



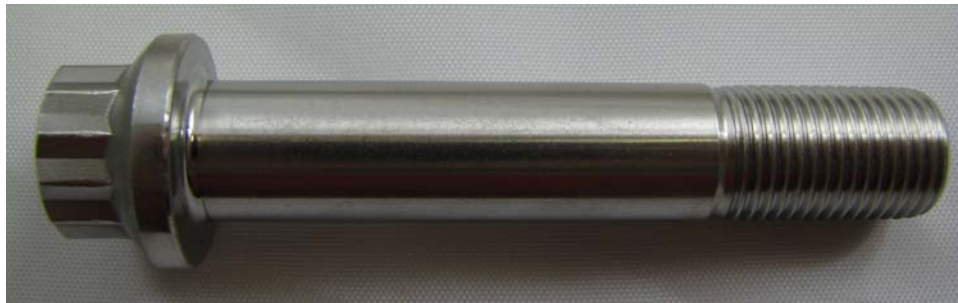
TECHNICAL INSTRUCTION HAC11-001 Rev. N/C, July 18, 2012

**TECHNICAL INSTRUCTION  
HAC11-001 Rev. N/C, July 18, 2012**

**INSTRUCTIONS FOR CONTINUED AIRWORTHINESS**

**2601483IKT BOLT  
INSTALLED ON**

**BOEING 737 SERIES AIRCRAFT, BOEING 747 SERIES AIRCRAFT,  
BOEING 767 SERIES AIRCRAFT, BOEING 777 SERIES AIRCRAFT,  
DC-8 SERIES AIRCRAFT, DC-9 SERIES AIRCRAFT, MD-88 SERIES AIRCRAFT  
(SEE THE 2601483IKT SUPPLEMENT FOR SPECIFIC MODELS)**



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### 1. Introduction

This HEICO Aerospace Technical Instruction (TI) defines the Instructions for Continued Airworthiness when P/N 2601483IKT Bolt is installed on the aircraft listed on the FAA approved supplement for P/N 2601483IKT. The P/N 2601483IKT Bolt is FAA Approved (PMA) as a replacement for Boeing P/N 2601483.

The Boeing P/N 2601483 is a .625-18 UNJF-3A cadmium-plated low-alloy steel Bolt (AISI 8740). The function of the Bolt is to fasten the main and nose landing gear wheel half assemblies together on the Boeing 737, 747, 767, 777, DC-8, DC-9 and MD-80 series aircraft (see the OEM Illustrated Parts Catalog for the specific installation location(s)). P/N 2601483 has an extensive history of premature failure as documented by the service difficulty reports found on the FAA website.

The Turbine Kinetics, Inc. P/N 2601483IKT Bolt incorporates a material change from low-alloy steel to Inconel 718, which is substantiated by FAA Advisory Circular AC20-127. The AC, issued on July 8, 1987, states that H11 steel (low-alloy steel) bolts subject to the operating conditions experienced by the P/N 2601483 Bolt should be replaced with either an Inconel 718 or stainless steel bolt. The AC was issued based on the higher than normal failure rate of H11 (low-alloy steel) bolts, which has been attributed to stress corrosion cracking.

### 2. Installation of P/N 2601483IKT

#### **NOTE:**

**The information presented in this section is for informational purposes only. It is not intended to alter any existing engine manual or documentation**

Shown below in Figure 1 is a sample installation of the P/N 2601483 Bolt on the Boeing 767 Series Aircraft. (18) Bolts are installed in each main wheel assembly on the Boeing 767 Series Aircraft. The P/N 2601483 Bolt is installed on multiple aircraft at various installation locations (main and/or nose wheel assembly). The P/N 2601483IKT Bolt is only to be installed in place of the P/N 2601483 Bolt.

