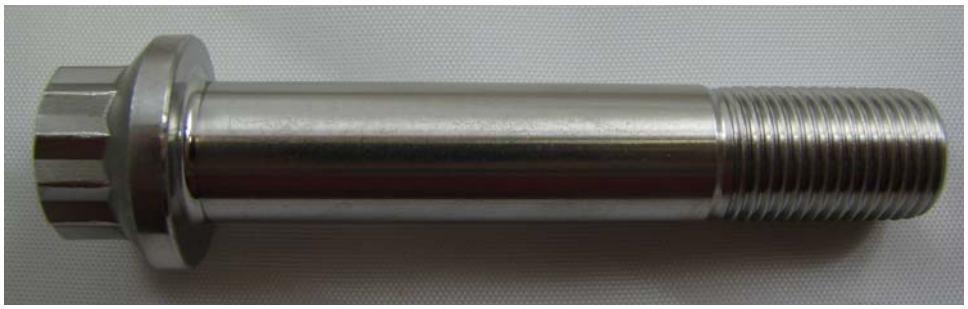
TECHNICAL INSTRUCTION
HAC09-002 Rev. A, August 30, 2010

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

KT43-1276 BOLT
INSTALLED ON
BOEING 757-200, 757-200PF, 757-200CB, 757-300 SERIES AIRCRAFT



UNCONTROLLED COPY
Verify latest approved revision at http://ipc.heico.com

TECHNICAL INSTRUCTION HAC09-002 Rev. A, August 30, 2010

1. Introduction

This HEICO Aerospace Technical Instruction (TI) defines the Instructions for Continued Airworthiness when P/N KT43-1276 Bolt is installed on the Boeing 757-200, 757-200PF, 757-200CB, 757-300 Series Aircraft. The P/N KT43-1276 Bolt is FAA Approved (PMA) as a replacement for Boeing P/N 43-1276.

The Boeing P/N 43-1276 is a .5625-18 UNJF-3A cadmium-plated low-alloy steel Bolt (AISI 8740). The function of the Bolt is to fasten the main landing gear wheel half assemblies together on the Boeing 757 series aircraft. P/N 43-1276 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 KT43-1276 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 43-1276 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 Locations of P/N KT43-1276 (Figure 1)

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

Sixteen (16) Bolts are installed in each wheel assembly on the Boeing 757-200, 757-200PF, 757-200CB, 757-300 Series Aircraft.

