



Commercial
Airplanes

737

Service Bulletin

SPECIAL ATTENTION

Number: 737-78-1106
Original Issue: September 01, 2023
Revision 1: May 23, 2024
ATA System: 7811

SUBJECT: EXHAUST - Turbine Exhaust System - Engine Primary Exhaust Nozzle Change

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Revision Transmittal Sheet

SUBJECT: EXHAUST - Turbine Exhaust System - Engine Primary Exhaust Nozzle Change

This revision includes all pages of the service bulletin.

COMPLIANCE INFORMATION RELATED TO THIS REVISION

RC: Start

Federal Aviation Administration (FAA) Notice of Proposed Rule Making (NPRM) AD-2023-01009-T is related to Requirements Bulletin 737-78-1106 RB.

Airplanes YG201, YG202, YG203, YG204, YG205, YG211, YG212, YG213, YG214, YG221, YG222, YG223, YG224, YG251, YG252, and YG711 were added to Group 1 of this bulletin effectivity.

Effects of this Revision on airplanes on which the Original Issue was previously done:

None.

RC: End

REASON FOR REVISION

RC: Start

This revision is sent to add airplanes to Group 1 of this bulletin effectivity and to change the approval information to include European Union Aviation Safety Agency (EASA) approval.

These sections were changed:

RC: End

- In Summary Background, added row to the planning table.

RC: Start

- In Airplanes, added airplanes.

RC: End

- In Paragraph 1.C., Reason, added Revision 1 information.
- In Paragraph 1.D., Description, added information related to the effects of the Original Issue.

RC: Start

- In Compliance, added Federal Aviation Administration (FAA) Notice of Proposed Rule Making (NPRM) statement and revised Airworthiness Limitations (AWLs) information.

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- In Approval, added European Union Aviation Safety Agency (EASA)/Joint Aviation Authorities (JAA) information.

RC: End

- In Paragraph 1.J.1, Existing Data, corrected a reference.
- In Paragraph 2.A., Material - Price and Availability, added information and changed quantities of kit availabilities.

RC: Start

- In Accomplishment Instructions, General Information, changed Note 1.
- In Work Instructions, revised Airworthiness Limitations (AWLs) information.
- In Work Instructions, Figure 4, changed illustration to change location of Alignment Pin.
- In Work Instructions, Figure 11, changed illustration to show cross section of Self-Locking Nut,
- In Work Instructions, Figure 11, changed steps 1 and 2 to call out Self-Locking Nut.

Vertical lines are put on the left edge of each page, except in Effectivity and format changes, to show the location of all content changes.

Pages with no vertical lines have no changes.

RC: End

REVISION HISTORY

Service Bulletin 737-78-1106	Service Bulletin 737-78-1106 Issue Date	Requirement Bulletin 737-78-1106 RB	Requirement Bulletin 737-78-1106 RB Issue Date
Original Issue:	September 01, 2023	Original Issue:	September 01, 2023
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Summary

SUBJECT: EXHAUST - Turbine Exhaust System - Engine Primary Exhaust Nozzle Change

BOEING RECOMMENDS THAT EACH OPERATOR EXAMINE THIS DOCUMENT IMMEDIATELY. THIS IS AN ENHANCED REQUIRED FOR COMPLIANCE DOCUMENT. THE BOEING PROCESSES USED TO CREATE THE SERVICE BULLETIN (SB) AND THE REQUIREMENTS BULLETIN (RB) ENSURE THAT THE INFORMATION BETWEEN "RC START" AND "RC END" IN THE SB ARE IDENTICAL TO THE INFORMATION IN THE SAME SECTIONS (COMPLIANCE, WORK INSTRUCTIONS...) OF THE RB WHICH THE SB REFERS TO AS THE RELATED DOCUMENT.

CONCURRENT REQUIREMENTS

None.

BACKGROUND

Accomplishment of this service bulletin increases the strength of the primary exhaust nozzle during a Fan Blade Out (FBO) event. If this service bulletin is not done, an FBO event can cause cracks in the primary exhaust nozzle and separation of the primary exhaust nozzle.

Two 737-700 airplanes experienced in-flight left engine FBO events resulting in damage to the primary exhaust nozzles. Nacelle structural components also departed the airplanes. Departure of the long primary exhaust nozzle is possible in combination with an FBO event.

This service bulletin gives instructions to install bridge brackets onto the primary exhaust nozzle and install the serviceable exhaust nozzle onto the engine.

Boeing Fleet Team Digest (FTD) 737NG FTD 78-20001 is related to this service bulletin.

Boeing Service Related Problem (SRP) 737NG-SRP-78-0110 is related to this service bulletin.

This service bulletin is related to a Parts Departing Airplane (PDA) event.

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	Refer to Requirements Bulletin 737-78-1106 RB

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Planning Data	Affected	Reference
Alternative Method of Compliance (AMOC)	No	Refer to Requirements Bulletin 737-78-1106 RB Paragraph 4. APPROVAL
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 Parts/Material	No	Paragraph 2.C.2., Parts and Materials Supplied by the Operator
Special Tooling Required	Yes	Paragraph 2.F., Special Tooling Necessary to do this Service Bulletin

ACTION (PRR 38275-222RS)

For each engine, install four bridge brackets on each affected primary exhaust nozzle. Install each serviceable primary exhaust nozzle with the additional installation hardware at each bridge bracket location.

Incorporate 737-600/700/700C/800/900/900ER Airworthiness Limitations (AWLs) document D626A001-9-01 "SYSTEM AIRWORTHINESS LIMITATION NO. 2 - FAN BLADE OUT CONDITIONS" and "SYSTEM AIRWORTHINESS LIMITATION NO. 3 - FAN BLADE OUT CONDITIONS" and "SYSTEM AIRWORTHINESS LIMITATION NO. 4 - ENGINE NACELLE MAINTENANCE ERRORS" into the operators' maintenance program.

EFFECTIVITY

737-600, 737-700, 737-700C, 737-800, 737-900, 737-900ER Airplane(s). Refer to Paragraph 1.A.1., Airplanes, for the list of affected airplane(s).

Refer to Paragraph 1.A.2., Spares Affected, for the list of affected components.

COMPLIANCE

Federal Aviation Administration (FAA) Notice of Proposed Rule Making (NPRM) AD-2023-01009-T is related to Requirements Bulletin 737-78-1106 RB.

Refer to Paragraph 1.E., Compliance.

INDUSTRY SUPPORT INFORMATION

Boeing Industry Support information is provided in Program Letter 6-1151-737NG-PGM-232. Additional copies of program letters are available from Boeing Warranty.

MANPOWER

Refer to Paragraph 1.G., Manpower.

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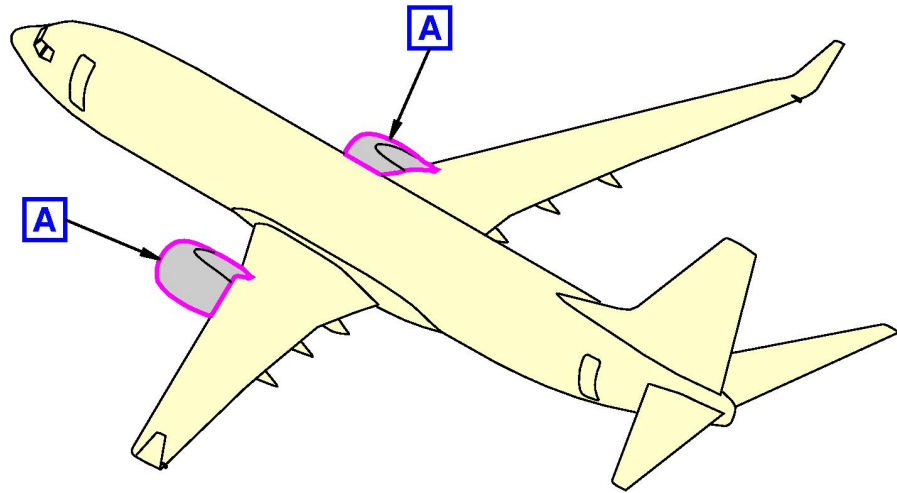
MATERIAL INFORMATION

Boeing Supplied Kits/Parts.

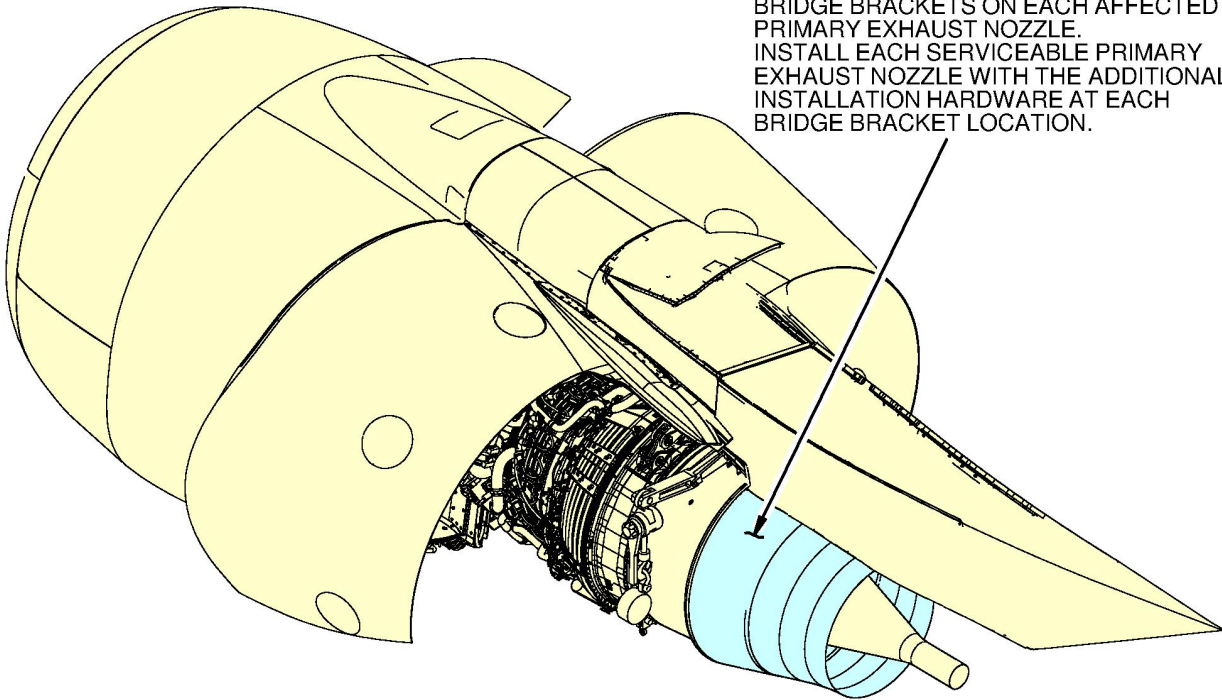
Refer to Paragraph 2.A., Material - Price and Availability.

Operators are encouraged to complete the survey provided in APPENDIX C of this service bulletin to help Boeing predict the quantity and timing of the Boeing Supplied Kits/Parts.

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FOR EACH ENGINE, INSTALL FOUR
BRIDGE BRACKETS ON EACH AFFECTED
PRIMARY EXHAUST NOZZLE.
INSTALL EACH SERVICEABLE PRIMARY
EXHAUST NOZZLE WITH THE ADDITIONAL
INSTALLATION HARDWARE AT EACH
BRIDGE BRACKET LOCATION.



TYPICAL



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1. PLANNING INFORMATION

A. Effectivity

1. Airplanes

RC: Start

This bulletin is applicable to 737-600, 737-700, 737-700C, 737-800, 737-900, 737-900ER Airplane(s), line number(s) 1-2598, 2600-2721, 2723-2813, 2815-2930, 2932-3068, 3070-3323, 3325-3425, 3427-3521, 3523-3611, 3613-3701, 3703-3761 in 1 Group(s). Where the effectivity is presented with hyphens between line numbers, the airplane applicability means "through" and "inclusive", e.g. line numbers 1-9 means line numbers 1 through 9 inclusive.

The Variable Numbers and Group Information for the applicable airplanes is given below.

RC: End

Refer to Service Bulletin Index D6-19567 Part 3 for Airplane Variable Number, Line Number, and Serial Number data.

Refer to PRR 38275-222RS for data about this change.

RC: Start

GROUP	CONFIGURATION	DESCRIPTION
1	-	737-600, 737-700, 737-700C, 737-800, 737-900, 737-900ER Airplanes delivered without the Performance Improvement Package (PIP)

Airplane Models:

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

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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
YA666 - YA667	1
YA671 - YA672	1
YA681 - YA691	1
YA701 - YA710	1
YA721 - YA722	1
YA731 - YA734	1
YA751 - YA756	1

Variable Number	Group
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 - YB635	1
YB651	1
YB656	1
YB671 - YB672	1
YB851 - YB863	1
YB871 - YB874	1
YB881 - YB893	1
YB901 - YB903	1

Variable Number	Group
YB911	1
YB961 - YB975	1
YB981	1
YB986 - YB998	1
YC001 - YC030	1
YC051 - YC084	1
YC091 - YC095	1
YC101 - YC104	1
YC111 - YC113	1
YC121	1
YC126 - YC127	1
YC136 - YC141	1
YC146 - YC147	1
YC151 - YC156	1
YC166 - YC171	1
YC176 - YC179	1
YC186 - YC190	1
YC201 - YC203	1
YC206 - YC207	1
YC301 - YC305	1
YC321 - YC387	1
YC391 - YC394	1
YC396	1
YC401 - YC417	1
YC421 - YC422	1
YC426 - YC428	1
YC436 - YC439	1
YC441 - YC448	1
YC451 - YC455	1
YC459	1
YC461 - YC467	1
YC471 - YC499	1
YC501 - YC526	1

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Variable Number	Group
YC571 - YC583	1
YC587 - YC589	1
YC591 - YC593	1
YC601 - YC655	1
YC681 - YC696	1
YC701 - YC715	1
YC720 - YC725	1
YC727 - YC752	1
YC761 - YC770	1
YC781 - YC793	1
YC801 - YC892	1
YC901 - YC907	1
YC921 - YC922	1
YC931 - YC932	1
YC941 - YC951	1
YC971 - YC978	1
YC981 - YC983	1
YD001 - YD007	1
YD021 - YD025	1
YD041 - YD057	1
YD081 - YD084	1
YD101 - YD117	1
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

Variable Number	Group
YD401 - YD410	1
YD412 - YD417	1
YD481 - YD485	1
YD491 - YD499	1
YD501 - YD512	1
YD531 - YD535	1
YD541 - YD547	1
YD561 - YD564	1
YD571 - YD572	1
YD591 - YD595	1
YD601 - YD612	1
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	1
YF021 - YF049	1
YF051 - YF067	1
YF086 - YF087	1
YF106 - YF107	1
YF111 - YF114	1
YF116 - YF119	1
YF121 - YF130	1
YF176 - YF178	1
YF191 - YF192	1
YF201 - YF276	1
YF401 - YF402	1

Variable Number	Group
YF431 - YF432	1
YF436 - YF437	1
YF441 - YF442	1
YF451 - YF460	1
YF501 - YF599	1
YF601 - YF621	1
YF701 - YF707	1
YF801 - YF805	1
YF831 - YF832	1
YF836 - YF838	1
YF901 - YF905	1
YF921 - YF928	1
YF951 - YF954	1
YG001 - YG044	1
YG061 - YG064	1
YG066 - YG089	1
YG091 - YG099	1
YG101 - YG104	1
YG111 - YG114	1
YG116 - YG131	1
YG201 - YG205	1
YG211 - YG214	1
YG221 - YG224	1
YG251 - YG252	1
YG501 - YG512	1
YG601 - YG602	1
YG701	1
YG711	1
YH001 - YH012	1
YH031 - YH055	1
YH071 - YH080	1
YH101 - YH132	1
YH201 - YH202	1

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Variable Number	Group
YH206 - YH207	1
YH301 - YH306	1
YH321 - YH322	1
YH501 - YH507	1
YH551	1
YH601 - YH602	1
YH611 - YH612	1
YJ001 - YJ013	1
YJ021	1
YJ471 - YJ480	1
YJ501 - YJ517	1
YJ531 - YJ579	1
YJ591 - YJ599	1
YJ631 - YJ632	1
YJ671 - YJ694	1
YJ801 - YJ867	1
YJ871 - YJ880	1
YJ901 - YJ904	1
YJ908 - YJ929	1
YJ931 - YJ937	1
YJ941 - YJ956	1
YJ961	1
YJ976 - YJ977	1
YK001 - YK007	1
YK101 - YK104	1
YK111 - YK112	1
YK121 - YK122	1
YK131 - YK133	1
YK136 - YK139	1
YK141 - YK142	1
YK146 - YK148	1
YK151 - YK154	1
YK161 - YK167	1

Variable Number	Group
YK171	1
YK176 - YK177	1
YK186	1
YK191	1
YK196	1
YK201 - YK202	1
YK301 - YK314	1
YK321 - YK340	1
YK361 - YK378	1
YK401 - YK406	1
YK426 - YK427	1
YK431 - YK450	1
YK456 - YK467	1
YK471 - YK473	1
YK476	1
YK480 - YK487	1
YK491 - YK492	1
YK495 - YK498	1
YK511 - YK516	1
YK521 - YK530	1
YK551 - YK571	1
YK576 - YK577	1
YK580 - YK585	1
YK601 - YK602	1
YK606 - YK607	1
YK611 - YK616	1
YK621 - YK634	1
YK641 - YK644	1
YK651 - YK665	1
YK671 - YK672	1
YK676 - YK677	1
YK681 - YK686	1
YK691	1

Variable Number	Group
YK701 - YK713	1
YK716 - YK719	1
YK721 - YK741	1
YK751 - YK770	1
YK776 - YK778	1
YK781 - YK785	1
YK791 - YK792	1
YK796 - YK797	1
YK801 - YK899	1
YK901 - YK912	1
YK918 - YK919	1
YK921 - YK929	1
YK941 - YK997	1
YL001 - YL005	1
YL011 - YL016	1
YL021 - YL024	1
YL051 - YL052	1
YL056 - YL057	1
YL061	1
YL066 - YL069	1
YL076 - YL077	1
YL101 - YL137	1
YL201 - YL230	1
YL241 - YL242	1
YL271 - YL272	1
YL281 - YL284	1
YL301 - YL303	1
YL311 - YL314	1
YL316 - YL321	1
YL351 - YL353	1
YL371 - YL374	1
YL401	1
YL421 - YL429	1

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Variable Number	Group
YL431 - YL444	1
YL461 - YL478	1
YL501 - YL509	1
YL531 - YL534	1
YL541 - YL551	1
YL561 - YL578	1
YL591 - YL598	1
YL601 - YL606	1
YL611 - YL612	1
YL616 - YL617	1
YL621	1
YL626	1
YL631 - YL634	1
YL636 - YL637	1
YL661 - YL664	1
YL676 - YL688	1
YL691	1
YL696 - YL697	1
YL701 - YL707	1
YL731	1
YL751 - YL752	1
YL756 - YL757	1
YL761 - YL780	1
YL796 - YL797	1
YL801 - YL815	1
YL901 - YL910	1
YL921 - YL940	1
YL951 - YL968	1
YM101 - YM103	1
YM201 - YM244	1
YM251 - YM299	1
YM301 - YM399	1
YM401 - YM410	1

Variable Number	Group
YM471	1
YM481 - YM484	1
YM501 - YM515	1
YM521 - YM522	1
YM541	1
YM551 - YM553	1
YM571 - YM572	1
YM581 - YM582	1
YM591 - YM599	1
YM631 - YM634	1
YM641 - YM652	1
YM671 - YM674	1
YM691 - YM699	1
YM701 - YM710	1
YM761 - YM765	1
YM771 - YM775	1
YN001 - YN016	1
YN021 - YN024	1
YN061	1
YN071 - YN082	1
YN091 - YN092	1
YN101 - YN112	1
YN121	1
YN201 - YN202	1
YN211 - YN219	1
YN231 - YN236	1
YN261	1
YN501	1
YN531 - YN534	1
YN551	1
YN601	1
YN701	1
YQ001 - YQ003	1

Variable Number	Group
YQ011 - YQ019	1
YQ026 - YQ029	1
YQ036 - YQ044	1
YQ201 - YQ202	1
YQ231	1
YQ241 - YQ251	1
YQ281	1
YQ291 - YQ296	1
YQ301 - YQ302	1
YQ401 - YQ403	1
YQ451 - YQ453	1
YR001 - YR012	1
YR051 - YR055	1
YR101 - YR102	1
YR111 - YR116	1
YR126 - YR129	1
YR141 - YR142	1
YR166 - YR172	1
YR201 - YR204	1
YR231 - YR244	1
YR271 - YR276	1
YR286	1
YR291 - YR294	1
YR296	1
YR301 - YR308	1
YR361	1
YR401 - YR403	1
YR421	1
YR451 - YR452	1
YR501 - YR503	1
YR511 - YR512	1
YR516	1
YR601 - YR605	1

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Variable Number	Group
YR651 - YR652	1
YR701 - YR706	1

Variable Number	Group
YR801 - YR804	1
YR851	1

Variable Number	Group
-	-
-	-

RC: End

RC: Start

2. Spares Affected

Examine your spares supply for the parts or components identified below. If any parts or components are found, refer to Work Instructions for the recommended action.

Part Number
314A2610-1
314A2610-62
314A2610-68

RC: End

RC: Start

B. Concurrent Requirements

None.

RC: End

C. Reason

Accomplishment of this service bulletin increases the strength of the primary exhaust nozzle during a Fan Blade Out (FBO) event. If this service bulletin is not done, an FBO event can cause cracks in the primary exhaust nozzle and separation of the primary exhaust nozzle.

Two 737-700 airplanes experienced in-flight left engine FBO events resulting in damage to the primary exhaust nozzles. Nacelle structural components also departed the airplanes. Departure of the long primary exhaust nozzle is possible in combination with an FBO event.

This service bulletin gives instructions to install bridge brackets onto the primary exhaust nozzle and install the serviceable exhaust nozzle onto the engine.

Boeing Fleet Team Digest (FTD) 737NG FTD 78-20001 is related to this service bulletin.

Boeing Service Related Problem (SRP) 737NG-SRP-78-0110 is related to this service bulletin.

This service bulletin is related to a Parts Departing Airplane (PDA) event.

Revision 1 is sent to add airplanes to Group 1 of this bulletin effectivity and to change the approval information to include European Union Aviation Safety Agency (EASA) approval.

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D. Description

For each engine, install four bridge brackets on each affected primary exhaust nozzle. Install each serviceable primary exhaust nozzle with the additional installation hardware at each bridge bracket location.

Incorporate 737-600/700/700C/800/900/900ER Airworthiness Limitations (AWLs) document D626A001-9-01 "SYSTEM AIRWORTHINESS LIMITATION NO. 2 - FAN BLADE OUT CONDITIONS" and "SYSTEM AIRWORTHINESS LIMITATION NO. 3 - FAN BLADE OUT CONDITIONS" and "SYSTEM AIRWORTHINESS LIMITATION NO. 4 - ENGINE NACELLE MAINTENANCE ERRORS" into the operators' maintenance program.

Effects of this Revision on airplanes on which the Original Issue was previously done:

None.

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

Affected Maintenance Zones	
Model	Zone
737-600, 737-700, 737-700C, 737-800, 737-900, 737-900ER	417, 427

RC: Start

E. Compliance

Federal Aviation Administration (FAA) Notice of Proposed Rule Making (NPRM) AD-2023-01009-T is related to Requirements Bulletin 737-78-1106 RB.

Accomplish the required action(s), based on the applicable condition in Tables 1 and 2, in accordance with Accomplishment Instructions.

When more than one OPTION is given for a CONDITION, do only one of the OPTION numbers. When more than one ACTION is given for a CONDITION number or an OPTION number, do all of the ACTION numbers for that CONDITION number or OPTION number.

BOEING SERVICE BULLETIN 737-78-1106

Table 1: Work Package 1 - Engine 1 - Primary Exhaust Nozzle Change

Condition	Action	Boeing Recommended Compliance Time	Repeat Interval (Not to Exceed)
All Airplanes	(OPTION 1)(ACTION 1): Incorporate 737-600/700/700C/800/900/900ER Airworthiness Limitations (AWLs) document D626A001-9-01 "SYSTEM AIRWORTHINESS LIMITATION NO. 2 - FAN BLADE OUT CONDITIONS," "SYSTEM AIRWORTHINESS LIMITATION NO. 3 - FAN BLADE OUT CONDITIONS," and "SYSTEM AIRWORTHINESS LIMITATION NO. 4 - ENGINE NACELLE MAINTENANCE ERRORS" into the operators' maintenance program	Within 90 days after the Original Issue date of Requirements Bulletin 737-78-1106 RB, or before further flight after accomplishing either CONDITION 1 (OPTION 1) or CONDITION 1(OPTION 2) or determining that the primary exhaust nozzles are not affected as specified in CONDITION 2, whichever occurs first.	-
	(OPTION 1)(ACTION 2): Do a maintenance records check to find if the engine has a primary exhaust nozzle with an affected part number. (a)	Before July 31, 2028.	
	(OPTION 2)(ACTION 1): Incorporate 737-600/700/700C/800/900/900ER Airworthiness Limitations (AWLs) document D626A001-9-01 "SYSTEM AIRWORTHINESS LIMITATION NO. 2 - FAN BLADE OUT CONDITIONS," "SYSTEM AIRWORTHINESS LIMITATION NO. 3 - FAN BLADE OUT CONDITIONS," and "SYSTEM AIRWORTHINESS LIMITATION NO. 4 - ENGINE NACELLE MAINTENANCE ERRORS" into the operators' maintenance program	Within 90 days after the Original Issue date of Requirements Bulletin 737-78-1106 RB, or before further flight after accomplishing either CONDITION 1 (OPTION 1) or CONDITION 1(OPTION 2) or determining that the primary exhaust nozzles are not affected as specified in CONDITION 2, whichever occurs first.	
	(OPTION 2)(ACTION 2): Do an inspection of the engine to find if the engine has a primary exhaust nozzle with an affected part number. (a)	Before July 31, 2028.	
CONDITION 1: ANY PRIMARY EXHAUST NOZZLE FOUND WITH AN AFFECTED PART NUMBER	(OPTION 1)(ACTION 1): Change affected primary exhaust nozzle. (a)	Before July 31, 2028.	-
	(OPTION 1)(ACTION 2): Install a 'serviceable' primary exhaust nozzle. (b)		
	(OPTION 2): Install a 'serviceable' primary exhaust nozzle. (b)		

BOEING SERVICE BULLETIN 737-78-1106

Table 1: Work Package 1 - Engine 1 - Primary Exhaust Nozzle Change

Condition	Action	Boeing Recommended Compliance Time	Repeat Interval (Not to Exceed)
CONDITION 2: NO AFFECTED PRIMARY EXHAUST NOZZLE PART NUMBER FOUND	No further action required.	-	-
(a) Affected primary exhaust nozzle part numbers are 314A2610-1, 314A2610-62 and 314A2610-68.			
(b) A 'serviceable' primary exhaust nozzle is defined as one that has accomplished CONDITION 1 (OPTION 1)(ACTION 1) or CONDITION 3 (OPTION 1)(ACTION 1). Part numbers 314A2610-201, 314A2610-203, or 314A2610-205 are acceptable 'serviceable' primary exhaust nozzles.			

BOEING SERVICE BULLETIN 737-78-1106

Table 2: Work Package 2 - Engine 2 - Primary Exhaust Nozzle Change

Condition	Action	Boeing Recommended Compliance Time	Repeat Interval (Not to Exceed)
All Airplanes	(OPTION 1)(ACTION 1): Incorporate 737-600/700/700C/800/900/900ER Airworthiness Limitations (AWLs) document D626A001-9-01 "SYSTEM AIRWORTHINESS LIMITATION NO. 2 - FAN BLADE OUT CONDITIONS," "SYSTEM AIRWORTHINESS LIMITATION NO. 3 - FAN BLADE OUT CONDITIONS," and "SYSTEM AIRWORTHINESS LIMITATION NO. 4 - ENGINE NACELLE MAINTENANCE ERRORS" into the operators' maintenance program	Within 90 days after the Original Issue date of Requirements Bulletin 737-78-1106 RB, or before further flight after accomplishing either CONDITION 3 (OPTION 1) or CONDITION 3(OPTION 2) or determining that the primary exhaust nozzles are not affected as specified in CONDITION 4, whichever occurs first.	-
	(OPTION 1)(ACTION 2): Do a maintenance records check to find if the engine has a primary exhaust nozzle with an affected part number. (a)	Before July 31, 2028.	
	(OPTION 2)(ACTION 1): Incorporate 737-600/700/700C/800/900/900ER Airworthiness Limitations (AWLs) document D626A001-9-01 "SYSTEM AIRWORTHINESS LIMITATION NO. 2 - FAN BLADE OUT CONDITIONS," "SYSTEM AIRWORTHINESS LIMITATION NO. 3 - FAN BLADE OUT CONDITIONS," and "SYSTEM AIRWORTHINESS LIMITATION NO. 4 - ENGINE NACELLE MAINTENANCE ERRORS" into the operators' maintenance program	Within 90 days after the Original Issue date of Requirements Bulletin 737-78-1106 RB, or before further flight after accomplishing either CONDITION 3 (OPTION 1) or CONDITION 3(OPTION 2) or determining that the primary exhaust nozzles are not affected as specified in CONDITION 4, whichever occurs first.	
	(OPTION 2)(ACTION 2): Do an inspection of the engine to find if the engine has a primary exhaust nozzle with an affected part number. (a)	Before July 31, 2028.	
CONDITION 3: ANY PRIMARY EXHAUST NOZZLE FOUND WITH AN AFFECTED PART NUMBER	(OPTION 1)(ACTION 1): Change affected primary exhaust nozzle. (a)	Before July 31, 2028.	-
	(OPTION 1)(ACTION 2): Install a 'serviceable' primary exhaust nozzle. (b)		
	(OPTION 2): Install a 'serviceable' primary exhaust nozzle. (b)		

BOEING SERVICE BULLETIN 737-78-1106

Table 2: Work Package 2 - Engine 2 - Primary Exhaust Nozzle Change

Condition	Action	Boeing Recommended Compliance Time	Repeat Interval (Not to Exceed)
CONDITION 4: NO AFFECTED PRIMARY EXHAUST NOZZLE PART NUMBER FOUND	No further action required.	-	-
(a) Affected primary exhaust nozzle part numbers are 314A2610-1, 314A2610-62 and 314A2610-68.			
(b) A 'serviceable' primary exhaust nozzle is defined as one that has accomplished CONDITION 1 (OPTION 1)(ACTION 1) or CONDITION 3 (OPTION 1)(ACTION 1). Part numbers 314A2610-201, 314A2610-203, or 314A2610-205 are acceptable 'serviceable' primary exhaust nozzles.			

RC: End

F. Approval

This service bulletin was examined by the Boeing Company Organization Designation Authorization (ODA). The changes specified in this service bulletin comply with the applicable regulations and are FAA approved, as well as European Union 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.

Accomplishment of this Service Bulletin meets the requirements of 737-600/700/700C/800/900/900ER Airworthiness Limitations (AWLs) document D626A001-9-01 "SYSTEM AIRWORTHINESS LIMITATION NO. 3 - FAN BLADE OUT CONDITIONS".

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G. Manpower

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

- Time to adjust to the workplace
- Time to schedule the work
- Time to inspect the work
- Time to cure the materials
- Time to make the parts
- Time to find the tools

WORK PACKAGE 1: ENGINE 1 - PRIMARY EXHAUST NOZZLE CHANGE

Task	Number of Persons	Task Hours	Elapsed Hours
PART 1: ENGINE - OPEN ACCESS	1	0.10	0.10
PART 2: ENGINE - PRIMARY EXHAUST NOZZLE REMOVAL	2	1.50	0.75
FIGURE 2	2	1.50	0.75
FIGURE 3	2	0.30	0.15
FIGURE 4	2	1.50	0.75
FIGURE 5	2	0.30	0.15
FIGURE 6	2	1.50	0.75
FIGURE 7	2	0.30	0.15
FIGURE 8	2	1.50	0.75
FIGURE 9	2	0.30	0.15
PART 3: ENGINE - PRIMARY EXHAUST NOZZLE - PART MARKING	1	0.10	0.10
PART 4: ENGINE - PRIMARY EXHAUST NOZZLE INSTALLATION	2	2.00	1.00
FIGURE 11	2	0.30	0.15
PART 5: ENGINE - CLOSE ACCESS	1	0.10	0.10
TOTAL FOR EACH AIRPLANE		11.30	5.80

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

WORK PACKAGE 2: ENGINE 2 - PRIMARY EXHAUST NOZZLE CHANGE

Task	Number of Persons	Task Hours	Elapsed Hours
PART 1: ENGINE - OPEN ACCESS	1	0.10	0.10
PART 2: ENGINE - PRIMARY EXHAUST NOZZLE REMOVAL	2	1.50	0.75
FIGURE 2	2	1.50	0.75
FIGURE 3	2	0.30	0.15
FIGURE 4	2	1.50	0.75
FIGURE 5	2	0.30	0.15
FIGURE 6	2	1.50	0.75
FIGURE 7	2	0.30	0.15
FIGURE 8	2	1.50	0.75
FIGURE 9	2	0.30	0.15
PART 3: ENGINE - PRIMARY EXHAUST NOZZLE - PART MARKING	1	0.10	0.10
PART 4: ENGINE - PRIMARY EXHAUST NOZZLE INSTALLATION	2	2.00	1.00
FIGURE 11	2	0.30	0.15
PART 5: ENGINE - CLOSE ACCESS	1	0.10	0.10
TOTAL FOR EACH AIRPLANE		11.30	5.80

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

H. Weight and Balance Changes

Engine	Change in Weight (Pounds)	Change in Moment (Pound-Inches)
Engine 1	+8.25	+4982.0
Engine 2	+8.25	+4982.0

Airplane	Change in Weight (Pounds)	Change in Moment (Pound-Inches)
737-600	+16.5	+9964.0

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Airplane	Change in Weight (Pounds)	Change in Moment (Pound-Inches)
737-700	+16.5	+9964.0
737-700C	+16.5	+9964.0
737-800	+16.5	+9964.0
737-900	+16.5	+9964.0
737-900ER	+16.5	+9964.0

I. Electrical Load Data

Not changed.

J. References

1. Existing Data:

- a. Engineering Change Memo PRR 38275-222RS
- b. Boeing Program Letter 6-1151-737NG-PGM-232
- c. Boeing Requirements Bulletin 737-78-1106 RB
- d. Boeing Service Related Problem (SRP) 737NG-SRP-78-0110
- e. Federal Aviation Administration (FAA) Notice of Proposed Rule Making (NPRM) AD 2023-01009-T
- f. Service Bulletin Index D6-19567
- g. Standard Overhaul Practices Manual (SOPM) 20-30-03, 20-50-10
- h. 737-600/700/800/900 Aircraft Maintenance Manual (AMM) 78-11-01, 78-31-00
- i. 737-600/700/800/900 Power Plant Buildup Manual (PPBU) CFM56-7 ENGINES 71-00-02-0-32-1
- j. 737-600 Structural Repair Manual (SRM) 51-40-05
- k. 737-700 Structural Repair Manual (SRM) 51-40-05
- l. 737-700CONV Structural Repair Manual (SRM) 51-40-05
- m. 737-800 Structural Repair Manual (SRM) 51-40-05
- n. 737-900 Structural Repair Manual (SRM) 51-40-05
- o. 737-900ER Structural Repair Manual (SRM) 51-40-05
- p. 737NG Fleet Team Digest (FTD) 78-20001

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2. Data Supplied with this Service Bulletin:

None.

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

Drawing Number	Title
333A2100	EXHAUST INSTL

The table above lists applicable drawing(s) used to prepare this service bulletin. The drawing(s) are not necessary to make the specified changes, and are not supplied with this service bulletin. The drawing(s) 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 - Practices and Procedures	78-11
737-600/700/800/900 Illustrated Parts Catalog	78-11
Component Maintenance Manual	78-11
737-600/700/800/900 Aircraft Maintenance Manual - System Description Section	78-11
737-600/700/800/900 Power Plant Build Up Manual - CFM5607 Engines	71-00
737-600/700/800/900 Structural Repair Manual	54-40

2. Damage Tolerance Based Structural Inspections:

Boeing has evaluated the repairs or changes in 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, and Paragraph 2.D., Parts Necessary to Change Spares. Operators are encouraged to share schedule requirements with Boeing for incorporation of the service bulletin. The kits are subject to the terms and conditions of the Boeing standard purchase order acknowledgment. Prices are in United States Dollars. Terms: Net 30 days.

Reference this service bulletin and submit your purchase order by one of these methods:

1. Order on-line via ATA Spec 2000 or The Boeing PART Page
2. Fax to (206) 662-7145

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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

Kit Number	Name	Date	QTY	ROLT as of the Original Issue date of this Service Bulletin (Calendar Days)	Unit Price as of the Original Issue date of this Service Bulletin (US Dollars)
002A0123-1	TOP KIT - OFF WING NOZZLE REWORK KIT	June 19, 2023	36	220	\$31,600.00
		November 17, 2023	200		
		December 1, 2023	200		
		January 2, 2024	200		
		February 1, 2024	200		
		March 1, 2024	200		
		April 1, 2024	200		
		May 1, 2024	200		
		June 3, 2024	200		
		July 1, 2024	200		
		August 1, 2024	200		
		September 3, 2024	200		
		October 1, 2024	200		
		November 1, 2024	200		
		December 2, 2024	200		
		January 2, 2025	200		
		February 3, 2025	200		
		March 3, 2025	200		
		April 1, 2025	200		
		May 1, 2025	200		
		June 2, 2025	200		
		July 1, 2025	200		
		August 1, 2025	200		
		September 2, 2025	200		
		October 1, 2025	200		
		November 3, 2025	200		
		December 1, 2025	164		

Original Issue: September 01, 2023
Revision 1: May 23, 2024

Export Controlled ECCN: 9E991
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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

Kit Number	Name	Date	QTY	ROLT as of the Original Issue date of this Service Bulletin (Calendar Days)	Unit Price as of the Original Issue date of this Service Bulletin (US Dollars)
002A0123-2	TOP KIT - ON WING NOZZLE INSTALLATION	June 19, 2023	36	220	\$5,960.00
		November 17, 2023	200		
		December 1, 2023	200		
		January 2, 2024	200		
		February 1, 2024	200		
		March 1, 2024	200		
		April 1, 2024	200		
		May 1, 2024	200		
		June 3, 2024	200		
		July 1, 2024	200		
		August 1, 2024	200		
		September 3, 2024	200		
		October 1, 2024	200		
		November 1, 2024	200		
		December 2, 2024	200		
		January 2, 2025	200		
		February 3, 2025	200		
		March 3, 2025	200		
		April 1, 2025	200		
		May 1, 2025	200		
		June 2, 2025	200		
		July 1, 2025	200		
		August 1, 2025	200		
		September 2, 2025	200		
		October 1, 2025	200		
		November 3, 2025	200		
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Operators are encouraged to complete the survey provided in APPENDIX C of this service bulletin to help Boeing predict the quantity and timing of the Boeing Supplied Kits/Parts.

B. Industry Support Information

Boeing Industry Support information is provided in Program Letter 6-1151-737NG-PGM-232. Additional copies of program letters are available from Boeing Warranty.

C. Parts Necessary for Each Airplane

1. Kits/Parts

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

NOTE: Two top kits and the items shown in Paragraph 2.C.2., Parts and Materials Supplied by the Operator, are necessary for each engine.

ALL

Kit 002A0123					
New Part Number	Qty		Name	Existing Part Number	Notes
	-1	-2			
002A0123-1	-	.	TOP KIT - OFF WING NOZZLE REWORK KIT	-	-
002A0123-2	.	-	TOP KIT - ON WING NOZZLE INSTALLATION	-	-
314A2650-1	1	.	BRIDGE BRACKET, UPPER LH	-	-
314A2650-2	1	.	BRIDGE BRACKET, UPPER RH	-	-
314A2650-3	1	.	BRIDGE BRACKET, LOWER LH	-	-
314A2650-4	1	.	BRIDGE BRACKET, LOWER RH	-	-
314A2670-3	.	4	PLATE, FWD	-	-
314A2670-5	.	4	PLATE, AFT	-	-
314A2670-7	8	.	FILLER	-	(b)
314A2670-17	8	.	FILLER	-	(b)
314A2670-27	8	.	FILLER	-	(b)
BACB28AK04-148N	.	16	BUSHING, PLAIN	-	-

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ALL

Kit 002A0123					
New Part Number	Qty		Name	Existing Part Number	Notes
	-1	-2			
BACB30US4-35	.	16	BOLT	BACB30US4-8 OR BACB30US4-6 OR BACB30PN4-6	(a)
BACB30YL8K5	32	.	BOLT, HEX DRIVE	-	(a)
BACN10HR4C	.	16	SELF-LOCKING NUT	BACN10HR4C	(a)
BACN11CC4U	32	.	NUT	-	(a)
BACW10BP4ACU	32	16	WASHER	BACW10BP4ACU	(a)
BACW10BP4APU	.	16	WASHER	BACW10BP4APU	(a)
(a) If grip length shown is not available at Boeing, fasteners supplied in kits may be one grip length longer than indicated, and additional washers provided. Also, if any fastener part numbers listed are not available or have been superseded, substitute fasteners may be supplied in kits.					
(b) There could be more parts than are necessary.					

2. Parts and Materials Supplied by the Operator

No parts or materials are necessary to do the change in this service bulletin. But, parts and materials in the manuals given in Paragraph 1.J., References, can be necessary. Examine operator part and material supply to make sure all necessary parts and materials are available.

3. Parts Modified and Reidentified

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

Existing Part Number	QTY	Name	New Part Number	Notes
314A2610-1	2	PRIMARY NOZZLE ASSY	314A2610-201	(a)(b)(c)
314A2610-62		PRIMARY NOZZLE ASSY	314A2610-203	(a)(b)(c)
314A2610-68		PRIMARY NOZZLE ASSY	314A2610-205	(a)(b)(c)
(a) Make the change in accordance with this bulletin.				
(b) You cannot replace the new part number with the existing part number.				
(c) This is the part number after the change is done in accordance with this bulletin.				

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4. Parts Removed and Not Replaced

None.

D. Parts Necessary to Change Spares

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

Kit Number	Name	QTY
002A0123-1	TOP KIT - OFF WING NOZZLE RE-WORK KIT	1

E. Special Tooling - Price and Availability

Boeing can supply the tool(s) shown in Paragraph 2.F., Special Tooling Necessary to do this Service Bulletin. Operators are encouraged to share schedule requirements with Boeing for incorporation of the service bulletin. The tool(s) are subject to the terms and conditions of the Boeing standard purchase order acknowledgement. Prices are in United States Dollars. Terms: Net 30 days.

Please contact GRP Service Bulletin Rental/Loan Tools at ServiceBulletinRentalLoanTools@boeing.com for tool availability and quote. Reference this service bulletin number to submit your order.

Purchase Data:		
Tool Kit Number	Name	Unit Price as of the Original Issue date of this service bulletin (US Dollars)
2MIT314A2610	MISC TOOL ENGINE EX-HAUST NOZZLE FBO BRKT, POWERFEED DRILL KIT	(a)
3MIT314A2610	MISC TOOL - ENGINE EX-HAUST NOZZLE FBO BRKT, DRILL MOTOR KIT	(a)
4MIT314A2610	MISC TOOL ENGINE EX-HAUST NOZZLE FBO BRKT, DRILL CUTTER KIT	(a)
5MIT314A2610	MISC TOOL - ENGINE EX-HAUST NOZZLE FBO, COOLANT PUMP KIT	(a)(b)
(a) For purchase pricing, please reference BPL 6-1151-737NG-PGM-232.		

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Purchase Data:		
Tool Kit Number	Name	Unit Price as of the Original Issue date of this service bulletin (US Dollars)
(b) As an alternative to purchasing the 5MIT314A2610, MISC TOOL - ENGINE EXHAUST NOZZLE FBO, COOLANT PUMP KIT, from Boeing, a Coolant Pump, Part Number Unist Typhoon 13915, can be purchased directly from Unist, Inc. at www.unist.com , or by calling +1 (619) 949-0853. Cage Code: 62214.		

Rental Data:		
Tool Kit Number	Name	Daily Price as of the Original Issue date of this service bulletin (US Dollars)
2MIT314A2610	MISC TOOL ENGINE EX-HAUST NOZZLE FBO BRKT, POWERFEED DRILL KIT	(a)
3MIT314A2610	MISC TOOL - ENGINE EX-HAUST NOZZLE FBO BRKT, DRILL MOTOR KIT	(a)
4MIT314A2610	MISC TOOL ENGINE EX-HAUST NOZZLE FBO BRKT, DRILL CUTTER KIT	(a)
5MIT314A2610	MISC TOOL - ENGINE EX-HAUST NOZZLE FBO, COOLANT PUMP KIT	(a)(b)
(a) For rental pricing, please reference BPL 6-1151-737NG-PGM-232.		
(b) As an alternative to renting the 5MIT314A2610, MISC TOOL - ENGINE EXHAUST NOZZLE FBO, COOLANT PUMP KIT, from Boeing, a Coolant Pump, Part Number Unist Typhoon 13915, can be purchased directly from Unist, Inc. at www.unist.com , or by calling +1 (619) 949-0853. Cage Code: 62214.		

F. Special Tooling Necessary to do this Service Bulletin

To get the tools shown below, refer to Paragraph 2.E., Special Tooling - Price and Availability. Maintenance and overhaul tools in the manuals shown in Paragraph 1.J., References, can also be necessary. Examine operator tool supply to make sure all necessary tools are available.

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Tool Kit Number	Name
2MIT314A2610 (a)	MISC TOOL ENGINE EXHAUST NOZZLE FBO BRKT, POWER-FEED DRILL KIT
3MIT314A2610 (a)	MISC TOOL - ENGINE EX-HAUST NOZZLE FBO BRKT, DRILL MOTOR KIT
4MIT314A2610 (a)	MISC TOOL ENGINE EXHAUST NOZZLE FBO BRKT, DRILL CUTTER KIT
5MIT314A2610 (a)	MISC TOOL - ENGINE EX-HAUST NOZZLE FBO, COOLANT PUMP KIT
(a) Additional tool usage instructions, tool drawings and manuals are provided in all Tool Kits.	

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: RC: Start

1. This is an Enhanced Required for Compliance document. There will be a separate Service Bulletin (SB) and a separate Requirements Bulletin (RB). If an RB is mandated by an Airworthiness Directive (AD), then all applicable requirements specified in the RB must be done. In the RB, the "Refer to the listed procedures..." column of the table(s) in the Work Instructions is for reference only. The procedures in that column are not required by the AD and are for guidance only. For the related SB, some locations are marked RC Start and RC End to identify the requirements that are restated from the RB. For the related SB, the areas between RC Start and RC End, including sub-steps and any figures identified between RC Start and RC End, must be done to comply with the AD. Therefore, an Alternative Method of Compliance (AMOC) is required for any deviations to steps between RC Start and RC End, including substeps and identified figures. For the related SB, the steps not between RC Start and RC End may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC; this is provided that the steps between RC Start and RC End, including sub-steps and identified figures, can still be done as specified, and the airplane can be put back in an airworthy condition. Figures not required for compliance are omitted from the RB.
2. This is an Enhanced Required for Compliance document. The Boeing processes used to create the Service Bulletin (SB) and the Requirements Bulletin (RB) ensure that the information between "RC Start" and "RC End" in the SB are identical to the information in the same sections (Compliance, Work Instructions...) of the RB which the SB refers to as the related document.
3. The compliance times for the actions in WORK INSTRUCTIONS are in Compliance.
4. Unless shown differently, these dimensions and tolerances are used:
 - Linear dimensions are in inches
 - Tolerance on linear dimensions, other than rivet and bolt edge margins, is plus or minus 0.03 inch
 - Tolerance on rivet and bolt edge margin is plus or minus 0.05 inch
 - Angular tolerance is plus or minus 2 degrees
 - Hole dimensions for standard solid rivets and fasteners are in Structural Repair Manual (SRM) Chapter 51
 - Torque Values:
 - Values for structural fasteners are given in 737-6007/700/700C/800/900/900ER Structural Repair Manual, Chapter 51.

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- Values for engine maintenance tasks are included in Chapter 70 of 737-600/700/800/900 Aircraft Maintenance Manual (AMM).
 - Non-standard torque values for maintenance tasks are included in the applicable installation step.
5. 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.
 6. 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.
 7. 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.
 8. A Detailed Inspection is defined as: An intensive examination of a specific item, installation or assembly to detect damage, failure or irregularity. This could include tactile assessment in which a component or assembly can be checked for tightness/security. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors and magnifying lenses may be necessary. Surface cleaning and elaborate access procedures may be required.
 9. When more than one OPTION is given for a CONDITION, do only one of the OPTION numbers. When more than one ACTION is given for a CONDITION or an OPTION, do all of the ACTION numbers for that CONDITION or OPTION.
 10. The instructions in 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.

RC: End

11. Manual titles are referred to by acronyms. Refer to Paragraph 1.J., References, for definition of the acronyms.
12. The work instructions are divided into work packages. Each work package can be completed independently during separate maintenance visits. Task Hours and Elapsed Hours for each package are given in Paragraph 1.G., Manpower.
13. Refer to APPENDIX A and APPENDIX B of Service Bulletin 737-78-1106 for logic diagram(s). Logic diagrams are provided as an aid only. Information contained in Paragraph 3., Compliance of Requirements Bulletin 737-78-1106 RB is the primary source for compliance times. Information in Paragraph 5.B., Work Instructions of Requirements Bulletin 737-78-1106 RB is the primary source for tasks required for compliance.

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14. Obey all of the warnings and cautions given in the specified manual sections.
15. Use of colors in Figures is based on guidance from the ATA e-Business Program (ATA) iSpec 2200.
16. FIGURE 2, FIGURE 4, FIGURE 6, and FIGURE 8 can be done at the same time. The sequence in which FIGURE 2, FIGURE 4, FIGURE 6, and FIGURE 8 are done is not important.
17. FIGURE 3 can only be done after FIGURE 2 is done. FIGURE 5 can only be done after FIGURE 4 is done. FIGURE 7 can only be done after FIGURE 6 is done. FIGURE 9 can only be done after FIGURE 8 is done.

B. WORK INSTRUCTIONS

RC: Start

Actions Required for Compliance

1. Requirements:

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Table 1: Work Package 1 - Engine 1 - Primary Exhaust Nozzle Change

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 737-78-1106 Original Issue or later approved revision as an accepted procedure
All Airplanes	(OPTION 1)(ACTION 1): Incorporate 737-600/700/700C/800/900/900ER Airworthiness Limitations (AWLs) document D626A001-9-01 "SYSTEM AIRWORTHINESS LIMITATION NO. 2 - FAN BLADE OUT CONDITIONS," "SYSTEM AIRWORTHINESS LIMITATION NO. 3 - FAN BLADE OUT CONDITIONS," and "SYSTEM AIRWORTHINESS LIMITATION NO. 4 - ENGINE NACELLE MAINTENANCE ERRORS" into the operators' maintenance program.	-	-
	(OPTION 1)(ACTION 2): Do a maintenance records check to find if the engine has a primary exhaust nozzle with an affected part number. (a)		
	(OPTION 2)(ACTION 1): Incorporate 737-600/700/700C/800/900/900ER Airworthiness Limitations (AWLs) document D626A001-9-01 "SYSTEM AIRWORTHINESS LIMITATION NO. 2 - FAN BLADE OUT CONDITIONS," "SYSTEM AIRWORTHINESS LIMITATION NO. 3 - FAN BLADE OUT CONDITIONS," and "SYSTEM AIRWORTHINESS LIMITATION NO. 4 - ENGINE NACELLE MAINTENANCE ERRORS" into the operators' maintenance program.		
		-	PART 1: ENGINE - OPEN ACCESS

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Table 1: Work Package 1 - Engine 1 - Primary Exhaust Nozzle Change

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 737-78-1106 Original Issue or later approved revision as an accepted procedure
	(OPTION 2)(ACTION 2): Do an inspection of the engine to find if the engine has a primary exhaust nozzle with an affected part number. (a)		PART 5: ENGINE - CLOSE ACCESS
CONDITION 1: ANY PRIMARY EXHAUST NOZZLE FOUND WITH AN AFFECTED PART NUMBER	(OPTION 1)(ACTION 1): Change affected primary exhaust nozzle. (a)	-	PART 2: ENGINE - PRIMARY EXHAUST NOZZLE REMOVAL
		FIGURE 2	-
		FIGURE 3	
		FIGURE 4	
		FIGURE 5	
		FIGURE 6	
		FIGURE 7	
		FIGURE 8	
		FIGURE 9	
		-	PART 3: ENGINE - PRIMARY EXHAUST NOZZLE - PART MARKING
	(OPTION 1)(ACTION 2): Install a 'serviceable' primary exhaust nozzle. (b)	-	PART 4: ENGINE - PRIMARY EXHAUST NOZZLE INSTALLATION
		FIGURE 11	-
		-	PART 5: ENGINE - CLOSE ACCESS
	(OPTION 2): Install a 'serviceable' primary exhaust nozzle. (b)	-	PART 4: ENGINE - PRIMARY EXHAUST NOZZLE INSTALLATION
		FIGURE 11	-
		-	PART 5: ENGINE - CLOSE ACCESS

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Table 1: Work Package 1 - Engine 1 - Primary Exhaust Nozzle Change

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 737-78-1106 Original Issue or later approved revision as an accepted procedure
CONDITION 2: NO AFFECTED PRIMARY EXHAUST NOZZLE PART NUMBER FOUND	No further action required.	-	-
(a) Affected primary exhaust nozzle part numbers are 314A2610-1, 314A2610-62 and 314A2610-68.			
(b) A 'serviceable' primary exhaust nozzle is defined as one that has accomplished CONDITION 1 (OPTION 1)(ACTION 1) or CONDITION 3 (OPTION 1)(ACTION 1). Part numbers 314A2610-201, 314A2610-203, or 314A2610-205 are acceptable 'serviceable' primary exhaust nozzles.			

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Table 2: Work Package 2 - Engine 2 - Primary Exhaust Nozzle Change

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 737-78-1106 Original Issue or later approved revision as an accepted procedure
All Airplanes	(OPTION 1)(ACTION 1): Incorporate 737-600/700/700C/800/900/900ER Airworthiness Limitations (AWLs) document D626A001-9-01 "SYSTEM AIRWORTHINESS LIMITATION NO. 2 - FAN BLADE OUT CONDITIONS," "SYSTEM AIRWORTHINESS LIMITATION NO. 3 - FAN BLADE OUT CONDITIONS," and "SYSTEM AIRWORTHINESS LIMITATION NO. 4 - ENGINE NACELLE MAINTENANCE ERRORS" into the operators' maintenance program.	-	-
	(OPTION 1)(ACTION 2): Do a maintenance records check to find if the engine has a primary exhaust nozzle with an affected part number. (a)		
	(OPTION 2)(ACTION 1): Incorporate 737-600/700/700C/800/900/900ER Airworthiness Limitations (AWLs) document D626A001-9-01 "SYSTEM AIRWORTHINESS LIMITATION NO. 2 - FAN BLADE OUT CONDITIONS," "SYSTEM AIRWORTHINESS LIMITATION NO. 3 - FAN BLADE OUT CONDITIONS," and "SYSTEM AIRWORTHINESS LIMITATION NO. 4 - ENGINE NACELLE MAINTENANCE ERRORS" into the operators' maintenance program.		
		-	PART 1: ENGINE - OPEN ACCESS

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Table 2: Work Package 2 - Engine 2 - Primary Exhaust Nozzle Change

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 737-78-1106 Original Issue or later approved revision as an accepted procedure
	(OPTION 2)(ACTION 2): Do an inspection of the engine to find if the engine has a primary exhaust nozzle with an affected part number. (a)		PART 5: ENGINE - CLOSE ACCESS
CONDITION 3: ANY PRIMARY EXHAUST NOZZLE FOUND WITH AN AFFECTED PART NUMBER	(OPTION 1)(ACTION 1): Change affected primary exhaust nozzle. (a)	-	PART 2: ENGINE - PRIMARY EXHAUST NOZZLE REMOVAL
		FIGURE 2	-
		FIGURE 3	
		FIGURE 4	
		FIGURE 5	
		FIGURE 6	
		FIGURE 7	
		FIGURE 8	
		FIGURE 9	
		-	PART 3: ENGINE - PRIMARY EXHAUST NOZZLE - PART MARKING
	(OPTION 1)(ACTION 2): Install a 'serviceable' primary exhaust nozzle. (b)	-	PART 4: ENGINE - PRIMARY EXHAUST NOZZLE INSTALLATION
		FIGURE 11	-
		-	PART 5: ENGINE - CLOSE ACCESS
	(OPTION 2): Install a 'serviceable' primary exhaust nozzle. (b)	-	PART 4: ENGINE - PRIMARY EXHAUST NOZZLE INSTALLATION
		FIGURE 11	-
		-	PART 5: ENGINE - CLOSE ACCESS

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Table 2: Work Package 2 - Engine 2 - Primary Exhaust Nozzle Change

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 737-78-1106 Original Issue or later approved revision as an accepted procedure
CONDITION 4: NO AFFECTED PRIMARY EXHAUST NOZZLE PART NUMBER FOUND	No further action required.	-	-
(a) Affected primary exhaust nozzle part numbers are 314A2610-1, 314A2610-62 and 314A2610-68.			
(b) A 'serviceable' primary exhaust nozzle is defined as one that has accomplished CONDITION 1 (OPTION 1)(ACTION 1) or CONDITION 3 (OPTION 1)(ACTION 1). Part numbers 314A2610-201, 314A2610-203, or 314A2610-205 are acceptable 'serviceable' primary exhaust nozzles.			

RC: End

Procedures:

1. PART 1: ENGINE - OPEN ACCESS

- a. In the flight compartment, open the circuit breaker(s) listed in the table(s) below, and install DO-NOT-CLOSE, or equivalent, tag(s) on the opened circuit breaker(s).

Engine 1:

CAPT Electrical System Panel, P18-2

Number	Location	Name
C01103	B8	ENGINE 1 START VALVE

Engine 2:

F/O Electrical System Panel, P6-2

Number	Location	Name
C00154	C4	ENGINE 2 START VALVE

2. PART 2: ENGINE - PRIMARY EXHAUST NOZZLE REMOVAL

- a. Open the applicable Thrust Reverser (T/R). Refer to 737-600/700/800/900 AMM 78-31-00 as an accepted procedure.
- b. Remove the fasteners related to the bridge bracket locations. Refer to FIGURE 1 as an accepted procedure.

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- c. Remove and keep the remaining fasteners and the primary exhaust nozzle. Refer to 737-600/700/800/900 AMM 78-11-01 as an accepted procedure.
- d. Put the removed primary exhaust nozzle on a flat surface with forward end upward. Make sure there is no other ground service equipment or other non-flight items or mass attached.

NOTE: Put a mat below the exhaust nozzle to give protection to the aft end.

3. PART 3: ENGINE - PRIMARY EXHAUST NOZZLE - PART MARKING

- a. Part mark the primary exhaust nozzle. Refer to FIGURE 10 as an accepted procedure.

4. PART 4: ENGINE - PRIMARY EXHAUST NOZZLE INSTALLATION

- a. Install a 'serviceable' primary exhaust nozzle on the engine with the kept fasteners. Do not install the 16 fasteners related to the bridge bracket locations. New hardware will be used to replace the original 16 fasteners. Refer to 737-600/700/800/900 AMM 78-11-01 or 737-600/700/800/900 PPBU CFM56-7 ENGINES 71-00-02-0-32-1 as an accepted procedure.

NOTE: A 'serviceable' primary exhaust nozzle is defined as one that has accomplished CONDITION 1 (OPTION 1)(ACTION 1) or CONDITION 3 (OPTION 1)(ACTION 1). Part numbers 314A2610-201, 314A2610-203, or 314A2610-205 are acceptable 'serviceable' primary exhaust nozzles.

- b. Close the applicable thrust reverser. Refer to 737-600/700/800/900 AMM 78-31-00 as an accepted procedure.

5. PART 5: ENGINE - CLOSE ACCESS

- a. In the flight compartment, if not done, remove the DO-NOT-CLOSE, or equivalent, tag(s), and close the circuit breaker(s) listed in the table below.

Engine 1:

CAPT Electrical System Panel, P18-2

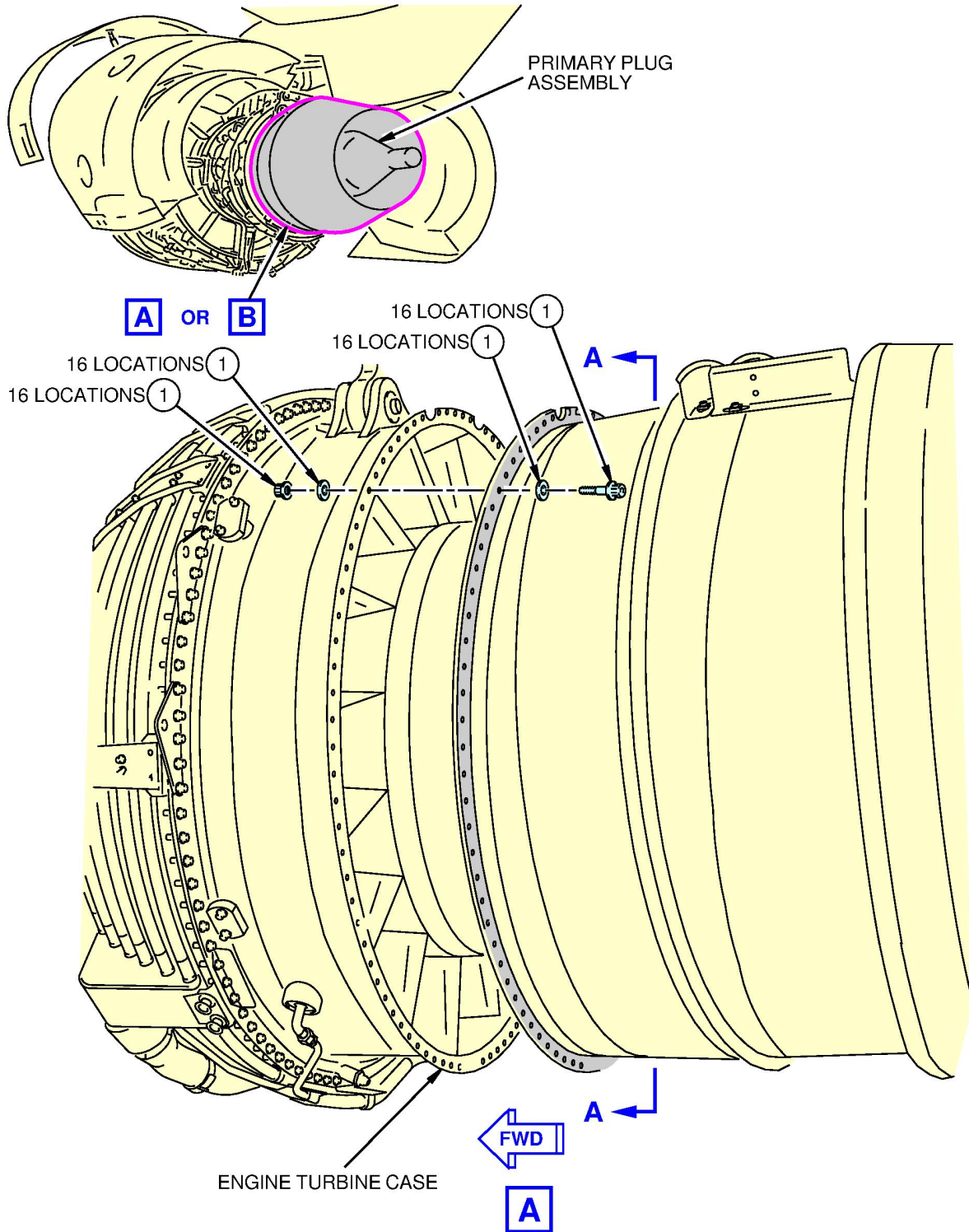
Number	Location	Name
C01103	B8	ENGINE 1 START VALVE

Engine 2:

F/O Electrical System Panel, P6-2

Number	Location	Name
C00154	C4	ENGINE 2 START VALVE

- b. Put the airplane back to a serviceable condition.



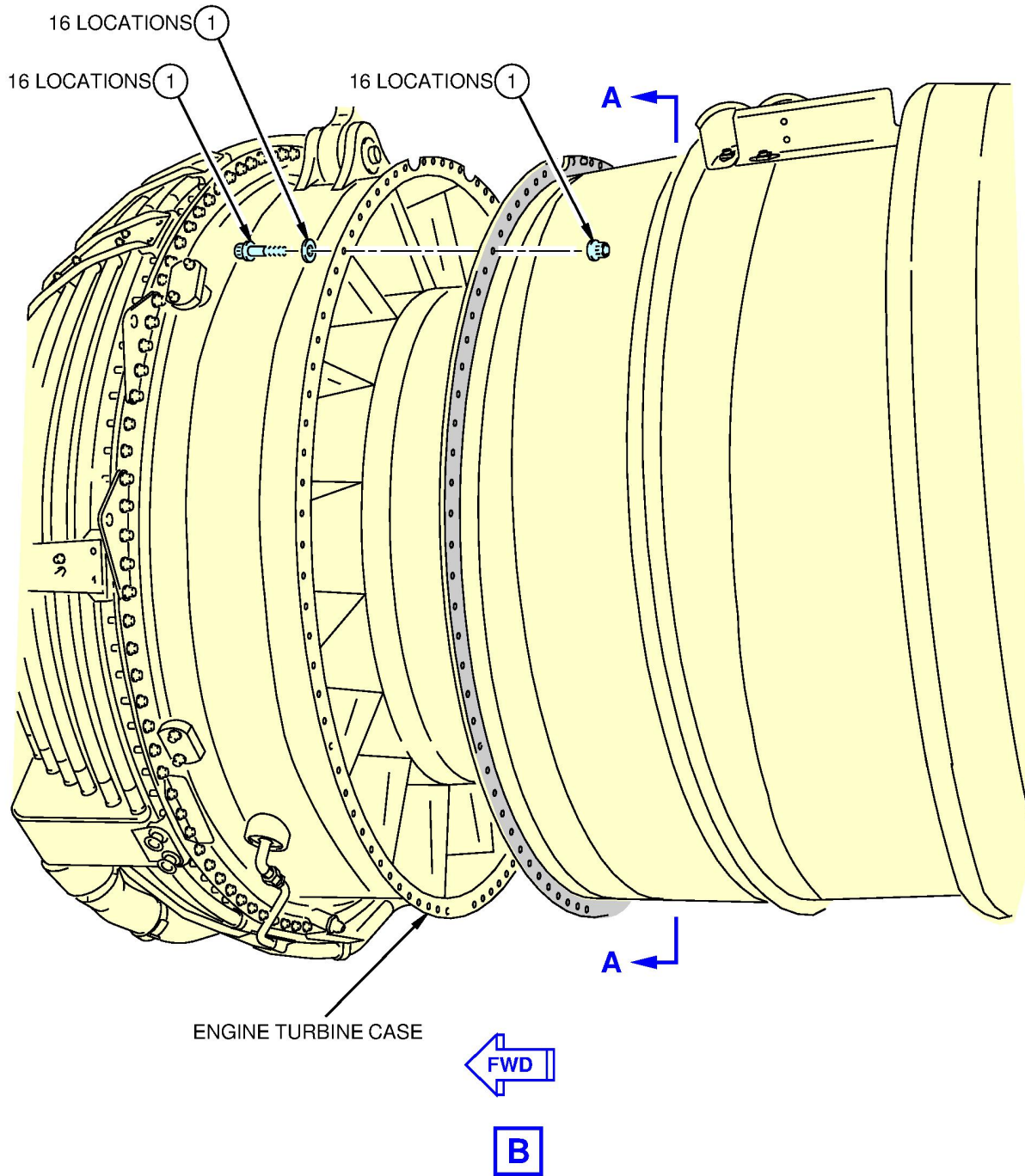
**FIGURE 1: ENGINE - PRIMARY EXHAUST NOZZLE - FASTENER REMOVAL
(SHEET 1 OF 4)**

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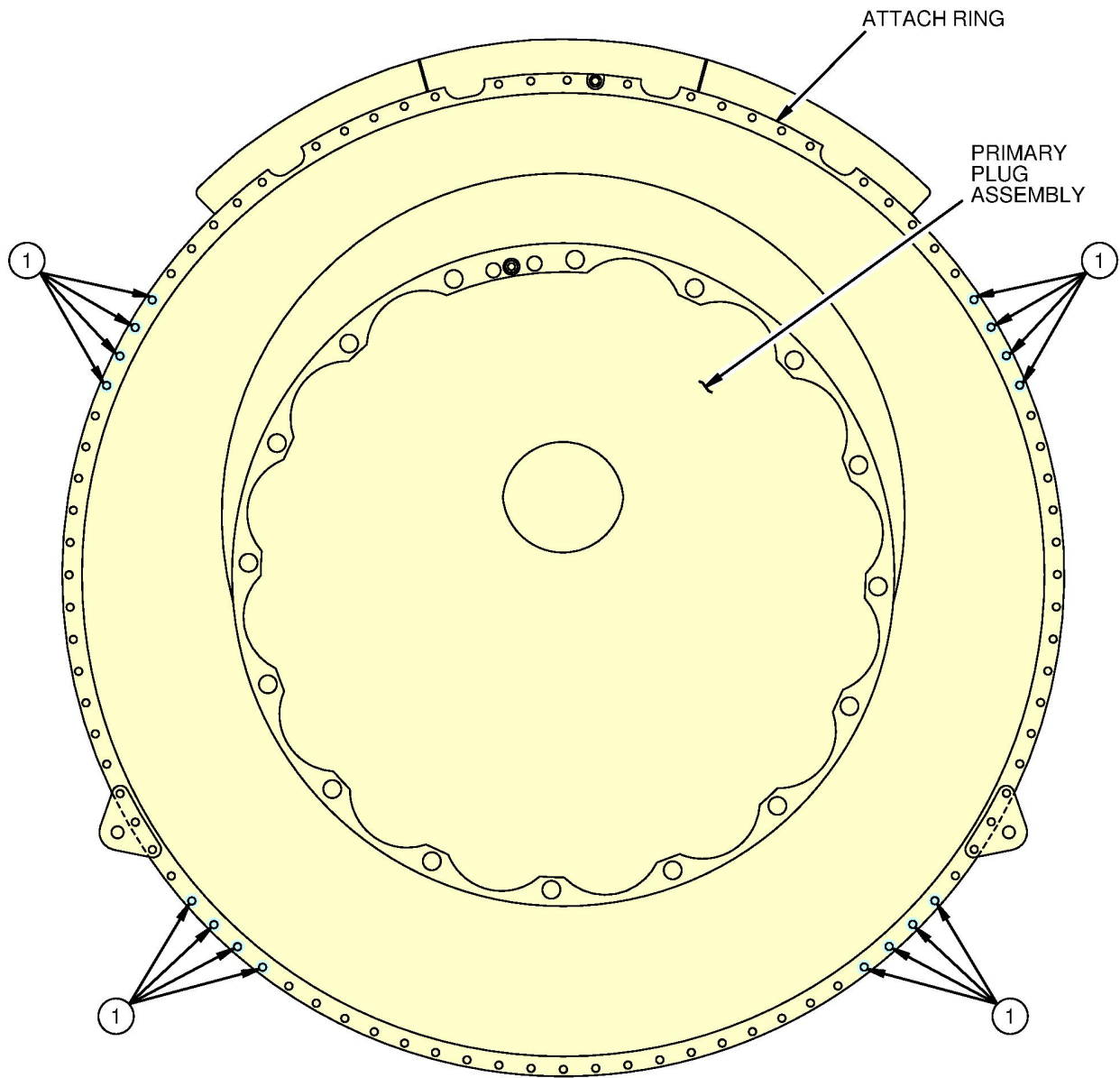
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**FIGURE 1: ENGINE - PRIMARY EXHAUST NOZZLE - FASTENER REMOVAL
(SHEET 2 OF 4)**



VIEW LOOKING FORWARD

A-A

3032864

**FIGURE 1: ENGINE - PRIMARY EXHAUST NOZZLE - FASTENER REMOVAL
(SHEET 3 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 this figure.

Step	Task	Name	Identification	Qty	More Data
1	Remove	NUT	BACN10HR4C	16	-
	Remove	BOLT	BACB30US4-8 OR BACB30US4-6 OR BACB30PN4-6	16	-
	Remove	WASHER	BACW10BP4ACU	16	-
	Remove	WASHER	BACW10BP4APU	16	(a)
(a) This part is only related to the configuration shown in View A.					

