



sabena B707	Module: GENERAL	A/C Reg :	Check :	
	Oper. : COMP.REPL.			
	Type : CMPTS REMOVAL	Issuer : A59513	Cert.St.: 45379	05C4000501
Spec. : MECHANIC	Release Date: 14.11.2008		Page 1 of 26	

AMM 71-5-00 ENG REM & INST (with ENG lift trailer)

		MAINT	RII/INSP
Execution / Start Date:			
End Date:			

Pos	Mat. Type	P/N	IDN	Description	Qty	Unit
1	CONSUM	F70010-4		ENGINE MOUNT BOLTS	3.00	EA
1	FL & CH	EASE OFF 990		ANTI SEIZE COMPOUND	0.00	-
1	STRUCT	F70142		ENG HANDLING KIT	1.00	EA
1	STRUCT	4100B		ENG LIFT TRAILER	1.00	EA
1	TOOL	F71418		REVERSIBLE RATCHET WRENCH	1.00	EA
1	TOOL	.		RIGGING PIN	0.00	

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					MAINT	RII/INSP
Nr.	Hardtime	Task	Spec.	Related Documents		
1.			MEC	AMM 71-5-00 rev JUN 01/05		
Check:						
Zones: 451, 452, 453, 454						
Access: 1715, 1747, 3703, 3712, 3714, 3717						
NRC YES <input type="radio"/> NO <input type="radio"/>		IF YES, NUMBER(S):				


ENGINE REMOVAL & INSTALLATION.

DATE REPLACEMENT ENG.	
POSITION ENG. NBR.	
SERIAL NBR. OFF.	
SERIAL NBR. ON.	
TAG SERVICEABLE.	
REASON OF REMOVAL.	

A. PREPARATION FOR ENGINE REMOVAL:

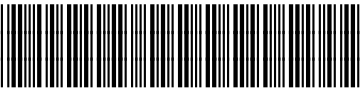
NOTE: FREE THE WORKING AREA OF FOREIGN OBJECTS. (FOR EXAMPLE: STAIRS, TOOLS, ...ETC. NOT NECESSARY FOR ENGINE REMOVAL.).

1. Pull **ENGINE FIRE SWITCH** and following C/B:
 - IGNITION.
 - FUEL VALVE.
 - FUEL FLOW.
 - OIL PRESSURE.
 - OIL TEMPERATURE.
 - OIL QUANTITY.
 - EPR.
2. Check that start levers are in **CUTOFF** position.
3. Remove inboard dry bay panel.
4. Check that applicable engine fuel shutoff valve, located in inboard dry bay is **CLOSED**.
5. Depressurize utility hydraulic supply system. **Only for eng. 2 & 3.**
6. Remove main side cowl panels on left & right side.
7. Remove fan cowl panels on left & right side.
8. Remove T/C fairing. (Nacelle forward fairing).
9. Remove upper fairing panels, fan upper fixed fairings, on left & right side.
10. Drain fuel supply line to engine (Remove drain plug on fuel filter & allow fuel to drain out. Replace & tighten plug).

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	MAINT	RII/INSP
B. ENGINE REMOVAL:		
1. Disconnect engine start control rod (1 Fig. 406) from start control shaft lever arm.		
2. Disconnect control rod from power control shaft lever arm & install 4 rig pins to hold linkage in position.		
3. Remove bolts from both ends of fan reverser control rod (18, Fig. 406) & remove rod. Tag for identification.		
4. Remove duct clamps from thermal anti-icing duct & pneumatic duct to engine starter. (Fig 406, Item 14 & 15).		
5. Disconnect starter high pressure air supply line. (Fig 406, Item 16).		
6. Uncouple pneumatic hose at right side of strut vertical bulkhead. (Fig 406, Det A, Item 6).		
7. Engine with T/C. Remove clamp on T/C output duct & disconnect T/C pressure sensing line at T- fitting. (Fig 406, Det A, Item 7 & 26).		
8. Uncouple fan reverser actuator pneumatic supply line at control valve & at fitting slightly fwd of strut vertical bulkhead. (Fig 406, Det B, Item 10).		
9. Disconnect thrust reverser control valve pneumatic supply line at flex hose. (Fig 406, Det B).		
10. Uncouple hydraulic reservoir pressurizing line on left side of engine. Only for eng 2 & 3. (Fig 406, Det C).		
11. At disconnect panel, right side of engine, uncouple hydraulic pump return line, delivery line & pump inlet supply line. Only for eng 2 & 3. (Fig 406, Det B, Item 11, 12 & 13).		
12. Remove clamps that support hoses from engine casing.		
13. At disconnect panel, left side of engine, uncouple fuel supply line & strut drain line. When fitted on airplane, water injection line. (Fig 406, Det F, Item 23, 24 & 25).		
14. Uncouple & remove 2 aft thrust reverser follow-up control rods. (Fig 406, Det D, Item 18 & 19).		
15. Uncouple exhaust pressure sensing line at horizontal firewall & 2 thrust reverser pneumatic lines at bracket mounted above engine diffuser section. Uncouple combustion chamber drain tank pressurizing line. (Fig 406, Det D, Item 17 & 22).		
16. Disconnect 2 aft thrust reverser actuator lines at brackets mounted on horizontal firewall. (Fig 406, Det D, Item 21).		
17. Disconnect electrical connector on engine anti-ice valve.		
18. Disconnect electrical plug on pneumatic duct motor operated valve.		
19. Disconnect 2 large connectors & exhaust gas temperature disconnect plug at horizontal fire wall. When fitted to airplane, disconnect 2 single wire fire detection system electrical connectors located aft of plug. Undo clamp supporting wiring harness from engine fwd mount brace. (Fig 406, Det A, Item 8 & 9).		
20. Disconnect 2 large electrical connectors oil quantity indicating system & interphone connectors from strut vertical bulkhead. Unbolt 2 generator ground leads & conduit grounding lead from right side of bulkhead. Unclamp electrical raceway duct on vertical bulkhead. (Fig 406, Det A, Item 1, 2, 3, 4 & 5).		

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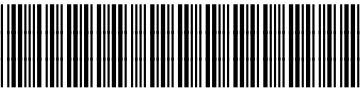
AMM 71-5-00 ENG REM & INST (with ENG lift trailer)

	MAINT	RII/INSP
CAUTION: CAREFULLY USE ENGINE LIFT TRAILER TO FACILITATE ENGINE REMOVAL/INSTALLATION & AVOID ANY DAMAGE TO STRUT AND/OR ENGINE.		
21. Carefully position engine lift trailer below engine.		
22. Attach forward mount assembly to engine mount lugs (1, Fig. 409 sheet 2 of 2) on LH-hand side of engine using ball lockpins (2 ea). FWD lock pin is installed from FWD side of lugs, AFT lockpin is installed from AFT side of lugs.		
23. Attach forward mount assembly to engine mount lugs on RH-hand side of engine using ball lockpins (2 ea). Ball lockpins are installed from AFT side of lugs.		
24. Install AFT support assembly, with roller assemblies, on positioning trailer rails.		
25. Install FWD support assembly, with roller assemblies, on positioning trailer rails.		
26. Raise rails until ball lockpins can be inserted in turbine case flange mount ring holes on aft support assembly on both sides of engine.		
27. Align holes of fwd support assembly & fwd mount assembly & insert ball lockpins on each side of engine.		
28. Extend safety feet from positioning trailer & release weight from wheels. Extend stabilizing jacks of trailer until snug.		
29. Extend stabilizing jacks of trailer until snug.		
30. Continue to raise until weight is supported by trailer. After engine is positioned on rails, lock roller assemblies in place with locking knobs.		
31. Loosen cone bolt nuts on the three engine mount fittings & fwd lateral bolt.		
32. Visually check all disconnected points to ensure all tubes & harnesses are free of strut.		
33. Remove & discard engine mount nuts & washers & install thread protectors.		
34. Carefully lower engine. Check that all disconnected points are free & tubing & wiring are not fouled.		
CAUTION: USE EXTREME CARE TO ENSURE THAT ENGINE DUCTS & CONE BOLTS DO NOT STRIKE STRUT.		
C. AFTER ENGINE REMOVAL:		
NOTE: Only applicable when nose cowl is not installed on new engine.		
1. Remove nose cowl from old engine.		
2. Inspect nose cowl: Visible & auditive check.		
3. Install nose cowl on new engine.		

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AMM 71-5-00 ENG REM & INST (with ENG lift trailer)

	MAINT	RII/INSP
<u>D. INSPECTION:</u>		
1. Inspect: – Fire wall. – Engine mounts. (Fwd & Aft). – Thrust reverser systems and ducts. – Engine controls. – Electrical receptacles and upper loop and connectors. – Strut (support structure, including strut to wing attachments at the front spar, mid spar diagonal brace fittings and engine hoist attach points for evidence of loose fasteners nicks cracks, gouges, chipped finish and/or signs of visible damage). – Fwd and Aft engine mount fitting assy's. – Strut lower spar on STA. 157. – Engine cowlings and T/C fairings.		
2. Perform engine fuel SOV internal leak check with booster pump ON .		
3. Perform fire SOV internal leak check.		
<u>E. ENGINE INSTALLATION:</u>		
1. Install thread protectors on engine mount fittings.		
2. Ensure that 3 engine mounting bolts & mounting bolts holes in strut fittings are clean.		
3. Align position trailer under strut as accurately as possible to facilitate installation.		
<u>CAUTION: UNSTABLE CONDITIONS MAY EXIST IF THE FOLLOWING PRECAUTIONS ARE NOT TAKEN:</u> – SAFETY FEET EXTENDED TO SUPPORT TRAILER LOAD. – TRAILER STABILIZING JACKS MUST MAKE FIRM CONTACT WITH GROUND. – DO NOT ATTEMPT TO LIFT TRAILER WITH JACKS.		
4. Extend safety fleet & lower trailer until weight of trailer is supported on feet.		
5. Extend stabilizing jacks to make firm contact with the ground.		
6. Rotate & raise engine as required until FWD mount cones are ± 3 inches from being seated.		
<u>CAUTION: WHILE RAISING ENGINE, USE EXTREME CARE TO ENSURE THAT ENGINE DUCTS & CONE BOLTS DO NOT STRIKE STRUT. ENSURE THAT ALL TUBES & WIRE BUNDLES ARE CLEAR AS ENGINE IS BEING RAISED. CHECK THAT ELECTRICAL HARNESSSES ARE POSITIONED SO AS NOT TO GET TRAPPED ON WRONG SIDE OF FRONT ENGINE MOUNT STRUT BRACKET.</u>		
7. Raise engine into place. Adjust positioning of trailer rails & engine as necessary to obtain proper mating of engine mount cones & strut hangers		
8. Remove thread protectors.		
9. Apply antiseize compound to engine mount fittings.		
<u>CAUTION: STRESS CORROSION CAN RESULT IF ANTISEIZE COMPOUND IS NOT USE.</u>		

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MAINT	RII/INSP
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10. Install new correct washer & new correct nut on all 3 mount fittings.
Snug up all 3 nuts before making final torque.

