



8301 Imperial Dr.
Waco, Texas 76712

SERVICE BULLETIN

NO. A6201-71-2

POWER PLANT - CORE COWLING - HOLD OPEN ROD
REPLACE COUPLEX LOCK, AND REPLACE DAMPER OR ADJUST UNIVERSAL
JOINT

I PLANNING INFORMATION

A. Effectivity

(1) Component Affected

This Service Bulletin affects hold open rods NORCO Part Nos. A6201-2 and A6201-3 (Per Boeing Specification Part Nos. S314T220-14 and S314T220-17) that are in service installed on Boeing manufactured aircraft.

(2) Spares Affected

This Service Bulletin affects those Part Nos. A6201-2 and A6201-3 units that are in airline spares.

B. Reason

The incorporation of this Service Bulletin will allow the rod to be easily removed, with one hand, from the stowed position and improve the internal damper.

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C. Description

This Service Bulletin provides detailed instructions required for all users to rework Norco part number A6201-2 and A6201-3, (Boeing specification part numbers S314T220-14 and -17 respectively). The rework consists of two procedures. Procedure I is required and consists of replacing the couplex lock and adjusting the universal joint to a specified dimension so that the end of the universal will not interfere with the normal operation of the damping system. Procedure II is optional and includes Procedure I, excludes adjusting the universal joint, and revises the damping system. Procedure II is recommended to improve the inner tube damping system and should be used if the damper system needs to be repaired. The damper system needs repair if the inner tube does not move freely when pushed against the internal damper spring.

D. Approval

This Serviced Bulletin has been examined by the Boeing Company and the Federal Aviation Administration (FAA). The modifications and/or changes specified in this Service Bulletin comply with the applicable Federal Regulations (FARs) and are Boeing and FAA approved.

E. Manpower

(1) Procedure I

Required to remove rod from aircraft	.25 hrs.
Replace couplex lock, and adjust universal joint	.50 hrs.
Replace rod in aircraft	.25 hrs.
TOTAL	1.00 hrs.

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(2) Procedure II

Required to remove rod from aircraft	.25 hrs.
Replace couplex lock and damper system	1.00 hrs.
Replace rod in aircraft	<u>.25 hrs.</u>
TOTAL	1.50 hrs.

F. Material Cost and Availability

The parts identified in Section III, A. may be obtained from NORCO, INC. as follows:

<u>Part No.</u>	<u>Description</u>	<u>Availability</u>	<u>Price</u>
RW6201-3C	Rework Kit, Hold Open Rod	7 - 15 Days	\$145.00
RW6201-3D	Rework Kit, Hold Open Rod	7 - 15 Days	\$219.00

The purchase order should specify this Service Bulletin number.

DIRECT PURCHASE ORDER TO:

MarathonNorco Aerospace, Inc,
8301 Imperial Dr.
Waco, Texas 76712
254-776-0650 Main Line
254-776-6558 Fax

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G. Tooling - Cost and Availability

Not applicable.

H. Weight

The effect of this service bulletin on weight and balance is negligible.

I. Other Publications Affected

Component Maintenance Manual No. 71-10-40 for Hold Open Rod, Part No. A6201-2 and A6201-3 has been changed accordingly, to illustrate the change. Part No. A6201-32, incorporating the improved couplex lock and damper, has been added to the manual.

II. ACCOMPLISHMENT INSTRUCTIONS

A. Procedure I - To be accomplished on all rods that do not need repair of the damper system.

- (1) Apply heat (350° F) with electric heat gun to end of inner tube. Unscrew couplex lock from inner tube, and discard the couplex lock.
- (2) Apply Loctite No. 620 to threads of new couplex, part number CL2739-9H, and screw into end of inner tube. Torque to 300 in.lbs. Stake inner tube to couplex at three points on O.D. of inner tube at a distance of 0.25 inches from the face of the inner tube. The staking tool should produce an area of indentation approximately 0.060 by 0.20 inches.

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- (3) Check dimension between end of outer tube and face of universal as shown in Figure 1. Adjustment is necessary if dimension is less than 0.485 inches.
- (4) Adjust universal by cutting safety wire on lock washer and loosening jam nut. Pull lock washer back from face of outer tube to disengage locking tab. Adjust universal to the 0.485/.505 inch dimension shown in Figure 1A.
- (5) The A6201-3 rod requires adjusting the orientation of the universal keyway so that it is rotated 90 degrees from the push direction of the trigger lock release as shown in Figure 2. Tighten jam nut in the nut retaining device.
- (6) After adjustment check that the length of the rod is 27.44 to 27.65 inches extended and locked under compressive load. The length should be measured from the center of the universal pivot to the center of the coupler opening, per Figure 1B, Procedure I. If necessary, readjust the length by repositioning the universal assembly. Do not position the universal beyond the 0.485/.505 inch dimension shown in Figure 1A.
- (7) Safety wire the lock washer to the retaining device with MS20995C32 safety wire.
- (8) Clean area immediately following NORCO P/N A6201-2 or A6201-3 by rubbing with wiper damped with Aliphatic Naphtha, TT-N-95, or equivalent, until soil is removed. Do not allow solvent to evaporate. Avoid removing pretreatment or finish coating. After soil is removed, wipe the area dry with a clean dry wiper. Using rubber stamp letter size 1/8" to 3/16" and Alcosol or F-100 stamp pad ink, or equivalent, apply the letter "C" immediately following the dash number. Clean stamp with naphtha, or equivalent, as required, for mark legibility and sharpness.

