

# B127 INSTALLATION INSTRUCTIONS

Reference Installation Drawing ADS 1200-27 and ICA ADS1200-109

**General Note: Please read all of this instruction before starting this installation.**

## 1. REMOVAL OF THE OLD SEALS

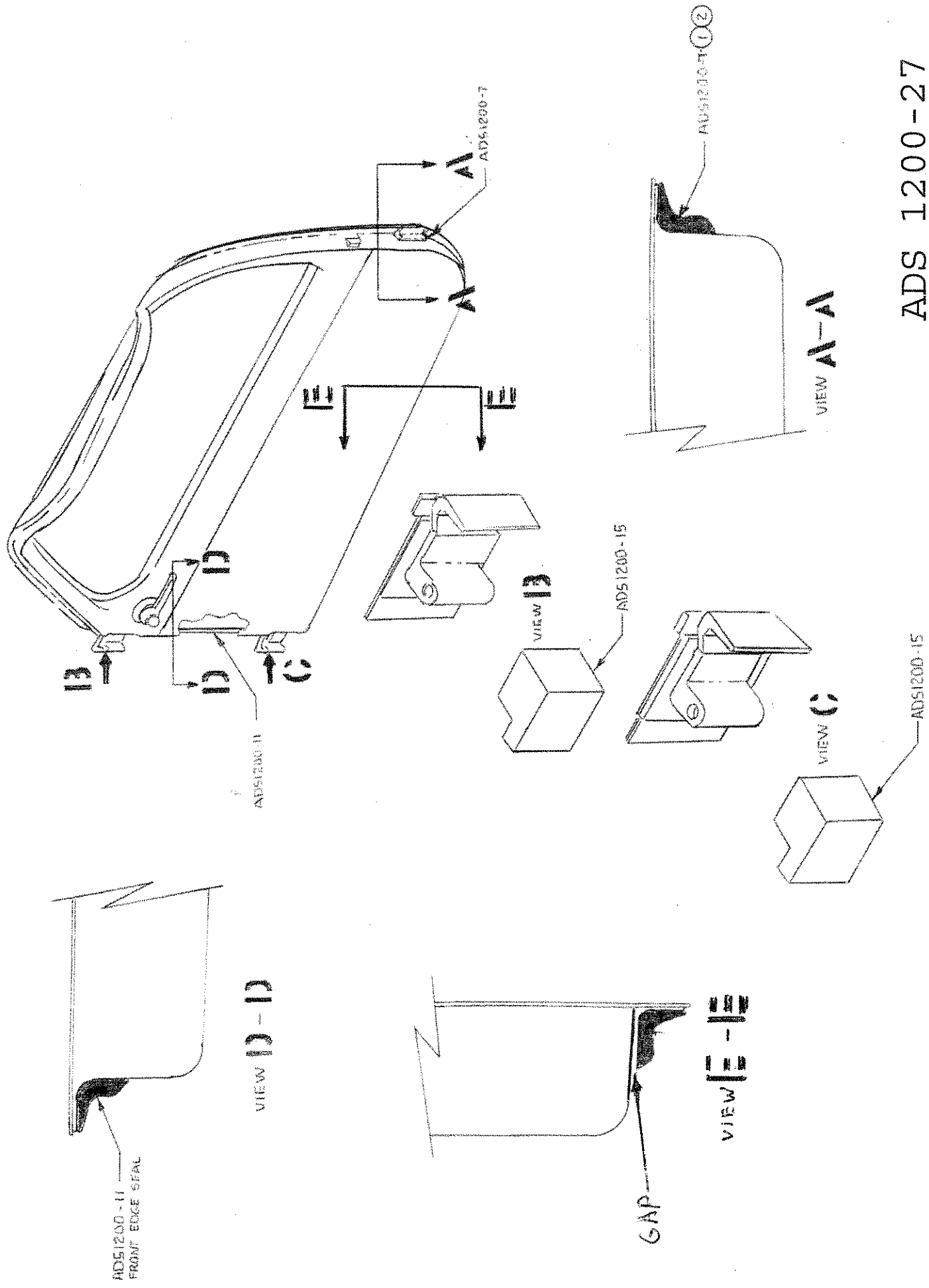
- a. The old seals may be removed with or without the door installed on the aircraft. Using a small putty knife, gasket scraper or similar tool, pry a section of the seal away from the door until you have a strip of seal large enough to pull on. We have found that the use of a heat gun (electric paint remover) greatly aids in the removal of the old seal. Apply the heat to the underside of the seal as you lift it from the door until the old seal is completely removed.  
**NOTE: It is recommended that you lay an old blanket and news papers over the wing (under the door) to catch any falling old adhesive or remover.**
- b. To remove the front edge seal (between the door hinges) we recommend you release the door stop to provide more access to the seal. This can be done on the OEM door stop with the door approximately half open, push down on the stop and slowly start to close the door. When the stop pin aligns with the slot in the bottom of the door it will come out of the door releasing the door from the stop. Note: it will require extra down force on the bar to clear the slot in the bottom of the door. When the door is released from the stop, remove the seal using the same procedure as in step (a).
- c. Using a small putty knife or screw driver. Pry out the upper and lower hinge seals (2 rubber blocks). These are only pressed in place and should come out of the hinge cavity very easy. No adhesive is used on these seals.
- d. With the old seals removed from the door, there will be old adhesive remaining on the door. Be sure to remove as much of the old adhesive as you can from around the door. We recommend using adhesive remover (suggested: OOPS OR GOO-GONE XTREME REMOVER which is available from Wal-Mart or most hardware stores in the paint department). It may take additional mechanical steps to remove the traces of old adhesive. Please appreciate that the cleaner the sealing surface on the door, the better the door will seal.  
**CAUTION: Do not use the heat gun when the adhesive remover is wet due to the possibility of a flash fire from the heat gun.**
- e. Before you get started with the new seal installation, make sure the surface on the door where the seal is to be installed is free of any loose paint. Make sure it is dry before commencing with the seal installation.