CAUTION: CHECK ENGINE REAR MOUNT NUT FOR CONFORMITY. ON POWER PLANTS INCORPORATING SAB 707/823, NUT MATERIAL IS NON-MAGNETIC & HAS A 15/16 INCH EXTERNAL WRENCHING. ON PREVIOUS INSTALLATIONS, NUT MATERIAL IS MAGNETIC & MAY HAVE EITHER A 7/8 OR 15/16 INCH EXTERNAL WRENCHING. IN CASE OF MAGNETIC 15/16 NUT, USE ONLY NEW NUT WHICH IS PROPERLY TAGGED 65-10600-49 OR PAINTED WITH A GREEN VARNISH. NO OTHER NUT ALLOWED.

11. Tighten aft fitting nut, fwd left fitting nut, fwd right fitting nut & lateral bolts (2 each), I.A.W table bellow:

ENGINE	BOLT	EXTENSION	TORQUE FT/LBS
JT-3D	FWD LH	—	292-330
	FWD RH	—	166-208
	AFT	—	183-208
	LATERAL	—	200-258

12. Lower positioning trailer rails until weight of engine is no longer on trailer.

CAUTION: SUPPORT OR HOLD LH & RH HAND FWD SUPPORT ASSEMBLIES (1, FIG. 409 SHEET 2 OF 2) TO PREVENT DAMAGE TO ENGINE COMPONENTS WHEN LOCKING PINS (4 & 11, FIG. 409 SHEET 2 OF 2) ARE REMOVED & TRAILER IS LOWERED.

13. Remove lockpins (4 & 11, fig. 409 sheet 2 of 2) from both sides of fwd support assembly (8 & 10, Fig. 409 sheet 2 of 2) & lower rails.

14. Retract & stow stabilizing jacks of trailer.


15. Remove locking pins (2, fig. 409, sheet 2 of 2) & remove fwd support assemblies (1, fig. 409, sheet 2 of 2) from both sides of engine & reinstall fwd mount support assemblies on fwd support assembly (8, fig. 409, sheet 2 of 2) with locking pins (4, fig. 409, sheet 2 of 2).

16. Move positioning trailer away from engine.

17. Reconnect electrical connector on engine anti-ice valve.

18. Reconnect electrical plug on starter valve.


19. Reconnect 2 large electrical connectors & exhaust gas temperature disconnect plug at horizontal fire wall.
When fitted to airplane, reconnect 2 single wire fire detection system electrical connectors located aft of plug and install clamp supporting wiring harness from engine fwd mount brace. (Fig 406, Det A, Item 8 & 9).

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20. Reconnect 2 large electrical connectors oil quantity indicating system & interphone connectors from strut vertical bulkhead. Install bolts on 2 generators ground leads and install grounding lead on right side of bulkhead, reclamp electrical raceway duct on vertical bulkhead. (Fig 406, Det A, Item 1, 2, 3, 4 and 5).		
21. After installation connectors, lockwire all connectors.		
22. Adjust & install fan reverser control rod. (Fig 407).		
23. Adjust & bolt engine start control rod to start control shaft lever arm. (Fig 407).		
24. Adjust & bolt the power control rod to power control shaft lever arm.		
25. Connect fan reverser actuator pneumatic supply line to control valve & to fitting slightly fwd of strut vertical bulkhead. (Fig 406, Det A, Item 10).		
26. Connect thrust reverser control valve pneumatic supply line to flex hose. (Fig 406, Item 27).		
27. On engine with T/C, install T/C output duct & connect T/C pressure sensing line to T-fitting. (Fig 406, Det A, Item 7 & 26).		
28. Connect pneumatic line on right side of bulkhead. (Fig 406, Item 6).		
29. Install duct clamps on wing anti-icing air duct and engine starter low pressure air duct locted between horizontal firewall & engine diffuser. (Fig 406, Item 14 & 15).		
30. Connect starter high pressure air supply. (Fig 406, Item 16).		
31. Couple exhaust pressure sensing line to horizontal firewall connection located above diffuser section. (Fig 406, Det D, Item 17).		
32. Couple 2 aft thrust reverser pneumatic lines to engine thrust reverser system at bracket mounted on underside firewall. (Fig 406, Det D, Item 21).		
33. Adjust & connect 2 aft thrust reverser follow-up control rods. (Fig 406, Item 18 & 19).		
34. Connect hydraulic reservoir pressurizing line on left side of engine. Only for eng 2 & 3. (Fig 406, Det C).		
35. At disconnect panel on left side of engine, connect fuel supply line & strut drain line. (Fig 406, Det F, Item 23 & 25).		
36. If fitted on airplane, connect water injection line & install clamps holding flexible lines to engine casing.		
37. Reconnect hydraulic system as follows: Only for eng 2 & 3. <ul style="list-style-type: none"> - Completely fill hydraulic pump with hydraulic fluid, by removing plug from filler port & filling case of pump. - Depress valve in hydraulic supply self-sealing coupling & fill hydraulic supply line with hydraulic fluid. - Connect hydraulic supply line, hydraulic pressure line & hydraulic pump return line at disconnect panel. (Fig 406, Det A, Item 11, 12 & 13). 		

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38. Check for security & installation of all engine controls & install part power stop (fuel control)		
39. Remove all rigging pins.		
40. Open all applicable fuel SOV, located in inboard dry bay.		
41. When engine fuel SOV is in OPEN position, install dry bay panel.		
42. Install upper fairing panels (fan upper fixed fairings) on left & right side of engine.		
43. Reposition utility hydraulic bypass valve in right-hand wheel well to CLOSED & retighten utility hydraulic reservoir filler cap in left-hand wheel well. Only for eng 2 & 3.		
44. Check that start levers are in CUTOFF position.		
45. Push in ENGINE FIRE SWITCH & following C/B: <ul style="list-style-type: none"> - IGNITION. - FUEL VALVE. - FUEL FLOW. - OIL PRESSURE. - OIL TEMPERATURE. - OIL QUANTITY. - EPR. 		
<u>F. SERVICING:</u>		
1. Drain: <ul style="list-style-type: none"> - Starter. - Turbocompressor. - Constant Speed Drive. (CSD). - CSD Wet spline cavity. 		
2. Fill & adjust: <ul style="list-style-type: none"> - Engine oil level. - Starter oil level. - Turbocompressor oil level. - CSD Wet spline cavity. - Constant Speed Drive oil filling + priming. 		

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H. ENGINE RUN-UP: (See Engine run Sheet 1 & Sheet 2 (end of jobcard))

1. Perform run-up of engine & check for oil, fuel & air leaks.

ENGINE LIMITS: JT3D-7:


	IDLE	TAKE-OFF
N1		110.8 %
N2	58 % +0 - 2 (T/C ON)	106.7 %
EGT	340 ° C MAX 450°C in starting	575 ° C
OIL PRESS	41-43 PSI normal 35 PSI min	40-60 PSI
OIL TEMP	40-132 ° c	40-132 ° C 143° max - 15° min
FUEL FLOW	400-500 kg/h	+/- 5000 kg/h

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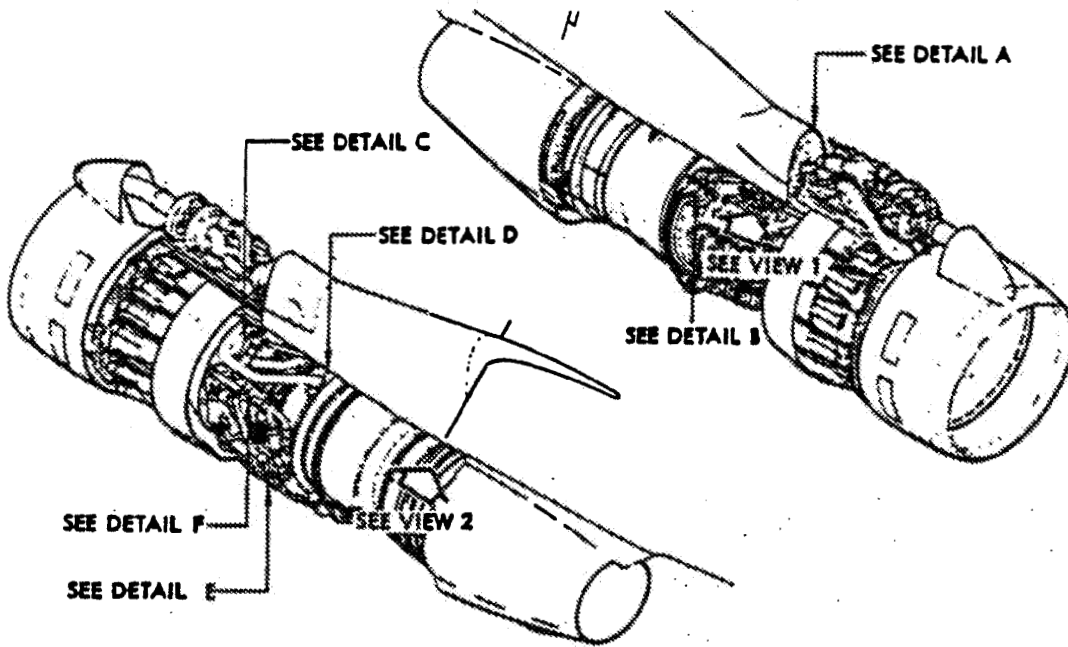
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	MAINT	RII/INSP
<u>J. AFTER ENGINE RUN-UP:</u>		
1. Check: – Main oil filter. (Engine OH. since overhaul only). – CSD magnetic plug. – T/C magnetic plug. (If installed). – Starter magnetic plug. (If installed).		
2. Check oil level of: – Engine. – T/C. – CSD. – Starter.		
3. Part power trim stop —> INACTIVE.		
4. Check for leaks.		
<u>K. CHECK AFTER FIRST FLIGHT.</u>		
<u>NOTE: TO DO WHEN ENGINE WAS OVERHAULED.</u>		
1. Check: – Main oil filter. (Engine OH. since overhaul only). – CSD magnetic plug. – T/C magnetic plug. (If installed). – Starter magnetic plug. (If installed).		
2. Check oil level of: – Engine. – T/C. – CSD. – Starter.		
<u>L. PART TRANSFER LIST.</u>		
Complete part transfer list. (SEE LAST PAGES)		

