SERVICE BULLETIN

REVISION TRANSMITTAL SHEET

NACELLES/PYLONS - Attach Fittings - Lubricate/Replace Engines 1 and 3 Forward Attach Spherical Bearings.

This page transmits Revision 3 for DC-10 Service Bulletin 54-59 to incorporate the following changes:

NOTE: This revision constitutes a complete reissue and reflects current operators of affected aircraft at time of issue.

Reason for Revision: To update Service Bulletin as required to comply with aging aircraft service action requirements as defined by Report No. MDC K1571.

No additional work is required by this revision for aircraft previously modified by prior issue of this Service Bulletin.

Pages 1 thru 6:

Added third NOTE under Title.

Added fourth NOTE under Title for operator SQ Factory Serial Number 46991 (No. 261). (Incorporation of Service Change Notification, dated August 10/81.)

Deleted operator codes AZ, BR, GK, NA, SB, SQ, TG, TV, and WD.

Added operator codes BA, BG, CP, EA, EG, DU, FM, KEY, MX, TK, TM, YBB, YJB, YPA, ZSX, Z1W and Z9U.

Page 8: Revised Description.

Revised Compliance; was:

"Recommended to be accomplished at operator's convenience."

Page 9: Revised Approval.

Page 10: Added new 1.J.(1) and 1.J.(2) paragraphs. Renumbered subsequent paragraphs accordingly.

Page 12: Revised paragraph 2.C.

Page 13: Revised paragraph 2.I, 2.L and 2.N.

Page 14: Revised paragraph 2.K.

Revision Sequence:

Original Date	February 1/78
Revision 1	October 27/78
Revision 2	August 10/81
Revision 3	July 11/90

WJF
JEM-1

DOUGLAS AIRCRAFT COMPANY
MCDONNELL DOUGLAS

DC-10

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BULLETIN 54-59

SERVICE BULLETIN

NACELLES/PYLONS - Attach Fittings - Lubricate/Replace Engines 1 and 3 Forward Attach Spherical Bearings.

NOTE

Phase 1 is applicable only to those aircraft which have dry lube spherical bearings installed in the forward wing-to-pylon attach fittings.

Phase 1 was accomplished on Group II aircraft prior to delivery.

This Service Bulletin is affected by a proposed Federal Aviation Administration Airworthiness Directive for aging aircraft service action requirements.

Accomplishment Instructions, paragraphs 2.C and 2.H for Phase 2, do not apply to factory serial number 46991 (No. 261) for operator SQ. This aircraft has the modified upper and lower wing-to-pylon attach plugs installed.

1. Planning Information:

A. Effectivity:

(1) Aircraft Affected:

Model DC-10, Series 10, 30, and 40

(a) Operator and Aircraft Number:

Operator	Factory Serial No.	Mfr's Fuselage No.	Group
AA	46500	1	I
	46502 thru 46525	3, 5, 7, 9, 12, 13,	

Operator	Factory Serial No.	Mfr's Fuselage No.	Group
AA (cont)		20 thru 24, 30, 31, 37, 48, 49, 51, 52, 54 thru 56, 58, 65, and 72	I
	46555	91	
	46700 thru 46703	14, 16, 18, and 19	
	46706 thru 46714	38, 61, 62, 68, 70, 105, 106, 165, and 167	
	46906	50	
	46908	95	
	46911	189	
	46914	195	
	46930	112	
	46938	153	
	46942 and 46943	162 and 163	
	46950	242	
	47846 thru 47848	69, 116, and 136	
	46947 and 46948	247 and 249	II
	46984	250	
AM	46931	137	I
	46936 and 46937	147 and 152	
	47861	75	
AY	46978	256	II
	47865	135	I
	47956 and 47957	181 and 201	
BA	46921	214	I
	46932	158	
	46949	179	
BG	46993	263	II
BX	46962	238	I
CO	46576	73	I
	46900 thru 46904	34, 40, 41, 43, and 44	
	47800 thru 47802	92, 98, and 101	
	47862 thru 47864	88, 94, and 121	
	46590	266	II

Operator	Factory Serial No.	Mfr's Fuselage No.	Group
CP	46940	141	I
	47868	200	
	47889	229	
	46991	261	II
EA	47866 and 47867	149 and 178	I
EG	46660	220	I
	46913	206	
EU	46575	57	I
FM	46800 thru 46802	96, 103, and 110	I
	46871	219	
	47803 thru 47810	139, 142, 145, 148, 173, 177, 191, and 194	
	46992	257	II
GA	46918 and 46919	223 and 226	I
	46964	239	
	46951	246	II
	46976	254	
IB	46922	221	I
	46926 and 46927	99 and 100	
	46953	225	
	47980 and 47981	150 and 186	
JL	46661 and 46662	224 and 230	I
	46920	212	
	46923	216	
	46966 and 46967	262 and 265	II
JU	46554	84	I
	46578	131	
	47906	115	
	46981	259	II

Operator	Factory Serial No.	Mfr's Fuselage No.	Group
KE	46912	188	I
	46915	199	
	46934	160	
	46960	237	
	47887	125	
KEY	46727	83	I
KL	46550 thru 46553	46, 60, 71, and 82	I
	46952	185	
LH	46917	211	I
	47921 thru 47929	117, 122, 123, 129, 166, 170, 190, 192, and 196	
	46965	245	II
MH	46640	240	I
	46955	228	
MX	46946	222	I
NW	46750	28	I
	46752	53	
	46754 thru 46771	79, 97, 102, 108, 111, 113, 120, 124, 126, 128, 130, 143, 151, 161, 164, 168, 175, and 180	
PK	46935	172	I
PR	46958	232	I
QC	47886	90	I
RG	46916	202	I
	46941	176	
	46944 and 46945	133 and 156	
RK	46890	77	I
	46892	204	

