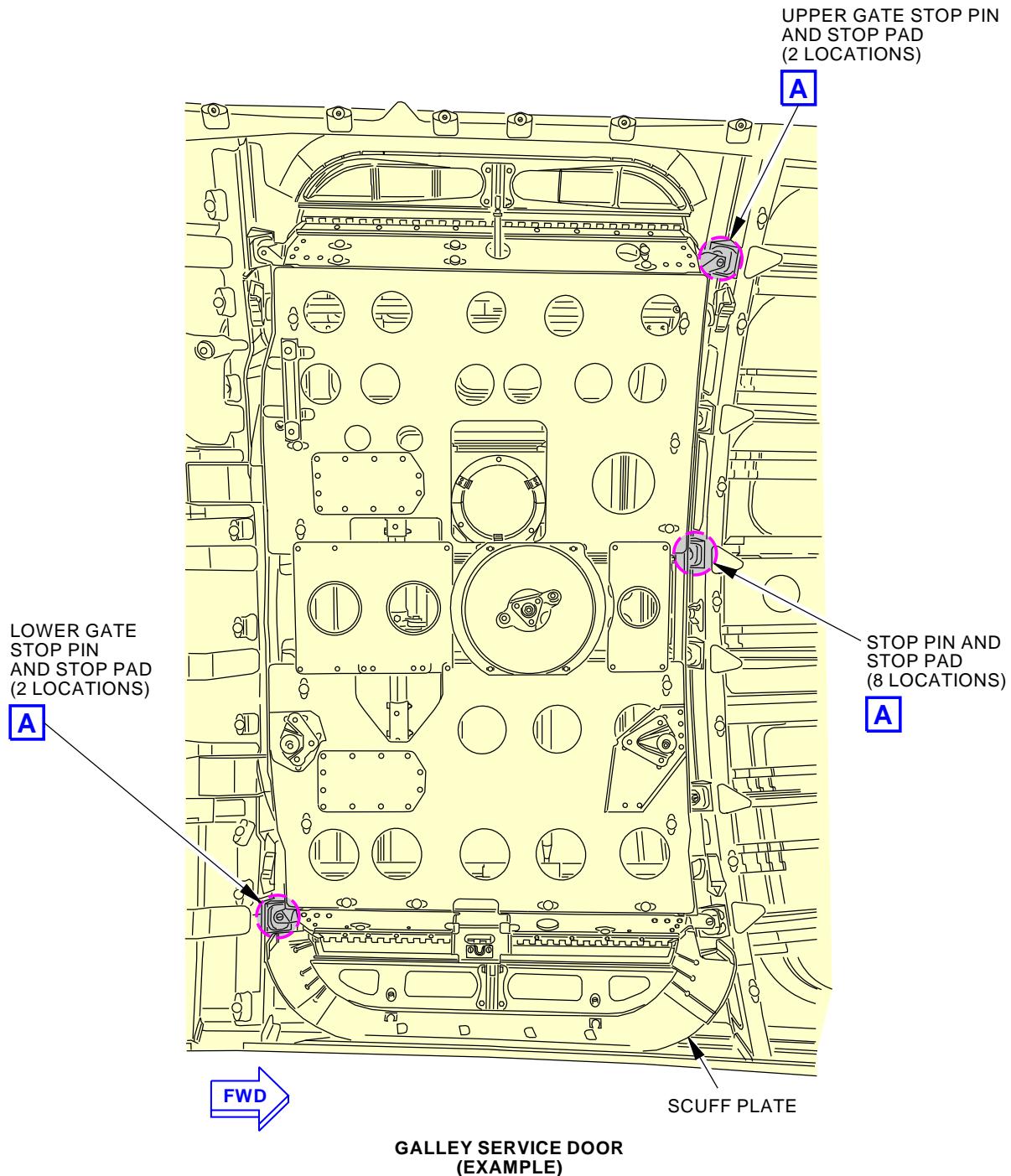
G11013 S0006580263_V2

Gate Adjustment
Figure 509/52-41-00-990-810 (Sheet 2 of 2)

EFFECTIVITY
AKS ALL

52-41-00

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AIRCRAFT MAINTENANCE MANUAL



G10724 S0006580264_V2

Stop Pin Adjustment
Figure 510/52-41-00-990-811 (Sheet 1 of 3)

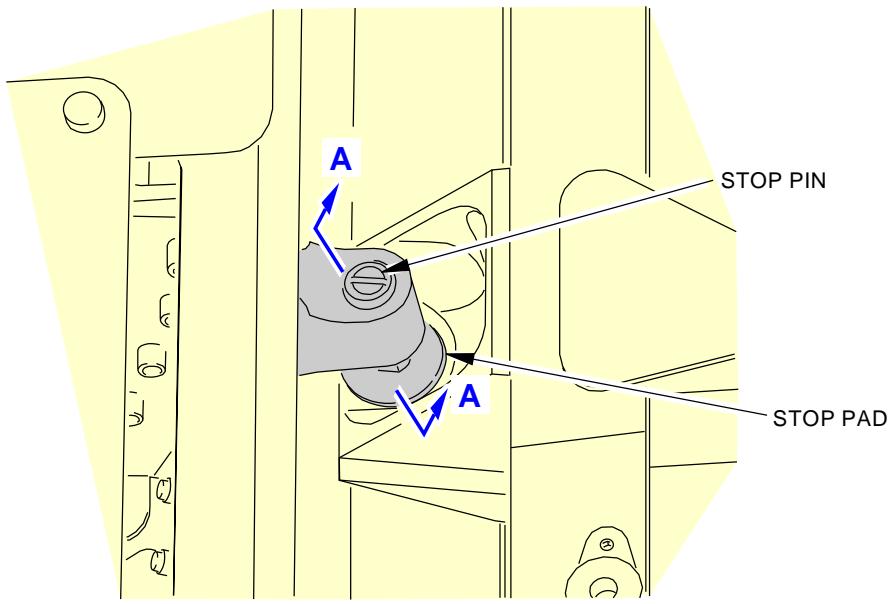
EFFECTIVITY
AKS ALL

52-41-00

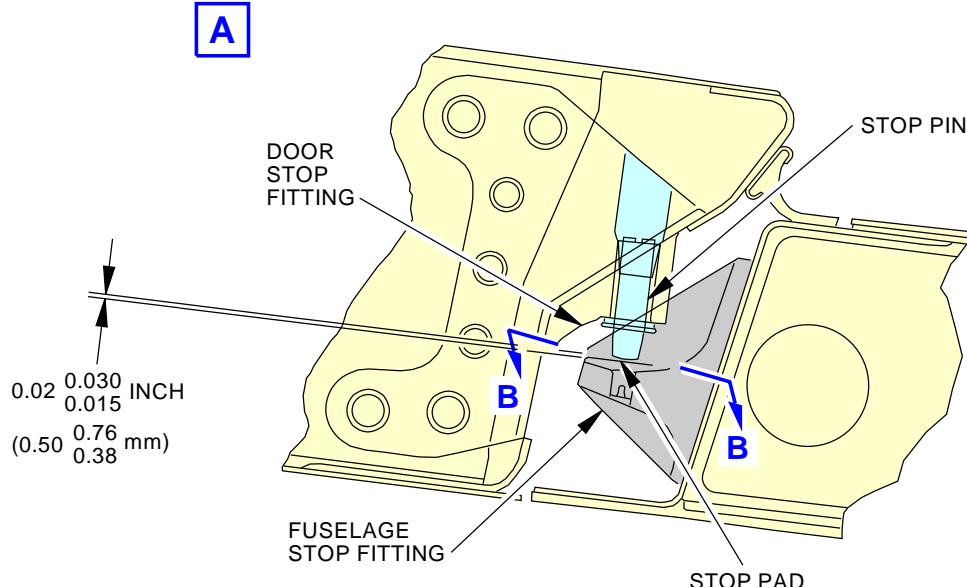


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AIRCRAFT MAINTENANCE MANUAL



STOP PIN AND STOP PAD (EXAMPLE)



STOP PIN AND PAD CLEARANCE

NOTE:

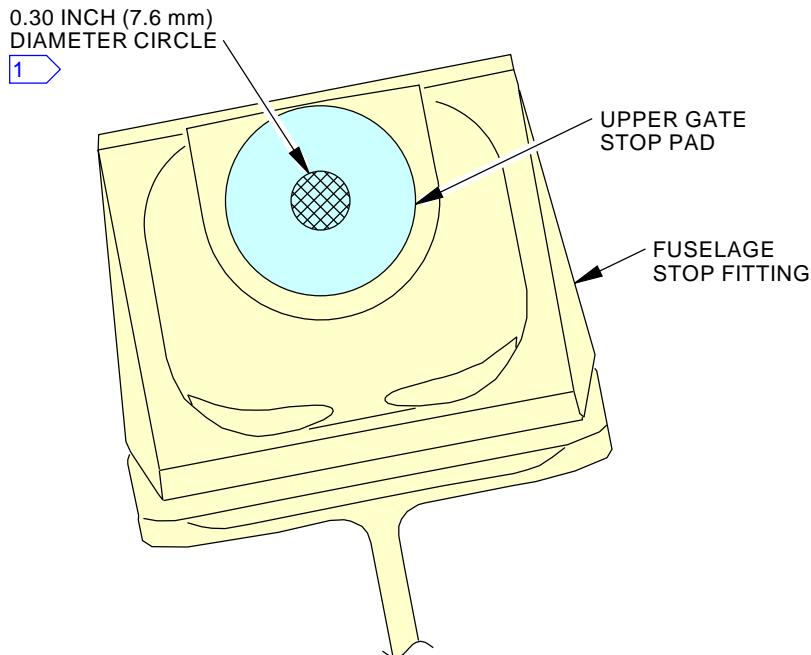
G10762 S0006580265_V2

Stop Pin Adjustment
Figure 510/52-41-00-990-811 (Sheet 2 of 3)

EFFECTIVITY
AKS ALL

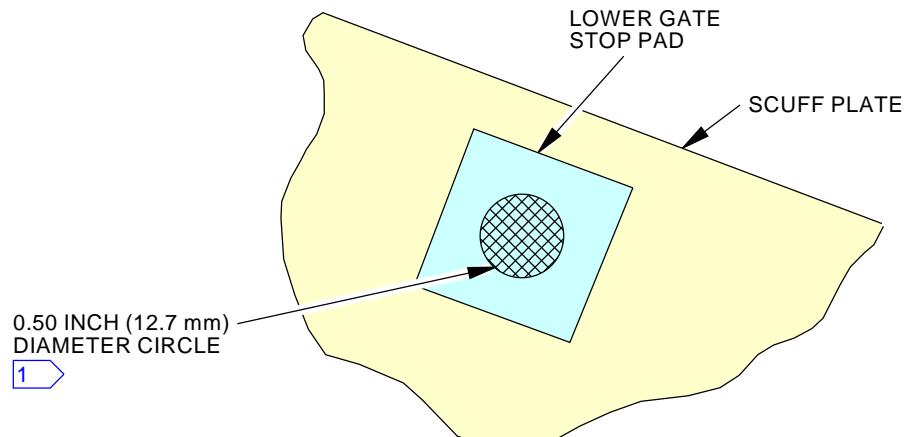
52-41-00

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**STOP PIN AND STOP PAD ALIGNMENT
(UPPER GATE AND DOOR STOP PADS)**

B-B



**STOP PIN AND STOP PAD ALIGNMENT
(LOWER GATE STOP PADS)**

B-B

1 STOP PIN CENTER MUST TOUCH STOP PAD CENTER WITHIN THE CIRCLE DIAMETER SHOWN.

G10758 S0006580266_V2

Stop Pin Adjustment
Figure 510/52-41-00-990-811 (Sheet 3 of 3)

EFFECTIVITY
AKS ALL

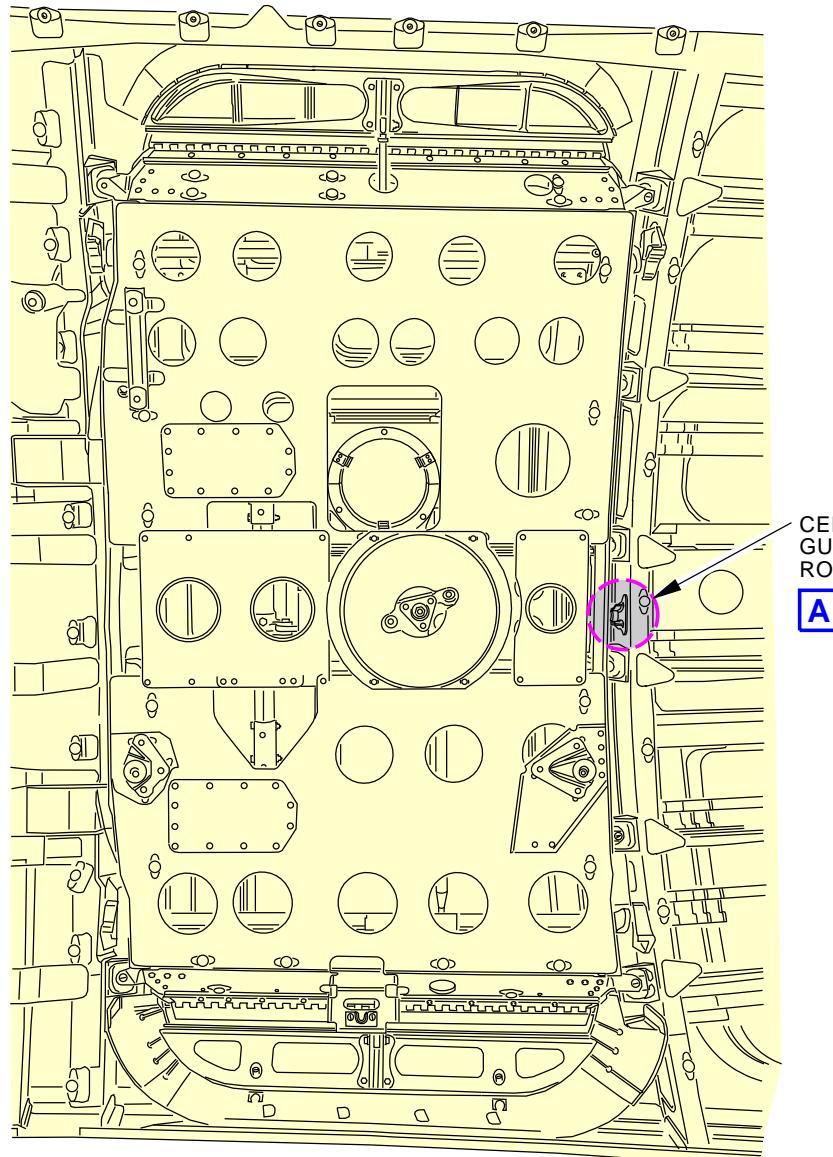
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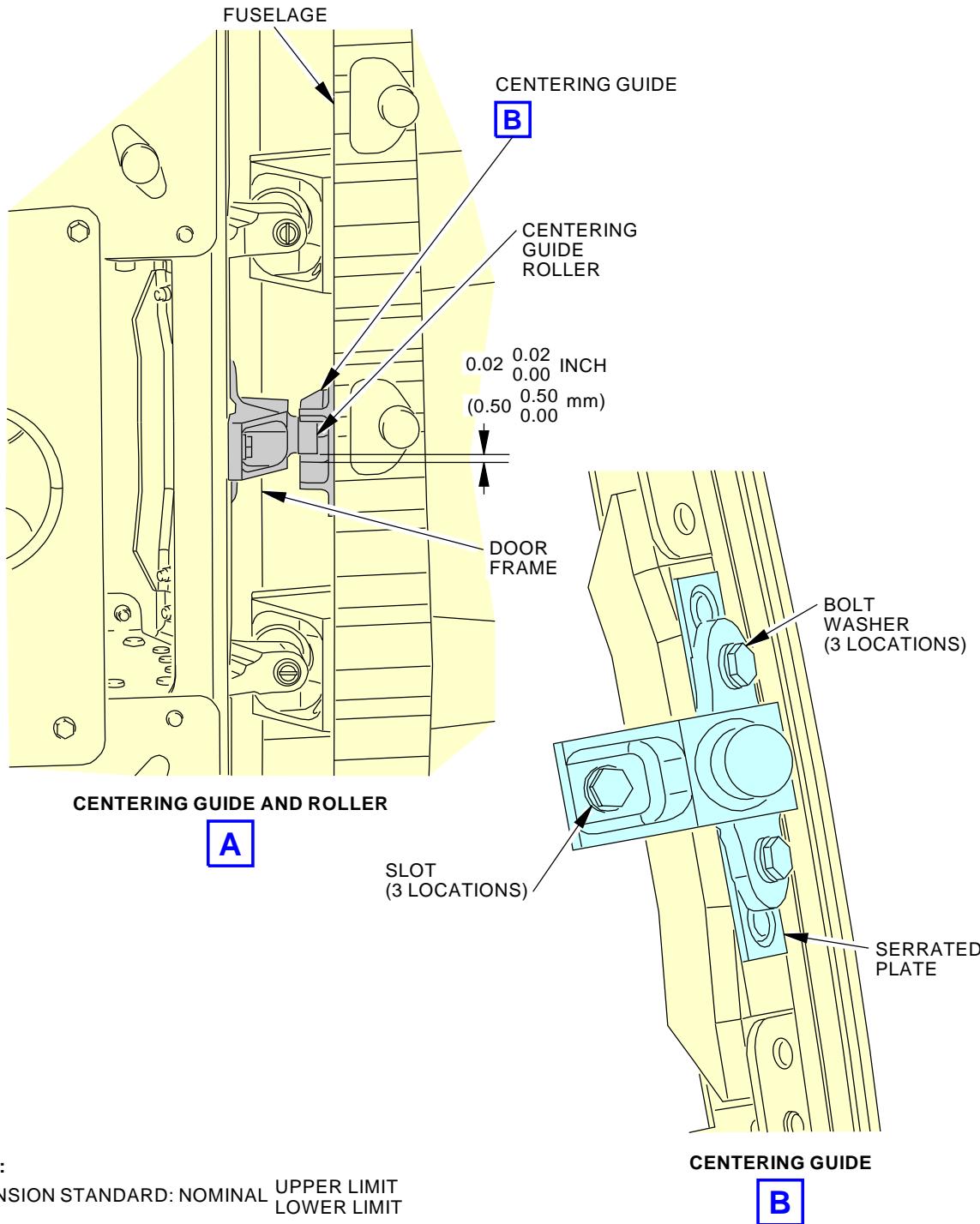
GALLEY SERVICE DOOR
(EXAMPLE)

G22753 S0006580267_V2

Centering Guide Adjustment
Figure 511/52-41-00-990-812 (Sheet 1 of 2)

EFFECTIVITY
AKS ALL

52-41-00

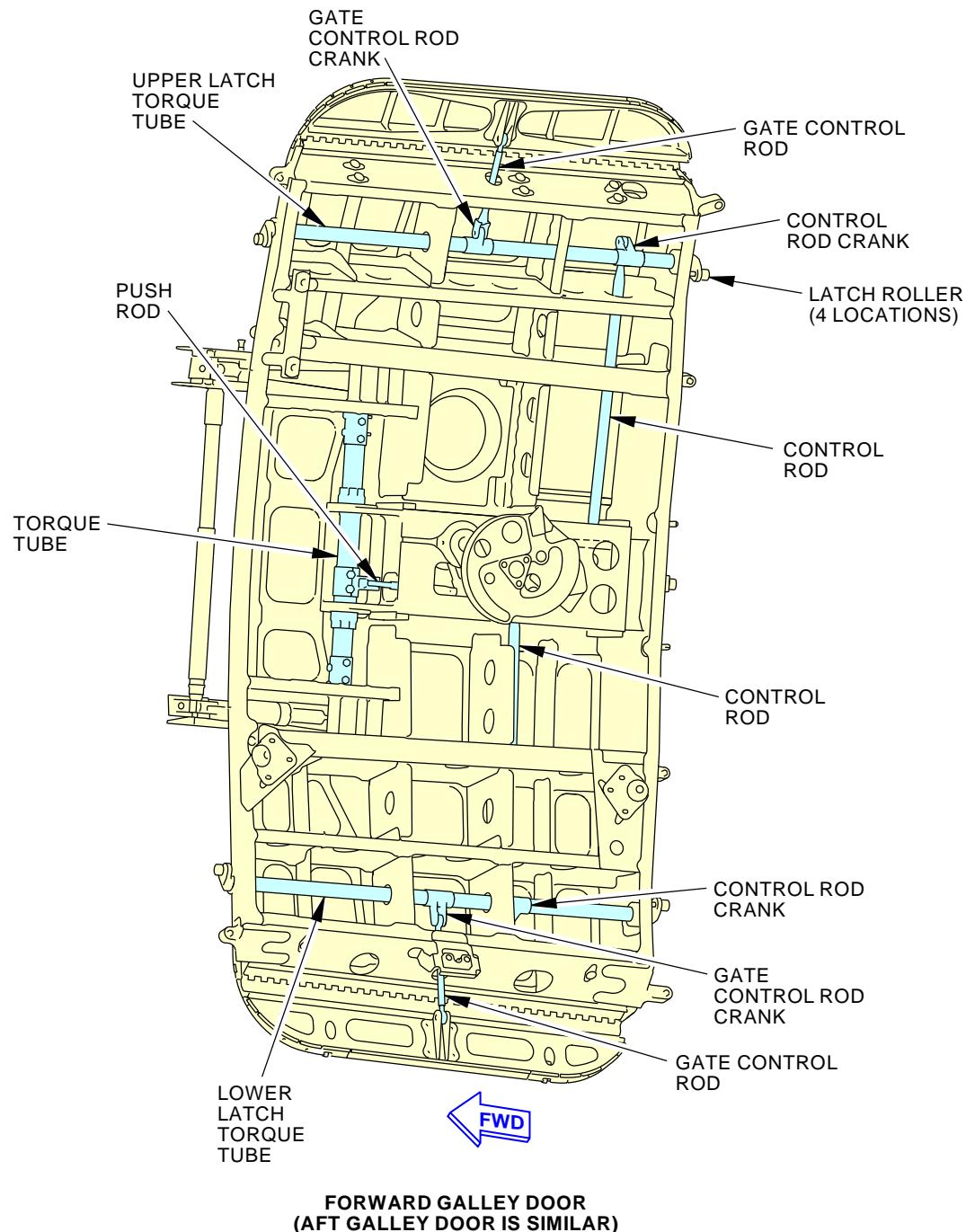


G11022 S0006580268_V2

Centering Guide Adjustment
Figure 511/52-41-00-990-812 (Sheet 2 of 2)

EFFECTIVITY
AKS ALL**52-41-00**

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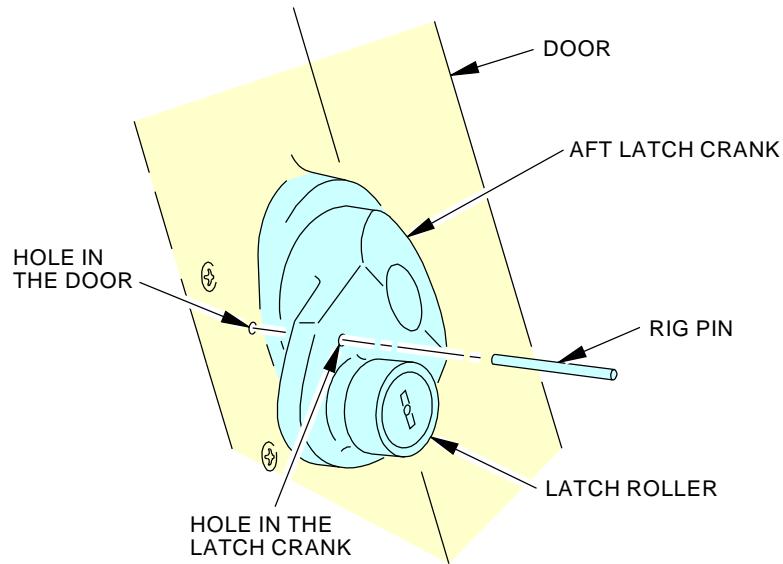


L82777 S0006580269_V3

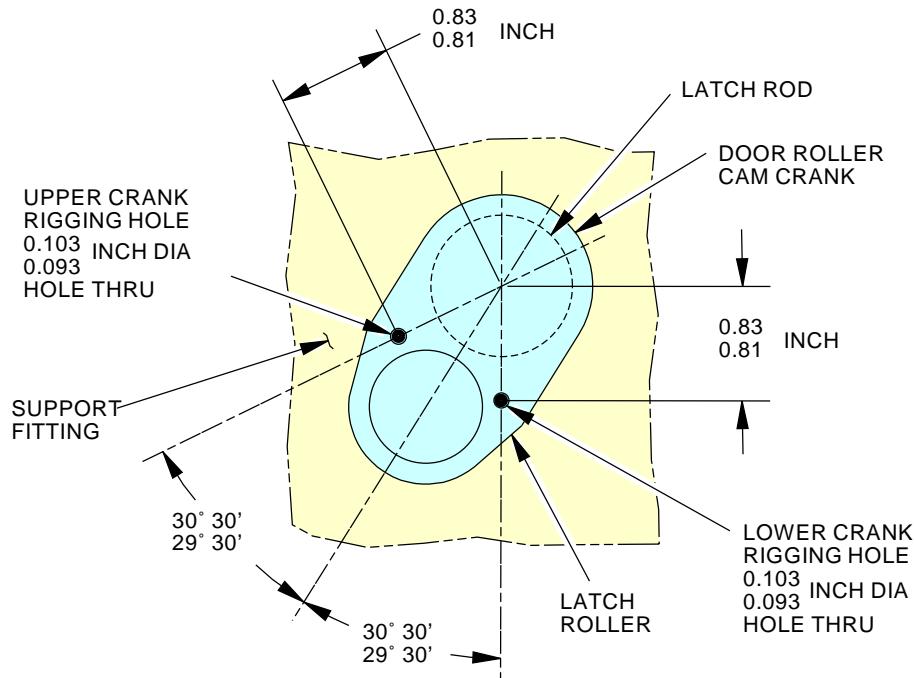
Galley Service Door Mechanism
Figure 512/52-41-00-990-813 (Sheet 1 of 2)

EFFECTIVITY
AKS ALL

52-41-00



THE HOLE IN THE LATCH CRANK MUST ALIGN WITH THE HOLE IN THE DOOR WHEN THE HANDLE IS IN THE LATCHED POSITION.



J21872 S0000170679_V2

Galley Service Door Mechanism
Figure 512/52-41-00-990-813 (Sheet 2 of 2)

EFFECTIVITY
AKS ALL

52-41-00



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AIRCRAFT MAINTENANCE MANUAL

GALLEY SERVICE DOOR - INSPECTION/CHECK

1. General

- I A. This procedure has these tasks:
 - (1) A check of the galley service door.
 - (2) A check of the galley service door centering guide bearing.
 - (3) A check of the galley service door pressure seal.
- I B. This procedure is the same for the forward and aft galley service door.

TASK 52-41-00-200-801

2. Galley Service Door Check

A. References

| Reference | Title |
|------------------|---|
| 52-41-31-000-802 | Galley Service Door Lining Removal (P/B 401) |
| 52-41-31-400-802 | Galley Service Door Lining Installation (P/B 401) |

B. Location Zones

| Zone | Area |
|------|-----------------------------|
| 841 | Forward Galley Service Door |
| 844 | Aft Galley Service Door |

C. Access Panels

| Number | Name/Location |
|--------|--|
| 841AZ | Forward Galley Service Door - Torque Tube Access |
| 841BZ | Forward Galley Service Door - Handle Box and Cam for Handle Box Access |
| 841CZ | Forward Galley Service Door - Handle Box Access |
| 841DZ | Forward Galley Service Door - Lower Hinge Access |
| 841EZ | Forward Galley Service Door - Upper Hinge Access |
| 841FZ | Forward Galley Service Door - Torque Tube Access |
| 841GZ | Forward Galley Service Door - Torque Tube Access |
| 844AZ | Aft Galley Service Door - Torque Tube Access |
| 844BZ | Aft Galley Service Door - Handle Box and Cam for Handle Box Access |
| 844CZ | Aft Galley Service Door - Handle Box Access |
| 844DZ | Aft Galley Service Door - Lower Hinge Access |
| 844EZ | Aft Galley Service Door - Upper Hinge Access |
| 844FZ | Aft Galley Service Door - Torque Tube Access |
| 844GZ | Aft Galley Service Door - Torque Tube Access |

D. Prepare for the Inspection

SUBTASK 52-41-00-860-001

- (1) Make sure the door is safe as follows:
 - (a) Make sure the door is closed and latched.



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WARNING: MAKE SURE THE GIRT BAR IS NOT ENGAGED IN THE FLOOR-MOUNTED ESCAPE SLIDE BRACKETS. IF THE GIRT BAR IS ENGAGED IN THE BRACKETS, THE ESCAPE SYSTEM CAN DEPLOY WHEN YOU OPEN THE DOOR. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (b) Make sure the girt bar is not engaged in the floor-mounted escape slide brackets.
- (c) Make sure a stand is installed outboard of the door.

SUBTASK 52-41-00-010-001

- (2) Do this task: Galley Service Door Lining Removal, TASK 52-41-31-000-802.

SUBTASK 52-41-00-010-002

- (3) Remove the applicable access panels to get access to the door components:

- (a) For the forward galley service door, open these access panels:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|--|
| 841AZ | Forward Galley Service Door - Torque Tube Access |
| 841BZ | Forward Galley Service Door - Handle Box and Cam for Handle Box Access |
| 841CZ | Forward Galley Service Door - Handle Box Access |
| 841DZ | Forward Galley Service Door - Lower Hinge Access |
| 841EZ | Forward Galley Service Door - Upper Hinge Access |
| 841FZ | Forward Galley Service Door - Torque Tube Access |
| 841GZ | Forward Galley Service Door - Torque Tube Access |

- (b) For the aft galley service door, open these access panels:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|--|
| 844AZ | Aft Galley Service Door - Torque Tube Access |
| 844BZ | Aft Galley Service Door - Handle Box and Cam for Handle Box Access |
| 844CZ | Aft Galley Service Door - Handle Box Access |
| 844DZ | Aft Galley Service Door - Lower Hinge Access |
| 844EZ | Aft Galley Service Door - Upper Hinge Access |
| 844FZ | Aft Galley Service Door - Torque Tube Access |
| 844GZ | Aft Galley Service Door - Torque Tube Access |

SUBTASK 52-41-00-010-008

- (4) For the aft galley service door, remove these access panels as necessary to get access to the door components.

SUBTASK 52-41-00-010-003

- (5) Open and close the galley service door as necessary to inspect the door components.

E. Inspection

SUBTASK 52-41-00-210-001

- (1) Do a visual inspection of the external door structure and handle as follows:

- (a) Examine the external skin.
 - 1) Look for dents, cracks, and corrosion.
 - 2) Look for burrs.
 - 3) Look for loose and missing fasteners.
- (b) Examine the window.



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- 1) Look for cracks.
- 2) Look for crazing.
- (c) Examine the window frame.
 - 1) Look for cracks and corrosion.
- (d) Examine the external handle.
 - 1) Look for cracks and corrosion.
 - 2) Look for too much wear.
- (e) Examine the handle pan.
 - 1) Look for cracks and corrosion.
 - 2) Look for loose and missing fasteners.

SUBTASK 52-41-00-210-002

- (2) Do a visual inspection of the door internal structure and handle mechanism as follows:
 - (a) Examine the internal skin.
 - 1) Look for dents, cracks, and corrosion.
 - 2) Look for burrs.
 - 3) Look for loose and missing fasteners.
 - (b) Examine the internal frames and brackets.
 - 1) Look for cracks and corrosion.
 - 2) Look for loose and missing fasteners.
 - (c) Examine the drain holes.
 - 1) Look for blockage.
 - (d) Examine the handle box.
 - 1) Look for cracks and corrosion.
 - 2) Look for too much wear.
 - (e) Examine the handle housing.
 - 1) Look for cracks and corrosion.
 - 2) Look for too much wear.
 - (f) Examine the internal handle.
 - 1) Look for cracks and corrosion.
 - 2) Look for too much wear.
 - (g) Examine the end gates.
 - 1) Look for cracks and corrosion.
 - 2) Look for loose and missing fasteners.

SUBTASK 52-41-00-210-003

- (3) Do a visual inspection of the latch mechanism as follows:
 - (a) Examine the latch control rods.
 - 1) Look for cracks and corrosion.
 - 2) Look for too much wear.
 - (b) Examine the latch torque tubes.





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- 1) Look for cracks and corrosion.
- 2) Look for too much wear.
- (c) Examine the latch cranks and latch rollers.
 - 1) Look for cracks and corrosion.
 - 2) Look for too much wear.
 - 3) Look for unwanted particles on the latch rollers.
- (d) Examine the gate control rods.
 - 1) Look for cracks and corrosion.
 - 2) Look for too much wear.

SUBTASK 52-41-00-210-004

- (4) Do a visual inspection of the door stop fittings and stop pins as follows:
 - (a) Examine the door stop fittings.
 - 1) Look for cracks and corrosion.
 - (b) Examine the stop pins.
 - 1) Look for cracks and corrosion.
 - 2) Look for unwanted particles on the stop pins.
 - 3) Make sure the retaining springs are installed.

SUBTASK 52-41-00-210-005

- (5) Do a visual inspection of the attach structure and hinge mechanism as follows:
 - (a) Examine the fuselage hinge torque tube.
 - 1) Look for cracks and corrosion.
 - 2) Look for too much wear.
 - (b) Examine the hinge arms.
 - 1) Look for cracks and corrosion.
 - 2) Look for too much wear.
 - (c) Examine the hinge arm fasteners.
 - 1) Make sure the bolts fully engage the nuts.
 - 2) Make sure the bolt threads are not damaged.
 - (d) Examine the door hinge torque tube.
 - 1) Look for cracks and corrosion.
 - 2) Look for too much wear.

NOTE: The nuts and bolts that connect the sleeves to the torque tube may appear loose, because they are not tightened to a clamp up pressure. A small gap between the washer and the sleeve is acceptable.

- (e) Examine the guide arm and roller.
 - 1) Look for cracks and corrosion.
 - 2) Look for too much wear.
- (f) Examine the guide plates.
 - 1) Look for cracks and corrosion.
 - 2) Look for too much wear.

EFFECTIVITY
AKS ALL

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- (g) Examine the guide plate drain holes.
 - 1) Look for blockage.

SUBTASK 52-41-00-210-006

- (6) Do a visual inspection of the structure around the door opening as follows:
 - (a) Examine the fuselage stop fittings and stop pads.
 - 1) Look for cracks and corrosion.
 - 2) Look for wear that is not in the center of the stop pads.
 - 3) Look for unwanted particles on the stop fittings.
 - (b) Examine the latch receivers.
 - 1) Look for cracks and corrosion.
 - 2) Look for too much wear.
 - 3) Look for unwanted particles in the latch receivers.
 - (c) Examine the fuselage frame.
 - 1) Look for cracks and corrosion.
 - 2) Look for loose and missing fasteners.

F. Put the Airplane Back to Its Usual Condition

SUBTASK 52-41-00-010-009

- (1) Install the applicable access panels if they are removed:
 - (a) For the forward galley service door, close these access panels:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|--|
| 841AZ | Forward Galley Service Door - Torque Tube Access |
| 841BZ | Forward Galley Service Door - Handle Box and Cam for Handle Box Access |
| 841CZ | Forward Galley Service Door - Handle Box Access |
| 841DZ | Forward Galley Service Door - Lower Hinge Access |
| 841EZ | Forward Galley Service Door - Upper Hinge Access |
| 841FZ | Forward Galley Service Door - Torque Tube Access |
| 841GZ | Forward Galley Service Door - Torque Tube Access |

- (b) For the aft galley service door, close these access panels:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|--|
| 844AZ | Aft Galley Service Door - Torque Tube Access |
| 844BZ | Aft Galley Service Door - Handle Box and Cam for Handle Box Access |
| 844CZ | Aft Galley Service Door - Handle Box Access |
| 844DZ | Aft Galley Service Door - Lower Hinge Access |
| 844EZ | Aft Galley Service Door - Upper Hinge Access |
| 844FZ | Aft Galley Service Door - Torque Tube Access |
| 844GZ | Aft Galley Service Door - Torque Tube Access |

SUBTASK 52-41-00-210-008

- (2) Do this task: Galley Service Door Lining Installation, TASK 52-41-31-400-802.

SUBTASK 52-41-00-860-002

- (3) Close and latch the door.

| |
|-------------|
| EFFECTIVITY |
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SUBTASK 52-41-00-940-001

- (4) Remove the stand.

———— END OF TASK ————

TASK 52-41-00-200-803

3. Galley Service Door Centering Guide Bearing Check

NOTE: This procedure is a scheduled maintenance task.

A. Tools/Equipment

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

| Reference | Description |
|-----------|---|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose |
| | Part #: B-14 Supplier: 05060 |
| | Part #: B-9 Supplier: 05060 |
| | Part #: Z-45-25J Supplier: 59497 |

B. Location Zones

| Zone | Area |
|------|-----------------------------|
| 841 | Forward Galley Service Door |
| 844 | Aft Galley Service Door |

C. Prepare for the Inspection

SUBTASK 52-41-00-860-007

- (1) Make sure the door is safe as follows:
(a) Make sure the door is closed and latched.

WARNING: MAKE SURE THE GIRT BAR IS NOT ENGAGED IN THE FLOOR-MOUNTED ESCAPE SLIDE BRACKETS. IF THE GIRT BAR IS ENGAGED IN THE BRACKETS, THE ESCAPE SYSTEM CAN DEPLOY WHEN YOU OPEN THE DOOR. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

- (b) Make sure the girt bar is not engaged in the floor-mounted escape slide brackets.
(c) Make sure a work platform, COM-1523 is installed outboard of the door.

SUBTASK 52-41-00-010-007

- (2) Open the door.

D. Inspection

SUBTASK 52-41-00-210-010

- (1) Do a visual inspection of the centering guide as follows (Figure 601):
(a) Examine the guide fitting.
 1) Look for cracks and corrosion.
 2) Look for loose and missing fasteners.
(b) Examine the guide bearing.
 1) Look for too much wear.
 2) Make sure the bearing is not loose.
 3) Look for unwanted particles on the bearing surface.

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E. Put the Airplane Back to Its Usual Condition

SUBTASK 52-41-00-860-008

- (1) Close and latch the door.

SUBTASK 52-41-00-940-003

- (2) Remove the work platform, COM-1523.

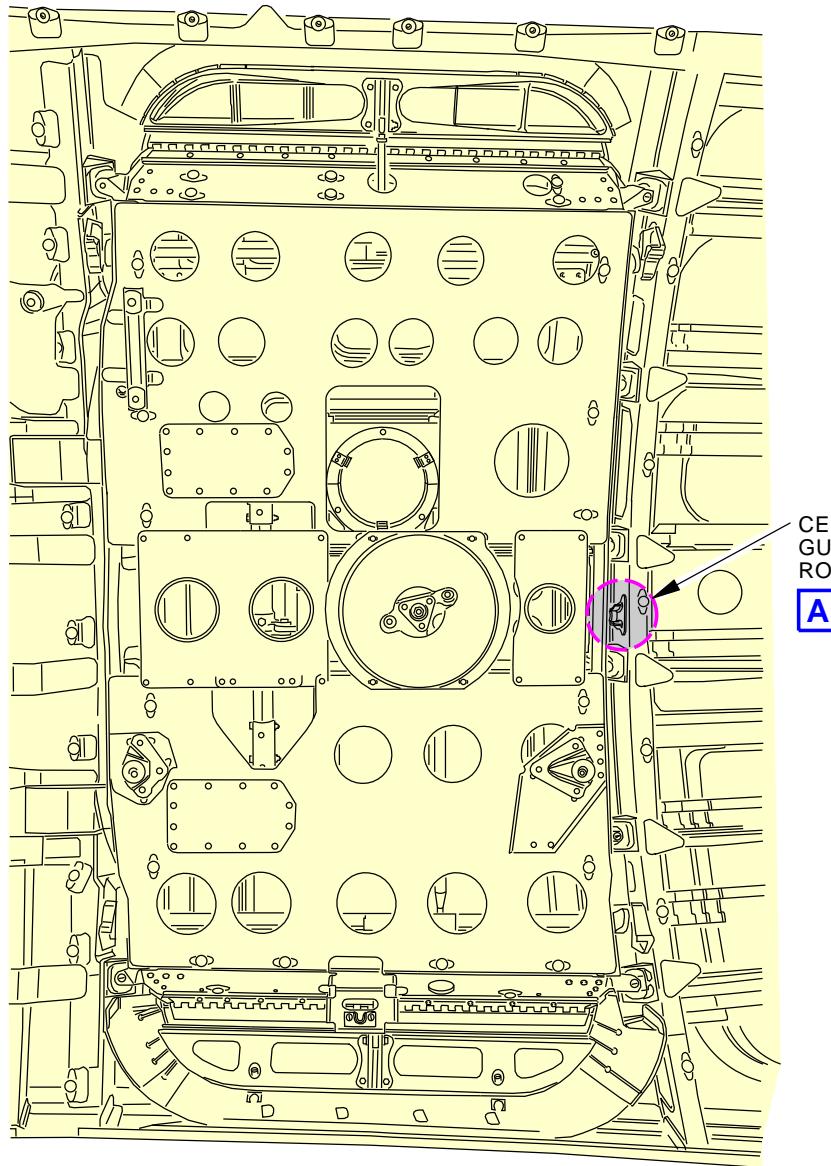
———— END OF TASK ————

EFFECTIVITY
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52-41-00



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GALLEY SERVICE DOOR
(EXAMPLE)

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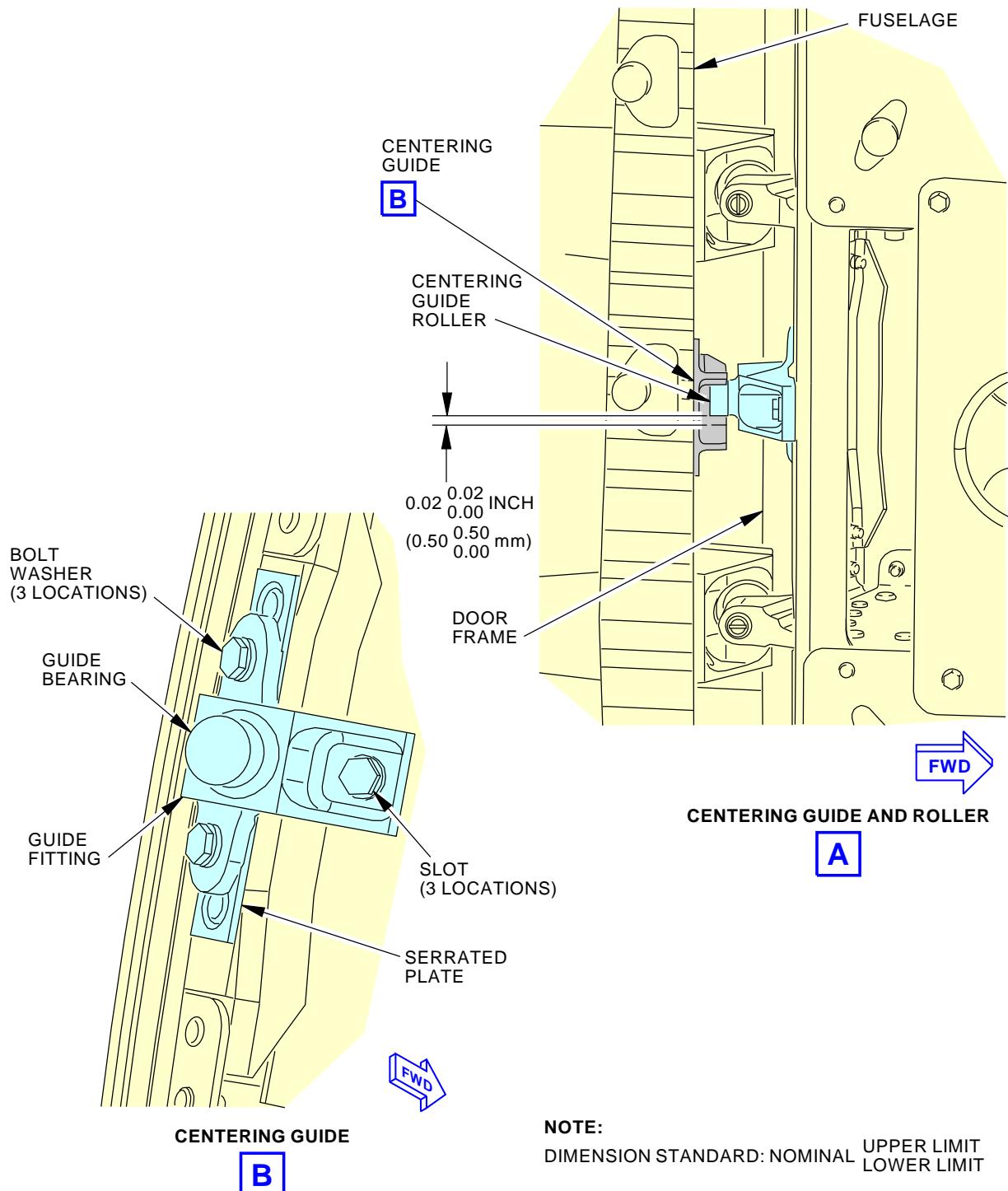
Centering Guide Inspection/Check
Figure 601/52-41-00-990-823 (Sheet 1 of 2)

EFFECTIVITY
AKS ALL

52-41-00

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K57926 S0006580275_V4

**Centering Guide Inspection/Check
Figure 601/52-41-00-990-823 (Sheet 2 of 2)**

 EFFECTIVITY
AKS ALL

52-41-00



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TASK 52-41-00-200-802

4. Galley Service Door Pressure Seal Check

NOTE: This procedure is a scheduled maintenance task.

A. Tools/Equipment

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

| Reference | Description |
|-----------|---|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose |
| | Part #: B-14 Supplier: 05060 |
| | Part #: B-9 Supplier: 05060 |
| | Part #: Z-45-25J Supplier: 59497 |

B. Location Zones

| Zone | Area |
|------|-----------------------------|
| 841 | Forward Galley Service Door |
| 844 | Aft Galley Service Door |

C. Prepare for the Inspection

SUBTASK 52-41-00-860-005

- (1) Make sure the door is safe as follows:
 - (a) Make sure the door is closed and latched.

WARNING: MAKE SURE THE GIRT BAR IS NOT ENGAGED IN THE FLOOR-MOUNTED ESCAPE SLIDE BRACKETS. IF THE GIRT BAR IS ENGAGED IN THE BRACKETS, THE ESCAPE SYSTEM CAN DEPLOY WHEN YOU OPEN THE DOOR. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

- (b) Make sure the girt bar is not engaged in the floor-mounted escape slide brackets.
- (c) Make sure a work platform, COM-1523 is installed outboard of the door.

SUBTASK 52-41-00-010-006

- (2) Open the door.

D. Inspection

SUBTASK 52-41-00-210-009

- (1) Do a visual inspection of the door pressure seal as follows (Figure 602):
 - (a) Examine the seal.
 - 1) Look for cracks, holes, and tears.
 - 2) Look for indications of seal deterioration.
 - 3) Make sure the seal is correctly installed in the seal retainer.

E. Put the Airplane Back to Its Usual Condition

SUBTASK 52-41-00-860-006

- (1) Close and latch the door.

SUBTASK 52-41-00-940-002

- (2) Remove the work platform, COM-1523.

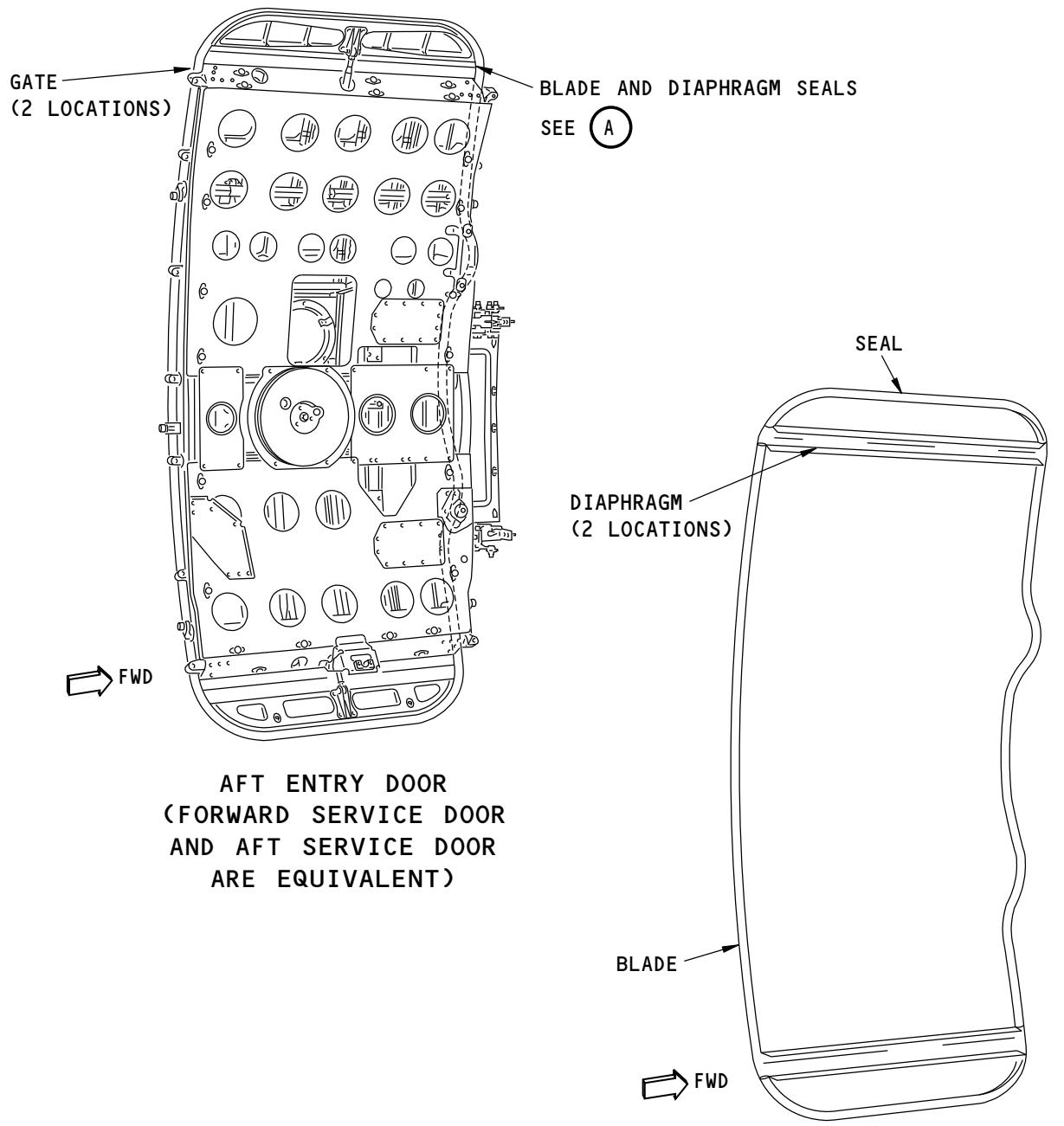
— END OF TASK —

EFFECTIVITY
AKS ALL

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BLADE AND DIAPHRAGM SEAL

A

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**Blade and Diaphragm Seals Inspection
Figure 602/52-41-00-990-815**

EFFECTIVITY
AKS ALL

52-41-00



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GALLEY SERVICE DOORS STOP BEARING PLATES - REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
- (1) Stop Bearing Plate - Removal.
 - (2) Stop Bearing Plate - Installation.

TASK 52-41-01-000-801

2. Stop Bearing Plate - Removal

A. References

| Reference | Title |
|------------------|--|
| 52-41-00 P/B 201 | GALLEY SERVICE DOORS - MAINTENANCE PRACTICES |

B. Tools/Equipment

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

| Reference | Description |
|-----------|---|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose |
| | Part #: B-14 Supplier: 05060 |
| | Part #: B-9 Supplier: 05060 |
| | Part #: Z-45-25J Supplier: 59497 |
| STD-291 | Drift - Light Weight, Metal or Plastic |
| STD-1242 | Hammer - Standard |

C. Consumable Materials

| Reference | Description | Specification |
|-----------|---|----------------------|
| B00083 | Solvent - VM&P Naphthas | ASTM D-3735 Type III |
| G00034 | Cotton Wiper - Process Cleaning Absorbent Wiper (Cheesecloth, Gauze) | BMS15-5 Class A |

D. Location Zones

| Zone | Area |
|------|-----------------------------|
| 841 | Forward Galley Service Door |
| 844 | Aft Galley Service Door |

E. Prepare for the Removal

SUBTASK 52-41-01-860-001

- (1) Install the work platform, COM-1523 outboard of the door.
- (2) Open the galley service door GALLEY SERVICE DOORS - MAINTENANCE PRACTICES, PAGEBLOCK 52-41-00/201

F. Procedure

SUBTASK 52-41-01-020-001

- (1) If necessary, use a standard hammer, STD-1242 and a non-metallic light weight, metal or plastic drift, STD-291 to remove the stop bearing plate.
 - (2) Clean the mounting hole with a clean cotton wiper, G00034 that is moist with solvent, B00083
- NOTE: Clean surfaces are necessary to make a good bond.

— END OF TASK —

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TASK 52-41-01-400-801

3. Stop Bearing Plate - Installation

A. References

| Reference | Title |
|------------------|--|
| 52-41-00 P/B 201 | GALLEY SERVICE DOORS - MAINTENANCE PRACTICES |

B. Tools/Equipment

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

| Reference | Description |
|-----------|--|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose Part #: B-14 Supplier: 05060 Part #: B-9 Supplier: 05060 Part #: Z-45-25J Supplier: 59497 |
| STD-1242 | Hammer - Standard |

C. Consumable Materials

| Reference | Description | Specification |
|-----------|---|---------------------------------------|
| A00551 | Sealant - Fuel Tank | BAC5010 Type 44 (BMS5-44, BMS5-45) |
| B00083 | Solvent - VM&P Naphthas | ASTM D-3735 Type III |
| G00034 | Cotton Wiper - Process Cleaning Absorbent Wiper (Cheesecloth, Gauze) | BMS15-5 Class A |

D. Location Zones

| Zone | Area |
|------|-----------------------------|
| 841 | Forward Galley Service Door |
| 844 | Aft Galley Service Door |

E. Prepare for the installation

SUBTASK 52-41-01-420-001

- (1) Do a test of the fit of the stop bearing plate before the installation.
 - (a) Use hand pressure to install the stop bearing plate into the mounting hole.
 - (b) Discard the stop bearing plate, if you can install it with hand pressure.
 - (c) Get a new stop bearing plate, if needed.

NOTE: When hand pressure is not sufficient to install the stop bearing plate, a new stop bearing plate is not necessary.

F. Procedure

SUBTASK 52-41-01-420-002

- (1) Install the stop bearing plate.
 - (a) Apply a layer of adhesive sealant, A00551 to the stop bearing plate and to the mounting hole.
 - (b) Install the stop bearing plate with a pneumatic rivet gun with a brass set.

NOTE: If the pneumatic rivet gun is not available, use a standard hammer, STD-1242 and a non-metallic drift to install the stop bearing plate.



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- (c) Use a clean cotton wiper, G00034 that is moist with solvent, B00083 to remove the unwanted adhesive sealant, A00551 from the stop bearing plate before it dries.

G. Put the airplane back to its usual condition

SUBTASK 52-41-01-940-001

- (1) Close the galley service door GALLEY SERVICE DOORS - MAINTENANCE PRACTICES, PAGEBLOCK 52-41-00/201.
- (2) Remove the work platform, COM-1523.

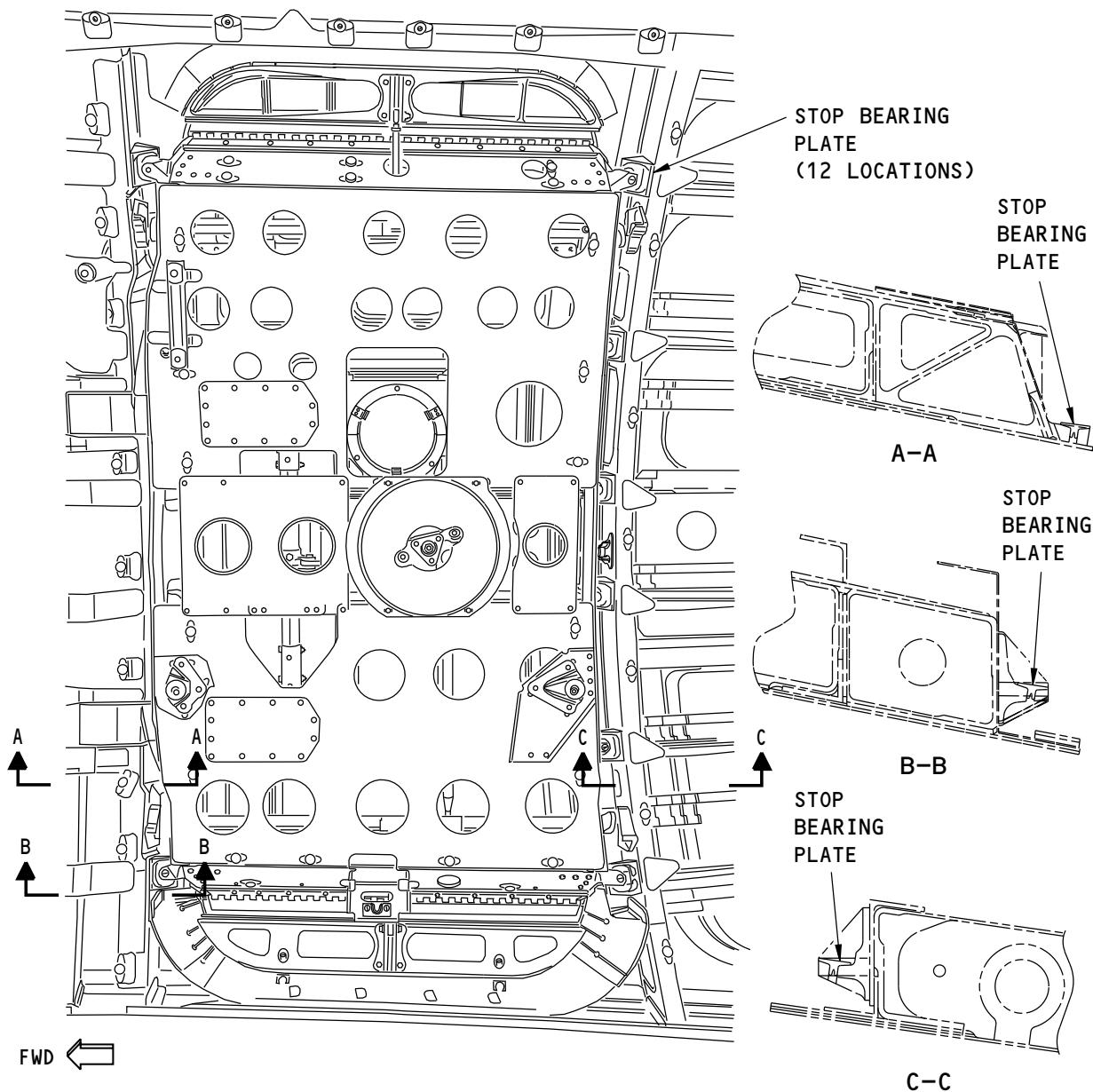
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GALLEY DOOR STOP BEARING
PLATE-REMOVAL/INSTALLATION

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GALLEY DOORS STOP BEARING PLATE - REMOVAL/INSTALLATION
Figure 401/52-41-01-990-801

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GALLEY SERVICE DOOR HINGE ARM - REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
 - (1) A removal of the galley service door hinge arm.
 - (2) An installation of the galley service door hinge arm.
- B. This procedure is the same for the forward or aft galley service door.

TASK 52-41-11-000-801

2. Galley Service Door Hinge Arm Removal

(Figure 401)

A. References

| Reference | Title |
|------------------|---------------------------------------|
| 52-41-00-000-801 | Galley Service Door Removal (P/B 401) |

B. Tools/Equipment

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

| Reference | Description |
|-----------|---|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose |
| | Part #: B-14 Supplier: 05060 |
| | Part #: B-9 Supplier: 05060 |
| | Part #: Z-45-25J Supplier: 59497 |

C. Location Zones

| Zone | Area |
|------|-----------------------------|
| 841 | Forward Galley Service Door |
| 844 | Aft Galley Service Door |

D. Access Panels

| Number | Name/Location |
|--------|--|
| 841AZ | Forward Galley Service Door - Torque Tube Access |
| 841CZ | Forward Galley Service Door - Handle Box Access |
| 844AZ | Aft Galley Service Door - Torque Tube Access |
| 844CZ | Aft Galley Service Door - Handle Box Access |

E. Prepare for the Removal

SUBTASK 52-41-11-860-001

- (1) Make sure the door is safe as follows:
 - (a) Make sure the door is closed and latched.

WARNING: MAKE SURE THE GIRT BAR IS NOT ENGAGED IN THE FLOOR-MOUNTED ESCAPE SLIDE BRACKETS. IF THE GIRT BAR IS ENGAGED IN THE BRACKETS, THE ESCAPE SYSTEM CAN DEPLOY WHEN YOU OPEN THE DOOR AND INJURIES OR DAMAGE CAN OCCUR.

- (b) Make sure the girt bar is not engaged in the floor-mounted escape slide brackets.
- (c) Install the work platform, COM-1523 outboard of the door.

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SUBTASK 52-41-11-010-001

- (2) Do this task: Galley Service Door Removal, TASK 52-41-00-000-801.

SUBTASK 52-41-11-410-001

- (3) Get access to the door [1] as follows (Figure 401):

- (a) Remove the applicable torque tube access panels:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------|
|---------------|----------------------|

| | |
|-------|--|
| 841AZ | Forward Galley Service Door - Torque Tube Access |
| 844AZ | Aft Galley Service Door - Torque Tube Access |

- (b) Remove the applicable handle box access panels:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------|
|---------------|----------------------|

| | |
|-------|---|
| 841CZ | Forward Galley Service Door - Handle Box Access |
| 844CZ | Aft Galley Service Door - Handle Box Access |

F. Removal of the Galley Service Door Hinge Arm

SUBTASK 52-41-11-020-001

- (1) Remove the handle mechanism:

- (a) If necessary, remove the interior handle [27] as follows:

- 1) Remove the cover [23] on the interior handle [27] to get access to the fasteners that attach the interior handle [27] to the handle mechanism.
- 2) Remove the cotter pins [25], nuts [24], and washers [26] that attach the interior handle [27] to the hub [28].
- 3) Remove the interior handle [27].
- 4) Remove the bolts [31] from the hub [28] if they are loose.

NOTE: The bolts [31] are bonded to the hub [28] and it is not necessary to remove them if the bond is tight.

- (b) Remove the bolts [29] and washers [30] that attach the cam cover [32] to the handle box [4].

- (c) Remove the cam cover [32].

- (d) Remove the lockwire, bolts [21], and washers [20] that attach the hub [28] to the handle cam [19].

- (e) Remove the hub [28].

- (f) Remove the cotter pin [33] on the nut [34] that holds the handle shaft [41].

- (g) Hold the exterior handle [9] and remove the nut [34] and washer [35] that hold the handle shaft [41] to the handle cam [19].

NOTE: When you remove the nut [34], the exterior handle [9] and part of the handle mechanism will be loose on the outer side of the door [1].

- (h) Remove the handle cam [19] and washer [17].

- (i) From the outer side of the door, remove the exterior handle [9], shims [10], sleeve [11], handle shaft [41], and centering cam [40] as an assembly.

- (j) If necessary, disassemble the exterior handle [9] and its components:

- 1) Remove the bolts [8], washers [12], and nuts [39] that attach the exterior handle [9] to the centering cam [40] through the shims [10] and sleeve [11].

- 2) Remove the exterior handle [9].

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- 3) Remove the shims [10] between the exterior handle [9] and the sleeve [11].
- 4) Remove the centering cam [40].
- 5) Remove the handle shaft [41] from the sleeve [11].
- (k) Remove the bolts [13] and washers [14] that go through the handle pan [38], seal plate [15], and handle housing [36].

SUBTASK 52-41-11-020-002

- (2) Remove the upper and lower latch control rods [18]:
 - (a) Remove the bolts [58] and nuts [59] that connect the latch control rods [18] to the handle mechanism in the handle box [4].
 - (b) Remove the bolts [54], washers [55], and nuts [56] that connect the latch control rods [18] to the upper and lower latch torque tubes [57].
 - (c) Remove the latch control rods [18] from the handle box [4] and door [1] to make clearance for the handle box [4] removal.

SUBTASK 52-41-11-020-003

- (3) Disconnect the door hinge torque tube [46]:

NOTE: You can make index marks across the joints to help make the installation easier.

- (a) Remove the bolts [66], washers [68], and nuts [67] that go through the upper and lower sleeves [42] on the door hinge torque tube [46].
- (b) Move the sleeves [42] toward the center of the door hinge torque tube [46] to make clearance to remove the door hinge torque tube [46] and handle box [4] at the same time.

SUBTASK 52-41-11-020-004

- (4) Remove the handle box [4] and door hinge torque tube [46]:
 - (a) Remove the bolts [50], fillers [51], washers [53], and nuts [52] that attach the front of the upper and lower splice angles [47] to the beams.
 - (b) Remove the bolts [48] and washers [49] that attach the upper and lower splice angles [47] to the beams.
 - (c) Remove the upper and lower splice angles [47] from the beams to get access to the door hinge torque tube [46].
 - (d) Remove the bolts [44] and washers [45] that attach the top and bottom of the handle box [4] to the beams.
 - (e) Carefully remove the handle box [4] and door hinge torque tube [46] from the door structure.
 - (f) If the laminated shims [43] between the top of the handle box [4] and the beam are loose, remove them.
 - (g) Remove the handle housing [36] from the handle box [4] and the packing [16] in the handle housing [36].
 - (h) Remove the seal plate [15] from the handle pan [38] and the packing [37] in the seal plate [15].

SUBTASK 52-41-11-020-005

- (5) Remove the hinge arm [60] from the hinge support [63]:

NOTE: Do this step for each hinge arm.

- (a) Loosen the bolts [62] and washers [61] that hold the hinge pin [65] in the hinge arm [60].
- (b) Remove the hinge pin [65] from the hinge arm [60].



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- (c) Remove the packing [64], washer [70], and compression spring [69] from the hinge pin [65].
- (d) Remove the hinge arm [60].

———— END OF TASK ————

TASK 52-41-11-400-801

3. Galley Service Door Hinge Arm Installation

(Figure 401)

A. References

| Reference | Title |
|------------------|--|
| 52-41-00-400-801 | Galley Service Door Installation (P/B 401) |

B. Tools/Equipment

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

| Reference | Description |
|-----------|---|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose |
| | Part #: B-14 Supplier: 05060 |
| | Part #: B-9 Supplier: 05060 |
| | Part #: Z-45-25J Supplier: 59497 |

C. Consumable Materials

| Reference | Description | Specification |
|-----------|---|---------------------------------|
| A00247 | Sealant - Pressure And Environmental - Chromate Type | BMS5-95 |
| A00555 | Adhesive - For Bonding Decorative Laminate, 2 Part, Sprayable | BMS5-127 Type II |
| C00528 | Compound - Corrosion Preventive, Petroleum Hot Application (Soft Film) | MIL-C-11796 Class III |
| D00015 | Grease - Aircraft Bearing (Use BMS 3-24 until existing stocks are depleted, BMS 3-33 supersedes BMS 3-24) | BMS3-24 (Superseded by BMS3-33) |
| G00440 | Lockwire - MS20995C41, Corrosion Resistant Steel - 0.041 Inch (1.0414 mm) Diameter | NASM20995 |

D. Location Zones

| Zone | Area |
|------|-----------------------------|
| 841 | Forward Galley Service Door |
| 844 | Aft Galley Service Door |

E. Access Panels

| Number | Name/Location |
|--------|--|
| 841AZ | Forward Galley Service Door - Torque Tube Access |
| 841CZ | Forward Galley Service Door - Handle Box Access |
| 844AZ | Aft Galley Service Door - Torque Tube Access |
| 844CZ | Aft Galley Service Door - Handle Box Access |



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F. Installation of the Galley Service Door Hinge Arm

SUBTASK 52-41-11-420-001

- (1) Install the hinge arm [60] in the hinge support [63]:

NOTE: Do this step for each hinge arm.

- (a) Put the hinge arm [60] in its correct position in the hinge support [63].
- (b) Do a check of the packing [64] for damage or wear and replace if necessary.
- (c) Apply grease, D00015 to the packings [64] before installation.
- (d) Install the compression spring [69], washer [70], and packing [64] on the hinge pin [65].
- (e) Apply grease, D00015 to the hinge pin [65] and bolts [62] before installation.
- (f) Install the hinge pin [65] in the hinge arm [60].
- (g) Tighten the bolts [62] and washers [61] to hold the hinge pin [65] in the hinge arm [60].
- (h) Apply grease, D00015 in the opening between the hinge arm [60] and hinge pin [65] and to any openings between the hinge support [63] and the hinge pin [65].

SUBTASK 52-41-11-420-002

- (2) Install the handle box [4] and door hinge torque tube [46]:

- (a) Do a check of the packings [16] [37] for damage or wear and replace if necessary.
- (b) Apply grease, D00015 to the packings [16] [37] before installation.
- (c) Install the packing [37] in the seal plate [15] and the packing [16] in the handle housing [36].
- (d) Put the seal plate [15] in its correct position against the handle pan [38].
- (e) Put the handle housing [36] in its correct position against the seal plate [15].
- (f) Apply sealant, A00247 to the mating surfaces between the bottom of the handle box [4] and beam before installation.
- (g) Carefully put the handle box [4] and door hinge torque tube [46] in their correct position in the door structure.
- (h) If the laminated shims [43] between the top of the handle box [4] and the beam were removed, do these steps:
 - 1) Make sure the maximum clearance between the top of the handle box [4] and the beam is 0.01 inch (0.25 mm).
 - 2) Apply sealant, A00247 to the mating surfaces between the handle box [4], laminated shims [43], and beam before installation.
 - 3) Install the laminated shims [43] between the handle box [4] and the beam.
- (i) Apply sealant, A00247 to the mating surfaces of the bolts [44], washers [45], handle box [4], and beam before installation.
- (j) Install the bolts [44] and washers [45] to attach the top and bottom of the handle box [4] to the beams.
- (k) Put the upper and lower splice angles [47] in their correct position on the beams.
- (l) Apply compound, C00528 to the holes for the bolts [48] before installation.
- (m) Install the bolts [48] and washers [49] to attach the upper and lower splice angles [47] to the beams.
- (n) Install the bolts [50], fillers [51], washers [53], and nuts [52] to attach the front of the upper and lower splice angles [47] to the beams.

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SUBTASK 52-41-11-420-003

- (3) Connect the door hinge torque tube [46]:
- (a) Apply grease, D00015 to the mating surfaces of the sleeves [42], hinge pins [65], and door hinge torque tube [46] before installation.
 - (b) Align the splines and move the sleeves [42] over the hinge pins [65].
 - (c) Apply compound, C00528 to the holes for the bolts [66] before installation.
 - (d) Install the bolts [66], washers [68], and nuts [67] that go through the upper and lower sleeves [42] on the door hinge torque tube [46].
 - (e) Tighten the nuts [67] to 30-40 pound-inches (3.38-4.50 newton-meters).
 - 1) Make sure the nuts [67] bottom out on the threads of the bolt [66].
 - 2) Make sure the maximum gap is 0.016 inch (0.40 mm) between the sleeves [42] and washers [68].
 - 3) Install more washers [68] if necessary.

SUBTASK 52-41-11-420-004

- (4) Install the upper and lower latch control rods [18]:
- (a) Put the latch control rods [18] in their correct positions in the handle box [4] and door.
 - (b) Apply compound, C00528 to the holes for the bolts [54] [58] before installation.
 - (c) Install the bolts [54], washers [55], and nuts [56] to connect the latch control rods [18] to the upper and lower latch torque tubes [57].
 - (d) Install the bolts [58] and nuts [59] to connect the latch control rods [18] to the handle mechanism in the handle box [4].

SUBTASK 52-41-11-420-005

- (5) Install the handle mechanism:
- (a) Install the bolts [13] and washers [14] through the handle pan [38], seal plate [15], and handle housing [36].
 - (b) Install the exterior handle [9], shims [10], sleeve [11], handle shaft [41], and centering cam [40] as an assembly. Make sure the lubrication fitting on the sleeve [11] is in its correct position. If necessary, assemble these parts before installation as follows:
 - 1) Apply grease, D00015 to the mating surfaces of the handle shaft [41] and sleeve [11] before installation.
 - 2) Install the handle shaft [41] in the sleeve [11].
 - 3) Install the shims [10] between the exterior handle [9] and the sleeve [11].
 - 4) Install the bolts [8], washers [12], and nuts [39] to attach the exterior handle [9] to the centering cam [40] through the shims [10] and sleeve [11].
 - (c) Hold the exterior handle [9] in its position.
 - (d) From the inner side of the door, apply grease, D00015 to the mating surfaces of the handle shaft [41] and handle cam [19] before installation.
 - (e) Install the handle cam [19].
 - (f) Install the washer [35], nut [34], and new cotter pin [33] to hold the handle shaft [41] to the handle cam [19].
 - (g) Put the hub [28] in its correct position against the handle cam [19].
 - (h) Install the bolts [21], washers [20], and MS20995C41 lockwire, G00440 to attach the hub [28] to the handle cam [19].

| | |
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| EFFECTIVITY | AKS ALL |
|-------------|---------|

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- (i) Put the cam cover [32] in its correct position against the handle box [4].
- (j) Install the bolts [29] and washers [30] to attach the cam cover [32] to the handle box [4].
- (k) If necessary, install the interior handle [27] as follows:

NOTE: The interior handle [27] must be removed to install the door lining.

- 1) Install the bolts [31] in the hub [28] with adhesive, A00555 if they are loose.
- 2) Put the interior handle [27] in its correct position over the bolts [31] in the hub [28].
- 3) Install the washers [26], nuts [24], and new cotter pins [25] to attach the interior handle [27] to the hub [28].
- 4) Install the cover [23] on the interior handle [27].

G. Put the Airplane Back to Its Usual Condition

SUBTASK 52-41-11-410-003

- (1) Install the applicable handle box access panels:

| Number | Name/Location |
|---------------|---|
| 841CZ | Forward Galley Service Door - Handle Box Access |
| 844CZ | Aft Galley Service Door - Handle Box Access |

SUBTASK 52-41-11-410-004

- (2) Install the applicable torque tube access panels:

| Number | Name/Location |
|---------------|--|
| 841AZ | Forward Galley Service Door - Torque Tube Access |
| 844AZ | Aft Galley Service Door - Torque Tube Access |

SUBTASK 52-41-11-420-007

- (3) Do this task: Galley Service Door Installation, TASK 52-41-00-400-801.

SUBTASK 52-41-11-480-001

- (4) Remove the work platform, COM-1523 from the door.

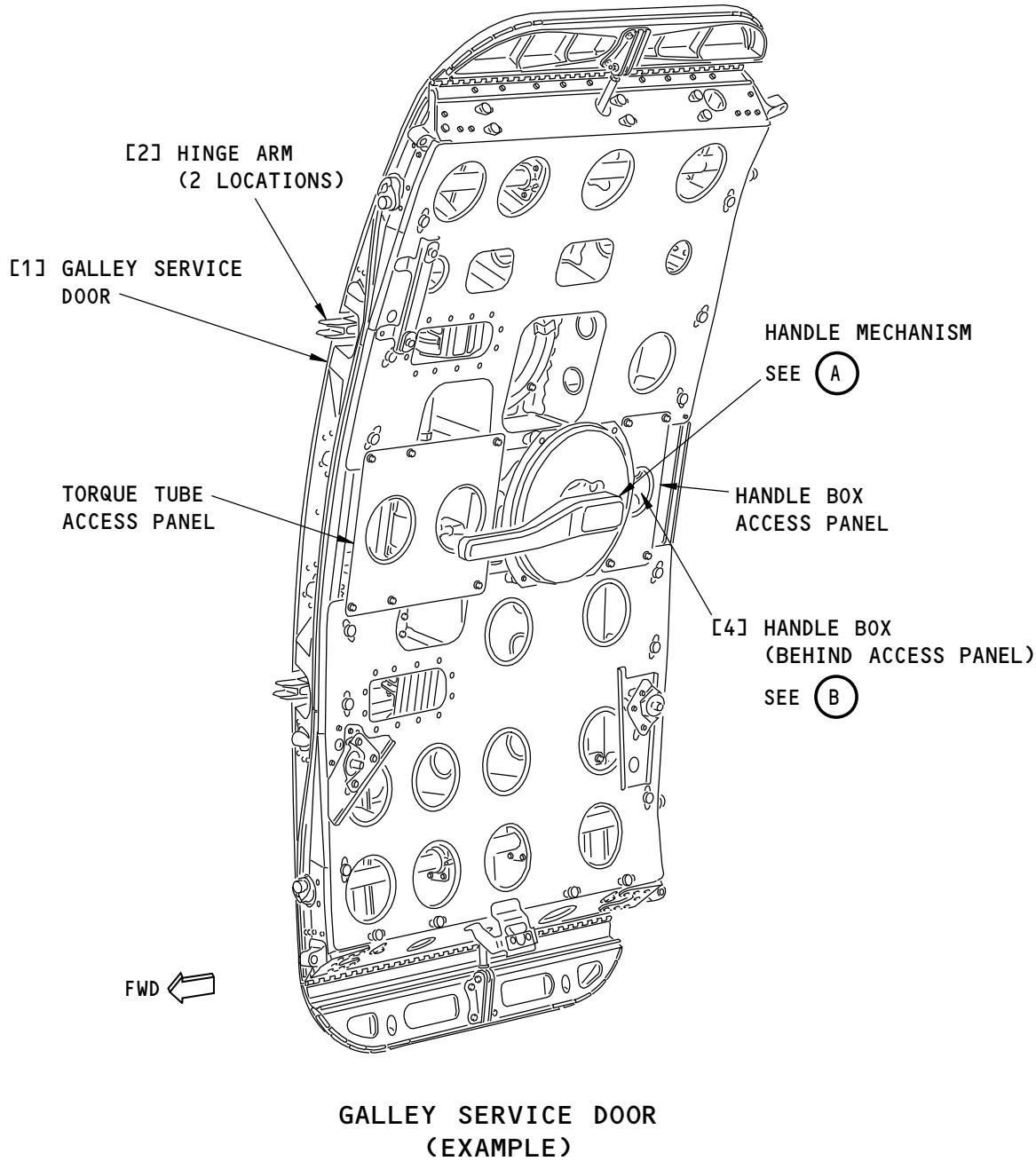
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| EFFECTIVITY |
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Galley Service Door Hinge Arm Installation
Figure 401/52-41-11-990-801 (Sheet 1 of 4)

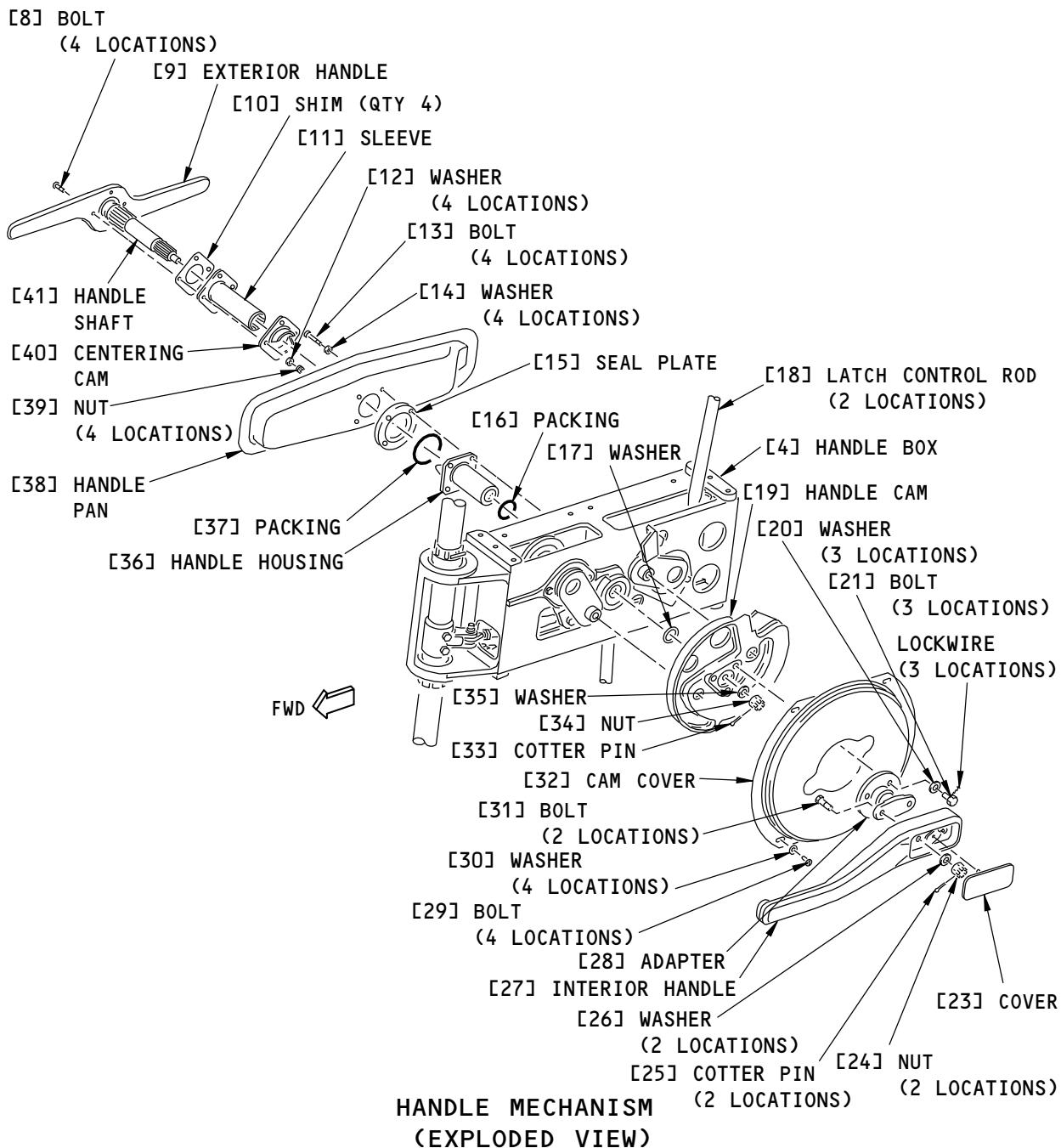
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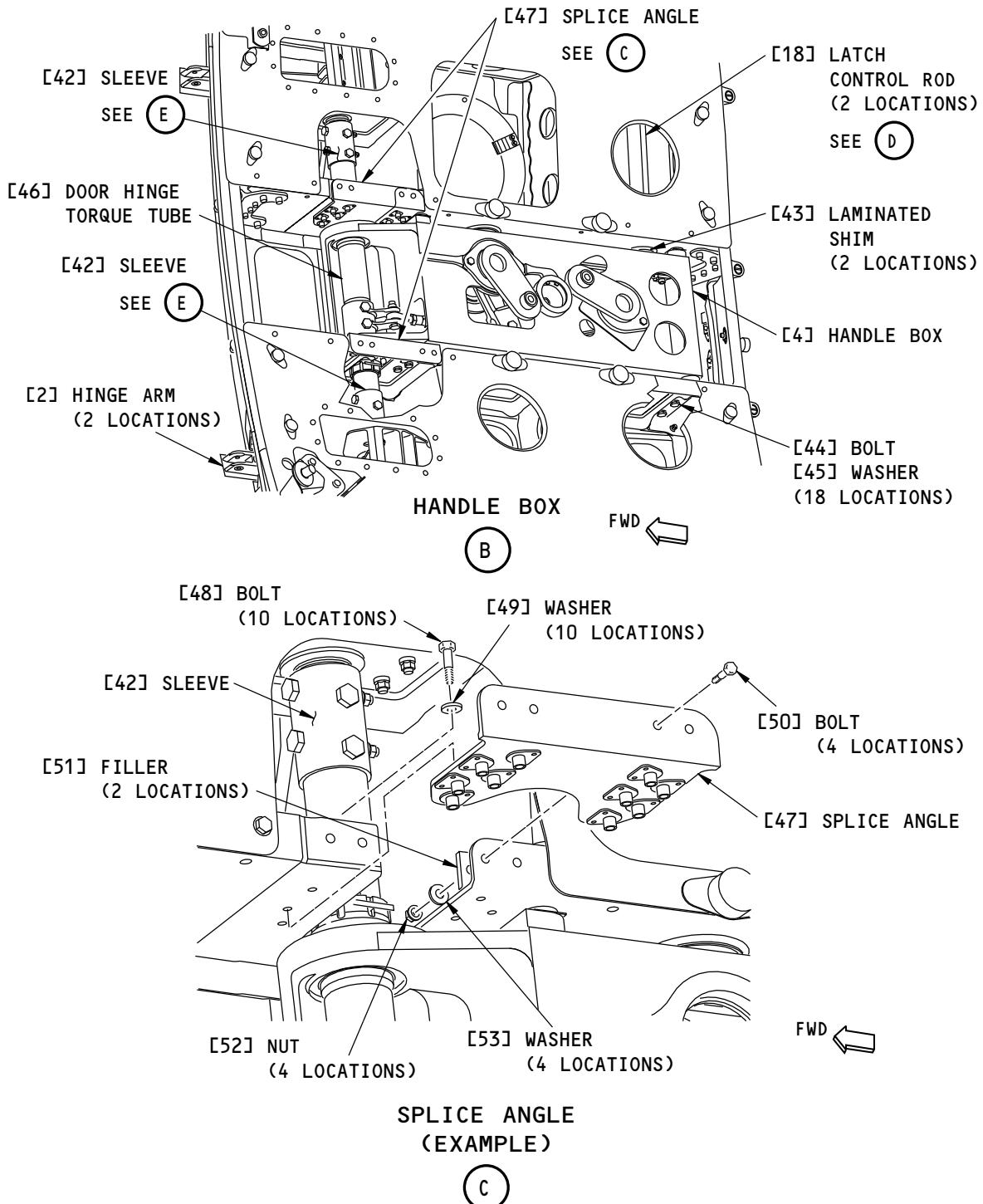
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**Galley Service Door Hinge Arm Installation
Figure 401/52-41-11-990-801 (Sheet 2 of 4)**

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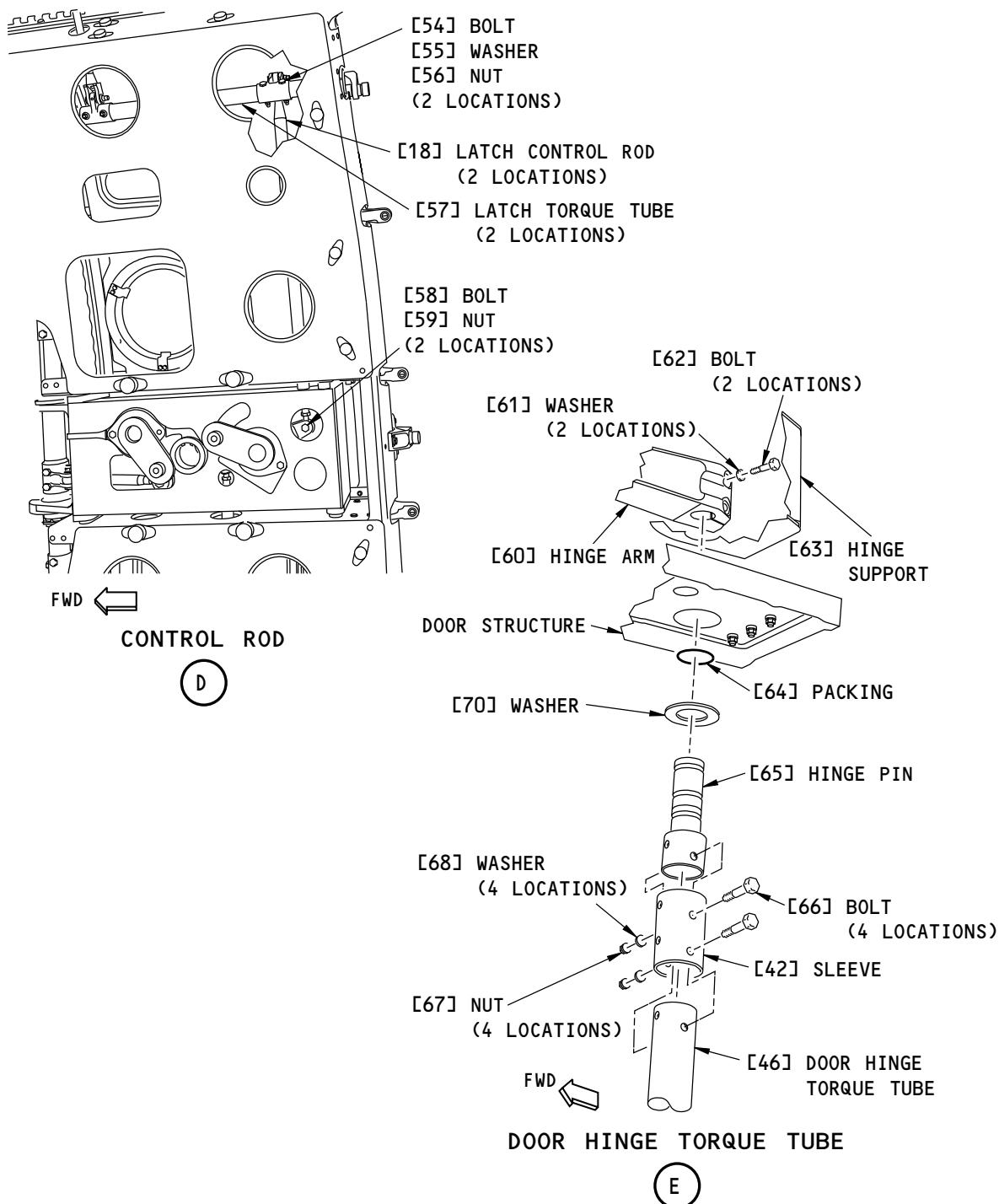
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**Galley Service Door Hinge Arm Installation
Figure 401/52-41-11-990-801 (Sheet 3 of 4)**

 EFFECTIVITY
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**Galley Service Door Hinge Arm Installation
Figure 401/52-41-11-990-801 (Sheet 4 of 4)**

EFFECTIVITY
AKS ALL

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GALLEY SERVICE DOOR GUIDE ARM AND ROLLER - REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
 - (1) A removal of the galley service door guide arm and roller.
 - (2) An installation of the galley service door guide arm and roller.
- B. This procedure is the same for the forward or aft galley service door.

