CHAPTER

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32-010-01-01	SYS	
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R 2	Jun 15/2016	
32-010-02-01	SYS	
R 1	Jun 15/2016	
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32-020-01-01	SYS	
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R 4	Jun 15/2016	
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R 4	Jun 15/2016	
O 5	Jun 15/2016	
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O 101	Jun 15/2016	
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O 103	Jun 15/2016	
O 104	Jun 15/2016	
O 105	Jun 15/2016	
O 106	Jun 15/2016	
O 107	Jun 15/2016	
R 108	Jun 15/2016	
O 109	Jun 15/2016	
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O 118	Jun 15/2016	
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O 120	Jun 15/2016	
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D 122	Jun 15/2016	
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R 42	Jun 15/2016	
R 43	Jun 15/2016	
R 44	Jun 15/2016	
R 45	Jun 15/2016	
R 46	Jun 15/2016	
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R 48	Jun 15/2016	
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R 50	Jun 15/2016	
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10	Feb 15/2016		23	Feb 15/2015		R 59	Jun 15/2016	
O 100	Jun 15/2016		R 24	Jun 15/2016		R 60	Jun 15/2016	
O 101	Jun 15/2016		O 25	Jun 15/2016		R 61	Jun 15/2016	
O 102	Jun 15/2016		26	Feb 15/2015		R 62	Jun 15/2016	
O 103	Jun 15/2016		R 27	Jun 15/2016		R 63	Jun 15/2016	
O 104	Jun 15/2016		28	Feb 15/2015		R 64	Jun 15/2016	
O 105	Jun 15/2016		29	Oct 15/2015		R 65	Jun 15/2016	
O 106	Jun 15/2016		30	Feb 15/2015		O 66	Jun 15/2016	
O 107	Jun 15/2016		R 31	Jun 15/2016		O 67	Jun 15/2016	
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O 109	Jun 15/2016		O 33	Jun 15/2016		O 69	Jun 15/2016	
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R 110	Jun 15/2016		O 35	Jun 15/2016		O 71	Jun 15/2016	
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O 114	Jun 15/2016		39	Feb 15/2015		O 75	Jun 15/2016	
O 115	Jun 15/2016		40	Feb 15/2015		O 76	Jun 15/2016	
O 116	Jun 15/2016		R 41	Jun 15/2016		O 77	Jun 15/2016	
O 117	Jun 15/2016		R 42	Jun 15/2016		O 78	Jun 15/2016	
O 118	Jun 15/2016		R 43	Jun 15/2016		O 79	Jun 15/2016	
O 119	Jun 15/2016		R 44	Jun 15/2016		O 80	Jun 15/2016	
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14	Feb 15/2016		R 50	Jun 15/2016		O 86	Jun 15/2016	
15	Feb 15/2016		R 51	Jun 15/2016		O 87	Jun 15/2016	
16	Feb 15/2016		R 52	Jun 15/2016		O 88	Jun 15/2016	
17	Oct 15/2015		R 53	Jun 15/2016		O 89	Jun 15/2016	
18	Feb 15/2015		R 54	Jun 15/2016		O 90	Jun 15/2016	
19	Oct 15/2015		R 55	Jun 15/2016		O 91	Jun 15/2016	
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R 3	Jun 15/2016	
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32-090-00-01	SYS	
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32-090-00-01	SYS (cont)	
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O 25	Jun 15/2016	
R 26	Jun 15/2016	
R 27	Jun 15/2016	
R 28	Jun 15/2016	
R 29	Jun 15/2016	
R 30	Jun 15/2016	
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R 32	Jun 15/2016	
R 33	Jun 15/2016	
R 34	Jun 15/2016	
R 35	Jun 15/2016	
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R 37	Jun 15/2016	
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R 14	Jun 15/2016	
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32-150-00-02	SYS	
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R 4	Jun 15/2016	
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R 6	Jun 15/2016	
R 7	Jun 15/2016	
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32-300-00-01	SYS	
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2	Feb 15/2016	
3	Feb 15/2016	
4	Feb 15/2015	
5	Jun 15/2015	
32-450-00-01	SYS	
1	Oct 15/2015	
2	Feb 15/2016	
3	Feb 15/2016	
4	Feb 15/2015	
5	Feb 15/2016	
6	Jun 15/2015	
7	Jun 15/2015	
32-450-00-02	SYS	
1	Oct 15/2015	
2	Feb 15/2016	
32-450-00-02	SYS (cont)	
3	Feb 15/2016	
4	Feb 15/2015	
5	Feb 15/2016	
6	Feb 15/2015	
7	Jun 15/2015	
8	Jun 15/2015	
9	Feb 15/2016	
32-450-00-03	SYS	
1	Oct 15/2015	
2	Feb 15/2016	
3	Feb 15/2016	
4	Feb 15/2015	
5	Feb 15/2016	
6	Jun 15/2015	
7	Jun 15/2015	
32-450-00-04	SYS	
1	Oct 15/2015	
2	Feb 15/2016	
3	Feb 15/2016	
4	Feb 15/2015	
5	Feb 15/2016	
6	Jun 15/2015	
7	Jun 15/2015	
32-450-00-05	SYS	
1	Oct 15/2015	
2	Feb 15/2016	
3	Feb 15/2016	
4	Feb 15/2015	
5	Feb 15/2016	
6	Jun 15/2015	
7	Jun 15/2015	
32-460-00-01	SYS	
1	Oct 15/2014	
2	Feb 15/2015	
3	Feb 15/2016	
4	Feb 15/2015	
5	Feb 15/2016	
32-460-00-01	SYS (cont)	
5	Feb 15/2016	
6	Feb 15/2015	
7	Jun 15/2015	
8	Jun 15/2015	
9	Jun 15/2015	
32-460-00-02	SYS	
1	Oct 15/2014	
2	Feb 15/2016	
3	Feb 15/2016	
4	Feb 15/2015	
5	Feb 15/2016	
6	Jun 15/2015	
7	Jun 15/2015	
32-720-01-01	STR	
1	Jun 15/2015	
2	Feb 15/2015	
3	Oct 15/2015	
4	Feb 15/2015	
5	Jun 15/2015	
32-720-02-01	STR	
1	Jun 15/2015	
2	Feb 15/2015	
3	Oct 15/2015	
4	Oct 15/2014	
5	Jun 15/2015	
32-750-00-01	STR	
1	Jun 15/2015	
2	Feb 15/2015	
3	Oct 15/2015	
4	Oct 15/2014	
5	Jun 15/2015	
6	Jun 15/2015	
32-800-00-01	ZON	
R 1	Jun 15/2016	
2	Feb 15/2015	
3	Feb 15/2015	

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32-EFFECTIVE PAGES

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Subject/Page		Date	COC	Subject/Page		Date	COC	Subject/Page		Date	COC
32-804-01-01		ZON									
R	1	Jun 15/2016									
	2	Feb 15/2015									
	3	Feb 15/2015									
32-806-01-01		ZON									
	1	Oct 15/2014									
	2	Feb 15/2015									
	3	Feb 15/2015									
	4	Feb 15/2015									
32-808-02-01		ZON									
R	1	Jun 15/2016									
	2	Feb 15/2015									
	3	Feb 15/2015									
32-810-02-01		ZON									
	1	Oct 15/2014									
	2	Feb 15/2015									
	3	Feb 15/2015									
	4	Feb 15/2015									

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32-EFFECTIVE PAGES

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AIRLINE CARD NO		TITLE			BOEING CARD NO.
		LEFT MAIN GEAR SHOCK STRUT CLEANING			32-010-01-01
DATE	TASK				RELATED CARD
	CLEAN/INSP				
TAIL NUMBER	WORK AREA	VERSION	THRESHOLD	REPEAT	APPLICABILITY
	L MAIN GEAR	1.1	50 FC	50 FC	AIRPLANE: ALL; ENGINE: ALL
STATION	SKILL				
	AIRPL				
		ACCESS			ZONE
					734

Clean exposed surfaces of the left main landing gear shock strut.

A. References

Reference	Title
AMM 32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)

B. Consumable Materials

Reference	Description	Specification
D00070	Fluid - Hydraulic, Petroleum Base	MIL-PRF-5606 (Replaces MIL-H-5606)
D00106	Fluid - Hydraulic, Petroleum Base, For Preservation And Operation	MIL-PRF-6083 (NATO C-635)
D00467	Fluid - Landing Gear Shock Strut	BMS3-32 Type II
D50022	Fluid - Landing Gear Shock Strut (Specifically For Preservation)	BMS3-32 Type I

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-010-01-01

MECH	INSP

TASK 32-00-10-100-802

1. Landing Gear Inner Cylinder Chrome Cleaning

A. Prepare for the Cleaning

SUBTASK 32-00-10-420-001

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

(1) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

B. Procedure

SUBTASK 32-00-10-160-001

CAUTION: DO NOT RUB THE SMEAR MARKS TO TRY TO REMOVE THEM. THIS COULD CAUSE DAMAGE TO THE WEAR SURFACE.

(1) On the shock strut inner cylinder chrome, you may find dark smear marks that have a small amount of texture and are difficult to remove. These smear marks are created by oxidation of the self lubricating material that is deposited on the chrome by the shock strut bearings. These smear marks are considered acceptable.

SUBTASK 32-00-10-610-002

(2) Clean the dirt, oil and other unwanted materials from the chrome surface of the inner cylinder. Use a clean cloth that is soaked in one of these:

NOTE: To clean the maximum exposed chrome, do this task before you fill the airplane with fuel.

(a) fluid, D50022

(b) fluid, D00467

(c) fluid, D00070

(d) fluid, D00106.

END OF TASK

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AIRLINE CARD NO		TITLE			BOEING CARD NO.
		RIGHT MAIN GEAR SHOCK STRUT CLEANING			32-010-02-01
DATE	TASK CLEAN/INSP				RELATED CARD
TAIL NUMBER	WORK AREA R MAIN GEAR	VERSION 1.1	THRESHOLD 50 FC	REPEAT 50 FC	APPLICABILITY AIRPLANE: ALL ENGINE: ALL
STATION	SKILL AIRPL				
		ACCESS			ZONE 744

Clean exposed surfaces of the right main landing gear shock strut.

A. References

Reference	Title
AMM 32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)

B. Consumable Materials

Reference	Description	Specification
D00070	Fluid - Hydraulic, Petroleum Base	MIL-PRF-5606 (Replaces MIL-H-5606)
D00106	Fluid - Hydraulic, Petroleum Base, For Preservation And Operation	MIL-PRF-6083 (NATO C-635)
D00467	Fluid - Landing Gear Shock Strut	BMS3-32 Type II
D50022	Fluid - Landing Gear Shock Strut (Specifically For Preservation)	BMS3-32 Type I

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-010-02-01

MECH	INSP

TASK 32-00-10-100-802

1. Landing Gear Inner Cylinder Chrome Cleaning

A. Prepare for the Cleaning

SUBTASK 32-00-10-420-001

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

(1) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

B. Procedure

SUBTASK 32-00-10-160-001

CAUTION: DO NOT RUB THE SMEAR MARKS TO TRY TO REMOVE THEM. THIS COULD CAUSE DAMAGE TO THE WEAR SURFACE.

(1) On the shock strut inner cylinder chrome, you may find dark smear marks that have a small amount of texture and are difficult to remove. These smear marks are created by oxidation of the self lubricating material that is deposited on the chrome by the shock strut bearings. These smear marks are considered acceptable.

SUBTASK 32-00-10-610-002

(2) Clean the dirt, oil and other unwanted materials from the chrome surface of the inner cylinder. Use a clean cloth that is soaked in one of these:

NOTE: To clean the maximum exposed chrome, do this task before you fill the airplane with fuel.

(a) fluid, D50022

(b) fluid, D00467

(c) fluid, D00070

(d) fluid, D00106.

END OF TASK

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AIRLINE CARD NO		TITLE			BOEING CARD NO.
		LEFT MAIN LANDING GEAR SERVICING			32-020-01-01
DATE	TASK SERVICE				RELATED CARD
TAIL NUMBER	WORK AREA L MAIN GEAR	VERSION 1.1	THRESHOLD 4000 FC	REPEAT 4000 FC	APPLICABILITY AIRPLANE: ALL ENGINE: ALL
STATION	SKILL AIRPL				
		ACCESS			ZONE 734

Service the left main landing gear shock strut. Servicing can be performed either with airplane on the ground or on jacks.

A. References

Reference	Title
AMM 12-15-61-610-801	Landing Gear Shock Strut Fluids (P/B 301)
AMM 32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)

B. Consumable Materials

Reference	Description	Specification
D00070	Fluid - Hydraulic, Petroleum Base	MIL-PRF-5606 (Replaces MIL-H-5606)
D00106	Fluid - Hydraulic, Petroleum Base, For Preservation And Operation	MIL-PRF-6083 (NATO C-635)
D00467	Fluid - Landing Gear Shock Strut	BMS3-32 Type II
D00510	Lubricant - Landing Gear Shock Strut Additive - Lubrizol 1395	
D50022	Fluid - Landing Gear Shock Strut (Specifically For Preservation)	BMS3-32 Type I
G00018	Nitrogen - Gaseous, Pressurizing, 99.5 Percent Pure	A-A-59503 Type I Grade B, MIL-PRF-27401 Type I Grade A
G02314	Air - Compressed, Breathing	BB-A-1034 Source I Grade A

C. Tools/Equipment

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

Reference	Description
COM-1532	Cart - Servicing, MIL-PRF-5606 Part #: 1104 Supplier: 30188 Part #: 8774B Supplier: 94861 Part #: PF53481-9P Supplier: 94861 Part #: PF54124-3P Supplier: 94861 Part #: PF55451-1 Supplier: 94861 Part #: PF55451-23 Supplier: 94861

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(Continued)

Reference	Description
SPL-1521	Tool - Strut Inflation, Landing Gear Part #: F70200-18 Supplier: 81205 Opt Part #: F70200-1 Supplier: 81205 Opt Part #: F70200-17 Supplier: 81205
SPL-1829	Valve - Drain, Landing Gear Shock Strut Oil Part #: J32060-1 Supplier: 81205 Opt Part #: A32066-1 Supplier: 81205
STD-1110	Container - Hydraulic Fluid Resistant, 5 Gallon (19 Liters)
STD-1157	Gauge - Pressure, 0-3000 PSIG (0-20685 KPa)
STD-6620	Jack - Automotive Type

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-020-01-01

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TASK 12-15-31-610-802

1. Main Landing Gear Shock Strut Servicing, Airplane on the Ground
(Figure 1)

A. General

(1) This procedure supplies instructions for the servicing of the shock strut of the main landing gear.

B. Prepare to Do the Servicing of the Shock Strut

SUBTASK 12-15-31-490-001

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

(1) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801

SUBTASK 12-15-31-020-001

WARNING: MAKE SURE THAT PERSONNEL AND EQUIPMENT ARE AWAY FROM THE AREA BELOW THE WING BEFORE YOU DEFLATE THE SHOCK STRUT. WHEN YOU DEFLATE ONE SHOCK STRUT, THE WINGTIP CAN MOVE DOWN. THIS CAN CAUSE INJURIES TO PERSONNEL OR DAMAGE TO EQUIPMENT.

(2) Deflate the shock strut [101] for the main landing gear:

(a) Remove the cap [105] for the gas valve [106].

WARNING: DO NOT REMOVE THE VALVE BODY UNTIL YOU DEFLATE THE SHOCK STRUT FULLY. THE AIR PRESSURE CAN BLOW THE VALVE BODY OUT AND CAUSE INJURIES TO PERSONNEL.

(b) Loosen the gas valve swivel nut [107] a maximum of two turns.

NOTE: Fluid in the shock strut [101] will have bubbles when you release the pressure. Deflate the shock strut slowly to prevent the leakage of the fluid through the gas valve [106].

(c) Loosen the gas valve swivel nut [107] fully when all of the pressure in the shock strut [101] is released.

NOTE: The shock strut [101] is fully deflated when the dimension "X" is 0.81 in. (20.57 mm) to 1.11 in. (28.19 mm).

SUBTASK 12-15-31-680-001

(3) If you need to drain oil from the shock strut [1], do these steps:

(a) Remove the cap [102] from the oil charging valve assembly [103].

(b) Put a 5 gallon (19 liters) hydraulic fluid resistant container, STD-1110 in a position to catch the shock strut fluid when the oil charging valve assembly [103] is opened.

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(c) Install the drain equipment on the oil charging valve assembly [103]:

NOTE: The tool, landing gear shock strut drain valve, SPL-1829, could also be used, but it will take much longer to drain the shock strut.

1) Cut a length of plastic tubing, long enough to reach the container on the floor.

2) Insert a small allen wrench in the end of the length of tubing, such that the long end of the allen wrench is flush with the end of the tube and the short end penetrates the wall of the tube.

3) Install the tubing on the oil charging valve assembly [103] such that the allen wrench goes into the check valve and holds it open to drain the hydraulic fluid.

(d) Remove the drain equipment when you have removed all of the shock strut oil.

C. Service the Shock Strut

SUBTASK 12-15-31-600-001

CAUTION: USE ONLY THE TYPE OF FLUID THAT IS SPECIFIED IN THIS TASK TO FILL THE SHOCK STRUT. IF YOU USE AN INCORRECT FLUID, IT CAN CAUSE DAMAGE TO THE SEALS.

(1) Fill the shock strut with fluid, D00467 (BMS 3-32, Type II). (Table 1):

NOTE: It is optional to use fluid, D00070 (MIL-H-5606) or fluid, D00106 (MIL-PRF-6083) mixed with Lubrizol 1395 lubricant, D00510 in a ratio of 41:1.

(a) Make sure the cap [102] for the oil charging valve assembly [103] is removed.

(b) Make sure the cap [105] for the gas charging valve [106] is removed.

(c) Attach the oil charging line from landing gear shock strut oil servicing cart, COM-1532 to the oil charging valve assembly [103].

(d) Make sure the gas valve swivel nut [107] is fully open.

(e) Attach a hose to the gas valve [106] with the end of the hose in a drain bucket.

CAUTION: CLEAN THE HYDRAULIC FLUID FROM THE TIRES IMMEDIATELY IF THE FLUID FALLS ON THE TIRES. THE FLUID CAN CAUSE DETERIORATION OF THE TIRES.

(f) Fill the shock strut with fluid, D00467 until the hydraulic fluid flows out of the gas valve [106] and into a hydraulic fluid resistant container.

1) Continue to fill the shock strut [101] until the hydraulic fluid which flows into the container is free of bubbles.

(g) Remove the oil charging line.

SUBTASK 12-15-31-420-002

(2) Do the steps that follow for the oil charging valve assembly [103]:

(a) Install the cap [102].

(b) Tighten the cap [102] to 5 ft-lb (6.8 N·m) - 7 ft-lb (9.5 N·m).

SUBTASK 12-15-31-020-002

(3) Remove the hose from the gas valve [106].

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				32-020-01-01

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SUBTASK 12-15-31-600-002

(4) Inflate the shock strut [101] for the main landing gear (Table 1):

(a) Install the tool, SPL-1521 on the gas valve [106].

(b) Inflate the shock strut [101] with nitrogen, G00018 until the dimension "X" is approximately 3.5 in. (88.9 mm) or you reach 1700 psig (11,721 kPa).

NOTE: If nitrogen is not available, you can use air, G02314 as an alternative to inflate the shock strut [101].

(c) Use a pressure gauge (0-3000 PSIG), STD-1157 to measure the pressure of the shock strut.

(d) Inflate or deflate the shock strut until the shock strut extension dimension "X" for the pressure is on the servicing curve on the servicing chart.

NOTE: Dimension "X" and the pressure must be within the servicing curve for a correctly serviced shock strut.

SUBTASK 12-15-31-420-007

(5) Tighten the gas valve [106]:

(a) Tighten the swivel nut [107] to 5.0 ft-lb (6.8 N·m) - 7.0 ft-lb (9.5 N·m).

SUBTASK 12-15-31-020-003

(6) Remove the tool, SPL-1521 from the gas valve.

SUBTASK 12-15-31-420-003

(7) Install the gas valve cap [105].

SUBTASK 12-15-31-020-004

(8) Five to ten in-service landings after a complete oil and nitrogen servicing, do the steps that follow to check the pressure of the shock strut:

NOTE: The shock strut fluid can absorb nitrogen after a complete servicing, reducing the shock strut “X” dimension.

(a) Check the pressure of the shock strut:

1) Remove the cap [105] for the gas valve [106].

(b) Loosen the swivel nut [107].

1) Use a pressure gauge (0-3000 PSIG), STD-1157 to measure the pressure of the shock strut.

2) Make sure the pressure you measure is still correct for the extension of the shock strut (Figure 2).

(c) If the shock strut does not have enough pressure, inflate the shock strut for the main landing gear (Table 1):

1) Install the tool, SPL-1521 on the gas valve [106].

2) Inflate the shock strut with nitrogen, G00018 until the shock strut extension dimension "X" for the pressure is on the servicing curve on the servicing chart (Figure 2).

(d) Tighten the swivel nut [107] to 5.0 ft-lb (6.8 N·m) - 7.0 ft-lb (9.5 N·m).

(e) Install the gas valve cap [105].

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-020-01-01

MECH	INSP

Table 1 Main Landing Gear Shock Strut Servicing

Item No.	Nomenclature	Fluid	Method of Application	Number of Locations
1	Shock Strut	BMS 3-32, Type I, II *[1]	Fill	1
2	Gas Valve	BB-N-411 Type I, or MIL-P-27401 Type I, or A-A-59503, Type 1, Grade B, or BB-A-1034(dry air)	Charge	1

*[1] For usage and alternative fluids, refer to Landing Gear Shock Strut Fluids, AMM TASK 12-15-61-610-801.

END OF TASK

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TASK 12-15-31-610-805

MECH	INSP

2. Main Landing Gear Strut Servicing, Airplane on Jacks

Figure 1Figure 2

A. General

(1) This procedure supplies instructions for the servicing of the shock strut of the main landing gear.

B. Prepare to Do the Servicing of the Shock Strut

SUBTASK 12-15-31-610-008

NOTE: If possible deflate the shock strut while the airplane is on the ground. Restrain the inner cylinder in the fully compressed position, when the airplane is jacked.

WARNING: MAKE SURE THAT PERSONNEL AND EQUIPMENT ARE AWAY FROM THE AREA BELOW THE WING BEFORE YOU DEFLATE THE SHOCK STRUT. WHEN YOU DEFLATE ONE SHOCK STRUT, THE WINGTIP CAN MOVE DOWN. THIS CAN CAUSE INJURIES TO PERSONNEL OR DAMAGE TO EQUIPMENT.

(1) Deflate the shock strut [101] for the main landing gear:

(a) Remove the cap [105] for the gas valve [106].

WARNING: DO NOT REMOVE THE VALVE BODY UNTIL YOU DEFLATE THE SHOCK STRUT FULLY. THE AIR PRESSURE CAN BLOW THE VALVE BODY OUT AND CAUSE INJURIES TO PERSONNEL.

(b) Loosen the gas valve swivel nut [107] a maximum of two turns.

NOTE: Fluid in the shock strut [101] will have bubbles when you release the pressure. Deflate the shock strut slowly to prevent the leakage of the fluid through the gas valve [106].

(c) If the shock strut was not deflated while the airplane was on the ground. Use an automotive type jack, STD-6620 and lift the inner cylinder slowly up until the shock strut is in the fully compressed position.

(d) Loosen the gas valve swivel nut [107] fully when all of the pressure in the shock strut [101] is released.

NOTE: The shock strut [101] is fully deflated when the dimension "X" is 0.81 in. (20.57 mm) to 1.11 in. (28.19 mm).

SUBTASK 12-15-31-610-009

(2) If you need to drain the oil from the shock strut [101], do these steps:

(a) Remove the cap [102] from the oil charging valve assembly [103].

(b) Put a 5 gallon (19 liters) hydraulic fluid resistant container, STD-1110 in a position to catch the shock strut fluid when the oil charging valve assembly [103] is opened.

(c) Install the drain equipment on the oil charging valve assembly [103]:

NOTE: The tool, landing gear shock strut drain valve, SPL-1829, could also be used, but it will take much longer to drain the shock strut.

1) Cut a length of plastic tubing, long enough to reach the container on the floor.

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2) Insert a small allen wrench in the end of the length of tubing, such that the long end of the allen wrench is flush with the end of the tube and the short end penetrates the wall of the tube.

3) Install the tubing on the oil charging valve assembly [103] such that the allen wrench goes into the check valve and holds it open to drain the hydraulic fluid.

(d) Remove the drain equipment when you have removed all of the shock strut oil.

C. Service the Shock Strut

SUBTASK 12-15-31-610-010

NOTE: The shock strut must be in the fully compressed position when adding hydraulic fluid. Dimension X = 0.9 in (2.3 cm).

CAUTION: USE ONLY THE TYPE OF FLUID THAT IS SPECIFIED IN THIS TASK TO FILL THE SHOCK STRUT. IF YOU USE AN INCORRECT FLUID, IT CAN CAUSE DAMAGE TO THE SEALS.

(1) Fill the shock strut with fluid, D50022 (BMS 3–32, Type I) or fluid, D00467 (BMS 3-32, Type II). (Table 1):

NOTE: It is optional to use fluid, D00070(MIL-H-5606) or fluid, D00106 (MIL-PRF-6083) mixed with Lubrizol 1395 lubricant, D00510 in a ratio of 41:1 (Landing Gear Shock Strut Fluids, AMM TASK 12-15-61-610-801).

(a) Make sure the cap [102] for the oil charging valve assembly [103] is removed.

(b) Make sure the cap [105] for the gas charging valve [106] is removed.

(c) Attach the oil charging line from landing gear shock strut oil servicing cart, COM-1532 to the oil charging valve assembly [103].

(d) Make sure the gas valve swivel nut [107] is fully open.

(e) Attach a hose to the gas valve [106] with the end of the hose in a drain bucket.

CAUTION: CLEAN THE HYDRAULIC FLUID FROM THE TIRES IMMEDIATELY IF THE FLUID FALLS ON THE TIRES. THE FLUID CAN CAUSE DETERIORATION OF THE TIRES.

(f) Fill the shock strut with fluid, D00467 until the hydraulic fluid flows out of the gas valve [106] and into a hydraulic fluid resistant container.

1) Continue to fill the shock strut [101] until the hydraulic fluid which flows into the container is free of bubbles.

(g) Remove the oil charging line.

SUBTASK 12-15-31-610-011

(2) Install the cap [102] on the oil charging valve assembly [103].

SUBTASK 12-15-31-610-012

(3) Remove the hose from the gas valve [106].

(a) Install the cap [105] on the gas valve [106]

SUBTASK 12-15-31-610-013

(4) Remove the automotive type jack, STD-6620 from the inner cylinder. Make sure the inner cylinder is not restrained.

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(5) Inflate the shock strut [101] for the main landing gear (Table 1):

(a) Install the tool, SPL-1521 on the gas valve [106].

(b) Inflate the shock strut [101] with nitrogen, G00018 until the dimension "X" is approximately 16.9 in. (42.9 cm)or you reach 275 psig (1896 kPa).

NOTE: If nitrogen is not available, you can use air, G02314 as an alternative to inflate the shock strut [101].

(c) Use a pressure gauge (0-3000 PSIG), STD-1157 to measure the pressure of the shock strut.

SUBTASK 12-15-31-610-014

(6) Tighten the gas valve [106]:

(a) Tighten the swivel nut [107] to 5.0 ft-lb (6.8 N·m) - 7.0 ft-lb (9.5 N·m).

SUBTASK 12-15-31-610-015

(7) Remove the tool, SPL-1521 from the gas valve.

SUBTASK 12-15-31-610-016

(8) Install the gas valve cap [105].

SUBTASK 12-15-31-610-018

(9) With the airplane on the ground.

(a) Inflate or deflate the shock strut until the shock strut extension dimension "X" for the pressure is on the servicing curve on the servicing chart.

NOTE: Dimension "X" and the pressure must be within the servicing curve for a correctly serviced shock strut.

SUBTASK 12-15-31-610-017

(10) Five to ten in-service landings after a complete oil and nitrogen servicing, do the steps that follow to check the pressure of the shock strut:

NOTE: The shock strut fluid can absorb nitrogen after a complete servicing, reducing the shock strut “X” dimension.

(a) Check the pressure of the shock strut:

1) Remove the cap [105] for the gas valve [106].

(b) Loosen the swivel nut [107].

1) Use a pressure gauge (0-3000 PSIG), STD-1157to measure the pressure of the shock strut.

2) Make sure the pressure you measure is still correct for the extension of the shock strut (Figure 2).

(c) If the shock strut does not have enough pressure, inflate the shock strut for the main landing gear (Table 1):

1) Install the tool, SPL-1521 on the gas valve [106].

2) Inflate the shock strut with nitrogen, G00018 until the shock strut extension dimension "X" for the pressure is on the servicing curve on the servicing chart (Figure 2).

(d) Tighten the swivel nut [107] to 5.0 ft-lb (6.8 N·m) - 7.0 ft-lb (9.5 N·m).

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-020-01-01

MECH	INSP

(e) Install the gas valve cap [105].

——— **END OF TASK** ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-020-01-01

(LEFT MAIN LANDING GEAR IS SHOWN, RIGHT MAIN LANDING GEAR IS EQUIVALENT)

F84811 S0006561280_V3

Main Landing Gear Shock Strut Servicing
Figure 1 (Sheet 1 of 3)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-020-01-01

F84809 S0006561281_V2

Main Landing Gear Shock Strut Servicing
Figure 1 (Sheet 2 of 3)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-020-01-01

M21825 S0006561282_V3

Main Landing Gear Shock Strut Servicing
Figure 1 (Sheet 3 of 3)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-020-01-01

B

F84899 S0006561283_V3

Main Landing Gear Shock Strut Servicing Chart
Figure 2

BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

AIRLINE CARD NO		TITLE			BOEING CARD NO.
		RIGHT MAIN LANDING GEAR SERVICING			32-020-02-01
DATE	TASK SERVICE				RELATED CARD
TAIL NUMBER	WORK AREA R MAIN GEAR	VERSION 1.1	THRESHOLD 4000 FC	REPEAT 4000 FC	APPLICABILITY AIRPLANE: ALL ENGINE: ALL
STATION	SKILL AIRPL				
		ACCESS			ZONE 744

Service the right main landing gear shock strut. Servicing can be performed either with airplane on the ground or on jacks.

A. References

Reference	Title
AMM 12-15-61-610-801	Landing Gear Shock Strut Fluids (P/B 301)
AMM 32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)

B. Consumable Materials

Reference	Description	Specification
D00070	Fluid - Hydraulic, Petroleum Base	MIL-PRF-5606 (Replaces MIL-H-5606)
D00106	Fluid - Hydraulic, Petroleum Base, For Preservation And Operation	MIL-PRF-6083 (NATO C-635)
D00467	Fluid - Landing Gear Shock Strut	BMS3-32 Type II
D00510	Lubricant - Landing Gear Shock Strut Additive - Lubrizol 1395	
D50022	Fluid - Landing Gear Shock Strut (Specifically For Preservation)	BMS3-32 Type I
G00018	Nitrogen - Gaseous, Pressurizing, 99.5 Percent Pure	A-A-59503 Type I Grade B, MIL-PRF-27401 Type I Grade A
G02314	Air - Compressed, Breathing	BB-A-1034 Source I Grade A

C. Tools/Equipment

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

Reference	Description
COM-1532	Cart - Servicing, MIL-PRF-5606 Part #: 1104 Supplier: 30188 Part #: 8774B Supplier: 94861 Part #: PF53481-9P Supplier: 94861 Part #: PF54124-3P Supplier: 94861 Part #: PF55451-1 Supplier: 94861 Part #: PF55451-23 Supplier: 94861

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(Continued)

Reference	Description
SPL-1521	Tool - Strut Inflation, Landing Gear Part #: F70200-18 Supplier: 81205 Opt Part #: F70200-1 Supplier: 81205 Opt Part #: F70200-17 Supplier: 81205
SPL-1829	Valve - Drain, Landing Gear Shock Strut Oil Part #: J32060-1 Supplier: 81205 Opt Part #: A32066-1 Supplier: 81205
STD-1110	Container - Hydraulic Fluid Resistant, 5 Gallon (19 Liters)
STD-1157	Gauge - Pressure, 0-3000 PSIG (0-20685 KPa)
STD-6620	Jack - Automotive Type

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-020-02-01

MECH	INSP

TASK 12-15-31-610-802

1. Main Landing Gear Shock Strut Servicing, Airplane on the Ground

(Figure 1)

A. General

(1) This procedure supplies instructions for the servicing of the shock strut of the main landing gear.

B. Prepare to Do the Servicing of the Shock Strut

SUBTASK 12-15-31-490-001

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

(1) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801

SUBTASK 12-15-31-020-001

WARNING: MAKE SURE THAT PERSONNEL AND EQUIPMENT ARE AWAY FROM THE AREA BELOW THE WING BEFORE YOU DEFLATE THE SHOCK STRUT. WHEN YOU DEFLATE ONE SHOCK STRUT, THE WINGTIP CAN MOVE DOWN. THIS CAN CAUSE INJURIES TO PERSONNEL OR DAMAGE TO EQUIPMENT.

(2) Deflate the shock strut [101] for the main landing gear:

(a) Remove the cap [105] for the gas valve [106].

WARNING: DO NOT REMOVE THE VALVE BODY UNTIL YOU DEFLATE THE SHOCK STRUT FULLY. THE AIR PRESSURE CAN BLOW THE VALVE BODY OUT AND CAUSE INJURIES TO PERSONNEL.

(b) Loosen the gas valve swivel nut [107] a maximum of two turns.

NOTE: Fluid in the shock strut [101] will have bubbles when you release the pressure. Deflate the shock strut slowly to prevent the leakage of the fluid through the gas valve [106].

(c) Loosen the gas valve swivel nut [107] fully when all of the pressure in the shock strut [101] is released.

NOTE: The shock strut [101] is fully deflated when the dimension "X" is 0.81 in. (20.57 mm) to 1.11 in. (28.19 mm).

SUBTASK 12-15-31-680-001

(3) If you need to drain oil from the shock strut [1], do these steps:

(a) Remove the cap [102] from the oil charging valve assembly [103].

(b) Put a 5 gallon (19 liters) hydraulic fluid resistant container, STD-1110 in a position to catch the shock strut fluid when the oil charging valve assembly [103] is opened.

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MECH	INSP

(c) Install the drain equipment on the oil charging valve assembly [103]:

NOTE: The tool, landing gear shock strut drain valve, SPL-1829, could also be used, but it will take much longer to drain the shock strut.

1) Cut a length of plastic tubing, long enough to reach the container on the floor.

2) Insert a small allen wrench in the end of the length of tubing, such that the long end of the allen wrench is flush with the end of the tube and the short end penetrates the wall of the tube.

3) Install the tubing on the oil charging valve assembly [103] such that the allen wrench goes into the check valve and holds it open to drain the hydraulic fluid.

(d) Remove the drain equipment when you have removed all of the shock strut oil.

C. Service the Shock Strut

SUBTASK 12-15-31-600-001

CAUTION: USE ONLY THE TYPE OF FLUID THAT IS SPECIFIED IN THIS TASK TO FILL THE SHOCK STRUT. IF YOU USE AN INCORRECT FLUID, IT CAN CAUSE DAMAGE TO THE SEALS.

(1) Fill the shock strut with fluid, D00467 (BMS 3-32, Type II). (Table 1):

NOTE: It is optional to use fluid, D00070 (MIL-H-5606) or fluid, D00106 (MIL-PRF-6083) mixed with Lubrizol 1395 lubricant, D00510 in a ratio of 41:1.

(a) Make sure the cap [102] for the oil charging valve assembly [103] is removed.

(b) Make sure the cap [105] for the gas charging valve [106] is removed.

(c) Attach the oil charging line from landing gear shock strut oil servicing cart, COM-1532 to the oil charging valve assembly [103].

(d) Make sure the gas valve swivel nut [107] is fully open.

(e) Attach a hose to the gas valve [106] with the end of the hose in a drain bucket.

CAUTION: CLEAN THE HYDRAULIC FLUID FROM THE TIRES IMMEDIATELY IF THE FLUID FALLS ON THE TIRES. THE FLUID CAN CAUSE DETERIORATION OF THE TIRES.

(f) Fill the shock strut with fluid, D00467 until the hydraulic fluid flows out of the gas valve [106] and into a hydraulic fluid resistant container.

1) Continue to fill the shock strut [101] until the hydraulic fluid which flows into the container is free of bubbles.

(g) Remove the oil charging line.

SUBTASK 12-15-31-420-002

(2) Do the steps that follow for the oil charging valve assembly [103]:

(a) Install the cap [102].

(b) Tighten the cap [102] to 5 ft-lb (6.8 N·m) - 7 ft-lb (9.5 N·m).

SUBTASK 12-15-31-020-002

(3) Remove the hose from the gas valve [106].

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MECH	INSP

SUBTASK 12-15-31-600-002

(4) Inflate the shock strut [101] for the main landing gear (Table 1):

(a) Install the tool, SPL-1521 on the gas valve [106].

(b) Inflate the shock strut [101] with nitrogen, G00018 until the dimension "X" is approximately 3.5 in. (88.9 mm) or you reach 1700 psig (11,721 kPa).

NOTE: If nitrogen is not available, you can use air, G02314 as an alternative to inflate the shock strut [101].

(c) Use a pressure gauge (0-3000 PSIG), STD-1157 to measure the pressure of the shock strut.

(d) Inflate or deflate the shock strut until the shock strut extension dimension "X" for the pressure is on the servicing curve on the servicing chart.

NOTE: Dimension "X" and the pressure must be within the servicing curve for a correctly serviced shock strut.

SUBTASK 12-15-31-420-007

(5) Tighten the gas valve [106]:

(a) Tighten the swivel nut [107] to 5.0 ft-lb (6.8 N·m) - 7.0 ft-lb (9.5 N·m).

SUBTASK 12-15-31-020-003

(6) Remove the tool, SPL-1521 from the gas valve.

SUBTASK 12-15-31-420-003

(7) Install the gas valve cap [105].

SUBTASK 12-15-31-020-004

(8) Five to ten in-service landings after a complete oil and nitrogen servicing, do the steps that follow to check the pressure of the shock strut:

NOTE: The shock strut fluid can absorb nitrogen after a complete servicing, reducing the shock strut “X” dimension.

(a) Check the pressure of the shock strut:

1) Remove the cap [105] for the gas valve [106].

(b) Loosen the swivel nut [107].

1) Use a pressure gauge (0-3000 PSIG), STD-1157 to measure the pressure of the shock strut.

2) Make sure the pressure you measure is still correct for the extension of the shock strut (Figure 2).

(c) If the shock strut does not have enough pressure, inflate the shock strut for the main landing gear (Table 1):

1) Install the tool, SPL-1521 on the gas valve [106].

2) Inflate the shock strut with nitrogen, G00018 until the shock strut extension dimension "X" for the pressure is on the servicing curve on the servicing chart (Figure 2).

(d) Tighten the swivel nut [107] to 5.0 ft-lb (6.8 N·m) - 7.0 ft-lb (9.5 N·m).

(e) Install the gas valve cap [105].

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-020-02-01

MECH	INSP

Table 1 Main Landing Gear Shock Strut Servicing

Item No.	Nomenclature	Fluid	Method of Application	Number of Locations
1	Shock Strut	BMS 3-32, Type I, II *[1]	Fill	1
2	Gas Valve	BB-N-411 Type I, or MIL-P-27401 Type I, or A-A-59503, Type 1, Grade B, or BB-A-1034(dry air)	Charge	1

*[1] For usage and alternative fluids, refer to Landing Gear Shock Strut Fluids, AMM TASK 12-15-61-610-801.

END OF TASK

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MECH	INSP

TASK 12-15-31-610-805

2. Main Landing Gear Strut Servicing, Airplane on Jacks

Figure 1Figure 2

A. General

(1) This procedure supplies instructions for the servicing of the shock strut of the main landing gear.

B. Prepare to Do the Servicing of the Shock Strut

SUBTASK 12-15-31-610-008

NOTE: If possible deflate the shock strut while the airplane is on the ground. Restrain the inner cylinder in the fully compressed position, when the airplane is jacked.

WARNING: MAKE SURE THAT PERSONNEL AND EQUIPMENT ARE AWAY FROM THE AREA BELOW THE WING BEFORE YOU DEFLATE THE SHOCK STRUT. WHEN YOU DEFLATE ONE SHOCK STRUT, THE WINGTIP CAN MOVE DOWN. THIS CAN CAUSE INJURIES TO PERSONNEL OR DAMAGE TO EQUIPMENT.

(1) Deflate the shock strut [101] for the main landing gear:

(a) Remove the cap [105] for the gas valve [106].

WARNING: DO NOT REMOVE THE VALVE BODY UNTIL YOU DEFLATE THE SHOCK STRUT FULLY. THE AIR PRESSURE CAN BLOW THE VALVE BODY OUT AND CAUSE INJURIES TO PERSONNEL.

(b) Loosen the gas valve swivel nut [107] a maximum of two turns.

NOTE: Fluid in the shock strut [101] will have bubbles when you release the pressure. Deflate the shock strut slowly to prevent the leakage of the fluid through the gas valve [106].

(c) If the shock strut was not deflated while the airplane was on the ground. Use an automotive type jack, STD-6620 and lift the inner cylinder slowly up until the shock strut is in the fully compressed position.

(d) Loosen the gas valve swivel nut [107] fully when all of the pressure in the shock strut [101] is released.

NOTE: The shock strut [101] is fully deflated when the dimension "X" is 0.81 in. (20.57 mm) to 1.11 in. (28.19 mm).

SUBTASK 12-15-31-610-009

(2) If you need to drain the oil from the shock strut [101], do these steps:

(a) Remove the cap [102] from the oil charging valve assembly [103].

(b) Put a 5 gallon (19 liters) hydraulic fluid resistant container, STD-1110 in a position to catch the shock strut fluid when the oil charging valve assembly [103] is opened.

(c) Install the drain equipment on the oil charging valve assembly [103]:

NOTE: The tool, landing gear shock strut drain valve, SPL-1829, could also be used, but it will take much longer to drain the shock strut.

1) Cut a length of plastic tubing, long enough to reach the container on the floor.

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2) Insert a small allen wrench in the end of the length of tubing, such that the long end of the allen wrench is flush with the end of the tube and the short end penetrates the wall of the tube.

3) Install the tubing on the oil charging valve assembly [103] such that the allen wrench goes into the check valve and holds it open to drain the hydraulic fluid.

(d) Remove the drain equipment when you have removed all of the shock strut oil.

C. Service the Shock Strut

SUBTASK 12-15-31-610-010

NOTE: The shock strut must be in the fully compressed position when adding hydraulic fluid. Dimension X = 0.9 in (2.3 cm).

CAUTION: USE ONLY THE TYPE OF FLUID THAT IS SPECIFIED IN THIS TASK TO FILL THE SHOCK STRUT. IF YOU USE AN INCORRECT FLUID, IT CAN CAUSE DAMAGE TO THE SEALS.

(1) Fill the shock strut with fluid, D50022 (BMS 3–32, Type I) or fluid, D00467 (BMS 3-32, Type II). (Table 1):

NOTE: It is optional to use fluid, D00070(MIL-H-5606) or fluid, D00106 (MIL-PRF-6083) mixed with Lubrizol 1395 lubricant, D00510 in a ratio of 41:1 (Landing Gear Shock Strut Fluids, AMM TASK 12-15-61-610-801).

(a) Make sure the cap [102] for the oil charging valve assembly [103] is removed.

(b) Make sure the cap [105] for the gas charging valve [106] is removed.

(c) Attach the oil charging line from landing gear shock strut oil servicing cart, COM-1532 to the oil charging valve assembly [103].

(d) Make sure the gas valve swivel nut [107] is fully open.

(e) Attach a hose to the gas valve [106] with the end of the hose in a drain bucket.

CAUTION: CLEAN THE HYDRAULIC FLUID FROM THE TIRES IMMEDIATELY IF THE FLUID FALLS ON THE TIRES. THE FLUID CAN CAUSE DETERIORATION OF THE TIRES.

(f) Fill the shock strut with fluid, D00467 until the hydraulic fluid flows out of the gas valve [106] and into a hydraulic fluid resistant container.

1) Continue to fill the shock strut [101] until the hydraulic fluid which flows into the container is free of bubbles.

(g) Remove the oil charging line.

SUBTASK 12-15-31-610-011

(2) Install the cap [102] on the oil charging valve assembly [103].

SUBTASK 12-15-31-610-012

(3) Remove the hose from the gas valve [106].

(a) Install the cap [105] on the gas valve [106]

SUBTASK 12-15-31-610-013

(4) Remove the automotive type jack, STD-6620 from the inner cylinder. Make sure the inner cylinder is not restrained.

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(5) Inflate the shock strut [101] for the main landing gear (Table 1):

(a) Install the tool, SPL-1521 on the gas valve [106].

(b) Inflate the shock strut [101] with nitrogen, G00018 until the dimension "X" is approximately 16.9 in. (42.9 cm)or you reach 275 psig (1896 kPa).

NOTE: If nitrogen is not available, you can use air, G02314 as an alternative to inflate the shock strut [101].

(c) Use a pressure gauge (0-3000 PSIG), STD-1157 to measure the pressure of the shock strut.

SUBTASK 12-15-31-610-014

(6) Tighten the gas valve [106]:

(a) Tighten the swivel nut [107] to 5.0 ft-lb (6.8 N·m) - 7.0 ft-lb (9.5 N·m).

SUBTASK 12-15-31-610-015

(7) Remove the tool, SPL-1521 from the gas valve.

SUBTASK 12-15-31-610-016

(8) Install the gas valve cap [105].

SUBTASK 12-15-31-610-018

(9) With the airplane on the ground.

(a) Inflate or deflate the shock strut until the shock strut extension dimension "X" for the pressure is on the servicing curve on the servicing chart.

NOTE: Dimension "X" and the pressure must be within the servicing curve for a correctly serviced shock strut.

SUBTASK 12-15-31-610-017

(10) Five to ten in-service landings after a complete oil and nitrogen servicing, do the steps that follow to check the pressure of the shock strut:

NOTE: The shock strut fluid can absorb nitrogen after a complete servicing, reducing the shock strut “X” dimension.

(a) Check the pressure of the shock strut:

1) Remove the cap [105] for the gas valve [106].

(b) Loosen the swivel nut [107].

1) Use a pressure gauge (0-3000 PSIG), STD-1157to measure the pressure of the shock strut.

2) Make sure the pressure you measure is still correct for the extension of the shock strut (Figure 2).

(c) If the shock strut does not have enough pressure, inflate the shock strut for the main landing gear (Table 1):

1) Install the tool, SPL-1521 on the gas valve [106].

2) Inflate the shock strut with nitrogen, G00018 until the shock strut extension dimension "X" for the pressure is on the servicing curve on the servicing chart (Figure 2).

(d) Tighten the swivel nut [107] to 5.0 ft-lb (6.8 N·m) - 7.0 ft-lb (9.5 N·m).

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-020-02-01

	MECH	INSP
(e) Install the gas valve cap [105].		

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-020-02-01

(LEFT MAIN LANDING GEAR IS SHOWN, RIGHT MAIN LANDING GEAR IS EQUIVALENT)

F84811 S0006561280_V3

Main Landing Gear Shock Strut Servicing
Figure 1 (Sheet 1 of 3)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-020-02-01

F84809 S0006561281_V2

Main Landing Gear Shock Strut Servicing
Figure 1 (Sheet 2 of 3)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-020-02-01

M21825 S0006561282_V3

Main Landing Gear Shock Strut Servicing
Figure 1 (Sheet 3 of 3)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-020-02-01

A

B

F84899 S0006561283_V3

Main Landing Gear Shock Strut Servicing Chart
Figure 2

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AIRLINE CARD NO		TITLE			BOEING CARD NO.
		LEFT MAIN LANDING GEAR LUBRICATION			32-030-01-01
DATE	TASK LUBRICATE				RELATED CARD
TAIL NUMBER	WORK AREA L MAIN GEAR	VERSION 1.1	THRESHOLD 560 FC	REPEAT 560 FC	APPLICABILITY AIRPLANE: ALL ENGINE: ALL
STATION	SKILL AIRPL	1.2 NOTE	90 DY	90 DY	
		ACCESS 551DB			ZONE 734

Lubricate the left main landing gear assembly.

INTERVAL NOTE: Whichever comes first.

A. References

Reference	Title
AMM 20-10-24-420-801	Lubrication Fitting Installation (P/B 401)
AMM 32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)

B. Consumable Materials

Reference	Description	Specification
C00755	Compound - Organic Corrosion Inhibiting, Heavy Duty	BMS3-26
D00633	Grease - Aircraft General Purpose	BMS3-33
G00009	Compound - Organic Corrosion Inhibiting	BMS3-23

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-030-01-01

MECH | INSP

TASK 12-25-07-600-801

1. Lubricate the Support Beam Assembly of the Main Landing Gear
(Figure 1)

A. Prepare to Lubricate the Support Beam Assembly.

SUBTASK 12-25-07-490-001

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

(1) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801

B. Lubricate the Support Beam Assembly

SUBTASK 12-25-07-840-001

WARNING: USE GLOVES AND EYE PROTECTION WHEN YOU LUBRICATE WITH THE USE OF A GREASE GUN. LUBRICANT AT HIGH PRESSURE CAN CAUSE INJURY TO PERSONS.

(1) Put on protective gloves and eye protection.

SUBTASK 12-25-07-640-002

CAUTION: DO NOT USE A PRESSURE OF MORE THAN 2500 PSIG WHEN YOU LUBRICATE THE STRUCTURE. IF YOU USE A PRESSURE OF MORE THAN 2500 PSIG, DAMAGE TO THE LUBRICATION FITTINGS CAN OCCUR.

CAUTION: CONNECT AND DISCONNECT THE GREASE GUN TO THE LUBRICATION FITTINGS CAREFULLY. IF YOU ARE NOT CAREFUL, THE GREASE GUN CAN CAUSE DAMAGE TO THE LUBRICATION FITTINGS.

(2) Lubricate the support beam assembly with grease, D00633 in the locations shown in (Figure 1 and Table 1).

SUBTASK 12-25-07-430-001

(3) If a fitting blows off, do these steps:

(a) Make sure there is not a blockage in the lubrication path.

(b) Do this task: Lubrication Fitting Installation, AMM TASK 20-10-24-420-801.

Table 1 Main Landing Gear Support Beam Assembly Lubrication (Fig.301)

Item No.	Nomenclature	Lubricant	Method of Application	Number of Locations
1	OUTBOARD STABILIZER LINK	grease, D00633	Zerk	2
2	INBOARD STABILIZER LINK (FWD)	grease, D00633	Zerk	1
3	OUTBOARD PIN	grease, D00633	Zerk	1
4	MLG BEAM	grease, D00633	Zerk	1

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-030-01-01

MECH	INSP

Table 1 Main Landing Gear Support Beam Assembly Lubrication (Fig.301) (Continued)

Item No.	Nomenclature	Lubricant	Method of Application	Number of Locations
5	INBOARD STABILIZER LINK (AFT)	grease, D00633	Zerk	2
6	FRAME FITTING ASSEMBLY	grease, D00633	Zerk	2
7	HANGER LINK	grease, D00633	Zerk	5

END OF TASK

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TASK 12-21-11-640-801

2. Main Landing Gear Upper End Components Servicing

A. General

(1) This task provides instructions to lubricate the upper end components of the main landing gear.

B. Prepare for the Main Landing Gear Upper End Components Servicing.

SUBTASK 12-21-11-480-001

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

(1) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

SUBTASK 12-21-11-010-001

(2) Open the applicable access panels:

Number	Name/Location
551DB	Lower Inboard Fixed Trailing Edge, Lube Actuator & MLG Beam Outboard Attach Pin Access Panel
651DB	Lower Inboard Fixed Trailing Edge, Lube Actuator & MLG Beam Outboard Attach Pin Access Panel

NOTE: You must open this panel to lubricate the walking beam assembly, actuator assembly, and the retraction link assembly.

C. Main landing gear upper end components servicing

Table 2

SUBTASK 12-21-11-840-001

WARNING: USE GLOVES AND EYE PROTECTION WHEN YOU LUBRICATE WITH THE USE OF A GREASE GUN. LUBRICANT AT HIGH PRESSURE CAN CAUSE INJURY TO PERSONS.

(1) Put on protective gloves and eye protection.

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SUBTASK 12-21-11-640-001

CAUTION: YOU MUST BE CAREFUL WHEN YOU CONNECT THE GREASE GUN TO THE LUBRICATION FITTINGS. YOU MUST ALSO BE CAREFUL WHEN YOU DISCONNECT THE GREASE GUN FROM THE LUBRICATION FITTINGS. IF YOU ARE NOT CAREFUL, THE GREASE GUN CAN CAUSE DAMAGE TO THE LUBRICATION FITTINGS.

CAUTION: DO NOT USE A PRESSURE OF MORE THAN 2500 PSIG (17200 KPA) WHEN YOU LUBRICATE THE MAIN LANDING GEAR AND ACTUATING MECHANISMS. IF YOU USE A PRESSURE OF MORE THAN 2500 PSIG (17200 KPA), YOU CAN BLOW THE LUBRICATION FITTINGS OFF THE LANDING GEAR.

(2) Use the grease gun to lubricate the main landing gear with grease, D00633, (Figure 2,Table 2)

NOTE: The table makes a list of all the lubrication fittings for the upper end components of the main landing gear.

SUBTASK 12-21-11-420-001

(3) If a fitting blows off, do these steps:

(a) Make sure there is not a blockage in the lubrication path.

(b) Do this task: Lubrication Fitting Installation, AMM TASK 20-10-24-420-801.

Table 2 Main Landing Gear Upper End Components Lubrication (Fig. 301)

Item No.	Nomenclature	Lubricant	Method of Application	Number of Locations
1	WALKING BEAM ASSEMBLY	grease, D00633	Zerk	3
2	ACTUATOR ASSEMBLY	grease, D00633	Zerk	3
3	RETRACTION LINK ASSEMBLY	grease, D00633	Zerk	1
4	ACTUATOR ATTACH PIN	grease, D00633	Zerk	1
5	WALKING BEAM ATTACH PIN	grease, D00633	Zerk	1
6	OUTER CYLINDER *[1]	grease, D00633	Zerk	7
7	AFT TRUNNION BEARING	grease, D00633	Zerk	1
8	FORWARD TRUNNION BEARING HOUSING	grease, D00633	Zerk	1
9	UPPER DOWNLOCK LINK ASSEMBLY	grease, D00633	Zerk	4
10	LOWER DOWNLOCK LINK ASSEMBLY	grease, D00633	Zerk	2
11	HANGER LINK ASSEMBLY	grease, D00633	Zerk	2
12	UPPER SIDE STRUT	grease, D00633	Zerk	4
13	LOWER SIDE STRUT	grease, D00633	Zerk	2
14	LOWER DOWNLOCK PIN	grease, D00633	Zerk	1

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Table 2 Main Landing Gear Upper End Components Lubrication (Fig. 301) (Continued)

Item No.	Nomenclature	Lubricant	Method of Application	Number of Locations
15	REACTION LINK ASSEMBLY	grease, D00633	Zerk	6
16	OUTER CYLINDER BUSHING	corrosion inhibiting compound, G00009 OR compound, C00755	SPRAY	2

*[1] It is necessary that the two trunnion zerk fittings on the outer cylinder be lubricated with BMS 3-33 grease as an alternative to the BMS 3-27 grease that is called out on the yellow decal.

D. Put the Airplane Back to Its Usual Condition

SUBTASK 12-21-11-010-002

(1) Close the applicable access panels:

Number	Name/Location
551DB	Lower Inboard Fixed Trailing Edge, Lube Actuator & MLG Beam Outboard Attach Pin Access Panel
651DB	Lower Inboard Fixed Trailing Edge, Lube Actuator & MLG Beam Outboard Attach Pin Access Panel

——— END OF TASK ———

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TASK 12-21-11-640-802

MECH	INSP

3. Main Landing Gear Lower End Components Servicing

A. General

(1) This task provides instructions to lubricate the lower end components of the main landing gear.

B. Prepare for the Main Landing Gear Lower End Components Servicing.

SUBTASK 12-21-11-480-002

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

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

C. Procedure

SUBTASK 12-21-11-840-002

WARNING: USE GLOVES AND EYE PROTECTION WHEN YOU LUBRICATE WITH A GREASE GUN. LUBRICANT AT HIGH PRESSURE CAN CAUSE INJURIES TO PERSONNEL.

(1) Put on protective gloves and eye protection.

SUBTASK 12-21-11-640-002

CAUTION: YOU MUST BE CAREFUL WHEN YOU CONNECT THE GREASE GUN TO THE LUBRICATION FITTINGS. YOU MUST ALSO BE CAREFUL WHEN YOU DISCONNECT THE GREASE GUN FROM THE LUBRICATION FITTINGS. IF YOU ARE NOT CAREFUL, THE GREASE GUN CAN CAUSE DAMAGE TO THE LUBRICATION FITTINGS.

CAUTION: DO NOT USE A PRESSURE OF MORE THAN 2500 PSIG (17200 KPA) WHEN YOU LUBRICATE THE MAIN LANDING GEAR AND ACTUATING MECHANISMS. IF YOU USE A PRESSURE OF MORE THAN 2500 PSIG (17200 KPA), YOU CAN BLOW THE LUBRICATION FITTINGS OFF THE LANDING GEAR.

(2) Use the grease gun to lubricate the main landing gear with grease, D00633, (Figure 3, Table 3)

NOTE: The table makes a list of all the lubrication fittings for the lower end components of the main landing gear.

WARNING: DO NOT APPLY TOO MUCH GREASE TO THE LANDING GEAR BRAKE HOUSING BUSHINGS. A FIRE CAN OCCUR WHEN THE BRAKE BECOMES HOT. FIRE CAN CAUSE INJURIES TO PERSONNEL.

CAUTION: DO NOT LUBRICATE THE FITTING WITH TOO MUCH GREASE. TOO MUCH GREASE CAN CAUSE A FIRE.

(a) Lubricate the MLG brake housing bushing after brake R/I only.

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-030-01-01

MECH	INSP

SUBTASK 12-21-11-420-002

(3) If a fitting blows off, do these steps:

(a) Make sure there is not a blockage in the lubrication path.

(b) Do this task: Lubrication Fitting Installation, AMM TASK 20-10-24-420-801.

Table 3 Main Landing Gear Lower End Components Lubrication (Fig. 302)

Item No.	Nomenclature	Lubricant	Method of Application	Number of Locations
31	INNER CYLINDER	grease, D00633	Zerk	4
32	LOWER TORSION LINK PIN	grease, D00633	Zerk	1
33	LOWER TORSION LINK	grease, D00633	Zerk	3
34	UPPER TORSION LINK	grease, D00633	Zerk	3

END OF TASK

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-030-01-01

LEFT MAIN LANDING GEAR
(LEFT SIDE IS SHOWN, RIGHT SIDE IS EQUIVALENT)

A

F71049 S0006561647_V2

Main Landing Gear Support Beam Lubrication
Figure 1 (Sheet 1 of 4)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-030-01-01

1 IF YOU SEE GREASE EXTRUDE FROM THE SPLIT LINE OF THE AFT FITTING HALVES, THEN LUBRICATE THE FITTING UNTIL ADDITIONAL GREASE EXTRUDES OUT.

F71219 S0006561648_V6

Main Landing Gear Support Beam Lubrication
Figure 1 (Sheet 2 of 4)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-030-01-01

F71220 S0006561649_V4

Main Landing Gear Support Beam Lubrication
Figure 1 (Sheet 3 of 4)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-030-01-01

MLG BEAM

1 POINT

F

2 POINTS

G

G27232 S0006561650_V4

Main Landing Gear Support Beam Lubrication
Figure 1 (Sheet 4 of 4)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-030-01-01

LEFT MAIN LANDING GEAR
(RIGHT MAIN LANDING GEAR IS EQUIVALENT)

A

G06723 S0006561375_V2

Main Landing Gear Upper End Components Servicing
Figure 2 (Sheet 1 of 8)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-030-01-01

5 POINTS

B

1 ONE MORE LUBE POINT IS ON THE OPPOSITE SIDE (NOT SHOWN).
LUBRICATE ONLY ONE LUBE POINT.

G06727 S0006561376_V2

Main Landing Gear Upper End Components Servicing
Figure 2 (Sheet 2 of 8)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-030-01-01

1 ONE MORE LUBE POINT IS ON THE OPPOSITE SIDE (NOT SHOWN). LUBRICATE ONLY ONE LUBE POINT

4 ONE MORE BUSHING IS ON THE OPPOSITE SIDE UNDER THE NUT AND WASHER.

5 BUSHINGS WITH PAINTED WITNESS LINE (OR EQUIVALENT IDENTIFICATION MARK), DO THESE STEPS:
- LUBRICATE THE JOINT
- APPLY BMS 3-23 OR BMS 3-26. COMPOUND, POINT THE SPRAY AROUND THE BUSHING FLANGE BETWEEN THE BUSHING AND THE MATING LUG SURFACE.
- LUBRICATE THE JOINT AGAIN TO REMOVE ALL COMPOUND FROM THE JOINT.

G06728 S0006561377_V3

Main Landing Gear Upper End Components Servicing
Figure 2 (Sheet 3 of 8)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-030-01-01

2 LUBRICATE WITH BMS 3-33 GREASE AS AN ALTERNATIVE TO THE BMS 3-27 GREASE CALLED OUT ON THE YELLOW DECAL.

G06729 S0006561378_V5

Main Landing Gear Upper End Components Servicing
Figure 2 (Sheet 4 of 8)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-030-01-01

G08385 S0006561379_V2

Main Landing Gear Upper End Components Servicing
Figure 2 (Sheet 5 of 8)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-030-01-01

7 POINTS

F

3 ONE MORE LUBE POINT IS ON THE OPPOSITE SIDE (NOT SHOWN).

G08387 S0006561380_V2

Main Landing Gear Upper End Components Servicing
Figure 2 (Sheet 6 of 8)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-030-01-01

1 ONE MORE LUBE POINT IS ON THE OPPOSITE SIDE (NOT SHOWN). LUBRICATE ONLY ONE LUBE POINT

G08390 S0006561381_V2

Main Landing Gear Upper End Components Servicing
Figure 2 (Sheet 7 of 8)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-030-01-01

3 ONE MORE LUBE POINT IS ON THE OPPOSITE SIDE (NOT SHOWN).

G08392 S0006561382_V2

Main Landing Gear Upper End Components Servicing
Figure 2 (Sheet 8 of 8)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-030-01-01

Main Landing Gear Lower End Components Servicing
Figure 3 (Sheet 1 of 2)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-030-01-01

G08299 S0006561386_V2

Main Landing Gear Lower End Components Servicing
Figure 3 (Sheet 2 of 2)

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AIRLINE CARD NO		TITLE			BOEING CARD NO.
		RIGHT MAIN LANDING GEAR LUBRICATION			32-030-02-01
DATE	TASK LUBRICATE				RELATED CARD
TAIL NUMBER	WORK AREA R MAIN GEAR	VERSION 1.1	THRESHOLD 560 FC	REPEAT 560 FC	APPLICABILITY
STATION	SKILL AIRPL	1.2 NOTE	90 DY	90 DY	AIRPLANE: ALL ENGINE: ALL
		ACCESS 651DB			ZONE 744

Lubricate the right main landing gear assembly.

INTERVAL NOTE: Whichever comes first.

A. References

Reference	Title
AMM 20-10-24-420-801	Lubrication Fitting Installation (P/B 401)
AMM 32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)

B. Consumable Materials

Reference	Description	Specification
C00755	Compound - Organic Corrosion Inhibiting, Heavy Duty	BMS3-26
D00633	Grease - Aircraft General Purpose	BMS3-33
G00009	Compound - Organic Corrosion Inhibiting	BMS3-23

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TASK 12-25-07-600-801

1. Lubricate the Support Beam Assembly of the Main Landing Gear
(Figure 1)

A. Prepare to Lubricate the Support Beam Assembly.

SUBTASK 12-25-07-490-001

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

(1) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801

B. Lubricate the Support Beam Assembly

SUBTASK 12-25-07-840-001

WARNING: USE GLOVES AND EYE PROTECTION WHEN YOU LUBRICATE WITH THE USE OF A GREASE GUN. LUBRICANT AT HIGH PRESSURE CAN CAUSE INJURY TO PERSONS.

(1) Put on protective gloves and eye protection.

SUBTASK 12-25-07-640-002

CAUTION: DO NOT USE A PRESSURE OF MORE THAN 2500 PSIG WHEN YOU LUBRICATE THE STRUCTURE. IF YOU USE A PRESSURE OF MORE THAN 2500 PSIG, DAMAGE TO THE LUBRICATION FITTINGS CAN OCCUR.

CAUTION: CONNECT AND DISCONNECT THE GREASE GUN TO THE LUBRICATION FITTINGS CAREFULLY. IF YOU ARE NOT CAREFUL, THE GREASE GUN CAN CAUSE DAMAGE TO THE LUBRICATION FITTINGS.

(2) Lubricate the support beam assembly with grease, D00633 in the locations shown in (Figure 1 and Table 1).

SUBTASK 12-25-07-430-001

(3) If a fitting blows off, do these steps:

(a) Make sure there is not a blockage in the lubrication path.

(b) Do this task: Lubrication Fitting Installation, AMM TASK 20-10-24-420-801.

Table 1 Main Landing Gear Support Beam Assembly Lubrication (Fig.301)

Item No.	Nomenclature	Lubricant	Method of Application	Number of Locations
1	OUTBOARD STABILIZER LINK	grease, D00633	Zerk	2
2	INBOARD STABILIZER LINK (FWD)	grease, D00633	Zerk	1
3	OUTBOARD PIN	grease, D00633	Zerk	1
4	MLG BEAM	grease, D00633	Zerk	1

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-030-02-01

MECH	INSP

Table 1 Main Landing Gear Support Beam Assembly Lubrication (Fig.301) (Continued)

Item No.	Nomenclature	Lubricant	Method of Application	Number of Locations
5	INBOARD STABILIZER LINK (AFT)	grease, D00633	Zerk	2
6	FRAME FITTING ASSEMBLY	grease, D00633	Zerk	2
7	HANGER LINK	grease, D00633	Zerk	5

END OF TASK

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MECH	INSP

TASK 12-21-11-640-801

2. Main Landing Gear Upper End Components Servicing

A. General

(1) This task provides instructions to lubricate the upper end components of the main landing gear.

B. Prepare for the Main Landing Gear Upper End Components Servicing.

SUBTASK 12-21-11-480-001

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

(1) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

SUBTASK 12-21-11-010-001

(2) Open the applicable access panels:

Number	Name/Location
551DB	Lower Inboard Fixed Trailing Edge, Lube Actuator & MLG Beam Outboard Attach Pin Access Panel
651DB	Lower Inboard Fixed Trailing Edge, Lube Actuator & MLG Beam Outboard Attach Pin Access Panel

NOTE: You must open this panel to lubricate the walking beam assembly, actuator assembly, and the retraction link assembly.

C. Main landing gear upper end components servicing

Table 2

SUBTASK 12-21-11-840-001

WARNING: USE GLOVES AND EYE PROTECTION WHEN YOU LUBRICATE WITH THE USE OF A GREASE GUN. LUBRICANT AT HIGH PRESSURE CAN CAUSE INJURY TO PERSONS.

(1) Put on protective gloves and eye protection.

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SUBTASK 12-21-11-640-001

CAUTION: YOU MUST BE CAREFUL WHEN YOU CONNECT THE GREASE GUN TO THE LUBRICATION FITTINGS. YOU MUST ALSO BE CAREFUL WHEN YOU DISCONNECT THE GREASE GUN FROM THE LUBRICATION FITTINGS. IF YOU ARE NOT CAREFUL, THE GREASE GUN CAN CAUSE DAMAGE TO THE LUBRICATION FITTINGS.

CAUTION: DO NOT USE A PRESSURE OF MORE THAN 2500 PSIG (17200 KPA) WHEN YOU LUBRICATE THE MAIN LANDING GEAR AND ACTUATING MECHANISMS. IF YOU USE A PRESSURE OF MORE THAN 2500 PSIG (17200 KPA), YOU CAN BLOW THE LUBRICATION FITTINGS OFF THE LANDING GEAR.

(2) Use the grease gun to lubricate the main landing gear with grease, D00633, (Figure 2,Table 2)

NOTE: The table makes a list of all the lubrication fittings for the upper end components of the main landing gear.

SUBTASK 12-21-11-420-001

(3) If a fitting blows off, do these steps:

(a) Make sure there is not a blockage in the lubrication path.

(b) Do this task: Lubrication Fitting Installation, AMM TASK 20-10-24-420-801.

Table 2 Main Landing Gear Upper End Components Lubrication (Fig. 301)

Item No.	Nomenclature	Lubricant	Method of Application	Number of Locations
1	WALKING BEAM ASSEMBLY	grease, D00633	Zerk	3
2	ACTUATOR ASSEMBLY	grease, D00633	Zerk	3
3	RETRACTION LINK ASSEMBLY	grease, D00633	Zerk	1
4	ACTUATOR ATTACH PIN	grease, D00633	Zerk	1
5	WALKING BEAM ATTACH PIN	grease, D00633	Zerk	1
6	OUTER CYLINDER *[1]	grease, D00633	Zerk	7
7	AFT TRUNNION BEARING	grease, D00633	Zerk	1
8	FORWARD TRUNNION BEARING HOUSING	grease, D00633	Zerk	1
9	UPPER DOWNLOCK LINK ASSEMBLY	grease, D00633	Zerk	4
10	LOWER DOWNLOCK LINK ASSEMBLY	grease, D00633	Zerk	2
11	HANGER LINK ASSEMBLY	grease, D00633	Zerk	2
12	UPPER SIDE STRUT	grease, D00633	Zerk	4
13	LOWER SIDE STRUT	grease, D00633	Zerk	2
14	LOWER DOWNLOCK PIN	grease, D00633	Zerk	1

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Table 2 Main Landing Gear Upper End Components Lubrication (Fig. 301) (Continued)

Item No.	Nomenclature	Lubricant	Method of Application	Number of Locations
15	REACTION LINK ASSEMBLY	grease, D00633	Zerk	6
16	OUTER CYLINDER BUSHING	corrosion inhibiting compound, G00009 OR compound, C00755	SPRAY	2

*[1] It is necessary that the two trunnion zerk fittings on the outer cylinder be lubricated with BMS 3-33 grease as an alternative to the BMS 3-27 grease that is called out on the yellow decal.

D. Put the Airplane Back to Its Usual Condition

SUBTASK 12-21-11-010-002

(1) Close the applicable access panels:

Number	Name/Location
551DB	Lower Inboard Fixed Trailing Edge, Lube Actuator & MLG Beam Outboard Attach Pin Access Panel
651DB	Lower Inboard Fixed Trailing Edge, Lube Actuator & MLG Beam Outboard Attach Pin Access Panel

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-030-02-01

MECH	INSP

TASK 12-21-11-640-802

3. Main Landing Gear Lower End Components Servicing

A. General

(1) This task provides instructions to lubricate the lower end components of the main landing gear.

B. Prepare for the Main Landing Gear Lower End Components Servicing.

SUBTASK 12-21-11-480-002

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

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

C. Procedure

SUBTASK 12-21-11-840-002

WARNING: USE GLOVES AND EYE PROTECTION WHEN YOU LUBRICATE WITH A GREASE GUN. LUBRICANT AT HIGH PRESSURE CAN CAUSE INJURIES TO PERSONNEL.

(1) Put on protective gloves and eye protection.

SUBTASK 12-21-11-640-002

CAUTION: YOU MUST BE CAREFUL WHEN YOU CONNECT THE GREASE GUN TO THE LUBRICATION FITTINGS. YOU MUST ALSO BE CAREFUL WHEN YOU DISCONNECT THE GREASE GUN FROM THE LUBRICATION FITTINGS. IF YOU ARE NOT CAREFUL, THE GREASE GUN CAN CAUSE DAMAGE TO THE LUBRICATION FITTINGS.

CAUTION: DO NOT USE A PRESSURE OF MORE THAN 2500 PSIG (17200 KPA) WHEN YOU LUBRICATE THE MAIN LANDING GEAR AND ACTUATING MECHANISMS. IF YOU USE A PRESSURE OF MORE THAN 2500 PSIG (17200 KPA), YOU CAN BLOW THE LUBRICATION FITTINGS OFF THE LANDING GEAR.

(2) Use the grease gun to lubricate the main landing gear with grease, D00633, (Figure 3, Table 3)

NOTE: The table makes a list of all the lubrication fittings for the lower end components of the main landing gear.

WARNING: DO NOT APPLY TOO MUCH GREASE TO THE LANDING GEAR BRAKE HOUSING BUSHINGS. A FIRE CAN OCCUR WHEN THE BRAKE BECOMES HOT. FIRE CAN CAUSE INJURIES TO PERSONNEL.

CAUTION: DO NOT LUBRICATE THE FITTING WITH TOO MUCH GREASE. TOO MUCH GREASE CAN CAUSE A FIRE.

(a) Lubricate the MLG brake housing bushing after brake R/I only.

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-030-02-01

MECH	INSP

SUBTASK 12-21-11-420-002

(3) If a fitting blows off, do these steps:

(a) Make sure there is not a blockage in the lubrication path.

(b) Do this task: Lubrication Fitting Installation, AMM TASK 20-10-24-420-801.

Table 3 Main Landing Gear Lower End Components Lubrication (Fig. 302)

Item No.	Nomenclature	Lubricant	Method of Application	Number of Locations
31	INNER CYLINDER	grease, D00633	Zerk	4
32	LOWER TORSION LINK PIN	grease, D00633	Zerk	1
33	LOWER TORSION LINK	grease, D00633	Zerk	3
34	UPPER TORSION LINK	grease, D00633	Zerk	3

END OF TASK

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-030-02-01

LEFT MAIN LANDING GEAR
(LEFT SIDE IS SHOWN, RIGHT SIDE IS EQUIVALENT)

A

F71049 S0006561647_V2

Main Landing Gear Support Beam Lubrication
Figure 1 (Sheet 1 of 4)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-030-02-01

1 IF YOU SEE GREASE EXTRUDE FROM THE SPLIT LINE OF THE AFT FITTING HALVES, THEN LUBRICATE THE FITTING UNTIL ADDITIONAL GREASE EXTRUDES OUT.

F71219 S0006561648_V6

Main Landing Gear Support Beam Lubrication
Figure 1 (Sheet 2 of 4)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-030-02-01

F71220 S0006561649_V4

Main Landing Gear Support Beam Lubrication
Figure 1 (Sheet 3 of 4)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-030-02-01

MLG BEAM

1 POINT

F

2 POINTS

G

G27232 S0006561650_V4

Main Landing Gear Support Beam Lubrication
Figure 1 (Sheet 4 of 4)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-030-02-01

LEFT MAIN LANDING GEAR
(RIGHT MAIN LANDING GEAR IS EQUIVALENT)

A

G06723 S0006561375_V2

Main Landing Gear Upper End Components Servicing
Figure 2 (Sheet 1 of 8)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-030-02-01

5 POINTS

B

1 ONE MORE LUBE POINT IS ON THE OPPOSITE SIDE (NOT SHOWN).
LUBRICATE ONLY ONE LUBE POINT.

G06727 S0006561376_V2

Main Landing Gear Upper End Components Servicing
Figure 2 (Sheet 2 of 8)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-030-02-01

1 ONE MORE LUBE POINT IS ON THE OPPOSITE SIDE (NOT SHOWN). LUBRICATE ONLY ONE LUBE POINT

4 ONE MORE BUSHING IS ON THE OPPOSITE SIDE UNDER THE NUT AND WASHER.

5 BUSHINGS WITH PAINTED WITNESS LINE (OR EQUIVALENT IDENTIFICATION MARK), DO THESE STEPS:
- LUBRICATE THE JOINT
- APPLY BMS 3-23 OR BMS 3-26. COMPOUND, POINT THE SPRAY AROUND THE BUSHING FLANGE BETWEEN THE BUSHING AND THE MATING LUG SURFACE.
- LUBRICATE THE JOINT AGAIN TO REMOVE ALL COMPOUND FROM THE JOINT.

G06728 S0006561377_V3

Main Landing Gear Upper End Components Servicing
Figure 2 (Sheet 3 of 8)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-030-02-01

2 LUBRICATE WITH BMS 3-33 GREASE AS AN ALTERNATIVE TO THE BMS 3-27 GREASE CALLED OUT ON THE YELLOW DECAL.

G06729 S0006561378_V5

Main Landing Gear Upper End Components Servicing
Figure 2 (Sheet 4 of 8)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-030-02-01

G08385 S0006561379_V2

Main Landing Gear Upper End Components Servicing
Figure 2 (Sheet 5 of 8)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-030-02-01

7 POINTS

F

3 ONE MORE LUBE POINT IS ON THE OPPOSITE SIDE (NOT SHOWN).

G08387 S0006561380_V2

Main Landing Gear Upper End Components Servicing
Figure 2 (Sheet 6 of 8)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-030-02-01

1 ONE MORE LUBE POINT IS ON THE OPPOSITE SIDE (NOT SHOWN). LUBRICATE ONLY ONE LUBE POINT

G08390 S0006561381_V2

Main Landing Gear Upper End Components Servicing
Figure 2 (Sheet 7 of 8)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-030-02-01

9 POINTS

H

3 ONE MORE LUBE POINT IS ON THE OPPOSITE SIDE (NOT SHOWN).

G08392 S0006561382_V2

Main Landing Gear Upper End Components Servicing
Figure 2 (Sheet 8 of 8)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-030-02-01

Main Landing Gear Lower End Components Servicing
Figure 3 (Sheet 1 of 2)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-030-02-01

G08299 S0006561386_V2

Main Landing Gear Lower End Components Servicing
Figure 3 (Sheet 2 of 2)

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AIRLINE CARD NO		TITLE			BOEING CARD NO.
		LEFT MAIN LANDING GEAR RESTORATION			32-040-01-01
DATE	TASK				RELATED CARD
	RESTORE				W-32-720-01-01
TAIL NUMBER	WORK AREA	VERSION	THRESHOLD	REPEAT	APPLICABILITY
	L MAIN GEAR	1.1	21000 FC	21000 FC	AIRPLANE: ALL / ENGINE: ALL
STATION	SKILL	1.2	10 YR	10 YR	
	AIRPL	NOTE			
		ACCESS			ZONE
		551BB 551BT 551DB 551DT 551EB 551ET 551FB			734

Restore the left main landing gear assembly.

INTERVAL NOTE: Whichever comes first.

A. References

Reference	Title
AMM 07-11-01-580-815	Lift the Airplane with the Jacks (P/B 201)
AMM 07-11-01-580-816	Lower the Airplane Off the Jacks (P/B 201)
AMM 07-11-03-580-801	Lift the Main Landing Gear Axles with the Axle Jacks (P/B 201)
AMM 10-11-05 P/B 201	CHOCK INSTALLATION
AMM 12-15-31-610-802	Main Landing Gear Shock Strut Servicing, Airplane on the Ground (P/B 301)
AMM 12-21-11 P/B 301	MAIN LANDING GEAR - SERVICING
AMM 12-21-11-640-801	Main Landing Gear Upper End Components Servicing (P/B 301)
AMM 12-21-11-640-802	Main Landing Gear Lower End Components Servicing (P/B 301)
AMM 20-10-52 P/B 401	FLEXIBLE HOSE - REMOVAL/INSTALLATION
AMM 24-22-00-860-811	Supply Electrical Power (P/B 201)
AMM 24-22-00-860-814	Remove External Power (P/B 201)
AMM 27-51-00-040-801	Trailing Edge Flap System Deactivation (P/B 201)
AMM 27-51-00-440-801	Trailing Edge Flap System Reactivation (P/B 201)
AMM 27-51-00-860-803	Extend the Trailing Edge Flaps (P/B 201)
AMM 27-51-00-860-804	Retract the Trailing Edge Flaps (P/B 201)
AMM 27-62-00-800-801	Speed Brake Hydraulic Systems A and B Pressurization (P/B 201)
AMM 27-62-00-840-802	Put the Speed Brake Systems A and B Back to the Condition Before the Pressure Removal (P/B 201)
AMM 27-62-51-000-801	Ground Spoiler Interlock Valve Cable Removal (P/B 401)
AMM 27-62-51-400-801	Ground Spoiler Interlock Valve Cable Installation (P/B 401)
AMM 29-09-00-860-801	Hydraulic Reservoirs Pressurization (P/B 201)
AMM 29-09-00-860-802	Hydraulic Reservoirs Depressurization (P/B 201)
AMM 29-11-00-200-801	Hydraulic Fluid Check (P/B 601)
AMM 29-11-00-860-801	Hydraulic System A or B Pressurization (P/B 201)
AMM 29-11-00-860-805	Hydraulic System A or B Power Removal (P/B 201)
AMM 32-00-01-080-801	Landing Gear Downlock Pins Removal (P/B 201)
AMM 32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)

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(Continued)

Reference	Title
AMM 32-11-61-000-802	Main Landing Gear Lower Side Strut Removal (P/B 401)
AMM 32-11-61-400-802	Main Landing Gear Lower Side Strut Installation (P/B 401)
AMM 32-11-81-870-801	Hydraulic Shimmy Damper - Bleeding (P/B 401)
AMM 32-13-11-000-802	Main Landing Gear Center Door Removal (P/B 401)
AMM 32-13-11-000-804	Main Landing Gear Inner Door Removal (P/B 401)
AMM 32-13-11-420-802	Main Landing Gear Center Door Installation (P/B 401)
AMM 32-13-11-420-804	Main Landing Gear Inner Door Installation (P/B 401)
AMM 32-13-11-820-801	Main Landing Gear Shock Strut Door Adjustment (P/B 501)
AMM 32-13-21-000-801	Main Landing Gear Wing Door Adjustment (P/B 501)
AMM 32-13-21-000-802	Main Landing Gear Wing Door Removal (P/B 401)
AMM 32-13-21-420-801	Main Landing Gear Wing Door Installation (P/B 401)
AMM 32-32-00-710-801	Main Landing Gear Operational Test (P/B 501)
AMM 32-32-00-710-802	Main Landing Gear Test - Component Replacement (P/B 501)
AMM 32-32-51-400-801	Main Gear Downlock Actuator Installation (P/B 401)
AMM 32-32-91-000-801	Main Gear Downlock Springs Removal (P/B 401)
AMM 32-32-91-400-801	Main Gear Downlock Spring Installation (P/B 401)
AMM 32-34-00-730-801	Main Gear Manual Extension System Test - Airplane on Jacks (P/B 501)
AMM 32-41-00-870-802	Normal (System B) Hydraulic Brake System - Bleeding (P/B 201)
AMM 32-41-41-000-801	Main Landing Gear Brake Removal (P/B 401)
AMM 32-41-41-400-801	Main Landing Gear Brake Installation (P/B 401)
AMM 32-42-00-710-802	Transducer Operational Test (P/B 501)
AMM 32-45-11-000-801	Main Landing Gear Wheel and Tire Assembly Removal (P/B 401)
AMM 32-45-11-400-801	Main Landing Gear Wheel and Tire Assembly Installation (P/B 401)
AMM 32-61-21-020-801	Main Landing Gear Uplock Sensor Removal (P/B 401)
AMM 32-61-21-400-801	Main Landing Gear Uplock Sensor Installation (P/B 401)
AMM 32-61-21-820-801	Main Landing Gear Uplock Sensor Clearance Adjustment (P/B 501)
AMM 57-15-00-200-802	Main Landing Gear Beam Hanger Link Free Play Check (P/B 601)
SWPM 20-60-03	Special Protection of Electrical Connectors

B. Consumable Materials

Reference	Description	Specification
A00247	Sealant - Pressure And Environmental - Chromate Type	BMS5-95
A50009	Sealant - Low Density, Non-Chromate Type. (Formerly Chromate - Synthetic Rubber)	BMS5-142 Type II Class B-1 or B-2
I C00259	Coating - Chemical And Solvent Resistant Finish, Corrosion Inhibiting Primer	BMS10-11 Type I
C50056	Compound - Corrosion Inhibiting Material, Nondrying Resin Mix	BMS3-27
D00006	Compound - Antiseize Pure Nickel Special - Never-Seez NSBT	BAC5008

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(Continued)

Reference	Description	Specification
D00013	Grease - Aircraft And Instrument Grease	MIL-PRF-23827 (NATO G-354) (Supersedes MIL-G-23827)
D00153	Fluid - Hydraulic Fluid, Fire Resistant (Interchangeable And Intermixable With BMS 3-11 Type V)	BMS3-11 Type IV
D00633	Grease - Aircraft General Purpose	BMS3-33
G00018	Nitrogen - Gaseous, Pressurizing, 99.5 Percent Pure	A-A-59503 Type I Grade B, MIL-PRF-27401 Type I Grade A
G01912	Lockwire - MS20995NC32, Monel - 0.032 Inch (0.8128 mm) Diameter	NASM20995
G02314	Air - Compressed, Breathing	BB-A-1034 Source I Grade A
G50136	Compound - Corrosion Inhibiting, Non-drying	BMS3-38
G50171	Compound - Corrosion Inhibiting Compound, Interior Application - D5026NS or ZC-026	
G50237	Compound - Corrosion Inhibiting, Non-drying - Cor-Ban 27L	BMS3-38, NSN 6850-01-469-7645

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-11076	Torque Wrench Adaptor Part #: C32013-1 Supplier: 81205
SPL-12460	Equipment - Removal/Installation, MLG and NLG springs Part #: J32037-106 Supplier: 81205
SPL-12498	MLG downlock release level tool Part #: C32052-1 Supplier: 81205
SPL-1359	Assembly - Wrench Adapter (C32029-3, Part of Kit C32029-38 or C32029-45) Part #: C32029-45 Supplier: 81205 Opt Part #: C32029-38 Supplier: 81205
SPL-1360	Assembly - Wrench Adapter (C32029-4, Part of Kit C32029-38 or C32029-45) Part #: C32029-45 Supplier: 81205 Opt Part #: C32029-38 Supplier: 81205
SPL-1361	Assembly - Wrench Adapter (C32029-39, Part of Kit C32029-38 or C32029-45) Part #: C32029-45 Supplier: 81205 Opt Part #: C32029-38 Supplier: 81205

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(Continued)

Reference	Description
SPL-1362	Assembly - Wrench Adapter (C32029-6, Part of Kit C32029-38 or C32029-45) Part #: C32029-45 Supplier: 81205 Opt Part #: C32029-38 Supplier: 81205
SPL-1363	Assembly - Wrench Adapter (C32029-7, Part of Kit C32029-38 or C32029-45) Part #: C32029-45 Supplier: 81205 Opt Part #: C32029-38 Supplier: 81205
SPL-1364	Assembly - Slug Driver (C32029-8, Part of Kit C32029-38 or C32029-45) Part #: C32029-45 Supplier: 81205 Opt Part #: C32029-38 Supplier: 81205
SPL-1365	Protector - Thread (C32029-9, Part of Kit C32029-38 or C32029-45) Part #: C32029-45 Supplier: 81205 Opt Part #: C32029-38 Supplier: 81205
SPL-1366	Protector - Thread (C32029-10, Part of Kit C32029-38 or C32029-45) Part #: C32029-45 Supplier: 81205 Opt Part #: C32029-38 Supplier: 81205
SPL-1367	Driver - Slug (C32029-11, Part of Kit C32029-38 or C32029-45) Part #: C32029-45 Supplier: 81205 Opt Part #: C32029-38 Supplier: 81205
SPL-1368	Protector - Thread (C32029-12, Part of Kit C32029-38 or C32029-45) Part #: C32029-45 Supplier: 81205 Opt Part #: C32029-38 Supplier: 81205
SPL-1369	Protector - Thread (C32029-13, Part of Kit C32029-38 or C32029-45) Part #: C32029-45 Supplier: 81205 Opt Part #: C32029-38 Supplier: 81205
SPL-1370	Protector - Thread (C32029-14, Part of Kit C32029-38 or C32029-45) Part #: C32029-45 Supplier: 81205 Opt Part #: C32029-38 Supplier: 81205
SPL-1371	Protector - Thread (C32029-15, Part of Kit C32029-38 or C32029-45) Part #: C32029-45 Supplier: 81205 Opt Part #: C32029-38 Supplier: 81205
SPL-1372	Protector - Thread (C32029-16, Part of Kit C32029-38 or C32029-45) Part #: C32029-45 Supplier: 81205 Opt Part #: C32029-38 Supplier: 81205
SPL-14021	Assembly - Wrench Adapter (C32029-48 Part of Kit C32029-45) Part #: C32029-45 Supplier: 81205
SPL-14022	Assembly - Wrench Adapter (C32029-49 Part of Kit C32029-45) Part #: C32029-45 Supplier: 81205
SPL-14023	Assembly - Wrench Adapter (C32029-50 Part of Kit C32029-45) Part #: C32029-45 Supplier: 81205
SPL-14024	Equipment - Thread Protector (C32029-51 Part of Kit C32029-45) Part #: C32029-45 Supplier: 81205

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(Continued)

Reference	Description
SPL-1521	Tool - Strut Inflation, Landing Gear Part #: F70200-18 Supplier: 81205 Opt Part #: F70200-1 Supplier: 81205 Opt Part #: F70200-17 Supplier: 81205
SPL-1744	Set - Lock, Inboard Ground Spoiler Actuator (Contains 4 Lock Assemblies) Part #: C27046-13 Supplier: 81205 Opt Part #: C27046-1 Supplier: 81205
SPL-1862	Equipment - Removal/Installation, MLG Aft Trunnion Pin Part #: C32031-22 Supplier: 81205 Opt Part #: C32031-1 Supplier: 81205
SPL-1868	Puller - Fuse Pin, Main Landing Gear Forward Trunnion Support Part #: C32015-1 Supplier: 81205
SPL-1869	Fixture - Transportation, Main Landing Gear, Removal/Installation Part #: C32034-339 Supplier: 81205 Opt Part #: C32034-227 Supplier: 81205 Opt Part #: C32034-273 Supplier: 81205
SPL-1870	Hoist - Main Landing Gear Retract Actuator Part #: C32028-109 Supplier: 81205 Part #: C32028-110 Supplier: 81205 Part #: C32028-111 Supplier: 81205 Opt Part #: C32028-1 Supplier: 81205 Opt Part #: C32028-3 Supplier: 81205 Opt Part #: C32028-56 Supplier: 81205 Opt Part #: C32028-58 Supplier: 81205 Opt Part #: C32028-59 Supplier: 81205
SPL-1871	Strap - Retention, NLG/MLG Inner Cylinder Part #: C32030-10 Supplier: 81205
SPL-4360	Wrench - Trunnion Spherical Bearing, MLG Part #: C32023-12 Supplier: 81205 Opt Part #: C32023-1 Supplier: 81205

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MECH	INSP

TASK 32-11-00-000-801

1. Main Landing Gear Removal

(Figure 1, Figure 2, Figure 3)

A. Prepare for the Removal

SUBTASK 32-11-00-480-001

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

(1) If the downlock pins are not installed on all the landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

SUBTASK 32-11-00-860-016

(2) Do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811.

SUBTASK 32-11-00-860-001

(3) Extend the trailing edge flaps fully. To extend them, do this task: Extend the Trailing Edge Flaps, AMM TASK 27-51-00-860-803

NOTE: This step will provide access to the aft trunnion pin [19].

SUBTASK 32-11-00-860-002

(4) Do this task: Trailing Edge Flap System Deactivation, AMM TASK 27-51-00-040-801.

SUBTASK 32-11-00-860-017

(5) Put the SPOILER A and B switches to the OFF position to remove the hydraulic power from the flight spoilers.

NOTE: SPOILER A AND B switches are on the flight control panel (P5-3).

SUBTASK 32-11-00-860-018

(6) Put the speed brake lever in the UP position to lift the ground spoilers.

SUBTASK 32-11-00-480-021

(7) Install the set, SPL-1744 for the applicable ground spoiler.

SUBTASK 32-11-00-860-003

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

F/O Electrical System Panel, P6-3

Row	Col	Number	Name
A	16	C01345	LANDING GEAR AUTOBRAKE BITE CONT 2
A	18	C00583	LANDING GEAR AUTOBRAKE BITE CONT 1
B	16	C01346	LANDING GEAR PARKING BRAKE
B	17	C00129	LANDING GEAR LATCH & PRESS WARN
C	15	C01355	LANDING GEAR AIR/GND SYS 2
C	16	C01356	LANDING GEAR AIR/GND SYS 1
D	1	C01399	PSEU PRI
D	2	C01400	PSEU ALTN
D	15	C01401	LANDING GEAR AIR/GND RELAY

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(Continued)

F/O Electrical System Panel, P6-3

Row	Col	Number	Name
D	16	C01432	LANDING GEAR ALTN EXTEND SOL
E	16	C00196	LANDING GEAR ANTISKID INBD
E	18	C00195	LANDING GEAR ANTISKID OUTBD

SUBTASK 32-11-00-860-004

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

SUBTASK 32-11-00-860-005

(10) Push the brake pedals a minimum of twelve times to remove the pressure from the brake lines.

SUBTASK 32-11-00-020-001

WARNING: DO NOT REMOVE THE VALVE BODY UNTIL THE SHOCK STRUT IS FULLY DEFLATED. IF YOU REMOVE THE VALVE BODY WHEN THERE IS PRESSURE, THE PRESSURE CAN BLOW THE VALVE BODY OUT AND CAUSE INJURY TO PERSONS.

(11) Deflate the shock strut [1] for the two main landing gear fully:

NOTE: This task is necessary keep the airplane level when you do the subsequent steps.

(a) Remove the cap [4] for the air valve [2].

(b) Loosen the swivel nut [3] for a maximum of two turns.

NOTE: Fluid in the shock strut [1] will have bubbles when you release the pressure. Deflate the shock strut slowly to prevent the leakage of the fluid through the air valve [2].

(c) Loosen the swivel nut [3] fully when all of the pressure in the shock strut [1] is released.

NOTE: The shock strut [1] is fully deflated when the dimension from the lower surface of the outer cylinder to the upper surface of the axle clevis on the inner cylinder is 0.9 in. (2.3 cm).

SUBTASK 32-11-00-480-002

WARNING: DO AN INSPECTION OF THE STRAP FOR CORRECT INSTALLATION AND DAMAGE BEFORE YOU USE IT. INCORRECT INSTALLATION OR DAMAGE CAN CAUSE THE STRAP TO BREAK. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(12) Install the retention strap, SPL-1871 with the marker facing up, to hold the shock strut [1] in its compressed position.

NOTE: two straps are required to be used to hold the inner cylinder secure.

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SUBTASK 32-11-00-480-022

(13) Lift the airplane with the jacks until the tires are off of the ground, do this task: Lift the Airplane with the Jacks, AMM TASK 07-11-01-580-815.

NOTE: If the landing gear is not being replaced as a scheduled restoration task (MPD Item Number 32-040-01 or 32-040-02), the free play check is optional.

SUBTASK 32-11-00-200-002

(14) Do the Main Landing Gear Beam Hanger Link Free Play Check,AMM TASK 57-15-00-200-802.

SUBTASK 32-11-00-010-003

(15) Remove the applicable access panel:

(a) For the left landing gear, do this step:

Open these access panels:

Number	Name/Location
551BB	Lower Inboard Fixed Trailing Edge, Gear Adjustment Door
551CB	Lower Inboard Fixed Trailing Edge, Gear Access Panel

(b) For the right landing gear, do this step:

Open these access panels:

Number	Name/Location
651BB	Lower Inboard Fixed Trailing Edge, Gear Door Adjustment
651CB	Lower Inboard Fixed Trailing Edge, Gear Access Panel

(c) Open these access panels:

Number	Name/Location
551DB	Lower Inboard Fixed Trailing Edge, Lube Actuator & MLG Beam Outboard Attach Pin Access Panel
651DB	Lower Inboard Fixed Trailing Edge, Lube Actuator & MLG Beam Outboard Attach Pin Access Panel

SUBTASK 32-11-00-020-029

(16) Do this task: Main Landing Gear Wheel and Tire Assembly Removal, AMM TASK 32-45-11-000-801.

SUBTASK 32-11-00-020-030

(17) Do this task: Main Landing Gear Brake Removal, AMM TASK 32-41-41-000-801.

SUBTASK 32-11-00-020-002

(18) Do this task: Main Landing Gear Inner Door Removal, AMM TASK 32-13-11-000-804.

SUBTASK 32-11-00-020-018

(19) Do this task: Main Landing Gear Center Door Removal, AMM TASK 32-13-11-000-802.

SUBTASK 32-11-00-020-003

(20) Do this task: Main Landing Gear Wing Door Removal, AMM TASK 32-13-21-000-802.

SUBTASK 32-11-00-020-004

(21) Do this task: Main Landing Gear Lower Side Strut Removal, AMM TASK 32-11-61-000-802.

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MECH	INSP

SUBTASK 32-11-00-020-019

(22) Disconnect the reaction link assembly [30] from the outer cylinder trunnion [33]:

(a) Remove the cotter pin [41], nut [40] and washer [39] from the cross bolt [31].

(b) Remove the cross bolt [31] from the reaction link pin [32].

(c) Remove the end cap [42] from the reaction link pin [32].

(d) Use the slug driver, SPL-1367 to remove the reaction link pin [32] that holds the reaction link assembly [30] to the trunnion [33].

SUBTASK 32-11-00-020-020

(23) Remove the nuts [37], washers [35, 36] and bolts [34] to disconnect the turnbuckle [38] from the bracket.

SUBTASK 32-11-00-020-021

(24) Disconnect the retract actuator [43] from the main gear trunnion:

(a) Remove the cotter pin [41], nut [47], and the washer [46] from the safety bolt [44].

(b) Remove the bolt [44] from the actuator attach pin [50].

(c) Use the wrench adapter assembly, SPL-1363 to hold the head of the actuator attach pin [50].

(d) Remove the nut [45] and the washer [48] from the actuator attach pin [50].

(e) Remove the wrench adapter assembly, SPL-1363 from the head of the actuator attach pin [50].

(f) Install the thread protector, SPL-1372 on the actuator attach pin [50].

(g) Remove the actuator attach pin [50] to disconnect the retract actuator [43] from the main gear trunnion.

(h) Remove the thread protector, SPL-1372 from the actuator attach pin [50].

(i) Remove the spacers [49].

SUBTASK 32-11-00-020-022

(25) Disconnect the walking beam [51] from the main gear trunnion:

(a) Remove the cotter pin [41], nut [47] and the washer [46] from the safety bolt [54].

(b) Remove the safety bolt [54] from the walking beam attach pin [52].

(c) Use the wrench adapter assembly, SPL-1362 to hold the head of the walking beam attach pin [52].

(d) Remove the nut [55], and the washer [53].

(e) Remove the wrench adapter assembly, SPL-1362 from the head of the walking beam attach pin [52].

(f) Install the thread protector, SPL-1371 on the walking beam attach pin [52].

(g) Remove the walking beam attach pin [52] to disconnect the walking beam [51] from the main gear trunnion.

(h) Remove the thread protector, SPL-1371 from the walking beam attach pin [52].

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SUBTASK 32-11-00-480-008

(26) Use rope to hold the disconnected ends of the walking beam [51], and the retract actuator [43], such that the ends will be out of the way when you remove the main landing gear [93].

SUBTASK 32-11-00-010-004

(27) Remove the applicable access panel:

For the left wing, open this access panel:

Number	Name/Location
551BT	Upper Inboard Fixed Trailing Edge, MLG Actuator Access Panel

For the right wing, open this access panel:

Number	Name/Location
651BT	Upper Inboard Fixed Trailing Edge, MLG Actuator Access Panel

SUBTASK 32-11-00-020-017

(28) Remove the hose guide [18].

SUBTASK 32-11-00-020-006

(29) If you will remove the right gear, disconnect the interlock valve cable of the ground spoiler. To do this, do this task: Ground Spoiler Interlock Valve Cable Removal, AMM TASK 27-62-51-000-801.

B. Main Landing Gear Removal

SUBTASK 32-11-00-020-007

(1) Disconnect the brake hose assembly [6] and shimmy damper hose assembly [114] FLEXIBLE HOSE - REMOVAL/INSTALLATION, AMM 20-10-52/401:

(a) Put a tag to identify the brake hose assembly [6] and shimmy damper hose assembly [114] to prevent the crossing of the hoses during the installation.

(b) Disconnect the brake hose assembly [6] and shimmy damper hose assembly [114] from the elbow [5].

(c) Put plugs in the brake hose assembly [6] and shimmy damper hose assembly [114] .

(d) Put caps on the elbow [5].

(e) Move the brake hose assembly [6] and shimmy damper hose assembly [114] away from the work area.

SUBTASK 32-11-00-020-008

(2) Disconnect the electrical connector [11]:

(a) Remove the screws [7], washers [8], clamps [9], and nuts [10] that hold the electrical connector [11] to the structure.

(b) Disconnect the electrical connector [11] from the electrical connector.

(c) Put cap on the electrical connector [11].

(d) Pull the electrical connector [11] out of the hose guide [12].

(e) Wind the electrical connector [11] into loop.

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SUBTASK 32-11-00-020-009

(3) Disconnect the electrical connector [13]:

(a) Remove the screws [14], washers [15], clamps [16], and nuts [17] that hold the electrical connector [13] to the hose guide [18].

(b) Disconnect the electrical connector [13] from the electrical connector.

(c) Put cap on the electrical connector [13].

(d) Wind the electrical connector [13] into loop.

SUBTASK 32-11-00-020-025

(4) Remove the aft trunnion cross bolt [23]:

(a) Remove the cotter pin [20], nut [21], and washer [22] from the aft trunnion cross bolt [23].

1) Use wrench adapter, SPL-14021 to hold the head of the aft trunnion cross bolt [23].

(b) Install the thread protector, SPL-1366 on the aft trunnion cross bolt [23].

(c) Remove the aft trunnion cross bolt [23] to disconnect the aft trunnion pin [19] from the aft trunnion.

(d) Remove the thread protector, SPL-1366 from the aft trunnion cross bolt [23].

SUBTASK 32-11-00-020-024

(5) Remove the forward trunnion cross bolt [28]:

(a) Remove the cotter pin [24], nut [25], and washer [26] from the forward trunnion cross bolt [28].

1) Use the wrench adapter, SPL-14022 or the wrench adapter, SPL-14023 to hold the head of the forward trunnion cross bolt [28].

(b) Install the thread protector, SPL-1365 or thread protector, SPL-14024 on the forward trunnion cross bolt [28].

(c) Remove the forward trunnion cross bolt [28] to disconnect the forward trunnion from the forward trunnion bearing pin [29].

(d) Remove the thread protector, SPL-1365 or thread protector, SPL-14024 from the forward trunnion cross bolt [28].

SUBTASK 32-11-00-020-028

(6) Remove the retaining ring [61], support ring assembly [62] and the forward trunnion seal [63] from the forward trunnion bearing pin [29] (Figure 1, View B-B).

NOTE: Use the torque wrench adaptor, SPL-11076 to remove the retaining ring.

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				32-040-01-01

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SUBTASK 32-11-00-480-009

CAUTION: MAKE SURE THE FORWARD TRUNNION BEARING PIN DOES NOT MOVE ON THE PROTECTOR ASSEMBLY DURING THE REMOVAL OR INSTALLATION OF THE MAIN LANDING GEAR. IF THIS CONDITION OCCURS, IT CAN CAUSE DAMAGE TO THE PIN.

(7) Install the protector assembly, (C32034-228/-235) [92]. The protector assembly is part of this tool set fixture, SPL-1869. Do these steps to install the protector assembly:

NOTE: The protector assembly will prevent damage to the forward trunnion bearing pin during removal or installation of the main landing gear.

(a) Put the upper end of the protector assembly, (C32034-228/-235) [92] in the large clearance between the forward trunnion bearing pin [29] and the housing assembly.

(b) Attach the lower end of the protector assembly, (C32034-228/-235) [92] over the bottom of the housing assembly, such that you hear a click when you attach it.

SUBTASK 32-11-00-480-010

(8) Attach the support assembly, (C32034-212) [96] to the main landing gear [93]:

NOTE: Make sure that a minimum of two persons will do this task.

(a) Make sure the side strut attach assembly, (C32034-14) [94] is not attached to the support assembly, (C32034-212) [96] and the jackball pin is removed from the hole in the jackball fitting.

NOTE: The jackball fitting is located on the support assembly, (C32034-212) [96].

(b) Put the side strut attach assembly, (C32034-14) [94] into the lower side strut attach point on the main landing gear [93].

NOTE: Make sure the stenciled plate of the assembly is in vertical and in the up position.

1) Install the washer, and the nut finger tight on the threaded end of the side strut attach assembly, (C32034-14) [94].

(c) Put the support assembly, (C32034-212) [96] in its position on the aft side of the main landing gear [93].

NOTE: Make sure the jackball fitting on the support assembly is fully engaged on the jacking ball of the main landing gear.

(d) If it is necessary, align the holes in the support assembly, (C32034-212) [96] with the jacking ball hole for the installation of the jackball pin.

(e) Put the jackball pin through the jackball fitting and the jacking ball of the main landing gear [93].

(f) Install the lynch pin in the jackball pin.

(g) Loosen the nut that holds the side strut attach assembly, (C32034-14) [94] such that the stenciled plate can be attached to the studs on the side strut support assembly, (C32034-12) [97].

1) If it is necessary, adjust the adjustable square support tube of the side strut support assembly, (C32034-12) [97].

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(h) Tighten the two hand knobs to hold the stenciled plate to the studs on the side strut support assembly, (C32034-12) [97].

(i) Tighten the nut that holds the side strut attach assembly, (C32034-14) [94] to the lower side strut attach point.

SUBTASK 32-11-00-840-001

(9) Lift the airplane with the jacks (AMM TASK 07-11-01-580-815) until the lower surface of the housing assembly, for the forward trunnion bearing pin [29], is 97 ±2 in. (246 ±5 cm) above the ground Figure 1, View B-B).

NOTE: Make sure to keep the airplane level.

SUBTASK 32-11-00-480-011

(10) Attach the dolly assembly, (C32034-213) [98] to the support assembly, (C32034-212) [96]:

NOTE: A minimum of 2 person is necessary to do this task.

(a) If installed, remove the transportation support assembly and the aft tire support assembly from the dolly assembly, (C32034-213) [98].

(b) From the aft side, carefully move the dolly assembly, (C32034-213) [98] in the forward direction under the wing.

(c) Push the dolly assembly, (C32034-213) [98] aft such that the boom arm, (C32034-214) [91] points forward of the main landing gear [93] and the legs are parallel to the fuselage and in the center with the main landing gear [93].

(d) Lift or lower the boom arm, (C32034-214) [91] until you can connect the lift links, (C32034-34) [95] to the support assembly, (C32034-212) [96].

(e) Install the pins to hold the lift links, (C32034-34) [95] to the support assembly, (C32034-212) [96].

(f) Connect the winch assembly, (C32034-207) [99] to the support assembly, (C32034-212) [96] with the snapper pin.

SUBTASK 32-11-00-020-011

WARNING: MAKE SURE THE HYDRAULIC PRESSURE IS BELOW 5000 PSIG (34,474 KPA) WHEN YOU DISCONNECT THE AFT TRUNNION FROM THE AFT TRUNNION BEARING PIN. IF THE HYDRAULIC PRESSURE IS 5000 PSIG (34,474 KPA) OR HIGHER, A BINDING CONDITION OCCURS. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(11) Prepare the dolly assembly, (C32034-213) [98] to disconnect the aft trunnion:

(a) Operate the hydraulic pump on the dolly assembly, (C32034-213) [98] until approximately 1500 psi (10,342 kPa) is shown on the gage.

NOTE: Make sure the dolly assembly, (C32034-213) [98] stays in center with the main landing gear [93].

(b) Make sure the swivel locks for the single caster wheels are released.

(c) Use the pry lever bar to remove the load off of the caster wheels one at a time.

(d) Use the lever bar assemblies to turn the single caster wheels parallel to the legs of the dolly assembly, (C32034-213) [98].

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1) Lock the swivel locks for the single wheel casters.

(e) Operate the hydraulic pump on the dolly assembly, (C32034-213) [98] until approximately 4500 psi (31,026 kPa) is shown on the gage.

NOTE: This will decrease the weight of the main landing gear from the aft trunnion pin [19].

(f) Put chocks on all the caster wheels.

SUBTASK 32-11-00-480-012

(12) Use equipment, SPL-1862 to push the aft trunnion pin [19] into the aft trunnion:

(a) Attach the push adapter [75] to the shaft [71].

(b) Put the push adapter [74] through the pin access hole in the main landing gear beam.

(c) Push the slide hammer [72] until the aft trunnion pin [19] is disconnected from the aft trunnion bearing and it is inside the aft trunnion.

SUBTASK 32-11-00-480-013

(13) Use tie wraps to hold the aft trunnion pin [19] inside the aft trunnion.

NOTE: This will prevent the aft trunnion pin from falling out when you do the subsequent steps.

SUBTASK 32-11-00-950-003

(14) Put protective tape on the outer edge of the aft trunnion to protect its surface finish from scratching.

SUBTASK 32-11-00-420-021

WARNING: MAKE SURE THE HYDRAULIC PRESSURE IS BELOW 5000 PSIG (34,474 KPA) WHEN YOU OPERATE THE DOLLY ASSEMBLY AND THE MAIN LANDING GEAR PIVOTS ABOUT THE FORWARD TRUNNION BEARING PIN. IF THE HYDRAULIC PRESSURE IS 5000 PSIG (34,474 KPA) OR HIGHER, A BINDING CONDITION OCCURS. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(15) Lower the aft trunnion:

NOTE: The initial main landing gear [93] removal path is done with the forward trunnion bearing pin [29] attached to the forward trunnion. This removal path follows a combination of movements from lowering and moving the aft trunnion inboard while the main landing gear pivots about the forward trunnion bearing pin.

(a) Make sure to lock the swivel locks for the caster wheels when the main landing gear [93] pivots about the forward trunnion bearing pin [29] as follows;

1) Use the pry lever bar to remove the load off of the caster wheels one at a time.

2) Lock the single wheel casters perpendicular to the forward trunnion pivot axis approximately 38 degrees, and 90 degrees for the double wheel caster.

(b) Put the fork end of the lever bar assemblies on the rectangular tubing above the single wheel casters.

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(c) Hold the lever bar assemblies to slowly push the aft end of the dolly assembly, (C32034-213) [98] inboard.

NOTE: Make sure the swivel locks for all the caster wheels are released.

(d) Do the steps below to lower the aft trunnion inboard while at the same time the aft end of the main landing gear [93] moves inboard:

NOTE: When lifting or lowering the aft trunnion, put the single caster wheels parallel to the dolly assembly legs and lock the swivel locks.

1) Use the winch assembly, (C32034-207) [99] to pull the bottom of the main landing gear [93] forward.

2) Use the manual valve on the hydraulic pump to lower the boom arm, (C32034-214) [91].

3) Continue to lower and to move the aft trunnion inboard until it clears the following components;

a) The lower flange of the main landing gear beam

b) The seals for the lower trailing edge panel

c) The seal for the support beam

d) And the aft trunnion is just below the lower trailing edge panel.

SUBTASK 32-11-00-020-013

WARNING: MAKE SURE THE HYDRAULIC PRESSURE IS BELOW 5000 PSIG (34,474 KPA) WHEN YOU DISCONNECT THE FORWARD TRUNNION FROM THE FORWARD TRUNNION BEARING PIN. IF THE HYDRAULIC PRESSURE IS 5000 PSIG (34,474 KPA) OR HIGHER, A BINDING CONDITION OCCURS. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(16) Disconnect the forward trunnion:

(a) Make sure the swivel locks for the caster wheels are released.

(b) Use the lever bar assemblies to push the dolly assembly, (C32034-213) [98] outboard such that the axis of the forward trunnion bearing pin [29] is perpendicular to the housing assembly and the rear spar.

(c) Use the pry lever bar to remove the load off of the caster wheels one at a time.

(d) If it is necessary, use the lever bar assemblies and put the single caster wheels parallel to the legs of the dolly assembly, (C32034-213) [98].

1) Lock the swivel locks for the single caster wheels.

(e) Attach the outer cylinder strap assembly to the hoist ring on the end of the boom arm [91] and around the outer cylinder at the aft trunnion.

(f) Remove the tension from the strap.

(g) Put the chocks approximately 2 in. (5 cm) aft of the single wheel casters, and in contact with the double wheel caster to limit the movement of the dolly assembly, (C32034-213) [98].

(h) Make sure the chock is in contact with the double wheel caster to prevent the movement of the dolly assembly, (C32034-213) [98].

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(i) Put the fork end of the lever bar assemblies on the rectangular tubing above the single wheel casters.

(j) Hold the lever bar assemblies to slowly push on the dolly assembly [98], such that the forward trunnion will come off of the forward trunnion bearing pin [29].

NOTE: Make sure the swivel locks for all the caster wheels are released.

(k) Continue to push the dolly assembly, (C32034-213) [98] while lowering the aft end of the main landing gear [93] with the use of the winch assembly, (C32034-207) [99] and the boom arm, (C32034-214) [91].

(l) Continue this movement until the aft trunnion will clear the lower trailing edge panel seals, the forward trunnion is disconnected from the forward trunnion bearing pin [29].

(m) Remove the outer cylinder strap assembly from the hoist ring and the outer cylinder.

(n) Use the boom arm, (C32034-214) [91] and the winch assembly, (C32034-207) [99] to lower the main landing gear [93], such that the dolly assembly, (C32034-213) [98], with the main landing gear [93] can be removed below the wing.

SUBTASK 32-11-00-580-002

(17) Lower the main landing gear [93] on the tire support assemblies, such that the support assembly, (C32034-212) [96] rests in the cradle of the transportation support assembly.

SUBTASK 32-11-00-480-014

(18) Use the retention strap, SPL-1871 to hold the main landing gear [93].

SUBTASK 32-11-00-480-023

(19) Tighten the adjustable square support tube of the side strut support assembly, (C32034-12) [97] with the two adjustable handles.

SUBTASK 32-11-00-020-026

CAUTION: DO NOT TOW THE MAIN LANDING GEAR SUPPORT EQUIPMENT OVER 5 MPH. THE MAIN LANDING GEAR SUPPORT EQUIPMENT IS FOR SHOP HANDLING ONLY.

CAUTION: MAKE SURE THE RETENTION STRAP OR EQUIVALENT IS INSTALLED ON THE SHOCK STRUT [1] IF THE MAIN LANDING GEAR FIXTURE, SPL-1869 WILL BE REMOVED FROM THE MAIN LANDING GEAR [93]. THE SHOCK STRUT CAN EXTEND AND DAMAGE TO THE EQUIPMENT CAN OCCUR.

(20) Remove the dolly assembly, (C32034-213) [98], with main landing gear [93] from the work area.

——— END OF TASK ———

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TASK 32-11-61-000-803

2. Main Landing Gear Side Strut Removal

(Figure 5)

A. General

(1) This procedure supplies instructions to remove the side strut.

B. Prepare for the Removal

SUBTASK 32-11-61-480-006

WARNING: MAKE SURE THE DOWNLOCK PINS ARE INSTALLED ON ALL THE LANDING GEAR, BUT THE ONE TO BE WORKED ON. WITHOUT THE GROUND LOCK PINS, THE LANDING GEAR COULD RETRACT AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) If the downlock pins are not installed on all the landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801

SUBTASK 32-11-61-580-008

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

SUBTASK 32-11-61-860-003

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

SUBTASK 32-11-61-020-010

(4) Do this task: Main Gear Downlock Springs Removal, AMM TASK 32-32-91-000-801.

C. Main Landing Gear Side Strut Removal

SUBTASK 32-11-61-020-011

(1) Disconnect the upper side strut assembly [3] from the downlock strut [1]:

(a) Remove the pin [6] from the downlock link pin [2].

(b) Remove the nut [5], and the washer [4] from the downlock link pin [2].

(c) Remove the downlock link pin [2] to disconnect the upper side strut assembly [3] from the downlock strut [1].

NOTE: Use the thread protector, SPL-1369, for the downlock link pin [2] when you do this step.

SUBTASK 32-11-61-020-012

(2) Disconnect the lower side strut assembly, lower [8] from the pushrod [41]:

(a) Remove the nut [42], washer [43] from the bolt [46].

(b) Remove the bolt [46] to disconnect the lower side strut assembly, lower [8] from the pushrod [41].

(c) Isolate the pushrod [41] from the lower side strut assembly, lower [8].

SUBTASK 32-11-61-480-007

(3) Use a rope to hold the pushrod [41] and the inner door in its position.

SUBTASK 32-11-61-020-013

(4) Disconnect the lower side strut assembly, lower [8] from the shock strut [51]:

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(a) Remove the pin [49], nut [50], and washer [48] from the cross bolt [47].

(b) Remove the cross bolt [47] from the side strut pin [52].

(c) Remove the side strut nut [54], and the side strut washer [53] from the side strut pin [52].

(d) Remove the side strut pin [52] to disconnect the lower side strut assembly, lower [8] from the shock strut [51].

NOTE: Use the thread protector, SPL-1370, for the side strut pin [52] when you do this step.

SUBTASK 32-11-61-020-014

(5) Disconnect the upper side strut assembly [3] from the reaction link assembly [15]:

(a) Remove the pin [19], nut [18], and washer [17] from cross bolt [16].

(b) Remove the cross bolt [16] from the side strut pin [22].

(c) Remove the side strut nut [20], and the side strut washer [21] from the side strut pin [22].

NOTE: Use wrench adapter wrench adapter assembly, SPL-1359, to hold the head of the side strut pin [22] when you loosen the side strut nut [20].

(d) Remove the side strut pin [22] that holds the upper side strut assembly [3] to the reaction link assembly [15].

NOTE: Use the thread protector, SPL-1368, for the side strut pin [22] when you do this step.

SUBTASK 32-11-61-020-015

(6) Remove the assembly of the upper side strut assembly [3], and the lower side strut assembly, lower [8] from the airplane.

NOTE: The side strut assembly weighs approximately 90.11 lb (40.87 kg). Make sure a minimum of two person will hold and lower the side strut when you remove it from the airplane.

——— END OF TASK ———

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TASK 32-11-89-000-801

3. Main Landing Gear Downlock Strut Removal

(Figure 6)

A. Prepare for the Removal

SUBTASK 32-11-89-480-001

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

(1) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

SUBTASK 32-11-89-860-001

(2) Lift the airplane on jacks until the main landing gear wheels are off of the ground (AMM TASK 07-11-01-580-815).

SUBTASK 32-11-89-860-002

(3) Remove the power from hydraulic system A and B, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805.

SUBTASK 32-11-89-020-001

(4) Do this task: Main Gear Downlock Springs Removal, AMM TASK 32-32-91-000-801.

B. Main Landing Gear Downlock Strut Removal

SUBTASK 32-11-89-020-002

(1) Do these steps to disconnect the hydraulic lines [2] from the downlock actuator [4]:

(a) Put tags on the hydraulic lines [2] to prevent the crossing of the lines during the installation.

(b) Disconnect the hydraulic lines [2] from the downlock actuator [4].

(c) Install caps on the hydraulic lines [2].

(d) Install plugs in the ports of the downlock actuator [4].

(e) Remove and discard the packings [3].

SUBTASK 32-11-89-020-008

(2) Use downlock release tool, SPL-12498 to manually release the MLG downlock mechanism.

SUBTASK 32-11-89-020-003

(3) Do these steps to disconnect the rod end of the downlock actuator [4] from the downlock strut [5]:

(a) Remove the spacer [7] from the rod end pin [8].

