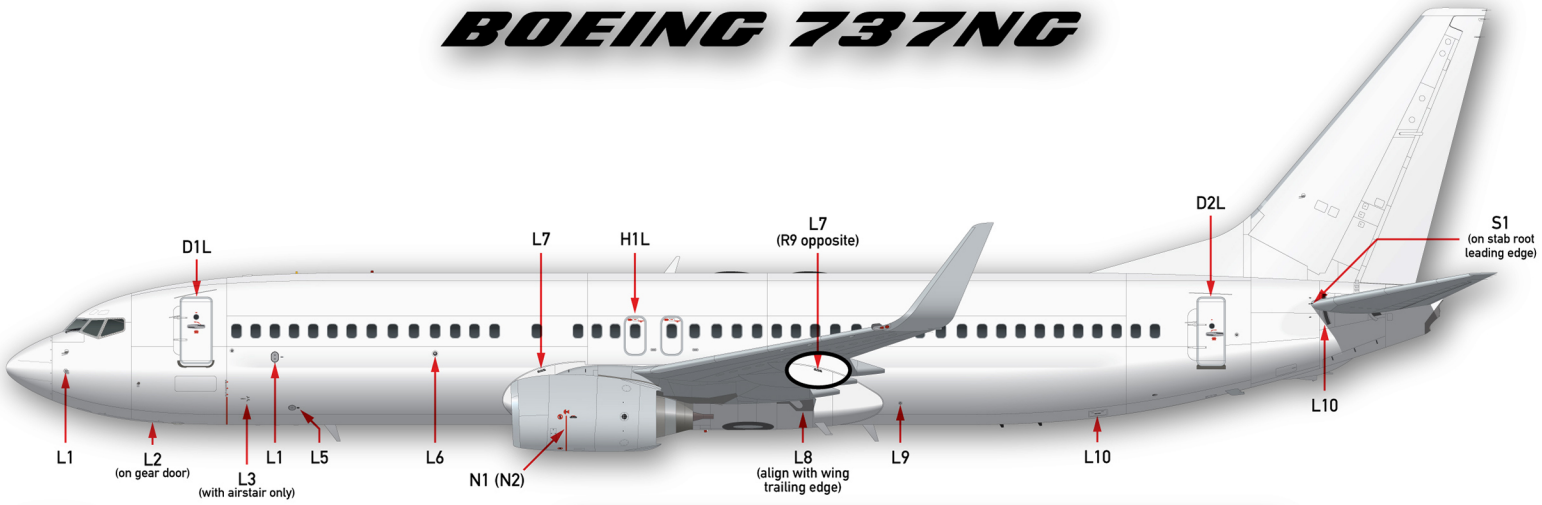
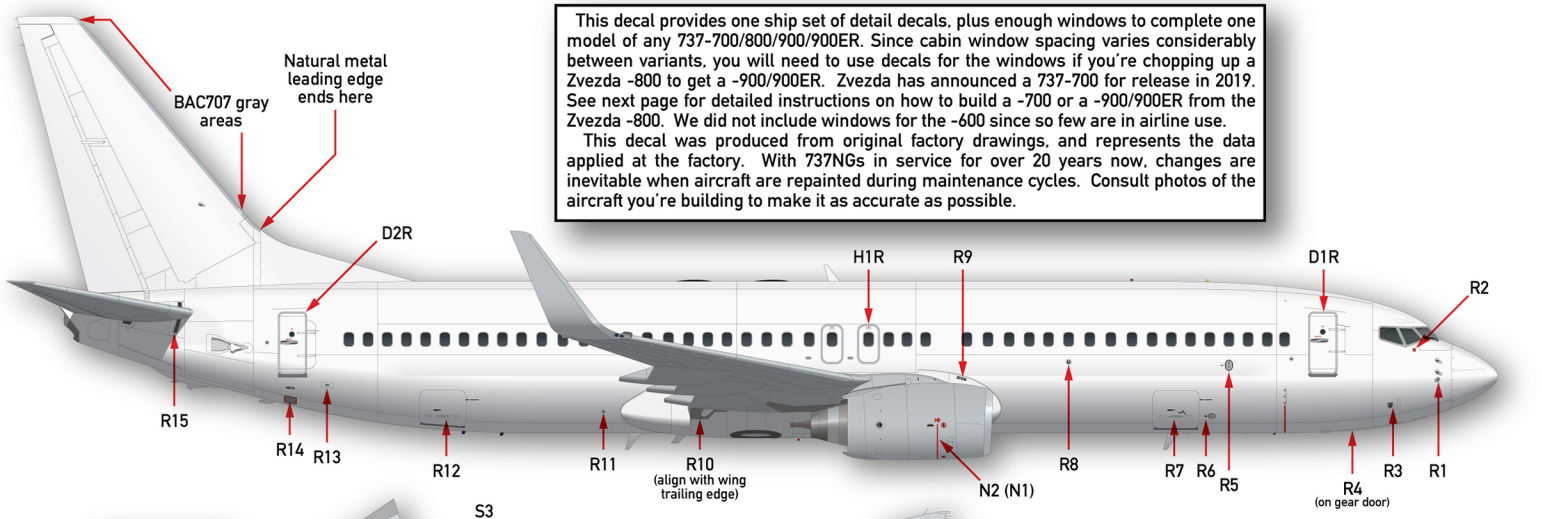
Liveries Unlimited
www.fundekals.com