TASK 52-41-21-000-801

2. Galley Service Door Guide Arm and Roller Removal

(Figure 401)

A. References

| Reference | Title |
|------------------|--|
| 52-41-31-000-802 | Galley Service Door Lining Removal (P/B 401) |

B. Tools/Equipment

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

| Reference | Description |
|-----------|---|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose <ul style="list-style-type: none">Part #: B-14 Supplier: 05060Part #: B-9 Supplier: 05060Part #: Z-45-25J Supplier: 59497 |

C. Location Zones

| Zone | Area |
|------|-----------------------------|
| 841 | Forward Galley Service Door |
| 844 | Aft Galley Service Door |

D. Access Panels

| Number | Name/Location |
|--------|--|
| 841FZ | Forward Galley Service Door - Torque Tube Access |
| 844FZ | Aft Galley Service Door - Torque Tube Access |

E. Prepare for the Removal

SUBTASK 52-41-21-860-001

- (1) Make sure the door [2] is safe as follows:
 - (a) Make sure the door [2] is closed and latched.

WARNING: MAKE SURE THE GIRT BAR IS NOT ENGAGED IN THE FLOOR-MOUNTED ESCAPE SLIDE BRACKETS. IF THE GIRT BAR IS ENGAGED IN THE BRACKETS, THE ESCAPE SYSTEM CAN DEPLOY WHEN YOU OPEN THE DOOR AND INJURIES OR DAMAGE CAN OCCUR.

- (b) Make sure the girt bar is not engaged in the floor-mounted escape slide brackets.
- (c) Make sure the work platform, COM-1523 is installed outboard of the door [2].

SUBTASK 52-41-21-010-001

- (2) Get access to the door [2] as follows:

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- (a) Do this task: Galley Service Door Lining Removal, TASK 52-41-31-000-802.
- (b) Make sure the door [2] is fully open.

F. Removal of the Galley Service Door Guide Arm and Roller

SUBTASK 52-41-21-020-001

- (1) Disconnect the guide arm [1] and roller [14] from the guide plates [12] [13]:
 - (a) AIRPLANES WITH LOCKING GUIDE ARM;
Remove the release button [16]:
 - 1) Remove the bolts [6], washers [11], and nuts [10] that attach the release button [16] to the upper guide plate [13].
 - 2) Remove the release button [16] from the upper guide plate [13].
 - (b) Remove the bushing [15] from the upper guide plate [13].
 - (c) Insert a tool in the drain hole in the lower guide plate [12] and push the roller [14] through the guide arm [1] and out the hole in the upper guide plate [13].

SUBTASK 52-41-21-020-002

- (2) Disconnect the guide arm [1] from the torque tube upper link [8]:
 - (a) Remove the clip [9] from the pin [7] that attaches the guide arm [1] to the torque tube upper link [8].
 - (b) Push the pin [7] up through the guide arm [1] and fuselage hinge torque tube upper link [8].
 - (c) Disconnect the guide arm [1] from the torque tube upper link [8].

SUBTASK 52-41-21-020-003

- (3) Disconnect the guide arm [1] from the galley service door [2]:
 - (a) Remove the applicable upper access panels:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|--|
| 841FZ | Forward Galley Service Door - Torque Tube Access |
| 844FZ | Aft Galley Service Door - Torque Tube Access |
 - (b) Remove the filler [19] to get access to the fastener that attaches the guide arm [1] to the fitting [18].
 - (c) Remove the bolt [20], washer [21], and nut [17] that attach the guide arm [1] to the fitting [18].
 - (d) Remove the guide arm [1] from the galley service door [2].

————— END OF TASK ————

TASK 52-41-21-400-801

3. Galley Service Door Guide Arm and Roller Installation

(Figure 401)

A. References

| <u>Reference</u> | <u>Title</u> |
|------------------|---|
| 52-41-00-820-801 | Galley Service Door Adjustment (P/B 501) |
| 52-41-31-400-802 | Galley Service Door Lining Installation (P/B 401) |

EFFECTIVITY
AKS ALL

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B. Consumable Materials

| Reference | Description | Specification |
|------------------|--|----------------------|
| A00247 | Sealant - Pressure And Environmental - Chromate Type | BMS5-95 |

C. Location Zones

| Zone | Area |
|-------------|-----------------------------|
| 841 | Forward Galley Service Door |
| 844 | Aft Galley Service Door |

D. Access Panels

| Number | Name/Location |
|---------------|--|
| 841FZ | Forward Galley Service Door - Torque Tube Access |
| 844FZ | Aft Galley Service Door - Torque Tube Access |

E. Installation of the Galley Service Door Guide Arm and Roller

SUBTASK 52-41-21-820-001

- (1) Do a preliminary adjustment of the guide arm [1] as follows (Figure 401):
 - (a) Make sure the distance along the guide arm [1] from the rod end [23] centerline to the adjuster nut [25] is as shown.
 - (b) If necessary, use the adjuster nut [25] to change the length of the guide arm [1] as follows:

NOTE: This is an initial adjustment for a new guide arm [1].

 - 1) Remove the bolt [26] and washer [27] on the lock channel [22].
 - 2) Remove the lock channel [22].
 - 3) Loosen the jamnut [24].
 - 4) Change the length of the guide arm rod end [23] with the adjuster nut [25].
 - 5) Make sure the adjuster nut [25] will align with the lock channel [22].
 - 6) Tighten the jamnut [24].
 - 7) Put the lock channel [22] in its correct position on the guide arm [1].
 - 8) Install the bolt [26] and washer [27] to hold the lock channel [22] in position.

SUBTASK 52-41-21-020-004

- (2) Connect the guide arm [1] to the door [2]:
 - (a) Put the rod end [23] of the guide arm [1] in position in the fitting [18].
 - 1) Make sure the lubrication fitting on the rod end [23] points inboard.
 - (b) Install the bolt [20], washer [21], and nut [17] to attach the rod end [23] of the guide arm [1] to the fitting [18].
 - (c) Install the filler [19] with sealant, A00247 to cover the guide arm [1] attachment.
 - (d) Install the applicable upper access panels:

| Number | Name/Location |
|---------------|--|
| 841FZ | Forward Galley Service Door - Torque Tube Access |
| 844FZ | Aft Galley Service Door - Torque Tube Access |

SUBTASK 52-41-21-420-001

- (3) Connect the guide arm [1] to the fuselage hinge torque tube upper link [8]:
 - (a) Put the guide arm [1] in position in the fuselage hinge torque tube upper link [8].

| |
|-------------|
| EFFECTIVITY |
| AKS ALL |

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- (b) Install the pin [7] to attach the guide arm [1] to the torque tube upper link [8].
- (c) Install the clip [9] on the end of the pin [7].

SUBTASK 52-41-21-420-002

- (4) Connect the guide arm [1] and roller [14] to the guide plates [12] and [13]:
 - (a) Align the hole in the end of the guide arm [1] with the hole in the upper guide plate [13].
 - (b) Put the roller [14] through the hole in the upper guide plate [13] and into the end of the guide arm [1].

NOTE: Make sure the spring loaded pin in the roller [14] is pointing up.

 - (c) Install the bushing [15] in the upper guide plate [13].
 - (d) AIRPLANES WITH LOCKING GUIDE ARM;
Install the release button [16]:
 - 1) Put the release button [16] in position on the upper guide plate [13].
 - 2) Install the bolts [6], washers [11], and nuts [10] to attach the release button [16] to the upper guide plate [13].

SUBTASK 52-41-21-820-002

- (5) Adjust the guide arm [1]. To do this, do this task: Galley Service Door Adjustment, TASK 52-41-00-820-801.

NOTE: Do only the guide arm adjustment.

SUBTASK 52-41-21-410-001

- (6) Do this task: Galley Service Door Lining Installation, TASK 52-41-31-400-802.

SUBTASK 52-41-21-710-001

- (7) Do a test on the door [2] as follows:
 - (a) Open and close the door.
 - (b) Make sure the door opens easily and smoothly.

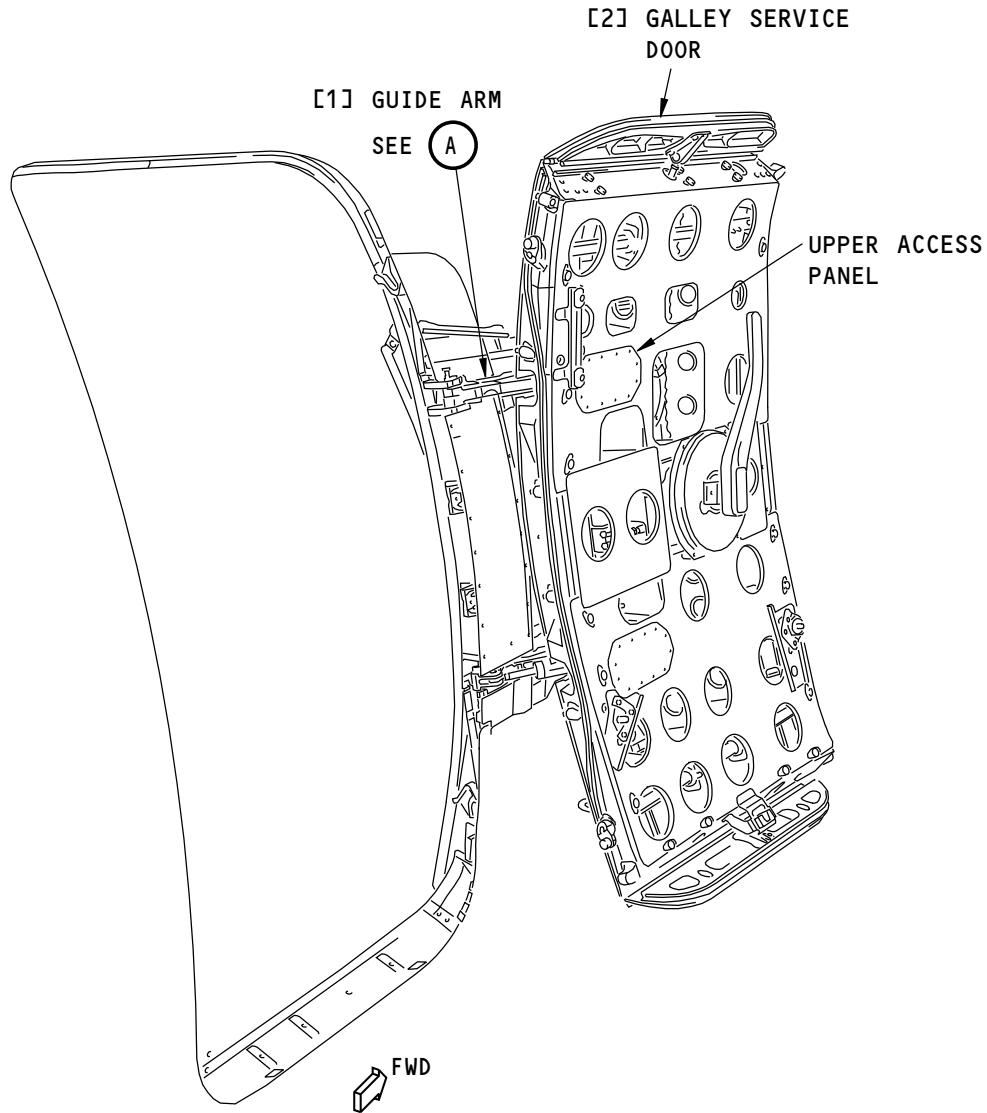
———— END OF TASK ————

EFFECTIVITY
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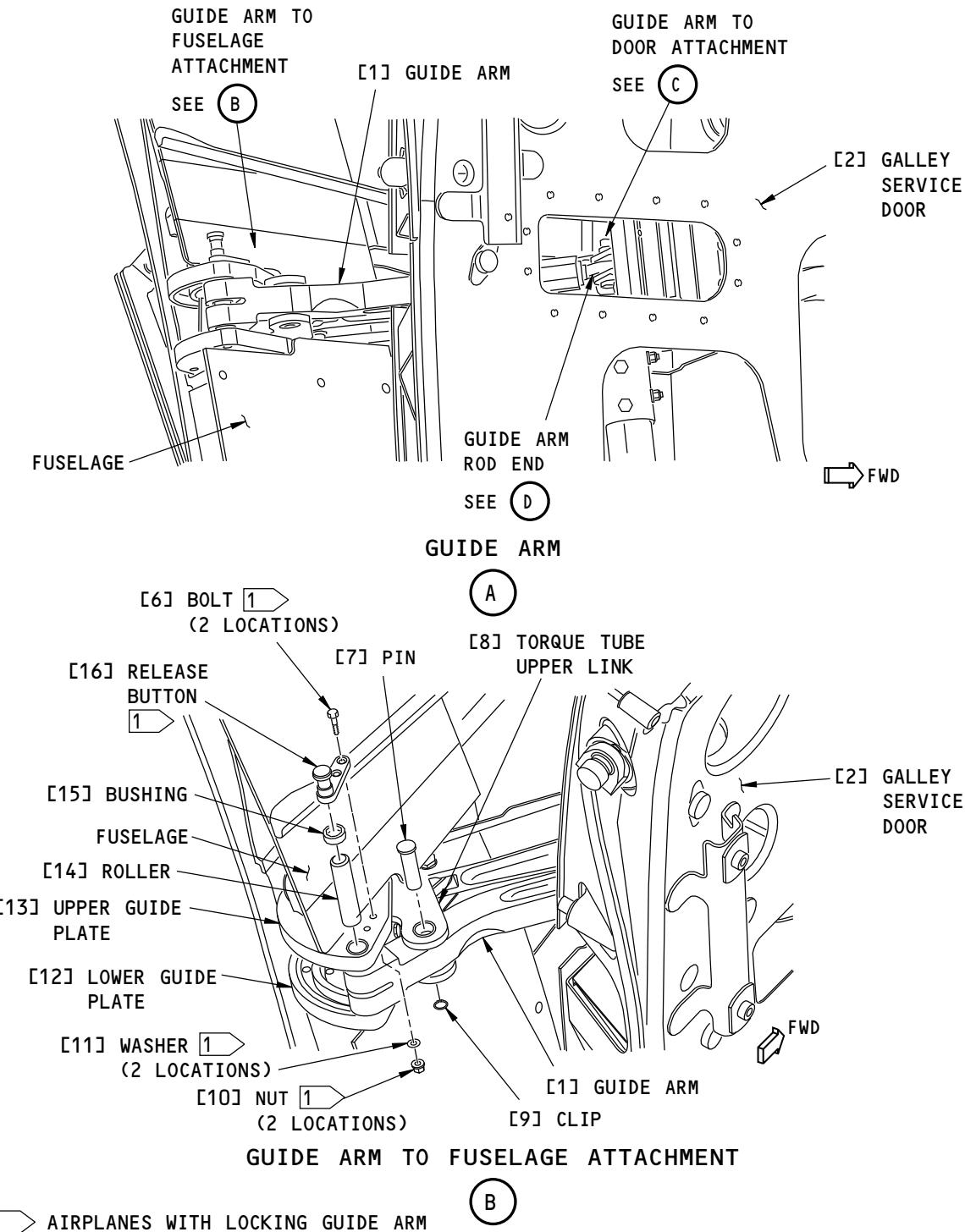
GALLEY SERVICE DOOR
(EXAMPLE)

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Galley Service Door Guide Arm and Roller Installation
Figure 401/52-41-21-990-801 (Sheet 1 of 3)

EFFECTIVITY
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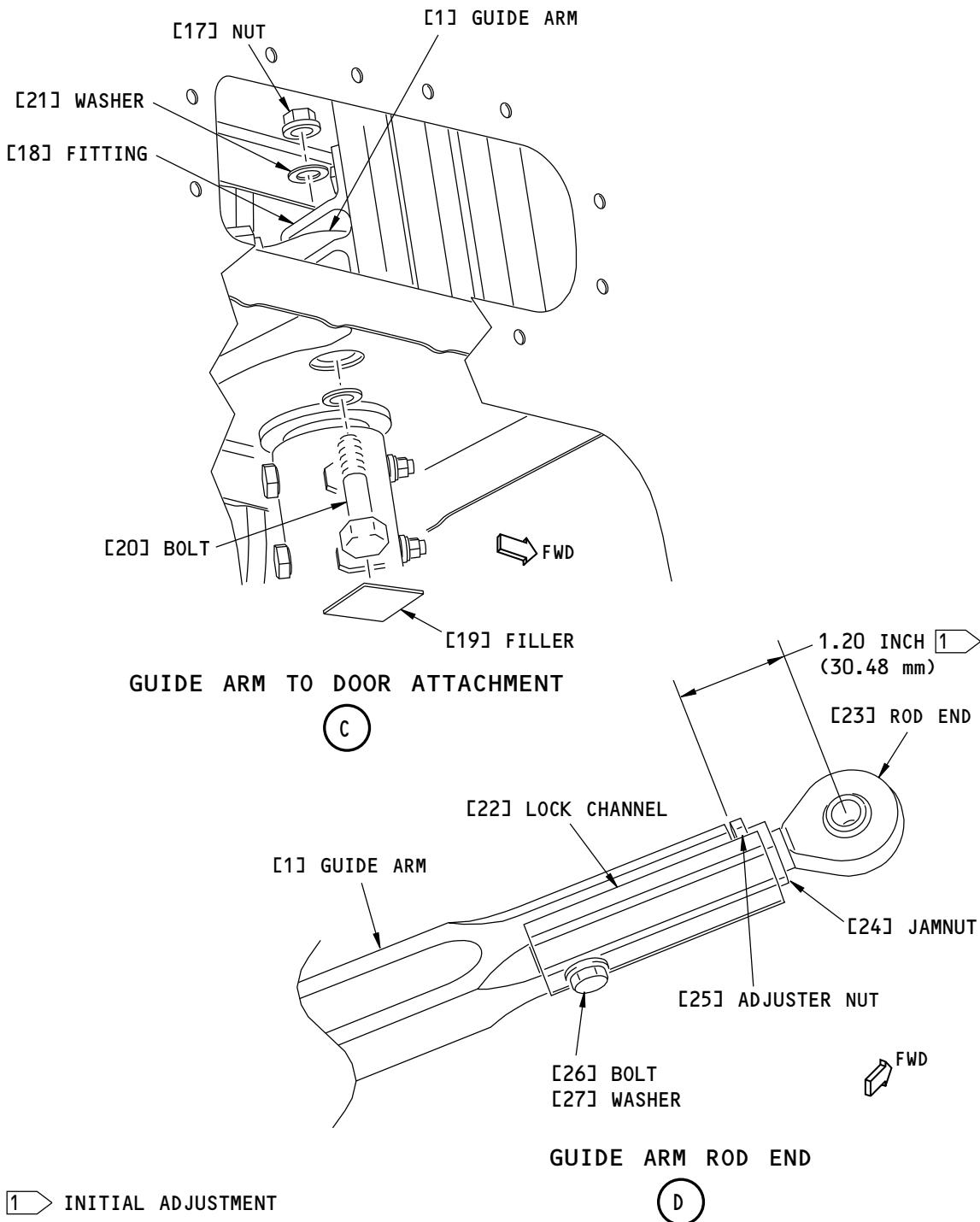
Galley Service Door Guide Arm and Roller Installation
Figure 401/52-41-21-990-801 (Sheet 2 of 3)

EFFECTIVITY
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Galley Service Door Guide Arm and Roller Installation
Figure 401/52-41-21-990-801 (Sheet 3 of 3)

EFFECTIVITY
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GALLEY SERVICE DOOR LINING - REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
 - (1) A removal of the galley service door lining.
 - (2) An installation of the galley service door lining.
- B. This procedure is the same for each galley service door.

TASK 52-41-31-000-802

2. Galley Service Door Lining Removal

(Figure 401)

A. References

| Reference | Title |
|------------------|---|
| 25-66-01-000-801 | Escape Slide Pack and Cover Removal (P/B 401) |

B. Tools/Equipment

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

| Reference | Description |
|-----------|---|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose <ul style="list-style-type: none">Part #: B-14 Supplier: 05060Part #: B-9 Supplier: 05060Part #: Z-45-25J Supplier: 59497 |
| SPL-5216 | Wrench - Spanner, Main Entry Door Assist Handle <ul style="list-style-type: none">Part #: F70336-1 Supplier: 81205 |

C. Location Zones

| Zone | Area |
|------|-----------------------------|
| 841 | Forward Galley Service Door |
| 844 | Aft Galley Service Door |

D. Prepare for the Removal

SUBTASK 52-41-31-860-003

- (1) Make sure the door is safe as follows:
 - (a) Make sure the door is closed and latched.

WARNING: MAKE SURE THE GIRT BAR IS NOT ENGAGED IN THE FLOOR-MOUNTED ESCAPE SLIDE BRACKETS. IF THE GIRT BAR IS ENGAGED IN THE BRACKETS, THE ESCAPE SYSTEM CAN DEPLOY WHEN YOU OPEN THE DOOR AND INJURIES OR DAMAGE CAN OCCUR.

- (b) Make sure the girt bar is not engaged in the floor-mounted escape slide brackets.
- (c) Make sure the work platform, COM-1523 is installed outboard of the door.

SUBTASK 52-41-31-010-002

- (2) Get access to the door as follows:
 - (a) Make sure the door is closed and latched.
 - (b) Do this task: Escape Slide Pack and Cover Removal, TASK 25-66-01-000-801.

EFFECTIVITY _____
AKS ALL

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- (c) Fully open the door.

E. Removal

SUBTASK 52-41-31-020-004

- (1) Remove the interior handle [3] from the door:

- (a) Remove the cover [11] on the interior handle [3] to get access to the fasteners that attach the interior handle [3] to the hub [5].
- (b) Remove the cotter pins [9], nuts [10], and washers [8] that attach the interior handle [3] to the hub [5].
- (c) Remove the interior handle [3].
- (d) Remove the bolts [4] from the hub [5] if they are loose.

NOTE: The bolts [4] are bonded to the hub [5] and it is not necessary to remove them if the bond is tight.

AKS ALL; AIRPLANES WITH TWO COVER PLATES

SUBTASK 52-41-31-020-005

- (2) Remove the upper and lower cover plates [12] [6] from the door lining [1]:

- (a) Remove the screw [7] that attaches the lower cover plate [6] to the door lining [1].
- (b) Pull the lower cover plate [6] away from the upper cover plate [12].
- (c) Pull the upper cover plate [12] down to disengage it from the cutout in the door lining [1] and remove from the door.

AKS ALL; AIRPLANES WITH ONE COVER PLATE

SUBTASK 52-41-31-020-011

- (3) Remove the cover plate [12] from the cutout on the door lining

AKS ALL

SUBTASK 52-41-31-020-006

- (4) Remove the assist handle [2] from the door (detail B).

- (a) Loosen the handle nuts [14] with the entry door assist handle wrench, SPL-5216 that attach the assist handle [2] to the door.
- (b) Remove the assist handle [2] from the door.
- (c) Hold the handle nuts [14] and remove the bolts [16], collars [15], and washers [13] that attach the handle nuts [14] to the door.
- (d) Remove the handle nuts [14] from the door.

SUBTASK 52-41-31-020-007

- (5) Disconnect the door lining [1] from the door:

- (a) Remove the nuts [17] that attach the upper part of the door lining [1] to the door.
- (b) Remove the nuts [20] that attach the lower part of the door lining [1] to the door.
- (c) Remove the screws [19] that attach the lower part of the door lining [1] to the door.
- (d) Hold the door lining [1].
- (e) Remove the screws [18] that attach the forward and aft edges of the door lining [1] to the door.
- (f) Carefully lift the door lining [1] and remove it from the door.

— END OF TASK —

EFFECTIVITY

AKS ALL

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AIRCRAFT MAINTENANCE MANUAL

TASK 52-41-31-400-802

3. Galley Service Door Lining Installation

(Figure 401)

A. References

| Reference | Title |
|------------------|--|
| 25-66-01-400-803 | Escape Slide Pack and Cover Installation (P/B 401) |

B. Tools/Equipment

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

| Reference | Description |
|-----------|--|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose Part #: B-14 Supplier: 05060 Part #: B-9 Supplier: 05060 Part #: Z-45-25J Supplier: 59497 |
| SPL-5216 | Wrench - Spanner, Main Entry Door Assist Handle Part #: F70336-1 Supplier: 81205 |

C. Consumable Materials

| Reference | Description | Specification |
|-----------|--|------------------|
| A00555 | Adhesive - For Bonding Decorative Laminate, 2 Part, Sprayable | BMS5-127 Type II |

D. Location Zones

| Zone | Area |
|------|-----------------------------|
| 841 | Forward Galley Service Door |
| 844 | Aft Galley Service Door |

E. Installation

SUBTASK 52-41-31-420-004

- (1) Install the door lining [1] on the door:
 - (a) Carefully hold the door lining [1] and put it in position on the door.
 - (b) Install the screws [18] that attach the forward and aft edges of the door lining [1] to the door.
 - (c) Install the nuts [17] to attach the upper part of the door lining [1] to the door.
 - (d) Install the nuts [20] to attach the lower part of the door lining [1] to the door.
 - (e) Install the screws [19] to attach the lower part of the door lining [1] to the door.

SUBTASK 52-41-31-020-008

- (2) Install the assist handle [2] (detail B).
 - (a) Put the handle nuts [14] in position on the door lining [1].
 - (b) Install the bolts [16], collars [15], and washers [13] to attach the handle nuts [14] to the door.
 - (c) Put the assist handle [2] in position against the handle nuts [14].
 - (d) Tighten the handle nuts [14] with the entry door assist handle wrench, SPL-5216 to attach the assist handle [2] to the door.

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AKS ALL; AIRPLANES WITH TWO COVER PLATES

SUBTASK 52-41-31-020-009

- (3) Install the upper and lower cover plates [12] [6] on the door:
 - (a) Put the upper cover plate [12] into the cutout in the door lining [1].
 - (b) Connect the lower cover plate [6] to the upper cover plate [12].
 - (c) Install the screw [7] to attach the lower cover plate [6] to the door lining [1].

AKS ALL; AIRPLANES WITH ONE COVER PLATE

SUBTASK 52-41-31-410-002

- (4) Install the cover plate [12] on the door:
 - (a) Put the cover plate [12] into the cutout in the door lining [1].

AKS ALL

SUBTASK 52-41-31-020-010

- (5) Install the interior handle [3]:
 - (a) Install the bolts [4] in the hub [5] with adhesive, A00555 if they are loose.
 - (b) Put the interior handle [3] in position over the bolts [4] in the hub [5].
 - (c) Install the washers [8], nuts [10], and new cotter pins [9], to attach the interior handle [3] to the hub [5].
 - (d) Install the cover [11] on the interior handle [3].

F. Put the Airplane Back to Its Usual Condition

SUBTASK 52-41-31-410-001

- (1) Do this task: Escape Slide Pack and Cover Installation, TASK 25-66-01-400-803.

SUBTASK 52-41-31-080-001

- (2) Remove the work platform, COM-1523.

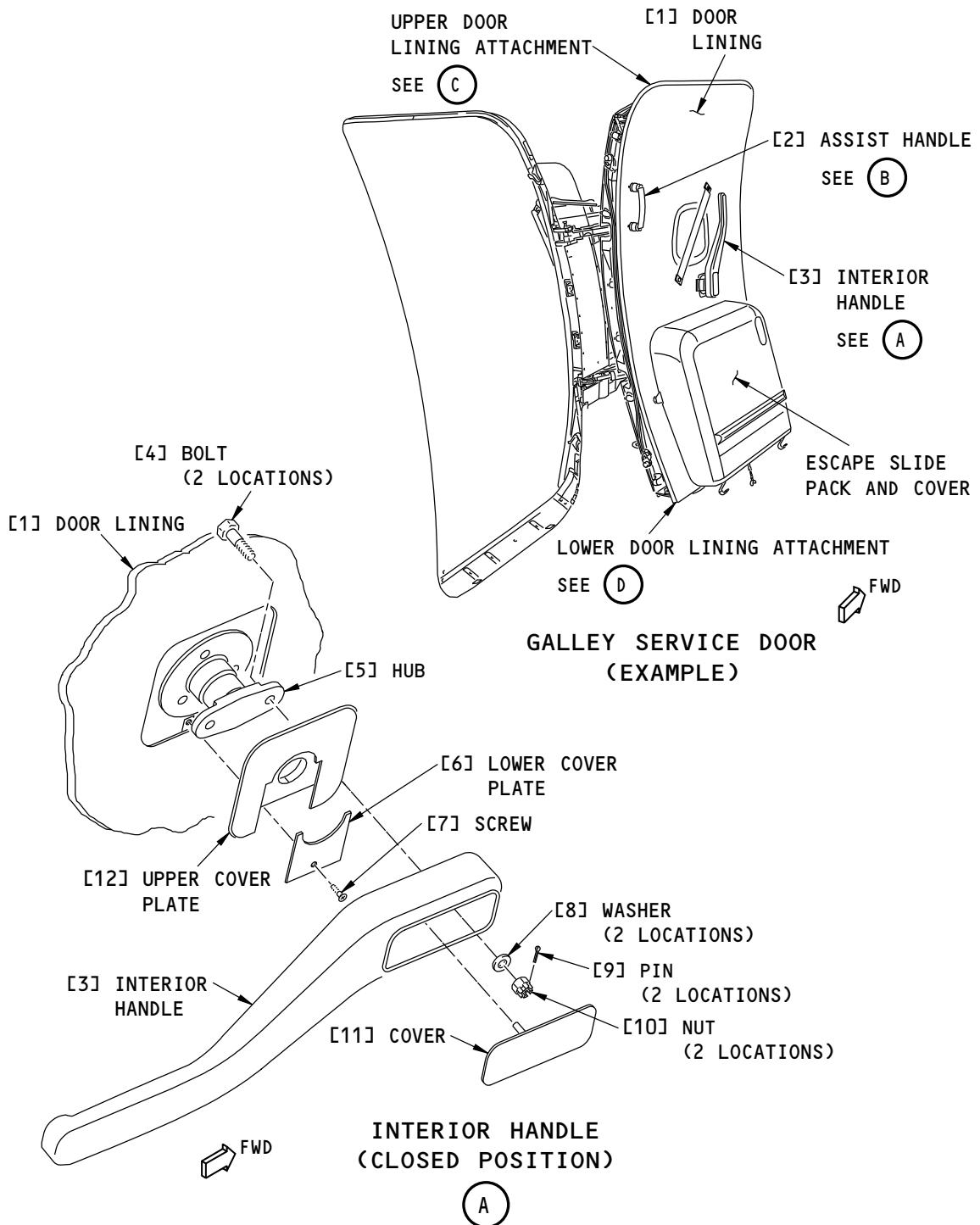
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EFFECTIVITY
AKS ALL

52-41-31



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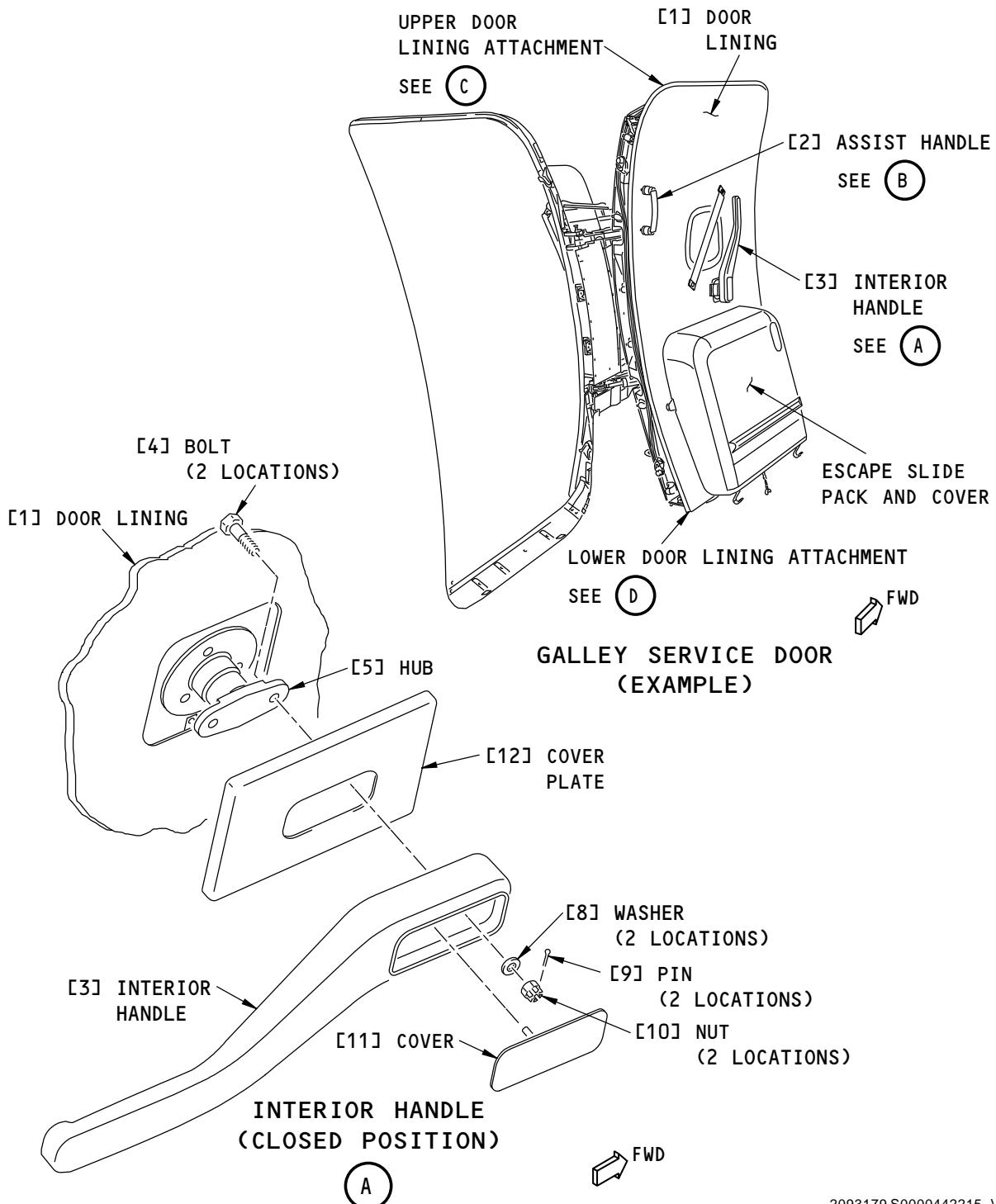


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Galley Service Door Lining Installation
Figure 401/52-41-31-990-802 (Sheet 1 of 4)

EFFECTIVITY
AKS ALL; AIRPLANES WITH TWO COVER PLATES

52-41-31



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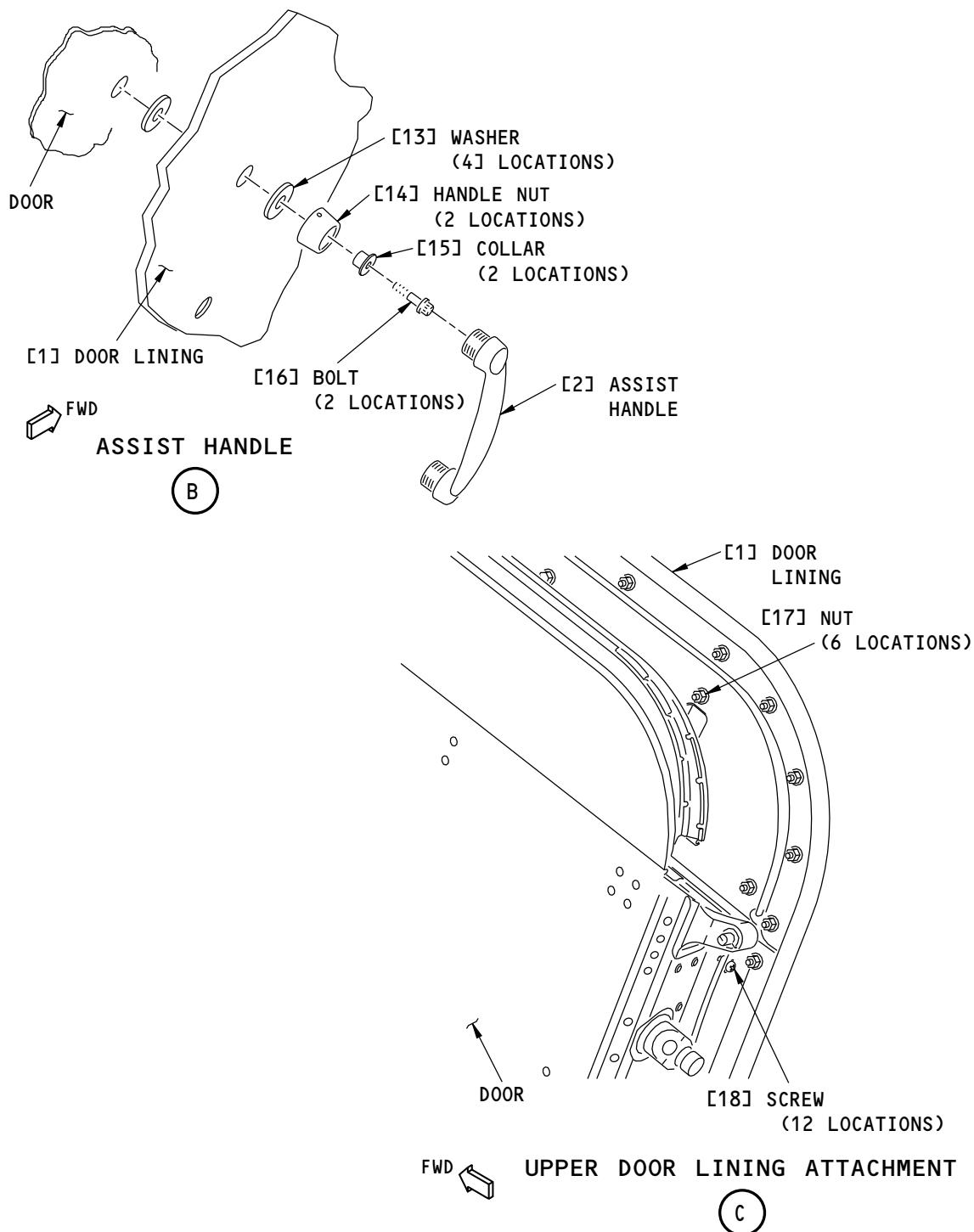
Galley Service Door Lining Installation
Figure 401/52-41-31-990-802 (Sheet 2 of 4)

EFFECTIVITY
AKS ALL; AIRPLANES WITH ONE COVER PLATE

52-41-31

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**Galley Service Door Lining Installation
Figure 401/52-41-31-990-802 (Sheet 3 of 4)**

EFFECTIVITY
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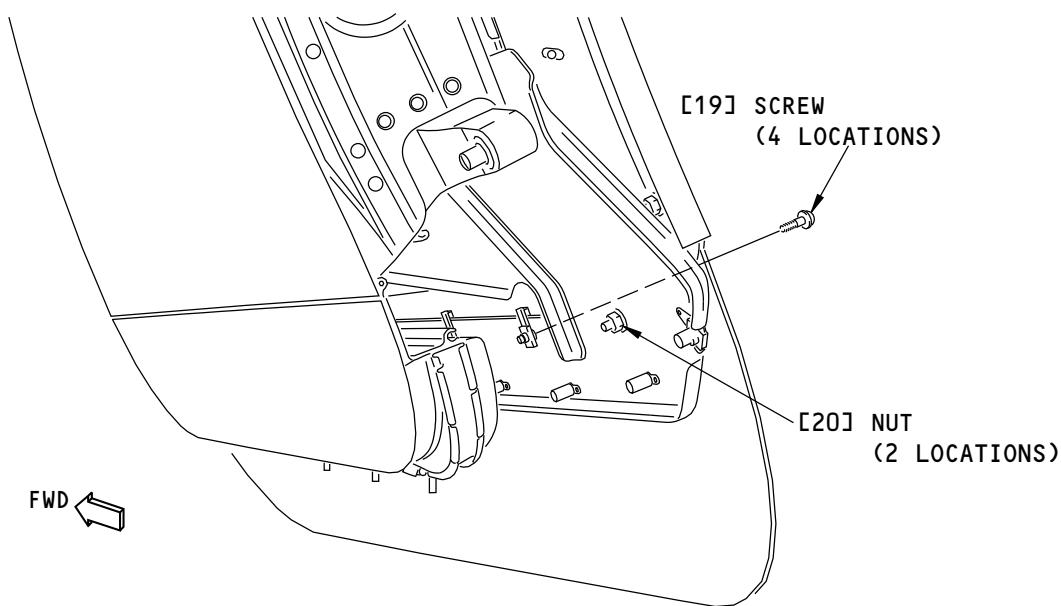
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LOWER DOOR LINING ATTACHMENT

D

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Galley Service Door Lining Installation
Figure 401/52-41-31-990-802 (Sheet 4 of 4)

EFFECTIVITY
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GALLEY SERVICE DOOR FUSELAGE HINGE TORQUE TUBE - REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
 - (1) A removal of the galley service door fuselage hinge torque tubes
 - (2) An installation of the galley service door fuselage hinge torque tubes.
- B. This procedure is the same for the forward or aft galley service door.
- C. The galley service door fuselage hinge torque tube is referred to as the torque tube in this procedure.

TASK 52-41-41-000-801

2. Galley Service Door Fuselage Hinge Torque Tube Removal

(Figure 401)

A. References

| Reference | Title |
|------------------|---------------------------------------|
| 52-41-00-000-801 | Galley Service Door Removal (P/B 401) |

B. Tools/Equipment

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

| Reference | Description |
|-----------|---|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose |
| | Part #: B-14 Supplier: 05060 |
| | Part #: B-9 Supplier: 05060 |
| | Part #: Z-45-25J Supplier: 59497 |

C. Location Zones

| Zone | Area |
|------|-----------------------------|
| 841 | Forward Galley Service Door |
| 844 | Aft Galley Service Door |

D. Access Panels

| Number | Name/Location |
|--------|--|
| 222AR | Forward Galley Service Door Hinge and Torque Tube Access Panel |
| 242AR | Aft Galley Service Door Hinge and Torque Tube Access Panel |

E. Prepare for the Removal

SUBTASK 52-41-41-860-001

- (1) Make sure the door is safe as follows:
 - (a) Make sure the door is closed and latched.

WARNING: MAKE SURE THE GIRT BAR IS NOT ENGAGED IN THE FLOOR-MOUNTED ESCAPE SLIDE BRACKETS. IF THE GIRT BAR IS ENGAGED IN THE BRACKETS, THE ESCAPE SYSTEM CAN DEPLOY WHEN YOU OPEN THE DOOR AND INJURIES OR DAMAGE CAN OCCUR.

- (b) Make sure the girt bar is not engaged in the floor-mounted escape slide brackets.
- (c) Install the work platform, COM-1523 outboard of the door.

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| EFFECTIVITY | AKS ALL |
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SUBTASK 52-41-41-010-001

- (2) Do this task: Galley Service Door Removal, TASK 52-41-00-000-801.

SUBTASK 52-41-41-010-002

- (3) Remove the applicable access panels to get access to the torque tubes [5] and [6]:

Number Name/Location

| | |
|-------|--|
| 222AR | Forward Galley Service Door Hinge and Torque Tube Access Panel |
| 242AR | Aft Galley Service Door Hinge and Torque Tube Access Panel |

F. Removal of the Galley Service Door Fuselage Hinge Torque Tube

SUBTASK 52-41-41-020-001

- (1) Disconnect the torque tubes [5] and [6] from the upper and lower hinge pins [10] and [11]:

NOTE: You can make index marks across the joints to help make the installation easier.

- Remove the bolts [7], washers [8], and nuts [9] that attach the torque tube [5] to the upper hinge pin [10].
- Remove the bolts [7], washers [8], and nuts [9] that attach the torque tube [6] to the lower hinge pin [11].
- If it is necessary, remove the lower hinge pin [11].

SUBTASK 52-41-41-020-002

- (2) Remove the torque tube [5] and torque tube [6] from the fuselage:

- Remove the bolts [7], washers [8], and nuts [9] that connect the torque tubes [5] and [6] together.
- Push the torque tubes [5] and [6] together to make sufficient clearance to remove them from the fuselage structure.
- Remove the torque tubes [5] and [6] from the airplane.

———— END OF TASK ————

TASK 52-41-41-400-801

3. Galley Service Door Fuselage Hinge Torque Tube Installation

(Figure 401)

A. References

| Reference | Title |
|------------------|--|
| 52-41-00-400-801 | Galley Service Door Installation (P/B 401) |

B. Tools/Equipment

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

| Reference | Description |
|-----------|--|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose Part #: B-14 Supplier: 05060 Part #: B-9 Supplier: 05060 Part #: Z-45-25J Supplier: 59497 |



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C. Consumable Materials

| Reference | Description | Specification |
|-----------|---|---------------------------------|
| D00015 | Grease - Aircraft Bearing (Use BMS 3-24 until existing stocks are depleted, BMS 3-33 supersedes BMS 3-24) | BMS3-24 (Superseded by BMS3-33) |

D. Location Zones

| Zone | Area |
|------|-----------------------------|
| 841 | Forward Galley Service Door |
| 844 | Aft Galley Service Door |

E. Access Panels

| Number | Name/Location |
|--------|--|
| 222AR | Forward Galley Service Door Hinge and Torque Tube Access Panel |
| 242AR | Aft Galley Service Door Hinge and Torque Tube Access Panel |

F. Installation of the Galley Service Door Fuselage Hinge Torque Tube

SUBTASK 52-41-41-420-001

- (1) Connect the torque tubes [5] and [6]:
 - (a) Apply grease, D00015 to the mating surfaces of the torque tubes [5] and [6].
 - (b) Put the upper torque tube [5] into the lower torque tube [6].
 - (c) Push the torque tubes [5] and [6] together a sufficient distance to fit into the fuselage frame.

SUBTASK 52-41-41-420-007

- (2) If the lower hinge pin [11] was removed, do these steps:
 - (a) Apply grease, D00015 to the mating surfaces of the hinge pin [11] and stop link [27].
 - (b) Put the stop link [27] is in its correct position.
 - (c) Put the washer [28] on the top of the stop link [27].
 - (d) Install the washer [26] over the small end of the hinge pin [11].
 - (e) Put the lower hinge pin [11] through the fuselage frame and stop link [27].
 - (f) Install a new packing [25], nylon washer [24], and spring washer [23] over the hinge pin [11].

SUBTASK 52-41-41-420-002

- (3) Install the torque tubes [5] and [6] in the fuselage as follows:
 - (a) Put the torque tubes [5] and [6] in position in the fuselage frame.
 - (b) Apply grease, D00015 to the mating surfaces of the torque tubes [5] and [6] and hinge pins [10] and [11].
 - (c) Pull the torque tubes [5] and [6] apart to move the ends of the torque tubes [5] and [6] fully over the hinge pins [10] and [11].
 - (d) Align the bolt holes in the mating ends of the torque tubes [5] and [6].
 - (e) Install the bolts [7], washers [8], and nuts [9] to connect the torque tubes [5] and [6] together.

NOTE: Make sure the heads of the bolts [7] point inboard.

SUBTASK 52-41-41-420-003

- (4) Connect the torque tubes [5] and [6] to the hinge pins [10] and [11]:

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- (a) Align the bolt holes in the ends of the torque tubes [5] and [6] with the bolt holes in the hinge pins [10] and [11].
- (b) Install the bolts [7], washers [8], and nuts [9] to attach the torque tube [5] to the upper hinge pin [10].
- (c) Install the bolts [7], washers [8], and nuts [9] to attach the torque tube [6] to the lower hinge pin [11].
- (d) If it is necessary, add washers [26] to get the correct clearance.

G. Put the Airplane Back to Its Usual Condition

SUBTASK 52-41-41-410-003

- (1) Install the applicable access panels:

Number

Name/Location

| | |
|-------|--|
| 222AR | Forward Galley Service Door Hinge and Torque Tube Access Panel |
| 242AR | Aft Galley Service Door Hinge and Torque Tube Access Panel |

SUBTASK 52-41-41-420-004

- (2) Do this task: Galley Service Door Installation, TASK 52-41-00-400-801.

SUBTASK 52-41-41-080-001

- (3) Remove the work platform, COM-1523.

———— END OF TASK ————

EFFECTIVITY
AKS ALL

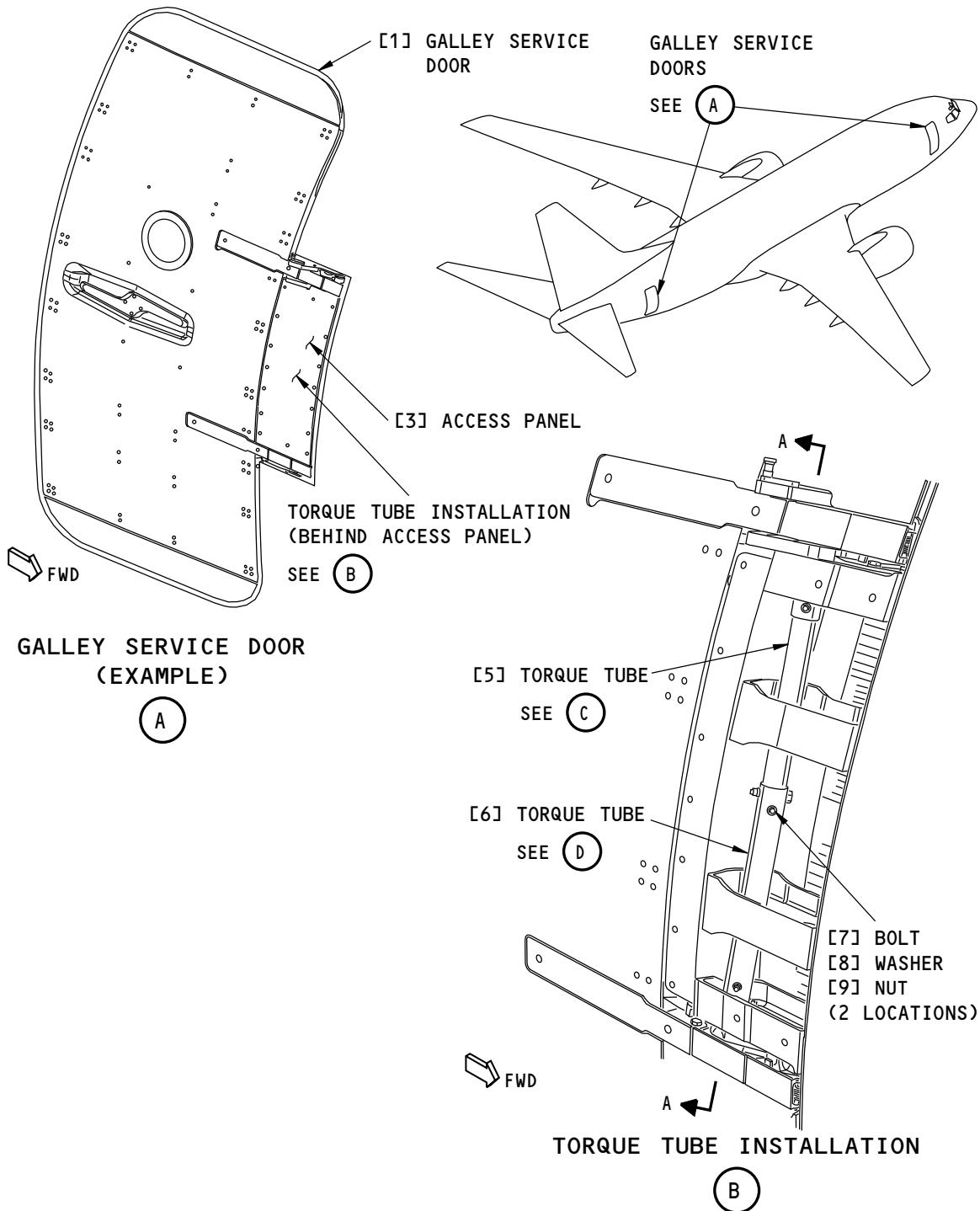
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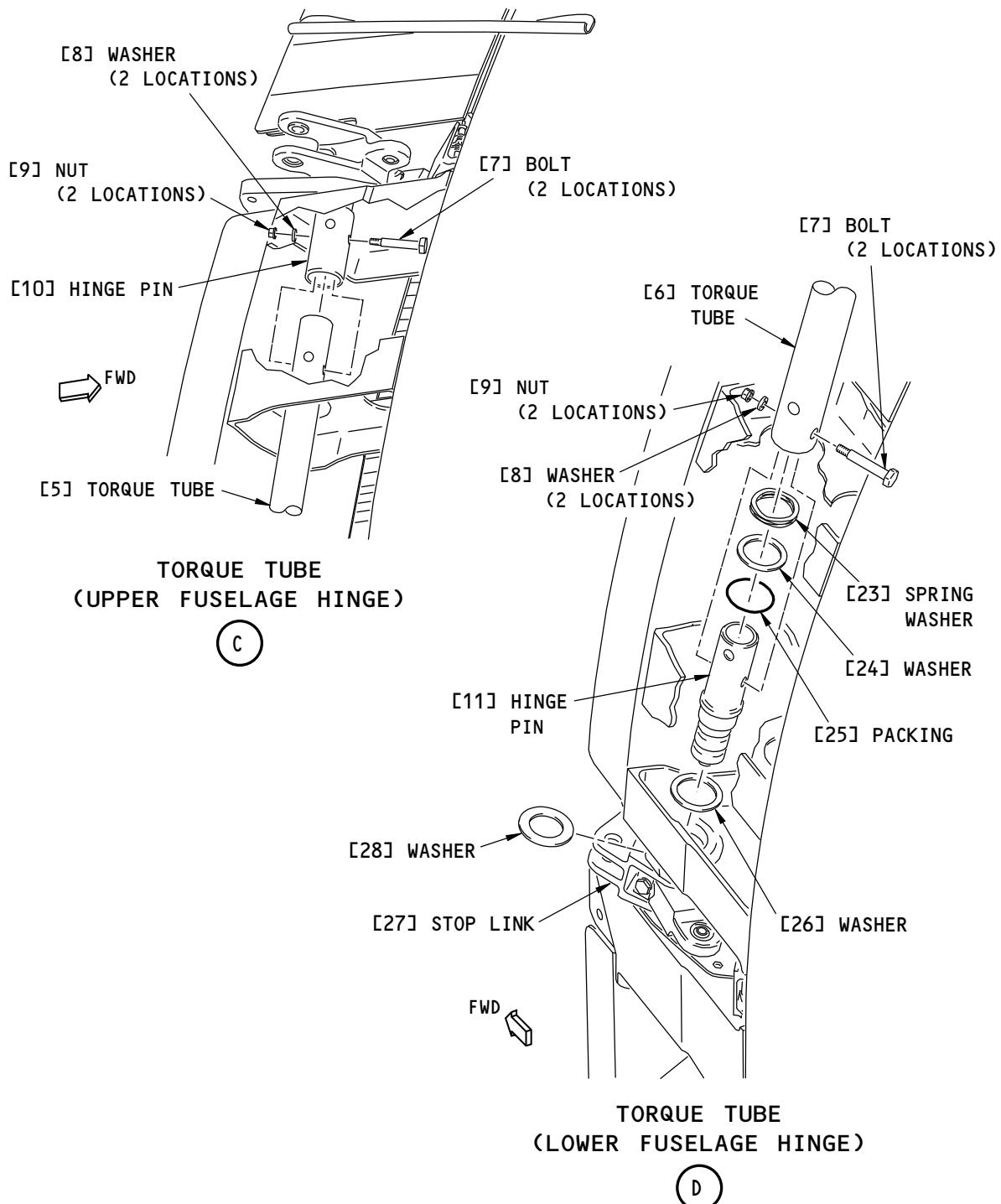
Galley Service Door Fuselage Hinge Torque Tube Installation
Figure 401/52-41-41-990-801 (Sheet 1 of 3)

EFFECTIVITY
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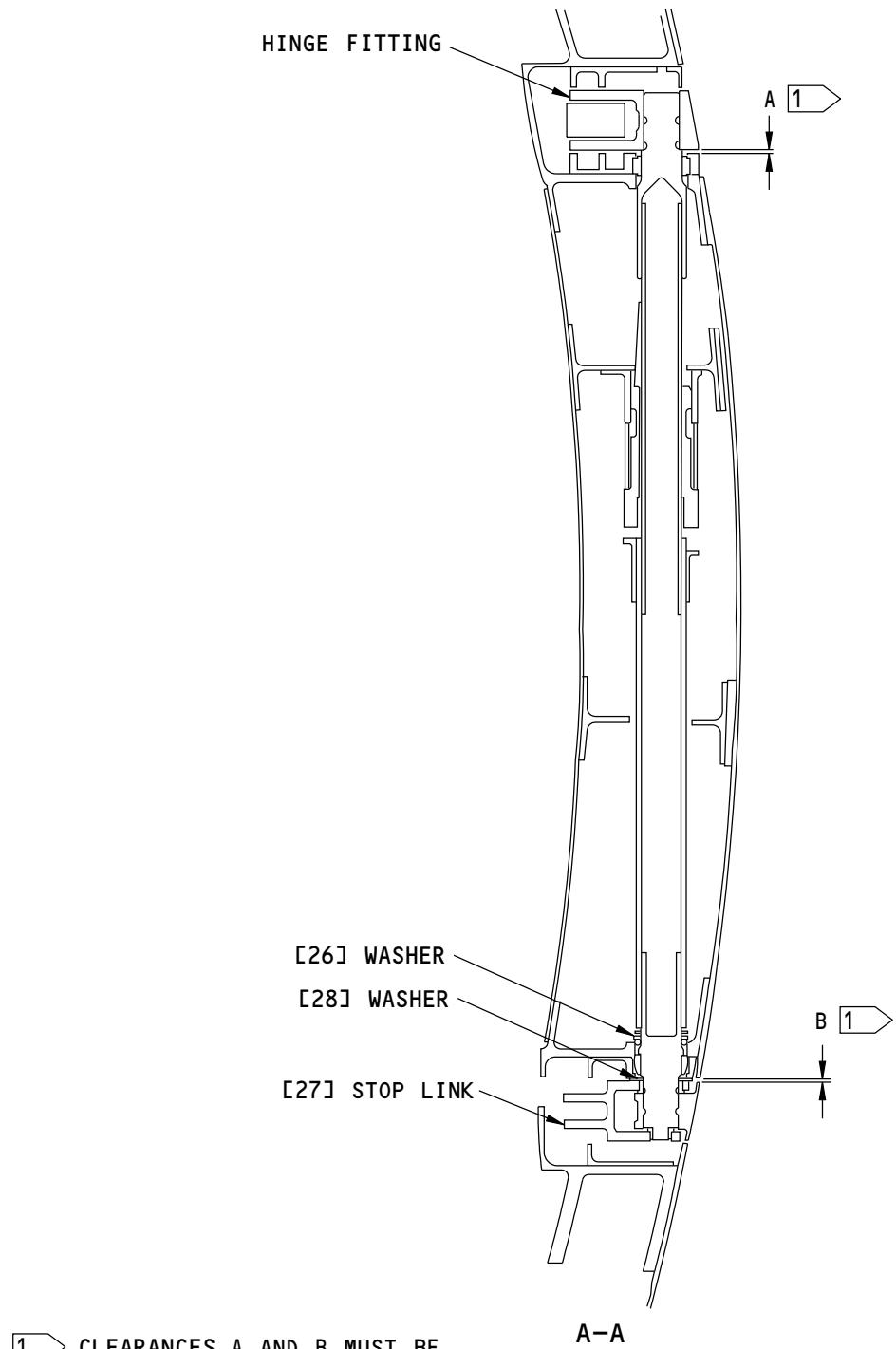
**Galley Service Door Fuselage Hinge Torque Tube Installation
Figure 401/52-41-41-990-801 (Sheet 2 of 3)**

 EFFECTIVITY
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1 CLEARANCES A AND B MUST BE
EQUAL TO ± 0.03 INCH (± 0.762 mm)

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Galley Service Door Fuselage Hinge Torque Tube Installation
Figure 401/52-41-41-990-801 (Sheet 3 of 3)

EFFECTIVITY
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GALLEY SERVICE DOOR SNUBBER - REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
- (1) A removal of the galley service door snubber.
 - (2) An installation of the galley service door snubber.
 - (3) The forward entry door will be call the door in this procedure.

TASK 52-41-51-000-801

2. Galley Service Door Snubber Removal

(Figure 401)

A. References

| Reference | Title |
|------------------|--|
| 52-41-31-000-802 | Galley Service Door Lining Removal (P/B 401) |

B. Tools/Equipment

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

| Reference | Description |
|-----------|---|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose |
| | Part #: B-14 Supplier: 05060 |
| | Part #: B-9 Supplier: 05060 |
| | Part #: Z-45-25J Supplier: 59497 |

C. Location Zones

| Zone | Area |
|------|-----------------------------|
| 841 | Forward Galley Service Door |
| 844 | Aft Galley Service Door |

D. Access Panels

| Number | Name/Location |
|--------|--|
| 841FZ | Forward Galley Service Door - Torque Tube Access |
| 841GZ | Forward Galley Service Door - Torque Tube Access |
| 844FZ | Aft Galley Service Door - Torque Tube Access |
| 844GZ | Aft Galley Service Door - Torque Tube Access |

E. Prepare for the Removal

SUBTASK 52-41-51-860-001

- (1) Make sure the door is safe as follows:
 - (a) Make sure the door is closed and latched.

WARNING: MAKE SURE THE GIRT BAR IS NOT ENGAGED IN THE FLOOR-MOUNTED ESCAPE SLIDE BRACKETS. IF THE GIRT BAR IS ENGAGED IN THE BRACKETS, THE ESCAPE SYSTEM CAN DEPLOY WHEN YOU OPEN THE DOOR AND INJURIES OR DAMAGE CAN OCCUR.

- (b) Make sure the girt bar is not engaged in the floor-mounted escape slide brackets.
- (c) Install the work platform, COM-1523 outboard of the door.
- (d) Put the galley service door in the full open position.

| | |
|-------------|---------|
| EFFECTIVITY | AKS ALL |
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SUBTASK 52-41-51-010-001

- (2) If necessary, do this task: Galley Service Door Lining Removal, TASK 52-41-31-000-802.

SUBTASK 52-41-51-010-002

- (3) Remove the access panels:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|--|
| 841FZ | Forward Galley Service Door - Torque Tube Access |
| 841GZ | Forward Galley Service Door - Torque Tube Access |
| 844FZ | Aft Galley Service Door - Torque Tube Access |
| 844GZ | Aft Galley Service Door - Torque Tube Access |

F. Removal of the Galley Service Door Snubber

SUBTASK 52-41-51-020-001

CAUTION: DO NOT MOVE THE DOOR WITH THE SNUBBER REMOVED. THE DOOR MAY MOVE QUICKLY WITH THE SNUBBER REMOVED. IF THE DOOR MOVES QUICKLY TO THE OPEN OR CLOSED POSITION IT MAY CAUSE DAMAGE TO THE EQUIPMENT.

- (1) Do these steps to remove the snubber (7) from the door:

- (a) Remove the bolt (1), washers (2), nut (3), and bushing (4) that attach the snubber (7) to the fuselage.
NOTE: Write down the location of the washers on the bolt.
- (b) Remove the filler (9) from the snubber attachment fitting (8).
- (c) Remove the bolt (10), washer (11), and nut (12) that connects the snubber (7) to the snubber attachment fitting (8).
- (d) Remove the snubber (7) and the attachment fitting (8).

— END OF TASK —

TASK 52-41-51-400-801

3. Galley Service Door Snubber Installation

(Figure 401)

A. References

| Reference | Title |
|------------------|---|
| 20-50-11-910-801 | Standard Torque Values (P/B 201) |
| 52-41-31-400-802 | Galley Service Door Lining Installation (P/B 401) |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|---|---------------|
| A00247 | Sealant - Pressure And Environmental - Chromate Type | BMS5-95 |
| G01912 | Lockwire - MS20995NC32, Monel - 0.032 Inch (0.8128 mm) Diameter | NASM20995 |

C. Location Zones

| Zone | Area |
|------|-----------------------------|
| 841 | Forward Galley Service Door |
| 844 | Aft Galley Service Door |



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D. Access Panels

| Number | Name/Location |
|--------|--|
| 841FZ | Forward Galley Service Door - Torque Tube Access |
| 841GZ | Forward Galley Service Door - Torque Tube Access |
| 844FZ | Aft Galley Service Door - Torque Tube Access |
| 844GZ | Aft Galley Service Door - Torque Tube Access |

E. Installation of the Galley Service Door Snubber

SUBTASK 52-41-51-420-001

CAUTION: DO NOT MOVE THE DOOR WITH THE SNUBBER REMOVED. THE DOOR MAY MOVE QUICKLY WITH THE SNUBBER REMOVED. IF THE DOOR MOVES QUICKLY TO THE OPEN OR CLOSED POSITION IT MAY CAUSE DAMAGE TO THE EQUIPMENT.

- (1) Do these steps to install the snubber [7] on the door:

AKS ALL; AIRPLANES WITH ADJUSTABLE SNUBBER

- (a) If installing an adjustable snubber [7], set the initial length of the snubber as follows:

- 1) Loosen the jam nut [6] on the snubber rod end [5].
 - 2) Turn the snubber rod end [5] to set the length of the rod to 0.26 in. (6.604 mm).

NOTE: Measure from the bottom of the rod end where it meets the rod, to the top of the jam nut. This is the part of the rod that extends from the jam nut but does not include the circular rod end at all. It is necessary to measure the straight part of the rod shaft only.

- 3) Tighten the jam nut [6].

CAUTION: MAKE SURE TO INSTALL THE SNUBBER WITH THE WIDE SIDE OF THE SNUBBER INBOARD. IF THE SNUBBER IS NOT INSTALLED WITH THE WIDE SIDE INBOARD, THE SNUBBER WILL CONTACT THE HINGE ARM WHEN THE DOOR IS CLOSED. THIS WILL CAUSE DAMAGE TO THE EQUIPMENT.

AKS ALL

- (b) Connect the snubber [7] to the snubber attachment fitting [8].

AKS ALL; AIRPLANES WITH SNUBBER WITH FLUID LEVEL INDICATOR

- 1) If installing an improved snubber [7], install the snubber attachment fitting [8] with the snubber fluid fill plug recess pointed down.

AKS ALL

- (c) Install the bolt [10], washer [11], and nut [12] that attach the snubber [7] to the snubber attachment fitting [8].
 - (d) Install the filler [9] onto the snubber attachment fitting [8].
 - (e) Install the bolt [1], washers [2], nut [3], and bushing [4] that attach the snubber [7] to the fuselage structure. For torque information, see this task: Standard Torque Values, TASK 20-50-11-910-801.
 - (f) Do an installation test on the snubber.

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AIRCRAFT MAINTENANCE MANUAL

F. Snubber Installation Test

SUBTASK 52-41-51-710-001

AKS ALL; AIRPLANES WITH ADJUSTABLE SNUBBER

- (1) Do an installation test on the adjustable snubber [7] as follows:
 - (a) Make sure that the door is fully open with the hold open lock engaged.
 - (b) Make sure that more extension is available on the snubber [7].
 - (c) Move the door to the closed position.
 - (d) Make sure that the snubber [7] does not bottom out with the door in the closed position.
 - (e) If required, adjust the length of the snubber [7].
 - 1) Make sure that the jam nut [6] is tight. Refer to (Standard Torque Values, TASK 20-50-11-910-801).
 - 2) Install the MS20995NC32 lockwire, G01912 on the jam nut [6].

AKS ALL; AIRPLANES WITH SNUBBER WITH FLUID LEVEL INDICATOR

- (2) Do an installation test on the improved snubber [7] as follows:
 - (a) Make sure that the door is fully open with the hold open lock engaged.
 - (b) Move the door to the closed position.

AKS ALL

G. Put the Airplane Back to its Usual Condition

SUBTASK 52-41-51-410-001

- (1) Install these access panels:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|--|
| 841FZ | Forward Galley Service Door - Torque Tube Access |
| 841GZ | Forward Galley Service Door - Torque Tube Access |
| 844FZ | Aft Galley Service Door - Torque Tube Access |
| 844GZ | Aft Galley Service Door - Torque Tube Access |

- (a) Install access panels as follows:

- 1) Apply a parting agent to the mating surfaces of the cover plate as specified in SOPM 20-50-19.
- 2) Apply a pressure fay surface seal with sealant, A00247 as specified in SOPM 20-50-19 between the mating surfaces of the cover plate and the inner skin.
- 3) Install the cover plate onto the door structure with the bolts and the washers.

NOTE: Grip length is important. It is not permitted to use a bolt with a grip length different than bolt.

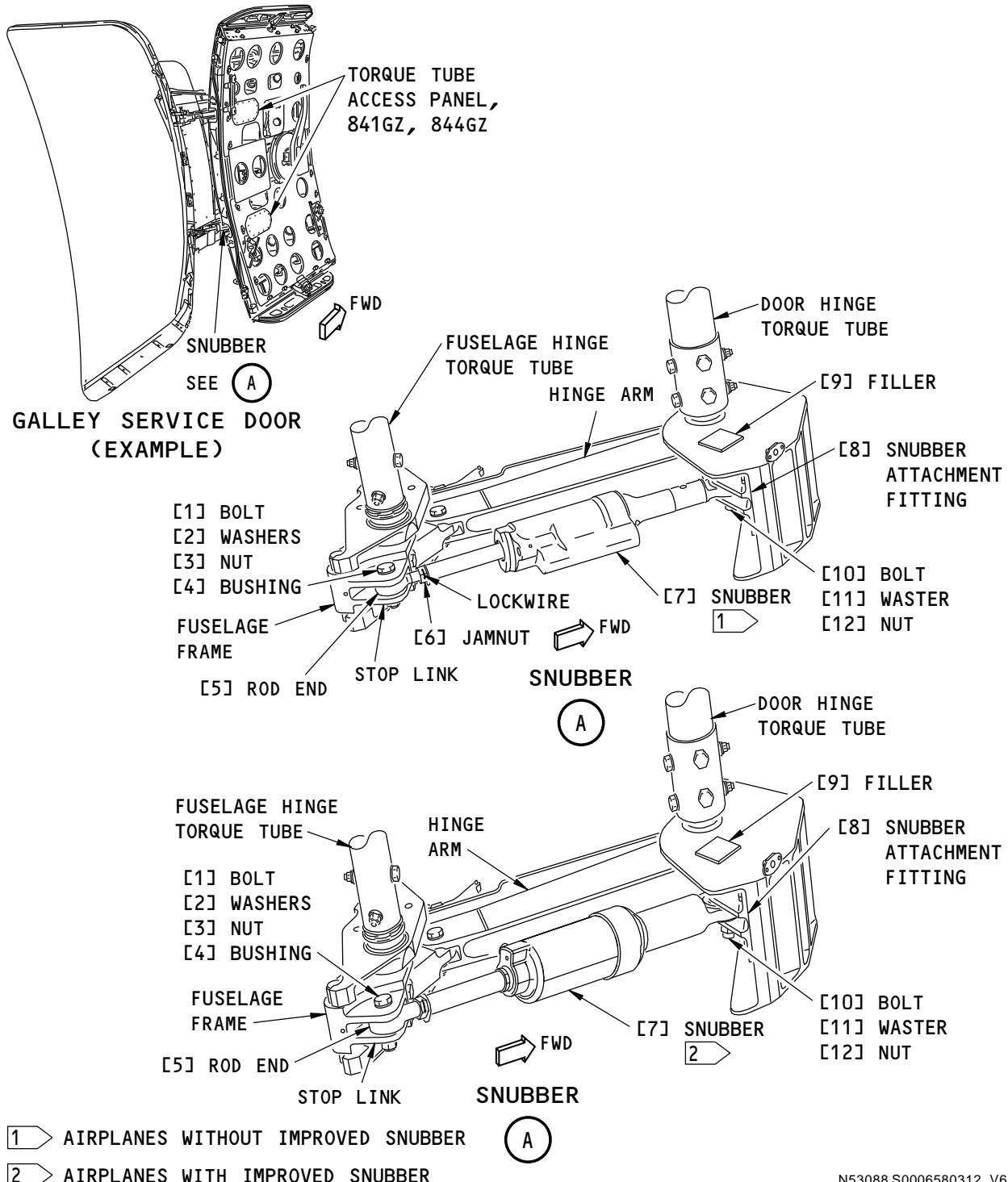
SUBTASK 52-41-51-410-002

- (2) If necessary, do this task: Galley Service Door Lining Installation, TASK 52-41-31-400-802

———— END OF TASK ————



52-41-51



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Snubber Adjustment
Figure 401/52-41-51-990-801

 EFFECTIVITY
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52-41-51



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GALLEY SERVICE DOOR GATE - REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
 - (1) The removal of the upper or lower forward or aft galley service door gate.
 - (2) The installation of the upper or lower forward or aft galley service door gate.
- B. The removal and installation procedures are the same for the forward or aft galley service door gates.

TASK 52-41-61-000-801

2. Forward/Aft Galley Service Door Gate - Removal

(Figure 401)

A. References

| Reference | Title |
|------------------|--|
| 52-09-12-000-801 | Blade and Diaphragm Seals Removal (P/B 401) |
| 52-41-31-000-802 | Galley Service Door Lining Removal (P/B 401) |

B. Tools/Equipment

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

| Reference | Description |
|-----------|---------------------------------------|
| COM-1540 | Stand - Work, General Purpose |
| | Part #: AM-1737 Supplier: 9M323 |
| | Opt Part #: MODEL 136 Supplier: 2S363 |

C. Location Zones

| Zone | Area |
|------|-----------------------------|
| 841 | Forward Galley Service Door |
| 844 | Aft Galley Service Door |

D. Prepare for Removal

SUBTASK 52-41-61-840-001

- (1) Make sure that the door is safe as follows:
 - (a) The door is closed and latched.

WARNING: MAKE SURE THE GIRT BAR IS NOT ENGAGED IN THE FLOOR-MOUNTED ESCAPE SLIDE BRACKETS. IF THE GIRT BAR IS ENGAGED IN THE BRACKETS, THE ESCAPE SYSTEM CAN DEPLOY WHEN YOU OPEN THE DOOR. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (b) Make sure that the girt bar is not engaged in the floor-mounted escape slide brackets.

SUBTASK 52-41-61-860-001

- (2) Put a work stand, COM-1540 outboard of the door.

SUBTASK 52-41-61-010-001

- (3) Remove the door lining.

- (a) Do this task: Galley Service Door Lining Removal, TASK 52-41-31-000-802.

EFFECTIVITY
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E. Procedure

SUBTASK 52-41-61-010-002

- (1) Remove only the blade seal [6] from the gate [3].

- (a) Do this task: Blade and Diaphragm Seals Removal, TASK 52-09-12-000-801.

NOTE: Only do the procedure to remove the blade seal from the gate.

SUBTASK 52-41-61-020-001

- (2) Disconnect the rod [2] from the upper or lower gate [3].

- (a) Hold the rod [2]. Do not let the rod [2] fall back in the door frame when the bolt [8] is removed.

NOTE: Turn the door handle to extend or retract the rod [2].

- (b) Remove the bolt [8], washer [7], bushing [9], washer [11], and nut [10] that attach the rod [2] to the gate [3].

- (c) Safety the end of the rod [2] to the door frame to hold it in its position.

SUBTASK 52-41-61-010-003

- (3) Remove the upper or lower gate [3] from the door [1].

- (a) Fold the gate [3] in the outboard direction.

- (b) Remove the 11 bolts [12] and washers [13] that attach the hinge [4] to the door [1].

- (c) Remove the gate [3] from the door [1].

————— END OF TASK ————

TASK 52-41-61-400-801

3. Galley Service Door Gate - Installation

(Figure 401)

A. References

| Reference | Title |
|------------------|---|
| 52-09-12-400-801 | Blade and Diaphragm Seals Installation (P/B 401) |
| 52-41-00-820-801 | Galley Service Door Adjustment (P/B 501) |
| 52-41-31-400-802 | Galley Service Door Lining Installation (P/B 401) |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|--|---------------|
| A00247 | Sealant - Pressure And Environmental - Chromate Type | BMS5-95 |

C. Location Zones

| Zone | Area |
|------|-----------------------------|
| 841 | Forward Galley Service Door |
| 844 | Aft Galley Service Door |

D. Procedure

SUBTASK 52-41-61-420-001

- (1) Connect the upper or lower gate [3] to the door [1] at the hinge [4].

- (a) Apply sealant, A00247 to the mating surfaces between the hinge [4] and door [1].

- (b) Put the gate [3] in its position on the door [1].

- (c) Install the 11 bolts [12] and washers [13] to attach the hinge [4] to the door [1].



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SUBTASK 52-41-61-410-001

- (2) Install only the diaphragm seal [5] between the door [1] and upper or lower gate [3].
 - (a) Fold the gate [3] outboard.
 - (b) Install the diaphragm seal [5] between the door [1] and gate [3].
 - 1) Do this task: Blade and Diaphragm Seals Installation, TASK 52-09-12-400-801.
NOTE: Only do the diaphragm seal installation procedure.

SUBTASK 52-41-61-420-002

- (3) Connect the rod [2] to the upper or lower gate [3].
 - (a) Fold the gate [3] inboard.
 - (b) Align the rod [2] in its correct position on the gate [3].
 - 1) Hold the rod [2]. Do not let the rod [2] fall back in the door frame.
NOTE: Turn the door handle to extend or retract the rod [2].
- (c) Install the bolt [8], washer [7], bushing [9], washer [11], and nut [10] to attach the rod [2] to the gate [3].

SUBTASK 52-41-61-410-002

- (4) Install only the blade seal [6] on the upper or lower gate [3].
 - (a) Do this task: Blade and Diaphragm Seals Installation, TASK 52-09-12-400-801.
NOTE: Only do the blade seal installation on the gate [3].

SUBTASK 52-41-61-820-001

- (5) Adjust the gate [3].
 - (a) Do this task: Galley Service Door Adjustment, TASK 52-41-00-820-801.
NOTE: Only do the gate [3] adjustment.

