



AVIATION PARTNERS BOEING SERVICE BULLETIN

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Seattle, WA 98168

(206) 830-7699

NUMBER:	AP737-27-002	REVISION TRANSMITTAL SHEET
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Original Issue: March 31, 2015

Revision 4: April 24, 2017

ATA SYSTEM: 2741

SUBJECT: FLIGHT CONTROLS – Horizontal Stabilizer Trim Control System
- Take-Off Nose-Up Trim Limit Correction

This revision includes all pages of the service bulletin.

COMPLIANCE INFORMATION RELATED TO THIS REVISION

No more work is necessary on airplanes that were changed in accordance with the previous versions of this service bulletin.

REASON FOR REVISION

This revision is sent to make the following changes to the service bulletin.

- Page 1: Updated Proprietary Note.
- Page 4: Replaced "that require" with "configure with" two places (ECR-1468).
- Page 4: Deleted "to be replaced" two places (ECR-1468).
- Page 7: Added ", replace flight deck control stand pitch light plates, and update FMC software." to Group 1 and 2 description (ECR-1468).
- Page 7: Added ", and update FMC software." To Group 3 description (ECR-1468).
- Page 13 Pub. Affected: Added D638A001, Aircraft Illustrated Parts Catalog and 34-61-00 to table (ECR-1321).
- Page 16, 22, and 32: Added preferred BMS3-38 and made BMS3-27 alternate CIC (ECR-1427).
- Page 19 Note item 4: Added drawing 65-88700 and reworded for clarity (ECR-1468).
- Page 21: Added "Condition 1" two places and "Condition 2" one place (ECR-1468).
- Page 21: Replaced "store" with "keep reusable parts (hardware)" (ECR-1427).
- Page 22: Added "Condition 2" and "if removed in step 10." one place (ECR-1468).



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- Page 32: Was: "Skip steps 9 through 11 and go to step 12"; Is: "Skip steps 10 through 12 and go to step 13" (ECR-1460).
- Page 39 and 40: Replaced "keeping all hardware" with "keep reusable parts (hardware)" two places. Replaced "hardware" with "reusable parts (hardware)" two places (ECR-1427).
- Page 40: Added light plate wire caution (ECR-1427).
- Page 46: Added "or U13" one place (ECR-1468).
- Page 47: Added FMC OPS Version U13 to Table 5 (ECR-1468).

REVISION HISTORY

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Revision 3:	July 19, 2016
Revision 4:	April 24, 2017

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Airline Name: _____

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Airplane Model-Type: _____

Document Number: _____

Document Revision: _____

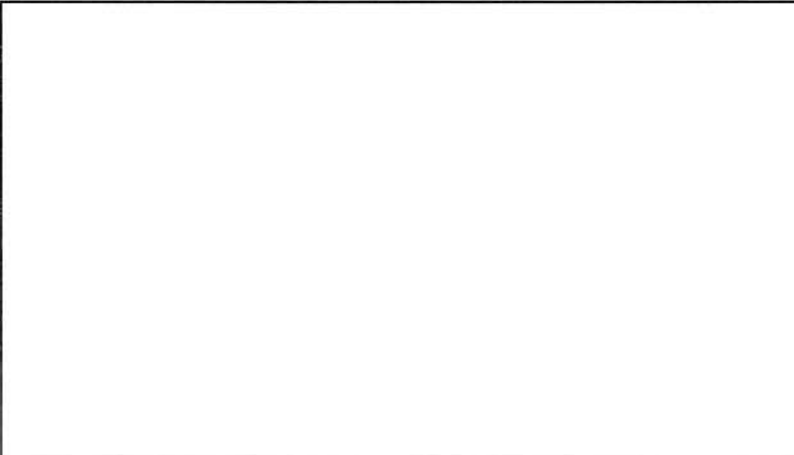
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Chapter-Section-Subject: _____

Page: _____

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Attachments: _____



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SUBJECT: FLIGHT CONTROLS – Horizontal Stabilizer Trim Control System
- Take-Off Nose-Up Trim Limit Correction

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1. PLANNING INFORMATION

A. EFFECTIVITY

1. Aircraft Affected

All 737-700 and 737-700C (including C-40A) series airplanes with STC installed APB Blended Winglets.

NOTE: 737-700 and 737-700C airplanes with TC installed APB Blended Winglets must be addressed by Boeing service bulletin 737-27A1306.

This service bulletin is effective for the airplanes shown below that have installed APB Blended Winglets in accordance with STC ST00830SE except 737-700 airplane line numbers 384 (YG033) and 3128 (YG124). 737-700 airplane line numbers 384 (YG033) and 3128 (YG124) must be addressed by APB service bulletin AP737-34-005.

This service bulletin effectivity is divided into 3 aircraft Groups according to the relevant configuration and the SB itself is divided into 5 PARTS. The SB PARTS are structured to allow their independent accomplishment.

PART 1 is applicable to Group 1 and Group 3 only.

PART 2 is applicable to Group 2 only.

PART 3 is applicable to Group 1 and Group 2 only.

PART 4 is applicable to Group 1, 2 and 3.

PART 5 is applicable to Group 3 only.

Software updates in PART 4 may be accomplished prior to hardware modifications in PART 1, 2, 3 and 5.

Group 1 aircraft are manufacturing line number 1 through 3099 (not including Group 3 aircraft) configured with a single horizontal stabilizer position limit and warning switch (S132).

Group 2 aircraft are manufacturing line number 3100 and on configured with double horizontal stabilizer position limit and warning switches (S132 and S1184).

Group 3 aircraft are 737-700IGW (BBJ) line number 101 through 684 that have OEM light plates that have not been replaced by APB light plates in accordance with APB service bulletin APB737-27-001.

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GROUP	Airplane Model	Top Collector Winglet Kit Configuration
1	737-700	737-7000-1, 737-7000-3, 737-7000-5, 737-7003-1, 737-7003-3, 737-7003-7, 737-7005-1, 737-7005-3, 737-7006-1, 737-7006-5, 737-0000-1 (Not Including Group 3 aircraft) 737-0100-1, 737-0100-3
	737-700C	737-7002-1, 737-7002-5, 737-7004-1
2	737-700	737-7005-3, 737-7005-5
3	737-700	737-0000-1

Group 3 -

Airplane Model: 737-700 IGW (BBJ) that have been included in the effectivity of APB service bulletin AP737-27-001 as follows but have not been modified in accordance with APB service bulletin APB737-27-001.

Line Number	Customer Variable	Serial Number
101	YG001	29102
126	YG003	28581
146	YG006	29273
150	YG007	29251
167	YG009	29142
179	YG010	30076
189	YG011	29139
265	YG022	29317
280	YG023	29268
348	YG030	29149
432	YG024	29269
516	YG068	30754
602	YG071	30789
684	YG074	29971

2. Spares Affected

None.

B. CONCURRENT REQUIREMENTS

None

C. REASON

1. Background

Recent analysis of the trim control system has shown that the 737-700 with Blended Winglets are not compliant with 14CFR 25.107(e) (4) in worst case conditions. The nose-up pitch trim limit (green band and warning horn) for blended winglet equipped 737-700s is set too far aft.

2. Safety Intent

The safety intent of this service bulletin is to correct the nose-up pitch trim limit location, which, if not corrected, could make the airplane uncontrollable during take-off if the flight crew mistrims to the full nose-up position when the aircraft is in an aft-light loading condition at critical flap settings. (14CFR25 requires that the airplane remain controllable in mistrimmed conditions). The incorporation of this service bulletin will ensure that the nose-up pitch trim will be set within safe limits for take-off.

3. Configuration Description

This service bulletin gives instructions to replace the control stand stabilizer trim light plates in the flight compartment with one that has smaller greenband limits and to change the location of the nose-up take-off warning limit switches. This service bulletin also gives instructions to install new Flight Management Computer (FMC) Model/Engine Database (MEDB) software, which includes revised take-off settings due to the smaller greenband limits.

D. DESCRIPTION

This service bulletin provides instructions to replace flight deck control stand pitch trim light plates, and to relocate the horizontal stabilizer position warning horn switch(es). This service bulletin also provides instructions for the software changes in the Model/Engine Database (MEDB) portion of Flight Management Computer (FMC).

Group 1:

Relocate a single horizontal stabilizer position limit and warning switch (S132), replace flight deck control stand pitch light plates, and update FMC software.

Group 2:

Relocate double horizontal stabilizer position limit and warning switches (S132 and S1184), replace flight deck control stand pitch light plates, and update FMC software.

Group 3:

Relocate a single horizontal stabilizer position limit and warning switch (S132), replace OEM flight deck control stand pitch light plates, and update FMC software.

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

Affected Maintenance Zones	
Zone	Area
211	Flight Compartment - Left
212	Flight Compartment - Right
311	Area Aft of Pressure Bulkhead – Left
312	Area Aft of Pressure Bulkhead - Right

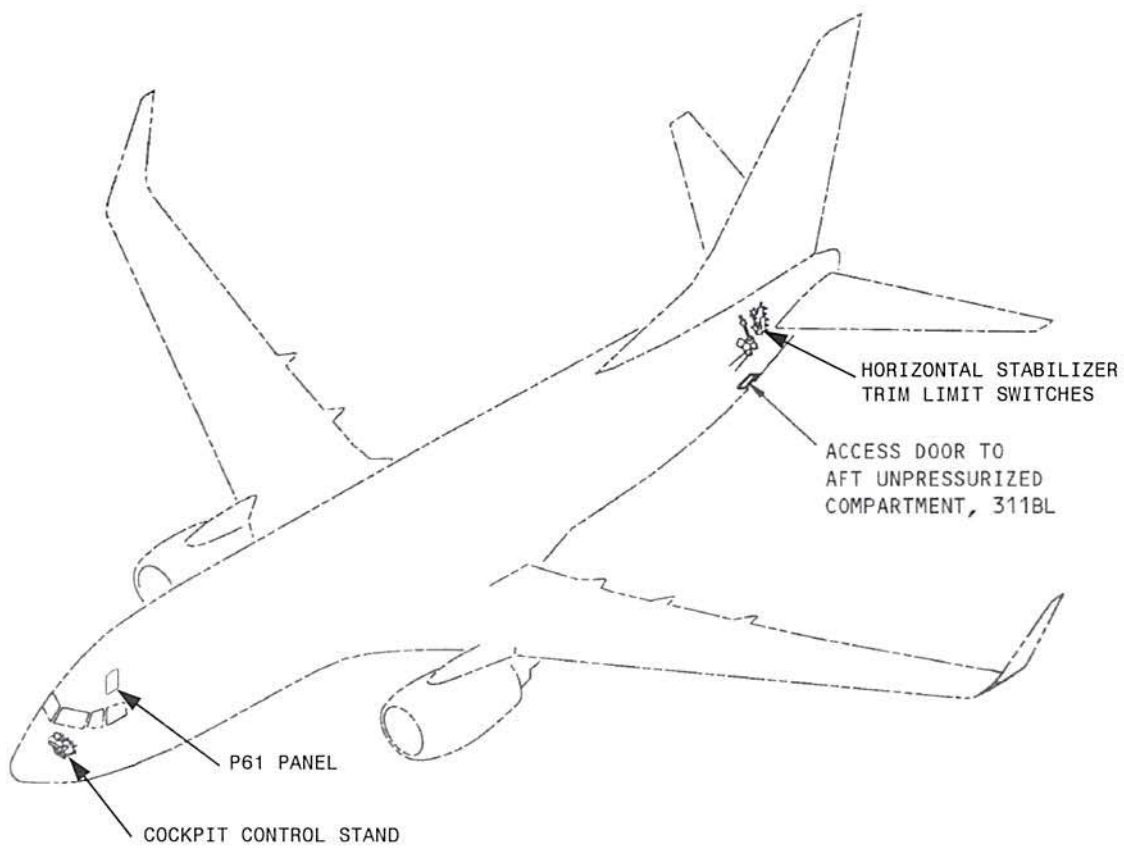


Figure 1: Areas of Work

E. COMPLIANCE

The Federal Aviation Administration (FAA) will possibly release an Airworthiness Directive related to this service bulletin. The Airworthiness Directive will make the compliance tasks and times given in this service bulletin mandatory.

Aviation Partners Boeing recommends that owners/operators accomplish this modification within 72 months after the issue date of revision 1 of this service bulletin.

F. APPROVAL

This service bulletin has been reviewed by the Federal Aviation Administration (FAA). The repairs and modifications contained herein comply with the applicable Federal Aviation Regulations (FAR) and are FAA approved, as well as European 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 as modified by APB winglet retrofit in accordance with STC ST00830SE.

If an airplane has any other 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.

G. WARRANTY INFORMATION

Boeing warranty remedies are available for airplanes with winglets in warranty per the applicable Blended Winglet System Sales Agreement as of June 8, 2015. (Typically within 48 months of the delivery of airplanes with factory installed winglets, or 48 months from the delivery of retrofit winglets). For man-hour and material reimbursement for airplanes in warranty as of the foregoing date, send a warranty claim to Boeing Warranty & Product Assurance Contracts.

H. MANPOWER

The table below shows an estimate for the man-hours necessary to accomplish this service bulletin for each aircraft. This estimate is for direct labor only, done by experienced personnel. Adjust the estimate with operator man-hour data as necessary. This 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.

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Table 1 - Manpower

PART 1 – RELOCATE SINGLE HORIZONTAL STABILIZER POSITION WARNING HORN SWITCH

Task	Number of Persons	Man-Hours	Elapsed Time (Hours)
Access	1	1	1
Modifications	1	1.5	1.5
TOTAL FOR EACH SHIPSET		2.5	2.5

NOTE: Hours do not include removing electrical power from the airplane.

PART 2 – RELOCATE DOUBLE HORIZONTAL STABILIZER POSITION WARNING HORN SWITCHES

Task	Number of Persons	Man-Hours	Elapsed Time (Hours)
Access	1	1	1
Modifications	1	3	3
TOTAL FOR EACH SHIPSET		4.0	4.0

NOTE: Hours do not include removing electrical power from the airplane.

PART 3 – REMOVE AND REPLACE FLIGHT DECK CONTROL STAND PITCH TRIM LIGHT PLATES

Task	Number of Persons	Man-Hours	Elapsed Time (Hours)
Rework	1	2	2
Perform a functional test	1	1	1
TOTAL FOR EACH SHIPSET		3.0	3.0

Table 1 – Manpower (Continued)

PART 4 – REVISE FLIGHT MANAGEMENT COMPUTER (FMC) SOFTWARE

Task	Number of Persons	Man-Hours	Elapsed Time (Hours)
Install new MEDB software	1	1	1
Perform a functional test	1	1	1
TOTAL FOR EACH SHIPSET		2.0	2.0

PART 5 – REMOVE AND REPLACE OEM FLIGHT DECK CONTROL STAND PITCH TRIM LIGHT PLATES

Task	Number of Persons	Man-Hours	Elapsed Time (Hours)
Install light plates	1	3	3
TOTAL FOR EACH SHIPSET		3.0	3.0

I. WEIGHT AND BALANCE CHANGES

Not changed.

J. ELECTRICAL LOAD DATA

Not changed.

K. REFERENCES

1. Existing Data:

- a. D633A101-(XXX) Boeing 737-600/700/800/900 Aircraft Maintenance Manual (AMM). (XXX) Refers to customer specific code, subjects: 20-15-01, 20-15-11, 27-41-00, 27-41-94, 31-51-02, 33-18-00, 34-61-00, 76-11-03.
- b. D634A201 Boeing 737-700 Structural Repair Manual (SRM), 51-40-02, 51-40-03, 51-40-04, 51-40-05.
- c. D634A330 Boeing 737-700 IGW SRM, 51-20-01, 51-40-02, 51-40-03, 51-40-04, 51-40-05.