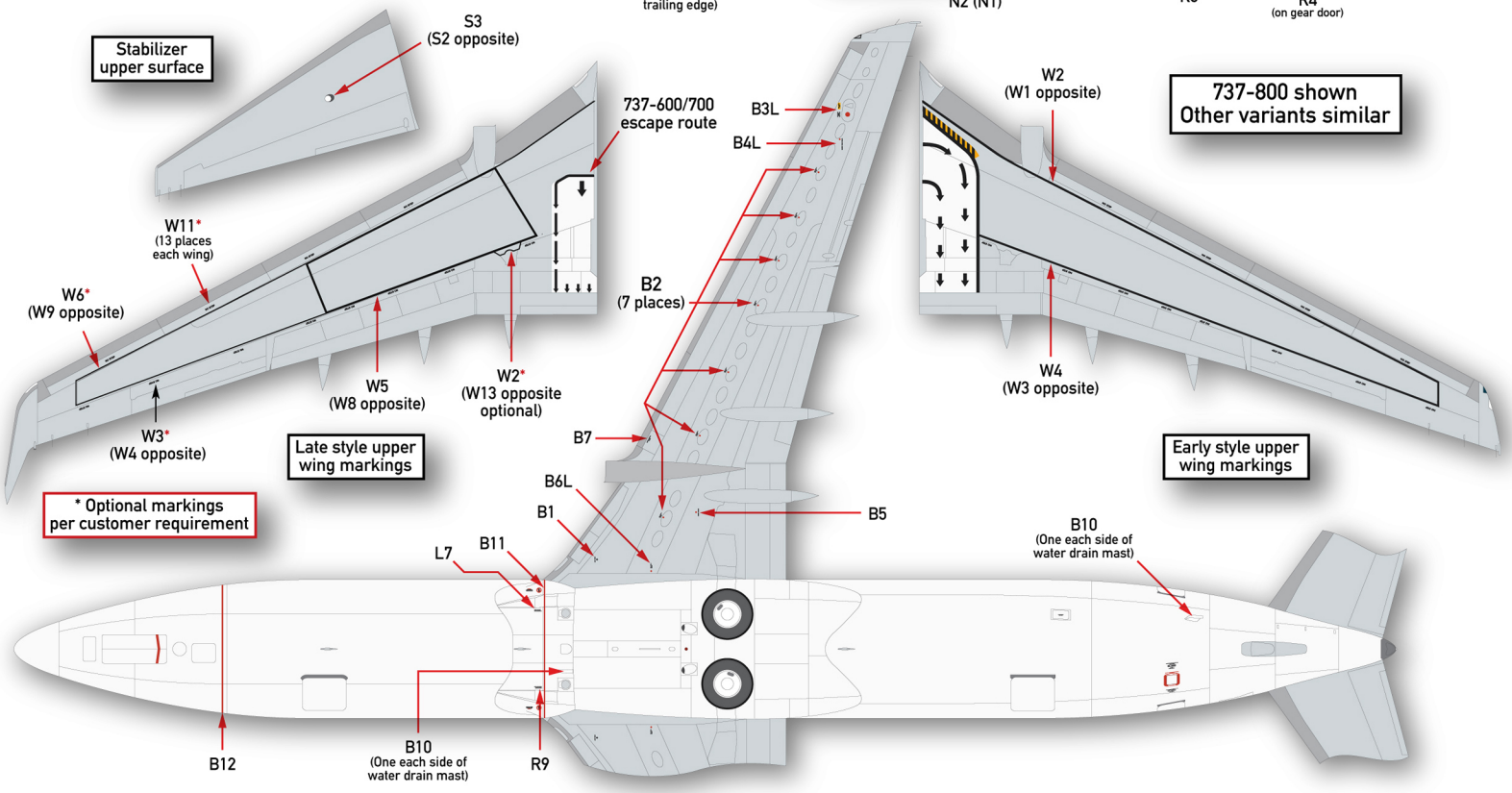
Boeing 737NG
Factory Data Stencils



This decal provides one ship set of detail decals, plus enough windows to complete one model of any 737-700/800/900/900ER. Since cabin window spacing varies considerably between variants, you will need to use decals for the windows if you're chopping up a Zvezda -800 to get a -900/900ER. Zvezda has announced a 737-700 for release in 2019. See next page for detailed instructions on how to build a -700 or a -900/900ER from the Zvezda -800. We did not include windows for the -600 since so few are in airline use.

