**Commercial Airplanes**

# 737 Service Bulletin

## SPECIAL ATTENTION

**Number:** **737-57-1293**
Original Issue: November 13, 2008
Revision 3: December 14, 2012
ATA System: 5740

**SUBJECT:** WINGS - Leading Edge and Leading Edge Devices - Fuel Drain Path Modification

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ECCN: 9E991

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## SPECIAL ATTENTION

**Number:** **737-57-1293**
Original Issue: November 13, 2008
Revision 3: December 14, 2012
ATA System: 5740

**Revision Transmittal Sheet**

**SUBJECT:** WINGS - Leading Edge and Leading Edge Devices - Fuel Drain Path Modification

This revision includes all pages of the service bulletin.

**COMPLIANCE INFORMATION RELATED TO THIS REVISION**

No more work is necessary on the airplane(s) changed in accordance with Revision 2 of this service bulletin.

Federal Aviation Administration (FAA) Notice of Proposed Rule Making NPRM 2008-NM-214-AD, is related to this service bulletin.

**REASON FOR REVISION**

This revision is sent to clarify the requirements for the reidentification of parts and assemblies changed by this service bulletin.

The data given in Information Notice 737-57-1293 IN 04 and 737-57-1293 IN 05 are included in this revision.

These sections were changed:

1. Added Paragraph 1.M., Software Accomplishment Summary.
2. Paragraph 2.B., Industry Support Information, changed warranty statement.
3. Paragraph 2.C.1., Parts Necessary for Each Airplane, added new footnote and changed group applicability heading.
4. Paragraph 2.C.2., Parts and Materials Supplied by the Operator, added new footnotes.
5. Paragraph 2.C.3., Parts Modified and Reidentified, updated list of parts.
6. Paragraph 2.D., Parts Necessary to Change Spares, added seal retainer.
7. Paragraph 3.B., Work Instructions, reorganized existing work instructions into group-configuration sets and changed applicable references.
8. Figures 4 and 16, changed part numbers and footnote.
9. Figures 5 and 17, added optional part number, changed part numbers and footnotes.


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10. Figures 6 and 18, changed part numbers.

11. Figure 11, changed part number.

12. Figures 25 and 26, added button callout on art, changed quantity and footnotes.

Vertical lines are put on the left edge of each page, except in Paragraph 1.A., Effectivity, to show the location of important changes.

Pages with no vertical lines have no important changes.

**REVISION HISTORY**

| | |
|---|---|
| Original Issue: | November 13, 2008 |
| Revision 1: | January 11, 2010 |
| Revision 2: | September 28, 2011 |
| Revision 3: | December 14, 2012 |


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## SPECIAL ATTENTION

**Number:** **737-57-1293**
Original Issue: November 13, 2008
Revision 3: December 14, 2012
ATA System: 5740

**Summary**

**SUBJECT:** WINGS - Leading Edge and Leading Edge Devices - Fuel Drain Path Modification

BOEING RECOMMENDS THAT EACH OPERATOR EXAMINE THIS SERVICE BULLETIN IMMEDIATELY.

**CONCURRENT REQUIREMENTS**

None.

**BACKGROUND**

This service bulletin gives instructions to modify the fluid drain path in the wing leading edge area, forward of the wing front spar. If this service bulletin is not incorporated, flammable fluids accumulating in the wing leading edge may drain inboard and onto the engine exhaust nozzle, which could result in a fire.

Boeing has received a report of leaking fuel from the wing leading edge area at the inboard end of the number 5 leading edge slat. The leak was discovered during a post flight inspection on a 737 airplane with a fuel quantity of over 2500 pounds. Subsequent investigation found that the leak occurred in an area of the front spar that does not have a proper drain path. This led to the fuel draining onto the engine exhaust nozzle. The leak appears to have been caused by loose downstop assembly hardware of the slat track down stop and is the subject of Boeing Service Letter 737-SL-57-084.

Group 2 airplanes had the wing leading edge drain path incorporated in production, however the parting agent and Formed-In- Place gasket on the blowout door and fuel shutoff valve access door needs to be replaced and the new seal disks need to be installed on the latches in the fuel shutoff valve access door. Group 3 airplanes had the wing leading edge drain path incorporated in production and had the blowout doors and fuel shutoff valve access doors sealed properly in production, but they need the new seal disks installed on the latches in the fuel shutoff valve access doors.

Boeing Service Related Problem (SRP) 737NG-SRP-28-0110 and 737NG-SRP-57-0248 are related to this service bulletin.

This table is provided to operators for planning purposes only. Refer to the applicable sections for more information.

| Planning Data | Affected | Reference |
|---|---|---|
| Spares Affected | Yes | Paragraph 1.A.2., Spares Affected |
| AD Related | Yes | Paragraph 1.E., Compliance and Paragraph 1.F., Approval |



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| Planning Data | Affected | Reference |
|---|---|---|
| Weight and Balance Change | Yes | Paragraph 1.H., Weight and Balance Changes |
| Electrical Load Changed | No | Paragraph 1.I., Electrical Load Data |
| Publications Affected | Yes | Paragraph 1.K., Publications Affected |
| Airplane Flight Operations Affected (Flight Crew Operations Manual and/or FAA Approved Airplane Flight Manual) | No | Paragraph 1.K., Publications Affected |
| Kits/Parts Required | Yes | Paragraph 2.C.1., Kits/Parts |
| Operator Supplied Material | Yes | Paragraph 2.C.2., Parts and Materials Supplied by the Operator |
| Special Tooling Required | No | Paragraph 2.F., Special Tooling Necessary to do this Service Bulletin |

**ACTION (PRR 38275-181S, PRR 38275-113S)**

**Group 1, Configuration 1:**

1. Open the blowout door and the fuel shutoff valve access door. Remove and keep 13 wing lower leading edge panels from slat station (SS) 26 to slat station (SS) 500 in the left and right wings. Remove wing upper leading edge panels, if necessary, to help install the flame arrestor tube.

2. Apply sealant to the cavities between the inboard slat track ribs and leading edge lower panels at SS 47.69, 122.69, 163.95, 240.95, 282.91, 362.51 and 409.09 in the left and right wings.

3. At the outboard leading edge strakelet box, install a flame arrestor tube through the vapor barrier rib to direct fluids to the strut drain system. Apply sealant to create a form-in-place gasket at the blowout door located under the strakelet box to prevent fluids from leaking onto the engine exhaust nozzle. Replace the existing seal in the fuel shut off valve access door with a bulb seal to prevent flammable fluid leakage onto the engine exhaust nozzle.

4. Install a rubber seal disk under the head of the smaller latch button at each latch location on the fuel shutoff valve access doors.

5. Close the fuel shutoff valve access door and the blowout door and do a leak test. Install all lower leading edge access panels, and any upper leading edge panels that may have been removed.

**Group 2, Configuration 1:**

1. Open the blowout door and the fuel shutoff valve access door in the left and right wings. Remove and keep the lower leading edge access panel immediately outboard of the fuel shutoff valve access door in the left and right wings. Remove the parting agent and sealant at these locations and install new sealant using improved parting agent.

2. Install a rubber seal disk under the head of the smaller latch button at each latch location on the fuel shutoff valve access doors.

3. Close the blowout door and fuel shutoff valve access door and do a leak test. Install the lower leading edge access panel.


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**Group 1-2, Configuration 2; Group 3:**

1. Install a rubber seal disk under the head of the smaller latch button at each latch location on the fuel shutoff valve access doors.

## EFFECTIVITY

737-600, -700, -700C, -800, -900, -900ER airplanes. Refer to Paragraph 1.A.1., Airplanes for the list of affected airplanes.

## COMPLIANCE

The Federal Aviation Administration (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.

Federal Aviation Administration (FAA) Notice of Proposed Rule Making NPRM 2008-NM-214-AD, is related to this service bulletin.

Refer to Paragraph 1.E., Compliance.

## INDUSTRY SUPPORT INFORMATION

Boeing warranty remedies are available for airplanes in warranty as of April 28, 2006. Please refer to Paragraph 2.B., Industry Support Information.

## MANPOWER

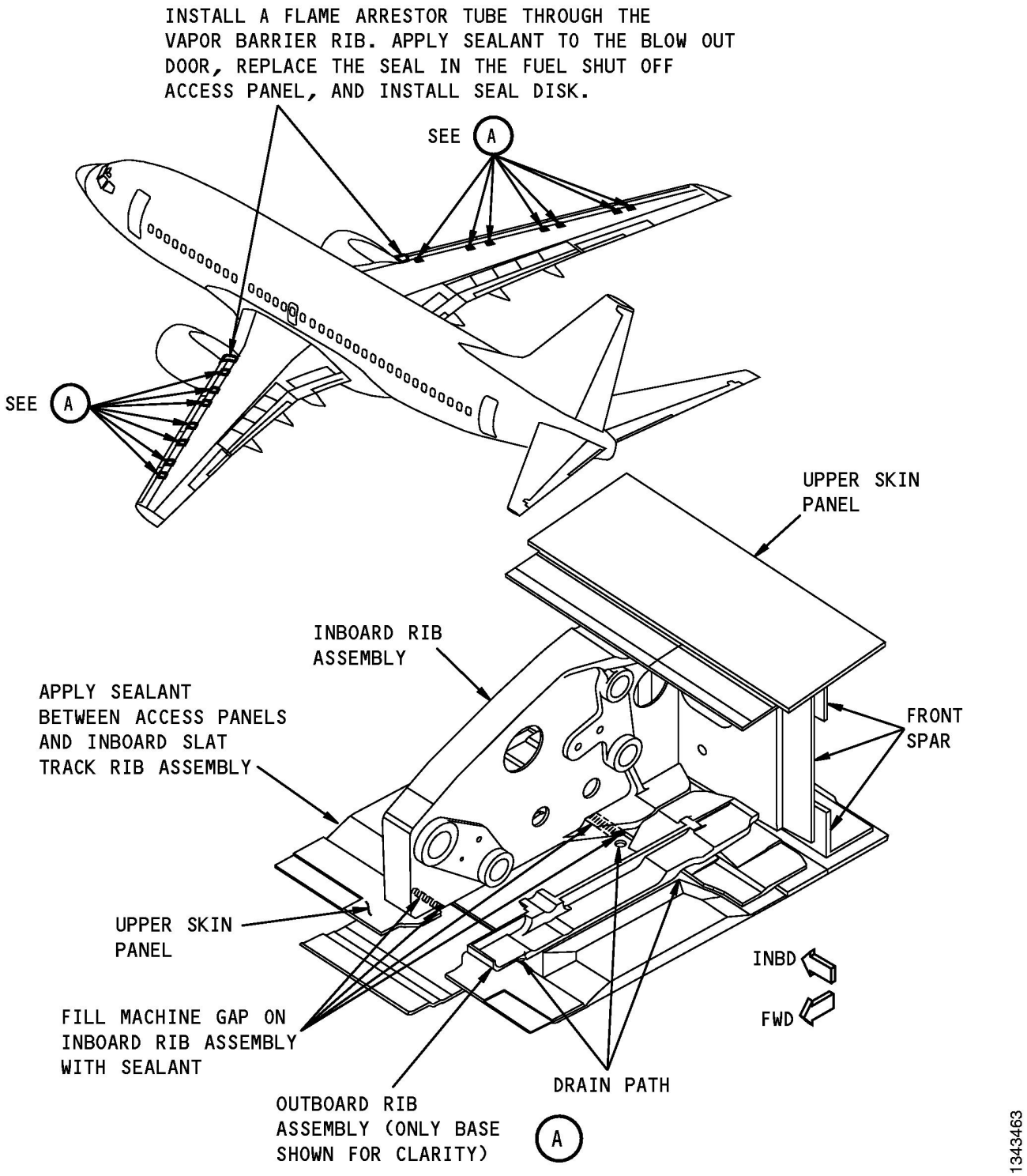
Refer to Paragraph 1.G., Manpower.

## MATERIAL INFORMATION

Boeing Supplied Kits/Parts.

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


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**Number:** **737-57-1293**
Original Issue: November 13, 2008
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ATA System: 5740

**SUBJECT:** WINGS - Leading Edge and Leading Edge Devices - Fuel Drain Path Modification

BOEING RECOMMENDS THAT EACH OPERATOR EXAMINE THIS SERVICE BULLETIN IMMEDIATELY.

### 1. PLANNING INFORMATION

#### A. Effectivity

1. Airplanes

Refer to Service Bulletin Index Document D6-19567 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 38275-113S and PRR 38275-181S for data about this change.

| GROUP | CONFIGURATION | DESCRIPTION |
|---|---|---|
| 1 | - | 737-600, -700, -700C, -800 and -900 airplanes Line Numbers 1 - 1980, 1982 - 2092 and 2094 - 2130. |
| | 1 | Airplanes that have not incorporated the original issue or Revision 1 of the bulletin. |
| | 2 | Airplanes that have incorporated the original issue or Revision 1 of the bulletin. |
| 2 | - | 737-700, -700C, -800 and -900ER airplanes Line Numbers 2131 - 2437 delivered with a modified fuel drain path in the wing leading edge. |
| | 1 | Airplanes that have not incorporated the original issue or Revision 1 of the bulletin. |
| | 2 | Airplanes that have incorporated the original issue or Revision 1 of the bulletin. |


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| GROUP | CONFIGURATION | DESCRIPTION |
|---|---|---|
| 3 | - | 737-700, -700C, -800 and -900ER airplanes Line Numbers 2438-3833 that have had the intent of Revision 1 of the bulletin incorporated in production. |

Airplane Models:

737-600, 737-700, 737-700C, 737-800, 737-900, 737-900ER

| Variable Number | Group |
|---|---|
| YA001 - YA099 | 1 |
| YA101 - YA199 | 1 |
| YA201 - YA211 | 1 |
| YA221 | 1 |
| YA231 - YA242 | 1 |
| YA251 - YA256 | 1 |
| YA271 - YA272 | 1 |
| YA291 | 1 |
| YA301 - YA302 | 1 |
| YA311 - YA314 | 1 |
| YA321 - YA323 | 1 |
| YA336 - YA345 | 1 |
| YA351 | 1 |
| YA356 - YA357 | 1 |
| YA366 - YA367 | 1 |
| YA371 - YA377 | 1 |
| YA501 - YA536 | 1 |
| YA541 - YA552 | 1 |
| YA571 - YA578 | 1 |
| YA601 - YA615 | 1 |
| YA621 - YA622 | 1 |
| YA626 - YA631 | 1 |
| YA635 - YA636 | 1 |
| YA641 - YA642 | 1 |
| YA645 - YA650 | 1 |
| YA656 - YA659 | 1 |


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| Variable Number | Group |
|---|---|
| YA666 - YA667 | 1 |
| YA671 - YA672 | 1 |
| YA681 - YA691 | 1 |
| YA701 - YA710 | 1 |
| YA721 - YA722 | 1 |
| YA731 - YA734 | 1 |
| YA751 - YA756 | 1 |
| YA801 - YA803 | 1 |
| YA809 | 1 |
| YA811 - YA814 | 1 |
| YA831 - YA835 | 1 |
| YA841 - YA862 | 1 |
| YA881 - YA882 | 1 |
| YA891 - YA892 | 1 |
| YA961 - YA978 | 1 |
| YB001 - YB006 | 1 |
| YB101 - YB132 | 1 |
| YB151 - YB153 | 1 |
| YB156 - YB158 | 1 |
| YB161 - YB164 | 1 |
| YB171 - YB172 | 1 |
| YB181 - YB184 | 1 |
| YB201 - YB208 | 1 |
| YB271 | 1 |
| YB276 | 1 |
| YB301 - YB310 | 1 |
| YB371 - YB392 | 1 |
| YB501 - YB502 | 1 |
| YB521 - YB526 | 1 |
| YB541 - YB544 | 1 |
| YB551 | 1 |
| YB561 - YB598 | 1 |
| YB601 - YB632 | 1 |


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| Variable Number | Group |
|---|---|
| YB633 - YB635 | 3 |
| YB651 | 1 |
| YB656 | 1 |
| YB671 - YB672 | 2 |
| YB851 - YB863 | 1 |
| YB871 - YB874 | 1 |
| YB881 - YB891 | 1 |
| YB892 - YB893 | 2 |
| YB901 - YB903 | 1 |
| YB911 | 1 |
| YB961 - YB964 | 1 |
| YB965 - YB971 | 2 |
| YB972 - YB975 | 3 |
| YB981 | 3 |
| YB986 - YB998 | 3 |
| YC001 - YC030 | 1 |
| YC051 - YC083 | 1 |
| YC084 | 2 |
| YC091 - YC094 | 1 |
| YC095 | 3 |
| YC101 - YC104 | 1 |
| YC111 - YC113 | 1 |
| YC121 | 1 |
| YC126 - YC127 | 1 |
| YC136 - YC141 | 1 |
| YC146 - YC147 | 1 |
| YC151 - YC156 | 1 |
| YC166 - YC171 | 1 |
| YC176 - YC178 | 1 |
| YC179 | 2 |
| YC186 - YC189 | 1 |
| YC190 | 2 |
| YC201 - YC203 | 1 |


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| Variable Number | Group |
|---|---|
| YC206 - YC207 | 1 |
| YC301 - YC305 | 1 |
| YC321 - YC387 | 1 |
| YC391 - YC394 | 1 |
| YC396 | 1 |
| YC401 - YC417 | 1 |
| YC421 - YC422 | 1 |
| YC426 - YC428 | 1 |
| YC436 - YC437 | 1 |
| YC438 - YC439 | 2 |
| YC441 - YC448 | 1 |
| YC451 - YC455 | 1 |
| YC459 | 1 |
| YC461 - YC467 | 1 |
| YC471 - YC499 | 1 |
| YC501 - YC526 | 1 |
| YC571 - YC583 | 1 |
| YC587 - YC589 | 1 |
| YC591 - YC593 | 1 |
| YC601 - YC655 | 1 |
| YC681 - YC696 | 1 |
| YC701 - YC715 | 1 |
| YC720 - YC725 | 1 |
| YC727 - YC746 | 1 |
| YC747 - YC749 | 2 |
| YC750 | 3 |
| YC751 - YC752 | 1 |
| YC761 - YC770 | 1 |
| YC781 - YC793 | 1 |
| YC801 - YC892 | 1 |
| YC901 - YC907 | 1 |
| YC921 - YC922 | 1 |
| YC931 - YC932 | 1 |


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| Variable Number | Group |
|---|---|
| YC941 - YC951 | 1 |
| YC971 - YC978 | 1 |
| YC981 - YC983 | 1 |
| YD001 - YD007 | 1 |
| YD021 - YD025 | 1 |
| YD041 - YD057 | 1 |
| YD081 - YD084 | 1 |
| YD101 - YD110 | 1 |
| YD111 - YD117 | 3 |
| YD121 - YD126 | 1 |
| YD151 - YD159 | 1 |
| YD171 - YD172 | 1 |
| YD201 - YD203 | 1 |
| YD206 - YD209 | 1 |
| YD216 - YD219 | 1 |
| YD251 - YD254 | 1 |
| YD256 - YD257 | 1 |
| YD261 | 1 |
| YD301 - YD334 | 1 |
| YD391 | 1 |
| YD401 - YD410 | 1 |
| YD412 - YD414 | 1 |
| YD415 - YD417 | 3 |
| YD481 - YD485 | 1 |
| YD491 - YD495 | 1 |
| YD496 - YD499 | 2 |
| YD501 - YD512 | 1 |
| YD531 - YD535 | 1 |
| YD541 - YD547 | 1 |
| YD561 - YD564 | 1 |
| YD571 - YD572 | 1 |
| YD591 - YD595 | 1 |
| YD601 - YD612 | 1 |


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| Variable Number | Group |
|---|---|
| YD651 - YD655 | 1 |
| YE001 - YE020 | 1 |
| YE051 | 1 |
| YE101 - YE109 | 1 |
| YE151 - YE157 | 1 |
| YE171 - YE172 | 1 |
| YE201 - YE206 | 1 |
| YE301 - YE305 | 1 |
| YE321 - YE326 | 1 |
| YE371 - YE383 | 1 |
| YF001 - YF011 | 3 |
| YF021 - YF049 | 3 |
| YF051 - YF067 | 3 |
| YF086 - YF087 | 3 |
| YF106 - YF107 | 3 |
| YF111 - YF114 | 3 |
| YF116 - YF119 | 3 |
| YF121 - YF131 | 3 |
| YF176 - YF178 | 3 |
| YF191 - YF192 | 3 |
| YF201 - YF276 | 3 |
| YF401 - YF402 | 3 |
| YF431 - YF432 | 3 |
| YF436 - YF437 | 3 |
| YF441 - YF442 | 3 |
| YF451 - YF460 | 3 |
| YF501 - YF599 | 3 |
| YF601 - YF633 | 3 |
| YF701 - YF707 | 3 |
| YF801 - YF805 | 3 |
| YF831 - YF832 | 3 |
| YF836 - YF838 | 3 |
| YF901 - YF905 | 3 |


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| Variable Number | Group |
|---|---|
| YF921 - YF928 | 3 |
| YF951 - YF954 | 3 |
| YG001 - YG044 | 1 |
| YG061 - YG064 | 1 |
| YG066 - YG089 | 1 |
| YG091 - YG099 | 1 |
| YG101 - YG102 | 1 |
| YG103 | 2 |
| YG104 | 3 |
| YG111 - YG112 | 1 |
| YG113 - YG114 | 2 |
| YG116 - YG118 | 2 |
| YG119 - YG133 | 3 |
| YG201 - YG205 | 1 |
| YG211 - YG214 | 1 |
| YG221 - YG224 | 3 |
| YG251 - YG252 | 2 |
| YG501 - YG509 | 1 |
| YG510 - YG512 | 3 |
| YG601 - YG602 | 1 |
| YG701 | 2 |
| YG711 | 3 |
| YH003 - YH006 | 2 |
| YH007 - YH012 | 3 |
| YH031 - YH050 | 3 |
| YH051 | 2 |
| YH052 - YH055 | 3 |
| YH071 - YH080 | 3 |
| YH101 - YH132 | 3 |
| YH201 - YH202 | 3 |
| YH206 - YH207 | 3 |
| YH301 - YH306 | 3 |
| YH321 - YH322 | 3 |


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| Variable Number | Group |
|---|---|
| YH501 - YH511 | 3 |
| YH551 | 3 |
| YH601 - YH602 | 3 |
| YH611 - YH612 | 3 |
| YH631 | 3 |
| YJ001 - YJ006 | 1 |
| YJ007 - YJ008 | 2 |
| YJ009 - YJ010 | 3 |
| YJ011 - YJ013 | 1 |
| YJ021 | 1 |
| YJ471 - YJ480 | 1 |
| YJ501 - YJ517 | 1 |
| YJ531 - YJ558 | 1 |
| YJ559 - YJ579 | 3 |
| YJ591 - YJ594 | 1 |
| YJ595 - YJ596 | 2 |
| YJ597 - YJ599 | 3 |
| YJ631 - YJ632 | 1 |
| YJ671 - YJ685 | 1 |
| YJ686 - YJ689 | 2 |
| YJ690 - YJ694 | 1 |
| YJ801 - YJ867 | 1 |
| YJ871 | 1 |
| YJ872 - YJ873 | 2 |
| YJ874 - YJ880 | 3 |
| YJ901 - YJ902 | 1 |
| YJ903 | 2 |
| YJ904 | 3 |
| YJ908 - YJ910 | 3 |
| YJ911 - YJ928 | 1 |
| YJ929 | 3 |
| YJ931 - YJ936 | 1 |
| YJ937 | 2 |


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| Variable Number | Group |
|---|---|
| YJ941 - YJ949 | 1 |
| YJ950 - YJ955 | 2 |
| YJ956 | 3 |
| YJ961 | 3 |
| YJ976 - YJ977 | 2 |
| YK001 - YK007 | 1 |
| YK101 - YK104 | 1 |
| YK111 - YK112 | 1 |
| YK121 - YK122 | 1 |
| YK131 - YK132 | 1 |
| YK133 | 3 |
| YK136 - YK137 | 1 |
| YK138 - YK139 | 2 |
| YK141 - YK142 | 1 |
| YK146 - YK147 | 1 |
| YK148 | 2 |
| YK151 - YK154 | 1 |
| YK161 - YK162 | 1 |
| YK163 - YK166 | 2 |
| YK167 | 3 |
| YK171 | 3 |
| YK176 - YK177 | 3 |
| YK186 | 3 |
| YK191 | 3 |
| YK196 | 3 |
| YK201 - YK202 | 3 |
| YK301 - YK305 | 1 |
| YK306 - YK307 | 2 |
| YK308 - YK314 | 3 |
| YK321 - YK334 | 1 |
| YK335 - YK336 | 2 |
| YK337 - YK340 | 3 |
| YK361 - YK369 | 1 |


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| Variable Number | Group |
|---|---|
| YK370 - YK372 | 2 |
| YK373 - YK378 | 3 |
| YK401 - YK406 | 1 |
| YK426 - YK427 | 1 |
| YK431 - YK443 | 1 |
| YK444 - YK450 | 2 |
| YK456 - YK460 | 1 |
| YK461 - YK467 | 3 |
| YK471 - YK473 | 3 |
| YK476 | 1 |
| YK480 - YK484 | 1 |
| YK485 | 2 |
| YK486 - YK487 | 3 |
| YK491 - YK492 | 3 |
| YK495 - YK498 | 3 |
| YK511 - YK514 | 1 |
| YK515 | 2 |
| YK516 | 3 |
| YK521 - YK530 | 3 |
| YK551 - YK565 | 1 |
| YK566 - YK570 | 3 |
| YK571 | 1 |
| YK576 - YK577 | 1 |
| YK580 - YK582 | 1 |
| YK583 - YK585 | 2 |
| YK601 - YK602 | 1 |
| YK606 - YK607 | 2 |
| YK611 - YK613 | 1 |
| YK614 | 2 |
| YK615 - YK616 | 3 |
| YK621 - YK623 | 1 |
| YK624 - YK625 | 2 |
| YK626 - YK630 | 3 |


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| Variable Number | Group |
|---|---|
| YK631 - YK632 | 1 |
| YK633 - YK634 | 2 |
| YK641 - YK642 | 1 |
| YK643 - YK644 | 2 |
| YK651 - YK654 | 1 |
| YK655 - YK658 | 2 |
| YK659 - YK665 | 3 |
| YK671 - YK672 | 3 |
| YK676 - YK677 | 3 |
| YK681 - YK686 | 3 |
| YK691 | 3 |
| YK701 - YK707 | 1 |
| YK708 - YK709 | 2 |
| YK710 - YK713 | 3 |
| YK716 - YK719 | 2 |
| YK721 - YK731 | 1 |
| YK732 - YK741 | 2 |
| YK751 - YK770 | 3 |
| YK776 - YK778 | 3 |
| YK781 - YK785 | 3 |
| YK791 - YK792 | 1 |
| YK796 - YK797 | 2 |
| YK801 - YK830 | 1 |
| YK831 - YK863 | 2 |
| YK864 - YK899 | 3 |
| YK901 - YK906 | 1 |
| YK907 - YK910 | 2 |
| YK911 - YK912 | 3 |
| YK918 | 2 |
| YK919 | 3 |
| YK921 | 2 |
| YK922 - YK929 | 3 |
| YK941 - YK944 | 1 |


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| Variable Number | Group |
|---|---|
| YK945 - YK950 | 2 |
| YK951 - YK960 | 3 |
| YK961 - YK964 | 1 |
| YK965 - YK970 | 2 |
| YK971 - YK980 | 3 |
| YK981 - YK982 | 1 |
| YK983 - YK984 | 2 |
| YK985 - YK998 | 3 |
| YL001 - YL005 | 1 |
| YL011 - YL014 | 1 |
| YL015 - YL016 | 2 |
| YL021 - YL024 | 2 |
| YL051 - YL052 | 1 |
| YL056 - YL057 | 2 |
| YL061 | 2 |
| YL066 - YL069 | 2 |
| YL076 - YL077 | 3 |
| YL101 - YL106 | 2 |
| YL107 - YL137 | 3 |
| YL201 | 1 |
| YL202 - YL203 | 2 |
| YL204 - YL230 | 3 |
| YL241 - YL242 | 3 |
| YL271 | 1 |
| YL272 | 2 |
| YL281 - YL282 | 2 |
| YL283 - YL284 | 3 |
| YL301 - YL302 | 1 |
| YL303 | 2 |
| YL311 - YL312 | 2 |
| YL313 - YL314 | 3 |
| YL316 - YL321 | 3 |
| YL351 - YL353 | 3 |


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| Variable Number | Group |
|---|---|
| YL371 - YL374 | 3 |
| YL401 | 3 |
| YL421 - YL423 | 2 |
| YL424 - YL429 | 3 |
| YL431 - YL436 | 2 |
| YL437 - YL444 | 3 |
| YL461 | 1 |
| YL462 - YL470 | 2 |
| YL471 - YL478 | 3 |
| YL501 - YL503 | 2 |
| YL504 - YL509 | 3 |
| YL531 | 2 |
| YL532 - YL534 | 3 |
| YL541 - YL551 | 3 |
| YL561 - YL579 | 3 |
| YL591 - YL598 | 3 |
| YL601 - YL603 | 2 |
| YL604 - YL606 | 3 |
| YL611 - YL612 | 3 |
| YL616 - YL617 | 3 |
| YL621 | 3 |
| YL626 | 3 |
| YL631 - YL634 | 3 |
| YL636 - YL637 | 3 |
| YL661 - YL664 | 3 |
| YL676 - YL691 | 3 |
| YL696 - YL697 | 3 |
| YL701 - YL707 | 3 |
| YL731 | 3 |
| YL751 - YL752 | 3 |
| YL756 - YL757 | 3 |
| YL761 - YL780 | 3 |
| YL796 - YL797 | 3 |


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| Variable Number | Group |
|---|---|
| YL801 - YL815 | 3 |
| YL901 | 2 |
| YL902 - YL910 | 3 |
| YL921 - YL930 | 3 |
| YL931 | 2 |
| YL932 - YL940 | 3 |
| YL951 - YL968 | 3 |
| YM101 - YM103 | 1 |
| YM201 - YM216 | 1 |
| YM217 - YM230 | 2 |
| YM231 - YM244 | 3 |
| YM251 - YM299 | 1 |
| YM301 - YM309 | 1 |
| YM310 - YM343 | 2 |
| YM344 - YM399 | 3 |
| YM401 - YM413 | 3 |
| YM471 | 1 |
| YM481 - YM484 | 1 |
| YM501 - YM511 | 1 |
| YM512 - YM514 | 2 |
| YM515 | 3 |
| YM521 - YM522 | 1 |
| YM541 | 1 |
| YM551 - YM553 | 1 |
| YM571 - YM572 | 1 |
| YM581 - YM582 | 2 |
| YM591 - YM593 | 1 |
| YM594 - YM599 | 3 |
| YM631 - YM633 | 1 |
| YM634 | 2 |
| YM641 - YM644 | 2 |
| YM645 - YM652 | 3 |
| YM671 - YM672 | 2 |


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| Variable Number | Group |
|---|---|
| YM673 - YM674 | 3 |
| YM691 - YM699 | 3 |
| YM701 - YM710 | 3 |
| YM761 - YM765 | 3 |
| YM771 - YM779 | 3 |
| YN001 - YN008 | 1 |
| YN009 - YN013 | 2 |
| YN014 - YN016 | 3 |
| YN021 | 1 |
| YN022 - YN023 | 2 |
| YN024 | 3 |
| YN061 | 1 |
| YN071 - YN074 | 1 |
| YN075 - YN078 | 2 |
| YN079 - YN082 | 3 |
| YN091 - YN092 | 2 |
| YN101 - YN106 | 1 |
| YN107 - YN112 | 2 |
| YN121 | 2 |
| YN201 | 2 |
| YN202 | 3 |
| YN211 - YN214 | 2 |
| YN215 - YN219 | 3 |
| YN231 | 2 |
| YN232 - YN236 | 3 |
| YN261 | 3 |
| YN501 | 3 |
| YN531 - YN534 | 3 |
| YN551 | 3 |
| YN601 | 3 |
| YN701 - YN702 | 3 |
| YQ001 - YQ003 | 3 |
| YQ011 - YQ019 | 3 |


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| Variable Number | Group |
|---|---|
| YQ026 - YQ029 | 3 |
| YQ036 - YQ044 | 3 |
| YQ201 - YQ202 | 3 |
| YQ231 | 3 |
| YQ241 - YQ251 | 3 |
| YQ281 - YQ282 | 3 |
| YQ291 - YQ296 | 3 |
| YQ301 - YQ302 | 3 |
| YQ401 - YQ403 | 3 |
| YQ451 - YQ454 | 3 |
| YR001 - YR013 | 3 |
| YR051 - YR056 | 3 |
| YR101 - YR102 | 3 |
| YR111 - YR116 | 3 |
| YR126 - YR129 | 3 |
| YR141 - YR142 | 3 |
| YR166 - YR172 | 3 |
| YR201 - YR204 | 3 |
| YR231 - YR245 | 3 |
| YR271 - YR278 | 3 |
| YR286 | 3 |
| YR291 - YR294 | 3 |
| YR296 - YR297 | 3 |
| YR301 - YR311 | 3 |
| YR361 - YR362 | 3 |
| YR381 | 3 |
| YR401 - YR405 | 3 |
| YR421 - YR422 | 3 |
| YR431 | 3 |
| YR451 - YR453 | 3 |
| YR501 - YR503 | 3 |
| YR511 - YR512 | 3 |
| YR516 - YR518 | 3 |


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| Variable Number | Group |
|---|---|
| YR526 | 3 |
| YR601 - YR605 | 3 |
| YR616 - YR617 | 3 |
| YR651 - YR652 | 3 |
| YR656 | 3 |
| YR701 - YR713 | 3 |
| YR801 - YR806 | 3 |
| YR851 - YR853 | 3 |
| YR951 | 3 |
| YS001 | 3 |
| YS051 - YS052 | 3 |

2. Spares Affected

Refer to Paragraph 2.D., Parts Necessary to Change Spares.

**B. Concurrent Requirements**

None.

**C. Reason**

This service bulletin gives instructions to modify the fluid drain path in the wing leading edge area, forward of the wing front spar. If this service bulletin is not incorporated, flammable fluids accumulating in the wing leading edge may drain inboard and onto the engine exhaust nozzle, which could result in a fire.

Boeing has received a report of leaking fuel from the wing leading edge area at the inboard end of the number 5 leading edge slat. The leak was discovered during a post flight inspection on a 737 airplane with a fuel quantity of over 2500 pounds. Subsequent investigation found that the leak occurred in an area of the front spar that does not have a proper drain path. This led to the fuel draining onto the engine exhaust nozzle. The leak appears to have been caused by loose downstop assembly hardware of the slat track down stop and is the subject of Boeing Service Letter 737-SL-57-084.

Group 2 airplanes had the wing leading edge drain path incorporated in production, however the parting agent and Formed-In- Place gasket on the blowout door and fuel shutoff valve access door needs to be replaced and the new seal disks need to be installed on the latches in the fuel shutoff valve access door. Group 3 airplanes had the wing leading edge drain path incorporated in production and had the blowout doors and fuel shutoff valve access doors sealed properly in production, but they need the new seal disks installed on the latches in the fuel shutoff valve access doors.

Boeing Service Related Problem (SRP) 737NG-SRP-28-0110 and 737NG-SRP-57-0248 are related to this service bulletin.

Revision 1 was sent to clarify issues that were found during the validation.


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Revision 2 was sent to provide operators with additional assistance for installing the flame arrestor tube and passing the leak test.

Revision 3 is sent to clarify the requirements for the reidentification of parts and assemblies changed by this service bulletin.

The data given in Information Notice 737-57-1293 IN 04 and 737-57-1293 IN 05 are included in this revision.

**D. Description**

**Group 1, Configuration 1:**

1. Open the blowout door and the fuel shutoff valve access door. Remove and keep 13 wing lower leading edge panels from slat station (SS) 26 to slat station (SS) 500 in the left and right wings. Remove wing upper leading edge panels, if necessary, to help install the flame arrestor tube.

2. Apply sealant to the cavities between the inboard slat track ribs and leading edge lower panels at SS 47.69, 122.69, 163.95, 240.95, 282.91, 362.51 and 409.09 in the left and right wings.

3. At the outboard leading edge strakelet box, install a flame arrestor tube through the vapor barrier rib to direct fluids to the strut drain system. Apply sealant to create a form-in-place gasket at the blowout door located under the strakelet box to prevent fluids from leaking onto the engine exhaust nozzle. Replace the existing seal in the fuel shut off valve access door with a bulb seal to prevent flammable fluid leakage onto the engine exhaust nozzle.

4. Install a rubber seal disk under the head of the smaller latch button at each latch location on the fuel shutoff valve access doors.

5. Close the fuel shutoff valve access door and the blowout door and do a leak test. Install all lower leading edge access panels, and any upper leading edge panels that may have been removed.

**Group 2, Configuration 1:**

1. Open the blowout door and the fuel shutoff valve access door in the left and right wings. Remove and keep the lower leading edge access panel immediately outboard of the fuel shutoff valve access door in the left and right wings. Remove the parting agent and sealant at these locations and install new sealant using improved parting agent.

2. Install a rubber seal disk under the head of the smaller latch button at each latch location on the fuel shutoff valve access doors.

3. Close the blowout door and fuel shutoff valve access door and do a leak test. Install the lower leading edge access panel.

**Group 1-2, Configuration 2; Group 3:**

1. Install a rubber seal disk under the head of the smaller latch button at each latch location on the fuel shutoff valve access doors.

Revision 3 - No more work is necessary on the airplane(s) changed in accordance with Revision 2 of this service bulletin.


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The work in this service bulletin is done in the maintenance zone(s) given below.

**Group 1:**

| Affected Maintenance Zones | |
|---|---|
| **Model** | **Zone** |
| 737-600, 737-700, 737-700C, 737-800, 737-900 | 521, 522, 523, 524, 525, 621, 622, 623, 624, 625 |

**Group 2:**

| Affected Maintenance Zones | |
|---|---|
| **Model** | **Zone** |
| 737-700, 737-700C, 737-800, 737-900ER | 521, 522, 621, 622 |

**Group 3:**

| Affected Maintenance Zones | |
|---|---|
| **Model** | **Zone** |
| 737-700, 737-700C, 737-800, 737-900ER | 521, 621 |

## E. Compliance

The Federal Aviation Administration (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.

Federal Aviation Administration (FAA) Notice of Proposed Rule Making NPRM 2008-NM-214-AD, is related to this service bulletin.

Boeing recommends that the modifications given in this service bulletin be done within 2 years after the Revision 2 date of this service bulletin.

## 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.


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## G. Manpower

The table below shows an estimate of the task-hours necessary to do this modification 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.

**Group 1, Configuration 1:**
**LEFT WING**

| Task | Number of Persons | Task Hours | Elapsed Hours |
|---|---|---|---|
| Preparation | 1 | 0.25 | 0.25 |
| Optional Access (a) | 1 | 1.00 | 1.00 |
| FIGURE 1 | 2 | 4.50 | 2.25 |
| FIGURE 4 | 1 | 2.50 | 2.50 |
| FIGURE 5 | 1 | 2.00 | 2.00 |
| FIGURE 6 | 1 | 3.00 | 3.00 |
| FIGURE 7 | 1 | 1.00 | 1.00 |
| FIGURE 9 | 1 | 0.25 | 0.25 |
| FIGURE 10 | 2 | 5.00 | 2.50 |
| FIGURE 11 | 2 | 4.50 | 2.25 |
| FIGURE 25 | 1 | 1.25 | 1.25 |
| TOTAL FOR THE LEFT WING OF THE AIRPLANE | | 24.25 | 17.25 |
| (a) Task may or may not be required to be performed. If task is required, time given must be added to total shown to arrive at revised total per airplane. | | | |

**Group 1, Configuration 1:**
**RIGHT WING**

| Task | Number of Persons | Task Hours | Elapsed Hours |
|---|---|---|---|
| Preparation | 1 | 0.25 | 0.25 |
| Optional Access (a) | 1 | 1.00 | 1.00 |
| FIGURE 13 | 2 | 4.00 | 2.00 |


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**Group 1, Configuration 1:**
**RIGHT WING**

| Task | Number of Persons | Task Hours | Elapsed Hours |
|---|---|---|---|
| FIGURE 16 | 1 | 2.50 | 2.50 |
| FIGURE 17 | 1 | 2.00 | 2.00 |
| FIGURE 18 | 1 | 3.00 | 3.00 |
| FIGURE 19 | 1 | 1.00 | 1.00 |
| FIGURE 21 | 1 | 0.25 | 0.25 |
| FIGURE 22 | 1 | 5.00 | 2.50 |
| FIGURE 23 | 2 | 4.00 | 2.00 |
| FIGURE 26 | 1 | 1.25 | 1.25 |
| TOTAL FOR THE RIGHT WING OF THE AIRPLANE | | 23.25 | 16.75 |
| (a) Task may or may not be required to be performed. If task is required, time given must be added to total shown to arrive at revised total per airplane. | | | |

**Group 2, Configuration 1:**
**LEFT WING**

| Task | Number of Persons | Task Hours | Elapsed Hours |
|---|---|---|---|
| Preparation | 1 | 0.25 | 0.25 |
| Optional Access (a) | 1 | 1.00 | 1.00 |
| FIGURE 2 | 1 | 1.00 | 1.00 |
| FIGURE 3 | 1 | 3.50 | 3.50 |
| FIGURE 4 | 1 | 2.50 | 2.50 |
| FIGURE 8 | 1 | 3.00 | 3.00 |
| FIGURE 9 | 1 | 0.25 | 0.25 |
| FIGURE 12 | 1 | 1.00 | 1.00 |
| FIGURE 25 | 1 | 1.25 | 1.25 |
| TOTAL FOR THE LEFT WING OF THE AIRPLANE | | 12.75 | 12.75 |
| (a) Task may or may not be required to be performed. If task is required, time given must be added to total shown to arrive at revised total per airplane. | | | |


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**Group 2, Configuration 1:**
**RIGHT WING**

| Task | Number of Persons | Task Hours | Elapsed Hours |
|---|---|---|---|
| Preparation | 1 | 0.25 | 0.25 |
| Optional Access (a) | 1 | 1.00 | 1.00 |
| FIGURE 14 | 1 | 1.00 | 1.00 |
| FIGURE 15 | 1 | 3.50 | 3.50 |
| FIGURE 16 | 1 | 2.50 | 2.50 |
| FIGURE 20 | 1 | 3.00 | 3.00 |
| FIGURE 21 | 1 | 0.25 | 0.25 |
| FIGURE 24 | 1 | 1.00 | 1.00 |
| FIGURE 26 | 1 | 1.25 | 1.25 |
| TOTAL FOR THE RIGHT WING OF THE AIRPLANE | | 12.75 | 12.75 |
| (a) Task may or may not be required to be performed. If task is required, time given must be added to total shown to arrive at revised total per airplane. | | | |

**Group 1-2, Configuration 2; Group 3:**
**LEFT WING**

| Task | Number of Persons | Task Hours | Elapsed Hours |
|---|---|---|---|
| FIGURE 25 | 1 | 1.25 | 1.25 |
| TOTAL FOR THE LEFT WING OF THE AIRPLANE | | 1.25 | 1.25 |

**Group 1-2, Configuration 2; Group 3:**
**RIGHT WING**

| Task | Number of Persons | Task Hours | Elapsed Hours |
|---|---|---|---|
| FIGURE 26 | 1 | 1.25 | 1.25 |
| TOTAL FOR THE RIGHT WING OF THE AIRPLANE | | 1.25 | 1.25 |

## H. Weight and Balance Changes

**Group 1, Configuration 1:**

| Change in Weight (Pounds) | Change in Moment (Pound-Inches) |
|---|---|
| +1.5 | +900 |


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**Group 2, Configuration 1:**

| Change in Weight (Pounds) | Change in Moment (Pound-Inches) |
|---|---|
| Negligible | Negligible |

**Group 1-2, Configuration 2; Group 3:**

| Change in Weight (Pounds) | Change in Moment (Pound-Inches) |
|---|---|
| Negligible | Negligible |

## I. Electrical Load Data

Not changed.