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- d. D634A202 Boeing 737-700 Convertible SRM, 51-40-02, 51-40-03, 51-40-04, 51-40-05.
- e. Boeing Standard Overhaul Practice Manual (SOPM), 20-41-02, 20-43-03.
- f. BAC5004-1 Solid Rivet Installation
- g. BAC5719 Chemical Conversion Coatings for Aluminum and Aluminum Alloys
- h. BAC5736 Application of Chemical and Solvent Resistant Finishes

2. Data Supplied with This Service Bulletin:

None

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

Drawing Number	Title
737-7960	Instl – Limit & Warning switch mod, Stabilizer trim
737-7961	Instl – Control Stand Modification
737-0840	Configuration and Functional Test – Flight Management Computer, 737-BBJ
737-7840	Configuration and Functional Test – Flight Management Computer, 737-700
737-7841	Configuration and Functional Test – Flight Management Computer, 737-700C

These drawings were used to prepare this service bulletin. These drawings are not necessary to make the specified changes, and are not supplied with this service bulletin. These drawings may not be applicable to all airplane configurations or operators.

L. PUBLICATIONS AFFECTED

1. Publications:

Publication	Chapter / Section
AP37.1-0600, APB Supplement to 737-700 IGW BBJ Aircraft Maintenance Manual	27-41-00, 31-51-02
AP37.7-0618, APB Supplement to 737-700 IGW BBJ Aircraft Maintenance Manual	27-41-00, 31-51-02
AP37.7-0600, APB Supplement to 737-700 Aircraft Maintenance Manual	27-41-00, 31-51-02
AP37.7-0622, APB Supplement to 737-700C Aircraft Maintenance Manual	27-41-00, 31-51-02
AP37.1-0601, 737-700 IGW Airplane Flight Manual Supplement	SECTION 3 Flight Management Computer System SECTION 4 Recommended Takeoff Stabilizer Setting
AP37.1-0616, 737-700 IGW Airplane Flight Manual Supplement	SECTION 3 Flight Management Computer System SECTION 4 Recommended Takeoff Stabilizer Setting
AP37.7-0601, 737-700 Airplane Flight Manual Supplement	SECTION 3 Flight Management Computer System SECTION 4 Recommended Takeoff Stabilizer Setting
AP37.7-0616, 737-700C Airplane Flight Manual Supplement	SECTION 4 Recommended Takeoff Stabilizer Setting
AP37.7-0614, APB Supplement to 737-700 Aircraft Illustrated Parts Catalog	76-11-03
AP37.7-0625, APB Supplement to 737-700C Aircraft Illustrated Parts Catalog	76-11-03
AP37.1-0802, Instructions for Continued Airworthiness – APB Winglets STC ST00830SE	Section 1 Introduction
D638A001, Aircraft Illustrated Parts Catalog	34-61-00

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2. Damage Tolerance Based Structural Inspections:

APB has evaluated the repairs and/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 no new DTIs are necessary.

M. INTERCHANGEABILITY AND INTERMIXABILITY OF PARTS

Refer to Paragraph 2.B., Parts Necessary for Each Airplane, for interchangeability and intermixability information.

N. SOFTWARE ACCOMPLISHMENT SUMMARY

1. System affected by this change:
Flight Management Computer (FMC)
2. Software changes which affect operational procedures:
None.
3. Other software improvements:
FMC will display the updated nose-up pitch trim limit.

2. MATERIAL INFORMATION

A. MATERIAL - PRICE AND AVAILABILITY

Price and availability of material required to accomplish this service bulletin are as described in Paragraph 2.B, below.

B. PARTS NECESSARY TO CHANGE EACH AIRPLANE

Parts and materials necessary to accomplish this bulletin are shown in Table 3 and 4, below.

1. Parts Available from APB

Required parts are shown in Table 2. These parts should be obtained from APB via Purchase Order to aogspares@aviationpartners.com. Contact APB at the same address for current pricing and availability.

Table 2 - Parts Available from APB

Material	Description	QTY per SS	Note
737-8618-3	Light Plate	1	Replaces 737-8618-1 (Group 1 Aircraft) Replaces 737-8618-724 (Group 3 Aircraft)
737-8618-4	Light Plate	1	Replaces 737-8618-2 (Group 1 Aircraft) Replaces 737-8618-725 (Group 3 Aircraft)

2. Parts and Material Supplied by aircraft owner/operator

Aircraft owner/operators are responsible for furnishing the material identified in this subparagraph.

Table 3 - Parts and Material Supplied by the Aircraft Owner/Operator

Material	Description	QTY per SS
BACR15BB5AD4	Rivet	As required
BACR15CE5AD4	Rivet	As required
BACN10JN04	Nutplate	As required
BACR15DR3AC1	Rivet	As required
NAS1149DN416J	Washer	As required

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Material	Description	QTY per SS
MS20995NC20	Lock Wire	1 Roll
MS20995NC32	Lock Wire	1 Roll
BMS 10-11, Type I	Primer	2 ounces
BMS3-38 (Preferred) BMS3-27 (Alternate)	Corrosion Inhibiting Material	2 ounces
Alodine 600	Conversion coating	2 ounces

Table 3 - Parts and Materials Supplied by the Operator/Operator (Continued)

Disk Set Title	Disk Set P/N	Software P/N	Notes
34 FMC MEDB	242A6020-1032	BCG-01T-A0	(a) (b) (c)
(a) This software part number is used in production. Operators may already have this media set.			
(b) Only one media set is necessary for each operator.			
(c) Get the MEDB disk set from Boeing Spares. Refer to this service bulletin number in the purchase order.			

3. Parts Modified and Re-identified

The parts shown below are changed as shown in this service bulletin. Quantity is the number of parts changed on each airplane.

Group 3 only:

Existing Part Number	RUC	Name	QTY	New Part Number	PNC	RPC
65C31525	RWK	Bracket	1	-	N	A
65C31526	RWK	Bracket	1	-	N	A

RUC Recommended Use Code

RWK Make the change as specified in this service bulletin.

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PNC Part Number Code

N There is no equivalent APB part number for the changed part. Identify on the part that the change given in this service bulletin was made.

RPC Replacement Code

A Do not use the existing part to replace the new or changed part.

4. Parts Removed and Not Replaced

None

5. Parts Removed and Replaced

The parts shown below are removed and replaced as shown in this service bulletin. Quantity is the number of parts changed on each airplane.

Existing Part Number	RUC	Name	QTY	New Part Number	PNC	RPC
737-8618-1	DIS	Light Plate	1	737-8618-3	S	A
737-8618-2	DIS	Light Plate	1	737-8618-4	S	A

RUC Recommended Use Code

DIS Discard the part. Keep the part if there are other uses for it.

PNC Part Number Code

S This is the part number for the new equivalent or replacement part. To get a new part, use this part number in your order.

RPC Replacement Code

A Do not use the existing part to replace the new or changed part.

C. SPECIAL TOOLING - PRICE AND AVAILABILITY

Special tools are required to perform modifications in this service bulletin. Contact APB for tool price and availability.

D. SPECIAL TOOLING NECESSARY TO DO THIS SERVICE BULLETIN

See Table 4 for required special tooling.

Aircraft with retrofit winglets will not require a drill jig fixture. Since the nose-up horizontal stabilizer position warning horn switch position reverts to its original hole location on airplanes delivered without winglets, no new holes will be required.

Aircraft with factory installed winglets will require a drill jig fixture to establish the new switch location.

Table 4 - Special Tooling Necessary to Do This Service Bulletin

Tool Number	Name	QTY	Airplane Group
TE27T-41001-8 or F80055-1	Measuring Bar Tool or Trammel Bar	1	Group 1, 2 and 3
DJ-737-7960-9L	Drill Jig Fixture	1	Group 1, 2 and 3

3. ACCOMPLISHMENT INSTRUCTIONS

A. GENERAL NOTES

WARNING: IF ELECTRICAL POWER IS APPLIED TO THE AIRPLANE, MAKE SURE YOU OBEY ALL PRECAUTIONS WHILE YOU DO WORK. IF YOU DO NOT OBEY THE PRECAUTIONS, DEATH OR INJURY TO PERSONS, AND DAMAGE TO THE AIRPLANE CAN OCCUR.

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.

CAUTION: ELECTRICALLY GROUND THE AIRPLANE. THIS WILL HELP TO PREVENT DAMAGE TO THE AIRPLANE OR EQUIPMENT.

- NOTE:**
1. Obey all warnings and cautions given in the applicable sections of the 737-700 Aircraft Maintenance Manual (AMM).
 2. Unless shown differently, these dimensions and tolerances are used:
 - All linear dimensions, areas, volumes, temperatures, pressures, weights, and energy will show U.S. Customary Units.
 - 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 are given in the 737 Structural Repair Manual (SRM), 51-40-05.
 - Torque limits to tighten nut and bolts are given in the 737 SRM, 51-40-04.
 3. Make the following entry into the aircraft's records once service bulletin is completed:

"Aviation Partners Boeing Service Bulletin AP737-27-002 completed on (date) by (name of individual or company)."
 4. For approved fastener and process material substitutions, refer to the 737 SRM, chapter 51 and Boeing drawing 65-88700. Alternate fasteners are given in the 737 SRM, 51-40-03 and Boeing drawing 65-88700.

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5. If the length of any fastener specified in this service bulletin does not meet the installation standards in 737 SRM, 51-40-02, then a fastener of the same specification or an approved substitute, with a length which meets the installation standards in the 737 SRM, 51-40-03 may be used.
6. 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.
7. Refer to 737-600/700/800/900 AMM 20-15-11 for on-airplane software installation maintenance practices, as an accepted procedure.
8. Refer to 737-600/700/800/900 AMM 20-15-01 for off-airplane software installation maintenance practices, as an accepted procedure.
9. 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 document must be used.
10. The work instructions are divided into PARTS. Task Hours and Elapsed Hours for each package are given in Paragraph.1.H. You may accomplish each PART independently.
11. Some steps in the Work Instructions are identified as Required for Compliance (RC). If this service bulletin is mandated by an airworthiness directive (AD), then the steps identified as RC and steps indented under an RC step must be done to comply with the AD. Alternative procedures for steps not identified with RC can be used if the RC steps and indented steps can still be done as specified, and the airplane can be put back in a serviceable condition. An Alternative Method of Compliance (AMOC) is not necessary for deviations to steps that are not identified as RC.

B. WORK INSTRUCTIONS

PART 1 – RELOCATE SINGLE HORIZONTAL STABILIZER POSITION WARNING HORN SWITCH

Refer to Figure 2 for the work flow.

Note: The diagram only supplements the information in the accomplishment instructions and is not intended to serve as the primary source for tasks in this SB.

1. Set the stabilizer trim cutout switches to the CUTOFF position.
2. Open these circuit breakers and install safety tags:
 - F/O Electrical System Panel, P6-2

Row	Col	Number	Name
B	10	C00207	FLIGHT CONTROL STAB TRIM CONT

- F/O Electrical System Panel, P6-3

Row	Col	Number	Name
C	18	C01398	LANDING GEAR TAKEOFF WARNING CUTOFF
D	18	C00451	LANDING GEAR AURAL WARN

3. Open this access panel. Refer to Figure 3:
 - Stabilizer Trim Access Door 311BL
4. Adjust the stabilizer "B" dimension to 24 inches +/- .01 inch. Refer to Figure 4.
5. Remove S132 switch and mark it as "S132", leaving wire harness attached. Salvage all hardware except lock wires and keep reusable parts (hardware). Refer to the 737-600/700/800/900 AMM, 31-51-02 for the removal of the S132 switch as an accepted procedure.

CAUTION: Excessive axial tension loads on the switch shaft can result in internal damage to the switch.

6. Locate an existing open hole for S132 switch approximately 1.5 inches above the current location of S132 switch. Refer to Figure 5.

Condition 1: If the open hole exists, do steps 7, 8 and 9 and go to step 13.

Condition 2: If the open hole does not exist, drill new holes in accordance with steps 10 through 12.

7. **RC for Condition 1, Group 1 and Group 3 aircraft** - Drill two new holes in accordance with Figure 6.

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8. Remove two rivets next to the open hole. Countersink resulting holes on both sides of web to a depth of .015 - .020 X 100 deg. Refer to Figure 6. Install BACR15CE5AD4 rivets. Refer to BAC5004-1 or 737-700 SRM, 51-40-02 as an accepted procedure. Microshave manufactured head and formed head flush within +0.005, -0.000 inch after installation. Refer to BAC5004-1 as an accepted procedure.
9. Manually apply Alodine 600 to bare surfaces including shaved rivet. Refer to BAC5719 or SOPM 20-43-03 as an accepted procedure. Apply one coat of BMS10-11, Type I primer. Refer to BAC5736 or SOPM 20-41-02 as an accepted procedure.

Skip steps 10 through 12 and go to step 13.

10. Remove S144 switch and mark it as "S144", leaving wire harness attached. Salvage all hardware except lock wires and store. Refer to the 737-600/700/800/900 AMM, 27-41-94 for the removal of the S144 switch as an accepted procedure.

CAUTION: Excessive axial tension loads on the switch shaft can result in internal damage to the switch.

11. Locate drill jig fixture DJ-737-7960-9L and check lower switch hole location S144 using tooling check pin.
12. **RC for Condition 2, Group 1 and Group 3 aircraft** - Drill three new holes in accordance with Figure 7 and 8.
13. Open up two index holes next to the current S132 switch hole to .159 - .167 dia. Install BACR15BB5AD4 rivets. Refer to Figure 8. Refer to BAC5004-1 or 737-700 SRM, 51-40-02 as an accepted procedure.
14. **RC for Group 1 and Group 3 aircraft** - Install S132 switch in the new location. Re-install S144 switch in the original location if removed in step 10. Install 32EN21-4 switch assembly in bracket with BMS3-38 (BMS3-27 acceptable alternate) corrosion inhibiting material. Orient lead wires as shown +/- 5 degrees. Orient switch arm as shown. Adjust S132 switch. Refer to 737-600/700/800/900 AMM TASK 31-51-02-820-801 as an accepted procedure. Adjust S144 switch if removed in step 10. Refer to 737-600/700/800/900 AMM TASK 27-41-94-820-801 as an accepted procedure. Refer to the 737-600/700/800/900 AMM, 31-51-02 for the installation of switch S132 as an accepted procedure and 737-600/700/800/900 AMM, 27-41-94 for the installation of switch S144 as an accepted procedure.

CAUTION: If adjustments are to be completed at a later time, switch arms should be placed in a position clear of the cam throughout the entire range of cam motion.

