



<b>sabena</b> <sup>®</sup> <b>B707</b>	Module: ENGINE 1	A/C Reg :	Check :	
	Oper. : RT-MP LC			
	Type : MEC-INSP	Issuer : A59513	Cert.St.: 45379	<b>N1F2000515</b>
Spec. : MECHANIC	Release Date: 11.09.2008		<b>Page 1 of 9</b>	

**ENG 1 FWD THRUST REVERSER ADJUSTMENT**

Execution / Start Date:	
End Date:	

MAINT	RII/INSP

<b>sabena</b> B707	Module: ENGINE 1	A/C Reg :	Check :	 N1F2000515 Page 2 of 9
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**ENG 1 FWD THRUST REVERSER ADJUSTMENT**

					MAINT	RII/INSP	
Nr.	Hardtime	Task	Spec.	Related Documents			
1.		F1 M1	MEC	AMM 78-5-1 PB 500 rev JUL 15/69 MMS-328 783003 A0201 rev 20.10.06 REF DFW EXP rev .			
Check: C							
Zones: 451							
Access:							
NRC YES <input type="radio"/> NO <input type="radio"/>		IF YES, NUMBER(S): .....					

**ENG 1 FWD THRUST REVERSER ADJUSTMENT: MEASURE GAPS & ADJUST FWD THRUST REVERSER INSTALLATION AS REQUIRED.**

**A. Adjust alignment of carriage assemblies & cowl ring.**

1. Manually move cowl ring aft 7.5 (+0.00/-0.15) inches from FWD thrust position. Add shims as necessary between carriage flanges ( 4 places ) & cowl ring so that carriage stop bolts on all 4 carriages engage simultaneously with bosses on carriage tracks ( see view 2, fig 501 ).

**NOTE:** If tapered shim is required, fabricate as follows:

Material — 2024-T3 sheet per QQ-A-355

Thickness — 0.063 inch max

Length & width — same as laminated shims used

Taper — 0.010 inch per inch max

Finish — skydrol resistant finish 2.30

2. With cowl ring restrained in full reverse position per step1, clearance between the diaphragm & the sleeve at the dimple in the lower section of the sleeve shall be **0.02 to 0.08 inches** at closest point. ( see detail C ) When installing cowl ring, required gap can be obtained by shimming fan air exhaust diaphragm as described below:


- remove antirotation clips ( 2 places ) from exhaust diaphragm & from engine flange ( see section D-D ).
- Add laminated shim between clip & exhaust diaphragm ( 2 places ) & remove laminations as necessary to obtain required gap.
- Be sure that clips are firmly secured at engine flange & diaphragm ring attachment when shimming is completed.

Clearance	.....
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3. On airplanes with adjustable seal at cowl splitter area (detail F), perform following:
- Adjust seal to obtain 0.002 to 0.062 inch gap between cowl ring & diaphragm with cowl ring in cruise position.
  - Move cowl ring to full reverse position & check that seal clears diaphragm by 0.002 inch minimum throughout travel.
4. Adjust cowl ring & carriage assemblies so that cowl ring moves aft freely by hand from fwd thrust position to full reverse thrust position.






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**ENG 1 FWD THRUST REVERSER ADJUSTMENT**

	MAINT	RII/INSP
<p>9. Check actuator rigging.</p> <ul style="list-style-type: none"> <li>- Check that piston rods of blocker door actuators (12 places) bottom when cowl ring is manually positioned aft to reverse thrust position.</li> <li>- Check that piston rods of vane assembly actuators do not bottom in either reverse or fwd thrust position.</li> </ul>		

