Number:	**767-27-0187**
Date:	June 25, 2007
ATA System:	2731

SUBJECT: FLIGHT CONTROLS - Elevator - Elevator Power Control Actuator Bellcrank Replacement

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Summary

SUBJECT: FLIGHT CONTROLS - Elevator - Elevator Power Control Actuator Bellcrank Replacement

CONCURRENT REQUIREMENTS

None.

BACKGROUND

This service bulletin gives instructions to replace or rework elevator Power Control Actuator (PCA) bellcranks. As an alternative to Boeing Alert Service Bulletin 767-27A0169, the incorporation of this service bulletin combined with the repetitive check of the elevator PCA input rod assemblies recommended in Boeing Service Bulletin 767-27-0201 and the repetitive check of the elevator PCA rigging recommended in Boeing Service Bulletin 767-27-0203 will prevent continued operation with yielded or failed shear rivets in a bellcrank assembly for the elevator PCA and will also allow for longer inspection intervals. Operators are currently required by the Federal Aviation Administration (FAA) Airworthiness Directive (AD) 2001-04-09 to do the 400 flight-hour repetitive check recommended in Boeing Alert Service Bulletin 767-27A0169.

One operator reported the left elevator drooping during a preflight check. Examination of the elevator control system found sheared rivets in the left-inboard and center PCA bellcrank assemblies. The elevator single hydraulic system check required by a Certification Maintenance Requirement (CMR) may not detect yielded or failed shear rivets in the bellcrank assemblies for the elevator PCA. As a result, the FAA issued AD 2000-17-05 to mandate the accomplishment of the actions specified in Boeing Alert Service Bulletin 767-27A0166, dated August 17, 2000.

Since the issuance of AD 2000-17-05, the FAA has received reports that several 767-200, 767-300, and 767-300F airplanes failed the one-time functional check of the shear rivets required by the AD. As a result, the FAA issued AD 2001-04-09 to mandate the accomplishment of the actions specified in Boeing Alert Service Bulletin 767-27A0169, dated November 21, 2000.

A detailed design review found that the override device incorporated into the elevator PCA input rod assembly provides protection against malfunctions and non-normal PCA operation. This design review also found that the shear rivets are not needed. The incorporation of this service bulletin combined with the repetitive check of the elevator PCA input rod assemblies recommended in Boeing Service Bulletin 767-27-0201 and the repetitive check of the elevator PCA rigging recommended in Boeing Service Bulletin 767-27-0203 is an alternative to the 400 flight-hour repetitive check recommended in Boeing Alert Service Bulletin 767-27A0169.

Boeing Service Related Problem (SRP) 767-SRP-27-0128 is related to this service bulletin.

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ACTION (PRR B12901-35S)

Do a general visual inspection for the three PCA bellcranks assemblies on each elevator. If a bellcrank assembly has shear rivets, replace it with a solid one-piece bellcrank assembly or rework the bellcrank assembly. Do a pogo check for each elevator PCA input rod assembly. Do a mis-rig check for each elevator.

EFFECTIVITY

767-400ER Airplanes. Refer to Paragraph 1.A.1 Airplanes, for the list of affected airplanes.

COMPLIANCE

Boeing recommends the instructions in this service bulletin be done within six years after the date on this service bulletin.

The FAA will possibly release an Airworthiness Directive related to this service bulletin. The Airworthiness Directive will make the compliance tasks and times given in this service bulletin mandatory.

INDUSTRY SUPPORT INFORMATION

Boeing warranty remedies are not available for the configuration changes given in this service bulletin.

MANPOWER

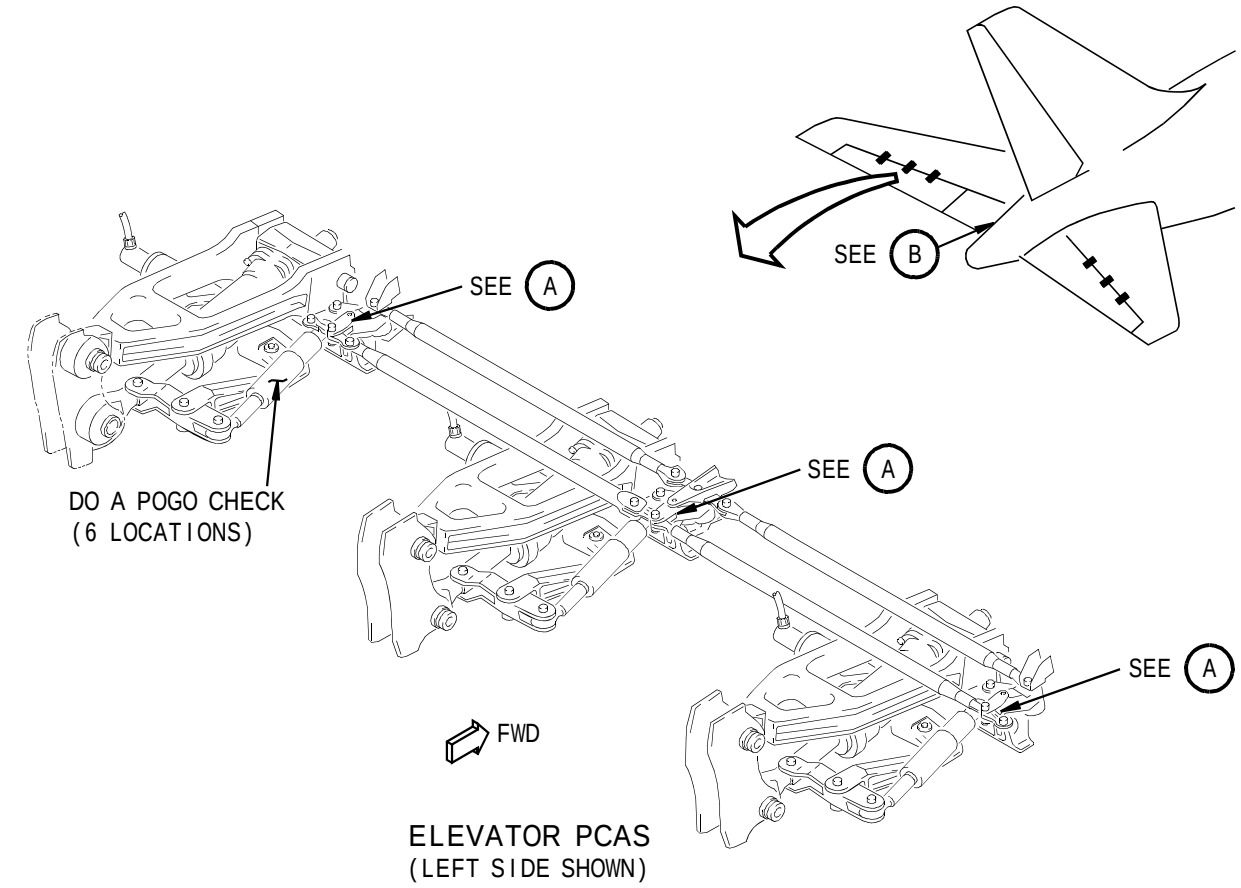
Total Task Hours	Elapsed Hours
29.0	18.0