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Allow ink to dry at least ten minutes and overcoat with Bostik 683-3-2 or 683-3-9 or equivalent.

B. Procedure II - To be accomplished on rods that need repair of the damper system.

- (1) Apply heat (350° F) with electric heat gun to end of inner tube. Unscrew complex lock from inner tube.
- (2) Cut safety wire between lock washer and nut retainer on universal assembly. Unscrew jam nut and disengage lock washer from slot in face of outer tube end fitting. Unscrew universal assembly from outer tube.
- (3) The outer tube end fitting is staked to the outer tube at three places on the outside diameter of the outer tube. If necessary, drill out the staked areas, as per the Component Maintenance Manual 71-10-40.

Apply heat (350° F) to loosen thread adhesive and unscrew end fitting from outer tube.

- (4) Push inner tube out through end of outer tube. Apply heat (350° F) to inner tube end fitting and unscrew from inner tube. Remove damper pin and spring from inner tube. Do not reuse spring. Install new damper assembly, part number AM6201-31-1, in end of inner tube using Loctite No. 620 on threads of end fitting.

The following is a list of parts that should be discarded. Item numbers correspond to those shown in Figure 3.

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<u>Item No.</u>	<u>Part Number</u>	<u>Description</u>	<u>Quantity</u>
10	CL6201-2	Couplex Lock	1
40	S355	Spring	1
50	AM6201-2-9	Pin-Damper	1
60	AM6201-2-30	End Fitting	1

- (5) Push inner tube back through end of outer tube. Apply Loctite No. 620 to threads of new couplex, part number CL2739-9H, and screw into end of inner tube. Torque to 300 in.lbs. Stake inner tube to couplex at three points on O.D. of inner tube at a distance of 0.25 inches from the face of the inner tube. The staking tool should produce an area of indentation approximately 0.060 by 0.20 inches.
- (6) Apply Loctite No. 620 to threads of outer tube end fitting and screw into end of outer tube. Stake outer tube at three points on O.D. at a distance of 0.31 inches from the face of the end fitting. The staking tool should produce an indentation approximately 0.060 by 0.020 inches.
- (7) Screw universal assembly into outer tube end fitting and set the length of the rod to 27.44 to 27.56 inches extended and locked under compressive load. The length should be measured from the center of the universal pivot to the center of the couplex opening, per Figure 1B, Procedure II.

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- (8) The A6201-3 rod requires adjusting the orientation of the universal keyway so that it is rotated 90 degrees from the push direction of the trigger lock release as shown in Figure 2. Tighten jam nut in the nut retaining device.
- (9) Safety wire the lock washer to the retaining device with MS20995C32 safety wire.
- (10) Clean area immediately following NORCO P/N A6201-2 or A6201-3 by rubbing with wiper damped with Aliphatic Naphtha, TT-N-95, or equivalent, until soil is removed. Do not allow solvent to evaporate. Avoid removing pretreatment or finish coating. After soil is removed, wipe the area dry with a clean dry wiper. Using rubber stamp letter size 1/8" to 3/16" and Alcosol or F-100 stamp pad ink, or equivalent, apply the letter "D" immediately following the dash number. Clean stamp with naphtha, or equivalent, as required, for mark legibility and sharpness. Allow ink to dry at least ten minutes and overcoat with Bostik 683-3-2 or 683-3-9 or equivalent.

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III MATERIAL INFORMATION

A. Parts Required Per Hold Open Rod

Two rework kits are available. Rework kit part number RW6201-3C should be used for rods in operating condition. Rework kit part number RW6201-3D should be used for rods that need repair of the damper system.

Rework Kit RW6201-3C

<u>Item No.</u>	<u>P/N's Provided</u>	<u>Quantity</u>	<u>Keyword</u>
1	CL2739-9H	1	Couplex Lock
2	MS20995C32	1	Wire

Rework Kit RW6201-3D

<u>Item No.</u>	<u>P/N's Provided</u>	<u>Quantity</u>	<u>Keyword</u>
1	CL2739-9H	1	Couplex Lock
2	AM6201-31-1	1	Damper Assy.
3	MS20995C32	1	Wire

B. Parts Required to Modify Spares

(If applicable) Same parts as items III A, above.