**ENG 1 FWD THRUST REVERSER ADJUSTMENT**

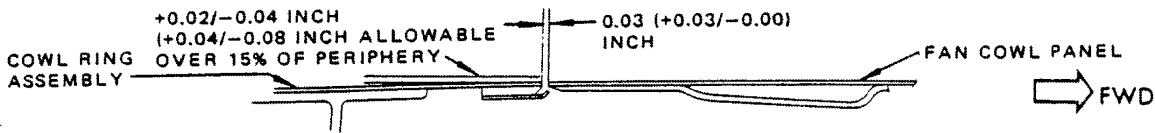
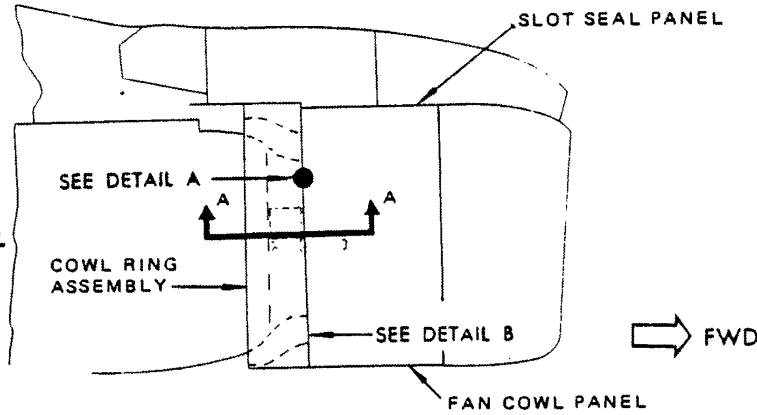
<b>sabena</b> B707	Module: ENGINE 1	A/C Reg :	Check :	 N1F2000515 Page 6 of 9
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**ENG 1 FWD THRUST REVERSER ADJUSTMENT**

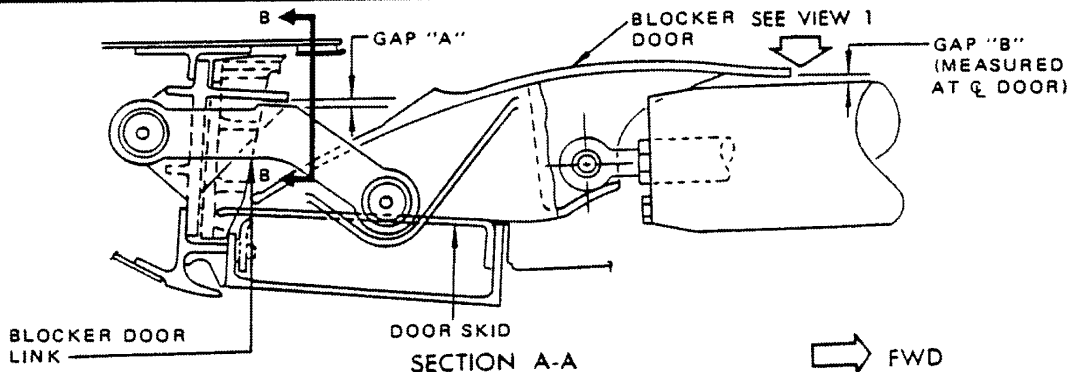
MAINT RII/INSP

**MAINTENANCE MANUAL**

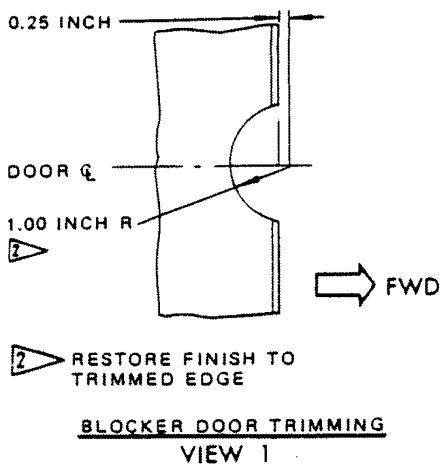
FORWARD THRUST REVERSER IN FORWARD THRUST POSITION



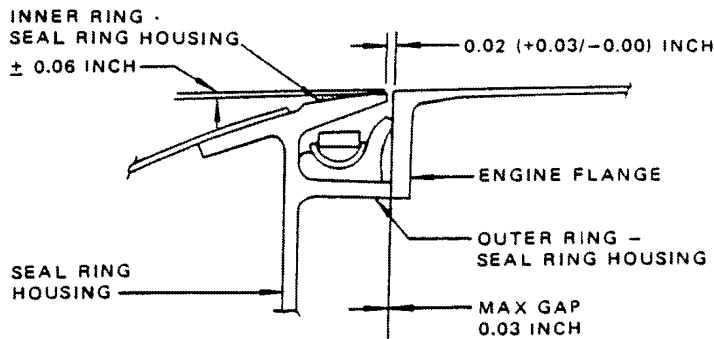
DETAIL A



SECTION A-A




BLOCKER DOOR TRIMMING VIEW 1



DETAIL B

Forward Thrust Reverser Adjustment  
Figure 501 (Sheet 1)