MATERIAL INFORMATION

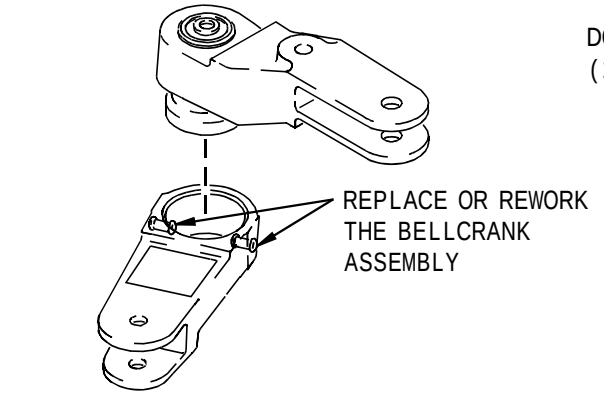
Operator Supplied Parts/Materials.

Refer to Paragraph 2.A., Material - Price and Availability.

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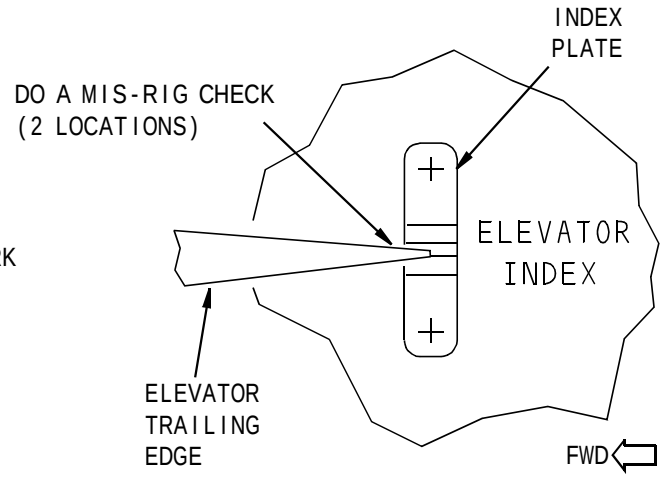


ELEVATOR PCAS
(LEFT SIDE SHOWN)



BELLCRANK ASSEMBLY (TYPICAL)
SHOWN DISASSEMBLED FOR CLARITY

A



LEFT SIDE SHOWN

B

W31123

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SUBJECT: FLIGHT CONTROLS - Elevator - Elevator Power Control Actuator Bellcrank Replacement

1. PLANNING INFORMATION

A. Effectivity

1. Airplanes

Refer to Service Bulletin Index Document D624T001 Part 3 for Airplane Variable Number, Line Number, and Serial Number data.

This service bulletin is for the airplanes shown below. An equivalent change is on subsequent production airplanes. Refer to PRR B12901-35S for data about this change.

GROUP	CONFIGURATION	DESCRIPTION
1	-	767-400ER airplanes line numbers 1-901.

Airplane models:

767-400ER

IDENTIFICATION BY CUSTOMER, CUSTOMER CODE, GROUP AND VARIABLE NUMBER

CONTINENTAL AIRLINES (CAL)
1 VQ071–VQ086

DELTA AIR LINES (DAL)
1 VQ001–VQ021

IDENTIFICATION BY VARIABLE NUMBER

Variable	Group
VQ001–VQ021	1
VQ071–VQ086	1

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2. Spares Affected

Examine your spares supply for the parts or components identified in Paragraph 2.C., Parts Necessary for Each Airplane. If any parts or components are found, refer to Paragraph 2.C. for the recommended use.

