

## **ADS1200-109: INSTRUCTIONS FOR CONTINUED AIRWORTHINESS**



Ref: Door and window seals manufactured by Aircraft door Seals, LLC under FAA PMA # PQ2126SW.

### **1. INSTRUCTIONS FOR CONTINUED AIRWORTHINESS (ICA) per FAR 23.152**

- (a) The door and window seals should be cleaned with non corrosive soap and water at each 100 hour or annual inspection.
- (b) After cleaning the seal, it should have a light film of silicone grease applied to the sealing surface of each seal. Wipe any excess silicone grease from the seal after application.
- (c) During the inspection, 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. New seal installations or repair sections are available from the manufacturer (Aircraft Door Seals LLC.) at a nominal cost.
- (d) Repairs of damaged seals require only cutting beyond the damaged area of the seal with a razor blade or Exacto knife and removing the damaged area. Cuts should be made at 90 degrees.
- (e) With the damaged seal removed, clean off all old adhesive (or the Mylar adhesive strip) from the aircraft sealing surface or channel with adhesive remover such as “Goo-Gone Xtreme Adhesive Remover” (available at Wal-Mart or most hardware stores) and install the repair section. Bond the cut ends using 3M EC1300L adhesive or Super Glue.  
**CAUTION: Super glue can bond skin or cause blindness.**  
**Always wear protective eye protection when using Super Glue.**
- (f) Future updates and revisions to the ICA (if applicable) may be found on our website [www.aircraftdoorseals.com](http://www.aircraftdoorseals.com).

### **2. THERE ARE NO AIRWORTHINESS LIMITATIONS**

- (a) **THE AIRWORTHINESS LIMITATION SECTION IS APPROVED AND SPECIFIES MAINTENANCE REQUIRED UNDER 43.16 AND 91.403 OF THE FEDERAL AVIATION REGULATIONS, UNLESS AN ALTERNATE PROGRAM HAS BEEN FAA APPROVED.**

# Congratulations!

You are about to modernize your aircraft with the best sealing material available. The seal(s) you purchased provides you with the top of the line in rubber technology. After the seal is installed, you will immediately notice the dramatic level of noise reduction. We hope you enjoy our specialized product and thank you for allowing us to be a part of your flying world.



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## **GENERAL AND PRE-PLANNING NOTES:**

1. Review ALL INSTRUCTIONS including installation drawing before beginning.
2. The seals are FAA-PMA approved and are intended to be installed on an undamaged or repaired door or fuselage having a proper factory door-to-fuselage fit. If you have a damaged door or door opening, consult your local A&P/IA or contact our technical department before seal installation.
3. Retain the FAA-PMA Tag that is enclosed within the seal kit as it CANNOT be replaced.
4. Refer to all applicable and current Aircraft Maintenance Manual procedures for door removal, installation, and adjustment.
5. Temperatures must be above 59 degrees F when installing and during the initial 24 hours of seal compression with the door closed for proper seating to occur.
6. Do NOT allow seal to come in contact or wipe seal with any solvent or any product that may cause premature seal deterioration.
7. Do NOT use any tape on the seal surface as it is very likely to pull the seal skin off damaging the seal.
8. Adhesive Remover - Peerco 321 adhesive remover or 3M 08984 Adhesive Cleaner may be helpful in the removal of old adhesive.
9. Adhesive Cleanup - GOO-GONE XTREME ADHESIVE REMOVER (black and red can) may be helpful in removal of new adhesive (available from Wal-Mart or most hardware stores).
10. Adhesive - 3M EC1300L or 3M Super Weatherstrip and Gasket Adhesive 08001 (yellow or black) is the recommended adhesive.