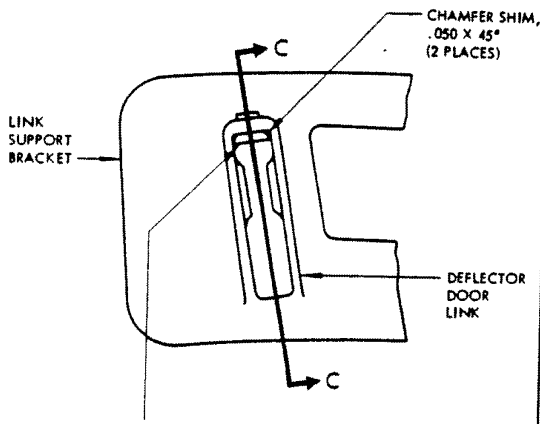
2  
Jul 15/68

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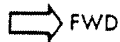
**ENG 1 FWD THRUST REVERSER ADJUSTMENT**

**MAINT      RII/INSP**

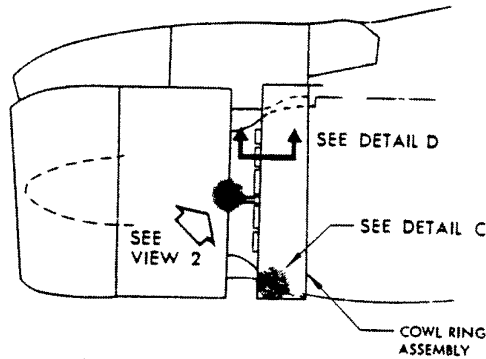
**EFFECTIVITY**  
TURBOFAN



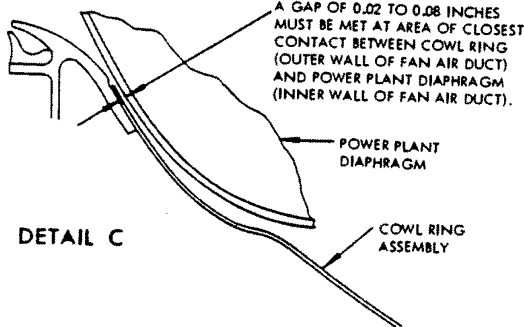
SHIM - MAKE FROM 2023-T3 OR T4 ALUM SHT OR USE BACS40C6-6 (3/8 X 3/8 BY 0.093 INCH LAMINATED ALUMINUM SHIM STOCK)



SECTION B-B

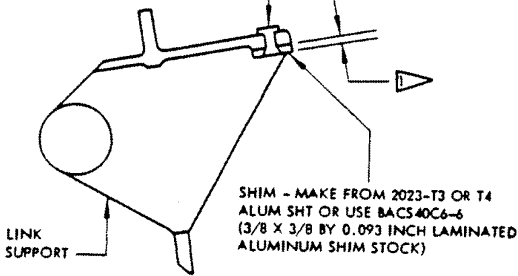
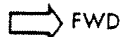


FORWARD THRUST REVERSER IN REVERSE THRUST POSITION

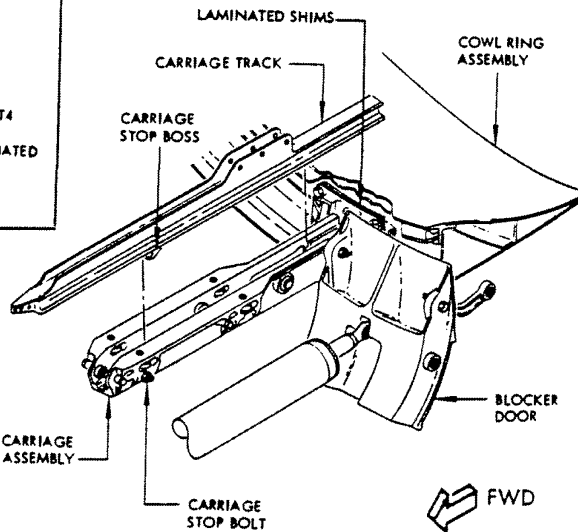


DETAIL C

1/8 INCH DIA (MS20426B4-7) RIVET OR USE NAS517-2-2 SCREW (OR EQUIV) AND NAS679A08W LOCKNUT



SECTION C-C



VIEW 2




▶ DETERMINE SHIM THICKNESS AS FOLLOWS: WITH SLEEVE IN THE FORWARD POSITION PUSH THE AFT END OF BLOCKER DOOR INWARD AGAINST THE DOOR AND MEASURE GAP "A" PER SECTION VIEW A-A. REQUIRED SHIM THICKNESS EQUAL GAP "A" MINUS 0.03 INCH. SHIMMING NEED BE DONE AT ONLY ONE LINK FITTING LOCATION PER DOOR.