(b) From the forward side, remove the rod end pin [8] that holds the rod end of the downlock actuator [4] to the downlock strut [5].

(c) Remove the spacers [9], and the washers [10].

(d) Slowly lower the rod end of the downlock actuator [4] to the upper end of the upper side strut.

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(e) Use a tape to attach the rod end of the downlock actuator [4] to the upper end of the upper side strut.

NOTE: This will prevent the downlock actuator [4] from moving when you do the subsequent steps.

SUBTASK 32-11-89-020-004

(4) Do these steps to disconnect the electrical harnesses [11] from the downlock strut [5]:

NOTE: Remove the brackets [17] with the sensors attached.

(a) Remove the nuts [20], washers [19], and the bolts [18] to disconnect the brackets [17] from the downlock strut [5].

(b) Isolate the brackets [17] from the downlock strut [5].

SUBTASK 32-11-89-080-001

(5) Remove the downlock pin from the main landing gear for which the downlock strut [5] is to be removed (AMM TASK 32-00-01-080-801).

SUBTASK 32-11-89-020-005

(6) Do these steps to disconnect the downlock strut [5] from the reaction retraction link assembly [6]:

(a) Remove the pin [22] from the downlock link pin [12].

(b) Remove the nut [21], and the washer [23] from the downlock link pin [12].

NOTE: Use wrench adapter assembly, SPL-1361 to hold the head of the downlock link pin [12] when you loosen the nut [21].

(c) Remove the downlock link pin [12] that holds the downlock strut [5] to the reaction retraction link assembly [6].

NOTE: Use thread protector, SPL-1370 when you do this task.

SUBTASK 32-11-89-020-006

(7) Do these steps to disconnect the downlock strut [5] from the upper side strut:

(a) Remove the pin [16] from the downlock link pin [13].

(b) Remove the nut [15], and the washer [14] from the downlock link pin [13].

(c) Remove the downlock link pin [4] that holds the downlock strut [5] to the upper side strut.

NOTE: Use thread protector, SPL-1369 when you do this task.

SUBTASK 32-11-89-020-007

(8) Remove the downlock strut [5] from the airplane.

NOTE: If removal of the downlock strut [5] is difficult, do the step that follows to decrease the weight on the gear.

SUBTASK 32-11-89-580-001

(9) Do this task: (AMM TASK 07-11-03-580-801)

——— END OF TASK ———

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TASK 32-11-71-000-801

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4. Main Landing Gear Reaction Link Assembly Removal

(Figure 7)

A. Prepare for the Removal.

SUBTASK 32-11-71-480-001

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

(1) If the downlock pins are not installed on all the landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

SUBTASK 32-11-71-860-001

(2) Remove the pressure from the hydraulic systems A and B, do this task: Hydraulic Reservoirs Depressurization, AMM TASK 29-09-00-860-802.

SUBTASK 32-11-71-860-003

(3) Remove the power from the hydraulic systems A and B, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805.

SUBTASK 32-11-71-580-001

(4) Install chocks around the tires of the main landing gear (CHOCK INSTALLATION, AMM 10-11-05/201).

B. Main Landing Gear Reaction Link Assembly Removal

SUBTASK 32-11-71-020-001

(1) Do this task: Main Gear Downlock Springs Removal, AMM TASK 32-32-91-000-801.

SUBTASK 32-11-71-020-002

(2) Do these steps to disconnect the hydraulic lines [37] from the hydraulic tubes [2]:

(a) Disconnect the hydraulic lines [37] from the hydraulic tubes [2] attached to the bracket assembly [38].

(b) Install caps on the hydraulic lines [37].

(c) Put tags on the lines [37] to prevent the crossing of the lines during the installation.

(d) Disconnect the hydraulic tubes [2] from the downlock actuator [4].

(e) Install caps on the hydraulic tubes [2].

(f) Remove the packings [46] from the ports of the downlock actuator [4] and discard them.

(g) Install plugs in the ports of the downlock actuator [4].

SUBTASK 32-11-71-020-003

(3) Do these steps to disconnect the reaction link assembly [1] from the downlock actuator [4]:

(a) Remove the cotter pin [11], nut [10] and the washer [9] from the rod end pin [6].

(b) Remove the rod end pin [6] that attaches the head end of the downlock actuator [4] to the reaction link assembly [1].

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(c) Remove the washers [7] and [8].

(d) Slowly lower the head end of the downlock actuator [4] to the upper end of the upper side strut [21].

(e) Use a tape to attach the head end of the downlock actuator [4] to the upper end of the upper side strut [21].

NOTE: This task will prevent the downlock actuator [4] from moving when you do the subsequent steps.

SUBTASK 32-11-71-020-004

(4) Do these steps to disconnect the reaction link assembly [1] from the upper lock link [5]:

(a) Remove the cotter pin [16] from the downlock link pin [13].

(b) Remove the nut [15] and the washer [14] from the downlock link pin [13].

NOTE: Use the wrench adapter wrench adapter assembly, SPL-1360, to hold the head of the downlock link pin [13] when you loosen the nut [15].

(c) Remove the downlock link pin [13] that attaches the reaction link assembly [1] to the upper lock link [5].

NOTE: Use the thread protector, SPL-1369, when you do this step.

SUBTASK 32-11-71-020-005

(5) Do these steps to disconnect the reaction link assembly [1] from the upper side strut [21]:

(a) Remove the cotter pin [23], nut [22] and washer [24] from crossbolt [17].

(b) Remove the crossbolt [17] from the side strut pin [20].

(c) Remove the side strut nut [18] and the side strut washer [19] from the side strut pin [20].

NOTE: Use the wrench adapter wrench adapter assembly, SPL-1359 to hold the head of the side strut pin [20] when you loosen the side strut nut [18].

(d) Attach a strap to the upper end of the upper side strut [21].

NOTE: The assembly of the upper side strut, lower side strut, and the lower lock link weigh approximately 130 pounds

(59 kilograms).

1) Lower the upper side strut [21] sufficiently for the removal of the reaction link assembly [1] in the subsequent steps.

2) Attach the upper end of the upper side strut [21] to the hanger link assembly [35].

(e) Remove the side strut pin [20] that attach the reaction link assembly [1] to the upper side strut [21].

NOTE: Use the thread protector, SPL-1368, when you do this step.

SUBTASK 32-11-71-020-006

(6) Do these steps to disconnect the reaction link assembly [1] from the hanger link assembly [35]:

(a) Remove the pin assembly [31] from the reaction link assembly [1].

(b) Remove the cotter pin [28], nut [29] and washer [30] from the crossbolt [25].

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(c) Remove the crossbolt [25] from the end cap [27].

(d) Remove the washer [26] from the cross bolt [25].

(e) Isolate the end cap [27], bracket assembly [38], hydraulic tube [2], electrical harness [12], and the spacers [32] and [36] as an assembly from the reaction link assembly [1].

(f) If it is necessary to disconnect the electrical harness [12], do this step:

1) Disconnect the electrical harness [12] by removing the bolts for the bracket which holds the sensor to the upper lock link [5].

(g) Remove the hanger link pin [34] that attaches the reaction link assembly [1] to the hanger link assembly [35].

NOTE: Use the slug driver slug driver assembly, SPL-1364, when you do this step.

SUBTASK 32-11-71-020-013

(7) If necessary, do the following steps to remove the hanger link assembly [35] from the supporting structure:

(a) Remove the cotter pin [53], nut [52] and washer [51] from the crossbolt [50].

(b) Remove the cross bolt [50] from the hanger link assembly pin [46].

(c) Remove the nut [49] and washer [48] from the hanger link assembly pin [46].

(d) Remove the hanger link assembly pin [46] that attaches the hanger link assembly to the supporting structure.

(e) Remove the hanger link assembly [35].

SUBTASK 32-11-71-020-007

(8) Do these steps to disconnect the reaction link assembly [1] from the trunnion [41]:

(a) Remove the cotter pin [44], nut [43] and washer [42] from the crossbolt [39].

(b) Remove the cross bolt [39] from the trunnion pin [40].

(c) Remove the end cap [45] from the trunnion pin [40].

(d) Remove the trunnion pin [40] that attaches the reaction link assembly [1] to the trunnion [41].

NOTE: Use the slug driver slug driver assembly, SPL-1364, when you do this task.

SUBTASK 32-11-71-020-008

(9) Remove the reaction link assembly [1] from the airplane.

NOTE: The reaction link assembly weighs approximately 63.2 lb (28.7 kg). Make sure a minimum of two persons will hold the reaction link assembly [1] when you remove it from the airplane.

——— END OF TASK ———

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TASK 32-32-11-000-801

5. Removal of the Actuator Assembly for the Main Gear

(Figure 8)

A. Expendables/Parts

AMM Item	Description	AIPC Reference	AIPC Effectivity
2	Actuator assembly	32-32-11-01-135	AKS ALL

B. Prepare for the Removal

SUBTASK 32-32-11-480-001

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

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

SUBTASK 32-32-11-860-001

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

SUBTASK 32-32-11-580-001

(3) Install chocks around the tires of the main landing gear (CHOCK INSTALLATION, AMM 10-11-05/201).

SUBTASK 32-32-11-010-001

(4) Open the applicable access panels:

Number	Name/Location
551BT	Upper Inboard Fixed Trailing Edge, MLG Actuator Access Panel
551DB	Lower Inboard Fixed Trailing Edge, Lube Actuator & MLG Beam Outboard Attach Pin Access Panel
651BT	Upper Inboard Fixed Trailing Edge, MLG Actuator Access Panel
651DB	Lower Inboard Fixed Trailing Edge, Lube Actuator & MLG Beam Outboard Attach Pin Access Panel

C. Actuator Assembly Removal

SUBTASK 32-32-11-020-001

I (1) Disconnect the hydraulic line [27] UP and hydraulic line [28] DN from the actuator assy [2].

SUBTASK 32-32-11-480-002

(2) Install plugs in the hydraulic hoses.

SUBTASK 32-32-11-480-003

(3) Install the hoist, SPL-1870.

SUBTASK 32-32-11-980-001

(4) Hold the head end of the actuator assembly [2] in position with the hoist, SPL-1870.

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SUBTASK 32-32-11-020-002

(5) Remove these parts to disconnect the beam hanger [3] from the structure:

(a) pin [5]

(b) nut [6]

(c) washer [7]

(d) bolt [4].

SUBTASK 32-32-11-020-003

(6) Hold the beam assembly [1] and actuator assy [2] and remove these parts to disconnect the beam assembly [1] from the main gear trunnion:

(a) pin [12], nut [11], washer [10], and bolt [17]

(b) nut [18] and washer [19]

(c) walking beam attach pin [16].

SUBTASK 32-32-11-020-004

(7) Hold the beam assembly [1] and actuator assy [2] and remove these parts to disconnect the actuator assy [2] from the main gear trunnion:

(a) pin [12], nut [11], washer [10], and bolt [8]

(b) nut [9] and washer [13]

(c) spacers [14]

(d) actuator attach pin [15].

SUBTASK 32-32-11-020-005

(8) Remove the beam assembly [1] and actuator assy [2] with the hoist, SPL-1870.

SUBTASK 32-32-11-080-001

(9) Remove the hoist, SPL-1870 from the beam assembly [1] and actuator assy [2].

SUBTASK 32-32-11-020-006

(10) Do these steps to remove the actuator assy [2] from the beam assembly [1] and the beam hanger [3]:

(a) Remove the pin [12], nut [11], washer [10], and bolt [17].

(b) Remove the nut [21] and washer [22].

(c) Remove the pin [20].

(d) Remove the actuator assy [2].

SUBTASK 32-32-11-020-007

(11) Do these steps if the replacement actuator assy [2] does not have a restrictor [23] and union [26] installed:

(a) Remove the restrictor [23] and the union [26] from the actuator assy [2].

(b) Remove and discard the packing [24], and packing [25].

(c) Install plugs in the ports on the actuator assy [2].

——— END OF TASK ———

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				32-040-01-01

MECH	INSP

TASK 32-11-83-000-801

6. Main Landing Gear Forward Trunnion Bearing Assembly Removal

(Figure 9)

A. Prepare for the Removal

SUBTASK 32-11-83-480-001

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

(1) If the downlock pins are not installed on all the landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

SUBTASK 32-11-83-020-001

(2) Do this task: Main Landing Gear Removal, TASK 32-11-00-000-801.

B. Main Landing Gear Forward Trunnion Bearing Assembly Removal

SUBTASK 32-11-83-020-002

(1) Remove the forward trunnion bearing assembly:

(a) Remove the nuts [2], washers [5] and the fuse pin caps [3] on each end of the rods [4].

(b) Remove the rods [4] from the fuse pins [6].

(c) Remove the nuts [9] and the special washers [7] from the fuse pins [6].

(d) Use puller, SPL-1868, to remove the fuse pins [6] that hold the housing assembly [8] to the forward trunnion support.

(e) Remove the forward trunnion bearing assembly from the airplane.

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-01-01

MECH	INSP

TASK 57-16-01-000-801

7. Remove the MLG Forward Trunnion Housing Assembly
(Figure 10)

A. Procedure

SUBTASK 57-16-01-010-001

(1) To remove the housing assembly from the airplane, do this task: Main Landing Gear Forward Trunnion Bearing Assembly Removal, TASK 32-11-83-000-801.

SUBTASK 57-16-01-020-001

(2) Do the steps that follow to disassemble the housing assembly [5] (Figure 10):

(a) Remove the MS20995NC32 lockwire, G01912 [2] from the retainer nut [1].

(b) Remove the retainer nut [1], the pin assembly [4], and the race assembly [3].

NOTE: Use wrench, SPL-4360 or equivalent to remove the retainer nut [1].

(c) Remove the retaining ring [8], the support ring assembly [7], and the seal [6].

——— END OF TASK ———

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TASK 57-16-02-000-801

MECH	INSP

8. Remove the MLG Aft Trunnion Bearing Assembly
(Figure 11)

A. Prepare for the Removal

SUBTASK 57-16-02-010-001

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

(1) If the downlock pins are not installed on all of the landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801

SUBTASK 57-16-02-010-002

(2) To get access to the aft trunnion bearing assembly;

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

(b) Do this task: .Main Landing Gear Removal, TASK 32-11-00-000-801

1) Remove the aft trunnion pin [6] from the aft trunnion bearing assembly.

NOTE: This pin was attached to the aft trunnion with tie wraps within the procedure done before.

B. Procedure

SUBTASK 57-16-02-020-001

(1) Remove the lock tab [4] from the lock plate.

(a) Remove the screws [2], the washers [3], and the lockwire.

SUBTASK 57-16-02-020-002

(2) Remove the retainer nut [1].

NOTE: Use torque wrench adaptor, SPL-11076 to remove the retainer nut [1].

SUBTASK 57-16-02-020-003

(3) Remove the split ball assembly [7] and the outer race assembly [5].

——— END OF TASK ———

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TASK 32-32-31-000-801

MECH	INSP

9. Main Gear Uplock Assembly Removal

(Figure 12, Figure 13)

A. Prepare for the Removal

SUBTASK 32-32-31-480-001

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

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

SUBTASK 32-32-31-860-001

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

SUBTASK 32-32-31-580-001

(3) Install chocks around the tires of the main landing gear (CHOCK INSTALLATION, AMM 10-11-05/201).

SUBTASK 32-32-31-020-001

(4) Remove the uplock sensors from the uplock assembly [9]. To do this, do this task: Main Landing Gear Uplock Sensor Removal, AMM TASK 32-61-21-020-801.

B. Main Gear Uplock Assembly Removal

SUBTASK 32-32-31-020-009

(1) Put tags on the two hydraulic lines to show their connection locations.

SUBTASK 32-32-31-020-002

(2) Disconnect the two hydraulic lines from the uplock actuator.

SUBTASK 32-32-31-480-002

(3) Install plugs in the two hydraulic lines.

SUBTASK 32-32-31-020-003

(4) If it is necessary to remove the hanger assembly [19], remove the pins [13], nuts [12], uplock washers [11], and uplock hanger pins [10] to disconnect the hanger assembly [19].

SUBTASK 32-32-31-020-004

(5) Remove the pin [8], nut [7], uplock washer [6], and uplock attach pin [14] to disconnect the uplock assembly [9] from the structure.

SUBTASK 32-32-31-020-005

(6) Remove uplock assembly [9].

SUBTASK 32-32-31-020-006

(7) Remove the pin [5], nut [4], washer [3], bolt [1] and bushing [2] to disconnect the hanger assembly [19] from the structure.

SUBTASK 32-32-31-020-007

(8) Remove the hanger assembly [19].

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SUBTASK 32-32-31-020-008

(9) If the uplock actuator on the replacement uplock assembly does not have hydraulic fittings installed, do these steps:

(a) Remove the union [18] and the restrictor [16] from the uplock actuator.

(b) Remove and discard the packing [15], and packing [17].

(c) Install plugs in the ports on the uplock actuator.

——— END OF TASK ———

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TASK 32-32-31-400-801

10. Main Gear Uplock Assembly Installation

(Figure 12, Figure 13)

A. Expendables/Parts

AMM Item	Description	AIPC Reference	AIPC Effectivity
15	Packing	32-32-41-01-035	AKS ALL
16	Restrictor	32-32-41-01-025	AKS ALL
17	Packing	32-32-41-01-030	AKS ALL
18	Union	32-32-41-01-020	AKS ALL
19	Hanger assembly	32-32-31-02-150	AKS ALL

B. Main Gear Uplock Assembly Installation

SUBTASK 32-32-31-420-001

(1) Do these steps if the replacement uplock actuator on the uplock assembly [9] does not have the union [18] or restrictor [16] installed:

(a) Lubricate these items with hydraulic fluid, D00153:

1) packing [15], packing [17]

2) union [18], restrictor [16]

(b) Remove the plugs from the ports on the uplock actuator

(c) Install the packing [15], packing [17], the union [18], and the restrictor [16] in the uplock actuator.

SUBTASK 32-32-31-600-001

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.

(2) Apply a thin layer of Cor-Ban 27L Compound, G50237 (preferred) or corrosion inhibiting compound, G50136 (optional) on the parts that follow:

(a) The threads and thread reliefs of the uplock attach pin [14] and the nut [7].

(b) The faces of the uplock washer [6].

(c) The pin [8].

SUBTASK 32-32-31-640-001

(3) Lubricate the shank of the uplock attach pin [14] with grease, D00633.

SUBTASK 32-32-31-420-002

(4) Put the uplock assembly [9] in position on the structure.

SUBTASK 32-32-31-420-003

(5) Install the uplock attach pin [14], uplock washer [6], and nut [7] to attach the uplock assembly [9] to the structure.

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SUBTASK 32-32-31-420-004

(6) Tighten the nut [7] to 50.0 in-lb (5.6 N·m) to 100.0 in-lb (11.3 N·m) above the run-on torque. Loosen to the nearest castellation, if it is necessary, and install the pin [8].

SUBTASK 32-32-31-600-002

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.

(7) Apply a thin layer of Cor-Ban 27L Compound, G50237 (preferred) or corrosion inhibiting compound, G50136 (optional) to the parts that follow:

(a) The threads and thread reliefs of the uplock hanger pins [10] and the nuts [12].

(b) The faces of the uplock washers [11].

(c) The pins [13].

SUBTASK 32-32-31-640-002

(8) Lubricate the shank of the uplock hanger pin [10] with grease, D00633.

SUBTASK 32-32-31-420-005

(9) Install uplock hanger pin [10], uplock washers [11], and the nuts [12] to connect the hanger assembly [19] to the uplock assembly [9].

SUBTASK 32-32-31-420-006

(10) Tighten the nuts [12] to 20.0 in-lb (2.3 N·m) to 24.0 in-lb (2.7 N·m) above the run-on torque. Loosen to the nearest castellation, if it is necessary, and install the pins [13].

SUBTASK 32-32-31-820-001

(11) Loosen the jamnut [20] on the rod end of the hanger assembly [19]. Adjust the rod end until the distance from the center of the bolt [1] to the top of the threaded end of the hanger assembly [19] is 2.17 in. (55.1 mm).

SUBTASK 32-32-31-600-003

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.

(12) Apply a thin layer of Cor-Ban 27L Compound, G50237 (preferred) or corrosion inhibiting compound, G50136 (optional) on the parts that follow:

(a) The threads and thread reliefs of the bolt [1] and the nut [4].

(b) The faces of the washer [3].

(c) The pin [5].

SUBTASK 32-32-31-640-003

(13) Lubricate the shanks of the bolt [1] and pin [5] with a light film of grease, D00633. Wipe off excess grease.

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SUBTASK 32-32-31-420-007

(14) Install the bolt [1], bushing [2], washer [3], nut [4], and pin [5] to attach the hanger assembly [19] to the structure.

NOTE: The installation of the hanger assembly rod end does not require the cotter pin to engage to the self locking nut castellations.

SUBTASK 32-32-31-420-013

(15) Verify, and adjust if needed, the 2.17 in. (55.12 mm) dimension from the center of bolt [1], to the top of the threaded end of the hanger under the jamnut [20].

SUBTASK 32-32-31-420-008

(16) Tighten the jamnut [20] on the rod end of the hanger assembly [19] to 200 in-lb (23 N·m)-250 in-lb (28 N·m).

SUBTASK 32-32-31-420-009

(17) Install lockwire on the jamnut [20].

SUBTASK 32-32-31-420-012

(18) Do these steps to connect the two hydraulic lines to the uplock actuator:

(a) Remove the plugs from the two hydraulic lines.

(b) Connect the two hydraulic lines to the uplock actuator.

(c) Tighten the B-nuts on the hydraulic lines to the value of 140 ±7 in-lb (16 ±1 N·m).

(d) Remove the tags from the two hydraulic lines.

SUBTASK 32-32-31-420-010

(19) Install uplock sensors on the uplock assembly [9], do this task: Main Landing Gear Uplock Sensor Installation, AMM TASK 32-61-21-400-801.

SUBTASK 32-32-31-420-011

(20) Do the adjustment for the uplock sensors on the uplock assembly [9], do this task: Main Landing Gear Uplock Sensor Clearance Adjustment, AMM TASK 32-61-21-820-801.

C. Main Landing Gear Uplock Spring and Spool Replacement with spring removal tool.

SUBTASK 32-32-31-020-015

(1) Remove the uplock spring and spool.

NOTE: This procedure uses two spring removal tools. If only one tool is used, it is necessary to remove the spring on the nut side of the pin first before removing the spring on the head side of the pin.

(a) Install the spring removal tools from spring removal and installation tool, SPL-12460 on the spools [37].

(b) Extend the spools [37] and the uplock springs [32] a small amount to remove spring pressure from the pins [41].

(c) Remove the pin [35], the nut [33], and the washer [36] from the pin [41].

(d) Remove the pin [41] to disconnect the uplock springs [32] and the spools [37] from the uplock assembly.

NOTE: Make sure you catch the spacers [39], the spacers [40], the washers [36], the washers [38], and sleeves [34] that come loose when the pins [41] are removed.

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(e) Remove the tension from the uplock springs [32] and remove the spools [37] and the uplock springs [32] from the spring removal tools.

(f) Remove each spool [37] from uplock spring [32].

SUBTASK 32-32-31-420-017

(2) Install Uplock Spring and Spool.

NOTE: This procedure uses two spring removal tools. If only one tool is used, it is necessary to install the spring on the head side of the pin first before installing the spring on the nut side of the pin.

(a) Install one end of the uplock spring [32] over one spool [37] and install the other end of the uplock spring [32] over the other spool [37].

(b) Put the uplock springs [32] and the spools [37] in the spring removal tools from spring removal and installation tool, SPL-12460.

(c) Lubricate the chrome surfaces of the pins [41] with grease, D00013 or grease, D00633.

(d) Put one washer [36] and one sleeve [34] on each pin [41].

(e) Put the pins [41] through the spools [37] on the uplock springs [32].

(f) Install one of the washer [38] and one spacer [39] or spacer [40] on each pin [41].

(g) Use the spring removal tools to align the spools [37] in the ends of the uplock springs [32] with the holes in the uplock hook assembly [42] and link assembly [43].

(h) Push the pins [41] through the uplock hook assembly [42] and the link assembly [43] such that you can install the second spacer [39] or spacer [40] and the washers [38].

(i) Push the pins [41] completely through the spools [37] on the other spring.

(j) Install the sleeves [34], the washers [36], and the nuts [33] on the pins [41].

(k) Remove the spring removal tools.

(l) Tighten the nuts to 100 in-lb (11 N·m).

(m) Tighten the nuts to the nearest castellation and install the pins [35].

SUBTASK 32-32-31-420-022

(3) If only the uplock spring [32] and/or spool [37] is replaced, it is not necessary to perform a landing gear retraction test if the spring and/or spool [37] are replaced per this procedure.

D. Main Landing Gear Uplock Spring and Spool Replacement without spring removal tool.

SUBTASK 32-32-31-020-016

(1) Remove the broken or fractured uplock spring.

SUBTASK 32-32-31-020-019

(2) Remove spring(s) if they are not broken.

(a) Do not use metallic objects which could nick or damage the spring surface.

(b) Wrap a rope or cloth (rag) around one end of the uplock spring [32].

(c) Pull the spring end over the spool assembly (approximately 30 lbf (133 N) of force per 1.0 in. (25.4 mm) of spring extension is required).

(d) Slowly release tension after spring end is out of the spool.

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(e) Remove spring from other end of spool.

SUBTASK 32-32-31-020-017

(3) Install the uplock spring [32].

(a) Do not use metallic objects which could nick or damage the spring surface.

(b) With one end of the uplock spring [32] on one spools [37], put a rope or cloth (rag) around the other end of the uplock spring [32].

(c) Pull the free spring end over the other spool assembly (approximately 30 lbf (133 N) of force per 1.0 in. (25.4 mm) of spring extension is required).

(d) Remove the rope or cloth (rag) from the end of the uplock spring [32].

(e) It is not necessary to perform a landing gear retraction test if the uplock spring [32] is replaced per the above procedure.

SUBTASK 32-32-31-020-018

(4) Remove the spools [37].

(a) Remove the pin [35], the nut [33], and the washers [36] from the pin [41].

(b) Remove the pins [41].

NOTE: Make sure you catch the spacers [39], the spacers [40], the washers [36], the washers [38], the sleeves [34] and the spools [37] that come loose when the pins [41] are removed.

SUBTASK 32-32-31-420-023

(5) Replace the uplock springs and spools.

(a) Lubricate the chrome surfaces of the pin [41] with grease, D00013 or grease, D00633.

(b) Put one of the washers [36], one sleeve [34], and one spool [37] on each pin [41].

(c) Install one of the washer [38] and one spacer [39] or spacer [40] on each pin [41].

(d) Push the pins [41] completely through the uplock hook assembly [42] and the link assembly [43] such that you can install the second spacer [39] or spacer [40] and washer [38].

(e) Install the spools [37], the sleeves [34], the washers [36], and the nuts [33] on the pins [41].

(f) Tighten the nuts [33] to 100 in-lb (11 N·m).

(g) Tighten the nuts [33] to the nearest castellation and install the pins [35].

CAUTION: DO NOT USE METAL TOOLS. METAL TOOLS CAN CAUSE DAMAGE TO THE PART YOU WILL DO WORK ON OR ADJACENT PARTS.

(h) With one end of the uplock spring [32] on one spool [37], put a rope or cloth (rag) around the other end of the uplock spring [32].

(i) Pull the free spring end over the other spool [37] (approximately 30 lbf (133 N) per 1.0 in. (25.4 mm) of spring extension is required).

(j) Remove the rope or cloth (rag) from the end of the uplock spring [32].

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SUBTASK 32-32-31-420-029

(6) If only the uplock spring [32] or spool [37] is replaced, it is not necessary to perform a landing gear retraction test if the spring is replaced per this procedure.

E. Installation Test for the Main Gear Uplock Assembly

SUBTASK 32-32-31-580-002

WARNING: KEEP PERSONNEL AND EQUIPMENT AWAY FROM THE APPLICABLE LANDING GEAR. THE LANDING GEAR EXTENDS AND RETRACTS QUICKLY. THIS CAN CAUSE INJURIES TO PERSONNEL, AND DAMAGE TO EQUIPMENT.

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

SUBTASK 32-32-31-020-014

(2) Disconnect the main gear door rod actuator [29] from the main gear doors [28], by removing the pin [27], nut [26], the washer [25], the washer [23], the spacer [24] and the bolt [22].

NOTE: The main gear doors will remain hanging during the installation test.

SUBTASK 32-32-31-080-001

(3) Remove the ground lock pin only from the main gear you are working on Landing Gear Downlock Pins Removal, AMM TASK 32-00-01-080-801 and leave the pin in the other main gear and the nose gear.

SUBTASK 32-32-31-860-002

(4) Pressurize the hydraulic system A. Do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801.

SUBTASK 32-32-31-870-001

WARNING: MAKE SURE THAT THE DOWNLOCK PINS ARE INSTALLED IN ALL OF THE LANDING GEAR BEFORE YOU MOVE THE CONTROL LEVER. WITHOUT THE DOWNLOCK PINS, THE LANDING GEAR CAN RETRACT AND CAUSE INJURIES TO PERSONNEL AND DAMAGE TO EQUIPMENT.

(5) Extend and retract the main landing gear you are working on several times.

NOTE: It will bleed the air from the uplock actuator and the lines. Examine for the correct gear operation.

SUBTASK 32-32-31-040-001

(6) Retract the main landing gear you are working on:

NOTE: The main gear doors will remain hanging during the installation test.

(a) Move the landing gear lever to the OFF position.

NOTE: This will depressurize the landing gear system while personnel are in the wheel well.

(b) Place a Do-Not-Move Tag on the landing gear handle.

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SUBTASK 32-32-31-200-001

WARNING: MAKE SURE THAT YOU HAVE DONE THE PREVIOUS STEP BEFORE ENTERING THE WHEEL WELL AREA. ACCIDENTAL MOVEMENT OF THE LANDING GEAR COULD CAUSE INJURY TO PERSONNEL.

(7) Verify the 0.375 +0.036 / -0.000 in. (9.52 +0.92 / -0.00 mm) gap as follows (Figure 13):

(a) Use a 0.375 in. (9.525 mm) diameter pin, or equivalent, inserted between the uplock roller and the back of the uplock assembly hook.

(b) If adjustment is required, lower the landing gear.

WARNING: MAKE CERTAIN LANDING GEAR DOWNLOCK PINS ARE INSTALLED TO PREVENT INADVERTENT RETRACTION OF LANDING GEAR, AND POSSIBLE INJURY TO PERSONNEL.

(c) Adjust the length of the hanger assembly [19], plus or minus one half turn, until the gap requirement is met.

1) Loosen the jamnut [20].

2) Adjust the hanger assembly [19] length one half turn longer or shorter.

3) Tighten the jamnut [20] to 250 in-lb (28 N·m) to 200 in-lb (23 N·m).

4) Remove the ground lock pin from the gear being worked on only and repeat this step until the gap requirement is met.

SUBTASK 32-32-31-800-001

(8) Extend the landing gear:

(a) Remove the downlock pin in the locklink assembly of the main landing gear assembly you are working on.

(b) Remove the Do-Not-Move Tag from the landing gear handle.

(c) Move the landing gear lever to the DOWN position.

SUBTASK 32-32-31-420-014

(9) Reconnect the main gear door rod actuator [29] to the main gear doors [28], by installing the spacer [24], the washer [23], the washer [25], the bolt [22], the nut [26] and the pin [27].

SUBTASK 32-32-31-420-015

(10) Verify the main gear door adjustment. To adjust the door, do this task: Main Landing Gear Wing Door Adjustment, AMM TASK 32-13-21-000-801.

SUBTASK 32-32-31-210-001

(11) Examine the hydraulic connections for leaks.

SUBTASK 32-32-31-480-004

(12) Extend the main landing gear and install the down lock pins, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

SUBTASK 32-32-31-860-003

(13) Remove power to hydraulic system A. Do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805.

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-01-01

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SUBTASK 32-32-31-580-003

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

SUBTASK 32-32-31-840-001

(15) Examine the hydraulic reservoirs for the correct servicing, do this task: Hydraulic Fluid Check, AMM TASK 29-11-00-200-801.

(a) Do a servicing if it is necessary.

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-01-01

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TASK 57-16-02-400-801

11. Install the MLG Aft Trunnion Bearing Assembly

(Figure 11)

A. Procedure

SUBTASK 57-16-02-020-004

(1) Install the split ball assembly [7] and the outer race assembly [5].

(a) Apply a thin coat of grease, D00633 or grease, D00013 to all parts before you install them.

NOTE: BMS 3-33 is the preferred grease because it has offers protection against corrosion and oxidation.

SUBTASK 57-16-02-020-005

(2) Install the retainer nut [1].

(a) Tighten the retainer nut [1] to 10 ft-lb (14 N·m) to 15 ft-lb (20 N·m).

NOTE: Use the torque wrench adaptor, SPL-11076 to tighten the retainer nut [1].

SUBTASK 57-16-02-020-006

(3) Install the lock tab [4] to the lock plate.

(a) If necessary, loosen the retainer nut [1] until the lock tab [4] can engage into the slot of the retainer nut [1].

NOTE: Do not loosen the retainer nut [1] very much.

1) To do this, these steps can help:

a) The lock tab [4] can be flipped.

b) The lock tab [4] can be moved to adjacent threaded holes in the lock plate.

(b) Install the screws [2], the washers [3], and the lockwire.

1) Tighten the screws [2] to 50 in-lb (6 N·m) to 80 in-lb (9 N·m).

2) Install the lockwire by the double-twist procedure.

SUBTASK 57-16-02-020-007

(4) Lubricate the aft trunnion bearing assembly at the lubrication fitting.

NOTE: Move the spherical bearing until in a position that lets grease to come into view at the inner diameter of the spherical bearing.

SUBTASK 57-16-02-020-008

(5) Install the aft trunnion pin [6] into the aft trunnion bearing assembly.

B. Put the Airplane to Back to its Usual Condition

SUBTASK 57-16-02-010-003

(1) Do this task: Main Landing Gear Installation, TASK 32-11-00-400-801

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-01-01

MECH	INSP

SUBTASK 57-16-02-010-004

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

(2) Do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-01-01

MECH	INSP

TASK 57-16-01-400-801

12. Install the MLG Forward Trunnion Housing Assembly
(Figure 10)

A. Procedure

SUBTASK 57-16-01-020-002

(1) Install the pin assembly [4] the race assembly [3] into the housing assembly [5].

(a) Apply a coating of grease, D00633, to these parts before assembly.

(b) Make sure that the splines of the race assembly [3] are in full contact with the housing assembly [5] splines before you install the retainer nut [1].

SUBTASK 57-16-01-640-001

(2) Install the retainer nut [1]:

(a) Apply grease, D00633, to the retainer nut threads.

(b) Tighten the retainer nut [1] to 50 ft-lb (68 N·m) to 75 ft-lb (102 N·m).

NOTE: Use the wrench, SPL-4360 or equivalent to tighten the retainer nut [1].

CAUTION: THE GAP BETWEEN THE RACE ASSEMBLY AND THE HOUSING ASSEMBLY MUST BE LESS THAN 0.0050 INCH (0.1270 MM). IF THIS GAP IS NOT KEPT DURING THE INSTALLATION OF THE FORWARD TRUNNION BEARINGS, DAMAGE TO THE AIRPLANE MAY OCCUR.

(c) Make sure that the gap between the aft face of the race assembly [3] and the housing assembly [5] is not greater than 0.0050 in. (0.1270 mm).

NOTE: Do not continue with the installation until a correct gap is measured after tightening the retainer nut.

1) If a gap greater than 0.0050 in. (0.1270 mm) is found, disassemble the retainer nut [1], the pin assembly [4], and the race assembly [3] to look for unwanted material between the mated parts.

SUBTASK 57-16-01-020-003

(3) Install the MS20995NC32 lockwire, G01912 [2] (two locations) onto the retainer nut [1] and housing assembly [5] with the double twist method.

SUBTASK 57-16-01-020-004

I (4) Install the seal [6], the support ring assembly [7], and the retaining ring [8].

(a) Apply a coating of grease, D00633, to these parts.

SUBTASK 57-16-01-410-001

(5) Put grease, D00633, into the grease fitting on the housing assembly [1] until the grease can be seen at the aft edge of the bearing race.

SUBTASK 57-16-01-410-002

(6) Do this task: Main Landing Gear Forward Trunnion Bearing Assembly Installation, TASK 32-11-83-400-801.

——— END OF TASK ———

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TASK 32-11-83-400-801

13. Main Landing Gear Forward Trunnion Bearing Assembly Installation

(Figure 9)

A. Expendables/Parts

AMM Item	Description	AIPC Reference	AIPC Effectivity
7	Special washer	32-11-00-04-040	AKS ALL
8	Housing assembly	32-11-00-04-065	AKS ALL
		32-11-00-04-095	AKS ALL

B. Prepare for the Installation

SUBTASK 32-11-83-480-002

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

(1) If the downlock pins are not installed on all the landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

SUBTASK 32-11-83-420-001

(2) Install the forward trunnion bearing assembly:

(a) Apply a thin layer of corrosion inhibiting compound, G50136 to the fuse pins [6] as follows:

1) The outer diameters.

2) The threads.

3) The head mating surfaces.

(b) Apply two layers of primer, C00259 to the special washers [7].

(c) Put the housing assembly [8] in its position for the connection to the forward trunnion support.

NOTE: The zerk fitting on the housing assembly [8] will point up and aft.

(d) Align the holes in the housing assembly [8] to the holes in the forward trunnion support.

(e) Install the special washers [7] as follows:

1) Apply sealant as follows.

a) If plain special washers [7] are installed, apply sealant, A00247 or sealant, A50009

b) If countersunk special washers [7] are installed, apply sealant, A00247 or sealant, A50009 to the non-countersunk side.

<1> For each countersunk special washer [7], turn the non-countersunk side against the forward trunnion support.

2) Install the special washers [7] on the forward trunnion support .

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3) Visually align the special washers [7] with the forward trunnion support bore.

NOTE: Washers are to stay aligned with the fuse pins during installation of the fuse pins.

(f) Apply a fillet seal to the edge of the special washers [7] with sealant, A00247 or sealant, A50009.

NOTE: Do not apply sealant to washer surfaces that touch the pin heads or nuts.

(g) Apply a thin layer of corrosion inhibiting compound, G50136 to the mating surfaces of the special washers [7].

(h) Put the fuse pins [6] through the special washers [7], the forward trunnion support and the housing assembly [8].

(i) Use a clean cloth to clean unwanted corrosion inhibiting compound, G50136 from the threads of the fuse pins [6].

(j) Apply Never-Seez NSBT compound, D00006 to the inner surfaces of nuts [9].

(k) Apply Never-Seez NSBT compound, D00006 to the threads of the fuse pins [6].

(l) Install the nuts [9] on the fuse pins [6].

(m) Tighten the nuts [9] to 1300 in-lb (147 N·m) – 1350 in-lb (153 N·m).

1) Make sure that the special washers [7] stay aligned with the support bore when you tighten each nut [9].

2) Do a visual inspection that the special washers [7] are centered.

(n) Use a clean cloth to clean unwanted corrosion inhibiting compound, G50136 at the outer edges of the special washers [7].

(o) Put the rods [4] into the fuse pins [6].

(p) Install the fuse pin caps [3], the washers [5] and the nuts [2] on the ends of the rods [4].

(q) Tighten the nuts [2] to 50 in-lb (6 N·m) – 80 in-lb (9 N·m).

SUBTASK 32-11-83-420-002

(3) Do this task: Main Landing Gear Installation, TASK 32-11-00-400-801.

C. Put the Airplane Back to Its Usual Condition

SUBTASK 32-11-83-610-001

(1) Lubricate the housing assembly [8], do this task: Main Landing Gear Upper End Components Servicing, AMM TASK 12-21-11-640-801.

——— END OF TASK ———

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TASK 32-32-11-400-801

14. Installation of the Actuator Assembly for the Main Gear

(Figure 8)

A. Expendables/Parts

AMM Item	Description	AIPC Reference	AIPC Effectivity
2	Actuator assembly	32-32-11-01-135	AKS ALL
5	Pin	32-32-93-01-010	AKS ALL
12	Pin	32-32-11-01-010	AKS ALL
		32-32-11-01-095	AKS ALL
		32-32-93-01-030	AKS ALL
23	Restrictor	32-32-11-01-155	AKS ALL
24	Packing	32-32-11-01-165	AKS ALL
25	Packing	32-32-11-01-170	AKS ALL
26	Union	32-32-11-01-160	AKS ALL

B. Prepare for the Installation

SUBTASK 32-32-11-100-001

(1) Clean the surfaces of these items that will attach the beam hanger [3] to the structure:

(a) attachment fitting on the beam hanger [3]

(b) bolt [4], washer [7], nut [6].

SUBTASK 32-32-11-100-002

(2) Clean these items that will attach the actuator assembly [2] to the main gear trunnion:

(a) attachment fitting on the main gear trunnion

(b) actuator attach pin [15]

(c) spacers [14], washer [13], and nut [9]

(d) pin [12], nut [11], washer [10], and bolt [8].

SUBTASK 32-32-11-100-003

(3) Clean the surfaces of these items that will attach the beam assembly [1] and actuator assembly [2] to the main gear trunnion:

(a) attachment fitting on the main gear trunnion

(b) walking beam attach pin [16]

(c) washer [19], and nut [18]

(d) pin [12], nut [11], washer [10], and bolt [17].

SUBTASK 32-32-11-600-004

(4) Apply grease, D00633 to the chrome-plated surfaces of the bolt [4], pin [20], actuator attach pin [15], and the walking beam attach pin [16].

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SUBTASK 32-32-11-600-001

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 a thin layer of Cor-Ban 27L Compound, G50237 (preferred) or corrosion inhibiting compound, G50136 (alternate) to the thread reliefs and threads of the bolt [4], nut [6], and to the face of the washer [7].

SUBTASK 32-32-11-600-003

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.

(6) Apply a thin layer of Cor-Ban 27L Compound, G50237 (preferred) or corrosion inhibiting compound, G50136 (alternate) to these parts:

(a) the faces of the washer [13] and washer [19]

(b) the threads and thread reliefs on the actuator attach pin [15] and walking beam attach pin [16]

(c) the threads and thread reliefs of the bolt [8], bolt [17], faces of the washers [10], threads and thread reliefs of the nuts [11], and the pin [12].

SUBTASK 32-32-11-420-001

(7) Do these steps if the replacement actuator assembly [2] does not have the restrictor [23] and union [26] installed:

(a) Lubricate these items with hydraulic fluid, D00153:

1) packing [24]

2) packing [25]

3) restrictor [23]

4) union [26].

(b) Remove the plugs from the ports on the actuator assembly [2].

(c) Install the packing [24], packing [25], the restrictor [23], and the union [26] in the actuator assembly [2].

C. Actuator Assembly Installation

SUBTASK 32-32-11-420-002

(1) Do these steps to connect the actuator assembly [2] to the beam assembly [1]:

(a) Install the actuator assembly [2] between the beam hanger [3] and the beam assembly [1] with the hydraulic ports down.

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CAUTION: MAKE SURE THE HEAD OF THE PIN [20] IS POINTED AFT. INCORRECT ORIENTATION OF PIN MAY CAUSE GOUGING OF THE MAIN LANDING GEAR SUPPORT BEAM.

(b) Install the pin [20].

(c) Install the washer [22] and nut [21].

(d) Tighten the nut [21] to 35-50 pound-feet (47.4-67.8 newton-meters).

(e) If it is necessary, loosen the nut [21] to align the nearest castellation.

(f) Install the bolt [17], washer [10], and nut [11].

(g) Tighten the nut [11] to 50-75 pound-inches (5.6-8.5 newton-meters).

(h) If it is necessary, loosen the nut [11] to align the nearest castellation.

(i) Install the pin [12].

SUBTASK 32-32-11-480-004

(2) Connect the beam assembly [1] and actuator assembly [2] to the hoist, SPL-1870.

SUBTASK 32-32-11-420-003

(3) Put the beam hanger [3] in its position in the bracket on the structure.

SUBTASK 32-32-11-420-004

(4) Install these parts to connect the beam hanger [3] to the bracket on the wing structure:

(a) bolt [4], washer [7], and nut [6]

1) Tighten the nut [6] to 250-300 pound-inches (28.2-33.9 newton-meters) above the run-on torque.

2) If it is necessary, loosen the nut [6] to align the nearest castellation.

(b) Install the pin [5].

SUBTASK 32-32-11-420-005

(5) Install these parts to connect the actuator assembly [2] to the main gear trunnion:

(a) actuator attach pin [15], spacers [14], washer [13], and nut [9]

1) Remove the clamps for the electrical conduit on the inboard side of the nut [9] and move the conduit to get clearance to tighten the nut [9].

2) Tighten the nut [9] to 95-115 pound-feet (128.8-155.9 newton-meters) above the run-on torque.

3) If it is necessary, loosen the nut [9] to align the nearest castellation.

(b) bolt [8], washer [10], and nut [11]

1) Tighten the nut [11] to 20-24 pound-inches (2.2-2.7 newton-meters) above the run-on torque.

2) If it is necessary, loosen the nut [11] to align the nearest castellation.

(c) pin [12].

SUBTASK 32-32-11-410-004

(6) Put the electrical conduit back in its position and install the clamps.

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SUBTASK 32-32-11-420-006

(7) Hold the beam assembly [1], actuator assembly [2] and install these parts to connect the beam assembly [1] to the main gear trunnion:

(a) walking beam attach pin [16] with the pin head forward

(b) washer [19], nut [18]

1) Tighten the nut [18] to 170-200 pound-feet (230.5-271.2 newton-meters) above the run-on torque.

2) If it is necessary, loosen the nut [18] to align the nearest castellation.

(c) bolt [17], washer [10], and nut [11]

1) Tighten the nut [11] to 20-24 pound-inches (2.2-2.7 newton-meters) above the run-on torque.

2) If it is necessary, loosen the nut [11] to align the nearest castellation.

(d) pin [12].

SUBTASK 32-32-11-080-002

(8) Remove the hoist, SPL-1870.

SUBTASK 32-32-11-080-003

(9) Remove the plugs from hydraulic line [27] and hydraulic line [28].

SUBTASK 32-32-11-420-007

(10) Connect the hydraulic line [27] UP to the actuator assembly [2].

SUBTASK 32-32-11-420-008

(11) Tighten the B-nut on the hydraulic line [27] UP to a value of 500 ±25 in-lb (42 ±2 ft-lb).

SUBTASK 32-32-11-420-009

(12) Connect the hydraulic line [28] DN to the actuator assembly [2].

SUBTASK 32-32-11-420-010

(13) Tighten the B-nut on the hydraulic line [28] DN to a value of 270 ±14 in-lb (31 ±2 N·m).

D. Main Gear Actuator Assembly - Bleeding (Airplane on Jacks)

SUBTASK 32-32-11-580-004

WARNING: MAKE SURE ALL PERSONS AND EQUIPMENT ARE CLEAR OF THE FLIGHT CONTROLS SURFACES, THE THRUST REVERSERS, AND THE LANDING GEAR. THESE COMPONENTS CAN MOVE SUDDENLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) Lift the airplane for landing gear retraction, do this task: Lift the Airplane with the Jacks, AMM TASK 07-11-01-580-815.

SUBTASK 32-32-11-860-004

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

SUBTASK 32-32-11-080-005

(3) Remove the downlock pins from the main landing gear, do this task: Landing Gear Downlock Pins Removal, AMM TASK 32-00-01-080-801.

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SUBTASK 32-32-11-700-002

WARNING: MAKE SURE THAT THE DOWNLOCK PINS ARE INSTALLED IN THE NOSE LANDING GEAR. WITHOUT THE DOWNLOCK PINS, THE NOSE LANDING GEAR CAN RETRACT AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(4) Do a retraction test of the main landing gear, do this task: Main Landing Gear Operational Test, AMM TASK 32-32-00-710-801.

SUBTASK 32-32-11-480-008

(5) Extend the main landing gear and install the downlock pins, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

SUBTASK 32-32-11-210-003

(6) Examine the hydraulic connections for leaks.

SUBTASK 32-32-11-210-004

I (7) Make sure there is no interference of the hoses and actuator assembly [2] during gear operation.

SUBTASK 32-32-11-860-005

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

SUBTASK 32-32-11-580-005

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

E. Main Gear Actuator Assembly - Bleeding (Airplane on Ground Without Jacks)- Alternate Method

SUBTASK 32-32-11-210-005

(1) Make sure that the hydraulic lines are installed correctly and they are not twisted.

SUBTASK 32-32-11-860-006

WARNING: OBEY THE PROCEDURE FOR THE INSTALLATION OF THE DOWNLOCK PINS. IF YOU MOVE THE CONTROL LEVER FOR THE LANDING GEAR TO THE UP POSITION, THE LANDING GEAR CAN RETRACT. THIS CAN CAUSE INJURIES TO PERSONNEL, AND DAMAGE TO EQUIPMENT.

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

SUBTASK 32-32-11-860-008

(3) Push the override button, and move the control lever for the landing gear from the DN position to the UP position and to the DN position three times.

NOTE: Hold the lever in each position for three seconds before you move the control lever to the subsequent position.

SUBTASK 32-32-11-860-009

(4) Move the control lever to the DN position.

SUBTASK 32-32-11-860-010

(5) When you move the control lever from the DN position to the OFF position, make sure the condition that follows occurs:

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(a) The rod end of the actuator tries to extend.

SUBTASK 32-32-11-860-011

(6) Move the control lever to the DN position.

SUBTASK 32-32-11-200-001

(7) Make sure that there are no leaks at the hydraulic connections.

SUBTASK 32-32-11-860-007

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

SUBTASK 32-32-11-600-005

(9) Lubricate the attach points (MAIN LANDING GEAR - SERVICING, AMM 12-21-11/301).

SUBTASK 32-32-11-410-007

(10) Install the hydraulic access panel.

F. Put the Airplane Back to Its Usual Condition

SUBTASK 32-32-11-410-003

(1) Close the applicable access panel:

Number	Name/Location
551BT	Upper Inboard Fixed Trailing Edge, MLG Actuator Access Panel
551DB	Lower Inboard Fixed Trailing Edge, Lube Actuator & MLG Beam Outboard Attach Pin Access Panel
651BT	Upper Inboard Fixed Trailing Edge, MLG Actuator Access Panel
651DB	Lower Inboard Fixed Trailing Edge, Lube Actuator & MLG Beam Outboard Attach Pin Access Panel

——— END OF TASK ———

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TASK 32-11-71-420-801

15. Main Landing Gear Reaction Link Assembly Installation

(Figure 7)

A. Expendables/Parts

AMM Item	Description	AIPC Reference	AIPC Effectivity
11	Pin	32-32-51-01-003	AKS ALL
44	Pin	32-11-61-03-010	AKS ALL

B. Prepare for the Installation.

SUBTASK 32-11-71-480-002

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

(1) If the downlock pins are not installed on all the landing gear, do this task: Landing Gear Downlock Pins Installation, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

C. Main Landing Gear Reaction Link Assembly Installation

SUBTASK 32-11-71-420-001

(1) Do these steps to connect the reaction link assembly [1] to the trunnion [41]:

(a) Lubricate the chrome plated surfaces of the trunnion pin [40] and the end cap [45] with grease, D00633.

(b) Position the outboard end of the reaction link assembly [1] for attachment to the trunnion [41].

NOTE: The reaction link assembly weighs approximately 63.2 lb (28.7 kg). Make sure a minimum of two persons will hold the reaction link assembly [1] when you install it to the airplane.

(c) Put the trunnion pin [40] through the reaction link assembly [1] and the trunnion [41].

(d) Install the end cap [45] on the trunnion pin [40].

(e) Put the crossbolt [39] through the trunnion pin [40] and the end cap [45].

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CAUTION: REMOVE UNWANTED CORROSION INHIBITING COMPOUND FROM SURFACES WHICH WILL BE LUBRICATED. IF YOU APPLY CORROSION INHIBITING COMPOUND TO JOINTS THAT TURN, FAILURE OF THE LANDING GEAR TO EXTEND OR RETRACT COULD OCCUR.

(f) Apply a thin layer of the corrosion preventive Cor-Ban 27L Compound, G50237 (preferred) or corrosion inhibiting compound, G50136 (alternate) to these items:

NOTE: Do not apply corrosion preventive compound to the chrome plated surfaces.

1) The threads and thread reliefs of the crossbolt [39]
2) The threads of the nut [43]
3) The faces of the washer [42].

(g) Remove all unwanted corrosion preventive Cor-Ban 27L Compound, G50237.

(h) Install the washer [42] and the nut [43] on the crossbolt [39].

(i) If it is necessary, loosen the nut [43] to the nearest castellation that aligns with the hole for the cotter pin [44].

(j) Install the cotter pin [44] in the crossbolt [39].

SUBTASK 32-11-71-020-014

(2) If previously removed, do the following steps to install the hanger link assembly [35] into the supporting structure:

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CAUTION: REMOVE UNWANTED CORROSION INHIBITING COMPOUND FROM SURFACES WHICH WILL BE LUBRICATED. IF YOU APPLY CORROSION INHIBITING COMPOUND TO JOINTS THAT TURN, FAILURE OF THE LANDING GEAR TO EXTEND OR RETRACT COULD OCCUR.

(a) Apply a thin layer of the corrosion preventive Cor-Ban 27L Compound, G50237 (preferred) or Cor-Ban 27L Compound, G50237 (alternate) to these items:

NOTE: Do not apply corrosion preventive compound to the chrome plated surfaces.

1) The threads and thread reliefs of the hanger link assembly pin [46] and bolt [50]
2) The threads of the nut [49] and nut [52]
3) The faces of the washer [48] and washer [51].

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4) Remove all unwanted corrosion preventive Cor-Ban 27L Compound, G50237.

(b) Prior to installation of the hanger link assembly pin [46], lubricate chrome plated surfaces with grease, D00633.

(c) Install the hanger link assembly pin [46] that supports the hanger link assembly [35] to the supporting structure, through the hanger link assembly [35].

(d) Install the washer [48] and nut [49] on the hanger link assembly pin [46].

(e) Tighten the nut [49] to 95 ft-lb (129 N·m) – 115 ft-lb (156 N·m) above run-on torque and loosen the nut to align the nearest castellation if it is necessary.

(f) Install the bolt [50] in the hanger link assembly pin [46].

(g) Install the cotter pin [53], nut [52] and washer [51] to the bolt [50].

(h) Tighten the nut [52] to 20 in-lb (2.3 N·m) – 24 in-lb (2.7 N·m) above run-on torque.

SUBTASK 32-11-71-420-002

(3) Do these steps to connect the reaction link assembly [1] to the hanger link assembly [35]:

(a) Lubricate the chrome plated surfaces of the hanger link pin [34] and the end cap [27] with grease, D00633.

(b) Put the inboard end of the reaction link assembly [1] in its position for attachment to the hanger link assembly [35].

(c) Put the hanger link pin [34] through the reaction link assembly [1] and the hanger link assembly [35].

(d) Attach the assembly of the end cap [27], bracket assembly [38], hydraulic line [2], electrical harnesses [12], and the spacers [32] and spacer [36] on each end of the hanger link pin [34].

(e) If it is necessary to connect the electrical harnesses [12], do this step:

1) Connect the electrical harnesses [12] by installing the bolts for the bracket which holds the sensor to the upper lock link [5].

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CAUTION: REMOVE UNWANTED CORROSION INHIBITING COMPOUND FROM SURFACES WHICH WILL BE LUBRICATED. IF YOU APPLY CORROSION INHIBITING COMPOUND TO JOINTS THAT TURN, FAILURE OF THE LANDING GEAR TO EXTEND OR RETRACT COULD OCCUR.

(f) Apply a thin layer of the corrosion preventive Cor-Ban 27L Compound, G50237 (preferred) or Cor-Ban 27L Compound, G50237 (alternate) to the faces of the washer [26].

(g) Put the washer [26] on the crossbolt [25].

(h) Put the crossbolt [25] through the end caps [27].

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CAUTION: REMOVE UNWANTED CORROSION INHIBITING COMPOUND FROM SURFACES WHICH WILL BE LUBRICATED. IF YOU APPLY CORROSION INHIBITING COMPOUND TO JOINTS THAT TURN, FAILURE OF THE LANDING GEAR TO EXTEND OR RETRACT COULD OCCUR.

(i) Apply a thin layer of the corrosion preventive Cor-Ban 27L Compound, G50237 (preferred) or Cor-Ban 27L Compound, G50237 (alternate) to these items:

NOTE: Do not apply corrosion preventive compound to the chrome plated surfaces.

1) The threads and thread reliefs of the crossbolt [25]
2) The threads of the nut [29]
3) The faces of the washer [30].

(j) Remove all unwanted corrosion preventive Cor-Ban 27L Compound, G50237.

(k) Install the washer [30] and the nut [29] on the crossbolt [25].

(l) Tighten the nut [29] to 30 in-lb (3 N·m) – 50 in-lb (6 N·m).

(m) If it is necessary, loosen the nut [29] to the nearest castellation that aligns with the hole for the cotter pin [28].

(n) Install the cotter pin [28] in the crossbolt [25].

(o) Put the pin assembly [31] through the bracket assembly [38] and the reaction link assembly [1].

SUBTASK 32-11-71-420-003

(4) Do these steps to connect the reaction link assembly [1] to the upper side strut [21]:

(a) Lubricate the chrome plated surfaces of the side strut pin [20] with grease, D00633.

(b) Remove the strap that supports the upper side strut [21] to the hanger link assembly [35].

(c) Position the upper side strut [21] for attachment to the reaction link assembly [1].

(d) Put the side strut pin [20] through the upper side strut [21] and the reaction link assembly [1].

NOTE: Use the thread protector, SPL-1368, when you do this step.

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CAUTION: DO NOT APPLY CORROSION-INHIBITING COMPOUND ON GREASE JOINTS, OR SEALED BEARINGS. THESE COMPOUNDS REMOVE GREASE AND OTHER LUBRICANTS. THEY ARE PENETRATING COMPOUNDS. THEY WILL MOVE AROUND THE SEALS AND INTO THE BEARINGS. THIS WILL CAUSE DAMAGE TO THE BEARINGS, AND JOINTS.

(e) Apply a thin layer of the corrosion preventive Cor-Ban 27L Compound, G50237 (preferred) or corrosion inhibiting compound, G50136 (alternate) to these items:

NOTE: Do not apply corrosion preventive compound to the chrome plated surfaces.

1) The threads and thread reliefs of the side strut pin [20] and the crossbolt [17]
2) The threads of the side strut nut [18] and the nut [22]
3) The faces of the side strut washer [19] and the washer [24].

(f) Remove all unwanted corrosion preventive Cor-Ban 27L Compound, G50237.

(g) Install the side strut washer [19] and the side strut nut [18] on the side strut pin [20].

(h) Tighten the side strut nut [18] to 600 in-lb (68 N·m) – 900 in-lb (102 N·m).

NOTE: Use the wrench adapter assembly, SPL-1359, to hold the head of the side strut pin [20] when you tighten the side strut nut [18].

(i) If it is necessary, loosen the side strut nut [18] to the nearest castellation that aligns with the hole for the crossbolt [17].

(j) Install the crossbolt [17] in the side strut pin [20].

(k) Install the washer [24] and the nut [22] on the crossbolt [17].

(l) Tighten the nut [22] to 30 in-lb (3 N·m) – 50 in-lb (6 N·m).

(m) If it is necessary, loosen the nut [22] to the nearest castellation that aligns with the hole for the cotter pin [23].

(n) Install the cotter pin [23] in the crossbolt [17].

SUBTASK 32-11-71-420-004

(5) Do these steps to connect the reaction link assembly [1] to the upper lock link [5]:

(a) Lubricate the chrome plated surfaces of the downlock link pin [13] with grease, D00633.

(b) Position the upper lock link [5] for attachment to the reaction link assembly [1].

(c) Put the downlock link pin [13] through the upper lock link [5] and the reaction link assembly [1].

NOTE: Use the thread protector, SPL-1369, when you do this task.

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CAUTION: DO NOT APPLY CORROSION-INHIBITING COMPOUND ON GREASE JOINTS, OR SEALED BEARINGS. THESE COMPOUNDS REMOVE GREASE AND OTHER LUBRICANTS. THEY ARE PENETRATING COMPOUNDS. THEY WILL MOVE AROUND THE SEALS AND INTO THE BEARINGS. THIS WILL CAUSE DAMAGE TO THE BEARINGS, AND JOINTS.

(d) Apply a thin layer of the corrosion preventive Cor-Ban 27L Compound, G50237 (preferred) or corrosion inhibiting compound, G50136 (alternate) to these items:

NOTE: Do not apply corrosion preventive compound to the chrome plated surfaces.

1) The threads and thread reliefs of the downlock link pin [13]
2) The threads of the nut [15]
3) The faces of the washer [14].

(e) Remove all unwanted corrosion preventive Cor-Ban 27L Compound, G50237.

(f) Install the washer [14] and the nut [15] on the downlock link pin [13].

(g) Tighten the nut [15] to 360 in-lb (41 N·m) – 600 in-lb (68 N·m).

NOTE: Use the wrench adapter wrench adapter assembly, SPL-1360, to hold the head of the downlock link pin [13] when you tighten the nut [15].

(h) If it is necessary, loosen the nut [15] to the nearest castellation that aligns with the hole for the cotter pin [16].

(i) Install the cotter pin [16] in the downlock link pin [13].

SUBTASK 32-11-71-640-001

(6) Do these steps to connect the downlock actuator [4] to the reaction link assembly [1]:

(a) Lubricate the inside surface of the lug, the head end of the downlock actuator [4], and the rod end pin [6] with grease, D00633.

NOTE: Use grease, D00013 if grease, D00633, is not available.

(b) Position the head end of the downlock actuator [4] for attachment to the reaction link assembly [1].

1) If it is necessary, retract or extend the downlock actuator [4] to align the head end to the reaction link assembly [1].

(c) Put the rod end pin [6] through the reaction link assembly [1], washers [7] and washers [8] and the head end of the downlock actuator [4].

(d) Install the washer [9] and the nut [10] on the rod end pin [6].

(e) Tighten the nut [10] to 15 in-lb (2 N·m) – 25 in-lb (3 N·m).

(f) If it is necessary, loosen the nut [10] to the nearest castellation that aligns with the hole for the cotter pin [11].

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(g) Install the cotter pin [11] in the rod end pin [6].

SUBTASK 32-11-71-420-005

(7) Do these steps to connect the hydraulic lines [2] to the downlock actuator [4]:

(a) Remove the plugs from the ports on the downlock actuator [4].

(b) Lubricate the new packings [46] with hydraulic fluid, D00153 and install them in the ports of the downlock actuator [4].

(c) Remove the caps from the unions and connect the hydraulic lines [2] to the downlock actuator [4].

(d) Tighten the hydraulic lines [2] to a value of 140 ±7 in-lb (16 ±1 N·m).

(e) Loosen the hydraulic lines [2] and re-tighten them to 133 in-lb (15 N·m) – 147 in-lb (17 N·m).

SUBTASK 32-11-71-420-006

(8) Do these steps to connect the hydraulic lines [37] to the hydraulic lines [2] that are attached to the bracket assembly [38]:

(a) Remove the caps from the hydraulic lines [37].

(b) Connect the hydraulic lines [37] to the hydraulic lines [2].

(c) Tighten the hydraulic lines [37] to a value of 110 ±6 in-lb (12 ±1 N·m).

SUBTASK 32-11-71-420-007

(9) Do this task: Main Gear Downlock Spring Installation, AMM TASK 32-32-91-400-801.

SUBTASK 32-11-71-710-001

(10) Do this task: Main Gear Downlock Actuator Installation, AMM TASK 32-32-51-400-801.

SUBTASK 32-11-71-860-004

(11) Do this task: Hydraulic Reservoirs Pressurization, AMM TASK 29-09-00-860-801.

SUBTASK 32-11-71-210-001

(12) Check the hydraulic connections for leakage.

D. Put the Airplane Back to Its Usual Condition.

SUBTASK 32-11-71-860-002

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

——— END OF TASK ———

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TASK 32-11-89-420-801

16. Main Landing Gear Downlock Strut Installation

(Figure 6)

A. Expendables/Parts

AMM Item	Description	AIPC Reference	AIPC Effectivity
3	Packing	32-32-51-01-024	AKS ALL
5	Downlock strut	32-11-61-01-555	AKS ALL
16	Pin	32-11-61-01-175	AKS ALL
		32-11-71-01-010	AKS ALL

B. Prepare for the Installation.

SUBTASK 32-11-89-480-002

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

(1) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

C. Main Landing Gear Downlock Strut Installation

SUBTASK 32-11-89-420-001

(1) Do these steps to connect the downlock strut [5] to the upper side strut:

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.

CAUTION: REMOVE UNWANTED CORROSION INHIBITING COMPOUND FROM SURFACES WHICH WILL BE LUBRICATED. IF YOU APPLY CORROSION INHIBITING COMPOUND TO JOINTS THAT TURN, FAILURE OF THE LANDING GEAR TO EXTEND OR RETRACT COULD OCCUR.

(a) Apply a thin layer of the corrosion preventive Cor-Ban 27L Compound, G50237 (preferred) or corrosion inhibiting compound, G50136 (alternate) to these items:

NOTE: Do not apply corrosion preventive compound to the chrome plated surfaces.

1) The threads and thread reliefs of the downlock link pin [13]
2) The threads of the nut [15]
3) The faces of the washer [14]

(b) Remove any excess corrosion preventive Cor-Ban 27L Compound, G50237.

(c) Lubricate the chrome plated surfaces of the downlock link pin [13] with grease, D00633.

(d) Put the downlock strut [5] in its position for attachment to the upper side strut.

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(e) Put the downlock link pin [13] through the upper side strut and the downlock strut [5].

NOTE: Use thread protector, SPL-1369 when you do this task.

(f) Install the washer [14], and the nut [15] on the downlock link pin [13].

(g) Tighten the nut [15] to 360 in-lb (40.7 N·m) – 600 in-lb (67.8 N·m).

(h) Install the pin [16] in the downlock link pin [13]. If it is necessary, loosen the nut [15] to the nearest castellation that aligns with the holes for the pin [16].

SUBTASK 32-11-89-420-002

(2) Do these steps to connect the downlock strut [5] to the reaction retraction link assembly [6]:

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.

CAUTION: DO NOT APPLY CORROSION-INHIBITING COMPOUND ON GREASE JOINTS, OR SEALED BEARINGS. THESE COMPOUNDS REMOVE GREASE AND OTHER LUBRICANTS. THEY ARE PENETRATING COMPOUNDS. THEY WILL MOVE AROUND THE SEALS AND INTO THE BEARINGS. THIS WILL CAUSE DAMAGE TO THE BEARINGS, AND JOINTS.

(a) Apply a thin layer of the corrosion preventive Cor-Ban 27L Compound, G50237 (preferred) or corrosion inhibiting compound, G50136 (alternate) to these items:

NOTE: Do not apply corrosion preventive compound to the chrome plated surfaces.

1) The threads and thread reliefs of the downlock link pin [12]
2) The threads of the nut [21]
3) The faces of the washer [23]

(b) Remove any excess corrosion preventive Cor-Ban 27L Compound, G50237.

(c) Lubricate the chrome plated surfaces of the downlock link pin [12] with grease, D00633.

(d) Put the downlock strut [5] in its position for attachment to the reaction retraction link assembly [6].

(e) Put the downlock link pin [12] through the downlock strut [5] and the reaction retraction link assembly [6].

NOTE: Use thread protector, SPL-1370 when you do this task.

(f) Install the washer [23], and the nut [21] on the downlock link pin [12].

(g) Tighten the nut [21] to 360 in-lb (40.7 N·m) – 600 in-lb (67.8 N·m).

NOTE: Use wrench adapter assembly, SPL-1361 to hold the head of the downlock link pin [12] when you tighten the nut [21].

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(h) Install the pin [22] in the downlock link pin [12]. If it is necessary, loosen the nut [21] to the nearest castellation that aligns with the holes for the pin [22].

SUBTASK 32-11-89-640-001

(3) Do these steps to connect the rod end of the downlock actuator [4] to the downlock strut [5]:

(a) Lubricate the inside surface of the rod end of the downlock actuator [4], and the rod end pin [8] with grease, D00633.

NOTE: Use, grease, D00013 if grease, D00633 is not available.

(b) Put the rod end of the downlock actuator [4] in its position for attachment to the downlock strut [5].

1) If it is necessary, retract or extend the downlock actuator [4] to align the rod end of the downlock actuator [4] to the lug on the downlock strut [5].

(c) From the forward side, put the rod end pin [8] through the downlock strut [5], spacers [9], washers [10], and the rod end of the downlock actuator [4].

(d) Install the spacer [7] on the rod end pin [8].

SUBTASK 32-11-89-420-003

(4) Do these steps to connect the hydraulic lines [2] to the downlock actuator [4]:

(a) Remove the plugs from the ports on the downlock actuator [4].

(b) Lubricate the new packings [3] with hydraulic fluid, D00153 and install the packings [3] in the ports of the downlock actuator [4].

(c) Remove the caps from the unions and connect the hydraulic lines [2] to the downlock actuator [4].

(d) Tighten B-nuts on the hydraulic lines [2] to the value of 140 ±7 in-lb (16 ±1 N·m).

(e) Loosen the hydraulic lines [2] and re-tighten them to 137 in-lb (15 N·m) – 147 in-lb (17 N·m).

(f) Remove the tags from the hydraulic lines [2].

SUBTASK 32-11-89-420-005

(5) Do this step to connect the electrical harness [11] to the downlock strut [5]:

(a) Install the nuts [20], washers [19], and the bolts [18] to connect the brackets [17] to the downlock strut [5].

D. Put the Airplane back to its Usual Condition.

SUBTASK 32-11-89-860-003

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

SUBTASK 32-11-89-420-004

(2) Do this task: Main Gear Downlock Spring Installation, AMM TASK 32-32-91-400-801.

SUBTASK 32-11-89-610-001

(3) Lubricate the downlock strut [5]. To lubricate it, do this task: Main Landing Gear Upper End Components Servicing, AMM TASK 12-21-11-640-801.

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SUBTASK 32-11-89-710-001

I (4) Test the downlock actuator [4]. To test it, do this task: Main Gear Downlock Actuator Installation, AMM TASK 32-32-51-400-801.

SUBTASK 32-11-89-790-001

(5) Examine the connections of the hydraulic lines for leakage.

SUBTASK 32-11-89-080-002

(6) Do this task: AMM TASK 07-11-01-580-816.

——— END OF TASK ———

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TASK 32-11-61-400-803

17. Main Landing Gear Side Strut Installation

(Figure 5)

A. General

(1) This procedure supplies instructions to install the side strut.

B. Expendables/Parts

AMM Item	Description	AIPC Reference	AIPC Effectivity
3	Strut assembly	32-11-61-01-480	AKS ALL

C. Prepare for the Installation

SUBTASK 32-11-61-480-008

WARNING: MAKE SURE THE DOWNLOCK PINS ARE INSTALLED ON ALL THE LANDING GEAR, BUT NOT THE ONE TO BE WORKED ON. WITHOUT THE GROUND LOCK PINS, THE LANDING GEAR COULD RETRACT AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) If the downlock pins are not installed on all the landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

D. Main Landing Gear Side Strut Installation

SUBTASK 32-11-61-420-008

(1) Connect the upper side strut assembly [3] to the reaction link assembly [15]:

(a) Lubricate the chrome plated surfaces of the side strut pin [22] with grease, D00633.

(b) Remove all unwanted grease, D00633.

(c) Put the upper side strut assembly [3] in its position for connection to the reaction link assembly [15].

(d) Put the side strut pin [22] through the upper side strut assembly [3] and the reaction link assembly [15].

NOTE: Use the thread protector, SPL-1368, for the side strut pin [22] when you do this step.

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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.

CAUTION: DO NOT APPLY CORROSION-INHIBITING COMPOUND ON GREASE JOINTS, OR SEALED BEARINGS. THESE COMPOUNDS REMOVE GREASE AND OTHER LUBRICANTS. THEY ARE PENETRATING COMPOUNDS. THEY WILL MOVE AROUND THE SEALS AND INTO THE BEARINGS. THIS WILL CAUSE DAMAGE TO THE BEARINGS, AND JOINTS.

(e) Apply a thin layer of the corrosion preventive Cor-Ban 27L Compound, G50237 to these items:

NOTE: Do not apply corrosion preventive compound to the chrome plated surfaces.

NOTE: If Cor-Ban 27L Compound, G50237 is not available, you can use corrosion inhibiting compound, G50136 as an approved alternate.

1) The threads and thread reliefs of the side strut pin [22], and the cross bolt [16]
2) The threads of the side strut nut [20], and the nut [18]
3) The faces of the side strut washer [21], and the washer [17].

(f) Remove all unwanted corrosion preventive Cor-Ban 27L Compound, G50237.

(g) Install the side strut washer [21], and the side strut nut [20] on the side strut pin [22].

(h) Tighten the side strut nut [20] to 600-900 pound-inches (67.79-101.69 newton-meters).

NOTE: Use the wrench adapter assembly, SPL-1359, to hold the head of the side strut pin [22] when you tighten the side strut nut [20].

(i) If it is necessary, loosen the side strut nut [20] to the nearest castellation to align the hole for the cross bolt [16].

(j) Install the cross bolt [16] in the side strut pin [22].

(k) Install the washer [17], and the nut [18] on the cross bolt [16].

(l) Tighten the nut [18] to 30 in-lb (3.39 N·m) – 50 in-lb (5.65 N·m).

(m) If it is necessary, loosen the nut [18] to the nearest castellation to align the holes for the pin [19].

(n) Install the pin [19] in the cross bolt [16].

SUBTASK 32-11-61-420-009

(2) Connect the strut assembly, lower [8] to the shock strut [51]:

(a) Lubricate the chrome plated surfaces of the side strut pin [52] with grease, D00633.

(b) Remove all unwanted grease, D00633.

(c) Put the strut assembly, lower [8] in its position for attachment to the shock strut [51].

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(d) Put the side strut pin [52] through the strut assembly, lower [8] and the clevis on the shock strut [51].

NOTE: Use the thread protector, SPL-1370, for the side strut pin [52] when you do this task.

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CAUTION: DO NOT APPLY CORROSION-INHIBITING COMPOUND ON GREASE JOINTS, OR SEALED BEARINGS. THESE COMPOUNDS REMOVE GREASE AND OTHER LUBRICANTS. THEY ARE PENETRATING COMPOUNDS. THEY WILL MOVE AROUND THE SEALS AND INTO THE BEARINGS. THIS WILL CAUSE DAMAGE TO THE BEARINGS, AND JOINTS.

(e) Apply a thin layer of the corrosion preventive Cor-Ban 27L Compound, G50237 to these items:

NOTE: Do not apply corrosion preventive compound to the chrome plated surfaces.

NOTE: If Cor-Ban 27L Compound, G50237 is not available, you can use corrosion inhibiting compound, G50136 as an approved alternate.

1) The threads and thread reliefs of the side strut pin [52], pin [49], and cross bolt [47].
2) The threads of the side strut nut [54], and nut [50]
3) The faces of the side strut washer [53], and washer [48].

(f) Remove all unwanted corrosion preventive Cor-Ban 27L Compound, G50237.

(g) Install the side strut washer [53], and the side strut nut [54] on the side strut pin [52].

(h) Tighten the side strut nut [54] to 95 ft-lb (128.80 N·m) – 115 ft-lb (155.92 N·m) more than the run on torque.

NOTE: Use the wrench adapter wrench adapter assembly, SPL-1361, to hold the head of the side strut pin [52] when you tighten the side strut nut [54].

(i) Install the cross bolt [47] in the side strut pin [52]. If it is necessary, loosen the side strut nut [54] to the nearest castellation to align the hole for the cross bolt [47].

(j) Install the washer [48], and the nut [50] on the cross bolt [47].

(k) Tighten the nut [50] to 20 in-lb (2.26 N·m) – 24 in-lb (2.71 N·m) more than the run on torque.

(l) If it is necessary, loosen the nut [50] to the nearest castellation to align the hole for the pin [49].

(m) Install the pin [49] in the cross bolt [47].

(n) Check the interior of side strut pin [52] and reapply corrosion preventive Cor-Ban 27L Compound, G50237 as required.

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SUBTASK 32-11-61-080-003

(3) Remove the rope that holds the pushrod [41] in its position.

SUBTASK 32-11-61-420-010

(4) Connect the strut assembly, lower [8] to the pushrod [41]:

(a) Lubricate the nut [42], washer [43], and bolt [46] with grease, D00633.

(b) Remove all unwanted grease, D00633.

(c) Align the hole in the pushrod [41] with the hole in the strut assembly, lower [8].

(d) Put the bushing [45] through the strut assembly, lower [8], and the pushrod [41].

(e) Install the washer [44] on the bolt [46].

(f) Put the bolt [46] through the strut assembly, lower [8], and the pushrod [41].

(g) Install the washer [43], and nut [42] on the bolt [46].

NOTE: Do not tighten the nut [42]. Final torque to the nut will be done after final adjustments to the doors are made in the subsequent step.

SUBTASK 32-11-61-420-011

(5) Connect the upper side strut assembly [3] to the downlock strut [1]:

(a) Lubricate the chrome plated surfaces of the downlock link pin [2] with grease, D00633.

(b) Remove all unwanted grease, D00633.

(c) Put the downlock strut [1] in its position for connection to the upper side strut assembly [3].

(d) Put the downlock link pin [2] through the upper side strut assembly [3] and the downlock strut [1].

NOTE: Use the thread protector, SPL-1369, for the downlock link pin [2] when you do this step.

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.

CAUTION: DO NOT APPLY CORROSION-INHIBITING COMPOUND ON GREASE JOINTS, OR SEALED BEARINGS. THESE COMPOUNDS REMOVE GREASE AND OTHER LUBRICANTS. THEY ARE PENETRATING COMPOUNDS. THEY WILL MOVE AROUND THE SEALS AND INTO THE BEARINGS. THIS WILL CAUSE DAMAGE TO THE BEARINGS, AND JOINTS.

(e) Apply a thin layer of the corrosion preventive Cor-Ban 27L Compound, G50237 to these items:

NOTE: Do not apply corrosion preventive compound to the chrome plated surfaces.

NOTE: If Cor-Ban 27L Compound, G50237 is not available, you can use corrosion inhibiting compound, G50136 as an approved alternate.

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1) The threads and thread reliefs of the downlock link pin [2]
2) The threads of the nut [5]
3) The faces of the washer [4]

(f) Remove all unwanted corrosion preventive Cor-Ban 27L Compound, G50237.

(g) Install the washer [4], and the nut [5] on the downlock link pin [2].

(h) Tighten the nut [5] to 360 in-lb (40.67 N·m) – 600 in-lb (67.79 N·m).

(i) If it is necessary, loosen the nut [5] to the nearest castellation to align the hole for the pin [6].

(j) Install the pin [6] in the downlock link pin [2].

SUBTASK 32-11-61-820-002

(6) If you changed the length of pushrod [41], do the step that follows:

NOTE: No adjustment to the doors is necessary if the pushrod was not changed.

(a) Do this task: Main Landing Gear Shock Strut Door Adjustment, AMM TASK 32-13-11-820-801.

E. Put the Airplane Back to Its Usual Condition

SUBTASK 32-11-61-420-012

(1) Do this task: Main Gear Downlock Spring Installation, AMM TASK 32-32-91-400-801.

SUBTASK 32-11-61-640-003

(2) Lubricate the lube fittings on the side strut. To lubricate them, refer to Main Landing Gear Upper End Components Servicing, AMM TASK 12-21-11-640-801.

SUBTASK 32-11-61-780-004

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

SUBTASK 32-11-61-710-002

(4) Do this task: Main Landing Gear Operational Test, AMM TASK 32-32-00-710-801.

NOTE: It is optional to perform the Main Landing Gear - Component Replacement, AMM TASK 32-32-00-710-802 instead of the operational test if a hydraulic cart is not available.

SUBTASK 32-11-61-580-009

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

——— END OF TASK ———

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TASK 32-11-00-400-801

18. Main Landing Gear Installation

(Figure 1, Figure 2, Figure 3)

A. Prepare for the Installation

SUBTASK 32-11-00-480-015

CAUTION: MAKE SURE THE FORWARD TRUNNION BEARING PIN DOES NOT MOVE ON THE PROTECTOR ASSEMBLY DURING THE REMOVAL OR INSTALLATION OF THE MAIN LANDING GEAR. IF THIS CONDITION OCCURS, IT CAN CAUSE DAMAGE TO THE PIN.

(1) If the protector assembly, (C32034-228/-235) [92] from fixture, SPL-1869, is not already installed, do the steps that follow:

NOTE: The protector assembly will prevent damage to the forward trunnion bearing pin during the installation of the main landing gear.

NOTE: For more protection of the transition radius of the forward trunnion pin, apply tape around the pin before gear installation. Remove the tape after installation.

(a) Put the upper end of the protector assembly, (C32034-228/-235) [92] in the large clearance between the forward trunnion bearing pin [29] and the housing assembly.

(b) Attach the lower end of the protector assembly, (C32034-228/-235) [92] over the bottom of the housing assembly, such that you hear a click when you attach it.

SUBTASK 32-11-00-480-016

(2) Install the retention strap, SPL-1871, with the marker facing up, to hold the shock strut [1] in its compressed position.

NOTE: Two straps are required to hold the inner cylinder secure.

SUBTASK 32-11-00-640-001

(3) Make sure the aft trunnion pin [19] can easily move.

(a) If you cannot easily move the aft trunnion pin [19], remove it from the aft trunnion and lubricate it with grease, D00633.

(b) Put the aft trunnion pin [19] into the aft trunnion.

SUBTASK 32-11-00-480-017

(4) Use tie wraps to hold the aft trunnion pin [19] inside the aft trunnion.

NOTE: This will prevent the aft trunnion pin from falling out of the outer cylinder trunnion when you do the subsequent steps.

SUBTASK 32-11-00-950-001

(5) Put protective tape on the outer edge of the aft trunnion to protect its surface finish from scratching.

SUBTASK 32-11-00-860-007

(6) Do this task: Trailing Edge Flap System Deactivation, AMM TASK 27-51-00-040-801.

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B. Main Landing Gear Installation

SUBTASK 32-11-00-480-018

(1) Attach the support assembly [96] and the side strut attach assembly [94] to the main landing gear [93]:

NOTE: Make sure that a minimum of two persons will do this task.

(a) Make sure the side strut attach assembly [94] is not attached to the support assembly [96].

(b) Make sure the jackball pin is removed from the hole in the jackball fitting of the support assembly [96].

(c) Put the side strut attach assembly [94] into the lower side strut attach point on the main landing gear [93], and such that the stenciled plate is in the vertical position.

1) Install the washer on the threaded end of the side strut attach assembly [94].

2) Make sure the stenciled plate is still in a vertical position and install the nut finger tight.

(d) Put the support assembly [96] in its position on the aft side of the main landing gear [93].

NOTE: Make sure the jackball fitting on the support assembly is fully engaged on the jacking ball of the main landing gear.

(e) If it is necessary, align the holes for the installation of the jackball pin.

(f) Put the jackball pin through the jackball fitting of the support assembly [96] and the jacking ball of the main landing gear [93].

(g) Install the lynch pin in the jackball pin.

(h) Loosen the nut that holds the side strut attach assembly [94], such that the stenciled plate can be attached to the studs on the side strut support assembly [97].

1) If it is necessary, adjust the adjustable square support tube of the side strut support assembly [97].

(i) Tighten the two hand knobs to hold the stenciled plate to the studs on the side strut support assembly [97].

(j) Tighten the nut that holds the side strut attach assembly [94] to the lower side strut attach point.

(k) Tighten the two adjustable handles to hold the adjustable square support tube of the side strut support assembly [97].

SUBTASK 32-11-00-480-019

(2) Attach the dolly assembly [98] to the support assembly [96]:

NOTE: Make sure a minimum of two persons will do this task.

(a) Put the dolly assembly [98] in its position such that the boom arm [91] is on the forward side of the main landing gear [93] and the legs are in center with the main landing gear [93].

(b) Use the manual valve on the hydraulic pump to lift or lower the boom arm [91] until you can connect the lift links [95] to the support assembly [96].

(c) Connect the lift links [95] to the support assembly [96].

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(d) Install the pins to hold the lift links [95] to the support assembly [96].

(e) Connect the winch assembly [99] to the support assembly [96] with the snapper pin.

SUBTASK 32-11-00-480-020

(3) Make sure the airplane is lifted with the jacks (AMM TASK 07-11-01-580-815) and the lower surface of the housing, for the forward trunnion bearing pin [29], measures 97 ±2 in. (246 ±5 cm) above the ground (Figure 3, View A).

NOTE: Make sure to keep the airplane level.

SUBTASK 32-11-00-580-003

(4) Use the boom arm [91] to lift the main landing gear [93], such that the transportation support assembly and the aft tire support assembly can be removed from the dolly assembly [98].

SUBTASK 32-11-00-980-001

(5) From the aft side, carefully move the dolly assembly [98] with main landing gear [93] forward below the wing and put it in its position below the wheel well area.

(a) Move the dolly assembly [98] such that the axis of the forward trunnion bearing pin [29] will be perpendicular to the housing assembly and the rear spar.

SUBTASK 32-11-00-020-027

WARNING: MAKE SURE THE HYDRAULIC PRESSURE IS BELOW 5000 PSIG (34,474 KPA) WHEN YOU CONNECT THE FORWARD TRUNNION TO THE FORWARD TRUNNION BEARING PIN. IF THE HYDRAULIC PRESSURE IS 5000 PSIG (34,474 KPA) OR HIGHER, A BINDING CONDITION OCCURS. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(6) Do these steps to connect the forward trunnion:

(a) Lift the main landing gear [93] with the boom arm [91] and the winch assembly [99], such that the forward trunnion and the forward trunnion bearing pin [29] are aligned.

1) Remove the transportation support assembly and the aft tire support assembly from the dolly assembly [98].

(b) Attach the outer cylinder strap assembly to the hoist ring on the end of the boom arm [91] and around the outer cylinder at the aft trunnion.

(c) Remove the tension from the strap.

(d) Use the pry lever bar to remove the load off of the caster wheels one at a time.

(e) Use the lever bar assemblies to turn all the caster wheels parallel to the dolly assembly [98] legs, such that the forward trunnion can be inserted straight onto the forward trunnion bearing pin [29].

NOTE: Make sure the swivel locks on the caster wheels are not locked.

(f) Make sure the forward trunnion stays aligned with the forward trunnion bearing pin [29] and lock the swivel locks.

(g) Put chocks on all caster wheels but put the forward chock approximately 2 in. (5 cm) forward of the double wheel caster.

(h) Put the fork end of the lever bar assemblies on the rectangular tubing above the single wheel casters.

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(i) Use the lever bar assemblies to slowly push the dolly assembly [98] forward.

NOTE: Make sure the aft trunnion will clear the lower trailing edge panel seals when you do this task. Also, make sure the chocks are in contact with the single wheel casters to prevent the movement of the dolly assembly [98].

(j) Slowly lift the aft end of the main landing gear [93] with the winch assembly [99] and lifting the boom arm [91] at the same time while you continue to push the dolly assembly [98] forward.

NOTE: Use the manual valve on the hydraulic pump to lift the boom arm [91]. Tighten the outer cylinder strap if necessary to remove the tension, such that the forward trunnion will not come off of the forward trunnion bearing pin [29].

(k) Continue the movement of the dolly assembly [98] until the forward trunnion is fully inserted onto the forward trunnion bearing pin [29].

SUBTASK 32-11-00-210-004

(7) Visually examine the protective coating on the transition radius of the forward trunnion pin for chipping, cracks, or corrosion.

(a) If the transition radius is damaged the replace the trunnion pin. These are the tasks:

- Main Landing Gear Forward Trunnion Bearing Assembly Removal, TASK 32-11-83-000-801
- Main Landing Gear Forward Trunnion Bearing Assembly Installation, TASK 32-11-83-400-801

SUBTASK 32-11-00-620-004

WARNING: USE NITRILE GLOVES FOR SKIN PROTECTION AGAINST CORROSION INHIBITING COMPOUND, G50136. IF CORROSION INHIBITING COMPOUND, G50136 GETS ON YOUR SKIN, IMMEDIATELY REMOVE IT WITH WATER. IF THIS MATERIAL GETS IN YOUR EYES, IMMEDIATELY FLUSH YOUR EYES WITH WATER AND GET MEDICAL AID. THIS MATERIAL CONTAINS VERY POISONOUS AND FLAMMABLE AGENTS WHICH CAN CAUSE INJURIES TO PERSONS.

CAUTION: DO NOT APPLY CORROSION-INHIBITING COMPOUND ON GREASE JOINTS, OR SEALED BEARINGS. THESE COMPOUNDS REMOVE GREASE AND OTHER LUBRICANTS. THEY ARE PENETRATING COMPOUNDS. THEY WILL MOVE AROUND THE SEALS AND INTO THE BEARINGS. THIS WILL CAUSE DAMAGE TO THE BEARINGS, AND JOINTS.

(8) Apply a thin layer of the corrosion inhibiting compound, G50136 (preferred) or Mastinox 6856 K, C50056 (optional) to these items:

(a) The shank, thread, and thread relief of the forward trunnion cross bolt [28]

(b) The thread of the nut [25]

(c) The spline, and face of the washer [26]

(d) The pin [24].

SUBTASK 32-11-00-160-005

(9) Remove all unwanted corrosion inhibiting compound, G50136.

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SUBTASK 32-11-00-420-029

(10) Do these steps to install the forward trunnion cross bolt [28]:

(a) Install the thread protector, SPL-1365 or thread protector, SPL-14024 on the forward trunnion cross bolt [28].

(b) Put the forward trunnion cross bolt [28] through the door actuator bracket [27], forward trunnion, and the forward trunnion bearing pin [29].

(c) Remove the thread protector, SPL-1365 or thread protector, SPL-14024 from the forward trunnion cross bolt [28].

(d) Install the washer [26] and the nut [25] on the forward trunnion cross bolt [28].

(e) Tighten the nut [25] to 21 ft-lb (28 N·m) – 25 ft-lb (34 N·m) plus the run-on torque.

1) Use the wrench adapter, SPL-14022 or the wrench adapter, SPL-14023 to hold the head of the forward trunnion cross bolt [28].

(f) Install the pin [24] in the forward trunnion cross bolt [28]. If it is necessary, loosen the nut [25] to the nearest castellation to align the holes for the pin [24].

SUBTASK 32-11-00-080-011

(11) Remove the outer cylinder strap assembly from the hoist ring and the outer cylinder.

SUBTASK 32-11-00-420-022

WARNING: MAKE SURE THE HYDRAULIC PRESSURE IS BELOW 5000 PSIG (34,474 KPA) WHEN YOU OPERATE THE DOLLY ASSEMBLY AND TO LIFT THE AFT TRUNNION INTO ITS POSITION. IF THE HYDRAULIC PRESSURE IS 5000 PSIG (34,474 KPA) OR HIGHER WHEN YOU DO THIS, A BINDING CONDITION OCCURS. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(12) Operate the dolly assembly [98] to put the aft trunnion in its position:

NOTE: The main landing gear [93] installation path is done with the forward trunnion bearing pin [29] attached to the forward trunnion. This installation path is a combination of moving the aft trunnion inboard, lifting the aft trunnion, and moving the aft trunnion outboard as the main landing gear pivots about the forward trunnion bearing pin.

(a) Make sure to lock the caster wheels when the main landing gear [93] pivots about the forward trunnion bearing pin [29] as follows;

1) Use the pry lever bar to remove the load off of the caster wheels one at a time.

2) Lock the single wheel casters perpendicular to the forward trunnion pivot axis approximately 38 degrees, and 90 degrees for the double wheel caster.

(b) Put the fork end of the lever bar assemblies on the rectangular tubing above the single wheel casters.

(c) Do a check to make sure the locks for the caster wheels are released.

(d) Hold the lever bar assemblies to slowly push the aft end of the dolly assembly [98] inboard, such that the aft trunnion will clear the main landing gear beam lower flange, lower trailing edge panel seals, and the seal support beam when the aft trunnion is lifted.

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(e) If it is necessary, use the lever bar assemblies and the pry lever bar to put the caster wheels parallel to the legs of the dolly assembly [98].

(f) Lock the caster wheels.

(g) Lift and move the aft trunnion outboard at the same time while you clear the main landing gear [93] from the main landing gear beam as follows;

1) Release the tension on the winch assembly [99].

2) Use the manual valve on the hydraulic pump to lift the boom arm [91].

(h) Put the aft trunnion in its position directly below the aft trunnion bearing.

1) If the forward tire support assembly is on the way of the tires, remove it.

(i) Put chocks on all the casters.

(j) Continue to slowly lift the aft trunnion of the main landing gear [93] until the aft trunnion and the aft trunnion bearing are aligned.

NOTE: Make sure the chock is in contact with the double wheel caster to prevent the forward movement of the dolly assembly [98].

SUBTASK 32-11-00-080-006

(13) Remove the two tie wraps that hold the aft trunnion pin [19].

SUBTASK 32-11-00-080-007

(14) Remove the protective tape from the outer edge of the aft trunnion.

SUBTASK 32-11-00-640-002

(15) Lubricate the chrome plated surfaces of the aft trunnion pin [19] with grease, D00633.

SUBTASK 32-11-00-160-001

(16) Remove all unwanted grease, D00633.

SUBTASK 32-11-00-620-001

WARNING: USE NITRILE GLOVES FOR SKIN PROTECTION AGAINST CORROSION INHIBITING COMPOUND, G50136. IF CORROSION INHIBITING COMPOUND, G50136 GETS ON YOUR SKIN, IMMEDIATELY REMOVE IT WITH WATER. IF THIS MATERIAL GETS IN YOUR EYES, IMMEDIATELY FLUSH YOUR EYES WITH WATER AND GET MEDICAL AID. THIS MATERIAL CONTAINS VERY POISONOUS AND FLAMMABLE AGENTS WHICH CAN CAUSE INJURIES TO PERSONS.

CAUTION: DO NOT APPLY CORROSION-INHIBITING COMPOUND ON GREASE JOINTS, OR SEALED BEARINGS. THESE COMPOUNDS REMOVE GREASE AND OTHER LUBRICANTS. THEY ARE PENETRATING COMPOUNDS. THEY WILL MOVE AROUND THE SEALS AND INTO THE BEARINGS. THIS WILL CAUSE DAMAGE TO THE BEARINGS, AND JOINTS.

(17) Apply a thin layer of corrosion inhibiting compound, G50136 (preferred) or Mastinox 6856 K, C50056 (optional) to these items:

(a) The shank, thread, and thread relief of the aft trunnion bolt [23]

(b) The thread of the nut [21]

(c) The spline, and face of the washer [22]

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(d) The pin [20].

SUBTASK 32-11-00-160-002

(18) Remove all unwanted corrosion inhibiting compound, G50136.

SUBTASK 32-11-00-420-007

(19) Connect the aft trunnion:

(a) Put a flashlight, or other bright lights, at the top of the main landing gear [93] and shine them back past the aft trunnion.

(b) Look through the aft trunnion pin access hole so you can see the aft trunnion pin [19] through the aft trunnion bearing.

(c) Move the dolly assembly [98] from side to side or lift and lower it until you can see equal amounts of light all the way around the aft trunnion pin [19] through the aft trunnion bearing.

NOTE: When you have the aft trunnion pin [19] and the aft trunnion bearing correctly aligned, the aft trunnion pin will install very easily.

(d) Use the aft trunnion equipment, SPL-1862 to pull the aft trunnion pin [19] from the aft trunnion:

1) Put the pull adapter [74] through the pin access hole in the main landing gear beam [30].

2) Attach the pull adapter [74] to the aft trunnion pin [19].

3) Pull the slide hammer [72] until the aft trunnion pin [19] is out of the aft trunnion bearing such that the aft trunnion will connect to the main landing gear beam.

(e) Move the aft trunnion bearing until it is in line with the aft trunnion pin [19].

(f) If it is necessary, use the aft trunnion equipment, SPL-1862 to turn the aft trunnion pin [19] clockwise until the holes for the aft trunnion bolt [23] are aligned.

(g) Install the thread protector, SPL-1366 on the aft trunnion cross bolt [23].

(h) Put the aft trunnion cross bolt [23] through the aft trunnion and the aft trunnion pin [19].

(i) Remove the thread protector, SPL-1366 from the aft trunnion cross bolt [23].

(j) Install the washer [22], and the nut [21] on the aft trunnion cross bolt [23].

(k) Tighten the nut [21] to 160 in-lb (18 N·m) – 190 in-lb (21 N·m) plus the run-on torque.

NOTE: Use long wrench with narrow body, ratchet wrench or crowfoot with 4 inches extension to tighten the nut.

1) Use the wrench adapter, SPL-14021 to hold the head of the aft trunnion cross bolt [23].

(l) Install the cotter pin [20] in the aft trunnion cross bolt [23]. If it is necessary, loosen the nut [21] to the nearest castellation to align the holes for the pin [20].

SUBTASK 32-11-00-080-004

(20) Remove the main landing gear fixture, SPL-1869 from the main landing gear [93].

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SUBTASK 32-11-00-080-008

(21) Remove the protector assembly.

SUBTASK 32-11-00-210-005

(22) Visually examine the protective coating on the transition radius of the forward trunnion pin for chipping, cracks, or corrosion.

(a) If the transition radius is damaged then replace the trunnion pin. These are the tasks:

- Main Landing Gear Forward Trunnion Bearing Assembly Removal, TASK 32-11-83-000-801
- Main Landing Gear Forward Trunnion Bearing Assembly Installation, TASK 32-11-83-400-801

SUBTASK 32-11-00-420-030

(23) Install the forward trunnion seal [63], support ring assembly [62] and the retaining ring [61] on the forward trunnion bearing pin [29] (Figure 1, View B-B).

SUBTASK 32-11-00-080-009

(24) Remove retention strap, SPL-1871 from the main landing gear [93].

SUBTASK 32-11-00-212-001

(25) Before you connect the electrical connector, examine the connector for corrosion.

WARNING: DO THE STEPS BELOW IF THE AIRPLANE OPERATES WHERE DEICING FLUID THAT CONTAINS POTASSIUM FORMATE OR POTASSIUM ACETATE IS USED. ALSO, DO THE STEPS FOR ALL AIRPLANES THAT YOU FOUND CORROSION IN THE ELECTRICAL CONNECTORS IN THE MAIN WHEEL WELL. THE ELECTRICAL CONNECTORS ARE IN A SYSTEM THAT IS NECESSARY FOR SAFE FLIGHT.

(a) If there was corrosion, refer to (SWPM 20-60-03) to correct the problem.

(b) Apply the D5026NS or ZC-026 compound, G50171 to the connector (SWPM 20-60-03)

SUBTASK 32-11-00-420-008

(26) Do these steps to connect the electrical connector [13]:

(a) Attach the clamps [16] to the electrical connector [13].

(b) Install the screws [14], washers [15], and nuts [17] to the clamps [16] that hold the electrical connector [13] to the hose guide [18].

(c) Remove the cap from the electrical connector [13].

(d) Connect the electrical connector [13] to the electrical connector.

SUBTASK 32-11-00-420-009

(27) Do these steps to connect the electrical connector [11]:

(a) Put the electrical connector [11] through the hose guide [12].

(b) Attach the clamps [9] to the electrical connector [11].

(c) Install the screws [7], washers [8], and nuts [10] to the clamps [9] that hold the electrical connector [11] to the structure.

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(d) Remove the cap from the electrical connector [11].

(e) Connect the electrical connector [11] to the electrical connector.

SUBTASK 32-11-00-420-010

(28) Do these steps to connect the brake hose assembly [6] and shimmy damper hose assembly [114] FLEXIBLE HOSE - REMOVAL/INSTALLATION, AMM 20-10-52/401:

(a) Remove the caps from the brake hose assembly [6] and shimmy damper hose assembly [114].

(b) Remove the caps from the elbow [5].

(c) Connect the brake hose assembly [6] and shimmy damper hose assembly [114] to the elbow [5].

(d) Remove the tags from the brake hose assembly [6] and shimmy damper hose assembly [114].

SUBTASK 32-11-00-420-023

(29) Connect the disconnected end of the brake safety cable.

SUBTASK 32-11-00-100-001

(30) Clean the surfaces of these items that will attach the retract actuator [43] to the main gear trunnion:

(a) Attachment fitting on the main gear trunnion

(b) Actuator Attach Pin [50]

(c) Spacers [49]

(d) Washer [48]

(e) Nut [45]

(f) Cotter pin [41], nut [47], washer [46], and bolt [44].

SUBTASK 32-11-00-100-002

(31) Clean the surfaces of these items that will attach the walking beam [51] and the retract actuator [43] to the main gear trunnion:

(a) Attachment fitting on the main gear trunnion

(b) Walking beam attach pin [52]

(c) Washer [53]

(d) Nut [55]

(e) Cotter pin [41], nut [47], washer [46], and bolt [54].

SUBTASK 32-11-00-600-001

(32) Apply grease, D00633 to the chrome-plated surfaces of the pin [32], actuator attach pin [50], and the walking beam attach pin [52].

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SUBTASK 32-11-00-620-002

WARNING: USE NITRILE GLOVES FOR SKIN PROTECTION AGAINST CORROSION INHIBITING COMPOUND, G50136. IF CORROSION INHIBITING COMPOUND, G50136 GETS ON YOUR SKIN, IMMEDIATELY REMOVE IT WITH WATER. IF THIS MATERIAL GETS IN YOUR EYES, IMMEDIATELY FLUSH YOUR EYES WITH WATER AND GET MEDICAL AID. THIS MATERIAL CONTAINS VERY POISONOUS AND FLAMMABLE AGENTS WHICH CAN CAUSE INJURIES TO PERSONS.

CAUTION: DO NOT APPLY CORROSION-INHIBITING COMPOUND ON GREASE JOINTS, OR SEALED BEARINGS. THESE COMPOUNDS REMOVE GREASE AND OTHER LUBRICANTS. THEY ARE PENETRATING COMPOUNDS. THEY WILL MOVE AROUND THE SEALS AND INTO THE BEARINGS. THIS WILL CAUSE DAMAGE TO THE BEARINGS, AND JOINTS.

(33) Apply a thin layer of corrosion inhibiting compound, G50136 (preferred) or Mastinox 6856 K, C50056 (optional) to these items:

NOTE: Do not apply corrosion preventive compound to the chrome plated surfaces.

(a) The threads and thread reliefs on the actuator attach pin [50], and the walking beam attach pin [52]

(b) The threads and thread reliefs of the bolts [44, 54]

(c) The threads and thread reliefs of the nuts [45, 47, 55]

(d) The faces of the washer [46, 48, 53]

(e) The cotter pins [41].

SUBTASK 32-11-00-160-003

(34) Remove all unwanted corrosion inhibiting compound, G50136.

SUBTASK 32-11-00-080-010

(35) Remove the rope that holds the disconnected ends of the walking beam [51] and the retract actuator [43].

SUBTASK 32-11-00-010-005

(36) Remove the clamps for the electrical conduit on the inboard side of the nut [45] and move the conduit to get clearance to tighten the nut [45].

SUBTASK 32-11-00-420-024

(37) Do these steps to connect the retract actuator [43] to the main gear trunnion:

(a) Put the retract actuator [43] in its position for connection to the main gear trunnion.

(b) Install the thread protector, SPL-1372 on the actuator attach pin [50].

(c) Put the actuator attach pin [50] through the retract actuator [43], spacers [49] and the main gear trunnion.

(d) Remove the thread protector, SPL-1372 from the actuator attach pin [50].

(e) Install the washer [48] and the nut [45] on the actuator attach pin [50].

(f) Use the wrench adapter assembly, SPL-1363 to hold the head of the actuator attach pin [50].

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(g) Tighten the nut [45] to 95 ft-lb (129 N·m) – 115 ft-lb (156 N·m) plus the run-on torque.

(h) If it is necessary, loosen the nut [45] to the nearest castellation to align the holes for the bolt [44].

(i) Remove the wrench adapter assembly, SPL-1363 from the actuator attach pin [50].

(j) Put the bolt [44] through the actuator attach pin [50].

(k) Install the washer [46] and the nut [47] on the actuator attach pin [50].

(l) Tighten the nut [47] to 20 in-lb (2 N·m) to 24 in-lb (3 N·m) plus the run-on torque.

(m) If it is necessary, loosen the nut [47] to the nearest castellation to align the holes for the cotter pin [41].

(n) Install the cotter pin [41] in the bolt [44].

SUBTASK 32-11-00-410-003

(38) Put the electrical conduit back in its position and install the clamps.

SUBTASK 32-11-00-420-025

(39) Do these steps to connect the walking beam [51] to the main gear trunnion:

(a) Put the walking beam [51] in its position for the connection to the main gear trunnion.

(b) Install the thread protector, SPL-1371 on the walking beam attach pin [52].

(c) Put the walking beam attach pin [52] through the walking beam [51], and the main gear trunnion.

(d) Remove the thread protector, SPL-1371 from the walking beam attach pin [52].

(e) Install the washer [53] and the nut [55] on the walking beam attach pin [52].

(f) Install the wrench adapter assembly, SPL-1362 to hold the head of the walking beam attach pin [52].

(g) Tighten the nut [55] to 170 ft-lb (230 N·m) to 200 ft-lb (271 N·m) plus the run-on torque.

(h) If it is necessary, loosen the nut [55] to the nearest castellation to align the holes for the bolt [54].

(i) Remove the wrench adapter assembly, SPL-1362 from the walking beam attach pin [52].

(j) Put the bolt [54] through the walking beam attach pin [52].

(k) Install the washer [46] and the nut [47] on the walking beam attach pin [52].

(l) Tighten the nut [47] to 20 in-lb (2 N·m) to 24 in-lb (3 N·m) plus the run-on torque.

(m) If it is necessary, loosen the nut [47] to the nearest castellation to align the holes for the pin [41].

(n) Install the pin [41] in the bolt [54].

SUBTASK 32-11-00-420-026

(40) Install the nuts [37], washers [35, 36] and bolts [34] to connect the turnbuckle [38] to the bracket.

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SUBTASK 32-11-00-620-003

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(41) Apply a thin layer of the corrosion inhibiting compound, G50136 (preferred) or Mastinox 6856 K, C50056 (optional) to these items:

NOTE: Do not apply corrosion preventive compound to the chrome plated surfaces.

(a) The threads and thread reliefs of the crossbolt [31]

(b) The threads of the nut [40]

(c) The faces of the washer [39].

SUBTASK 32-11-00-640-003

(42) Apply grease, D00633 to the chrome plated surfaces of the trunnion pin [32] and the end cap [42].

SUBTASK 32-11-00-160-004

(43) Remove all unwanted corrosion inhibiting compound, G50136 and grease, D00633.

SUBTASK 32-11-00-420-027

(44) Do these steps to connect the reaction link assembly [30] to the trunnion [33]:

(a) Put the outboard end of the reaction link assembly [30] in its position for attachment to the trunnion [33].

(b) Put the trunnion pin [32] through the reaction link assembly [30] and the trunnion [33].

(c) Install the end cap [42] on the trunnion pin [32].

(d) Put the cross bolt [31] through the trunnion pin [32] and the end cap [42].

(e) Install the washer [39] and the nut [40] on the cross bolt [31].

(f) Tighten the nut [40] to 20 in-lb (2 N·m) – 24 in-lb (3 N·m) plus the run-on torque.

(g) If it is necessary, loosen the nut [40] to the nearest castellation to align the holes for the cotter pin [41].

(h) Install the cotter pin [41] in the crossbolt [31].

SUBTASK 32-11-00-420-019

(45) Do this task: Main Landing Gear Lower Side Strut Installation, AMM TASK 32-11-61-400-802.

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SUBTASK 32-11-00-200-001

WARNING: MAKE SURE THAT THE SYSTEM-TO-SYSTEM SEPARATIONS ARE CORRECT. SEPARATIONS THAT ARE NOT CORRECT COULD CAUSE UNWANTED CONDITIONS, WHICH COULD INCLUDE CHAFING, FIRE OR ELECTROMAGNETIC INTERFERENCE. THIS CAN CAUSE INJURIES TO PERSONNEL, OR CAN MAKE FLIGHT DANGEROUS, OR CAN CAUSE DAMAGE TO THE SYSTEMS.

(46) Make sure that there is a minimum distance of 0.13 in. (3.30 mm) between the wire bundles [111] and the hangar link [112], Figure 4.

SUBTASK 32-11-00-420-020

(47) Install the hose guide [18].

SUBTASK 32-11-00-410-002

(48) Install the applicable panel:

(a) For the left wing, do this step:

Close this access panel:

Number	Name/Location
551BT	Upper Inboard Fixed Trailing Edge, MLG Actuator Access Panel

(b) For the right wing, do this step:

Close this access panel:

Number	Name/Location
651BT	Upper Inboard Fixed Trailing Edge, MLG Actuator Access Panel

SUBTASK 32-11-00-420-031

(49) If you will install the right gear, connect the interlock valve cable of the ground spoiler, do this task: Ground Spoiler Interlock Valve Cable Installation, AMM TASK 27-62-51-400-801.

SUBTASK 32-11-00-420-013

(50) Do this task: Main Landing Gear Wing Door Installation, AMM TASK 32-13-21-420-801.

SUBTASK 32-11-00-420-028

(51) Do this task: Main Landing Gear Center Door Installation, AMM TASK 32-13-11-420-802.

SUBTASK 32-11-00-420-014

(52) Do this task: Main Landing Gear Inner Door Installation, AMM TASK 32-13-11-420-804.

SUBTASK 32-11-00-420-032

(53) Do this task: Main Landing Gear Brake Installation, AMM TASK 32-41-41-400-801.

SUBTASK 32-11-00-420-033

(54) Do this task: Main Landing Gear Wheel and Tire Assembly Installation, AMM TASK 32-45-11-400-801.

SUBTASK 32-11-00-410-001

(55) Install the applicable panel:

(a) For the left landing gear, do this step:

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Close these access panels:

Number	Name/Location
551BB	Lower Inboard Fixed Trailing Edge, Gear Adjustment Door
551CB	Lower Inboard Fixed Trailing Edge, Gear Access Panel

(b) For the right landing gear, do this step:

Close these access panels:

Number	Name/Location
651BB	Lower Inboard Fixed Trailing Edge, Gear Door Adjustment
651CB	Lower Inboard Fixed Trailing Edge, Gear Access Panel

(c) Close these access panels:

Number	Name/Location
551DB	Lower Inboard Fixed Trailing Edge, Lube Actuator & MLG Beam Outboard Attach Pin Access Panel
651DB	Lower Inboard Fixed Trailing Edge, Lube Actuator & MLG Beam Outboard Attach Pin Access Panel

C. Put the Airplane Back to Its Usual Condition

SUBTASK 32-11-00-080-013

(1) Remove the ground spoiler actuator lock set, SPL-1744.

SUBTASK 32-11-00-860-015

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

F/O Electrical System Panel, P6-3

Row	Col	Number	Name
A	16	C01345	LANDING GEAR AUTOBRAKE BITE CONT 2
A	18	C00583	LANDING GEAR AUTOBRAKE BITE CONT 1
B	16	C01346	LANDING GEAR PARKING BRAKE
B	17	C00129	LANDING GEAR LATCH & PRESS WARN
C	15	C01355	LANDING GEAR AIR/GND SYS 2
C	16	C01356	LANDING GEAR AIR/GND SYS 1
D	1	C01399	PSEU PRI
D	2	C01400	PSEU ALTN
D	15	C01401	LANDING GEAR AIR/GND RELAY
D	16	C01432	LANDING GEAR ALTN EXTEND SOL
E	16	C00196	LANDING GEAR ANTISKID INBD
E	18	C00195	LANDING GEAR ANTISKID OUTBD

SUBTASK 32-11-00-860-009

(3) Do this task: Trailing Edge Flap System Reactivation, AMM TASK 27-51-00-440-801.

SUBTASK 32-11-00-860-010

(4) Do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804.

SUBTASK 32-11-00-860-019

(5) Do this task: Put the Speed Brake Systems A and B Back to the Condition Before the Pressure Removal, AMM TASK 27-62-00-840-802.

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SUBTASK 32-11-00-860-020

WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF ALL CONTROL SURFACES BEFORE YOU SUPPLY HYDRAULIC POWER. AILERONS, RUDDERS, ELEVATORS, FLAPS, SLATS, SPOILERS, LANDING GEAR, AND THRUST REVERSERS CAN MOVE QUICKLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(6) Do this task: Speed Brake Hydraulic Systems A and B Pressurization, AMM TASK 27-62-00-800-801.

SUBTASK 32-11-00-860-021

(7) Move the speed brake lever to the DOWN position to lower the spoilers.

SUBTASK 32-11-00-820-001

(8) If you changed the length of one or more of the door rods, do the steps that follows:

(a) Adjust the shock strut doors of the main landing gear. To adjust them, do this task: Main Landing Gear Shock Strut Door Adjustment, AMM TASK 32-13-11-820-801.

(b) Adjust the outer door of the main landing gear. To adjust it, do this task: Main Landing Gear Wing Door Adjustment, AMM TASK 32-13-21-000-801.

SUBTASK 32-11-00-610-001

(9) Lubricate the main landing gear. To lubricate it, do this task: Main Landing Gear Upper End Components Servicing, AMM TASK 12-21-11-640-801 and, do this task: Main Landing Gear Lower End Components Servicing, AMM TASK 12-21-11-640-802.

SUBTASK 32-11-00-619-001

(10) To fully service the shock strut with the airplane on jacks, do these steps to service the shock strut with fluid:

NOTE: Hold the shock strut in a vertical position to do these steps.

(a) Make sure the shock strut is fully deflated, refer to service placard for the fully deflated dimension (Figure 14).

(b) Do the steps to “fill the shock strut with fluid” (AMM SUBTASK 12-15-31-600-001).

(c) Close the valves and install their caps.

SUBTASK 32-11-00-619-002

(11) To inflate the shock strut with the airplane on jacks, do these steps:

NOTE: To do these steps, you must have accomplished the steps to add fluid to the strut, at the start of this task.

(a) Install the tool, SPL-1521 on the gas valve

(b) Inflate the shock strut with nitrogen, G00018 until you reach the fully extended pressure, refer to the servicing placard for the correct pressure (Figure 14).

NOTE: If nitrogen is not available, you can use air, G02314, as an alternative, to inflate the shock strut.

(c) Remove the tool, SPL-1521 and install the cap on the gas valve.

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SUBTASK 32-11-00-619-003

(12) If you did not do the steps to service the strut with fluid, at the start of this task, then you must do this task Main Landing Gear Shock Strut Servicing, Airplane on the Ground, AMM TASK 12-15-31-610-802

SUBTASK 32-11-00-080-002

(13) If the downlock pins are installed on all the landing gear, do this task: Landing Gear Downlock Pins Removal, AMM TASK 32-00-01-080-801.

SUBTASK 32-11-00-710-002

(14) Do this task: Main Landing Gear Operational Test, AMM TASK 32-32-00-710-801.

NOTE: It is optional to perform the Main Landing Gear Test - Component Replacement, AMM TASK 32-32-00-710-802 instead of the operational test if a hydraulic cart is not available.

SUBTASK 32-11-00-710-003

(15) Do this task: Main Gear Manual Extension System Test - Airplane on Jacks, AMM TASK 32-34-00-730-801.

SUBTASK 32-11-00-480-003

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

(16) If the downlock pins are not installed on all the landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801

SUBTASK 32-11-00-580-001

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

SUBTASK 32-11-00-860-011

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

SUBTASK 32-11-00-870-001

(19) Bleed the brake hydraulic system:

(a) To bleed the brake hydraulic system, do this task: Normal (System B) Hydraulic Brake System - Bleeding, AMM TASK 32-41-00-870-802.

SUBTASK 32-11-00-790-001

(20) Examine the connections of the hydraulic brake line for leakage.

SUBTASK 32-11-00-870-003

(21) Bleed the shimmy damper:

(a) To bleed the shimmy damper, do this task: Hydraulic Shimmy Damper - Bleeding, AMM TASK 32-11-81-870-801.

SUBTASK 32-11-00-790-002

(22) Examine the connections of the shimmy damper for leakage.

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SUBTASK 32-11-00-710-001

(23) Do a test of the operation of the antiskid transducer. Do this task: Transducer Operational Test, AMM TASK 32-42-00-710-802.

SUBTASK 32-11-00-860-012

(24) Set the parking brakes.

SUBTASK 32-11-00-610-002

(25) Check the pressure and extension of the shock strut:

(a) Measure the pressure and extension of the shock strut

(b) Make sure the pressure you measure is still correct for the extension of the shock strut (Figure 14).

(c) If the pressure is not correct for the extension of the shock strut, then the shock strut does not have the proper amount of fluid and you must fully service the shock strut (Main Landing Gear Shock Strut Servicing, Airplane on the Ground, AMM TASK 12-15-31-610-802).

SUBTASK 32-11-00-860-013

(26) If electrical power is not necessary, do this task: Remove External Power, AMM TASK 24-22-00-860-814.