## J. References

1. Existing Data:

   a. Engineering Change Memo PRR 38275-181S, PRR 38275-113S

   b. Boeing Service Letter 737-SL-51-042, 737-SL-57-084

   c. Boeing Service Related Problem (SRP) 737NG-SRP-28-0110, 737NG-SRP-57-0248

   d. Federal Aviation Administration (FAA) Notice of Proposed Rule Making (NPRM) 2008-NM-214-AD

   e. Standard Overhaul Practices Manual (SOPM) 20-11-03, 20-30-03, 20-30-93, 20-41-02, 20-43-03, 20-44-04, 20-50-10, 20-50-12, 20-50-19

   f. Standard Wiring Practices Manual (SWPM) 20-20-00, 20-20-10

   g. 737 Structural Repair Manual (SRM) 51-70-04, 51-70-14

   h. 737-600/700/800/900 Aircraft Maintenance Manual (AMM) 27-81-00, 57-41-02

   i. BAC 5845

2. Data Supplied with this Service Bulletin:

   None.

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

| Drawing Number | Title |
|---|---|
| 110A3140 | Seal Application - Leading Edge, Wing Section 14. |
| 116A5500 | Strakelet Box Installation - Outboard Fixed Leading Edge. |


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| Drawing Number | Title |
|---|---|
| 116A8500 | Access Door Installation - Outboard Fixed Leading Edge. |
| 116A8510 | Door Assy- Engine Fuel Shutoff/Defuel Valve, Outbd Fixed LE |

The table above lists applicable drawings used to prepare this service bulletin. The drawings are not necessary to make the specified changes, and are not supplied with this service bulletin. The drawings may not be applicable to all airplane configurations or operators.

**K. Publications Affected**

1. Publications

| Publication | Chapter-Section |
|---|---|
| 737-600/700/800/900 Aircraft Maintenance Manual | 57-41 |
| 737-600/700/800/900 Illustrated Parts Catalog | 52-49, 57-40 |

2. Damage Tolerance Based Structural Inspections:

Boeing has evaluated this service bulletin for effects on Fatigue Critical Structure (FCS) and for changes to Damage Tolerance Inspections (DTI) required in the Maintenance Program. This service bulletin does not affect FCS, therefore DTIs are not necessary.

**L. Interchangeability and Intermixability of Parts**

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

**M. Software Accomplishment Summary**

Not affected.


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## 2. MATERIAL INFORMATION

### A. Material - Price and Availability

Boeing can supply the kits shown in Paragraph 2.C., Parts Necessary For Each Airplane as shown below. If there is a limit to the quantity (QTY) of available kits a supply sequence is given by Spares. More kits become available as shown in the Reorder Lead Time (ROLT). ROLT is calculated from the date Boeing gets the purchase order.

| Kit Number | Name | ROLT (Weeks) | Unit Price thru (June 30, 2012) |
|---|---|---|---|
| 002A0001-111 (a) | Top Kit - Fuel Drain Path Modification | 56 (b) | $1262.00 (b) |
| (a) Old top kit 002A0001-82 plus a quantity of (4) 116A8505-2 seal disks equals new kit 002A0001-111. | | | |
| (b) Kit availability and ROLT is same as seal disk availability and ROLT shown in the table below. | | | |

Boeing can supply the parts shown in Paragraph 2.C., Parts Necessary For Each Airplane as shown below. If there is a limit to the quantity (QTY) of available parts a supply sequence is given by Spares. More parts become available as shown in the Reorder Lead Time (ROLT). ROLT is calculated from the date Boeing gets the purchase order.

| End Item | Name | Date | QTY | ROLT (Weeks) | Unit Price thru (June 30, 2012) |
|---|---|---|---|---|---|
| 116A8505-2 | Seal Disk | 10/03/11 | 25 | 56 | $94.00 |
| | | 10/17/11 | 25 | | |
| | | 10/31/11 | 25 (a) | | |
| (a) A quantity of 25 Seal Disks will be released every 2 weeks until 06/10/13. | | | | | |

The kits and seal disks are subject to the terms and conditions of the Boeing standard purchase order acknowledgment. After the Unit Price date, new price and ROLT data is applicable. Prices are in United States dollars. Terms: Net 30 days.

**Reference this service bulletin and submit your purchase order by one of the methods that follow:**

1. Order on-line via ATA Spec 2000 or Boeing Part Page

2. Fax to (206) 662-7145

3. Spares Customer Support - MC 36-65 Boeing Spares Department P.O. Box 3707 Seattle, Washington 98124-2207 USA

REFER TO THE BOEING PART PAGE ON MYBOEINGFLEET.COM OR CONTACT FIRST RESPONDER AT FR@BOEING.COM FOR THE LATEST REORDER LEAD TIME (ROLT) AND PRICE INFORMATION


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**B. Industry Support Information**

Boeing warranty remedies are available for 737 airplanes in warranty as of April 28, 2006. For task hour reimbursement for airplanes in warranty as of that date, send a warranty claim to Boeing Commercial Airplanes Group - Warranties. The kits or parts for airplanes in warranty as of that date will be supplied at no charge. Send a purchase order for the kits or parts to Boeing Spares. Please refer to this service bulletin number and reference the airplane variable numbers in your purchase order.

**C. Parts Necessary for Each Airplane**

1. Kits/Parts:

**Group 1, Configuration 1:**

a. To get the kits shown below, refer to Paragraph 2.A., Material - Price and Availability.

**NOTE:** One top kit and the items shown in Paragraph 2.C.2., Parts and Materials Supplied by the Operator, are necessary for each airplane.

**Group 1, Configuration 1:**

| **Kit 002A0001-111** | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **New Part Number** | **Figure** | | | | | | **Name** | **Existing Part Number** | **Notes** |
| | **5** | **6** | **17** | **18** | **25** | **26** | | | |
| | **Qty** | | | | | | | | |
| 116A5515-1 | 1 | - | 1 | - | - | - | FLAME ARRESTOR TUBE | | |
| 116A8503-13 | - | 1 | - | 1 | - | - | SEAL | | |
| 116A8504-9 | - | 1 | - | 1 | - | - | SEAL RETAINER | | |
| BACB30XD3K3 | 1 | - | 1 | - | - | - | BOLT, 100 DEG SHEAR | | |
| BACB30XD3K5 | - | 6 | - | 6 | - | - | BOLT, 100 DEG SHEAR | | |
| BACB30XD3K6 | - | 7 | - | 7 | - | - | BOLT, 100 DEG SHEAR | | |
| BACB30XD3K8 | - | 2 | - | 2 | - | - | BOLT, 100 DEG SHEAR | | |
| BACB30ZE3-6 | - | 2 | - | 2 | - | - | BOLT | | |
| BACC10HM08P | 1 | - | 1 | - | - | - | CLAMP | | (a) |
| BACJ40AB20-6 | - | 1 | - | 1 | - | - | BONDING JUMPER | | |
| BACN10YR3CD | 1 | 17 | 1 | 17 | - | - | NUT | | |
| BACS40R010C162F | - | 1 | - | 1 | - | - | SHIM, LAMINATED | | |


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**Group 1, Configuration 1:**

| Kit 002A0001-111 | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **New Part Number** | **Figure** | | | | | | **Name** | **Existing Part Number** | **Notes** |
| | **5** | **6** | **17** | **18** | **25** | **26** | | | |
| | **Qty** | | | | | | | | |
| BACW10DM6P | - | 1 | - | 1 | - | - | WASHER DIMPLED | | |
| NAS1149D0316H | - | 2 | - | 2 | - | - | WASHER | | |
| NAS1149D0332J | 1 | 8 | 1 | 8 | - | - | WASHER | | |
| 116A8505-2 | - | - | - | - | 2 | 2 | Seal Disk | | |
| (a) BACC10HM08PW is an acceptable substitute for BACC10HM08P. | | | | | | | | | |

**Group 1, Configuration 2; Group 2-3:**

a. To get the parts shown below, refer to Paragraph 2.A., Material - Price and Availability.

**NOTE:** Four Seal Disks and the items shown in Paragraph 2.C.2., Parts and Materials Supplied by the Operator, are necessary for each airplane.

**Group 1, Configuration 2; Group 2-3:**

| End Item Parts | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **New Part Number** | **Figure** | | | | | | **Name** | **Existing Part Number** | **Notes** |
| | **5** | **6** | **17** | **18** | **25** | **26** | | | |
| | **Qty** | | | | | | | | |
| 116A8505-2 | - | - | - | - | 2 | 2 | Seal Disk | | |

2. Parts and Materials Supplied by the Operator:

**Group 1, Configuration 1:**

| Part Number / Specification | QTY | Name | Notes |
|---|---|---|---|
| Methyl Ethyl Ketone (MEK) | 10 Ounces | Cleaning Agent | (e) |
| BMS5-45, Class B-1/2 | 20 Ounces | Sealant | (a) |
| BMS5-45, Class B-1/2 or B-2 | 30 Ounces | Sealant | (a) (f) |
| Type 2, Class A | 4 Ounces | Chemical Conversion Coating | (b) |
| BMS10-11, Type I | 2 ounces | Primer | (a) |
| BMS10-79, Type III | 2 Ounces | Primer | (a) |
| BMS10-11, Type II | 2 Ounces | Gloss Enamel | (a) |


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**Group 1, Configuration 1:**

| Part Number / Specification | QTY | Name | Notes |
|---|---|---|---|
| BMS10-60, Type II | 2 Ounces | Gloss Enamel | (a) |
| BACR15FP6MP5R | 12 | Blind Rivets | - |
| BMS5-142 Class B-1/2 or B-2 | 4 Ounces | Sealant | (a) |
| Frekote 710-NC | 8 Ounces | Parting Agent | (c) |
| NAS1149D0316H | 4 | Washer | (d) |
| (a) Refer to the Qualified Products List at the end of the Boeing Material Specification (BMS) for supplier data. | | | |
| (b) Refer to SOPM 20-43-03 as an accepted procedure or 737 SRM Chapter 51 for material sources. | | | |
| (c) Petrolatum that meets VV-P-236 specifications is an acceptable substitute for Frekote 710-NC. | | | |
| (d) As an option you may salvage and re-install the removed washers. | | | |
| (e) Refer to SOPM 20-30-93 as an accepted procedure. | | | |
| (f) BMS5-36, Type II is an acceptable substitute adhesive for Figures 25 and 26 only. Refer to SOPM 20-50-12 Type 50, Method 1 as an accepted procedure. | | | |

**Group 2, Configuration 1:**

| Part Number / Specification | QTY | Name | Notes |
|---|---|---|---|
| Methyl Ethyl Ketone (MEK) | 5 Ounces | Cleaning Agent | (d) |
| BMS5-45, Class B-1/2 | 10 ounces | Sealant | (a) |
| BMS5-45, Class B-1/2 or B-2 | 20 Ounces | Sealant | (a) (e) |
| Type 2, Class A | 2 Ounces | Chemical Conversion Coating | (b) |
| BMS10-79, Type III | 1 Ounce | Primer | (a) |
| BMS10-60, Type II | 1 Ounce | Gloss Enamel | (a) |
| BACR15FP6MP5R | 12 | Blind Rivets | - |
| Frekote 710-NC | 6 Ounces | Parting Agent | (c) |
| (a) Refer to the Qualified Products List at the end of the Boeing Material Specification (BMS) for supplier data. | | | |
| (b) Refer to SOPM 20-43-03 as an accepted procedure or 737 SRM Chapter 51 for material sources. | | | |
| (c) Petrolatum that meets VV-P-236 specifications is an acceptable substitute for Frekote 710-NC. | | | |
| (d) Refer to SOPM 20-30-93 as an accepted procedure. | | | |


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**Group 2, Configuration 1:**

| Part Number / Specification | QTY | Name | Notes |
|---|---|---|---|
| (e) BMS5-36, Type II is an acceptable substitute adhesive for Figures 25 and 26 only. Refer to SOPM 20-50-12 Type 50, Method 1 as an accepted procedure. | | | |

**Group 1-2, Configuration 2; Group 3:**

| Part Number / Specification | QTY | Name | Notes |
|---|---|---|---|
| BMS5-45, Class B-1/2 or B-2 | 1 Ounce | Sealant | (a) (b) |
| (a) Refer to the Qualified Products List at the end of the Boeing Material Specification (BMS) for supplier data. | | | |
| (b) BMS5-36, Type II is an acceptable substitute adhesive for Figures 25 and 26 only. Refer to SOPM 20-50-12 Type 50, Method 1 as an accepted procedure. | | | |

3. Parts Modified and Reidentified:

**Group 1, Configuration 1:**

| Existing Part Number | QTY | Name | New Part Number | Notes |
|---|---|---|---|---|
| 116A5508-3<br>116A5508-5<br>116A5508-7<br>116A5508-9 | 1 | Seal Rib | 116A5508-11 | (a) |
| 116A5508-4<br>116A5508-6<br>116A5508-8<br>116A5508-10 | 1 | Seal Rib | 116A5508-12 | (a) |
| 116A5510-9<br>116A5510-11<br>116A5510-13<br>116A5510-17<br>116A5510-19<br>116A5510-21 | 1 | Strakelet Box Assembly | 116A5510-23 | (a) |
| 116A5510-10<br>116A5510-12<br>116A5510-14<br>116A5510-18<br>116A5510-20<br>116A5510-22 | 1 | Strakelet Box Assembly | 116A5510-24 | (a) |
| 116A8510-13 | 1 | Fuel Shutoff Valve Access Door Assembly | 116A8510-19 | Ref. 521BB<br>(a) (b) |
| 116A8510-14 | 1 | Fuel Shutoff Valve Access Door Assembly | 116A8510-20 | Ref. 621BB<br>(a) (b) |


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**Group 1, Configuration 1:**

| Existing Part Number | QTY | Name | New Part Number | Notes |
|---|---|---|---|---|
| 116A5522-5 | 1 | Hinge Half | 116A5522-9 | (a) |
| 116A5522-6 | 1 | Hinge Half | 116A5522-10 | (a) |
| 116A5522-1 | 1 | Hinge Assembly | 116A5522-7 | (a) |
| 116A5522-2 | 1 | Hinge Assembly | 116A5522-8 | (a) |
| 116A5507-1<br>116A5507-7 | 1 | Door Land Assembly | 116A5507-9 | (a) |
| 116A5507-2<br>116A5507-8 | 1 | Door Land Assembly | 116A5507-10 | (a) |
| H3479-5 | 4 | Latch Assembly | 116A8505-1 | (a) |
| (a) Make the change given in this service bulletin. | | | | |
| (b) Reworked 116A8510-9 or 116A8510-10 Fuel Shutoff Valve Access Door Assemblies do not have an equivalent Boeing part number because they have a different hinge component. | | | | |

**Group 2, Configuration 1:**

| Existing Part Number | QTY | Name | New Part Number | Notes |
|---|---|---|---|---|
| 116A5522-5 | 1 | Hinge Half | 116A5522-9 | (a) |
| 116A5522-6 | 1 | Hinge Half | 116A5522-10 | (a) |
| 116A5522-1 | 1 | Hinge Assembly | 116A5522-7 | (a) |
| 116A5522-2 | 1 | Hinge Assembly | 116A5522-8 | (a) |
| 116A8510-17 | 1 | Fuel Shutoff Valve Access Door Assembly | 116A8510-19 | Ref. 521BB<br>(a) |
| 116A8510-18 | 1 | Fuel Shutoff Valve Access Door Assembly | 116A8510-20 | Ref. 621BB<br>(a) |
| H3479-5 | 4 | Latch Assembly | 116A8505-1 | (a) |
| (a) Make the change given in this service bulletin. | | | | |

**Group 1-2, Configuration 2; Group 3:**

| Existing Part Number | QTY | Name | New Part Number | Notes |
|---|---|---|---|---|
| 116A8510-17 | 1 | Fuel Shutoff Valve Access Door Assembly | 116A8510-19 | Ref. 521BB<br>(a) |
| 116A8510-18 | 1 | Fuel Shutoff Valve Access Door Assembly | 116A8510-20 | Ref. 621BB<br>(a) |


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**Group 1-2, Configuration 2; Group 3:**

| Existing Part Number | QTY | Name | New Part Number | Notes |
|---|---|---|---|---|
| H3479-5 | 4 | Latch Assembly | 116A8505-1 | (a) |
| (a) Make the change given in this service bulletin. | | | | |

4. Parts Removed and Not Replaced:

None.

**D. Parts Necessary to Change Spares**

To get the parts shown below, refer to Paragraph 2.A., Material - Price and Availability.

**Group 1, Configuration 1:**

| Part Number | Name | QTY |
|---|---|---|
| 116A8503-13 | Seal | 2 |
| 116A8504-9 | Seal Retainer | 2 |
| 116A8505-2 | Seal Disk | 4 |

**Group 1, Configuration 2; Group 2-3:**

| Part Number | Name | QTY |
|---|---|---|
| 116A8505-2 | Seal Disk | 4 |

**E. Special Tooling - Price and Availability**

None.

**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

**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. 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
   – Angular tolerance is plus or minus 2 degrees
   – Hole dimensions for standard solid rivets and fasteners are in 737 SRM Chapter 51
   – Torque limits to tighten nuts and bolts are in 737 SRM Chapter 51

4. Use the approved fastener and process material substitutions in accordance with 737 SRM Chapter 51.

5. Refer to the SWPM 20-10-11 and SWPM 20-10-12 for the wire installation procedures, and SWPM 20-10-19 for the wire separation requirements, as accepted procedures.

6. The necessary conditions for selection of clamp type and size are included in SWPM 20-10-12. If any wire bundle support clamp specified in this service bulletin does not make a correct fit on the wire bundle, refer to SWPM 20-10-12 as an accepted procedure to select a clamp that fits correctly.

7. If the length of any fastener specified in this service bulletin does not meet installation standards given in 737 SRM Chapter 51, then a fastener of the same specification, or an approved substitute, with a length which meets the installation standards given in 737 SRM Chapter 51 may be used. In addition, washers may be installed for fastener grip length in accordance with 737 SRM Chapter 51.

8. A Detailed Inspection is defined as: An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses, etc. may be necessary. Surface cleaning and elaborate procedures may be required.


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9. 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 enhance visual access to all exposed surfaces in the inspection area. This level of inspection is made under normally 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.

10. These work instructions refer to procedures included in other Boeing documents. When the words "refer to" are used and the operator has an accepted alternative procedure, the accepted alternative procedure can be used. When the words "in accordance with" are included in the instruction, the procedure in the Boeing document must be used.

11. Boeing Service Letter 737-SL-51-042, Damage Reporting and Repair Plan/Design Guidelines, is an acceptable procedure to request information from Boeing for additional structural repair instructions. The Service Letter describes what information must be provided to Boeing before a structural repair can be provided.

12. The instructions in Paragraph 3.B., Work Instructions and the figures can include operation of tools or test equipment. Boeing Engineering Tool Drawings, the Illustrated Tool and Equipment Manual, and the Special Tool and Ground Handling Drawing Index contain data on versions of the tools or test equipment that you can use. It is permitted to use replaced tools. It is not permitted to use superseded tools.

13. If it is necessary to remove more parts for access, you can remove those parts. If you can get access without removing identified parts, it is not necessary to remove all of the identified parts. Jacking and shoring limitations must be observed.

14. Where the work instructions include installation of a kept part, a new or serviceable part with the same part number can be installed as an alternative to the kept part.

15. Some Boeing parts are supplied in a temporary configuration. Those parts are identified with a 'U', 'W', or 'Y' in place of the '-' (dash) in the part number. It is permitted to install parts identified with a 'U', 'W', or 'Y' as an alternative to the '-' (dash) part number. Boeing Drawing 005W0900 contains more data.

## B. WORK INSTRUCTIONS

**Group 1, Configuration 1:**

1. Extend the leading edge slats to the fully down position. Refer to 737-600/700/800/900 AMM 27-81-00 as an accepted procedure.

2. Deactivate the leading edge slat system. Refer to 737-600/700/800/900 AMM 27-81-00 as an accepted procedure.

3. Do the fuel drain path modification as follows:


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**LEFT WING**

a. Open the left wing blowout door, fuel shutoff valve access door and remove the left wing leading edge lower panels to get access to the leading edge slat track ribs in accordance with FIGURE 1.

b. Remove, if necessary, access panel 521AT.

c. Trim the blowout door hinge in the left wing in accordance with FIGURE 4.

**NOTE:** It might be necessary to remove the hinge pin from the hinge assembly, in order to trim the hinge half.

d. Install a flame arrestor tube through the vapor barrier rib in the left outboard strakelet box in accordance with FIGURE 5.

e. Replace the seal and the seal retainer on the left fuel shutoff valve access door in accordance with FIGURE 6.

(1) Do a detailed inspection on the countersink diameter for the bonding jumper fastener hole in the left fuel shutoff valve access door. The 100 degree countersink hole should have a diameter of 0.310 to 0.320 inches. Repair the left fuel shutoff valve access door if the diameter of the countersink is outside this range. Refer to 737 SRM 51-70-04 and 737 SRM 51-70-14 as accepted procedures.

f. Apply sealant to the blowout door and fuel shutoff valve access door in the left wing in accordance with FIGURE 7.

g. Install a seal disk on each latch in the fuel shutoff valve access door in the left wing in accordance with FIGURE 25.

h. With the blowout door and fuel shutoff valve access door in the left wing closed, do a leak test in accordance with FIGURE 9.

(1) If water drains through the strut drain tube and no water drips onto the engine nozzle within 2 minutes of pouring the water, then the test is successful.

(2) If water does not drain through the strut drain tube, then find and remove whatever is blocking the drain path. Repeat leak test in accordance with FIGURE 9.

(3) If water drips onto the engine nozzle within 2 minutes of pouring the water, then reapply sealant as required until the test is successful.

i. Apply sealant to the left wing leading edge slat track ribs at SS 47.69, 122.69, 163.95, 240.95, 282.91, 362.51 and 409.09 in accordance with FIGURE 10.

j. Close the blowout door, fuel shutoff valve access door and install the leading edge lower panels in the left wing in accordance with FIGURE 11.

k. Close panel 521AT, if the panel was removed.


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**RIGHT WING**

a. Open the right wing blowout door, fuel shutoff valve access door and remove the right wing leading edge lower panels to get access to the leading edge slat track ribs in accordance with FIGURE 13.

b. Remove, if necessary, access panel 621AT.

c. Trim the blowout door hinge in the right wing in accordance with FIGURE 16.

**NOTE:** It might be necessary to remove the hinge pin from the hinge assembly, in order to trim the hinge half.

d. Install a flame arrestor tube through the vapor barrier rib at the right outboard strakelet box in accordance with FIGURE 17.

e. Replace the seal and seal retainer on the right fuel shutoff valve access door in accordance with FIGURE 18.

(1) Do a detailed inspection on the countersink diameter for the bonding jumper fastener hole in the right fuel shutoff valve access door. The 100 degree countersink hole should have a diameter of 0.310 to 0.320 inches. Repair the right fuel shutoff valve access door if the diameter of the countersink is outside this range. Refer to 737 SRM 51-70-04 and 737 SRM 51-70-14 as accepted procedures.

f. Apply sealant to the blowout door and fuel shutoff valve access door in the right wing in accordance with FIGURE 19.

g. Install a seal disk on each latch in the fuel shutoff valve access door in the right wing in accordance with FIGURE 26.

h. With the blowout door and fuel shutoff valve access door in the right wing closed, do a leak test in accordance with FIGURE 21.

(1) If water drains through the strut drain tube and no water drips onto the engine nozzle within 2 minutes of pouring the water, then the test is successful.

(2) If water does not drain through the strut drain tube, then find and remove whatever is blocking the drain path. Repeat leak test in accordance with FIGURE 21.

(3) If water drips onto the engine nozzle within 2 minutes of pouring the water, then reapply sealant as required until the test is successful.

i. Apply sealant to the right wing leading edge slat track ribs at SS 47.69, 122.69, 163.95, 240.95, 282.91, 362.51 and 409.09 in accordance with FIGURE 22.

j. Close the blowout door, fuel shutoff valve access door and install the leading edge lower panels in the right wing in accordance with FIGURE 23.

k. Close panel 621AT, if the panel was removed.

4. Reactivate the leading edge slat system. Refer to 737-600/700/800/900 AMM 27-81-00 as an accepted procedure.


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5. Retract the leading edge slats to the fully up position. Refer to 737-600/700/800/900 AMM 27-81-00 as an accepted procedure.

6. Put the airplane back to a serviceable condition.

**Group 2, Configuration 1:**

1. Extend the leading edge slats to the fully down position. Refer to 737-600/700/800/900 AMM 27-81-00 as an accepted procedure.

2. Deactivate the leading edge slat system. Refer to 737-600/700/800/900 AMM 27-81-00 as an accepted procedure.

3. Change seal at the blowout door and fuel shutoff valve access door as follows:

**LEFT WING**

a. Open the left wing blowout door, fuel shutoff valve access door and remove access panel 521CB in accordance with FIGURE 2.

b. Remove, if necessary, access panel 521AT.

c. Remove the parting agent and the sealant from the blowout door, fuel shutoff valve access door and panel 521CB, and do a general visual inspection of the blowout door hinge in the left wing in accordance with FIGURE 3.

(1) If the blowout door hinge is not trimmed, trim the blowout door hinge in accordance with FIGURE 4.

**NOTE:** It might be necessary to remove the hinge pin from the hinge assembly, in order to trim the hinge half.

(2) If the blowout door hinge is trimmed, continue with the next step.

d. Apply new parting agent and sealant to the blowout door and fuel shutoff valve access door in the left wing in accordance with FIGURE 8.

e. Install a seal disk on each latch in the fuel shutoff valve access door in the left wing in accordance with FIGURE 25.

f. With the blowout door and fuel shutoff valve access door in the left wing closed, do a leak test in accordance with FIGURE 9.

(1) If water drains through the strut drain tube and no water drips onto the engine nozzle within 2 minutes of pouring the water, then the test is successful.

(2) If water does not drain through the strut drain tube, then find and remove whatever is blocking the drain path. Repeat leak test in accordance with FIGURE 9.

(3) If water drips onto the engine nozzle within 2 minutes of pouring the water, then reapply sealant as required until the test is successful.


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**NOTE:** It may be necessary to do FIGURE 3 and FIGURE 8 again to achieve a proper seal.

g. Close the blowout door, fuel shutoff valve access door and panel 521CB in the left wing in accordance with FIGURE 12.

h. Close panel 521AT, if the panel was removed.

**RIGHT WING**

a. Open the right wing blowout door, fuel shutoff valve access door and remove access panel 621CB in accordance with FIGURE 14.

b. Remove, if necessary, access panel 621AT.

c. Remove the parting agent and the sealant from the blowout door, fuel shutoff valve access door and panel 621CB and do a general visual inspection of the blowout door hinge in the right wing in accordance with FIGURE 15.

(1) If the blowout door hinge is not trimmed, trim the blowout door hinge in accordance with FIGURE 16.

**NOTE:** It might be necessary to remove the hinge pin from the hinge assembly, in order to trim the hinge half.

(2) If the blowout door hinge is trimmed, continue with the next step.

d. Apply new parting agent and sealant to the blowout door and fuel shutoff valve access door in the right wing in accordance with FIGURE 20.

e. Install a seal disk on each latch in the fuel shutoff valve access door in the right wing in accordance with FIGURE 26.

f. With the blowout door and fuel shutoff valve access door in the right wing closed, do a leak test in accordance with FIGURE 21.

(1) If water drains through the strut drain tube and no water drips onto the engine nozzle within 2 minutes of pouring the water, then the test is successful.

(2) If water does not drain through the strut drain tube, then find and remove whatever is blocking the drain path. Repeat leak test in accordance with FIGURE 21.

(3) If water drips onto the engine nozzle within 2 minutes of pouring the water, then reapply sealant as required until the test is successful.

**NOTE:** It may be necessary to do FIGURE 15 and FIGURE 20 again to achieve a proper seal.

g. Close the blowout door, fuel shutoff valve access door and panel 621CB in the right wing in accordance with FIGURE 24.

h. Close panel 621AT, if the panel was removed.


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4. Reactivate the leading edge slat system. Refer to 737-600/700/800/900 AMM 27-81-00 as an accepted procedure.

5. Retract the leading edge slats to the fully up position. Refer to 737-600/700/800/900 AMM 27-81-00 as an accepted procedure.

6. Put the airplane back to a serviceable condition.

**Group 1-2, Configuration 2; Group 3:**

1. Deactivate the leading edge slat system. Refer to 737-600/700/800/900 AMM 27-81-00 as an accepted procedure.

2. Install a seal disk on each latch in the fuel shutoff valve access door as follows:

   **LEFT WING**

   a. Open the left wing fuel shutoff valve access door.

   b. Install the seal disks in the latches of the left wing fuel shutoff valve access door in accordance with FIGURE 25.

   **RIGHT WING**

   a. Open the right wing fuel shutoff valve access door.

   b. Install seal disks in the latches of the right wing fuel shutoff valve access door in accordance with FIGURE 26.

3. **Group 1-2, Configuration 2:**
   If Revision 1 of the service bulletin was incorporated on an airplane, but failed the leak test at one of the latch locations in the fuel shutoff valve access door, then do the leak test in accordance with FIGURE 9 (for the left wing), or FIGURE 21 (for the right wing), as applicable, after installing the seal disks on the latches.

   a. If water drains through the strut drain tube and no water drips onto the engine nozzle within 2 minutes of pouring the water, then the test is successful.

   b. If water does not drain through the strut drain tube, then find and remove whatever is blocking the drain path. Repeat leak test in accordance with FIGURE 9 (for the left wing), or FIGURE 21 (for the right wing), as applicable.

4. Reactivate the leading edge slat system. Refer to 737-600/700/800/900 AMM 27-81-00 as an accepted procedure.

5. Put the airplane back to a serviceable condition.


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**This Figure applies only to: Group 1, Configuration 1.**

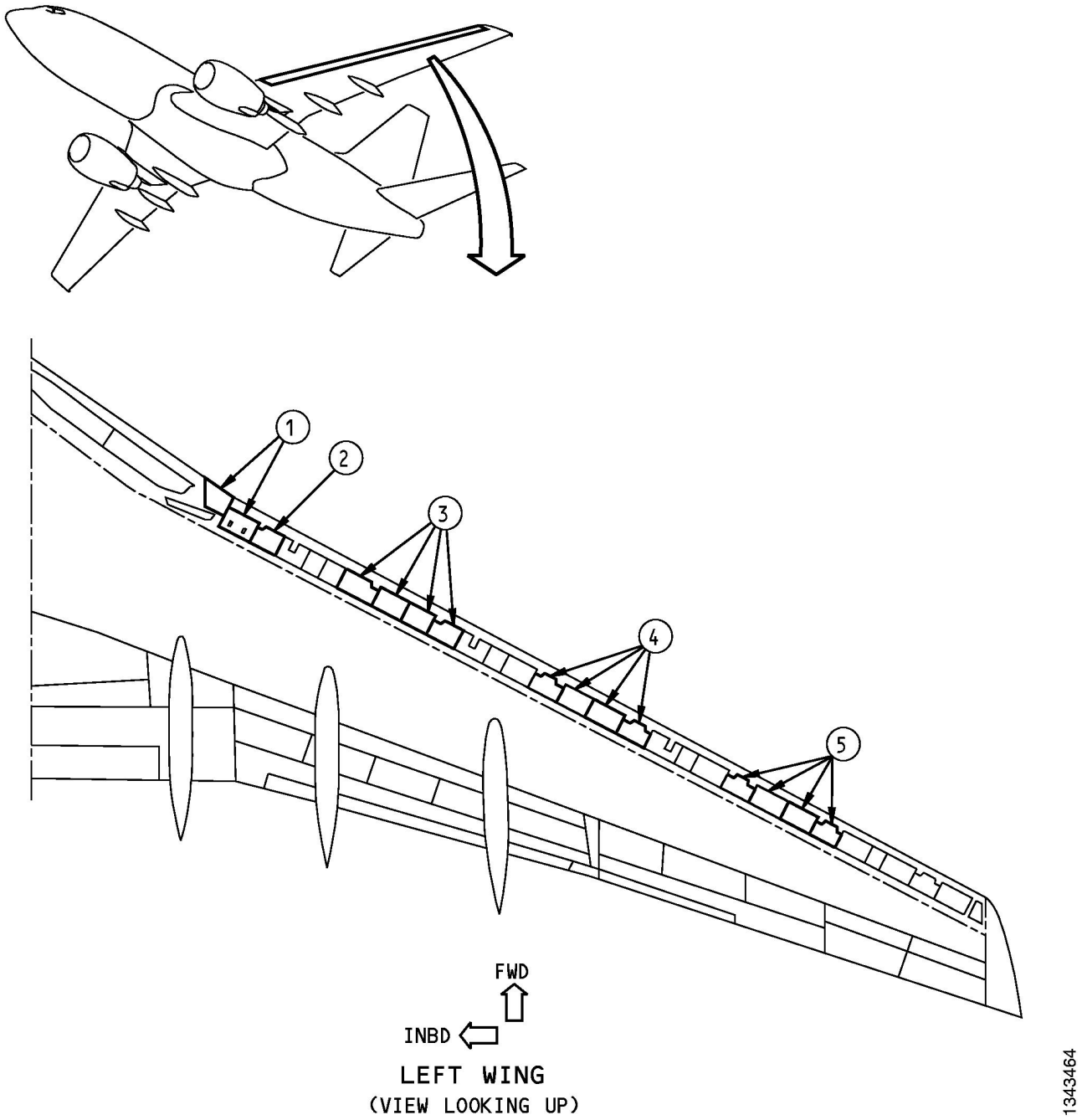



**FIGURE 1: LEFT WING - LEADING EDGE SLAT TRACK RIBS - ACCESS (SHEET 1 OF 2)**


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

| STEP | TASK | NAME | IDENTIFICATION | QTY | MORE DATA |
|---|---|---|---|---|---|
| 1 | Open | BLOWOUT DOOR | 521AB | 1 | - |
| | | FUEL SHUTOFF VALVE ACCESS DOOR | 521BB | 1 | - |
| 2 | Remove / Keep | ACCESS PANEL | 521CB | 1 | (a) |
| 3 | Remove / Keep | ACCESS PANEL | 521FB | 1 | (a) |
| | | | 521GB | 1 | |
| | | | 521HB | 1 | |
| | | | 521JB | 1 | |
| 4 | Remove / Keep | ACCESS PANEL | 521MB | 1 | (a) |
| | | | 521NB | 1 | |
| | | | 521PB | 1 | |
| | | | 521QB | 1 | |
| 5 | Remove / Keep | ACCESS PANEL | 521TB | 1 | (a) |
| | | | 521UB | 1 | |
| | | | 521VB | 1 | |
| | | | 521WB | 1 | |
| (a) Refer to 737-600/700/800/900 AMM 57-41-02 as an accepted procedure. | | | | | |

**FIGURE 1: LEFT WING - LEADING EDGE SLAT TRACK RIBS - ACCESS (SHEET 2 OF 2)**


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**This Figure applies only to: Group 2, Configuration 1.**

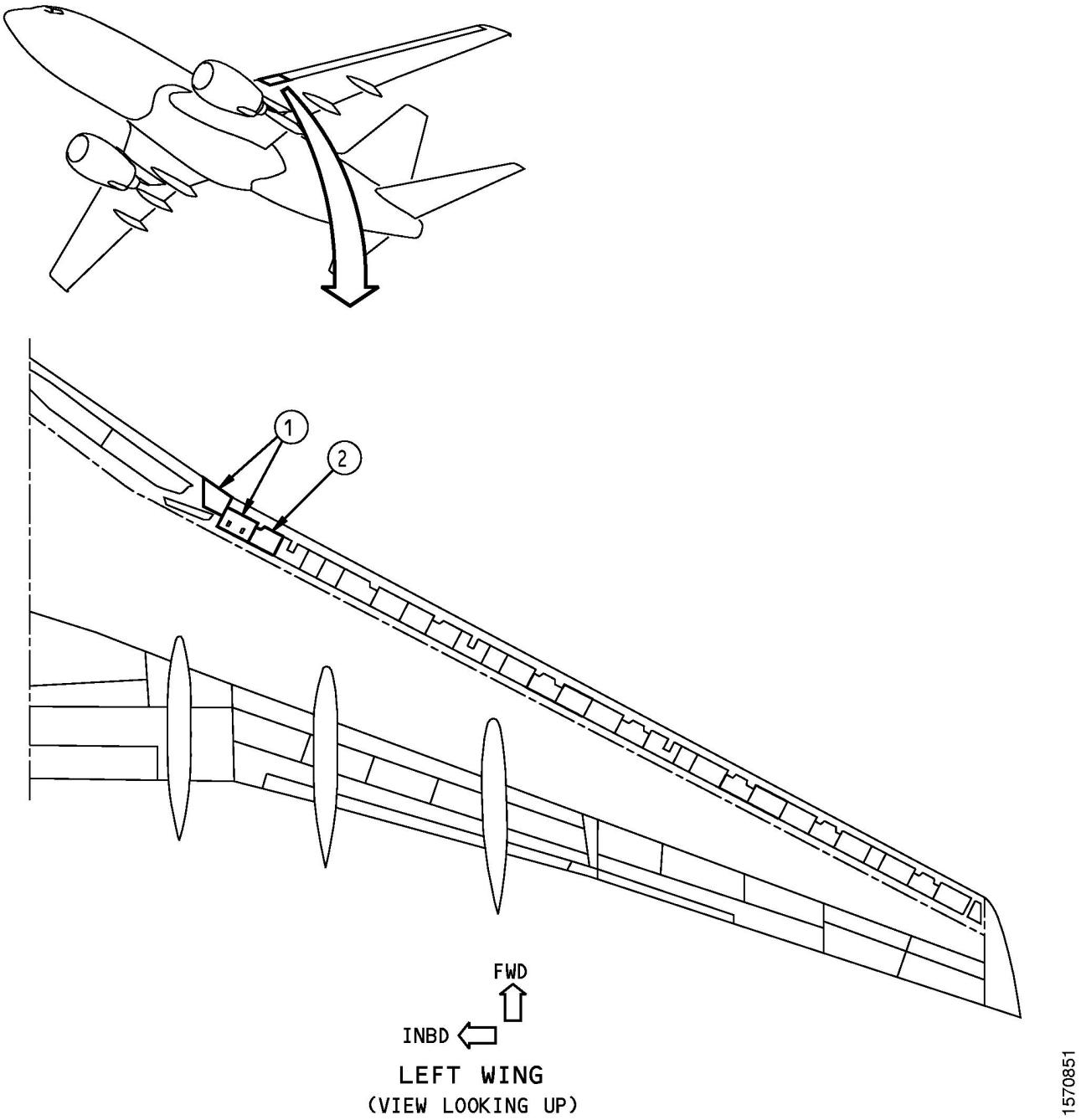



**FIGURE 2: LEFT WING - BLOWOUT DOOR AND FUEL SHUTOFF VALVE ACCESS DOOR - ACCESS (SHEET 1 OF 2)**


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

| STEP | TASK | NAME | IDENTIFICATION | QTY | MORE DATA |
|---|---|---|---|---|---|
| 1 | Open | BLOWOUT DOOR | 521AB | 1 | - |
| | Open | FUEL SHUTOFF VALVE ACCESS DOOR | 521BB | 1 | - |
| 2 | Remove/Keep | ACCESS PANEL | 521CB | 1 | (a) |
| (a) Refer to 737-600/700/800/900 AMM 57-41-02 as an accepted procedure. | | | | | |

**FIGURE 2: LEFT WING - BLOWOUT DOOR AND FUEL SHUTOFF VALVE ACCESS DOOR - ACCESS (SHEET 2 OF 2)**


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**This Figure applies only to: Group 2, Configuration 1.**