E. Restore the Airplane

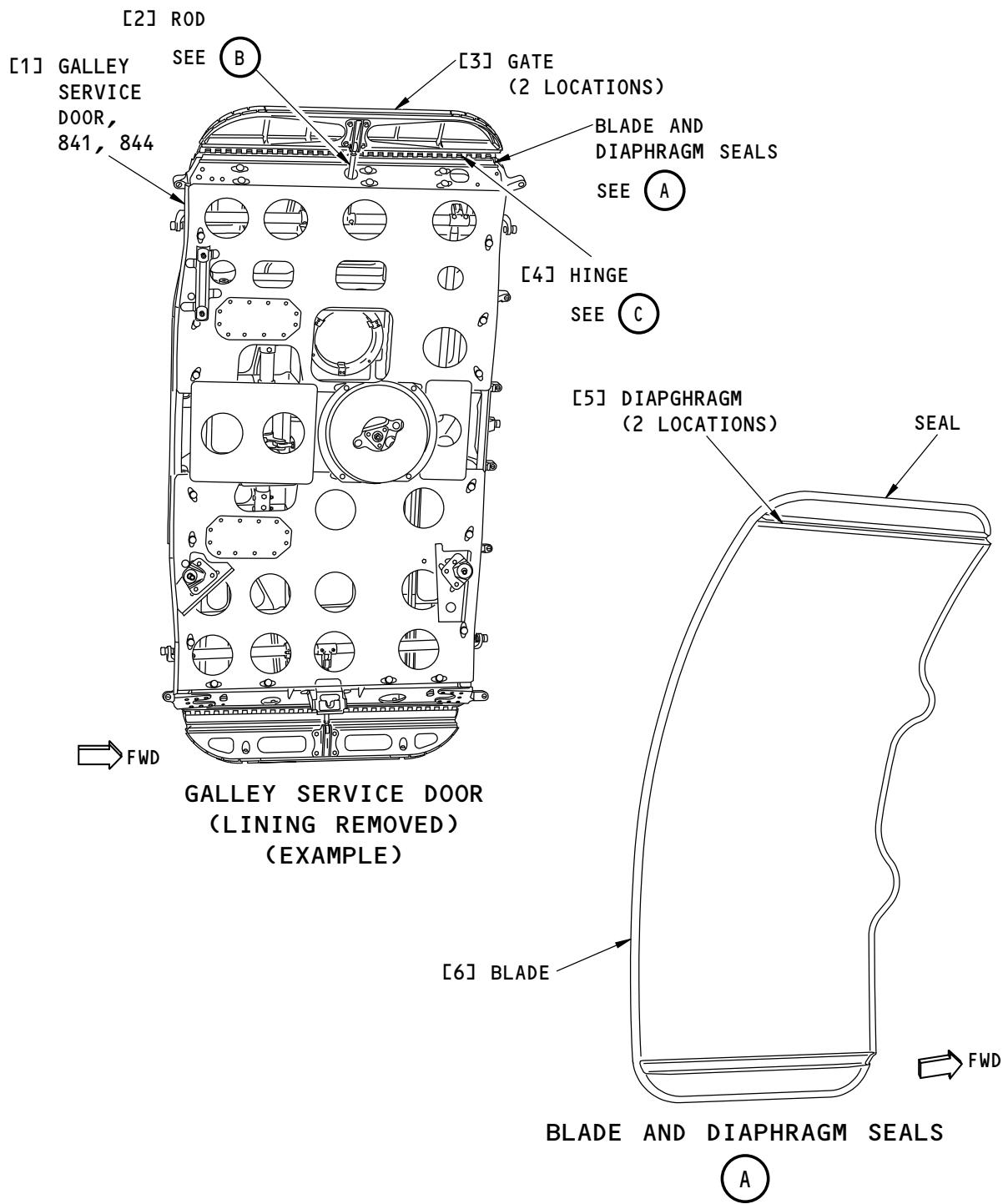
SUBTASK 52-41-61-410-003

- (1) Install the door lining.
 - (a) Do this task: Galley Service Door Lining Installation, TASK 52-41-31-400-802.

———— END OF TASK ———



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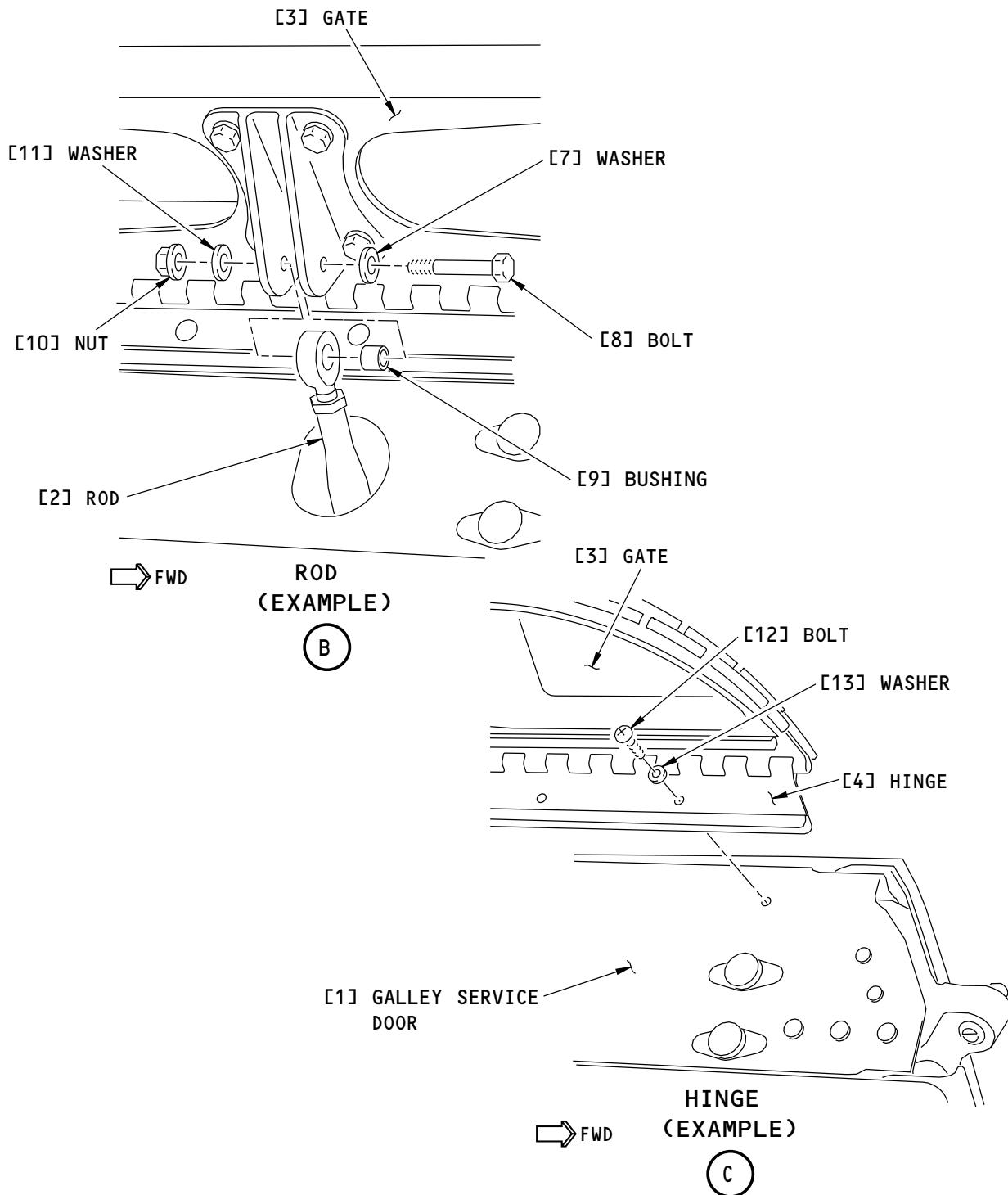
**Forward/Aft Galley Service Door Gate - Installation
Figure 401/52-41-61-990-801 (Sheet 1 of 2)**

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Forward/Aft Galley Service Door Gate - Installation
Figure 401/52-41-61-990-801 (Sheet 2 of 2)

EFFECTIVITY
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52-41-61



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GALLEY SERVICE DOOR DRAIN VALVE ASSEMBLY - REMOVAL/INSTALLATION

1. General

- A. This procedure has the following tasks:
 - (1) The removal of the galley service door drain valve assembly.
 - (2) The installation of the galley service door drain valve assembly.
- B. The removal and installation procedures are the same for the forward and aft galley service door drain valve assemblies.

TASK 52-41-62-000-801

2. Galley Service Door Drain Valve Assembly - Removal

Figure 401

A. General

- (1) This task includes the steps to remove the galley service door drain valve assembly.

B. References

| Reference | Title |
|------------------|--|
| 52-41-00-860-801 | Open the Galley Service Door with the Exterior Handle (P/B 201) |

C. Tools/Equipment

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

| Reference | Description |
|-----------|---|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose |
| | Part #: B-14 Supplier: 05060 |
| | Part #: B-9 Supplier: 05060 |
| | Part #: Z-45-25J Supplier: 59497 |

D. Location Zones

| Zone | Area |
|------|-----------------------------|
| 841 | Forward Galley Service Door |
| 844 | Aft Galley Service Door |

E. Prepare for the Removal

SUBTASK 52-41-62-480-001

- (1) Install the work platform, COM-1523 outboard of the galley service door.

SUBTASK 52-41-62-010-002

- (2) Open the galley service door: Open the Galley Service Door with the Exterior Handle, TASK 52-41-00-860-801.

F. Galley Service Door Drain Valve Assembly Removal

SUBTASK 52-41-62-020-004

- (1) Remove the drain valve assembly [1] from the drain valve retainer [2].
 - (a) Remove the drain valve assembly [1] from the hinge side.

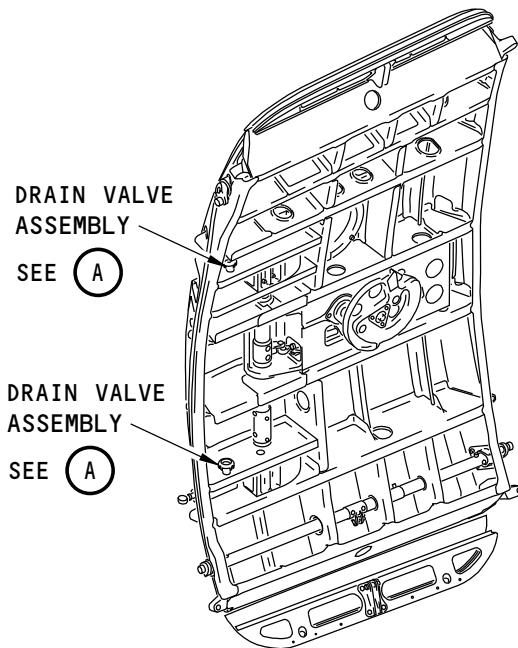
— END OF TASK —

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| EFFECTIVITY |
| AKS ALL |

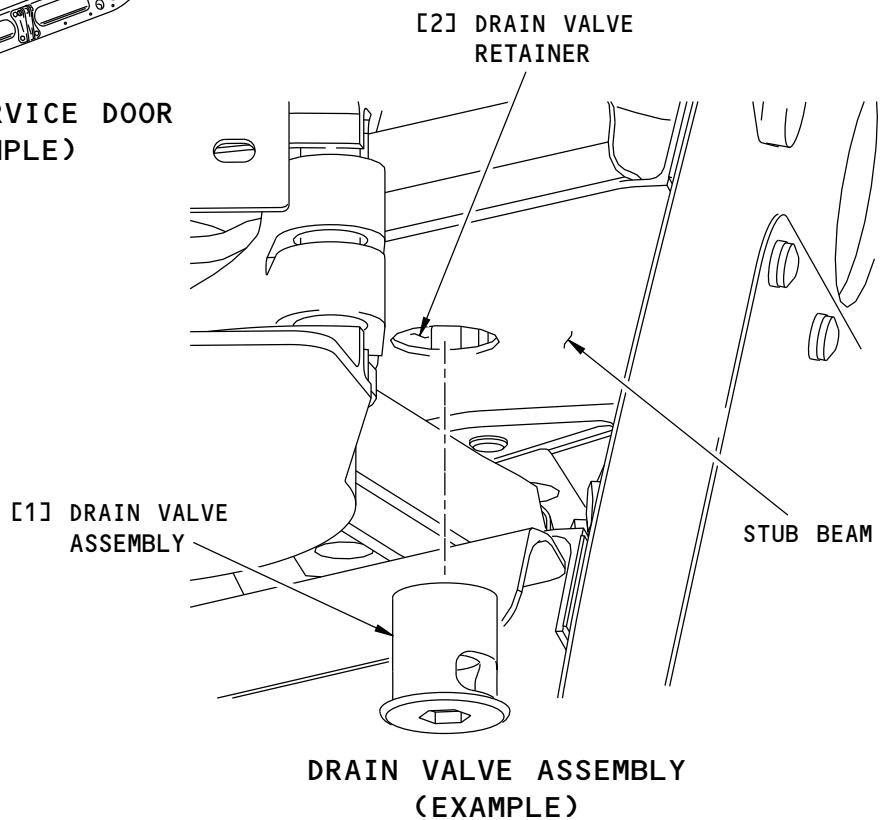
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GALLEY SERVICE DOOR
(EXAMPLE)



DRAIN VALVE ASSEMBLY
(EXAMPLE)

A

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Galley Service Door Valve Assembly Installation
Figure 401/52-41-62-990-801

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TASK 52-41-62-400-801

3. Galley Service Door Drain Valve Assembly - Installation

Figure 401

A. General

- (1) This task includes the steps to install the galley service door drain valve assembly.

B. References

| Reference | Title |
|------------------|---|
| 52-41-00-860-802 | Close the Galley Service Door with the Exterior Handle (P/B 201) |

C. Tools/Equipment

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

| Reference | Description |
|-----------|--|
| COM-1523 | Stand and Personnel Lifting Equipment - General Purpose Part #: B-14 Supplier: 05060 Part #: B-9 Supplier: 05060 Part #: Z-45-25J Supplier: 59497 |

D. Location Zones

| Zone | Area |
|------|-----------------------------|
| 841 | Forward Galley Service Door |
| 844 | Aft Galley Service Door |

E. Galley Service Door Drain Valve Assembly Installation

SUBTASK 52-41-62-420-001

- (1) Install the drain valve assembly [1] into the drain valve retainer [2].
(a) Install the drain valve assembly [1] from the hinge side.
(b) Tighten the drain valve assembly [1] to 8.0 ± 2.0 in-lb (0.9 ± 0.2 N·m).

F. Put the Airplane Back to Its Usual Condition

SUBTASK 52-41-62-410-002

- (1) Close the galley service door: Close the Galley Service Door with the Exterior Handle, TASK 52-41-00-860-802.

SUBTASK 52-41-62-080-001

- (2) Remove the work platform, COM-1523.

———— END OF TASK ————



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AUXILIARY POWER UNIT (APU) COWL DOOR - REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
 - (1) A removal of the auxiliary power unit (APU) cowl door.
 - (2) An installation of the auxiliary power unit (APU) cowl door.
- B. The APU cowl door is referred to as the door in this procedure.

TASK 52-48-21-000-801

2. Auxiliary Power Unit (APU) Cowl Door Removal

(Figure 401)

A. References

| Reference | Title |
|------------------|---|
| 26-15-01-000-801 | APU Overheat Detector Element Removal (P/B 401) |

B. Location Zones

| Zone | Area |
|------|------------------------|
| 315 | APU Compartment - Left |

C. Prepare for the Removal

SUBTASK 52-48-21-010-001

- (1) Open the door [1]:
 - (a) Hold the door [1] and release the latches [2].
 - (b) Slowly let the door [1] open.
 - (c) Make sure the ends of the hold-open rods [5] are safely held to the door [1] by the spring clips [4] and retention cables [3].

D. Removal of the door

SUBTASK 52-48-21-020-001

- (1) Disconnect the APU fire detection electrical connector [6] from the APU door [1], do this task: APU Overheat Detector Element Removal, TASK 26-15-01-000-801.

SUBTASK 52-48-21-020-002

- (2) Disconnect the door [1] at the hinges [7]:
 - (a) Remove the bolts [12], washers [14], and washers [13] that connect the bonding jumpers [11] to the door [1].

CAUTION: HOLD THE DOOR FIRMLY. THE LEVER ARM HOLDS THE HINGE TO THE HINGE PIVOT BOLT WHEN THE DOOR IS OPEN. IF YOU DO NOT OBEY THIS PRECAUTION, DAMAGE TO THE DOOR CAN OCCUR.

- (b) Hold the door [1] in the open position.
- (c) Remove the bolts [15] and nuts [21] that attach the lower end of the lever arms to the hinges [7].
- (d) Move the door [1] horizontally inboard until the hinges [7] are clear of the hinge fittings [10].
- (e) Remove the door [1] from the airplane.

— END OF TASK —

EFFECTIVITY
AKS ALL

52-48-21



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AIRCRAFT MAINTENANCE MANUAL

TASK 52-48-21-400-801

3. Auxiliary Power Unit (APU) Cowl Door Installation

(Figure 401)

A. References

| Reference | Title |
|------------------|--|
| 26-15-01-400-801 | APU Overheat Detector Element Installation (P/B 401) |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|--|-----------------|
| C00259 | Coating - Chemical And Solvent Resistant Finish, Corrosion Inhibiting Primer | BMS10-11 Type I |

C. Location Zones

| Zone | Area |
|------|-------------------------|
| 315 | APU Compartment - Left |
| 316 | APU Compartment - Right |

D. Installation of the APU Cowl Door

SUBTASK 52-48-21-410-001

- (1) Connect the door [1] at the hinges [7]:
 - (a) Hold the door [1] in the open position.
 - (b) Align the hinges [7] on the door [1] with the hinge fittings [10] on the empennage structure.
 - (c) Lower the door [1] until the hinges [7] touch the bolts [8] in the hinge fittings [11].
 - (d) Move the door [1] horizontally outboard until the hinges [7] touch the bolts [8].
 - (e) Make sure that the door [1] is correctly in its position.
 - (f) Attach the lower end of the lever arms [9] to the hinges [7] with bolts [15] and nuts [21].
 - (g) Install the bolts [12], washers [14], and washers [13] to connect the bonding jumpers [11] to the door [1].

SUBTASK 52-48-21-420-001

- (2) Connect the APU fire detection electrical connector [6] to the door [1], do this task: APU Overheat Detector Element Installation, TASK 26-15-01-400-801.

SUBTASK 52-48-21-820-001

- (3) Adjust the door [1] as follows:
 - (a) Close and latch the door [1].
 - (b) Make sure that the skin clearances between the empennage and the door are as shown, Views A-A, B-B, C-C, and D-D (Figure 401) and the door fits in the cutout.
 - (c) Make sure that the flushness of the door is as shown, Views A-A, B-B, C-C, and D-D (Figure 401).

NOTE: To calculate the average misfair, add the absolute value of misfair at each measurement point and divide by the total number of measurements taken.

NOTE: A positive (+) misfair indicates that the door is outboard of the body skin. A negative (-) misfair indicates that the door is inboard of the body skin.

SUBTASK 52-48-21-280-001

- (4) Adjust the latches as [2] as follows:

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- (a) Move 0.210 in. (5.334 mm) the door to the closed position.

CAUTION: DO NOT USE MORE THAN HAND PRESSURE WHEN YOU CLOSE THE LATCHES. DO NOT USE TOOLS. IF YOU USE MORE THAN HAND PRESSURE, YOU CAN CAUSE DAMAGE TO THE LATCHES.

- (b) Close the latches [2].
(c) Make sure that the force to close each latch [2] is 20 ± 5 lbf (89 ± 22 N) with the other latches [2] closed.
(d) If the force is out of tolerance, do one of these adjustments:

- 1) Adjust the stop bolt [19] to get the correct force.

NOTE: The head of the stop bolt [19] can be reversed to get the maximum clearance to the door structure.

- 2) Adjust the laminated shim [17] under the latch fitting [18]:
a) Remove the bolts [20], bolts [21], washers [16], and washers [15] to get access to the laminated shim [17] between the latch fitting [18] and the empennage structure.
b) Install a new laminated shim [17] or remove laminations from the laminated shim [17] to get the correct force.
c) Apply primer, C00259 to the bare laminations of the laminated shim [17] before installation.
d) Install the bolts [20], bolts [21], washers [16], and washers [15] to hold the laminated shim [17] between the latch fitting [18] and the empennage structure.

SUBTASK 52-48-21-280-002

- (5) Adjust the lever arm [9] if necessary.
(a) Loosen the fasteners.
(b) Reposition the serrated washers.
(c) Re-torque the fasteners.
(d) Open and close the door [1].
(e) Make sure that the door [1] operates smoothly.
(f) Make sure that the door release mechanism operates smoothly.

E. Installation Test

SUBTASK 52-48-21-710-002

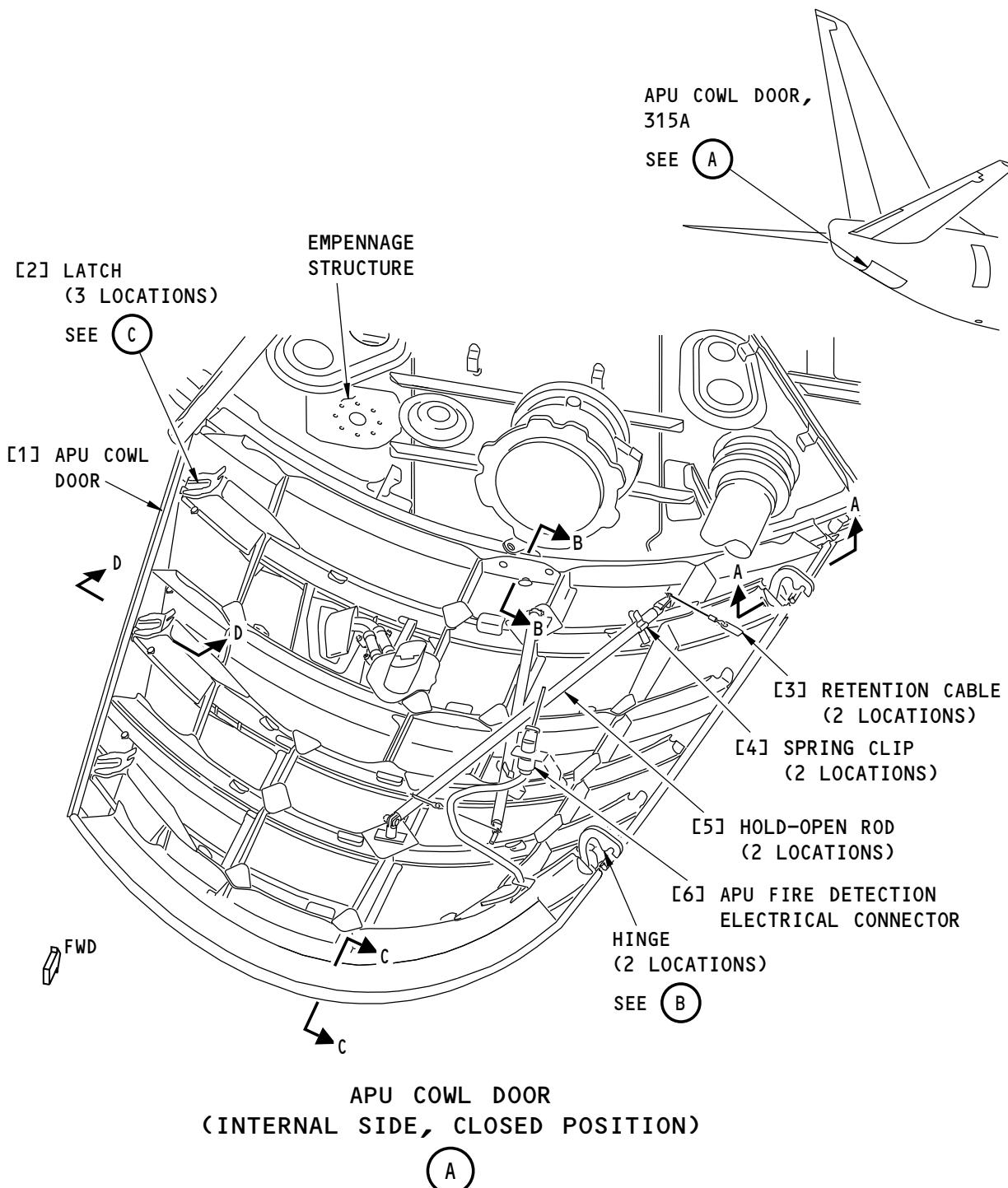
- (1) Do a test on the door [1] as follows:
(a) Open and close and latch the door [1].
(b) Make sure that the latches [2] operate correctly.
(c) Make sure that the door [1] opens and closes smoothly.
(d) Make sure that the hold-open rods [5] operate correctly.

— END OF TASK —

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F63875 S0006580318_V2

Auxiliary Power Unit (APU) Cowl Door Installation
Figure 401/52-48-21-990-801 (Sheet 1 of 7)

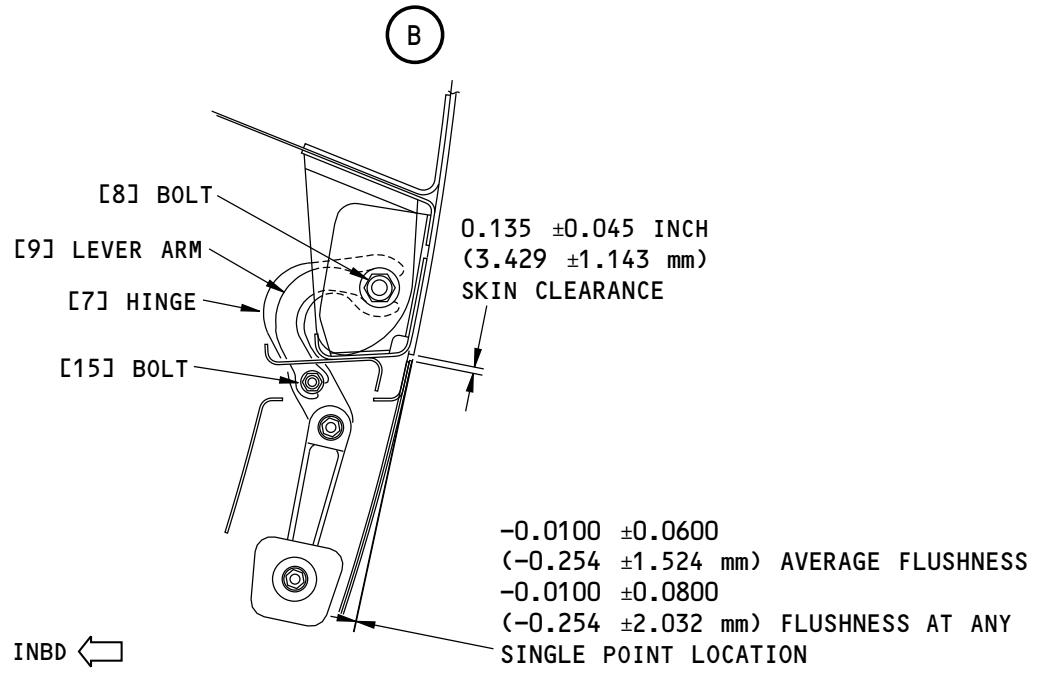
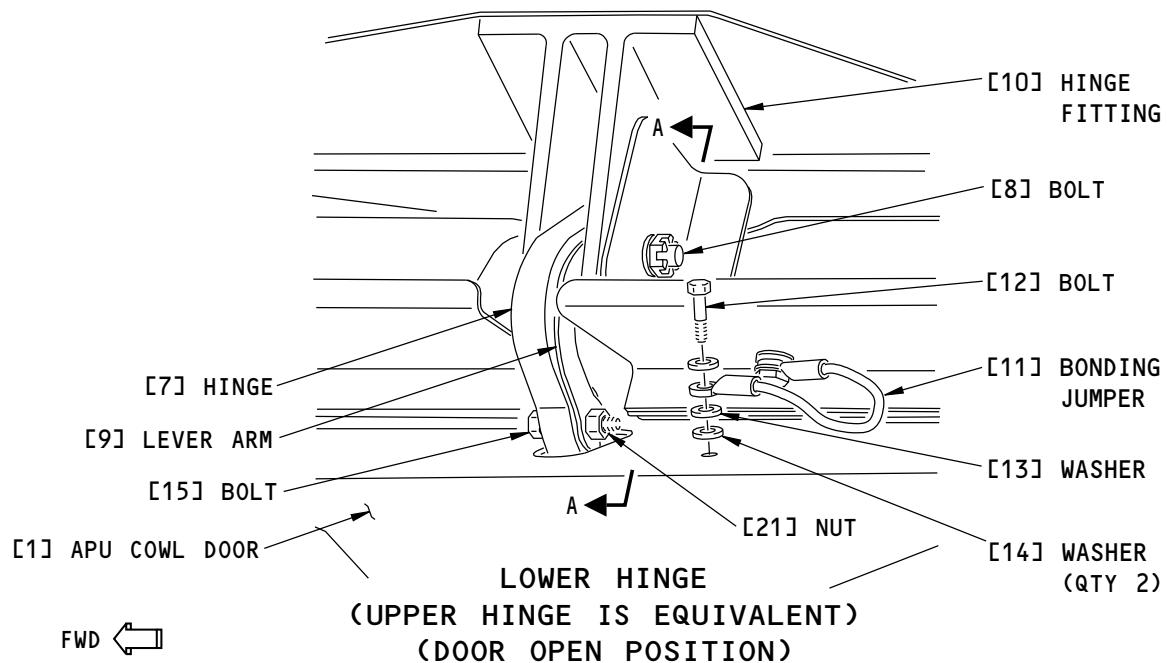
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(DOOR CLOSED POSITION)

A-A

F64176 S0006580319_V2

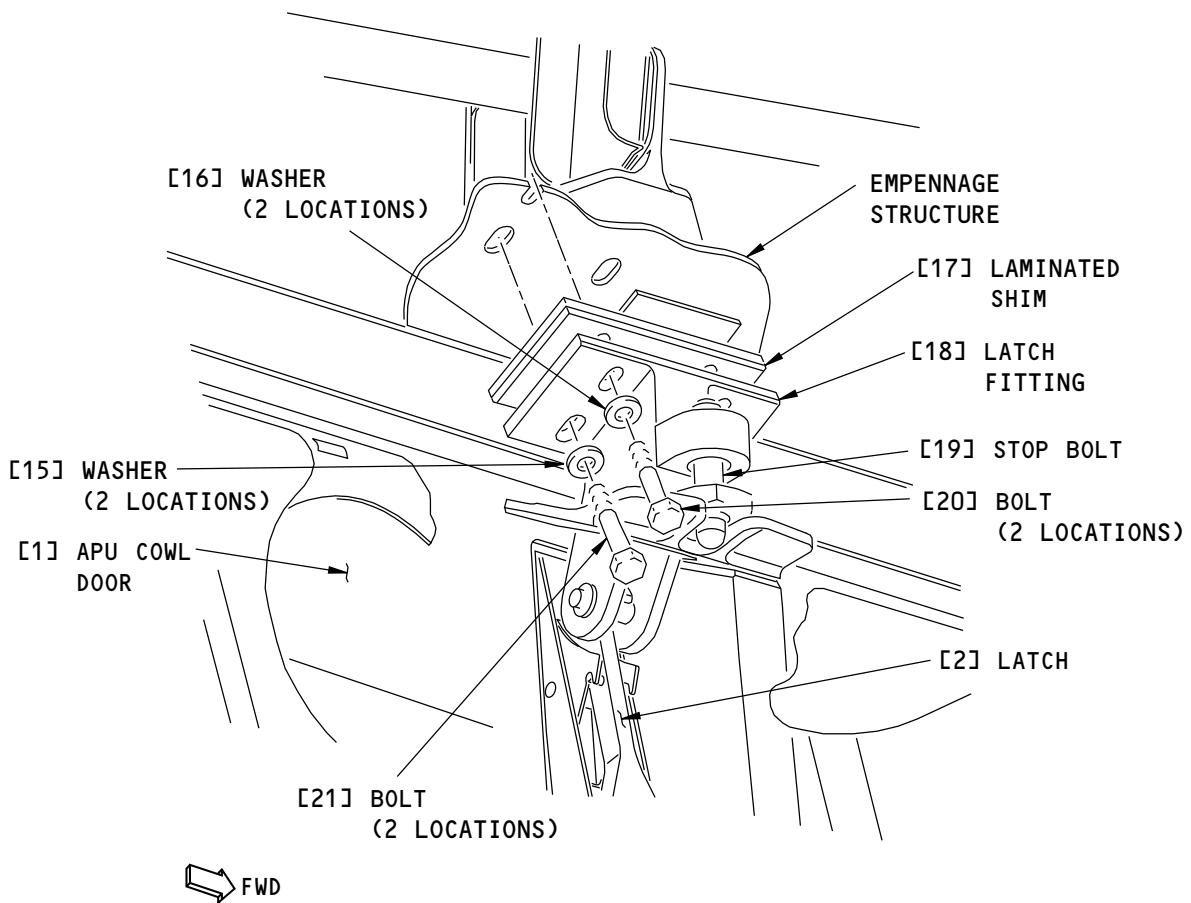
Auxiliary Power Unit (APU) Cowl Door Installation
Figure 401/52-48-21-990-801 (Sheet 2 of 7)

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UPPER LATCH
(MIDDLE AND LOWER LATCHES ARE EQUIVALENT)
(DOOR CLOSED POSITION)

C

F64606 S0006580320_V1

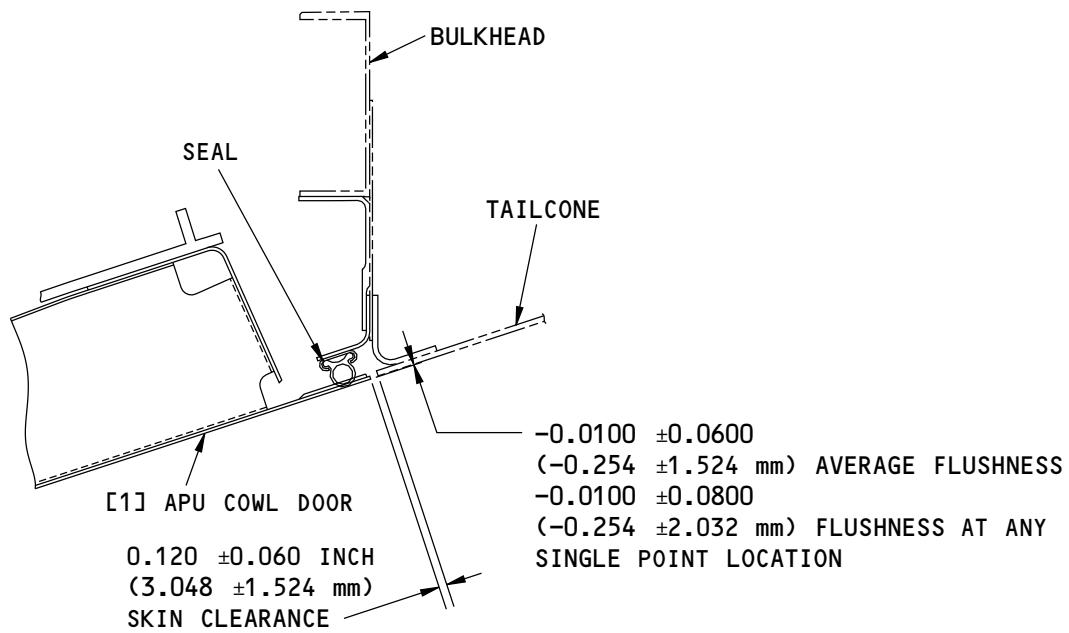
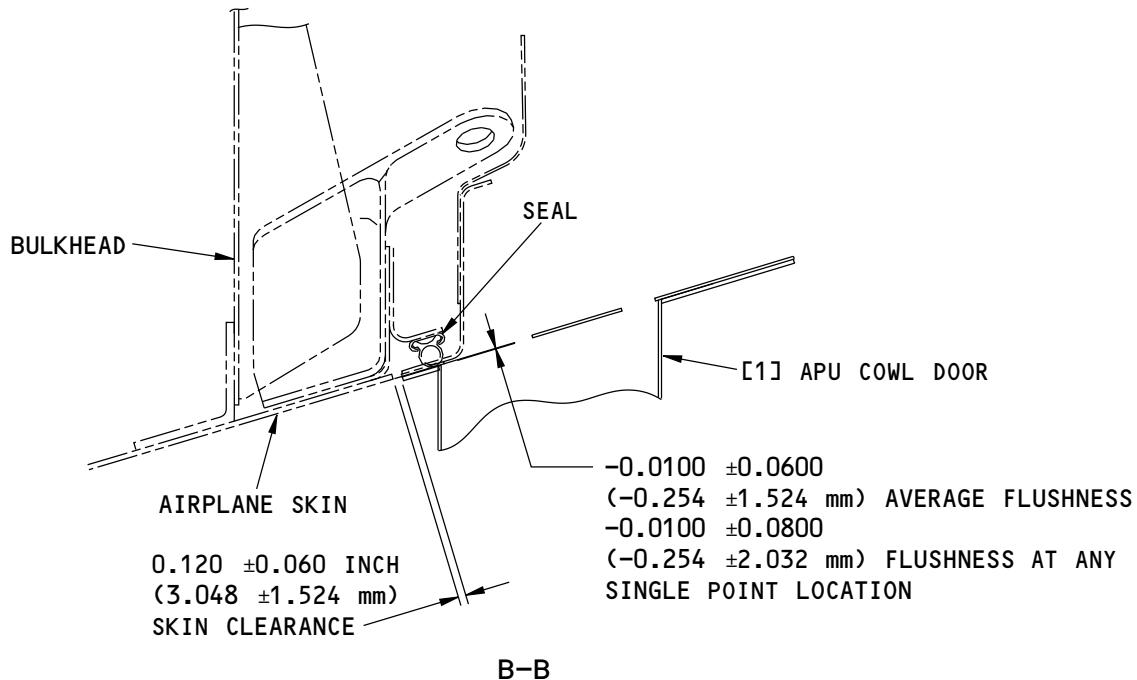
Auxiliary Power Unit (APU) Cowl Door Installation
Figure 401/52-48-21-990-801 (Sheet 3 of 7)

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C-C

2068561 S0000429513_V1

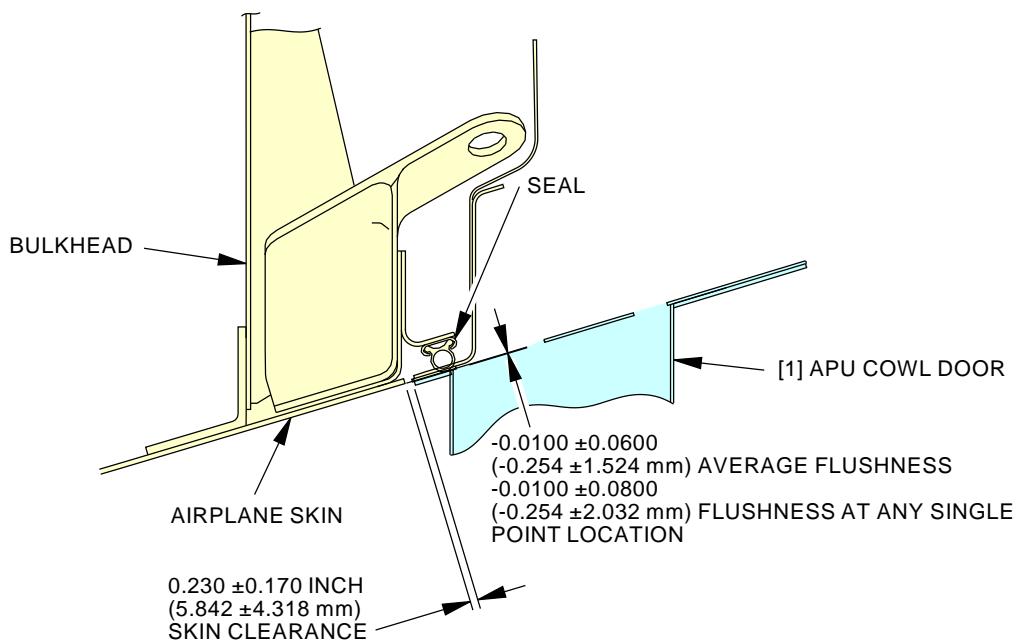
Auxiliary Power Unit (APU) Cowl Door Installation
Figure 401/52-48-21-990-801 (Sheet 4 of 7)

EFFECTIVITY
AKS 001-005, 018, 020, 023-999

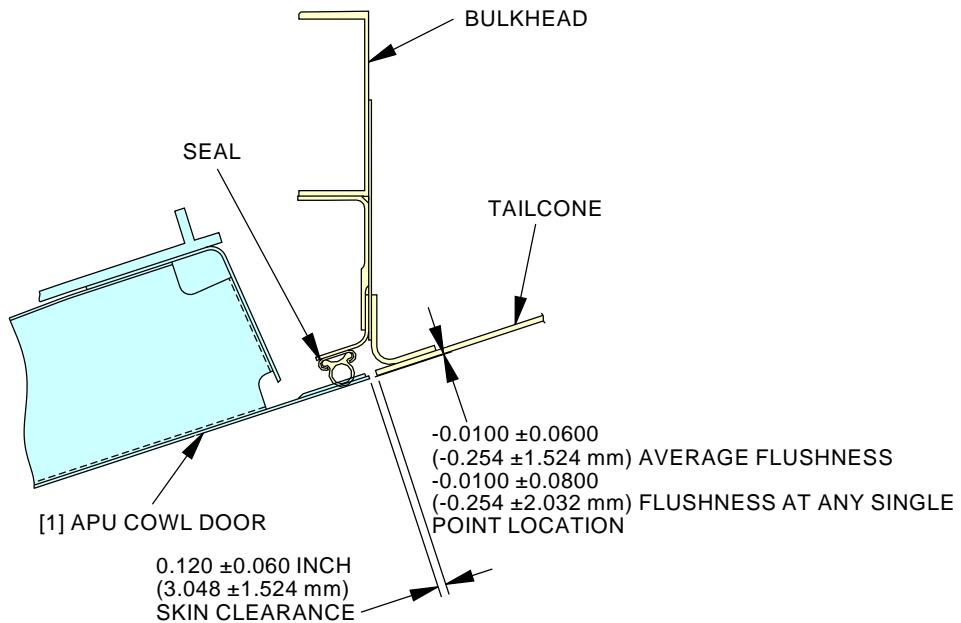
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B-B



C-C

2479283 S0000581556_V1

Auxiliary Power Unit (APU) Cowl Door Installation
Figure 401/52-48-21-990-801 (Sheet 5 of 7)

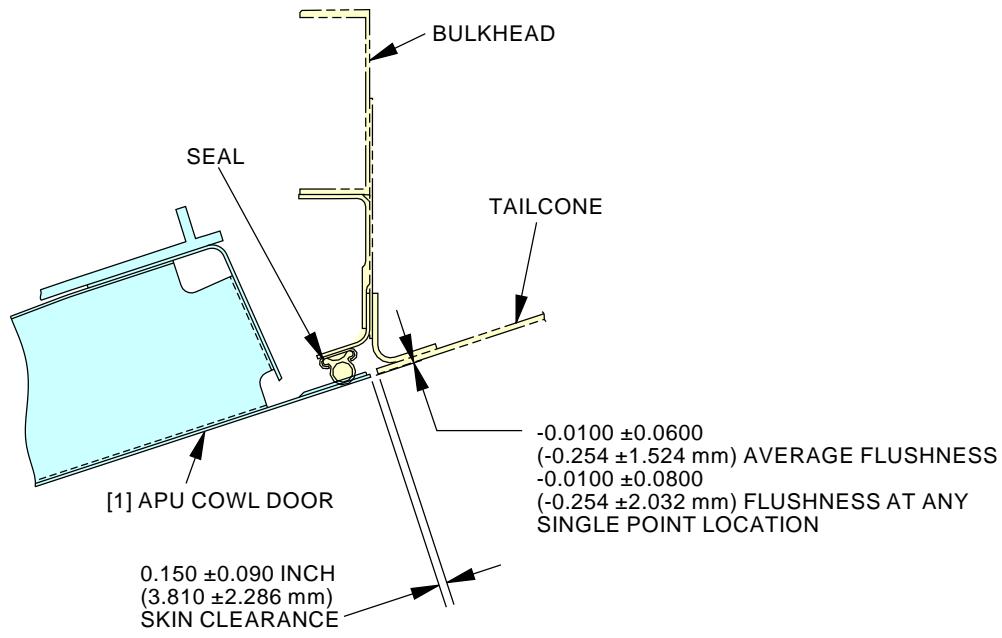
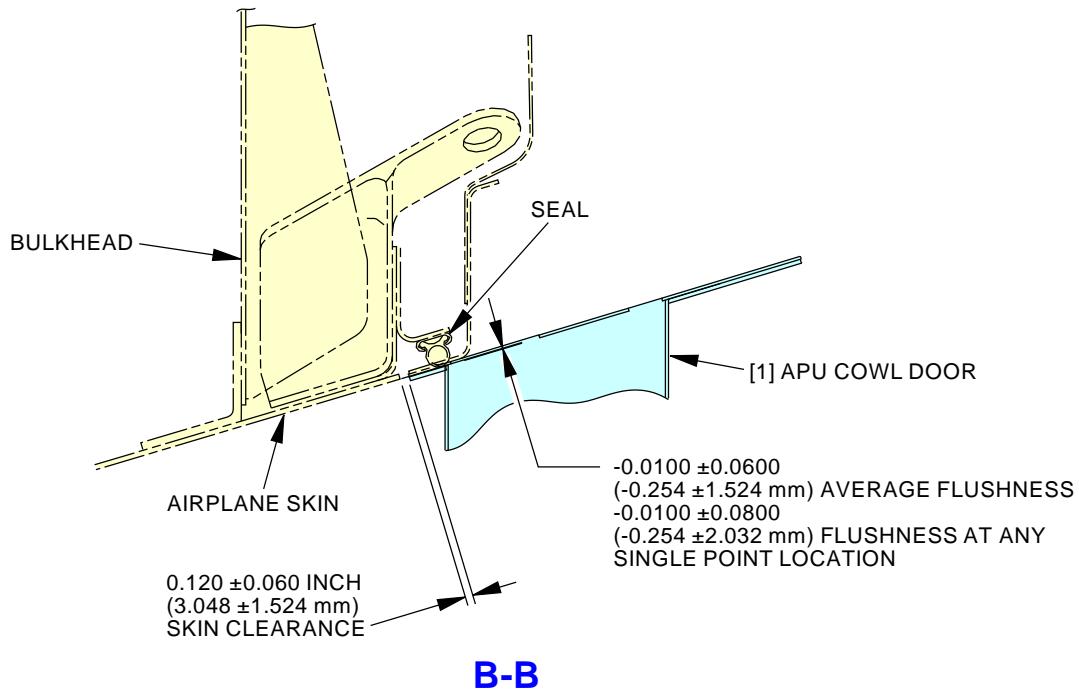
EFFECTIVITY
AKS 021, 022

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2379283 S0000545692_V1

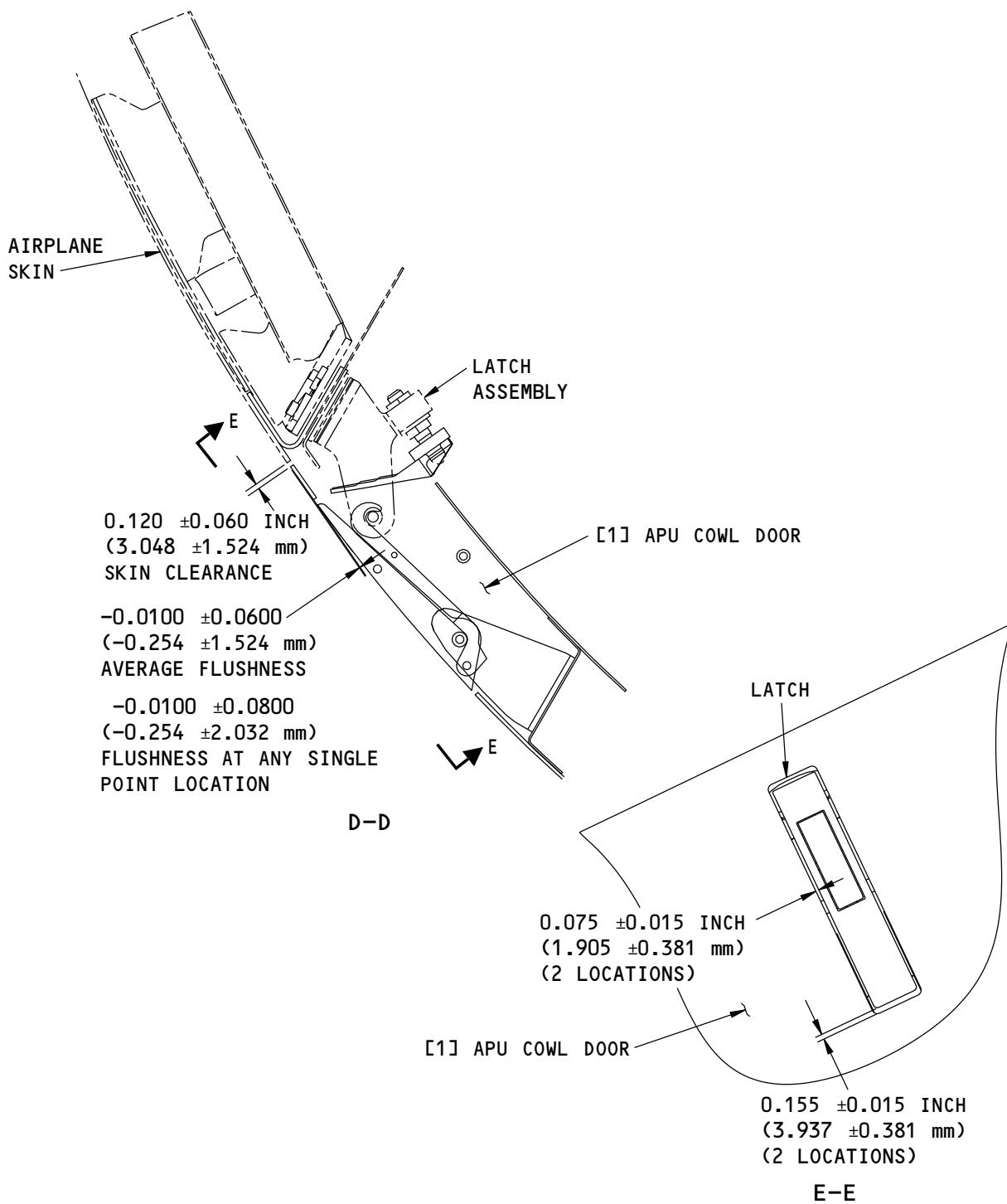
**Auxiliary Power Unit (APU) Cowl Door Installation
Figure 401/52-48-21-990-801 (Sheet 6 of 7)**

EFFECTIVITY
AKS 006-017, 019

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Auxiliary Power Unit (APU) Cowl Door Installation
Figure 401/52-48-21-990-801 (Sheet 7 of 7)

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FORWARD ACCESS DOOR - MAINTENANCE PRACTICES

1. General

- A. This procedure contains one task, Forward Access Door Corrosion Prevention.

TASK 52-48-31-600-801

2. Forward Access Door Corrosion Prevention

A. References

| Reference | Title |
|------------------|---|
| 12-25-41-640-802 | Forward Access Door Servicing (P/B 301) |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|---|---------------|
| G00009 | Compound - Organic Corrosion Inhibiting | BMS3-23 |

C. Location Zones

| Zone | Area |
|------|--|
| 112 | Area Forward of Nose Landing Gear Wheel Well |

D. General

SUBTASK 52-48-31-800-001

- (1) Corrosion may occur on the internal and external surfaces of the door structure. Especially the connection points and the door mechanism.
- (2) The door and the door frame should be treated at the same time.
- (3) Some items in this section maybe subject to the mandatory requirements for corrosion prevention and control programs for aging airplanes.
- (4) Corrosion Prevention
 - (a) Inspect the door.
 - (b) Look for missing fasteners, white powdery deposits, and discolorations, as signs of corrosion.
 - 1) If signs of corrosion are found, then a corrosion prevention program should be started to prevent the build up of corrosion products.
 - 2) If corrosion products are allowed to build up, then they will cause further corrosion.
 - (c) After the corrosion products are cleaned, make sure that the protective finishes are serviceable.
 - 1) If only minor corrosion is found, then make sure that the area is clean.
 - 2) Apply corrosion inhibiting compound on the affected area.
 - 3) Make sure that the protective finish is restored at the first opportunity that is consistent with the airplanes maintenance schedule.
- (5) Frequency of Application
 - (a) Periodic inspection is required to areas identified as prone to corrosion and should be scheduled to your Maintenance Planning Document.
 - (b) Periodic application of BMS 3-23 compounds are necessary to areas identified as prone to corrosion and should be scheduled to your Maintenance Planning Document.
 - 1) Do the prevention treatment to the exterior surface of the door at the same recommended interval as the exterior surface of the fuselage.

| | |
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E. Corrosion Prevention

SUBTASK 52-48-31-620-001

(1) Prevention Treatment

- (a) Clean the drains and drain paths.
- (b) Examine the door to find corrosion and damage to the protective finish.
 - 1) Remove or repair any corrosion that you find.
- (c) Apply corrosion inhibiting compound, G00009 to the interior surfaces of the door.
 - 1) Make sure that the corrosion inhibiting compound, G00009 completely covers the surfaces.
- (d) Apply corrosion inhibiting compound, G00009 to the door frame and the upper and lower web.
- (e) If it is necessary, apply corrosion inhibiting compound, G00009 to the exterior surfaces of the door.
- (f) Lubricate the door. Forward Access Door Servicing, TASK 12-25-41-640-802
- (g) Doors with drain valves, do these steps:
 - 1) Clean the drain hole.
 - 2) Examine the drain seal or plunger for alignment and freedom of movement.
 - a) If it is necessary, remove the drain valve from the door and clean the debris.
 - <1> If it is necessary, replace the drain valve.
 - b) Install the drain valve.

CAUTION: DO NOT APPLY MORE THAN THE MAXIMUM SPECIFIED TORQUE WHEN YOU TIGHTEN THE PARTS. DAMAGE TO THE PARTS CAN OCCUR IF YOU APPLY TOO MUCH TORQUE.

<1> Tighten the fasteners to 10 to 15 pound inches (1.1-1.7 Nm).

———— END OF TASK ————

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FORWARD ACCESS DOOR - REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
 - (1) A removal of the forward access door.
 - (2) An installation of the forward access door.
- B. The forward access door is referred to as the door in this procedure.

TASK 52-48-31-000-801

2. Forward Access Door Removal

(Figure 401)

A. Location Zones

| Zone | Area |
|------|--|
| 112 | Area Forward of Nose Landing Gear Wheel Well |

B. Prepare for the Removal

SUBTASK 52-48-31-010-001

- (1) Open the forward access door [1] and engage the hold-open lock [3].

C. Removal of the Forward Access Door

SUBTASK 52-48-31-020-001

- (1) Remove the door [1]:
 - (a) Hold the door [1].
 - (b) Remove the bolts [20], washers [21], bushings [23], washers [24], washers [25], washers [26], washers [27], nuts [28], and pins [29] that attach the hinges [2] to the hinge support fittings [22].
 - (c) Remove the door [1] from the airplane.

————— END OF TASK ————

TASK 52-48-31-400-801

3. Forward Access Door Installation

(Figure 401)

A. General

- (1) Make sure the airplane fuselage is supported by its landing gear.

B. References

| Reference | Title |
|------------------|--|
| 52-71-41-710-801 | Forward Access Door Indication Switch Test (P/B 201) |

C. Tools/Equipment

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

| Reference | Description |
|-----------|---|
| COM-754 | Scale - Spring, 0-150 Pounds, With Hook and Pad Adapter Kit Part #: DG-200 Supplier: 92456 Opt Part #: DPPH-150 Supplier: 92456 |



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D. Consumable Materials

| Reference | Description | Specification |
|-----------|---------------------|---------------|
| D00504 | Grease - Petrolatum | VV-P-236 |
| G02020 | Clay, Modeling | |

E. Location Zones

| Zone | Area |
|------|--|
| 112 | Area Forward of Nose Landing Gear Wheel Well |

F. Installation of the Forward Access Door

SUBTASK 52-48-31-820-001

- (1) Adjust the latch pin [6] (Figure 401):

- (a) Measure the travel of the latch pin [6] from the fully retracted to the fully extended position.
- (b) Make sure the travel is 1.57 ± 0.03 inch (39.88 ± 0.76 mm).
- (c) Measure the distance the latch pin [6] extends from the latch pin boss on the door frame (in the extended position).
- (d) Make sure the distance is 2.10 ± 0.03 inch (53.34 ± 0.76 mm).
- (e) If necessary, adjust the travel as follows:
 - 1) Remove the bolts [10] and washers [11] that attach the support plate [8] to the door [1].
 - 2) Remove the support plate [8] from the door [1].
 - 3) Remove the support ring [12] from the shaft of the handle [18].
 - 4) Remove the bolts [17], washers [15], nuts [14], and cotter pins [13] that attach the latch links [9] to the rod end bearings [19].
 - 5) Loosen the jammnuts [16] on the rod end bearings [19].
 - 6) Adjust the length of the rod end bearing [19] on the shaft of the handle [18] to get the correct travel of the latch pin [6].

NOTE: Lengthen the rod end bearing [19] will increase the travel of the latch pin [6].

- 7) Adjust the length of the rod end bearing [19] on the latch pin [6] to get the correct extension of the latch pin [6].
- 8) Tighten and safety the jammnuts [16] on the rod end bearings [19].
- 9) Install the bolts [17], washers [15], nuts [14], and new cotter pins [13] to attach the latch links [9] to the rod end bearings [19].
- 10) Install the support ring [12] on the shaft of the handle [18].
- 11) Install the support plate [8] on the door [1].
- 12) Install the bolts [10] and washers [11] that attach the support plate [8] to the door [1].

SUBTASK 52-48-31-420-001

- (2) Attach the forward access door [1] at the hinges [2] (Figure 401):

- (a) Hold the door [1].
- (b) Put the door [1] in its correct position in the fuselage frame.

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- (c) Make sure the stop pins [5] extend from the stop fittings approximately 0.40 inch (10.16 mm).
NOTE: The two aft stop pins [5] are in the fuselage stop fittings.
- (d) Align the hinges [2] with the hinge support fittings [22].
- (e) Loosely install the bolts [20], washers [21], bushings [23], washers [24], washers [25], washers [26], washers [27], and nuts [28] to attach the hinges [2] to the hinge support fittings [22].

SUBTASK 52-48-31-400-001

- (3) You can make sure that the door is sufficiently adjusted for skin clearance by these methods:
 - (a) Method 1
 - (b) Method 2 (Aero-Averaging)

SUBTASK 52-48-31-400-002

- (4) To make sure that the door is sufficiently adjusted by Method 1, do these steps:
 - (a) Close the door [1].
 - (b) Measure the distance from the door skin to the fuselage skin.
 - (c) Make sure the skin clearance is within tolerance, (Table 401).

Table 401/52-48-31-993-805 Aerosmoothness Limits - Forward Access Door, Method 1

| | CLEARANCE *[1] | | FLUSHNESS *[2] | |
|------------------------|----------------------|-----------------------------|----------------------|-------------------------------|
| | NOMINAL inch (mm) | TOLERANCE inch (mm) | NOMINAL inch (mm) | TOLERANCE inch (mm) |
| FORWARD ACCESS DOOR | 0.12 (3.05) | 0.06 to 0.18 (1.52 to 4.57) | 0.00 (0.00) | -0.03 to 0.03 (-0.76 to 0.76) |

*[1] SKIN CLEARANCE ALL AROUND THE FORWARD ACCESS DOOR.

*[2] FLUSHNESS ALL AROUND THE FORWARD ACCESS DOOR.

SUBTASK 52-48-31-820-012

- (5) To make sure that the door is sufficiently adjusted by Method 2 Aero-Averaging do these steps:
 - (a) Close the door [1].
 - (b) Measure the distance from the door skin to the fuselage skin.
 - (c) Make sure the skin clearance is within tolerance Table 402.

Table 402/52-48-31-993-808 Aero-Averaging Limits - Forward Access Door (Method 2)

| | CLEARANCE *[1] | | FLUSHNESS *[2] | |
|------------------------|-------------------|-----------------------------|----------------------|-------------------------------|
| | NOMINAL inch (mm) | TOLERANCE inch (mm) | NOMINAL inch (mm) | TOLERANCE inch (mm) |
| FORWARD ACCESS DOOR | 0.12 (3.05) | 0.06 to 0.21 (1.52 to 5.33) | 0.00 (0.00) | -0.06 to 0.06 (-1.52 to 1.52) |

*[1] SKIN CLEARANCE ALL AROUND THE FORWARD ACCESS DOOR.

*[2] FLUSHNESS ALL AROUND THE FORWARD ACCESS DOOR.

SUBTASK 52-48-31-820-003

- (6) To make sure that the door is sufficiently adjusted by Method 2, do these steps:
 - (a) Close the door [1].

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- (b) Measure the clearance between the door skin and fuselage skin along the forward and aft edges of the door at the locations that follow:
- 1) Make five marks that are spaced equally along the forward edge of the door.
NOTE: Include the door corner tangent points.
 - 2) Make five marks that are spaced equally along the aft edge of the door.
NOTE: Include the door corner tangent points.
 - 3) Measure the skin clearance within ± 1.0 inch (± 25.4 mm) of each mark along the forward and aft edges of the door.
 - 4) Record the skin clearance for each measurement.
 - 5) Use the (Table 403) to change the clearance to a Drag value.
NOTE: A measurement of 0.10 inch (2.54mm) clearance is a Drag value of 0.63.
 - 6) Record the Drag value for each measurement from (Table 403).

Table 403/52-48-31-993-803 Forward Access Door Skin Clearance (Method 2)

| CLEARANCE Inch (mm) | DRAG VALUE |
|---------------------|------------|
| 0.06 (1.52) | 0.38 |
| 0.07 (1.78) | 0.44 |
| 0.08 (2.03) | 0.50 |
| 0.09 (2.29) | 0.56 |
| 0.10 (2.54) | 0.63 |
| 0.11 (2.79) | 0.69 |
| 0.12 (3.05) | 0.75 |
| 0.13 (3.30) | 0.81 |
| 0.14 (3.56) | 0.88 |
| 0.15 (3.81) | 0.94 |
| 0.16 (4.06) | 1.00 |
| 0.17 (4.32) | 1.06 |
| 0.18 (4.57) | 1.12 |
| 0.19 (4.83) | 1.19 |
| 0.20 (5.08) | 1.25 |
| 0.21 (5.33) | 1.31 |

- 7) Add all the Drag Values together (sum).
 - a) Record the sum of the Drag Values as measurement A.
- 8) Divide measurement A by the number of measurements that you made.
- 9) Make sure that the average Drag Value is 1.00 or less.

SUBTASK 52-48-31-820-011

- (7) If the average Drag Value is greater than 1.00, then adjust the skin clearance as follows:
(a) Remove the nuts [28].

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- (b) Add or remove washers [24], [25] and [26] on the bolts [20] until you get the correct clearance.
- (c) Install the nuts [28].
 - 1) After you tighten the nuts [28], make sure you can turn the washers [24], [25] and [26].
- (d) Install the new cotter pins [29].
- (e) Carefully cut the forward or aft edge of the door skin only if it is necessary.

SUBTASK 52-48-31-820-004

- (8) Adjust the flushness of the door [1] and the alignment of the stop pins [5]:

NOTE: Handle torque will change with stop pin and stop pad clearances. A smaller clearance will increase the door handle torque.

- (a) Close, but do not latch, the door [1].
- (b) Use the spring scale, COM-754 to pull down on the door handle [18] with approximately enough force, 150 pounds (68.03 kilograms) maximum, to compress the seal.
- (c) Make sure the stops pins touch the stop pads.
- (d) If you will use Method 1 to check the flushness, make sure your measurements are within tolerance, (Table 401).
- (e) If you will use Method 2 to check the flushness, measure the flushness between the door skin and fuselage skin along the forward and aft edges of the door at the locations that follow:
 - 1) Make five marks that are spaced equally along the forward edge of the door.
NOTE: Include the door corner tangent points.
 - 2) Make five marks that are spaced equally along the aft edge of the door.
NOTE: Include the door corner tangent points.
 - 3) Measure the skin flushness within ± 1.0 inch (± 25.4 mm) of each mark along the forward and aft edges of the door.
 - 4) Record the skin flushness for each measurement.
 - 5) Use the (Table 404) to change the flushness to a Drag value.
NOTE: A measurement of 0.01 inch (0.25mm) flushness is a Drag value of 0.19.
 - 6) Record the Drag value for each measurement from (Table 404).

Table 404/52-48-31-993-804 Forward Access Door Skin Flushness (Method 2)

| Door Flushness | | |
|--------------------|--------------------|------------|
| Fwd Edge Inch (mm) | Aft Edge Inch (mm) | Drag Value |
| -0.06 (-1.52) | 0.06 (1.52) | 1.67 |
| -0.05 (-1.27) | 0.05 (1.27) | 1.33 |
| -0.04 (-1.02) | 0.04 (1.02) | 1 |
| -0.03 (-0.76) | 0.03 (0.76) | 0.71 |
| -0.02 (-0.51) | 0.02 (0.51) | 0.43 |
| -0.01 (-0.25) | 0.01 (0.25) | 0.19 |
| 0.00 | 0.00 | 0.00 |

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Table 404/52-48-31-993-804 Forward Access Door Skin Flushness (Method 2) (Continued)

| Door Flushness | | |
|--------------------|--------------------|------------|
| Fwd Edge Inch (mm) | Aft Edge Inch (mm) | Drag Value |
| 0.01 (0.25) | -0.01 (-0.25) | 0.19 |
| 0.02 (0.51) | -0.02 (-0.51) | 0.67 |
| 0.03 (0.76) | -0.03 (-0.76) | 1.24 |
| 0.04 (1.02) | -0.04 (-1.02) | 1.90 |
| 0.05 (1.27) | -0.05 (-1.27) | 2.57 |
| 0.06 (1.52) | -0.06 (-1.52) | 3.33 |

- 7) Add all of the Drag Values together (sum).
 - a) Record the sum of the Drag Values as Measurement A.
- 8) Divide measurement A by the number of measurements that you made.
- 9) Make sure that the average Drag Value is 1.00 or less.
- (f) If the average Drag Value is greater than 1.00, then adjust the door as follows:
 - 1) Open the door.
 - 2) Adjust the door to get the correct skin flushness.
- (g) Remove the spring scale, COM-754.
- (h) If it is out of tolerance, adjust the flushness:
 - 1) Remove the retainer springs [31] from the stop pins [5].
 - 2) Turn the stop pins [5] to get the correct flushness.
 - 3) Install the retainer springs [31] in the stop pins [5].
- (i) Do a check of the clearance between the stop pins [5] and the stop pads [30]:
 - 1) Open the door [1].
 - 2) Put a small amount of clay, G02020 on the stop pads [30].

NOTE: A small amount of grease, D00504 on the stop pins [5] will prevent the clay, G02020 from pulling off the stop pads [30].
 - 3) Close, but do not latch, the door [1].
 - 4) Use the spring scale, COM-754 to pull down on the door handle [18] with approximately enough force, 150 pounds (68.03 kilograms) maximum, to compress the seal.
 - 5) Open the door [1].
 - 6) Measure the thickness of the clay, G02020 remaining on the stop pad [30].
 - 7) Make sure the thickness is 0.00-0.03 inch (0.00-0.76 mm).
 - 8) If it is out of tolerance, do these steps:
 - a) Remove the retainer spring [31] from the stop pin [5].
 - b) Turn the stop pin [5] to get the correct clearance.
 - c) Install the retainer spring [31] in the stop pin [5].
- (j) Make sure the stop pins [5] touch the stop pads [30] in a 0.30 inch (7.6 mm) diameter circle at the center of the stop pads [30].

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- (k) If it is necessary, align the stop pins [5] with the stop pads [30]:
- 1) Remove the nuts [28].
 - 2) Add or remove washers [24], [25] and [26] on the bolts [20] until the stop pins [5] align with the stop pads [30].
NOTE: Do not make the skin clearance incorrect.
NOTE: Adjust the two hinges [2] equally to prevent preload in the hinge arms.
 - 3) Install the nuts [28].
 - a) After you tighten the nuts [28], make sure you can turn the washers [24], [25] and [26].
 - 4) Install the new cotter pins [29].

SUBTASK 52-48-31-820-005

- (9) Measure the hinge pin clearance:

- (a) Close and latch the door [1].
- (b) Use the spring scale, COM-754 to pull the door [1] down at the handle [18] with enough force, 150 pounds (68.03 kilograms) maximum, to compress the seal.
- (c) Measure the flushness at the aft edge of the door [1].
- (d) Release the handle [18].
- (e) Measure the flushness at the aft edge of the door [1] again.
- (f) Remove the spring scale, COM-754
- (g) Make sure the difference between the two flushness dimensions is 0.10 ± 0.07 inch (2.54 ± 1.78 mm).

SUBTASK 52-48-31-820-006

- (10) Measure the latch pin [6] and the receptacle [7] clearance (Figure 401):

- (a) Close the door and latch the door.
 - 1) Use the spring scale, COM-754 to pull down on the door handle [18] with approximately enough force, 150 pounds (68.03 kilograms) maximum, to compress the door seal.
- (b) Make sure the stops pins [5] touch the stop pads [30].
- (c) Make sure the latch pin [6] does not have a load on it.
NOTE: The latch pin extends freely.
- (d) Remove the spring scale, COM-754 from the door.
- (e) If it is necessary, adjust the receptacle [7]:
 - 1) Open the door [1].
 - 2) Make sure the stops pins [5] and the stop pads [30] are correctly adjusted.
 - 3) Loosen the bolts [32] and washers [33] that attach the bracket [34] and adjustable plate [35] to the web [36] of the fuselage frame.
 - 4) Move the adjustable plates [35].
 - 5) Make sure the latch pin [6] does not have a load on it.
NOTE: The latch pin moves freely.
- 6) Make sure the door flushness is correct.

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- 7) Tighten the bolts [32] and washers [33] that attach the bracket [34] and adjustable plate [35] to the web [36] of the fuselage frame.
- 8) Close the door [1].
- (f) Measure and record the door fair at forward edge of the door with the weight, 150 pounds (68.03 kilograms) maximum, on the latched door.
NOTE: The door latch pin must extend freely.
- (g) Remove the weight from the door.
- (h) Push up on the forward edge of the latched door.
- (i) Measure and record the door fair at the forward edge of the door.
- (j) Make sure there is a 0.02-0.05 inch (0.51-1.27 mm) difference between the measurements with the weight on the latched door and the weight removed from the latched door.

SUBTASK 52-48-31-820-007

- (11) Adjust the hold-open lock (Figure 401):

- (a) Open the door [1].
- (b) Move the door [1] in the direction of the fully open position until the uplock tang [39] on the door [1] begins to touch the uplock catch [38] on the hold-open lock [3].
- (c) Make sure the uplock tang [39] first touches the uplock catch [38] in a 0.30 inch (7.62 mm) wide zone starting 0.10 inch (2.54 mm) from the tip of the uplock catch [38].
- (d) If necessary, turn the adjusting bolt [37] to get the correct measurement.

NOTE: Make sure at least two threads are showing at the end of the adjusting bolt [37].

SUBTASK 52-48-31-820-008

- (12) Do this task: Forward Access Door Indication Switch Test, TASK 52-71-41-710-801.

SUBTASK 52-48-31-820-010

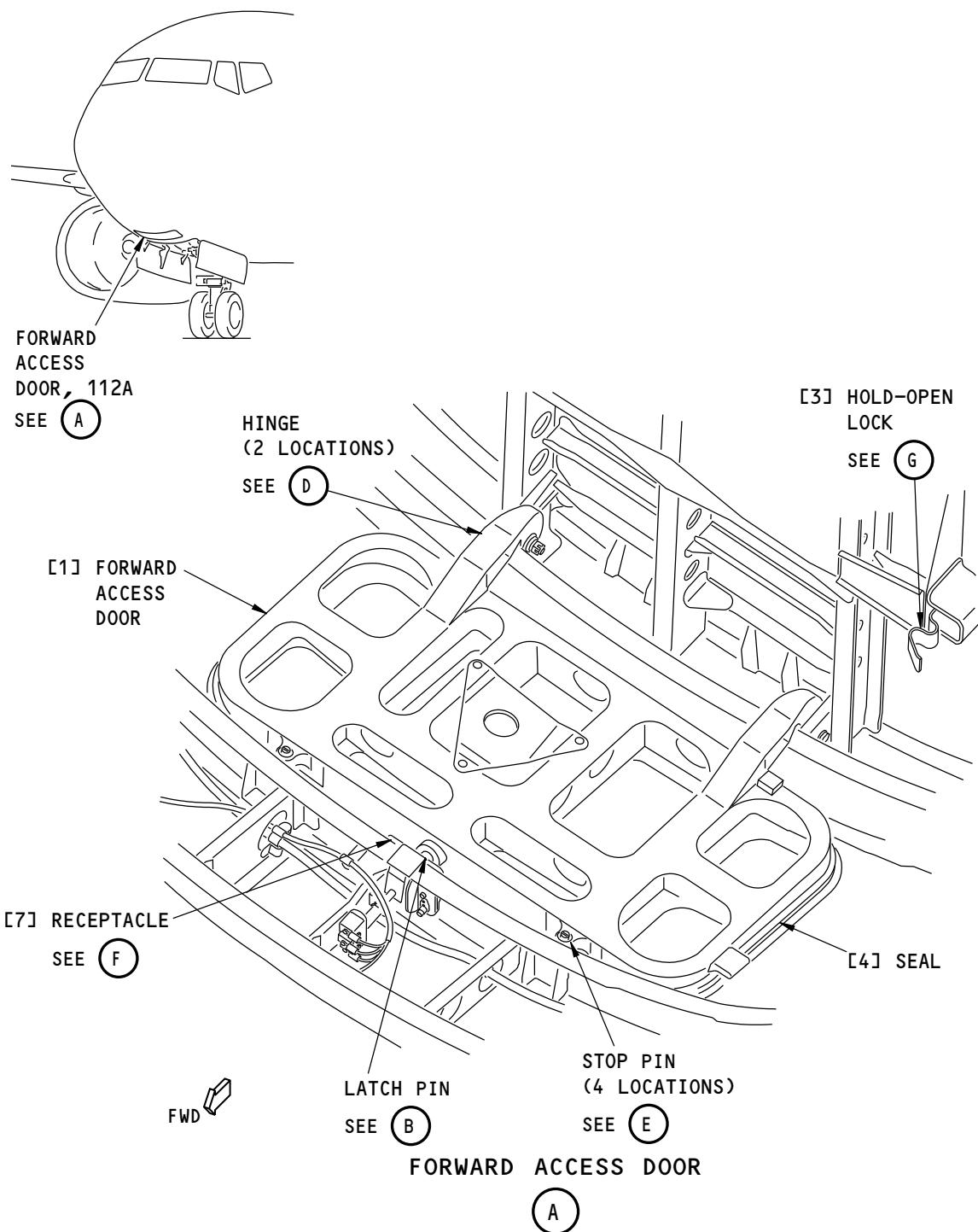
- (13) Do a test on the door [1] as follows:

- (a) Unlatch, open, close and latch the door [1].
- (b) Make sure the handle and latch pins operate correctly and the door opens and closes smoothly.
- (c) Make sure the seal [4] is installed correctly.

———— END OF TASK ————



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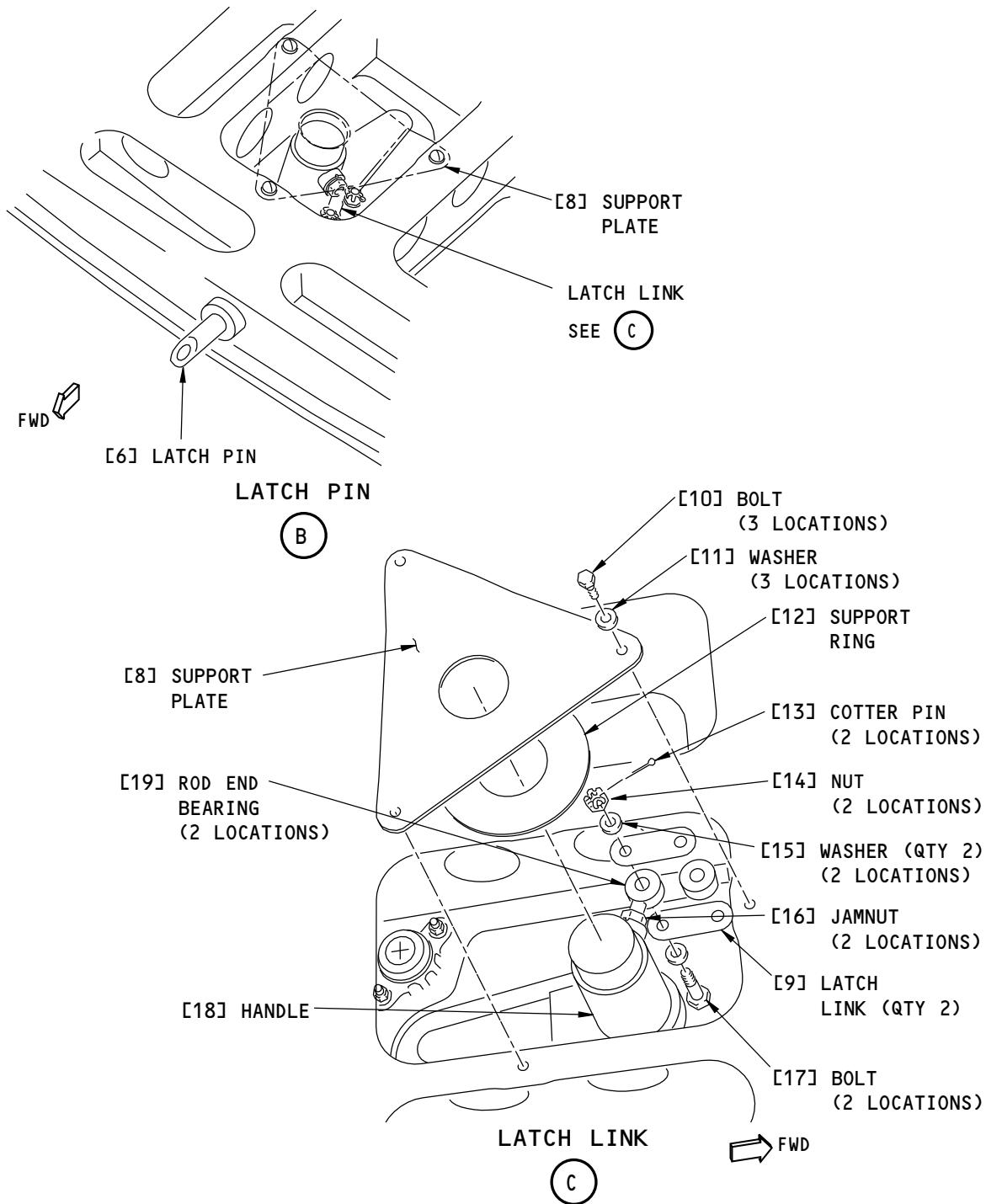


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Forward Access Door Installation
Figure 401/52-48-31-990-801 (Sheet 1 of 4)

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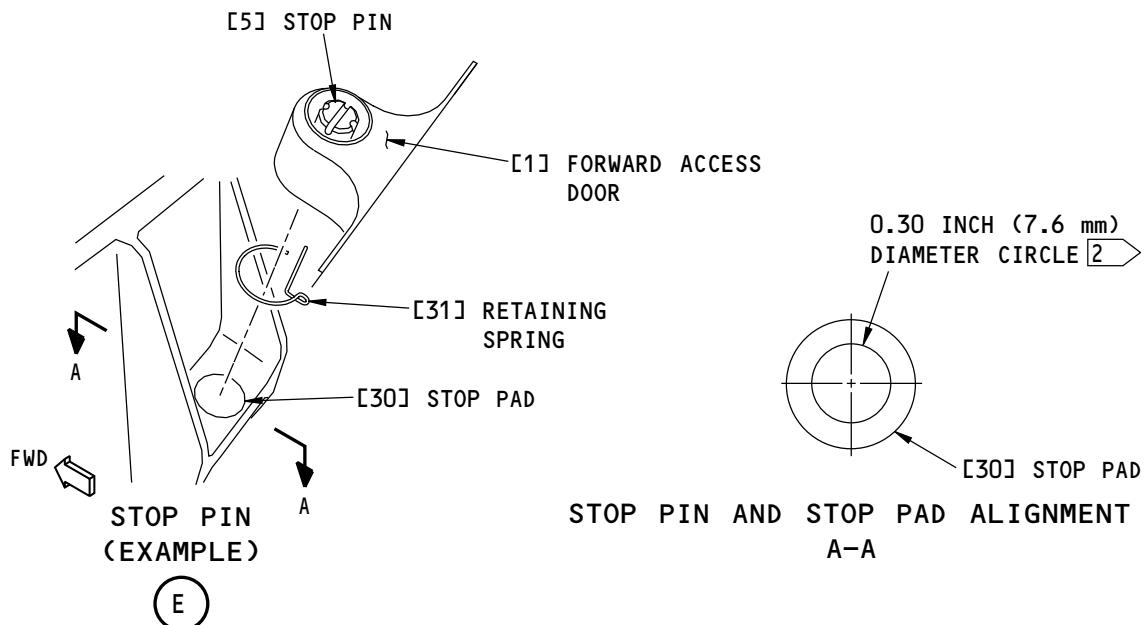
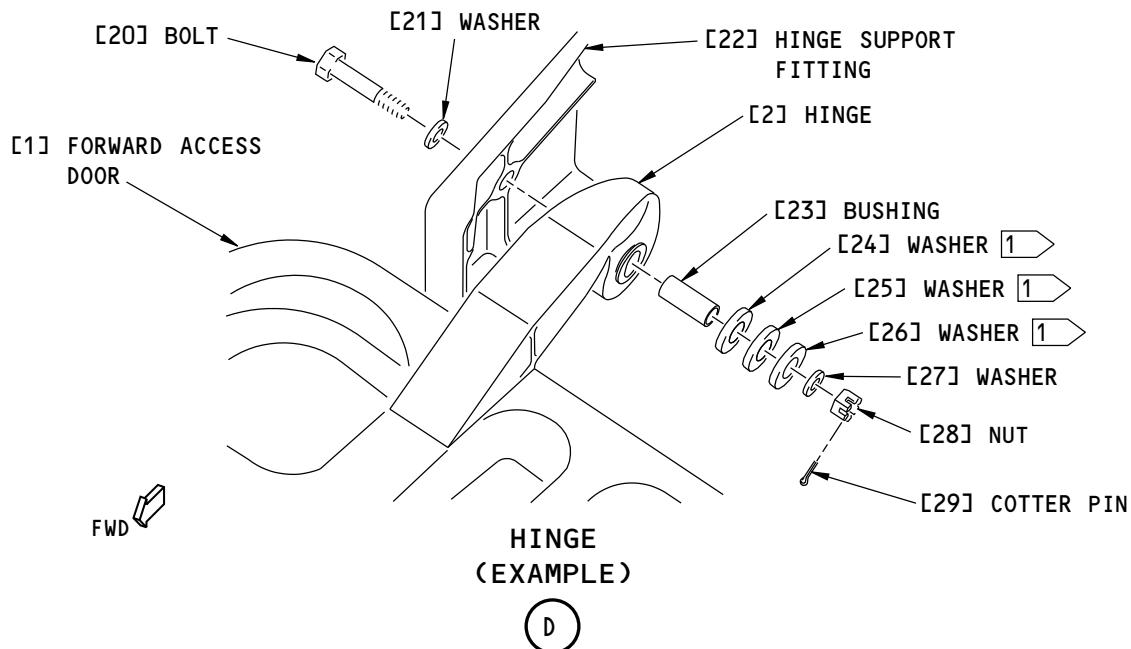


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Forward Access Door Installation
Figure 401/52-48-31-990-801 (Sheet 2 of 4)

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- [1] USE THESE WASHERS AS SPACERS TO PUT THE DOOR IN THE CENTER OF THE CUTOUT.
- [2] THE CENTER OF THE STOP PIN MUST TOUCH THE CENTER OF THE STOP PAD IN THE CIRCLE SHOWN.