Operator	Factory Serial No.	Mfr's Fuselage No.	Group
SK	46868 thru 46870	171, 174, and 217	I
	46872	233	
	46933	159	
	46954	227	
	46959	234	
	46961	236	
SN	47907 and 47908	157 and 215	I
SR	46577	114	I
	46579 thru 46582	132, 183, 184, and 187	
	46969	241	
TE	46910	182	I
TK	46705	33	I
	46907	78	
TM	47849	213	I
UA	46600 thru 46631	4, 6, 8, 10, 11, 15, 17, 25 thru 27, 32, 35,39, 42, 45, 76, 86, 89, 118, 119, 138, 140, 144, 154, 155, 169, 198, 205, and 207 thru 210	I
	46939	203	
	47965 thru 47969	59, 64, 67, 74, and 80	
	46975	248	II
	46986 and 46987	253 and 255	
UT	46850 thru 46854	63, 85, 93, 134, and 193	I
	46963	244	
VA	46556 and 46557	146 and 197	I
	46971	258	II
WA	46929	107	I

Operator	Factory Serial No.	Mfr's Fuselage No.	Group
WO	46891	127	I
	46905	47	
	46928	104	
WT	46957	231	I
	46968	243	
YBB	46998	267	II
YJB	46501	2	I
YMP	46924	218	I
	46956	235	
	46985	264	II
YPA	46977	251	II
	46983	252	
ZSX	46753	66	I
Z1W	46751	36	I
Z9U	46990	260	II

(b) Manufacturer's Fuselage and Factory Serial Numbers:

FUS	(FSN)	FUS	(FSN)	FUS	(FSN)	FUS	(FSN)	FUS	(FSN)	FUS	(FSN)
1	(46500)	46	(46550)	92	(47800)	137	(46931)	181	(47956)	225	(46953)
2	(46501)	47	(46905)	93	(46852)	138	(46620)	182	(46910)	226	(46919)
3	(46502)	48	(46516)	94	(47863)	139	(47803)	183	(46580)	227	(46954)
4	(46600)	49	(46517)	95	(46908)	140	(46621)	184	(46581)	228	(46955)
5	(46503)	50	(46906)	96	(46800)	141	(46940)	185	(46952)	229	(47889)
6	(46601)	51	(46518)	97	(46755)	142	(47804)	186	(47981)	230	(46662)
7	(46504)	52	(46519)	98	(47801)	143	(46765)	187	(46582)	231	(46957)
8	(46602)	53	(46752)	99	(46926)	144	(46622)	188	(46912)	232	(46958)
9	(46505)	54	(46520)	100	(46927)	145	(47805)	189	(46911)	233	(46872)
10	(46603)	55	(46521)	101	(47802)	146	(46556)	190	(47927)	234	(46959)
11	(46604)	56	(46522)	102	(46756)	147	(46936)	191	(47809)	235	(46956)
12	(46506)	57	(46575)	103	(46801)	148	(47806)	192	(47928)	236	(46961)
13	(46507)	58	(46523)	104	(46928)	149	(47866)	193	(46854)	237	(46960)
14	(46700)	59	(47965)	105	(46711)	150	(47980)	194	(47810)	238	(46962)
15	(46605)	60	(46551)	106	(46712)	151	(46766)	195	(46914)	239	(46964)
16	(46701)	61	(46707)	107	(46929)	152	(46937)	196	(47929)	240	(46640)
17	(46606)	62	(46708)	108	(46757)	153	(46938)	197	(46557)	241	(46969)
18	(46702)	63	(46850)	110	(46802)	154	(46623)	198	(46626)	242	(46950)
19	(46703)	64	(47966)	111	(46758)	155	(46624)	199	(46915)	243	(46968)
20	(46508)	65	(46524)	112	(46930)	156	(46945)	200	(47868)	244	(46963)
21	(46509)	66	(46753)	113	(46759)	157	(47907)	201	(47957)	245	(46965)
22	(46510)	67	(47967)	114	(46577)	158	(46932)	202	(46916)	246	(46951)
23	(46511)	68	(46709)	115	(47906)	159	(46933)	203	(46939)	247	(46947)
24	(46512)	69	(47846)	116	(47847)	160	(46934)	204	(46892)	248	(46975)
25	(46607)	70	(46710)	117	(47921)	161	(46767)	205	(46627)	249	(46948)
26	(46608)	71	(46552)	118	(46618)	162	(46942)	206	(46913)	250	(46984)
27	(46609)	72	(46525)	119	(46619)	163	(46943)	207	(46628)	251	(46977)
28	(46750)	73	(46576)	120	(46760)	164	(46768)	208	(46629)	252	(46983)
30	(46513)	74	(47968)	121	(47864)	165	(46713)	209	(46630)	253	(46986)
31	(46514)	75	(47861)	122	(47922)	166	(47925)	210	(46631)	254	(46976)
32	(46610)	76	(46615)	123	(47923)	167	(46714)	211	(46917)	255	(46987)
33	(46705)	77	(46890)	124	(46761)	168	(46769)	212	(46920)	256	(46978)
34	(46900)	78	(46907)	125	(47887)	169	(46625)	213	(47849)	257	(46992)
35	(46611)	79	(46754)	126	(46762)	170	(47926)	214	(46921)	258	(46971)
36	(46751)	80	(47969)	127	(46891)	171	(46868)	215	(47908)	259	(46981)
37	(46515)	82	(46553)	128	(46763)	172	(46935)	216	(46923)	260	(46990)
38	(46706)	83	(46727)	129	(47924)	173	(47807)	217	(46870)	261	(46991)
39	(46612)	84	(46554)	130	(46764)	174	(46869)	218	(46924)	262	(46966)
40	(46901)	85	(46851)	131	(46578)	175	(46770)	219	(46871)	263	(46993)
41	(46902)	86	(46616)	132	(46579)	176	(46941)	220	(46660)	264	(46985)
42	(46613)	88	(47862)	133	(46944)	177	(47808)	221	(46922)	265	(46967)
43	(46903)	89	(46617)	134	(46853)	178	(47867)	222	(46946)	266	(46590)
44	(46904)	90	(47886)	135	(47865)	179	(46949)	223	(46918)	267	(46998)
45	(46614)	91	(46555)	136	(47848)	180	(46771)	224	(46661)		