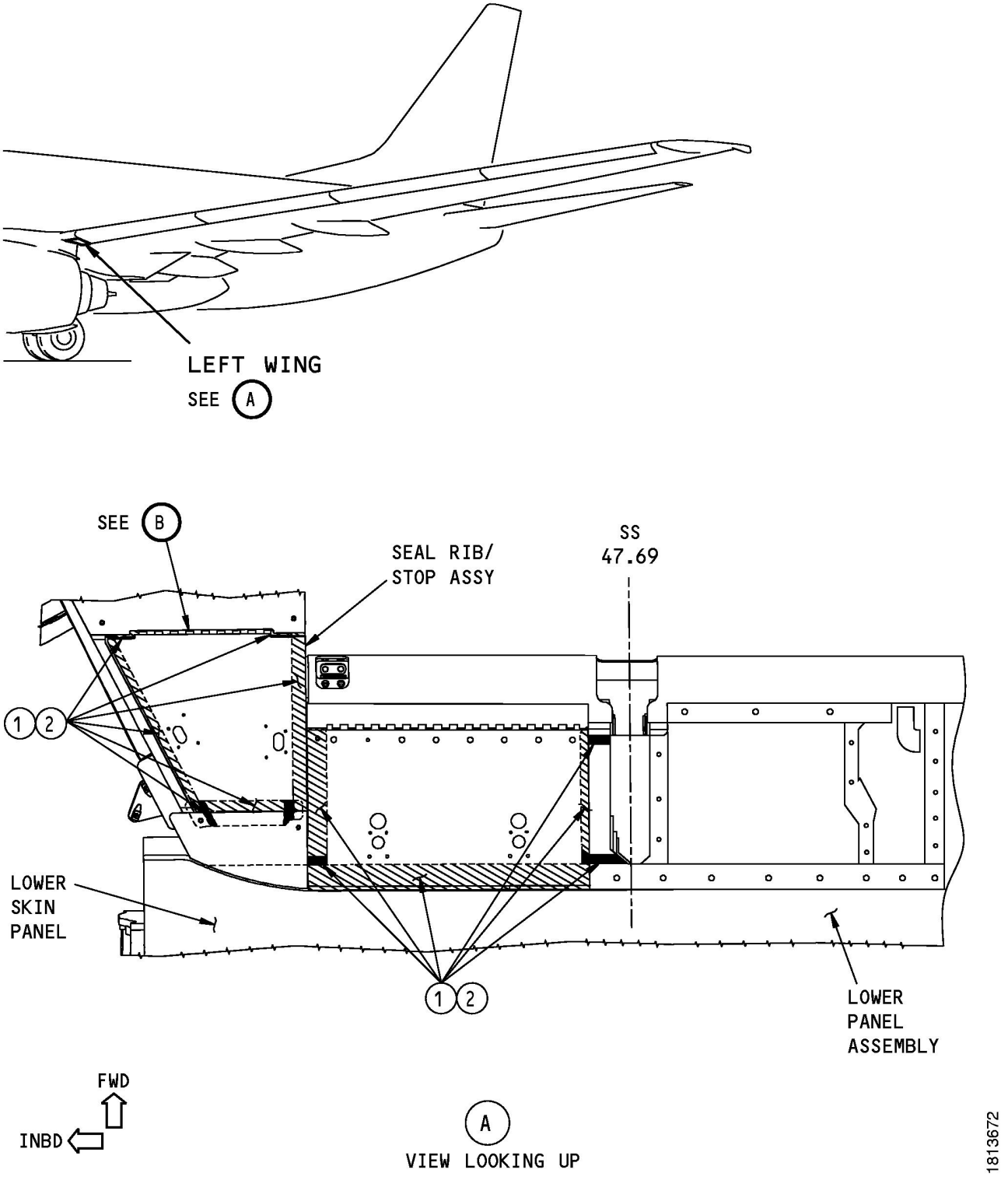
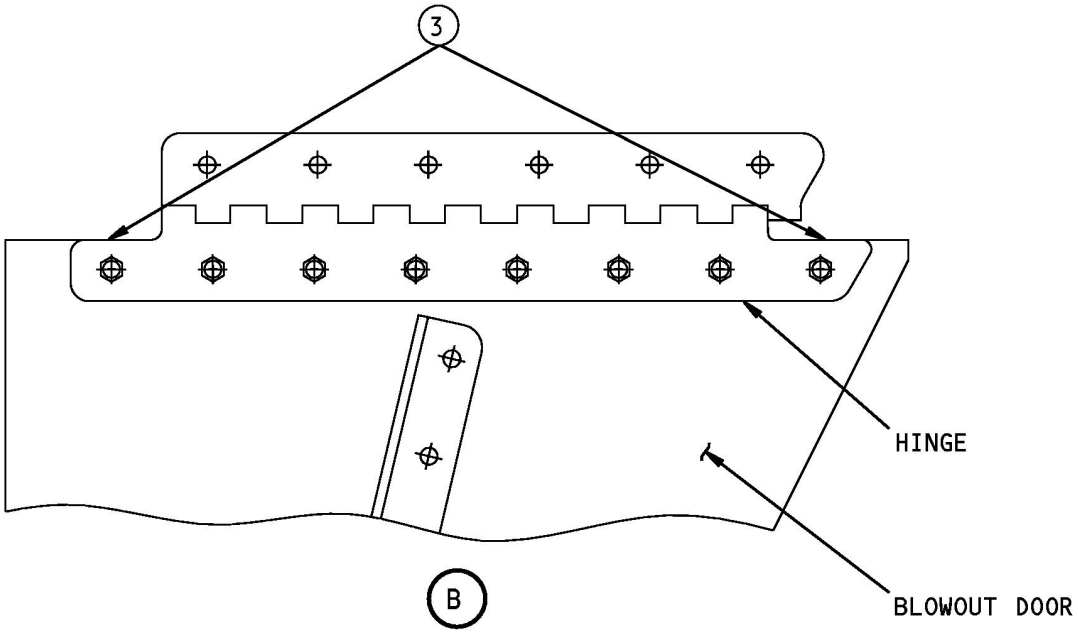
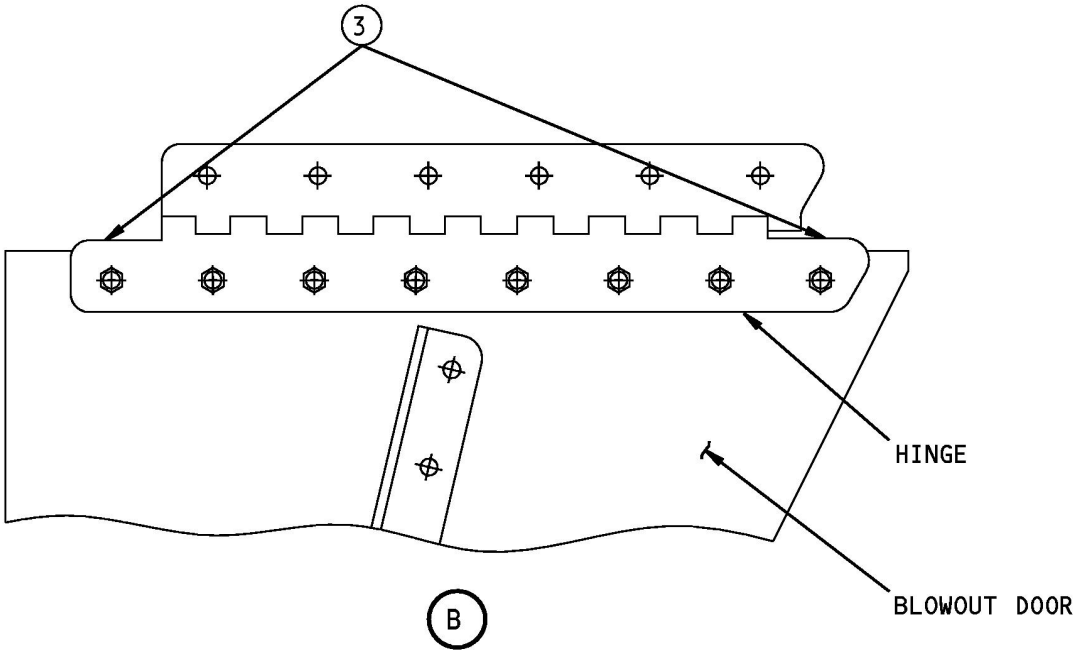



**FIGURE 3: LEFT WING - PARTING AGENT AND SEALANT REMOVAL, AND INSPECTION OF THE BLOWOUT DOOR HINGE (SHEET 1 OF 3)**


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INSIDE VIEW OF BLOWOUT DOOR,
HINGE SHOWN TRIMMED




INSIDE VIEW OF BLOWOUT DOOR,
HINGE SHOWN UNTRIMMED

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**FIGURE 3: LEFT WING - PARTING AGENT AND SEALANT REMOVAL, AND INSPECTION OF THE BLOWOUT DOOR HINGE**
**(SHEET 2 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 one side of the airplane.

| STEP | TASK | NAME | IDENTIFICATION | QTY | MORE DATA |
|---|---|---|---|---|---|
| 1 | Remove | PARTING AGENT | AZ-534-2B | - | - |
| | Remove | SEALANT | BMS5-45, Class B-1/2 or B-2 | - | (a) |
| 2 | Clean | BLOWOUT DOOR SURROUND | - | - | (b) (c) |
| | Clean | FUEL SHUTOFF VALVE ACCESS DOOR SURROUND | - | - | |
| | Clean | RIB | - | 2 | |
| 3 | Inspect | HINGE HALF | 116A5522-( ) | 1 | Do a General Visual Inspection to determine if both ends of the hinge half are trimmed approximately as shown. |
| (a) Remove the existing formed-in-place gasket from both door openings and panel opening. Use a plastic scraper. You do not need to remove the sealant from the machined gap, if it is not damaged. Refer to SOPM 20-50-19 as an accepted procedure. | | | | | |
| (b) Remove all the corrosion inhibiting compound from the area shown. Refer to SOPM 20-50-19 as an accepted procedure. | | | | | |
| (c) If the Teflon coating on the door surround structure is damaged or shows signs of abrasion, apply one coat of BMS10-11, Type I primer. Refer to SOPM 20-41-02 as an accepted procedure. Also apply one coat of BMS10-60, Type I semi-gloss enamel. Refer to SOPM 20-41-02 as an accepted procedure. | | | | | |

**FIGURE 3: LEFT WING - PARTING AGENT AND SEALANT REMOVAL, AND INSPECTION OF THE BLOWOUT DOOR HINGE**
**(SHEET 3 OF 3)**


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**This Figure applies only to: Group 1-2, Configuration 1.**

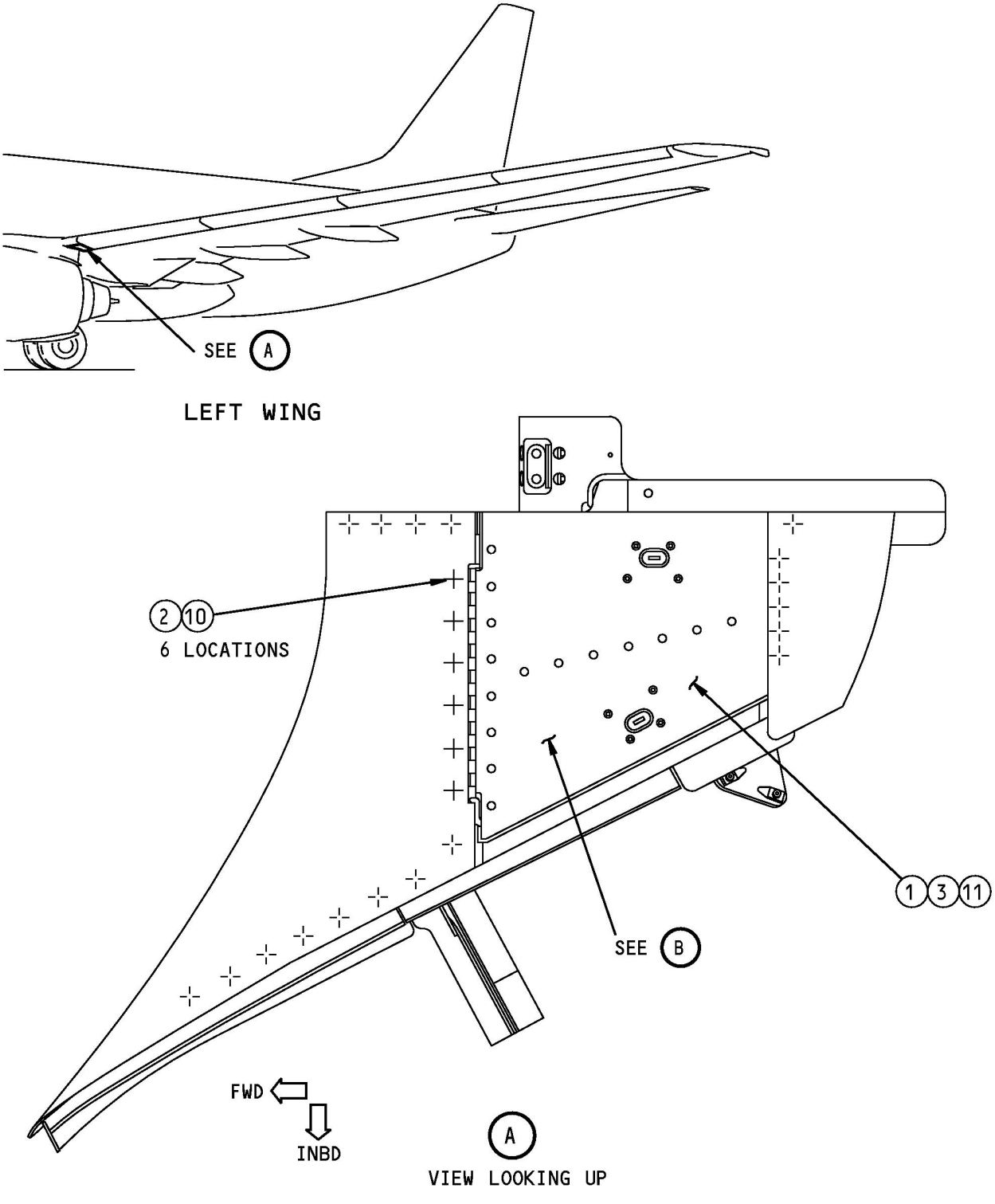



**FIGURE 4: LEFT WING - BLOWOUT DOOR HINGE TRIM (SHEET 1 OF 3)**


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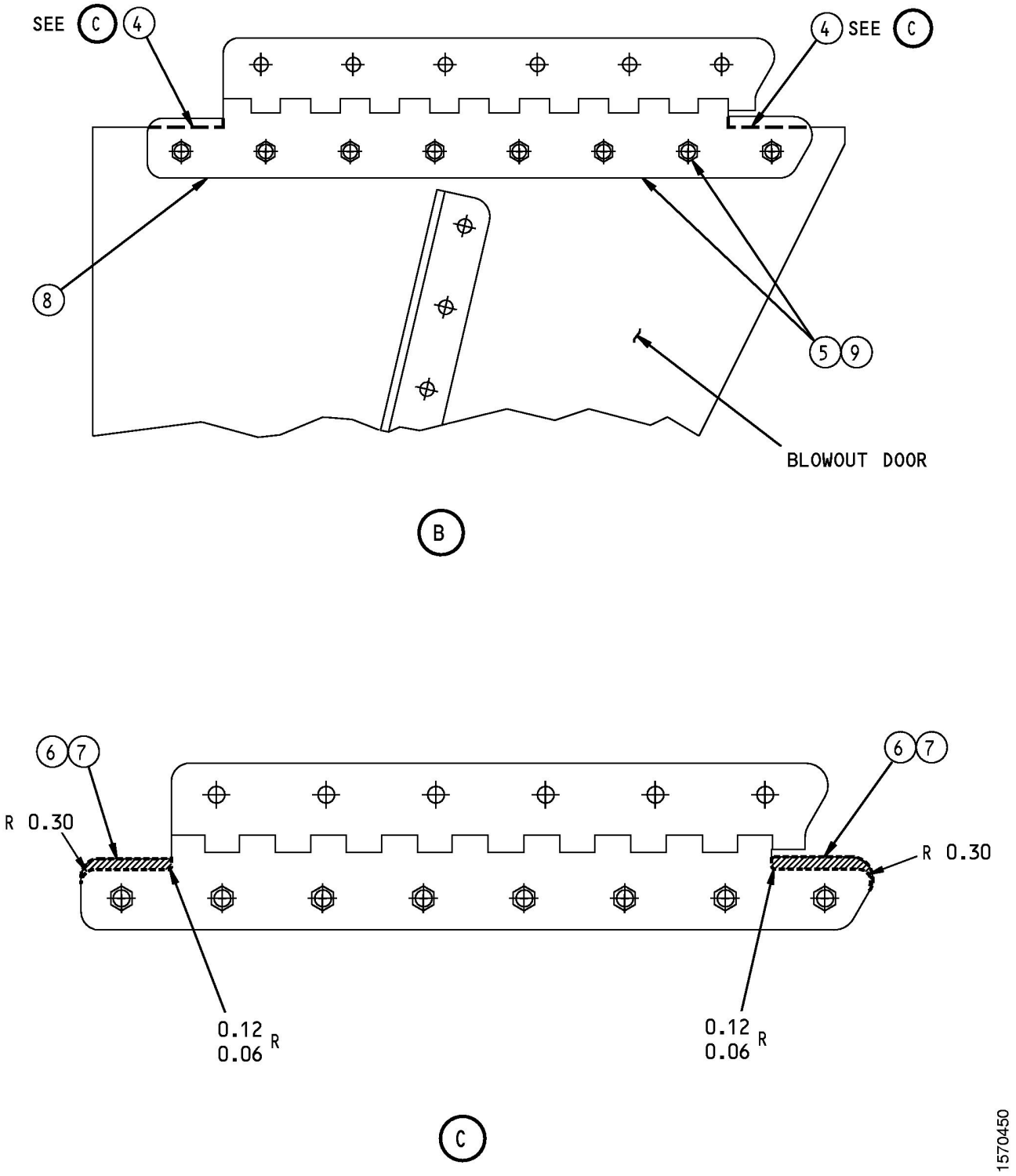



**FIGURE 4: LEFT WING - BLOWOUT DOOR HINGE TRIM (SHEET 2 OF 3)**



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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 one side of the airplane.

| STEP | TASK | NAME | IDENTIFICATION | QTY | MORE DATA |
|---|---|---|---|---|---|
| 1 | Open | BLOWOUT DOOR | 521AB | 1 | - |
| 2 | Remove | BLIND RIVETS | - | 6 | - |
| 3 | Remove / Keep | BLOWOUT DOOR | 521AB | 1 | - |
| 4 | Mark | HINGE HALF | 116A5522-5 | 1 | (a) |
| 5 | Remove / Keep | NUTS | - | 8 | - |
| | Remove / Keep | WASHERS | - | 8 | - |
| | Remove / Keep | BOLTS | - | 8 | - |
| | Remove / Keep | HINGE ASSEMBLY | 116A5522-1 | 1 | - |
| 6 | Cut | HINGE HALF | 116A5522-5 | 1 | Use the marking to trim both sides of the hinge half as shown. Break sharp edges. |
| 7 | Apply | CHEMICAL CONVERSION COATING | TYPE 2, CLASS A | - | Refer to SOPM 20-43-03 as an accepted procedure. |
| | Apply | PRIMER | BMS10-79, TYPE III | - | Refer to SOPM 20-44-04 as an accepted procedure. |
| | Apply | GLOSS ENAMEL | BMS10-60, TYPE II | - | Refer to BAC 5845 as an accepted procedure. |
| 8 | Identify | HINGE HALF | 116A5522-9 | 1 | (b) |
| | Identify | HINGE ASSEMBLY | 116A5522-7 | 1 | (b) |
| 9 | Install (Kept) | HINGE ASSEMBLY | 116A5522-7 | 1 | - |
| | Install (Kept) | BOLTS | - | 8 | - |
| | Install (Kept) | WASHERS | - | 8 | - |
| | Install (Kept) | NUTS | - | 8 | - |
| 10 | Install (New) | BLIND RIVETS | BACR15FP6MP5R | 6 | - |
| 11 | Close | BLOWOUT DOOR | 521AB | 1 | - |
| (a) Mark both sides of the hinge half against the door edge as shown, use a 0.30 radius on the outside corners. | | | | | |
| (b) Re-partmark the hinge half as 116A5522-9 and the hinge assembly as 116A5522-7 to show that they have been modified. Refer to SOPM 20-50-10 as an accepted procedure. | | | | | |

**FIGURE 4: LEFT WING - BLOWOUT DOOR HINGE TRIM**
**(SHEET 3 OF 3)**


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**This Figure applies only to: Group 1, Configuration 1.**

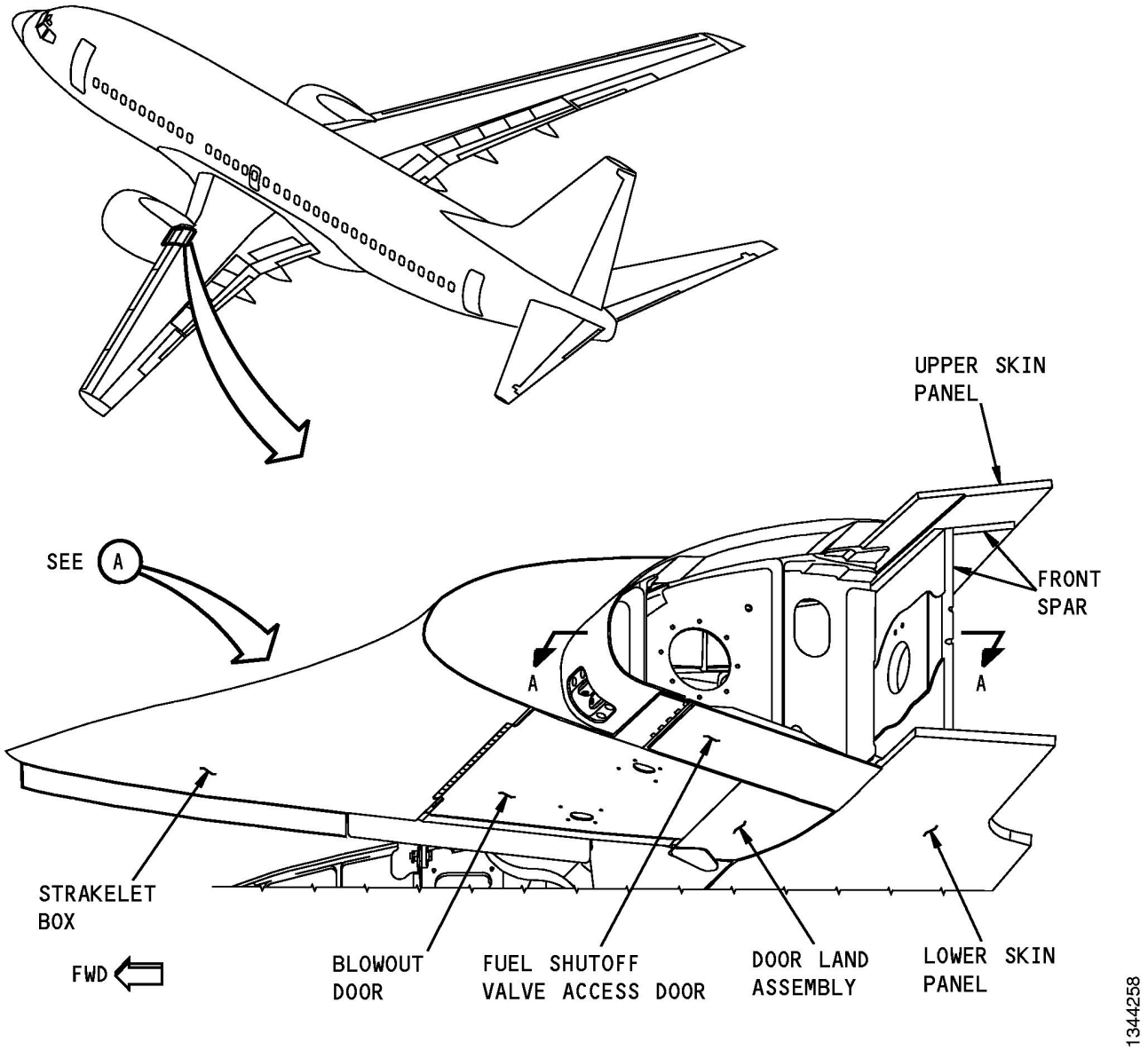



**FIGURE 5: LEFT WING - OUTBOARD STRAKELET BOX - MODIFICATION (SHEET 1 OF 6)**


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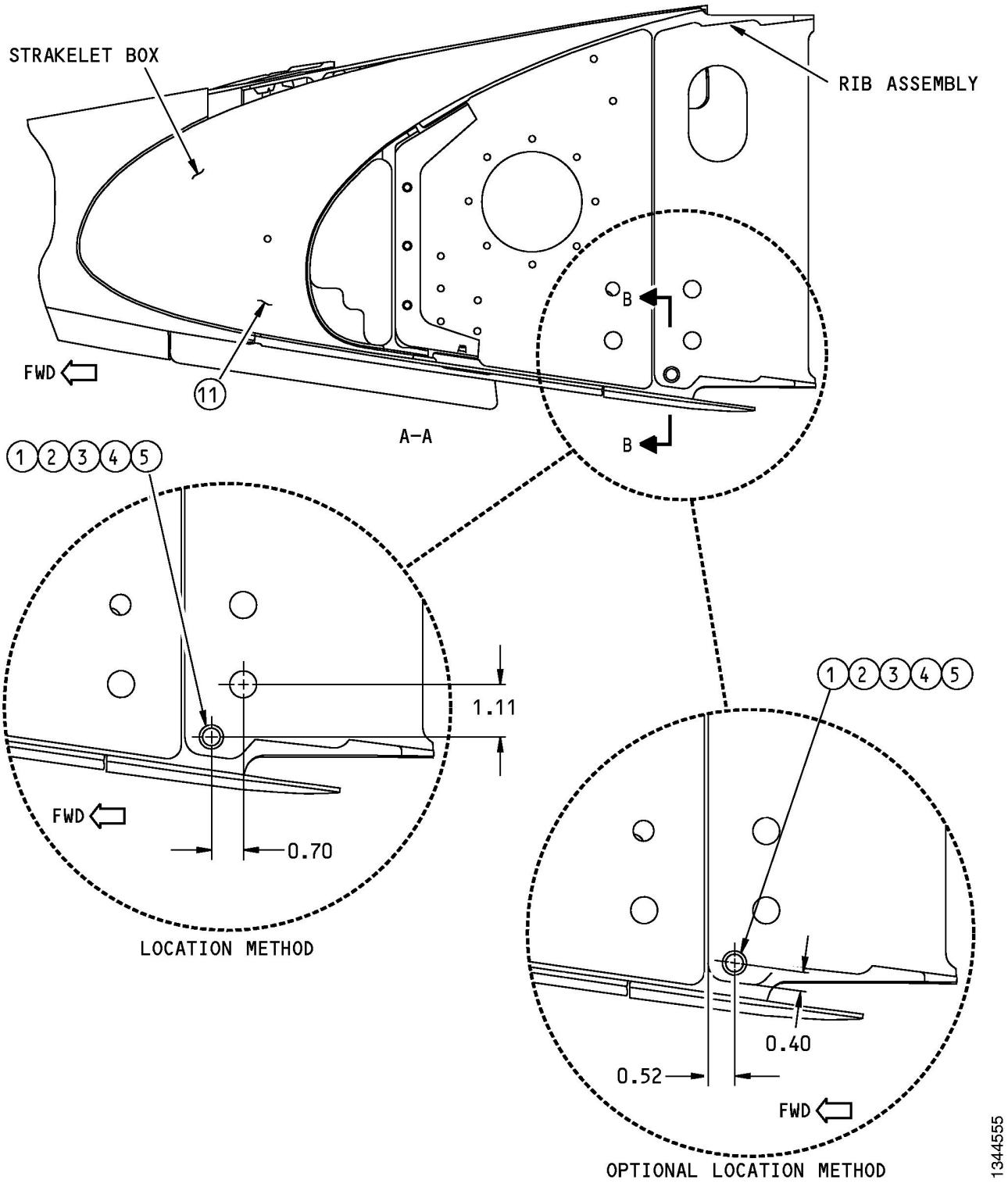



**FIGURE 5: LEFT WING - OUTBOARD STRAKELET BOX - MODIFICATION (SHEET 2 OF 6)**


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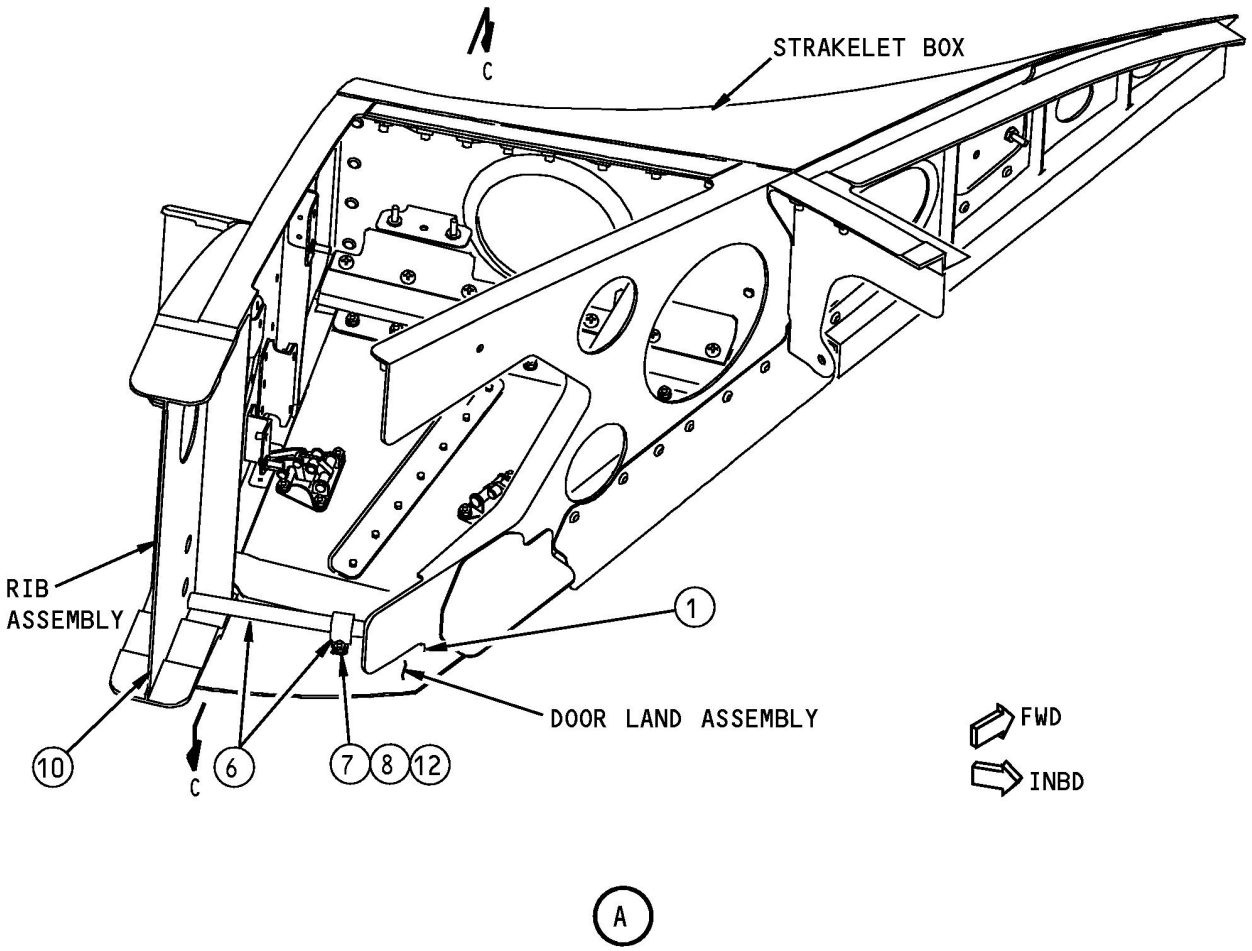



**FIGURE 5: LEFT WING - OUTBOARD STRAKELET BOX - MODIFICATION (SHEET 3 OF 6)**



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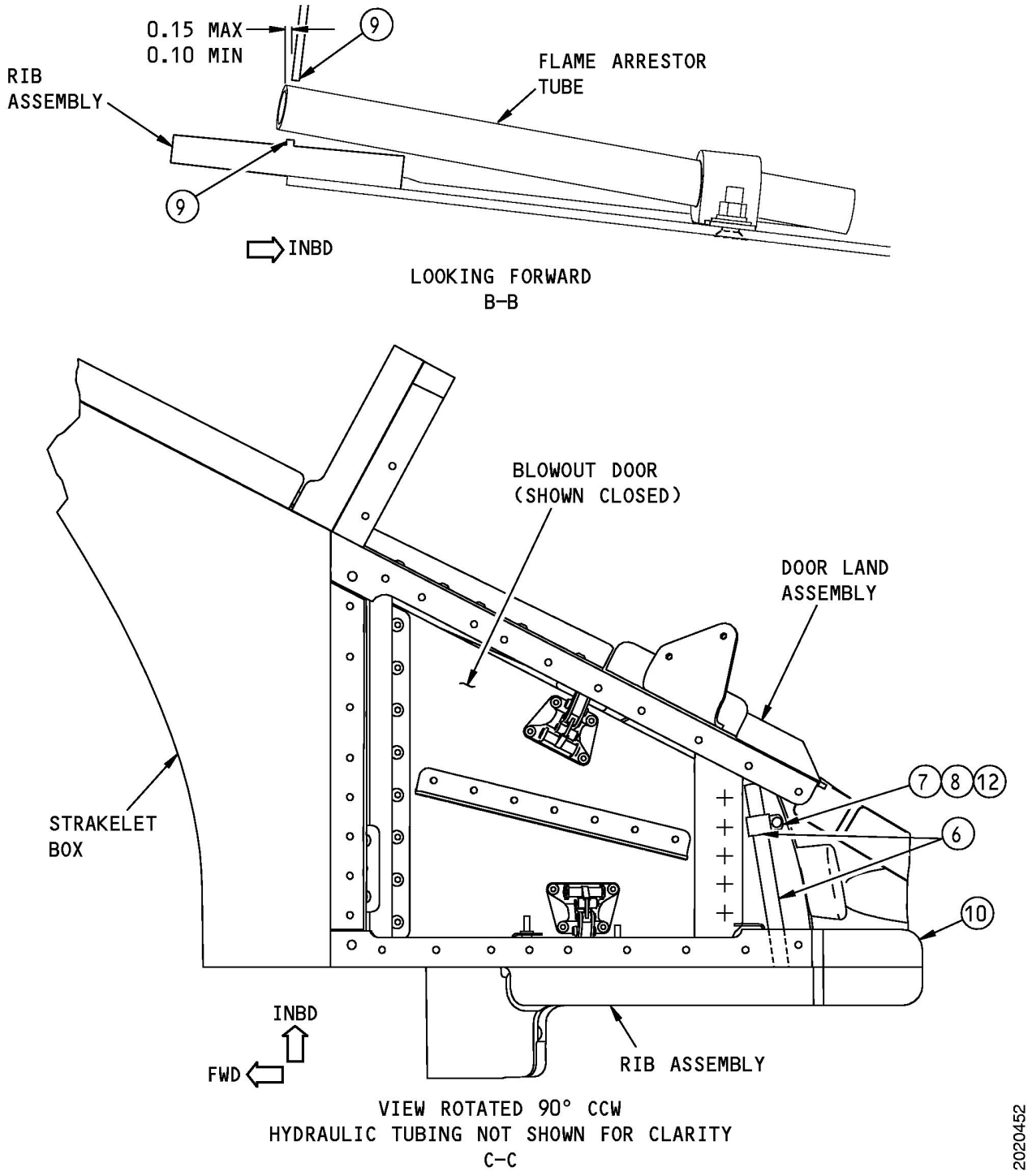



**FIGURE 5: LEFT WING - OUTBOARD STRAKELET BOX - MODIFICATION (SHEET 4 OF 6)**


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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 one side of the airplane.

| STEP | TASK | NAME | IDENTIFICATION | QTY | MORE DATA |
|---|---|---|---|---|---|
| 1 | Clean | SEAL RIB | 116A5508-( ) | 1 | (a) |
| | Clean | RIB | - | 1 | Clean any sealant, if required, from the machined step in the rib just inboard of the end of the flame arrestor tube and look for blockages and clear prior to tube installation. (a) |
| 2 | Drill | SEAL RIB | 116A5508-( ) | 1 | Diameter 0.511 - 0.521 inch hole. |
| 3 | Deburr | SEAL RIB | 116A5508-( ) | 1 | - |
| 4 | Apply | CHEMICAL CONVERSION COATING | TYPE 2, CLASS A | - | Refer to SOPM 20-43-03 as an accepted procedure. |
| 5 | Apply | PRIMER | BMS10-11, TYPE I | - | Refer to SOPM 20-41-02 as an accepted procedure. |
| 6 | Install (New) | FLAME ARRESTOR TUBE | 116A5515-1 | 1 | (b) (g) |
| | Locate (New) | CLAMP | BACC10HM08P | 1 | (b) (i) |
| 7 | Drill | DOOR LAND ASSEMBLY | 116A5507-( ) | 1 | (c) |
| | Countersink | DOOR LAND ASSEMBLY | 116A5507-( ) | 1 | 100 degrees on exterior side of the door land panel. |
| | Deburr | HOLE | - | 1 | - |
| | Apply | CHEMICAL CONVERSION COATING | TYPE 2, CLASS A | - | Refer to SOPM 20-43-03 as an accepted procedure. |
| | Identify | DOOR LAND ASSEMBLY | 116A5507-9 | 1 | (h) |
| 8 | Install (New) | CLAMP | BACC10HM08P | 1 | (i) |
| | Install (New) | BOLT, 100 DEG SHEAR | BACB30XD3K3 | 1 | - |
| | Install (New) | WASHER | NAS1149D0332J | 1 | - |
| | Install (New) | NUT | BACN10YR3CD | 1 | - |
| 9 | Apply | SEALANT | BMS5-45, CLASS B-1/2 | - | Refer to SOPM 20-50-19 as an accepted procedure. (d) |
| 10 | Identify | SEAL RIB | 116A5508-11 | 1 | (e) |

**FIGURE 5: LEFT WING - OUTBOARD STRAKELET BOX - MODIFICATION (SHEET 5 OF 6)**


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| STEP | TASK | NAME | IDENTIFICATION | QTY | MORE DATA |
|---|---|---|---|---|---|
| 11 | Identify | STRAKELET BOX ASSEMBLY | 116A5510-23 | 1 | (f) |
| 12 | Apply | PRIMER | BMS10-11, TYPE I | - | To the bolt head and surrounding area. Refer to SOPM 20-41-02 as an accepted procedure. |
| | Apply | GLOSS ENAMEL | BMS10-11, TYPE II | - | To the bolt head and surrounding area. Refer to SOPM 20-41-02 as an accepted procedure. |

(a) Remove corrosion inhibiting compound in a one inch radius around the area to be drilled. Refer to SOPM 20-50-19 as an accepted procedure for cleaning.

(b) Fit the flame arrestor tube to clear adjacent structure before hand locating the clamp. The tube should be installed so the inboard end of the tube is positioned just above the skin as shown in the illustration.

(c) Diameter 0.187 - 0.190 inch hole. Use the hole in the clamp as a guide. Locate the clamp so that the flame arrestor tube is installed as shown in the illustration. Make sure the tube is not deformed in any way during installation.

(d) Fillet seal around the circumference of the flame arrestor tube on both sides of the rib. BMS5-45, Class B-2 can be used as an alternative.

(e) Re-partmark the seal rib as 116A5508-11 to show that it has been modified. Refer to SOPM 20-50-10 as an accepted procedure.

(f) Re-partmark the strakelet box assembly as 116A5510-23 to show that it has been modified. Refer to SOPM 20-50-10 as an accepted procedure.

(g) Optional: before you install the flame arrestor tube, put a bead of BMS5-45, Class B-1/2 or B2 on the outer surface of the tube at the end that will engage the rib. Carefully turn the tube 90 degrees to distribute the sealant after the tube engages the rib. Do not let the sealant dry before you install the clamp.

(h) Re-partmark the door land assembly as 116A5507-9 to show that it has been modified. Refer to SOPM 20-50-10 as an accepted procedure.

(i) BACC10HM08PW is an acceptable substitute for BACC10HM08P.