B. Concurrent Requirements

None.

C. Reason

This service bulletin gives instructions to replace or rework elevator Power Control Actuator (PCA) bellcranks. As an alternative to Boeing Alert Service Bulletin 767-27A0169, the incorporation of this service bulletin combined with the repetitive check of the elevator PCA input rod assemblies recommended in Boeing Service Bulletin 767-27-0201 and the repetitive check of the elevator PCA rigging recommended in Boeing Service Bulletin 767-27-0203 will prevent continued operation with yielded or failed shear rivets in a bellcrank assembly for the elevator PCA and will also allow for longer inspection intervals. Operators are currently required by the Federal Aviation Administration (FAA) Airworthiness Directive (AD) 2001-04-09 to do the 400 flight-hour repetitive check recommended in Boeing Alert Service Bulletin 767-27A0169.

One operator reported the left elevator drooping during a preflight check. Examination of the elevator control system found sheared rivets in the left-inboard and center PCA bellcrank assemblies. The elevator single hydraulic system check required by a Certification Maintenance Requirement (CMR) may not detect yielded or failed shear rivets in the bellcrank assemblies for the elevator PCA. As a result, the FAA issued AD 2000-17-05 to mandate the accomplishment of the actions specified in Boeing Alert Service Bulletin 767-27A0166, dated August 17, 2000.

Since the issuance of AD 2000-17-05, the FAA has received reports that several 767-200, 767-300, and 767-300F airplanes failed the one-time functional check of the shear rivets required by the AD. As a result, the FAA issued AD 2001-04-09 to mandate the accomplishment of the actions specified in Boeing Alert Service Bulletin 767-27A0169, dated November 21, 2000.

A detailed design review found that the override device incorporated into the elevator PCA input rod assembly provides protection against malfunctions and non-normal PCA operation. This design review also found that the shear rivets are not needed. The incorporation of this service bulletin combined with the repetitive check of the elevator PCA input rod assemblies recommended in Boeing Service Bulletin 767-27-0201 and the repetitive check of the elevator PCA rigging recommended in Boeing Service Bulletin 767-27-0203 is an alternative to the 400 flight-hour repetitive check recommended in Boeing Alert Service Bulletin 767-27A0169.

Boeing Service Related Problem (SRP) 767-SRP-27-0128 is related to this service bulletin.

D. Description

Do a general visual inspection for the three PCA bellcranks assemblies on each elevator. If a bellcrank assembly has shear rivets, replace it with a solid one-piece bellcrank assembly or rework the bellcrank assembly. Do a pogo check for each elevator PCA input rod assembly. Do a mis-rig check for each elevator.

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E. Compliance

Boeing recommends the instructions in this service bulletin be done within six years after the date on this service bulletin.

The FAA will possibly release an Airworthiness Directive related to this service bulletin. The Airworthiness Directive will make the compliance tasks and times given in this service bulletin mandatory.

F. Approval

This service bulletin was examined by the Federal Aviation Administration (FAA). The changes specified in this service bulletin comply with the applicable regulations and are FAA approved, as well as European Aviation Safety Agency (EASA)/Joint Aviation Authorities (JAA) approved for all EASA/ JAA approved airplanes listed in the service bulletin effectivity. This service bulletin and its approval were based on the airplane in its original Boeing delivery configuration or as modified by other approved Boeing changes.

If an airplane has a non-Boeing modification or repair that affects a component or system also affected by this service bulletin, the operator is responsible for obtaining appropriate regulatory agency approval before incorporating this service bulletin.

This service bulletin has been approved by the FAA. In addition, the Manager of the FAA Seattle Aircraft Certification Office approves the action (i.e. inspection or modification) defined in this service bulletin combined with the actions defined in Boeing Service Bulletins 767-27-0201 and 767-27-0203 as an alternative method of compliance to the requirements of paragraph (a) of AD 2001-04-09. All provisions of AD 2001-04-09 that are not specifically referenced in the above statement remain fully applicable and must be complied with.

G. Manpower

The table below shows an estimate of the task-hours necessary to do this change for each airplane. This estimate is for direct labor only, done by an experienced crew. Adjust the estimate with operator task-hour data if necessary. The estimate does not include lost time. These are some examples of lost time:

— Time to adjust to the workplace
— Time to schedule the work
— Time to examine the work
— Time to cure the materials
— Time to make the parts
— Time to find the tools.

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Work Package 1 can be done at the same time as Work Package 2.

Work Package Number	Task	Number of Persons	Task-Hours	Elapsed Hours
1	Remove PCA Input Linkage	2	3.0	1.5
	Figure 1	1	0.5	0.5
	Figure 3	1	3.0	3.0
	Test Input Rod Assemblies (Pogo Check)	2	4.0	2.0
	Install PCA Input Linkage	2	3.0	1.5
	Mis-Rig Test	2	1.0	0.5
TOTAL FOR WORK PACKAGE 1			14.5	9.0
2	Remove PCA Input Linkage	2	3.0	1.5
	Figure 2	1	0.5	0.5
	Figure 3	1	3.0	3.0
	Test Input Rod Assemblies (Pogo Check)	2	4.0	2.0
	Install PCA Input Linkage	2	3.0	1.5
	Mis-Rig Test	2	1.0	0.5
TOTAL FOR WORK PACKAGE 2			14.5	9.0
TOTAL FOR EACH AIRPLANE			29.0	18.0

H. Weight and Balance Changes

None.

