

Cessna 207 Forward Baggage Door Seal Installation Instructions (Part Number 500-700)

Note: This seal is not to be installed on the baggage door as with the old seal. Install the seal on the fuselage baggage opening. The old quarter-round (or bulb) seal must be removed from the door. The old seal may be removed with the door installed on the aircraft; it is easier than removing the door from the aircraft before removing the seal.

1. REMOVAL OF DOOR

- a. Carefully tap the end of the hinge pin using a small drift until enough of the hinge pin protrudes enough to grasp with vise grips.
- b. Pull the hinge pin to remove door from plane and lay on a flat protected surface.

2. REMOVAL OF OLD SEAL

- a. Using a putty knife or similar tool, pry a section of the seal away from the door edge until you have a piece large enough to hold onto.
- b. Using adhesive remover (suggested: "OOPS" ADHESIVE REMOVER may be purchased from Wal-Mart or hardware store in the paint department) brush a liberal amount under the seal in the area of the adhesive and carefully lift the seal from the door edge until the entire seal is removed.
- c. Using a stiff brush (similar to a wire tooth brush) and "OOPS", remove all the old adhesive from the door (this is a good time to paint the door edge).

Note: In some areas where the seal is very old it may be necessary to use a heat gun to aid in the removal of the old seal.

3. INSTALLATION OF SEAL

- a. Before you get started with the new seal installation you must make sure the surface where the seal fits is free of any loose paint. Using a small wire brush, clean the channel around the entire door opening (on the fuselage). When finished, wipe the entire surface with "OOPS" or suitable solvent to remove any oil or contamination. Make sure its dry before commencing with the seal installation.

- b. Remove the new seal from the bag.

Note: Retain the enclosed PMA tag for insertion into the logbook or aircraft records

- c. Carefully remove a small length of the white protective cover from the adhesive side of the seal. Use a razor blade or X-ACTO knife to get under the edge of the white protective over.

Caution! DO NOT lift under the Mylar adhesive strip.

- d. Starting near the latch plate at the bottom of the door opening, install the adhesive side of the seal onto the frame as shown on drawing ETA700 view B-B.

- e. Removing the protective covering as you go, install the seal around the entire door opening as shown on drawing ETA700 views A-A, B-B, and C-C.

Caution! Do not stretch the seal as you fit it around the corners of the door opening.

- f. When you have the entire seal installed around the opening and are back at the starting point, cut the remaining portion of the seal $\frac{1}{4}$ inch longer than needed.

- g. Press the remaining end of the seal into position joining the two ends together.

- h. Using the enclosed tube of "Super Glue", spread the ends of the seal slightly and apply a drop of "Super Glue" on the end of the seal.

Warning! "Super Glue" can bond skin. Use caution when applying the seal. Wear eye protection!

Note: To insure long life of the new door seal and to aid in the initial sealing, wipe a light film of silicone grease on the seal using ETA part number SL-101 silicone grease. Remove all traces of the silicone on seal with a paper towel. The seal will absorb what is needed.

4. INSTALLING DOOR

- a. Place the door into position and insert the hinge pin into the piano hinge and tap it into place until the pin is totally within the hinge.

5. ADJUSTMENT OF DOOR

- a. Loosen the two screws and move the latching plate in or out as required to provide a good fit of the door.

6. INSTRUCTIONS FOR CONTINUED AIRWORTHINESS (ICA) per FAR 23.1529

- a. The original weather stripping installed by Cessna was on the edge of the door and must be removed to facilitate this new seal installation.
- b. The new door seals installed deviate from the normal installation (of the seals) by relocating the new seal to the door channel on the fuselage (surrounding the opening for the door). This provides a more solid structure for the seal that will enable it to conform to the irregularities of the doors that have changed over the years of usage.
- c. The door seal should be cleaned at each 100-hour or annual inspection using a soft rag wetted with a non-corrosive cleaner.

Note: To insure long life of the new door seal and to aid in the initial sealing, wipe a light film of silicone grease on the seal using ETA Silicone Grease part number SL-101. Remove all traces of the silicone on seal with a paper towel. The seal will absorb what is needed.

- d. During the inspection of the seal, if any tears or abrasions are found that would impair proper sealing, the damaged portion of the seal should be replaced or an entire new seal installed.

Note: To repair a damaged section of the seal, cut beyond the damaged area with a razor blade or X-ACTO knife and remove the damaged section of seal. Cuts should be clean and at 90 Degrees. The new repair section of seal may be obtained from the manufacturer at no charge.

- f. Remove all traces of the old Mylar adhesive strip from channel. Clean the channel and install the new repair section of seal as called out in step 3.

Note: Future changes or revisions to the ICA (if applicable) may be found on our web site at <http://www.aircraftdoorseals.com/support>.

7. LIMITATIONS

Note: "The Airworthiness Limitations Section is FAA-approved and specifies maintenance required under Sections 43.16 and 91.403 of the Federal Aviation Regulations (FAR) unless an alternate program has been FAA approved."

- a. No additional limitations included with this installation.

8. LOG BOOK ENTRY

- a. Upon completion of the baggage seal installation a log book entry should be made to read:
"Removed door seal from baggage door and installed a new FAA-PMA door seal P/N 500-700 in accordance with manufacturers' instructions. PMA tag may be found in aircraft records or log book." Remove the PMA tag from bag and place in the aircraft records.

Note: After installing the seal, the door may initially require slightly more effort to close than in the past to it. The new seal will compress to fit the contour of the door, protruding rivets, and seams, and after a few days the door will close easily and seal perfectly.

Caution! Passengers can damage the seal by dragging their feet across the seal or stepping on the seal when getting into and out of the plane. Ask your passengers to please step into the plane and not drag their feet across or step on the door seal. The door seal is durable and should last for many years and can be easily repaired if damaged or torn.

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