——— END OF TASK ———

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LEFT MAIN LANDING GEAR
(RIGHT MAIN LANDING GEAR IS EQUIVALENT)

SHOCK STRUT INFLATION VALVE

A

G02335 S0006574755_V2

Main Landing Gear Installation
Figure 1 (Sheet 1 of 6)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-01-01

HYDRAULIC LINES AND ELECTRICAL CONNECTORS

B

G02341 S0006574756_V3

Main Landing Gear Installation
Figure 1 (Sheet 2 of 6)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-01-01

ELECTRICAL CONNECTOR AND TRUNNION SUPPORTS

C

G02347 S0006574757_V3

Main Landing Gear Installation
Figure 1 (Sheet 3 of 6)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-01-01

AFT TRUNNION BOLT

A-A

FORWARD TRUNNION CROSS BOLT

B-B

G03697 S0006574758_V5

Main Landing Gear Installation
Figure 1 (Sheet 4 of 6)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-01-01

SIDE STRUT REACTION LINK CONNECTION

D

ACTUATOR TRUNNION CONNECTION

F

H16492 S0006574759_V4

Main Landing Gear Installation
Figure 1 (Sheet 5 of 6)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-01-01

H16494 S0006574760_V2

Main Landing Gear Installation
Figure 1 (Sheet 6 of 6)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-01-01

H12359 S0006574761_V3

Main Landing Gear Trunnion Pin Puller Equipment
Figure 2

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-01-01

H12367 S0006574762_V4

Main Landing Gear Support Equipment
Figure 3

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-01-01

1652502 S0000301425_V2

Main Landing Gear Clearance Requirements
Figure 4

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-01-01

LEFT MAIN LANDING GEAR
(RIGHT MAIN LANDING GEAR IS EQUIVALENT)

G18251 S0006574817_V2

Main Landing Gear Side Strut Installation
Figure 5 (Sheet 1 of 3)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-01-01

G18262 S0006574818_V2

Main Landing Gear Side Strut Installation
Figure 5 (Sheet 2 of 3)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-01-01

1 BE SURE THAT THE BOLT HEAD POINTS INBOARD.

G18265 S0006574819_V3

Main Landing Gear Side Strut Installation
Figure 5 (Sheet 3 of 3)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-01-01

LEFT MAIN LANDING GEAR
(RIGHT MAIN LANDING GEAR IS OPPOSITE)

F83313 S0006574904_V2

Main Landing Downlock Strut Installation
Figure 6 (Sheet 1 of 3)

BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-01-01

B

C

F83320 S0006574905_V3

Main Landing Downlock Strut Installation
Figure 6 (Sheet 2 of 3)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-01-01

F83382 S0006574906_V2

Main Landing Downlock Strut Installation
Figure 6 (Sheet 3 of 3)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-01-01

F73141 S0006574831_V2

Main Landing Gear Reaction Link Assembly Installation
Figure 7 (Sheet 1 of 6)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-01-01

F73204 S0006574832_V2

Main Landing Gear Reaction Link Assembly Installation
Figure 7 (Sheet 2 of 6)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-01-01

F73567 S0006574833_V2

Main Landing Gear Reaction Link Assembly Installation
Figure 7 (Sheet 3 of 6)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-01-01

Main Landing Gear Reaction Link Assembly Installation
Figure 7 (Sheet 4 of 6)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-01-01

F78615 S0006574835_V2

Main Landing Gear Reaction Link Assembly Installation
Figure 7 (Sheet 5 of 6)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-01-01

HANGER LINK ASSEMBLY

J

W03590 S0006574836_V3

Main Landing Gear Reaction Link Assembly Installation
Figure 7 (Sheet 6 of 6)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-01-01

MAIN LANDING GEAR ACTUATOR (ACCESS PANEL, OUTER WING DOOR, AND SHOCK STRUT DOOR REMOVED)

A

G20713 S0006575180_V2

Main Gear Actuator Assembly Installation
Figure 8 (Sheet 1 of 5)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-01-01

MAIN LANDING GEAR ACTUATOR
(ACCESS PANEL REMOVED AND RETRACT ACTUATOR HOIST TOOL INSTALLED)

1 USE FASTENER LOCATIONS NUMBERS 9 AND 11 FOR THE AFT OUTBOARD LEG OF THE HOIST EQUIPMENT.

B

G20722 S0006575181_V2

Main Gear Actuator Assembly Installation
Figure 8 (Sheet 2 of 5)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-01-01

Main Gear Actuator Assembly Installation
Figure 8 (Sheet 3 of 5)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-01-01

G20769 S0006575183_V2

Main Gear Actuator Assembly Installation
Figure 8 (Sheet 4 of 5)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-01-01

G21285 S0006575184_V3

Main Gear Actuator Assembly Installation
Figure 8 (Sheet 5 of 5)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-01-01

Main Landing Gear Forward Trunnion Bearing Assembly Installation
Figure 9

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-01-01

H86809 S0006581532_V2

Forward Trunnion Housing Assembly Installation
Figure 10 (Sheet 1 of 2)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-01-01

Forward Trunnion Housing Assembly Installation
Figure 10 (Sheet 2 of 2)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-01-01

LEFT MAIN LANDING GEAR
(RIGHT MAIN LANDING GEAR IS EQUIVALENT)

A

K22407 S0006581544_V2

MLG Aft Trunnion Bearing Assembly Installation
Figure 11 (Sheet 1 of 2)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-01-01

AFT TRUNNION BEARING ASSEMBLY

B

K22428 S0006581545_V2

MLG Aft Trunnion Bearing Assembly Installation
Figure 11 (Sheet 2 of 2)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-01-01

MAIN LANDING GEAR WHEEL WELL
(LEFT SIDE IS SHOWN, RIGHT SIDE IS EQUIVALENT)

A

G08467 S0006575202_V2

Main Landing Gear Uplock Assembly Installation
Figure 12 (Sheet 1 of 3)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-01-01

G08168 S0006575203_V4

Main Landing Gear Uplock Assembly Installation
Figure 12 (Sheet 2 of 3)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-01-01

C

D79047 S0000164792_V2

Main Landing Gear Uplock Assembly Installation
Figure 12 (Sheet 3 of 3)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-01-01

MAIN LANDING GEAR WHEEL WELL
(LEFT SIDE IS SHOWN, RIGHT SIDE IS EQUIVALENT)

A

M50911 S0006575204_V2

Main Landing Gear Uplock Assembly Adjustment
Figure 13 (Sheet 1 of 3)

BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-01-01

B

M50919 S0006575205_V3

Main Landing Gear Uplock Assembly Adjustment
Figure 13 (Sheet 2 of 3)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-01-01

C

M51017 S0006575206_V2

Main Landing Gear Uplock Assembly Adjustment
Figure 13 (Sheet 3 of 3)

BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-01-01

B

F84899 S0006561283_V3

Main Landing Gear Shock Strut Servicing Chart
Figure 14

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AIRLINE CARD NO		TITLE			BOEING CARD NO.
		RIGHT MAIN LANDING GEAR RESTORATION			32-040-02-01
DATE	TASK				RELATED CARD
	RESTORE				W-32-720-02-01
TAIL NUMBER	WORK AREA	VERSION	THRESHOLD	REPEAT	APPLICABILITY
	R MAIN GEAR	1.1	21000 FC	21000 FC	AIRPLANE / ENGINE
STATION	SKILL	1.2	10 YR	10 YR	ALL / ALL
	AIRPL	NOTE			
		ACCESS			ZONE
		651BB 651BT 651DB 651DT 651EB 651ET 651FB			744

Restore the right main landing gear assembly.

INTERVAL NOTE: Whichever comes first.

A. References

Reference	Title
AMM 07-11-01-580-815	Lift the Airplane with the Jacks (P/B 201)
AMM 07-11-01-580-816	Lower the Airplane Off the Jacks (P/B 201)
AMM 07-11-03-580-801	Lift the Main Landing Gear Axles with the Axle Jacks (P/B 201)
AMM 10-11-05 P/B 201	CHOCK INSTALLATION
AMM 12-15-31-610-802	Main Landing Gear Shock Strut Servicing, Airplane on the Ground (P/B 301)
AMM 12-21-11 P/B 301	MAIN LANDING GEAR - SERVICING
AMM 12-21-11-640-801	Main Landing Gear Upper End Components Servicing (P/B 301)
AMM 12-21-11-640-802	Main Landing Gear Lower End Components Servicing (P/B 301)
AMM 20-10-52 P/B 401	FLEXIBLE HOSE - REMOVAL/INSTALLATION
AMM 24-22-00-860-811	Supply Electrical Power (P/B 201)
AMM 24-22-00-860-814	Remove External Power (P/B 201)
AMM 27-51-00-040-801	Trailing Edge Flap System Deactivation (P/B 201)
AMM 27-51-00-440-801	Trailing Edge Flap System Reactivation (P/B 201)
AMM 27-51-00-860-803	Extend the Trailing Edge Flaps (P/B 201)
AMM 27-51-00-860-804	Retract the Trailing Edge Flaps (P/B 201)
AMM 27-62-00-800-801	Speed Brake Hydraulic Systems A and B Pressurization (P/B 201)
AMM 27-62-00-840-802	Put the Speed Brake Systems A and B Back to the Condition Before the Pressure Removal (P/B 201)
AMM 27-62-51-000-801	Ground Spoiler Interlock Valve Cable Removal (P/B 401)
AMM 27-62-51-400-801	Ground Spoiler Interlock Valve Cable Installation (P/B 401)
AMM 29-09-00-860-801	Hydraulic Reservoirs Pressurization (P/B 201)
AMM 29-09-00-860-802	Hydraulic Reservoirs Depressurization (P/B 201)
AMM 29-11-00-200-801	Hydraulic Fluid Check (P/B 601)
AMM 29-11-00-860-801	Hydraulic System A or B Pressurization (P/B 201)
AMM 29-11-00-860-805	Hydraulic System A or B Power Removal (P/B 201)
AMM 32-00-01-080-801	Landing Gear Downlock Pins Removal (P/B 201)
AMM 32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)

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(Continued)

Reference	Title
AMM 32-11-61-000-802	Main Landing Gear Lower Side Strut Removal (P/B 401)
AMM 32-11-61-400-802	Main Landing Gear Lower Side Strut Installation (P/B 401)
AMM 32-11-81-870-801	Hydraulic Shimmy Damper - Bleeding (P/B 401)
AMM 32-13-11-000-802	Main Landing Gear Center Door Removal (P/B 401)
AMM 32-13-11-000-804	Main Landing Gear Inner Door Removal (P/B 401)
AMM 32-13-11-420-802	Main Landing Gear Center Door Installation (P/B 401)
AMM 32-13-11-420-804	Main Landing Gear Inner Door Installation (P/B 401)
AMM 32-13-11-820-801	Main Landing Gear Shock Strut Door Adjustment (P/B 501)
AMM 32-13-21-000-801	Main Landing Gear Wing Door Adjustment (P/B 501)
AMM 32-13-21-000-802	Main Landing Gear Wing Door Removal (P/B 401)
AMM 32-13-21-420-801	Main Landing Gear Wing Door Installation (P/B 401)
AMM 32-32-00-710-801	Main Landing Gear Operational Test (P/B 501)
AMM 32-32-00-710-802	Main Landing Gear Test - Component Replacement (P/B 501)
AMM 32-32-51-400-801	Main Gear Downlock Actuator Installation (P/B 401)
AMM 32-32-91-000-801	Main Gear Downlock Springs Removal (P/B 401)
AMM 32-32-91-400-801	Main Gear Downlock Spring Installation (P/B 401)
AMM 32-34-00-730-801	Main Gear Manual Extension System Test - Airplane on Jacks (P/B 501)
AMM 32-41-00-870-802	Normal (System B) Hydraulic Brake System - Bleeding (P/B 201)
AMM 32-41-41-000-801	Main Landing Gear Brake Removal (P/B 401)
AMM 32-41-41-400-801	Main Landing Gear Brake Installation (P/B 401)
AMM 32-42-00-710-802	Transducer Operational Test (P/B 501)
AMM 32-45-11-000-801	Main Landing Gear Wheel and Tire Assembly Removal (P/B 401)
AMM 32-45-11-400-801	Main Landing Gear Wheel and Tire Assembly Installation (P/B 401)
AMM 32-61-21-020-801	Main Landing Gear Uplock Sensor Removal (P/B 401)
AMM 32-61-21-400-801	Main Landing Gear Uplock Sensor Installation (P/B 401)
AMM 32-61-21-820-801	Main Landing Gear Uplock Sensor Clearance Adjustment (P/B 501)
AMM 57-15-00-200-802	Main Landing Gear Beam Hanger Link Free Play Check (P/B 601)
SWPM 20-60-03	Special Protection of Electrical Connectors

B. Consumable Materials

Reference	Description	Specification
A00247	Sealant - Pressure And Environmental - Chromate Type	BMS5-95
A50009	Sealant - Low Density, Non-Chromate Type. (Formerly Chromate - Synthetic Rubber)	BMS5-142 Type II Class B-1 or B-2
I C00259	Coating - Chemical And Solvent Resistant Finish, Corrosion Inhibiting Primer	BMS10-11 Type I
C50056	Compound - Corrosion Inhibiting Material, Nondrying Resin Mix	BMS3-27
D00006	Compound - Antiseize Pure Nickel Special - Never-Seez NSBT	BAC5008

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(Continued)

Reference	Description	Specification
D00013	Grease - Aircraft And Instrument Grease	MIL-PRF-23827 (NATO G-354) (Supersedes MIL-G-23827)
D00153	Fluid - Hydraulic Fluid, Fire Resistant (Interchangeable And Intermixable With BMS 3-11 Type V)	BMS3-11 Type IV
D00633	Grease - Aircraft General Purpose	BMS3-33
G00018	Nitrogen - Gaseous, Pressurizing, 99.5 Percent Pure	A-A-59503 Type I Grade B, MIL-PRF-27401 Type I Grade A
G01912	Lockwire - MS20995NC32, Monel - 0.032 Inch (0.8128 mm) Diameter	NASM20995
G02314	Air - Compressed, Breathing	BB-A-1034 Source I Grade A
G50136	Compound - Corrosion Inhibiting, Non-drying	BMS3-38
G50171	Compound - Corrosion Inhibiting Compound, Interior Application - D5026NS or ZC-026	
G50237	Compound - Corrosion Inhibiting, Non-drying - Cor-Ban 27L	BMS3-38, NSN 6850-01-469-7645

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-11076	Torque Wrench Adaptor Part #: C32013-1 Supplier: 81205
SPL-12460	Equipment - Removal/Installation, MLG and NLG springs Part #: J32037-106 Supplier: 81205
SPL-12498	MLG downlock release level tool Part #: C32052-1 Supplier: 81205
SPL-1359	Assembly - Wrench Adapter (C32029-3, Part of Kit C32029-38 or C32029-45) Part #: C32029-45 Supplier: 81205 Opt Part #: C32029-38 Supplier: 81205
SPL-1360	Assembly - Wrench Adapter (C32029-4, Part of Kit C32029-38 or C32029-45) Part #: C32029-45 Supplier: 81205 Opt Part #: C32029-38 Supplier: 81205
SPL-1361	Assembly - Wrench Adapter (C32029-39, Part of Kit C32029-38 or C32029-45) Part #: C32029-45 Supplier: 81205 Opt Part #: C32029-38 Supplier: 81205

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(Continued)

Reference	Description
SPL-1362	Assembly - Wrench Adapter (C32029-6, Part of Kit C32029-38 or C32029-45) Part #: C32029-45 Supplier: 81205 Opt Part #: C32029-38 Supplier: 81205
SPL-1363	Assembly - Wrench Adapter (C32029-7, Part of Kit C32029-38 or C32029-45) Part #: C32029-45 Supplier: 81205 Opt Part #: C32029-38 Supplier: 81205
SPL-1364	Assembly - Slug Driver (C32029-8, Part of Kit C32029-38 or C32029-45) Part #: C32029-45 Supplier: 81205 Opt Part #: C32029-38 Supplier: 81205
SPL-1365	Protector - Thread (C32029-9, Part of Kit C32029-38 or C32029-45) Part #: C32029-45 Supplier: 81205 Opt Part #: C32029-38 Supplier: 81205
SPL-1366	Protector - Thread (C32029-10, Part of Kit C32029-38 or C32029-45) Part #: C32029-45 Supplier: 81205 Opt Part #: C32029-38 Supplier: 81205
SPL-1367	Driver - Slug (C32029-11, Part of Kit C32029-38 or C32029-45) Part #: C32029-45 Supplier: 81205 Opt Part #: C32029-38 Supplier: 81205
SPL-1368	Protector - Thread (C32029-12, Part of Kit C32029-38 or C32029-45) Part #: C32029-45 Supplier: 81205 Opt Part #: C32029-38 Supplier: 81205
SPL-1369	Protector - Thread (C32029-13, Part of Kit C32029-38 or C32029-45) Part #: C32029-45 Supplier: 81205 Opt Part #: C32029-38 Supplier: 81205
SPL-1370	Protector - Thread (C32029-14, Part of Kit C32029-38 or C32029-45) Part #: C32029-45 Supplier: 81205 Opt Part #: C32029-38 Supplier: 81205
SPL-1371	Protector - Thread (C32029-15, Part of Kit C32029-38 or C32029-45) Part #: C32029-45 Supplier: 81205 Opt Part #: C32029-38 Supplier: 81205
SPL-1372	Protector - Thread (C32029-16, Part of Kit C32029-38 or C32029-45) Part #: C32029-45 Supplier: 81205 Opt Part #: C32029-38 Supplier: 81205
SPL-14021	Assembly - Wrench Adapter (C32029-48 Part of Kit C32029-45) Part #: C32029-45 Supplier: 81205
SPL-14022	Assembly - Wrench Adapter (C32029-49 Part of Kit C32029-45) Part #: C32029-45 Supplier: 81205
SPL-14023	Assembly - Wrench Adapter (C32029-50 Part of Kit C32029-45) Part #: C32029-45 Supplier: 81205
SPL-14024	Equipment - Thread Protector (C32029-51 Part of Kit C32029-45) Part #: C32029-45 Supplier: 81205

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(Continued)

Reference	Description
SPL-1521	Tool - Strut Inflation, Landing Gear Part #: F70200-18 Supplier: 81205 Opt Part #: F70200-1 Supplier: 81205 Opt Part #: F70200-17 Supplier: 81205
SPL-1744	Set - Lock, Inboard Ground Spoiler Actuator (Contains 4 Lock Assemblies) Part #: C27046-13 Supplier: 81205 Opt Part #: C27046-1 Supplier: 81205
SPL-1862	Equipment - Removal/Installation, MLG Aft Trunnion Pin Part #: C32031-22 Supplier: 81205 Opt Part #: C32031-1 Supplier: 81205
SPL-1868	Puller - Fuse Pin, Main Landing Gear Forward Trunnion Support Part #: C32015-1 Supplier: 81205
SPL-1869	Fixture - Transportation, Main Landing Gear, Removal/Installation Part #: C32034-339 Supplier: 81205 Opt Part #: C32034-227 Supplier: 81205 Opt Part #: C32034-273 Supplier: 81205
SPL-1870	Hoist - Main Landing Gear Retract Actuator Part #: C32028-109 Supplier: 81205 Part #: C32028-110 Supplier: 81205 Part #: C32028-111 Supplier: 81205 Opt Part #: C32028-1 Supplier: 81205 Opt Part #: C32028-3 Supplier: 81205 Opt Part #: C32028-56 Supplier: 81205 Opt Part #: C32028-58 Supplier: 81205 Opt Part #: C32028-59 Supplier: 81205
SPL-1871	Strap - Retention, NLG/MLG Inner Cylinder Part #: C32030-10 Supplier: 81205
SPL-4360	Wrench - Trunnion Spherical Bearing, MLG Part #: C32023-12 Supplier: 81205 Opt Part #: C32023-1 Supplier: 81205

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TASK 32-11-00-000-801

1. Main Landing Gear Removal

(Figure 1, Figure 2, Figure 3)

A. Prepare for the Removal

SUBTASK 32-11-00-480-001

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

(1) If the downlock pins are not installed on all the landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

SUBTASK 32-11-00-860-016

(2) Do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811.

SUBTASK 32-11-00-860-001

(3) Extend the trailing edge flaps fully. To extend them, do this task: Extend the Trailing Edge Flaps, AMM TASK 27-51-00-860-803

NOTE: This step will provide access to the aft trunnion pin [19].

SUBTASK 32-11-00-860-002

(4) Do this task: Trailing Edge Flap System Deactivation, AMM TASK 27-51-00-040-801.

SUBTASK 32-11-00-860-017

(5) Put the SPOILER A and B switches to the OFF position to remove the hydraulic power from the flight spoilers.

NOTE: SPOILER A AND B switches are on the flight control panel (P5-3).

SUBTASK 32-11-00-860-018

(6) Put the speed brake lever in the UP position to lift the ground spoilers.

SUBTASK 32-11-00-480-021

(7) Install the set, SPL-1744 for the applicable ground spoiler.

SUBTASK 32-11-00-860-003

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

F/O Electrical System Panel, P6-3

Row	Col	Number	Name
A	16	C01345	LANDING GEAR AUTOBRAKE BITE CONT 2
A	18	C00583	LANDING GEAR AUTOBRAKE BITE CONT 1
B	16	C01346	LANDING GEAR PARKING BRAKE
B	17	C00129	LANDING GEAR LATCH & PRESS WARN
C	15	C01355	LANDING GEAR AIR/GND SYS 2
C	16	C01356	LANDING GEAR AIR/GND SYS 1
D	1	C01399	PSEU PRI
D	2	C01400	PSEU ALTN
D	15	C01401	LANDING GEAR AIR/GND RELAY

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(Continued)

F/O Electrical System Panel, P6-3

Row	Col	Number	Name
D	16	C01432	LANDING GEAR ALTN EXTEND SOL
E	16	C00196	LANDING GEAR ANTISKID INBD
E	18	C00195	LANDING GEAR ANTISKID OUTBD

SUBTASK 32-11-00-860-004

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

SUBTASK 32-11-00-860-005

(10) Push the brake pedals a minimum of twelve times to remove the pressure from the brake lines.

SUBTASK 32-11-00-020-001

WARNING: DO NOT REMOVE THE VALVE BODY UNTIL THE SHOCK STRUT IS FULLY DEFLATED. IF YOU REMOVE THE VALVE BODY WHEN THERE IS PRESSURE, THE PRESSURE CAN BLOW THE VALVE BODY OUT AND CAUSE INJURY TO PERSONS.

(11) Deflate the shock strut [1] for the two main landing gear fully:

NOTE: This task is necessary keep the airplane level when you do the subsequent steps.

(a) Remove the cap [4] for the air valve [2].

(b) Loosen the swivel nut [3] for a maximum of two turns.

NOTE: Fluid in the shock strut [1] will have bubbles when you release the pressure. Deflate the shock strut slowly to prevent the leakage of the fluid through the air valve [2].

(c) Loosen the swivel nut [3] fully when all of the pressure in the shock strut [1] is released.

NOTE: The shock strut [1] is fully deflated when the dimension from the lower surface of the outer cylinder to the upper surface of the axle clevis on the inner cylinder is 0.9 in. (2.3 cm).

SUBTASK 32-11-00-480-002

WARNING: DO AN INSPECTION OF THE STRAP FOR CORRECT INSTALLATION AND DAMAGE BEFORE YOU USE IT. INCORRECT INSTALLATION OR DAMAGE CAN CAUSE THE STRAP TO BREAK. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(12) Install the retention strap, SPL-1871 with the marker facing up, to hold the shock strut [1] in its compressed position.

NOTE: two straps are required to be used to hold the inner cylinder secure.

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SUBTASK 32-11-00-480-022

(13) Lift the airplane with the jacks until the tires are off of the ground, do this task: Lift the Airplane with the Jacks, AMM TASK 07-11-01-580-815.

NOTE: If the landing gear is not being replaced as a scheduled restoration task (MPD Item Number 32-040-01 or 32-040-02), the free play check is optional.

SUBTASK 32-11-00-200-002

(14) Do the Main Landing Gear Beam Hanger Link Free Play Check,AMM TASK 57-15-00-200-802.

SUBTASK 32-11-00-010-003

(15) Remove the applicable access panel:

(a) For the left landing gear, do this step:

Open these access panels:

Number	Name/Location
551BB	Lower Inboard Fixed Trailing Edge, Gear Adjustment Door
551CB	Lower Inboard Fixed Trailing Edge, Gear Access Panel

(b) For the right landing gear, do this step:

Open these access panels:

Number	Name/Location
651BB	Lower Inboard Fixed Trailing Edge, Gear Door Adjustment
651CB	Lower Inboard Fixed Trailing Edge, Gear Access Panel

(c) Open these access panels:

Number	Name/Location
551DB	Lower Inboard Fixed Trailing Edge, Lube Actuator & MLG Beam Outboard Attach Pin Access Panel
651DB	Lower Inboard Fixed Trailing Edge, Lube Actuator & MLG Beam Outboard Attach Pin Access Panel

SUBTASK 32-11-00-020-029

(16) Do this task: Main Landing Gear Wheel and Tire Assembly Removal, AMM TASK 32-45-11-000-801.

SUBTASK 32-11-00-020-030

(17) Do this task: Main Landing Gear Brake Removal, AMM TASK 32-41-41-000-801.

SUBTASK 32-11-00-020-002

(18) Do this task: Main Landing Gear Inner Door Removal, AMM TASK 32-13-11-000-804.

SUBTASK 32-11-00-020-018

(19) Do this task: Main Landing Gear Center Door Removal, AMM TASK 32-13-11-000-802.

SUBTASK 32-11-00-020-003

(20) Do this task: Main Landing Gear Wing Door Removal, AMM TASK 32-13-21-000-802.

SUBTASK 32-11-00-020-004

(21) Do this task: Main Landing Gear Lower Side Strut Removal, AMM TASK 32-11-61-000-802.

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SUBTASK 32-11-00-020-019

(22) Disconnect the reaction link assembly [30] from the outer cylinder trunnion [33]:

(a) Remove the cotter pin [41], nut [40] and washer [39] from the cross bolt [31].

(b) Remove the cross bolt [31] from the reaction link pin [32].

(c) Remove the end cap [42] from the reaction link pin [32].

(d) Use the slug driver, SPL-1367 to remove the reaction link pin [32] that holds the reaction link assembly [30] to the trunnion [33].

SUBTASK 32-11-00-020-020

(23) Remove the nuts [37], washers [35, 36] and bolts [34] to disconnect the turnbuckle [38] from the bracket.

SUBTASK 32-11-00-020-021

(24) Disconnect the retract actuator [43] from the main gear trunnion:

(a) Remove the cotter pin [41], nut [47], and the washer [46] from the safety bolt [44].

(b) Remove the bolt [44] from the actuator attach pin [50].

(c) Use the wrench adapter assembly, SPL-1363 to hold the head of the actuator attach pin [50].

(d) Remove the nut [45] and the washer [48] from the actuator attach pin [50].

(e) Remove the wrench adapter assembly, SPL-1363 from the head of the actuator attach pin [50].

(f) Install the thread protector, SPL-1372 on the actuator attach pin [50].

(g) Remove the actuator attach pin [50] to disconnect the retract actuator [43] from the main gear trunnion.

(h) Remove the thread protector, SPL-1372 from the actuator attach pin [50].

(i) Remove the spacers [49].

SUBTASK 32-11-00-020-022

(25) Disconnect the walking beam [51] from the main gear trunnion:

(a) Remove the cotter pin [41], nut [47] and the washer [46] from the safety bolt [54].

(b) Remove the safety bolt [54] from the walking beam attach pin [52].

(c) Use the wrench adapter assembly, SPL-1362 to hold the head of the walking beam attach pin [52].

(d) Remove the nut [55], and the washer [53].

(e) Remove the wrench adapter assembly, SPL-1362 from the head of the walking beam attach pin [52].

(f) Install the thread protector, SPL-1371 on the walking beam attach pin [52].

(g) Remove the walking beam attach pin [52] to disconnect the walking beam [51] from the main gear trunnion.

(h) Remove the thread protector, SPL-1371 from the walking beam attach pin [52].

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SUBTASK 32-11-00-480-008

(26) Use rope to hold the disconnected ends of the walking beam [51], and the retract actuator [43], such that the ends will be out of the way when you remove the main landing gear [93].

SUBTASK 32-11-00-010-004

(27) Remove the applicable access panel:

For the left wing, open this access panel:

Number	Name/Location
551BT	Upper Inboard Fixed Trailing Edge, MLG Actuator Access Panel

For the right wing, open this access panel:

Number	Name/Location
651BT	Upper Inboard Fixed Trailing Edge, MLG Actuator Access Panel

SUBTASK 32-11-00-020-017

(28) Remove the hose guide [18].

SUBTASK 32-11-00-020-006

(29) If you will remove the right gear, disconnect the interlock valve cable of the ground spoiler. To do this, do this task: Ground Spoiler Interlock Valve Cable Removal, AMM TASK 27-62-51-000-801.

B. Main Landing Gear Removal

SUBTASK 32-11-00-020-007

(1) Disconnect the brake hose assembly [6] and shimmy damper hose assembly [114] FLEXIBLE HOSE - REMOVAL/INSTALLATION, AMM 20-10-52/401:

(a) Put a tag to identify the brake hose assembly [6] and shimmy damper hose assembly [114] to prevent the crossing of the hoses during the installation.

(b) Disconnect the brake hose assembly [6] and shimmy damper hose assembly [114] from the elbow [5].

(c) Put plugs in the brake hose assembly [6] and shimmy damper hose assembly [114] .

(d) Put caps on the elbow [5].

(e) Move the brake hose assembly [6] and shimmy damper hose assembly [114] away from the work area.

SUBTASK 32-11-00-020-008

(2) Disconnect the electrical connector [11]:

(a) Remove the screws [7], washers [8], clamps [9], and nuts [10] that hold the electrical connector [11] to the structure.

(b) Disconnect the electrical connector [11] from the electrical connector.

(c) Put cap on the electrical connector [11].

(d) Pull the electrical connector [11] out of the hose guide [12].

(e) Wind the electrical connector [11] into loop.

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SUBTASK 32-11-00-020-009

(3) Disconnect the electrical connector [13]:

(a) Remove the screws [14], washers [15], clamps [16], and nuts [17] that hold the electrical connector [13] to the hose guide [18].

(b) Disconnect the electrical connector [13] from the electrical connector.

(c) Put cap on the electrical connector [13].

(d) Wind the electrical connector [13] into loop.

SUBTASK 32-11-00-020-025

(4) Remove the aft trunnion cross bolt [23]:

(a) Remove the cotter pin [20], nut [21], and washer [22] from the aft trunnion cross bolt [23].

1) Use wrench adapter, SPL-14021 to hold the head of the aft trunnion cross bolt [23].

(b) Install the thread protector, SPL-1366 on the aft trunnion cross bolt [23].

(c) Remove the aft trunnion cross bolt [23] to disconnect the aft trunnion pin [19] from the aft trunnion.

(d) Remove the thread protector, SPL-1366 from the aft trunnion cross bolt [23].

SUBTASK 32-11-00-020-024

(5) Remove the forward trunnion cross bolt [28]:

(a) Remove the cotter pin [24], nut [25], and washer [26] from the forward trunnion cross bolt [28].

1) Use the wrench adapter, SPL-14022 or the wrench adapter, SPL-14023 to hold the head of the forward trunnion cross bolt [28].

(b) Install the thread protector, SPL-1365 or thread protector, SPL-14024 on the forward trunnion cross bolt [28].

(c) Remove the forward trunnion cross bolt [28] to disconnect the forward trunnion from the forward trunnion bearing pin [29].

(d) Remove the thread protector, SPL-1365 or thread protector, SPL-14024 from the forward trunnion cross bolt [28].

SUBTASK 32-11-00-020-028

(6) Remove the retaining ring [61], support ring assembly [62] and the forward trunnion seal [63] from the forward trunnion bearing pin [29] (Figure 1, View B-B).

NOTE: Use the torque wrench adaptor, SPL-11076 to remove the retaining ring.

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				32-040-02-01

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SUBTASK 32-11-00-480-009

CAUTION: MAKE SURE THE FORWARD TRUNNION BEARING PIN DOES NOT MOVE ON THE PROTECTOR ASSEMBLY DURING THE REMOVAL OR INSTALLATION OF THE MAIN LANDING GEAR. IF THIS CONDITION OCCURS, IT CAN CAUSE DAMAGE TO THE PIN.

(7) Install the protector assembly, (C32034-228/-235) [92]. The protector assembly is part of this tool set fixture, SPL-1869. Do these steps to install the protector assembly:

NOTE: The protector assembly will prevent damage to the forward trunnion bearing pin during removal or installation of the main landing gear.

(a) Put the upper end of the protector assembly, (C32034-228/-235) [92] in the large clearance between the forward trunnion bearing pin [29] and the housing assembly.

(b) Attach the lower end of the protector assembly, (C32034-228/-235) [92] over the bottom of the housing assembly, such that you hear a click when you attach it.

SUBTASK 32-11-00-480-010

(8) Attach the support assembly, (C32034-212) [96] to the main landing gear [93]:

NOTE: Make sure that a minimum of two persons will do this task.

(a) Make sure the side strut attach assembly, (C32034-14) [94] is not attached to the support assembly, (C32034-212) [96] and the jackball pin is removed from the hole in the jackball fitting.

NOTE: The jackball fitting is located on the support assembly, (C32034-212) [96].

(b) Put the side strut attach assembly, (C32034-14) [94] into the lower side strut attach point on the main landing gear [93].

NOTE: Make sure the stenciled plate of the assembly is in vertical and in the up position.

1) Install the washer, and the nut finger tight on the threaded end of the side strut attach assembly, (C32034-14) [94].

(c) Put the support assembly, (C32034-212) [96] in its position on the aft side of the main landing gear [93].

NOTE: Make sure the jackball fitting on the support assembly is fully engaged on the jacking ball of the main landing gear.

(d) If it is necessary, align the holes in the support assembly, (C32034-212) [96] with the jacking ball hole for the installation of the jackball pin.

(e) Put the jackball pin through the jackball fitting and the jacking ball of the main landing gear [93].

(f) Install the lynch pin in the jackball pin.

(g) Loosen the nut that holds the side strut attach assembly, (C32034-14) [94] such that the stenciled plate can be attached to the studs on the side strut support assembly, (C32034-12) [97].

1) If it is necessary, adjust the adjustable square support tube of the side strut support assembly, (C32034-12) [97].

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(h) Tighten the two hand knobs to hold the stenciled plate to the studs on the side strut support assembly, (C32034-12) [97].

(i) Tighten the nut that holds the side strut attach assembly, (C32034-14) [94] to the lower side strut attach point.

SUBTASK 32-11-00-840-001

(9) Lift the airplane with the jacks (AMM TASK 07-11-01-580-815) until the lower surface of the housing assembly, for the forward trunnion bearing pin [29], is 97 ±2 in. (246 ±5 cm) above the ground Figure 1, View B-B).

NOTE: Make sure to keep the airplane level.

SUBTASK 32-11-00-480-011

(10) Attach the dolly assembly, (C32034-213) [98] to the support assembly, (C32034-212) [96]:

NOTE: A minimum of 2 person is necessary to do this task.

(a) If installed, remove the transportation support assembly and the aft tire support assembly from the dolly assembly, (C32034-213) [98].

(b) From the aft side, carefully move the dolly assembly, (C32034-213) [98] in the forward direction under the wing.

(c) Push the dolly assembly, (C32034-213) [98] aft such that the boom arm, (C32034-214) [91] points forward of the main landing gear [93] and the legs are parallel to the fuselage and in the center with the main landing gear [93].

(d) Lift or lower the boom arm, (C32034-214) [91] until you can connect the lift links, (C32034-34) [95] to the support assembly, (C32034-212) [96].

(e) Install the pins to hold the lift links, (C32034-34) [95] to the support assembly, (C32034-212) [96].

(f) Connect the winch assembly, (C32034-207) [99] to the support assembly, (C32034-212) [96] with the snapper pin.

SUBTASK 32-11-00-020-011

WARNING: MAKE SURE THE HYDRAULIC PRESSURE IS BELOW 5000 PSIG (34,474 KPA) WHEN YOU DISCONNECT THE AFT TRUNNION FROM THE AFT TRUNNION BEARING PIN. IF THE HYDRAULIC PRESSURE IS 5000 PSIG (34,474 KPA) OR HIGHER, A BINDING CONDITION OCCURS. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(11) Prepare the dolly assembly, (C32034-213) [98] to disconnect the aft trunnion:

(a) Operate the hydraulic pump on the dolly assembly, (C32034-213) [98] until approximately 1500 psi (10,342 kPa) is shown on the gage.

NOTE: Make sure the dolly assembly, (C32034-213) [98] stays in center with the main landing gear [93].

(b) Make sure the swivel locks for the single caster wheels are released.

(c) Use the pry lever bar to remove the load off of the caster wheels one at a time.

(d) Use the lever bar assemblies to turn the single caster wheels parallel to the legs of the dolly assembly, (C32034-213) [98].

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1) Lock the swivel locks for the single wheel casters.

(e) Operate the hydraulic pump on the dolly assembly, (C32034-213) [98] until approximately 4500 psi (31,026 kPa) is shown on the gage.

NOTE: This will decrease the weight of the main landing gear from the aft trunnion pin [19].

(f) Put chocks on all the caster wheels.

SUBTASK 32-11-00-480-012

(12) Use equipment, SPL-1862 to push the aft trunnion pin [19] into the aft trunnion:

(a) Attach the push adapter [75] to the shaft [71].

(b) Put the push adapter [74] through the pin access hole in the main landing gear beam.

(c) Push the slide hammer [72] until the aft trunnion pin [19] is disconnected from the aft trunnion bearing and it is inside the aft trunnion.

SUBTASK 32-11-00-480-013

(13) Use tie wraps to hold the aft trunnion pin [19] inside the aft trunnion.

NOTE: This will prevent the aft trunnion pin from falling out when you do the subsequent steps.

SUBTASK 32-11-00-950-003

(14) Put protective tape on the outer edge of the aft trunnion to protect its surface finish from scratching.

SUBTASK 32-11-00-420-021

WARNING: MAKE SURE THE HYDRAULIC PRESSURE IS BELOW 5000 PSIG (34,474 KPA) WHEN YOU OPERATE THE DOLLY ASSEMBLY AND THE MAIN LANDING GEAR PIVOTS ABOUT THE FORWARD TRUNNION BEARING PIN. IF THE HYDRAULIC PRESSURE IS 5000 PSIG (34,474 KPA) OR HIGHER, A BINDING CONDITION OCCURS. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(15) Lower the aft trunnion:

NOTE: The initial main landing gear [93] removal path is done with the forward trunnion bearing pin [29] attached to the forward trunnion. This removal path follows a combination of movements from lowering and moving the aft trunnion inboard while the main landing gear pivots about the forward trunnion bearing pin.

(a) Make sure to lock the swivel locks for the caster wheels when the main landing gear [93] pivots about the forward trunnion bearing pin [29] as follows;

1) Use the pry lever bar to remove the load off of the caster wheels one at a time.

2) Lock the single wheel casters perpendicular to the forward trunnion pivot axis approximately 38 degrees, and 90 degrees for the double wheel caster.

(b) Put the fork end of the lever bar assemblies on the rectangular tubing above the single wheel casters.

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(c) Hold the lever bar assemblies to slowly push the aft end of the dolly assembly, (C32034-213) [98] inboard.

NOTE: Make sure the swivel locks for all the caster wheels are released.

(d) Do the steps below to lower the aft trunnion inboard while at the same time the aft end of the main landing gear [93] moves inboard:

NOTE: When lifting or lowering the aft trunnion, put the single caster wheels parallel to the dolly assembly legs and lock the swivel locks.

1) Use the winch assembly, (C32034-207) [99] to pull the bottom of the main landing gear [93] forward.

2) Use the manual valve on the hydraulic pump to lower the boom arm, (C32034-214) [91].

3) Continue to lower and to move the aft trunnion inboard until it clears the following components;

a) The lower flange of the main landing gear beam

b) The seals for the lower trailing edge panel

c) The seal for the support beam

d) And the aft trunnion is just below the lower trailing edge panel.

SUBTASK 32-11-00-020-013

WARNING: MAKE SURE THE HYDRAULIC PRESSURE IS BELOW 5000 PSIG (34,474 KPA) WHEN YOU DISCONNECT THE FORWARD TRUNNION FROM THE FORWARD TRUNNION BEARING PIN. IF THE HYDRAULIC PRESSURE IS 5000 PSIG (34,474 KPA) OR HIGHER, A BINDING CONDITION OCCURS. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(16) Disconnect the forward trunnion:

(a) Make sure the swivel locks for the caster wheels are released.

(b) Use the lever bar assemblies to push the dolly assembly, (C32034-213) [98] outboard such that the axis of the forward trunnion bearing pin [29] is perpendicular to the housing assembly and the rear spar.

(c) Use the pry lever bar to remove the load off of the caster wheels one at a time.

(d) If it is necessary, use the lever bar assemblies and put the single caster wheels parallel to the legs of the dolly assembly, (C32034-213) [98].

1) Lock the swivel locks for the single caster wheels.

(e) Attach the outer cylinder strap assembly to the hoist ring on the end of the boom arm [91] and around the outer cylinder at the aft trunnion.

(f) Remove the tension from the strap.

(g) Put the chocks approximately 2 in. (5 cm) aft of the single wheel casters, and in contact with the double wheel caster to limit the movement of the dolly assembly, (C32034-213) [98].

(h) Make sure the chock is in contact with the double wheel caster to prevent the movement of the dolly assembly, (C32034-213) [98].

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(i) Put the fork end of the lever bar assemblies on the rectangular tubing above the single wheel casters.

(j) Hold the lever bar assemblies to slowly push on the dolly assembly [98], such that the forward trunnion will come off of the forward trunnion bearing pin [29].

NOTE: Make sure the swivel locks for all the caster wheels are released.

(k) Continue to push the dolly assembly, (C32034-213) [98] while lowering the aft end of the main landing gear [93] with the use of the winch assembly, (C32034-207) [99] and the boom arm, (C32034-214) [91].

(l) Continue this movement until the aft trunnion will clear the lower trailing edge panel seals, the forward trunnion is disconnected from the forward trunnion bearing pin [29].

(m) Remove the outer cylinder strap assembly from the hoist ring and the outer cylinder.

(n) Use the boom arm, (C32034-214) [91] and the winch assembly, (C32034-207) [99] to lower the main landing gear [93], such that the dolly assembly, (C32034-213) [98], with the main landing gear [93] can be removed below the wing.

SUBTASK 32-11-00-580-002

(17) Lower the main landing gear [93] on the tire support assemblies, such that the support assembly, (C32034-212) [96] rests in the cradle of the transportation support assembly.

SUBTASK 32-11-00-480-014

(18) Use the retention strap, SPL-1871 to hold the main landing gear [93].

SUBTASK 32-11-00-480-023

(19) Tighten the adjustable square support tube of the side strut support assembly, (C32034-12) [97] with the two adjustable handles.

SUBTASK 32-11-00-020-026

CAUTION: DO NOT TOW THE MAIN LANDING GEAR SUPPORT EQUIPMENT OVER 5 MPH. THE MAIN LANDING GEAR SUPPORT EQUIPMENT IS FOR SHOP HANDLING ONLY.

CAUTION: MAKE SURE THE RETENTION STRAP OR EQUIVALENT IS INSTALLED ON THE SHOCK STRUT [1] IF THE MAIN LANDING GEAR FIXTURE, SPL-1869 WILL BE REMOVED FROM THE MAIN LANDING GEAR [93]. THE SHOCK STRUT CAN EXTEND AND DAMAGE TO THE EQUIPMENT CAN OCCUR.

(20) Remove the dolly assembly, (C32034-213) [98], with main landing gear [93] from the work area.

——— END OF TASK ———

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TASK 32-11-61-000-803

MECH	INSP

2. Main Landing Gear Side Strut Removal

(Figure 5)

A. General

(1) This procedure supplies instructions to remove the side strut.

B. Prepare for the Removal

SUBTASK 32-11-61-480-006

WARNING: MAKE SURE THE DOWNLOCK PINS ARE INSTALLED ON ALL THE LANDING GEAR, BUT THE ONE TO BE WORKED ON. WITHOUT THE GROUND LOCK PINS, THE LANDING GEAR COULD RETRACT AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) If the downlock pins are not installed on all the landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801

SUBTASK 32-11-61-580-008

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

SUBTASK 32-11-61-860-003

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

SUBTASK 32-11-61-020-010

(4) Do this task: Main Gear Downlock Springs Removal, AMM TASK 32-32-91-000-801.

C. Main Landing Gear Side Strut Removal

SUBTASK 32-11-61-020-011

(1) Disconnect the upper side strut assembly [3] from the downlock strut [1]:

(a) Remove the pin [6] from the downlock link pin [2].

(b) Remove the nut [5], and the washer [4] from the downlock link pin [2].

(c) Remove the downlock link pin [2] to disconnect the upper side strut assembly [3] from the downlock strut [1].

NOTE: Use the thread protector, SPL-1369, for the downlock link pin [2] when you do this step.

SUBTASK 32-11-61-020-012

(2) Disconnect the lower side strut assembly, lower [8] from the pushrod [41]:

(a) Remove the nut [42], washer [43] from the bolt [46].

(b) Remove the bolt [46] to disconnect the lower side strut assembly, lower [8] from the pushrod [41].

(c) Isolate the pushrod [41] from the lower side strut assembly, lower [8].

SUBTASK 32-11-61-480-007

(3) Use a rope to hold the pushrod [41] and the inner door in its position.

SUBTASK 32-11-61-020-013

(4) Disconnect the lower side strut assembly, lower [8] from the shock strut [51]:

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(a) Remove the pin [49], nut [50], and washer [48] from the cross bolt [47].

(b) Remove the cross bolt [47] from the side strut pin [52].

(c) Remove the side strut nut [54], and the side strut washer [53] from the side strut pin [52].

(d) Remove the side strut pin [52] to disconnect the lower side strut assembly, lower [8] from the shock strut [51].

NOTE: Use the thread protector, SPL-1370, for the side strut pin [52] when you do this step.

SUBTASK 32-11-61-020-014

(5) Disconnect the upper side strut assembly [3] from the reaction link assembly [15]:

(a) Remove the pin [19], nut [18], and washer [17] from cross bolt [16].

(b) Remove the cross bolt [16] from the side strut pin [22].

(c) Remove the side strut nut [20], and the side strut washer [21] from the side strut pin [22].

NOTE: Use wrench adapter wrench adapter assembly, SPL-1359, to hold the head of the side strut pin [22] when you loosen the side strut nut [20].

(d) Remove the side strut pin [22] that holds the upper side strut assembly [3] to the reaction link assembly [15].

NOTE: Use the thread protector, SPL-1368, for the side strut pin [22] when you do this step.

SUBTASK 32-11-61-020-015

(6) Remove the assembly of the upper side strut assembly [3], and the lower side strut assembly, lower [8] from the airplane.

NOTE: The side strut assembly weighs approximately 90.11 lb (40.87 kg). Make sure a minimum of two person will hold and lower the side strut when you remove it from the airplane.

——— END OF TASK ———

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MECH	INSP

TASK 32-11-89-000-801

3. Main Landing Gear Downlock Strut Removal

(Figure 6)

A. Prepare for the Removal

SUBTASK 32-11-89-480-001

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

(1) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

SUBTASK 32-11-89-860-001

(2) Lift the airplane on jacks until the main landing gear wheels are off of the ground (AMM TASK 07-11-01-580-815).

SUBTASK 32-11-89-860-002

(3) Remove the power from hydraulic system A and B, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805.

SUBTASK 32-11-89-020-001

(4) Do this task: Main Gear Downlock Springs Removal, AMM TASK 32-32-91-000-801.

B. Main Landing Gear Downlock Strut Removal

SUBTASK 32-11-89-020-002

(1) Do these steps to disconnect the hydraulic lines [2] from the downlock actuator [4]:

(a) Put tags on the hydraulic lines [2] to prevent the crossing of the lines during the installation.

(b) Disconnect the hydraulic lines [2] from the downlock actuator [4].

(c) Install caps on the hydraulic lines [2].

(d) Install plugs in the ports of the downlock actuator [4].

(e) Remove and discard the packings [3].

SUBTASK 32-11-89-020-008

(2) Use downlock release tool, SPL-12498 to manually release the MLG downlock mechanism.

SUBTASK 32-11-89-020-003

(3) Do these steps to disconnect the rod end of the downlock actuator [4] from the downlock strut [5]:

(a) Remove the spacer [7] from the rod end pin [8].

(b) From the forward side, remove the rod end pin [8] that holds the rod end of the downlock actuator [4] to the downlock strut [5].

(c) Remove the spacers [9], and the washers [10].

(d) Slowly lower the rod end of the downlock actuator [4] to the upper end of the upper side strut.

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(e) Use a tape to attach the rod end of the downlock actuator [4] to the upper end of the upper side strut.

NOTE: This will prevent the downlock actuator [4] from moving when you do the subsequent steps.

SUBTASK 32-11-89-020-004

(4) Do these steps to disconnect the electrical harnesses [11] from the downlock strut [5]:

NOTE: Remove the brackets [17] with the sensors attached.

(a) Remove the nuts [20], washers [19], and the bolts [18] to disconnect the brackets [17] from the downlock strut [5].

(b) Isolate the brackets [17] from the downlock strut [5].

SUBTASK 32-11-89-080-001

(5) Remove the downlock pin from the main landing gear for which the downlock strut [5] is to be removed (AMM TASK 32-00-01-080-801).

SUBTASK 32-11-89-020-005

(6) Do these steps to disconnect the downlock strut [5] from the reaction retraction link assembly [6]:

(a) Remove the pin [22] from the downlock link pin [12].

(b) Remove the nut [21], and the washer [23] from the downlock link pin [12].

NOTE: Use wrench adapter assembly, SPL-1361 to hold the head of the downlock link pin [12] when you loosen the nut [21].

(c) Remove the downlock link pin [12] that holds the downlock strut [5] to the reaction retraction link assembly [6].

NOTE: Use thread protector, SPL-1370 when you do this task.

SUBTASK 32-11-89-020-006

(7) Do these steps to disconnect the downlock strut [5] from the upper side strut:

(a) Remove the pin [16] from the downlock link pin [13].

(b) Remove the nut [15], and the washer [14] from the downlock link pin [13].

(c) Remove the downlock link pin [4] that holds the downlock strut [5] to the upper side strut.

NOTE: Use thread protector, SPL-1369 when you do this task.

SUBTASK 32-11-89-020-007

(8) Remove the downlock strut [5] from the airplane.

NOTE: If removal of the downlock strut [5] is difficult, do the step that follows to decrease the weight on the gear.

SUBTASK 32-11-89-580-001

(9) Do this task: (AMM TASK 07-11-03-580-801)

——— END OF TASK ———

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TASK 32-11-71-000-801

MECH	INSP

4. Main Landing Gear Reaction Link Assembly Removal

(Figure 7)

A. Prepare for the Removal.

SUBTASK 32-11-71-480-001

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

(1) If the downlock pins are not installed on all the landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

SUBTASK 32-11-71-860-001

(2) Remove the pressure from the hydraulic systems A and B, do this task: Hydraulic Reservoirs Depressurization, AMM TASK 29-09-00-860-802.

SUBTASK 32-11-71-860-003

(3) Remove the power from the hydraulic systems A and B, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805.

SUBTASK 32-11-71-580-001

(4) Install chocks around the tires of the main landing gear (CHOCK INSTALLATION, AMM 10-11-05/201).

B. Main Landing Gear Reaction Link Assembly Removal

SUBTASK 32-11-71-020-001

(1) Do this task: Main Gear Downlock Springs Removal, AMM TASK 32-32-91-000-801.

SUBTASK 32-11-71-020-002

(2) Do these steps to disconnect the hydraulic lines [37] from the hydraulic tubes [2]:

(a) Disconnect the hydraulic lines [37] from the hydraulic tubes [2] attached to the bracket assembly [38].

(b) Install caps on the hydraulic lines [37].

(c) Put tags on the lines [37] to prevent the crossing of the lines during the installation.

(d) Disconnect the hydraulic tubes [2] from the downlock actuator [4].

(e) Install caps on the hydraulic tubes [2].

(f) Remove the packings [46] from the ports of the downlock actuator [4] and discard them.

(g) Install plugs in the ports of the downlock actuator [4].

SUBTASK 32-11-71-020-003

(3) Do these steps to disconnect the reaction link assembly [1] from the downlock actuator [4]:

(a) Remove the cotter pin [11], nut [10] and the washer [9] from the rod end pin [6].

(b) Remove the rod end pin [6] that attaches the head end of the downlock actuator [4] to the reaction link assembly [1].

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(c) Remove the washers [7] and [8].

(d) Slowly lower the head end of the downlock actuator [4] to the upper end of the upper side strut [21].

(e) Use a tape to attach the head end of the downlock actuator [4] to the upper end of the upper side strut [21].

NOTE: This task will prevent the downlock actuator [4] from moving when you do the subsequent steps.

SUBTASK 32-11-71-020-004

(4) Do these steps to disconnect the reaction link assembly [1] from the upper lock link [5]:

(a) Remove the cotter pin [16] from the downlock link pin [13].

(b) Remove the nut [15] and the washer [14] from the downlock link pin [13].

NOTE: Use the wrench adapter wrench adapter assembly, SPL-1360, to hold the head of the downlock link pin [13] when you loosen the nut [15].

(c) Remove the downlock link pin [13] that attaches the reaction link assembly [1] to the upper lock link [5].

NOTE: Use the thread protector, SPL-1369, when you do this step.

SUBTASK 32-11-71-020-005

(5) Do these steps to disconnect the reaction link assembly [1] from the upper side strut [21]:

(a) Remove the cotter pin [23], nut [22] and washer [24] from crossbolt [17].

(b) Remove the crossbolt [17] from the side strut pin [20].

(c) Remove the side strut nut [18] and the side strut washer [19] from the side strut pin [20].

NOTE: Use the wrench adapter wrench adapter assembly, SPL-1359 to hold the head of the side strut pin [20] when you loosen the side strut nut [18].

(d) Attach a strap to the upper end of the upper side strut [21].

NOTE: The assembly of the upper side strut, lower side strut, and the lower lock link weigh approximately 130 pounds

(59 kilograms).

1) Lower the upper side strut [21] sufficiently for the removal of the reaction link assembly [1] in the subsequent steps.

2) Attach the upper end of the upper side strut [21] to the hanger link assembly [35].

(e) Remove the side strut pin [20] that attach the reaction link assembly [1] to the upper side strut [21].

NOTE: Use the thread protector, SPL-1368, when you do this step.

SUBTASK 32-11-71-020-006

(6) Do these steps to disconnect the reaction link assembly [1] from the hanger link assembly [35]:

(a) Remove the pin assembly [31] from the reaction link assembly [1].

(b) Remove the cotter pin [28], nut [29] and washer [30] from the crossbolt [25].

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(c) Remove the crossbolt [25] from the end cap [27].

(d) Remove the washer [26] from the cross bolt [25].

(e) Isolate the end cap [27], bracket assembly [38], hydraulic tube [2], electrical harness [12], and the spacers [32] and [36] as an assembly from the reaction link assembly [1].

(f) If it is necessary to disconnect the electrical harness [12], do this step:

1) Disconnect the electrical harness [12] by removing the bolts for the bracket which holds the sensor to the upper lock link [5].

(g) Remove the hanger link pin [34] that attaches the reaction link assembly [1] to the hanger link assembly [35].

NOTE: Use the slug driver slug driver assembly, SPL-1364, when you do this step.

SUBTASK 32-11-71-020-013

(7) If necessary, do the following steps to remove the hanger link assembly [35] from the supporting structure:

(a) Remove the cotter pin [53], nut [52] and washer [51] from the crossbolt [50].

(b) Remove the cross bolt [50] from the hanger link assembly pin [46].

(c) Remove the nut [49] and washer [48] from the hanger link assembly pin [46].

(d) Remove the hanger link assembly pin [46] that attaches the hanger link assembly to the supporting structure.

(e) Remove the hanger link assembly [35].

SUBTASK 32-11-71-020-007

(8) Do these steps to disconnect the reaction link assembly [1] from the trunnion [41]:

(a) Remove the cotter pin [44], nut [43] and washer [42] from the crossbolt [39].

(b) Remove the cross bolt [39] from the trunnion pin [40].

(c) Remove the end cap [45] from the trunnion pin [40].

(d) Remove the trunnion pin [40] that attaches the reaction link assembly [1] to the trunnion [41].

NOTE: Use the slug driver slug driver assembly, SPL-1364, when you do this task.

SUBTASK 32-11-71-020-008

(9) Remove the reaction link assembly [1] from the airplane.

NOTE: The reaction link assembly weighs approximately 63.2 lb (28.7 kg). Make sure a minimum of two persons will hold the reaction link assembly [1] when you remove it from the airplane.

——— END OF TASK ———

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TASK 32-32-11-000-801

5. Removal of the Actuator Assembly for the Main Gear

(Figure 8)

A. Expendables/Parts

AMM Item	Description	AIPC Reference	AIPC Effectivity
2	Actuator assembly	32-32-11-01-135	AKS ALL

B. Prepare for the Removal

SUBTASK 32-32-11-480-001

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

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

SUBTASK 32-32-11-860-001

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

SUBTASK 32-32-11-580-001

(3) Install chocks around the tires of the main landing gear (CHOCK INSTALLATION, AMM 10-11-05/201).

SUBTASK 32-32-11-010-001

(4) Open the applicable access panels:

Number	Name/Location
551BT	Upper Inboard Fixed Trailing Edge, MLG Actuator Access Panel
551DB	Lower Inboard Fixed Trailing Edge, Lube Actuator & MLG Beam Outboard Attach Pin Access Panel
651BT	Upper Inboard Fixed Trailing Edge, MLG Actuator Access Panel
651DB	Lower Inboard Fixed Trailing Edge, Lube Actuator & MLG Beam Outboard Attach Pin Access Panel

C. Actuator Assembly Removal

SUBTASK 32-32-11-020-001

I (1) Disconnect the hydraulic line [27] UP and hydraulic line [28] DN from the actuator assy [2].

SUBTASK 32-32-11-480-002

(2) Install plugs in the hydraulic hoses.

SUBTASK 32-32-11-480-003

(3) Install the hoist, SPL-1870.

SUBTASK 32-32-11-980-001

(4) Hold the head end of the actuator assembly [2] in position with the hoist, SPL-1870.

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SUBTASK 32-32-11-020-002

(5) Remove these parts to disconnect the beam hanger [3] from the structure:

(a) pin [5]

(b) nut [6]

(c) washer [7]

(d) bolt [4].

SUBTASK 32-32-11-020-003

(6) Hold the beam assembly [1] and actuator assy [2] and remove these parts to disconnect the beam assembly [1] from the main gear trunnion:

(a) pin [12], nut [11], washer [10], and bolt [17]

(b) nut [18] and washer [19]

(c) walking beam attach pin [16].

SUBTASK 32-32-11-020-004

(7) Hold the beam assembly [1] and actuator assy [2] and remove these parts to disconnect the actuator assy [2] from the main gear trunnion:

(a) pin [12], nut [11], washer [10], and bolt [8]

(b) nut [9] and washer [13]

(c) spacers [14]

(d) actuator attach pin [15].

SUBTASK 32-32-11-020-005

(8) Remove the beam assembly [1] and actuator assy [2] with the hoist, SPL-1870.

SUBTASK 32-32-11-080-001

(9) Remove the hoist, SPL-1870 from the beam assembly [1] and actuator assy [2].

SUBTASK 32-32-11-020-006

(10) Do these steps to remove the actuator assy [2] from the beam assembly [1] and the beam hanger [3]:

(a) Remove the pin [12], nut [11], washer [10], and bolt [17].

(b) Remove the nut [21] and washer [22].

(c) Remove the pin [20].

(d) Remove the actuator assy [2].

SUBTASK 32-32-11-020-007

(11) Do these steps if the replacement actuator assy [2] does not have a restrictor [23] and union [26] installed:

(a) Remove the restrictor [23] and the union [26] from the actuator assy [2].

(b) Remove and discard the packing [24], and packing [25].

(c) Install plugs in the ports on the actuator assy [2].

END OF TASK

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TASK 32-11-83-000-801

6. Main Landing Gear Forward Trunnion Bearing Assembly Removal

(Figure 9)

A. Prepare for the Removal

SUBTASK 32-11-83-480-001

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

(1) If the downlock pins are not installed on all the landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

SUBTASK 32-11-83-020-001

(2) Do this task: Main Landing Gear Removal, TASK 32-11-00-000-801.

B. Main Landing Gear Forward Trunnion Bearing Assembly Removal

SUBTASK 32-11-83-020-002

(1) Remove the forward trunnion bearing assembly:

(a) Remove the nuts [2], washers [5] and the fuse pin caps [3] on each end of the rods [4].

(b) Remove the rods [4] from the fuse pins [6].

(c) Remove the nuts [9] and the special washers [7] from the fuse pins [6].

(d) Use puller, SPL-1868, to remove the fuse pins [6] that hold the housing assembly [8] to the forward trunnion support.

(e) Remove the forward trunnion bearing assembly from the airplane.

——— END OF TASK ———

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TASK 57-16-01-000-801

7. Remove the MLG Forward Trunnion Housing Assembly
(Figure 10)

A. Procedure

SUBTASK 57-16-01-010-001

(1) To remove the housing assembly from the airplane, do this task: Main Landing Gear Forward Trunnion Bearing Assembly Removal, TASK 32-11-83-000-801.

SUBTASK 57-16-01-020-001

(2) Do the steps that follow to disassemble the housing assembly [5] (Figure 10):

(a) Remove the MS20995NC32 lockwire, G01912 [2] from the retainer nut [1].

(b) Remove the retainer nut [1], the pin assembly [4], and the race assembly [3].

NOTE: Use wrench, SPL-4360 or equivalent to remove the retainer nut [1].

(c) Remove the retaining ring [8], the support ring assembly [7], and the seal [6].

——— END OF TASK ———

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TASK 57-16-02-000-801

MECH	INSP

8. Remove the MLG Aft Trunnion Bearing Assembly
(Figure 11)

A. Prepare for the Removal

SUBTASK 57-16-02-010-001

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

(1) If the downlock pins are not installed on all of the landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801

SUBTASK 57-16-02-010-002

(2) To get access to the aft trunnion bearing assembly;

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

(b) Do this task: .Main Landing Gear Removal, TASK 32-11-00-000-801

1) Remove the aft trunnion pin [6] from the aft trunnion bearing assembly.

NOTE: This pin was attached to the aft trunnion with tie wraps within the procedure done before.

B. Procedure

SUBTASK 57-16-02-020-001

(1) Remove the lock tab [4] from the lock plate.

(a) Remove the screws [2], the washers [3], and the lockwire.

SUBTASK 57-16-02-020-002

(2) Remove the retainer nut [1].

NOTE: Use torque wrench adaptor, SPL-11076 to remove the retainer nut [1].

SUBTASK 57-16-02-020-003

(3) Remove the split ball assembly [7] and the outer race assembly [5].

——— END OF TASK ———

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TASK 32-32-31-000-801

MECH	INSP

9. Main Gear Uplock Assembly Removal

(Figure 12, Figure 13)

A. Prepare for the Removal

SUBTASK 32-32-31-480-001

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

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

SUBTASK 32-32-31-860-001

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

SUBTASK 32-32-31-580-001

(3) Install chocks around the tires of the main landing gear (CHOCK INSTALLATION, AMM 10-11-05/201).

SUBTASK 32-32-31-020-001

(4) Remove the uplock sensors from the uplock assembly [9]. To do this, do this task: Main Landing Gear Uplock Sensor Removal, AMM TASK 32-61-21-020-801.

B. Main Gear Uplock Assembly Removal

SUBTASK 32-32-31-020-009

(1) Put tags on the two hydraulic lines to show their connection locations.

SUBTASK 32-32-31-020-002

(2) Disconnect the two hydraulic lines from the uplock actuator.

SUBTASK 32-32-31-480-002

(3) Install plugs in the two hydraulic lines.

SUBTASK 32-32-31-020-003

(4) If it is necessary to remove the hanger assembly [19], remove the pins [13], nuts [12], uplock washers [11], and uplock hanger pins [10] to disconnect the hanger assembly [19].

SUBTASK 32-32-31-020-004

(5) Remove the pin [8], nut [7], uplock washer [6], and uplock attach pin [14] to disconnect the uplock assembly [9] from the structure.

SUBTASK 32-32-31-020-005

(6) Remove uplock assembly [9].

SUBTASK 32-32-31-020-006

(7) Remove the pin [5], nut [4], washer [3], bolt [1] and bushing [2] to disconnect the hanger assembly [19] from the structure.

SUBTASK 32-32-31-020-007

(8) Remove the hanger assembly [19].

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SUBTASK 32-32-31-020-008

(9) If the uplock actuator on the replacement uplock assembly does not have hydraulic fittings installed, do these steps:

(a) Remove the union [18] and the restrictor [16] from the uplock actuator.

(b) Remove and discard the packing [15], and packing [17].

(c) Install plugs in the ports on the uplock actuator.

——— END OF TASK ———

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TASK 32-32-31-400-801

10. Main Gear Uplock Assembly Installation

(Figure 12, Figure 13)

A. Expendables/Parts

AMM Item	Description	AIPC Reference	AIPC Effectivity
15	Packing	32-32-41-01-035	AKS ALL
16	Restrictor	32-32-41-01-025	AKS ALL
17	Packing	32-32-41-01-030	AKS ALL
18	Union	32-32-41-01-020	AKS ALL
19	Hanger assembly	32-32-31-02-150	AKS ALL

B. Main Gear Uplock Assembly Installation

SUBTASK 32-32-31-420-001

(1) Do these steps if the replacement uplock actuator on the uplock assembly [9] does not have the union [18] or restrictor [16] installed:

(a) Lubricate these items with hydraulic fluid, D00153:

1) packing [15], packing [17]

2) union [18], restrictor [16]

(b) Remove the plugs from the ports on the uplock actuator

(c) Install the packing [15], packing [17], the union [18], and the restrictor [16] in the uplock actuator.

SUBTASK 32-32-31-600-001

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.

(2) Apply a thin layer of Cor-Ban 27L Compound, G50237 (preferred) or corrosion inhibiting compound, G50136 (optional) on the parts that follow:

(a) The threads and thread reliefs of the uplock attach pin [14] and the nut [7].

(b) The faces of the uplock washer [6].

(c) The pin [8].

SUBTASK 32-32-31-640-001

(3) Lubricate the shank of the uplock attach pin [14] with grease, D00633.

SUBTASK 32-32-31-420-002

(4) Put the uplock assembly [9] in position on the structure.

SUBTASK 32-32-31-420-003

(5) Install the uplock attach pin [14], uplock washer [6], and nut [7] to attach the uplock assembly [9] to the structure.

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SUBTASK 32-32-31-420-004

(6) Tighten the nut [7] to 50.0 in-lb (5.6 N·m) to 100.0 in-lb (11.3 N·m) above the run-on torque. Loosen to the nearest castellation, if it is necessary, and install the pin [8].

SUBTASK 32-32-31-600-002

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.

(7) Apply a thin layer of Cor-Ban 27L Compound, G50237 (preferred) or corrosion inhibiting compound, G50136 (optional) to the parts that follow:

(a) The threads and thread reliefs of the uplock hanger pins [10] and the nuts [12].

(b) The faces of the uplock washers [11].

(c) The pins [13].

SUBTASK 32-32-31-640-002

(8) Lubricate the shank of the uplock hanger pin [10] with grease, D00633.

SUBTASK 32-32-31-420-005

(9) Install uplock hanger pin [10], uplock washers [11], and the nuts [12] to connect the hanger assembly [19] to the uplock assembly [9].

SUBTASK 32-32-31-420-006

(10) Tighten the nuts [12] to 20.0 in-lb (2.3 N·m) to 24.0 in-lb (2.7 N·m) above the run-on torque. Loosen to the nearest castellation, if it is necessary, and install the pins [13].

SUBTASK 32-32-31-820-001

(11) Loosen the jamnut [20] on the rod end of the hanger assembly [19]. Adjust the rod end until the distance from the center of the bolt [1] to the top of the threaded end of the hanger assembly [19] is 2.17 in. (55.1 mm).

SUBTASK 32-32-31-600-003

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.

(12) Apply a thin layer of Cor-Ban 27L Compound, G50237 (preferred) or corrosion inhibiting compound, G50136 (optional) on the parts that follow:

(a) The threads and thread reliefs of the bolt [1] and the nut [4].

(b) The faces of the washer [3].

(c) The pin [5].

SUBTASK 32-32-31-640-003

(13) Lubricate the shanks of the bolt [1] and pin [5] with a light film of grease, D00633. Wipe off excess grease.

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SUBTASK 32-32-31-420-007

(14) Install the bolt [1], bushing [2], washer [3], nut [4], and pin [5] to attach the hanger assembly [19] to the structure.

NOTE: The installation of the hanger assembly rod end does not require the cotter pin to engage to the self locking nut castellations.

SUBTASK 32-32-31-420-013

(15) Verify, and adjust if needed, the 2.17 in. (55.12 mm) dimension from the center of bolt [1], to the top of the threaded end of the hanger under the jamnut [20].

SUBTASK 32-32-31-420-008

(16) Tighten the jamnut [20] on the rod end of the hanger assembly [19] to 200 in-lb (23 N·m)-250 in-lb (28 N·m).

SUBTASK 32-32-31-420-009

(17) Install lockwire on the jamnut [20].

SUBTASK 32-32-31-420-012

(18) Do these steps to connect the two hydraulic lines to the uplock actuator:

(a) Remove the plugs from the two hydraulic lines.

(b) Connect the two hydraulic lines to the uplock actuator.

(c) Tighten the B-nuts on the hydraulic lines to the value of 140 ±7 in-lb (16 ±1 N·m).

(d) Remove the tags from the two hydraulic lines.

SUBTASK 32-32-31-420-010

(19) Install uplock sensors on the uplock assembly [9], do this task: Main Landing Gear Uplock Sensor Installation, AMM TASK 32-61-21-400-801.

SUBTASK 32-32-31-420-011

(20) Do the adjustment for the uplock sensors on the uplock assembly [9], do this task: Main Landing Gear Uplock Sensor Clearance Adjustment, AMM TASK 32-61-21-820-801.

C. Main Landing Gear Uplock Spring and Spool Replacement with spring removal tool.

SUBTASK 32-32-31-020-015

(1) Remove the uplock spring and spool.

NOTE: This procedure uses two spring removal tools. If only one tool is used, it is necessary to remove the spring on the nut side of the pin first before removing the spring on the head side of the pin.

(a) Install the spring removal tools from spring removal and installation tool, SPL-12460 on the spools [37].

(b) Extend the spools [37] and the uplock springs [32] a small amount to remove spring pressure from the pins [41].

(c) Remove the pin [35], the nut [33], and the washer [36] from the pin [41].

(d) Remove the pin [41] to disconnect the uplock springs [32] and the spools [37] from the uplock assembly.

NOTE: Make sure you catch the spacers [39], the spacers [40], the washers [36], the washers [38], and sleeves [34] that come loose when the pins [41] are removed.

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(e) Remove the tension from the uplock springs [32] and remove the spools [37] and the uplock springs [32] from the spring removal tools.

(f) Remove each spool [37] from uplock spring [32].

SUBTASK 32-32-31-420-017

(2) Install Uplock Spring and Spool.

NOTE: This procedure uses two spring removal tools. If only one tool is used, it is necessary to install the spring on the head side of the pin first before installing the spring on the nut side of the pin.

(a) Install one end of the uplock spring [32] over one spool [37] and install the other end of the uplock spring [32] over the other spool [37].

(b) Put the uplock springs [32] and the spools [37] in the spring removal tools from spring removal and installation tool, SPL-12460.

(c) Lubricate the chrome surfaces of the pins [41] with grease, D00013 or grease, D00633.

(d) Put one washer [36] and one sleeve [34] on each pin [41].

(e) Put the pins [41] through the spools [37] on the uplock springs [32].

(f) Install one of the washer [38] and one spacer [39] or spacer [40] on each pin [41].

(g) Use the spring removal tools to align the spools [37] in the ends of the uplock springs [32] with the holes in the uplock hook assembly [42] and link assembly [43].

(h) Push the pins [41] through the uplock hook assembly [42] and the link assembly [43] such that you can install the second spacer [39] or spacer [40] and the washers [38].

(i) Push the pins [41] completely through the spools [37] on the other spring.

(j) Install the sleeves [34], the washers [36], and the nuts [33] on the pins [41].

(k) Remove the spring removal tools.

(l) Tighten the nuts to 100 in-lb (11 N·m).

(m) Tighten the nuts to the nearest castellation and install the pins [35].

SUBTASK 32-32-31-420-022

(3) If only the uplock spring [32] and/or spool [37] is replaced, it is not necessary to perform a landing gear retraction test if the spring and/or spool [37] are replaced per this procedure.

D. Main Landing Gear Uplock Spring and Spool Replacement without spring removal tool.

SUBTASK 32-32-31-020-016

(1) Remove the broken or fractured uplock spring.

SUBTASK 32-32-31-020-019

(2) Remove spring(s) if they are not broken.

(a) Do not use metallic objects which could nick or damage the spring surface.

(b) Wrap a rope or cloth (rag) around one end of the uplock spring [32].

(c) Pull the spring end over the spool assembly (approximately 30 lbf (133 N) of force per 1.0 in. (25.4 mm) of spring extension is required).

(d) Slowly release tension after spring end is out of the spool.

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(e) Remove spring from other end of spool.

SUBTASK 32-32-31-020-017

(3) Install the uplock spring [32].

(a) Do not use metallic objects which could nick or damage the spring surface.

(b) With one end of the uplock spring [32] on one spools [37], put a rope or cloth (rag) around the other end of the uplock spring [32].

(c) Pull the free spring end over the other spool assembly (approximately 30 lbf (133 N) of force per 1.0 in. (25.4 mm) of spring extension is required).

(d) Remove the rope or cloth (rag) from the end of the uplock spring [32].

(e) It is not necessary to perform a landing gear retraction test if the uplock spring [32] is replaced per the above procedure.

SUBTASK 32-32-31-020-018

(4) Remove the spools [37].

(a) Remove the pin [35], the nut [33], and the washers [36] from the pin [41].

(b) Remove the pins [41].

NOTE: Make sure you catch the spacers [39], the spacers [40], the washers [36], the washers [38], the sleeves [34] and the spools [37] that come loose when the pins [41] are removed.

SUBTASK 32-32-31-420-023

(5) Replace the uplock springs and spools.

(a) Lubricate the chrome surfaces of the pin [41] with grease, D00013 or grease, D00633.

(b) Put one of the washers [36], one sleeve [34], and one spool [37] on each pin [41].

(c) Install one of the washer [38] and one spacer [39] or spacer [40] on each pin [41].

(d) Push the pins [41] completely through the uplock hook assembly [42] and the link assembly [43] such that you can install the second spacer [39] or spacer [40] and washer [38].

(e) Install the spools [37], the sleeves [34], the washers [36], and the nuts [33] on the pins [41].

(f) Tighten the nuts [33] to 100 in-lb (11 N·m).

(g) Tighten the nuts [33] to the nearest castellation and install the pins [35].

CAUTION: DO NOT USE METAL TOOLS. METAL TOOLS CAN CAUSE DAMAGE TO THE PART YOU WILL DO WORK ON OR ADJACENT PARTS.

(h) With one end of the uplock spring [32] on one spool [37], put a rope or cloth (rag) around the other end of the uplock spring [32].

(i) Pull the free spring end over the other spool [37] (approximately 30 lbf (133 N) per 1.0 in. (25.4 mm) of spring extension is required).

(j) Remove the rope or cloth (rag) from the end of the uplock spring [32].

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SUBTASK 32-32-31-420-029

(6) If only the uplock spring [32] or spool [37] is replaced, it is not necessary to perform a landing gear retraction test if the spring is replaced per this procedure.

E. Installation Test for the Main Gear Uplock Assembly

SUBTASK 32-32-31-580-002

WARNING: KEEP PERSONNEL AND EQUIPMENT AWAY FROM THE APPLICABLE LANDING GEAR. THE LANDING GEAR EXTENDS AND RETRACTS QUICKLY. THIS CAN CAUSE INJURIES TO PERSONNEL, AND DAMAGE TO EQUIPMENT.

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

SUBTASK 32-32-31-020-014

(2) Disconnect the main gear door rod actuator [29] from the main gear doors [28], by removing the pin [27], nut [26], the washer [25], the washer [23], the spacer [24] and the bolt [22].

NOTE: The main gear doors will remain hanging during the installation test.

SUBTASK 32-32-31-080-001

(3) Remove the ground lock pin only from the main gear you are working on Landing Gear Downlock Pins Removal, AMM TASK 32-00-01-080-801 and leave the pin in the other main gear and the nose gear.

SUBTASK 32-32-31-860-002

(4) Pressurize the hydraulic system A. Do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801.

SUBTASK 32-32-31-870-001

WARNING: MAKE SURE THAT THE DOWNLOCK PINS ARE INSTALLED IN ALL OF THE LANDING GEAR BEFORE YOU MOVE THE CONTROL LEVER. WITHOUT THE DOWNLOCK PINS, THE LANDING GEAR CAN RETRACT AND CAUSE INJURIES TO PERSONNEL AND DAMAGE TO EQUIPMENT.

(5) Extend and retract the main landing gear you are working on several times.

NOTE: It will bleed the air from the uplock actuator and the lines. Examine for the correct gear operation.

SUBTASK 32-32-31-040-001

(6) Retract the main landing gear you are working on:

NOTE: The main gear doors will remain hanging during the installation test.

(a) Move the landing gear lever to the OFF position.

NOTE: This will depressurize the landing gear system while personnel are in the wheel well.

(b) Place a Do-Not-Move Tag on the landing gear handle.

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SUBTASK 32-32-31-200-001

WARNING: MAKE SURE THAT YOU HAVE DONE THE PREVIOUS STEP BEFORE ENTERING THE WHEEL WELL AREA. ACCIDENTAL MOVEMENT OF THE LANDING GEAR COULD CAUSE INJURY TO PERSONNEL.

(7) Verify the 0.375 +0.036 / -0.000 in. (9.52 +0.92 / -0.00 mm) gap as follows (Figure 13):

(a) Use a 0.375 in. (9.525 mm) diameter pin, or equivalent, inserted between the uplock roller and the back of the uplock assembly hook.

(b) If adjustment is required, lower the landing gear.

WARNING: MAKE CERTAIN LANDING GEAR DOWNLOCK PINS ARE INSTALLED TO PREVENT INADVERTENT RETRACTION OF LANDING GEAR, AND POSSIBLE INJURY TO PERSONNEL.

(c) Adjust the length of the hanger assembly [19], plus or minus one half turn, until the gap requirement is met.

1) Loosen the jamnut [20].

2) Adjust the hanger assembly [19] length one half turn longer or shorter.

3) Tighten the jamnut [20] to 250 in-lb (28 N·m) to 200 in-lb (23 N·m).

4) Remove the ground lock pin from the gear being worked on only and repeat this step until the gap requirement is met.

SUBTASK 32-32-31-800-001

(8) Extend the landing gear:

(a) Remove the downlock pin in the locklink assembly of the main landing gear assembly you are working on.

(b) Remove the Do-Not-Move Tag from the landing gear handle.

(c) Move the landing gear lever to the DOWN position.

SUBTASK 32-32-31-420-014

(9) Reconnect the main gear door rod actuator [29] to the main gear doors [28], by installing the spacer [24], the washer [23], the washer [25], the bolt [22], the nut [26] and the pin [27].

SUBTASK 32-32-31-420-015

(10) Verify the main gear door adjustment. To adjust the door, do this task: Main Landing Gear Wing Door Adjustment, AMM TASK 32-13-21-000-801.

SUBTASK 32-32-31-210-001

(11) Examine the hydraulic connections for leaks.

SUBTASK 32-32-31-480-004

(12) Extend the main landing gear and install the down lock pins, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

SUBTASK 32-32-31-860-003

(13) Remove power to hydraulic system A. Do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805.

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-02-01

MECH	INSP

SUBTASK 32-32-31-580-003

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

SUBTASK 32-32-31-840-001

(15) Examine the hydraulic reservoirs for the correct servicing, do this task: Hydraulic Fluid Check, AMM TASK 29-11-00-200-801.

(a) Do a servicing if it is necessary.

END OF TASK

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-02-01

MECH	INSP

TASK 57-16-02-400-801

11. Install the MLG Aft Trunnion Bearing Assembly

(Figure 11)

A. Procedure

SUBTASK 57-16-02-020-004

(1) Install the split ball assembly [7] and the outer race assembly [5].

(a) Apply a thin coat of grease, D00633 or grease, D00013 to all parts before you install them.

NOTE: BMS 3-33 is the preferred grease because it has offers protection against corrosion and oxidation.

SUBTASK 57-16-02-020-005

(2) Install the retainer nut [1].

(a) Tighten the retainer nut [1] to 10 ft-lb (14 N·m) to 15 ft-lb (20 N·m).

NOTE: Use the torque wrench adaptor, SPL-11076 to tighten the retainer nut [1].

SUBTASK 57-16-02-020-006

(3) Install the lock tab [4] to the lock plate.

(a) If necessary, loosen the retainer nut [1] until the lock tab [4] can engage into the slot of the retainer nut [1].

NOTE: Do not loosen the retainer nut [1] very much.

1) To do this, these steps can help:

a) The lock tab [4] can be flipped.

b) The lock tab [4] can be moved to adjacent threaded holes in the lock plate.

(b) Install the screws [2], the washers [3], and the lockwire.

1) Tighten the screws [2] to 50 in-lb (6 N·m) to 80 in-lb (9 N·m).

2) Install the lockwire by the double-twist procedure.

SUBTASK 57-16-02-020-007

(4) Lubricate the aft trunnion bearing assembly at the lubrication fitting.

NOTE: Move the spherical bearing until in a position that lets grease to come into view at the inner diameter of the spherical bearing.

SUBTASK 57-16-02-020-008

(5) Install the aft trunnion pin [6] into the aft trunnion bearing assembly.

B. Put the Airplane to Back to its Usual Condition

SUBTASK 57-16-02-010-003

(1) Do this task: Main Landing Gear Installation, TASK 32-11-00-400-801

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-02-01

MECH	INSP

SUBTASK 57-16-02-010-004

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

(2) Do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

——— END OF TASK ———

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TASK 57-16-01-400-801

MECH	INSP

12. Install the MLG Forward Trunnion Housing Assembly
(Figure 10)

A. Procedure

SUBTASK 57-16-01-020-002

(1) Install the pin assembly [4] the race assembly [3] into the housing assembly [5].

(a) Apply a coating of grease, D00633, to these parts before assembly.

(b) Make sure that the splines of the race assembly [3] are in full contact with the housing assembly [5] splines before you install the retainer nut [1].

SUBTASK 57-16-01-640-001

(2) Install the retainer nut [1]:

(a) Apply grease, D00633, to the retainer nut threads.

(b) Tighten the retainer nut [1] to 50 ft-lb (68 N·m) to 75 ft-lb (102 N·m).

NOTE: Use the wrench, SPL-4360 or equivalent to tighten the retainer nut [1].

CAUTION: THE GAP BETWEEN THE RACE ASSEMBLY AND THE HOUSING ASSEMBLY MUST BE LESS THAN 0.0050 INCH (0.1270 MM). IF THIS GAP IS NOT KEPT DURING THE INSTALLATION OF THE FORWARD TRUNNION BEARINGS, DAMAGE TO THE AIRPLANE MAY OCCUR.

(c) Make sure that the gap between the aft face of the race assembly [3] and the housing assembly [5] is not greater than 0.0050 in. (0.1270 mm).

NOTE: Do not continue with the installation until a correct gap is measured after tightening the retainer nut.

1) If a gap greater than 0.0050 in. (0.1270 mm) is found, disassemble the retainer nut [1], the pin assembly [4], and the race assembly [3] to look for unwanted material between the mated parts.

SUBTASK 57-16-01-020-003

(3) Install the MS20995NC32 lockwire, G01912 [2] (two locations) onto the retainer nut [1] and housing assembly [5] with the double twist method.

SUBTASK 57-16-01-020-004

I (4) Install the seal [6], the support ring assembly [7], and the retaining ring [8].

(a) Apply a coating of grease, D00633, to these parts.

SUBTASK 57-16-01-410-001

(5) Put grease, D00633, into the grease fitting on the housing assembly [1] until the grease can be seen at the aft edge of the bearing race.

SUBTASK 57-16-01-410-002

(6) Do this task: Main Landing Gear Forward Trunnion Bearing Assembly Installation, TASK 32-11-83-400-801.

——— END OF TASK ———

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TASK 32-11-83-400-801

13. Main Landing Gear Forward Trunnion Bearing Assembly Installation

(Figure 9)

A. Expendables/Parts

AMM Item	Description	AIPC Reference	AIPC Effectivity
7	Special washer	32-11-00-04-040	AKS ALL
8	Housing assembly	32-11-00-04-065	AKS ALL
		32-11-00-04-095	AKS ALL

B. Prepare for the Installation

SUBTASK 32-11-83-480-002

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

(1) If the downlock pins are not installed on all the landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

SUBTASK 32-11-83-420-001

(2) Install the forward trunnion bearing assembly:

(a) Apply a thin layer of corrosion inhibiting compound, G50136 to the fuse pins [6] as follows:

1) The outer diameters.

2) The threads.

3) The head mating surfaces.

(b) Apply two layers of primer, C00259 to the special washers [7].

(c) Put the housing assembly [8] in its position for the connection to the forward trunnion support.

NOTE: The zerk fitting on the housing assembly [8] will point up and aft.

(d) Align the holes in the housing assembly [8] to the holes in the forward trunnion support.

(e) Install the special washers [7] as follows:

1) Apply sealant as follows.

a) If plain special washers [7] are installed, apply sealant, A00247 or sealant, A50009

b) If countersunk special washers [7] are installed, apply sealant, A00247 or sealant, A50009 to the non-countersunk side.

<1> For each countersunk special washer [7], turn the non-countersunk side against the forward trunnion support.

2) Install the special washers [7] on the forward trunnion support .

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3) Visually align the special washers [7] with the forward trunnion support bore.

NOTE: Washers are to stay aligned with the fuse pins during installation of the fuse pins.

(f) Apply a fillet seal to the edge of the special washers [7] with sealant, A00247 or sealant, A50009.

NOTE: Do not apply sealant to washer surfaces that touch the pin heads or nuts.

(g) Apply a thin layer of corrosion inhibiting compound, G50136 to the mating surfaces of the special washers [7].

(h) Put the fuse pins [6] through the special washers [7], the forward trunnion support and the housing assembly [8].

(i) Use a clean cloth to clean unwanted corrosion inhibiting compound, G50136 from the threads of the fuse pins [6].

(j) Apply Never-Seez NSBT compound, D00006 to the inner surfaces of nuts [9].

(k) Apply Never-Seez NSBT compound, D00006 to the threads of the fuse pins [6].

(l) Install the nuts [9] on the fuse pins [6].

(m) Tighten the nuts [9] to 1300 in-lb (147 N·m) – 1350 in-lb (153 N·m).

1) Make sure that the special washers [7] stay aligned with the support bore when you tighten each nut [9].

2) Do a visual inspection that the special washers [7] are centered.

(n) Use a clean cloth to clean unwanted corrosion inhibiting compound, G50136 at the outer edges of the special washers [7].

(o) Put the rods [4] into the fuse pins [6].

(p) Install the fuse pin caps [3], the washers [5] and the nuts [2] on the ends of the rods [4].

(q) Tighten the nuts [2] to 50 in-lb (6 N·m) – 80 in-lb (9 N·m).

SUBTASK 32-11-83-420-002

(3) Do this task: Main Landing Gear Installation, TASK 32-11-00-400-801.

C. Put the Airplane Back to Its Usual Condition

SUBTASK 32-11-83-610-001

(1) Lubricate the housing assembly [8], do this task: Main Landing Gear Upper End Components Servicing, AMM TASK 12-21-11-640-801.

——— END OF TASK ———

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TASK 32-32-11-400-801

14. Installation of the Actuator Assembly for the Main Gear

(Figure 8)

A. Expendables/Parts

AMM Item	Description	AIPC Reference	AIPC Effectivity
2	Actuator assembly	32-32-11-01-135	AKS ALL
5	Pin	32-32-93-01-010	AKS ALL
12	Pin	32-32-11-01-010	AKS ALL
		32-32-11-01-095	AKS ALL
		32-32-93-01-030	AKS ALL
23	Restrictor	32-32-11-01-155	AKS ALL
24	Packing	32-32-11-01-165	AKS ALL
25	Packing	32-32-11-01-170	AKS ALL
26	Union	32-32-11-01-160	AKS ALL

B. Prepare for the Installation

SUBTASK 32-32-11-100-001

(1) Clean the surfaces of these items that will attach the beam hanger [3] to the structure:

(a) attachment fitting on the beam hanger [3]

(b) bolt [4], washer [7], nut [6].

SUBTASK 32-32-11-100-002

(2) Clean these items that will attach the actuator assembly [2] to the main gear trunnion:

(a) attachment fitting on the main gear trunnion

(b) actuator attach pin [15]

(c) spacers [14], washer [13], and nut [9]

(d) pin [12], nut [11], washer [10], and bolt [8].

SUBTASK 32-32-11-100-003

(3) Clean the surfaces of these items that will attach the beam assembly [1] and actuator assembly [2] to the main gear trunnion:

(a) attachment fitting on the main gear trunnion

(b) walking beam attach pin [16]

(c) washer [19], and nut [18]

(d) pin [12], nut [11], washer [10], and bolt [17].

SUBTASK 32-32-11-600-004

(4) Apply grease, D00633 to the chrome-plated surfaces of the bolt [4], pin [20], actuator attach pin [15], and the walking beam attach pin [16].

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SUBTASK 32-32-11-600-001

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 a thin layer of Cor-Ban 27L Compound, G50237 (preferred) or corrosion inhibiting compound, G50136 (alternate) to the thread reliefs and threads of the bolt [4], nut [6], and to the face of the washer [7].

SUBTASK 32-32-11-600-003

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.

(6) Apply a thin layer of Cor-Ban 27L Compound, G50237 (preferred) or corrosion inhibiting compound, G50136 (alternate) to these parts:

(a) the faces of the washer [13] and washer [19]

(b) the threads and thread reliefs on the actuator attach pin [15] and walking beam attach pin [16]

(c) the threads and thread reliefs of the bolt [8], bolt [17], faces of the washers [10], threads and thread reliefs of the nuts [11], and the pin [12].

SUBTASK 32-32-11-420-001

(7) Do these steps if the replacement actuator assembly [2] does not have the restrictor [23] and union [26] installed:

(a) Lubricate these items with hydraulic fluid, D00153:

1) packing [24]

2) packing [25]

3) restrictor [23]

4) union [26].

(b) Remove the plugs from the ports on the actuator assembly [2].

(c) Install the packing [24], packing [25], the restrictor [23], and the union [26] in the actuator assembly [2].

C. Actuator Assembly Installation

SUBTASK 32-32-11-420-002

(1) Do these steps to connect the actuator assembly [2] to the beam assembly [1]:

(a) Install the actuator assembly [2] between the beam hanger [3] and the beam assembly [1] with the hydraulic ports down.

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CAUTION: MAKE SURE THE HEAD OF THE PIN [20] IS POINTED AFT. INCORRECT ORIENTATION OF PIN MAY CAUSE GOUGING OF THE MAIN LANDING GEAR SUPPORT BEAM.

(b) Install the pin [20].

(c) Install the washer [22] and nut [21].

(d) Tighten the nut [21] to 35-50 pound-feet (47.4-67.8 newton-meters).

(e) If it is necessary, loosen the nut [21] to align the nearest castellation.

(f) Install the bolt [17], washer [10], and nut [11].

(g) Tighten the nut [11] to 50-75 pound-inches (5.6-8.5 newton-meters).

(h) If it is necessary, loosen the nut [11] to align the nearest castellation.

(i) Install the pin [12].

SUBTASK 32-32-11-480-004

(2) Connect the beam assembly [1] and actuator assembly [2] to the hoist, SPL-1870.

SUBTASK 32-32-11-420-003

(3) Put the beam hanger [3] in its position in the bracket on the structure.

SUBTASK 32-32-11-420-004

(4) Install these parts to connect the beam hanger [3] to the bracket on the wing structure:

(a) bolt [4], washer [7], and nut [6]

1) Tighten the nut [6] to 250-300 pound-inches (28.2-33.9 newton-meters) above the run-on torque.

2) If it is necessary, loosen the nut [6] to align the nearest castellation.

(b) Install the pin [5].

SUBTASK 32-32-11-420-005

(5) Install these parts to connect the actuator assembly [2] to the main gear trunnion:

(a) actuator attach pin [15], spacers [14], washer [13], and nut [9]

1) Remove the clamps for the electrical conduit on the inboard side of the nut [9] and move the conduit to get clearance to tighten the nut [9].

2) Tighten the nut [9] to 95-115 pound-feet (128.8-155.9 newton-meters) above the run-on torque.

3) If it is necessary, loosen the nut [9] to align the nearest castellation.

(b) bolt [8], washer [10], and nut [11]

1) Tighten the nut [11] to 20-24 pound-inches (2.2-2.7 newton-meters) above the run-on torque.

2) If it is necessary, loosen the nut [11] to align the nearest castellation.

(c) pin [12].

SUBTASK 32-32-11-410-004

(6) Put the electrical conduit back in its position and install the clamps.

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SUBTASK 32-32-11-420-006

(7) Hold the beam assembly [1], actuator assembly [2] and install these parts to connect the beam assembly [1] to the main gear trunnion:

(a) walking beam attach pin [16] with the pin head forward

(b) washer [19], nut [18]

1) Tighten the nut [18] to 170-200 pound-feet (230.5-271.2 newton-meters) above the run-on torque.

2) If it is necessary, loosen the nut [18] to align the nearest castellation.

(c) bolt [17], washer [10], and nut [11]

1) Tighten the nut [11] to 20-24 pound-inches (2.2-2.7 newton-meters) above the run-on torque.

2) If it is necessary, loosen the nut [11] to align the nearest castellation.

(d) pin [12].

SUBTASK 32-32-11-080-002

(8) Remove the hoist, SPL-1870.

SUBTASK 32-32-11-080-003

(9) Remove the plugs from hydraulic line [27] and hydraulic line [28].

SUBTASK 32-32-11-420-007

(10) Connect the hydraulic line [27] UP to the actuator assembly [2].

SUBTASK 32-32-11-420-008

(11) Tighten the B-nut on the hydraulic line [27] UP to a value of 500 ±25 in-lb (42 ±2 ft-lb).

SUBTASK 32-32-11-420-009

(12) Connect the hydraulic line [28] DN to the actuator assembly [2].

SUBTASK 32-32-11-420-010

(13) Tighten the B-nut on the hydraulic line [28] DN to a value of 270 ±14 in-lb (31 ±2 N·m).

D. Main Gear Actuator Assembly - Bleeding (Airplane on Jacks)

SUBTASK 32-32-11-580-004

WARNING: MAKE SURE ALL PERSONS AND EQUIPMENT ARE CLEAR OF THE FLIGHT CONTROLS SURFACES, THE THRUST REVERSERS, AND THE LANDING GEAR. THESE COMPONENTS CAN MOVE SUDDENLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) Lift the airplane for landing gear retraction, do this task: Lift the Airplane with the Jacks, AMM TASK 07-11-01-580-815.

SUBTASK 32-32-11-860-004

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

SUBTASK 32-32-11-080-005

(3) Remove the downlock pins from the main landing gear, do this task: Landing Gear Downlock Pins Removal, AMM TASK 32-00-01-080-801.

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SUBTASK 32-32-11-700-002

WARNING: MAKE SURE THAT THE DOWNLOCK PINS ARE INSTALLED IN THE NOSE LANDING GEAR. WITHOUT THE DOWNLOCK PINS, THE NOSE LANDING GEAR CAN RETRACT AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(4) Do a retraction test of the main landing gear, do this task: Main Landing Gear Operational Test, AMM TASK 32-32-00-710-801.

SUBTASK 32-32-11-480-008

(5) Extend the main landing gear and install the downlock pins, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

SUBTASK 32-32-11-210-003

(6) Examine the hydraulic connections for leaks.

SUBTASK 32-32-11-210-004

I (7) Make sure there is no interference of the hoses and actuator assembly [2] during gear operation.

SUBTASK 32-32-11-860-005

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

SUBTASK 32-32-11-580-005

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

E. Main Gear Actuator Assembly - Bleeding (Airplane on Ground Without Jacks)- Alternate Method

SUBTASK 32-32-11-210-005

(1) Make sure that the hydraulic lines are installed correctly and they are not twisted.

SUBTASK 32-32-11-860-006

WARNING: OBEY THE PROCEDURE FOR THE INSTALLATION OF THE DOWNLOCK PINS. IF YOU MOVE THE CONTROL LEVER FOR THE LANDING GEAR TO THE UP POSITION, THE LANDING GEAR CAN RETRACT. THIS CAN CAUSE INJURIES TO PERSONNEL, AND DAMAGE TO EQUIPMENT.

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

SUBTASK 32-32-11-860-008

(3) Push the override button, and move the control lever for the landing gear from the DN position to the UP position and to the DN position three times.

NOTE: Hold the lever in each position for three seconds before you move the control lever to the subsequent position.

SUBTASK 32-32-11-860-009

(4) Move the control lever to the DN position.

SUBTASK 32-32-11-860-010

(5) When you move the control lever from the DN position to the OFF position, make sure the condition that follows occurs:

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(a) The rod end of the actuator tries to extend.

SUBTASK 32-32-11-860-011

(6) Move the control lever to the DN position.

SUBTASK 32-32-11-200-001

(7) Make sure that there are no leaks at the hydraulic connections.

SUBTASK 32-32-11-860-007

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

SUBTASK 32-32-11-600-005

(9) Lubricate the attach points (MAIN LANDING GEAR - SERVICING, AMM 12-21-11/301).

SUBTASK 32-32-11-410-007

(10) Install the hydraulic access panel.

F. Put the Airplane Back to Its Usual Condition

SUBTASK 32-32-11-410-003

(1) Close the applicable access panel:

Number	Name/Location
551BT	Upper Inboard Fixed Trailing Edge, MLG Actuator Access Panel
551DB	Lower Inboard Fixed Trailing Edge, Lube Actuator & MLG Beam Outboard Attach Pin Access Panel
651BT	Upper Inboard Fixed Trailing Edge, MLG Actuator Access Panel
651DB	Lower Inboard Fixed Trailing Edge, Lube Actuator & MLG Beam Outboard Attach Pin Access Panel

——— END OF TASK ———

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TASK 32-11-71-420-801

15. Main Landing Gear Reaction Link Assembly Installation

(Figure 7)

A. Expendables/Parts

AMM Item	Description	AIPC Reference	AIPC Effectivity
11	Pin	32-32-51-01-003	AKS ALL
44	Pin	32-11-61-03-010	AKS ALL

B. Prepare for the Installation.

SUBTASK 32-11-71-480-002

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

(1) If the downlock pins are not installed on all the landing gear, do this task: Landing Gear Downlock Pins Installation, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

C. Main Landing Gear Reaction Link Assembly Installation

SUBTASK 32-11-71-420-001

(1) Do these steps to connect the reaction link assembly [1] to the trunnion [41]:

(a) Lubricate the chrome plated surfaces of the trunnion pin [40] and the end cap [45] with grease, D00633.

(b) Position the outboard end of the reaction link assembly [1] for attachment to the trunnion [41].

NOTE: The reaction link assembly weighs approximately 63.2 lb (28.7 kg). Make sure a minimum of two persons will hold the reaction link assembly [1] when you install it to the airplane.

(c) Put the trunnion pin [40] through the reaction link assembly [1] and the trunnion [41].

(d) Install the end cap [45] on the trunnion pin [40].

(e) Put the crossbolt [39] through the trunnion pin [40] and the end cap [45].

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CAUTION: REMOVE UNWANTED CORROSION INHIBITING COMPOUND FROM SURFACES WHICH WILL BE LUBRICATED. IF YOU APPLY CORROSION INHIBITING COMPOUND TO JOINTS THAT TURN, FAILURE OF THE LANDING GEAR TO EXTEND OR RETRACT COULD OCCUR.

(f) Apply a thin layer of the corrosion preventive Cor-Ban 27L Compound, G50237 (preferred) or corrosion inhibiting compound, G50136 (alternate) to these items:

NOTE: Do not apply corrosion preventive compound to the chrome plated surfaces.

1) The threads and thread reliefs of the crossbolt [39]
2) The threads of the nut [43]
3) The faces of the washer [42].

(g) Remove all unwanted corrosion preventive Cor-Ban 27L Compound, G50237.

(h) Install the washer [42] and the nut [43] on the crossbolt [39].

(i) If it is necessary, loosen the nut [43] to the nearest castellation that aligns with the hole for the cotter pin [44].

(j) Install the cotter pin [44] in the crossbolt [39].

SUBTASK 32-11-71-020-014

(2) If previously removed, do the following steps to install the hanger link assembly [35] into the supporting structure:

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CAUTION: REMOVE UNWANTED CORROSION INHIBITING COMPOUND FROM SURFACES WHICH WILL BE LUBRICATED. IF YOU APPLY CORROSION INHIBITING COMPOUND TO JOINTS THAT TURN, FAILURE OF THE LANDING GEAR TO EXTEND OR RETRACT COULD OCCUR.

(a) Apply a thin layer of the corrosion preventive Cor-Ban 27L Compound, G50237 (preferred) or Cor-Ban 27L Compound, G50237 (alternate) to these items:

NOTE: Do not apply corrosion preventive compound to the chrome plated surfaces.

1) The threads and thread reliefs of the hanger link assembly pin [46] and bolt [50]
2) The threads of the nut [49] and nut [52]
3) The faces of the washer [48] and washer [51].

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4) Remove all unwanted corrosion preventive Cor-Ban 27L Compound, G50237.

(b) Prior to installation of the hanger link assembly pin [46], lubricate chrome plated surfaces with grease, D00633.

(c) Install the hanger link assembly pin [46] that supports the hanger link assembly [35] to the supporting structure, through the hanger link assembly [35].

(d) Install the washer [48] and nut [49] on the hanger link assembly pin [46].

(e) Tighten the nut [49] to 95 ft-lb (129 N·m) – 115 ft-lb (156 N·m) above run-on torque and loosen the nut to align the nearest castellation if it is necessary.

(f) Install the bolt [50] in the hanger link assembly pin [46].

(g) Install the cotter pin [53], nut [52] and washer [51] to the bolt [50].

(h) Tighten the nut [52] to 20 in-lb (2.3 N·m) – 24 in-lb (2.7 N·m) above run-on torque.

SUBTASK 32-11-71-420-002

(3) Do these steps to connect the reaction link assembly [1] to the hanger link assembly [35]:

(a) Lubricate the chrome plated surfaces of the hanger link pin [34] and the end cap [27] with grease, D00633.

(b) Put the inboard end of the reaction link assembly [1] in its position for attachment to the hanger link assembly [35].

(c) Put the hanger link pin [34] through the reaction link assembly [1] and the hanger link assembly [35].

(d) Attach the assembly of the end cap [27], bracket assembly [38], hydraulic line [2], electrical harnesses [12], and the spacers [32] and spacer [36] on each end of the hanger link pin [34].

(e) If it is necessary to connect the electrical harnesses [12], do this step:

1) Connect the electrical harnesses [12] by installing the bolts for the bracket which holds the sensor to the upper lock link [5].

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CAUTION: REMOVE UNWANTED CORROSION INHIBITING COMPOUND FROM SURFACES WHICH WILL BE LUBRICATED. IF YOU APPLY CORROSION INHIBITING COMPOUND TO JOINTS THAT TURN, FAILURE OF THE LANDING GEAR TO EXTEND OR RETRACT COULD OCCUR.

(f) Apply a thin layer of the corrosion preventive Cor-Ban 27L Compound, G50237 (preferred) or Cor-Ban 27L Compound, G50237 (alternate) to the faces of the washer [26].

(g) Put the washer [26] on the crossbolt [25].

(h) Put the crossbolt [25] through the end caps [27].

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CAUTION: REMOVE UNWANTED CORROSION INHIBITING COMPOUND FROM SURFACES WHICH WILL BE LUBRICATED. IF YOU APPLY CORROSION INHIBITING COMPOUND TO JOINTS THAT TURN, FAILURE OF THE LANDING GEAR TO EXTEND OR RETRACT COULD OCCUR.

(i) Apply a thin layer of the corrosion preventive Cor-Ban 27L Compound, G50237 (preferred) or Cor-Ban 27L Compound, G50237 (alternate) to these items:

NOTE: Do not apply corrosion preventive compound to the chrome plated surfaces.

1) The threads and thread reliefs of the crossbolt [25]
2) The threads of the nut [29]
3) The faces of the washer [30].

(j) Remove all unwanted corrosion preventive Cor-Ban 27L Compound, G50237.

(k) Install the washer [30] and the nut [29] on the crossbolt [25].

(l) Tighten the nut [29] to 30 in-lb (3 N·m) – 50 in-lb (6 N·m).

(m) If it is necessary, loosen the nut [29] to the nearest castellation that aligns with the hole for the cotter pin [28].

(n) Install the cotter pin [28] in the crossbolt [25].

(o) Put the pin assembly [31] through the bracket assembly [38] and the reaction link assembly [1].

SUBTASK 32-11-71-420-003

(4) Do these steps to connect the reaction link assembly [1] to the upper side strut [21]:

(a) Lubricate the chrome plated surfaces of the side strut pin [20] with grease, D00633.

(b) Remove the strap that supports the upper side strut [21] to the hanger link assembly [35].

(c) Position the upper side strut [21] for attachment to the reaction link assembly [1].

(d) Put the side strut pin [20] through the upper side strut [21] and the reaction link assembly [1].

NOTE: Use the thread protector, SPL-1368, when you do this step.

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CAUTION: DO NOT APPLY CORROSION-INHIBITING COMPOUND ON GREASE JOINTS, OR SEALED BEARINGS. THESE COMPOUNDS REMOVE GREASE AND OTHER LUBRICANTS. THEY ARE PENETRATING COMPOUNDS. THEY WILL MOVE AROUND THE SEALS AND INTO THE BEARINGS. THIS WILL CAUSE DAMAGE TO THE BEARINGS, AND JOINTS.

(e) Apply a thin layer of the corrosion preventive Cor-Ban 27L Compound, G50237 (preferred) or corrosion inhibiting compound, G50136 (alternate) to these items:

NOTE: Do not apply corrosion preventive compound to the chrome plated surfaces.

1) The threads and thread reliefs of the side strut pin [20] and the crossbolt [17]
2) The threads of the side strut nut [18] and the nut [22]
3) The faces of the side strut washer [19] and the washer [24].

(f) Remove all unwanted corrosion preventive Cor-Ban 27L Compound, G50237.

(g) Install the side strut washer [19] and the side strut nut [18] on the side strut pin [20].

(h) Tighten the side strut nut [18] to 600 in-lb (68 N·m) – 900 in-lb (102 N·m).

NOTE: Use the wrench adapter assembly, SPL-1359, to hold the head of the side strut pin [20] when you tighten the side strut nut [18].

(i) If it is necessary, loosen the side strut nut [18] to the nearest castellation that aligns with the hole for the crossbolt [17].

(j) Install the crossbolt [17] in the side strut pin [20].

(k) Install the washer [24] and the nut [22] on the crossbolt [17].

(l) Tighten the nut [22] to 30 in-lb (3 N·m) – 50 in-lb (6 N·m).

(m) If it is necessary, loosen the nut [22] to the nearest castellation that aligns with the hole for the cotter pin [23].

(n) Install the cotter pin [23] in the crossbolt [17].

SUBTASK 32-11-71-420-004

(5) Do these steps to connect the reaction link assembly [1] to the upper lock link [5]:

(a) Lubricate the chrome plated surfaces of the downlock link pin [13] with grease, D00633.

(b) Position the upper lock link [5] for attachment to the reaction link assembly [1].

(c) Put the downlock link pin [13] through the upper lock link [5] and the reaction link assembly [1].

NOTE: Use the thread protector, SPL-1369, when you do this task.

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CAUTION: DO NOT APPLY CORROSION-INHIBITING COMPOUND ON GREASE JOINTS, OR SEALED BEARINGS. THESE COMPOUNDS REMOVE GREASE AND OTHER LUBRICANTS. THEY ARE PENETRATING COMPOUNDS. THEY WILL MOVE AROUND THE SEALS AND INTO THE BEARINGS. THIS WILL CAUSE DAMAGE TO THE BEARINGS, AND JOINTS.

(d) Apply a thin layer of the corrosion preventive Cor-Ban 27L Compound, G50237 (preferred) or corrosion inhibiting compound, G50136 (alternate) to these items:

NOTE: Do not apply corrosion preventive compound to the chrome plated surfaces.

1) The threads and thread reliefs of the downlock link pin [13]
2) The threads of the nut [15]
3) The faces of the washer [14].

(e) Remove all unwanted corrosion preventive Cor-Ban 27L Compound, G50237.

(f) Install the washer [14] and the nut [15] on the downlock link pin [13].

(g) Tighten the nut [15] to 360 in-lb (41 N·m) – 600 in-lb (68 N·m).

NOTE: Use the wrench adapter wrench adapter assembly, SPL-1360, to hold the head of the downlock link pin [13] when you tighten the nut [15].

(h) If it is necessary, loosen the nut [15] to the nearest castellation that aligns with the hole for the cotter pin [16].

(i) Install the cotter pin [16] in the downlock link pin [13].

SUBTASK 32-11-71-640-001

(6) Do these steps to connect the downlock actuator [4] to the reaction link assembly [1]:

(a) Lubricate the inside surface of the lug, the head end of the downlock actuator [4], and the rod end pin [6] with grease, D00633.

NOTE: Use grease, D00013 if grease, D00633, is not available.

(b) Position the head end of the downlock actuator [4] for attachment to the reaction link assembly [1].

1) If it is necessary, retract or extend the downlock actuator [4] to align the head end to the reaction link assembly [1].

(c) Put the rod end pin [6] through the reaction link assembly [1], washers [7] and washers [8] and the head end of the downlock actuator [4].

(d) Install the washer [9] and the nut [10] on the rod end pin [6].

(e) Tighten the nut [10] to 15 in-lb (2 N·m) – 25 in-lb (3 N·m).

(f) If it is necessary, loosen the nut [10] to the nearest castellation that aligns with the hole for the cotter pin [11].

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(g) Install the cotter pin [11] in the rod end pin [6].

SUBTASK 32-11-71-420-005

(7) Do these steps to connect the hydraulic lines [2] to the downlock actuator [4]:

(a) Remove the plugs from the ports on the downlock actuator [4].

(b) Lubricate the new packings [46] with hydraulic fluid, D00153 and install them in the ports of the downlock actuator [4].

(c) Remove the caps from the unions and connect the hydraulic lines [2] to the downlock actuator [4].

(d) Tighten the hydraulic lines [2] to a value of 140 ±7 in-lb (16 ±1 N·m).

(e) Loosen the hydraulic lines [2] and re-tighten them to 133 in-lb (15 N·m) – 147 in-lb (17 N·m).

SUBTASK 32-11-71-420-006

(8) Do these steps to connect the hydraulic lines [37] to the hydraulic lines [2] that are attached to the bracket assembly [38]:

(a) Remove the caps from the hydraulic lines [37].

(b) Connect the hydraulic lines [37] to the hydraulic lines [2].

(c) Tighten the hydraulic lines [37] to a value of 110 ±6 in-lb (12 ±1 N·m).

SUBTASK 32-11-71-420-007

(9) Do this task: Main Gear Downlock Spring Installation, AMM TASK 32-32-91-400-801.

SUBTASK 32-11-71-710-001

(10) Do this task: Main Gear Downlock Actuator Installation, AMM TASK 32-32-51-400-801.

SUBTASK 32-11-71-860-004

(11) Do this task: Hydraulic Reservoirs Pressurization, AMM TASK 29-09-00-860-801.

SUBTASK 32-11-71-210-001

(12) Check the hydraulic connections for leakage.

D. Put the Airplane Back to Its Usual Condition.

SUBTASK 32-11-71-860-002

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

——— END OF TASK ———

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TASK 32-11-89-420-801

16. Main Landing Gear Downlock Strut Installation

(Figure 6)

A. Expendables/Parts

AMM Item	Description	AIPC Reference	AIPC Effectivity
3	Packing	32-32-51-01-024	AKS ALL
5	Downlock strut	32-11-61-01-555	AKS ALL
16	Pin	32-11-61-01-175	AKS ALL
		32-11-71-01-010	AKS ALL

B. Prepare for the Installation.

SUBTASK 32-11-89-480-002

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

(1) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

C. Main Landing Gear Downlock Strut Installation

SUBTASK 32-11-89-420-001

(1) Do these steps to connect the downlock strut [5] to the upper side strut:

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.

CAUTION: REMOVE UNWANTED CORROSION INHIBITING COMPOUND FROM SURFACES WHICH WILL BE LUBRICATED. IF YOU APPLY CORROSION INHIBITING COMPOUND TO JOINTS THAT TURN, FAILURE OF THE LANDING GEAR TO EXTEND OR RETRACT COULD OCCUR.

(a) Apply a thin layer of the corrosion preventive Cor-Ban 27L Compound, G50237 (preferred) or corrosion inhibiting compound, G50136 (alternate) to these items:

NOTE: Do not apply corrosion preventive compound to the chrome plated surfaces.

1) The threads and thread reliefs of the downlock link pin [13]
2) The threads of the nut [15]
3) The faces of the washer [14]

(b) Remove any excess corrosion preventive Cor-Ban 27L Compound, G50237.

(c) Lubricate the chrome plated surfaces of the downlock link pin [13] with grease, D00633.

(d) Put the downlock strut [5] in its position for attachment to the upper side strut.

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(e) Put the downlock link pin [13] through the upper side strut and the downlock strut [5].

NOTE: Use thread protector, SPL-1369 when you do this task.

(f) Install the washer [14], and the nut [15] on the downlock link pin [13].

(g) Tighten the nut [15] to 360 in-lb (40.7 N·m) – 600 in-lb (67.8 N·m).

(h) Install the pin [16] in the downlock link pin [13]. If it is necessary, loosen the nut [15] to the nearest castellation that aligns with the holes for the pin [16].

SUBTASK 32-11-89-420-002

(2) Do these steps to connect the downlock strut [5] to the reaction retraction link assembly [6]:

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.

CAUTION: DO NOT APPLY CORROSION-INHIBITING COMPOUND ON GREASE JOINTS, OR SEALED BEARINGS. THESE COMPOUNDS REMOVE GREASE AND OTHER LUBRICANTS. THEY ARE PENETRATING COMPOUNDS. THEY WILL MOVE AROUND THE SEALS AND INTO THE BEARINGS. THIS WILL CAUSE DAMAGE TO THE BEARINGS, AND JOINTS.

(a) Apply a thin layer of the corrosion preventive Cor-Ban 27L Compound, G50237 (preferred) or corrosion inhibiting compound, G50136 (alternate) to these items:

NOTE: Do not apply corrosion preventive compound to the chrome plated surfaces.

1) The threads and thread reliefs of the downlock link pin [12]
2) The threads of the nut [21]
3) The faces of the washer [23]

(b) Remove any excess corrosion preventive Cor-Ban 27L Compound, G50237.

(c) Lubricate the chrome plated surfaces of the downlock link pin [12] with grease, D00633.

(d) Put the downlock strut [5] in its position for attachment to the reaction retraction link assembly [6].

(e) Put the downlock link pin [12] through the downlock strut [5] and the reaction retraction link assembly [6].

NOTE: Use thread protector, SPL-1370 when you do this task.

(f) Install the washer [23], and the nut [21] on the downlock link pin [12].

(g) Tighten the nut [21] to 360 in-lb (40.7 N·m) – 600 in-lb (67.8 N·m).

NOTE: Use wrench adapter assembly, SPL-1361 to hold the head of the downlock link pin [12] when you tighten the nut [21].

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(h) Install the pin [22] in the downlock link pin [12]. If it is necessary, loosen the nut [21] to the nearest castellation that aligns with the holes for the pin [22].

SUBTASK 32-11-89-640-001

(3) Do these steps to connect the rod end of the downlock actuator [4] to the downlock strut [5]:

(a) Lubricate the inside surface of the rod end of the downlock actuator [4], and the rod end pin [8] with grease, D00633.

NOTE: Use, grease, D00013 if grease, D00633 is not available.

(b) Put the rod end of the downlock actuator [4] in its position for attachment to the downlock strut [5].

1) If it is necessary, retract or extend the downlock actuator [4] to align the rod end of the downlock actuator [4] to the lug on the downlock strut [5].

(c) From the forward side, put the rod end pin [8] through the downlock strut [5], spacers [9], washers [10], and the rod end of the downlock actuator [4].

(d) Install the spacer [7] on the rod end pin [8].

SUBTASK 32-11-89-420-003

(4) Do these steps to connect the hydraulic lines [2] to the downlock actuator [4]:

(a) Remove the plugs from the ports on the downlock actuator [4].

(b) Lubricate the new packings [3] with hydraulic fluid, D00153 and install the packings [3] in the ports of the downlock actuator [4].

(c) Remove the caps from the unions and connect the hydraulic lines [2] to the downlock actuator [4].

(d) Tighten B-nuts on the hydraulic lines [2] to the value of 140 ±7 in-lb (16 ±1 N·m).

(e) Loosen the hydraulic lines [2] and re-tighten them to 137 in-lb (15 N·m) – 147 in-lb (17 N·m).

(f) Remove the tags from the hydraulic lines [2].

SUBTASK 32-11-89-420-005

(5) Do this step to connect the electrical harness [11] to the downlock strut [5]:

(a) Install the nuts [20], washers [19], and the bolts [18] to connect the brackets [17] to the downlock strut [5].

D. Put the Airplane back to its Usual Condition.

SUBTASK 32-11-89-860-003

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

SUBTASK 32-11-89-420-004

(2) Do this task: Main Gear Downlock Spring Installation, AMM TASK 32-32-91-400-801.

SUBTASK 32-11-89-610-001

(3) Lubricate the downlock strut [5]. To lubricate it, do this task: Main Landing Gear Upper End Components Servicing, AMM TASK 12-21-11-640-801.

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SUBTASK 32-11-89-710-001

I (4) Test the downlock actuator [4]. To test it, do this task: Main Gear Downlock Actuator Installation, AMM TASK 32-32-51-400-801.

SUBTASK 32-11-89-790-001

(5) Examine the connections of the hydraulic lines for leakage.

SUBTASK 32-11-89-080-002

(6) Do this task: AMM TASK 07-11-01-580-816.

——— END OF TASK ———

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TASK 32-11-61-400-803

17. Main Landing Gear Side Strut Installation

(Figure 5)

A. General

(1) This procedure supplies instructions to install the side strut.

B. Expendables/Parts

AMM Item	Description	AIPC Reference	AIPC Effectivity
3	Strut assembly	32-11-61-01-480	AKS ALL

C. Prepare for the Installation

SUBTASK 32-11-61-480-008

WARNING: MAKE SURE THE DOWNLOCK PINS ARE INSTALLED ON ALL THE LANDING GEAR, BUT NOT THE ONE TO BE WORKED ON. WITHOUT THE GROUND LOCK PINS, THE LANDING GEAR COULD RETRACT AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) If the downlock pins are not installed on all the landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

D. Main Landing Gear Side Strut Installation

SUBTASK 32-11-61-420-008

(1) Connect the upper side strut assembly [3] to the reaction link assembly [15]:

(a) Lubricate the chrome plated surfaces of the side strut pin [22] with grease, D00633.

(b) Remove all unwanted grease, D00633.

(c) Put the upper side strut assembly [3] in its position for connection to the reaction link assembly [15].

(d) Put the side strut pin [22] through the upper side strut assembly [3] and the reaction link assembly [15].

NOTE: Use the thread protector, SPL-1368, for the side strut pin [22] when you do this step.

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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.

CAUTION: DO NOT APPLY CORROSION-INHIBITING COMPOUND ON GREASE JOINTS, OR SEALED BEARINGS. THESE COMPOUNDS REMOVE GREASE AND OTHER LUBRICANTS. THEY ARE PENETRATING COMPOUNDS. THEY WILL MOVE AROUND THE SEALS AND INTO THE BEARINGS. THIS WILL CAUSE DAMAGE TO THE BEARINGS, AND JOINTS.

(e) Apply a thin layer of the corrosion preventive Cor-Ban 27L Compound, G50237 to these items:

NOTE: Do not apply corrosion preventive compound to the chrome plated surfaces.

NOTE: If Cor-Ban 27L Compound, G50237 is not available, you can use corrosion inhibiting compound, G50136 as an approved alternate.

1) The threads and thread reliefs of the side strut pin [22], and the cross bolt [16]
2) The threads of the side strut nut [20], and the nut [18]
3) The faces of the side strut washer [21], and the washer [17].

(f) Remove all unwanted corrosion preventive Cor-Ban 27L Compound, G50237.

(g) Install the side strut washer [21], and the side strut nut [20] on the side strut pin [22].

(h) Tighten the side strut nut [20] to 600-900 pound-inches (67.79-101.69 newton-meters).

NOTE: Use the wrench adapter assembly, SPL-1359, to hold the head of the side strut pin [22] when you tighten the side strut nut [20].

(i) If it is necessary, loosen the side strut nut [20] to the nearest castellation to align the hole for the cross bolt [16].

(j) Install the cross bolt [16] in the side strut pin [22].

(k) Install the washer [17], and the nut [18] on the cross bolt [16].

(l) Tighten the nut [18] to 30 in-lb (3.39 N·m) – 50 in-lb (5.65 N·m).

(m) If it is necessary, loosen the nut [18] to the nearest castellation to align the holes for the pin [19].