This modification will be incorporated prior to delivery on all DC-10, Series 10, 30, and 40 aircraft, manufacturer's fuselage number 268 and subsequent as applicable.

(2) Spares Affected:

None.

B. Reason:

Eight operators have reported unsatisfactory performance of the dry film lubricant used on the forward upper and lower wing-to-pylon attach spherical bearings. This condition is due to wear of the dry lube finish on the surface of the bearing and the presence of corrosion pits on the surfaces which lose the dry lube finish. Corrosion pits have developed on bearings having logged 2000 flight-hours. If not corrected, the corrosion would continue to be a maintenance problem, and the bearings could possibly seize. Replacing the spherical bearings with bearings that can be lubricated will significantly increase the service life of the bearings.

C. Description:

This modification accomplishes the following:

Group I

Phase 1 - Cleans, inspects for corrosion, and lubricates the existing forward upper and lower wing-to-pylon attach dry lube spherical bearings.

Phase 2 - Revises the plugs for the forward upper and lower wing-to-pylon attach spherical bearings by adding lubrication fittings and replacing the existing dry lube or teflon lined spherical bearings with lubricated bearings.

Group II

Accomplishes work outlined under Group I, Phase 2.

D. Compliance:

It is recommended that initial visual inspection be accomplished within 1 year after receipt of this revision. Repetitively inspect at yearly intervals thereafter until modification is accomplished as outlined in this Service Bulletin.

It is recommended that replacement of dry lube spherical bearings be accomplished before the accumulation of 42,000 landings for Series 10 and 15 aircraft and 30,000 landings for Series 30 and 40 aircraft.

NOTE: Replacing dry lube spherical bearings with lubricated bearings constitutes closing action for repetitive inspections.

E. Approval:

The resultant modification described in paragraph 1.C has been shown to comply with the applicable Federal Aviation Regulations and is approved by the Manager, Los Angeles Aircraft Certification Office, FAA Northwest Mountain Region on June 22, 1990.

F. Manpower:

This modification may be accomplished in the following approximate man-hours or elapsed hours per aircraft:

NOTE: Man-hours are estimated based on work to be performed by skilled personnel on aircraft/unit which has been placed in a maintenance status. The man-hour/elapsed time estimates do not include:

1. Preparation for the modification: Examples; defueling, purging, placing work stands, opening standard access doors, obtaining tools, and jacking when not essential to the modification.

2. Nonproductive elapsed time: Examples; sealant or adhesive cure time, cleaning, paint drying time, lunch and/or rest periods, and quality assurance inspections.

3. Administrative functions: Examples; planning, engineering liaison, parts requisition, shift change coordination, and report writing.

Operators should take the above into consideration when scheduling this modification.

The following man-hours do not include time for nickel plating required per this Service Bulletin.

Man-hours do not include time for corrosion removal and cadmium plating required for lower plug per Figure 2.

Work Phases	Man-Hours Group I Phase 1	Group I Phase 2	Group II
Raise and Shore Aircraft	5.5	5.5	5.5
Gain Access	24.0	28.0	28.0
Modify (Bench)		10.0	10.0
Lubricate	.8		
Close Up	28.0	30.0	30.0
Remove Shoring and Lower Aircraft	4.5	4.5	4.5
Total Man-Hours	62.8	78.0	78.0
Total Elapsed Hours	11.6	15.0	15.0

G. Material - Cost and Availability:

(1) Aircraft:

Parts/materials required to accomplish this modification are to be procured from operator's stock or sources indicated in paragraph 3.A.

(2) Spares:

Not applicable.

H. Tooling - Price and Availability:

None.

I. Weight and Balance:

None.

J. References:

(1) This Service Bulletin is affected by a proposed Federal Aviation Administration Airworthiness Directive for aging aircraft service action requirements.

(2) DC-10 Aging Aircraft Service Action Requirements Document, Report No. MDC K1571.

(3) This Service Bulletin may be accomplished in conjunction with DC-10 Service Bulletin 54-54 (Series 10 aircraft) or 54-57 (Series 30 and 40 aircraft) for convenience of maintenance.

(4) Douglas letter, C1-750-475/Com Programs (AOL 10-299), dated November 22, 1972, ATA File Code 10-54-41-01.

(5) Douglas letter, C1-750-188/Com Programs (AOL 10-299A), dated June 8, 1973, ATA File Code 10-54-41-01.