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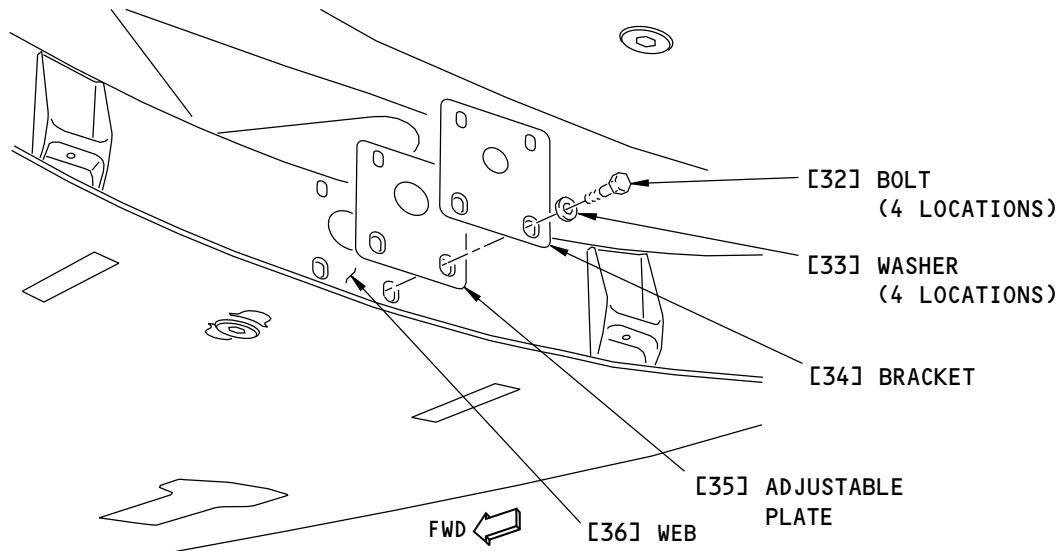
Forward Access Door Installation
Figure 401/52-48-31-990-801 (Sheet 3 of 4)

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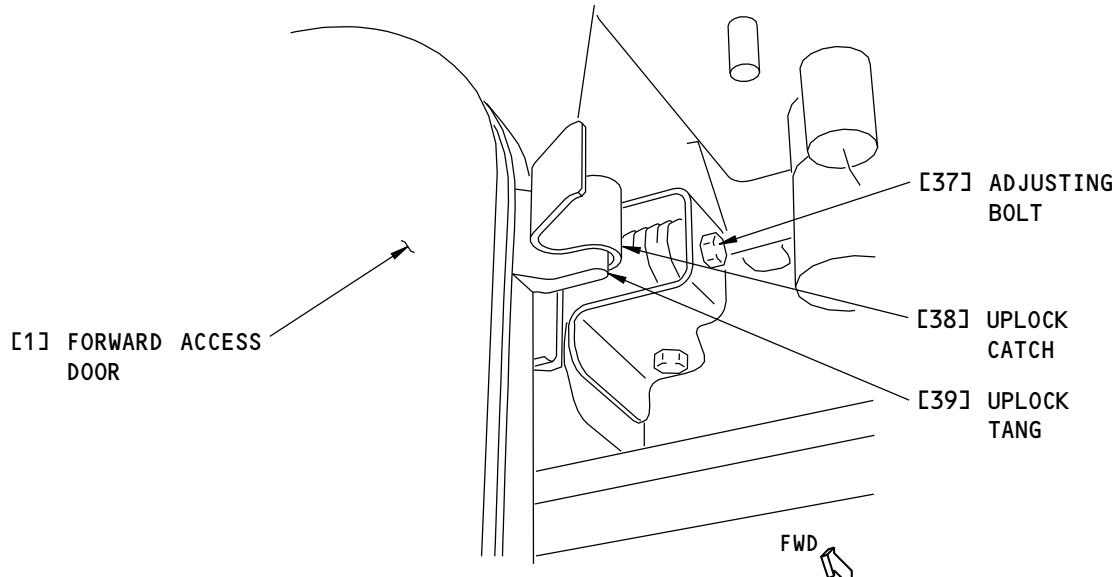


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LATCH PIN RECEPTACLE
(DOOR SHOWN IN OPEN POSITION)

F



HOLD-OPEN LOCK
(DOOR SHOWN IN OPEN POSITION)

G

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Forward Access Door Installation
Figure 401/52-48-31-990-801 (Sheet 4 of 4)

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FORWARD ACCESS DOOR - INSPECTION/CHECK

1. General

- A. This procedure has these tasks:
- (1) An inspection of the forward access door.
 - (2) An inspection of the forward access door pressure seal.

TASK 52-48-31-200-801

2. Forward Access Door Check

A. Location Zones

| <u>Zone</u> | <u>Area</u> |
|-------------|--|
| 112 | Area Forward of Nose Landing Gear Wheel Well |

B. Access Panels

| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------|
| 112A | Forward Access Door |

C. Prepare for the Inspection

SUBTASK 52-48-31-840-002

- (1) Open this access panel:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------|
| 112A | Forward Access Door |

- (a) Engage the hold-open lock.

NOTE: It may be necessary to disengage the hold-open lock to do part of the inspection.

D. Inspection

SUBTASK 52-48-31-210-001

- (1) Do a visual inspection of the external door structure and handle as follows:

- (a) Examine the external skin.
 - 1) Look for dents, cracks, and corrosion.
 - 2) Look for burrs.
 - 3) Look for loose and missing fasteners.
- (b) Examine the external handle.
 - 1) Look for cracks and corrosion.
 - 2) Look for too much wear.

SUBTASK 52-48-31-210-002

- (2) Do a visual inspection of the door internal structure as follows:

- (a) Examine the internal skin.
 - 1) Look for dents, cracks, and corrosion.
 - 2) Look for burrs.
 - 3) Look for loose and missing fasteners.
- (b) Examine the internal frames and brackets.
 - 1) Look for cracks and corrosion.
 - 2) Look for loose and missing fasteners.



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SUBTASK 52-48-31-210-003

- (3) Do a visual inspection of the latch mechanism as follows:

- (a) Examine the latch pin.
 - 1) Look for cracks and corrosion.
 - 2) Look for too much wear.
 - 3) Look for unwanted particles on the latch pin.

SUBTASK 52-48-31-210-004

- (4) Do a visual inspection of the stop fittings and stop pins as follows:

- (a) Examine the stop fittings.
 - 1) Look for cracks and corrosion.
 - 2) Look for loose and missing fasteners.
- (b) Examine the stop pins.
 - 1) Look for cracks and corrosion.
 - 2) Look for unwanted particles on the stop pins.
 - 3) Make sure the retaining springs are installed.

SUBTASK 52-48-31-210-005

- (5) Do a visual inspection of the attach structure and hinge mechanism as follows:

- (a) Examine the hinge arms.
 - 1) Look for cracks and corrosion.
 - 2) Look for too much wear.
- (b) Examine the hinge arm fasteners.
 - 1) Make sure the bolts fully engage the nuts.
 - 2) Make sure the bolt threads are not damaged.

SUBTASK 52-48-31-210-006

- (6) Do a visual inspection of the structure around the door opening as follows:

- (a) Examine the latch receptacle.
 - 1) Look for cracks and corrosion.
 - 2) Look for too much wear.
- (b) Examine the fuselage frame.
 - 1) Look for cracks and corrosion.
 - 2) Look for loose and missing fasteners.

E. Put the Airplane Back to Its Usual Condition

SUBTASK 52-48-31-840-003

- (1) Close and latch this access panel:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------|
| 112A | Forward Access Door |

———— END OF TASK ————

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TASK 52-48-31-200-802

3. Forward Access Door Pressure Seal Check

(Figure 601)

NOTE: This procedure is a scheduled maintenance task.

A. Location Zones

| <u>Zone</u> | <u>Area</u> |
|-------------|--|
| 112 | Area Forward of Nose Landing Gear Wheel Well |

B. Access Panels

| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------|
| 112A | Forward Access Door |

C. Prepare for the Inspection

SUBTASK 52-48-31-010-002

- (1) Open this access panel:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------|
| 112A | Forward Access Door |

- (a) Engage the hold-open lock.

D. Inspection

SUBTASK 52-48-31-210-007

- (1) Do a visual inspection of the door pressure seal as follows:

- (a) Examine the seal.
1) Look for cracks, holes, and tears.
2) Look for indications of seal deterioration.
3) Make sure the seal is installed in the seal retainer.

E. Put the Airplane Back to Its Usual Condition

SUBTASK 52-48-31-840-004

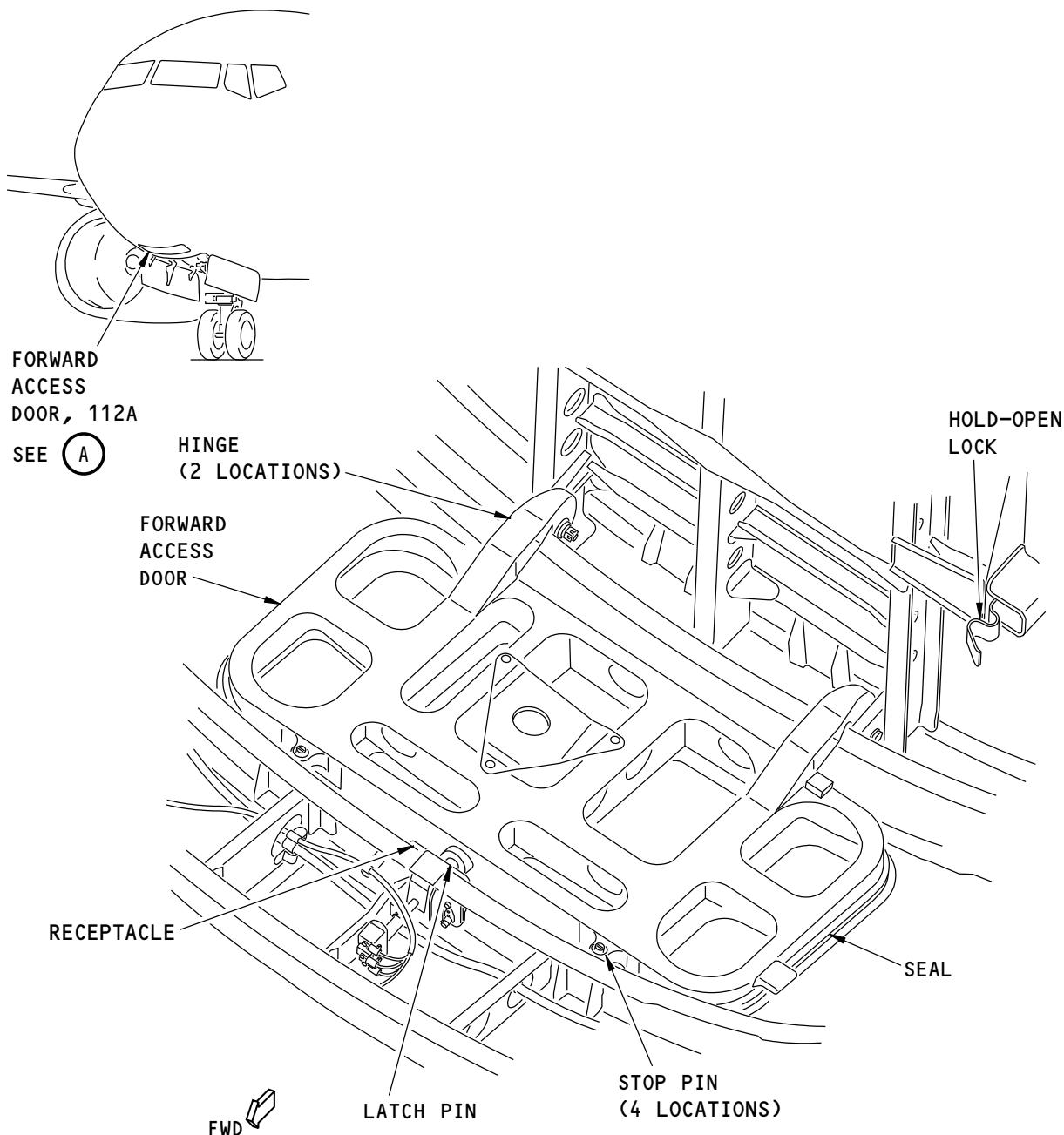
- (1) Close and latch this access panel:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------|
| 112A | Forward Access Door |

———— END OF TASK ————



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FORWARD ACCESS DOOR

A

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Forward Access Door Pressure Seal Check
Figure 601/52-48-31-990-802
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ELECTRONIC EQUIPMENT ACCESS DOOR - MAINTENANCE PRACTICES

1. General

- A. This procedure has two tasks. The first task is to Open the Electronic Equipment Door When The Door Latch Will Not Operate. The second task is the Electronic Equipment Door Corrosion Prevention.

TASK 52-48-41-010-801

2. Open the Electronic Equipment Door when the Door Handle will not Move

A. General

- (1) It is recommended, but not necessary, that two persons do this task. One person will go into the electronic equipment bay compartment through the steps given in this task. One person will open the electronic equipment access door from outside the airplane.

B. References

| Reference | Title |
|----------------------|---|
| 24-22-00-860-811 | Supply Electrical Power (P/B 201) |
| 24-22-00-860-812 | Remove Electrical Power (P/B 201) |
| 24-31-11-000-802-002 | Battery Removal (P/B 401) |
| 24-31-11-400-802-002 | Battery Installation (P/B 401) |
| 25-52-16-000-801 | Forward Cargo Compartment Forward Bulkhead Liner - Removal (P/B 401) |
| 25-52-16-400-801 | Forward Cargo Compartment Forward Bulkhead Liner - Installation (P/B 401) |

C. Tools/Equipment

| Reference | Description |
|-----------|-------------|
| STD-10670 | Pliers |

D. Location Zones

| Zone | Area |
|------|--|
| 117 | Electrical and Electronics Compartment - Left |
| 118 | Electrical and Electronics Compartment - Right |
| 121 | Forward Cargo Compartment - Left |
| 122 | Forward Cargo Compartment - Right |

E. Gain Access to the Electronic Equipment Bay Compartment

SUBTASK 52-48-41-010-003

- (1) Remove the lower panel assembly: Forward Cargo Compartment Forward Bulkhead Liner - Removal, TASK 25-52-16-000-801.
- (2) Make sure the electrical power is off: Remove Electrical Power, TASK 24-22-00-860-812.
- (3) Do this task: Battery Removal, TASK 24-31-11-000-802-002.

F. Prepare to enter the Electronic Equipment Bay Compartment

SUBTASK 52-48-41-943-001

CAUTION: REMOVE ALL OBJECTS FROM YOUR POCKETS AND FROM YOUR BODY. LOOSE OBJECTS CAN FALL INTO THE ELECTRONIC EQUIPMENT COMPARTMENT. THIS CAN CAUSE DAMAGE TO THE AIRPLANE.

- (1) Remove all items from your pockets.

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- (2) Remove all rings, earrings, watch, and other items that can separate from the body.

CAUTION: USE TAPE TO SEAL ALL OPENINGS AND FLAPS ON YOUR CLOTHING. OPEN EDGES OF CLOTHING CAN CATCH ON WIRE BUNDLES. THIS CAN PULL WIRES LOOSE. THIS CAN CAUSE DAMAGE TO THE AIRPLANE.

- (3) Use masking tape to seal all open cuffs, collars, fabric flaps, pockets, buttons, and zippers.

G. Access the Electronic Equipment Bay Compartment Door

SUBTASK 52-48-41-800-002

CAUTION: DO NOT PUT PRESSURE ON THE WIRE BUNDLES, ELECTRONIC SYSTEMS, OR STRUCTURES IN THE COMPARTMENT. PRESSURE CAN CAUSE DAMAGE TO WIRE BUNDLES AND ELECTRICAL CONNECTIONS.

- (1) Carefully go into the electronic equipment bay compartment through the space that was made when you removed the airplane batteries.
- (2) Use pliers, STD-10670 to turn the shaft of the door handle counterclockwise until the bolt head and nut points forward and aft.
- (3) Use the external handle to open the electronic equipment access door.
- (4) Check the door for damage.
- (5) Make sure that the door closes and opens smoothly.

H. Put the Airplane Back to its Usual Condition

SUBTASK 52-48-41-410-004

- (1) Do this task: Battery Installation, TASK 24-31-11-400-802-002.

SUBTASK 52-48-41-861-002

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

SUBTASK 52-48-41-410-005

- (3) Replace the lower panel assembly: Forward Cargo Compartment Forward Bulkhead Liner - Installation, TASK 25-52-16-400-801.

———— END OF TASK ————

TASK 52-48-41-600-801

3. Electronic Equipment Door Corrosion Prevention

A. References

| Reference | Title |
|------------------|--|
| 12-25-41-640-801 | Electronic Equipment Access Door Servicing (P/B 301) |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|---|---------------|
| G00009 | Compound - Organic Corrosion Inhibiting | BMS3-23 |

C. Location Zones

| Zone | Area |
|------|--|
| 117 | Electrical and Electronics Compartment - Left |
| 118 | Electrical and Electronics Compartment - Right |

D. General

SUBTASK 52-48-41-800-001

- (1) Corrosion may occur on the internal and external surfaces of the door structure. Especially the

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connection points and the door mechanism.

- (2) The door and the door frame should be treated at the same time.
- (3) Some items in this section maybe subject to the mandatory requirements for corrosion prevention and control programs for aging airplanes.
- (4) Corrosion Prevention
 - (a) Inspect the door.
 - (b) Look for missing fasteners, white powdery deposits, and discolorations, as signs of corrosion.
 - 1) If signs of corrosion are found, then a corrosion prevention program should be started to prevent the build up of corrosion products.
 - 2) If corrosion products are allowed to build up, then they will cause further corrosion.
 - (c) After the corrosion products are cleaned, make sure that the protective finishes are serviceable.
 - 1) If only minor corrosion is found, then make sure that the area is clean.
 - 2) Apply corrosion inhibiting compound on the affected area.
 - 3) Make sure that the protective finish is restored at the first opportunity that is consistent with the airplanes maintenance schedule.
- (5) Frequency of Application
 - (a) Periodic inspection is required to areas identified as prone to corrosion and should be scheduled to your Maintenance Planning Document.
 - (b) Periodic application of BMS 3-23 compounds are necessary to areas identified as prone to corrosion and should be scheduled to your Maintenance Planning Document.
 - 1) Do the prevention treatment to the exterior surface of the door at the same recommended interval as the exterior surface of the fuselage.

E. Corrosion Prevention

SUBTASK 52-48-41-620-001

- (1) Prevention Treatment
 - (a) Clean the drains and drain paths.
 - (b) Examine the door to find corrosion and damage to the protective finish.
 - 1) Remove or repair any corrosion that you find.
 - (c) Apply corrosion inhibiting compound, G00009 to the interior surfaces of the door.
 - 1) Make sure that the corrosion inhibiting compound, G00009 completely covers the surfaces.
 - (d) Apply corrosion inhibiting compound, G00009 to the door frame and the upper and lower web.
 - (e) If it is necessary, apply corrosion inhibiting compound, G00009 to the exterior surfaces of the door.
 - (f) Lubricate the door. Electronic Equipment Access Door Servicing,
TASK 12-25-41-640-801
 - (g) Doors with drain valves, do these steps:
 - 1) Clean the drain hole.
 - 2) Examine the drain seal or plunger for alignment and freedom of movement.

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- a) If it is necessary, remove the drain valve from the door and clean the debris.
 - <1> If it is necessary, replace the drain valve.
- b) Install the drain valve.

CAUTION: DO NOT APPLY MORE THAN THE MAXIMUM SPECIFIED TORQUE WHEN YOU TIGHTEN THE PARTS. DAMAGE TO THE PARTS CAN OCCUR IF YOU APPLY TOO MUCH TORQUE.

<1> Tighten the fasteners to 10 to 15 pound inches (1.1-1.7 Nm).

———— END OF TASK ————

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ELECTRONIC EQUIPMENT ACCESS DOOR - REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
- (1) A removal of the electronic equipment access door.
 - (2) An installation of the original electronic equipment access door.
 - (3) An installation of a new electronic equipment access door.
- B. The electronic equipment access door is referred to as the "door" in this procedure.

TASK 52-48-41-000-801

2. Electronic Equipment Access Door Removal

(Figure 401)

A. General

- (1) This task has two procedures for the removal of the Electronic Equipment (E/E) Access Door. Procedure number 1 requires one person working from inside the E/E bay. Procedure number 2 requires two people. One person works from inside the E/E bay and the other person outside the E/E bay door to assist.

B. Location Zones

| Zone | Area |
|------|--|
| 117 | Electrical and Electronics Compartment - Left |
| 118 | Electrical and Electronics Compartment - Right |

C. Prepare for the Removal

SUBTASK 52-48-41-010-001

- (1) Open the door [7]:
 - (a) Push the release trigger [2] to release the handle [1].
 - (b) Turn the handle [1] to unlatch the door [7].

CAUTION: TO PREVENT THE DOOR FROM BINDING IN THE TRACKS, DO NOT LIFT THE DOOR AROUND THE EDGES. USE BOTH HANDS WITH A LIGHT FORCE AND EQUAL PRESSURE TO LIFT THE DOOR. LET THE DOOR FOLLOW THE ROLLER TRACKS UP AND OUTBOARD. TOO MUCH FORCE CAN DAMAGE THE DOOR ROLLERS. THIS CAN CAUSE DAMAGE TO THE EQUIPMENT.

- (c) Move the door [7] to the fully open position.

D. Electronic Equipment Access Door Removal (Procedure 1)

SUBTASK 52-48-41-020-001

- (1) Remove the forward and aft folding track assemblies [3] from the electrical and electronics compartment:
 - (a) Release the latches [8] that hold the folding track assemblies [3] in the extended position.
 - (b) Remove the bolts [13], washers [14], washers [17], and nuts [18] that attach the springs [15] and upper hinge lugs [16] to the attach stanchions.
 - (c) Lift the folding track assemblies [3] out of the lower hinge lugs [5].

SUBTASK 52-48-41-020-002

- (2) Remove the door [7] from the fixed tracks [4]:

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- (a) Hold the door [7] and move it towards the closed position until the roller trucks [19] and the right aft roller truck [24] disengage from the fixed tracks [4].
- (b) Remove the door [7] from the airplane.

E. Electronic Equipment Access Door Removal (Procedure 2)

SUBTASK 52-48-41-020-003

- (1) Remove the door [7] from the fixed tracks [4]:

CAUTION: TO PREVENT THE DOOR FROM BINDING IN THE TRACKS, DO NOT LIFT THE DOOR AROUND THE EDGES. USE BOTH HANDS WITH A LIGHT FORCE AND EQUAL PRESSURE TO LIFT THE DOOR. LET THE DOOR FOLLOW THE ROLLER TRACKS UP AND OUTBOARD. TOO MUCH FORCE CAN DAMAGE THE DOOR ROLLERS. THIS CAN CAUSE DAMAGE TO THE EQUIPMENT.

- (a) Open the door (7) and enter the electronic equipment bay.

WARNING: DO NOT LOCK THE DOOR FROM THE OUTSIDE. THE ELECTRONIC EQUIPMENT ACCESS DOOR DOES NOT HAVE A HANDLE ON THE INSIDE TO UNLOCK THE DOOR. IF THE DOOR IS LOCKED, INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR.

- (b) Put the door in the close position.
- (c) Release the latches (8) that hold the folding track assemblies (3) in the extended position.
- (d) Fold the forward and aft track.
- (e) Lift and pull the door (7) until the rollers disengage from the fixed tracks.
- (f) Remove the door (7) from the airplane.

———— END OF TASK ————

TASK 52-48-41-400-801

3. Electronic Equipment Access Door Installation - Original Door

(Figure 401)

A. General

- (1) Make sure the airplane is supported by its landing gear.
- (2) This task has two procedures for the installation of the Electronic Equipment (E/E) Access Door. Procedure number 1 requires one person working inside the E/E bay. Procedure number 2 requires two people. One person works from inside the E/E bay and the other person outside the E/E bay door to assist.

B. References

| Reference | Title |
|------------------|--|
| 52-71-42-710-801 | Electronic Equipment Access Door Indication Switch Test (P/B 201) |

C. Consumable Materials

| Reference | Description | Specification |
|-----------|--|---------------|
| A00247 | Sealant - Pressure And Environmental - Chromate Type | BMS5-95 |

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D. Location Zones

| Zone | Area |
|------|--|
| 117 | Electrical and Electronics Compartment - Left |
| 118 | Electrical and Electronics Compartment - Right |

E. Prepare for the Installation

SUBTASK 52-48-41-840-002

- (1) Move the handle [1] to the unlatched position.

F. Electronic Equipment Access Door Installation (Original Door- Procedure 1)

SUBTASK 52-48-41-420-004

- (1) Install the door [7] in the fixed tracks [4]:
 - (a) Hold the door [7].
 - (b) Put the door [7] through the opening in the fuselage frame.
 - (c) Align the rollers [34] with the ends of the fixed tracks [4].
 - (d) Put the rollers [34] into the fixed tracks [4].
 - (e) Move the door [7] outboard to the open position to fully engage the rollers [34] in the fixed tracks [4].

SUBTASK 52-48-41-410-001

- (2) Install the folding track assemblies [3] in the electrical and electronic equipment compartment:
 - (a) Put the folding track assemblies [3] into the lower hinge lugs [5].
 - (b) Put the upper hinge lugs [16] and springs [15] in position above the folding track assemblies [3].
 - (c) Apply the sealant, A00247 to the bolts [13], washers [14], washers [17], and nuts [18] that attach the springs [15] and the upper hinge lugs [16] to the attach stanchions.
 - (d) Install the bolts [13], washers [14], washers [17], and nuts [18] to attach the springs [15] and upper hinge lugs [16] to the attach stanchions.
 - (e) Engage the latches [8] to hold the folding track assemblies [3] in the extended position.
- (3) Do a test of the door warning sensor [6] as follows:
 - (a) Do this task: Electronic Equipment Access Door Indication Switch Test, TASK 52-71-42-710-801.

G. Electronic Equipment Access Door Installation (Original Door- Procedure 2)

SUBTASK 52-48-41-420-008

- (1) Install the door [7] in the fixed tracks [4]:
 - (a) Put the door (7) through the opening in the Electronic Equipment bay.
 - (b) Align the rollers [34] with the ends of the fixed tracks [4].

WARNING: DO NOT LOCK THE DOOR FROM THE OUTSIDE. THE EE ACCESS DOOR DOES NOT HAVE A HANDLE ON THE INSIDE TO UNLOCK THE DOOR. IF THE DOOR IS LOCKED, INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR.

- (c) Put the door (7) in the closed position.
- (d) Fold out the forward and aft folding track assembly (3).
- (e) Lock the latches (8) to hold the fold track assembly in the extended position.



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CAUTION: TO PREVENT THE DOOR FROM BINDING IN THE TRACKS, DO NOT LIFT THE DOOR AROUND THE EDGES. USE BOTH HANDS WITH A LIGHT FORCE AND EQUAL PRESSURE TO LIFT THE DOOR. LET THE DOOR FOLLOW THE ROLLER TRACKS UP AND OUTBOARD. TOO MUCH FORCE CAN DAMAGE THE DOOR ROLLERS. THIS CAN CAUSE DAMAGE TO THE EQUIPMENT.

- (f) Move the door [7] to the full open position.
- (2) Do a test of the door warning sensor [6] as follows:
 - (a) Do this task: Electronic Equipment Access Door Indication Switch Test, TASK 52-71-42-710-801.

H. Put the Airplane Back to Its Usual Condition

SUBTASK 52-48-41-820-005

- (1) Do a test on the door [7]:

CAUTION: TO PREVENT THE DOOR FROM BINDING IN THE TRACKS, DO NOT LIFT THE DOOR AROUND THE EDGES. USE BOTH HANDS WITH A LIGHT FORCE AND EQUAL PRESSURE TO LIFT THE DOOR. LET THE DOOR FOLLOW THE ROLLER TRACKS UP AND OUTBOARD. TOO MUCH FORCE CAN DAMAGE THE DOOR ROLLERS. THIS CAN CAUSE DAMAGE TO THE EQUIPMENT.

- (a) Close and latch the door [7].
- (b) Make sure the handle [1] and latch pins [12] operate correctly and the door [7] opens and closes smoothly.
- (c) Make sure the seal [35] is installed correctly.

————— END OF TASK ————

TASK 52-48-41-400-802

4. Electronic Equipment Access Door Installation - New Door

(Figure 401, Figure 402)

A. General

- (1) Make sure the airplane is supported by its landing gear.

B. References

| Reference | Title |
|------------------|--|
| 52-71-42-710-801 | Electronic Equipment Access Door Indication Switch Test (P/B 201) |

C. Consumable Materials

| Reference | Description | Specification |
|-----------|--|---------------|
| A00247 | Sealant - Pressure And Environmental - Chromate Type | BMS5-95 |

D. Location Zones

| Zone | Area |
|------|--|
| 117 | Electrical and Electronics Compartment - Left |
| 118 | Electrical and Electronics Compartment - Right |

E. Prepare for the Installation

SUBTASK 52-48-41-840-004

- (1) Remove the forward and aft roller truck attach brackets [23] and the right aft roller truck [24] from the door [7] (Figure 401):



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- (a) Remove the bolts [21] and washers [22] that attach the roller truck attach brackets [23] and the laminated shims [20] to the door [7].
- (b) Remove the roller truck attach brackets [23] and the laminated shims [20] from the door [7].
- (c) Remove the bolt [25] and the bearing [26] that attach the right aft roller truck [24] and the laminated shim [27] to the door [7].
- (d) Remove the right aft roller truck [24] and the laminated shim [27] from the door [7].

SUBTASK 52-48-41-840-005

- (2) Move the handle [1] to the unlatched position.

F. Installation of the Electronic Equipment Access Door (New Door)

SUBTASK 52-48-41-420-005

- (1) Install the door [7] in the fuselage frame as follows:
 - (a) Hold the door [7].
 - (b) Put the door [7] in its correct position in the fuselage frame.
 - (c) Latch the door [7].
 - (d) Make sure the latch pins [12] are engaged in the latch fittings [11].
 - (e) If necessary, adjust the latch fittings [11] (Figure 401):
 - 1) For the forward and aft latch fittings [11], loosen the bolts [28], washers [29], and nuts [30] that attach the latch fittings [11] to the latch supports on the fuselage frame.
 - 2) For the left and right latch fittings [11], loosen the bolts [28], washers [29], and nuts [30] that attach the latch fittings [11] and serrated plates [33] to the fuselage frame.
 - 3) Move the latch fittings [11] on the serrated plates [33] or serrated latch supports until the latch pins [12] engage the latch fittings [11].
 - 4) Tighten the bolts [28], washers [29], and nuts [30] that attach the latch fittings [11] to the fuselage frame.

SUBTASK 52-48-41-820-006

- (2) Adjust the door stops [10].

NOTE: Do these steps for each door stop [10].

- (a) Close and latch the door [7].
- (b) Measure the clearance between the door stop [10] and the latch fitting [11].
- (c) Make sure the clearance is as shown, (Figure 401). If necessary, adjust as follows:
 - 1) Remove the bolts [31] and washers [32] that attach the door stop [10] and the laminated shim [9] to the door [7].
 - 2) Remove laminations from the laminated shim [9] or install a new laminated shim [20] to get the correct clearance.
 - 3) Apply the sealant, A00247 to both sides of the laminated shim [9].
 - 4) Install the bolts [31] and washers [32] to attach the door stop [10] and the laminated shim [9] to the door [7].

SUBTASK 52-48-41-820-011

- (3) Two measurement methods are provided to adjust the door.

- (a) Method 1 is the Standard measurement method for skin clearance and flushness adjustment.

| | |
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- (b) Method 2 is Aero-Averaging measurement for skin clearance adjustment.

SUBTASK 52-48-41-820-007

- (4) Adjust the skin clearance and the flushness of the door [7] with Method 1:
- Close and latch the door [7].
 - As a minimum, measure the clearance and flushness between the door skin and the fuselage skin along each edge of the door [7] at the locations that follow:
NOTE: Make additional measurements if necessary.
 - Within ± 1.0 inch of the door stops [10].
 - Within ± 1.0 inch of the tangent point of the door corners.
 - Make sure the skin clearance is as shown (Table 401) and (Figure 402).
 - Make sure the flushness of the door and fuselage cutout is as shown (Table 401) and (Figure 402).

Table 401/52-48-41-993-803 Aerosmoothness Limits - Electronic Equipment Access Door (Key to Figure 402)

| ZONE | CLEARANCE | | FLUSHNESS | |
|----------|----------------------|-----------------------------|----------------------|---------------------------------|
| | NOMINAL inch (mm) | TOLERANCE inch (mm) | NOMINAL inch (mm) | TOLERANCE inch (mm) |
| A THRU H | 0.09 (2.29) | 0.06 to 0.12 (1.52 to 3.04) | -0.06 (-1.52) | -0.09 to -0.03 (-2.29 to -0.76) |

- If it is necessary, adjust as follows (Figure 401):
 - For the forward and aft latch fittings [11], loosen the bolts [28], washers [29], and nuts [30] that attach the latch fittings [11] to the latch supports on the fuselage frame.
 - For the left and right latch fittings [11], loosen the bolts [28], washers [29], and nuts [30] that attach the latch fittings [11] and serrated plates [33] to the fuselage frame.
 - Move the latch fittings [11] on the serrated plates [33] or the serrated latch supports to get the correct flushness.
 - Tighten the bolts [28], washers [29], and nuts [30] that attach the latch fittings [11] to the fuselage frame.
- If it is necessary, carefully cut the door skin to get the correct skin clearance.

SUBTASK 52-48-41-820-014

- (5) Adjust the skin clearance with Method 2 (Aero-Averaging).
 (a) Make sure that the skin clearance is as shown in Table 402.

Table 402/52-48-41-993-806 Aero-Averaging Limits - Electronic Equipment Access Door (Method 2)

| ZONE | CLEARANCE | | FLUSHNESS | |
|----------|----------------------|-----------------------------|----------------------|-------------------------------|
| | NOMINAL inch (mm) | TOLERANCE inch (mm) | NOMINAL inch (mm) | TOLERANCE inch (mm) |
| A THRU H | 0.09 (2.29) | 0.06 to 0.15 (1.52 to 3.81) | -0.06 (-1.52) | -0.12 to 0.00 (-3.05 to 0.00) |

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SUBTASK 52-48-41-820-012

- (6) Adjust the skin clearances with Method 2 (Aero-Averaging) (Table 403).
- (a) Measure the clearance between the door skin and fuselage skin along the forward and aft edges of the door at the locations that follow:
- 1) Make five marks that are spaced equally along the forward edge of the door.
NOTE: Include the door corner tangent points.
 - 2) Make five marks that are spaced equally along the aft edge of the door.
NOTE: Include the door corner tangent points.
 - 3) Measure the skin clearance within ± 1.0 inch (± 25.4 mm) of each mark along the forward and aft edges of the door.
 - 4) Record the skin clearance for each measurement.
 - 5) Use the (Table 403) to change the clearance to a Drag value.
NOTE: A measurement of 0.10 inch (2.54mm) clearance is a Drag value of 0.92.
 - 6) Record the Drag value for each measurement from (Table 403).

Table 403/52-48-41-993-804 Electronic Equipment Access Door Skin Clearance (Aero-averaging)

| CLEARANCE Inch (mm) | DRAG VALUE |
|---------------------|------------|
| 0.06 (1.52) | 0.59 |
| 0.07 (1.78) | 0.67 |
| 0.08 (2.03) | 0.75 |
| 0.09 (2.29) | 0.84 |
| 0.10 (2.54) | 0.92 |
| 0.11 (2.79) | 1.00 |
| 0.12 (3.05) | 1.08 |
| 0.13 (3.30) | 1.17 |
| 0.14 (3.56) | 1.25 |
| 0.15 (3.81) | 1.33 |

- 7) Add all the Drag Values together (sum).
 - a) Record the sum of the Drag Value as Measurement A.
 - 8) Divide Measurement A by the number of measurements that you made.
 - 9) Make sure that the average Drag Value is 1.00 or less.
- (b) Make sure the minimum clearance is as shown (Table 401) and (Figure 402).
- 1) If it is necessary, adjust as follows, (Figure 401):
 - a) For the forward and aft latch fittings [11], loosen the bolts [28], washers [29], and nuts [30] that attach the latch fittings [11] to the latch supports on the fuselage frame.
 - b) For the left and right latch fittings [11], loosen the bolts [28], washers [29], and nuts [30] that attach the latch fittings [11] and serrated plates [33] to the fuselage frame.
 - c) Move the latch fittings [11] on the serrated plates [33] or the serrated latch supports to get the correct flushness.

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- d) Tighten the bolts [28], washers [29], and nuts [30] that attach the latch fittings [11] to the fuselage frame.
- 2) If it is necessary, carefully cut the door skin to get the correct skin clearance.

SUBTASK 52-48-41-820-013

- (7) Adjust the skin flushness using Method 2 (Aero-Averaging) (Table 404):
 - (a) Make sure the flushness between the door skin and fuselage skin along the forward and aft edges of the door are as shown (Table 401) and (Figure 402).
 - (b) As a minimum, measure the flushness between the door skin and fuselage skin along the forward and aft edges of the door at the locations that follow:
 - 1) Make five marks that are spaced equally along the forward edge of the door.
NOTE: Include the door corner tangent points.
 - 2) Make five marks that are spaced equally along the aft edge of the door.
NOTE: Include the door corner tangent points.
 - 3) Measure the skin flushness within ± 1.0 inch (± 25.4 mm) of each mark along the forward and aft edges of the door.
 - 4) Record the skin flushness for each measurement.
 - 5) Use the (Table 404) to change the flushness to a Drag value.
NOTE: A measurement of -0.06 inch (-1.52mm) flushness is a Drag value of 0.
 - 6) Record the Drag value for each measurement from (Table 404).

Table 404/52-48-41-993-805 Electronic Equipment Access Door Skin Flushness (Aero-Averaging)

| Door Flushness | | |
|--------------------|--------------------|------------|
| Fwd Edge Inch (mm) | Aft Edge Inch (mm) | Drag Value |
| -0.12 (-3.05) | 0.00 | 1.68 |
| -0.11 (-2.79) | -0.01 (-0.25) | 1.36 |
| -0.10 (-2.54) | -0.02 (-0.51) | 1.04 |
| -0.09 (-2.29) | -0.03 (-0.76) | 0.71 |
| -0.08 (-2.03) | -0.04 (-1.02) | 0.43 |
| -0.07 (-1.78) | -0.05 (-1.27) | 0.18 |
| -0.06 (-1.52) | -0.06 (-1.52) | 0 |
| -0.05 (-1.27) | -0.07 (-1.78) | 0.18 |
| -0.04 (-1.02) | -0.08 (-2.03) | 0.68 |
| -0.03 (-0.76) | -0.09 (-2.29) | 1.25 |
| -0.02 (-0.51) | -0.10 (-2.54) | 1.89 |
| -0.01 (-0.25) | -0.11 (-2.79) | 2.61 |
| 0.00 | -0.12 (-3.05) | 3.36 |

- 7) Add all the Drag Values together (sum).
 - a) Record the sum of the Drag Values as Measurement A.
- 8) Divide Measurement A by the number of measurements that you made.
 - a) Make sure that the average Drag Value is 1.00 or less.

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- (c) If the average Drag Value is greater than 1.00, then adjust the door as follows:
 - 1) Open the door.
 - 2) Adjust the door to get the correct skin flushness.

SUBTASK 52-48-41-820-008

- (8) Do a test of the door warning sensor [6] as follows:
 - (a) Do this task: Electronic Equipment Access Door Indication Switch Test, TASK 52-71-42-710-801.

SUBTASK 52-48-41-420-006

- (9) Install the forward and aft roller truck attach brackets [23] and the right aft roller truck [24] on the door [7] (Figure 401):
 - (a) Remove the door [7] from the fuselage frame.
 - (b) Install the bolts [21] and washers [22] to attach the roller truck attach brackets [23] and the laminated shims [20] to the door [7].
 - (c) Install the bolt [25] and the bearing [26] to attach the right aft roller truck [24] and the laminated shim [27] to the door [7].

SUBTASK 52-48-41-420-007

- (10) Install the door [7] in the fixed tracks [4]:
 - (a) Hold the door [7].
 - (b) Put the door [7] through the opening in the fuselage frame.
 - (c) Align the rollers [34] with the ends of the fixed tracks [4].
 - (d) Put the rollers [34] into the fixed tracks [4].
 - (e) Move the door [7] outboard to the open position to fully engage the rollers [34] in the fixed tracks [4].

SUBTASK 52-48-41-410-002

- (11) Install the folding track assemblies [3] in the electrical and electronic equipment compartment (Figure 401):
 - (a) Put the folding track assemblies [3] into the lower hinge lugs [5].
 - (b) Put the upper hinge lugs [16] and springs [15] in position above the folding track assemblies [3].
 - (c) Apply the sealant, A00247 to the bolts [13], washers [14], washers [17], and nuts [18] that attach the springs [15] and the upper hinge lugs [16] to the attach stanchions.
 - (d) Install the bolts [13], washers [14], washers [17], and nuts [18] to attach the springs [15] and upper hinge lugs [16] to the attach stanchions.
 - (e) Engage the latches [8] to hold the folding track assemblies [3] in the extended position.

SUBTASK 52-48-41-820-009

- (12) Adjust the roller trucks [19] (Figure 401):
 - (a) Close and latch the door [7].
 - (b) Make sure the roller trucks [19] are centered in the folding track assemblies [3]. If necessary, adjust as follows:
 - 1) Remove the bolts [21] and washers [22] that attach the roller truck attach brackets [23] and the laminated shims [20] to the door [7].
 - 2) Remove the bolt [25] and the bearing [26] that attach the right aft roller truck [24] and the laminated shim [27] to the door [7].



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- 3) Remove laminations from the laminated shims [20] and laminated shim [27] or install new laminated shims [20] and laminated shim [27] to get the correct clearance.
- 4) Apply sealant, A00247 to both sides of the laminated shims [20] and laminated shim [27].
- 5) Install the bolts [21] and washers [22] to attach the roller truck attach brackets [23] and the laminated shims [20] to the door [7].
- 6) Install the bolt [25] and bearing [26] to attach the right aft roller truck [24] and the laminated shim [27] to the door [7].

SUBTASK 52-48-41-820-010

- (13) Do a test on the door [7] as follows:

WARNING: TO PREVENT THE DOOR FROM BINDING IN THE TRACKS, DO NOT LIFT THE DOOR AROUND THE EDGES. USE BOTH HANDS WITH A LIGHT FORCE AND EQUAL PRESSURE TO LIFT THE DOOR. LET THE DOOR FOLLOW THE ROLLER TRACKS UP AND OUTBOARD. TOO MUCH FORCE CAN DAMAGE THE DOOR ROLLERS. IF YOU DO NOT OBEY THIS WARNING, INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR.

- (a) Close and latch the door [7].
- (b) Make sure the handle [1] and latch pins [12] operate correctly and the door [7] opens and closes smoothly.
- (c) Make sure the seal [35] is installed correctly.

———— END OF TASK ————

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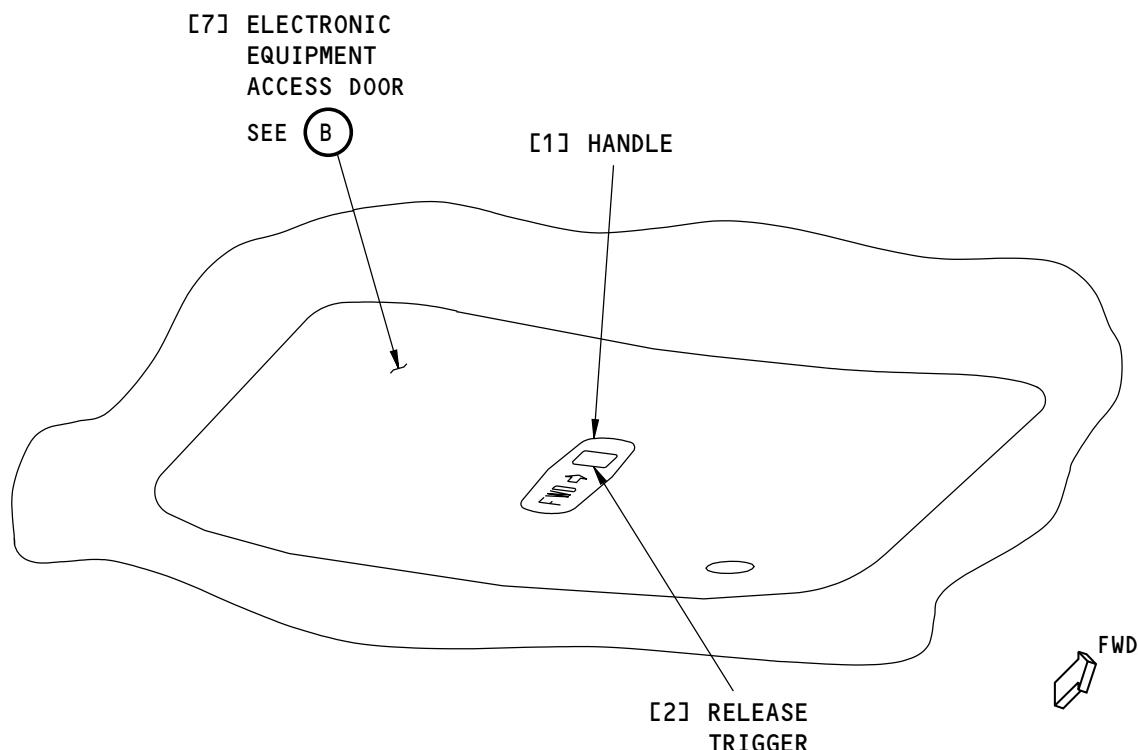
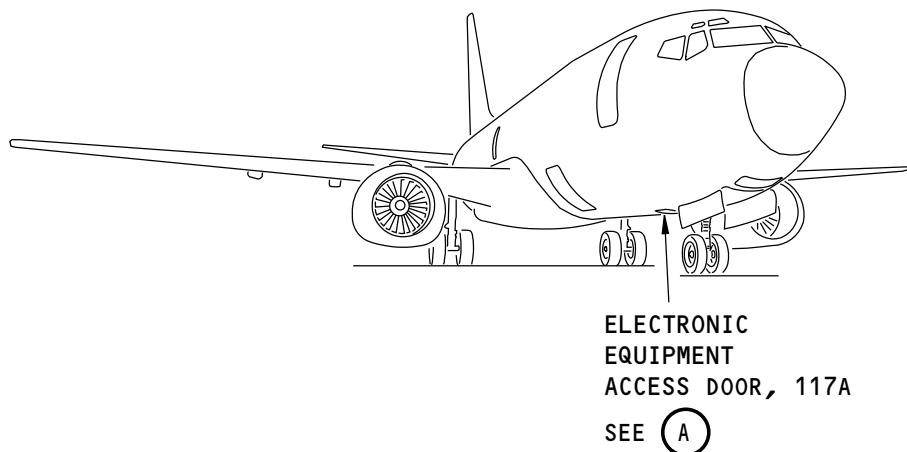
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ELECTRONIC EQUIPMENT ACCESS DOOR, 117A

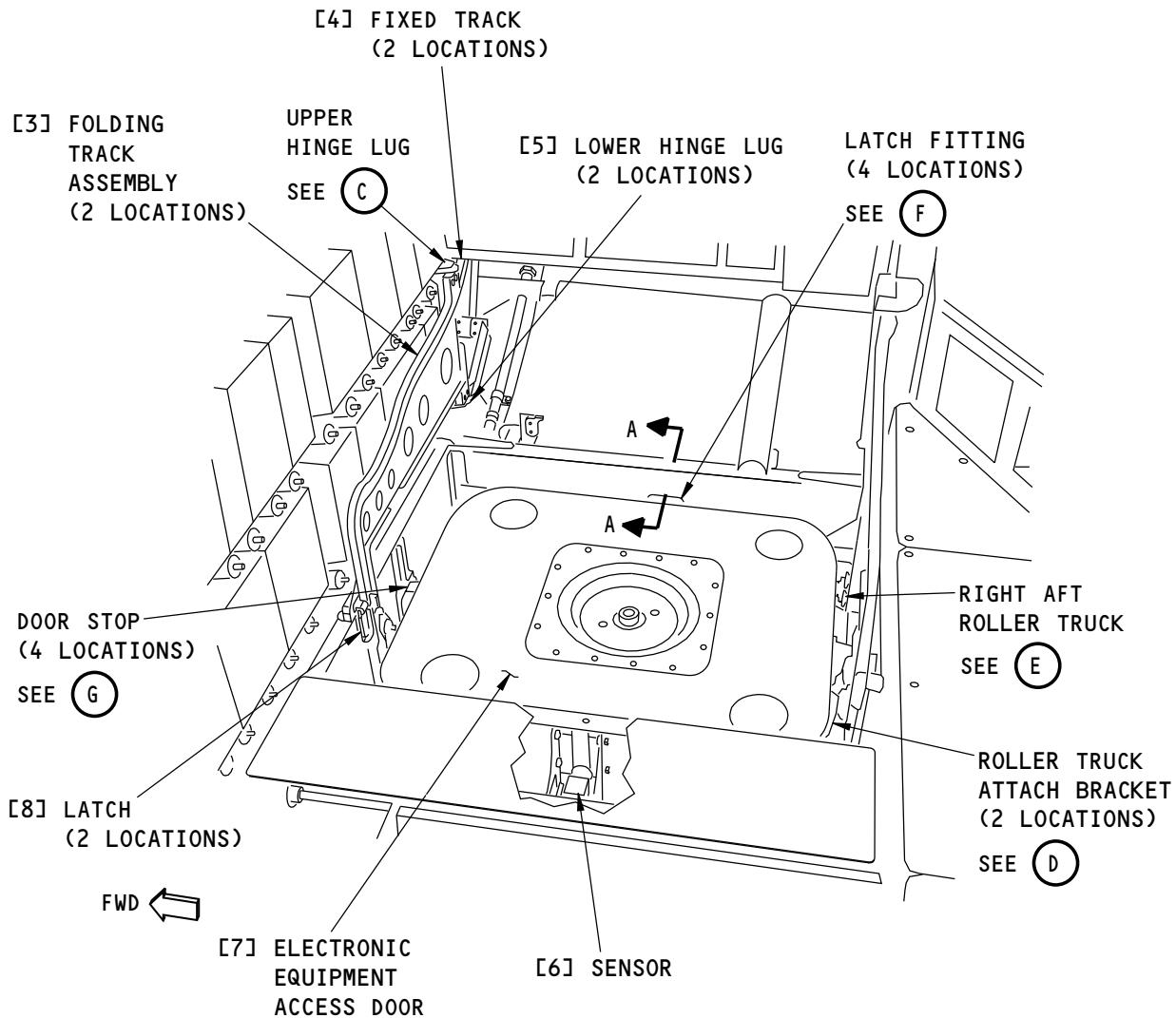
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Electronic Equipment Access Door Installation
Figure 401/52-48-41-990-801 (Sheet 1 of 5)

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

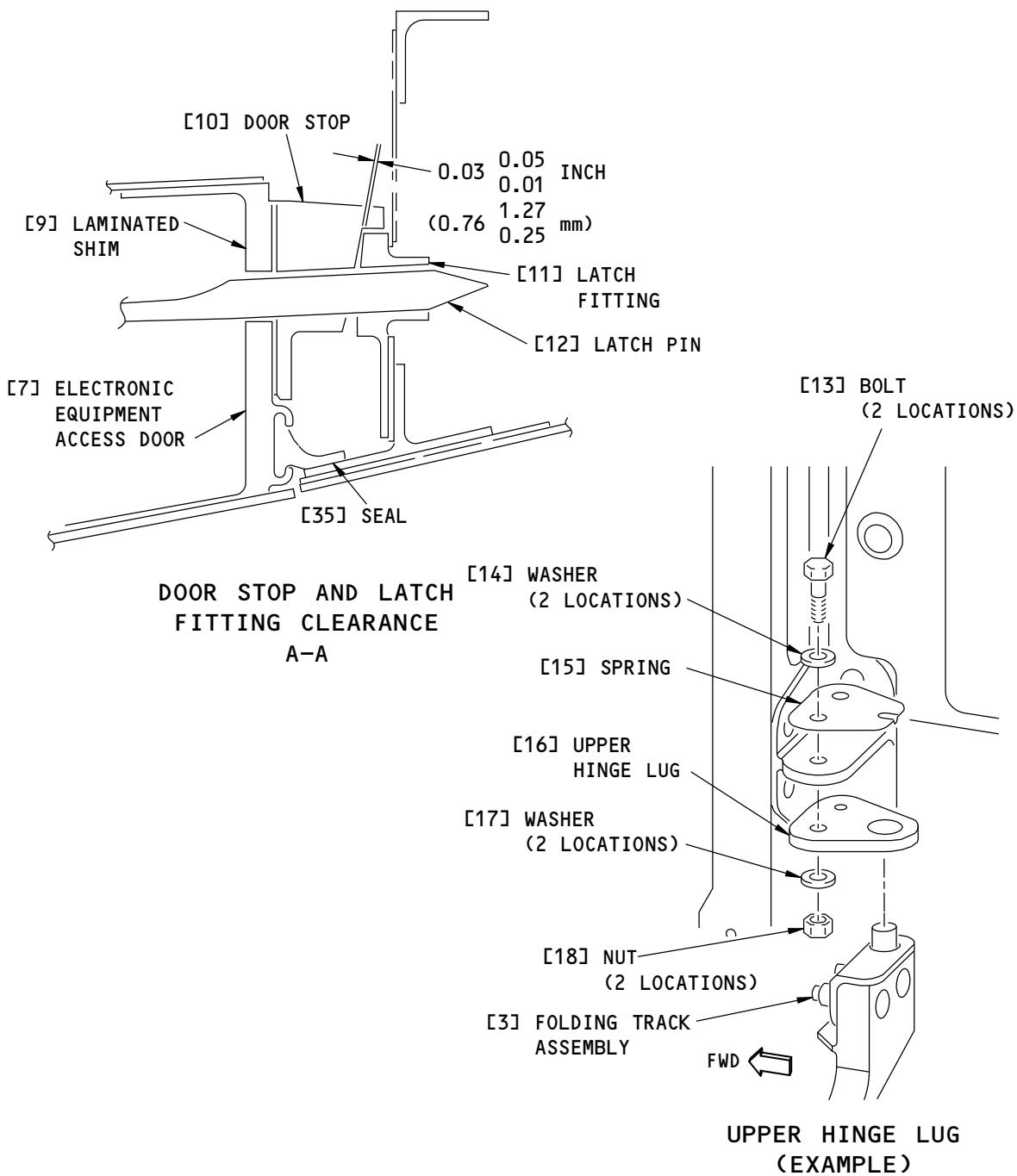
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Electronic Equipment Access Door Installation
Figure 401/52-48-41-990-801 (Sheet 2 of 5)EFFECTIVITY
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C

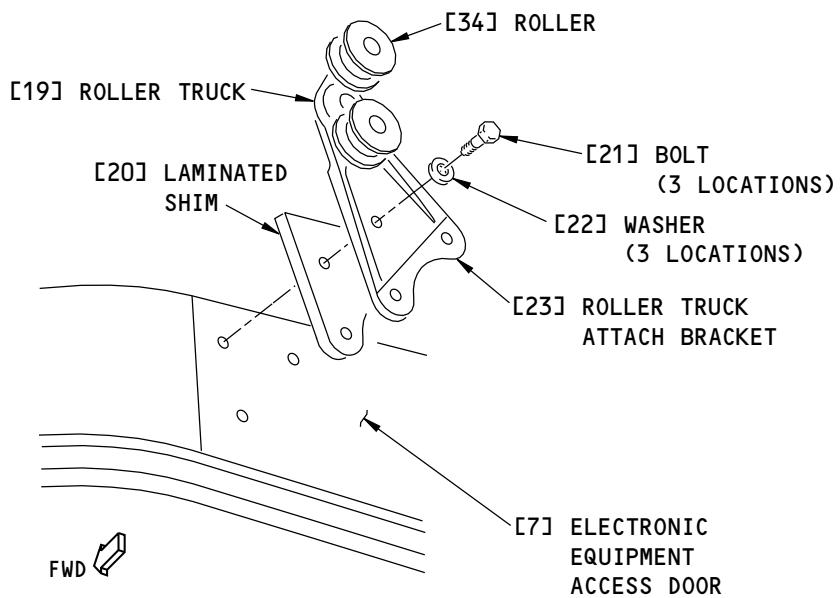
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Electronic Equipment Access Door Installation
Figure 401/52-48-41-990-801 (Sheet 3 of 5)

EFFECTIVITY
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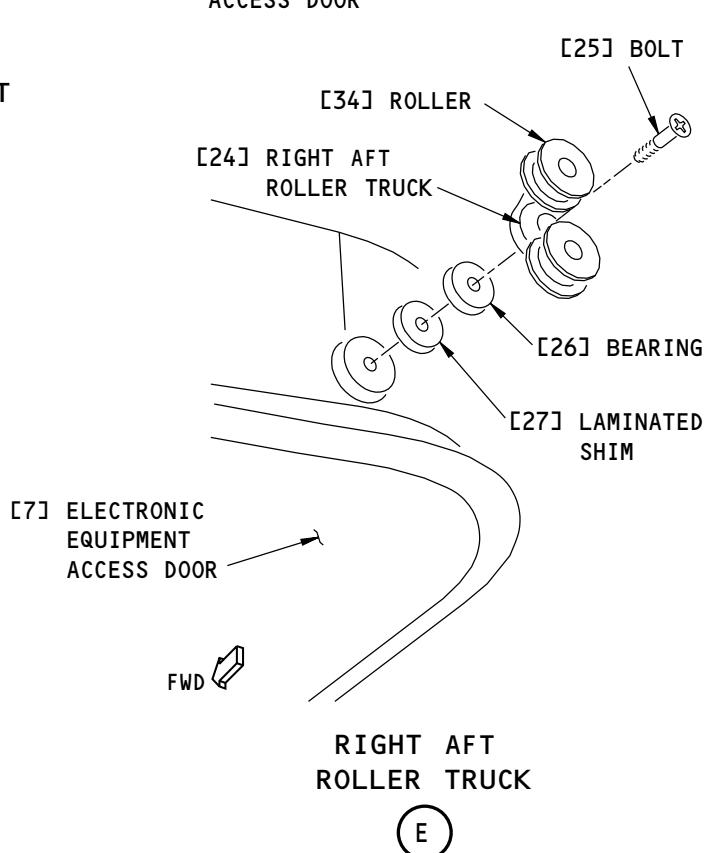
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ROLLER TRUCK
ATTACH BRACKET
(EXAMPLE)

D



RIGHT AFT
ROLLER TRUCK

E

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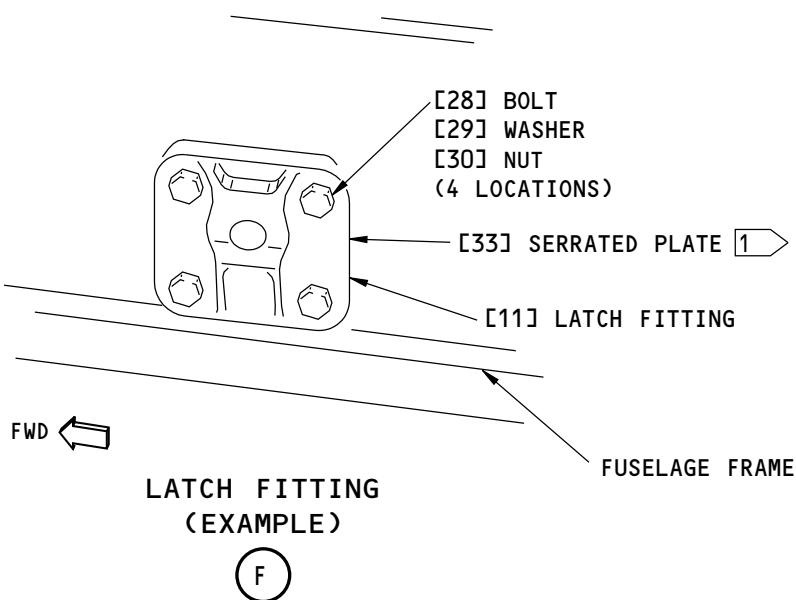
Electronic Equipment Access Door Installation
Figure 401/52-48-41-990-801 (Sheet 4 of 5)

EFFECTIVITY
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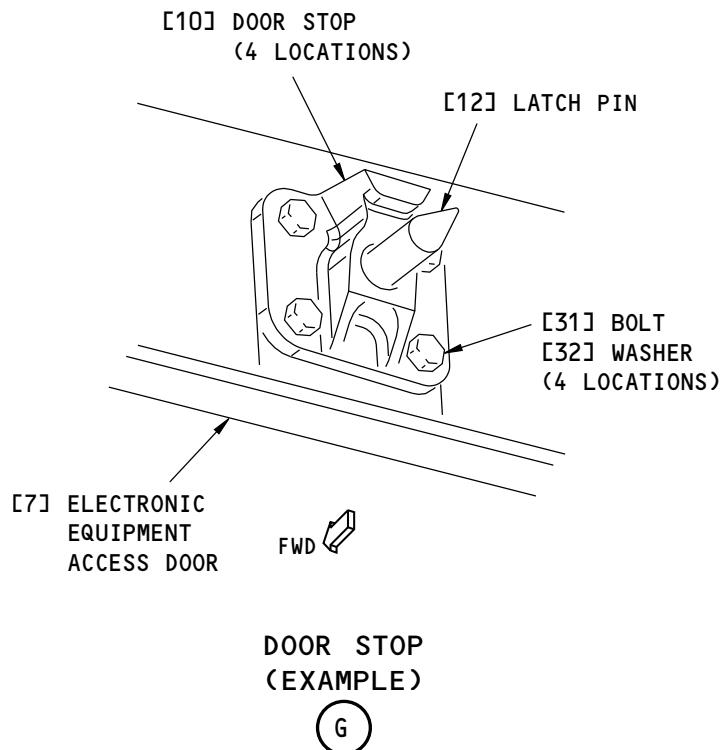


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LATCH FITTING
(EXAMPLE)

F



[1] LEFT AND RIGHT LATCH FITTINGS ONLY

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Electronic Equipment Access Door Installation
Figure 401/52-48-41-990-801 (Sheet 5 of 5)

EFFECTIVITY
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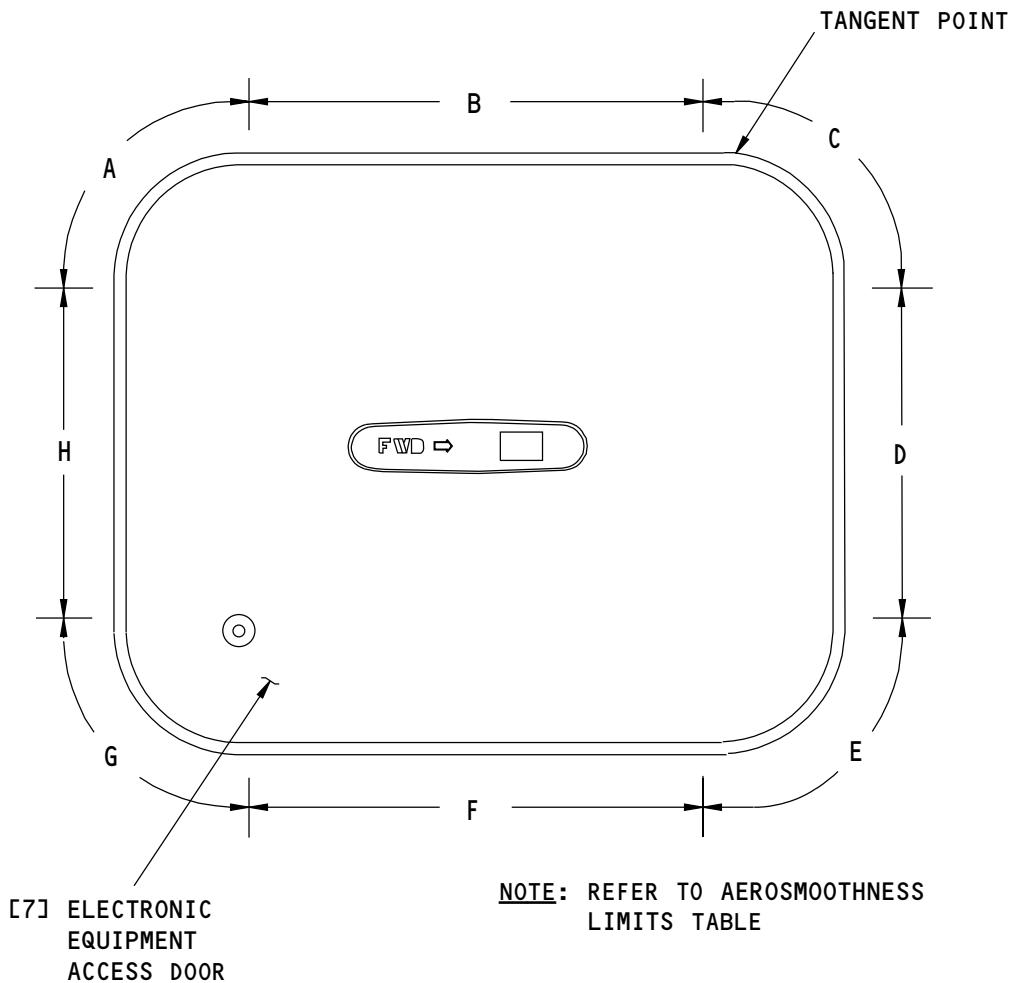
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SKIN CLEARANCE AND FLUSHNESS ZONES

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Electronic Equipment Access Door Skin Clearance and Flushness
Figure 402/52-48-41-990-802

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ELECTRONIC EQUIPMENT ACCESS DOOR - INSPECTION/CHECK

1. General

- A. This procedure has these tasks:
- (1) An inspection of the electronic equipment access door.
 - (2) An inspection of the electronic equipment access door pressure seal.

TASK 52-48-41-200-801

2. Electronic Equipment Access Door Check

A. References

| Reference | Title |
|------------------|---|
| 52-48-41-000-801 | Electronic Equipment Access Door Removal (P/B 401) |
| 52-48-41-400-801 | Electronic Equipment Access Door Installation - Original Door (P/B 401) |

B. Location Zones

| Zone | Area |
|------|--|
| 117 | Electrical and Electronics Compartment - Left |
| 118 | Electrical and Electronics Compartment - Right |

C. Prepare for the Inspection

SUBTASK 52-48-41-840-007

- (1) Do this task: Electronic Equipment Access Door Removal, TASK 52-48-41-000-801.

D. Inspection

SUBTASK 52-48-41-210-001

- (1) Do a visual inspection of the external door structure and handle as follows:

- (a) Examine the external skin.
 - 1) Look for dents, cracks, and corrosion.
 - 2) Look for burrs.
 - 3) Look for loose and missing fasteners.
 - (b) Examine the external handle.
 - 1) Look for cracks and corrosion.
 - 2) Look for too much wear.

SUBTASK 52-48-41-210-002

- (2) Do a visual inspection of the door internal structure as follows:

- (a) Examine the internal skin.
 - 1) Look for dents, cracks, and corrosion.
 - 2) Look for burrs.
 - 3) Look for loose and missing fasteners.
 - (b) Examine the internal frames and brackets.
 - 1) Look for cracks and corrosion.
 - 2) Look for loose and missing fasteners.

SUBTASK 52-48-41-210-003

- (3) Do a visual inspection of the latch mechanism as follows:

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- (a) Examine the latch pins.
 - 1) Look for cracks and corrosion.
 - 2) Look for too much wear.
 - 3) Look for unwanted particles on the latch pins.

SUBTASK 52-48-41-210-004

- (4) Do a visual inspection of the stop fittings as follows:
 - (a) Examine the stop fittings.
 - 1) Look for cracks and corrosion.

SUBTASK 52-48-41-210-005

- (5) Do a visual inspection of the roller trucks and track assembly as follows:
 - (a) Examine the roller truck attach brackets.
 - 1) Look for cracks and corrosion.
 - 2) Look for loose and missing fasteners.
 - (b) Examine the roller trucks.
 - 1) Look for cracks and corrosion.
 - 2) Look for too much wear on the rollers.
 - 3) Make sure there are no unwanted particles on the rollers.
 - (c) Examine the tracks.
 - 1) Look for cracks and corrosion.
 - 2) Look for loose and missing fasteners.
 - 3) Make sure there are no unwanted particles on the tracks.
 - (d) Examine the folding portion of the tracks.
 - 1) Look for cracks and corrosion.
 - 2) Look for loose and missing fasteners.

SUBTASK 52-48-41-210-006

- (6) Do a visual inspection of the structure around the door opening as follows:
 - (a) Examine the latch receptacles.
 - 1) Look for cracks and corrosion.
 - 2) Look for too much wear.
 - (b) Examine the fuselage frame.
 - 1) Look for cracks and corrosion.
 - 2) Look for loose and missing fasteners.

E. Put the Airplane Back to Its Usual Condition

SUBTASK 52-48-41-860-001

- (1) Do this task: Electronic Equipment Access Door Installation - Original Door,
TASK 52-48-41-400-801.

———— END OF TASK ———

| | |
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TASK 52-48-41-200-802

3. Electronic Equipment Access Door Pressure Seal Check

(Figure 601)

NOTE: This procedure is a scheduled maintenance task.

A. Location Zones

| <u>Zone</u> | <u>Area</u> |
|-------------|--|
| 117 | Electrical and Electronics Compartment - Left |
| 118 | Electrical and Electronics Compartment - Right |

B. Access Panels

| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------------------|
| 117A | Electronic Equipment Access Door |

C. Prepare for the Inspection

SUBTASK 52-48-41-010-002

- (1) Open this access panel:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------------------|
| 117A | Electronic Equipment Access Door |

D. Inspection

SUBTASK 52-48-41-210-007

- (1) Do a visual inspection of the door pressure seal as follows:

- (a) Examine the seal.
 - 1) Look for cracks, holes, and tears.
 - 2) Look for indications of seal deterioration.
 - 3) Make sure the seal is installed in the seal retainer.

E. Put the Airplane Back to Its Usual Condition

SUBTASK 52-48-41-410-003

- (1) Close this access panel:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------------------|
| 117A | Electronic Equipment Access Door |

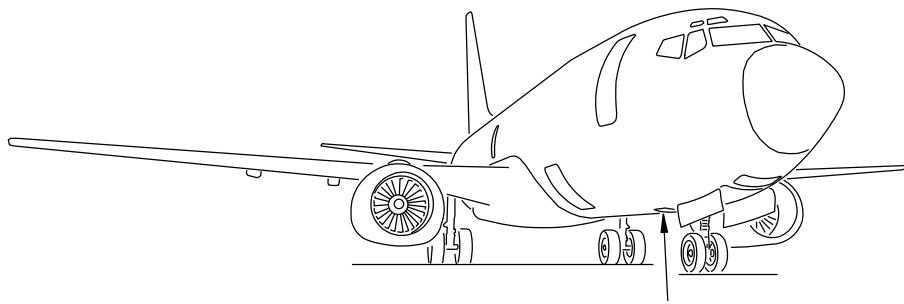
———— END OF TASK ————



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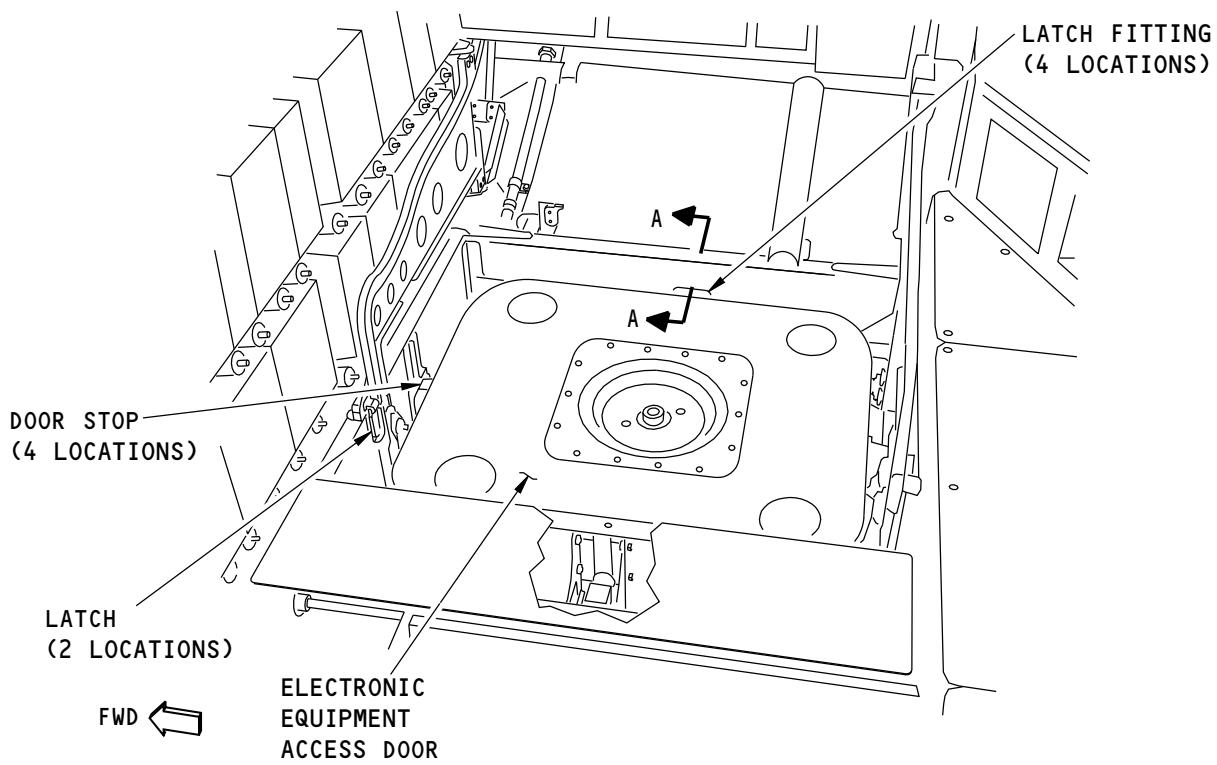


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ELECTRONIC
EQUIPMENT ACCESS
DOOR, 117A

SEE



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

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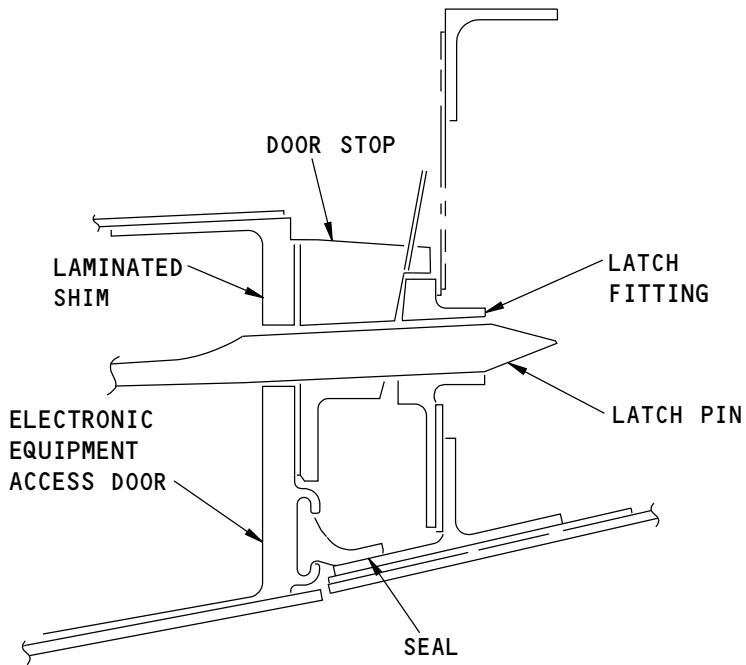
Electronic Equipment Access Door Pressure Seal Check
Figure 601/52-48-41-990-803 (Sheet 1 of 2)

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DOOR SEAL
A-A

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Electronic Equipment Access Door Pressure Seal Check
Figure 601/52-48-41-990-803 (Sheet 2 of 2)

EFFECTIVITY
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ENVIRONMENTAL CONTROL SYSTEMS (ECS) ACCESS DOORS - REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
 - (1) A removal of the environmental control systems (ECS) access door.
 - (2) An installation of the environmental control systems (ECS) access door.
- B. The removal and installation procedure for the left and right ECS access doors are the same.

TASK 52-48-42-000-801

2. Environmental Control Systems (ECS) Access Doors - Removal

A. Location Zones

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

B. Access Panels

| Number | Name/Location |
|--------|-----------------|
| 192CL | ECS Access Door |

C. ECS Door Removal

SUBTASK 52-48-42-010-001

- (1) Open the applicable ECS doors:

| Number | Name/Location |
|--------|-----------------|
| 192CL | ECS Access Door |

SUBTASK 52-48-42-020-001

- (2) Remove the bolt [7], two washers [6], and the nut [5] to disconnect the ground strap [8] from the hinge [3, 4] at four locations (View B Figure 401).

SUBTASK 52-48-42-020-002

CAUTION: GET SUFFICIENT AID FROM TWO PERSONS TO HOLD THE COMPONENT DURING REMOVAL AND INSTALLATION. THIS WILL PREVENT DAMAGE TO THE COMPONENT.

- (3) Remove the two cotter pins [9], the two nuts [10], the two washers [11], and the pin [12] to disconnect the hinge [3] from the hinge fitting at each location (View A-A Figure 401).

NOTE: Get aid from a minimum of two persons to hold the ECS door [1] in its position while you disconnect the hinges [3].

- (a) Discard the cotter pins [9].

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SUBTASK 52-48-42-020-003

CAUTION: GET SUFFICIENT AID FROM TWO PERSONS TO HOLD THE COMPONENT DURING REMOVAL AND INSTALLATION. THIS WILL PREVENT DAMAGE TO THE COMPONENT.

- (4) Remove the two cotter pins [13], the two nuts [14], the two washers [15], the pin [16], and the spacers to disconnect the hinge [4] from the hinge fitting (View B-B Figure 401).

NOTE: Get aid from a minimum of two persons to hold the ECS door [1] in its position while you disconnect the hinge [4].

NOTE: An assembly will use either bushings [17] or washers [18, 19] as spacers.

- (a) Discard the cotter pins [13].

SUBTASK 52-48-42-020-004

- (5) Remove the ECS door [1] from the airplane.