I. Electrical Load Data

Not changed.

J. References

1. Existing Data:

   a. Engineering Change Memo PRR B12901-35S

   b. Service Related Problem (SRP) 767-SRP-27-0128

   c. 767 Aircraft Maintenance Manual (AMM) 27-31-00, 27-31-06

   d. 767 Structural Repair Manual (SRM) Chapter 51

   e. Boeing Standard Overhaul Practices Manual (BSOPM) 20-43-03, 20-50-10

   f. Component Maintenance Manual (CMM) 27-31-64, 27-31-66

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g. Boeing Service Bulletin 767-27A0166

h. Boeing Service Bulletin 767-27A0169

i. Boeing Service Bulletin 767-27-0201

j. Boeing Service Bulletin 767-27-0203

k. FAA Airworthiness Directive 2000-17-05

l. FAA Airworthiness Directive 2001-04-09

m. Boeing Drawing 012W6100.

2. Data supplied with this Service Bulletin:

None.

3. Installation Drawings Used in the Preparation of this Service Bulletin:

None.

K. Publications Affected

Publication	Chapter-Section
767 Illustrated Parts Catalog	27-31
Component Maintenance Manual	27-31

L. Interchangeability and Intermixability of Parts

Refer to Paragraph 2.C., Parts Necessary For Each Airplane, for interchangeability and intermixability information.

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2. MATERIAL INFORMATION

A. Material - Price and Availability

The operator can supply the parts and materials shown in Paragraph 2.C., Parts Necessary For Each Airplane. As an alternative, operators can purchase the parts from Boeing Spares. This service bulletin does not show the Boeing price and supply data.

B. Industry Support Information

Boeing warranty remedies are not available for the configuration changes given in this service bulletin.

C. Parts Necessary For Each Airplane

1. Kits/Parts:

   None.

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2. Parts and Materials Supplied by the Operator:

Part Number / Specification	QTY	Name	Existing Part Number	Notes
252T2118-6 (a)	6	PCA Bellcrank Assembly	252T2118-1 or 252T2118-2 or 256T2118-3	
BACR15FT6KE9C (b)	12	Rivet	252T3139-3 or BACR15BB5AD9C	
BMS 3-24	1 pint	Grease	-	(c)
BMS 10-11, Type 1	8 ounces	Primer	-	(c)
Alodine 600 or 1200	8 ounces	Chemical Conversion Coating	-	(d)

(a) This part is required if bellcranks are being replaced.

(b) This part is required if existing bellcranks are being reworked.

(c) See the Qualified Products List at the end of the Boeing Material Specification (BMS) for supplier data.

(d) Refer to BSOPM 20-43-03 for applicable suppliers.

3. Parts Modified and Reidentified:

The parts shown below are changed as shown in this service bulletin. The quantity (QTY) is the number of parts changed on each airplane.

Existing Part Number	QTY	Name	New Part Number	Notes
252T2118-1	6	Bellcrank Assembly	252T2118-4	(a), (b), (c)
252T2118-2 or 252T2118-3	6	Bellcrank Assembly	252T2118-5	(a), (b), (c)

(a) This is the part number after the change given in this service bulletin, if the existing bellcranks are being reworked.

(b) Do not use the existing part to replace the new or changed part.

(c) This part is not used in production. The equivalent production part number is 252T2118-6.

4. Parts Removed and Not Replaced:

None.

D. Parts Necessary to Change Spares

None.

E. Special Tooling - Price and Availability

None.

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F. Special Tooling Necessary to do this Service Bulletin

No special tools or equipment are necessary to do the change in this service bulletin. But, maintenance and overhaul tools in the manuals given in Paragraph 1.J., References, can be necessary. Examine operator tool supply to make sure all necessary tools are available.

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3. ACCOMPLISHMENT INSTRUCTIONS

A. GENERAL INFORMATION

WARNING: DO NOT SUPPLY HYDRAULIC POWER DURING THE REMOVAL /INSTALLATION OF THE PCA BELLCRANK ASSEMBLY. INJURY TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR.

CAUTION: KEEP THE WORK AREA, WIRES AND ELECTRICAL BUNDLES CLEAN OF METAL PARTICLES OR CONTAMINATION WHEN YOU USE TOOLS. UNWANTED MATERIAL, METAL PARTICLES OR CONTAMINATION CAUGHT IN WIRE BUNDLES CAN CAUSE DAMAGE TO THE BUNDLES. DAMAGED WIRE BUNDLES CAN CAUSE SPARKS OR OTHER ELECTRICAL DAMAGE.

NOTE:

1. Manual titles are referred to by acronyms. Refer to Paragraph 1.J., References, for definition of the acronyms.

2. Obey all of the warnings and cautions given in the specified manual sections.

3. The work instructions are divided into work packages. Task-Hours and Elapsed-Hours for each package are given in Paragraph 1.G., Manpower. The work instructions for the left and right elevators are the same and both work packages need to be completed before the plane is returned to service.

4. Unless shown differently, these dimensions and tolerances are used:
   — Linear dimensions are in inches
   — Tolerance on linear dimensions, other than rivet and bolt edge margins, is plus or minus 0.03 inch.
   — Tolerance on rivet and bolt edge margin is plus or minus 0.05 inch
   — Hole dimensions for standard solid rivets are given in 767 Structural Repair Manual, Chapter 51

5. For approved fastener and process material substitutions, refer to 767 Structural Repair Manual, Chapter 51, Alternate fasteners are given in 767 Structural Repair Manual Chapter 51 and Boeing Drawing 012W6100.