(n) Install the pin [19] in the cross bolt [16].

SUBTASK 32-11-61-420-009

(2) Connect the strut assembly, lower [8] to the shock strut [51]:

(a) Lubricate the chrome plated surfaces of the side strut pin [52] with grease, D00633.

(b) Remove all unwanted grease, D00633.

(c) Put the strut assembly, lower [8] in its position for attachment to the shock strut [51].

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(d) Put the side strut pin [52] through the strut assembly, lower [8] and the clevis on the shock strut [51].

NOTE: Use the thread protector, SPL-1370, for the side strut pin [52] when you do this task.

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.

CAUTION: DO NOT APPLY CORROSION-INHIBITING COMPOUND ON GREASE JOINTS, OR SEALED BEARINGS. THESE COMPOUNDS REMOVE GREASE AND OTHER LUBRICANTS. THEY ARE PENETRATING COMPOUNDS. THEY WILL MOVE AROUND THE SEALS AND INTO THE BEARINGS. THIS WILL CAUSE DAMAGE TO THE BEARINGS, AND JOINTS.

(e) Apply a thin layer of the corrosion preventive Cor-Ban 27L Compound, G50237 to these items:

NOTE: Do not apply corrosion preventive compound to the chrome plated surfaces.

NOTE: If Cor-Ban 27L Compound, G50237 is not available, you can use corrosion inhibiting compound, G50136 as an approved alternate.

1) The threads and thread reliefs of the side strut pin [52], pin [49], and cross bolt [47].
2) The threads of the side strut nut [54], and nut [50]
3) The faces of the side strut washer [53], and washer [48].

(f) Remove all unwanted corrosion preventive Cor-Ban 27L Compound, G50237.

(g) Install the side strut washer [53], and the side strut nut [54] on the side strut pin [52].

(h) Tighten the side strut nut [54] to 95 ft-lb (128.80 N·m) – 115 ft-lb (155.92 N·m) more than the run on torque.

NOTE: Use the wrench adapter wrench adapter assembly, SPL-1361, to hold the head of the side strut pin [52] when you tighten the side strut nut [54].

(i) Install the cross bolt [47] in the side strut pin [52]. If it is necessary, loosen the side strut nut [54] to the nearest castellation to align the hole for the cross bolt [47].

(j) Install the washer [48], and the nut [50] on the cross bolt [47].

(k) Tighten the nut [50] to 20 in-lb (2.26 N·m) – 24 in-lb (2.71 N·m) more than the run on torque.

(l) If it is necessary, loosen the nut [50] to the nearest castellation to align the hole for the pin [49].

(m) Install the pin [49] in the cross bolt [47].

(n) Check the interior of side strut pin [52] and reapply corrosion preventive Cor-Ban 27L Compound, G50237 as required.

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SUBTASK 32-11-61-080-003

(3) Remove the rope that holds the pushrod [41] in its position.

SUBTASK 32-11-61-420-010

(4) Connect the strut assembly, lower [8] to the pushrod [41]:

(a) Lubricate the nut [42], washer [43], and bolt [46] with grease, D00633.

(b) Remove all unwanted grease, D00633.

(c) Align the hole in the pushrod [41] with the hole in the strut assembly, lower [8].

(d) Put the bushing [45] through the strut assembly, lower [8], and the pushrod [41].

(e) Install the washer [44] on the bolt [46].

(f) Put the bolt [46] through the strut assembly, lower [8], and the pushrod [41].

(g) Install the washer [43], and nut [42] on the bolt [46].

NOTE: Do not tighten the nut [42]. Final torque to the nut will be done after final adjustments to the doors are made in the subsequent step.

SUBTASK 32-11-61-420-011

(5) Connect the upper side strut assembly [3] to the downlock strut [1]:

(a) Lubricate the chrome plated surfaces of the downlock link pin [2] with grease, D00633.

(b) Remove all unwanted grease, D00633.

(c) Put the downlock strut [1] in its position for connection to the upper side strut assembly [3].

(d) Put the downlock link pin [2] through the upper side strut assembly [3] and the downlock strut [1].

NOTE: Use the thread protector, SPL-1369, for the downlock link pin [2] when you do this step.

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.

CAUTION: DO NOT APPLY CORROSION-INHIBITING COMPOUND ON GREASE JOINTS, OR SEALED BEARINGS. THESE COMPOUNDS REMOVE GREASE AND OTHER LUBRICANTS. THEY ARE PENETRATING COMPOUNDS. THEY WILL MOVE AROUND THE SEALS AND INTO THE BEARINGS. THIS WILL CAUSE DAMAGE TO THE BEARINGS, AND JOINTS.

(e) Apply a thin layer of the corrosion preventive Cor-Ban 27L Compound, G50237 to these items:

NOTE: Do not apply corrosion preventive compound to the chrome plated surfaces.

NOTE: If Cor-Ban 27L Compound, G50237 is not available, you can use corrosion inhibiting compound, G50136 as an approved alternate.

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1) The threads and thread reliefs of the downlock link pin [2]
2) The threads of the nut [5]
3) The faces of the washer [4]

(f) Remove all unwanted corrosion preventive Cor-Ban 27L Compound, G50237.

(g) Install the washer [4], and the nut [5] on the downlock link pin [2].

(h) Tighten the nut [5] to 360 in-lb (40.67 N·m) – 600 in-lb (67.79 N·m).

(i) If it is necessary, loosen the nut [5] to the nearest castellation to align the hole for the pin [6].

(j) Install the pin [6] in the downlock link pin [2].

SUBTASK 32-11-61-820-002

(6) If you changed the length of pushrod [41], do the step that follows:

NOTE: No adjustment to the doors is necessary if the pushrod was not changed.

(a) Do this task: Main Landing Gear Shock Strut Door Adjustment, AMM TASK 32-13-11-820-801.

E. Put the Airplane Back to Its Usual Condition

SUBTASK 32-11-61-420-012

(1) Do this task: Main Gear Downlock Spring Installation, AMM TASK 32-32-91-400-801.

SUBTASK 32-11-61-640-003

(2) Lubricate the lube fittings on the side strut. To lubricate them, refer to Main Landing Gear Upper End Components Servicing, AMM TASK 12-21-11-640-801.

SUBTASK 32-11-61-780-004

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

SUBTASK 32-11-61-710-002

(4) Do this task: Main Landing Gear Operational Test, AMM TASK 32-32-00-710-801.

NOTE: It is optional to perform the Main Landing Gear - Component Replacement, AMM TASK 32-32-00-710-802 instead of the operational test if a hydraulic cart is not available.

SUBTASK 32-11-61-580-009

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

——— END OF TASK ———

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TASK 32-11-00-400-801

18. Main Landing Gear Installation

(Figure 1, Figure 2, Figure 3)

A. Prepare for the Installation

SUBTASK 32-11-00-480-015

CAUTION: MAKE SURE THE FORWARD TRUNNION BEARING PIN DOES NOT MOVE ON THE PROTECTOR ASSEMBLY DURING THE REMOVAL OR INSTALLATION OF THE MAIN LANDING GEAR. IF THIS CONDITION OCCURS, IT CAN CAUSE DAMAGE TO THE PIN.

(1) If the protector assembly, (C32034-228/-235) [92] from fixture, SPL-1869, is not already installed, do the steps that follow:

NOTE: The protector assembly will prevent damage to the forward trunnion bearing pin during the installation of the main landing gear.

NOTE: For more protection of the transition radius of the forward trunnion pin, apply tape around the pin before gear installation. Remove the tape after installation.

(a) Put the upper end of the protector assembly, (C32034-228/-235) [92] in the large clearance between the forward trunnion bearing pin [29] and the housing assembly.

(b) Attach the lower end of the protector assembly, (C32034-228/-235) [92] over the bottom of the housing assembly, such that you hear a click when you attach it.

SUBTASK 32-11-00-480-016

(2) Install the retention strap, SPL-1871, with the marker facing up, to hold the shock strut [1] in its compressed position.

NOTE: Two straps are required to hold the inner cylinder secure.

SUBTASK 32-11-00-640-001

(3) Make sure the aft trunnion pin [19] can easily move.

(a) If you cannot easily move the aft trunnion pin [19], remove it from the aft trunnion and lubricate it with grease, D00633.

(b) Put the aft trunnion pin [19] into the aft trunnion.

SUBTASK 32-11-00-480-017

(4) Use tie wraps to hold the aft trunnion pin [19] inside the aft trunnion.

NOTE: This will prevent the aft trunnion pin from falling out of the outer cylinder trunnion when you do the subsequent steps.

SUBTASK 32-11-00-950-001

(5) Put protective tape on the outer edge of the aft trunnion to protect its surface finish from scratching.

SUBTASK 32-11-00-860-007

(6) Do this task: Trailing Edge Flap System Deactivation, AMM TASK 27-51-00-040-801.

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B. Main Landing Gear Installation

SUBTASK 32-11-00-480-018

(1) Attach the support assembly [96] and the side strut attach assembly [94] to the main landing gear [93]:

NOTE: Make sure that a minimum of two persons will do this task.

(a) Make sure the side strut attach assembly [94] is not attached to the support assembly [96].

(b) Make sure the jackball pin is removed from the hole in the jackball fitting of the support assembly [96].

(c) Put the side strut attach assembly [94] into the lower side strut attach point on the main landing gear [93], and such that the stenciled plate is in the vertical position.

1) Install the washer on the threaded end of the side strut attach assembly [94].

2) Make sure the stenciled plate is still in a vertical position and install the nut finger tight.

(d) Put the support assembly [96] in its position on the aft side of the main landing gear [93].

NOTE: Make sure the jackball fitting on the support assembly is fully engaged on the jacking ball of the main landing gear.

(e) If it is necessary, align the holes for the installation of the jackball pin.

(f) Put the jackball pin through the jackball fitting of the support assembly [96] and the jacking ball of the main landing gear [93].

(g) Install the lynch pin in the jackball pin.

(h) Loosen the nut that holds the side strut attach assembly [94], such that the stenciled plate can be attached to the studs on the side strut support assembly [97].

1) If it is necessary, adjust the adjustable square support tube of the side strut support assembly [97].

(i) Tighten the two hand knobs to hold the stenciled plate to the studs on the side strut support assembly [97].

(j) Tighten the nut that holds the side strut attach assembly [94] to the lower side strut attach point.

(k) Tighten the two adjustable handles to hold the adjustable square support tube of the side strut support assembly [97].

SUBTASK 32-11-00-480-019

(2) Attach the dolly assembly [98] to the support assembly [96]:

NOTE: Make sure a minimum of two persons will do this task.

(a) Put the dolly assembly [98] in its position such that the boom arm [91] is on the forward side of the main landing gear [93] and the legs are in center with the main landing gear [93].

(b) Use the manual valve on the hydraulic pump to lift or lower the boom arm [91] until you can connect the lift links [95] to the support assembly [96].

(c) Connect the lift links [95] to the support assembly [96].

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(d) Install the pins to hold the lift links [95] to the support assembly [96].

(e) Connect the winch assembly [99] to the support assembly [96] with the snapper pin.

SUBTASK 32-11-00-480-020

(3) Make sure the airplane is lifted with the jacks (AMM TASK 07-11-01-580-815) and the lower surface of the housing, for the forward trunnion bearing pin [29], measures 97 ±2 in. (246 ±5 cm) above the ground (Figure 3, View A).

NOTE: Make sure to keep the airplane level.

SUBTASK 32-11-00-580-003

(4) Use the boom arm [91] to lift the main landing gear [93], such that the transportation support assembly and the aft tire support assembly can be removed from the dolly assembly [98].

SUBTASK 32-11-00-980-001

(5) From the aft side, carefully move the dolly assembly [98] with main landing gear [93] forward below the wing and put it in its position below the wheel well area.

(a) Move the dolly assembly [98] such that the axis of the forward trunnion bearing pin [29] will be perpendicular to the housing assembly and the rear spar.

SUBTASK 32-11-00-020-027

WARNING: MAKE SURE THE HYDRAULIC PRESSURE IS BELOW 5000 PSIG (34,474 KPA) WHEN YOU CONNECT THE FORWARD TRUNNION TO THE FORWARD TRUNNION BEARING PIN. IF THE HYDRAULIC PRESSURE IS 5000 PSIG (34,474 KPA) OR HIGHER, A BINDING CONDITION OCCURS. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(6) Do these steps to connect the forward trunnion:

(a) Lift the main landing gear [93] with the boom arm [91] and the winch assembly [99], such that the forward trunnion and the forward trunnion bearing pin [29] are aligned.

1) Remove the transportation support assembly and the aft tire support assembly from the dolly assembly [98].

(b) Attach the outer cylinder strap assembly to the hoist ring on the end of the boom arm [91] and around the outer cylinder at the aft trunnion.

(c) Remove the tension from the strap.

(d) Use the pry lever bar to remove the load off of the caster wheels one at a time.

(e) Use the lever bar assemblies to turn all the caster wheels parallel to the dolly assembly [98] legs, such that the forward trunnion can be inserted straight onto the forward trunnion bearing pin [29].

NOTE: Make sure the swivel locks on the caster wheels are not locked.

(f) Make sure the forward trunnion stays aligned with the forward trunnion bearing pin [29] and lock the swivel locks.

(g) Put chocks on all caster wheels but put the forward chock approximately 2 in. (5 cm) forward of the double wheel caster.

(h) Put the fork end of the lever bar assemblies on the rectangular tubing above the single wheel casters.

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(i) Use the lever bar assemblies to slowly push the dolly assembly [98] forward.

NOTE: Make sure the aft trunnion will clear the lower trailing edge panel seals when you do this task. Also, make sure the chocks are in contact with the single wheel casters to prevent the movement of the dolly assembly [98].

(j) Slowly lift the aft end of the main landing gear [93] with the winch assembly [99] and lifting the boom arm [91] at the same time while you continue to push the dolly assembly [98] forward.

NOTE: Use the manual valve on the hydraulic pump to lift the boom arm [91]. Tighten the outer cylinder strap if necessary to remove the tension, such that the forward trunnion will not come off of the forward trunnion bearing pin [29].

(k) Continue the movement of the dolly assembly [98] until the forward trunnion is fully inserted onto the forward trunnion bearing pin [29].

SUBTASK 32-11-00-210-004

(7) Visually examine the protective coating on the transition radius of the forward trunnion pin for chipping, cracks, or corrosion.

(a) If the transition radius is damaged the replace the trunnion pin. These are the tasks:

- Main Landing Gear Forward Trunnion Bearing Assembly Removal, TASK 32-11-83-000-801
- Main Landing Gear Forward Trunnion Bearing Assembly Installation, TASK 32-11-83-400-801

SUBTASK 32-11-00-620-004

WARNING: USE NITRILE GLOVES FOR SKIN PROTECTION AGAINST CORROSION INHIBITING COMPOUND, G50136. IF CORROSION INHIBITING COMPOUND, G50136 GETS ON YOUR SKIN, IMMEDIATELY REMOVE IT WITH WATER. IF THIS MATERIAL GETS IN YOUR EYES, IMMEDIATELY FLUSH YOUR EYES WITH WATER AND GET MEDICAL AID. THIS MATERIAL CONTAINS VERY POISONOUS AND FLAMMABLE AGENTS WHICH CAN CAUSE INJURIES TO PERSONS.

CAUTION: DO NOT APPLY CORROSION-INHIBITING COMPOUND ON GREASE JOINTS, OR SEALED BEARINGS. THESE COMPOUNDS REMOVE GREASE AND OTHER LUBRICANTS. THEY ARE PENETRATING COMPOUNDS. THEY WILL MOVE AROUND THE SEALS AND INTO THE BEARINGS. THIS WILL CAUSE DAMAGE TO THE BEARINGS, AND JOINTS.

(8) Apply a thin layer of the corrosion inhibiting compound, G50136 (preferred) or Mastinox 6856 K, C50056 (optional) to these items:

(a) The shank, thread, and thread relief of the forward trunnion cross bolt [28]

(b) The thread of the nut [25]

(c) The spline, and face of the washer [26]

(d) The pin [24].

SUBTASK 32-11-00-160-005

(9) Remove all unwanted corrosion inhibiting compound, G50136.

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SUBTASK 32-11-00-420-029

(10) Do these steps to install the forward trunnion cross bolt [28]:

(a) Install the thread protector, SPL-1365 or thread protector, SPL-14024 on the forward trunnion cross bolt [28].

(b) Put the forward trunnion cross bolt [28] through the door actuator bracket [27], forward trunnion, and the forward trunnion bearing pin [29].

(c) Remove the thread protector, SPL-1365 or thread protector, SPL-14024 from the forward trunnion cross bolt [28].

(d) Install the washer [26] and the nut [25] on the forward trunnion cross bolt [28].

(e) Tighten the nut [25] to 21 ft-lb (28 N·m) – 25 ft-lb (34 N·m) plus the run-on torque.

1) Use the wrench adapter, SPL-14022 or the wrench adapter, SPL-14023 to hold the head of the forward trunnion cross bolt [28].

(f) Install the pin [24] in the forward trunnion cross bolt [28]. If it is necessary, loosen the nut [25] to the nearest castellation to align the holes for the pin [24].

SUBTASK 32-11-00-080-011

(11) Remove the outer cylinder strap assembly from the hoist ring and the outer cylinder.

SUBTASK 32-11-00-420-022

WARNING: MAKE SURE THE HYDRAULIC PRESSURE IS BELOW 5000 PSIG (34,474 KPA) WHEN YOU OPERATE THE DOLLY ASSEMBLY AND TO LIFT THE AFT TRUNNION INTO ITS POSITION. IF THE HYDRAULIC PRESSURE IS 5000 PSIG (34,474 KPA) OR HIGHER WHEN YOU DO THIS, A BINDING CONDITION OCCURS. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(12) Operate the dolly assembly [98] to put the aft trunnion in its position:

NOTE: The main landing gear [93] installation path is done with the forward trunnion bearing pin [29] attached to the forward trunnion. This installation path is a combination of moving the aft trunnion inboard, lifting the aft trunnion, and moving the aft trunnion outboard as the main landing gear pivots about the forward trunnion bearing pin.

(a) Make sure to lock the caster wheels when the main landing gear [93] pivots about the forward trunnion bearing pin [29] as follows;

1) Use the pry lever bar to remove the load off of the caster wheels one at a time.

2) Lock the single wheel casters perpendicular to the forward trunnion pivot axis approximately 38 degrees, and 90 degrees for the double wheel caster.

(b) Put the fork end of the lever bar assemblies on the rectangular tubing above the single wheel casters.

(c) Do a check to make sure the locks for the caster wheels are released.

(d) Hold the lever bar assemblies to slowly push the aft end of the dolly assembly [98] inboard, such that the aft trunnion will clear the main landing gear beam lower flange, lower trailing edge panel seals, and the seal support beam when the aft trunnion is lifted.

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(e) If it is necessary, use the lever bar assemblies and the pry lever bar to put the caster wheels parallel to the legs of the dolly assembly [98].

(f) Lock the caster wheels.

(g) Lift and move the aft trunnion outboard at the same time while you clear the main landing gear [93] from the main landing gear beam as follows;

1) Release the tension on the winch assembly [99].

2) Use the manual valve on the hydraulic pump to lift the boom arm [91].

(h) Put the aft trunnion in its position directly below the aft trunnion bearing.

1) If the forward tire support assembly is on the way of the tires, remove it.

(i) Put chocks on all the casters.

(j) Continue to slowly lift the aft trunnion of the main landing gear [93] until the aft trunnion and the aft trunnion bearing are aligned.

NOTE: Make sure the chock is in contact with the double wheel caster to prevent the forward movement of the dolly assembly [98].

SUBTASK 32-11-00-080-006

(13) Remove the two tie wraps that hold the aft trunnion pin [19].

SUBTASK 32-11-00-080-007

(14) Remove the protective tape from the outer edge of the aft trunnion.

SUBTASK 32-11-00-640-002

(15) Lubricate the chrome plated surfaces of the aft trunnion pin [19] with grease, D00633.

SUBTASK 32-11-00-160-001

(16) Remove all unwanted grease, D00633.

SUBTASK 32-11-00-620-001

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CAUTION: DO NOT APPLY CORROSION-INHIBITING COMPOUND ON GREASE JOINTS, OR SEALED BEARINGS. THESE COMPOUNDS REMOVE GREASE AND OTHER LUBRICANTS. THEY ARE PENETRATING COMPOUNDS. THEY WILL MOVE AROUND THE SEALS AND INTO THE BEARINGS. THIS WILL CAUSE DAMAGE TO THE BEARINGS, AND JOINTS.

(17) Apply a thin layer of corrosion inhibiting compound, G50136 (preferred) or Mastinox 6856 K, C50056 (optional) to these items:

(a) The shank, thread, and thread relief of the aft trunnion bolt [23]

(b) The thread of the nut [21]

(c) The spline, and face of the washer [22]

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(d) The pin [20].

SUBTASK 32-11-00-160-002

(18) Remove all unwanted corrosion inhibiting compound, G50136.

SUBTASK 32-11-00-420-007

(19) Connect the aft trunnion:

(a) Put a flashlight, or other bright lights, at the top of the main landing gear [93] and shine them back past the aft trunnion.

(b) Look through the aft trunnion pin access hole so you can see the aft trunnion pin [19] through the aft trunnion bearing.

(c) Move the dolly assembly [98] from side to side or lift and lower it until you can see equal amounts of light all the way around the aft trunnion pin [19] through the aft trunnion bearing.

NOTE: When you have the aft trunnion pin [19] and the aft trunnion bearing correctly aligned, the aft trunnion pin will install very easily.

(d) Use the aft trunnion equipment, SPL-1862 to pull the aft trunnion pin [19] from the aft trunnion:

1) Put the pull adapter [74] through the pin access hole in the main landing gear beam [30].

2) Attach the pull adapter [74] to the aft trunnion pin [19].

3) Pull the slide hammer [72] until the aft trunnion pin [19] is out of the aft trunnion bearing such that the aft trunnion will connect to the main landing gear beam.

(e) Move the aft trunnion bearing until it is in line with the aft trunnion pin [19].

(f) If it is necessary, use the aft trunnion equipment, SPL-1862 to turn the aft trunnion pin [19] clockwise until the holes for the aft trunnion bolt [23] are aligned.

(g) Install the thread protector, SPL-1366 on the aft trunnion cross bolt [23].

(h) Put the aft trunnion cross bolt [23] through the aft trunnion and the aft trunnion pin [19].

(i) Remove the thread protector, SPL-1366 from the aft trunnion cross bolt [23].

(j) Install the washer [22], and the nut [21] on the aft trunnion cross bolt [23].

(k) Tighten the nut [21] to 160 in-lb (18 N·m) – 190 in-lb (21 N·m) plus the run-on torque.

NOTE: Use long wrench with narrow body, ratchet wrench or crowfoot with 4 inches extension to tighten the nut.

1) Use the wrench adapter, SPL-14021 to hold the head of the aft trunnion cross bolt [23].

(l) Install the cotter pin [20] in the aft trunnion cross bolt [23]. If it is necessary, loosen the nut [21] to the nearest castellation to align the holes for the pin [20].

SUBTASK 32-11-00-080-004

(20) Remove the main landing gear fixture, SPL-1869 from the main landing gear [93].

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SUBTASK 32-11-00-080-008

(21) Remove the protector assembly.

SUBTASK 32-11-00-210-005

(22) Visually examine the protective coating on the transition radius of the forward trunnion pin for chipping, cracks, or corrosion.

(a) If the transition radius is damaged then replace the trunnion pin. These are the tasks:

- Main Landing Gear Forward Trunnion Bearing Assembly Removal, TASK 32-11-83-000-801
- Main Landing Gear Forward Trunnion Bearing Assembly Installation, TASK 32-11-83-400-801

SUBTASK 32-11-00-420-030

(23) Install the forward trunnion seal [63], support ring assembly [62] and the retaining ring [61] on the forward trunnion bearing pin [29] (Figure 1, View B-B).

SUBTASK 32-11-00-080-009

(24) Remove retention strap, SPL-1871 from the main landing gear [93].

SUBTASK 32-11-00-212-001

(25) Before you connect the electrical connector, examine the connector for corrosion.

WARNING: DO THE STEPS BELOW IF THE AIRPLANE OPERATES WHERE DEICING FLUID THAT CONTAINS POTASSIUM FORMATE OR POTASSIUM ACETATE IS USED. ALSO, DO THE STEPS FOR ALL AIRPLANES THAT YOU FOUND CORROSION IN THE ELECTRICAL CONNECTORS IN THE MAIN WHEEL WELL. THE ELECTRICAL CONNECTORS ARE IN A SYSTEM THAT IS NECESSARY FOR SAFE FLIGHT.

(a) If there was corrosion, refer to (SWPM 20-60-03) to correct the problem.

(b) Apply the D5026NS or ZC-026 compound, G50171 to the connector (SWPM 20-60-03)

SUBTASK 32-11-00-420-008

(26) Do these steps to connect the electrical connector [13]:

(a) Attach the clamps [16] to the electrical connector [13].

(b) Install the screws [14], washers [15], and nuts [17] to the clamps [16] that hold the electrical connector [13] to the hose guide [18].

(c) Remove the cap from the electrical connector [13].

(d) Connect the electrical connector [13] to the electrical connector.

SUBTASK 32-11-00-420-009

(27) Do these steps to connect the electrical connector [11]:

(a) Put the electrical connector [11] through the hose guide [12].

(b) Attach the clamps [9] to the electrical connector [11].

(c) Install the screws [7], washers [8], and nuts [10] to the clamps [9] that hold the electrical connector [11] to the structure.

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(d) Remove the cap from the electrical connector [11].

(e) Connect the electrical connector [11] to the electrical connector.

SUBTASK 32-11-00-420-010

(28) Do these steps to connect the brake hose assembly [6] and shimmy damper hose assembly [114] FLEXIBLE HOSE - REMOVAL/INSTALLATION, AMM 20-10-52/401:

(a) Remove the caps from the brake hose assembly [6] and shimmy damper hose assembly [114].

(b) Remove the caps from the elbow [5].

(c) Connect the brake hose assembly [6] and shimmy damper hose assembly [114] to the elbow [5].

(d) Remove the tags from the brake hose assembly [6] and shimmy damper hose assembly [114].

SUBTASK 32-11-00-420-023

(29) Connect the disconnected end of the brake safety cable.

SUBTASK 32-11-00-100-001

(30) Clean the surfaces of these items that will attach the retract actuator [43] to the main gear trunnion:

(a) Attachment fitting on the main gear trunnion

(b) Actuator Attach Pin [50]

(c) Spacers [49]

(d) Washer [48]

(e) Nut [45]

(f) Cotter pin [41], nut [47], washer [46], and bolt [44].

SUBTASK 32-11-00-100-002

(31) Clean the surfaces of these items that will attach the walking beam [51] and the retract actuator [43] to the main gear trunnion:

(a) Attachment fitting on the main gear trunnion

(b) Walking beam attach pin [52]

(c) Washer [53]

(d) Nut [55]

(e) Cotter pin [41], nut [47], washer [46], and bolt [54].

SUBTASK 32-11-00-600-001

(32) Apply grease, D00633 to the chrome-plated surfaces of the pin [32], actuator attach pin [50], and the walking beam attach pin [52].

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SUBTASK 32-11-00-620-002

WARNING: USE NITRILE GLOVES FOR SKIN PROTECTION AGAINST CORROSION INHIBITING COMPOUND, G50136. IF CORROSION INHIBITING COMPOUND, G50136 GETS ON YOUR SKIN, IMMEDIATELY REMOVE IT WITH WATER. IF THIS MATERIAL GETS IN YOUR EYES, IMMEDIATELY FLUSH YOUR EYES WITH WATER AND GET MEDICAL AID. THIS MATERIAL CONTAINS VERY POISONOUS AND FLAMMABLE AGENTS WHICH CAN CAUSE INJURIES TO PERSONS.

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(33) Apply a thin layer of corrosion inhibiting compound, G50136 (preferred) or Mastinox 6856 K, C50056 (optional) to these items:

NOTE: Do not apply corrosion preventive compound to the chrome plated surfaces.

(a) The threads and thread reliefs on the actuator attach pin [50], and the walking beam attach pin [52]

(b) The threads and thread reliefs of the bolts [44, 54]

(c) The threads and thread reliefs of the nuts [45, 47, 55]

(d) The faces of the washer [46, 48, 53]

(e) The cotter pins [41].

SUBTASK 32-11-00-160-003

(34) Remove all unwanted corrosion inhibiting compound, G50136.

SUBTASK 32-11-00-080-010

(35) Remove the rope that holds the disconnected ends of the walking beam [51] and the retract actuator [43].

SUBTASK 32-11-00-010-005

(36) Remove the clamps for the electrical conduit on the inboard side of the nut [45] and move the conduit to get clearance to tighten the nut [45].

SUBTASK 32-11-00-420-024

(37) Do these steps to connect the retract actuator [43] to the main gear trunnion:

(a) Put the retract actuator [43] in its position for connection to the main gear trunnion.

(b) Install the thread protector, SPL-1372 on the actuator attach pin [50].

(c) Put the actuator attach pin [50] through the retract actuator [43], spacers [49] and the main gear trunnion.

(d) Remove the thread protector, SPL-1372 from the actuator attach pin [50].

(e) Install the washer [48] and the nut [45] on the actuator attach pin [50].

(f) Use the wrench adapter assembly, SPL-1363 to hold the head of the actuator attach pin [50].

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(g) Tighten the nut [45] to 95 ft-lb (129 N·m) – 115 ft-lb (156 N·m) plus the run-on torque.

(h) If it is necessary, loosen the nut [45] to the nearest castellation to align the holes for the bolt [44].

(i) Remove the wrench adapter assembly, SPL-1363 from the actuator attach pin [50].

(j) Put the bolt [44] through the actuator attach pin [50].

(k) Install the washer [46] and the nut [47] on the actuator attach pin [50].

(l) Tighten the nut [47] to 20 in-lb (2 N·m) to 24 in-lb (3 N·m) plus the run-on torque.

(m) If it is necessary, loosen the nut [47] to the nearest castellation to align the holes for the cotter pin [41].

(n) Install the cotter pin [41] in the bolt [44].

SUBTASK 32-11-00-410-003

(38) Put the electrical conduit back in its position and install the clamps.

SUBTASK 32-11-00-420-025

(39) Do these steps to connect the walking beam [51] to the main gear trunnion:

(a) Put the walking beam [51] in its position for the connection to the main gear trunnion.

(b) Install the thread protector, SPL-1371 on the walking beam attach pin [52].

(c) Put the walking beam attach pin [52] through the walking beam [51], and the main gear trunnion.

(d) Remove the thread protector, SPL-1371 from the walking beam attach pin [52].

(e) Install the washer [53] and the nut [55] on the walking beam attach pin [52].

(f) Install the wrench adapter assembly, SPL-1362 to hold the head of the walking beam attach pin [52].

(g) Tighten the nut [55] to 170 ft-lb (230 N·m) to 200 ft-lb (271 N·m) plus the run-on torque.

(h) If it is necessary, loosen the nut [55] to the nearest castellation to align the holes for the bolt [54].

(i) Remove the wrench adapter assembly, SPL-1362 from the walking beam attach pin [52].

(j) Put the bolt [54] through the walking beam attach pin [52].

(k) Install the washer [46] and the nut [47] on the walking beam attach pin [52].

(l) Tighten the nut [47] to 20 in-lb (2 N·m) to 24 in-lb (3 N·m) plus the run-on torque.

(m) If it is necessary, loosen the nut [47] to the nearest castellation to align the holes for the pin [41].

(n) Install the pin [41] in the bolt [54].

SUBTASK 32-11-00-420-026

(40) Install the nuts [37], washers [35, 36] and bolts [34] to connect the turnbuckle [38] to the bracket.

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SUBTASK 32-11-00-620-003

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(41) Apply a thin layer of the corrosion inhibiting compound, G50136 (preferred) or Mastinox 6856 K, C50056 (optional) to these items:

NOTE: Do not apply corrosion preventive compound to the chrome plated surfaces.

(a) The threads and thread reliefs of the crossbolt [31]

(b) The threads of the nut [40]

(c) The faces of the washer [39].

SUBTASK 32-11-00-640-003

(42) Apply grease, D00633 to the chrome plated surfaces of the trunnion pin [32] and the end cap [42].

SUBTASK 32-11-00-160-004

(43) Remove all unwanted corrosion inhibiting compound, G50136 and grease, D00633.

SUBTASK 32-11-00-420-027

(44) Do these steps to connect the reaction link assembly [30] to the trunnion [33]:

(a) Put the outboard end of the reaction link assembly [30] in its position for attachment to the trunnion [33].

(b) Put the trunnion pin [32] through the reaction link assembly [30] and the trunnion [33].

(c) Install the end cap [42] on the trunnion pin [32].

(d) Put the cross bolt [31] through the trunnion pin [32] and the end cap [42].

(e) Install the washer [39] and the nut [40] on the cross bolt [31].

(f) Tighten the nut [40] to 20 in-lb (2 N·m) – 24 in-lb (3 N·m) plus the run-on torque.

(g) If it is necessary, loosen the nut [40] to the nearest castellation to align the holes for the cotter pin [41].

(h) Install the cotter pin [41] in the crossbolt [31].

SUBTASK 32-11-00-420-019

(45) Do this task: Main Landing Gear Lower Side Strut Installation, AMM TASK 32-11-61-400-802.

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SUBTASK 32-11-00-200-001

WARNING: MAKE SURE THAT THE SYSTEM-TO-SYSTEM SEPARATIONS ARE CORRECT. SEPARATIONS THAT ARE NOT CORRECT COULD CAUSE UNWANTED CONDITIONS, WHICH COULD INCLUDE CHAFING, FIRE OR ELECTROMAGNETIC INTERFERENCE. THIS CAN CAUSE INJURIES TO PERSONNEL, OR CAN MAKE FLIGHT DANGEROUS, OR CAN CAUSE DAMAGE TO THE SYSTEMS.

(46) Make sure that there is a minimum distance of 0.13 in. (3.30 mm) between the wire bundles [111] and the hangar link [112], Figure 4.

SUBTASK 32-11-00-420-020

(47) Install the hose guide [18].

SUBTASK 32-11-00-410-002

(48) Install the applicable panel:

(a) For the left wing, do this step:

Close this access panel:

Number	Name/Location
551BT	Upper Inboard Fixed Trailing Edge, MLG Actuator Access Panel

(b) For the right wing, do this step:

Close this access panel:

Number	Name/Location
651BT	Upper Inboard Fixed Trailing Edge, MLG Actuator Access Panel

SUBTASK 32-11-00-420-031

(49) If you will install the right gear, connect the interlock valve cable of the ground spoiler, do this task: Ground Spoiler Interlock Valve Cable Installation, AMM TASK 27-62-51-400-801.

SUBTASK 32-11-00-420-013

(50) Do this task: Main Landing Gear Wing Door Installation, AMM TASK 32-13-21-420-801.

SUBTASK 32-11-00-420-028

(51) Do this task: Main Landing Gear Center Door Installation, AMM TASK 32-13-11-420-802.

SUBTASK 32-11-00-420-014

(52) Do this task: Main Landing Gear Inner Door Installation, AMM TASK 32-13-11-420-804.

SUBTASK 32-11-00-420-032

(53) Do this task: Main Landing Gear Brake Installation, AMM TASK 32-41-41-400-801.

SUBTASK 32-11-00-420-033

(54) Do this task: Main Landing Gear Wheel and Tire Assembly Installation, AMM TASK 32-45-11-400-801.

SUBTASK 32-11-00-410-001

(55) Install the applicable panel:

(a) For the left landing gear, do this step:

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Close these access panels:

Number	Name/Location
551BB	Lower Inboard Fixed Trailing Edge, Gear Adjustment Door
551CB	Lower Inboard Fixed Trailing Edge, Gear Access Panel

(b) For the right landing gear, do this step:

Close these access panels:

Number	Name/Location
651BB	Lower Inboard Fixed Trailing Edge, Gear Door Adjustment
651CB	Lower Inboard Fixed Trailing Edge, Gear Access Panel

(c) Close these access panels:

Number	Name/Location
551DB	Lower Inboard Fixed Trailing Edge, Lube Actuator & MLG Beam Outboard Attach Pin Access Panel
651DB	Lower Inboard Fixed Trailing Edge, Lube Actuator & MLG Beam Outboard Attach Pin Access Panel

C. Put the Airplane Back to Its Usual Condition

SUBTASK 32-11-00-080-013

(1) Remove the ground spoiler actuator lock set, SPL-1744.

SUBTASK 32-11-00-860-015

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

F/O Electrical System Panel, P6-3

Row	Col	Number	Name
A	16	C01345	LANDING GEAR AUTOBRAKE BITE CONT 2
A	18	C00583	LANDING GEAR AUTOBRAKE BITE CONT 1
B	16	C01346	LANDING GEAR PARKING BRAKE
B	17	C00129	LANDING GEAR LATCH & PRESS WARN
C	15	C01355	LANDING GEAR AIR/GND SYS 2
C	16	C01356	LANDING GEAR AIR/GND SYS 1
D	1	C01399	PSEU PRI
D	2	C01400	PSEU ALTN
D	15	C01401	LANDING GEAR AIR/GND RELAY
D	16	C01432	LANDING GEAR ALTN EXTEND SOL
E	16	C00196	LANDING GEAR ANTISKID INBD
E	18	C00195	LANDING GEAR ANTISKID OUTBD

SUBTASK 32-11-00-860-009

(3) Do this task: Trailing Edge Flap System Reactivation, AMM TASK 27-51-00-440-801.

SUBTASK 32-11-00-860-010

(4) Do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804.

SUBTASK 32-11-00-860-019

(5) Do this task: Put the Speed Brake Systems A and B Back to the Condition Before the Pressure Removal, AMM TASK 27-62-00-840-802.

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MECH	INSP

SUBTASK 32-11-00-860-020

WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF ALL CONTROL SURFACES BEFORE YOU SUPPLY HYDRAULIC POWER. AILERONS, RUDDERS, ELEVATORS, FLAPS, SLATS, SPOILERS, LANDING GEAR, AND THRUST REVERSERS CAN MOVE QUICKLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(6) Do this task: Speed Brake Hydraulic Systems A and B Pressurization, AMM TASK 27-62-00-800-801.

SUBTASK 32-11-00-860-021

(7) Move the speed brake lever to the DOWN position to lower the spoilers.

SUBTASK 32-11-00-820-001

(8) If you changed the length of one or more of the door rods, do the steps that follows:

(a) Adjust the shock strut doors of the main landing gear. To adjust them, do this task: Main Landing Gear Shock Strut Door Adjustment, AMM TASK 32-13-11-820-801.

(b) Adjust the outer door of the main landing gear. To adjust it, do this task: Main Landing Gear Wing Door Adjustment, AMM TASK 32-13-21-000-801.

SUBTASK 32-11-00-610-001

(9) Lubricate the main landing gear. To lubricate it, do this task: Main Landing Gear Upper End Components Servicing, AMM TASK 12-21-11-640-801 and, do this task: Main Landing Gear Lower End Components Servicing, AMM TASK 12-21-11-640-802.

SUBTASK 32-11-00-619-001

(10) To fully service the shock strut with the airplane on jacks, do these steps to service the shock strut with fluid:

NOTE: Hold the shock strut in a vertical position to do these steps.

(a) Make sure the shock strut is fully deflated, refer to service placard for the fully deflated dimension (Figure 14).

(b) Do the steps to “fill the shock strut with fluid” (AMM SUBTASK 12-15-31-600-001).

(c) Close the valves and install their caps.

SUBTASK 32-11-00-619-002

(11) To inflate the shock strut with the airplane on jacks, do these steps:

NOTE: To do these steps, you must have accomplished the steps to add fluid to the strut, at the start of this task.

(a) Install the tool, SPL-1521 on the gas valve

(b) Inflate the shock strut with nitrogen, G00018 until you reach the fully extended pressure, refer to the servicing placard for the correct pressure (Figure 14).

NOTE: If nitrogen is not available, you can use air, G02314, as an alternative, to inflate the shock strut.

(c) Remove the tool, SPL-1521 and install the cap on the gas valve.

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SUBTASK 32-11-00-619-003

(12) If you did not do the steps to service the strut with fluid, at the start of this task, then you must do this task Main Landing Gear Shock Strut Servicing, Airplane on the Ground, AMM TASK 12-15-31-610-802

SUBTASK 32-11-00-080-002

(13) If the downlock pins are installed on all the landing gear, do this task: Landing Gear Downlock Pins Removal, AMM TASK 32-00-01-080-801.

SUBTASK 32-11-00-710-002

(14) Do this task: Main Landing Gear Operational Test, AMM TASK 32-32-00-710-801.

NOTE: It is optional to perform the Main Landing Gear Test - Component Replacement, AMM TASK 32-32-00-710-802 instead of the operational test if a hydraulic cart is not available.

SUBTASK 32-11-00-710-003

(15) Do this task: Main Gear Manual Extension System Test - Airplane on Jacks, AMM TASK 32-34-00-730-801.

SUBTASK 32-11-00-480-003

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

(16) If the downlock pins are not installed on all the landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801

SUBTASK 32-11-00-580-001

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

SUBTASK 32-11-00-860-011

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

SUBTASK 32-11-00-870-001

(19) Bleed the brake hydraulic system:

(a) To bleed the brake hydraulic system, do this task: Normal (System B) Hydraulic Brake System - Bleeding, AMM TASK 32-41-00-870-802.

SUBTASK 32-11-00-790-001

(20) Examine the connections of the hydraulic brake line for leakage.

SUBTASK 32-11-00-870-003

(21) Bleed the shimmy damper:

(a) To bleed the shimmy damper, do this task: Hydraulic Shimmy Damper - Bleeding, AMM TASK 32-11-81-870-801.

SUBTASK 32-11-00-790-002

(22) Examine the connections of the shimmy damper for leakage.

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-02-01

MECH	INSP

SUBTASK 32-11-00-710-001

(23) Do a test of the operation of the antiskid transducer. Do this task: Transducer Operational Test, AMM TASK 32-42-00-710-802.

SUBTASK 32-11-00-860-012

(24) Set the parking brakes.

SUBTASK 32-11-00-610-002

(25) Check the pressure and extension of the shock strut:

(a) Measure the pressure and extension of the shock strut

(b) Make sure the pressure you measure is still correct for the extension of the shock strut (Figure 14).

(c) If the pressure is not correct for the extension of the shock strut, then the shock strut does not have the proper amount of fluid and you must fully service the shock strut (Main Landing Gear Shock Strut Servicing, Airplane on the Ground, AMM TASK 12-15-31-610-802).

SUBTASK 32-11-00-860-013

(26) If electrical power is not necessary, do this task: Remove External Power, AMM TASK 24-22-00-860-814.

END OF TASK

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-02-01

LEFT MAIN LANDING GEAR
(RIGHT MAIN LANDING GEAR IS EQUIVALENT)

SHOCK STRUT INFLATION VALVE

A

G02335 S0006574755_V2

Main Landing Gear Installation
Figure 1 (Sheet 1 of 6)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-02-01

HYDRAULIC LINES AND ELECTRICAL CONNECTORS

B

G02341 S0006574756_V3

Main Landing Gear Installation
Figure 1 (Sheet 2 of 6)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-02-01

ELECTRICAL CONNECTOR AND TRUNNION SUPPORTS

C

G02347 S0006574757_V3

Main Landing Gear Installation
Figure 1 (Sheet 3 of 6)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-02-01

AFT TRUNNION BOLT

A-A

FORWARD TRUNNION CROSS BOLT

B-B

G03697 S0006574758_V5

Main Landing Gear Installation
Figure 1 (Sheet 4 of 6)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-02-01

SIDE STRUT REACTION LINK CONNECTION

D

ACTUATOR TRUNNION CONNECTION

F

H16492 S0006574759_V4

Main Landing Gear Installation
Figure 1 (Sheet 5 of 6)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-02-01

Main Landing Gear Installation
Figure 1 (Sheet 6 of 6)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-02-01

H12359 S0006574761_V3

Main Landing Gear Trunnion Pin Puller Equipment
Figure 2

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-02-01

H12367 S0006574762_V4

Main Landing Gear Support Equipment
Figure 3

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-02-01

1652502 S0000301425_V2

Main Landing Gear Clearance Requirements
Figure 4

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-02-01

LEFT MAIN LANDING GEAR
(RIGHT MAIN LANDING GEAR IS EQUIVALENT)

G18251 S0006574817_V2

Main Landing Gear Side Strut Installation
Figure 5 (Sheet 1 of 3)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-02-01

G18262 S0006574818_V2

Main Landing Gear Side Strut Installation
Figure 5 (Sheet 2 of 3)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-02-01

1 BE SURE THAT THE BOLT HEAD POINTS INBOARD.

G18265 S0006574819_V3

Main Landing Gear Side Strut Installation
Figure 5 (Sheet 3 of 3)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-02-01

LEFT MAIN LANDING GEAR
(RIGHT MAIN LANDING GEAR IS OPPOSITE)

F83313 S0006574904_V2

Main Landing Downlock Strut Installation
Figure 6 (Sheet 1 of 3)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-02-01

B

C

F83320 S0006574905_V3

Main Landing Downlock Strut Installation
Figure 6 (Sheet 2 of 3)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-02-01

F83382 S0006574906_V2

Main Landing Downlock Strut Installation
Figure 6 (Sheet 3 of 3)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-02-01

F73141 S0006574831_V2

Main Landing Gear Reaction Link Assembly Installation
Figure 7 (Sheet 1 of 6)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-02-01

F73204 S0006574832_V2

Main Landing Gear Reaction Link Assembly Installation
Figure 7 (Sheet 2 of 6)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-02-01

F73567 S0006574833_V2

Main Landing Gear Reaction Link Assembly Installation
Figure 7 (Sheet 3 of 6)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-02-01

Main Landing Gear Reaction Link Assembly Installation
Figure 7 (Sheet 4 of 6)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-02-01

F78615 S0006574835_V2

Main Landing Gear Reaction Link Assembly Installation
Figure 7 (Sheet 5 of 6)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-02-01

HANGER LINK ASSEMBLY

J

W03590 S0006574836_V3

Main Landing Gear Reaction Link Assembly Installation
Figure 7 (Sheet 6 of 6)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-02-01

MAIN LANDING GEAR ACTUATOR (ACCESS PANEL, OUTER WING DOOR, AND SHOCK STRUT DOOR REMOVED)

A

G20713 S0006575180_V2

Main Gear Actuator Assembly Installation
Figure 8 (Sheet 1 of 5)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-02-01

MAIN LANDING GEAR ACTUATOR
(ACCESS PANEL REMOVED AND RETRACT ACTUATOR HOIST TOOL INSTALLED)

1 USE FASTENER LOCATIONS NUMBERS 9 AND 11 FOR THE AFT OUTBOARD LEG OF THE HOIST EQUIPMENT.

B

G20722 S0006575181_V2

Main Gear Actuator Assembly Installation
Figure 8 (Sheet 2 of 5)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-02-01

Main Gear Actuator Assembly Installation
Figure 8 (Sheet 3 of 5)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-02-01

G20769 S0006575183_V2

Main Gear Actuator Assembly Installation
Figure 8 (Sheet 4 of 5)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-02-01

G21285 S0006575184_V3

Main Gear Actuator Assembly Installation
Figure 8 (Sheet 5 of 5)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-02-01

Main Landing Gear Forward Trunnion Bearing Assembly Installation
Figure 9

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-02-01

LEFT MAIN LANDING GEAR
(RIGHT MAIN LANDING GEAR IS EQUIVALENT)

A

H86809 S0006581532_V2

Forward Trunnion Housing Assembly Installation
Figure 10 (Sheet 1 of 2)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-02-01

Forward Trunnion Housing Assembly Installation
Figure 10 (Sheet 2 of 2)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-02-01

LEFT MAIN LANDING GEAR
(RIGHT MAIN LANDING GEAR IS EQUIVALENT)

A

K22407 S0006581544_V2

MLG Aft Trunnion Bearing Assembly Installation
Figure 11 (Sheet 1 of 2)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-02-01

AFT TRUNNION BEARING ASSEMBLY

B

K22428 S0006581545_V2

MLG Aft Trunnion Bearing Assembly Installation
Figure 11 (Sheet 2 of 2)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-02-01

MAIN LANDING GEAR WHEEL WELL
(LEFT SIDE IS SHOWN, RIGHT SIDE IS EQUIVALENT)

A

G08467 S0006575202_V2

Main Landing Gear Uplock Assembly Installation
Figure 12 (Sheet 1 of 3)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-02-01

G08168 S0006575203_V4

Main Landing Gear Uplock Assembly Installation
Figure 12 (Sheet 2 of 3)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-02-01

C

D79047 S0000164792_V2

Main Landing Gear Uplock Assembly Installation
Figure 12 (Sheet 3 of 3)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-02-01

MAIN LANDING GEAR WHEEL WELL
(LEFT SIDE IS SHOWN, RIGHT SIDE IS EQUIVALENT)

A

M50911 S0006575204_V2

Main Landing Gear Uplock Assembly Adjustment
Figure 13 (Sheet 1 of 3)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-02-01

B

M50919 S0006575205_V3

Main Landing Gear Uplock Assembly Adjustment
Figure 13 (Sheet 2 of 3)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-02-01

C

M51017 S0006575206_V2

Main Landing Gear Uplock Assembly Adjustment
Figure 13 (Sheet 3 of 3)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-040-02-01

B

F84899 S0006561283_V3

Main Landing Gear Shock Strut Servicing Chart
Figure 14

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AIRLINE CARD NO		TITLE			BOEING CARD NO.
		LEFT MAIN LANDING GEAR DISCARD			32-050-01-01
DATE	TASK REPLACE				RELATED CARD
TAIL NUMBER	WORK AREA L MAIN GEAR	VERSION 1.1	THRESHOLD 75000 FC	REPEAT 75000 FC	APPLICABILITY AIRPLANE: ALL ENGINE: ALL
STATION	SKILL AIRPL				
		ACCESS 551BB 551BT 551DB 551DT 551EB 551ET 551FB			ZONE 734 744

Discard the left main landing gear life limited parts.

A. References

Reference	Title
AMM 07-11-01-580-815	Lift the Airplane with the Jacks (P/B 201)
AMM 07-11-01-580-816	Lower the Airplane Off the Jacks (P/B 201)
AMM 12-15-31-610-802	Main Landing Gear Shock Strut Servicing, Airplane on the Ground (P/B 301)
AMM 12-21-11-640-801	Main Landing Gear Upper End Components Servicing (P/B 301)
AMM 12-21-11-640-802	Main Landing Gear Lower End Components Servicing (P/B 301)
AMM 20-10-52 P/B 401	FLEXIBLE HOSE - REMOVAL/INSTALLATION
AMM 24-22-00-860-811	Supply Electrical Power (P/B 201)
AMM 24-22-00-860-814	Remove External Power (P/B 201)
AMM 27-51-00-040-801	Trailing Edge Flap System Deactivation (P/B 201)
AMM 27-51-00-440-801	Trailing Edge Flap System Reactivation (P/B 201)
AMM 27-51-00-860-803	Extend the Trailing Edge Flaps (P/B 201)
AMM 27-51-00-860-804	Retract the Trailing Edge Flaps (P/B 201)
AMM 27-62-00-800-801	Speed Brake Hydraulic Systems A and B Pressurization (P/B 201)
AMM 27-62-00-840-802	Put the Speed Brake Systems A and B Back to the Condition Before the Pressure Removal (P/B 201)
AMM 27-62-51-000-801	Ground Spoiler Interlock Valve Cable Removal (P/B 401)
AMM 27-62-51-400-801	Ground Spoiler Interlock Valve Cable Installation (P/B 401)
AMM 29-11-00-860-801	Hydraulic System A or B Pressurization (P/B 201)
AMM 29-11-00-860-805	Hydraulic System A or B Power Removal (P/B 201)
AMM 32-00-01-080-801	Landing Gear Downlock Pins Removal (P/B 201)
AMM 32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)
AMM 32-11-61-000-802	Main Landing Gear Lower Side Strut Removal (P/B 401)
AMM 32-11-61-400-802	Main Landing Gear Lower Side Strut Installation (P/B 401)
AMM 32-11-81-870-801	Hydraulic Shimmy Damper - Bleeding (P/B 401)
AMM 32-11-83-000-801	Main Landing Gear Forward Trunnion Bearing Assembly Removal (P/B 401)
AMM 32-11-83-400-801	Main Landing Gear Forward Trunnion Bearing Assembly Installation (P/B 401)
AMM 32-13-11-000-802	Main Landing Gear Center Door Removal (P/B 401)

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(Continued)

Reference	Title
AMM 32-13-11-000-804	Main Landing Gear Inner Door Removal (P/B 401)
AMM 32-13-11-420-802	Main Landing Gear Center Door Installation (P/B 401)
AMM 32-13-11-420-804	Main Landing Gear Inner Door Installation (P/B 401)
AMM 32-13-11-820-801	Main Landing Gear Shock Strut Door Adjustment (P/B 501)
AMM 32-13-21-000-801	Main Landing Gear Wing Door Adjustment (P/B 501)
AMM 32-13-21-000-802	Main Landing Gear Wing Door Removal (P/B 401)
AMM 32-13-21-420-801	Main Landing Gear Wing Door Installation (P/B 401)
AMM 32-32-00-710-801	Main Landing Gear Operational Test (P/B 501)
AMM 32-32-00-710-802	Main Landing Gear Test - Component Replacement (P/B 501)
AMM 32-34-00-730-801	Main Gear Manual Extension System Test - Airplane on Jacks (P/B 501)
AMM 32-41-00-870-802	Normal (System B) Hydraulic Brake System - Bleeding (P/B 201)
AMM 32-41-41-000-801	Main Landing Gear Brake Removal (P/B 401)
AMM 32-41-41-400-801	Main Landing Gear Brake Installation (P/B 401)
AMM 32-42-00-710-802	Transducer Operational Test (P/B 501)
AMM 32-45-11-000-801	Main Landing Gear Wheel and Tire Assembly Removal (P/B 401)
AMM 32-45-11-400-801	Main Landing Gear Wheel and Tire Assembly Installation (P/B 401)
AMM 57-15-00-200-802	Main Landing Gear Beam Hanger Link Free Play Check (P/B 601)
SWPM 20-60-03	Special Protection of Electrical Connectors

B. Consumable Materials

Reference	Description	Specification
C50056	Compound - Corrosion Inhibiting Material, Nondrying Resin Mix	BMS3-27
D00633	Grease - Aircraft General Purpose	BMS3-33
G00018	Nitrogen - Gaseous, Pressurizing, 99.5 Percent Pure	A-A-59503 Type I Grade B, MIL-PRF-27401 Type I Grade A
G02314	Air - Compressed, Breathing	BB-A-1034 Source I Grade A
G50136	Compound - Corrosion Inhibiting, Non-drying	BMS3-38
G50171	Compound - Corrosion Inhibiting Compound, Interior Application - D5026NS or ZC-026	

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-11076	Torque Wrench Adaptor Part #: C32013-1 Supplier: 81205
SPL-1362	Assembly - Wrench Adapter (C32029-6, Part of Kit C32029-38 or C32029-45) Part #: C32029-45 Supplier: 81205 Opt Part #: C32029-38 Supplier: 81205

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(Continued)

Reference	Description
SPL-1363	Assembly - Wrench Adapter (C32029-7, Part of Kit C32029-38 or C32029-45) Part #: C32029-45 Supplier: 81205 Opt Part #: C32029-38 Supplier: 81205
SPL-1365	Protector - Thread (C32029-9, Part of Kit C32029-38 or C32029-45) Part #: C32029-45 Supplier: 81205 Opt Part #: C32029-38 Supplier: 81205
SPL-1366	Protector - Thread (C32029-10, Part of Kit C32029-38 or C32029-45) Part #: C32029-45 Supplier: 81205 Opt Part #: C32029-38 Supplier: 81205
SPL-1367	Driver - Slug (C32029-11, Part of Kit C32029-38 or C32029-45) Part #: C32029-45 Supplier: 81205 Opt Part #: C32029-38 Supplier: 81205
SPL-1371	Protector - Thread (C32029-15, Part of Kit C32029-38 or C32029-45) Part #: C32029-45 Supplier: 81205 Opt Part #: C32029-38 Supplier: 81205
SPL-1372	Protector - Thread (C32029-16, Part of Kit C32029-38 or C32029-45) Part #: C32029-45 Supplier: 81205 Opt Part #: C32029-38 Supplier: 81205
SPL-14021	Assembly - Wrench Adapter (C32029-48 Part of Kit C32029-45) Part #: C32029-45 Supplier: 81205
SPL-14022	Assembly - Wrench Adapter (C32029-49 Part of Kit C32029-45) Part #: C32029-45 Supplier: 81205
SPL-14023	Assembly - Wrench Adapter (C32029-50 Part of Kit C32029-45) Part #: C32029-45 Supplier: 81205
SPL-14024	Equipment - Thread Protector (C32029-51 Part of Kit C32029-45) Part #: C32029-45 Supplier: 81205
SPL-1521	Tool - Strut Inflation, Landing Gear Part #: F70200-18 Supplier: 81205 Opt Part #: F70200-1 Supplier: 81205 Opt Part #: F70200-17 Supplier: 81205
SPL-1744	Set - Lock, Inboard Ground Spoiler Actuator (Contains 4 Lock Assemblies) Part #: C27046-13 Supplier: 81205 Opt Part #: C27046-1 Supplier: 81205
SPL-1862	Equipment - Removal/Installation, MLG Aft Trunnion Pin Part #: C32031-22 Supplier: 81205 Opt Part #: C32031-1 Supplier: 81205
SPL-1869	Fixture - Transportation, Main Landing Gear, Removal/Installation Part #: C32034-339 Supplier: 81205 Opt Part #: C32034-227 Supplier: 81205 Opt Part #: C32034-273 Supplier: 81205
SPL-1871	Strap - Retention, NLG/MLG Inner Cylinder Part #: C32030-10 Supplier: 81205

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TASK 32-11-00-000-801

1. Main Landing Gear Removal

(Figure 1, Figure 2, Figure 3)

A. Prepare for the Removal

SUBTASK 32-11-00-480-001

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

(1) If the downlock pins are not installed on all the landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

SUBTASK 32-11-00-860-016

(2) Do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811.

SUBTASK 32-11-00-860-001

(3) Extend the trailing edge flaps fully. To extend them, do this task: Extend the Trailing Edge Flaps, AMM TASK 27-51-00-860-803

NOTE: This step will provide access to the aft trunnion pin [19].

SUBTASK 32-11-00-860-002

(4) Do this task: Trailing Edge Flap System Deactivation, AMM TASK 27-51-00-040-801.

SUBTASK 32-11-00-860-017

(5) Put the SPOILER A and B switches to the OFF position to remove the hydraulic power from the flight spoilers.

NOTE: SPOILER A AND B switches are on the flight control panel (P5-3).

SUBTASK 32-11-00-860-018

(6) Put the speed brake lever in the UP position to lift the ground spoilers.

SUBTASK 32-11-00-480-021

(7) Install the set, SPL-1744 for the applicable ground spoiler.

SUBTASK 32-11-00-860-003

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

F/O Electrical System Panel, P6-3

Row	Col	Number	Name
A	16	C01345	LANDING GEAR AUTOBRAKE BITE CONT 2
A	18	C00583	LANDING GEAR AUTOBRAKE BITE CONT 1
B	16	C01346	LANDING GEAR PARKING BRAKE
B	17	C00129	LANDING GEAR LATCH & PRESS WARN
C	15	C01355	LANDING GEAR AIR/GND SYS 2
C	16	C01356	LANDING GEAR AIR/GND SYS 1
D	1	C01399	PSEU PRI
D	2	C01400	PSEU ALTN
D	15	C01401	LANDING GEAR AIR/GND RELAY

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(Continued)

F/O Electrical System Panel, P6-3

Row	Col	Number	Name
D	16	C01432	LANDING GEAR ALTN EXTEND SOL
E	16	C00196	LANDING GEAR ANTISKID INBD
E	18	C00195	LANDING GEAR ANTISKID OUTBD

SUBTASK 32-11-00-860-004

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

SUBTASK 32-11-00-860-005

(10) Push the brake pedals a minimum of twelve times to remove the pressure from the brake lines.

SUBTASK 32-11-00-020-001

WARNING: DO NOT REMOVE THE VALVE BODY UNTIL THE SHOCK STRUT IS FULLY DEFLATED. IF YOU REMOVE THE VALVE BODY WHEN THERE IS PRESSURE, THE PRESSURE CAN BLOW THE VALVE BODY OUT AND CAUSE INJURY TO PERSONS.

(11) Deflate the shock strut [1] for the two main landing gear fully:

NOTE: This task is necessary keep the airplane level when you do the subsequent steps.

(a) Remove the cap [4] for the air valve [2].

(b) Loosen the swivel nut [3] for a maximum of two turns.

NOTE: Fluid in the shock strut [1] will have bubbles when you release the pressure. Deflate the shock strut slowly to prevent the leakage of the fluid through the air valve [2].

(c) Loosen the swivel nut [3] fully when all of the pressure in the shock strut [1] is released.

NOTE: The shock strut [1] is fully deflated when the dimension from the lower surface of the outer cylinder to the upper surface of the axle clevis on the inner cylinder is 0.9 in. (2.3 cm).

SUBTASK 32-11-00-480-002

WARNING: DO AN INSPECTION OF THE STRAP FOR CORRECT INSTALLATION AND DAMAGE BEFORE YOU USE IT. INCORRECT INSTALLATION OR DAMAGE CAN CAUSE THE STRAP TO BREAK. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(12) Install the retention strap, SPL-1871 with the marker facing up, to hold the shock strut [1] in its compressed position.

NOTE: two straps are required to be used to hold the inner cylinder secure.

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SUBTASK 32-11-00-480-022

(13) Lift the airplane with the jacks until the tires are off of the ground, do this task: Lift the Airplane with the Jacks, AMM TASK 07-11-01-580-815.

NOTE: If the landing gear is not being replaced as a scheduled restoration task (MPD Item Number 32-040-01 or 32-040-02), the free play check is optional.

SUBTASK 32-11-00-200-002

(14) Do the Main Landing Gear Beam Hanger Link Free Play Check,AMM TASK 57-15-00-200-802.

SUBTASK 32-11-00-010-003

(15) Remove the applicable access panel:

(a) For the left landing gear, do this step:

Open these access panels:

Number	Name/Location
551BB	Lower Inboard Fixed Trailing Edge, Gear Adjustment Door
551CB	Lower Inboard Fixed Trailing Edge, Gear Access Panel

(b) For the right landing gear, do this step:

Open these access panels:

Number	Name/Location
651BB	Lower Inboard Fixed Trailing Edge, Gear Door Adjustment
651CB	Lower Inboard Fixed Trailing Edge, Gear Access Panel

(c) Open these access panels:

Number	Name/Location
551DB	Lower Inboard Fixed Trailing Edge, Lube Actuator & MLG Beam Outboard Attach Pin Access Panel
651DB	Lower Inboard Fixed Trailing Edge, Lube Actuator & MLG Beam Outboard Attach Pin Access Panel

SUBTASK 32-11-00-020-029

(16) Do this task: Main Landing Gear Wheel and Tire Assembly Removal, AMM TASK 32-45-11-000-801.

SUBTASK 32-11-00-020-030

(17) Do this task: Main Landing Gear Brake Removal, AMM TASK 32-41-41-000-801.

SUBTASK 32-11-00-020-002

(18) Do this task: Main Landing Gear Inner Door Removal, AMM TASK 32-13-11-000-804.

SUBTASK 32-11-00-020-018

(19) Do this task: Main Landing Gear Center Door Removal, AMM TASK 32-13-11-000-802.

SUBTASK 32-11-00-020-003

(20) Do this task: Main Landing Gear Wing Door Removal, AMM TASK 32-13-21-000-802.

SUBTASK 32-11-00-020-004

(21) Do this task: Main Landing Gear Lower Side Strut Removal, AMM TASK 32-11-61-000-802.

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SUBTASK 32-11-00-020-019

(22) Disconnect the reaction link assembly [30] from the outer cylinder trunnion [33]:

(a) Remove the cotter pin [41], nut [40] and washer [39] from the cross bolt [31].

(b) Remove the cross bolt [31] from the reaction link pin [32].

(c) Remove the end cap [42] from the reaction link pin [32].

(d) Use the slug driver, SPL-1367 to remove the reaction link pin [32] that holds the reaction link assembly [30] to the trunnion [33].

SUBTASK 32-11-00-020-020

(23) Remove the nuts [37], washers [35, 36] and bolts [34] to disconnect the turnbuckle [38] from the bracket.

SUBTASK 32-11-00-020-021

(24) Disconnect the retract actuator [43] from the main gear trunnion:

(a) Remove the cotter pin [41], nut [47], and the washer [46] from the safety bolt [44].

(b) Remove the bolt [44] from the actuator attach pin [50].

(c) Use the wrench adapter assembly, SPL-1363 to hold the head of the actuator attach pin [50].

(d) Remove the nut [45] and the washer [48] from the actuator attach pin [50].

(e) Remove the wrench adapter assembly, SPL-1363 from the head of the actuator attach pin [50].

(f) Install the thread protector, SPL-1372 on the actuator attach pin [50].

(g) Remove the actuator attach pin [50] to disconnect the retract actuator [43] from the main gear trunnion.

(h) Remove the thread protector, SPL-1372 from the actuator attach pin [50].

(i) Remove the spacers [49].

SUBTASK 32-11-00-020-022

(25) Disconnect the walking beam [51] from the main gear trunnion:

(a) Remove the cotter pin [41], nut [47] and the washer [46] from the safety bolt [54].

(b) Remove the safety bolt [54] from the walking beam attach pin [52].

(c) Use the wrench adapter assembly, SPL-1362 to hold the head of the walking beam attach pin [52].

(d) Remove the nut [55], and the washer [53].

(e) Remove the wrench adapter assembly, SPL-1362 from the head of the walking beam attach pin [52].

(f) Install the thread protector, SPL-1371 on the walking beam attach pin [52].

(g) Remove the walking beam attach pin [52] to disconnect the walking beam [51] from the main gear trunnion.

(h) Remove the thread protector, SPL-1371 from the walking beam attach pin [52].

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SUBTASK 32-11-00-480-008

(26) Use rope to hold the disconnected ends of the walking beam [51], and the retract actuator [43], such that the ends will be out of the way when you remove the main landing gear [93].

SUBTASK 32-11-00-010-004

(27) Remove the applicable access panel:

For the left wing, open this access panel:

Number	Name/Location
551BT	Upper Inboard Fixed Trailing Edge, MLG Actuator Access Panel

For the right wing, open this access panel:

Number	Name/Location
651BT	Upper Inboard Fixed Trailing Edge, MLG Actuator Access Panel

SUBTASK 32-11-00-020-017

(28) Remove the hose guide [18].

SUBTASK 32-11-00-020-006

(29) If you will remove the right gear, disconnect the interlock valve cable of the ground spoiler. To do this, do this task: Ground Spoiler Interlock Valve Cable Removal, AMM TASK 27-62-51-000-801.

B. Main Landing Gear Removal

SUBTASK 32-11-00-020-007

(1) Disconnect the brake hose assembly [6] and shimmy damper hose assembly [114] FLEXIBLE HOSE - REMOVAL/INSTALLATION, AMM 20-10-52/401:

(a) Put a tag to identify the brake hose assembly [6] and shimmy damper hose assembly [114] to prevent the crossing of the hoses during the installation.

(b) Disconnect the brake hose assembly [6] and shimmy damper hose assembly [114] from the elbow [5].

(c) Put plugs in the brake hose assembly [6] and shimmy damper hose assembly [114] .

(d) Put caps on the elbow [5].

(e) Move the brake hose assembly [6] and shimmy damper hose assembly [114] away from the work area.

SUBTASK 32-11-00-020-008

(2) Disconnect the electrical connector [11]:

(a) Remove the screws [7], washers [8], clamps [9], and nuts [10] that hold the electrical connector [11] to the structure.

(b) Disconnect the electrical connector [11] from the electrical connector.

(c) Put cap on the electrical connector [11].

(d) Pull the electrical connector [11] out of the hose guide [12].

(e) Wind the electrical connector [11] into loop.

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SUBTASK 32-11-00-020-009

(3) Disconnect the electrical connector [13]:

(a) Remove the screws [14], washers [15], clamps [16], and nuts [17] that hold the electrical connector [13] to the hose guide [18].

(b) Disconnect the electrical connector [13] from the electrical connector.

(c) Put cap on the electrical connector [13].

(d) Wind the electrical connector [13] into loop.

SUBTASK 32-11-00-020-025

(4) Remove the aft trunnion cross bolt [23]:

(a) Remove the cotter pin [20], nut [21], and washer [22] from the aft trunnion cross bolt [23].

1) Use wrench adapter, SPL-14021 to hold the head of the aft trunnion cross bolt [23].

(b) Install the thread protector, SPL-1366 on the aft trunnion cross bolt [23].

(c) Remove the aft trunnion cross bolt [23] to disconnect the aft trunnion pin [19] from the aft trunnion.

(d) Remove the thread protector, SPL-1366 from the aft trunnion cross bolt [23].

SUBTASK 32-11-00-020-024

(5) Remove the forward trunnion cross bolt [28]:

(a) Remove the cotter pin [24], nut [25], and washer [26] from the forward trunnion cross bolt [28].

1) Use the wrench adapter, SPL-14022 or the wrench adapter, SPL-14023 to hold the head of the forward trunnion cross bolt [28].

(b) Install the thread protector, SPL-1365 or thread protector, SPL-14024 on the forward trunnion cross bolt [28].

(c) Remove the forward trunnion cross bolt [28] to disconnect the forward trunnion from the forward trunnion bearing pin [29].

(d) Remove the thread protector, SPL-1365 or thread protector, SPL-14024 from the forward trunnion cross bolt [28].

SUBTASK 32-11-00-020-028

(6) Remove the retaining ring [61], support ring assembly [62] and the forward trunnion seal [63] from the forward trunnion bearing pin [29] (Figure 1, View B-B).

NOTE: Use the torque wrench adaptor, SPL-11076 to remove the retaining ring.

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SUBTASK 32-11-00-480-009

CAUTION: MAKE SURE THE FORWARD TRUNNION BEARING PIN DOES NOT MOVE ON THE PROTECTOR ASSEMBLY DURING THE REMOVAL OR INSTALLATION OF THE MAIN LANDING GEAR. IF THIS CONDITION OCCURS, IT CAN CAUSE DAMAGE TO THE PIN.

(7) Install the protector assembly, (C32034-228/-235) [92]. The protector assembly is part of this tool set fixture, SPL-1869. Do these steps to install the protector assembly:

NOTE: The protector assembly will prevent damage to the forward trunnion bearing pin during removal or installation of the main landing gear.

(a) Put the upper end of the protector assembly, (C32034-228/-235) [92] in the large clearance between the forward trunnion bearing pin [29] and the housing assembly.

(b) Attach the lower end of the protector assembly, (C32034-228/-235) [92] over the bottom of the housing assembly, such that you hear a click when you attach it.

SUBTASK 32-11-00-480-010

(8) Attach the support assembly, (C32034-212) [96] to the main landing gear [93]:

NOTE: Make sure that a minimum of two persons will do this task.

(a) Make sure the side strut attach assembly, (C32034-14) [94] is not attached to the support assembly, (C32034-212) [96] and the jackball pin is removed from the hole in the jackball fitting.

NOTE: The jackball fitting is located on the support assembly, (C32034-212) [96].

(b) Put the side strut attach assembly, (C32034-14) [94] into the lower side strut attach point on the main landing gear [93].

NOTE: Make sure the stenciled plate of the assembly is in vertical and in the up position.

1) Install the washer, and the nut finger tight on the threaded end of the side strut attach assembly, (C32034-14) [94].

(c) Put the support assembly, (C32034-212) [96] in its position on the aft side of the main landing gear [93].

NOTE: Make sure the jackball fitting on the support assembly is fully engaged on the jacking ball of the main landing gear.

(d) If it is necessary, align the holes in the support assembly, (C32034-212) [96] with the jacking ball hole for the installation of the jackball pin.

(e) Put the jackball pin through the jackball fitting and the jacking ball of the main landing gear [93].

(f) Install the lynch pin in the jackball pin.

(g) Loosen the nut that holds the side strut attach assembly, (C32034-14) [94] such that the stenciled plate can be attached to the studs on the side strut support assembly, (C32034-12) [97].

1) If it is necessary, adjust the adjustable square support tube of the side strut support assembly, (C32034-12) [97].

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(h) Tighten the two hand knobs to hold the stenciled plate to the studs on the side strut support assembly, (C32034-12) [97].

(i) Tighten the nut that holds the side strut attach assembly, (C32034-14) [94] to the lower side strut attach point.

SUBTASK 32-11-00-840-001

(9) Lift the airplane with the jacks (AMM TASK 07-11-01-580-815) until the lower surface of the housing assembly, for the forward trunnion bearing pin [29], is 97 ±2 in. (246 ±5 cm) above the ground Figure 1, View B-B).

NOTE: Make sure to keep the airplane level.

SUBTASK 32-11-00-480-011

(10) Attach the dolly assembly, (C32034-213) [98] to the support assembly, (C32034-212) [96]:

NOTE: A minimum of 2 person is necessary to do this task.

(a) If installed, remove the transportation support assembly and the aft tire support assembly from the dolly assembly, (C32034-213) [98].

(b) From the aft side, carefully move the dolly assembly, (C32034-213) [98] in the forward direction under the wing.

(c) Push the dolly assembly, (C32034-213) [98] aft such that the boom arm, (C32034-214) [91] points forward of the main landing gear [93] and the legs are parallel to the fuselage and in the center with the main landing gear [93].

(d) Lift or lower the boom arm, (C32034-214) [91] until you can connect the lift links, (C32034-34) [95] to the support assembly, (C32034-212) [96].

(e) Install the pins to hold the lift links, (C32034-34) [95] to the support assembly, (C32034-212) [96].

(f) Connect the winch assembly, (C32034-207) [99] to the support assembly, (C32034-212) [96] with the snapper pin.

SUBTASK 32-11-00-020-011

WARNING: MAKE SURE THE HYDRAULIC PRESSURE IS BELOW 5000 PSIG (34,474 KPA) WHEN YOU DISCONNECT THE AFT TRUNNION FROM THE AFT TRUNNION BEARING PIN. IF THE HYDRAULIC PRESSURE IS 5000 PSIG (34,474 KPA) OR HIGHER, A BINDING CONDITION OCCURS. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(11) Prepare the dolly assembly, (C32034-213) [98] to disconnect the aft trunnion:

(a) Operate the hydraulic pump on the dolly assembly, (C32034-213) [98] until approximately 1500 psi (10,342 kPa) is shown on the gage.

NOTE: Make sure the dolly assembly, (C32034-213) [98] stays in center with the main landing gear [93].

(b) Make sure the swivel locks for the single caster wheels are released.

(c) Use the pry lever bar to remove the load off of the caster wheels one at a time.

(d) Use the lever bar assemblies to turn the single caster wheels parallel to the legs of the dolly assembly, (C32034-213) [98].

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1) Lock the swivel locks for the single wheel casters.

(e) Operate the hydraulic pump on the dolly assembly, (C32034-213) [98] until approximately 4500 psi (31,026 kPa) is shown on the gage.

NOTE: This will decrease the weight of the main landing gear from the aft trunnion pin [19].

(f) Put chocks on all the caster wheels.

SUBTASK 32-11-00-480-012

(12) Use equipment, SPL-1862 to push the aft trunnion pin [19] into the aft trunnion:

(a) Attach the push adapter [75] to the shaft [71].

(b) Put the push adapter [74] through the pin access hole in the main landing gear beam.

(c) Push the slide hammer [72] until the aft trunnion pin [19] is disconnected from the aft trunnion bearing and it is inside the aft trunnion.

SUBTASK 32-11-00-480-013

(13) Use tie wraps to hold the aft trunnion pin [19] inside the aft trunnion.

NOTE: This will prevent the aft trunnion pin from falling out when you do the subsequent steps.

SUBTASK 32-11-00-950-003

(14) Put protective tape on the outer edge of the aft trunnion to protect its surface finish from scratching.

SUBTASK 32-11-00-420-021

WARNING: MAKE SURE THE HYDRAULIC PRESSURE IS BELOW 5000 PSIG (34,474 KPA) WHEN YOU OPERATE THE DOLLY ASSEMBLY AND THE MAIN LANDING GEAR PIVOTS ABOUT THE FORWARD TRUNNION BEARING PIN. IF THE HYDRAULIC PRESSURE IS 5000 PSIG (34,474 KPA) OR HIGHER, A BINDING CONDITION OCCURS. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(15) Lower the aft trunnion:

NOTE: The initial main landing gear [93] removal path is done with the forward trunnion bearing pin [29] attached to the forward trunnion. This removal path follows a combination of movements from lowering and moving the aft trunnion inboard while the main landing gear pivots about the forward trunnion bearing pin.

(a) Make sure to lock the swivel locks for the caster wheels when the main landing gear [93] pivots about the forward trunnion bearing pin [29] as follows;

1) Use the pry lever bar to remove the load off of the caster wheels one at a time.

2) Lock the single wheel casters perpendicular to the forward trunnion pivot axis approximately 38 degrees, and 90 degrees for the double wheel caster.

(b) Put the fork end of the lever bar assemblies on the rectangular tubing above the single wheel casters.

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(c) Hold the lever bar assemblies to slowly push the aft end of the dolly assembly, (C32034-213) [98] inboard.

NOTE: Make sure the swivel locks for all the caster wheels are released.

(d) Do the steps below to lower the aft trunnion inboard while at the same time the aft end of the main landing gear [93] moves inboard:

NOTE: When lifting or lowering the aft trunnion, put the single caster wheels parallel to the dolly assembly legs and lock the swivel locks.

1) Use the winch assembly, (C32034-207) [99] to pull the bottom of the main landing gear [93] forward.

2) Use the manual valve on the hydraulic pump to lower the boom arm, (C32034-214) [91].

3) Continue to lower and to move the aft trunnion inboard until it clears the following components;

a) The lower flange of the main landing gear beam

b) The seals for the lower trailing edge panel

c) The seal for the support beam

d) And the aft trunnion is just below the lower trailing edge panel.

SUBTASK 32-11-00-020-013

WARNING: MAKE SURE THE HYDRAULIC PRESSURE IS BELOW 5000 PSIG (34,474 KPA) WHEN YOU DISCONNECT THE FORWARD TRUNNION FROM THE FORWARD TRUNNION BEARING PIN. IF THE HYDRAULIC PRESSURE IS 5000 PSIG (34,474 KPA) OR HIGHER, A BINDING CONDITION OCCURS. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(16) Disconnect the forward trunnion:

(a) Make sure the swivel locks for the caster wheels are released.

(b) Use the lever bar assemblies to push the dolly assembly, (C32034-213) [98] outboard such that the axis of the forward trunnion bearing pin [29] is perpendicular to the housing assembly and the rear spar.

(c) Use the pry lever bar to remove the load off of the caster wheels one at a time.

(d) If it is necessary, use the lever bar assemblies and put the single caster wheels parallel to the legs of the dolly assembly, (C32034-213) [98].

1) Lock the swivel locks for the single caster wheels.

(e) Attach the outer cylinder strap assembly to the hoist ring on the end of the boom arm [91] and around the outer cylinder at the aft trunnion.

(f) Remove the tension from the strap.

(g) Put the chocks approximately 2 in. (5 cm) aft of the single wheel casters, and in contact with the double wheel caster to limit the movement of the dolly assembly, (C32034-213) [98].

(h) Make sure the chock is in contact with the double wheel caster to prevent the movement of the dolly assembly, (C32034-213) [98].

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(i) Put the fork end of the lever bar assemblies on the rectangular tubing above the single wheel casters.

(j) Hold the lever bar assemblies to slowly push on the dolly assembly [98], such that the forward trunnion will come off of the forward trunnion bearing pin [29].

NOTE: Make sure the swivel locks for all the caster wheels are released.

(k) Continue to push the dolly assembly, (C32034-213) [98] while lowering the aft end of the main landing gear [93] with the use of the winch assembly, (C32034-207) [99] and the boom arm, (C32034-214) [91].

(l) Continue this movement until the aft trunnion will clear the lower trailing edge panel seals, the forward trunnion is disconnected from the forward trunnion bearing pin [29].

(m) Remove the outer cylinder strap assembly from the hoist ring and the outer cylinder.

(n) Use the boom arm, (C32034-214) [91] and the winch assembly, (C32034-207) [99] to lower the main landing gear [93], such that the dolly assembly, (C32034-213) [98], with the main landing gear [93] can be removed below the wing.

SUBTASK 32-11-00-580-002

(17) Lower the main landing gear [93] on the tire support assemblies, such that the support assembly, (C32034-212) [96] rests in the cradle of the transportation support assembly.

SUBTASK 32-11-00-480-014

(18) Use the retention strap, SPL-1871 to hold the main landing gear [93].

SUBTASK 32-11-00-480-023

(19) Tighten the adjustable square support tube of the side strut support assembly, (C32034-12) [97] with the two adjustable handles.

SUBTASK 32-11-00-020-026

CAUTION: DO NOT TOW THE MAIN LANDING GEAR SUPPORT EQUIPMENT OVER 5 MPH. THE MAIN LANDING GEAR SUPPORT EQUIPMENT IS FOR SHOP HANDLING ONLY.

CAUTION: MAKE SURE THE RETENTION STRAP OR EQUIVALENT IS INSTALLED ON THE SHOCK STRUT [1] IF THE MAIN LANDING GEAR FIXTURE, SPL-1869 WILL BE REMOVED FROM THE MAIN LANDING GEAR [93]. THE SHOCK STRUT CAN EXTEND AND DAMAGE TO THE EQUIPMENT CAN OCCUR.

(20) Remove the dolly assembly, (C32034-213) [98], with main landing gear [93] from the work area.

——— END OF TASK ———

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TASK 32-11-00-400-801

2. Main Landing Gear Installation

(Figure 1, Figure 2, Figure 3)

A. Prepare for the Installation

SUBTASK 32-11-00-480-015

CAUTION: MAKE SURE THE FORWARD TRUNNION BEARING PIN DOES NOT MOVE ON THE PROTECTOR ASSEMBLY DURING THE REMOVAL OR INSTALLATION OF THE MAIN LANDING GEAR. IF THIS CONDITION OCCURS, IT CAN CAUSE DAMAGE TO THE PIN.

(1) If the protector assembly, (C32034-228/-235) [92] from fixture, SPL-1869, is not already installed, do the steps that follow:

NOTE: The protector assembly will prevent damage to the forward trunnion bearing pin during the installation of the main landing gear.

NOTE: For more protection of the transition radius of the forward trunnion pin, apply tape around the pin before gear installation. Remove the tape after installation.

(a) Put the upper end of the protector assembly, (C32034-228/-235) [92] in the large clearance between the forward trunnion bearing pin [29] and the housing assembly.

(b) Attach the lower end of the protector assembly, (C32034-228/-235) [92] over the bottom of the housing assembly, such that you hear a click when you attach it.

SUBTASK 32-11-00-480-016

(2) Install the retention strap, SPL-1871, with the marker facing up, to hold the shock strut [1] in its compressed position.

NOTE: Two straps are required to hold the inner cylinder secure.

SUBTASK 32-11-00-640-001

(3) Make sure the aft trunnion pin [19] can easily move.

(a) If you cannot easily move the aft trunnion pin [19], remove it from the aft trunnion and lubricate it with grease, D00633.

(b) Put the aft trunnion pin [19] into the aft trunnion.

SUBTASK 32-11-00-480-017

(4) Use tie wraps to hold the aft trunnion pin [19] inside the aft trunnion.

NOTE: This will prevent the aft trunnion pin from falling out of the outer cylinder trunnion when you do the subsequent steps.

SUBTASK 32-11-00-950-001

(5) Put protective tape on the outer edge of the aft trunnion to protect its surface finish from scratching.

SUBTASK 32-11-00-860-007

(6) Do this task: Trailing Edge Flap System Deactivation, AMM TASK 27-51-00-040-801.

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B. Main Landing Gear Installation

SUBTASK 32-11-00-480-018

(1) Attach the support assembly [96] and the side strut attach assembly [94] to the main landing gear [93]:

NOTE: Make sure that a minimum of two persons will do this task.

(a) Make sure the side strut attach assembly [94] is not attached to the support assembly [96].

(b) Make sure the jackball pin is removed from the hole in the jackball fitting of the support assembly [96].

(c) Put the side strut attach assembly [94] into the lower side strut attach point on the main landing gear [93], and such that the stenciled plate is in the vertical position.

1) Install the washer on the threaded end of the side strut attach assembly [94].

2) Make sure the stenciled plate is still in a vertical position and install the nut finger tight.

(d) Put the support assembly [96] in its position on the aft side of the main landing gear [93].

NOTE: Make sure the jackball fitting on the support assembly is fully engaged on the jacking ball of the main landing gear.

(e) If it is necessary, align the holes for the installation of the jackball pin.

(f) Put the jackball pin through the jackball fitting of the support assembly [96] and the jacking ball of the main landing gear [93].

(g) Install the lynch pin in the jackball pin.

(h) Loosen the nut that holds the side strut attach assembly [94], such that the stenciled plate can be attached to the studs on the side strut support assembly [97].

1) If it is necessary, adjust the adjustable square support tube of the side strut support assembly [97].

(i) Tighten the two hand knobs to hold the stenciled plate to the studs on the side strut support assembly [97].

(j) Tighten the nut that holds the side strut attach assembly [94] to the lower side strut attach point.

(k) Tighten the two adjustable handles to hold the adjustable square support tube of the side strut support assembly [97].

SUBTASK 32-11-00-480-019

(2) Attach the dolly assembly [98] to the support assembly [96]:

NOTE: Make sure a minimum of two persons will do this task.

(a) Put the dolly assembly [98] in its position such that the boom arm [91] is on the forward side of the main landing gear [93] and the legs are in center with the main landing gear [93].

(b) Use the manual valve on the hydraulic pump to lift or lower the boom arm [91] until you can connect the lift links [95] to the support assembly [96].

(c) Connect the lift links [95] to the support assembly [96].

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(d) Install the pins to hold the lift links [95] to the support assembly [96].

(e) Connect the winch assembly [99] to the support assembly [96] with the snapper pin.

SUBTASK 32-11-00-480-020

(3) Make sure the airplane is lifted with the jacks (AMM TASK 07-11-01-580-815) and the lower surface of the housing, for the forward trunnion bearing pin [29], measures 97 ±2 in. (246 ±5 cm) above the ground (Figure 3, View A).

NOTE: Make sure to keep the airplane level.

SUBTASK 32-11-00-580-003

(4) Use the boom arm [91] to lift the main landing gear [93], such that the transportation support assembly and the aft tire support assembly can be removed from the dolly assembly [98].

SUBTASK 32-11-00-980-001

(5) From the aft side, carefully move the dolly assembly [98] with main landing gear [93] forward below the wing and put it in its position below the wheel well area.

(a) Move the dolly assembly [98] such that the axis of the forward trunnion bearing pin [29] will be perpendicular to the housing assembly and the rear spar.

SUBTASK 32-11-00-020-027

WARNING: MAKE SURE THE HYDRAULIC PRESSURE IS BELOW 5000 PSIG (34,474 KPA) WHEN YOU CONNECT THE FORWARD TRUNNION TO THE FORWARD TRUNNION BEARING PIN. IF THE HYDRAULIC PRESSURE IS 5000 PSIG (34,474 KPA) OR HIGHER, A BINDING CONDITION OCCURS. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(6) Do these steps to connect the forward trunnion:

(a) Lift the main landing gear [93] with the boom arm [91] and the winch assembly [99], such that the forward trunnion and the forward trunnion bearing pin [29] are aligned.

1) Remove the transportation support assembly and the aft tire support assembly from the dolly assembly [98].

(b) Attach the outer cylinder strap assembly to the hoist ring on the end of the boom arm [91] and around the outer cylinder at the aft trunnion.

(c) Remove the tension from the strap.

(d) Use the pry lever bar to remove the load off of the caster wheels one at a time.

(e) Use the lever bar assemblies to turn all the caster wheels parallel to the dolly assembly [98] legs, such that the forward trunnion can be inserted straight onto the forward trunnion bearing pin [29].

NOTE: Make sure the swivel locks on the caster wheels are not locked.

(f) Make sure the forward trunnion stays aligned with the forward trunnion bearing pin [29] and lock the swivel locks.

(g) Put chocks on all caster wheels but put the forward chock approximately 2 in. (5 cm) forward of the double wheel caster.

(h) Put the fork end of the lever bar assemblies on the rectangular tubing above the single wheel casters.

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(i) Use the lever bar assemblies to slowly push the dolly assembly [98] forward.

NOTE: Make sure the aft trunnion will clear the lower trailing edge panel seals when you do this task. Also, make sure the chocks are in contact with the single wheel casters to prevent the movement of the dolly assembly [98].

(j) Slowly lift the aft end of the main landing gear [93] with the winch assembly [99] and lifting the boom arm [91] at the same time while you continue to push the dolly assembly [98] forward.

NOTE: Use the manual valve on the hydraulic pump to lift the boom arm [91]. Tighten the outer cylinder strap if necessary to remove the tension, such that the forward trunnion will not come off of the forward trunnion bearing pin [29].

(k) Continue the movement of the dolly assembly [98] until the forward trunnion is fully inserted onto the forward trunnion bearing pin [29].

SUBTASK 32-11-00-210-004

(7) Visually examine the protective coating on the transition radius of the forward trunnion pin for chipping, cracks, or corrosion.

(a) If the transition radius is damaged the replace the trunnion pin. These are the tasks:

- Main Landing Gear Forward Trunnion Bearing Assembly Removal, AMM TASK 32-11-83-000-801
- Main Landing Gear Forward Trunnion Bearing Assembly Installation, AMM TASK 32-11-83-400-801

SUBTASK 32-11-00-620-004

WARNING: USE NITRILE GLOVES FOR SKIN PROTECTION AGAINST CORROSION INHIBITING COMPOUND, G50136. IF CORROSION INHIBITING COMPOUND, G50136 GETS ON YOUR SKIN, IMMEDIATELY REMOVE IT WITH WATER. IF THIS MATERIAL GETS IN YOUR EYES, IMMEDIATELY FLUSH YOUR EYES WITH WATER AND GET MEDICAL AID. THIS MATERIAL CONTAINS VERY POISONOUS AND FLAMMABLE AGENTS WHICH CAN CAUSE INJURIES TO PERSONS.

CAUTION: DO NOT APPLY CORROSION-INHIBITING COMPOUND ON GREASE JOINTS, OR SEALED BEARINGS. THESE COMPOUNDS REMOVE GREASE AND OTHER LUBRICANTS. THEY ARE PENETRATING COMPOUNDS. THEY WILL MOVE AROUND THE SEALS AND INTO THE BEARINGS. THIS WILL CAUSE DAMAGE TO THE BEARINGS, AND JOINTS.

(8) Apply a thin layer of the corrosion inhibiting compound, G50136 (preferred) or Mastinox 6856 K, C50056 (optional) to these items:

(a) The shank, thread, and thread relief of the forward trunnion cross bolt [28]

(b) The thread of the nut [25]

(c) The spline, and face of the washer [26]

(d) The pin [24].

SUBTASK 32-11-00-160-005

(9) Remove all unwanted corrosion inhibiting compound, G50136.

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SUBTASK 32-11-00-420-029

(10) Do these steps to install the forward trunnion cross bolt [28]:

(a) Install the thread protector, SPL-1365 or thread protector, SPL-14024 on the forward trunnion cross bolt [28].

(b) Put the forward trunnion cross bolt [28] through the door actuator bracket [27], forward trunnion, and the forward trunnion bearing pin [29].

(c) Remove the thread protector, SPL-1365 or thread protector, SPL-14024 from the forward trunnion cross bolt [28].

(d) Install the washer [26] and the nut [25] on the forward trunnion cross bolt [28].

(e) Tighten the nut [25] to 21 ft-lb (28 N·m) – 25 ft-lb (34 N·m) plus the run-on torque.

1) Use the wrench adapter, SPL-14022 or the wrench adapter, SPL-14023 to hold the head of the forward trunnion cross bolt [28].

(f) Install the pin [24] in the forward trunnion cross bolt [28]. If it is necessary, loosen the nut [25] to the nearest castellation to align the holes for the pin [24].

SUBTASK 32-11-00-080-011

(11) Remove the outer cylinder strap assembly from the hoist ring and the outer cylinder.

SUBTASK 32-11-00-420-022

WARNING: MAKE SURE THE HYDRAULIC PRESSURE IS BELOW 5000 PSIG (34,474 KPA) WHEN YOU OPERATE THE DOLLY ASSEMBLY AND TO LIFT THE AFT TRUNNION INTO ITS POSITION. IF THE HYDRAULIC PRESSURE IS 5000 PSIG (34,474 KPA) OR HIGHER WHEN YOU DO THIS, A BINDING CONDITION OCCURS. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(12) Operate the dolly assembly [98] to put the aft trunnion in its position:

NOTE: The main landing gear [93] installation path is done with the forward trunnion bearing pin [29] attached to the forward trunnion. This installation path is a combination of moving the aft trunnion inboard, lifting the aft trunnion, and moving the aft trunnion outboard as the main landing gear pivots about the forward trunnion bearing pin.

(a) Make sure to lock the caster wheels when the main landing gear [93] pivots about the forward trunnion bearing pin [29] as follows;

1) Use the pry lever bar to remove the load off of the caster wheels one at a time.

2) Lock the single wheel casters perpendicular to the forward trunnion pivot axis approximately 38 degrees, and 90 degrees for the double wheel caster.

(b) Put the fork end of the lever bar assemblies on the rectangular tubing above the single wheel casters.

(c) Do a check to make sure the locks for the caster wheels are released.

(d) Hold the lever bar assemblies to slowly push the aft end of the dolly assembly [98] inboard, such that the aft trunnion will clear the main landing gear beam lower flange, lower trailing edge panel seals, and the seal support beam when the aft trunnion is lifted.

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(e) If it is necessary, use the lever bar assemblies and the pry lever bar to put the caster wheels parallel to the legs of the dolly assembly [98].

(f) Lock the caster wheels.

(g) Lift and move the aft trunnion outboard at the same time while you clear the main landing gear [93] from the main landing gear beam as follows;

1) Release the tension on the winch assembly [99].

2) Use the manual valve on the hydraulic pump to lift the boom arm [91].

(h) Put the aft trunnion in its position directly below the aft trunnion bearing.

1) If the forward tire support assembly is on the way of the tires, remove it.

(i) Put chocks on all the casters.

(j) Continue to slowly lift the aft trunnion of the main landing gear [93] until the aft trunnion and the aft trunnion bearing are aligned.

NOTE: Make sure the chock is in contact with the double wheel caster to prevent the forward movement of the dolly assembly [98].

SUBTASK 32-11-00-080-006

(13) Remove the two tie wraps that hold the aft trunnion pin [19].

SUBTASK 32-11-00-080-007

(14) Remove the protective tape from the outer edge of the aft trunnion.

SUBTASK 32-11-00-640-002

(15) Lubricate the chrome plated surfaces of the aft trunnion pin [19] with grease, D00633.

SUBTASK 32-11-00-160-001

(16) Remove all unwanted grease, D00633.

SUBTASK 32-11-00-620-001

WARNING: USE NITRILE GLOVES FOR SKIN PROTECTION AGAINST CORROSION INHIBITING COMPOUND, G50136. IF CORROSION INHIBITING COMPOUND, G50136 GETS ON YOUR SKIN, IMMEDIATELY REMOVE IT WITH WATER. IF THIS MATERIAL GETS IN YOUR EYES, IMMEDIATELY FLUSH YOUR EYES WITH WATER AND GET MEDICAL AID. THIS MATERIAL CONTAINS VERY POISONOUS AND FLAMMABLE AGENTS WHICH CAN CAUSE INJURIES TO PERSONS.

CAUTION: DO NOT APPLY CORROSION-INHIBITING COMPOUND ON GREASE JOINTS, OR SEALED BEARINGS. THESE COMPOUNDS REMOVE GREASE AND OTHER LUBRICANTS. THEY ARE PENETRATING COMPOUNDS. THEY WILL MOVE AROUND THE SEALS AND INTO THE BEARINGS. THIS WILL CAUSE DAMAGE TO THE BEARINGS, AND JOINTS.

(17) Apply a thin layer of corrosion inhibiting compound, G50136 (preferred) or Mastinox 6856 K, C50056 (optional) to these items:

(a) The shank, thread, and thread relief of the aft trunnion bolt [23]

(b) The thread of the nut [21]

(c) The spline, and face of the washer [22]

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(d) The pin [20].

SUBTASK 32-11-00-160-002

(18) Remove all unwanted corrosion inhibiting compound, G50136.

SUBTASK 32-11-00-420-007

(19) Connect the aft trunnion:

(a) Put a flashlight, or other bright lights, at the top of the main landing gear [93] and shine them back past the aft trunnion.

(b) Look through the aft trunnion pin access hole so you can see the aft trunnion pin [19] through the aft trunnion bearing.

(c) Move the dolly assembly [98] from side to side or lift and lower it until you can see equal amounts of light all the way around the aft trunnion pin [19] through the aft trunnion bearing.

NOTE: When you have the aft trunnion pin [19] and the aft trunnion bearing correctly aligned, the aft trunnion pin will install very easily.

(d) Use the aft trunnion equipment, SPL-1862 to pull the aft trunnion pin [19] from the aft trunnion:

1) Put the pull adapter [74] through the pin access hole in the main landing gear beam [30].

2) Attach the pull adapter [74] to the aft trunnion pin [19].

3) Pull the slide hammer [72] until the aft trunnion pin [19] is out of the aft trunnion bearing such that the aft trunnion will connect to the main landing gear beam.

(e) Move the aft trunnion bearing until it is in line with the aft trunnion pin [19].

(f) If it is necessary, use the aft trunnion equipment, SPL-1862 to turn the aft trunnion pin [19] clockwise until the holes for the aft trunnion bolt [23] are aligned.

(g) Install the thread protector, SPL-1366 on the aft trunnion cross bolt [23].

(h) Put the aft trunnion cross bolt [23] through the aft trunnion and the aft trunnion pin [19].

(i) Remove the thread protector, SPL-1366 from the aft trunnion cross bolt [23].

(j) Install the washer [22], and the nut [21] on the aft trunnion cross bolt [23].

(k) Tighten the nut [21] to 160 in-lb (18 N·m) – 190 in-lb (21 N·m) plus the run-on torque.

NOTE: Use long wrench with narrow body, ratchet wrench or crowfoot with 4 inches extension to tighten the nut.

1) Use the wrench adapter, SPL-14021 to hold the head of the aft trunnion cross bolt [23].

(l) Install the cotter pin [20] in the aft trunnion cross bolt [23]. If it is necessary, loosen the nut [21] to the nearest castellation to align the holes for the pin [20].

SUBTASK 32-11-00-080-004

(20) Remove the main landing gear fixture, SPL-1869 from the main landing gear [93].

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SUBTASK 32-11-00-080-008

(21) Remove the protector assembly.

SUBTASK 32-11-00-210-005

(22) Visually examine the protective coating on the transition radius of the forward trunnion pin for chipping, cracks, or corrosion.

(a) If the transition radius is damaged then replace the trunnion pin. These are the tasks:

- Main Landing Gear Forward Trunnion Bearing Assembly Removal, AMM TASK 32-11-83-000-801
- Main Landing Gear Forward Trunnion Bearing Assembly Installation, AMM TASK 32-11-83-400-801

SUBTASK 32-11-00-420-030

(23) Install the forward trunnion seal [63], support ring assembly [62] and the retaining ring [61] on the forward trunnion bearing pin [29] (Figure 1, View B-B).

SUBTASK 32-11-00-080-009

(24) Remove retention strap, SPL-1871 from the main landing gear [93].

SUBTASK 32-11-00-212-001

(25) Before you connect the electrical connector, examine the connector for corrosion.

WARNING: DO THE STEPS BELOW IF THE AIRPLANE OPERATES WHERE DEICING FLUID THAT CONTAINS POTASSIUM FORMATE OR POTASSIUM ACETATE IS USED. ALSO, DO THE STEPS FOR ALL AIRPLANES THAT YOU FOUND CORROSION IN THE ELECTRICAL CONNECTORS IN THE MAIN WHEEL WELL. THE ELECTRICAL CONNECTORS ARE IN A SYSTEM THAT IS NECESSARY FOR SAFE FLIGHT.

(a) If there was corrosion, refer to (SWPM 20-60-03) to correct the problem.

(b) Apply the D5026NS or ZC-026 compound, G50171 to the connector (SWPM 20-60-03)

SUBTASK 32-11-00-420-008

(26) Do these steps to connect the electrical connector [13]:

(a) Attach the clamps [16] to the electrical connector [13].

(b) Install the screws [14], washers [15], and nuts [17] to the clamps [16] that hold the electrical connector [13] to the hose guide [18].

(c) Remove the cap from the electrical connector [13].

(d) Connect the electrical connector [13] to the electrical connector.

SUBTASK 32-11-00-420-009

(27) Do these steps to connect the electrical connector [11]:

(a) Put the electrical connector [11] through the hose guide [12].

(b) Attach the clamps [9] to the electrical connector [11].

(c) Install the screws [7], washers [8], and nuts [10] to the clamps [9] that hold the electrical connector [11] to the structure.

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(d) Remove the cap from the electrical connector [11].

(e) Connect the electrical connector [11] to the electrical connector.

SUBTASK 32-11-00-420-010

(28) Do these steps to connect the brake hose assembly [6] and shimmy damper hose assembly [114] FLEXIBLE HOSE - REMOVAL/INSTALLATION, AMM 20-10-52/401:

(a) Remove the caps from the brake hose assembly [6] and shimmy damper hose assembly [114].

(b) Remove the caps from the elbow [5].

(c) Connect the brake hose assembly [6] and shimmy damper hose assembly [114] to the elbow [5].

(d) Remove the tags from the brake hose assembly [6] and shimmy damper hose assembly [114].

SUBTASK 32-11-00-420-023

(29) Connect the disconnected end of the brake safety cable.

SUBTASK 32-11-00-100-001

(30) Clean the surfaces of these items that will attach the retract actuator [43] to the main gear trunnion:

(a) Attachment fitting on the main gear trunnion

(b) Actuator Attach Pin [50]

(c) Spacers [49]

(d) Washer [48]

(e) Nut [45]

(f) Cotter pin [41], nut [47], washer [46], and bolt [44].

SUBTASK 32-11-00-100-002

(31) Clean the surfaces of these items that will attach the walking beam [51] and the retract actuator [43] to the main gear trunnion:

(a) Attachment fitting on the main gear trunnion

(b) Walking beam attach pin [52]

(c) Washer [53]

(d) Nut [55]

(e) Cotter pin [41], nut [47], washer [46], and bolt [54].

SUBTASK 32-11-00-600-001

(32) Apply grease, D00633 to the chrome-plated surfaces of the pin [32], actuator attach pin [50], and the walking beam attach pin [52].

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SUBTASK 32-11-00-620-002

WARNING: USE NITRILE GLOVES FOR SKIN PROTECTION AGAINST CORROSION INHIBITING COMPOUND, G50136. IF CORROSION INHIBITING COMPOUND, G50136 GETS ON YOUR SKIN, IMMEDIATELY REMOVE IT WITH WATER. IF THIS MATERIAL GETS IN YOUR EYES, IMMEDIATELY FLUSH YOUR EYES WITH WATER AND GET MEDICAL AID. THIS MATERIAL CONTAINS VERY POISONOUS AND FLAMMABLE AGENTS WHICH CAN CAUSE INJURIES TO PERSONS.

CAUTION: DO NOT APPLY CORROSION-INHIBITING COMPOUND ON GREASE JOINTS, OR SEALED BEARINGS. THESE COMPOUNDS REMOVE GREASE AND OTHER LUBRICANTS. THEY ARE PENETRATING COMPOUNDS. THEY WILL MOVE AROUND THE SEALS AND INTO THE BEARINGS. THIS WILL CAUSE DAMAGE TO THE BEARINGS, AND JOINTS.

(33) Apply a thin layer of corrosion inhibiting compound, G50136 (preferred) or Mastinox 6856 K, C50056 (optional) to these items:

NOTE: Do not apply corrosion preventive compound to the chrome plated surfaces.

(a) The threads and thread reliefs on the actuator attach pin [50], and the walking beam attach pin [52]

(b) The threads and thread reliefs of the bolts [44, 54]

(c) The threads and thread reliefs of the nuts [45, 47, 55]

(d) The faces of the washer [46, 48, 53]

(e) The cotter pins [41].

SUBTASK 32-11-00-160-003

(34) Remove all unwanted corrosion inhibiting compound, G50136.

SUBTASK 32-11-00-080-010

(35) Remove the rope that holds the disconnected ends of the walking beam [51] and the retract actuator [43].

SUBTASK 32-11-00-010-005

(36) Remove the clamps for the electrical conduit on the inboard side of the nut [45] and move the conduit to get clearance to tighten the nut [45].

SUBTASK 32-11-00-420-024

(37) Do these steps to connect the retract actuator [43] to the main gear trunnion:

(a) Put the retract actuator [43] in its position for connection to the main gear trunnion.

(b) Install the thread protector, SPL-1372 on the actuator attach pin [50].

(c) Put the actuator attach pin [50] through the retract actuator [43], spacers [49] and the main gear trunnion.

(d) Remove the thread protector, SPL-1372 from the actuator attach pin [50].

(e) Install the washer [48] and the nut [45] on the actuator attach pin [50].

(f) Use the wrench adapter assembly, SPL-1363 to hold the head of the actuator attach pin [50].

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(g) Tighten the nut [45] to 95 ft-lb (129 N·m) – 115 ft-lb (156 N·m) plus the run-on torque.

(h) If it is necessary, loosen the nut [45] to the nearest castellation to align the holes for the bolt [44].

(i) Remove the wrench adapter assembly, SPL-1363 from the actuator attach pin [50].

(j) Put the bolt [44] through the actuator attach pin [50].

(k) Install the washer [46] and the nut [47] on the actuator attach pin [50].

(l) Tighten the nut [47] to 20 in-lb (2 N·m) to 24 in-lb (3 N·m) plus the run-on torque.

(m) If it is necessary, loosen the nut [47] to the nearest castellation to align the holes for the cotter pin [41].

(n) Install the cotter pin [41] in the bolt [44].

SUBTASK 32-11-00-410-003

(38) Put the electrical conduit back in its position and install the clamps.

SUBTASK 32-11-00-420-025

(39) Do these steps to connect the walking beam [51] to the main gear trunnion:

(a) Put the walking beam [51] in its position for the connection to the main gear trunnion.

(b) Install the thread protector, SPL-1371 on the walking beam attach pin [52].

(c) Put the walking beam attach pin [52] through the walking beam [51], and the main gear trunnion.

(d) Remove the thread protector, SPL-1371 from the walking beam attach pin [52].

(e) Install the washer [53] and the nut [55] on the walking beam attach pin [52].

(f) Install the wrench adapter assembly, SPL-1362 to hold the head of the walking beam attach pin [52].

(g) Tighten the nut [55] to 170 ft-lb (230 N·m) to 200 ft-lb (271 N·m) plus the run-on torque.

(h) If it is necessary, loosen the nut [55] to the nearest castellation to align the holes for the bolt [54].

(i) Remove the wrench adapter assembly, SPL-1362 from the walking beam attach pin [52].

(j) Put the bolt [54] through the walking beam attach pin [52].

(k) Install the washer [46] and the nut [47] on the walking beam attach pin [52].

(l) Tighten the nut [47] to 20 in-lb (2 N·m) to 24 in-lb (3 N·m) plus the run-on torque.

(m) If it is necessary, loosen the nut [47] to the nearest castellation to align the holes for the pin [41].

(n) Install the pin [41] in the bolt [54].

SUBTASK 32-11-00-420-026

(40) Install the nuts [37], washers [35, 36] and bolts [34] to connect the turnbuckle [38] to the bracket.

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SUBTASK 32-11-00-620-003

WARNING: USE NITRILE GLOVES FOR SKIN PROTECTION AGAINST CORROSION INHIBITING COMPOUND, G50136. IF CORROSION INHIBITING COMPOUND, G50136 GETS ON YOUR SKIN, IMMEDIATELY REMOVE IT WITH WATER. IF THIS MATERIAL GETS IN YOUR EYES, IMMEDIATELY FLUSH YOUR EYES WITH WATER AND GET MEDICAL AID. THIS MATERIAL CONTAINS VERY POISONOUS AND FLAMMABLE AGENTS WHICH CAN CAUSE INJURIES TO PERSONS.

CAUTION: DO NOT APPLY CORROSION-INHIBITING COMPOUND ON GREASE JOINTS, OR SEALED BEARINGS. THESE COMPOUNDS REMOVE GREASE AND OTHER LUBRICANTS. THEY ARE PENETRATING COMPOUNDS. THEY WILL MOVE AROUND THE SEALS AND INTO THE BEARINGS. THIS WILL CAUSE DAMAGE TO THE BEARINGS, AND JOINTS.

(41) Apply a thin layer of the corrosion inhibiting compound, G50136 (preferred) or Mastinox 6856 K, C50056 (optional) to these items:

NOTE: Do not apply corrosion preventive compound to the chrome plated surfaces.

(a) The threads and thread reliefs of the crossbolt [31]

(b) The threads of the nut [40]

(c) The faces of the washer [39].

SUBTASK 32-11-00-640-003

(42) Apply grease, D00633 to the chrome plated surfaces of the trunnion pin [32] and the end cap [42].

SUBTASK 32-11-00-160-004

(43) Remove all unwanted corrosion inhibiting compound, G50136 and grease, D00633.

SUBTASK 32-11-00-420-027

(44) Do these steps to connect the reaction link assembly [30] to the trunnion [33]:

(a) Put the outboard end of the reaction link assembly [30] in its position for attachment to the trunnion [33].

(b) Put the trunnion pin [32] through the reaction link assembly [30] and the trunnion [33].

(c) Install the end cap [42] on the trunnion pin [32].

(d) Put the cross bolt [31] through the trunnion pin [32] and the end cap [42].

(e) Install the washer [39] and the nut [40] on the cross bolt [31].

(f) Tighten the nut [40] to 20 in-lb (2 N·m) – 24 in-lb (3 N·m) plus the run-on torque.

(g) If it is necessary, loosen the nut [40] to the nearest castellation to align the holes for the cotter pin [41].

(h) Install the cotter pin [41] in the crossbolt [31].

SUBTASK 32-11-00-420-019

(45) Do this task: Main Landing Gear Lower Side Strut Installation, AMM TASK 32-11-61-400-802.

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SUBTASK 32-11-00-200-001

WARNING: MAKE SURE THAT THE SYSTEM-TO-SYSTEM SEPARATIONS ARE CORRECT. SEPARATIONS THAT ARE NOT CORRECT COULD CAUSE UNWANTED CONDITIONS, WHICH COULD INCLUDE CHAFING, FIRE OR ELECTROMAGNETIC INTERFERENCE. THIS CAN CAUSE INJURIES TO PERSONNEL, OR CAN MAKE FLIGHT DANGEROUS, OR CAN CAUSE DAMAGE TO THE SYSTEMS.

(46) Make sure that there is a minimum distance of 0.13 in. (3.30 mm) between the wire bundles [111] and the hangar link [112], Figure 4.

SUBTASK 32-11-00-420-020

(47) Install the hose guide [18].

SUBTASK 32-11-00-410-002

(48) Install the applicable panel:

(a) For the left wing, do this step:

Close this access panel:

Number	Name/Location
551BT	Upper Inboard Fixed Trailing Edge, MLG Actuator Access Panel

(b) For the right wing, do this step:

Close this access panel:

Number	Name/Location
651BT	Upper Inboard Fixed Trailing Edge, MLG Actuator Access Panel

SUBTASK 32-11-00-420-031

(49) If you will install the right gear, connect the interlock valve cable of the ground spoiler, do this task: Ground Spoiler Interlock Valve Cable Installation, AMM TASK 27-62-51-400-801.

SUBTASK 32-11-00-420-013

(50) Do this task: Main Landing Gear Wing Door Installation, AMM TASK 32-13-21-420-801.

SUBTASK 32-11-00-420-028

(51) Do this task: Main Landing Gear Center Door Installation, AMM TASK 32-13-11-420-802.

SUBTASK 32-11-00-420-014

(52) Do this task: Main Landing Gear Inner Door Installation, AMM TASK 32-13-11-420-804.

SUBTASK 32-11-00-420-032

(53) Do this task: Main Landing Gear Brake Installation, AMM TASK 32-41-41-400-801.

SUBTASK 32-11-00-420-033

(54) Do this task: Main Landing Gear Wheel and Tire Assembly Installation, AMM TASK 32-45-11-400-801.

SUBTASK 32-11-00-410-001

(55) Install the applicable panel:

(a) For the left landing gear, do this step:

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Close these access panels:

Number	Name/Location
551BB	Lower Inboard Fixed Trailing Edge, Gear Adjustment Door
551CB	Lower Inboard Fixed Trailing Edge, Gear Access Panel

(b) For the right landing gear, do this step:

Close these access panels:

Number	Name/Location
651BB	Lower Inboard Fixed Trailing Edge, Gear Door Adjustment
651CB	Lower Inboard Fixed Trailing Edge, Gear Access Panel

(c) Close these access panels:

Number	Name/Location
551DB	Lower Inboard Fixed Trailing Edge, Lube Actuator & MLG Beam Outboard Attach Pin Access Panel
651DB	Lower Inboard Fixed Trailing Edge, Lube Actuator & MLG Beam Outboard Attach Pin Access Panel

C. Put the Airplane Back to Its Usual Condition

SUBTASK 32-11-00-080-013

(1) Remove the ground spoiler actuator lock set, SPL-1744.

SUBTASK 32-11-00-860-015

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

F/O Electrical System Panel, P6-3

Row	Col	Number	Name
A	16	C01345	LANDING GEAR AUTOBRAKE BITE CONT 2
A	18	C00583	LANDING GEAR AUTOBRAKE BITE CONT 1
B	16	C01346	LANDING GEAR PARKING BRAKE
B	17	C00129	LANDING GEAR LATCH & PRESS WARN
C	15	C01355	LANDING GEAR AIR/GND SYS 2
C	16	C01356	LANDING GEAR AIR/GND SYS 1
D	1	C01399	PSEU PRI
D	2	C01400	PSEU ALTN
D	15	C01401	LANDING GEAR AIR/GND RELAY
D	16	C01432	LANDING GEAR ALTN EXTEND SOL
E	16	C00196	LANDING GEAR ANTISKID INBD
E	18	C00195	LANDING GEAR ANTISKID OUTBD

SUBTASK 32-11-00-860-009

(3) Do this task: Trailing Edge Flap System Reactivation, AMM TASK 27-51-00-440-801.

SUBTASK 32-11-00-860-010

(4) Do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804.

SUBTASK 32-11-00-860-019

(5) Do this task: Put the Speed Brake Systems A and B Back to the Condition Before the Pressure Removal, AMM TASK 27-62-00-840-802.

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MECH	INSP

SUBTASK 32-11-00-860-020

WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF ALL CONTROL SURFACES BEFORE YOU SUPPLY HYDRAULIC POWER. AILERONS, RUDDERS, ELEVATORS, FLAPS, SLATS, SPOILERS, LANDING GEAR, AND THRUST REVERSERS CAN MOVE QUICKLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(6) Do this task: Speed Brake Hydraulic Systems A and B Pressurization, AMM TASK 27-62-00-800-801.

SUBTASK 32-11-00-860-021

(7) Move the speed brake lever to the DOWN position to lower the spoilers.

SUBTASK 32-11-00-820-001

(8) If you changed the length of one or more of the door rods, do the steps that follows:

(a) Adjust the shock strut doors of the main landing gear. To adjust them, do this task: Main Landing Gear Shock Strut Door Adjustment, AMM TASK 32-13-11-820-801.

(b) Adjust the outer door of the main landing gear. To adjust it, do this task: Main Landing Gear Wing Door Adjustment, AMM TASK 32-13-21-000-801.

SUBTASK 32-11-00-610-001

(9) Lubricate the main landing gear. To lubricate it, do this task: Main Landing Gear Upper End Components Servicing, AMM TASK 12-21-11-640-801 and, do this task: Main Landing Gear Lower End Components Servicing, AMM TASK 12-21-11-640-802.

SUBTASK 32-11-00-619-001

(10) To fully service the shock strut with the airplane on jacks, do these steps to service the shock strut with fluid:

NOTE: Hold the shock strut in a vertical position to do these steps.

(a) Make sure the shock strut is fully deflated, refer to service placard for the fully deflated dimension (Figure 5).

(b) Do the steps to “fill the shock strut with fluid” (AMM SUBTASK 12-15-31-600-001).

(c) Close the valves and install their caps.

SUBTASK 32-11-00-619-002

(11) To inflate the shock strut with the airplane on jacks, do these steps:

NOTE: To do these steps, you must have accomplished the steps to add fluid to the strut, at the start of this task.

(a) Install the tool, SPL-1521 on the gas valve

(b) Inflate the shock strut with nitrogen, G00018 until you reach the fully extended pressure, refer to the servicing placard for the correct pressure (Figure 5).

NOTE: If nitrogen is not available, you can use air, G02314, as an alternative, to inflate the shock strut.

(c) Remove the tool, SPL-1521 and install the cap on the gas valve.

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MECH	INSP

SUBTASK 32-11-00-619-003

(12) If you did not do the steps to service the strut with fluid, at the start of this task, then you must do this task Main Landing Gear Shock Strut Servicing, Airplane on the Ground, AMM TASK 12-15-31-610-802

SUBTASK 32-11-00-080-002

(13) If the downlock pins are installed on all the landing gear, do this task: Landing Gear Downlock Pins Removal, AMM TASK 32-00-01-080-801.

SUBTASK 32-11-00-710-002

(14) Do this task: Main Landing Gear Operational Test, AMM TASK 32-32-00-710-801.

NOTE: It is optional to perform the Main Landing Gear Test - Component Replacement, AMM TASK 32-32-00-710-802 instead of the operational test if a hydraulic cart is not available.

SUBTASK 32-11-00-710-003

(15) Do this task: Main Gear Manual Extension System Test - Airplane on Jacks, AMM TASK 32-34-00-730-801.

SUBTASK 32-11-00-480-003

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

(16) If the downlock pins are not installed on all the landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801

SUBTASK 32-11-00-580-001

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

SUBTASK 32-11-00-860-011

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

SUBTASK 32-11-00-870-001

(19) Bleed the brake hydraulic system:

(a) To bleed the brake hydraulic system, do this task: Normal (System B) Hydraulic Brake System - Bleeding, AMM TASK 32-41-00-870-802.

SUBTASK 32-11-00-790-001

(20) Examine the connections of the hydraulic brake line for leakage.

SUBTASK 32-11-00-870-003

(21) Bleed the shimmy damper:

(a) To bleed the shimmy damper, do this task: Hydraulic Shimmy Damper - Bleeding, AMM TASK 32-11-81-870-801.

SUBTASK 32-11-00-790-002

(22) Examine the connections of the shimmy damper for leakage.

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-050-01-01

MECH	INSP

SUBTASK 32-11-00-710-001

(23) Do a test of the operation of the antiskid transducer. Do this task: Transducer Operational Test, AMM TASK 32-42-00-710-802.

SUBTASK 32-11-00-860-012

(24) Set the parking brakes.