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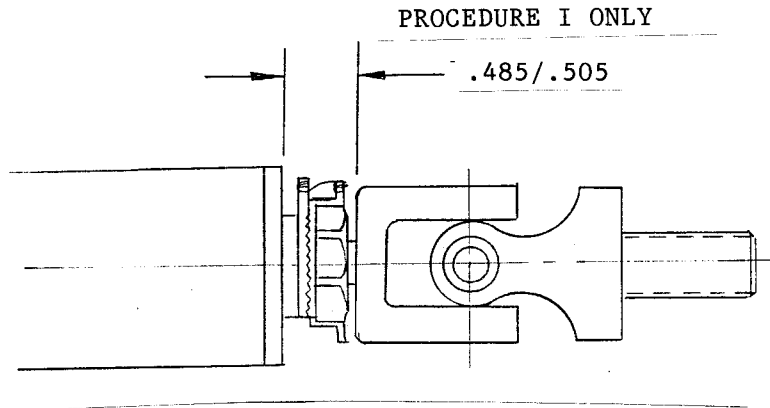


FIGURE 1A - MINIMUM DISTANCE BETWEEN
UNIVERSAL AND OUTER TUBE

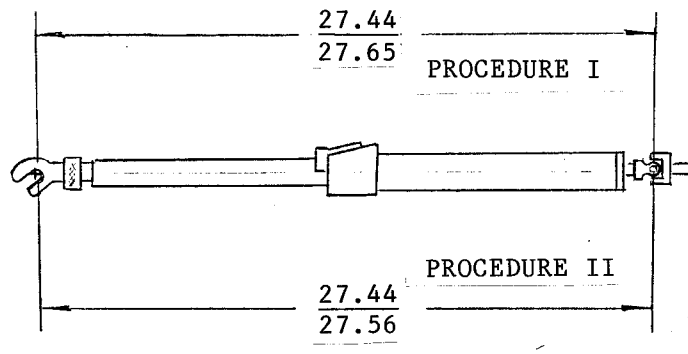


FIGURE 1B - OVERALL LENGTH

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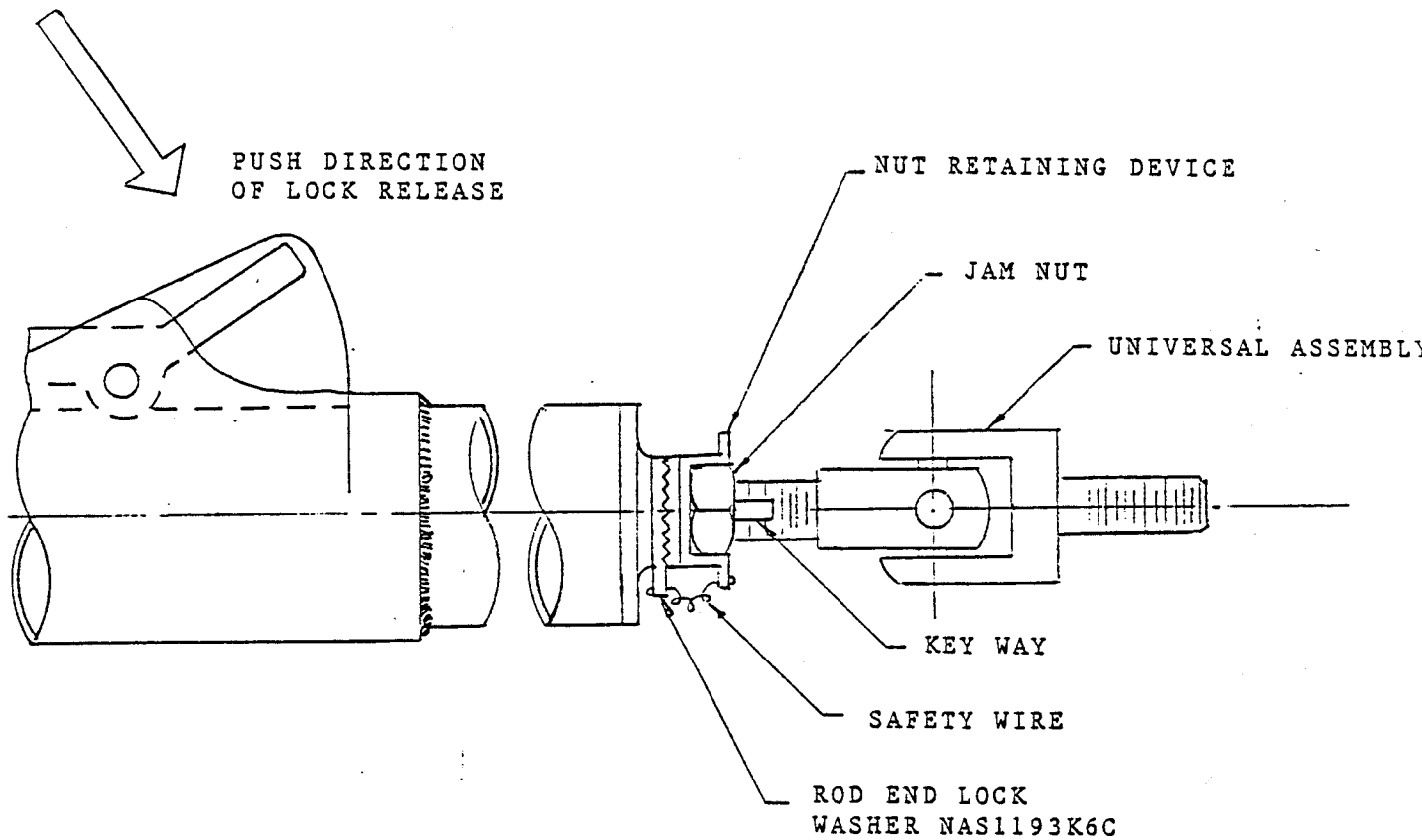


