



OIL - OIL PRESSURE OIL TUBES - INTRODUCTION OF BOLT FOR CLIPPING POINT CP2180 WITH
DECREASED LENGTH - CATEGORY CODE 6 - MOD.ENG-79-0061

1. Planning Information

A. Effectivity

- (1) Aircraft (a) McDonnell Douglas MD-90
- (2) Engines (a) V2525-D5 Engines prior to Serial No.V20007
(b) V2528-D5 Engines prior to Serial No.V20007

B. Concurrent requirements

None.

C. Reason

(1) Condition

The length of the bolt at clipping point CP2180 does not obey standard engineering practices.

(2) Background

The problem has been found during production engine build.

(3) Objective

The purpose of this Service Bulletin is to obey engine build standards.

(4) Substantiation

A satisfactory engineering analysis has been done on the changes introduced by this Service Bulletin.

(5) Effect of Bulletin on:

Removal/Installation	Not affected
Disassembly/Assembly	Not affected
Cleaning	Not affected
Inspection/Check	Not affected
Repair	Not affected
Testing	Not affected

(6) Supplemental information

None.

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**D. Description**

The changes introduced are as follows:

- (1) A different bolt has been introduced at clip point CP2180, almost the same as the initial unit except for a decrease in length.

E. Approval

The part number changes and/or part modification are given in Section 2 and 3 of this Service Bulletin. They obey the applicable Federal Aviation Regulations and are FAA-APPROVED for the engine models listed.

F. Compliance

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This Service Bulletin can be done when the subassembly (That is modules, accessories, components, build groups) are disassembled sufficiently to get access to the affected parts.

G. Manpower

Estimate of man-hours necessary to do this Service Bulletin in full.

Venue	Estimated Man-hours
(1) In service	Not applicable
(2) At overhaul	No more time is necessary to do this Service Bulletin

NOTE: It is possible to get access to the affected parts during overhaul.

H. Material – Price and Availability

- (1) A modification kit is not necessary.
- (2) See 'Material Information' section for prices and availability of spares.

I. Tooling – Price and Availability

Special tools are not necessary.

J. Weight and Balance

- (1) Weight change None
- (2) Moment arm No effect

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(3) Datum Engine front mount centreline
(Power Plant Station - PPS 100)

K. Electrical Load Data

This Service Bulletin has no effect on the aircraft electrical load

L. References

(1) Internal Reference No.

EC92VR322C

M. Other Publications Affected

(1) Illustrated parts catalog (IPC), Chapter/Section 79-21-49.



2. Accomplishment Instructions

A. Rework instructions

None.

B. Assembly instructions

For the correct Removal/Installation procedure refer to the applicable V2500 Engine Manual (EM), Chapter/Section 72-00-32, Removal/Installation.

C. Recording instructions

A record of accomplishment is necessary.

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3. Material Information

Applicability: For each V2500 Engine to incorporate this Bulletin.

A. Kits associated with this Bulletin:

None

B. Parts affected by this Bulletin:

New Part No. (ATA No.)	Qty	Est'd Unit Price (\$)	Keyword	Old Part No. (IPC No.)	Instructions Disposition
AS20907 (79-21-49)	1	3.67	Bolt, bihex hd (CP2180) (0.190 dia x 0.438 mm)	AS20908 (03-133)	(A)(B)(S1)

NOTE: The unit prices, if shown, are an estimate and they are given for the purpose of planning only. For information about actual prices, refer to the IAE Price Catalog or contact IAE's Spare Parts Sales Department.

C. Instructions disposition codes

- (A) New part is currently available.
- (B) Old part may be used up on other applications.
- (S1) Old and new parts are freely and fully interchangeable.

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