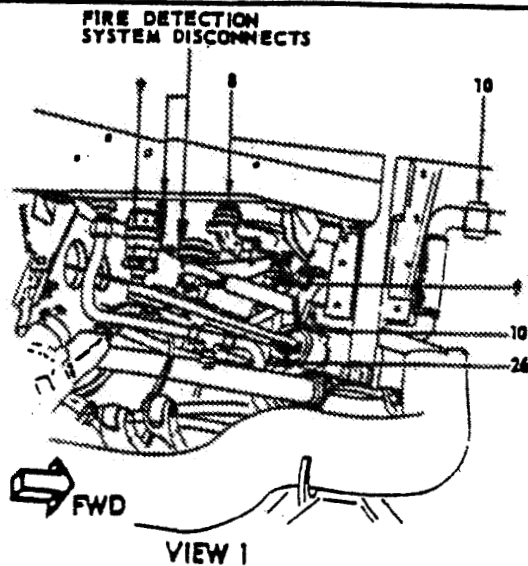
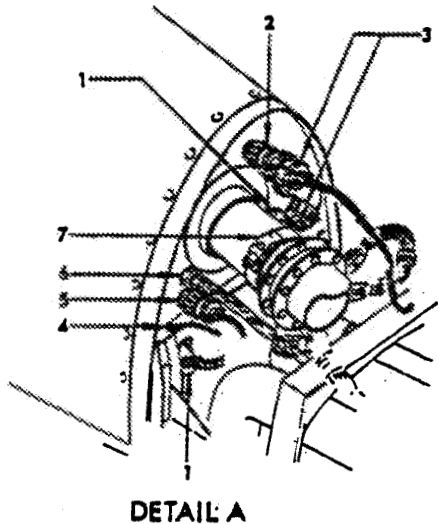
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- | | | |
|--|---|---|
| 1 GENERATOR GROUND LEAD | 10 REVERSER PNEUMATIC LINE | 19 REVERSER CONTROL ROD |
| 2 INTERPHONE CONNECTOR | 11 HYDRAULIC RETURN LINE | 20 DELETED |
| 3 ELECTRICAL CONNECTOR | 12 HYDRAULIC DELIVERY LINE | 21 REVERSER PNEUMATIC LINE |
| 4 GROUND LEAD | 13 HYDRAULIC SUPPLY LINE | 22 REVERSER PNEUMATIC LINE |
| 5 OIL QUANTITY SYSTEM ELECTRICAL CONNECTOR | 14 DUCT CLAMP | 23 FUEL SUPPLY LINE |
| 6 PNEUMATIC LINE | 15 DUCT CLAMP | 24 STRUT DRAIN LINE |
| 7 DUCT CLAMP | 16 HIGH PRESSURE AIR LINE (WHEN FITTED TO ENGINE) | 25 WATER INJECTION LINE (WHEN FITTED TO ENGINE) |
| 8 EXHAUST GAS TEMPERATURE DISCONNECT PLUG | 17 EXHAUST PRESSURE LINE | 26 PRESSURE SENSING LINE |
| 9 ELECTRICAL CONNECTOR | 18 REVERSER CONTROL ROD | 27 REVERSER PNEUMATIC LINE |

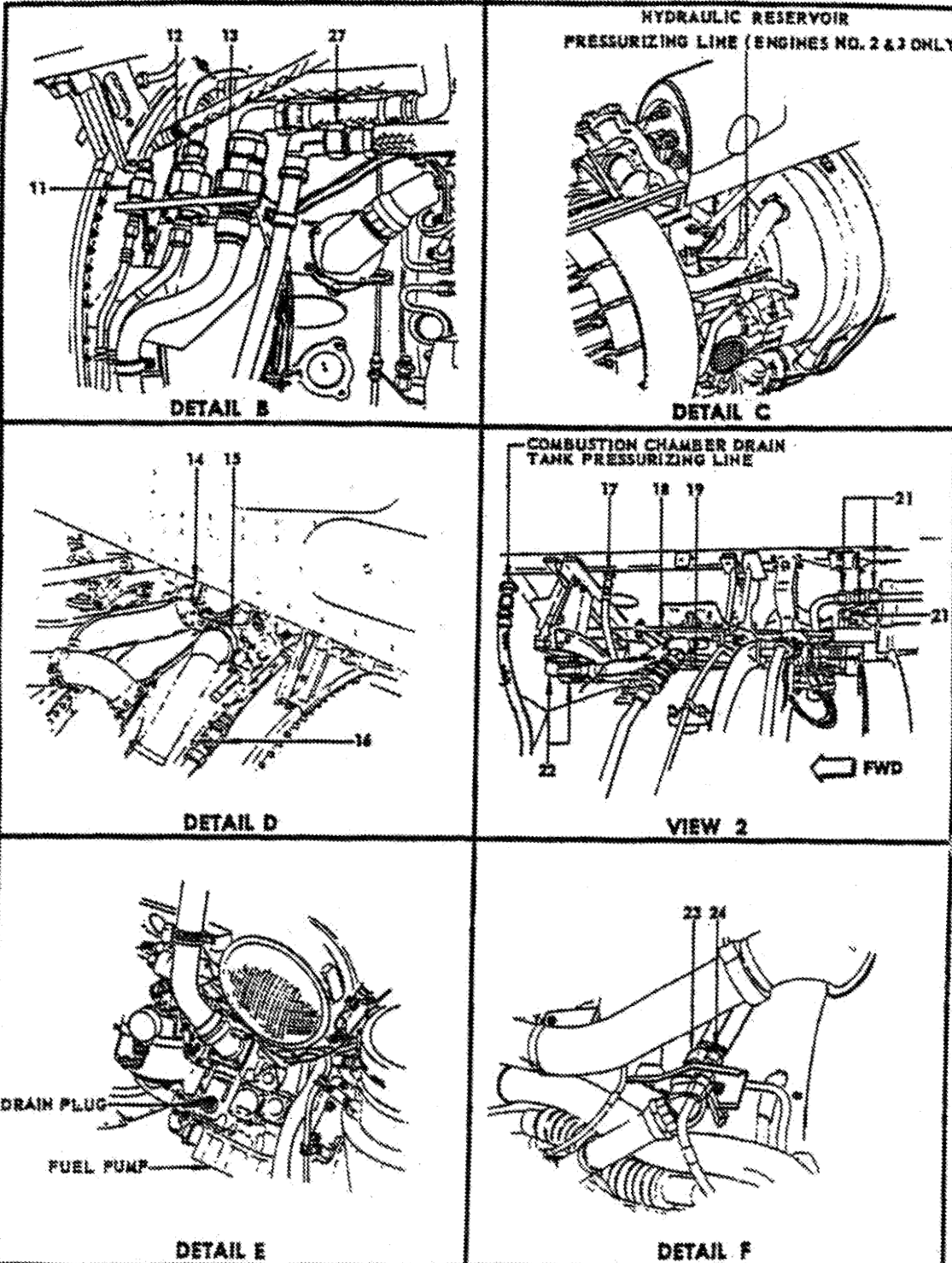


Engine Plumbing and Electrical Disconnects
Fig. 406 (Sheet 1 of 2)

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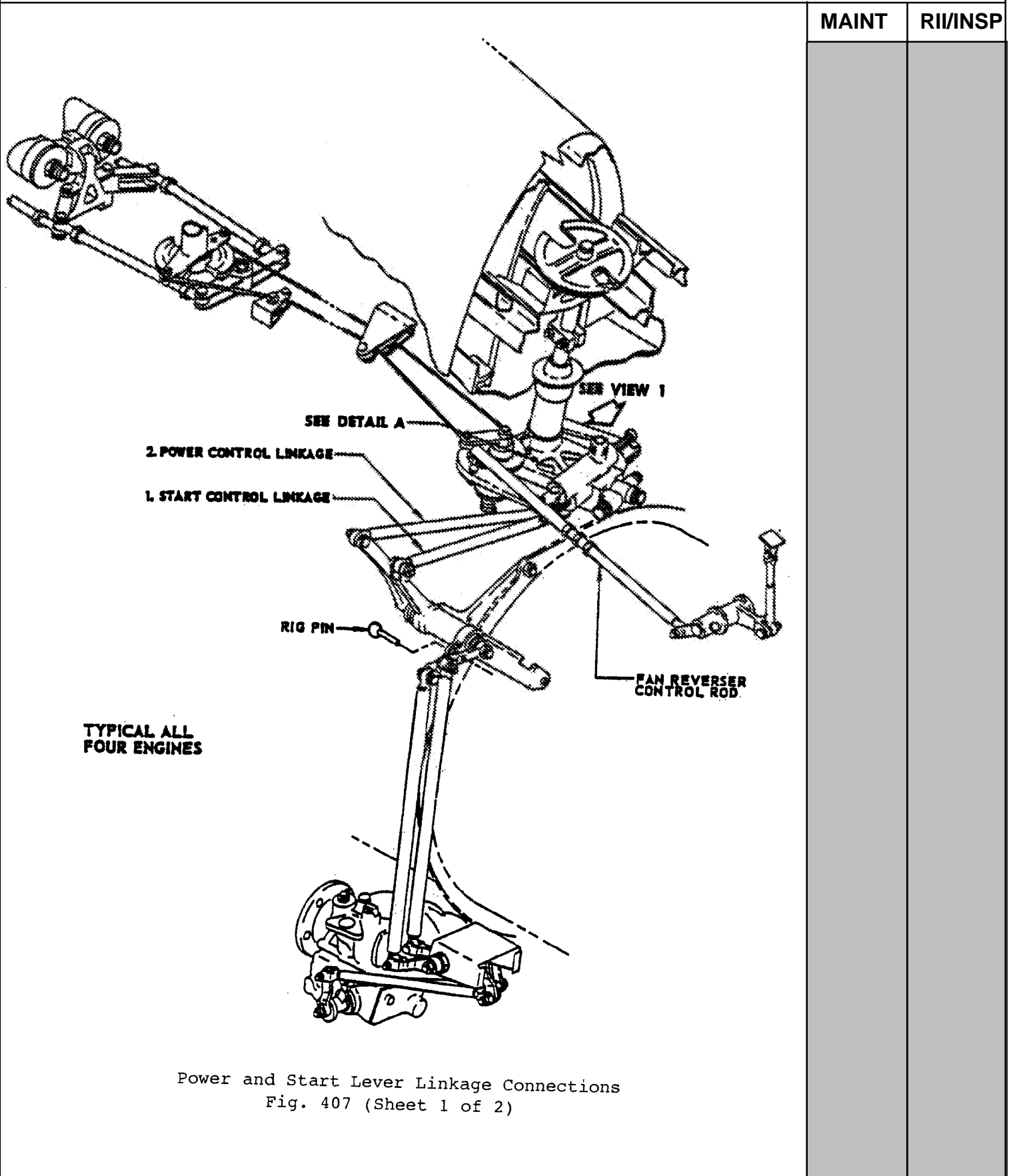