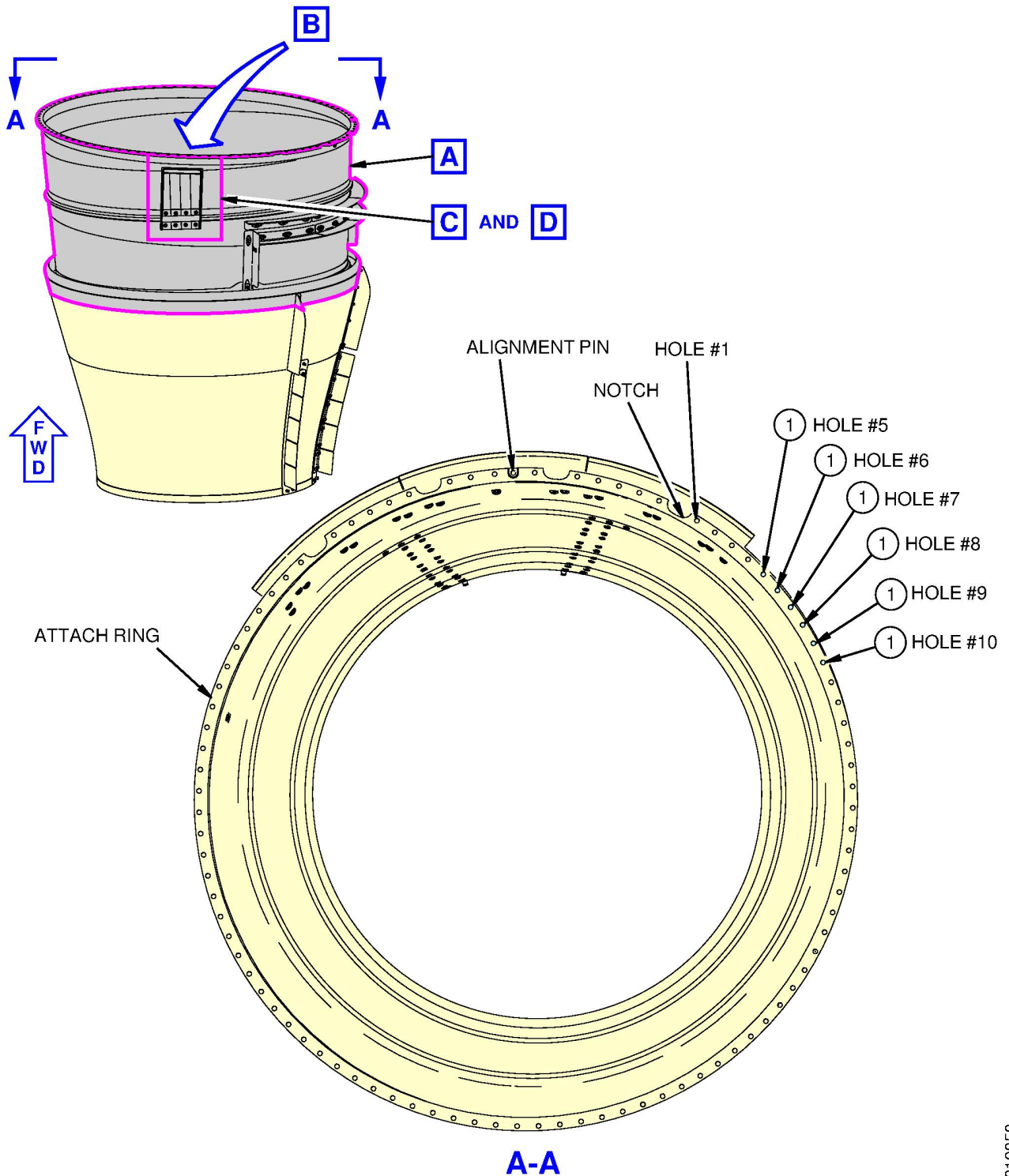
**FIGURE 1: ENGINE - PRIMARY EXHAUST NOZZLE - FASTENER REMOVAL
(SHEET 4 OF 4)**

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RC: Start



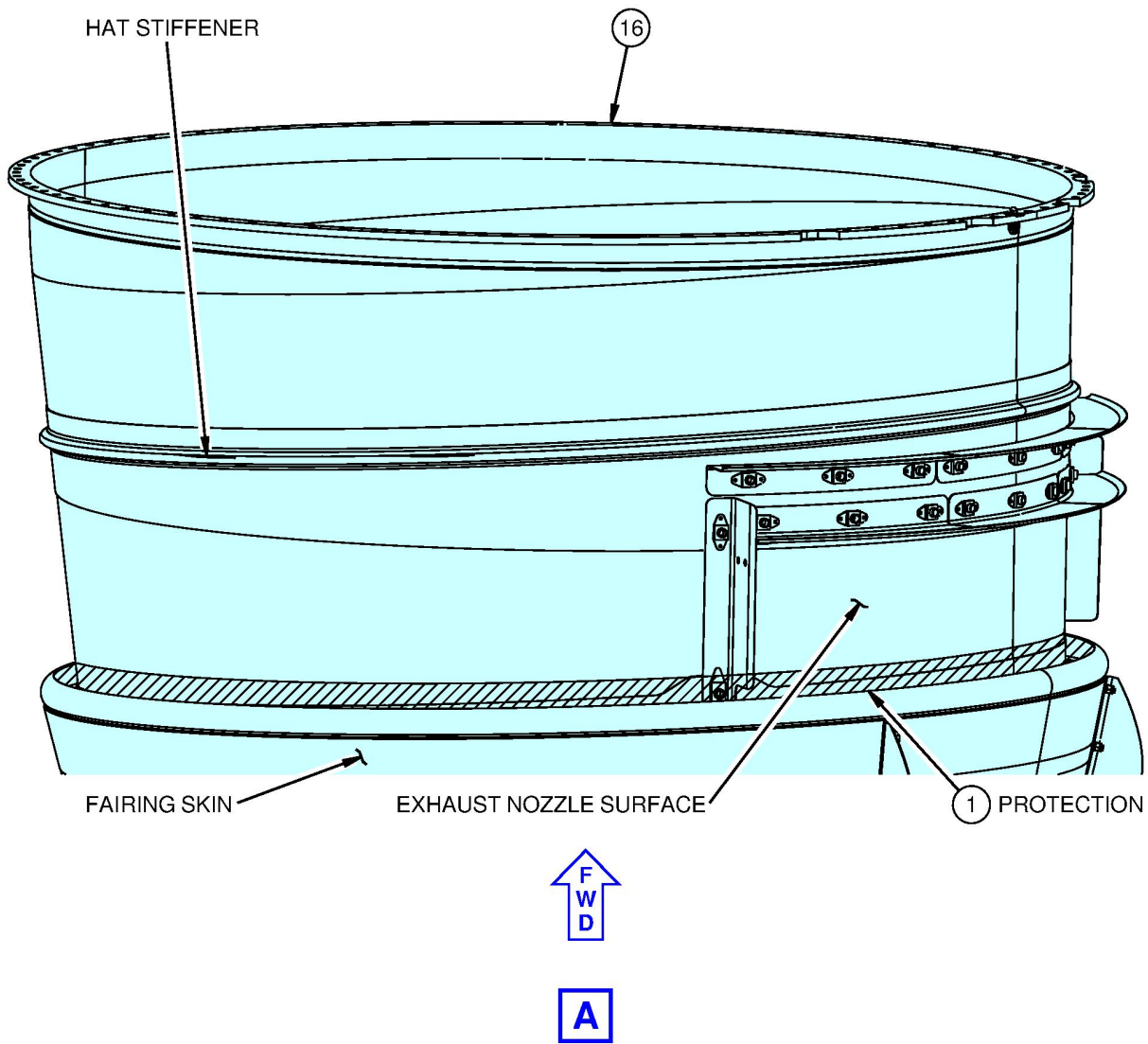
**FIGURE 2: PRIMARY EXHAUST NOZZLE - UPPER LEFT BRIDGE BRACKET - PREPARATION
(SHEET 1 OF 14)**

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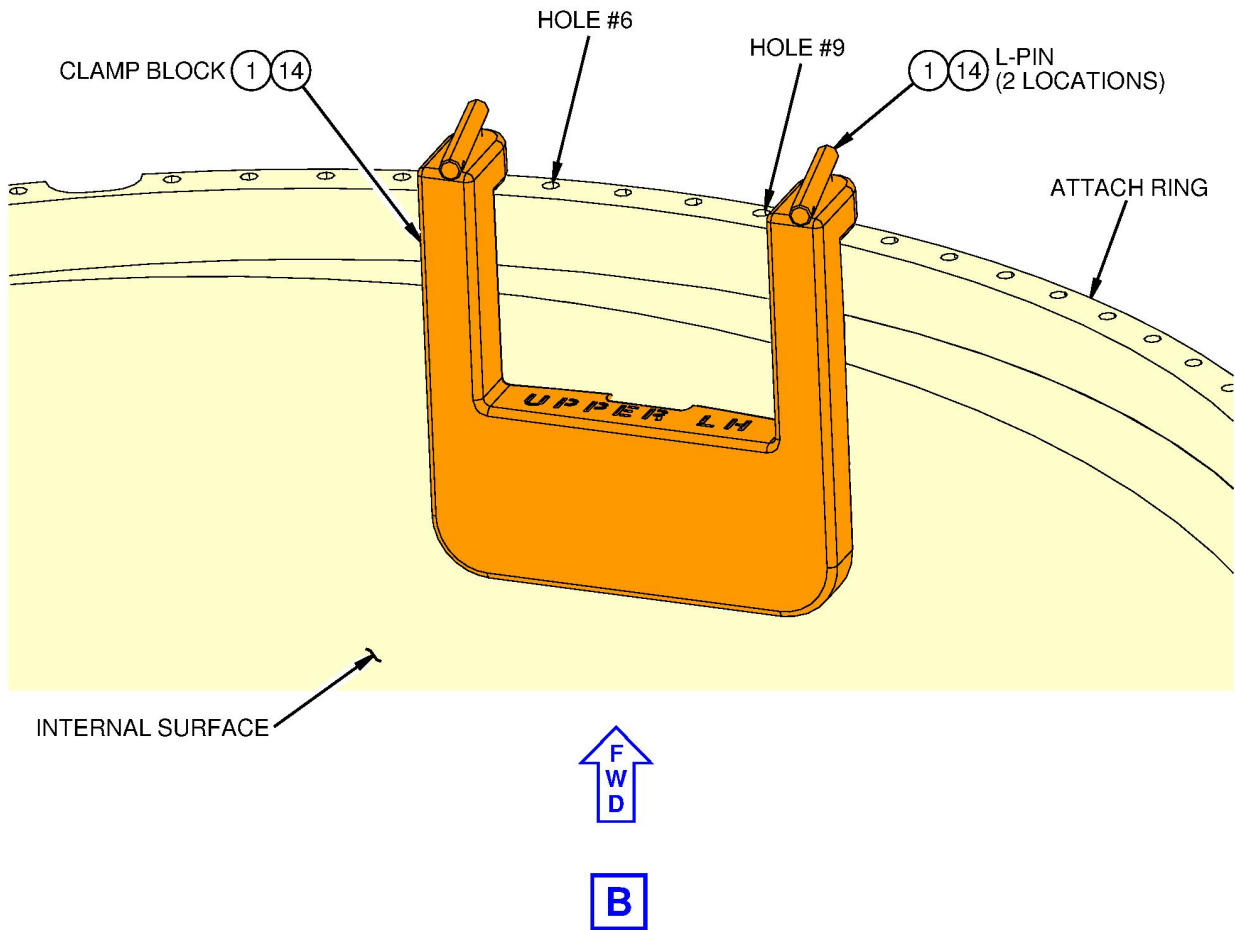
3031681

**FIGURE 2: PRIMARY EXHAUST NOZZLE - UPPER LEFT BRIDGE BRACKET - PREPARATION
(SHEET 2 OF 14)**

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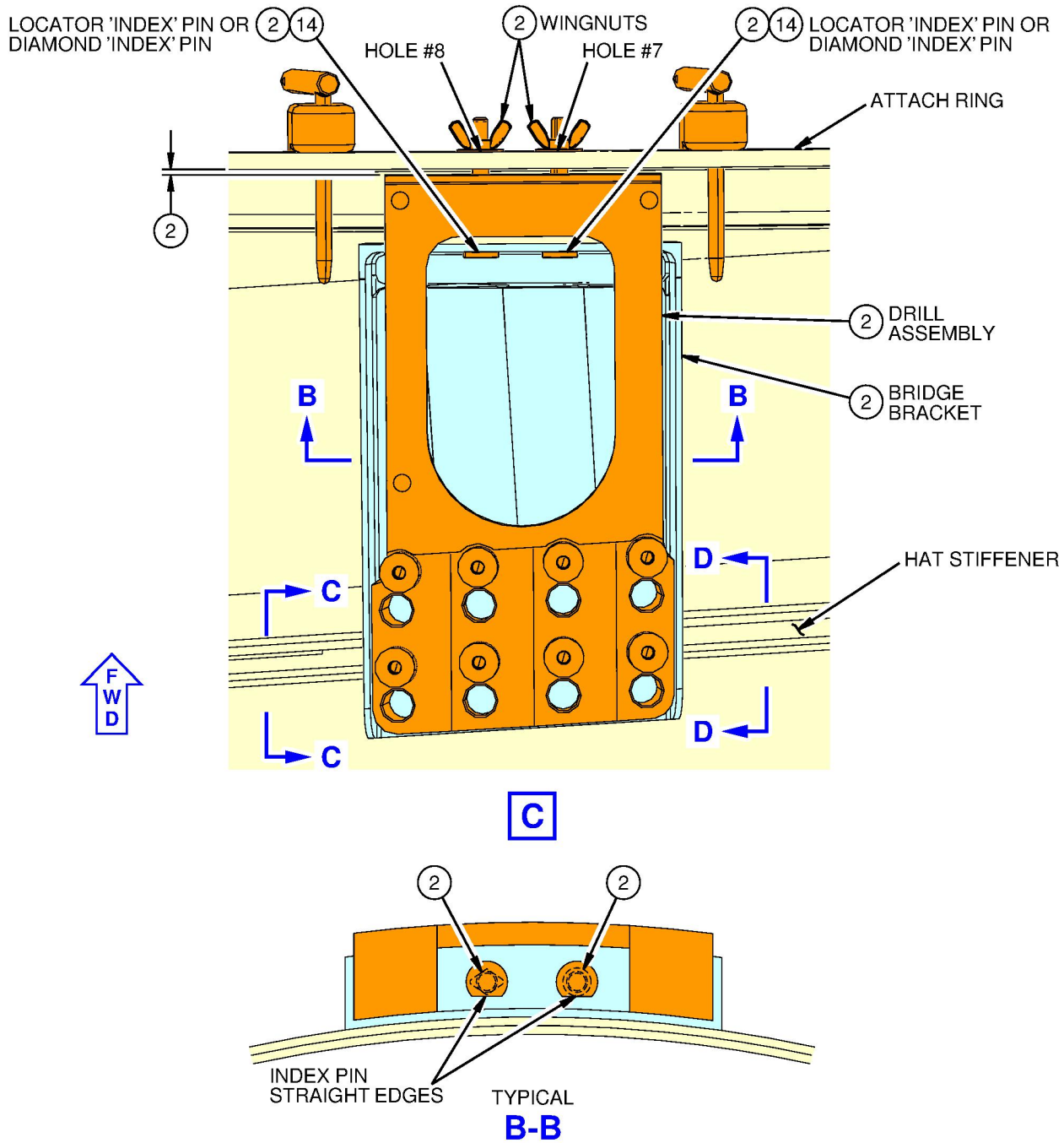
3024526

**FIGURE 2: PRIMARY EXHAUST NOZZLE - UPPER LEFT BRIDGE BRACKET - PREPARATION
(SHEET 3 OF 14)**

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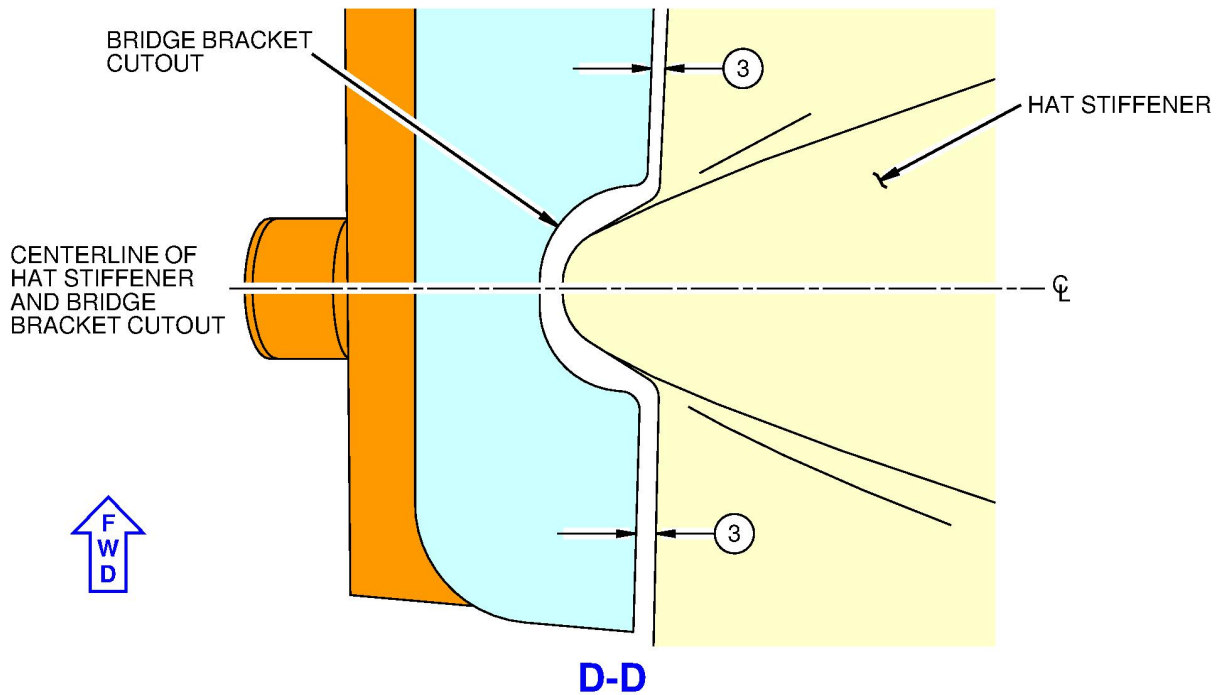
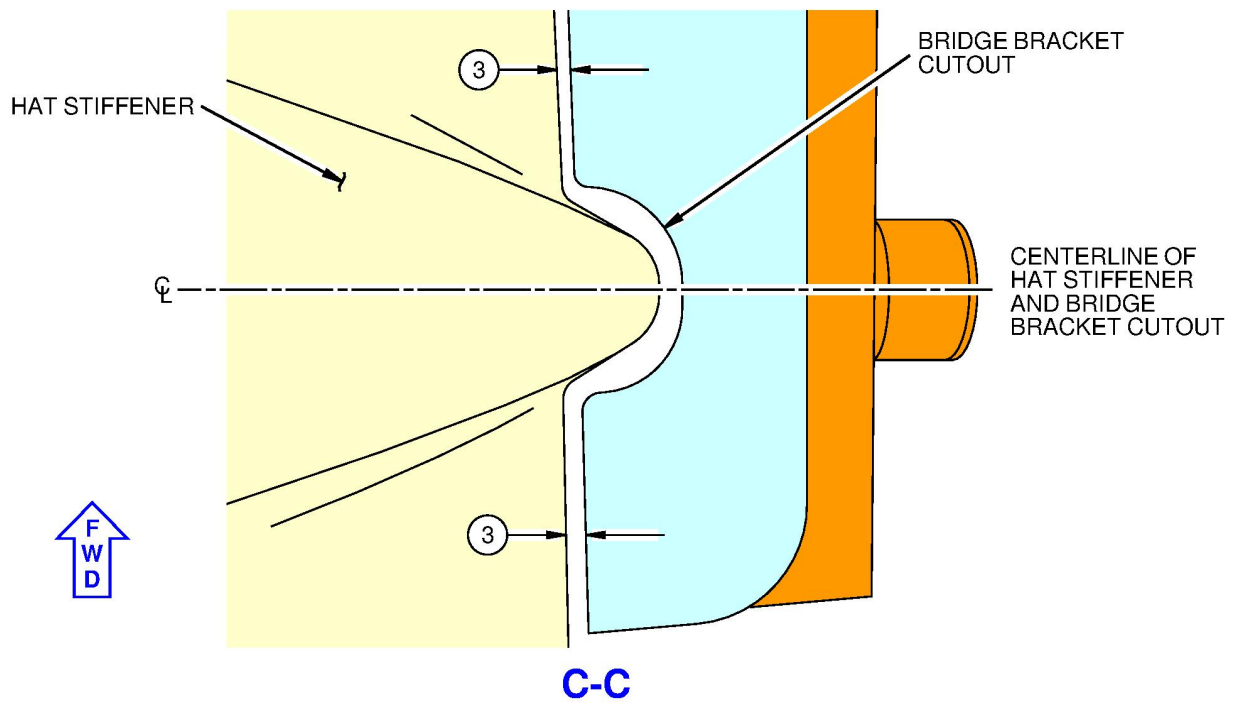
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**FIGURE 2: PRIMARY EXHAUST NOZZLE - UPPER LEFT BRIDGE BRACKET - PREPARATION
(SHEET 4 OF 14)**



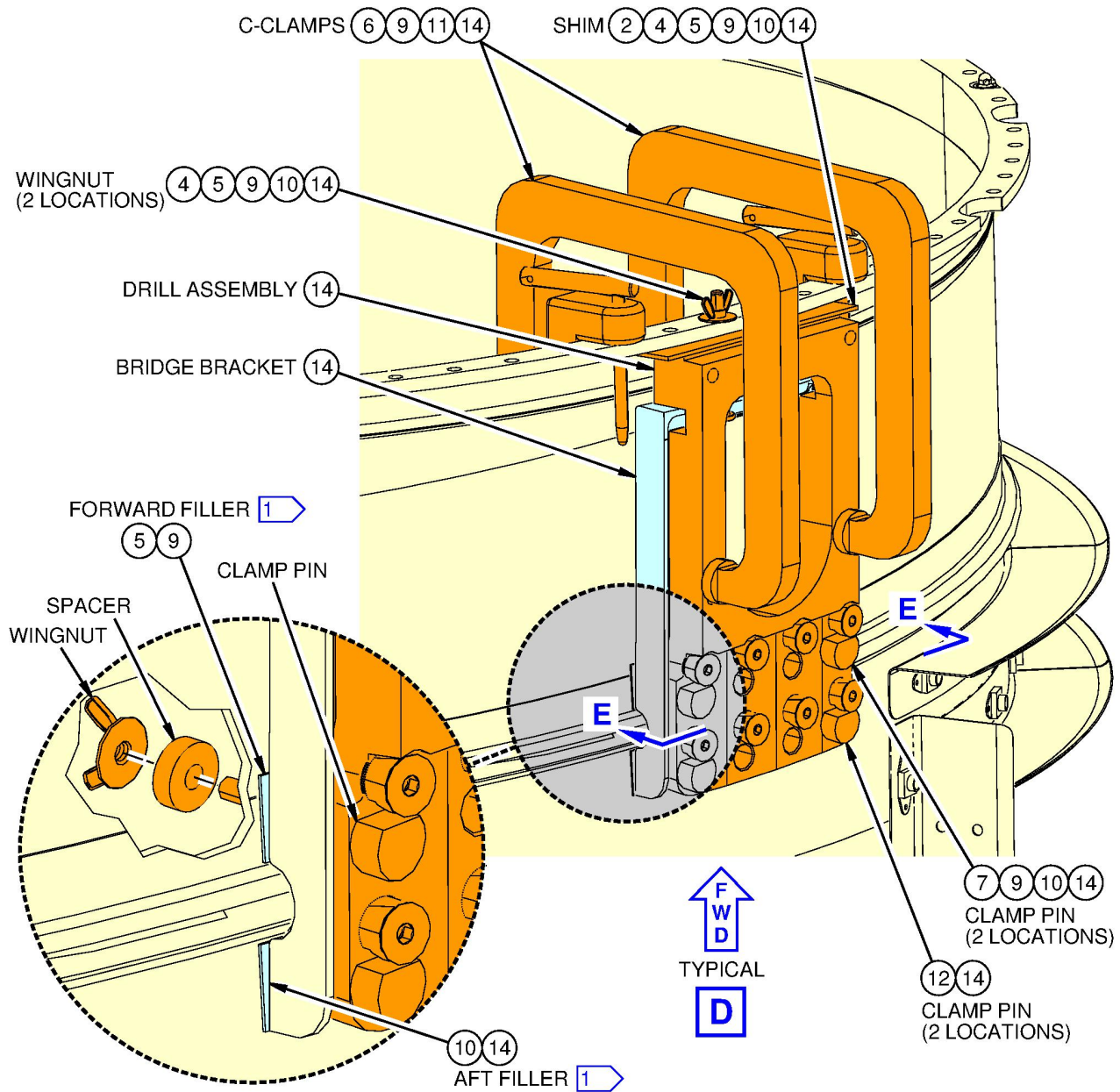
**FIGURE 2: PRIMARY EXHAUST NOZZLE - UPPER LEFT BRIDGE BRACKET - PREPARATION
(SHEET 5 OF 14)**

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(1) FILLER(S) NECESSARY IF DISTANCE BETWEEN BRIDGE BRACKET AND PRIMARY EXHAUST NOZZLE IS MORE THAN 0.005 INCH

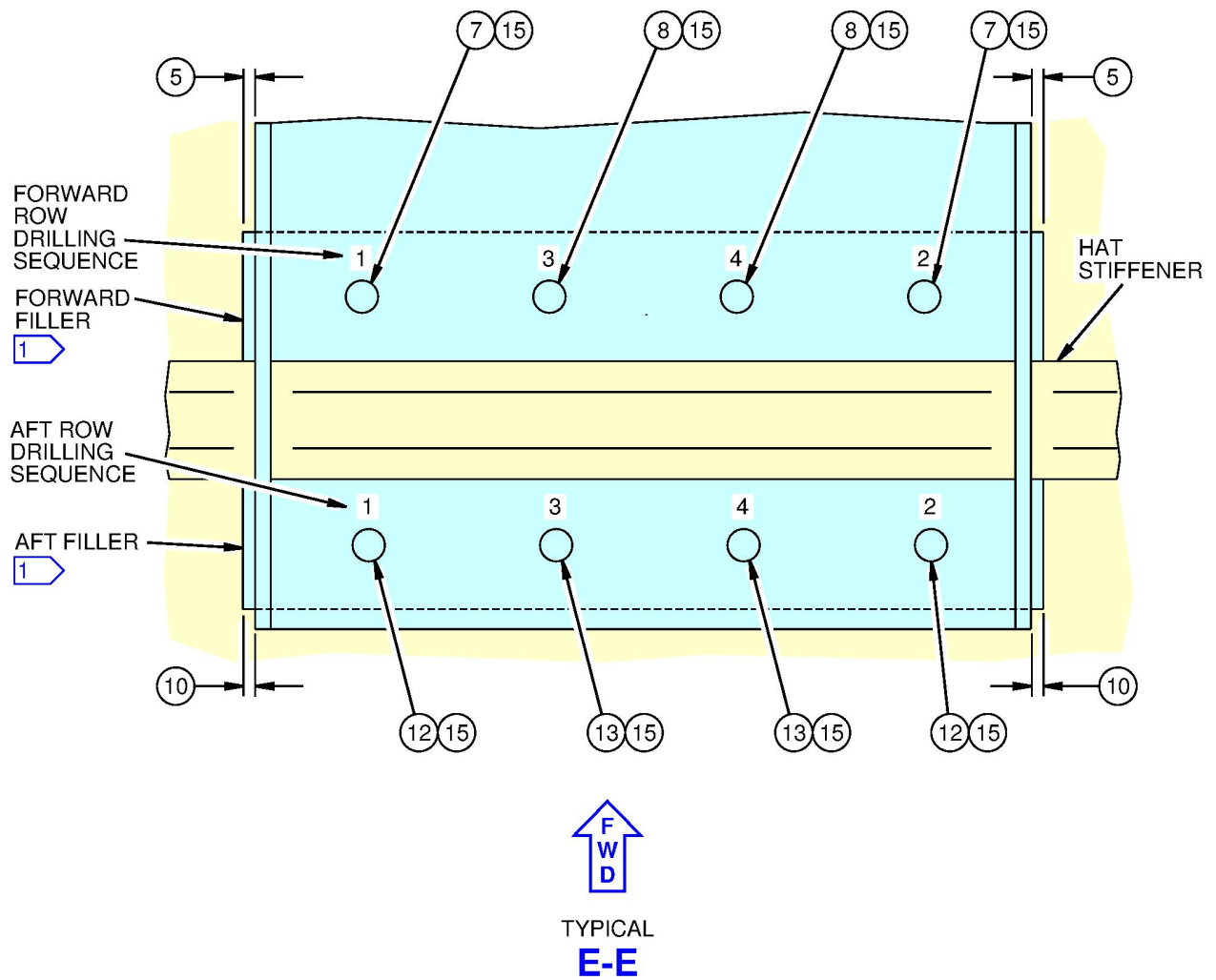
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**FIGURE 2: PRIMARY EXHAUST NOZZLE - UPPER LEFT BRIDGE BRACKET - PREPARATION
(SHEET 6 OF 14)**

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**FIGURE 2: PRIMARY EXHAUST NOZZLE - UPPER LEFT BRIDGE BRACKET - PREPARATION
(SHEET 7 OF 14)**

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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 this figure.

Step	Task	Name	Identification	Qty	More Data
1	Identify	HOLE	-	6	Use the notch in the attach ring as a reference to help locate holes #5 thru #10.
	Clean	HOLE	-	6	Clean holes #5 thru #10 in the attach ring. Refer to SOPM 20-30-03 as an accepted procedure.
	Apply	PROTECTION	-	-	(a)
	Put	UPR LH CLAMP BLK	2MIT314A2610	1	-
	Put	L-PIN	2MIT314A2610	2	-
2	Put	BRIDGE BRACKET, UPPER LH	314A2650-1	1	(b)
	Put	UPR LH DRILL ASSY	2MIT314A2610	1	(b)
	Put	INDEX PIN	2MIT314A2610	2	(b)
	Put	WINGNUT	2MIT314A2610	2	(b)
	Align	BRIDGE BRACKET, UPPER LH	314A2650-1	1	(c)
	Measure	DISTANCE	-	-	(d)
	Put	SHIM	2MIT314A2610	-	(e)
	Tighten	WINGNUT	2MIT314A2610	2	(f)(g)
 CAUTION MAKE SURE THAT THE CORRECT HOLES IN THE ATTACH RING ARE USED FOR THE LOCATION OF THE DRILL ASSEMBLY AND BRIDGE BRACKET. USE OF AN INCORRECTLY LOCATED DRILL ASSEMBLY COULD CAUSE THE PRIMARY EXHAUST NOZZLE TO BECOME UNSERVICEABLE.					
3	Measure	DISTANCE	-	-	(h)(i)
4	Loosen	WINGNUT	2MIT314A2610	2	(j)
	Release	SHIM	2MIT314A2610	-	(j)
5	Put	FILLER	314A2670-7, 314A2670-17, 314A2670-27	-	(j)(l)
	Put	SHIM	2MIT314A2610	-	(j)(e)
	Tighten	WINGNUT	2MIT314A2610	2	(j)(f)

**FIGURE 2: PRIMARY EXHAUST NOZZLE - UPPER LEFT BRIDGE BRACKET - PREPARATION
(SHEET 8 OF 14)**

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Step	Task	Name	Identification	Qty	More Data
6	Put	C-CLAMP	2MIT314A2610	2	(m)
	Tighten	C-CLAMP	2MIT314A2610	2	
7	Drill	HOLE	-	1	At hole location '1' identified for the forward row on the Drill Assembly. (n)
	Clean	HOLE	-	1	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.
	Put	CLAMP PIN	2MIT314A2610	1	(o)
	Put	SPACER	2MIT314A2610	1	(o)
	Put	WINGNUT	2MIT314A2610	1	(o)
	Tighten	WINGNUT	2MIT314A2610	1	-
	Drill	HOLE	-	1	At hole location '2' identified for the forward row on the Drill Assembly. (n)
	Clean	HOLE	-	1	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.
	Put	CLAMP PIN	2MIT314A2610	1	(o)
	Put	SPACER	2MIT314A2610	1	(o)
	Put	WINGNUT	2MIT314A2610	1	(o)
	Tighten	WINGNUT	2MIT314A2610	1	-
8	Drill	HOLE	-	2	At hole locations '3' and '4' identified for the forward row on the Drill Assembly. (n)
	Clean	HOLE	-	2	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.

**FIGURE 2: PRIMARY EXHAUST NOZZLE - UPPER LEFT BRIDGE BRACKET - PREPARATION
(SHEET 9 OF 14)**

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Step	Task	Name	Identification	Qty	More Data
9	Release	CLAMP PIN	2MIT314A2610	2	(k)(p)
	Release	SPACER	2MIT314A2610	2	(k)(p)
	Release	WINGNUT	2MIT314A2610	2	At forward row. (k)(p)
	Release	C-CLAMP	2MIT314A2610	2	(k)(p)
	Loosen	WINGNUT	2MIT314A2610	2	At attach ring. (k)(p)
	Release	SHIM	2MIT314A2610	-	(k)(p)
	Release	FILLER	314A2670-7, 314A2670-17, 314A2670-27	1	(j)(k)(p)
10	Put	FILLER	314A2670-7, 314A2670-17, 314A2670-27	-	(k)(l)(p)
	Put	SHIM	2MIT314A2610	-	(e)(p)
	Put	CLAMP PIN	2MIT314A2610	2	(p)(q)
	Put	SPACER	2MIT314A2610	2	(p)(q)
	Put	WINGNUT	2MIT314A2610	2	(p)(q)
	Tighten	WINGNUT	2MIT314A2610	4	Maximum quantity given. (f)(p)
11	Put	C-CLAMP	2MIT314A2610	2	(m)(p)
	Tighten	C-CLAMP	2MIT314A2610	2	(p)

**FIGURE 2: PRIMARY EXHAUST NOZZLE - UPPER LEFT BRIDGE BRACKET - PREPARATION
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Step	Task	Name	Identification	Qty	More Data
12	Drill	HOLE	-	1	At hole location '1' identified for the aft row on the Drill Assembly. (n)
	Clean	HOLE	-	1	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.
	Put	CLAMP PIN	2MIT314A2610	1	(o)
	Put	SPACER	2MIT314A2610	1	(o)
	Put	WINGNUT	2MIT314A2610	1	(o)
	Tighten	WINGNUT	2MIT314A2610	1	-
	Drill	HOLE	-	1	At hole location '2' identified for the aft row on the Drill Assembly. (n)
	Clean	HOLE	-	1	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.
	Put	CLAMP PIN	2MIT314A2610	1	(o)
	Put	SPACER	2MIT314A2610	1	(o)
	Put	WINGNUT	2MIT314A2610	1	(o)
	Tighten	WINGNUT	2MIT314A2610	1	-
13	Drill	HOLE	-	2	At hole location '3' and '4' identified for the aft row on the Drill Assembly. (n)
	Clean	HOLE	-	2	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.

**FIGURE 2: PRIMARY EXHAUST NOZZLE - UPPER LEFT BRIDGE BRACKET - PREPARATION
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Step	Task	Name	Identification	Qty	More Data
14	Release	C-CLAMP	2MIT314A2610	2	-
	Release	WINGNUT	2MIT314A2610	6	Maximum quantity given.
	Release	SPACER	2MIT314A2610	4	Maximum quantity given.
	Release	CLAMP PIN	2MIT314A2610	4	Maximum quantity given.
	Release	SHIM	2MIT314A2610	-	-
	Release	INDEX PIN	2MIT314A2610	2	-
	Release	UPR LH DRILL ASSY	2MIT314A2610	1	-
	Release	L-PIN	2MIT314A2610	2	-
	Release	UPR LH CLAMP BLK	2MIT314A2610	1	-
	Release	BRIDGE BRACKET, UPPER LH	314A2650-1	1	-
	Release	FILLER	314A2670-7, 314A2670-17, 314A2670-27	-	(k)
	Clean	BRIDGE BRACKET, UPPER LH	314A2650-1	1	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.
	Clean	FILLER	314A2670-7, 314A2670-17, 314A2670-27	-	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.(k)
15	Deburr	HOLE	-	-	Deburr all drilled holes in the primary exhaust nozzle, Filler(s) (Filler(s) are not necessary if the distance between the Bridge Bracket and the Primary Exhaust Nozzle is 0.005 or less) and the Bridge Bracket.
	Inspect	HOLE	-	-	(r)

**FIGURE 2: PRIMARY EXHAUST NOZZLE - UPPER LEFT BRIDGE BRACKET - PREPARATION
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Step	Task	Name	Identification	Qty	More Data
16	Clean	PRIMARY EXHAUST NOZZLE	-	-	Remove drill debris from the exhaust nozzle surface. Refer to SOPM 20-30-03 as an accepted procedure.
(a) Put or pack protection (polythene sheet(s), for example) between the primary exhaust nozzle external surface and the fairing skin to prevent debris that could fall into the space during the work of this Figure.					
(b) Hold the Bridge Bracket and Drill Assembly together loosely and put the diamond 'index' pin into one of the middle holes of the Bridge Bracket through the attach ring. Put the locator 'index' pin in the other middle hole of the Bridge Bracket. The straight edge of the head of each 'index' pin is a feature to prevent interference with the radius in the Bridge Bracket. Make sure that the head of each 'index' pin is against the Bridge Bracket and hand-tighten the wingnuts. Keep the chosen index pin locations the same during this work of this Figure.					
(c) Adjust the location of the Drill Assembly in the forward or aft direction to align the centerline of the Bridge Bracket cutout and the centerline of the hat stiffener.					
(d) Measure the distance between the forward face of the Drill Assembly and the aft face of the attach ring to find the shim thickness necessary to fill the distance.					
(e) Select and put the thickness of shim(s) necessary to fill the distance between the Drill Assembly and the attach ring.					
(f) Hand-tighten the wingnuts to tightly hold the Drill Assembly and Bridge Bracket in the correct position.					
(g) Make sure the Bridge Bracket is centered around the hat stiffener. Adjust shims as needed.					
(h) Measure the distance between the Bridge Bracket and the external surface of the primary exhaust nozzle at each side of the Bridge Bracket. Make sure the difference between the two measured distances 0.015 inches or less.					
(i) Measure the distance between the external surface of the primary exhaust nozzle and the Bridge Bracket at the forward and aft locations identified. If each distance is 0.005 inches or less, no Filler is necessary. One or more Fillers, part numbers 314A2670-7, 314A2670-17 and 314A2670-27, can be used to fill the distance(s). If a measured distance is not the same as a thickness of a Filler (or combination of Fillers), use the nearest Filler thickness. Total Filler thickness at each location must not be more than 0.060 inch. If there is a difference between the measured distance on each side of the Bracket, calculate and use the average of the two measurements. Although, a difference of more than 0.015 inches between the measured distances on each side of the Bracket is not permitted.					
(j) This Task or Step is only applicable if one or more Fillers are necessary at the forward location.					
(k) This Task or Step is only applicable if one or more Fillers are necessary at the aft location.					
(l) Put the Filler(s) parallel to the hat stiffener, positioned centrally between the Exhaust Nozzle surface and the Bridge Bracket, and with clearance from the hat stiffener radius. The ends of the Filler(s) will not be parallel with the sides of the Bridge Bracket. Tape, or equivalent, can be used to temporarily hold the Filler(s) in the correct position.					
(m) Use two C-Clamps, each positioned at the "CLAMP AREA" identified on the Drill Assembly, to hold the Bridge Bracket and the Filler(s) in the correct position.					

**FIGURE 2: PRIMARY EXHAUST NOZZLE - UPPER LEFT BRIDGE BRACKET - PREPARATION
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Step	Task	Name	Identification	Qty	More Data
(n)	Make sure the power feed drill is correctly prepared and use it to drill a 0.279-0.291 inch diameter hole through the Bridge Bracket, the Filler(s) (Filler(s) are not necessary if the distance between the Bridge Bracket and the Primary Exhaust Nozzle is 0.005 inch or less) and the primary exhaust nozzle.				
(o)	Install a Clamp Pin, Spacer and Wingnut for the hole of location '1' identified on the Drill Assembly, after it is drilled. Install one more Clamp Pin, Spacer and Wingnut for the hole of location '2' identified on the Drill Assembly after it is drilled.				
(p)	If Fillers are not necessary at the forward and aft locations, the aft row of holes in the Bridge Bracket can be drilled immediately after the forward row of holes, in accordance with the drilling sequence identified on the Drill Assembly.				
(q)	Install Clamp Pins, Spacers and Wingnuts for the holes of location '1' and '2' identified for the forward row on the Drill Assembly to give additional clamp-up force and to provide alignment.				
(r)	Do a Detailed Inspection of all drilled holes for their dimension and quality in accordance with 737-600 SRM 51-40-05, 737-700 SRM 51-40-05, 737-700CONV SRM 51-40-05, 737-800 SRM 51-40-05, 737-900 SRM 51-40-05 or 737-900ER SRM 51-40-05. Make sure that each hole diameter is 0.279-0.291 inches. Make sure that the distance from the center of the holes drilled in the forward row to the edge of the cutout in the Bridge Bracket is 0.328-0.358 inches. Make sure that the distance from the center of the holes drilled in the aft row to the edge of the cutout in the Bridge Bracket is 0.395-0.425 inches.				

RC: End

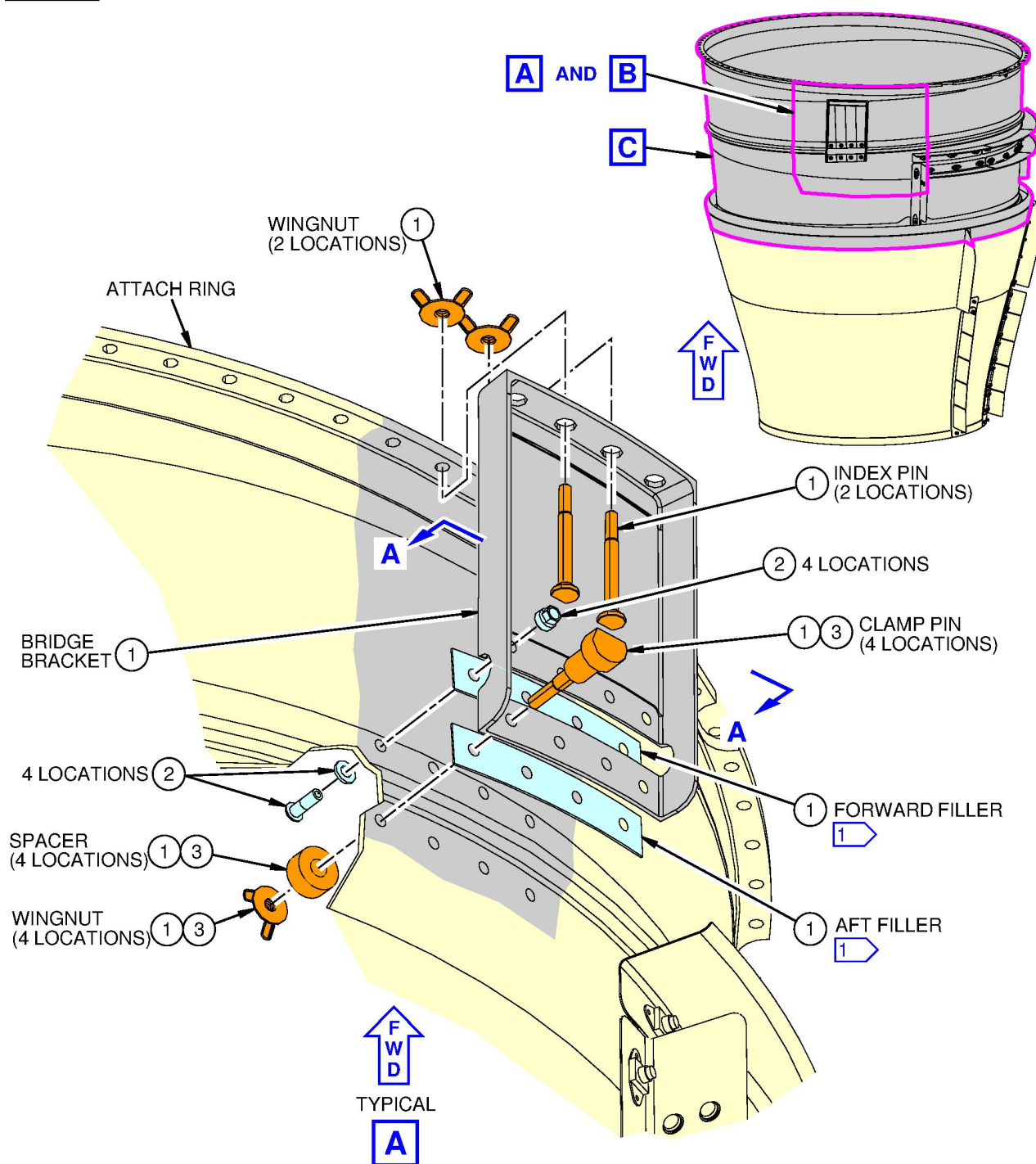
FIGURE 2: PRIMARY EXHAUST NOZZLE - UPPER LEFT BRIDGE BRACKET - PREPARATION (SHEET 14 OF 14)

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RC: Start



1 FILLER(S) NECESSARY IF DISTANCE BETWEEN BRIDGE BRACKET AND PRIMARY EXHAUST NOZZLE IS MORE THAN 0.005 INCH

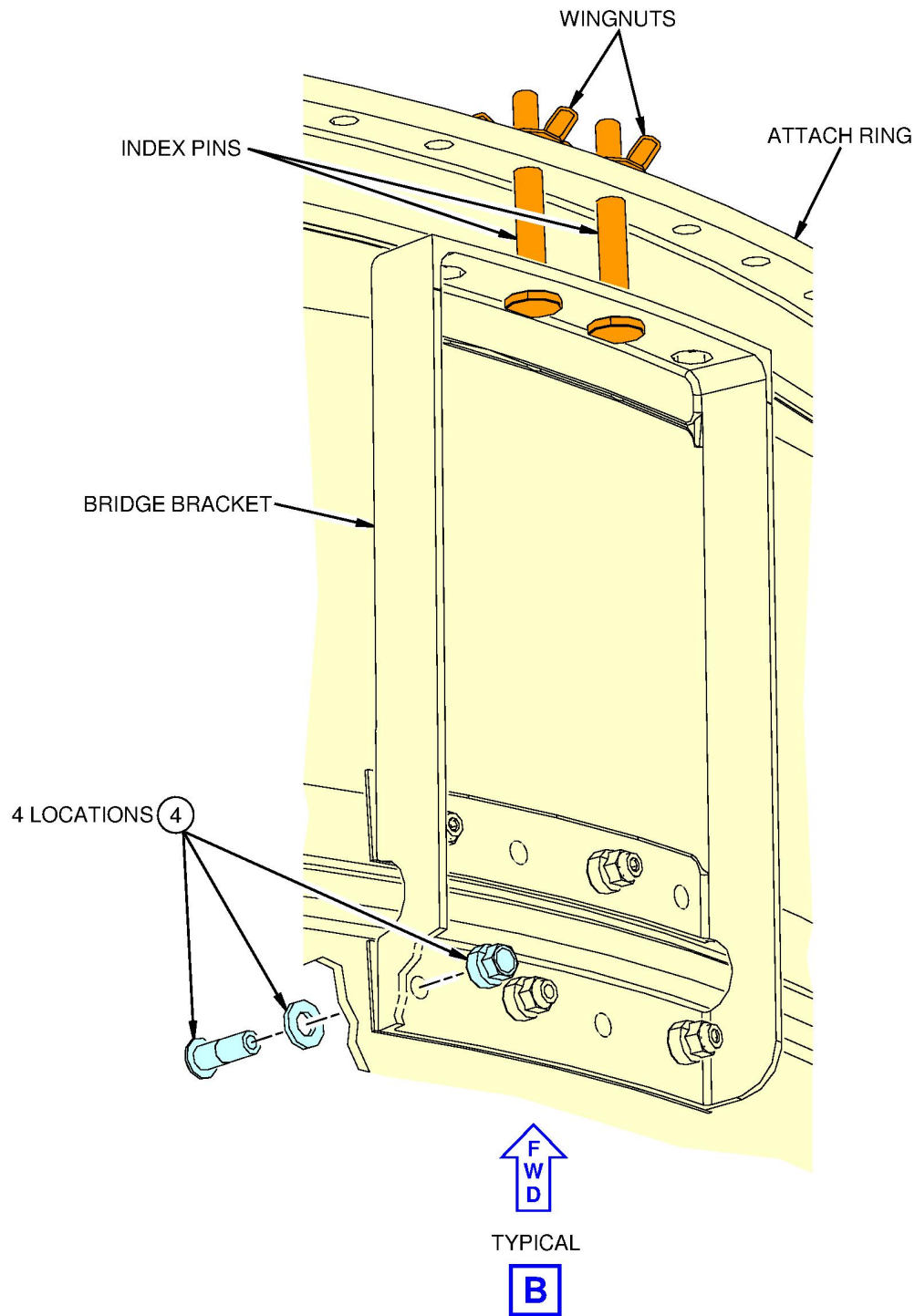
FIGURE 3: PRIMARY EXHAUST NOZZLE - UPPER LEFT BRIDGE BRACKET INSTALLATION
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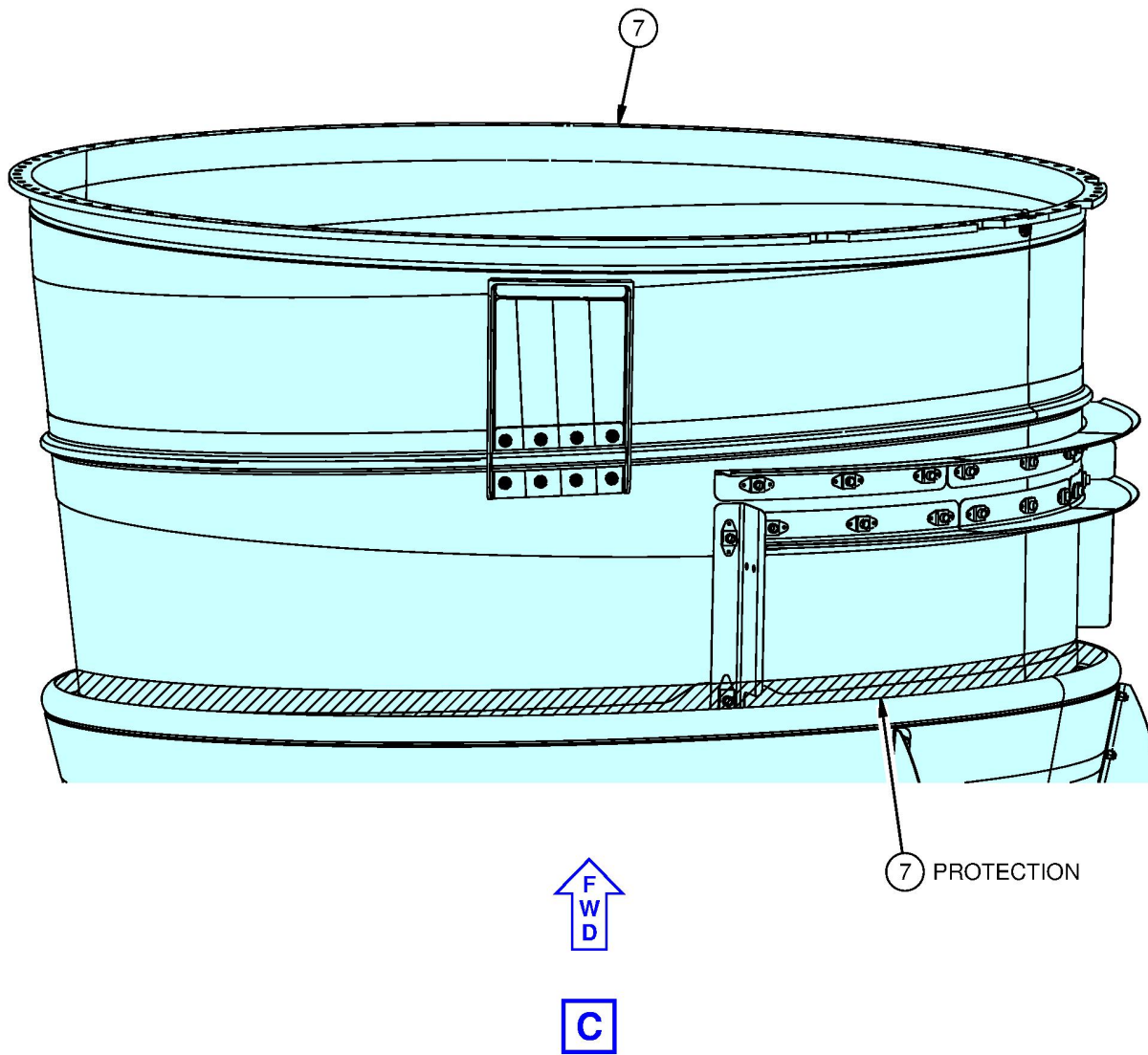


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**FIGURE 3: PRIMARY EXHAUST NOZZLE - UPPER LEFT BRIDGE BRACKET INSTALLATION
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**FIGURE 3: PRIMARY EXHAUST NOZZLE - UPPER LEFT BRIDGE BRACKET INSTALLATION
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The 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 this figure.

Step	Task	Name	Identification	Qty	More Data
1	Install (New)	FILLER	314A2670-7, 314A2670-17, 314A2670-27	-	At the forward location. (a)
	Install (New)	FILLER	314A2670-7, 314A2670-17, 314A2670-27	-	At the aft location. (a)
	Install (New)	BRIDGE BRACKET, UPPER LH	314A2650-1	1	-
	Put	CLAMP PIN	2MIT314A2610	4	At hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Put	SPACER	2MIT314A2610	4	At hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Put	WINGNUT	2MIT314A2610	4	Hand-tighten the Wingnuts at hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Put	INDEX PIN	2MIT314A2610	2	-
	Put	WINGNUT	2MIT314A2610	2	-
	Tighten	WINGNUT	2MIT314A2610	6	Hand-tighten the Wingnuts.

**FIGURE 3: PRIMARY EXHAUST NOZZLE - UPPER LEFT BRIDGE BRACKET INSTALLATION
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Step	Task	Name	Identification	Qty	More Data
2	Install (New)	BOLT, HEX DRIVE	BACB30YL8K5	4	Install the bolts at hole locations 1, 2, 3 and 4 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Install (New)	WASHER	BACW10BP4ACU	4	Install the washers at hole locations 1, 2, 3 and 4 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Install (New)	NUT	BACN11CC4U	4	Install the nuts at hole locations 1, 2, 3 and 4 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Torque	NUT	BACN11CC4U	4	Torque the nuts at hole locations 1, 2, 3 and 4, in the sequence specified in view A-A. (b)

**FIGURE 3: PRIMARY EXHAUST NOZZLE - UPPER LEFT BRIDGE BRACKET INSTALLATION
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Step	Task	Name	Identification	Qty	More Data
3	Release	CLAMP PIN	2MIT314A2610	4	At hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener release sequence.
	Release	SPACER	2MIT314A2610	4	At hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener release sequence.
	Release	WINGNUT	2MIT314A2610	4	At hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener release sequence.

**FIGURE 3: PRIMARY EXHAUST NOZZLE - UPPER LEFT BRIDGE BRACKET INSTALLATION
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Step	Task	Name	Identification	Qty	More Data
4	Install (New)	BOLT, HEX DRIVE	BACB30YL8K5	4	Install the bolts at hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Install (New)	WASHER	BACW10BP4ACU	4	Install the washers at hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Install (New)	NUT	BACN11CC4U	4	Install the nuts at hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Torque	NUT	BACN11CC4U	4	Torque the nuts at hole locations 5, 6, 7 and 8, in the sequence specified in view A-A. (b)
5	Measure	DISTANCE	-	-	(c)
6	Release	INDEX PIN	2MIT314A2610	2	-
	Release	WINGNUT	2MIT314A2610	2	-
7	Remove	PROTECTION	-	-	-
	Clean	PRIMARY EXHAUST NOZZLE	-	-	Remove any remaining drill debris. Refer to SOPM 20-30-03 as an accepted procedure.
(a) Install the Filler(s) selected at preparation. Filler(s) are not necessary if the distance between the Bridge Bracket and the Primary Exhaust Nozzle is 0.005 inch or less.					
(b) Torque to 75 in-lbs (set point torque).					

**FIGURE 3: PRIMARY EXHAUST NOZZLE - UPPER LEFT BRIDGE BRACKET INSTALLATION
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Step	Task	Name	Identification	Qty	More Data
(c)	Make sure that the distance between the forward end of the Bridge Bracket and the aft side of the engine attach ring is 1.091-1.391 inches.				

RC: End

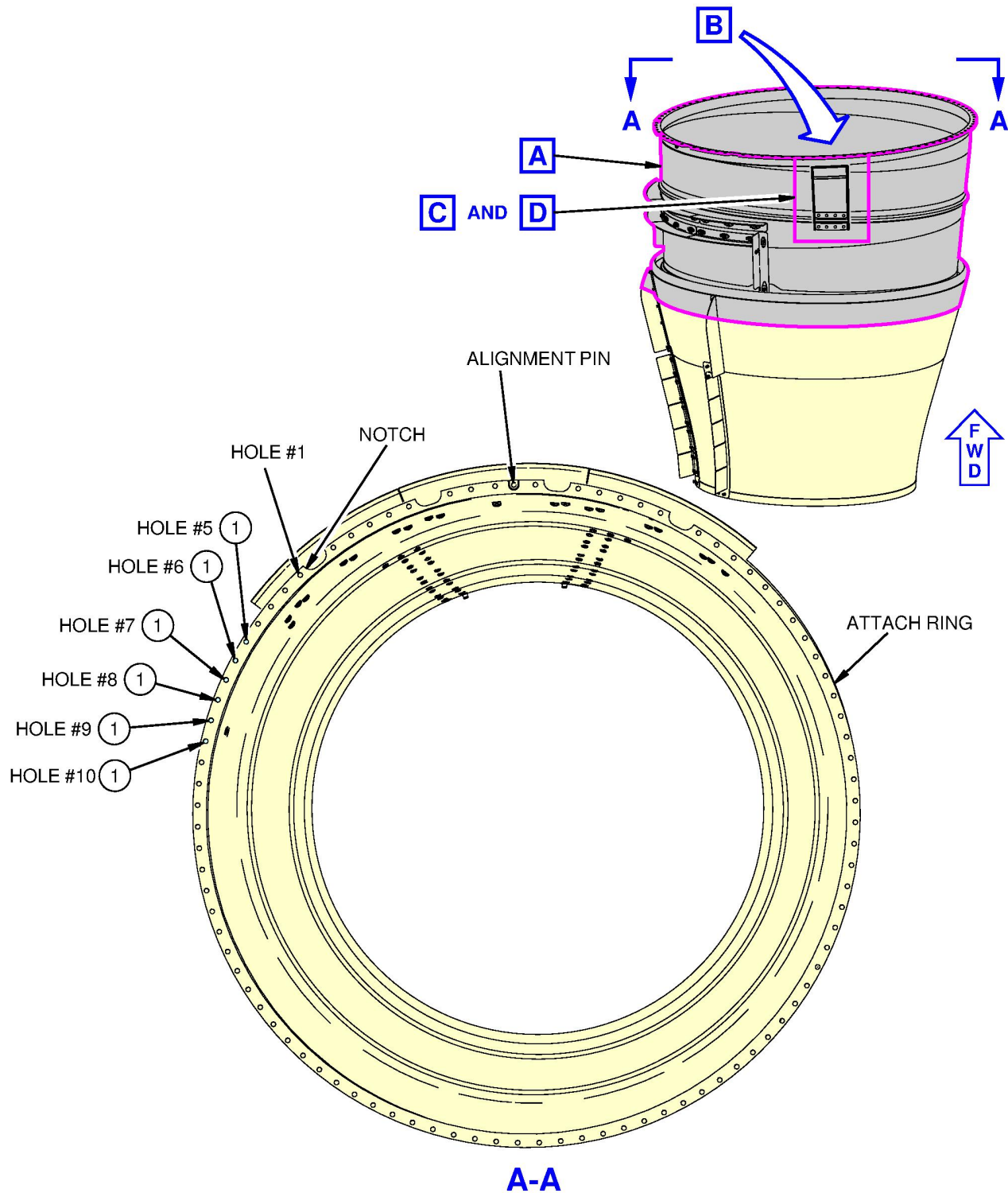
FIGURE 3: PRIMARY EXHAUST NOZZLE - UPPER LEFT BRIDGE BRACKET INSTALLATION (SHEET 9 OF 9)

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RC: Start



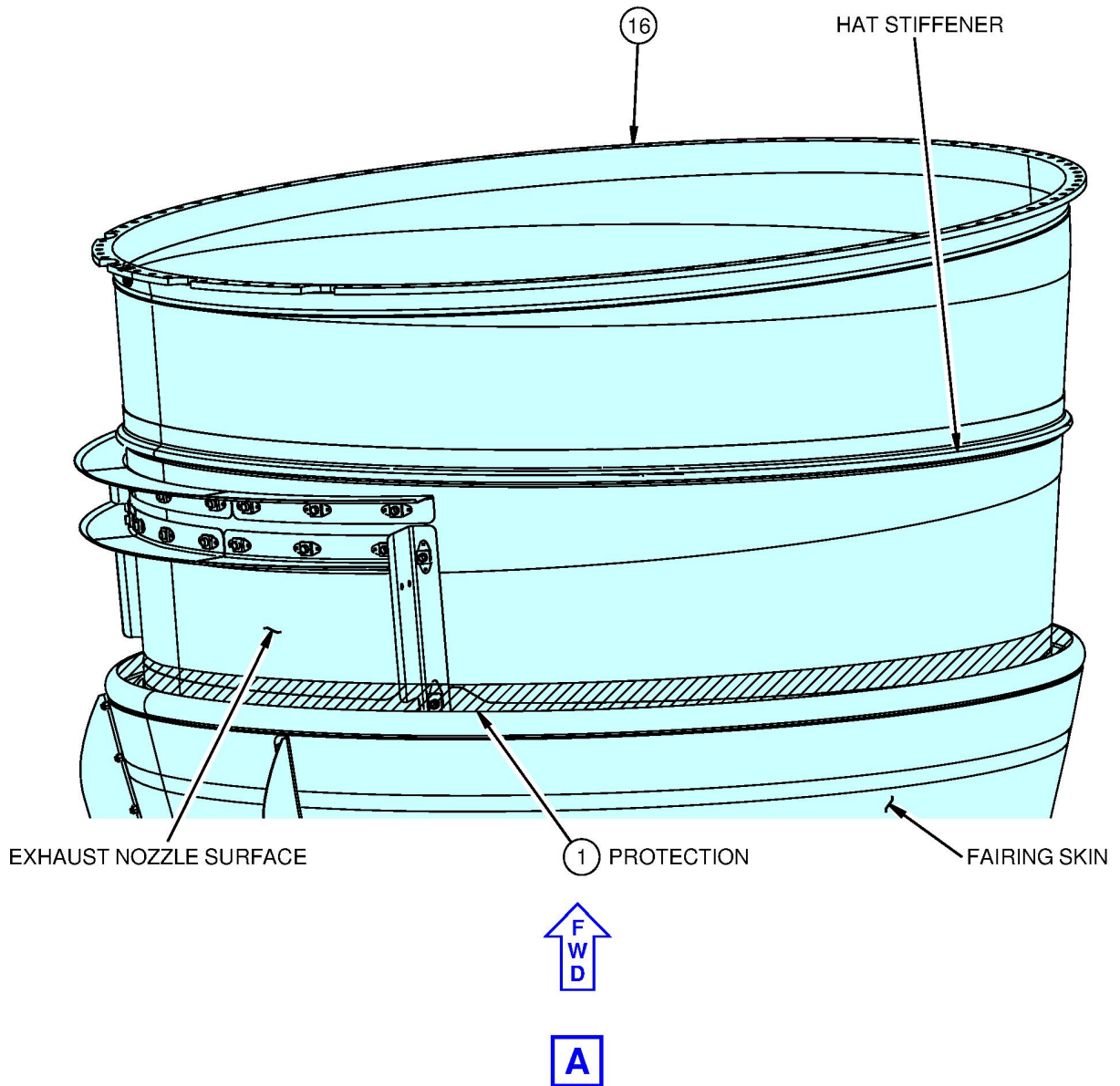
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**FIGURE 4: PRIMARY EXHAUST NOZZLE - UPPER RIGHT BRIDGE BRACKET - PREPARATION
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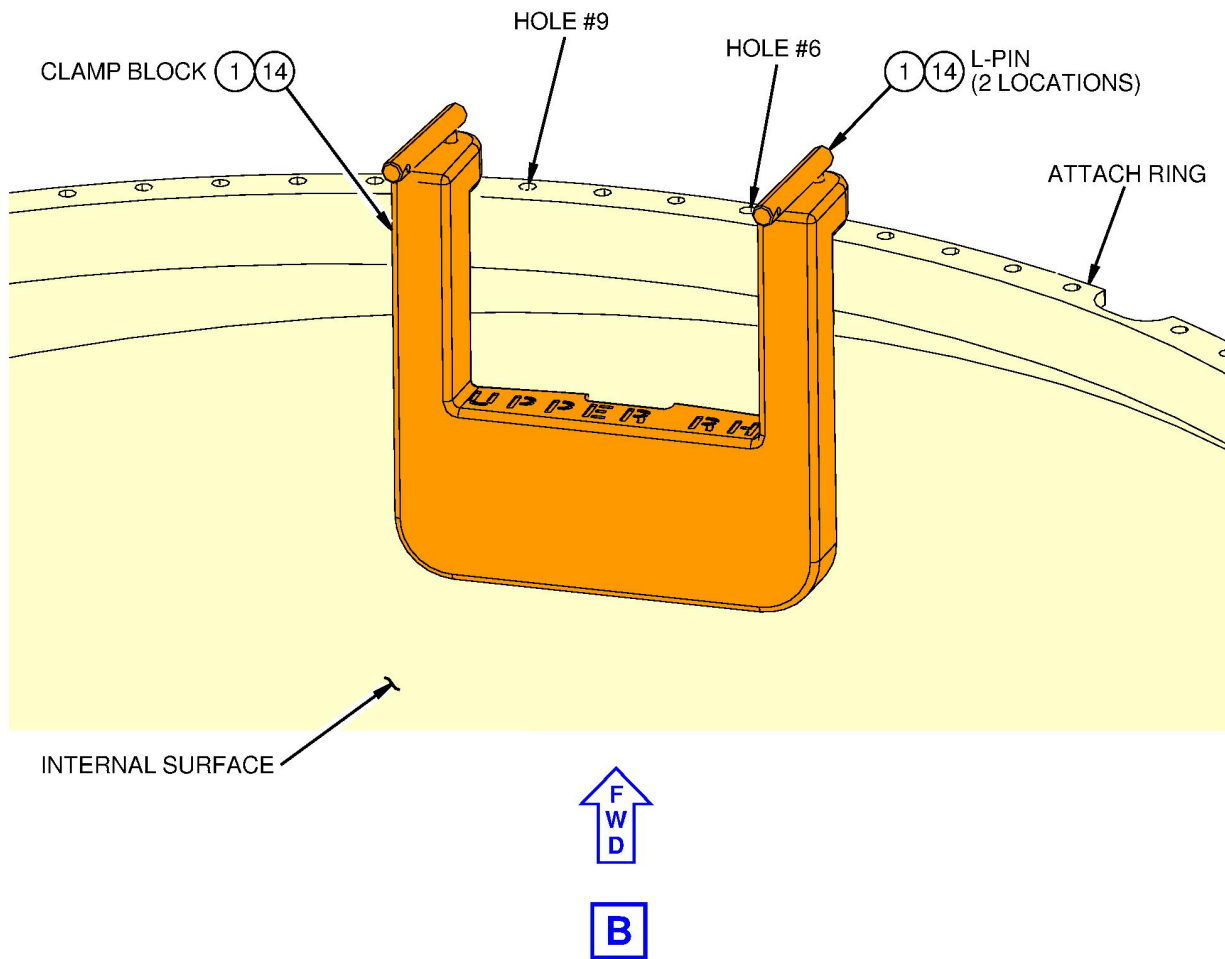
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**FIGURE 4: PRIMARY EXHAUST NOZZLE - UPPER RIGHT BRIDGE BRACKET - PREPARATION
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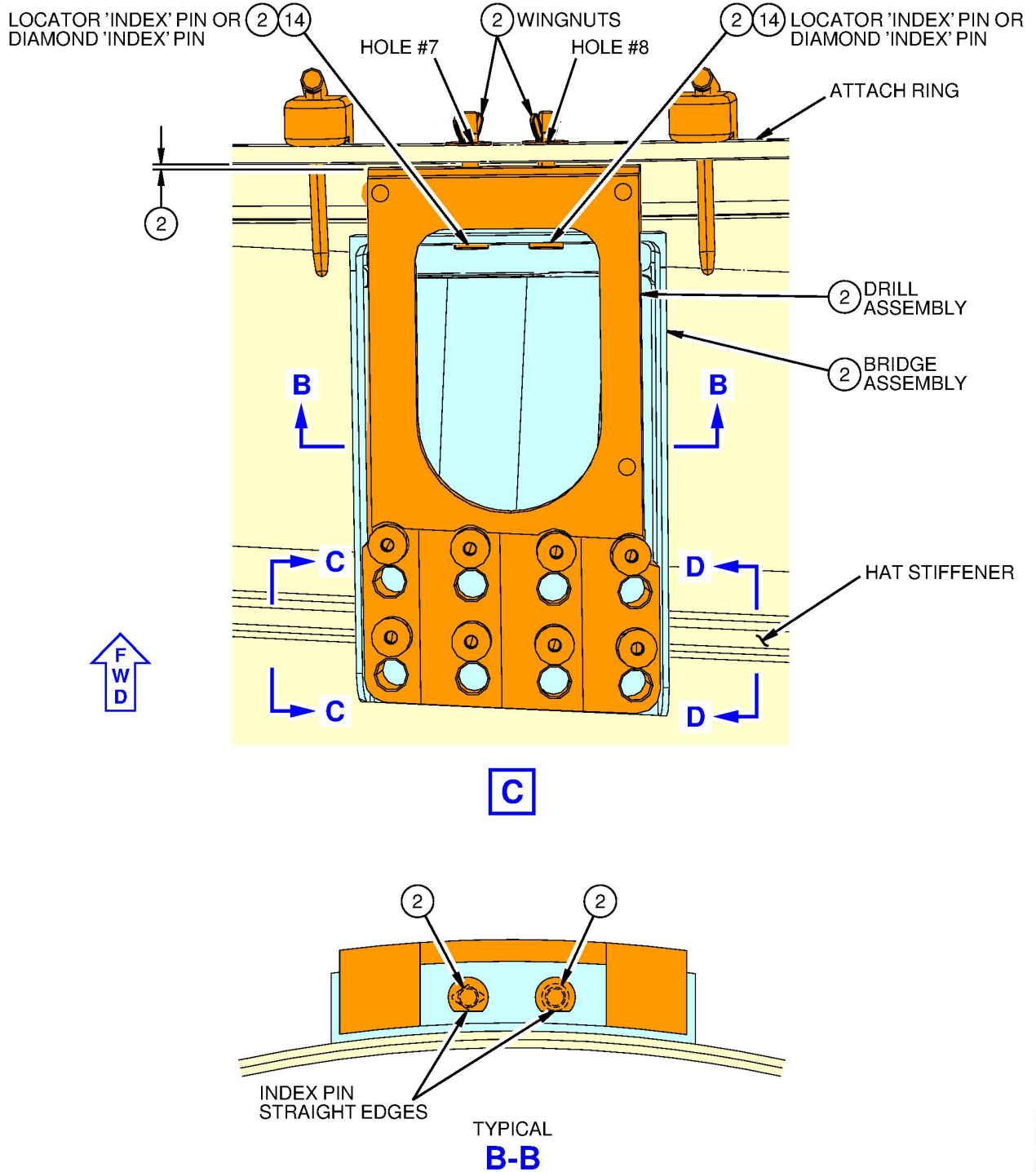
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**FIGURE 4: PRIMARY EXHAUST NOZZLE - UPPER RIGHT BRIDGE BRACKET - PREPARATION
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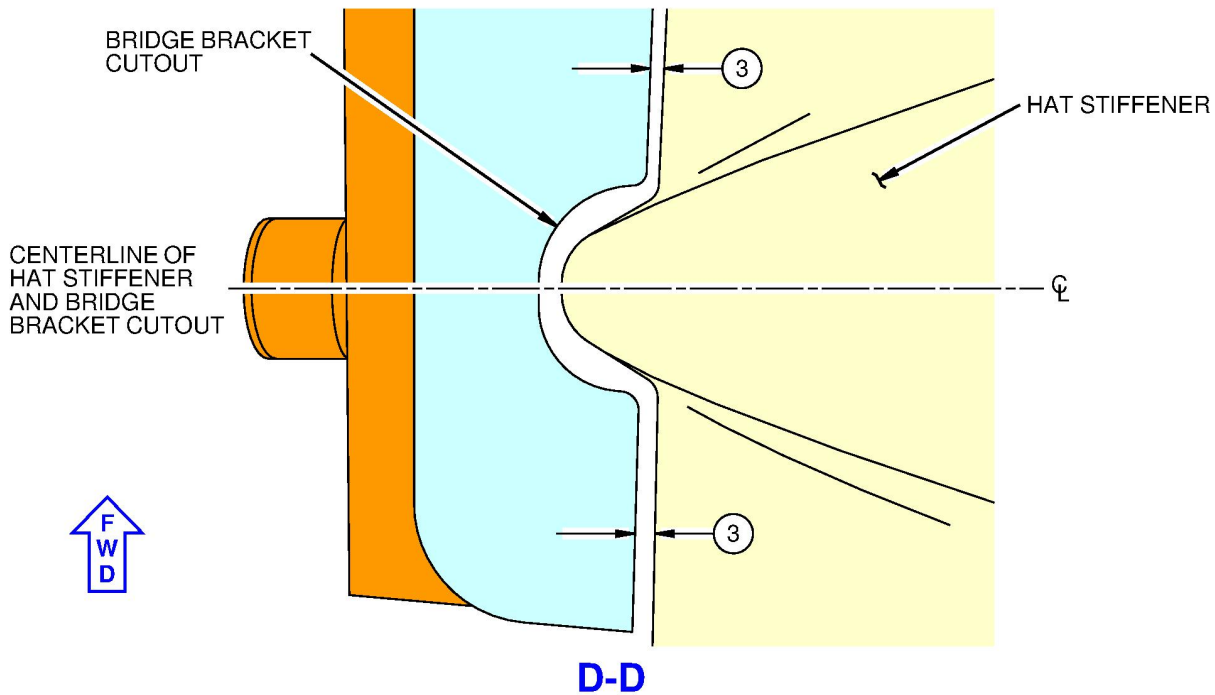
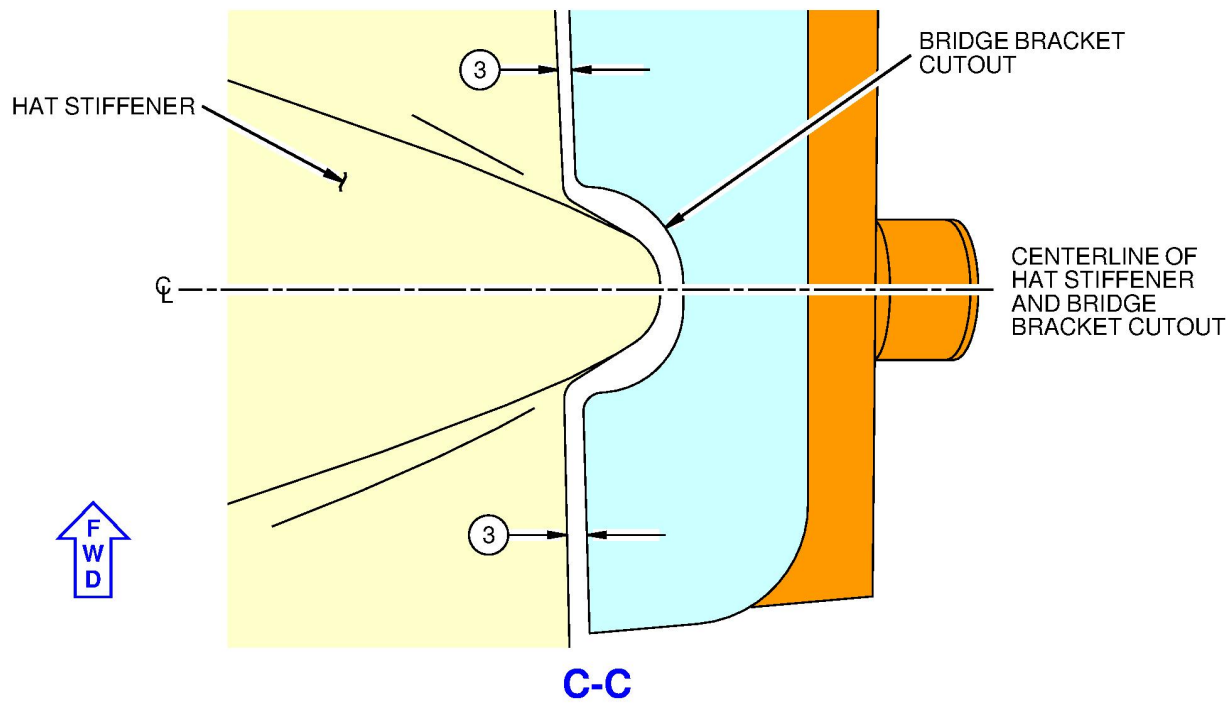
**FIGURE 4: PRIMARY EXHAUST NOZZLE - UPPER RIGHT BRIDGE BRACKET - PREPARATION
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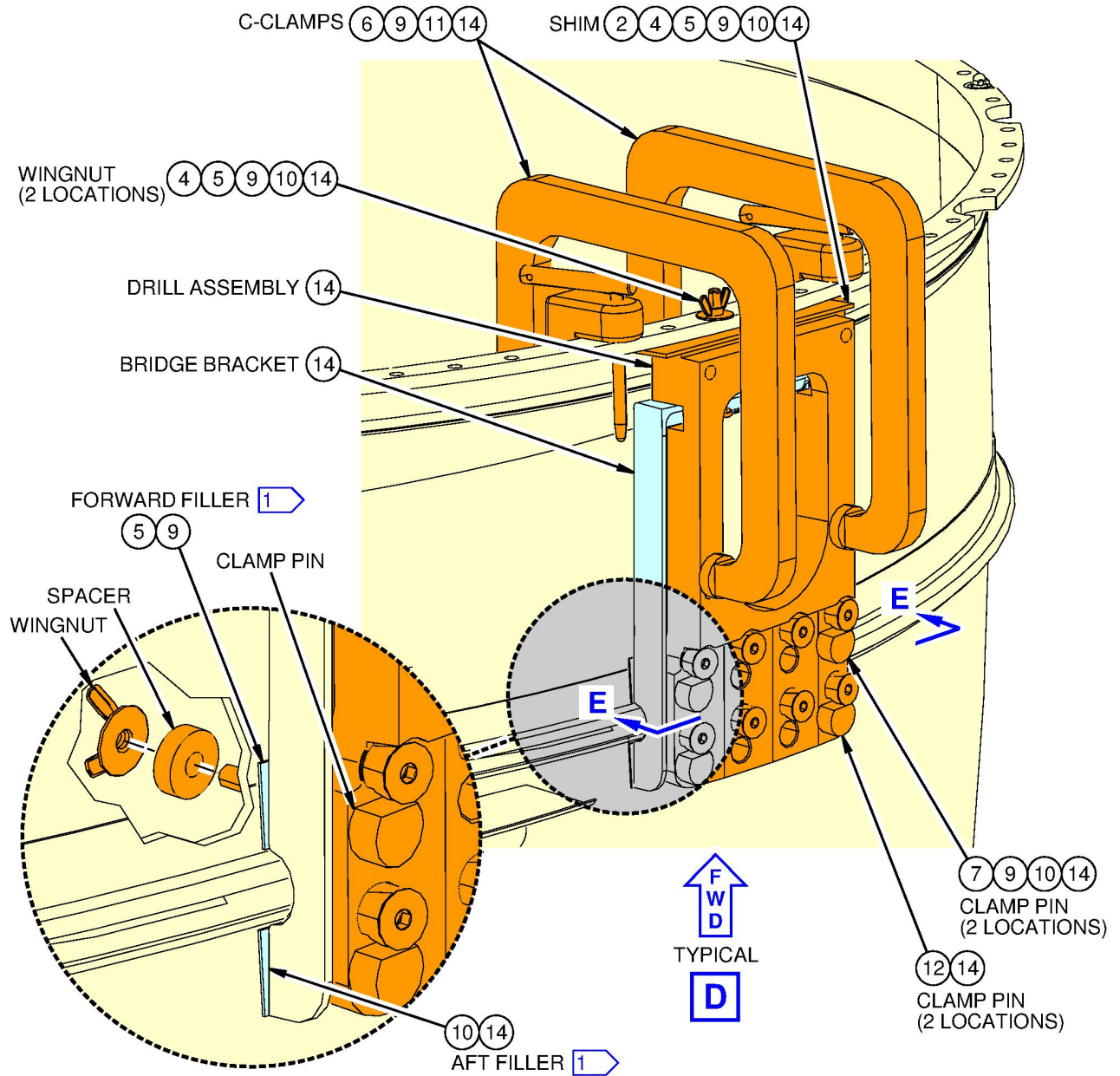
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**FIGURE 4: PRIMARY EXHAUST NOZZLE - UPPER RIGHT BRIDGE BRACKET - PREPARATION
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(1) FILLER(S) NECESSARY IF DISTANCE BETWEEN BRIDGE BRACKET AND PRIMARY EXHAUST NOZZLE IS MORE THAN 0.005 INCH

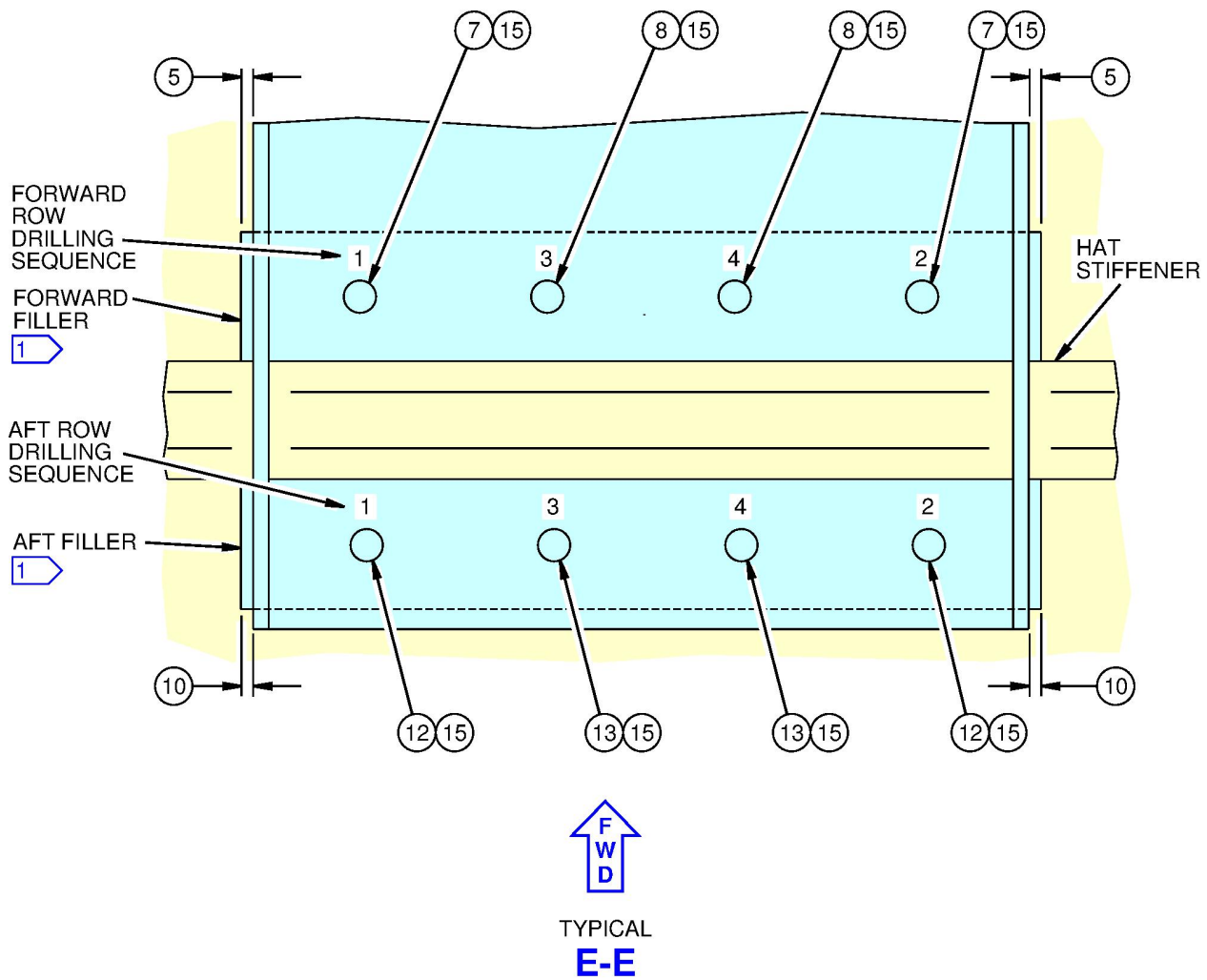
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**FIGURE 4: PRIMARY EXHAUST NOZZLE - UPPER RIGHT BRIDGE BRACKET - PREPARATION
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**FIGURE 4: PRIMARY EXHAUST NOZZLE - UPPER RIGHT BRIDGE BRACKET - PREPARATION
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The 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 this figure.