———— END OF TASK ————

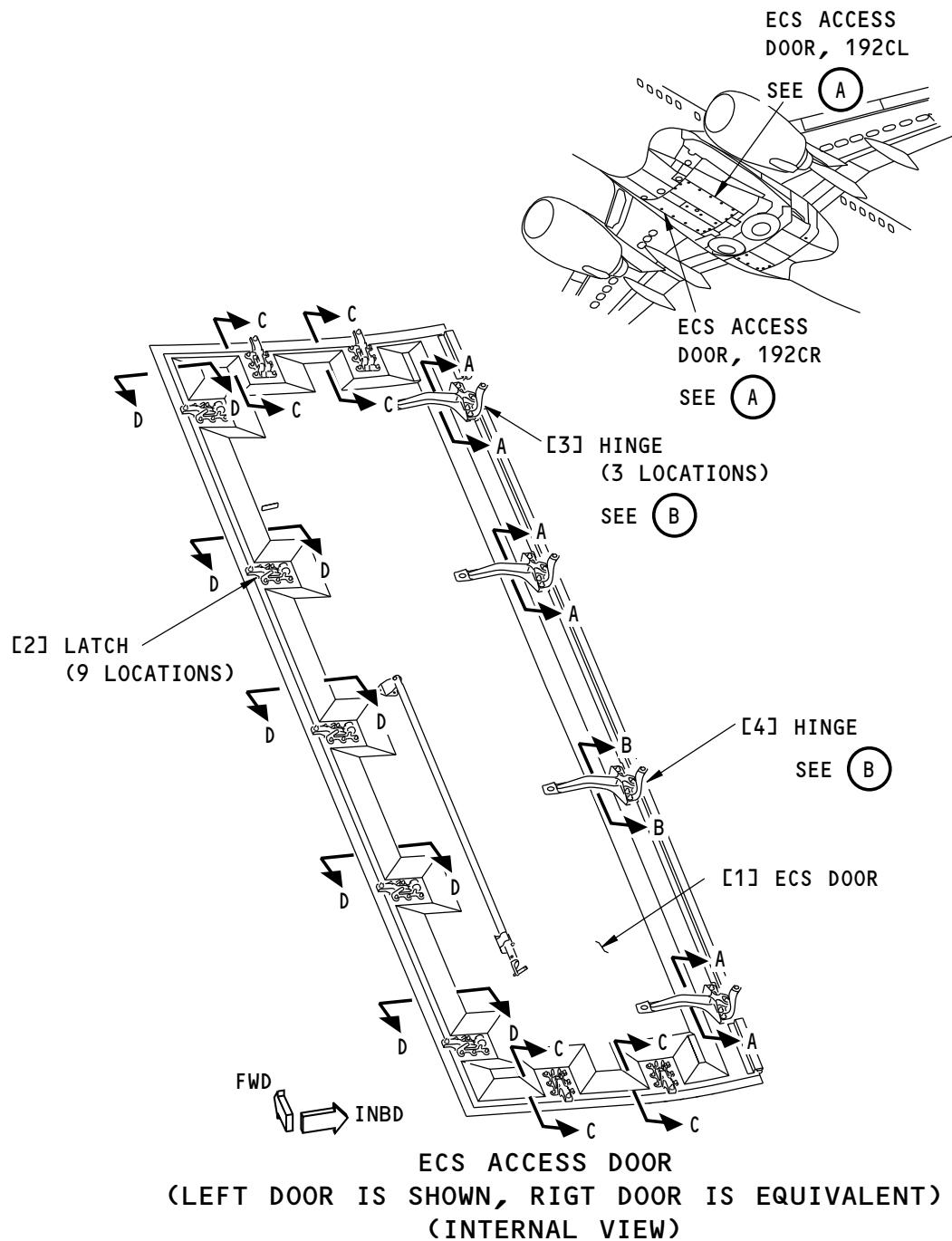
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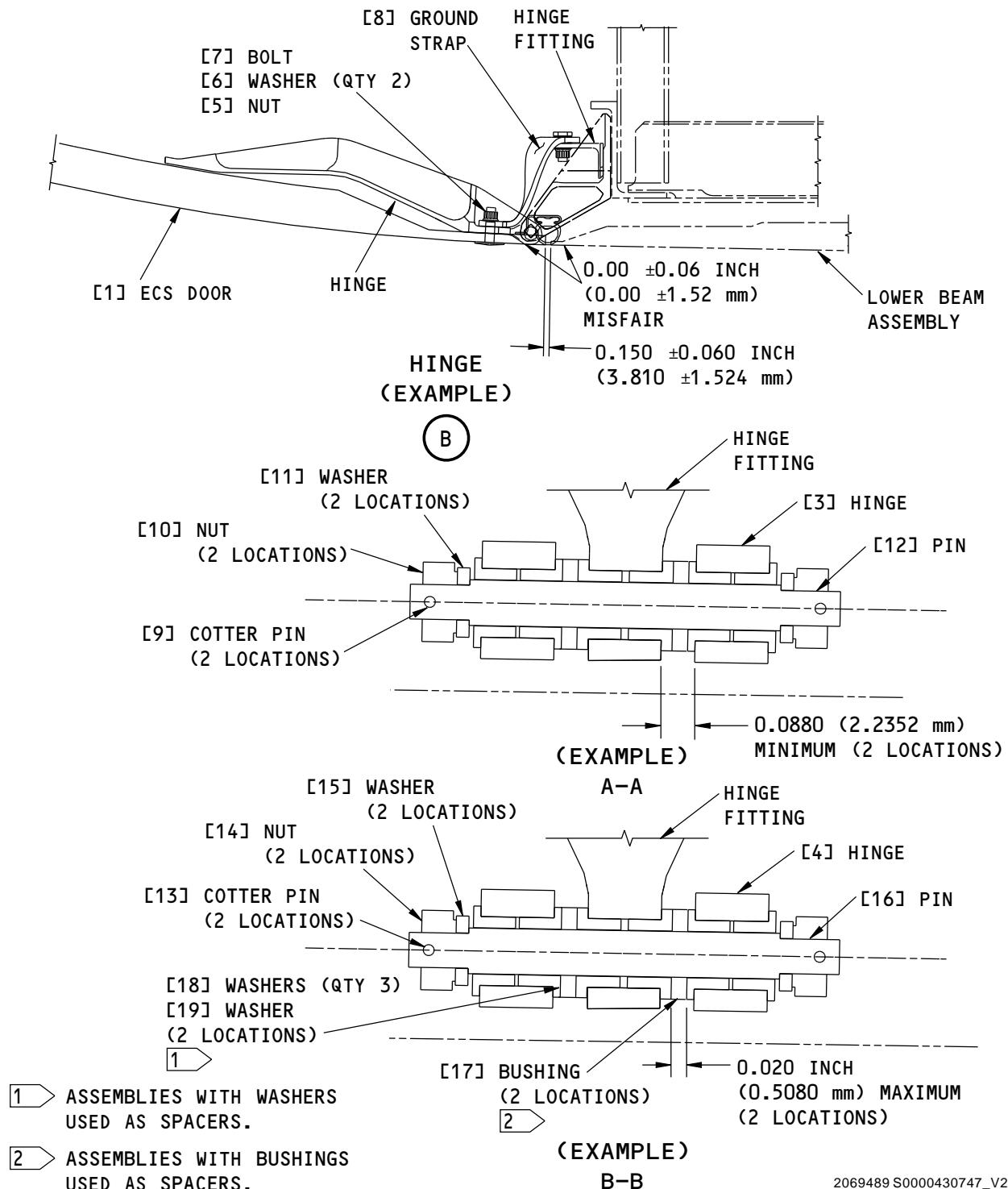
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**Environmental Control Systems (ECS) Access Doors Installation
Figure 401/52-48-42-990-801 (Sheet 1 of 3)**

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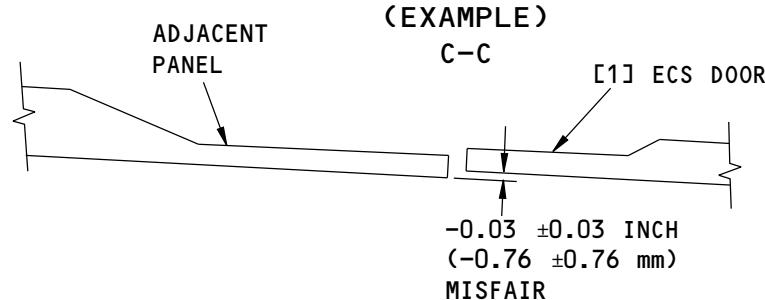
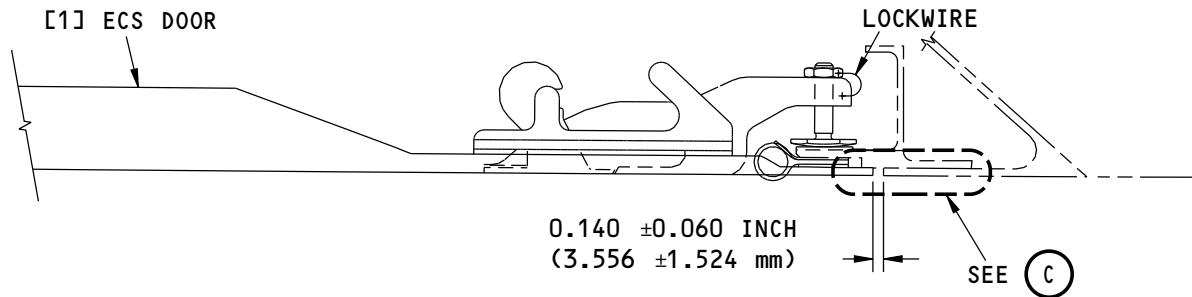
**Environmental Control Systems (ECS) Access Doors Installation
Figure 401/52-48-42-990-801 (Sheet 2 of 3)**

 EFFECTIVITY
AKS ALL

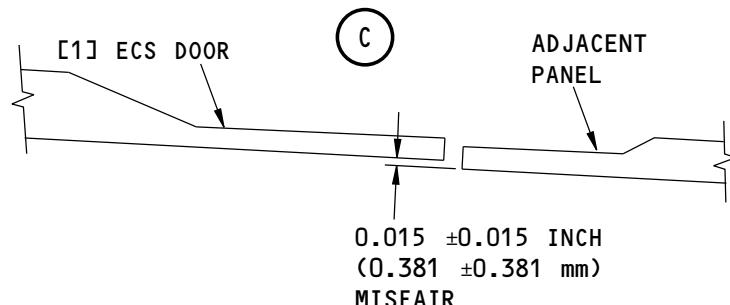
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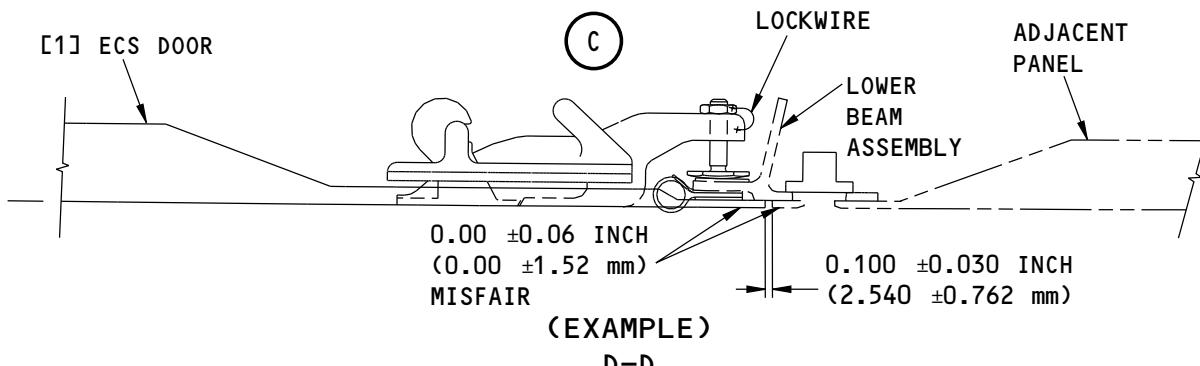
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FORWARD LATCHES
(EXAMPLE)



AFT LATCHES
(EXAMPLE)



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Environmental Control Systems (ECS) Access Doors Installation
Figure 401/52-48-42-990-801 (Sheet 3 of 3)

EFFECTIVITY
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TASK 52-48-42-400-801

3. Environmental Control Systems (ECS) Access Door - Installation

Figure 401

A. References

| Reference | Title |
|------------------|---|
| 20-10-34-120-801 | Hand Clean Metal Surfaces with Abrasives (P/B 701) |
| 20-10-44-400-801 | Lockwire, Cotter Pins, and Lockrings - Installation (P/B 401) |

B. Tools/Equipment

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

| Reference | Description |
|-----------|---|
| COM-1793 | Multimeter - Digital/Analog (or equivalent meter meets task requirements) Part #: 117 Supplier: 89536 Part #: 260-8XPI Supplier: 55026 Part #: 260-8XPI Supplier: 88277 Part #: 287 Supplier: 89536 Part #: 289 Supplier: 89536 Part #: 87V Supplier: 89536 Part #: FLUKE 27 II Supplier: 89536 Part #: FLUKE-77-4 Supplier: 89536 Opt Part #: 187 Supplier: 89536 Opt Part #: 189 Supplier: 89536 Opt Part #: 21 Supplier: 89536 Opt Part #: 77 SERIES III Supplier: 89536 Opt Part #: 87 Supplier: 89536 Opt Part #: FLUKE 27 Supplier: 89536 |

C. Consumable Materials

| Reference | Description | Specification |
|-----------|---|------------------|
| A02315 | Sealant - Low Density, Synthetic Rubber. 2 Part | BMS5-142 Type II |
| D00633 | Grease - Aircraft General Purpose | BMS3-33 |

D. Location Zones

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

E. Access Panels

| Number | Name/Location |
|--------|-------------------------------|
| 192CL | ECS Access Door |
| 192CR | ECS Access Door |
| 192DR | ECS High Pressure Access Door |

F. Prepare for the Installation

SUBTASK 52-48-42-210-001

- (1) Make sure that the latches [2] are installed on the ECS door [1].

NOTE: There are a total of nine latches on the left ECS door (192CL).

NOTE: There are a total of eight latches on the right ECS door (192CR).



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- (a) Make sure that each latch assembly contains a lockwire.

SUBTASK 52-48-42-210-002

- (2) Make sure that the hinges [3, 4] are installed on the ECS door [1].

NOTE: There are a total of four hinges on the ECS door.

G. ECS Door Installation

SUBTASK 52-48-42-420-001

CAUTION: GET SUFFICIENT AID FROM TWO PERSONS TO HOLD THE COMPONENT DURING REMOVAL AND INSTALLATION. THIS WILL PREVENT DAMAGE TO THE COMPONENT.

- (1) Put the ECS door [1] in its usual position on the airplane.

SUBTASK 52-48-42-420-002

- (2) Do these steps to install the hinges [3] (View A-A Figure 401):

- (a) Put a thin layer of grease, D00633, on the pin [12] and bushings on the hinge fitting and hinge [3].
- (b) Install the pin [12], the two washer [11], and the two nuts [10] to connect the hinge [3] to the hinge fitting at each location.

NOTE: Make sure that the nuts [10] are only finger tightened.

- 1) Install one of the following combination of washers [11] to make sure that the cotter pins [9] are installed correctly:
 - Two (2) BACW10BP3DP washers per side.
 - One (1) BACW10BP3DP washer and one (1) BACW10BP3NDP washer per side.
- 2) Install new cotter pins [9].
 - a) Refer to this task for the correct installation of the cotter pins [9]:
TASK 20-10-44-400-801

SUBTASK 52-48-42-420-003

- (3) Do these steps to install the hinge [4] (View B-B Figure 401):

- (a) Put a thin layer of grease, D00633, on the pin [16] and the bushings on the hinge fitting and hinge [4].
- (b) Install the pin [16], the two washer [15], the spacers, and the two nuts [14] to connect the hinge [4] to the hinge fitting.

NOTE: The spacers will be either bushings [17] or washers [18, 19], depending on the hinge assembly.

NOTE: Make sure that the nuts [14] are only finger tightened.

- 1) On assemblies with bushings [17] as spacers, install one of the following combination of washers [15] to make sure that the cotter pins [13] are installed correctly:
 - Two (2) BACW10BP3DP washers per side.
 - One (1) BACW10BP3DP washer and one (1) BACW10BP3NDP washer per side.
- 2) Make sure that the distance between the two hinge halves is no more than 0.020 in. (0.508 mm) as shown in View B-B.
- 3) Install new cotter pins [13].
 - a) Refer to this task for the correct installation of the cotter pins [13]: Lockwire, Cotter Pins, and Lockrings - Installation, TASK 20-10-44-400-801

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SUBTASK 52-48-42-420-004

- (4) Do these steps to connect the ground strap [8] to the hinges [3, 4]:
 - (a) Do this task to prepare the bonding surface: Hand Clean Metal Surfaces with Abrasives, TASK 20-10-34-120-801.
NOTE: When removing finishes and epoxy below the head of the fastener on the ECS door [1], use caution not to damage the graphite plies.
 - (b) Install the bolt [7], the two washer [6], and the nut [5] to connect the ground strap [8] to the hinge [3, 4].
 - 1) Make sure that one washer [6] is installed below the nut [5] and one washer [6] is installed below the ground strap [8].
 - 2) Tighten the nut [5] to 60 in-lb (6.8 N·m) - 65 in-lb (7.3 N·m).
 - (c) Use an digital/analog multimeter, COM-1793, to make sure that the resistance between the ECS door [1] and the keel chord is no more than 100 ohms.
 - 1) If the resistance is greater than required, remove the fasteners from the ground strap assembly and repeat the steps above.
 - (d) Seal all of the fasteners and ground strap terminal with sealant, A02315.

H. ECS Door Post-Installation Check

SUBTASK 52-48-42-211-001

- (1) Do a check of the ECS door [1] as follows:
 - (a) Open and close the ECS door [1].
 - (b) Make sure that the ECS door [1], hinges [3, 4] and latches [2] operate correctly.

SUBTASK 52-48-42-820-001

- (2) Adjust the latches [2] as follows:

NOTE: Do these steps for each latch.

NOTE: There are a total of nine latches [2] on the left ECS door [1].

NOTE: There are a total of eight latches [2] on the right ECS door [1].

- (a) Push and hold the edge of the ECS door [1] aligned with the adjacent structure.
- (b) Lock the latch [2].
- (c) For the forward and aft latches [2], check the following (Sheet 3, Figure 401):
 - 1) Make sure that the clearance between the ECS door [1] and adjacent structure is 0.140 ± 0.060 in. (3.556 ± 1.524 mm) as shown in View C-C.
 - 2) For the forward latches, make sure that the skin flushness is as shown in View C.
 - 3) For the aft latches, make sure that the skin flushness is as shown in View C.
- (d) For the outboard latches [2], check the following (Sheet 3, Figure 401)
 - 1) Make sure that the clearance between the ECS door [1] and adjacent structure is 0.100 ± 0.030 in. (2.540 ± 0.762 mm) as shown in View D-D.
 - 2) Makes sure that the skin flushness is as shown in View D-D.

SUBTASK 52-48-42-820-002

- (3) Adjust the hinges [3] as follows (Sheet 2, Figure 401):
 - (a) With the ECS door [1] closed and latched, make sure that the hinges [3] have a minimum gap of 0.088 in. (2.235 mm) between the two mating hinge halves as shown in View A-A.
 - (b) Make sure that the skin flushness is as shown in View B.

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SUBTASK 52-48-42-820-003

- (4) Adjust the hinge [4] as follows (Sheet 2, Figure 401):

- (a) With the ECS door [1] closed and latched, make sure that the distance between the two mating hinge halves is no more than 0.020 in. (0.508 mm) as shown in View B-B.
- (b) On assemblies with bushings [17] installed, adjust if necessary to maintain a clearance of 0.140 ± 0.060 in. (3.556 ± 1.524 mm) between the forward edge of the ECS door [1] and the forward adjacent panel at the front spar. It is optional to use the following washers in place of the bushings [17] as long as the distance between the two mating hinge halves is no more than 0.020 in. (0.508 mm):

- BACW10BP4NDP
- BACW10BP4DP

NOTE: The washer listed above can be used in any combination.

- (c) On assemblies with washers [18, 19] installed, adjust if necessary to maintain a clearance of 0.140 ± 0.060 in. (3.556 ± 1.524 mm) between the aft edge of the ECS door [1] and the forward adjacent panel at the rear spar. Use the washers [18, 19] in any combination as long as the distance between the two mating hinge halves is no more than 0.020 in. (0.508 mm).
- (d) Make sure that the skin flushness is as shown in View B.

SUBTASK 52-48-42-211-002

- (5) Do a final check of the ECS door [1] as follows:

- (a) Open and close the ECS door [1].
- (b) Make sure that the ECS door [1], hinges [3, 4], and latches [2] operate correctly.

I. Put the Airplane Back to Its Usual Condition

SUBTASK 52-48-42-410-001

- (1) Close the applicable ECS doors [1]:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|-------------------------------|
| 192CL | ECS Access Door |
| 192CR | ECS Access Door |
| 192DR | ECS High Pressure Access Door |

———— END OF TASK ————



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FORWARD FAIRING ACCESS DOOR - REMOVAL/INSTALLATION

1. General

- A. This procedure has the following tasks:
 - (1) A removal of the forward fairing access door.
 - (2) An installation of the forward fairing access door.

TASK 52-49-01-000-801

2. Forward Fairing Access Door - Removal

Figure 401

A. General

- (1) This task includes the steps to remove the forward fairing access door.

B. Location Zones

| Zone | Area |
|------|---|
| 123 | Forward Cargo Compartment - Left |
| 124 | Forward Cargo Compartment - Right |
| 125 | Air Conditioning Distribution Bay - Left |
| 126 | Air Conditioning Distribution Bay - Right |

C. Forward Fairing Access Door Removal

SUBTASK 52-49-01-010-001

- (1) Make sure the forward fairing access door [1] is closed.

SUBTASK 52-49-01-020-001

- (2) Remove the nuts [5], bolts [2], and washers [3] that are installed on the bonding jumer [6].

SUBTASK 52-49-01-020-002

- (3) Remove the bonding jumer [6].

SUBTASK 52-49-01-020-003

- (4) Remove the remaining nuts [5], bolts [2], and washers [3] that are installed on the hinges [4].

SUBTASK 52-49-01-020-004

- (5) Remove the hinges [4] and spacers [7].

SUBTASK 52-49-01-020-005

- (6) Remove the forward fairing access door [1].

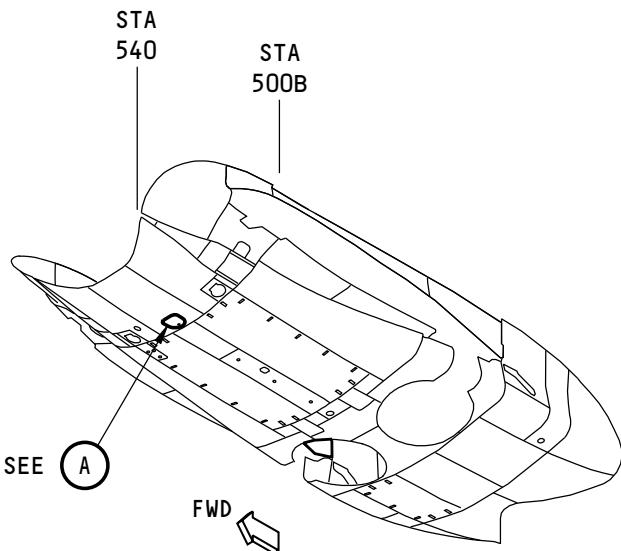
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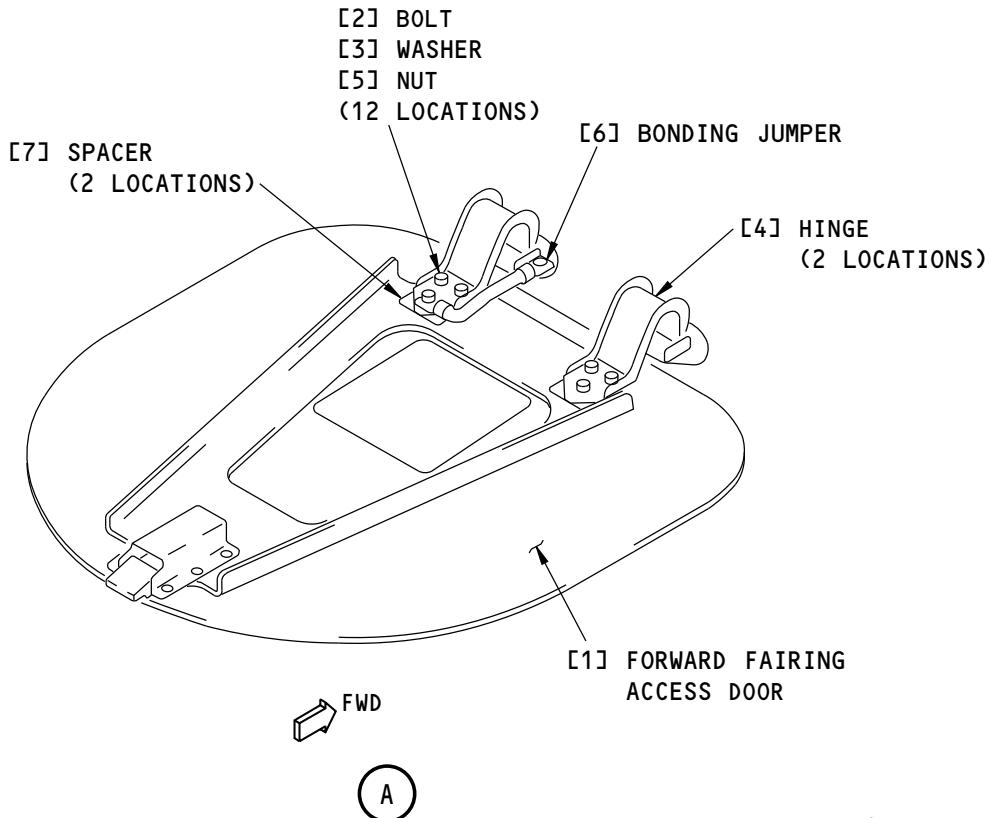
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WING-TO-BODY FAIRING



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Forward Fairing Access Door Installation
Figure 401/52-49-01-990-801

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TASK 52-49-01-400-801

3. Forward Fairing Access Door - Installation

Figure 401

A. General

- (1) This task includes the steps to install the forward fairing access door.

B. Consumable Materials

| Reference | Description | Specification |
|-----------|--|---------------|
| A00247 | Sealant - Pressure And Environmental - Chromate Type | BMS5-95 |

C. Location Zones

| Zone | Area |
|------|---|
| 123 | Forward Cargo Compartment - Left |
| 124 | Forward Cargo Compartment - Right |
| 125 | Air Conditioning Distribution Bay - Left |
| 126 | Air Conditioning Distribution Bay - Right |

D. Forward Fairing Access Door Installation

SUBTASK 52-49-01-410-001

- (1) Put the forward fairing access door [1] in its proper place in the cut out.

SUBTASK 52-49-01-420-001

- (2) Put the hinges [4] and spacers [7] in their proper place on the door.

SUBTASK 52-49-01-420-002

- (3) Install the nuts [5], bolts [2], washers [3], and bonding jumer [6] onto the right side hinge.

NOTE: The washers go between the between the hinge and jumper, and between the jumper and nut.

- (a) Torque the nuts [5] to 17.5 ± 2.5 in-lb (2.0 ± 0.3 N·m).

- (b) Check the bonding resistance and make sure it does not exceed 0.5 Ohms.

SUBTASK 52-49-01-420-003

- (4) Install the remaining nuts [5], bolts [2], and washers [3] onto the hinges [4] and forward fairing access door [1].

SUBTASK 52-49-01-420-004

- (5) Seal the nuts [5] on the bonding jumer [6] with sealant, A00247.

SUBTASK 52-49-01-410-002

- (6) Close the forward fairing access door [1].

———— END OF TASK ————



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EXTERNAL POWER RECEPTACLE ACCESS DOOR - REMOVAL/INSTALLATION

1. General

- A. This procedure has the following tasks:
- (1) A removal of the external power receptacle access door.
 - (2) A installation of the external power receptacle access door.

TASK 52-49-02-000-801

2. External Power Receptacle Access Door - Removal

Figure 401

A. General

- (1) This task includes the steps to remove the external power receptacle access door.

B. References

| Reference | Title |
|------------------|-----------------------------------|
| 24-22-00-860-812 | Remove Electrical Power (P/B 201) |

C. Location Zones

| Zone | Area |
|------|--------------------------------------|
| 116 | Nose Landing Gear Wheel Well - Right |

D. Access Panels

| Number | Name/Location |
|--------|--------------------------------|
| 114AR | External Power Receptacle Door |

E. Prepare for the Removal

SUBTASK 52-49-02-860-001

- (1) Do this task: Remove Electrical Power, TASK 24-22-00-860-812.

SUBTASK 52-49-02-010-001

- (2) Open this access panel:

| Number | Name/Location |
|--------|--------------------------------|
| 114AR | External Power Receptacle Door |

SUBTASK 52-49-02-020-001

- (3) Remove external power plug from the receptacle, if it is installed.

F. External Power Receptacle Access Door Removal

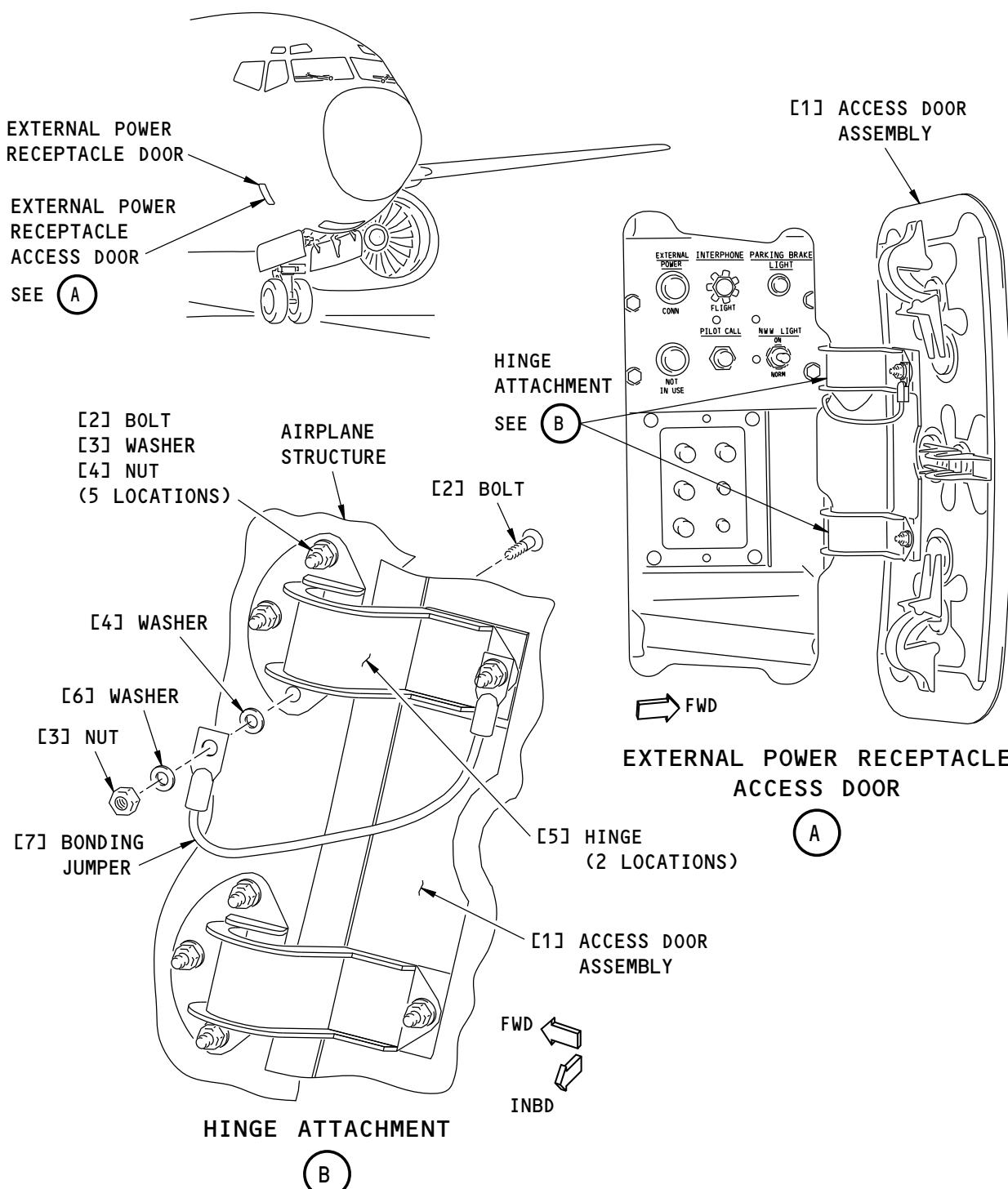
SUBTASK 52-49-02-020-002

- (1) Remove the nut [3], washer [4], washer [6], bolt [2] and jumper [7] from the hinge [5].
- (2) Remove the nuts [3], washers [4], bolts [2] from the hinges [5].
- (3) Remove the access door assembly [1].

———— END OF TASK ————



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2276790 S0000513600_V1

External Power Receptacle Access Door Installation
Figure 401/52-49-02-990-801

 EFFECTIVITY
 AKS ALL

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TASK 52-49-02-400-801

3. External Power Receptacle Access Door - Installation

Figure 401

A. General

- (1) This task includes the steps to install the external power receptacle access door.

B. References

| Reference | Title |
|------------------|-----------------------------------|
| 24-22-00-860-811 | Supply Electrical Power (P/B 201) |

C. Consumable Materials

| Reference | Description | Specification |
|-----------|--|---------------|
| A00247 | Sealant - Pressure And Environmental - Chromate Type | BMS5-95 |

D. Location Zones

| Zone | Area |
|------|--------------------------------------|
| 116 | Nose Landing Gear Wheel Well - Right |

E. Access Panels

| Number | Name/Location |
|--------|--------------------------------|
| 114AR | External Power Receptacle Door |

F. External Power Receptacle Access Door Installation

SUBTASK 52-49-02-410-001

- (1) Put the access door assembly [1] in position.

SUBTASK 52-49-02-400-001

- (2) Install the nuts [3], washers [4], and bolts [2] to the hinges [5].
(a) Torque the nuts [3] to 30 ± 5 in-lb (3.4 ± 0.6 N·m).

SUBTASK 52-49-02-400-002

(3) Install the nut [3], washer [4], washer [6], bolt [2] and jumper [7] to the hinge [5].
(a) Torque the nut [3] to 30 ± 5 in-lb (3.4 ± 0.6 N·m).

SUBTASK 52-49-02-760-001

(4) Check the bonding resistance and make sure it does not exceed 0.0010 Ohms.

SUBTASK 52-49-02-390-001

(5) Seal the nut [3] on the jumper [7] with sealant, A00247.

G. External Power Receptacle Access Door Installation Test

SUBTASK 52-49-02-710-001

- (1) Do a test on the access door assembly [1]:
(a) Open and close the access door assembly [1].
(b) Make sure the access door assembly [1] operates smoothly.
(c) Make sure the latches operate correctly.

EFFECTIVITY
AKS ALL

52-49-02



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H. Put the Airplane Back to Its Usual Condition

SUBTASK 52-49-02-410-002

- (1) Close this access panel:

Number Name/Location

114AR External Power Receptacle Door

SUBTASK 52-49-02-860-002

- (2) If necessary, restore power (Supply Electrical Power, TASK 24-22-00-860-811).

———— END OF TASK ————

EFFECTIVITY
AKS ALL

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WASTE TANK SERVICE PANEL - REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
 - (1) Waste Tank Service Panel Removal
 - (2) Waste Tank Service Panel Installation
 - (3) Waste Tank Service Panel Fit Check.
- B. The waste tank service panel is referred to as the "panel" in this procedure.

TASK 52-49-07-000-801

2. Waste Tank Service Panel Removal

(Figure 401)

A. Location Zones

| <u>Zone</u> | <u>Area</u> |
|-------------|---|
| 143 | Area Below Aft Cargo Compartment - Left |

B. Access Panels

| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------|
| 145AL | Waste Service Door |

C. Procedure

SUBTASK 52-49-07-010-001

- (1) Open this access panel:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------|
| 145AL | Waste Service Door |

SUBTASK 52-49-07-020-001

- (2) Remove the panel [1]:

- (a) Disconnect the bonding jumper [4] from the panel.
- (b) Remove the bolts [2] and washers [3] that attach the panel [1] to the fuselage
- (c) Remove the panel [1].

———— END OF TASK ————

TASK 52-49-07-400-801

3. Waste Tank Service Panel Installation

A. Consumable Materials

| <u>Reference</u> | <u>Description</u> | <u>Specification</u> |
|------------------|--|----------------------|
| A00247 | Sealant - Pressure And Environmental - Chromate Type | BMS5-95 |

B. Location Zones

| <u>Zone</u> | <u>Area</u> |
|-------------|---|
| 143 | Area Below Aft Cargo Compartment - Left |

C. Procedure

SUBTASK 52-49-07-420-001

- (1) Install the panel [1]:



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- (a) Apply sealant, A00247 to the surface of the hinge assemblies that attach the panel [1] to the fuselage.
- (b) Apply between the applicable surfaces
- (c) Attach the panel to the fuselage with the bolts [2] and washers [3].
NOTE: Install the bolts wet, with sealant, A00247.
- (d) Tighten the bolts [2].
- (e) Connect the bonding jumper [4] to the panel.
 - 1) Check the bonding resistance and make sure it does not exceed 0.001 Ohms.
- (f) Close and latch the panel.

———— END OF TASK ————

TASK 52-49-07-000-802

4. Waste Tank Service Panel Fit Check

A. Location Zones

| Zone | Area |
|------|---|
| 143 | Area Below Aft Cargo Compartment - Left |

B. Procedure

SUBTASK 52-49-07-200-001

- (1) Do a check on the panel for correct flushness and clearance.
 - (a) With the latch open, the panel must rotate freely to contour within +0.010 or -0.02 inch (+0.254 or -0.508mm) at the latch location.
 - (b) With the panel closed and faired with the fuselage at the latch location, the latch should rotate freely.
 - (c) Adjust shims as required to maintain a maximum of 0.01 inch (0.254mm) between the rub block and latch bolt.
NOTE: Maximum shim thickness is 0.063 inch (1.60mm). Remove 0.003 inch (.076mm) laminations as required to fill gap.
 - (d) The latch bolt should overlap the rub block by a minimum of 0.25 inch (6.35mm).
 - (e) Make sure the latch buttons and outer perimeter of the panel is flush within \pm 0.02 inch (0.508mm) when closed.
NOTE: If you install a new door, it may be necessary to trim the panel edges to fit the cutout.

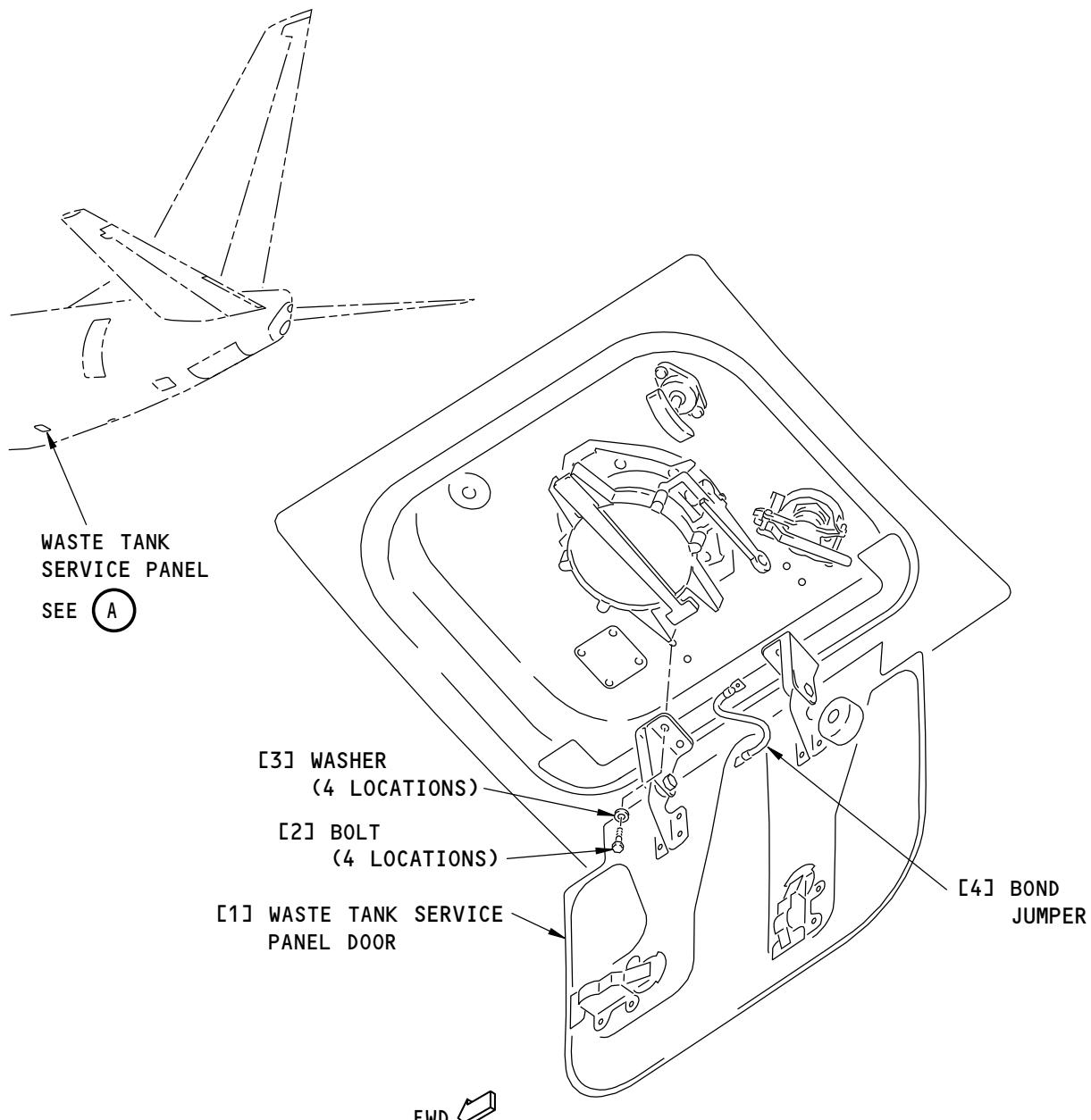
———— END OF TASK ————



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WASTE TANK SERVICE PANEL

A

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Waste Tank Service Panel Installation
Figure 401/52-49-07-990-801

EFFECTIVITY
AKS ALL

52-49-07



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WATER SERVICE PANEL - REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
 - (1) Water Service Panel Removal
 - (2) Water Service Panel Installation
 - (3) Water Service Panel Fit Check.
- B. The water service panel is referred to as the "panel" in this procedure.

TASK 52-49-09-000-801

2. Water Service Panel Removal

(Figure 401)

A. Location Zones

| Zone | Area |
|------|---|
| 143 | Area Below Aft Cargo Compartment - Left |

B. Access Panels

| Number | Name/Location |
|--------|--------------------|
| 146AR | Water Service Door |

C. Procedure

SUBTASK 52-49-09-010-001

- (1) Open this access panel:

| Number | Name/Location |
|--------|--------------------|
| 146AR | Water Service Door |

SUBTASK 52-49-09-020-001

- (2) Remove the panel [1]:

- (a) Disconnect the bonding jumper from the panel.
- (b) Remove the screws [4], washers [2], and nuts [3] that attach the panel to the fuselage
- (c) Remove the panel [1].

———— END OF TASK ————

TASK 52-49-09-400-801

3. Water Service Panel Installation

A. Consumable Materials

| Reference | Description | Specification |
|-----------|--|---------------|
| A00247 | Sealant - Pressure And Environmental - Chromate Type | BMS5-95 |

B. Location Zones

| Zone | Area |
|------|---|
| 143 | Area Below Aft Cargo Compartment - Left |

C. Procedure

SUBTASK 52-49-09-420-001

- (1) Install the panel [1]:



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- (a) Apply sealant, A00247 to the surface of the hinge assemblies that attach the panel to the fuselage.
- (b) Apply between the applicable surfaces
- (c) Attach the panel to the fuselage with the screws [4], washers [2], and nuts [3].
NOTE: Install the screws wet, with sealant, A00247.
- (d) Tighten the nuts [3].
- (e) Connect the bonding jumper to the panel [1].
 - 1) Check the bonding resistance and make sure it does not exceed 0.001 Ohms.
- (f) Close and latch the panel.
NOTE: You may need to adjust the brackets on the door so they don't make contact with the water tank fill handle or the drain handle.

———— END OF TASK ————

TASK 52-49-09-000-802

4. Water Service Panel Fit Check

A. Location Zones

| Zone | Area |
|-------------|---|
| 143 | Area Below Aft Cargo Compartment - Left |

B. Procedure

SUBTASK 52-49-09-200-001

- (1) Do a check on the panel for correct flushness and clearance.
 - (a) Adjust the latch screw and jammnut on the latch until the panel skin is tight against the panel stop doubler.
 - (b) Latch buttons must open with moderate thumb pressure.
 - (c) The latches must open and close freely with the latches open.
 - (d) Make sure the latch buttons and outer perimeter of the panel is flush within ± 0.02 inch (.508mm) when closed.

NOTE: If you install a new door, it may be necessary to trim the panel edges to fit the cutout.

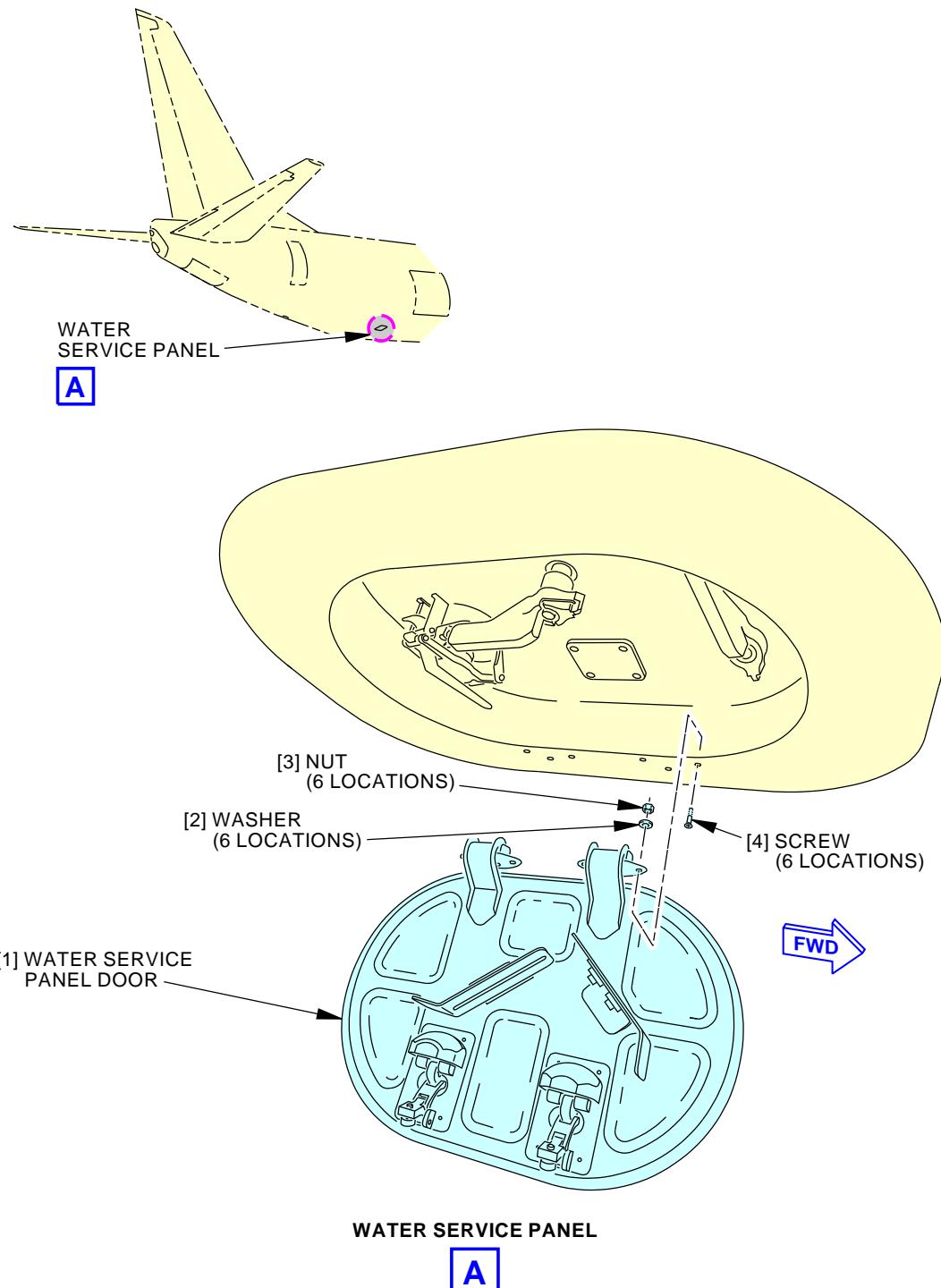
———— END OF TASK ————

| |
|-------------|
| EFFECTIVITY |
| AKS ALL |

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Water Service Panel Installation
Figure 401/52-49-09-990-801

EFFECTIVITY
AKS ALL

52-49-09



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SECTION 48 ACCESS AND BLOWOUT DOOR - REMOVAL/INSTALLATION

1. **General**

- A. This procedure contains these tasks:
 - (1) A removal of the section 48 access and blowout door.
 - (2) An installation of the section 48 access and blowout door.
- B. The section 48 access and blowout door is referred to as the "door" in this procedure.

TASK 52-49-11-000-802

2. **Section 48 Access and Blowout Door Removal**

(Figure 401)

A. **Location Zones**

| Zone | Area |
|------|--------------------------------------|
| 311 | Area Aft of Pressure Bulkhead - Left |

B. **Prepare for the Removal**

SUBTASK 52-49-11-010-002

- (1) Open the door [1].

SUBTASK 52-49-11-480-002

- (2) Install straps to support the door [1].

C. **Section 48 Access and Blowout Door Removal**

SUBTASK 52-49-11-020-006

- (1) Remove the door [1]:
 - (a) Remove the bolt [2] that attaches the strut [3] to the strut support [13].
NOTE: Do not remove the lockwire or rod ends from the strut.
 - (b) Remove the bolt [7], washer [8], and nut [6] that attach the bonding jumper [5] to the empennage structure.
 - (c) Remove the bolts [11], washers [10], nylon washers [4], and nuts [9] that attach the hinges [12] to the empennage structure.
 - (d) Remove the door [1] from the airplane.

———— END OF TASK ————

TASK 52-49-11-400-802

3. **Section 48 Access and Blowout Door Installation**

(Figure 401)

A. **References**

| Reference | Title |
|------------------|---|
| 52-49-11-720-801 | Section 48 Access and Blowout Door Test (P/B 501) |

B. **Tools/Equipment**

| Reference | Description |
|-----------|--|
| STD-1107 | Gauge - Feeler, 0.0 - 0.5 Inch, Readable to 1/1000th |



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C. Consumable Materials

| Reference | Description | Specification |
|-----------|---|---------------|
| G01912 | Lockwire - MS20995NC32, Monel - 0.032 Inch (0.8128 mm) Diameter | NASM20995 |

D. Location Zones

| Zone | Area |
|------|--------------------------------------|
| 311 | Area Aft of Pressure Bulkhead - Left |

E. Section 48 Access and Blowout Door Installation

SUBTASK 52-49-11-420-004

- (1) Install the door [1]:

- (a) Install the bolts [11], washers [10], nylon washers [4], and nuts [9] to attach the hinges [12] to the empennage structure.
- (b) Install the bolt [7], washer [8] and nut [6] that attach the bonding jumper [5] to the empennage structure.

SUBTASK 52-49-11-820-003

- (2) Adjust the door [1]:

WARNING: STAY OFF THE DOOR. YOUR WEIGHT CAN RELEASE THE SPRING-LOADED LATCHES. IF YOU FALL THROUGH THE DOOR, INJURIES WILL OCCUR.

- (a) Close the door [1].
- (b) Align the door [1] in the empennage structure.
- (c) Adjust the latch roller [14] and the top edge of the latch stop [15]:
 - 1) Make sure the outboard and inboard latch rollers [14] share equal door load.
 - 2) For the inboard latch assembly, insert a 0.020 in (0.508 mm) 0.0 - 0.5 Inch feeler gauge, STD-1107 between the latch roller [14] and latch stop [15].
NOTE: This will preload the inboard door latch.
 - 3) For the outboard latch assembly, insert a 0.0 - 0.5 Inch feeler gauge, STD-1107.
 - 4) Measure a clearance of 0.002-0.020 in (0.051-0.508 mm) between the outboard latch roller [14] and latch stop [15].
 - 5) If it is necessary, adjust the clearance on the outboard latch assembly:
 - a) Loosen the bolts [17], washers [18] and nuts [19] that attach the serrated plate [16] to the fuselage.
 - b) Insert a 0.020 in (0.508 mm) 0.0 - 0.5 Inch feeler gauge, STD-1107 on the inboard latch assembly between the latch roller [14] and latch stop [15].
NOTE: This will preload the inboard door latch.
 - c) Move the serrated plate [16] to get a clearance of 0.002-0.020 in (0.051-0.508 mm) between the outboard latch roller [14] and latch stop [15].
 - d) Tighten the bolts [17], washers [18] and nuts [19] that attach the serrated plate [16] to the fuselage.
 - (d) Close the door [1].
 - (e) Make sure the skin clearance between the door and empennage is as shown.
 - (f) Adjust the door [1] again if it is necessary.

EFFECTIVITY
AKS ALL

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SUBTASK 52-49-11-420-005

- (3) Connect the strut [3] to the empennage structure:
 - (a) Install the bolt [2] that attaches the strut [3] to the strut support [13].
 - (b) Do a check of the strut [3]:
 - 1) Close the door [1].
 - 2) Make sure the strut [3] does not strike the fuselage opening.
 - 3) Make sure the hinge [12] does not strike the fuselage.
 - 4) Open the door [1].
 - 5) Extend the strut [3] to fully compress the inside spring.
 - 6) Make sure there is sufficient clearance between the forward edge of the door [1] and the fuselage when the strut [3] is in its maximum open position.
 - (c) If it is necessary, adjust the strut [3] length as follows:
 - 1) Make sure the door skin clearance is correct, (Figure 401).
 - 2) Remove the bolt [2] that attaches the strut [3] to the strut support .
 - 3) Remove the strut [3].
 - 4) Remove the lockwire from rod end lock nut [20].
 - 5) Loosen the lock nut [20].
 - 6) Put the retaining pin into the holes on the top side of the strut [3] to fix the strut [3] tube length, (Figure 401).
 - 7) Adjust rod end to get sufficient clearance between the forward edge of the door [1] and the fuselage.
 - 8) Tighten the lock nut [20] at end of strut to 60-85 lb-in (6.8-9.6 Nm).
 - 9) Install the MS20995NC32 lockwire, G01912.
 - 10) Install the bolt [2] that attaches the strut [3] to the strut support [13].
 - (d) Tighten the bolt [2] to 20-30 lb-in (2.3-3.4 Nm).

SUBTASK 52-49-11-710-002

- (4) Do this task: Section 48 Access and Blowout Door Test, TASK 52-49-11-720-801.

F. Put the Airplane Back to Its Usual Condition

SUBTASK 52-49-11-080-001

- (1) Remove the strap from the door.

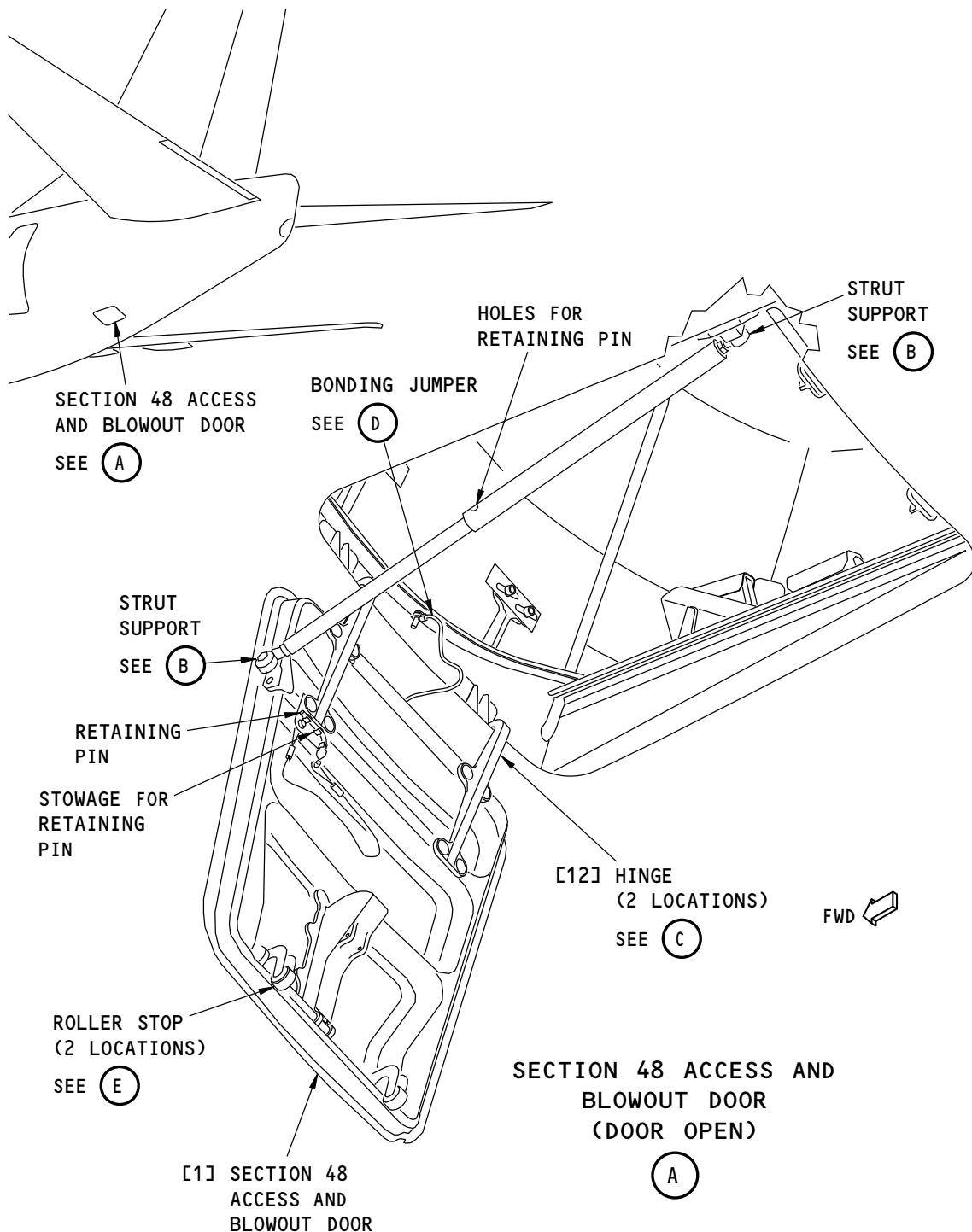
SUBTASK 52-49-11-010-003

- (2) Close the door [1].

———— END OF TASK ———



52-49-11



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Section 48 Access and Blowout Door Installation
Figure 401/52-49-11-990-803 (Sheet 1 of 4)

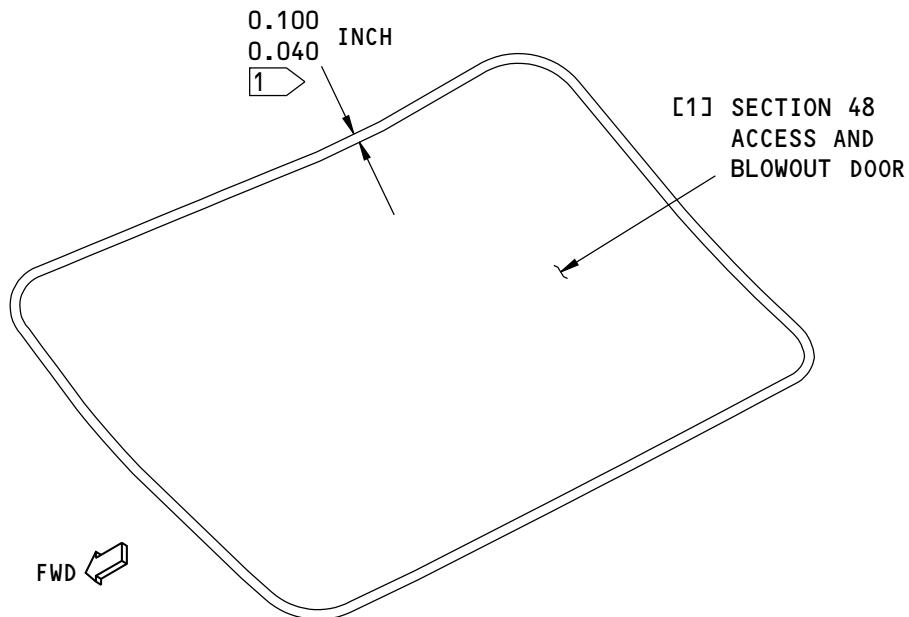
EFFECTIVITY
 AKS ALL

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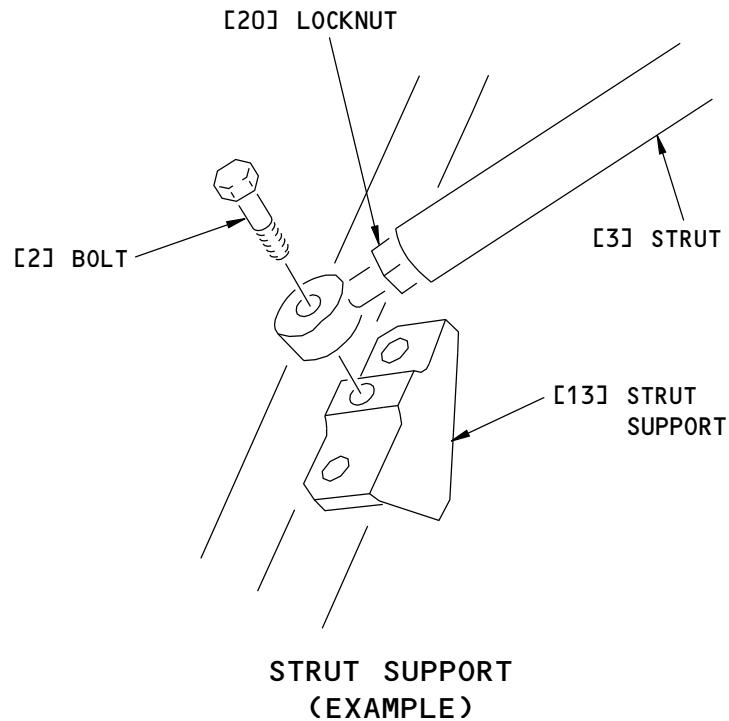


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SECTION 48 ACCESS AND
BLOWOUT DOOR
(DOOR CLOSED)

A



STRUT SUPPORT
(EXAMPLE)

B

1 CAUTION: THE SKIN CLEARANCE MUST BE EQUAL WITHIN
0.030 INCH ON BOTH SIDES OF THE DOOR.

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Section 48 Access and Blowout Door Installation
Figure 401/52-49-11-990-803 (Sheet 2 of 4)

EFFECTIVITY
AKS ALL

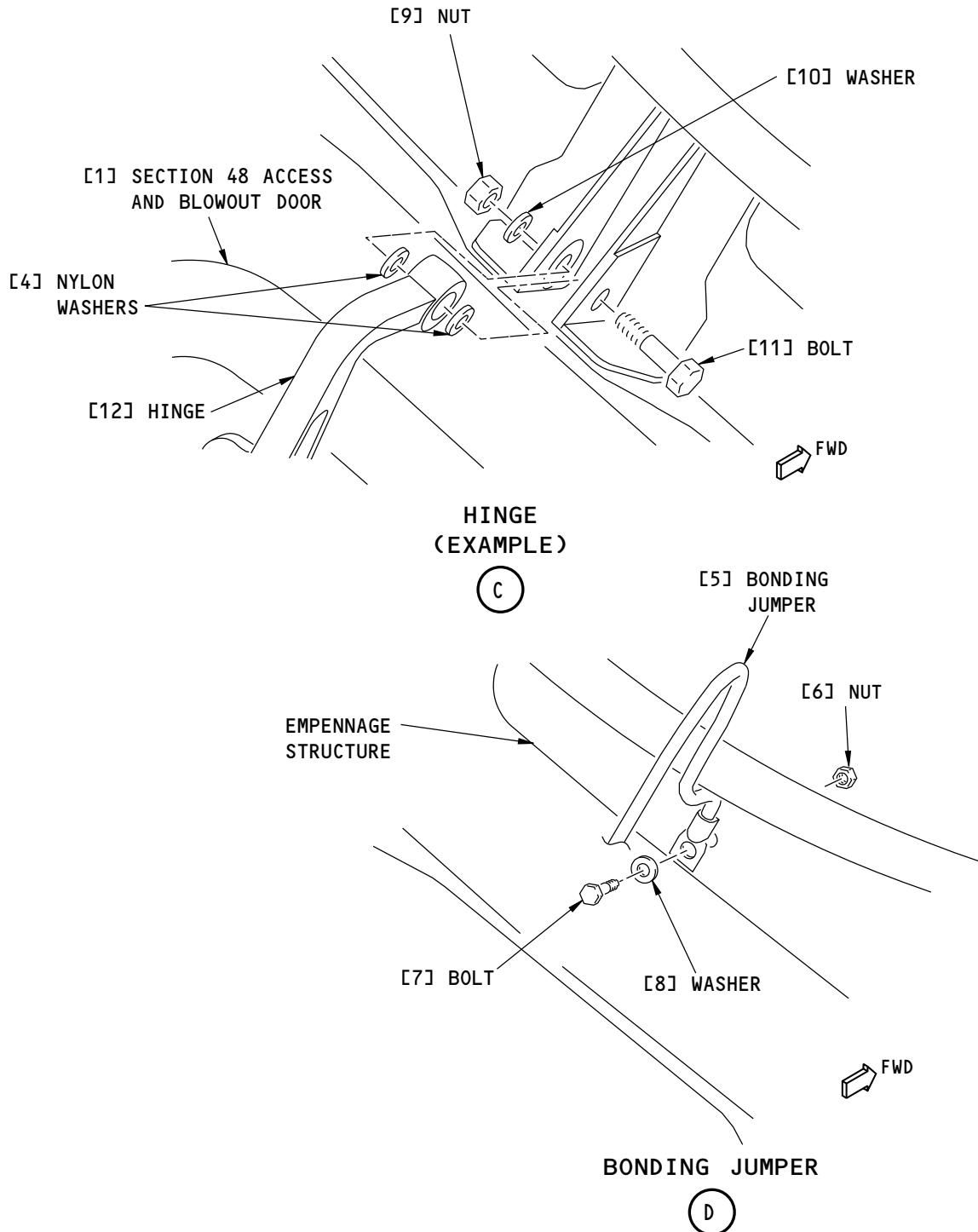
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Section 48 Access and Blowout Door Installation
Figure 401/52-49-11-990-803 (Sheet 3 of 4)

EFFECTIVITY
AKS ALL

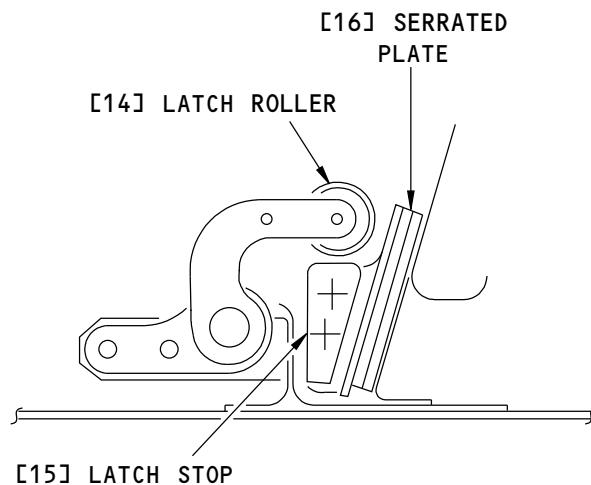
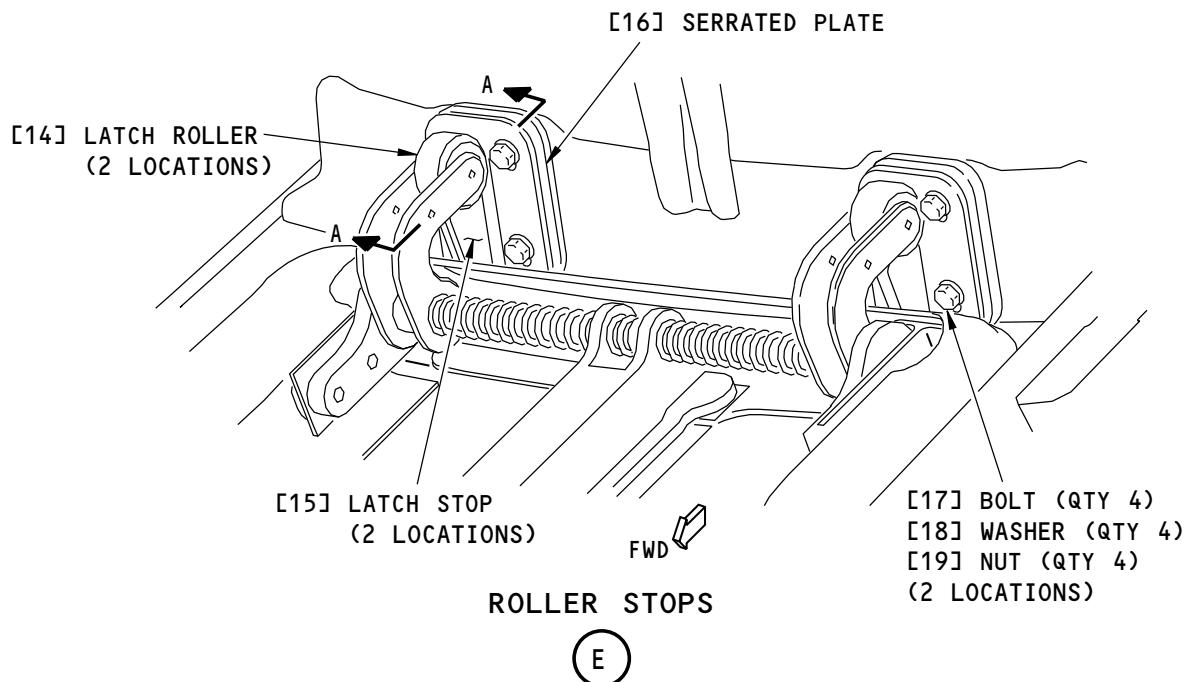
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LATCH ROLLER AND STOP

A-A

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Section 48 Access and Blowout Door Installation
Figure 401/52-49-11-990-803 (Sheet 4 of 4)

EFFECTIVITY
AKS ALL

52-49-11



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SECTION 48 ACCESS AND BLOWOUT DOOR - ADJUSTMENT/TEST

1. General

- A. This procedure has this task:
- (1) A test of the section 48 access and blowout door.

TASK 52-49-11-720-801

2. Section 48 Access and Blowout Door Test

(Figure 501)

A. Location Zones

| Zone | Area |
|------|--------------------------------------|
| 311 | Area Aft of Pressure Bulkhead - Left |

B. Access Panels

| Number | Name/Location |
|--------|-----------------------------|
| 311BL | Stabilizer Trim Access Door |

C. Prepare for the Test

SUBTASK 52-49-11-010-004

- (1) Open this access panel:

| Number | Name/Location |
|--------|-----------------------------|
| 311BL | Stabilizer Trim Access Door |

SUBTASK 52-49-11-010-005

WARNING: STAY OFF THE DOOR. YOUR WEIGHT CAN RELEASE THE SPRING-LOADED LATCHES. IF YOU FALL THROUGH THE DOOR, INJURIES WILL OCCUR.

- (2) Go into the compartment and close the door.

D. Procedure

SUBTASK 52-49-11-480-001

- (1) Do a blowout test on the door:

- (a) Apply a device that weighs between 61-80 pounds (27.7-36.3 kilograms) on the door frame near the latch torque shaft
- (b) Make sure the latches release.
- (c) If it is necessary, adjust the door latch release pressure as follows:
 - 1) Loosen bolts [3], washers [4], and nuts [5].
 - 2) Move the serrated plates [2] up or down to change the door opening pressure.
 - a) Move the inboard and outboard serrated plates [2] the same number of serrations and in the same direction.
 - 3) Install the bolts [3], washers [4], and nuts [5].

SUBTASK 52-49-11-710-003

- (2) Do a test on the usual operation of the door as follows:

- (a) Open and close the door.
- (b) Make sure the door opens and closes smoothly.
- (c) Make sure the hinges, latches, and strut operate correctly.

EFFECTIVITY
AKS ALL

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E. Put the Airplane Back to Its Usual Condition.

SUBTASK 52-49-11-410-001

- (1) Close this access panel:

Number Name/Location

311BL Stabilizer Trim Access Door

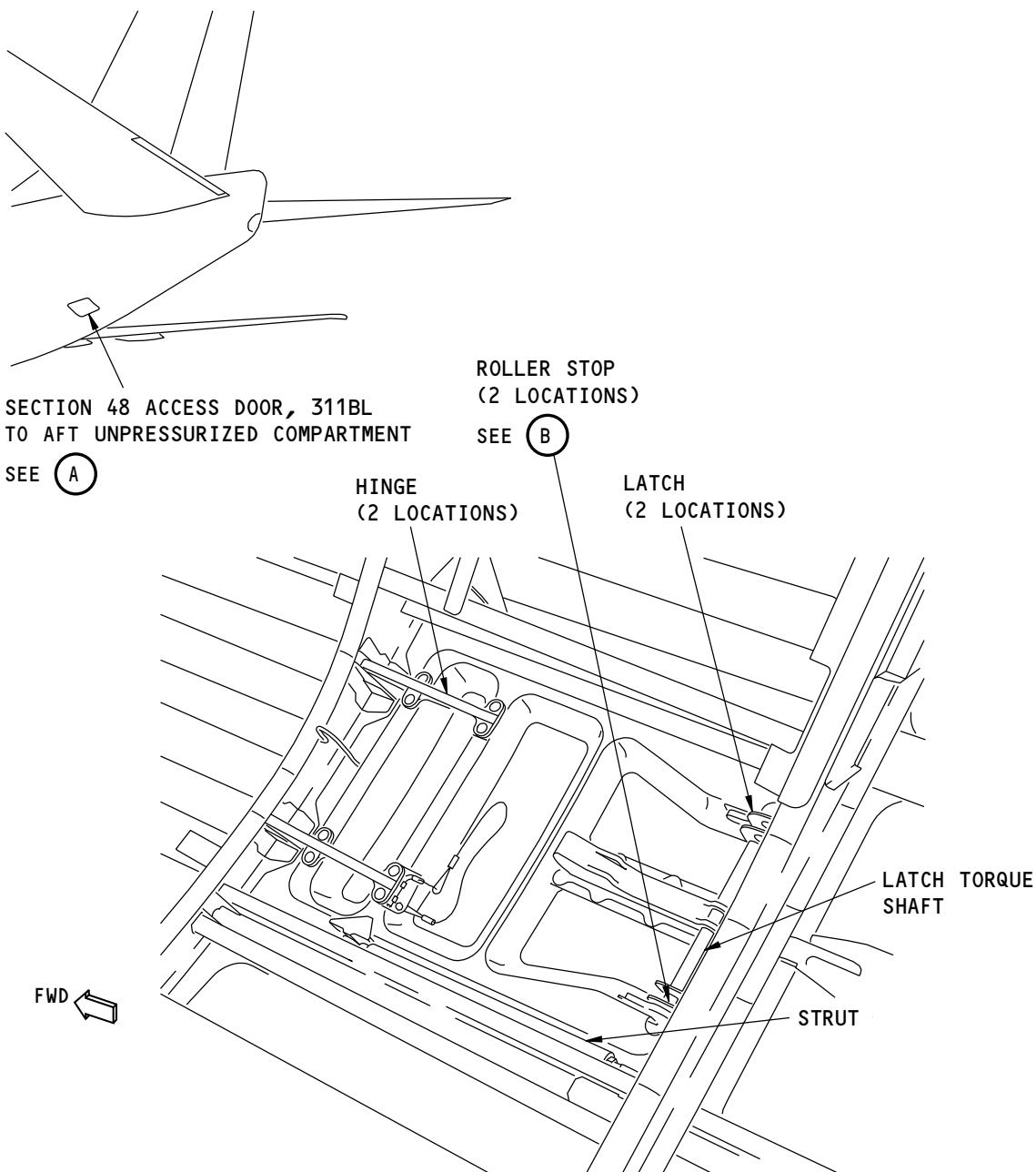
———— END OF TASK ————

EFFECTIVITY
AKS ALL

52-49-11



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SECTION 48 ACCESS DOOR, 311BL
TO AFT UNPRESSURIZED COMPARTMENT

A

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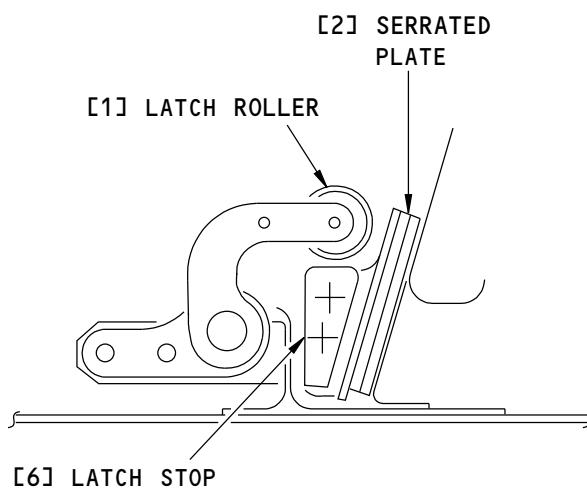
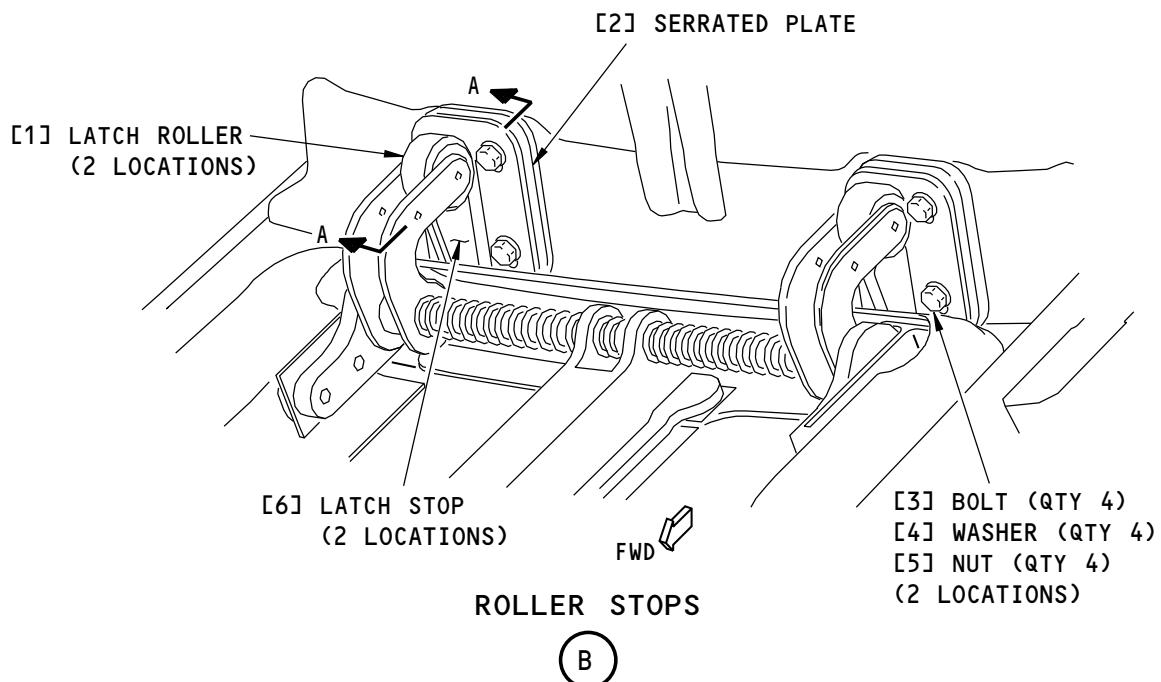
Section 48 Access and Blowout Door Test
Figure 501/52-49-11-990-804 (Sheet 1 of 2)

EFFECTIVITY
AKS ALL

52-49-11



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LATCH ROLLER AND STOP

A-A

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Section 48 Access and Blowout Door Test
Figure 501/52-49-11-990-804 (Sheet 2 of 2)

EFFECTIVITY
AKS ALL

52-49-11



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REFUELING STATION DOOR - REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
- (1) A removal of the refueling station door.
 - (2) An installation of the refueling station door.

TASK 52-49-21-000-801

2. Refueling Station Door Removal

(Figure 401)

A. Consumable Materials

| Reference | Description | Specification |
|-----------|-----------------------------|---------------|
| G02438 | Wrap - Tie - TY24M (TY-RAP) | |

B. Location Zones

| Zone | Area |
|------|---|
| 621 | Right Wing - Leading Edge to Front Spar |

C. Prepare for the Removal

SUBTASK 52-49-21-010-001

- (1) Open the refueling station door [1].

D. Refueling Station Door Removal

SUBTASK 52-49-21-020-001

- (1) Disconnect the hold-open strut [5] from the wing structure:
 - (a) Remove the cotter pin [3], pin [4], and washers [7] and [6].
 - (b) Remove the hold-open strut [5] from the fitting [2] on the wing.
- (2) Disconnect the interphone service at the hinge half [11] of the refueling station door [1].
 - (a) Remove the nuts [9], washers [10], and bolts [8].
 - (b) Use TY24M (TY-RAP) tie wrap, G02438 to hold the interphone service to the airplane.

SUBTASK 52-49-21-020-009

- (3) Disconnect the inboard and outboard lights from the refueling station door [1]:
 - (a) Remove the light hoods [21], jammnuts [20], clips [17], and washers [16].
 - (b) Remove the bolts [19], nuts [22], and clamps [18] from bracket [24] and bracket [25].
 - (c) Pull the connectors from the brackets [23].
 - (d) Use TY24M (TY-RAP) tie wrap, G02438 to hold the light power cable to the airplane.

SUBTASK 52-49-21-020-010

- (4) Remove the forward end of the three bonding jumpers at the hinge half [11] of the refueling station door [1]:
 - (a) To disconnect the bonding jumpers, remove the bolts [12], washers [13], and nuts [9].

SUBTASK 52-49-21-000-001

- (5) To remove the refueling station door [1] from the airplane, remove the bolts [14], nuts [9], and washers [15] at the hinge half [11].

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| EFFECTIVITY |
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SUBTASK 52-49-21-020-005

- (6) If it is necessary, remove the latches [28]:
 - (a) Remove the bolts [29], washers [30] and nuts [27].
 - (b) Remove the latches [28].

———— END OF TASK ————

TASK 52-49-21-400-801

3. Refueling Station Door Installation

(Figure 401)

A. Tools/Equipment

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

| Reference | Description |
|-----------|--|
| COM-1550 | Bonding Meters - Approved, Intrinsically Safe (Approved for use in Class I, Divisions I & II hazardous (classified) locations. Outside these hazardous locations, COM-614 can be used in lieu of COM-1550). Part #: C15292 (MODEL T477W) Supplier: 01014 Part #: M1 Supplier: 3AD17 Opt Part #: M1B Supplier: 3AD17 |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|--|---------------|
| A00247 | Sealant - Pressure And Environmental - Chromate Type | BMS5-95 |

C. Expendables/Parts

| AMM Item | Description | AIPC Reference | AIPC Effectivity |
|----------|-------------|-----------------|------------------|
| 3 | Cotter pin | 52-49-21-01-055 | AKS ALL |

D. Location Zones

| Zone | Area |
|------|---|
| 621 | Right Wing - Leading Edge to Front Spar |

E. Refueling Station Door Installation

SUBTASK 52-49-21-400-001

- (1) If the latches [28] have been removed, do these steps:
 - (a) Put the latch [28] on the refueling station door [1].
 - (b) Install the bolts [29], washers [30], and nuts [27].

SUBTASK 52-49-21-000-002

- (2) To install the refueling station door [1] on the airplane, install the bolts [14], nuts [9], and washers [15] to the hinge half [11].

SUBTASK 52-49-21-020-011

- (3) Install the forward end of the three bonding jumpers at hinge half [11] of the refueling station door [1]:
 - (a) To connect the bonding jumpers, remove the bolts [12], washers [13], and nuts [9].

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- (b) Use an intrinsically safe approved bonding meter, COM-1550 to make sure that the resistance between the bolt [12] and the refueling station door [1] is not more than 0.001 ohm.
- (c) Apply a fillet seal of sealant, A00247 on the bonding jumper fasteners.

SUBTASK 52-49-21-420-007

- (4) Install the inboard light and the outboard light:
 - (a) Make sure the washer [16] and jamnut [20] is on the connector.
 - (b) Push the connectors through the hole in the brackets [23].
 - (c) Put the clamps [18] on the light power cables.
 - (d) Install the bolts [19], nuts [22], and clamps [18] in bracket [24] and bracket [25].
 - (e) Install the clip [17], jamnut [20], and light hood [21].
 - (f) Tighten the jannuts [20].

SUBTASK 52-49-21-020-012

- (5) Connect the interphone service to the hinge half [11] of the refueling station door [1].
 - (a) Disconnect the interphone service from where you temporarily tied it to the airplane.
 - (b) To connect the interphone service, install the nuts [9], washers [10], and bolts [8].

SUBTASK 52-49-21-420-004

- (6) Connect the hold-open strut [5] to the wing structure:
 - (a) Install the pin [4], washers [6] and [7], and cotter pin [3] that attach the hold-open strut [5] to the wing structure.

SUBTASK 52-49-21-420-005

- (7) If it is necessary, check the latches [28]:
 - (a) Close the refueling station door [1].
 - (b) Make sure the latches [28] will lock with finger pressure.
 - (c) Make sure the refueling station door [1] is satisfactorily held against the airplane structure by the closed latches.

WARNING: BE CAREFUL WHEN YOU RELEASE THE REFUEL LATCHES. THE REFUEL DOOR WILL OPEN FREELY. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

- (d) Make sure that finger pressure will open the latches [28].
 - 1) If it is necessary, adjust the striker bolt [31] to get the correct latch pressure.
 - a) Turn the bolt offset adjustment screw [32] until the latch pressure is correct.

NOTE: Clockwise adjustment will increase the latch pressure and decrease door to skin flushness. Counter clockwise adjustment will decrease the latch pressure and increase door to skin flushness.

F. Installation Test

SUBTASK 52-49-21-710-001

- (1) Do a test on the refueling station door [1]:
 - (a) Open and close the refueling station door [1].
 - (b) Make sure the refueling station door [1] operate smoothly.



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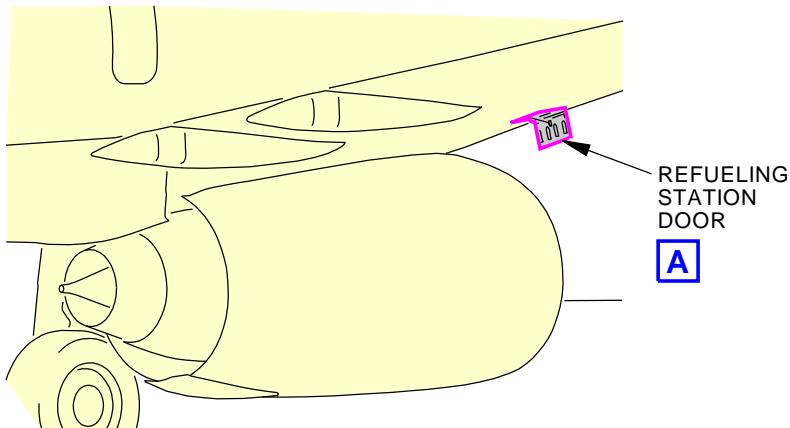
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- (c) Make sure the latches [28] operate correctly.