SUBTASK 32-11-00-610-002

(25) Check the pressure and extension of the shock strut:

(a) Measure the pressure and extension of the shock strut

(b) Make sure the pressure you measure is still correct for the extension of the shock strut (Figure 5).

(c) If the pressure is not correct for the extension of the shock strut, then the shock strut does not have the proper amount of fluid and you must fully service the shock strut (Main Landing Gear Shock Strut Servicing, Airplane on the Ground, AMM TASK 12-15-31-610-802).

SUBTASK 32-11-00-860-013

(26) If electrical power is not necessary, do this task: Remove External Power, AMM TASK 24-22-00-860-814.

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-050-01-01

LEFT MAIN LANDING GEAR
(RIGHT MAIN LANDING GEAR IS EQUIVALENT)

SHOCK STRUT INFLATION VALVE

A

G02335 S0006574755_V2

Main Landing Gear Installation
Figure 1 (Sheet 1 of 6)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-050-01-01

HYDRAULIC LINES AND ELECTRICAL CONNECTORS

B

G02341 S0006574756_V3

Main Landing Gear Installation
Figure 1 (Sheet 2 of 6)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-050-01-01

ELECTRICAL CONNECTOR AND TRUNNION SUPPORTS

C

G02347 S0006574757_V3

Main Landing Gear Installation
Figure 1 (Sheet 3 of 6)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-050-01-01

AFT TRUNNION BOLT

A-A

FORWARD TRUNNION CROSS BOLT

B-B

G03697 S0006574758_V5

Main Landing Gear Installation
Figure 1 (Sheet 4 of 6)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-050-01-01

SIDE STRUT REACTION LINK CONNECTION

D

ACTUATOR TRUNNION CONNECTION

F

H16492 S0006574759_V4

Main Landing Gear Installation
Figure 1 (Sheet 5 of 6)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-050-01-01

H16494 S0006574760_V2

Main Landing Gear Installation
Figure 1 (Sheet 6 of 6)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-050-01-01

H12359 S0006574761_V3

Main Landing Gear Trunnion Pin Puller Equipment
Figure 2

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-050-01-01

H12367 S0006574762_V4

Main Landing Gear Support Equipment
Figure 3

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-050-01-01

1652502 S0000301425_V2

Main Landing Gear Clearance Requirements
Figure 4

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-050-01-01

B

F84899 S0006561283_V3

Main Landing Gear Shock Strut Servicing Chart
Figure 5

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AIRLINE CARD NO		TITLE			BOEING CARD NO.
		RIGHT MAIN LANDING GEAR DISCARD			32-050-02-01
DATE	TASK REPLACE				RELATED CARD
TAIL NUMBER	WORK AREA R MAIN GEAR	VERSION 1.1	THRESHOLD 75000 FC	REPEAT 75000 FC	APPLICABILITY AIRPLANE: ALL ENGINE: ALL
STATION	SKILL AIRPL				
		ACCESS 651BB 651BT 651DB 651DT 651EB 651ET 651FB			ZONE 744

Discard the right main landing gear life limited parts.

A. References

Reference	Title
AMM 07-11-01-580-815	Lift the Airplane with the Jacks (P/B 201)
AMM 07-11-01-580-816	Lower the Airplane Off the Jacks (P/B 201)
AMM 12-15-31-610-802	Main Landing Gear Shock Strut Servicing, Airplane on the Ground (P/B 301)
AMM 12-21-11-640-801	Main Landing Gear Upper End Components Servicing (P/B 301)
AMM 12-21-11-640-802	Main Landing Gear Lower End Components Servicing (P/B 301)
AMM 20-10-52 P/B 401	FLEXIBLE HOSE - REMOVAL/INSTALLATION
AMM 24-22-00-860-811	Supply Electrical Power (P/B 201)
AMM 24-22-00-860-814	Remove External Power (P/B 201)
AMM 27-51-00-040-801	Trailing Edge Flap System Deactivation (P/B 201)
AMM 27-51-00-440-801	Trailing Edge Flap System Reactivation (P/B 201)
AMM 27-51-00-860-803	Extend the Trailing Edge Flaps (P/B 201)
AMM 27-51-00-860-804	Retract the Trailing Edge Flaps (P/B 201)
AMM 27-62-00-800-801	Speed Brake Hydraulic Systems A and B Pressurization (P/B 201)
AMM 27-62-00-840-802	Put the Speed Brake Systems A and B Back to the Condition Before the Pressure Removal (P/B 201)
AMM 27-62-51-000-801	Ground Spoiler Interlock Valve Cable Removal (P/B 401)
AMM 27-62-51-400-801	Ground Spoiler Interlock Valve Cable Installation (P/B 401)
AMM 29-11-00-860-801	Hydraulic System A or B Pressurization (P/B 201)
AMM 29-11-00-860-805	Hydraulic System A or B Power Removal (P/B 201)
AMM 32-00-01-080-801	Landing Gear Downlock Pins Removal (P/B 201)
AMM 32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)
AMM 32-11-61-000-802	Main Landing Gear Lower Side Strut Removal (P/B 401)
AMM 32-11-61-400-802	Main Landing Gear Lower Side Strut Installation (P/B 401)
AMM 32-11-81-870-801	Hydraulic Shimmy Damper - Bleeding (P/B 401)
AMM 32-11-83-000-801	Main Landing Gear Forward Trunnion Bearing Assembly Removal (P/B 401)
AMM 32-11-83-400-801	Main Landing Gear Forward Trunnion Bearing Assembly Installation (P/B 401)
AMM 32-13-11-000-802	Main Landing Gear Center Door Removal (P/B 401)

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(Continued)

Reference	Title
AMM 32-13-11-000-804	Main Landing Gear Inner Door Removal (P/B 401)
AMM 32-13-11-420-802	Main Landing Gear Center Door Installation (P/B 401)
AMM 32-13-11-420-804	Main Landing Gear Inner Door Installation (P/B 401)
AMM 32-13-11-820-801	Main Landing Gear Shock Strut Door Adjustment (P/B 501)
AMM 32-13-21-000-801	Main Landing Gear Wing Door Adjustment (P/B 501)
AMM 32-13-21-000-802	Main Landing Gear Wing Door Removal (P/B 401)
AMM 32-13-21-420-801	Main Landing Gear Wing Door Installation (P/B 401)
AMM 32-32-00-710-801	Main Landing Gear Operational Test (P/B 501)
AMM 32-32-00-710-802	Main Landing Gear Test - Component Replacement (P/B 501)
AMM 32-34-00-730-801	Main Gear Manual Extension System Test - Airplane on Jacks (P/B 501)
AMM 32-41-00-870-802	Normal (System B) Hydraulic Brake System - Bleeding (P/B 201)
AMM 32-41-41-000-801	Main Landing Gear Brake Removal (P/B 401)
AMM 32-41-41-400-801	Main Landing Gear Brake Installation (P/B 401)
AMM 32-42-00-710-802	Transducer Operational Test (P/B 501)
AMM 32-45-11-000-801	Main Landing Gear Wheel and Tire Assembly Removal (P/B 401)
AMM 32-45-11-400-801	Main Landing Gear Wheel and Tire Assembly Installation (P/B 401)
AMM 57-15-00-200-802	Main Landing Gear Beam Hanger Link Free Play Check (P/B 601)
SWPM 20-60-03	Special Protection of Electrical Connectors

B. Consumable Materials

Reference	Description	Specification
C50056	Compound - Corrosion Inhibiting Material, Nondrying Resin Mix	BMS3-27
D00633	Grease - Aircraft General Purpose	BMS3-33
G00018	Nitrogen - Gaseous, Pressurizing, 99.5 Percent Pure	A-A-59503 Type I Grade B, MIL-PRF-27401 Type I Grade A
G02314	Air - Compressed, Breathing	BB-A-1034 Source I Grade A
G50136	Compound - Corrosion Inhibiting, Non-drying	BMS3-38
G50171	Compound - Corrosion Inhibiting Compound, Interior Application - D5026NS or ZC-026	

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-11076	Torque Wrench Adaptor Part #: C32013-1 Supplier: 81205
SPL-1362	Assembly - Wrench Adapter (C32029-6, Part of Kit C32029-38 or C32029-45) Part #: C32029-45 Supplier: 81205 Opt Part #: C32029-38 Supplier: 81205

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(Continued)

Reference	Description
SPL-1363	Assembly - Wrench Adapter (C32029-7, Part of Kit C32029-38 or C32029-45) Part #: C32029-45 Supplier: 81205 Opt Part #: C32029-38 Supplier: 81205
SPL-1365	Protector - Thread (C32029-9, Part of Kit C32029-38 or C32029-45) Part #: C32029-45 Supplier: 81205 Opt Part #: C32029-38 Supplier: 81205
SPL-1366	Protector - Thread (C32029-10, Part of Kit C32029-38 or C32029-45) Part #: C32029-45 Supplier: 81205 Opt Part #: C32029-38 Supplier: 81205
SPL-1367	Driver - Slug (C32029-11, Part of Kit C32029-38 or C32029-45) Part #: C32029-45 Supplier: 81205 Opt Part #: C32029-38 Supplier: 81205
SPL-1371	Protector - Thread (C32029-15, Part of Kit C32029-38 or C32029-45) Part #: C32029-45 Supplier: 81205 Opt Part #: C32029-38 Supplier: 81205
SPL-1372	Protector - Thread (C32029-16, Part of Kit C32029-38 or C32029-45) Part #: C32029-45 Supplier: 81205 Opt Part #: C32029-38 Supplier: 81205
SPL-14021	Assembly - Wrench Adapter (C32029-48 Part of Kit C32029-45) Part #: C32029-45 Supplier: 81205
SPL-14022	Assembly - Wrench Adapter (C32029-49 Part of Kit C32029-45) Part #: C32029-45 Supplier: 81205
SPL-14023	Assembly - Wrench Adapter (C32029-50 Part of Kit C32029-45) Part #: C32029-45 Supplier: 81205
SPL-14024	Equipment - Thread Protector (C32029-51 Part of Kit C32029-45) Part #: C32029-45 Supplier: 81205
SPL-1521	Tool - Strut Inflation, Landing Gear Part #: F70200-18 Supplier: 81205 Opt Part #: F70200-1 Supplier: 81205 Opt Part #: F70200-17 Supplier: 81205
SPL-1744	Set - Lock, Inboard Ground Spoiler Actuator (Contains 4 Lock Assemblies) Part #: C27046-13 Supplier: 81205 Opt Part #: C27046-1 Supplier: 81205
SPL-1862	Equipment - Removal/Installation, MLG Aft Trunnion Pin Part #: C32031-22 Supplier: 81205 Opt Part #: C32031-1 Supplier: 81205
SPL-1869	Fixture - Transportation, Main Landing Gear, Removal/Installation Part #: C32034-339 Supplier: 81205 Opt Part #: C32034-227 Supplier: 81205 Opt Part #: C32034-273 Supplier: 81205
SPL-1871	Strap - Retention, NLG/MLG Inner Cylinder Part #: C32030-10 Supplier: 81205

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TASK 32-11-00-000-801

1. Main Landing Gear Removal

(Figure 1, Figure 2, Figure 3)

A. Prepare for the Removal

SUBTASK 32-11-00-480-001

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

(1) If the downlock pins are not installed on all the landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

SUBTASK 32-11-00-860-016

(2) Do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811.

SUBTASK 32-11-00-860-001

(3) Extend the trailing edge flaps fully. To extend them, do this task: Extend the Trailing Edge Flaps, AMM TASK 27-51-00-860-803

NOTE: This step will provide access to the aft trunnion pin [19].

SUBTASK 32-11-00-860-002

(4) Do this task: Trailing Edge Flap System Deactivation, AMM TASK 27-51-00-040-801.

SUBTASK 32-11-00-860-017

(5) Put the SPOILER A and B switches to the OFF position to remove the hydraulic power from the flight spoilers.

NOTE: SPOILER A AND B switches are on the flight control panel (P5-3).

SUBTASK 32-11-00-860-018

(6) Put the speed brake lever in the UP position to lift the ground spoilers.

SUBTASK 32-11-00-480-021

(7) Install the set, SPL-1744 for the applicable ground spoiler.

SUBTASK 32-11-00-860-003

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

F/O Electrical System Panel, P6-3

Row	Col	Number	Name
A	16	C01345	LANDING GEAR AUTOBRAKE BITE CONT 2
A	18	C00583	LANDING GEAR AUTOBRAKE BITE CONT 1
B	16	C01346	LANDING GEAR PARKING BRAKE
B	17	C00129	LANDING GEAR LATCH & PRESS WARN
C	15	C01355	LANDING GEAR AIR/GND SYS 2
C	16	C01356	LANDING GEAR AIR/GND SYS 1
D	1	C01399	PSEU PRI
D	2	C01400	PSEU ALTN
D	15	C01401	LANDING GEAR AIR/GND RELAY

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(Continued)

F/O Electrical System Panel, P6-3

Row	Col	Number	Name
D	16	C01432	LANDING GEAR ALTN EXTEND SOL
E	16	C00196	LANDING GEAR ANTISKID INBD
E	18	C00195	LANDING GEAR ANTISKID OUTBD

SUBTASK 32-11-00-860-004

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

SUBTASK 32-11-00-860-005

(10) Push the brake pedals a minimum of twelve times to remove the pressure from the brake lines.

SUBTASK 32-11-00-020-001

WARNING: DO NOT REMOVE THE VALVE BODY UNTIL THE SHOCK STRUT IS FULLY DEFLATED. IF YOU REMOVE THE VALVE BODY WHEN THERE IS PRESSURE, THE PRESSURE CAN BLOW THE VALVE BODY OUT AND CAUSE INJURY TO PERSONS.

(11) Deflate the shock strut [1] for the two main landing gear fully:

NOTE: This task is necessary keep the airplane level when you do the subsequent steps.

(a) Remove the cap [4] for the air valve [2].

(b) Loosen the swivel nut [3] for a maximum of two turns.

NOTE: Fluid in the shock strut [1] will have bubbles when you release the pressure. Deflate the shock strut slowly to prevent the leakage of the fluid through the air valve [2].

(c) Loosen the swivel nut [3] fully when all of the pressure in the shock strut [1] is released.

NOTE: The shock strut [1] is fully deflated when the dimension from the lower surface of the outer cylinder to the upper surface of the axle clevis on the inner cylinder is 0.9 in. (2.3 cm).

SUBTASK 32-11-00-480-002

WARNING: DO AN INSPECTION OF THE STRAP FOR CORRECT INSTALLATION AND DAMAGE BEFORE YOU USE IT. INCORRECT INSTALLATION OR DAMAGE CAN CAUSE THE STRAP TO BREAK. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(12) Install the retention strap, SPL-1871 with the marker facing up, to hold the shock strut [1] in its compressed position.

NOTE: two straps are required to be used to hold the inner cylinder secure.

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SUBTASK 32-11-00-480-022

(13) Lift the airplane with the jacks until the tires are off of the ground, do this task: Lift the Airplane with the Jacks, AMM TASK 07-11-01-580-815.

NOTE: If the landing gear is not being replaced as a scheduled restoration task (MPD Item Number 32-040-01 or 32-040-02), the free play check is optional.

SUBTASK 32-11-00-200-002

(14) Do the Main Landing Gear Beam Hanger Link Free Play Check,AMM TASK 57-15-00-200-802.

SUBTASK 32-11-00-010-003

(15) Remove the applicable access panel:

(a) For the left landing gear, do this step:

Open these access panels:

Number	Name/Location
551BB	Lower Inboard Fixed Trailing Edge, Gear Adjustment Door
551CB	Lower Inboard Fixed Trailing Edge, Gear Access Panel

(b) For the right landing gear, do this step:

Open these access panels:

Number	Name/Location
651BB	Lower Inboard Fixed Trailing Edge, Gear Door Adjustment
651CB	Lower Inboard Fixed Trailing Edge, Gear Access Panel

(c) Open these access panels:

Number	Name/Location
551DB	Lower Inboard Fixed Trailing Edge, Lube Actuator & MLG Beam Outboard Attach Pin Access Panel
651DB	Lower Inboard Fixed Trailing Edge, Lube Actuator & MLG Beam Outboard Attach Pin Access Panel

SUBTASK 32-11-00-020-029

(16) Do this task: Main Landing Gear Wheel and Tire Assembly Removal, AMM TASK 32-45-11-000-801.

SUBTASK 32-11-00-020-030

(17) Do this task: Main Landing Gear Brake Removal, AMM TASK 32-41-41-000-801.

SUBTASK 32-11-00-020-002

(18) Do this task: Main Landing Gear Inner Door Removal, AMM TASK 32-13-11-000-804.

SUBTASK 32-11-00-020-018

(19) Do this task: Main Landing Gear Center Door Removal, AMM TASK 32-13-11-000-802.

SUBTASK 32-11-00-020-003

(20) Do this task: Main Landing Gear Wing Door Removal, AMM TASK 32-13-21-000-802.

SUBTASK 32-11-00-020-004

(21) Do this task: Main Landing Gear Lower Side Strut Removal, AMM TASK 32-11-61-000-802.

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SUBTASK 32-11-00-020-019

(22) Disconnect the reaction link assembly [30] from the outer cylinder trunnion [33]:

(a) Remove the cotter pin [41], nut [40] and washer [39] from the cross bolt [31].

(b) Remove the cross bolt [31] from the reaction link pin [32].

(c) Remove the end cap [42] from the reaction link pin [32].

(d) Use the slug driver, SPL-1367 to remove the reaction link pin [32] that holds the reaction link assembly [30] to the trunnion [33].

SUBTASK 32-11-00-020-020

(23) Remove the nuts [37], washers [35, 36] and bolts [34] to disconnect the turnbuckle [38] from the bracket.

SUBTASK 32-11-00-020-021

(24) Disconnect the retract actuator [43] from the main gear trunnion:

(a) Remove the cotter pin [41], nut [47], and the washer [46] from the safety bolt [44].

(b) Remove the bolt [44] from the actuator attach pin [50].

(c) Use the wrench adapter assembly, SPL-1363 to hold the head of the actuator attach pin [50].

(d) Remove the nut [45] and the washer [48] from the actuator attach pin [50].

(e) Remove the wrench adapter assembly, SPL-1363 from the head of the actuator attach pin [50].

(f) Install the thread protector, SPL-1372 on the actuator attach pin [50].

(g) Remove the actuator attach pin [50] to disconnect the retract actuator [43] from the main gear trunnion.

(h) Remove the thread protector, SPL-1372 from the actuator attach pin [50].

(i) Remove the spacers [49].

SUBTASK 32-11-00-020-022

(25) Disconnect the walking beam [51] from the main gear trunnion:

(a) Remove the cotter pin [41], nut [47] and the washer [46] from the safety bolt [54].

(b) Remove the safety bolt [54] from the walking beam attach pin [52].

(c) Use the wrench adapter assembly, SPL-1362 to hold the head of the walking beam attach pin [52].

(d) Remove the nut [55], and the washer [53].

(e) Remove the wrench adapter assembly, SPL-1362 from the head of the walking beam attach pin [52].

(f) Install the thread protector, SPL-1371 on the walking beam attach pin [52].

(g) Remove the walking beam attach pin [52] to disconnect the walking beam [51] from the main gear trunnion.

(h) Remove the thread protector, SPL-1371 from the walking beam attach pin [52].

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SUBTASK 32-11-00-480-008

(26) Use rope to hold the disconnected ends of the walking beam [51], and the retract actuator [43], such that the ends will be out of the way when you remove the main landing gear [93].

SUBTASK 32-11-00-010-004

(27) Remove the applicable access panel:

For the left wing, open this access panel:

Number	Name/Location
551BT	Upper Inboard Fixed Trailing Edge, MLG Actuator Access Panel

For the right wing, open this access panel:

Number	Name/Location
651BT	Upper Inboard Fixed Trailing Edge, MLG Actuator Access Panel

SUBTASK 32-11-00-020-017

(28) Remove the hose guide [18].

SUBTASK 32-11-00-020-006

(29) If you will remove the right gear, disconnect the interlock valve cable of the ground spoiler. To do this, do this task: Ground Spoiler Interlock Valve Cable Removal, AMM TASK 27-62-51-000-801.

B. Main Landing Gear Removal

SUBTASK 32-11-00-020-007

(1) Disconnect the brake hose assembly [6] and shimmy damper hose assembly [114] FLEXIBLE HOSE - REMOVAL/INSTALLATION, AMM 20-10-52/401:

(a) Put a tag to identify the brake hose assembly [6] and shimmy damper hose assembly [114] to prevent the crossing of the hoses during the installation.

(b) Disconnect the brake hose assembly [6] and shimmy damper hose assembly [114] from the elbow [5].

(c) Put plugs in the brake hose assembly [6] and shimmy damper hose assembly [114] .

(d) Put caps on the elbow [5].

(e) Move the brake hose assembly [6] and shimmy damper hose assembly [114] away from the work area.

SUBTASK 32-11-00-020-008

(2) Disconnect the electrical connector [11]:

(a) Remove the screws [7], washers [8], clamps [9], and nuts [10] that hold the electrical connector [11] to the structure.

(b) Disconnect the electrical connector [11] from the electrical connector.

(c) Put cap on the electrical connector [11].

(d) Pull the electrical connector [11] out of the hose guide [12].

(e) Wind the electrical connector [11] into loop.

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SUBTASK 32-11-00-020-009

(3) Disconnect the electrical connector [13]:

(a) Remove the screws [14], washers [15], clamps [16], and nuts [17] that hold the electrical connector [13] to the hose guide [18].

(b) Disconnect the electrical connector [13] from the electrical connector.

(c) Put cap on the electrical connector [13].

(d) Wind the electrical connector [13] into loop.

SUBTASK 32-11-00-020-025

(4) Remove the aft trunnion cross bolt [23]:

(a) Remove the cotter pin [20], nut [21], and washer [22] from the aft trunnion cross bolt [23].

1) Use wrench adapter, SPL-14021 to hold the head of the aft trunnion cross bolt [23].

(b) Install the thread protector, SPL-1366 on the aft trunnion cross bolt [23].

(c) Remove the aft trunnion cross bolt [23] to disconnect the aft trunnion pin [19] from the aft trunnion.

(d) Remove the thread protector, SPL-1366 from the aft trunnion cross bolt [23].

SUBTASK 32-11-00-020-024

(5) Remove the forward trunnion cross bolt [28]:

(a) Remove the cotter pin [24], nut [25], and washer [26] from the forward trunnion cross bolt [28].

1) Use the wrench adapter, SPL-14022 or the wrench adapter, SPL-14023 to hold the head of the forward trunnion cross bolt [28].

(b) Install the thread protector, SPL-1365 or thread protector, SPL-14024 on the forward trunnion cross bolt [28].

(c) Remove the forward trunnion cross bolt [28] to disconnect the forward trunnion from the forward trunnion bearing pin [29].

(d) Remove the thread protector, SPL-1365 or thread protector, SPL-14024 from the forward trunnion cross bolt [28].

SUBTASK 32-11-00-020-028

(6) Remove the retaining ring [61], support ring assembly [62] and the forward trunnion seal [63] from the forward trunnion bearing pin [29] (Figure 1, View B-B).

NOTE: Use the torque wrench adaptor, SPL-11076 to remove the retaining ring.

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SUBTASK 32-11-00-480-009

CAUTION: MAKE SURE THE FORWARD TRUNNION BEARING PIN DOES NOT MOVE ON THE PROTECTOR ASSEMBLY DURING THE REMOVAL OR INSTALLATION OF THE MAIN LANDING GEAR. IF THIS CONDITION OCCURS, IT CAN CAUSE DAMAGE TO THE PIN.

(7) Install the protector assembly, (C32034-228/-235) [92]. The protector assembly is part of this tool set fixture, SPL-1869. Do these steps to install the protector assembly:

NOTE: The protector assembly will prevent damage to the forward trunnion bearing pin during removal or installation of the main landing gear.

(a) Put the upper end of the protector assembly, (C32034-228/-235) [92] in the large clearance between the forward trunnion bearing pin [29] and the housing assembly.

(b) Attach the lower end of the protector assembly, (C32034-228/-235) [92] over the bottom of the housing assembly, such that you hear a click when you attach it.

SUBTASK 32-11-00-480-010

(8) Attach the support assembly, (C32034-212) [96] to the main landing gear [93]:

NOTE: Make sure that a minimum of two persons will do this task.

(a) Make sure the side strut attach assembly, (C32034-14) [94] is not attached to the support assembly, (C32034-212) [96] and the jackball pin is removed from the hole in the jackball fitting.

NOTE: The jackball fitting is located on the support assembly, (C32034-212) [96].

(b) Put the side strut attach assembly, (C32034-14) [94] into the lower side strut attach point on the main landing gear [93].

NOTE: Make sure the stenciled plate of the assembly is in vertical and in the up position.

1) Install the washer, and the nut finger tight on the threaded end of the side strut attach assembly, (C32034-14) [94].

(c) Put the support assembly, (C32034-212) [96] in its position on the aft side of the main landing gear [93].

NOTE: Make sure the jackball fitting on the support assembly is fully engaged on the jacking ball of the main landing gear.

(d) If it is necessary, align the holes in the support assembly, (C32034-212) [96] with the jacking ball hole for the installation of the jackball pin.

(e) Put the jackball pin through the jackball fitting and the jacking ball of the main landing gear [93].

(f) Install the lynch pin in the jackball pin.

(g) Loosen the nut that holds the side strut attach assembly, (C32034-14) [94] such that the stenciled plate can be attached to the studs on the side strut support assembly, (C32034-12) [97].

1) If it is necessary, adjust the adjustable square support tube of the side strut support assembly, (C32034-12) [97].

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(h) Tighten the two hand knobs to hold the stenciled plate to the studs on the side strut support assembly, (C32034-12) [97].

(i) Tighten the nut that holds the side strut attach assembly, (C32034-14) [94] to the lower side strut attach point.

SUBTASK 32-11-00-840-001

(9) Lift the airplane with the jacks (AMM TASK 07-11-01-580-815) until the lower surface of the housing assembly, for the forward trunnion bearing pin [29], is 97 ±2 in. (246 ±5 cm) above the ground Figure 1, View B-B).

NOTE: Make sure to keep the airplane level.

SUBTASK 32-11-00-480-011

(10) Attach the dolly assembly, (C32034-213) [98] to the support assembly, (C32034-212) [96]:

NOTE: A minimum of 2 person is necessary to do this task.

(a) If installed, remove the transportation support assembly and the aft tire support assembly from the dolly assembly, (C32034-213) [98].

(b) From the aft side, carefully move the dolly assembly, (C32034-213) [98] in the forward direction under the wing.

(c) Push the dolly assembly, (C32034-213) [98] aft such that the boom arm, (C32034-214) [91] points forward of the main landing gear [93] and the legs are parallel to the fuselage and in the center with the main landing gear [93].

(d) Lift or lower the boom arm, (C32034-214) [91] until you can connect the lift links, (C32034-34) [95] to the support assembly, (C32034-212) [96].

(e) Install the pins to hold the lift links, (C32034-34) [95] to the support assembly, (C32034-212) [96].

(f) Connect the winch assembly, (C32034-207) [99] to the support assembly, (C32034-212) [96] with the snapper pin.

SUBTASK 32-11-00-020-011

WARNING: MAKE SURE THE HYDRAULIC PRESSURE IS BELOW 5000 PSIG (34,474 KPA) WHEN YOU DISCONNECT THE AFT TRUNNION FROM THE AFT TRUNNION BEARING PIN. IF THE HYDRAULIC PRESSURE IS 5000 PSIG (34,474 KPA) OR HIGHER, A BINDING CONDITION OCCURS. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(11) Prepare the dolly assembly, (C32034-213) [98] to disconnect the aft trunnion:

(a) Operate the hydraulic pump on the dolly assembly, (C32034-213) [98] until approximately 1500 psi (10,342 kPa) is shown on the gage.

NOTE: Make sure the dolly assembly, (C32034-213) [98] stays in center with the main landing gear [93].

(b) Make sure the swivel locks for the single caster wheels are released.

(c) Use the pry lever bar to remove the load off of the caster wheels one at a time.

(d) Use the lever bar assemblies to turn the single caster wheels parallel to the legs of the dolly assembly, (C32034-213) [98].

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1) Lock the swivel locks for the single wheel casters.

(e) Operate the hydraulic pump on the dolly assembly, (C32034-213) [98] until approximately 4500 psi (31,026 kPa) is shown on the gage.

NOTE: This will decrease the weight of the main landing gear from the aft trunnion pin [19].

(f) Put chocks on all the caster wheels.

SUBTASK 32-11-00-480-012

(12) Use equipment, SPL-1862 to push the aft trunnion pin [19] into the aft trunnion:

(a) Attach the push adapter [75] to the shaft [71].

(b) Put the push adapter [74] through the pin access hole in the main landing gear beam.

(c) Push the slide hammer [72] until the aft trunnion pin [19] is disconnected from the aft trunnion bearing and it is inside the aft trunnion.

SUBTASK 32-11-00-480-013

(13) Use tie wraps to hold the aft trunnion pin [19] inside the aft trunnion.

NOTE: This will prevent the aft trunnion pin from falling out when you do the subsequent steps.

SUBTASK 32-11-00-950-003

(14) Put protective tape on the outer edge of the aft trunnion to protect its surface finish from scratching.

SUBTASK 32-11-00-420-021

WARNING: MAKE SURE THE HYDRAULIC PRESSURE IS BELOW 5000 PSIG (34,474 KPA) WHEN YOU OPERATE THE DOLLY ASSEMBLY AND THE MAIN LANDING GEAR PIVOTS ABOUT THE FORWARD TRUNNION BEARING PIN. IF THE HYDRAULIC PRESSURE IS 5000 PSIG (34,474 KPA) OR HIGHER, A BINDING CONDITION OCCURS. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(15) Lower the aft trunnion:

NOTE: The initial main landing gear [93] removal path is done with the forward trunnion bearing pin [29] attached to the forward trunnion. This removal path follows a combination of movements from lowering and moving the aft trunnion inboard while the main landing gear pivots about the forward trunnion bearing pin.

(a) Make sure to lock the swivel locks for the caster wheels when the main landing gear [93] pivots about the forward trunnion bearing pin [29] as follows;

1) Use the pry lever bar to remove the load off of the caster wheels one at a time.

2) Lock the single wheel casters perpendicular to the forward trunnion pivot axis approximately 38 degrees, and 90 degrees for the double wheel caster.

(b) Put the fork end of the lever bar assemblies on the rectangular tubing above the single wheel casters.

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(c) Hold the lever bar assemblies to slowly push the aft end of the dolly assembly, (C32034-213) [98] inboard.

NOTE: Make sure the swivel locks for all the caster wheels are released.

(d) Do the steps below to lower the aft trunnion inboard while at the same time the aft end of the main landing gear [93] moves inboard:

NOTE: When lifting or lowering the aft trunnion, put the single caster wheels parallel to the dolly assembly legs and lock the swivel locks.

1) Use the winch assembly, (C32034-207) [99] to pull the bottom of the main landing gear [93] forward.

2) Use the manual valve on the hydraulic pump to lower the boom arm, (C32034-214) [91].

3) Continue to lower and to move the aft trunnion inboard until it clears the following components;

a) The lower flange of the main landing gear beam

b) The seals for the lower trailing edge panel

c) The seal for the support beam

d) And the aft trunnion is just below the lower trailing edge panel.

SUBTASK 32-11-00-020-013

WARNING: MAKE SURE THE HYDRAULIC PRESSURE IS BELOW 5000 PSIG (34,474 KPA) WHEN YOU DISCONNECT THE FORWARD TRUNNION FROM THE FORWARD TRUNNION BEARING PIN. IF THE HYDRAULIC PRESSURE IS 5000 PSIG (34,474 KPA) OR HIGHER, A BINDING CONDITION OCCURS. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(16) Disconnect the forward trunnion:

(a) Make sure the swivel locks for the caster wheels are released.

(b) Use the lever bar assemblies to push the dolly assembly, (C32034-213) [98] outboard such that the axis of the forward trunnion bearing pin [29] is perpendicular to the housing assembly and the rear spar.

(c) Use the pry lever bar to remove the load off of the caster wheels one at a time.

(d) If it is necessary, use the lever bar assemblies and put the single caster wheels parallel to the legs of the dolly assembly, (C32034-213) [98].

1) Lock the swivel locks for the single caster wheels.

(e) Attach the outer cylinder strap assembly to the hoist ring on the end of the boom arm [91] and around the outer cylinder at the aft trunnion.

(f) Remove the tension from the strap.

(g) Put the chocks approximately 2 in. (5 cm) aft of the single wheel casters, and in contact with the double wheel caster to limit the movement of the dolly assembly, (C32034-213) [98].

(h) Make sure the chock is in contact with the double wheel caster to prevent the movement of the dolly assembly, (C32034-213) [98].

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(i) Put the fork end of the lever bar assemblies on the rectangular tubing above the single wheel casters.

(j) Hold the lever bar assemblies to slowly push on the dolly assembly [98], such that the forward trunnion will come off of the forward trunnion bearing pin [29].

NOTE: Make sure the swivel locks for all the caster wheels are released.

(k) Continue to push the dolly assembly, (C32034-213) [98] while lowering the aft end of the main landing gear [93] with the use of the winch assembly, (C32034-207) [99] and the boom arm, (C32034-214) [91].

(l) Continue this movement until the aft trunnion will clear the lower trailing edge panel seals, the forward trunnion is disconnected from the forward trunnion bearing pin [29].

(m) Remove the outer cylinder strap assembly from the hoist ring and the outer cylinder.

(n) Use the boom arm, (C32034-214) [91] and the winch assembly, (C32034-207) [99] to lower the main landing gear [93], such that the dolly assembly, (C32034-213) [98], with the main landing gear [93] can be removed below the wing.

SUBTASK 32-11-00-580-002

(17) Lower the main landing gear [93] on the tire support assemblies, such that the support assembly, (C32034-212) [96] rests in the cradle of the transportation support assembly.

SUBTASK 32-11-00-480-014

(18) Use the retention strap, SPL-1871 to hold the main landing gear [93].

SUBTASK 32-11-00-480-023

(19) Tighten the adjustable square support tube of the side strut support assembly, (C32034-12) [97] with the two adjustable handles.

SUBTASK 32-11-00-020-026

CAUTION: DO NOT TOW THE MAIN LANDING GEAR SUPPORT EQUIPMENT OVER 5 MPH. THE MAIN LANDING GEAR SUPPORT EQUIPMENT IS FOR SHOP HANDLING ONLY.

CAUTION: MAKE SURE THE RETENTION STRAP OR EQUIVALENT IS INSTALLED ON THE SHOCK STRUT [1] IF THE MAIN LANDING GEAR FIXTURE, SPL-1869 WILL BE REMOVED FROM THE MAIN LANDING GEAR [93]. THE SHOCK STRUT CAN EXTEND AND DAMAGE TO THE EQUIPMENT CAN OCCUR.

(20) Remove the dolly assembly, (C32034-213) [98], with main landing gear [93] from the work area.

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-050-02-01

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TASK 32-11-00-400-801

2. Main Landing Gear Installation

(Figure 1, Figure 2, Figure 3)

A. Prepare for the Installation

SUBTASK 32-11-00-480-015

CAUTION: MAKE SURE THE FORWARD TRUNNION BEARING PIN DOES NOT MOVE ON THE PROTECTOR ASSEMBLY DURING THE REMOVAL OR INSTALLATION OF THE MAIN LANDING GEAR. IF THIS CONDITION OCCURS, IT CAN CAUSE DAMAGE TO THE PIN.

(1) If the protector assembly, (C32034-228/-235) [92] from fixture, SPL-1869, is not already installed, do the steps that follow:

NOTE: The protector assembly will prevent damage to the forward trunnion bearing pin during the installation of the main landing gear.

NOTE: For more protection of the transition radius of the forward trunnion pin, apply tape around the pin before gear installation. Remove the tape after installation.

(a) Put the upper end of the protector assembly, (C32034-228/-235) [92] in the large clearance between the forward trunnion bearing pin [29] and the housing assembly.

(b) Attach the lower end of the protector assembly, (C32034-228/-235) [92] over the bottom of the housing assembly, such that you hear a click when you attach it.

SUBTASK 32-11-00-480-016

(2) Install the retention strap, SPL-1871, with the marker facing up, to hold the shock strut [1] in its compressed position.

NOTE: Two straps are required to hold the inner cylinder secure.

SUBTASK 32-11-00-640-001

(3) Make sure the aft trunnion pin [19] can easily move.

(a) If you cannot easily move the aft trunnion pin [19], remove it from the aft trunnion and lubricate it with grease, D00633.

(b) Put the aft trunnion pin [19] into the aft trunnion.

SUBTASK 32-11-00-480-017

(4) Use tie wraps to hold the aft trunnion pin [19] inside the aft trunnion.

NOTE: This will prevent the aft trunnion pin from falling out of the outer cylinder trunnion when you do the subsequent steps.

SUBTASK 32-11-00-950-001

(5) Put protective tape on the outer edge of the aft trunnion to protect its surface finish from scratching.

SUBTASK 32-11-00-860-007

(6) Do this task: Trailing Edge Flap System Deactivation, AMM TASK 27-51-00-040-801.

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B. Main Landing Gear Installation

SUBTASK 32-11-00-480-018

(1) Attach the support assembly [96] and the side strut attach assembly [94] to the main landing gear [93]:

NOTE: Make sure that a minimum of two persons will do this task.

(a) Make sure the side strut attach assembly [94] is not attached to the support assembly [96].

(b) Make sure the jackball pin is removed from the hole in the jackball fitting of the support assembly [96].

(c) Put the side strut attach assembly [94] into the lower side strut attach point on the main landing gear [93], and such that the stenciled plate is in the vertical position.

1) Install the washer on the threaded end of the side strut attach assembly [94].

2) Make sure the stenciled plate is still in a vertical position and install the nut finger tight.

(d) Put the support assembly [96] in its position on the aft side of the main landing gear [93].

NOTE: Make sure the jackball fitting on the support assembly is fully engaged on the jacking ball of the main landing gear.

(e) If it is necessary, align the holes for the installation of the jackball pin.

(f) Put the jackball pin through the jackball fitting of the support assembly [96] and the jacking ball of the main landing gear [93].

(g) Install the lynch pin in the jackball pin.

(h) Loosen the nut that holds the side strut attach assembly [94], such that the stenciled plate can be attached to the studs on the side strut support assembly [97].

1) If it is necessary, adjust the adjustable square support tube of the side strut support assembly [97].

(i) Tighten the two hand knobs to hold the stenciled plate to the studs on the side strut support assembly [97].

(j) Tighten the nut that holds the side strut attach assembly [94] to the lower side strut attach point.

(k) Tighten the two adjustable handles to hold the adjustable square support tube of the side strut support assembly [97].

SUBTASK 32-11-00-480-019

(2) Attach the dolly assembly [98] to the support assembly [96]:

NOTE: Make sure a minimum of two persons will do this task.

(a) Put the dolly assembly [98] in its position such that the boom arm [91] is on the forward side of the main landing gear [93] and the legs are in center with the main landing gear [93].

(b) Use the manual valve on the hydraulic pump to lift or lower the boom arm [91] until you can connect the lift links [95] to the support assembly [96].

(c) Connect the lift links [95] to the support assembly [96].

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(d) Install the pins to hold the lift links [95] to the support assembly [96].

(e) Connect the winch assembly [99] to the support assembly [96] with the snapper pin.

SUBTASK 32-11-00-480-020

(3) Make sure the airplane is lifted with the jacks (AMM TASK 07-11-01-580-815) and the lower surface of the housing, for the forward trunnion bearing pin [29], measures 97 ±2 in. (246 ±5 cm) above the ground (Figure 3, View A).

NOTE: Make sure to keep the airplane level.

SUBTASK 32-11-00-580-003

(4) Use the boom arm [91] to lift the main landing gear [93], such that the transportation support assembly and the aft tire support assembly can be removed from the dolly assembly [98].

SUBTASK 32-11-00-980-001

(5) From the aft side, carefully move the dolly assembly [98] with main landing gear [93] forward below the wing and put it in its position below the wheel well area.

(a) Move the dolly assembly [98] such that the axis of the forward trunnion bearing pin [29] will be perpendicular to the housing assembly and the rear spar.

SUBTASK 32-11-00-020-027

WARNING: MAKE SURE THE HYDRAULIC PRESSURE IS BELOW 5000 PSIG (34,474 KPA) WHEN YOU CONNECT THE FORWARD TRUNNION TO THE FORWARD TRUNNION BEARING PIN. IF THE HYDRAULIC PRESSURE IS 5000 PSIG (34,474 KPA) OR HIGHER, A BINDING CONDITION OCCURS. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(6) Do these steps to connect the forward trunnion:

(a) Lift the main landing gear [93] with the boom arm [91] and the winch assembly [99], such that the forward trunnion and the forward trunnion bearing pin [29] are aligned.

1) Remove the transportation support assembly and the aft tire support assembly from the dolly assembly [98].

(b) Attach the outer cylinder strap assembly to the hoist ring on the end of the boom arm [91] and around the outer cylinder at the aft trunnion.

(c) Remove the tension from the strap.

(d) Use the pry lever bar to remove the load off of the caster wheels one at a time.

(e) Use the lever bar assemblies to turn all the caster wheels parallel to the dolly assembly [98] legs, such that the forward trunnion can be inserted straight onto the forward trunnion bearing pin [29].

NOTE: Make sure the swivel locks on the caster wheels are not locked.

(f) Make sure the forward trunnion stays aligned with the forward trunnion bearing pin [29] and lock the swivel locks.

(g) Put chocks on all caster wheels but put the forward chock approximately 2 in. (5 cm) forward of the double wheel caster.

(h) Put the fork end of the lever bar assemblies on the rectangular tubing above the single wheel casters.

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(i) Use the lever bar assemblies to slowly push the dolly assembly [98] forward.

NOTE: Make sure the aft trunnion will clear the lower trailing edge panel seals when you do this task. Also, make sure the chocks are in contact with the single wheel casters to prevent the movement of the dolly assembly [98].

(j) Slowly lift the aft end of the main landing gear [93] with the winch assembly [99] and lifting the boom arm [91] at the same time while you continue to push the dolly assembly [98] forward.

NOTE: Use the manual valve on the hydraulic pump to lift the boom arm [91]. Tighten the outer cylinder strap if necessary to remove the tension, such that the forward trunnion will not come off of the forward trunnion bearing pin [29].

(k) Continue the movement of the dolly assembly [98] until the forward trunnion is fully inserted onto the forward trunnion bearing pin [29].

SUBTASK 32-11-00-210-004

(7) Visually examine the protective coating on the transition radius of the forward trunnion pin for chipping, cracks, or corrosion.

(a) If the transition radius is damaged the replace the trunnion pin. These are the tasks:

- Main Landing Gear Forward Trunnion Bearing Assembly Removal, AMM TASK 32-11-83-000-801
- Main Landing Gear Forward Trunnion Bearing Assembly Installation, AMM TASK 32-11-83-400-801

SUBTASK 32-11-00-620-004

WARNING: USE NITRILE GLOVES FOR SKIN PROTECTION AGAINST CORROSION INHIBITING COMPOUND, G50136. IF CORROSION INHIBITING COMPOUND, G50136 GETS ON YOUR SKIN, IMMEDIATELY REMOVE IT WITH WATER. IF THIS MATERIAL GETS IN YOUR EYES, IMMEDIATELY FLUSH YOUR EYES WITH WATER AND GET MEDICAL AID. THIS MATERIAL CONTAINS VERY POISONOUS AND FLAMMABLE AGENTS WHICH CAN CAUSE INJURIES TO PERSONS.

CAUTION: DO NOT APPLY CORROSION-INHIBITING COMPOUND ON GREASE JOINTS, OR SEALED BEARINGS. THESE COMPOUNDS REMOVE GREASE AND OTHER LUBRICANTS. THEY ARE PENETRATING COMPOUNDS. THEY WILL MOVE AROUND THE SEALS AND INTO THE BEARINGS. THIS WILL CAUSE DAMAGE TO THE BEARINGS, AND JOINTS.

(8) Apply a thin layer of the corrosion inhibiting compound, G50136 (preferred) or Mastinox 6856 K, C50056 (optional) to these items:

(a) The shank, thread, and thread relief of the forward trunnion cross bolt [28]

(b) The thread of the nut [25]

(c) The spline, and face of the washer [26]

(d) The pin [24].

SUBTASK 32-11-00-160-005

(9) Remove all unwanted corrosion inhibiting compound, G50136.

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SUBTASK 32-11-00-420-029

(10) Do these steps to install the forward trunnion cross bolt [28]:

(a) Install the thread protector, SPL-1365 or thread protector, SPL-14024 on the forward trunnion cross bolt [28].

(b) Put the forward trunnion cross bolt [28] through the door actuator bracket [27], forward trunnion, and the forward trunnion bearing pin [29].

(c) Remove the thread protector, SPL-1365 or thread protector, SPL-14024 from the forward trunnion cross bolt [28].

(d) Install the washer [26] and the nut [25] on the forward trunnion cross bolt [28].

(e) Tighten the nut [25] to 21 ft-lb (28 N·m) – 25 ft-lb (34 N·m) plus the run-on torque.

1) Use the wrench adapter, SPL-14022 or the wrench adapter, SPL-14023 to hold the head of the forward trunnion cross bolt [28].

(f) Install the pin [24] in the forward trunnion cross bolt [28]. If it is necessary, loosen the nut [25] to the nearest castellation to align the holes for the pin [24].

SUBTASK 32-11-00-080-011

(11) Remove the outer cylinder strap assembly from the hoist ring and the outer cylinder.

SUBTASK 32-11-00-420-022

WARNING: MAKE SURE THE HYDRAULIC PRESSURE IS BELOW 5000 PSIG (34,474 KPA) WHEN YOU OPERATE THE DOLLY ASSEMBLY AND TO LIFT THE AFT TRUNNION INTO ITS POSITION. IF THE HYDRAULIC PRESSURE IS 5000 PSIG (34,474 KPA) OR HIGHER WHEN YOU DO THIS, A BINDING CONDITION OCCURS. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(12) Operate the dolly assembly [98] to put the aft trunnion in its position:

NOTE: The main landing gear [93] installation path is done with the forward trunnion bearing pin [29] attached to the forward trunnion. This installation path is a combination of moving the aft trunnion inboard, lifting the aft trunnion, and moving the aft trunnion outboard as the main landing gear pivots about the forward trunnion bearing pin.

(a) Make sure to lock the caster wheels when the main landing gear [93] pivots about the forward trunnion bearing pin [29] as follows;

1) Use the pry lever bar to remove the load off of the caster wheels one at a time.

2) Lock the single wheel casters perpendicular to the forward trunnion pivot axis approximately 38 degrees, and 90 degrees for the double wheel caster.

(b) Put the fork end of the lever bar assemblies on the rectangular tubing above the single wheel casters.

(c) Do a check to make sure the locks for the caster wheels are released.

(d) Hold the lever bar assemblies to slowly push the aft end of the dolly assembly [98] inboard, such that the aft trunnion will clear the main landing gear beam lower flange, lower trailing edge panel seals, and the seal support beam when the aft trunnion is lifted.

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(e) If it is necessary, use the lever bar assemblies and the pry lever bar to put the caster wheels parallel to the legs of the dolly assembly [98].

(f) Lock the caster wheels.

(g) Lift and move the aft trunnion outboard at the same time while you clear the main landing gear [93] from the main landing gear beam as follows;

1) Release the tension on the winch assembly [99].

2) Use the manual valve on the hydraulic pump to lift the boom arm [91].

(h) Put the aft trunnion in its position directly below the aft trunnion bearing.

1) If the forward tire support assembly is on the way of the tires, remove it.

(i) Put chocks on all the casters.

(j) Continue to slowly lift the aft trunnion of the main landing gear [93] until the aft trunnion and the aft trunnion bearing are aligned.

NOTE: Make sure the chock is in contact with the double wheel caster to prevent the forward movement of the dolly assembly [98].

SUBTASK 32-11-00-080-006

(13) Remove the two tie wraps that hold the aft trunnion pin [19].

SUBTASK 32-11-00-080-007

(14) Remove the protective tape from the outer edge of the aft trunnion.

SUBTASK 32-11-00-640-002

(15) Lubricate the chrome plated surfaces of the aft trunnion pin [19] with grease, D00633.

SUBTASK 32-11-00-160-001

(16) Remove all unwanted grease, D00633.

SUBTASK 32-11-00-620-001

WARNING: USE NITRILE GLOVES FOR SKIN PROTECTION AGAINST CORROSION INHIBITING COMPOUND, G50136. IF CORROSION INHIBITING COMPOUND, G50136 GETS ON YOUR SKIN, IMMEDIATELY REMOVE IT WITH WATER. IF THIS MATERIAL GETS IN YOUR EYES, IMMEDIATELY FLUSH YOUR EYES WITH WATER AND GET MEDICAL AID. THIS MATERIAL CONTAINS VERY POISONOUS AND FLAMMABLE AGENTS WHICH CAN CAUSE INJURIES TO PERSONS.

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(17) Apply a thin layer of corrosion inhibiting compound, G50136 (preferred) or Mastinox 6856 K, C50056 (optional) to these items:

(a) The shank, thread, and thread relief of the aft trunnion bolt [23]

(b) The thread of the nut [21]

(c) The spline, and face of the washer [22]

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(d) The pin [20].

SUBTASK 32-11-00-160-002

(18) Remove all unwanted corrosion inhibiting compound, G50136.

SUBTASK 32-11-00-420-007

(19) Connect the aft trunnion:

(a) Put a flashlight, or other bright lights, at the top of the main landing gear [93] and shine them back past the aft trunnion.

(b) Look through the aft trunnion pin access hole so you can see the aft trunnion pin [19] through the aft trunnion bearing.

(c) Move the dolly assembly [98] from side to side or lift and lower it until you can see equal amounts of light all the way around the aft trunnion pin [19] through the aft trunnion bearing.

NOTE: When you have the aft trunnion pin [19] and the aft trunnion bearing correctly aligned, the aft trunnion pin will install very easily.

(d) Use the aft trunnion equipment, SPL-1862 to pull the aft trunnion pin [19] from the aft trunnion:

1) Put the pull adapter [74] through the pin access hole in the main landing gear beam [30].

2) Attach the pull adapter [74] to the aft trunnion pin [19].

3) Pull the slide hammer [72] until the aft trunnion pin [19] is out of the aft trunnion bearing such that the aft trunnion will connect to the main landing gear beam.

(e) Move the aft trunnion bearing until it is in line with the aft trunnion pin [19].

(f) If it is necessary, use the aft trunnion equipment, SPL-1862 to turn the aft trunnion pin [19] clockwise until the holes for the aft trunnion bolt [23] are aligned.

(g) Install the thread protector, SPL-1366 on the aft trunnion cross bolt [23].

(h) Put the aft trunnion cross bolt [23] through the aft trunnion and the aft trunnion pin [19].

(i) Remove the thread protector, SPL-1366 from the aft trunnion cross bolt [23].

(j) Install the washer [22], and the nut [21] on the aft trunnion cross bolt [23].

(k) Tighten the nut [21] to 160 in-lb (18 N·m) – 190 in-lb (21 N·m) plus the run-on torque.

NOTE: Use long wrench with narrow body, ratchet wrench or crowfoot with 4 inches extension to tighten the nut.

1) Use the wrench adapter, SPL-14021 to hold the head of the aft trunnion cross bolt [23].

(l) Install the cotter pin [20] in the aft trunnion cross bolt [23]. If it is necessary, loosen the nut [21] to the nearest castellation to align the holes for the pin [20].

SUBTASK 32-11-00-080-004

(20) Remove the main landing gear fixture, SPL-1869 from the main landing gear [93].

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SUBTASK 32-11-00-080-008

(21) Remove the protector assembly.

SUBTASK 32-11-00-210-005

(22) Visually examine the protective coating on the transition radius of the forward trunnion pin for chipping, cracks, or corrosion.

(a) If the transition radius is damaged then replace the trunnion pin. These are the tasks:

- Main Landing Gear Forward Trunnion Bearing Assembly Removal, AMM TASK 32-11-83-000-801
- Main Landing Gear Forward Trunnion Bearing Assembly Installation, AMM TASK 32-11-83-400-801

SUBTASK 32-11-00-420-030

(23) Install the forward trunnion seal [63], support ring assembly [62] and the retaining ring [61] on the forward trunnion bearing pin [29] (Figure 1, View B-B).

SUBTASK 32-11-00-080-009

(24) Remove retention strap, SPL-1871 from the main landing gear [93].

SUBTASK 32-11-00-212-001

(25) Before you connect the electrical connector, examine the connector for corrosion.

WARNING: DO THE STEPS BELOW IF THE AIRPLANE OPERATES WHERE DEICING FLUID THAT CONTAINS POTASSIUM FORMATE OR POTASSIUM ACETATE IS USED. ALSO, DO THE STEPS FOR ALL AIRPLANES THAT YOU FOUND CORROSION IN THE ELECTRICAL CONNECTORS IN THE MAIN WHEEL WELL. THE ELECTRICAL CONNECTORS ARE IN A SYSTEM THAT IS NECESSARY FOR SAFE FLIGHT.

(a) If there was corrosion, refer to (SWPM 20-60-03) to correct the problem.

(b) Apply the D5026NS or ZC-026 compound, G50171 to the connector (SWPM 20-60-03)

SUBTASK 32-11-00-420-008

(26) Do these steps to connect the electrical connector [13]:

(a) Attach the clamps [16] to the electrical connector [13].

(b) Install the screws [14], washers [15], and nuts [17] to the clamps [16] that hold the electrical connector [13] to the hose guide [18].

(c) Remove the cap from the electrical connector [13].

(d) Connect the electrical connector [13] to the electrical connector.

SUBTASK 32-11-00-420-009

(27) Do these steps to connect the electrical connector [11]:

(a) Put the electrical connector [11] through the hose guide [12].

(b) Attach the clamps [9] to the electrical connector [11].

(c) Install the screws [7], washers [8], and nuts [10] to the clamps [9] that hold the electrical connector [11] to the structure.

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(d) Remove the cap from the electrical connector [11].

(e) Connect the electrical connector [11] to the electrical connector.

SUBTASK 32-11-00-420-010

(28) Do these steps to connect the brake hose assembly [6] and shimmy damper hose assembly [114] FLEXIBLE HOSE - REMOVAL/INSTALLATION, AMM 20-10-52/401:

(a) Remove the caps from the brake hose assembly [6] and shimmy damper hose assembly [114].

(b) Remove the caps from the elbow [5].

(c) Connect the brake hose assembly [6] and shimmy damper hose assembly [114] to the elbow [5].

(d) Remove the tags from the brake hose assembly [6] and shimmy damper hose assembly [114].

SUBTASK 32-11-00-420-023

(29) Connect the disconnected end of the brake safety cable.

SUBTASK 32-11-00-100-001

(30) Clean the surfaces of these items that will attach the retract actuator [43] to the main gear trunnion:

(a) Attachment fitting on the main gear trunnion

(b) Actuator Attach Pin [50]

(c) Spacers [49]

(d) Washer [48]

(e) Nut [45]

(f) Cotter pin [41], nut [47], washer [46], and bolt [44].

SUBTASK 32-11-00-100-002

(31) Clean the surfaces of these items that will attach the walking beam [51] and the retract actuator [43] to the main gear trunnion:

(a) Attachment fitting on the main gear trunnion

(b) Walking beam attach pin [52]

(c) Washer [53]

(d) Nut [55]

(e) Cotter pin [41], nut [47], washer [46], and bolt [54].

SUBTASK 32-11-00-600-001

(32) Apply grease, D00633 to the chrome-plated surfaces of the pin [32], actuator attach pin [50], and the walking beam attach pin [52].

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SUBTASK 32-11-00-620-002

WARNING: USE NITRILE GLOVES FOR SKIN PROTECTION AGAINST CORROSION INHIBITING COMPOUND, G50136. IF CORROSION INHIBITING COMPOUND, G50136 GETS ON YOUR SKIN, IMMEDIATELY REMOVE IT WITH WATER. IF THIS MATERIAL GETS IN YOUR EYES, IMMEDIATELY FLUSH YOUR EYES WITH WATER AND GET MEDICAL AID. THIS MATERIAL CONTAINS VERY POISONOUS AND FLAMMABLE AGENTS WHICH CAN CAUSE INJURIES TO PERSONS.

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(33) Apply a thin layer of corrosion inhibiting compound, G50136 (preferred) or Mastinox 6856 K, C50056 (optional) to these items:

NOTE: Do not apply corrosion preventive compound to the chrome plated surfaces.

(a) The threads and thread reliefs on the actuator attach pin [50], and the walking beam attach pin [52]

(b) The threads and thread reliefs of the bolts [44, 54]

(c) The threads and thread reliefs of the nuts [45, 47, 55]

(d) The faces of the washer [46, 48, 53]

(e) The cotter pins [41].

SUBTASK 32-11-00-160-003

(34) Remove all unwanted corrosion inhibiting compound, G50136.

SUBTASK 32-11-00-080-010

(35) Remove the rope that holds the disconnected ends of the walking beam [51] and the retract actuator [43].

SUBTASK 32-11-00-010-005

(36) Remove the clamps for the electrical conduit on the inboard side of the nut [45] and move the conduit to get clearance to tighten the nut [45].

SUBTASK 32-11-00-420-024

(37) Do these steps to connect the retract actuator [43] to the main gear trunnion:

(a) Put the retract actuator [43] in its position for connection to the main gear trunnion.

(b) Install the thread protector, SPL-1372 on the actuator attach pin [50].

(c) Put the actuator attach pin [50] through the retract actuator [43], spacers [49] and the main gear trunnion.

(d) Remove the thread protector, SPL-1372 from the actuator attach pin [50].

(e) Install the washer [48] and the nut [45] on the actuator attach pin [50].

(f) Use the wrench adapter assembly, SPL-1363 to hold the head of the actuator attach pin [50].

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(g) Tighten the nut [45] to 95 ft-lb (129 N·m) – 115 ft-lb (156 N·m) plus the run-on torque.

(h) If it is necessary, loosen the nut [45] to the nearest castellation to align the holes for the bolt [44].

(i) Remove the wrench adapter assembly, SPL-1363 from the actuator attach pin [50].

(j) Put the bolt [44] through the actuator attach pin [50].

(k) Install the washer [46] and the nut [47] on the actuator attach pin [50].

(l) Tighten the nut [47] to 20 in-lb (2 N·m) to 24 in-lb (3 N·m) plus the run-on torque.

(m) If it is necessary, loosen the nut [47] to the nearest castellation to align the holes for the cotter pin [41].

(n) Install the cotter pin [41] in the bolt [44].

SUBTASK 32-11-00-410-003

(38) Put the electrical conduit back in its position and install the clamps.

SUBTASK 32-11-00-420-025

(39) Do these steps to connect the walking beam [51] to the main gear trunnion:

(a) Put the walking beam [51] in its position for the connection to the main gear trunnion.

(b) Install the thread protector, SPL-1371 on the walking beam attach pin [52].

(c) Put the walking beam attach pin [52] through the walking beam [51], and the main gear trunnion.

(d) Remove the thread protector, SPL-1371 from the walking beam attach pin [52].

(e) Install the washer [53] and the nut [55] on the walking beam attach pin [52].

(f) Install the wrench adapter assembly, SPL-1362 to hold the head of the walking beam attach pin [52].

(g) Tighten the nut [55] to 170 ft-lb (230 N·m) to 200 ft-lb (271 N·m) plus the run-on torque.

(h) If it is necessary, loosen the nut [55] to the nearest castellation to align the holes for the bolt [54].

(i) Remove the wrench adapter assembly, SPL-1362 from the walking beam attach pin [52].

(j) Put the bolt [54] through the walking beam attach pin [52].

(k) Install the washer [46] and the nut [47] on the walking beam attach pin [52].

(l) Tighten the nut [47] to 20 in-lb (2 N·m) to 24 in-lb (3 N·m) plus the run-on torque.

(m) If it is necessary, loosen the nut [47] to the nearest castellation to align the holes for the pin [41].

(n) Install the pin [41] in the bolt [54].

SUBTASK 32-11-00-420-026

(40) Install the nuts [37], washers [35, 36] and bolts [34] to connect the turnbuckle [38] to the bracket.

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SUBTASK 32-11-00-620-003

WARNING: USE NITRILE GLOVES FOR SKIN PROTECTION AGAINST CORROSION INHIBITING COMPOUND, G50136. IF CORROSION INHIBITING COMPOUND, G50136 GETS ON YOUR SKIN, IMMEDIATELY REMOVE IT WITH WATER. IF THIS MATERIAL GETS IN YOUR EYES, IMMEDIATELY FLUSH YOUR EYES WITH WATER AND GET MEDICAL AID. THIS MATERIAL CONTAINS VERY POISONOUS AND FLAMMABLE AGENTS WHICH CAN CAUSE INJURIES TO PERSONS.

CAUTION: DO NOT APPLY CORROSION-INHIBITING COMPOUND ON GREASE JOINTS, OR SEALED BEARINGS. THESE COMPOUNDS REMOVE GREASE AND OTHER LUBRICANTS. THEY ARE PENETRATING COMPOUNDS. THEY WILL MOVE AROUND THE SEALS AND INTO THE BEARINGS. THIS WILL CAUSE DAMAGE TO THE BEARINGS, AND JOINTS.

(41) Apply a thin layer of the corrosion inhibiting compound, G50136 (preferred) or Mastinox 6856 K, C50056 (optional) to these items:

NOTE: Do not apply corrosion preventive compound to the chrome plated surfaces.

(a) The threads and thread reliefs of the crossbolt [31]

(b) The threads of the nut [40]

(c) The faces of the washer [39].

SUBTASK 32-11-00-640-003

(42) Apply grease, D00633 to the chrome plated surfaces of the trunnion pin [32] and the end cap [42].

SUBTASK 32-11-00-160-004

(43) Remove all unwanted corrosion inhibiting compound, G50136 and grease, D00633.

SUBTASK 32-11-00-420-027

(44) Do these steps to connect the reaction link assembly [30] to the trunnion [33]:

(a) Put the outboard end of the reaction link assembly [30] in its position for attachment to the trunnion [33].

(b) Put the trunnion pin [32] through the reaction link assembly [30] and the trunnion [33].

(c) Install the end cap [42] on the trunnion pin [32].

(d) Put the cross bolt [31] through the trunnion pin [32] and the end cap [42].

(e) Install the washer [39] and the nut [40] on the cross bolt [31].

(f) Tighten the nut [40] to 20 in-lb (2 N·m) – 24 in-lb (3 N·m) plus the run-on torque.

(g) If it is necessary, loosen the nut [40] to the nearest castellation to align the holes for the cotter pin [41].

(h) Install the cotter pin [41] in the crossbolt [31].

SUBTASK 32-11-00-420-019

(45) Do this task: Main Landing Gear Lower Side Strut Installation, AMM TASK 32-11-61-400-802.

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SUBTASK 32-11-00-200-001

WARNING: MAKE SURE THAT THE SYSTEM-TO-SYSTEM SEPARATIONS ARE CORRECT. SEPARATIONS THAT ARE NOT CORRECT COULD CAUSE UNWANTED CONDITIONS, WHICH COULD INCLUDE CHAFING, FIRE OR ELECTROMAGNETIC INTERFERENCE. THIS CAN CAUSE INJURIES TO PERSONNEL, OR CAN MAKE FLIGHT DANGEROUS, OR CAN CAUSE DAMAGE TO THE SYSTEMS.

(46) Make sure that there is a minimum distance of 0.13 in. (3.30 mm) between the wire bundles [111] and the hangar link [112], Figure 4.

SUBTASK 32-11-00-420-020

(47) Install the hose guide [18].

SUBTASK 32-11-00-410-002

(48) Install the applicable panel:

(a) For the left wing, do this step:

Close this access panel:

Number	Name/Location
551BT	Upper Inboard Fixed Trailing Edge, MLG Actuator Access Panel

(b) For the right wing, do this step:

Close this access panel:

Number	Name/Location
651BT	Upper Inboard Fixed Trailing Edge, MLG Actuator Access Panel

SUBTASK 32-11-00-420-031

(49) If you will install the right gear, connect the interlock valve cable of the ground spoiler, do this task: Ground Spoiler Interlock Valve Cable Installation, AMM TASK 27-62-51-400-801.

SUBTASK 32-11-00-420-013

(50) Do this task: Main Landing Gear Wing Door Installation, AMM TASK 32-13-21-420-801.

SUBTASK 32-11-00-420-028

(51) Do this task: Main Landing Gear Center Door Installation, AMM TASK 32-13-11-420-802.

SUBTASK 32-11-00-420-014

(52) Do this task: Main Landing Gear Inner Door Installation, AMM TASK 32-13-11-420-804.

SUBTASK 32-11-00-420-032

(53) Do this task: Main Landing Gear Brake Installation, AMM TASK 32-41-41-400-801.

SUBTASK 32-11-00-420-033

(54) Do this task: Main Landing Gear Wheel and Tire Assembly Installation, AMM TASK 32-45-11-400-801.

SUBTASK 32-11-00-410-001

(55) Install the applicable panel:

(a) For the left landing gear, do this step:

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Close these access panels:

Number	Name/Location
551BB	Lower Inboard Fixed Trailing Edge, Gear Adjustment Door
551CB	Lower Inboard Fixed Trailing Edge, Gear Access Panel

(b) For the right landing gear, do this step:

Close these access panels:

Number	Name/Location
651BB	Lower Inboard Fixed Trailing Edge, Gear Door Adjustment
651CB	Lower Inboard Fixed Trailing Edge, Gear Access Panel

(c) Close these access panels:

Number	Name/Location
551DB	Lower Inboard Fixed Trailing Edge, Lube Actuator & MLG Beam Outboard Attach Pin Access Panel
651DB	Lower Inboard Fixed Trailing Edge, Lube Actuator & MLG Beam Outboard Attach Pin Access Panel

C. Put the Airplane Back to Its Usual Condition

SUBTASK 32-11-00-080-013

(1) Remove the ground spoiler actuator lock set, SPL-1744.

SUBTASK 32-11-00-860-015

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

F/O Electrical System Panel, P6-3

Row	Col	Number	Name
A	16	C01345	LANDING GEAR AUTOBRAKE BITE CONT 2
A	18	C00583	LANDING GEAR AUTOBRAKE BITE CONT 1
B	16	C01346	LANDING GEAR PARKING BRAKE
B	17	C00129	LANDING GEAR LATCH & PRESS WARN
C	15	C01355	LANDING GEAR AIR/GND SYS 2
C	16	C01356	LANDING GEAR AIR/GND SYS 1
D	1	C01399	PSEU PRI
D	2	C01400	PSEU ALTN
D	15	C01401	LANDING GEAR AIR/GND RELAY
D	16	C01432	LANDING GEAR ALTN EXTEND SOL
E	16	C00196	LANDING GEAR ANTISKID INBD
E	18	C00195	LANDING GEAR ANTISKID OUTBD

SUBTASK 32-11-00-860-009

(3) Do this task: Trailing Edge Flap System Reactivation, AMM TASK 27-51-00-440-801.

SUBTASK 32-11-00-860-010

(4) Do this task: Retract the Trailing Edge Flaps, AMM TASK 27-51-00-860-804.

SUBTASK 32-11-00-860-019

(5) Do this task: Put the Speed Brake Systems A and B Back to the Condition Before the Pressure Removal, AMM TASK 27-62-00-840-802.

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SUBTASK 32-11-00-860-020

WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF ALL CONTROL SURFACES BEFORE YOU SUPPLY HYDRAULIC POWER. AILERONS, RUDDERS, ELEVATORS, FLAPS, SLATS, SPOILERS, LANDING GEAR, AND THRUST REVERSERS CAN MOVE QUICKLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(6) Do this task: Speed Brake Hydraulic Systems A and B Pressurization, AMM TASK 27-62-00-800-801.

SUBTASK 32-11-00-860-021

(7) Move the speed brake lever to the DOWN position to lower the spoilers.

SUBTASK 32-11-00-820-001

(8) If you changed the length of one or more of the door rods, do the steps that follows:

(a) Adjust the shock strut doors of the main landing gear. To adjust them, do this task: Main Landing Gear Shock Strut Door Adjustment, AMM TASK 32-13-11-820-801.

(b) Adjust the outer door of the main landing gear. To adjust it, do this task: Main Landing Gear Wing Door Adjustment, AMM TASK 32-13-21-000-801.

SUBTASK 32-11-00-610-001

(9) Lubricate the main landing gear. To lubricate it, do this task: Main Landing Gear Upper End Components Servicing, AMM TASK 12-21-11-640-801 and, do this task: Main Landing Gear Lower End Components Servicing, AMM TASK 12-21-11-640-802.

SUBTASK 32-11-00-619-001

(10) To fully service the shock strut with the airplane on jacks, do these steps to service the shock strut with fluid:

NOTE: Hold the shock strut in a vertical position to do these steps.

(a) Make sure the shock strut is fully deflated, refer to service placard for the fully deflated dimension (Figure 5).

(b) Do the steps to “fill the shock strut with fluid” (AMM SUBTASK 12-15-31-600-001).

(c) Close the valves and install their caps.

SUBTASK 32-11-00-619-002

(11) To inflate the shock strut with the airplane on jacks, do these steps:

NOTE: To do these steps, you must have accomplished the steps to add fluid to the strut, at the start of this task.

(a) Install the tool, SPL-1521 on the gas valve

(b) Inflate the shock strut with nitrogen, G00018 until you reach the fully extended pressure, refer to the servicing placard for the correct pressure (Figure 5).

NOTE: If nitrogen is not available, you can use air, G02314, as an alternative, to inflate the shock strut.

(c) Remove the tool, SPL-1521 and install the cap on the gas valve.

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-050-02-01

MECH	INSP

SUBTASK 32-11-00-619-003

(12) If you did not do the steps to service the strut with fluid, at the start of this task, then you must do this task Main Landing Gear Shock Strut Servicing, Airplane on the Ground, AMM TASK 12-15-31-610-802

SUBTASK 32-11-00-080-002

(13) If the downlock pins are installed on all the landing gear, do this task: Landing Gear Downlock Pins Removal, AMM TASK 32-00-01-080-801.

SUBTASK 32-11-00-710-002

(14) Do this task: Main Landing Gear Operational Test, AMM TASK 32-32-00-710-801.

NOTE: It is optional to perform the Main Landing Gear Test - Component Replacement, AMM TASK 32-32-00-710-802 instead of the operational test if a hydraulic cart is not available.

SUBTASK 32-11-00-710-003

(15) Do this task: Main Gear Manual Extension System Test - Airplane on Jacks, AMM TASK 32-34-00-730-801.

SUBTASK 32-11-00-480-003

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

(16) If the downlock pins are not installed on all the landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801

SUBTASK 32-11-00-580-001

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

SUBTASK 32-11-00-860-011

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

SUBTASK 32-11-00-870-001

(19) Bleed the brake hydraulic system:

(a) To bleed the brake hydraulic system, do this task: Normal (System B) Hydraulic Brake System - Bleeding, AMM TASK 32-41-00-870-802.

SUBTASK 32-11-00-790-001

(20) Examine the connections of the hydraulic brake line for leakage.

SUBTASK 32-11-00-870-003

(21) Bleed the shimmy damper:

(a) To bleed the shimmy damper, do this task: Hydraulic Shimmy Damper - Bleeding, AMM TASK 32-11-81-870-801.

SUBTASK 32-11-00-790-002

(22) Examine the connections of the shimmy damper for leakage.

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-050-02-01

MECH	INSP

SUBTASK 32-11-00-710-001

(23) Do a test of the operation of the antiskid transducer. Do this task: Transducer Operational Test, AMM TASK 32-42-00-710-802.

SUBTASK 32-11-00-860-012

(24) Set the parking brakes.

SUBTASK 32-11-00-610-002

(25) Check the pressure and extension of the shock strut:

(a) Measure the pressure and extension of the shock strut

(b) Make sure the pressure you measure is still correct for the extension of the shock strut (Figure 5).

(c) If the pressure is not correct for the extension of the shock strut, then the shock strut does not have the proper amount of fluid and you must fully service the shock strut (Main Landing Gear Shock Strut Servicing, Airplane on the Ground, AMM TASK 12-15-31-610-802).

SUBTASK 32-11-00-860-013

(26) If electrical power is not necessary, do this task: Remove External Power, AMM TASK 24-22-00-860-814.

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-050-02-01

LEFT MAIN LANDING GEAR
(RIGHT MAIN LANDING GEAR IS EQUIVALENT)

SHOCK STRUT INFLATION VALVE

A

G02335 S0006574755_V2

Main Landing Gear Installation
Figure 1 (Sheet 1 of 6)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-050-02-01

HYDRAULIC LINES AND ELECTRICAL CONNECTORS

B

G02341 S0006574756_V3

Main Landing Gear Installation
Figure 1 (Sheet 2 of 6)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-050-02-01

ELECTRICAL CONNECTOR AND TRUNNION SUPPORTS

C

G02347 S0006574757_V3

Main Landing Gear Installation
Figure 1 (Sheet 3 of 6)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-050-02-01

AFT TRUNNION BOLT

A-A

FORWARD TRUNNION CROSS BOLT

B-B

G03697 S0006574758_V5

Main Landing Gear Installation
Figure 1 (Sheet 4 of 6)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-050-02-01

SIDE STRUT REACTION LINK CONNECTION

D

ACTUATOR TRUNNION CONNECTION

F

H16492 S0006574759_V4

Main Landing Gear Installation
Figure 1 (Sheet 5 of 6)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-050-02-01

H16494 S0006574760_V2

Main Landing Gear Installation
Figure 1 (Sheet 6 of 6)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-050-02-01

H12359 S0006574761_V3

Main Landing Gear Trunnion Pin Puller Equipment
Figure 2

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-050-02-01

H12367 S0006574762_V4

Main Landing Gear Support Equipment
Figure 3

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-050-02-01

1652502 S0000301425_V2

Main Landing Gear Clearance Requirements
Figure 4

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-050-02-01

B

F84899 S0006561283_V3

Main Landing Gear Shock Strut Servicing Chart
Figure 5

BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

AIRLINE CARD NO		TITLE			BOEING CARD NO.
		CLEAN NOSE GEAR SHOCK STRUT			32-060-00-01
DATE	TASK				RELATED CARD
	CLEAN/INSP				
TAIL NUMBER	WORK AREA	VERSION	THRESHOLD	REPEAT	APPLICABILITY
	NOSE GEAR	1.1	50 FC	50 FC	AIRPLANE: ALL / ENGINE: ALL
STATION	SKILL				
	AIRPL				
		ACCESS			ZONE
					713

Clean exposed surface of the nose landing gear strut.

A. References

Reference	Title
AMM 32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)

B. Consumable Materials

Reference	Description	Specification
D00070	Fluid - Hydraulic, Petroleum Base	MIL-PRF-5606 (Replaces MIL-H-5606)
D00106	Fluid - Hydraulic, Petroleum Base, For Preservation And Operation	MIL-PRF-6083 (NATO C-635)
D00467	Fluid - Landing Gear Shock Strut	BMS3-32 Type II
D50022	Fluid - Landing Gear Shock Strut (Specifically For Preservation)	BMS3-32 Type I

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-060-00-01

MECH	INSP

TASK 32-00-10-100-802

1. Landing Gear Inner Cylinder Chrome Cleaning

A. Prepare for the Cleaning

SUBTASK 32-00-10-420-001

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

(1) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

B. Procedure

SUBTASK 32-00-10-160-001

CAUTION: DO NOT RUB THE SMEAR MARKS TO TRY TO REMOVE THEM. THIS COULD CAUSE DAMAGE TO THE WEAR SURFACE.

(1) On the shock strut inner cylinder chrome, you may find dark smear marks that have a small amount of texture and are difficult to remove. These smear marks are created by oxidation of the self lubricating material that is deposited on the chrome by the shock strut bearings. These smear marks are considered acceptable.

SUBTASK 32-00-10-610-002

(2) Clean the dirt, oil and other unwanted materials from the chrome surface of the inner cylinder. Use a clean cloth that is soaked in one of these:

NOTE: To clean the maximum exposed chrome, do this task before you fill the airplane with fuel.

(a) fluid, D50022

(b) fluid, D00467

(c) fluid, D00070

(d) fluid, D00106.

END OF TASK

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AIRLINE CARD NO		TITLE			BOEING CARD NO.
		NOSE GEAR SHOCK STRUT SERVICE			32-070-00-01
DATE	TASK SERVICE				RELATED CARD
TAIL NUMBER	WORK AREA NOSE GEAR	VERSION 1.1	THRESHOLD 3000 FC	REPEAT 3000 FC	APPLICABILITY AIRPLANE: ALL ENGINE: ALL
STATION	SKILL AIRPL				
		ACCESS			ZONE 115 116

Service the nose landing gear shock strut. Servicing can be performed either with airplane on the ground or on jacks.

A. References

Reference	Title
AMM 12-15-61-610-801	Landing Gear Shock Strut Fluids (P/B 301)
AMM 32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)

B. Consumable Materials

Reference	Description	Specification
D00467	Fluid - Landing Gear Shock Strut	BMS3-32 Type II
G00018	Nitrogen - Gaseous, Pressurizing, 99.5 Percent Pure	A-A-59503 Type I Grade B, MIL-PRF-27401 Type I Grade A
G02314	Air - Compressed, Breathing	BB-A-1034 Source I Grade A

C. Tools/Equipment

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

Reference	Description
COM-1532	Cart - Servicing, MIL-PRF-5606 Part #: 1104 Supplier: 30188 Part #: 8774B Supplier: 94861 Part #: PF53481-9P Supplier: 94861 Part #: PF54124-3P Supplier: 94861 Part #: PF55451-1 Supplier: 94861 Part #: PF55451-23 Supplier: 94861
SPL-1521	Tool - Strut Inflation, Landing Gear Part #: F70200-18 Supplier: 81205 Opt Part #: F70200-1 Supplier: 81205 Opt Part #: F70200-17 Supplier: 81205
SPL-1829	Valve - Drain, Landing Gear Shock Strut Oil Part #: J32060-1 Supplier: 81205 Opt Part #: A32066-1 Supplier: 81205
STD-1103	Hose - Flexible, 5/8 Inch ID, Oil or Hydraulic Fluid Resistant, 6 foot
STD-1110	Container - Hydraulic Fluid Resistant, 5 Gallon (19 Liters)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-070-00-01

(Continued)

Reference	Description
STD-1157	Gauge - Pressure, 0-3000 PSIG (0-20685 KPa)
STD-6620	Jack - Automotive Type

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-070-00-01

MECH	INSP

TASK 12-15-41-610-802

1. Nose Landing Gear Shock Strut Servicing, Airplane on the Ground

(Figure 1)

A. General

(1) This procedure supplies instructions for the servicing of the shock strut of the nose landing gear.

(2) The airplane weight must be on the nose landing gear to service the shock strut.

B. Prepare to Service the Shock Strut

SUBTASK 12-15-41-490-001

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

(1) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801

SUBTASK 12-15-41-020-001

WARNING: MAKE SURE THAT PERSONNEL AND EQUIPMENT ARE AWAY FROM THE AREA BELOW THE NOSE BEFORE YOU DEFLATE THE SHOCK STRUT. WHEN YOU DEFLATE THE SHOCK STRUT, THE NOSE CAN MOVE DOWN. THIS CAN CAUSE INJURIES TO PERSONNEL OR DAMAGE TO EQUIPMENT.

(2) Deflate the shock strut [101] for the nose landing gear:

(a) Remove the cap [102] for the gas valve [103] which is on the top of the shock strut [101].

WARNING: DO NOT REMOVE THE VALVE BODY UNTIL YOU DEFLATE THE SHOCK STRUT FULLY. THE AIR PRESSURE CAN BLOW THE VALVE BODY OUT AND CAUSE INJURIES TO PERSONNEL.

(b) Loosen the gas valve swivel nut [104] a maximum of two turns.

NOTE: Fluid in the shock strut [101] will have bubbles when you release the pressure. Deflate the shock strut slowly to prevent the leakage of the fluid through the gas valve [103].

(c) Loosen the gas valve swivel nut [104] fully when all of the pressure in the shock strut [101] is released.

NOTE: The shock strut [101] is fully deflated when the dimension "X" is 13.9 in. (353.1 mm).

SUBTASK 12-15-41-680-001

(3) If you need to drain the oil from the shock strut [101], do these steps:

(a) Remove the cap [105] from the oil charging valve [106].

(b) Put a 5 gallon (19 liters) hydraulic fluid resistant container, STD-1110 in a position to catch the shock strut fluid when the oil charging valve [106] is opened.

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(c) Install the drain equipment on the oil charging valve [106]:

NOTE: The tool, landing gear shock strut drain valve, SPL-1829, could also be used, but it will take much longer to drain the shock strut.

1) Cut a length of plastic tubing, long enough to reach the container on the floor.

2) Insert a small allen wrench in the end of the length of tubing, such that the long end of the allen wrench is flush with the end of the tube and the short end penetrates the wall of the tube.

3) Install the tubing on the oil charging valve [106] such that the allen wrench goes into the check valve and holds it open to drain the hydraulic fluid.

(d) Remove the drain equipment when you have removed all of the shock strut oil.

NOTE: 8.4-15.4 ounces (250-425 ml) of fluid will drain out of the strut. More fluid is in the strut below the oil charging valve [106].

C. Service the Shock Strut

SUBTASK 12-15-41-600-001

CAUTION: USE ONLY THE TYPE OF FLUID THAT IS SPECIFIED IN THIS TASK TO FILL THE SHOCK STRUT. IF YOU USE AN INCORRECT FLUID, IT CAN CAUSE DAMAGE TO THE SEALS.

(1) Fill the shock strut [101] with fluid, D00467 (BMS 3-32, Type I or Type II) (Table 1). BMS 3-32 Type I and Type II shock strut fluids can both be used to service the nose landing gear shock strut.

NOTE: Optional fluids may be used (Landing Gear Shock Strut Fluids, AMM TASK 12-15-61-610-801).

Table 1 Nose Landing Gear Shock Strut Servicing

Item No.	Nomenclature	Fluid	Method of Application	Number of Locations
1	Gas Valve	BB-N-411 Type I, or MIL-P-27401 Type I	Charge	1
2	Shock Strut	BMS 3-32 Type I,II*[1]	Fill	1

*[1] For usage and alternative fluids, refer to (Landing Gear Shock Strut Fluids, AMM TASK 12-15-61-610-801).

(a) Make sure the cap [105] for the oil charging valve [106] is removed.

(b) Attach the oil charging line from landing gear shock strut oil servicing cart, COM-1532 to the oil charging valve [106].

(c) Make sure the cap [102] for the gas valve [103] is removed.

(d) Make sure the gas valve swivel nut [104] is fully open.

(e) Attach a oil resistant hose, STD-1103 to the gas valve [103] with the end of the hose in a container.

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-070-00-01

MECH	INSP

CAUTION: CLEAN THE HYDRAULIC FLUID FROM THE TIRES IMMEDIATELY IF THE FLUID FALLS ON THE TIRES. THE FLUID CAN CAUSE DETERIORATION OF THE TIRES.

(f) Fill the shock strut [101] with fluid, D00467 until the hydraulic fluid flows out of the gas valve [103] and into the 5 gallon (19 liters) hydraulic fluid resistant container, STD-1110.

1) Continue to fill the shock strut [101] until the hydraulic fluid which flows into the 5 gallon (19 liters) hydraulic fluid resistant container, STD-1110 is free of bubbles.

(g) Remove the oil charging line.

SUBTASK 12-15-41-420-002

(2) Do the steps that follow for the oil charging valve [106]:

(a) Install the cap [105].

(b) Tighten the cap [105] to 50.0 in-lb (5.6 N·m) – 70.0 in-lb (7.9 N·m).

SUBTASK 12-15-41-020-002

(3) Remove the hose from the gas valve [103].

SUBTASK 12-15-41-600-002

(4) Inflate the shock strut [101] for the nose landing gear (Table 1):

(a) Install the tool, SPL-1521 on the gas valve [103].

(b) Inflate the shock strut [101] with nitrogen, G00018 until dimension “X” is approximately 16.5 in. (419.1 mm) or you reach 1500 psig (10,342 kPa) (Figure 2).

NOTE: If dry nitrogen is not available, you can use air, G02314 as an alternative to inflate the shock strut.

(c) Use a pressure gauge (0-3000 PSIG), STD-1157 to measure the pressure of the shock strut [101].

(d) Inflate or deflate the shock strut [101] until the shock strut extension dimension "X" for the pressure is on the servicing curve on the servicing chart.

NOTE: Dimension "X" and the pressure must be on the servicing curve for a correctly serviced shock strut.

SUBTASK 12-15-41-420-004

(5) Tighten the gas valve [103]:

(a) Tighten the swivel nut [104] to 5.0 ft-lb (6.8 N·m) – 7.0 ft-lb (9.5 N·m).

SUBTASK 12-15-41-020-003

(6) Remove the tool, SPL-1521 from the gas valve [103].

SUBTASK 12-15-41-420-003

(7) Install the gas valve cap [102].

SUBTASK 12-15-41-020-004

(8) Five to ten in-service landings after a complete oil and nitrogen servicing, do the steps that follow to check the pressure of the shock strut:

NOTE: The shock strut fluid can absorb nitrogen after a complete servicing, reducing the shock strut dimension “X'.

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-070-00-01

MECH	INSP

(a) Check the pressure of the shock strut:

1) Remove the cap [102] for the gas valve [103].

2) Use a pressure gauge (0-3000 PSIG), STD-1157 to measure the pressure of the shock strut.

3) Loosen swivel nut [104]

4) Make sure the pressure you measure is still correct for the extension of the shock strut (Figure 2).

(b) If the shock strut does not have enough pressure, Inflate the shock strut for the nose landing gear (Table 1):

1) Install the tool, SPL-1521 on the gas valve [103].

2) Inflate the shock strut with nitrogen, G00018 until the shock strut extension dimension "X" for the pressure is on the servicing curve on the servicing chart (Figure 2).

(c) Tighten the swivel nut [104] to 5.0 ft-lb (6.8 N·m) – 7.0 ft-lb (9.5 N·m).

(d) Install the gas valve cap [102].

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-070-00-01

MECH	INSP

TASK 12-15-41-610-805

2. Nose Landing Gear Shock Strut Servicing, Airplane on Jacks

Figure 1Figure 2

A. General

(1) This procedure is a scheduled maintenance task.

(2) This procedure supplies instructions for the servicing of the shock strut of the nose landing gear.

B. Prepare to Service the Shock Strut

SUBTASK 12-15-41-610-008

NOTE: If possible, the shock strut should be deflated while the airplane is on the ground and restrained, in the fully compressed condition, while the airplane is jacked

WARNING: MAKE SURE THAT PERSONNEL AND EQUIPMENT ARE AWAY FROM THE AREA BELOW THE NOSE BEFORE YOU DEFLATE THE SHOCK STRUT. WHEN YOU DEFLATE THE SHOCK STRUT, THE NOSE CAN MOVE DOWN. THIS CAN CAUSE INJURIES TO PERSONNEL OR DAMAGE TO EQUIPMENT.

(1) Deflate the shock strut [101] for the nose landing gear:

(a) Remove the cap [102] for the gas valve [103] which is on the top of the shock strut [101].

WARNING: DO NOT REMOVE THE VALVE BODY UNTIL YOU DEFLATE THE SHOCK STRUT FULLY. THE AIR PRESSURE CAN BLOW THE VALVE BODY OUT AND CAUSE INJURIES TO PERSONNEL.

(b) Loosen the gas valve swivel nut [104] a maximum of two turns.

NOTE: Fluid in the shock strut [101] will have bubbles when you release the pressure. Deflate the shock strut slowly to prevent the leakage of the fluid through the gas valve [103].

(c) Using an automotive type jack, STD-6620 slowly lift the inner cylinder to the fully compressed position.

(d) Loosen the gas valve swivel nut [104] fully when all of the pressure in the shock strut [101] is released.

NOTE: The shock strut [101] is fully deflated when the dimension "X" is 13.9 in. (353.1 mm).

SUBTASK 12-15-41-610-009

(2) If you need to drain the oil from the shock strut [101], do these steps:

(a) Remove the cap [105] from the oil charging valve [106].

(b) Put a 5 gallon (19 liters) hydraulic fluid resistant container, STD-1110 in a position to catch the shock strut fluid when the oil charging valve [106] is opened.

(c) Install the drain equipment on the oil charging valve [106]:

NOTE: The tool, landing gear shock strut drain valve, SPL-1829, could also be used, but it will take much longer to drain the shock strut.

1) Cut a length of plastic tubing, long enough to reach the container on the floor.

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2) Insert a small allen wrench in the end of the length of tubing, such that the long end of the allen wrench is flush with the end of the tube and the short end penetrates the wall of the tube.

3) Install the tubing on the oil charging valve [106] such that the allen wrench goes into the check valve and holds it open to drain the hydraulic fluid.

(d) Remove the drain equipment when you have removed all of the shock strut oil.

NOTE: 8.4-15.4 ounces (250-425 ml) of fluid will drain out of the strut. More fluid is in the strut below the oil charging valve [106].

SUBTASK 12-15-41-610-010

CAUTION: USE ONLY THE TYPE OF FLUID THAT IS SPECIFIED IN THIS TASK TO FILL THE SHOCK STRUT. IF YOU USE AN INCORRECT FLUID, IT CAN CAUSE DAMAGE TO THE SEALS.

(3) Fill the shock strut [101] with fluid, D00467 (BMS 3-32, Type I or Type II) (Table 1). BMS 3-32 Type I and Type II shock strut fluids can both be used to service the nose landing gear shock strut.

NOTE: Optional fluids may be used (Landing Gear Shock Strut Fluids, AMM TASK 12-15-61-610-801).

(a) Make sure the shock strut is in the fully compressed position while filling with hydraulic fluid.

(b) Make sure the cap [105] for the oil charging valve [106] is removed.

(c) Attach the oil charging line from landing gear shock strut oil servicing cart, COM-1532 to the oil charging valve [106].

(d) Make sure the cap [102] for the gas valve [103] is removed.

(e) Make sure the gas valve swivel nut [104] is fully open.

(f) Attach a oil resistant hose, STD-1103 to the gas valve [103] with the end of the hose in a container.

CAUTION: CLEAN THE HYDRAULIC FLUID FROM THE TIRES IMMEDIATELY IF THE FLUID FALLS ON THE TIRES. THE FLUID CAN CAUSE DETERIORATION OF THE TIRES.

(g) Fill the shock strut [101] with fluid, D00467 until the hydraulic fluid flows out of the gas valve [103] and into the 5 gallon (19 liters) hydraulic fluid resistant container, STD-1110.

1) Continue to fill the shock strut [101] until the hydraulic fluid which flows into the 5 gallon (19 liters) hydraulic fluid resistant container, STD-1110 is free of bubbles.

(h) Remove the oil charging line.

SUBTASK 12-15-41-610-011

(4) Do the steps that follow for the oil charging valve [106]:

(a) Install the cap [105].

(b) Tighten the cap [105] to 50.0 in-lb (5.6 N·m) – 70.0 in-lb (7.9 N·m).

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 32-070-00-01

MECH	INSP

SUBTASK 12-15-41-610-012

(5) Remove the hose from the gas valve [103].

SUBTASK 12-15-41-610-013

(6) Prior to inflating the shock strut remove any restraints and the automotive type jack, STD-6620 from below the inner cylinder.

(7) Inflate the shock strut [101] for the nose landing gear (Table 1):

(a) Install the tool, SPL-1521 on the gas valve [103].

(b) Inflate the shock strut [101] with nitrogen, G00018 until dimension “X” is approximately 29.4 in. (74.7 cm) or you reach 235 psig (1620 kPa) (Figure 2).

NOTE: If dry nitrogen is not available, you can use air, G02314 as an alternative to inflate the shock strut.

(c) Use a pressure gauge (0-3000 PSIG), STD-1157 to measure the pressure of the shock strut [101].

(d) Inflate or deflate the shock strut [101] until the shock strut extension dimension "X" for the pressure is on the servicing curve on the servicing chart.

NOTE: Dimension "X" and the pressure must be on the servicing curve for a correctly serviced shock strut.

SUBTASK 12-15-41-610-014

(8) Tighten the gas valve [103]:

(a) Tighten the swivel nut [104] to 5.0 ft-lb (6.8 N·m) – 7.0 ft-lb (9.5 N·m).

SUBTASK 12-15-41-610-015

(9) Remove the tool, SPL-1521 from the gas valve [103].

SUBTASK 12-15-41-610-016

(10) Install the gas valve cap [102].

SUBTASK 12-15-41-610-018

(11) With the airplane on the ground.

(a) Inflate or deflate the shock strut [101] until the shock strut extension dimension "X" for the pressure is on the servicing curve on the servicing chart.

NOTE: Dimension "X" and the pressure must be on the servicing curve for a correctly serviced shock strut.

SUBTASK 12-15-41-610-019

(12) Five to ten in-service landings after a complete oil and nitrogen servicing, do the steps that follow to check the pressure of the shock strut:

NOTE: The shock strut fluid can absorb nitrogen after a complete servicing, reducing the shock strut dimension “X'.

(a) Check the pressure of the shock strut:

1) Remove the cap [102] for the gas valve [103].

2) Use a pressure gauge (0-3000 PSIG), STD-1157to measure the pressure of the shock strut.

3) Loosen swivel nut [104]

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-070-00-01

MECH	INSP

4) Make sure the pressure you measure is still correct for the extension of the shock strut (Figure 2).

(b) If the shock strut does not have enough pressure, Inflate the shock strut for the nose landing gear (Table 1):

1) Install the tool, SPL-1521 on the gas valve [103].

2) Inflate the shock strut with nitrogen, G00018 until the shock strut extension dimension "X" for the pressure is on the servicing curve on the servicing chart Figure 2.

(c) Tighten the swivel nut [104] to 5.0 ft-lb (6.8 N·m) – 7.0 ft-lb (9.5 N·m).

(d) Install the gas valve cap [102].

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-070-00-01

F84511 S0006561297_V2

Nose Landing Gear Shock Strut Servicing
Figure 1 (Sheet 1 of 2)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-070-00-01

2 POINTS

A

F84524 S0006561298_V2

Nose Landing Gear Shock Strut Servicing
Figure 1 (Sheet 2 of 2)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-070-00-01

NOSE LANDING GEAR WHEEL WELL

A

F95173 S0006561299_V2

Nose Landing Gear Shock Strut Servicing Chart
Figure 2 (Sheet 1 of 2)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-070-00-01

EXAMPLE

B

F84742 S0006561300_V4

Nose Landing Gear Shock Strut Servicing Chart
Figure 2 (Sheet 2 of 2)

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AIRLINE CARD NO		TITLE			BOEING CARD NO.
		NOSE GEAR LUBRICATION			32-080-00-01
DATE	TASK LUBRICATE				RELATED CARD
TAIL NUMBER	WORK AREA NOSE GEAR	VERSION 1.1 1.2	THRESHOLD 560 FC 90 DY	REPEAT 560 FC 90 DY	APPLICABILITY AIRPLANE: ALL ENGINE: ALL
STATION	SKILL AIRPL	NOTE			
		ACCESS			ZONE 713

Lubricate the nose landing gear assembly.

INTERVAL NOTE: Whichever comes first.

A. References

Reference	Title
AMM 20-10-24-420-801	Lubrication Fitting Installation (P/B 401)
AMM 32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)

B. Consumable Materials

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

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MECH	INSP

TASK 12-21-21-640-801

1. Nose Landing Gear Upper End Components Servicing

A. General

(1) This task supplies instructions to lubricate the upper end components of the nose landing gear.

B. Prepare for the Procedure

SUBTASK 12-21-21-480-001

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

(1) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801

C. Procedure

SUBTASK 12-21-21-840-001

WARNING: USE GLOVES AND EYE PROTECTION WHEN YOU LUBRICATE WITH THE USE OF A GREASE GUN. LUBRICANT AT HIGH PRESSURE CAN CAUSE INJURY TO PERSONS.

(1) Put on protective gloves and eye protection.

SUBTASK 12-21-21-640-001

CAUTION: YOU MUST BE CAREFUL WHEN YOU CONNECT THE GREASE GUN TO THE LUBRICATION FITTINGS. YOU MUST ALSO BE CAREFUL WHEN YOU DISCONNECT THE GREASE GUN FROM THE LUBRICATION FITTINGS. IF YOU ARE NOT CAREFUL, THE GREASE GUN CAN CAUSE DAMAGE TO THE LUBRICATION FITTINGS.

CAUTION: DO NOT USE A PRESSURE OF MORE THAN 2500 PSIG (17200 KPA) WHEN YOU LUBRICATE THE NOSE LANDING GEAR AND ACTUATING MECHANISMS. IF YOU USE A PRESSURE OF MORE THAN 2500 PSIG (17200 KPA), YOU CAN BLOW THE LUBRICATION FITTINGS OFF THE LANDING GEAR.

(2) Use the grease gun to lubricate the nose landing gear with grease, D00633, (Figure 1, Table 1)

NOTE: The table makes a list of all the lubrication fittings for the upper end components of the nose landing gear.

NOTE: Actuator rod ends have two grease fittings. It is only necessary to lubricate the fitting to which you can get access.

SUBTASK 12-21-21-640-002

(3) If a fitting blows off, do these steps:

(a) Make sure there is not a blockage in the lubrication path.

(b) Do this task: Lubrication Fitting Installation, AMM TASK 20-10-24-420-801.

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-080-00-01

MECH	INSP

Table 1 Nose Landing Gear Upper End Components Lubrication (Fig. 301)

Item No.	Nomenclature	Lubricant	Method of Application	Number of Locations
1	Actuator Support	BMS 3-33	Zerk	1
2	Retract Actuator	BMS 3-33	Zerk	3
3	Upper Drag Strut	BMS 3-33	Zerk	6
4	Lower Drag Strut	BMS 3-33	Zerk	2
5	Outer Cylinder	BMS 3-33	Zerk	2
6	Trunnion Bushing	BMS 3-33	Zerk	2

——— END OF TASK ———

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MECH	INSP

TASK 12-21-21-640-802

2. Nose Landing Gear Lower End Components Servicing

(Figure 2)

A. General

(1) This task provides instructions to lubricate the lower end components of the nose landing gear.

B. Prepare for the Procedure

SUBTASK 12-21-21-490-001

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

(1) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801

C. Procedure

SUBTASK 12-21-21-840-002

WARNING: USE GLOVES AND EYE PROTECTION WHEN YOU LUBRICATE WITH THE USE OF A GREASE GUN. LUBRICANT AT HIGH PRESSURE CAN CAUSE INJURY TO PERSONS.

(1) Put on protective gloves and eye protection.

SUBTASK 12-21-21-640-003

CAUTION: YOU MUST BE CAREFUL WHEN YOU CONNECT THE GREASE GUN TO THE LUBRICATION FITTINGS. YOU MUST ALSO BE CAREFUL WHEN YOU DISCONNECT THE GREASE GUN FROM THE LUBRICATION FITTINGS. IF YOU ARE NOT CAREFUL, THE GREASE GUN CAN CAUSE DAMAGE TO THE LUBRICATION FITTINGS.

CAUTION: DO NOT USE A PRESSURE OF MORE THAN 2500 PSIG (17200 KPA) WHEN YOU LUBRICATE THE NOSE LANDING GEAR AND ACTUATING MECHANISMS. IF YOU USE A PRESSURE OF MORE THAN 2500 PSIG (17200 KPA), YOU CAN BLOW THE LUBRICATION FITTINGS OFF THE LANDING GEAR.

(2) Use the grease gun to lubricate the nose landing gear with grease, D00633, (Figure 2, Table 2)

NOTE: The table makes a list of all the lubrication fittings for the lower end components of the nose landing gear.

SUBTASK 12-21-21-640-004

(3) If a fitting blows off, do these steps:

(a) Make sure there is not a blockage in the lubrication path.

(b) Do this task: Lubrication Fitting Installation, AMM TASK 20-10-24-420-801.

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-080-00-01

MECH	INSP

Table 2 Nose Landing Gear Lower End Components Lubrication (Fig. 302)

Item No.	Nomenclature	Lubricant	Method of Application	Number of Locations
1	UPPER TORSION LINK	BMS 3-33	Zerk	3
2	STEERING COLLAR	BMS 3-33	Zerk	10
3	TOW FITTING ASSEMBLY	BMS 3-33	Zerk	2
4	LOWER TORSION LINK	BMS 3-33	Zerk	4
5	INNER CYLINDER	BMS 3-33	Zerk	1
6	STEERING ACTUATOR	BMS 3-33	Zerk	4

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-080-00-01

Nose Landing Gear Upper End Components Servicing
Figure 1 (Sheet 1 of 2)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-080-00-01

3 ONE MORE LUBE POINT IS ON OPPOSITE WHEEL WELL WALL (NOT SHOWN)

4 DO A CHECK BEHIND THE WHEEL WELL WALL FOR UNWANTED GREASE. THE GREASE CAN FLOW OUT OF THE TRUNNION PIN BUSHING AND COLLECT ON THE CABLES, PULLEYS AND STRUCTURE. REMOVE THE UNWANTED GREASE TO PREVENT DAMAGE TO THE CABLES AND A BLOCKAGE OF THE DRAIN PATHS.

G09863 S0006561392_V7

Nose Landing Gear Upper End Components Servicing
Figure 1 (Sheet 2 of 2)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-080-00-01

Nose Landing Gear Lower End Components Servicing
Figure 2 (Sheet 1 of 2)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-080-00-01

6 POINTS

A

D34268 S0000152434_V2

Nose Landing Gear Lower End Components Servicing
Figure 2 (Sheet 2 of 2)

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AIRLINE CARD NO		TITLE			BOEING CARD NO.
		NOSE LANDING GEAR AXLE INSPECTION			32-085-00-01
DATE	TASK				RELATED CARD
	INSPECTION - DETAILED				
TAIL NUMBER	WORK AREA	VERSION	THRESHOLD	REPEAT	APPLICABILITY
	NOSE GEAR	1.1	30 MO	30 MO	AIRPLANE: ALL / ENGINE: ALL
STATION	SKILL				
	AIRPL				
		ACCESS			ZONE
					713

Inspect (detailed) nose landing gear axle.

A. References

Reference	Title
AMM 32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)
AMM 32-45-21-000-801	Nose Landing Gear Wheel and Tire Assembly Removal (P/B 401)
AMM 32-45-21-400-801	Nose Landing Gear Wheel and Tire Assembly Installation (P/B 401)
AMM 51-00-51	INSPECTION AND DETECTION

B. Consumable Materials

Reference	Description	Specification
G00440	Lockwire - MS20995C41, Corrosion Resistant Steel - 0.041 Inch (1.0414 mm) Diameter	NASM20995
G50136	Compound - Corrosion Inhibiting, Non-drying	BMS3-38
G50237	Compound - Corrosion Inhibiting, Non-drying - Cor-Ban 27L	BMS3-38, NSN 6850-01-469-7645

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-085-00-01

MECH	INSP

TASK 32-21-71-200-803

1. Nose Gear Axle Inspection for Corrosion

(Figure 1)

A. General

(1) This procedure gives the inspection of the nose gear axles for corrosion.

B. Procedure

SUBTASK 32-21-71-490-001

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

(1) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

SUBTASK 32-21-71-000-001

(2) To remove the nose landing gear wheel and tire assembly, do this task: Nose Landing Gear Wheel and Tire Assembly Removal, AMM TASK 32-45-21-000-801.

SUBTASK 32-21-71-000-002

(3) For airplanes that use cotter pins, remove the cotter pins in the axle spacer and remove the spacer from the axle.

SUBTASK 32-21-71-010-001

(4) For airplanes that use lockwire, remove the MS20995C41 lockwire, G00440 in the axle spacer and remove the spacer from the axle.

SUBTASK 32-21-71-200-001

(5) Examine the nose gear axles.

NOTE: Make sure the spacer is removed when you inspect for corrosion on the nose landing gear axle. Corrosion can cause the axle to fracture and the wheel to depart the airplane.

(a) Use a clean cloth to remove grease and debris from the axle. Do not use solvents or detergents to clean the axle.

(b) Do a general visual inspection of the axle for corrosion. Pay special attention to the area that was under the axle spacer, and most importantly, at the 6 o'clock position on the axle.

(c) Do a visual inspection aided with a magnifying glass for cracks in the NLG axles due to corrosion.

(d) If visual inspection of the axle is not adequate, use nondestructive inspection (NDI) procedures, do this: INSPECTION AND DETECTION, AMM SUBJECT 51-00-51.

NOTE: INSPECTION AND DETECTION, AMM SUBJECT 51-00-51 refers to a selection task in the Aircraft Maintenance Manual.

(e) If corrosion is detected on a nose landing gear axle, contact Boeing for disposition.

NOTE: No corrosion is permitted on the axle. Corrosion can cause the axle to fracture and the wheel to depart the airplane.

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-085-00-01

MECH	INSP

SUBTASK 32-21-71-600-001

WARNING: DO NOT GET THE CORROSION-INHIBITING COMPOUND ON YOUR SKIN, IN YOUR EYES, OR ON YOUR CLOTHES. THE COMPOUND IS POISONOUS AND FLAMMABLE. USE APPROVED GLOVES, AND EYE PROTECTION. MAKE SURE THAT THERE IS GOOD AIRFLOW IN THE WORK AREA. KEEP THE COMPOUND AWAY FROM SPARKS AND FLAMES. THE COMPOUND CAN CAUSE INJURIES TO PERSONNEL AND DAMAGE TO EQUIPMENT.

CAUTION: DO NOT APPLY CORROSION-INHIBITING COMPOUND ON GREASE JOINTS, OR SEALED BEARINGS. THESE COMPOUNDS REMOVE GREASE AND OTHER LUBRICANTS. THEY ARE PENETRATING COMPOUNDS. THEY WILL MOVE AROUND THE SEALS AND INTO THE BEARINGS. THIS WILL CAUSE DAMAGE TO THE BEARINGS, AND JOINTS.

(6) Apply a light layer of Cor-Ban 27L Compound, G50237 (preferred) or corrosion inhibiting compound, G50136 (alternate) to the area underneath the axle spacer.

SUBTASK 32-21-71-420-001

(7) For airplanes that use cotter pins, make sure that the three cotter pins are installed to hold the spacer on the axle.

NOTE: Make sure that the three cotter pins installed on the spacer do not touch the lower torsion link lug during wheel installation.

SUBTASK 32-21-71-420-002

(8) For airplanes that use lockwire make sure that MS20995C41 lockwire, G00440 is installed.

(a) Be sure to bend the lockwire ends pigtails away from the inboard edge of the spacer, as shown in Figure 1.

(b) Examine the completed installation to be sure that the lockwire ends do not touch the axle or the torsion link lugs.

(c) Adjust the installed lockwire to make sure that the lockwire does not hit the landing gear parts during landing gear operations.

NOTE: Spacers that use lockwire have six holes.

SUBTASK 32-21-71-400-001

(9) To install the nose landing gear wheel and tire assembly, do this task: Nose Landing Gear Wheel and Tire Assembly Installation, AMM TASK 32-45-21-400-801.

END OF TASK

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-085-00-01

2069239 S0000430632_V2

Nose Gear Axle and Spacer Lockwire Installation
Figure 1

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AIRLINE CARD NO		TITLE			BOEING CARD NO.
		RESTORE NOSE LANDING GEAR			32-090-00-01
DATE	TASK				RELATED CARD
	RESTORE				W-32-750-00-01
TAIL NUMBER	WORK AREA	VERSION	THRESHOLD	REPEAT	APPLICABILITY
	NOSE GEAR	1.1	18000 FC	18000 FC	AIRPLANE: ALL / ENGINE: ALL
STATION	SKILL	1.2	10 YR	10 YR	
	AIRPL	NOTE			
		ACCESS			ZONE
		113AC 113AW 113BW 114AC 114AW 114BW 711AL 712AR			115 116 713

Restore the nose landing gear assembly.

INTERVAL NOTE: Whichever comes first.

A. References

Reference	Title
AMM 07-11-01-580-816	Lower the Airplane Off the Jacks (P/B 201)
AMM 07-11-03 P/B 201	JACK AIRPLANE AXLES - MAINTENANCE PRACTICES
AMM 07-11-03-580-802	Lift the Airplane Nose Landing Gear with the Axle Jack at Jack Point E (P/B 201)
AMM 07-11-21-580-801	Lift the Airplane Nose with the Nose Jack at Jack Point D (P/B 201)
AMM 07-11-21-580-802	Lower the Airplane Nose Off of the Jack (P/B 201)
AMM 10-11-05 P/B 201	CHOCK INSTALLATION
AMM 12-12-00-610-801	Hydraulic Reservoir Servicing (P/B 301)
AMM 12-15-41-610-802	Nose Landing Gear Shock Strut Servicing, Airplane on the Ground (P/B 301)
AMM 12-21-21-640-801	Nose Landing Gear Upper End Components Servicing (P/B 301)
AMM 12-21-21-640-802	Nose Landing Gear Lower End Components Servicing (P/B 301)
AMM 29-09-00-860-802	Hydraulic Reservoirs Depressurization (P/B 201)
AMM 29-11-00-200-801	Hydraulic Fluid Check (P/B 601)
AMM 29-11-00-860-801	Hydraulic System A or B Pressurization (P/B 201)
AMM 29-11-00-860-805	Hydraulic System A or B Power Removal (P/B 201)
AMM 32-00-01-080-801	Landing Gear Downlock Pins Removal (P/B 201)
AMM 32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)
AMM 32-33-00-710-801	Operational Test for the Nose Landing Gear (P/B 501)
AMM 32-33-00-710-802	Nose Landing Gear Test - Component Replacement (P/B 501)
AMM 32-33-52-000-801	Nose Gear Lock Spring Removal (P/B 401)
AMM 32-33-52-400-801	Nose Gear Lock Spring Installation (P/B 401)
AMM 32-35-00-730-801	Nose Gear Manual Extension System Test - Airplane on Jacks (P/B 501)
AMM 32-45-21-000-801	Nose Landing Gear Wheel and Tire Assembly Removal (P/B 401)
AMM 32-45-21-400-801	Nose Landing Gear Wheel and Tire Assembly Installation (P/B 401)
AMM 32-51-00-700-801	Nose Wheel Steering System Test (P/B 501)
AMM 32-51-00-820-802	Nose Wheel Steering System Adjustment (P/B 501)

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(Continued)

Reference	Title
AMM 32-51-31 P/B 401	STEERING SYSTEM CABLES - REMOVAL/INSTALLATION
AMM 32-61-41-220-801	Nose Landing Gear Lock Sensor Clearance Measurement (P/B 501)
AMM 32-61-41-400-802	Nose Landing Gear Lock Sensor Clearance Adjustment (P/B 501)
AMM 33-45-01-000-801	Taxi Light Housing Assembly - Removal (P/B 201)
AMM 33-45-01-400-801	Taxi Light Housing Assembly - Installation (P/B 201)

B. Consumable Materials

Reference	Description	Specification
D00013	Grease - Aircraft And Instrument Grease	MIL-PRF-23827 (NATO G-354) (Supersedes MIL-G-23827)
D00153	Fluid - Hydraulic Fluid, Fire Resistant (Interchangeable And Intermixable With BMS 3-11 Type V)	BMS3-11 Type IV
D00633	Grease - Aircraft General Purpose	BMS3-33
G00018	Nitrogen - Gaseous, Pressurizing, 99.5 Percent Pure	A-A-59503 Type I Grade B, MIL-PRF-27401 Type I Grade A
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. 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-4938	Insertion/Removal - contact (size 16, backshell side) Part #: M81969/1-03 Supplier: 11139 Part #: M81969/1-03 Supplier: 11851 Opt Part #: MS3447-20 Supplier: 58960
SPL-10305	Outrigger Equipment - Nose Landing Gear Installation/Removal Part #: C32049-1 Supplier: 81205
SPL-14475	R/I Equipment - Trunnion Pin, NLG (Note: C32033-6 NLG Trunnion Pin Puller Assy is included in C32033-1 kit) Part #: C32033-1 Supplier: 81205
SPL-14476	R/I Equipment - Trunnion Pin, NLG (Note: C32033-20 Small Slide Hammer with CG240-8 Side Screw are included in C32033-1 kit) Part #: C32033-1 Supplier: 81205
SPL-14477	R/I Equipment - Trunnion Pin, NLG (Note: C32033-2 NLG Alignment Slugs are included in C32033-1 kit) Part #: C32033-1 Supplier: 81205
SPL-14478	R/I Equipment - Trunnion Pin, NLG (Note: C32033-5 Drag Strut Trunnion Pin Puller Assy is included in C32033-1 kit) Part #: C32033-1 Supplier: 81205

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-090-00-01

(Continued)

Reference	Description
SPL-14479	R/I Equipment - Trunnion Pin, NLG (Note: CG240-9 Slide Hammer and CG240-8 Slide Screw are included in C32033-1 kit) Part #: C32033-1 Supplier: 81205
SPL-14480	R/I Equipment - Trunnion Pin, NLG (Note: C32033-4 Drag Strut Alignment Slug is included in C32033-1 kit) Part #: C32033-1 Supplier: 81205
SPL-14481	R/I Equipment - Trunnion Pin, NLG (Note: C32033-3 Alignment Pin Assy is included in C32033-1 kit)
SPL-1521	Tool - Strut Inflation, Landing Gear Part #: F70200-18 Supplier: 81205 Opt Part #: F70200-1 Supplier: 81205 Opt Part #: F70200-17 Supplier: 81205
SPL-1821	Wrench - Spanner, Nose Landing Gear Trunnion Pin Retainer Nut Part #: F72959-40 Supplier: 81205 Opt Part #: F72959-4 Supplier: 81205
SPL-1866	Expander Set - Spring, Main Landing Gear and Nose Landing Gear Part #: C32014-1 Supplier: 81205
SPL-1871	Strap - Retention, NLG/MLG Inner Cylinder Part #: C32030-10 Supplier: 81205

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-090-00-01

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TASK 32-21-00-000-801

1. Nose Landing Gear Removal

(Figure 1 or Figure 2)

A. Prepare for the Removal

SUBTASK 32-21-00-480-006

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

(1) If the downlock pins are not installed on all the landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

SUBTASK 32-21-00-860-003

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

SUBTASK 32-21-00-860-004

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

CAPT Electrical System Panel, P18-3

Row	Col	Number	Name
AKS 001-017			
D	14	C00123	EXT LIGHTING NOSE GEAR TAXI

F/O Electrical System Panel, P6-3

Row	Col	Number	Name
AKS ALL			
B	17	C00129	LANDING GEAR LATCH & PRESS WARN
C	15	C01355	LANDING GEAR AIR/GND SYS 2
C	16	C01356	LANDING GEAR AIR/GND SYS 1
C	18	C01398	LANDING GEAR TAKEOFF WARNING CUTOFF
D	1	C01399	PSEU PRI
D	2	C01400	PSEU ALTN
D	15	C01401	LANDING GEAR AIR/GND RELAY
D	16	C01432	LANDING GEAR ALTN EXTEND SOL
D	17	C01027	LANDING GEAR NOSE GEAR STEER
D	18	C00451	LANDING GEAR AURAL WARN

SUBTASK 32-21-00-020-002

(4) Disconnect the NWSA/NWSB cables [49]:

(a) To get access to the cable turnbuckle [1], do this step:

Open this access panel:

Number	Name/Location
113BW	Forward Nose Wheel Well Panel

(b) Remove the locking clip [2] for the cable turnbuckle [1].

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(c) Loosen the tension at the cable turnbuckle [1].

(d) Disconnect the cables [49] at the cable turnbuckle [1].

(e) Remove the cables [49] from the pulley bracket that is outboard of the left trunnion pin (AMM PAGEBLOCK 32-51-31/401).

SUBTASK 32-21-00-020-003

(5) Disconnect the flexible conduits [73]:

(a) Remove the screws [10] and the washers [3] for the junction box cover [9].

(b) Disconnect the terminal block [72] from the junction box [5], and pull it out to make the wires more accessible during removal.

(c) Identify the wires in the terminal block [72] that go to the landing gear and label them or make a drawing to be used during installation.

(d) Use a contact insertion / removal, COM-4938 tool to remove the wires from the terminal block [72] inside the junction box [5].

(e) Attach a string, long enough to feed through the rigid conduits [4] to point “A”, to each wire removed from the terminal block [72].

(f) Disconnect the flexible conduit [73] after at point “A” and pull the wires through.

NOTE: Do not pull the string all the way through the conduit or it will be more difficult to re-insert the wires later.

(g) Untie the string from the wires and leave hanging.

SUBTASK 32-21-00-000-001

(6) If necessary, do this task to remove the taxi light: Taxi Light Housing Assembly - Removal, AMM TASK 33-45-01-000-801.

B. Nose Landing Gear Removal

SUBTASK 32-21-00-020-015

(1) Disconnect the hydraulic line [25]:

(a) Loosen the swivel nut to disconnect the hydraulic line [25] from the swivel [24].

(b) Put caps on the hydraulic line [25].

(c) Install plugs on each of the hydraulic ports of the swivel [24].

(d) Put a tag to identify the swivel port and the hydraulic line [25] that will prevent the crossing of the lines during the installation.

SUBTASK 32-21-00-020-006

(2) Disconnect the right upper rod assembly [26]:

(a) Remove the pin [31], the nut [32], and the washer [30].

(b) Remove the, bolt [27], the washer [28], and the bushing [29] from the clevis of the right trunnion [23].

(c) Use a rope to hold the upper rod assembly [26] away from the work area.

SUBTASK 32-21-00-020-007

(3) Disconnect the left upper rod assembly [41]:

(a) Remove the pin [43], the nut [42], and the washer [44].

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(b) Remove the bolt [47], the washer [46], and the bushing [45] from the clevis of the left trunnion [40].

(c) Use a rope to hold the upper rod assembly [41] away from the work area.

SUBTASK 32-21-00-020-008

(4) Remove the pulley [50]:

(a) Remove the nut [52] and the washer [53] from the bolt [47].

(b) Remove the bolt [47] and the washer [48] that hold the pulley [50] and cable guard [54] from the bracket [51].

(c) Remove the washer [48] from the bolt [47].

(d) Remove the pulley [50] and the cable guard [54] from the bracket [51].

(e) Remove the cable [49] from the groove of the pulley [50].

SUBTASK 32-21-00-020-009

(5) Remove the seal [65]:

(a) Remove the lockwire from the screw [58] and the lock [57].

(b) Remove the screw [58] that holds the lock [57] to the left trunnion pin [63].

(c) Remove the lock [57] from the left trunnion pin [63].

(d) Use spanner wrench, SPL-1821 (face lug adapter), to remove the trunnion pin nut [68] from the left trunnion pin [63].

(e) Pull the seal ring [69] and seal [65] from the left trunnion pin [63].

NOTE: If it is difficult to pull the seal [65], hold the eyebolt [67] and pull the seal [65] out of the left trunnion pin [63].

(f) Remove the nut [64], the washer [56] and the inboard retainer [66] from the eyebolt [67].

(g) Remove the eyebolt [67] from the left trunnion pin [63].

(h) Remove the outboard retainer [66] from the eyebolt [67].

(i) Isolate the segments of the seal [65] from the cable [49].

(j) Pull the cables [49] from the trunnion pin nut [68], the seal ring [69] and left trunnion pin [63].

(k) Attach identification tags to the cables [49].

(l) Wind the cable [49] into a coil and attach it to the trunnion of the gear with a tape.

SUBTASK 32-21-00-020-010

WARNING: DO NOT REMOVE THE VALVE BODY UNTIL YOU DEFLATE THE SHOCK STRUT FULLY. THE AIR PRESSURE CAN BLOW THE VALVE BODY OUT AND CAUSE INJURIES TO PERSONNEL.