6. If the length of fasteners specified in this service bulletin do not meet the installation standards, fasteners of the same specification, or an approved substitute, one grip length longer or shorter may be used.

7. A General Visual Inspection is defined as: A visual examination of an interior or exterior area, installation or assembly to detect obvious damage, failure or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to ensure visual access to all surfaces in the inspection area. This level of inspection is made under normal available lighting conditions such as daylight, hangar lighting, flashlight or drop-light and may require removal or opening of access panels or doors. Stands, ladders or platforms may be required to gain proximity to the area being checked.

8. These work instructions refer to procedures included on other Boeing documents. When the words "refer to" are used and the operator has an accepted alternative

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procedure, the accepted alternative procedure can be used. When the words "as given in" are included in the instruction, the procedure in the Boeing document must be used.

B. WORK INSTRUCTIONS

WORK PACKAGE 1 - LEFT ELEVATOR

1. Remove elevator Power Control Actuator (PCA) input linkage. Refer to 767 AMM 27-31-06 as an accepted procedure.

2. Do a general visual inspection of the three PCA bellcrank assemblies as given in Figure 1.

   a. If the bellcrank assembly has solid rivets and part number 252T2118-4 or 252T2118-5, no more action is required for the bellcrank.

   b. If the bellcrank is a solid one-piece bellcrank (no rivets), no more action is required for the bellcrank.

   c. If the bellcrank assembly has shear rivets and part number 252T2118-1, 252T2118-2, or 252T2118-3, do one of the two following steps:

      (1) At operator’s discretion, rework the existing bellcrank to replace the shear rivets with solid rivets as given in Figure 3. After rework, the 252T2118-2 or 252T2118-3 bellcrank assembly is changed to 252T2118-5 and the 252T2118-1 bellcrank assembly is changed to 252T2118-4.

      (2) Obtain new solid one-piece (no rivets) bellcrank assembly 252T2118-6. Use this new bellcrank assembly in step 4.

3. Do the following functional test (pogo check) on each of the three elevator PCA input rod assemblies.

   a. Make sure that the load is 42-62 lbs for initial breakout in the extending and collapsing directions.

   b. Make sure that the load is 67-97 lbs for travel 0.005 to 0.020 inches from the fully compressed or extended position.

   c. Make sure that the defection is 1.15-1.35 inches in both fully compressed or extended position at full travel of the elevator PCA input rod assembly.

   d. Make sure that all operations are smooth and free from binding.

   e. Replace or overhaul the elevator PCA input rod assembly if it fails to meet any requirement above. Refer to CMM 27-31-64 as an accepted procedure.

4. Install elevator PCA input linkage. Refer to 767 AMM 27-31-06 as an accepted procedure.

5. Do the elevator PCA Mis-Rig test. Refer to 767 AMM 27-31-00 as an accepted procedure.

6. Put the airplane back to a serviceable condition.

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WORK PACKAGE 2 - RIGHT ELEVATOR

1. Remove elevator PCA input linkage. Refer to 767 AMM 27-31-06 as an accepted procedure.

2. Do a general visual inspection of the three PCA bellcrank assemblies as given in Figure 2.

    a. If the bellcrank assembly has solid rivets and part number 252T2118-4 or 252T2118-5, no more action is required for the bellcrank.

    b. If the bellcrank is a solid one-piece bellcrank (no rivets), no more action is required for the bellcrank.

    c. If the bellcrank assembly has shear rivets and part number 252T2118-1, 252T2118-2, or 252T2118-3, do one of the two following steps:

        (1) At operator's discretion, the existing bellcrank can be reworked to replace the shear rivets with solid rivets as given in Figure 3. After rework, the 252T2118-2 or 252T2118-3 bellcrank assembly is changed to 252T2118-5 and the 252T2118-1 bellcrank assembly is changed to 252T2118-4.

        (2) Obtain new solid one-piece (no rivets) bellcrank assembly 252T2118-6. Use this new bellcrank assembly in step 4.

3. Do the following functional test (pogo check) on each of the three elevator PCA input rod assemblies.

    a. Make sure that the load is 42-62 lbs for initial breakout in the extending and collapsing directions.

    b. Make sure that the load is 67-97 lbs for travel 0.005 to 0.020 inches from the fully compressed or extended position.

    c. Make sure that the defection is 1.15-1.35 inches in both fully compressed or extended position at full travel of the elevator PCA input rod assembly.

    d. Make sure that all operations are smooth and free from binding.

    e. Replace or overhaul the elevator PCA input rod assembly if it fails to meet any requirement above. Refer to CMM 27-31-64 as an accepted procedure.