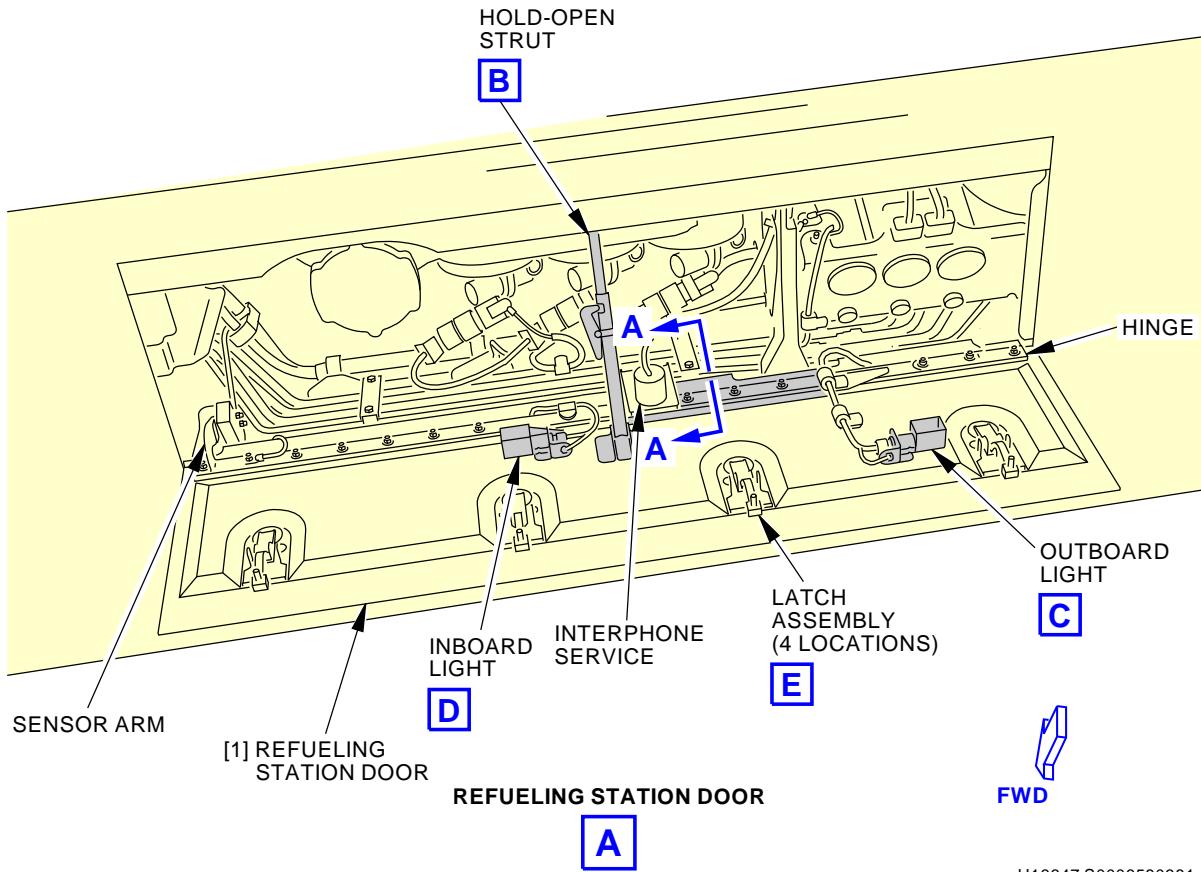
———— END OF TASK ——

———— EFFECTIVITY ——
AKS ALL

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RIGHT WING



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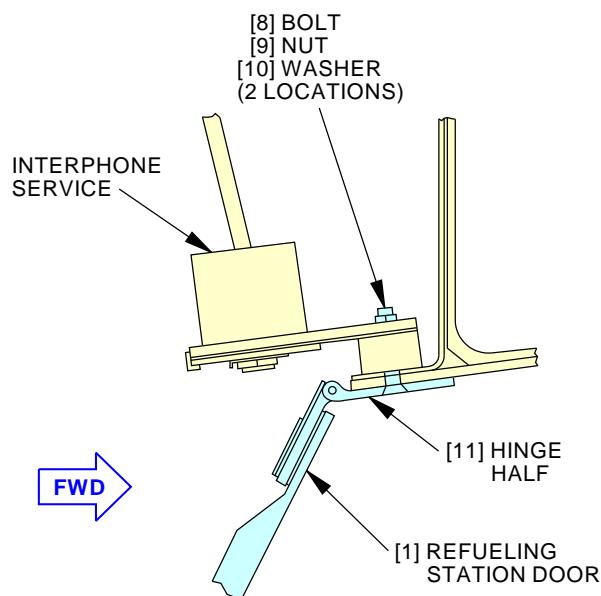
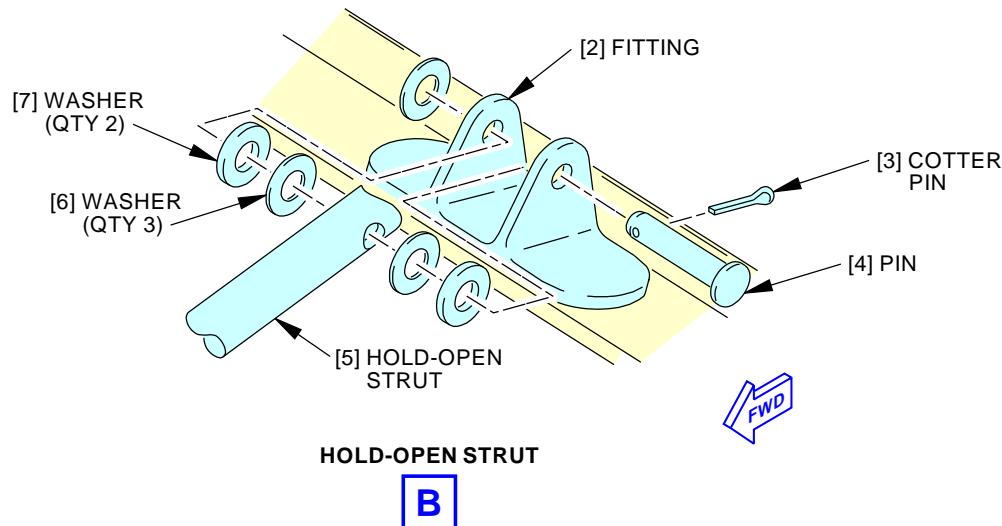
Refueling Station Door Installation
Figure 401/52-49-21-990-802 (Sheet 1 of 4)

EFFECTIVITY
AKS ALL**52-49-21**

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(DOOR IN THE OPEN POSITION)

A-A

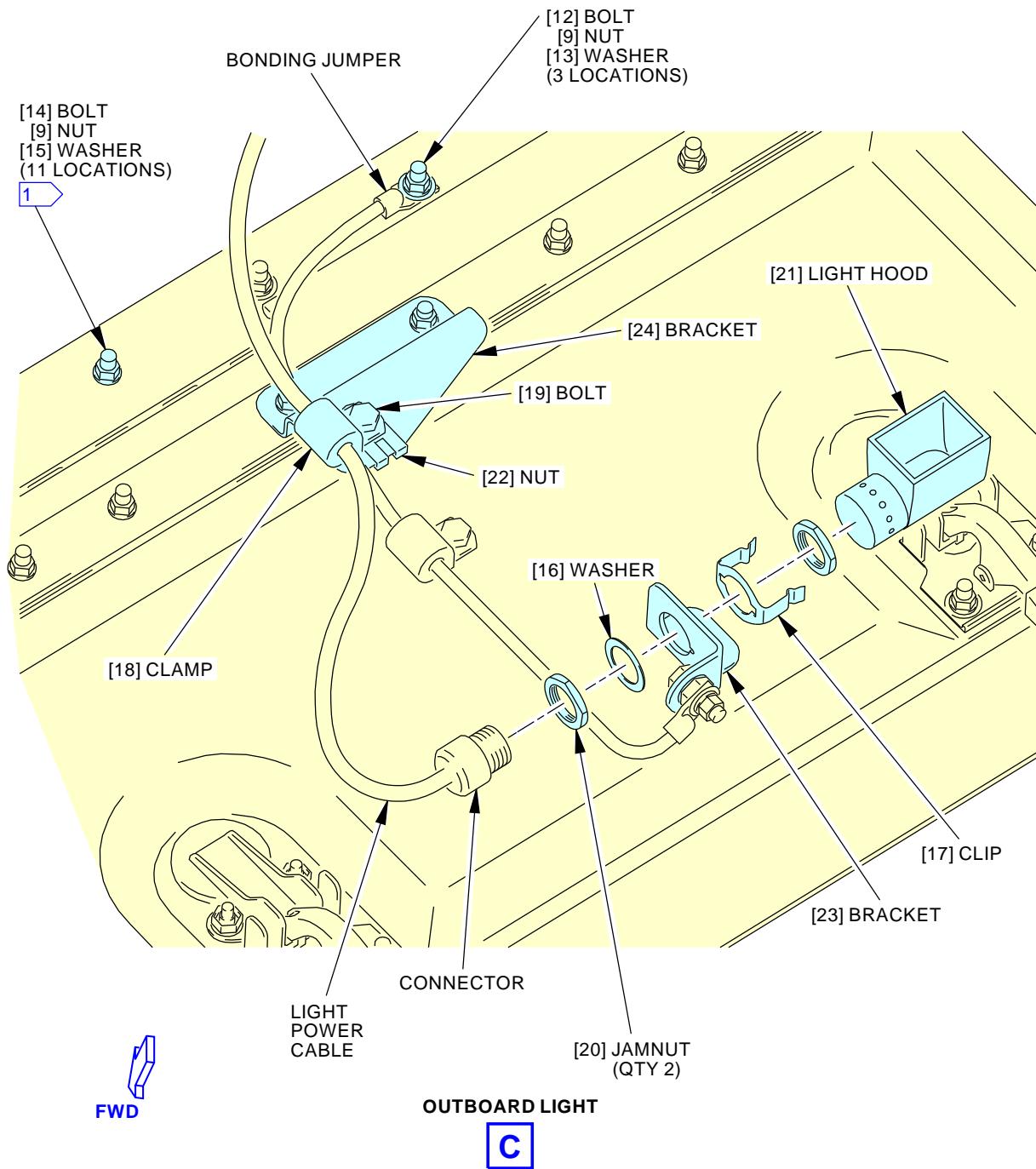
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Refueling Station Door Installation
Figure 401/52-49-21-990-802 (Sheet 2 of 4)

EFFECTIVITY
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1 ONLY REMOVE OR INSTALL FASTENERS ON HINGE HALF [11]

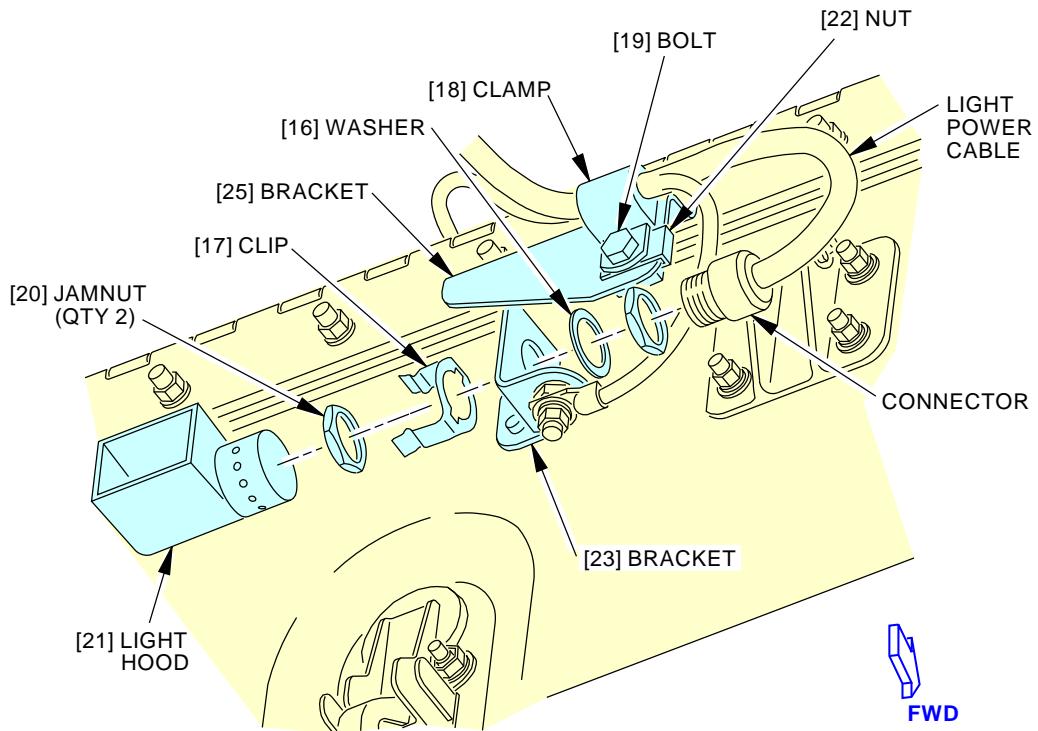
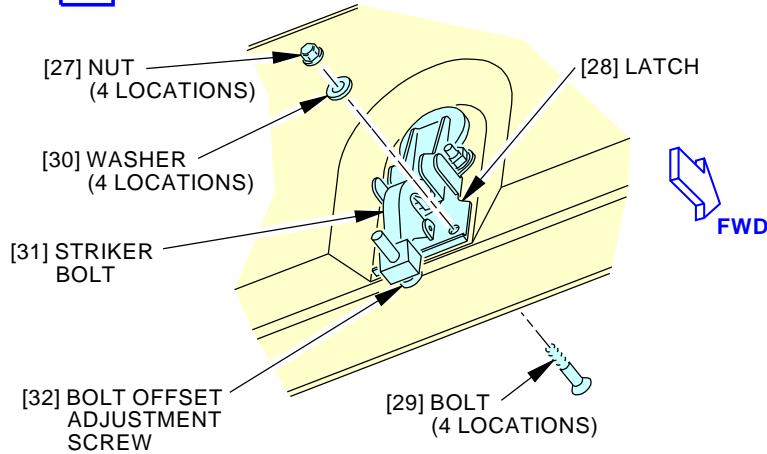
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Refueling Station Door Installation
Figure 401/52-49-21-990-802 (Sheet 3 of 4)

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| EFFECTIVITY |
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INBOARD LIGHT
D

**LATCH ASSEMBLY
(EXAMPLE)**
E

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**Refueling Station Door Installation
Figure 401/52-49-21-990-802 (Sheet 4 of 4)**

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FLIGHT COMPARTMENT DOOR - MAINTENANCE PRACTICES

1. General

- I A. This procedure contains these tasks:
 - (1) Program the Access Code
 - (2) Program Time Delays and DOOR BELL Enable
- I B. In the program mode, if the time gap between two of the inputs, including the ENT key, is more than 30 seconds the system will:
 - (1) Ignore keypad inputs made before the program button was pushed.
 - (2) Retain the access, time delay and doorbell enable codes before the program button was pushed.
 - (3) Exit the program mode.
- I C. If the system is in the program mode for more than 3 minutes, it will exit the program mode.
- I D. The door is unlocked while the system is in the program mode.

TASK 52-51-00-900-801

2. Program the Access Code

A. General

- (1) The access code must be 3 to 8 characters long.
- (2) The amber LED on the keypad will blink continuously while the system is in the program mode.
- (3) The access code is set to 12345 at the factory.

B. Location Zones

| Zone | Area |
|------|----------------------------|
| 211 | Flight Compartment - Left |
| 212 | Flight Compartment - Right |

C. Procedure

SUBTASK 52-51-00-850-001

- (1) Do these procedures to program the access code:
 - (a) Remove the access cover from the chime module.
 - (b) Press and release the ACCESS switch on the chime module.
 - (c) Make sure that the amber light on the keypad FLASHES.
 - (d) Enter the new 3 to 8 digit access code on the keypad.
- I NOTE: Make sure the access code number is consistent with airline operational requirements.
- (e) Press the ENT button on the keypad.
- (f) Make sure that the amber light on the keypad is OFF.
- (g) Make sure that the red light on the keypad is ON.
- (h) Use the new access code to make sure the door will unlock.
- (i) Install the access cover on the chime module.

— END OF TASK —

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TASK 52-51-00-900-802

3. Program Time Delays and Door Bell Enable

A. General

- (1) Programming steps for the DENY and AUTO UNLOCK time delays are all the same.
- (2) The green LED on the keypad will blink continuously while the system is in the program mode.
- (3) The DOOR BELL ENABLE code will toggle the door bell enable.
- (4) To program more than one time delay or door bell enable, the program mode must be re-entered each time.
- (5) The keypad code to sound the door bell is 1, ENT.
- (6) The access time delay is set to 30 seconds at the factory.
- (7) The deny time delay set to 5 minutes at the factory.
- (8) The door bell function is set to DISABLE at the factory.

B. Location Zones

| Zone | Area |
|------|----------------------------|
| 211 | Flight Compartment - Left |
| 212 | Flight Compartment - Right |

C. Procedure

SUBTASK 52-51-00-850-002

- (1) Do these steps to program the time delays and door bell enable:
 - (a) Remove the access cover from the chime module.
 - (b) Press and release the TIMERS switch on the chime module.
 - (c) Enter the 3 digit time delay or doorbell enable code on the keypad. (Table 201)
NOTE: The Access Time Delay must only be set to 30, 45, or 60 seconds. If the door bell mode is enabled then the Continuous Chime Time Delay must be set to 0 seconds (code 311).
 - (d) Press the ENT button on the keypad.
 - (e) Enter the 3 digit time delay or doorbell enable code a second time on the keypad. (Table 201)
 - (f) Press the ENT button on the keypad.
NOTE: The green LED will come on for five seconds when the new code has been accepted by the chime module. The green LED will then go off and the red LED will come on. If the two codes that you entered do not match the chime module will exit the programming mode.
 - (g) Use the access code to unlock the door in the AUTO mode.
 - (h) Make sure the time delays for the CONTINUOUS CHIME, AUTO UNLOCK or DENY are correct.
 - (i) Enter 1 and ENT on the keypad to make sure the DOOR BELL ENABLE mode operates, if the DOOR BELL mode has been enabled.
 - (j) Install the access cover on the chime module.



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Table 201/52-51-00-993-804 TIME DELAY AND DOOR BELL ENABLE CODES

| CODE | TIME | NOMENCLATURE |
|------|------------|--|
| 112 | 30 Seconds | Access Time Delay *(1) |
| 113 | 45 Seconds | Access Time Delay *(2) |
| 114 | 60 Seconds | Access Time Delay *(2) |
| | | |
| 211 | 5 Minutes | Deny Access Time Delay |
| 212 | 10 Minutes | Deny Access Time Delay |
| 213 | 15 Minutes | Deny Access Time Delay |
| 214 | 20 Minutes | Deny Access Time Delay |
| 215 | 25 Minutes | Deny Access Time Delay |
| 221 | 30 Minutes | Deny Access Time Delay |
| 311 | 0 Seconds | Continuous Chime Time Delay |
| 312 | 5 Seconds | Continuous Chime Time Delay |
| 313 | 10 Seconds | Continuous Chime Time Delay |
| 314 | 15 Seconds | Continuous Chime Time Delay |
| 315 | 20 Seconds | Continuous Chime Time Delay |
| 321 | 25 Seconds | Continuous Chime Time Delay *(2) |
| 322 | 30 Seconds | Continuous Chime Time Delay *(2) |
| 323 | 35 Seconds | Continuous Chime Time Delay *(2) |
| 324 | 40 Seconds | Continuous Chime Time Delay *(2) |
| 325 | 45 Seconds | Continuous Chime Time Delay *(2) |
| 331 | 50 seconds | Continuous Chime Time Delay *(2) |
| 555 | N/A | Toggles Door Bell Mode ON or OFF *(3) *(1) 30 second Access Time Delay is required for airplanes that are registered in a JAA Member country *(2) Not a valid code for airplanes that are registered in a JAA member country *(3) If Door Bell Mode is enabled then the Continuous Chime Time Delay must be set to 0 seconds (Code 311) |

— END OF TASK —

TASK 52-51-00-710-803

4. Decompression Panel Hinge Operation

(Figure 201)

NOTE: This procedure is a scheduled maintenance task.

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A. General

- (1) This procedure contains task to do a check of the decompression panel hinge operation to make sure that the decompression panel hinges operate smoothly without binding or interference.

B. Location Zones

| Zone | Area |
|------|----------------------------|
| 211 | Flight Compartment - Left |
| 212 | Flight Compartment - Right |

C. Procedure

SUBTASK 52-51-00-010-005

- (1) Gain access to the forward side of the flight deck door.

SUBTASK 52-51-00-010-006

- (2) Do these steps to do a check of the decompression panel:

- (a) Do these steps to remove the decompression panel:

- 1) Disconnect the strap that attaches the decompression panel to the flight compartment door by pulling up on the strap at the door connection.
- 2) Push in on the two retractable bolts on the hinge assembly at the top or bottom of the decompression panel to remove it.

- (b) Make sure that the bolts retract smoothly and completely clear the panel doorframe.
(c) Install the decompression panel.

———— END OF TASK ————

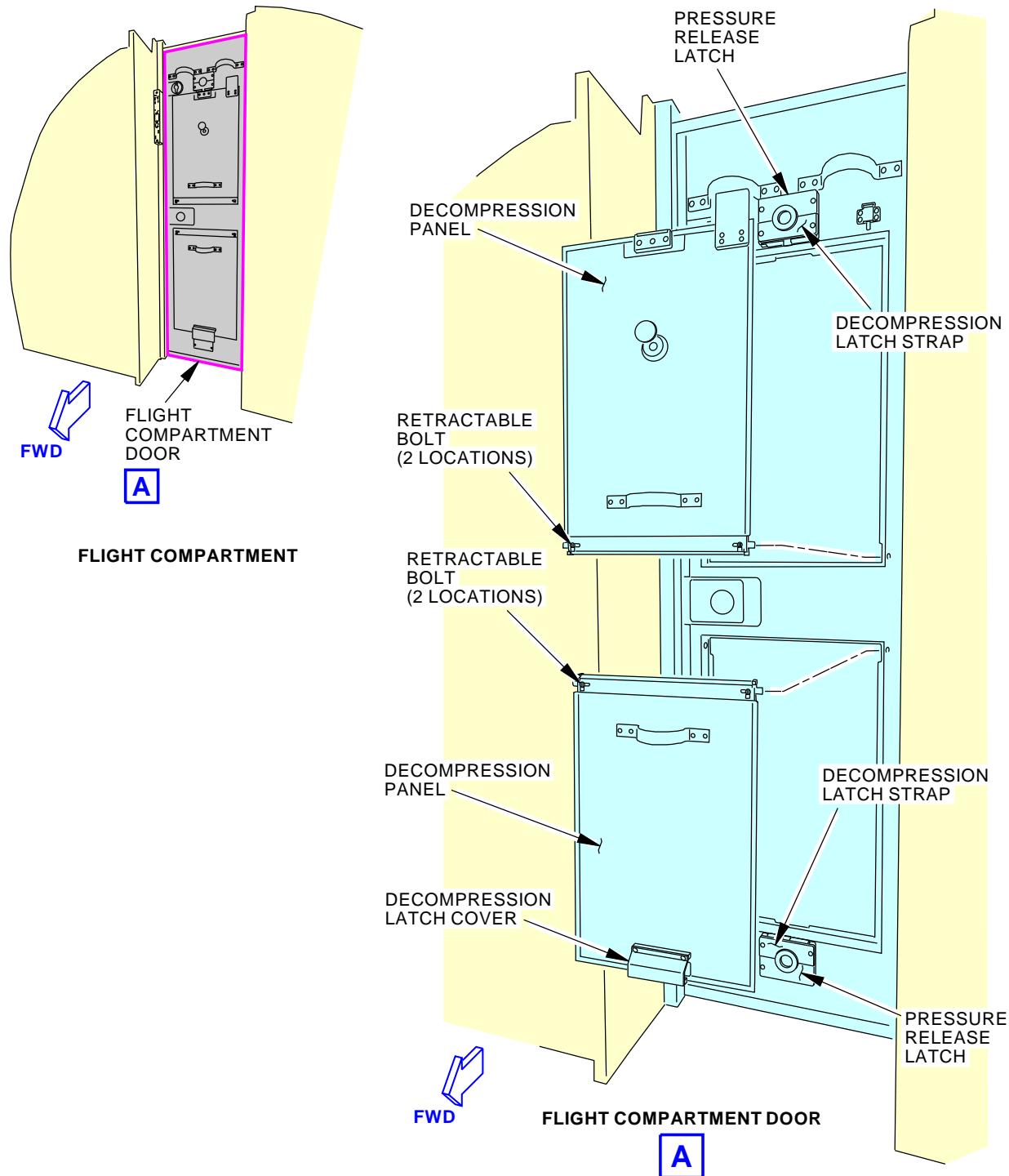
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Decompression Panel Hinge Operation
Figure 201/52-51-00-990-822

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FLIGHT COMPARTMENT DOOR - ADJUSTMENT/TEST

1. **General**

- | A. This procedure has these tasks:
- (1) Operational Check of the Flight Compartment Access System.
 - (2) Flight Compartment Security Door Access System Test.
 - (3) Functional Check of the DENY Function of the Flight Compartment Security Access System (Scheduled Maintenance Task).
 - (4) Pressure Release Latch Functional Test.

TASK 52-51-00-710-801

2. **Operational Check of the Flight Compartment Access System**

(Figure 501)

A. **General**

- (1) This task does a test of the chime module speaker to make sure you can hear the chime and that other parts of the access system operate.

B. **References**

| Reference | Title |
|------------------|-----------------------------------|
| 24-22-00-860-811 | Supply Electrical Power (P/B 201) |
| 24-22-00-860-812 | Remove Electrical Power (P/B 201) |

C. **Location Zones**

| Zone | Area |
|------|----------------------------|
| 211 | Flight Compartment - Left |
| 212 | Flight Compartment - Right |

D. **Prepare for the Test**

SUBTASK 52-51-00-860-001

- (1) Obtain the access code for the flight deck door.

NOTE: The access code is programmable. You need to obtain the access code currently in use by the flight crew.

SUBTASK 52-51-00-860-002

- (2) Supply electrical power. To supply electrical power, do this task: Supply Electrical Power, TASK 24-22-00-860-811

SUBTASK 52-51-00-860-003

- (3) Make sure that this circuit breaker is closed:

F/O Electrical System Panel, P6-3

| Row | Col | Number | Name |
|-----|-----|--------|-----------|
| E | 1 | C00137 | DOOR LOCK |

SUBTASK 52-51-00-860-004

- (4) Make sure the Flight Deck Access System switch on the Chime Module is in the NORM position (guard closed).

SUBTASK 52-51-00-860-005

- (5) Make sure the flight compartment door is open.

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E. Procedure

SUBTASK 52-51-00-710-001

- (1) Do these steps to make sure the chime module speaker operates:
 - (a) Make sure the FLT DK DOOR switch is in the AUTO position.
 - (b) Enter the access code in the keypad and press the ENT key.
 - (c) Make sure the chime module sounds.
 - (d) Make sure the AUTO UNLK light comes on.
 - (e) Put the FLT DK DOOR switch to the DENY position.
 - (f) Make sure the AUTO UNLK light goes off.
 - (g) Put the FLT DK DOOR switch to the UNLKD position.
 - (h) Put the Flight Deck Access System switch on the chime module to the OFF position.
 - (i) Make sure the LOCK FAIL Light comes on.
 - (j) Put the Flight Deck Access System switch to the NORM position.

F. Put the Airplane Back to its Usual Condition

SUBTASK 52-51-00-860-006

- (1) Remove the electrical power if it is not necessary. To remove electrical power, do this task:
Remove Electrical Power, TASK 24-22-00-860-812

————— END OF TASK ————

TASK 52-51-00-700-801

3. Flight Compartment Security Door Access System Test

(Figure 501)

A. General

- (1) This task is performed with the door in the open position. With the door in the open position, one mechanic can turn the FLT DK DOOR rotary switch, enter keypad numbers and see the position of the strike at the same time. This allows the test to be performed with one mechanic.
- (2) This task does a test of the following functions of the flight compartment security door access system:
 - (a) AUTO Mode
 - (b) UNLOCK Mode
 - (c) DENY Mode
 - (d) Power on Solenoid Deactivation
 - (e) Doorbell Function

B. References

| Reference | Title |
|------------------|-----------------------------------|
| 24-22-00-860-811 | Supply Electrical Power (P/B 201) |

C. Location Zones

| Zone | Area |
|------|----------------------------|
| 211 | Flight Compartment - Left |
| 212 | Flight Compartment - Right |



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D. Prepare for the Test

SUBTASK 52-51-00-750-001

- (1) Obtain the following information:

NOTE: These items are programmable. You need to obtain the access code and times currently in use by the flight crew.

- (a) Access Code
- (b) Access Time Delay
- (c) Deny Time Delay
- (d) Time of Continuous Chime

SUBTASK 52-51-00-860-007

- (2) Supply electrical power. To supply electrical power, do this task: Supply Electrical Power, TASK 24-22-00-860-811.

SUBTASK 52-51-00-860-008

- (3) Make sure that this circuit breaker is closed:

F/O Electrical System Panel, P6-3

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|-------------|
| E | 1 | C00137 | DOOR LOCK |

SUBTASK 52-51-00-860-009

- (4) Make sure the Flight Deck Access System switch on the Chime Module is in the NORM position (guard closed).

SUBTASK 52-51-00-860-010

- (5) Make sure the flight compartment door is open.

E. AUTO Mode Test

SUBTASK 52-51-00-710-002

- (1) Do these steps to make sure the AUTO Mode operates:

- (a) Make sure the FLT DK DOOR rotary switch on the Cockpit Control panel Switch/Light Module is in the AUTO position.
- (b) Make sure the red LED on the keypad is on.
- (c) Make sure the electric strike is in the locked position.

NOTE: The solenoid pin in the electric strike is extended up and the strike can not be turned.

- (d) Enter the access code in the keypad..

NOTE: You must keep track of the time elapsed from when you press the ENT key.

- (e) Press the ENT key.

- (f) Do these steps immediately after the correct access code is entered:

- 1) Make sure that the amber LED on the keypad comes on and the red LED goes off.
 - 2) Make sure the chime module sounds two one-half second tones.

NOTE: If the Continuous Chime Time Delay is set to 0 (zero) seconds (Code 311), then a continuous chime will occur and not the half second tones.

- 3) Make sure the AUTO UNLK light comes on.



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- (g) Do this step when one third of the Access Time Delay has elapsed:

NOTE: If the Time of Continuous Chime is programmed to occur at one third or less of the Access Time Delay, then the two half second tones in the step below will not sound.

- 1) Make sure the chime sounds two half second tones again.

- (h) Do these steps when the Time of Continuous Chime has elapsed:

NOTE: If the Time of Continuous Chime is set to occur 5 seconds or less before the Access Time Delay, the Time of Continuous Chime will occur 10 seconds before the Access Time Delay.

- 1) Make sure the AUTO UNLK light flashes.

- 2) Make sure the chime module sounds continuously.

- (i) Do these steps when the Access Time Delay has expired:

- 1) Make sure the electric strike is in the unlocked position.

NOTE: The solenoid pin in the electric strike retracts down and the strike can be turned.

- 2) Make sure the green LED on the keypad comes on and the amber LED goes off.

- 3) Make sure the chime module does not sound.

- 4) Make sure the AUTO UNLK light goes off.

- (j) Do these steps five seconds after the electric strike goes to the unlocked position:

- 1) Make sure the electric strike is in the locked position.

- 2) Make sure the green LED goes off and the red LED comes on.

F. UNLOCK Mode Test

SUBTASK 52-51-00-710-003

- (1) Do these steps to make sure the UNLOCK Mode operates:

- (a) Make sure the FLT DK DOOR rotary switch on the Cockpit Control Panel Switch/Light module is in the AUTO position.

- (b) Make sure the red LED on the keypad is on.

- (c) Make sure the electric strike is in the locked position.

NOTE: The solenoid pin in the electric strike extends up and the strike can not be turned.

- (d) Enter the access code in the keypad and press the ENT key.

- 1) Make sure that the amber LED on the keypad comes on and the red LED goes off.

- 2) Make sure that the chime module sounds two one-half second tones.

NOTE: If the continuous chime time delay is set to 0 seconds (code 311), then a continuous chime occurs and not the half second tones.

- 3) Make sure the AUTO UNLK light on the cockpit control panel comes on.

- (e) Put and hold the FLT DK DOOR switch to the UNLKD position.

- 1) Make sure that the green LED on the keypad comes on and the amber LED goes off.

- 2) Make sure the electric strike is in the unlocked position.

NOTE: The solenoid pin in the electric strike retracts down and the strike can be turned.

| |
|------------------------|
| EFFECTIVITY AKS ALL |
| |

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- (f) Put the FLT DK DOOR switch back to the AUTO position.

G. DENY Mode Test

SUBTASK 52-51-00-710-004

- (1) Do these steps to make sure the DENY Mode operates:

(a) Make sure the FLT DK DOOR rotary switch on the Cockpit Control Panel Switch/Light module is in the AUTO position.

(b) Make sure the red LED on the keypad is on.

(c) Make sure the electric strike is in the locked position.

NOTE: The solenoid pin in the electric strike extends up and the strike can not be turned.

(d) Enter the access code in the keypad and press the ENT key.

1) Make sure that the amber LED on the keypad comes on and the red LED goes off.

2) Make sure that the chime module sounds two one-half second tones.

NOTE: If the continuous chime time delay is set to 0 seconds (code 311), then a continuous chime occurs and not the half second tones.

3) Make sure the AUTO UNLK light on the cockpit control panel comes on.

(e) Put and momentarily hold the FLT DK DOOR switch in the DENY position.

NOTE: You must keep track of the time elapsed from when you put the switch in the DENY position.

1) Make sure that the electric strike is in the locked position.

NOTE: The solenoid pin in the electric strike extends up and the strike can not be turned.

2) Make sure that the amber LED on the keypad goes off and the red LED comes on.

3) Make sure that the AUTO UNLK light on the cockpit control panel goes off.

(f) Do these steps before the DENY Time Delay has expired:

1) Enter the access code in the keypad and press the ENT key.

a) Make sure that the red LED on the keypad stays on.

b) Make sure that the chime module does not sound.

c) Make sure the AUTO UNLK light on the cockpit control panel stays off.

(g) Do these steps after the Deny Time Delay has expired:

1) Enter the access code on the keypad and press the ENT key.

a) Make sure that the amber LED on the keypad comes on and the red LED goes off.

b) Make sure the chime module sounds two one-half second tones.

NOTE: When the continuous chime time delay is set to 0 seconds (code 311), a continuous chime occurs and not the half second tones.

c) Make sure the AUTO UNLK light on the cockpit control panel comes on.

(h) Put and hold the FLT DK DOOR switch to the UNLKD position.

1) Make sure that the green LED on the keypad comes on and the amber LED goes off.





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- 2) Make sure the electric strike is in the unlocked position.

NOTE: The solenoid pin in the electric strike retracts down and the strike can be turned.

- (i) Put the FLT DK DOOR switch back to the AUTO position.

- 1) Make sure the red LED on the keypad comes on and the green LED goes off.

- 2) Make sure the electric strike is in the locked position.

NOTE: The solenoid pin in the electric strike extends up and the strike can not be turned.

H. Power On Solenoid Deactivation Test

SUBTASK 52-51-00-710-005

- (1) Do these steps to make sure the Flight Deck Access System switch operates:

- (a) Open the switch guard on the bottom of the chime module and put the toggle switch to the OFF position.

- (b) Make sure the electric strike is in the unlocked position.

NOTE: The Solenoid pin in the electric strike will retract down such that you can rotate the strike.

- (c) Make sure the LOCK FAIL light on the cockpit control module comes ON.

- (d) Put the toggle switch back to the NORM position and close the guard.

- (e) Make sure the electric strike is in the locked position.

NOTE: The Solenoid pin in the electric strike will extend such that you can not rotate the strike.

- (f) Make sure the LOCK FAIL light goes off.

I. Doorbell Function Test

SUBTASK 52-51-00-710-006

- (1) Do these steps to make sure the Doorbell Function operates:

NOTE: The Doorbell function must be enabled.

- (a) Enter 1 in the keypad and then ENT.

- (b) Make sure the chime module sounds two tones.

- (c) Make sure the red LED stays on.

————— END OF TASK ————

TASK 52-51-00-700-802

4. Functional Check of the DENY Function of the Flight Deck Access System

(Figure 501)

NOTE: This procedure is a scheduled maintenance task.

A. General

- (1) This task does a test of the Deny function of the flight compartment security door access system.

B. References

| Reference | Title |
|------------------|-----------------------------------|
| 24-22-00-860-811 | Supply Electrical Power (P/B 201) |

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(Continued)

| Reference | Title |
|------------------|-----------------------------------|
| 24-22-00-860-812 | Remove Electrical Power (P/B 201) |

C. Location Zones

| Zone | Area |
|------|----------------------------|
| 211 | Flight Compartment - Left |
| 212 | Flight Compartment - Right |

D. Procedure

SUBTASK 52-51-00-750-002

- (1) Obtain the following information:

NOTE: These items are programmable. You need to obtain the access code and times currently in use by the flight crew.

- (a) Access Code
(b) Deny Time Delay

SUBTASK 52-51-00-860-011

- (2) Supply electrical power. To supply electrical power, do this task: Supply Electrical Power, TASK 24-22-00-860-811

SUBTASK 52-51-00-860-012

- (3) Make sure that this circuit breaker is closed:

F/O Electrical System Panel, P6-3

| Row | Col | Number | Name |
|-----|-----|--------|-----------|
| E | 1 | C00137 | DOOR LOCK |

SUBTASK 52-51-00-860-013

- (4) Make sure the Flight Deck Access System switch on the Chime Module is in the NORM position (guard closed).

SUBTASK 52-51-00-860-014

- (5) Make sure the flight compartment door is open.

E. DENY Mode Test

SUBTASK 52-51-00-710-007

- (1) Do these steps to make sure the DENY Mode operates:

- (a) Make sure the red LED on the keypad is on.
(b) Make sure the electric strike is in the locked position.

NOTE: The solenoid pin in the electric strike will be extended up and the strike can not be turned.

- (c) Enter the access code in the keypad and press the ENT key.
1) Make sure that the amber LED on the keypad comes on and the red LED goes off.
2) Make sure that the chime module sounds two one-half second tones.
NOTE: When the continuous chime time delay is set to 0 seconds (code 311), a continuous chime occurs and not the half second tones.
- 3) Make sure that the AUTO UNLK light on the cockpit control panel comes on.



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- (d) Put and momentarily hold the FLT DK DOOR switch in the DENY position.

NOTE: You must keep track of the time elapsed from when you put the switch in the DENY position.

- 1) Make sure that the electric strike is in the locked position.

NOTE: The solenoid pin in the electric strike is extended up and the strike can not be turned.

- 2) Make sure that the amber LED on the keypad goes off and the red LED comes on.

- 3) Make sure that the AUTO UNLK light on the cockpit control panel goes off.

- 4) Make sure that the chime module does not sound.

- (e) Do these steps before the DENY Time Delay has expired:

- 1) Enter the access code in the keypad and press the ENT key.

a) Make sure that the red LED on the keypad stays on.

b) Make sure that the chime module does not sound.

c) Make sure that the AUTO UNLK light on the cockpit control panel goes off.

- (f) Do these steps after the Deny Time Delay has expired:

- 1) Enter the access code on the keypad and press the ENT key.

a) Make sure that the amber LED on the keypad comes on and the red LED goes off.

b) Make sure that the chime module sounds two one-half second tones.

NOTE: If the continuous chime time delay is set to 0 seconds (code 311), then a continuous chime occurs and not the half second tones.

c) Make sure that the AUTO UNLK light on the cockpit control panel comes on.

- (g) Put and hold the FLT DK DOOR switch to the UNLKD position.

- 1) Make sure that the green LED on the keypad comes on and the amber LED goes off.

- 2) Make sure the electric strike is in the unlocked position.

NOTE: The solenoid pin in the electric strike retracts down and the strike can be turned.

- (h) Put the FLT DK DOOR switch back to the AUTO position.

- 1) Make sure the red LED on the keypad comes on and the green LED goes off.

- 2) Make sure the electric strike is in the locked position.

NOTE: The solenoid pin in the electric strike will be extended up and the strike can not be turned.

F. Put the Airplane Back to its Usual Condition

SUBTASK 52-51-00-860-015

- (1) Remove the electrical power if it is not necessary. To remove electrical power, do this task:
Remove Electrical Power, TASK 24-22-00-860-812.

———— END OF TASK ————



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TASK 52-51-00-710-802

5. Pressure Release Latch Functional Test

(Figure 502)

NOTE: This procedure is a scheduled maintenance task.

A. General

- (1) This task does a functional test of the pressure release latches.
- (2) The tests for the upper and lower pressure release latches is the same.

B. References

| Reference | Title |
|------------------|---|
| 24-22-00-860-812 | Remove Electrical Power (P/B 201) |
| 52-51-08-000-801 | Decompression Panel and Pressure Release Latch Removal (P/B 401) |
| 52-51-08-400-801 | Decompression Panel and Pressure Release Latch Installation (P/B 401) |

C. Tools/Equipment

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

| Reference | Description |
|-----------|--|
| SPL-4400 | Test Kit - Flight Deck Door (includes HSK6263-11, -13, -15) Part #: HSK6263-1 Supplier: 4U783 |
| STD-4481 | Force Gauge, 150 lb x 1.0 lb capacity |

D. Location Zones

| Zone | Area |
|------|----------------------------|
| 211 | Flight Compartment - Left |
| 212 | Flight Compartment - Right |

E. Prepare for the Test

SUBTASK 52-51-00-010-001

- (1) Do these steps to get access to the latches:

- (a) Do the steps to remove the latch strap and the decompression latch cover. To remove the latch strap and decompression latch cover, do this task: Decompression Panel and Pressure Release Latch Removal, TASK 52-51-08-000-801.

SUBTASK 52-51-00-840-001

- (2) Do these steps to prepare the test kit, SPL-4400 (P/N: HSK6263-1, Test Kit consists of HSK6263-11, Vacuum Generator and HSK6263-13/15, Bolt Rotation Tool):

- (a) Make sure vent of the HSK6263-11 Vacuum Generator manometer does not have unwanted material or blockage.
- (b) Make sure the hose is securely connected between the fitting on the squeeze bulb and the manometer.
- (c) Push the power control switch to turn on the display.
- (d) Turn the display selection control if necessary to show metric (kPa) unit.

| |
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F. Procedure

SUBTASK 52-51-00-710-008

- (1) Do these steps to make sure the pressure release latch functions correctly:

- (a) Use the HSK6263-11 Vacuum Generator do these steps:

- 1) Put the vacuum cup over the air cylinder filter on the front of the pressure release latch.
- 2) Make sure that the vacuum cup is in full contact with the air cylinder filter and covers the air cylinder filter fully.

NOTE: You must hold the vacuum cup in full contact with the face of the pressure relief latch at the air cylinder filter during the entire test.

- 3) Actuate the squeeze bulb as necessary to get a 0.5 psi (3.4 kPa) pressure drop at the air cylinder filter.

NOTE: The pressure drop will show on the display of the manometer.

- 4) Insert the HSK6263-13/-15 Bolt Rotation Tool into the hole in the bolt (latch).

- 5) Attach a force gauge, STD-4481 to the bolt rotation tool.

- 6) Apply 99 lb (45 kg) ± 5 lb (2 kg) of force to the bolt rotation tool to rotate the bolt 90 degrees from the closed position to the open position.

NOTE: The latch release load is 99 lb (45 kg) ± 5 lb (2 kg) when the air cylinder is in the open position. The HSK6263-11 vacuum generator puts the cylinder in the open position. Without the vacuum pressure, the cylinder will not retract the lock pin. If the lock pin is engaged, the latch will not open no matter how much force applied.

- a) If the bolt opens successfully, the latch is in acceptable working condition.
- 7) Remove the vacuum cup from the air cylinder filter.
- 8) Rotate the bolt back to the closed position.

NOTE: Make sure you rotate the bolt until you can feel a hard stop.

G. Put the Airplane Back to its Usual Condition

SUBTASK 52-51-00-410-001

- (1) Do the steps to install the latch strap and the decompression latch cover. To install the latch strap and decompression latch cover, do this task: Decompression Panel and Pressure Release Latch Installation, TASK 52-51-08-400-801.

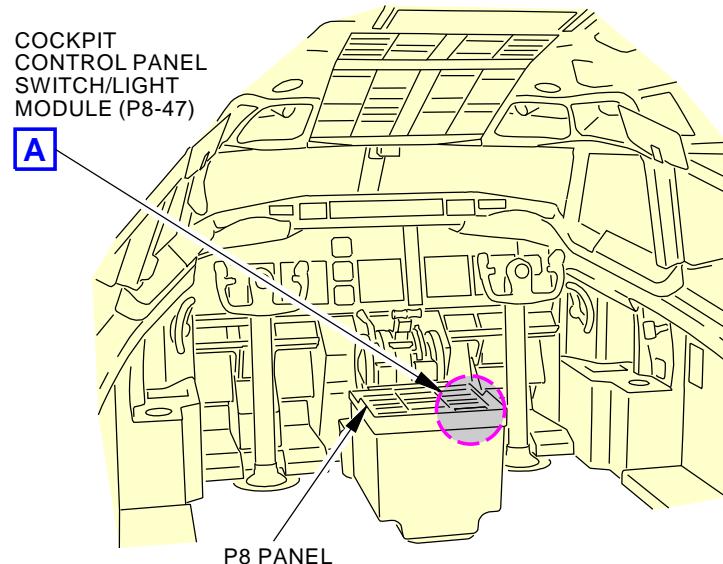
SUBTASK 52-51-00-860-016

- (2) Remove the electrical power if it is not necessary. To remove electrical power, do this task: Remove Electrical Power, TASK 24-22-00-860-812

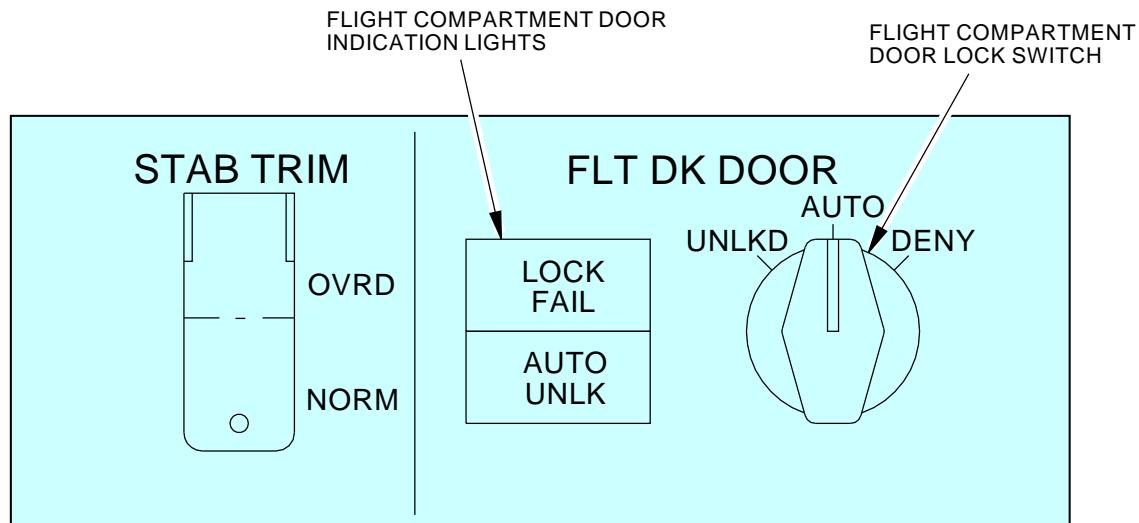
———— END OF TASK ————

EFFECTIVITY
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FLIGHT COMPARTMENT



COCKPIT CONTROL PANEL SWITCH/LIGHT MODULE

A

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Flight Compartment Door - Adjustment/Test
Figure 501/52-51-00-990-803 (Sheet 1 of 2)

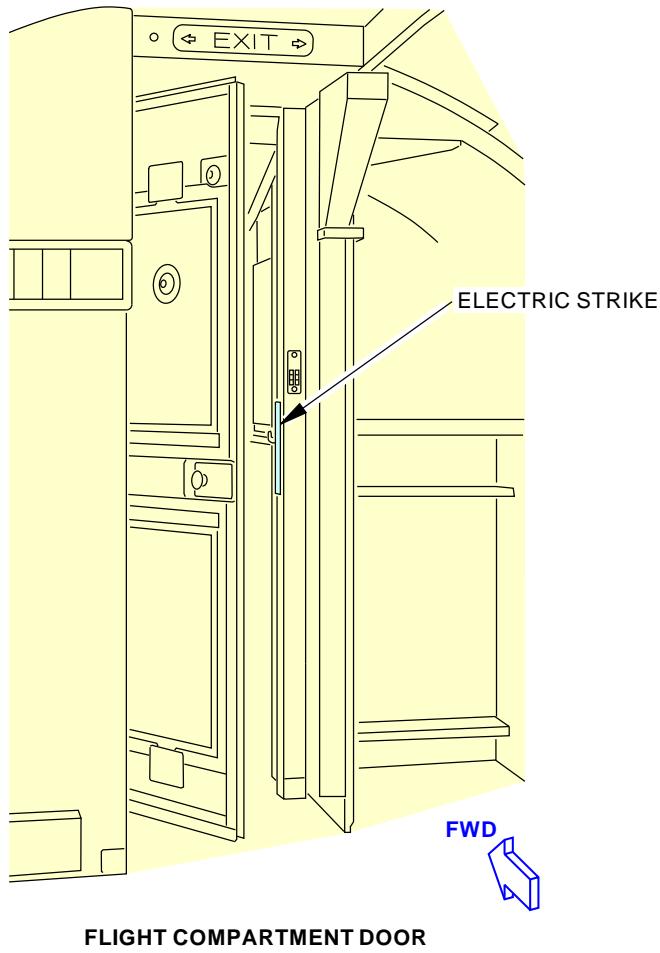
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Flight Compartment Door - Adjustment/Test
Figure 501/52-51-00-990-803 (Sheet 2 of 2)

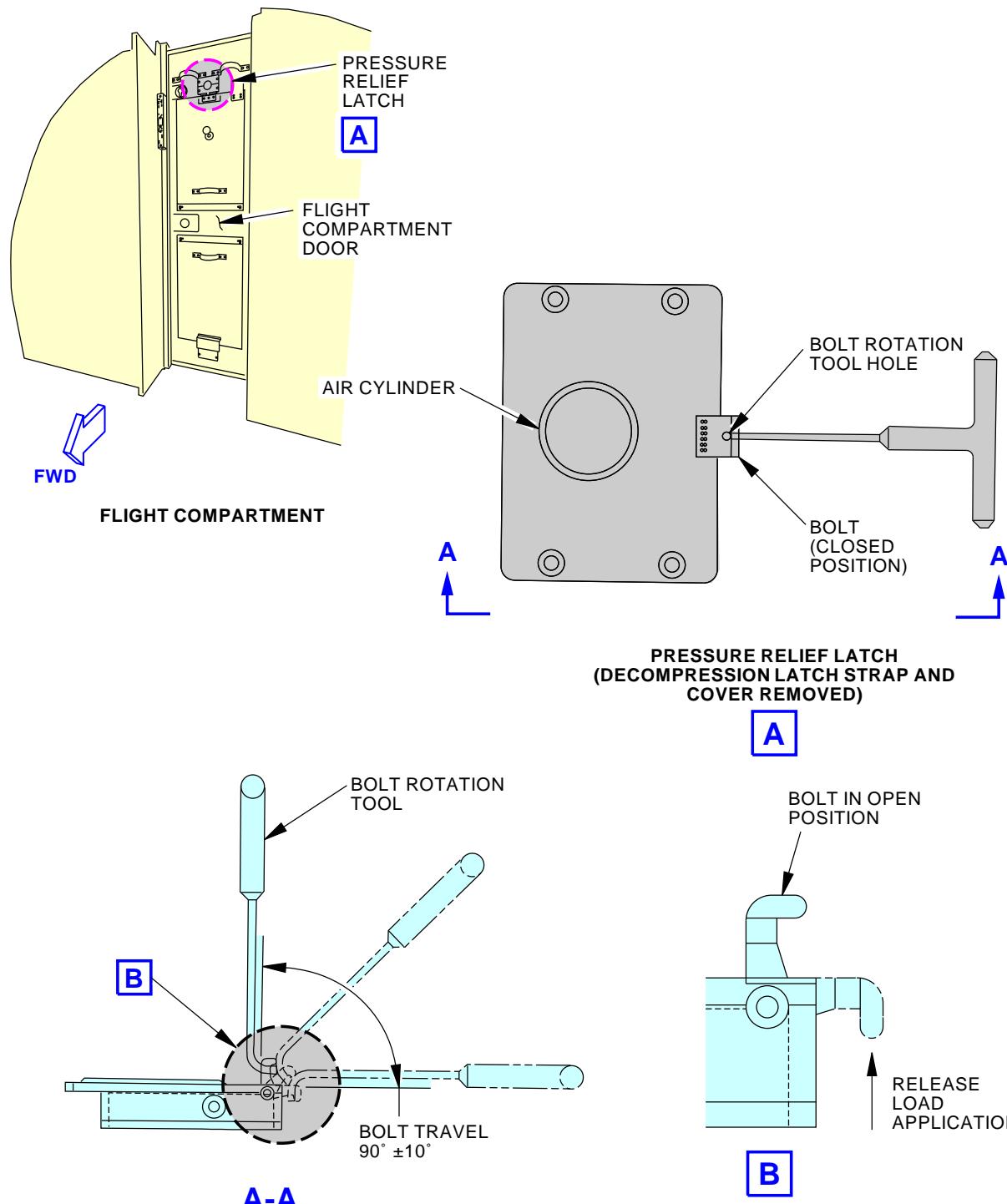
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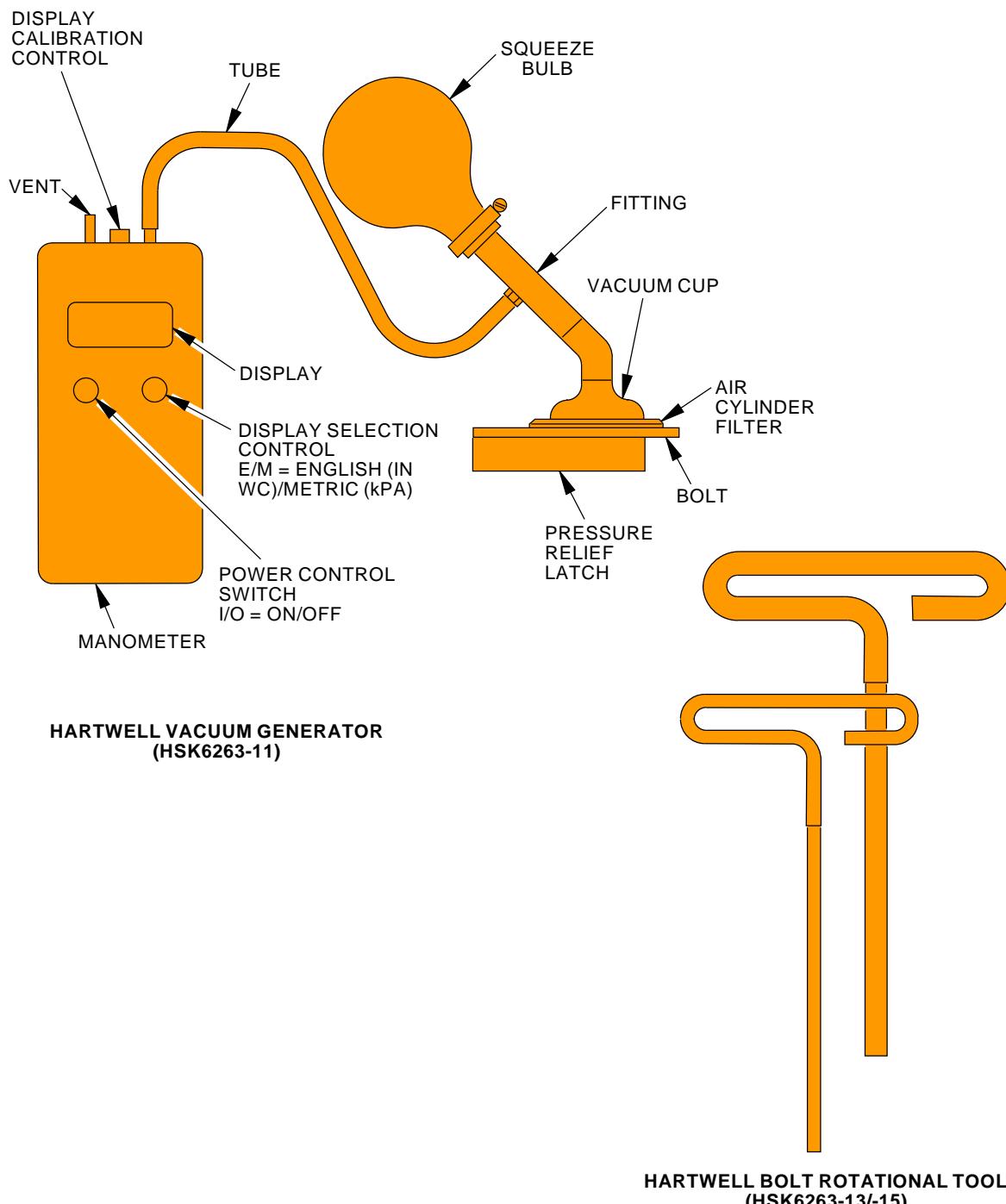
Pressure Release Latch Test
Figure 502/52-51-00-990-805 (Sheet 1 of 2)

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Pressure Release Latch Test
Figure 502/52-51-00-990-805 (Sheet 2 of 2)

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FLIGHT COMPARTMENT DOOR - INSPECTION/CHECK

1. General

- I A. This procedure contains these tasks.
 - (1) An inspection of the decompression panel hinges.
 - (2) An inspection of the decompression panel seals.
 - (3) There are two decompression panels in the door. The removal and installation steps are almost the same for both panels.

TASK 52-51-00-210-801

2. Decompression Panel Hinge Inspection

Figure 601

NOTE: This procedure is a scheduled maintenance task.

I A. Location Zones

| Zone | Area |
|------|----------------------------|
| 211 | Flight Compartment - Left |
| 212 | Flight Compartment - Right |

I B. Procedure

SUBTASK 52-51-00-010-002

- (1) Gain access to the forward side of the flight deck door.

SUBTASK 52-51-00-210-001

- (2) Examine the condition of the top and bottom decompression panel hinges for damage or corrosion.

———— END OF TASK ————

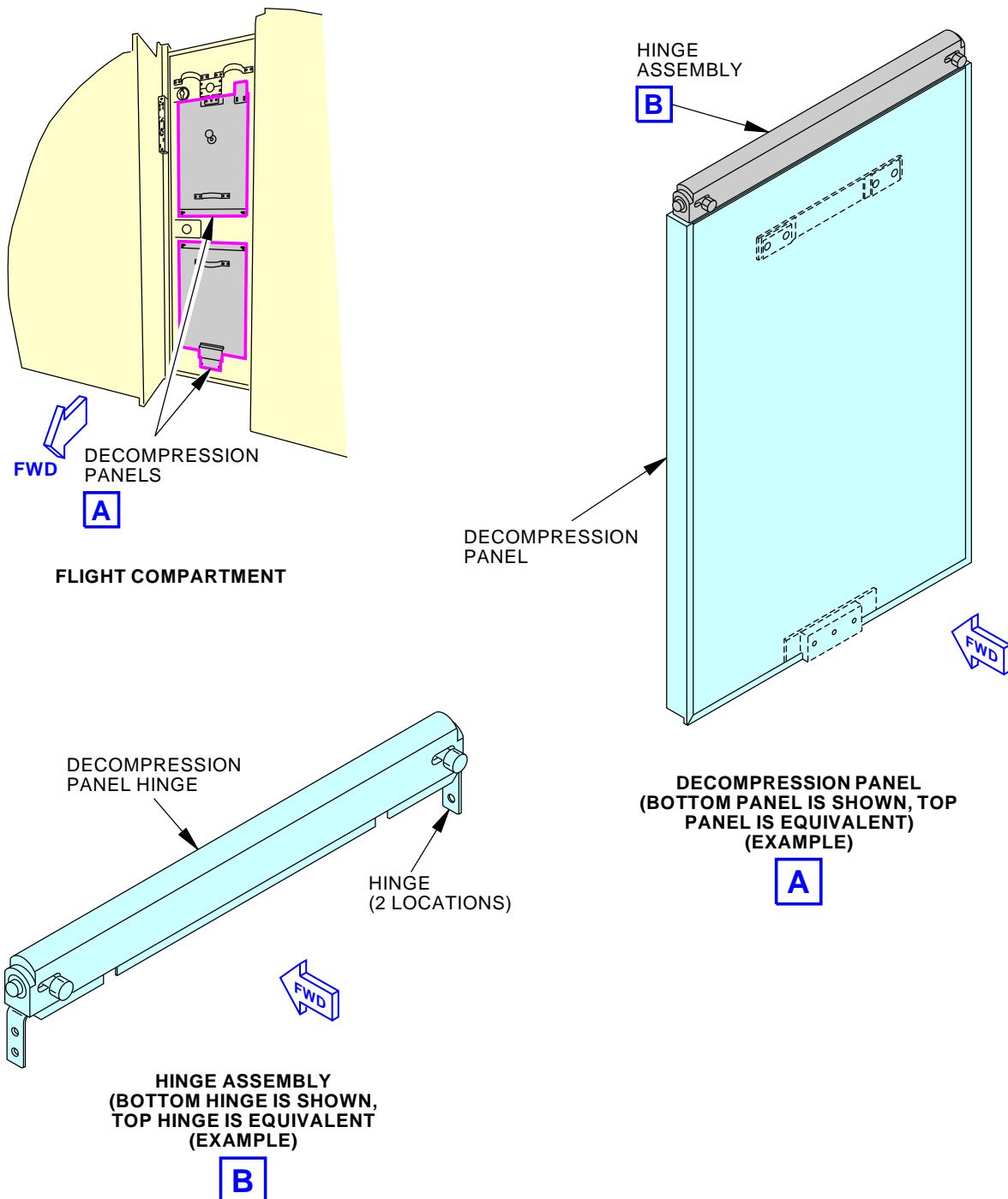
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Decompression Panel Hinges - Inspection
Figure 601/52-51-00-990-823

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TASK 52-51-00-210-802

3. Decompression Panel Seal Inspection

NOTE: This procedure is a scheduled maintenance task.

A. Location Zones

| Zone | Area |
|------|----------------------------|
| 211 | Flight Compartment - Left |
| 212 | Flight Compartment - Right |

B. Procedure

SUBTASK 52-51-00-010-003

- (1) Gain access to the forward side of the flight deck door.

SUBTASK 52-51-00-010-004

- (2) Do these steps to remove the decompression panel:
 - (a) Disconnect the strap that attaches the upper decompression panel to the flight compartment door by pulling up on the strap at the door connection.
 - (b) Push in the two retractable bolts at the top or bottom of the decompression panel.
 - (c) Remove the decompression panel.

SUBTASK 52-51-00-210-002

- (3) Check the door seals on the top, bottom, and sides of the panel frame for these abnormal conditions:
 - (a) Cracks
 - (b) Notches
 - (c) Unusual wear
 - (d) Tears
 - (e) Splits
 - (f) Dents

SUBTASK 52-51-00-410-002

- (4) Install the decompression panel.

———— END OF TASK ————

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FLIGHT COMPARTMENT DOOR - REMOVAL/INSTALLATION

1. General

- A. This Procedure has these tasks:
- (1) A removal of the flight compartment door.
 - (2) An installation of the flight compartment door.

TASK 52-51-01-000-801

2. Flight Compartment Door Removal

(Figure 401)

A. Location Zones

| Zone | Area |
|------|----------------------------|
| 211 | Flight Compartment - Left |
| 212 | Flight Compartment - Right |

B. Flight Compartment Door Removal

SUBTASK 52-51-01-000-001

WARNING: THE FLIGHT COMPARTMENT DOOR WEIGHS 86.6LB (36.3 KG). TWO PERSONS ARE NECESSARY TO LIFT THE FLIGHT COMPARTMENT DOOR TO PREVENT INJURIES TO PERSONNEL AND DAMAGE TO EQUIPMENT.

- (1) Do these steps to remove the flight compartment door (1):
 - (a) Open the flight compartment door.
 - (b) Remove the screws (6) and the washers (5) that attach the hinge (3) to the door post.
 - (c) Remove the flight compartment door.

————— END OF TASK ————

TASK 52-51-01-400-801

3. Flight Compartment Door Installation

(Figure 401)

A. References

| Reference | Title |
|------------------|-------------------------------------|
| 52-51-06-000-801 | Chime Module Removal (P/B 401) |
| 52-51-06-400-801 | Chime Module Installation (P/B 401) |

B. Location Zones

| Zone | Area |
|------|----------------------------|
| 211 | Flight Compartment - Left |
| 212 | Flight Compartment - Right |

C. Flight Compartment Door Installation

SUBTASK 52-51-01-420-005

WARNING: THE FLIGHT COMPARTMENT DOOR WEIGHS 86.6LB (36.3 KG). TWO PERSONS ARE NECESSARY TO LIFT THE FLIGHT COMPARTMENT DOOR TO PREVENT INJURIES TO PERSONNEL AND DAMAGE TO EQUIPMENT.

- (1) Do these steps to install the flight compartment door (1):
 - (a) Put the flight compartment door (1) in its position.

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- (b) Install the screws (6) and the washers (5).

SUBTASK 52-51-01-820-003

- (2) Do these steps to adjust the door:

- (a) Measure the clearance between the post assembly and the door.
- (b) Make sure the clearance is 0.20 ± 0.03 in. (5.08 ± 0.76 mm).
- (c) If the clearance is not correct, adjust the door post inboard or outboard.
 - 1) Remove the fasteners (12) and armor plate (11).
 - 2) Loosen the keypad fasteners.

NOTE: The keypad fasteners must be loosened to allow door post and movement.

- 3) Loosen the door post fasteners (13).
- 4) Move the door post (9) as required.
- 5) Tighten the door post fasteners (13) to 30 ± 5 ft-lb (41 ± 7 N·m).
- 6) Tighten the keypad fasteners to 20 ± 1 ft-lb (27 ± 1 N·m).
- 7) Install the armour plate (11).
 - a) Position and bond the armor plate (11) to the door post (9) with adhesive tape.
 - b) Install and tighten the fasteners (12) to 30 ± 5 ft-lb (41 ± 7 N·m).

- (d) Make sure the lip of the door assembly is flush with the door post assembly.
- (e) If the lip of the door assembly is not flush with the door post assembly, adjust the door post forward or aft.

NOTE: Open clearance of 0.1250 in. (0.3175 cm) is permitted.

- 1) Do this task; (Chime Module Removal, TASK 52-51-06-000-801).

NOTE: The chime module must be removed to allow door post and movement.

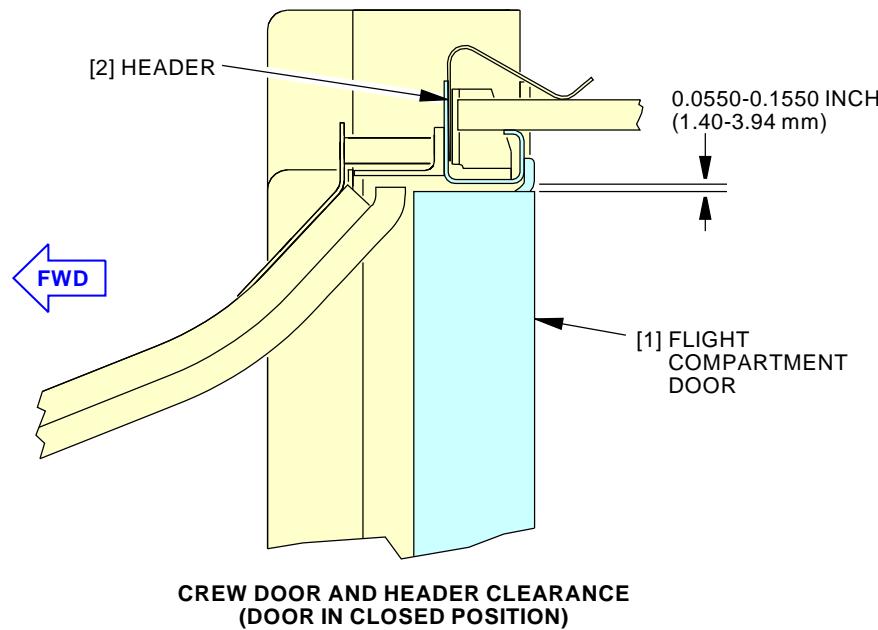
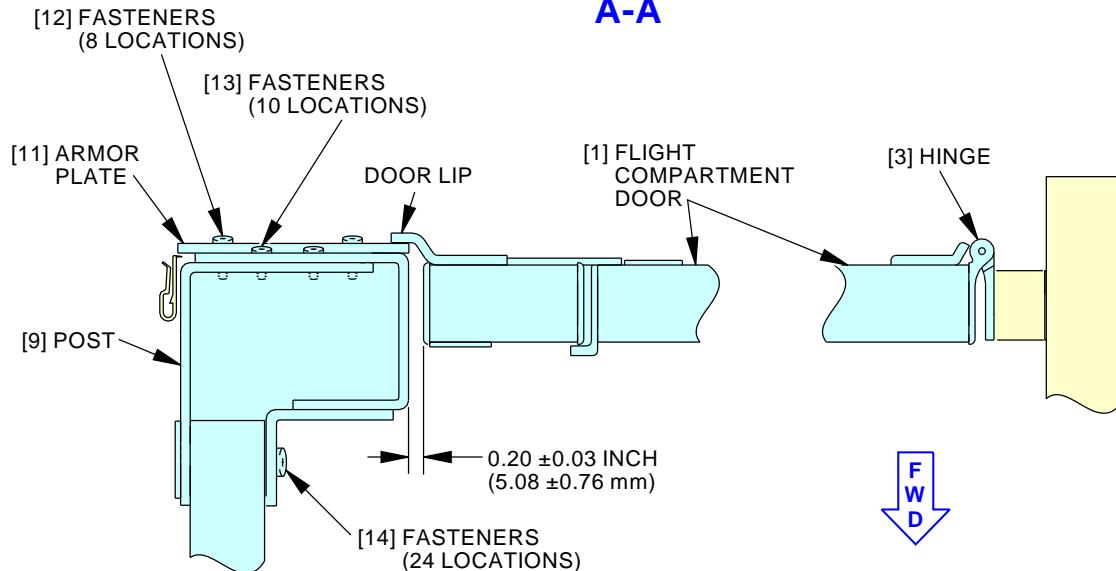
- 2) Loosen the door post fasteners (14).
- 3) Move the door post (9) as required.
- 4) Tighten the door post fasteners (14) to 30 ± 5 ft-lb (41 ± 7 N·m).
- 5) Do this task; (Chime Module Installation, TASK 52-51-06-400-801).

- (f) If necessary, adjust the header to maintain a consistent gap.

———— END OF TASK ————

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**CREW DOOR AND HEADER CLEARANCE
(DOOR IN CLOSED POSITION)**
A-A

**CREW DOOR AND TRIM ANGLE CLEARANCE
(DOOR IN CLOSED POSITION)**
A-A

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Flight Compartment Door Installation
Figure 401/52-51-01-990-803

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FLIGHT COMPARTMENT DOOR -INSPECTION/CHECK

1. General

- A. This procedure has this task:
- (1) Flight Compartment Door Seal Inspection

TASK 52-51-01-200-801

2. Flight Compartment Door Seal Inspection

NOTE: This procedure is a scheduled maintenance task.

A. General

- (1) This procedure is a visual inspection of the condition and security of the flight compartment door hinge seal.

B. Tools/Equipment

| Reference | Description |
|-----------|--------------------------|
| STD-1315 | Spatula - Plastic, Stiff |

C. Consumable Materials

| Reference | Description | Specification |
|-----------|--|----------------------|
| B00083 | Solvent - VM&P Naphthas | ASTM D-3735 Type III |
| G00034 | Cotton Wiper - Process Cleaning Absorbent Wiper (Cheesecloth, Gauze) | BMS15-5 Class A |

D. Location Zones

| Zone | Area |
|------|----------------------------|
| 211 | Flight Compartment - Left |
| 212 | Flight Compartment - Right |

E. Procedure

SUBTASK 52-51-01-210-001

- (1) Do these steps to inspect the door hinge seal:
 - (a) Open the flight compartment door [1].
 - (b) Check the hinge seal [2] on the door frame for these abnormal conditions:
 - 1) Cracks
 - 2) Notches
 - 3) Unusual wear
 - 4) Tears
 - 5) Splits
 - 6) Dents

SUBTASK 52-51-01-960-001

- (2) If one or more of the listed conditions are found on the hinge seal [2], do these steps to replace it:
 - (a) Carefully use a stiff plastic spatula, STD-1315 to remove the damaged hinge seal [2].
 - (b) Clean the applicable edge surface of the flight compartment door [1] with a clean cotton wiper, G00034, that is moist with solvent, B00083.
 - (c) Dry the surface with a clean and dry cotton wiper, G00034.

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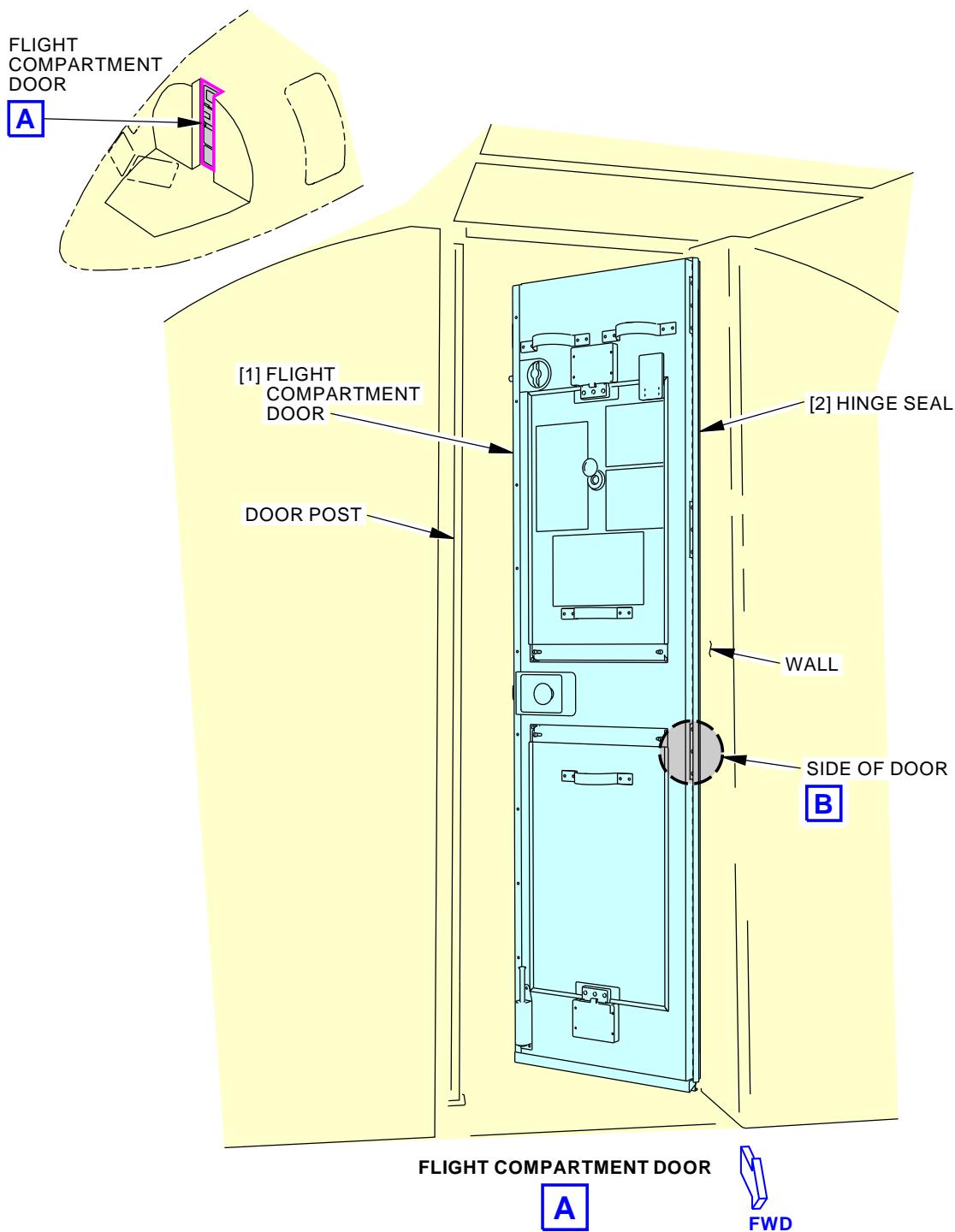
- (d) Apply the new hinge seal [2] to the flight compartment door [1].

NOTE: The seal is self-adhesive.

———— END OF TASK ————

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Flight Compartment Door Seal Inspection
Figure 601/52-51-01-990-802 (Sheet 1 of 2)

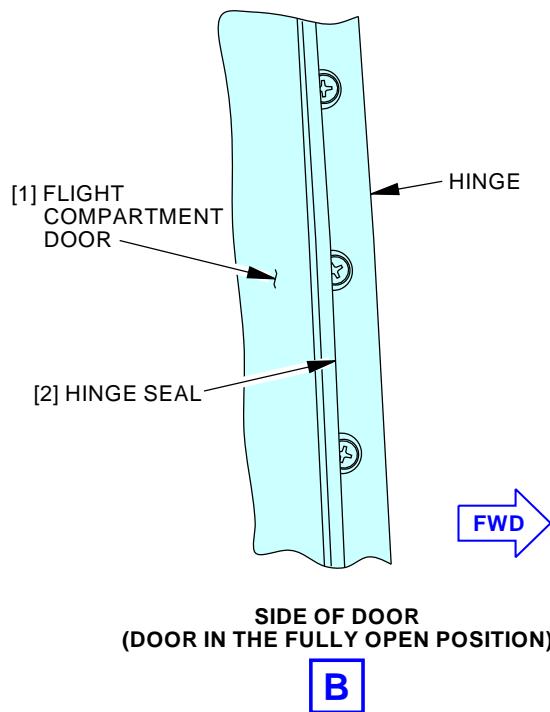
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Flight Compartment Door Seal Inspection
Figure 601/52-51-01-990-802 (Sheet 2 of 2)

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FLIGHT COMPARTMENT DOOR LATCH - REMOVAL/INSTALLATION

1. General

- A. This Procedure has these tasks:
- (1) A removal of the flight compartment door latch.
 - (2) An installation of the flight compartment door latch.

TASK 52-51-02-000-801

2. Flight Compartment Door latch Removal

(Figure 401)

A. Location Zones

| Zone | Area |
|------|----------------------------|
| 211 | Flight Compartment - Left |
| 212 | Flight Compartment - Right |

B. Flight Compartment Door Latch Removal

SUBTASK 52-51-02-020-001

- (1) Do these steps to remove the door latch assembly (5):
 - (a) Remove the screws (2) that attach the front cover (3) to the back cover (7).
 - (b) Remove the front cover (3).
 - (c) Remove the plate (4).
 - (d) Remove the backcover (7).
 - (e) Remove the plate (6).
 - (f) Remove the screws (1) that attach the latch assembly (5) to the flight compartment door.
 - (g) Remove the latch assembly (5) from the flight compartment door.

— END OF TASK —

TASK 52-51-02-400-801

3. Flight Compartment Door Latch Installation

(Figure 401)

A. Location Zones

| Zone | Area |
|------|----------------------------|
| 211 | Flight Compartment - Left |
| 212 | Flight Compartment - Right |

B. Flight Compartment Door Latch Installation

SUBTASK 52-51-02-420-001

- (1) Do these steps to install the door latch assembly (5):
 - (a) Put the latch assembly (5) in its position in the flight compartment door.
 - (b) Install the screws (1).
 - (c) Put the plate (6) and plate (4) in their positions.
 - (d) Install the back cover (7) and the front cover (3).
 - (e) Install the screws (2) that attach the front cover (3) to the back cover (7).

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C. Do a Post Installation Test of the Flight Compartment Door Latch

SUBTASK 52-51-02-710-001

- (1) Do these steps to do a test of the door latch:
 - (a) Make sure the deadbolt is not engaged.
 - (b) Turn the door knob clockwise and make sure the latch tongue retracts.
 - (c) Close the door.
 - (d) Make sure the latch tongue engages the strike plate and you can not open the door.
 - (e) Turn the door knob clockwise and make sure you can open the door.

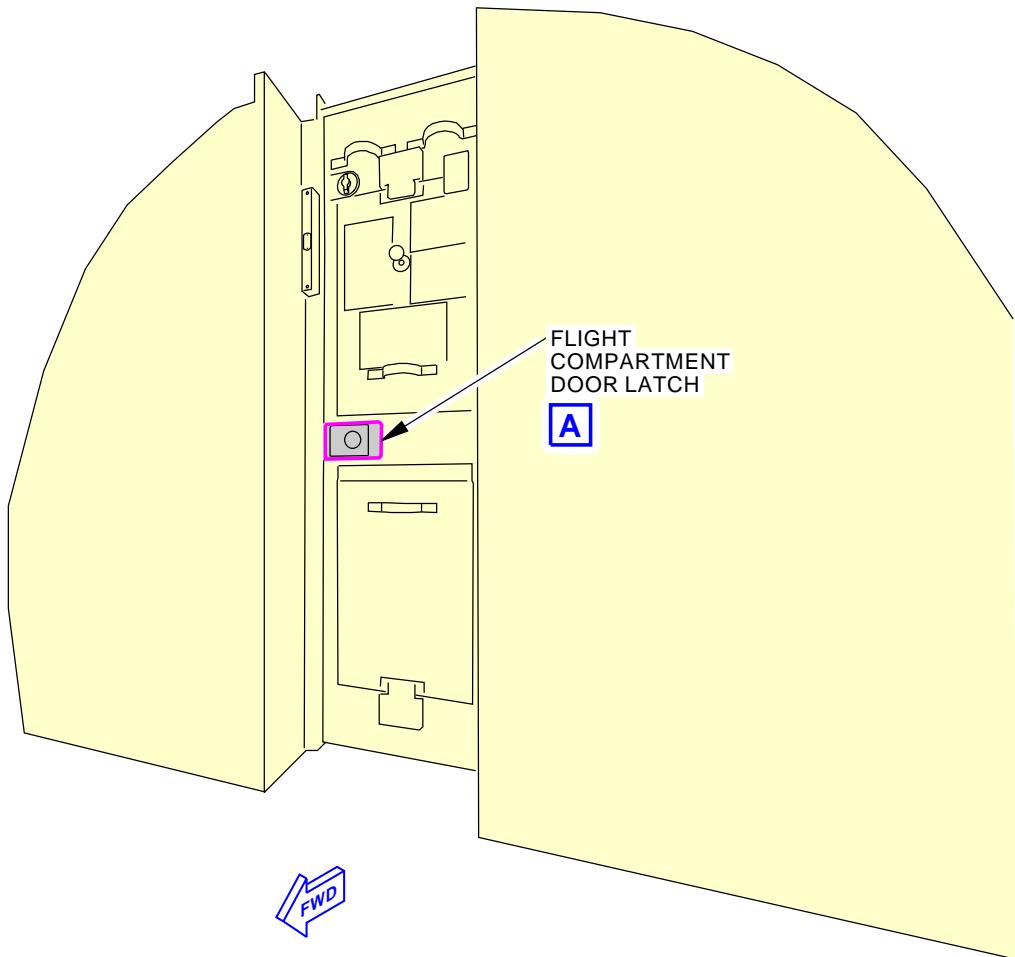
———— END OF TASK ————

EFFECTIVITY
AKS ALL

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FLIGHT COMPARTMENT DOOR

N63212 S0006580416_V2

Flight Compartment Door Latch Installation
Figure 401/52-51-02-990-801 (Sheet 1 of 2)

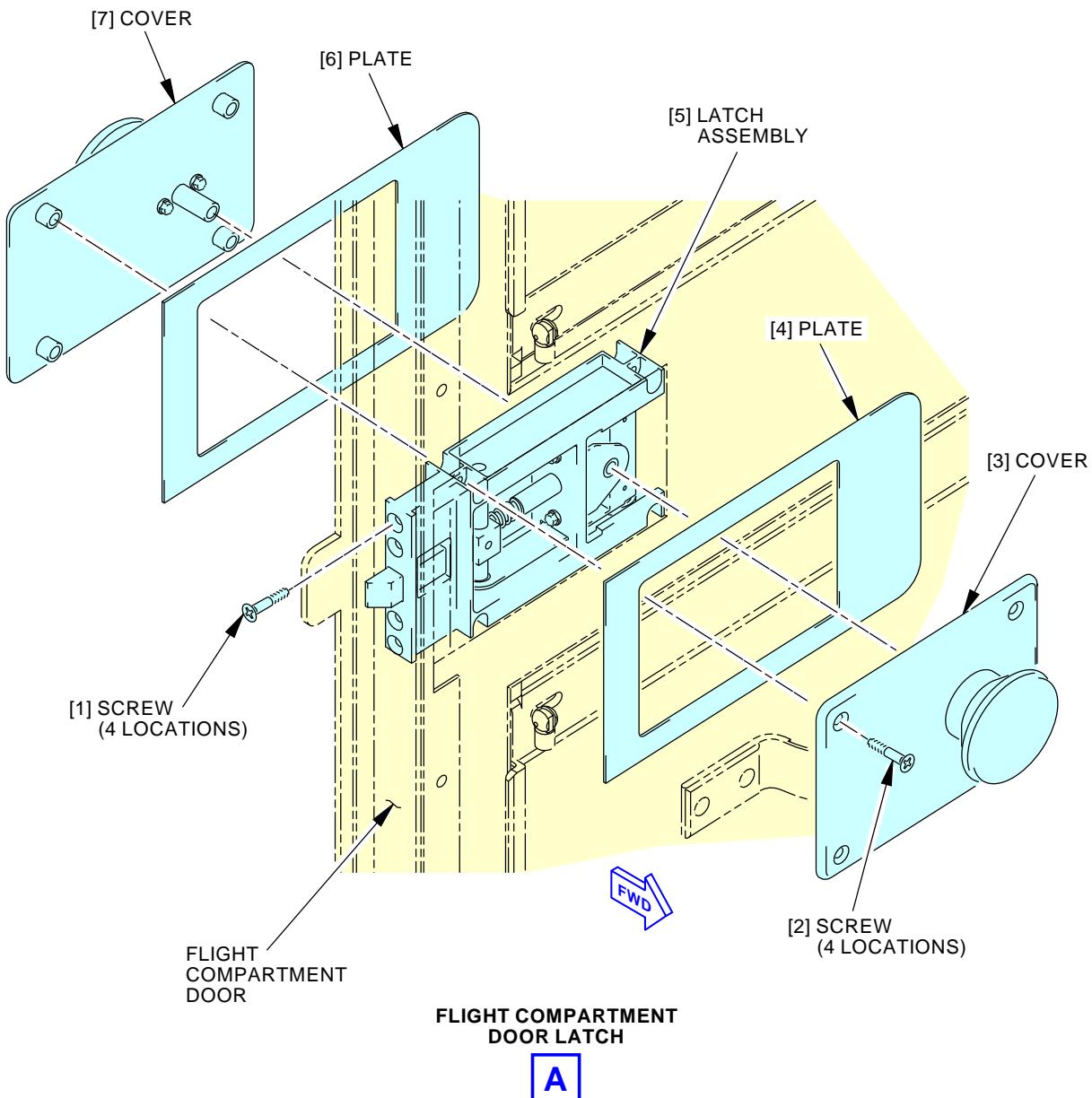
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N63267 S0006580417_V2

Flight Compartment Door Latch Installation
Figure 401/52-51-02-990-801 (Sheet 2 of 2)

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ELECTRIC STRIKE - REMOVAL/INSTALLATION

1. General

- A. This Procedure has these tasks:
- (1) A removal of the electric strike.
 - (2) An installation of the electric strike.