(6) Deflate the shock strut [17]:

(a) Remove the dust cap [14] for the gas charging valve [16].

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(b) Loosen the swivel nut [15] a maximum of two turns.

NOTE: Fluid in the shock strut [17] will have bubbles when you release the pressure. Deflate the shock strut slowly to prevent the leakage of the fluid through the gas valve.

(c) Loosen the swivel nut [15] fully when all of the pressure in the shock strut [17] is released.

SUBTASK 32-21-00-480-007

(7) Install the retention strap, SPL-1871, with the marker facing up, to hold the shock strut [17] in its compressed position.

SUBTASK 32-21-00-580-002

(8) Do this task: Lift the Airplane Nose with the Nose Jack at Jack Point D, AMM TASK 07-11-21-580-801.

NOTE: You can lower the jack that supports the tail of the airplane while you lift the nose landing gear.

NOTE: Make sure that the chocks are installed at the main landing gear after you lift the nose landing gear.

SUBTASK 32-21-00-020-017

(9) Do this task: Nose Landing Gear Wheel and Tire Assembly Removal, AMM TASK 32-45-21-000-801.

SUBTASK 32-21-00-020-016

(10) Disconnect the lower drag strut assembly [19]:

(a) Remove the pin [11], the nut [22], the washer [21] and the bolt [13] from the pin [18].

(b) Remove the nut [12], and washer [20] from the pin [18].

(c) Holds the lower drag strut assembly [19] in position and remove the pin [18].

NOTE: This drag strut assembly [19] will move forward if you don't hold it in position when the pin is removed.

(d) Use a rope to hold the lower drag strut assembly [19] away from the work area.

SUBTASK 32-21-00-580-003

(11) If it is necessary to lift the gear with an axle jack to reduce the weight of the gear when you remove the left trunnion pin [63] and right trunnion pin [37], do this task: Lift the Airplane Nose Landing Gear with the Axle Jack at Jack Point E, AMM TASK 07-11-03-580-802.

SUBTASK 32-21-00-020-011

(12) Remove the right trunnion pin [37]:

(a) Remove the pin [35], the nut [36], the washer [34], and the bolt [33].

(b) Remove the swivel [24] from the right trunnion pin [37].

(c) Use the NLG Trunnion Pin Puller, SPL-14475 and Small Slide Hammer (with Slide Screw), SPL-14476, to remove the right trunnion pin [37] from the right trunnion [23].

1) Make sure that you catch the spacer [39] that is between the sidewall of the nose wheel well and the right trunnion [23].

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SUBTASK 32-21-00-020-012

(13) Remove the left trunnion pin [63]:

(a) Remove the pin [59], the nut [60], the washer [61], and the bolt [62].

(b) Use the trunnion NLG Trunnion Pin Puller, SPL-14475 and Small Slide Hammer (with Slide Screw), SPL-14476, to remove the left trunnion pin [63] from the left trunnion [40].

1) Make sure that you catch the spacer [71] that is between the sidewall of the nose wheel well and the left trunnion [40].

(c) Remove the cable guard [70] from the left trunnion pin [63].

SUBTASK 32-21-00-860-005

(14) Measure the thickness of the spacer [39] and the spacer [71] that were between the sidewalls of the wheel well and the nose landing gear trunnion.

NOTE: The thickness of the washer stacks are special for each airplane. Record the measurement of the washer stack for use when installing the washer stack.

SUBTASK 32-21-00-020-013

(15) Remove the nose landing gear from the airplane:

(a) Move the nose landing gear forward in the wheel well.

(b) Turn the gear approximately 90 degrees such that it is clear of the wheel well sidewalls and nose wheel well doors.

(c) Lower the nose landing gear at point E until it clears the nose wheel well (JACK AIRPLANE AXLES - MAINTENANCE PRACTICES, AMM 07-11-03/201).

(d) If it is necessary, use a dolly or the Outrigger R/I Equipment, SPL-10305, to transport the nose landing gear.

NOTE: When the Outrigger R/I Equipment, SPL-10305 is installed and will be left unattended, chock the nose landing gear tires (CHOCK INSTALLATION, AMM 10-11-05/201) and lock the caster brake.

——— END OF TASK ———

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TASK 32-21-21-000-801

2. Nose Landing Gear Drag Strut Removal

(Figure 3 or Figure 4)

A. Prepare for the Removal

SUBTASK 32-21-21-480-001

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

(1) If the downlock pins are not installed on all the landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

SUBTASK 32-21-21-580-001

(2) Do this task: Lift the Airplane Nose with the Nose Jack at Jack Point D, AMM TASK 07-11-21-580-801.

NOTE: Lower the jack that supports the tail of the airplane while you lift the nose landing gear.

SUBTASK 32-21-21-580-002

(3) If it is necessary to lift the gear with an axle jack to reduce the weight of the gear when you remove the right trunnion pin [1], and the left trunnion pin [2], do this task: Lift the Airplane Nose Landing Gear with the Axle Jack at Jack Point E, AMM TASK 07-11-03-580-802.

SUBTASK 32-21-21-860-001

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

SUBTASK 32-21-21-860-002

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

CAPT Electrical System Panel, P18-3

Row	Col	Number	Name
AKS 001-017			
D	14	C00123	EXT LIGHTING NOSE GEAR TAXI

F/O Electrical System Panel, P6-3

Row	Col	Number	Name
AKS ALL			
B	17	C00129	LANDING GEAR LATCH & PRESS WARN
C	15	C01355	LANDING GEAR AIR/GND SYS 2
C	16	C01356	LANDING GEAR AIR/GND SYS 1
C	18	C01398	LANDING GEAR TAKEOFF WARNING CUTOFF
D	1	C01399	PSEU PRI
D	2	C01400	PSEU ALTN
D	15	C01401	LANDING GEAR AIR/GND RELAY
D	16	C01432	LANDING GEAR ALTN EXTEND SOL

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(Continued)

F/O Electrical System Panel, P6-3

Row	Col	Number	Name
D	17	C01027	LANDING GEAR NOSE GEAR STEER
D	18	C00451	LANDING GEAR AURAL WARN

SUBTASK 32-21-21-480-002

(6) Install chocks around the tires of all the landing gear (CHOCK INSTALLATION, AMM 10-11-05/201).

SUBTASK 32-21-21-020-001

(7) Do this task: Nose Gear Lock Spring Removal, AMM TASK 32-33-52-000-801.

SUBTASK 32-21-21-080-001

(8) Remove the downlock pin for the nose landing gear, do this task: Landing Gear Downlock Pins Removal, AMM TASK 32-00-01-080-801.

B. Nose Landing Gear Drag Strut Removal

SUBTASK 32-21-21-020-002

(1) If necessary, disconnect the hydraulic hose connection from the rod end of the retract actuator [3]:

NOTE: These steps are only necessary if the Retract Actuator will be removed.

(a) Disconnect the hydraulic UP-hose at the bracket on the retract actuator [3].

(b) Disconnect the hydraulic DOWN-hose at the fitting on the retract actuator [3].

(c) Install caps on the hydraulic hoses and the fittings on the retract actuator [3].

SUBTASK 32-21-21-020-003

(2) Disconnect the rod end of the retract actuator [3]:

(a) Remove the cotter pin [13] from the bolt [16].

(b) Remove the nut [12], and the washer [14] from the bolt [16].

(c) Remove the bolt [16] from the pin [9].

(d) Remove the nut [15], and the washer [11] from the pin [9].

(e) Remove the pin [9] that holds the rod end of the retract actuator [3] and the washer(s) [18] from the upper drag strut assembly [17].

SUBTASK 32-21-21-020-004

(3) Disconnect the forward lock link assembly [20]:

NOTE: This step will also disconnect the lower drag strut assembly [10] from the upper drag strut assembly [17].

(a) Remove the cotter pin [13] from the bolt [22].

(b) Remove the nut [25], and the washer [24] from the bolt [22].

(c) Remove the bolt [22] from the pin [19].

(d) Remove the nut [23] and the washer [21] from the pin [19].

(e) Remove the pin [19] to disconnect the forward lock link assembly [20] from the upper drag strut assembly [17] and lower drag strut assembly [10].

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SUBTASK 32-21-21-020-005

WARNING: MAKE SURE THAT THE SHOCK STRUT FOR THE NOSE LANDING GEAR IS FULLY EXTENDED BEFORE YOU DISCONNECT THE DRAG STRUT. A SHOCK STRUT THAT IS PARTIALLY COMPRESSED CAN MOVE QUICKLY IF THE SHOCK STRUT IS NOT FULLY EXTENDED. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(4) Disconnect the lower drag strut assembly [10] from the shock strut [29]:

(a) Remove the cotter pin [26] from the bolt [28].

(b) Remove the nut [33] and the washer [32] from the bolt [28].

(c) Remove the bolt [28] from the pin [30].

(d) Remove the nut [27] and the washer [31] from the pin [30].

(e) Remove the pin [30] that holds the lower drag strut assembly [10] from the shock strut [29].

SUBTASK 32-21-21-480-003

(5) Use the shock strut strap, C32030-10, to hold the shock strut [29] in the compressed position.

SUBTASK 32-21-21-020-006

(6) Disconnect the upper drag strut assembly [17] from the bracket:

(a) Remove the nut [34] and the washer [35] from the bolt [36].

(b) Remove the bolt [36] and the washer [35] to disconnect the upper drag strut assembly [17] from the bracket.

(c) Remove the washer [35] from the bolt [36].

SUBTASK 32-21-21-020-007

(7) Remove the trunnion pins [1, 2]:

(a) Remove the cotter pin [38] from the bolt [40].

(b) Remove the nut [37] and the washer [39] from bolt [40].

(c) Remove the bolt [40] that hold the trunnion pins [1, 2] to the sidewall of the nose wheel well.

(d) Remove the trunnion pins [1, 2] to disconnect the upper drag strut assembly [17] from the sidewall of the nose wheel well.

NOTE: Use the Drag Strut Trunnion Pin Puller, SPL-14478 and Slide Hammer (with Slide Screw), SPL-14479 to remove the trunnion pins [1, 2] from inboard side of the upper drag strut assembly [17].

SUBTASK 32-21-21-020-008

(8) Remove the upper drag strut assembly [17] from the airplane

END OF TASK

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MECH	INSP

TASK 32-33-51-000-801

3. Nose Landing Gear Lock Mechanism Removal

(Figure 5)

A. Prepare for the Removal

SUBTASK 32-33-51-480-001

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

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

SUBTASK 32-33-51-580-001

WARNING: REMOVE PERSONS AND EQUIPMENT FROM THE NOSE GEAR PATH. WHEN THE NOSE GEARS RETRACT, THEY CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(2) Do this task: Lift the Airplane Nose with the Nose Jack at Jack Point D, AMM TASK 07-11-21-580-801.

SUBTASK 32-33-51-860-001

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

B. Nose Landing Gear Lock Mechanism Removal

SUBTASK 32-33-51-020-001

(1) Do these steps to disconnect the spring assembly [2] from the aft lock link assembly [3] and the wheel well fitting:

(a) Remove the pins [8], nuts [4], and washers [5] from shaft [6] where the spring assembly [2] are attached to the aft lock link assembly [3] and the wheel well fitting (Detail B).

(b) Use the expander set, SPL-1866 to extend the spring assembly [2].

(c) Remove the pins [8], nuts [9] and washers [5] from the bolts [10] that hold the spring assembly [2] to the forward lock link assembly [1] (Detail D).

(d) Remove the spring assembly [2], bolts [10], washers [11], and sleeves [12] from the forward lock link assembly [1].

(e) Remove the spring assembly [2] from the aft lock link assembly [3].

(f) Install the bolts [10], washers [11], spring assembly [2], and sleeves [12] to attach the spring assembly [2] to the forward lock link assembly [1].

(g) Install the washers [5] and nuts [9], but do not tighten it.

SUBTASK 32-33-51-020-002

(2) Remove the pin [18], nut [19], washers [20, 21, 28], and pin [22] to disconnect the rod end of the lock actuator from the aft lock link assembly [3] (Detail C).

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SUBTASK 32-33-51-020-003

(3) Remove the pin [29], nut [28], washer [27] and bolt [25] from the pin [23] that connects the forward lock link assembly [1] to the drag strut (Detail F).

SUBTASK 32-33-51-020-004

(4) Remove the nut [26], washer [24], and pin [23] to disconnect the forward lock link assembly [1] from the drag strut.

SUBTASK 32-33-51-020-005

(5) Do the steps that follow to remove the lock sensor [14] from the aft lock link assembly [3] (Detail E):

(a) Remove the screws [17] from the clamps that attach the wire bundle to the aft lock link assembly [3].

(b) Remove the nuts [13], washers [15], and screws [16] from the lock sensor [14].

(c) Remove the lock sensor [14] from the aft lock link assembly [3].

SUBTASK 32-33-51-020-006

(6) Remove the bushing [7] and shaft [6] to disconnect the aft lock link assembly [3] from the wheel well fitting (Detail C).

SUBTASK 32-33-51-020-007

(7) Remove the lock mechanism as a complete assembly.

——— END OF TASK ———

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TASK 32-33-11-000-801

4. Nose Gear Retract Actuator Removal

(Figure 6)

A. Prepare for the Removal

SUBTASK 32-33-11-480-001

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

(1) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

SUBTASK 32-33-11-860-001

(2) For hydraulic system A, do this task: Hydraulic Reservoirs Depressurization, AMM TASK 29-09-00-860-802.

SUBTASK 32-33-11-580-001

(3) Install chocks around the tires of the nose landing gear (CHOCK INSTALLATION, AMM 10-11-05/201).

B. Nose Gear Retract Actuator Removal

SUBTASK 32-33-11-020-001

(1) Disconnect the hydraulic UP-hose at the bracket on the retract actuator [1].

SUBTASK 32-33-11-020-002

(2) Disconnect the hydraulic DOWN-hose at the fitting on the retract actuator [1].

SUBTASK 32-33-11-480-002

(3) Install caps on the hydraulic hoses and the fittings on the retract actuator [1].

SUBTASK 32-33-11-020-008

(4) Hold the retract actuator [1] in its position and disconnect the rod end of the retract actuator [1] from the drag brace (Detail B):

(a) Remove the bolts [18], the washers [19], the washers [20], the nuts [21] and the retainer [22] from the pin [23].

(b) Remove the washers [15] and the pin [23] from the airplane.

SUBTASK 32-33-11-020-009

(5) Hold the retract actuator [1] in its position and disconnect the head end of the retract actuator [1] from the top fitting (Detail C):

(a) Remove the bolts [18], the washers [19], the washers [20], the nuts [21], and the retainer [22] from the pin [23].

(b) Remove the washers [17] and the pin [24] from the airplane.

SUBTASK 32-33-11-020-005

(6) Remove the retract actuator [1] from the airplane.

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SUBTASK 32-33-11-020-006

(7) If the replacement retract actuator [1] does not have the tube assembly installed, remove these parts from the retract actuator [1] you removed:

(a) The reducer [2].

(b) The screws [4], the washers [5], and the clamp [3].

(c) The tube assembly [6].

(d) The elbow fitting [7].

SUBTASK 32-33-11-480-003

(8) Install a plug in the extend port of the retract actuator [1].

——— END OF TASK ———

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TASK 32-33-11-400-801

5. Nose Gear Retract Actuator Installation

(Figure 6)

A. Expendables/Parts

AMM Item	Description	AIPC Reference	AIPC Effectivity
1	Retract actuator	32-33-11-01-036	AKS ALL

B. Procedure

SUBTASK 32-33-11-080-001

(1) Remove the plugs from the port and the fitting on the retract actuator [1].

SUBTASK 32-33-11-020-007

(2) If the replacement retract actuator [1] does not have the tube assembly installed, install these parts from the retract actuator [1] you removed:

(a) The elbow fitting [7].

(b) The tube assembly [6].

(c) The screws [4], the washers [5], and the clamp [3].

(d) The reducer [2].

SUBTASK 32-33-11-980-001

(3) Make sure the retract actuator [1] is in the retracted position.

SUBTASK 32-33-11-610-001

(4) Make sure the retract actuator [1] is full of hydraulic fluid, D00153.

(a) Put a cap on the hydraulic fitting on the retract actuator [1] where the DOWN-hose will attach.

(b) Put a cap on the fitting on the retract actuator [1] where the UP-hose will attach.

SUBTASK 32-33-11-600-001

(5) Prepare the retract actuator [1] for installation on the top fitting:

(a) Apply grease, D00633 or grease, D00013 to the bushings of the retract actuator [1] and the shaft of the pin [24].

SUBTASK 32-33-11-420-005

(6) Hold the retract actuator [1] in its position and do these steps to connect the head end of the retract actuator [1] to the top fitting (Detail C):

(a) Install the pin [24] and the washers [17].

NOTE: The head end of pin [24] must be on the same side as the hydraulic hoses to prevent physical interference.

(b) Install the retainer [22] with the flat surface touching the retract actuator [1] on the pin [24].

(c) Install the bolts [18], the washers [19], the washers [20], and the nuts [21] on the retainer [22] and the pin [24].

SUBTASK 32-33-11-420-011

(7) Prepare the retract actuator [1] for installation on the drag brace:

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(a) Apply grease, D00633 or grease, D00013 to the bushings of the retract actuator [1] and the shaft of the pin [23].

SUBTASK 32-33-11-420-006

(8) Hold the retract actuator [1] in its position and do these steps to connect the rod end of the retract actuator [1] to the drag brace (Detail B):

(a) Install the pin [23] and the washers [15].

(b) Install the retainer [22] with the flat surface touching the retract actuator [1] on the pin [23].

(c) Install the bolts [18], the washers [19], the washers [20], and the nuts [21] on the retainer [22] and the pin [23].

SUBTASK 32-33-11-080-002

(9) Remove the caps from the hydraulic hoses.

SUBTASK 32-33-11-420-003

(10) Connect the hydraulic hoses to the retract actuator [1].

SUBTASK 32-33-11-600-002

(11) Apply grease, D00633 to the lubrication fittings to lubricate these items:

(a) The head end bushings of the retract actuator [1].

(b) The bearing of the attach fitting for the head end.

(c) The rod end bearing of the retract actuator [1].

(d) The bushings of the attach fitting for the rod end.

C. Nose Gear Retract Actuator Installation Test

NOTE: This test gives two methods to do a check of the nose gear retract actuator [1]. Method one is with the airplane lifted on jacks and method two is with the airplane on the ground if jacks are not available.

SUBTASK 32-33-11-700-005

(1) Installation test with the airplane on jacks (method one).

WARNING: KEEP PERSONNEL AND EQUIPMENT AWAY FROM THE APPLICABLE LANDING GEAR. THE LANDING GEAR EXTENDS AND RETRACTS QUICKLY. THIS CAN CAUSE INJURIES TO PERSONNEL, AND DAMAGE TO EQUIPMENT.

(a) Lift the airplane for nose gear retraction, do this task: Lift the Airplane Nose with the Nose Jack at Jack Point D, AMM TASK 07-11-21-580-801.

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

(c) Remove the downlock pin for the nose landing gear, do this task: Landing Gear Downlock Pins Removal, AMM TASK 32-00-01-080-801.

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

(d) Use the override trigger and move the control lever for the landing gear from the DN position to the UP position and back to DN seven times.

NOTE: It will bleed the air from the retract actuator [1] and the lines. Examine for the correct gear operation.

(e) Examine the hydraulic connections for leaks.

(f) Extend the nose landing gear and install the downlock pin, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

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

(h) Do this task: Lower the Airplane Nose Off of the Jack, AMM TASK 07-11-21-580-802.

(i) Examine the hydraulic reservoirs for the correct servicing, do this task: Hydraulic Fluid Check, AMM TASK 29-11-00-200-801.

1) Do a servicing if it is necessary, do this task: Hydraulic Reservoir Servicing, AMM TASK 12-12-00-610-801.

SUBTASK 32-33-11-700-006

(2) Installation test with the airplane off jacks (method two).

(a) Make sure you installed the hydraulic hoses correctly.

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

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

(c) Use the override trigger to move the control lever for the landing gear from the DN position to the UP position for three times.

NOTE: Hold the lever in each position for three seconds before you move the landing gear lever to the subsequent position.

(d) Make sure the retract actuator [1] tries to extend when you select the UP position.

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

(f) Do a check for leakage with the hydraulic pressure applied.

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

(h) Make sure there are no leaks in the hydraulic connections.

(i) Examine the hydraulic reservoirs for the correct servicing, do this task: Hydraulic Fluid Check, AMM TASK 29-11-00-200-801.

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1) Do a servicing if it is necessary, do this task: Hydraulic Reservoir Servicing, AMM TASK 12-12-00-610-801.

——— END OF TASK ———

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TASK 32-33-51-400-801

6. Nose Gear Lock Mechanism Installation

(Figure 5)

A. Expendables/Parts

AMM Item	Description	AIPC Reference	AIPC Effectivity
1	Link assembly	32-33-51-02-120	AKS ALL
2	Spring assembly	32-33-51-02-030	AKS ALL
3	Link assembly	32-33-51-02-155	AKS ALL
8	Pin	32-21-21-02-045	AKS ALL
18	Pin	32-33-21-01-016	AKS ALL
29	Pin	32-21-21-02-075	AKS ALL

B. Procedure

SUBTASK 32-33-51-420-001

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.

CAUTION: REMOVE UNWANTED CORROSION-INHIBITING COMPOUND FROM SURFACES WHICH WILL BE LUBRICATED. IF YOU APPLY CORROSION-INHIBITING COMPOUND TO JOINTS THAT TURN, FAILURE OF THE LANDING GEAR TO EXTEND OR RETRACT CAN OCCUR.

CAUTION: THE LOCK MECHANISM IS AN ASSEMBLY WITH A MATCHED FORWARD AND AFT LOCK LINK. THE OVERCENTER DIMENSION IS SET ON THE ASSEMBLY. IF YOU REPLACE ONE OF THE LOCK LINKS, YOU MUST INSTALL OR REMOVE SHIMS ON THE COMPLETED LOCK MECHANISM ASSEMBLY TO ADJUST THE OVERCENTER DIMENSION IF IT IS NECESSARY.

(1) Do the steps that follow to connect the aft lock link assembly [3] to the fitting on the aft wheel well wall (Detail B, C):

(a) Apply a thin layer of Cor-Ban 27L Compound, G50237 to the threads and thread reliefs of the shaft [6] and the nuts [4].

NOTE: If Cor-Ban 27L Compound, G50237 is not available, you can use corrosion inhibiting compound, G50136 as an approved alternate.

(b) Apply a thin layer of Cor-Ban 27L Compound, G50237 to the faces of the washers [5].

NOTE: If Cor-Ban 27L Compound, G50237 is not available, you can use corrosion inhibiting compound, G50136 as an approved alternate.

(c) Apply a thin layer of Cor-Ban 27L Compound, G50237 to the new pins [8].

NOTE: If Cor-Ban 27L Compound, G50237 is not available, you can use corrosion inhibiting compound, G50136 as an approved alternate.

(d) Move the aft lock link assembly [3] into the fitting.

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(e) Install the shaft [6] and bushing [7] to connect the aft lock link assembly [3] to the fitting.

SUBTASK 32-33-51-420-002

(2) Do the steps that follow to connect the forward lock link assembly [1] to the drag strut (Detail F):

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.

(a) Apply a thin layer of Cor-Ban 27L Compound, G50237 to the threads and thread reliefs of the pin [23] and the nut [26], and to the faces of the washer [24].

NOTE: If Cor-Ban 27L Compound, G50237 is not available, you can use corrosion inhibiting compound, G50136 as an approved alternate.

CAUTION: REMOVE UNWANTED CORROSION-INHIBITING COMPOUND FROM SURFACES WHICH WILL BE LUBRICATED. IF YOU APPLY CORROSION-INHIBITING COMPOUND TO JOINTS THAT TURN, FAILURE OF THE LANDING GEAR TO EXTEND OR RETRACT CAN OCCUR.

(b) Apply grease, D00633, to the chrome plate on the pin [23].

(c) Install the pin [23], washer [24], and nut [26].

(d) Tighten the nut [26] to 95 in-lb (10.7 N·m) - 115 in-lb (13.0 N·m) above the run-on torque.

1) If it is necessary, loosen the nut [26] to align the nearest castellation with the hole in the pin [23].

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.

(e) Apply a thick layer of Cor-Ban 27L Compound, G50237 to the shank and threads of the bolt [25].

NOTE: If Cor-Ban 27L Compound, G50237 is not available, you can use corrosion inhibiting compound, G50136 as an approved alternate.

(f) Apply a thin layer of Cor-Ban 27L Compound, G50237, to the threads of the nut [28], the faces of the washer [27], and the new pin [29].

NOTE: If Cor-Ban 27L Compound, G50237 is not available, you can use corrosion inhibiting compound, G50136 as an approved alternate.

(g) Install the bolt [25], washer [27], and nut [28].

(h) Tighten the nut [28] to 18 in-lb (2.0 N·m) – 25 in-lb (2.8 N·m) above the run-on torque.

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1) If it is necessary, loosen the nut [28] to align the nearest castellation with the hole in the bolt [25].

(i) Install the new pin [29].

SUBTASK 32-33-51-420-003

(3) Do the steps that follow to connect the aft lock link assembly [3] of the lock mechanism to the rod end of the lock actuator (Detail C):

(a) Apply grease, D00633, or grease, D00013 (Optional), to the bore of the rod end and aft lock link assembly [3], and the pin [22]

(b) Install the pin [22], washer [20], washer [21], two washers [28], and nut [19]

(c) Tighten the nut [19] to 18 ft-lb (24.4 N·m) - 24 ft-lb (32.5 N·m).

1) If it is necessary, loosen the nut [19] to align the nearest castellation with the hole on the pin [22].

(d) Install the new pin [18].

SUBTASK 32-33-51-420-004

(4) Do these steps to connect the spring assembly [2] to the forward lock link assembly [1] and the wheel well fitting (Detail B, D):

(a) Remove the washers [5] and nuts [9] that attach the spring assembly [2] to the forward lock link assembly [1].

(b) Remove the spring assembly [2], bolts [10], washers [11], and sleeves [12] from the link assembly [1].

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.

(c) Apply a thick layer of Cor-Ban 27L Compound, G50237 to the shank and threads of the bolts [10]

NOTE: If Cor-Ban 27L Compound, G50237 is not available, you can use corrosion inhibiting compound, G50136 as an approved alternate.

(d) Apply a thin layer of Cor-Ban 27L Compound, G50237, to the threads of the nuts [9], the faces of the washers [5] and sleeves [12], and the new pins [8]

NOTE: If Cor-Ban 27L Compound, G50237 is not available, you can use corrosion inhibiting compound, G50136 as an approved alternate.

(e) Apply grease, D00633, to the chrome plated surfaces of the sleeves [12] and the bolts [10].

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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.

(f) Apply a thin layer of Cor-Ban 27L Compound, G50237 to the threads and thread reliefs of the nuts [4], the faces of the washers [5], and the pins [8].

NOTE: If Cor-Ban 27L Compound, G50237 is not available, you can use corrosion inhibiting compound, G50136 as an approved alternate.

(g) Apply grease, D00633, to the chrome plated surfaces of the shaft [6].

(h) Use the expander set, SPL-1866 to extend the spring assembly [2].

(i) Connect the spring assembly [2] to the forward lock link assembly [1] (Detail D):

1) Put the spring assembly [2] in its location at the forward lock link assembly [1].

2) Install the bolts [10], sleeves [12], and the washers [11] to connect the spring assembly [2] to the forward lock link assembly [1].

3) Install the washers [5] and the nuts [9] on the bolts [10].

4) Tighten the nuts [9] to 20 in-lb (2.3 N·m) – 24 in-lb (2.7 N·m) above the run-on torque

CAUTION: POINT THE PIN DOWN DURING INSTALLATION TO KEEP RISK OF CHAFING DAMAGE TO CONDUIT TO A MINIMUM.

a) Install the new pins [8].

(j) Connect the spring assembly [2] to the shaft [6] in the wheel well fitting (Detail B):

1) Install the shaft [6] in the wheel well fitting.

2) Put the spring assembly [2] in its location on the shaft [6].

3) Install the washers [5] and nuts [4] on the shaft [6]

4) Tighten the nuts [4] to 20 in-lb (2.3 N·m) – 24 in-lb (2.7 N·m) above the run-on torque

a) Install the new pins [8].

(k) Remove the expander set, SPL-1866 from spring assembly [2].

SUBTASK 32-33-51-420-005

(5) Do the steps that follow to install the lock sensor [14] on the aft lock link assembly [3] (Detail E):

(a) Put the lock sensors [14] on the aft lock link assembly [3].

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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.

(b) Apply a thin layer of Cor-Ban 27L Compound, G50237 to the threads and thread reliefs of the screws [16], and the faces of the washers [15].

NOTE: If Cor-Ban 27L Compound, G50237 is not available, you can use corrosion inhibiting compound, G50136 as an approved alternate.

(c) Install the screws [16], washers [15], and nuts [13] on the lock sensor [14].

(d) Install the screws [17] to attach clamps for the wire bundles to the aft lock link assembly [3].

SUBTASK 32-33-51-820-001

(6) Measure the nose gear lock sensor clearance, do this task: Nose Landing Gear Lock Sensor Clearance Measurement, AMM TASK 32-61-41-220-801.

(a) If the sensor clearance is not in tolerance, do this task: Nose Landing Gear Lock Sensor Clearance Adjustment, AMM TASK 32-61-41-400-802.

C. Nose Gear Lock Mechanism Installation Test

SUBTASK 32-33-51-480-003

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

(1) If the downlock pins are not installed in the main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

SUBTASK 32-33-51-860-002

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

SUBTASK 32-33-51-580-002

WARNING: REMOVE PERSONS AND EQUIPMENT FROM THE NOSE GEAR PATH. WHEN THE NOSE GEARS RETRACT, THEY CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(3) Extend and retract the nose landing gear several times.

NOTE: Examine the nose gear and lock mechanism for the correct operation.

D. Put the Airplane Back to its Usual Condition

SUBTASK 32-33-51-480-004

(1) Extend the nose landing gear and install the ground lock assembly, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

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SUBTASK 32-33-51-860-003

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

SUBTASK 32-33-51-580-003

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

——— END OF TASK ———

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TASK 32-21-21-400-801

7. Nose Landing Gear Drag Strut Installation

(Figure 3 or Figure 4)

A. Expendables/Parts

AMM Item	Description	AIPC Reference	AIPC Effectivity
10	Strut assembly	32-21-21-02-155	AKS ALL
13	Pin	32-21-21-02-075	AKS ALL
17	Strut assembly	32-21-21-02-115	AKS ALL
20	Link assembly	32-21-21-02-110	AKS ALL
26	Pin	32-21-00-02-005	AKS ALL
38	Pin	32-21-21-02-005	AKS ALL
42	Packing	32-21-21-02-022	AKS ALL

B. Prepare for the Installation

SUBTASK 32-21-21-620-001

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.

CAUTION: REMOVE UNWANTED COR-BAN FROM SURFACES WHICH WILL BE LUBRICATED. IF YOU APPLY COR-BAN TO JOINTS THAT TURN, FAILURE OF THE LANDING GEAR TO EXTEND OR RETRACT COULD OCCUR.

(1) Apply a thin layer of the corrosion preventive Cor-Ban 27L Compound, G50237 (preferred) or corrosion inhibiting compound, G50136 (alternate) to these items:

(a) The shank and the threads of the bolts [40].

NOTE: Apply a thick layer of the compound to the bolts [40].

(b) The threads and thread reliefs of the nuts [37].

(c) The faces of the washers [39].

(d) The cotter pin [38].

SUBTASK 32-21-21-160-001

(2) Remove all unwanted corrosion preventive, Cor-Ban 27L Compound, G50237.

SUBTASK 32-21-21-640-001

(3) Lubricate the chrome plated surfaces of the right trunnion pin [1] and left trunnion pin [2], with grease, D00633.

SUBTASK 32-21-21-160-002

(4) Remove all unwanted, grease, D00633.

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MECH	INSP

C. Nose Landing Gear Drag Strut Installation

SUBTASK 32-21-21-560-001

(1) Put the upper drag strut assembly [17] in its position for installation on the sidewall of the nose wheel well.

SUBTASK 32-21-21-580-003

(2) Align the upper drag strut assembly [17] with the mating hole in the sidewall of the nose wheel well.

SUBTASK 32-21-21-420-001

(3) Install the right trunnion pin [1] and left trunnion pin [2]:

(a) Make sure that the trunnion pin seal [41] is installed in the trunnion pin.

(b) Apply grease, D00633 and install new packing [42] inside the nose wheel well drag brace bushing.

(c) Use Drag Strut Alignment Slug, SPL-14480 to align the strut assembly [17] and the sidewall of the nose wheel well.

(d) Put the right trunnion pin [1] and left trunnion pin [2] through the upper drag strut assembly [17] and the sidewall of the nose wheel well.

NOTE: Make sure the hole in the right trunnion pin [1] and left trunnion pin [2] for the bolts [40] are aligned. Use Alignment Pin Assy, SPL-14481.

(e) Put the bolt [40] through the right trunnion pin [1] and left trunnion pin [2].

(f) Install the washer [39] and the nut [37] on the bolt [40].

(g) Tighten the nut [37] to 20 in-lb (2.3 N·m) – 24 in-lb (2.7 N·m) more than the run-on torque.

(h) If it is necessary, loosen the nut [37] to the nearest castellation to align the holes for the cotter pin [38].

(i) Install the cotter pin [38] in the bolt [40].

(j) Rotate seal [41] as required to fully seat seal against crossbolt.

CAUTION: WEAR SAFETY GLASSES DURING APPLICATION, AND IF APPLICATION OF SOLVENT RESULTS IN IRRITATION, USE AN AIR PURIFYING ORGANIC VAPOR CARTRIDGE RESPIRATOR. USE NITRILE GLOVES AND WASH YOUR HANDS WITH MOISTURE CREAM AFTER APPLICATION. STORE DPM 6380-4 CLEANER/SOLVENT IN FLAMMABLE RESISTANT CONTAINERS IN QUANTITIES NO LARGER THAN 1 GALLON.

(k) Reapply Cor-Ban 27L Compound, G50237 as required to coat the interior surface of the trunnion pin.

SUBTASK 32-21-21-420-002

(4) Connect the upper drag strut assembly [17] to the bracket:

(a) Put the washer [35] on the bolt [36].

(b) Align the hole in the upper drag strut assembly [17] to the hole in the bracket.

(c) Put the bolt [36] through the bracket and the upper drag strut assembly [17].

(d) Install the washer [35] and the nut [34] on the bolt [36].

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SUBTASK 32-21-21-620-002

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.

CAUTION: REMOVE UNWANTED COR-BAN FROM SURFACES WHICH WILL BE LUBRICATED. IF YOU APPLY COR-BAN TO JOINTS THAT TURN, FAILURE OF THE LANDING GEAR TO EXTEND OR RETRACT COULD OCCUR.

(5) Apply a thin layer of the corrosion preventive Cor-Ban 27L Compound, G50237 (preferred) or corrosion inhibiting compound, G50136 (alternate) to these items:

(a) The threads and thread reliefs of the pin [30] and bolt [28].

(b) The threads of the nut [27] and nut [33].

(c) The faces of the washers [31] and washer [32].

(d) To the cotter pin [26].

SUBTASK 32-21-21-160-003

(6) Remove all unwanted corrosion preventive, Cor-Ban 27L Compound, G50237.

SUBTASK 32-21-21-640-002

(7) Lubricate the shank of the pin [30] and bolt [28] with grease, D00633.

SUBTASK 32-21-21-160-004

(8) Remove all unwanted grease, D00633.

SUBTASK 32-21-21-420-003

(9) Connect the lower drag strut assembly [10]:

(a) Put the lower drag strut assembly [10] in its position on the shock strut [29].

(b) Put the pin [30] through the shock strut [29] and the lower drag strut assembly [10].

(c) Install the washer [31] and the nut [27] on the pin [30].

(d) Tighten the nut [27] to 600 in-lb (67.8 N·m) – 700 in-lb (79.1 N·m).

(e) Loosen the nut [27] to the nearest castellation to align the holes for the bolt [28].

(f) Install the bolt [28] in the pin [30].

(g) Install the washer [32] on the bolt [28].

(h) Install the nut [33] on the bolt [28].

(i) If it is necessary, loosen the nut [33] to the nearest castellation to align the holes for the cotter pin [26].

(j) Install the cotter pin [26] in the bolt [28].

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SUBTASK 32-21-21-620-003

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.

CAUTION: DO NOT APPLY CORROSION-INHIBITING COMPOUND ON GREASE JOINTS, OR SEALED BEARINGS. THESE COMPOUNDS REMOVE GREASE AND OTHER LUBRICANTS. THEY ARE PENETRATING COMPOUNDS. THEY WILL MOVE AROUND THE SEALS AND INTO THE BEARINGS. THIS WILL CAUSE DAMAGE TO THE BEARINGS, AND JOINTS.

(10) Apply a thin layer of the corrosion preventive Cor-Ban 27L Compound, G50237 (preferred) or corrosion inhibiting compound, G50136 (alternate) to these items:

(a) The threads and thread reliefs of the pin [19] and the bolt [22].

(b) The threads of the nut [23] and nut [25].

(c) The faces of the washers [21] and washer [24].

(d) The cotter pin [13].

SUBTASK 32-21-21-160-005

(11) Remove all unwanted corrosion preventive, Cor-Ban 27L Compound, G50237.

SUBTASK 32-21-21-640-003

(12) Lubricate the shank of the pin [19] and bolt [22] with grease, D00633.

SUBTASK 32-21-21-160-006

(13) Remove all unwanted grease, D00633.

SUBTASK 32-21-21-420-004

(14) If nut and bolt is installed in the downlock pin hole, remove it and install a downlock pin in that location.

(15) Connect the forward lock link assembly [20] and the lower drag strut assembly [10]:

NOTE: This step will also connect the lower drag strut assembly [10] to the upper drag strut assembly [17].

(a) Put the lower drag strut assembly [10] and the forward lock link assembly [20] in their positions on the upper drag strut assembly [17].

(b) Put the pin [19] through the forward lock link assembly [20], upper drag strut assembly [17] and the lower drag strut assembly [10].

(c) Install the washer [21] and the nut [23] on the pin [19].

(d) Tighten the nut [23] to 95 in-lb (10.7 N·m) - 115 in-lb (13.0 N·m) more than the run-on torque.

(e) Loosen the nut [23] to the nearest castellation to align the hole for the bolt [22].

(f) Install the bolt [22] in the pin [19].

(g) Install the washer [24] and the nut [25] on the bolt [22].

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(h) If it is necessary, loosen the nut [25] to the nearest castellation to align the holes for the cotter pin [13].

(i) Install the cotter pin [13] in the bolt [22].

SUBTASK 32-21-21-420-005

(16) If the retract actuator was removed, hold the retract actuator [3] and do these steps to connect the actuator to the upper drag strut assembly [17]:

(a) Put the rod end of the retract actuator [3] and the washers [18] in their position on the upper drag strut assembly [17].

(b) Put the pin [9] through the upper drag strut assembly [17], the rod end of the retract actuator [3] and the washers [18].

(c) Install the washer [11], and the castellated nut [15] on the pin [9].

(d) Tighten the nut [15] to 50 ft-lb (68 N·m) – 58 ft-lb (79 N·m).

(e) If it is necessary, loosen the nut [15] to the nearest castellation to align the hole for the bolt [16].

(f) Install the bolt [16] in the pin [9].

(g) Install the washer [14] and the nut [12].

(h) If it is necessary, loosen the nut [12] to the nearest castellation to align the hole for the cotter pin [13].

(i) Install the cotter pin [13] in the bolt [16].

SUBTASK 32-21-21-080-002

(17) If they were installed, remove the caps from the hydraulic hoses.

SUBTASK 32-21-21-420-006

(18) If the retract actuator was removed, connect the hydraulic hoses to the retract actuator [3].

D. Put the Airplane Back to Its Usual Condition

SUBTASK 32-21-21-420-007

(1) Do this task: Nose Gear Lock Spring Installation, AMM TASK 32-33-52-400-801.

SUBTASK 32-21-21-610-001

(2) Lubricate the upper components of the nose Landing Gear. To lubricate them, do this task: Nose Landing Gear Upper End Components Servicing, AMM TASK 12-21-21-640-801.

SUBTASK 32-21-21-860-005

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

CAPT Electrical System Panel, P18-3

Row	Col	Number	Name
AKS 001-017			
D	14	C00123	EXT LIGHTING NOSE GEAR TAXI

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AKS 001-017 (Continued)

F/O Electrical System Panel, P6-3

Row	Col	Number	Name
AKS ALL			
B	17	C00129	LANDING GEAR LATCH & PRESS WARN
C	15	C01355	LANDING GEAR AIR/GND SYS 2
C	16	C01356	LANDING GEAR AIR/GND SYS 1
C	18	C01398	LANDING GEAR TAKEOFF WARNING CUTOFF
D	1	C01399	PSEU PRI
D	2	C01400	PSEU ALTN
D	15	C01401	LANDING GEAR AIR/GND RELAY
D	16	C01432	LANDING GEAR ALTN EXTEND SOL
D	17	C01027	LANDING GEAR NOSE GEAR STEER
D	18	C00451	LANDING GEAR AURAL WARN

SUBTASK 32-21-21-860-003

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

SUBTASK 32-21-21-710-001

(5) Do this task: Operational Test for the Nose Landing Gear, AMM TASK 32-33-00-710-801.

NOTE: It is optional to perform the Nose Landing Gear Test - Component Replacement, AMM TASK 32-33-00-710-802 instead of the operational test if a hydraulic cart is not available.

SUBTASK 32-21-21-710-002

(6) Do this task: Nose Gear Manual Extension System Test - Airplane on Jacks, AMM TASK 32-35-00-730-801.

SUBTASK 32-21-21-710-003

(7) Do this task: Nose Wheel Steering System Test, AMM TASK 32-51-00-700-801.

SUBTASK 32-21-21-860-004

(8) Do this task: Lower the Airplane Nose Off of the Jack, AMM TASK 07-11-21-580-802.

——— END OF TASK ———

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TASK 32-21-00-400-801

8. Nose Landing Gear Installation

(Figure 1 or Figure 2)

A. Expendables/Parts

AMM Item	Description	AIPC Reference	AIPC Effectivity
11	Pin	32-21-00-02-005	AKS ALL
19	Strut assembly	32-21-21-02-155	AKS ALL
31	Pin	32-22-11-01A-005	AKS ALL
35	Pin	32-21-00-02-040	AKS ALL
43	Pin	32-22-11-01A-005	AKS ALL
59	Pin	32-21-00-02-040	AKS ALL
		32-21-00-02-062	AKS ALL
74	Packing	32-21-00-02-062	AKS ALL

B. Prepare for the Installation

SUBTASK 32-21-00-480-011

(1) If it is necessary, use a dolly or the Outrigger R/I Equipment, SPL-10305, to move the nose landing gear.

NOTE: When the Outrigger R/I Equipment, SPL-10305 is installed and will be left unattended, chock the nose landing gear tires (CHOCK INSTALLATION, AMM 10-11-05/201) and lock the caster brake.

SUBTASK 32-21-00-480-008

(2) Install the retention strap, SPL-1871, with the marker facing up, to hold the shock strut [17] in its compressed position.

SUBTASK 32-21-00-620-001

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CAUTION: DO NOT APPLY CORROSION-INHIBITING COMPOUND ON GREASE JOINTS, OR SEALED BEARINGS. THESE COMPOUNDS REMOVE GREASE AND OTHER LUBRICANTS. THEY ARE PENETRATING COMPOUNDS. THEY WILL MOVE AROUND THE SEALS AND INTO THE BEARINGS. THIS WILL CAUSE DAMAGE TO THE BEARINGS, AND JOINTS.

(3) Apply a thin layer of the corrosion preventive Cor-Ban 27L Compound, G50237 (preferred) or corrosion inhibiting compound, G50136 (alternate) to these items:

(a) The threads and thread reliefs of the bolt [62] and the bolt [33]

(b) The threads of the nut [60] and the nut [36]

(c) The faces of the washer [61] and the washer [34].

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SUBTASK 32-21-00-160-001

(4) Remove all unwanted corrosion preventive, Cor-Ban 27L Compound, G50237.

SUBTASK 32-21-00-640-002

(5) Lubricate the following items with, grease, D00633.

(a) The shank of the bolt [62] and the bolt [33]

(b) The shank of left trunnion pin [63] and the right trunnion pin [37]

(c) The spacer [39] and the spacer [71]

(d) The cable guard [70].

SUBTASK 32-21-00-160-002

(6) Remove all unwanted, grease, D00633.

C. Nose Landing Gear Installation

SUBTASK 32-21-00-560-002

(1) You may optionally measure the net freeplay between the wheel well trunnion bushing faces and the strut trunnion bushing faces, before installation, as follows:

NOTE: This measurement will assist in reduction of extra gear removals because the net freeplay requirement of 0.008 in. (0.20 mm) – 0.015 in. (0.38 mm) is not met after installation.

(a) Measure the distance between the wheel well trunnion bushing faces, and make a record of it. [Value 1] _____.

(b) Measure the distance over the strut trunnion bushing faces and make a record of it. [Value 2] _____.

(c) Measure the thickness of the spacer [39], the spacer [71] removed as value 3, and [Value 3] _____

(d) Subtract the three measurements. Value 1 - Value 2 - Value 3 = Value 4 _____

(e) Make sure that value 4 equals 0.008 in. (0.20 mm) – 0.015 in. (0.38 mm) total axial freeplay.

(f) If needed, use a different spacer [39], the spacer [71] thickness to obtain the required freeplay dimension.

NOTE: Make the spacer [39], spacer [71] of equal thickness, if possible.

SUBTASK 32-21-00-560-001

(2) Put the nose landing gear in its position for installation on the sidewall of the nose wheel well.

SUBTASK 32-21-00-580-004

(3) Lift the nose landing gear with an axle jack until the right trunnion [23] and the left trunnion [40] align with the mating hole in the sidewall of the nose wheel well, do this task: Lift the Airplane Nose Landing Gear with the Axle Jack at Jack Point E, AMM TASK 07-11-03-580-802.

SUBTASK 32-21-00-420-001

(4) Install the right trunnion pin [37]:

(a) Put the spacer [39] in its position between the right trunnion [23] and the sidewall of the nose wheel well.

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MECH	INSP

(b) Apply grease, D00633 and install new packing [74] inside nose wheel well trunnion bushing.

(c) Use the NLG Alignment Slug, SPL-14477 to put the right trunnion pin [37] through the right trunnion [23], the spacer [39] and the sidewall of the nose wheel well.

(d) Use the Alignment Pin Assy, SPL-14481 to make sure the hole in the right trunnion pin [37] for the bolt [33] aligns with the mating hole in the right trunnion [23].

(e) Put the swivel [24] through the right trunnion pin [37].

NOTE: Make sure the hole in the swivel [24] for the bolt [33] aligns with the mating hole in the right trunnion pin [37] and the right trunnion [23].

(f) Put the bolt [33] through the right trunnion [23], the right trunnion pin [37] and the swivel [24].

(g) Install the washer [34] and the nut [36] on the bolt [33].

(h) Tighten the nut [36] to 20 in-lb (2 N·m) - 24 in-lb (3 N·m) plus the run-on torque.

(i) Install the cotter pin [35] in the bolt [33]. If it is necessary, loosen the nut [36] to the nearest castellation to align the holes for the cotter pin [35].

SUBTASK 32-21-00-420-002

(5) Install the left trunnion pin [63]:

(a) Put the spacer [71] in its position between the left trunnion [40] and the sidewall of the nose wheel well.

(b) Apply grease, D00633 and install new packing [74] inside nose wheel well trunnion bushing.

(c) Use the NLG Alignment Slug, SPL-14477 to put the left trunnion pin [63] through the left trunnion [40], the spacer [71] and in the left sidewall of the nose wheel well.

(d) Use the Alignment Pin Assy, SPL-14481 to make sure the hole in the left trunnion pin [63] for the bolt [62] aligns with the mating hole in the left trunnion [40].

(e) Put the cable guard [70] into the left trunnion pin [63].

NOTE: Make sure the hole in the cable guard [70] for the bolt [62] aligns with the mating hole in the left trunnion pin [63] and the left trunnion [40].

(f) Put the bolt [62] through the left trunnion [40], left trunnion pin [63] and the cable guard [70].

(g) Install the washer [61] and the nut [60] on the bolt [62].

(h) Tighten the nut [60] to 20 in-lb (2 N·m) — 24 in-lb (3 N·m) plus the run-on torque.

(i) Install the cotter pin [59] in the bolt [62]. If it is necessary, loosen the nut [60] to the nearest castellation to align the holes for the cotter pin [59].

SUBTASK 32-21-00-220-002

(6) Measure the total axial free play in the trunnion:

NOTE: If the total axial free play is not correct, this will not cause any damage to the landing gear structure, but there may be a loud noise during landing gear extension/retraction.

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MECH	INSP

(a) Use a thickness gage to measure the clearance between the spacer [39] and the spacer [71] and the bushing faces of the sidewall or the trunnion on the two sides of the nose landing gear.

(b) Make sure the combined clearance of the two trunnions is 0.008 in. (0.203 mm)-0.015 in. (0.381 mm).

(c) Adjust the spacer stack thickness if it is necessary to get the correct clearance.

SUBTASK 32-21-00-080-003

(7) If it is necessary, remove the axle jack.

SUBTASK 32-21-00-420-003

(8) Install the pulley [50]:

(a) Put the cable [49] in its position on the groove of the pulley [50].

(b) Put the cable guard [54] and the pulley [50] in their position on the bracket [51].

(c) Install the washer [48] on the bolt [47].

(d) Put the bolt [47] through the pulley [50], the cable guard [54] and the bracket [51].

(e) Install the washer [53] and the nut [52] on the bolt [47].

SUBTASK 32-21-00-420-004

CAUTION: MAKE SURE THAT THE STEERING CABLES DO NOT CROSS. CROSSED CABLES CAN INCREASE CABLE FRICTION WHICH CAN CAUSE DAMAGE TO THE CABLES.

(9) Connect the cable [49]:

(a) Put the cable [49] through the inboard side of the trunnion pin nut [68], the seal ring [69] and the left trunnion pin [63].

NOTE: Make sure that one cable goes over the trunnion pin bolt and one goes under the trunnion pin bolt where the cables go through the trunnion.

(b) Remove the pulleys and pulley guards outboard of left trunnion pin from the pulley bracket (AMM PAGEBLOCK 32-51-31/401).

1) Put the cables [49] through the correct pulley.

2) Reconnect the pulley and pulley guards to the pulley bracket.

(c) Connect the cable [49] to the cable turnbuckle [1].

(d) Remove the identification tags attached to the cable [49].

(e) Install the locking clips [2] on the cable turnbuckles [1].

SUBTASK 32-21-00-410-001

(10) Install the seal [65]:

(a) Assemble the seal [65] around the cables [49] at the inboard end of the left trunnion pin [63].

(b) Install one retainer [66] on the eyebolt [67].

(c) Put the eyebolt [67] through the seal [65].

(d) Install the other retainer [66], the washer [56] and nut [64] on the eyebolt [67].

(e) Tighten the nut [64] sufficiently to clamp the seal [65].

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(f) Loosen the nut [64] to approximately 1/4 turn until you can turn the eyebolt [67] with your fingers.

(g) Put the seal [65] into the left trunnion pin [63] until it touches the stop.

(h) Install the seal ring [69] into the left trunnion pin [63].

SUBTASK 32-21-00-620-002

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CAUTION: DO NOT APPLY CORROSION-INHIBITING COMPOUND ON GREASE JOINTS, OR SEALED BEARINGS. THESE COMPOUNDS REMOVE GREASE AND OTHER LUBRICANTS. THEY ARE PENETRATING COMPOUNDS. THEY WILL MOVE AROUND THE SEALS AND INTO THE BEARINGS. THIS WILL CAUSE DAMAGE TO THE BEARINGS, AND JOINTS.

(11) Apply a thin layer of the corrosion preventive Cor-Ban 27L Compound, G50237 (preferred) or corrosion inhibiting compound, G50136 (alternate) to the trunnion pin nut [68].

SUBTASK 32-21-00-420-005

(12) Install the trunnion pin nut [68]:

(a) Install the trunnion pin nut [68] on the inboard side of the left trunnion pin [63].

(b) Use spanner wrench, SPL-1821, to tighten the trunnion pin nut [68] to 100 in-lb (11 N·m) – 150 in-lb (17 N·m) lube torque.

(c) If it is necessary, loosen the trunnion pin nut [68] to align with the vernier of the lock holes.

(d) Install the lock [57] on the inboard side of the left trunnion pin [63].

(e) Install the screw [58] that holds the lock [57] to the left trunnion pin [63].

(f) Install the lockwire on the screw [58].

SUBTASK 32-21-00-710-001

(13) Examine that the seal [65] will turn freely from the extended cable position of the gear to a simulated gear retracted cable position.

NOTE: This step will verify that the cables will not become twisted when the gear is retracted.

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SUBTASK 32-21-00-620-003

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(14) Apply a thin layer of the corrosion preventive Cor-Ban 27L Compound, G50237 (preferred) or corrosion inhibiting compound, G50136 (alternate) to these items:

(a) The threads and thread reliefs of the bolt [27] and the bolt [47]

(b) The threads of the nut [32] and the nut [42]

(c) The faces of the washer [28], the washer [30], the washer [44], the washer [46].

SUBTASK 32-21-00-160-005

(15) Remove all unwanted corrosion preventive Cor-Ban 27L Compound, G50237.

SUBTASK 32-21-00-640-003

(16) Lubricate the chrome plated surfaces of the bolt [27] and bolt [47] and the bushing [29] and the bushing [45] with, grease, D00633.

SUBTASK 32-21-00-160-006

(17) Remove all unwanted grease, D00633.

SUBTASK 32-21-00-420-006

(18) Connect the left upper rod assembly [41]:

(a) Put the upper rod assembly [41] in its position on the clevis of the left trunnion [40].

(b) Put the bushing [45] through the clevis of the left trunnion [40] and the rod end of the upper rod assembly [41].

(c) Install the washer [46] on the bolt [47].

(d) Put the bolt [47] through the clevis of the left trunnion [40] and the rod end of the upper rod assembly [41].

(e) Install the washer [44] and the nut [42] on the bolt [47].

(f) Install the cotter pin [43] in the bolt [47]. If it is necessary, loosen the nut [42] to the nearest castellation to align the holes for the cotter pin [43].

(g) Tighten the nut [42] to 90 in-lb (10 N·m) – 125 in-lb (14 N·m).

(h) Loosen the nut [42] only enough to align the hole in the bolt [47] with the castellations in the nut [42].

SUBTASK 32-21-00-420-007

(19) Connect the right upper rod assembly [26]:

(a) Put the upper rod assembly [26] in its position on the clevis of the right trunnion [23].

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(b) Put the bushing [29] through the clevis of the right trunnion [23] and the rod end of the upper rod assembly [26].

(c) Install the washer [28] on the bolt [27].

(d) Put the bolt [27] through the clevis of the right trunnion [23] and the rod end of the upper rod assembly [26].

(e) Install the washer [30] and the nut [32] on the bolt [27].

(f) Tighten the nut [32] to 90 in-lb (10 N·m) – 125 in-lb (14 N·m).

(g) Loosen the nut [32] only enough to align the hole in the bolt [27] with the castellations in the nut [32].

(h) Install the cotter pin [31] in the bolt [27]. If it is necessary, loosen the nut [32] to the nearest castellation to align the holes for the cotter pin [31].

SUBTASK 32-21-00-420-008

(20) Connect the hydraulic line [25]:

(a) Remove the plug from the hydraulic ports of the swivel [24].

(b) Remove the caps from the hydraulic line [25].

(c) Connect the hydraulic line [25] to the swivel [24].

(d) Remove the tags from the swivel ports and the hydraulic lines.

SUBTASK 32-21-00-620-004

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.

CAUTION: DO NOT APPLY CORROSION-INHIBITING COMPOUND ON GREASE JOINTS, OR SEALED BEARINGS. THESE COMPOUNDS REMOVE GREASE AND OTHER LUBRICANTS. THEY ARE PENETRATING COMPOUNDS. THEY WILL MOVE AROUND THE SEALS AND INTO THE BEARINGS. THIS WILL CAUSE DAMAGE TO THE BEARINGS, AND JOINTS.

(21) Apply a thin layer of the corrosion preventive Cor-Ban 27L Compound, G50237 (preferred) or corrosion inhibiting compound, G50136 (alternate) to these items:

(a) The threads and thread reliefs of the pin [18]

(b) The threads of the nut [12]

(c) The faces of the washer [20] and the washer [21].

SUBTASK 32-21-00-160-003

(22) Remove all unwanted corrosion preventive, Cor-Ban 27L Compound, G50237.

SUBTASK 32-21-00-640-004

(23) Lubricate the shank of the pin [18] and bolt [13] with grease, D00633.

SUBTASK 32-21-00-160-004

(24) Remove all unwanted, grease, D00633.

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MECH	INSP

SUBTASK 32-21-00-420-009

(25) Connect the lower drag strut assembly [19]:

(a) Put the lower drag strut assembly [19] in its position on the clevis of the shock strut [17].

(b) Put the pin [18] through the clevis of the shock strut [17] and the lower drag strut assembly [19].

(c) Install the washer [20] and the nut [12] on the pin [18].

(d) Tighten the nut [12] to 600 in-lb (68 N·m) – 700 in-lb (79 N·m). Loosen the nut [12] to the nearest castellation to align the holes for the bolt [13].

(e) Install the bolt [13] in the pin [18].

(f) Install the washer [21] on the bolt [13].

(g) Install the nut [22] on the bolt [13]

(h) Install the cotter pin [11] in the bolt [13]. If it is necessary, loosen the nut [22] to the nearest castellation to align the holes for the cotter pin [11].

SUBTASK 32-21-00-420-012

(26) Do this task: Nose Landing Gear Wheel and Tire Assembly Installation, AMM TASK 32-45-21-400-801.

SUBTASK 32-21-00-420-011

(27) Connect the wires to the terminal block [72]:

(a) For airplanes that have three rigid conduits on the junction box [5], open the tee fitting on the aft side of the junction box [5].

(b) Pull the wires through the conduit.

1) Attach the strings hanging out of the end of the rigid conduits [4] that lead to the junction box [5] to the wires coming out of the flexible conduits [73].

2) Pull the wires all the way through the rigid conduits [4] leading to the junction box [5] and connect the flexible conduits [73] after the clamp [8] at point “A”.

(c) Connect the wires to the terminal block [72] with a contact insertion / removal, COM-4938 tool using the drawing you made during the removal.

(d) Connect the terminal block [72] to the junction box [5].

(e) Install the screw [10] and washer [3] to close the junction box cover [9] on the junction box [5].

D. Put the Airplane Back to Its Usual Condition

SUBTASK 32-21-00-410-002

(1) Close this access panel:

Number	Name/Location
113BW	Forward Nose Wheel Well Panel

SUBTASK 32-21-00-080-004

(2) Remove the retention strap, SPL-1871, from the nose landing gear.

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SUBTASK 32-21-00-610-003

(3) Lubricate the nose landing gear. To lubricate it, do this task: Nose Landing Gear Upper End Components Servicing, AMM TASK 12-21-21-640-801 and, do this task: Nose Landing Gear Lower End Components Servicing, AMM TASK 12-21-21-640-802.

SUBTASK 32-21-00-610-001

(4) To fully service the shock strut with the airplane on jacks, do these steps to service the shock strut with fluid:

NOTE: Hold the shock strut in a vertical position to do these steps.

(a) Make sure the shock strut is fully deflated, refer to service placard for the fully deflated dimensions (Figure 7).

(b) Install the shock strut retention strap, SPL-1871

(c) Do these steps to “fill the shock strut with fluid”: AMM SUBTASK 12-15-41-600-001.

(d) Close the valves and install their caps.

(e) Remove the retention strap, SPL-1871, from the nose landing gear.

SUBTASK 32-21-00-610-002

(5) To inflate the shock strut with the airplane on jacks, do these steps:

NOTE: To do these steps, you must have accomplished the steps to add fluid to the strut at the start of this task.

(a) Install the tool, SPL-1521 on the gas valve.

(b) Inflate the shock strut with nitrogen, G00018 until you reach the fully extended pressure, refer to the servicing placard for the correct pressure (Figure 7).

(c) Close the gas valve.

(d) Remove the tool, SPL-1521 from the gas valve.

(e) Install the cap on the gas valve.

SUBTASK 32-21-00-420-014

(6) If necessary, do this task to install the taxi light:Taxi Light Housing Assembly - Installation, AMM TASK 33-45-01-400-801.

SUBTASK 32-21-00-860-006

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

SUBTASK 32-21-00-790-001

(8) Check the swivel [24] for leakage.

SUBTASK 32-21-00-860-007

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

CAPT Electrical System Panel, P18-3

Row	Col	Number	Name
AKS 001-017			
D	14	C00123	EXT LIGHTING NOSE GEAR TAXI

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AKS 001-017 (Continued)

MECH | INSP

F/O Electrical System Panel, P6-3

Row	Col	Number	Name
AKS ALL			
B	17	C00129	LANDING GEAR LATCH & PRESS WARN
C	15	C01355	LANDING GEAR AIR/GND SYS 2
C	16	C01356	LANDING GEAR AIR/GND SYS 1
C	18	C01398	LANDING GEAR TAKEOFF WARNING CUTOFF
D	1	C01399	PSEU PRI
D	2	C01400	PSEU ALTN
D	15	C01401	LANDING GEAR AIR/GND RELAY
D	16	C01432	LANDING GEAR ALTN EXTEND SOL
D	17	C01027	LANDING GEAR NOSE GEAR STEER
D	18	C00451	LANDING GEAR AURAL WARN

SUBTASK 32-21-00-710-003

(10) Do this task: Operational Test for the Nose Landing Gear, AMM TASK 32-33-00-710-801.

NOTE: It is optional to perform the Nose Landing Gear Test - Component Replacement, AMM TASK 32-33-00-710-802 instead of the operational test if a hydraulic cart is not available.

SUBTASK 32-21-00-710-004

(11) Do this task: Nose Gear Manual Extension System Test - Airplane on Jacks, AMM TASK 32-35-00-730-801.

SUBTASK 32-21-00-820-001

(12) Adjust the cables [49], do this task: Nose Wheel Steering System Adjustment, AMM TASK 32-51-00-820-802.

SUBTASK 32-21-00-710-005

(13) Do this task: Nose Wheel Steering System Test, AMM TASK 32-51-00-700-801.

SUBTASK 32-21-00-860-008

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

SUBTASK 32-21-00-860-009

(15) Do this task: Lower the Airplane Nose Off of the Jack, AMM TASK 07-11-21-580-802.

SUBTASK 32-21-00-200-001

(16) Check the pressure and extension of the shock strut:

(a) Measure the pressure and extension of the shock strut.

1) Make sure the pressure you measure is still correct for the extension of the shock strut (Figure 7).

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-090-00-01

MECH	INSP

2) If the pressure is not correct for the extension of the shock strut, then the shock strut does not have the proper amount of fluid and you must fully service the shock strut (Nose Landing Gear Shock Strut Servicing, Airplane on the Ground, AMM TASK 12-15-41-610-802).

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-090-00-01

F97858 S0006574983_V2

Nose Landing Gear Installation
Figure 1 (Sheet 1 of 7)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-090-00-01

B

(AIRPLANES WITH 3 CONDUITS TO THE JUNCTION BOX)

C

F98309 S0006574984_V5

Nose Landing Gear Installation
Figure 1 (Sheet 2 of 7)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-090-00-01

(AIRPLANES WITH 4 CONDUITS TO THE JUNCTION BOX)

C

J73703 S0000177295_V2

Nose Landing Gear Installation
Figure 1 (Sheet 3 of 7)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-090-00-01

F98533 S0006574985_V3

Nose Landing Gear Installation
Figure 1 (Sheet 4 of 7)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-090-00-01

F99862 S0006574986_V5

Nose Landing Gear Installation
Figure 1 (Sheet 5 of 7)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-090-00-01

F99927 S0006574987_V3

Nose Landing Gear Installation
Figure 1 (Sheet 6 of 7)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-090-00-01

J

G00017 S0006574988_V4

Nose Landing Gear Installation
Figure 1 (Sheet 7 of 7)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-090-00-01

2426322 S0000560710_V1

Drag Strut Trunnion Pin Removal and Installation Equipment
Figure 2 (Sheet 1 of 2)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-090-00-01

2426333 S0000560711_V1

Drag Strut Trunnion Pin Removal and Installation Equipment
Figure 2 (Sheet 2 of 2)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-090-00-01

G27830 S0006575018_V2

Nose Landing Gear Drag Strut Installation
Figure 3 (Sheet 1 of 5)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-090-00-01

1 NOT INSTALLED ON ALL AIRCRAFT

B

G27832 S0006575019_V3

Nose Landing Gear Drag Strut Installation
Figure 3 (Sheet 2 of 5)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-090-00-01

G27834 S0006575020_V3

Nose Landing Gear Drag Strut Installation
Figure 3 (Sheet 3 of 5)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-090-00-01

UPPER DRAG STRUT
(RIGHT SIDE IS SHOWN, LEFT SIDE IS EQUIVALENT)

E

G27837 S0006575021_V2

Nose Landing Gear Drag Strut Installation
Figure 3 (Sheet 4 of 5)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-090-00-01

UPPER DRAG STRUT
(RIGHT SIDE IS SHOWN, LEFT SIDE IS EQUIVALENT)

F

G27839 S0006575022_V4

Nose Landing Gear Drag Strut Installation
Figure 3 (Sheet 5 of 5)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-090-00-01

2387744 S0000548478_V1

Drag Strut Trunnion Pin Removal and Installation Equipment
Figure 4

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-090-00-01

F95062 S0006575286_V2

Nose Gear Lock Mechanism Installation
Figure 5 (Sheet 1 of 4)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-090-00-01

F95161 S0006575287_V5

Nose Gear Lock Mechanism Installation
Figure 5 (Sheet 2 of 4)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-090-00-01

F96684 S0006575288_V2

Nose Gear Lock Mechanism Installation
Figure 5 (Sheet 3 of 4)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-090-00-01

F95770 S0006575289_V3

Nose Gear Lock Mechanism Installation
Figure 5 (Sheet 4 of 4)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-090-00-01

F83363 S0006575262_V2

Nose Gear Retract Actuator Installation
Figure 6 (Sheet 1 of 3)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-090-00-01

2090430 S0000440997_V2

Nose Gear Retract Actuator Installation
Figure 6 (Sheet 2 of 3)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-090-00-01

2090508 S0000440998_V2

Nose Gear Retract Actuator Installation
Figure 6 (Sheet 3 of 3)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-090-00-01

NOSE LANDING GEAR WHEEL WELL

A

F95173 S0006561299_V2

Nose Landing Gear Shock Strut Servicing Chart
Figure 7 (Sheet 1 of 2)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-090-00-01

EXAMPLE

B

F84742 S0006561300_V4

Nose Landing Gear Shock Strut Servicing Chart
Figure 7 (Sheet 2 of 2)

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AIRLINE CARD NO		TITLE			BOEING CARD NO.
		DISCARD NOSE GEAR			32-100-00-01
DATE	TASK				RELATED CARD
	REPLACE				
TAIL NUMBER	WORK AREA	VERSION	THRESHOLD	REPEAT	APPLICABILITY
	NOSE GEAR	1.1	75000 FC	75000 FC	AIRPLANE: ALL / ENGINE: ALL
STATION	SKILL				
	AIRPL				
		ACCESS			ZONE
		113AC 113AW 113BW 114AC 114AW 114BW 711AL 712AR			115 116 713
		NOTE			

Discard the nose landing gear life limited parts.

ACCESS NOTE: Remove the aft access panel on the side wall of the nose wheel well.

A. References

Reference	Title
AMM 07-11-03 P/B 201	JACK AIRPLANE AXLES - MAINTENANCE PRACTICES
AMM 07-11-03-580-802	Lift the Airplane Nose Landing Gear with the Axle Jack at Jack Point E (P/B 201)
AMM 07-11-21-580-801	Lift the Airplane Nose with the Nose Jack at Jack Point D (P/B 201)
AMM 07-11-21-580-802	Lower the Airplane Nose Off of the Jack (P/B 201)
AMM 10-11-05 P/B 201	CHOCK INSTALLATION
AMM 12-15-41-610-802	Nose Landing Gear Shock Strut Servicing, Airplane on the Ground (P/B 301)
AMM 12-21-21-640-801	Nose Landing Gear Upper End Components Servicing (P/B 301)
AMM 12-21-21-640-802	Nose Landing Gear Lower End Components Servicing (P/B 301)
AMM 29-11-00-860-801	Hydraulic System A or B Pressurization (P/B 201)
AMM 29-11-00-860-805	Hydraulic System A or B Power Removal (P/B 201)
AMM 32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)
AMM 32-33-00-710-801	Operational Test for the Nose Landing Gear (P/B 501)
AMM 32-33-00-710-802	Nose Landing Gear Test - Component Replacement (P/B 501)
AMM 32-35-00-730-801	Nose Gear Manual Extension System Test - Airplane on Jacks (P/B 501)
AMM 32-45-21-000-801	Nose Landing Gear Wheel and Tire Assembly Removal (P/B 401)
AMM 32-45-21-400-801	Nose Landing Gear Wheel and Tire Assembly Installation (P/B 401)
AMM 32-51-00-700-801	Nose Wheel Steering System Test (P/B 501)
AMM 32-51-00-820-802	Nose Wheel Steering System Adjustment (P/B 501)
AMM 32-51-31 P/B 401	STEERING SYSTEM CABLES - REMOVAL/INSTALLATION
AMM 33-45-01-000-801	Taxi Light Housing Assembly - Removal (P/B 201)
AMM 33-45-01-400-801	Taxi Light Housing Assembly - Installation (P/B 201)

B. Consumable Materials

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

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(Continued)

Reference	Description	Specification
G00018	Nitrogen - Gaseous, Pressurizing, 99.5 Percent Pure	A-A-59503 Type I Grade B, MIL-PRF-27401 Type I Grade A
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. 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-4938	Insertion/Removal - contact (size 16, backshell side) Part #: M81969/1-03 Supplier: 11139 Part #: M81969/1-03 Supplier: 11851 Opt Part #: MS3447-20 Supplier: 58960
SPL-10305	Outrigger Equipment - Nose Landing Gear Installation/Removal Part #: C32049-1 Supplier: 81205
SPL-14475	R/I Equipment - Trunnion Pin, NLG (Note: C32033-6 NLG Trunnion Pin Puller Assy is included in C32033-1 kit) Part #: C32033-1 Supplier: 81205
SPL-14476	R/I Equipment - Trunnion Pin, NLG (Note: C32033-20 Small Slide Hammer with CG240-8 Side Screw are included in C32033-1 kit) Part #: C32033-1 Supplier: 81205
SPL-14477	R/I Equipment - Trunnion Pin, NLG (Note: C32033-2 NLG Alignment Slugs are included in C32033-1 kit) Part #: C32033-1 Supplier: 81205
SPL-14481	R/I Equipment - Trunnion Pin, NLG (Note: C32033-3 Alignment Pin Assy is included in C32033-1 kit)
SPL-1521	Tool - Strut Inflation, Landing Gear Part #: F70200-18 Supplier: 81205 Opt Part #: F70200-1 Supplier: 81205 Opt Part #: F70200-17 Supplier: 81205
SPL-1821	Wrench - Spanner, Nose Landing Gear Trunnion Pin Retainer Nut Part #: F72959-40 Supplier: 81205 Opt Part #: F72959-4 Supplier: 81205
SPL-1871	Strap - Retention, NLG/MLG Inner Cylinder Part #: C32030-10 Supplier: 81205

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-100-00-01

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TASK 32-21-00-000-801

1. Nose Landing Gear Removal

(Figure 1 or Figure 2)

A. Prepare for the Removal

SUBTASK 32-21-00-480-006

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

(1) If the downlock pins are not installed on all the landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

SUBTASK 32-21-00-860-003

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

SUBTASK 32-21-00-860-004

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

CAPT Electrical System Panel, P18-3

Row	Col	Number	Name
AKS 001-017			
D	14	C00123	EXT LIGHTING NOSE GEAR TAXI

F/O Electrical System Panel, P6-3

Row	Col	Number	Name
AKS ALL			
B	17	C00129	LANDING GEAR LATCH & PRESS WARN
C	15	C01355	LANDING GEAR AIR/GND SYS 2
C	16	C01356	LANDING GEAR AIR/GND SYS 1
C	18	C01398	LANDING GEAR TAKEOFF WARNING CUTOFF
D	1	C01399	PSEU PRI
D	2	C01400	PSEU ALTN
D	15	C01401	LANDING GEAR AIR/GND RELAY
D	16	C01432	LANDING GEAR ALTN EXTEND SOL
D	17	C01027	LANDING GEAR NOSE GEAR STEER
D	18	C00451	LANDING GEAR AURAL WARN

SUBTASK 32-21-00-020-002

(4) Disconnect the NWSA/NWSB cables [49]:

(a) To get access to the cable turnbuckle [1], do this step:

Open this access panel:

Number	Name/Location
113BW	Forward Nose Wheel Well Panel

(b) Remove the locking clip [2] for the cable turnbuckle [1].

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MECH	INSP

(c) Loosen the tension at the cable turnbuckle [1].

(d) Disconnect the cables [49] at the cable turnbuckle [1].

(e) Remove the cables [49] from the pulley bracket that is outboard of the left trunnion pin (AMM PAGEBLOCK 32-51-31/401).

SUBTASK 32-21-00-020-003

(5) Disconnect the flexible conduits [73]:

(a) Remove the screws [10] and the washers [3] for the junction box cover [9].

(b) Disconnect the terminal block [72] from the junction box [5], and pull it out to make the wires more accessible during removal.

(c) Identify the wires in the terminal block [72] that go to the landing gear and label them or make a drawing to be used during installation.

(d) Use a contact insertion / removal, COM-4938 tool to remove the wires from the terminal block [72] inside the junction box [5].

(e) Attach a string, long enough to feed through the rigid conduits [4] to point “A”, to each wire removed from the terminal block [72].

(f) Disconnect the flexible conduit [73] after at point “A” and pull the wires through.

NOTE: Do not pull the string all the way through the conduit or it will be more difficult to re-insert the wires later.

(g) Untie the string from the wires and leave hanging.

SUBTASK 32-21-00-000-001

(6) If necessary, do this task to remove the taxi light: Taxi Light Housing Assembly - Removal, AMM TASK 33-45-01-000-801.

B. Nose Landing Gear Removal

SUBTASK 32-21-00-020-015

(1) Disconnect the hydraulic line [25]:

(a) Loosen the swivel nut to disconnect the hydraulic line [25] from the swivel [24].

(b) Put caps on the hydraulic line [25].

(c) Install plugs on each of the hydraulic ports of the swivel [24].

(d) Put a tag to identify the swivel port and the hydraulic line [25] that will prevent the crossing of the lines during the installation.

SUBTASK 32-21-00-020-006

(2) Disconnect the right upper rod assembly [26]:

(a) Remove the pin [31], the nut [32], and the washer [30].

(b) Remove the, bolt [27], the washer [28], and the bushing [29] from the clevis of the right trunnion [23].

(c) Use a rope to hold the upper rod assembly [26] away from the work area.

SUBTASK 32-21-00-020-007

(3) Disconnect the left upper rod assembly [41]:

(a) Remove the pin [43], the nut [42], and the washer [44].

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(b) Remove the bolt [47], the washer [46], and the bushing [45] from the clevis of the left trunnion [40].

(c) Use a rope to hold the upper rod assembly [41] away from the work area.

SUBTASK 32-21-00-020-008

(4) Remove the pulley [50]:

(a) Remove the nut [52] and the washer [53] from the bolt [47].

(b) Remove the bolt [47] and the washer [48] that hold the pulley [50] and cable guard [54] from the bracket [51].

(c) Remove the washer [48] from the bolt [47].

(d) Remove the pulley [50] and the cable guard [54] from the bracket [51].

(e) Remove the cable [49] from the groove of the pulley [50].

SUBTASK 32-21-00-020-009

(5) Remove the seal [65]:

(a) Remove the lockwire from the screw [58] and the lock [57].

(b) Remove the screw [58] that holds the lock [57] to the left trunnion pin [63].

(c) Remove the lock [57] from the left trunnion pin [63].

(d) Use spanner wrench, SPL-1821 (face lug adapter), to remove the trunnion pin nut [68] from the left trunnion pin [63].

(e) Pull the seal ring [69] and seal [65] from the left trunnion pin [63].

NOTE: If it is difficult to pull the seal [65], hold the eyebolt [67] and pull the seal [65] out of the left trunnion pin [63].

(f) Remove the nut [64], the washer [56] and the inboard retainer [66] from the eyebolt [67].

(g) Remove the eyebolt [67] from the left trunnion pin [63].

(h) Remove the outboard retainer [66] from the eyebolt [67].

(i) Isolate the segments of the seal [65] from the cable [49].

(j) Pull the cables [49] from the trunnion pin nut [68], the seal ring [69] and left trunnion pin [63].

(k) Attach identification tags to the cables [49].

(l) Wind the cable [49] into a coil and attach it to the trunnion of the gear with a tape.

SUBTASK 32-21-00-020-010

WARNING: DO NOT REMOVE THE VALVE BODY UNTIL YOU DEFLATE THE SHOCK STRUT FULLY. THE AIR PRESSURE CAN BLOW THE VALVE BODY OUT AND CAUSE INJURIES TO PERSONNEL.

(6) Deflate the shock strut [17]:

(a) Remove the dust cap [14] for the gas charging valve [16].

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(b) Loosen the swivel nut [15] a maximum of two turns.

NOTE: Fluid in the shock strut [17] will have bubbles when you release the pressure. Deflate the shock strut slowly to prevent the leakage of the fluid through the gas valve.

(c) Loosen the swivel nut [15] fully when all of the pressure in the shock strut [17] is released.

SUBTASK 32-21-00-480-007

(7) Install the retention strap, SPL-1871, with the marker facing up, to hold the shock strut [17] in its compressed position.

SUBTASK 32-21-00-580-002

(8) Do this task: Lift the Airplane Nose with the Nose Jack at Jack Point D, AMM TASK 07-11-21-580-801.

NOTE: You can lower the jack that supports the tail of the airplane while you lift the nose landing gear.

NOTE: Make sure that the chocks are installed at the main landing gear after you lift the nose landing gear.

SUBTASK 32-21-00-020-017

(9) Do this task: Nose Landing Gear Wheel and Tire Assembly Removal, AMM TASK 32-45-21-000-801.

SUBTASK 32-21-00-020-016

(10) Disconnect the lower drag strut assembly [19]:

(a) Remove the pin [11], the nut [22], the washer [21] and the bolt [13] from the pin [18].

(b) Remove the nut [12], and washer [20] from the pin [18].

(c) Holds the lower drag strut assembly [19] in position and remove the pin [18].

NOTE: This drag strut assembly [19] will move forward if you don't hold it in position when the pin is removed.

(d) Use a rope to hold the lower drag strut assembly [19] away from the work area.

SUBTASK 32-21-00-580-003

(11) If it is necessary to lift the gear with an axle jack to reduce the weight of the gear when you remove the left trunnion pin [63] and right trunnion pin [37], do this task: Lift the Airplane Nose Landing Gear with the Axle Jack at Jack Point E, AMM TASK 07-11-03-580-802.

SUBTASK 32-21-00-020-011

(12) Remove the right trunnion pin [37]:

(a) Remove the pin [35], the nut [36], the washer [34], and the bolt [33].

(b) Remove the swivel [24] from the right trunnion pin [37].

(c) Use the NLG Trunnion Pin Puller, SPL-14475 and Small Slide Hammer (with Slide Screw), SPL-14476, to remove the right trunnion pin [37] from the right trunnion [23].

1) Make sure that you catch the spacer [39] that is between the sidewall of the nose wheel well and the right trunnion [23].

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SUBTASK 32-21-00-020-012

(13) Remove the left trunnion pin [63]:

(a) Remove the pin [59], the nut [60], the washer [61], and the bolt [62].

(b) Use the trunnion NLG Trunnion Pin Puller, SPL-14475 and Small Slide Hammer (with Slide Screw), SPL-14476, to remove the left trunnion pin [63] from the left trunnion [40].

1) Make sure that you catch the spacer [71] that is between the sidewall of the nose wheel well and the left trunnion [40].

(c) Remove the cable guard [70] from the left trunnion pin [63].

SUBTASK 32-21-00-860-005

(14) Measure the thickness of the spacer [39] and the spacer [71] that were between the sidewalls of the wheel well and the nose landing gear trunnion.

NOTE: The thickness of the washer stacks are special for each airplane. Record the measurement of the washer stack for use when installing the washer stack.

SUBTASK 32-21-00-020-013

(15) Remove the nose landing gear from the airplane:

(a) Move the nose landing gear forward in the wheel well.

(b) Turn the gear approximately 90 degrees such that it is clear of the wheel well sidewalls and nose wheel well doors.

(c) Lower the nose landing gear at point E until it clears the nose wheel well (JACK AIRPLANE AXLES - MAINTENANCE PRACTICES, AMM 07-11-03/201).

(d) If it is necessary, use a dolly or the Outrigger R/I Equipment, SPL-10305, to transport the nose landing gear.

NOTE: When the Outrigger R/I Equipment, SPL-10305 is installed and will be left unattended, chock the nose landing gear tires (CHOCK INSTALLATION, AMM 10-11-05/201) and lock the caster brake.

——— END OF TASK ———

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TASK 32-21-00-400-801

2. Nose Landing Gear Installation

(Figure 1 or Figure 2)

A. Expendables/Parts

AMM Item	Description	AIPC Reference	AIPC Effectivity
11	Pin	32-21-00-02-005	AKS ALL
19	Strut assembly	32-21-21-02-155	AKS ALL
31	Pin	32-22-11-01A-005	AKS ALL
35	Pin	32-21-00-02-040	AKS ALL
43	Pin	32-22-11-01A-005	AKS ALL
59	Pin	32-21-00-02-040	AKS ALL
		32-21-00-02-062	AKS ALL
74	Packing	32-21-00-02-062	AKS ALL

B. Prepare for the Installation

SUBTASK 32-21-00-480-011

(1) If it is necessary, use a dolly or the Outrigger R/I Equipment, SPL-10305, to move the nose landing gear.

NOTE: When the Outrigger R/I Equipment, SPL-10305 is installed and will be left unattended, chock the nose landing gear tires (CHOCK INSTALLATION, AMM 10-11-05/201) and lock the caster brake.

SUBTASK 32-21-00-480-008

(2) Install the retention strap, SPL-1871, with the marker facing up, to hold the shock strut [17] in its compressed position.

SUBTASK 32-21-00-620-001

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.

CAUTION: DO NOT APPLY CORROSION-INHIBITING COMPOUND ON GREASE JOINTS, OR SEALED BEARINGS. THESE COMPOUNDS REMOVE GREASE AND OTHER LUBRICANTS. THEY ARE PENETRATING COMPOUNDS. THEY WILL MOVE AROUND THE SEALS AND INTO THE BEARINGS. THIS WILL CAUSE DAMAGE TO THE BEARINGS, AND JOINTS.

(3) Apply a thin layer of the corrosion preventive Cor-Ban 27L Compound, G50237 (preferred) or corrosion inhibiting compound, G50136 (alternate) to these items:

(a) The threads and thread reliefs of the bolt [62] and the bolt [33]

(b) The threads of the nut [60] and the nut [36]

(c) The faces of the washer [61] and the washer [34].

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SUBTASK 32-21-00-160-001

(4) Remove all unwanted corrosion preventive, Cor-Ban 27L Compound, G50237.

SUBTASK 32-21-00-640-002

(5) Lubricate the following items with, grease, D00633.

(a) The shank of the bolt [62] and the bolt [33]

(b) The shank of left trunnion pin [63] and the right trunnion pin [37]

(c) The spacer [39] and the spacer [71]

(d) The cable guard [70].

SUBTASK 32-21-00-160-002

(6) Remove all unwanted, grease, D00633.

C. Nose Landing Gear Installation

SUBTASK 32-21-00-560-002

(1) You may optionally measure the net freeplay between the wheel well trunnion bushing faces and the strut trunnion bushing faces, before installation, as follows:

NOTE: This measurement will assist in reduction of extra gear removals because the net freeplay requirement of 0.008 in. (0.20 mm) – 0.015 in. (0.38 mm) is not met after installation.

(a) Measure the distance between the wheel well trunnion bushing faces, and make a record of it. [Value 1] _____.

(b) Measure the distance over the strut trunnion bushing faces and make a record of it. [Value 2] _____.

(c) Measure the thickness of the spacer [39], the spacer [71] removed as value 3, and [Value 3] _____

(d) Subtract the three measurements. Value 1 - Value 2 - Value 3 = Value 4 _____

(e) Make sure that value 4 equals 0.008 in. (0.20 mm) – 0.015 in. (0.38 mm) total axial freeplay.

(f) If needed, use a different spacer [39], the spacer [71] thickness to obtain the required freeplay dimension.

NOTE: Make the spacer [39], spacer [71] of equal thickness, if possible.

SUBTASK 32-21-00-560-001

(2) Put the nose landing gear in its position for installation on the sidewall of the nose wheel well.

SUBTASK 32-21-00-580-004

(3) Lift the nose landing gear with an axle jack until the right trunnion [23] and the left trunnion [40] align with the mating hole in the sidewall of the nose wheel well, do this task: Lift the Airplane Nose Landing Gear with the Axle Jack at Jack Point E, AMM TASK 07-11-03-580-802.

SUBTASK 32-21-00-420-001

(4) Install the right trunnion pin [37]:

(a) Put the spacer [39] in its position between the right trunnion [23] and the sidewall of the nose wheel well.

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(b) Apply grease, D00633 and install new packing [74] inside nose wheel well trunnion bushing.

(c) Use the NLG Alignment Slug, SPL-14477 to put the right trunnion pin [37] through the right trunnion [23], the spacer [39] and the sidewall of the nose wheel well.

(d) Use the Alignment Pin Assy, SPL-14481 to make sure the hole in the right trunnion pin [37] for the bolt [33] aligns with the mating hole in the right trunnion [23].

(e) Put the swivel [24] through the right trunnion pin [37].

NOTE: Make sure the hole in the swivel [24] for the bolt [33] aligns with the mating hole in the right trunnion pin [37] and the right trunnion [23].

(f) Put the bolt [33] through the right trunnion [23], the right trunnion pin [37] and the swivel [24].

(g) Install the washer [34] and the nut [36] on the bolt [33].

(h) Tighten the nut [36] to 20 in-lb (2 N·m) - 24 in-lb (3 N·m) plus the run-on torque.

(i) Install the cotter pin [35] in the bolt [33]. If it is necessary, loosen the nut [36] to the nearest castellation to align the holes for the cotter pin [35].

SUBTASK 32-21-00-420-002

(5) Install the left trunnion pin [63]:

(a) Put the spacer [71] in its position between the left trunnion [40] and the sidewall of the nose wheel well.

(b) Apply grease, D00633 and install new packing [74] inside nose wheel well trunnion bushing.

(c) Use the NLG Alignment Slug, SPL-14477 to put the left trunnion pin [63] through the left trunnion [40], the spacer [71] and in the left sidewall of the nose wheel well.

(d) Use the Alignment Pin Assy, SPL-14481 to make sure the hole in the left trunnion pin [63] for the bolt [62] aligns with the mating hole in the left trunnion [40].

(e) Put the cable guard [70] into the left trunnion pin [63].

NOTE: Make sure the hole in the cable guard [70] for the bolt [62] aligns with the mating hole in the left trunnion pin [63] and the left trunnion [40].

(f) Put the bolt [62] through the left trunnion [40], left trunnion pin [63] and the cable guard [70].

(g) Install the washer [61] and the nut [60] on the bolt [62].

(h) Tighten the nut [60] to 20 in-lb (2 N·m) — 24 in-lb (3 N·m) plus the run-on torque.

(i) Install the cotter pin [59] in the bolt [62]. If it is necessary, loosen the nut [60] to the nearest castellation to align the holes for the cotter pin [59].

SUBTASK 32-21-00-220-002

(6) Measure the total axial free play in the trunnion:

NOTE: If the total axial free play is not correct, this will not cause any damage to the landing gear structure, but there may be a loud noise during landing gear extension/retraction.

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(a) Use a thickness gage to measure the clearance between the spacer [39] and the spacer [71] and the bushing faces of the sidewall or the trunnion on the two sides of the nose landing gear.

(b) Make sure the combined clearance of the two trunnions is 0.008 in. (0.203 mm)-0.015 in. (0.381 mm).

(c) Adjust the spacer stack thickness if it is necessary to get the correct clearance.

SUBTASK 32-21-00-080-003

(7) If it is necessary, remove the axle jack.

SUBTASK 32-21-00-420-003

(8) Install the pulley [50]:

(a) Put the cable [49] in its position on the groove of the pulley [50].

(b) Put the cable guard [54] and the pulley [50] in their position on the bracket [51].

(c) Install the washer [48] on the bolt [47].

(d) Put the bolt [47] through the pulley [50], the cable guard [54] and the bracket [51].

(e) Install the washer [53] and the nut [52] on the bolt [47].

SUBTASK 32-21-00-420-004

CAUTION: MAKE SURE THAT THE STEERING CABLES DO NOT CROSS. CROSSED CABLES CAN INCREASE CABLE FRICTION WHICH CAN CAUSE DAMAGE TO THE CABLES.

(9) Connect the cable [49]:

(a) Put the cable [49] through the inboard side of the trunnion pin nut [68], the seal ring [69] and the left trunnion pin [63].

NOTE: Make sure that one cable goes over the trunnion pin bolt and one goes under the trunnion pin bolt where the cables go through the trunnion.

(b) Remove the pulleys and pulley guards outboard of left trunnion pin from the pulley bracket (AMM PAGEBLOCK 32-51-31/401).

1) Put the cables [49] through the correct pulley.

2) Reconnect the pulley and pulley guards to the pulley bracket.

(c) Connect the cable [49] to the cable turnbuckle [1].

(d) Remove the identification tags attached to the cable [49].

(e) Install the locking clips [2] on the cable turnbuckles [1].

SUBTASK 32-21-00-410-001

(10) Install the seal [65]:

(a) Assemble the seal [65] around the cables [49] at the inboard end of the left trunnion pin [63].

(b) Install one retainer [66] on the eyebolt [67].

(c) Put the eyebolt [67] through the seal [65].

(d) Install the other retainer [66], the washer [56] and nut [64] on the eyebolt [67].

(e) Tighten the nut [64] sufficiently to clamp the seal [65].

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(f) Loosen the nut [64] to approximately 1/4 turn until you can turn the eyebolt [67] with your fingers.

(g) Put the seal [65] into the left trunnion pin [63] until it touches the stop.

(h) Install the seal ring [69] into the left trunnion pin [63].

SUBTASK 32-21-00-620-002

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.

CAUTION: DO NOT APPLY CORROSION-INHIBITING COMPOUND ON GREASE JOINTS, OR SEALED BEARINGS. THESE COMPOUNDS REMOVE GREASE AND OTHER LUBRICANTS. THEY ARE PENETRATING COMPOUNDS. THEY WILL MOVE AROUND THE SEALS AND INTO THE BEARINGS. THIS WILL CAUSE DAMAGE TO THE BEARINGS, AND JOINTS.

(11) Apply a thin layer of the corrosion preventive Cor-Ban 27L Compound, G50237 (preferred) or corrosion inhibiting compound, G50136 (alternate) to the trunnion pin nut [68].

SUBTASK 32-21-00-420-005

(12) Install the trunnion pin nut [68]:

(a) Install the trunnion pin nut [68] on the inboard side of the left trunnion pin [63].

(b) Use spanner wrench, SPL-1821, to tighten the trunnion pin nut [68] to 100 in-lb (11 N·m) – 150 in-lb (17 N·m) lube torque.

(c) If it is necessary, loosen the trunnion pin nut [68] to align with the vernier of the lock holes.

(d) Install the lock [57] on the inboard side of the left trunnion pin [63].

(e) Install the screw [58] that holds the lock [57] to the left trunnion pin [63].

(f) Install the lockwire on the screw [58].

SUBTASK 32-21-00-710-001

(13) Examine that the seal [65] will turn freely from the extended cable position of the gear to a simulated gear retracted cable position.

NOTE: This step will verify that the cables will not become twisted when the gear is retracted.

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SUBTASK 32-21-00-620-003

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(14) Apply a thin layer of the corrosion preventive Cor-Ban 27L Compound, G50237 (preferred) or corrosion inhibiting compound, G50136 (alternate) to these items:

(a) The threads and thread reliefs of the bolt [27] and the bolt [47]

(b) The threads of the nut [32] and the nut [42]

(c) The faces of the washer [28], the washer [30], the washer [44], the washer [46].

SUBTASK 32-21-00-160-005

(15) Remove all unwanted corrosion preventive Cor-Ban 27L Compound, G50237.

SUBTASK 32-21-00-640-003

(16) Lubricate the chrome plated surfaces of the bolt [27] and bolt [47] and the bushing [29] and the bushing [45] with, grease, D00633.

SUBTASK 32-21-00-160-006

(17) Remove all unwanted grease, D00633.

SUBTASK 32-21-00-420-006

(18) Connect the left upper rod assembly [41]:

(a) Put the upper rod assembly [41] in its position on the clevis of the left trunnion [40].

(b) Put the bushing [45] through the clevis of the left trunnion [40] and the rod end of the upper rod assembly [41].

(c) Install the washer [46] on the bolt [47].

(d) Put the bolt [47] through the clevis of the left trunnion [40] and the rod end of the upper rod assembly [41].

(e) Install the washer [44] and the nut [42] on the bolt [47].

(f) Install the cotter pin [43] in the bolt [47]. If it is necessary, loosen the nut [42] to the nearest castellation to align the holes for the cotter pin [43].

(g) Tighten the nut [42] to 90 in-lb (10 N·m) – 125 in-lb (14 N·m).

(h) Loosen the nut [42] only enough to align the hole in the bolt [47] with the castellations in the nut [42].

SUBTASK 32-21-00-420-007

(19) Connect the right upper rod assembly [26]:

(a) Put the upper rod assembly [26] in its position on the clevis of the right trunnion [23].

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(b) Put the bushing [29] through the clevis of the right trunnion [23] and the rod end of the upper rod assembly [26].

(c) Install the washer [28] on the bolt [27].

(d) Put the bolt [27] through the clevis of the right trunnion [23] and the rod end of the upper rod assembly [26].

(e) Install the washer [30] and the nut [32] on the bolt [27].

(f) Tighten the nut [32] to 90 in-lb (10 N·m) – 125 in-lb (14 N·m).

(g) Loosen the nut [32] only enough to align the hole in the bolt [27] with the castellations in the nut [32].

(h) Install the cotter pin [31] in the bolt [27]. If it is necessary, loosen the nut [32] to the nearest castellation to align the holes for the cotter pin [31].

SUBTASK 32-21-00-420-008

(20) Connect the hydraulic line [25]:

(a) Remove the plug from the hydraulic ports of the swivel [24].

(b) Remove the caps from the hydraulic line [25].

(c) Connect the hydraulic line [25] to the swivel [24].

(d) Remove the tags from the swivel ports and the hydraulic lines.

SUBTASK 32-21-00-620-004

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CAUTION: DO NOT APPLY CORROSION-INHIBITING COMPOUND ON GREASE JOINTS, OR SEALED BEARINGS. THESE COMPOUNDS REMOVE GREASE AND OTHER LUBRICANTS. THEY ARE PENETRATING COMPOUNDS. THEY WILL MOVE AROUND THE SEALS AND INTO THE BEARINGS. THIS WILL CAUSE DAMAGE TO THE BEARINGS, AND JOINTS.

(21) Apply a thin layer of the corrosion preventive Cor-Ban 27L Compound, G50237 (preferred) or corrosion inhibiting compound, G50136 (alternate) to these items:

(a) The threads and thread reliefs of the pin [18]

(b) The threads of the nut [12]

(c) The faces of the washer [20] and the washer [21].

SUBTASK 32-21-00-160-003

(22) Remove all unwanted corrosion preventive, Cor-Ban 27L Compound, G50237.

SUBTASK 32-21-00-640-004

(23) Lubricate the shank of the pin [18] and bolt [13] with grease, D00633.

SUBTASK 32-21-00-160-004

(24) Remove all unwanted, grease, D00633.

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SUBTASK 32-21-00-420-009

(25) Connect the lower drag strut assembly [19]:

(a) Put the lower drag strut assembly [19] in its position on the clevis of the shock strut [17].

(b) Put the pin [18] through the clevis of the shock strut [17] and the lower drag strut assembly [19].

(c) Install the washer [20] and the nut [12] on the pin [18].

(d) Tighten the nut [12] to 600 in-lb (68 N·m) – 700 in-lb (79 N·m). Loosen the nut [12] to the nearest castellation to align the holes for the bolt [13].

(e) Install the bolt [13] in the pin [18].

(f) Install the washer [21] on the bolt [13].

(g) Install the nut [22] on the bolt [13]

(h) Install the cotter pin [11] in the bolt [13]. If it is necessary, loosen the nut [22] to the nearest castellation to align the holes for the cotter pin [11].

SUBTASK 32-21-00-420-012

(26) Do this task: Nose Landing Gear Wheel and Tire Assembly Installation, AMM TASK 32-45-21-400-801.

SUBTASK 32-21-00-420-011

(27) Connect the wires to the terminal block [72]:

(a) For airplanes that have three rigid conduits on the junction box [5], open the tee fitting on the aft side of the junction box [5].

(b) Pull the wires through the conduit.

1) Attach the strings hanging out of the end of the rigid conduits [4] that lead to the junction box [5] to the wires coming out of the flexible conduits [73].

2) Pull the wires all the way through the rigid conduits [4] leading to the junction box [5] and connect the flexible conduits [73] after the clamp [8] at point “A”.

(c) Connect the wires to the terminal block [72] with a contact insertion / removal, COM-4938 tool using the drawing you made during the removal.

(d) Connect the terminal block [72] to the junction box [5].

(e) Install the screw [10] and washer [3] to close the junction box cover [9] on the junction box [5].

D. Put the Airplane Back to Its Usual Condition

SUBTASK 32-21-00-410-002

(1) Close this access panel:

Number	Name/Location
113BW	Forward Nose Wheel Well Panel

SUBTASK 32-21-00-080-004

(2) Remove the retention strap, SPL-1871, from the nose landing gear.

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MECH	INSP

SUBTASK 32-21-00-610-003

(3) Lubricate the nose landing gear. To lubricate it, do this task: Nose Landing Gear Upper End Components Servicing, AMM TASK 12-21-21-640-801 and, do this task: Nose Landing Gear Lower End Components Servicing, AMM TASK 12-21-21-640-802.

SUBTASK 32-21-00-610-001

(4) To fully service the shock strut with the airplane on jacks, do these steps to service the shock strut with fluid:

NOTE: Hold the shock strut in a vertical position to do these steps.

(a) Make sure the shock strut is fully deflated, refer to service placard for the fully deflated dimensions (Figure 3).

(b) Install the shock strut retention strap, SPL-1871

(c) Do these steps to “fill the shock strut with fluid”: AMM SUBTASK 12-15-41-600-001.

(d) Close the valves and install their caps.

(e) Remove the retention strap, SPL-1871, from the nose landing gear.

SUBTASK 32-21-00-610-002

(5) To inflate the shock strut with the airplane on jacks, do these steps:

NOTE: To do these steps, you must have accomplished the steps to add fluid to the strut at the start of this task.

(a) Install the tool, SPL-1521 on the gas valve.

(b) Inflate the shock strut with nitrogen, G00018 until you reach the fully extended pressure, refer to the servicing placard for the correct pressure (Figure 3).

(c) Close the gas valve.

(d) Remove the tool, SPL-1521 from the gas valve.

(e) Install the cap on the gas valve.

SUBTASK 32-21-00-420-014

(6) If necessary, do this task to install the taxi light:Taxi Light Housing Assembly - Installation, AMM TASK 33-45-01-400-801.

SUBTASK 32-21-00-860-006

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

SUBTASK 32-21-00-790-001

(8) Check the swivel [24] for leakage.

SUBTASK 32-21-00-860-007

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

CAPT Electrical System Panel, P18-3

Row	Col	Number	Name
AKS 001-017			
D	14	C00123	EXT LIGHTING NOSE GEAR TAXI

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AKS 001-017 (Continued)

F/O Electrical System Panel, P6-3

Row	Col	Number	Name
AKS ALL			
B	17	C00129	LANDING GEAR LATCH & PRESS WARN
C	15	C01355	LANDING GEAR AIR/GND SYS 2
C	16	C01356	LANDING GEAR AIR/GND SYS 1
C	18	C01398	LANDING GEAR TAKEOFF WARNING CUTOFF
D	1	C01399	PSEU PRI
D	2	C01400	PSEU ALTN
D	15	C01401	LANDING GEAR AIR/GND RELAY
D	16	C01432	LANDING GEAR ALTN EXTEND SOL
D	17	C01027	LANDING GEAR NOSE GEAR STEER
D	18	C00451	LANDING GEAR AURAL WARN

SUBTASK 32-21-00-710-003

(10) Do this task: Operational Test for the Nose Landing Gear, AMM TASK 32-33-00-710-801.

NOTE: It is optional to perform the Nose Landing Gear Test - Component Replacement, AMM TASK 32-33-00-710-802 instead of the operational test if a hydraulic cart is not available.

SUBTASK 32-21-00-710-004

(11) Do this task: Nose Gear Manual Extension System Test - Airplane on Jacks, AMM TASK 32-35-00-730-801.

SUBTASK 32-21-00-820-001

(12) Adjust the cables [49], do this task: Nose Wheel Steering System Adjustment, AMM TASK 32-51-00-820-802.

SUBTASK 32-21-00-710-005

(13) Do this task: Nose Wheel Steering System Test, AMM TASK 32-51-00-700-801.

SUBTASK 32-21-00-860-008

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

SUBTASK 32-21-00-860-009

(15) Do this task: Lower the Airplane Nose Off of the Jack, AMM TASK 07-11-21-580-802.

SUBTASK 32-21-00-200-001

(16) Check the pressure and extension of the shock strut:

(a) Measure the pressure and extension of the shock strut.

1) Make sure the pressure you measure is still correct for the extension of the shock strut (Figure 3).

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-100-00-01

MECH	INSP

2) If the pressure is not correct for the extension of the shock strut, then the shock strut does not have the proper amount of fluid and you must fully service the shock strut (Nose Landing Gear Shock Strut Servicing, Airplane on the Ground, AMM TASK 12-15-41-610-802).

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-100-00-01

F97858 S0006574983_V2

Nose Landing Gear Installation
Figure 1 (Sheet 1 of 7)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-100-00-01

B

(AIRPLANES WITH 3 CONDUITS TO THE JUNCTION BOX)

C

F98309 S0006574984_V5

Nose Landing Gear Installation
Figure 1 (Sheet 2 of 7)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-100-00-01

(AIRPLANES WITH 4 CONDUITS TO THE JUNCTION BOX)

C

J73703 S0000177295_V2

Nose Landing Gear Installation
Figure 1 (Sheet 3 of 7)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-100-00-01

F98533 S0006574985_V3

Nose Landing Gear Installation
Figure 1 (Sheet 4 of 7)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-100-00-01

F99862 S0006574986_V5

Nose Landing Gear Installation
Figure 1 (Sheet 5 of 7)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-100-00-01

F99927 S0006574987_V3

Nose Landing Gear Installation
Figure 1 (Sheet 6 of 7)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-100-00-01

J

G00017 S0006574988_V4

Nose Landing Gear Installation
Figure 1 (Sheet 7 of 7)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-100-00-01

2426322 S0000560710_V1

Drag Strut Trunnion Pin Removal and Installation Equipment
Figure 2 (Sheet 1 of 2)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-100-00-01

2426333 S0000560711_V1

Drag Strut Trunnion Pin Removal and Installation Equipment
Figure 2 (Sheet 2 of 2)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-100-00-01

NOSE LANDING GEAR WHEEL WELL

A

F95173 S0006561299_V2

Nose Landing Gear Shock Strut Servicing Chart
Figure 3 (Sheet 1 of 2)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-100-00-01

EXAMPLE

B

F84742 S0006561300_V4

Nose Landing Gear Shock Strut Servicing Chart
Figure 3 (Sheet 2 of 2)

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AIRLINE CARD NO		TITLE **LANDING GEAR SELECTOR VALVE**			BOEING CARD NO. **32-110-00-01**
DATE	TASK **INSPECTION - DETAILED**				RELATED CARD
TAIL NUMBER	WORK AREA **WHEELWELL**	VERSION **1.1**	THRESHOLD **8000 FC**	REPEAT **8000 FC**	APPLICABILITY AIRPLANE **ALL** ENGINE **ALL**
STATION	SKILL **AIRPL**				
		ACCESS			ZONE **133**

Perform a detail visual inspection of the landing gear selector valve.

A. References

Reference	Title
AMM 29-11-00-860-805	Hydraulic System A or B Power Removal (P/B 201)
AMM 32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-110-00-01

MECH	INSP

TASK 32-31-51-200-801

1. Landing Gear Selector Valve Inspection

(Figure 1)

A. Procedure

SUBTASK 32-31-51-480-007

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

(1) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

SUBTASK 32-31-51-860-007

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

SUBTASK 32-31-51-200-001

(3) Do a detailed visual examination of the landing gear selector valve and quadrant:

(a) Look at the visible part of the valve piston to make sure there are no leaks or damage.

(b) Look at the link assembly to make sure it is attached correctly to the valve and the crank.

(c) Look at the quadrant crank and attaching bolt to make sure it is attached correctly to the shaft and the link assembly.

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-110-00-01

H40440 S0006575149_V2

Landing Gear Selector Valve Inspection
Figure 1

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AIRLINE CARD NO		TITLE			BOEING CARD NO.
		NOSE LANDING GEAR INSPECTION			32-120-00-01
DATE	TASK				RELATED CARD
	INSPECTION - DETAILED				
TAIL NUMBER	WORK AREA	VERSION	THRESHOLD	REPEAT	APPLICABILITY
	NOSE GEAR	1.1	6600 FC	6600 FC	AIRPLANE: ALL / ENGINE: ALL
STATION	SKILL				
	AIRPL				
		ACCESS			ZONE
					713

Perform a detail visual inspection of the nose landing gear extension and retraction mechanism. (Includes retract actuator, lock actuator, and lock mechanism)

A. References

Reference	Title
AMM 05-51-01-210-801	Phase I Inspection (P/B 201)
AMM 05-51-07-210-801	High Energy Stop (P/B 201)
AMM 05-51-15-210-801	Brake Seizure Conditional Inspection (P/B 201)
AMM 05-51-35-210-801	Phase I Inspection (P/B 201)
AMM 10-11-05 P/B 201	CHOCK INSTALLATION
AMM 32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)
AMM 32-00-11-100-802	Nose Landing Gear Steering Actuators Chrome Surfaces Cleaning (P/B 701)
AMM 32-00-11-100-803	Nose Landing Gear Retract Actuator Chrome Surfaces Cleaning (P/B 701)
AMM 32-45-00-700-801	Wheels Fast Check (Wheel Installed on the Airplane) (P/B 601)
AMM 32-45-00-700-803	Tires Inspection (P/B 601)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-120-00-01

MECH	INSP

TASK 32-21-00-200-801

1. **Nose Landing Gear Inspection**
(Figure 1)

A. **General**

(1) This task provides the regular inspection of the nose landing gear.

(2) Refer to (Phase I Inspection, AMM TASK 05-51-01-210-801), (High Energy Stop, AMM TASK 05-51-07-210-801), (Brake Seizure Conditional Inspection, AMM TASK 05-51-15-210-801) and (Phase I Inspection, AMM TASK 05-51-35-210-801) for special inspection procedure on the following conditions:

(a) After a hard or overweight landing

(b) After a brake seizure when you tow the airplane, or is moving at high speed on the ground

(c) After the gear has collided with an obstacle

(d) After a high energy stop.

B. **Procedure**

SUBTASK 32-21-00-480-001

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

(1) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801

SUBTASK 32-21-00-480-002

(2) Put chocks around the tires of all the landing gear (CHOCK INSTALLATION, AMM 10-11-05/201).

SUBTASK 32-21-00-210-001

(3) Examine the upper components of the nose landing gear:

(a) Examine the drag strut for cracks, damage, and worn areas on the attach points.

(b) Examine the trunnion pins of the drag strut for worn areas and looseness.

(c) Examine the retract actuator as follows:

1) Damage, looseness and security of actuator components and attachment bolts.

2) Dirt, scratches and debris on exposed piston chrome and actuator body rod end nut.

3) Leaks and loose hydraulic connections.

4) Do this task: Nose Landing Gear Retract Actuator Chrome Surfaces Cleaning, AMM TASK 32-00-11-100-803.

(d) Examine the lock links for cracks, damage, and worn areas on the attach points.

(e) Examine the lock link springs for worn areas, damage, and security of attachments.

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-120-00-01

MECH	INSP

(f) Examine the lock actuator and the hydraulic transfer cylinder for loose mounting bolts and leaks.

(g) Examine the shock strut as follows:

1) For leaks and specified extension

2) For cracks on the outer cylinder lugs

3) The external surface of the inner cylinder for dirt, scratches, or galling.

(h) Examine the manual extension release mechanism.

(i) Make sure that the wheel well doors are correctly attached to the push rods and the door hinges.

(j) Examine the door linkage for worn areas, damage and security of attachments.

SUBTASK 32-21-00-210-002

(4) Examine the lower end components of the nose landing gear:

(a) Remove the summing mechanism cover and do the steps that follow;

1) Examine the summing mechanism cover for cracks, damage, and worn areas on the attach points.

2) Examine the summing mechanism for damage and worn areas.

3) Examine the steering metering valve for damage, leaks and security of attachments.

4) Examine the steering actuators as follows:

a) Damage, looseness and security of actuator components and attachment bolts.

b) Dirt, scratches and debris on exposed piston chrome and actuator body rod end nut.

c) Leaks at the rod end seal and trunnion swivels.

d) Do this task: Nose Landing Gear Steering Actuators Chrome Surfaces Cleaning, AMM TASK 32-00-11-100-802.

5) Examine the hydraulic connections for leaks.

6) Examine the steering cables to cable pulleys attachment.

(b) Examine the upper and lower steering sleeve as follows:

1) Make sure that the top steering sleeve is securely attached to the outer cylinder.

a) Examine the mounting bolts which attach the top steering sleeve to the outer cylinder for looseness or wear below the bolt heads.

b) Look for cracks in the tamper proof putty at the mounting nuts which attach the top steering sleeve to the outer cylinder.

c) Look for cracks in the sealant at the interface between the top steering sleeve and the outer cylinder.

NOTE: Cracks in the sealant at the interface between the top steering sleeve and the outer cylinder could let moisture enter and cause corrosion.

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-120-00-01

MECH	INSP

2) Make sure that the lower steering plate and the retainer nut on the steering collar are tightly attached with no unusual or excessive play in the assembled joint.

   a) Examine the lower steering plate for cracks, dirt or worn areas.

(c) Install the summing mechanism cover.

(d) Examine the tires and the wheels of the nose landing gear, do this task: Tires Inspection, AMM TASK 32-45-00-700-803 and, do this task: Wheels Fast Check (Wheel Installed on the Airplane), AMM TASK 32-45-00-700-801.

(e) Examine the taxi light wire harness for chafing, and security of attachments.

(f) Examine the safety sensors and all the electrical wiring for security and chafing.

(g) Examine the torsion links as follows:

1) Attachment to the shock strut are correct

2) Examine the attachment lugs of the torsion links for cracks

3) Examine the torsion links, for cracks and loose mounting bolts.

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-120-00-01

Nose Landing Gear Inspection
Figure 1

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AIRLINE CARD NO		TITLE			BOEING CARD NO.
		LEFT MAIN LANDING GEAR INSPECTION			32-150-00-01
DATE	TASK INSPECTION - DETAILED				RELATED CARD
TAIL NUMBER	WORK AREA L MAIN GEAR	VERSION 1.1	THRESHOLD 6600 FC	REPEAT 6600 FC	APPLICABILITY AIRPLANE: ALL ENGINE: ALL
STATION	SKILL AIRPL				
		ACCESS 551DB			ZONE 734

Perform a detail visual inspection of the left main landing gear extension and retraction mechanism. (Includes retraction actuators, up lock actuators, down lock actuators, up lock mechanism, and down lock mechanism).

A. References

Reference	Title
AMM 05	TIME LIMITS/MAINTENANCE CHECKS
AMM 10-11-05 P/B 201	CHOCK INSTALLATION
AMM 32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)
AMM 32-45-00-700-801	Wheels Fast Check (Wheel Installed on the Airplane) (P/B 601)
AMM 32-45-00-700-803	Tires Inspection (P/B 601)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-150-00-01

MECH	INSP

TASK 32-11-00-200-801

1. Main Landing Gear Inspection

(Figure 1)

A. General

(1) This task provides the regular inspection of the main landing gear.

NOTE: This inspection can be done with the airplane on the ground or on jacks.

(2) Refer to TIME LIMITS/MAINTENANCE CHECKS, AMM CHAPTER 05 for special inspection procedure on the following conditions:

(a) After a hard or overweight landing

(b) After a brake seizure when you tow the airplane, or the airplane is moving at high speed on the ground

(c) After the gear has collided with an obstacle

(d) After a high energy stop.

B. Prepare for the Inspection

SUBTASK 32-11-00-480-004

WARNING: OBEY THE PROCEDURE FOR THE INSTALLATION OF THE DOWNLOCK PINS. IF YOU MOVE THE CONTROL LEVER FOR THE LANDING GEAR TO THE UP POSITION, THE LANDING GEAR CAN RETRACT. THIS CAN CAUSE INJURIES TO PERSONNEL, AND DAMAGE TO EQUIPMENT.

(1) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801

SUBTASK 32-11-00-480-005

(2) Put chocks around the tires of all the landing gear (CHOCK INSTALLATION, AMM 10-11-05/201).

C. Procedure

SUBTASK 32-11-00-210-001

(1) Examine the upper components of the main landing gear:

(a) Examine the retract actuator assembly as follows:

1) Damage, looseness and security of actuator components and attachment bolts.

2) Dirt, scratches and debris on exposed piston chrome and actuator body rod end.

3) Leaks and loose hydraulic connections.

(b) Examine the walking beam and the attachment bolts for damage, looseness and security.

(c) Examine the attachments of the beam hanger for security and damage.

(d) Examine the uplock mechanism for damage and security of attachments.

(e) Examine the hydraulic connections of the uplock and the downlock actuator assemblies for leaks and security of attachments.

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 32-150-00-01

MECH	INSP

(f) Do these steps to examine the shock strut:

1) Examine the shock strut for leaks and specified extension.

2) Examine the exposed surface of the inner cylinder for dirt, scratches or galling.

(g) On the right landing gear only, examine the interlock cable of the ground speed brake for damage, corrosion and security of attachments.

(h) Examine the attachments of the side strut assembly for corrosion, damage or missing pins and cross bolts.

1) Examine the components of the side strut assembly for damage or missing pins and cross bolt.

(i) Make sure that the wing door is correctly attached to the push rod and the stabilizer link assembly.

1) Examine the attaching hardware for condition and security.

(j) Make sure that the shock strut doors are correctly attached to the shock strut.

1) Examine the attaching hardware for condition and security.

SUBTASK 32-11-00-210-002

(2) Examine the lower end components of the main landing gear:

(a) Do this task: Tires Inspection, AMM TASK 32-45-00-700-803.

(b) Do this task: Wheels Fast Check (Wheel Installed on the Airplane), AMM TASK 32-45-00-700-801.

(c) Examine the brake hydraulic hoses for chafing and leaks.

(d) Examine the safety sensors and all the electrical wiring for security and chafing.

(e) Make sure that the torsion links are correctly attached to the shock strut.

1) Examine the attachment lugs of the torsion links for cracks.

END OF TASK

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-150-00-01

1 RIGHT MAIN LANDING GEAR SIDE ONLY

RIGHT MAIN LANDING GEAR
(LEFT MAIN LANDING GEAR IS EQUIVALENT)

G29390 S0006574766_V3

Main Landing Gear Inspection
Figure 1

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AIRLINE CARD NO		TITLE			BOEING CARD NO.
		RIGHT MAIN LANDING GEAR INSPECTION			32-150-00-02
DATE	TASK INSPECTION - DETAILED				RELATED CARD
TAIL NUMBER	WORK AREA R MAIN GEAR	VERSION 1.1	THRESHOLD 6600 FC	REPEAT 6600 FC	APPLICABILITY AIRPLANE: ALL ENGINE: ALL
STATION	SKILL AIRPL				
		ACCESS 651DB			ZONE 744

Perform a detail visual inspection of the right main landing gear extension and retraction mechanism. (Includes retraction actuators, up lock actuators, down lock actuators, up lock mechanism, and down lock mechanism).

A. References

Reference	Title
AMM 05	TIME LIMITS/MAINTENANCE CHECKS
AMM 10-11-05 P/B 201	CHOCK INSTALLATION
AMM 32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)
AMM 32-45-00-700-801	Wheels Fast Check (Wheel Installed on the Airplane) (P/B 601)
AMM 32-45-00-700-803	Tires Inspection (P/B 601)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-150-00-02

MECH	INSP

TASK 32-11-00-200-801

1. **Main Landing Gear Inspection**
(Figure 1)

A. General

(1) This task provides the regular inspection of the main landing gear.

NOTE: This inspection can be done with the airplane on the ground or on jacks.

(2) Refer to TIME LIMITS/MAINTENANCE CHECKS, AMM CHAPTER 05 for special inspection procedure on the following conditions:

(a) After a hard or overweight landing

(b) After a brake seizure when you tow the airplane, or the airplane is moving at high speed on the ground

(c) After the gear has collided with an obstacle

(d) After a high energy stop.

B. Prepare for the Inspection

SUBTASK 32-11-00-480-004

WARNING: OBEY THE PROCEDURE FOR THE INSTALLATION OF THE DOWNLOCK PINS. IF YOU MOVE THE CONTROL LEVER FOR THE LANDING GEAR TO THE UP POSITION, THE LANDING GEAR CAN RETRACT. THIS CAN CAUSE INJURIES TO PERSONNEL, AND DAMAGE TO EQUIPMENT.

(1) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801

SUBTASK 32-11-00-480-005

(2) Put chocks around the tires of all the landing gear (CHOCK INSTALLATION, AMM 10-11-05/201).

C. Procedure

SUBTASK 32-11-00-210-001

(1) Examine the upper components of the main landing gear:

(a) Examine the retract actuator assembly as follows:

1) Damage, looseness and security of actuator components and attachment bolts.

2) Dirt, scratches and debris on exposed piston chrome and actuator body rod end.

3) Leaks and loose hydraulic connections.

(b) Examine the walking beam and the attachment bolts for damage, looseness and security.

(c) Examine the attachments of the beam hanger for security and damage.

(d) Examine the uplock mechanism for damage and security of attachments.

(e) Examine the hydraulic connections of the uplock and the downlock actuator assemblies for leaks and security of attachments.

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-150-00-02

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(f) Do these steps to examine the shock strut:

1) Examine the shock strut for leaks and specified extension.

2) Examine the exposed surface of the inner cylinder for dirt, scratches or galling.