(6) Douglas letter, C1-750-321/Com Programs (AOL 10-299B), dated August 8, 1974, ATA File Code 10-54-41-01.

(7) Data used in preparation of this Service Bulletin:

Data Identification	Change	Type of Data
AUB7023	Z	Advance E.O.
AUB7023	002A	Serial E.O.
AUB7065	R	Drawing
AUB7066	K	Advance E.O.
CMM Chapter 20		Component Maintenance Manual
DMS 1799		Douglas Material Specification
MM Chapters 12 and 54		Maintenance Manual
SRM Chapters 51 and 54		Structural Repair Manual

K. Publications Affected:

The modification outlined in this Service Bulletin affects the following DAC DC-10 aircraft publications:

Publication	Chapter and/or Section
Illustrated Parts Catalog	54-00
Maintenance Manual	12-21
Structural Repair Manual	54-20

2. Accomplishment Instructions:

WARNING: TO AVOID INJURY TO MAINTENANCE PERSONNEL OR DAMAGE TO EQUIPMENT, MAKE CERTAIN ADEQUATE PRECAUTIONS ARE TAKEN WHILE PERFORMING ANY WORK IF ELECTRICAL POWER IS APPLIED TO THE AIRCRAFT.

CAUTION: ELECTRICALLY GROUND THE AIRCRAFT.

NOTE: Chapters within parentheses refer to sections of the Maintenance Manual.

Group I
Phase 1

GENERAL NOTES:

1. Modification is typical for pylons 1 and 3.

2. Phase 1 should be accomplished when engines 1 and 3 are removed for other maintenance.

3. Pylon need not be removed if wing-to-pylon attach plug and spherical bearing modification are accomplished one at a time.

4. Phase 1 is applicable only to those aircraft which have dry lube spherical bearings installed in the forward wing-to-pylon attach fittings.

A. Remove and retain upper wing-to-pylon attach plug and attaching parts. (See chapter 54-00-00, paragraph entitled "Removal/Installation Wing Pylon.")

B. Remove and retain upper spherical bearing and attaching parts from pylon bulkhead.

C. Visually inspect upper spherical bearing for corrosion. If corrosion is evident perform paragraphs D through O. If no corrosion exists proceed to paragraph H.

D. Rotate upper spherical bearing 90 degrees to outer race. Clean all surfaces of bearing and inner surface of outer race using a bristle brush and 1,1,1, trichloroethane solvent.

E. Remove corrosion and any remaining dry film lubricant from upper spherical bearing and outer race using 600 grit aluminum oxide paper and/or stainless steel wire brush.

F. Clean upper spherical bearing per paragraph D.

G. Measure upper spherical bearing dimensions. Maximum allowable diametrical clearance between the bearing and outer race is .012 (.305 millimeters)-inch.

NOTE: Bearing clearance exceeding the above limit is not acceptable.

H. Coat spherical bearing surfaces with Parker-O-Lube rotating bearing to ensure that all surfaces are coated. Realign bearing and apply a bead of Parker-O-Lube to entire circumference of bearing and outer race interface on each side.

I. Verify that diametrical clearance between the plug and bore of bearing does not exceed .012 (.305 millimeters)-inch.

J. Coat entire circumference of upper wing-to-pylon attach plug with Parker-O-Lube.

K. Install upper spherical bearing using retained attaching parts. (See chapter 54-00-00.)

L. Visually inspect lower spherical bearing for corrosion and lubricate bearing and attach plug as outlined in paragraphs C through J.

M. Check lower plug plate for corrosion. See Figure 2.

N. Install lower spherical bearing, attach plug, and lower plug plate using retained attaching parts. Coat retained bolts using 90-006 sealant with 90-006-2 catalyst. Prime using DC1200 silicone primer. Use six new 62524-9-24.9 PLI washers on installation.

O. Apply a coat of MIL-C-16173 Grade 4 (Petrotec Amber) corrosion preventive compound, or equivalent, to the interior of the lower wing-to-pylon attach plug and plug plate.

Phase 2

GENERAL NOTES:

1. Modification is typical for pylons 1 and 3.

2. Phase 2 should be accomplished when engines 1 and 3 are removed for other maintenance.

3. Pylon need not be removed if wing-to-pylon attach plug and spherical bearing modification are accomplished one at a time.

A. Remove and retain upper wing-to-pylon attach plug and attaching parts. (See chapter 54-00-00, paragraph entitled "Removal/Installation Wing Pylon.")

B. Remove upper spherical bearing, retain attaching parts.

C. Modify upper wing-to-pylon attach plug as shown on Figure 1.

D. Install new 79748, HSPF-64-MD, KSB64-3, AMB64-100, or ASSB64 spherical bearing using retained attaching parts.

E. Install modified upper wing-to-pylon attach plug using retained attaching parts.

F. Remove and retain lower wing-to-pylon attach plug and attaching parts. Discard 62524-9-24.9 PLI washers. (See chapter 54-00-00.)

G. Remove lower spherical bearing. Retain attaching parts.

H. Modify lower wing-to-pylon attach plug as shown on Figure 1.

I. Install new 79749, HSPF-100-MD, KSB100-3, AMB100-100, or ASSB100 spherical bearing using retained attaching parts.

J. Check lower plug plate for corrosion. See Figure 2.

K. Install lower wing-to-pylon attach plug and lower plug plate using retained attaching parts. Coat retained bolts using 90-006 sealant with 90-006-2 catalyst. Prime using DC1200 primer. Use six new 62524-9-24.9 PLI washers on installation.

