CT7-2E INCREMENTAL CHANGE

Release Notification Date: 03/23/2021

MM 73-00-00
FUEL SYSTEM - INSPECTION

DISCLAIMER

The Incremental Changes published by GE Aviation are considered Instructions for Continued Airworthiness. These Incremental Changes, along with the current Manual revision and published Temporary Revisions, constitute the latest Instructions for Continued Airworthiness.

GE Designated: -CONFIDENTIAL-

HIGHLIGHTS

HIGHLIGHT REFERENCE	DESCRIPTION OF CHANGE
tk73-00-00-200-801	Technical Change: Changed the inspection of the fuel injector assembly inlet fitting in Table 602 to change the corrective action to use die 0.5625-18 UNJF-3A.
tk73-00-00-200-801	Technical Change: Changed the inspection of the fuel injector assembly inlet fitting for missing or damaged threads in Table 602.

*** * * FOR CT7-2E1**

TASK 73-00-00-200-801

1. General Information.
   This section provides inspection procedures for components of the fuel system. Before starting any of the following inspections, read INSPECTION section in Standard Practices Manual GEK 9250, 70-30-00.
2. Main Fuel Manifold Assembly Components.
   Go to Table 601.

TABLE 601. INSPECTION OF MAIN FUEL MANIFOLD ASSEMBLY

Inspect	Usable Limits	Max Repairable Limits	Corrective Action
A. Main fuel manifold (Figure 601) for:			
(1) Nicks, cuts, gouges, and abrasions on the silicone firesleeves (2).	Any number up to 0.060 inch (1.52 mm) in depth, if wire braid is not visible.	Any amount, if wire braid is not damaged.	Repair the silicone firesleeve (REPAIR 006).
(2) Missing pieces on silicone fire sleeves.	One broken wire per plait; five broken wires per linear foot of hose.	Not repairable.	Replace main fuel manifold.

WARNING: REFER TO THE PRODUCT LABEL AND THE MANUFACTURER'S (MATERIAL) SAFETY DATA SHEET (SDS) FOR INSTRUCTIONS ON THE HAZARDS, STORAGE, SAFE HANDLING AND PROPER USE OF THIS PRODUCT.

(a)	Less than 0.250 x 0.250 x 0.250 inch (6.35 x 6.35 x 6.35 mm).	Not permitted.	Any amount.	Use RTV 106, and replace the missing pieces.
(b)	Less than 0.500 x 0.750 inch (12.70 x 19.05 mm) without wire braid showing, or 0.250 x 0.250 inch (6.35 x 6.35 mm) with wire braid showing.	Not permitted.	Any amount, if the wire braid is not damaged.	Repair the silicone firesleeve (REPAIR 006).
(c)	More than 0.500 x 0.750 inch (12.70 x 19.05 mm) without wire braid showing, or 0.250 x 0.250 inch (6.35 x 6.35 mm) with wire braid showing.	Not permitted.	Not repairable.	Replace the main fuel manifold.
(3) Drying, cracking or charring of silicone fire sleeves (2) from exposure to 500°F (260°C) or higher.		Not permitted.	Not repairable.	Replace main fuel manifold.
(4) Tubes for:				
(a)	Splits and cracks.	None permitted.	Not repairable.	Replace main fuel manifold.
(b)	Nicks, scratches, gouges, wear and chafing.	Not usable if depth of defect can be measured.	Not repairable.	Replace main fuel manifold.
(c)	Dents.	Not permitted.	Not repairable.	Replace main fuel manifold.
(d)	Flattened area.	Not permitted.	Not repairable.	Replace main fuel manifold.
(5) Hoses for:				
(a)	Kinks and buckling.	Not permitted.	Not repairable.	Replace main fuel manifold.
(b)	Frayed and broken wire braid.	Not permitted.	Not repairable.	Replace main fuel manifold.
(6) Coupling nut (1) for:				
(a)	Damaged corners.	Any number, if wrench can be used.	Not repairable.	Replace main fuel manifold.
(b)	Cracks.	Not permitted.	Not repairable.	Replace main fuel manifold.
(c)	Nicks and burrs.	Any number, without high metal.	Any number, with high metal.	Blend high metal (GEK 9250, 70-42-00).
(d)	Damaged threads (10X visual).	No missing or raised material. No galled or rolled threads (missing dry film lubricant permitted).	Not repairable.	Replace the main fuel manifold.
(7) Coupler (3) for nicks, dents, scratches, ridges		Any number, if defect does not extend in the axial direction across	Same as usable limits, with high metal.	Blend high metal (GEK 9250, 70-42-00).

and pits on sealing surfaces.	more than half the sealing surface.