(g) On the right landing gear only, examine the interlock cable of the ground speed brake for damage, corrosion and security of attachments.

(h) Examine the attachments of the side strut assembly for corrosion, damage or missing pins and cross bolts.

1) Examine the components of the side strut assembly for damage or missing pins and cross bolt.

(i) Make sure that the wing door is correctly attached to the push rod and the stabilizer link assembly.

1) Examine the attaching hardware for condition and security.

(j) Make sure that the shock strut doors are correctly attached to the shock strut.

1) Examine the attaching hardware for condition and security.

SUBTASK 32-11-00-210-002

(2) Examine the lower end components of the main landing gear:

(a) Do this task: Tires Inspection, AMM TASK 32-45-00-700-803.

(b) Do this task: Wheels Fast Check (Wheel Installed on the Airplane), AMM TASK 32-45-00-700-801.

(c) Examine the brake hydraulic hoses for chafing and leaks.

(d) Examine the safety sensors and all the electrical wiring for security and chafing.

(e) Make sure that the torsion links are correctly attached to the shock strut.

1) Examine the attachment lugs of the torsion links for cracks.

END OF TASK

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-150-00-02

1 RIGHT MAIN LANDING GEAR SIDE ONLY

RIGHT MAIN LANDING GEAR
(LEFT MAIN LANDING GEAR IS EQUIVALENT)

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Main Landing Gear Inspection
Figure 1

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AIRLINE CARD NO		TITLE			BOEING CARD NO.
		NOSE GEAR MANUAL EXTENSION			32-200-00-01
DATE	TASK FUNCTIONAL				RELATED CARD
TAIL NUMBER	WORK AREA NOSE GEAR	VERSION 1.1	THRESHOLD 36 MO	REPEAT 36 MO	APPLICABILITY AIRPLANE: ALL ENGINE: ALL
STATION	SKILL AIRPL				
		ACCESS S2122			ZONE 211 212 713

Perform a functional check of the nose landing gear manual extension system.

In-flight check of the manual extension system under airline controlled operational procedures (non-revenue flight) is considered an optional method to accomplish this task.

A. References

Reference	Title
AMM 07-11-01-580-815	Lift the Airplane with the Jacks (P/B 201)
AMM 07-11-21-580-801	Lift the Airplane Nose with the Nose Jack at Jack Point D (P/B 201)
AMM 07-11-21-580-802	Lower the Airplane Nose Off of the Jack (P/B 201)
AMM 24-22-00-860-811	Supply Electrical Power (P/B 201)
AMM 24-22-00-860-812	Remove Electrical Power (P/B 201)
AMM 29-11-00-860-801	Hydraulic System A or B Pressurization (P/B 201)
AMM 29-11-00-860-805	Hydraulic System A or B Power Removal (P/B 201)
AMM 32-00-01-080-801	Landing Gear Downlock Pins Removal (P/B 201)
AMM 32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)
AMM 32-09-00-860-801	Put the Airplane in the Air Mode (P/B 201)
AMM 32-09-00-860-802	Return the Airplane to the Ground Mode (P/B 201)
AMM 32-09-10-710-801	Proximity Switch Electronics Unit (PSEU) - Operational Test (P/B 501)
AMM 32-33-00-710-801	Operational Test for the Nose Landing Gear (P/B 501)

B. Tools/Equipment

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

Reference	Description
STD-5505	Spring Scale

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-200-00-01

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TASK 32-35-00-730-801

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

(Figure 1)

A. General

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

(2) Before the test, make sure that the manual extension release mechanism of the nose landing gear is free from contamination.

B. Prepare for the Test

SUBTASK 32-35-00-480-002

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

(1) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

SUBTASK 32-35-00-860-004

(2) Do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811.

SUBTASK 32-35-00-580-004

(3) Do one of these tasks to lift the airplane nose:

- Lift the Airplane Nose with the Nose Jack at Jack Point D, AMM TASK 07-11-21-580-801
- Lift the Airplane with the Jacks, AMM TASK 07-11-01-580-815.

NOTE: If you lift the main gear with the jacks, it is not necessary to do more steps to put the airplane in air mode. The airplane will be in air mode if you lift the main landing gear off the ground.

SUBTASK 32-35-00-860-005

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

SUBTASK 32-35-00-860-006

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

CAPT Electrical System Panel, P18-2

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

F/O Electrical System Panel, P6-3

Row	Col	Number	Name
B	17	C00129	LANDING GEAR LATCH & PRESS WARN
C	15	C01355	LANDING GEAR AIR/GND SYS 2

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(Continued)

F/O Electrical System Panel, P6-3

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

SUBTASK 32-35-00-860-008

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

CAPT Electrical System Panel, P18-3

Row	Col	Number	Name
C	1	C00523	HEATERS CAPT PITOT
C	2	C00238	HEATERS TEMP PROBE
C	3	C01072	HEATERS ALPHA VANE LEFT
D	3	C01071	HEATERS ALPHA VANE RIGHT
D	5	C00525	HEATERS F/O PITOT
D	6	C00524	HEATERS AUX PITOT

F/O Electrical System Panel, P6-1

Row	Col	Number	Name
D	13	C00120	WEATHER RADAR RT

F/O Electrical System Panel, P6-2

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

F/O Electrical System Panel, P6-3

Row	Col	Number	Name
D	18	C00451	LANDING GEAR AURAL WARN

Power Distribution Panel Number 2, P92

Row	Col	Number	Name
F	2	C01449	STANDBY HYDRAULIC PUMP

SUBTASK 32-35-00-860-010

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

SUBTASK 32-35-00-860-011

(8) If you did not lift the main landing gear with the jacks, do this task: Put the Airplane in the Air Mode, AMM TASK 32-09-00-860-801.

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SUBTASK 32-35-00-080-002

(9) For the nose gear, do this task: Landing Gear Downlock Pins Removal, AMM TASK 32-00-01-080-801.

SUBTASK 32-35-00-860-012

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

C. Procedure

SUBTASK 32-35-00-860-013

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

SUBTASK 32-35-00-860-047

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

SUBTASK 32-35-00-700-001

(3) Pull the manual extension handle for the nose gear.

(a) Make sure the full travel of the T handle is at least 21.0 in. (533.4 mm) (Detail C).

SUBTASK 32-35-00-700-002

(4) Release the manual extension handle for the nose gear.

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

SUBTASK 32-35-00-480-003

(5) Attach a spring scale, STD-5505 to the manual extension T handle for the nose gear.

SUBTASK 32-35-00-730-002

(6) Pull the manual extension handle for the nose gear.

(a) Make sure the load to start the T handle from the seat has a minimum of 3.0 lbf (13.3 N) and a maximum of 7.0 lbf (31.1 N).

(b) Make sure the load during the full travel of the T handle is not more than 15.0 lbf (66.7 N).

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

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

SUBTASK 32-35-00-860-034

(7) Remove the spring scale, STD-5505 to the manual extension T handle for the nose gear.

SUBTASK 32-35-00-860-026

(8) Make sure the access door to the manual extension for the T handle is closed.

NOTE: The extension retraction system will not operate with the access door to the manual extension for the alternate extend T handle open.

SUBTASK 32-35-00-860-019

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

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SUBTASK 32-35-00-730-003

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

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

SUBTASK 32-35-00-860-029

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

SUBTASK 32-35-00-730-006

(12) Pull the manual extension T handle of the nose gear.

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

SUBTASK 32-35-00-700-006

(13) Make sure the nose gear free falls to the down and locked position.

(a) Make sure the green light for the nose gear is on

NOTE: The nose landing gear may require additional force to lock into the down position. It is allowed to apply 115 pounds (511 Newtons) of force to the torsion link apex pin (The pin may be pushed or pulled) or 80 pounds (355 Newtons) of force to the axle.

(b) Make sure the red light for the nose gear is on.

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

SUBTASK 32-35-00-700-007

(14) Release the manual extension handle for the nose gear.

SUBTASK 32-35-00-860-030

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

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

SUBTASK 32-35-00-860-031

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

SUBTASK 32-35-00-730-008

(17) Make sure that persons and equipment are clear of the nose gear.

SUBTASK 32-35-00-730-007

(18) Move the control lever for the landing gear to the UP position and wait while the nose gear retracts.

SUBTASK 32-35-00-860-014

(19) Put the control lever to the OFF position.

SUBTASK 32-35-00-860-032

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

SUBTASK 32-35-00-820-003

(21) Attach a spring scale to the manual extension T handle for the nose gear.

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SUBTASK 32-35-00-730-004

(22) Pull the manual extension handle for the nose gear.

(a) Make sure the maximum load when you pull the T handle is not more than 40.0 lbf (177.9 N).

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

SUBTASK 32-35-00-700-003

(23) Make sure the nose gear free falls to the down and locked position.

(a) While the nose landing gear is in free fall, the red light should be on, and the green light should be off.

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

(b) When the nose landing gear locks into the down position the green light should be on and the red light should remain on.

NOTE: The nose landing gear may require additional force to lock into the down position. It is allowed to apply 115 pounds (511 Newtons) of force to the torsion link apex pin (The pin may be pushed or pulled) or 80 pounds (355 Newtons) of force to the axle.

(c) Move the landing gear control lever to the Down position.

1) Make sure the red light for the nose gear is off.

SUBTASK 32-35-00-080-003

(24) Remove the spring scale, STD-5505 from the manual extension T handle for the nose gear.

SUBTASK 32-35-00-860-033

(25) Close the access door to the manual extension T handles.

SUBTASK 32-35-00-860-035

(26) Do an operational test of the nose landing gear mechanism. Do this task:Operational Test for the Nose Landing Gear, AMM TASK 32-33-00-710-801

NOTE: Normal operation of the nose landing gear mechanism confirms that the release roller of the nose gear manual extension system has correctly reset to its retracted position.

(27) As an alternative, you can do that steps below to make sure the release roller of nose landing gear manual extension system has reset to its retracted position:

(a) For the nose gear: Do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

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

(c) Pull the manual extension handle for the nose gear.

NOTE: One person needs to be stationed in the nose landing gear wheel well.

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(d) Release the manual extension handle for the nose gear.

NOTE: Observe the manual extension mechanism to make sure the release roller correctly resets to its retracted position.

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

SUBTASK 32-35-00-860-039

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

D. Put the Airplane Back to its Usual Condition.

SUBTASK 32-35-00-480-004

(1) For the nose gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

SUBTASK 32-35-00-860-015

(2) Do this task: Return the Airplane to the Ground Mode, AMM TASK 32-09-00-860-802.

SUBTASK 32-35-00-860-028

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

SUBTASK 32-35-00-860-016

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

CAPT Electrical System Panel, P18-3

Row	Col	Number	Name
C	1	C00523	HEATERS CAPT PITOT
C	2	C00238	HEATERS TEMP PROBE
C	3	C01072	HEATERS ALPHA VANE LEFT
D	3	C01071	HEATERS ALPHA VANE RIGHT
D	5	C00525	HEATERS F/O PITOT
D	6	C00524	HEATERS AUX PITOT

F/O Electrical System Panel, P6-1

Row	Col	Number	Name
D	13	C00120	WEATHER RADAR RT

F/O Electrical System Panel, P6-2

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

F/O Electrical System Panel, P6-3

Row	Col	Number	Name
D	18	C00451	LANDING GEAR AURAL WARN

Power Distribution Panel Number 2, P92

Row	Col	Number	Name
F	2	C01449	STANDBY HYDRAULIC PUMP

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SUBTASK 32-35-00-200-001

(5) Check for the PSEU warning light, if it is illuminated, do this task: Proximity Switch Electronics Unit (PSEU) - Operational Test, AMM TASK 32-09-10-710-801

SUBTASK 32-35-00-860-017

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

SUBTASK 32-35-00-860-018

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

SUBTASK 32-35-00-580-003

(8) Do this task: Lower the Airplane Nose Off of the Jack, AMM TASK 07-11-21-580-802.

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-200-00-01

(VIEW FROM NOSE LANDING GEAR WHEEL WELL)

A

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Nose Gear Manual Extension System
Figure 1 (Sheet 1 of 2)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
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B

C

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Nose Gear Manual Extension System
Figure 1 (Sheet 2 of 2)

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

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

In-flight check of the manual extension system under airline controlled operational procedures (non-revenue flight) is considered an optional method to accomplish this task.

A. References

Reference	Title
AMM 07-11-01-580-815	Lift the Airplane with the Jacks (P/B 201)
AMM 07-11-01-580-816	Lower the Airplane Off the Jacks (P/B 201)
AMM 24-22-00-860-811	Supply Electrical Power (P/B 201)
AMM 24-22-00-860-812	Remove Electrical Power (P/B 201)
AMM 29-11-00-860-801	Hydraulic System A or B Pressurization (P/B 201)
AMM 29-11-00-860-805	Hydraulic System A or B Power Removal (P/B 201)
AMM 32-00-01-080-801	Landing Gear Downlock Pins Removal (P/B 201)
AMM 32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)
AMM 32-09-10-740-801	Proximity Switch Electronics Unit (PSEU) BITE Test - Ground Test (P/B 501)

B. Tools/Equipment

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

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

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

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TASK 32-34-00-730-801

1. **Main Gear Manual Extension System Test - Airplane on Jacks**
(Figure 1)

A. General

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

B. Prepare for the Test

SUBTASK 32-34-00-480-002

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

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

SUBTASK 32-34-00-860-004

(2) Do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811.

NOTE: The ground circuit must operate correctly. The airplane must not be statically grounded as the static ground cable will interfere with main gear movement.

SUBTASK 32-34-00-580-004

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

SUBTASK 32-34-00-860-005

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

SUBTASK 32-34-00-860-006

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

CAPT Electrical System Panel, P18-2

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

F/O Electrical System Panel, P6-3

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

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SUBTASK 32-34-00-860-008

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

F/O Electrical System Panel, P6-1

Row	Col	Number	Name
D	13	C00120	WEATHER RADAR RT

F/O Electrical System Panel, P6-2

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

F/O Electrical System Panel, P6-3

Row	Col	Number	Name
D	18	C00451	LANDING GEAR AURAL WARN

SUBTASK 32-34-00-860-010

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

SUBTASK 32-34-00-860-025

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

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

SUBTASK 32-34-00-860-011

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

C. Procedure

SUBTASK 32-34-00-860-012

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

SUBTASK 32-34-00-700-002

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

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

SUBTASK 32-34-00-700-003

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

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

SUBTASK 32-34-00-480-003

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

SUBTASK 32-34-00-730-001

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

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

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

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

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

SUBTASK 32-34-00-700-004

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

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

SUBTASK 32-34-00-700-005

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

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

SUBTASK 32-34-00-860-038

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

SUBTASK 32-34-00-480-004

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

SUBTASK 32-34-00-730-002

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

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

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

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

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

SUBTASK 32-34-00-080-004

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

SUBTASK 32-34-00-860-031

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

SUBTASK 32-34-00-860-019

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

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

SUBTASK 32-34-00-860-017

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

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

MECH	INSP

SUBTASK 32-34-00-730-003

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

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

SUBTASK 32-34-00-860-026

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

SUBTASK 32-34-00-730-007

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

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

SUBTASK 32-34-00-700-011

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

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

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

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

SUBTASK 32-34-00-700-012

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

SUBTASK 32-34-00-730-008

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

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

SUBTASK 32-34-00-700-013

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

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

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

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

SUBTASK 32-34-00-700-014

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

SUBTASK 32-34-00-860-029

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

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

SUBTASK 32-34-00-860-037

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

SUBTASK 32-34-00-860-027

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

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

MECH	INSP

SUBTASK 32-34-00-730-009

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

SUBTASK 32-34-00-860-024

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

SUBTASK 32-34-00-860-030

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

SUBTASK 32-34-00-700-015

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

SUBTASK 32-34-00-730-004

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

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

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

SUBTASK 32-34-00-700-006

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

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

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

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

SUBTASK 32-34-00-860-020

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

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

SUBTASK 32-34-00-080-005

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

SUBTASK 32-34-00-860-032

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

SUBTASK 32-34-00-730-010

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

SUBTASK 32-34-00-860-033

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

SUBTASK 32-34-00-860-034

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

SUBTASK 32-34-00-700-016

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

SUBTASK 32-34-00-700-017

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

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MECH	INSP

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

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

SUBTASK 32-34-00-700-018

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

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

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

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

SUBTASK 32-34-00-860-035

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

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

SUBTASK 32-34-00-080-008

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

SUBTASK 32-34-00-860-036

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

D. Put the Airplane Back to its Usual Condition.

SUBTASK 32-34-00-480-005

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

SUBTASK 32-34-00-840-001

(2) Close these circuit breakers:

F/O Electrical System Panel, P6-2

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

F/O Electrical System Panel, P6-3

Row	Col	Number	Name
D	18	C00451	LANDING GEAR AURAL WARN

SUBTASK 32-34-00-860-015

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

SUBTASK 32-34-00-860-021

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

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

MECH	INSP

SUBTASK 32-34-00-840-004

(5) Close this circuit breaker:

F/O Electrical System Panel, P6-1

Row	Col	Number	Name
D	13	C00120	WEATHER RADAR RT

SUBTASK 32-34-00-860-022

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

SUBTASK 32-34-00-580-003

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

SUBTASK 32-34-00-200-002

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

——— END OF TASK ———

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

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Main Gear Manual Extension System - System Test
Figure 1

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AIRLINE CARD NO		TITLE			BOEING CARD NO.
		RIGHT MAIN GEAR MANUAL EXTENSION			32-220-00-02
DATE	TASK FUNCTIONAL				RELATED CARD
TAIL NUMBER	WORK AREA R MAIN GEAR	VERSION 1.1	THRESHOLD 36 MO	REPEAT 36 MO	APPLICABILITY AIRPLANE: ALL ENGINE: ALL
STATION	SKILL AIRPL				
		ACCESS S2122			ZONE 212 744

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

In-flight check of the manual extension system under airline controlled operational procedures (non-revenue flight) is considered an optional method to accomplish this task.

A. References

Reference	Title
AMM 07-11-01-580-815	Lift the Airplane with the Jacks (P/B 201)
AMM 07-11-01-580-816	Lower the Airplane Off the Jacks (P/B 201)
AMM 24-22-00-860-811	Supply Electrical Power (P/B 201)
AMM 24-22-00-860-812	Remove Electrical Power (P/B 201)
AMM 29-11-00-860-801	Hydraulic System A or B Pressurization (P/B 201)
AMM 29-11-00-860-805	Hydraulic System A or B Power Removal (P/B 201)
AMM 32-00-01-080-801	Landing Gear Downlock Pins Removal (P/B 201)
AMM 32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)
AMM 32-09-10-740-801	Proximity Switch Electronics Unit (PSEU) BITE Test - Ground Test (P/B 501)

B. Tools/Equipment

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

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

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-220-00-02

MECH	INSP

TASK 32-34-00-730-801

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

(Figure 1)

A. General

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

B. Prepare for the Test

SUBTASK 32-34-00-480-002

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

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

SUBTASK 32-34-00-860-004

(2) Do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811.

NOTE: The ground circuit must operate correctly. The airplane must not be statically grounded as the static ground cable will interfere with main gear movement.

SUBTASK 32-34-00-580-004

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

SUBTASK 32-34-00-860-005

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

SUBTASK 32-34-00-860-006

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

CAPT Electrical System Panel, P18-2

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

F/O Electrical System Panel, P6-3

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

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SUBTASK 32-34-00-860-008

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

F/O Electrical System Panel, P6-1

Row	Col	Number	Name
D	13	C00120	WEATHER RADAR RT

F/O Electrical System Panel, P6-2

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

F/O Electrical System Panel, P6-3

Row	Col	Number	Name
D	18	C00451	LANDING GEAR AURAL WARN

SUBTASK 32-34-00-860-010

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

SUBTASK 32-34-00-860-025

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

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

SUBTASK 32-34-00-860-011

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

C. Procedure

SUBTASK 32-34-00-860-012

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

SUBTASK 32-34-00-700-002

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

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

SUBTASK 32-34-00-700-003

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

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

SUBTASK 32-34-00-480-003

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

SUBTASK 32-34-00-730-001

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

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

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 32-220-00-02

MECH	INSP

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

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

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

SUBTASK 32-34-00-700-004

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

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

SUBTASK 32-34-00-700-005

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

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

SUBTASK 32-34-00-860-038

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

SUBTASK 32-34-00-480-004

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

SUBTASK 32-34-00-730-002

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

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

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

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

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

SUBTASK 32-34-00-080-004

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

SUBTASK 32-34-00-860-031

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

SUBTASK 32-34-00-860-019

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

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

SUBTASK 32-34-00-860-017

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

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-220-00-02

MECH	INSP

SUBTASK 32-34-00-730-003

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

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

SUBTASK 32-34-00-860-026

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

SUBTASK 32-34-00-730-007

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

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

SUBTASK 32-34-00-700-011

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

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

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

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

SUBTASK 32-34-00-700-012

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

SUBTASK 32-34-00-730-008

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

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

SUBTASK 32-34-00-700-013

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

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

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

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

SUBTASK 32-34-00-700-014

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

SUBTASK 32-34-00-860-029

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

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

SUBTASK 32-34-00-860-037

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

SUBTASK 32-34-00-860-027

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

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-220-00-02

MECH	INSP

SUBTASK 32-34-00-730-009

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

SUBTASK 32-34-00-860-024

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

SUBTASK 32-34-00-860-030

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

SUBTASK 32-34-00-700-015

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

SUBTASK 32-34-00-730-004

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

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

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

SUBTASK 32-34-00-700-006

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

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

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

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

SUBTASK 32-34-00-860-020

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

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

SUBTASK 32-34-00-080-005

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

SUBTASK 32-34-00-860-032

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

SUBTASK 32-34-00-730-010

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

SUBTASK 32-34-00-860-033

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

SUBTASK 32-34-00-860-034

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

SUBTASK 32-34-00-700-016

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

SUBTASK 32-34-00-700-017

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

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MECH	INSP

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

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

SUBTASK 32-34-00-700-018

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

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

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

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

SUBTASK 32-34-00-860-035

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

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

SUBTASK 32-34-00-080-008

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

SUBTASK 32-34-00-860-036

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

D. Put the Airplane Back to its Usual Condition.

SUBTASK 32-34-00-480-005

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

SUBTASK 32-34-00-840-001

(2) Close these circuit breakers:

F/O Electrical System Panel, P6-2

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

F/O Electrical System Panel, P6-3

Row	Col	Number	Name
D	18	C00451	LANDING GEAR AURAL WARN

SUBTASK 32-34-00-860-015

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

SUBTASK 32-34-00-860-021

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

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-220-00-02

MECH	INSP

SUBTASK 32-34-00-840-004

(5) Close this circuit breaker:

F/O Electrical System Panel, P6-1

Row	Col	Number	Name
D	13	C00120	WEATHER RADAR RT

SUBTASK 32-34-00-860-022

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

SUBTASK 32-34-00-580-003

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

SUBTASK 32-34-00-200-002

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

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-220-00-02

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Main Gear Manual Extension System - System Test
Figure 1

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AIRLINE CARD NO		TITLE			BOEING CARD NO.
		LEFT MAIN GEAR WHEEL WELL PROTECTION RETRACT PRESSURE FUSE			32-230-00-01
DATE	TASK FUNCTIONAL				RELATED CARD
TAIL NUMBER	WORK AREA L MAIN W/W	VERSION 1.1	THRESHOLD 25000 FH	REPEAT 25000 FH	APPLICABILITY AIRPLANE: ALL ENGINE: ALL
STATION	SKILL AIRPL				
		ACCESS			ZONE 133

Remove the left main landing gear wheel well protection retract pressure fuse for functional test.

A. References

Reference	Title
AMM 10-11-05 P/B 201	CHOCK INSTALLATION
AMM 29-11-00-200-801	Hydraulic Fluid Check (P/B 601)
AMM 29-11-00-860-801	Hydraulic System A or B Pressurization (P/B 201)
AMM 29-11-00-860-805	Hydraulic System A or B Power Removal (P/B 201)
AMM 32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-230-00-01

MECH	INSP

TASK 32-32-21-000-801

1. Removal of the Retract Pressure Fuses for the Main Gear

(Figure 1)

A. Prepare for the Removal

SUBTASK 32-32-21-480-001

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

(1) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

SUBTASK 32-32-21-860-001

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

SUBTASK 32-32-21-580-001

(3) Install chocks around the tires of the main landing gear (CHOCK INSTALLATION, AMM 10-11-05/201).

B. Retract Pressure Fuse Removal

SUBTASK 32-32-21-020-001

(1) Remove the screws [1], washers [2], and nuts [3] that hold the hydraulic lines to the structure on the two ends of the fuse assembly [4].

SUBTASK 32-32-21-020-002

(2) Disconnect the hydraulic lines from the fuse assembly [4].

SUBTASK 32-32-21-480-002

(3) Install caps on the hydraulic lines.

SUBTASK 32-32-21-020-003

(4) Remove the fuse assembly [4] from the airplane.

C. Test the Retract Pressure Hydraulic Fuse

SUBTASK 32-32-21-720-001

(1) Do the functional test of the pressure hydraulic fuse with the supplier's recommended component maintenance test instructions and test equipment.

NOTE: The supplier's instructions give a reverse flow test, internal leakage test, pressure drop test, volumetric capacity test and reset test for the fuse. This is an off-airplane bench test.

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-230-00-01

MECH	INSP

TASK 32-32-21-400-801

2. Installation of the Retract Pressure Fuses for the Main Gear

(Figure 1)

A. Expendables/Parts

AMM Item	Description	AIPC Reference	AIPC Effectivity
4	Fuse assembly	29-11-52-25E-280	AKS ALL

B. Retract Pressure Fuse Installation

SUBTASK 32-32-21-080-002

(1) Remove the caps from the unions and the hydraulic lines that will connect to the fuse assembly [4].

SUBTASK 32-32-21-420-001

(2) Put the fuse assembly [4] in position to align it with the hydraulic lines.

SUBTASK 32-32-21-420-004

(3) Connect the hydraulic lines to the fuse assembly [4].

SUBTASK 32-32-21-420-005

(4) Tighten the B-nuts on the hydraulic lines to the value of 500 ±25 in-lb (56 ±3 N·m).

SUBTASK 32-32-21-420-003

(5) Install the screws [1], washers [2], and clipnuts [3] for the clamps that hold the hydraulic lines to the structure on the two ends of the fuse assembly [4].

C. Installation Test of the Retract Pressure Fuse

SUBTASK 32-32-21-480-003

WARNING: MAKE SURE YOU INSTALL THE DOWNLOCK PINS IN THE LANDING GEAR TO PREVENT THE ACCIDENTAL OPERATION OF THE GEAR. IF THE LANDING GEARS RETRACT, IT CAN CAUSE INJURY TO PERSONS OR DAMAGE TO STRUCTURE.

(1) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

SUBTASK 32-32-21-860-002

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

SUBTASK 32-32-21-700-001

(3) Use the override trigger to move the control lever for the landing gear from the DN position to the UP position.

SUBTASK 32-32-21-710-001

(4) Make sure the UP hose of the main gear retract actuator moves to show that hydraulic pressure is applied when the control lever is moved to the UP position.

SUBTASK 32-32-21-700-002

(5) Move the control lever to the DN position.

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-230-00-01

MECH	INSP

SUBTASK 32-32-21-700-003

(6) Make sure the DOWN hose on the main gear retract actuator moves when you move the control lever from the UP position to the DOWN position.

SUBTASK 32-32-21-210-001

(7) Do a check for leakage with the hydraulic pressure applied.

SUBTASK 32-32-21-210-004

(8) Make sure there are no leaks in the hydraulic connections.

SUBTASK 32-32-21-860-003

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

SUBTASK 32-32-21-840-001

(10) Examine the hydraulic reservoirs for the correct servicing, do this task: Hydraulic Fluid Check, AMM TASK 29-11-00-200-801.

(a) Do a servicing if it is necessary.

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-230-00-01

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Main Gear Retract Pressure Fuse Installation
Figure 1

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AIRLINE CARD NO		TITLE			BOEING CARD NO.
		RIGHT MAIN GEAR WHEEL WELL PROTECTION RETRACT PRESSURE FUSE			32-230-00-02
DATE	TASK FUNCTIONAL				RELATED CARD
TAIL NUMBER	WORK AREA R MAIN W/W	VERSION 1.1	THRESHOLD 25000 FH	REPEAT 25000 FH	APPLICABILITY AIRPLANE: ALL ENGINE: ALL
STATION	SKILL AIRPL				
		ACCESS			ZONE 134

Remove the right main landing gear wheel well protection retract pressure fuse for functional test.

A. References

Reference	Title
AMM 10-11-05 P/B 201	CHOCK INSTALLATION
AMM 29-11-00-200-801	Hydraulic Fluid Check (P/B 601)
AMM 29-11-00-860-801	Hydraulic System A or B Pressurization (P/B 201)
AMM 29-11-00-860-805	Hydraulic System A or B Power Removal (P/B 201)
AMM 32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-230-00-02

MECH	INSP

TASK 32-32-21-000-801

1. Removal of the Retract Pressure Fuses for the Main Gear

(Figure 1)

A. Prepare for the Removal

SUBTASK 32-32-21-480-001

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

(1) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

SUBTASK 32-32-21-860-001

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

SUBTASK 32-32-21-580-001

(3) Install chocks around the tires of the main landing gear (CHOCK INSTALLATION, AMM 10-11-05/201).

B. Retract Pressure Fuse Removal

SUBTASK 32-32-21-020-001

(1) Remove the screws [1], washers [2], and nuts [3] that hold the hydraulic lines to the structure on the two ends of the fuse assembly [4].

SUBTASK 32-32-21-020-002

(2) Disconnect the hydraulic lines from the fuse assembly [4].

SUBTASK 32-32-21-480-002

(3) Install caps on the hydraulic lines.

SUBTASK 32-32-21-020-003

(4) Remove the fuse assembly [4] from the airplane.

C. Test the Retract Pressure Hydraulic Fuse

SUBTASK 32-32-21-720-001

(1) Do the functional test of the pressure hydraulic fuse with the supplier's recommended component maintenance test instructions and test equipment.

NOTE: The supplier's instructions give a reverse flow test, internal leakage test, pressure drop test, volumetric capacity test and reset test for the fuse. This is an off-airplane bench test.

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-230-00-02

MECH	INSP

TASK 32-32-21-400-801

2. Installation of the Retract Pressure Fuses for the Main Gear

(Figure 1)

A. Expendables/Parts

AMM Item	Description	AIPC Reference	AIPC Effectivity
4	Fuse assembly	29-11-52-25E-280	AKS ALL

B. Retract Pressure Fuse Installation

SUBTASK 32-32-21-080-002

(1) Remove the caps from the unions and the hydraulic lines that will connect to the fuse assembly [4].

SUBTASK 32-32-21-420-001

(2) Put the fuse assembly [4] in position to align it with the hydraulic lines.

SUBTASK 32-32-21-420-004

(3) Connect the hydraulic lines to the fuse assembly [4].

SUBTASK 32-32-21-420-005

(4) Tighten the B-nuts on the hydraulic lines to the value of 500 ±25 in-lb (56 ±3 N·m).

SUBTASK 32-32-21-420-003

(5) Install the screws [1], washers [2], and clipnuts [3] for the clamps that hold the hydraulic lines to the structure on the two ends of the fuse assembly [4].

C. Installation Test of the Retract Pressure Fuse

SUBTASK 32-32-21-480-003

WARNING: MAKE SURE YOU INSTALL THE DOWNLOCK PINS IN THE LANDING GEAR TO PREVENT THE ACCIDENTAL OPERATION OF THE GEAR. IF THE LANDING GEARS RETRACT, IT CAN CAUSE INJURY TO PERSONS OR DAMAGE TO STRUCTURE.

(1) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

SUBTASK 32-32-21-860-002

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

SUBTASK 32-32-21-700-001

(3) Use the override trigger to move the control lever for the landing gear from the DN position to the UP position.

SUBTASK 32-32-21-710-001

(4) Make sure the UP hose of the main gear retract actuator moves to show that hydraulic pressure is applied when the control lever is moved to the UP position.

SUBTASK 32-32-21-700-002

(5) Move the control lever to the DN position.

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-230-00-02

MECH	INSP

SUBTASK 32-32-21-700-003

(6) Make sure the DOWN hose on the main gear retract actuator moves when you move the control lever from the UP position to the DOWN position.

SUBTASK 32-32-21-210-001

(7) Do a check for leakage with the hydraulic pressure applied.

SUBTASK 32-32-21-210-004

(8) Make sure there are no leaks in the hydraulic connections.

SUBTASK 32-32-21-860-003

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

SUBTASK 32-32-21-840-001

(10) Examine the hydraulic reservoirs for the correct servicing, do this task: Hydraulic Fluid Check, AMM TASK 29-11-00-200-801.

(a) Do a servicing if it is necessary.

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-230-00-02

MAIN LANDING GEAR WHEEL WELL
(LEFT SIDE)

A

LEFT MAIN GEAR FUSE
(RIGHT MAIN GEAR FUSE IS EQUIVALENT)

B

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Main Gear Retract Pressure Fuse Installation
Figure 1

BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

AIRLINE CARD NO		TITLE			BOEING CARD NO.
		LANDING GEAR TRANSFER VALVE			32-240-00-01
DATE	TASK				RELATED CARD
	OPERATIONAL				
TAIL NUMBER	WORK AREA	VERSION	THRESHOLD	REPEAT	APPLICABILITY
	WINGS	1.1	8000 FH	8000 FH	AIRPLANE: ALL / ENGINE: ALL
STATION	SKILL				
	AIRPL				
		ACCESS			ZONE
		112A			133 134 211 212

Operationally check the landing gear transfer valve.

A. References

Reference	Title
AMM 24-22-00-860-811	Supply Electrical Power (P/B 201)
AMM 29-11-00-860-801	Hydraulic System A or B Pressurization (P/B 201)
AMM 29-11-00-860-805	Hydraulic System A or B Power Removal (P/B 201)
AMM 32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)
AMM 32-09-10-740-801	Proximity Switch Electronics Unit (PSEU) BITE Test - Ground Test (P/B 501)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-240-00-01

MECH	INSP

TASK 32-31-71-400-802

1. Operational Test of the Transfer Valve

(Figure 1)

A. General

(1) This procedure is performed with the airplane on the ground.

B. Test of the Transfer Valve Solenoids

SUBTASK 32-31-71-480-006

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

(1) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

SUBTASK 32-31-71-860-016

(2) Do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811.

SUBTASK 32-31-71-860-017

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

F/O Electrical System Panel, P6-2

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

SUBTASK 32-31-71-860-018

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

SUBTASK 32-31-71-860-019

(5) Pressurize hydraulic system A and B: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801.

SUBTASK 32-31-71-860-020

(6) Push the ON/OFF switch on the PSEU panel to turn on the PSEU.

SUBTASK 32-31-71-710-010

(7) Push the down arrow until GROUND TESTS? is displayed, then press YES.

SUBTASK 32-31-71-710-011

(8) Push the down arrow until LGTV TEST? is displayed, then press YES.

SUBTASK 32-31-71-710-015

(9) Make sure the transfer valve passes the test.

SUBTASK 32-31-71-710-012

(10) Push the ON/OFF switch on the PSEU panel to turn off the PSEU.

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-240-00-01

MECH	INSP

C. Test of Transfer Valve Operation Which Uses Alternate Steering

SUBTASK 32-31-71-480-008

WARNING: MAKE SURE ALL PERSONS AND EQUIPMENT ARE CLEAR OF THE CONTROL SURFACES, CABLES, AND LANDING GEAR AREAS. PRESSURIZATION OF A HYDRAULIC SYSTEM CAN MOVE CONTROL SURFACES, CABLES, AND LANDING GEAR. THIS MOVEMENT CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

(1) Move the towing lever to the TOW position and Install the lock pin.

SUBTASK 32-31-71-860-021

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

F/O Electrical System Panel, P6-3

Row	Col	Number	Name
C	15	C01355	LANDING GEAR AIR/GND SYS 2
D	17	C01027	LANDING GEAR NOSE GEAR STEER

SUBTASK 32-31-71-860-022

(3) Make sure the ALT NOSE WHEEL STEERING switch on the P-1 Captain's panel is in the NORM position.

SUBTASK 32-31-71-080-004

(4) Remove the lock pin from the towing lever.

NOTE: Removing the lock pin from the towing lever moves the lever to the NORMAL position.

SUBTASK 32-31-71-860-023

(5) Remove power from Hydraulic System A: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805.

SUBTASK 32-31-71-860-025

(6) Move the ALT NOSE WHEEL STEERING switch on the P-1 Captain's panel to the ALT position.

SUBTASK 32-31-71-710-013

(7) Make sure the nose wheel steering operates:

(a) Operate the steering to the left, right and center using the rudder pedals or small steering angle inputs with the steering tiller.

NOTE: This will minimize the chance of NLG tire damage.

SUBTASK 32-31-71-860-026

(8) Move the ALT NOSE WHEEL STEERING switch on the P-1 Captain's panel to the NORM position.

SUBTASK 32-31-71-710-014

(9) Make sure the nose wheel steering does not operate.

SUBTASK 32-31-71-860-027

(10) Remove power from Hydraulic System B: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805.

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-240-00-01

MECH	INSP

SUBTASK 32-31-71-070-001

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

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-240-00-01

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Electrical Gear and Door System
Figure 1

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AIRLINE CARD NO		TITLE			BOEING CARD NO.
		BRAKE CONTROL LINKAGE AND QUADRANTS			32-250-00-01
DATE	TASK INSPECTION - DETAILED				RELATED CARD
TAIL NUMBER	WORK AREA L MAIN W/W	VERSION 1.1	THRESHOLD 6600 FC	REPEAT 6600 FC	APPLICABILITY AIRPLANE: ALL ENGINE: ALL
STATION	SKILL AIRPL				
		ACCESS 112A			ZONE 133 134 210

Perform a detail visual inspection of the forward and aft brake control linkages and cable quadrants.

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-250-00-01

MECH	INSP

TASK 32-41-81-000-802

1. Brake Control System Visual Inspection

A. Forward Brake Control Mechanism Inspection

SUBTASK 32-41-81-840-020

(1) To get access to the pilots and copilots brake/rudder pedals and visible brake control components (forward of nose wheel well), do this step:

(a) Open this access panel:

Number	Name/Location
112A	Forward Access Door

SUBTASK 32-41-81-210-002

(2) Do a detail visual inspection of the brake cable quadrants, bell cranks, control rods.

B. Aft Brake Control Mechanisms Inspection

SUBTASK 32-41-81-840-021

(1) Go to the main landing gear wheel well.

SUBTASK 32-41-81-210-003

(2) Do a detail visual inspection of the visible part of the brake control mechanism to the brake metering valve.

C. Put the Airplane Back to Its Usual Condition

SUBTASK 32-41-81-840-015

(1) Close this access panel:

Number	Name/Location
112A	Forward Access Door

SUBTASK 32-41-81-840-022

(2) Set the parking brakes.

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-250-00-01

2004328 S0000393516_V2

Brake Control System Visual Inspection
Figure 1 (Sheet 1 of 4)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-250-00-01

RIGHT CABLE INSTALLATION
(LEFT CABLE INSTALLATION IS EQUIVALENT)

B

2004330 S0000393517_V2

Brake Control System Visual Inspection
Figure 1 (Sheet 2 of 4)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-250-00-01

RIGHT BRAKE PEDAL BUS
(LEFT BRAKE PEDAL BUS IS EQUIVALENT)

C

2004338 S0000393518_V2

Brake Control System Visual Inspection
Figure 1 (Sheet 3 of 4)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-250-00-01

MAIN LANDING GEAR WHEEL WELL (RIGHT SIDE)

D

2004347 S0000393519_V2

Brake Control System Visual Inspection
Figure 1 (Sheet 4 of 4)

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AIRLINE CARD NO		TITLE **BRAKE METERING VALVE INSPECTION**			BOEING CARD NO. **32-260-00-01**
DATE	TASK **INSPECTION - DETAILED**				RELATED CARD
TAIL NUMBER	WORK AREA **WHEELWELL**	VERSION **1.1**	THRESHOLD **5000 FC**	REPEAT **5000 FC**	APPLICABILITY AIRPLANE **ALL** ENGINE **ALL**
STATION	SKILL **AIRPL**				
		ACCESS			ZONE **133 134**

Perform a detail visual inspection of the brake metering valves.

EFFECTIVITY	SOURCE	
AKS ALL	**MRB**	**BRAKE METERING VALVE INSPECTION**

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-260-00-01

MECH	INSP

TASK 32-41-31-000-802

1. Brake Metering Valve Visual Inspection

(Figure 1)

A. Brake Metering Valve Inspection

SUBTASK 32-41-31-210-001

(1) Do a detail visual inspection of the brake metering valve.

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-260-00-01

2364304 S0000540543_V2

Brake Metering Valve - Detailed Inspection
Figure 1

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AIRLINE CARD NO		TITLE			BOEING CARD NO.
		LEFT MAIN GEAR BRAKE WEAR PINS			32-270-01-01
DATE	TASK VISUAL CHECK				RELATED CARD
TAIL NUMBER	WORK AREA L MAIN GEAR	VERSION 1.1	THRESHOLD 50 FC	REPEAT 50 FC	APPLICABILITY AIRPLANE: ALL ENGINE: ALL
STATION	SKILL AIRPL				
		ACCESS			ZONE 211 734

Visually check the left brake wear pins for minimum extension.

A. References

Reference	Title
AMM 10-11-05 P/B 201	CHOCK INSTALLATION
AMM 24-22-00-860-811	Supply Electrical Power (P/B 201)
AMM 29-11-00-860-801	Hydraulic System A or B Pressurization (P/B 201)
AMM 29-11-00-860-805	Hydraulic System A or B Power Removal (P/B 201)
AMM 32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-270-01-01

MECH	INSP

TASK 32-41-41-700-801

1. Examine the Brakes for Wear

(Figure 1)

A. Prepare for Procedure

SUBTASK 32-41-41-480-001

(1) Do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811.

SUBTASK 32-41-41-480-002

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

(2) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

SUBTASK 32-41-41-480-003

(3) Make sure the tires have chocks installed around them (CHOCK INSTALLATION, AMM 10-11-05/201).

SUBTASK 32-41-41-860-001

(4) Release the parking brake.

SUBTASK 32-41-41-790-001

WARNING: KEEP PERSONS AND EQUIPMENT CLEAR OF THE FLIGHT CONTROL SURFACES, THE THRUST REVERSERS, AND THE LANDING GEAR. THESE COMPONENTS CAN MOVE SUDDENLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

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

B. Procedure

SUBTASK 32-41-41-210-001

(1) Do these steps to examine the brakes for wear:

(a) Fully push the captain's left and right brake pedals and hold.

NOTE: You can set the parking brake to hold the brake pedals.

(b) For each brake (4 locations), make sure the wear indicator pins [1] extend out of the guides [2].

NOTE: For accuracy, the wear indicator pins should be checked after the brakes have cooled.

(c) Replace the brake [3] if the end of a wear indicator pin [1] is level with, or below the face of a guide [2].

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-270-01-01

MECH	INSP

C. Put the Airplane Back to Its Usual Condition

SUBTASK 32-41-41-860-002

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

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-270-01-01

A

MAIN LANDING GEAR

A

2062003 S0000421824_V2

Main Landing Gear Carbon Brake Inspection (Wheel Installed)
Figure 1

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AIRLINE CARD NO		TITLE			BOEING CARD NO.
		RIGHT MAIN GEAR BRAKE WEAR PINS			32-270-02-01
DATE	TASK VISUAL CHECK				RELATED CARD
TAIL NUMBER	WORK AREA R MAIN GEAR	VERSION 1.1	THRESHOLD 50 FC	REPEAT 50 FC	APPLICABILITY AIRPLANE: ALL ENGINE: ALL
STATION	SKILL AIRPL				
		ACCESS			ZONE 211 744

Visually check the right brake wear pins for minimum extension.

A. References

Reference	Title
AMM 10-11-05 P/B 201	CHOCK INSTALLATION
AMM 24-22-00-860-811	Supply Electrical Power (P/B 201)
AMM 29-11-00-860-801	Hydraulic System A or B Pressurization (P/B 201)
AMM 29-11-00-860-805	Hydraulic System A or B Power Removal (P/B 201)
AMM 32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-270-02-01

MECH	INSP

TASK 32-41-41-700-801

1. Examine the Brakes for Wear

(Figure 1)

A. Prepare for Procedure

SUBTASK 32-41-41-480-001

(1) Do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811.

SUBTASK 32-41-41-480-002

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

(2) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

SUBTASK 32-41-41-480-003

(3) Make sure the tires have chocks installed around them (CHOCK INSTALLATION, AMM 10-11-05/201).

SUBTASK 32-41-41-860-001

(4) Release the parking brake.

SUBTASK 32-41-41-790-001

WARNING: KEEP PERSONS AND EQUIPMENT CLEAR OF THE FLIGHT CONTROL SURFACES, THE THRUST REVERSERS, AND THE LANDING GEAR. THESE COMPONENTS CAN MOVE SUDDENLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

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

B. Procedure

SUBTASK 32-41-41-210-001

(1) Do these steps to examine the brakes for wear:

(a) Fully push the captain's left and right brake pedals and hold.

NOTE: You can set the parking brake to hold the brake pedals.

(b) For each brake (4 locations), make sure the wear indicator pins [1] extend out of the guides [2].

NOTE: For accuracy, the wear indicator pins should be checked after the brakes have cooled.

(c) Replace the brake [3] if the end of a wear indicator pin [1] is level with, or below the face of a guide [2].

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-270-02-01

MECH	INSP

C. Put the Airplane Back to Its Usual Condition

SUBTASK 32-41-41-860-002

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

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-270-02-01

A

MAIN LANDING GEAR

A

2062003 S0000421824_V2

Main Landing Gear Carbon Brake Inspection (Wheel Installed)
Figure 1

BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

AIRLINE CARD NO		TITLE			BOEING CARD NO.
		ALTERNATE BRAKE SYSTEM			32-290-00-01
DATE	TASK				RELATED CARD
	OPERATIONAL				
TAIL NUMBER	WORK AREA	VERSION	THRESHOLD	REPEAT	APPLICABILITY
	R MAIN W/W	1.1	15000 FC	15000 FC	AIRPLANE: ALL; ENGINE: ALL
STATION	SKILL				
	AIRPL				
		ACCESS			ZONE
					133 134 211 212

Perform an operational check of the alternate brake system and alternate brake selector valve.

A. References

Reference	Title
AMM 10-11-05 P/B 201	CHOCK INSTALLATION
AMM 24-22-00-860-811	Supply Electrical Power (P/B 201)
AMM 29-11-00-860-801	Hydraulic System A or B Pressurization (P/B 201)
AMM 29-11-00-860-805	Hydraulic System A or B Power Removal (P/B 201)
AMM 32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-290-00-01

MECH	INSP

TASK 32-41-00-710-803

1. Alternate Brake System - Operational Test

A. Procedure

SUBTASK 32-41-00-790-006

(1) Do these steps that follow to do an operational test of the alternate (System A) brake system:

WARNING: KEEP PERSONS AND EQUIPMENT CLEAR OF THE FLIGHT CONTROL SURFACES, THE THRUST REVERSERS, AND THE LANDING GEAR. THESE COMPONENTS CAN MOVE SUDDENLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

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

(b) Fully push the captain's brake pedals.

(c) Examine the brake wear indicators on the brakes to make sure that the brakes engaged.

(d) Release the brake pedals.

(e) Examine the brake wear indicators on the brakes to make sure that the brakes released.

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

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-290-00-01

MECH	INSP

TASK 32-41-93-700-801

2. Alternate Brake Selector Valve Test

A. Prepare for the Test

SUBTASK 32-41-93-480-004

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

(1) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

SUBTASK 32-41-93-480-005

(2) Make sure the chocks are installed around the tires of all the landing gear (CHOCK INSTALLATION, AMM 10-11-05/201).

SUBTASK 32-41-93-480-006

(3) Do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811.

SUBTASK 32-41-93-790-002

WARNING: KEEP PERSONS AND EQUIPMENT CLEAR OF THE FLIGHT CONTROL SURFACES, THE THRUST REVERSERS, AND THE LANDING GEAR. THESE COMPONENTS CAN MOVE SUDDENLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(4) Make sure the A and the B hydraulic systems are pressurized. If they are not pressurized, do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801.

SUBTASK 32-41-93-760-001

(5) Make sure the parking brake is released.

B. Alternate Brake Selector Valve Operation Test (Hydraulic System B)

SUBTASK 32-41-93-720-001

(1) Push the brake pedals 5 times to apply and release the brakes.

NOTE: Wait approximately 3 seconds each time the brakes are applied.

SUBTASK 32-41-93-720-002

(2) Make sure the brake pistons move to show that the brakes operate correctly.

C. Alternate Brake Selector Valve Operation Test (Hydraulic System A)

SUBTASK 32-41-93-860-003

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

SUBTASK 32-41-93-210-001

(2) Make sure that the BRAKE PRESS indicator gage on the P3-1 panel shows 3000 +/-100 psi and stays constant during the brake operation when you do the steps that follow.

SUBTASK 32-41-93-720-003

(3) Push the brake pedals 5 times to apply and release the brakes.

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-290-00-01

MECH	INSP

SUBTASK 32-41-93-720-004

(4) Make sure the brake pistons move to show that the brakes operate correctly.

SUBTASK 32-41-93-710-001

(5) Do this test of the ANTISKID INOP light:

(a) Remove the connector from one of the alternate antiskid valves.

(b) Make sure that the ANTISKID INOP light on the P2 panel comes on.

(c) Attach the connector to the alternate antiskid valve.

SUBTASK 32-41-93-860-004

(6) After five to ten minutes, do a check for leaks around the alternate brake selector valve assembly [1].

——— END OF TASK ———

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AIRLINE CARD NO		TITLE			BOEING CARD NO.
		BRAKE ACCUMLATOR PRECHARGE PRESSURE			32-300-00-01
DATE	TASK SERVICE				RELATED CARD
TAIL NUMBER	WORK AREA L MAIN W/W	VERSION 1.1	THRESHOLD 1200 FH	REPEAT 1200 FH	APPLICABILITY AIRPLANE: ALL ENGINE: ALL
STATION	SKILL AIRPL				
		ACCESS			ZONE 133 211 212

Check brake accumulator precharge pressure, service as required.

A. References

Reference	Title
AMM 10-11-05 P/B 201	CHOCK INSTALLATION
AMM 29-11-00-860-801	Hydraulic System A or B Pressurization (P/B 201)
AMM 29-11-00-860-805	Hydraulic System A or B Power Removal (P/B 201)
AMM 32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)

B. Consumable Materials

Reference	Description	Specification
G00018	Nitrogen - Gaseous, Pressurizing, 99.5 Percent Pure	A-A-59503 Type I Grade B, MIL-PRF-27401 Type I Grade A

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-300-00-01

MECH	INSP

TASK 12-15-11-610-801

1. Check of the Brake Accumulator Precharge Pressure

(Figure 1)

A. Check of the Brake Accumulator Precharge Pressure.

SUBTASK 12-15-11-480-001

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

(1) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

SUBTASK 12-15-11-480-002

(2) Make sure the tires have chocks installed around them (CHOCK INSTALLATION, AMM 10-11-05/201).

SUBTASK 12-15-11-860-001

(3) Release the parking brake.

SUBTASK 12-15-11-860-002

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

SUBTASK 12-15-11-870-001

(5) Operate the brake pedals until the brake accumulator pressure gauge [104] shows no change in the pressure.

NOTE: You will have to operate the brake pedals approximately 12 times to fully release the oil pressure from the accumulator.

SUBTASK 12-15-11-860-003

(6) Wait ten minutes to allow accumulator gas to reach equilibrium.

SUBTASK 12-15-11-610-001

(7) Do the steps that follow to do a check of the accumulator precharge pressure:

(a) Use the charging instructions placard [105] to find the correct accumulator pressure for the current ambient temperature of the airplane.

NOTE: The charging instructions placard [105] is located next to the brake accumulator pressure gauge [104].

(b) Make sure the pressure that shows on the brake accumulator pressure gauge [104] is within +/- 50 psi (+/- 300 kPa) of the pressure you obtained from the graph on the charging instructions placard [105].

(c) If the pressure shown on the brake accumulator pressure gauge [104] is not in the correct pressure range of the charging instructions placard [105], do this task: Hydraulic Brake Accumulator Servicing, TASK 12-15-11-420-801.

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-300-00-01

MECH	INSP

TASK 12-15-11-420-801

2. Hydraulic Brake Accumulator Servicing

(Figure 1)

A. General

(1) This procedure supplies instructions to service the hydraulic brake accumulator.

(a) You must charge the brake accumulator with nitrogen.

(b) Use the charging instructions placard [105] adjacent to the brake accumulator pressure gauge [104] to find the correct accumulator charge pressure for a given temperature (Figure 1).

(c) Use the brake accumulator pressure gauge [104] adjacent to the brake accumulator charging valve [101] for indication of accumulator nitrogen gas pressure.

(d) The brake accumulator charging valve [101] is located on the aft wall of the right wheel well.

NOTE: The brake accumulator is located behind the access panel, aft of the right wheel well. It is not necessary to gain access to the brake accumulator to service it.

B. Hydraulic Brake Accumulator Servicing

SUBTASK 12-15-11-480-003

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

(1) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

SUBTASK 12-15-11-480-004

(2) Make sure the tires have chocks installed around them (CHOCK INSTALLATION, AMM 10-11-05/201).

SUBTASK 12-15-11-860-012

(3) Release the parking brake.

SUBTASK 12-15-11-860-013

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

SUBTASK 12-15-11-870-002

(5) Operate the brake pedals until the brake accumulator pressure gauge [104] shows no change in the pressure.

NOTE: You will have to operate the brake pedals approximately 12 times to fully release the oil pressure from the accumulator.

SUBTASK 12-15-11-860-014

(6) Wait ten minutes to allow accumulator gas to reach equilibrium.

SUBTASK 12-15-11-610-002

(7) Do these steps to charge the brake accumulator:

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(a) Remove the cap [103] from the brake accumulator charging valve [101].

(b) Attach a source of nitrogen, G00018, to the brake accumulator charging valve [101] (Table 1).

WARNING: DO NOT LOOSEN THE BODY OF THE HYDRAULIC BRAKE ACCUMULATOR CHARGING VALVE. THE PRESSURE IN THE BRAKE ACCUMULATOR CAN QUICKLY PUSH THE BRAKE ACCUMULATOR CHARGING VALVE OFF THE MANIFOLD ASSEMBLY. THIS CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

(c) Turn the outer swivel nut [102] of the brake accumulator charging valve [101] one turn counterclockwise.

(d) Pressurize the brake accumulator to the correct pressure shown on the charging instructions placard [105]] next to the brake accumulator pressure gauge [104].

NOTE: Use the brake accumulator pressure gage for indication of the brake accumulator pressure.

NOTE: If a large charge was required to service the brake accumulator (for example from 0 psi to precharge pressure), wait ten minutes to allow the accumulator gas temperature to reach equilibrium and to make sure the precharge pressure is maintained.

(e) Tighten the outer swivel nut [102] of the brake accumulator charging valve clockwise to 60 ±10 in-lb (7 ±1 N·m).

Table 1 Main Landing Gear Brake Accumulator Servicing (Fig. 301)

Item No.	Nomenclature	Fluid	Method of Application	Number of Locations
1	Gas Valve	A-A-59503 Type I, or MIL-P-27401 Type I	Charge	1

(f) Operate the brake pedals until the brake accumulator pressure gauge [104] shows no change in the pressure.

NOTE: You will have to operate the brake pedals approximately 12 times to fully release the oil pressure from the accumulator.

(g) Wait ten minutes to allow the accumulator gas to reach equilibrium.

(h) Make sure the pressure that shows on the brake accumulator pressure gauge [104] is within +/-50 psi (+/-300 kPa) of the pressure you obtained from the graph on the charging instructions placard [105]. If not, repeat steps (c) through (h) until the precharge pressure stabilizes within charging instructions placard [105] requirements.

SUBTASK 12-15-11-610-003

(8) Do these steps to make sure the brake accumulator pressure does not decrease.

(a) To pressurize the hydraulic system B to 3000 psi (20,684 kPa), do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801.

(b) Make sure the brake accumulator pressure gage reads 3000 ±150 psi (20,684 ±1034 kPa).

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MECH	INSP

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

(d) Operate the brake pedals until the brake accumulator pressure gauge [104] shows no change in the pressure.

NOTE: You will have to operate the brake pedals approximately 12 times to fully release the oil pressure from the accumulator.

(e) Wait ten minutes to allow accumulator gas to reach equilibrium.

(f) Make sure the pressure that shows on the brake accumulator pressure gauge [104] is within +/- 50 psi (+/- 300 kPa) of the pressure you obtained from the graph on the charging instructions placard [105].

SUBTASK 12-15-11-610-004

(9) Disconnect the source of nitrogen, G00018, from the brake accumulator charging valve [101].

SUBTASK 12-15-11-610-005

(10) Install the cap [103] on the brake accumulator charging valve [101].

SUBTASK 12-15-11-790-001

(11) If the brake accumulator pressure was less than the minimum service pressure before you serviced the accumulator, do the steps that follow:

NOTE: You can find the minimum pressure on the graph of ambient temperature and pressure on the charging instructions marker [105]

(a) Use a soap solution to make sure there are no gas leaks from these components:

1) The gas pressure tube connection to the brake accumulator.
2) The gas pressure tube connections to the manifold assembly [106].
3) The gas pressure tube connections to the brake accumulator pressure gauge [104].
4) The brake accumulator charging valve [101].
5) The brake accumulator pressure gage dial face and gage body.

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-300-00-01

F70811 S0006561240_V2

Hydraulic Brake Accumulator Servicing
Figure 1 (Sheet 1 of 2)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-300-00-01

CHARGING INSTRUCTIONS PLACARD

B

F70966 S0006561241_V2

Hydraulic Brake Accumulator Servicing
Figure 1 (Sheet 2 of 2)

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AIRLINE CARD NO		TITLE			BOEING CARD NO.
		BRAKE ACCUMLATOR ISOLATION VALVE			32-310-00-01
DATE	TASK OPERATIONAL				RELATED CARD
TAIL NUMBER	WORK AREA R MAIN W/W	VERSION 1.1	THRESHOLD 12500 FC	REPEAT 12500 FC	APPLICABILITY AIRPLANE: ALL ENGINE: ALL
STATION	SKILL AIRPL				
		ACCESS			ZONE 133 134 211 212

Operationally check the brake accumulator isolation valve.

A. References

Reference	Title
AMM 10-11-05 P/B 201	CHOCK INSTALLATION
AMM 12-15-11-610-801	Check of the Brake Accumulator Precharge Pressure (P/B 301)
AMM 24-22-00-860-811	Supply Electrical Power (P/B 201)
AMM 24-22-00-860-812	Remove Electrical Power (P/B 201)
AMM 29-11-00-860-801	Hydraulic System A or B Pressurization (P/B 201)
AMM 29-11-00-860-805	Hydraulic System A or B Power Removal (P/B 201)
AMM 32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)

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MECH	INSP

TASK 32-41-00-720-801

1. Accumulator - Operational Test

A. General

(1) This task has instructions to test the operation of the brake accumulator system. This will test the operation of the accumulator charging valve, the pressure transmitter, the accumulator isolation valve, and the accumulator pressure gage.

B. Procedure

SUBTASK 32-41-00-480-027

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

(1) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

SUBTASK 32-41-00-480-028

(2) Do this task: Supply Electrical Power, AMM TASK 24-22-00-860-811.

SUBTASK 32-41-00-480-029

(3) Make sure the tires have chocks installed around them (CHOCK INSTALLATION, AMM 10-11-05/201).

SUBTASK 32-41-00-860-018

(4) Release the parking brake.

SUBTASK 32-41-00-860-019

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

SUBTASK 32-41-00-840-003

(6) Fully push the brake pedals 12 times to remove hydraulic pressure from the brake accumulator.

NOTE: You can look at the wear pin indicators on each brake to see that the brakes no longer actuate when the brake pedals are pushed.

SUBTASK 32-41-00-710-026

(7) Permit approximately 5 minutes for the accumulator hydraulic pressure to become stabilized.

SUBTASK 32-41-00-700-001

(8) To make sure the brake accumulator has the correct pressure precharge, do this task: Check of the Brake Accumulator Precharge Pressure, AMM TASK 12-15-11-610-801.

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MECH	INSP

SUBTASK 32-41-00-790-005

WARNING: KEEP PERSONS AND EQUIPMENT CLEAR OF THE FLIGHT CONTROL SURFACES, THE THRUST REVERSERS, AND THE LANDING GEAR. THESE COMPONENTS CAN MOVE SUDDENLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(9) For the A and the B hydraulic systems, for at least 2 minutes, do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801.

SUBTASK 32-41-00-710-027

(10) Make sure the pressure shown by the HYD BRAKE PRESS gage on the First Officer's panel reads within 100 psig (689 kPa) of the hydraulic system 'B' pressure.

SUBTASK 32-41-00-710-028

(11) Make sure the HYD BRAKE PRESS gage on the First Officer's panel reads within 100 psig (689 kPa) of the brake accumulator pressure gage on the rear bulkhead in the right main gear wheel well.

SUBTASK 32-41-00-860-020

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

SUBTASK 32-41-00-710-033

(13) Wait approximately one minute until the B hydraulic system pressure drops to less than 1000 psi.

SUBTASK 32-41-00-710-029

(14) Push the brake pedals to the stops 7 times while you observe the brake accumulator pressure.

NOTE: Wait approximately 3 seconds after each time you apply the brakes.

(a) Make sure the brake accumulator pressure does not decrease with each brake application.

SUBTASK 32-41-00-860-021

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

SUBTASK 32-41-00-710-031

(16) Make sure the HYD BRAKE PRESS gauge on the First Officer's panel reads 3000 ± 150 psig.

SUBTASK 32-41-00-710-032

(17) Push the brake pedals to the stops 7 times while you observe the brake accumulator pressure.

NOTE: Wait approximately 3 seconds after each time you apply the brakes.

(a) Make sure the brake accumulator pressure decreases with each brake application.

SUBTASK 32-41-00-700-002

(18) To make sure the brake accumulator has the correct pressure precharge, do this task: Check of the Brake Accumulator Precharge Pressure, AMM TASK 12-15-11-610-801.

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-310-00-01

MECH	INSP

SUBTASK 32-41-00-860-022

(19) Set the parking brake.

SUBTASK 32-41-00-860-023

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

END OF TASK

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AIRLINE CARD NO		TITLE			BOEING CARD NO.
		PARKING BRAKE MECHANICAL CONTROL PATH			32-330-00-01
DATE	TASK INSPECTION - DETAILED				RELATED CARD
TAIL NUMBER	WORK AREA LWR FUSELAGE	VERSION 1.1	THRESHOLD 8000 FC	REPEAT 8000 FC	APPLICABILITY
STATION	SKILL AIRPL				AIRPLANE ALL ENGINE ALL
		ACCESS 112A S2111			ZONE 112 211 212

Perform a detail visual inspection of the parking brake mechanical control path.

EFFECTIVITY	SOURCE	
AKS ALL	MRB	PARKING BRAKE MECHANICAL CONTROL PATH

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-330-00-01

MECH	INSP

TASK 32-44-11-000-805

1. Parking Brake Mechanism Visual Inspection

A. Parking Brake Mechanism Inspection

SUBTASK 32-44-11-860-014

(1) Open the access panels on the left side of the control stand to get access to the parking brake mechanism.

SUBTASK 32-44-11-860-015

(2) Open this access panel to get access to the parking brake mechanism:

Number	Name/Location
112A	Forward Access Door

SUBTASK 32-44-11-210-001

(3) Do a detail visual inspection of the mechanical control path for the parking brake mechanism.

SUBTASK 32-44-11-410-002

(4) Close the access panels on the left side of the control stand.

NOTE: Before installing the access panels, make sure the area is clean and there are no foreign objects.

SUBTASK 32-44-11-860-016

(5) Close this access panel that you opened to get access to the parking brake latch mechanism:

Number	Name/Location
112A	Forward Access Door

END OF TASK

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-330-00-01

FLIGHT COMPARTMENT

2428058 S0000560962_V1

Control Stand
Figure 1

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AIRLINE CARD NO		TITLE			BOEING CARD NO.
		PARKING BRAKE SYSTEM			32-340-00-01
DATE	TASK FUNCTIONAL				RELATED CARD
TAIL NUMBER	WORK AREA CREW CABIN	VERSION 1.1	THRESHOLD 4000 FC	REPEAT 4000 FC	APPLICABILITY AIRPLANE: ALL ENGINE: ALL
STATION	SKILL AIRPL				
		ACCESS			ZONE 134 211 212

Perform a functional bleed down check of the parking brake system and brake accumulator precharge pressure.

A. References

Reference	Title
AMM 10-11-05 P/B 201	CHOCK INSTALLATION
AMM 24-22-00-860-812	Remove Electrical Power (P/B 201)
AMM 29-11-00-860-801	Hydraulic System A or B Pressurization (P/B 201)
AMM 29-11-00-860-805	Hydraulic System A or B Power Removal (P/B 201)
AMM 32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-340-00-01

MECH	INSP

TASK 32-44-00-790-801

1. Parking Brake Hold Check

A. General

(1) This procedure includes:

(a) Parking brake system bleed down test - Parking brake set

(b) Parking brake system bleed down test - Parking brake released

B. Prepare for the Procedure

SUBTASK 32-44-00-480-007

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

(1) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

SUBTASK 32-44-00-480-008

(2) Make sure the tires have chocks installed around them (CHOCK INSTALLATION, AMM 10-11-05/201).

SUBTASK 32-44-00-860-007

(3) Release the parking brake.

SUBTASK 32-44-00-860-008

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

SUBTASK 32-44-00-870-001

(5) Push the Captain's or the First Officer's left and right toe brake pedals to the stops several times until the brakes no longer actuate.

NOTE: This will release the hydraulic pressure at the accumulator.

(a) You can look at the pistons on each brake to see that the brakes no longer actuate when the brake pedals are pushed.

SUBTASK 32-44-00-860-009

(6) Make sure the brake accumulator Nitrogen/Dry Air charge is correct.

NOTE: You can find the correct charge pressure from the accumulator placard located on the rear bulkhead in the right main gear wheel well.

SUBTASK 32-44-00-790-002

WARNING: KEEP PERSONS AND EQUIPMENT CLEAR OF THE FLIGHT CONTROL SURFACES, THE THRUST REVERSERS, AND THE LANDING GEAR. THESE COMPONENTS CAN MOVE SUDDENLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(7) To pressurize B hydraulic system to 3000 +/- 150 psig, do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801.

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MECH	INSP

SUBTASK 32-44-00-860-010

(8) Set the parking brake.

NOTE: This step keeps the brake system pressurized with the accumulator.

SUBTASK 32-44-00-720-003

(9) Wait at least 10 minutes for the accumulator temperature to stabilize.

C. Parking Brake Hold Check - Parking Brake Set

SUBTASK 32-44-00-720-004

(1) Write down the pressure shown on the PRESS gage for the brake accumulator.

NOTE: The PRESS gage is located on the rear bulkhead in the right main gear wheel well.

SUBTASK 32-44-00-860-011

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

NOTE: This will leave the accumulator charged and pressurized.

(a) Record the initial time when the B hydraulic system pressure is removed.

SUBTASK 32-44-00-710-003

(3) Do a check of the brake pressure at the end of any of the time periods that follow. If the pressure drop for one time period is not within the limits, you can use the next time period.

NOTE: It is permitted to read the brake pressure from the brake pressure gage in the cockpit, or the brake accumulator gage in the wheel well.

(a) After 10 minutes, the pressure drop should be less than 100 psi (690 kPa).

(b) After 30 minutes, the pressure drop should be less than 300 psi (2000 kPa).

(c) After 1 hour, the pressure drop should be less than 500 psi (3400 kPa).

(d) After 8 hours, the pressure should be greater than 1200 psi (8274 kPa) minimum.

SUBTASK 32-44-00-780-001

(4) If the brake accumulator pressure drops faster than permitted, check for leaks in the accumulator system.

SUBTASK 32-44-00-780-002

(5) The trouble shooting of the brake system can be delayed until the next convenient maintenance period if the conditions that follow are met:

(a) With the parking brake set, the brake accumulator pressure drop must be less than 800 psi (5500 kPa) in the first 30 minutes.

(b) The system passes the Parking Brake Hold Check - Parking Brake Released.

SUBTASK 32-44-00-860-012

(6) Release the parking brake.

SUBTASK 32-44-00-720-005

(7) Push the Captain's or First Officer's left and right toe brake pedals to the stops 7 times while observing the brake pistons on all of the brakes.

NOTE: Wait approximately 3 seconds each time you apply the brakes.

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MECH	INSP

(a) Make sure the brake pistons compress and release each of the 7 times the pedals are pushed.

D. Parking Brake Hold Check - Parking Brake Released

SUBTASK 32-44-00-790-003

WARNING: KEEP PERSONS AND EQUIPMENT CLEAR OF THE FLIGHT CONTROL SURFACES, THE THRUST REVERSERS, AND THE LANDING GEAR. THESE COMPONENTS CAN MOVE SUDDENLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) Pressurize B hydraulic system to 3000 +/- 150 psig, do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801.

SUBTASK 32-44-00-720-006

(2) Wait at least 10 minutes for the accumulator temperature to stabilize.

SUBTASK 32-44-00-720-007

(3) Write down the pressure shown on the PRESS gage for the brake accumulator.

NOTE: The PRESS gage is located on the rear bulkhead in the right main gear wheel well.

SUBTASK 32-44-00-860-013

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

NOTE: This will leave the accumulator charged and pressurized.

(a) Record the initial time when the B hydraulic system pressure is removed.

SUBTASK 32-44-00-780-003

(5) Do a check of the brake pressure at 30 minutes after the test start. The pressure decrease of the brake accumulator should be less than 450 psi (3100 kPa).

SUBTASK 32-44-00-780-004

(6) If the brake accumulator pressure drops faster than permitted, check the accumulator system for leaks.

E. Put the Airplane Back to Its Usual Condition

SUBTASK 32-44-00-790-004

WARNING: KEEP PERSONS AND EQUIPMENT CLEAR OF THE FLIGHT CONTROL SURFACES, THE THRUST REVERSERS, AND THE LANDING GEAR. THESE COMPONENTS CAN MOVE SUDDENLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) Pressurize B hydraulic system to 3000 +/- 150 psig, do this task: Hydraulic System A or B Pressurization, AMM TASK 29-11-00-860-801.

SUBTASK 32-44-00-720-009

(2) Set the parking brake.

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				32-340-00-01

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SUBTASK 32-44-00-860-014

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

SUBTASK 32-44-00-480-009

(4) Do this task: Remove Electrical Power, AMM TASK 24-22-00-860-812.

——— END OF TASK ———

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AIRLINE CARD NO		TITLE **TIRE INFLATION CHECK**			BOEING CARD NO. **32-350-00-01**
DATE	TASK **SERVICE**				RELATED CARD
TAIL NUMBER	WORK AREA **LWR FUSELAGE**	VERSION **1.1** **NOTE**	THRESHOLD **48 HR**	REPEAT **48 HR**	APPLICABILITY AIRPLANE **ALL** ENGINE **ALL**
STATION	SKILL **AIRPL**				
		ACCESS			ZONE **713 733 744**

Check nose and main landing gear tires for proper inflation. Service as required.

INTERVAL NOTE: 48 elapsed clock hours.

A. References

Reference	Title
AMM 12-15-51-780-802	Main Landing Gear and Nose Gear HOT Tire Pressure Check (P/B 301)
AMM 32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)
AMM 32-45-11 P/B 401	MAIN LANDING GEAR WHEEL AND TIRE ASSEMBLY - REMOVAL/INSTALLATION
AMM 32-45-21 P/B 401	NOSE LANDING GEAR WHEEL AND TIRE ASSEMBLY - REMOVAL/INSTALLATION

B. Consumable Materials

Reference	Description	Specification
G00018	Nitrogen - Gaseous, Pressurizing, 99.5 Percent Pure	A-A-59503 Type I Grade B, MIL-PRF-27401 Type I Grade A

C. Tools/Equipment

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

Reference	Description
SPL-12301	Sensor - Tire Pressure, Smartstem (TPS) handheld reader Part #: KIT83-008-03 Supplier: 81982 Opt Part #: KIT83-008-02 Supplier: 81982
SPL-1527	Inflator - Tire Part #: F70199-52 Supplier: 81205
STD-1132	Gauge - Tire Pressure, 0-300 PSIG (0-2069 KPa), +/- 3 psig accuracy

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-350-00-01

MECH	INSP

TASK 12-15-51-780-801

1. Landing Gear Tire Pressure Check and Tire Servicing

(Figure 1, Figure 2, Figure 3)

A. General

(1) This task has instructions for two methods to determine tire pressure.

(a) Use standardized pressures for the main gear and nose gear tires (recommended).

(b) Use the tire inflation limit charts to determine main gear and nose gear tire pressures (optional).

B. Prepare for the Landing Gear Tire Pressure Check

SUBTASK 12-15-51-480-001

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

(1) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

C. Landing Gear Tire Pressure Check Using Standardized Nose and Main Gear Tire Pressures (Recommended)

SUBTASK 12-15-51-600-023

(1) Make sure the tires are cool before you measure the tire pressures.

NOTE: Let the tires cool for a minimum of two hours after the airplane has landed.

(a) If the main landing gear tires and nose gear tires are too hot to check the tire pressures, and there is not enough time to allow the tires to cool before the airplane is dispatched, do this task: Main Landing Gear and Nose Gear HOT Tire Pressure Check, AMM TASK 12-15-51-780-802

SUBTASK 12-15-51-020-009

(2) For the nose landing gear tires, remove the cap [102].

SUBTASK 12-15-51-020-010

(3) For the main landing gear tires, remove the cap [101].

SUBTASK 12-15-51-600-024

CAUTION: MAKE SURE THAT THE DIRECT READING GAGE IS CORRECTLY CALIBRATED. MAKE SURE THAT IT HAS AN APPROVED DIAL. IF THE GAGE IS NOT ACCURATE, YOU CAN INFLATE THE TIRES TO AN INCORRECT PRESSURE. THIS CAN CAUSE DAMAGE TO THE TIRES.

(4) Use the 0-300 psig (0-2069 kpa) tire pressure gauge, STD-1132 to measure the tire pressures.

SUBTASK 12-15-51-600-027

(5) If the combination tire pressure fill valve and tire pressure transmitter is installed in the tire/wheel, use the hand held device tire pressure sensor reader, SPL-12301 to measure the tire pressure.

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-350-00-01

MECH	INSP

SUBTASK 12-15-51-610-012

(6) Do the tire inflation pressure check.

(a) Let the tires cool for a minimum of two hours after a flight.

(b) Do a check of the tire inflation pressure with an accurate gage.

(c) Compare the measured pressure to the standardized pressure. Do the maintenance actions specified below:

SUBTASK 12-15-51-610-016

WARNING: USE A REGULATED PRESSURE SOURCE TO SERVICE THE TIRES. AN UNREGULATED PRESSURE SOURCE CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO THE EQUIPMENT.

(7) If the tires require inflation, connect the tire inflator, SPL-1527 to the gas valve [1], [2] and inflate the tire with nitrogen, G00018 to the correct pressure.

SUBTASK 12-15-51-610-013

(8) Inflate main and nose gear tires to 205 +/- 5 psig for the 737-600/-700/-800/-900 airplanes but not 737-900ER. See Table 1.

Table 1 Maintenance Actions for Main and Nose Gear Standardized Tire Pressures for 737-600/-700/-800/-900 but Not 737-900ER

Measured Tire Pressure Main and Nose Gear Tires (Tires Cold)	Maintenance Action
Greater than 210 psig	Adjust to correct pressure
Between 200 psig and 210 psig	No action required
Between 195 psig and 199 psig	Inflate the tire to the correct pressure
Between 185 psig and 194 psig	Inflate the tire to the correct pressure and check again in 24 hours. If the tire is found low again, replace the tire. *[1], *[2]
Between 165 psig and 184 psi	Replace wheel and tire assembly.*[1] , *[2]
Below 165 psig	Replace wheel and tire assembly. If the wheel and tire assembly has turned with the airplane weight on it after the pressure decreased, replace the wheel and tire assembly installed on the opposite side of that axle. *[2]

*[1] CAUTION: Replace the tires that require frequent refills to maintain nominal service pressure. These tires can have tread loss or carcass rupture if you use them for too long. This can cause damage to equipment.

*[2] Send the wheel and the tire assembly for an inspection to find the cause for the low tire pressure. Mark the reason for removal on the tire to aid the inspectors when they examine the tires.

SUBTASK 12-15-51-610-017

(9) Remove the tire inflator, SPL-1527 from the gas valve [1], [2].

(a) Install the cap [102] for the nose landing tires.

(b) Install the cap [101] for the main landing gear tires.

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D. Landing Gear Tire Pressure Check Using the Tire Pressure Limit Charts (Optional)

NOTE: As an option, operators can select a tire pressure from the following variable tire inflation charts. These charts allow a reduced tire pressure if the airplane gross weight is not at the maximum. A reduced tire pressure should only be used if there is a specific reason to do so, such as a runway pressure restriction or to solve unusual tire wear patterns.

SUBTASK 12-15-51-600-001

(1) Make sure the tires are cool before you measure the tire pressures.

NOTE: Let the tires cool for a minimum of two hours after the airplane has landed.

(a) If the main landing gear tires and nose gear tires are too hot to check the tire pressures, and there is not enough time to allow the tires to cool before the airplane is dispatched, do this task: Main Landing Gear and Nose Gear HOT Tire Pressure Check, AMM TASK 12-15-51-780-802

SUBTASK 12-15-51-020-001

(2) For the nose landing gear tires, remove the cap [102].

SUBTASK 12-15-51-020-002

(3) For the main landing gear tires, remove the cap [101].

SUBTASK 12-15-51-600-002

CAUTION: MAKE SURE THE DIRECT READING GAGE IS CORRECTLY CALIBRATED AND HAS AN APPROVED DIAL. IF THE GAGE IS NOT ACCURATE, YOU CAN INFLATE THE TIRES TO AN INCORRECT PRESSURE. THIS CAN CAUSE DAMAGE TO THE TIRES.

(4) Use the 0-300 psig (0-2069 kpa) tire pressure gauge, STD-1132 to measure the tire pressures.

SUBTASK 12-15-51-600-026

(5) If the combination tire pressure fill valve and tire pressure transmitter is installed in the tire/wheel, use the hand held device tire pressure sensor reader, SPL-12301 to measure the tire pressure.

SUBTASK 12-15-51-600-004

(6) Check the main landing gear tire and nose gear tire pressures:(Figure 2, Figure 3)

NOTE: Use the tire pressure graphs for the main landing gear and nose gear.

NOTE: The inflation pressures that are shown are for cold, loaded tires (i.e. with the airplane resting on the tires). For unloaded tires, decrease the pressure by 4%.

(a) For the applicable airplane maximum taxi weight and tire, find the minimum service pressure from the pressure limits chart for the correct airplane model. (Figure 2, Figure 3)

NOTE: The minimum service pressure is the lowest line, for the correct tire size, on the chart.

NOTE: The maximum taxi weight is the actual maximum taxi weight. Not the certified maximum taxi weight.

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(b) For the tires in use, find the maximum service pressure from the pressure limits chart for the correct airplane model. (Figure 2,Figure 3)

NOTE: The maximum service pressure is the upper line, for the correct tire size, on the chart.

(c) Select a nominal service tire pressure between the minimum service pressure and the maximum service pressure found above.

SUBTASK 12-15-51-610-001

(7) Do the tire inflation pressure check.

(a) Let the tires cool for a minimum of two hours after a flight.

(b) Do a check of the tire inflation pressure with an accurate gage.

(c) Compare the measured pressure to the nominal service pressure selected above. Verify that all tires on the same gear are inflated to the selected nominal service pressure +/-5 psig. (Figure 2, Figure 3).

(d) Do these steps for tires which have tire pressures below the selected nominal service pressure:

1) If the measured tire pressure is below the selected nominal service pressure by no more than 5%, do these steps:

WARNING: USE A REGULATED PRESSURE SOURCE TO SERVICE THE TIRES. AN UNREGULATED PRESSURE SOURCE CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO THE EQUIPMENT.

a) Connect the tire inflator, SPL-1527 (or equivalent) to the gas valve [1], [2] and inflate the tire with nitrogen, G00018 to the necessary pressure.

b) Remove the tire inflator, SPL-1527 (or equivalent) from the gas valve [1], [2].

2) If the measured pressure is between 5% - 10% below the selected nominal service tire pressure, do these steps:

WARNING: USE A REGULATED PRESSURE SOURCE TO SERVICE THE TIRES. AN UNREGULATED PRESSURE SOURCE CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO THE EQUIPMENT.

a) Connect the tire inflator, SPL-1527 to the gas valve [1], [2] and inflate the tire with nitrogen, G00018 to the selected nominal service pressure.

b) Remove the tire inflator, SPL-1527 from the gas valve [1], [2].

c) Do a check of the tire pressure again after 24 hours.

d) If the tire pressure is more than 5% below the selected nominal service pressure again, replace the wheel and tire assembly: MAIN LANDING GEAR WHEEL AND TIRE ASSEMBLY - REMOVAL/INSTALLATION, AMM 32-45-11/401, or NOSE LANDING GEAR WHEEL AND TIRE ASSEMBLY - REMOVAL/INSTALLATION, AMM 32-45-21/401.

NOTE: Replace tires that require frequent refills to maintain nominal service pressure. These tires can have tread loss or carcass rupture if you use them for too long. This can cause damage to equipment.

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e) Send the wheel and tire assembly for an inspection to find the cause for the low tire pressure.

f) Mark the reason for the tire removal on the tire to aid the inspectors when they examine the tire.

3) If the measured tire pressure is between 10% - 20% below the selected nominal service tire pressure, do these steps:

a) Replace the wheel and tire assembly: MAIN LANDING GEAR WHEEL AND TIRE ASSEMBLY - REMOVAL/INSTALLATION, AMM 32-45-11/401, or NOSE LANDING GEAR WHEEL AND TIRE ASSEMBLY - REMOVAL/INSTALLATION, AMM 32-45-21/401.

b) Send the wheel and tire assembly for an inspection to find the cause for the low tire pressure.

c) Mark the reason for the tire removal on the tire to aid the inspectors when they examine the tire.

4) If the measured tire pressure is more than 20% below the selected nominal service tire pressure, do these steps:

a) Replace the tire and wheel assembly: MAIN LANDING GEAR WHEEL AND TIRE ASSEMBLY - REMOVAL/INSTALLATION, AMM 32-45-11/401, or NOSE LANDING GEAR WHEEL AND TIRE ASSEMBLY - REMOVAL/INSTALLATION, AMM 32-45-21/401.

b) Send the wheel and tire assembly for an inspection to find the cause for the low tire pressure.

c) Mark the reason for the tire removal on the tire to aid the inspectors when they examine the tire.

d) If the wheel and tire assembly has turned with the airplane weight on it after the pressure had decreased, replace the wheel and tire assembly installed on the opposite side of that axle.

e) Mark on the tire that it was on the same axle with a wheel and tire assembly that was replaced because of low tire pressure.

f) Send the tire for inspection for damage.

SUBTASK 12-15-51-020-003

(8) If you will not service the tires for the nose landing gear tires, install the cap [102].

SUBTASK 12-15-51-020-004

(9) If you will not service the tires for the main landing gear tires, install the cap [101].

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-350-00-01

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TASK 12-15-51-610-802

2. Add Nitrogen or Air to the Tire

(Figure 1, Figure 2, Figure 3)

NOTE: Also see Figure 4.

A. General

(1) You can add air to the tire when nitrogen is not available, but the oxygen in the air that you add must not be more than 5 percent of the total tire volume.

B. Procedure

SUBTASK 12-15-51-480-002

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

(1) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

SUBTASK 12-15-51-020-005

(2) For the nose landing gear tires, remove the cap [102].

SUBTASK 12-15-51-490-001

(3) Connect the tire inflator, SPL-1527 to the gas valve [2].

SUBTASK 12-15-51-020-006

(4) For the main landing gear tires, remove the cap [101].

SUBTASK 12-15-51-490-002

(5) Connect the tire inflator, SPL-1527 to the gas valve [1].

SUBTASK 12-15-51-610-003

(6) If you used dry air to inflate the tire, make sure the oxygen content does not exceed 5 percent, do one of the steps that follow:

(a) Procedure #1, a minimum quantity of dry air:

1) Make a record of the quantity of the dry air inflation psig that you added to the tire.

2) Make sure the sum of all of the dry air inflations to the tire are not more than 18 psi.

3) If the sum of all of the dry air inflations are more than 18 psi, you must deflate the tire and re-inflate with nitrogen, G00018.

NOTE: If you will deflate the tire, raise the axle on jacks to provide clearance between the wheel and tire assembly and the ground to prevent the tire beads from separating from the wheel.

(b) Procedure #2, the quantity of air determined from a graph:

1) Make a record of the quantity of the dry air inflation psi that you added to the tire.

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2) Determine the amount of dry air that you can add to the tire, using the initial inflation pressure of the tire and (Figure 4).

3) Make sure the sum of all of the dry air inflations to the tire are not more than the value that you determined from (Figure 4).

4) If the sum of all of the dry air inflations are more than the determined amount, you must deflate the tire and re-inflate with nitrogen, G00018.

NOTE: If you will deflate the tire, raise the axle on jacks to provide clearance between the wheel and tire assembly and the ground to prevent the tire beads from separating from the wheel.

SUBTASK 12-15-51-090-001

(7) Remove the tire inflator, SPL-1527 from the gas valve [2].

SUBTASK 12-15-51-020-007

(8) For the nose landing gear tires, install the cap [102].

SUBTASK 12-15-51-090-002

(9) Remove the tire inflator, SPL-1527 from the gas valve [1].

SUBTASK 12-15-51-020-008

(10) For the main landing gear tires, install the cap [101].

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-350-00-01

TIRE INFLATION VALVE
(EXAMPLE, 2 WHEELS)

1 POINT

A

TIRE INFLATION VALVE
(EXAMPLE, 4 WHEELS)

1 POINT

B

F73466 S0006561315_V2

Landing Gear Tire Servicing
Figure 1

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-350-00-01

737-800 MAIN LANDING GEAR TIRE PRESSURE LIMITS

NOTE:

1. INFLATION PRESSURES SHOWN ARE FOR COLD LOADED TIRES (I.E. WITH AIRPLANE RESTING ON TIRES). FOR UNLOADED TIRES, REDUCE PRESSURE BY 4%.
2. FOR THE DESIRED MAXIMUM TAXI WEIGHT, DETERMINE THE MINIMUM SERVICE PRESSURE (SLOPED LINE) FROM THE CHART.
3. DETERMINE THE MAXIMUM SERVICE PRESSURE (HORIZONTAL LINE) FROM THE CHART.
4. SELECT A NOMINAL SERVICE PRESSURE BETWEEN THE MINIMUM AND MAXIMUM.
5. INFLATE ALL TIRES ON THE SAME GEAR TO THE SELECTED NOMINAL PRESSURE ±5 PSIG.
6. SEE AIRPLANE WEIGHT - CG CURVES FOR STRUCTURAL LIMITS.

LEGEND:

—— - - ■ - - —— H44.5x16.5-21/28PR

- - - - - - ◆ - - - - - - - H44.5x16.5R21/30PR

G93409 S0006561321_V3

Main Landing Gear Tire Inflation Limits
Figure 2

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-350-00-01

AIRPLANES GROSS WEIGHT (1000 LBS)

NOSE LANDING GEAR TIRE PRESSURE LIMITS

NOTE:

1. THIS CHART APPLIES TO 27X7.75-15/12PR BIAS AND 27X7.75R15/12PR RADIAL TIRES, WHEN USED WITH 10-62237-9, -10, OR LATER NOSE WHEELS.
2. INFLATION PRESSURES SHOWN ARE FOR COLD LOADED TIRES (I.E. WITH AIRPLANE RESTING ON TIRES). FOR UNLOADED TIRES, REDUCE PRESSURE BY 4%.
3. FOR THE DESIRED MAXIMUM TAXI WEIGHT, DETERMINE THE MINIMUM SERVICE PRESSURE (SLOPED LINE) FROM THE CHART.
4. DETERMINE THE MAXIMUM SERVICE PRESSURE (HORIZONTAL LINE) FROM THE CHART.
5. SELECT A NOMINAL SERVICE PRESSURE BETWEEN THE MINIMUM AND MAXIMUM.
6. INFLATE ALL TIRES ON THE SAME GEAR TO THE SELECTED NOMINAL PRESSURE ±5 PSIG.
7. SEE AIRPLANE WEIGHT - CG CURVES FOR STRUCTURAL LIMITS.

LEGEND:

- ●—— 737-600
- △—— 737-700/700IGW
- ◇—— 737-800
- □—— 737-900
- ×—— 737-900ER

G37434 S0006561323_V3

Nose Landing Gear Tire Inflation Limits
Figure 3

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-350-00-01

G37324 S0006561328_V1

Air Refill Pressure
Figure 4

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AIRLINE CARD NO		TITLE			BOEING CARD NO.
		NOSE AND MAIN GEAR TIRES AND WHEELS			32-360-00-01
DATE	TASK VISUAL CHECK				RELATED CARD
TAIL NUMBER	WORK AREA LNDG GEAR	VERSION 1.1	THRESHOLD 48 HR	REPEAT 48 HR	APPLICABILITY AIRPLANE: ALL ENGINE: ALL
STATION	SKILL AIRPL	NOTE			
		ACCESS			ZONE 713 734 744

Visually check nose and main landing gear tires and wheels for condition and wear.

INTERVAL NOTE: 48 Elapsed clock hours.

A. References

Reference	Title
AMM 12-15-51-780-801	Landing Gear Tire Pressure Check and Tire Servicing (P/B 301)
AMM 32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)

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MECH	INSP

TASK 32-45-00-700-803

1. Tires Inspection

A. General

(1) Bias ply tires should not be used on the same axle as radial ply tires.

B. Procedure

SUBTASK 32-45-00-480-004

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

(1) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

SUBTASK 32-45-00-220-002

(2) Do this task: Landing Gear Tire Pressure Check and Tire Servicing, AMM TASK 12-15-51-780-801.

SUBTASK 32-45-00-210-009

(3) Do the steps that follow and examine the tires (Figure 1, Figure 2):

(a) Examine the tires for air leaks, abrasions, unusual worn areas, cuts, and flat spots.

(b) Examine the tires for the presence of contaminants.

1) Keep the tires clean of contaminants such as oils, fuels, hydraulic fluids, aircraft cleaning agents, and greases. Cover the tire if these or other potentially harmful chemicals spill on the tire.

2) Wipe off the tire with a soapy solution if the tire becomes contaminated.

3) The tire should be removed from service as soon as practical if the surface of the tire appears soft, spongy, or there are bulges present.

(c) Remove the tires that have the conditions that follow:

1) Cuts or weather cracks in the grooves, the tread, shoulders or sidewalls that exceed the limits in (Figure 2).

2) Blisters, bulges, or other signs of ply separation in the tread, shoulder or sidewall area.

3) Tires with a flat spot which shows the tread reinforcement ply (bias) or cut protector (radial).

NOTE: If the tread reinforcement ply (bias) or the cut protector (radial) shows, the tire should be replaced as soon as possible. If necessary, the tire may be used for a small number of landings until it is replaced. However, you may not be able to retread the tire if you leave the tire in service too long with this condition.

4) Other types of damage which can cause tire problems.

(d) Examine the tires for worn areas:

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1) Measure the depth of the tire tread groove at three points that are equally apart.

2) If the average depth of any groove is 1/32 inch (0.79 mm) or less, the tire must be replaced at the next convenient maintenance opportunity.

3) If the tread belt ply (radial) or carcass ply (bias) shows at any location, the tire is not serviceable and must be replaced.

4) If the tread is worn so that the cut protector (radial) or tread reinforcement ply (bias) shows at any location, the tire must be replaced at the next convenient maintenance opportunity.

NOTE: If the cut protector (radial) or tread reinforcement ply (bias) shows, the tire should be replaced as soon as possible. If necessary, the tire may be used for a small number of landings until it is replaced. However, you may not be able to retread the tire if you leave the tire in service too long with this condition.

C. Tire Tread Conditions and Service

SUBTASK 32-45-00-220-003

WARNING: DO NOT PUSH ON THE TIRE WITH TOOLS OR OTHER OBJECTS. A DAMAGED TIRE CAN EXPLODE AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) See (Figure 2) for the tire tread conditions:

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-360-00-01

MECH	INSP

TASK 32-45-00-700-801

2. Wheels Fast Check (Wheel Installed on the Airplane)

A. Procedure

SUBTASK 32-45-00-480-003

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

(1) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

SUBTASK 32-45-00-210-001

(2) Look at the wheels for these types of damage:

(a) Corrosion

(b) Cracks

(c) Flaked or blistered paint

(d) Damage to the heat shield

(e) Tiebolts and tiebolt nuts that are loose, damaged, or missing

(f) Damage from heat

(g) Scratches on the rim of the wheel that show that the wheel turned without the tire.

NOTE: It is not necessary to remove the hubcap to examine the wheels for damage unless the examination reveals a condition that makes a more detailed check of the area hidden by the hubcap necessary.

SUBTASK 32-45-00-020-001

(3) If you found one or more of these, replace the wheel:

(a) There is a loose, or damaged tiebolt.

(b) A tiebolt is missing.

(c) There are symptoms that show that the wheel turned on the runway without the tire.

SUBTASK 32-45-00-210-002

(4) Make sure that the hubcaps are not loose.

(a) Tighten or replace hubcaps if it is necessary.

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-360-00-01

RADIAL TIRE

1 THE TREAD REINFORCEMENT/CUT PROTECTOR CAN BE METAL OR KEVLAR.

F98051 S0006575652_V2

Tire Nomenclature (Example)
Figure 1 (Sheet 1 of 2)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-360-00-01

BIAS PLY TIRE

2 MEASURE AT THE CENTER GROOVES
(MOLD SKID DEPTH)

L41305 S0006575653_V3

Tire Nomenclature (Example)
Figure 1 (Sheet 2 of 2)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-360-00-01

CIRCUMFERENTIAL CUTS

CUTS THAT PENETRATE THE TREAD REINFORCEMENT/CUT PROTECTOR PLIES ARE NOT SERVICEABLE IF:

(A) CUT EXCEEDS THE ABOVE LIMITS.
(B) CUT PENETRATES THE CARCASS PLIES (BIAS) OR BELT PLIES (RADIAL)
(C) CUT IS NOT CONTAINED WITHIN ONE RIB.

CUTS THAT DO NOT EXPOSE FABRIC ARE NOT SERVICEABLE IF THEY EXCEED THE ABOVE LIMITS.

TRANSVERSE CUTS

(A) TRANSVERSE CUTS THAT ARE CONTAINED WITHIN A RIB AND PENETRATE INTO THE CARCASS PLIES (BIAS) OR BELT PLIES (RADIAL) ARE NOT SERVICEABLE.

(B) CUTS THAT EXTEND ACROSS A RIB FROM GROOVE TO GROOVE WHICH ARE DEEPER THAN THE GROOVE ARE NOT SERVICEABLE.

F98055 S0006575654_V2

Tire Wear Conditions (Example)
Figure 2 (Sheet 1 of 8)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-360-00-01

PUNCTURE

TIRES WITH HOLES LARGER THAN 3/8 INCH (9.53 mm) DIAMETER OR HOLES THAT PENETRATE INTO THE CARCASS PLIES (BIAS) OR BELT PLIES (RADIAL) ARE NOT SERVICEABLE.

RIB UNDERCUTS

TIRES WITH A CRACK THAT EXTENDS BELOW A TREAD RIB ARE NOT SERVICEABLE.

GROOVE CRACKS

TIRES WITH CIRCUMFERENTIAL CRACKS AT THE BOTTOM OF THE GROOVES ARE NOT SERVICEABLE IF THE CRACKS EXPOSE ANY FABRIC.

F98057 S0006575655_V3

Tire Wear Conditions (Example)
Figure 2 (Sheet 2 of 8)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-360-00-01

CIRCUMFERENTIAL SIDEWALL CUTS OR CRACKS

RADIAL SIDEWALL CUTS OR CRACKS

TIRES WITH CIRCUMFERENTIAL OR RADIAL CUTS OR CRACKS IN THE SIDEWALL OR SHOULDER AREA THAT EXPOSE THE FABRIC ARE NOT SERVICEABLE.

OZONE AND/OR WEATHER CUTS OR CRACKS

TIRES WITH CUTS OR CRACKS IN THE SIDEWALL WHICH ARE CAUSED BY AGE/WEATHER DETERIORATION ARE NOT SERVICEABLE IF THE FABRIC IS EXPOSED.

F98061 S0006575656_V3

Tire Wear Conditions (Example)
Figure 2 (Sheet 3 of 8)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-360-00-01

TREAD FLAKING, CHIPPING OR CHUNKING

TIRES WITH FLAKING, CHIPPING OR CHUNKING TREADS ARE NOT SERVICEABLE IF ANY FABRIC IS EXPOSED.

OPEN TREAD SPLICE

TIRES WITH AN OPEN TREAD SPLICE ARE NOT SERVICEABLE. A CLOSED TREAD SPLICE WILL APPEAR AS A THIN LINE THAT CROSSES THE TREAD RIBS.

THROWN TREAD

TIRES WITH THROWN TREADS ARE NOT SERVICEABLE.

PEELED RIB

TIRES WITH PEELED RIBS ARE NOT SERVICEABLE.

F98065 S0006575657_V2

Tire Wear Conditions (Example)
Figure 2 (Sheet 4 of 8)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-360-00-01

CHEVRON CUTS

TIRES WITH CHEVRON CUTS IN THE TREAD ARE NOT SERVICEABLE IF ANY OF THE SINGLE CUT LIMITS ARE EXCEEDED OR CHUNKING OCCURS WHICH EXPOSES THE FABRIC.

F98066 S0006575658_V2

Tire Wear Conditions (Example)
Figure 2 (Sheet 5 of 8)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-360-00-01

TREAD FLAT SPOTS

FLAT SPOT

TIRES WITH FLAT SPOTS ARE NOT SERVICEABLE IF THE FLAT SPOT EXPOSES THE TREAD REINFORCEMENT OR CUT PROTECTOR PLIES OR TIRE BALANCE IS AFFECTED.

ICE SKID BURN/TREAD RUBBER REVERSION

TIRES WITH ICE BURN/TREAD RUBBER REVERSION ARE NOT SERVICEABLE IF THE DAMAGE EXPOSES THE TREAD REINFORCEMENT OR CUT PROTECTOR PLIES OR TIRE BALANCE IS AFFECTED.

F98067 S0006575659_V2

Tire Wear Conditions (Example)
Figure 2 (Sheet 6 of 8)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-360-00-01

SIDEWALL SEPARATION

TIRES WITH BLISTERS OR BULGES IN THE SIDEWALL ARE NOT SERVICEABLE.
REMOVE TIRE IMMEDIATELY.

TREAD SEPARATION

TIRES WITH BLISTERS OR BULGES IN THE TREAD ARE NOT SERVICEABLE.
REMOVE TIRE IMMEDIATELY.

F98068 S0006575660_V2

Tire Wear Conditions (Example)
Figure 2 (Sheet 7 of 8)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-360-00-01

SHOULDER WEAR CONDITIONS

L04566 S0006575661_V2

Tire Wear Conditions (Example)
Figure 2 (Sheet 8 of 8)

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AIRLINE CARD NO		TITLE			BOEING CARD NO.
		NOSE WHEEL ASSEMBLIES			32-380-00-01
DATE	TASK				RELATED CARD
	RESTORE				
TAIL NUMBER	WORK AREA	VERSION	THRESHOLD	REPEAT	APPLICABILITY
	NOSE GEAR	1.1	NOTE		AIRPLANE / ENGINE
STATION	SKILL	NOTE			ALL / ALL
	AIRPL				
		ACCESS			ZONE
					713

Restore the nose landing gear wheel assemblies.

INTERVAL NOTE: Tire change.

A. References

Reference	Title
AMM 07-11-03-580-802	Lift the Airplane Nose Landing Gear with the Axle Jack at Jack Point E (P/B 201)
AMM 10-11-05 P/B 201	CHOCK INSTALLATION
AMM 12-15-51-780-801	Landing Gear Tire Pressure Check and Tire Servicing (P/B 301)
AMM 32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)
AMM 32-21-71-200-803	Nose Gear Axle Inspection for Corrosion (P/B 601)
AMM 32-45-00-700-801	Wheels Fast Check (Wheel Installed on the Airplane) (P/B 601)
AMM 32-45-00-700-803	Tires Inspection (P/B 601)

B. Consumable Materials

Reference	Description	Specification
D00233	Grease - Aircraft, General Purpose, Wide Temperature - Mobil 28	MIL-PRF-81322
D00378	Grease - Aircraft, General Purpose, Wide Temperature - Aeroshell 22	MIL-PRF-81322
D50005	Grease - Wheel Bearing - Mobil Aviation Grease SHC 100	
G00440	Lockwire - MS20995C41, Corrosion Resistant Steel - 0.041 Inch (1.0414 mm) Diameter	NASM20995
G01048	Lockwire - MS20995C32, Corrosion Resistant Steel - 0.032 Inch (0.8128 mm) Diameter	NASM20995
G50177	Lockwire - MS20995N32, Inconel - 0.032 Inch (0.8128 mm) Diameter	NASM20995
G50347	Lockwire - MS20995NC32, Monel - 0.032 Inch (0.8128 mm) Diameter	NASM20995

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.

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-380-00-01

Reference	Description
COM-1505	Chocks - Wheel Part #: 99-9028-6000 Supplier: 59603 Part #: AC6820-LR Supplier: 032T9 Part #: W88 Supplier: 9L752 Part #: W92 Supplier: 9L752
COM-1524	Deflator - Tire, Valve Core Removal and Installation (Large Bore) Part #: 320008A-SO Supplier: SFN11 Part #: 968RB-1 Supplier: $1315 Opt Part #: 320008A Supplier: SFN11
COM-1818	Dolly - Wheel/Brake Change Part #: 15F590 Supplier: 56535 Part #: 175M Supplier: 94861 Part #: 175S-2 Supplier: 94861 Part #: 9092-016 Supplier: 00994 Part #: IA3201A-500 Supplier: 3D5B2 Opt Part #: 175 Supplier: 94861 Opt Part #: 8436-012 Supplier: 00994 Opt Part #: 9092-010 Supplier: 00994 Opt Part #: 9092-015 Supplier: 00994 Opt Part #: PF32-002-1 Supplier: 3D5B2 Opt Part #: TB900 Supplier: 56535
COM-4046	Deflator - Tire, Valve Core Removal and Installation (Small Bore) and Tire Deflation Part #: 320008B-SO Supplier: SFN11 Part #: 968RB Supplier: $1315 Opt Part #: 320008B Supplier: SFN11
SPL-1817	Socket - Axle Nut, Nose Landing Gear Part #: C32012-12 Supplier: 81205 Opt Part #: 1922 Supplier: 45225 Opt Part #: F80168-1 Supplier: 81205
SPL-1865	Equipment - Removal / Installation, Wheel Retention Nut, MLG and NLG Part #: C32012-12 Supplier: 81205
SPL-1877	Protector - Thread, Eqpt, MLG/NLG Axle (NLG Axle Thread Protector) Part #: C32022-20 Supplier: 81205 Opt Part #: C32022-2 Supplier: 81205

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-380-00-01

MECH	INSP

TASK 32-45-21-000-801

1. Nose Landing Gear Wheel and Tire Assembly Removal

(Figure 1, Figure 2)

A. Prepare for the Removal

SUBTASK 32-45-21-860-002

(1) Make sure the parking brake is set.

SUBTASK 32-45-21-480-001

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

(2) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

SUBTASK 32-45-21-480-002

(3) Make sure the tires have wheel chocks, COM-1505 installed around them (CHOCK INSTALLATION, AMM 10-11-05/201).

SUBTASK 32-45-21-580-001

(4) For the nose landing gear, lift the wheel and tire assembly with jacks until they are clear of the ground. To do this, do this task: Lift the Airplane Nose Landing Gear with the Axle Jack at Jack Point E, AMM TASK 07-11-03-580-802.

SUBTASK 32-45-21-840-001

WARNING: FULLY DEFLATE THE TIRE BEFORE YOU REMOVE THE WHEEL AND TIRE ASSEMBLY. OR, DO AN INSPECTION OF THE WHEEL AND TIRE TO MAKE SURE THAT THEY ARE SAFE. AIR PRESSURE CAN CAUSE AN EXPLOSION OF THE DAMAGED WHEEL AND TIRE COMPONENTS. INJURIES TO PERSONNEL, AND DAMAGE TO EQUIPMENT CAN OCCUR.

(5) Do the following steps to examine the tire and wheel assembly to see if it is safe to remove without tire deflation, or deflate the tire:

NOTE: If you will not install the same tire and wheel assembly, deflate the tire to prevent transporting an inflated tire.

(a) Inspect the wheel and tire assembly [1] to see if it has the conditions that follow:

1) Inspect the tires and make sure there are no air leaks, abrasions, unusual worn areas, cuts or flat spots, do this task: Tires Inspection, AMM TASK 32-45-00-700-803.

2) Inspect the wheels and make sure there is no evidence of wheel damage, including corrosion, loose or damaged or missing tie bolts or tie nuts, overheat damage or cracks, do this task: Wheels Fast Check (Wheel Installed on the Airplane), AMM TASK 32-45-00-700-801.

3) If the wheel and tire assembly [1] has any of the conditions in the above steps, you must deflate the tire.

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WARNING: MAKE SURE THAT ALL PERSONNEL ARE CLEAR OF THE INFLATION VALVE ASSEMBLY PATH WHILE YOU REMOVE IT. IF THE INFLATION VALVE ASSEMBLY EJECTS WHILE YOU REMOVE IT, INJURY TO PERSONNEL CAN OCCUR.

WARNING: BE VERY CAREFUL WHEN DEFLATING TIRES (606) TO PREVENT INJURY TO PERSONNEL FROM A FLYING INFLATION VALVE CAP AND/OR VALVE CORE.

CAUTION: MAKE SURE THAT THE DEFLATED TIRE THAT IS ON THE AXLE DOES NOT TOUCH THE GROUND. IF THE TIRE DOES TOUCH THE GROUND, THE TIRE'S BEAD SEAT CAN MOVE OUT OF ITS POSITION AND BECOME UNSEATED. THE UNSEATED BEAD SEAT CAN CAUSE LEAKAGE WHICH THEN CAN CAUSE DAMAGE TO THE TIRE AND WHEEL.

(b) Deflate the tire with the small bore tire deflator, COM-4046 or large bore tire deflator, COM-1524.

NOTE: If the wheel and tire are not damaged, it is acceptable to leave approximately 50 psi (345 kPa) or 25% of the service pressure in the tire while deflating. Leaving approximately 50 psi (345 kPa) or 25% of the service pressure in the tire can prevent damage to the tire when the wheel and tire is transported.

(c) If you cannot use the usual procedure to deflate the tire because the valve core is damaged, do these steps:

1) Turn the valve assembly slowly in a counterclockwise direction until there is gas leakage through the boss.
2) At the same time, push lightly on the valve assembly.
3) After all of the gas has been released, remove the valve assembly from the tire.

B. Nose Landing Gear Wheel and Tire Assembly Removal

SUBTASK 32-45-21-020-001

(1) Do these steps to remove the wheel and tire assembly [1]:

(a) Remove the bolts [4] that hold the axle nut [3] to the axle.

(b) Remove the axle nut [3] with the socket, SPL-1817, from kit socket, SPL-1865.

(c) Remove the washer [2].

(d) Install the thread protector assembly, of the protector, SPL-1877, on the axle threads.

NOTE: You can use tape to hold the thread protector to the axle if it is necessary.

(e) Use the wheel/brake changer dolly, COM-1818, to lift and remove the wheel and tire assembly [1].

(f) Mark the reason for the tire removal on the tire to aid the inspectors when they examine the tire.

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-380-00-01

	MECH	INSP
(g) Install the axle protector assembly, of the protector, SPL-1877, on the axle.		

——— END OF TASK ———

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TASK 32-45-21-400-801

2. Nose Landing Gear Wheel and Tire Assembly Installation

(Figure 1, Figure 2)

A. Expendables/Parts

AMM Item	Description	AIPC Reference	AIPC Effectivity
1	Wheel and tire assembly	32-45-21-01-005	AKS ALL

B. Nose Landing Gear Wheel and Tire Assembly Installation

SUBTASK 32-45-21-840-002

(1) Do these steps to prepare for installation:

(a) Remove the axle protector assembly, of the protector, SPL-1877, from the axle.

(b) Remove all the old grease from the axle.

(c) If the wheel is not new, inspect the bearings, the seals, and other parts of the wheel assembly.

(d) If the tire is not new, do a tire inspection.

(e) Do these steps if the component of the nose wheel assembly (the bearings, the seals, and other parts) need to be installed:

1) Apply Aeroshell 22 grease, D00378, or Mobil 28 grease, D00233, or Mobil Aviation Grease SHC 100 grease, D50005 to the inner bearing [8], the outer bearing [9], the grease seal [7] and the grease seal [10].

CAUTION: MAKE SURE THE CORRECT BEARING IS INSTALLED IN THE OUTSIDE OF THE WHEEL. INSTALLATION OF THE INNER BEARING IN THE OUTER BEARING WHEEL LOCATION CAN CAUSE WHEEL DAMAGE.

2) Install the inner bearing [8] on the inner side of the wheel and the outer bearing [9] on the outer side of the wheel.

NOTE: Check that inner bearing is installed on the wheel side opposite inflation valve.

CAUTION: MAKE SURE THAT YOU INSTALL THE CORRECT GREASE SEAL IN THE OUTER SIDE OF THE WHEEL. IF YOU INSTALL THE INNER GREASE SEAL IN THE OUTER GREASE SEAL LOCATION, YOU CAN CAUSE SEAL DAMAGE.

3) Install the grease seal [7] on the inner side of the wheel and the grease seal [10] on the outer side of the wheel.

NOTE: Check that tab of grease seal fits indentation of cutout in wheel housing.

4) Install the retaining ring [11] on the inner side of the wheel and the retaining ring [12] on the outer side of the wheel.

SUBTASK 32-45-21-420-001

(2) Do these steps to install the wheel and tire assembly [1]:

(a) Inspect the axles for nicks, gouges, and damaged chrome plate.

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MECH	INSP

(b) If the axle spacer is removed, do a general visual inspection of the axles for corrosion, do this task: Nose Gear Axle Inspection for Corrosion, AMM TASK 32-21-71-200-803.

CAUTION: MAKE SURE THAT THE SPACER IS CORRECTLY INSTALLED ON THE AXLE. THE SPACER CAN MOVE WHEN THE WHEEL AND TIRE ASSEMBLY IS REMOVED. IF IT IS NOT IN ITS CORRECT POSITION, THE WHEEL AND TIRE ASSEMBLY WILL NOT INSTALL CORRECTLY. THIS CAN CAUSE DAMAGE TO EQUIPMENT.

(c) Make sure the axle spacer [5] is installed on the axle.

NOTE: The axle spacer [5] is inboard of the wheel on the axle. The inner bearing will touch the spacer when the wheel is installed.

1) For airplanes that use cotter pins, make sure the three cotter pins [6] are installed to hold the spacer on the axle.

NOTE: Make sure that there is no interference between the three cotter pins [6] installed on the spacer and the lower torsion link lug during wheel installation.

NOTE: An axle spacer that uses cotter pins has 3 holes.

2) For airplanes that use lockwire, make sure that MS20995C41 lockwire, G00440 is installed.

a) Be sure to bend the lockwire ends pigtails away from the inboard edge of the spacer, as shown in Figure 1.

b) Examine the completed installation to be sure that the lockwire ends do not touch the axle. or the torsion link lugs.

c) Adjust the installed lockwire as necessary to be sure there will be no interference with the landing gear parts during landing gear operations.

NOTE: An axle spacer [5] that uses lockwire has six holes.

WARNING: DO NOT APPLY GREASE TO THE AREA BETWEEN THE AXLE BEARINGS. HIGH TEMPERATURES IN THIS AREA DURING A LANDING CAN CAUSE ALL GREASE IN THIS AREA TO BURN. THIS CAN CAUSE INJURIES TO PERSONNEL AND DAMAGE TO EQUIPMENT.

(d) Apply a thin layer of Aeroshell 22 grease, D00378, or Mobil 28 grease, D00233, or Mobil Aviation Grease SHC 100 grease, D50005 to the face and outer diameter of the spacer [5].

(e) Apply a thin layer of Aeroshell 22 grease, D00378, or Mobil 28 grease, D00233, or Mobil Aviation Grease SHC 100 grease, D50005, to the inner diameter surface of the two bearings where they will touch the axle.

(f) Apply a thin layer of Aeroshell 22 grease, D00378, or Mobil 28 grease, D00233, or Mobil Aviation Grease SHC 100 grease, D50005 to the faces of the washer [2] and the axle nut [3], and to the axle threads.

(g) Apply a thin layer of Aeroshell 22 grease, D00378, or Mobil 28 grease, D00233, or Mobil Aviation Grease SHC 100 grease, D50005 on the axle where the axle will touch the wheel bearings.

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(h) Make sure the thread protector assembly, of the protector, SPL-1877, is installed.

(i) Use the wheel/brake changer dolly, COM-1818, to install the wheel and tire assembly [1].

(j) Remove the thread protector assembly, of the protector, SPL-1877, from the axle threads.

(k) Align the key of the washer with the keyway of the axle and install the washer [2].

(l) Install the axle nut [3].

(m) Do these steps to tighten the axle nut [3] with the socket, SPL-1817, from kit socket, SPL-1865:

1) While you turn the wheel, tighten the axle nut [3] to 80 ft-lb (108 N·m)–100 ft-lb (136 N·m).

a) Stop the wheel.

b) While you turn the wheel, loosen the axle nut [3] to almost zero torque.

c) While you turn the wheel, tighten the axle nut [3] to 30 ft-lb (41 N·m).

d) Continue to tighten the axle nut [3] until two bolt holes in the nut align with two threaded holes in the washer [2].

NOTE: Do not tighten the nut over 60 ft-lb (81 N·m).

(n) Install the two lock bolts [4] to lock the axle nut [3] to the washer [2].

1) Tighten the two lock bolts [4] to 31.0 in-lb (3.5 N·m)–38.0 in-lb (4.3 N·m)

(o) Install MS20995C32 lockwire, G01048, or MS20995NC32 lockwire, G50347, or MS20995N32 lockwire, G50177 on the lock bolts [4].

SUBTASK 32-45-21-580-002

(3) Make sure the tire is inflated to at least half of the normal inflation pressure before you remove the jacks (Landing Gear Tire Pressure Check and Tire Servicing, AMM TASK 12-15-51-780-801).

SUBTASK 32-45-21-580-003

(4) Lower the axle and remove the jacks (AMM TASK 07-11-03-580-802).

SUBTASK 32-45-21-610-001

(5) Do this task: Landing Gear Tire Pressure Check and Tire Servicing, AMM TASK 12-15-51-780-801.

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-380-00-01

NOSE LANDING GEAR WHEEL AND TIRE
(EXAMPLE)

A

1 SPACERS WITH SIX HOLES USE LOCKWIRE

F93331 S0006575680_V3

Nose Landing Gear Wheel and Tire Assemblies Installation
Figure 1 (Sheet 1 of 3)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-380-00-01

NOSE LANDING GEAR WHEEL ASSEMBLY

B

NOTE:

RETAINING RINGS CAN LOOK DIFFERENT.

F93334 S0006575681_V2

Nose Landing Gear Wheel and Tire Assemblies Installation
Figure 1 (Sheet 2 of 3)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-380-00-01

A-A

SPACER
(6 LOCATIONS)

C

1 SPACERS WITH SIX HOLES USE LOCKWIRE

2069217 S0000430728_V2

Nose Landing Gear Wheel and Tire Assemblies Installation
Figure 1 (Sheet 3 of 3)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-380-00-01

1499516 S0000272625_V5

Nose Landing Gear Axle Nut Socket Tool
Figure 2

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AIRLINE CARD NO		TITLE			BOEING CARD NO.
		LEFT MAIN GEAR WHEEL ASSEMBLIES			32-380-01-01
DATE	TASK RESTORE				RELATED CARD
TAIL NUMBER	WORK AREA L MAIN GEAR	VERSION 1.1	THRESHOLD NOTE	REPEAT	APPLICABILITY
STATION	SKILL AIRPL	NOTE			AIRPLANE: ALL ENGINE: ALL
		ACCESS			ZONE 734

Restore the left main landing gear wheel assemblies.

INTERVAL NOTE: Tire change.

A. References

Reference	Title
AMM 07-11-03-580-801	Lift the Main Landing Gear Axles with the Axle Jacks (P/B 201)
AMM 10-11-05 P/B 201	CHOCK INSTALLATION
AMM 12-15-51-780-801	Landing Gear Tire Pressure Check and Tire Servicing (P/B 301)
AMM 20-50-11 P/B 201	STANDARD TORQUE VALUES - MAINTENANCE PRACTICES
AMM 32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)
AMM 32-41-41-700-803	Main Landing Gear Brake Inspection (Wheel Removed from the Airplane) (P/B 601)
AMM 32-45-00-700-801	Wheels Fast Check (Wheel Installed on the Airplane) (P/B 601)
AMM 32-45-00-700-803	Tires Inspection (P/B 601)

B. Consumable Materials

Reference	Description	Specification
D00233	Grease - Aircraft, General Purpose, Wide Temperature - Mobil 28	MIL-PRF-81322
D00378	Grease - Aircraft, General Purpose, Wide Temperature - Aeroshell 22	MIL-PRF-81322
D50005	Grease - Wheel Bearing - Mobil Aviation Grease SHC 100	

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-1524	Deflator - Tire, Valve Core Removal and Installation (Large Bore) Part #: 320008A-SO Supplier: SFN11 Part #: 968RB-1 Supplier: $1315 Opt Part #: 320008A Supplier: SFN11

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(Continued)

Reference	Description
COM-1818	Dolly - Wheel/Brake Change Part #: 15F590 Supplier: 56535 Part #: 175M Supplier: 94861 Part #: 175S-2 Supplier: 94861 Part #: 9092-016 Supplier: 00994 Part #: IA3201A-500 Supplier: 3D5B2 Opt Part #: 175 Supplier: 94861 Opt Part #: 8436-012 Supplier: 00994 Opt Part #: 9092-010 Supplier: 00994 Opt Part #: 9092-015 Supplier: 00994 Opt Part #: PF32-002-1 Supplier: 3D5B2 Opt Part #: TB900 Supplier: 56535
COM-4046	Deflator - Tire, Valve Core Removal and Installation (Small Bore) and Tire Deflation Part #: 320008B-SO Supplier: SFN11 Part #: 968RB Supplier: $1315 Opt Part #: 320008B Supplier: SFN11
SPL-14320	Protector - Thread, Eqpt, MLG Axle (undersized threads) Part #: C32022-32 Supplier: 81205
SPL-1865	Equipment - Removal / Installation, Wheel Retention Nut, MLG and NLG Part #: C32012-12 Supplier: 81205
SPL-1876	Protector - Thread & Axle, MLG Part #: C32022-23 Supplier: 81205 Opt Part #: C32022-15 Supplier: 81205 Opt Part #: C32022-17 Supplier: 81205
STD-1021	Wrench - Torque, 100 to 600 ft-lbs (135.58 to 813.48 N·m)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-380-01-01

MECH	INSP

TASK 32-45-11-000-801

1. Main Landing Gear Wheel and Tire Assembly Removal

(Figure 1 or Figure 2 or Figure 3)

A. Prepare for the Removal

SUBTASK 32-45-11-480-001

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

(1) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

SUBTASK 32-45-11-480-002

(2) Make sure the tires have chocks installed around them (CHOCK INSTALLATION, AMM 10-11-05/201).