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15. Remove the safety tags and close these circuit breakers:

- F/O Electrical System Panel, P6-2

Row	Col	Number	Name
B	10	C00207	FLIGHT CONTROL STAB TRIM CONT

- F/O Electrical System Panel, P6-3

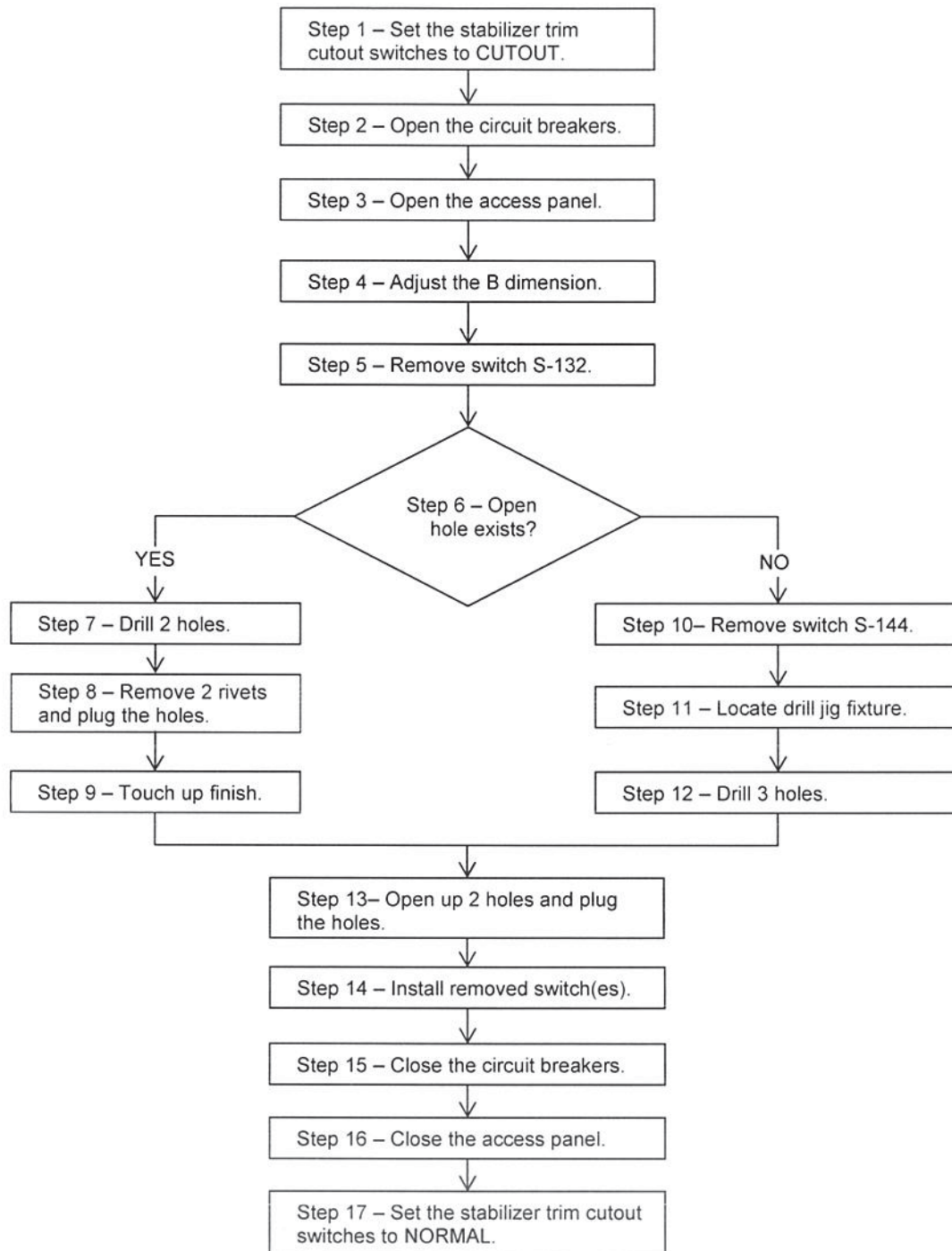
Row	Col	Number	Name
C	18	C01398	LANDING GEAR TAKEOFF WARNING CUTOFF
D	18	C00451	LANDING GEAR AURAL WARN

16. Close this access panel. Refer to Figure 3.

- Stabilizer Trim Access Door 311BL

17. Set the stabilizer trim cutout switches to the NORMAL position.

18. Put the airplane back to a serviceable condition.



Note: This diagram only supplements the information in the accomplishment instructions and is not intended to serve as the primary source for tasks in this SB.

Figure 2: PART 1 Work Flow

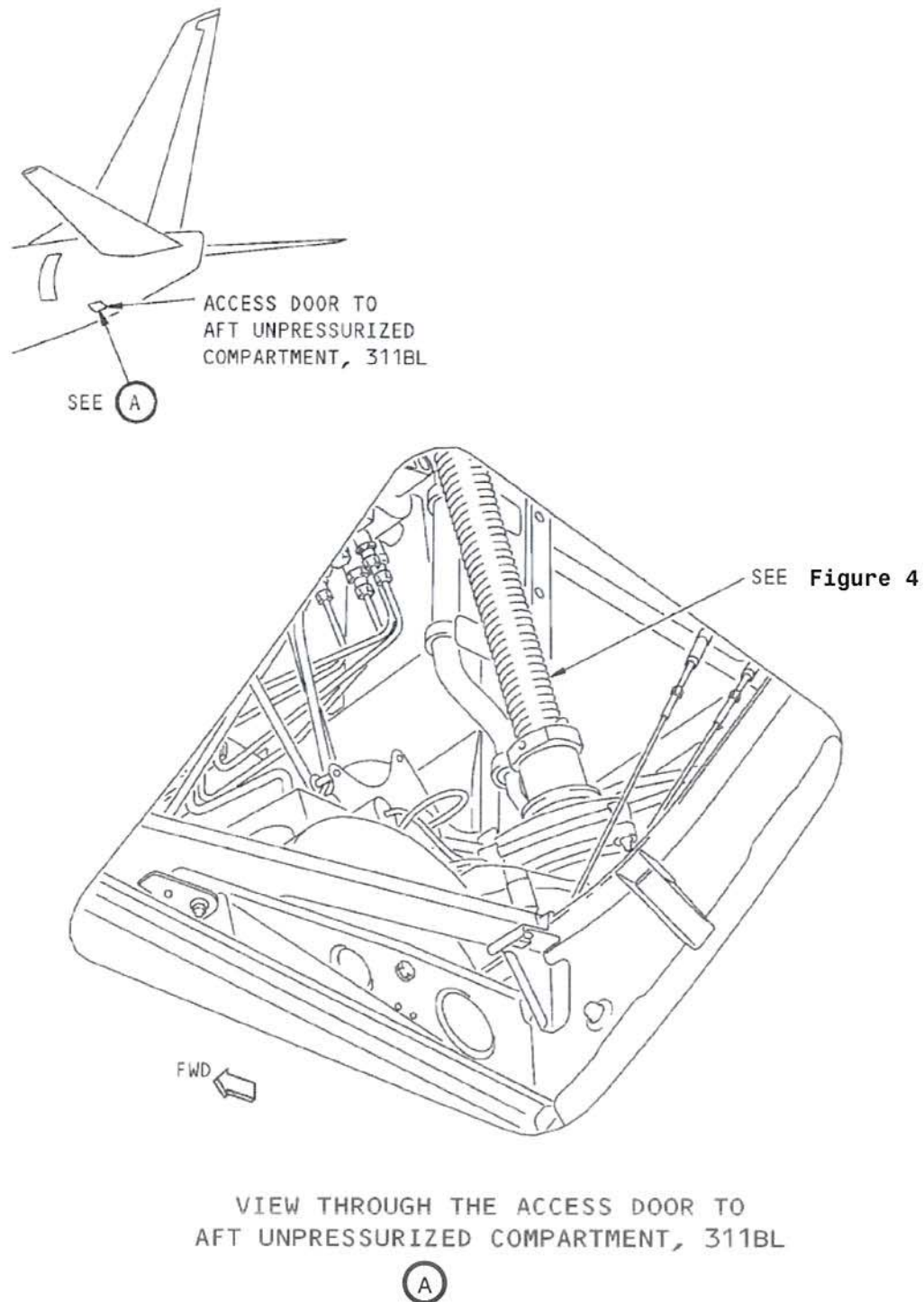
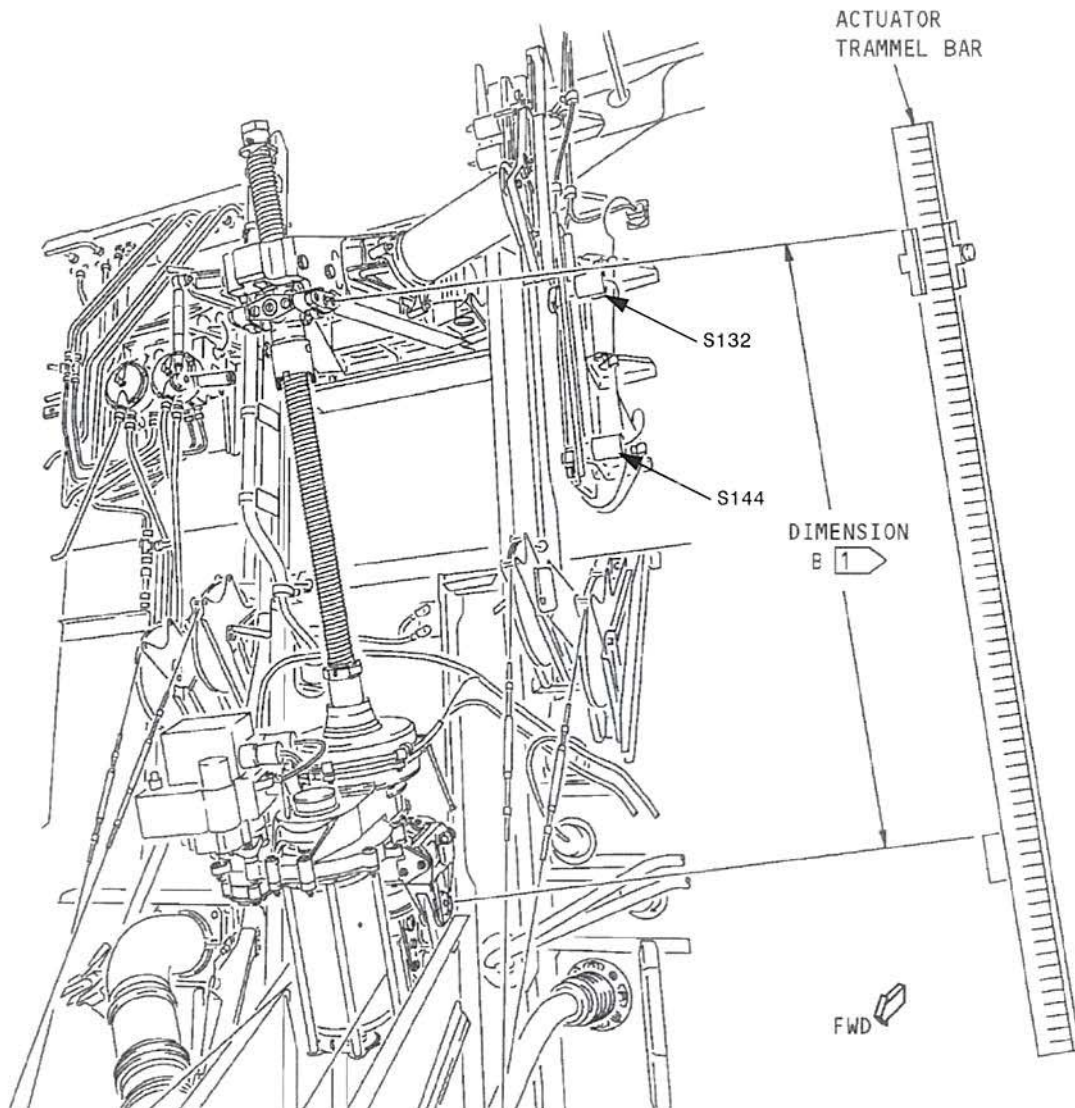


Figure 3: Access to Stabilizer Takeoff Warning Switch



STABILIZER TRIM ACTUATOR

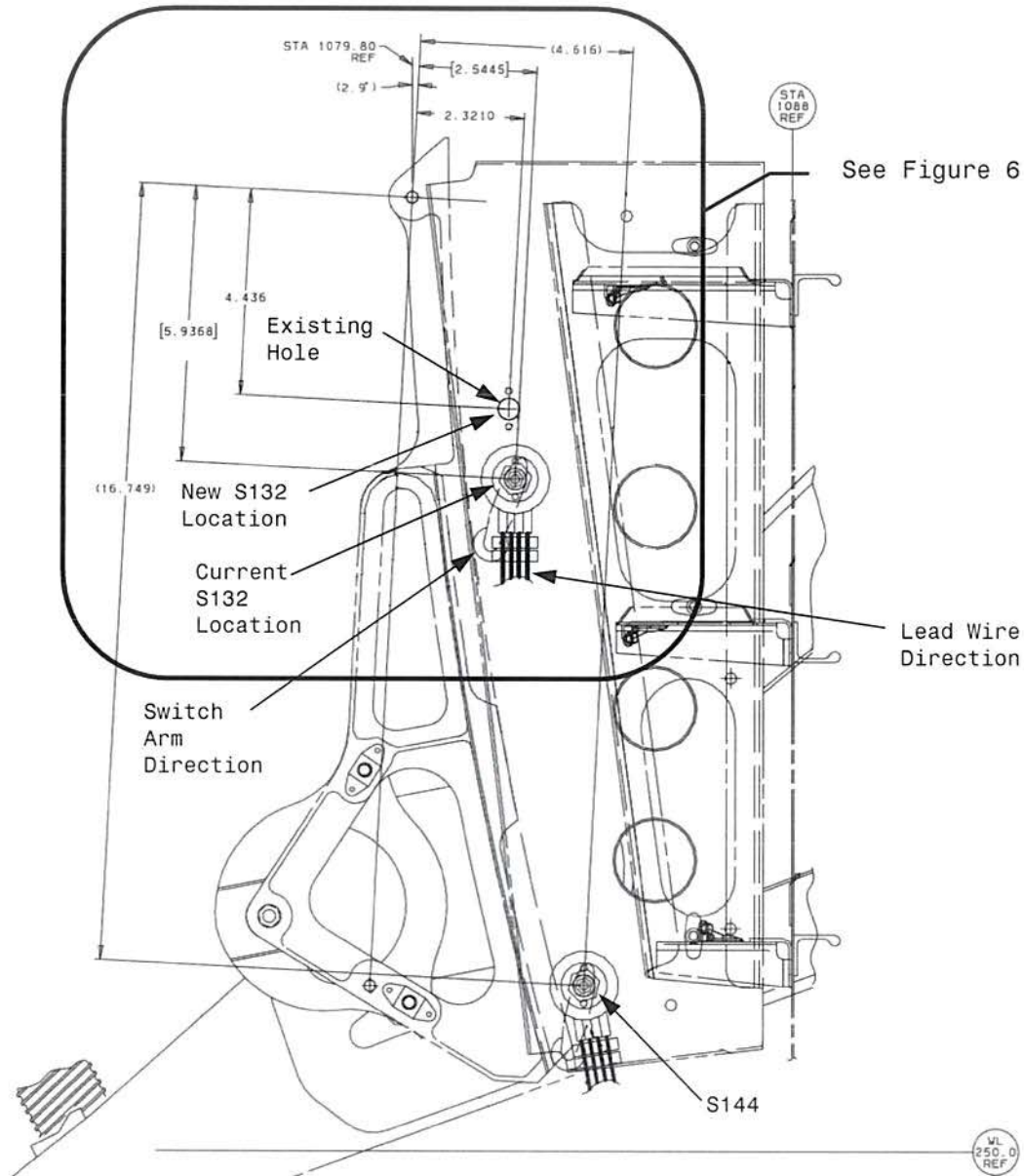
NOTE: The stabilizer trim jackscrew is shown with the stabilizer leading edge at zero degrees.