TASK 52-51-03-000-801

2. Electric Strike Removal

A. Location Zones

| <u>Zone</u> | <u>Area</u> |
|-------------|----------------------------|
| 211 | Flight Compartment - Left |
| 212 | Flight Compartment - Right |

B. Prepare for the Removal

SUBTASK 52-51-03-860-001

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

F/O Electrical System Panel, P6-3

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|-------------|
| E | 1 | C00137 | DOOR LOCK |

SUBTASK 52-51-03-010-001

- (2) Open the flight compartment door.

C. Electric Strike Removal

SUBTASK 52-51-03-020-001

- (1) Remove the screws (2) that attach the electric strike assembly (1) to the door post.

SUBTASK 52-51-03-020-002

- (2) Carefully pull the electric strike assembly (1) out of the door post.

SUBTASK 52-51-03-020-003

- (3) Disconnect the electrical connector (3) from the electric strike.

SUBTASK 52-51-03-020-004

- (4) Remove the electric strike assembly (1).

———— END OF TASK ————

TASK 52-51-03-400-801

3. Electric Strike Installation

(Figure 401)

A. References

| <u>Reference</u> | <u>Title</u> |
|------------------|-----------------------------------|
| 24-22-00-860-811 | Supply Electrical Power (P/B 201) |
| 24-22-00-860-812 | Remove Electrical Power (P/B 201) |

B. Location Zones

| <u>Zone</u> | <u>Area</u> |
|-------------|----------------------------|
| 211 | Flight Compartment - Left |
| 212 | Flight Compartment - Right |



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C. Electric Strike Installation

SUBTASK 52-51-03-420-001

- (1) Connect the electrical connector (3) to the electric strike (1).

SUBTASK 52-51-03-420-002

- (2) Carefully insert the electric strike assembly (1) into the door post opening and put it in its position.

SUBTASK 52-51-03-420-003

- (3) Install the screws (2) that attach the strike assembly (1) to the door post.

D. Do a Post Installation Test of the Electric Strike

SUBTASK 52-51-03-860-002

- (1) Supply electrical power. To supply electrical power, do this task: Supply Electrical Power, TASK 24-22-00-860-811

SUBTASK 52-51-03-710-001

- (2) Make sure the electric strike solenoid is in the de-energized position.

NOTE: The solenoid is de-energized when the pin is retracted such that the strike can rotate.

SUBTASK 52-51-03-710-002

- (3) Close the door.

SUBTASK 52-51-03-710-003

- (4) Make sure you can open the door from the passenger side by pulling on the door handle.

SUBTASK 52-51-03-710-004

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

F/O Electrical System Panel, P6-3

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|-------------|
| E | 1 | C00137 | DOOR LOCK |

SUBTASK 52-51-03-710-005

- (6) Make sure the FLT DK DOOR three position switch on the P8-47 Control Panel Switch/Light module is in the AUTO position.

SUBTASK 52-51-03-710-006

- (7) Make sure the electric strike solenoid energizes.

NOTE: The pin will extend preventing the strike from rotating.

E. Put the Airplane Back to its Usual Condition

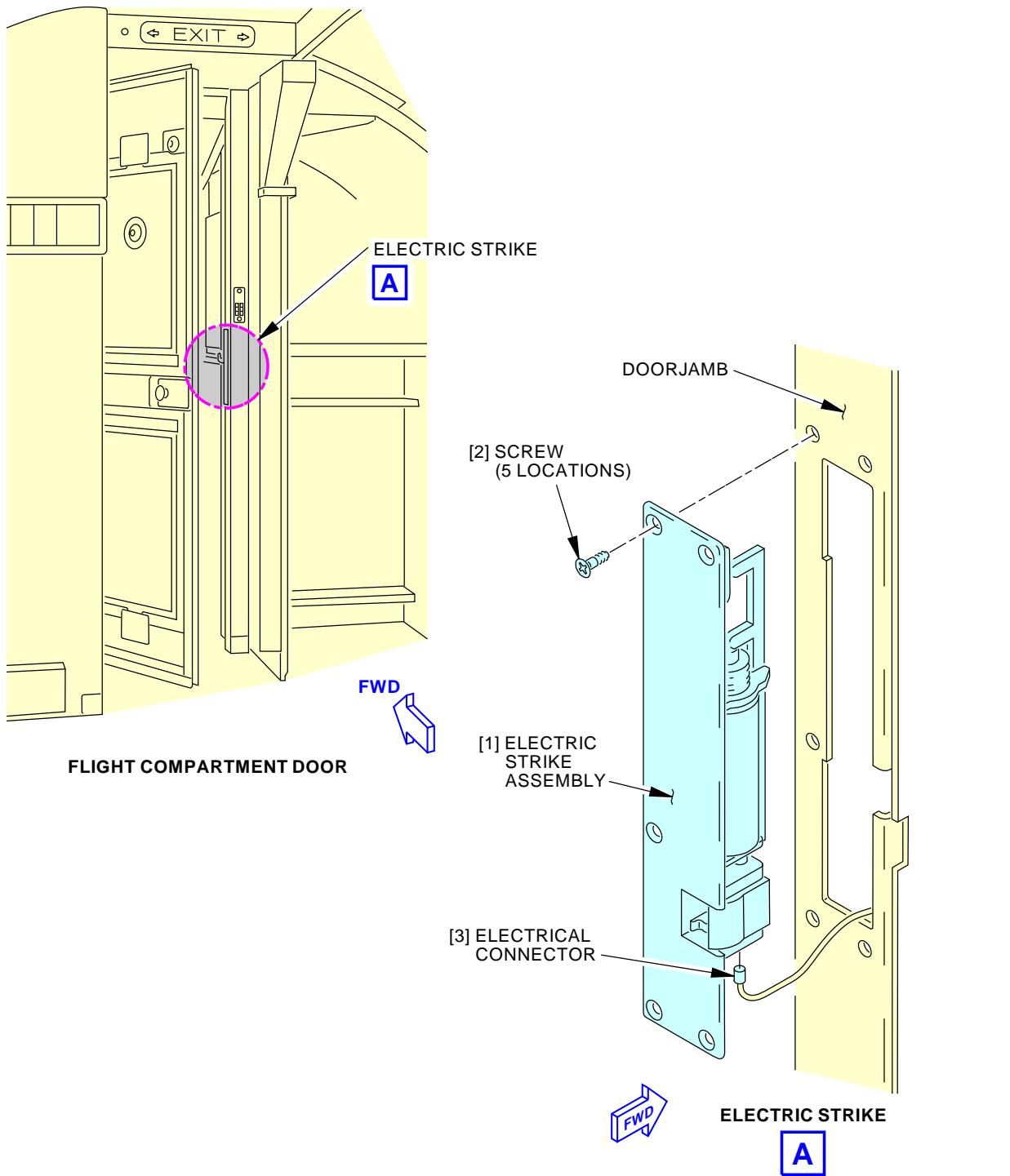
SUBTASK 52-51-03-860-003

- (1) Remove the electrical power if it is not necessary. To remove electrical power, do this task: Remove Electrical Power, TASK 24-22-00-860-812

———— END OF TASK ————



52-51-03



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Electric Strike Installation
Figure 401/52-51-03-990-801

52-51-03



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FLIGHT COMPARTMENT DOOR DEADBOLT - REMOVAL/INSTALLATION

1. General

- A. This Procedure has these tasks:
- (1) A removal of the flight compartment door deadbolt.
 - (2) An installation of the flight compartment door deadbolt.
 - (3) An installation test of the flight compartment door deadbolt.

TASK 52-51-04-000-801

2. Flight Compartment Door Deadbolt Removal

(Figure 401)

A. Location Zones

| Zone | Area |
|------|----------------------------|
| 211 | Flight Compartment - Left |
| 212 | Flight Compartment - Right |

B. Flight Compartment Door Deadbolt Removal

SUBTASK 52-51-04-020-001

- (1) Do these steps to remove the deadbolt lock assembly:
 - (a) Extend the deadbolt assembly (4).
 - (b) Remove the screws (3) that hold the cover assembly (2) to the housing assembly (1).
 - (c) Retract the bolt assembly (4).
 - (d) Remove the cover assembly (2).
 - (e) Remove the two retaining screws (5).
 - (f) Remove the bolt assembly (4) from the housing assembly (1).
 - (g) Remove the housing assembly (1) from the door.

— END OF TASK —

TASK 52-51-04-400-801

3. Flight Compartment Door Deadbolt Installation

(Figure 401)

A. Consumable Materials

| Reference | Description | Specification |
|-----------|--|---------------|
| A00562 | Adhesive - High Strength Silicone Rubber, One-Part - RTV157 | |
| A50011 | Sealant - Silicone, Aluminum Color - RTV109 | |

B. Location Zones

| Zone | Area |
|------|----------------------------|
| 211 | Flight Compartment - Left |
| 212 | Flight Compartment - Right |

C. Flight Compartment Door Deadbolt Installation

SUBTASK 52-51-04-420-001

- (1) Do these steps to install the deadbolt lock assembly:
 - (a) Install the housing assembly (1) to the cabin side of the door.

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- (b) Put the bolt assembly (4) into the housing assembly (1).
 - 1) Make sure that the bolt assembly (4) is in full contact with the housing assembly (1).
 - 2) Make sure that the bolt assembly (4) engages the lock cylinder in the housing assembly (1).
- (c) Install the retaining screws (5).
 - 1) Make sure that the retaining screws (5) extend 0.125 inch (3.175 mm) above the housing assembly (1) surface.
- (d) Move the bolt assembly (4) to the full retract position.
- (e) Install the cover assembly (2) to the housing assembly (1).
- (f) Turn the handle on the cover assembly (2) to extend the bolt assembly (4).
- (g) Install the screws (3) in the cover assembly (2).

D. Flight Compartment Door Deadbolt Installation Test

SUBTASK 52-51-04-710-001

- (1) Do these steps to do an installation test of the deadbolt:

NOTE: When the deadbolt is fully retracted red dots can be seen on the cover plate. When the deadbolt is fully extended green dots can be seen on the cover plate.

- (a) Extend the deadbolt and make sure that it engages in the lock position.
- (b) Retract the deadbolt and make sure that it engages in the unlock position.
- (c) Make sure that the handle on the cover assembly is secure.
- (d) Close the flight compartment door.
- (e) Turn the handle and make sure that the deadbolt fully locks in the latch receptacle.
 - 1) Make sure that you can fully see the GREEN DOTS on the cover assembly.
- (f) Make sure that the deadbolt extends and retracts with the keylock.
- (g) If necessary turn the center adjustment screw on the cover assembly to adjust the keylock.
- (h) Put RTV109 sealant, A50011 or equivalent on the center screw head and make flush with the handle.

NOTE: RTV157 adhesive, A00562 can be used as an equivalent sealant.

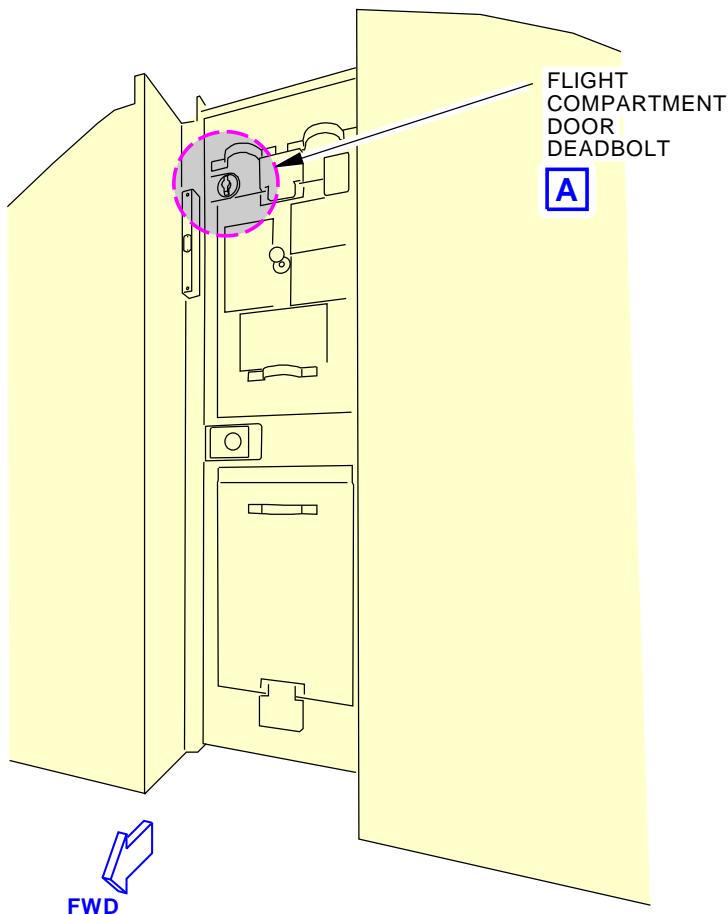
———— END OF TASK ———



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FLIGHT COMPARTMENT DOOR

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Flight Compartment Door Deadbolt - Installation
Figure 401/52-51-04-990-801 (Sheet 1 of 2)

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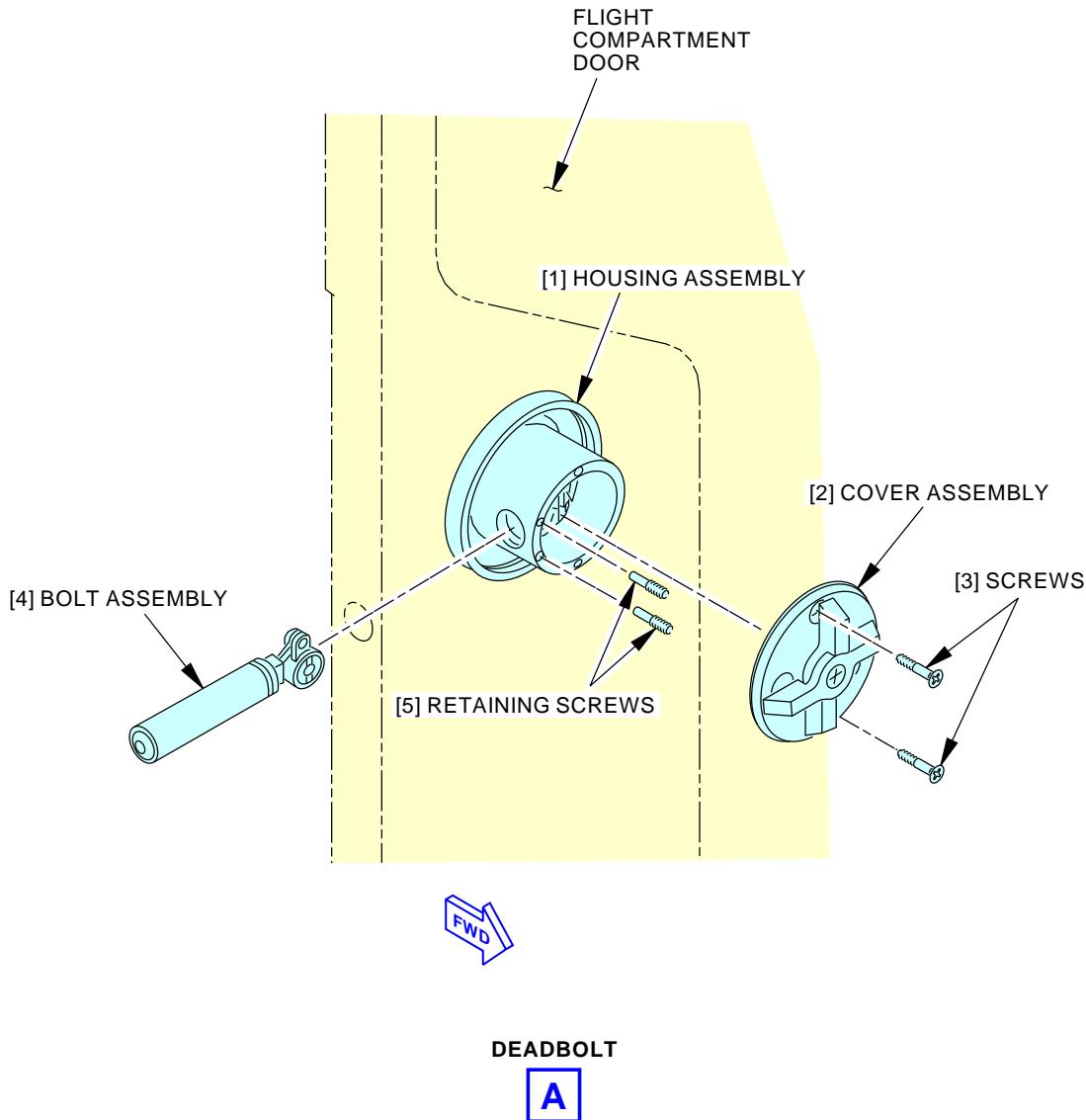
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Flight Compartment Door Deadbolt - Installation
Figure 401/52-51-04-990-801 (Sheet 2 of 2)

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KEYPAD - REMOVAL/INSTALLATION

1. General

- A. This Procedure has these tasks:
- (1) A removal of the keypad.
 - (2) An installation of the keypad.

TASK 52-51-05-000-801

2. Keypad Removal

(Figure 401)

A. Location Zones

| Zone | Area |
|-------------|----------------------------|
| 211 | Flight Compartment - Left |
| 212 | Flight Compartment - Right |

B. Prepare for the Removal

SUBTASK 52-51-05-860-001

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

F/O Electrical System Panel, P6-3

| Row | Col | Number | Name |
|------------|------------|---------------|-------------|
| E | 1 | C00137 | DOOR LOCK |

C. Keypad Removal

SUBTASK 52-51-05-020-001

- (1) Remove the screw covers (3) on the top and the bottom of the keypad (1).

SUBTASK 52-51-05-020-002

- (2) Remove the screws (2) that attach the keypad (1) to the door post.

SUBTASK 52-51-05-020-003

- (3) Disconnect the electrical connector.

SUBTASK 52-51-05-020-004

- (4) Remove the keypad (1).

———— END OF TASK ————

TASK 52-51-05-400-801

3. Keypad Installation

(Figure 401)

A. References

| Reference | Title |
|------------------|--|
| 52-51-00-700-801 | Flight Compartment Security Door Access System Test (P/B 501) |

B. Location Zones

| Zone | Area |
|-------------|----------------------------|
| 211 | Flight Compartment - Left |
| 212 | Flight Compartment - Right |

| |
|-------------|
| EFFECTIVITY |
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52-51-05



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C. Keypad Installation

SUBTASK 52-51-05-420-001

- (1) Put the keypad (1) in its position.

SUBTASK 52-51-05-420-002

- (2) Install the electrical connector.

SUBTASK 52-51-05-420-003

- (3) Install the screws (2).

SUBTASK 52-51-05-420-004

- (4) Install the screw covers (3).

SUBTASK 52-51-05-860-002

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

F/O Electrical System Panel, P6-3

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|-------------|
| E | 1 | C00137 | DOOR LOCK |

D. Do a Post Installation Test of the Keypad

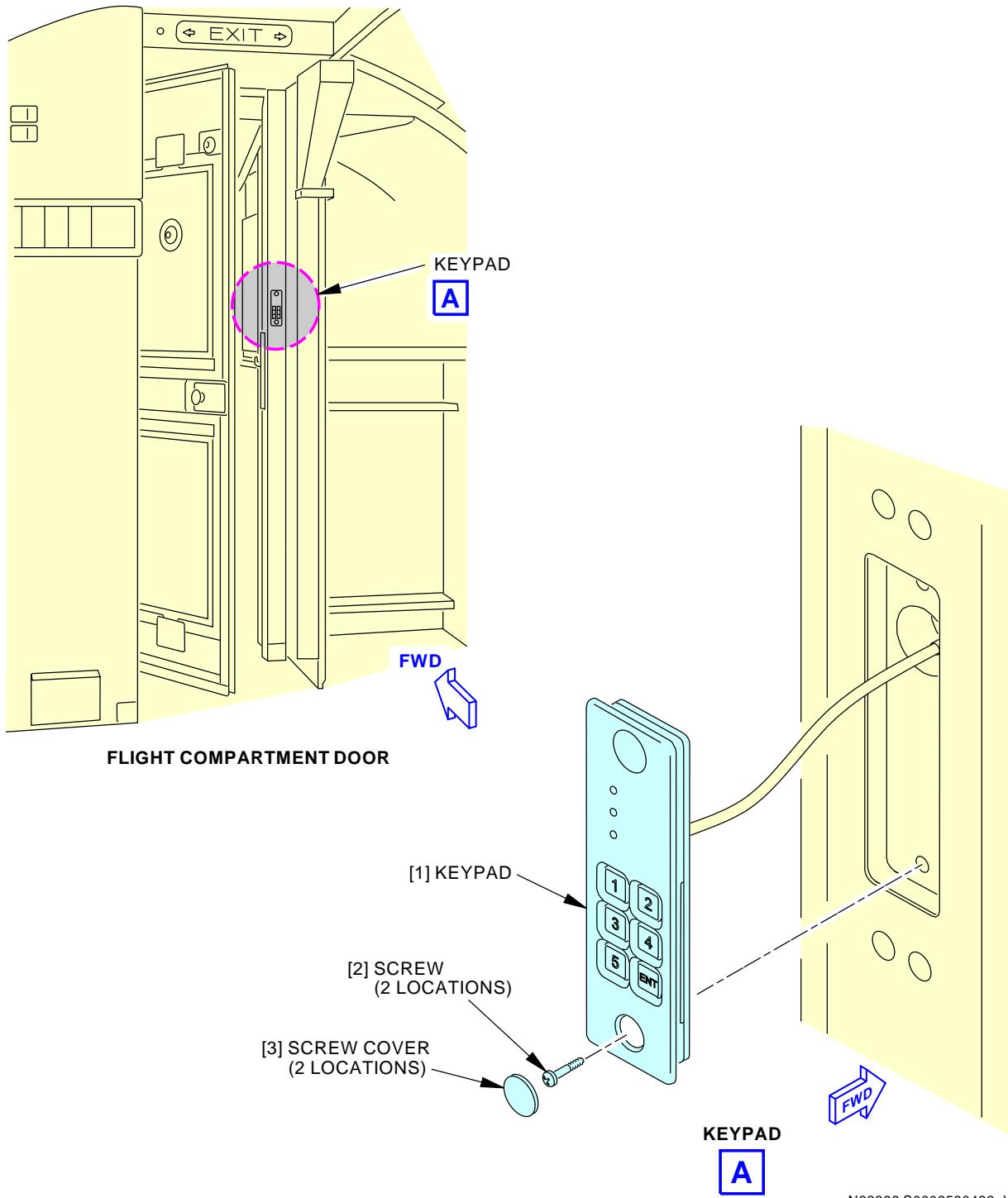
SUBTASK 52-51-05-730-001

- (1) Do the system test of the flight compartment security door access system. To do a test of the flight compartment security door access system, do this task: Flight Compartment Security Door Access System Test, TASK 52-51-00-700-801

———— END OF TASK ————



52-51-05



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Keypad Installation
Figure 401/52-51-05-990-801

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CHIME MODULE - REMOVAL/INSTALLATION

1. General

- A. This Procedure has these tasks:
- (1) A removal of the chime module.
 - (2) An installation of the chime module.

TASK 52-51-06-000-801

2. Chime Module Removal

(Figure 401)

A. Location Zones

| Zone | Area |
|------|----------------------------|
| 211 | Flight Compartment - Left |
| 212 | Flight Compartment - Right |

B. Prepare for the Removal

SUBTASK 52-51-06-860-001

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

F/O Electrical System Panel, P6-3

| Row | Col | Number | Name |
|-----|-----|--------|-----------|
| E | 1 | C00137 | DOOR LOCK |

C. Chime Module Removal

SUBTASK 52-51-06-020-001

- (1) Remove the screws (2) that attach the chime module (1) to the door post.

SUBTASK 52-51-06-020-002

- (2) Disconnect the electrical connectors.

SUBTASK 52-51-06-020-003

- (3) Remove the chime module (1).

————— END OF TASK ————

TASK 52-51-06-400-801

3. Chime Module Installation

(Figure 401)

A. References

| Reference | Title |
|------------------|---|
| 52-51-00-700-801 | Flight Compartment Security Door Access System Test (P/B 501) |
| 52-51-00-900-801 | Program the Access Code (P/B 201) |

B. Location Zones

| Zone | Area |
|------|----------------------------|
| 211 | Flight Compartment - Left |
| 212 | Flight Compartment - Right |



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C. Chime Module Installation

SUBTASK 52-51-06-420-001

- (1) Put the chime module (1) in it's position.

SUBTASK 52-51-06-420-002

- (2) Install the electrical connectors.

SUBTASK 52-51-06-420-003

- (3) Install the screws (2).

SUBTASK 52-51-06-860-002

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

F/O Electrical System Panel, P6-3

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|-------------|
| E | 1 | C00137 | DOOR LOCK |

- (5) Program the chime module access code. Do this task: Program the Access Code, TASK 52-51-00-900-801

D. Do a Post Installation Test of the Chime Module

SUBTASK 52-51-06-730-001

- (1) Do the system test of the flight compartment security door access system. To do a test of the flight compartment security door access system, do this task: Flight Compartment Security Door Access System Test, TASK 52-51-00-700-801

———— END OF TASK ————

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52-51-06

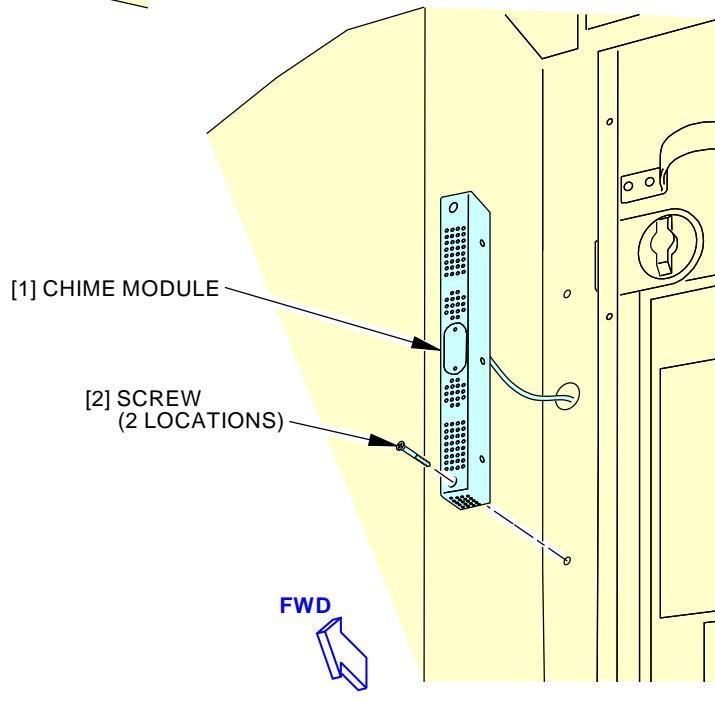
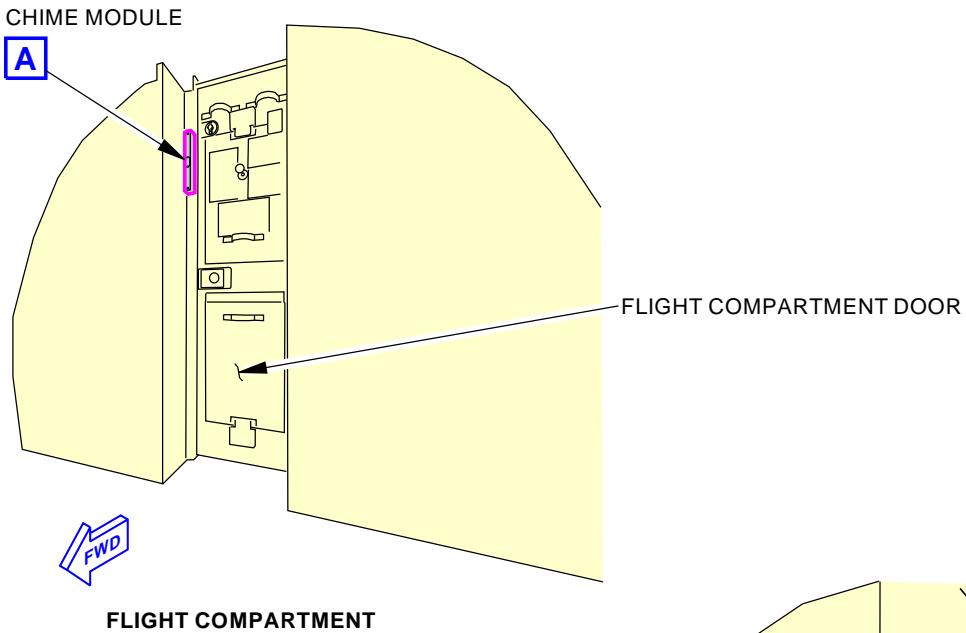
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CHIME MODULE

[A]

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Chime Module Installation
Figure 401/52-51-06-990-801

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CHIME MODULE - CLEANING

1. General

- A. This Procedure has a task to clean the chime module.

TASK 52-51-06-000-802

2. Chime Module Cleaning

A. Consumable Materials

| Reference | Description | Specification |
|-----------|---|---------------|
| B01001 | Solvent - General Cleaning Of All Organic Coatings (AMM 20-30-81/201) - Series 81 | |

B. Location Zones

| Zone | Area |
|------|----------------------------|
| 211 | Flight Compartment - Left |
| 212 | Flight Compartment - Right |

C. Chime Module Cleaning

SUBTASK 52-51-06-160-001

WARNING: DO NOT GET SOLVENTS IN YOUR MOUTH, OR YOUR EYES, OR ON YOUR SKIN. DO NOT BREATHE THE FUMES FROM SOLVENTS. SOLVENTS ARE HAZARDOUS MATERIALS. SOLVENTS MAY BE FLAMMABLE OR HARMFUL TO THE ENVIRONMENT. REFER TO PRODUCT MATERIAL SAFETY DATA SHEETS (MSDS) AND LOCAL REQUIREMENTS FOR PROPER HANDLING PROCEDURES.

CAUTION: MAKE SURE YOU DO NOT SPRAY THE CHIME MODULE DIRECTLY WITH THE CLEANING SOLUTION. IF YOU SPRAY THE CHIME MODULE DIRECTLY WITH THE CLEANING SOLUTION, DAMAGE TO THE CHIME MODULE CAN OCCUR.

- (1) Do these steps to clean the chime module:

- (a) Moisten the cloth with the solvent, Series 81 solvent, B01001
- (b) Use the cloth to clean the exterior surface of the chime module.
- (c) Dry the chime module with a clean cloth.

———— END OF TASK ————

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52-51-06



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COCKPIT CONTROL PANEL SWITCH/LIGHT (P8-47) - REMOVAL/INSTALLATION

1. General

- A. This Procedure has these tasks:
- (1) A removal of the cockpit control panel switch/light.
 - (2) An installation of the cockpit control panel switch/light.
 - (3) The cockpit control panel switch/light will be called control panel in this procedure.

TASK 52-51-07-020-801

2. Cockpit Control Panel Switch/Light (P8-47) Removal

(Figure 401)

A. Location Zones

| <u>Zone</u> | <u>Area</u> |
|-------------|----------------------------|
| 211 | Flight Compartment - Left |
| 212 | Flight Compartment - Right |

B. Cockpit Control Panel Switch/Light (P8-47) Removal

SUBTASK 52-51-07-020-001

- (1) Do these steps to remove the Cockpit Control Panel Switch/Light (P8-47) from the Aft Electronic Panel:
 - (a) Open these circuit breakers and install safety tags:

Circuit Breaker Panel 5, P8

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|---------------------------|
| --- | --- | C01097 | ELEX PANEL LIGHTS AFT F/O |

F/O Electrical System Panel, P6-2

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|-------------------------------|
| B | 10 | C00207 | FLIGHT CONTROL STAB TRIM CONT |

F/O Electrical System Panel, P6-3

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|-------------|
| E | 1 | C00137 | DOOR LOCK |

- (b) Turn the four quarter turn fasteners (2) which hold the Control Panel (1) to the Aft Electronic Panel.
 - 1) The typical location of the P8-47 panel [1] is in the Right Aft corner of the P8 panel.
 - (c) Carefully remove the Control Panel (1) out of the Aft Electronic Panel.
 - (d) Disconnect the electrical connectors (3).
 - (e) Remove the Control Panel (1).

———— END OF TASK ————

| | |
|-------------|---------|
| EFFECTIVITY | AKS ALL |
|-------------|---------|

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TASK 52-51-07-420-801

3. Cockpit Control Panel Switch/Light (P8-47) Installation

(Figure 401)

A. References

| Reference | Title |
|------------------|---|
| 24-22-00-860-812 | Remove Electrical Power (P/B 201) |
| 27-41-00-700-807 | Column Actuated Stabilizer Trim Cutout Switch Override Test (P/B 501) |
| 52-51-00-700-801 | Flight Compartment Security Door Access System Test (P/B 501) |

B. Location Zones

| Zone | Area |
|------|----------------------------|
| 211 | Flight Compartment - Left |
| 212 | Flight Compartment - Right |

C. Cockpit Control Panel Switch/Light (P8-47) Installation

SUBTASK 52-51-07-420-001

- (1) Do these steps to install the Cockpit Control Panel Switch/Light (P8-47) into the Aft Electronic Panel:
 - (a) Reconnect the electrical connectors (3).
 - (b) Carefully put the Control Panel (1) into the Aft Electronic Panel.
 - (c) Turn the four quarter turn fasteners (2).
 - (d) Remove the safety tags and close these circuit breakers:

Circuit Breaker Panel 5, P8

| Row | Col | Number | Name |
|-----|-----|--------|---------------------------|
| --- | --- | C01097 | ELEX PANEL LIGHTS AFT F/O |

F/O Electrical System Panel, P6-2

| Row | Col | Number | Name |
|-----|-----|--------|-------------------------------|
| B | 10 | C00207 | FLIGHT CONTROL STAB TRIM CONT |

F/O Electrical System Panel, P6-3

| Row | Col | Number | Name |
|-----|-----|--------|-----------|
| E | 1 | C00137 | DOOR LOCK |

SUBTASK 52-51-07-710-001

- (2) Do the flight compartment security door access system test. To do the flight compartment security door access system test, do this task: Flight Compartment Security Door Access System Test, TASK 52-51-00-700-801.
- (3) Do this task: Column Actuated Stabilizer Trim Cutout Switch Override Test, TASK 27-41-00-700-807.

D. Put the Airplane Back to Its Usual Condition.

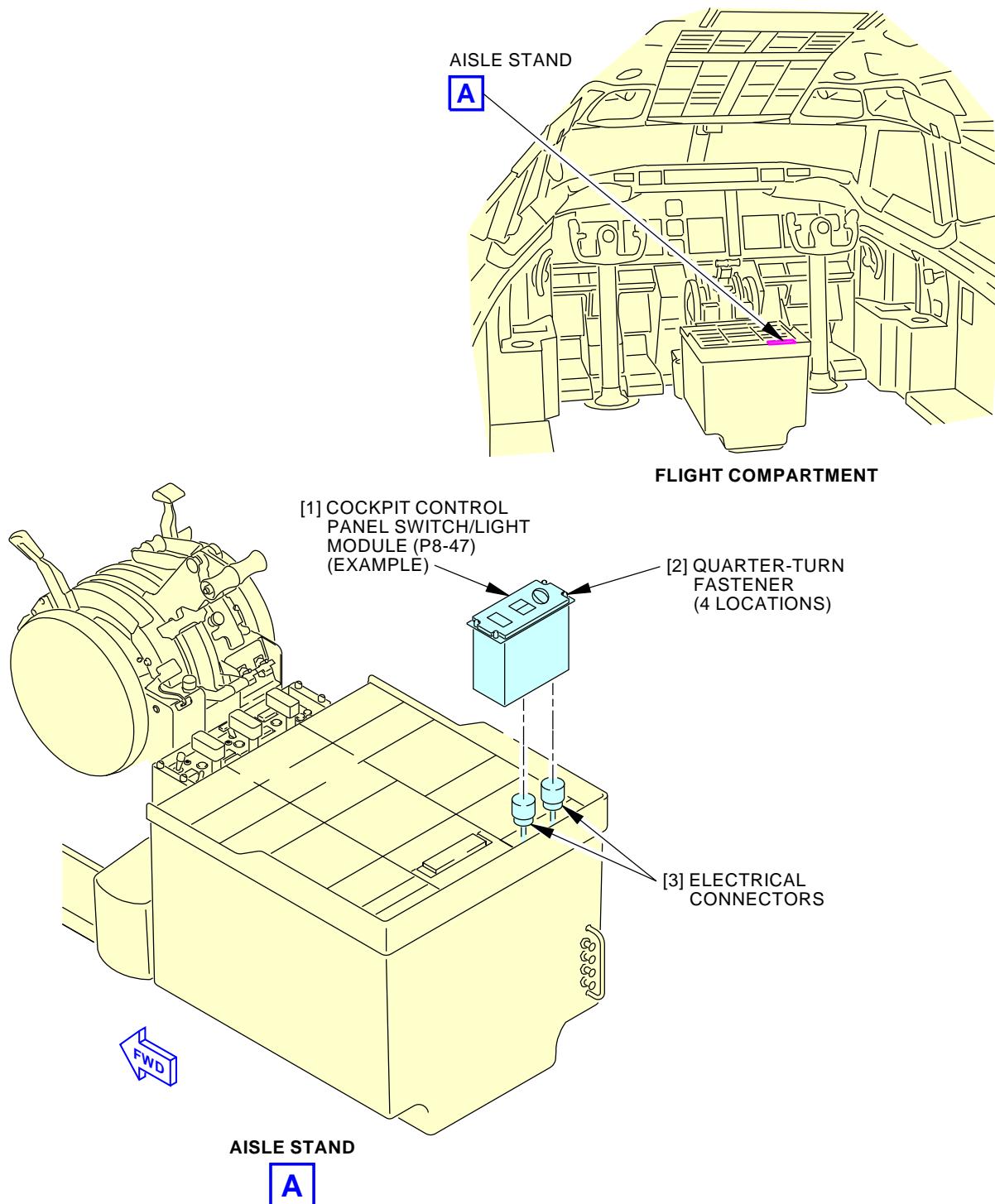
SUBTASK 52-51-07-860-001

- (1) Remove the electrical power if it is not necessary. To remove electrical power, do this task: Remove Electrical Power, TASK 24-22-00-860-812

———— END OF TASK ————

| |
|-------------|
| EFFECTIVITY |
| AKS ALL |

52-51-07



N63003 S0006580445_V3

**Control Panel Switch/Light Installation
Figure 401/52-51-07-990-801**

 EFFECTIVITY
AKS ALL

52-51-07



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DECOMPRESSION PANEL AND PRESSURE RELEASE LATCH - REMOVAL/INSTALLATION

1. **General**

- A. This Procedure has these tasks:
- (1) A removal of the decompression panels and pressure release latches.
 - (2) An installation of the decompression panels and pressure release latches.
 - (3) There are two decompression panels and pressure release latches in the door. The removal and installation steps are almost the same for both panels and latches.

TASK 52-51-08-000-801

2. **Decompression Panel and Pressure Release Latch Removal**

(Figure 401)

A. **Location Zones**

| Zone | Area |
|------|----------------------------|
| 211 | Flight Compartment - Left |
| 212 | Flight Compartment - Right |

B. **Decompression Panel and Pressure Release Latch Removal**

SUBTASK 52-51-08-020-001

- (1) Do these steps to remove the pressure release latch (2):
 - (a) Remove the screws (8) and washers (7) that attach the decompression latch cover (9) to the lower decompression panel (1).
 - (b) Remove the decompression latch cover (9).
 - (c) Remove the screws (5) and washers (4) that attach the decompression latch strap (6) to the pressure release latch (2).
 - (d) Remove the decompression latch strap (6).
 - (e) Remove the screws (3) that attach the pressure release latch (2) to the flight compartment door.
 - (f) Remove the pressure release latch (2).

SUBTASK 52-51-08-020-002

- (2) Do these steps to remove the decompression panel (1):
 - (a) Disconnect the strap that attaches the upper decompression panel (1) to the flight compartment door by pulling up on the strap at the door connection.
 - (b) Push in on the two retractable bolts at the top or bottom of the decompression panel (1).
 - (c) Remove the decompression panel (1).

———— END OF TASK ———

TASK 52-51-08-400-801

3. **Decompression Panel and Pressure Release Latch Installation**

(Figure 401)

A. **Location Zones**

| Zone | Area |
|------|----------------------------|
| 211 | Flight Compartment - Left |
| 212 | Flight Compartment - Right |

EFFECTIVITY
AKS ALL

52-51-08



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

B. Decompression Panel and Pressure Release Latch Installation

SUBTASK 52-51-08-420-001

- (1) Do these steps to install the decompression panel (1):
 - (a) Push in on the two retractable bolts on the decompression panel (1).
 - (b) Put the decompression panel (1) in its position.
 - (c) Release the retractable bolts.
 - (d) Connect the strap on the flight compartment door for the upper decompression panel (1).
 - (e) Make sure the decompression panel (1) can swing freely.

SUBTASK 52-51-08-420-002

- (2) Do these steps to install the pressure release latch (2):
 - (a) Put the pressure release latch (2) in its position with the decompression panel (1) in the closed position.
 - (b) Install the screws (3) that attach the pressure release latch (2) to the flight compartment door.
 - (c) Put the decompression latch strap (6) in its position on the pressure release latch (2).
 - (d) Install the screws (5) and washers (4).
 - (e) Put the decompression latch cover (9) in its position on the lower decompression panel (1).
 - (f) Install the screws (8) and washers (7).

———— END OF TASK ————

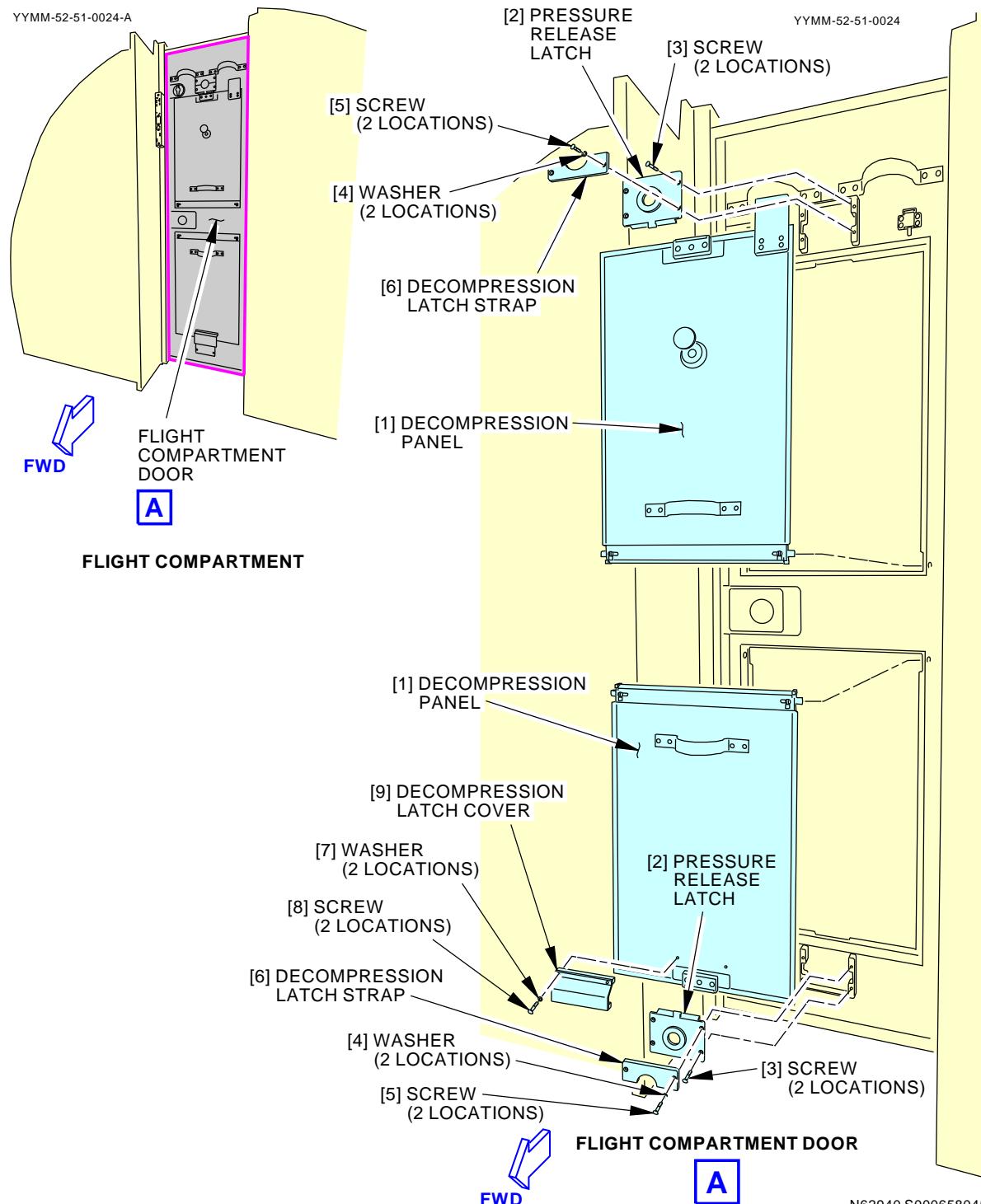


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Decompression Panel and Pressure Release Latch Installation
Figure 401/52-51-08-990-801

EFFECTIVITY
AKS ALL

52-51-08



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

DOOR WARNING SYSTEM - MAINTENANCE PRACTICES

1. General

- A. This procedure has these tasks:
- (1) Removal of the Door Warning Annunciator Panel
 - (2) Installation of the Door Warning Annunciator Panel

TASK 52-71-00-000-801

2. Door Warning Annunciator Panel Removal

A. References

| Reference | Title |
|------------------|-----------------------------------|
| 24-22-00-860-812 | Remove Electrical Power (P/B 201) |

B. Location Zones

| Zone | Area |
|------|----------------------------|
| 211 | Flight Compartment - Left |
| 212 | Flight Compartment - Right |

C. Remove the panel

SUBTASK 52-71-00-862-001

- (1) Do this task: Remove Electrical Power, TASK 24-22-00-860-812.

SUBTASK 52-71-00-865-001

- (2) Open these circuit breakers and install safety tags:

F/O Electrical System Panel, P6-3

| Row | Col | Number | Name |
|-----|-----|--------|-----------------------------------|
| B | 13 | C00131 | MASTER CAUTION ANNUNCIATOR BAT |
| C | 12 | C01276 | MASTER CAUTION ANNUNCIATOR CONT 2 |
| F | 14 | C01180 | INDICATOR MASTER DIM SECT 8 |

SUBTASK 52-71-00-030-001

- (3) Disconnect the fasteners that hold the Door Warning Annunciator Module, P5-20, to the Forward Overhead Panel, P5.

SUBTASK 52-71-00-020-001

- (4) Pull out the Door Warning Annunciator Module, P5-20.

SUBTASK 52-71-00-030-002

- (5) Remove the plugs.

SUBTASK 52-71-00-020-002

- (6) Remove the Door Warning Annunciator Module, P5-20.

———— END OF TASK ————

TASK 52-71-00-400-801

3. Installation of the Door Warning Annunciator Panel

A. References

| Reference | Title |
|------------------|-----------------------------------|
| 24-22-00-860-811 | Supply Electrical Power (P/B 201) |
| 24-22-00-860-812 | Remove Electrical Power (P/B 201) |

| |
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| EFFECTIVITY |
| AKS ALL |

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(Continued)

| Reference | Title |
|------------------|------------------------------------|
| 52-71-00-730-801 | Door Warning System Test (P/B 501) |

B. Location Zones

| Zone | Area |
|------|----------------------------|
| 211 | Flight Compartment - Left |
| 212 | Flight Compartment - Right |

C. Install the panel.

SUBTASK 52-71-00-862-002

- (1) Make sure that the electrical power is off: Remove Electrical Power, TASK 24-22-00-860-812.

SUBTASK 52-71-00-865-002

- (2) Open these circuit breakers and install safety tags:

F/O Electrical System Panel, P6-3

| Row | Col | Number | Name |
|-----|-----|--------|-----------------------------------|
| B | 12 | C00132 | MASTER CAUTION ANNUNCIATOR BUS 1 |
| B | 13 | C00131 | MASTER CAUTION ANNUNCIATOR BAT |
| C | 12 | C01276 | MASTER CAUTION ANNUNCIATOR CONT 2 |
| F | 14 | C01180 | INDICATOR MASTER DIM SECT 8 |

SUBTASK 52-71-00-430-001

- (3) Connect the plugs to the back of the Door Warning Annunciator Module, P5-20.

SUBTASK 52-71-00-420-001

- (4) Insert the Door Warning Annunciator Module, P5-20, into the Forward Overhead Panel, P5.

SUBTASK 52-71-00-430-002

- (5) Connect the fasteners.

SUBTASK 52-71-00-865-003

- (6) Remove the safety tags and close these circuit breakers:

F/O Electrical System Panel, P6-3

| Row | Col | Number | Name |
|-----|-----|--------|-----------------------------------|
| B | 12 | C00132 | MASTER CAUTION ANNUNCIATOR BUS 1 |
| B | 13 | C00131 | MASTER CAUTION ANNUNCIATOR BAT |
| C | 12 | C01276 | MASTER CAUTION ANNUNCIATOR CONT 2 |
| F | 14 | C01180 | INDICATOR MASTER DIM SECT 8 |

SUBTASK 52-71-00-861-001

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

SUBTASK 52-71-00-730-003

- (8) Do this task: Door Warning System Test, TASK 52-71-00-730-801.

———— END OF TASK ————



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737-600/700/800/900
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DOOR WARNING SYSTEM - ADJUSTMENT/TEST

1. General

- A. This procedure has these tasks:
- (1) A test of the door warning system.

TASK 52-71-00-730-801

2. Door Warning System Test

(Figure 501)

A. References

| Reference | Title |
|------------------|-----------------------------------|
| 24-22-00-860-811 | Supply Electrical Power (P/B 201) |

B. Location Zones

| Zone | Area |
|------|--|
| 211 | Flight Compartment - Left |
| 212 | Flight Compartment - Right |
| 821 | Forward Cargo Door |
| 822 | Aft Cargo Door |
| 830 | Subzone - Passenger Compartment Doors, Left |
| 840 | Subzone - Passenger Compartment Doors, Right |

C. Prepare for the Test

SUBTASK 52-71-00-860-001

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

SUBTASK 52-71-00-860-002

- (2) Make sure that this circuit breaker is closed:

F/O Electrical System Panel, P6-3

| Row | Col | Number | Name |
|-----|-----|--------|--------------------------------|
| B | 13 | C00131 | MASTER CAUTION ANNUNCIATOR BAT |

D. Test

SUBTASK 52-71-00-860-003

- (1) Make sure the door to be tested is fully closed, latched and locked.

SUBTASK 52-71-00-860-004

WARNING: FOR THE ENTRY AND GALLEY SERVICE DOORS, MAKE SURE THE ESCAPE SLIDE GIRT BARS ARE NOT ENGAGED IN THE FLOOR FITTINGS BEFORE YOU START THE TEST. IF THE GIRT BARS ARE ENGAGED IN THE FLOOR FITTINGS, THE ESCAPE SYSTEM CAN DEPLOY WHEN YOU OPEN THE DOOR AND CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.

- (2) For the entry and galley service doors, make sure the escape slide girt bars are not engaged in the floor fittings.

SUBTASK 52-71-00-210-001

- (3) Make sure that the applicable door warning light on the Forward Overhead Panel, P5, is off.

- (a) Make sure that the two MASTER CAUTION lights in the master caution annunciators on the Glareshield Panel, P7, are off. If the lights are on, push the MASTER CAUTION reset.

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- (b) Make sure that the DOORS lamp in the master caution annunciator on the right hand side of the Glareshield Panel, P7, is off. If the lamp is on, push the MASTER CAUTION reset.

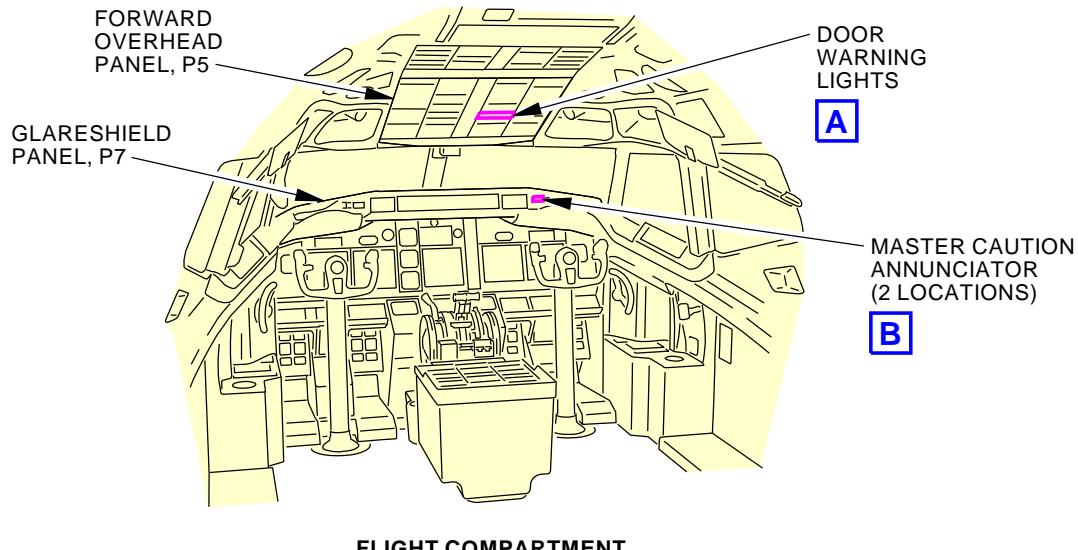
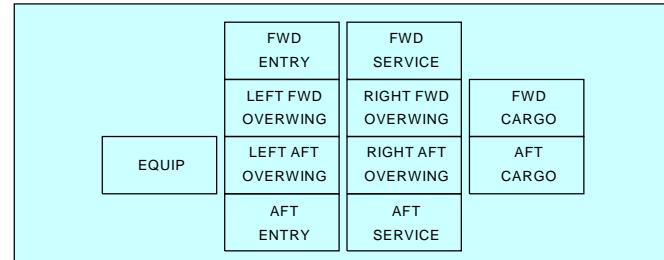
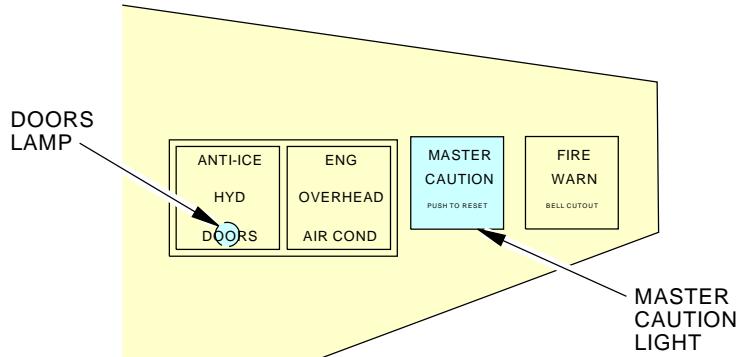
SUBTASK 52-71-00-730-001

- (4) Do a test on each door in the system (Figure 501):
- (a) Open the door.
 - (b) Make sure the two MASTER CAUTION lights in the master caution annunciators on the Glareshield Panel, P7, come on.
 - (c) Make sure the DOORS lamp in the master caution annunciator on the right hand side of the Glareshield Panel, P7, comes on.
 - (d) Make sure the applicable door warning light on the Forward Overhead Panel, P5, comes on.
 - (e) Close the door.
 - (f) Make sure the applicable door warning light on the Forward Overhead Panel, P5, goes off (Figure 501).
 - (g) Push the MASTER CAUTION reset.
 - (h) Make sure the two MASTER CAUTION lights in the master caution annunciators on the Glareshield Panel, P7, go off.
 - (i) Make sure the DOORS lamp in the master caution annunciator on the right hand side of the Glareshield Panel, P7, goes off.
- NOTE: Make sure that no other doors in the system get opened or closed during the test.
- (j) Do these steps again for each door in the system.

———— END OF TASK ————

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FLIGHT COMPARTMENT

DOOR WARNING LIGHTS
A

**MASTER CAUTION ANNUNCIATOR
(EXAMPLE)**
B

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**Door Warning System Test
Figure 501/52-71-00-990-801**

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ENTRY AND GALLEY SERVICE DOOR WARNING SYSTEM - MAINTENANCE PRACTICES

1. General

- A. This procedure has these tasks:
 - (1) The removal of the indication sensors (S194, S195, S199, or S200) from the entry or galley service doors
 - (2) The installation of the indication sensors (S194, S195, S199, or S200) on the entry or galley service doors
 - (3) Adjustment of the indication sensors (S194, S195, S199, or S200) on the entry or galley service doors
 - (4) A test of the indication sensors (S194, S195, S199, or S200) on the entry or galley service doors
 - (5) The removal of the indication switch (S1147) from the forward entry door
 - (6) The installation of the indication switch (S1147) on the forward entry door
 - (7) Adjustment of the indication switch (S1147) on the forward entry door
 - (8) The test of the indication switch (S1147) on the forward entry door.
- B. This procedure is applicable for the indication sensor (S194, S195, S199, or S200) on the entry or galley service doors.
- C. This procedure is applicable for the switch (S1147) on the forward entry door.
- D. For the forward entry door;
 - (1) The indication sensor (S199) is found on the forward side of the fuselage frame on the top latch receiver.
 - (2) The switch (S1147) is found on the aft side of the fuselage frame on the top latch receiver.
- E. For the aft entry door;
 - (1) The indication sensor (S200) is found on the aft side of the fuselage frame on the latch receiver.
- F. For the galley service doors;
 - (1) the indication sensors (S194, forward galley or S195, aft galley) are found on the aft side of the fuselage frame on the latch receiver.
- G. When the latch roller on the door goes into the latch receiver on the fuselage frame, it pushes an actuator to operate the indication sensor or switch.
- H. The indication sensor and switch detects that the door is fully closed, latched and locked.

TASK 52-71-11-000-801

2. Entry and Galley Service Door Sensor Removal (S194, S195, S199, or S200)

(, Figure 202)

A. General

- (1) This procedure is applicable for the indication sensor (S194, S195, S199, or S200) on the entry or galley service doors.
- (2) For the S1147 indication switch on the forward entry door, refer to Forward Entry Door Switch Removal (S1147), TASK 52-71-11-000-802.

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| EFFECTIVITY |
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B. Expendables/Parts

| AMM Item | Description | AIPC Reference | AIPC Effectivity |
|-----------------|--------------------|-----------------------|-------------------------|
| 1 | Sensor assembly | 52-71-11-02A-050 | AKS ALL |
| | | 52-71-11-03A-050 | AKS ALL |
| | | 52-71-11-04-064 | AKS ALL |

C. Location Zones

| Zone | Area |
|-------------|-----------------------------|
| 831 | Forward Entry Door |
| 834 | Left Aft Entry Door |
| 841 | Forward Galley Service Door |
| 844 | Aft Galley Service Door |

D. Access Panels

| Number | Name/Location |
|---------------|-----------------------------|
| 831 | Forward Entry Door |
| 834 | Aft Entry Door |
| 841 | Forward Galley Service Door |
| 844 | Aft Galley Service Door |

E. Prepare for the Removal

SUBTASK 52-71-11-010-001

- (1) Open the applicable access doors for access to the indication sensor [1]:

| Number | Name/Location |
|---------------|-----------------------------|
| 831 | Forward Entry Door |
| 834 | Aft Entry Door |
| 841 | Forward Galley Service Door |
| 844 | Aft Galley Service Door |

SUBTASK 52-71-11-860-006

- (2) Open these circuit breakers and install safety tags:

F/O Electrical System Panel, P6-3

| Row | Col | Number | Name |
|------------|------------|---------------|-------------|
| D | 1 | C01399 | PSEU PRI |
| D | 2 | C01400 | PSEU ALTN |

F. Removal of the Entry and Galley Service Door Indication

SUBTASK 52-71-11-020-001

- (1) Remove the sensor assembly [1]:

- (a) Remove the screws [4], washers [5] and cover [6] from the sensor assembly [1].
- (b) Remove the bolts [3] and washers [2] that attach the sensor assembly [1] to the latch receiver [7].
- (c) For the aft entry or galley service doors, remove the bolt [8] and washer [9] that attach the sensor assembly [1] to the fuselage frame.
- (d) Remove the sensor assembly [1] from the latch receiver [7].
- (e) Remove the screws [12], washers [13], and nuts [14] from the proximity sensor [11] and sensor assembly [1].



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- (f) Cut the wires that attach the proximity sensor [11] to the airplane wiring as near as possible to the proximity sensor [11].
- (g) Remove the proximity sensor [11].

————— END OF TASK ————

TASK 52-71-11-400-801

3. Entry and Galley Service Door Indication Sensor Installation (S194, S195, S199, or S200)

(Figure 201, Figure 202)

A. General

- (1) This procedure is applicable for the indication sensor (S194, S195, S199, or S200) on the entry or galley service doors.
- (2) For the S1147 indication switch on the forward entry door, refer to Forward Entry Door Switch Installation (S1147), TASK 52-71-11-400-802.

B. References

| Reference | Title |
|--------------|-----------------------|
| WDM 52-71-11 | Wiring Diagram Manual |

C. Expendables/Parts

| AMM Item | Description | AIPC Reference | AIPC Effectivity |
|----------|-----------------|------------------|------------------|
| 1 | Sensor assembly | 52-71-11-02A-050 | AKS ALL |
| | | 52-71-11-03A-050 | AKS ALL |
| | | 52-71-11-04-064 | AKS ALL |

D. Location Zones

| Zone | Area |
|------|-----------------------------|
| 831 | Forward Entry Door |
| 834 | Left Aft Entry Door |
| 841 | Forward Galley Service Door |
| 844 | Aft Galley Service Door |

E. Access Panels

| Number | Name/Location |
|--------|-----------------------------|
| 831 | Forward Entry Door |
| 834 | Aft Entry Door |
| 841 | Forward Galley Service Door |
| 844 | Aft Galley Service Door |

F. Installation of the Entry and Galley Service Door Indication Sensor

SUBTASK 52-71-11-420-001

- (1) Install the indication sensor:

- (a) Identify the correct connections between the sensor wiring and airplane wiring (WDM 52-71-11).

NOTE: Make sure the sensor wires are connected to the correct airplane wires. If the wires are not correctly connected the sensor will not operate.

- (b) Connect the airplane wiring to the sensor wiring of the proximity sensor [11].
 - (c) Install the proximity sensor [11] to the sensor assembly [1] with the screws [12], washers [13], and nuts [14].

| EFFECTIVITY |
|-------------|
| AKS ALL |

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- (d) Put the sensor assembly [1] on the latch receiver [7].
- (e) For the aft entry or galley service doors, install the bolt [8] and washer [9] to attach the sensor assembly [1] to the fuselage frame.
- (f) Install the bolts [3] and washers [2] to attach the sensor assembly [1] to the latch receiver [7].

SUBTASK 52-71-11-860-005

- (2) Remove the safety tags and close these circuit breakers:

F/O Electrical System Panel, P6-3

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|-------------|
| D | 1 | C01399 | PSEU PRI |
| D | 2 | C01400 | PSEU ALTN |

SUBTASK 52-71-11-820-002

- (3) Do this task: Entry and Galley Service Door Indication Sensor Adjustment (S194, S195, S199, or S200), TASK 52-71-11-820-801.

SUBTASK 52-71-11-420-002

- (4) Install the cover [6] on the sensor assembly [1]:
 - (a) Put the cover [6] on the sensor assembly [1].
 - (b) Install the screws [4] and washers [5] that attach the cover [6] to the sensor assembly [1].

SUBTASK 52-71-11-710-001

- (5) Do this task: Entry and Galley Service Door Indication Sensor Test (S194, S195, S199, or S200), TASK 52-71-11-710-801.

G. Put the Airplane Back to Its Usual Condition

SUBTASK 52-71-11-410-001

- (1) Close the applicable access doors:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|-----------------------------|
| 831 | Forward Entry Door |
| 834 | Aft Entry Door |
| 841 | Forward Galley Service Door |
| 844 | Aft Galley Service Door |

———— END OF TASK ————

TASK 52-71-11-820-801

4. Entry and Galley Service Door Indication Sensor Adjustment (S194, S195, S199, or S200)

(Figure 201, Figure 202)

A. General

- (1) This procedure is applicable for the indication sensor (S194, S195, S199, or S200) on the entry or galley service doors.
- (2) For the S1147 indication switch on the forward entry door, refer to Forward Entry Door Switch Adjustment (S1147), TASK 52-71-11-820-802.

B. References

| <u>Reference</u> | <u>Title</u> |
|------------------|---|
| 20-10-44-400-801 | Lockwire, Cotter Pins, and Lockrings - Installation (P/B 401) |



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C. Consumable Materials

| Reference | Description | Specification |
|------------------|--|----------------------|
| G01048 | Lockwire - MS20995C32, Corrosion Resistant Steel - 0.032 Inch (0.8128 mm) Diameter | NASM20995 |

D. Location Zones

| Zone | Area |
|-------------|-----------------------------|
| 831 | Forward Entry Door |
| 834 | Left Aft Entry Door |
| 841 | Forward Galley Service Door |
| 844 | Aft Galley Service Door |

E. Access Panels

| Number | Name/Location |
|---------------|-----------------------------|
| 112A | Forward Access Door |
| 831 | Forward Entry Door |
| 834 | Aft Entry Door |
| 841 | Forward Galley Service Door |
| 844 | Aft Galley Service Door |

F. Prepare for the Adjustment

SUBTASK 52-71-11-010-004

- (1) Close and lock the applicable access doors:

| Number | Name/Location |
|---------------|-----------------------------|
| 831 | Forward Entry Door |
| 834 | Aft Entry Door |
| 841 | Forward Galley Service Door |
| 844 | Aft Galley Service Door |

:

G. Adjustment of the Entry and Galley Service Door Indication Sensor

SUBTASK 52-71-11-820-005

- (1) To adjust the sensor, do these steps:

- (a) Get access to the PSEU through this panel:

| Number | Name/Location |
|---------------|----------------------|
| 112A | Forward Access Door |

- (b) Use the PSEU BITE to test the sensor.

- 1) Push the ON/OFF switch on the PSEU BITE display.
- 2) Push the down arrow until OTHER FUNCTNS? shows.
- 3) Push the YES switch to select OTHER FUNCTNS?
- 4) Push the down arrow until SENSOR RIGGING? shows.
- 5) Push the YES switch to select SENSOR RIGGING?
- 6) Push the down arrow until the applicable sensor identification shows.

- a) Make sure that the correct code is displayed for the applicable door:

- S199 is FWD ENTR LKD
- S194 is FWD SERV LKD

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| EFFECTIVITY |
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- S200 is AFT ENTR LKD
- S195 is AFT SERV LKD

- 7) Push the YES switch to select the sensor.
- 8) Push the YES switch to select GAP GRAPH? The sensor number and clearance display meter will show (Figure 203).

NOTE: You can also display the clearance value in MILS (1 MIL equals 1/1000th of an inch) or required changes to the sensor clearance. Push on the down arrow or NO switch to show these options.

- (c) Make sure that the PSEU display shows the sensor clearance (blinking icon) between the solid posts.

NOTE: If the sensor clearance is too large for detection the display will show "TGT FAR".

- (d) If the sensor clearance is not between the solid posts or TGT FAR is displayed, do these steps to perform the clearance measurement:

NOTE: Get the sensor clearance as close as possible to the optimum gap clearance when adjusting. The clearance can be different after the PSEU Sensor Rigging test is completed.

- 1) Open the applicable door.
- 2) If the cover [6] is installed on the sensor assembly [1], remove the cover [6]:
 - a) Remove the screws [4] and washers [5] that attach the cover [6] to the sensor assembly [1].
 - b) Remove the cover [6] from the sensor assembly [1].
- 3) If the clearance is out of tolerance for the forward entry door or forward service door, do these steps:
 - a) Remove the MS20995C32 lockwire, G01048 from the locknuts [15].
 - b) Loosen the locknuts [15].
 - c) Turn the locknuts [15] on the plunger [10] to move the target until the clearance is the optimum gap (Table 201).

NOTE: The clearance is applicable to the entire face of the proximity sensor.

Table 201/52-71-11-993-801

| Sensor # | Door | Optimum Gap | Tolerance |
|----------|-------------|-----------------------|--|
| S199 | Fwd Entry | 0.1 in. (100.0 mils) | +/- 0.02 in. (20.0 mils) |
| S200 | Aft Entry | 0.1 in. (100.0 mils) | +/- 0.02 in. (20.0 mils) |
| S194 | Fwd Service | 0.16 in. (160.0 mils) | +0.02 in. (20.0 mils) / - 0.07 in. (70.0 mils) |
| S195 | Aft Service | 0.1 in. (100.0 mils) | +/- 0.02 in. (20.0 mils) |

<1> Make sure that the target is parallel to the proximity sensor [11].

<2> If necessary adjust the target so that it is parallel to the proximity sensor [11].

d) Tighten the locknuts [15].

e) Close and lock the door.

f) Check the clearance value on the PSEU.

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- g) Repeat the steps to adjust the target and then check the clearance until it is +/- .020 of the optimum gap. (Table 201).
- h) Install the MS20995C32 lockwire, G01048 on the locknuts [15].
 - <1> Use the double-twist method to install the lockwire (TASK 20-10-44-400-801).
 - <2> Make sure that you keep the lockwire in tension during the installation.
 - <3> Make sure that you twist the strands until the end of the twisted section is within 0.125 in. (3.175 mm) of the locknuts [15].
- 4) If the clearance is out of tolerance for the aft entry or aft galley service door, do these steps:
 - a) Remove the MS20995C32 lockwire, G01048 from the locknut [15].
 - b) Loosen the locknut [15].
 - c) Turn the slotted end of the plunger [10] until the clearance is +/- .020 of the optimum gap (Table 201).

NOTE: The clearance is applicable to the entire face of the proximity sensor.

 - <1> Make sure that the target is parallel to the proximity sensor [11].
 - <2> If necessary adjust the target so that it is parallel to the proximity sensor [11].
 - <3> Tighten the locknut [15].
 - <4> Close the applicable door
 - <5> Check the clearance value on the PSEU.
 - d) Repeat the steps to adjust the target and then check the clearance until it is within +/- .020 of the optimum gap.(Table 201).
 - e) Install the MS20995C32 lockwire, G01048 on the locknut [15].
 - <1> Use the double-twist method to install the lockwire (TASK 20-10-44-400-801).
 - <2> Make sure that you keep the lockwire in tension during the installation.
 - <3> Make sure that you twist the strands until the end of the twisted section is within 0.125 in. (3.175 mm) of the locknut [15].
- (e) Do this test; Entry and Galley Service Door Indication Sensor Test (S194, S195, S199, or S200), TASK 52-71-11-710-801

H. Put the Airplane Back to Its Usual Condition

SUBTASK 52-71-11-710-004

- (1) If you removed for adjustment, install the cover [6]:
 - (a) Put the cover [6] on the sensor assembly [1].
 - (b) Install the screws [4] and washers [5] that attach the cover [6] to the sensor assembly [1].

SUBTASK 52-71-11-410-002

- (2) If open for adjustment, close the applicable access doors:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|-----------------------------|
| 831 | Forward Entry Door |
| 834 | Aft Entry Door |
| 841 | Forward Galley Service Door |

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(Continued)

| <u>Number</u> | <u>Name/Location</u> |
|---------------|-------------------------|
| 844 | Aft Galley Service Door |

— END OF TASK —

TASK 52-71-11-710-801

5. **Entry and Galley Service Door Indication Sensor Test (S194, S195, S199, or S200)**
(Figure 201Figure 202)

NOTE: This procedure is a scheduled maintenance task.

A. General

- (1) This procedure is applicable for the indication sensor (S194, S195, S199, or S200) on the entry or galley service doors.
- (2) For the S1147 indication switch on the forward entry door, refer to Forward Entry Door Switch Test (S1147), TASK 52-71-11-710-802.

B. References

| Reference | Title |
|------------------|-----------------------------------|
| 24-22-00-860-811 | Supply Electrical Power (P/B 201) |

C. Location Zones

| Zone | Area |
|-------------|-----------------------------|
| 831 | Forward Entry Door |
| 834 | Left Aft Entry Door |
| 841 | Forward Galley Service Door |
| 844 | Aft Galley Service Door |

D. Prepare for the Test

SUBTASK 52-71-11-860-001

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

E. Do a Test of the Entry and Galley Service Door Indication Sensor

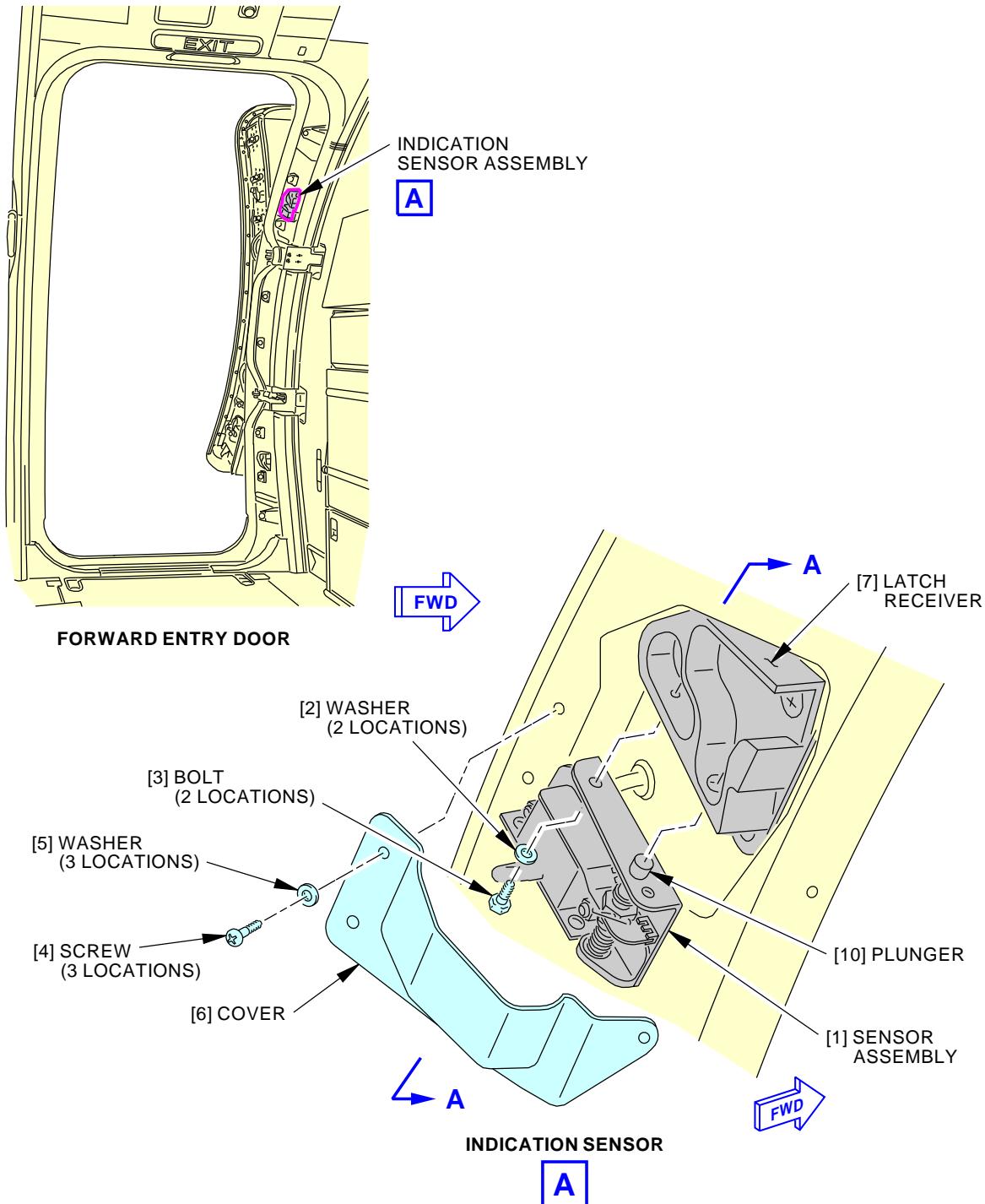
SUBTASK 52-71-11-710-002

- (1) Do a test on the entry or galley service door sensor assembly [1]:
 - (a) Make sure the entry and galley service doors are fully closed, latched and locked.
 - (b) Make sure the FWD ENTRY, AFT ENTRY, FWD SERVICE, and AFT SERVICE lights do not show on the Forward Overhead Panel, P5, in the flight compartment.
 - (c) Open the applicable door.
 - (d) Make sure the FWD ENTRY, AFT ENTRY, FWD SERVICE, or AFT SERVICE light shows on the Forward Overhead Panel, P5, for the applicable door.
 - (e) Close the door.
 - (f) Make sure the FWD ENTRY, AFT ENTRY, FWD SERVICE, or AFT SERVICE light goes off.

