

GROUP 1.B

REMOVAL OF INSTRUMENT PANELS

LIST OF CONTENTS

	Para.
Introduction	1

REMOVAL

Centre instrument panel	2
Port instrument panel	3
Starboard instrument panel	4
Windscreen arch panels	5
Cabin shelves	6

Introduction

1. This group describes the recommended method of removing the 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. The centre instrument panel is mounted on four pairs of Lord anti-vibration mountings attached to the mounting structure on frame 8. The recommended procedure for removing this panel is as follows:-

- (1) Render the aircraft electrically safe, as described in Section 5, Chapter 1, Group A.1.

- (2) Disconnect cable assemblies F.12 and F.32 from the leg panel and coil them back to the centre instrument panel, releasing the clips and straps as necessary. Seal off the plugs and sockets with approved caps and covers.
- (3) Disconnect the artificial horizon cable assembly at the plug and socket break on the starboard strut of the instrument panel mounting. Seal off the plug and socket with an approved cap and cover.
- (4) Disconnect both cables from the gyro compass and stow them safely after fitting approved caps and covers to the plugs and sockets.
- ◀ (5) Disconnect the pressure and static lines of the pressure head installation from the connectors on the rear of the panel. Blank off the pipelines and connectors to prevent the entry of dirt and moisture.
- (6) Disconnect the static line to the standby altimeter at the rear of the rate of climb indicator. Blank off the pipeline and connector.
- (7) (Pre Mod. 1375) Disconnect cable F.205 at the altimeter and stow carefully after fitting approved caps and covers. (Post Mod. 1375) Disconnect cable F.210 from the flying lead of the Mk. 30B altimeter. Stow carefully after fitting caps and covers.
- (8) Disconnect cable PC12 at the junction with cable PC1. Fit approved caps and covers. ▶
- (9) Disconnect cable F.72 from the exhaust gas temperature indicator. Tape the cable ends and stow clear.
- ◀ (10) Disconnect cable F.134 from cable F.135 at the instrument panel break. Fit approved cap and cover to the plug and socket. ▶
- (11) Remove the four nuts and washers securing the panel to the brackets on the Lord anti-vibration mountings, withdraw the panel from the brackets and remove from the aircraft taking care not to damage the instruments.

Note . . .

When refitting the panel ensure that all bonding connections are made, that the pressure and static flexible tubing is undamaged, metal piping routed to avoid chafing and all connecting cables secure and free from kinks or restrictions. After refitting the panel check the pressure head installation for leaks in accordance with local instructions.

Port instrument panel

3. The port instrument panel is mounted on three rubber mounting assemblies attached to brackets on the underside of the top longeron, the port decking skin and the centre instrument panel mounting structure. The recommended procedure for removing the panel is as follows:-

- (1) Render the aircraft electrically safe as described in Section 5, Chapter 1, Group A.1.
- (2) Disconnect cable assembly F.13 from the plug and socket break between frames 7 and 8 on the port side of the fuselage. Coil the cable back to the instrument panel, releasing any clipping found necessary and seal off the plugs and sockets with the approved caps and covers.
- (3) Release the flap emergency control from the valve forward of the instrument panel by removing the split-pin and withdrawing the attachment pin.
- (4) Release the panel from its mounting 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. Remove the panel from the aircraft taking care not to damage the instruments.

Note . . .

When assembling the panel, ensure that the earthing connectors are fitted correctly and making good electrical contacts, as described in Group 1.A.

Starboard instrument panel

4. The starboard instrument panel is mounted on three rubber mounting assemblies attached to brackets on the windscreens starboard platform, the starboard decking skin and to the centre instrument panel mounting structure.

The recommended procedure for removing the panel is as follows:-

- (1) Render the aircraft electrically safe, as described in Section 5, Chapter 1, Group A.1.
- (2) Disconnect cable assembly F.11 from the leg panel and coil in back to the instrument panel, releasing any clipping found necessary. Seal off the plug and socket with an approved cap and cover.
- (3) Disconnect cable assembly B.8/30B/7 from the D.M.E. indicator. Secure the assembly clear after fitting approved cap and cover. Disconnect cable assemblies QBAA/120 and QCB/108 at the radio compass bearing indicator and secure the assemblies clear after fitting approved caps and covers.
- (4) Disconnect cable assembly F.118 to the fuel low pressure warning light at the plug and socket connection.

- (5) Release the panel from its mounting 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. Remove the panel from the aircraft taking care not to damage the instruments.

Note . . .

When assembling the panel, ensure that the earthing connectors are fitted correctly and making good electrical contact, as described in Group 1.A.

Windscreen arch panels

5. Once access has been gained the removal of the windscreen arch panels, attached to the anti-glare shields will become obvious.

Cabin shelves

6. The recommended procedure for removing the cabin port and starboard shelves is fully described in Section 5, Chapter 1, Group A.2.

This file was downloaded
from the RTFM Library.

Link: www.scottbouch.com/rtfm

Please see site for usage terms,
and more aircraft documents.

