

# **INTRODUCTION**

HAFTUNGSBETRIEB



MAINTENANCE MANUAL

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## MAINTENANCE MANUAL

### INTRODUCTION

This publication has been prepared by the Transport Service Section of the Boeing Company in accordance with the Air Transport Association of America Specification Number 100, "Specification for Manufacturers' Technical Data." It contains the information necessary to enable the mechanics to service, trouble shoot, functionally check and repair all systems and equipment installed in the 707 Intercontinental. It also includes information necessary for the mechanic to perform maintenance practices or make minor repairs to any unit in the airplane normally requiring such action on the line or in the maintenance hangar. It covers the configuration of the airplanes as delivered to the operator and also includes instructions for installing and removing convertible features where the equipment for such features is delivered concurrent with or prior to delivery of the last airplane for which this specific version of the 707 Intercontinental Maintenance Manual is effective.

This manual does not contain information relative to work normally performed on units or assemblies away from the airplane. The instructions for checking, repairing, adjusting, and testing units and assemblies, whenever special skills or special equipment are required, are included in the 707 Overhaul Manual. Neither does this manual contain information for the repair of the airplane structure. This information can be found in the 707 Intercontinental Structural Repair Manual. This Maintenance Manual does, however, contain information for inspection and maintenance of the airplane structure. This information will be found in Chapters 51 through 57.

#### LIST OF EFFECTIVE PAGES

A list of effective pages is provided for each chapter. The list of effective pages is a numerical list of effective pages for the chapter and is located at the beginning of the chapter. The pages are identified in the lower outside corner by the words LIST OF EFFECTIVE PAGES are numbered separately starting with page 1.

#### CHAPTERIZATION

The subject matter in this manual is divided into chapters and groups of chapters to facilitate the location of information by the using personnel. This chapterization provides a functional breakdown of the entire airplane. Information on all units comprising a system will be found in the chapter identified by the name of that system or by a general name indicative of the several systems which may be included in that chapter. Thus, all units relating to the generation and distribution of electrical power are covered in Chapter 24, ELECTRICAL POWER, while electrically driven pumps and valves serving the fuel system are covered in Chapter 28, FUEL. Also all units of the stabilizer trim system, which is one of several flight control systems, are included in Chapter 27, FLIGHT CONTROLS.



## MAINTENANCE MANUAL

### SUBJECT NUMBERING

The chapters of this manual are broken down into subjects, each of which are numbered in a three-part subject-numbering system. The first number in the three-part subject number is the chapter number and serves to identify the functional system to which the subject pertains. The middle number is the section number and serves to group all of the individual subjects which relate to a system, installation, or assembly which is a part of the major functional system or group of related systems. The last number identifies a specific subject and serves to identify and group all pages containing information relative to a specific unit, minor assembly, simple system or simple circuit.

In accordance with the ATA Specification 100, complete system information, including description and operation, trouble shooting, and maintenance practices which can be performed on the system as a whole, is included in subjects identified by a subject number ending with a dash zero (-0). The descriptions of the components which comprise the system or subsystem will also be included in the dash-zero subject.

In the case of a basic system such as Hydraulic Power, the system, assembly, and unit descriptions will be covered in a subject identified by the chapter number followed by a dash-zero, Subject No. 29-0 in the case of Hydraulic Power. The secondary systems or subsystems, such as the hydraulic fluid quantity indicating system, relating to the major system, will be covered in subjects identified by a number having a dash-zero following the chapter number and the appropriate section number, Subject No. 29-14-0 in this instance.

In the case of complex, multi-subject chapters such as Flight Control, the chapter-dash-zero (27-0) subject will consist of only a very brief description of each of the various systems covered in the chapter. Each system, and the related assemblies and units, will be described in detail in a separate dash-zero subject; for example, the elevator control system will be described in Subject No. 27-7-0.

In the case of complex, multi-subject chapters which serve to collect information on various systems which are dissimilar but which are related in ultimate function, the chapter-dash-zero subject is omitted entirely or is used only to tabulate and cross reference the systems included. The following chapters are in this category: Chapter 25 - EQUIPMENT AND FURNISHINGS, Chapter 31 - INSTRUMENTS, and Chapter 33 - LIGHTS.