Step	Task	Name	Identification	Qty	More Data
1	Identify	HOLE	-	6	Use the notch in the attach ring as a reference to help locate holes #5 thru #10.
	Clean	HOLE	-	6	Clean holes #5 thru #10 in the attach ring. Refer to SOPM 20-30-03 as an accepted procedure.
	Apply	PROTECTION	-	-	(a)
	Put	UPR RH CLAMP BLK	2MIT314A2610	1	-
	Put	L-PIN	2MIT314A2610	2	-
2	Put	BRIDGE BRACKET, UPPER RH	314A2650-2	1	(b)
	Put	UPR RH DRILL ASSY	2MIT314A2610	1	(b)
	Put	INDEX PIN	2MIT314A2610	2	(b)
	Put	WINGNUT	2MIT314A2610	2	(b)
	Align	BRIDGE BRACKET, UPPER RH	314A2650-2	1	(c)
	Measure	DISTANCE	-	-	(d)
	Put	SHIM	2MIT314A2610	-	(e)
	Tighten	WINGNUT	2MIT314A2610	2	(f)(g)
 CAUTION MAKE SURE THAT THE CORRECT HOLES IN THE ATTACH RING ARE USED FOR THE LOCATION OF THE DRILL ASSEMBLY AND BRIDGE BRACKET. USE OF AN INCORRECTLY LOCATED DRILL ASSEMBLY COULD CAUSE THE PRIMARY EXHAUST NOZZLE TO BECOME UNSERVICEABLE.					
3	Measure	DISTANCE	-	-	(h)(i)
4	Loosen	WINGNUT	2MIT314A2610	2	(j)
	Release	SHIM	2MIT314A2610	-	(j)
5	Put	FILLER	314A2670-7, 314A2670-17, 314A2670-27	-	(j)(l)
	Put	SHIM	2MIT314A2610	-	(j)(e)
	Tighten	WINGNUT	2MIT314A2610	2	(j)(f)

**FIGURE 4: PRIMARY EXHAUST NOZZLE - UPPER RIGHT BRIDGE BRACKET - PREPARATION
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Step	Task	Name	Identification	Qty	More Data
6	Put	C-CLAMP	2MIT314A2610	2	(m)
	Tighten	C-CLAMP	2MIT314A2610	2	
7	Drill	HOLE	-	1	At hole location '1' identified for the forward row on the Drill Assembly. (n)
	Clean	HOLE	-	1	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.
	Put	CLAMP PIN	2MIT314A2610	1	(o)
	Put	SPACER	2MIT314A2610	1	(o)
	Put	WINGNUT	2MIT314A2610	1	(o)
	Tighten	WINGNUT	2MIT314A2610	1	-
	Drill	HOLE	-	1	At hole location '2' identified for the forward row on the Drill Assembly. (n)
	Clean	HOLE	-	1	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.
	Put	CLAMP PIN	2MIT314A2610	1	(o)
	Put	SPACER	2MIT314A2610	1	(o)
	Put	WINGNUT	2MIT314A2610	1	(o)
	Tighten	WINGNUT	2MIT314A2610	1	-
8	Drill	HOLE	-	2	At hole locations '3' and '4' identified for the forward row on the Drill Assembly. (n)
	Clean	HOLE	-	2	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.

**FIGURE 4: PRIMARY EXHAUST NOZZLE - UPPER RIGHT BRIDGE BRACKET - PREPARATION
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Step	Task	Name	Identification	Qty	More Data
9	Release	CLAMP PIN	2MIT314A2610	2	(k)(p)
	Release	SPACER	2MIT314A2610	2	(k)(p)
	Release	WINGNUT	2MIT314A2610	2	At forward row. (k)(p)
	Release	C-CLAMP	2MIT314A2610	2	(k)(p)
	Loosen	WINGNUT	2MIT314A2610	2	At attach ring. (k)(p)
	Release	SHIM	2MIT314A2610	-	(k)(p)
	Release	FILLER	314A2670-7, 314A2670-17, 314A2670-27	1	(j)(k)(p)
10	Put	FILLER	314A2670-7, 314A2670-17, 314A2670-27	-	(k)(l)(p)
	Put	SHIM	2MIT314A2610	-	(e)(p)
	Put	CLAMP PIN	2MIT314A2610	2	(p)(q)
	Put	SPACER	2MIT314A2610	2	(p)(q)
	Put	WINGNUT	2MIT314A2610	2	(p)(q)
	Tighten	WINGNUT	2MIT314A2610	4	Maximum quantity given. (f)(p)
11	Put	C-CLAMP	2MIT314A2610	2	(m)(p)
	Tighten	C-CLAMP	2MIT314A2610	2	(p)

**FIGURE 4: PRIMARY EXHAUST NOZZLE - UPPER RIGHT BRIDGE BRACKET - PREPARATION
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Step	Task	Name	Identification	Qty	More Data
12	Drill	HOLE	-	1	At hole location '1' identified for the aft row on the Drill Assembly. (n)
	Clean	HOLE	-	1	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.
	Put	CLAMP PIN	2MIT314A2610	1	(o)
	Put	SPACER	2MIT314A2610	1	(o)
	Put	WINGNUT	2MIT314A2610	1	(o)
	Tighten	WINGNUT	2MIT314A2610	1	-
	Drill	HOLE	-	1	At hole location '2' identified for the aft row on the Drill Assembly. (n)
	Clean	HOLE	-	1	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.
	Put	CLAMP PIN	2MIT314A2610	1	(o)
	Put	SPACER	2MIT314A2610	1	(o)
	Put	WINGNUT	2MIT314A2610	1	(o)
	Tighten	WINGNUT	2MIT314A2610	1	-
13	Drill	HOLE	-	2	At hole location '3' and '4' identified for the aft row on the Drill Assembly. (n)
	Clean	HOLE	-	2	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.

**FIGURE 4: PRIMARY EXHAUST NOZZLE - UPPER RIGHT BRIDGE BRACKET - PREPARATION
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Step	Task	Name	Identification	Qty	More Data
14	Release	C-CLAMP	2MIT314A2610	2	-
	Release	WINGNUT	2MIT314A2610	6	Maximum quantity given.
	Release	SPACER	2MIT314A2610	4	Maximum quantity given.
	Release	CLAMP PIN	2MIT314A2610	4	Maximum quantity given.
	Release	SHIM	2MIT314A2610	-	-
	Release	INDEX PIN	2MIT314A2610	2	-
	Release	UPR RH DRILL ASSY	2MIT314A2610	1	-
	Release	L-PIN	2MIT314A2610	2	-
	Release	UPR RH CLAMP BLK	2MIT314A2610	1	-
	Release	BRIDGE BRACKET, UPPER RH	314A2650-2	1	-
	Release	FILLER	314A2670-7, 314A2670-17, 314A2670-27	-	(k)
	Clean	BRIDGE BRACKET, UPPER RH	314A2650-2	1	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.
	Clean	FILLER	314A2670-7, 314A2670-17, 314A2670-27	-	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.(k)
15	Deburr	HOLE	-	-	Deburr all drilled holes in the primary exhaust nozzle, Filler(s) (Filler(s) are not necessary if the distance between the Bridge Bracket and the Primary Exhaust Nozzle is 0.005 or less) and the Bridge Bracket.
	Inspect	HOLE	-	-	(r)

**FIGURE 4: PRIMARY EXHAUST NOZZLE - UPPER RIGHT BRIDGE BRACKET - PREPARATION
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Step	Task	Name	Identification	Qty	More Data
16	Clean	PRIMARY EXHAUST NOZZLE	-	-	Remove drill debris from the exhaust nozzle surface. Refer to SOPM 20-30-03 as an accepted procedure.
(a) Put or pack protection (polythene sheet(s), for example) between the primary exhaust nozzle external surface and the fairing skin to prevent debris that could fall into the space during the work of this Figure.					
(b) Hold the Bridge Bracket and Drill Assembly together loosely and put the diamond 'index' pin into one of the middle holes of the Bridge Bracket through the attach ring. Put the locator 'index' pin in the other middle hole of the Bridge Bracket. The straight edge of the head of each 'index' pin is a feature to prevent interference with the radius in the Bridge Bracket. Make sure that the head of each 'index' pin is against the Bridge Bracket and hand-tighten the wingnuts. Keep the chosen index pin locations the same during this work of this Figure.					
(c) Adjust the location of the Drill Assembly in the forward or aft direction to align the centerline of the Bridge Bracket cutout and the centerline of the hat stiffener.					
(d) Measure the distance between the forward face of the Drill Assembly and the aft face of the attach ring to find the shim thickness necessary to fill the distance.					
(e) Select and put the thickness of shim(s) necessary to fill the distance between the Drill Assembly and the attach ring.					
(f) Hand-tighten the wingnuts to tightly hold the Drill Assembly and Bridge Bracket in the correct position.					
(g) Make sure the Bridge Bracket is centered around the hat stiffener. Adjust shims as needed.					
(h) Measure the distance between the Bridge Bracket and the external surface of the primary exhaust nozzle at each side of the Bridge Bracket. Make sure the difference between the two measured distances 0.015 inches or less.					
(i) Measure the distance between the external surface of the primary exhaust nozzle and the Bridge Bracket at the forward and aft locations identified. If each distance is 0.005 inches or less, no Filler is necessary. One or more Fillers, part numbers 314A2670-7, 314A2670-17 and 314A2670-27, can be used to fill the distance(s). If a measured distance is not the same as a thickness of a Filler (or combination of Fillers), use the nearest Filler thickness. Total Filler thickness at each location must not be more than 0.060 inch. If there is a difference between the measured distance on each side of the Bracket, calculate and use the average of the two measurements. Although, a difference of more than 0.015 inches between the measured distances on each side of the Bracket is not permitted.					
(j) This Task or Step is only applicable if one or more Fillers are necessary at the forward location.					
(k) This Task or Step is only applicable if one or more Fillers are necessary at the aft location.					
(l) Put the Filler(s) parallel to the hat stiffener, positioned centrally between the Exhaust Nozzle surface and the Bridge Bracket, and with clearance from the hat stiffener radius. The ends of the Filler(s) will not be parallel with the sides of the Bridge Bracket. Tape, or equivalent, can be used to temporarily hold the Filler(s) in the correct position.					
(m) Use two C-Clamps, each positioned at the "CLAMP AREA" identified on the Drill Assembly, to hold the Bridge Bracket and the Filler(s) in the correct position.					

**FIGURE 4: PRIMARY EXHAUST NOZZLE - UPPER RIGHT BRIDGE BRACKET - PREPARATION
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Step	Task	Name	Identification	Qty	More Data
(n)	Make sure the power feed drill is correctly prepared and use it to drill a 0.279-0.291 inch diameter hole through the Bridge Bracket, the Filler(s) (Filler(s) are not necessary if the distance between the Bridge Bracket and the Primary Exhaust Nozzle is 0.005 inch or less) and the primary exhaust nozzle.				
(o)	Install a Clamp Pin, Spacer and Wingnut for the hole of location '1' identified on the Drill Assembly, after it is drilled. Install one more Clamp Pin, Spacer and Wingnut for the hole of location '2' identified on the Drill Assembly after it is drilled.				
(p)	If Fillers are not necessary at the forward and aft locations, the aft row of holes in the Bridge Bracket can be drilled immediately after the forward row of holes, in accordance with the drilling sequence identified on the Drill Assembly.				
(q)	Install Clamp Pins, Spacers and Wingnuts for the holes of location '1' and '2' identified for the forward row on the Drill Assembly to give additional clamp-up force and to provide alignment.				
(r)	Do a Detailed Inspection of all drilled holes for their dimension and quality in accordance with 737-600 SRM 51-40-05, 737-700 SRM 51-40-05, 737-700CONV SRM 51-40-05, 737-800 SRM 51-40-05, 737-900 SRM 51-40-05 or 737-900ER SRM 51-40-05. Make sure that each hole diameter is 0.279-0.291 inches. Make sure that the distance from the center of the holes drilled in the forward row to the edge of the cutout in the Bridge Bracket is 0.328-0.358 inches. Make sure that the distance from the center of the holes drilled in the aft row to the edge of the cutout in the Bridge Bracket is 0.395-0.425 inches.				

RC: End

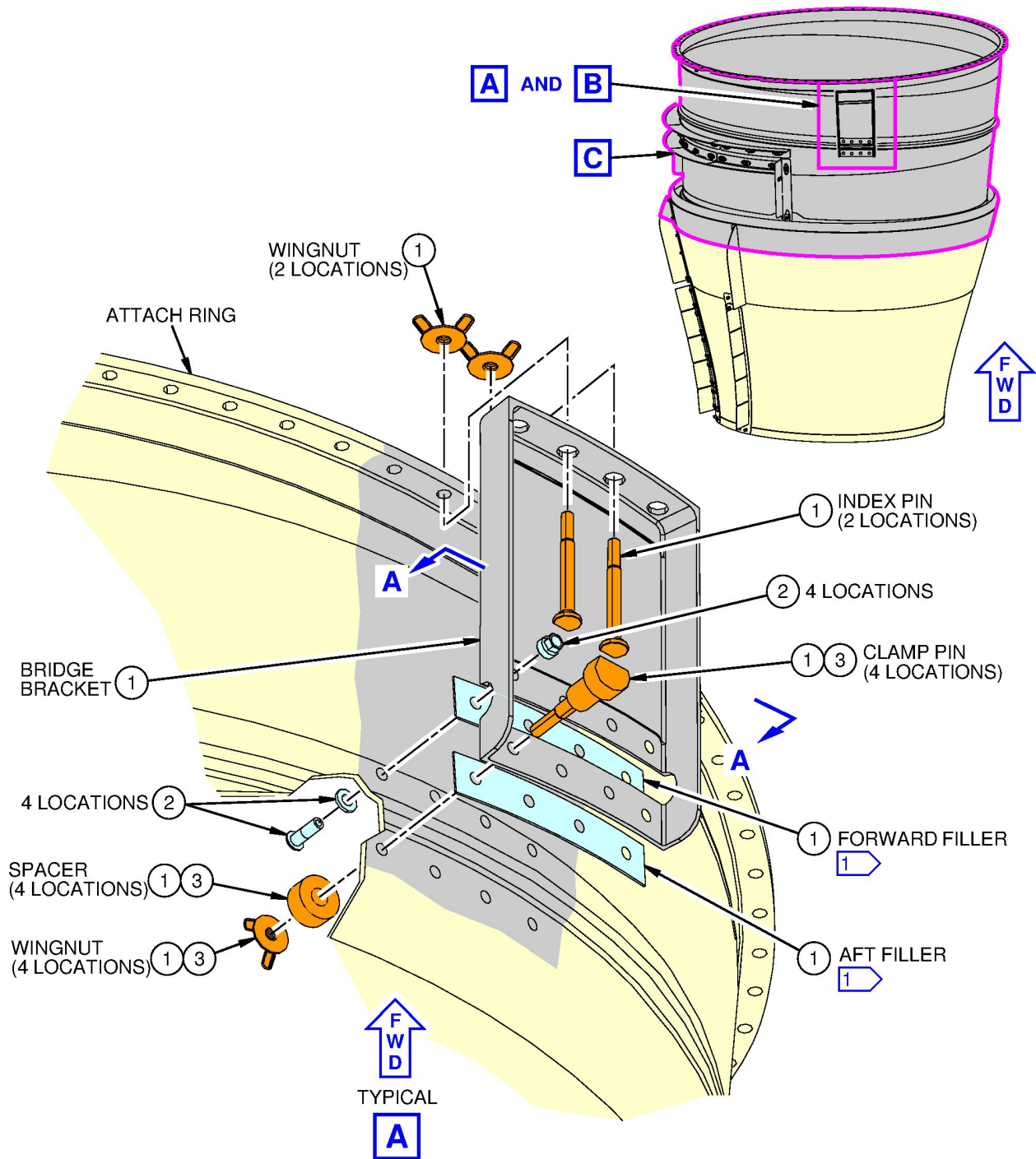
FIGURE 4: PRIMARY EXHAUST NOZZLE - UPPER RIGHT BRIDGE BRACKET - PREPARATION (SHEET 14 OF 14)

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1 FILLER(S) NECESSARY IF DISTANCE BETWEEN BRIDGE BRACKET AND PRIMARY EXHAUST NOZZLE IS MORE THAN 0.005 INCH

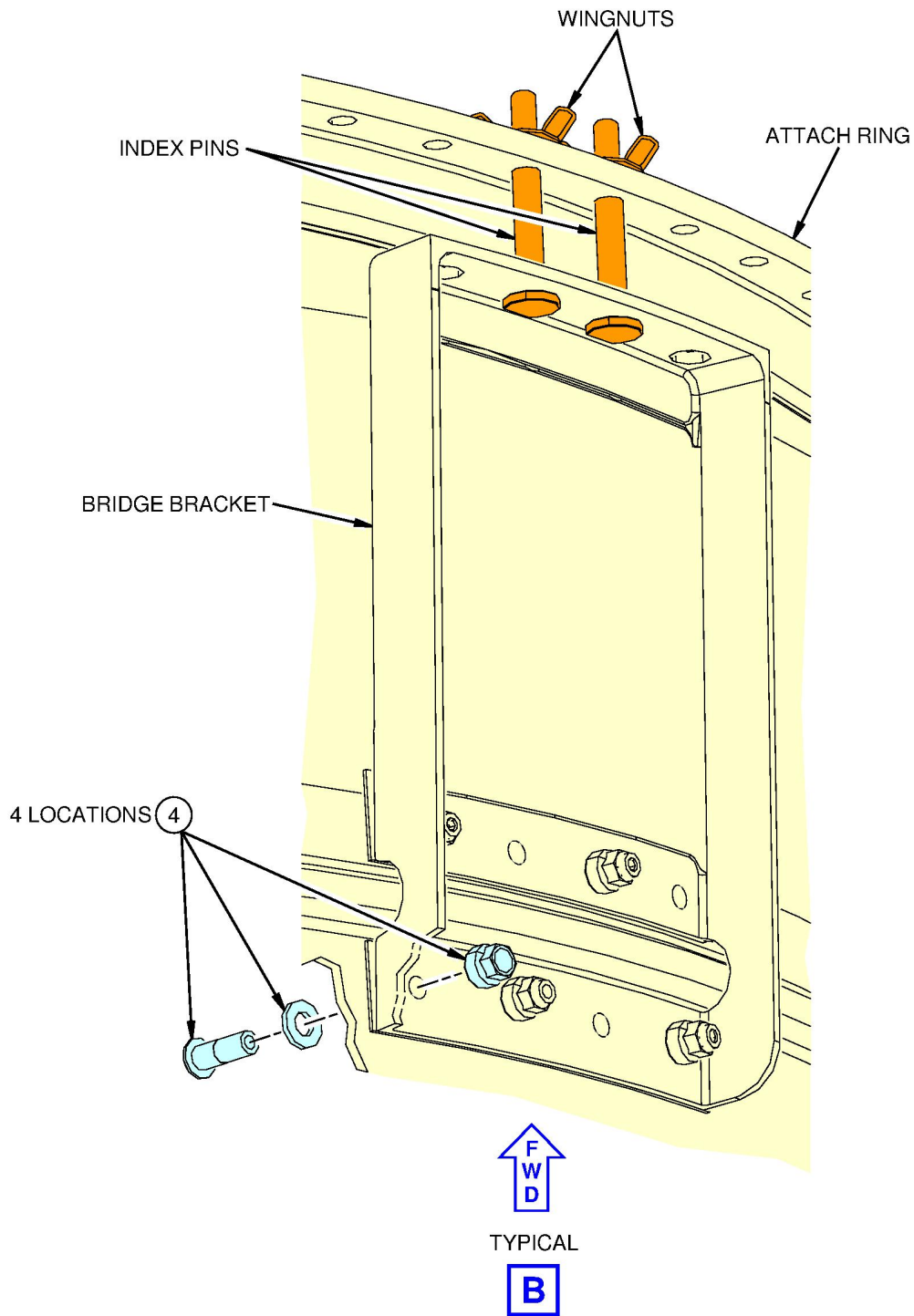
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FIGURE 5: PRIMARY EXHAUST NOZZLE - UPPER RIGHT HAND BRIDGE BRACKET INSTALLATION (SHEET 1 OF 9)

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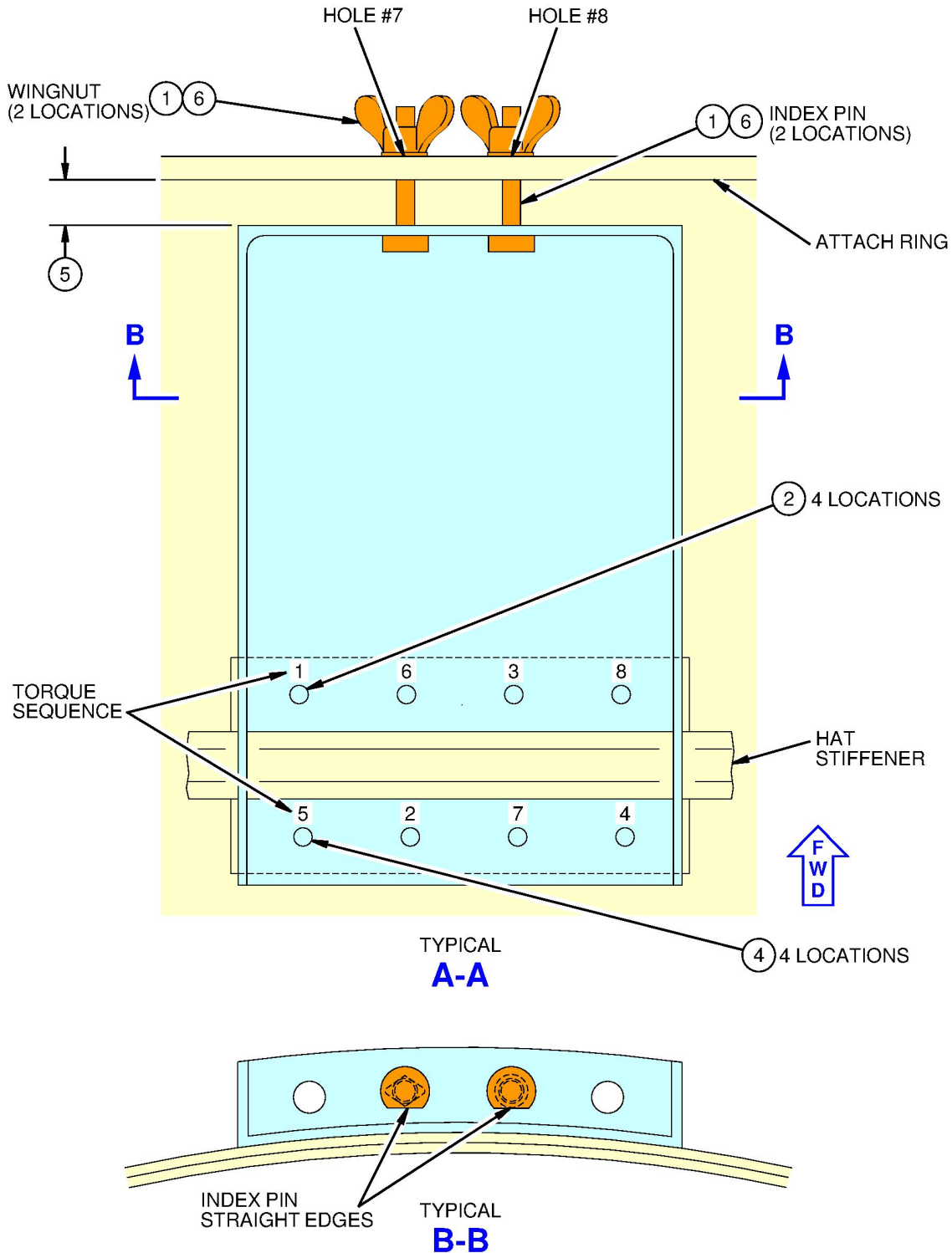
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**FIGURE 5: PRIMARY EXHAUST NOZZLE - UPPER RIGHT HAND BRIDGE BRACKET INSTALLATION
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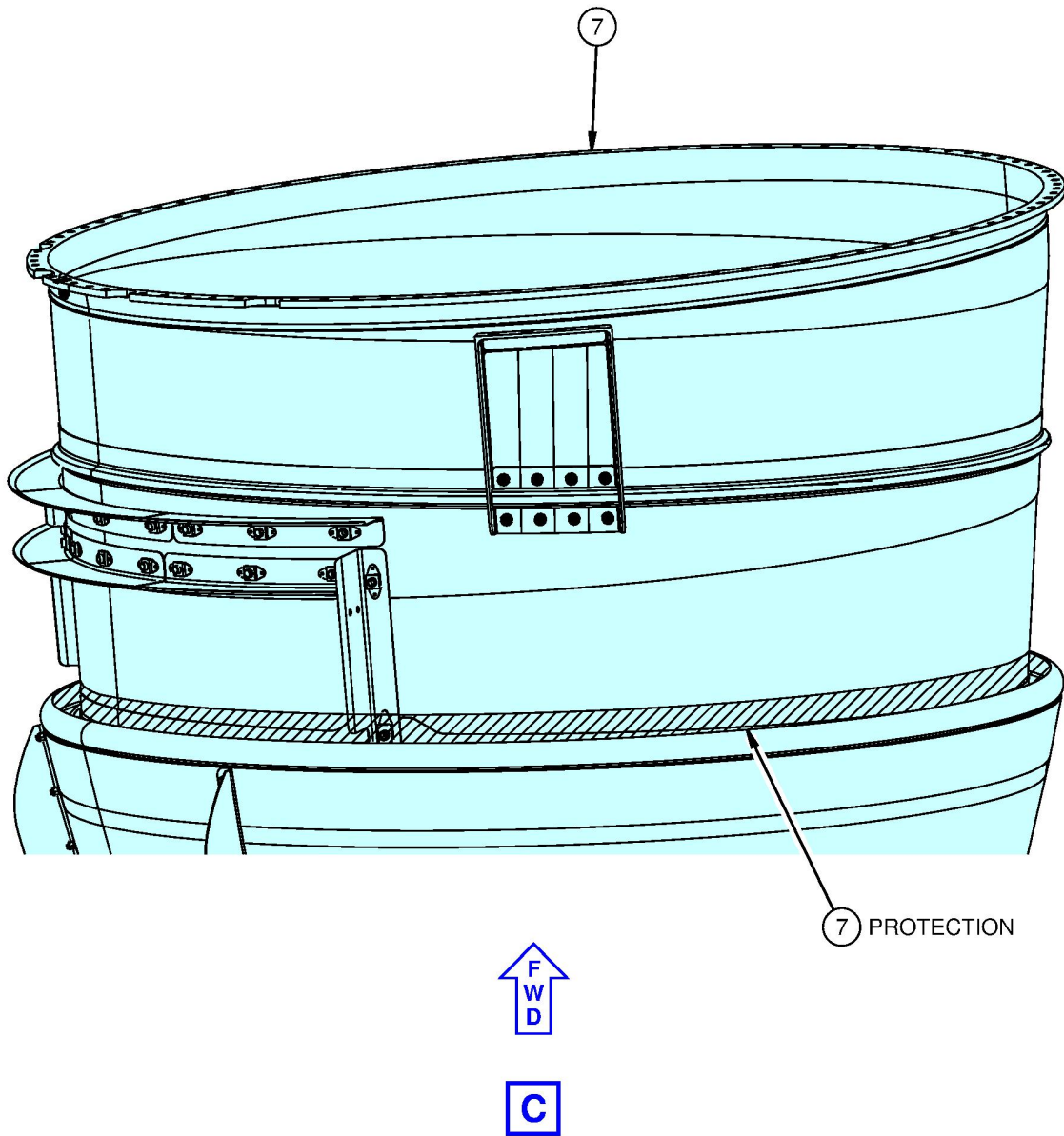
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FIGURE 5: PRIMARY EXHAUST NOZZLE - UPPER RIGHT HAND BRIDGE BRACKET INSTALLATION (SHEET 3 OF 9)

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**FIGURE 5: PRIMARY EXHAUST NOZZLE - UPPER RIGHT HAND BRIDGE BRACKET INSTALLATION
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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 this figure.

Step	Task	Name	Identification	Qty	More Data
1	Install (New)	FILLER	314A2670-7, 314A2670-17, 314A2670-27	-	At the forward location. (a)
	Install (New)	FILLER	314A2670-7, 314A2670-17, 314A2670-27	-	At the aft location. (a)
	Install (New)	BRIDGE BRACKET, UPPER RH	314A2650-2	1	-
	Put	CLAMP PIN	2MIT314A2610	4	At hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Put	SPACER	2MIT314A2610	4	At hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Put	WINGNUT	2MIT314A2610	4	Hand-tighten the Wingnuts at hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Put	INDEX PIN	2MIT314A2610	2	-
	Put	WINGNUT	2MIT314A2610	2	-
	Tighten	WINGNUT	2MIT314A2610	6	Hand-tighten the Wingnuts.

**FIGURE 5: PRIMARY EXHAUST NOZZLE - UPPER RIGHT HAND BRIDGE BRACKET INSTALLATION
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Step	Task	Name	Identification	Qty	More Data
2	Install (New)	BOLT, HEX DRIVE	BACB30YL8K5	4	Install the bolts at hole locations 1, 2, 3 and 4 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Install (New)	WASHER	BACW10BP4ACU	4	Install the washers at hole locations 1, 2, 3 and 4 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Install (New)	NUT	BACN11CC4U	4	Install the nuts at hole locations 1, 2, 3 and 4 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Torque	NUT	BACN11CC4U	4	Torque the nuts at hole locations 1, 2, 3 and 4, in the sequence specified in view A-A. (b)

**FIGURE 5: PRIMARY EXHAUST NOZZLE - UPPER RIGHT HAND BRIDGE BRACKET INSTALLATION
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Step	Task	Name	Identification	Qty	More Data
3	Release	CLAMP PIN	2MIT314A2610	4	At hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener release sequence.
	Release	SPACER	2MIT314A2610	4	At hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener release sequence.
	Release	WINGNUT	2MIT314A2610	4	At hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener release sequence.

**FIGURE 5: PRIMARY EXHAUST NOZZLE - UPPER RIGHT HAND BRIDGE BRACKET INSTALLATION
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Step	Task	Name	Identification	Qty	More Data
4	Install (New)	BOLT, HEX DRIVE	BACB30YL8K5	4	Install the bolts at hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Install (New)	WASHER	BACW10BP4ACU	4	Install the washers at hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Install (New)	NUT	BACN11CC4U	4	Install the nuts at hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Torque	NUT	BACN11CC4U	4	Torque the nuts at hole locations 5, 6, 7 and 8, in the sequence specified in view A-A. (b)
5	Measure	DISTANCE	-	-	(c)
6	Release	INDEX PIN	2MIT314A2610	2	-
	Release	WINGNUT	2MIT314A2610	2	-
7	Remove	PROTECTION	-	-	-
	Clean	PRIMARY EXHAUST NOZZLE	-	-	Remove any remaining drill debris. Refer to SOPM 20-30-03 as an accepted procedure.
(a) Install the Filler(s) selected at preparation. Filler(s) are not necessary if the distance between the Bridge Bracket and the Primary Exhaust Nozzle is 0.005 inch or less.					
(b) Torque to 75 in-lbs (set point torque).					

**FIGURE 5: PRIMARY EXHAUST NOZZLE - UPPER RIGHT HAND BRIDGE BRACKET INSTALLATION
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Step	Task	Name	Identification	Qty	More Data
(c)	Make sure that the distance between the forward end of the Bridge Bracket and the aft side of the engine attach ring is 1.091-1.391 inches.				

RC: End

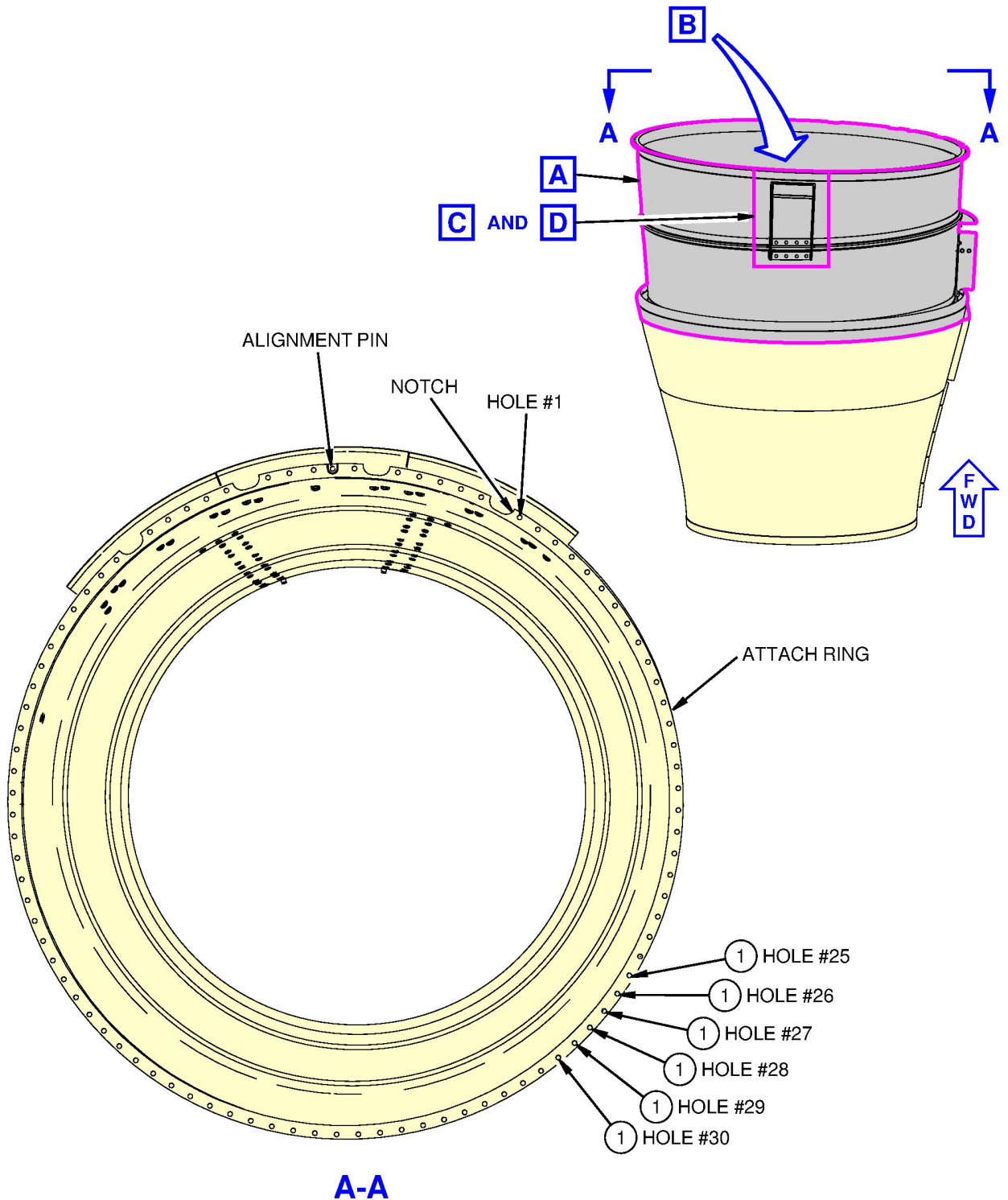
FIGURE 5: PRIMARY EXHAUST NOZZLE - UPPER RIGHT HAND BRIDGE BRACKET INSTALLATION (SHEET 9 OF 9)

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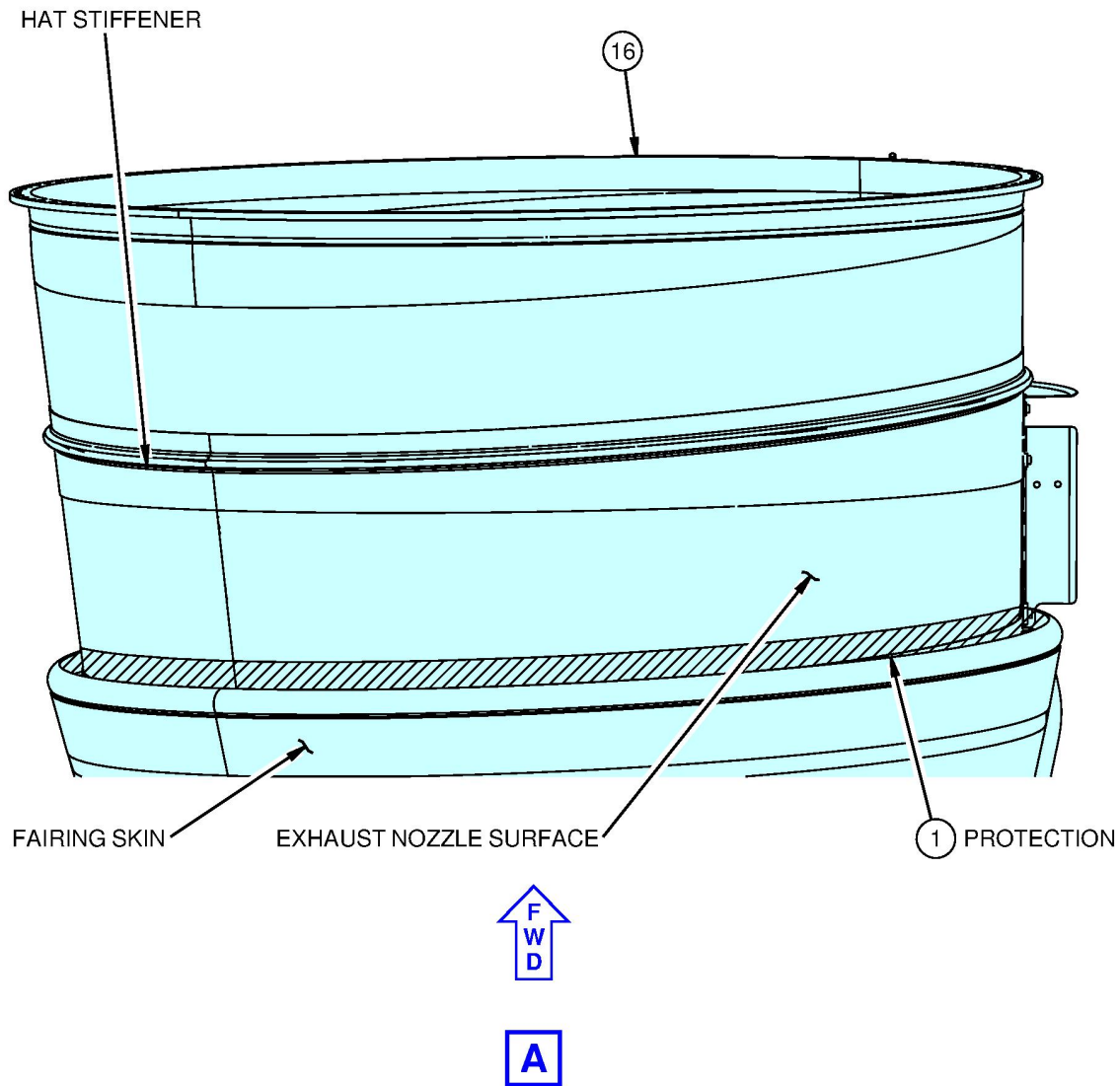
**FIGURE 6: PRIMARY EXHAUST NOZZLE - LOWER LEFT HAND BRIDGE BRACKET - PREPARATION
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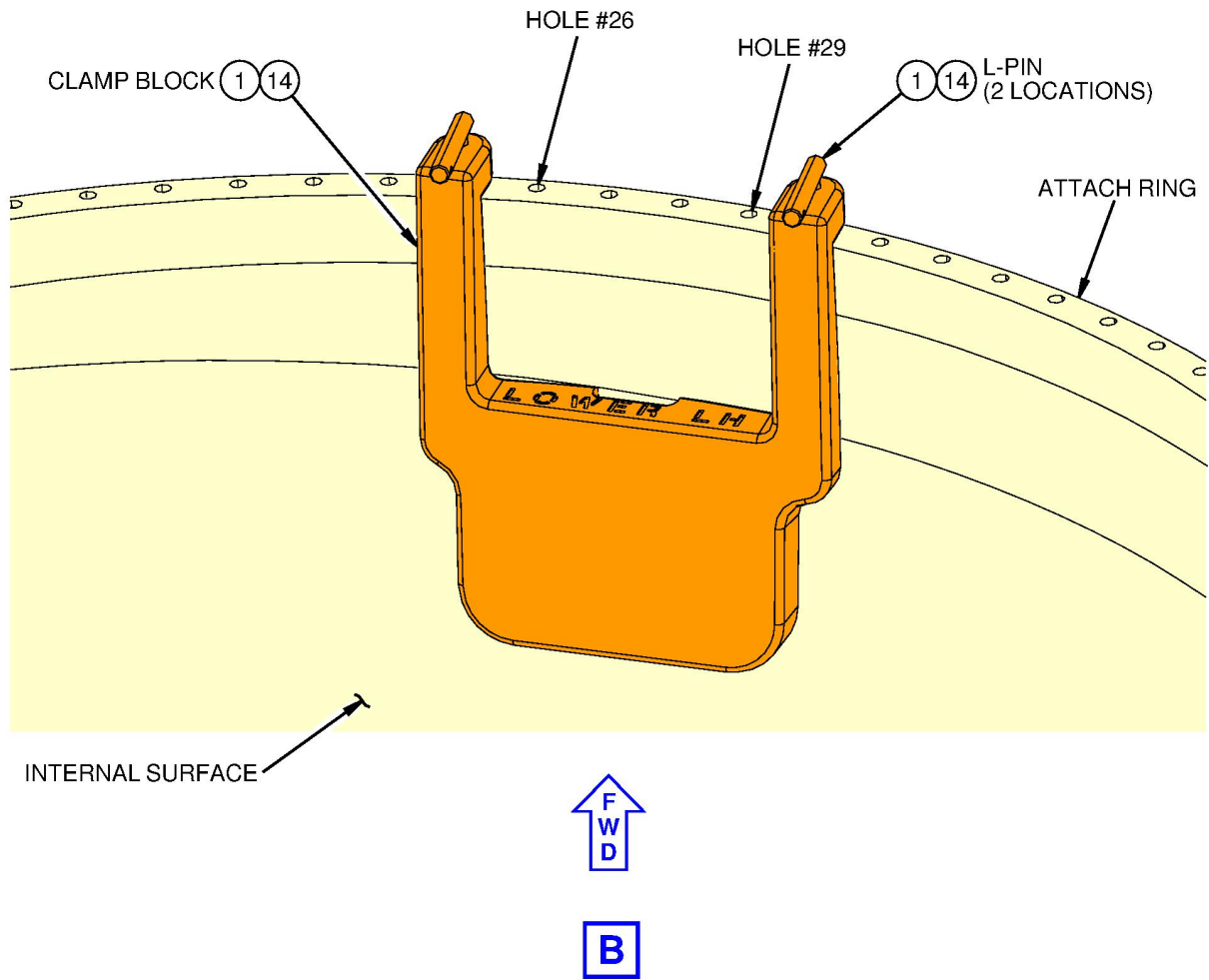
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**FIGURE 6: PRIMARY EXHAUST NOZZLE - LOWER LEFT HAND BRIDGE BRACKET - PREPARATION
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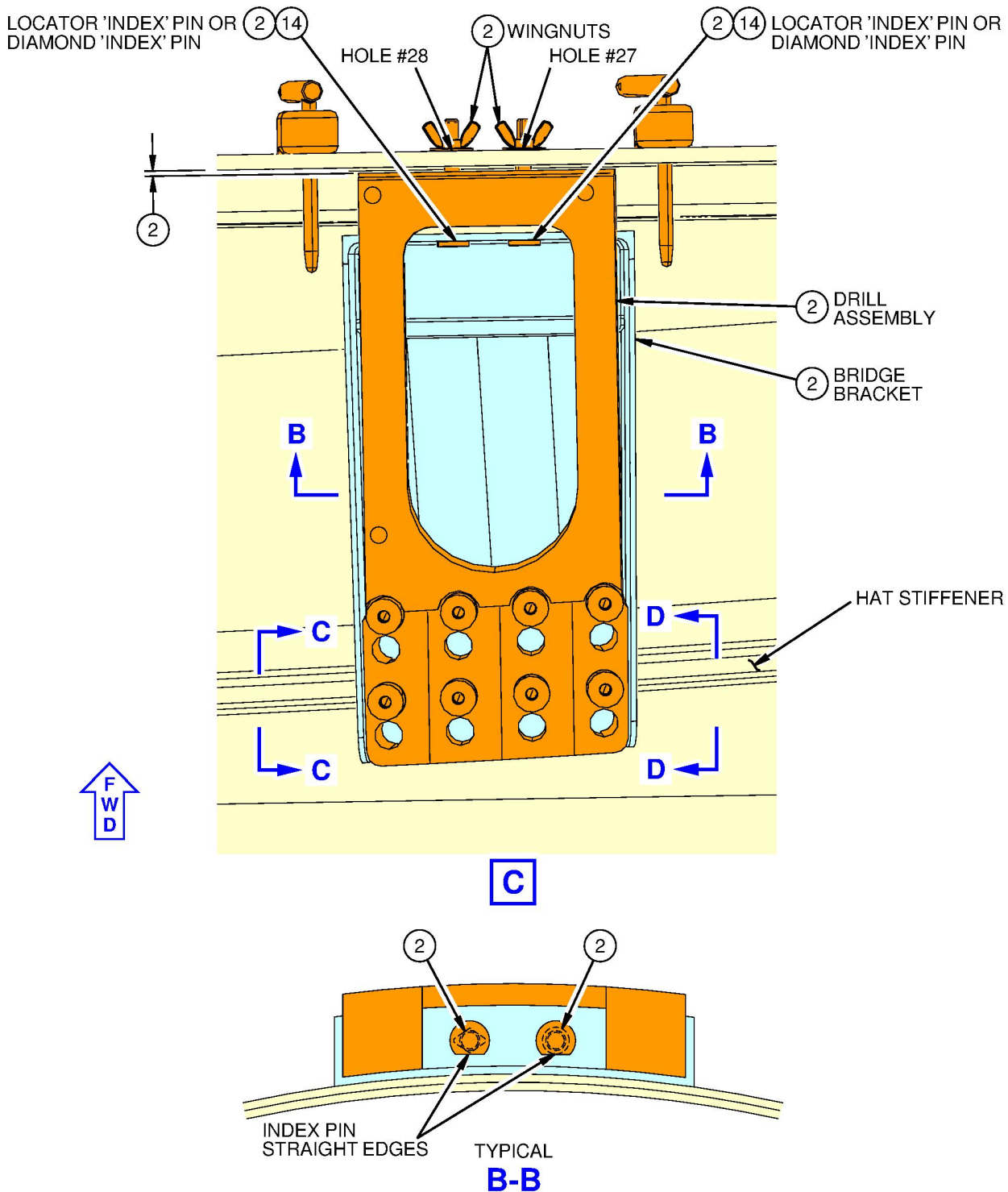
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**FIGURE 6: PRIMARY EXHAUST NOZZLE - LOWER LEFT HAND BRIDGE BRACKET - PREPARATION
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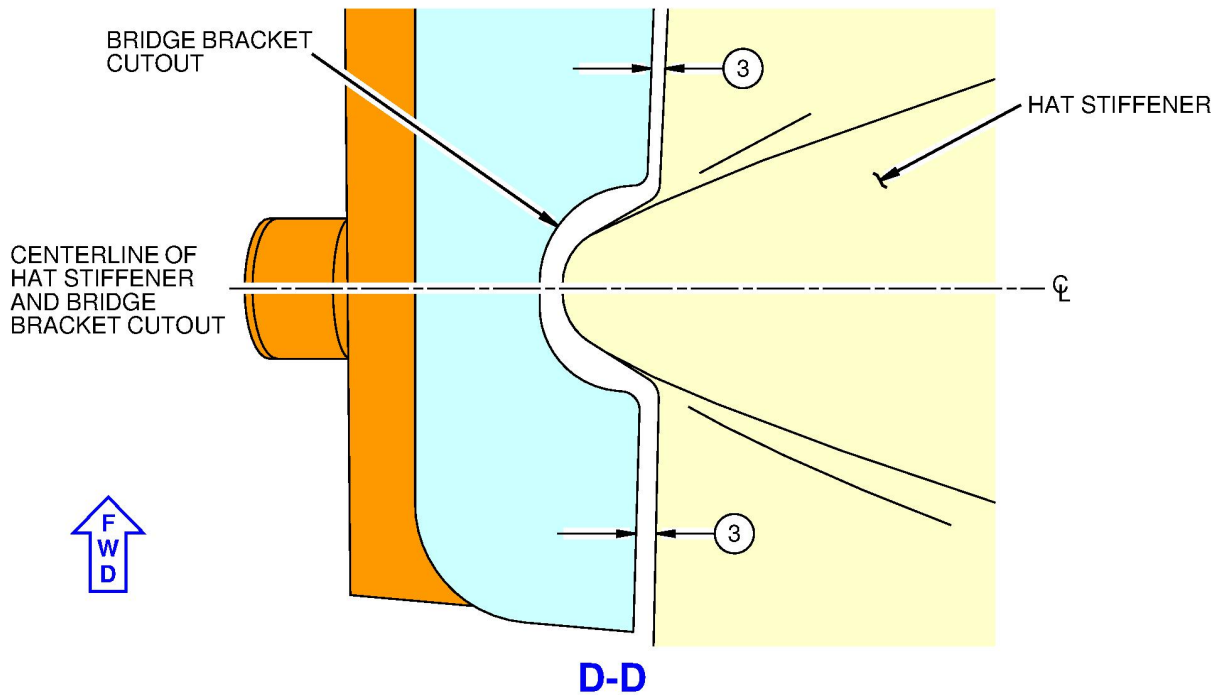
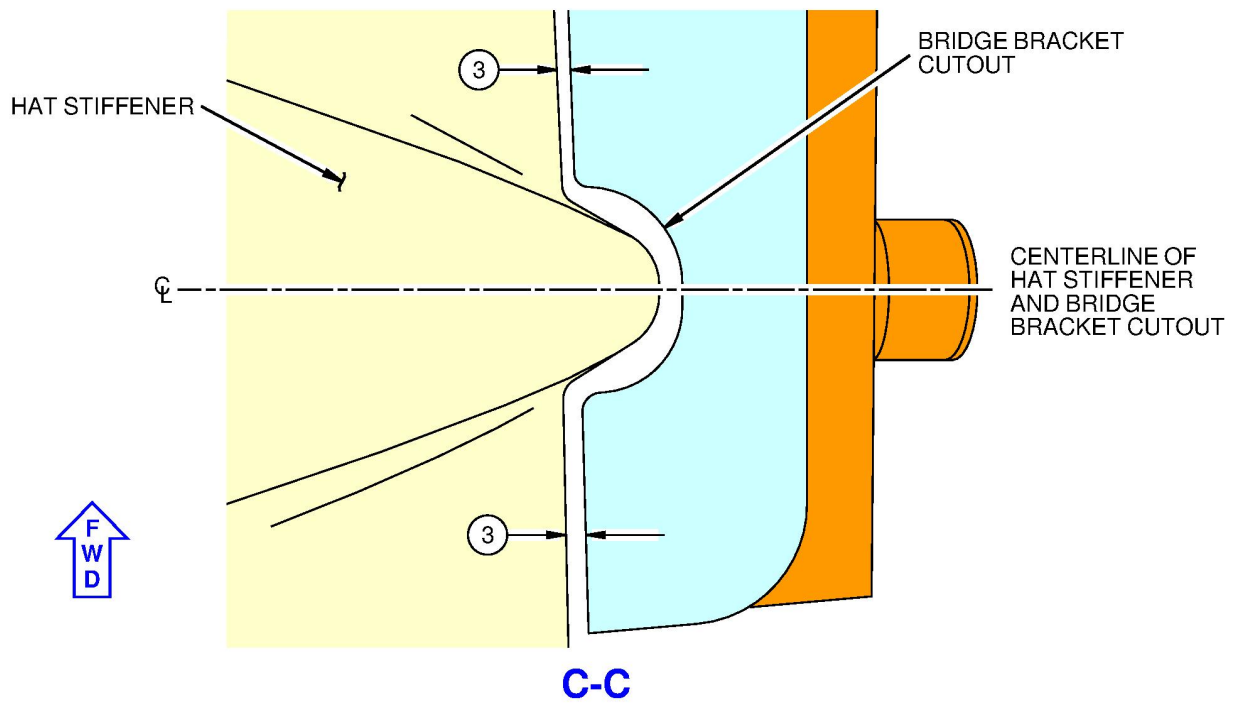
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**FIGURE 6: PRIMARY EXHAUST NOZZLE - LOWER LEFT HAND BRIDGE BRACKET - PREPARATION
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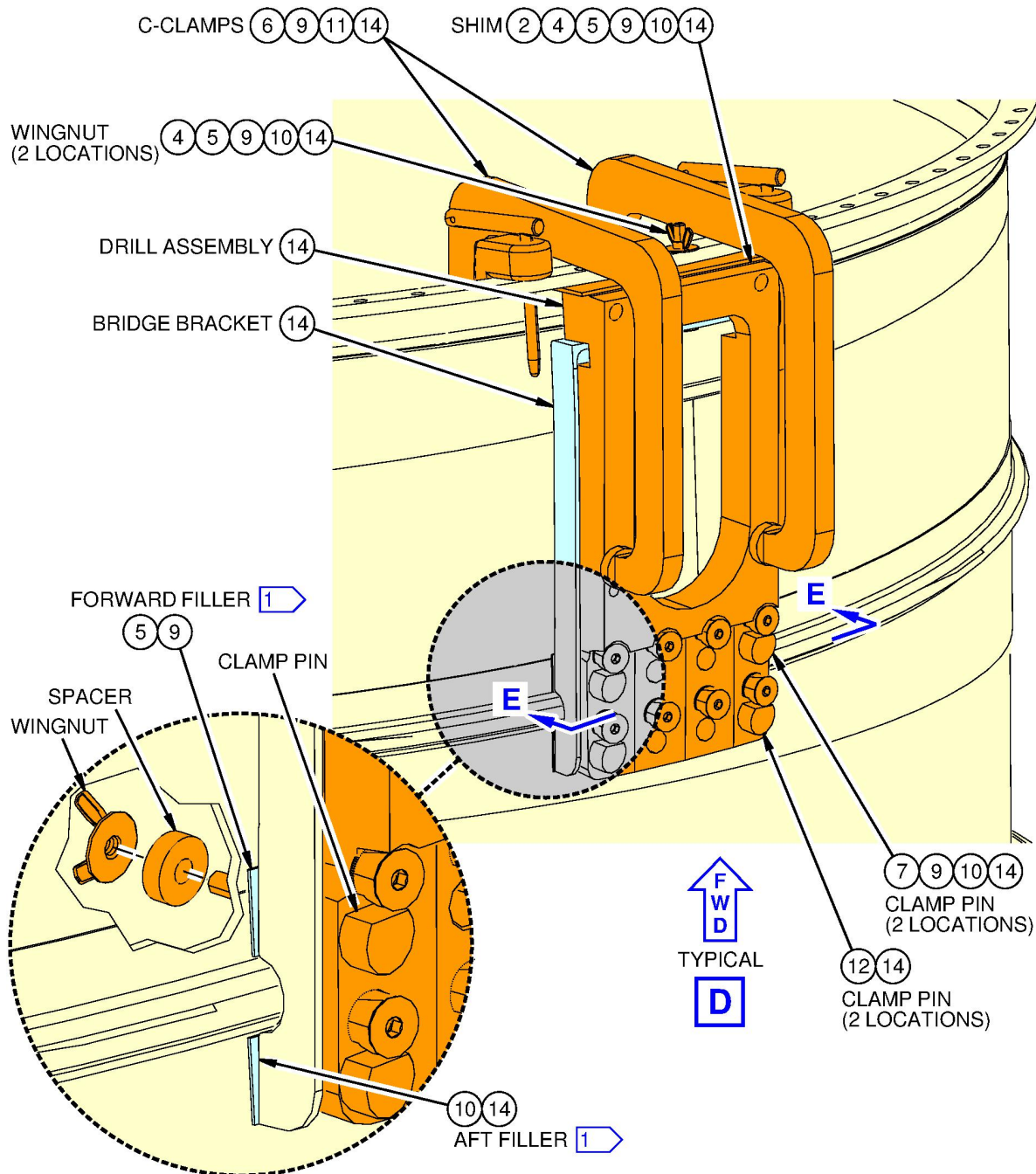
**FIGURE 6: PRIMARY EXHAUST NOZZLE - LOWER LEFT HAND BRIDGE BRACKET - PREPARATION
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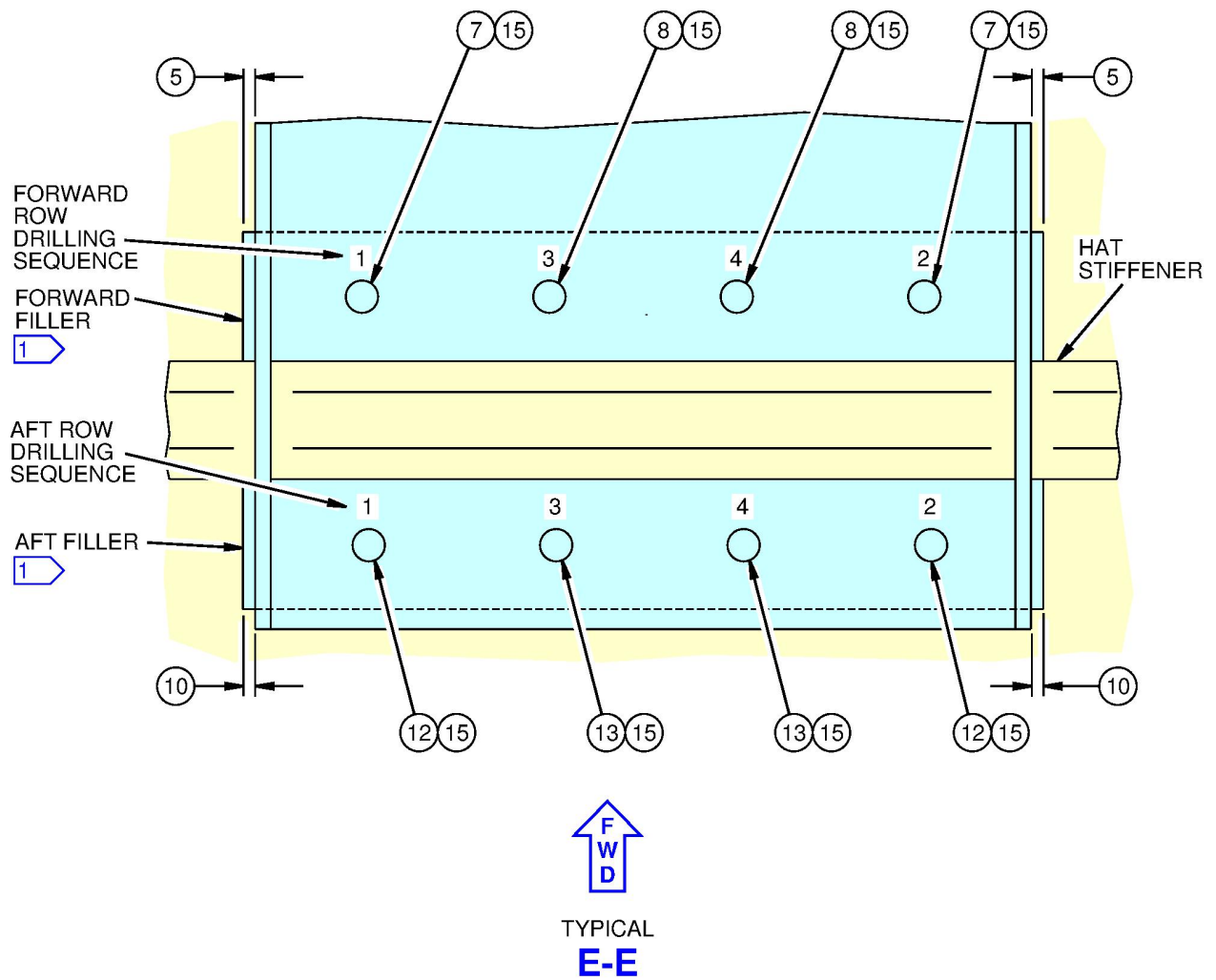
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FIGURE 6: PRIMARY EXHAUST NOZZLE - LOWER LEFT HAND BRIDGE BRACKET - PREPARATION (SHEET 6 OF 14)

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FIGURE 6: PRIMARY EXHAUST NOZZLE - LOWER LEFT HAND BRIDGE BRACKET - PREPARATION (SHEET 7 OF 14)

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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 this figure.

Step	Task	Name	Identification	Qty	More Data
1	Identify	HOLE	-	6	Use the notch in the attach ring as a reference to help locate holes #25 thru #30.
	Clean	HOLE	-	6	Clean holes #25 thru #30 in the attach ring. Refer to SOPM 20-30-03 as an accepted procedure.
	Apply	PROTECTION	-	-	(a)
	Put	LWR LH CLAMP BLK	2MIT314A2610	1	-
	Put	L-PIN	2MIT314A2610	2	-
2	Put	BRIDGE BRACKET, LOWER LH	314A2650-3	1	(b)
	Put	LWR LH DRILL ASSY	2MIT314A2610	1	(b)
	Put	INDEX PIN	2MIT314A2610	2	(b)
	Put	WINGNUT	2MIT314A2610	2	(b)
	Align	BRIDGE BRACKET, LOWER LH	314A2650-3	1	(c)
	Measure	DISTANCE	-	-	(d)
	Put	SHIM	2MIT314A2610	-	(e)
	Tighten	WINGNUT	2MIT314A2610	2	(f)(g)
 CAUTION MAKE SURE THAT THE CORRECT HOLES IN THE ATTACH RING ARE USED FOR THE LOCATION OF THE DRILL ASSEMBLY AND BRIDGE BRACKET. USE OF AN INCORRECTLY LOCATED DRILL ASSEMBLY COULD CAUSE THE PRIMARY EXHAUST NOZZLE TO BECOME UNSERVICEABLE.					
3	Measure	DISTANCE	-	-	(h)(i)
4	Loosen	WINGNUT	2MIT314A2610	2	(j)
	Release	SHIM	2MIT314A2610	-	(j)
5	Put	FILLER	314A2670-7, 314A2670-17, 314A2670-27	-	(j)(l)
	Put	SHIM	2MIT314A2610	-	(j)(e)
	Tighten	WINGNUT	2MIT314A2610	2	(j)(f)

FIGURE 6: PRIMARY EXHAUST NOZZLE - LOWER LEFT HAND BRIDGE BRACKET - PREPARATION (SHEET 8 OF 14)

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Step	Task	Name	Identification	Qty	More Data
6	Put	C-CLAMP	2MIT314A2610	2	(m)
	Tighten	C-CLAMP	2MIT314A2610	2	
7	Drill	HOLE	-	1	At hole location '1' identified for the forward row on the Drill Assembly. (n)
	Clean	HOLE	-	1	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.
	Put	CLAMP PIN	2MIT314A2610	1	(o)
	Put	SPACER	2MIT314A2610	1	(o)
	Put	WINGNUT	2MIT314A2610	1	(o)
	Tighten	WINGNUT	2MIT314A2610	1	-
	Drill	HOLE	-	1	At hole location '2' identified for the forward row on the Drill Assembly. (n)
	Clean	HOLE	-	1	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.
	Put	CLAMP PIN	2MIT314A2610	1	(o)
	Put	SPACER	2MIT314A2610	1	(o)
	Put	WINGNUT	2MIT314A2610	1	(o)
	Tighten	WINGNUT	2MIT314A2610	1	-
8	Drill	HOLE	-	2	At hole locations '3' and '4' identified for the forward row on the Drill Assembly. (n)
	Clean	HOLE	-	2	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.

**FIGURE 6: PRIMARY EXHAUST NOZZLE - LOWER LEFT HAND BRIDGE BRACKET - PREPARATION
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Step	Task	Name	Identification	Qty	More Data
9	Release	CLAMP PIN	2MIT314A2610	2	(k)(p)
	Release	SPACER	2MIT314A2610	2	(k)(p)
	Release	WINGNUT	2MIT314A2610	2	At forward row. (k)(p)
	Release	C-CLAMP	2MIT314A2610	2	(k)(p)
	Loosen	WINGNUT	2MIT314A2610	2	At attach ring. (k)(p)
	Release	SHIM	2MIT314A2610	-	(k)(p)
	Release	FILLER	314A2670-7, 314A2670-17, 314A2670-27	1	(j)(k)(p)
10	Put	FILLER	314A2670-7, 314A2670-17, 314A2670-27	-	(k)(l)(p)
	Put	SHIM	2MIT314A2610	-	(e)(p)
	Put	CLAMP PIN	2MIT314A2610	2	(p)(q)
	Put	SPACER	2MIT314A2610	2	(p)(q)
	Put	WINGNUT	2MIT314A2610	2	(p)(q)
	Tighten	WINGNUT	2MIT314A2610	4	Maximum quantity given. (f)(p)
11	Put	C-CLAMP	2MIT314A2610	2	(m)(p)
	Tighten	C-CLAMP	2MIT314A2610	2	(p)

**FIGURE 6: PRIMARY EXHAUST NOZZLE - LOWER LEFT HAND BRIDGE BRACKET - PREPARATION
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Step	Task	Name	Identification	Qty	More Data
12	Drill	HOLE	-	1	At hole location '1' identified for the aft row on the Drill Assembly. (n)
	Clean	HOLE	-	1	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.
	Put	CLAMP PIN	2MIT314A2610	1	(o)
	Put	SPACER	2MIT314A2610	1	(o)
	Put	WINGNUT	2MIT314A2610	1	(o)
	Tighten	WINGNUT	2MIT314A2610	1	-
	Drill	HOLE	-	1	At hole location '2' identified for the aft row on the Drill Assembly. (n)
	Clean	HOLE	-	1	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.
	Put	CLAMP PIN	2MIT314A2610	1	(o)
	Put	SPACER	2MIT314A2610	1	(o)
	Put	WINGNUT	2MIT314A2610	1	(o)
	Tighten	WINGNUT	2MIT314A2610	1	-
13	Drill	HOLE	-	2	At hole location '3' and '4' identified for the aft row on the Drill Assembly. (n)
	Clean	HOLE	-	2	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.

**FIGURE 6: PRIMARY EXHAUST NOZZLE - LOWER LEFT HAND BRIDGE BRACKET - PREPARATION
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Step	Task	Name	Identification	Qty	More Data
14	Release	C-CLAMP	2MIT314A2610	2	-
	Release	WINGNUT	2MIT314A2610	6	Maximum quantity given.
	Release	SPACER	2MIT314A2610	4	Maximum quantity given.
	Release	CLAMP PIN	2MIT314A2610	4	Maximum quantity given.
	Release	SHIM	2MIT314A2610	-	-
	Release	INDEX PIN	2MIT314A2610	2	-
	Release	LWR LH DRILL ASSY	2MIT314A2610	1	-
	Release	L-PIN	2MIT314A2610	2	-
	Release	LWR LH CLAMP BLK	2MIT314A2610	1	-
	Release	BRIDGE BRACKET, LOWER LH	314A2650-3	1	-
	Release	FILLER	314A2670-7, 314A2670-17, 314A2670-27	-	(k)
	Clean	BRIDGE BRACKET, LOWER LH	314A2650-3	1	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.
	Clean	FILLER	314A2670-7, 314A2670-17, 314A2670-27	-	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.(k)
15	Deburr	HOLE	-	-	Deburr all drilled holes in the primary exhaust nozzle, Filler(s) (Filler(s) are not necessary if the distance between the Bridge Bracket and the Primary Exhaust Nozzle is 0.005 or less) and the Bridge Bracket.
	Inspect	HOLE	-	-	(r)

**FIGURE 6: PRIMARY EXHAUST NOZZLE - LOWER LEFT HAND BRIDGE BRACKET - PREPARATION
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Step	Task	Name	Identification	Qty	More Data
16	Clean	PRIMARY EXHAUST NOZZLE	-	-	Remove drill debris from the exhaust nozzle surface. Refer to SOPM 20-30-03 as an accepted procedure.
(a) Put or pack protection (polythene sheet(s), for example) between the primary exhaust nozzle external surface and the fairing skin to prevent debris that could fall into the space during the work of this Figure.					
(b) Hold the Bridge Bracket and Drill Assembly together loosely and put the diamond 'index' pin into one of the middle holes of the Bridge Bracket through the attach ring. Put the locator 'index' pin in the other middle hole of the Bridge Bracket. The straight edge of the head of each 'index' pin is a feature to prevent interference with the radius in the Bridge Bracket. Make sure that the head of each 'index' pin is against the Bridge Bracket and hand-tighten the wingnuts. Keep the chosen index pin locations the same during this work of this Figure.					
(c) Adjust the location of the Drill Assembly in the forward or aft direction to align the centerline of the Bridge Bracket cutout and the centerline of the hat stiffener.					
(d) Measure the distance between the forward face of the Drill Assembly and the aft face of the attach ring to find the shim thickness necessary to fill the distance.					
(e) Select and put the thickness of shim(s) necessary to fill the distance between the Drill Assembly and the attach ring.					
(f) Hand-tighten the wingnuts to tightly hold the Drill Assembly and Bridge Bracket in the correct position.					
(g) Make sure the Bridge Bracket is centered around the hat stiffener. Adjust shims as needed.					
(h) Measure the distance between the Bridge Bracket and the external surface of the primary exhaust nozzle at each side of the Bridge Bracket. Make sure the difference between the two measured distances 0.015 inches or less.					
(i) Measure the distance between the external surface of the primary exhaust nozzle and the Bridge Bracket at the forward and aft locations identified. If each distance is 0.005 inches or less, no Filler is necessary. One or more Fillers, part numbers 314A2670-7, 314A2670-17 and 314A2670-27, can be used to fill the distance(s). If a measured distance is not the same as a thickness of a Filler (or combination of Fillers), use the nearest Filler thickness. Total Filler thickness at each location must not be more than 0.060 inch. If there is a difference between the measured distance on each side of the Bracket, calculate and use the average of the two measurements. Although, a difference of more than 0.015 inches between the measured distances on each side of the Bracket is not permitted.					
(j) This Task or Step is only applicable if one or more Fillers are necessary at the forward location.					
(k) This Task or Step is only applicable if one or more Fillers are necessary at the aft location.					
(l) Put the Filler(s) parallel to the hat stiffener, positioned centrally between the Exhaust Nozzle surface and the Bridge Bracket, and with clearance from the hat stiffener radius. The ends of the Filler(s) will not be parallel with the sides of the Bridge Bracket. Tape, or equivalent, can be used to temporarily hold the Filler(s) in the correct position.					
(m) Use two C-Clamps, each positioned at the "CLAMP AREA" identified on the Drill Assembly, to hold the Bridge Bracket and the Filler(s) in the correct position.					

**FIGURE 6: PRIMARY EXHAUST NOZZLE - LOWER LEFT HAND BRIDGE BRACKET - PREPARATION
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Step	Task	Name	Identification	Qty	More Data
(n)	Make sure the power feed drill is correctly prepared and use it to drill a 0.279-0.291 inch diameter hole through the Bridge Bracket, the Filler(s) (Filler(s) are not necessary if the distance between the Bridge Bracket and the Primary Exhaust Nozzle is 0.005 inch or less) and the primary exhaust nozzle.				
(o)	Install a Clamp Pin, Spacer and Wingnut for the hole of location '1' identified on the Drill Assembly, after it is drilled. Install one more Clamp Pin, Spacer and Wingnut for the hole of location '2' identified on the Drill Assembly after it is drilled.				
(p)	If Fillers are not necessary at the forward and aft locations, the aft row of holes in the Bridge Bracket can be drilled immediately after the forward row of holes, in accordance with the drilling sequence identified on the Drill Assembly.				
(q)	Install Clamp Pins, Spacers and Wingnuts for the holes of location '1' and '2' identified for the forward row on the Drill Assembly to give additional clamp-up force and to provide alignment.				
(r)	Do a Detailed Inspection of all drilled holes for their dimension and quality in accordance with 737-600 SRM 51-40-05, 737-700 SRM 51-40-05, 737-700CONV SRM 51-40-05, 737-800 SRM 51-40-05, 737-900 SRM 51-40-05 or 737-900ER SRM 51-40-05. Make sure that each hole diameter is 0.279-0.291 inches. Make sure that the distance from the center of the holes drilled in the forward row to the edge of the cutout in the Bridge Bracket is 0.328-0.358 inches. Make sure that the distance from the center of the holes drilled in the aft row to the edge of the cutout in the Bridge Bracket is 0.395-0.425 inches.				