Engine Plumbing and Electrical Disconnects
 Fig. 406 (Sheet 2 of 2)

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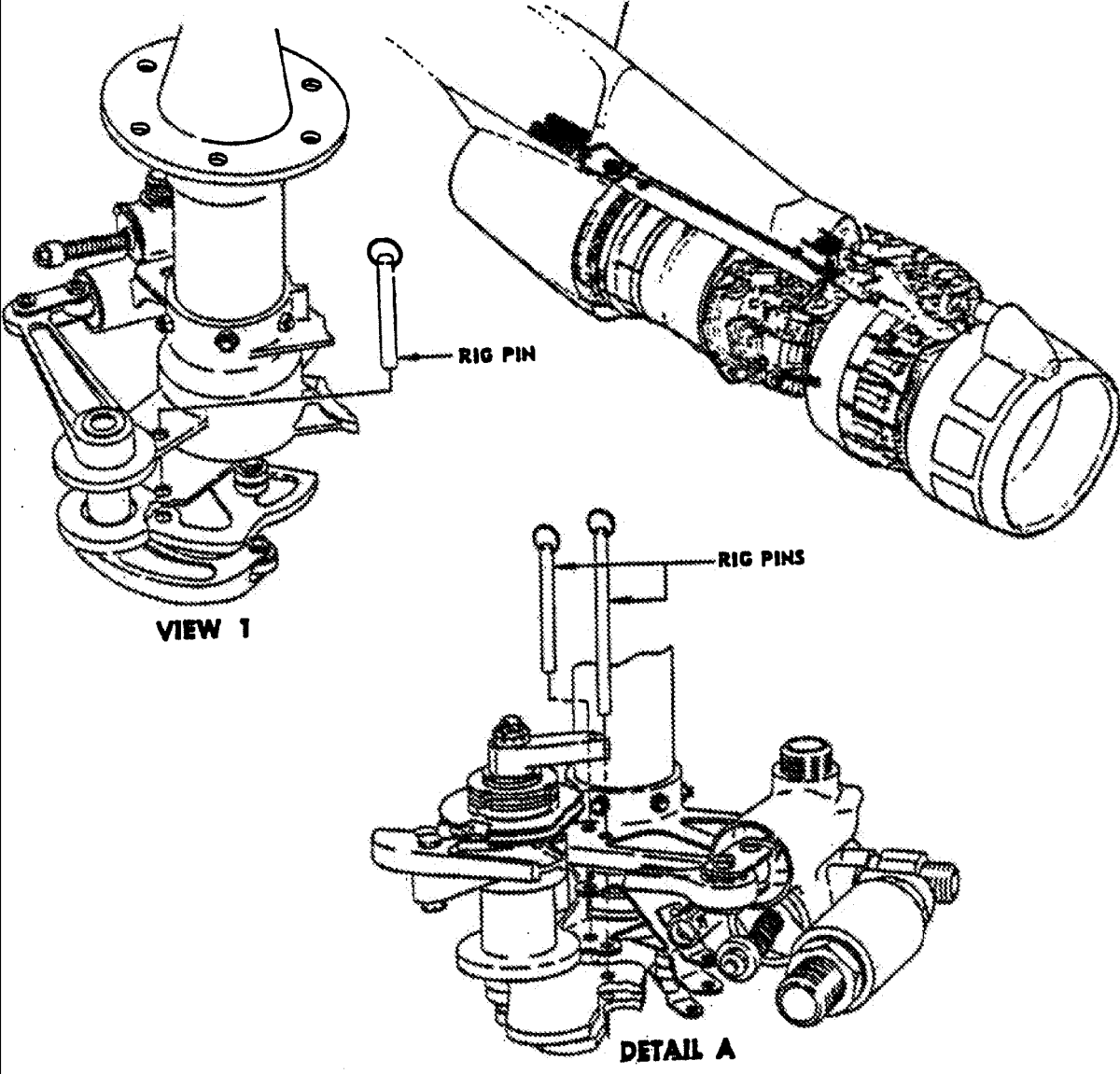



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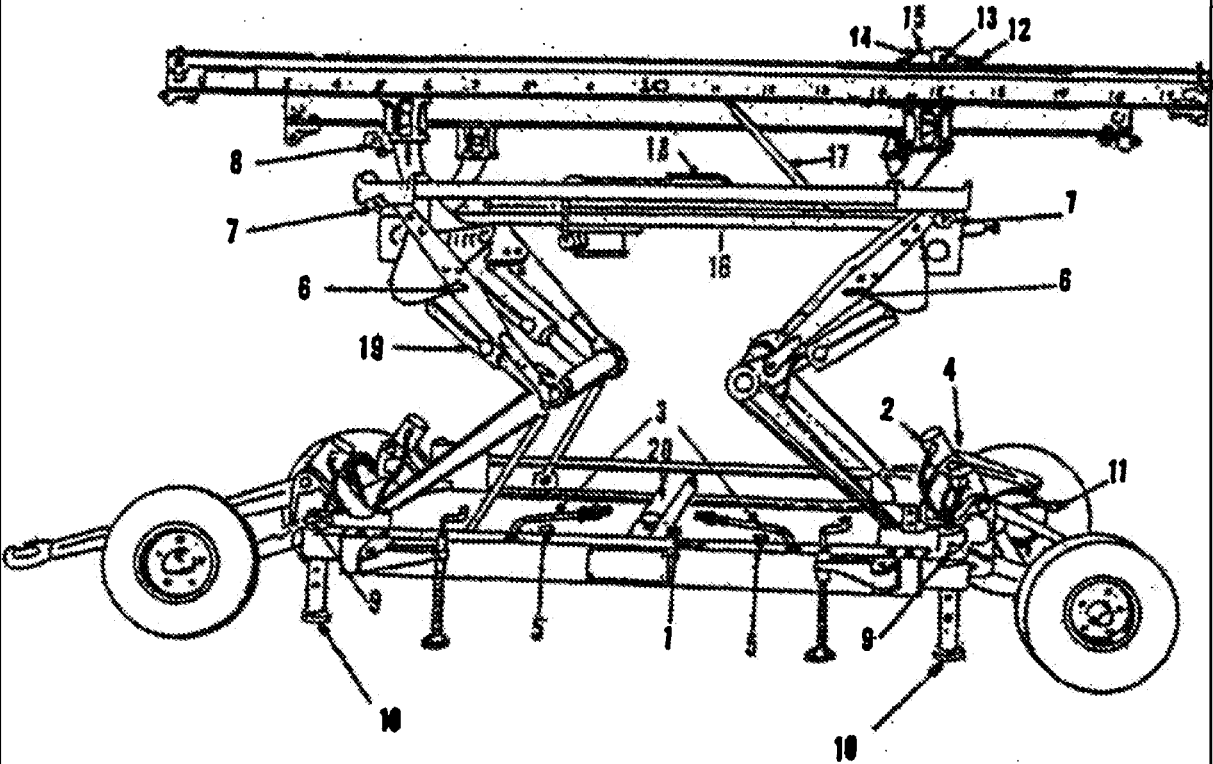
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	MAINT	RII/INSP
 <p style="text-align: center;">Power and Start Lever Linkage Connections Fig. 407 (Sheet 2 of 2)</p>		

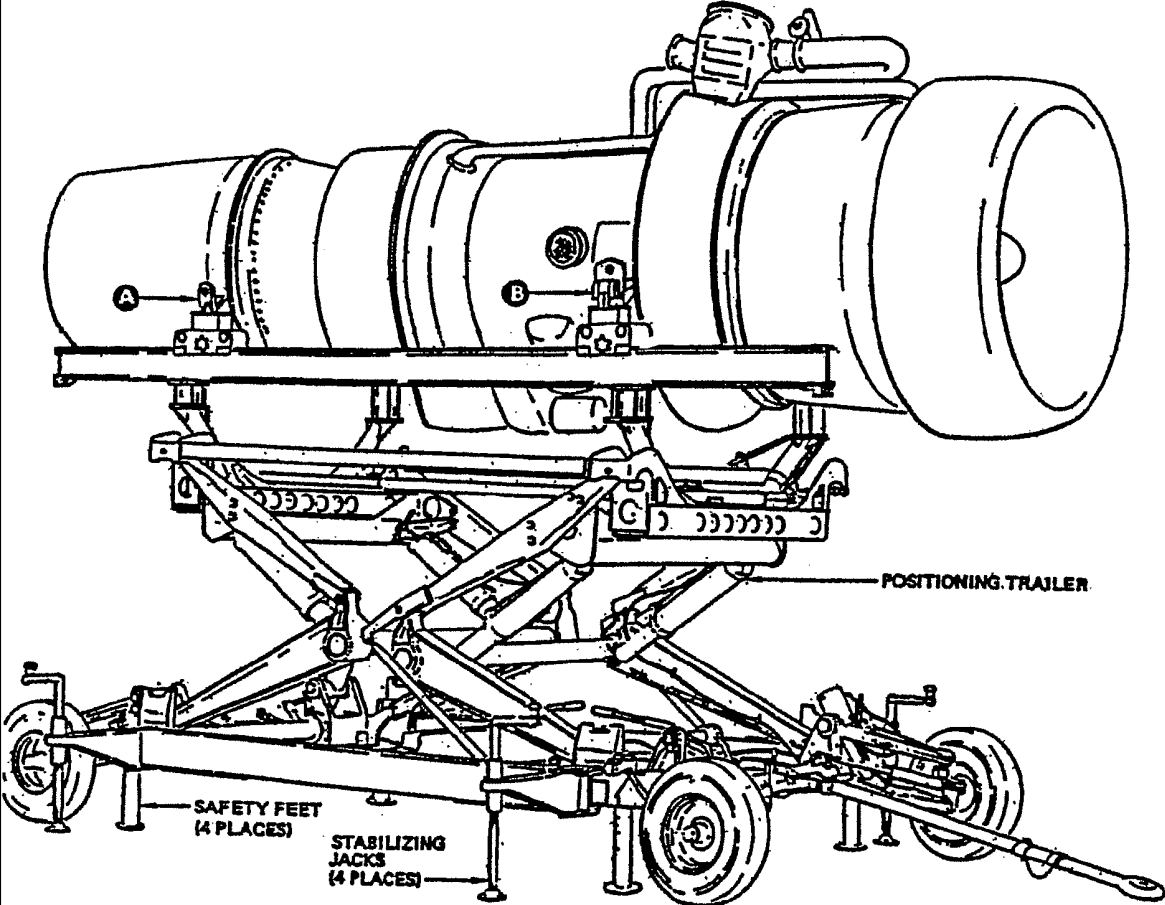
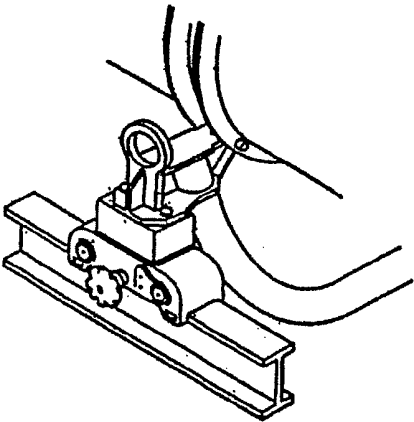
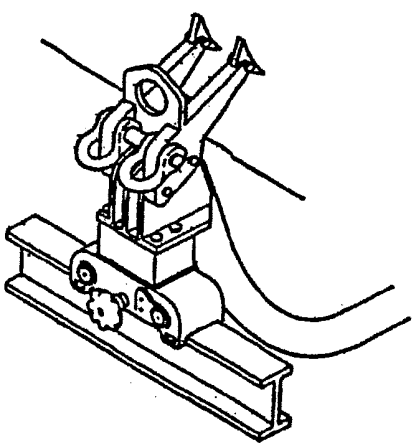
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AMM 71-5-00 ENG REM & INST (with ENG lift trailer)