This decal was produced from original factory drawings, and represents the data applied at the factory. With 737NGs in service for over 20 years now, changes are inevitable when aircraft are repainted during maintenance cycles. Consult photos of the aircraft you're building to make it as accurate as possible.



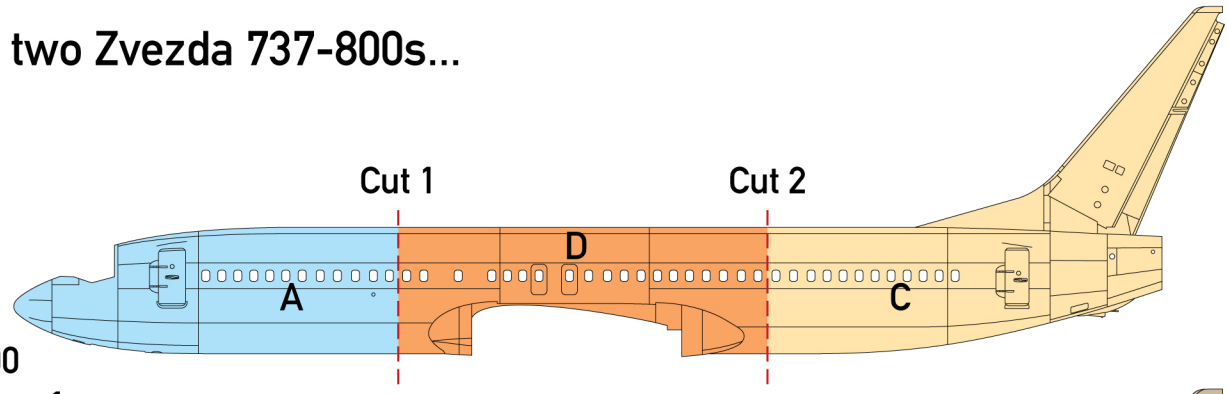


Copyright © 2019 All Rights Reserved

Liveries Unlimited
www.fundekals.com

Zvezda 737-800
Conversion to 737-700 & 737-900/900ER

Start with two Zvezda 737-800s...