1 The dimension B is measured between the center of the upper and lower gimbal pins, (center of grease fittings).

Figure 4: Stabilizer Takeoff Warning Switch
"B" Dimension Definition

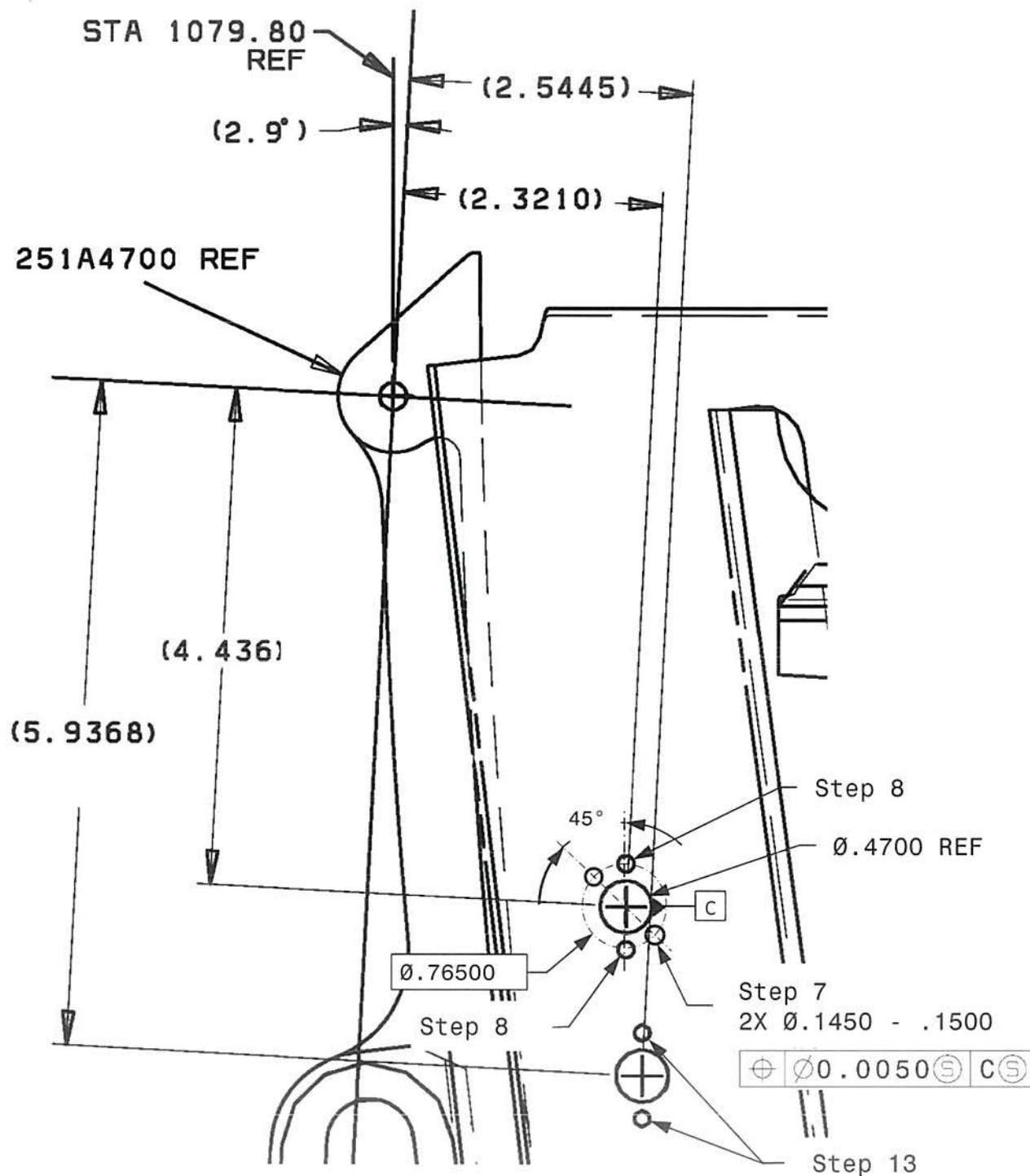
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NOTE: The dimensions apply with B-Dimension at 24 +/- 0.01 inches.

Figure 5: Single Takeoff Warning Switch Relocation with an Existing Hole

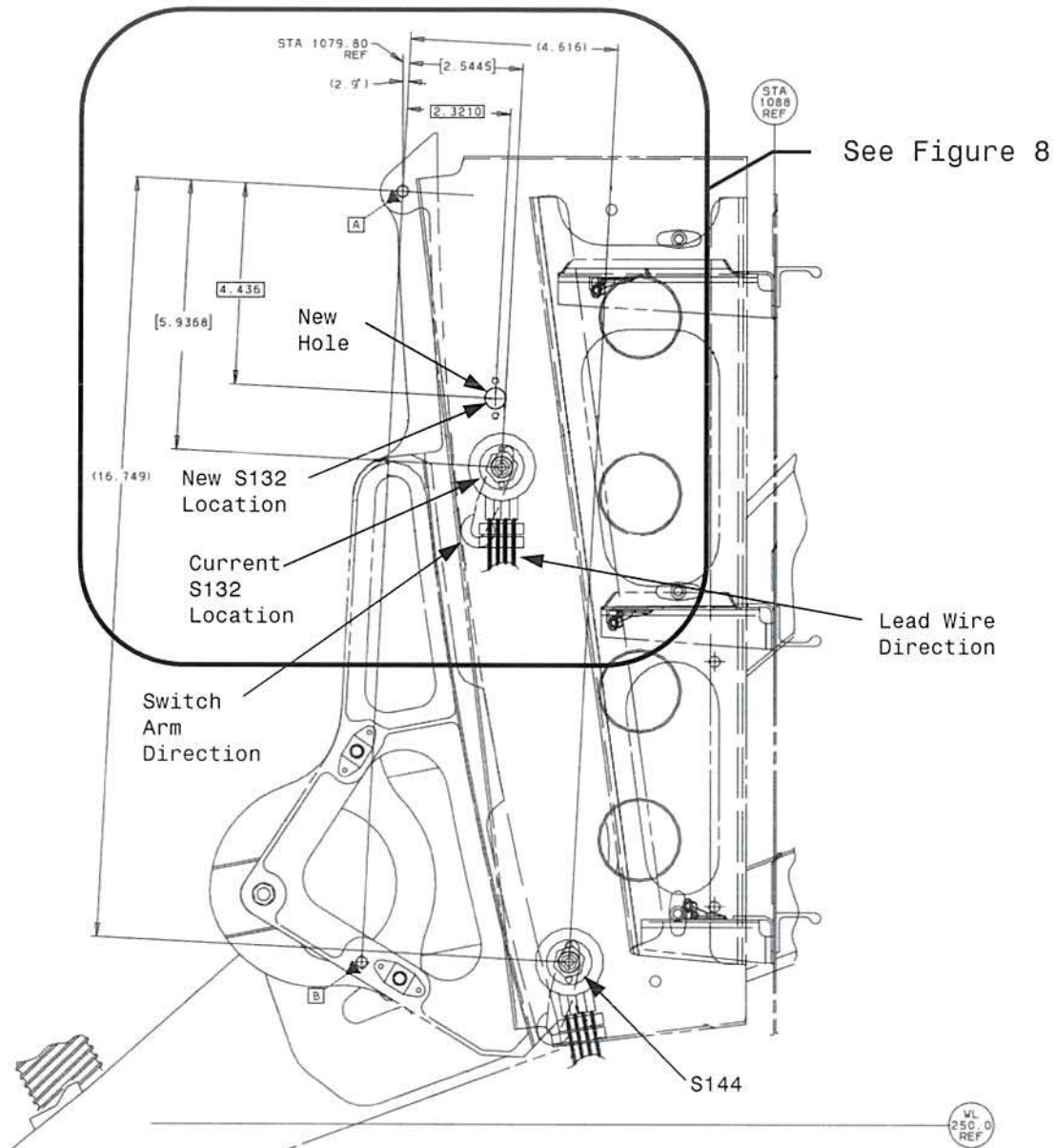


NOTE: The dimensions apply with B-Dimension at 24 +/- 0.01 inches.

Figure 6: Single Takeoff Warning Switch Relocation with an Existing Hole - Detail

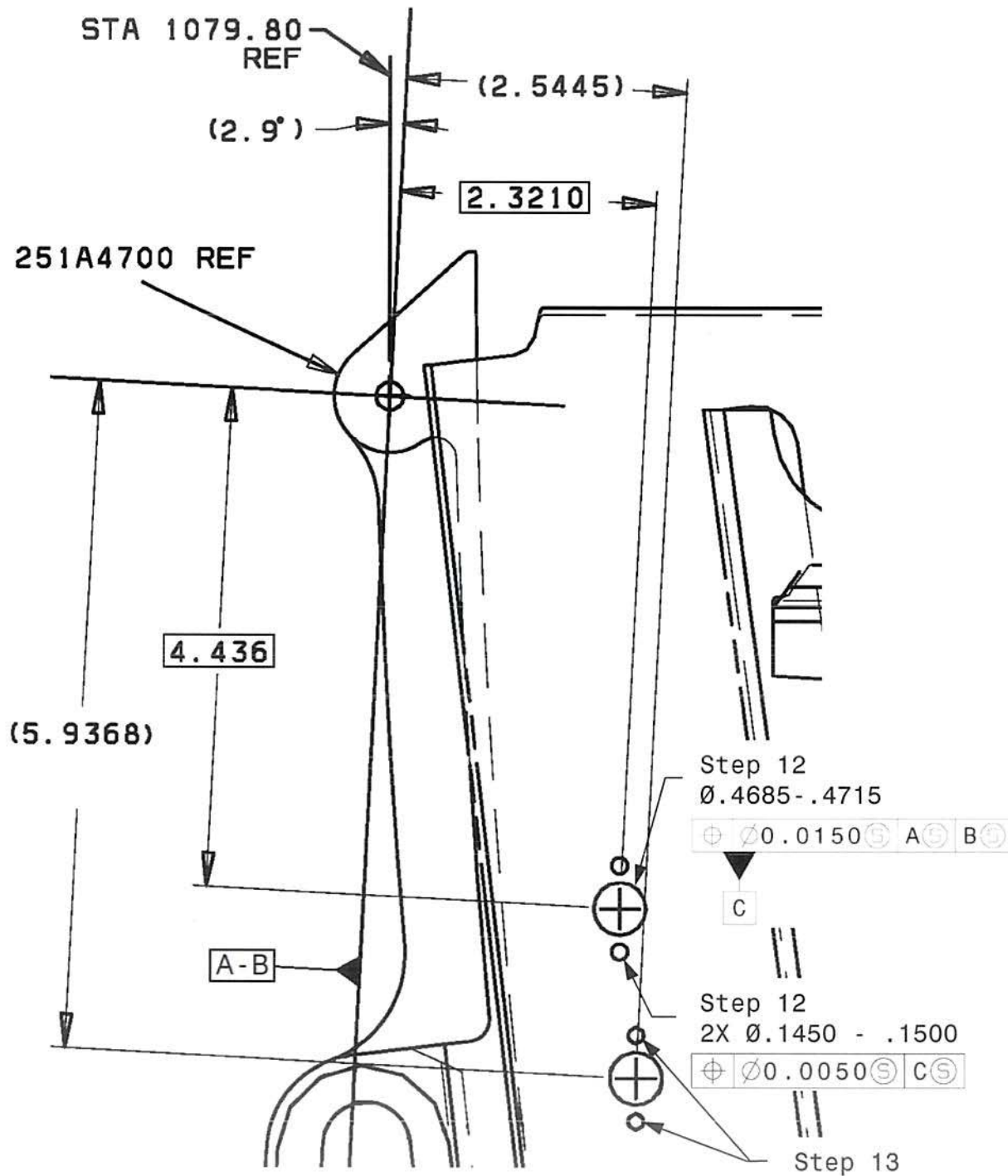
Original Issue: March 31, 2015
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NOTE: The dimensions apply with B-Dimension at 24 +/- 0.01 inches.

Figure 7: Single Takeoff Warning Switch Relocation with New Holes



NOTE: The dimensions apply with B-Dimension at 24 +/- 0.01 inches.

Figure 8: Single Takeoff Warning Switch Relocation with New Holes- Detail

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PART 2 – RELOCATE DOUBLE HORIZONTAL STABILIZER POSITION
WARNING HORN SWITCHES

Refer to Figure 9 for the work flow.

Note: The diagram only supplements the information in the accomplishment instructions and is not intended to serve as the primary source for tasks in this SB.

1. Set the stabilizer trim cutout switches to the CUTOUT position.
2. Open these circuit breakers and install safety tags:

- F/O Electrical System Panel, P6-2

Row	Col	Number	Name
B	10	C00207	FLIGHT CONTROL STAB TRIM CONT

- F/O Electrical System Panel, P6-3

Row	Col	Number	Name
C	18	C01398	LANDING GEAR TAKEOFF WARNING CUTOFF
D	18	C00451	LANDING GEAR AURAL WARN

3. Open this access panel (Refer to Figure 3):
 - Stabilizer Trim Access Door 311BL
4. Adjust the stabilizer “B” dimension (Refer to Figure 4) to 24 inches +/- .01 inch.
5. Remove S132 and S1184 switches and mark them as “S132” and “S1184” respectively, leaving wire harness attached. Remove 3/16 locking nut, 3/16 flat washer, switch arm, 15/32 jam nut, and internal tooth lock washer from 32EN21-4 switch assemblies. Salvage all hardware except lock wires and store. Refer to the 737-600/700/800/900 AMM, 31-51-02 for the removal of the S132 and S1184 switches as an accepted procedure.

CAUTION: Excessive axial tension loads on the switch shaft can result in internal damage to the switch.

6. Locate the existing open holes for S132 and S1184 switches approximately 1.5 inches above the current location of S132 and S1184 switches. (Refer to Figure 10)

If the open holes exist, do steps 7, 8, and 9 and go to step 13. If the open holes do not exist, drill new holes in accordance with steps 10 through 12.

7. **RC for Group 2 aircraft** - Drill four new holes in accordance with Figure 11.

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8. Remove two rivets next to the open holes. Countersink resulting holes on both sides of web to a depth of .015 - .020 inch X 100 deg.
Install BACR15CE5AD4 rivets. Refer to BAC5004-1 or 737-700 SRM, 51-40-02 as an accepted procedure. Microshave manufactured head and formed head flush within +0.005, -0.000 inch after installation. Refer to BAC5004-1 as an accepted procedure.
9. Manually apply Alodine 600 to bare surfaces including shaved rivet. Refer to BAC5719 or SOPM 20-43-03 as an accepted procedure. Apply one coat of BMS10-11, Type I primer. Refer to BAC5736 or SOPM 20-41-02 as an accepted procedure.

Skip steps 10 through 12 and go to step 13.

10. Remove S144 switch and mark it as "S144", leaving wire harness attached. Remove 3/16 locking nut, 3/16 flat washer, switch arm, 15/32 jam nut, and internal tooth lock washer from 32EN21-4 switch assembly. Salvage all hardware except lock wires and store. Refer to the 737-600/700/800/900 AMM, 27-41-94 for the removal of the switch as an accepted procedure.

CAUTION: Excessive axial tension loads on the switch shaft can result in internal damage to the switch.

11. Locate drill jig fixture DJ-737-7960-9L and check lower switch hole location S144 using tooling check pin.

12. **RC for Group 2 aircraft** - Drill six new holes in accordance with Figure 12 and 13.

13. Open up two index holes each next to the current S132 and S1184 switch holes to .159 - .167 dia. Install BACR15BB5AD4 rivets. Refer to BAC5004-1 or 737-700 SRM, 51-40-02 as an accepted procedure. Refer to Figure 13.