4. Install elevator PCA input linkage. Refer to 767 AMM 27-31-06 as an accepted procedure.

5. Do the elevator PCA Mis-Rig test. Refer to 767 AMM 27-31-00 as an accepted procedure.

6. Put the airplane back to a serviceable condition.

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FIGURE 1: Left Elevator PCA Bellcrank Inspection

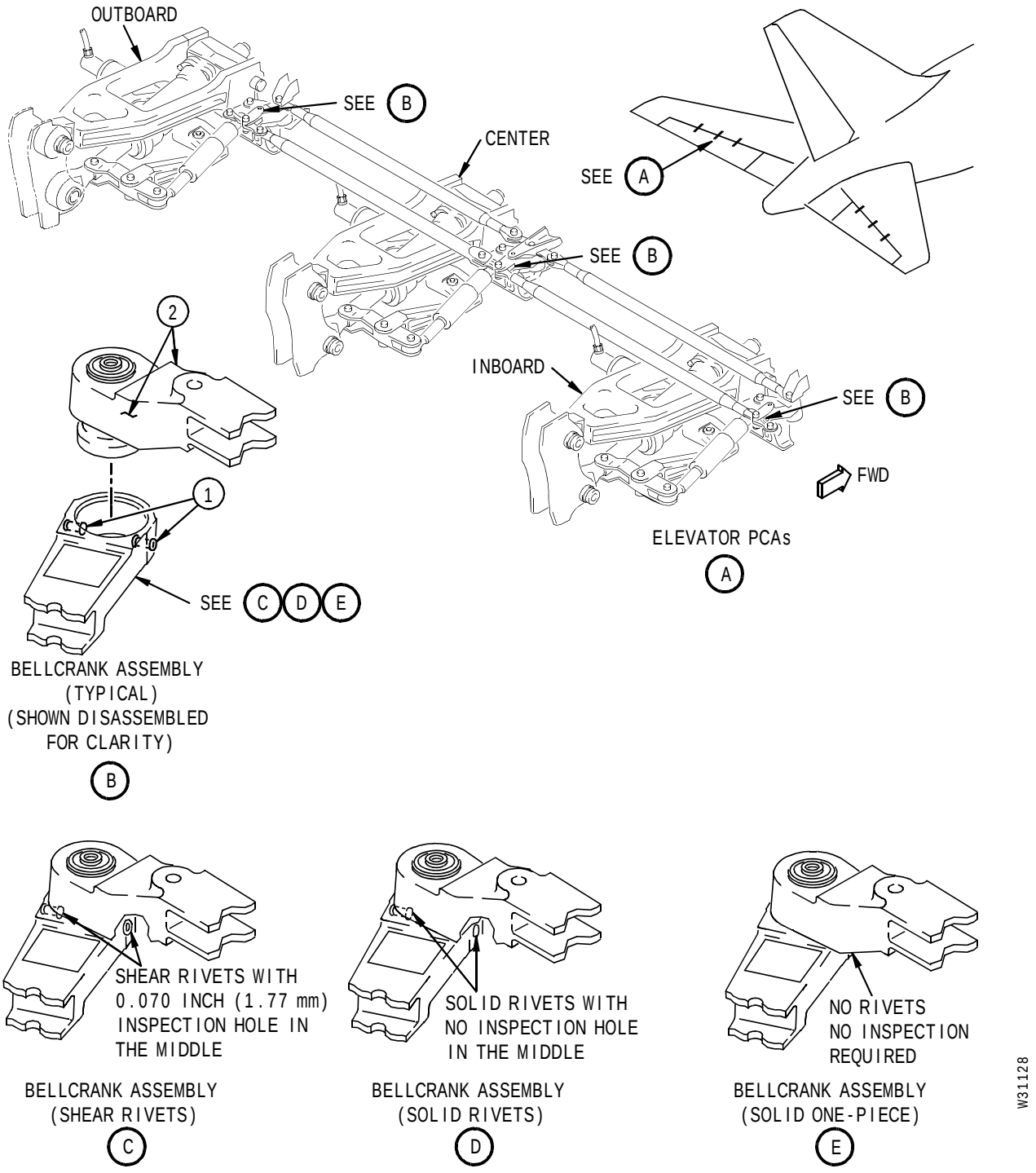


FIGURE 1: Left Elevator PCA Bellcrank Inspection
(SHEET 1 OF 2)

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The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	PART NUMBER	QTY	MORE DATA
1	Inspect	Bellcrank Assembly	-	3	Do a general visual inspection of rivets at locations shown. Note type of rivets.
2	Inspect	Bellcrank Assembly	-	3	Do a general visual inspection for part number

FIGURE 1: Left Elevator PCA Bellcrank Inspection
(SHEET 2 OF 2)

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FIGURE 2: Right Elevator PCA Bellcrank Inspection