*** * * FOR CT7-2E1**

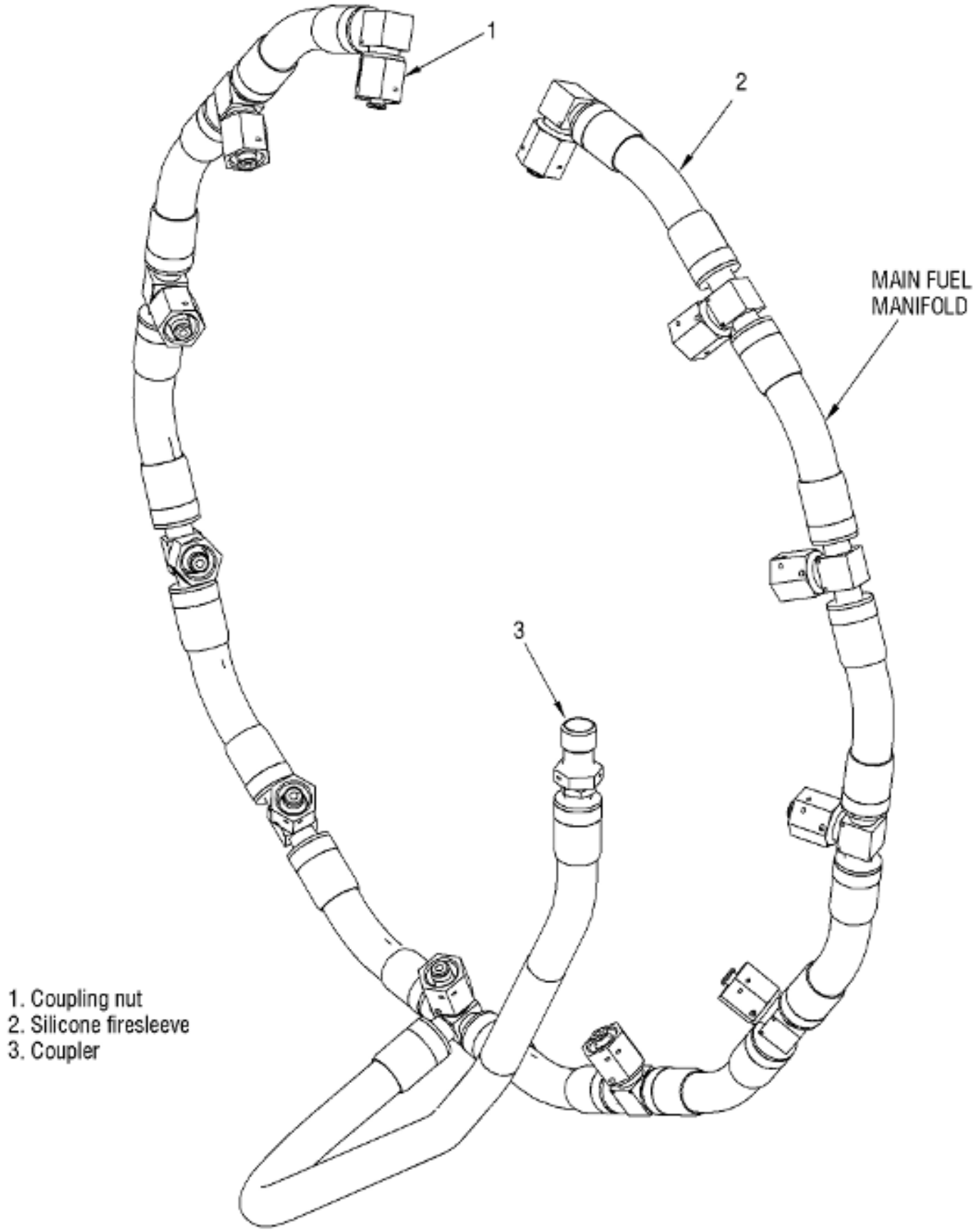


Figure 601 Main Fuel Manifold Assembly - Inspection

3. Fuel Injectors.
   Go to Table 602.

TABLE 602. INSPECTION OF THE FUEL INJECTOR ASSEMBLY

Inspect	Usable Limits	Max Repairable Limits	Corrective Action
CAUTION: DO NOT POKE AT THE TIP OF THE FUEL INJECTOR. THIS CAN DAMAGE THE FUEL INJECTOR AND COULD CAUSE EXCESSIVE FUEL FLOW FROM THE FUEL INJECTOR AND SEVERE ENGINE DISTRESS DURING ENGINE OPERATION.			

A.	Fuel injector (refer to Figure 602) for discoloration.	Any amount.	Not applicable.	Not applicable.
B.	Tube (8) for:			
	(1) Cracks.	None permitted.	Not repairable.	Replace the fuel injector.
	(2) Nicks and scratches.	Any number, 0.005 inch (0.13 mm) deep, without high metal.	Same as the usable limits, with high metal.	Blend the high metal to adjacent contour (GEK 9250, 70-42-00).
	(3) Legibility of part number and serial number.	Part number and serial number must be legible and easily identifiable.	(a) Part number and serial number are faded, but the numbers are still identifiable.	Remark the part number and the serial number on the injector body, 180 degrees from the original marking. Use the vibro-peen marking method, 0.002 inch (0.05 mm) deep maximum (GEK 9250, 70-16-04).
			(b) Part number and serial number are faded and are not identifiable, but the part number is known.	Use the vibro-peen marking method, 0.002 inch (0.05 mm) deep maximum (GEK 9250, 70-16-04). Re-mark the part number on the injector body, 180 degrees from the original marking.
			(c) Part number and serial number are faded and are not identifiable, and the part number is unknown.	Replace the fuel injector assembly.
	(4) Wear on neck (13) (part of tube (8)) caused by a broken swirler tab.	Not permitted.	Not repairable.	Replace the fuel injector.
C.	Air shroud (7) for:			
	(1) Cracks.	None permitted.	Not repairable.	Replace the fuel injector.
	(2) Plugged shroud air holes (15).	None permitted.	Any number.	Clean the fuel injector (CLEANING).
	(3) Nicks and scratches on:			
	(a) Injector tip (6).	Any number, 0.005 inch (0.13 mm) deep, without high metal.	Same as the usable limits, with high metal.	Blend the high metal (GEK 9250, 70-42-00). Check the flow rate and the spray pattern (TEST).
	(b) Other areas.	0.005 inch (0.13 mm) deep, without high metal.	Any number that can be reworked to the usable limits.	Blend the high metal to adjacent contour (GEK 9250, 70-42-00).
	(4) Wear at tip (6) OD.	0.308 inch (7.82 mm) minimum diameter.	Not repairable.	Replace the fuel injector.
	(5) Carbon buildup on the inner cone (14).	Not permitted.	Any amount.	Clean the fuel injector (CLEANING).
	(6) Nicks and scratches on the inner cone (14).	Any number, 0.005 inch (0.13 mm) deep maximum, without high metal.	Same as the usable limits, with high metal.	Remove the high metal (GEK 9250, 70-42-00). Check the flow rate and the spray pattern (TEST).
	(7) Misalignment.	Not permitted.	Not repairable.	Replace the fuel injector.
D.	Mounting flange (9) for:			
	(1) Cracks.	None permitted.	Not repairable.	Replace the fuel injector.
	(2) Nicks and scratches.	Any number, 0.015 inch (0.38 mm) deep, without high metal.	Same as the usable limits, with high metal.	Blend the high metal to adjacent contour (GEK 9250, 70-42-00).

(3) Worn locating pins (2).	Any amount, if the injector cannot be rotated by hand when installed in midframe.	Not repairable.	Replace the fuel injector.
E. Inlet fitting (5) for:			
(1) Cracks.	None permitted.	Not repairable.	Replace the fuel injector.
(2) Missing or damaged threads (10X visual recommended).	All threads, total cumulative 0.44 inch (11.2 mm) or less missing or damaged without high metal along the thread circumference.	All threads, 0.44 inch (11.2 mm) cumulative missing or damaged with high metal along the thread circumference that can be blended to the usable limits.	Check thread OD is within usable limits. Use a 0.5625-18 UNJF-3A die or equivalent and chase the threads.
(3) Thread OD.	Starting from the first full thread, 0.554-0.563 inch (14.08-14.30 mm).	Not repairable.	Replace the fuel injector.
(4) Broken or missing retaining ring (4).	Not permitted.	Not repairable.	Replace the retaining ring.

CAUTION: IF YOU REMOVE THE RETAINING RING AND FILTER DO NOT DAMAGE THE PREFORMED PACKING SURFACE.

NOTE: * The filter (3) can be inspected only if the retaining ring (4) is removed.
* If retaining ring is removed, discard retaining ring.

(5) Filter (3) for damaged screen mesh.	Not permitted.	Not repairable.	Replace the fuel injector.
(6) Clogged filter (3).	Not permitted.	Any amount.	Clean the filter (GEK 9250, 70-21-01).
(7) Leaks on inlet fitting sealing surface (12).	None permitted.	Not repairable.	Replace the fuel injector.
(8) Nicks, scratches on preformed packing surface (1).	None permitted.	Any amount of high metal.	Polish the surface smooth.
F. Retaining nut (10) for:			
(1) Cracks.	None permitted.	Not repairable.	Replace the fuel injector.
(2) Missing or damaged threads.	One thread (cumulative) missing or damaged, without high metal, if you can install the nut without cross-threading.	Not repairable.	Replace the fuel injector assembly.
(3) Wrench damage on each corner of the hex flats.	Any amount, without high metal, if you can correctly install the nut in the midframe.	Any amount that you can rework to the usable limits.	Remove the high metal on the hex flats (GEK 9250, 70-42-00).
(4) Discoloration.	Any amount.	Not applicable.	Not applicable.
(5) Nicks and scratches, except on the threads.	Any number, 0.015 inch (0.38 mm) deep, without high metal.	Same as the usable limits, with high metal.	Blend the high metal to adjacent contour (GEK 9250, 70-42-00).