L. Apply a coat of MIL-C-16173 Grade 4 (Broycote 194) corrosion preventive compound, or equivalent, to the interior of lower wing-to-pylon attach plug and plug plate.

M. Lubricate upper and lower bearings. (See chapter 12-21-02, paragraph entitled "Power Plant and Accessories - Servicing.")

Group II

A. Accomplish modification outlined under Group I, Phase 2.

B. Lubricate upper and lower spherical bearings. (See chapter 12-21-02, paragraph entitled "Power Plant and Accessories - Servicing.")

MODIFICATION IS TYPICAL FOR PYLONS 1 AND 3

(1) DRILL TWO HOLES IN UPPER WING-TO-PYLON ATTACH PLUG.

(2) THREAD COUNTERBORED HOLES 1/4-28UNF-3B, PERFECT THREAD .19 (4.82)-INCH MINIMUM DEPTH.

(3) INSTALL TWO MS15001-1 LUBRICATION FITTINGS.

(4) DRILL TWO HOLES TO INTERSECT HOLES DRILLED IN STEP 1.

(5) AUB7065-503 PLUG ONLY - MODIFY PLUG ASSEMBLY AS OUTLINED IN DC-10 STRUCTURAL REPAIR MANUAL, CHAPTER 54-20-00, PARAGRAPH ENTITLED, "REWORK PROCEDURES FOR AUB7065-503 PLUG."

(6) REIDENTIFY MODIFIED AUB7065-503 UPPER PYLON-TO-WING ATTACH PLUG AS AUB7065-505 PER OPERATOR'S SHOP PRACTICE. REIDENTIFICATION OF MODIFIED AUB7065-1 OR -501 PLUG IS AT OPERATOR'S OPTION.

(7) DRILL THREE HOLES IN LOWER WING-TO-PYLON ATTACH PLUG.

(8) THREAD COUNTERBORED HOLES 1/4-28UNF-3B, PERFECT THREAD .19 (4.82)-INCH MINIMUM DEPTH.

(9) INSTALL THREE MS15001-1 LUBRICATION FITTINGS.

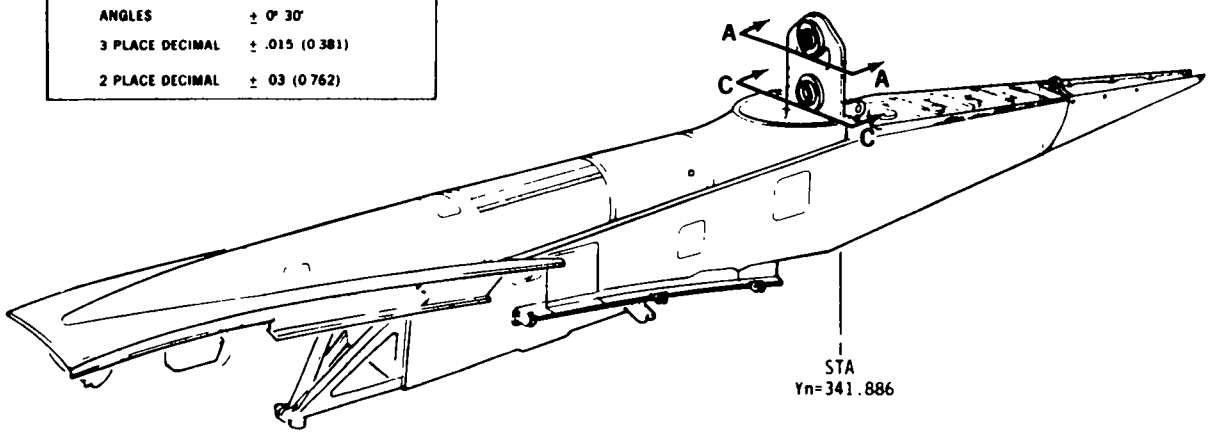
(10) DRILL THREE HOLES TO INTERSECT HOLES DRILLED IN STEP 7.

(11) DRILL ONE .125 (3.75)-INCH DIAMETER HOLE THROUGH NEAR SIDE (SIDE OPPOSITE EXISTING LUBRICATION FITTING) WALL OF LOWER WING-TO-PYLON ATTACH PLUG.

(12) REIDENTIFY AUB7066-1 LOWER WING-TO-PYLON ATTACH PLUG AS AUB7066-501 PER OPERATOR'S SHOP PRACTICE.

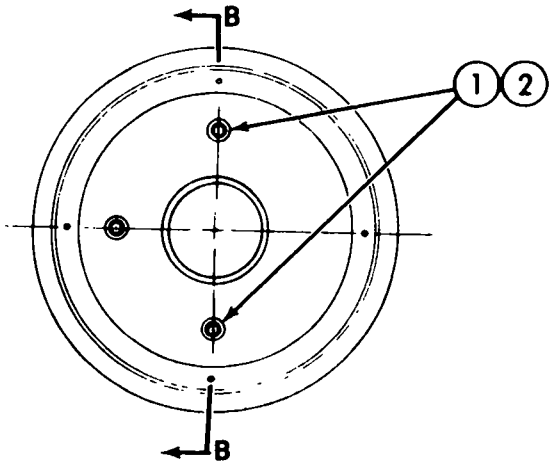
NOTE: UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES; METRIC SYSTEM EQUIVALENTS SHOWN IN PARENTHESIS ARE IN MILLIMETERS.