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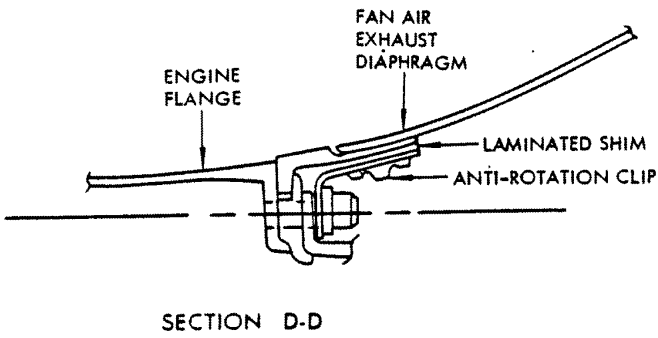
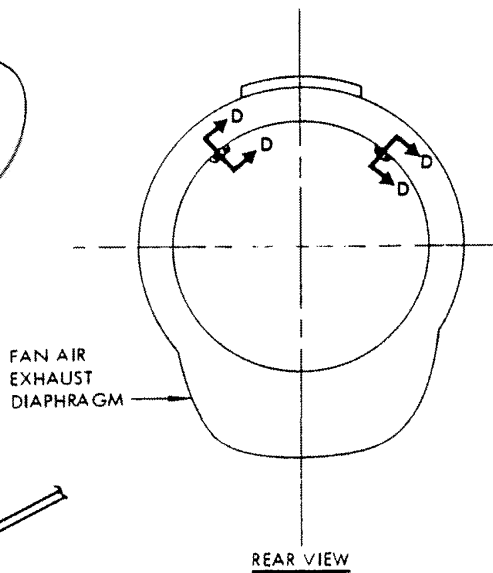
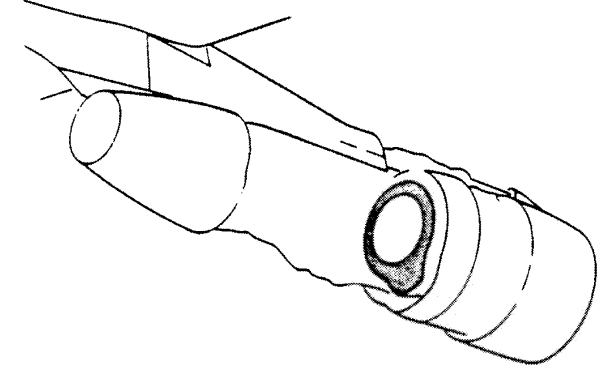
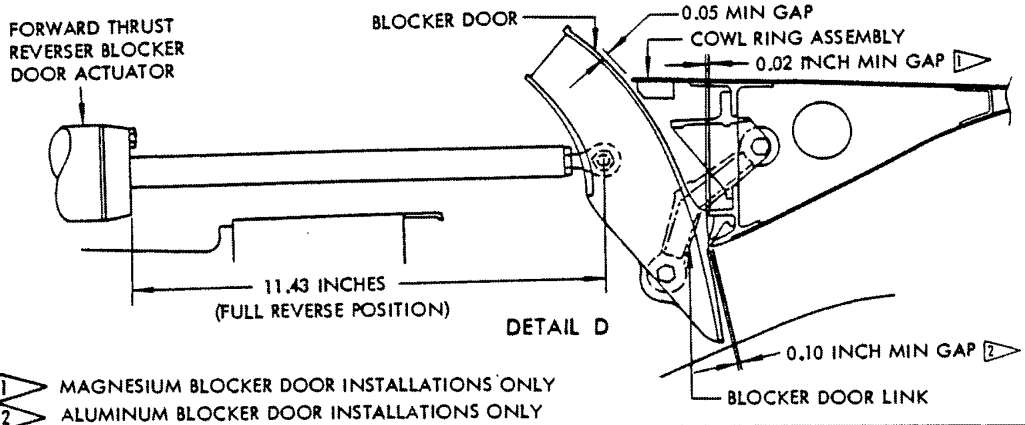
Forward Thrust Reverser Adjustment  
Figure 501 (Sheet 2)