RC: End**FIGURE 6: PRIMARY EXHAUST NOZZLE - LOWER LEFT HAND BRIDGE BRACKET - PREPARATION
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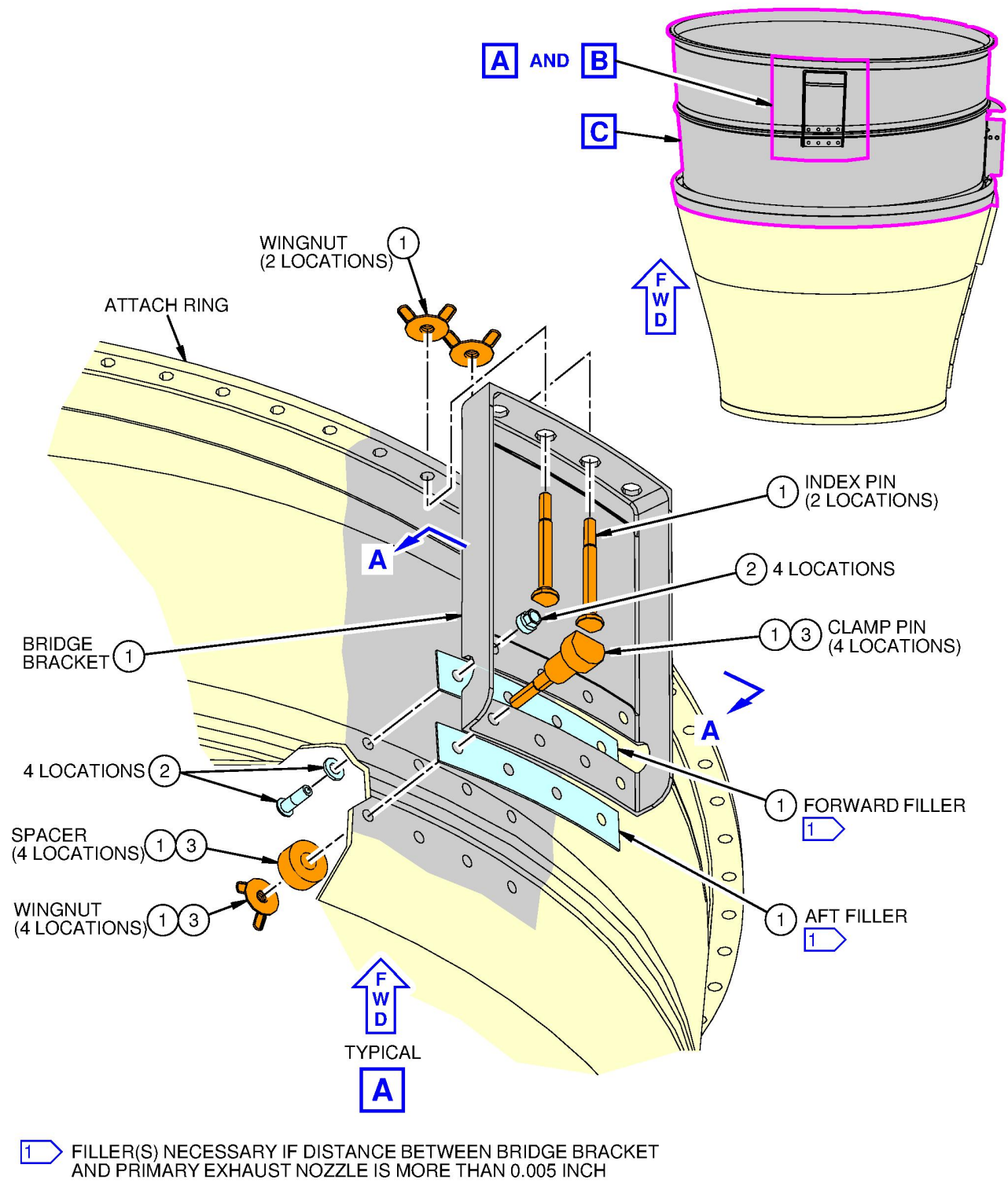


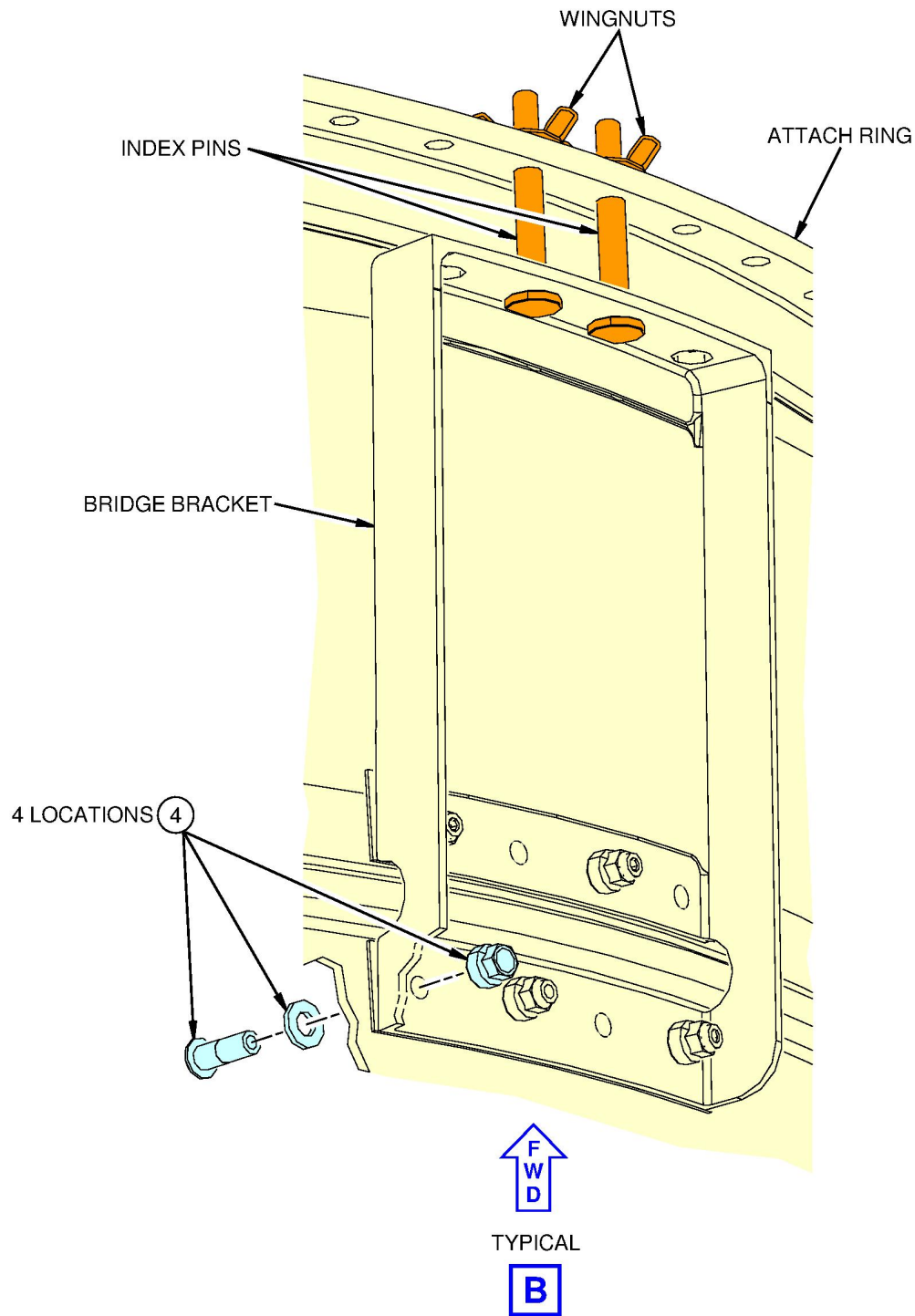
FIGURE 7: PRIMARY EXHAUST NOZZLE - LOWER LEFT BRIDGE BRACKET INSTALLATION (SHEET 1 OF 9)

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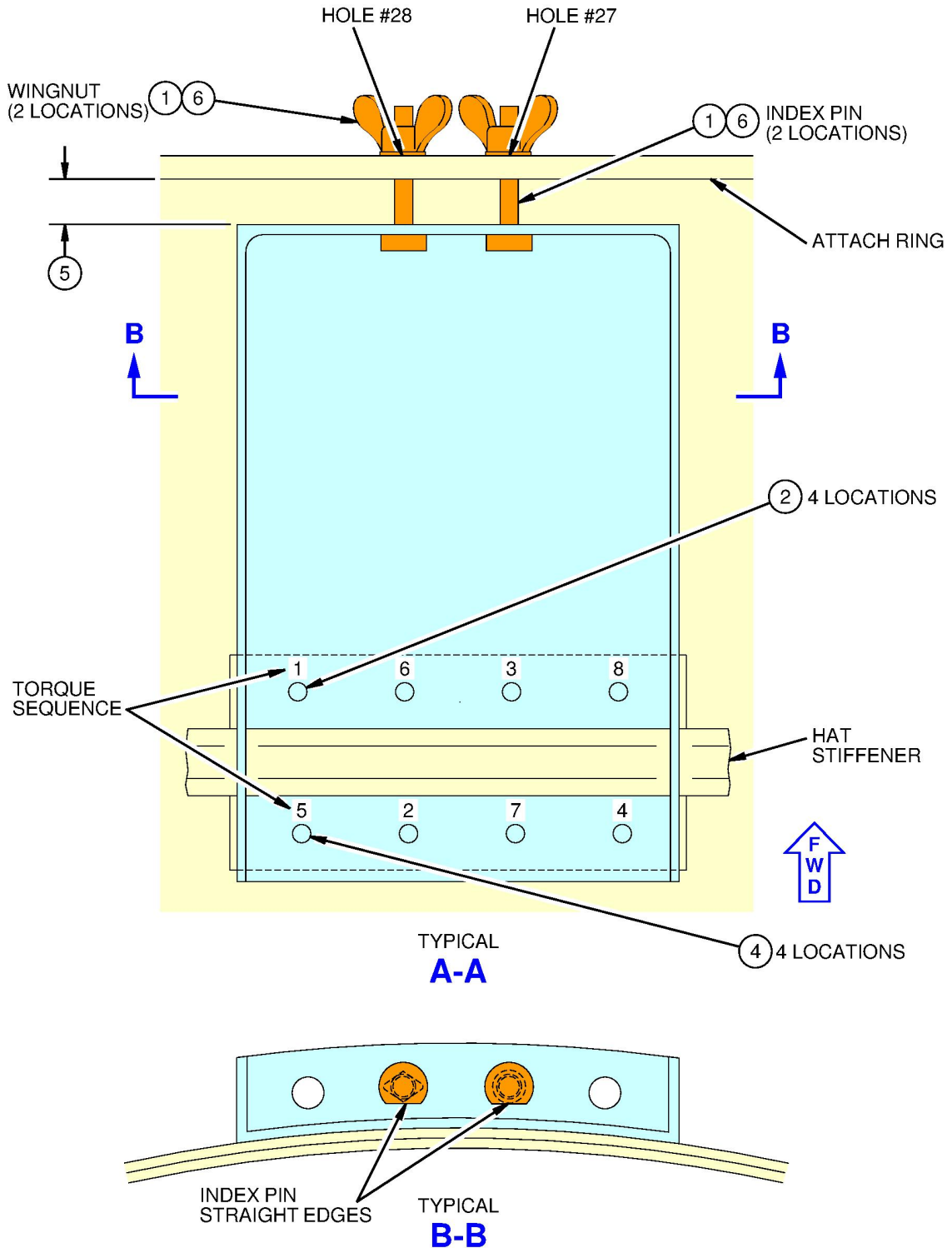
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**FIGURE 7: PRIMARY EXHAUST NOZZLE - LOWER LEFT BRIDGE BRACKET INSTALLATION
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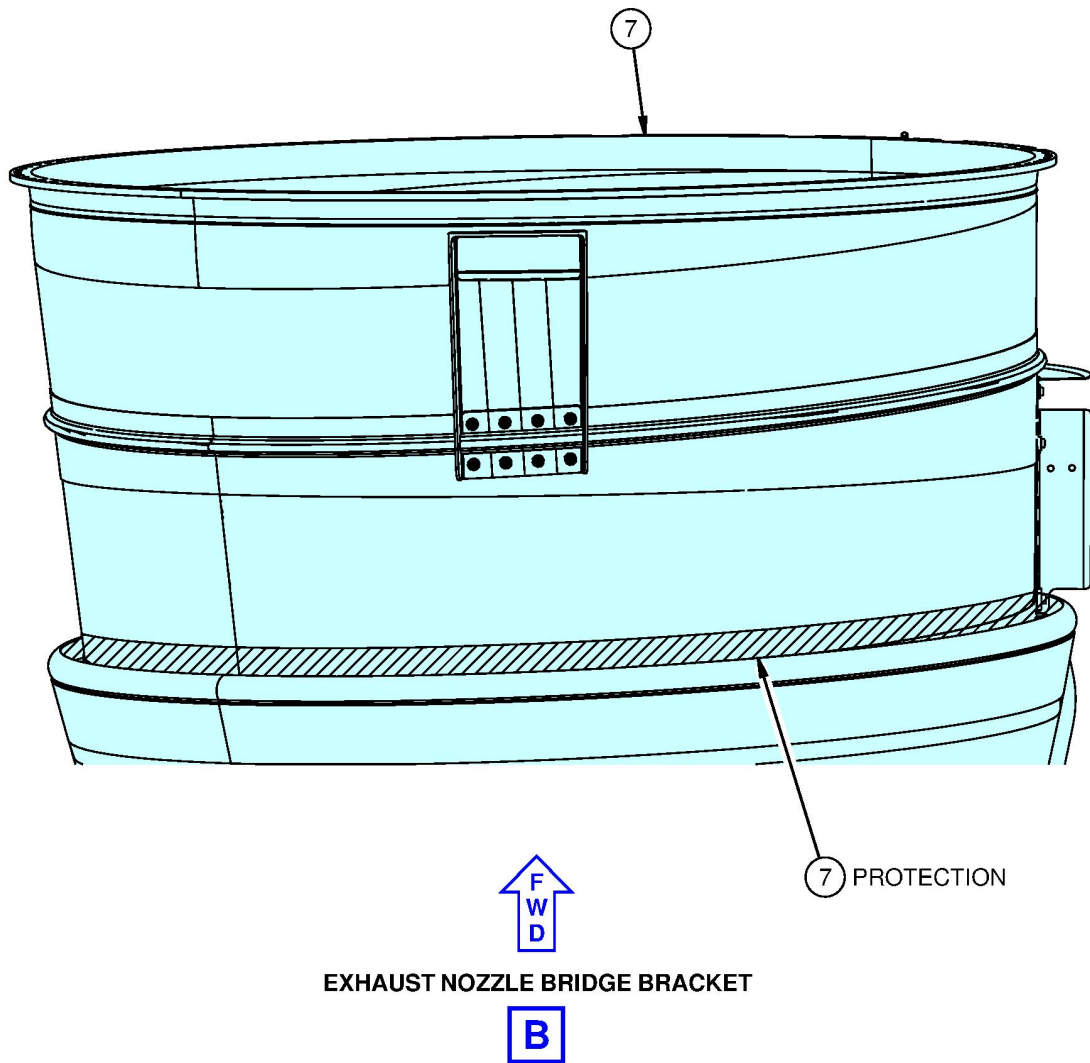
**FIGURE 7: PRIMARY EXHAUST NOZZLE - LOWER LEFT BRIDGE BRACKET INSTALLATION
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**FIGURE 7: PRIMARY EXHAUST NOZZLE - LOWER LEFT BRIDGE BRACKET INSTALLATION
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The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown below are the number of parts necessary for this figure.

Step	Task	Name	Identification	Qty	More Data
1	Install (New)	FILLER	314A2670-7, 314A2670-17, 314A2670-27	-	At the forward location. (a)
	Install (New)	FILLER	314A2670-7, 314A2670-17, 314A2670-27	-	At the aft location. (a)
	Install (New)	BRIDGE BRACKET, LOWER LH	314A2650-3	1	-
	Put	CLAMP PIN	2MIT314A2610	4	At hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Put	SPACER	2MIT314A2610	4	At hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Put	WINGNUT	2MIT314A2610	4	Hand-tighten the Wingnuts at hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Put	INDEX PIN	2MIT314A2610	2	-
	Put	WINGNUT	2MIT314A2610	2	-
	Tighten	WINGNUT	2MIT314A2610	6	Hand-tighten the Wingnuts.

**FIGURE 7: PRIMARY EXHAUST NOZZLE - LOWER LEFT BRIDGE BRACKET INSTALLATION
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Step	Task	Name	Identification	Qty	More Data
2	Install (New)	BOLT, HEX DRIVE	BACB30YL8K5	4	Install the bolts at hole locations 1, 2, 3 and 4 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Install (New)	WASHER	BACW10BP4ACU	4	Install the washers at hole locations 1, 2, 3 and 4 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Install (New)	NUT	BACN11CC4U	4	Install the nuts at hole locations 1, 2, 3 and 4 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Torque	NUT	BACN11CC4U	4	Torque the nuts at hole locations 1, 2, 3 and 4, in the sequence specified in view A-A. (b)

**FIGURE 7: PRIMARY EXHAUST NOZZLE - LOWER LEFT BRIDGE BRACKET INSTALLATION
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Step	Task	Name	Identification	Qty	More Data
3	Release	CLAMP PIN	2MIT314A2610	4	At hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener release sequence.
	Release	SPACER	2MIT314A2610	4	At hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener release sequence.
	Release	WINGNUT	2MIT314A2610	4	At hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener release sequence.

**FIGURE 7: PRIMARY EXHAUST NOZZLE - LOWER LEFT BRIDGE BRACKET INSTALLATION
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Step	Task	Name	Identification	Qty	More Data
4	Install (New)	BOLT, HEX DRIVE	BACB30YL8K5	4	Install the bolts at hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Install (New)	WASHER	BACW10BP4ACU	4	Install the washers at hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Install (New)	NUT	BACN11CC4U	4	Install the nuts at hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Torque	NUT	BACN11CC4U	4	Torque the nuts at hole locations 5, 6, 7 and 8, in the sequence specified in view A-A. (b)
5	Measure	DISTANCE	-	-	(c)
6	Release	INDEX PIN	2MIT314A2610	2	-
	Release	WINGNUT	2MIT314A2610	2	-
7	Remove	PROTECTION	-	-	-
	Clean	PRIMARY EXHAUST NOZZLE	-	-	Remove any remaining drill debris. Refer to SOPM 20-30-03 as an accepted procedure.
(a) Install the Filler(s) selected at preparation. Filler(s) are not necessary if the distance between the Bridge Bracket and the Primary Exhaust Nozzle is 0.005 inch or less.					
(b) Torque to 75 in-lbs (set point torque).					

**FIGURE 7: PRIMARY EXHAUST NOZZLE - LOWER LEFT BRIDGE BRACKET INSTALLATION
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Step	Task	Name	Identification	Qty	More Data
(c)	Make sure that the distance between the forward end of the Bridge Bracket and the aft side of the engine attach ring is 1.091-1.391 inches.				

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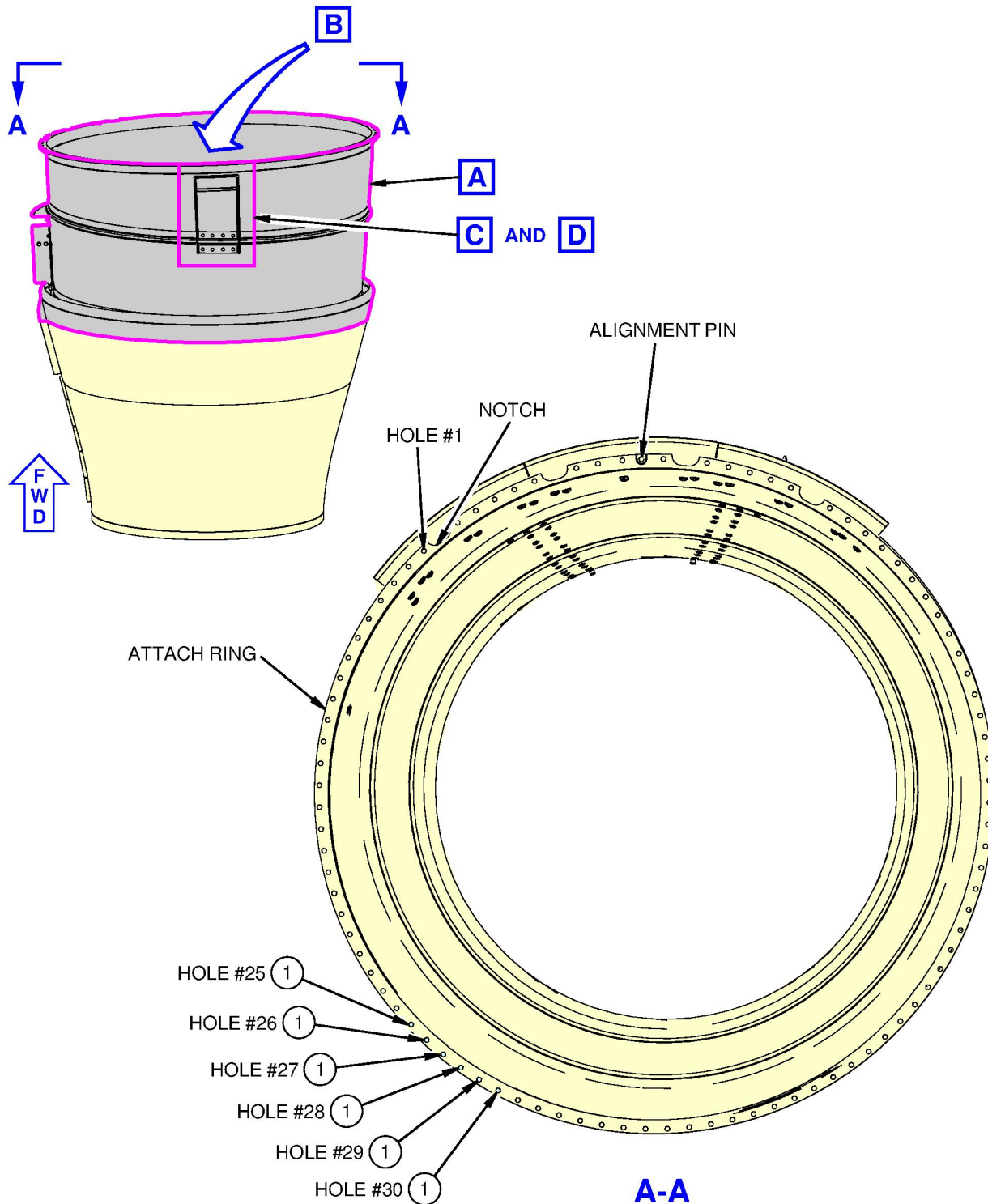
FIGURE 7: PRIMARY EXHAUST NOZZLE - LOWER LEFT BRIDGE BRACKET INSTALLATION (SHEET 9 OF 9)

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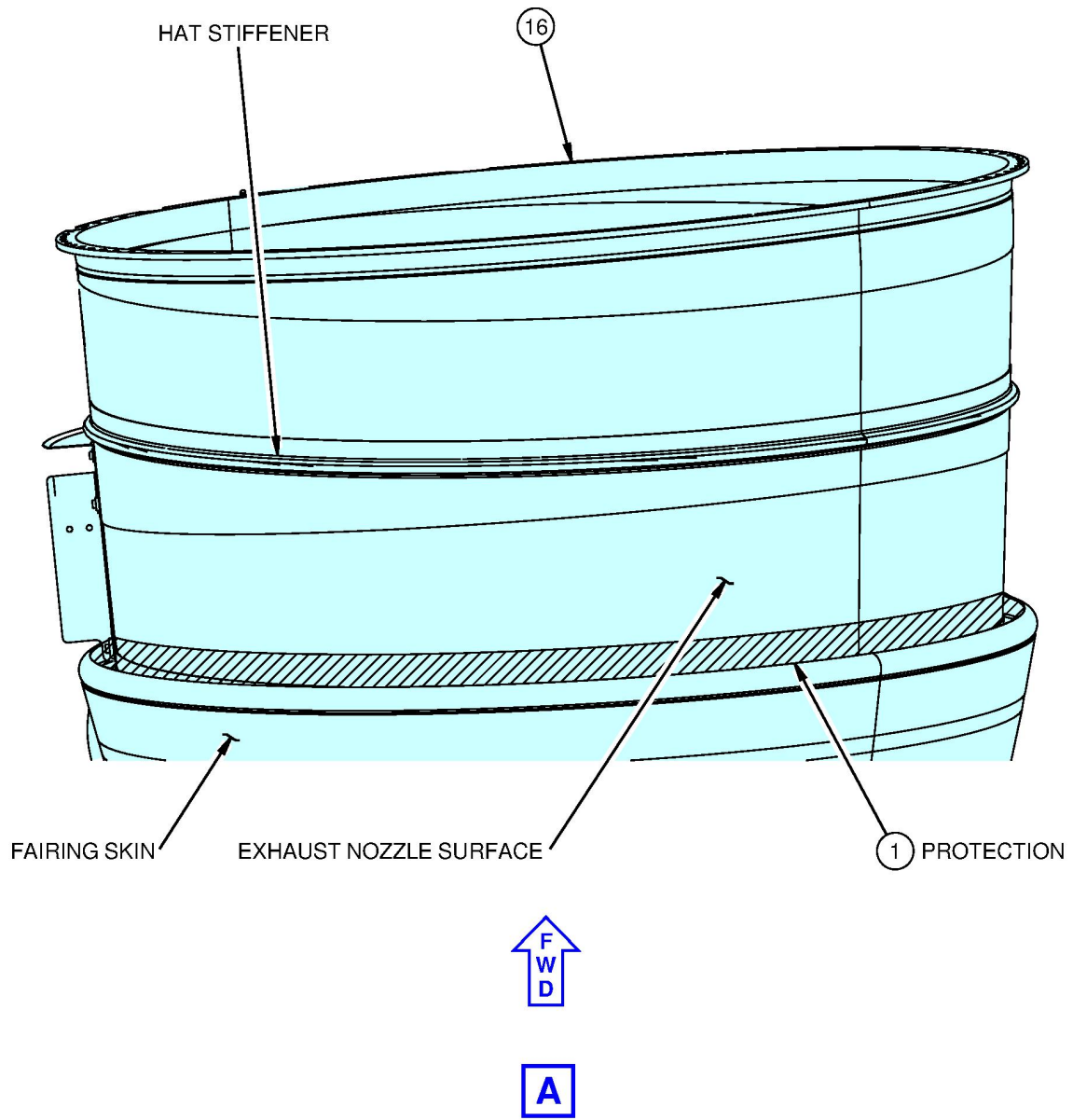
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**FIGURE 8: PRIMARY EXHAUST NOZZLE - LOWER RIGHT BRIDGE BRACKET - PREPARATION
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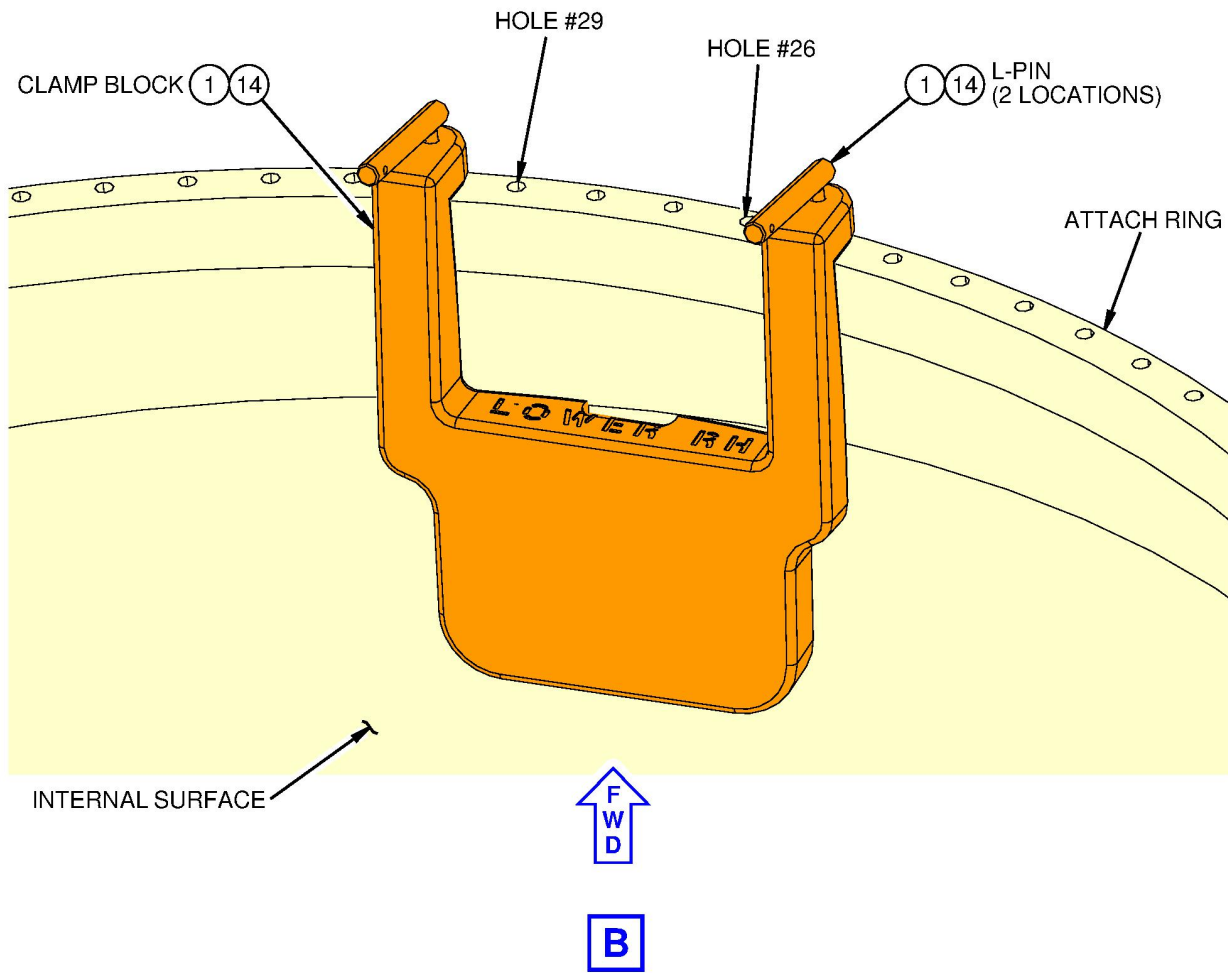
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**FIGURE 8: PRIMARY EXHAUST NOZZLE - LOWER RIGHT BRIDGE BRACKET - PREPARATION
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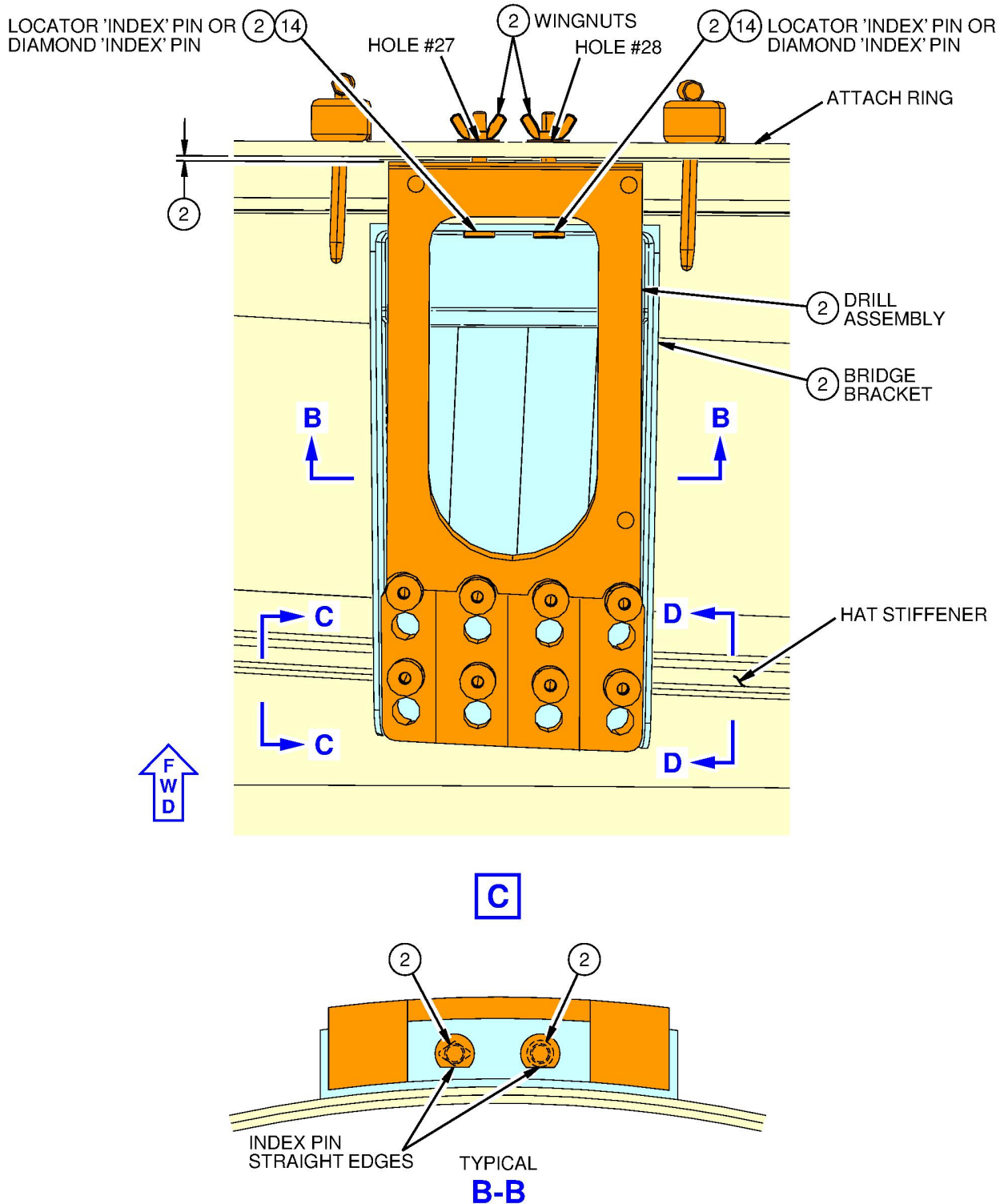
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**FIGURE 8: PRIMARY EXHAUST NOZZLE - LOWER RIGHT BRIDGE BRACKET - PREPARATION
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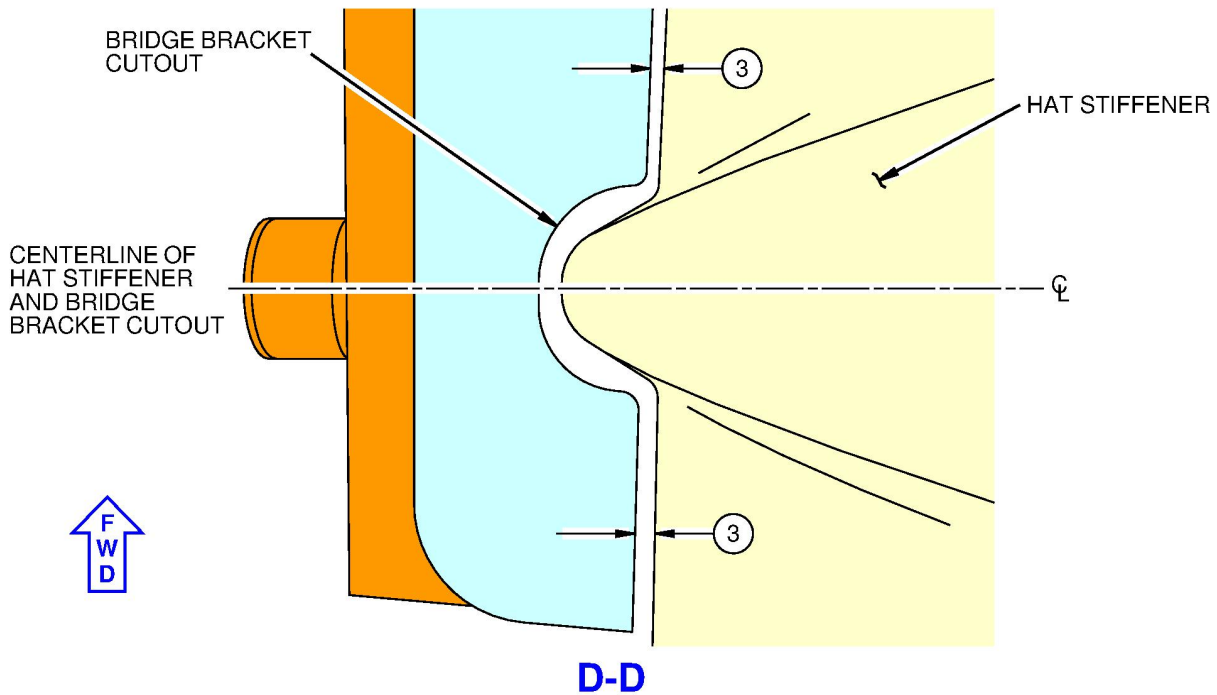
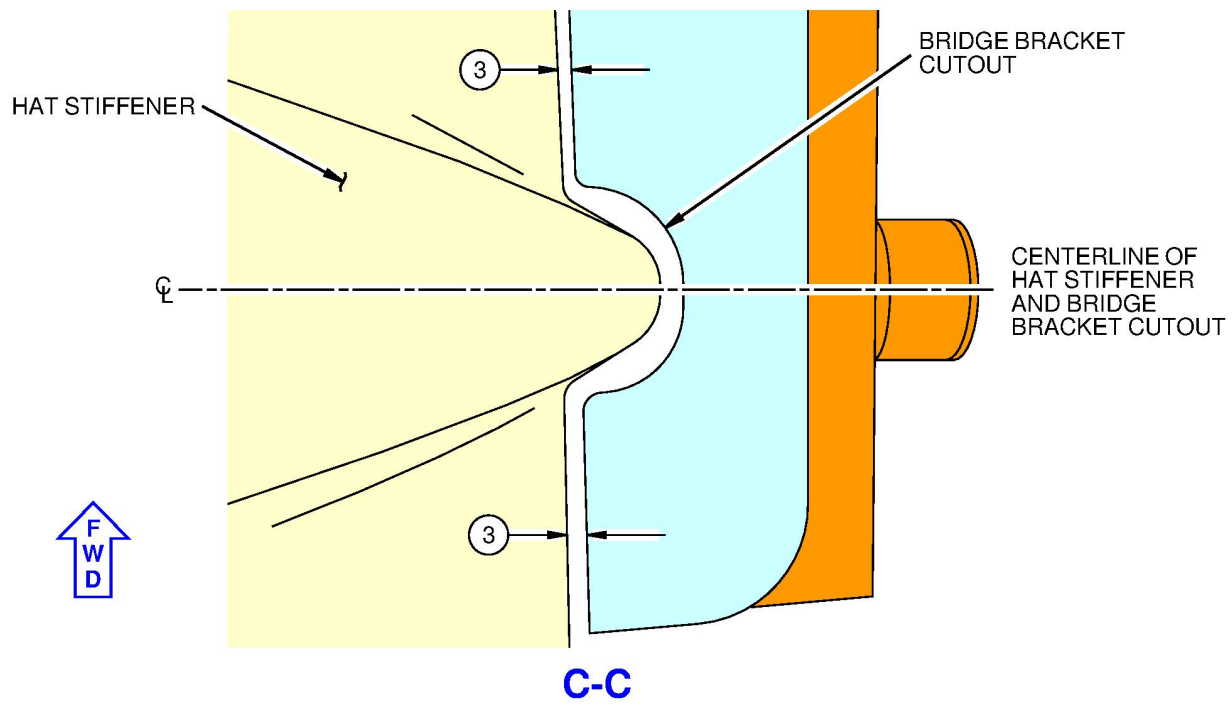
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**FIGURE 8: PRIMARY EXHAUST NOZZLE - LOWER RIGHT BRIDGE BRACKET - PREPARATION
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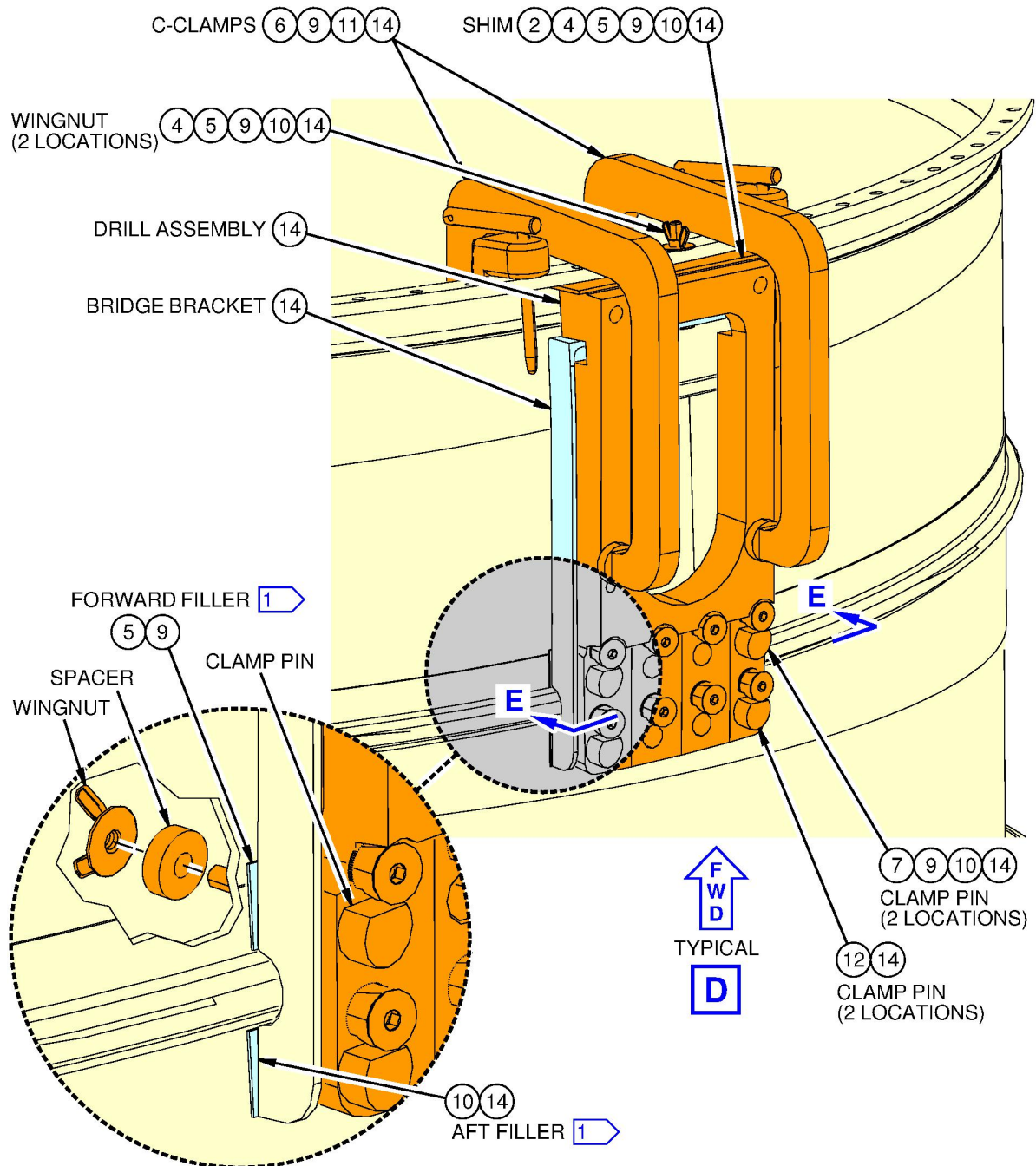
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**FIGURE 8: PRIMARY EXHAUST NOZZLE - LOWER RIGHT BRIDGE BRACKET - PREPARATION
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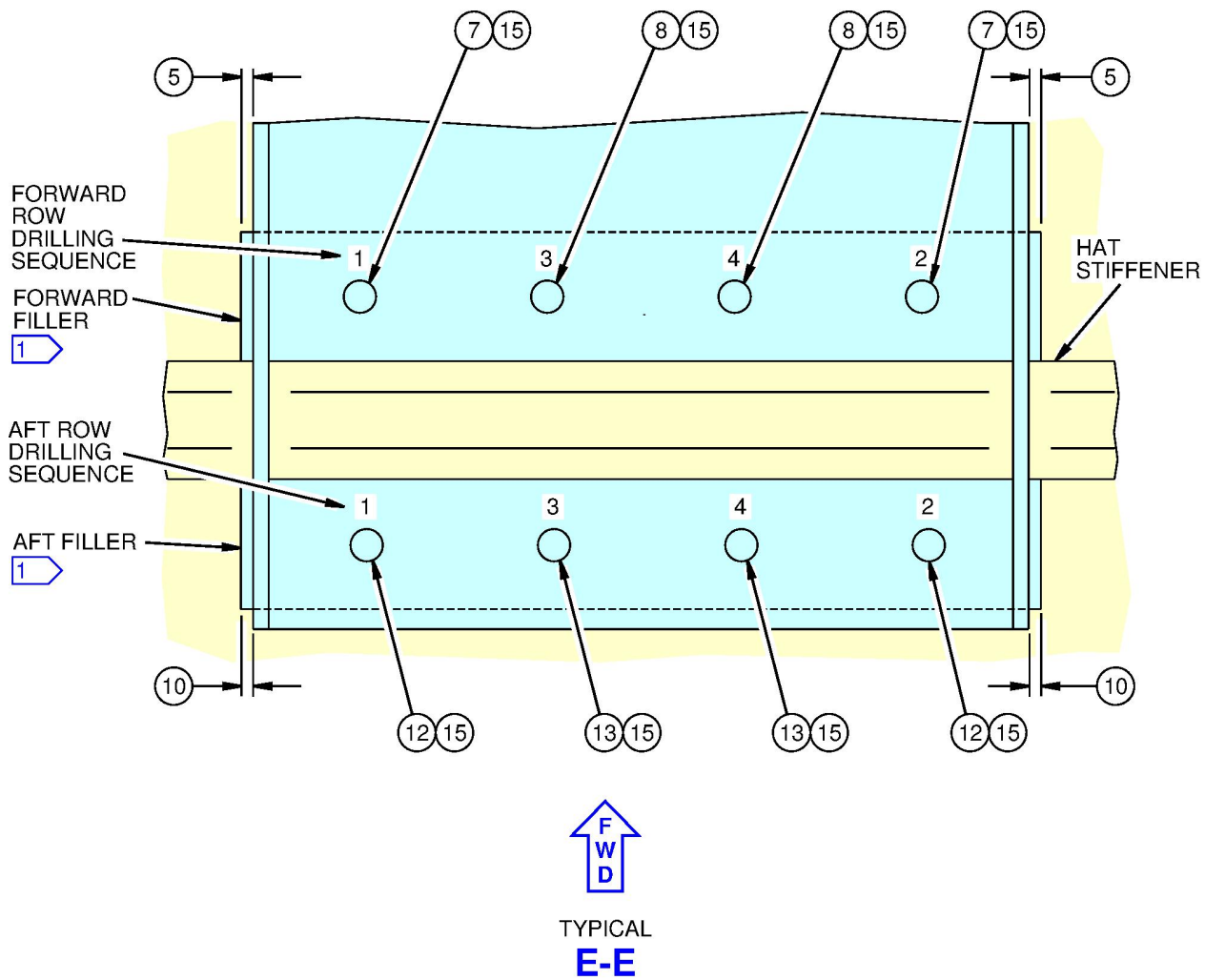
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**FIGURE 8: PRIMARY EXHAUST NOZZLE - LOWER RIGHT BRIDGE BRACKET - PREPARATION
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**FIGURE 8: PRIMARY EXHAUST NOZZLE - LOWER RIGHT BRIDGE BRACKET - PREPARATION
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The 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 this figure.

Step	Task	Name	Identification	Qty	More Data
1	Identify	HOLE	-	6	Use the notch in the attach ring as a reference to help locate holes #25 thru #30.
	Clean	HOLE	-	6	Clean holes #25 thru #30 in the attach ring. Refer to SOPM 20-30-03 as an accepted procedure.
	Apply	PROTECTION	-	-	(a)
	Put	LWR RH CLAMP BLK	2MIT314A2610	1	-
	Put	L-PIN	2MIT314A2610	2	-
2	Put	BRIDGE BRACKET, LOWER RH	314A2650-4	1	(b)
	Put	LWR RH DRILL ASSY	2MIT314A2610	1	(b)
	Put	INDEX PIN	2MIT314A2610	2	(b)
	Put	WINGNUT	2MIT314A2610	2	(b)
	Align	BRIDGE BRACKET, LOWER RH	314A2650-4	1	(c)
	Measure	DISTANCE	-	-	(d)
	Put	SHIM	2MIT314A2610	-	(e)
	Tighten	WINGNUT	2MIT314A2610	2	(f)(g)
 CAUTION MAKE SURE THAT THE CORRECT HOLES IN THE ATTACH RING ARE USED FOR THE LOCATION OF THE DRILL ASSEMBLY AND BRIDGE BRACKET. USE OF AN INCORRECTLY LOCATED DRILL ASSEMBLY COULD CAUSE THE PRIMARY EXHAUST NOZZLE TO BECOME UNSERVICEABLE.					
3	Measure	DISTANCE	-	-	(h)(i)
4	Loosen	WINGNUT	2MIT314A2610	2	(j)
	Release	SHIM	2MIT314A2610	-	(j)
5	Put	FILLER	314A2670-7, 314A2670-17, 314A2670-27	-	(j)(l)
	Put	SHIM	2MIT314A2610	-	(j)(e)
	Tighten	WINGNUT	2MIT314A2610	2	(j)(f)

**FIGURE 8: PRIMARY EXHAUST NOZZLE - LOWER RIGHT BRIDGE BRACKET - PREPARATION
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Step	Task	Name	Identification	Qty	More Data
6	Put	C-CLAMP	2MIT314A2610	2	(m)
	Tighten	C-CLAMP	2MIT314A2610	2	
7	Drill	HOLE	-	1	At hole location '1' identified for the forward row on the Drill Assembly. (n)
	Clean	HOLE	-	1	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.
	Put	CLAMP PIN	2MIT314A2610	1	(o)
	Put	SPACER	2MIT314A2610	1	(o)
	Put	WINGNUT	2MIT314A2610	1	(o)
	Tighten	WINGNUT	2MIT314A2610	1	-
	Drill	HOLE	-	1	At hole location '2' identified for the forward row on the Drill Assembly. (n)
	Clean	HOLE	-	1	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.
	Put	CLAMP PIN	2MIT314A2610	1	(o)
	Put	SPACER	2MIT314A2610	1	(o)
	Put	WINGNUT	2MIT314A2610	1	(o)
	Tighten	WINGNUT	2MIT314A2610	1	-
8	Drill	HOLE	-	2	At hole locations '3' and '4' identified for the forward row on the Drill Assembly. (n)
	Clean	HOLE	-	2	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.

**FIGURE 8: PRIMARY EXHAUST NOZZLE - LOWER RIGHT BRIDGE BRACKET - PREPARATION
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Step	Task	Name	Identification	Qty	More Data
9	Release	CLAMP PIN	2MIT314A2610	2	(k)(p)
	Release	SPACER	2MIT314A2610	2	(k)(p)
	Release	WINGNUT	2MIT314A2610	2	At forward row. (k)(p)
	Release	C-CLAMP	2MIT314A2610	2	(k)(p)
	Loosen	WINGNUT	2MIT314A2610	2	At attach ring. (k)(p)
	Release	SHIM	2MIT314A2610	-	(k)(p)
	Release	FILLER	314A2670-7, 314A2670-17, 314A2670-27	1	(j)(k)(p)
10	Put	FILLER	314A2670-7, 314A2670-17, 314A2670-27	-	(k)(l)(p)
	Put	SHIM	2MIT314A2610	-	(e)(p)
	Put	CLAMP PIN	2MIT314A2610	2	(p)(q)
	Put	SPACER	2MIT314A2610	2	(p)(q)
	Put	WINGNUT	2MIT314A2610	2	(p)(q)
	Tighten	WINGNUT	2MIT314A2610	4	Maximum quantity given. (f)(p)
11	Put	C-CLAMP	2MIT314A2610	2	(m)(p)
	Tighten	C-CLAMP	2MIT314A2610	2	(p)

**FIGURE 8: PRIMARY EXHAUST NOZZLE - LOWER RIGHT BRIDGE BRACKET - PREPARATION
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Step	Task	Name	Identification	Qty	More Data
12	Drill	HOLE	-	1	At hole location '1' identified for the aft row on the Drill Assembly. (n)
	Clean	HOLE	-	1	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.
	Put	CLAMP PIN	2MIT314A2610	1	(o)
	Put	SPACER	2MIT314A2610	1	(o)
	Put	WINGNUT	2MIT314A2610	1	(o)
	Tighten	WINGNUT	2MIT314A2610	1	-
	Drill	HOLE	-	1	At hole location '2' identified for the aft row on the Drill Assembly. (n)
	Clean	HOLE	-	1	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.
	Put	CLAMP PIN	2MIT314A2610	1	(o)
	Put	SPACER	2MIT314A2610	1	(o)
	Put	WINGNUT	2MIT314A2610	1	(o)
	Tighten	WINGNUT	2MIT314A2610	1	-
13	Drill	HOLE	-	2	At hole location '3' and '4' identified for the aft row on the Drill Assembly. (n)
	Clean	HOLE	-	2	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.

**FIGURE 8: PRIMARY EXHAUST NOZZLE - LOWER RIGHT BRIDGE BRACKET - PREPARATION
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Step	Task	Name	Identification	Qty	More Data
14	Release	C-CLAMP	2MIT314A2610	2	-
	Release	WINGNUT	2MIT314A2610	6	Maximum quantity given.
	Release	SPACER	2MIT314A2610	4	Maximum quantity given.
	Release	CLAMP PIN	2MIT314A2610	4	Maximum quantity given.
	Release	SHIM	2MIT314A2610	-	-
	Release	INDEX PIN	2MIT314A2610	2	-
	Release	LWR RH DRILL ASSY	2MIT314A2610	1	-
	Release	L-PIN	2MIT314A2610	2	-
	Release	LWR RH CLAMP BLK	2MIT314A2610	1	-
	Release	BRIDGE BRACKET, LOWER RH	314A2650-4	1	-
	Release	FILLER	314A2670-7, 314A2670-17, 314A2670-27	-	(k)
	Clean	BRIDGE BRACKET, LOWER RH	314A2650-4	1	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.
	Clean	FILLER	314A2670-7, 314A2670-17, 314A2670-27	-	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.(k)
15	Deburr	HOLE	-	-	Deburr all drilled holes in the primary exhaust nozzle, Filler(s) (Filler(s) are not necessary if the distance between the Bridge Bracket and the Primary Exhaust Nozzle is 0.005 or less) and the Bridge Bracket.
	Inspect	HOLE	-	-	(r)

**FIGURE 8: PRIMARY EXHAUST NOZZLE - LOWER RIGHT BRIDGE BRACKET - PREPARATION
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Step	Task	Name	Identification	Qty	More Data
16	Clean	PRIMARY EXHAUST NOZZLE	-	-	Remove drill debris from the exhaust nozzle surface. Refer to SOPM 20-30-03 as an accepted procedure.
(a) Put or pack protection (polythene sheet(s), for example) between the primary exhaust nozzle external surface and the fairing skin to prevent debris that could fall into the space during the work of this Figure.					
(b) Hold the Bridge Bracket and Drill Assembly together loosely and put the diamond 'index' pin into one of the middle holes of the Bridge Bracket through the attach ring. Put the locator 'index' pin in the other middle hole of the Bridge Bracket. The straight edge of the head of each 'index' pin is a feature to prevent interference with the radius in the Bridge Bracket. Make sure that the head of each 'index' pin is against the Bridge Bracket and hand-tighten the wingnuts. Keep the chosen index pin locations the same during this work of this Figure.					
(c) Adjust the location of the Drill Assembly in the forward or aft direction to align the centerline of the Bridge Bracket cutout and the centerline of the hat stiffener.					
(d) Measure the distance between the forward face of the Drill Assembly and the aft face of the attach ring to find the shim thickness necessary to fill the distance.					
(e) Select and put the thickness of shim(s) necessary to fill the distance between the Drill Assembly and the attach ring.					
(f) Hand-tighten the wingnuts to tightly hold the Drill Assembly and Bridge Bracket in the correct position.					
(g) Make sure the Bridge Bracket is centered around the hat stiffener. Adjust shims as needed.					
(h) Measure the distance between the Bridge Bracket and the external surface of the primary exhaust nozzle at each side of the Bridge Bracket. Make sure the difference between the two measured distances 0.015 inches or less.					
(i) Measure the distance between the external surface of the primary exhaust nozzle and the Bridge Bracket at the forward and aft locations identified. If each distance is 0.005 inches or less, no Filler is necessary. One or more Fillers, part numbers 314A2670-7, 314A2670-17 and 314A2670-27, can be used to fill the distance(s). If a measured distance is not the same as a thickness of a Filler (or combination of Fillers), use the nearest Filler thickness. Total Filler thickness at each location must not be more than 0.060 inch. If there is a difference between the measured distance on each side of the Bracket, calculate and use the average of the two measurements. Although, a difference of more than 0.015 inches between the measured distances on each side of the Bracket is not permitted.					
(j) This Task or Step is only applicable if one or more Fillers are necessary at the forward location.					
(k) This Task or Step is only applicable if one or more Fillers are necessary at the aft location.					
(l) Put the Filler(s) parallel to the hat stiffener, positioned centrally between the Exhaust Nozzle surface and the Bridge Bracket, and with clearance from the hat stiffener radius. The ends of the Filler(s) will not be parallel with the sides of the Bridge Bracket. Tape, or equivalent, can be used to temporarily hold the Filler(s) in the correct position.					
(m) Use two C-Clamps, each positioned at the "CLAMP AREA" identified on the Drill Assembly, to hold the Bridge Bracket and the Filler(s) in the correct position.					

**FIGURE 8: PRIMARY EXHAUST NOZZLE - LOWER RIGHT BRIDGE BRACKET - PREPARATION
(SHEET 13 OF 14)**

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Step	Task	Name	Identification	Qty	More Data
(n)	Make sure the power feed drill is correctly prepared and use it to drill a 0.279-0.291 inch diameter hole through the Bridge Bracket, the Filler(s) (Filler(s) are not necessary if the distance between the Bridge Bracket and the Primary Exhaust Nozzle is 0.005 inch or less) and the primary exhaust nozzle.				
(o)	Install a Clamp Pin, Spacer and Wingnut for the hole of location '1' identified on the Drill Assembly, after it is drilled. Install one more Clamp Pin, Spacer and Wingnut for the hole of location '2' identified on the Drill Assembly after it is drilled.				
(p)	If Fillers are not necessary at the forward and aft locations, the aft row of holes in the Bridge Bracket can be drilled immediately after the forward row of holes, in accordance with the drilling sequence identified on the Drill Assembly.				
(q)	Install Clamp Pins, Spacers and Wingnuts for the holes of location '1' and '2' identified for the forward row on the Drill Assembly to give additional clamp-up force and to provide alignment.				
(r)	Do a Detailed Inspection of all drilled holes for their dimension and quality in accordance with 737-600 SRM 51-40-05, 737-700 SRM 51-40-05, 737-700CONV SRM 51-40-05, 737-800 SRM 51-40-05, 737-900 SRM 51-40-05 or 737-900ER SRM 51-40-05. Make sure that each hole diameter is 0.279-0.291 inches. Make sure that the distance from the center of the holes drilled in the forward row to the edge of the cutout in the Bridge Bracket is 0.328-0.358 inches. Make sure that the distance from the center of the holes drilled in the aft row to the edge of the cutout in the Bridge Bracket is 0.395-0.425 inches.				

RC: End

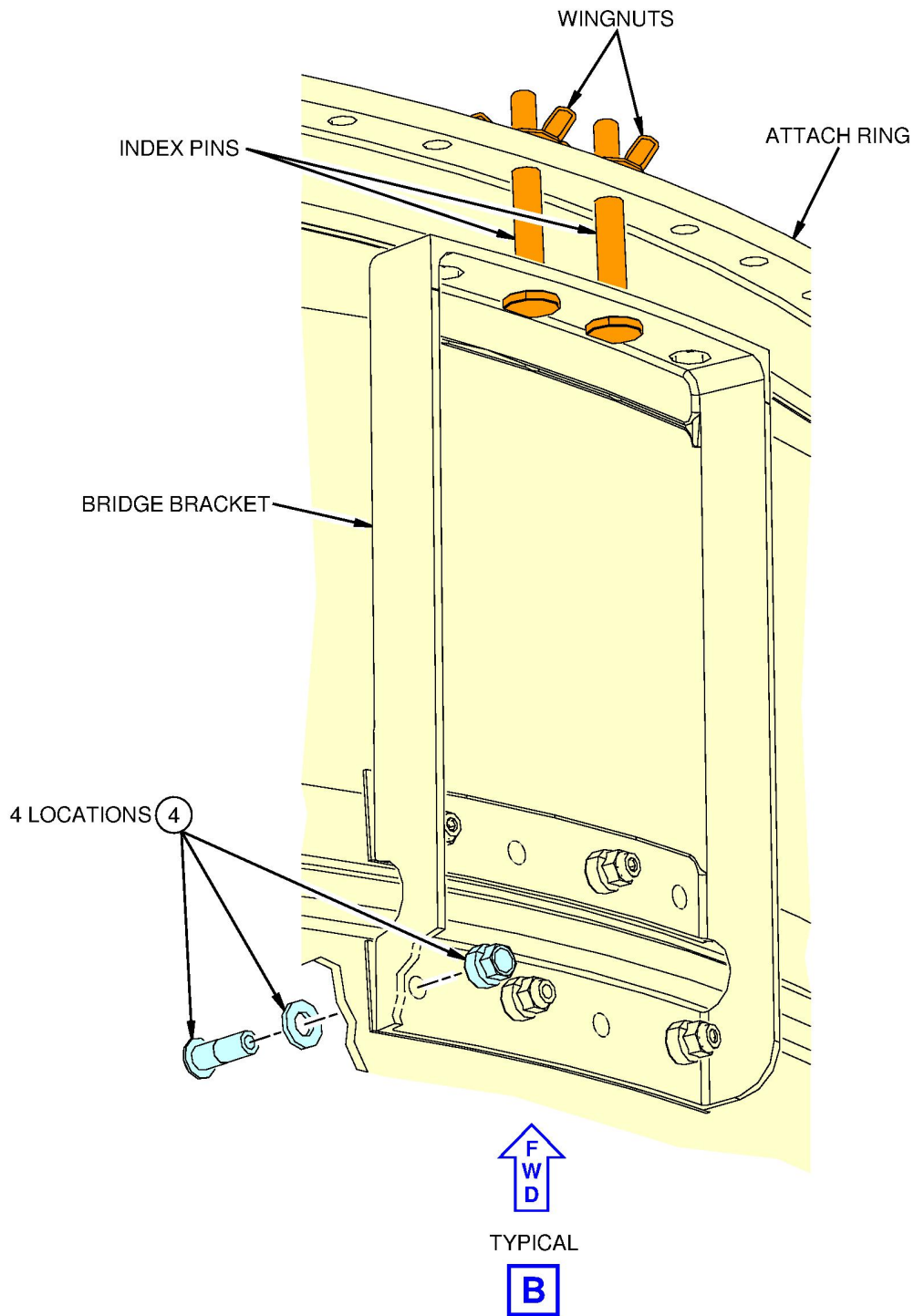
FIGURE 8: PRIMARY EXHAUST NOZZLE - LOWER RIGHT BRIDGE BRACKET - PREPARATION (SHEET 14 OF 14)

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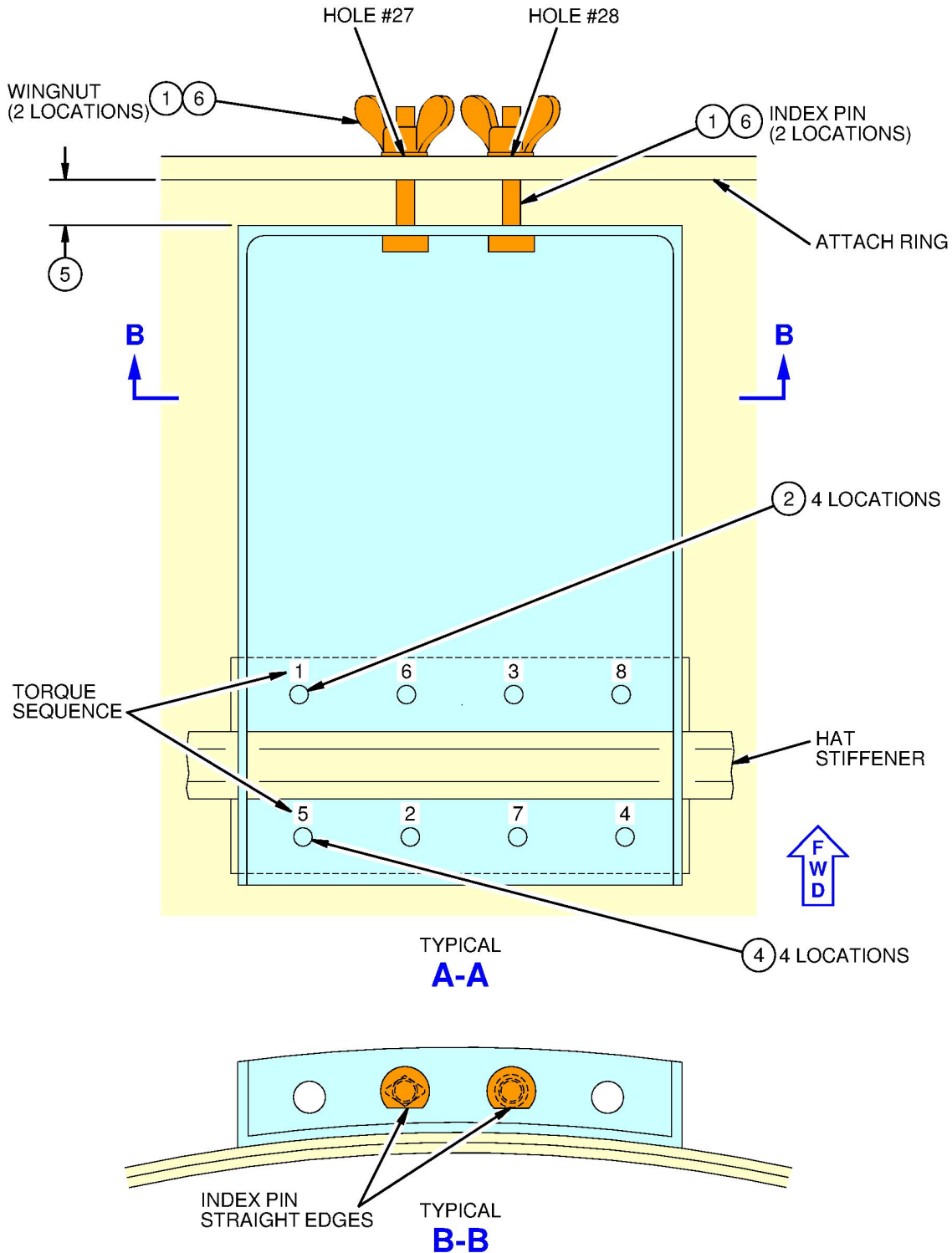
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**FIGURE 9: PRIMARY EXHAUST NOZZLE - LOWER RIGHT BRIDGE BRACKET INSTALLATION
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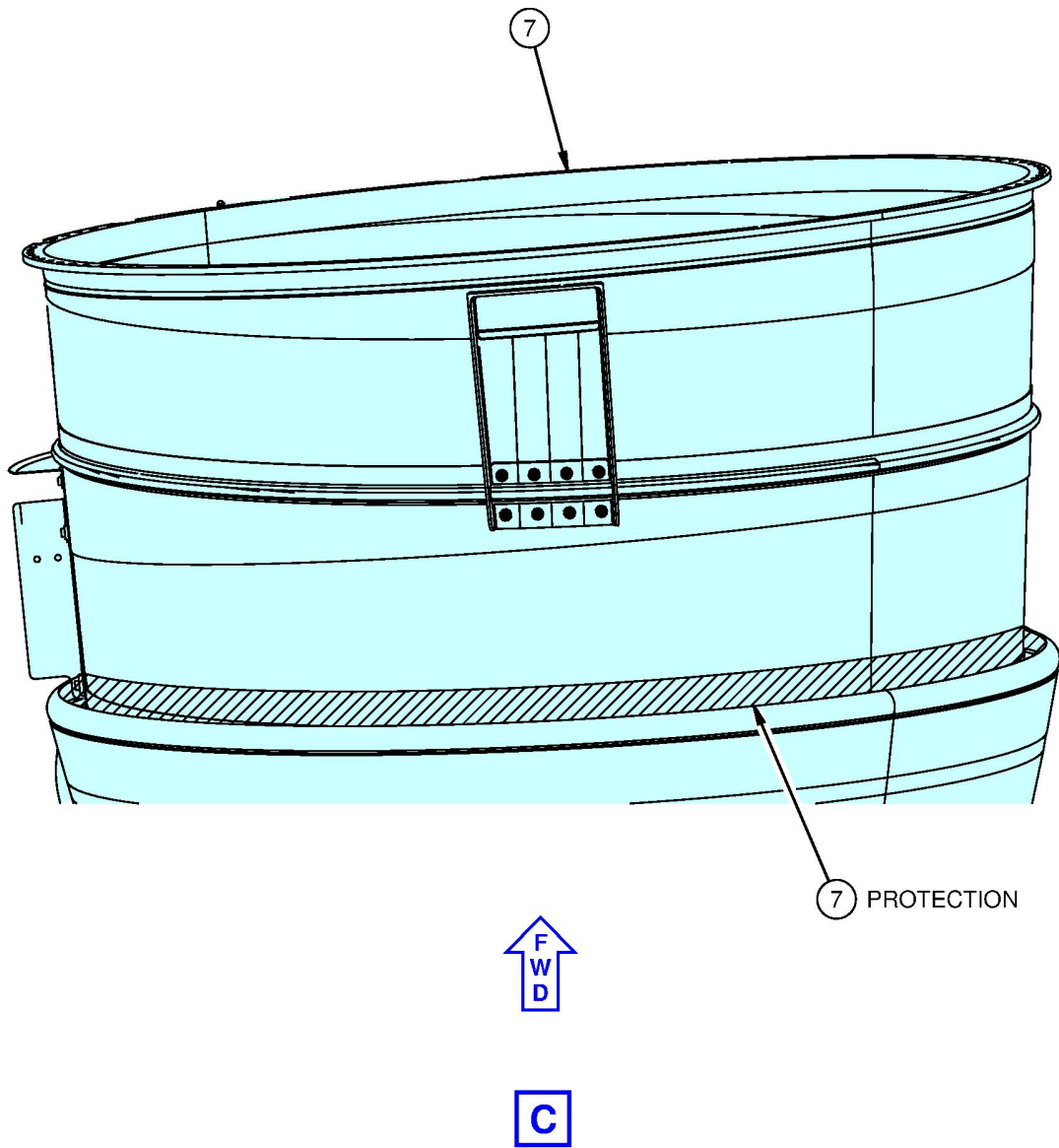
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**FIGURE 9: PRIMARY EXHAUST NOZZLE - LOWER RIGHT BRIDGE BRACKET INSTALLATION
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**FIGURE 9: PRIMARY EXHAUST NOZZLE - LOWER RIGHT BRIDGE BRACKET INSTALLATION
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The 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 this figure.

Step	Task	Name	Identification	Qty	More Data
1	Install (New)	FILLER	314A2670-7, 314A2670-17, 314A2670-27	-	At the forward location. (a)
	Install (New)	FILLER	314A2670-7, 314A2670-17, 314A2670-27	-	At the aft location. (a)
	Install (New)	BRIDGE BRACKET, LOWER RH	314A2650-4	1	-
	Put	CLAMP PIN	2MIT314A2610	4	At hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Put	SPACER	2MIT314A2610	4	At hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Put	WINGNUT	2MIT314A2610	4	Hand-tighten the Wingnuts at hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Put	INDEX PIN	2MIT314A2610	2	-
	Put	WINGNUT	2MIT314A2610	2	-
	Tighten	WINGNUT	2MIT314A2610	6	Hand-tighten the Wingnuts.

**FIGURE 9: PRIMARY EXHAUST NOZZLE - LOWER RIGHT BRIDGE BRACKET INSTALLATION
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Step	Task	Name	Identification	Qty	More Data
2	Install (New)	BOLT, HEX DRIVE	BACB30YL8K5	4	Install the bolts at hole locations 1, 2, 3 and 4 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Install (New)	WASHER	BACW10BP4ACU	4	Install the washers at hole locations 1, 2, 3 and 4 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Install (New)	NUT	BACN11CC4U	4	Install the nuts at hole locations 1, 2, 3 and 4 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Torque	NUT	BACN11CC4U	4	Torque the nuts at hole locations 1, 2, 3 and 4, in the sequence specified in view A-A. (b)

**FIGURE 9: PRIMARY EXHAUST NOZZLE - LOWER RIGHT BRIDGE BRACKET INSTALLATION
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Step	Task	Name	Identification	Qty	More Data
3	Release	CLAMP PIN	2MIT314A2610	4	At hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener release sequence.
	Release	SPACER	2MIT314A2610	4	At hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener release sequence.
	Release	WINGNUT	2MIT314A2610	4	At hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener release sequence.

**FIGURE 9: PRIMARY EXHAUST NOZZLE - LOWER RIGHT BRIDGE BRACKET INSTALLATION
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Step	Task	Name	Identification	Qty	More Data
4	Install (New)	BOLT, HEX DRIVE	BACB30YL8K5	4	Install the bolts at hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Install (New)	WASHER	BACW10BP4ACU	4	Install the washers at hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Install (New)	NUT	BACN11CC4U	4	Install the nuts at hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Torque	NUT	BACN11CC4U	4	Torque the nuts at hole locations 5, 6, 7 and 8, in the sequence specified in view A-A. (b)
5	Measure	DISTANCE	-	-	(c)
6	Release	INDEX PIN	2MIT314A2610	2	-
	Release	WINGNUT	2MIT314A2610	2	-
7	Remove	PROTECTION	-	-	-
	Clean	PRIMARY EXHAUST NOZZLE	-	-	Remove any remaining drill debris. Refer to SOPM 20-30-03 as an accepted procedure.
(a) Install the Filler(s) selected at preparation. Filler(s) are not necessary if the distance between the Bridge Bracket and the Primary Exhaust Nozzle is 0.005 inch or less.					
(b) Torque to 75 in-lbs (set point torque).					

**FIGURE 9: PRIMARY EXHAUST NOZZLE - LOWER RIGHT BRIDGE BRACKET INSTALLATION
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Step	Task	Name	Identification	Qty	More Data
(c)	Make sure that the distance between the forward end of the Bridge Bracket and the aft side of the engine attach ring is 1.091-1.391 inches.				

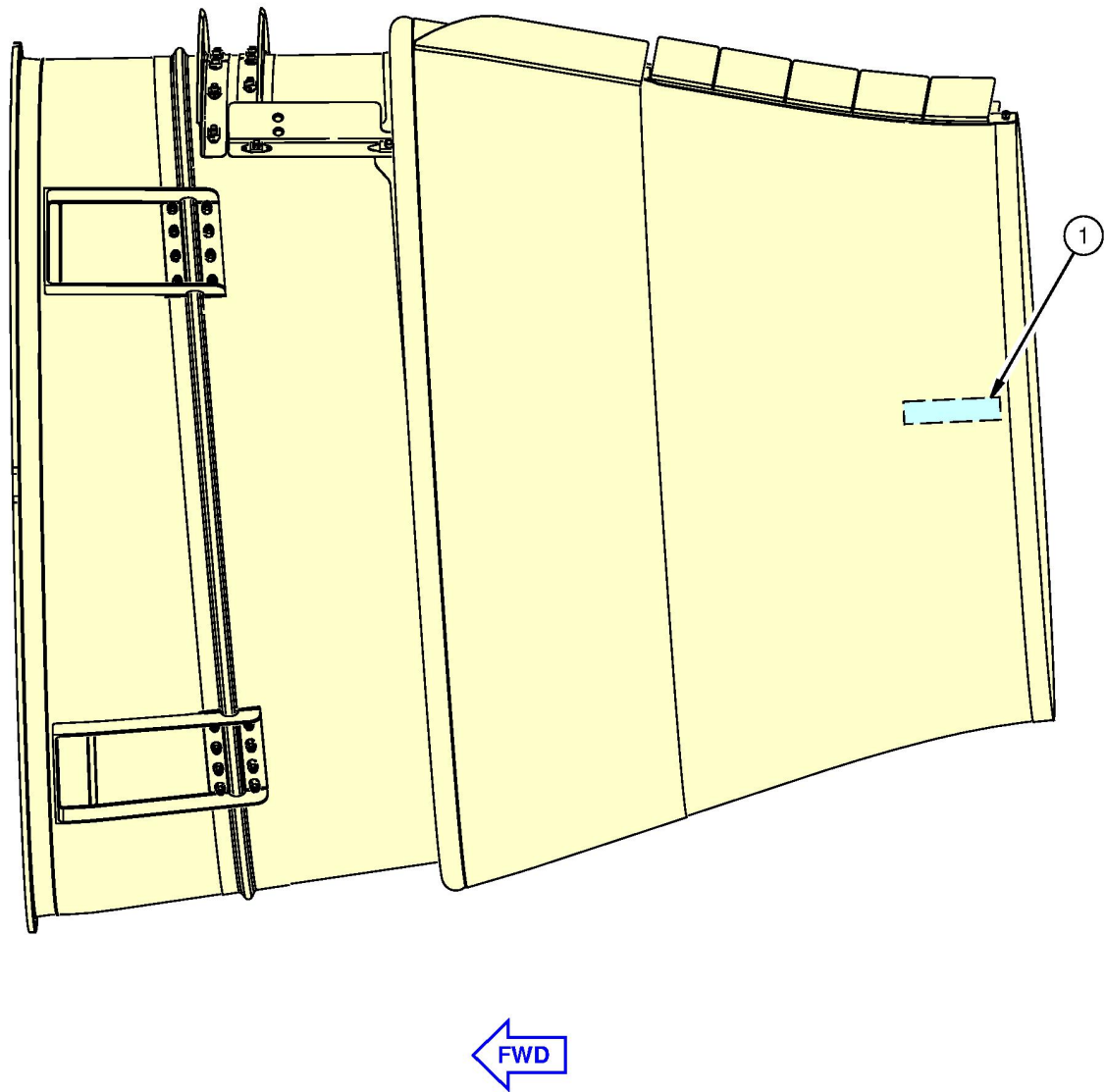
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FIGURE 9: PRIMARY EXHAUST NOZZLE - LOWER RIGHT BRIDGE BRACKET INSTALLATION (SHEET 9 OF 9)

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**FIGURE 10: SERVICEABLE PRIMARY EXHAUST NOZZLE - PART MARKING
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The step numbers shown below agree with the numbers shown in the circle symbols in the figure.

Step	Task	Name	Identification	Qty	More Data
1	Apply	PART NUMBER	314A2610-20()	-	(a)
(a) Apply the new '200' series part number above the existing part number '314A2610-()' in 12 point font, etch depth range of 0.0002-0.0005 inch to show that the primary exhaust nozzle is changed and 'serviceable'. Strike-through the existing part number with one line. Refer to SOPM 20-50-10, Electrochemical Etch Marking (Code E), as an accepted procedure. Refer to Paragraph 2.C.3., Parts Modified and Reidentified, for specific pre and post bulletin identities.					