Conversion Kit (convertible features) coverage is included in the applicable chapters and has been assigned section numbers of -51 and higher. For example, the PASSENGER BERTH KIT is covered in Subject No. 25-52-0, and the EXTERNAL ENGINE TRANSPORT KIT in Subject No. 71-51-0. The coverage includes a description of the kit and instructions for removal, installation, and adjustment of components and equipment involved in the conversion.

In order to have each subject as independent as possible of the other subjects each subject is page numbered within itself. The identification of pages, then, is by both the subject number and the subject page number. These page identification numbers appear in the lower outside corner of each page.



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### PAGE NUMBERING

The ATA Specification No. 100 provides for covering subjects under three main topics: Description and Operation, Trouble Shooting, and Maintenance Practices. As a means for readily locating specific types of information within the subject, page number blocks are assigned as follows:

Description and Operation	Pages 1 thru 100
Trouble Shooting	Pages 101 thru 200
Maintenance Practices	Pages 201 thru 300

When a subject or subtopic requires specific maintenance, each Maintenance Practice subtopic is treated as an individual topic and assigned the following blocks of page numbers:

Servicing	Pages 301 thru 400
Removal/Installation	Pages 401 thru 500
Adjustment/Test	Pages 501 thru 600
Inspection/Check	Pages 601 thru 700
Cleaning/Painting	Pages 701 thru 800
Approved Repairs	Pages 801 thru 900

A table of contents precedes each chapter. The table of contents identifies the section and subject numbers contained within the chapter. An alphabetical index precedes some chapters. When only a table of contents precedes a chapter, that table of contents has been expanded to include all subject matter.

### CHAPTER RESPONSIBILITIES

The Boeing Company is responsible for all chapters of this manual except Chapter 72, ENGINE and Chapter 73, ENGINE FUEL AND CONTROL. These two chapters are the sole responsibility of the engine manufacturer and will be delivered directly to the airlines by the engine manufacturer. In the chapters for which Boeing is responsible, vendor components and units are covered to the extent for which information was available from the vendors.



## MAINTENANCE MANUAL

### MODEL AND AIRPLANE IDENTIFICATION

All information in this manual applies to the operator's airplanes to whom this manual is addressed. Where the configuration of this operator's airplanes are the same as the configuration of other operator's airplanes, the sections of this manual may reflect that information as common to several models. Where any operator's model differs sufficiently from others to warrant separate coverage, that subject is covered separately for that model. In such cases there will not be any coverage in this manual for corresponding but different systems on other operator's models. This produces a tailored manual for each operator insofar as major differences between models are concerned.

Where minor differences between operator's models are covered within a subject, the material applying to each model is identified with the appropriate operator's initials or designation. Operator designations of more than two letters will be replaced, on an attrition basis, with a two letter designation. Material covering differences in the airplanes within a single operator's models will be keyed to the specific airplanes by one of the following effectivity designations.

#### TYPE DESIGNATION

- TURBOJET - all 707-300 and 707-400 Series Airplanes (non-fan engine equipped airplanes, including Rolls Royce engine equipped airplanes)
- TURBOFAN - all 707-300B and 707-300C Series Airplanes (fan engine equipped airplanes)
- STANDARD PASSENGER AIRPLANES - all 707-300, 707-300B and 707-400 Series Airplanes
- PASSENGER/CARGO CONVERTIBLE AIRPLANES - 707-300C Series Airplanes with passenger/cargo conversion capability
- FREIGHTER AIRPLANES - 707-300C Series Airplanes with no passenger conversion capability (cargo only)
- CARGO AIRPLANES - all 707-300C Series Airplanes. (This designation is used where the configuration is the same for convertible and freighter airplanes)

#### MODEL DESIGNATION

The model number identifying each operator's configuration will be used when differences apply to all airplanes of that model.

#### REGISTRATION NUMBER

The number on the tail of the airplane, as required by the Government, will be used when differences apply to a portion of the airplanes within an operator's model.



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The appropriate effectivity designations are provided with the text and illustrations (figures) to identify each area of coverage which is limited to, or effective for, only certain airplanes within the operator's models covered in that manual.