	MAINT	RII/INSP
		
<ul style="list-style-type: none"> 1 Selector Valve 2 Wheel lift cylinder 3 Hand pump 4 Handle 5 Release Valve 6 Knob 7 Traverse adjustment 8 Rotation adjustment 9 Pin 10 Foot assembly 11 Foot brakes 12 Roller adapter 13 Drive Location 14 Jaw 15 Drive Location 16 Winch assembly 17 Draw bar tube 18 Winch drive 19 Upper lift cylinder 20 Reservoir 		
<p>Lift Trailer Operation Fig. 408</p>		

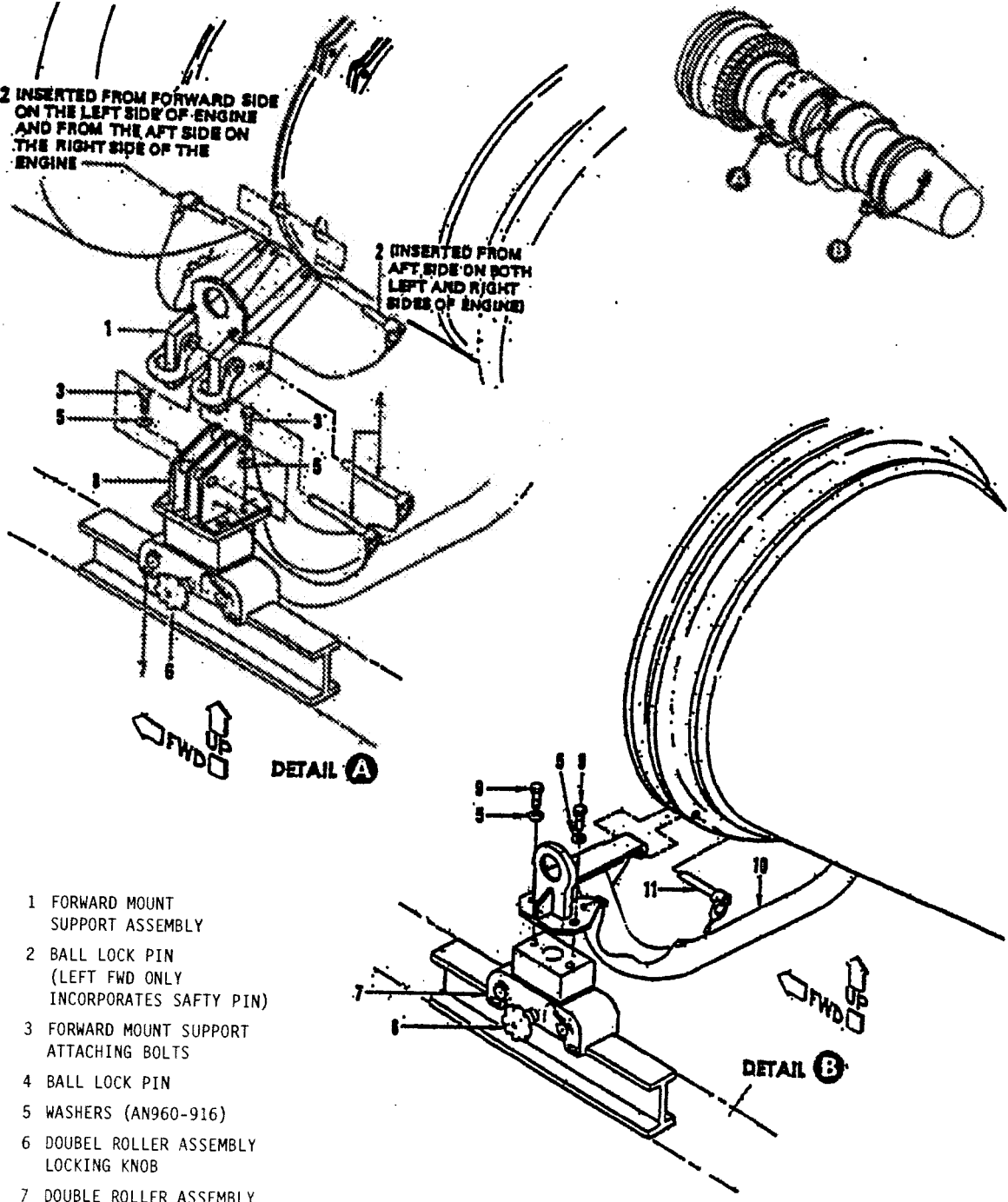
sabena B707	Module: GENERAL	A/C Reg :	Check :	 05C4000501 Page 17 of 26
	Oper. : COMP.REPL.			
	Type : CMPTS REMOVAL	Issuer : A59513	Cert.St.: 45379	
	Spec. : MECHANIC	Release Date: 14.11.2008		


AMM 71-5-00 ENG REM & INST (with ENG lift trailer)

MAINT	RII/INSP
	
<div style="display: flex; justify-content: space-around; align-items: flex-end;"> <div style="text-align: center;">  <p>AFT ADAPTER DETAIL A</p> </div> <div style="text-align: center;">  <p>FORWARD ADAPTER DETAIL B</p> </div> </div> <p style="text-align: center;"> ↑ UP → FWD → </p> <p style="text-align: center;"> Installation of Engine Using Positioning Trailer and Engine Handling Adapter Kit Fig. 409 (Sheet 1 of 2) </p>	

sabena B707	Module: GENERAL	A/C Reg :	Check :	 05C4000501 Page 18 of 26
	Oper. : COMP.REPL.	Issuer : A59513	Cert.St.: 45379	
	Type : CMPTS REMOVAL	Release Date: 14.11.2008		
Spec. : MECHANIC				

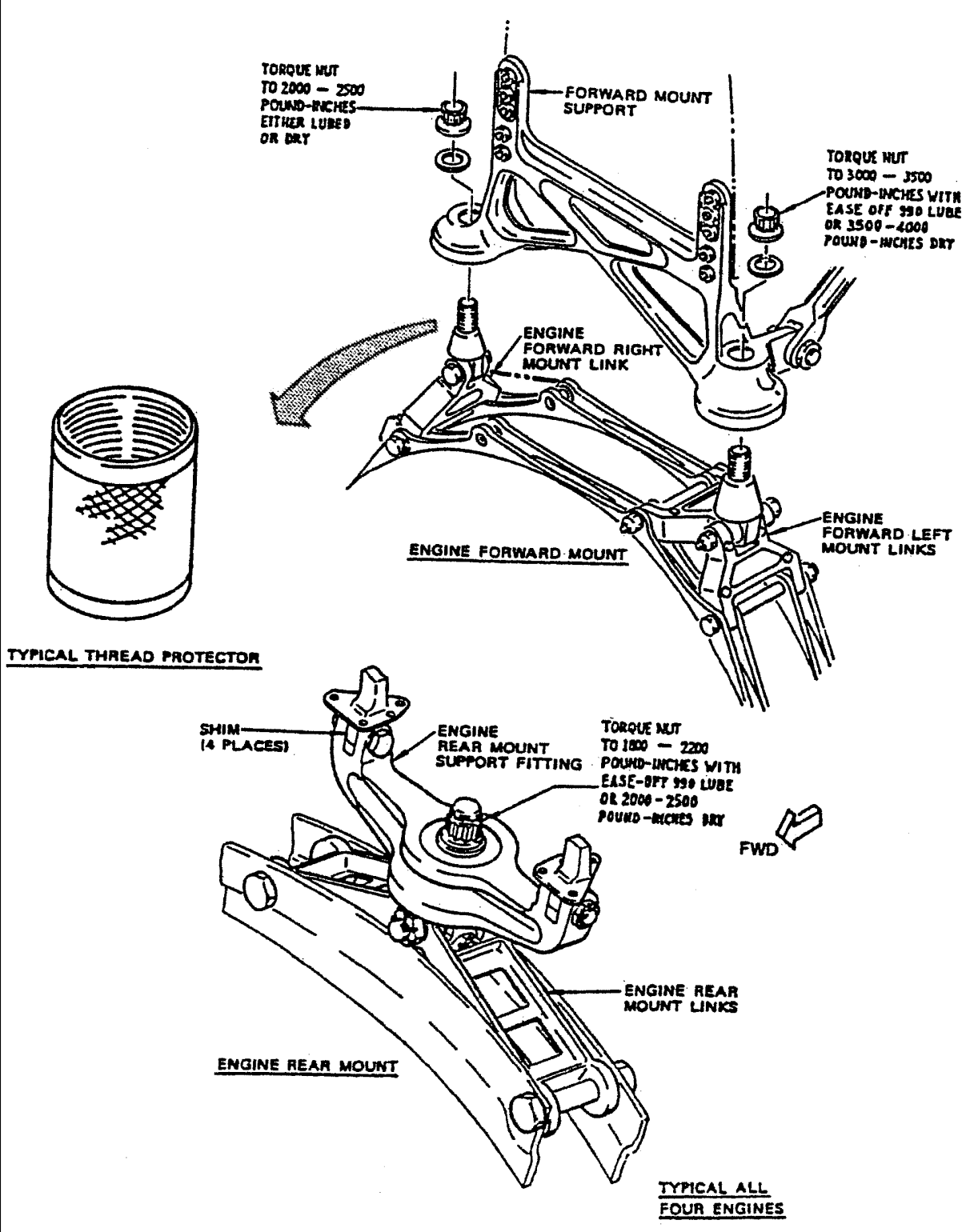
AMM 71-5-00 ENG REM & INST (with ENG lift trailer)