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Page 503

**ENG 1 FWD THRUST REVERSER ADJUSTMENT**


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**ENG 1 FWD THRUST REVERSER ADJUSTMENT**



Forward Thrust Reverser Adjustment  
Figure 501 (Sheet 3)

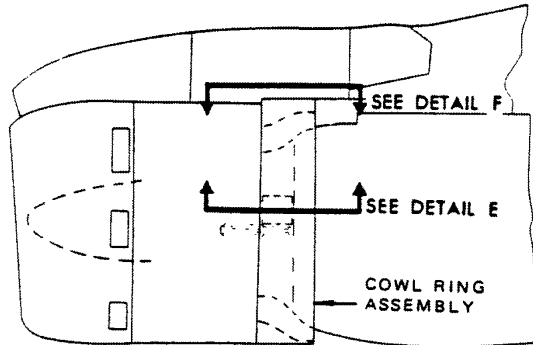
24  
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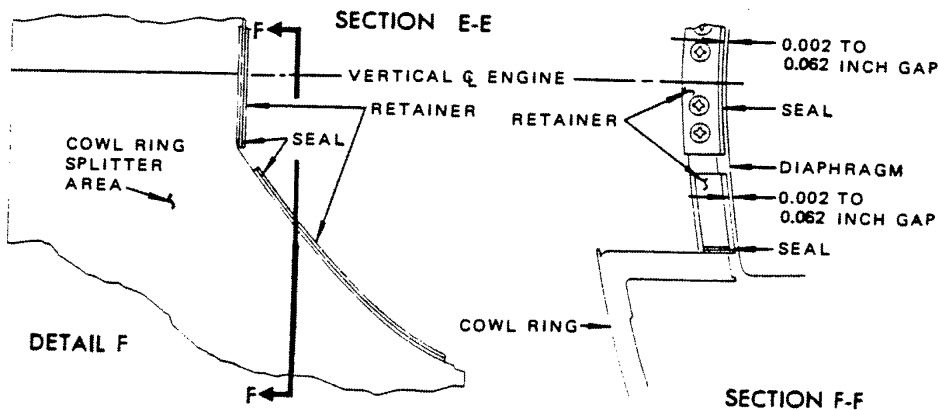
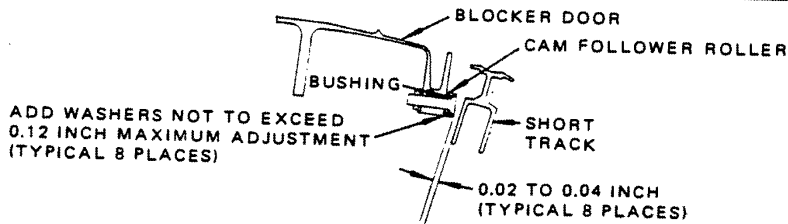
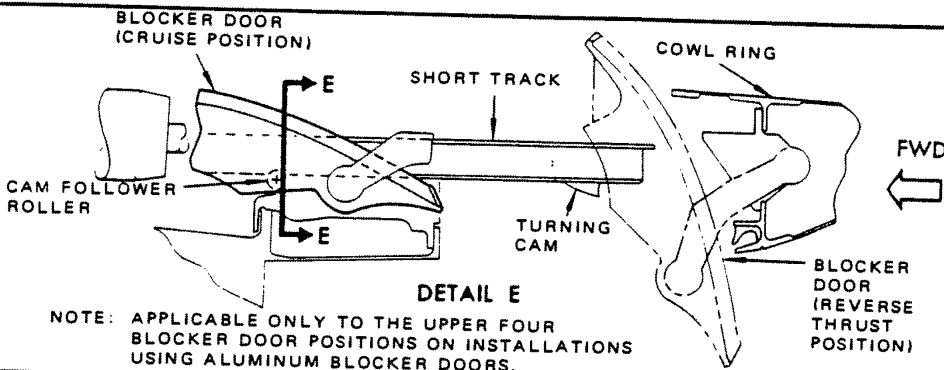
**ENG 1 FWD THRUST REVERSER ADJUSTMENT**

**MAINT      RII/INSP**

**EFFECTIVITY  
TURBOFAN**



**FORWARD THRUST REVERSER  
IN FORWARD THRUST  
POSITION**



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Forward Thrust Reverser Adjustment  
Figure 501 (Sheet 4)

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**ENG 1 FWD THRUST REVERSER ADJUSTMENT**