14. **RC for Group 2 aircraft** - Install S132 and S1184 switches in the new locations. Re-install S144 switch in the original location if removed in step 10. Install 32EN21-4 switch assemblies in bracket with BMS3-38 (BMS3-27 acceptable alternate) corrosion inhibiting material. Orient lead wires as shown +/- 5 degrees. Orient switch arm as shown. Adjust S132 and S1184 switches. Refer to 737-600/700/800/900 AMM TASK 31-51-02-820-801 as an accepted procedure. Adjust S144 switch. Refer to 737-600/700/800/900 AMM TASK 27-41-94-820-801 as an accepted procedure. Refer to the 737-600/700/800/900 AMM, 31-51-02 for the installation of switch S132 and switch S1184 as an accepted procedure and 737-600/700/800/900 AMM, 27-41-94 for the installation of switch S144 as an accepted procedure.

CAUTION: If adjustments are to be completed at a later time, switch arms should be placed in a position clear of the cam throughout the entire range of cam motion.

15. Remove the safety tags and close these circuit breakers:

- F/O Electrical System Panel, P6-2

Row	Col	Number	Name
B	10	C00207	FLIGHT CONTROL STAB TRIM CONT

- F/O Electrical System Panel, P6-3

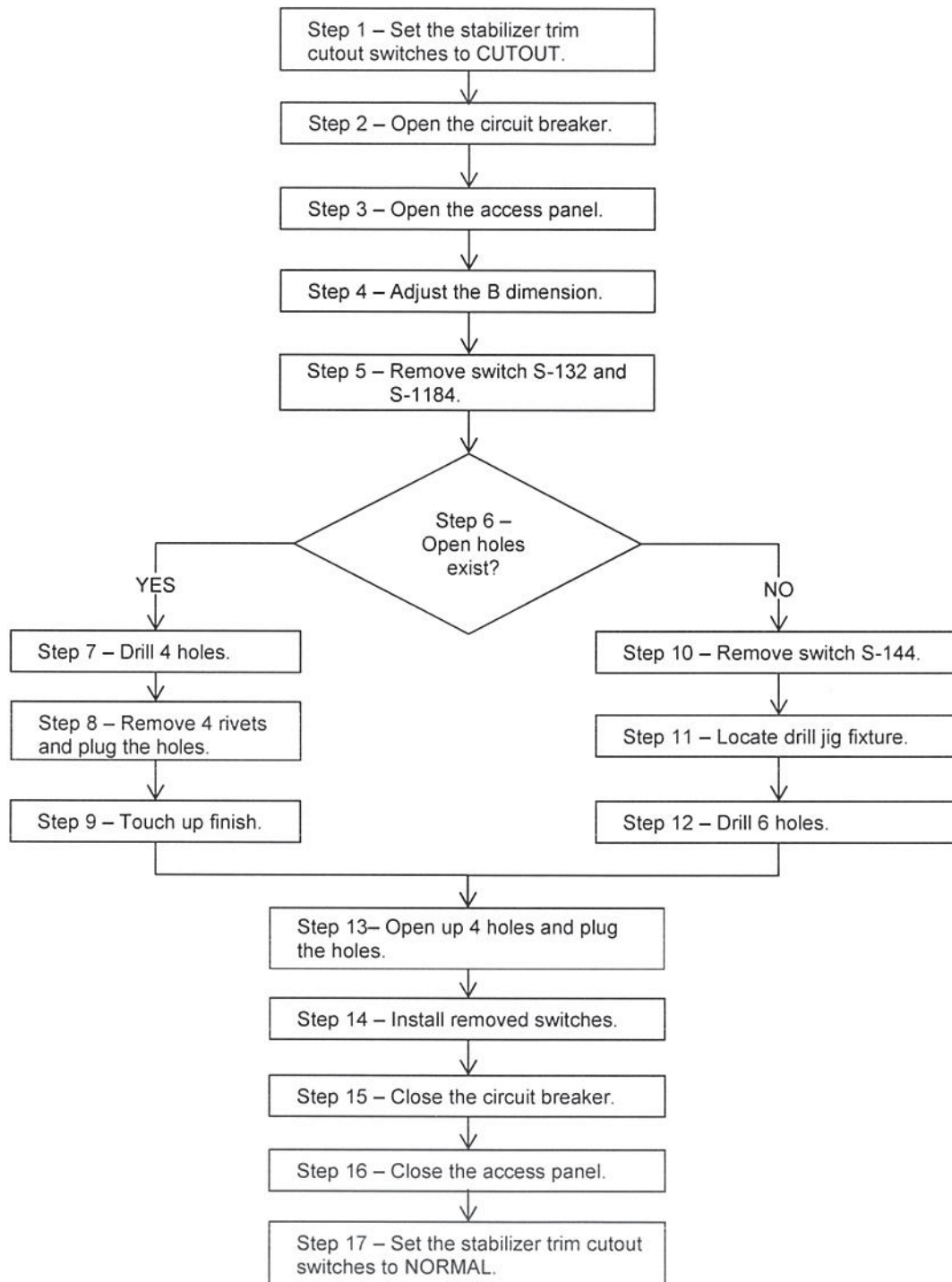
Row	Col	Number	Name
C	18	C01398	LANDING GEAR TAKEOFF WARNING CUTOFF
D	18	C00451	LANDING GEAR AURAL WARN

16. Close this access panel. Refer to Figure 3.

- Stabilizer Trim Access Door 311BL

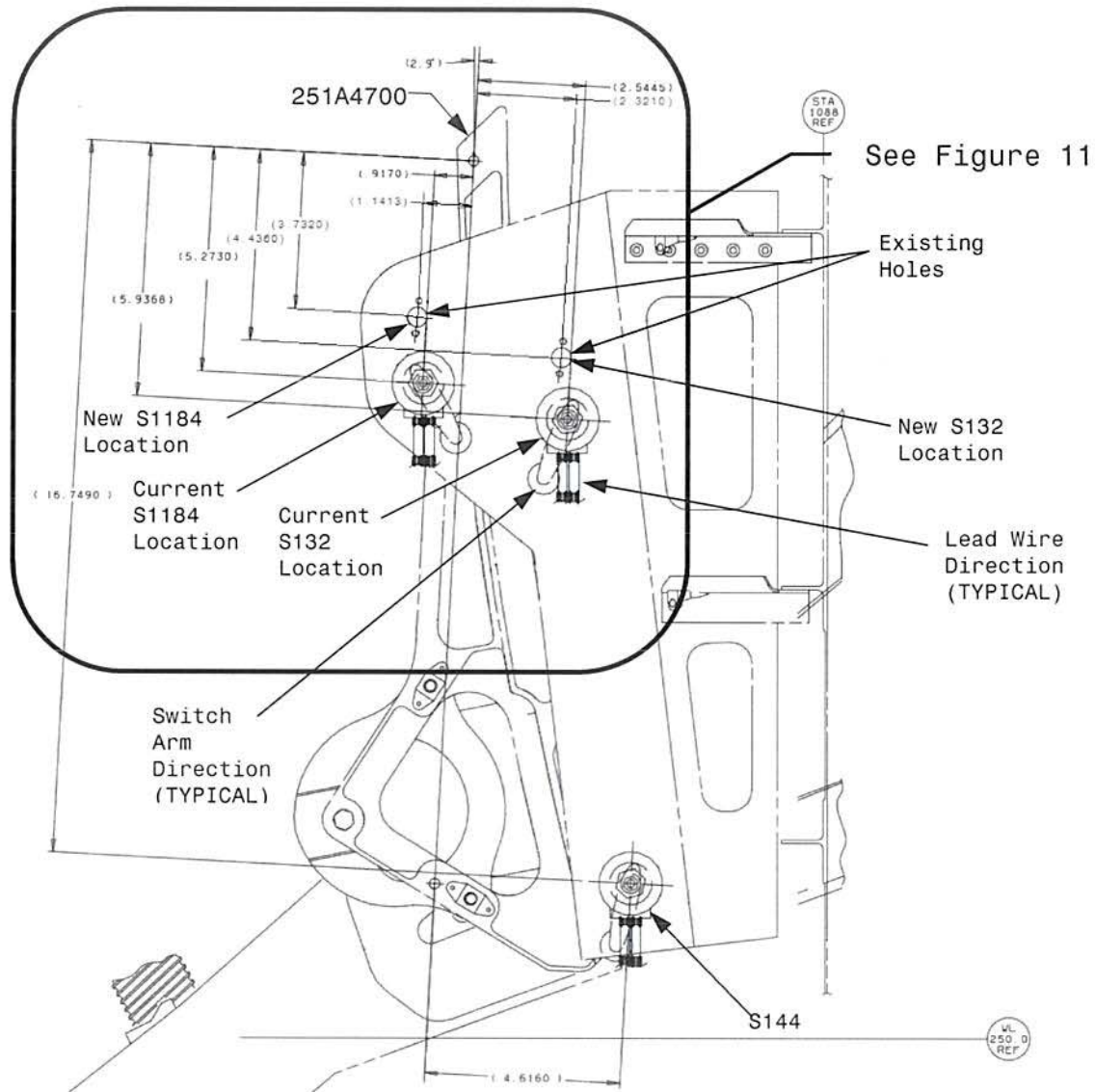
17. Set the stabilizer trim cutout switches to the NORMAL position.

18. Put the airplane back to a serviceable condition.



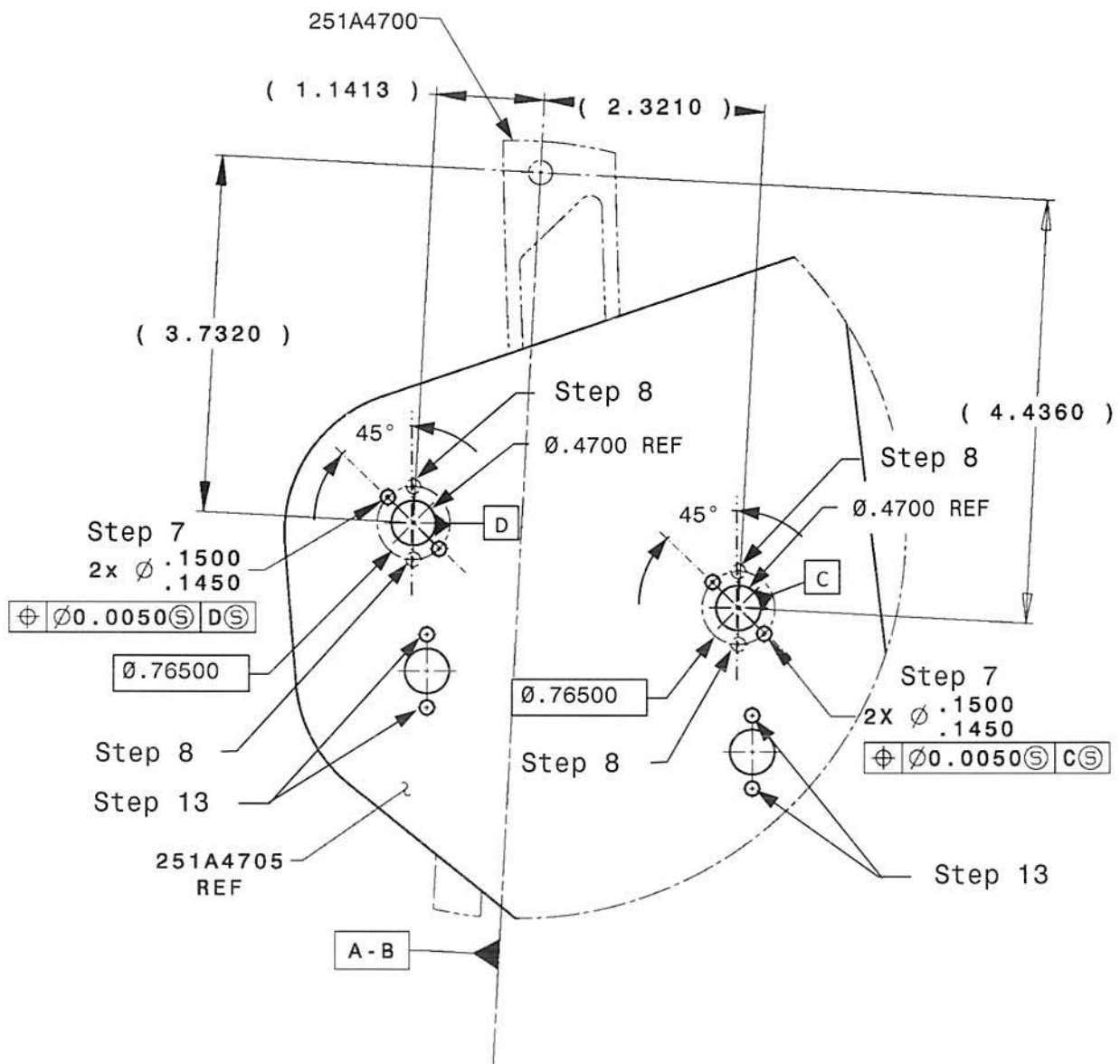
Note: This diagram only supplements the information in the accomplishment instructions and is not intended to serve as the primary source for tasks in this SB.

Figure 9: PART 2 Work Flow



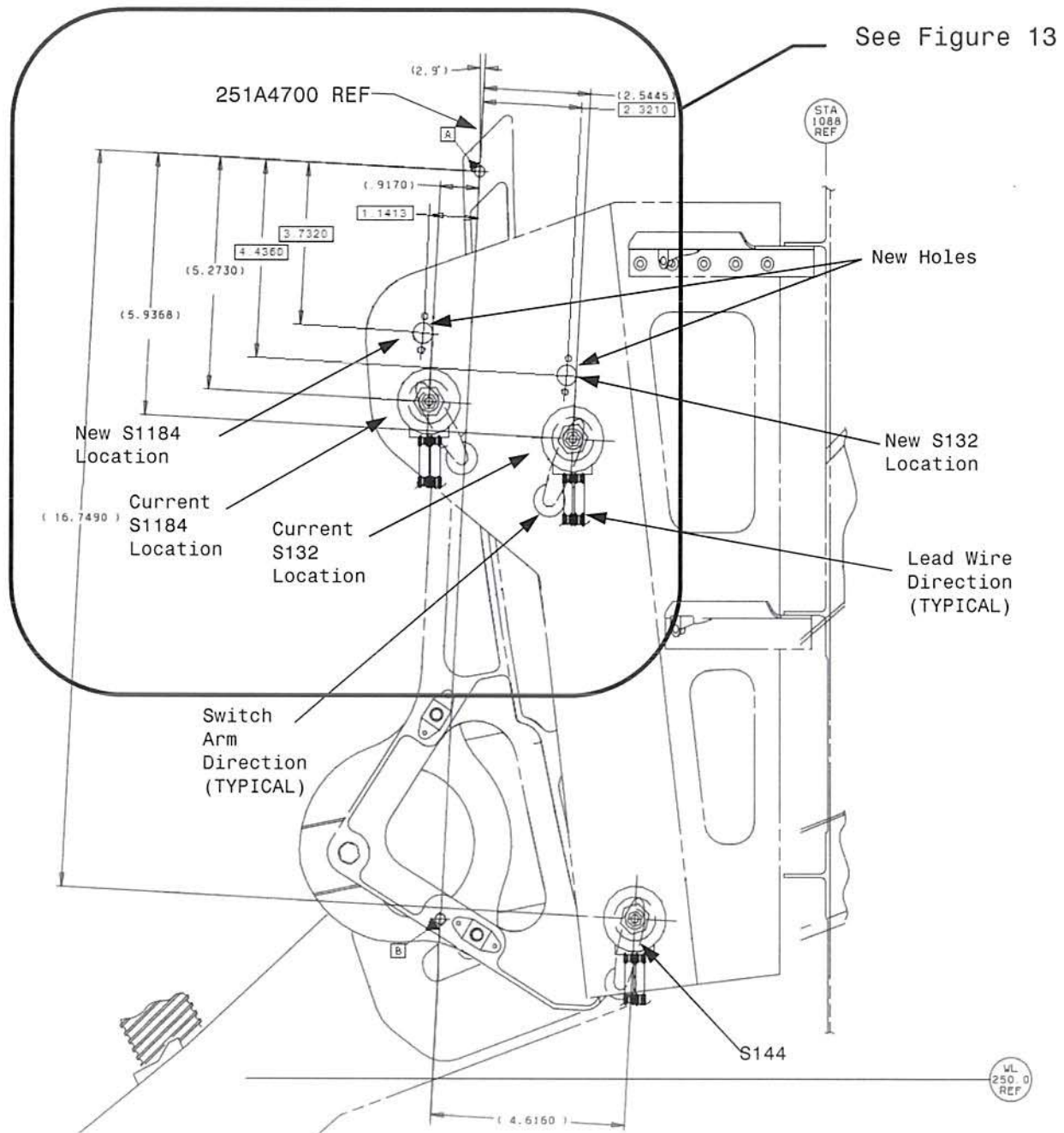
NOTE: The dimensions apply with B-Dimension at 24 +/- 0.01 inches.