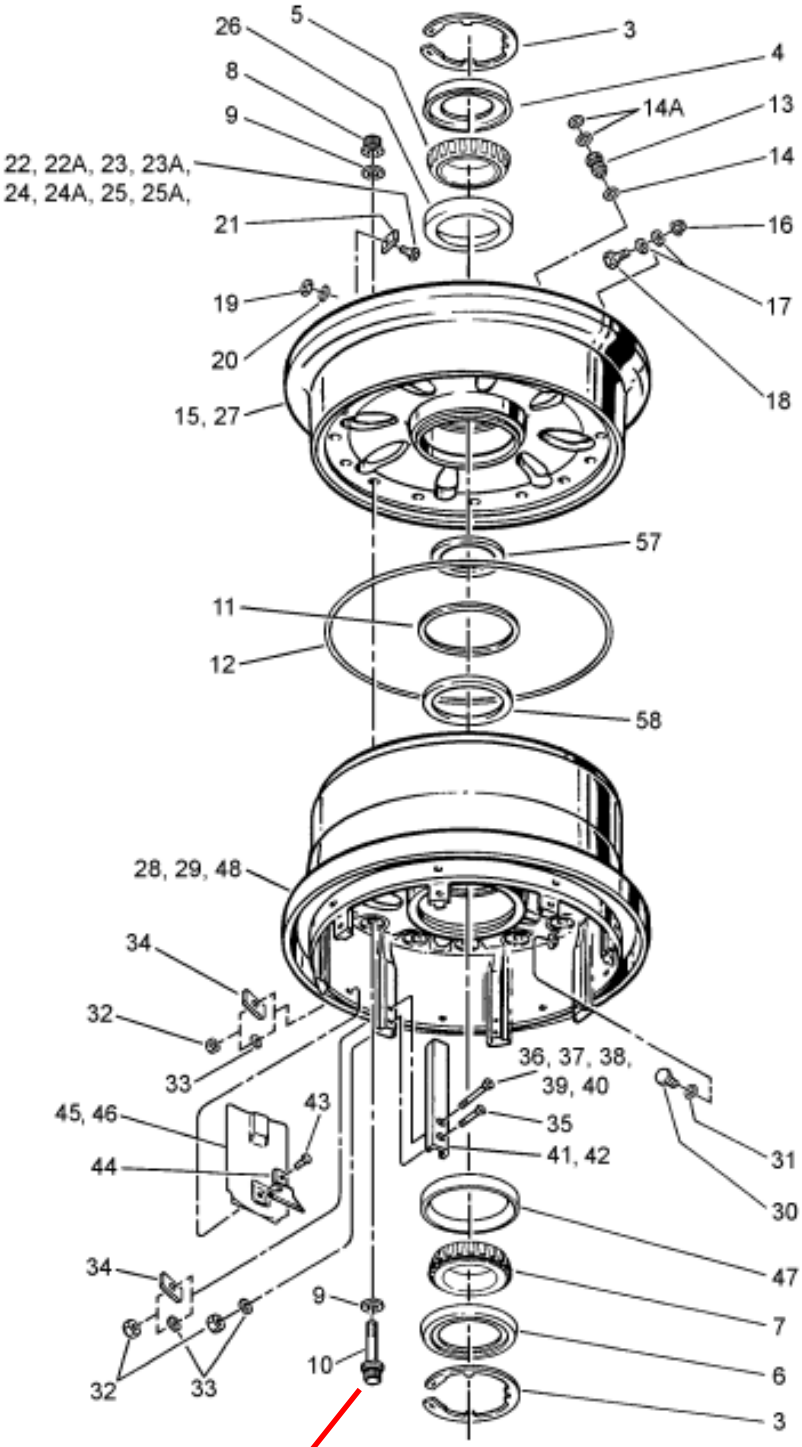

26
5
3
4
8
9
14A
13
22, 22A, 23, 23A,
24, 24A, 25, 25A,
14
21
16
19
17
20
18
15, 27
57
11
12
58
28, 29, 48
34
32
36, 37, 38,
39, 40
33
43
45, 46
35
31
44
41, 42
30
47
34
9
7
10
6
32
33
3
KT43-1276

FIGURE 1

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 43-1276 are valid for use on P/N KT43-1276 with exception to the inspection procedures found below in Section 4. Due to the fact that P/N KT43-1276 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 KT43-1276 Bolt

Visual Inspection

Do an inspection for corrosion and damage on all areas of each bolt. Do a careful inspection of the first six threads and the radius below the bolt head (refer to Figure 2). Use 10x (minimum) magnification. Discard a defective bolt.

Nondestructive Test (NDT) Inspections

Do a liquid penetrant (ASTM E1417) inspection or ultrasonic inspection of each bolt. Discard a bolt with a crack or corrosion in the radius, shank, or threads as shown in the Figure 2.

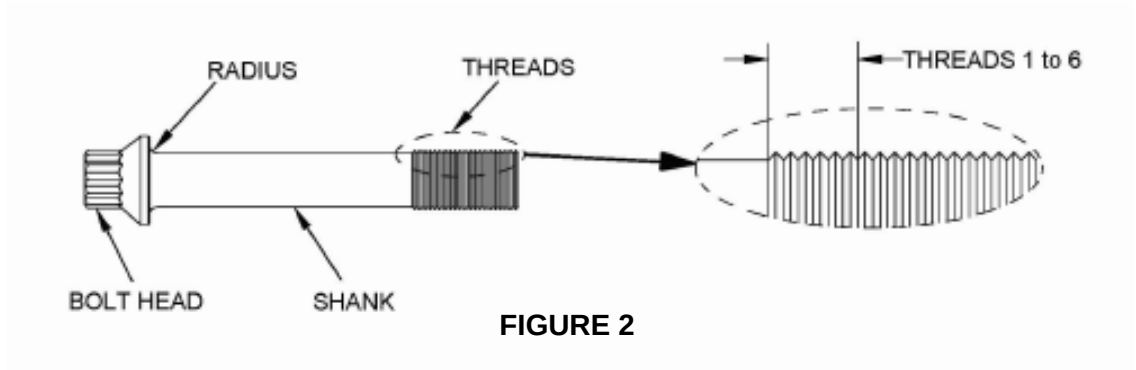


FIGURE 2

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 – April 20, 2009

Rev A – August 30, 2010

- Page 1 – Picture of cadmium plated KT43-1276 Bolt changed to passivated KT43-1276 Bolt
- Page 4, Section 4 – The following sentence was removed from the visual inspection: "The bolts can be cadmium plated."