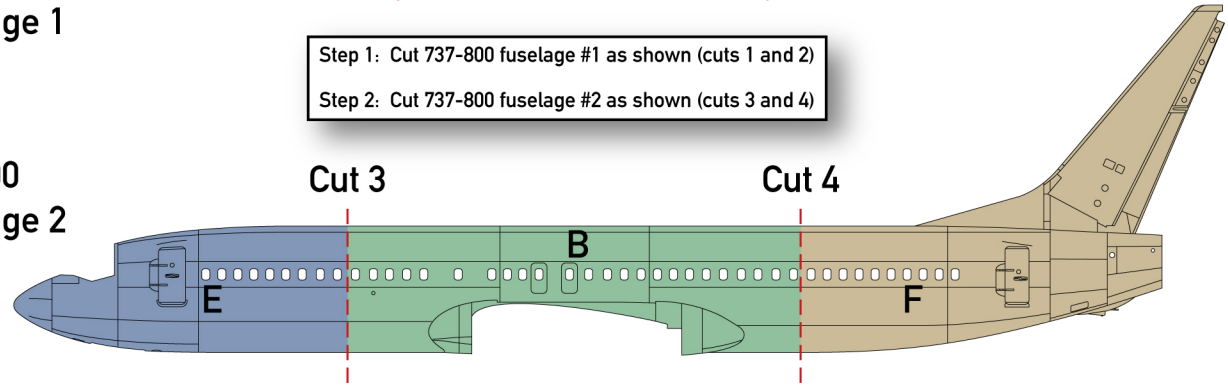


737-800
Fuselage 1

Step 1: Cut 737-800 fuselage #1 as shown (cuts 1 and 2)

Step 2: Cut 737-800 fuselage #2 as shown (cuts 3 and 4)

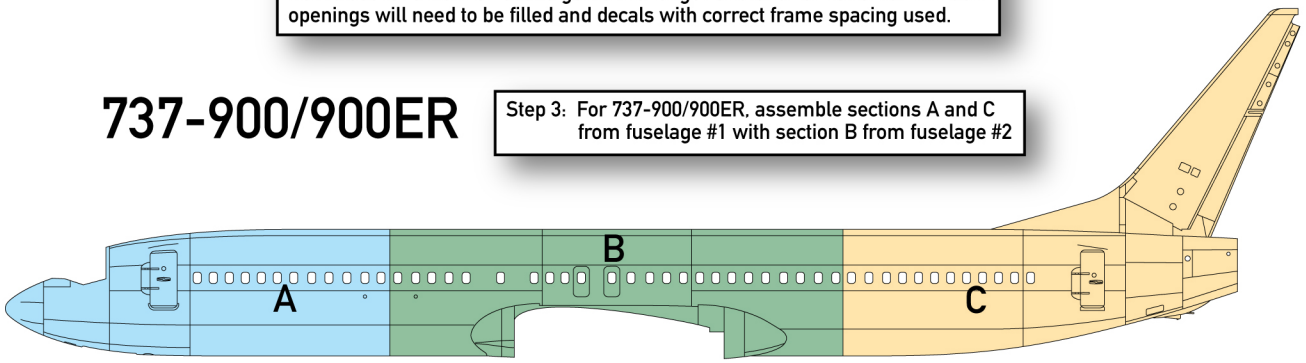
737-800
Fuselage 2



Please note that it is not possible to accurately covert a 737-800 to a -700 or a -900/900ER with open cabin windows. On the real aircraft, the fuselage frames (which are visible as the spacing between cabin windows) are of widely varying lengths. Thus, you cannot simply add or remove a certain number of window frame sections from a -800 to get to the longer and shorter variants. Window openings will need to be filled and decals with correct frame spacing used.