Figure 10: Double Takeoff Warning Switch Relocation with Existing Holes



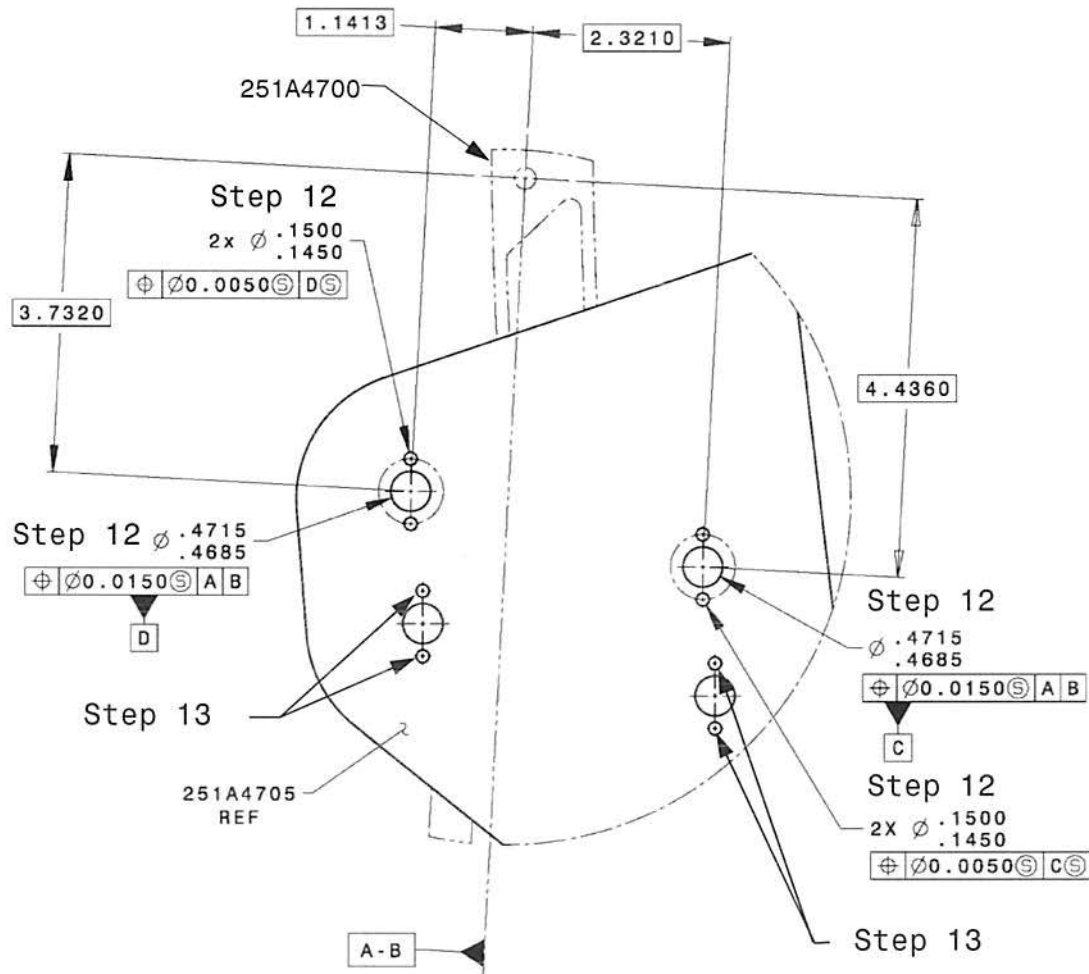
NOTE: The dimensions apply with B-Dimension at 24 +/- 0.01 inches.

Figure 11: Double Takeoff Warning Switch Relocation with Existing Holes - Detail



NOTE: The dimensions apply with B-Dimension at 24 +/- 0.01 inches.

Figure 12: Double Takeoff Warning Switch Relocation with New Holes



NOTE: The dimensions apply with B-Dimension at 24 +/- 0.01 inches.

Figure 13: Double Takeoff Warning Switch Relocation with New Holes - Detail

**PART 3 – REMOVE AND REPLACE COCKPIT CONTROL STAND PITCH
TRIM LIGHT PLATES**

1. Open this access panel. Refer to Figure 3:
 - Stabilizer Trim Access Door 311BL
2. Locate the 254A1220 Control Stand in the flight deck of the aircraft. See Figure 14.
3. **RC for Group 1 and Group 2 aircraft** - Run stabilizer trim until the stabilizer pointer on the control stand indicates 4 units. Verify that the stabilizer "B" dimension is 39.89 inches +/- .10 inch. If the dimension is not within the specified tolerance, adjust stabilizer to this dimension. Refer to Figure 4.
4. See Figure 15, Figure 16 and Figure 17 for Steps 5 through 19.
5. Remove and retain the right and left side stabilizer trim wheels (part number 254A1370). Retain the BACB30LU8-4 bolts.
6. Remove and retain the right and left side control stand linings (part number 232A1630). Refer to Figure 14.
7. **RC for Group 1 and Group 2 aircraft** - Remove the left stabilizer light plate (part number 737-8618-1), keep reusable parts (hardware). Refer to 737-600/700/800/900 AMM 76-11-03 as an accepted procedure.
8. **RC for Group 1 and Group 2 aircraft** - Remove the right stabilizer light plate (part number 737-8618-2), keep reusable parts (hardware). Refer to 737-600/700/800/900 AMM 76-11-03 as an accepted procedure.
9. **RC for Group 1 and Group 2 aircraft** - Verify the Stabilizer "B" dimension as described in Step 3 of these instructions.
10. **RC for Group 1 and Group 2 aircraft** - Install the 737-8618-3 light plate using kept reusable parts (hardware). Refer to 737-600/700/800/900 AMM 76-11-03 as an accepted procedure. Verify that the stabilizer pointer indicates 4 units within half the unit "4" bar width. Adjust the 737-8618-3 light plate as required to achieve 4 unit indication before tightening screws.
11. Rig indicator assembly (part number 254A1273) pointer (part number 254A1314) to 737-8618-3 light plate laterally. Adjust the face of the pointer either inboard or outboard within the indicator assembly until a constant gap of .0400 to .1300 inch is achieved between the pointer and the light plate. Refer to Figure 17. Washers (part number NAS1149DN416J) may be either added or deleted to achieve this gap.
12. Rig indicator assembly (part number 254A1273) pointer (part number 254A1314) to 737-8618-3 light plate radially. Loosen screws (NAS1352N04-X) and adjust the upper face of the pointer either up or down to the upper face of the light plate by sliding the pointer along the indicator. Mismatch shall be to within +/- .0400 inch. Refer to Figure 17. Tighten screws.

CAUTION: Verify that the light plate wiring is adequately supported and clear of any mechanism inside the control stand. Move the flap, throttle and speed brake handles full travel and recheck light plate wiring clearances.

13. **RC for Group 1 and Group 2 aircraft** - Verify the Stabilizer "B" dimension as described in Step 3 of these instructions.
14. **RC for Group 1 and Group 2 aircraft** - Install the 737-8618-4 light plate using kept reusable parts (hardware). Refer to 737-600/700/800/900 AMM 76-11-03 as an accepted procedure. Verify that the stabilizer pointer indicates 4 units within half the unit "4" bar width. Adjust the 737-8618-4 light plate as required to achieve 4 unit indication before tightening screws.
15. Rig indicator assembly (part number 254A1274) pointer (part number 254A1314) to 737-8618-4 light plate laterally. Adjust the face of the pointer either inboard or outboard within the indicator assembly until a constant gap of .0400 to .1300 inch is achieved between the pointer and the light plate (Refer to Figure 17). Washers (part number NAS1149DN416J) may be either added or deleted to achieve this gap.
16. Rig indicator assembly (part number 254A1274) pointer (part number 254A1314) to 737-8618-4 light plate radially. Loosen screws (NAS1352N04-X) and adjust the upper face of the pointer either up or down to the upper face of the light plate by sliding the pointer along the indicator. Mismatch shall be to within +/- .0400 inch (Refer to Figure 17). Tighten screws.

CAUTION: Verify that the light plate wiring is adequately supported and clear of any mechanism inside the control stand. Move the flap, throttle and speed brake handles full travel and recheck light plate wiring clearances.

17. **RC for Group 1 and Group 2 aircraft** - Perform Light plate functional check in accordance with 737-600/700/800/900 AMM, 33-18-00, SUBTASK 33-18-00-710-005. If the Light plate fails the functional check, replace the light plate and do the functional check again. For removal and installation of a light plate, refer to 737-600/700/800/900 AMM 76-11-03 as an accepted procedure. If the Light plate fails the functional check again, contact The Boeing Company for repair procedures and do the procedures given by The Boeing Company.
18. Reinstall 232A1630 control stand linings removed in Step 6 of these instructions.
19. Reinstall right and left stabilizer trim wheels (part number 254A1370) removed in Step 5 of these instructions. Wheels are to be installed with their handles 75 to 105 degrees apart. Torque BACB30LU8-4 bolts to 150 – 170 inch pounds.

WARNING: KEEP PERSONS AND EQUIPMENT CLEAR OF FLIGHT CONTROL SURFACES, THRUST REVERSERS, AND THE LANDING GEAR. THESE COMPONENTS CAN MOVE SUDDENLY WHEN YOU SUPPLY HYDRAULIC POWER. IT CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

20. **RC for Group 1 and Group 2 aircraft** - Do the Stabilizer Takeoff Warning Switches Test. Refer to Boeing AMM TASK 31-51-02-700-801 as an accepted procedure. Do the Stabilizer Trim Limit Switches Test. Refer to Boeing AMM Task 27-41-00-700-805 as an accepted procedure. If the airplane does not pass, adjust the horizontal stabilizer trim system. Refer to AMM TASK 31-51-02-820-801 and TASK 27-41-94-820-801 as accepted procedures.
21. Close this access panel. Refer to Figure 3:
 - Stabilizer Trim Access Door 311BL
22. Put the airplane back to a serviceable condition.