*** * * FOR CT7-2E1**

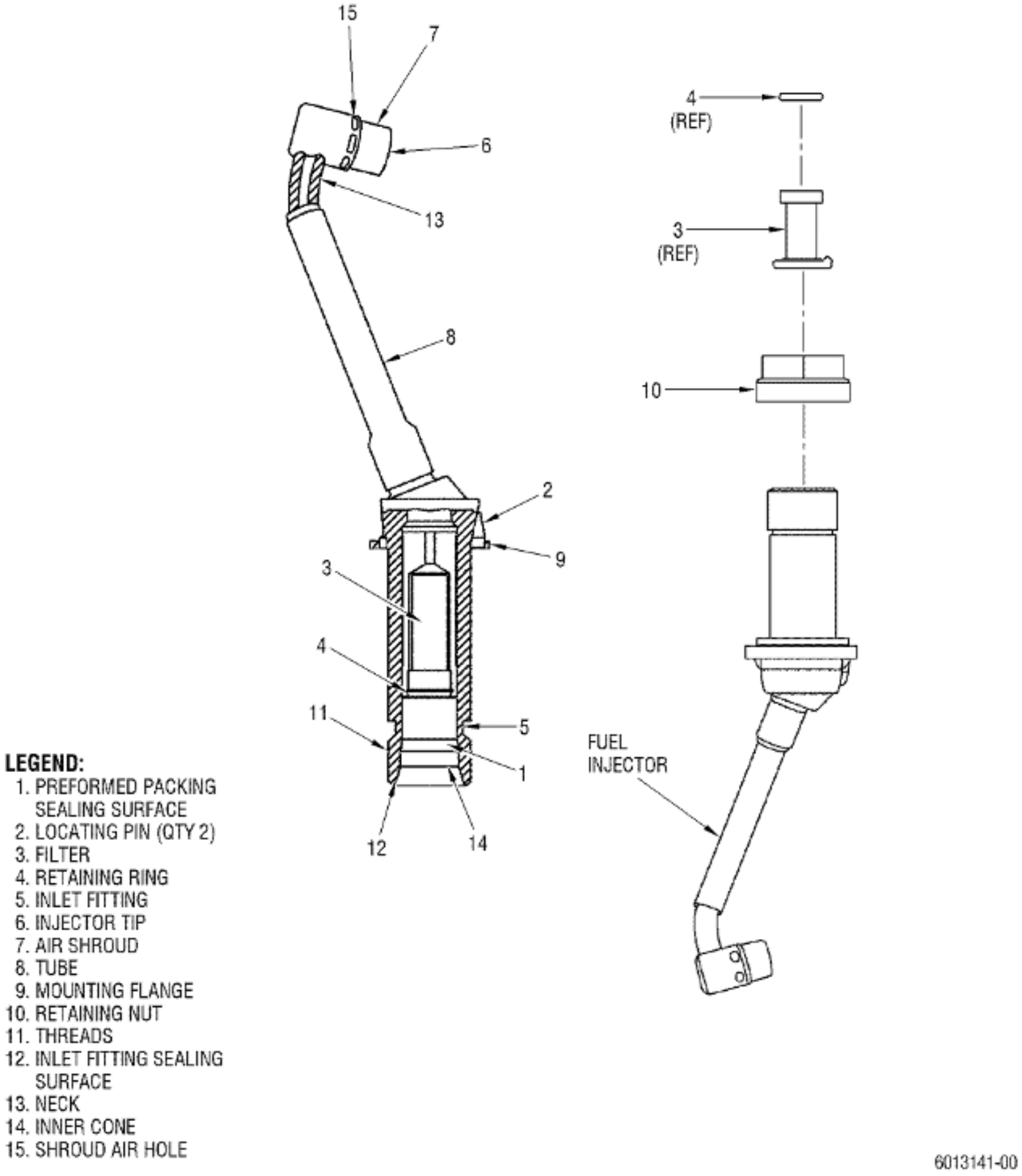


Figure 602 Fuel Injector - Inspection

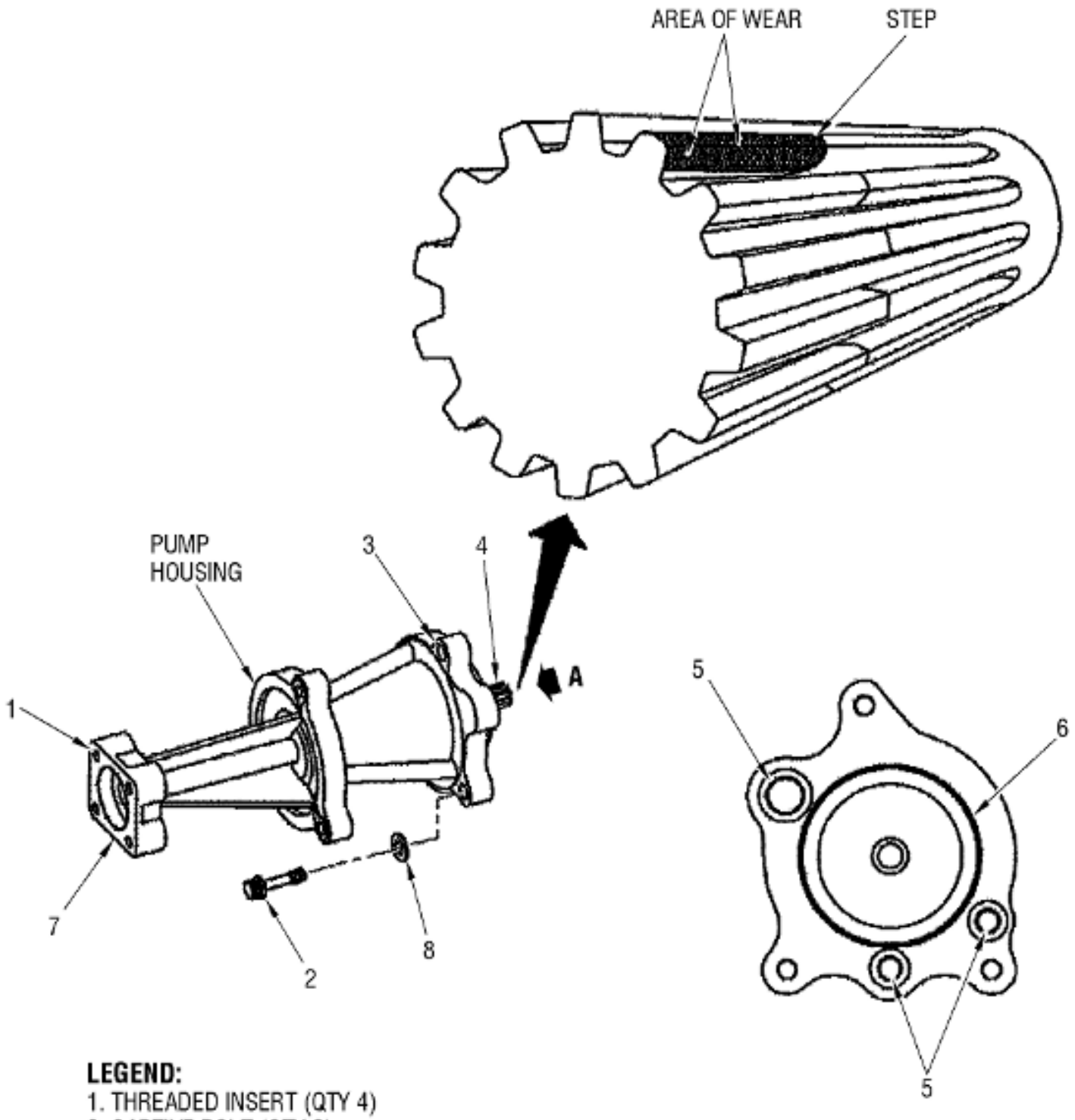
4. Fuel Boost Pump.
Go to Table 603.

