

Cessna (All Models) Entry Door Window Pilot and Co-Pilot Door (If Equipped) Installation Instructions (Part Number 900-900)

1. PREPARATION/REMOVAL OF OLD SEAL

- a. Unlatch window at door and remove the screw and bushing from the window arm installed on the forward portion of the window frame.
- b. Using duct tape or a bungee cord, position the window away from the door for access to the old seal.
- c. Using a sharp knife, cut the seal on the top edge around the outer periphery of the opening.
- d. Using a small putty knife or gasket scraper, remove the old seal from window opening.
- e. With the old seal removed, clean the entire sealing surface with adhesive remover or suitable solvent (suggested: "OOPS" ADHESIVE REMOVER may be purchased from Wal-Mart or hardware store in the paint department).

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.

- f. When the old seal adhesive has been removed, dry the entire surface with a paper towel before installing the new seal.

2. 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. Starting at one end of the seal, carefully start removing the white protective cover from the Mylar adhesive strip on the seal. It may require a razor blade or X-ACTO knife to get under the white protective covering.

Caution! DO NOT lift under the Mylar adhesive strip.

- c. With a portion of the white strip pulled back from the seal, start the installation on the bottom of the window opening at the window latch plate. (As shown on drawing ETA900 views A-A, B-B, & C-C.)
- d. Proceed with the seal installation (removing the protective cover as you go) by placing the new seal on the window opening next to the edge.

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

- e. When the seal is installed and you are back to the starting point, cut the seal $\frac{1}{4}$ inch longer than needed.
- f. Press the remaining end of the seal into position joining the two ends together.
- g. 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!

- h. Reposition the window in place and reinstall the screw and spacer removed in step 1a.

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.

3. 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 for the door). This provides a more solid structure for the seal to 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.
- e. 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.

- f. 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.

- g. Remove all traces of the old Mylar adhesive strip from the channel and install the new repair section of seal as called out in step 2.

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

4. 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.

5. LOG BOOK ENTRY

- a. Upon completion of the window seal installation a log book entry should be made to read:
"Removed window seal from entry door and installed a new FAA-PMA window seal P/N 900-900 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 window 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 window, protruding rivets, and seams, and after a few days the window will close easily and seal perfectly.

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