When a complete section, topic or page of coverage is limited to certain airplanes an EFFECTIVITY block, with the applicable Type, Model or Registration Number designation, is used. If the effectivity block appears as part of the topic heading on the first page of a topic, the entire topic is limited to the airplanes specified. When all of the system level topics of a section (-0 subjects of: System Description and Operation, Trouble Shooting and Maintenance topics) are indicated as limited, the entire section is limited to the airplanes specified. If the effectivity block is located at the top of the page, near the masthead, the complete page is limited; and, an effectivity block on an illustration limits that sheet of the figure to the airplanes specified.

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A cross-reference tabulation of registration numbers, manufacturing serial numbers, and customer numbers is given below. The registration number is the number on the tail of the airplane as required by the Government. The manufacturing serial number is the permanent identification number for the airplane and is on the identification plate on the airplane and on the airplane registration and air worthiness certificates. The customer number is a code number assigned to each airplane during design and manufacture and is used on the engineering drawings and final airplane assemblies.

<u>Model</u>	<u>Registration Number</u>	<u>Manufacturing Serial Number</u>	<u>Customer Number</u>
SN			
} Model 707-329C (Turbofan)	LX-N19996	(Ex 00-SJL)	19996
	LX-N20198	(Ex 00-SJM)	20198
	LX-N20199	(Ex 00-SJN)	20199



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ENGINEERING ORDER LIST

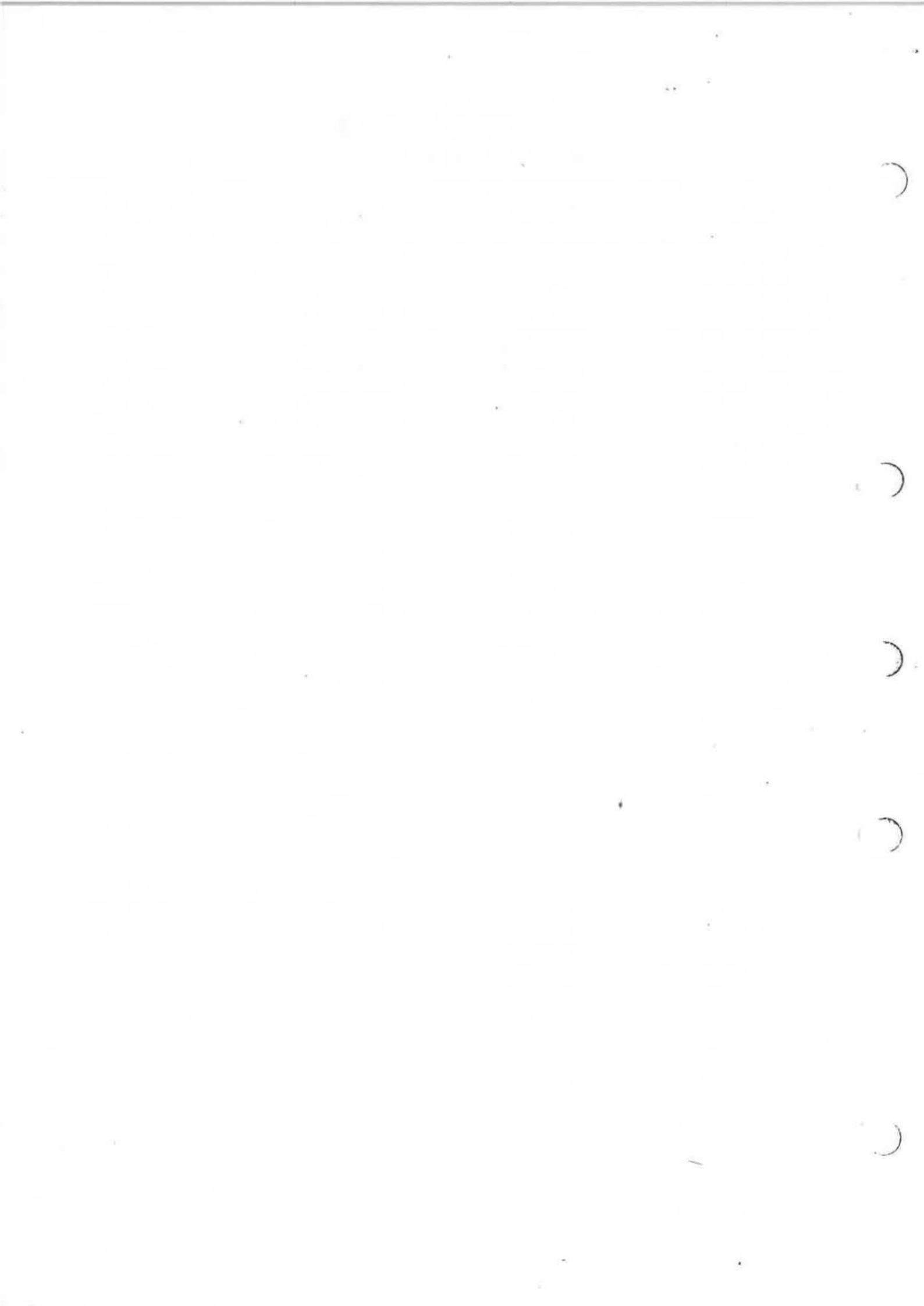
This listing is provided in order that the operator can be assured which Engineering Orders have been investigated for manual applicability. The listing consists of: A revision bar (curved line) when the data shown has been revised or added; the Engineering Order number; the configuration of change; and the date at which the manual revision was incorporated, or the words NO EFFECT to indicate that no change to the manual was necessary for that Engineering Order.