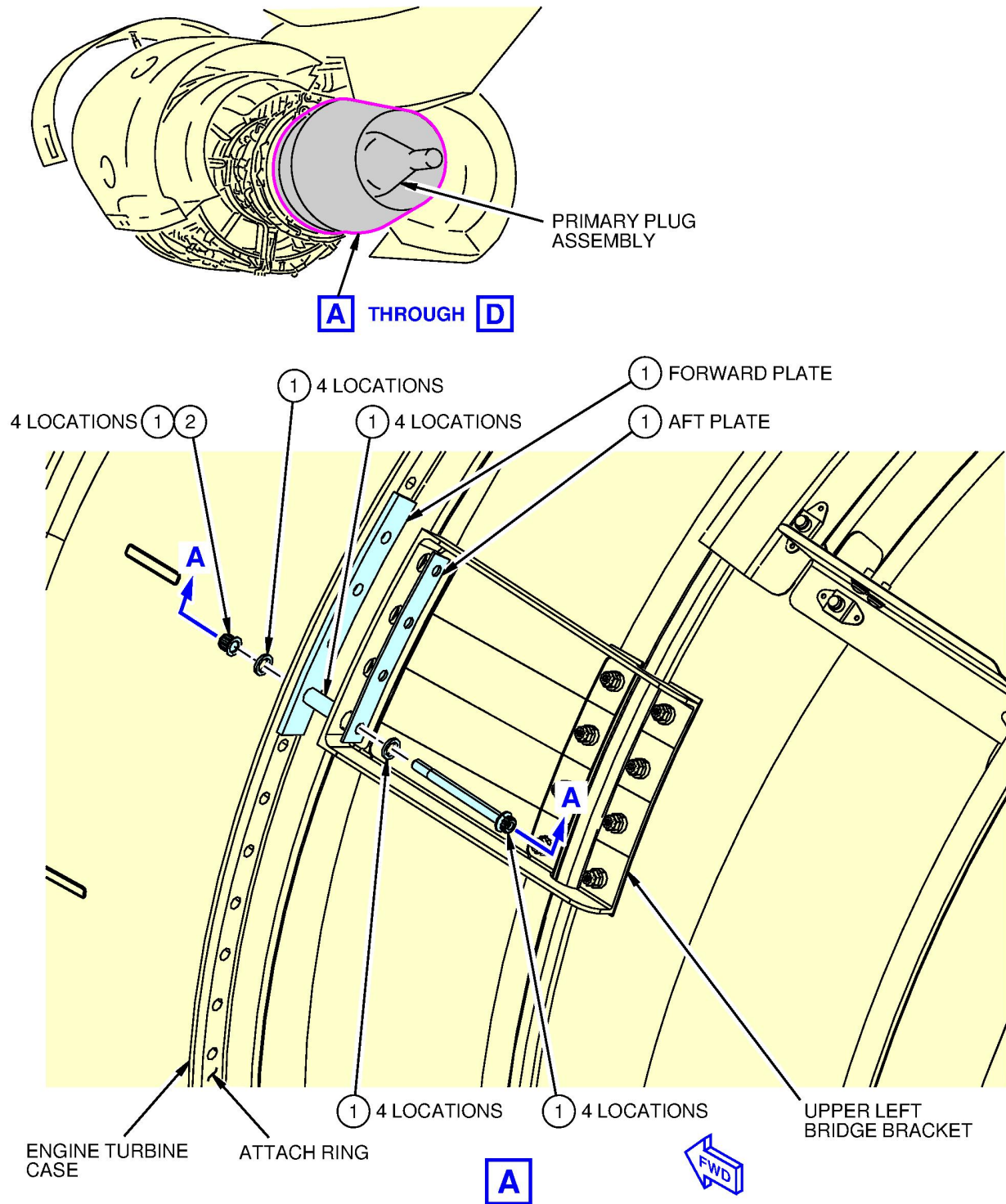
**FIGURE 10: SERVICEABLE PRIMARY EXHAUST NOZZLE - PART MARKING
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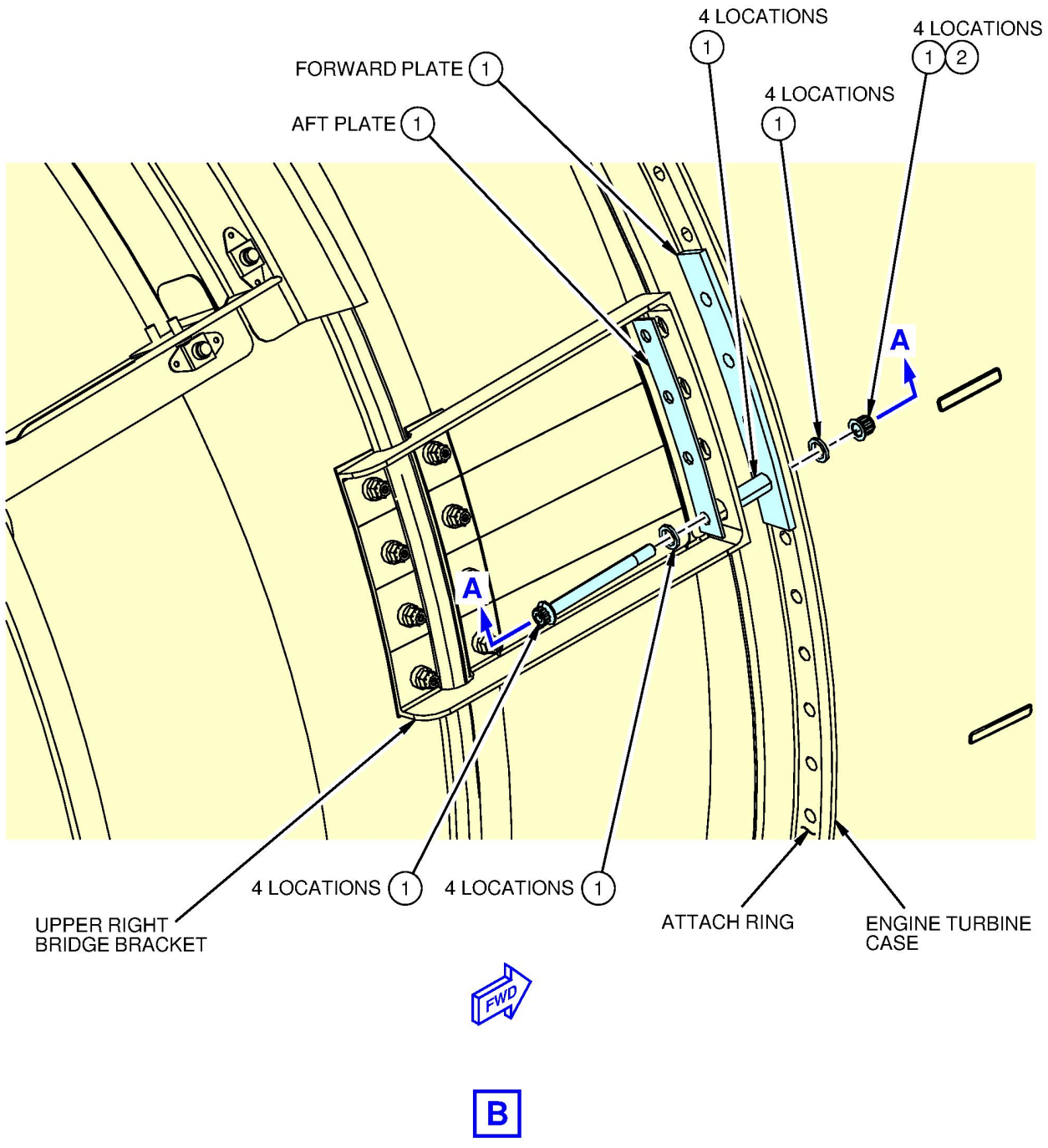
**FIGURE 11: ENGINE - PRIMARY EXHAUST NOZZLE - PARTIAL INSTALLATION
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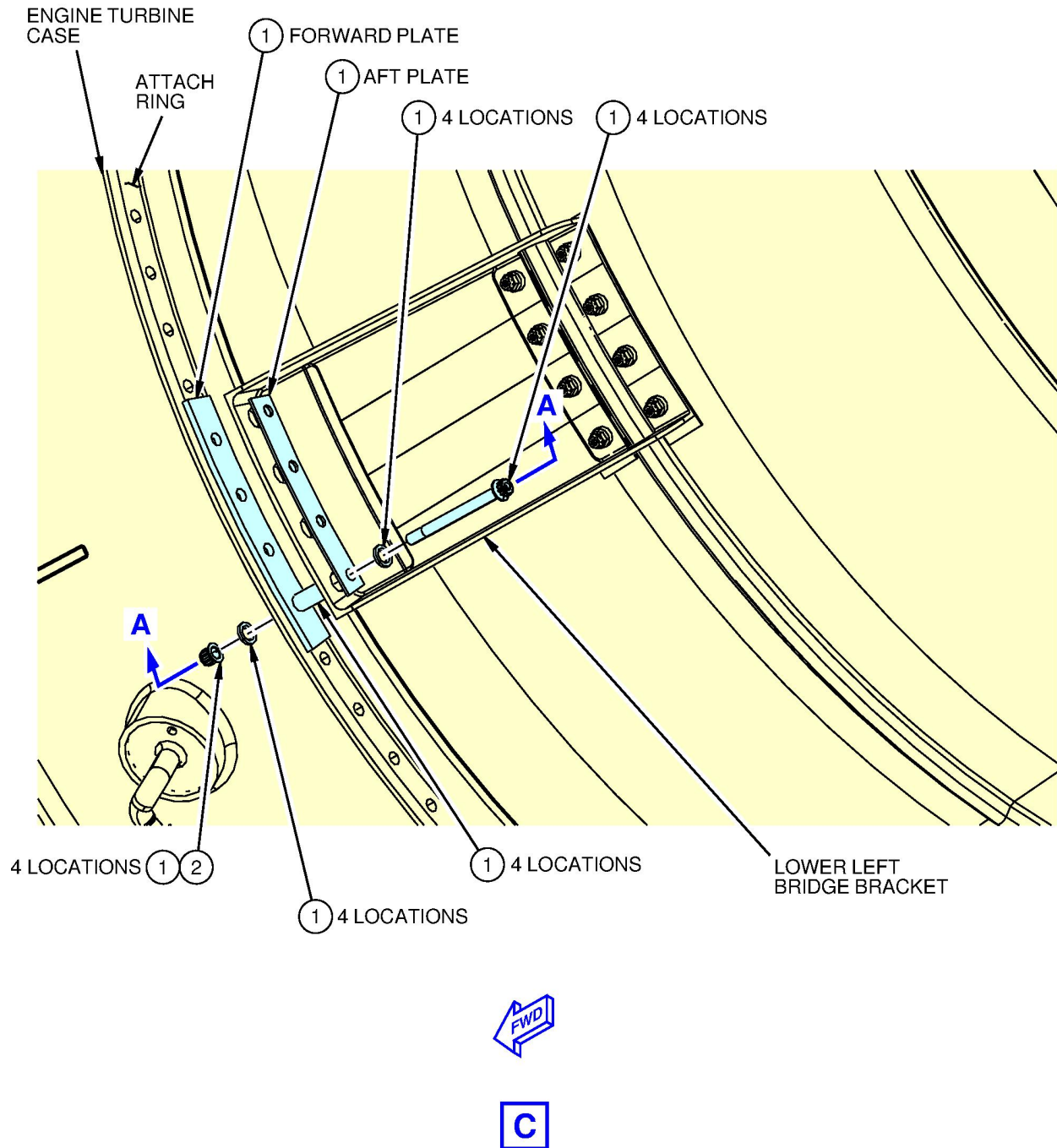
**FIGURE 11: ENGINE - PRIMARY EXHAUST NOZZLE - PARTIAL INSTALLATION
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**FIGURE 11: ENGINE - PRIMARY EXHAUST NOZZLE - PARTIAL INSTALLATION
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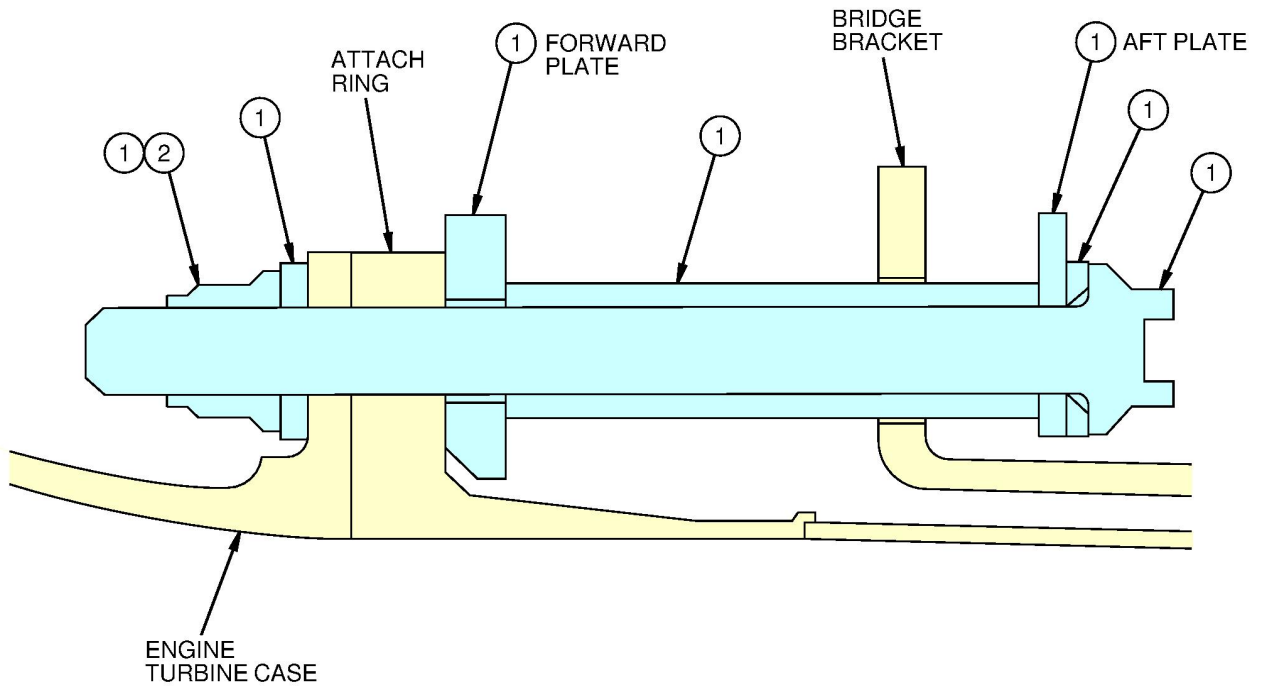
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**FIGURE 11: ENGINE - PRIMARY EXHAUST NOZZLE - PARTIAL INSTALLATION
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The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown below are the number of parts necessary for this figure.

Step	Task	Name	Identification	Qty	More Data
1	Install (New)	PLATE, FWD	314A2670-3	4	-
	Install (New)	PLATE, AFT	314A2670-5	4	-
	Install (New)	BOLT	BACB30US4-35	16	-
	Install (New)	WASHER	BACW10BP4ACU	16	Install against the Aft Plate.
	Install (New)	BUSHING, PLAIN	BACB28AK04-148N	16	-
	Install (New)	WASHER	BACW10BP4APU	16	Install against the flange of the engine turbine case.
	Install (New)	SELF-LOCKING NUT	BACN10HR4C	16	-
2	Torque	SELF-LOCKING NUT	BACN10HR4C	16	Torque to 110 inch-pounds (set-point torque). Torque in pairs of circumferential opposites.

RC: End

**FIGURE 11: ENGINE - PRIMARY EXHAUST NOZZLE - PARTIAL INSTALLATION
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1. The table below gives the description for the parts and conditions called out in the logic diagrams.

Title	Description
CONDITION 1	ANY PRIMARY EXHAUST NOZZLE FOUND WITH AN AFFECTED PART NUMBER
CONDITION 2	NO AFFECTED PRIMARY EXHAUST NOZZLE PART NUMBER FOUND

2. The table below gives the description for the flag notes called out in the logic diagram.

Flag Note Letter	Description
(a)	Affected primary exhaust nozzle part numbers are 314A2610-1, 314A2610-62 and 314A2610-68.
(b)	A 'serviceable' primary exhaust nozzle is defined as one that has accomplished CONDITION 1 (OPTION 1)(ACTION 1) or CONDITION 3 (OPTION 1)(ACTION 1). Part numbers 314A2610-201, 314A2610-203, or 314A2610-205 are acceptable 'serviceable' primary exhaust nozzles.

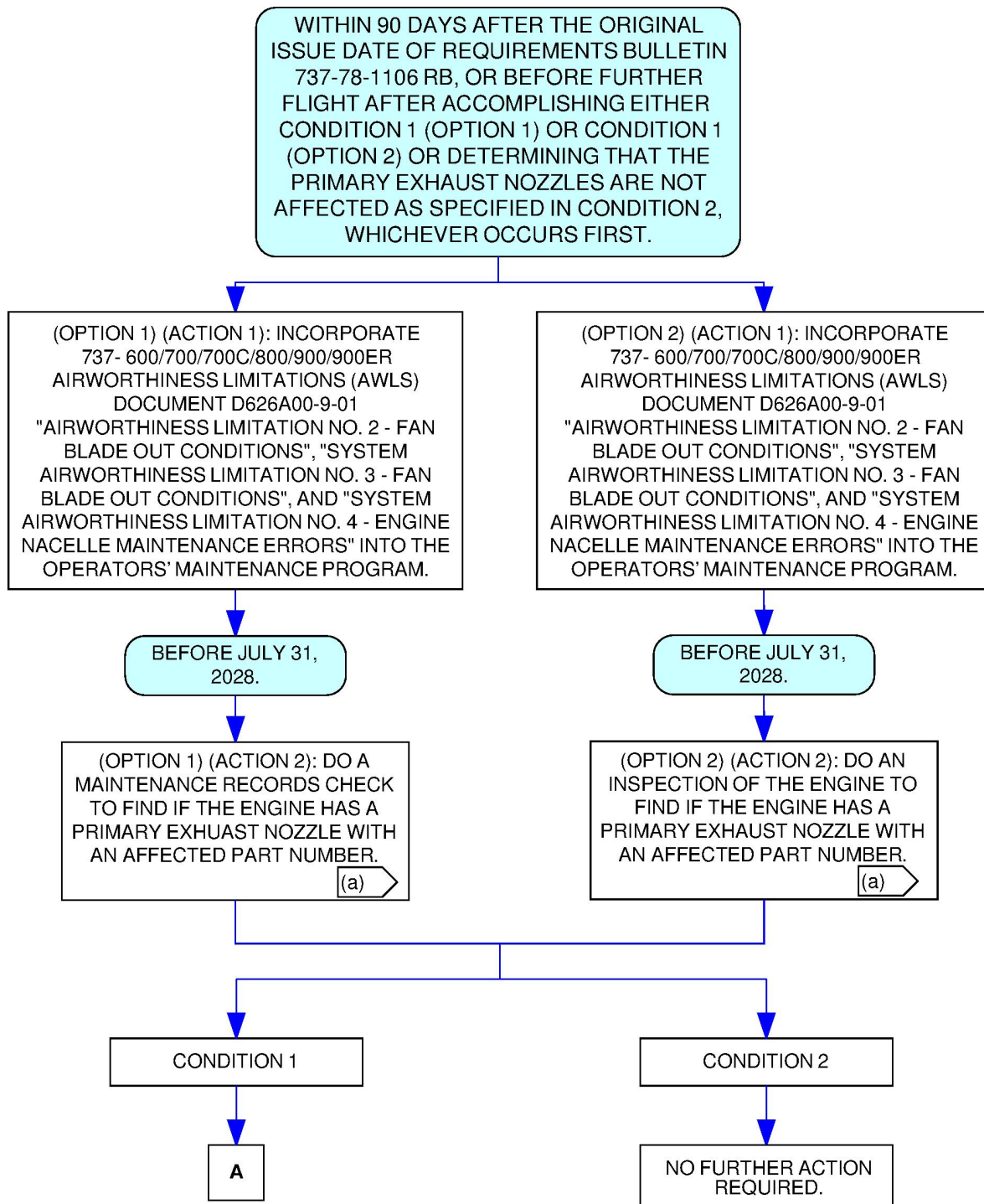
APPENDIX A: LOGIC DIAGRAM FOR COMPLIANCE TABLE 1: WORK PACKAGE 1 - ENGINE 1 - ENGINE PRIMARY EXHAUST NOZZLE CHANGE (SHEET 1 OF 3)

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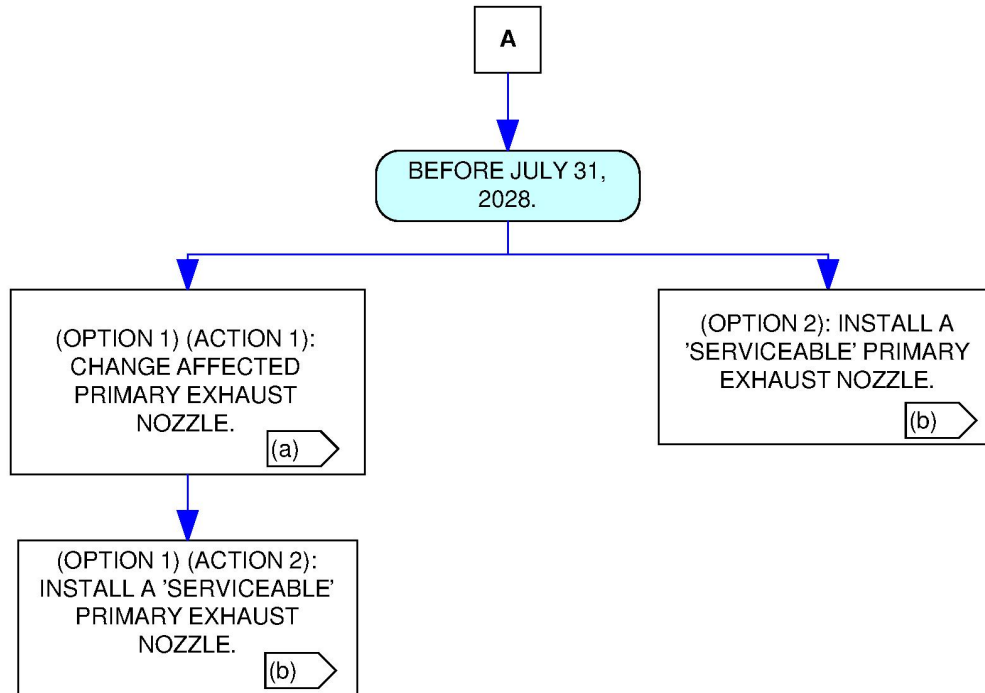
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**APPENDIX A: LOGIC DIAGRAM FOR COMPLIANCE TABLE 1: WORK PACKAGE 1 - ENGINE 1 - ENGINE
PRIMARY EXHAUST NOZZLE CHANGE
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**APPENDIX A: LOGIC DIAGRAM FOR COMPLIANCE TABLE 1: WORK PACKAGE 1 - ENGINE 1 - ENGINE
PRIMARY EXHAUST NOZZLE CHANGE
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1. The table below gives the description for the parts and conditions called out in the logic diagrams.

Title	Description
CONDITION 3	ANY PRIMARY EXHAUST NOZZLE FOUND WITH AN AFFECTED PART NUMBER
CONDITION 4	NO AFFECTED PRIMARY EXHAUST NOZZLE PART NUMBER FOUND

2. The table below gives the description for the flag notes called out in the logic diagram.

Flag Note Letter	Description
(a)	Affected primary exhaust nozzle part numbers are 314A2610-1, 314A2610-62 and 314A2610-68.
(b)	A 'serviceable' primary exhaust nozzle is defined as one that has accomplished CONDITION 1 (OPTION 1)(ACTION 1) or CONDITION 3 (OPTION 1)(ACTION 1). Part numbers 314A2610-201, 314A2610-203, or 314A2610-205 are acceptable 'serviceable' primary exhaust nozzles.

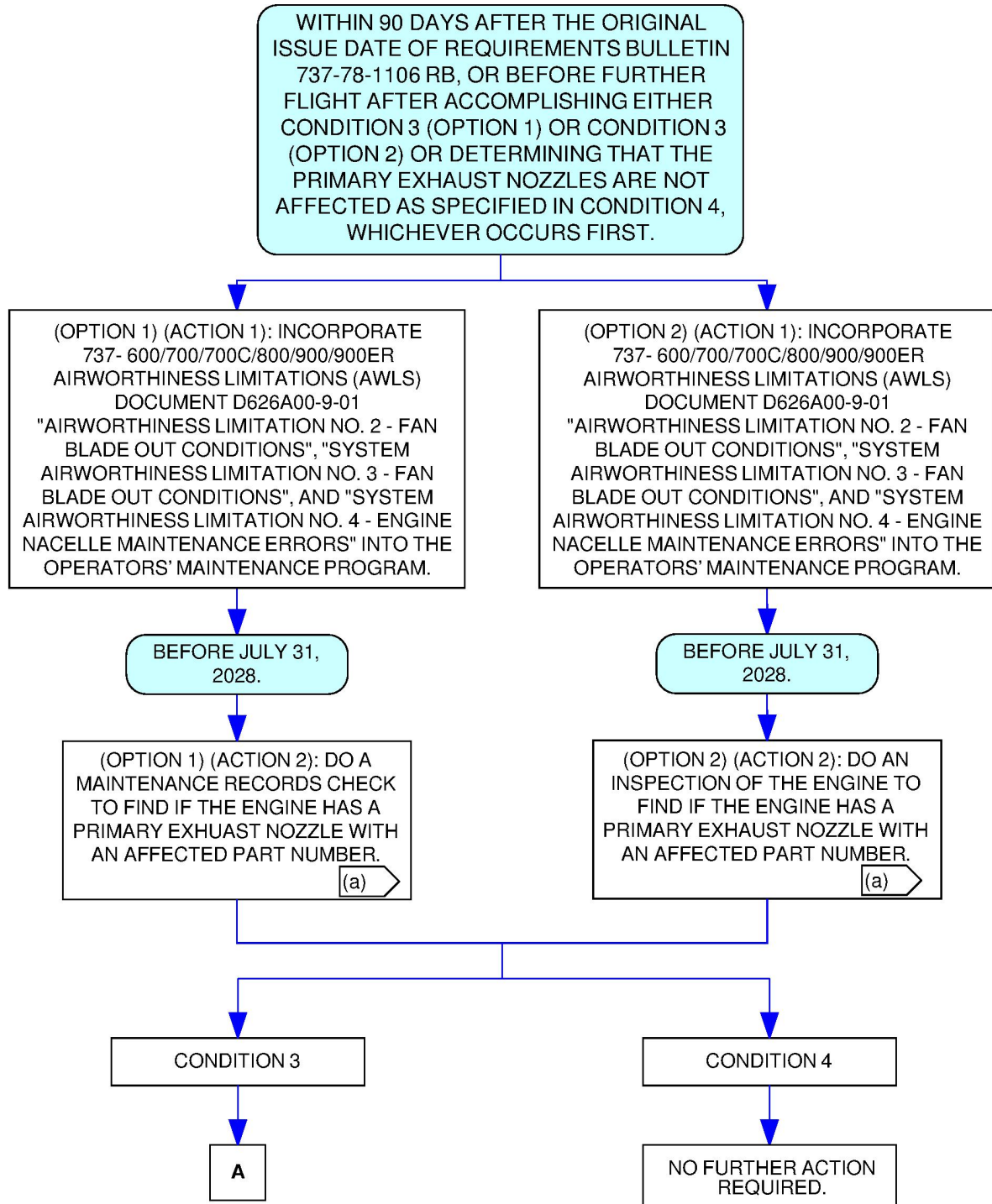
APPENDIX B: LOGIC DIAGRAM FOR COMPLIANCE TABLE 2: WORK PACKAGE 2 - ENGINE 2 - ENGINE PRIMARY EXHAUST NOZZLE CHANGE (SHEET 1 OF 3)

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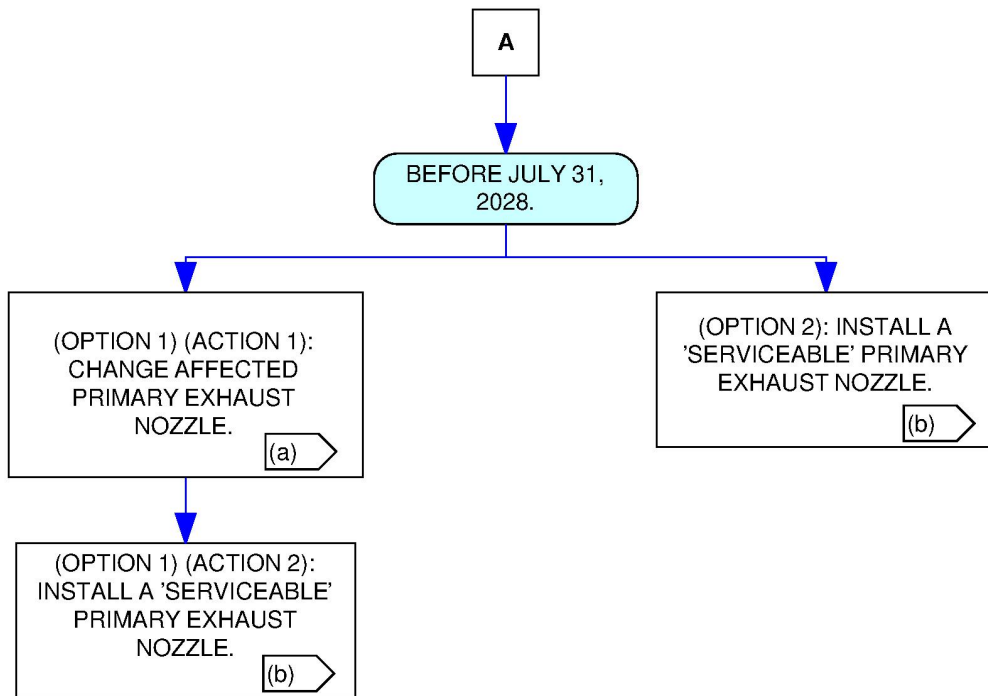
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**APPENDIX B: LOGIC DIAGRAM FOR COMPLIANCE TABLE 2: WORK PACKAGE 2 - ENGINE 2 - ENGINE
PRIMARY EXHAUST NOZZLE CHANGE
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**APPENDIX B: LOGIC DIAGRAM FOR COMPLIANCE TABLE 2: WORK PACKAGE 2 - ENGINE 2 - ENGINE
PRIMARY EXHAUST NOZZLE CHANGE
(SHEET 3 OF 3)**

Original Issue: September 01, 2023
Revision 1 May 23, 2024

Export Controlled ECCN: 9E991
See page 1 for details

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Boeing Part Demand Intent

After review of this service bulletin (SB), Boeing asks that the primary engineer fill out this survey to help Boeing predict the quantity and timing of the Boeing supplied kits.

Airline:

Contact Name:

Date:

Contact E-mail:

☐ Yes ☐ No Have/will you recommend to your airline to accomplish this SB?

☐ Yes ☐ No Would issuance of an Airworthiness Directive change this decision?

When would you likely be starting this SB incorporation? Month/ Year_____.

How many airplanes per month do you plan to accomplish? Airplane/Month_____.

How many total airplanes do you plan to complete? Total Airplanes_____.

For inspection related SBs, are you planning to replace on condition, or a fleet campaign to replace on all airplanes regardless of condition?

☐ On Condition ☐ Campaign

If you are not incorporating this SB at this time will you please help us understand the reason(s) why? Your input will help us provide better customer support.

☐ Cost Prohibitive ☐ Continue Inspections ☐ Other

Operator Comments:

Within 45 days of the SB issue, or as soon after as possible, please scan this form and send to:

sbsolutions@boeing.com

Disclaimer: The data provided in this survey will be used for planning purposes only and does not constitute a commitment on any part of the airlines to purchase the parts in question, nor does it constitute a commitment on the part of Boeing to deliver the parts in question. This survey is a projection to help Boeing forecast demand levels and timing to better support the customers schedule.

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APPENDIX C: PART DEMAND INTENT (SHEET 1 OF 1)

Original Issue: September 01, 2023
Revision 1 May 23, 2024

Export Controlled ECCN: 9E991
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Commercial
Airplanes

737

Requirements Bulletin

SPECIAL ATTENTION

Number: 737-78-1106 RB
Original Issue: September 01, 2023
Revision 1: May 23, 2024
ATA System: 7811

SUBJECT: EXHAUST - Turbine Exhaust System - Engine Primary Exhaust Nozzle Change

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ECCN: 9E991

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REQUIREMENTS BULLETIN 737-78-1106

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Requirements Bulletin

SPECIAL ATTENTION

Number: 737-78-1106 RB
Original Issue: September 01, 2023
Revision 1: May 23, 2024
ATA System: 7811

Revision Transmittal Sheet

SUBJECT: EXHAUST - Turbine Exhaust System - Engine Primary Exhaust Nozzle Change

This revision includes all pages of the requirements bulletin.

COMPLIANCE INFORMATION RELATED TO THIS REVISION

Federal Aviation Administration (FAA) Notice of Proposed Rule Making (NPRM) AD-2023-01009-T is related to Requirements Bulletin 737-78-1106 RB.

Airplanes YG201, YG202, YG203, YG204, YG205, YG211, YG212, YG213, YG214, YG221, YG222, YG223, YG224, YG251, YG252, and YG711 were added to Group 1 of this bulletin effectivity.

Effects of this Revision on airplanes on which the Original Issue was previously done:

None.

REASON FOR REVISION

This revision is sent to add airplanes to Group 1 of this bulletin effectivity and to change the approval information to include European Union Aviation Safety Agency (EASA) approval.

These sections were changed:

- In Airplanes, added airplanes.
- In Compliance, added Federal Aviation Administration (FAA) Notice of Proposed Rule Making (NPRM) statement and revised Airworthiness Limitations (AWLs) information.
- In Approval, added European Union Aviation Safety Agency (EASA)/Joint Aviation Authorities (JAA) information.
- In Accomplishment Instructions, General Information, changed Note 1.
- In Work Instructions, revised Airworthiness Limitations (AWLs) information.
- In Work Instructions, Figure 4, changed illustration to change location of Alignment Pin.
- In Work Instructions, Figure 11, changed illustration to show cross section of Self-Locking Nut,
- In Work Instructions, Figure 11, changed steps 1 and 2 to call out Self-Locking Nut.

Vertical lines are put on the left edge of each page, except in Effectivity and format changes, to show the location of all content changes.

Pages with no vertical lines have no changes.

REQUIREMENTS BULLETIN 737-78-1106

REVISION HISTORY

Requirement Bulletin 737-78-1106 RB	Requirement Bulletin 737-78-1106 RB Issue Date	Service Bulletin 737-78-1106	Service Bulletin 737-78-1106 Issue Date
Original Issue:	September 01, 2023	Original Issue:	September 01, 2023
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Requirements Bulletin

SPECIAL ATTENTION

Number: 737-78-1106 RB
Original Issue: September 01, 2023
Revision 1: May 23, 2024
ATA System: 7811

SUBJECT: EXHAUST - Turbine Exhaust System - Engine Primary Exhaust Nozzle Change

BOEING RECOMMENDS THAT EACH OPERATOR EXAMINE THIS DOCUMENT IMMEDIATELY. THIS IS AN ENHANCED REQUIRED FOR COMPLIANCE DOCUMENT. THE BOEING PROCESSES USED TO CREATE THE SERVICE BULLETIN (SB) AND THE REQUIREMENTS BULLETIN (RB) ENSURE THAT THE INFORMATION BETWEEN "RC START" AND "RC END" IN THE SB ARE IDENTICAL TO THE INFORMATION IN THE SAME SECTIONS (COMPLIANCE, WORK INSTRUCTIONS...) OF THE RB WHICH THE SB REFERS TO AS THE RELATED DOCUMENT.

1. Effectivity

A. Airplanes

This bulletin is applicable to 737-600, 737-700, 737-700C, 737-800, 737-900, 737-900ER Airplane(s), line number(s) 1-2598, 2600-2721, 2723-2813, 2815-2930, 2932-3068, 3070-3323, 3325-3425, 3427-3521, 3523-3611, 3613-3701, 3703-3761 in 1 Group(s). Where the effectivity is presented with hyphens between line numbers, the airplane applicability means "through" and "inclusive", e.g. line numbers 1-9 means line numbers 1 through 9 inclusive.

The Variable Numbers and Group Information for the applicable airplanes is given below.

GROUP	CONFIGURATION	DESCRIPTION
1	-	737-600, 737-700, 737-700C, 737-800, 737-900, 737-900ER Airplanes delivered without the Performance Improvement Package (PIP)

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

Variable Number	Group
YA231 - YA242	1
YA251 - YA256	1
YA271 - YA272	1
YA291	1

Variable Number	Group
YA301 - YA302	1
YA311 - YA314	1
YA321 - YA323	1
YA336 - YA345	1

REQUIREMENTS BULLETIN 737-78-1106

Variable Number	Group
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
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

Variable Number	Group
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 - YB635	1
YB651	1
YB656	1
YB671 - YB672	1
YB851 - YB863	1
YB871 - YB874	1
YB881 - YB893	1
YB901 - YB903	1
YB911	1
YB961 - YB975	1
YB981	1
YB986 - YB998	1
YC001 - YC030	1
YC051 - YC084	1
YC091 - YC095	1
YC101 - YC104	1
YC111 - YC113	1
YC121	1
YC126 - YC127	1
YC136 - YC141	1

Variable Number	Group
YC146 - YC147	1
YC151 - YC156	1
YC166 - YC171	1
YC176 - YC179	1
YC186 - YC190	1
YC201 - YC203	1
YC206 - YC207	1
YC301 - YC305	1
YC321 - YC387	1
YC391 - YC394	1
YC396	1
YC401 - YC417	1
YC421 - YC422	1
YC426 - YC428	1
YC436 - YC439	1
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 - YC752	1
YC761 - YC770	1
YC781 - YC793	1
YC801 - YC892	1
YC901 - YC907	1

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Variable Number	Group
YC921 - YC922	1
YC931 - YC932	1
YC941 - YC951	1
YC971 - YC978	1
YC981 - YC983	1
YD001 - YD007	1
YD021 - YD025	1
YD041 - YD057	1
YD081 - YD084	1
YD101 - YD117	1
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 - YD417	1
YD481 - YD485	1
YD491 - YD499	1
YD501 - YD512	1
YD531 - YD535	1
YD541 - YD547	1
YD561 - YD564	1
YD571 - YD572	1
YD591 - YD595	1
YD601 - YD612	1
YD651 - YD655	1

Variable Number	Group
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	1
YF021 - YF049	1
YF051 - YF067	1
YF086 - YF087	1
YF106 - YF107	1
YF111 - YF114	1
YF116 - YF119	1
YF121 - YF130	1
YF176 - YF178	1
YF191 - YF192	1
YF201 - YF276	1
YF401 - YF402	1
YF431 - YF432	1
YF436 - YF437	1
YF441 - YF442	1
YF451 - YF460	1
YF501 - YF599	1
YF601 - YF621	1
YF701 - YF707	1
YF801 - YF805	1
YF831 - YF832	1
YF836 - YF838	1
YF901 - YF905	1
YF921 - YF928	1

Variable Number	Group
YF951 - YF954	1
YG001 - YG044	1
YG061 - YG064	1
YG066 - YG089	1
YG091 - YG099	1
YG101 - YG104	1
YG111 - YG114	1
YG116 - YG131	1
YG201 - YG205	1
YG211 - YG214	1
YG221 - YG224	1
YG251 - YG252	1
YG501 - YG512	1
YG601 - YG602	1
YG701	1
YG711	1
YH001 - YH012	1
YH031 - YH055	1
YH071 - YH080	1
YH101 - YH132	1
YH201 - YH202	1
YH206 - YH207	1
YH301 - YH306	1
YH321 - YH322	1
YH501 - YH507	1
YH551	1
YH601 - YH602	1
YH611 - YH612	1
YJ001 - YJ013	1
YJ021	1
YJ471 - YJ480	1
YJ501 - YJ517	1
YJ531 - YJ579	1

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Variable Number	Group
YJ591 - YJ599	1
YJ631 - YJ632	1
YJ671 - YJ694	1
YJ801 - YJ867	1
YJ871 - YJ880	1
YJ901 - YJ904	1
YJ908 - YJ929	1
YJ931 - YJ937	1
YJ941 - YJ956	1
YJ961	1
YJ976 - YJ977	1
YK001 - YK007	1
YK101 - YK104	1
YK111 - YK112	1
YK121 - YK122	1
YK131 - YK133	1
YK136 - YK139	1
YK141 - YK142	1
YK146 - YK148	1
YK151 - YK154	1
YK161 - YK167	1
YK171	1
YK176 - YK177	1
YK186	1
YK191	1
YK196	1
YK201 - YK202	1
YK301 - YK314	1
YK321 - YK340	1
YK361 - YK378	1
YK401 - YK406	1
YK426 - YK427	1
YK431 - YK450	1

Variable Number	Group
YK456 - YK467	1
YK471 - YK473	1
YK476	1
YK480 - YK487	1
YK491 - YK492	1
YK495 - YK498	1
YK511 - YK516	1
YK521 - YK530	1
YK551 - YK571	1
YK576 - YK577	1
YK580 - YK585	1
YK601 - YK602	1
YK606 - YK607	1
YK611 - YK616	1
YK621 - YK634	1
YK641 - YK644	1
YK651 - YK665	1
YK671 - YK672	1
YK676 - YK677	1
YK681 - YK686	1
YK691	1
YK701 - YK713	1
YK716 - YK719	1
YK721 - YK741	1
YK751 - YK770	1
YK776 - YK778	1
YK781 - YK785	1
YK791 - YK792	1
YK796 - YK797	1
YK801 - YK899	1
YK901 - YK912	1
YK918 - YK919	1
YK921 - YK929	1

Variable Number	Group
YK941 - YK997	1
YL001 - YL005	1
YL011 - YL016	1
YL021 - YL024	1
YL051 - YL052	1
YL056 - YL057	1
YL061	1
YL066 - YL069	1
YL076 - YL077	1
YL101 - YL137	1
YL201 - YL230	1
YL241 - YL242	1
YL271 - YL272	1
YL281 - YL284	1
YL301 - YL303	1
YL311 - YL314	1
YL316 - YL321	1
YL351 - YL353	1
YL371 - YL374	1
YL401	1
YL421 - YL429	1
YL431 - YL444	1
YL461 - YL478	1
YL501 - YL509	1
YL531 - YL534	1
YL541 - YL551	1
YL561 - YL578	1
YL591 - YL598	1
YL601 - YL606	1
YL611 - YL612	1
YL616 - YL617	1
YL621	1
YL626	1

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Variable Number	Group
YL631 - YL634	1
YL636 - YL637	1
YL661 - YL664	1
YL676 - YL688	1
YL691	1
YL696 - YL697	1
YL701 - YL707	1
YL731	1
YL751 - YL752	1
YL756 - YL757	1
YL761 - YL780	1
YL796 - YL797	1
YL801 - YL815	1
YL901 - YL910	1
YL921 - YL940	1
YL951 - YL968	1
YM101 - YM103	1
YM201 - YM244	1
YM251 - YM299	1
YM301 - YM399	1
YM401 - YM410	1
YM471	1
YM481 - YM484	1
YM501 - YM515	1
YM521 - YM522	1
YM541	1
YM551 - YM553	1
YM571 - YM572	1
YM581 - YM582	1
YM591 - YM599	1
YM631 - YM634	1

Variable Number	Group
YM641 - YM652	1
YM671 - YM674	1
YM691 - YM699	1
YM701 - YM710	1
YM761 - YM765	1
YM771 - YM775	1
YN001 - YN016	1
YN021 - YN024	1
YN061	1
YN071 - YN082	1
YN091 - YN092	1
YN101 - YN112	1
YN121	1
YN201 - YN202	1
YN211 - YN219	1
YN231 - YN236	1
YN261	1
YN501	1
YN531 - YN534	1
YN551	1
YN601	1
YN701	1
YQ001 - YQ003	1
YQ011 - YQ019	1
YQ026 - YQ029	1
YQ036 - YQ044	1
YQ201 - YQ202	1
YQ231	1
YQ241 - YQ251	1
YQ281	1
YQ291 - YQ296	1

Variable Number	Group
YQ301 - YQ302	1
YQ401 - YQ403	1
YQ451 - YQ453	1
YR001 - YR012	1
YR051 - YR055	1
YR101 - YR102	1
YR111 - YR116	1
YR126 - YR129	1
YR141 - YR142	1
YR166 - YR172	1
YR201 - YR204	1
YR231 - YR244	1
YR271 - YR276	1
YR286	1
YR291 - YR294	1
YR296	1
YR301 - YR308	1
YR361	1
YR401 - YR403	1
YR421	1
YR451 - YR452	1
YR501 - YR503	1
YR511 - YR512	1
YR516	1
YR601 - YR605	1
YR651 - YR652	1
YR701 - YR706	1
YR801 - YR804	1
YR851	1
-	-
-	-

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B. Spares Affected

Examine your spares supply for the parts or components identified below. If any parts or components are found, refer to Work Instructions for the recommended action.

Part Number
314A2610-1
314A2610-62
314A2610-68

2. CONCURRENT REQUIREMENTS

None.

3. COMPLIANCE

Federal Aviation Administration (FAA) Notice of Proposed Rule Making (NPRM) AD-2023-01009-T is related to Requirements Bulletin 737-78-1106 RB.

Accomplish the required action(s), based on the applicable condition in Tables 1 and 2, in accordance with Accomplishment Instructions.

When more than one OPTION is given for a CONDITION, do only one of the OPTION numbers. When more than one ACTION is given for a CONDITION number or an OPTION number, do all of the ACTION numbers for that CONDITION number or OPTION number.

REQUIREMENTS BULLETIN 737-78-1106

Table 1: Work Package 1 - Engine 1 - Primary Exhaust Nozzle Change

Condition	Action	Boeing Recommended Compliance Time	Repeat Interval (Not to Exceed)
All Airplanes	(OPTION 1)(ACTION 1): Incorporate 737-600/700/700C/800/900/900ER Airworthiness Limitations (AWLs) document D626A001-9-01 "SYSTEM AIRWORTHINESS LIMITATION NO. 2 - FAN BLADE OUT CONDITIONS," "SYSTEM AIRWORTHINESS LIMITATION NO. 3 - FAN BLADE OUT CONDITIONS," and "SYSTEM AIRWORTHINESS LIMITATION NO. 4 - ENGINE NACELLE MAINTENANCE ERRORS" into the operators' maintenance program	Within 90 days after the Original Issue date of Requirements Bulletin 737-78-1106 RB, or before further flight after accomplishing either CONDITION 1 (OPTION 1) or CONDITION 1(OPTION 2) or determining that the primary exhaust nozzles are not affected as specified in CONDITION 2, whichever occurs first.	-
	(OPTION 1)(ACTION 2): Do a maintenance records check to find if the engine has a primary exhaust nozzle with an affected part number. (a)	Before July 31, 2028.	
	(OPTION 2)(ACTION 1): Incorporate 737-600/700/700C/800/900/900ER Airworthiness Limitations (AWLs) document D626A001-9-01 "SYSTEM AIRWORTHINESS LIMITATION NO. 2 - FAN BLADE OUT CONDITIONS," "SYSTEM AIRWORTHINESS LIMITATION NO. 3 - FAN BLADE OUT CONDITIONS," and "SYSTEM AIRWORTHINESS LIMITATION NO. 4 - ENGINE NACELLE MAINTENANCE ERRORS" into the operators' maintenance program	Within 90 days after the Original Issue date of Requirements Bulletin 737-78-1106 RB, or before further flight after accomplishing either CONDITION 1 (OPTION 1) or CONDITION 1(OPTION 2) or determining that the primary exhaust nozzles are not affected as specified in CONDITION 2, whichever occurs first.	
	(OPTION 2)(ACTION 2): Do an inspection of the engine to find if the engine has a primary exhaust nozzle with an affected part number. (a)	Before July 31, 2028.	
CONDITION 1: ANY PRIMARY EXHAUST NOZZLE FOUND WITH AN AFFECTED PART NUMBER	(OPTION 1)(ACTION 1): Change affected primary exhaust nozzle. (a)	Before July 31, 2028.	-
	(OPTION 1)(ACTION 2): Install a 'serviceable' primary exhaust nozzle. (b)		
	(OPTION 2): Install a 'serviceable' primary exhaust nozzle. (b)		

REQUIREMENTS BULLETIN 737-78-1106

Table 1: Work Package 1 - Engine 1 - Primary Exhaust Nozzle Change

Condition	Action	Boeing Recommended Compliance Time	Repeat Interval (Not to Exceed)
CONDITION 2: NO AFFECTED PRIMARY EXHAUST NOZZLE PART NUMBER FOUND	No further action required.	-	-
(a) Affected primary exhaust nozzle part numbers are 314A2610-1, 314A2610-62 and 314A2610-68.			
(b) A 'serviceable' primary exhaust nozzle is defined as one that has accomplished CONDITION 1 (OPTION 1)(ACTION 1) or CONDITION 3 (OPTION 1)(ACTION 1). Part numbers 314A2610-201, 314A2610-203, or 314A2610-205 are acceptable 'serviceable' primary exhaust nozzles.			

REQUIREMENTS BULLETIN 737-78-1106

Table 2: Work Package 2 - Engine 2 - Primary Exhaust Nozzle Change

Condition	Action	Boeing Recommended Compliance Time	Repeat Interval (Not to Exceed)
All Airplanes	(OPTION 1)(ACTION 1): Incorporate 737-600/700/700C/800/900/900ER Airworthiness Limitations (AWLs) document D626A001-9-01 "SYSTEM AIRWORTHINESS LIMITATION NO. 2 - FAN BLADE OUT CONDITIONS," "SYSTEM AIRWORTHINESS LIMITATION NO. 3 - FAN BLADE OUT CONDITIONS," and "SYSTEM AIRWORTHINESS LIMITATION NO. 4 - ENGINE NACELLE MAINTENANCE ERRORS" into the operators' maintenance program	Within 90 days after the Original Issue date of Requirements Bulletin 737-78-1106 RB, or before further flight after accomplishing either CONDITION 3 (OPTION 1) or CONDITION 3(OPTION 2) or determining that the primary exhaust nozzles are not affected as specified in CONDITION 4, whichever occurs first.	-
	(OPTION 1)(ACTION 2): Do a maintenance records check to find if the engine has a primary exhaust nozzle with an affected part number. (a)	Before July 31, 2028.	
	(OPTION 2)(ACTION 1): Incorporate 737-600/700/700C/800/900/900ER Airworthiness Limitations (AWLs) document D626A001-9-01 "SYSTEM AIRWORTHINESS LIMITATION NO. 2 - FAN BLADE OUT CONDITIONS," "SYSTEM AIRWORTHINESS LIMITATION NO. 3 - FAN BLADE OUT CONDITIONS," and "SYSTEM AIRWORTHINESS LIMITATION NO. 4 - ENGINE NACELLE MAINTENANCE ERRORS" into the operators' maintenance program	Within 90 days after the Original Issue date of Requirements Bulletin 737-78-1106 RB, or before further flight after accomplishing either CONDITION 3 (OPTION 1) or CONDITION 3(OPTION 2) or determining that the primary exhaust nozzles are not affected as specified in CONDITION 4, whichever occurs first.	
	(OPTION 2)(ACTION 2): Do an inspection of the engine to find if the engine has a primary exhaust nozzle with an affected part number. (a)	Before July 31, 2028.	
CONDITION 3: ANY PRIMARY EXHAUST NOZZLE FOUND WITH AN AFFECTED PART NUMBER	(OPTION 1)(ACTION 1): Change affected primary exhaust nozzle. (a)	Before July 31, 2028.	-
	(OPTION 1)(ACTION 2): Install a 'serviceable' primary exhaust nozzle. (b)		
	(OPTION 2): Install a 'serviceable' primary exhaust nozzle. (b)		

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Table 2: Work Package 2 - Engine 2 - Primary Exhaust Nozzle Change

Condition	Action	Boeing Recommended Compliance Time	Repeat Interval (Not to Exceed)
CONDITION 4: NO AFFECTED PRIMARY EXHAUST NOZZLE PART NUMBER FOUND	No further action required.	-	-
(a) Affected primary exhaust nozzle part numbers are 314A2610-1, 314A2610-62 and 314A2610-68.			
(b) A 'serviceable' primary exhaust nozzle is defined as one that has accomplished CONDITION 1 (OPTION 1)(ACTION 1) or CONDITION 3 (OPTION 1)(ACTION 1). Part numbers 314A2610-201, 314A2610-203, or 314A2610-205 are acceptable 'serviceable' primary exhaust nozzles.			

4. APPROVAL

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

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

Accomplishment of this Requirements Bulletin meets the requirements of 737-600/700/700C/800/900/900ER Airworthiness Limitations (AWLs) document D626A001-9-01 "SYSTEM AIRWORTHINESS LIMITATION NO. 3 - FAN BLADE OUT CONDITIONS".

5. ACCOMPLISHMENT INSTRUCTIONS

A. GENERAL INFORMATION

- NOTE:**
1. This is an Enhanced Required for Compliance document. There will be a separate Service Bulletin (SB) and a separate Requirements Bulletin (RB). If an RB is mandated by an Airworthiness Directive (AD), then all applicable requirements specified in the RB must be done. In the RB, the "Refer to the listed procedures..." column of the table(s) in the Work Instructions is for reference only. The procedures in that column are not required by the AD and are for guidance only. For the related SB, some locations are marked RC Start and RC End to identify the requirements that are restated from the RB. For the related SB, the areas between RC Start and RC End, including sub-steps and any figures identified between RC Start and RC End, must be done to comply with the AD. Therefore, an Alternative Method of Compliance (AMOC) is required for any deviations to steps between RC Start and RC End, including substeps and identified figures. For the related SB, the steps not between RC Start and RC End may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC; this is provided that the steps between RC Start and RC End, including sub-steps and identified figures, can still be done as specified, and the airplane can be put back in an airworthy condition. Figures not required for compliance are omitted from the RB.
 2. This is an Enhanced Required for Compliance document. The Boeing processes used to create the Service Bulletin (SB) and the Requirements Bulletin (RB) ensure that the information between "RC Start" and "RC End" in the SB are identical to the information in the same sections (Compliance, Work Instructions...) of the RB which the SB refers to as the related document.
 3. The compliance times for the actions in WORK INSTRUCTIONS are in Compliance.
 4. Unless shown differently, these dimensions and tolerances are used:
 - Linear dimensions are in inches
 - Tolerance on linear dimensions, other than rivet and bolt edge margins, is plus or minus 0.03 inch
 - Tolerance on rivet and bolt edge margin is plus or minus 0.05 inch
 - Angular tolerance is plus or minus 2 degrees
 - Hole dimensions for standard solid rivets and fasteners are in Structural Repair Manual (SRM) Chapter 51
 - Torque Values:
 - Values for structural fasteners are given in 737-6007/700/700C/800/900/900ER Structural Repair Manual, Chapter 51.
 - Values for engine maintenance tasks are included in Chapter 70 of 737-600/700/800/900 Aircraft Maintenance Manual (AMM).
 - Non-standard torque values for maintenance tasks are included in the applicable installation step.

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5. 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.
6. 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.
7. 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.
8. A Detailed Inspection is defined as: An intensive examination of a specific item, installation or assembly to detect damage, failure or irregularity. This could include tactile assessment in which a component or assembly can be checked for tightness/security. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors and magnifying lenses may be necessary. Surface cleaning and elaborate access procedures may be required.
9. When more than one OPTION is given for a CONDITION, do only one of the OPTION numbers. When more than one ACTION is given for a CONDITION or an OPTION, do all of the ACTION numbers for that CONDITION or OPTION.
10. The instructions in 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.

B. WORK INSTRUCTIONS

Actions Required for Compliance

1. Requirements:

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Table 1: Work Package 1 - Engine 1 - Primary Exhaust Nozzle Change

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 737-78-1106 Original Issue or later approved revision as an accepted procedure
All Airplanes	(OPTION 1)(ACTION 1): Incorporate 737-600/700/700C/800/900/900ER Airworthiness Limitations (AWLs) document D626A001-9-01 "SYSTEM AIRWORTHINESS LIMITATION NO. 2 - FAN BLADE OUT CONDITIONS," "SYSTEM AIRWORTHINESS LIMITATION NO. 3 - FAN BLADE OUT CONDITIONS," and "SYSTEM AIRWORTHINESS LIMITATION NO. 4 - ENGINE NACELLE MAINTENANCE ERRORS" into the operators' maintenance program.	-	-
	(OPTION 1)(ACTION 2): Do a maintenance records check to find if the engine has a primary exhaust nozzle with an affected part number. (a)		
	(OPTION 2)(ACTION 1): Incorporate 737-600/700/700C/800/900/900ER Airworthiness Limitations (AWLs) document D626A001-9-01 "SYSTEM AIRWORTHINESS LIMITATION NO. 2 - FAN BLADE OUT CONDITIONS," "SYSTEM AIRWORTHINESS LIMITATION NO. 3 - FAN BLADE OUT CONDITIONS," and "SYSTEM AIRWORTHINESS LIMITATION NO. 4 - ENGINE NACELLE MAINTENANCE ERRORS" into the operators' maintenance program.		
		-	PART 1: ENGINE - OPEN ACCESS

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Table 1: Work Package 1 - Engine 1 - Primary Exhaust Nozzle Change

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 737-78-1106 Original Issue or later approved revision as an accepted procedure
	(OPTION 2)(ACTION 2): Do an inspection of the engine to find if the engine has a primary exhaust nozzle with an affected part number. (a)		PART 5: ENGINE - CLOSE ACCESS
CONDITION 1: ANY PRIMARY EXHAUST NOZZLE FOUND WITH AN AFFECTED PART NUMBER	(OPTION 1)(ACTION 1): Change affected primary exhaust nozzle. (a)	-	PART 2: ENGINE - PRIMARY EXHAUST NOZZLE REMOVAL
		FIGURE 2	-
		FIGURE 3	
		FIGURE 4	
		FIGURE 5	
		FIGURE 6	
		FIGURE 7	
		FIGURE 8	
		FIGURE 9	
	(OPTION 1)(ACTION 2): Install a 'serviceable' primary exhaust nozzle. (b)	-	PART 3: ENGINE - PRIMARY EXHAUST NOZZLE - PART MARKING
		-	PART 4: ENGINE - PRIMARY EXHAUST NOZZLE INSTALLATION
		FIGURE 11	-
	(OPTION 2): Install a 'serviceable' primary exhaust nozzle. (b)	-	PART 5: ENGINE - CLOSE ACCESS
		-	PART 4: ENGINE - PRIMARY EXHAUST NOZZLE INSTALLATION
		FIGURE 11	-
		-	PART 5: ENGINE - CLOSE ACCESS

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Table 1: Work Package 1 - Engine 1 - Primary Exhaust Nozzle Change

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 737-78-1106 Original Issue or later approved revision as an accepted procedure
CONDITION 2: NO AFFECTED PRIMARY EXHAUST NOZZLE PART NUMBER FOUND	No further action required.	-	-
(a) Affected primary exhaust nozzle part numbers are 314A2610-1, 314A2610-62 and 314A2610-68.			
(b) A 'serviceable' primary exhaust nozzle is defined as one that has accomplished CONDITION 1 (OPTION 1)(ACTION 1) or CONDITION 3 (OPTION 1)(ACTION 1). Part numbers 314A2610-201, 314A2610-203, or 314A2610-205 are acceptable 'serviceable' primary exhaust nozzles.			

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Table 2: Work Package 2 - Engine 2 - Primary Exhaust Nozzle Change

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 737-78-1106 Original Issue or later approved revision as an accepted procedure
All Airplanes	(OPTION 1)(ACTION 1): Incorporate 737-600/700/700C/800/900/900ER Airworthiness Limitations (AWLs) document D626A001-9-01 "SYSTEM AIRWORTHINESS LIMITATION NO. 2 - FAN BLADE OUT CONDITIONS," "SYSTEM AIRWORTHINESS LIMITATION NO. 3 - FAN BLADE OUT CONDITIONS," and "SYSTEM AIRWORTHINESS LIMITATION NO. 4 - ENGINE NACELLE MAINTENANCE ERRORS" into the operators' maintenance program.	-	-
	(OPTION 1)(ACTION 2): Do a maintenance records check to find if the engine has a primary exhaust nozzle with an affected part number. (a)		
	(OPTION 2)(ACTION 1): Incorporate 737-600/700/700C/800/900/900ER Airworthiness Limitations (AWLs) document D626A001-9-01 "SYSTEM AIRWORTHINESS LIMITATION NO. 2 - FAN BLADE OUT CONDITIONS," "SYSTEM AIRWORTHINESS LIMITATION NO. 3 - FAN BLADE OUT CONDITIONS," and "SYSTEM AIRWORTHINESS LIMITATION NO. 4 - ENGINE NACELLE MAINTENANCE ERRORS" into the operators' maintenance program.		
		-	PART 1: ENGINE - OPEN ACCESS

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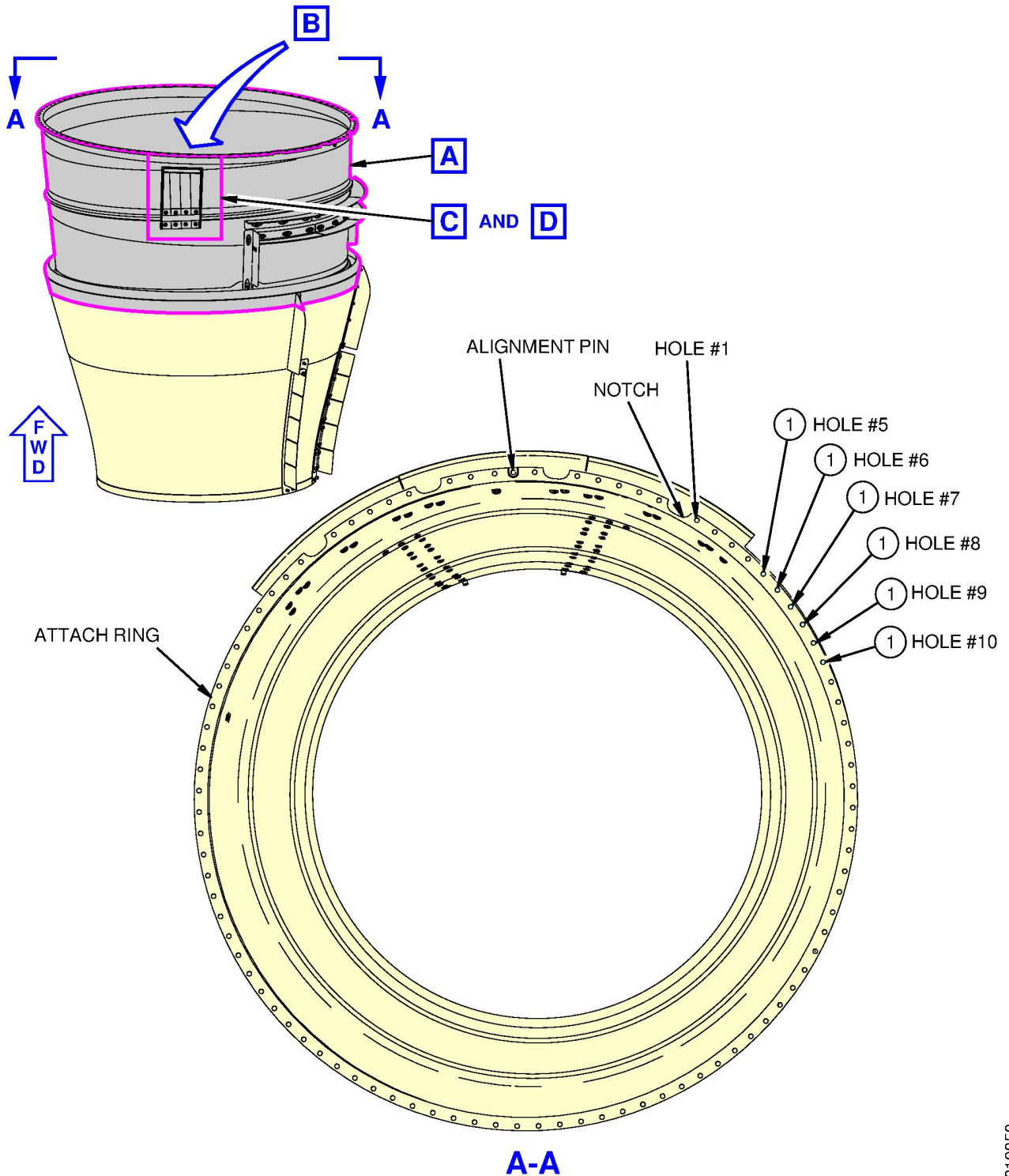
Table 2: Work Package 2 - Engine 2 - Primary Exhaust Nozzle Change

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 737-78-1106 Original Issue or later approved revision as an accepted procedure
	(OPTION 2)(ACTION 2): Do an inspection of the engine to find if the engine has a primary exhaust nozzle with an affected part number. (a)		PART 5: ENGINE - CLOSE ACCESS
CONDITION 3: ANY PRIMARY EXHAUST NOZZLE FOUND WITH AN AFFECTED PART NUMBER	(OPTION 1)(ACTION 1): Change affected primary exhaust nozzle. (a)	-	PART 2: ENGINE - PRIMARY EXHAUST NOZZLE REMOVAL
		FIGURE 2	-
		FIGURE 3	
		FIGURE 4	
		FIGURE 5	
		FIGURE 6	
		FIGURE 7	
		FIGURE 8	
		FIGURE 9	
	(OPTION 1)(ACTION 2): Install a 'serviceable' primary exhaust nozzle. (b)	-	PART 3: ENGINE - PRIMARY EXHAUST NOZZLE - PART MARKING
		-	PART 4: ENGINE - PRIMARY EXHAUST NOZZLE INSTALLATION
		FIGURE 11	-
	(OPTION 2): Install a 'serviceable' primary exhaust nozzle. (b)	-	PART 5: ENGINE - CLOSE ACCESS
		-	PART 4: ENGINE - PRIMARY EXHAUST NOZZLE INSTALLATION
		FIGURE 11	-
		-	PART 5: ENGINE - CLOSE ACCESS

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Table 2: Work Package 2 - Engine 2 - Primary Exhaust Nozzle Change

Condition	Action	Method of Compliance	Refer to the listed procedures in SB 737-78-1106 Original Issue or later approved revision as an accepted procedure
CONDITION 4: NO AFFECTED PRIMARY EXHAUST NOZZLE PART NUMBER FOUND	No further action required.	-	-
(a) Affected primary exhaust nozzle part numbers are 314A2610-1, 314A2610-62 and 314A2610-68.			
(b) A 'serviceable' primary exhaust nozzle is defined as one that has accomplished CONDITION 1 (OPTION 1)(ACTION 1) or CONDITION 3 (OPTION 1)(ACTION 1). Part numbers 314A2610-201, 314A2610-203, or 314A2610-205 are acceptable 'serviceable' primary exhaust nozzles.			