— END OF TASK —

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G35364 S0006580935_V4

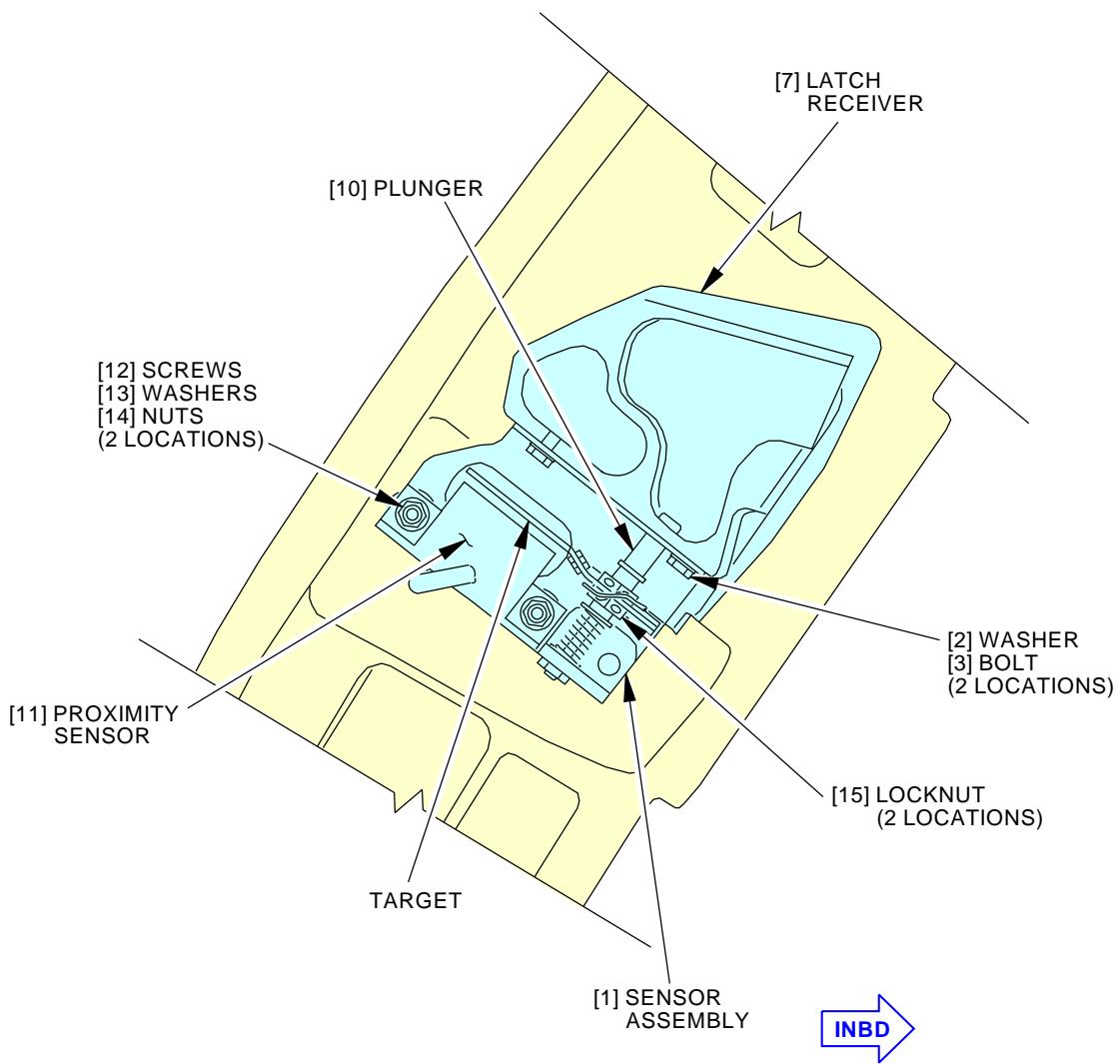
Forward Entry Door Warning System
Figure 201/52-71-11-990-805 (Sheet 1 of 3)

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A-A 1

1 AIRPLANES WITH SENSOR ASSEMBLY 284A1322-1, -2, -3 OR -4.

G35687 S0006580936_V6

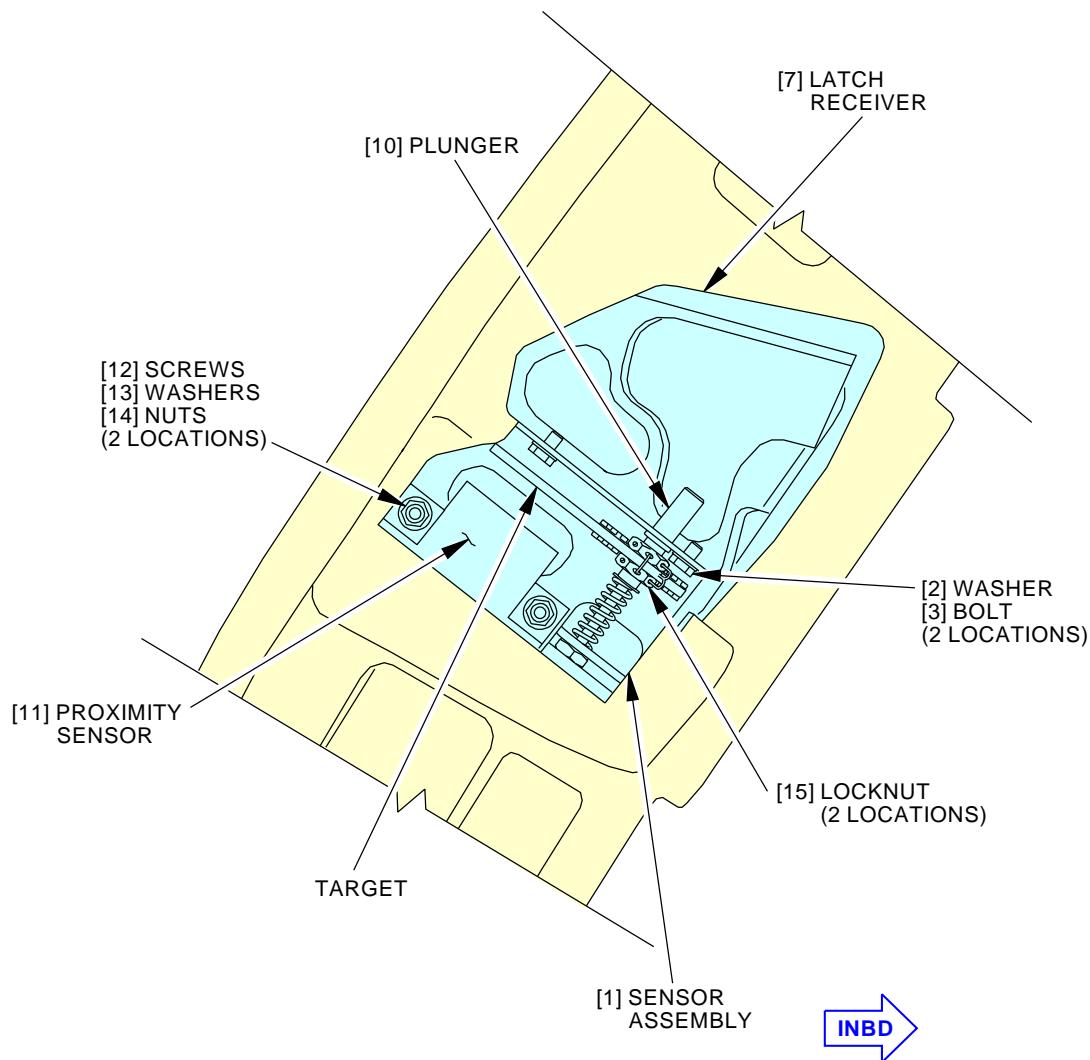
Forward Entry Door Warning System
Figure 201/52-71-11-990-805 (Sheet 2 of 3)

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A-A 2

2 AIRPLANES WITH SENSOR ASSEMBLY 284A1322-5 OR -6.

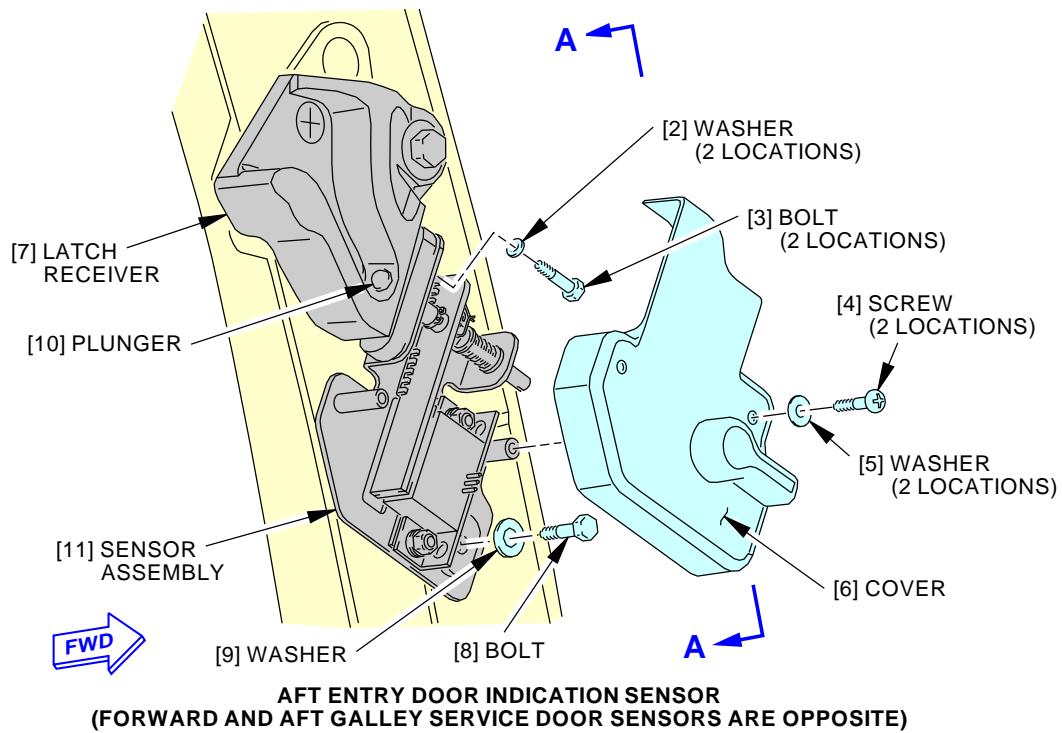
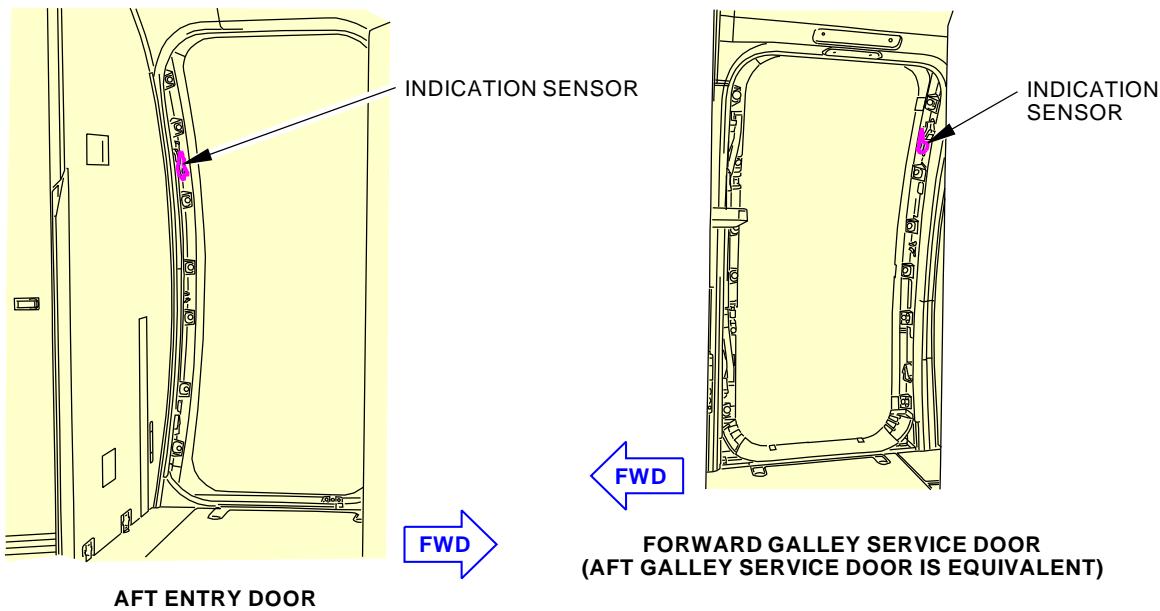
2337059 S0000531751_V3

Forward Entry Door Warning System
Figure 201/52-71-11-990-805 (Sheet 3 of 3)

| | |
|-------------|---------|
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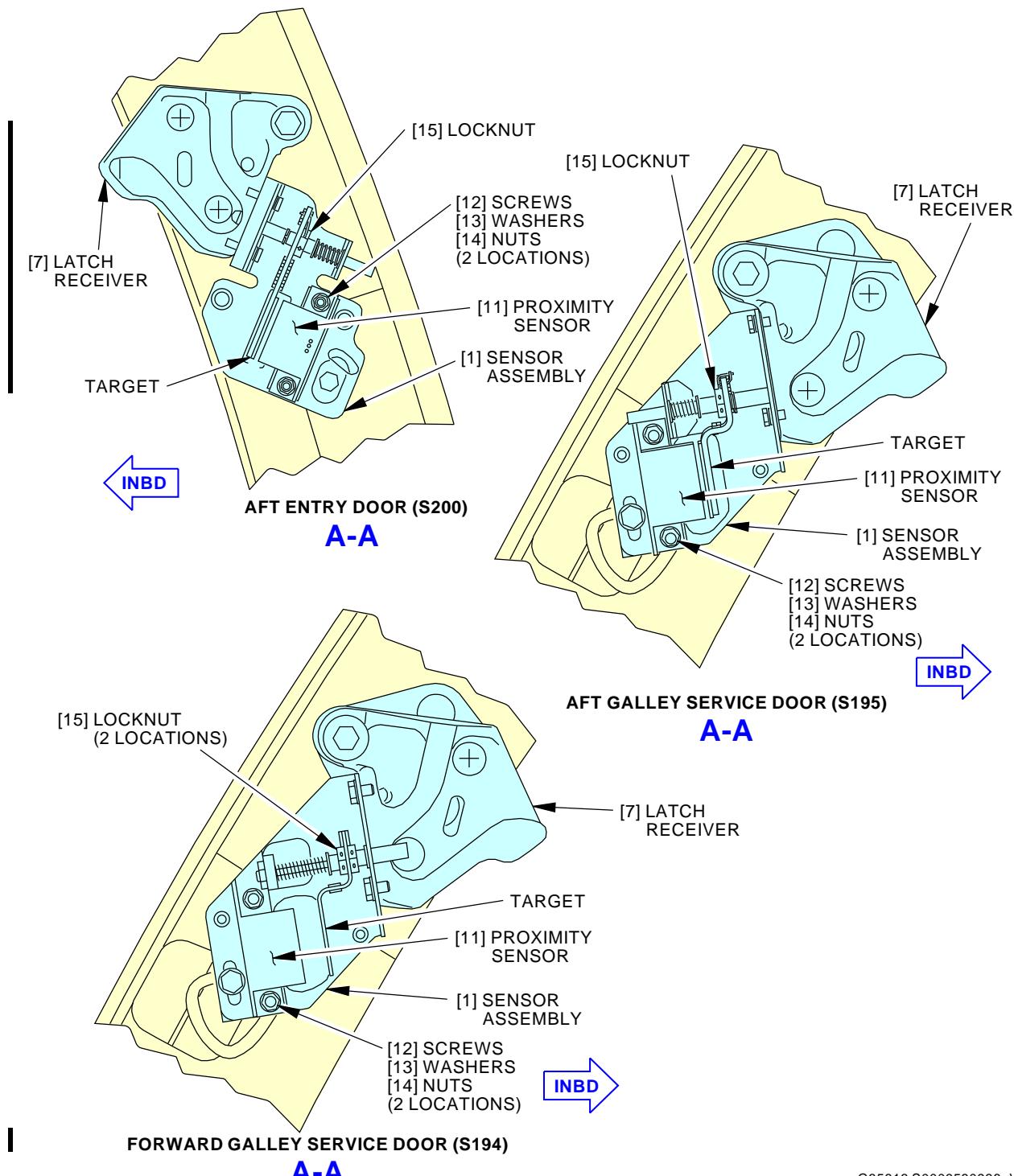
G35602 S0006580937_V6

**Aft Entry Door and Galley Service Doors Warning System
Figure 202/52-71-11-990-802 (Sheet 1 of 2)**

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G35813 S0006580938_V9

Aft Entry Door and Galley Service Doors Warning System
Figure 202/52-71-11-990-802 (Sheet 2 of 2)

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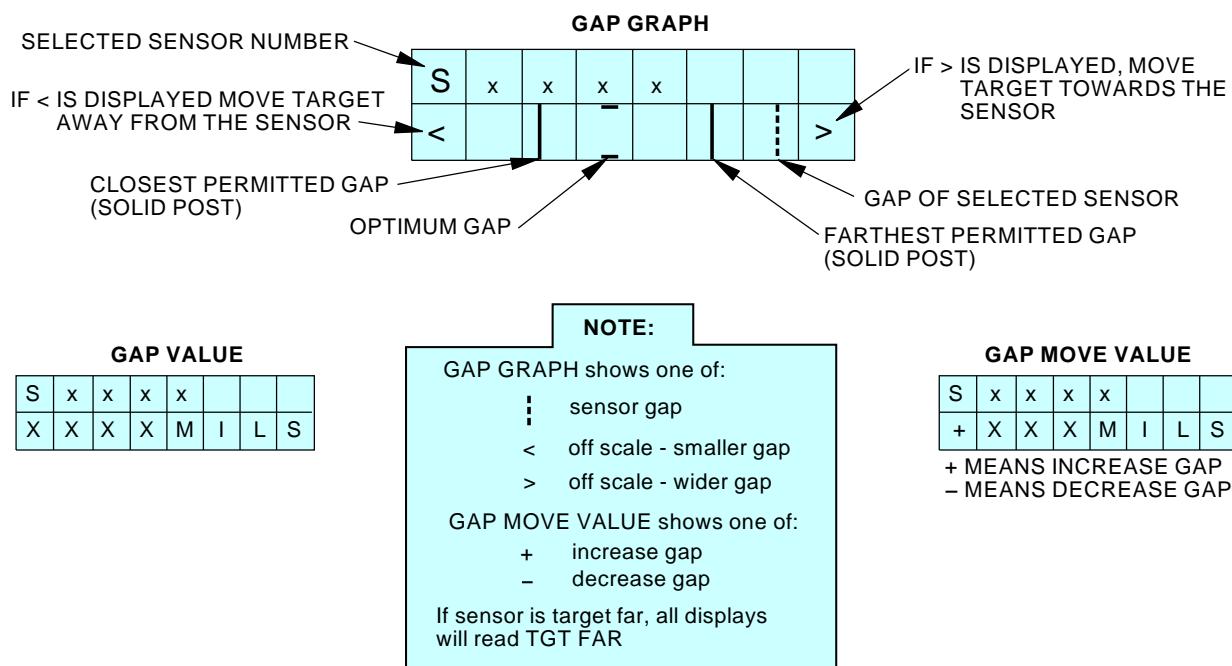
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2404757 S0000556403_V2

PSEU Sensor Rigging Display
Figure 203/52-71-11-990-806

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TASK 52-71-11-820-803

6. Forward Entry Door Indication Sensor Plunger Adjustment (S199)

Figure 201

A. General

- (1) This procedure is applicable for the indication sensor (S199) on the forward entry door.

B. Location Zones

| Zone | Area |
|------|--------------------|
| 831 | Forward Entry Door |

C. Access Panels

| Number | Name/Location |
|--------|--------------------|
| 831 | Forward Entry Door |

D. Prepare for the Adjustment

SUBTASK 52-71-11-860-004

- (1) Make sure that this access panel is open:

| Number | Name/Location |
|--------|--------------------|
| 831 | Forward Entry Door |

- (2) If the cover [6] is installed on the proximity sensor [11], remove the cover [6]:

- (a) Remove the screws [4] and washers [5] that attach the cover [6] to the proximity sensor [11].
- (b) Remove the cover [6] from the proximity sensor [11].

E. Adjustment

SUBTASK 52-71-11-820-007

- (1) Do an adjustment of the forward entry door indication sensor plunger [10] as follows:

- (a) Examine the plunger [10].
 - 1) Make sure that the plunger [10] moves freely when you push it with your finger.
 - 2) If the plunger [10] does not move freely, adjust as follows:
 - a) Look for burrs on the sensor assembly [1], which can stop the free movement of the plunger [10].
 - b) Make sure that the plunger [10] does not touch the bolt [3].
<1> If the plunger [10] touches the bolt [3], turn the bolt head slightly.
 - c) If the plunger [10] still does not move freely, then do the step that follows:
<1> Move the plunger [10] in and out with your finger several times until it moves freely.

- (2) If you removed for adjustment, install the cover [6]:

- (a) Put the cover [6] on the sensor assembly [1].
- (b) Install the screws [4] and washers [5] that attach the cover [6] to the sensor assembly [1].

- (3) Do this task: Entry and Galley Service Door Indication Sensor Test (S194, S195, S199, or S200), TASK 52-71-11-710-801



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F. Put the Airplane Back to Its Usual Condition

SUBTASK 52-71-11-410-003

- (1) Make sure that this access panel is closed:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------|
| 831 | Forward Entry Door |

———— END OF TASK ————

TASK 52-71-11-000-802

7. Forward Entry Door Switch Removal (S1147)

Figure 204

A. General

- (1) This procedure is applicable for the indication switch (S1147) on the forward entry.
- (2) For the indication sensor (S194, S195, S199, or S200), refer to Entry and Galley Service Door Sensor Removal (S194, S195, S199, or S200), TASK 52-71-11-000-801.

B. Consumable Materials

| <u>Reference</u> | <u>Description</u> | <u>Specification</u> |
|------------------|--------------------|----------------------|
| G02421 | Lockwire | NASM20995C40 |

C. Location Zones

| <u>Zone</u> | <u>Area</u> |
|-------------|--------------------|
| 831 | Forward Entry Door |

D. Access Panels

| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------|
| 831 | Forward Entry Door |

E. Remove the Switch

SUBTASK 52-71-11-840-001

- (1) Prepare for the procedure:

- (a) Open this access panel:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------|
| 831 | Forward Entry Door |

SUBTASK 52-71-11-020-002

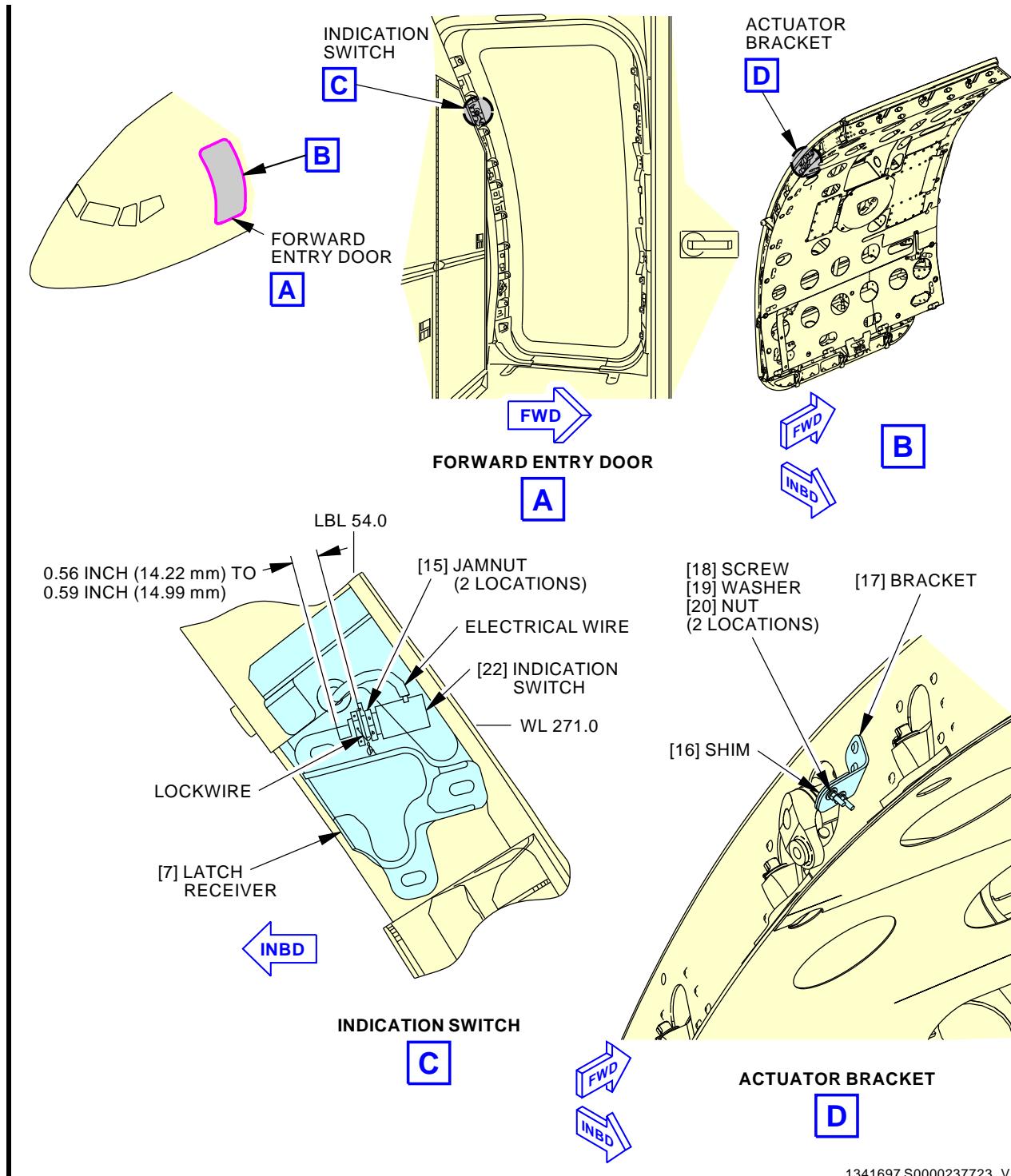
- (2) Remove the switch:

- (a) Remove the lockwire, G02421 that holds the locknuts [15].
- (b) Remove the locknut [15].
- (c) Move the indication switch [22] out of the bracket on the latch receiver [7].
 - 1) Carefully move the indication switch [22] away from the aft door frame.
- (d) Disconnect the wires from the indication switch [22].
 - 1) Make sure that you have sufficient airplane wires for the subsequent installation.
- (e) Remove the indication switch [22].

———— END OF TASK ————



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1341697 S0000237723_V5

Indication Switch Installation
Figure 204/52-71-11-990-803

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TASK 52-71-11-400-802

8. Forward Entry Door Switch Installation (S1147)

Figure 204

A. General

- (1) This procedure is applicable for the indication switch (S1147) on the forward entry.
- (2) For the indication sensor (S194, S195, S199, or S200), refer to Entry and Galley Service Door Indication Sensor Installation (S194, S195, S199, or S200), TASK 52-71-11-400-801.

B. References

| Reference | Title |
|------------------|--|
| 20-10-44 P/B 401 | LOCKING DEVICES - REMOVAL/INSTALLATION |
| 20-50-11 P/B 201 | STANDARD TORQUE VALUES - MAINTENANCE PRACTICES |
| SWPM 20-30-12 | Assembly of Splices |
| WDM 52-71-11 | Wiring Diagram Manual |

C. Consumable Materials

| Reference | Description | Specification |
|-----------|-------------|---------------|
| G02421 | Lockwire | NASM20995C40 |

D. Location Zones

| Zone | Area |
|------|--------------------|
| 831 | Forward Entry Door |

E. Access Panels

| Number | Name/Location |
|--------|--------------------|
| 831 | Forward Entry Door |

F. Install the Switch

SUBTASK 52-71-11-860-002

- (1) Make sure that this access panel is open:

| Number | Name/Location |
|--------|--------------------|
| 831 | Forward Entry Door |

SUBTASK 52-71-11-420-003

- (2) Install the switch:

- (a) Connect the indication switch [22] to the airplanes wires:
 - 1) To identify the correct connections between the sensor wires and airplane wires (WDM 52-71-11).
 - 2) Connect the airplane wires to the sensor wires (SWPM 20-30-12).
- (b) Make sure that one of the locknuts [15] is on the shaft of the indication switch [22].
- (c) Put the indication switch [22] in its correct position on the aft latch receiver [7].
- (d) Use the second locknuts [15] to connect the indication switch [22] to the latch receiver [7].
- (e) Do this task, Forward Entry Door Switch Adjustment (S1147), TASK 52-71-11-820-802.
- (f) Make sure that the locknuts [15] are correctly torqued.

NOTE: If it is necessary, refer to STANDARD TORQUE VALUES - MAINTENANCE PRACTICES, PAGEBLOCK 20-50-11/201.



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- 1) Make sure that the lockwire, G02421 is on the locknuts [15].

NOTE: If it is necessary, refer to LOCKING DEVICES - REMOVAL/INSTALLATION, PAGEBLOCK 20-10-44/401.

SUBTASK 52-71-11-720-001

- (3) Do this task, Forward Entry Door Switch Test (S1147), TASK 52-71-11-710-802.

SUBTASK 52-71-11-860-003

- (4) If it is not necessary, close the forward entry door.

———— END OF TASK ———

TASK 52-71-11-820-802

9. Forward Entry Door Switch Adjustment (S1147)

Figure 204

A. General

- (1) This procedure is applicable for the S1147 indication switch on the forward entry door.
- (2) For the indication sensors (S194, S195, S199, or S200) on the entry or galley service doors, refer to Entry and Galley Service Door Indication Sensor Adjustment (S194, S195, S199, or S200), TASK 52-71-11-820-801.

B. Consumable Materials

| Reference | Description | Specification |
|-----------|--|------------------|
| C00259 | Coating - Chemical And Solvent Resistant Finish, Corrosion Inhibiting Primer | BMS10-11 Type I |
| C50005 | Coating - Chemical Conversion - Alodine 1200S | |
| C50069 | Coating - Chemical And Solvent Resistant Finish - (BAC 702 White Color, Gloss) | BMS10-11 Type II |
| G02421 | Lockwire | NASM20995C40 |

C. Location Zones

| Zone | Area |
|------|--------------------|
| 831 | Forward Entry Door |

D. Procedure

SUBTASK 52-71-11-820-006

- (1) Adjust the switch (S1147):
 - (a) Measure the distance between the inboard face of the bracket that holds the indication switch [22] and the end of the switch plunger.
 - 1) Make sure that the measurement is between 0.56 in. (14.22 mm) to 0.59 in. (14.99 mm).
 - a) If it is necessary, adjust the locknuts [15] until it is in the limits.
 - 2) Tighten the locknuts [15].
 - a) Make sure that the switch stays in the limits while you tighten the locknuts [15].
 - (b) Forward Entry Door Switch Test (S1147), TASK 52-71-11-710-802
 - 1) If the test is not in the limits, adjust the indication switch [22] again.
 - 2) If the test continues to not be in the limits, do the steps that follow to adjust the indication switch [22] and actuator bracket [17].

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- a) Use a 0.50 in. (12.70 mm) block of clay on the outboard face of the actuator bracket [17].
 - b) Open and close the door.
 - c) Measure the clay that is left between the compression caused by the switch plunger and the face of the bracket [17].
 - d) Make sure that the measurement is between 0.56 in. (14.22 mm) to 0.59 in. (14.99 mm).
 - e) To identify the number of shim [16] necessary for adjustment add 0.10 in. (2.54 mm) to the measurement. This is the distance the switch plunger must be pushed.
NOTE: The total distance is the necessary shim thickness, with a tolerance of +/- 0.010 inch.
 - f) Prepare the number of shim [16] necessary for adjustment. You can use a maximum of four shims.
NOTE: Each shim has 0.032 inch solid thickness plus ten peelable shims of 0.003 inch each, for 0.062 inch total thickness. 1 Shim - for adjustment to 0.062 inch, 2 Shims - for adjustment 0.062 - 0.124 inch, 3 Shims - for adjustment 0.124 - 0.186 inch and 4 Shims - for adjustment 0.186 - 0.248 inch.
 - g) Drill a 0.270 in. (6.858 mm), 100 degree countersunk hole through shim and bracket. Align to existing hole in bracket.
 - h) Install the shim [16] with the solid part touching the switch plunger.
 - i) Install screws [18], washers [19] and nuts [20] to attach the shims [16] to the actuator bracket [17].
 - j) Apply Alodine 1200S coating, C50005 to bare aluminum surfaces.
 - k) Apply primer, C00259 to surfaces with conversion coating, including exposed laminations of the peelable shim, after shim thickness adjustment.
 - l) Apply coating, C50069 on visible surfaces.
- (c) Install lockwire, G02421 between the two locknuts [15].

— END OF TASK —

TASK 52-71-11-710-802

10. Forward Entry Door Switch Test (S1147)

(Figure 205)

A. General

- (1) This procedure is applicable for the S1147 indication switch on the forward entry door.
- (2) Two mechanics can be necessary to complete this procedure. One mechanic to manually operate the switches and the second mechanic to operate the lights in the flight compartment.
- (3) For the indication sensors (S194, S195, S199, or S200) on the entry or galley service doors, refer to Entry and Galley Service Door Indication Sensor Test (S194, S195, S199, or S200),
TASK 52-71-11-710-801.

B. References

| Reference | Title |
|------------------|-----------------------------------|
| 24-22-00-860-811 | Supply Electrical Power (P/B 201) |

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(Continued)

| Reference | Title |
|------------------|--|
| 52-11-00-860-803 | Open the Door with the Interior Handle (P/B 201) |

C. Prepare for the Procedure

SUBTASK 52-71-11-840-002

(1) Prepare for the test:

- (a) Make sure that the airplane has electrical power.
 - 1) If it is necessary, Supply Electrical Power, TASK 24-22-00-860-811.
- (b) Make sure that all of the doors that show on the Door Warning Panel (P5) are closed and latched.

SUBTASK 52-71-11-720-002

(2) The system test:

- (a) Push the MASTER CAUTION light on the Glareshield (P7).
 - 1) Make sure that the MASTER CAUTION light and the DOORS light go OFF.
- (b) Open the Main Entry Door.

NOTE: If it is necessary, Open the Door with the Interior Handle, TASK 52-11-00-860-803.

 - 1) Make sure that the MASTER CAUTION light and DOORS light on the P7 panel come ON.
 - 2) Make sure that the FWD ENTRY light on the P5 panel comes ON.
- (c) Use your finger to push and hold the plunger on switch S1147 and switch S199.

NOTE: You will find S1147 on the aft latch receiver.

NOTE: You will find S199 on the forward latch receiver.

 - (d) Make sure that the FWD ENTRY light on the P5 panel goes OFF.
 - (e) While you hold S1147 and S199, push and release the MASTER CAUTION light on the P7 panel.
 - 1) Make sure that the MASTER CAUTION light and DOORS light on the P7 panel go OFF.
- (f) Release the S1147 switch.
 - 1) Make sure that the MASTER CAUTION light and DOORS light on the P7 panel come ON.
 - 2) Make sure that the FWD ENTRY light on the P5 panel comes ON.
- (g) Close and latch the forward entry door.
 - 1) Make sure that the FWD ENTRY light on the P5 panel goes OFF.
 - 2) Push and release the MASTER CAUTION light on the P7 panel.
 - a) Make sure that the MASTER CAUTION light and DOORS light on the P7 panel go OFF.
- (h) If the test is not in the limits then do these steps:
 - 1) Make sure the indication switch [22] is in the limits of the adjustment procedure.
 - a) Adjust the switch to the specified dimensions (Forward Entry Door Switch Adjustment (S1147), TASK 52-71-11-820-802).
 - b) Close the door.

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- c) If the forward entry light does not go off when the door is latched and closed, then adjust the target bracket with shims (Forward Entry Door Switch Adjustment (S1147), TASK 52-71-11-820-802).

NOTE: You will find the bracket that actuates the switch on the frame of the door.

- d) If the forward entry light goes off when the door is not latched and closed, make sure the switch is adjusted to the specified dimensions (Forward Entry Door Switch Adjustment (S1147), TASK 52-71-11-820-802).

SUBTASK 52-71-11-840-003

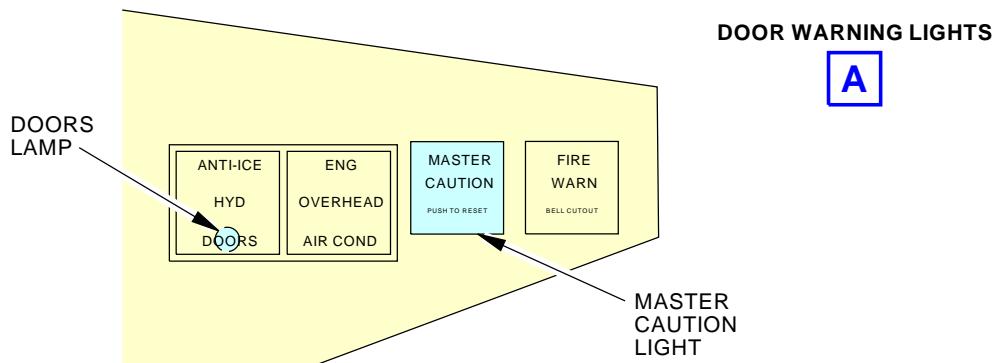
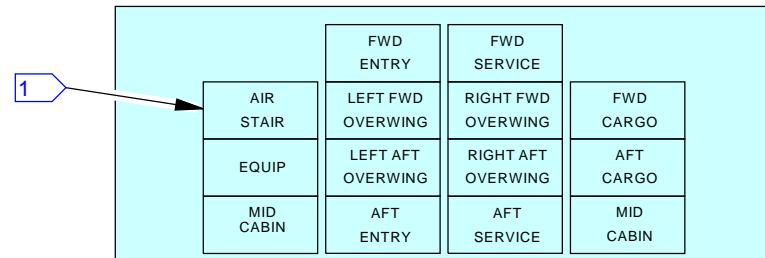
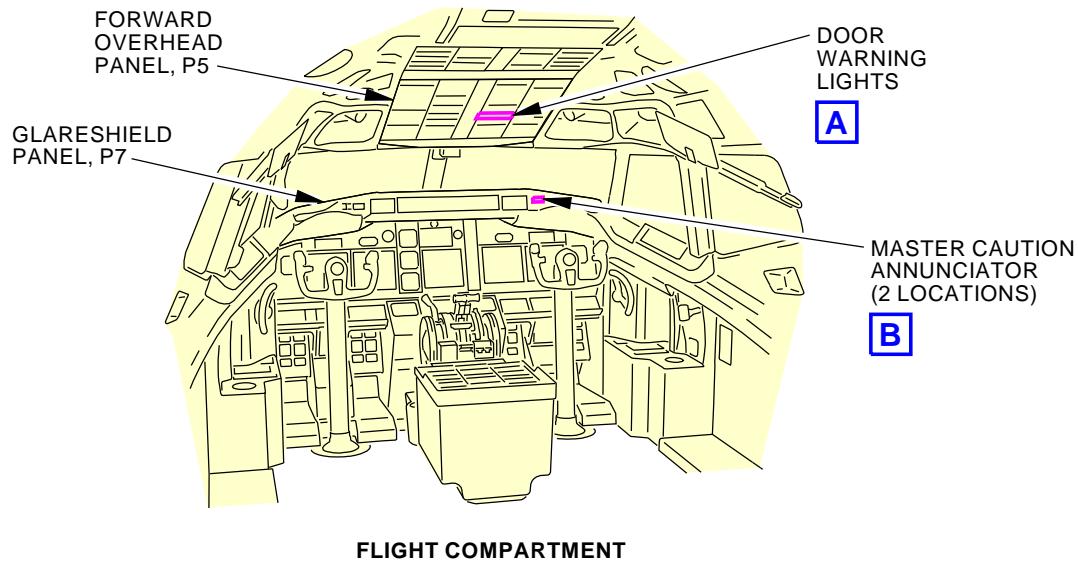
- (3) Put the airplane in its usual condition:

- (a) If it is not necessary, remove the electrical power.

———— END OF TASK ————

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**Forward Entry Door Warning System Test
Figure 205/52-71-11-990-804**


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EMERGENCY EXIT DOOR INDICATION SWITCH - MAINTENANCE PRACTICES

1. General

- A. This procedure contains scheduled maintenance task data.
- B. This procedure has these tasks:
 - (1) A removal of the emergency exit door indication switch
 - (2) An installation of the emergency exit door indication switch
 - (3) An adjustment of the emergency exit door indication switch
 - (4) And a test of the emergency exit door indication switch.
- C. The emergency exit door indication switch is referred to as the indication switch in this procedure.
- D. There are two indication switches for each emergency exit door, they are found on the door forward and aft lock receivers. This procedure is the same for the two indication switches.
- E. When the lock roller on the door goes into the lock receiver on the fuselage frame, it pushes an actuator to operate the indication switch.
- F. The indication switch detects that the door is fully closed, latched and locked.

TASK 52-71-22-000-803

2. Emergency Exit Door Indication Switch Removal

(Figure 201)

A. Location Zones

| Zone | Area |
|-------------|----------------------------------|
| 832 | Left Forward Emergency Exit |
| 833 | Left Emergency Exit (STA 627.5) |
| 842 | Right Forward Emergency Exit |
| 843 | Right Emergency Exit (STA 627.5) |

B. Prepare for the Removal

SUBTASK 52-71-22-010-005

WARNING: MAKE SURE THE DOOR OPENING PATH IS CLEAR BEFORE YOU RELEASE THE DOOR HANDLE. THE DOOR IS SPRING-LOADED TO OPEN AUTOMATICALLY. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (1) Pull down on the release handle to open the door.

SUBTASK 52-71-22-860-004

- (2) Open these circuit breakers and install safety tags:

F/O Electrical System Panel, P6-3

| Row | Col | Number | Name |
|------------|------------|---------------|-------------|
| D | 1 | C01399 | PSEU PRI |
| D | 2 | C01400 | PSEU ALTN |

C. Removal of the Emergency Exit Door Indication Switch

SUBTASK 52-71-22-020-003

- (1) Remove the indication switch [2]:
 - (a) Remove the screws [10] and washers [1] that attach the cover [9] to the indication switch [2].
 - (b) Remove the cover [9] from the indication switch [2].

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- (c) Remove the bolts [4] and washers [5] that attach the indication switch [2] to the lock receiver [6].
- (d) Pull the wiring [3] attached to the indication switch [2] through the fuselage frame to get access to the wiring splices.
- (e) Cut the wires that attach the indication switch [3] to the airplane wiring as near as possible to the indication switch [2].
- (f) Remove the indication switch [2].

———— END OF TASK ————

TASK 52-71-22-420-801

3. Emergency Exit Door Indication Switch Installation

(Figure 201)

A. Location Zones

| Zone | Area |
|-------------|----------------------------------|
| 832 | Left Forward Emergency Exit |
| 833 | Left Emergency Exit (STA 627.5) |
| 842 | Right Forward Emergency Exit |
| 843 | Right Emergency Exit (STA 627.5) |

B. Prepare to install the Emergency Exit Door Indication Switch

SUBTASK 52-71-22-860-005

- (1) Remove the safety tags and close these circuit breakers:

F/O Electrical System Panel, P6-3

| Row | Col | Number | Name |
|------------|------------|---------------|-------------|
| D | 1 | C01399 | PSEU PRI |
| D | 2 | C01400 | PSEU ALTN |

SUBTASK 52-71-22-820-010

- (2) Do this task: Emergency Exit Door Indication Switch Adjustment, TASK 52-71-22-820-805

SUBTASK 52-71-22-420-005

- (3) Install the indication switch [2]:

- (a) Connect the wiring [3] to the indication switch [2].
- (b) Put the indication switch [2] in its correct position on the lock receiver [6].
- (c) Make sure the actuator [7] extends through the lock receiver [6].
- (d) Install the bolts [4] and washers [5] to attach the indication switch [2] to the lock receiver [6].
- (e) Install the screws [10] and washers [1] that attach the cover [9] to the indication switch [2].
- (f) Make sure that the actuator moves freely.

C. Installation Test

SUBTASK 52-71-22-710-001

- (1) Do this task: Emergency Exit Door Indication Switch Test, TASK 52-71-22-710-803.



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SUBTASK 52-71-22-410-002

- (2) Close the door.

———— END OF TASK ——

TASK 52-71-22-820-805

4. Emergency Exit Door Indication Switch Adjustment

A. Location Zones

| Zone | Area |
|------|----------------------------------|
| 832 | Left Forward Emergency Exit |
| 833 | Left Emergency Exit (STA 627.5) |
| 842 | Right Forward Emergency Exit |
| 843 | Right Emergency Exit (STA 627.5) |

B. Adjustment of the Emergency Exit Door Indication Switch

SUBTASK 52-71-22-820-009

- (1) Adjust the actuator [7] on the indication switch [2] (Figure 201):
- Loosen the actuator setscrew [8] with a 0.218 inch hex.
 - Adjust the actuator length to the specified dimension before it is installed on the lock receiver (6) (View A-A).
 - Tighten the actuator setscrew [8].

———— END OF TASK ——

TASK 52-71-22-710-803

5. Emergency Exit Door Indication Switch Test

NOTE: This procedure is a scheduled maintenance task.

A. General

- (1) Do this test for the applicable emergency exit door.

B. References

| Reference | Title |
|------------------|-----------------------------------|
| 24-22-00-860-811 | Supply Electrical Power (P/B 201) |

C. Location Zones

| Zone | Area |
|------|----------------------------------|
| 211 | Flight Compartment - Left |
| 212 | Flight Compartment - Right |
| 832 | Left Forward Emergency Exit |
| 833 | Left Emergency Exit (STA 627.5) |
| 842 | Right Forward Emergency Exit |
| 843 | Right Emergency Exit (STA 627.5) |

D. Prepare for the Test

SUBTASK 52-71-22-860-003

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

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E. Do the Test of the Emergency Exit Door Indication Switch

SUBTASK 52-71-22-730-006

- (1) Do a test on the applicable indication switch [2]:
 - (a) Make sure all emergency exit doors are fully closed, latched and locked.
 - (b) Make sure that the OVERWING EXIT light does not show on the Forward Overhead Panel, P5, in the flight compartment.

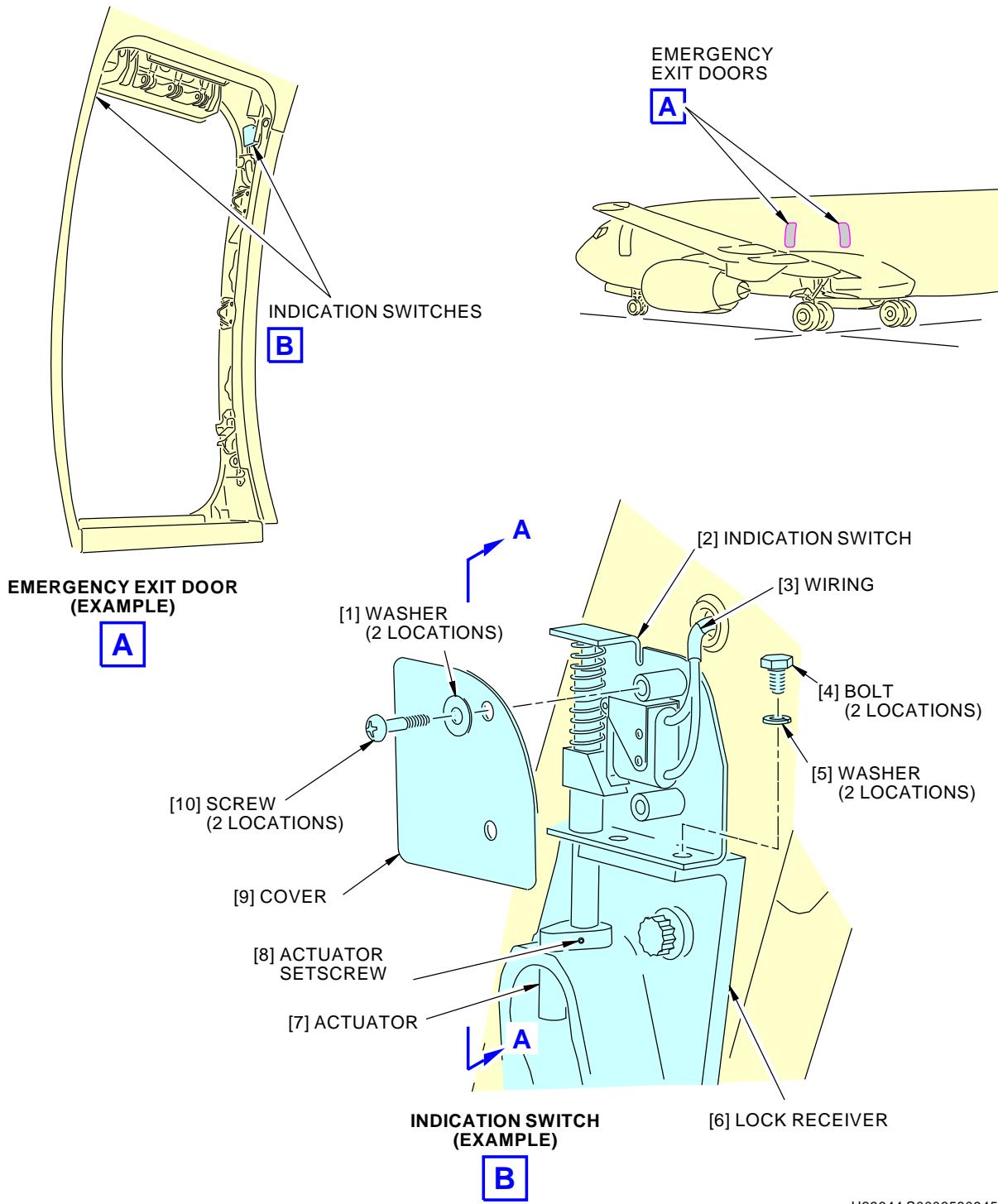
WARNING: MAKE SURE THE DOOR OPENING PATH IS CLEAR BEFORE YOU RELEASE THE DOOR HANDLE. THE DOOR IS SPRING-LOADED TO OPEN AUTOMATICALLY. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (c) Open the applicable emergency exit door.
- (d) Make sure the OVERWING EXIT light shows on the Forward Overhead Panel, P5.
- (e) Close the emergency exit door.
- (f) Make sure the OVERWING EXIT light goes off on the Forward Overhead Panel, P5.
- (g) If necessary adjust the actuator as required.

———— END OF TASK ————

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Emergency Exit Door Warning System
Figure 201/52-71-22-990-803 (Sheet 1 of 2)

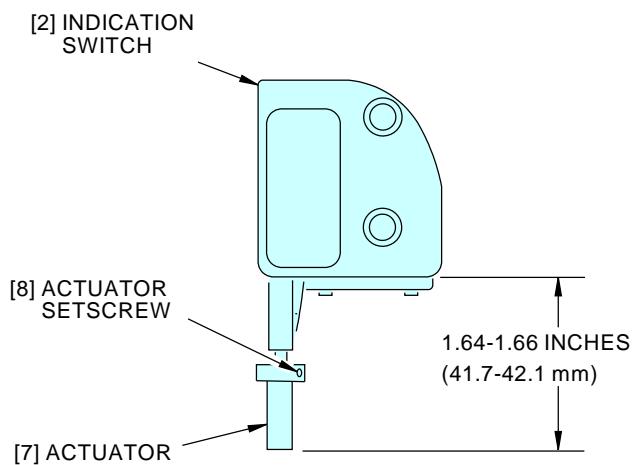
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A-A

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Emergency Exit Door Warning System
Figure 201/52-71-22-990-803 (Sheet 2 of 2)

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CARGO DOOR WARNING SYSTEM - MAINTENANCE PRACTICES

1. General

- A. This procedure has these tasks:
 - (1) A removal of the forward or aft cargo door indication switch.
 - (2) An installation of the forward or aft cargo door indication switch.
 - (3) An adjustment of the forward or aft cargo door indication switch.
 - (4) A test of the forward or aft cargo door indication switch.
- B. This procedure is the same for each cargo door.
- C. The indication switch is found on the forward side of the fuselage frame on the latch receiver. When the latch roller on the door goes into the latch receiver on the fuselage frame, it pushes a plunger to operate the switch.
- D. The indication switch detects that the door is fully closed, latched and locked.

TASK 52-71-31-000-801

2. Cargo Door Indication Switch Removal

(Figure 201)

A. Location Zones

| Zone | Area |
|------|--------------------|
| 821 | Forward Cargo Door |
| 822 | Aft Cargo Door |

B. Prepare for the Removal

SUBTASK 52-71-31-010-001

- (1) Open the cargo door, attach the strap to the lower stop to hold the cargo door open.

C. Removal

SUBTASK 52-71-31-020-001

- (1) Remove the indication switch [1] as follows:
 - (a) Remove the screws [3], washers [4], and screws [7] that attach the cover [5] to the fuselage frame.
 - (b) Remove the cover [5].
 - (c) Remove the screws [8] and washers [9] that attach the wiring [6] to the indication switch [1].
 - (d) Remove the screws [2] and washers [11] that attach the indication switch [1] to the latch receiver [10].
 - (e) Remove the indication switch [1].

———— END OF TASK ————

TASK 52-71-31-400-801

3. Cargo Door Indication Switch Installation

(Figure 201)

A. Expendables/Parts

| AMM Item | Description | AIPC Reference | AIPC Effectivity |
|----------|-------------------|-----------------|------------------|
| 1 | Indication switch | 52-71-31-01-060 | AKS ALL |

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B. Location Zones

| Zone | Area |
|------|--------------------|
| 821 | Forward Cargo Door |
| 822 | Aft Cargo Door |

C. Installation

NOTE: Prior to doing the Cargo Door Indication Switch Installation for either forward or aft cargo door, the switch should be adjusted per Cargo Door Indication Switch Adjustment, TASK 52-71-31-820-801.

SUBTASK 52-71-31-420-001

- (1) Install the indication switch [1] as follows:

- (a) Put the indication switch [1] in its correct position through the latch receiver [10].
- (b) Install the screws [2] and washers [11] to attach the indication switch [1] to the latch receiver [10].
 - 1) Make sure that screws [2] are tightened correctly and are not loose.
- (c) Install the screws [8] and washers [9] to attach the wiring [6] to the indication switch [1].
 - 1) Make sure that screws [8] are tightened correctly and are not loose.
- (d) Put the cover [5] in its correct position over the indication switch [1].
- (e) Install the bolts [3], washers [4], and screws [7] to attach the cover [5] to the fuselage frame.

SUBTASK 52-71-31-840-001

- (2) Close the cargo door.

SUBTASK 52-71-31-730-001

- (3) Do this task: Cargo Door Indication Switch Test, TASK 52-71-31-710-801.

———— END OF TASK ————

TASK 52-71-31-820-801

4. Cargo Door Indication Switch Adjustment

(Figure 201)

A. Location Zones

| Zone | Area |
|------|--------------------|
| 821 | Forward Cargo Door |
| 822 | Aft Cargo Door |

B. Prepare for the Adjustment

SUBTASK 52-71-31-010-002

- (1) If it is necessary, open the cargo door and attach the strap to the lower stop to hold the door open.
- (2) Remove the switch (Cargo Door Indication Switch Removal, TASK 52-71-31-000-801).

C. Adjustment

SUBTASK 52-71-31-820-003

- (1) Make sure that the extension of the indication switch [1] plunger is 0.80 ± 0.03 in. (20.32 ± 0.76 mm).

NOTE: It is recommended to set the extension dimension to the high side of the tolerance if possible. This can decrease nuisance indications caused by aircraft movement.

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SUBTASK 52-71-31-820-002

- (2) If necessary, adjust the indication switch [1] as follows:
 - (a) Put a screwdriver in the slot of the indication switch [1].
 - (b) Turn until the extension is correct.
- (3) Install the switch (Cargo Door Indication Switch Installation, TASK 52-71-31-400-801).

———— END OF TASK ————

TASK 52-71-31-710-801

5. Cargo Door Indication Switch Test

(Figure 201)

NOTE: This procedure is a scheduled maintenance task.

A. General

- (1) Do this test for the applicable cargo door.

B. References

| Reference | Title |
|------------------|-----------------------------------|
| 24-22-00-860-811 | Supply Electrical Power (P/B 201) |

C. Location Zones

| Zone | Area |
|------|----------------------------|
| 211 | Flight Compartment - Left |
| 212 | Flight Compartment - Right |
| 821 | Forward Cargo Door |
| 822 | Aft Cargo Door |

D. Prepare for the Test

SUBTASK 52-71-31-860-002

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

E. Test

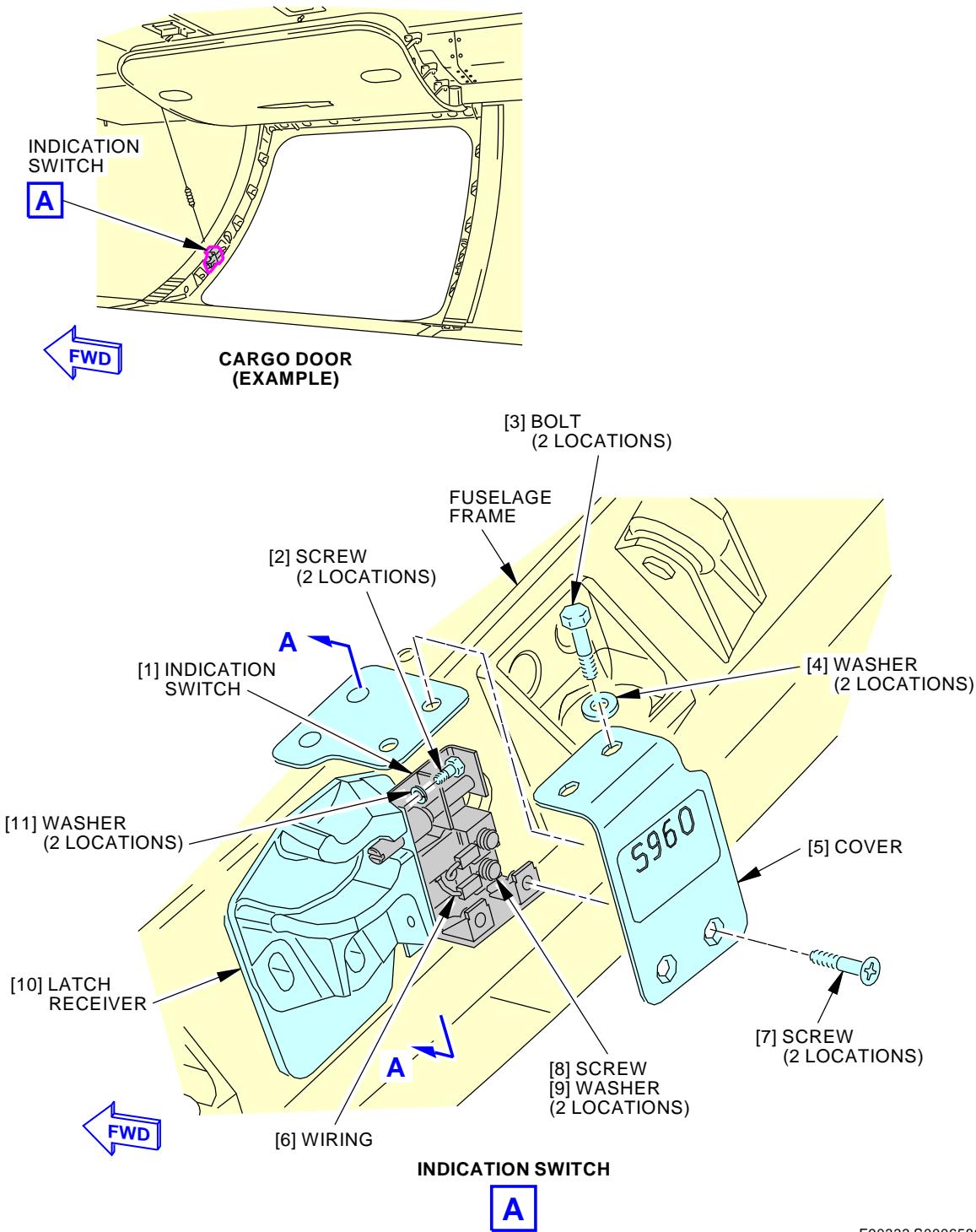
SUBTASK 52-71-31-730-002

- (1) Do a test on the forward or aft cargo door indication switch [1] as follows:
 - (a) Make sure the applicable cargo doors [1] are fully closed, latched and locked.
 - (b) Make sure that the FWD CARGO or AFT CARGO light does not show on the Forward Overhead Panel, P5, in the flight compartment.
 - (c) Open the applicable cargo door.
 - (d) Make sure the FWD CARGO or AFT CARGO light on the Forward Overhead Panel, P5, comes on for the forward or aft cargo door.
 - (e) Close the applicable cargo door.
 - (f) Make sure the FWD CARGO or AFT CARGO light goes off.

———— END OF TASK ————



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Cargo Door Warning System
Figure 201/52-71-31-990-801 (Sheet 1 of 2)

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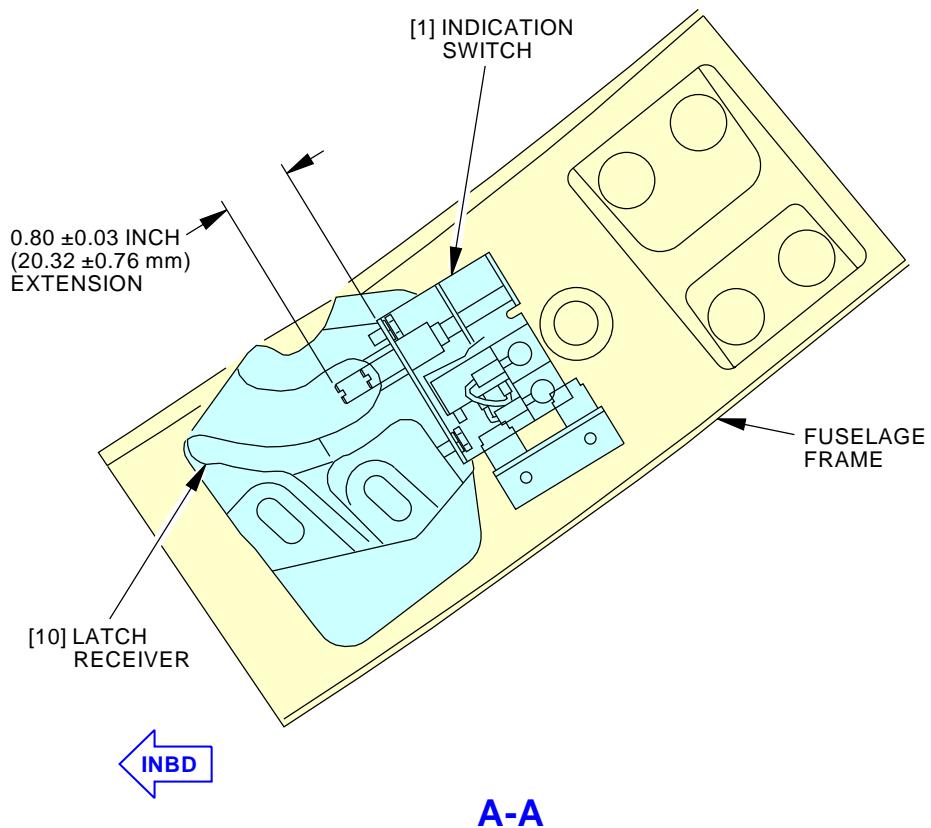
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Cargo Door Warning System
Figure 201/52-71-31-990-801 (Sheet 2 of 2)

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FORWARD ACCESS DOOR WARNING SYSTEM - MAINTENANCE PRACTICES

1. **General**

- A. This procedure has these tasks:
 - (1) A removal of the indication switch on the forward access door
 - (2) An installation of the indication switch on the forward access door
 - (3) And a test of the indication switch on the forward access door.
- B. The forward access door indication switch, S196, is referred to as the indication switch in this procedure.
- C. The indication switch is found on the fuselage frame near the latch pin receptacle. The latch pin on the door pushes a hinged striker plate which pushes a plunger to operate the indication switch.
- D. The indication switch detects that the door is fully closed, latched and locked.

TASK 52-71-41-000-801

2. **Forward Access Door Indication Switch Removal**

(Figure 201)

A. **Location Zones**

| Zone | Area |
|-------------|--|
| 112 | Area Forward of Nose Landing Gear Wheel Well |

B. **Access Panels**

| Number | Name/Location |
|---------------|----------------------|
| 112A | Forward Access Door |

C. **Prepare for the Removal**

SUBTASK 52-71-41-010-001

- (1) Open this access panel and engage the hold-open lock:

| Number | Name/Location |
|---------------|----------------------|
| 112A | Forward Access Door |

D. **Removal of the Forward Access Door Indication Switch**

SUBTASK 52-71-41-020-001

- (1) Remove the indication switch [3]:

- (a) Remove the bolts [12] to disconnect the wiring [2] from the indication switch [3].
- (b) Remove the nuts [9] and washers [6] from the plunger [11].
- (c) Remove the screws [4] and nuts [5] that attach the indication switch [3] to the bracket [8].
- (d) Remove the indication switch [3].

———— END OF TASK ————

TASK 52-71-41-400-801

3. **Forward Access Door Indication Switch Installation**

(Figure 201)

A. **Location Zones**

| Zone | Area |
|-------------|--|
| 112 | Area Forward of Nose Landing Gear Wheel Well |

| | |
|-------------|---------|
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B. Access Panels

| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------|
| 112A | Forward Access Door |

C. Installation of the Forward Access Door Indication Switch

SUBTASK 52-71-41-420-001

- (1) Install the indication switch [3]:
 - (a) Install two nuts [9] and a washer [6] on the forward end of the plunger [11].
 - (b) Put the aft end of the plunger [11] through the support bracket [7].
 - (c) Put the indication switch [3] in its correct position on the bracket [8].
 - (d) Install the screws [4] and nuts [5] to attach the indication switch [3] to the bracket [8].
 - (e) Install two nuts [9] and a washer [6] on the aft end of the plunger [11].
 - (f) Tighten the nuts [9].
 - (g) Connect the wiring [2] to the indication switch [3] with bolts [12].

SUBTASK 52-71-41-860-001

- (2) Close this access panel:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------|
| 112A | Forward Access Door |

SUBTASK 52-71-41-730-001

- (3) Do this task: Forward Access Door Indication Switch Test, TASK 52-71-41-710-801.

———— END OF TASK ————

TASK 52-71-41-710-801

4. Forward Access Door Indication Switch Test

(Figure 201)

NOTE: This procedure is a scheduled maintenance task.

A. References

| <u>Reference</u> | <u>Title</u> |
|------------------|-----------------------------------|
| 24-22-00-860-811 | Supply Electrical Power (P/B 201) |

B. Location Zones

| <u>Zone</u> | <u>Area</u> |
|-------------|--|
| 112 | Area Forward of Nose Landing Gear Wheel Well |

C. Prepare for the Test

SUBTASK 52-71-41-860-002

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

D. Do a Test of the Forward Access Door Indication Switch

SUBTASK 52-71-41-730-002

- (1) Do a test on the indication switch [3]:
 - (a) Make sure the forward access door [1] and the electronic equipment access door are fully closed, latched and locked.
 - (b) Make sure that the EQUIP light does not show on the Forward Overhead Panel, P5, in the flight compartment.
 - (c) Open the forward access door [1].

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- (d) Make sure the EQUIP light on the Forward Overhead Panel, P5, comes on for the forward access door.

NOTE: If either the forward access door [1] or the electronic equipment access door is not closed, latched and locked the EQUIP light will show.

- (e) Close the forward access door [1].
(f) Make sure the EQUIP light does not show.

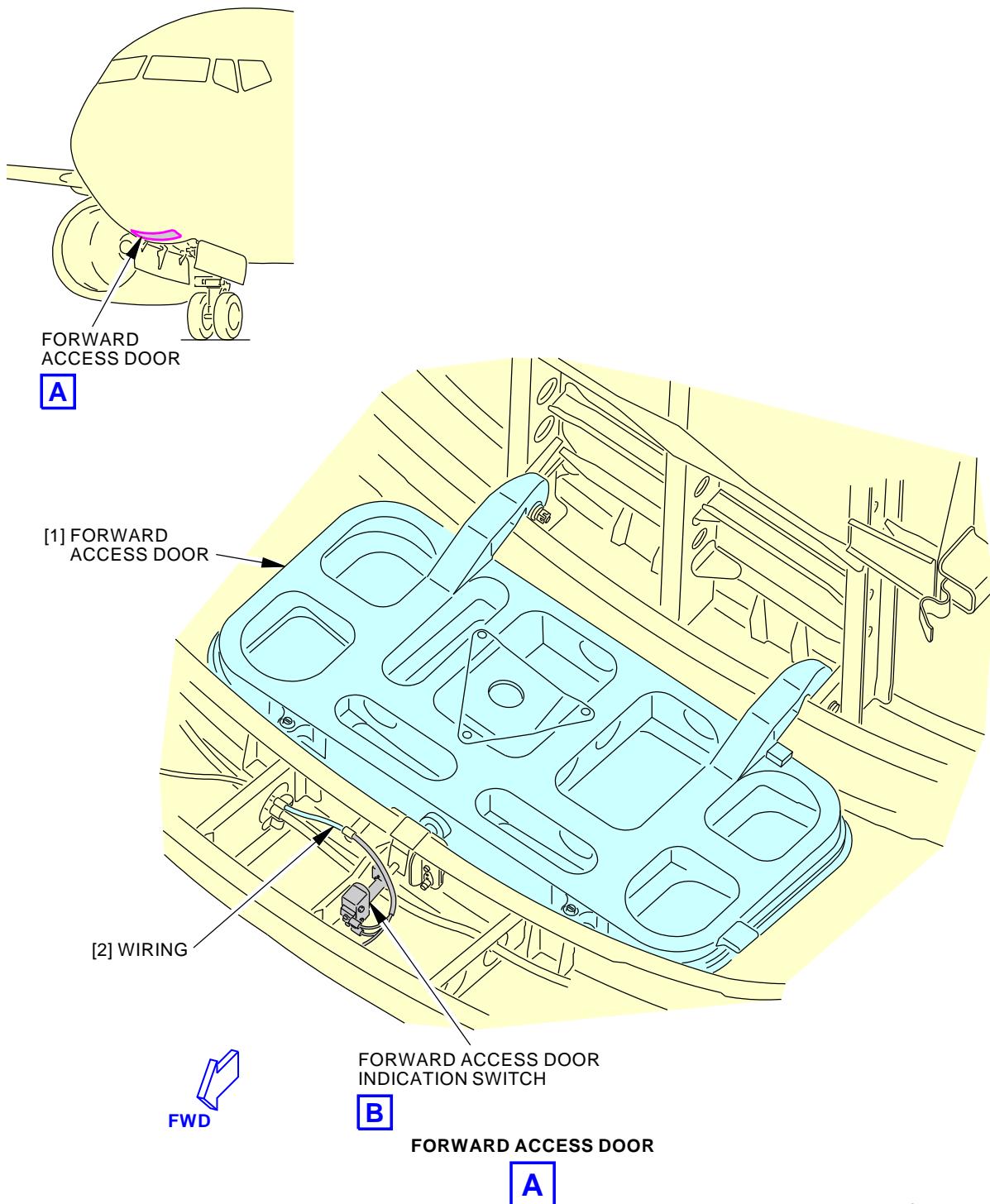
———— END OF TASK ————

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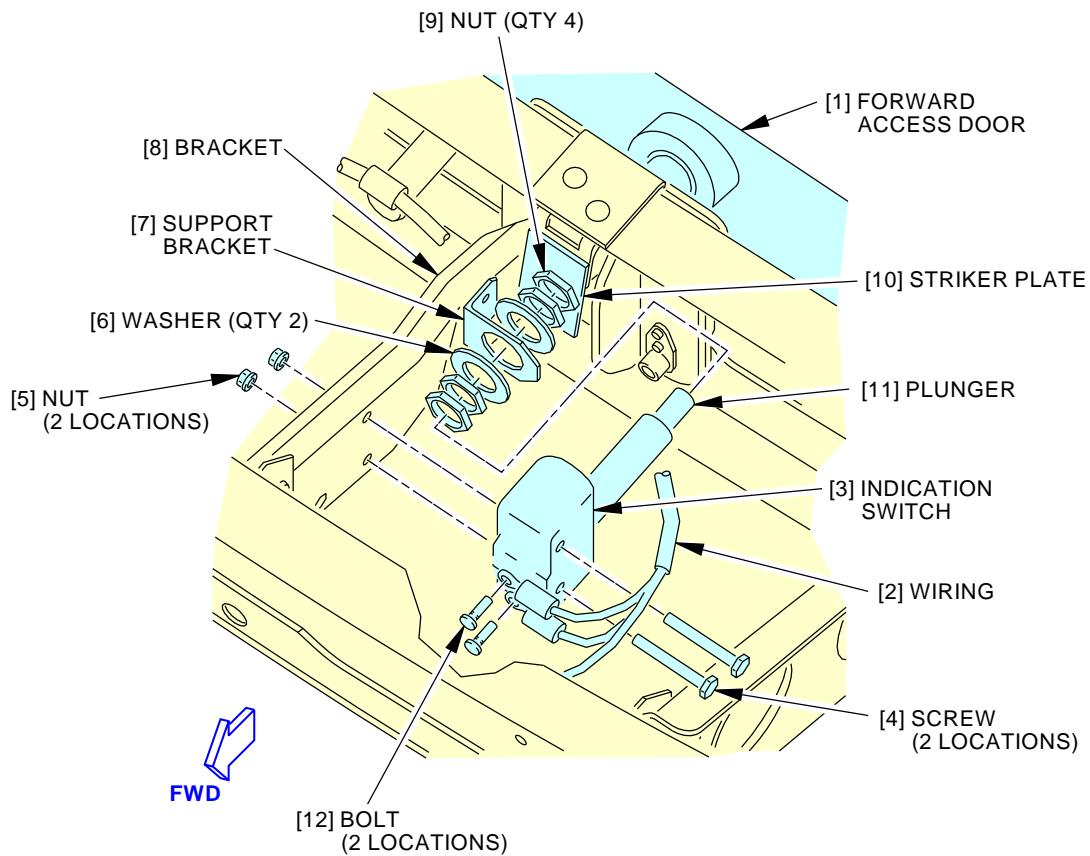
Forward Access Door Warning System
Figure 201/52-71-41-990-801 (Sheet 1 of 2)

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FORWARD ACCESS DOOR INDICATION SWITCH

B

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Forward Access Door Warning System
Figure 201/52-71-41-990-801 (Sheet 2 of 2)

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ELECTRONIC EQUIPMENT ACCESS DOOR WARNING SYSTEM - MAINTENANCE PRACTICES

1. General

- A. This procedure has these tasks:
 - (1) A removal of the indication switch on the electronic equipment access door
 - (2) An installation of the indication switch on the electronic equipment access door
 - (3) And a test of the indication switch on the electronic equipment access door.
- B. The electronic equipment access door indication switch is referred to as the indication switch in this procedure.
- C. The indication switch, S197, is found on the fuselage frame near the latch pin receptacle. The latch pin on the door pushes a hinged striker plate, and the striker plate pushes an actuator to operate the indication switch.
- D. The indication switch detects that the door is fully closed, latched and locked.

TASK 52-71-42-000-801

2. Electronic Equipment Access Door Indication Switch Removal

(Figure 201)

A. Location Zones

| <u>Zone</u> | <u>Area</u> |
|-------------|--|
| 117 | Electrical and Electronics Compartment - Left |
| 118 | Electrical and Electronics Compartment - Right |

B. Access Panels

| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------------------|
| 117A | Electronic Equipment Access Door |

C. Prepare for the Removal

SUBTASK 52-71-42-010-001

- (1) Fully open this access panel:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------------------|
| 117A | Electronic Equipment Access Door |

SUBTASK 52-71-42-010-002

- (2) Remove the panel [2] to get access to the indication switch [12]:
 - (a) Remove the screws [1] that attach the panel [2] to structure.
 - (b) Remove the panel [2].

D. Removal of the Electronic Equipment Access Door Indication Switch

SUBTASK 52-71-42-020-001

- (1) Remove the indication switch [12]:

- (a) Remove the bolts [15] and washers [16] to disconnect the wiring [11] from the indication switch [12].
 - (b) Remove the self-locking nuts [13], screws [8] and spacers [10] that attach the indication switch [12] and the actuator [9] to the support bracket [14].
 - (c) Remove the indication switch [12] from the actuator [9].

SUBTASK 52-71-42-020-002

- (2) Remove the actuator [9]:

| |
|-------------|
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- (a) Remove the locknuts [6] and nuts [7] from the switch actuator [9].
- (b) Pull the actuator [9] through the hole in the striker plate bracket [5] to remove it.

———— END OF TASK ————

TASK 52-71-42-400-801

3. Electronic Equipment Access Door Indication Switch Installation

(Figure 201)

A. Location Zones

| Zone | Area |
|-------------|--|
| 117 | Electrical and Electronics Compartment - Left |
| 118 | Electrical and Electronics Compartment - Right |

B. Access Panels

| Number | Name/Location |
|---------------|----------------------------------|
| 117A | Electronic Equipment Access Door |

C. Installation of the Electronic Equipment Access Door Indication Switch

SUBTASK 52-71-42-420-001

- (1) Install the actuator [9]:
 - (a) Install a locknut [6] and nut [7] on the actuator [9].
 - (b) Put the actuator [9] through the hole in the striker plate bracket [5].
 - (c) Loosely install the locknut [6] and the nut [7] on the actuator [9] closest to the electronic equipment access door.

SUBTASK 52-71-42-420-002

- (2) Install the indication switch [12]:
 - (a) Put the indication switch [12] into the actuator [9].
 - (b) Install the self-locking nuts [13], screws [8] and spacers [10] to attach the indication switch [12] and the actuator [9] to the support bracket [14].
 - (c) Connect the wiring [11] to the indication switch [12] with bolts [15] and washers [16].
 - (d) Tighten the nuts [7] and the locknuts [6] on the striker plate bracket [5].

SUBTASK 52-71-42-710-001

- (3) Do this task: Electronic Equipment Access Door Indication Switch Test,
TASK 52-71-42-710-801.

D. Put the Airplane Back to Its Usual Condition

SUBTASK 52-71-42-410-001

- (1) Install the panel [2]:
 - (a) Put the panel [2] on the structure over the indication switch [12].
 - (b) Install the screws [1] that attach the panel [2] to the structure.

SUBTASK 52-71-42-410-002

- (2) Close this access panel:

| Number | Name/Location |
|---------------|----------------------------------|
| 117A | Electronic Equipment Access Door |

———— END OF TASK ————

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TASK 52-71-42-710-801

4. Electronic Equipment Access Door Indication Switch Test

(Figure 201)

NOTE: This procedure is a scheduled maintenance task.

A. References

| Reference | Title |
|------------------|-----------------------------------|
| 24-22-00-860-811 | Supply Electrical Power (P/B 201) |

B. Location Zones

| Zone | Area |
|------|--|
| 117 | Electrical and Electronics Compartment - Left |
| 118 | Electrical and Electronics Compartment - Right |

C. Prepare for the Test

SUBTASK 52-71-42-860-001

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

D. Do a Test of the Electronic Equipment Access Door Indication Switch

SUBTASK 52-71-42-860-002

- (1) Make sure the forward access door and the electronic equipment access door are fully closed, latched and locked.

SUBTASK 52-71-42-210-001

- (2) Make sure that the EQUIP light does not show on the Forward Overhead Panel, P5, in the flight compartment.

SUBTASK 52-71-42-710-002

- (3) Do a test on the indication switch [12]:

- (a) Open the electronic equipment access door.
 - (b) Make sure the EQUIP light shows on the Forward Overhead Panel, P5.

NOTE: If the forward access door or electronic equipment access door is not closed, latched and locked, the EQUIP light will show.

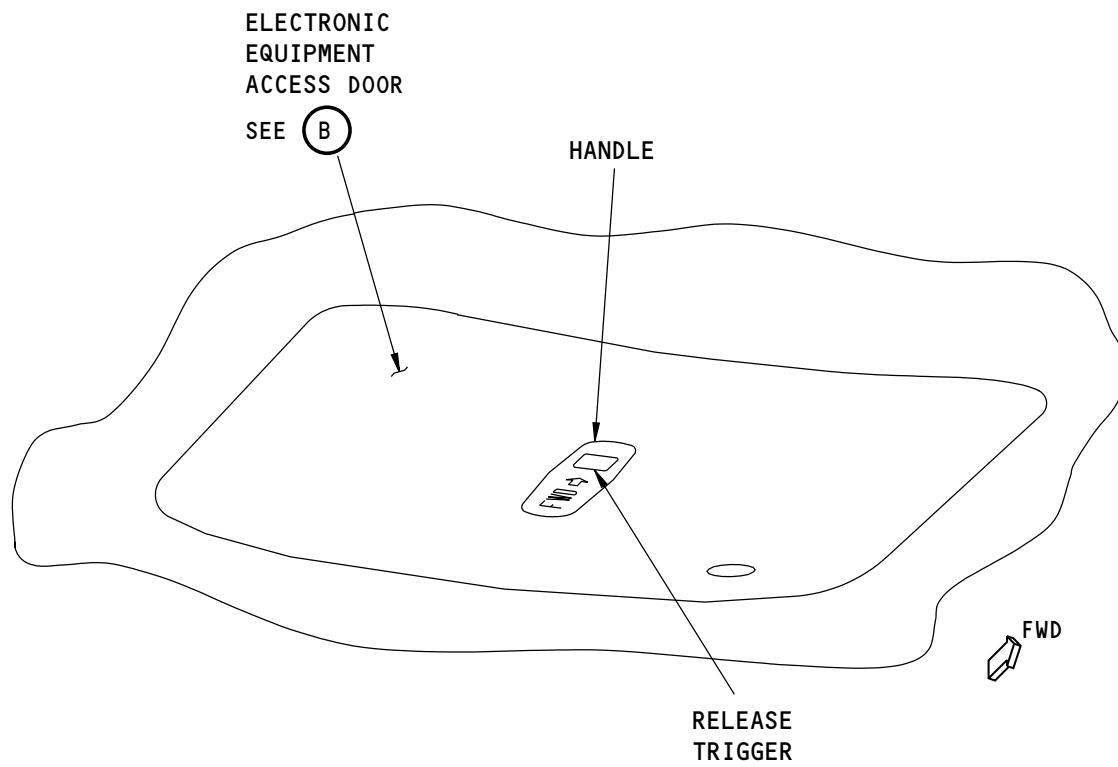
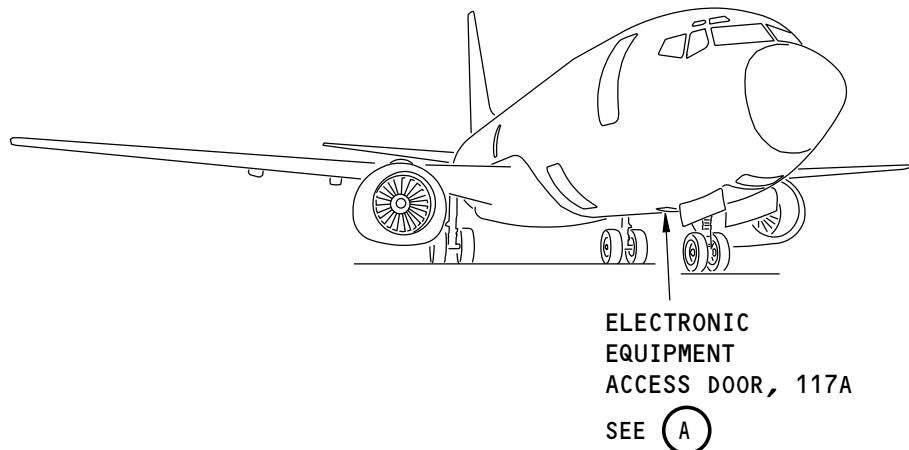
- (c) Close the electronic equipment access door.
 - (d) Make sure the EQUIP light on the Forward Overhead Panel, P5, does not show.

———— END OF TASK ————





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ELECTRONIC EQUIPMENT ACCESS DOOR, 117A

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Electronic Equipment Access Door Warning System
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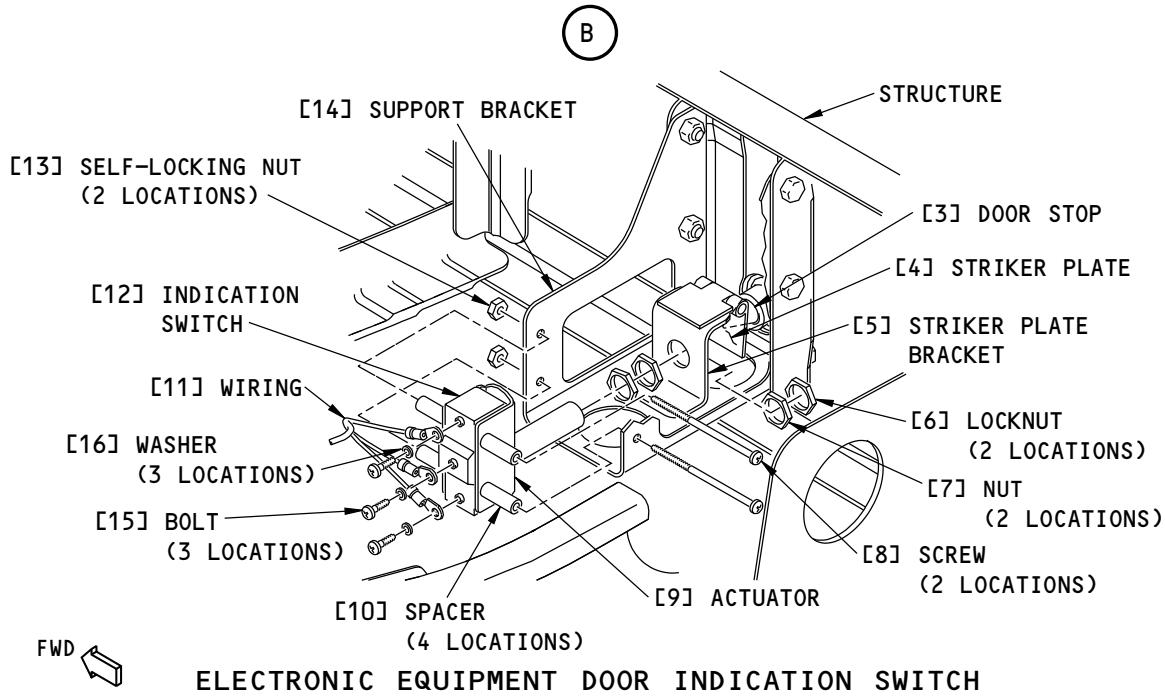
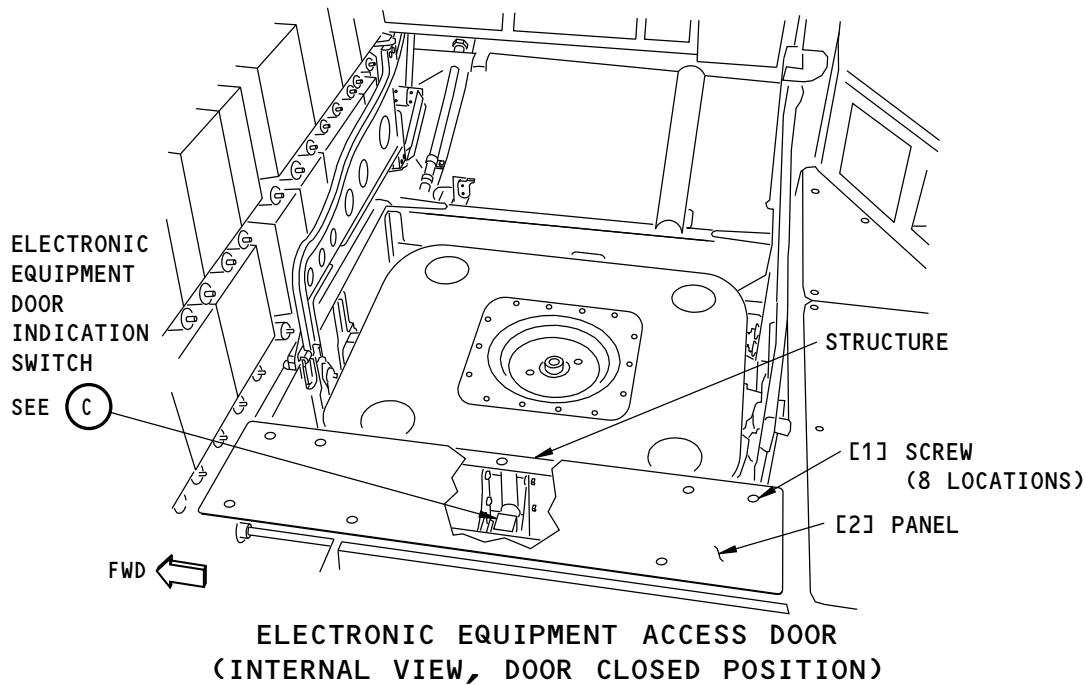
EFFECTIVITY
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Electronic Equipment Access Door Warning System
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