  
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E.O. TCA 21/01 -	NO EFFECT	E.O. TCA 29/01 R1	MAR 01/89
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E.O. TCA 23/12 R2	SEP 01/89	E.O. TCA 33/02 R1	NO EFFECT
E.O. TCA 24/01 R2	NO EFFECT	E.O. TCA 33/03 R1	MAR 01/89
E.O. TCA 24/02 R3	NO EFFECT	E.O. TCA 33/04 R3	NO EFFECT
E.O. TCA 24/03 R1	NO EFFECT	E.O. TCA 33/05 R2	MAR 01/89
E.O. TCA 24/04 -	NO EFFECT	E.O. TCA 33/06 R3	MAR 01/89
E.O. TCA 24/05 R1	NO EFFECT	E.O. TCA 33/07 R2	MAR 01/89
E.O. TCA 24/06 R1	NO EFFECT	E.O. TCA 33/08 R2	MAR 01/89
E.O. TCA 24/07 R3	NO EFFECT	E.O. TCA 33/09 R2	NO EFFECT
E.O. TCA 25/01 R1	NO EFFECT	E.O. TCA 33/10 R2	NO EFFECT
E.O. TCA 25/02 -	NO EFFECT	E.O. TCA 33/11 R5	NO EFFECT
E.O. TCA 25/03 R1	NO EFFECT	E.O. TCA 33/12 R2	NO EFFECT
E.O. TCA 25/04 R2	NO EFFECT	E.O. TCA 33/13 R2	NO EFFECT
E.O. TCA 25/05 R1	NO EFFECT	E.O. TCA 33/14 R2	NO EFFECT
E.O. TCA 25/06 -	NO EFFECT	E.O. TCA 33/15 R1	DEC 01/89
E.O. TCA 26/01 R2	SEP 01/89	E.O. TCA 33/16 -	NO EFFECT
E.O. TCA 26/02 R1	SEP 01/89	E.O. TCA 33/17 -	NO EFFECT
E.O. TCA 27/01 R1	DEC 01/89	E.O. TCA 34/01 -	DEC 01/89
E.O. TCA 28/01 -	SEP 01/89	E.O. TCA 34/02 -	MAR 01/89
E.O. TCA 28/02 R5	SEP 01/89	E.O. TCA 34/03 -	MAR 01/89
E.O. TCA 28/03 R1	DEC 01/89	E.O. TCA 34/04 R2	MAR 01/89
E.O. TCA 28/04 R1	NO EFFECT	E.O. TCA 34/05 -	MAR 01/89
E.O. TCA 28/05 -	NO EFFECT	E.O. TCA 34/06 -	JUN 01/89
		E.O. TCA 34/07 -	DEC 01/89
		E.O. TCA 34/08 R2	DEC 01/89
		E.O. TCA 34/09 R3	JUN 01/89