	MAINT	RII/INSP
 <p>2 INSERTED FROM FORWARD SIDE ON THE LEFT SIDE OF ENGINE AND FROM THE AFT SIDE ON THE RIGHT SIDE OF THE ENGINE</p> <p>2 INSERTED FROM AFT SIDE ON BOTH LEFT AND RIGHT SIDES OF ENGINE</p> <p>1 FORWARD MOUNT SUPPORT ASSEMBLY 2 BALL LOCK PIN (LEFT FWD ONLY INCORPORATES SAFTY PIN) 3 FORWARD MOUNT SUPPORT ATTACHING BOLTS 4 BALL LOCK PIN 5 WASHERS (AN960-916) 6 DOUBEL ROLLER ASSEMBLY LOCKING KNOB 7 DOUBLE ROLLER ASSEMBLY 8 AFT MOUNT SUPPORT ATTACHING BOLTS 9 AFT SUPPORT ASSEMBLY 10 BALL LOCK PIN</p> <p style="text-align: center;">Engine Lift Adapter Set Installation Fig. 409 (Sheet 2 of 2)</p>		


sabena B707	Module: GENERAL	A/C Reg :	Check :	 05C4000501 Page 19 of 26
	Oper. : COMP.REPL.			
	Type : CMPTS REMOVAL	Issuer : A59513	Cert.St.: 45379	
	Spec. : MECHANIC	Release Date: 14.11.2008		

AMM 71-5-00 ENG REM & INST (with ENG lift trailer)

MAINT RII/INSP

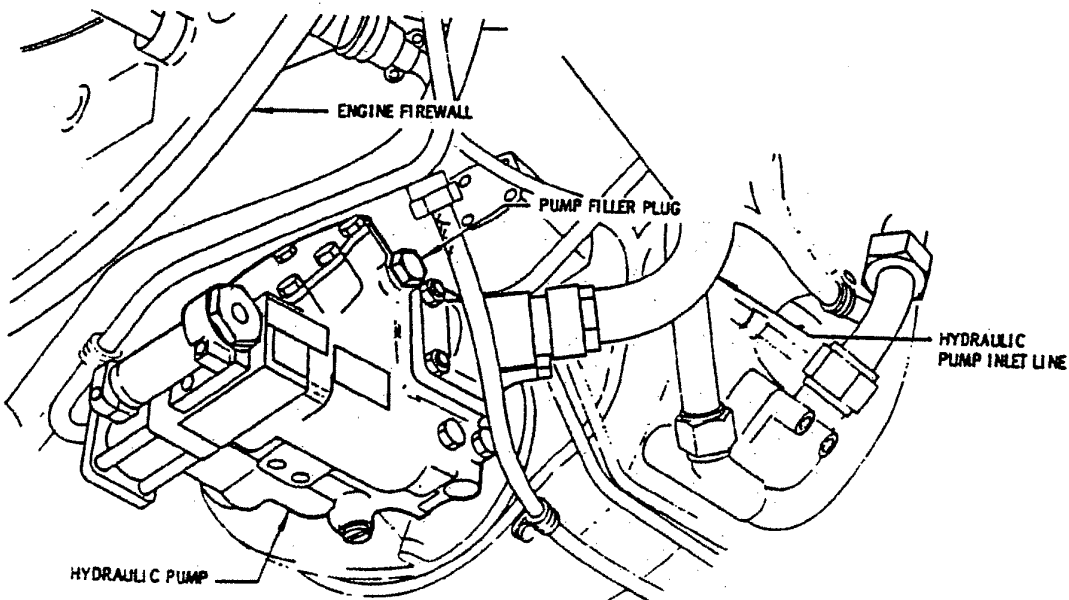
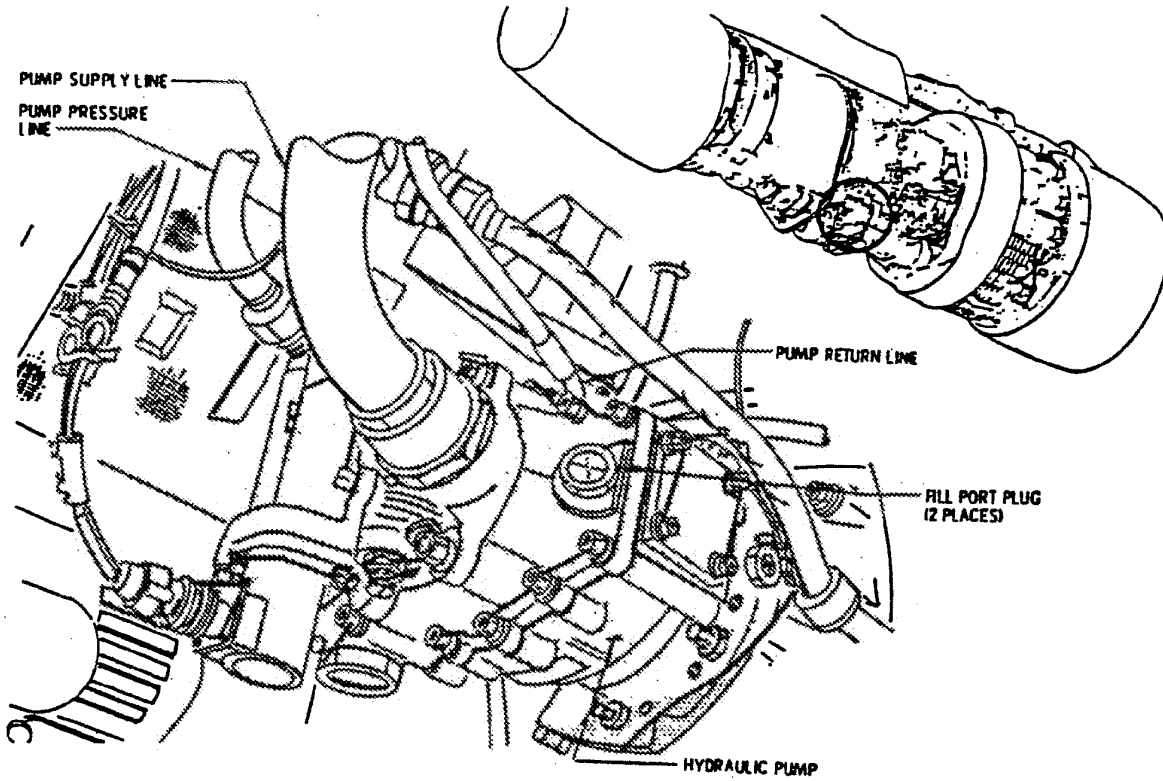


Engine Mounts Installation
Fig. 410


sabena B707	Module: GENERAL	A/C Reg :	Check :	 05C4000501 Page 20 of 26
	Oper. : COMP.REPL.	Issuer : A59513	Cert.St.: 45379	
	Type : CMPTS REMOVAL	Release Date: 14.11.2008		
Spec. : MECHANIC				

AMM 71-5-00 ENG REM & INST (with ENG lift trailer)

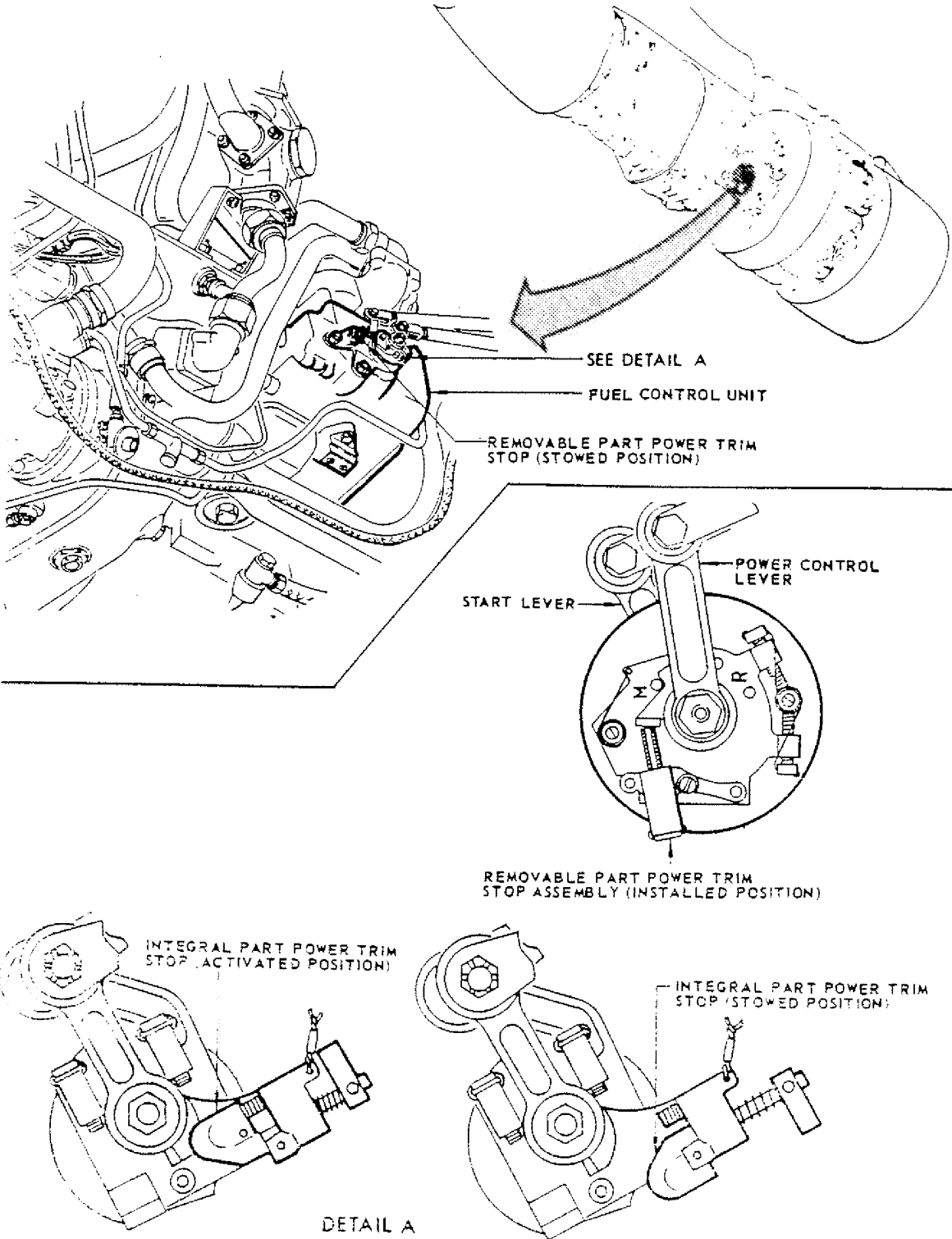
MAINT	RII/INSP
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Hydraulic Pump Filler Plug
Fig. 411

sabena B707	Module: GENERAL	A/C Reg :	Check :	 05C4000501 Page 21 of 26
	Oper. : COMP.REPL.	Issuer : A59513	Cert.St.: 45379	
	Type : CMPTS REMOVAL	Release Date: 14.11.2008		
Spec. : MECHANIC				