TOLERANCES	
ANGLES	± 0° 30'
3 PLACE DECIMAL	± .015 (0 381)
2 PLACE DECIMAL	± 03 (0 762)

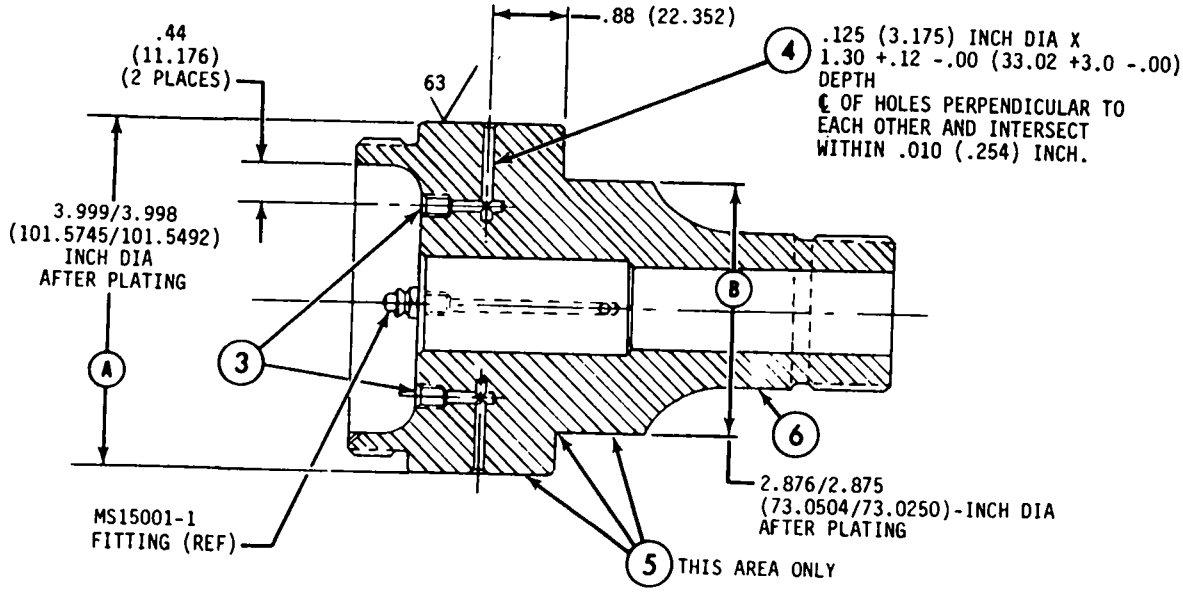


WING-TO-PYLON ATTACH FITTINGS - REVISION

FIGURE 1 (SHEET 1 OF 3)

