

Group 1.B

REMOVAL OF INSTRUMENT PANELS

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Introduction

1. This Group describes the recommended method of removing the aircraft's instrument panels. In general, the assembly of these panels is a reversal of the removal procedure, but where there is any special assembly feature this is covered by a note in the appropriate paragraph of this group.

REMOVAL**Centre instrument panel**

2. This panel is bolted to brackets attached to the instrument panel mounting structure on frame 8. The procedure for removing the panel is as follows:-

- (1) Render the aircraft electrically safe (Sect.5, Chap.1, Group A.1).
- (2) Remove the nuts, bolts and washers securing the panel to the brackets

on the mounting structure and withdraw the panel from its mountings to gain access to the cable assemblies extending from the panel to J.B.2. Support the panel to prevent damage to the instruments.

- (3) Disconnect the emergency lamps cable assembly F.135 from cable assembly F.62, seal off the plug and socket and stow the cable assembly F.135 clear of the panel.
- (4) Disconnect the oxygen regulator lamp cable assembly F.141 from cable assembly F.40, seal off the plug and socket and stow cable assembly F.141 clear of the panel.
- (5) Disconnect cable assemblies F.40, F.62, and F.65 from J.B.2, release any clips and straps found necessary and coil the cable assemblies back to the centre instrument panel. Disconnect cable assembly F.69C from the

percentage tachometer and stow the cable. Seal off the plugs and sockets. ►

- (6) Disconnect cable assembly F.140 from the jet pipe temperature indicator, tape the leads and stow the cable clear of the panel.
- (7) Disconnect cable assembly T.A.C.4B from the panel and stow the cable.
- ◀ (8) Disconnect cable assembly F.204 from cable assembly F.206 and seal off the plug and socket. Disconnect the standby instrument panel lighting circuits at the terminal block on the centre instrument panel and stow the cable. ►
- (9) The centre instrument panel, complete with the centre glare shield and cable assemblies, may now be removed from the aircraft, taking care not to damage the instruments.

Integrated flight instrument panel

3. The recommended method for re-

moving the integrated flight instrument crate is described in Sect.5, Chap.2, Group 3A.

Standby flight instrument panel

4. This panel is bolted at its lower end to a flexible bracket attached to the instrument mounting structure on frame 8. The upper portion of the panel incorporates a bracket, which by means of a flexible mounting, is also secured to the instrument mounting structure. The method of removing the panel is as follows:-

- (1) Render the aircraft electrically safe (Sect.5, Chap.1, Group A1).
- (2) Gain access to the area forward of the panel, by removing the Tacan controller (Sect.6, Chap.2).
- (3) Release the panel from its mountings by removing the four bolts at the lower end, and the bolt at the upper portion by way of the access made by removal of the Tacan controller.
- ◀ (4) Disconnect cable assemblies F.177 and ND.7B and stow clear of the panel.
- (5) Disconnect the panel lighting circuits at the terminal block on the centre instrument panel. Remove the pitot and static pipes from the air speed indicator and from the standby altimeter.
- (6) Seal off the plugs and sockets and the pitot and static pipes with approved covers. ▶
- (7) The panel may now be removed from

the aircraft, taking care not to damage the instruments.

Port side instrument panel

5. This panel is mounted on three flexible mounting assemblies attached to lugs on the underside of the port decking skin and to a bracket on the instrument panel mounting structure. The procedure for removing this panel is as follows:-

- (1) Render the aircraft electrically safe (Sect.5, Chap.1, Group A.1).
- (2) Gain access to the area forward of the panel by releasing the integrated flight instrument crate from its mountings, (Sect.5, Chap.2, Group 3A). Support the crate to prevent damage to the instruments.
- (3) Release the flap emergency control from the valve forward of the panel by removing the split-pin and withdrawing the attachment pin.
- (4) Release the panel from its mountings by removing the three nuts from the attachment bolts passing through the rubber mounting blocks. These nuts are forward of the panel. Replace the nuts on the bolts to prevent loss of the washers, distance tubes and mounting blocks.
- (5) Disconnect cable assemblies F.13 and F.68 from J.B.2. Release any clipping

found necessary and coil the cable assemblies back to the instrument panel. Seal off the plugs and sockets with approved caps and covers.

- (6) Disconnect cable assembly F.13C from its connection with cable F.172 and coil back to the instrument panel. Seal off the plugs and sockets.
- (7) The port instrument panel may now be removed from the aircraft, taking care not to damage the instruments.

Note . . .

When assembling the panel, ensure that the bonding connector is fitted correctly to the top fixing and is making a good electrical contact, as described in Group 1A.

Starboard instrument panel

6. This panel, which carries the instructor's flying instruments, is mounted on four pairs of anti-vibration mountings. To remove this panel, proceed as follows:-

- (1) Render the aircraft electrically safe (Sect.5, Chap.1, Group A.1).
- (2) Disconnect the artificial horizon's supply cable from the junction box forward of the panel, seal off the plug and socket with an approved cap and cover and coil the cable back to the instrument panel.
- (3) Remove the four nuts and washers securing the panel to the brackets on

the anti-vibration mounting and withdraw the panel from the brackets to gain access to J.B.2 and the cable assemblies forward of the panel. Support the panel to prevent damage to the instruments.

(4) Disconnect the pressure and static pipe-lines of the pressure head installation from the airspeed indicator on the panel and also disconnect the static pipe-line from the altimeter on the panel. Blank off the pipe-lines and connections to the instruments to prevent the entry of dirt and moisture.

(5) Disconnect cable assemblies GC.9 and ND.8 from the panel. Seal off the plugs and sockets, release any clips found necessary and stow the cable assemblies away from the panel.

(6) Disconnect cable assemblies F.11 and F.148 from J.B.2, release any clips and straps found necessary and coil the cable assembly back to the starboard instrument panel. Seal off the plug and socket.

(7) The instrument panel, complete with cable assemblies F.11 and F.148 may now be removed from the aircraft, taking care not to damage the instruments.

Starboard side instrument panel

7. This panel is attached to a lug on the underside of the starboard top longeron and to the top forward end of the cabin starboard shelf. The method of removing this panel is as follows:-

(1) Render the aircraft electrically safe (Sect.5, Chap.1, Group A.1).

(2) Remove the four screws securing the panel to the fixed structure and withdraw the panel to gain access to cable assembly F.36 at J.B.2. Support the panel to prevent damage.

(3) Disengage cable assembly F.36 from J.B.2, release any clipping found necessary and coil this cable assembly back to the panel. Seal off the plug and socket with an approved cap and cover.

(4) Remove the instrument panel, complete with cable assembly F.36, from the aircraft.

Cabin shelves

8. The recommended procedure for removing the removable portion of the cabin port shelf is described in Sect.5, Chap.1, Group A.2.



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