

Group 1.B

REMOVAL OF INSTRUMENT PANELS

LIST OF CONTENTS

Para.	Para.
<i>Introduction 1</i>	<i>Starboard side instrument panel... .. 6</i>
Removal	<i>Cabin shelves 7</i>
	LIST OF ILLUSTRATIONS
<i>Centre instrument panel 2</i>	<i>Fig.</i>
<i>Pupil's flying instrument panel... .. 3</i>	<i>Pressure and static hose assembly</i>
<i>Port instrument panel 4</i>	<i>(Post Mod.898) 1</i>
<i>Starboard instrument panel... .. 5</i>	<i>Starboard instrument panel</i>
	<i>pipe-runs 2</i>

Introduction

1. This group describes the recommended method of removing the instrument panels installed in this aircraft. 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, as described in 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 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 the connectors from the D.M.E. and G.S.I. indicators on the panel, seal off the plugs and sockets with approved caps and covers and stow the connectors clear of the panel.

- (6) 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. Seal off the plugs and sockets.

- (7) The centre instrument panel, complete with centre glare shield and cable assemblies, may now be removed from the aircraft, taking care not to damage the instruments.

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Pupil's flying instrument panel

3. This panel is supported on four pairs of anti-vibration mountings attached to small brackets on the instrument panel mounting structure. To remove the panel proceed as follows:-

- (1) Render the aircraft electrically safe, as described in Sect.5, Chap.1, Group A.1.
- ◀ (2) Disconnect the artificial horizon's supply cable from the junction box forward of the panel, the Mk.28 altimeter (*pre-mod. 1378*) or the Mk.29 altimeter and power supply switch (*post mod. 1378*). Seal off plugs and sockets with approved covers and coil and secure disconnected cables to the panel. ▶
- (3) Remove the four nuts and washers securing the panel to the brackets on the anti-vibration mountings and withdraw the panel from its mountings 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 connectors on the forward face of the panel. Blank off the pipe-lines and connectors to prevent the entry of dirt and moisture.

HOSES TO BE ASSEMBLED ABOVE THE MOUNTING BRACKETS FOR THE FLYING INSTRUMENT PANEL.

ENSURE THAT HELLERMAN STRAPPING IS ABOUT HOSES IN WAY OF RIGID PIPES AND IS ADJACENT TO HOSE CLIPS.

IMPORTANT:-
AFTER ASSY OF INST. PANEL CHECK THAT "MARICON" HOSES ARE NOT KINKED.

ON ASSY. OF T. PIECES THE LEGS MUST FACE FORWARD PARALLEL WITH FORE AND AFT ϕ OF AIRCRAFT AND THE PIPES PT. NO. A213666/33 AND /42 FITTED TO LEGS MUST BE IN VERTICAL POSITION.

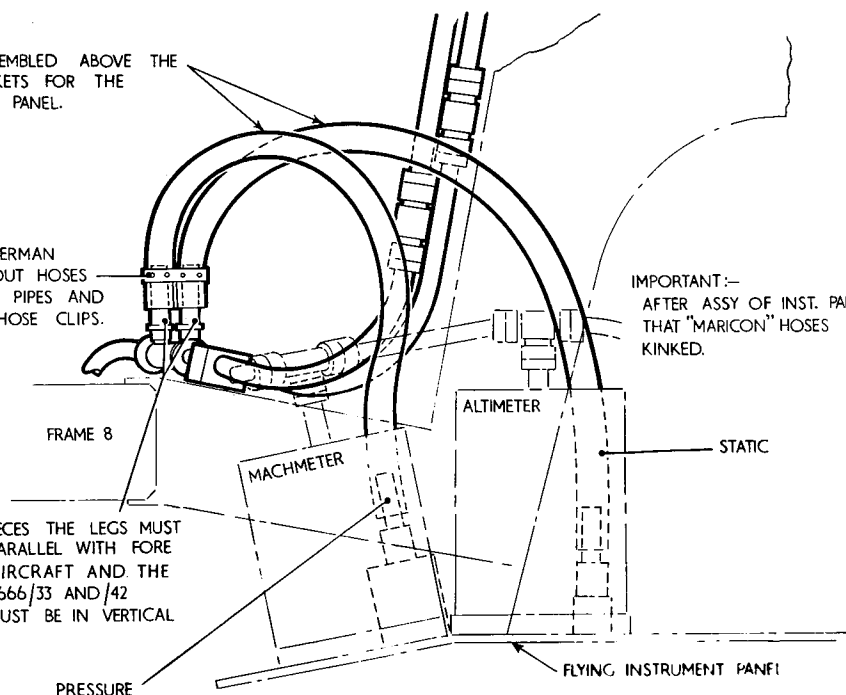


Fig.1 Pressure and static hose assembly (Post Mod.898)

- (5) Disconnect cable assemblies F.140, GC.5 and GC.6 from the exhaust gas thermometer and gyro compass on 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.12, F.32 and F.60 from J.B.2, release any clips and straps found necessary and coil the cable assemblies back to the panel. Seal off the plugs and sockets.
- (7) The pupil's flying instrument panel, complete with cable assemblies F.12, F.32 and F.60, may now be removed from the aircraft, taking care not to damage the instruments.