737-900/900ER

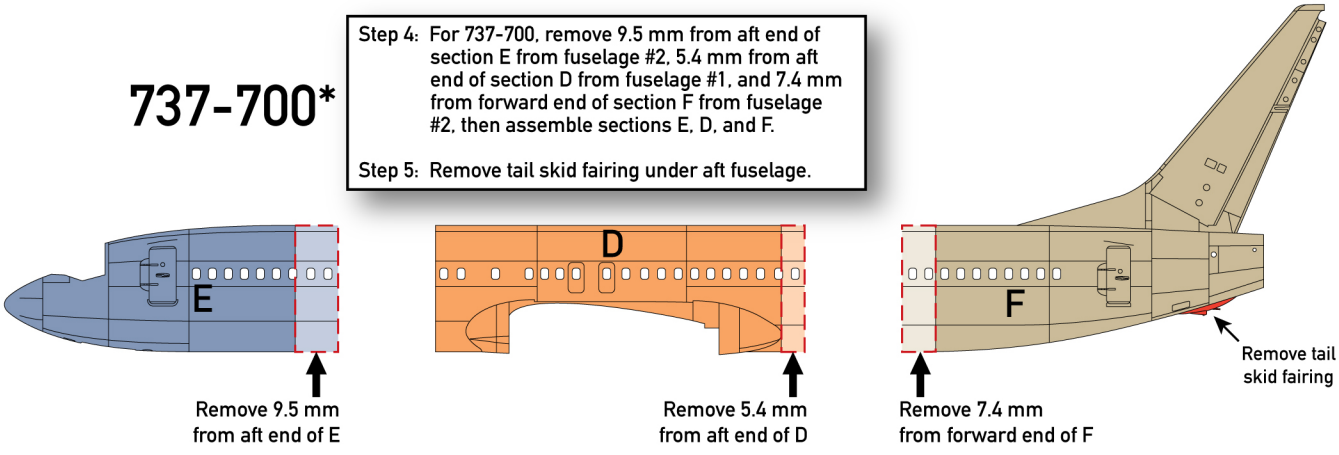
Step 3: For 737-900/900ER, assemble sections A and C from fuselage #1 with section B from fuselage #2



737-700*

Step 4: For 737-700, remove 9.5 mm from aft end of section E from fuselage #2, 5.4 mm from aft end of section D from fuselage #1, and 7.4 mm from forward end of section F from fuselage #2, then assemble sections E, D, and F.

Step 5: Remove tail skid fairing under aft fuselage.



* Or wait until the promised Zvezda 737-700 comes out...

Copyright © 2019 All Rights Reserved

Liveries Unlimited
www.fundekals.com

737NG Family
Performance Improvement Package

Starting in 2011, Boeing implemented a Performance Improvement Package (PIP) designed to reduce drag and improve fuel efficiency for the 737NG family. Although most of the PIP modifications are very small, and in fact some are not even visible to the naked eye, together they have made a significant impact on overall drag reduction and increased fuel efficiency over the original design.

The PIP changes visible on a 1/144 scale model include the change from slightly angled, oval shaped exhaust outlets for the air cycle machines just forward of the main gear well, to a pair of rectangular slotted type exhausts, simiar to those on the earlier generation 737s. This change took effect with line number 4302 (msn 36599). Note that Zvezda punted on this issue and molded the entire area solid. Around this same time, the upper and lower fuselage rotating anti-collision beacons were changed from a cylindrical shape to a more aerodynamic teardrop shape, demonstrating the level of detail Boeing went to to wring every bit of aerodynamic drag reduction out of the design.

