/A/ CURRENT BCS MESSAGE
/B/ 737 NDT Part 1, 51-01-01
/C/ 737 NDT Part 4, 51-00-01
/D/ 737 NDT Part 4, 51-00-05
/E/ SOPM 20-30-83
/F/ SOPM 20-30-03
/G/ SOPM 20-30-99
/H/ BAC5010

1) Do an inspection of the area within 6 in. of the disbonded 314A6116-1 Flow Restrictors to find the dimensions of the damage if present. Refer to Ref/B/ for visual inspection, Ref/C/ for PulseEcho Inspection and Ref/D/ for Bond test Inspection. Report any damage to the acoustic inner barrel to The Boeing Company. If no damage exists, continue with the subsequent instructions.

2) Remove all of the particles, loose dirt, grease, oil, fluids, moisture or other contamination in the damaged area with a vacuum cleaner first and then a lint-free clean cloth.

3) Clean the surface again until a new moist cloth is clean after it is used. Use one of the solvents listed in Ref/E/ with the cloth.

NOTE: The Standard Overhaul Practices Manual (SOPM) is specified as a reference for a cleaning step to (1) remove contamination before you remove damage, (2) before a bond procedure, and (3) before applying a protective finish. The SOPM contains a list of solvents that are permitted for each of these cleaning steps. Each step has a different list. Methyl Ethyl Ketone (MEK) solvent, B01055 is a solvent that is in all SOPM references for cleaning composite structure.

NOTE: Methyl Propyl Ketone (MPK) (BMS11-9) solvent, B00666 is not a preferred solvent for a final clean procedure on a bond surface. If MPK is used, do a solvent wipe with acetone to remove any MPK that remains on the bond surface. Do not use MPK to thin adhesives, sealants, or paints that are applied to composite repair surfaces. MPK can reduce the strength of the repair.

4) Wipe off the excess solvent and let the surface dry a minimum of 15 minutes.

5) Clean the bond surfaces as given in Ref/F/. Use one of the solvents as given in Ref/G/.

6) Install 314A6116-1 flow restrictor per Ref/H/ Type 111.

7) Permissible to allow adhesive to flow through the holes in the base of the flow restrictor.

8) Do not allow adhesive to obstruct the drain hole in the panel or reduce the flow restrictor diameter.

9) Flow restrictor position center of flow restrictor over hole common to the 314A6110 acoustic panel with in position +\-.100.

10) Perform visual inspection of remaining flow restrictors for potential damage or loose bonding.

11) Perform the following physical inspections to test the bond strength of the remaining flow restrictors: apply hand pressure not exceeding 10 lbs (1) to rotate flow restrictor and (2) pull off flow restrictor from inner barrel. Report any damage back to Boeing.