Note . . .

On aircraft post Mod.898, it is essential that the pipes, hoses and T.pieces are reassembled in their correct position as indicated in fig.1 i.e. the legs of the T.pieces must face forward and parallel with the centre line of aircraft with the pipes in a vertical position. This is to ensure clearance and to avoid kinking of hoses, which may cause restriction to the air flow.

Port instrument panel

4. 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:-

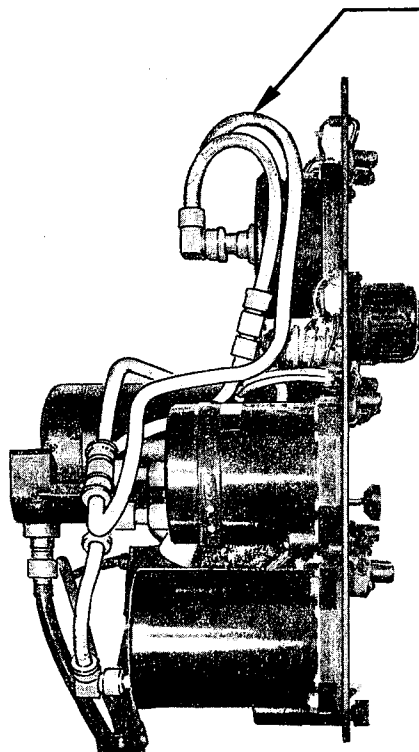
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- (1) Render the aircraft electrically safe, as described in Section 5, Chapter 1, Group A.1.
- (2) Gain access to the area forward of the panel by releasing the pupil's flying instrument panel from its mount-

ings, as described in para.3, sub-para.4. Support the panel to prevent damage to the instruments.

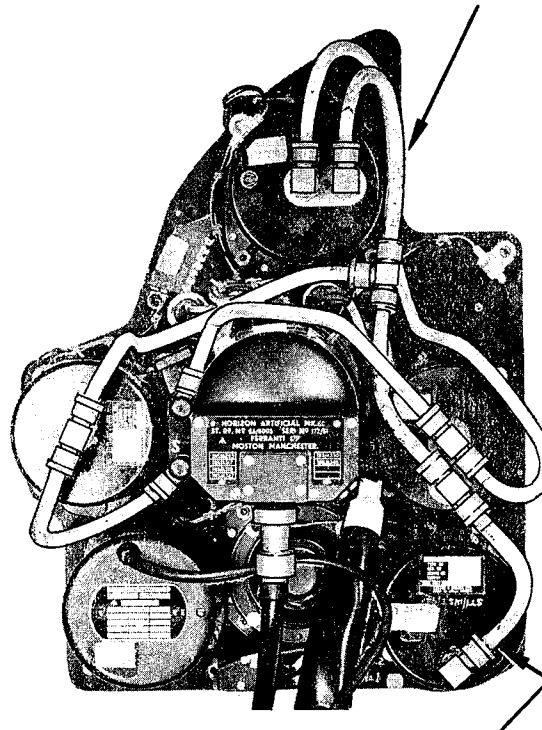
- (3) Release the flap emergency control from the valve forward of the panel by removing the split-pin and withdrawing the attachment pin.

ENSURE THAT THESE PIPES ARE POSITIONED AS SHOWN AND DO NOT PROJECT BEYOND THE BOUNDARY OF THE PANEL



NOTE:-

PANELS TO BE CHECKED TO THIS STANDARD AFTER ANY REMOVAL OR CHANGE OF INSTRUMENTS



ALL PIPES TO ENTER STRAIGHT AND AT RIGHT ANGLES TO CONNECTIONS

Fig.2 Starboard instrument panel pipe-runs

- (4) Release the panel from its mountings by removing the two nuts from the top and lower inboard attachment bolts which pass through the flexible mounting assemblies. These nuts are forward of the panel. Unscrew the lower outboard attachment bolt until clear of its fixing. Replace the nuts, washers, distance tubes and mounting blocks on the bolts to prevent loss.
- (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) 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 1.A.

Starboard instrument panel

5. This panel, which carries the instructor's flying instruments, is mounted on four pairs of anti-vibration mountings in a manner similar to the pupil's flying instrument panel. To remove this panel, proceed as follows:-

- (1) Render the aircraft electrically safe, as described in Section 5, Chapter 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 mountings 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 assembly GC.10 from the gyro compass repeater on the panel. Seal off the plug and socket, release any clips found necessary and stow the cable assembly away from the panel.
- (6) Disconnect cable assembly F.11 and F.148 from J.B.2, release any clips and straps found necessary. Disconnect the altimeter cable from cable assembly F.199 (*post mod. 1378*). Seal off plugs and sockets with approved covers and secure disconnected cables to the panel.
- (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

6. 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, as described in 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.

Note . . .

Before re-assembly of the starboard instrument panel, check the pitot and static pipes from the airspeed indicator for signs of chafing. Renew pipes where necessary. To prevent chafing ensure that the pipe-runs conform to fig.2. These pipe-runs must be checked after the removal or change of any instrument.

Cabin shelves

7. 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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