TABLE 603. INSPECTION OF FUEL BOOST PUMP

Inspect	Usable Limits	Max Repairable Limits	Corrective Action
A. Fuel boost pump (Figure 603) for:			
(1) Visible cracks.	None permitted.	Not repairable.	Replace pump.

	(2) Leaks.	Not permitted.	Not repairable.	Replace pump.
B.	Pilot diameter (6) for high metal.	Not permitted.	Any amount.	Blend high metal (GEK 9250, 70-42-00).
C.	Spline (4) for visible steps due to wear.	Not permitted.	Not repairable.	Replace pump.
D.	Captive bolt (2) holes (bolts removed) for missing or damaged threads.	Up to 1 damaged or missing thread. No crossed threads or loose material.	Same as usable limits, with crossed threads or loose material.	Remove loose material and debris, using a 0.250-28 UNJF-3A tap, chase threads to remove crossed threads (REPAIR 002).
E.	Threaded inserts (1) for damaged or missing threads.	Up to 1 damaged or missing thread without crossed threads or loose material.	Not repairable.	Replace pump.
F.	Nicks and scratches in:			
	(1) Sealing area (7).	None permitted.	Not repairable.	Replace pump.
	(2) Packing grooves (5).	None permitted.	Not repairable.	Replace pump.

*** * * FOR CT7-2E1**



LEGEND:
1. THREADED INSERT (QTY 4)
2. CAPTIVE BOLT (QTY 3)
3. BOSS
4. SPLINE
5. PACKING GROOVES
6. PILOT DIAMETER
7. SEALING AREA
8. FLAT WASHER (QTY 3)

5001721-00

Figure 603 Fuel Boost Pump - Inspection

5. FMU and Grooved Clamp Coupling.
Go to Table 604.

TABLE 604. INSPECTION OF FMU AND GROOVED CLAMP COUPLING

Inspect	Usable Limits	Max Repairable Limits	Corrective Action
A. FMU unit (Figure 604):			
(1) Casing for:			
(a) Cracks.	None permitted.	Not repairable.	Replace FMU.
(b) Leaks.	Not permitted.	Not repairable.	Replace FMU.

	(c) Missing locating pin (20).	Not permitted.	Not repairable.	Replace FMU.
	(d) High metal on pilot diameter (9).	Not permitted.	Any amount.	Blend high metal to adjacent contour (GEK 9250, 70-42-00).
(2)	Drive spline (8) for visible steps due to wear.	Not permitted.	Not repairable.	Replace FMU.
(3)	Threaded fitting (6) for:			
	(a) Cracks.	None permitted.	Not repairable.	Replace threaded fitting.
	(b) Nicks, dents, scratches, ridges, and pits on sealing surfaces.	Any number, if the defect does not extend in the axial direction across more than half the sealing surface without high metal.	Same as usable limits, with high metal.	Blend high metal from sealing surfaces, maintaining original contour (GEK 9250, 70-42-00).
	(c) Nicks, dents, scratches, and gouges on remaining surfaces.	Any number, 0.005 inch (0.13 mm) deep, without high metal.	Same as usable limits, with high metal.	Blend high metal to adjacent contour (GEK 9250, 70-42-00).
	(d) Damaged threads.	Total length of defects no more than half of one thread length, without high metal.	Same as usable limits, with high metal.	Blend high metal (GEK 9250, 70-42-00).
(4)	T2 sensor (2) for:			
	(a) Dents or deformation.	Any amount, 0.063 inch (1.60 mm) deep from original shape.	Not repairable.	Replace FMU.
	(b) Clogged/plugged aspirating holes of inner and outer shells.	Not permitted.	Any amount.	Clean T2 sensor (CLEANING).
(5)	Channel A and B connector (16 and 17) for:			
	(a) Damaged threads.	Any amount, without high metal, if connector can be assembled normally with its mating part.	Any amount that can be reworked to usable limits.	Remove high metal (GEK 9250, 70-42-00).
	(b) Baked-on varnish on pins.	None permitted.	Any amount.	Clean pins (74-00-00, CLEANING). If the varnish is still present after cleaning, replace the FMU. Replace the cable that was connected to the FMU, even if the pins were successfully cleaned.
(6)	Drive shaft (7) for nicks and scratches on:			
	(a) Floor of packing groove.	Any number, 0.005 inch (0.13 mm) deep, without sharp edges.	Not repairable.	Replace FMU.
	(b) Walls of packing groove.	Any number, 0.016 inch (0.41 mm) deep, without sharp edges.	Not repairable.	Replace FMU.
B.	Grooved clamp coupling (3) including welds, for:			
(1)	Cracks.	Not permitted.	Not repairable.	Replace clamp coupling.
(2)	Loose threaded bolt (3).	Not permitted.	Any amount.	Replace clamp coupling.

WARNING: REFER TO THE PRODUCT LABEL AND THE MANUFACTURER'S (MATERIAL) SAFETY DATA SHEET (SDS) FOR INSTRUCTIONS ON THE HAZARDS, STORAGE, SAFE HANDLING AND PROPER USE OF THIS PRODUCT.

(3)	Binding of locknut	Not permitted.	Any amount.	Apply penetrating oil

	on bolt of grooved clamp coupling.			VV-P-216 and work locknut free or replace locknut or clamp coupling as applicable.
(4)	Damaged threads on bolt.	Not permitted.	One thread missing, continuous or cumulative.	Chase threads, using a 0.3125-24UNJF-3B die.
(5)	Damaged hex on locknut (4).	Any amount, if wrench fits properly, without high metal.	Same as usable limits, with high metal.	Remove high metal (GEK 9250, 70-42-00).
(6)	Run-on torque of locknut (4).	Minimum of 6 lb in. (0.7 N.m).	Not repairable.	Replace coupling.