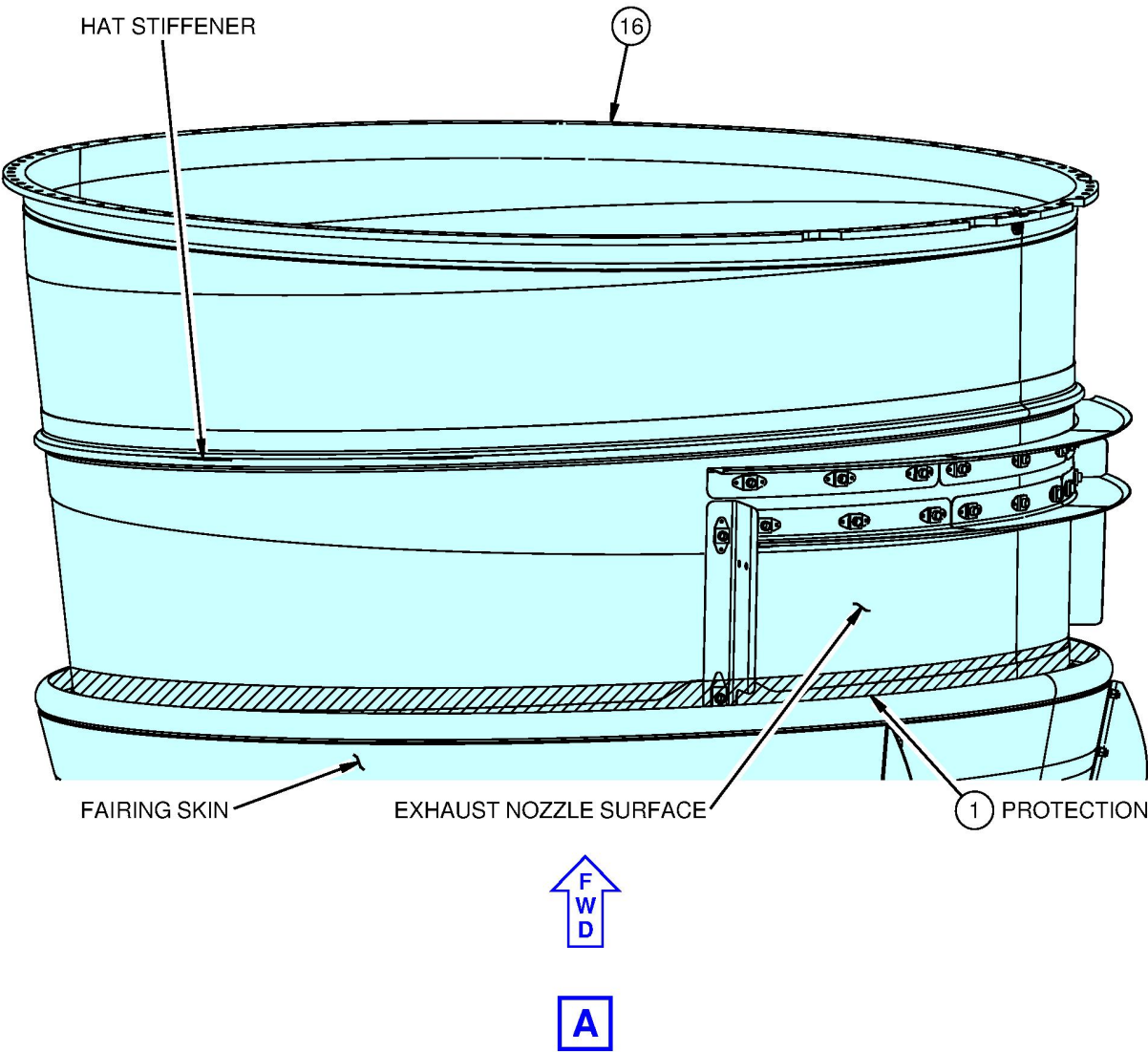
**FIGURE 2: PRIMARY EXHAUST NOZZLE - UPPER LEFT BRIDGE BRACKET - PREPARATION
(SHEET 1 OF 14)**

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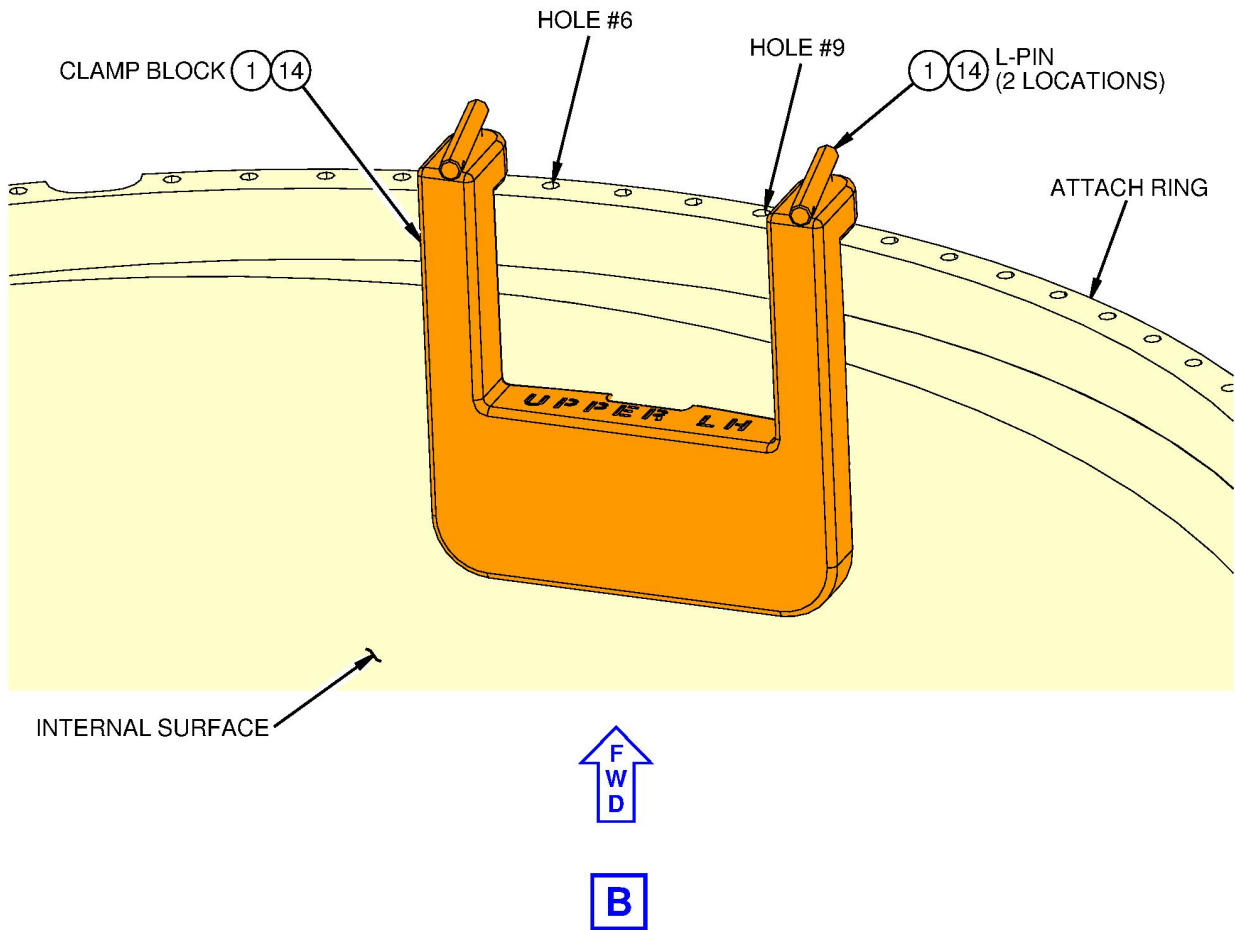
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FIGURE 2: PRIMARY EXHAUST NOZZLE - UPPER LEFT BRIDGE BRACKET - PREPARATION
(SHEET 2 OF 14)

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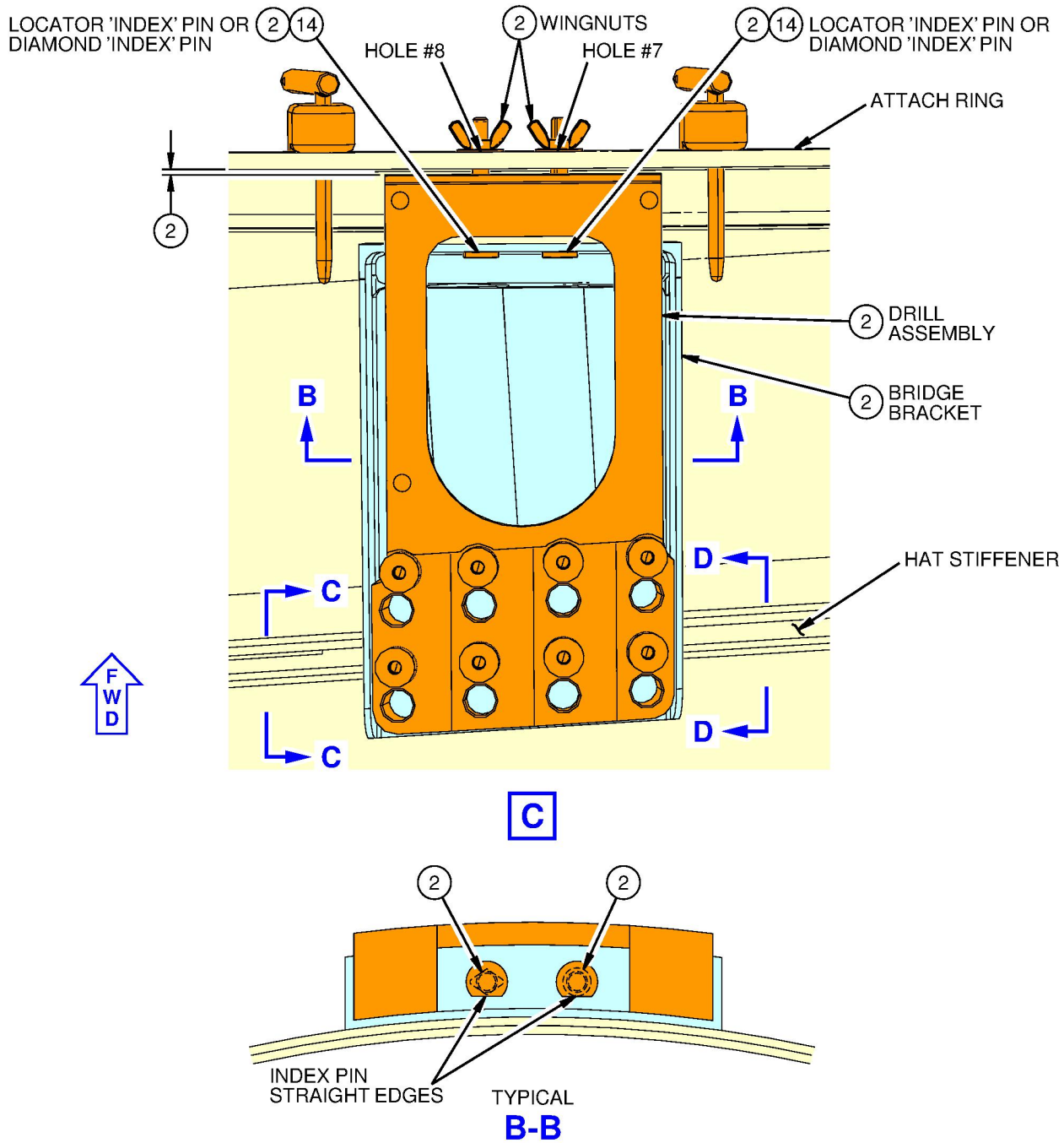
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**FIGURE 2: PRIMARY EXHAUST NOZZLE - UPPER LEFT BRIDGE BRACKET - PREPARATION
(SHEET 3 OF 14)**

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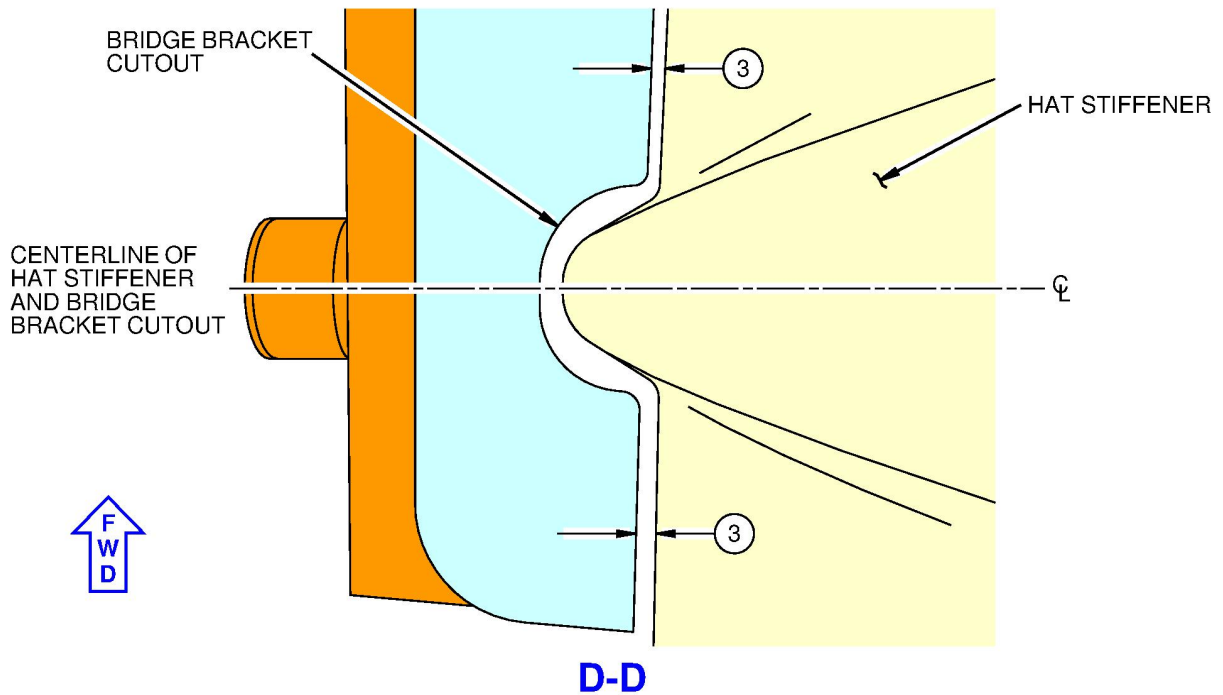
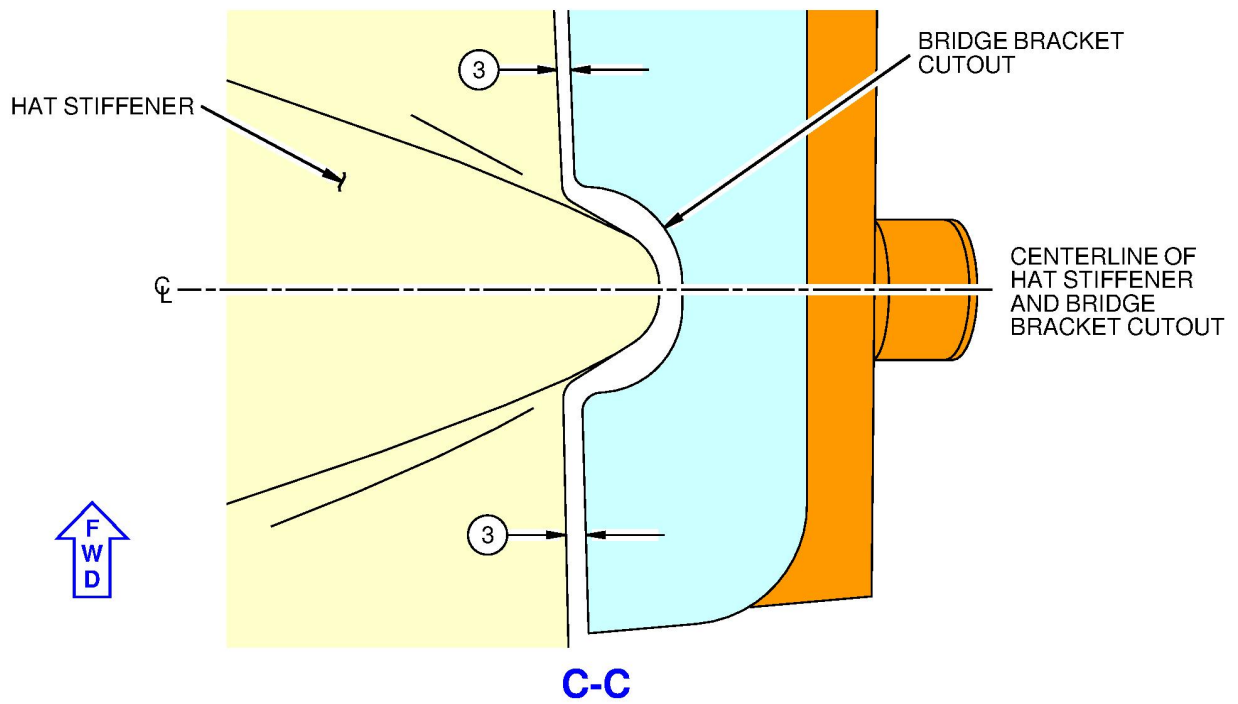
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**FIGURE 2: PRIMARY EXHAUST NOZZLE - UPPER LEFT BRIDGE BRACKET - PREPARATION
(SHEET 4 OF 14)**



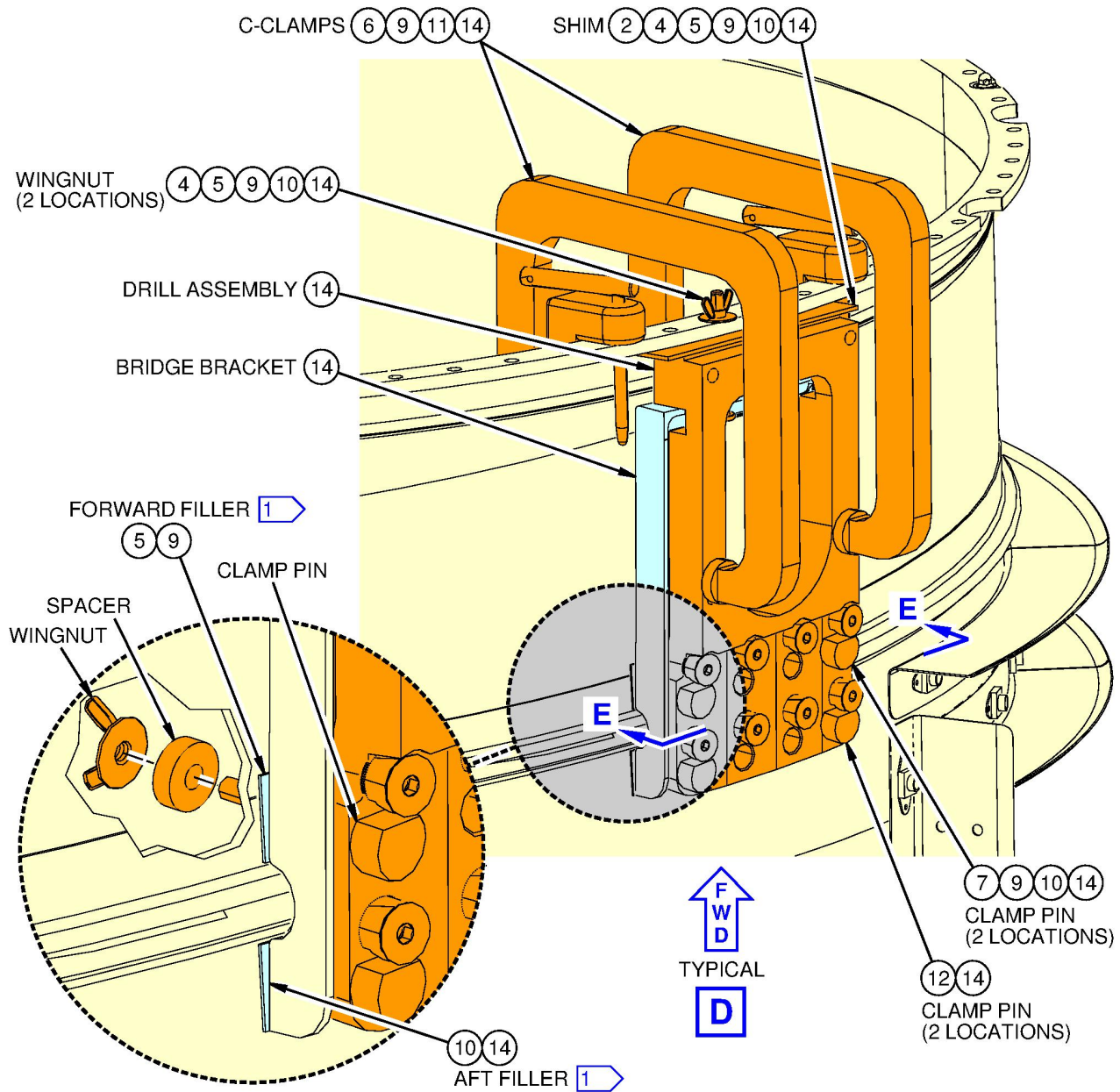
**FIGURE 2: PRIMARY EXHAUST NOZZLE - UPPER LEFT BRIDGE BRACKET - PREPARATION
(SHEET 5 OF 14)**

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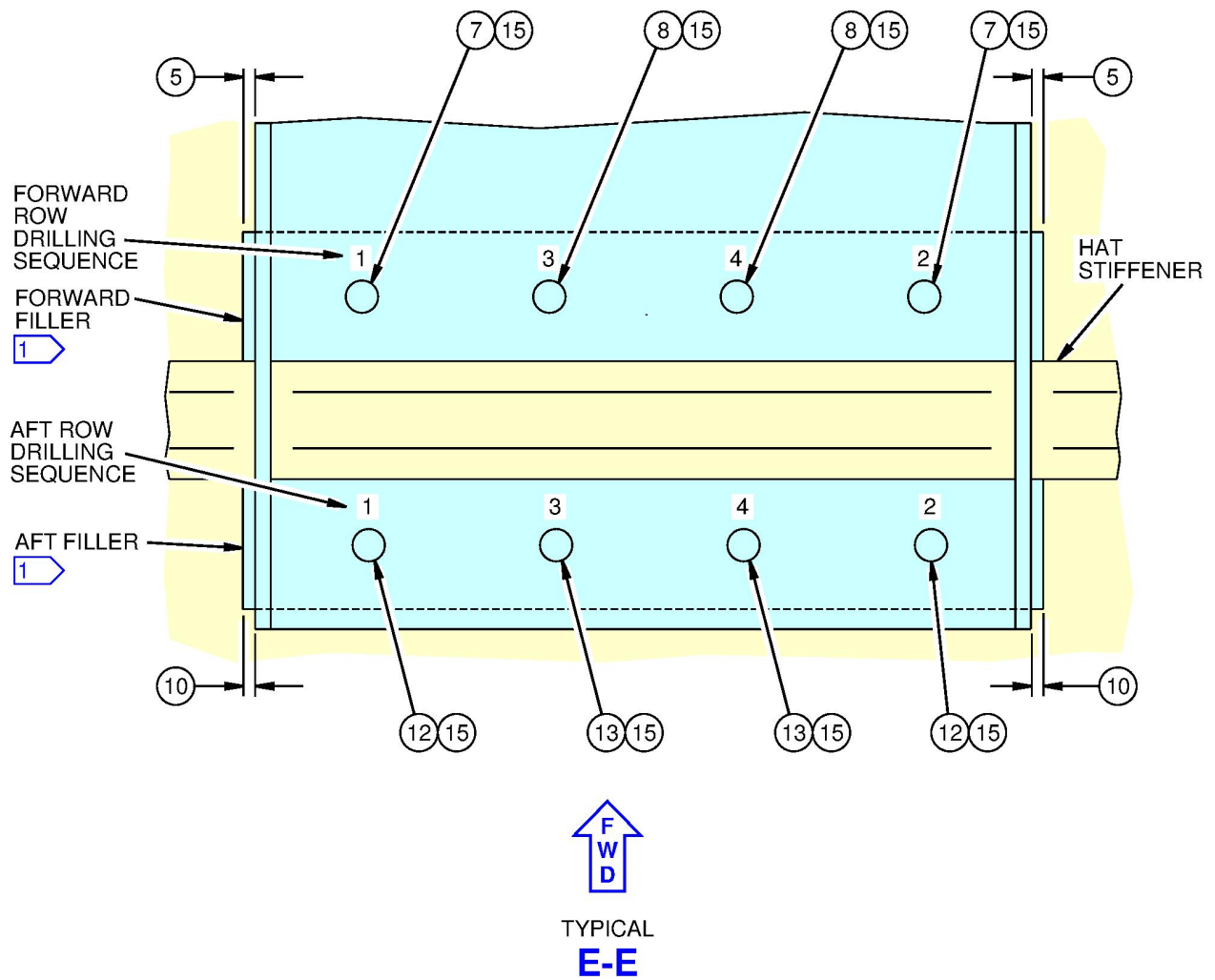
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1 FILLER(S) NECESSARY IF DISTANCE BETWEEN BRIDGE BRACKET AND PRIMARY EXHAUST NOZZLE IS MORE THAN 0.005 INCH

3024523

FIGURE 2: PRIMARY EXHAUST NOZZLE - UPPER LEFT BRIDGE BRACKET - PREPARATION (SHEET 6 OF 14)



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**FIGURE 2: PRIMARY EXHAUST NOZZLE - UPPER LEFT BRIDGE BRACKET - PREPARATION
(SHEET 7 OF 14)**

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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 this figure.

Step	Task	Name	Identification	Qty	More Data
1	Identify	HOLE	-	6	Use the notch in the attach ring as a reference to help locate holes #5 thru #10.
	Clean	HOLE	-	6	Clean holes #5 thru #10 in the attach ring. Refer to SOPM 20-30-03 as an accepted procedure.
	Apply	PROTECTION	-	-	(a)
	Put	UPR LH CLAMP BLK	2MIT314A2610	1	-
	Put	L-PIN	2MIT314A2610	2	-
2	Put	BRIDGE BRACKET, UPPER LH	314A2650-1	1	(b)
	Put	UPR LH DRILL ASSY	2MIT314A2610	1	(b)
	Put	INDEX PIN	2MIT314A2610	2	(b)
	Put	WINGNUT	2MIT314A2610	2	(b)
	Align	BRIDGE BRACKET, UPPER LH	314A2650-1	1	(c)
	Measure	DISTANCE	-	-	(d)
	Put	SHIM	2MIT314A2610	-	(e)
	Tighten	WINGNUT	2MIT314A2610	2	(f)(g)
 CAUTION MAKE SURE THAT THE CORRECT HOLES IN THE ATTACH RING ARE USED FOR THE LOCATION OF THE DRILL ASSEMBLY AND BRIDGE BRACKET. USE OF AN INCORRECTLY LOCATED DRILL ASSEMBLY COULD CAUSE THE PRIMARY EXHAUST NOZZLE TO BECOME UNSERVICEABLE.					
3	Measure	DISTANCE	-	-	(h)(i)
4	Loosen	WINGNUT	2MIT314A2610	2	(j)
	Release	SHIM	2MIT314A2610	-	(j)
5	Put	FILLER	314A2670-7, 314A2670-17, 314A2670-27	-	(j)(l)
	Put	SHIM	2MIT314A2610	-	(j)(e)
	Tighten	WINGNUT	2MIT314A2610	2	(j)(f)

**FIGURE 2: PRIMARY EXHAUST NOZZLE - UPPER LEFT BRIDGE BRACKET - PREPARATION
(SHEET 8 OF 14)**

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Step	Task	Name	Identification	Qty	More Data
6	Put	C-CLAMP	2MIT314A2610	2	(m)
	Tighten	C-CLAMP	2MIT314A2610	2	
7	Drill	HOLE	-	1	At hole location '1' identified for the forward row on the Drill Assembly. (n)
	Clean	HOLE	-	1	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.
	Put	CLAMP PIN	2MIT314A2610	1	(o)
	Put	SPACER	2MIT314A2610	1	(o)
	Put	WINGNUT	2MIT314A2610	1	(o)
	Tighten	WINGNUT	2MIT314A2610	1	-
	Drill	HOLE	-	1	At hole location '2' identified for the forward row on the Drill Assembly. (n)
	Clean	HOLE	-	1	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.
	Put	CLAMP PIN	2MIT314A2610	1	(o)
	Put	SPACER	2MIT314A2610	1	(o)
	Put	WINGNUT	2MIT314A2610	1	(o)
	Tighten	WINGNUT	2MIT314A2610	1	-
8	Drill	HOLE	-	2	At hole locations '3' and '4' identified for the forward row on the Drill Assembly. (n)
	Clean	HOLE	-	2	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.

**FIGURE 2: PRIMARY EXHAUST NOZZLE - UPPER LEFT BRIDGE BRACKET - PREPARATION
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Step	Task	Name	Identification	Qty	More Data
9	Release	CLAMP PIN	2MIT314A2610	2	(k)(p)
	Release	SPACER	2MIT314A2610	2	(k)(p)
	Release	WINGNUT	2MIT314A2610	2	At forward row. (k)(p)
	Release	C-CLAMP	2MIT314A2610	2	(k)(p)
	Loosen	WINGNUT	2MIT314A2610	2	At attach ring. (k)(p)
	Release	SHIM	2MIT314A2610	-	(k)(p)
	Release	FILLER	314A2670-7, 314A2670-17, 314A2670-27	1	(j)(k)(p)
10	Put	FILLER	314A2670-7, 314A2670-17, 314A2670-27	-	(k)(l)(p)
	Put	SHIM	2MIT314A2610	-	(e)(p)
	Put	CLAMP PIN	2MIT314A2610	2	(p)(q)
	Put	SPACER	2MIT314A2610	2	(p)(q)
	Put	WINGNUT	2MIT314A2610	2	(p)(q)
	Tighten	WINGNUT	2MIT314A2610	4	Maximum quantity given. (f)(p)
11	Put	C-CLAMP	2MIT314A2610	2	(m)(p)
	Tighten	C-CLAMP	2MIT314A2610	2	(p)

**FIGURE 2: PRIMARY EXHAUST NOZZLE - UPPER LEFT BRIDGE BRACKET - PREPARATION
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Step	Task	Name	Identification	Qty	More Data
12	Drill	HOLE	-	1	At hole location '1' identified for the aft row on the Drill Assembly. (n)
	Clean	HOLE	-	1	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.
	Put	CLAMP PIN	2MIT314A2610	1	(o)
	Put	SPACER	2MIT314A2610	1	(o)
	Put	WINGNUT	2MIT314A2610	1	(o)
	Tighten	WINGNUT	2MIT314A2610	1	-
	Drill	HOLE	-	1	At hole location '2' identified for the aft row on the Drill Assembly. (n)
	Clean	HOLE	-	1	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.
	Put	CLAMP PIN	2MIT314A2610	1	(o)
	Put	SPACER	2MIT314A2610	1	(o)
	Put	WINGNUT	2MIT314A2610	1	(o)
	Tighten	WINGNUT	2MIT314A2610	1	-
13	Drill	HOLE	-	2	At hole location '3' and '4' identified for the aft row on the Drill Assembly. (n)
	Clean	HOLE	-	2	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.

**FIGURE 2: PRIMARY EXHAUST NOZZLE - UPPER LEFT BRIDGE BRACKET - PREPARATION
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Step	Task	Name	Identification	Qty	More Data
14	Release	C-CLAMP	2MIT314A2610	2	-
	Release	WINGNUT	2MIT314A2610	6	Maximum quantity given.
	Release	SPACER	2MIT314A2610	4	Maximum quantity given.
	Release	CLAMP PIN	2MIT314A2610	4	Maximum quantity given.
	Release	SHIM	2MIT314A2610	-	-
	Release	INDEX PIN	2MIT314A2610	2	-
	Release	UPR LH DRILL ASSY	2MIT314A2610	1	-
	Release	L-PIN	2MIT314A2610	2	-
	Release	UPR LH CLAMP BLK	2MIT314A2610	1	-
	Release	BRIDGE BRACKET, UPPER LH	314A2650-1	1	-
	Release	FILLER	314A2670-7, 314A2670-17, 314A2670-27	-	(k)
	Clean	BRIDGE BRACKET, UPPER LH	314A2650-1	1	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.
	Clean	FILLER	314A2670-7, 314A2670-17, 314A2670-27	-	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.(k)
15	Deburr	HOLE	-	-	Deburr all drilled holes in the primary exhaust nozzle, Filler(s) (Filler(s) are not necessary if the distance between the Bridge Bracket and the Primary Exhaust Nozzle is 0.005 or less) and the Bridge Bracket.
	Inspect	HOLE	-	-	(r)

**FIGURE 2: PRIMARY EXHAUST NOZZLE - UPPER LEFT BRIDGE BRACKET - PREPARATION
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Step	Task	Name	Identification	Qty	More Data
16	Clean	PRIMARY EXHAUST NOZZLE	-	-	Remove drill debris from the exhaust nozzle surface. Refer to SOPM 20-30-03 as an accepted procedure.
(a) Put or pack protection (polythene sheet(s), for example) between the primary exhaust nozzle external surface and the fairing skin to prevent debris that could fall into the space during the work of this Figure.					
(b) Hold the Bridge Bracket and Drill Assembly together loosely and put the diamond 'index' pin into one of the middle holes of the Bridge Bracket through the attach ring. Put the locator 'index' pin in the other middle hole of the Bridge Bracket. The straight edge of the head of each 'index' pin is a feature to prevent interference with the radius in the Bridge Bracket. Make sure that the head of each 'index' pin is against the Bridge Bracket and hand-tighten the wingnuts. Keep the chosen index pin locations the same during this work of this Figure.					
(c) Adjust the location of the Drill Assembly in the forward or aft direction to align the centerline of the Bridge Bracket cutout and the centerline of the hat stiffener.					
(d) Measure the distance between the forward face of the Drill Assembly and the aft face of the attach ring to find the shim thickness necessary to fill the distance.					
(e) Select and put the thickness of shim(s) necessary to fill the distance between the Drill Assembly and the attach ring.					
(f) Hand-tighten the wingnuts to tightly hold the Drill Assembly and Bridge Bracket in the correct position.					
(g) Make sure the Bridge Bracket is centered around the hat stiffener. Adjust shims as needed.					
(h) Measure the distance between the Bridge Bracket and the external surface of the primary exhaust nozzle at each side of the Bridge Bracket. Make sure the difference between the two measured distances 0.015 inches or less.					
(i) Measure the distance between the external surface of the primary exhaust nozzle and the Bridge Bracket at the forward and aft locations identified. If each distance is 0.005 inches or less, no Filler is necessary. One or more Fillers, part numbers 314A2670-7, 314A2670-17 and 314A2670-27, can be used to fill the distance(s). If a measured distance is not the same as a thickness of a Filler (or combination of Fillers), use the nearest Filler thickness. Total Filler thickness at each location must not be more than 0.060 inch. If there is a difference between the measured distance on each side of the Bracket, calculate and use the average of the two measurements. Although, a difference of more than 0.015 inches between the measured distances on each side of the Bracket is not permitted.					
(j) This Task or Step is only applicable if one or more Fillers are necessary at the forward location.					
(k) This Task or Step is only applicable if one or more Fillers are necessary at the aft location.					
(l) Put the Filler(s) parallel to the hat stiffener, positioned centrally between the Exhaust Nozzle surface and the Bridge Bracket, and with clearance from the hat stiffener radius. The ends of the Filler(s) will not be parallel with the sides of the Bridge Bracket. Tape, or equivalent, can be used to temporarily hold the Filler(s) in the correct position.					
(m) Use two C-Clamps, each positioned at the "CLAMP AREA" identified on the Drill Assembly, to hold the Bridge Bracket and the Filler(s) in the correct position.					

**FIGURE 2: PRIMARY EXHAUST NOZZLE - UPPER LEFT BRIDGE BRACKET - PREPARATION
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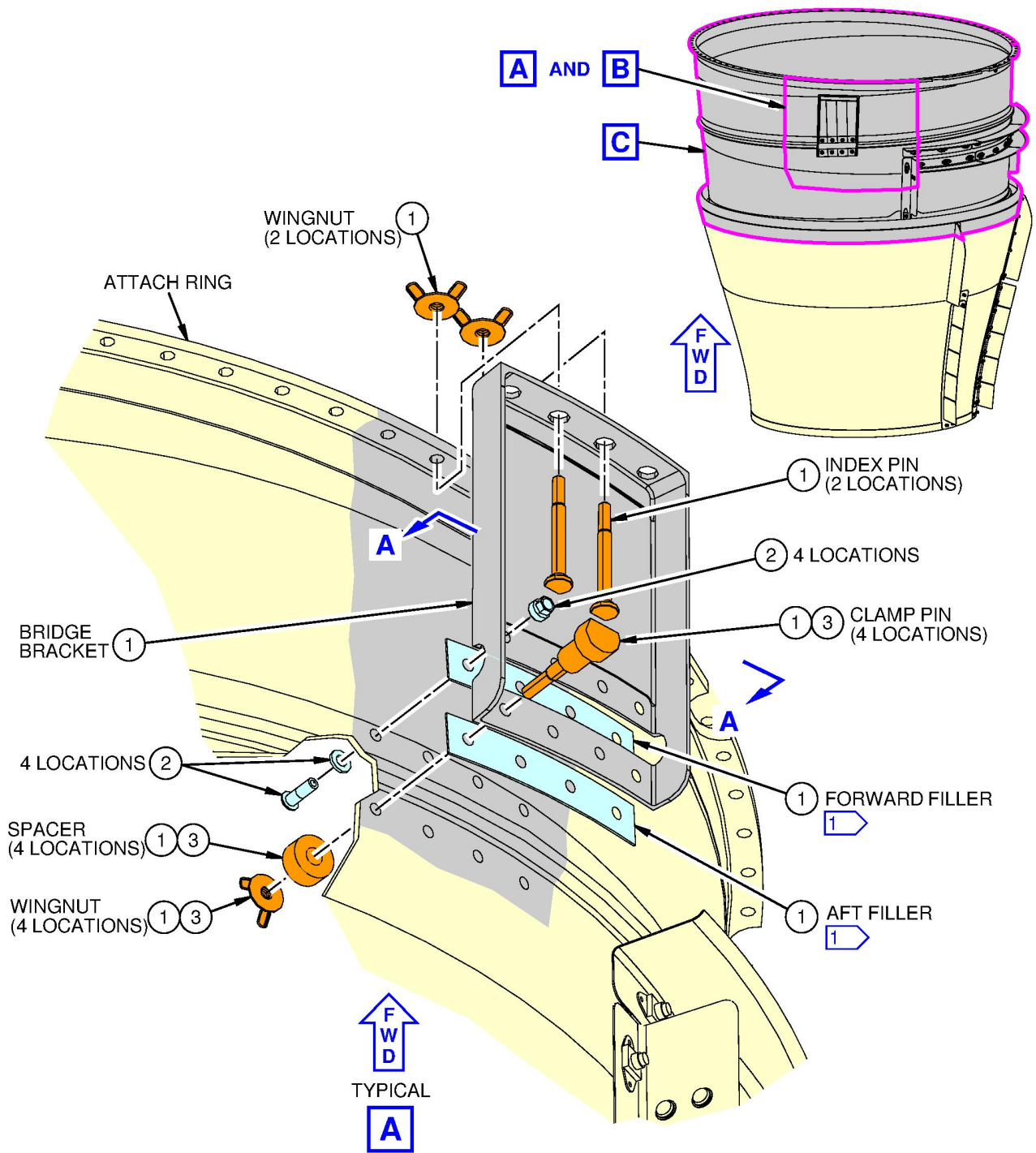
Step	Task	Name	Identification	Qty	More Data
(n)	Make sure the power feed drill is correctly prepared and use it to drill a 0.279-0.291 inch diameter hole through the Bridge Bracket, the Filler(s) (Filler(s) are not necessary if the distance between the Bridge Bracket and the Primary Exhaust Nozzle is 0.005 inch or less) and the primary exhaust nozzle.				
(o)	Install a Clamp Pin, Spacer and Wingnut for the hole of location '1' identified on the Drill Assembly, after it is drilled. Install one more Clamp Pin, Spacer and Wingnut for the hole of location '2' identified on the Drill Assembly after it is drilled.				
(p)	If Fillers are not necessary at the forward and aft locations, the aft row of holes in the Bridge Bracket can be drilled immediately after the forward row of holes, in accordance with the drilling sequence identified on the Drill Assembly.				
(q)	Install Clamp Pins, Spacers and Wingnuts for the holes of location '1' and '2' identified for the forward row on the Drill Assembly to give additional clamp-up force and to provide alignment.				
(r)	Do a Detailed Inspection of all drilled holes for their dimension and quality in accordance with 737-600 SRM 51-40-05, 737-700 SRM 51-40-05, 737-700CONV SRM 51-40-05, 737-800 SRM 51-40-05, 737-900 SRM 51-40-05 or 737-900ER SRM 51-40-05. Make sure that each hole diameter is 0.279-0.291 inches. Make sure that the distance from the center of the holes drilled in the forward row to the edge of the cutout in the Bridge Bracket is 0.328-0.358 inches. Make sure that the distance from the center of the holes drilled in the aft row to the edge of the cutout in the Bridge Bracket is 0.395-0.425 inches.				

**FIGURE 2: PRIMARY EXHAUST NOZZLE - UPPER LEFT BRIDGE BRACKET - PREPARATION
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1 FILLER(S) NECESSARY IF DISTANCE BETWEEN BRIDGE BRACKET AND PRIMARY EXHAUST NOZZLE IS MORE THAN 0.005 INCH

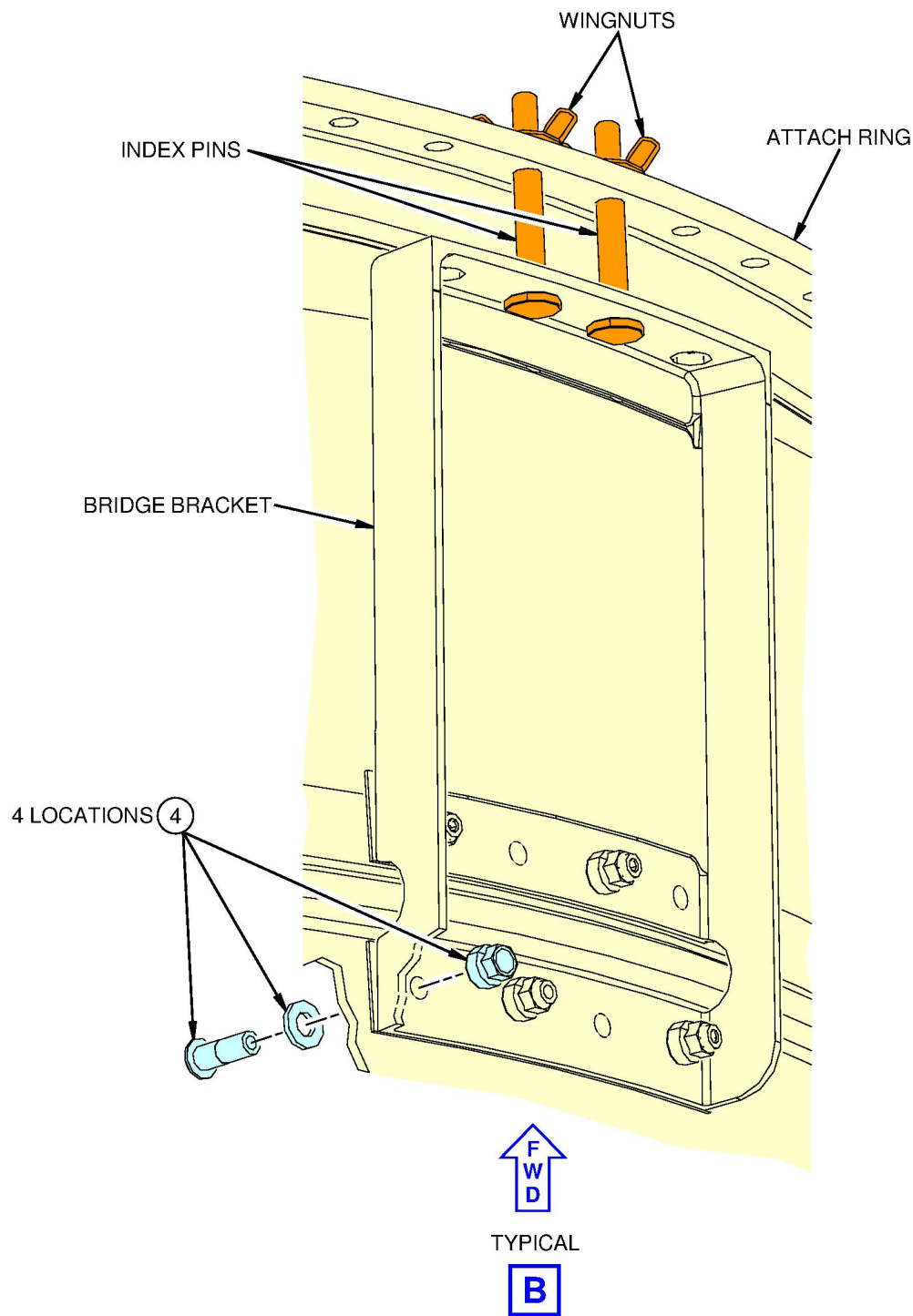
3019055

**FIGURE 3: PRIMARY EXHAUST NOZZLE - UPPER LEFT BRIDGE BRACKET INSTALLATION
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3033200

**FIGURE 3: PRIMARY EXHAUST NOZZLE - UPPER LEFT BRIDGE BRACKET INSTALLATION
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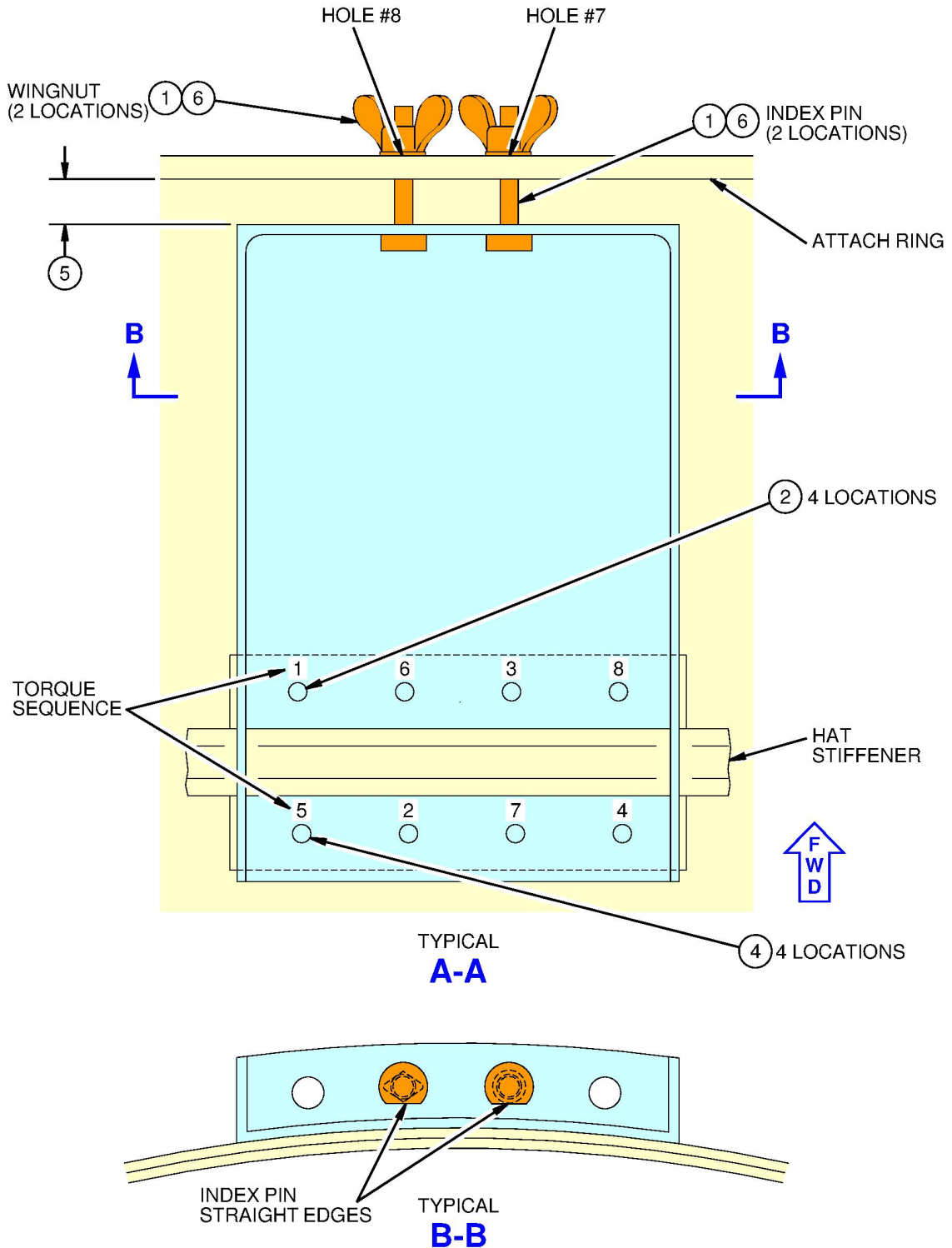


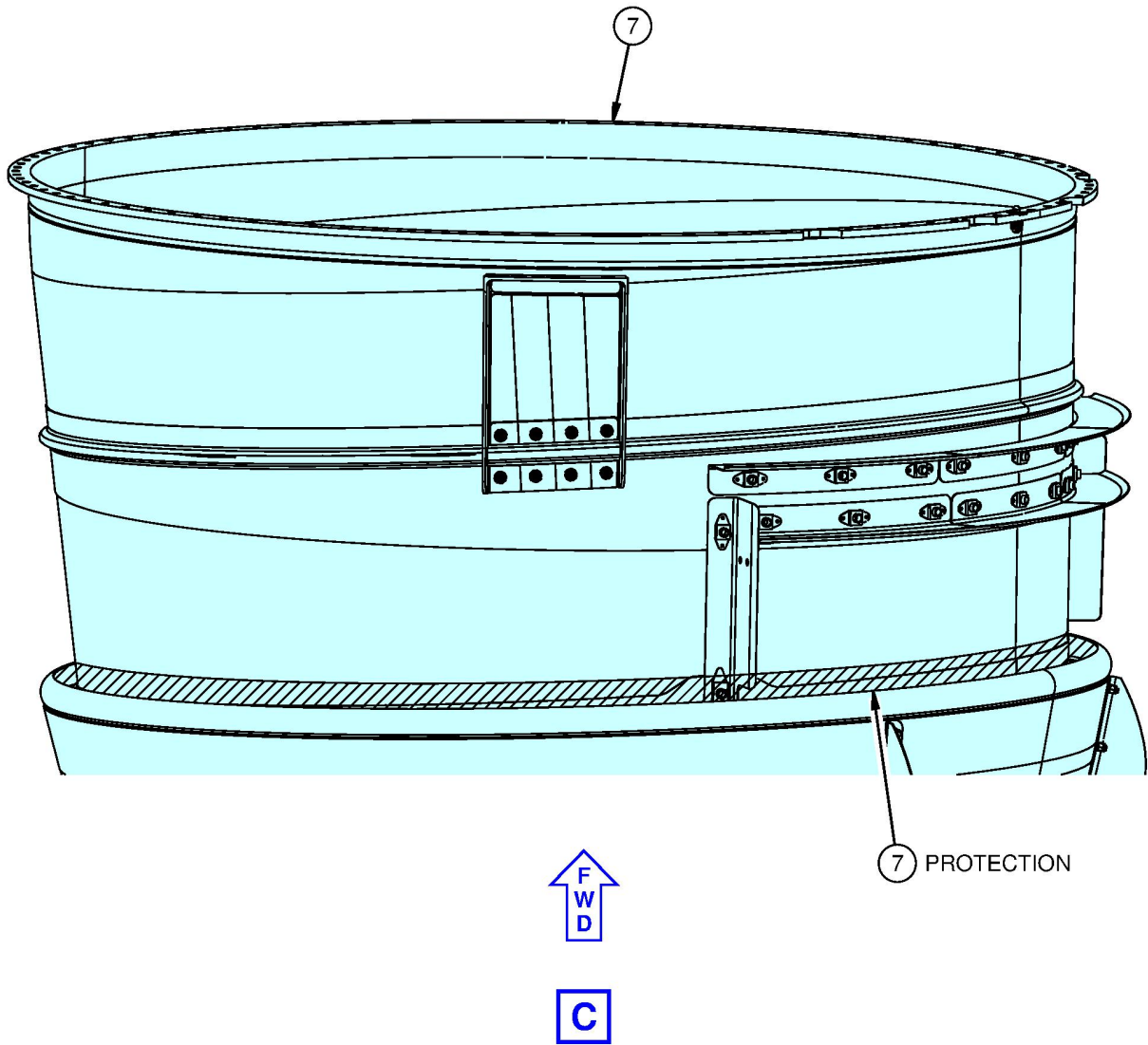
FIGURE 3: PRIMARY EXHAUST NOZZLE - UPPER LEFT BRIDGE BRACKET INSTALLATION (SHEET 3 OF 9)

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**FIGURE 3: PRIMARY EXHAUST NOZZLE - UPPER LEFT BRIDGE BRACKET INSTALLATION
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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 this figure.

Step	Task	Name	Identification	Qty	More Data
1	Install (New)	FILLER	314A2670-7, 314A2670-17, 314A2670-27	-	At the forward location. (a)
	Install (New)	FILLER	314A2670-7, 314A2670-17, 314A2670-27	-	At the aft location. (a)
	Install (New)	BRIDGE BRACKET, UPPER LH	314A2650-1	1	-
	Put	CLAMP PIN	2MIT314A2610	4	At hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Put	SPACER	2MIT314A2610	4	At hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Put	WINGNUT	2MIT314A2610	4	Hand-tighten the Wingnuts at hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Put	INDEX PIN	2MIT314A2610	2	-
	Put	WINGNUT	2MIT314A2610	2	-
	Tighten	WINGNUT	2MIT314A2610	6	Hand-tighten the Wingnuts.

**FIGURE 3: PRIMARY EXHAUST NOZZLE - UPPER LEFT BRIDGE BRACKET INSTALLATION
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Step	Task	Name	Identification	Qty	More Data
2	Install (New)	BOLT, HEX DRIVE	BACB30YL8K5	4	Install the bolts at hole locations 1, 2, 3 and 4 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Install (New)	WASHER	BACW10BP4ACU	4	Install the washers at hole locations 1, 2, 3 and 4 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Install (New)	NUT	BACN11CC4U	4	Install the nuts at hole locations 1, 2, 3 and 4 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Torque	NUT	BACN11CC4U	4	Torque the nuts at hole locations 1, 2, 3 and 4, in the sequence specified in view A-A. (b)

**FIGURE 3: PRIMARY EXHAUST NOZZLE - UPPER LEFT BRIDGE BRACKET INSTALLATION
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Step	Task	Name	Identification	Qty	More Data
3	Release	CLAMP PIN	2MIT314A2610	4	At hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener release sequence.
	Release	SPACER	2MIT314A2610	4	At hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener release sequence.
	Release	WINGNUT	2MIT314A2610	4	At hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener release sequence.

**FIGURE 3: PRIMARY EXHAUST NOZZLE - UPPER LEFT BRIDGE BRACKET INSTALLATION
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Step	Task	Name	Identification	Qty	More Data
4	Install (New)	BOLT, HEX DRIVE	BACB30YL8K5	4	Install the bolts at hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Install (New)	WASHER	BACW10BP4ACU	4	Install the washers at hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Install (New)	NUT	BACN11CC4U	4	Install the nuts at hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Torque	NUT	BACN11CC4U	4	Torque the nuts at hole locations 5, 6, 7 and 8, in the sequence specified in view A-A. (b)
5	Measure	DISTANCE	-	-	(c)
6	Release	INDEX PIN	2MIT314A2610	2	-
	Release	WINGNUT	2MIT314A2610	2	-
7	Remove	PROTECTION	-	-	-
	Clean	PRIMARY EXHAUST NOZZLE	-	-	Remove any remaining drill debris. Refer to SOPM 20-30-03 as an accepted procedure.
(a) Install the Filler(s) selected at preparation. Filler(s) are not necessary if the distance between the Bridge Bracket and the Primary Exhaust Nozzle is 0.005 inch or less.					
(b) Torque to 75 in-lbs (set point torque).					

**FIGURE 3: PRIMARY EXHAUST NOZZLE - UPPER LEFT BRIDGE BRACKET INSTALLATION
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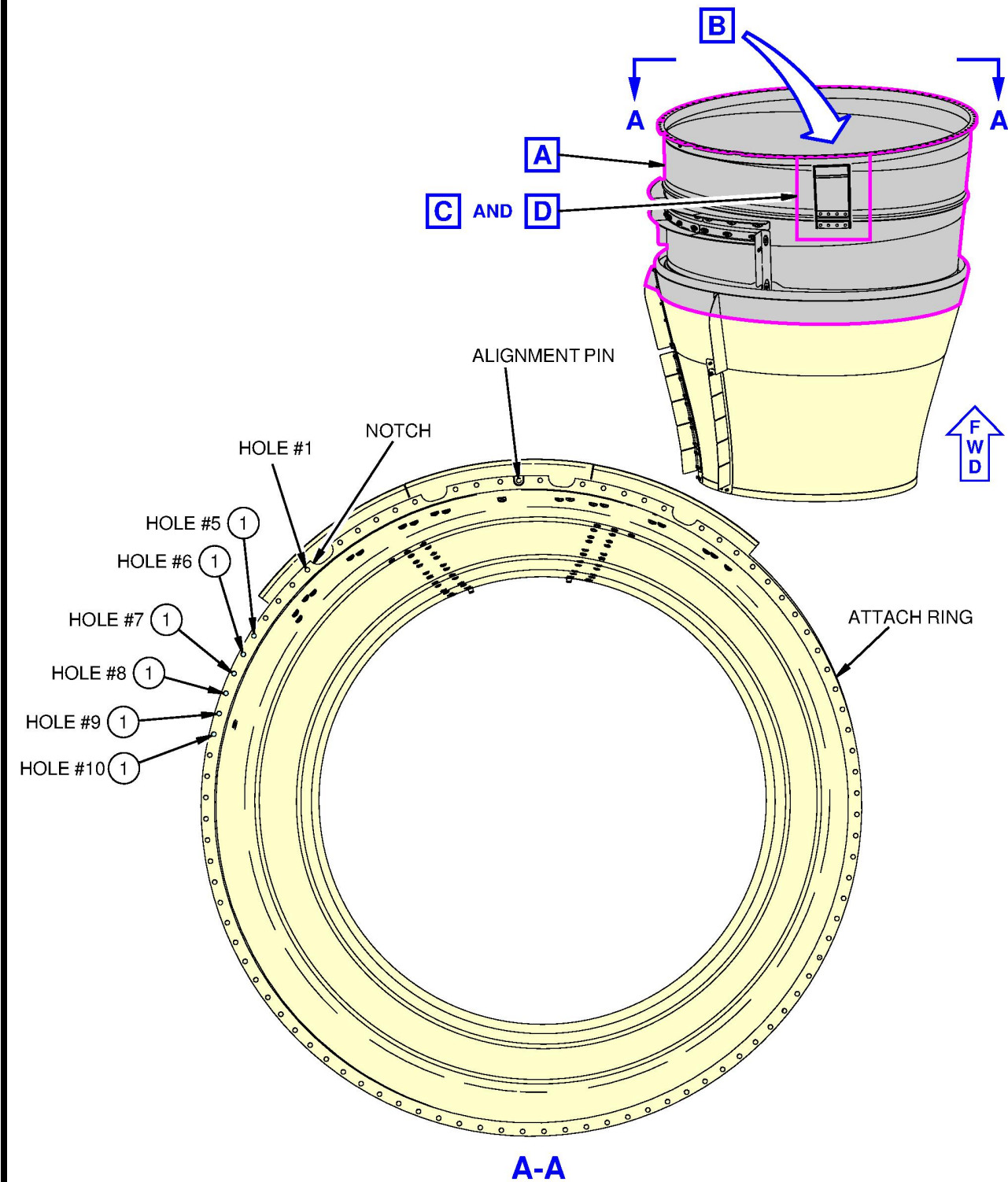
Step	Task	Name	Identification	Qty	More Data
(c)	Make sure that the distance between the forward end of the Bridge Bracket and the aft side of the engine attach ring is 1.091-1.391 inches.				

FIGURE 3: PRIMARY EXHAUST NOZZLE - UPPER LEFT BRIDGE BRACKET INSTALLATION (SHEET 9 OF 9)

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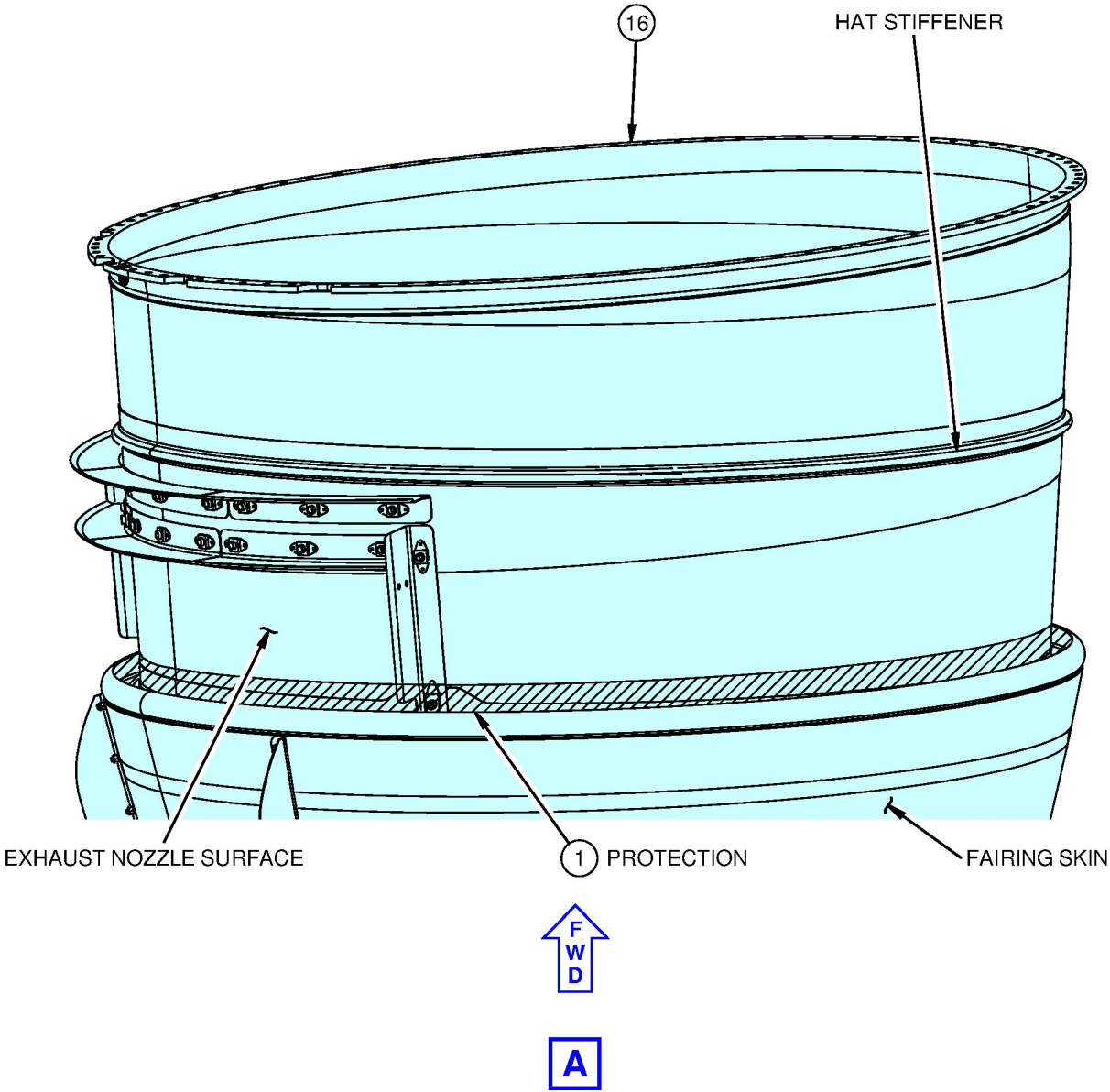
3019060

FIGURE 4: PRIMARY EXHAUST NOZZLE - UPPER RIGHT BRIDGE BRACKET - PREPARATION
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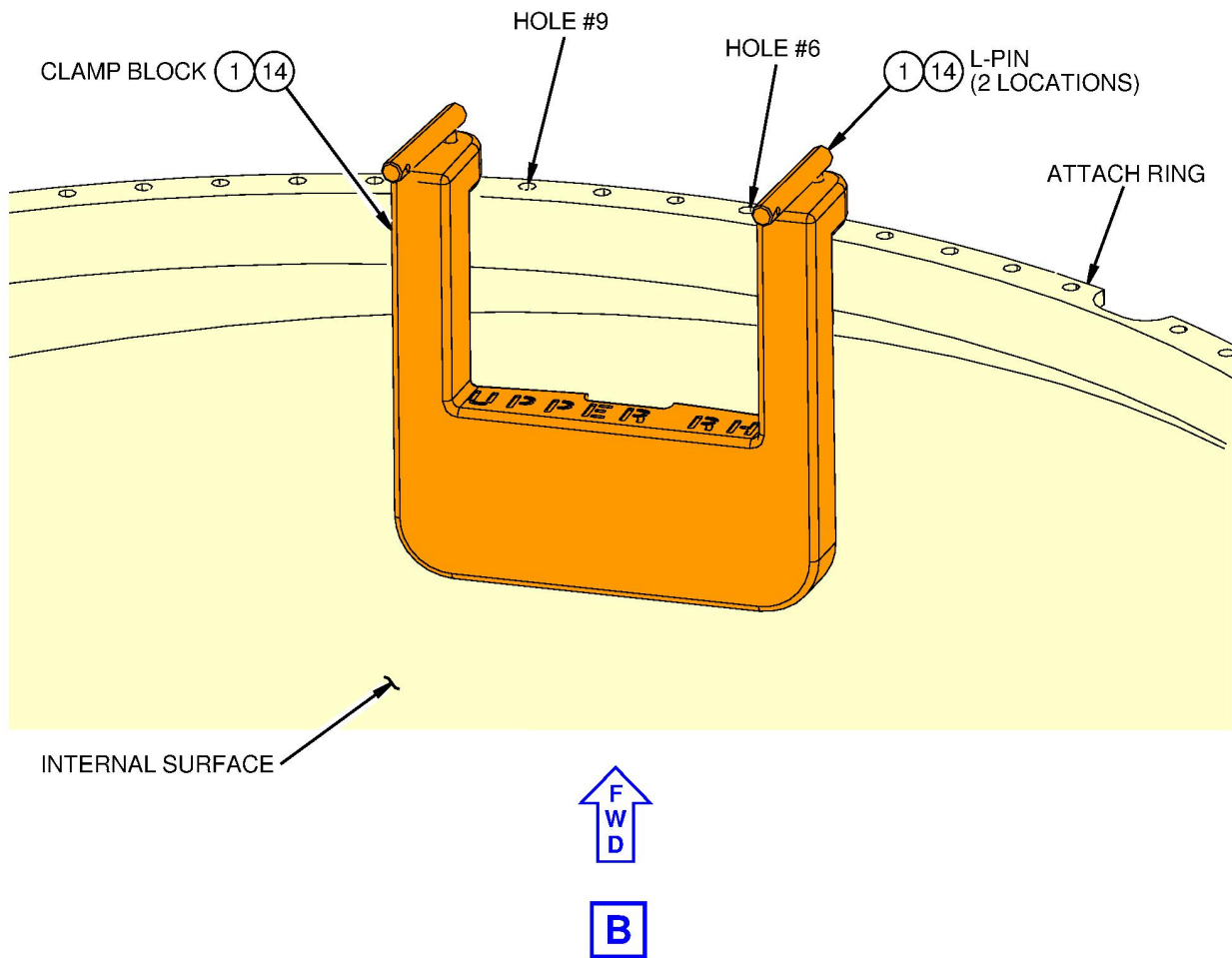
3019080

**FIGURE 4: PRIMARY EXHAUST NOZZLE - UPPER RIGHT BRIDGE BRACKET - PREPARATION
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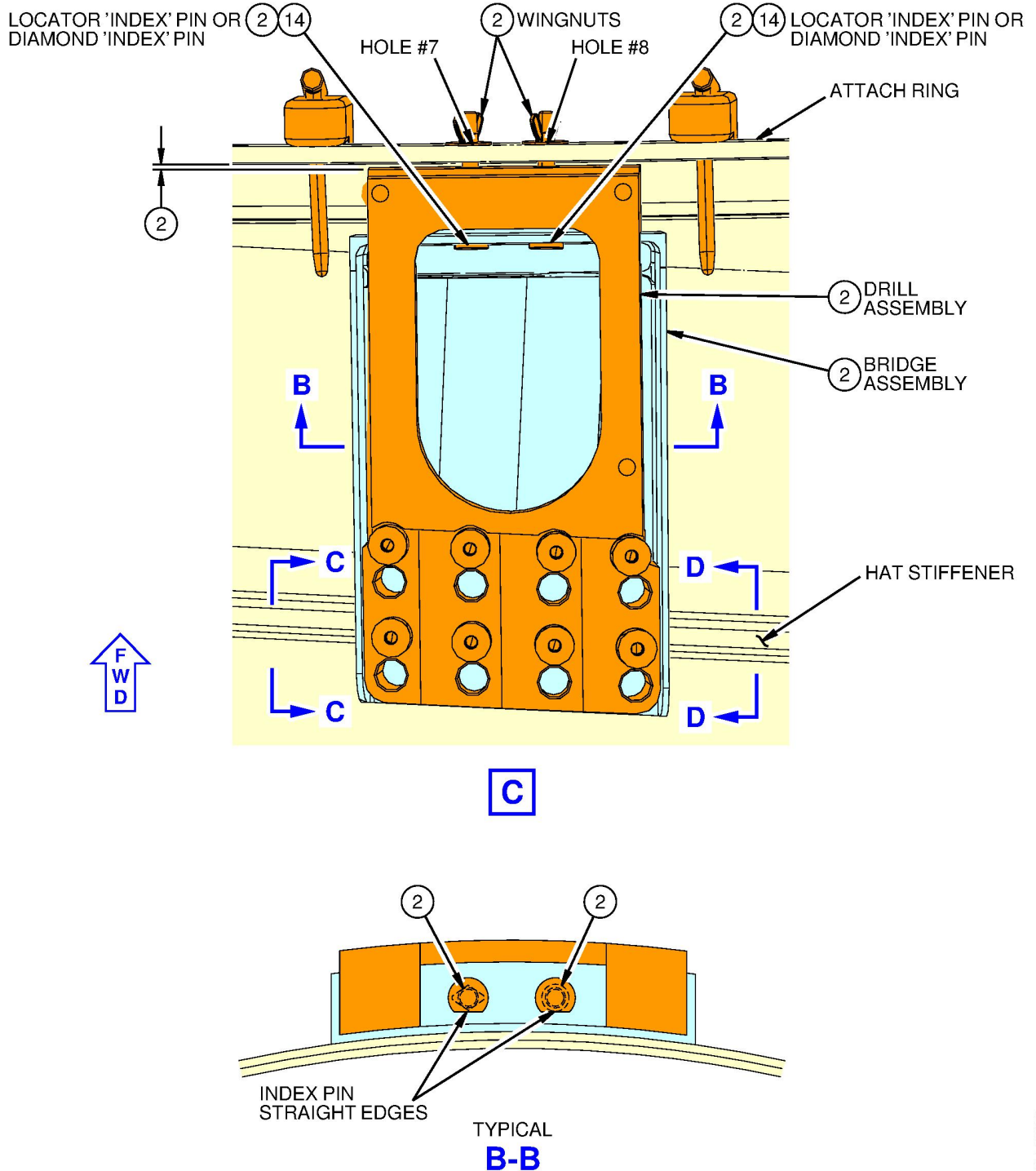
3019061

**FIGURE 4: PRIMARY EXHAUST NOZZLE - UPPER RIGHT BRIDGE BRACKET - PREPARATION
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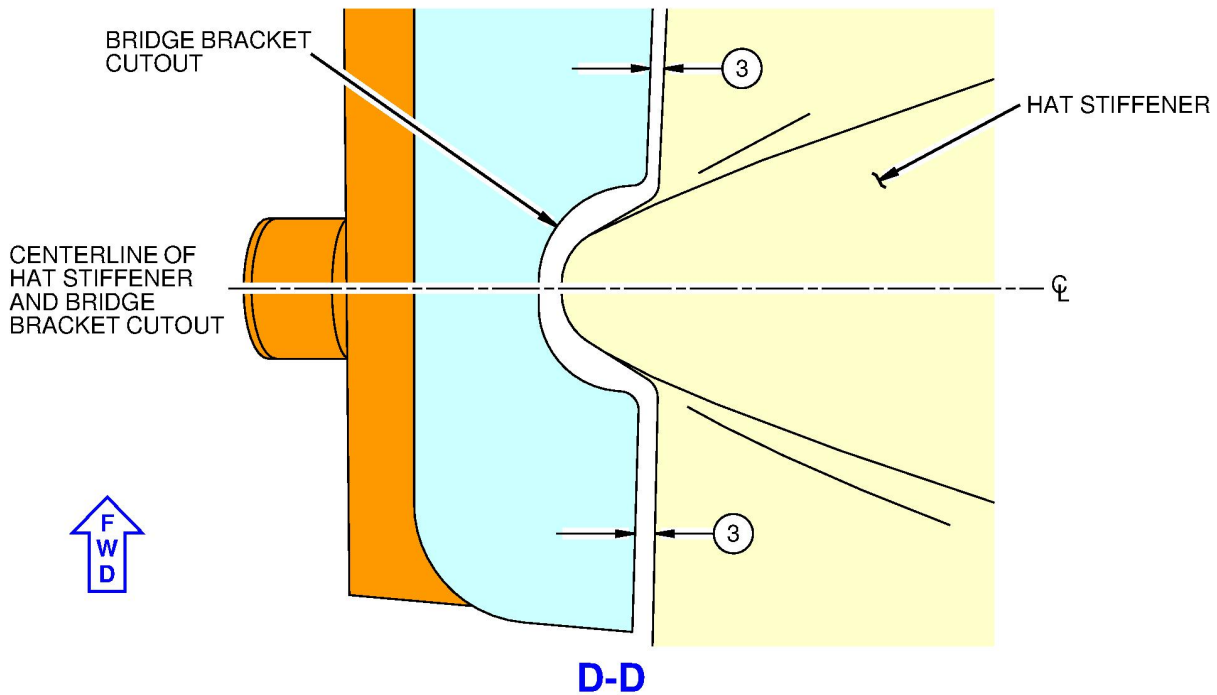
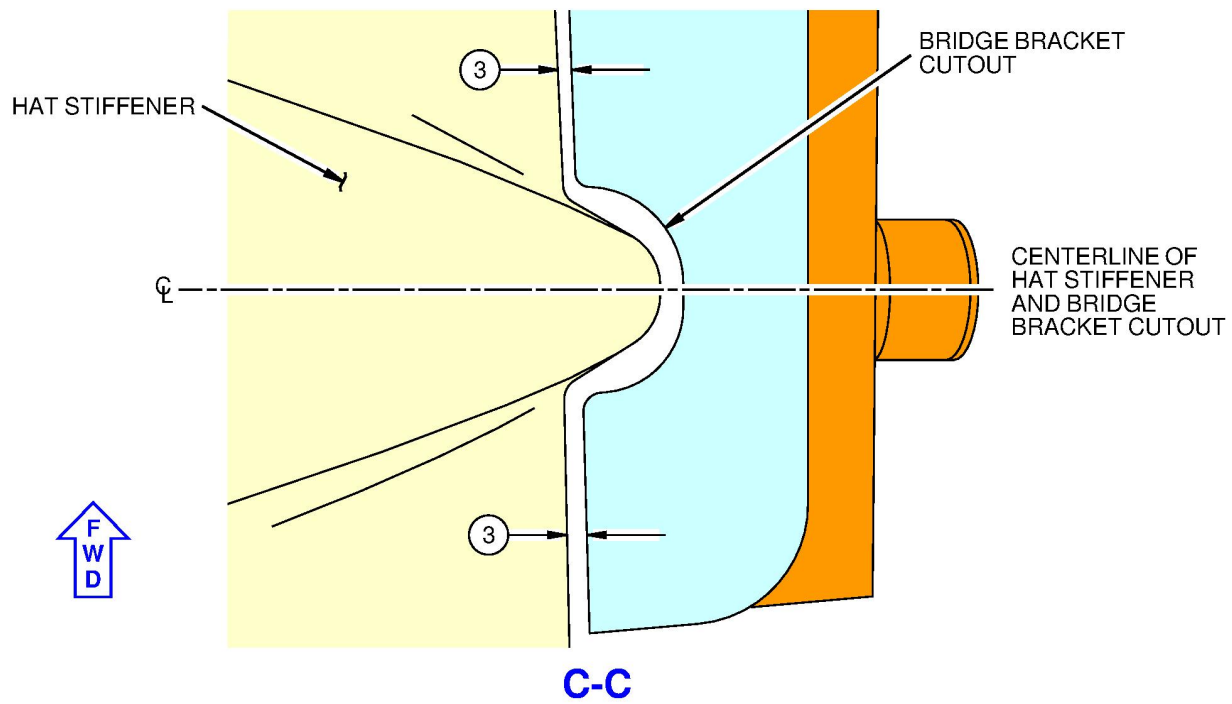
**FIGURE 4: PRIMARY EXHAUST NOZZLE - UPPER RIGHT BRIDGE BRACKET - PREPARATION
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**FIGURE 4: PRIMARY EXHAUST NOZZLE - UPPER RIGHT BRIDGE BRACKET - PREPARATION
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Diagram illustrating the assembly of the aft section of the hull, showing the installation of the aft filler and the aft section of the bridge bracket.

Components and Part Numbers:

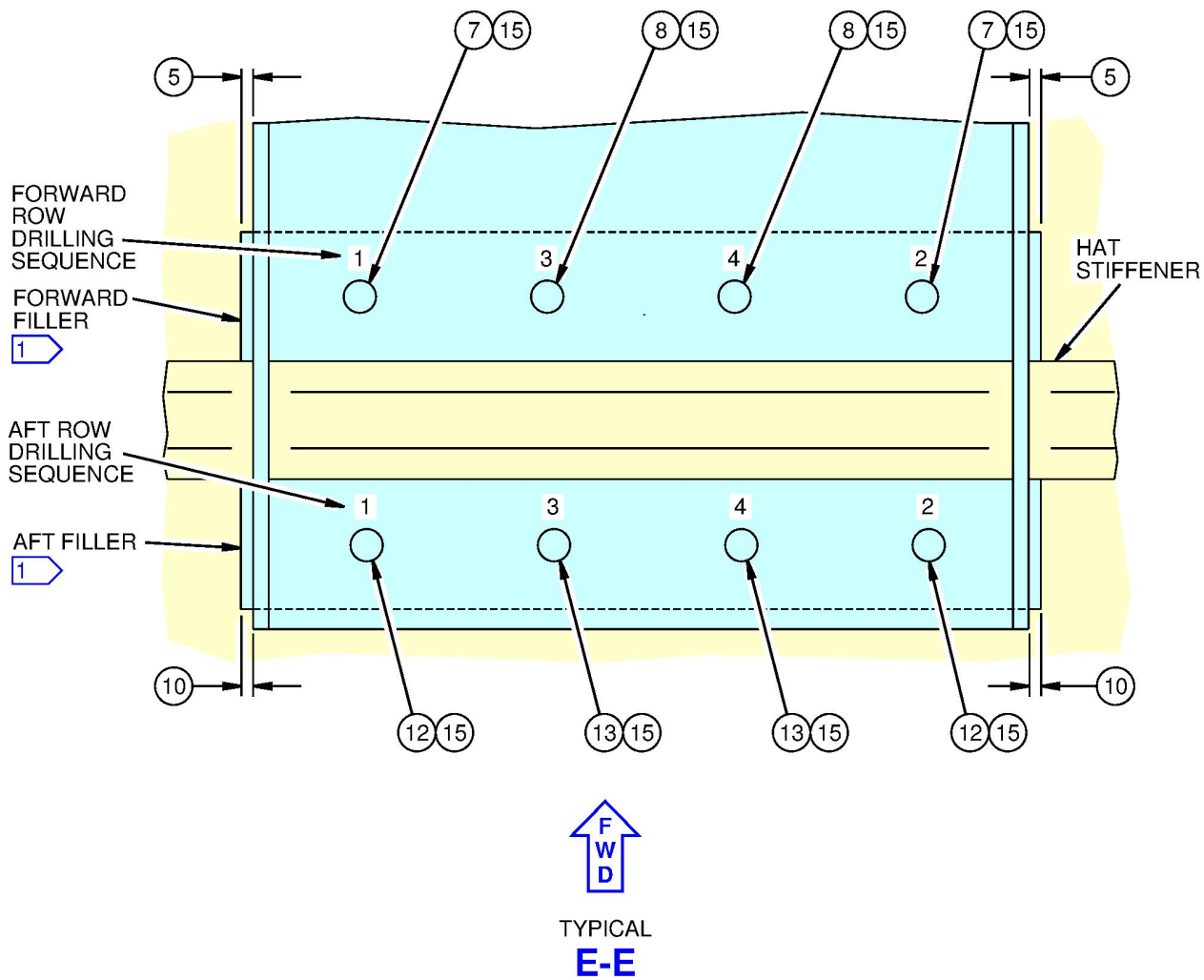
- C-CLAMPS (6, 9, 11, 14)
- SHIM (2, 4, 5, 9, 10, 14)
- WINGNUT (2 LOCATIONS) (4, 5, 9, 10, 14)
- DRILL ASSEMBLY (14)
- BRIDGE BRACKET (14)
- FORWARD FILLER (1)
- CLAMP PIN (5, 9)
- SPACER WINGNUT
- CLAMP PIN (7, 9, 10, 14) (2 LOCATIONS)
- CLAMP PIN (12, 14) (2 LOCATIONS)
- AFT FILLER (1)

Directional Indicators:

- FWD (Forward)
- D (Down)
- E (East)

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3028906

FIGURE 4: PRIMARY EXHAUST NOZZLE - UPPER RIGHT BRIDGE BRACKET - PREPARATION
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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 this figure.

Step	Task	Name	Identification	Qty	More Data
1	Identify	HOLE	-	6	Use the notch in the attach ring as a reference to help locate holes #5 thru #10.
	Clean	HOLE	-	6	Clean holes #5 thru #10 in the attach ring. Refer to SOPM 20-30-03 as an accepted procedure.
	Apply	PROTECTION	-	-	(a)
	Put	UPR RH CLAMP BLK	2MIT314A2610	1	-
	Put	L-PIN	2MIT314A2610	2	-
2	Put	BRIDGE BRACKET, UPPER RH	314A2650-2	1	(b)
	Put	UPR RH DRILL ASSY	2MIT314A2610	1	(b)
	Put	INDEX PIN	2MIT314A2610	2	(b)
	Put	WINGNUT	2MIT314A2610	2	(b)
	Align	BRIDGE BRACKET, UPPER RH	314A2650-2	1	(c)
	Measure	DISTANCE	-	-	(d)
	Put	SHIM	2MIT314A2610	-	(e)
	Tighten	WINGNUT	2MIT314A2610	2	(f)(g)
 CAUTION MAKE SURE THAT THE CORRECT HOLES IN THE ATTACH RING ARE USED FOR THE LOCATION OF THE DRILL ASSEMBLY AND BRIDGE BRACKET. USE OF AN INCORRECTLY LOCATED DRILL ASSEMBLY COULD CAUSE THE PRIMARY EXHAUST NOZZLE TO BECOME UNSERVICEABLE.					
3	Measure	DISTANCE	-	-	(h)(i)
4	Loosen	WINGNUT	2MIT314A2610	2	(j)
	Release	SHIM	2MIT314A2610	-	(j)
5	Put	FILLER	314A2670-7, 314A2670-17, 314A2670-27	-	(j)(l)
	Put	SHIM	2MIT314A2610	-	(j)(e)
	Tighten	WINGNUT	2MIT314A2610	2	(j)(f)

**FIGURE 4: PRIMARY EXHAUST NOZZLE - UPPER RIGHT BRIDGE BRACKET - PREPARATION
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Step	Task	Name	Identification	Qty	More Data
6	Put	C-CLAMP	2MIT314A2610	2	(m)
	Tighten	C-CLAMP	2MIT314A2610	2	
7	Drill	HOLE	-	1	At hole location '1' identified for the forward row on the Drill Assembly. (n)
	Clean	HOLE	-	1	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.
	Put	CLAMP PIN	2MIT314A2610	1	(o)
	Put	SPACER	2MIT314A2610	1	(o)
	Put	WINGNUT	2MIT314A2610	1	(o)
	Tighten	WINGNUT	2MIT314A2610	1	-
	Drill	HOLE	-	1	At hole location '2' identified for the forward row on the Drill Assembly. (n)
	Clean	HOLE	-	1	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.
	Put	CLAMP PIN	2MIT314A2610	1	(o)
	Put	SPACER	2MIT314A2610	1	(o)
	Put	WINGNUT	2MIT314A2610	1	(o)
	Tighten	WINGNUT	2MIT314A2610	1	-
8	Drill	HOLE	-	2	At hole locations '3' and '4' identified for the forward row on the Drill Assembly. (n)
	Clean	HOLE	-	2	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.

**FIGURE 4: PRIMARY EXHAUST NOZZLE - UPPER RIGHT BRIDGE BRACKET - PREPARATION
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Step	Task	Name	Identification	Qty	More Data
9	Release	CLAMP PIN	2MIT314A2610	2	(k)(p)
	Release	SPACER	2MIT314A2610	2	(k)(p)
	Release	WINGNUT	2MIT314A2610	2	At forward row. (k)(p)
	Release	C-CLAMP	2MIT314A2610	2	(k)(p)
	Loosen	WINGNUT	2MIT314A2610	2	At attach ring. (k)(p)
	Release	SHIM	2MIT314A2610	-	(k)(p)
	Release	FILLER	314A2670-7, 314A2670-17, 314A2670-27	1	(j)(k)(p)
10	Put	FILLER	314A2670-7, 314A2670-17, 314A2670-27	-	(k)(l)(p)
	Put	SHIM	2MIT314A2610	-	(e)(p)
	Put	CLAMP PIN	2MIT314A2610	2	(p)(q)
	Put	SPACER	2MIT314A2610	2	(p)(q)
	Put	WINGNUT	2MIT314A2610	2	(p)(q)
	Tighten	WINGNUT	2MIT314A2610	4	Maximum quantity given. (f)(p)
11	Put	C-CLAMP	2MIT314A2610	2	(m)(p)
	Tighten	C-CLAMP	2MIT314A2610	2	(p)

**FIGURE 4: PRIMARY EXHAUST NOZZLE - UPPER RIGHT BRIDGE BRACKET - PREPARATION
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Step	Task	Name	Identification	Qty	More Data
12	Drill	HOLE	-	1	At hole location '1' identified for the aft row on the Drill Assembly. (n)
	Clean	HOLE	-	1	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.
	Put	CLAMP PIN	2MIT314A2610	1	(o)
	Put	SPACER	2MIT314A2610	1	(o)
	Put	WINGNUT	2MIT314A2610	1	(o)
	Tighten	WINGNUT	2MIT314A2610	1	-
	Drill	HOLE	-	1	At hole location '2' identified for the aft row on the Drill Assembly. (n)
	Clean	HOLE	-	1	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.
	Put	CLAMP PIN	2MIT314A2610	1	(o)
	Put	SPACER	2MIT314A2610	1	(o)
	Put	WINGNUT	2MIT314A2610	1	(o)
	Tighten	WINGNUT	2MIT314A2610	1	-
13	Drill	HOLE	-	2	At hole location '3' and '4' identified for the aft row on the Drill Assembly. (n)
	Clean	HOLE	-	2	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.