**FIGURE 5: LEFT WING - OUTBOARD STRAKELET BOX - MODIFICATION (SHEET 6 OF 6)**


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**This Figure applies only to: Group 1, Configuration 1.**

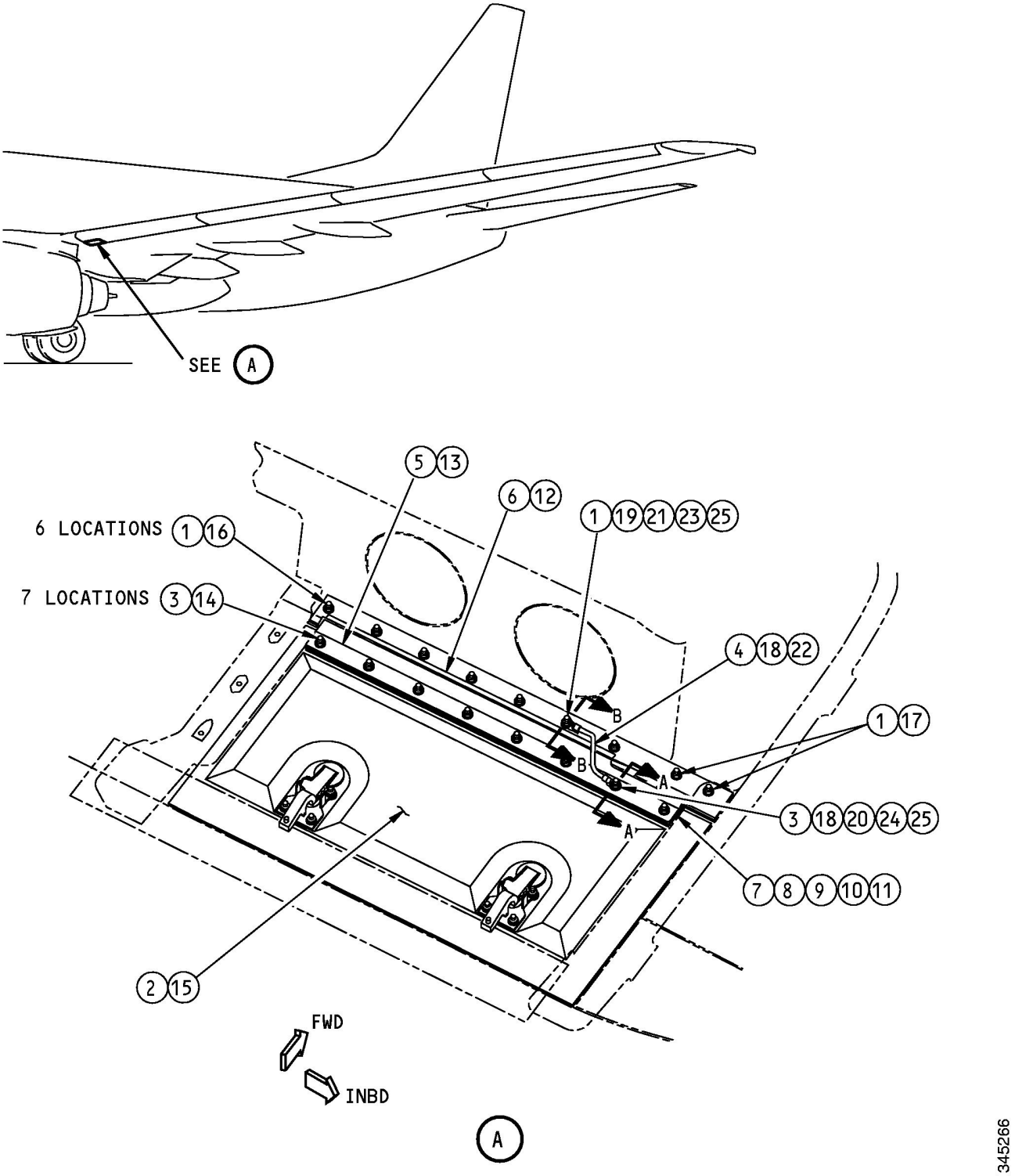



**FIGURE 6: LEFT WING - FUEL SHUTOFF VALVE ACCESS DOOR - SEAL REPLACEMENT (SHEET 1 OF 5)**


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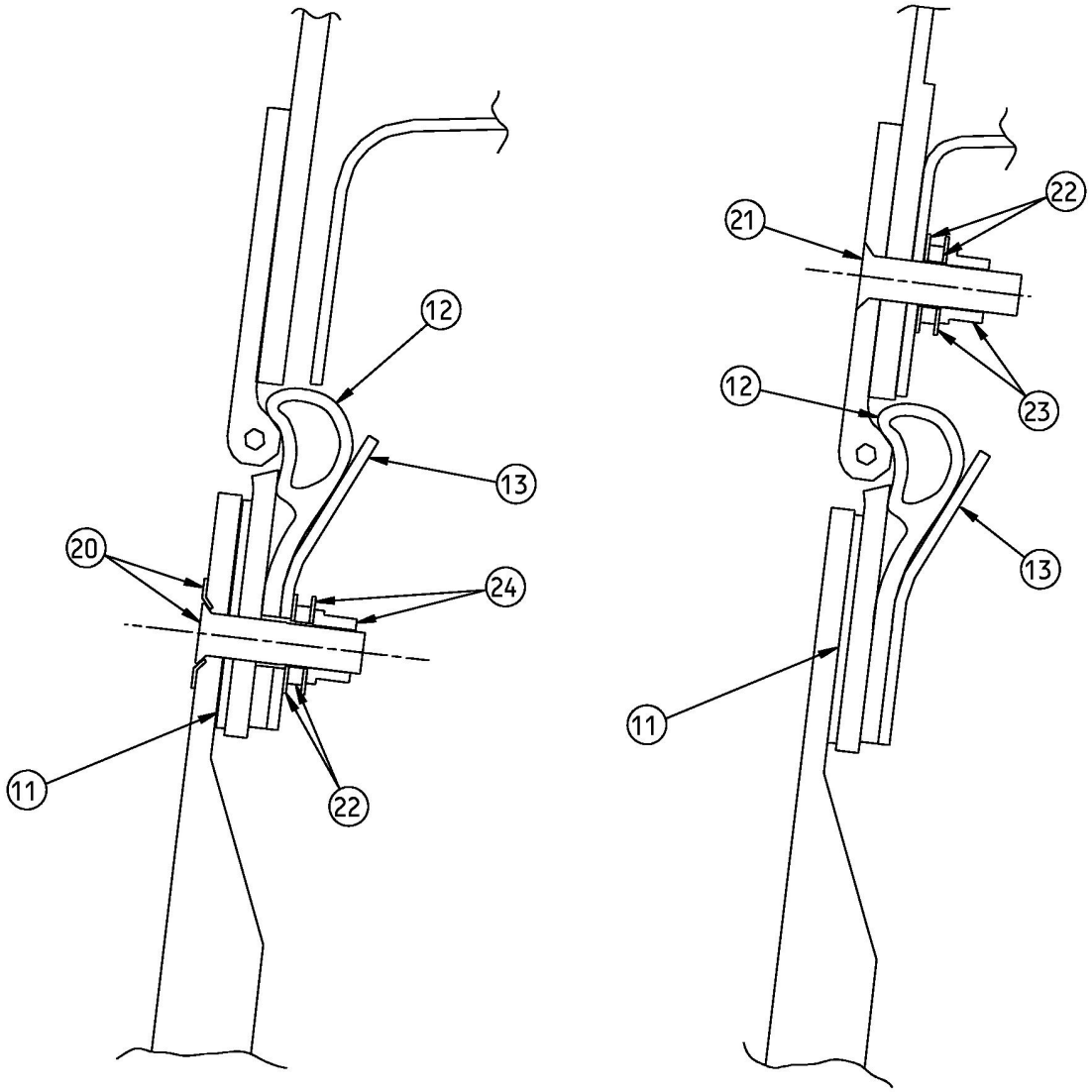



**FIGURE 6: LEFT WING - FUEL SHUTOFF VALVE ACCESS DOOR - SEAL REPLACEMENT (SHEET 2 OF 5)**


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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 one side of the airplane.

| STEP | TASK | NAME | IDENTIFICATION | QTY | MORE DATA |
|---|---|---|---|---|---|
| CAUTION: SUPPORT THE FUEL SHUTOFF VALVE ACCESS DOOR WHILE REMOVING THE ACCESS DOOR FASTENERS. | | | | | |
| 1 | Remove/Discard | NUT | - | 9 | - |
| | | WASHER | - | 9 | - |
| | | BOLT | - | 9 | - |
| 2 | Remove/Keep | FUEL SHUTOFF VALVE ACCESS DOOR | 116A8510-( ) | 1 | Ref. 521BB |
| 3 | Remove/Discard | NUT | - | 8 | - |
| | | WASHER | - | 8 | - |
| | | BOLT | - | 8 | - |
| 4 | Remove/Discard | BONDING JUMPER | BACJ40AB20-6 | 1 | - |
| 5 | Remove/Discard | SEAL RETAINER | 116A8504-1 | 1 | - |
| 6 | Remove/Discard | SEAL | 116A8503-1 | 1 | - |
| 7 | Remove | SHIM | BACS40R010C162F | 1 | (f) |
| 8 | Align (New) | SHIM, LAMINATED | BACS40R010C162F | 1 | (a) (f) |
| | Align (New) | SEAL RETAINER | 116A8504-9 | 1 | - |
| 9 | Locate | HOLE | - | 8 | On the laminated shim using the hinge half holes. |
| 10 | Drill (New) | SHIM, LAMINATED | BACS40R010C162F | 1 | 8 holes in the laminated shim. 0.190 - 0.199 inch diameter. Break Sharp Edges. (f) |
| 11 | Install (New) | SHIM, LAMINATED | BACS40R010C162F | 1 | Install wet with BMS5-45, Class B-1/2 sealant. (f) |
| 12 | Install (New) | SEAL | 116A8503-13 | 1 | (b) |
| 13 | Install (New) | SEAL RETAINER | 116A8504-9 | 1 | (b) |
| 14 | Install (New) | BOLT, 100 DEG SHEAR | BACB30XD3K6 | 7 | Head on far side. |
| | Install (New) | NUT | BACN10YR3CD | 7 | - |
| 15 | Locate | FUEL SHUTOFF VALVE ACCESS DOOR | 116A8510-( ) | 1 | Ref. 521BB.<br>Position the door onto the airplane. |

**FIGURE 6: LEFT WING - FUEL SHUTOFF VALVE ACCESS DOOR - SEAL REPLACEMENT (SHEET 3 OF 5)**


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| STEP | TASK | NAME | IDENTIFICATION | QTY | MORE DATA |
|---|---|---|---|---|---|
| 16 | Install (New) | BOLT, 100 DEG SHEAR | BACB30XD3K5 | 6 | Head on far side. |
| | Install (New) | WASHER | NAS1149D0332J | 6 | - |
| | Install (New) | NUT | BACN10YR3CD | 6 | - |
| 17 | Install (New) | BOLT, 100 DEG SHEAR | BACB30XD3K8 | 2 | Head on far side. |
| | Install (New) | WASHER | NAS1149D0332J | 2 | - |
| | Install (New) | NUT | BACN10YR3CD | 2 | - |
| 18 | Clean | FUEL SHUTOFF VALVE ACCESS DOOR | 116A8510-( ) | 1 | Ref. 521BB<br>(c) |
| | Clean | BONDING JUMPER | BACJ40AB20-6 | 1 | (c) |
| | Clean | WASHER | NAS1149D0316H | 1 | (c) |
| | Clean | NUT | BACN10YR3CD | 1 | (c) |
| 19 | Clean | BOND AREA | - | - | (c) |
| | Clean | WASHER | NAS1149D0316H | 1 | (c) |
| | Clean | NUT | BACN10YR3CD | 1 | (c) |
| 20 | Install (New) | BOLT | BACB30ZE3-6 | 1 | Head on far side. |
| | Install (New) | WASHER DIMPLED | BACW10DM6P | 1 | - |
| 21 | Install (New) | BOLT | BACB30ZE3-6 | 1 | Head on far side. |
| 22 | Install (New) | BONDING JUMPER | BACJ40AB20-6 | 1 | - |
| | Install | WASHER | NAS1149D0316H | 2 | 1 under each end of the jumper. |
| 23 | Install (New) | WASHER | NAS1149D0316H | 1 | - |
| | Install (New) | NUT | BACN10YR3CD | 1 | (d) |
| 24 | Install (New) | WASHER | NAS1149D0316H | 1 | - |
| | Install (New) | NUT | BACN10YR3CD | 1 | (e) |
| 25 | Apply | SEALANT | BMS5-142, CLASS B-1/2 OR B-2 | - | Refer to SOPM 20-50-19 as an accepted procedure. |

(a) Peel laminations as necessary to make the door flush with the outer mold line of the hinge. Apply BMS10-11, Type I primer to the shim after delamination. Refer to SOPM 20-41-02 as an accepted procedure.

(b) Move the seal and the seal retainer inboard or outboard for the best fit after you install the fuel shutoff valve access door. Trim the seal only if the door pinches the seal when the door is closed. Do not trim the seal to provide clearance between the end of the seal and the adjacent rib flange.

(c) Use an abrasive cleaning method to prepare the bonding surfaces. Refer to SOPM 20-11-03 as an accepted procedure.

**FIGURE 6: LEFT WING - FUEL SHUTOFF VALVE ACCESS DOOR - SEAL REPLACEMENT (SHEET 4 OF 5)**

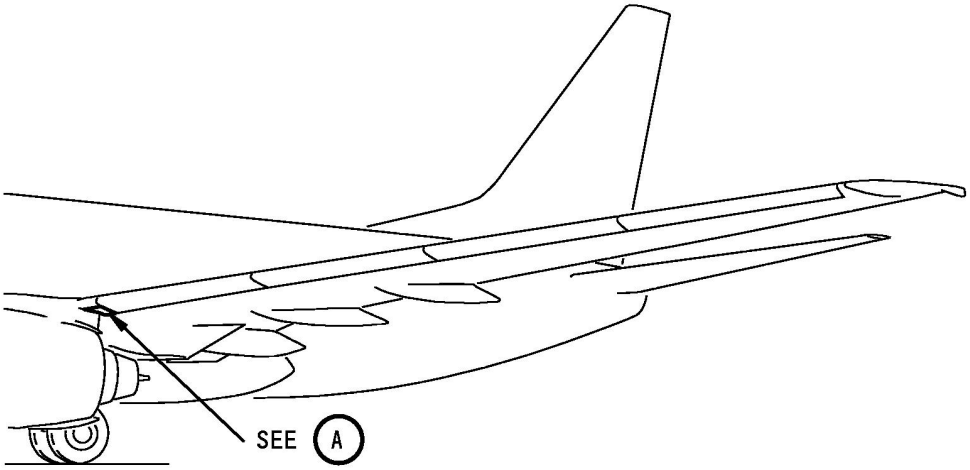

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| STEP | TASK | NAME | IDENTIFICATION | QTY | MORE DATA |
|---|---|---|---|---|---|
| (d) Make sure that the maximum resistance between the bonding jumper and the airplane structure is 0.001 Ohms. Refer to SWPM 20-20-10 as an accepted procedure. | | | | | |
| (e) Make sure that the maximum resistance between the bonding jumper and the door structure is 10 Ohms. Refer to SWPM 20-20-00 as an accepted procedure. | | | | | |
| (f) It is acceptable to re-use the removed shim as long as it is not damaged or corroded. | | | | | |

**FIGURE 6: LEFT WING - FUEL SHUTOFF VALVE ACCESS DOOR - SEAL REPLACEMENT (SHEET 5 OF 5)**


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**This Figure applies only to: Group 1, Configuration 1.**



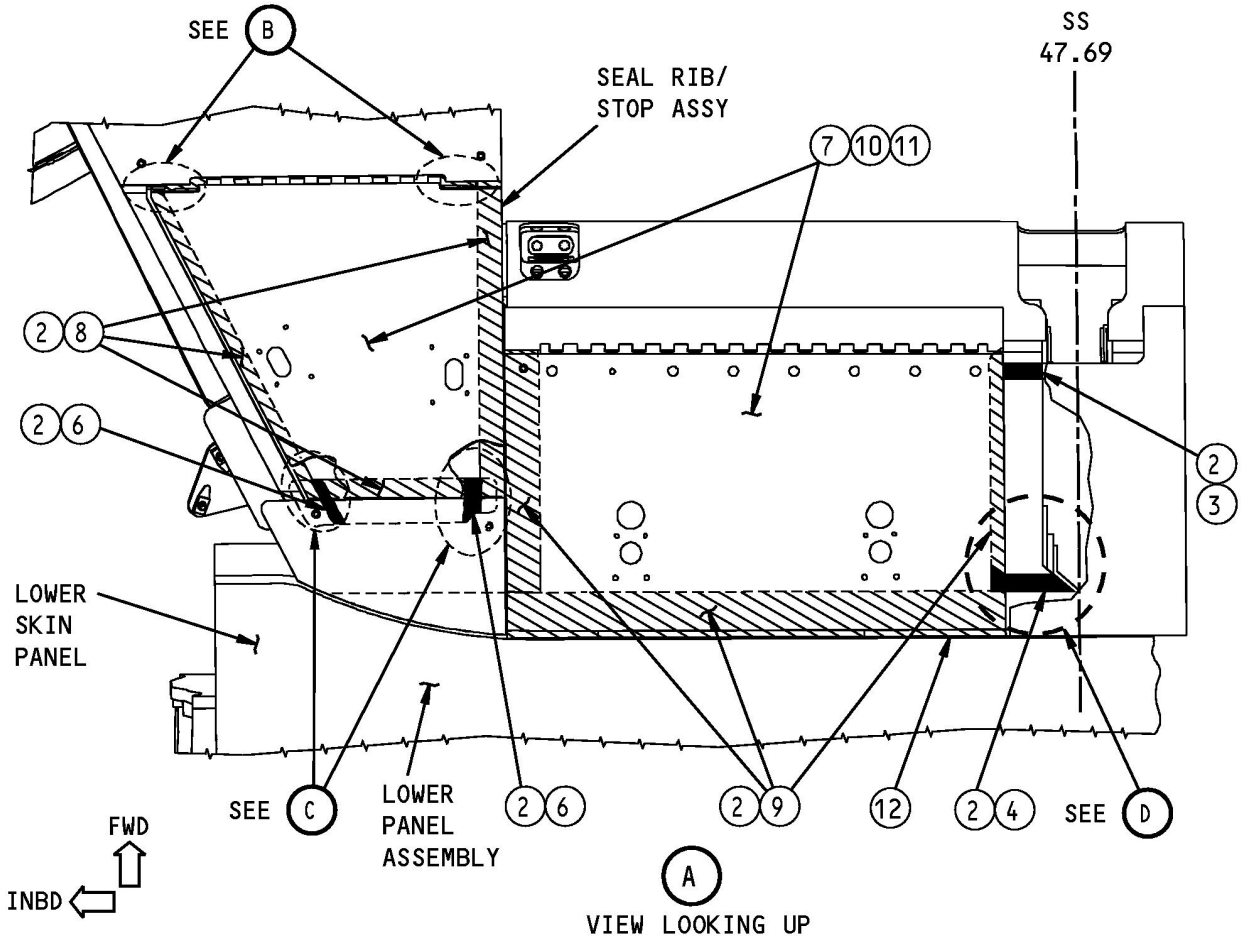




**FIGURE 7: LEFT WING - BLOWOUT DOOR AND FUEL SHUTOFF VALVE ACCESS DOOR - SEALANT APPLICATION**
**(SHEET 1 OF 5)**


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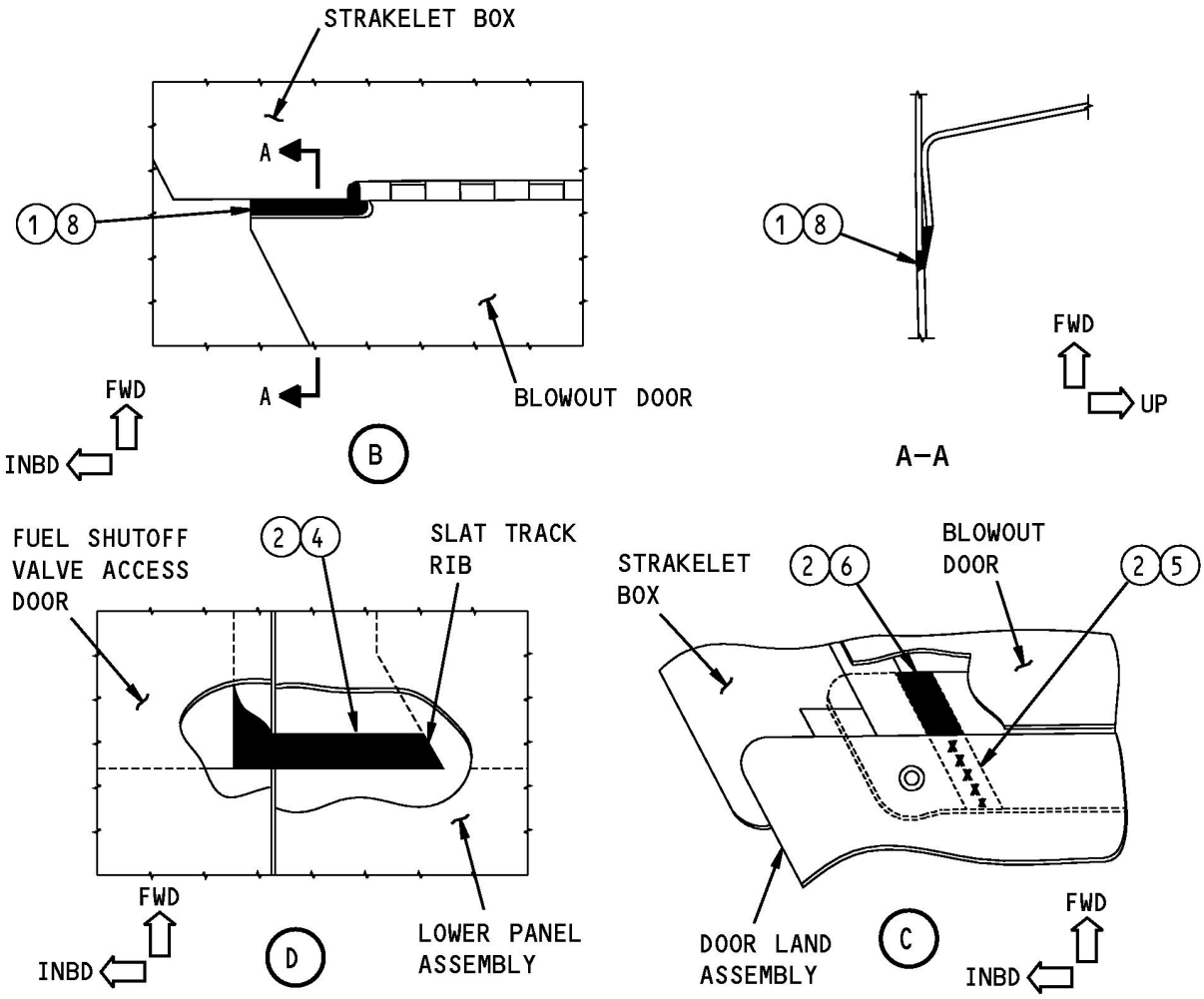



**FIGURE 7: LEFT WING - BLOWOUT DOOR AND FUEL SHUTOFF VALVE ACCESS DOOR - SEALANT APPLICATION**
**(SHEET 2 OF 5)**


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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 one side of the airplane.

| STEP | TASK | NAME | IDENTIFICATION | QTY | MORE DATA |
|---|---|---|---|---|---|
| 1 | Remove | SEALANT | - | - | Refer to SOPM 20-50-19 as an accepted procedure. |
| CAUTION: DO NOT SCRATCH OR ABRADE BOTTOM SURFACE FINISHED WITH ABRASION RESISTANT TEFLON COATING. IF SCRATCHED OR ABRADED, REMOVE THE FINISH. REFER TO SOPM 20-30-03 AS AN ACCEPTED PROCEDURE. APPLY TYPE II CLASS A CHEMICAL CONVERSION COATING AND BMS10-11 TYPE I PRIMER. REFER TO SOPM 20-43-03 AND SOPM 20-41-02 AS ACCEPTED PROCEDURES. | | | | | |
| 2 | Clean | FUEL SHUTOFF ACCESS DOOR | 521BB | 1 | (a) |
| | Clean | BLOWOUT DOOR | 521AB | 1 | |
| | Clean | DOOR LAND | 116A5507-9 | 1 | |
| | Clean | RIB | - | 2 | |
| 3 | Apply | SEALANT | BMS5-45, Class B-1/2 OR B-2 | - | (b) (l) |
| 4 | Apply | SEALANT | BMS5-45, Class B-1/2 OR B-2 | - | (b) (c) (l) |
| 5 | Apply | SEALANT | BMS5-45, CLASS B-1/2 | - | Injection seal with BMS5-45, Class B-1/2. Refer to SOPM 20-50-19 as an accepted procedure. (d) (l) |
| 6 | Apply | SEALANT | BMS5-45, CLASS B-1/2 | - | (e) (l) |
| 7 | Apply | PARTING AGENT | Frekote 710-NC | - | Do not touch parting agent. (f) (m) |
| 8 | Apply | SEALANT (FORM-IN-PLACE GASKET) | BMS5-45, CLASS B-1/2 | - | (g) (h) |
| 9 | Apply | SEALANT (FORM-IN-PLACE GASKET) | BMS5-45, CLASS B-1/2 | - | (h) (i) |
| 10 | Open | BLOWOUT DOOR | 521AB | 1 | - |
| | Open | FUEL SHUTOFF VALVE ACCESS DOOR | 521BB | 1 | Opening the fuel shutoff valve access door will require a thin wedge to pry it open. |
| 11 | Clean | BLOWOUT DOOR | 521AB | 1 | (j) |
| | | FUEL SHUTOFF VALVE ACCESS DOOR | 521BB | 1 | |
| 12 | Remove | SEALANT | BMS5-45, CLASS B-1/2 | - | (k) |

**FIGURE 7: LEFT WING - BLOWOUT DOOR AND FUEL SHUTOFF VALVE ACCESS DOOR - SEALANT APPLICATION**
**(SHEET 3 OF 5)**


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| STEP | TASK | NAME | IDENTIFICATION | QTY | MORE DATA |
|---|---|---|---|---|---|
| (a) | Remove all the corrosion inhibiting compound from the area shown. Refer to SOPM 20-50-19 as an accepted procedure. | | | | |
| (b) | Fill the space on the inboard slat track rib assembly. Since BMS5-45 shrinks when it dries, fill the space flush with sealant. Make sure that the sealant stays attached to the structure after it shrinks. Refer to SOPM 20-50-19 as an accepted procedure. | | | | |
| (c) | Build up the sealant inboard to fill the space between the access door and the rib flange. Refer to SOPM 20-50-19 as an accepted procedure. | | | | |
| (d) | It may be necessary to remove the door land to apply the sealant if you get air bubbles in the sealant. | | | | |
| (e) | Fill the joggle space between the door land splice and the adjacent rib. Fill the space flush with sealant. BMS5-45 shrinks when it dries. Make sure that the sealant stays attached to the structure after it shrinks. Refer to SOPM 20-50-19 as an accepted procedure. | | | | |
| (f) | Apply two coats to the door surface in contact with the door surround structure allowing 5-10 minutes after each application to cure. Allow 20 minutes after the second application before closing the door. Extend the Frekote a minimum of 2 inches beyond the fay surface area to allow for the squeeze out. As an option you may apply the Frekote to the entire side of the door panel. Do not apply to the door surround structure. | | | | |
| (g) | Manufacture a form-in-place gasket. Fill the spaces smooth and flat at each end of the blowout door hinges and at the fay surface of the door surround with sealant. After the door has latched close, continue to press up on the door with the same force used to latch the door. Continue this pressure for 15 seconds to allow full squeeze out of all the excess sealant. Do not press up with more force than required to latch the door or voids will be created in the form-in-place gasket and fail the leak test. After the sealant dries, cycle the blowout door to break it free from the sealant. It may be necessary to use a skin wedge to break the door free. After cycling the door, the door should open without assistance. Make sure that the sealant bonds to the door structure and not the blowout door. Refer to SOPM 20-50-19 as an accepted procedure. Petrolatum or Krytox may be applied to the doors as a post-cure lubricant. If petrolatum is applied to the doors after the sealant has cured, it must be wiped off with a lint-free rag leaving behind a thin film. If Krytox is used, it does not have to be wiped off. | | | | |
| (h) | After closing the blowout door and fuel shutoff valve access door, while the form-in-place gasket sealant is still wet, remove the sealant from the gaps between the edges of both doors and the surrounding structure, except for the area shown in View B and the aft edge of the fuel shutoff valve access door at this time; wait for the sealant to dry. | | | | |
| (i) | Manufacture a form-in-place gasket. Apply sealant smooth and flat at the fay surface of the door surround. After the door has latched close, continue to press up on the door with the same force used to latch the door. Continue this pressure for 15 seconds to allow full squeeze out of all the excess sealant. Do not press up with more force than required to latch the door or voids will be created in the form-in-place gasket and fail the leak test. After the sealant dries, cycle the fuel shutoff valve access door to break it free from the sealant. It may be necessary to use a skin wedge to break the door free. After cycling the door, the door should open without assistance. Make sure that the sealant bonds to the door structure and not the fuel shutoff valve access door. Refer to SOPM 20-50-19 as an accepted procedure. Petrolatum or Krytox may be applied to the doors as a post-cure lubricant. If petrolatum is applied to the doors after the sealant has cured, it must be wiped off with a lint-free rag leaving behind a thin film. If Krytox is used, it does not have to be wiped off. | | | | |

**FIGURE 7: LEFT WING - BLOWOUT DOOR AND FUEL SHUTOFF VALVE ACCESS DOOR - SEALANT APPLICATION**
**(SHEET 4 OF 5)**

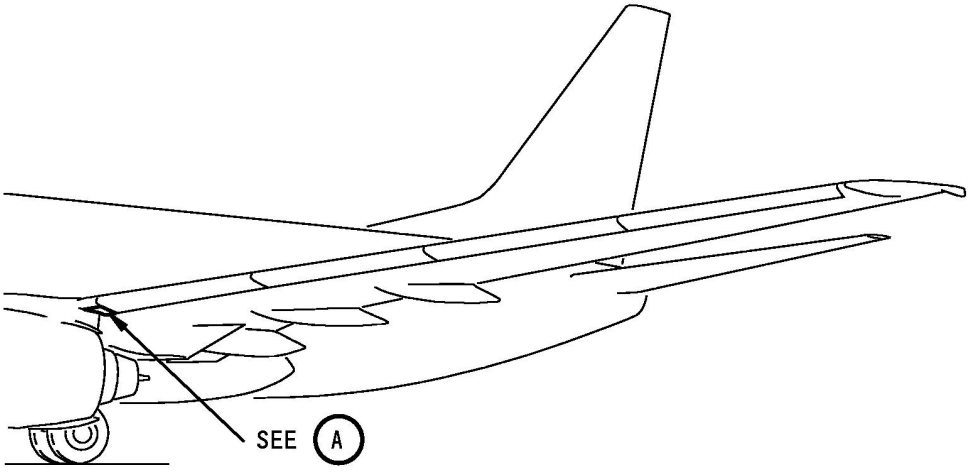

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| STEP | TASK | NAME | IDENTIFICATION | QTY | MORE DATA |
|---|---|---|---|---|---|
| (j) Remove any sealant adhering to the doors and inspect the sealing surface in the door surround structure; small gaps or depressions of 1/4x1/8 inch in the form-in-place gasket are acceptable provided that they do not extend across the sealing surface from one side to the other. Use a plastic scraper to trim off any sealant that extends beyond the door openings. | | | | | |
| (k) Remove the strip of sealant from the crevice at the aft edge of the fuel shutoff valve access door immediately forward of the skin panel. | | | | | |
| (l) Allow the sealant in the machine gap to fully cure before applying the faying surface sealant. | | | | | |
| (m) Petrolatum that meets VV-P-236 specifications is an acceptable substitute for Frekote 710-NC. Apply a thin and continuous coat of Petrolatum to the interior door surface. | | | | | |

**FIGURE 7: LEFT WING - BLOWOUT DOOR AND FUEL SHUTOFF VALVE ACCESS DOOR - SEALANT APPLICATION**
**(SHEET 5 OF 5)**


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**This Figure applies only to: Group 2, Configuration 1.**



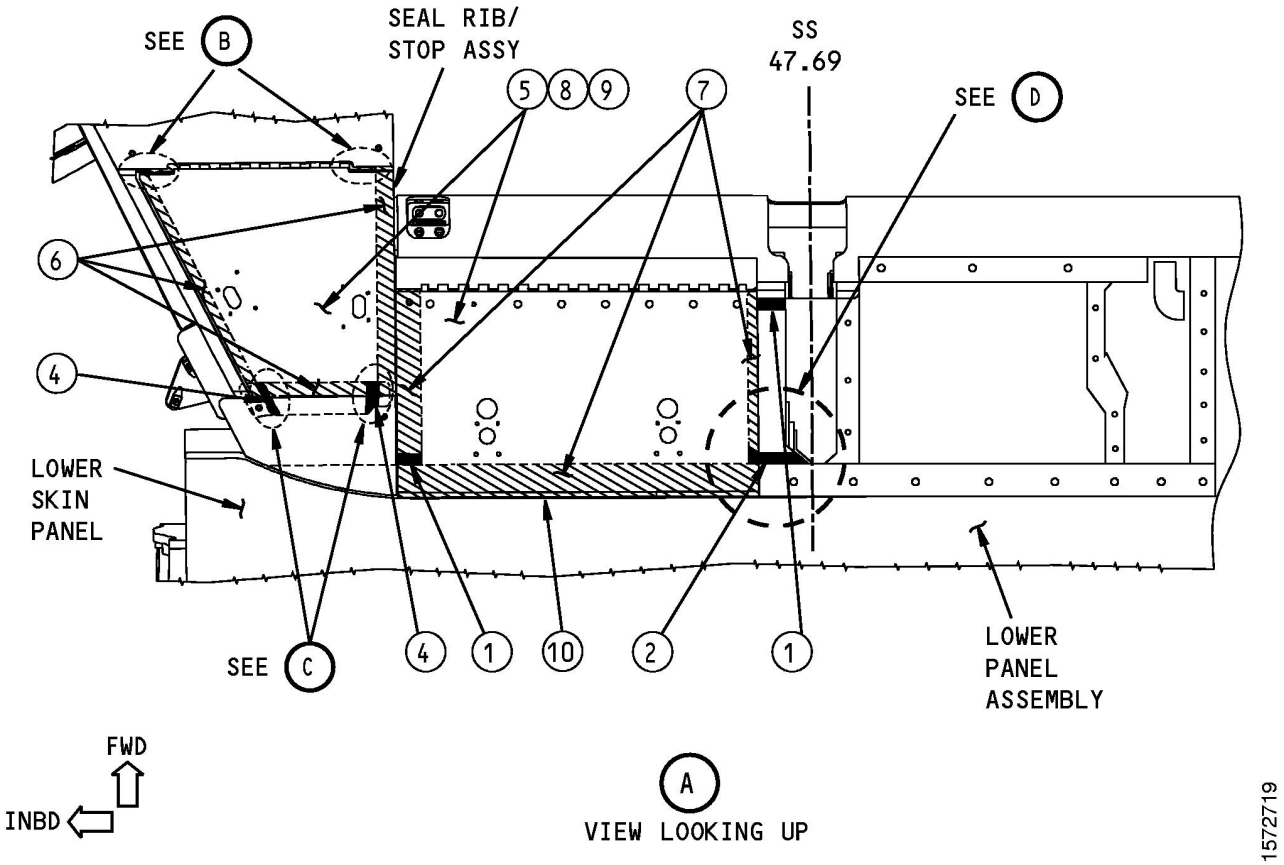
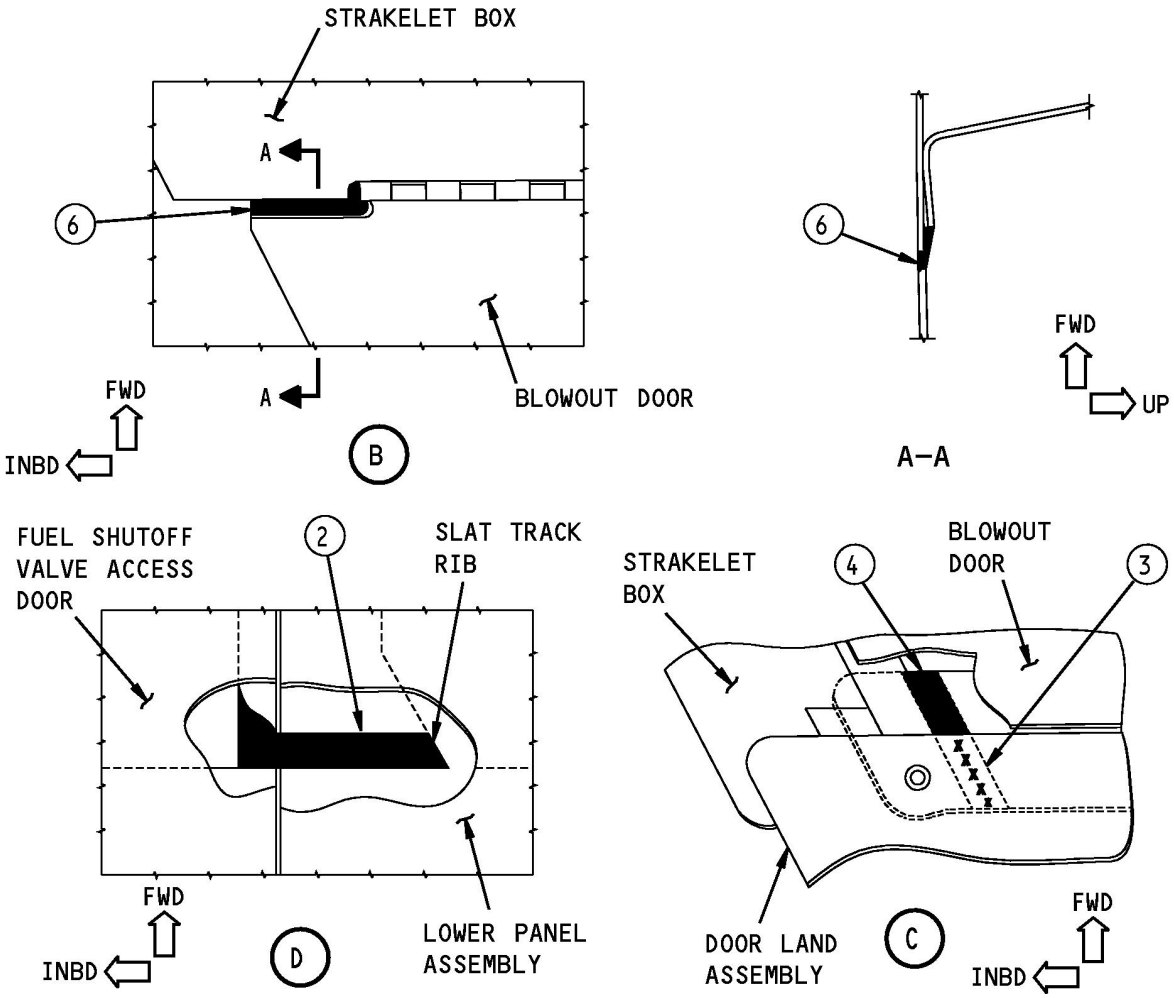




**FIGURE 8: LEFT WING - BLOWOUT DOOR AND FUEL SHUTOFF VALVE ACCESS DOOR - SEALANT APPLICATION**
**(SHEET 1 OF 4)**


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**FIGURE 8: LEFT WING - BLOWOUT DOOR AND FUEL SHUTOFF VALVE ACCESS DOOR - SEALANT APPLICATION**
**(SHEET 2 OF 4)**



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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 one side of the airplane.

| STEP | TASK | NAME | IDENTIFICATION | QTY | MORE DATA |
|---|---|---|---|---|---|
| 1 | Apply | SEALANT | BMS5-45, Class B-1/2 OR B-2 | - | (a) (k) |
| 2 | Apply | SEALANT | BMS5-45, Class B-1/2 OR B-2 | - | (a) (b) (k) |
| 3 | Apply | SEALANT | BMS5-45, CLASS B-1/2 | - | Injection seal with BMS5-45, Class B-1/2. Refer to SOPM 20-50-19 as an accepted procedure. (c) (k) |
| 4 | Apply | SEALANT | BMS5-45, CLASS B-1/2 | - | (d) (k) |
| 5 | Apply | PARTING AGENT | Frekote 710-NC | - | Do not touch the parting agent. (e) (l) |
| 6 | Apply | SEALANT (FORM-IN-PLACE GASKET) | BMS5-45, CLASS B-1/2 | - | (f) (g) |
| 7 | Apply | SEALANT (FORM-IN-PLACE GASKET) | BMS5-45, CLASS B-1/2 | - | (g) (h) |
| 8 | Open | BLOWOUT DOOR | 521AB | 1 | - |
| | Open | FUEL SHUTOFF VALVE ACCESS DOOR | 521BB | 1 | Opening the fuel shutoff valve access door will require a thin wedge to pry it open. |
| 9 | Clean | BLOWOUT DOOR | 521AB | 1 | (i) |
| | Clean | FUEL SHUTOFF VALVE ACCESS DOOR | 521BB | 1 | |
| 10 | Remove | SEALANT | BMS5-45, CLASS B-1/2 | - | (j) |

(a) Fill the space on the inboard slat track rib assembly. Since BMS5-45 shrinks when it dries, fill the space flush with sealant. Make sure that the sealant stays attached to the structure after it shrinks. Refer to SOPM 20-50-19 as an accepted procedure.

(b) Build up the sealant inboard to fill the space between the access door and the rib flange.

(c) It may be necessary to remove the door land to apply the sealant if you get air bubbles in the sealant.

(d) Fill the joggle space between the door land splice and the adjacent rib. Fill the space flush with sealant. BMS5-45 shrinks when it dries. Make sure that the sealant stays attached to the structure after it shrinks. Refer to SOPM 20-50-19 as an accepted procedure.

(e) Apply two coats to the door surface in contact with the door surround structure allowing 5-10 minutes after each application to cure. Allow 20 minutes after the second application before closing the door. Extend the Frekote a minimum of 2 inches beyond the fay surface area to allow for the squeeze out. As an option you may apply the Frekote to the entire side of the door panel. Do not apply to the door surround structure.