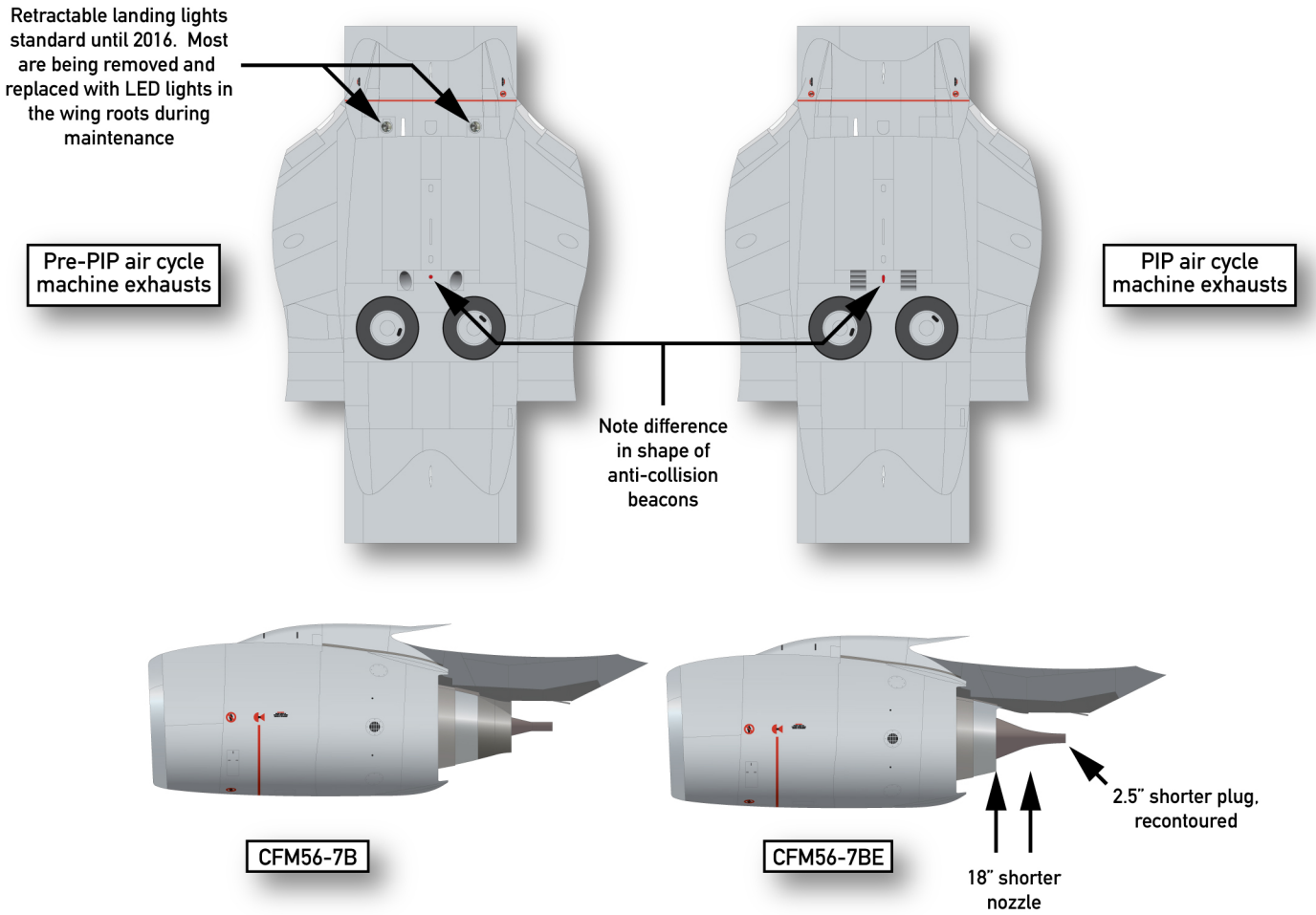
The other visible external change was in the CFM56 engines. Starting with line number 3700 (msn 38964), the CFM56-7BE engine became available. This engine features a number of internal improvements in addition to a shorter hot section cowling, with a slightly recontoured exhaust "stinger". See diagram below. This modification can be easily made to kit engines by simply removing the aft-most segment of the hot section cowling and thinning down the trailing edge lip. The difference in the shape of the exhaust "stinger" is so miniscule as to be invisible in 1/144.

Although not part of the PIP, beginning with line number 1638 (msn 32482), the four eyebrow windows above the windscreen were deleted in production. At the same time, a row of small vortex generators was added on the upper nose just behind the radome joint line to reduce cockpit noise. Most earlier aircraft as of 2019 have had their eyebrow windows plugged and painted over during heavy maintenance, although they do not have the vortex generators fitted.

As noted elsewhere, many carriers are replacing the original blended winglets with the split scimitar type, although this is by no means universal as of mid-2019.

Beginning in 2016, the retractable landing lights under the center fuselage were deleted and replaced by much brighter LED lights mounted in the existing light fixtures in the wing leading edges. Older aircraft are receiving this modification, but it is not yet universal.

Note the line number of the aircraft you are building, and compare to the starting line numbers (above) for the various changes so you can make your model as accurate as possible.



Copyright © 2019 All Rights Reserved