**FIGURE 4: PRIMARY EXHAUST NOZZLE - UPPER RIGHT BRIDGE BRACKET - PREPARATION
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Step	Task	Name	Identification	Qty	More Data
14	Release	C-CLAMP	2MIT314A2610	2	-
	Release	WINGNUT	2MIT314A2610	6	Maximum quantity given.
	Release	SPACER	2MIT314A2610	4	Maximum quantity given.
	Release	CLAMP PIN	2MIT314A2610	4	Maximum quantity given.
	Release	SHIM	2MIT314A2610	-	-
	Release	INDEX PIN	2MIT314A2610	2	-
	Release	UPR RH DRILL ASSY	2MIT314A2610	1	-
	Release	L-PIN	2MIT314A2610	2	-
	Release	UPR RH CLAMP BLK	2MIT314A2610	1	-
	Release	BRIDGE BRACKET, UPPER RH	314A2650-2	1	-
	Release	FILLER	314A2670-7, 314A2670-17, 314A2670-27	-	(k)
	Clean	BRIDGE BRACKET, UPPER RH	314A2650-2	1	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.
	Clean	FILLER	314A2670-7, 314A2670-17, 314A2670-27	-	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.(k)
15	Deburr	HOLE	-	-	Deburr all drilled holes in the primary exhaust nozzle, Filler(s) (Filler(s) are not necessary if the distance between the Bridge Bracket and the Primary Exhaust Nozzle is 0.005 or less) and the Bridge Bracket.
	Inspect	HOLE	-	-	(r)

**FIGURE 4: PRIMARY EXHAUST NOZZLE - UPPER RIGHT BRIDGE BRACKET - PREPARATION
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Step	Task	Name	Identification	Qty	More Data
16	Clean	PRIMARY EXHAUST NOZZLE	-	-	Remove drill debris from the exhaust nozzle surface. Refer to SOPM 20-30-03 as an accepted procedure.
(a) Put or pack protection (polythene sheet(s), for example) between the primary exhaust nozzle external surface and the fairing skin to prevent debris that could fall into the space during the work of this Figure.					
(b) Hold the Bridge Bracket and Drill Assembly together loosely and put the diamond 'index' pin into one of the middle holes of the Bridge Bracket through the attach ring. Put the locator 'index' pin in the other middle hole of the Bridge Bracket. The straight edge of the head of each 'index' pin is a feature to prevent interference with the radius in the Bridge Bracket. Make sure that the head of each 'index' pin is against the Bridge Bracket and hand-tighten the wingnuts. Keep the chosen index pin locations the same during this work of this Figure.					
(c) Adjust the location of the Drill Assembly in the forward or aft direction to align the centerline of the Bridge Bracket cutout and the centerline of the hat stiffener.					
(d) Measure the distance between the forward face of the Drill Assembly and the aft face of the attach ring to find the shim thickness necessary to fill the distance.					
(e) Select and put the thickness of shim(s) necessary to fill the distance between the Drill Assembly and the attach ring.					
(f) Hand-tighten the wingnuts to tightly hold the Drill Assembly and Bridge Bracket in the correct position.					
(g) Make sure the Bridge Bracket is centered around the hat stiffener. Adjust shims as needed.					
(h) Measure the distance between the Bridge Bracket and the external surface of the primary exhaust nozzle at each side of the Bridge Bracket. Make sure the difference between the two measured distances 0.015 inches or less.					
(i) Measure the distance between the external surface of the primary exhaust nozzle and the Bridge Bracket at the forward and aft locations identified. If each distance is 0.005 inches or less, no Filler is necessary. One or more Fillers, part numbers 314A2670-7, 314A2670-17 and 314A2670-27, can be used to fill the distance(s). If a measured distance is not the same as a thickness of a Filler (or combination of Fillers), use the nearest Filler thickness. Total Filler thickness at each location must not be more than 0.060 inch. If there is a difference between the measured distance on each side of the Bracket, calculate and use the average of the two measurements. Although, a difference of more than 0.015 inches between the measured distances on each side of the Bracket is not permitted.					
(j) This Task or Step is only applicable if one or more Fillers are necessary at the forward location.					
(k) This Task or Step is only applicable if one or more Fillers are necessary at the aft location.					
(l) Put the Filler(s) parallel to the hat stiffener, positioned centrally between the Exhaust Nozzle surface and the Bridge Bracket, and with clearance from the hat stiffener radius. The ends of the Filler(s) will not be parallel with the sides of the Bridge Bracket. Tape, or equivalent, can be used to temporarily hold the Filler(s) in the correct position.					
(m) Use two C-Clamps, each positioned at the "CLAMP AREA" identified on the Drill Assembly, to hold the Bridge Bracket and the Filler(s) in the correct position.					

**FIGURE 4: PRIMARY EXHAUST NOZZLE - UPPER RIGHT BRIDGE BRACKET - PREPARATION
(SHEET 13 OF 14)**

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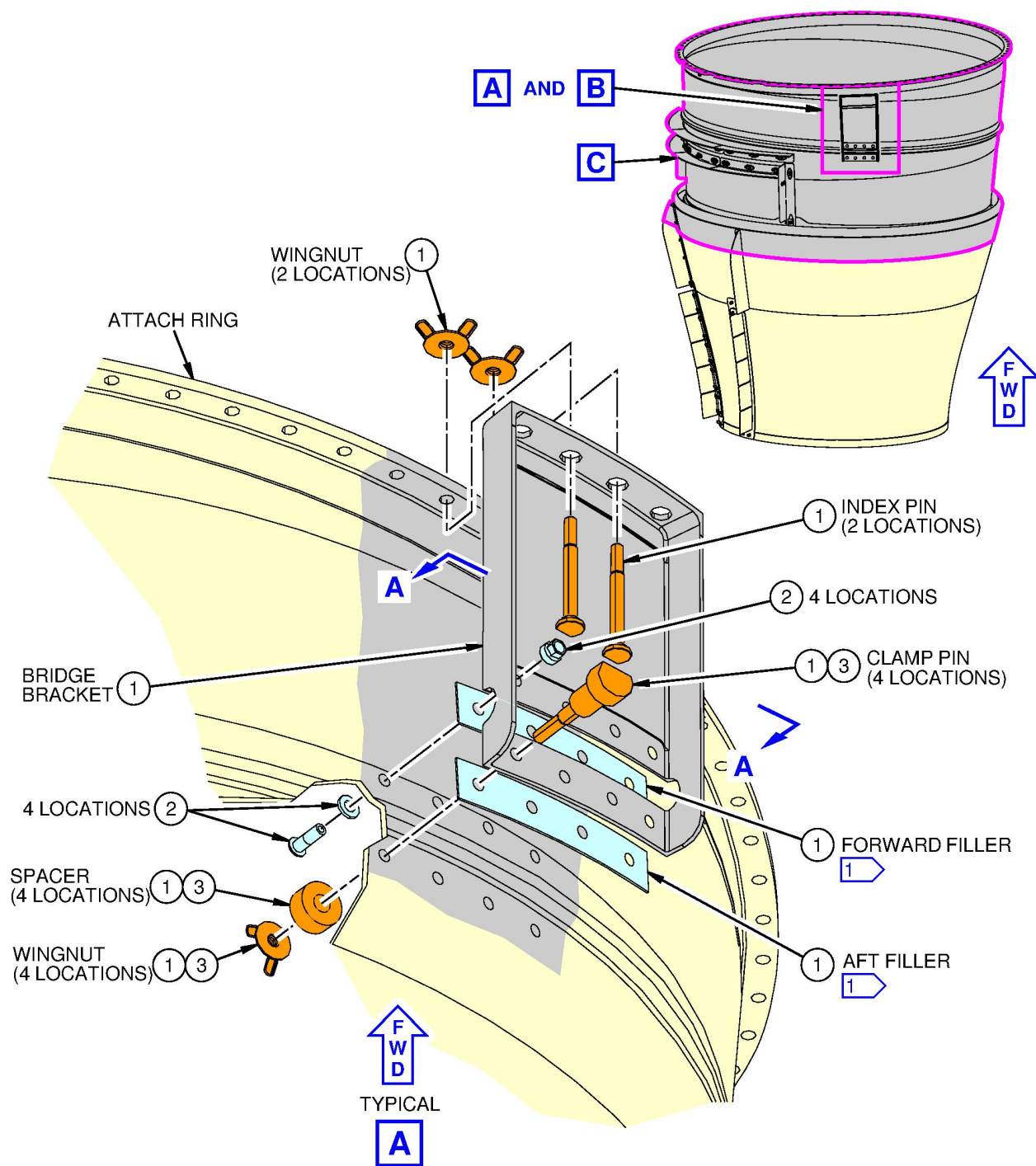
Step	Task	Name	Identification	Qty	More Data
(n)	Make sure the power feed drill is correctly prepared and use it to drill a 0.279-0.291 inch diameter hole through the Bridge Bracket, the Filler(s) (Filler(s) are not necessary if the distance between the Bridge Bracket and the Primary Exhaust Nozzle is 0.005 inch or less) and the primary exhaust nozzle.				
(o)	Install a Clamp Pin, Spacer and Wingnut for the hole of location '1' identified on the Drill Assembly, after it is drilled. Install one more Clamp Pin, Spacer and Wingnut for the hole of location '2' identified on the Drill Assembly after it is drilled.				
(p)	If Fillers are not necessary at the forward and aft locations, the aft row of holes in the Bridge Bracket can be drilled immediately after the forward row of holes, in accordance with the drilling sequence identified on the Drill Assembly.				
(q)	Install Clamp Pins, Spacers and Wingnuts for the holes of location '1' and '2' identified for the forward row on the Drill Assembly to give additional clamp-up force and to provide alignment.				
(r)	Do a Detailed Inspection of all drilled holes for their dimension and quality in accordance with 737-600 SRM 51-40-05, 737-700 SRM 51-40-05, 737-700CONV SRM 51-40-05, 737-800 SRM 51-40-05, 737-900 SRM 51-40-05 or 737-900ER SRM 51-40-05. Make sure that each hole diameter is 0.279-0.291 inches. Make sure that the distance from the center of the holes drilled in the forward row to the edge of the cutout in the Bridge Bracket is 0.328-0.358 inches. Make sure that the distance from the center of the holes drilled in the aft row to the edge of the cutout in the Bridge Bracket is 0.395-0.425 inches.				

**FIGURE 4: PRIMARY EXHAUST NOZZLE - UPPER RIGHT BRIDGE BRACKET - PREPARATION
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1 FILLER(S) NECESSARY IF DISTANCE BETWEEN BRIDGE BRACKET AND PRIMARY EXHAUST NOZZLE IS MORE THAN 0.005 INCH

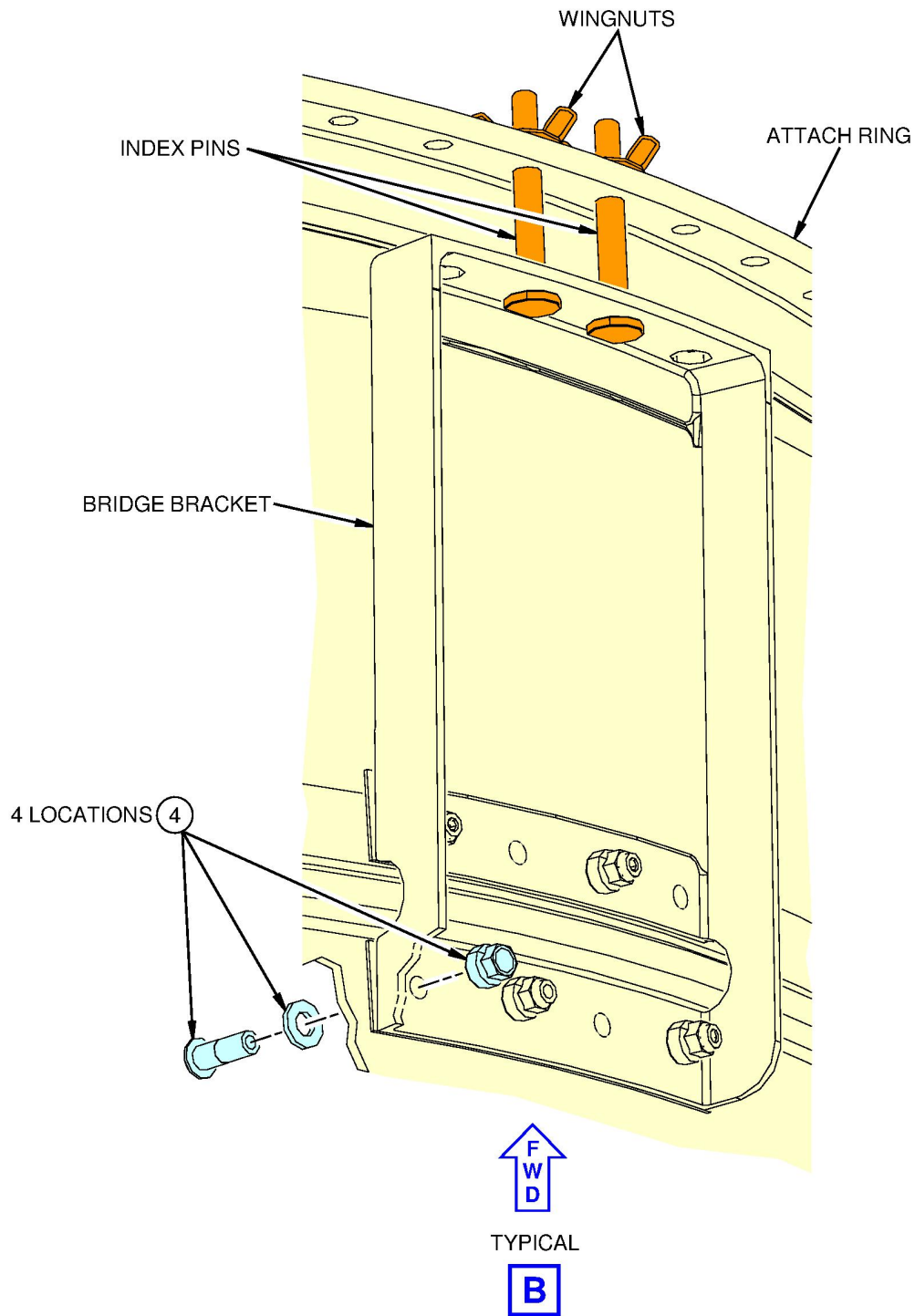
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**FIGURE 5: PRIMARY EXHAUST NOZZLE - UPPER RIGHT HAND BRIDGE BRACKET INSTALLATION
(SHEET 1 OF 9)**

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**FIGURE 5: PRIMARY EXHAUST NOZZLE - UPPER RIGHT HAND BRIDGE BRACKET INSTALLATION
(SHEET 2 OF 9)**

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WINGNUT (2 LOCATIONS) (1) (6)

HOLE #7

HOLE #8

INDEX PIN (2 LOCATIONS) (1) (6)

ATTACH RING

B

B

(2) 4 LOCATIONS

TORQUE SEQUENCE

1 6 3 8

5 2 7 4

HAT STIFFENER

FWD

(4) 4 LOCATIONS

TYPICAL A-A

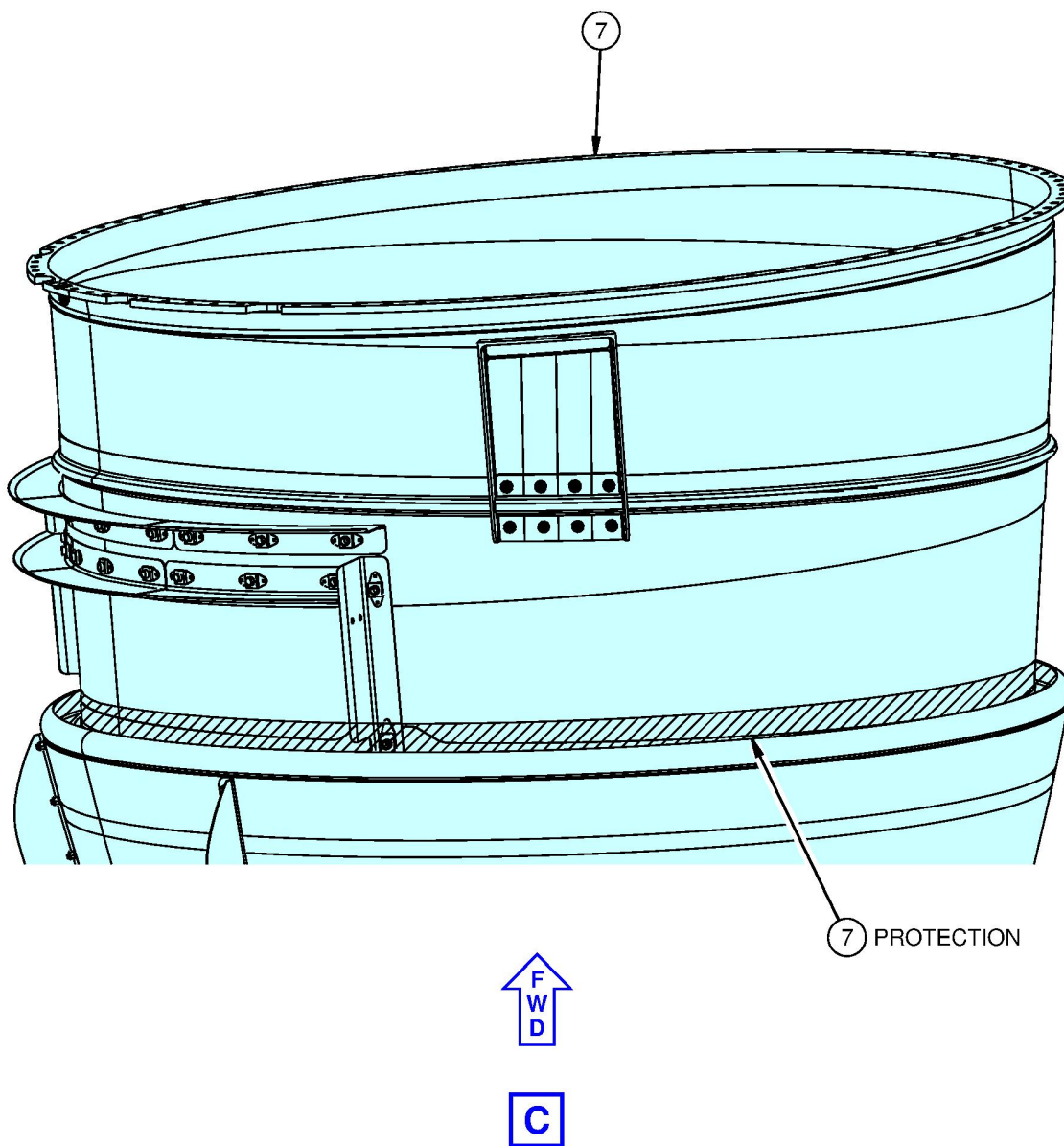
INDEX PIN STRAIGHT EDGES

TYPICAL B-B

Detailed description: This technical drawing illustrates the cross-section of a wing box. The main structure is a light blue rectangular area representing the skin, surrounded by a yellow frame. At the top, two orange wingnuts are shown, each with a callout to 'HOLE #7' and 'HOLE #8'. Below them, two orange index pins are shown, each with a callout to 'INDEX PIN (2 LOCATIONS)'. The top of the structure is labeled 'WINGNUT (2 LOCATIONS) (1) (6)' and 'ATTACH RING'. The bottom of the structure is labeled 'HAT STIFFENER'. A 'TORQUE SEQUENCE' is indicated by a dashed line and numbered circles 1 through 8, showing the order of fastening. The sequence starts at the top left (1), goes right (6, 3, 8), then down the right side (4), then left along the bottom (7, 2, 5), and finally up the left side (1). A blue arrow labeled 'B' points upwards on both sides. A blue arrow labeled 'FWD' points upwards on the right side. A callout '(2) 4 LOCATIONS' points to the top edge of the skin. Another callout '(4) 4 LOCATIONS' points to the bottom edge of the skin. A section line 'A-A' is shown at the bottom, with a callout 'INDEX PIN STRAIGHT EDGES' pointing to the edges of the index pins. A section line 'B-B' is shown on the right, with a callout 'TYPICAL B-B' pointing to the cross-section of the skin and stiffener.

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**FIGURE 5: PRIMARY EXHAUST NOZZLE - UPPER RIGHT HAND BRIDGE BRACKET INSTALLATION
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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 this figure.

Step	Task	Name	Identification	Qty	More Data
1	Install (New)	FILLER	314A2670-7, 314A2670-17, 314A2670-27	-	At the forward location. (a)
	Install (New)	FILLER	314A2670-7, 314A2670-17, 314A2670-27	-	At the aft location. (a)
	Install (New)	BRIDGE BRACKET, UPPER RH	314A2650-2	1	-
	Put	CLAMP PIN	2MIT314A2610	4	At hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Put	SPACER	2MIT314A2610	4	At hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Put	WINGNUT	2MIT314A2610	4	Hand-tighten the Wingnuts at hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Put	INDEX PIN	2MIT314A2610	2	-
	Put	WINGNUT	2MIT314A2610	2	-
	Tighten	WINGNUT	2MIT314A2610	6	Hand-tighten the Wingnuts.

**FIGURE 5: PRIMARY EXHAUST NOZZLE - UPPER RIGHT HAND BRIDGE BRACKET INSTALLATION
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Step	Task	Name	Identification	Qty	More Data
2	Install (New)	BOLT, HEX DRIVE	BACB30YL8K5	4	Install the bolts at hole locations 1, 2, 3 and 4 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Install (New)	WASHER	BACW10BP4ACU	4	Install the washers at hole locations 1, 2, 3 and 4 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Install (New)	NUT	BACN11CC4U	4	Install the nuts at hole locations 1, 2, 3 and 4 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Torque	NUT	BACN11CC4U	4	Torque the nuts at hole locations 1, 2, 3 and 4, in the sequence specified in view A-A. (b)

**FIGURE 5: PRIMARY EXHAUST NOZZLE - UPPER RIGHT HAND BRIDGE BRACKET INSTALLATION
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Step	Task	Name	Identification	Qty	More Data
3	Release	CLAMP PIN	2MIT314A2610	4	At hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener release sequence.
	Release	SPACER	2MIT314A2610	4	At hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener release sequence.
	Release	WINGNUT	2MIT314A2610	4	At hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener release sequence.

**FIGURE 5: PRIMARY EXHAUST NOZZLE - UPPER RIGHT HAND BRIDGE BRACKET INSTALLATION
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Step	Task	Name	Identification	Qty	More Data
4	Install (New)	BOLT, HEX DRIVE	BACB30YL8K5	4	Install the bolts at hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Install (New)	WASHER	BACW10BP4ACU	4	Install the washers at hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Install (New)	NUT	BACN11CC4U	4	Install the nuts at hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Torque	NUT	BACN11CC4U	4	Torque the nuts at hole locations 5, 6, 7 and 8, in the sequence specified in view A-A. (b)
5	Measure	DISTANCE	-	-	(c)
6	Release	INDEX PIN	2MIT314A2610	2	-
	Release	WINGNUT	2MIT314A2610	2	-
7	Remove	PROTECTION	-	-	-
	Clean	PRIMARY EXHAUST NOZZLE	-	-	Remove any remaining drill debris. Refer to SOPM 20-30-03 as an accepted procedure.
(a) Install the Filler(s) selected at preparation. Filler(s) are not necessary if the distance between the Bridge Bracket and the Primary Exhaust Nozzle is 0.005 inch or less.					
(b) Torque to 75 in-lbs (set point torque).					

**FIGURE 5: PRIMARY EXHAUST NOZZLE - UPPER RIGHT HAND BRIDGE BRACKET INSTALLATION
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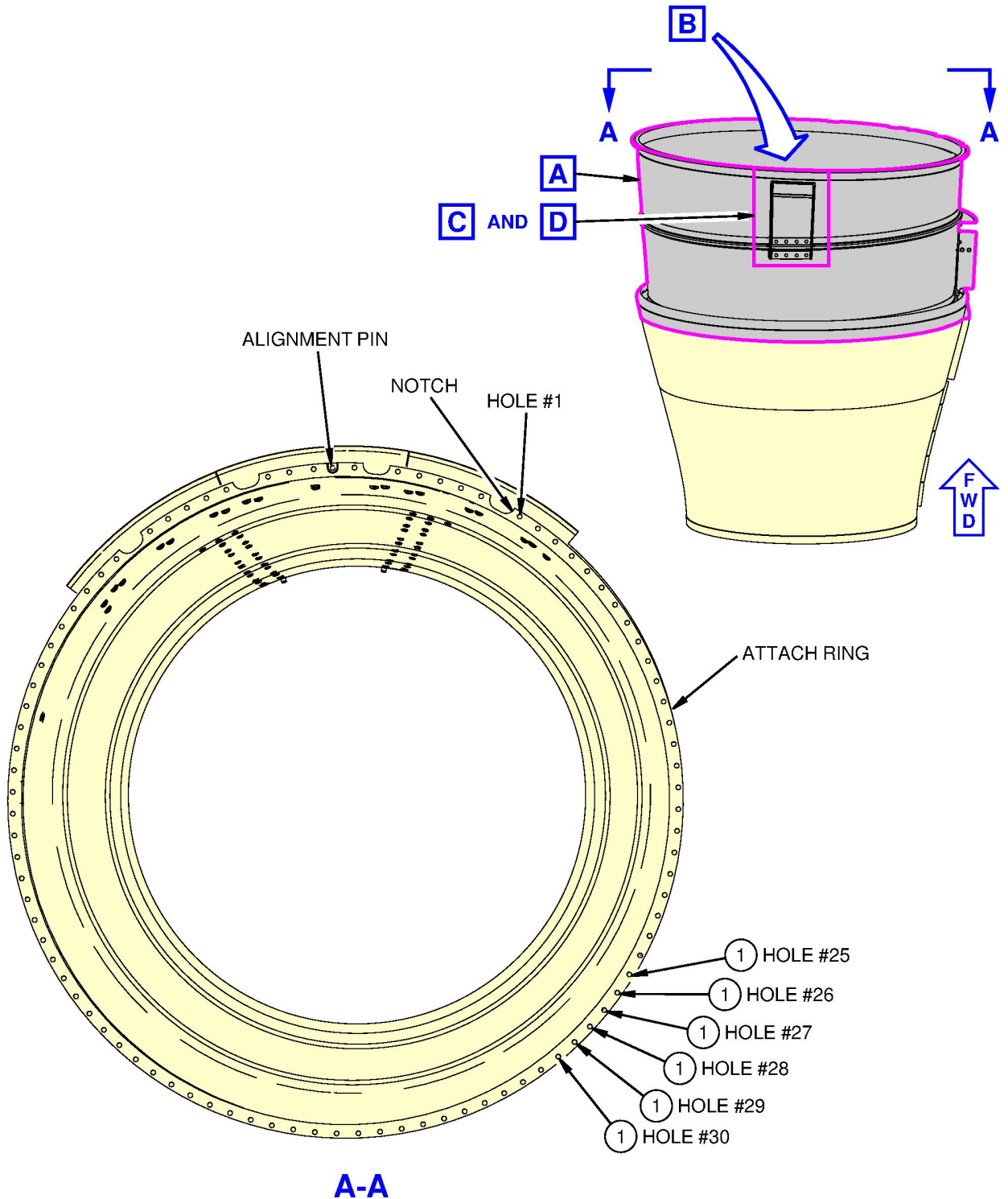
Step	Task	Name	Identification	Qty	More Data
(c)	Make sure that the distance between the forward end of the Bridge Bracket and the aft side of the engine attach ring is 1.091-1.391 inches.				

**FIGURE 5: PRIMARY EXHAUST NOZZLE - UPPER RIGHT HAND BRIDGE BRACKET INSTALLATION
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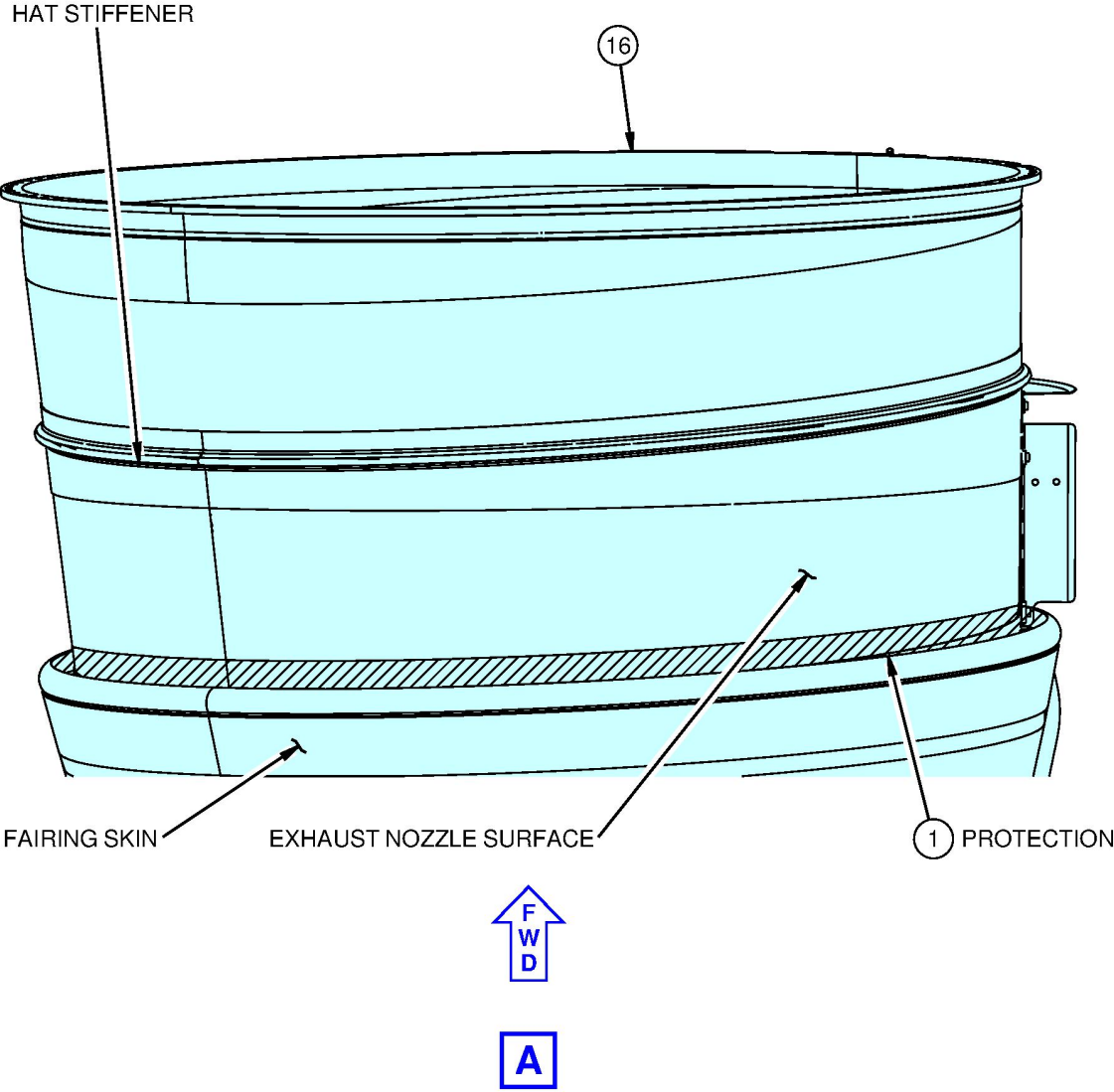
**FIGURE 6: PRIMARY EXHAUST NOZZLE - LOWER LEFT HAND BRIDGE BRACKET - PREPARATION
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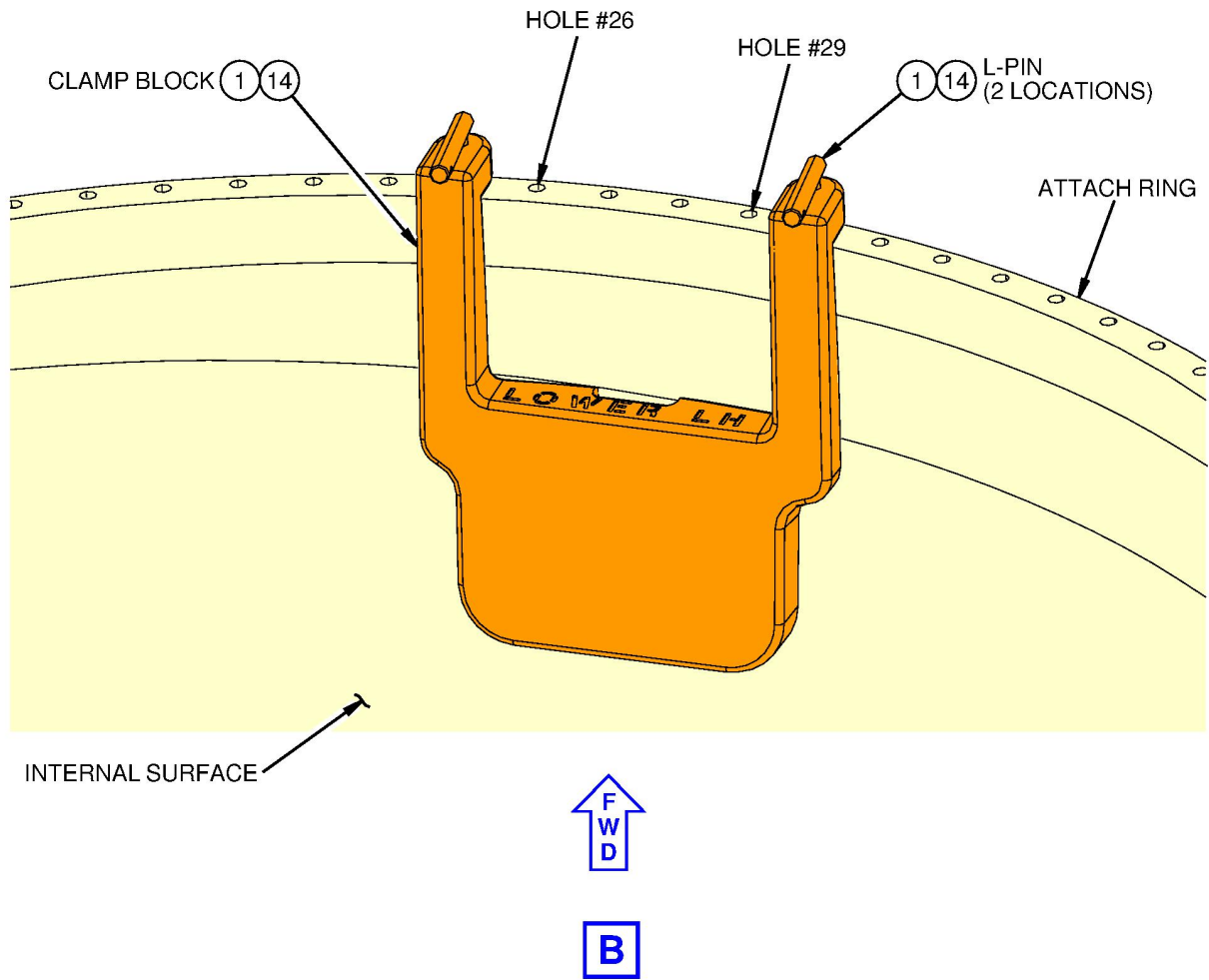
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**FIGURE 6: PRIMARY EXHAUST NOZZLE - LOWER LEFT HAND BRIDGE BRACKET - PREPARATION
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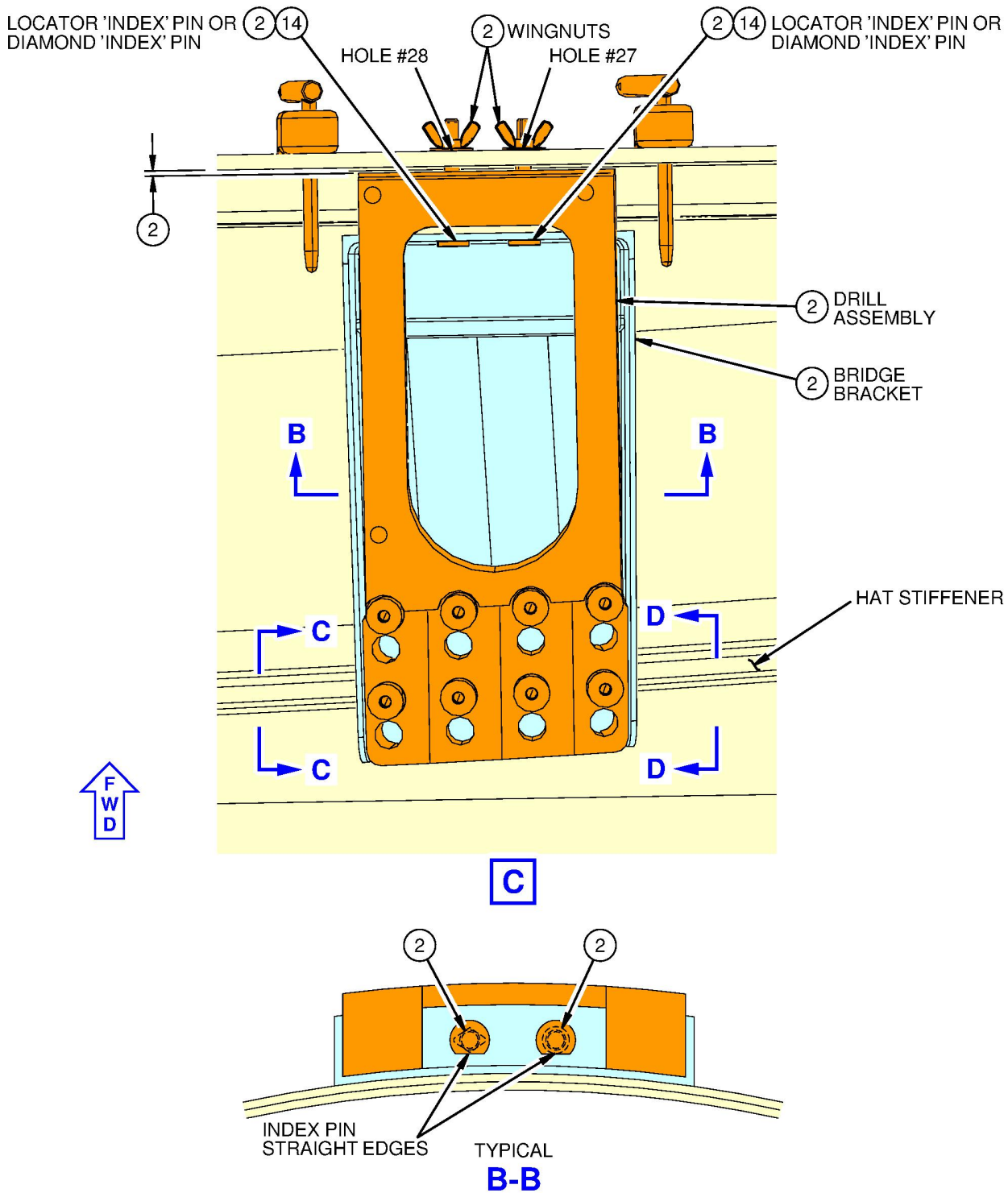
**FIGURE 6: PRIMARY EXHAUST NOZZLE - LOWER LEFT HAND BRIDGE BRACKET - PREPARATION
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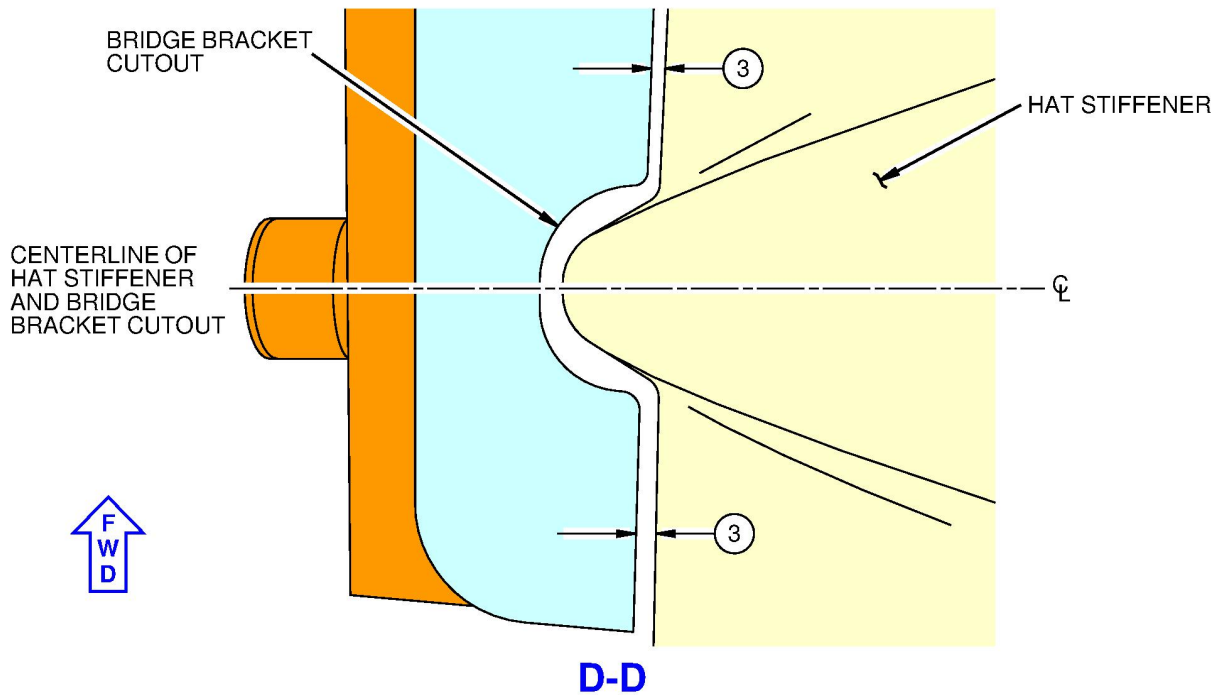
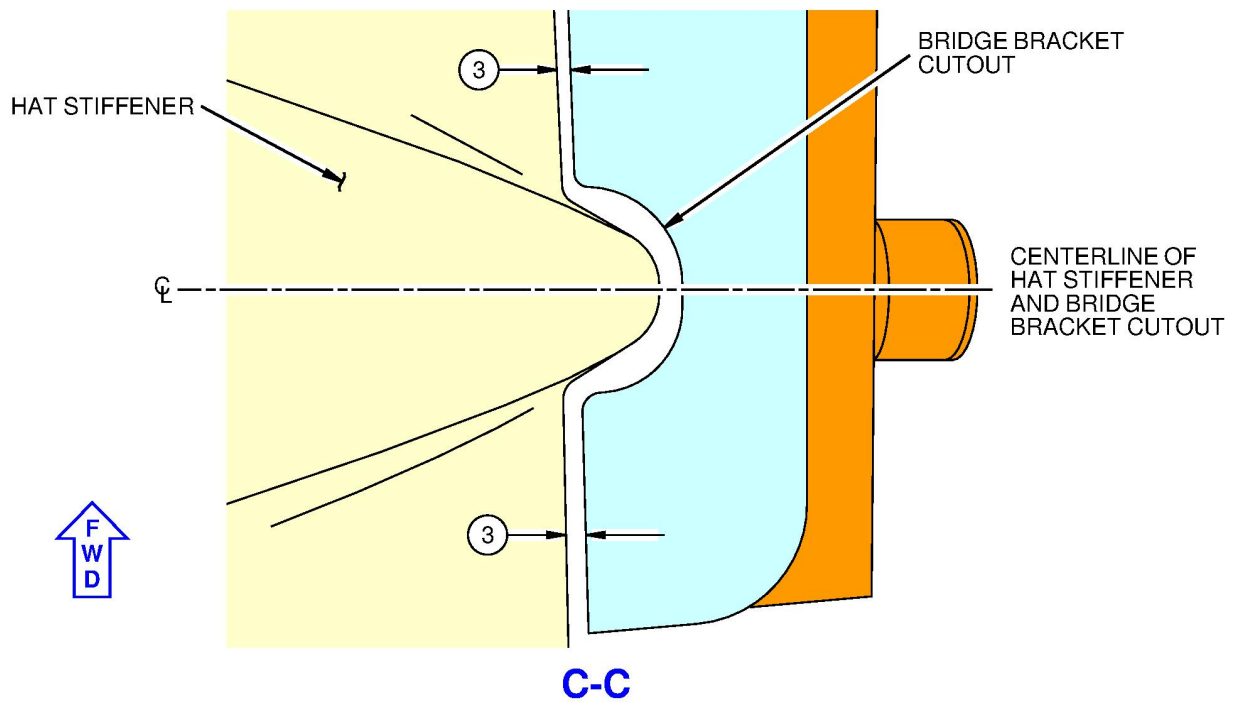


**FIGURE 6: PRIMARY EXHAUST NOZZLE - LOWER LEFT HAND BRIDGE BRACKET - PREPARATION
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**FIGURE 6: PRIMARY EXHAUST NOZZLE - LOWER LEFT HAND BRIDGE BRACKET - PREPARATION
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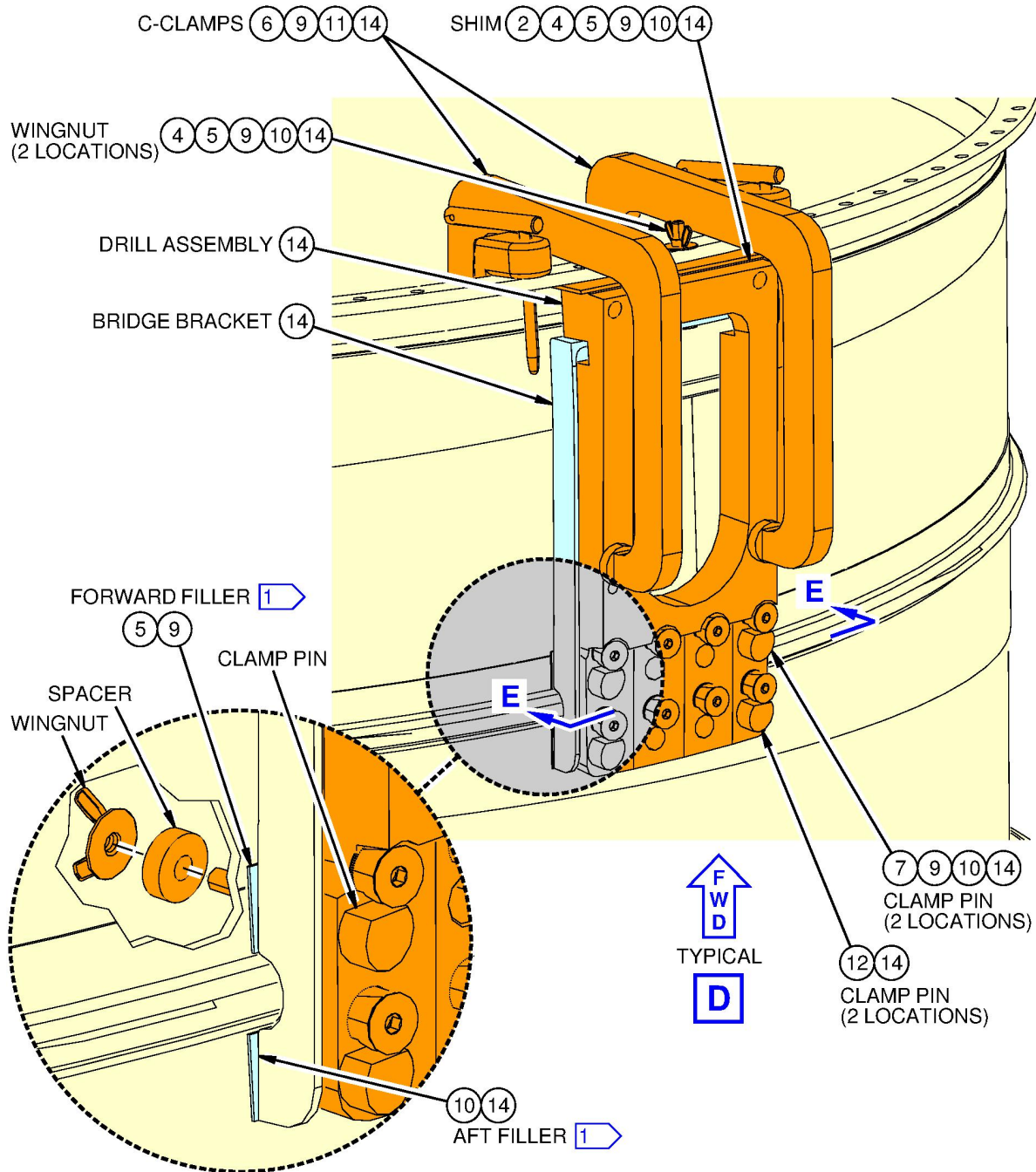
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1 FILLER(S) NECESSARY IF DISTANCE BETWEEN BRIDGE BRACKET AND PRIMARY EXHAUST NOZZLE IS MORE THAN 0.005 INCH

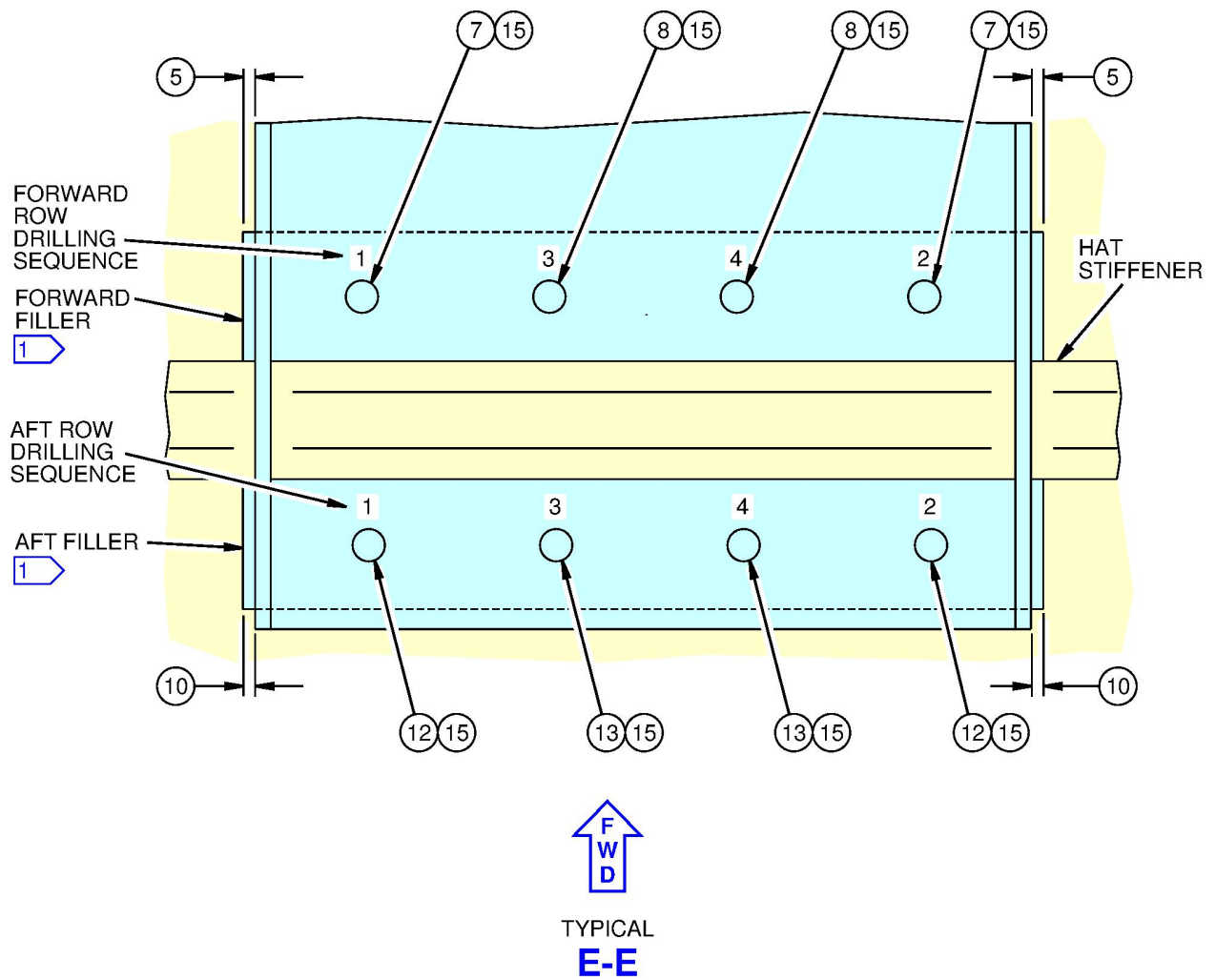
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FIGURE 6: PRIMARY EXHAUST NOZZLE - LOWER LEFT HAND BRIDGE BRACKET - PREPARATION (SHEET 6 OF 14)

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FIGURE 6: PRIMARY EXHAUST NOZZLE - LOWER LEFT HAND BRIDGE BRACKET - PREPARATION (SHEET 7 OF 14)

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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 this figure.

Step	Task	Name	Identification	Qty	More Data
1	Identify	HOLE	-	6	Use the notch in the attach ring as a reference to help locate holes #25 thru #30.
	Clean	HOLE	-	6	Clean holes #25 thru #30 in the attach ring. Refer to SOPM 20-30-03 as an accepted procedure.
	Apply	PROTECTION	-	-	(a)
	Put	LWR LH CLAMP BLK	2MIT314A2610	1	-
	Put	L-PIN	2MIT314A2610	2	-
2	Put	BRIDGE BRACKET, LOWER LH	314A2650-3	1	(b)
	Put	LWR LH DRILL ASSY	2MIT314A2610	1	(b)
	Put	INDEX PIN	2MIT314A2610	2	(b)
	Put	WINGNUT	2MIT314A2610	2	(b)
	Align	BRIDGE BRACKET, LOWER LH	314A2650-3	1	(c)
	Measure	DISTANCE	-	-	(d)
	Put	SHIM	2MIT314A2610	-	(e)
	Tighten	WINGNUT	2MIT314A2610	2	(f)(g)
 CAUTION MAKE SURE THAT THE CORRECT HOLES IN THE ATTACH RING ARE USED FOR THE LOCATION OF THE DRILL ASSEMBLY AND BRIDGE BRACKET. USE OF AN INCORRECTLY LOCATED DRILL ASSEMBLY COULD CAUSE THE PRIMARY EXHAUST NOZZLE TO BECOME UNSERVICEABLE.					
3	Measure	DISTANCE	-	-	(h)(i)
4	Loosen	WINGNUT	2MIT314A2610	2	(j)
	Release	SHIM	2MIT314A2610	-	(j)
5	Put	FILLER	314A2670-7, 314A2670-17, 314A2670-27	-	(j)(l)
	Put	SHIM	2MIT314A2610	-	(j)(e)
	Tighten	WINGNUT	2MIT314A2610	2	(j)(f)

**FIGURE 6: PRIMARY EXHAUST NOZZLE - LOWER LEFT HAND BRIDGE BRACKET - PREPARATION
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Step	Task	Name	Identification	Qty	More Data
6	Put	C-CLAMP	2MIT314A2610	2	(m)
	Tighten	C-CLAMP	2MIT314A2610	2	
7	Drill	HOLE	-	1	At hole location '1' identified for the forward row on the Drill Assembly. (n)
	Clean	HOLE	-	1	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.
	Put	CLAMP PIN	2MIT314A2610	1	(o)
	Put	SPACER	2MIT314A2610	1	(o)
	Put	WINGNUT	2MIT314A2610	1	(o)
	Tighten	WINGNUT	2MIT314A2610	1	-
	Drill	HOLE	-	1	At hole location '2' identified for the forward row on the Drill Assembly. (n)
	Clean	HOLE	-	1	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.
	Put	CLAMP PIN	2MIT314A2610	1	(o)
	Put	SPACER	2MIT314A2610	1	(o)
	Put	WINGNUT	2MIT314A2610	1	(o)
	Tighten	WINGNUT	2MIT314A2610	1	-
8	Drill	HOLE	-	2	At hole locations '3' and '4' identified for the forward row on the Drill Assembly. (n)
	Clean	HOLE	-	2	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.

**FIGURE 6: PRIMARY EXHAUST NOZZLE - LOWER LEFT HAND BRIDGE BRACKET - PREPARATION
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Step	Task	Name	Identification	Qty	More Data
9	Release	CLAMP PIN	2MIT314A2610	2	(k)(p)
	Release	SPACER	2MIT314A2610	2	(k)(p)
	Release	WINGNUT	2MIT314A2610	2	At forward row. (k)(p)
	Release	C-CLAMP	2MIT314A2610	2	(k)(p)
	Loosen	WINGNUT	2MIT314A2610	2	At attach ring. (k)(p)
	Release	SHIM	2MIT314A2610	-	(k)(p)
	Release	FILLER	314A2670-7, 314A2670-17, 314A2670-27	1	(j)(k)(p)
10	Put	FILLER	314A2670-7, 314A2670-17, 314A2670-27	-	(k)(l)(p)
	Put	SHIM	2MIT314A2610	-	(e)(p)
	Put	CLAMP PIN	2MIT314A2610	2	(p)(q)
	Put	SPACER	2MIT314A2610	2	(p)(q)
	Put	WINGNUT	2MIT314A2610	2	(p)(q)
	Tighten	WINGNUT	2MIT314A2610	4	Maximum quantity given. (f)(p)
11	Put	C-CLAMP	2MIT314A2610	2	(m)(p)
	Tighten	C-CLAMP	2MIT314A2610	2	(p)

**FIGURE 6: PRIMARY EXHAUST NOZZLE - LOWER LEFT HAND BRIDGE BRACKET - PREPARATION
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Step	Task	Name	Identification	Qty	More Data
12	Drill	HOLE	-	1	At hole location '1' identified for the aft row on the Drill Assembly. (n)
	Clean	HOLE	-	1	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.
	Put	CLAMP PIN	2MIT314A2610	1	(o)
	Put	SPACER	2MIT314A2610	1	(o)
	Put	WINGNUT	2MIT314A2610	1	(o)
	Tighten	WINGNUT	2MIT314A2610	1	-
	Drill	HOLE	-	1	At hole location '2' identified for the aft row on the Drill Assembly. (n)
	Clean	HOLE	-	1	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.
	Put	CLAMP PIN	2MIT314A2610	1	(o)
	Put	SPACER	2MIT314A2610	1	(o)
	Put	WINGNUT	2MIT314A2610	1	(o)
	Tighten	WINGNUT	2MIT314A2610	1	-
13	Drill	HOLE	-	2	At hole location '3' and '4' identified for the aft row on the Drill Assembly. (n)
	Clean	HOLE	-	2	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.

**FIGURE 6: PRIMARY EXHAUST NOZZLE - LOWER LEFT HAND BRIDGE BRACKET - PREPARATION
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Step	Task	Name	Identification	Qty	More Data
14	Release	C-CLAMP	2MIT314A2610	2	-
	Release	WINGNUT	2MIT314A2610	6	Maximum quantity given.
	Release	SPACER	2MIT314A2610	4	Maximum quantity given.
	Release	CLAMP PIN	2MIT314A2610	4	Maximum quantity given.
	Release	SHIM	2MIT314A2610	-	-
	Release	INDEX PIN	2MIT314A2610	2	-
	Release	LWR LH DRILL ASSY	2MIT314A2610	1	-
	Release	L-PIN	2MIT314A2610	2	-
	Release	LWR LH CLAMP BLK	2MIT314A2610	1	-
	Release	BRIDGE BRACKET, LOWER LH	314A2650-3	1	-
	Release	FILLER	314A2670-7, 314A2670-17, 314A2670-27	-	(k)
	Clean	BRIDGE BRACKET, LOWER LH	314A2650-3	1	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.
	Clean	FILLER	314A2670-7, 314A2670-17, 314A2670-27	-	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.(k)
15	Deburr	HOLE	-	-	Deburr all drilled holes in the primary exhaust nozzle, Filler(s) (Filler(s) are not necessary if the distance between the Bridge Bracket and the Primary Exhaust Nozzle is 0.005 or less) and the Bridge Bracket.
	Inspect	HOLE	-	-	(r)

**FIGURE 6: PRIMARY EXHAUST NOZZLE - LOWER LEFT HAND BRIDGE BRACKET - PREPARATION
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Step	Task	Name	Identification	Qty	More Data
16	Clean	PRIMARY EXHAUST NOZZLE	-	-	Remove drill debris from the exhaust nozzle surface. Refer to SOPM 20-30-03 as an accepted procedure.
(a) Put or pack protection (polythene sheet(s), for example) between the primary exhaust nozzle external surface and the fairing skin to prevent debris that could fall into the space during the work of this Figure.					
(b) Hold the Bridge Bracket and Drill Assembly together loosely and put the diamond 'index' pin into one of the middle holes of the Bridge Bracket through the attach ring. Put the locator 'index' pin in the other middle hole of the Bridge Bracket. The straight edge of the head of each 'index' pin is a feature to prevent interference with the radius in the Bridge Bracket. Make sure that the head of each 'index' pin is against the Bridge Bracket and hand-tighten the wingnuts. Keep the chosen index pin locations the same during this work of this Figure.					
(c) Adjust the location of the Drill Assembly in the forward or aft direction to align the centerline of the Bridge Bracket cutout and the centerline of the hat stiffener.					
(d) Measure the distance between the forward face of the Drill Assembly and the aft face of the attach ring to find the shim thickness necessary to fill the distance.					
(e) Select and put the thickness of shim(s) necessary to fill the distance between the Drill Assembly and the attach ring.					
(f) Hand-tighten the wingnuts to tightly hold the Drill Assembly and Bridge Bracket in the correct position.					
(g) Make sure the Bridge Bracket is centered around the hat stiffener. Adjust shims as needed.					
(h) Measure the distance between the Bridge Bracket and the external surface of the primary exhaust nozzle at each side of the Bridge Bracket. Make sure the difference between the two measured distances 0.015 inches or less.					
(i) Measure the distance between the external surface of the primary exhaust nozzle and the Bridge Bracket at the forward and aft locations identified. If each distance is 0.005 inches or less, no Filler is necessary. One or more Fillers, part numbers 314A2670-7, 314A2670-17 and 314A2670-27, can be used to fill the distance(s). If a measured distance is not the same as a thickness of a Filler (or combination of Fillers), use the nearest Filler thickness. Total Filler thickness at each location must not be more than 0.060 inch. If there is a difference between the measured distance on each side of the Bracket, calculate and use the average of the two measurements. Although, a difference of more than 0.015 inches between the measured distances on each side of the Bracket is not permitted.					
(j) This Task or Step is only applicable if one or more Fillers are necessary at the forward location.					
(k) This Task or Step is only applicable if one or more Fillers are necessary at the aft location.					
(l) Put the Filler(s) parallel to the hat stiffener, positioned centrally between the Exhaust Nozzle surface and the Bridge Bracket, and with clearance from the hat stiffener radius. The ends of the Filler(s) will not be parallel with the sides of the Bridge Bracket. Tape, or equivalent, can be used to temporarily hold the Filler(s) in the correct position.					
(m) Use two C-Clamps, each positioned at the "CLAMP AREA" identified on the Drill Assembly, to hold the Bridge Bracket and the Filler(s) in the correct position.					

**FIGURE 6: PRIMARY EXHAUST NOZZLE - LOWER LEFT HAND BRIDGE BRACKET - PREPARATION
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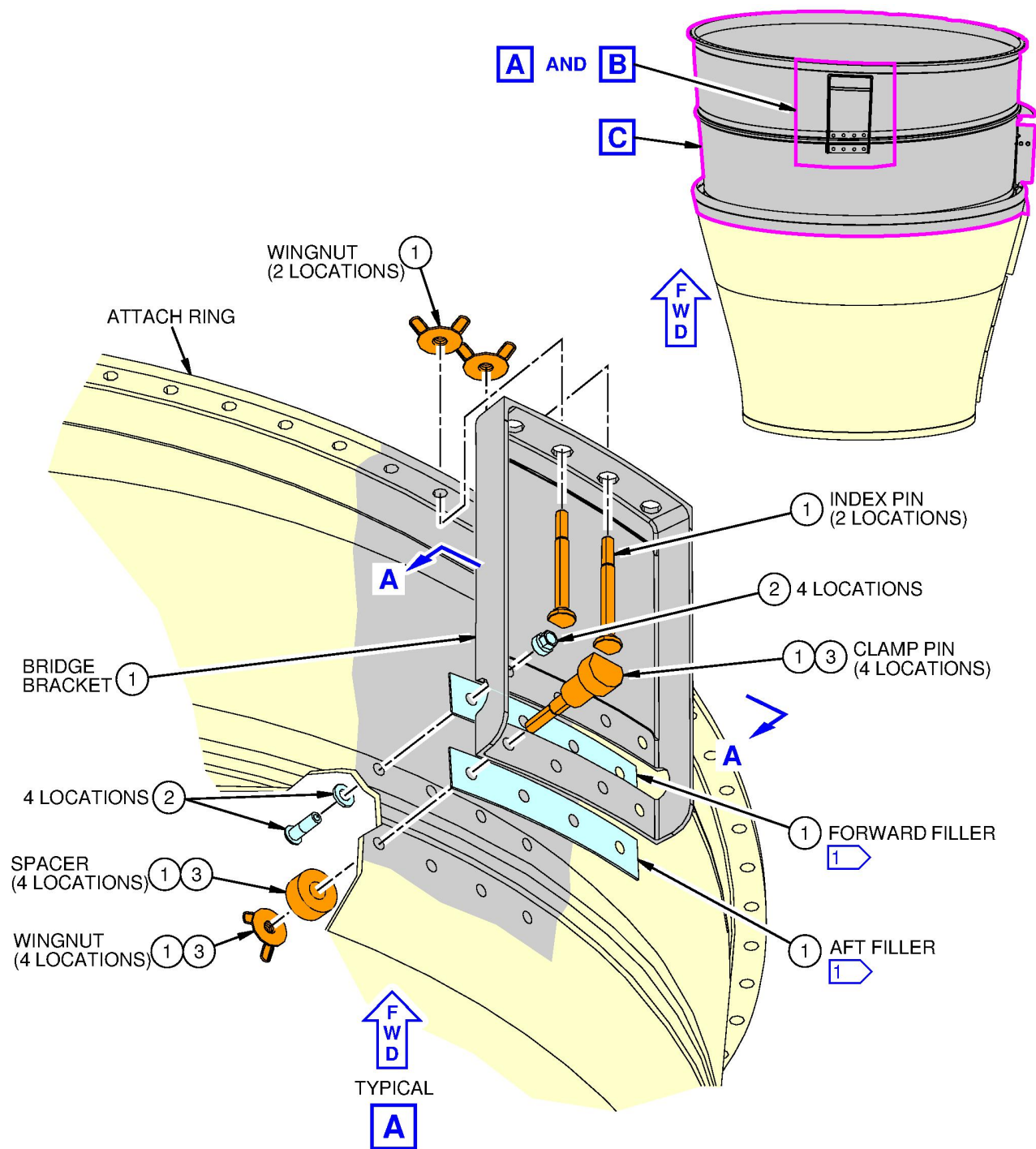
Step	Task	Name	Identification	Qty	More Data
(n)	Make sure the power feed drill is correctly prepared and use it to drill a 0.279-0.291 inch diameter hole through the Bridge Bracket, the Filler(s) (Filler(s) are not necessary if the distance between the Bridge Bracket and the Primary Exhaust Nozzle is 0.005 inch or less) and the primary exhaust nozzle.				
(o)	Install a Clamp Pin, Spacer and Wingnut for the hole of location '1' identified on the Drill Assembly, after it is drilled. Install one more Clamp Pin, Spacer and Wingnut for the hole of location '2' identified on the Drill Assembly after it is drilled.				
(p)	If Fillers are not necessary at the forward and aft locations, the aft row of holes in the Bridge Bracket can be drilled immediately after the forward row of holes, in accordance with the drilling sequence identified on the Drill Assembly.				
(q)	Install Clamp Pins, Spacers and Wingnuts for the holes of location '1' and '2' identified for the forward row on the Drill Assembly to give additional clamp-up force and to provide alignment.				
(r)	Do a Detailed Inspection of all drilled holes for their dimension and quality in accordance with 737-600 SRM 51-40-05, 737-700 SRM 51-40-05, 737-700CONV SRM 51-40-05, 737-800 SRM 51-40-05, 737-900 SRM 51-40-05 or 737-900ER SRM 51-40-05. Make sure that each hole diameter is 0.279-0.291 inches. Make sure that the distance from the center of the holes drilled in the forward row to the edge of the cutout in the Bridge Bracket is 0.328-0.358 inches. Make sure that the distance from the center of the holes drilled in the aft row to the edge of the cutout in the Bridge Bracket is 0.395-0.425 inches.				

**FIGURE 6: PRIMARY EXHAUST NOZZLE - LOWER LEFT HAND BRIDGE BRACKET - PREPARATION
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1 FILLER(S) NECESSARY IF DISTANCE BETWEEN BRIDGE BRACKET AND PRIMARY EXHAUST NOZZLE IS MORE THAN 0.005 INCH

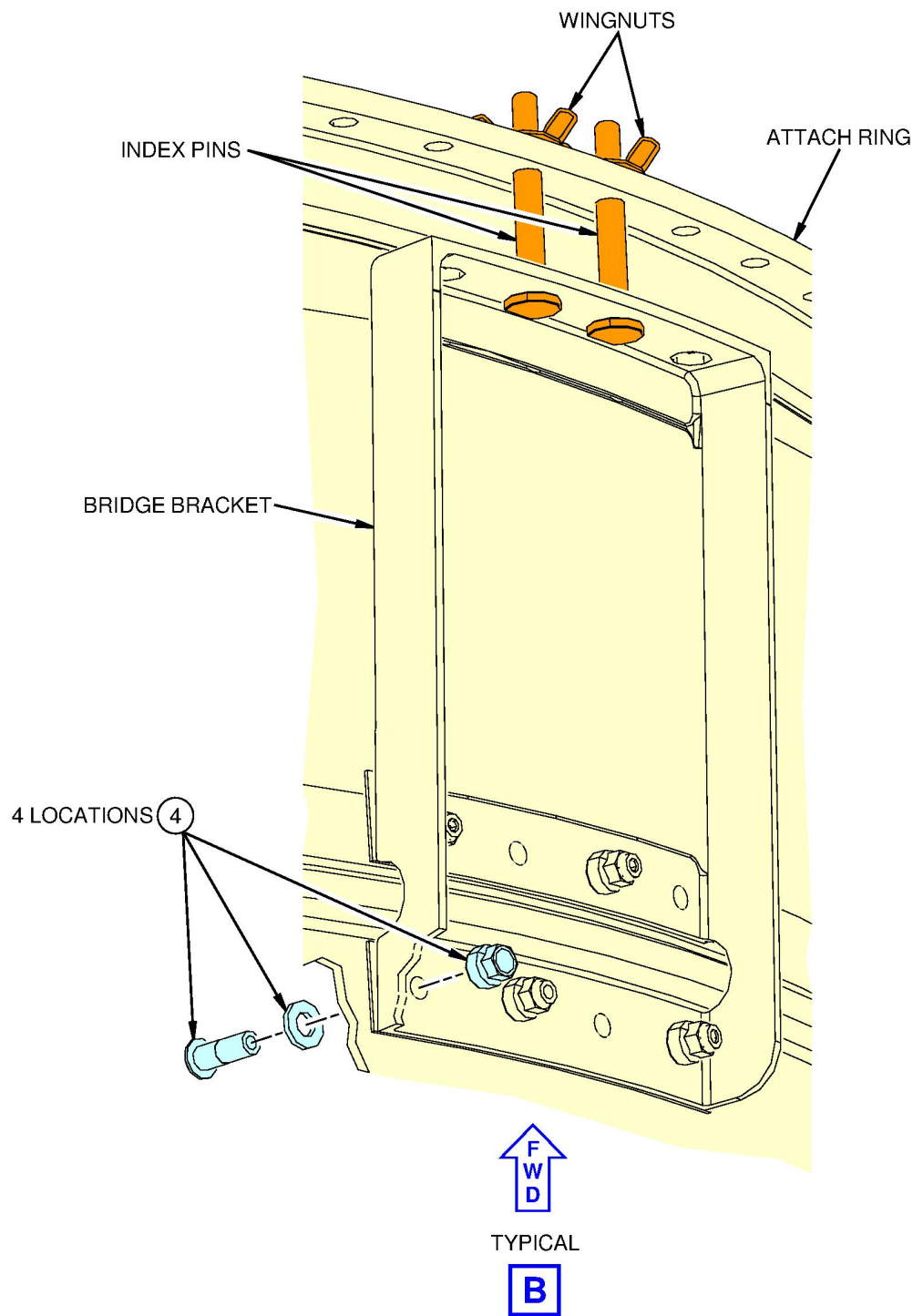
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**FIGURE 7: PRIMARY EXHAUST NOZZLE - LOWER LEFT BRIDGE BRACKET INSTALLATION
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**FIGURE 7: PRIMARY EXHAUST NOZZLE - LOWER LEFT BRIDGE BRACKET INSTALLATION
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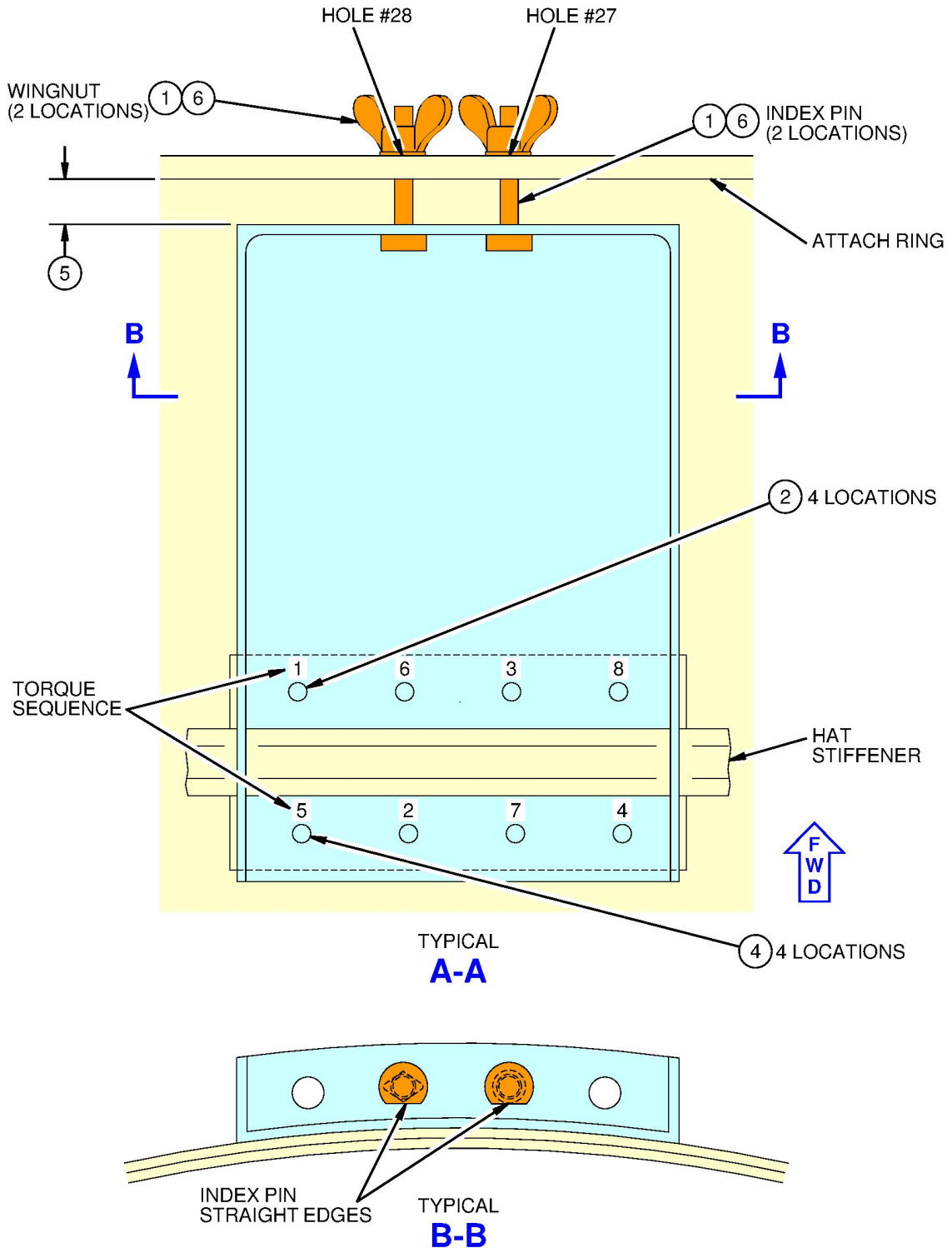


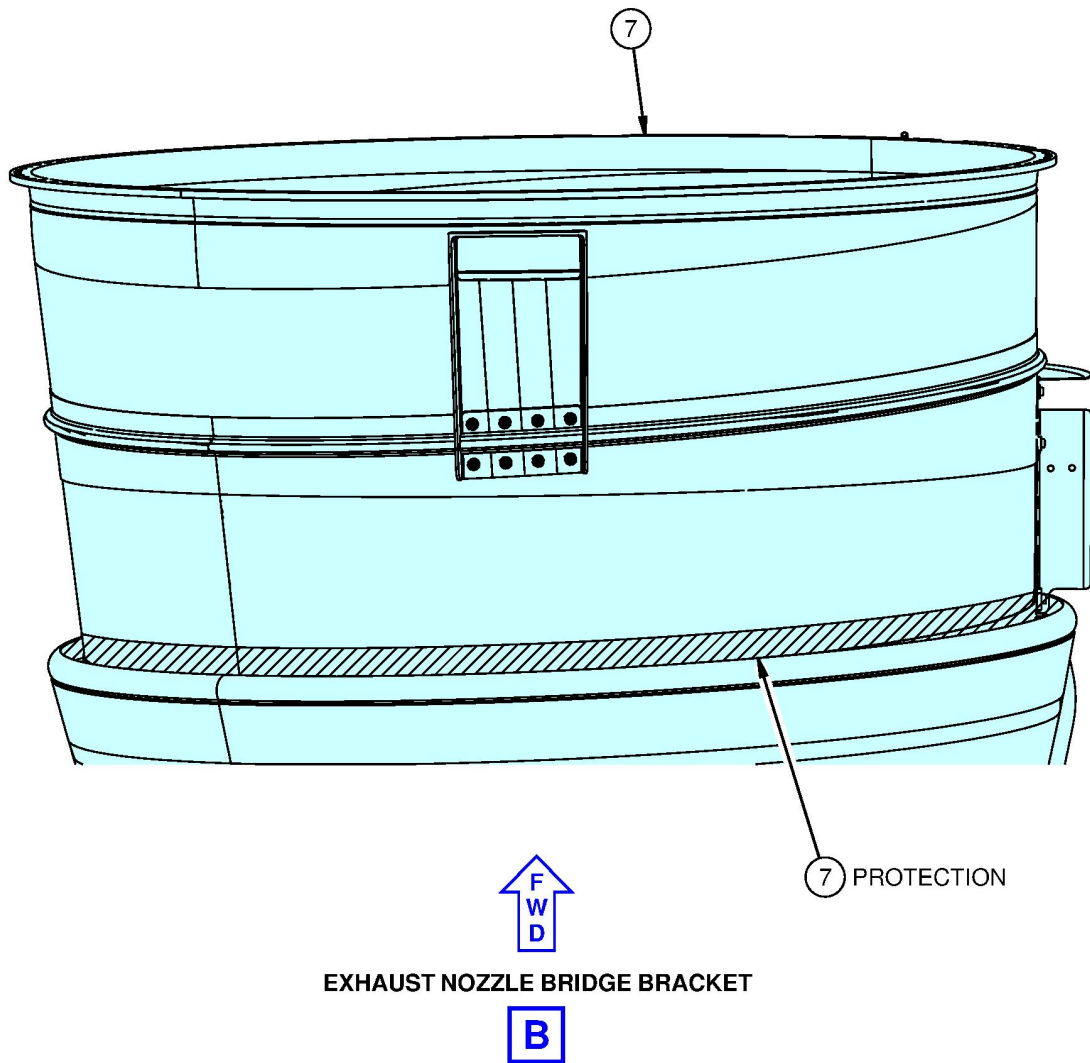
FIGURE 7: PRIMARY EXHAUST NOZZLE - LOWER LEFT BRIDGE BRACKET INSTALLATION
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**FIGURE 7: PRIMARY EXHAUST NOZZLE - LOWER LEFT BRIDGE BRACKET INSTALLATION
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The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown below are the number of parts necessary for this figure.