*** * * FOR CT7-2E1 NOT MODIFIED TO SB 72-0008**

C.	Quick-disconnect pin (15):			
(1)	Pin shaft (1, Figure 605) for:			
(a)	Broken or missing lockring (3).	Not permitted.	Not repairable.	Replace quick-disconnect pin.
(b)	Nicks, scratches, or wear.	None permitted.	Not repairable.	Replace quick-disconnect pin.
(c)	Cracks.	None permitted.	Not repairable.	Replace quick-disconnect pin.
(2)	Pinhead (2) for:			
(a)	Nicks, scratches, dents, and gouges.	Any number, 0.031 inch (0.79 mm) deep.	Not repairable.	Replace quick-disconnect pin.
(b)	Bends.	Any amount, 0.063 inch (1.60 mm) from original shape.	Not repairable.	Replace quick-disconnect pin.
(c)	Cracks.	None permitted.	Not repairable.	Replace quick-disconnect pin.

*** * * FOR CT7-2E1**

D.	Link assembly (11, Figure 604) for:			
(1)	Cracks.	None permitted.	Not repairable.	Replace link assembly.
(2)	Nicks, dents, scratches, and gouges.	Any number, 0.015 inch (0.38 mm) deep, without high metal.	Same as usable limits, with high metal.	Blend high metal (GEK 9250, 70-42-00).
(3)	Missing bushings.	Not permitted.	Not repairable.	Replace link assembly.
(4)	Wear or visible out-of-roundness of bushing.	None permitted.	Not repairable.	Replace link assembly.
(5)	Loose bolt (14).	Not permitted.	Not repairable.	Replace bolt (14).
(6)	Damaged threads of bolt (14).	Not permitted.	Not repairable.	Replace bolt (14).
(7)	Damaged hex on locknut (12).	Any amount, if wrench fits properly, without high metal.	Same as usable limits, with high metal.	Remove high metal (GEK 9250, 70-42-00).
(8)	Run-on torque of locknut (12).	Minimum of 2 to 4 lb in. (0.2 to 0.5 N.m).	Not repairable.	Replace locknut (12).

*** * * FOR CT7-2E1 MODIFIED TO SB 72-0008**

(9)	Loose shear bolt (17).	Not permitted.	Not repairable.	Replace shear bolt (17).
(10)	Damaged threads of shear bolt (17).	Not permitted.	Not repairable.	Replace shear bolt (17).
(11)	Damaged hex on self-locking nut (16).	Any amount, if wrench fits properly, without high metal.	Same as usable limits, with high metal.	Remove high metal (GEK 9250, 70-42-00).

(12) Run-on torque of self-locking nut (16).	Minimum of 2 to 4 lb in. (0.2 to 0.5 N.m).	Not repairable.	Replace self-locking nut (16).

*** * * FOR CT7-2E1**

E. Cover (10) for:			
(1) Cracks.	None permitted.	Not repairable.	Replace cover.
(2) Nicks, dents, scratches, and gouges on mating surfaces.	None permitted.	Not repairable.	Replace cover.
F. FMU manifold pad (18) for:			
(1) Cracks.	None permitted.	Not repairable.	Replace FMU.
(2) Nicks, dents, scratches, and gouges.	None permitted.	Not repairable.	Replace FMU.
G. Fuel in port (19) packing groove for:			
(1) Nicks and scratches.	None permitted.	Not repairable.	Replace FMU.

*** * * FOR CT7-2E1**

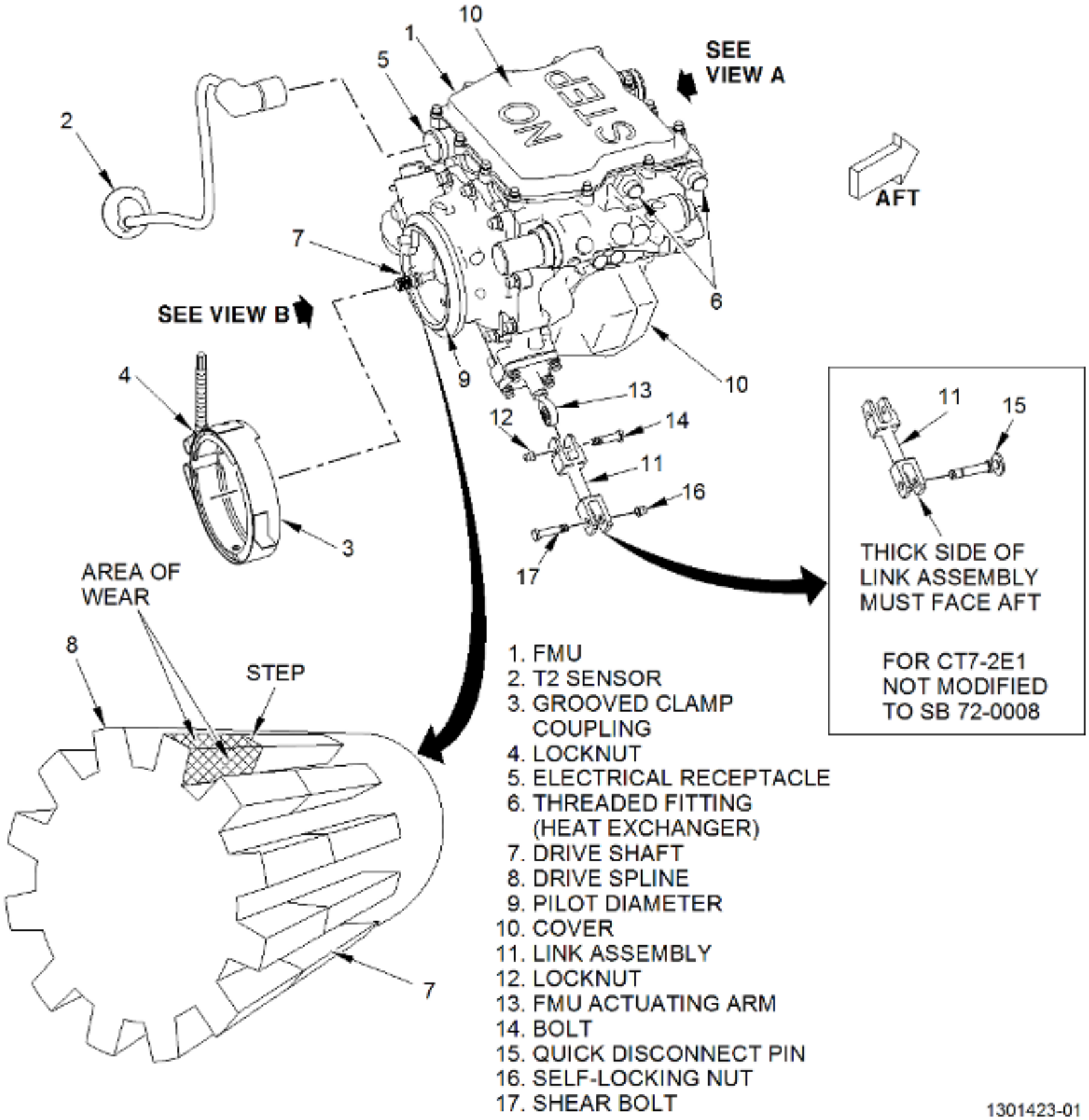
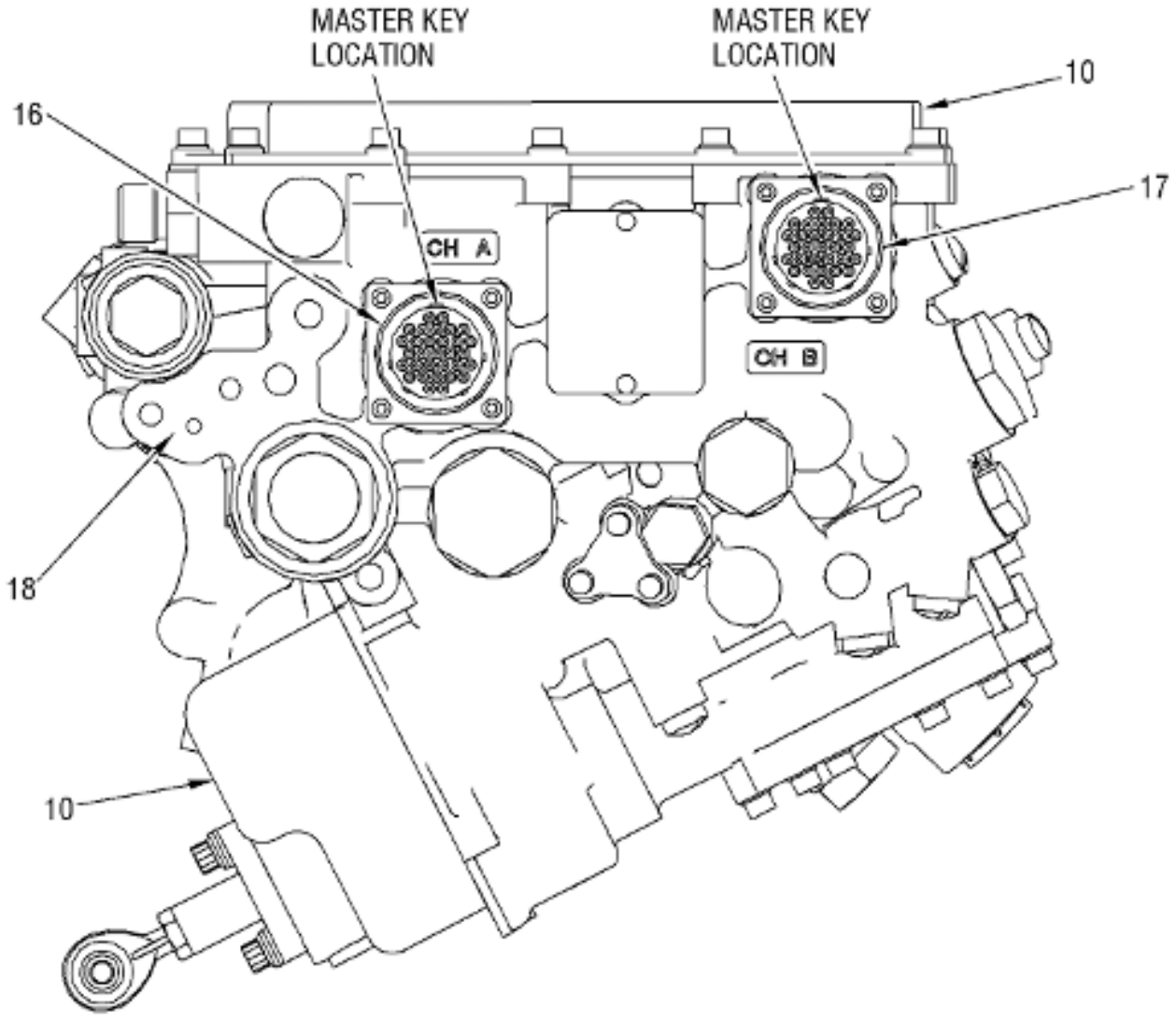