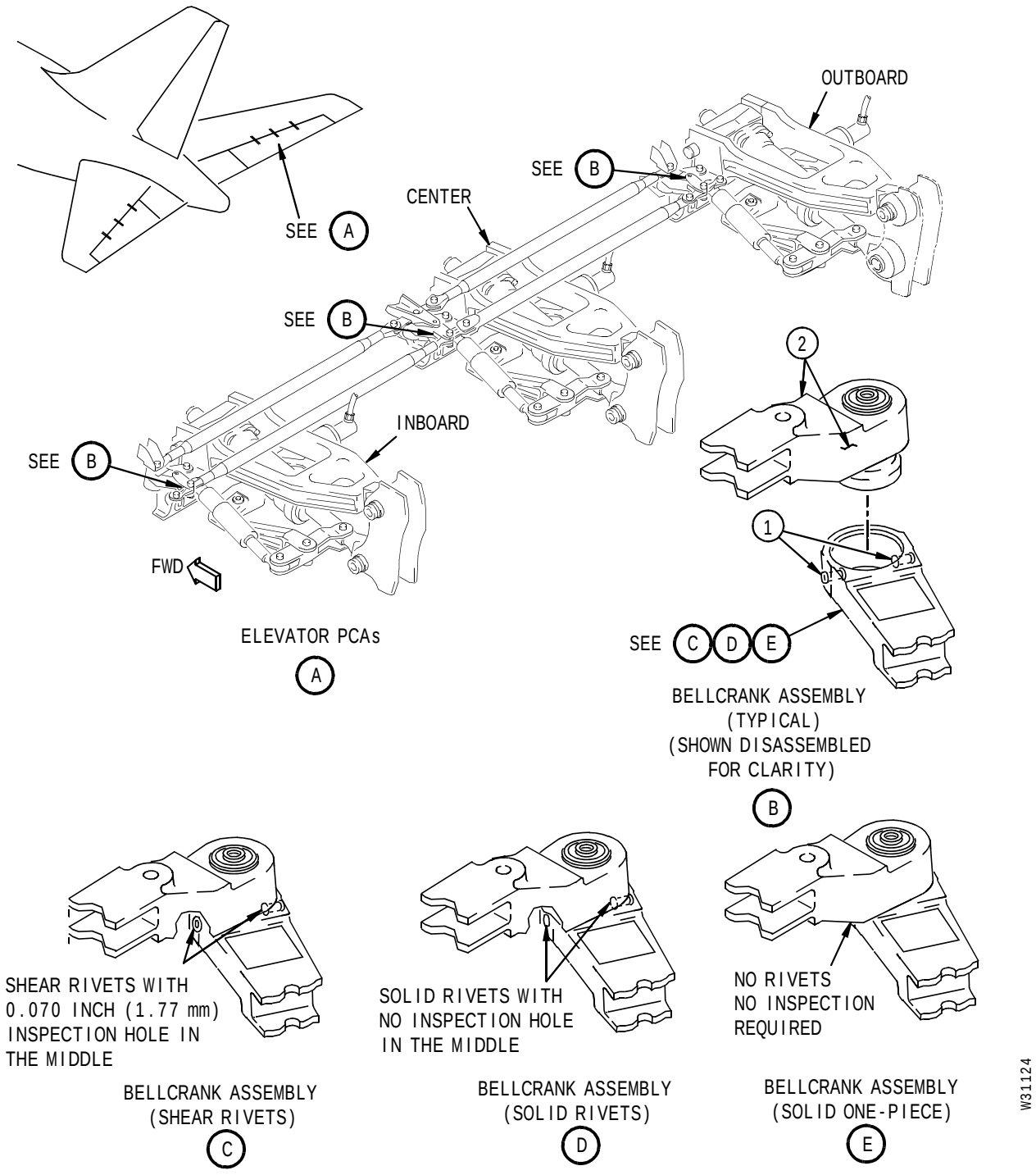


FIGURE 2: Right Elevator PCA Bellcrank Inspection
(SHEET 1 OF 2)

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The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

STEP	TASK	NAME	PART NUMBER	QTY	MORE DATA
1	Inspect	Bellcrank Assembly	-	3	Do a general visual inspection of rivets at locations shown. Note type of rivets.
2	Inspect	Bellcrank Assembly	-	3	Do a general visual inspection for part number

FIGURE 2: Right Elevator PCA Bellcrank Inspection
(SHEET 2 OF 2)

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FIGURE 3: PCA Bellcrank Rework