**FIGURE 8: LEFT WING - BLOWOUT DOOR AND FUEL SHUTOFF VALVE ACCESS DOOR - SEALANT APPLICATION**
**(SHEET 3 OF 4)**


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| STEP | TASK | NAME | IDENTIFICATION | QTY | MORE DATA |
|---|---|---|---|---|---|
| (f) | Manufacture a form-in-place gasket. Fill the spaces smooth and flat at each end of the blowout door hinges and at the fay surface of the door surround with sealant. After the door has latched close, continue to press up on the door with the same force used to latch the door. Continue this pressure for 15 seconds to allow full squeeze out of all the excess sealant. Do not press up with more force than required to latch the door or voids will be created in the form-in-place gasket and fail the leak test. After the sealant dries, cycle the blowout door to break it free from the sealant. It may be necessary to use a skin wedge to break the door free. After cycling the door, the door should open without assistance. Make sure that the sealant bonds to the door structure and not the blowout door. Refer to SOPM 20-50-19 as an accepted procedure. Petrolatum or Krytox may be applied to the doors as a post-cure lubricant. If petrolatum is applied to the doors after the sealant has cured, it must be wiped off with a lint-free rag leaving behind a thin film. If Krytox is used, it does not have to be wiped off. | | | | |
| (g) | After closing the blowout door and fuel shutoff valve access door, while the form-in-place gasket sealant is still wet, remove the sealant from the gaps between the edges of both doors and the surrounding structure, except for the area shown in View B and the aft edge of the fuel shutoff valve access door at this time; wait for the sealant to dry. | | | | |
| (h) | Manufacture a form-in-place gasket. Apply sealant smooth and flat at the fay surface of the door surround. After the door has latched close, continue to press up on the door with the same force used to latch the door. Continue this pressure for 15 seconds to allow full squeeze out of all the excess sealant. Do not press up with more force than required to latch the door or voids will be created in the form-in-place gasket and fail the leak test. After the sealant dries, cycle the fuel shutoff valve access door to break it free from the sealant. It may be necessary to use a skin wedge to break the door free. After cycling the door, the door should open without assistance. Make sure that the sealant bonds to the door structure and not the fuel shutoff valve access door. Refer to SOPM 20-50-19 as an accepted procedure. Petrolatum or Krytox may be applied to the doors as a post-cure lubricant. If petrolatum is applied to the doors after the sealant has cured, it must be wiped off with a lint-free rag leaving behind a thin film. If Krytox is used, it does not have to be wiped off. | | | | |
| (i) | Remove any sealant adhering to the doors and inspect the sealing surface in the door surround structure; small gaps or depressions of 1/4x1/8 inch in the form-in-place gasket are acceptable provided that they do not extend across the sealing surface from one side to the other. Use a plastic scraper to trim off any sealant that extends beyond the door openings. | | | | |
| (j) | Remove the strip of sealant from the crevice at the aft edge of the fuel shutoff valve access door immediately forward of the skin panel. | | | | |
| (k) | It is only necessary to re-apply the sealant if the sealant was damaged in this area during the removal of the gasket and parting agent. Allow the sealant in the machine gap to fully cure before applying the faying surface sealant. Refer to SOPM 20-50-19 as an accepted procedure. | | | | |
| (l) | Petrolatum that meets VV-P-236 specifications is an acceptable substitute for Frekote 710-NC. Apply a thin and continuous coat of Petrolatum to the interior door surface. | | | | |

**FIGURE 8: LEFT WING - BLOWOUT DOOR AND FUEL SHUTOFF VALVE ACCESS DOOR - SEALANT APPLICATION**
**(SHEET 4 OF 4)**


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**This Figure applies only to: Group 1-2.**

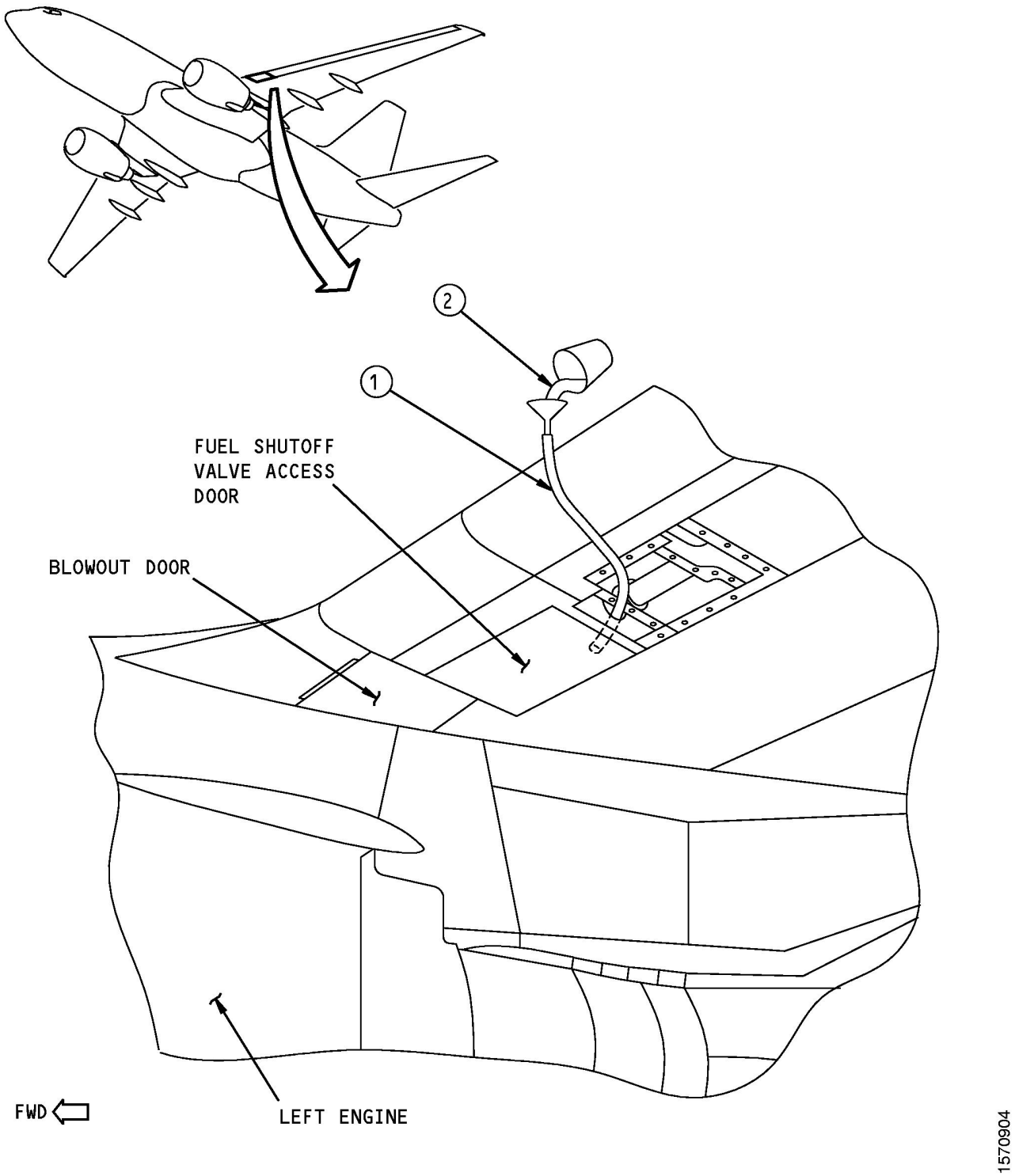



**FIGURE 9: LEFT WING - BLOWOUT DOOR AND FUEL SHUTOFF VALVE ACCESS DOOR - LEAK TEST (SHEET 1 OF 2)**


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

| STEP | TASK | NAME | IDENTIFICATION | QTY | MORE DATA |
|---|---|---|---|---|---|
| 1 | Insert | RUBBER TUBING | - | 1 | (a) |
| 2 | Apply | WATER | - | 16 oz. | (b) |

(a) Insert rubber tubing attached to a funnel, through the gap between the thermal anti-icing duct and the hole in the rib. Note: Use a tubing diameter that is no larger than the diameter of the flame arrestor tube. Insert sufficient tubing length to reach the front spar. Point the tubing discharge down and aft, near the bottom chord of the front spar. Note: Make sure the tubing discharge is directed away from the latches. There should be sufficient tubing length outboard of the anti-icing duct going up to the funnel which should be elevated above the entry point. Make sure the tubing does not droop.

(b) Pour 16 fluid ounces of water into the funnel in a slow steady stream that doesn't overwhelm the rubber tubing. Note: When the wing is full of fuel, an appreciable amount of water may accumulate in the cavity below the flame arrestor tube. As a result, only a small amount of water may drain out of the strut drain tube and this is acceptable. It is acceptable, after the leak test, to have water pooled in the leading edge, below the inner diameter of the flame arrestor tube.

**FIGURE 9: LEFT WING - BLOWOUT DOOR AND FUEL SHUTOFF VALVE ACCESS DOOR - LEAK TEST (SHEET 2 OF 2)**


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**This Figure applies only to: Group 1, Configuration 1.**

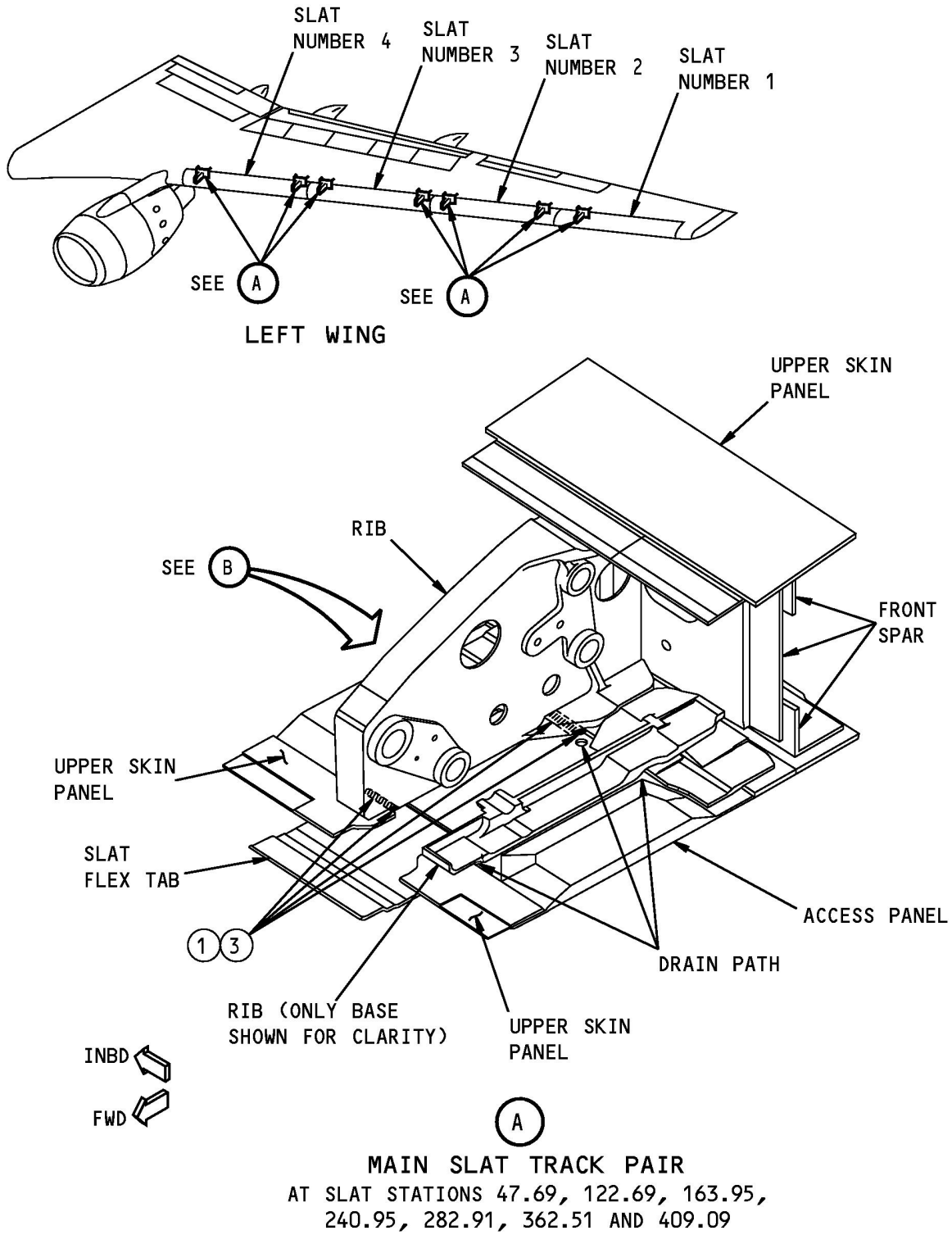



**FIGURE 10: LEFT WING - LEADING EDGE SLAT TRACK RIBS - SEALANT APPLICATION (SHEET 1 OF 3)**


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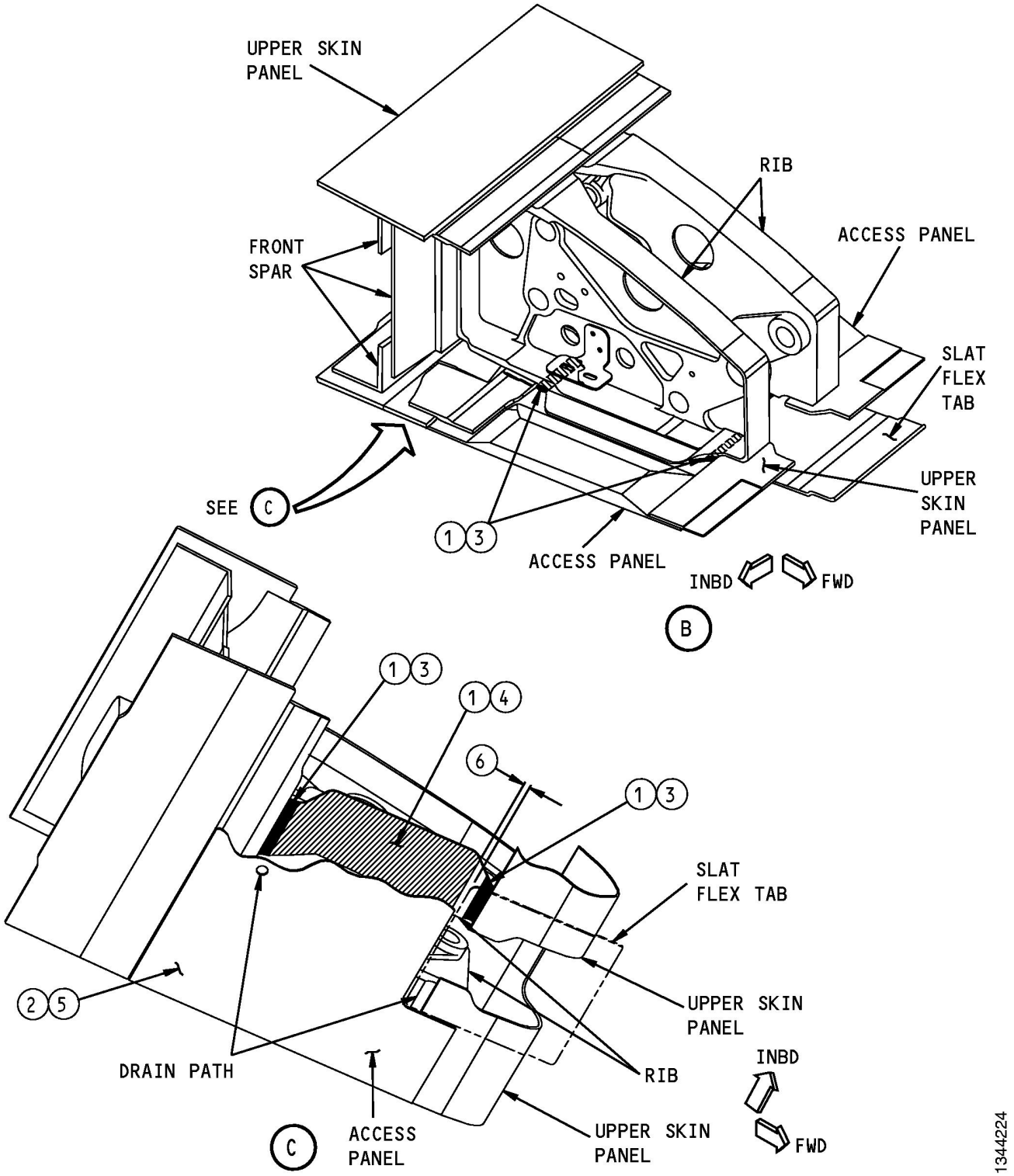



**FIGURE 10: LEFT WING - LEADING EDGE SLAT TRACK RIBS - SEALANT APPLICATION (SHEET 2 OF 3)**


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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 one side of the airplane.

| STEP | TASK | NAME | IDENTIFICATION | QTY | MORE DATA |
|---|---|---|---|---|---|
| CAUTION: DO NOT SCRATCH OR ABRADE BOTTOM SURFACE FINISHED WITH ABRASION RESISTANT TEFLON COATING. IF SCRATCHED OR ABRADED, REMOVE THE FINISH. REFER TO SOPM 20-30-03 AS AN ACCEPTED PROCEDURE. APPLY TYPE II CLASS A CHEMICAL CONVERSION COATING AND BMS10-11 TYPE I PRIMER. REFER TO SOPM 20-43-03 AND SOPM 20-41-02 AS ACCEPTED PROCEDURES. | | | | | |
| 1 | Clean | RIB ASSEMBLY | - | 7 | (a) |
| 2 | Apply | PARTING AGENT | Frekote 710-NC | - | (b) (i) |
| 3 | Apply | SEALANT | BMS5-45, Class B-1/2 OR B-2 | - | (d) (e) (g) |
| 4 | Apply | SEALANT | BMS5-45, Class B-2 | - | To the faying surface of the rib assembly. Refer to SOPM 20-50-19 as an accepted procedure. (c) |
| 5 | Install (Kept) | ACCESS PANEL | - | 7 | Keep the drain path clear. (f) |
| 6 | Clean | Sealant | - | - | (h) |

(a) Remove the corrosion inhibiting compound from the lower surface. Refer to SOPM 20-50-19 as an accepted procedure.

(b) Apply parting agent to the faying surface of the access panel common to the slat track rib. Refer to SOPM 20-50-19 as an accepted procedure.

(c) Additional sealing is necessary at Slat Station 47.69 in the area common to the removable access panel and the fuel shutoff access door. Refer to FIGURE 7 for location.

(d) Fill the space on the inboard slat track rib assembly flush with sealant. Since BMS5-45 shrinks when it dries, make sure sufficient sealant is applied to fill the space. Apply the sealant when the adjacent panel is in the closed position. Refer to SOPM 20-50-19 as an accepted procedure.

(e) At Slat Station 47.69, sealant application is accomplished in FIGURE 7.

(f) Install the access panel at the reworked slat station location. Refer to 737-600/700/800/900 AMM 57-41-02 as an accepted procedure.

(g) Allow the sealant in the machine gap to fully cure before applying the faying surface sealant.

(h) Clean the sealant from this area flush with the edge of the panel, but not from the machined step. Refer to SOPM 20-50-19 as an accepted procedure.

(i) Petrolatum that meets VV-P-236 specifications is an acceptable substitute for Frekote 710-NC.

**FIGURE 10: LEFT WING - LEADING EDGE SLAT TRACK RIBS - SEALANT APPLICATION (SHEET 3 OF 3)**


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**This Figure applies only to: Group 1, Configuration 1.**

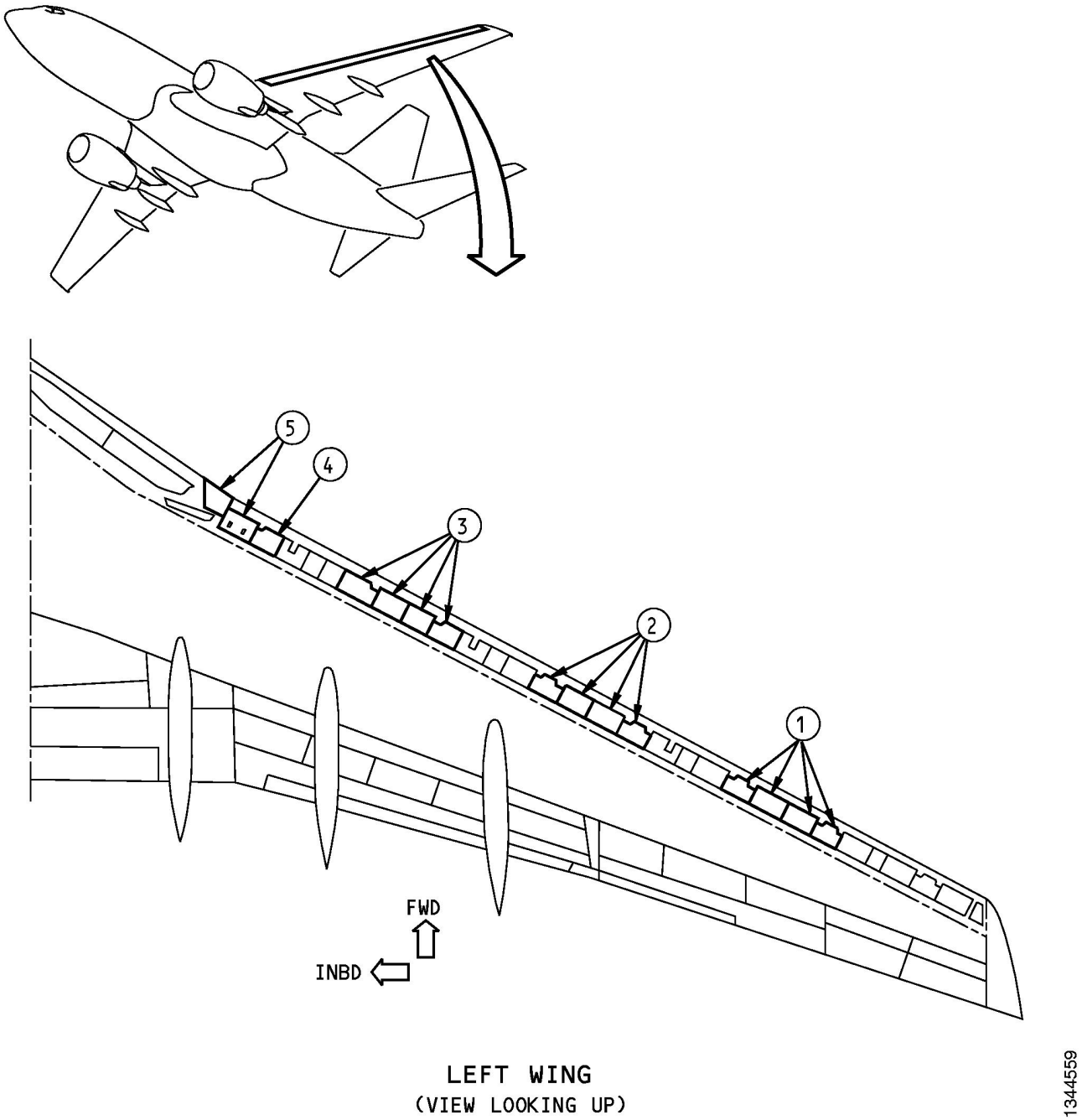



**FIGURE 11: LEFT WING - LEADING EDGE SLAT TRACK RIBS - CLOSE ACCESS (SHEET 1 OF 2)**


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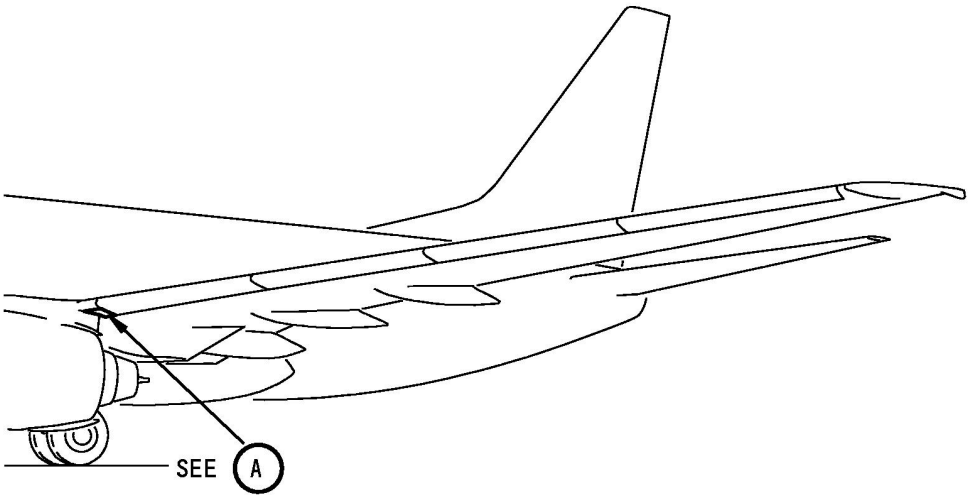
The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown below are the number of parts necessary for one side of the airplane.

| STEP | TASK | NAME | IDENTIFICATION | QTY | MORE DATA |
|---|---|---|---|---|---|
| 1 | Install (Kept) | ACCESS PANEL | 521VB | 1 | (a) (b) |
| | | | 521WB | 1 | |
| | | | 521TB | 1 | |
| | | | 521UB | 1 | |
| 2 | Install (Kept) | ACCESS PANEL | 521PB | 1 | (a) (b) |
| | | | 521QB | 1 | |
| | | | 521MB | 1 | |
| | | | 521NB | 1 | |
| 3 | Install (Kept) | ACCESS PANEL | 521FB | 1 | (a) (b) |
| | | | 521GB | 1 | |
| | | | 521HB | 1 | |
| | | | 521JB | 1 | |
| 4 | Install (Kept) | ACCESS PANEL | 521CB | 1 | (a) (b) |
| 5 | Close | BLOWOUT DOOR | 521AB | 1 | - |
| | | FUEL SHUTOFF VALVE ACCESS DOOR | 521BB | 1 | - |
| (a) Refer to 737-600/700/800/900 AMM 57-41-02 as an accepted procedure. | | | | | |
| (b) This step may not be necessary as some access panels may have been installed during the slat track rib sealant application. | | | | | |

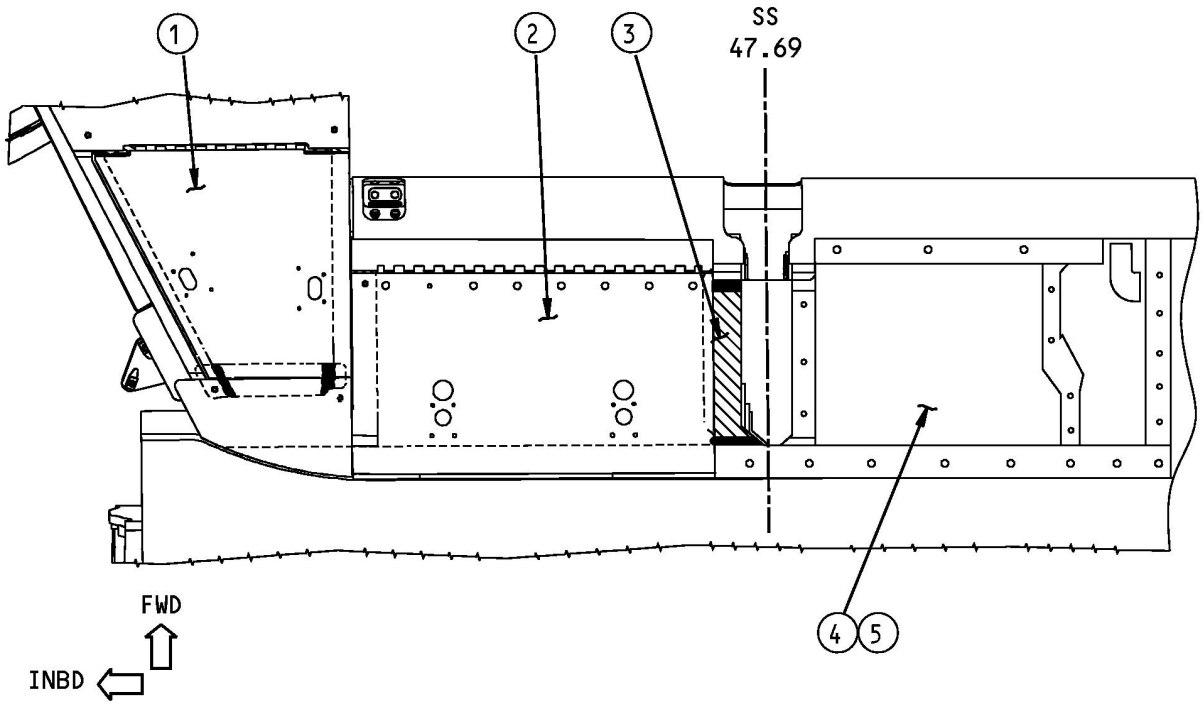
**FIGURE 11: LEFT WING - LEADING EDGE SLAT TRACK RIBS - CLOSE ACCESS (SHEET 2 OF 2)**


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**This Figure applies only to: Group 2, Configuration 1.**




LEFT WING




A

VIEW LOOKING UP

1570946

**FIGURE 12: LEFT WING - BLOWOUT DOOR AND FUEL SHUTOFF VALVE ACCESS DOOR - CLOSE ACCESS**
**(SHEET 1 OF 2)**


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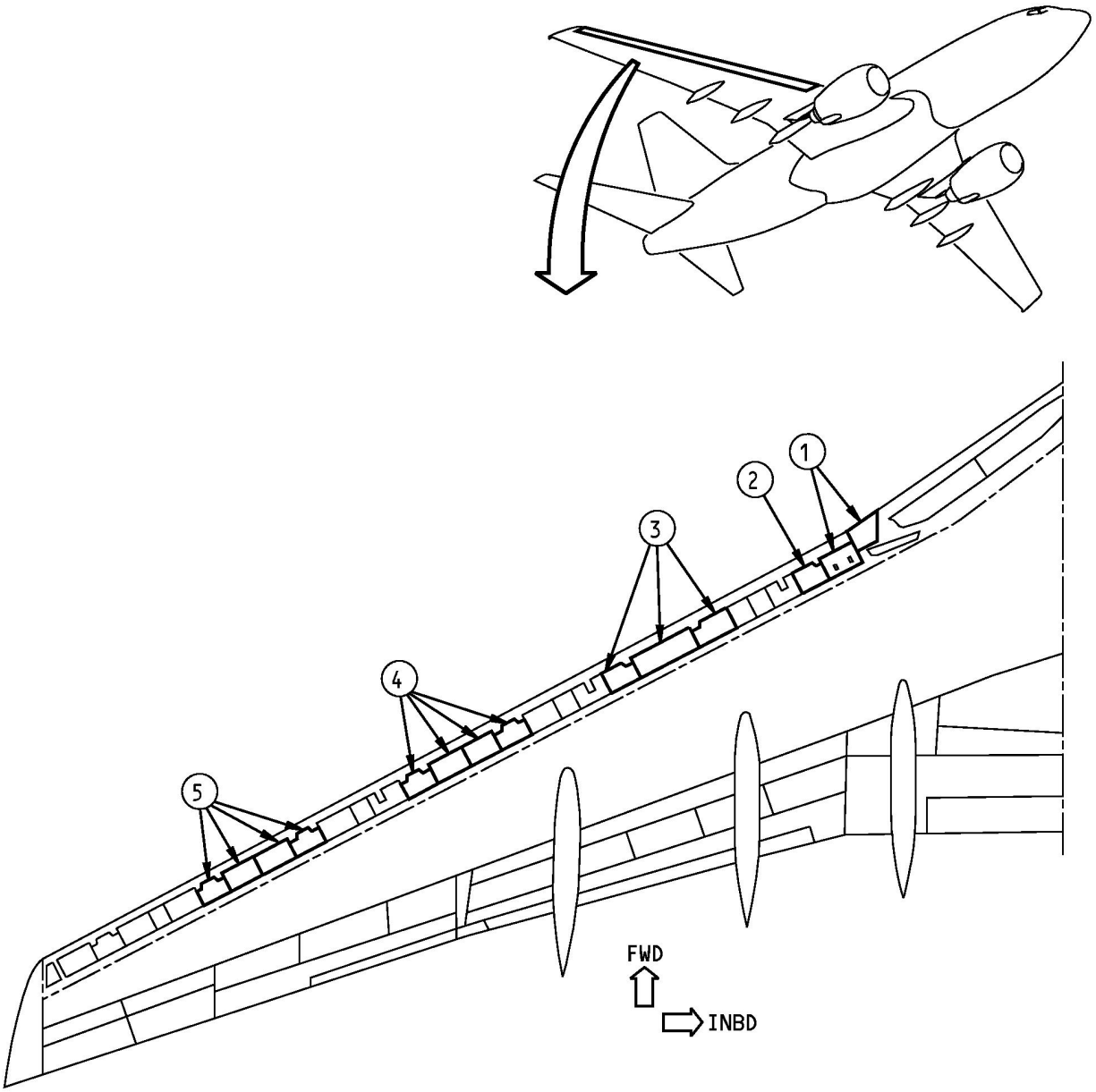
The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown below are the number of parts necessary for one side of the airplane.

| STEP | TASK | NAME | IDENTIFICATION | QTY | MORE DATA |
|---|---|---|---|---|---|
| 1 | Close | BLOWOUT DOOR | 521AB | 1 | - |
| 2 | Close | FUEL SHUTOFF VALVE ACCESS DOOR | 521BB | 1 | - |
| 3 | Apply | SEALANT | BMS5-45, Class B-2 | - | To the faying surface of the rib assembly. (a) (b) |
| 4 | Apply | PARTING AGENT | Frekote 710-NC | 1 | (c) |
| 5 | Install (Kept) | ACCESS PANEL | 521CB | 1 | (d) |
| (a) If the sealant was damaged during sealant removal, remove the sealant using a plastic scraper; refer to SOPM 20-50-19 as an accepted procedure. Replace sealant as indicated, otherwise this step is not necessary. | | | | | |
| (b) If the Teflon coating on the door surround structure is damaged or shows signs of abrasion, apply one coat of BMS10-11, Type I primer; refer to SOPM 20-41-02 as an accepted procedure. Also apply one coat of BMS10-60, Type I semi-gloss enamel; refer to SOPM 20-41-02 as an accepted procedure. | | | | | |
| (c) Apply parting agent to the faying surface of the access panel common to the slat track ribs. Refer to SOPM 20-50-19 as an accepted procedure. | | | | | |
| (d) Refer to 737-600/700/800/900 AMM 57-41-02 as an accepted procedure. | | | | | |

**FIGURE 12: LEFT WING - BLOWOUT DOOR AND FUEL SHUTOFF VALVE ACCESS DOOR - CLOSE ACCESS**
**(SHEET 2 OF 2)**


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**This Figure applies only to: Group 1, Configuration 1.**




RIGHT WING
(VIEW LOOKING UP)

1344562

**FIGURE 13: RIGHT WING - LEADING EDGE SLAT TRACK RIBS - ACCESS (SHEET 1 OF 2)**


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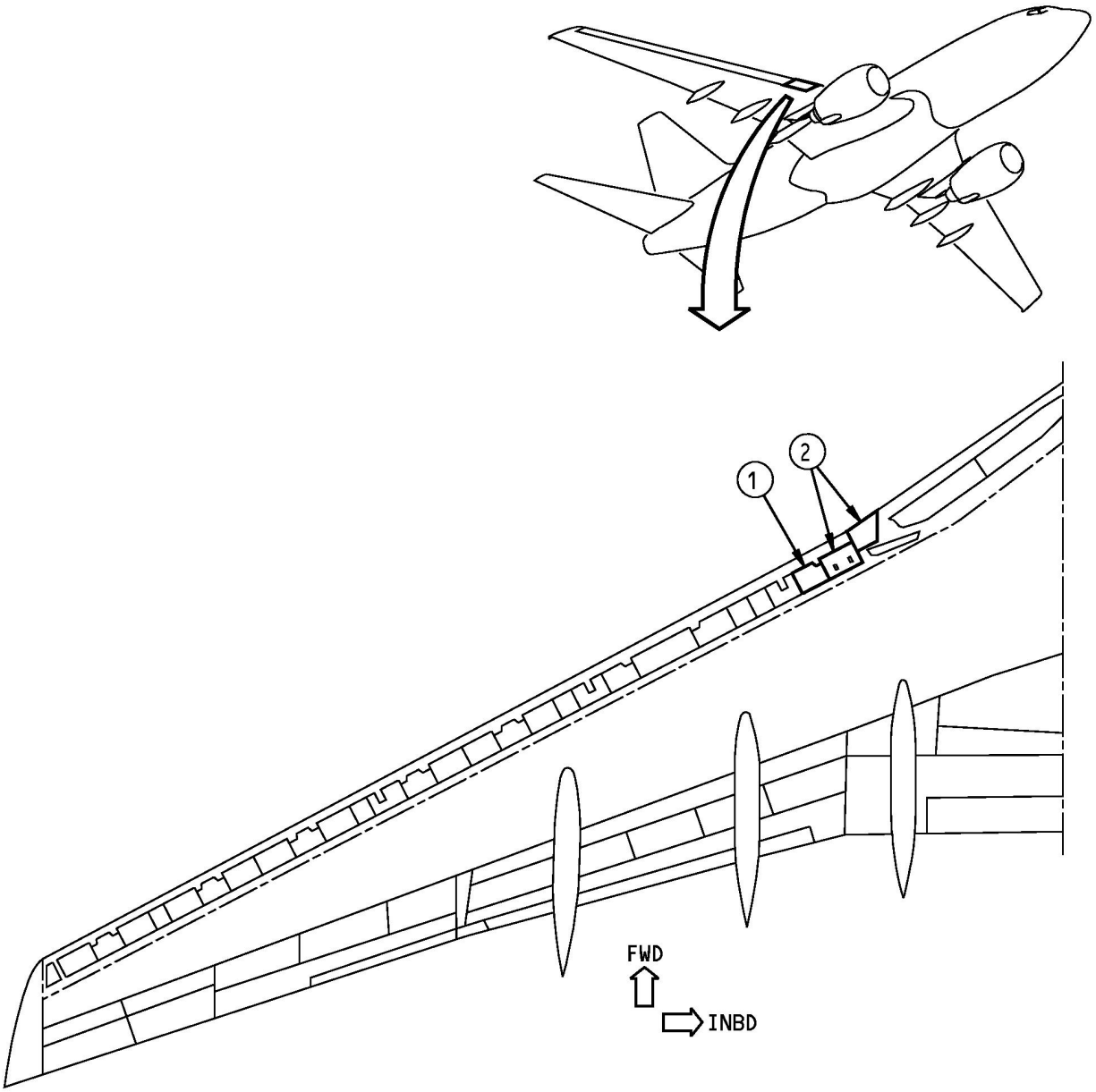
The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown below are the number of parts necessary for one side only.

| STEP | TASK | NAME | IDENTIFICATION | QTY | MORE DATA |
|---|---|---|---|---|---|
| 1 | Open | BLOWOUT DOOR | 621AB | 1 | - |
| | | FUEL SHUTOFF VALVE ACCESS DOOR | 621BB | 1 | - |
| 2 | Remove/Keep | ACCESS PANEL | 621CB | 1 | (a) |
| 3 | Remove/Keep | ACCESS PANEL | 621FB | 1 | (a) |
| | | | 621GB | 1 | |
| | | | 621HB | 1 | |
| 4 | Remove/Keep | ACCESS PANEL | 621LB | 1 | (a) |
| | | | 621MB | 1 | |
| | | | 621NB | 1 | |
| | | | 621PB | 1 | |
| 5 | Remove/Keep | ACCESS PANEL | 621SB | 1 | (a) |
| | | | 621TB | 1 | |
| | | | 621UB | 1 | |
| | | | 621VB | 1 | |
| (a) Refer to 737-600/700/800/900 AMM 57-41-02 as an accepted procedure. | | | | | |

**FIGURE 13: RIGHT WING - LEADING EDGE SLAT TRACK RIBS - ACCESS (SHEET 2 OF 2)**


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**This Figure applies only to: Group 2, Configuration 1.**




RIGHT WING
(VIEW LOOKING UP)

1571169

**FIGURE 14: RIGHT WING - BLOWOUT DOOR AND FUEL SHUTOFF VALVE ACCESS DOOR - ACCESS (SHEET 1 OF 2)**


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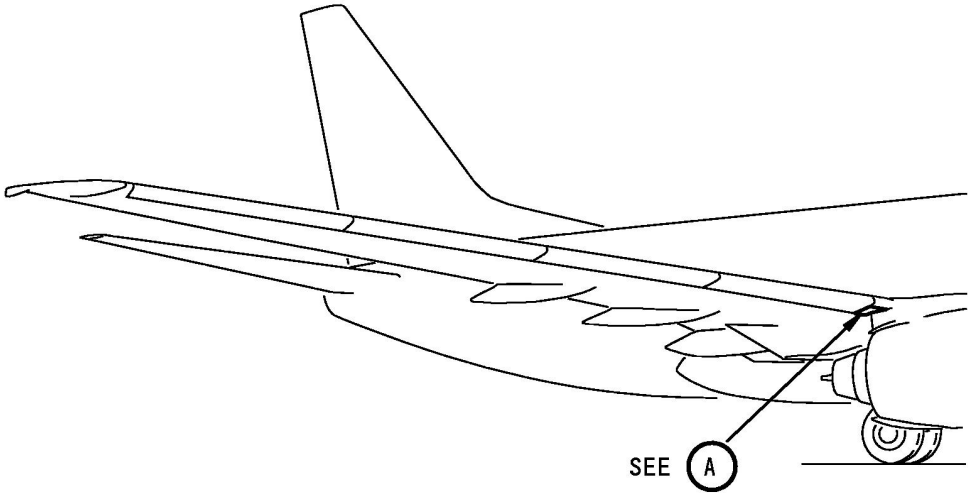
The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown below are the number of parts necessary for one side of the airplane.

| STEP | TASK | NAME | IDENTIFICATION | QTY | MORE DATA |
|---|---|---|---|---|---|
| 1 | Open | BLOWOUT DOOR | 621AB | 1 | - |
| | Open | FUEL SHUTOFF VALVE ACCESS DOOR | 621BB | 1 | - |
| 2 | Remove/Keep | ACCESS PANEL | 621CB | 1 | (a) |
| (a) Refer to 737-600/700/800/900 AMM 57-41-02 as an accepted procedure. | | | | | |

**FIGURE 14: RIGHT WING - BLOWOUT DOOR AND FUEL SHUTOFF VALVE ACCESS DOOR - ACCESS (SHEET 2 OF 2)**


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**This Figure applies only to: Group 2, Configuration 1.**



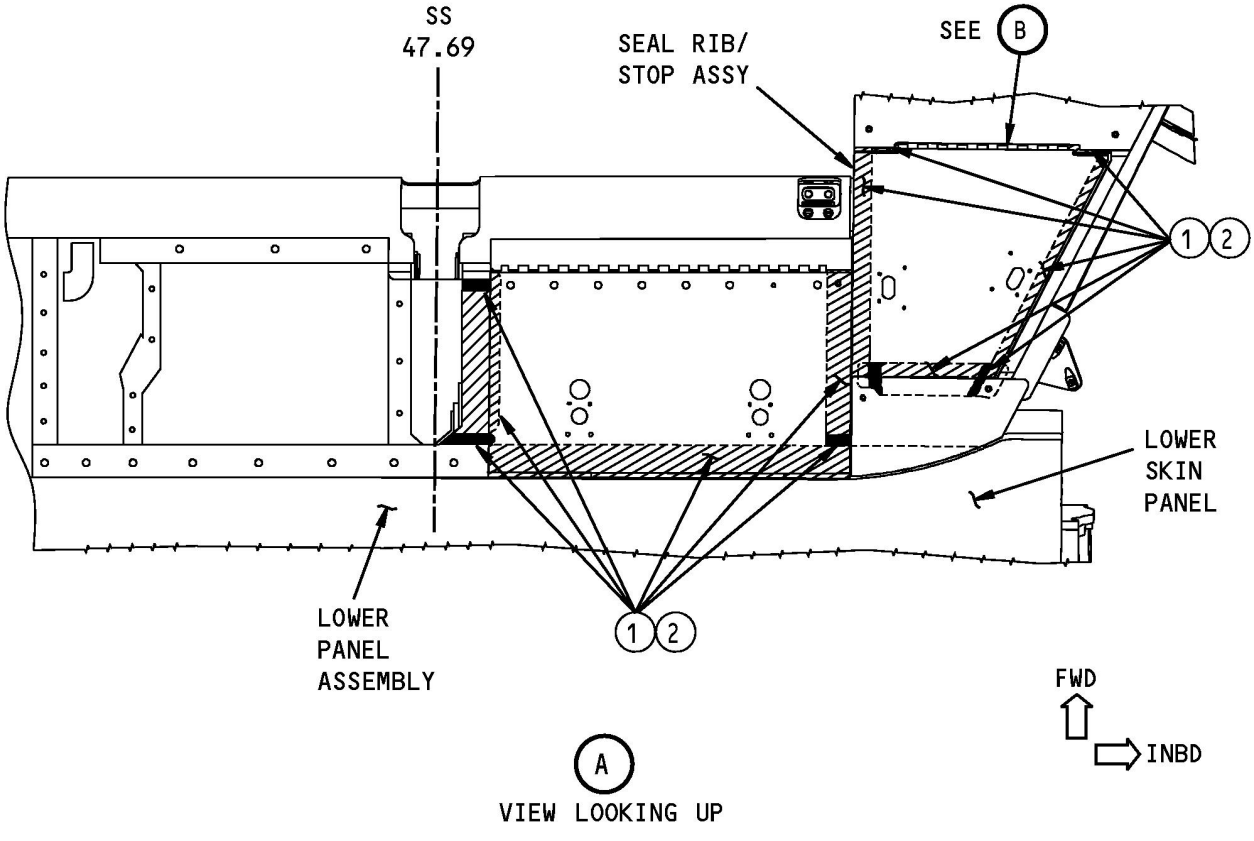




**FIGURE 15: RIGHT WING - PARTING AGENT AND SEALANT REMOVAL, AND INSPECTION OF THE BLOWOUT DOOR HINGE**
**(SHEET 1 OF 3)**


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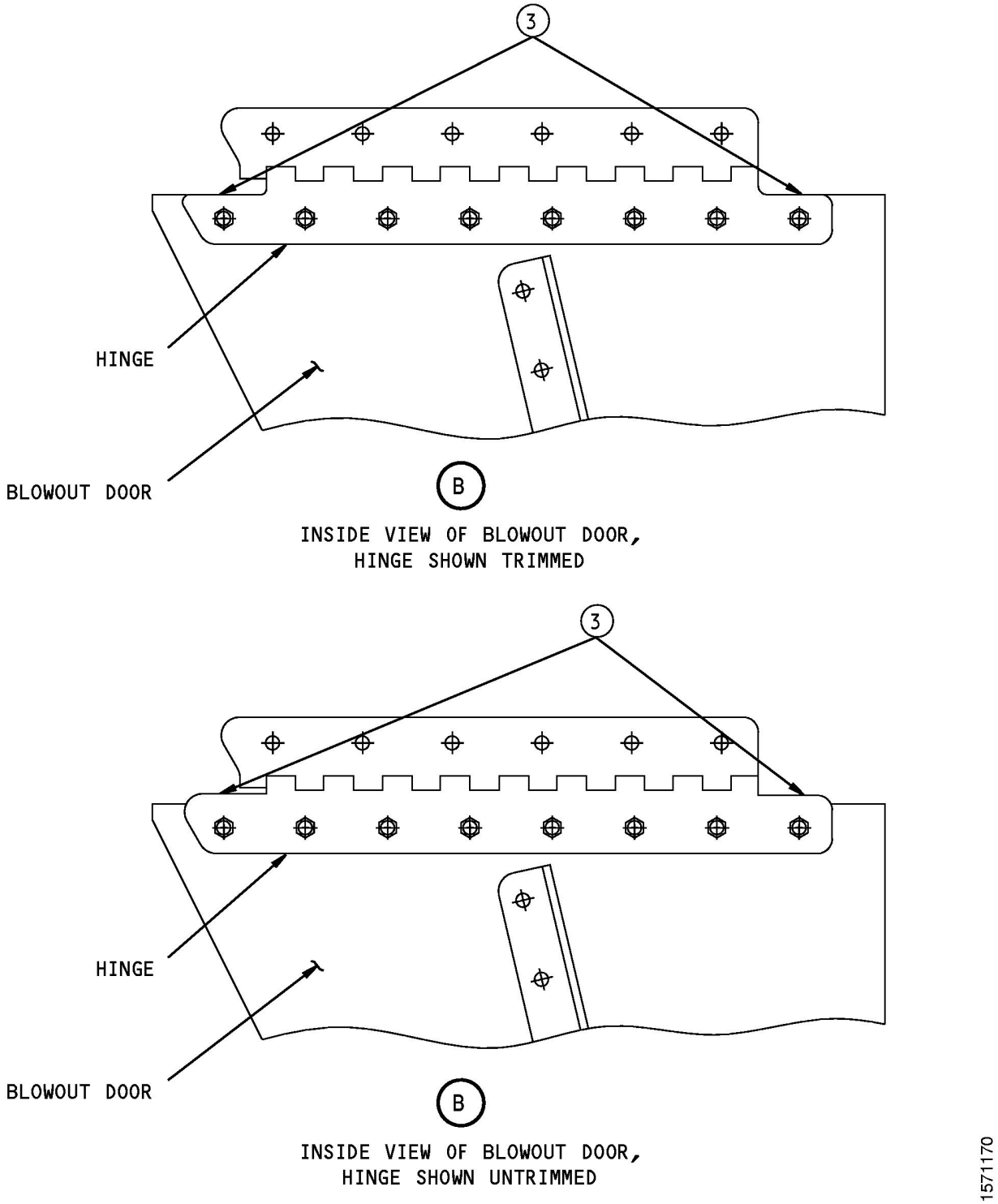



**FIGURE 15: RIGHT WING - PARTING AGENT AND SEALANT REMOVAL, AND INSPECTION OF THE BLOWOUT DOOR HINGE (SHEET 2 OF 3)**


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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 one side of the airplane.

| STEP | TASK | NAME | IDENTIFICATION | QTY | MORE DATA |
|---|---|---|---|---|---|
| 1 | Remove | PARTING AGENT | AZ-534-2B | - | - |
| | Remove | SEALANT | BMS5-45, Class B-1/2 or B-2 | - | (a) |
| 2 | Clean | BLOWOUT DOOR SURROUND | - | - | (b) (c) |
| | Clean | FUEL SHUTOFF VALVE ACCESS DOOR SURROUND | - | - | |
| | Clean | RIB | - | 2 | |
| 3 | Inspect | HINGE HALF | 116A5522-( ) | 1 | Do a General Visual Inspection to determine if both ends of the hinge half are trimmed approximately as shown. |

(a) Remove the existing formed-in-place gasket from both door openings and panel opening. Use a plastic scraper. You do not need to remove the sealant from the machined gap, if it is not damaged. Refer to SOPM 20-50-19 as an accepted procedure.