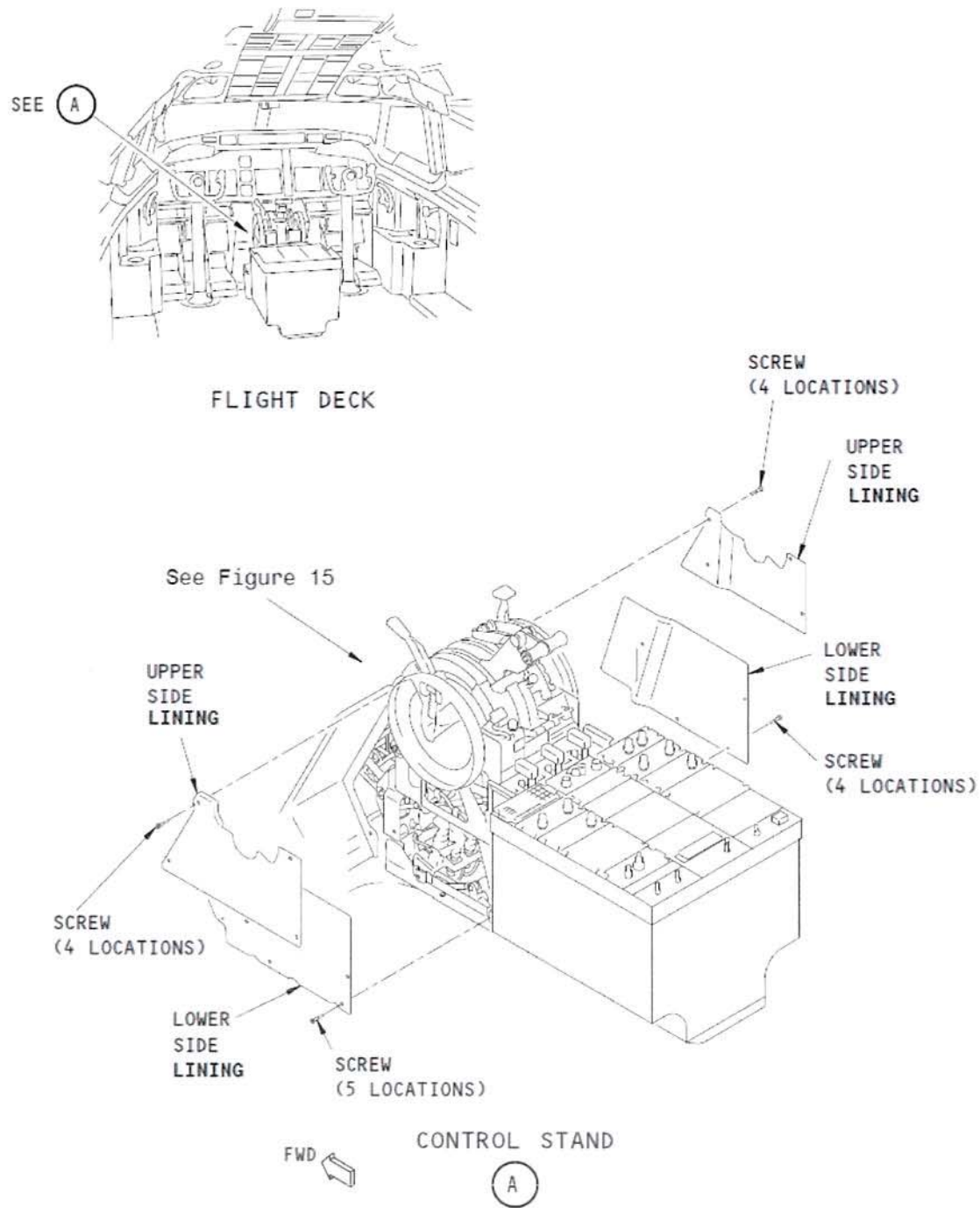


Figure 14: Flight deck Control Stand

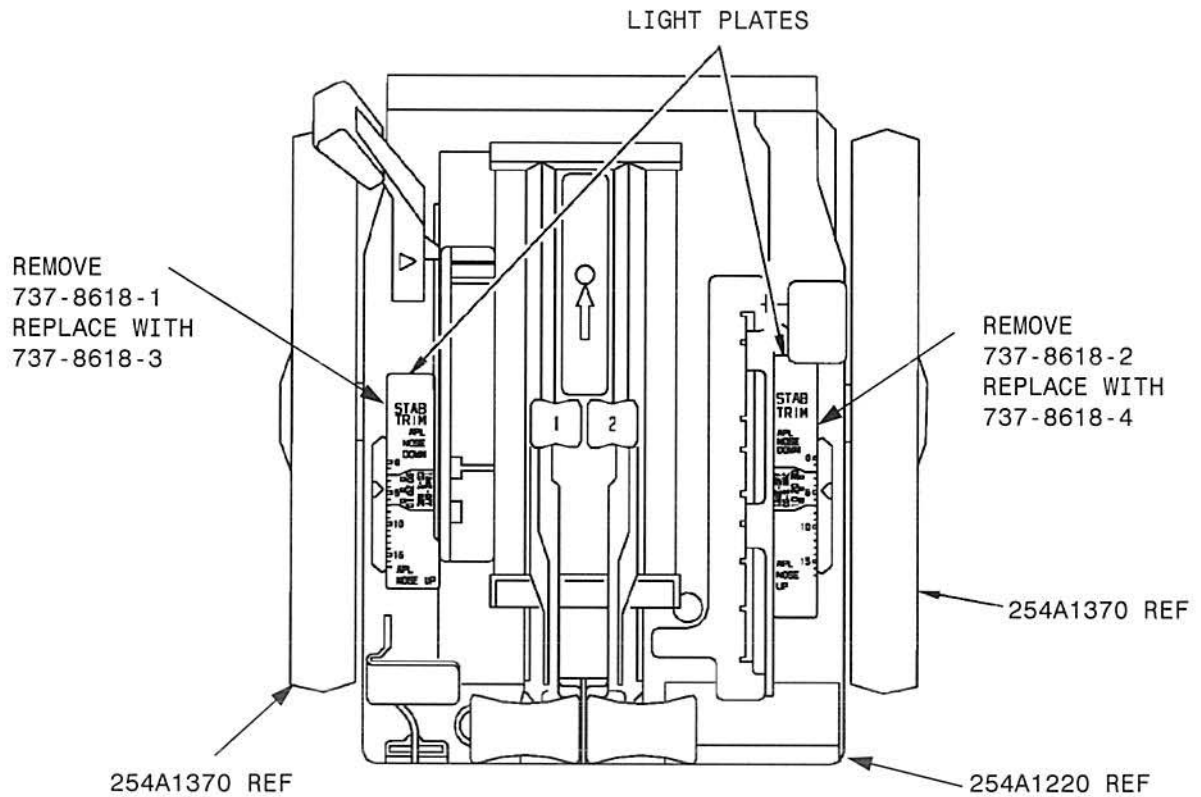


Figure 15: Light Plate Removal
View Looking Down

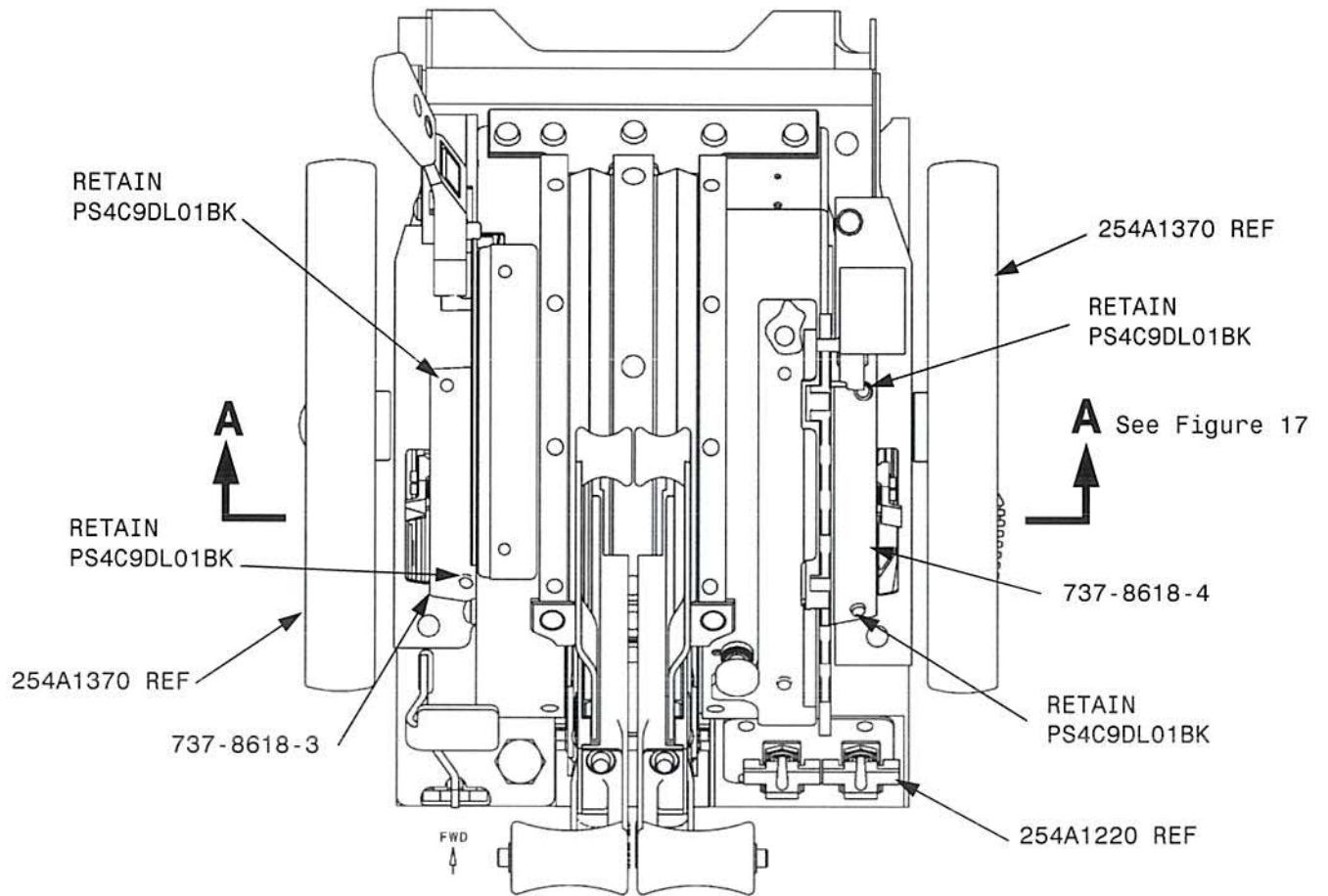
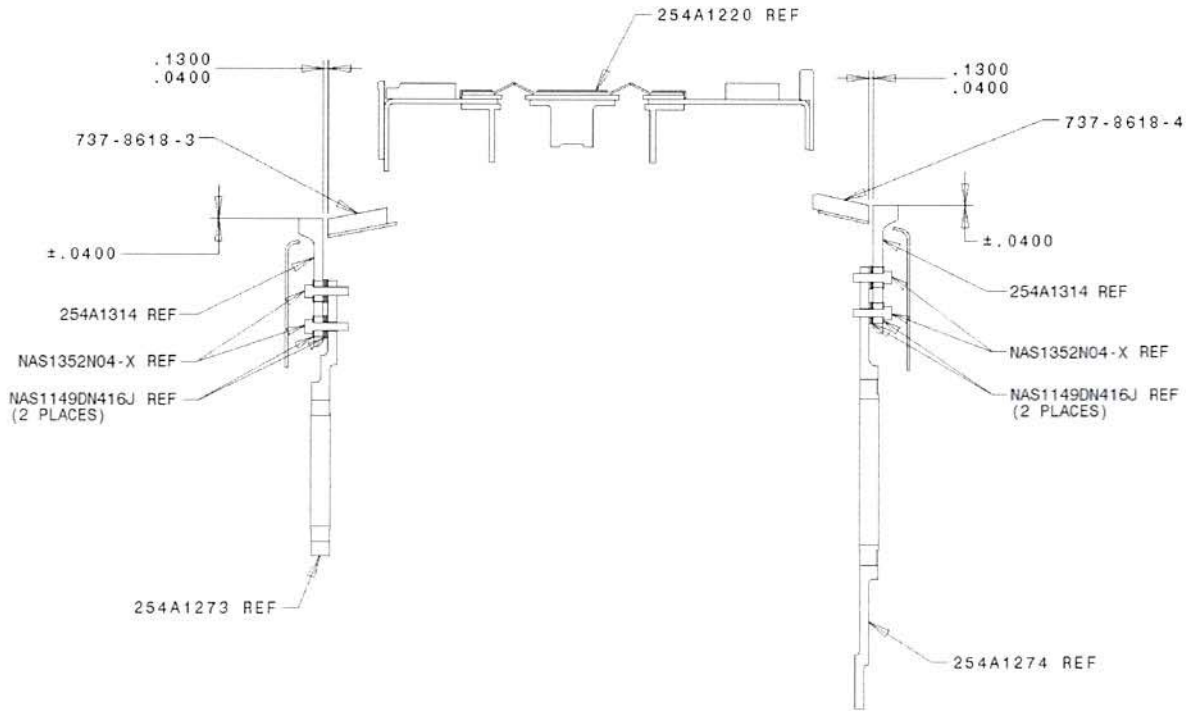


Figure 16: Light Plate Installation

View Looking Down



Section A-A

Figure 17: Light Plate Adjustment

View Looking Forward

PART 4 – REVISE FLIGHT MANAGEMENT COMPUTER (FMC) SOFTWARE

1. Get access to the flight compartment.
Verify Flight Management Computer (FMC) Operational Program Software (OPS) version in Table 5. If FMC OPS version is not U10.8A, U11, U12, or U13, install a compatible FMC OPS version. Refer to the 737-600/700/800/900 AMM, 34-61-00 as an accepted procedure.
2. In the flight compartment, do the steps that follow to check the current Flight Management Computer (FMC) Model/Engine Database (MEDB) configuration number.
 - a. Do the Model/Engine Configuration check. Refer to 737-600/700/800/900 AMM 34-61-00 as an accepted procedure.
 - b. Record the settings shown below.
 - 1) Record the MODEL.
 - 2) Record the BRAKE OPT.
 - 3) Record the ENGINE OPT.
 - 4) Record the FULL & BUMP ENGINE RATINGS.
 - 5) Record the Model/Engine CONFIG number.
3. **RC** - Load and verify MEDB software noted in Table 5 into the left and then the right FMC with an Airborne Data Loader or Portable Data Loader. Refer to 737-600/700/800/900 AMM 34-61-00/201 as an accepted procedure.
4. **RC** - Do the FMC Configuration Check and verify the all settings are the same as recorded in Step 2.b. Refer to 737-600/700/800/900 AMM 34-61-00 as an accepted procedure. If the settings are not the same as recorded, contact The Boeing Company and obey the instructions given by The Boeing Company.
5. Put the airplane back in a serviceable condition.

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Table 5 - FMC Software Part Number and Compatibility

Group 1, Group 2 and Group 3:

Name	Disk Set P/N	Software P/N
34 FMC MEDB	242A6020-1032	BCG-01T-A0

Compatible FMC OPS

Name	FMC OPS Version	Disk Set P/N	Software P/N	Reference Service Bulletin for OPS Installation Only
34 FMC OPS	U10.8A	10-62225-1019	549849-020	737-34A2216*
	U11	10-62225-1020	556909-001	737-34-2252
	U12	10-62225-1021	559775-001	737-34-2600
	U13	10-62225-1022	559777-001	737-34-2906

Note * - Service Bulletin 737-34A2216 calls out FMC MEDB BCG-01J-05.
Disregard and use FMC MEDB BCG-01T-A0 as noted above.

**PART 5 – REMOVE AND REPLACE COCKPIT CONTROL STAND PITCH
TRIM LIGHT PLATES**

1. Open this access panel. Refer to Figure 3:
 - Stabilizer Trim Access Door 311BL
2. Locate the 254A1220 Control Stand in the flight deck of the aircraft. See Figure 14.
3. **RC for Group 3 aircraft** - Run stabilizer trim until the stabilizer pointer on the control stand indicates 4 units. Verify that the stabilizer "B" dimension is 39.89 inches +/- .10 inch. If the dimension is not within the specified tolerance, adjust stabilizer to this dimension. Refer to Figure 4.
4. See, Figure 17, Figure 18, Figure 19, Figure 20 and Figure 21 for Steps 5 through 23.
5. Remove and retain the right and left side stabilizer trim wheels (part number 254A1370). Retain the BACB30LU8-4 bolts.
6. Remove and retain the right and left side control stand linings (part number 232A1630). Refer to Figure 14.
7. **RC for Group 3 aircraft** - Remove the left stabilizer light plate (part number 737-8618-724), retaining all the hardware. Temporarily install the 737-8616-3 light plate in place of the 737-8618-724, using the aft fastener location only. Verify that the stabilizer pointer indicates 4 units within half the unit "4" bar width. Mark the location for the forward fastener on the 65C31525 bracket.
8. **RC for Group 3 aircraft** - Remove the 65C31525 bracket. Retain bracket and all hardware.
9. **RC for Group 3 aircraft** - Remove the right stabilizer light plate (part number 737-8618-725), retaining all the hardware. Temporarily install the 737-8616-4 light plate in place of the 737-8618-725, using the forward fastener location only. Verify that the stabilizer pointer indicates 4 units within half the unit "4" bar width. Mark the location for the aft fastener on the 65C31526 bracket.
10. **RC for Group 3 aircraft** - Remove the 65C31526 bracket. Retain bracket and all hardware.
11. **RC for Group 3 aircraft** - Rework the 65C31525 bracket by removing the existing forward light plate attachment nutplate. Drill new forward light plate hole and attach nutplate as shown in Figure 20 or 21. Touch up finish per 737-700 IGW Structural Repair Manual D634A330, Section 51-20-01.
12. **RC for Group 3 aircraft** - Part mark modified bracket as 65C31525-SB737-27-002R2.
13. **RC for Group 3 aircraft** - Rework the 65C31526 bracket by removing the existing aft light plate attachment nutplate. Drill new aft light plate hole and attach nutplate as shown in Figure 20 or 21. Touch up finish per 737-700 IGW Structural Repair Manual D634A330, Section 51-20-01.

14. **RC for Group 3 aircraft** - Part mark modified bracket as 65C31526-SB737-27-002R2.
15. **RC for Group 3 aircraft** - Reinstall the 65C31525 (737-0910-5) brackets using retained hardware.
16. **RC for Group 3 aircraft** - Verify the Stabilizer "B" dimension as described in Step 3 of these instructions.
17. **RC for Group 3 aircraft** - Install the 737-8618-3 light plate using retained hardware. Verify that the stabilizer pointer indicates 4 units within half the unit "4" bar width. Adjust the 737-8618-3 light plate as required to achieve 4 unit indication before tightening screws.
18. Rig indicator assembly (part number 254A1273) pointer (part number 254A1314) to 737-8618-3 light plate laterally. Adjust the face of the pointer either inboard or outboard within the indicator assembly until a constant gap of .0400 to .1300 inch is achieved between the pointer and the light plate. Refer to Figure 17. Washers (part number NAS1149DN416J) may be either added or deleted to achieve this gap.
19. Rig indicator assembly (part number 254A1273) pointer (part number 254A1314) to 737-8618-3 light plate radially. Loosen screws (NAS1352N04-X) and adjust the upper face of the pointer either up or down to the upper face of the light plate by sliding the pointer along the indicator. Mismatch shall be to within +/- .0400 inch. Refer to Figure 17. Tighten screws.
20. **RC for Group 3 aircraft** - Verify the Stabilizer "B" dimension as described in Step 3 of these instructions.
21. **RC for Group 3 aircraft** - Install the 737-8618-4 light plate using retained hardware. Verify that the stabilizer pointer indicates 4 units within half the unit "4" bar width. Adjust the 737-8618-4 light plate as required to achieve 4 unit indication before tightening screws.
22. Rig indicator assembly (part number 254A1274) pointer (part number 254A1314) to 737-8618-4 light plate laterally. Adjust the face of the pointer either inboard or outboard within the indicator assembly until a constant gap of .0400 to .1300 inch is achieved between the pointer and the light plate (Refer to Figure 17). Washers (part number NAS1149DN416J) may be either added or deleted to achieve this gap.
23. Rig indicator assembly (part number 254A1274) pointer (part number 254A1314) to 737-8618-4 light plate radially. Loosen screws (NAS1352N04-X) and adjust the upper face of the pointer either up or down to the upper face of the light plate by sliding the pointer along the indicator. Mismatch shall be to within +/- .0400 inch (Refer to Figure 17). Tighten screws.