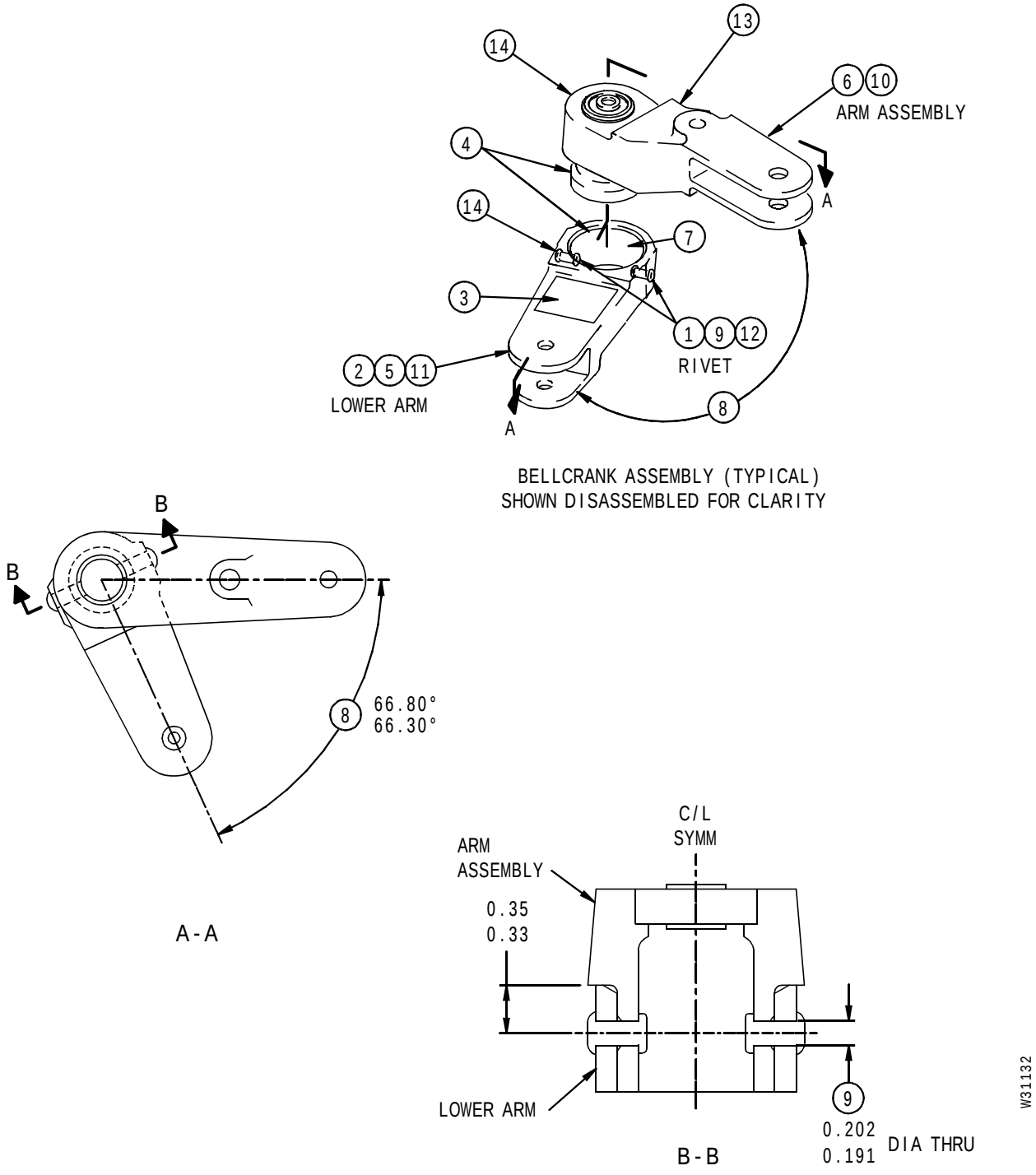


FIGURE 3: PCA Bellcrank Rework
(SHEET 1 OF 3)

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The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown below are the number of parts necessary for each bellcrank.

STEP	TASK	NAME	PART NUMBER	QTY	NOTES
1	Remove / Discard	Shear Rivet	252T3139-3 or BACR15BB5AD9C	2	If rivets are damaged, position bellcrank arms as required so rivet pieces are in alignment.
2	Remove /Keep	Lower Arm	252T2174-( ) (a)	1	Remove lower arm from arm assembly.
3	Remove /Dis-card	Marker	BAC27TCT0114	1	
4	Clean	Lower Arm and Arm Assembly	252T2174-( ) and 252T2173-( ) (a)(b)	2	Clean the mating surfaces of each part. If damage is found refer to CMM 27-31-66 to repair parts.
5	Install	Lower Arm	252T2174-( ) (a)	1	Attach to arm assembly.
6	Inspect	Lower Arm and Arm Assembly	252T2174-( ) and 252T2173-( ) (a)(b)	-	Make sure that the lower arm turns freely on the shaft of the arm assembly. Hold lower arm in vertical position and place arm assembly in horizontal position. Release arm assembly and make sure it rotates freely to vertical position.
7	Ream	Lower Arm Hole	-	1	If necessary, to increase diameter of hole to the minimum dimension (1.1255-1.1260 inch) that lets the part turn freely. Repeat with inspection until part turns freely with no binding.
8	Rotate	Lower Arm and Arm Assembly	252T2174-( ) and 252T2173-( ) (a)(b)	1	To put bellcrank arms in the position shown. Use clamps to hold the bellcrank arms in position shown.
9	Drill / Ream	Rivet holes	-	2	Increase the diameter of the rivet holes to dimension shown (0.191-0.202 inch) while keeping bellcrank arms in position. Make sure to put a temporary cover on the bearing in the arm assembly. Metal particles can cause damage to the bearing.
10	Disassemble / Clean	Lower Arm and Arm Assembly	252T2174-( ) and 252T2173-( ) (a)(b)	-	Make sure to remove all particles and burrs from the mating surfaces of each part. Remove the cover from the bearing.
11	Install	Lower Arm	252T2174-( ) (a)	-	Apply grease to the mating surfaces of the lower arm and the arm assembly. Use a temporary clamp to hold the bellcrank arms in the position shown.
	Use	Grease	BMS 3-24	-	
12	Install	Rivets	BACR15FT6KE9C	2	Apply grease to all surfaces of each rivet.
	Use	Grease	BMS 3-24	-	

FIGURE 3: PCA Bellcrank Rework
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STEP	TASK	NAME	PART NUMBER	QTY	NOTES
13	Part Mark	Bellcrank Assembly	-	1	Rubber stamp new bellcrank assembly part number 252T2118-5 on arm assembly for reworked bellcrank 252T2118-2 and 252T2118-3. Rubber stamp new bellcrank assembly part number 252T2118-4 on arm assembly for reworked bellcrank 252T2118-1. Refer to BSOPM 20-50-10.
14	Apply	Chemical Conversion Coating	Alodine 600 or 1200	-	To any bare surfaces on lower arm and arm assembly. Refer to CMM 27-31-66.
		Primer	BMS 10-11, Type 1	-	
(a)	Lower arm 252T2174 -( ) part numbers are 252T2174-1, 252T2174-3, 252T2174-5 and 252T2174-6				
(b)	Arm assembly 252T2173-( ) part numbers are 252T2173 -1 and 252T2173 -5				

FIGURE 3: PCA Bellcrank Rework
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