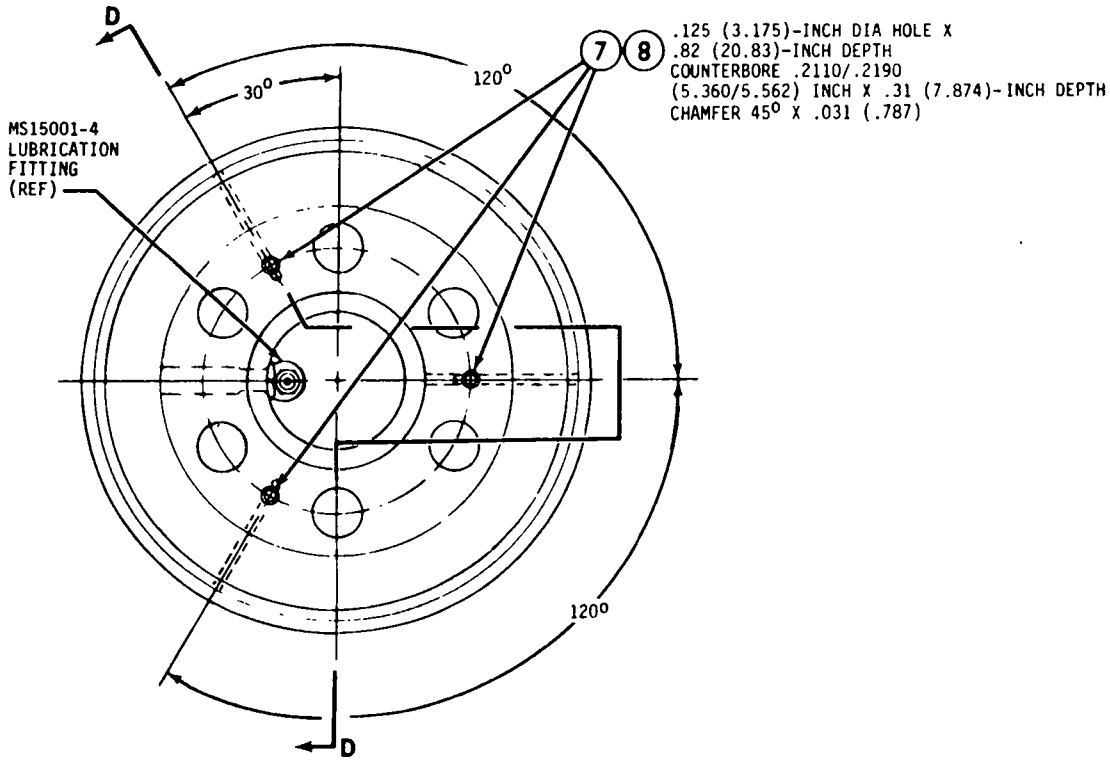


VIEW A-A
UPPER PLUG

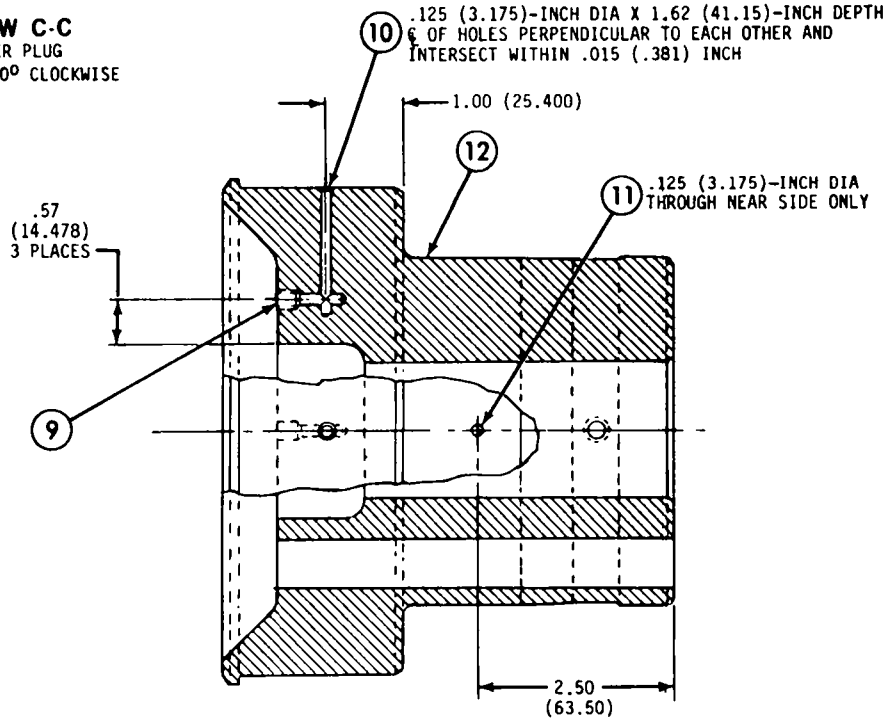


NOTE: ℄ OF RADIUS Ⓐ AND Ⓑ ARE NOT CONCENTRIC.

SECTION B-B



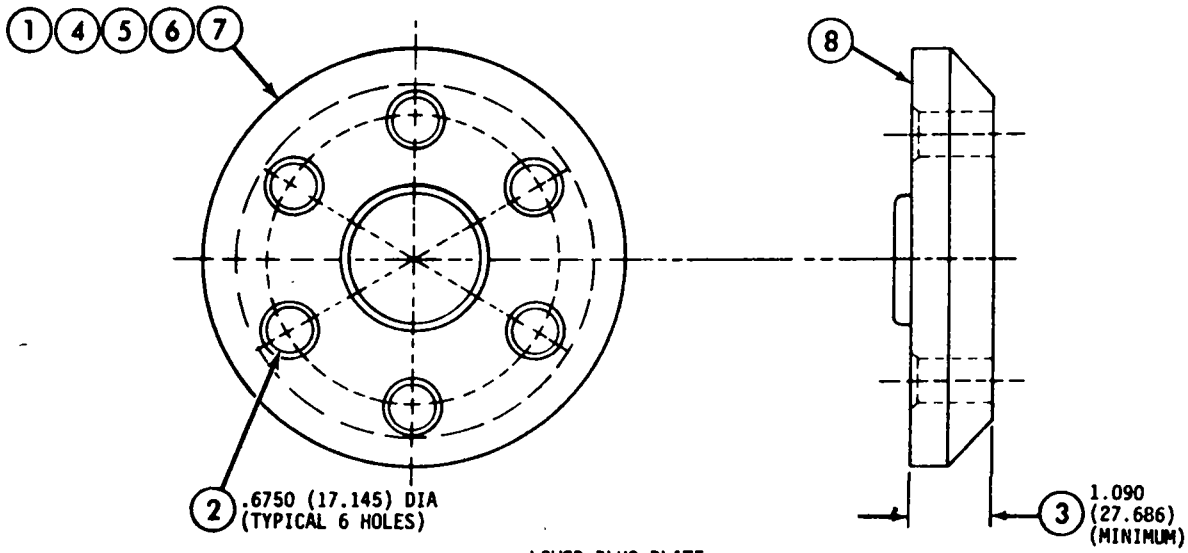
VIEW C-C
LOWER PLUG
ROTATED 90° CLOCKWISE



SECTION D-D

WING-TO-PYLON ATTACH FITTINGS - REVISION

FIGURE 1 (SHEET 3 OF 3)



LOWER PLUG PLATE

NOTE: UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES; METRIC SYSTEM EQUIVALENTS SHOWN IN PARENTHESIS ARE IN MILLIMETERS.	
TOLERANCES	
ANGLES	± 0° 30'
3 PLACE DECIMAL	± .015 (0.381)
2 PLACE DECIMAL	± .03 (0.762)

(1) CHECK LOWER PLUG PLATE FOR CORROSION. IF CORROSION IS EVIDENT, REMOVE CORROSION PER DC-10 STRUCTURAL REPAIR MANUAL, CHAPTER 51-21-01, VOLUME II, AND PROCEED TO STEP 2. IF NO CORROSION EXISTS, PROCEED TO STEP 7.

(2) MAXIMUM HOLE DIAMETER AFTER REMOVAL OF CORROSION IS .6750(17.145) INCH DIAMETER.