CAUTION: Verify that the light plate wiring is adequately supported and clear of any mechanism inside the control stand. Move the flap, throttle

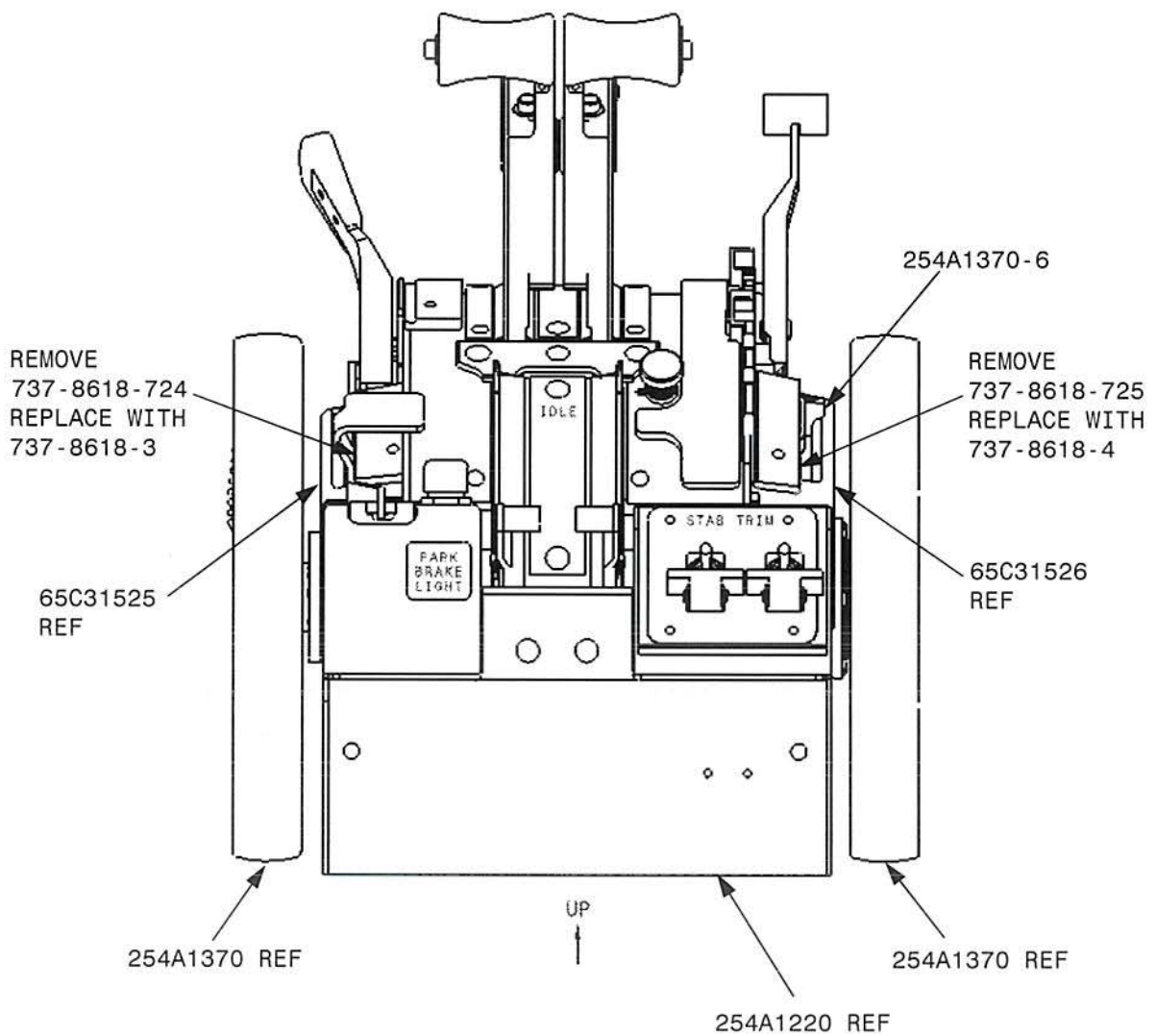
AVIATION PARTNERS BOEING SERVICE BULLETIN AP737-27-002

and speed brake handles full travel and recheck light plate wiring clearances.

24. **RC for Group 3 aircraft** - Perform Light plate functional check in accordance with 737-600/700/800/900 AMM, 33-18-00, SUBTASK 33-18-00-710-005. If the Light plate fails the functional check, replace the Light plate and do the functional check again. If the Light plate fails the functional check again, contact The Boeing Company for repair procedures and do the procedures given by The Boeing Company.
25. Reinstall 232A1630 control stand linings removed in Step 6 of these instructions.
26. Reinstall right and left stabilizer trim wheels (part number 254A1370) removed in Step 5 of these instructions. Wheels are to be installed with their handles 75 to 105 degrees apart. Torque BACB30LU8-4 bolts to 150 – 170 inch pounds.

WARNING: KEEP PERSONS AND EQUIPMENT CLEAR OF FLIGHT CONTROL SURFACES, THRUST REVERSERS, AND THE LANDING GEAR. THESE COMPONENTS CAN MOVE SUDDENLY WHEN YOU SUPPLY HYDRAULIC POWER. IT CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

27. **RC for Group 3 aircraft** - Do the Stabilizer Takeoff Warning Switches Test. Refer to Boeing AMM TASK 31-51-02-700-801 as an accepted procedure. Do the Stabilizer Trim Limit Switches Test. Refer to Boeing AMM Task 27-41-00-700-805 as an accepted procedure. If the airplane does not pass, adjust the horizontal stabilizer trim system. Refer to AMM TASK 31-51-02-820-801 and TASK 27-41-94-820-801 as accepted procedures.
28. Close this access panel. Refer to Figure 3:
 - a. Stabilizer Trim Access Door 311BL
29. Put the airplane back to a serviceable condition.



**Figure 18: Light plate Removal
View Looking Forward**

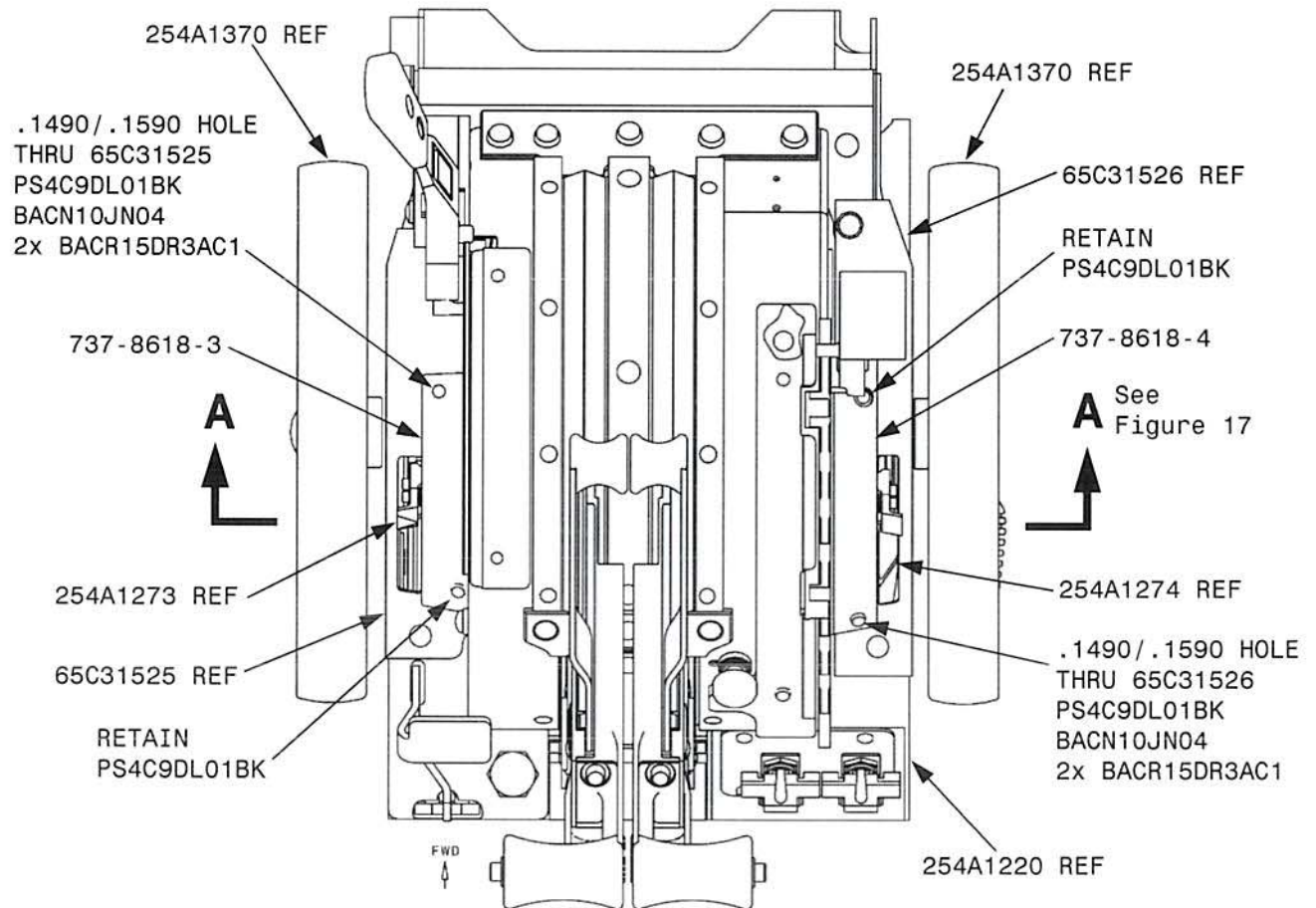


Figure 19: Light Plate Removal
View Looking Down

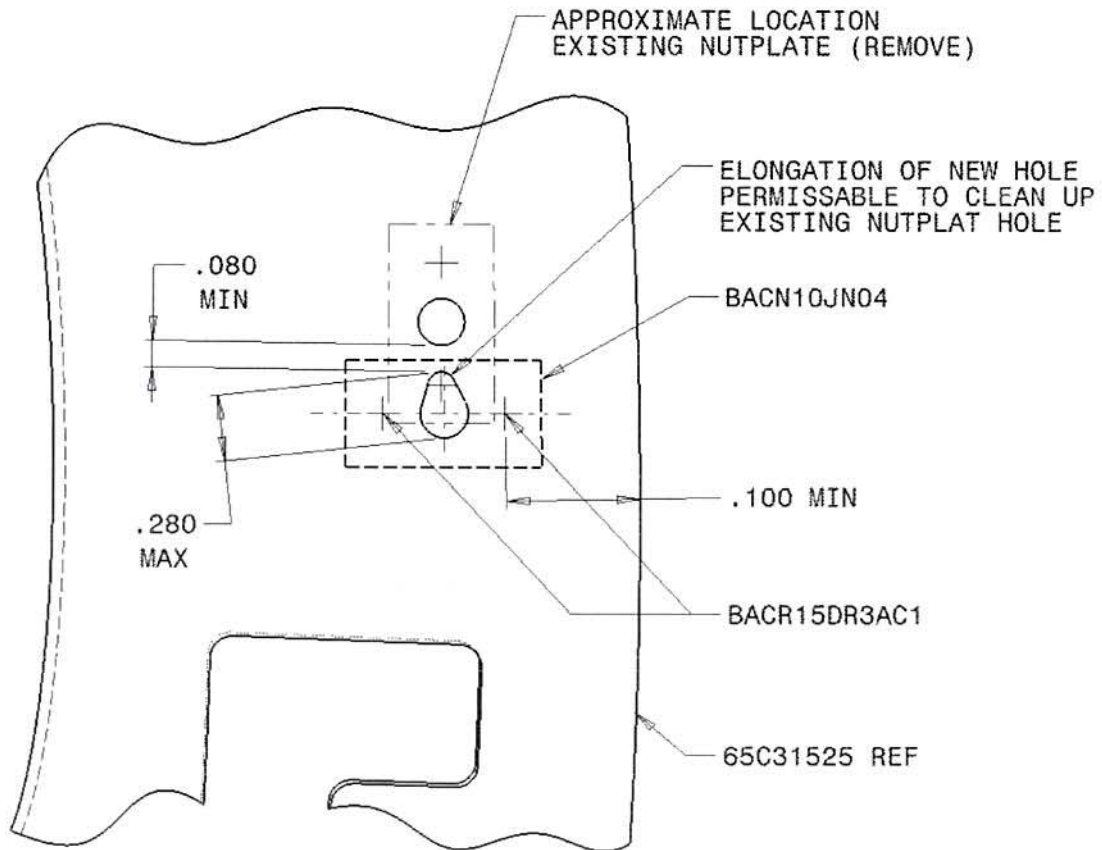
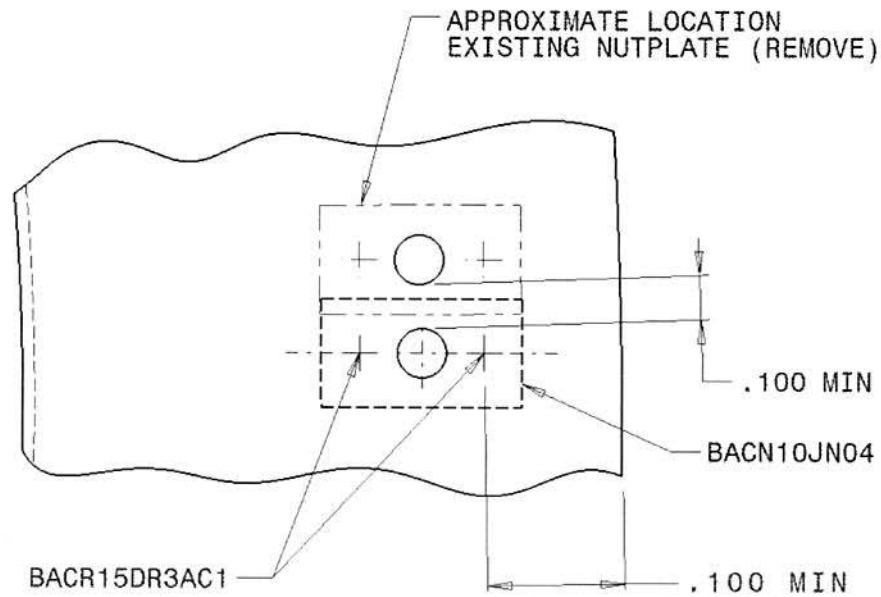


Figure 20: Light Plate Hole and Nutplate



**Figure 21: Light Plate Hole and Nutplate
(Alternative Installation)**