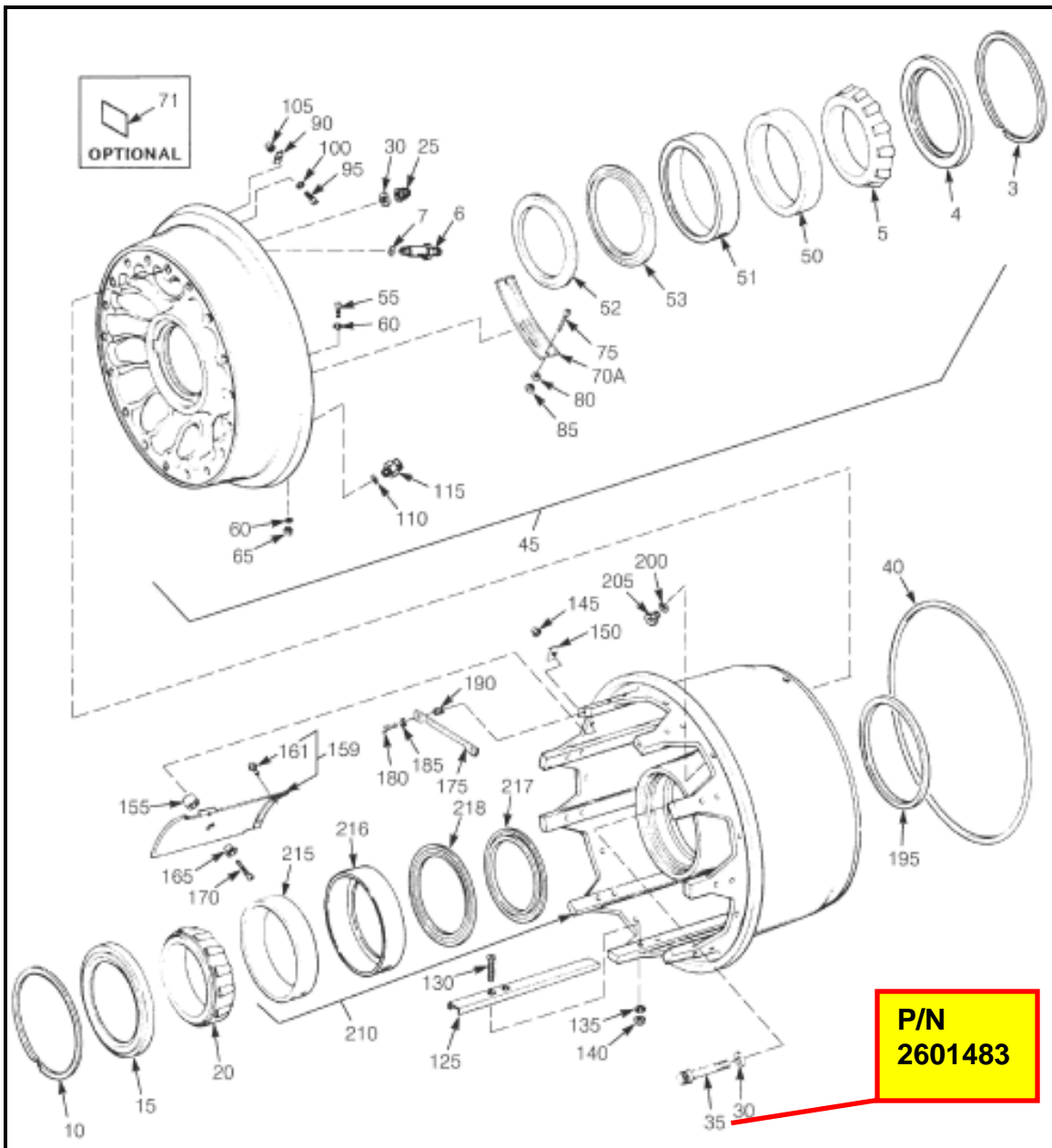


Figure 1



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### **3. Airworthiness Limitations**

The Airworthiness Limitations section is FAA-approved and specifies maintenance required under Sec. 43.16 and 91.403 of the Federal Aviation Regulations, unless an alternative program has been FAA approved. The Instructions for Continued Airworthiness presently acceptable to the FAA for P/N 2601483 are valid for use on P/N 2601483IKT with exception to the inspection procedures found below in Section 4. Due to the fact that P/N 2601483IKT is not a life limited part, no additional airworthiness limitations are imposed by the supplementary Instructions for Continued Airworthiness found below in Section 4.

### **4. Inspection of the 2601483IKT Bolt**

#### Non-Destructive Test (NDT) Inspections

Perform an ultrasonic or fluorescent penetrant inspection for fatigue cracks per the Honeywell SPM (ATA 32-49-01, use latest revision). Retire bolts with fatigue indications.

### **5. Material Information**

This document will be maintained and the latest approved revision posted on the HEICO web site at <http://ipc.heico.com>.

### **6. Revision and Approval History**

Initial Release – July 18, 2012