

GROUP 1.B**REMOVAL OF INSTRUMENT PANELS****LIST OF CONTENTS**

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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 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.1 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.72 from the jet pipe temperature indicator and stow out of the way after taping the cable ends.
- ◀ (5) Disconnect the following cable assemblies at the plug and socket break forward of the instrument panel, and seal off with approved caps and covers:-
F134 from F135; PC12 from PC1; and F139 from F133.
- (6) Disconnect cable F213 from altimeter, or, Post Mod.1383 or 1387, disconnect F199 from the altimeter flying lead and F57 from stand-by altimeter lamp.
- ▶ (7) Disconnect the cables GC6 and GC8 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 brackets on the anti-vibration mountings, withdraw the panel from the brackets and remove from the aircraft taking care not to damage the instruments.

Note . . .

When assembling the panel, ensure that the pitot and static flexible pipe-lines take position above the stiffening support strut Pt.No.F.187864 for the lower anti-vibration mounting attachment bracket.

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 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.
- (3) Disconnect cable assembly F.13 from cable assembly F.14 and the cable assembly F.68 from cable assembly F.69 at the plug and socket breaks between frames 7 and 8 on the port side of the fuselage. Coil the cables back to the instrument panel, releasing any clipping found necessary and seal off the plugs and sockets with the approved caps and covers.
- (4) Release the flap emergency control from the valve forward of the instrument panel by removing the split pin and withdrawing the attachment pin.
- (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.

Starboard instrument panel

4. The starboard instrument panel is mounted on three rubber mounting assem-

blies 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:-

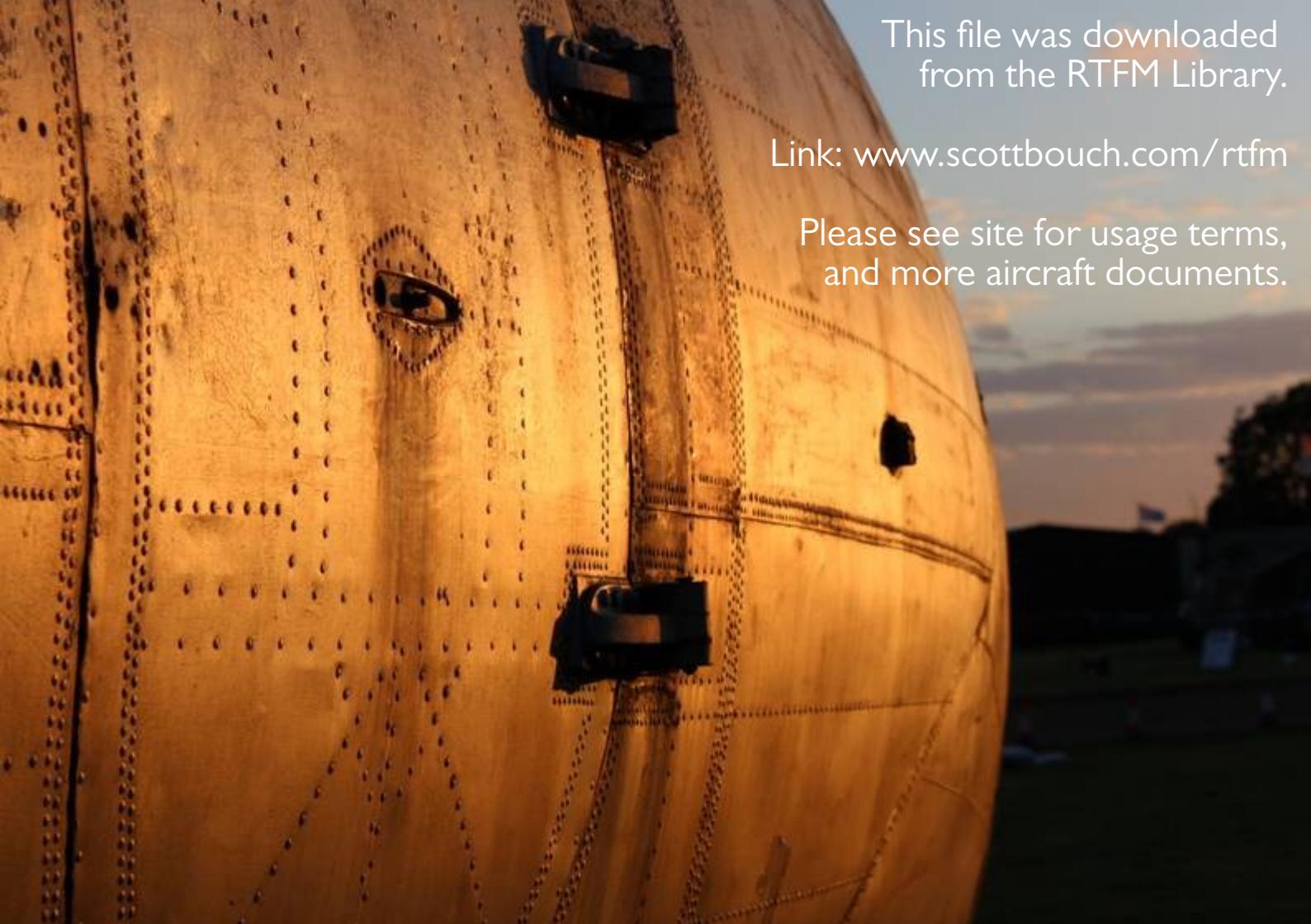
- (1) Render the aircraft electrically safe, as described in Section 5, Chapter 1, Group A.1.
- (2) Disconnect cable assembly F.11 from the leg panel and coil it back to the instrument panel, releasing any clipping found necessary. Seal off the plug and socket with an approved cap and cover.
- (3) Release 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.

Cabin shelves

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

A close-up photograph of a light-colored aircraft fuselage panel. The panel is covered in a grid of dark rivets. Two dark, rectangular latches are attached to the panel, one near the top center and one near the bottom center. A small, irregular hole is visible on the right side of the panel. The background shows a blurred landscape and sky.

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