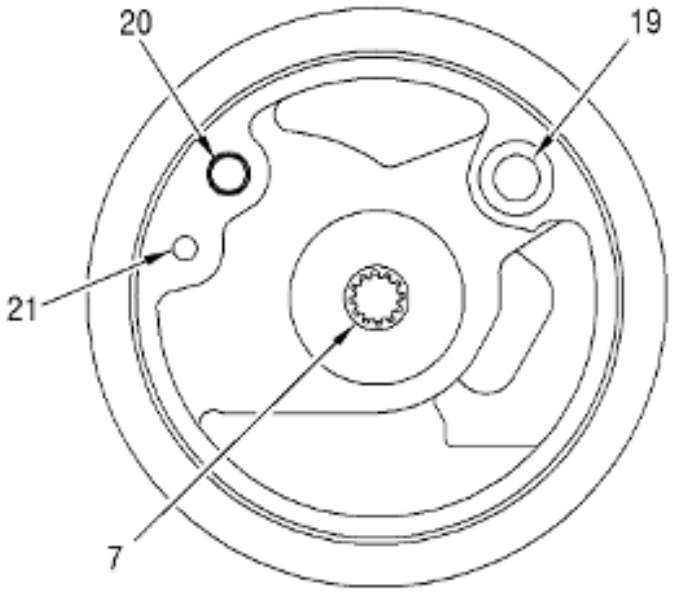
Figure 604 (Sheet 1) FMU and Grooved Clamp Coupling - Inspection

*** * * FOR CT7-2E1**



VIEW A

7. Drive shaft
10. Cover
16. Channel A connector
17. Channel B connector
18. FMU manifold pad
19. Fuel in port
20. Locating pin
21. Vapor vent