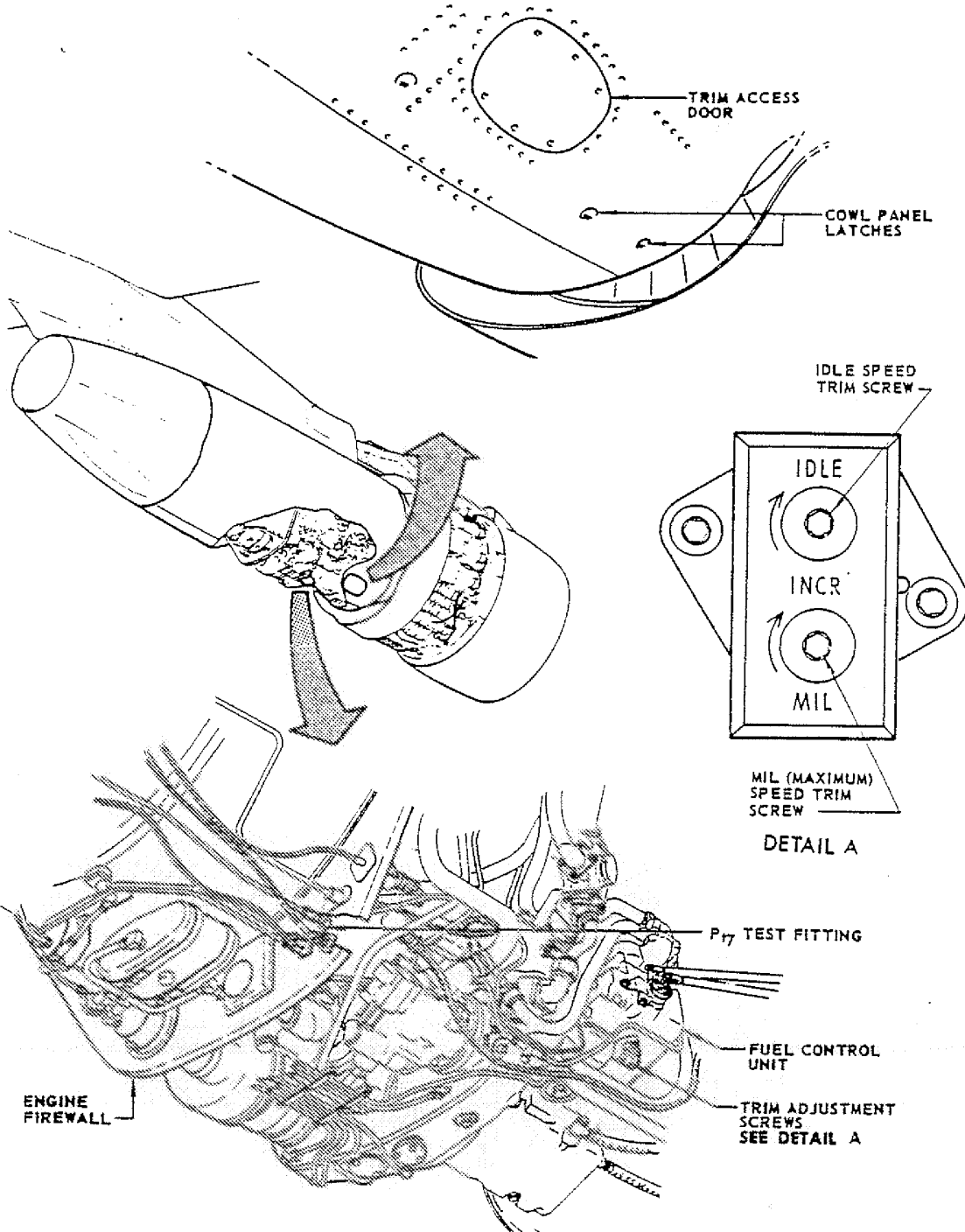
AMM 71-5-00 ENG REM & INST (with ENG lift trailer)


MAINT	RII/INSP
 <p>SEE DETAIL A</p> <p>FUEL CONTROL UNIT</p> <p>REMOVABLE PART POWER TRIM STOP (STOWED POSITION)</p> <p>START LEVER</p> <p>POWER CONTROL LEVER</p> <p>REMOVABLE PART POWER TRIM STOP ASSEMBLY (INSTALLED POSITION)</p> <p>INTEGRAL PART POWER TRIM STOP (ACTIVATED POSITION)</p> <p>INTEGRAL PART POWER TRIM STOP (STOWED POSITION)</p> <p>DETAIL A</p>	

sabena B707	Module: GENERAL	A/C Reg :	Check :	 05C4000501 Page 22 of 26
	Oper. : COMP.REPL.	Issuer : A59513	Cert.St.: 45379	
	Type : CMPTS REMOVAL	Release Date: 14.11.2008		
Spec. : MECHANIC				

AMM 71-5-00 ENG REM & INST (with ENG lift trailer)

MAINT RII/INSP



sabena B707	Module: GENERAL	A/C Reg :	Check :	 05C4000501 Page 23 of 26
	Oper. : COMP.REPL.	Issuer : A59513	Cert.St.: 45379	
	Type : CMPTS REMOVAL	Release Date: 14.11.2008		
Spec. : MECHANIC				


AMM 71-5-00 ENG REM & INST (with ENG lift trailer)

PART TRANSFER LIST i.a.w. Missing Part List

AIRCRAFT:		DATE:	ENG SERIAL :	ENG REPL CONSTAT N°:	SHEET:
PART NAME	ATA	COMING FROM	SERIAL NUMBER	INSPECTION	ACTION
I.N or P.N	PROCEDURE	ENGINE SERIAL		STAMP	
		TAG N°:			
				STAMP MECHANIC	STAMP CT
PART NAME	ATA	COMING FROM	SERIAL NUMBER	INSPECTION	ACTION
I.N or P.N	PROCEDURE	ENGINE SERIAL		STAMP	
		TAG N°:			
				STAMP MECHANIC	STAMP CT
PART NAME	ATA	COMING FROM	SERIAL NUMBER	INSPECTION	ACTION
I.N or P.N	PROCEDURE	ENGINE SERIAL		STAMP	
		TAG N°:			
				STAMP MECHANIC	STAMP CT
PART NAME	ATA	COMING FROM	SERIAL NUMBER	INSPECTION	ACTION
I.N or P.N	PROCEDURE	ENGINE SERIAL		STAMP	
		TAG N°:			
				STAMP MECHANIC	STAMP CT

MAINT	RII/INSP

AMM 71-5-00 ENG REM & INST (with ENG lift trailer)

sabena B707	Module: GENERAL	A/C Reg :	Check :	 05C4000501 Page 24 of 26
	Oper. : COMP.REPL.	Issuer : A59513	Cert.St.: 45379	
	Type : CMPTS REMOVAL	Release Date: 14.11.2008		
Spec. : MECHANIC				


AMM 71-5-00 ENG REM & INST (with ENG lift trailer)

PART TRANSFER LIST i.a.w. Missing Part List

AIRCRAFT:	DATE:	ENG SERIAL :	ENG REPL CONSTAT N°:	SHEET:		
PART NAME	ATA	SERIAL NUMBER	INSPECTION STAMP	ACTION	STAMP MECHANIC	STAMP CT
I.N or P.N	PROCEDURE	TAG N°:				
PART NAME	ATA	SERIAL NUMBER	INSPECTION STAMP	ACTION	STAMP MECHANIC	STAMP CT
I.N or P.N	PROCEDURE	TAG N°:				
PART NAME	ATA	SERIAL NUMBER	INSPECTION STAMP	ACTION	STAMP MECHANIC	STAMP CT
I.N or P.N	PROCEDURE	TAG N°:				
PART NAME	ATA	SERIAL NUMBER	INSPECTION STAMP	ACTION	STAMP MECHANIC	STAMP CT
I.N or P.N	PROCEDURE	TAG N°:				

MAINT RII/INSP

AMM 71-5-00 ENG REM & INST (with ENG lift trailer)

sabena B707	Module: GENERAL	A/C Reg :	Check :	 05C4000501 Page 25 of 26
	Oper. : COMP.REPL.	Issuer : A59513	Cert.St.: 45379	
	Type : CMPTS REMOVAL	Release Date: 14.11.2008		
	Spec. : MECHANIC			

AMM 71-5-00 ENG REM & INST (with ENG lift trailer)

MAINT RII/INSP

sabena technics		JT3D-7 REPLACEMENT WORKCARD.				TAIL NR :	
		PAGE 16 OF 16.				DATE :	
ENGINE RUN.							
TEL:INFO METEO : 47154716		QFE :		" HG		OAT : °C	
		# 1		# 2		# 3 # 4	
ENGINE S/N :							
DATA PLATE % N2 :							
DATA PLATE % N2 CORRECTION :							
DATA PLATE CORRECTED :							
IDLE TARGET 58% N2 + 0 / -2 % N2 WITH T/C "ON" STABILIZE AT IDLE FOR 5 MINUTES							
	N2 TARGET	EPR	% N1	EGT 340°C MAX	FF 950 +/- 50 PPH	OIL TEMP 40 - 132° C	OIL PRESS MIN 35psi NORM
# 1							
# 2							
# 3							
# 4							
PART POWER T/C "OFF" - NO BLEED - EGT MAX 510°C							
	EPR	% N1	EGT	FF	% N2	OIL TEMP 40 - 132° C	OIL PRESS 40 - 55 PSI
# 1							
# 2							
# 3							
# 4							
PERFORMANCE CHECK 1.37 EPR T/C "OFF" - NO BLEED - NO ELECTRICAL							
		# 1		# 2		# 3 # 4	
% N2							
DATA PLATE CORRECTED (+ 2.1% / -1% N2)							
T/O POWER T/C "OFF" - NO BLEED - 15 - 20" STABILIZATION							
FOR CUSHION CHECK NOTE POSITION ON CONTROL STAND							
	TARGET EPR	N1 MAX 110.8%	EGT 575 °C MAX	FF	N2 MAX 106.7 %	OIL TEMP 40 - 132 ° C	OIL PRESS 40 - 55 PSI
# 1							
# 2							
# 3							
# 4							
ACCELERATION CHECK FROM STABILIZED IDLE TO 95% T/O N2 IN " - 2". MAX EGT 575°C							
TARGET % N2		# 1		# 2		# 3 # 4	
TO OBTAIN TIME 5" - 8"							
BLEED VALVE CHECK BLEED VALVE "CLOSED" BEFORE % N1, AND "OPEN" BEFORE: % N1							
		# 1		# 2		# 3 # 4	
CLOSED							
OPEN							
THRUST REVERSER CHECK REVERSER "OPTG" LIGHT "ON" WITHIN 3" FOR ENG #2 LIE LIGHTS "OFF"							
FLAPS 20° DOWN LIE LIGHTS "ON"		# 1		# 2		# 3 # 4	
NOSE COWL AND ENG ANTI-ICE CHECK SWITCH NACELLE A/I "ON" (10" MAX)							
90% N2 WHEN A/I "ON" DROPP OF 0.04 EPR		# 1		# 2		# 3 # 4	
THROTTLE CUSHION CHECK THROTTLE POSITION IN T/O TO FULL FWD THROTTLE POSITION							
DISTANCE 3/4 INCH MIN.		# 1		# 2		# 3 # 4	
HYDRAULIC PRESS UTILITY 3250 +/- 250 PSI AUXILIARY 1 AND 2 2250 +/- 150 PSI							
		UTILITY		AUX 1		AUX 2	
PERFORMED BY :		NAME		STAMP		NAME	
OPERATOR				INSPECTOR			