(b) Remove all the corrosion inhibiting compound from the area shown. Refer to SOPM 20-50-19 as an accepted procedure.

(c) If the Teflon coating on the door surround structure is damaged or shows signs of abrasion, apply one coat of BMS10-11, Type I primer; refer to SOPM 20-41-02 as an accepted procedure. Also apply one coat of BMS10-60, Type I semi-gloss enamel; refer to SOPM 20-41-02 as an accepted procedure.

**FIGURE 15: RIGHT WING - PARTING AGENT AND SEALANT REMOVAL, AND INSPECTION OF THE BLOWOUT DOOR HINGE**
**(SHEET 3 OF 3)**


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**This Figure applies only to: Group 1-2, Configuration 1.**

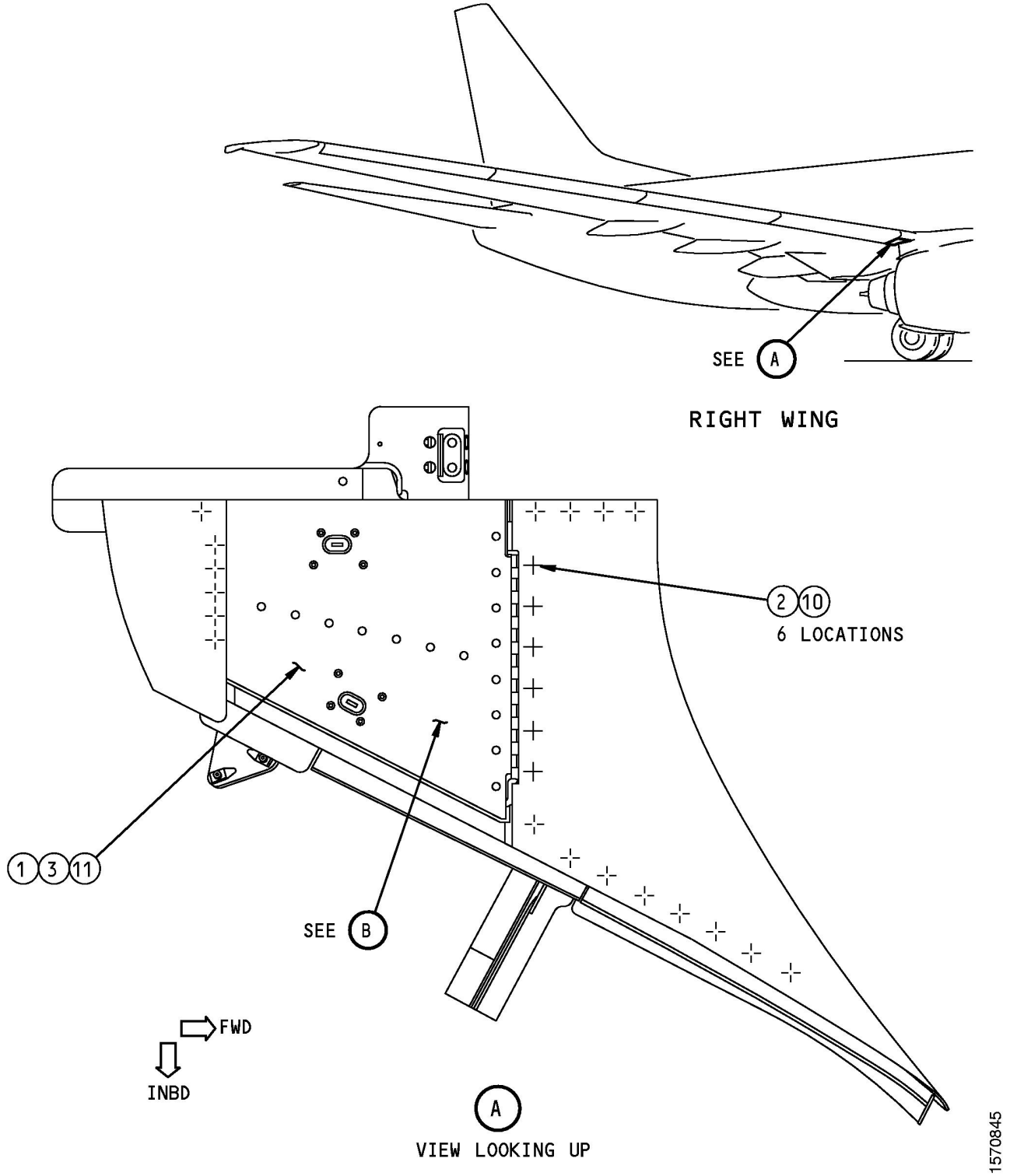
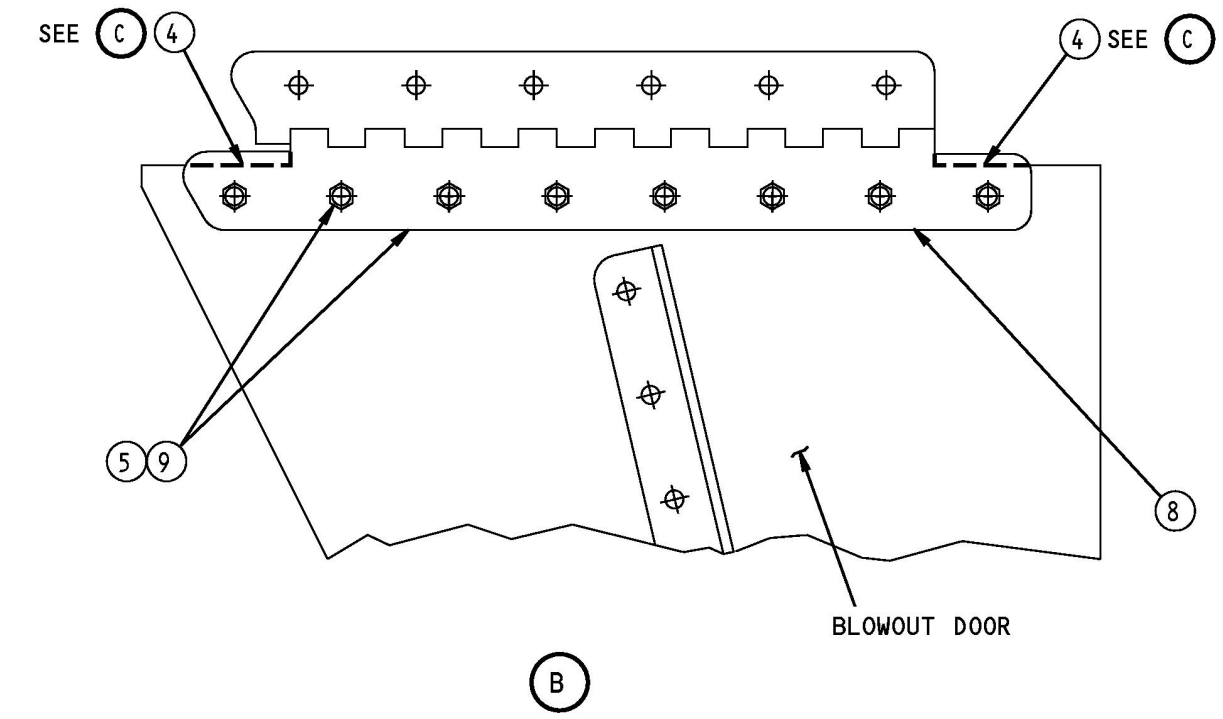
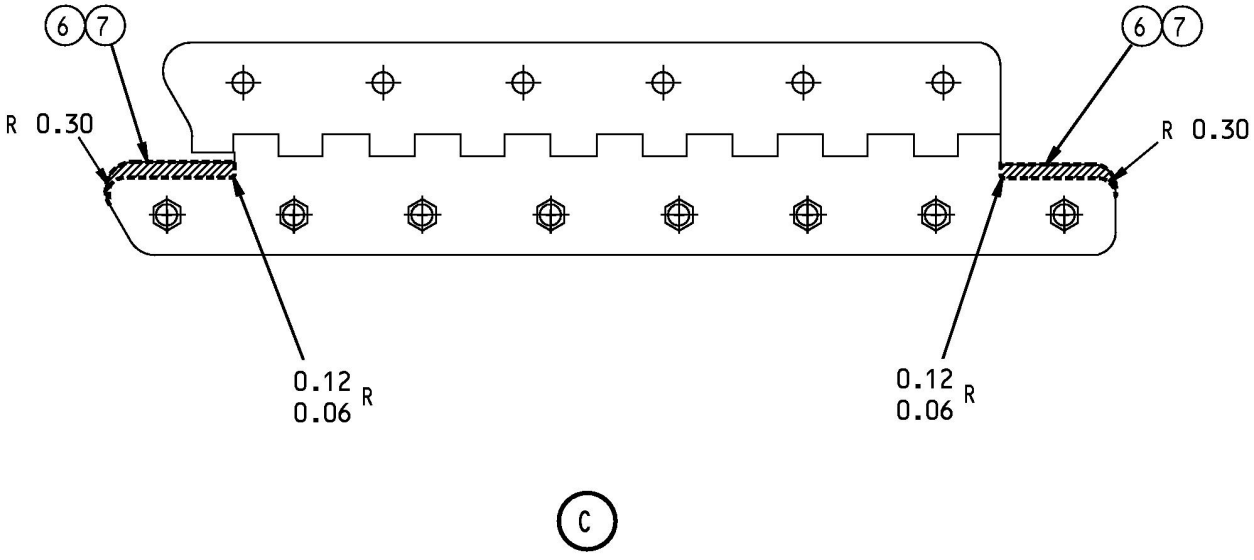



**FIGURE 16: RIGHT WING - BLOWOUT DOOR HINGE TRIM (SHEET 1 OF 3)**


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**FIGURE 16: RIGHT WING - BLOWOUT DOOR HINGE TRIM (SHEET 2 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 one side of the airplane.

| STEP | TASK | NAME | IDENTIFICATION | QTY | MORE DATA |
|---|---|---|---|---|---|
| 1 | Open | BLOWOUT DOOR | 621AB | 1 | - |
| 2 | Remove | BLIND RIVETS | - | 6 | - |
| 3 | Remove/Keep | BLOWOUT DOOR | 621AB | 1 | - |
| 4 | Mark | HINGE HALF | 116A5522-6 | 1 | (a) |
| 5 | Remove/Keep | NUTS | - | 8 | - |
| | Remove/Keep | WASHERS | - | 8 | - |
| | Remove/Keep | BOLTS | - | 8 | - |
| | Remove/Keep | HINGE ASSEMBLY | 116A5522-2 | 1 | - |
| 6 | Cut | HINGE HALF | 116A5522-6 | 1 | Use the marking to trim both sides of the hinge half as shown. Break sharp edges. |
| 7 | Apply | CHEMICAL CONVERSION COATING | TYPE 2, CLASS A | - | Refer to SOPM 20-43-03 as an accepted procedure. |
| | Apply | PRIMER | BMS10-79, TYPE III | - | Refer to SOPM 20-44-04 as an accepted procedure. |
| | Apply | GLOSS ENAMEL | BMS10-60, TYPE II | - | Refer to BAC 5845 as an accepted procedure. |
| 8 | Identify | HINGE HALF | 116A5522-10 | 1 | (b) |
| | Identify | HINGE ASSEMBLY | 116A5522-8 | 1 | (b) |
| 9 | Install (Kept) | HINGE ASSEMBLY | 116A5522-8 | 1 | - |
| | Install (Kept) | BOLTS | - | 8 | - |
| | Install (Kept) | WASHERS | - | 8 | - |
| | Install (Kept) | NUTS | - | 8 | - |
| 10 | Install (New) | BLIND RIVETS | BACR15FP6MP5R | 6 | - |
| 11 | Close | BLOWOUT DOOR | 621AB | 1 | - |
| (a) Mark both sides of the hinge half against the door edge as shown, use a 0.30 radius on the outside corners. | | | | | |
| (b) Re-partmark the hinge half as 116A5522-10 and the hinge assembly as 116A5522-8 to show that they have been modified. Refer to SOPM 20-50-10 as an accepted procedure. | | | | | |

**FIGURE 16: RIGHT WING - BLOWOUT DOOR HINGE TRIM**
**(SHEET 3 OF 3)**


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**This Figure applies only to: Group 1, Configuration 1.**

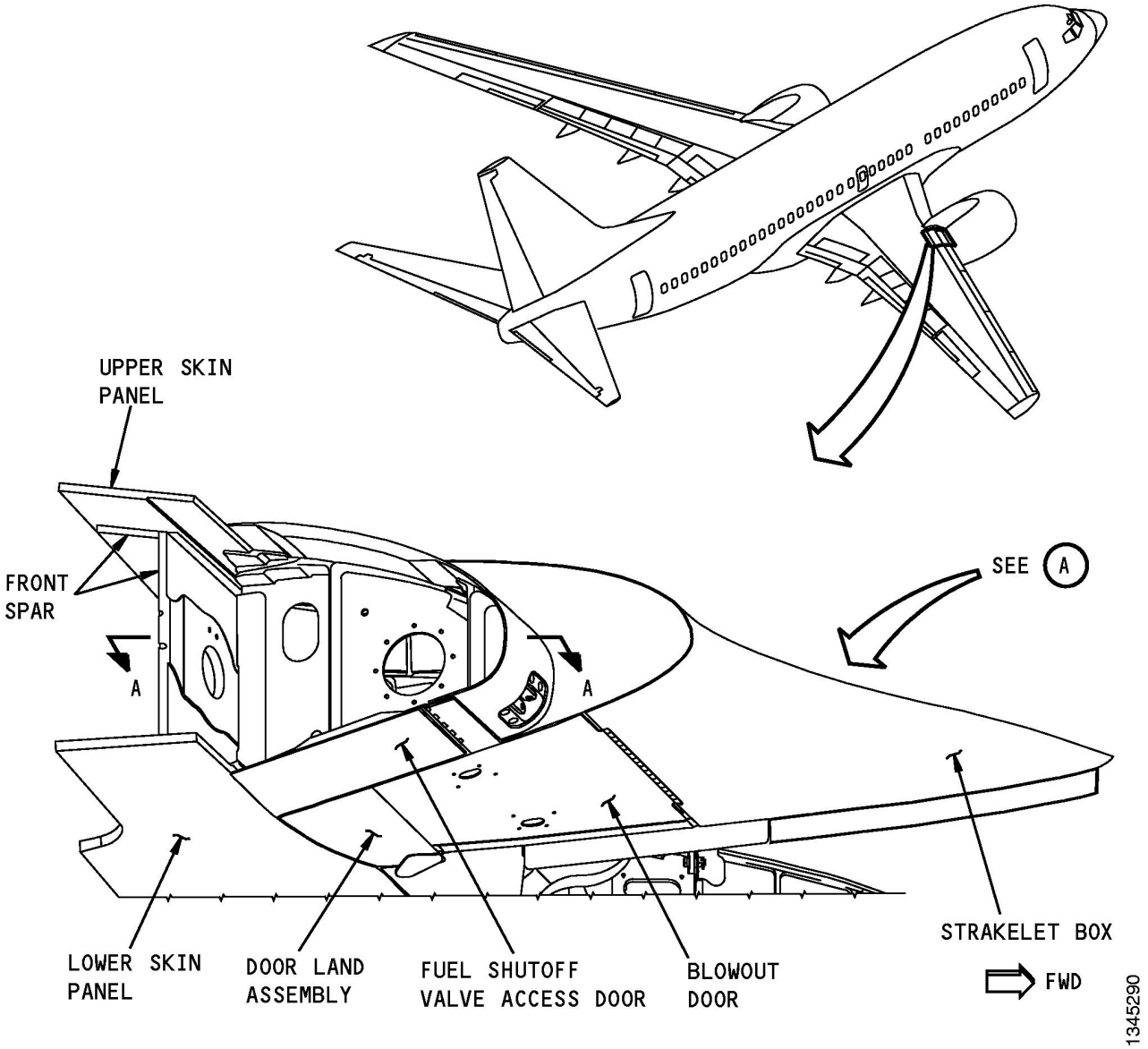



**FIGURE 17: RIGHT WING - OUTBOARD STRAKELET BOX - MODIFICATION (SHEET 1 OF 6)**


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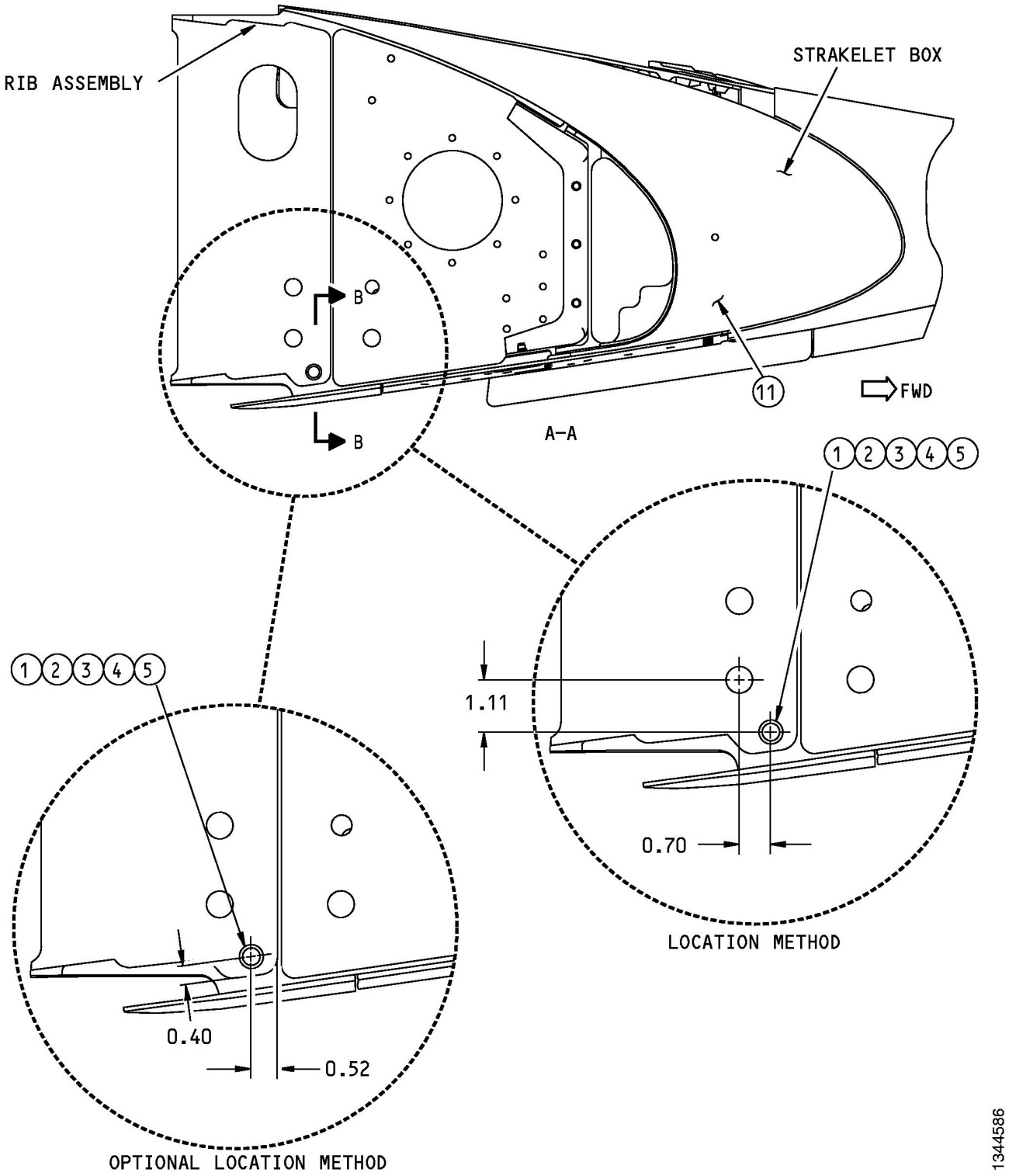



**FIGURE 17: RIGHT WING - OUTBOARD STRAKELET BOX - MODIFICATION (SHEET 2 OF 6)**


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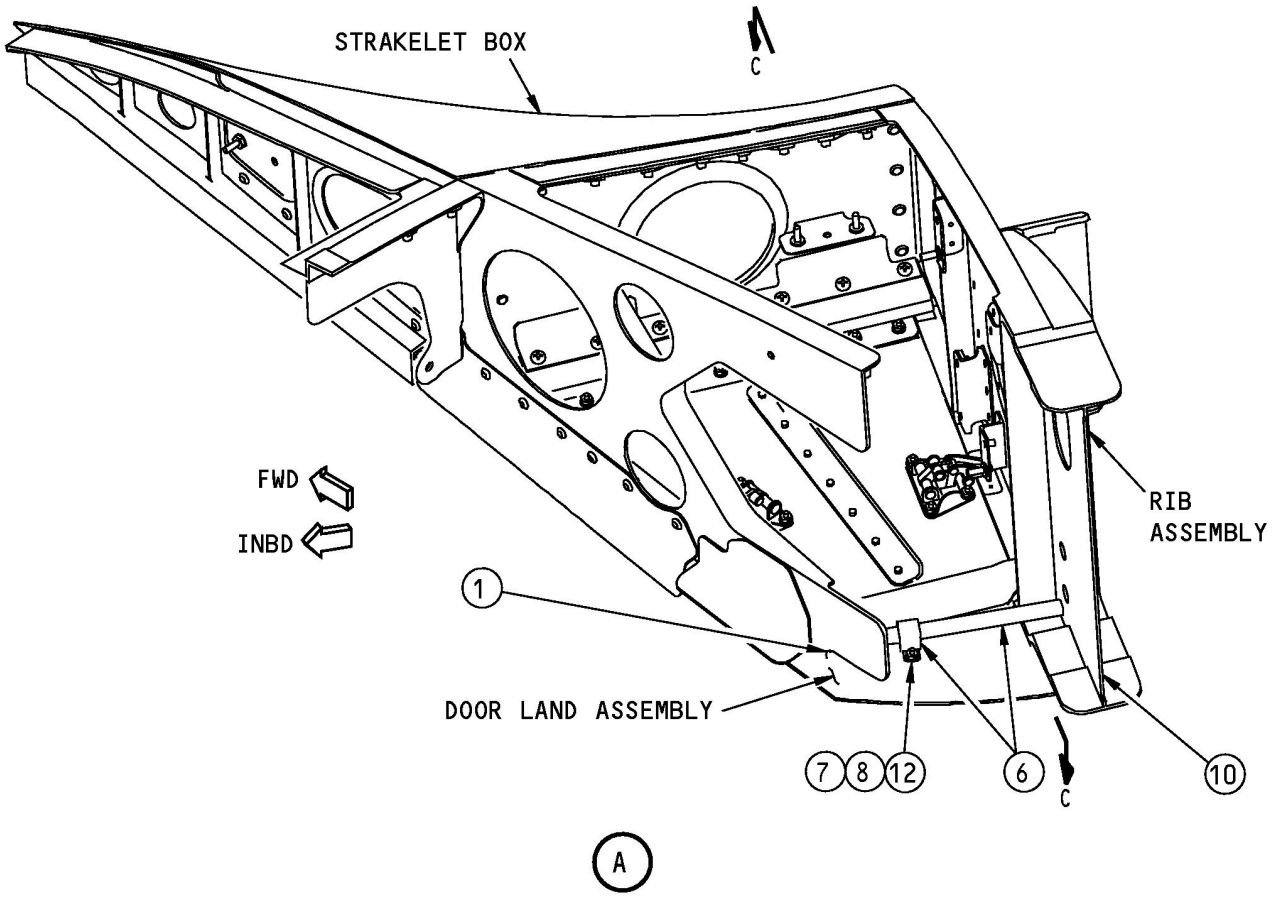



**FIGURE 17: RIGHT WING - OUTBOARD STRAKELET BOX - MODIFICATION (SHEET 3 OF 6)**


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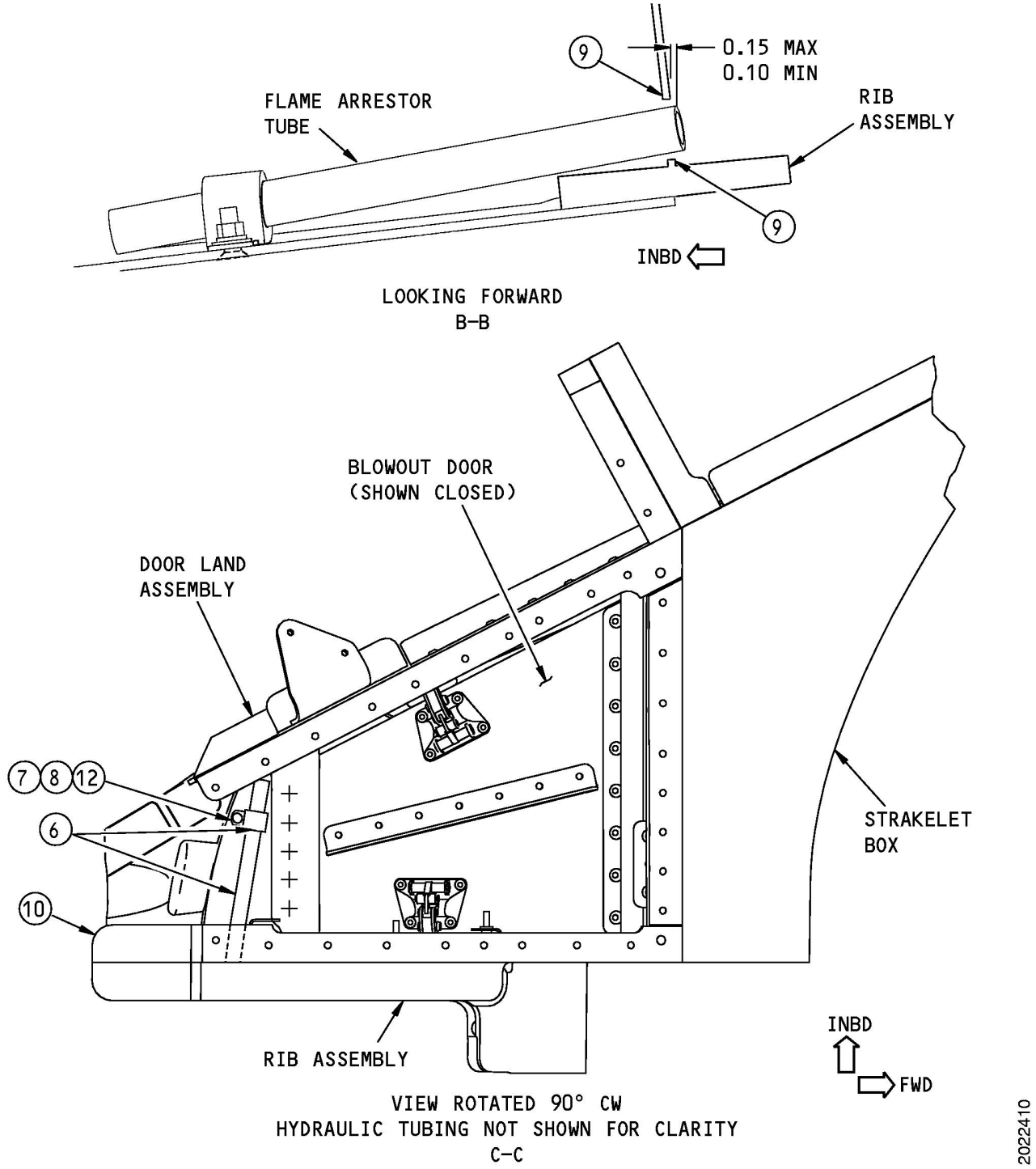



**FIGURE 17: RIGHT WING - OUTBOARD STRAKELET BOX - MODIFICATION**
**(SHEET 4 OF 6)**



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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 one side of the airplane.

| STEP | TASK | NAME | IDENTIFICATION | QTY | MORE DATA |
|---|---|---|---|---|---|
| 1 | Clean | SEAL RIB | 116A5508-( ) | 1 | (a) |
| | Clean | Rib | - | 1 | Clean any sealant, if required, from the machined step in the rib just inboard of the end of the flame arrestor tube and look for blockages and clear prior to tube installation. (a) |
| 2 | Drill | SEAL RIB | 116A5508-( ) | 1 | Diameter 0.511 - 0.521 inch hole. |
| 3 | Deburr | SEAL RIB | 116A5508-( ) | 1 | - |
| 4 | Apply | CHEMICAL CONVERSION COATING | TYPE 2, CLASS A | - | Refer to SOPM 20-43-03 as an accepted procedure. |
| 5 | Apply | PRIMER | BMS10-11, TYPE I | - | Refer to SOPM 20-41-02 as an accepted procedure. |
| 6 | Install (New) | FLAME ARRESTOR TUBE | 116A5515-1 | 1 | (b) (g) |
| | Locate (New) | CLAMP | BACC10HM08P | 1 | (b) (i) |
| 7 | Drill | DOOR LAND ASSEMBLY | 116A5507-( ) | 1 | (c) |
| | Countersink | DOOR LAND ASSEMBLY | 116A5507-( ) | 1 | 100 degrees on exterior side of the door land panel. |
| | Deburr | HOLE | - | 1 | - |
| | Apply | CHEMICAL CONVERSION COATING | TYPE 2, CLASS A | - | Refer to SOPM 20-43-03 as an accepted procedure. |
| | Identify | DOOR LAND ASSEMBLY | 116A5507-10 | 1 | (h) |
| 8 | Install (New) | CLAMP | BACC10HM08P | 1 | (i) |
| | Install (New) | BOLT, 100 DEG SHEAR | BACB30XD3K3 | 1 | - |
| | Install (New) | WASHER | NAS1149D0332J | 1 | - |
| | Install (New) | NUT | BACN10YR3CD | 1 | - |
| 9 | Apply | SEALANT | BMS5-45, CLASS B-1/2 | - | Refer to SOPM 20-50-19 as an accepted procedure. (d) |

**FIGURE 17: RIGHT WING - OUTBOARD STRAKELET BOX - MODIFICATION (SHEET 5 OF 6)**


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| STEP | TASK | NAME | IDENTIFICATION | QTY | MORE DATA |
|---|---|---|---|---|---|
| 10 | Identify | SEAL RIB | 116A5508-12 | 1 | (e) |
| 11 | Identify | STRAKELET BOX ASSEMBLY | 116A5510-24 | 1 | (f) |
| 12 | Apply | PRIMER | BMS10-11, TYPE I | - | To the bolt head and surrounding area. Refer to SOPM 20-41-02 as an accepted procedure. |
| | Apply | GLOSS ENAMEL | BMS10-11, TYPE II | - | To the bolt head and surrounding area. Refer to SOPM 20-41-02 as an accepted procedure. |

(a) Remove corrosion inhibiting compound in a one inch radius around the area to be drilled. Refer to SOPM 20-50-19 as an accepted procedure for cleaning.

(b) Fit the flame arrestor tube to clear adjacent structure before hand locating the clamp. The tube should be installed so the inboard end of the tube is positioned just above the skin as shown in the illustration.

(c) Diameter 0.187 - 0.190 inch hole. Use the hole in the clamp as a guide. Locate the clamp so that the flame arrestor tube is installed as shown in the illustration. Make sure the tube is not deformed in any way during installation.

(d) Fillet seal around the circumference of the flame arrestor tube on both sides of the rib. BMS5-45, Class B-2 can be used as an alternative.

(e) Re-partmark the seal rib as 116A5508-12 to show that it has been modified. Refer to SOPM 20-50-10 as an accepted procedure.

(f) Re-partmark the strakelet box assembly as 116A5510-24 to show that it has been modified. Refer to SOPM 20-50-10 as an accepted procedure.

(g) Optional: before you install the flame arrestor tube, put a bead of BMS5-45, Class B-1/2 or B2 on the outer surface of the tube at the end that will engage the rib. Carefully turn the tube 90 degrees to distribute the sealant after the tube engages the rib. Do not let the sealant dry before you install the clamp.

(h) Re-partmark the door land assembly as 116A5507-10 to show that it has been modified. Refer to SOPM 20-50-10 as an accepted procedure.

(i) BACC10HM08PW is an acceptable substitute for BACC10HM08P.