Step	Task	Name	Identification	Qty	More Data
1	Install (New)	FILLER	314A2670-7, 314A2670-17, 314A2670-27	-	At the forward location. (a)
	Install (New)	FILLER	314A2670-7, 314A2670-17, 314A2670-27	-	At the aft location. (a)
	Install (New)	BRIDGE BRACKET, LOWER LH	314A2650-3	1	-
	Put	CLAMP PIN	2MIT314A2610	4	At hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Put	SPACER	2MIT314A2610	4	At hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Put	WINGNUT	2MIT314A2610	4	Hand-tighten the Wingnuts at hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Put	INDEX PIN	2MIT314A2610	2	-
	Put	WINGNUT	2MIT314A2610	2	-
	Tighten	WINGNUT	2MIT314A2610	6	Hand-tighten the Wingnuts.

**FIGURE 7: PRIMARY EXHAUST NOZZLE - LOWER LEFT BRIDGE BRACKET INSTALLATION
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Step	Task	Name	Identification	Qty	More Data
2	Install (New)	BOLT, HEX DRIVE	BACB30YL8K5	4	Install the bolts at hole locations 1, 2, 3 and 4 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Install (New)	WASHER	BACW10BP4ACU	4	Install the washers at hole locations 1, 2, 3 and 4 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Install (New)	NUT	BACN11CC4U	4	Install the nuts at hole locations 1, 2, 3 and 4 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Torque	NUT	BACN11CC4U	4	Torque the nuts at hole locations 1, 2, 3 and 4, in the sequence specified in view A-A. (b)

**FIGURE 7: PRIMARY EXHAUST NOZZLE - LOWER LEFT BRIDGE BRACKET INSTALLATION
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Step	Task	Name	Identification	Qty	More Data
3	Release	CLAMP PIN	2MIT314A2610	4	At hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener release sequence.
	Release	SPACER	2MIT314A2610	4	At hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener release sequence.
	Release	WINGNUT	2MIT314A2610	4	At hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener release sequence.

**FIGURE 7: PRIMARY EXHAUST NOZZLE - LOWER LEFT BRIDGE BRACKET INSTALLATION
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Step	Task	Name	Identification	Qty	More Data
4	Install (New)	BOLT, HEX DRIVE	BACB30YL8K5	4	Install the bolts at hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Install (New)	WASHER	BACW10BP4ACU	4	Install the washers at hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Install (New)	NUT	BACN11CC4U	4	Install the nuts at hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Torque	NUT	BACN11CC4U	4	Torque the nuts at hole locations 5, 6, 7 and 8, in the sequence specified in view A-A. (b)
5	Measure	DISTANCE	-	-	(c)
6	Release	INDEX PIN	2MIT314A2610	2	-
	Release	WINGNUT	2MIT314A2610	2	-
7	Remove	PROTECTION	-	-	-
	Clean	PRIMARY EXHAUST NOZZLE	-	-	Remove any remaining drill debris. Refer to SOPM 20-30-03 as an accepted procedure.
(a) Install the Filler(s) selected at preparation. Filler(s) are not necessary if the distance between the Bridge Bracket and the Primary Exhaust Nozzle is 0.005 inch or less.					
(b) Torque to 75 in-lbs (set point torque).					

**FIGURE 7: PRIMARY EXHAUST NOZZLE - LOWER LEFT BRIDGE BRACKET INSTALLATION
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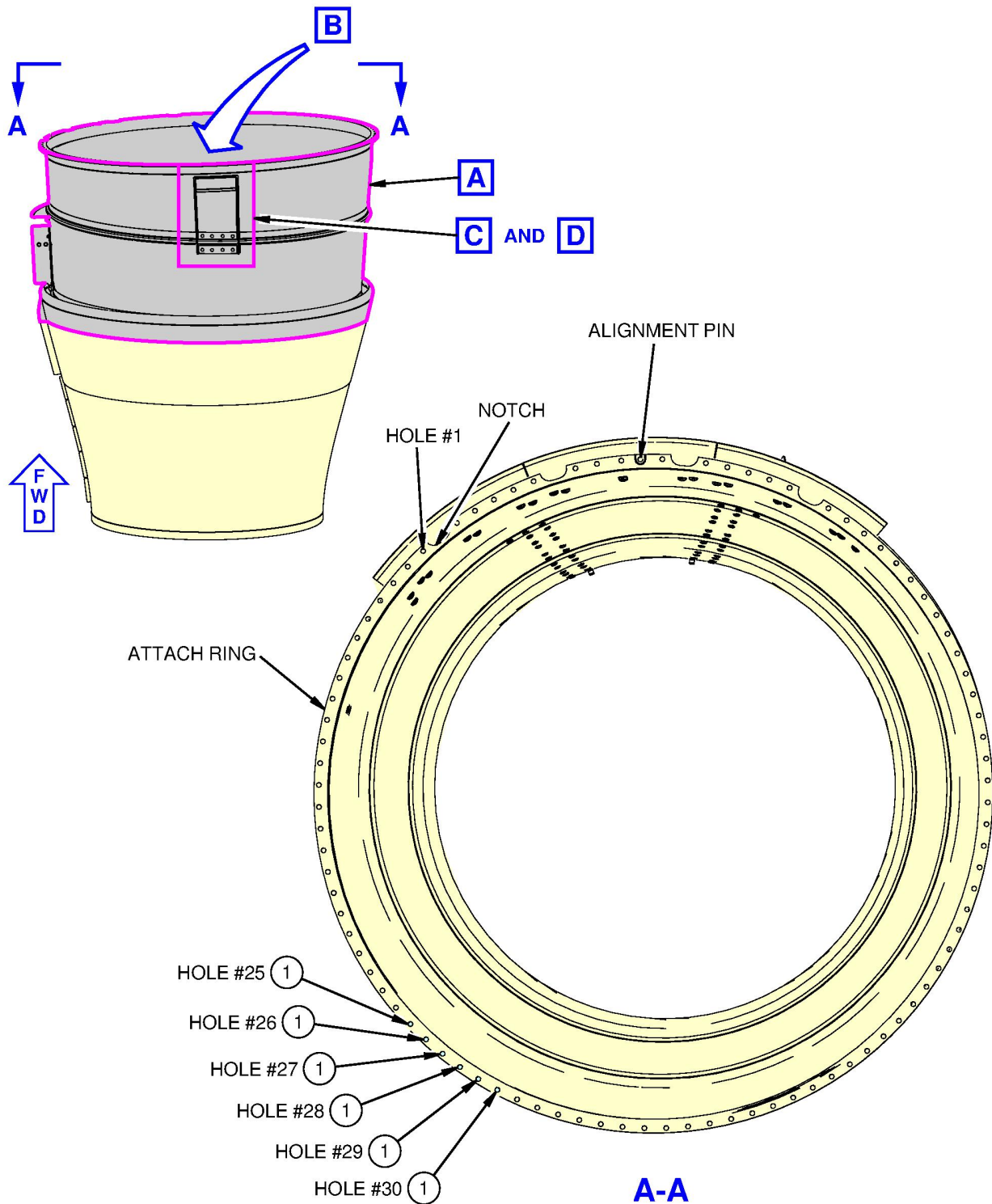
Step	Task	Name	Identification	Qty	More Data
(c)	Make sure that the distance between the forward end of the Bridge Bracket and the aft side of the engine attach ring is 1.091-1.391 inches.				

**FIGURE 7: PRIMARY EXHAUST NOZZLE - LOWER LEFT BRIDGE BRACKET INSTALLATION
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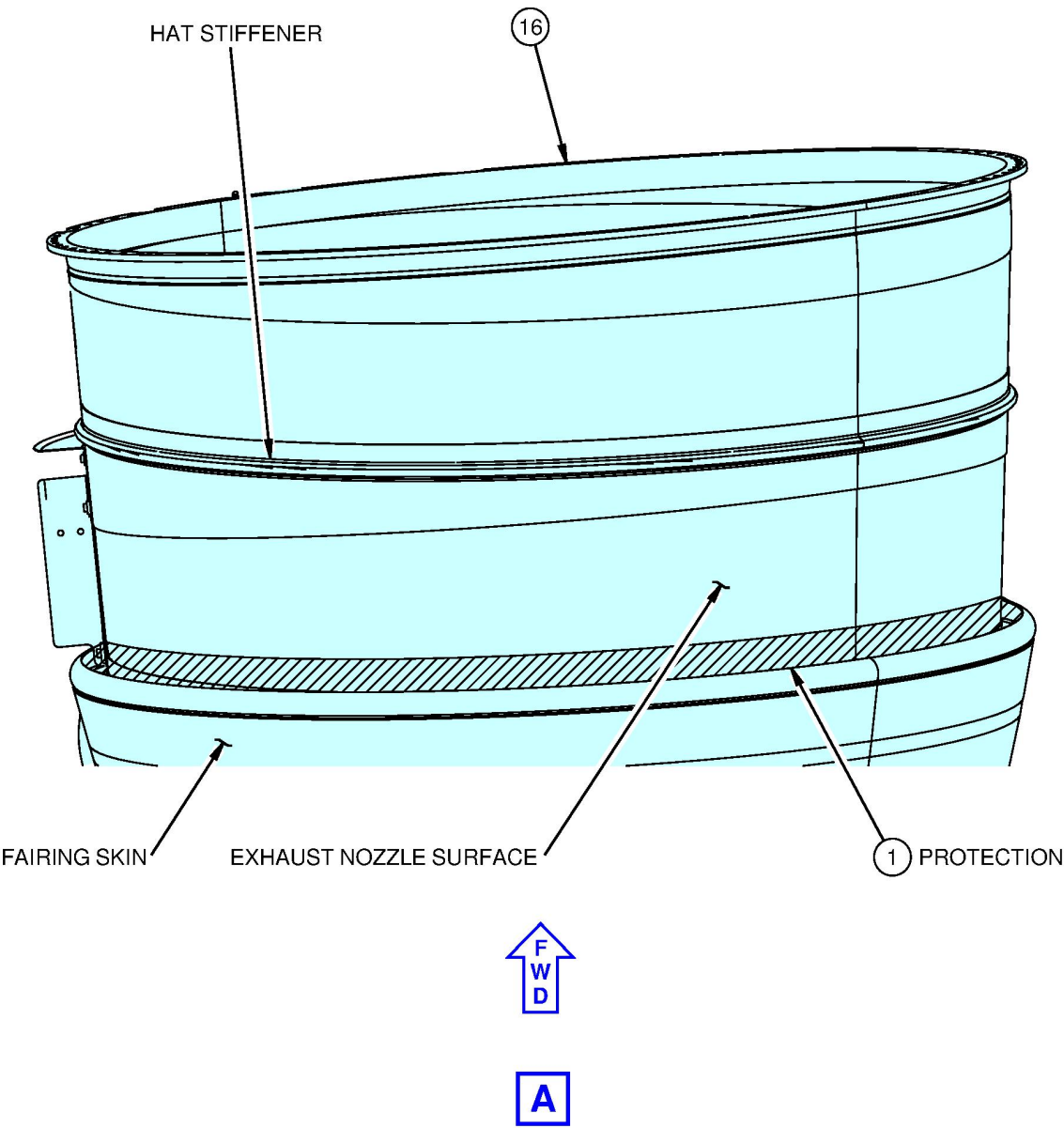
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**FIGURE 8: PRIMARY EXHAUST NOZZLE - LOWER RIGHT BRIDGE BRACKET - PREPARATION
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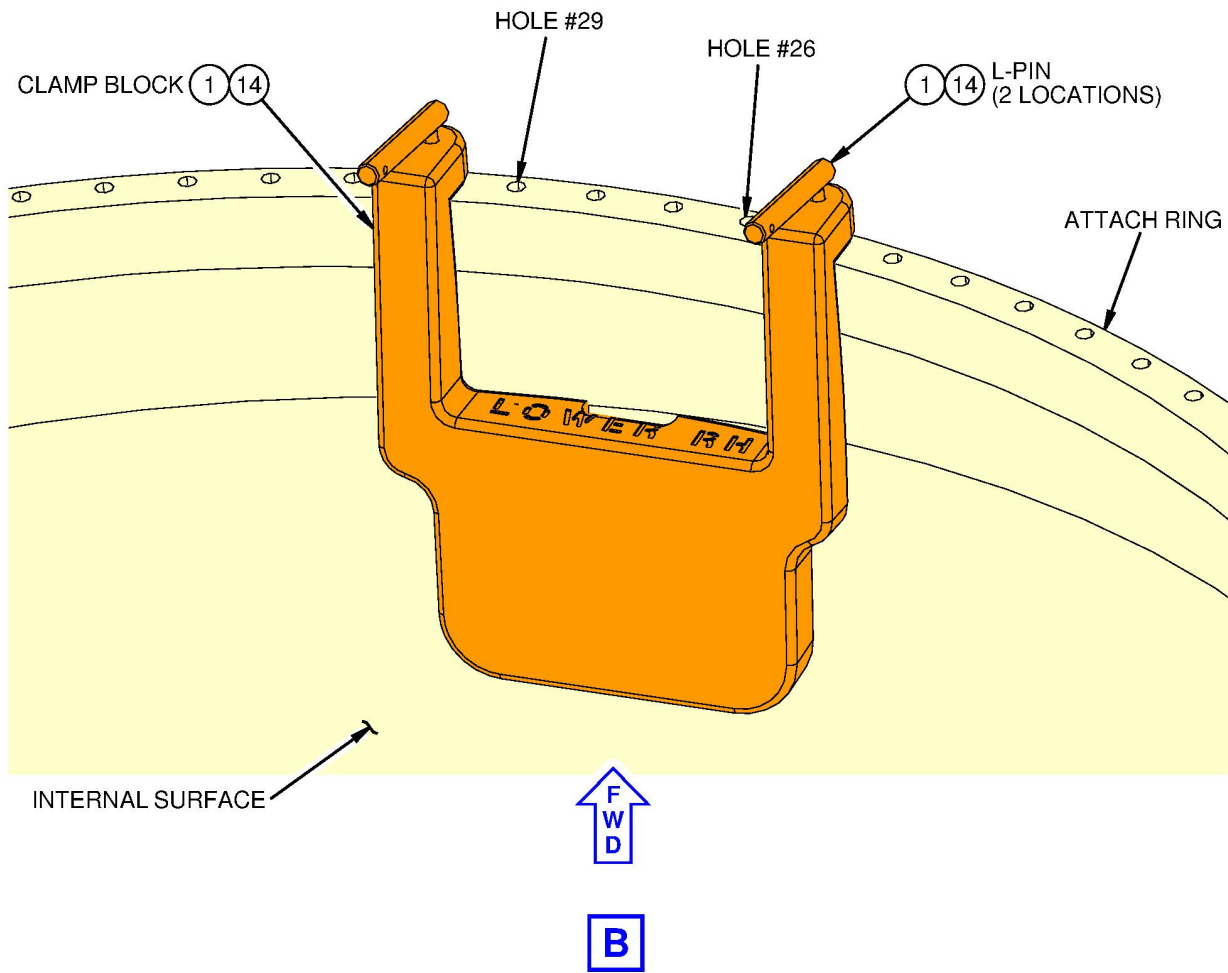
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**FIGURE 8: PRIMARY EXHAUST NOZZLE - LOWER RIGHT BRIDGE BRACKET - PREPARATION
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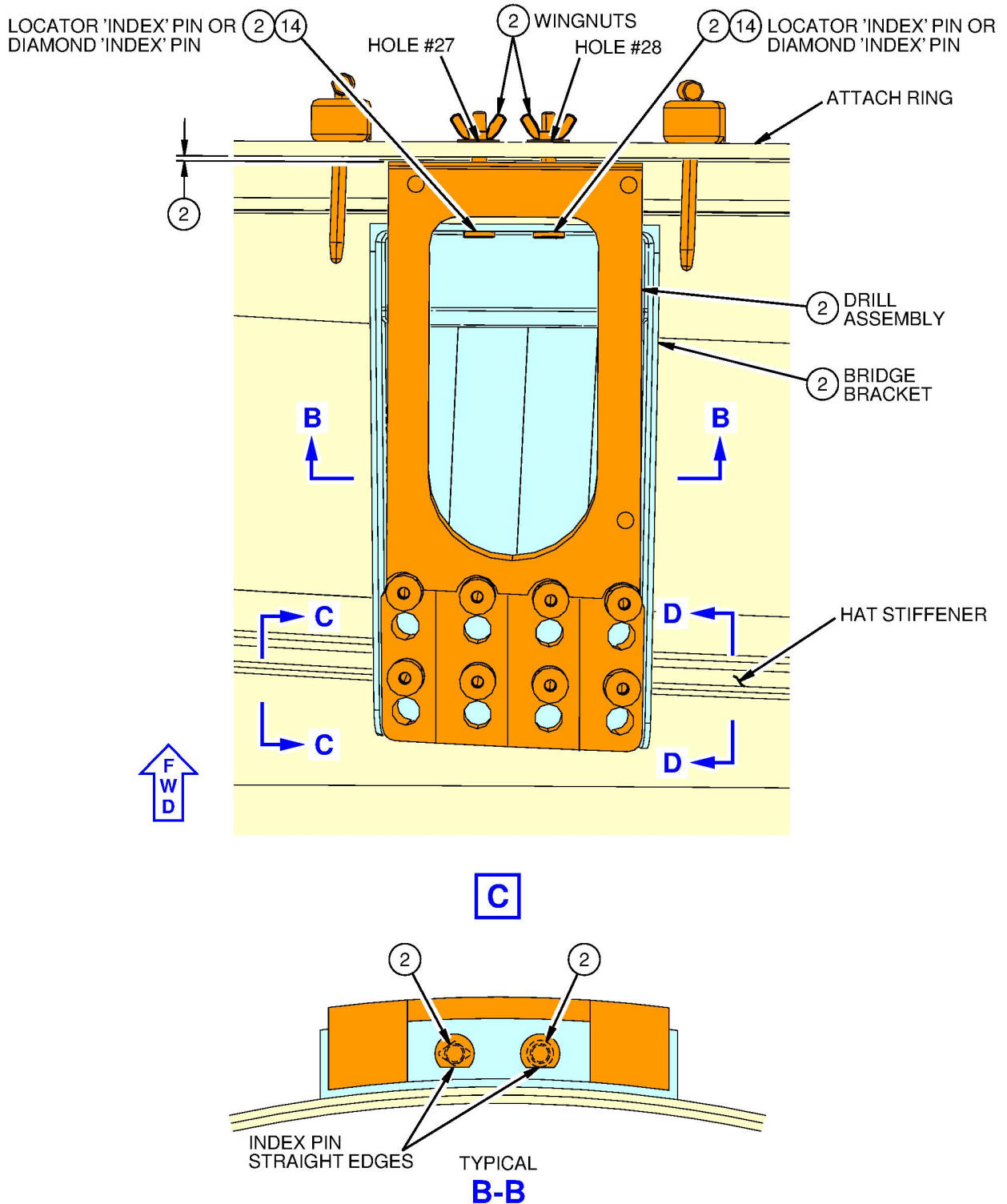
**FIGURE 8: PRIMARY EXHAUST NOZZLE - LOWER RIGHT BRIDGE BRACKET - PREPARATION
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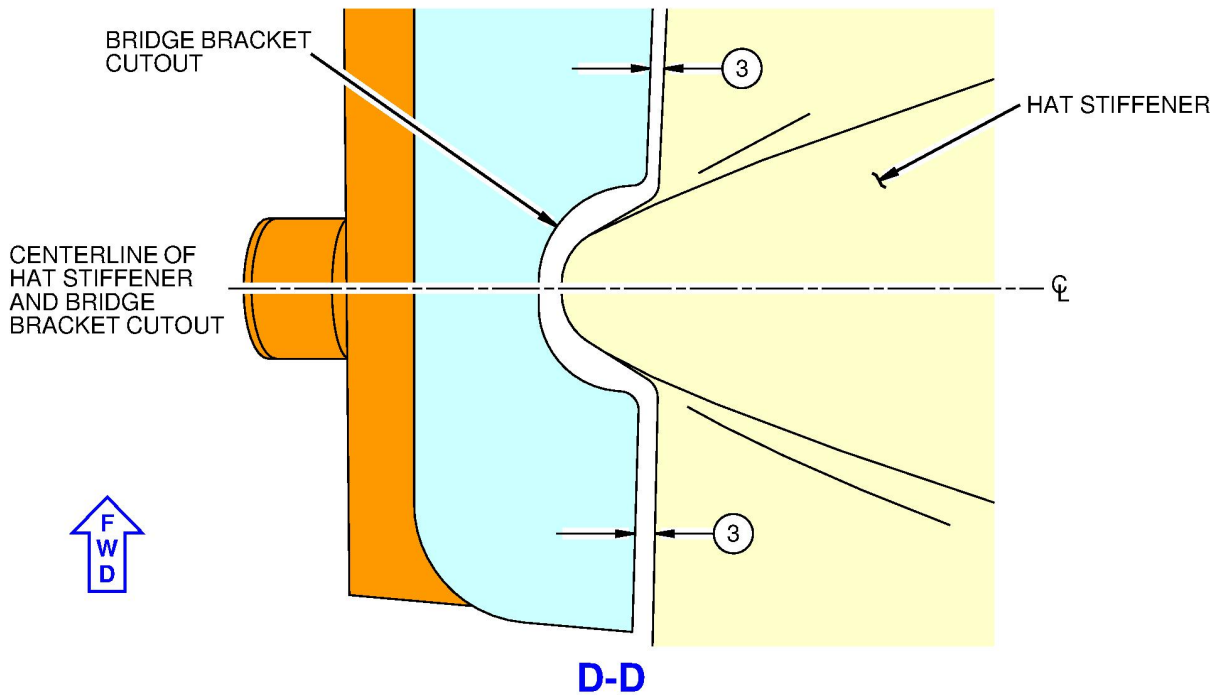
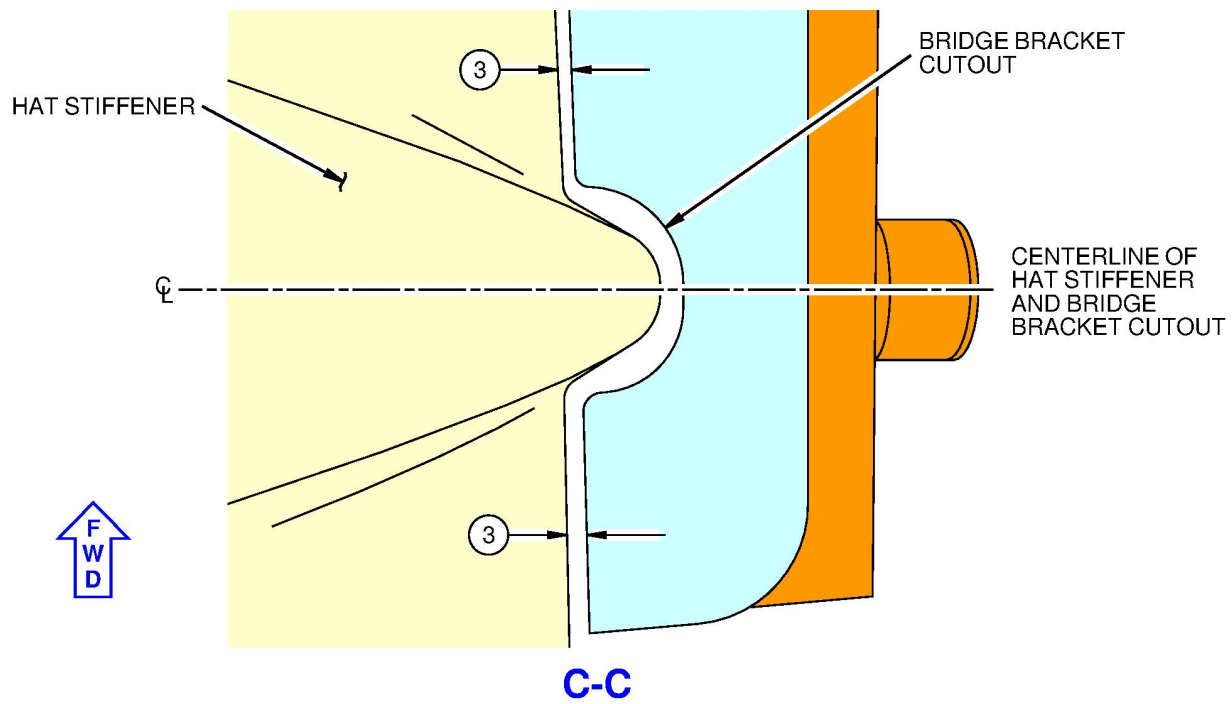
**FIGURE 8: PRIMARY EXHAUST NOZZLE - LOWER RIGHT BRIDGE BRACKET - PREPARATION
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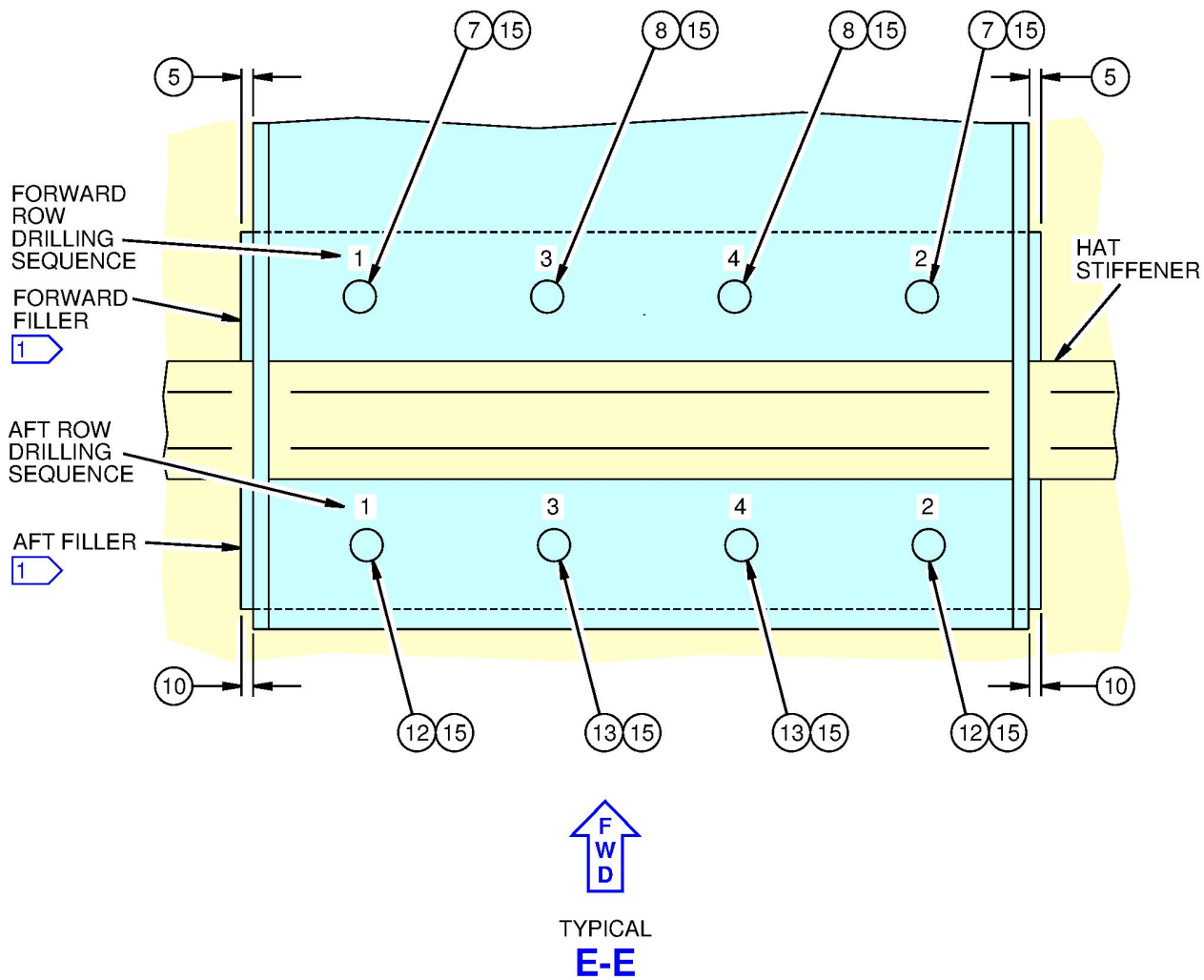
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**FIGURE 8: PRIMARY EXHAUST NOZZLE - LOWER RIGHT BRIDGE BRACKET - PREPARATION
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FIGURE 8: PRIMARY EXHAUST NOZZLE - LOWER RIGHT BRIDGE BRACKET - PREPARATION
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The 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 this figure.

Step	Task	Name	Identification	Qty	More Data
1	Identify	HOLE	-	6	Use the notch in the attach ring as a reference to help locate holes #25 thru #30.
	Clean	HOLE	-	6	Clean holes #25 thru #30 in the attach ring. Refer to SOPM 20-30-03 as an accepted procedure.
	Apply	PROTECTION	-	-	(a)
	Put	LWR RH CLAMP BLK	2MIT314A2610	1	-
	Put	L-PIN	2MIT314A2610	2	-
2	Put	BRIDGE BRACKET, LOWER RH	314A2650-4	1	(b)
	Put	LWR RH DRILL ASSY	2MIT314A2610	1	(b)
	Put	INDEX PIN	2MIT314A2610	2	(b)
	Put	WINGNUT	2MIT314A2610	2	(b)
	Align	BRIDGE BRACKET, LOWER RH	314A2650-4	1	(c)
	Measure	DISTANCE	-	-	(d)
	Put	SHIM	2MIT314A2610	-	(e)
	Tighten	WINGNUT	2MIT314A2610	2	(f)(g)
 CAUTION MAKE SURE THAT THE CORRECT HOLES IN THE ATTACH RING ARE USED FOR THE LOCATION OF THE DRILL ASSEMBLY AND BRIDGE BRACKET. USE OF AN INCORRECTLY LOCATED DRILL ASSEMBLY COULD CAUSE THE PRIMARY EXHAUST NOZZLE TO BECOME UNSERVICEABLE.					
3	Measure	DISTANCE	-	-	(h)(i)
4	Loosen	WINGNUT	2MIT314A2610	2	(j)
	Release	SHIM	2MIT314A2610	-	(j)
5	Put	FILLER	314A2670-7, 314A2670-17, 314A2670-27	-	(j)(l)
	Put	SHIM	2MIT314A2610	-	(j)(e)
	Tighten	WINGNUT	2MIT314A2610	2	(j)(f)

**FIGURE 8: PRIMARY EXHAUST NOZZLE - LOWER RIGHT BRIDGE BRACKET - PREPARATION
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Step	Task	Name	Identification	Qty	More Data
6	Put	C-CLAMP	2MIT314A2610	2	(m)
	Tighten	C-CLAMP	2MIT314A2610	2	
7	Drill	HOLE	-	1	At hole location '1' identified for the forward row on the Drill Assembly. (n)
	Clean	HOLE	-	1	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.
	Put	CLAMP PIN	2MIT314A2610	1	(o)
	Put	SPACER	2MIT314A2610	1	(o)
	Put	WINGNUT	2MIT314A2610	1	(o)
	Tighten	WINGNUT	2MIT314A2610	1	-
	Drill	HOLE	-	1	At hole location '2' identified for the forward row on the Drill Assembly. (n)
	Clean	HOLE	-	1	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.
	Put	CLAMP PIN	2MIT314A2610	1	(o)
	Put	SPACER	2MIT314A2610	1	(o)
	Put	WINGNUT	2MIT314A2610	1	(o)
	Tighten	WINGNUT	2MIT314A2610	1	-
8	Drill	HOLE	-	2	At hole locations '3' and '4' identified for the forward row on the Drill Assembly. (n)
	Clean	HOLE	-	2	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.

**FIGURE 8: PRIMARY EXHAUST NOZZLE - LOWER RIGHT BRIDGE BRACKET - PREPARATION
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Step	Task	Name	Identification	Qty	More Data
9	Release	CLAMP PIN	2MIT314A2610	2	(k)(p)
	Release	SPACER	2MIT314A2610	2	(k)(p)
	Release	WINGNUT	2MIT314A2610	2	At forward row. (k)(p)
	Release	C-CLAMP	2MIT314A2610	2	(k)(p)
	Loosen	WINGNUT	2MIT314A2610	2	At attach ring. (k)(p)
	Release	SHIM	2MIT314A2610	-	(k)(p)
	Release	FILLER	314A2670-7, 314A2670-17, 314A2670-27	1	(j)(k)(p)
10	Put	FILLER	314A2670-7, 314A2670-17, 314A2670-27	-	(k)(l)(p)
	Put	SHIM	2MIT314A2610	-	(e)(p)
	Put	CLAMP PIN	2MIT314A2610	2	(p)(q)
	Put	SPACER	2MIT314A2610	2	(p)(q)
	Put	WINGNUT	2MIT314A2610	2	(p)(q)
	Tighten	WINGNUT	2MIT314A2610	4	Maximum quantity given. (f)(p)
11	Put	C-CLAMP	2MIT314A2610	2	(m)(p)
	Tighten	C-CLAMP	2MIT314A2610	2	(p)

**FIGURE 8: PRIMARY EXHAUST NOZZLE - LOWER RIGHT BRIDGE BRACKET - PREPARATION
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Step	Task	Name	Identification	Qty	More Data
12	Drill	HOLE	-	1	At hole location '1' identified for the aft row on the Drill Assembly. (n)
	Clean	HOLE	-	1	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.
	Put	CLAMP PIN	2MIT314A2610	1	(o)
	Put	SPACER	2MIT314A2610	1	(o)
	Put	WINGNUT	2MIT314A2610	1	(o)
	Tighten	WINGNUT	2MIT314A2610	1	-
	Drill	HOLE	-	1	At hole location '2' identified for the aft row on the Drill Assembly. (n)
	Clean	HOLE	-	1	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.
	Put	CLAMP PIN	2MIT314A2610	1	(o)
	Put	SPACER	2MIT314A2610	1	(o)
	Put	WINGNUT	2MIT314A2610	1	(o)
	Tighten	WINGNUT	2MIT314A2610	1	-
13	Drill	HOLE	-	2	At hole location '3' and '4' identified for the aft row on the Drill Assembly. (n)
	Clean	HOLE	-	2	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.

**FIGURE 8: PRIMARY EXHAUST NOZZLE - LOWER RIGHT BRIDGE BRACKET - PREPARATION
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Step	Task	Name	Identification	Qty	More Data
14	Release	C-CLAMP	2MIT314A2610	2	-
	Release	WINGNUT	2MIT314A2610	6	Maximum quantity given.
	Release	SPACER	2MIT314A2610	4	Maximum quantity given.
	Release	CLAMP PIN	2MIT314A2610	4	Maximum quantity given.
	Release	SHIM	2MIT314A2610	-	-
	Release	INDEX PIN	2MIT314A2610	2	-
	Release	LWR RH DRILL ASSY	2MIT314A2610	1	-
	Release	L-PIN	2MIT314A2610	2	-
	Release	LWR RH CLAMP BLK	2MIT314A2610	1	-
	Release	BRIDGE BRACKET, LOWER RH	314A2650-4	1	-
	Release	FILLER	314A2670-7, 314A2670-17, 314A2670-27	-	(k)
	Clean	BRIDGE BRACKET, LOWER RH	314A2650-4	1	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.
	Clean	FILLER	314A2670-7, 314A2670-17, 314A2670-27	-	Remove drill debris. Refer to SOPM 20-30-03 as an accepted procedure.(k)
15	Deburr	HOLE	-	-	Deburr all drilled holes in the primary exhaust nozzle, Filler(s) (Filler(s) are not necessary if the distance between the Bridge Bracket and the Primary Exhaust Nozzle is 0.005 or less) and the Bridge Bracket.
	Inspect	HOLE	-	-	(r)

**FIGURE 8: PRIMARY EXHAUST NOZZLE - LOWER RIGHT BRIDGE BRACKET - PREPARATION
(SHEET 12 OF 14)**

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Step	Task	Name	Identification	Qty	More Data
16	Clean	PRIMARY EXHAUST NOZZLE	-	-	Remove drill debris from the exhaust nozzle surface. Refer to SOPM 20-30-03 as an accepted procedure.
(a) Put or pack protection (polythene sheet(s), for example) between the primary exhaust nozzle external surface and the fairing skin to prevent debris that could fall into the space during the work of this Figure.					
(b) Hold the Bridge Bracket and Drill Assembly together loosely and put the diamond 'index' pin into one of the middle holes of the Bridge Bracket through the attach ring. Put the locator 'index' pin in the other middle hole of the Bridge Bracket. The straight edge of the head of each 'index' pin is a feature to prevent interference with the radius in the Bridge Bracket. Make sure that the head of each 'index' pin is against the Bridge Bracket and hand-tighten the wingnuts. Keep the chosen index pin locations the same during this work of this Figure.					
(c) Adjust the location of the Drill Assembly in the forward or aft direction to align the centerline of the Bridge Bracket cutout and the centerline of the hat stiffener.					
(d) Measure the distance between the forward face of the Drill Assembly and the aft face of the attach ring to find the shim thickness necessary to fill the distance.					
(e) Select and put the thickness of shim(s) necessary to fill the distance between the Drill Assembly and the attach ring.					
(f) Hand-tighten the wingnuts to tightly hold the Drill Assembly and Bridge Bracket in the correct position.					
(g) Make sure the Bridge Bracket is centered around the hat stiffener. Adjust shims as needed.					
(h) Measure the distance between the Bridge Bracket and the external surface of the primary exhaust nozzle at each side of the Bridge Bracket. Make sure the difference between the two measured distances 0.015 inches or less.					
(i) Measure the distance between the external surface of the primary exhaust nozzle and the Bridge Bracket at the forward and aft locations identified. If each distance is 0.005 inches or less, no Filler is necessary. One or more Fillers, part numbers 314A2670-7, 314A2670-17 and 314A2670-27, can be used to fill the distance(s). If a measured distance is not the same as a thickness of a Filler (or combination of Fillers), use the nearest Filler thickness. Total Filler thickness at each location must not be more than 0.060 inch. If there is a difference between the measured distance on each side of the Bracket, calculate and use the average of the two measurements. Although, a difference of more than 0.015 inches between the measured distances on each side of the Bracket is not permitted.					
(j) This Task or Step is only applicable if one or more Fillers are necessary at the forward location.					
(k) This Task or Step is only applicable if one or more Fillers are necessary at the aft location.					
(l) Put the Filler(s) parallel to the hat stiffener, positioned centrally between the Exhaust Nozzle surface and the Bridge Bracket, and with clearance from the hat stiffener radius. The ends of the Filler(s) will not be parallel with the sides of the Bridge Bracket. Tape, or equivalent, can be used to temporarily hold the Filler(s) in the correct position.					
(m) Use two C-Clamps, each positioned at the "CLAMP AREA" identified on the Drill Assembly, to hold the Bridge Bracket and the Filler(s) in the correct position.					

**FIGURE 8: PRIMARY EXHAUST NOZZLE - LOWER RIGHT BRIDGE BRACKET - PREPARATION
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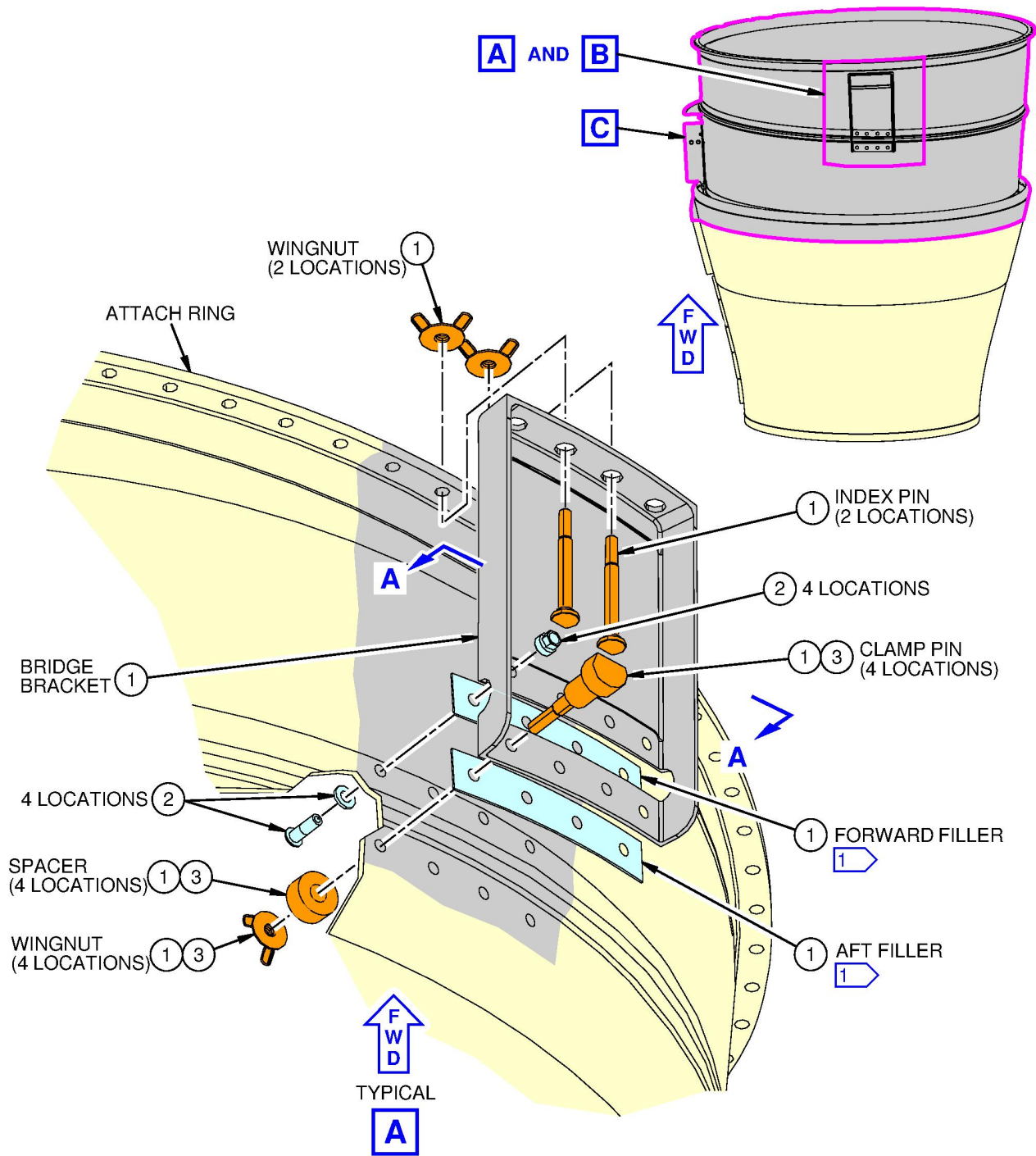
Step	Task	Name	Identification	Qty	More Data
(n)	Make sure the power feed drill is correctly prepared and use it to drill a 0.279-0.291 inch diameter hole through the Bridge Bracket, the Filler(s) (Filler(s) are not necessary if the distance between the Bridge Bracket and the Primary Exhaust Nozzle is 0.005 inch or less) and the primary exhaust nozzle.				
(o)	Install a Clamp Pin, Spacer and Wingnut for the hole of location '1' identified on the Drill Assembly, after it is drilled. Install one more Clamp Pin, Spacer and Wingnut for the hole of location '2' identified on the Drill Assembly after it is drilled.				
(p)	If Fillers are not necessary at the forward and aft locations, the aft row of holes in the Bridge Bracket can be drilled immediately after the forward row of holes, in accordance with the drilling sequence identified on the Drill Assembly.				
(q)	Install Clamp Pins, Spacers and Wingnuts for the holes of location '1' and '2' identified for the forward row on the Drill Assembly to give additional clamp-up force and to provide alignment.				
(r)	Do a Detailed Inspection of all drilled holes for their dimension and quality in accordance with 737-600 SRM 51-40-05, 737-700 SRM 51-40-05, 737-700CONV SRM 51-40-05, 737-800 SRM 51-40-05, 737-900 SRM 51-40-05 or 737-900ER SRM 51-40-05. Make sure that each hole diameter is 0.279-0.291 inches. Make sure that the distance from the center of the holes drilled in the forward row to the edge of the cutout in the Bridge Bracket is 0.328-0.358 inches. Make sure that the distance from the center of the holes drilled in the aft row to the edge of the cutout in the Bridge Bracket is 0.395-0.425 inches.				

**FIGURE 8: PRIMARY EXHAUST NOZZLE - LOWER RIGHT BRIDGE BRACKET - PREPARATION
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1 FILLER(S) NECESSARY IF DISTANCE BETWEEN BRIDGE BRACKET AND PRIMARY EXHAUST NOZZLE IS MORE THAN 0.005 INCH

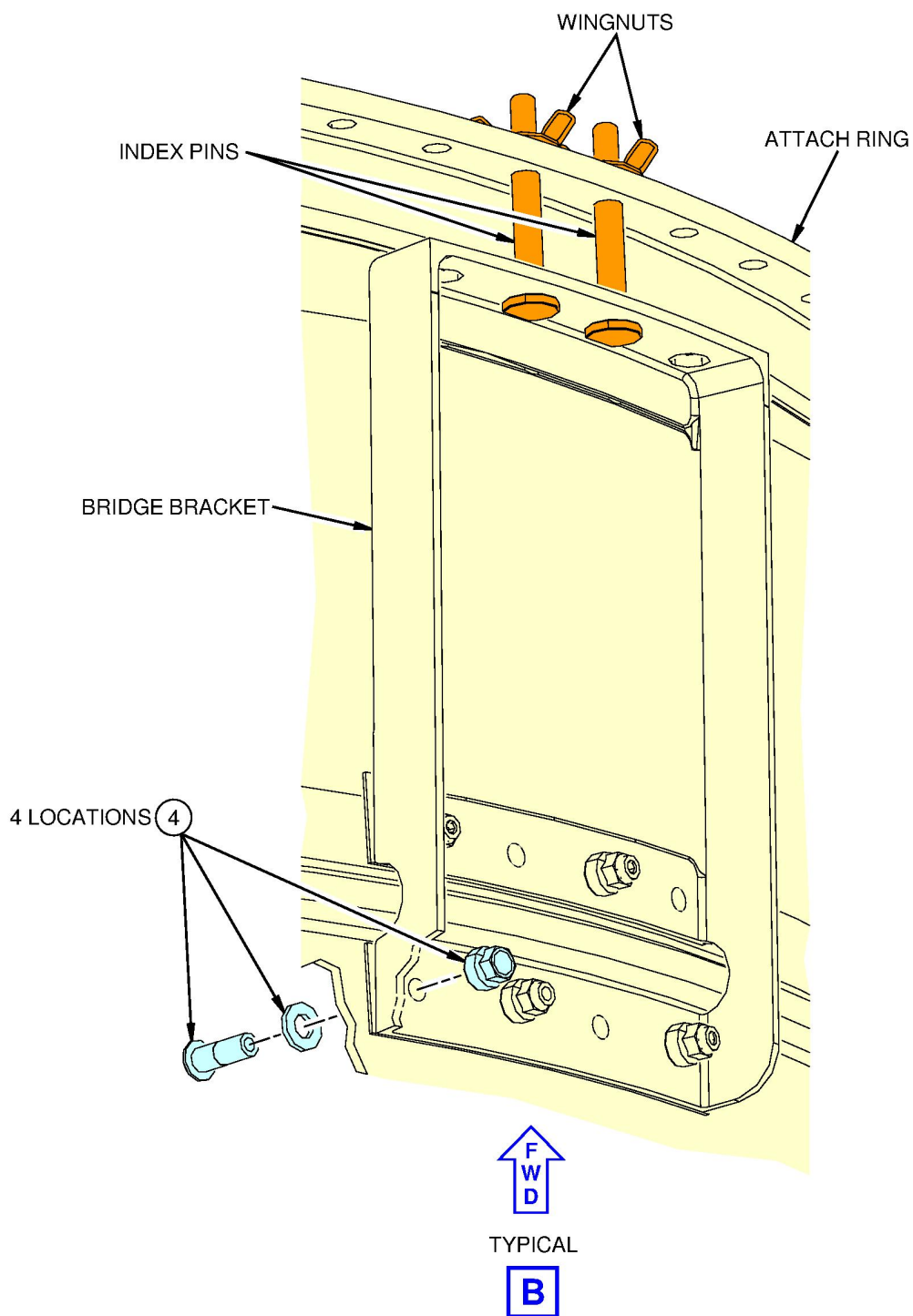
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FIGURE 9: PRIMARY EXHAUST NOZZLE - LOWER RIGHT BRIDGE BRACKET INSTALLATION (SHEET 1 OF 9)

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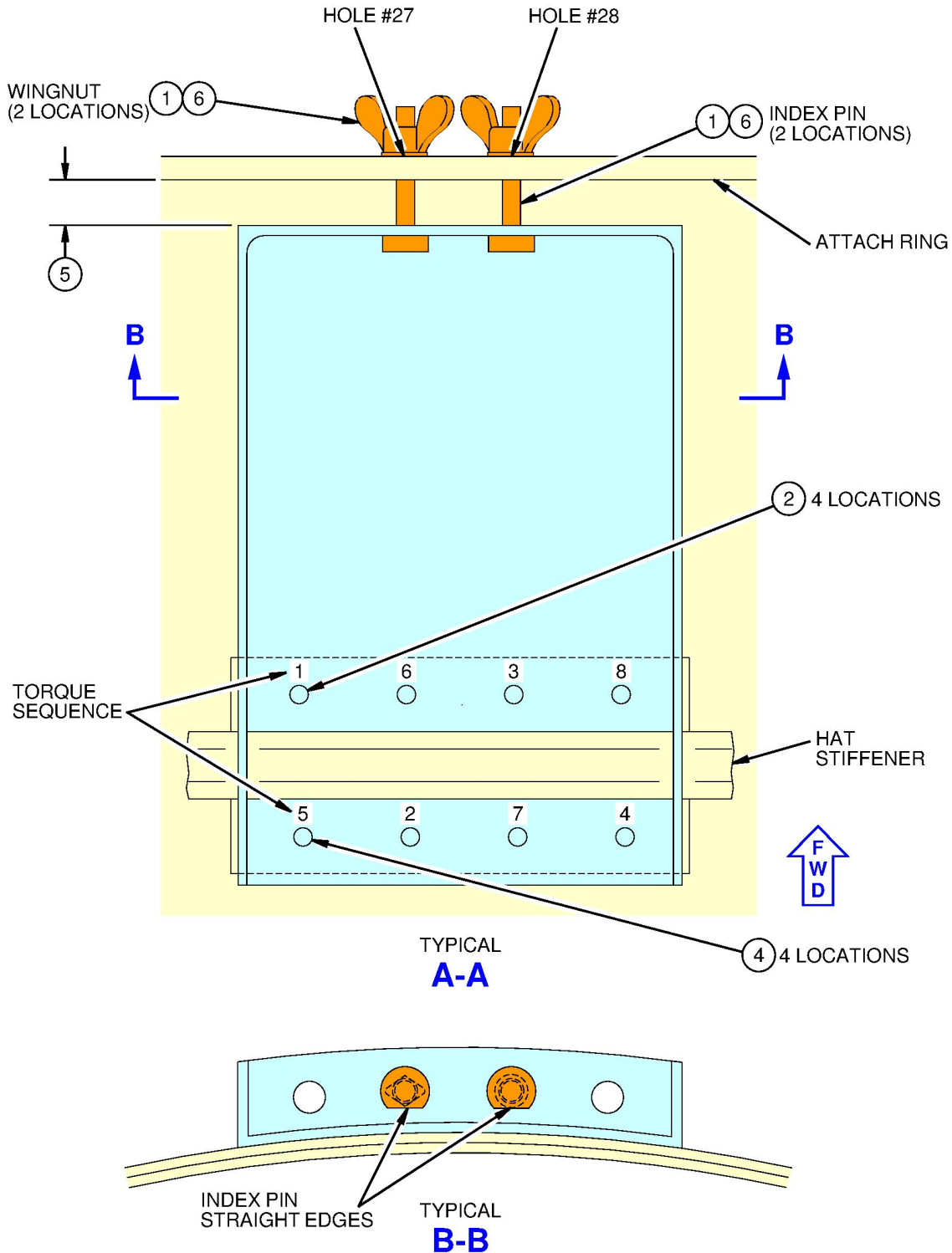
**FIGURE 9: PRIMARY EXHAUST NOZZLE - LOWER RIGHT BRIDGE BRACKET INSTALLATION
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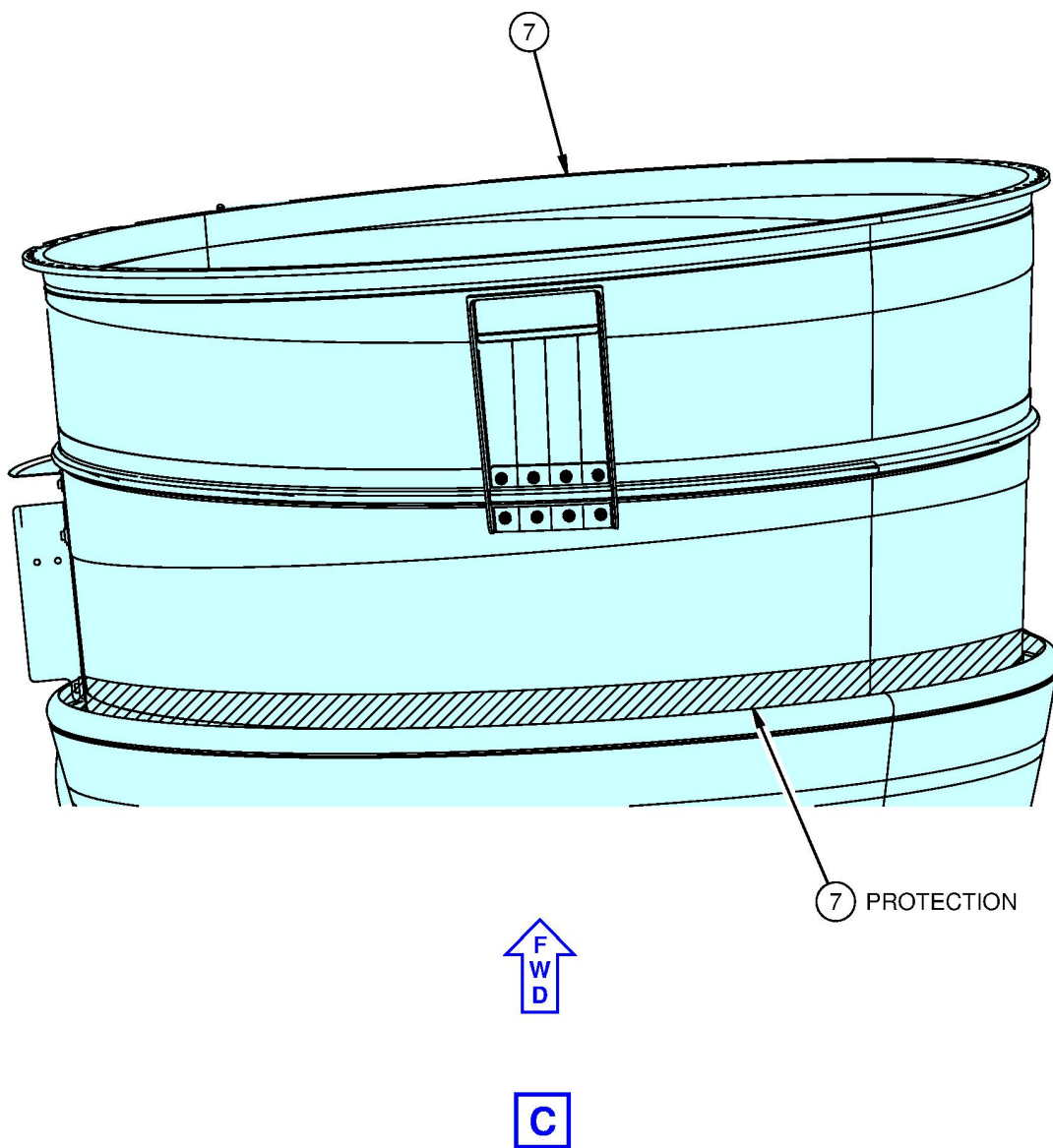
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**FIGURE 9: PRIMARY EXHAUST NOZZLE - LOWER RIGHT BRIDGE BRACKET INSTALLATION
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**FIGURE 9: PRIMARY EXHAUST NOZZLE - LOWER RIGHT BRIDGE BRACKET INSTALLATION
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The 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 this figure.

Step	Task	Name	Identification	Qty	More Data
1	Install (New)	FILLER	314A2670-7, 314A2670-17, 314A2670-27	-	At the forward location. (a)
	Install (New)	FILLER	314A2670-7, 314A2670-17, 314A2670-27	-	At the aft location. (a)
	Install (New)	BRIDGE BRACKET, LOWER RH	314A2650-4	1	-
	Put	CLAMP PIN	2MIT314A2610	4	At hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Put	SPACER	2MIT314A2610	4	At hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Put	WINGNUT	2MIT314A2610	4	Hand-tighten the Wingnuts at hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Put	INDEX PIN	2MIT314A2610	2	-
	Put	WINGNUT	2MIT314A2610	2	-
	Tighten	WINGNUT	2MIT314A2610	6	Hand-tighten the Wingnuts.

**FIGURE 9: PRIMARY EXHAUST NOZZLE - LOWER RIGHT BRIDGE BRACKET INSTALLATION
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Step	Task	Name	Identification	Qty	More Data
2	Install (New)	BOLT, HEX DRIVE	BACB30YL8K5	4	Install the bolts at hole locations 1, 2, 3 and 4 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Install (New)	WASHER	BACW10BP4ACU	4	Install the washers at hole locations 1, 2, 3 and 4 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Install (New)	NUT	BACN11CC4U	4	Install the nuts at hole locations 1, 2, 3 and 4 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Torque	NUT	BACN11CC4U	4	Torque the nuts at hole locations 1, 2, 3 and 4, in the sequence specified in view A-A. (b)

**FIGURE 9: PRIMARY EXHAUST NOZZLE - LOWER RIGHT BRIDGE BRACKET INSTALLATION
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Step	Task	Name	Identification	Qty	More Data
3	Release	CLAMP PIN	2MIT314A2610	4	At hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener release sequence.
	Release	SPACER	2MIT314A2610	4	At hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener release sequence.
	Release	WINGNUT	2MIT314A2610	4	At hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener release sequence.

**FIGURE 9: PRIMARY EXHAUST NOZZLE - LOWER RIGHT BRIDGE BRACKET INSTALLATION
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Step	Task	Name	Identification	Qty	More Data
4	Install (New)	BOLT, HEX DRIVE	BACB30YL8K5	4	Install the bolts at hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Install (New)	WASHER	BACW10BP4ACU	4	Install the washers at hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Install (New)	NUT	BACN11CC4U	4	Install the nuts at hole locations 5, 6, 7 and 8 identified in view A-A. The hole numbers are not related to the fastener installation sequence.
	Torque	NUT	BACN11CC4U	4	Torque the nuts at hole locations 5, 6, 7 and 8, in the sequence specified in view A-A. (b)
5	Measure	DISTANCE	-	-	(c)
6	Release	INDEX PIN	2MIT314A2610	2	-
	Release	WINGNUT	2MIT314A2610	2	-
7	Remove	PROTECTION	-	-	-
	Clean	PRIMARY EXHAUST NOZZLE	-	-	Remove any remaining drill debris. Refer to SOPM 20-30-03 as an accepted procedure.
(a) Install the Filler(s) selected at preparation. Filler(s) are not necessary if the distance between the Bridge Bracket and the Primary Exhaust Nozzle is 0.005 inch or less.					
(b) Torque to 75 in-lbs (set point torque).					

**FIGURE 9: PRIMARY EXHAUST NOZZLE - LOWER RIGHT BRIDGE BRACKET INSTALLATION
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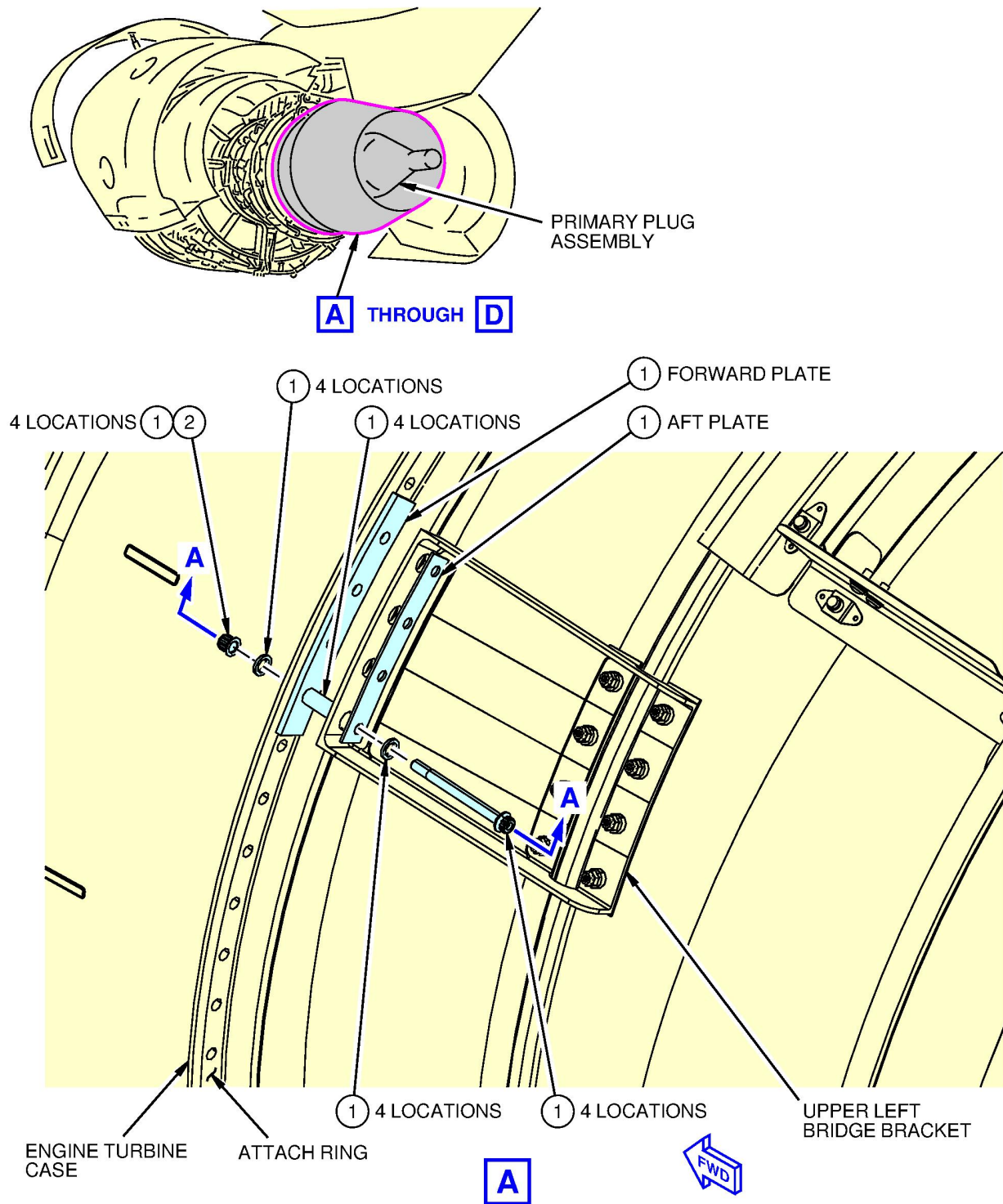
Step	Task	Name	Identification	Qty	More Data
(c)	Make sure that the distance between the forward end of the Bridge Bracket and the aft side of the engine attach ring is 1.091-1.391 inches.				

FIGURE 9: PRIMARY EXHAUST NOZZLE - LOWER RIGHT BRIDGE BRACKET INSTALLATION
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**FIGURE 11: ENGINE - PRIMARY EXHAUST NOZZLE - PARTIAL INSTALLATION
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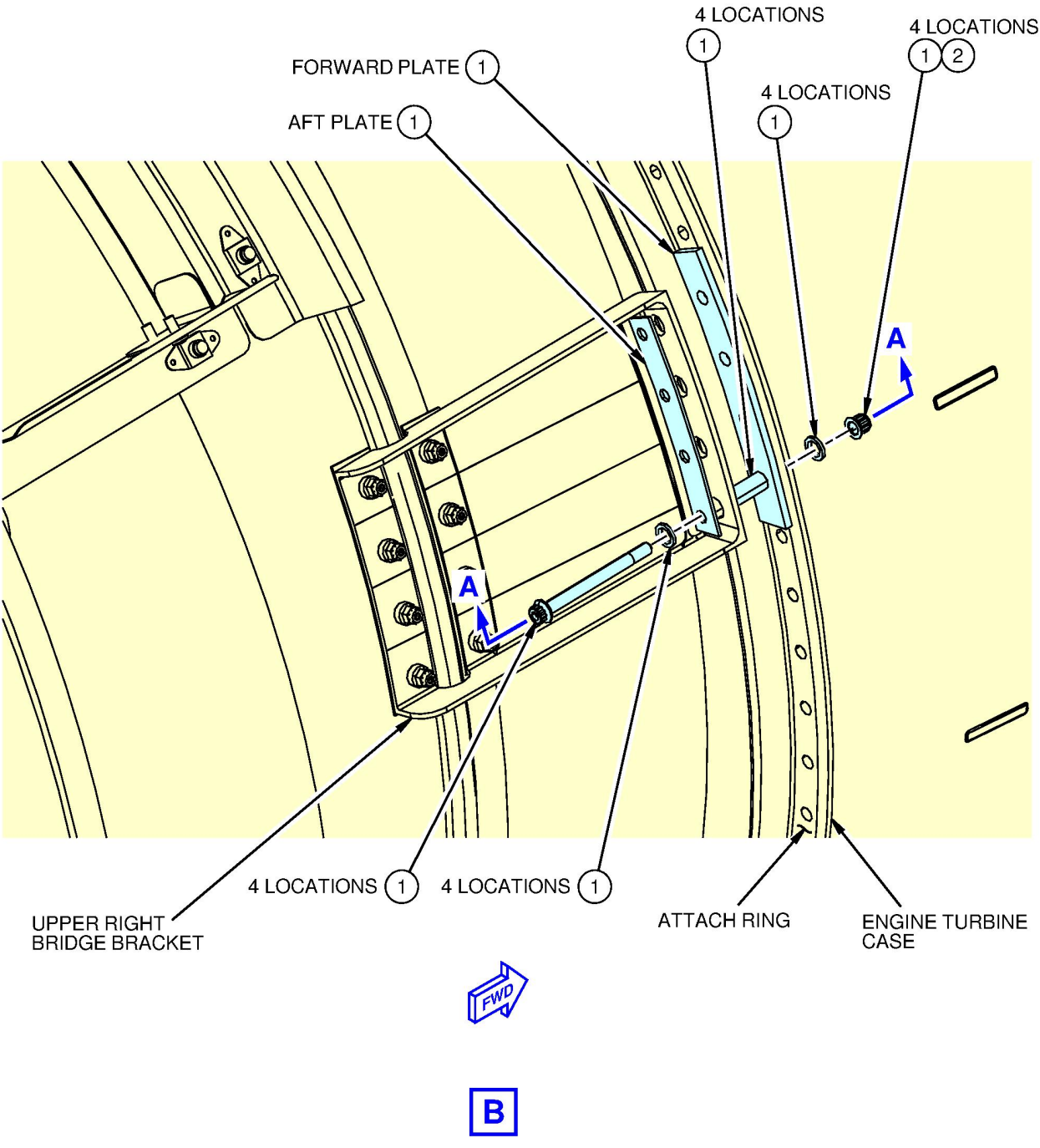
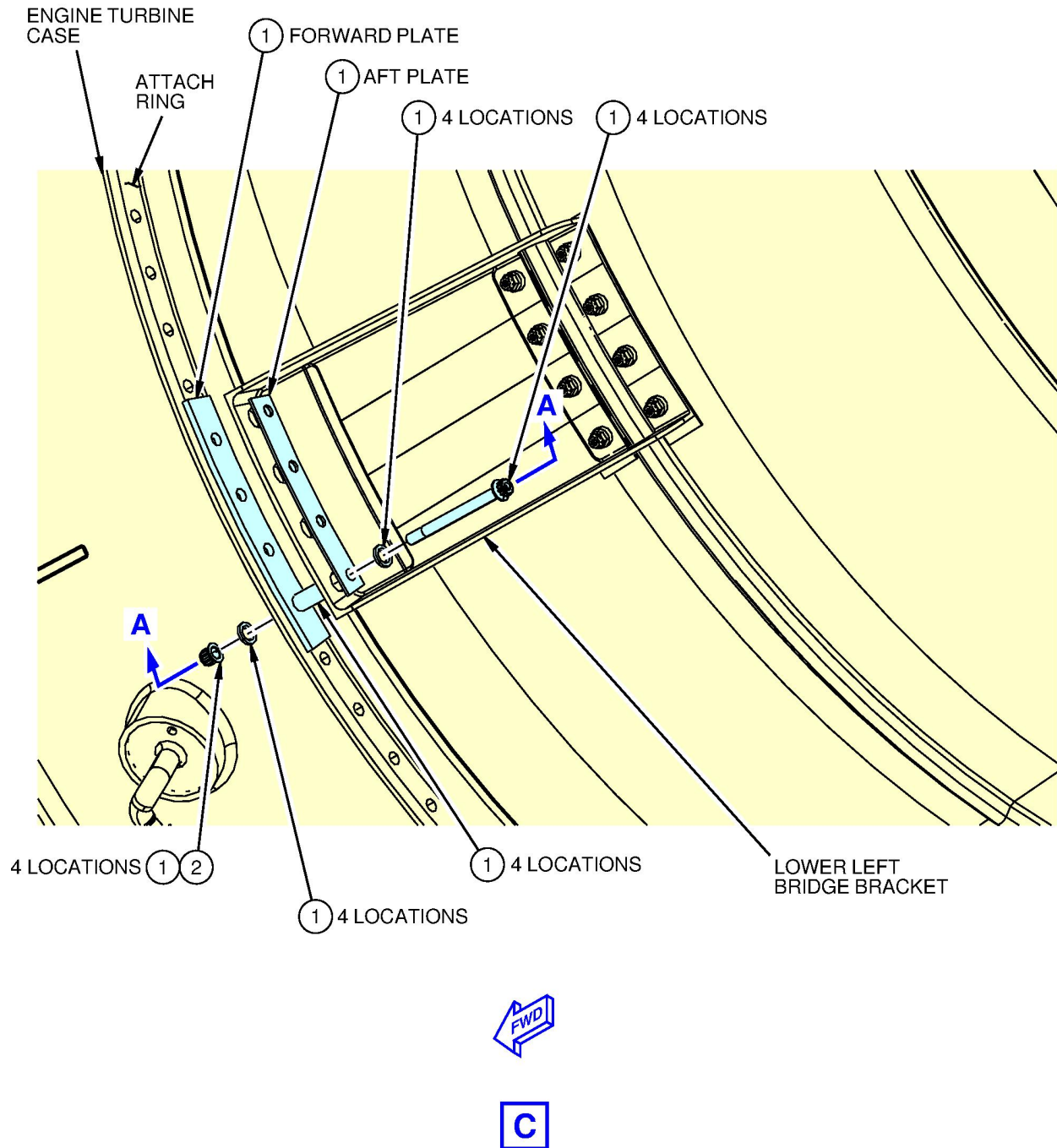


FIGURE 11: ENGINE - PRIMARY EXHAUST NOZZLE - PARTIAL INSTALLATION
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**FIGURE 11: ENGINE - PRIMARY EXHAUST NOZZLE - PARTIAL INSTALLATION
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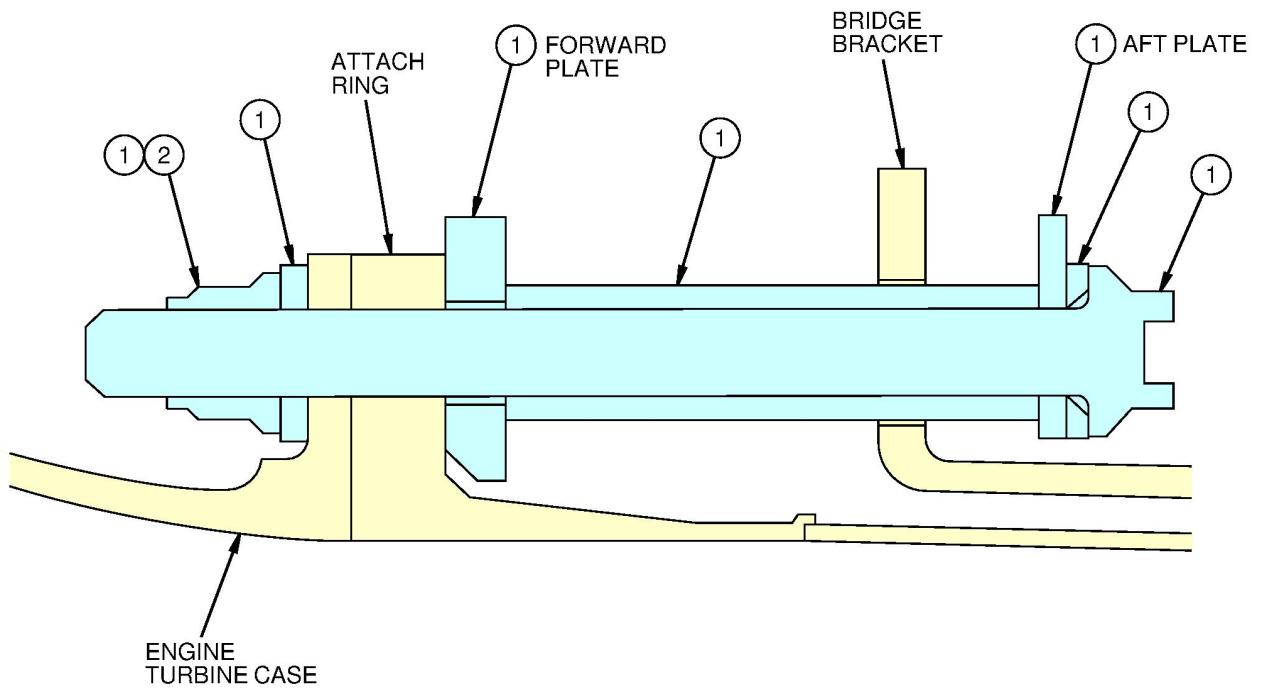
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**FIGURE 11: ENGINE - PRIMARY EXHAUST NOZZLE - PARTIAL INSTALLATION
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The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown below are the number of parts necessary for this figure.

Step	Task	Name	Identification	Qty	More Data
1	Install (New)	PLATE, FWD	314A2670-3	4	-
	Install (New)	PLATE, AFT	314A2670-5	4	-
	Install (New)	BOLT	BACB30US4-35	16	-
	Install (New)	WASHER	BACW10BP4ACU	16	Install against the Aft Plate.
	Install (New)	BUSHING, PLAIN	BACB28AK04-148N	16	-
	Install (New)	WASHER	BACW10BP4APU	16	Install against the flange of the engine turbine case.
	Install (New)	SELF-LOCKING NUT	BACN10HR4C	16	-
2	Torque	SELF-LOCKING NUT	BACN10HR4C	16	Torque to 110 inch-pounds (set-point torque). Torque in pairs of circumferential opposites.

**FIGURE 11: ENGINE - PRIMARY EXHAUST NOZZLE - PARTIAL INSTALLATION
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