

Cessna (ALL Models) Front Door Seal Installation Instructions (Part Number 500-600)

NOTE: This seal is not to be installed on the cabin entry door as with the old seal. Install the seal in the door channel on the fuselage. The old quarter-round (or bulb) seal must be removed from the doors. The old seal may be removed with the door installed on the aircraft, but it is more time efficient to remove the door from the aircraft before removing the seal.

1. REMOVAL OF THE DOOR

1.1. For doors with loose hinge pins with bent ends:

- a. Using a small pair of vise grips, straighten the lower end of the bent hinge pin on the upper and lower hinges. With a helper holding the door, tap the hinge pin from the two hinges and remove the door. Set pins aside for reinstallation.
- b. Remove the door. Place the door on a table with a blanket or protected surface with the seal surface facing up.

1.2. For doors with braded hinge pins:

- a. It will be necessary to pull the forward side panel back slightly for access to the nuts attaching the hinge to the fuselage.
- b. Hold each AN 3 nut using a 3/8" box wrench and remove each screw from the hinge.
Caution! Do not drop the nuts and washers.
- c. Remove the door and place the door on a table with a blanket or protected surface with the seal surface facing up.

1.3. For doors with clevis pins installed in the hinges:

- a. Remove cotter pins from each hinge and tap the clevis pin out of each hinge.
- b. Remove the door(s) and place it on a table with a blanket or protected surface with the sealing surface facing up.

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 any 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 also a good time to paint the edge of the door.

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.

- d. 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.

3. INSTALLATION OF SEAL

- a. Remove the new seal from the bag.

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

- b. Carefully remove a small length of the white protective strip from the adhesive side of the seal. The white strip is very thin and may require a razor blade or X-ACTO knife to aid in getting started.

Caution! DO NOT lift under the Mylar adhesive strip.

- c. Start the seal installation at the door latch roller and install the seal with the adhesive side on the fuselage (door opening) as shown on drawing ETA600 view A-A.
- d. Removing the protective covering as you go, install the seal around the entire door opening as shown on drawing ETA 600 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.

- e. When you have the entire seal installed around the opening and are back at the starting point, cut the remaining portion of the seal next to the point where you began. Do not glue the ends together. This will allow the door latch to pass through the seal latching the door. Some abrasion of the seal at this point may occur but will not affect the sealing of the door.

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 THE DOOR

4.1. For doors with a loose hinge pins:

- a. Lubricate the two hinge pins with light grease or Lubriplate.
- b. With the aid of a helper, position the door on the fuselage and install the upper and lower hinge pin previously removed in step 1.1. Bend the end of the hinge pin to prevent it from coming loose.

4.2. For doors with hinges that screw on the side of the fuselage:

- a. With the aid of a helper, position the door and hinge on the fuselage and install the 3 screws on the upper and lower hinges that were removed in step 1.2.
- b. Install an AN960-316 flat washer and the AN3 nut on each screw.
- c. Tighten each nut and screw snug.
- d. Secure the forward trim panel back in place.

4.3. For doors with clevis pins:

- a. Lubricate each clevis pin with light grease or Lubriplate.
- b. With the aid of a helper, position the door(s) on the mating-hinge half and install the clevis pins removed in step 1.3.
- c. Install a cotter pin in each clevis pin and bend for safety.

5. 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 original installation (of the seals) by relocating the new seal to the door channel on the fuselage (surrounding the opening of 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.
- d. Apply a light film of silicone grease on the sealing surface of the seal. Wipe any excess silicone from the seal after application.

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.

- e. During the inspection of the seal, if any tears or abrasions are found that would impair 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 the old adhesive Mylar strip from channel. Clean channel and install new repair section 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>.

6. 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.

7. LOG BOOK ENTRY

- a. Upon completion of the door seal installation a log book entry should be made to read: "Removed door seal from entry door and installed a new FAA-PMA door seal P/N 500-600 in accordance with manufacturer's 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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