**FIGURE 17: RIGHT WING - OUTBOARD STRAKELET BOX - MODIFICATION (SHEET 6 OF 6)**


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**This Figure applies only to: Group 1, Configuration 1.**

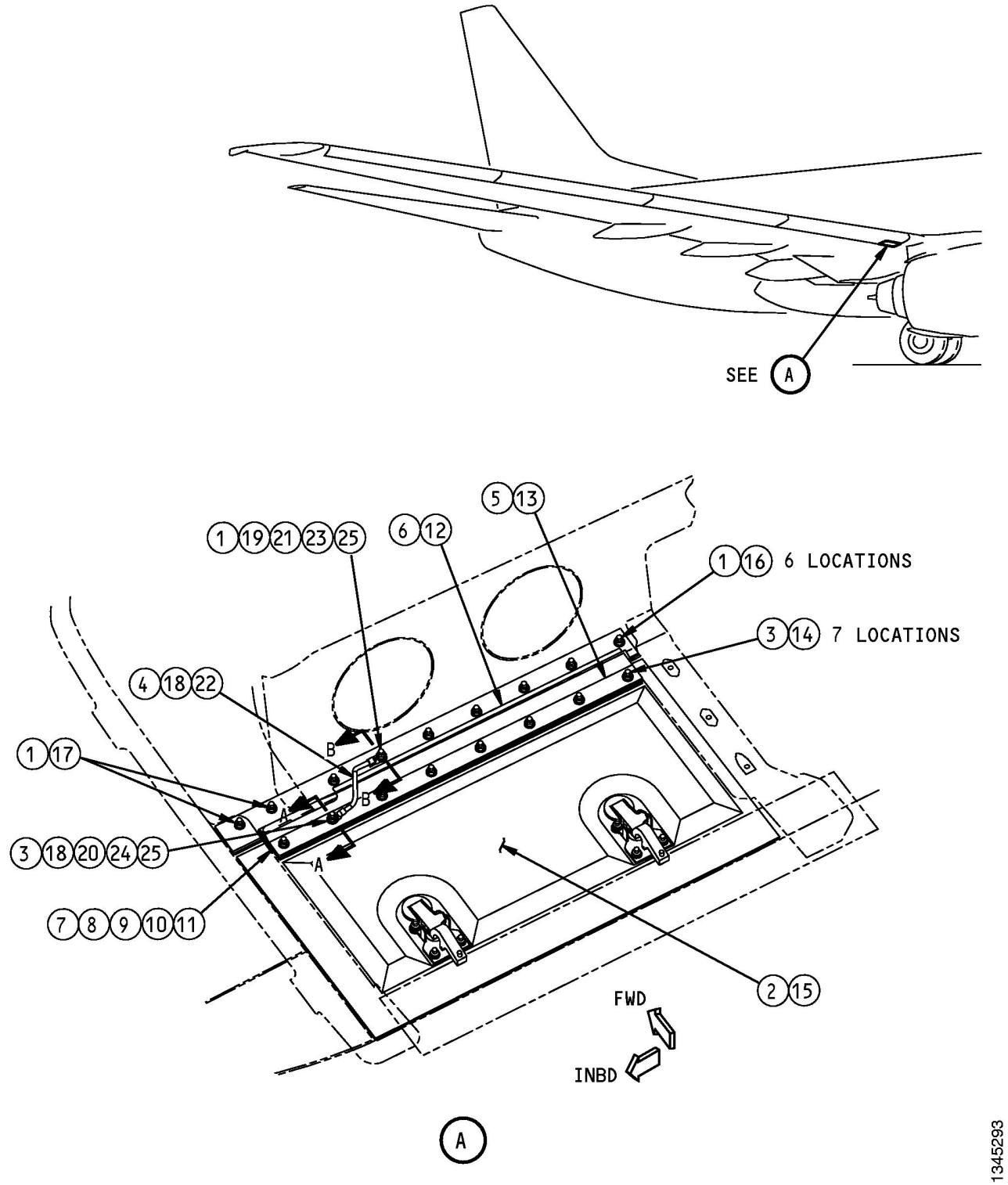



**FIGURE 18: RIGHT WING - FUEL SHUTOFF VALVE ACCESS DOOR - SEAL REPLACEMENT (SHEET 1 OF 5)**


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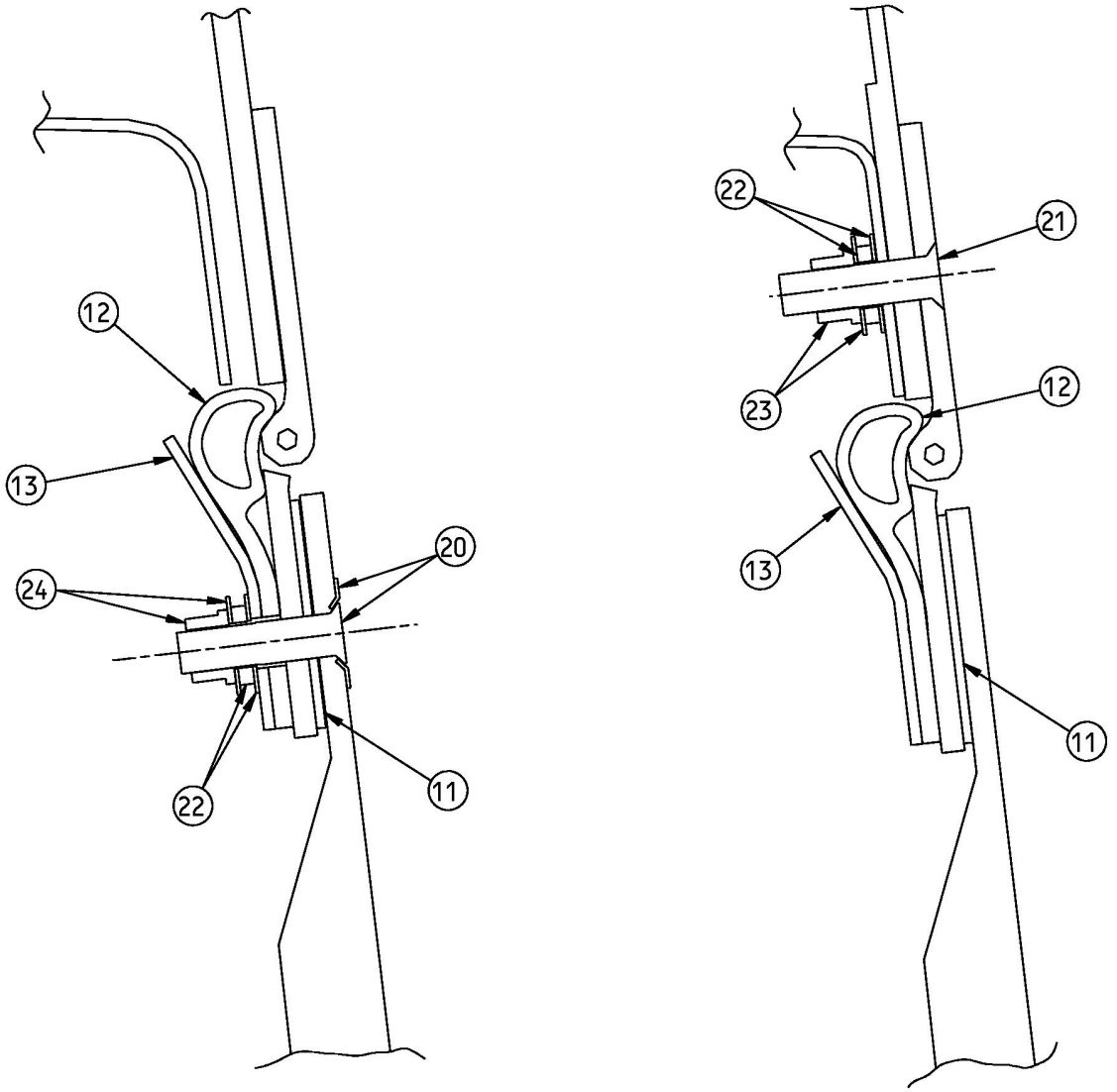



**FIGURE 18: RIGHT WING - FUEL SHUTOFF VALVE ACCESS DOOR - SEAL REPLACEMENT (SHEET 2 OF 5)**



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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 one side of the airplane.

| STEP | TASK | NAME | IDENTIFICATION | QTY | MORE DATA |
|---|---|---|---|---|---|
| CAUTION: SUPPORT THE FUEL SHUTOFF VALVE ACCESS DOOR WHILE REMOVING THE ACCESS DOOR FASTENERS. | | | | | |
| 1 | Remove/Discard | NUT | - | 9 | - |
| | | WASHER | - | 9 | - |
| | | BOLT | - | 9 | - |
| 2 | Remove/Keep | FUEL SHUTOFF VALVE ACCESS DOOR | 116A8510-( ) | 1 | Ref. 621BB |
| 3 | Remove/Discard | NUT | - | 8 | - |
| | | WASHER | - | 8 | - |
| | | BOLT | - | 8 | - |
| 4 | Remove/Discard | BONDING JUMPER | BACJ40AB20-6 | 1 | - |
| 5 | Remove/Discard | SEAL RETAINER | 116A8504-1 | 1 | - |
| 6 | Remove/Discard | SEAL | 116A8503-2 | 1 | - |
| 7 | Remove | SHIM | BACS40R010C162F | 1 | (f) |
| 8 | Align (New) | SHIM, LAMINATED | BACS40R010C162F | 1 | (a) (f) |
| | Align (New) | SEAL RETAINER | 116A8504-9 | 1 | - |
| 9 | Locate | HOLE | - | 8 | On the laminated shim using the hinge half holes. |
| 10 | Drill (New) | SHIM, LAMINATED | BACS40R010C162F | 1 | 8 holes in the laminated shim. 0.190 - 0.199 inch diameter. Break Sharp Edges. (f) |
| 11 | Install (New) | SHIM, LAMINATED | BACS40R010C162F | 1 | Install wet with BMS5-45, Class B-1/2 sealant. (f) |
| 12 | Install (New) | SEAL | 116A8503-13 | 1 | (b) |
| 13 | Install (New) | SEAL RETAINER | 116A8504-9 | 1 | (b) |
| 14 | Install (New) | BOLT, 100 DEG SHEAR | BACB30XD3K6 | 7 | Head on far side. |
| | Install (New) | NUT | BACN10YR3CD | 7 | - |

**FIGURE 18: RIGHT WING - FUEL SHUTOFF VALVE ACCESS DOOR - SEAL REPLACEMENT (SHEET 3 OF 5)**


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| STEP | TASK | NAME | IDENTIFICATION | QTY | MORE DATA |
|---|---|---|---|---|---|
| 15 | Locate | FUEL SHUTOFF VALVE ACCESS DOOR | 116A8510-( ) | 1 | Ref. 621BB<br>Position the door onto the airplane. |
| 16 | Install (New) | BOLT, 100 DEG SHEAR | BACB30XD3K5 | 6 | Head on far side. |
| | Install (New) | WASHER | NAS1149D0332J | 6 | - |
| | Install (New) | NUT | BACN10YR3CD | 6 | - |
| 17 | Install (New) | BOLT, 100 DEG SHEAR | BACB30XD3K8 | 2 | Head on far side. |
| | Install (New) | WASHER | NAS1149D0332J | 2 | - |
| | Install (New) | NUT | BACN10YR3CD | 2 | - |
| 18 | Clean | FUEL SHUTOFF VALVE ACCESS DOOR | 116A8510-( ) | 1 | Ref. 621BB<br>(c) |
| | Clean | BONDING JUMPER | BACJ40AB20-6 | 1 | (c) |
| | Clean | WASHER | NAS1149D0316H | 1 | (c) |
| | Clean | NUT | BACN10YR3CD | 1 | (c) |
| 19 | Clean | BOND AREA | - | - | (c) |
| | Clean | WASHER | NAS1149D0316H | 1 | (c) |
| | Clean | NUT | BACN10YR3CD | 1 | (c) |
| 20 | Install (New) | BOLT | BACB30ZE3-6 | 1 | Head on far side. |
| | Install (New) | WASHER DIMPLED | BACW10DM6P | 1 | - |
| 21 | Install (New) | BOLT | BACB30ZE3-6 | 1 | Head on far side. |
| 22 | Install (New) | BONDING JUMPER | BACJ40AB20-6 | 1 | Refer to SOPM 20-11-03 as an accepted procedure. |
| | Install | Washer | NAS1149D0316H | 2 | 1 under each end of the jumper. |
| 23 | Install (New) | WASHER | NAS1149D0316H | 1 | - |
| | Install (New) | NUT | BACN10YR3CD | 1 | (d) |
| 24 | Install (New) | WASHER | NAS1149D0316H | 1 | - |
| | Install (New) | NUT | BACN10YR3CD | 1 | (e) |
| 25 | Apply | SEALANT | BMS5-142, CLASS B-1/2 OR B-2 | - | Refer to SOPM 20-50-19 as an accepted procedure. |

**FIGURE 18: RIGHT WING - FUEL SHUTOFF VALVE ACCESS DOOR - SEAL REPLACEMENT (SHEET 4 OF 5)**


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| STEP | TASK | NAME | IDENTIFICATION | QTY | MORE DATA |
|---|---|---|---|---|---|
| (a) Peel laminations as necessary to make the door flush with the outer mold line of the hinge. Apply BMS10-11, Type I primer to the shim after delamination. Refer to SOPM 20-41-02 as an accepted procedure. | | | | | |
| (b) Move the seal and the seal retainer inboard or outboard for the best fit after you install the fuel shutoff valve access door. Trim the seal only if the door pinches the seal when the door is closed. Do not trim the seal to provide clearance between the end of the seal and the adjacent rib flange. | | | | | |
| (c) Use an abrasive cleaning method to prepare the bonding surfaces. Refer to SOPM 20-11-03 as an accepted procedure. | | | | | |
| (d) Make sure that the maximum resistance between the bonding jumper and the airplane structure is 0.001 Ohms. Refer to SWPM 20-20-10 as an accepted procedure. | | | | | |
| (e) Make sure that the maximum resistance between the bonding jumper and the door structure is 10 Ohms. Refer to SWPM 20-20-00 as an accepted procedure. | | | | | |
| (f) It is acceptable to re-use the removed shim as long as it is not damaged or corroded. | | | | | |

**FIGURE 18: RIGHT WING - FUEL SHUTOFF VALVE ACCESS DOOR - SEAL REPLACEMENT (SHEET 5 OF 5)**


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**This Figure applies only to: Group 1, Configuration 1.**

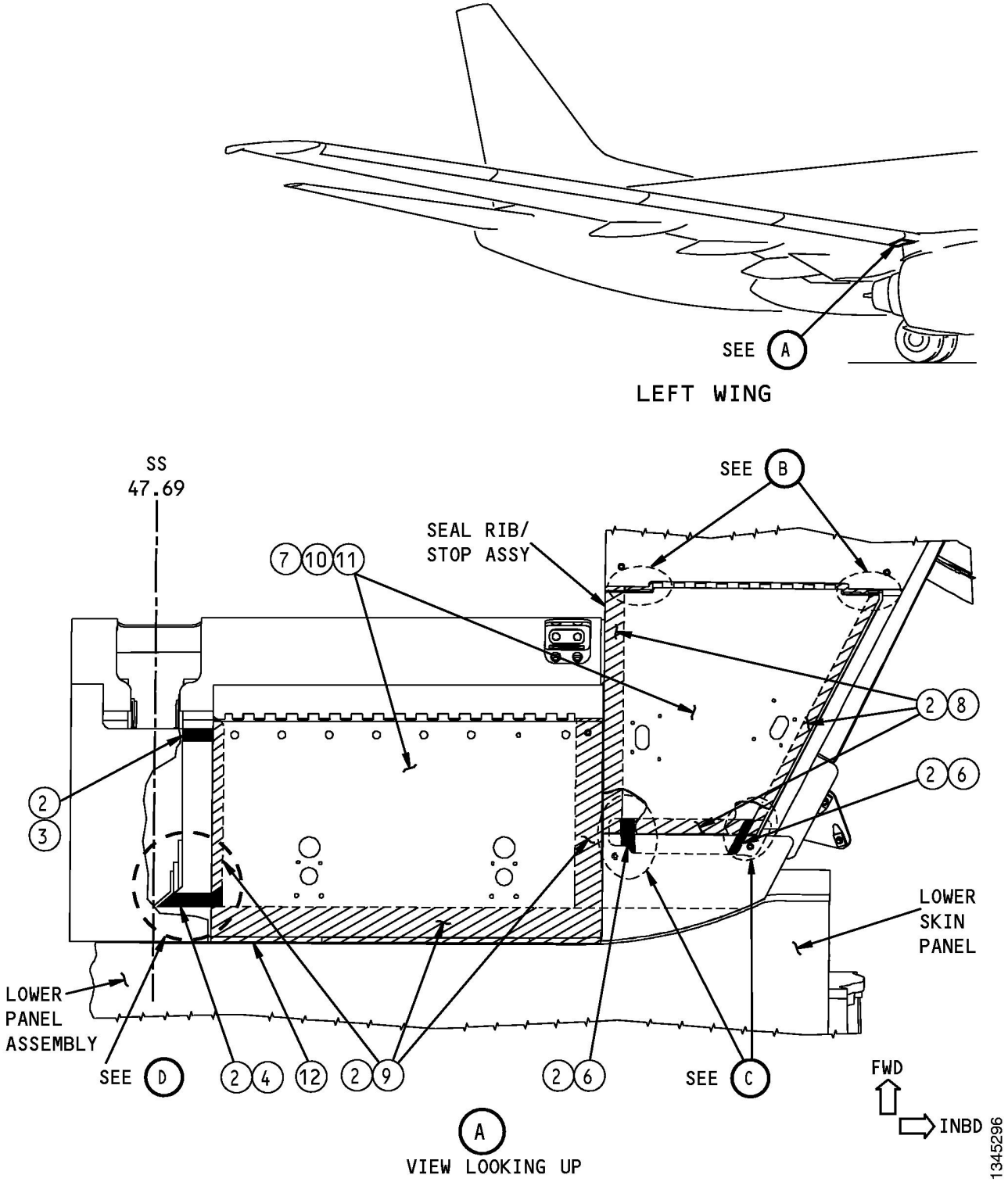
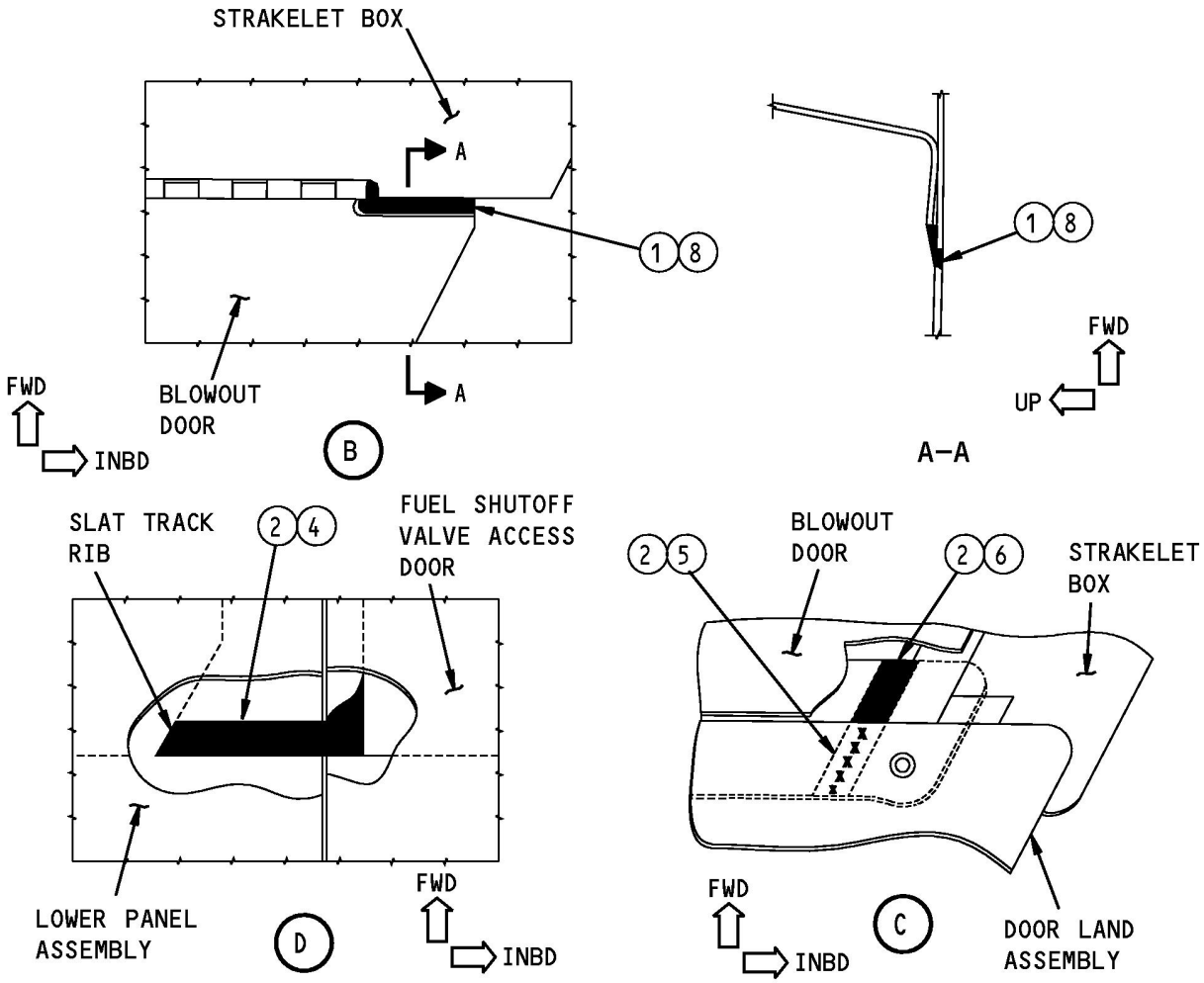



**FIGURE 19: RIGHT WING - BLOWOUT DOOR AND FUEL SHUTOFF VALVE ACCESS DOOR - SEALANT APPLICATION**
**(SHEET 1 OF 5)**


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**FIGURE 19: RIGHT WING - BLOWOUT DOOR AND FUEL SHUTOFF VALVE ACCESS DOOR - SEALANT APPLICATION**
**(SHEET 2 OF 5)**


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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 one side of the airplane only.

| STEP | TASK | NAME | IDENTIFICATION | QTY | MORE DATA |
|---|---|---|---|---|---|
| 1 | Remove | SEALANT | - | - | Refer to SOPM 20-50-19 as an accepted procedure. |
| CAUTION: DO NOT SCRATCH OR ABRADE BOTTOM SURFACE FINISHED WITH ABRASION RESISTANT TEFLON COATING. IF SCRATCHED OR ABRADED, REMOVE THE FINISH. REFER TO SOPM 20-30-03 AS AN ACCEPTED PROCEDURE. APPLY TYPE II CLASS A CHEMICAL CONVERSION COATING AND BMS10-11 TYPE I PRIMER. REFER TO SOPM 20-43-03 AND SOPM 20-41-02 AS ACCEPTED PROCEDURES. | | | | | |
| 2 | Clean | FUEL SHUTOFF ACCESS DOOR | 621BB | 1 | (a) |
| | Clean | BLOWOUT DOOR | 621AB | 1 | |
| | Clean | DOOR LAND | 116A5507-10 | 1 | |
| | Clean | RIB | - | 2 | |
| 3 | Apply | SEALANT | BMS5-45, Class B-1/2 OR B-2 | - | (b) (l) |
| 4 | Apply | SEALANT | BMS5-45, Class B-1/2 OR B-2 | - | (b) (c) (l) |
| 5 | Apply | SEALANT | BMS5-45, CLASS B-1/2 | - | Injection seal with BMS5-45, Class B-1/2. Refer to SOPM 20-50-19 as an accepted procedure. (d) (l) |
| 6 | Apply | SEALANT | BMS5-45, CLASS B-1/2 | - | (e) (l) |
| 7 | Apply | PARTING AGENT | Frekote 710-NC | - | Do not touch parting agent. (f) (m) |
| 8 | Apply | SEALANT (FORM-IN-PLACE GASKET) | BMS5-45, CLASS B-1/2 | - | (g) (h) |
| 9 | Apply | SEALANT (FORM-IN-PLACE GASKET) | BMS5-45, CLASS B-1/2 | - | (h) (i) |
| 10 | Open | BLOWOUT DOOR | 621AB | 1 | - |
| | Open | FUEL SHUTOFF VALVE ACCESS DOOR | 621BB | 1 | Opening the fuel shutoff valve access door will require a thin wedge to pry it open. |
| 11 | Clean | BLOWOUT DOOR | 621AB | 1 | (j) |
| | Clean | FUEL SHUTOFF VALVE ACCESS DOOR | 621BB | 1 | |
| 12 | Remove | SEALANT | BMS5-45, CLASS B-1/2 | - | (k) |
| (a) Remove all the corrosion inhibiting compound from the area shown. Refer to SOPM 20-50-19 as an accepted procedure. | | | | | |

**FIGURE 19: RIGHT WING - BLOWOUT DOOR AND FUEL SHUTOFF VALVE ACCESS DOOR - SEALANT APPLICATION**
**(SHEET 3 OF 5)**


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| STEP | TASK | NAME | IDENTIFICATION | QTY | MORE DATA |
|---|---|---|---|---|---|
| (b) | Fill the space on the inboard slat track rib assembly. Since BMS5-45 shrinks when it dries, fill the space flush with sealant. Make sure that the sealant stays attached to the structure after it shrinks. Refer to SOPM 20-50-19 as an accepted procedure. | | | | |
| (c) | Build up the sealant inboard to fill the space between the access door and the rib flange. Refer to SOPM 20-50-19 as an accepted procedure. | | | | |
| (d) | It may be necessary to remove the door land to apply the sealant if you get air bubbles in the sealant. | | | | |
| (e) | Fill the joggle space between the door land splice and the adjacent rib. Fill the space flush with sealant. BMS5-45 shrinks when it dries. Make sure that the sealant stays attached to the structure after it shrinks. Refer to SOPM 20-50-19 as an accepted procedure. | | | | |
| (f) | Apply two coats to the door surface in contact with the door surround structure allowing 5-10 minutes after each application to cure. Allow 20 minutes after the second application before closing the door. Extend the Frekote a minimum of 2 inches beyond the fay surface area to allow for the squeeze out. As an option you may apply the Frekote to the entire side of the door panel. Do not apply to the door surround structure. | | | | |
| (g) | Manufacture a form-in-place gasket. Fill the spaces smooth and flat at each end of the blowout door hinges and at the fay surface of the door surround with sealant. After the door has latched close, continue to press up on the door with the same force used to latch the door. Continue this pressure for 15 seconds to allow full squeeze out of all the excess sealant. Do not press up with more force than required to latch the door or voids will be created in the form-in-place gasket and fail the leak test. After the sealant dries, cycle the blowout door to break it free from the sealant. It may be necessary to use a skin wedge to break the door free. After cycling the door, the door should open without assistance. Make sure that the sealant bonds to the door structure and not the blowout door. Refer to SOPM 20-50-19 as an accepted procedure. Petrolatum or Krytox may be applied to the doors as a post-cure lubricant. If petrolatum is applied to the doors after the sealant has cured, it must be wiped off with a lint-free rag leaving behind a thin film. If Krytox is used, it does not have to be wiped off. | | | | |
| (h) | After closing the blowout door and fuel shutoff valve access door, while the form-in-place gasket sealant is still wet, remove the sealant from the gaps between the edges of both doors and the surrounding structure, except for the area shown in View B and the aft edge of the fuel shutoff valve access door at this time; wait for the sealant to dry. | | | | |
| (i) | Manufacture a form-in-place gasket. Apply sealant smooth and flat at the fay surface of the door surround. After the door has latched close, continue to press up on the door with the same force used to latch the door. Continue this pressure for 15 seconds to allow full squeeze out of all the excess sealant. Do not press up with more force than required to latch the door or voids will be created in the form-in-place gasket and fail the leak test. After the sealant dries, cycle the fuel shutoff valve access door to break it free from the sealant. It may be necessary to use a skin wedge to break the door free. After cycling the door, the door should open without assistance. Make sure that the sealant bonds to the door structure and not the fuel shutoff valve access door. Refer to SOPM 20-50-19 as an accepted procedure. Petrolatum or Krytox may be applied to the doors as a post-cure lubricant. If petrolatum is applied to the doors after the sealant has cured, it must be wiped off with a lint-free rag leaving behind a thin film. If Krytox is used, it does not have to be wiped off. | | | | |
| (j) | Remove any sealant adhering to the doors and inspect the sealing surface in the door surround structure; small gaps or depressions of 1/4x1/8 inch in the form-in-place gasket are acceptable provided that they do not extend across the sealing surface from one side to the other. Use a plastic scraper to trim off any sealant that extends beyond the door openings. | | | | |

**FIGURE 19: RIGHT WING - BLOWOUT DOOR AND FUEL SHUTOFF VALVE ACCESS DOOR - SEALANT APPLICATION**
**(SHEET 4 OF 5)**


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| STEP | TASK | NAME | IDENTIFICATION | QTY | MORE DATA |
|---|---|---|---|---|---|
| (k) Remove the strip of sealant from the crevice at the aft edge of the fuel shutoff valve access door immediately forward of the skin panel. | | | | | |
| (l) Allow the sealant in the machine gap to fully cure before applying the faying surface sealant. | | | | | |
| (m) Petrolatum that meets VV-P-236 specifications is an acceptable substitute for Frekote 710-NC. Apply a thin and continuous coat of Petrolatum to the interior door surface. | | | | | |

**FIGURE 19: RIGHT WING - BLOWOUT DOOR AND FUEL SHUTOFF VALVE ACCESS DOOR - SEALANT APPLICATION**
**(SHEET 5 OF 5)**


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**This Figure applies only to: Group 2, Configuration 1.**

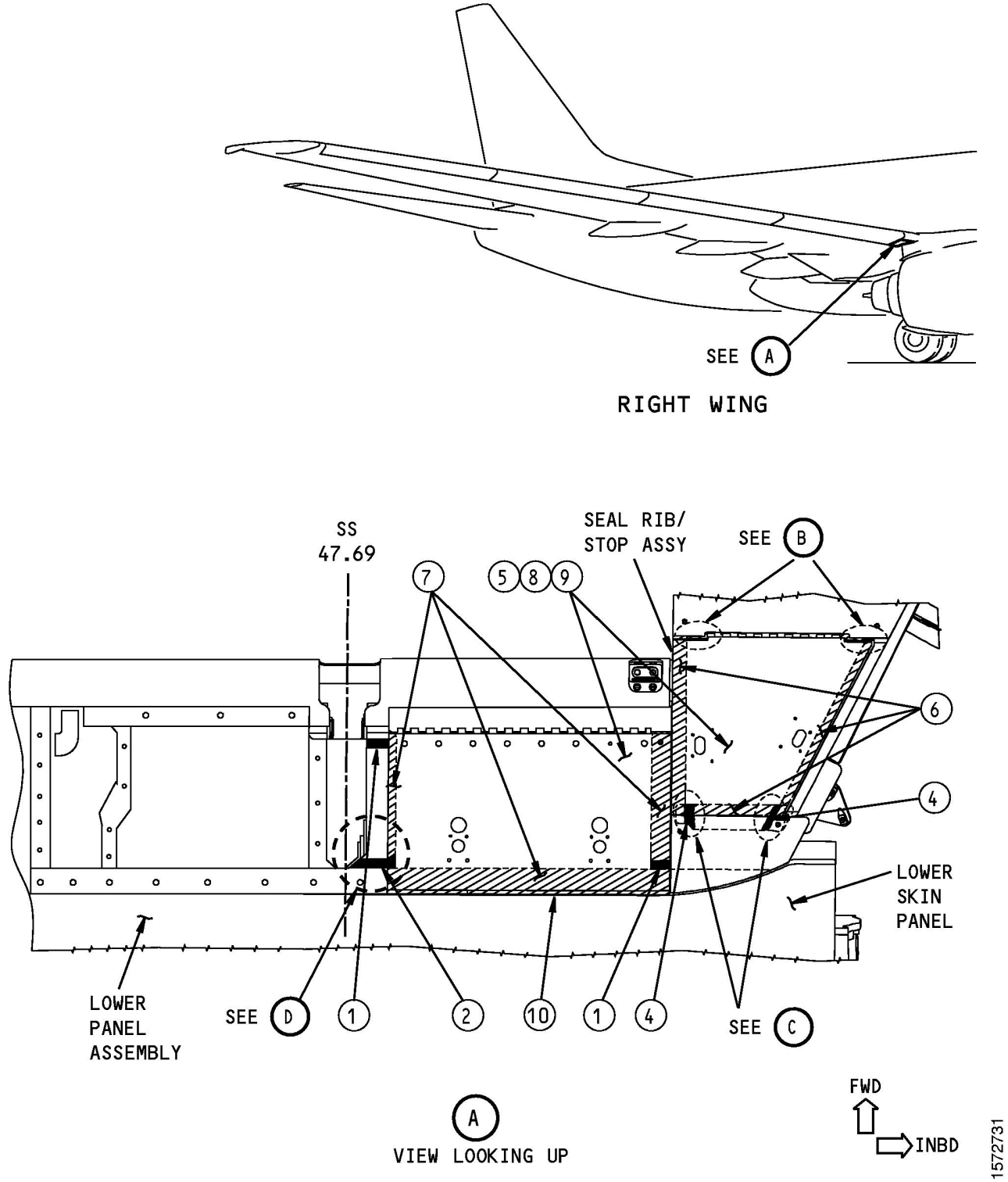
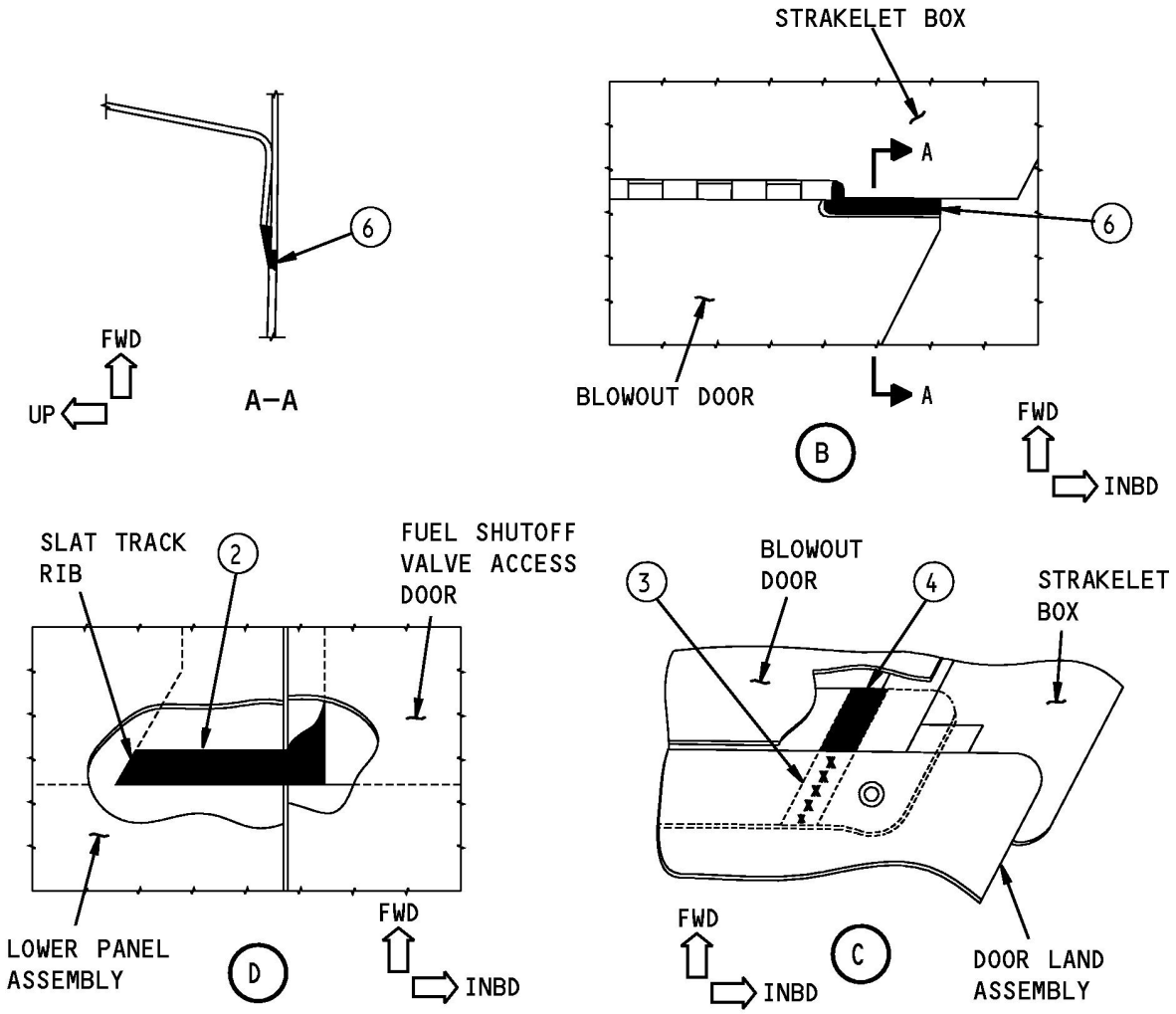



**FIGURE 20: RIGHT WING - BLOWOUT DOOR AND FUEL SHUTOFF VALVE ACCESS DOOR - SEALANT APPLICATION**
**(SHEET 1 OF 4)**


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**FIGURE 20: RIGHT WING - BLOWOUT DOOR AND FUEL SHUTOFF VALVE ACCESS DOOR - SEALANT APPLICATION**
**(SHEET 2 OF 4)**


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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 one side of the airplane.

| STEP | TASK | NAME | IDENTIFICATION | QTY | MORE DATA |
|---|---|---|---|---|---|
| 1 | Apply | SEALANT | BMS5-45, Class B-1/2 OR B-2 | - | (a) (k) |
| 2 | Apply | SEALANT | BMS5-45, Class B-1/2 OR B-2 | - | (a) (b) (k) |
| 3 | Apply | SEALANT | BMS5-45, CLASS B-1/2 | - | Injection seal with BMS5-45, Class B-1/2. Refer to SOPM 20-50-19 as an accepted procedure. (c) (k) |
| 4 | Apply | SEALANT | BMS5-45, CLASS B-1/2 | - | (d) (k) |
| 5 | Apply | PARTING AGENT | Frekote 710-NC | - | Do not touch the parting agent. (e) (l) |
| 6 | Apply | SEALANT (FORM-IN-PLACE GASKET) | BMS5-45, CLASS B-1/2 | - | (f) (g) |
| 7 | Apply | SEALANT (FORM-IN-PLACE GASKET) | BMS5-45, CLASS B-1/2 | - | (g) (h) |
| 8 | Open | BLOWOUT DOOR | 621AB | 1 | - |
| | Open | FUEL SHUTOFF VALVE ACCESS DOOR | 621BB | 1 | Opening the fuel shutoff valve access door will require a thin wedge to pry it open. |
| 9 | Clean | BLOWOUT DOOR | 621AB | 1 | (i) |
| | Clean | FUEL SHUTOFF VALVE ACCESS DOOR | 621BB | 1 | |
| 10 | Remove | SEALANT | BMS5-45, CLASS B-1/2 | - | (j) |

(a) Fill the space on the inboard slat track rib assembly. Since BMS5-45 shrinks when it dries, fill the space flush with sealant. Apply the sealant when the adjacent panel is in the closed position. Make sure that the sealant stays attached to the structure after it shrinks. Refer to SOPM 20-50-19 as an accepted procedure.

(b) Build up the sealant inboard to fill the space between the access door and the rib flange.

(c) It may be necessary to remove the door land to apply the sealant if you get air bubbles in the sealant.

(d) Fill the joggle space between the door land splice and the adjacent rib. Fill the space flush with sealant. BMS5-45 shrinks when it dries. Make sure that the sealant stays attached to the structure after it shrinks. Refer to SOPM 20-50-19 as an accepted procedure.

**FIGURE 20: RIGHT WING - BLOWOUT DOOR AND FUEL SHUTOFF VALVE ACCESS DOOR - SEALANT APPLICATION**
**(SHEET 3 OF 4)**


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| STEP | TASK | NAME | IDENTIFICATION | QTY | MORE DATA |
|---|---|---|---|---|---|
| (e) | Apply two coats to the door surface in contact with the door surround structure allowing 5-10 minutes after each application to cure. Allow 20 minutes after the second application before closing the door. Extend the Frekote a minimum of 2 inches beyond the fay surface area to allow for the squeeze out. As an option you may apply the Frekote to the entire side of the door panel. Do not apply to the door surround structure. | | | | |
| (f) | Manufacture a form-in-place gasket. Fill the spaces smooth and flat at each end of the blowout door hinges and at the fay surface of the door surround with sealant. After the door has latched close, continue to press up on the door with the same force used to latch the door. Continue this pressure for 15 seconds to allow full squeeze out of all the excess sealant. Do not press up with more force than required to latch the door or voids will be created in the form-in-place gasket and fail the leak test. After the sealant dries, cycle the blowout door to break it free from the sealant. It may be necessary to use a skin wedge to break the door free. After cycling the door, the door should open without assistance. Make sure that the sealant bonds to the door structure and not the blowout door. Refer to SOPM 20-50-19 as an accepted procedure. Petrolatum or Krytox may be applied to the doors as a post-cure lubricant. If petrolatum is applied to the doors after the sealant has cured, it must be wiped off with a lint-free rag leaving behind a thin film. If Krytox is used, it does not have to be wiped off. | | | | |
| (g) | After closing the blowout door and fuel shutoff valve access door, while the form-in-place gasket sealant is still wet, remove the sealant from the gaps between the edges of both doors and the surrounding structure, except for the area shown in View B and the aft edge of the fuel shutoff valve access door at this time; wait for the sealant to dry. | | | | |
| (h) | Manufacture a form-in-place gasket. Apply sealant smooth and flat at the fay surface of the door surround. After the door has latched close, continue to press up on the door with the same force used to latch the door. Continue this pressure for 15 seconds to allow full squeeze out of all the excess sealant. Do not press up with more force than required to latch the door or voids will be created in the form-in-place gasket and fail the leak test. After the sealant dries, cycle the fuel shutoff valve access door to break it free from the sealant. It may be necessary to use a skin wedge to break the door free. After cycling the door, the door should open without assistance. Make sure that the sealant bonds to the door structure and not the fuel shutoff valve access door. Refer to SOPM 20-50-19 as an accepted procedure. Petrolatum or Krytox may be applied to the doors as a post-cure lubricant. If petrolatum is applied to the doors after the sealant has cured, it must be wiped off with a lint-free rag leaving behind a thin film. If Krytox is used, it does not have to be wiped off. | | | | |
| (i) | Remove any sealant adhering to the doors and inspect the sealing surface in the door surround structure; small gaps or depressions of 1/4x1/8 inch in the form-in-place gasket are acceptable provided that they do not extend across the sealing surface from one side to the other. Use a plastic scraper to trim off any sealant that extends beyond the door openings. | | | | |
| (j) | Remove the strip of sealant from the crevice at the aft edge of the fuel shutoff valve access door immediately forward of the skin panel. | | | | |
| (k) | It is only necessary to re-apply the sealant if the sealant was damaged in this area during the removal of the gasket and parting agent. Allow the sealant in the machine gap to fully cure before applying the faying surface sealant. Refer to SOPM 20-50-19 as an accepted procedure. | | | | |
| (l) | Petrolatum that meets VV-P-236 specifications is an acceptable substitute for Frekote 710-NC. Apply a thin and continuous coat of Petrolatum to the interior door surface. | | | | |

**FIGURE 20: RIGHT WING - BLOWOUT DOOR AND FUEL SHUTOFF VALVE ACCESS DOOR - SEALANT APPLICATION**
**(SHEET 4 OF 4)**


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**This Figure applies only to: Group 1-2.**

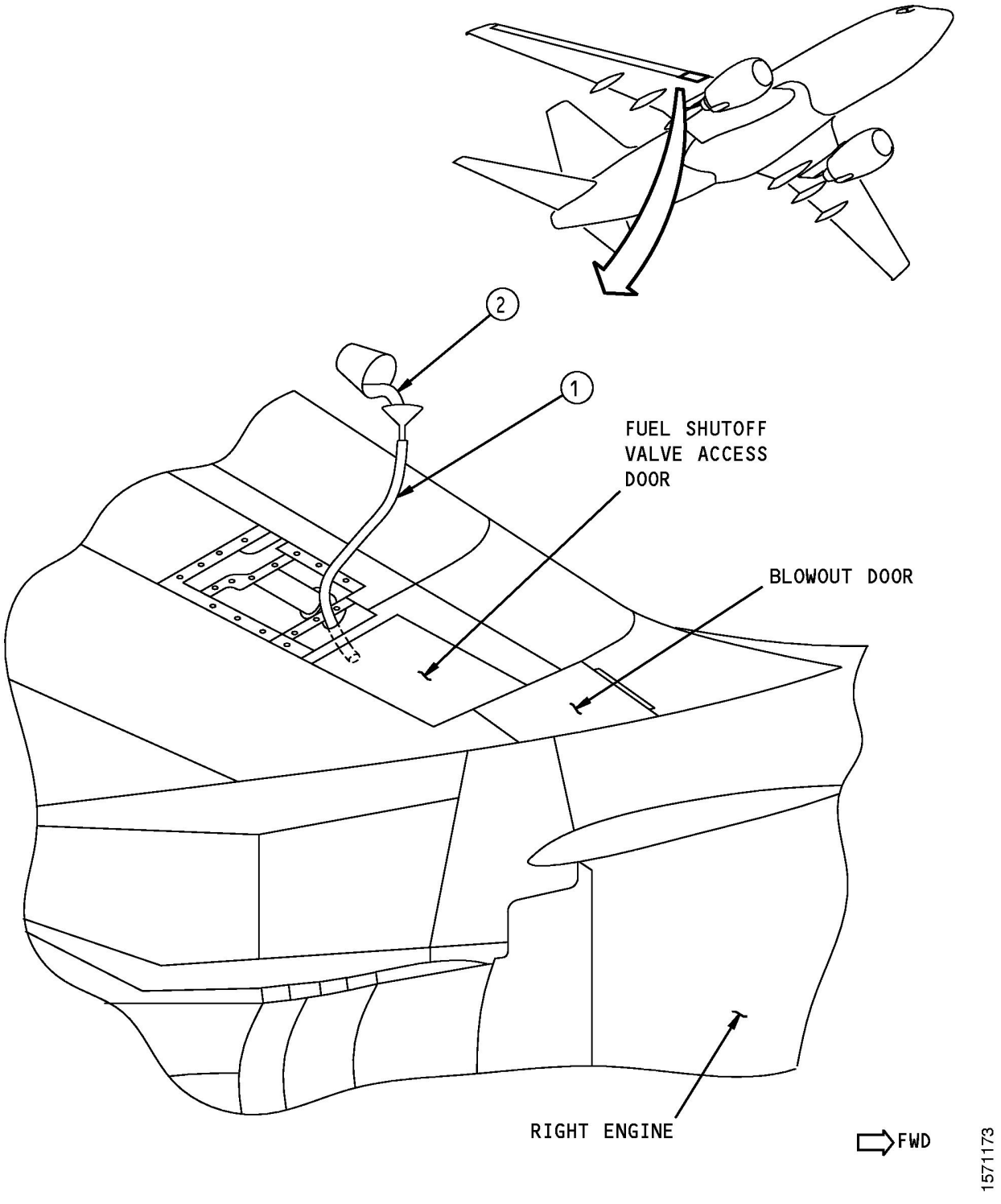



**FIGURE 21: RIGHT WING - BLOWOUT DOOR AND FUEL SHUTOFF VALVE ACCESS DOOR - LEAK TEST (SHEET 1 OF 2)**


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

| STEP | TASK | NAME | IDENTIFICATION | QTY | MORE DATA |
|---|---|---|---|---|---|
| 1 | Insert | RUBBER TUBING | - | 1 | (a) |
| 2 | Apply | WATER | - | 16 oz. | (b) |

(a) Insert rubber tubing attached to a funnel, through the gap between the thermal anti-icing duct and the hole in the rib. Note: Use a tubing diameter that is no larger than the diameter of the flame arrestor tube. Insert sufficient tubing length to reach the front spar. Point the tubing discharge down and aft, near the bottom chord of the front spar. Note: Make sure the tubing discharge is directed away from the latches. There should be sufficient tubing length outboard of the anti-icing duct going up to the funnel which should be elevated above the entry point. Make sure the tubing does not droop.