AMM 71-5-00 ENG REM & INST (with ENG lift trailer)

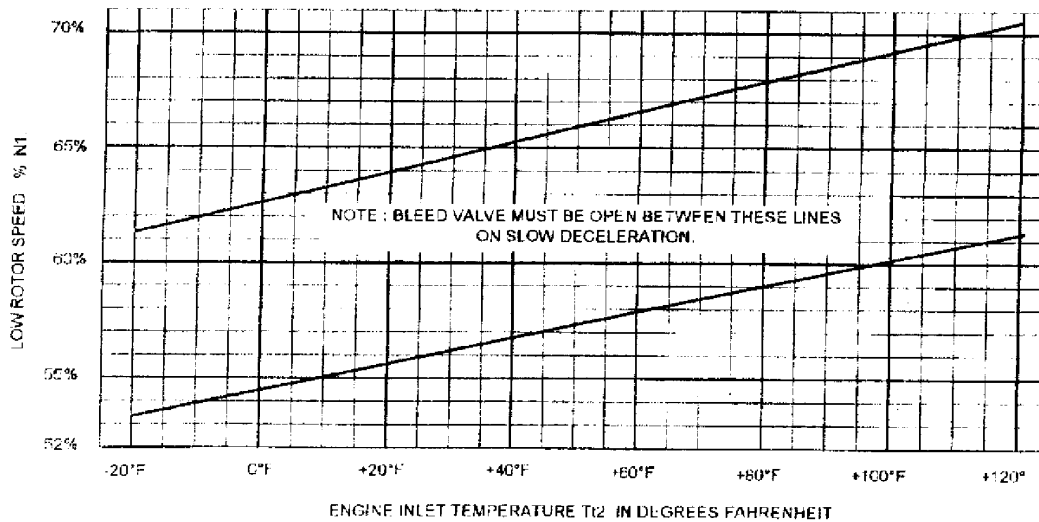
AMM 71-5-00 ENG REM & INST (with ENG lift trailer)

MAINT RII/INSP

Data Plate correct	Part Power EPR	° C	JT3D-7 POWER SETTINGS TRIM BY EPR LARGE BY-PASS DOORS												
			T/O Power												
			QFE												
			30.8	30.6	30.4	30.2	30.0	29.8	29.6	29.4	29.2	29.0	28.8	28.6	
-5.05	1.77	-16	1.80	1.81	1.82	1.83	1.84	1.85	1.86	1.87	1.88	1.89	1.90	1.91	
-4.87	1.76	-14	1.80	1.81	1.82	1.83	1.84	1.85	1.86	1.87	1.88	1.89	1.90	1.91	
-4.49	1.74	-12	1.80	1.81	1.82	1.83	1.84	1.85	1.86	1.87	1.88	1.89	1.90	1.91	
-4.11	1.73	-10	1.80	1.81	1.82	1.83	1.84	1.85	1.86	1.87	1.88	1.89	1.90	1.91	
-3.74	1.71	-8	1.80	1.81	1.82	1.83	1.84	1.85	1.86	1.87	1.88	1.89	1.90	1.91	
-3.36	1.69	-6	1.80	1.81	1.82	1.83	1.84	1.85	1.86	1.87	1.88	1.89	1.90	1.91	
-3.18	1.68	-4	1.80	1.81	1.82	1.83	1.84	1.85	1.86	1.87	1.88	1.89	1.90	1.91	
-2.80	1.66	-2	1.80	1.81	1.82	1.83	1.84	1.85	1.86	1.87	1.88	1.89	1.90	1.91	
-2.43	1.65	0	1.80	1.81	1.82	1.83	1.84	1.85	1.86	1.87	1.88	1.89	1.90	1.91	
-2.05	1.63	2	1.80	1.81	1.82	1.83	1.84	1.85	1.86	1.87	1.88	1.89	1.90	1.91	
-1.68	1.61	4	1.80	1.81	1.82	1.83	1.84	1.85	1.86	1.87	1.88	1.89	1.90	1.91	
-1.50	1.60	6	1.80	1.81	1.82	1.83	1.84	1.85	1.86	1.87	1.88	1.89	1.90	1.91	
-1.15	1.56	8	1.80	1.81	1.82	1.83	1.84	1.85	1.86	1.87	1.88	1.89	1.90	1.90	
-0.79	1.56	10	1.80	1.81	1.82	1.83	1.84	1.85	1.86	1.87	1.88	1.88	1.88	1.88	
-0.43	1.55	12	1.80	1.81	1.82	1.83	1.84	1.85	1.86	1.86	1.86	1.86	1.86	1.86	
-0.08	1.53	14	1.80	1.81	1.82	1.83	1.84	1.85	1.85	1.85	1.85	1.85	1.85	1.85	
0.10	1.52	16	1.80	1.81	1.82	1.83	1.84	1.84	1.84	1.84	1.84	1.84	1.84	1.84	
0.46	1.50	18	1.80	1.81	1.82	1.83	1.84	1.84	1.84	1.84	1.84	1.84	1.84	1.84	
0.82	1.49	20	1.80	1.81	1.82	1.83	1.84	1.84	1.84	1.84	1.84	1.84	1.84	1.84	
1.17	1.47	22	1.80	1.81	1.82	1.83	1.84	1.84	1.84	1.84	1.84	1.84	1.84	1.84	
1.53	1.46	24	1.80	1.81	1.82	1.83	1.84	1.84	1.84	1.84	1.84	1.84	1.84	1.84	
1.71	1.45	26	1.80	1.81	1.82	1.83	1.84	1.84	1.84	1.84	1.84	1.84	1.84	1.84	
2.06	1.44	28	1.80	1.81	1.82	1.83	1.84	1.84	1.84	1.84	1.84	1.84	1.84	1.84	
2.41	1.42	30	1.80	1.81	1.82	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	
2.76	1.41	32	1.80	1.81	1.81	1.81	1.81	1.81	1.81	1.81	1.81	1.81	1.81	1.81	

COMPRESSOR SURGE BLEED VALVE SCHEDULE.

NOTE : PRESENT CURVE IS COMPATIBLE TO ENGINES HAVING BLEED VALVE WITH OR WITHOUT
PWA SB 5209 INCORPORATED.



	F	55	66	77	88	99	100	111	122	133	144	155	166	177	188	199	210	221	232	243	254	265	276	287	298	309	320	331	342	353	364	375	386	397	408	419	430	441	452	463	474	485	496	507	518	529	540	551	562	573	584	595	606	617	628	639	650	661	672	683	694	705	716	727	738	749	760	771	782	793	804	815	826	837	848	859	870	881	892	903	914	925	936	947	958	969	980	991	1002	1013	1024	1035	1046	1057	1068	1079	1090	1101	1112	1123	1134	1145	1156	1167	1178	1189	1200	1211	1222	1233	1244	1255	1266	1277	1288	1299	1310	1321	1332	1343	1354	1365	1376	1387	1398	1409	1420	1431	1442	1453	1464	1475	1486	1497	1508	1519	1530	1541	1552	1563	1574	1585	1596	1607	1618	1629	1640	1651	1662	1673	1684	1695	1706	1717	1728	1739	1750	1761	1772	1783	1794	1805	1816	1827	1838	1849	1860	1871	1882	1893	1904	1915	1926	1937	1948	1959	1970	1981	1992	2003	2014	2025	2036	2047	2058	2069	2080	2091	2102	2113	2124	2135	2146	2157	2168	2179	2190	2201	2212	2223	2234	2245	2256	2267	2278	2289	2300	2311	2322	2333	2344	2355	2366	2377	2388	2399	2410	2421	2432	2443	2454	2465	2476	2487	2498	2509	2520	2531	2542	2553	2564	2575	2586	2597	2608	2619	2630	2641	2652	2663	2674	2685	2696	2707	2718	2729	2740	2751	2762	2773	2784	2795	2806	2817	2828	2839	2850	2861	2872	2883	2894	2905	2916	2927	2938	2949	2960	2971	2982	2993	3004	3015	3026	3037	3048	3059	3070	3081	3092	3103	3114	3125	3136	3147	3158	3169	3180	3191	3202	3213	3224	3235	3246	3257	3268	3279	3290	3301	3312	3323	3334	3345	3356	3367	3378	3389	3400	3411	3422	3433	3444	3455	3466	3477	3488	3499	3510	3521	3532	3543	3554	3565	3576	3587	3598	3609	3620	3631	3642	3653	3664	3675	3686	3697	3708	3719	3730	3741	3752	3763	3774	3785	3796	3807	3818	3829	3840	3851	3862	3873	3884	3895	3906	3917	3928	3939	3950	3961	3972	3983	3994	4005	4016	4027	4038	4049	4060	4071	4082	4093	4104	4115	4126	4137	4148	4159	4170	4181	4192	4203	4214	4225	4236	4247	4258	4269	4280	4291	4302	4313	4324	4335	4346	4357	4368	4379	4390	4401	4412	4423	4434	4445	4456	4467	4478	4489	4500	4511	4522	4533	4544	4555	4566	4577	4588	4599	4610	4621	4632	4643	4654	4665	4676	4687	4698	4709	4720	4731	4742	4753	4764	4775	4786	4797	4808	4819	4830	4841	4852	4863	4874	4885	4896	4907	4918	4929	4940	4951	4962	4973	4984	4995	5006	5017	5028	5039	5050	5061	5072	5083	5094	5105	5116	5127	5138	5149	5160	5171	5182	5193	5204	5215	5226	5237	5248	5259	5270	5281	5292	5303	5314	5325	5336	5347	5358	5369	5380	5391	5402	5413	5424	5435	5446	5457
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