FIGURE 2 - A6201-3 END FITTING

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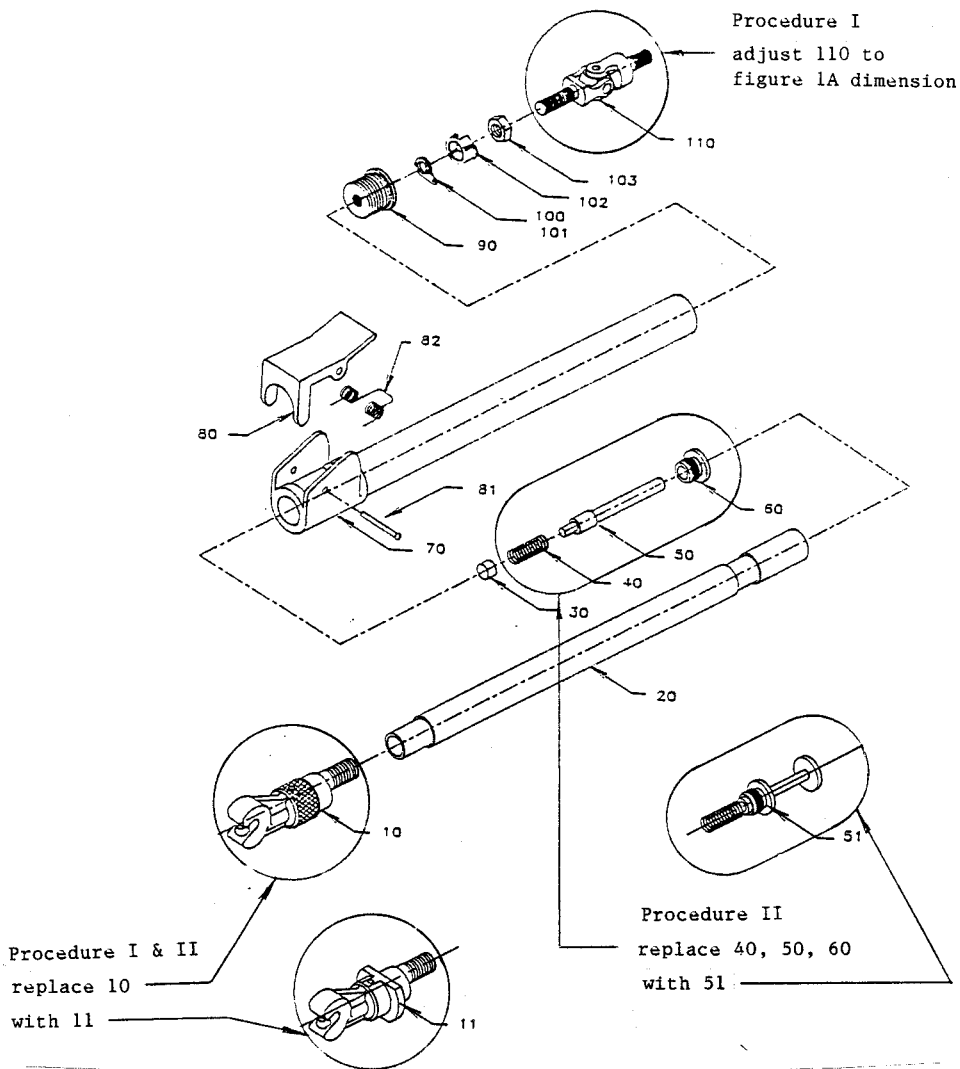


FIGURE 3 - STRUT ASSEMBLY MODIFICATION
A6201-2 AND -3 TO A6201-2C AND -3C
OR A6201-2D AND -3D

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