SUBTASK 32-45-11-860-001

(3) Make sure that the parking brake is released.

SUBTASK 32-45-11-580-001

(4) Lift the wheel and tire assemblies with jacks until they are clear of the ground, do this task: Lift the Main Landing Gear Axles with the Axle Jacks, AMM TASK 07-11-03-580-801.

SUBTASK 32-45-11-860-002

(5) Make sure that the parking brake is set.

NOTE: When you set the parking brake, the brake rotors will be aligned for wheel installation.

SUBTASK 32-45-11-840-001

WARNING: FULLY DEFLATE THE TIRE BEFORE YOU REMOVE THE WHEEL AND TIRE ASSEMBLY. OR, DO AN INSPECTION OF THE WHEEL AND TIRE TO MAKE SURE THAT THEY ARE SAFE. AIR PRESSURE CAN CAUSE AN EXPLOSION OF THE DAMAGED WHEEL AND TIRE COMPONENTS. INJURIES TO PERSONNEL, AND DAMAGE TO EQUIPMENT CAN OCCUR.

WARNING: IT IS RECOMMENDED THAT YOU REMOVE ONLY ONE WHEEL AND TIRE ASSEMBLY FROM THE MAIN LANDING GEAR AT A TIME. IF YOU REMOVE THE TWO WHEEL AND TIRE ASSEMBLIES AT THE SAME TIME, STRUCTURAL DAMAGE AND INJURY TO PERSONS CAN OCCUR IF THE AIRPLANE FALLS.

(6) Do the following steps to examine the tire and wheel assembly to see if it is safe to remove without tire deflation, or deflate the tire:

NOTE: If you will not install the same wheel and tire assembly, deflate the tire to prevent transporting an inflated tire.

(a) Inspect the wheel and tire assembly [1] and/or the inboard wheel and tire assembly [17] to see if it has the conditions that follow:

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1) Inspect the tires and make sure there are no air leaks, abrasions, unusual worn areas, cuts or flat spots, do this task: Tires Inspection, AMM TASK 32-45-00-700-803.

2) Inspect the wheels and make sure there is no evidence of wheel damage, including corrosion, loose or damaged or missing tie bolts or tire nuts, overheat damage or cracks, do this task: Wheels Fast Check (Wheel Installed on the Airplane), AMM TASK 32-45-00-700-801.

3) If the wheel and tire assembly has any of the conditions in the above steps, you must deflate the tire.

WARNING: MAKE SURE THAT ALL PERSONNEL ARE CLEAR OF THE INFLATION VALVE ASSEMBLY PATH WHILE YOU REMOVE IT. IF THE INFLATION VALVE ASSEMBLY EJECTS WHILE YOU REMOVE IT, INJURY TO PERSONNEL CAN OCCUR.

CAUTION: MAKE SURE THAT THE DEFLATED TIRE THAT IS ON THE AXLE DOES NOT TOUCH THE GROUND. IF THE TIRE DOES TOUCH THE GROUND, THE TIRE'S BEAD SEAT CAN MOVE OUT OF ITS POSITION AND BECOME UNSEATED. THE UNSEATED BEAD SEAT CAN CAUSE LEAKAGE WHICH THEN CAN CAUSE DAMAGE TO THE TIRE AND WHEEL.

CAUTION: DO NOT USE TOO MUCH FORCE ON THE VALVE CORE. THE CORE PARTS CAN MOVE AND THE SLEEVE AND THE LOWER END OF THE POPPET WILL STAY IN THE VALVE STEM. IF PARTS STAY IN THE VALVE STEM, DAMAGE CAN OCCUR TO THE VALVE STEM.

(b) Deflate the tire with the small bore tire deflator, COM-4046 or large bore tire deflator, COM-1524.

NOTE: If the wheel and tire are not damaged, it is acceptable to leave approximately 50 psi (345 kPa) or 25% of the service pressure in the tire while deflating. Leaving approximately 50 psi (345 kPa) or 25% of the service pressure in the tire can prevent damage to the tire when the wheel and tire are transported.

(c) If you cannot use the usual procedure to deflate the tire because the valve core is damaged, do these steps:

1) Turn the valve assembly slowly in a counterclockwise direction until there is gas leakage through the boss.

2) At the same time, push lightly on the valve assembly.

3) After all of the gas has been released, remove the valve assembly from the tire.

B. Main Landing Gear Wheel and Tire Assembly Removal

SUBTASK 32-45-11-020-001

(1) Do these steps to remove the hubcap:

(a) For an outboard wheel, turn the eight cam-locs [4] 1/4 turn to disconnect the hubcap fairing [5] from the outboard hubcap [3].

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(b) Remove the three bolts [6] and the three washers [7] to disconnect the outboard hubcap [3] or inboard hubcap [18] from the wheel and tire assembly [1].

(c) Remove the outboard hubcap [3] or inboard hubcap [18] from the wheel and tire assembly [1].

SUBTASK 32-45-11-020-002

(2) Do these steps to remove the wheel and tire assembly:

(a) Remove the two nuts [8], the two washers [9], and the bolts [10] that hold the axle nut [16] to the axle.

WARNING: DO NOT PUT FINGERS IN THE LIGHTENING HOLES OF THE WHEEL RETAINING NUT SOCKET TOOL WHEN YOU REMOVE OR INSTALL THE WHEEL RETAINING NUT. THIS CAN CAUSE INJURIES TO PERSONS.

(b) Remove the nut [16] with the socket, SPL-1865.

(c) Remove the retention washer [15].

(d) Install the thread protector assembly, of the protector, SPL-1876, or the thread protector, SPL-14320 (for undersized threads) on the axle threads.

(e) Use the wheel/brake changer dolly, COM-1818, to lift and remove the wheel and tire assembly [1].

(f) Mark the reason for the tire removal on the tire to aid the inspectors when they examine the tire.

(g) Remove the wheel and tire assembly.

(h) Install the axle protector assembly, of the protector, SPL-1876, on the axle.

——— END OF TASK ———

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MECH	INSP

TASK 32-45-11-400-801

2. Main Landing Gear Wheel and Tire Assembly Installation

(Figure 1 or Figure 2 or Figure 3)

A. Expendables/Parts

AMM Item	Description	AIPC Reference	AIPC Effectivity
1	Wheel and tire assembly	32-45-11-02-010	AKS ALL

B. Main Landing Gear Wheel and Tire Assembly Installation

SUBTASK 32-45-11-840-002

(1) Do these steps to prepare for installation:

(a) Remove the axle protector assembly, of the protector, SPL-1876, from the axle.

(b) Remove all the old grease from the axle.

(c) Remove all the old grease from the inner diameter of the brake.

(d) Do an inspection of the brake.

1) Do this task: Main Landing Gear Brake Inspection (Wheel Removed from the Airplane), AMM TASK 32-41-41-700-803.

(e) Do an inspection of the axle.

(f) Examine the antiskid transducer drive components in the axle and hubcap [3], [18] for damage.

(g) If the wheel is not new, inspect the bearings, the seals, and other parts of the wheel assembly.

(h) If the tire is not new, do a tire inspection.

1) Do this task: Tires Inspection, AMM TASK 32-45-00-700-803.

(i) Do these steps if the wheel inboard and outboard bearing assemblies need to be installed:

1) Apply Aeroshell 22 grease, D00378, or Mobil 28 grease, D00233 or Mobil Aviation Grease SHC 100 grease, D50005 to all of the parts of the bearing assemblies.

CAUTION: MAKE SURE THE CORRECT BEARING IS INSTALLED IN THE OUTSIDE OF THE WHEEL. INSTALLATION OF THE INNER BEARING IN THE OUTER BEARING WHEEL LOCATION CAN CAUSE WHEEL DAMAGE.

2) Install the inner bearing [12] in the inner side of the wheel and the outer bearing [13] in the outer side of the wheel.

CAUTION: MAKE SURE THE CORRECT GREASE SEAL IS INSTALLED IN THE OUTSIDE OF THE WHEEL. INSTALLATION OF THE INNER GREASE SEAL IN THE OUTER GREASE SEAL WHEEL LOCATION CAN CAUSE SEAL DAMAGE.

3) Install the grease seal [11] in the inner side of the wheel and the grease seal [14] in the outer side of the wheel.

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4) If part of the assembly, install the retention ring [19] in the inner side of the wheel and the retention ring [20] in the outer side of the wheel.

NOTE: Some wheel assemblies may not have the [19] and [20] retaining rings as part of the configuration, or they may look different from those illustrated.

SUBTASK 32-45-11-420-001

(2) Do these steps to install the wheel and tire assembly [1]:

CAUTION: DO NOT APPLY GREASE TO THE AREA BETWEEN THE AXLE BEARINGS. HIGH TEMPERATURES IN THIS AREA DURING A LANDING CAN CAUSE ALL GREASE IN THIS AREA TO BURN. THIS CAN CAUSE DAMAGE TO WHEELS, TIRES, AND BRAKES.

(a) Apply a thin layer of Aeroshell 22 grease, D00378, or Mobil 28 grease, D00233, or Mobil Aviation Grease SHC 100 grease, D50005, to the inner diameter surface of the two bearings where they will touch the axle.

(b) Apply a thin layer of Aeroshell 22 grease, D00378, Mobil 28 grease, D00233 or Mobil Aviation Grease SHC 100 grease, D50005 to the faces of the washer [15] and the nut [16], and to the axle threads.

(c) Apply a thin layer of Aeroshell 22 grease, D00378, Mobil 28 grease, D00233 or Mobil Aviation Grease SHC 100 grease, D50005 on the axle where the axle will touch the wheel bearings.

(d) If you need to align the brake disks, do these steps:

1) Release the parking brake.

CAUTION: MAKE SURE THE BRAKE ROTORS ARE ALIGNED. DAMAGE TO THE ROTORS CAN OCCUR IF THE DRIVE KEYS ON THE WHEEL HIT THE ROTORS DURING INSTALLATION.

2) Align the brake disks.

3) Set the parking brake.

NOTE: This will keep the brake rotors aligned.

(e) Make sure the thread protector assembly, of the protector, SPL-1876, or the thread protector, SPL-14320 (for undersized threads) is installed.

(f) Install the wheel and tire assembly [1] with the wheel/brake changer dolly, COM-1818.

NOTE: Make sure the rotor drive keys on the wheel fully engage the key slots in the brake rotors.

(g) Remove the thread protector assembly, of the protector, SPL-1876, or the thread protector, SPL-14320 (for undersized threads) from the axle threads.

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-380-01-01

MECH	INSP

CAUTION: MAKE SURE YOU FIRMLY PUSH BOTH THE WHEEL AND LOCK WASHER ALL THE WAY ONTO THE AXLE UNTIL THE WHEEL IS SEATED PRIOR TO INSTALLING AND TIGHTENING THE AXLE NUT. MAKE SURE THE LOCK TANG IS FIRMLY ENGAGED IN THE KEYWAY GROOVE IN THE AXLE. DO NOT USE THE AXLE NUT TO PUSH THE WHEEL AND LOCK WASHER INTO PLACE. FAILURE TO FOLLOW THIS CAN CAUSE THE WHEEL TO BE LOOSE AND CAUSE DAMAGE TO THE EQUIPMENT.

(h) Install the washer [15].

(i) Install the nut [16].

(j) Release the parking brake.

WARNING: DO NOT PUT FINGERS IN THE LIGHTENING HOLES OF THE WHEEL RETAINING NUT SOCKET TOOL WHEN YOU REMOVE OR INSTALL THE WHEEL RETAINING NUT. THIS CAN CAUSE INJURIES TO PERSONS.

(k) Do these steps to tighten the nut [16] with the socket, SPL-1865 and the torque wrench, STD-1021:

1) While you turn the wheel, tighten the nut [16] to 500-600 pound-feet (678-813 newton-meters).

2) Stop the wheel.

3) While you turn the wheel, loosen the nut [16] to approximately 10-30 pound-feet (14-41 newton-meters).

NOTE: The torque of 10-30 pound-feet (14-41 newton-meters) is approximate. The function is to keep the bearing seated. It is necessary to re-seat the wheel if the nut is set to zero torque.

4) While you turn the wheel, tighten the nut [16] to 150 pound-feet (203 newton-meters).

5) If the holes for bolt [10] do not align, continue to tighten the nut [16] to align the holes.

NOTE: The holes will align every 6 degrees that you turn the nut.

NOTE: Do not tighten the nut to more than 300 pound-feet (407 newton-meters).

(l) Do these steps to install the two bolts [10] to lock the nut [16] to the wheel and tire assembly [1]:

1) Install the two bolts [10] with the heads to the inside of the axle.

2) Install the washers [9] and nuts [8].

3) Tighten the lock bolts [10].

NOTE: Check the self locking nut per (STANDARD TORQUE VALUES - MAINTENANCE PRACTICES, AMM 20-50-11/201).

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MECH	INSP

SUBTASK 32-45-11-420-002

CAUTION: DO NOT TIGHTEN THE HUBCAP BOLTS TOO MUCH. MAKE SURE THAT THE HUBCAP IS IN THE CORRECT POSITION BEFORE YOU TIGHTEN THE BOLTS. TOO MUCH TORQUE WILL CAUSE DAMAGE TO THE BOLTS AND THE HUBCAP.

(3) Do these steps to install the hubcaps [3] and [18]:

(a) Turn the antiskid transducer dog [2] inside the wheel and tire assembly [1] such that the drive on the hubcaps [3], [18], and the dog [2] in the wheel will connect when the hubcap is installed.

(b) Put the hubcap [3] and [18] in its position on the wheel and tire assembly [1].

(c) See the hubcap flush with the wheel assembly.

NOTE: Use a soft mallet to lightly tap the hubcap to make it flush.

(d) Install the three bolts [6] and washers [7] to connect the hubcaps [3] and [18] to the wheel and tire assembly [1] and torque the three bolts [6] to 50 to 80 in-lbs.

(e) Install lockwire on the bolts [6].

(f) Do these steps for the outboard wheel:

1) Put the hubcap fairing [5] on the hubcap [3].

2) Turn the eight Cam-Loc fasteners [4], 1/4 turn to attach the fairing [5] to the hubcap [3].

SUBTASK 32-45-11-610-001

(4) Do this task: Landing Gear Tire Pressure Check and Tire Servicing, AMM TASK 12-15-51-780-801.

NOTE: The tire must be inflated to at least half of the normal tire inflation pressure before you remove the jacks.

C. Put the Airplane Back to Its Usual Condition

SUBTASK 32-45-11-580-002

WARNING: MAKE SURE THE AREA AROUND THE TIRES IS CLEAR OF PERSONS AND EQUIPMENT. IF THE AREA AROUND THE TIRES IS NOT CLEAR, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

(1) Lower the axle and remove the jacks (AMM TASK 07-11-03-580-801).

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-380-01-01

Main Landing Gear Wheel and Tire Assembly Installation
Figure 1 (Sheet 1 of 3)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-380-01-01

1 NOT USED ON HONEYWELL STANDARD WHEELS OR HONEYWELL HEAVYWEIGHT WHEELS.

2 NOT USED ON HONEYWELL 737-900ER WHEELS.

F94064 S0006575675_V4

Main Landing Gear Wheel and Tire Assembly Installation
Figure 1 (Sheet 2 of 3)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-380-01-01

1898651 S0000349261_V2

Main Landing Gear Wheel and Tire Assembly Installation
Figure 1 (Sheet 3 of 3)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-380-01-01

LEFT MAIN LANDING GEAR

1 **WARNING:**

DO NOT PUT FINGERS IN THE LIGHTENING HOLES.

1448082 S0000262835_V4

Main Landing Gear Axle Nut Socket Tool
Figure 2

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-380-01-01

1557491 S0000287103_V2

Main Landing Gear Wheel for Carbon Brakes
Figure 3

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AIRLINE CARD NO		TITLE			BOEING CARD NO.
		RIGHT MAIN GEAR WHEEL ASSEMBLIES			32-380-02-01
DATE	TASK RESTORE				RELATED CARD
TAIL NUMBER	WORK AREA R MAIN GEAR	VERSION 1.1	THRESHOLD NOTE	REPEAT	APPLICABILITY
STATION	SKILL AIRPL	NOTE			AIRPLANE: ALL ENGINE: ALL
		ACCESS			ZONE 744

Restore the right main landing gear wheel assemblies.

INTERVAL NOTE: Tire change.

A. References

Reference	Title
AMM 07-11-03-580-801	Lift the Main Landing Gear Axles with the Axle Jacks (P/B 201)
AMM 10-11-05 P/B 201	CHOCK INSTALLATION
AMM 12-15-51-780-801	Landing Gear Tire Pressure Check and Tire Servicing (P/B 301)
AMM 20-50-11 P/B 201	STANDARD TORQUE VALUES - MAINTENANCE PRACTICES
AMM 32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)
AMM 32-41-41-700-803	Main Landing Gear Brake Inspection (Wheel Removed from the Airplane) (P/B 601)
AMM 32-45-00-700-801	Wheels Fast Check (Wheel Installed on the Airplane) (P/B 601)
AMM 32-45-00-700-803	Tires Inspection (P/B 601)

B. Consumable Materials

Reference	Description	Specification
D00233	Grease - Aircraft, General Purpose, Wide Temperature - Mobil 28	MIL-PRF-81322
D00378	Grease - Aircraft, General Purpose, Wide Temperature - Aeroshell 22	MIL-PRF-81322
D50005	Grease - Wheel Bearing - Mobil Aviation Grease SHC 100	

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-1524	Deflator - Tire, Valve Core Removal and Installation (Large Bore) Part #: 320008A-SO Supplier: SFN11 Part #: 968RB-1 Supplier: $1315 Opt Part #: 320008A Supplier: SFN11

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(Continued)

Reference	Description
COM-1818	Dolly - Wheel/Brake Change Part #: 15F590 Supplier: 56535 Part #: 175M Supplier: 94861 Part #: 175S-2 Supplier: 94861 Part #: 9092-016 Supplier: 00994 Part #: IA3201A-500 Supplier: 3D5B2 Opt Part #: 175 Supplier: 94861 Opt Part #: 8436-012 Supplier: 00994 Opt Part #: 9092-010 Supplier: 00994 Opt Part #: 9092-015 Supplier: 00994 Opt Part #: PF32-002-1 Supplier: 3D5B2 Opt Part #: TB900 Supplier: 56535
COM-4046	Deflator - Tire, Valve Core Removal and Installation (Small Bore) and Tire Deflation Part #: 320008B-SO Supplier: SFN11 Part #: 968RB Supplier: $1315 Opt Part #: 320008B Supplier: SFN11
SPL-14320	Protector - Thread, Eqpt, MLG Axle (undersized threads) Part #: C32022-32 Supplier: 81205
SPL-1865	Equipment - Removal / Installation, Wheel Retention Nut, MLG and NLG Part #: C32012-12 Supplier: 81205
SPL-1876	Protector - Thread & Axle, MLG Part #: C32022-23 Supplier: 81205 Opt Part #: C32022-15 Supplier: 81205 Opt Part #: C32022-17 Supplier: 81205
STD-1021	Wrench - Torque, 100 to 600 ft-lbs (135.58 to 813.48 N·m)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-380-02-01

MECH	INSP

TASK 32-45-11-000-801

1. Main Landing Gear Wheel and Tire Assembly Removal

(Figure 1 or Figure 2 or Figure 3)

A. Prepare for the Removal

SUBTASK 32-45-11-480-001

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

(1) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

SUBTASK 32-45-11-480-002

(2) Make sure the tires have chocks installed around them (CHOCK INSTALLATION, AMM 10-11-05/201).

SUBTASK 32-45-11-860-001

(3) Make sure that the parking brake is released.

SUBTASK 32-45-11-580-001

(4) Lift the wheel and tire assemblies with jacks until they are clear of the ground, do this task: Lift the Main Landing Gear Axles with the Axle Jacks, AMM TASK 07-11-03-580-801.

SUBTASK 32-45-11-860-002

(5) Make sure that the parking brake is set.

NOTE: When you set the parking brake, the brake rotors will be aligned for wheel installation.

SUBTASK 32-45-11-840-001

WARNING: FULLY DEFLATE THE TIRE BEFORE YOU REMOVE THE WHEEL AND TIRE ASSEMBLY. OR, DO AN INSPECTION OF THE WHEEL AND TIRE TO MAKE SURE THAT THEY ARE SAFE. AIR PRESSURE CAN CAUSE AN EXPLOSION OF THE DAMAGED WHEEL AND TIRE COMPONENTS. INJURIES TO PERSONNEL, AND DAMAGE TO EQUIPMENT CAN OCCUR.

WARNING: IT IS RECOMMENDED THAT YOU REMOVE ONLY ONE WHEEL AND TIRE ASSEMBLY FROM THE MAIN LANDING GEAR AT A TIME. IF YOU REMOVE THE TWO WHEEL AND TIRE ASSEMBLIES AT THE SAME TIME, STRUCTURAL DAMAGE AND INJURY TO PERSONS CAN OCCUR IF THE AIRPLANE FALLS.

(6) Do the following steps to examine the tire and wheel assembly to see if it is safe to remove without tire deflation, or deflate the tire:

NOTE: If you will not install the same wheel and tire assembly, deflate the tire to prevent transporting an inflated tire.

(a) Inspect the wheel and tire assembly [1] and/or the inboard wheel and tire assembly [17] to see if it has the conditions that follow:

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1) Inspect the tires and make sure there are no air leaks, abrasions, unusual worn areas, cuts or flat spots, do this task: Tires Inspection, AMM TASK 32-45-00-700-803.

2) Inspect the wheels and make sure there is no evidence of wheel damage, including corrosion, loose or damaged or missing tie bolts or tire nuts, overheat damage or cracks, do this task: Wheels Fast Check (Wheel Installed on the Airplane), AMM TASK 32-45-00-700-801.

3) If the wheel and tire assembly has any of the conditions in the above steps, you must deflate the tire.

WARNING: MAKE SURE THAT ALL PERSONNEL ARE CLEAR OF THE INFLATION VALVE ASSEMBLY PATH WHILE YOU REMOVE IT. IF THE INFLATION VALVE ASSEMBLY EJECTS WHILE YOU REMOVE IT, INJURY TO PERSONNEL CAN OCCUR.

CAUTION: MAKE SURE THAT THE DEFLATED TIRE THAT IS ON THE AXLE DOES NOT TOUCH THE GROUND. IF THE TIRE DOES TOUCH THE GROUND, THE TIRE'S BEAD SEAT CAN MOVE OUT OF ITS POSITION AND BECOME UNSEATED. THE UNSEATED BEAD SEAT CAN CAUSE LEAKAGE WHICH THEN CAN CAUSE DAMAGE TO THE TIRE AND WHEEL.

CAUTION: DO NOT USE TOO MUCH FORCE ON THE VALVE CORE. THE CORE PARTS CAN MOVE AND THE SLEEVE AND THE LOWER END OF THE POPPET WILL STAY IN THE VALVE STEM. IF PARTS STAY IN THE VALVE STEM, DAMAGE CAN OCCUR TO THE VALVE STEM.

(b) Deflate the tire with the small bore tire deflator, COM-4046 or large bore tire deflator, COM-1524.

NOTE: If the wheel and tire are not damaged, it is acceptable to leave approximately 50 psi (345 kPa) or 25% of the service pressure in the tire while deflating. Leaving approximately 50 psi (345 kPa) or 25% of the service pressure in the tire can prevent damage to the tire when the wheel and tire are transported.

(c) If you cannot use the usual procedure to deflate the tire because the valve core is damaged, do these steps:

1) Turn the valve assembly slowly in a counterclockwise direction until there is gas leakage through the boss.

2) At the same time, push lightly on the valve assembly.

3) After all of the gas has been released, remove the valve assembly from the tire.

B. Main Landing Gear Wheel and Tire Assembly Removal

SUBTASK 32-45-11-020-001

(1) Do these steps to remove the hubcap:

(a) For an outboard wheel, turn the eight cam-locs [4] 1/4 turn to disconnect the hubcap fairing [5] from the outboard hubcap [3].

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(b) Remove the three bolts [6] and the three washers [7] to disconnect the outboard hubcap [3] or inboard hubcap [18] from the wheel and tire assembly [1].

(c) Remove the outboard hubcap [3] or inboard hubcap [18] from the wheel and tire assembly [1].

SUBTASK 32-45-11-020-002

(2) Do these steps to remove the wheel and tire assembly:

(a) Remove the two nuts [8], the two washers [9], and the bolts [10] that hold the axle nut [16] to the axle.

WARNING: DO NOT PUT FINGERS IN THE LIGHTENING HOLES OF THE WHEEL RETAINING NUT SOCKET TOOL WHEN YOU REMOVE OR INSTALL THE WHEEL RETAINING NUT. THIS CAN CAUSE INJURIES TO PERSONS.

(b) Remove the nut [16] with the socket, SPL-1865.

(c) Remove the retention washer [15].

(d) Install the thread protector assembly, of the protector, SPL-1876, or the thread protector, SPL-14320 (for undersized threads) on the axle threads.

(e) Use the wheel/brake changer dolly, COM-1818, to lift and remove the wheel and tire assembly [1].

(f) Mark the reason for the tire removal on the tire to aid the inspectors when they examine the tire.

(g) Remove the wheel and tire assembly.

(h) Install the axle protector assembly, of the protector, SPL-1876, on the axle.

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-380-02-01

MECH	INSP

TASK 32-45-11-400-801

2. Main Landing Gear Wheel and Tire Assembly Installation

(Figure 1 or Figure 2 or Figure 3)

A. Expendables/Parts

AMM Item	Description	AIPC Reference	AIPC Effectivity
1	Wheel and tire assembly	32-45-11-02-010	AKS ALL

B. Main Landing Gear Wheel and Tire Assembly Installation

SUBTASK 32-45-11-840-002

(1) Do these steps to prepare for installation:

(a) Remove the axle protector assembly, of the protector, SPL-1876, from the axle.

(b) Remove all the old grease from the axle.

(c) Remove all the old grease from the inner diameter of the brake.

(d) Do an inspection of the brake.

1) Do this task: Main Landing Gear Brake Inspection (Wheel Removed from the Airplane), AMM TASK 32-41-41-700-803.

(e) Do an inspection of the axle.

(f) Examine the antiskid transducer drive components in the axle and hubcap [3], [18] for damage.

(g) If the wheel is not new, inspect the bearings, the seals, and other parts of the wheel assembly.

(h) If the tire is not new, do a tire inspection.

1) Do this task: Tires Inspection, AMM TASK 32-45-00-700-803.

(i) Do these steps if the wheel inboard and outboard bearing assemblies need to be installed:

1) Apply Aeroshell 22 grease, D00378, or Mobil 28 grease, D00233 or Mobil Aviation Grease SHC 100 grease, D50005 to all of the parts of the bearing assemblies.

CAUTION: MAKE SURE THE CORRECT BEARING IS INSTALLED IN THE OUTSIDE OF THE WHEEL. INSTALLATION OF THE INNER BEARING IN THE OUTER BEARING WHEEL LOCATION CAN CAUSE WHEEL DAMAGE.

2) Install the inner bearing [12] in the inner side of the wheel and the outer bearing [13] in the outer side of the wheel.

CAUTION: MAKE SURE THE CORRECT GREASE SEAL IS INSTALLED IN THE OUTSIDE OF THE WHEEL. INSTALLATION OF THE INNER GREASE SEAL IN THE OUTER GREASE SEAL WHEEL LOCATION CAN CAUSE SEAL DAMAGE.

3) Install the grease seal [11] in the inner side of the wheel and the grease seal [14] in the outer side of the wheel.

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MECH	INSP

4) If part of the assembly, install the retention ring [19] in the inner side of the wheel and the retention ring [20] in the outer side of the wheel.

NOTE: Some wheel assemblies may not have the [19] and [20] retaining rings as part of the configuration, or they may look different from those illustrated.

SUBTASK 32-45-11-420-001

(2) Do these steps to install the wheel and tire assembly [1]:

CAUTION: DO NOT APPLY GREASE TO THE AREA BETWEEN THE AXLE BEARINGS. HIGH TEMPERATURES IN THIS AREA DURING A LANDING CAN CAUSE ALL GREASE IN THIS AREA TO BURN. THIS CAN CAUSE DAMAGE TO WHEELS, TIRES, AND BRAKES.

(a) Apply a thin layer of Aeroshell 22 grease, D00378, or Mobil 28 grease, D00233, or Mobil Aviation Grease SHC 100 grease, D50005, to the inner diameter surface of the two bearings where they will touch the axle.

(b) Apply a thin layer of Aeroshell 22 grease, D00378, Mobil 28 grease, D00233 or Mobil Aviation Grease SHC 100 grease, D50005 to the faces of the washer [15] and the nut [16], and to the axle threads.

(c) Apply a thin layer of Aeroshell 22 grease, D00378, Mobil 28 grease, D00233 or Mobil Aviation Grease SHC 100 grease, D50005 on the axle where the axle will touch the wheel bearings.

(d) If you need to align the brake disks, do these steps:

1) Release the parking brake.

CAUTION: MAKE SURE THE BRAKE ROTORS ARE ALIGNED. DAMAGE TO THE ROTORS CAN OCCUR IF THE DRIVE KEYS ON THE WHEEL HIT THE ROTORS DURING INSTALLATION.

2) Align the brake disks.

3) Set the parking brake.

NOTE: This will keep the brake rotors aligned.

(e) Make sure the thread protector assembly, of the protector, SPL-1876, or the thread protector, SPL-14320 (for undersized threads) is installed.

(f) Install the wheel and tire assembly [1] with the wheel/brake changer dolly, COM-1818.

NOTE: Make sure the rotor drive keys on the wheel fully engage the key slots in the brake rotors.

(g) Remove the thread protector assembly, of the protector, SPL-1876, or the thread protector, SPL-14320 (for undersized threads) from the axle threads.

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-380-02-01

MECH	INSP

CAUTION: MAKE SURE YOU FIRMLY PUSH BOTH THE WHEEL AND LOCK WASHER ALL THE WAY ONTO THE AXLE UNTIL THE WHEEL IS SEATED PRIOR TO INSTALLING AND TIGHTENING THE AXLE NUT. MAKE SURE THE LOCK TANG IS FIRMLY ENGAGED IN THE KEYWAY GROOVE IN THE AXLE. DO NOT USE THE AXLE NUT TO PUSH THE WHEEL AND LOCK WASHER INTO PLACE. FAILURE TO FOLLOW THIS CAN CAUSE THE WHEEL TO BE LOOSE AND CAUSE DAMAGE TO THE EQUIPMENT.

(h) Install the washer [15].

(i) Install the nut [16].

(j) Release the parking brake.

WARNING: DO NOT PUT FINGERS IN THE LIGHTENING HOLES OF THE WHEEL RETAINING NUT SOCKET TOOL WHEN YOU REMOVE OR INSTALL THE WHEEL RETAINING NUT. THIS CAN CAUSE INJURIES TO PERSONS.

(k) Do these steps to tighten the nut [16] with the socket, SPL-1865 and the torque wrench, STD-1021:

1) While you turn the wheel, tighten the nut [16] to 500-600 pound-feet (678-813 newton-meters).

2) Stop the wheel.

3) While you turn the wheel, loosen the nut [16] to approximately 10-30 pound-feet (14-41 newton-meters).

NOTE: The torque of 10-30 pound-feet (14-41 newton-meters) is approximate. The function is to keep the bearing seated. It is necessary to re-seat the wheel if the nut is set to zero torque.

4) While you turn the wheel, tighten the nut [16] to 150 pound-feet (203 newton-meters).

5) If the holes for bolt [10] do not align, continue to tighten the nut [16] to align the holes.

NOTE: The holes will align every 6 degrees that you turn the nut.

NOTE: Do not tighten the nut to more than 300 pound-feet (407 newton-meters).

(l) Do these steps to install the two bolts [10] to lock the nut [16] to the wheel and tire assembly [1]:

1) Install the two bolts [10] with the heads to the inside of the axle.

2) Install the washers [9] and nuts [8].

3) Tighten the lock bolts [10].

NOTE: Check the self locking nut per (STANDARD TORQUE VALUES - MAINTENANCE PRACTICES, AMM 20-50-11/201).

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MECH	INSP

SUBTASK 32-45-11-420-002

CAUTION: DO NOT TIGHTEN THE HUBCAP BOLTS TOO MUCH. MAKE SURE THAT THE HUBCAP IS IN THE CORRECT POSITION BEFORE YOU TIGHTEN THE BOLTS. TOO MUCH TORQUE WILL CAUSE DAMAGE TO THE BOLTS AND THE HUBCAP.

(3) Do these steps to install the hubcaps [3] and [18]:

(a) Turn the antiskid transducer dog [2] inside the wheel and tire assembly [1] such that the drive on the hubcaps [3], [18], and the dog [2] in the wheel will connect when the hubcap is installed.

(b) Put the hubcap [3] and [18] in its position on the wheel and tire assembly [1].

(c) See the hubcap flush with the wheel assembly.

NOTE: Use a soft mallet to lightly tap the hubcap to make it flush.

(d) Install the three bolts [6] and washers [7] to connect the hubcaps [3] and [18] to the wheel and tire assembly [1] and torque the three bolts [6] to 50 to 80 in-lbs.

(e) Install lockwire on the bolts [6].

(f) Do these steps for the outboard wheel:

1) Put the hubcap fairing [5] on the hubcap [3].

2) Turn the eight Cam-Loc fasteners [4], 1/4 turn to attach the fairing [5] to the hubcap [3].

SUBTASK 32-45-11-610-001

(4) Do this task: Landing Gear Tire Pressure Check and Tire Servicing, AMM TASK 12-15-51-780-801.

NOTE: The tire must be inflated to at least half of the normal tire inflation pressure before you remove the jacks.

C. Put the Airplane Back to Its Usual Condition

SUBTASK 32-45-11-580-002

WARNING: MAKE SURE THE AREA AROUND THE TIRES IS CLEAR OF PERSONS AND EQUIPMENT. IF THE AREA AROUND THE TIRES IS NOT CLEAR, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

(1) Lower the axle and remove the jacks (AMM TASK 07-11-03-580-801).

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-380-02-01

Main Landing Gear Wheel and Tire Assembly Installation
Figure 1 (Sheet 1 of 3)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-380-02-01

1 NOT USED ON HONEYWELL STANDARD WHEELS OR HONEYWELL HEAVYWEIGHT WHEELS.

2 NOT USED ON HONEYWELL 737-900ER WHEELS.

F94064 S0006575675_V4

Main Landing Gear Wheel and Tire Assembly Installation
Figure 1 (Sheet 2 of 3)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-380-02-01

1898651 S0000349261_V2

Main Landing Gear Wheel and Tire Assembly Installation
Figure 1 (Sheet 3 of 3)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-380-02-01

LEFT MAIN LANDING GEAR

1 **WARNING:**

DO NOT PUT FINGERS IN THE LIGHTENING HOLES.

1448082 S0000262835_V4

Main Landing Gear Axle Nut Socket Tool
Figure 2

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-380-02-01

1557491 S0000287103_V2

Main Landing Gear Wheel for Carbon Brakes
Figure 3

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AIRLINE CARD NO		TITLE			BOEING CARD NO.
		NOSE WHEEL STEERING CONTROL PATH			32-390-00-01
DATE	TASK				RELATED CARD
	INSPECTION - DETAILED				
TAIL NUMBER	WORK AREA	VERSION	THRESHOLD	REPEAT	APPLICABILITY
	NOSE GEAR	1.1	8000 FC	8000 FC	AIRPLANE: ALL / ENGINE: ALL
STATION	SKILL				
	AIRPL				
		ACCESS			ZONE
		113AC 113AW 113BW 114AW			112 113 114 115 116 211 212 710
		NOTE			

Perform a detail visual inspection of the nose wheel steering mechanical control path and rudder pedal steering interconnect control path including rotary actuator.

ACCESS NOTE: Access 114AW is only applicable to airplanes with a right steering wheel.

A. References

Reference	Title
AMM 29-11-00-860-805	Hydraulic System A or B Power Removal (P/B 201)
AMM 32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)
AMM 53-14-01-420-801	Nose Wheel Well Access Panels - Installation (P/B 401)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-390-00-01

MECH	INSP

TASK 32-51-00-200-801

1. **Nose Wheel Steering System Mechanism Inspection**
(Figure 1)

A. **Prepare for the detailed visual inspection of the Nose Wheel Steering System Mechanism**

SUBTASK 32-51-00-480-024

WARNING: MAKE SURE THE LANDING GEAR DOWNLOCK PINS ARE INSTALLED. THIS WILL PREVENT ACCIDENTAL RETRACTION OF THE LANDING GEAR, INJURY TO PERSONS, AND DAMAGE TO EQUIPMENT.

(1) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

SUBTASK 32-51-00-860-077

WARNING: REMOVE HYDRAULIC POWER FOR THE NOSE WHEEL STEERING BEFORE YOU DO THE CHECK. HYDRAULIC POWER CAN CAUSE THE NOSE WHEELS TO MOVE. INJURIES TO PERSONNEL AND DAMAGE TO EQUIPMENT CAN OCCUR.

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

B. **Nose Wheel Steering System Mechanism Visual Inspection**

SUBTASK 32-51-00-010-009

(1) Open the access panels to get access to the nose wheel steering system mechanism and cable turnbuckles.

Open these access panels:

Number	Name/Location
113AC	Fwd Nose Wheel Well Upper Access Panel
113AW	Forward Nose Wheel Well Panel
113BW	Forward Nose Wheel Well Panel

SUBTASK 32-51-00-010-021

(2) Remove the Map/Chart Light Control Module.

NOTE: It may be necessary to use an inspection mirror to perform the inspection through the Map/Chart Light Control Module opening.

SUBTASK 32-51-00-010-010

(3) Remove the bolts [8], the washers [9], and the summing mechanism cover [10].

SUBTASK 32-51-00-210-010

(4) Do a detailed visual inspection of the mechanical control path for the nose wheel steering system mechanism.

SUBTASK 32-51-00-410-004

(5) Install the summing mechanism cover [10] with the washers [9] and the bolts [8].

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-390-00-01

MECH	INSP

SUBTASK 32-51-00-410-005

(6) Close the access panels to the nose wheel steering system mechanism and cable turnbuckles (Nose Wheel Well Access Panels - Installation, AMM TASK 53-14-01-420-801).

Close these access panels:

Number	Name/Location
113AC	Fwd Nose Wheel Well Upper Access Panel
113AW	Forward Nose Wheel Well Panel
113BW	Forward Nose Wheel Well Panel

SUBTASK 32-51-00-410-016

(7) Install the Map/Chart Light Control Module.

END OF TASK

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-390-00-01

FLIGHT COMPARTMENT

A

D72762 S0000163966_V4

Nose Wheel Steering System Mechanism Inspection
Figure 1 (Sheet 1 of 6)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-390-00-01

D72774 S0000163968_V3

Nose Wheel Steering System Mechanism Inspection
Figure 1 (Sheet 2 of 6)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-390-00-01

NOSE LANDING GEAR WHEEL WELL

C

D72784 S0000163970_V3

Nose Wheel Steering System Mechanism Inspection
Figure 1 (Sheet 3 of 6)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-390-00-01

CAPTAIN'S RUDDER FORWARD QUADRANT

D

D72788 S0000163971_V2

Nose Wheel Steering System Mechanism Inspection
Figure 1 (Sheet 4 of 6)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-390-00-01

D72880 S0000163974_V3

Nose Wheel Steering System Mechanism Inspection
Figure 1 (Sheet 5 of 6)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-390-00-01

G

D72889 S0000163975_V3

Nose Wheel Steering System Mechanism Inspection
Figure 1 (Sheet 6 of 6)

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AIRLINE CARD NO		TITLE **STEERING ACTUATOR ROD ENDS**			BOEING CARD NO. **32-400-00-01**
DATE	TASK **INSPECTION - DETAILED**				RELATED CARD
TAIL NUMBER	WORK AREA **NOSE GEAR**	VERSION **1.1**	THRESHOLD **4000 FC**	REPEAT **4000 FC**	APPLICABILITY AIRPLANE **ALL** ENGINE **ALL**
STATION	SKILL **AIRPL**				
		ACCESS			ZONE **713**

Perform a detail visual inspection of the nose wheel steering actuator rod ends and associated hardware.

A. References

Reference	Title
AMM 29-11-00-860-805	Hydraulic System A or B Power Removal (P/B 201)
AMM 32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)
AMM 32-21-31-000-803	Nose Landing Gear Torsion Link Disconnection (P/B 401)
AMM 32-21-31-400-803	Nose Landing Gear Torsion Link Connection (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-1499	Pin - Lock, NLG Towing Lever Part #: A09003-2 Supplier: 81205 Opt Part #: A09003-1 Supplier: 81205

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-400-00-01

MECH	INSP

TASK 32-51-51-200-801

1. Nose Gear Steering Actuator Rod End Visual Inspection

A. Prepare for the Visual Inspection

SUBTASK 32-51-51-860-008

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

(1) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

(a) Make sure the wheels of the nose landing gear are in the centered position.

(b) Depressurize hydraulic system A, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805.

(c) Move the towing lever, on the forward side of the nose landing gear, to the TOW position.

WARNING: ONLY USE THE CORRECT PIN FOR THE AIRPLANE MODEL. IF YOU USE AN INCORRECT PIN, THE HYDRAULIC STEERING CAN OPERATE. THIS CAN CAUSE INJURIES TO PERSONNEL AND DAMAGE TO EQUIPMENT.

(d) Install the NLG towing lever pin, SPL-1499 through the towing lever.

NOTE: You use the NLG Towing Lever Lock Pin to hold the towing lever in the TOW position.

B. Actuator Rod End Visual Inspection

SUBTASK 32-51-51-020-011

(1) If necessary, disconnect the torsion links at the apex joint. To do this, do this task: Nose Landing Gear Torsion Link Disconnection, AMM TASK 32-21-31-000-803.

SUBTASK 32-51-51-980-003

(2) Turn the steering collar far enough to permit visual access to the rod end that you will inspect.

SUBTASK 32-51-51-020-012

(3) Do an external, non-disassembled, visual inspection of the nut, washer, bushings, and pin that attach the rod end to the steering collar.

(a) Make sure the rod end is secure and that there is no damage.

(b) Make sure there is no excessive or unusual movement in the rod end bushings and the rod end pin.

SUBTASK 32-51-51-420-007

(4) If necessary, connect the torsion links at the apex joint. To do this, do this task: Nose Landing Gear Torsion Link Connection, AMM TASK 32-21-31-400-803.

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-400-00-01

MECH	INSP

SUBTASK 32-51-51-860-009

(5) Remove the NLG towing lever pin, SPL-1499 from the towing lever.

——— END OF TASK ———

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AIRLINE CARD NO		TITLE **PSEU OPERATIONAL CHECK**			BOEING CARD NO. **32-420-00-01**	
DATE	TASK **OPERATIONAL**				RELATED CARD	
TAIL NUMBER	WORK AREA **E/E COMPARTMENT**	VERSION **1.1**	THRESHOLD **25000 FH**	REPEAT **25000 FH**	APPLICABILITY	
STATION	SKILL **AIRPL**				AIRPLANE **ALL**	ENGINE **ALL**
		ACCESS			ZONE **112**	

Perform an operational check (bite check) of the proximity switch electronics unit.

A. References

Reference	Title
AMM 10-11-05 P/B 201	CHOCK INSTALLATION
AMM 24-22-00-860-813	Supply External Power (P/B 201)
AMM 24-22-00-860-814	Remove External Power (P/B 201)
AMM 29-11-00-860-805	Hydraulic System A or B Power Removal (P/B 201)
AMM 32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)
AMM 36-00-00-860-806	Remove Pressure from the Pneumatic System (P/B 201)
AMM 52-11-00 P/B 201	FORWARD ENTRY DOOR - MAINTENANCE PRACTICES
AMM 52-13-00 P/B 201	AFT ENTRY DOOR - MAINTENANCE PRACTICES
AMM 52-22-00 P/B 201	EMERGENCY EXIT DOOR - MAINTENANCE PRACTICES
AMM 52-41-00 P/B 201	GALLEY SERVICE DOORS - MAINTENANCE PRACTICES

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MECH	INSP

TASK 32-09-10-710-801

1. Proximity Switch Electronics Unit (PSEU) - Operational Test

(Figure 1)

A. Prepare for the Test

SUBTASK 32-09-10-860-001

(1) Do this task: Supply External Power, AMM TASK 24-22-00-860-813.

SUBTASK 32-09-10-840-001

(2) Make sure there is no hydraulic pressure on the airplane. If there is hydraulic pressure, do this task: Hydraulic System A or B Power Removal, AMM TASK 29-11-00-860-805.

SUBTASK 32-09-10-840-002

(3) Make sure chocks are installed on the nose and main landing gear (CHOCK INSTALLATION, AMM 10-11-05/201).

SUBTASK 32-09-10-840-003

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

(4) Make sure the downlock pins are installed on the nose and main landing gear. If the downlock pins are not installed, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

SUBTASK 32-09-10-840-004

(5) Make sure the airplane is in this configuration:

(a) The flaps are up.

(b) Make sure the stab trim is in the green band.

(c) Close these doors:

- Forward Entry Door, FORWARD ENTRY DOOR - MAINTENANCE PRACTICES, AMM 52-11-00/201.
- Aft Entry Door, AFT ENTRY DOOR - MAINTENANCE PRACTICES, AMM 52-13-00/201.
- Left and Right Overwing Exit Doors, EMERGENCY EXIT DOOR - MAINTENANCE PRACTICES, AMM 52-22-00/201.
- Galley Service Doors, GALLEY SERVICE DOORS - MAINTENANCE PRACTICES, AMM 52-41-00/201.

(d) If installed, make sure the airstairs are in the stowed position. This will prevent warning messages concerning the airstairs from displaying when the airplane is placed in the AIR mode.

SUBTASK 32-09-10-010-001

(6) Open this access panel:

Number	Name/Location
112A	Forward Access Door

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-420-00-01

MECH	INSP

B. Do a Test of the PSEU

SUBTASK 32-09-10-740-001

(1) Push the ON/OFF switch on the PSEU BITE panel to turn on the BITE display.

SUBTASK 32-09-10-740-002

(2) Start the REPLACE TEST on the PSEU BITE.

(a) When FAULT HISTORY shows, press NO.

(b) When GROUND TESTS shows, press YES.

(c) When REPLACE TEST shows, press YES.

(d) When SEE WARNINGS shows, press YES.

(e) When ARE YOU SURE? shows, press YES.

(f) When TEST IN PROGRESS shows, then goes blank, start the test sequence.

SUBTASK 32-09-10-740-003

(3) Change these inputs to the PSEU.

NOTE: The REPLACE TEST uses signals from the following systems to test the PSEU. The PSEU looks for a change in these inputs. These inputs can be changed in any order.

(a) Use one of these methods to change the state of the engine running relays:

1) Either start and stop the engines.

2) Or, do these steps to simulate the engines running:

a) Make sure there is no pneumatic power to the engine starters. To do this, do this task: Remove Pressure from the Pneumatic System, AMM TASK 36-00-00-860-806.

b) Open these circuit breakers and install safety tags:

CAPT Electrical System Panel, P18-2

Row	Col	Number	Name
A	1	C00458	ENGINE 1 IGNITION RIGHT
A	3	C00153	ENGINE 1 IGNITION LEFT

F/O Electrical System Panel, P6-1

Row	Col	Number	Name
D	13	C00120	WEATHER RADAR RT

F/O Electrical System Panel, P6-2

Row	Col	Number	Name
D	4	C00459	ENGINE 2 IGNITION RIGHT
D	6	C00151	ENGINE 2 IGNITION LEFT

F/O Electrical System Panel, P6-3

Row	Col	Number	Name
B	3	C00360	FUEL SPAR VALVE ENG 2

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(Continued)

F/O Electrical System Panel, P6-3

Row	Col	Number	Name
B	4	C00359	FUEL SPAR VALVE ENG 1
E	3	C01321	ENGINE FUEL ENGINE 2 HPSOV CONT
E	5	C01320	ENGINE FUEL ENGINE 1 HPSOV CONT

c) Put the ENG START levers to the idle position for a minimum of 5 minutes.

(b) Put the NOSE WHEEL STEERING switch to the ALT position and back to NORM position.

NOTE: Do the step above in less than 5 seconds or else a LGTV SET fault will be set in Existing Faults and the PSEU light will come on.

(c) Put the speed brake handle an inch or more past the ARMED position and back to the DOWN position.

(d) Push the right thrust lever fully forward and back to idle.

(e) Push the left thrust lever fully forward and back to idle.

(f) Release and reset the parking brake.

(g) Put the landing gear lever to the OFF position and then to the DN position.

(h) Momentarily push the horn reset switch: sheet 2 of Figure 1.

NOTE: If you push the switch for more than 5 seconds, then the test will fail.

(i) Do these steps to cycle the takeoff warning cutoff:

1) Open this circuit breaker:

F/O Electrical System Panel, P6-3

Row	Col	Number	Name
C	18	C01398	LANDING GEAR TAKEOFF WARNING CUTOFF

2) Close this circuit breaker:

F/O Electrical System Panel, P6-3

Row	Col	Number	Name
C	18	C01398	LANDING GEAR TAKEOFF WARNING CUTOFF

(j) Open or close these doors:

NOTE: If the door is open, you can activate the door switch manually. If the door is closed, then you must unlatch the door. You do not need to open the door completely.

1) Forward cargo door

2) Aft cargo door

3) E/E bay access door

SUBTASK 32-09-10-740-004

(4) The question ARE YOU DONE? will show on the BITE display.

(a) When you are finished, push the YES switch on the BITE display.

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MECH	INSP

1) If no faults are found, TEST PASS will show.
2) If faults are found, a list of faults will show.
   a) Go to the FIM to determine the cause of the fault.

C. Return the Airplane to Its Usual Condition

SUBTASK 32-09-10-840-005

(1) Push the ON/OFF switch on the PSEU BITE module to turn off the PSEU BITE.
   (a) Press YES.

SUBTASK 32-09-10-840-006

(2) Close this access panel:

Number	Name/Location
112A	Forward Access Door

SUBTASK 32-09-10-840-011

(3) If it is necessary, do these steps to return the engine running relays back to the not running condition:
   (a) Put ENG START lever back to the CUTOFF position.
   (b) Remove the safety tags and close these circuit breakers:

CAPT Electrical System Panel, P18-2

Row	Col	Number	Name
A	1	C00458	ENGINE 1 IGNITION RIGHT
A	3	C00153	ENGINE 1 IGNITION LEFT

F/O Electrical System Panel, P6-1

Row	Col	Number	Name
D	13	C00120	WEATHER RADAR RT

F/O Electrical System Panel, P6-2

Row	Col	Number	Name
D	4	C00459	ENGINE 2 IGNITION RIGHT
D	6	C00151	ENGINE 2 IGNITION LEFT

F/O Electrical System Panel, P6-3

Row	Col	Number	Name
B	3	C00360	FUEL SPAR VALVE ENG 2
B	4	C00359	FUEL SPAR VALVE ENG 1
E	3	C01321	ENGINE FUEL ENGINE 2 HPSOV CONT
E	5	C01320	ENGINE FUEL ENGINE 1 HPSOV CONT

SUBTASK 32-09-10-840-012

(4) If it is necessary, put the cargo and E/E bay access doors to their original pre-test conditions.

(5) If it is necessary, put the forward access door to their original pre-test conditions.

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-420-00-01

MECH	INSP

SUBTASK 32-09-10-860-002

(6) If electrical power is no longer needed, do this task: Remove External Power, AMM TASK 24-22-00-860-814.

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-420-00-01

F97016 S0006574741_V2

Proximity Switch Electronics Unit (PSEU) Test
Figure 1 (Sheet 1 of 2)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-420-00-01

FLIGHT COMPARTMENT

F97017 S0006574742_V2

Proximity Switch Electronics Unit (PSEU) Test
Figure 1 (Sheet 2 of 2)

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AIRLINE CARD NO		TITLE			BOEING CARD NO.
		TAIL SKID INSPECTION			32-430-00-01
DATE	TASK				RELATED CARD
	VISUAL CHECK				
TAIL NUMBER	WORK AREA	VERSION	THRESHOLD	REPEAT	APPLICABILITY
	TAIL CONE	1.1	300 FC	300 FC	AIRPLANE: 800 900 900ER; ENGINE: ALL
STATION	SKILL				
	AIRPL				
		ACCESS			ZONE
					310

Perform a visual check of the tail skid crushable cartridge for evidence of a tail strike.

A. References

Reference	Title
AMM 05-51-32-210-801	Tail Strike Inspection (P/B 201)
AMM 32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)
AMM 32-71-00-000-802	Cartridge Assembly Removal (P/B 401)
AMM 32-71-00-400-802	Cartridge Assembly Installation (P/B 401)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-430-00-01

MECH	INSP

TASK 32-71-00-200-801

1. Tailskid Cartridge Assembly - Inspection/Check

A. Prepare for the Inspection/Check

SUBTASK 32-71-00-480-001

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

(1) If the downlock pins are not installed in the nose and main landing gear, do this task: Landing Gear Downlock Pins Installation, AMM TASK 32-00-01-480-801.

B. Tailskid Cartridge Assembly Inspection

(Figure 1)

SUBTASK 32-71-00-210-001

(1) Do a general visual inspection of the tailskid crushable cartridge for evidence of tail strike.

NOTE: The tailskid assembly is in normal position if the upper edge of the warning decal is in line with the fairing.

(a) Look at the warning decal [4] on the aft side of the skirt [5].

If there is evidence of tailstrike or damage to the airplane, do this task : (AMM TASK 05-51-32-210-801)

1) If you see any of the green part of the warning decal [4], the crushable cartridge is still acceptable.

2) If you can not see any of the green part of the warning decal [4], then replace the crushable cartridge, These are the tasks:

- Cartridge Assembly Removal, AMM TASK 32-71-00-000-802,
- Cartridge Assembly Installation, AMM TASK 32-71-00-400-802.

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-430-00-01

(TAILSKID ASSEMBLY IS SHOWN EXPLODED)

A

K24960 S0006575925_V2

Tailskid Inspection
Figure 1

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AIRLINE CARD NO		TITLE **CONTROL CABLES - NLG**			BOEING CARD NO. **32-440-00-01**
DATE	TASK **INSPECTION - DETAILED**				RELATED CARD
TAIL NUMBER	WORK AREA **NOSE W/W**	VERSION **1.1** **1.2** **NOTE**	THRESHOLD **4800 FC** **24 MO**	REPEAT **4800 FC** **24 MO**	APPLICABILITY AIRPLANE **ALL** / ENGINE **ALL**
STATION	SKILL **AIRPL**				
		ACCESS **NOTE**			ZONE **115 116**

Perform a detail visual inspection of the control cables in the NLG wheel well for broken wires. Check associated pulleys and brackets for condition and security of installation. The following cables are located in the nose landing gear wheel well:

A. NLG manual extension cables

B. NLG steering cables

Note: The control cable system must be displaced full travel in each direction for complete inspection at seals, pulleys, and fairlead areas. Observe that the manual extension mechanism release roller correctly resets to its retracted position.

INTERVAL NOTE: Whichever comes first.

ACCESS NOTE: NLG covers P/N 273A4520-1 or 273A4520-2 need to be removed to perform this task.

A. References

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

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-440-00-01

MECH	INSP

TASK 20-20-31-200-801

1. Inspection of the Control Cable Wire Rope

(Figure 1)

A. Prepare for the Inspection

SUBTASK 20-20-31-100-001

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

(1) Clean the cables (as necessary) for the inspection, do this task: Control Cable Lubrication, AMM TASK 12-26-00-600-801.

SUBTASK 20-20-31-200-003

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

NOTE: The minimum cable clearance from other parts is 0.20 inches, except 0.10 inches within 10 inches of a pulley or quadrant.

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

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

SUBTASK 20-20-31-200-004

(1) Replace the cable assembly if:

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

(b) If a kink is found.

(c) If corrosion is found.

C. Perform a detailed visual inspection of the cable.

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

NOTE: To do a check for broken wires, rub a cloth along the cable. The cloth will catch on any broken wires

SUBTASK 20-20-31-160-001

(1) Replace the 7X7 cable assembly if:

(a) There are two or more broken wires in 12 continuous inches of cable.

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

SUBTASK 20-20-31-200-006

(2) Replace the 7X19 cable assembly if:

(a) There are four or more broken wires in 12 continuous inches of cable.

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

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-440-00-01

MECH	INSP

SUBTASK 20-20-31-210-011

(3) Inspect the carbon steel control cable lubrication.

(a) Make sure there is sufficient lubrication on the control cable.

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

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

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-440-00-01

MECH	INSP

TASK 20-20-31-200-802

2. Inspection of the Control Cable Fittings

A. Procedure

SUBTASK 20-20-31-200-007

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

(a) Install any missing parts.

SUBTASK 20-20-31-200-008

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

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

SUBTASK 20-20-31-200-009

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

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

SUBTASK 20-20-31-200-010

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

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

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-440-00-01

MECH	INSP

TASK 20-20-31-200-805

3. Inspection of Pulleys

A. Procedure

SUBTASK 20-20-31-200-011

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

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

SUBTASK 20-20-31-200-012

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

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

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-440-00-01

7x7 CABLE

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

7x19 CABLE

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

EACH WIRE IS WORN MORE THAN 50%

EXAMPLE OF INTERNAL WEAR

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

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

1 VISIBLE SPACE BETWEEN WIRES.

2 WEAR CONDITION RESULTING IN BLENDED SURFACES BETWEEN WIRES.

F15914 S0006562076_V3

Cable Wear Patterns
Figure 1

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-440-00-01

CABLE TENSION TOO HIGH

PULLEY NOT ALIGNED CORRECTLY

PULLEY GROOVE WITH
EXCESSIVE WEAR

CABLE NOT ALIGNED CORRECTLY

PULLEY WILL NOT TURN

NORMAL CONDITION

NORMAL CONDITION

F25724 S0006562077_V3

Pulley Wear Patterns
Figure 2

BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

AIRLINE CARD NO		TITLE			BOEING CARD NO.
		LANDING GEAR CONTROL CABLES - LEFT MLG WHEEL WELL			32-440-00-02
DATE	TASK				RELATED CARD
	INSPECTION - DETAILED				W-27-226-00-01
TAIL NUMBER	WORK AREA	VERSION	THRESHOLD	REPEAT	APPLICABILITY
	L MAIN W/W	1.1	4800 FC	4800 FC	AIRPLANE: ALL / ENGINE: ALL
STATION	SKILL	1.2	24 MO	24 MO	
	AIRPL	NOTE			
		ACCESS			ZONE
					133

Perform a detail visual inspection of the MLG manual extension cables in the left main landing gear wheel well for broken wires. Check associated pulleys, brackets, and mechanisms for condition and security of installation.

Note: MLG manual extension cables do not require displacement for complete inspection.

INTERVAL NOTE: Whichever comes first.

A. References

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

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-440-00-02

MECH	INSP

TASK 20-20-31-200-801

1. Inspection of the Control Cable Wire Rope

(Figure 1)

A. Prepare for the Inspection

SUBTASK 20-20-31-100-001

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

(1) Clean the cables (as necessary) for the inspection, do this task: Control Cable Lubrication, AMM TASK 12-26-00-600-801.

SUBTASK 20-20-31-200-003

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

NOTE: The minimum cable clearance from other parts is 0.20 inches, except 0.10 inches within 10 inches of a pulley or quadrant.

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

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

SUBTASK 20-20-31-200-004

(1) Replace the cable assembly if:

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

(b) If a kink is found.

(c) If corrosion is found.

C. Perform a detailed visual inspection of the cable.

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

NOTE: To do a check for broken wires, rub a cloth along the cable. The cloth will catch on any broken wires

SUBTASK 20-20-31-160-001

(1) Replace the 7X7 cable assembly if:

(a) There are two or more broken wires in 12 continuous inches of cable.

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

SUBTASK 20-20-31-200-006

(2) Replace the 7X19 cable assembly if:

(a) There are four or more broken wires in 12 continuous inches of cable.

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

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-440-00-02

MECH	INSP

SUBTASK 20-20-31-210-011

(3) Inspect the carbon steel control cable lubrication.

(a) Make sure there is sufficient lubrication on the control cable.

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

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

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-440-00-02

MECH	INSP

TASK 20-20-31-200-802

2. Inspection of the Control Cable Fittings

A. Procedure

SUBTASK 20-20-31-200-007

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

(a) Install any missing parts.

SUBTASK 20-20-31-200-008

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

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

SUBTASK 20-20-31-200-009

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

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

SUBTASK 20-20-31-200-010

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

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

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-440-00-02

7x7 CABLE

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

7x19 CABLE

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

EACH WIRE IS WORN MORE THAN 50%

EXAMPLE OF INTERNAL WEAR

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

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

1 VISIBLE SPACE BETWEEN WIRES.

2 WEAR CONDITION RESULTING IN BLENDED SURFACES BETWEEN WIRES.

F15914 S0006562076_V3

Cable Wear Patterns
Figure 1

BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

AIRLINE CARD NO		TITLE			BOEING CARD NO.
		LANDING GEAR CONTROL CABLES - RIGHT MLG WHEEL WELL			32-440-00-03
DATE	TASK				RELATED CARD
	INSPECTION - DETAILED				W-27-226-00-02
TAIL NUMBER	WORK AREA	VERSION	THRESHOLD	REPEAT	APPLICABILITY
	R MAIN W/W	1.1	4800 FC	4800 FC	AIRPLANE: ALL / ENGINE: ALL
STATION	SKILL	1.2	24 MO	24 MO	
	AIRPL	NOTE			
		ACCESS			ZONE
					134

Perform a detail visual inspection of the MLG manual extension cables within the right main landing gear wheel well for broken wires. Check associated pulleys, brackets, and mechanisms for condition and security of installation.

Note: MLG manual extension cables do not require displacement for complete inspection.

INTERVAL NOTE: Whichever comes first.

A. References

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

BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-440-00-03

MECH	INSP

TASK 20-20-31-200-801

1. Inspection of the Control Cable Wire Rope

(Figure 1)

A. Prepare for the Inspection

SUBTASK 20-20-31-100-001

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

(1) Clean the cables (as necessary) for the inspection, do this task: Control Cable Lubrication, AMM TASK 12-26-00-600-801.

SUBTASK 20-20-31-200-003

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

NOTE: The minimum cable clearance from other parts is 0.20 inches, except 0.10 inches within 10 inches of a pulley or quadrant.

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

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

SUBTASK 20-20-31-200-004

(1) Replace the cable assembly if:

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

(b) If a kink is found.

(c) If corrosion is found.

C. Perform a detailed visual inspection of the cable.

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

NOTE: To do a check for broken wires, rub a cloth along the cable. The cloth will catch on any broken wires

SUBTASK 20-20-31-160-001

(1) Replace the 7X7 cable assembly if:

(a) There are two or more broken wires in 12 continuous inches of cable.

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

SUBTASK 20-20-31-200-006

(2) Replace the 7X19 cable assembly if:

(a) There are four or more broken wires in 12 continuous inches of cable.

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

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-440-00-03

MECH	INSP

SUBTASK 20-20-31-210-011

(3) Inspect the carbon steel control cable lubrication.

(a) Make sure there is sufficient lubrication on the control cable.

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

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

——— END OF TASK ———

BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-440-00-03

MECH	INSP

TASK 20-20-31-200-802

2. Inspection of the Control Cable Fittings

A. Procedure

SUBTASK 20-20-31-200-007

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

(a) Install any missing parts.

SUBTASK 20-20-31-200-008

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

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

SUBTASK 20-20-31-200-009

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

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

SUBTASK 20-20-31-200-010

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

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

——— END OF TASK ———

BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-440-00-03

7x7 CABLE

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

7x19 CABLE

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

EACH WIRE IS WORN MORE THAN 50%

EXAMPLE OF INTERNAL WEAR

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

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

1 VISIBLE SPACE BETWEEN WIRES.

2 WEAR CONDITION RESULTING IN BLENDED SURFACES BETWEEN WIRES.

F15914 S0006562076_V3

Cable Wear Patterns
Figure 1

BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

AIRLINE CARD NO		TITLE			BOEING CARD NO.
		LANDING GEAR CONTROL CABLES - AREA ABOVE MAIN LANDING GEAR WHEEL WELL			32-450-00-01
DATE	TASK INSPECTION - DETAILED				RELATED CARD
TAIL NUMBER	WORK AREA LWR FUSELAGE	VERSION 1.1 1.2	THRESHOLD 10400 FC 6 YR	REPEAT 10400 FC 6 YR	APPLICABILITY
STATION	SKILL AIRPL	NOTE			AIRPLANE: ALL ENGINE: ALL
		ACCESS NOTE			ZONE 137 138

Perform a detail visual inspection of the control cables above the MLG wheel well for broken wires from B.S. 663.75 to B.S. 727. Check associated pulleys, brackets, and mechanisms for condition and security of installation. The following cables are located above the MLG wheel well:

A. Main landing gear control cables

B. MLG manual extension cables

C. MLG brake control cables

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

INTERVAL NOTE: Whichever occurs first.

ACCESS NOTE: Passenger cabin floor panels between B.S. 663.75 and B.S. 727

A. References

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

BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-450-00-01

MECH	INSP

TASK 20-20-31-200-801

1. Inspection of the Control Cable Wire Rope

(Figure 1)

A. Prepare for the Inspection

SUBTASK 20-20-31-100-001

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

(1) Clean the cables (as necessary) for the inspection, do this task: Control Cable Lubrication, AMM TASK 12-26-00-600-801.

SUBTASK 20-20-31-200-003

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

NOTE: The minimum cable clearance from other parts is 0.20 inches, except 0.10 inches within 10 inches of a pulley or quadrant.

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

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

SUBTASK 20-20-31-200-004

(1) Replace the cable assembly if:

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

(b) If a kink is found.

(c) If corrosion is found.

C. Perform a detailed visual inspection of the cable.

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

NOTE: To do a check for broken wires, rub a cloth along the cable. The cloth will catch on any broken wires

SUBTASK 20-20-31-160-001

(1) Replace the 7X7 cable assembly if:

(a) There are two or more broken wires in 12 continuous inches of cable.

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

SUBTASK 20-20-31-200-006

(2) Replace the 7X19 cable assembly if:

(a) There are four or more broken wires in 12 continuous inches of cable.

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

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-450-00-01

MECH	INSP

SUBTASK 20-20-31-210-011

(3) Inspect the carbon steel control cable lubrication.

(a) Make sure there is sufficient lubrication on the control cable.

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

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

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-450-00-01

MECH	INSP

TASK 20-20-31-200-802

2. Inspection of the Control Cable Fittings

A. Procedure

SUBTASK 20-20-31-200-007

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

(a) Install any missing parts.

SUBTASK 20-20-31-200-008

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

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

SUBTASK 20-20-31-200-009

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

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

SUBTASK 20-20-31-200-010

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

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

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-450-00-01

MECH	INSP

TASK 20-20-31-200-805

3. Inspection of Pulleys

A. Procedure

SUBTASK 20-20-31-200-011

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

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

SUBTASK 20-20-31-200-012

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

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

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-450-00-01

7x7 CABLE

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

7x19 CABLE

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

EACH WIRE IS WORN MORE THAN 50%

EXAMPLE OF INTERNAL WEAR

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

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

1 VISIBLE SPACE BETWEEN WIRES.

2 WEAR CONDITION RESULTING IN BLENDED SURFACES BETWEEN WIRES.

F15914 S0006562076_V3

Cable Wear Patterns
Figure 1

BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-450-00-01

CABLE TENSION TOO HIGH

PULLEY NOT ALIGNED CORRECTLY

PULLEY GROOVE WITH
EXCESSIVE WEAR

CABLE NOT ALIGNED CORRECTLY

PULLEY WILL NOT TURN

NORMAL CONDITION

NORMAL CONDITION

F25724 S0006562077_V3

Pulley Wear Patterns
Figure 2

BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

AIRLINE CARD NO		TITLE			BOEING CARD NO.
		LANDING GEAR CONTROL CABLES - LOWER NOSE COMPARTMENT			32-450-00-02
DATE	TASK				RELATED CARD
	INSPECTION - DETAILED				
TAIL NUMBER	WORK AREA	VERSION	THRESHOLD	REPEAT	APPLICABILITY
	LWR FUSELAGE	1.1	10400 FC	10400 FC	
		1.2	6 YR	6 YR	AIRPLANE / ENGINE
STATION	SKILL	NOTE			ALL / ALL
	AIRPL				
		ACCESS			ZONE
		112A 113AC 113AW 113BW 114AC 114AW 114BW			112 113 114

Perform a detail visual inspection of the control cables for broken wires within the lower nose compartment. Check associated pulleys, brackets, and mechanisms for condition and security of installation. The following cables are located within the lower nose compartment:

A. MLG control cables

B. MLG manual extension cables

C. MLG brake control cables

D. NLG Manual extension cables

E. NLG Steering cables

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

INTERVAL NOTE: Whichever occurs first.

A. References

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

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-450-00-02

MECH	INSP

TASK 20-20-31-200-801

1. Inspection of the Control Cable Wire Rope

(Figure 1)

A. Prepare for the Inspection

SUBTASK 20-20-31-100-001

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

(1) Clean the cables (as necessary) for the inspection, do this task: Control Cable Lubrication, AMM TASK 12-26-00-600-801.

SUBTASK 20-20-31-200-003

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

NOTE: The minimum cable clearance from other parts is 0.20 inches, except 0.10 inches within 10 inches of a pulley or quadrant.

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

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

SUBTASK 20-20-31-200-004

(1) Replace the cable assembly if:

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

(b) If a kink is found.

(c) If corrosion is found.

C. Perform a detailed visual inspection of the cable.

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

NOTE: To do a check for broken wires, rub a cloth along the cable. The cloth will catch on any broken wires

SUBTASK 20-20-31-160-001

(1) Replace the 7X7 cable assembly if:

(a) There are two or more broken wires in 12 continuous inches of cable.

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

SUBTASK 20-20-31-200-006

(2) Replace the 7X19 cable assembly if:

(a) There are four or more broken wires in 12 continuous inches of cable.

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

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-450-00-02

MECH	INSP

SUBTASK 20-20-31-210-011

(3) Inspect the carbon steel control cable lubrication.

(a) Make sure there is sufficient lubrication on the control cable.

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

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

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-450-00-02

MECH	INSP

TASK 20-20-31-200-802

2. Inspection of the Control Cable Fittings

A. Procedure

SUBTASK 20-20-31-200-007

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

(a) Install any missing parts.

SUBTASK 20-20-31-200-008

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

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

SUBTASK 20-20-31-200-009

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

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

SUBTASK 20-20-31-200-010

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

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

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-450-00-02

MECH	INSP

TASK 20-20-31-200-805

3. Inspection of Pulleys

A. Procedure

SUBTASK 20-20-31-200-011

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

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

SUBTASK 20-20-31-200-012

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

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

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-450-00-02

MECH	INSP

TASK 32-31-22-211-802

4. Push/Pull Cable Inspection - Forward Quadrant

A. Push/Pull Cable Inspection in the Forward Quadrant

SUBTASK 32-31-22-010-007

(1) Open this access panel:

Number	Name/Location
112A	Forward Access Door

NOTE: You can find the lower end of the Push/Pull Cable (Teleflex cable) in the forward quadrant on the aft side of the forward pressure bulkhead in the forward equipment compartment

SUBTASK 32-31-22-211-001

(2) Do a detailed visual examination of the Push/Pull Cable and the Push/Pull Gearbox:

(a) Look at the visible part of the Push/Pull Gearbox to make sure that there is no damage.

(b) Look at the Push/Pull Cable for damage and the security of attachments.

B. Put the Airplane Back to Its Usual Condition

SUBTASK 32-31-22-840-003

(1) Close this access panel:

Number	Name/Location
112A	Forward Access Door

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-450-00-02

7x7 CABLE

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

7x19 CABLE

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

EACH WIRE IS WORN MORE THAN 50%

EXAMPLE OF INTERNAL WEAR

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

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

1 VISIBLE SPACE BETWEEN WIRES.

2 WEAR CONDITION RESULTING IN BLENDED SURFACES BETWEEN WIRES.

F15914 S0006562076_V3

Cable Wear Patterns
Figure 1

BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-450-00-02

F25724 S0006562077_V3

Pulley Wear Patterns
Figure 2

BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-450-00-02

1499486 S0000266878_V2

Push/Pull Cable Inspection In Forward Quadrant
Figure 3

BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

AIRLINE CARD NO		TITLE			BOEING CARD NO.
		LANDING GEAR CONTROL CABLES - ELECTRONICS COMPARTMENT			32-450-00-03
DATE	TASK				RELATED CARD
	INSPECTION - DETAILED				
TAIL NUMBER	WORK AREA	VERSION	THRESHOLD	REPEAT	APPLICABILITY
	E/E COMPARTMENT	1.1 1.2	10400 FC 6 YR	10400 FC 6 YR	AIRPLANE: ALL ENGINE: ALL
STATION	SKILL	NOTE			
	AIRPL				
		ACCESS			ZONE
		117A			117 118

Perform a detail visual inspection of the control cables for broken wires within the electronics compartment. Check associated pulleys, brackets, and mechanisms for condition and security of installation. The following cables are located in the electronics compartment:

A. MLG control cables

B. MLG manual extension cables

C. MLG brake control cables

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

INTERVAL NOTE: Whichever occurs first.

A. References

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

BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-450-00-03

MECH	INSP

TASK 20-20-31-200-801

1. Inspection of the Control Cable Wire Rope

(Figure 1)

A. Prepare for the Inspection

SUBTASK 20-20-31-100-001

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

(1) Clean the cables (as necessary) for the inspection, do this task: Control Cable Lubrication, AMM TASK 12-26-00-600-801.

SUBTASK 20-20-31-200-003

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

NOTE: The minimum cable clearance from other parts is 0.20 inches, except 0.10 inches within 10 inches of a pulley or quadrant.

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

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

SUBTASK 20-20-31-200-004

(1) Replace the cable assembly if:

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

(b) If a kink is found.

(c) If corrosion is found.

C. Perform a detailed visual inspection of the cable.

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

NOTE: To do a check for broken wires, rub a cloth along the cable. The cloth will catch on any broken wires

SUBTASK 20-20-31-160-001

(1) Replace the 7X7 cable assembly if:

(a) There are two or more broken wires in 12 continuous inches of cable.

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

SUBTASK 20-20-31-200-006

(2) Replace the 7X19 cable assembly if:

(a) There are four or more broken wires in 12 continuous inches of cable.

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

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-450-00-03

MECH	INSP

SUBTASK 20-20-31-210-011

(3) Inspect the carbon steel control cable lubrication.

(a) Make sure there is sufficient lubrication on the control cable.

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

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

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-450-00-03

MECH	INSP

TASK 20-20-31-200-802

2. Inspection of the Control Cable Fittings

A. Procedure

SUBTASK 20-20-31-200-007

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

(a) Install any missing parts.

SUBTASK 20-20-31-200-008

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

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

SUBTASK 20-20-31-200-009

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

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

SUBTASK 20-20-31-200-010

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

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

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-450-00-03

MECH	INSP

TASK 20-20-31-200-805

3. Inspection of Pulleys

A. Procedure

SUBTASK 20-20-31-200-011

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

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

SUBTASK 20-20-31-200-012

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

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

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-450-00-03

7x7 CABLE

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

7x19 CABLE

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

EACH WIRE IS WORN MORE THAN 50%

EXAMPLE OF INTERNAL WEAR

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

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

1 VISIBLE SPACE BETWEEN WIRES.

2 WEAR CONDITION RESULTING IN BLENDED SURFACES BETWEEN WIRES.

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Cable Wear Patterns
Figure 1

BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-450-00-03

CABLE TENSION TOO HIGH

PULLEY NOT ALIGNED CORRECTLY

PULLEY GROOVE WITH
EXCESSIVE WEAR

CABLE NOT ALIGNED CORRECTLY

PULLEY WILL NOT TURN

NORMAL CONDITION

NORMAL CONDITION

F25724 S0006562077_V3

Pulley Wear Patterns
Figure 2

BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

AIRLINE CARD NO		TITLE			BOEING CARD NO.
		LANDING GEAR CONTROL CABLES - AIR CONDITIONING DISTRIBUTION BAY			32-450-00-04
DATE	TASK INSPECTION - DETAILED				RELATED CARD
TAIL NUMBER	WORK AREA AC DIST BAY	VERSION 1.1 1.2 NOTE	THRESHOLD 10400 FC 6 YR	REPEAT 10400 FC 6 YR	APPLICABILITY AIRPLANE: ALL ENGINE: ALL
STATION	SKILL AIRPL				
		ACCESS 821 NOTE			ZONE 125 126

Perform a detail visual inspection of the control cables for broken wires within the air conditioning distribution bay. Check associated pulleys, brackets, and mechanisms for condition and security of installation. The following cables are located within the air conditioning distribution bay:

A. MLG control cables

B. MLG manual extension cables

C. MLG brake control cables

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

INTERVAL NOTE: Whichever occurs first.

ACCESS NOTE: Forward cargo compartment aft bulkhead panels

A. References

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

BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-450-00-04

MECH	INSP

TASK 20-20-31-200-801

1. Inspection of the Control Cable Wire Rope

(Figure 1)

A. Prepare for the Inspection

SUBTASK 20-20-31-100-001

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

(1) Clean the cables (as necessary) for the inspection, do this task: Control Cable Lubrication, AMM TASK 12-26-00-600-801.

SUBTASK 20-20-31-200-003

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

NOTE: The minimum cable clearance from other parts is 0.20 inches, except 0.10 inches within 10 inches of a pulley or quadrant.

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

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

SUBTASK 20-20-31-200-004

(1) Replace the cable assembly if:

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

(b) If a kink is found.

(c) If corrosion is found.

C. Perform a detailed visual inspection of the cable.

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

NOTE: To do a check for broken wires, rub a cloth along the cable. The cloth will catch on any broken wires

SUBTASK 20-20-31-160-001

(1) Replace the 7X7 cable assembly if:

(a) There are two or more broken wires in 12 continuous inches of cable.

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

SUBTASK 20-20-31-200-006

(2) Replace the 7X19 cable assembly if:

(a) There are four or more broken wires in 12 continuous inches of cable.

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

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-450-00-04

MECH	INSP

SUBTASK 20-20-31-210-011

(3) Inspect the carbon steel control cable lubrication.

(a) Make sure there is sufficient lubrication on the control cable.

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

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

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-450-00-04

MECH	INSP

TASK 20-20-31-200-802

2. Inspection of the Control Cable Fittings

A. Procedure

SUBTASK 20-20-31-200-007

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

(a) Install any missing parts.

SUBTASK 20-20-31-200-008

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

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

SUBTASK 20-20-31-200-009

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

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

SUBTASK 20-20-31-200-010

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

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

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-450-00-04

MECH	INSP

TASK 20-20-31-200-805

3. Inspection of Pulleys

A. Procedure

SUBTASK 20-20-31-200-011

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

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

SUBTASK 20-20-31-200-012

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

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

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-450-00-04

7x7 CABLE

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

7x19 CABLE

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

EACH WIRE IS WORN MORE THAN 50%

EXAMPLE OF INTERNAL WEAR

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

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

1 VISIBLE SPACE BETWEEN WIRES.

2 WEAR CONDITION RESULTING IN BLENDED SURFACES BETWEEN WIRES.

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Cable Wear Patterns
Figure 1

BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-450-00-04

CABLE TENSION TOO HIGH

PULLEY NOT ALIGNED CORRECTLY

PULLEY GROOVE WITH
EXCESSIVE WEAR

CABLE NOT ALIGNED CORRECTLY

PULLEY WILL NOT TURN

NORMAL CONDITION

NORMAL CONDITION

F25724 S0006562077_V3

Pulley Wear Patterns
Figure 2

BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

AIRLINE CARD NO		TITLE			BOEING CARD NO.
		LANDING GEAR CONTROL CABLES - FORWARD CARGO COMPARTMENT			32-450-00-05
DATE	TASK				RELATED CARD
	INSPECTION - DETAILED				
TAIL NUMBER	WORK AREA	VERSION	THRESHOLD	REPEAT	APPLICABILITY
	FWD CARGO	1.1	10400 FC	10400 FC	AIRPLANE: ALL / ENGINE: ALL
STATION	SKILL	1.2	6 YR	6 YR	
	AIRPL	NOTE			
		ACCESS			ZONE
		821			121 122
		NOTE			

Perform a detail visual inspection of the control cables within the forward cargo compartment for broken wires. Check associated pulleys, brackets, and mechanisms for condition and security of installation. The following cables are located within the forward cargo compartment:

A. MLG control cables

B. MLG manual extension cables

C. MLG brake control cables

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

INTERVAL NOTE: Whichever occurs first.

ACCESS NOTE: Forward Cargo Compartment Ceiling Panels or Floor Panels between B.S.396 to B.S. 540.

A. References

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

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-450-00-05

MECH	INSP

TASK 20-20-31-200-801

1. Inspection of the Control Cable Wire Rope

(Figure 1)

A. Prepare for the Inspection

SUBTASK 20-20-31-100-001

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

(1) Clean the cables (as necessary) for the inspection, do this task: Control Cable Lubrication, AMM TASK 12-26-00-600-801.

SUBTASK 20-20-31-200-003

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

NOTE: The minimum cable clearance from other parts is 0.20 inches, except 0.10 inches within 10 inches of a pulley or quadrant.

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

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

SUBTASK 20-20-31-200-004

(1) Replace the cable assembly if:

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

(b) If a kink is found.

(c) If corrosion is found.

C. Perform a detailed visual inspection of the cable.

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

NOTE: To do a check for broken wires, rub a cloth along the cable. The cloth will catch on any broken wires

SUBTASK 20-20-31-160-001

(1) Replace the 7X7 cable assembly if:

(a) There are two or more broken wires in 12 continuous inches of cable.

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

SUBTASK 20-20-31-200-006

(2) Replace the 7X19 cable assembly if:

(a) There are four or more broken wires in 12 continuous inches of cable.

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

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-450-00-05

MECH	INSP

SUBTASK 20-20-31-210-011

(3) Inspect the carbon steel control cable lubrication.

(a) Make sure there is sufficient lubrication on the control cable.

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

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

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-450-00-05

MECH	INSP

TASK 20-20-31-200-802

2. Inspection of the Control Cable Fittings

A. Procedure

SUBTASK 20-20-31-200-007

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

(a) Install any missing parts.

SUBTASK 20-20-31-200-008

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

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

SUBTASK 20-20-31-200-009

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

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

SUBTASK 20-20-31-200-010

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

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

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-450-00-05

MECH	INSP

TASK 20-20-31-200-805

3. Inspection of Pulleys

A. Procedure

SUBTASK 20-20-31-200-011

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

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

SUBTASK 20-20-31-200-012

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

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

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-450-00-05

7x7 CABLE

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

7x19 CABLE

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

EACH WIRE IS WORN MORE THAN 50%

EXAMPLE OF INTERNAL WEAR

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

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

1 VISIBLE SPACE BETWEEN WIRES.

2 WEAR CONDITION RESULTING IN BLENDED SURFACES BETWEEN WIRES.

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Cable Wear Patterns
Figure 1

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-450-00-05

CABLE TENSION TOO HIGH

PULLEY NOT ALIGNED CORRECTLY

PULLEY GROOVE WITH
EXCESSIVE WEAR

CABLE NOT ALIGNED CORRECTLY

PULLEY WILL NOT TURN

NORMAL CONDITION

NORMAL CONDITION

F25724 S0006562077_V3

Pulley Wear Patterns
Figure 2

BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

AIRLINE CARD NO		TITLE			BOEING CARD NO.
		LANDING GEAR CONTROL CABLES - CONTROL CABIN			32-460-00-01
DATE	TASK INSPECTION - DETAILED				RELATED CARD W-27-230-00-02
TAIL NUMBER	WORK AREA CREW CABIN	VERSION 1.1 1.2 NOTE	THRESHOLD 36000 FC 12 YR	REPEAT 36000 FC 12 YR	APPLICABILITY AIRPLANE: ALL ENGINE: ALL
STATION	SKILL AIRPL				
		ACCESS S2101			ZONE 210

Perform a detail visual inspection of the control cables within the control cabin for broken wires. Check associated pulleys, brackets, and mechanisms for condition and security of installation. The following cables are located within the control cabin:

A. Landing gear control lever cables

B. Nose wheel steering cables

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

INTERVAL NOTE: Whichever occurs first.

A. References

Reference	Title
AMM 12-26-00-600-801	Control Cable Lubrication (P/B 301)
AMM 31-62-11-000-801	Display Unit Removal (P/B 401)
AMM 31-62-11-400-801	Display Unit Installation (P/B 401)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-460-00-01

MECH	INSP

TASK 20-20-31-200-801

1. Inspection of the Control Cable Wire Rope

(Figure 1)

A. Prepare for the Inspection

SUBTASK 20-20-31-100-001

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

(1) Clean the cables (as necessary) for the inspection, do this task: Control Cable Lubrication, AMM TASK 12-26-00-600-801.

SUBTASK 20-20-31-200-003

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

NOTE: The minimum cable clearance from other parts is 0.20 inches, except 0.10 inches within 10 inches of a pulley or quadrant.

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

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

SUBTASK 20-20-31-200-004

(1) Replace the cable assembly if:

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

(b) If a kink is found.

(c) If corrosion is found.

C. Perform a detailed visual inspection of the cable.

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

NOTE: To do a check for broken wires, rub a cloth along the cable. The cloth will catch on any broken wires

SUBTASK 20-20-31-160-001

(1) Replace the 7X7 cable assembly if:

(a) There are two or more broken wires in 12 continuous inches of cable.

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

SUBTASK 20-20-31-200-006

(2) Replace the 7X19 cable assembly if:

(a) There are four or more broken wires in 12 continuous inches of cable.

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

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-460-00-01

MECH	INSP

SUBTASK 20-20-31-210-011

(3) Inspect the carbon steel control cable lubrication.

(a) Make sure there is sufficient lubrication on the control cable.

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

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

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-460-00-01

MECH	INSP

TASK 20-20-31-200-802

2. Inspection of the Control Cable Fittings

A. Procedure

SUBTASK 20-20-31-200-007

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

(a) Install any missing parts.

SUBTASK 20-20-31-200-008

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

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

SUBTASK 20-20-31-200-009

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

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

SUBTASK 20-20-31-200-010

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

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

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-460-00-01

MECH	INSP

TASK 20-20-31-200-805

3. Inspection of Pulleys

A. Procedure

SUBTASK 20-20-31-200-011

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

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

SUBTASK 20-20-31-200-012

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

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

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-460-00-01

MECH	INSP

TASK 32-31-22-211-801

4. Push Pull Cable Inspection

A. Push/Pull Cable Inspection-Flight Deck

SUBTASK 32-31-22-010-005

(1) Remove the Display Unit to the right of the Landing Gear Control Lever. Do this task: Display Unit Removal, AMM TASK 31-62-11-000-801.

SUBTASK 32-31-22-200-001

(2) Do a check of the crank assembly between the Landing Gear Lever and the Push/Pull cable.

(3) Examine the crank assembly for loose ends and wear.

(4) Examine the crank assembly for damage and security of attachments.

(5) Make sure the crank assembly is correctly attached to the Push/Pull cable.

(6) Examine the link between the Landing Gear Control Lever Module and Push/Pull cable for corrosion, damage or missing pins and cross bolts.

SUBTASK 32-31-22-840-001

(7) Install the Display Unit to the right of the Landing Gear Control Lever. Do this task:Display Unit Installation, AMM TASK 31-62-11-400-801

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-460-00-01

7x7 CABLE

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

7x19 CABLE

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

EACH WIRE IS WORN MORE THAN 50%

EXAMPLE OF INTERNAL WEAR

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

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

1 VISIBLE SPACE BETWEEN WIRES.

2 WEAR CONDITION RESULTING IN BLENDED SURFACES BETWEEN WIRES.

F15914 S0006562076_V3

Cable Wear Patterns
Figure 1

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-460-00-01

F25724 S0006562077_V3

Pulley Wear Patterns
Figure 2

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-460-00-01

1499485 S0000266873_V3

Push/Pull Cable Inspection
Figure 3

BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

AIRLINE CARD NO		TITLE			BOEING CARD NO.
		LANDING GEAR CONTROL CABLES - OVER WING CENTER SECTION			32-460-00-02
DATE	TASK				RELATED CARD
	INSPECTION - DETAILED				W-27-230-00-01
TAIL NUMBER	WORK AREA	VERSION	THRESHOLD	REPEAT	APPLICABILITY
	LWR FUSELAGE	1.1 1.2	36000 FC 12 YR	36000 FC 12 YR	AIRPLANE: ALL ENGINE: ALL
STATION	SKILL	NOTE			
	AIRPL				
		ACCESS			ZONE
					135 136

Perform a detail visual inspection of the control cables for broken wires within the passenger compartment over the wing center section from B.S. 540 to B.S. 663.75. Check associated pulleys, brackets, and mechanisms for condition and security of installation. The following cables are located within the passenger compartment above the wing center section:

A. MLG control cables

B. MLG manual extension cables

C. MLG brake control cables

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

INTERVAL NOTE: Whichever occurs first.

A. References

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

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-460-00-02

MECH	INSP

TASK 20-20-31-200-801

1. Inspection of the Control Cable Wire Rope

(Figure 1)

A. Prepare for the Inspection

SUBTASK 20-20-31-100-001

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

(1) Clean the cables (as necessary) for the inspection, do this task: Control Cable Lubrication, AMM TASK 12-26-00-600-801.

SUBTASK 20-20-31-200-003

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

NOTE: The minimum cable clearance from other parts is 0.20 inches, except 0.10 inches within 10 inches of a pulley or quadrant.

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

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

SUBTASK 20-20-31-200-004

(1) Replace the cable assembly if:

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

(b) If a kink is found.

(c) If corrosion is found.

C. Perform a detailed visual inspection of the cable.

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

NOTE: To do a check for broken wires, rub a cloth along the cable. The cloth will catch on any broken wires

SUBTASK 20-20-31-160-001

(1) Replace the 7X7 cable assembly if:

(a) There are two or more broken wires in 12 continuous inches of cable.

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

SUBTASK 20-20-31-200-006

(2) Replace the 7X19 cable assembly if:

(a) There are four or more broken wires in 12 continuous inches of cable.

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

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-460-00-02

MECH	INSP

SUBTASK 20-20-31-210-011

(3) Inspect the carbon steel control cable lubrication.

(a) Make sure there is sufficient lubrication on the control cable.

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

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

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-460-00-02

MECH	INSP

TASK 20-20-31-200-802

2. Inspection of the Control Cable Fittings

A. Procedure

SUBTASK 20-20-31-200-007

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

(a) Install any missing parts.

SUBTASK 20-20-31-200-008

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

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

SUBTASK 20-20-31-200-009

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

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

SUBTASK 20-20-31-200-010

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

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

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-460-00-02

MECH	INSP

TASK 20-20-31-200-805

3. Inspection of Pulleys

A. Procedure

SUBTASK 20-20-31-200-011

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

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

SUBTASK 20-20-31-200-012

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

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

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-460-00-02

7x7 CABLE

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

7x19 CABLE

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

EACH WIRE IS WORN MORE THAN 50%

EXAMPLE OF INTERNAL WEAR

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

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

1 VISIBLE SPACE BETWEEN WIRES.

2 WEAR CONDITION RESULTING IN BLENDED SURFACES BETWEEN WIRES.

F15914 S0006562076_V3

Cable Wear Patterns
Figure 1

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-460-00-02

F25724 S0006562077_V3

Pulley Wear Patterns
Figure 2

BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

AIRLINE CARD NO		TITLE			BOEING CARD NO.
		LEFT MAIN LANDING GEAR ASSEMBLY			32-720-01-01
DATE	TASK				RELATED CARD
	GENERAL VISUAL				W-32-040-01-01
TAIL NUMBER	WORK AREA	VERSION	THRESHOLD	REPEAT	APPLICABILITY
	L MAIN GEAR	1.1	10 YR	10 YR	AIRPLANE: ALL / ENGINE: ALL
STATION	SKILL				
	AIRPL				
		ACCESS			ZONE
		551BB 551BT 551DB 551DT 551EB 551ET 551FB			734

Inspect left main landing gear assembly, including outer cylinder, inner cylinder, axle, torsion links, side strut, lock links and retraction linkage. Landing gear removal is required. Disassemble as required to accomplish CPCP basic task on all fittings, lugs, lug bores, bolts and pins. Normal overhaul procedures, applied with the landing gear removed, at intervals not exceeding 10 years are adequate to maintain corrosion at safe levels on main landing gear components. Therefore application of the basic tasks and reporting are not required on these components.

A. References

Reference	Title
AMM 51-00-58	STANDARD TREATMENT METHODS

B. Consumable Materials

Reference	Description	Specification
C00174	Compound - Corrosion Preventive, Solvent Cutback, Cold Application	MIL-PRF-16173 (Supersedes MIL-C-16173)
C00915	Compound - Organic Corrosion Inhibiting, Advanced	BMS3-29
G00009	Compound - Organic Corrosion Inhibiting	BMS3-23

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-720-01-01

MECH	INSP

TASK 32-05-03-210-801

1. INTERNAL - GENERAL VISUAL: LEFT MAIN LANDING GEAR ASSEMBLY

Figure 1

A. Inspection

SUBTASK 32-05-03-010-001

(1) Open these access panels:

Number	Name/Location
551BB	Lower Inboard Fixed Trailing Edge, Gear Adjustment Door
551BT	Upper Inboard Fixed Trailing Edge, MLG Actuator Access Panel
551DB	Lower Inboard Fixed Trailing Edge, Lube Actuator & MLG Beam Outboard Attach Pin Access Panel
551DT	Upper Inboard Fixed Trailing Edge, Structural MLG Beam Access Panel
551EB	Lower Inboard Fixed Trailing Edge, MLG Attach Fitting Access Panel
551ET	Upper Inboard Fixed Trailing Edge, Structural MLG Beam Access Panel
551FB	Lower Inboard Fixed Trailing Edge, Landing Gear Access Panel

SUBTASK 32-05-03-210-001

(2) Do a General Visual inspection of the left main landing gear assembly, including outer cylinder, inner cylinder, axle, torsion links, side strut, lock links and retraction linkage. Landing gear removal is required. Disassemble as required to accomplish CPCP basic task on all fittings, lugs, lug bores, bolts and pins. Normal overhaul procedures, applied with the landing gear removed, at intervals not exceeding 10 years are adequate to maintain corrosion at safe levels on main landing gear components. Therefore application of the basic tasks and reporting are not required on these components.

SUBTASK 32-05-03-910-001

(3) 737–6789 Basic Task Description, AMM Task 51–05–01–210–802.

SUBTASK 32-05-03-410-001

(4) Close these access panels:

Number	Name/Location
551BB	Lower Inboard Fixed Trailing Edge, Gear Adjustment Door
551BT	Upper Inboard Fixed Trailing Edge, MLG Actuator Access Panel
551DB	Lower Inboard Fixed Trailing Edge, Lube Actuator & MLG Beam Outboard Attach Pin Access Panel
551DT	Upper Inboard Fixed Trailing Edge, Structural MLG Beam Access Panel
551EB	Lower Inboard Fixed Trailing Edge, MLG Attach Fitting Access Panel
551ET	Upper Inboard Fixed Trailing Edge, Structural MLG Beam Access Panel
551FB	Lower Inboard Fixed Trailing Edge, Landing Gear Access Panel

——— END OF TASK ———

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MECH	INSP

TASK 51-05-01-210-802

2. 737-6789 Basic Task Description

A. CPCP Basic Task

SUBTASK 51-05-01-210-029

(1) Do the CPCP Basic Task Item 1 as follows:

(a) Remove all systems, equipment and interior furnishings, etc. (e.g. toilets, galleys, linings, installation) as necessary to accomplish CPCP Basic Task Item 3. It is not necessary to remove bushings unless specified in the Task Description, or if there is an indication of corrosion, or that the bushing has migrated.

SUBTASK 51-05-01-210-030

(2) Do the CPCP Basic Task Item 2 as follows:

(a) Prior to inspection clean the area as required to accomplish CPCP Basic Task Item 3. It is not necessary to remove normal amounts of sealant/leveling compound unless it has deteriorated to the point where moisture can penetrate down to the metal. A light uniform film of Corrosion Inhibiting Compound (CIC) that has not accumulated dirt or debris, will normally allow adequate inspection of the structure without removal. CIC may require removal if there are multiple layers and/or accumulations of dirt or debris.

SUBTASK 51-05-01-210-031

(3) Do the CPCP Basic Task Item 3 as follows:

(a) Visually inspect all structure listed in the task description. The inspection method is as specified in each task description. Use Additional non-destructive inspections or visual inspections following partial disassembly if there are indications of hidden corrosion, such as bulging skins or corrosion running into splices, or under fittings, etc. In the task area, check the integrity of any sealant/leveling compound to determine if removal is required, and any corrosion inhibiting compound, particularly at faying surfaces, to determine if additional application is required per CPCP Basic Task Item 6.

SUBTASK 51-05-01-210-032

(4) Do the CPCP Basic Task item 4 as follows:

(a) Remove all corrosion, evaluate damage and repair or replace all discrepant structure as required, including application of protective finishes per STANDARD TREATMENT METHODS, AMM SUBJECT 51-00-58, or 737 Structural Repair Manual (SRM) D634A200, (-600), D634A201 (-700), D634A210 (-800), D634A211(-900), D634A333 (BBJ), or related service bulletin, as appropriate. Surface oxidation of ferrous metal fasteners may be handled by normal or existing maintenance practices.

SUBTASK 51-05-01-210-033

(5) CPCP Basic Task Item 5 is not applicable.

SUBTASK 51-05-01-210-034

(6) Do the CPCP Basic Task item 6 as follows:

(a) Apply suitable approved water displacing / anti-corrosion compound as necessary.

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-720-01-01

MECH	INSP

1) The minimum requirement for all areas (except as noted in CPCP Basic Task 6 (a) 3)) is single coat of water displacing / anti-corrosion compound that penetrates faying surfaces and displaces moisture, e.g. a single coat of compound, C00915 BMS 3-29 or corrosion inhibiting compound, G00009 BMS 3-23, where the initial or previous coat has been disturbed or removed.

2) Not applicable

3) List of areas / items where water displacing/anti-corrosion compounds should not be applied:

   Water displacing / anti-corrosion compounds should not be applied in the following areas:

   - Cables, pulleys, wiring, plastics, elastomers, oxygen systems.
   - Lubricated or Teflon surfaces (E.g. greased joints, sealed bearings).
   - Over compound, C00174 Cosmoline 1058 (or Equivalent per MIL-C-16173 Grade 1).
   - Adjacent to tears / holes in insulation blankets (water repelling characteristics are diminished).
   - Areas with electrical arc potential.
   - Interior materials, including cargo liners (change of flammability properties).
   - Fiber-glass ducts where temperature exceeds 220 degrees F.
   - Selected areas noted in baseline program.

SUBTASK 51-05-01-210-035

(7) CPCP Basic Task Item 7 is not applicable.

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-720-01-01

2101132 S0000444920_V2

Left Main Landing Gear Assembly
Figure 1

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AIRLINE CARD NO		TITLE			BOEING CARD NO.
		RIGHT MAIN LANDING GEAR ASSEMBLY			32-720-02-01
DATE	TASK				RELATED CARD
	GENERAL VISUAL				W-32-040-02-01
TAIL NUMBER	WORK AREA	VERSION	THRESHOLD	REPEAT	APPLICABILITY
	R MAIN GEAR	1.1	10 YR	10 YR	AIRPLANE: ALL / ENGINE: ALL
STATION	SKILL				
	AIRPL				
		ACCESS			ZONE
		651BB 651BT 651DB 651DT 651EB 651ET 651FB			744

Inspect right main landing gear assembly, including outer cylinder, inner cylinder, axle, torsion links, side strut, lock links and retraction linkage. Landing gear removal is required. Disassemble as required to accomplish CPCP basic task on all fittings, lugs, lug bores, bolts and pins. Normal overhaul procedures, applied with the landing gear removed, at intervals not exceeding 10 years, are adequate to maintain corrosion at safe levels on main landing gear components. Therefore application of the basic tasks and reporting are not required on these components.

A. References

Reference	Title
AMM 51-00-58	STANDARD TREATMENT METHODS

B. Consumable Materials

Reference	Description	Specification
C00174	Compound - Corrosion Preventive, Solvent Cutback, Cold Application	MIL-PRF-16173 (Supersedes MIL-C-16173)
C00915	Compound - Organic Corrosion Inhibiting, Advanced	BMS3-29
G00009	Compound - Organic Corrosion Inhibiting	BMS3-23

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-720-02-01

MECH	INSP

TASK 32-05-03-210-802

1. INTERNAL - GENERAL VISUAL: RIGHT MAIN LANDING GEAR ASSEMBLY

Figure 1

A. Inspection

SUBTASK 32-05-03-010-002

(1) Open these access panels:

Number	Name/Location
651BB	Lower Inboard Fixed Trailing Edge, Gear Door Adjustment
651BT	Upper Inboard Fixed Trailing Edge, MLG Actuator Access Panel
651DB	Lower Inboard Fixed Trailing Edge, Lube Actuator & MLG Beam Outboard Attach Pin Access Panel
651DT	Upper Inboard Fixed Trailing Edge, MLG Beam Access Panel
651EB	Lower Inboard Fixed Trailing Edge, MLG Attach Fitting Access Panel
651ET	Upper Inboard Fixed Trailing Edge, MLG Beam Access Panel
651FB	Lower Inboard Fixed Trailing Edge, Landing Gear Access Panel

SUBTASK 32-05-03-210-002

(2)) Do a General Visual inspection of the right main landing gear assembly, including outer cylinder, inner cylinder, axle, torsion links, side strut, lock links and retraction linkage. Landing gear removal is required. Disassemble as required to accomplish CPCP basic task on all fittings, lugs, lug bores, bolts and pins. Normal overhaul procedures, applied with the landing gear removed, at intervals not exceeding 10 years, are adequate to maintain corrosion at safe levels on main landing gear components. Therefore application of the basic tasks and reporting are not required on these components.

SUBTASK 32-05-03-910-002

(3) 737–6789 Basic Task Description, AMM Task 51–05–01–210–802.

SUBTASK 32-05-03-410-002

(4) Close these access panels:

Number	Name/Location
651BB	Lower Inboard Fixed Trailing Edge, Gear Door Adjustment
651BT	Upper Inboard Fixed Trailing Edge, MLG Actuator Access Panel
651DB	Lower Inboard Fixed Trailing Edge, Lube Actuator & MLG Beam Outboard Attach Pin Access Panel
651DT	Upper Inboard Fixed Trailing Edge, MLG Beam Access Panel
651EB	Lower Inboard Fixed Trailing Edge, MLG Attach Fitting Access Panel
651ET	Upper Inboard Fixed Trailing Edge, MLG Beam Access Panel
651FB	Lower Inboard Fixed Trailing Edge, Landing Gear Access Panel

——— END OF TASK ———

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MECH	INSP

TASK 51-05-01-210-802

2. 737-6789 Basic Task Description

A. CPCP Basic Task

SUBTASK 51-05-01-210-029

(1) Do the CPCP Basic Task Item 1 as follows:

(a) Remove all systems, equipment and interior furnishings, etc. (e.g. toilets, galleys, linings, installation) as necessary to accomplish CPCP Basic Task Item 3. It is not necessary to remove bushings unless specified in the Task Description, or if there is an indication of corrosion, or that the bushing has migrated.

SUBTASK 51-05-01-210-030

(2) Do the CPCP Basic Task Item 2 as follows:

(a) Prior to inspection clean the area as required to accomplish CPCP Basic Task Item 3. It is not necessary to remove normal amounts of sealant/leveling compound unless it has deteriorated to the point where moisture can penetrate down to the metal. A light uniform film of Corrosion Inhibiting Compound (CIC) that has not accumulated dirt or debris, will normally allow adequate inspection of the structure without removal. CIC may require removal if there are multiple layers and/or accumulations of dirt or debris.

SUBTASK 51-05-01-210-031

(3) Do the CPCP Basic Task Item 3 as follows:

(a) Visually inspect all structure listed in the task description. The inspection method is as specified in each task description. Use Additional non-destructive inspections or visual inspections following partial disassembly if there are indications of hidden corrosion, such as bulging skins or corrosion running into splices, or under fittings, etc. In the task area, check the integrity of any sealant/leveling compound to determine if removal is required, and any corrosion inhibiting compound, particularly at faying surfaces, to determine if additional application is required per CPCP Basic Task Item 6.

SUBTASK 51-05-01-210-032

(4) Do the CPCP Basic Task item 4 as follows:

(a) Remove all corrosion, evaluate damage and repair or replace all discrepant structure as required, including application of protective finishes per STANDARD TREATMENT METHODS, AMM SUBJECT 51-00-58, or 737 Structural Repair Manual (SRM) D634A200, (-600), D634A201 (-700), D634A210 (-800), D634A211(-900), D634A333 (BBJ), or related service bulletin, as appropriate. Surface oxidation of ferrous metal fasteners may be handled by normal or existing maintenance practices.

SUBTASK 51-05-01-210-033

(5) CPCP Basic Task Item 5 is not applicable.

SUBTASK 51-05-01-210-034

(6) Do the CPCP Basic Task item 6 as follows:

(a) Apply suitable approved water displacing / anti-corrosion compound as necessary.

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-720-02-01

MECH	INSP

1) The minimum requirement for all areas (except as noted in CPCP Basic Task 6 (a) 3)) is single coat of water displacing / anti-corrosion compound that penetrates faying surfaces and displaces moisture, e.g. a single coat of compound, C00915 BMS 3-29 or corrosion inhibiting compound, G00009 BMS 3-23, where the initial or previous coat has been disturbed or removed.

2) Not applicable

3) List of areas / items where water displacing/anti-corrosion compounds should not be applied:

   Water displacing / anti-corrosion compounds should not be applied in the following areas:

   - Cables, pulleys, wiring, plastics, elastomers, oxygen systems.
   - Lubricated or Teflon surfaces (E.g. greased joints, sealed bearings).
   - Over compound, C00174 Cosmoline 1058 (or Equivalent per MIL-C-16173 Grade 1).
   - Adjacent to tears / holes in insulation blankets (water repelling characteristics are diminished).
   - Areas with electrical arc potential.
   - Interior materials, including cargo liners (change of flammability properties).
   - Fiber-glass ducts where temperature exceeds 220 degrees F.
   - Selected areas noted in baseline program.

SUBTASK 51-05-01-210-035

(7) CPCP Basic Task Item 7 is not applicable.

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-720-02-01

2100670 S0000444926_V2

Right Main Landing Gear Assembly
Figure 1

BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

AIRLINE CARD NO		TITLE			BOEING CARD NO.
		NOSE LANDING GEAR ASSEMBLY			32-750-00-01
DATE	TASK				RELATED CARD
	GENERAL VISUAL				W-32-090-00-01
TAIL NUMBER	WORK AREA	VERSION	THRESHOLD	REPEAT	APPLICABILITY
	NOSE GEAR	1.1	10 YR	10 YR	AIRPLANE: ALL / ENGINE: ALL
STATION	SKILL				
	AIRPL				
		ACCESS			ZONE
		113AC 113AW 113BW 114AC 114AW 114BW 711AL 712AR			713

Inspect nose landing gear assembly, including outer cylinder, inner cylinder, drag strut, lock links, torsion links, and steering mechanism (plates and collar). Landing gear removal is required. Disassemble as required to accomplish CPCP basic task on all fittings, lugs, lug bores, bolts and pins. Normal overhaul procedures, applied with the landing gear removed, at intervals not exceeding 10 years, are adequate to maintain corrosion at safe levels on nose landing gear components. Therefore application of the basic tasks and reporting are not required on these components.

A. References

Reference	Title
AMM 51-00-58	STANDARD TREATMENT METHODS

B. Consumable Materials

Reference	Description	Specification
C00174	Compound - Corrosion Preventive, Solvent Cutback, Cold Application	MIL-PRF-16173 (Supersedes MIL-C-16173)
C00915	Compound - Organic Corrosion Inhibiting, Advanced	BMS3-29
G00009	Compound - Organic Corrosion Inhibiting	BMS3-23

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-750-00-01

MECH	INSP

TASK 32-05-03-210-803

1. INTERNAL - GENERAL VISUAL: NOSE LANDING GEAR ASSEMBLY

Figure 1

A. Inspection

SUBTASK 32-05-03-010-003

(1) Open these access panels:

Number	Name/Location
113AC	Fwd Nose Wheel Well Upper Access Panel
113AW	Forward Nose Wheel Well Panel
113BW	Forward Nose Wheel Well Panel
114AC	Fwd Nose Wheel Well Upper Access Panel
114AW	Forward Nose Wheel Well Panel
114BW	Forward Nose Wheel Well Panel
711AL	Forward Nose Wheel Door
712AR	Forward Nose Wheel Door

SUBTASK 32-05-03-210-003

(2) Do a General Visual inspection of the nose landing gear assembly, including outer cylinder, inner cylinder, drag strut, lock links, torsion links, and steering mechanism (plates and collar). Landing gear removal is required. Disassemble as required to accomplish CPCP basic task on all fittings, lugs, lug bores, bolts and pins. Normal overhaul procedures, applied with the landing gear removed, at intervals not exceeding 10 years, are adequate to maintain corrosion at safe levels on nose landing gear components. Therefore application of the basic tasks and reporting are not required on these components.

SUBTASK 32-05-03-910-003

(3) 737–6789 Basic Task Description, AMM Task 51–05–01–210–802.

SUBTASK 32-05-03-410-003

(4) Close these access panels:

Number	Name/Location
113AC	Fwd Nose Wheel Well Upper Access Panel
113AW	Forward Nose Wheel Well Panel
113BW	Forward Nose Wheel Well Panel
114AC	Fwd Nose Wheel Well Upper Access Panel
114AW	Forward Nose Wheel Well Panel
114BW	Forward Nose Wheel Well Panel
711AL	Forward Nose Wheel Door
712AR	Forward Nose Wheel Door

END OF TASK

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MECH	INSP

TASK 51-05-01-210-802

2. 737-6789 Basic Task Description

A. CPCP Basic Task

SUBTASK 51-05-01-210-029

(1) Do the CPCP Basic Task Item 1 as follows:

(a) Remove all systems, equipment and interior furnishings, etc. (e.g. toilets, galleys, linings, installation) as necessary to accomplish CPCP Basic Task Item 3. It is not necessary to remove bushings unless specified in the Task Description, or if there is an indication of corrosion, or that the bushing has migrated.

SUBTASK 51-05-01-210-030

(2) Do the CPCP Basic Task Item 2 as follows:

(a) Prior to inspection clean the area as required to accomplish CPCP Basic Task Item 3. It is not necessary to remove normal amounts of sealant/leveling compound unless it has deteriorated to the point where moisture can penetrate down to the metal. A light uniform film of Corrosion Inhibiting Compound (CIC) that has not accumulated dirt or debris, will normally allow adequate inspection of the structure without removal. CIC may require removal if there are multiple layers and/or accumulations of dirt or debris.

SUBTASK 51-05-01-210-031

(3) Do the CPCP Basic Task Item 3 as follows:

(a) Visually inspect all structure listed in the task description. The inspection method is as specified in each task description. Use Additional non-destructive inspections or visual inspections following partial disassembly if there are indications of hidden corrosion, such as bulging skins or corrosion running into splices, or under fittings, etc. In the task area, check the integrity of any sealant/leveling compound to determine if removal is required, and any corrosion inhibiting compound, particularly at faying surfaces, to determine if additional application is required per CPCP Basic Task Item 6.

SUBTASK 51-05-01-210-032

(4) Do the CPCP Basic Task item 4 as follows:

(a) Remove all corrosion, evaluate damage and repair or replace all discrepant structure as required, including application of protective finishes per STANDARD TREATMENT METHODS, AMM SUBJECT 51-00-58, or 737 Structural Repair Manual (SRM) D634A200, (-600), D634A201 (-700), D634A210 (-800), D634A211(-900), D634A333 (BBJ), or related service bulletin, as appropriate. Surface oxidation of ferrous metal fasteners may be handled by normal or existing maintenance practices.

SUBTASK 51-05-01-210-033

(5) CPCP Basic Task Item 5 is not applicable.

SUBTASK 51-05-01-210-034

(6) Do the CPCP Basic Task item 6 as follows:

(a) Apply suitable approved water displacing / anti-corrosion compound as necessary.

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-750-00-01

MECH	INSP

1) The minimum requirement for all areas (except as noted in CPCP Basic Task 6 (a) 3)) is single coat of water displacing / anti-corrosion compound that penetrates faying surfaces and displaces moisture, e.g. a single coat of compound, C00915 BMS 3-29 or corrosion inhibiting compound, G00009 BMS 3-23, where the initial or previous coat has been disturbed or removed.

2) Not applicable

3) List of areas / items where water displacing/anti-corrosion compounds should not be applied:

   Water displacing / anti-corrosion compounds should not be applied in the following areas:

   - Cables, pulleys, wiring, plastics, elastomers, oxygen systems.
   - Lubricated or Teflon surfaces (E.g. greased joints, sealed bearings).
   - Over compound, C00174 Cosmoline 1058 (or Equivalent per MIL-C-16173 Grade 1).
   - Adjacent to tears / holes in insulation blankets (water repelling characteristics are diminished).
   - Areas with electrical arc potential.
   - Interior materials, including cargo liners (change of flammability properties).
   - Fiber-glass ducts where temperature exceeds 220 degrees F.
   - Selected areas noted in baseline program.

SUBTASK 51-05-01-210-035

(7) CPCP Basic Task Item 7 is not applicable.

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-750-00-01

Nose Landing Gear Assembly
Figure 1 (Sheet 1 of 2)

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-750-00-01

OUTER CYLINDER

B

D64029 S0000162551_V3

Nose Landing Gear Assembly
Figure 1 (Sheet 2 of 2)

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AIRLINE CARD NO		TITLE			BOEING CARD NO.
		NOSE LANDING GEAR AND LANDING GEAR DOORS (FROM GROUND)			32-800-00-01
DATE	TASK ZONAL (GV)				RELATED CARD
TAIL NUMBER	WORK AREA NOSE GEAR	VERSION 1.1	THRESHOLD 120 DY	REPEAT 120 DY	APPLICABILITY AIRPLANE: ALL ENGINE: ALL
STATION	SKILL AIRPL	NOTE			
		ACCESS			ZONE 710

Perform an external zonal inspection (GV) of the nose landing gear and landing gear doors. Inspection is accomplished from the ground, without the use of stands or ladders. (EZAP)

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

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-800-00-01

MECH	INSP

EWIS

TASK 05-41-07-210-801

1. **EXTERNAL - ZONAL (GV): Nose Landing Gear and Landing Gear Doors (from Ground)** (Figure 1)

   A. General

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

   B. Zonal Inspection

   SUBTASK 05-41-07-210-001

   (1) Do the zonal inspection following the procedures in AMM 05-00-00-910-804.

   (2) Perform an external zonal inspection (GV) of the nose landing gear and landing gear doors. Inspection is accomplished from the ground, without the use of stands or ladders. (EZAP)

   SUBTASK 05-41-07-910-001

   (3) Refer to 20-60-07-913-801 for the protection and caution information that will minimize contamination and accidental damage to EWIS during maintenance.

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-800-00-01

K60298 S0006584445_V2

Nose Landing Gear and Landing Gear Doors General Visual (External)
Figure 1

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AIRLINE CARD NO		TITLE			BOEING CARD NO.
		LEFT MAIN LANDING GEAR AND LANDING GEAR DOORS (FROM GROUND)			32-804-01-01
DATE	TASK ZONAL (GV)				RELATED CARD
TAIL NUMBER	WORK AREA L MAIN GEAR	VERSION 1.1	THRESHOLD 120 DY	REPEAT 120 DY	APPLICABILITY AIRPLANE: ALL ENGINE: ALL
STATION	SKILL AIRPL	1.2 NOTE	745 FC	745 FC	
		ACCESS			ZONE 730

Perform an external zonal inspection (GV) of the left main landing gear and landing gear doors. Inspection is accomplished from the ground, without the use of stands or ladders.

INTERVAL NOTE: Whichever comes first.

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-804-01-01

MECH	INSP

TASK 05-41-07-210-802

1. **EXTERNAL - ZONAL (GV): LEFT MAIN LANDING GEAR AND LANDING GEAR DOORS (FROM GROUND)**

(Figure 1)

A. Zonal Inspection

SUBTASK 05-41-07-210-002

(1) Do a General Visual inspection of the left main landing gear and landing gear doors. Inspection is accomplished from the ground, without the use of stands or ladders.

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-804-01-01

K61034 S0006584447_V2

Left Main Landing Gear and Landing Gear Doors General Visual (External)
Figure 1

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

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

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

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

MECH	INSP

EWIS

TASK 05-41-07-210-803

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

A. General

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

B. Zonal Inspection

SUBTASK 05-41-07-210-003

(1) Do the zonal inspection following the procedures in AMM 05-00-00-910-804.

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

SUBTASK 05-41-07-910-002

(3) Refer to 20-60-07-913-801 for the protection and caution information that will minimize contamination and accidental damage to EWIS during maintenance.

END OF TASK

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

K60658 S0006584449_V2

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

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

K62597 S0006584450_V2

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

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AIRLINE CARD NO		TITLE			BOEING CARD NO.
		RIGHT MAIN LANDING GEAR AND LANDING GEAR DOORS (FROM GROUND)			32-808-02-01
DATE	TASK ZONAL (GV)				RELATED CARD
TAIL NUMBER	WORK AREA R MAIN GEAR	VERSION 1.1	THRESHOLD 120 DY	REPEAT 120 DY	APPLICABILITY
STATION	SKILL AIRPL	1.2 NOTE	745 FC	745 FC	AIRPLANE: ALL ENGINE: ALL
		ACCESS			ZONE 740

Perform an external zonal inspection (GV) of the right main landing gear and landing gear doors. Inspection is accomplished from the ground, without the use of stands or ladders.

INTERVAL NOTE: Whichever comes first.

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-808-02-01

MECH	INSP

TASK 05-41-07-210-804

1. **EXTERNAL - ZONAL (GV): RIGHT MAIN LANDING GEAR AND LANDING GEAR DOORS (FROM GROUND)**

(Figure 1)

A. Zonal Inspection

SUBTASK 05-41-07-210-004

(1) Do a General Visual inspection of the right main landing gear and landing gear doors. Inspection is accomplished from the ground, without the use of stands or ladders.

——— END OF TASK ———

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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
				32-808-02-01

K61025 S0006584452_V2

Right Main Landing Gear and Landing Gear Doors General Visual (External)
Figure 1

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

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

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

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

MECH	INSP

EWIS

TASK 05-41-07-210-805

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

A. General

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

B. Zonal Inspection

SUBTASK 05-41-07-210-005

(1) Do the zonal inspection following the procedures in AMM 05-00-00-910-804.

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

SUBTASK 05-41-07-910-003

(3) Refer to 20-60-07-913-801 for the protection and caution information that will minimize contamination and accidental damage to EWIS during maintenance.

END OF TASK

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

K60655 S0006584454_V2

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

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

K62599 S0006584455_V2

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

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