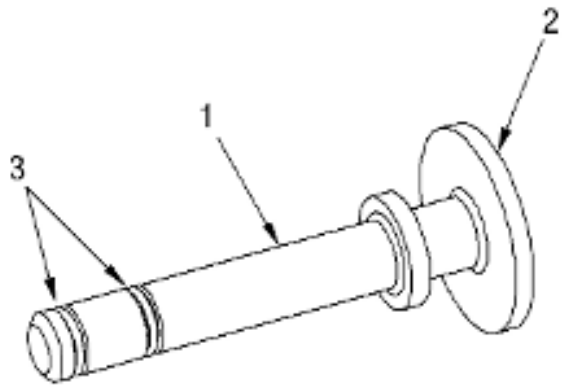


VIEW B

1301456-00

Figure 604 (Sheet 2) FMU and Grooved Clamp Coupling - Inspection

*** * * FOR CT7-2E1 NOT MODIFIED TO SB 72-0008**



1. Pin shaft
2. Pinhead
3. Lockring

1301462-00

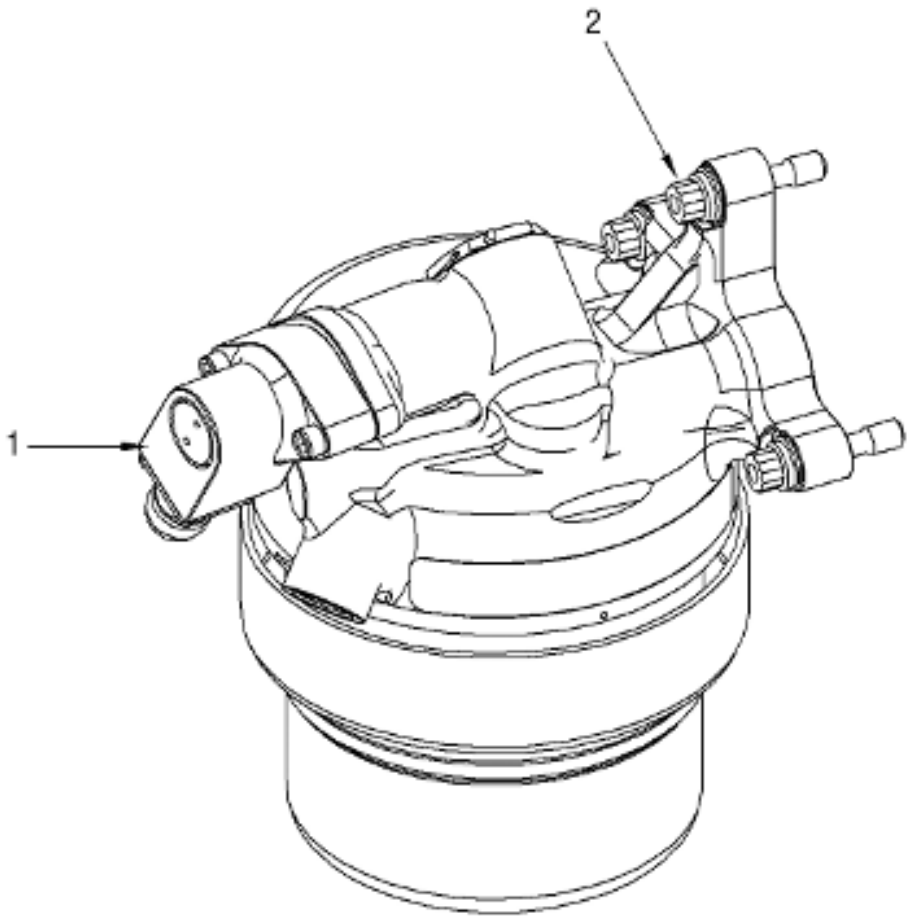
Figure 605 Quick-Disconnect Pin - Inspection

6. Fuel Filter.
Go to Table 605.

TABLE 605. INSPECTION OF FUEL FILTER

Inspect		Usable Limits	Max Repairable Limits	Corrective Action
A.	Fuel filter (Figure 606) for:			
(1)	Visible cracks.	None permitted.	Not repairable.	Replace fuel filter.
(2)	Leaks.	Not permitted.	Not repairable.	Replace fuel filter.
B.	Electrical connector (1) for:			
(1)	Bent socket pins.	None permitted.	Up to 0.125 inch (3.18 mm) out-of-position.	Straighten pin.
(2)	Kinked or sharply bent pins.	None permitted.	Not repairable.	Replace fuel filter.
(3)	Damaged threads.	Any amount, without high metal, if connector can be installed normally with its mating part.	Any amount that can be reworked to usable limits.	Blend high metal (GEK 9250, 70-42-00).
C.	Captive bolts (2) for missing or damaged threads.	Not permitted.	Not repairable.	Replace bolt (REPAIR 002).

*** * * FOR CT7-2E1**



LEGEND:
1. ELECTRICAL CONNECTOR
2. CAPTIVE BOLTS WITH FLAT WASHER (QTY 3)

5001717-00

Figure 606 Fuel Filter - Inspection

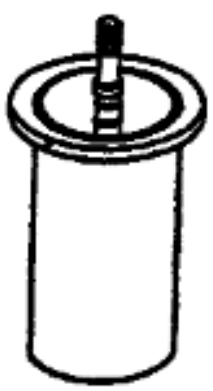
7. Fuel Filter Bowl.
   Go to Table 606.

TABLE 606. INSPECTION OF FUEL FILTER BOWL

Inspect	Usable Limits	Max Repairable Limits	Corrective Action
Fuel filter bowl (Figure 607) for:			
A. Cracks.	None permitted.	None permitted.	Replace bowl.
B. Nicks and scratches	Any number of scratches,	Any number of	Remove superficial nicks,

	on packing sealing surface.	up to 0.003 inch (0.08 mm) deep, which run circumferentially. Axial scratches on sealing surface are not permitted. Nicks or high metal are not permitted.	circumferential scratches, up to 0.010 inch (0.25 mm) deep, with high metal. Axial scratches not repairable.	scratches, and high metal with fine grit abrasive cloth in a circumferential direction. Replace filter bowls that have axial scratches on sealing surfaces.
C.	Nicks and scratches in other areas.	Any number up to 0.015 inch (0.38 mm) deep.	Not repairable.	Replace bowl.
D.	Dents.	None permitted on packing sealing surface. Up to 0.063 inch (1.60 mm) deep on other surfaces.	Not repairable.	Replace bowl.
E.	Damaged threads.	One thread cumulative missing or damaged, without high metal, if thread can be used without cross-threading.	One thread cumulative missing or damaged that can be blended to usable limits.	Blend threads (GEK 9250, 70-42-00), or replace bowl as necessary.

*** * * FOR CT7-2E1**



CT7-0353

Figure 607 Fuel Filter Bowl (Typical) - Inspection

*** * * FOR CT7-2E1 NOT MODIFIED TO SB 72-0013**

8. Fuel Pressure Switch.

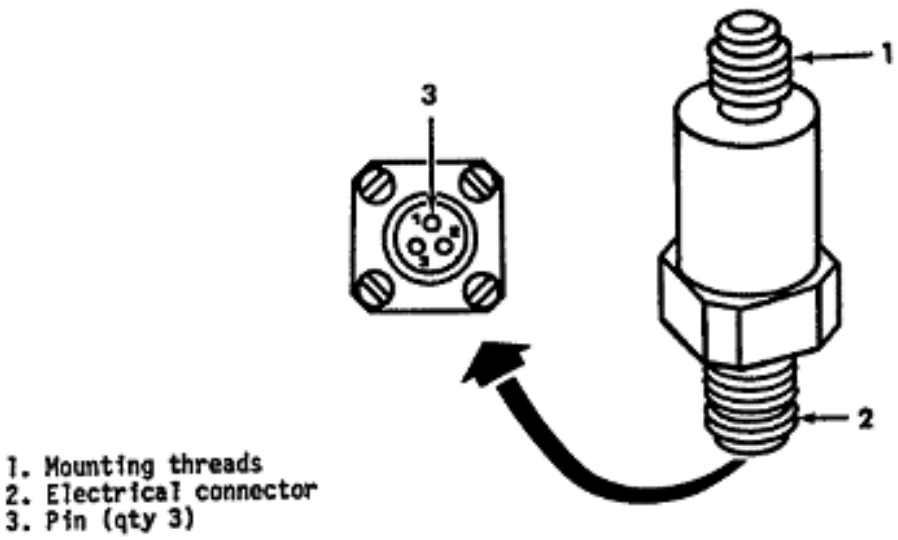
Go to Table 607.