  
**MAINTENANCE MANUAL**

ENGINEERING ORDER		INCORPORATION DATE	ENGINEERING ORDER		INCORPORATION DATE
E.O. TCA 34/10	R1	MAR 01/89	E.O. TCA 53/01	-	JUN 01/89
E.O. TCA 34/11	R3	DEC 01/89	E.O. TCA 53/02	R1	SEP 01/89
E.O. TCA 34/12	R4	JUN 01/89	E.O. TCA 53/03	R2	SEP 01/89
E.O. TCA 34/13	R1	JUN 01/89	E.O. TCA 53/04	R1	DEC 01/89
E.O. TCA 34/14	R1	MAR 01/89	E.O. TCA 53/05	R1	JUN 01/89
E.O. TCA 34/15	R1	SEP 01/89	E.O. TCA 53/06	-	JUN 01/89
E.O. TCA 34/16	R2	DEC 01/89	E.O. TCA 53/07	R1	SEP 01/89
E.O. TCA 34/17	R4	DEC 01/89	E.O. TCA 53/08	R1	SEP 01/89
E.O. TCA 34/18	R1	DEC 01/89	E.O. TCA 53/09	R1	JUN 01/89
E.O. TCA 34/19	R1	DEC 01/89	E.O. TCA 53/10	R2	NO EFFECT
E.O. TCA 34/20	R1	SEP 01/89	E.O. TCA 53/11	R1	MAR 01/89
E.O. TCA 34/21	-	JUN 01/89	E.O. TCA 53/12	R1	SEP 01/89
E.O. TCA 34/22	R2	NO EFFECT	E.O. TCA 53/13	R2	DEC 01/89
E.O. TCA 34/23	R2	SEP 01/89	E.O. TCA 53/14	-	JUN 01/89
E.O. TCA 34/24	-	DEC 01/89	E.O. TCA 53/15	R2	SEP 01/89
E.O. TCA 34/25	-	MAR 01/89	E.O. TCA 53/16	-	SEP 01/89
E.O. TCA 34/26	-	MAR 01/89	E.O. TCA 53/17	-	NO EFFECT
E.O. TCA 34/27	-	MAR 01/89	E.O. TCA 53/18	-	NO EFFECT
E.O. TCA 34/28	R1	NO EFFECT	E.O. TCA 53/19	-	NO EFFECT
E.O. TCA 34/29	R1	NO EFFECT	E.O. TCA 53/20	R2	NO EFFECT
E.O. TCA 34/30	R2	NO EFFECT	E.O. TCA 53/21	R1	DEC 01/89
E.O. TCA 34/31	-	NO EFFECT	E.O. TCA 53/22	R2	DEC 01/89
E.O. TCA 34/32	R1	NO EFFECT	E.O. TCA 53/23	R2	SEP 01/89
E.O. TCA 34/33	R1	NO EFFECT	E.O. TCA 53/24	R1	SEP 01/89
E.O. TCA 34/34	R1	NO EFFECT	E.O. TCA 53/25	-	SEP 01/89
E.O. TCA 34/35	-	NO EFFECT	E.O. TCA 53/26	-	DEC 01/89
E.O. TCA 34/36	R1	NO EFFECT	E.O. TCA 53/27	-	NO EFFECT
E.O. TCA 34/37	R1	NO EFFECT	E.O. TCA 53/28	-	NO EFFECT
E.O. TCA 34/38	R1	NO EFFECT			
E.O. TCA 34/39	R1	NO EFFECT	E.O. TCA 77/01	-	MAR 01/89
E.O. TCA 34/40	-	NO EFFECT	E.O. TCA 77/02	-	SEP 01/89
			E.O. TCA 77/03	-	SEP 01/89
			E.O. TCA 77/04	-	SEP 01/89
E.O. TCA 35/01	-	NO EFFECT	E.O. TCA 77/05	-	SEP 01/89
			E.O. TCA 77/06	R1	SEP 01/89
E.O. TCA 49/03	R1	DEC 01/89	E.O. TCA 11/07	R2	SEP 01/89
E.O. TCA 49/04	-	NO EFFECT	E.O. TCA 77/08	R1	SEP 01/89
E.O. TCA 49/05	-	NO EFFECT	E.O. TCA 77/09	R2	NO EFFECT
E.O. TCA 49/06	-	NO EFFECT			
E.O. TCA 49/07	-	NO EFFECT			
E.O. TCA 51/01	-	NO EFFECT			
E.O. TCA 51/02	-	NO EFFECT			
E.O. TCA 51/03	-	NO EFFECT			
E.O. TCA 51/04	-	NO EFFECT			