## 2. INSTALLING NEW SEAL(S)

- a. Using 3-M brand EC1300L or Super Weatherstrip and Gasket Adhesive (or equivalent adhesive), brush a coat of adhesive on the door skin **edge only** of the door around the entire periphery of the door and allow the adhesive to completely dry.
- b. Remove the new door seals P/N: ADS1200-7, ADS1200-11 and the hinge seals ADS1200- 15 from the shipping bag.  
**NOTE: The smaller edge of the seal must be installed near the edge of door as shown on the drawing, view A-A, D-D and E-E.**
- c. Starting with the installation of the front edge seal (ADS1200-11), brush a wet coat of adhesive on approximately half of the new seal (sealing surface) and immediately place the seal into position starting at the underside of the upper door hinge. After this portion of the seal is in position, apply adhesive to the remainder of the seal and position it into position above the lower hinge. **Do not stretch this seal. It is cut to the exact dimension needed.**  
**Note: DO NOT STRETCH THE SEAL AS YOU POSITION THE SEAL AROUND THE CORNERS OF THE DOOR. IT IS ALSO IMPERITIVE THAT THE ADHESIVE REMAIN WET WHEN POSITIONING THE SEAL ON THE DOOR.**
- d. For installation of the main seal ADS1200 -7 start at the bottom of the lower hinge. Brush a wet coat of adhesive on the back side of the thin portion of the seal approximately 8-10 inches (do not allow the adhesive to dry; if the adhesive is dry's, reapply new adhesive to the seal) and place seal into position on the edge of the door. Install the remainder of the seal by brushing on the adhesive each 8-10 inch section of the seal until you have reached the top edge of the upper hinge. Cut the seal to length approximately 1/8 inch longer than needed and position next to the hinge  
**NOTE: The smaller edge of the seal must be installed near the edge of the door (1/32" from the edge is ideal for the bottom of the door.)When seal is installed correctly at the bottom of the door, there will be a gap as shown on the drawing, view E-E. It is important at the door bottom not to install seal in the radius of the door as it will be too high to seal properly.**  
When finished with step (d), trim the seal around the latch, pins (on top of the door) and the switch (if so equipped). We have found an Exacto knife works well for this task.
- e. Next take the hinge seals (ADS1200-15) and wipe a film of the enclosed packet of silicone grease on the small (L) portion of each seal and press into position in the hinge cavity. The small portion of the seal goes behind the hinge pin.
- f. Using the enclosed packet of silicone grease, wipe a light film of lube over the entire seal installation. Remove any excess lube with a dry cloth. It is recommended that Aircraft Door Seal's Seal Lube P/N SL-101 be used on the seal once a year to preserve the natural sealing ability of this special rubber compound.
- g. Reposition the door stop into the slot in the door and move the door until it snaps firmly into place.

## 3. Log Book Entry

- a. Upon completion of the installation, the following log book entry is recommended:  
*Removed old door seals and installed new FAA-PMA door seals P/N ADS1200-7,-11 and -15 in accordance with manufacturer's instructions. PMA tag may be found in the aircraft records. Make an entry in the log book regarding the Instructions for Continued Airworthiness (ICA) and place the ICA ADS1200-109 and FAA-PMA tag in the aircraft records or log book.*  
**Please note that after you have the seal installed, the door may initially require slightly more effort than you may have experienced in the past to close the door. It may be necessary to adjust the upper latch and main striker until the new seal reforms to the door shape. This is due to the special rubber compound that will enable the new seal to compress and form fit to the contour of the door, protruding rivets, screws and seams. After a few days you will find the door easy to close and seal perfectly and at time you may wish to readjust the door latches.**



ADS 1200-27