

GROUP 1.B

REMOVAL OF INSTRUMENT PANELS

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REMOVAL

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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 found necessary. Seal off the plugs and sockets with approved caps and covers.

- (3) Disconnect cable assembly A.H.3 at the plug and socket break on the starboard strut on the instrument panel mounting structure. Seal off the plug and socket with an approved cap and cover.
- (4) Disconnect cable assembly F.134 from the jet pipe temperature indicator and stow out of the way after taping cable ends.
- (5) Disconnect cable assembly F.139 from cable assembly F.133 at plug and socket break forward of the instrument panel. Seal off the plugs and sockets with approved caps and covers.
- (6) Disconnect cable assembly PC.12 from cable assembly PC.1 at plug and socket break forward of the instrument panel. Seal off the plugs and sockets with approved caps and covers.
- (7) Disconnect both cables from the gyro compass and stow them out of the way, after fitting approved caps and covers to the plugs and sockets.
- (8) 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.
- (9) 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.

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Port instrument panel

3. The port instrument panel is mounted on three rubber mounting assemblies attached to brackets on the underside of the top port 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) Disconnect cable assembly PC1 from cable assembly PC.12 at the plug and socket break forward of the centre instrument panel and from cable assembly PC.2 at 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.

- (4) Disconnect cable assembly F.13 from cable assembly F.14 at the plug and socket break between frames 7 and 8 on the port side of the fuselage and from cable assembly F.168 at the plug and socket break at the port forward cabin shelf. 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.
- (5) Release the flap emergency control from the valve forward of the instrument panel by removing the split pin and withdrawing the attachment pin.
- (6) 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.

Starboard instrument panel

4. The starboard instrument panel is

mounted on three rubber mounting assemblies attached to brackets on the windscreen 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 it 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 F.118 from the plug and socket break between frames 7 and 8 on the starboard 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 the approved caps and covers.
- (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 contact, as described in Group 1.A.

Windscreen starboard arch panel

5. Once access has been gained the removal of the windscreen starboard arch panel, attached to the starboard anti-glare shield 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.

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