## MAINTENANCE MANUAL

ENGINEERING ORDER	INCORPORATION DATE	ENGINEERING ORDER	INCORPORATION DATE
SAB 21-210 R3	JUL 31/99	SAB 28-215 RD	JUL 31/99
SAB 21-212	NO EFFECT	SAB 28-216	JUL 31/99
		SAB 28-217 RB	JUL 31/99
SAB 22-224 -RA	JUL 31/99		
SAB 22-227 RA	JUL 31/99	SAB 29-215 RB	NO EFFECT
SAB 22-229	JUL 31/99	SAB 29-222 RE	NO EFFECT
SAB 22-230 RA	JUL 31/99	SAB 29-223 RC	JUL 31/99
		SAB 29-224 RD	JUL 31/99
SAB 23-214	JUL 31/99	SAB 29-225 RD	JUL 31/99
SAB 23-215	JUL 31/99	SAB 29-226 RE	JUL 31/99
SAB 23-222 RA	JUL 31/99	SAB 29-227 RC	JUL 31/99
SAB 23-293	JUL 31/99		
SAB 23-294	JUL 31/99	SAB 30-210	JUL 31/99
SAB 23-295	JUL 31/99	SAB 30-211	NO EFFECT
SAB 23-297 RA	JUL 31/99	SAB 30-212	NO EFFECT
SAB 23-312	JUL 31/99	SAB 30-213	NO EFFECT
SAB 23-313	JUL 31/99		
SAB 23-327 RA	JUL 31/99	SAB 31-236	JUL 31/99
SAB 23-328 RB	NO EFFECT	SAB 31-237	JUL 31/99
SAB 24-236 RA	JUL 31/99	SAB 32-225	NO EFFECT
SAB 24-237 RA	JUL 31/99	SAB 32-234	NO EFFECT
SAB 24-238	JUL 31/99	SAB 32-237 RA	NO EFFECT
SAB 24-239	JUL 31/99		
SAB 24-240 RA	JUL 31/99	SAB 33-223	JUL 31/99
SAB 24-241	JUL 31/99	SAB 33-226	NO EFFECT
SAB 24-242	JUL 31/99		
		SAB 34-243	JUL 31/99
SAB 25-293	NO EFFECT	SAB 34-372	JUL 31/99
SAB 25-444 RB	NO EFFECT	SAB 34-392 RB	NO EFFECT
SAB 25-445 RA	JUL 31/99	SAB 34-411 RC	JUL 31/99
SAB 25-446	JUL 31/99	SAB 34-413	JUL 31/99
SAB 25-503	JUL 31/99	SAB 34-414	JUL 31/99
SAB 25-504	JUL 31/99	SAB 34-415	JUL 31/99
SAB 25-748	SEP 17/02	SAB 34-416	NO EFFECT
SAB 25-749	SEP 17/02	SAB 34-426	JUL 31/99
		SAB 34-427	JUL 31/99
SAB 26-209	NO EFFECT	SAB 34-428	JUL 31/99
SAB 26-218	JUL 31/99	SAB 34-430 RA	JUL 31/99
SAB 26-218 RC	NO EFFECT	SAB 34-431	JUL 31/99
SAB 26-219	JUL 31/99	SAB 34-432	JUL 31/99
SAB 26-221	JUL 31/99	SAB 34-433	JUL 31/99
SAB 26-227	JUL 31/99	SAB 34-437	JUL 31/99
SAB 26-228	JUL 31/99	SAB 34-438	JUL 31/99
SAB 26-229	JUL 31/99	SAB 34-439 RA	JUL 31/99
		SAB 34-440	JUL 31/99
SAB 27-212 RA	NO EFFECT	SAB 34-444	JUL 31/99
SAB 27-220	JUL 31/99	SAB 34-447	JUL 31/99
SAB 27-238 RB	JUL 31/99	SAB 34-453 RA	JUL 31/99
SAB 27-245	JUL 31/99	SAB 35-204	JUL 31/99
SAB 27-753 RB	NO EFFECT	SAB 35-205	JUL 31/99
		SAB 38-207	JUL 31/99
SAB28-208 RH	JUL 31/99	SAB 49-204	NO EFFECT
SAB28-209	NO EFFECT	SAB 49-221	JUL 31/99

LIST OF ENGINEERING ORDERS