TABLE 607. INSPECTION OF FUEL PRESSURE SWITCH

Inspect		Usable Limits	Max Repairable Limits	Corrective Action
A.	Fuel pressure switch (Figure 608) for:			
(1)	Visible cracks.	None permitted.	Not repairable.	Replace switch.
(2)	Leaks.	Not permitted.	Not repairable.	Replace switch.
B.	Electrical connector (2) for:			
(1)	Contamination or moisture.	Not permitted.	Any amount.	Clean connector (CLEANING).
(2)	Bent pins (3).	Not permitted.	Up to 0.063 inch (1.60 mm) out-of-position.	Straighten pin.
(3)	Kinked pins (3).	Not permitted.	Not repairable.	Replace switch.
(4)	Damaged	Any number, without high	Any number that can be	Blend high metal (GEK

	mounting threads (1).	metal, if connector can be installed normally with its mating part.	reworked to usable limits.	9250, 70-42-00).
(5)	Swelling of insulation or evidence of leakage.	Not permitted.	Not repairable.	Replace switch.
(6)	Looseness.	Not permitted.	Not repairable.	Replace switch.

*** * * FOR CT7-2E1 NOT MODIFIED TO SB 72-0013**



5015683-00

Figure 608 Fuel Pressure Switch - Inspection

*** * * FOR CT7-2E1**

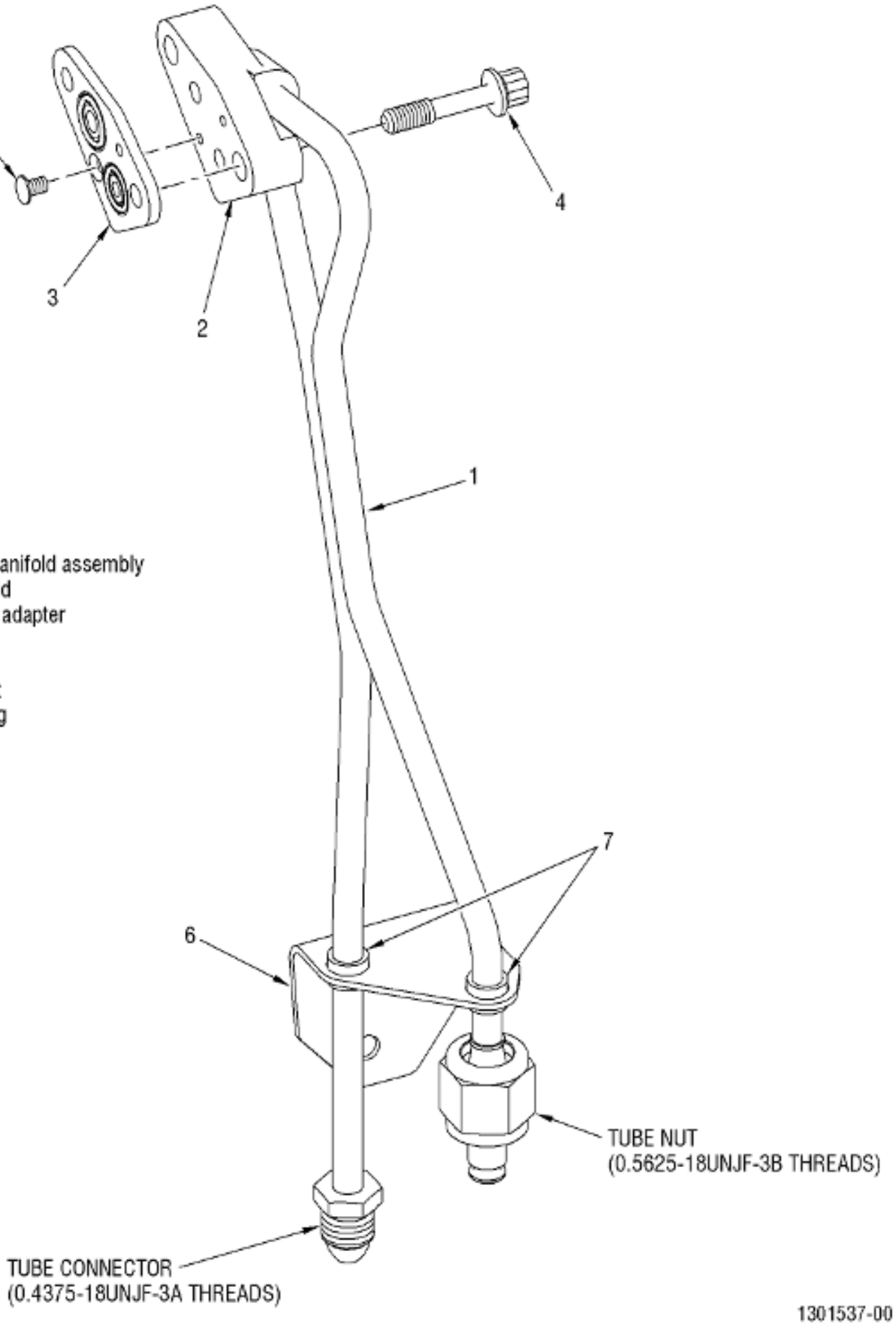
9. FMU Manifold Assembly.
   Go to Table 608.

TABLE 608. INSPECTION OF FMU MANIFOLD ASSEMBLY

Inspect	Usable Limits	Max Repairable Limits	Corrective Action
FMU manifold assembly (1, Figure 609) for:			

A.	Damaged threads on bolts (4).	Not permitted.	Not repairable.	Replace bolt (REPAIR 002).
B.	Damaged threads on screws (5).	Not permitted.	Not repairable.	Replace screw.
C.	Tubes for:			
	(1) Splits and cracks.	None permitted.	Not repairable.	Replace FMU manifold assembly.
	(2) Nicks, scratches, gouges, wear and chafing.	None permitted.	Not repairable.	Replace FMU manifold assembly.
	(3) Dents.	Not permitted.	Not repairable.	Replace FMU manifold assembly.
	(4) Flattened area.	Not permitted.	Not repairable.	Replace FMU manifold assembly.
D.	Manifold (2) for:			
	(1) Nicks, dents, scratches, ridges and pits on sealing surfaces.	Not permitted.	Not repairable.	Replace FMU manifold assembly.
	(2) Nicks, dents, scratches, gouges and burrs on threads of tube nut.	Cumulative length of defects no more than one thread length, without high metal.	Same as usable limits, with high metal.	Blend high metal (GEK 9250, 70-42-00). Chase threads using a 0.5625-18 UNJF-3B tap.
	(3) Nicks, dents, scratches, gouges and burrs on threads of tube connector.	Cumulative length of defects no more than one thread length, without high metal.	Same as usable limits, with high metal.	Blend high metal (GEK 9250, 70-42-00). Chase threads using a 0.4375-20 UNJF-3A die.
E.	Bracket (6) for:			
	(1) Missing or cracked bushing (7).	Not permitted.	Not repairable.	Replace FMU manifold assembly.
	(2) Cracks.	None permitted.	Not repairable.	Replace FMU manifold assembly.
	(3) Deformation.	Any amount, if FMU manifold assembly can be assembled normally with its mating parts.	Same as usable limits.	Cold-work to usable limits. Visually inspect, no cracks permitted.
F.	Nicks and cuts in sealing material of gasket adapter (3).	None permitted.	Not repairable.	Replace gasket (REPAIR 003).

*** * * FOR CT7-2E1**



1. FMU manifold assembly
2. Manifold
3. Gasket adapter
4. Bolt
5. Screw
6. Bracket
7. Bushing

Figure 609 FMU Manifold Assembly - Inspection