

GROUP IB

REMOVAL OF INSTRUMENT PANELS

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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.

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 (Sect. 5, Chap. 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 of the instrument panel mounting structure. Seal off the plug and socket with an approved cap and cover.

- (4) 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.
- (5) 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.
- (6) 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 this panel ensure that the pressure and static flexible tubing is undamaged and is positioned on top of the cross-bracing strut, Pt. No. F.187864.

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 (Sect. 5, Chap. 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 and spring washers securing the panel to the rubber mounting blocks. Disengage the two earthing connectors at the outboard attachments and withdraw the panel from the 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 (Sect. 5, Chap. 1, Group A1.)*

(2) Disconnect cable assembly F.11 from the leg panel and coil it back to the instrument panel, releasing any clipping. Seal off the plug and socket with an approved cap and cover.

(3) Release the panel from its mounting by removing the three nuts and spring washers securing the panel to the rubber mounting blocks. Disengage the two earthing connectors at the outboard attachments and withdraw the panel

from the 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 described in Sect. 5, Chap. 1, Group A.2.

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