(3) MINIMUM THICKNESS AFTER REMOVAL OF CORROSION IS 1.090(27.686) INCH.

(4) IF THE CORROSION HAS BEEN REMOVED BY LOCAL BLENDING OR MACHINING, RETURN REWORKED AREA TO A PLANE SURFACE BY SULFAMATE NICKEL PLATING PER DC-10 COMPONENT MAINTENANCE MANUAL, CHAPTER 20-10-02.

(5) IF LOWER PLUG PLATE HAS BEEN MACHINED TO A FLAT BEARING SURFACE, SULFAMATE NICKEL PLATING IS NOT REQUIRED.

(6) RESTORE CADMIUM PLATE FINISH PER DC-10 COMPONENT MAINTENANCE MANUAL, CHAPTER 20-10-01, AFTER ANY CORROSION REWORK.

(7) APPLY A COAT OF FR EPOXY PRIMER TO SURFACE OF LOWER PLUG PLATE.

(8) APPLY A COAT OF CORROSION PREVENTATIVE COMPOUND, MIL-C-16173 GRADE 4 (BRAYCOTE 194) OR EQUIVALENT, TO FACE OF LOWER PLUG PLATE.

WING-TO-PYLON LOWER PLUG PLATE - CORROSION PREVENTION

3. Material Information:

A. The basis for the following material data is per aircraft.

(1) Parts and materials to be procured from operator's stock or sources indicated. Discard old bearings.

New Part No.	Qty Per Group I Phase 1	Qty Per Group I Phase 2	Qty Per Group II	Key Word	Old Part No.	Instructions-Disposition
MIL-C-16173 (Grade 4)	1/2 Pt	1/2 Pt	1/2 Pt	Corrosion Preventive Compound		Commercially Available
MS15001-1-1		10	10	Lubrication Fitting		
MS29513-030	4	4	4	O-Ring		
62524-9-24.9	12	12	12	PLI Washer		1/
79748 or AMB64-100 or ASSB64 or HSPF-64-MD or KSB64-3		2	2	Spherical Bearing	ATSB64-4 or KSBN64-7 or YTD162A or BLFN64-012 or 78986 or LHSS64D or ASB64-4 or B3-2873 or LHSS64E	1/
79749 or AMB100-100 or ASSB100 or HSPF-100-MD or KSB100-3		2	2	Spherical Bearing	ATSB100-4 or KSBN100-1 or YTD163A or BLFN100-002 or 78987 or LHSS100D or LHSS100E	1/

New Part No.	Qty Per Group I Phase 1	Qty Per Group II Phase 2	Key Word	Old Part No.	Instructions-Disposition
Parker-O-Lube	1 Pt		Lubricant		1/
1,1,1 Trichloroethane	1 Pt		Solvent		Commercially Available
90-006 with 90-006-2	1/2 Pt	1/2 Pt 1/2 Pt	Sealant with Catalyst		1/

NOTE: CAGE indicates Commercial and Government Entity code for Manufacturers/Distributors.

1/ May be purchased from the following suppliers:

Part/Material	CAGE	Supplier
62524-9-24.9 PLI Washer	80539	Standard Pressed Steel Company Aerospace Products Division 2701 South Harbor Boulevard Santa Ana, California 92704
79748 Spherical Bearing or	09455	Lear Siegler Incorporated Transport Dynamics Division 3131 Segerstrom Avenue Santa Ana, California 92702
AMB64-100 Spherical Bearing or	50294	NMB Corporation 9730 Independence Avenue Chatsworth, California 91311
HSPF-64-MD Spherical Bearing or	73134	Heim Universal Corporation Incom International Incorporated 60 Round Hill Road Fairfield, Connecticut 06430
KSB64-3 Spherical Bearing or	97613	Sargent Industries Kahr Bearing Division 3010 North San Fernando Boulevard Burbank, California 91503
ASSB64 Spherical Bearing	15860	New Hampshire Ball Bearings, Inc. Astro Division, 155 Lexington Avenue Laconia, New Hampshire 03246

Part/Material	CAGE	Supplier
79749 Spherical Bearing or AMB100-100 Spherical Bearing or ASSB100 Spherical Bearing or HSPF-100-MD Spherical Bearing or KSB100-3 Spherical Bearing		Lear Siegler Incorporated NMB Corporation New Hampshire Ball Bearings Incorporated Heim Universal Corporation Sargent Industries
Parker-O-Lube, Lubricant	83259	Parker-Hannifin Corporation O-Seal Division 10567 Jefferson Boulevard Culver City, California 90231
90-006 Sealant with 90-006-2 Catalyst or Equivalent (DMS 1799)	71984	Dow Corning Corporation South Saginaw Road Midland, Michigan 48640

(2) Parts to be modified by the operator.

New Part No.	Qty	Key Word	Old Part No.	Instructions-Disposition
None	2	Plug Assy	AUB7065-1 or -501	1/
AUB7065-505	2	Plug Assy	AUB7065-503	2/
AUB7066-501	2	Plug Assy	AUB7066-1	2/

1/ Reidentification is at operator's option.

2/ To be reidentified by the operator.

B. The basis for the following material data is per spares.

None.

Any inquiries regarding accuracy, timeliness, completeness, and legibility of this Service Bulletin should be directed to the local DAC Field Representative, or:

Douglas Aircraft Company
P. O. Box 1771
Long Beach, California 90801
Attn: MD-11/DC-10 Group Leader
Service Change Operations
Mail Code 73-30

WPF
JEM