(b) Pour 16 fluid ounces of water into the funnel in a slow steady stream that doesn't overwhelm the rubber tubing. Note: When the wing is full of fuel, an appreciable amount of water may accumulate in the cavity below the flame arrestor tube. As a result, only a small amount of water may drain out of the strut drain tube and this is acceptable. It is acceptable, after the leak test, to have water pooled in the leading edge, below the inner diameter of the flame arrestor tube.

**FIGURE 21: RIGHT WING - BLOWOUT DOOR AND FUEL SHUTOFF VALVE ACCESS DOOR - LEAK TEST (SHEET 2 OF 2)**


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**This Figure applies only to: Group 1, Configuration 1.**

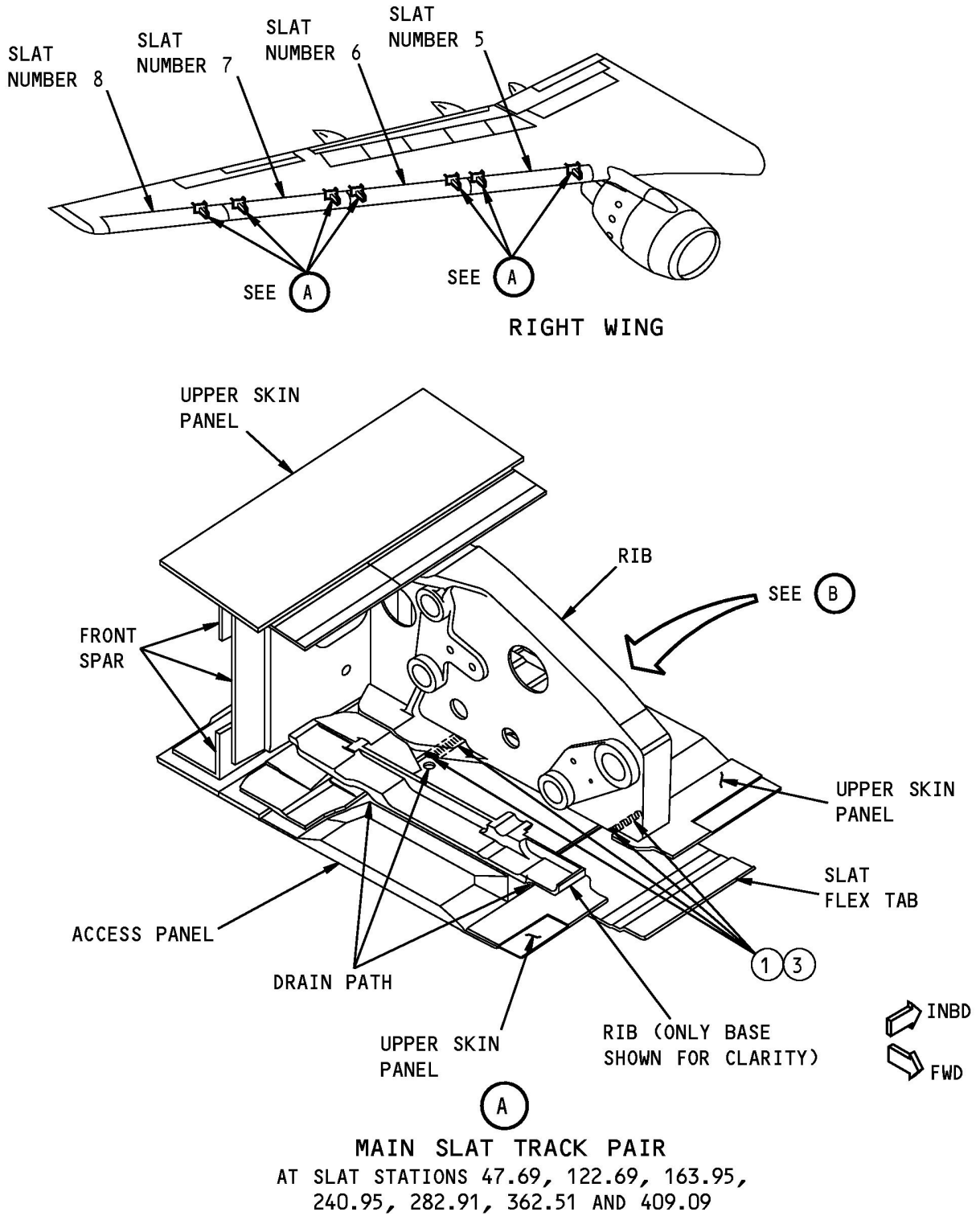



**FIGURE 22: RIGHT WING - LEADING EDGE SLAT TRACK RIBS - SEALANT APPLICATION (SHEET 1 OF 3)**


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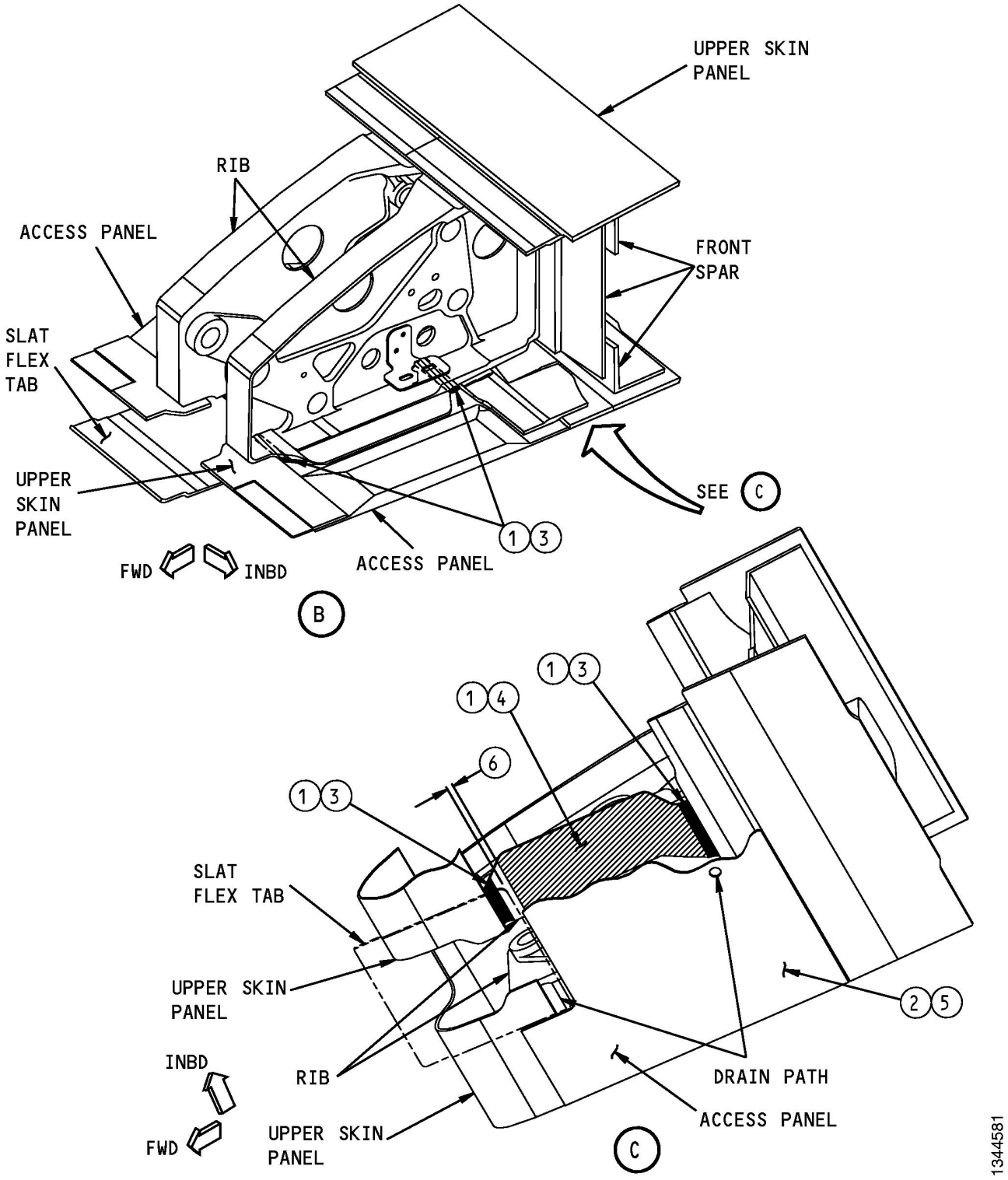



**FIGURE 22: RIGHT WING - LEADING EDGE SLAT TRACK RIBS - SEALANT APPLICATION (SHEET 2 OF 3)**


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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 one side of the airplane.

| STEP | TASK | NAME | IDENTIFICATION | QTY | MORE DATA |
|---|---|---|---|---|---|
| CAUTION: DO NOT SCRATCH OR ABRADE BOTTOM SURFACE FINISHED WITH ABRASION RESISTANT TEFLON COATING. IF SCRATCHED OR ABRADED, REMOVE THE FINISH. REFER TO SOPM 20-30-03 AS AN ACCEPTED PROCEDURE. APPLY TYPE II CLASS A CHEMICAL CONVERSION COATING AND BMS10-11 TYPE I PRIMER. REFER TO SOPM 20-43-03 AND SOPM 20-41-02 AS ACCEPTED PROCEDURES. | | | | | |
| 1 | Clean | RIB ASSEMBLY | - | 7 | (a) |
| 2 | Apply | PARTING AGENT | Frekote 710-NC | - | (b) (i) |
| 3 | Apply | SEALANT | BMS5-45, Class B-1/2 OR B-2 | - | (d) (e) (g) |
| 4 | Apply | SEALANT | BMS5-45, Class B-2 | - | To the faying surface of the rib assembly. Refer to SOPM 20-50-19 as an accepted procedure. (c) |
| 5 | Install (Kept) | ACCESS PANEL | - | 7 | Keep the drain path clear. (f) |
| 6 | Clean | Sealant | - | - | (h) |

(a) Remove the corrosion inhibiting compound from the lower surface. Refer to SOPM 20-50-19 as an accepted procedure.

(b) Apply parting agent to the faying surface of the access panel common to the slat track rib. Refer to SOPM 20-50-19 as an accepted procedure.

(c) Additional sealing is necessary at Slat Station 47.69 in the area common to the removable access panel and the fuel shutoff valve access door. Refer to FIGURE 19 for location.

(d) Fill the space on the inboard slat track rib assembly flush with sealant. Since BMS5-45 shrinks when it dries, make sure sufficient sealant is applied to fill the space. Apply the sealant when the adjacent panel is in the closed position. Refer to SOPM 20-50-19 as an accepted procedure.

(e) At Slat Station 47.69, sealant application is accomplished in FIGURE 19.

(f) Install the access panel at the reworked slat station location. Refer to 737-600/700/800/900 AMM 57-41-02 as an accepted procedure.

(g) Allow the sealant in the machine gap to fully cure before applying the faying surface sealant.

(h) Clean the sealant from this area flush with the edge of the panel, but not from the machined step. Refer to SOPM 20-50-19 as an accepted procedure.

(i) Petrolatum that meets VV-P-236 specifications is an acceptable substitute for Frekote 710-NC.

**FIGURE 22: RIGHT WING - LEADING EDGE SLAT TRACK RIBS - SEALANT APPLICATION (SHEET 3 OF 3)**


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**This Figure applies only to: Group 1, Configuration 1.**

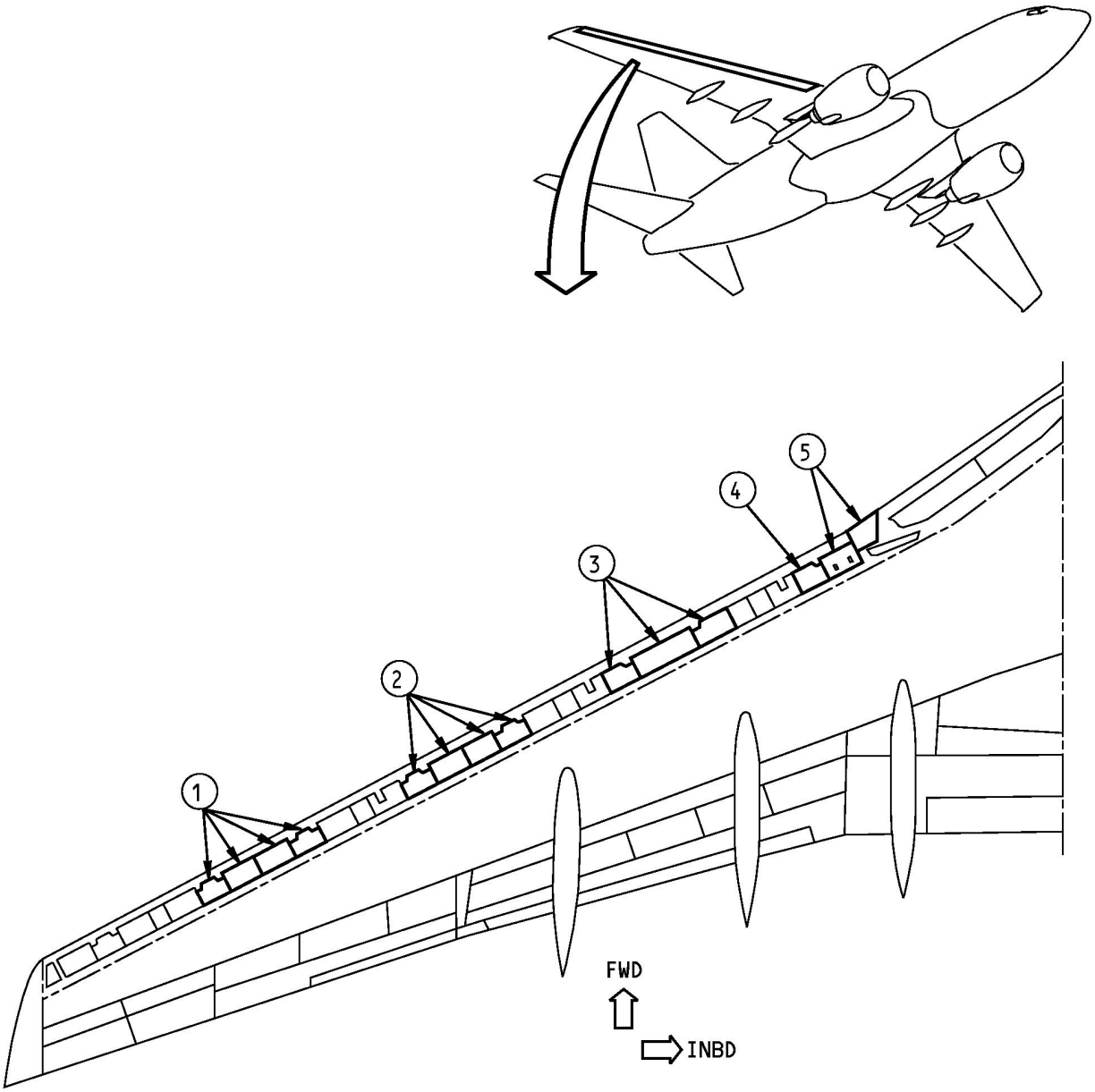



**FIGURE 23: RIGHT WING - LEADING EDGE SLAT TRACK RIBS - CLOSE ACCESS (SHEET 1 OF 2)**


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

| STEP | TASK | NAME | IDENTIFICATION | QTY | MORE DATA |
|---|---|---|---|---|---|
| 1 | Install (Kept) | ACCESS PANEL | 621SB | 1 | (a) (b) |
| | | | 621TB | 1 | |
| | | | 621UB | 1 | |
| | | | 621VB | 1 | |
| 2 | Install (Kept) | ACCESS PANEL | 621LB | 1 | (a) (b) |
| | | | 621MB | 1 | |
| | | | 621NB | 1 | |
| | | | 621PB | 1 | |
| 3 | Install (Kept) | ACCESS PANEL | 621FB | 1 | (a) (b) |
| | | | 621GB | 1 | |
| | | | 621HB | 1 | |
| 4 | Install (Kept) | ACCESS PANEL | 621CB | 1 | (a) (b) |
| 5 | Close | BLOWOUT DOOR | 621AB | 1 | - |
| | | FUEL SHUTOFF VALVE ACCESS DOOR | 621BB | 1 | - |
| (a) Refer to 737-600/700/800/900 AMM 57-41-02 as an accepted procedure. | | | | | |
| (b) This step may not be necessary as some access panels may have been installed during the slat track rib sealant application. | | | | | |

**FIGURE 23: RIGHT WING - LEADING EDGE SLAT TRACK RIBS - CLOSE ACCESS (SHEET 2 OF 2)**


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**This Figure applies only to: Group 2, Configuration 1.**

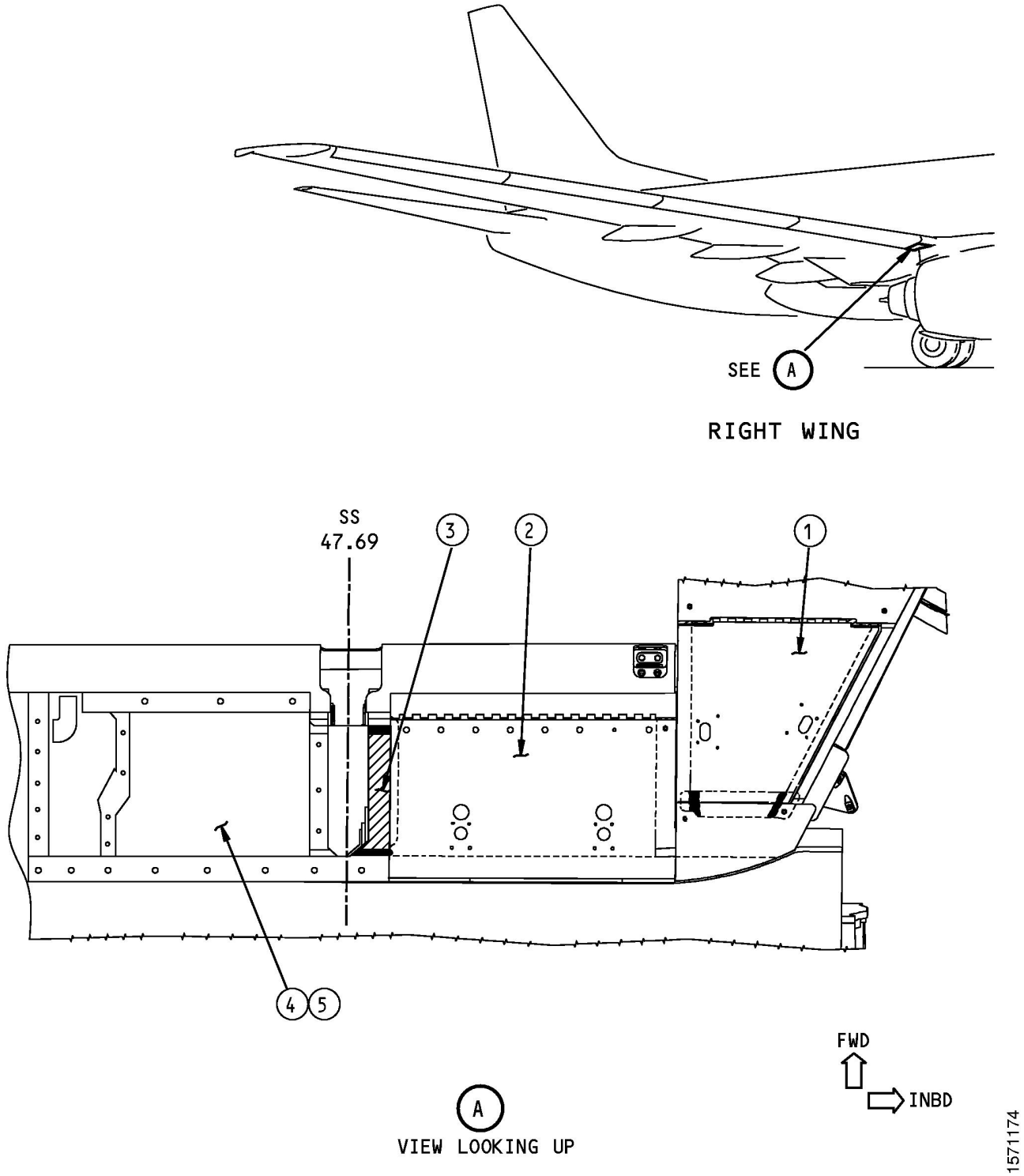



**FIGURE 24: RIGHT WING - BLOWOUT DOOR AND FUEL SHUTOFF VALVE ACCESS DOOR - CLOSE ACCESS**
**(SHEET 1 OF 2)**


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

| STEP | TASK | NAME | IDENTIFICATION | QTY | MORE DATA |
|---|---|---|---|---|---|
| 1 | Close | BLOWOUT DOOR | 621AB | 1 | - |
| 2 | Close | FUEL SHUTOFF VALVE ACCESS DOOR | 621BB | 1 | - |
| 3 | Apply | SEALANT | BMS5-45, Class B-2 | - | To the faying surface of the rib assembly. (a) (b) |
| 4 | Apply | PARTING AGENT | Frekote 710-NC | 1 | (c) |
| 5 | Install (Kept) | ACCESS PANEL | 621CB | 1 | (d) |
| (a) If the sealant was damaged during sealant removal, remove the sealant using a plastic scraper; refer to SOPM 20-50-19 as an accepted procedure. Replace sealant as indicated, otherwise this step is not necessary. | | | | | |
| (b) If the Teflon coating on the door surround structure is damaged or shows signs of abrasion, apply one coat of BMS10-11, Type I primer; refer to SOPM 20-41-02 as an accepted procedure. Also apply one coat of BMS10-60, Type I semi-gloss enamel; refer to SOPM 20-41-02 as an accepted procedure | | | | | |
| (c) Apply parting agent to the faying surface of the access panel common to the slat track ribs. Refer to SOPM 20-50-19 as an accepted procedure. | | | | | |
| (d) Refer to 737-600/700/800/900 AMM 57-41-02 as an accepted procedure. | | | | | |

**FIGURE 24: RIGHT WING - BLOWOUT DOOR AND FUEL SHUTOFF VALVE ACCESS DOOR - CLOSE ACCESS**
**(SHEET 2 OF 2)**


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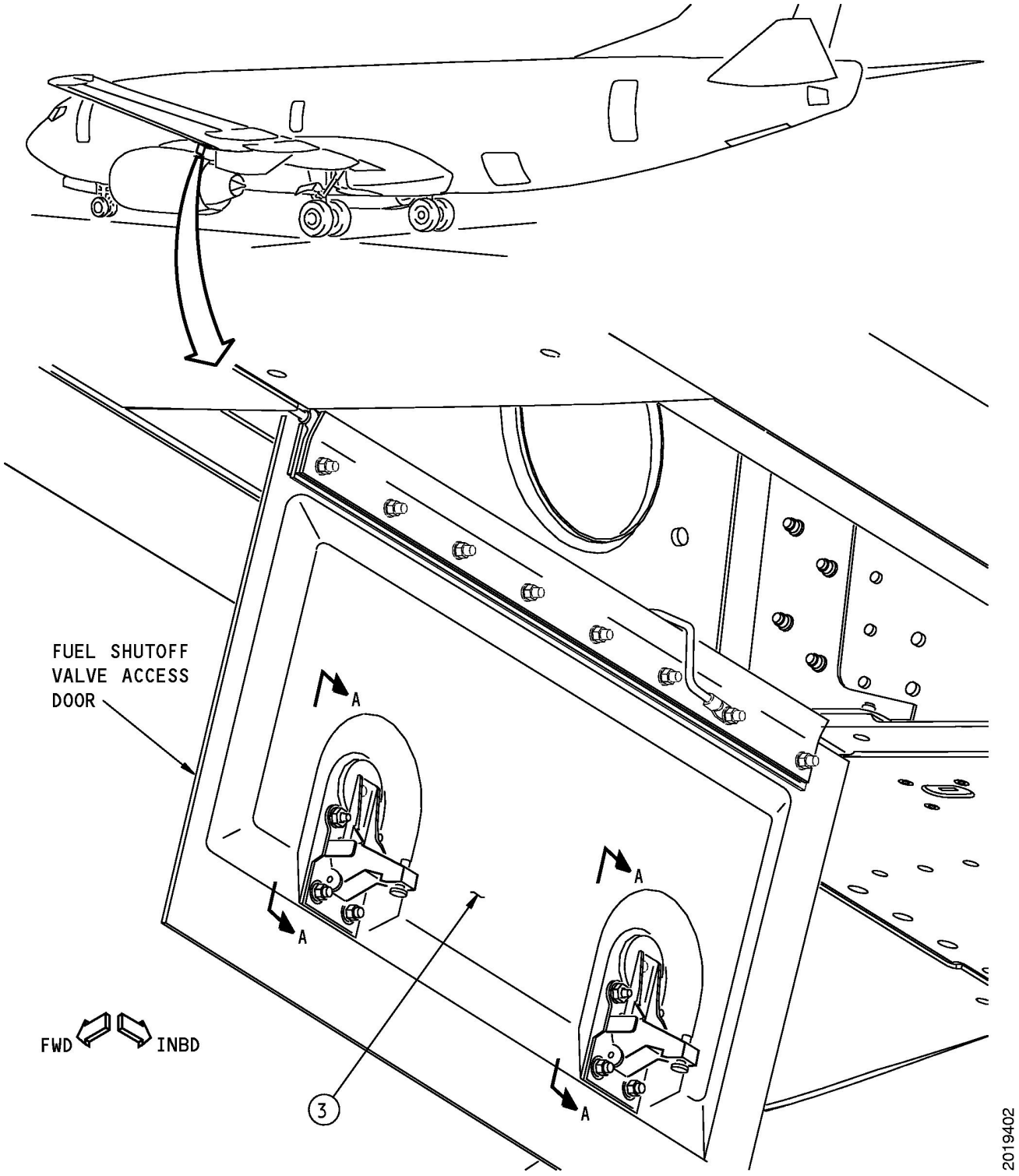
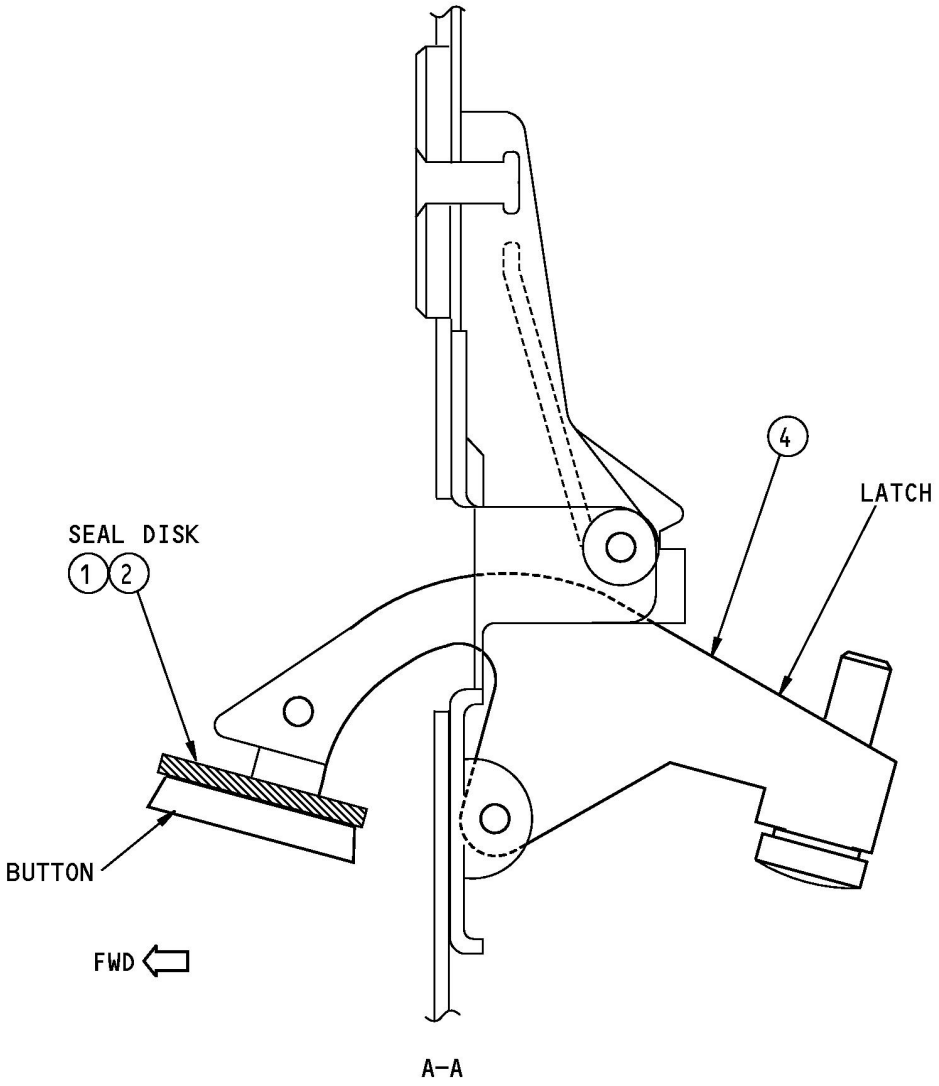



**FIGURE 25: LEFT WING - FUEL SHUTOFF VALVE ACCESS DOOR - SEAL DISK INSTALLATION (SHEET 1 OF 3)**


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**FIGURE 25: LEFT WING - FUEL SHUTOFF VALVE ACCESS DOOR - SEAL DISK INSTALLATION (SHEET 2 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 one side of the airplane.

| STEP | TASK | NAME | IDENTIFICATION | QTY | MORE DATA |
|---|---|---|---|---|---|
| 1 | Install (New) | Seal Disk | 116A8505-2 | 2 | |
| 2 | Apply | Sealant | BMS5-45, Class B-1/2 or B-2 | - | (a) (d) |
| 3 | Identify | Fuel Shutoff Valve Access Door | 116A8510-19 | 1 | (b) |
| 4 | Identify | Latch Assembly | 116A8505-1 | 2 | (c) |

(a) Prepare the mounting surface of the seal disk by sanding the contact side of the seal disk to remove any parting agent. Solvent clean the seal disk to remove any sanding debris. Solvent clean the mounting surface on the button of each H3479-5 latch where the seal disk will be installed. After assembling the seal disk onto the button of the latch and aligning the disk so it is concentric with the button, affix seal disk to underside of button with sealant. Apply adhesive in continuous bead encircling the button stem prior to pressing disk in place. Wipe off all excess on button face and sides. Allow sufficient time to cure to tack-free prior to closing latch. Refer to SOPM 20-50-12 as an accepted procedure.

(b) Re-partmark the fuel shutoff valve access door as 116A8510-19 to show that it has been modified. Refer to SOPM 20-50-10 as an accepted procedure.

(c) Re-partmark the latch as 116A8505-1 to show that it has been modified. Vibroengraving is acceptable. If vibroengraving method is used, touch up exposed aluminum with alodine. Rubber stamping is optional to vibroengraving. If rubber stamping method is used, apply a topcoat that is resistant to fuel and hydraulic fluid. Refer to SOPM 20-50-10 as an accepted procedure.

(d) BMS5-36, Type II is an acceptable substitute adhesive; however, this adhesive cures much faster and excess must be wiped off immediately. Refer to SOPM 20-50-12 Type 50, Method 1 as an accepted procedure.

**FIGURE 25: LEFT WING - FUEL SHUTOFF VALVE ACCESS DOOR - SEAL DISK INSTALLATION (SHEET 3 OF 3)**


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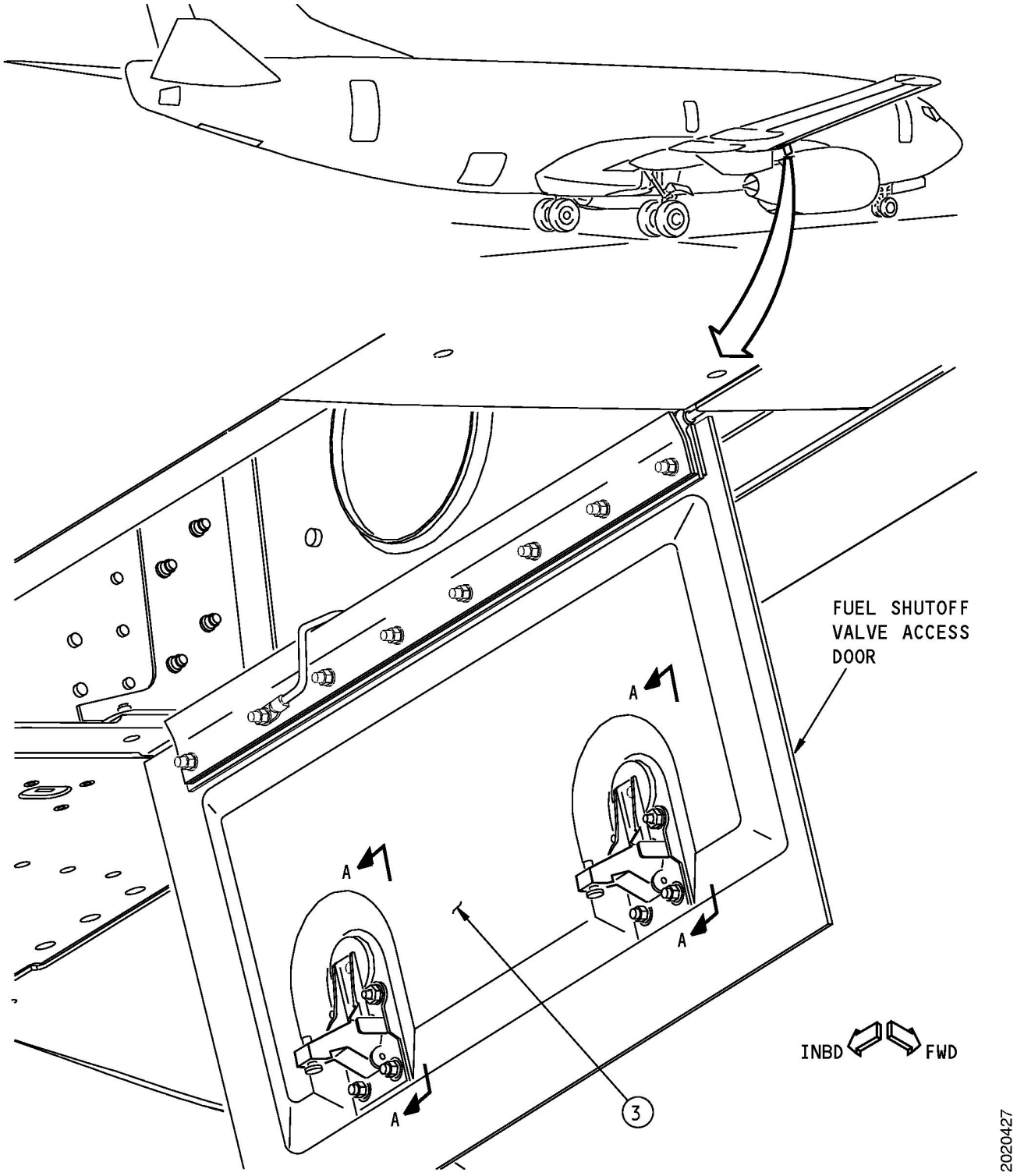
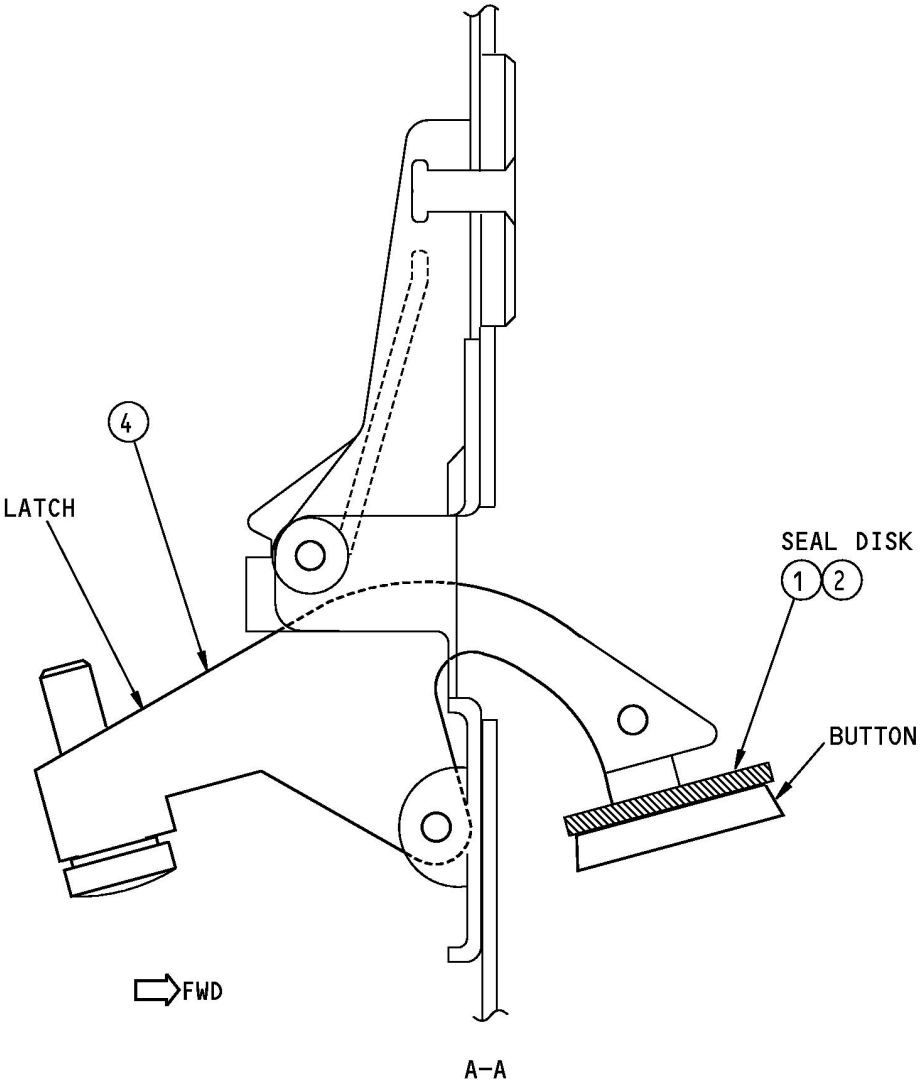



**FIGURE 26: RIGHT WING - FUEL SHUTOFF VALVE ACCESS DOOR - SEAL DISK INSTALLATION (SHEET 1 OF 3)**



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**FIGURE 26: RIGHT WING - FUEL SHUTOFF VALVE ACCESS DOOR - SEAL DISK INSTALLATION (SHEET 2 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 one side of the airplane.

| STEP | TASK | NAME | IDENTIFICATION | QTY | MORE DATA |
|---|---|---|---|---|---|
| 1 | Install (New) | Seal Disk | 116A8505-2 | 2 | |
| 2 | Apply | Sealant | BMS5-45, Class B-1/2 or B-2 | - | (a) (d) |
| 3 | Identify | Fuel Shutoff Valve Access Door | 116A8510-20 | 1 | (b) |
| 4 | Identify | Latch Assembly | 116A8505-1 | 2 | (c) |

(a) Prepare the mounting surface of the seal disk by sanding the contact side of the seal disk to remove any parting agent. Solvent clean the seal disk to remove any sanding debris. Solvent clean the mounting surface on the button of each H3479-5 latch where the seal disk will be installed. After assembling the seal disk onto the button of the latch and aligning the disk so it is concentric with the button, affix seal disk to underside of button with sealant. Apply adhesive in continuous bead encircling the button stem prior to pressing disk in place. Wipe off all excess on button face and sides. Allow sufficient time to cure to tack-free prior to closing latch. Refer to SOPM 20-50-12 as an accepted procedure.

(b) Re-partmark the fuel shutoff valve access door as 116A8510-20 to show that it has been modified. Refer to SOPM 20-50-10 as an accepted procedure.

(c) Re-partmark the latch as 116A8505-1 to show that it has been modified. Vibroengraving is acceptable. If vibroengraving method is used, touch up exposed aluminum with alodine. Rubber stamping is optional to vibroengraving. If rubber stamping method is used, apply a topcoat that is resistant to fuel and hydraulic fluid. Refer to SOPM 20-50-10 as an accepted procedure.

(d) BMS5-36, Type II is an acceptable substitute adhesive; however, this adhesive cures much faster and excess must be wiped off immediately. Refer to SOPM 20-50-12 Type 50, Method 1 as an accepted procedure.

**FIGURE 26: RIGHT WING - FUEL SHUTOFF VALVE ACCESS DOOR - SEAL DISK INSTALLATION (SHEET 3 OF 3)**


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