

INSTRUCTIONS

General: The effectiveness of this kit installation is dependant on the following factors:

- a) If the existing door seal is torn or has deteriorated it should be replaced. If rebonding is required, use 3M EC 1300L, Scotch Grip 2210 or Proco 6205-1.
 - b) After installation of the kit, the door latches must be adjusted to compensate for the snubbers, ensuring a good door to fuselage contour fit and no increase in latching effort. Service Spares Letter #365, Upper Door Latch Replacement, is recommended.
 - c) Coat snubber with silicone after all adjustments and curing have been accomplished, wiping off any excess.
1.
 - a) Remove windlace retainers, "roll" back windlace (tape to secure) in order to expose the door jamb completely - typical, forward and aft doors.
 - b) Disconnect door-holder attached to lower door jamb and remove scuff plates - typical, forward and aft doors.
 - c) Remove all striker plates except where shown on sheet 4, Section A-A.
 - d) If the door jamb paint is flaking or excessively scuffed, rub down with wet and dry emry cloth. Clean the surface using Prep Sol or equivalent cleaner which will not leave an oily residue.
 2.
 - a) The recommended adhesives are:
 - 3M EC 1300L (Preferred)
 - Proco Adhesive 6205-1
 - Scotch Grip 2210
 - b) The normal "tack time" for 3M EC 1300L is 30 - 45 minutes at 75°F, however adhesive that has "set" may be reactivated by a clean rag moistened with Toluol or M.E.K.
 3.
 - a) Apply adhesive to the door jamb on the areas shown on Sheets 4 and 5 using a small brush. To effect a clean installation it is recommended that the door jamb is masked off with tape as shown in sub view or Section C-C.
 - b) Apply adhesive to the inside surface of the snubber.
 - c) The snubber should then be positioned with the protruding leg facing outboard as shown on Sheet 4, Fig. 1 - beginning at the lower center of the door jamb and working progressively around. Apply pressure to the snubber to remove any trapped air and to ensure the edges are effectively bonded to the jamb.
NOTE: Do not stretch snubber, especially in the corner areas as this can induce cracks.
 4.
 - a) It takes approximately 1 day for the bond to cure. CAUTION: Do not allow door to close during this period. It is recommended that the door is left open as long as possible to effect maximum curing.
 - b) Remove masking tape if used and clean off excessive adhesive smears using Mineral Spirits or Toluol and a clean cloth.
 5.
 - a) Install striker plates removed in Step 1(c).
 - b) Reposition the windlace and secure with the retainers removed in Step 1(a).
 - c) Install scuff plates and door-holders removed in step 1(b).
 6. Make appropriate Log Book entry.

PIPER AIRCRAFT CORPORATION
VERO BEACH, FLORIDA

SNUBBER INSTL - DOOR JAMB

KIT NO. 763 993V

SHT. 3

DWG. NO.

78842

B

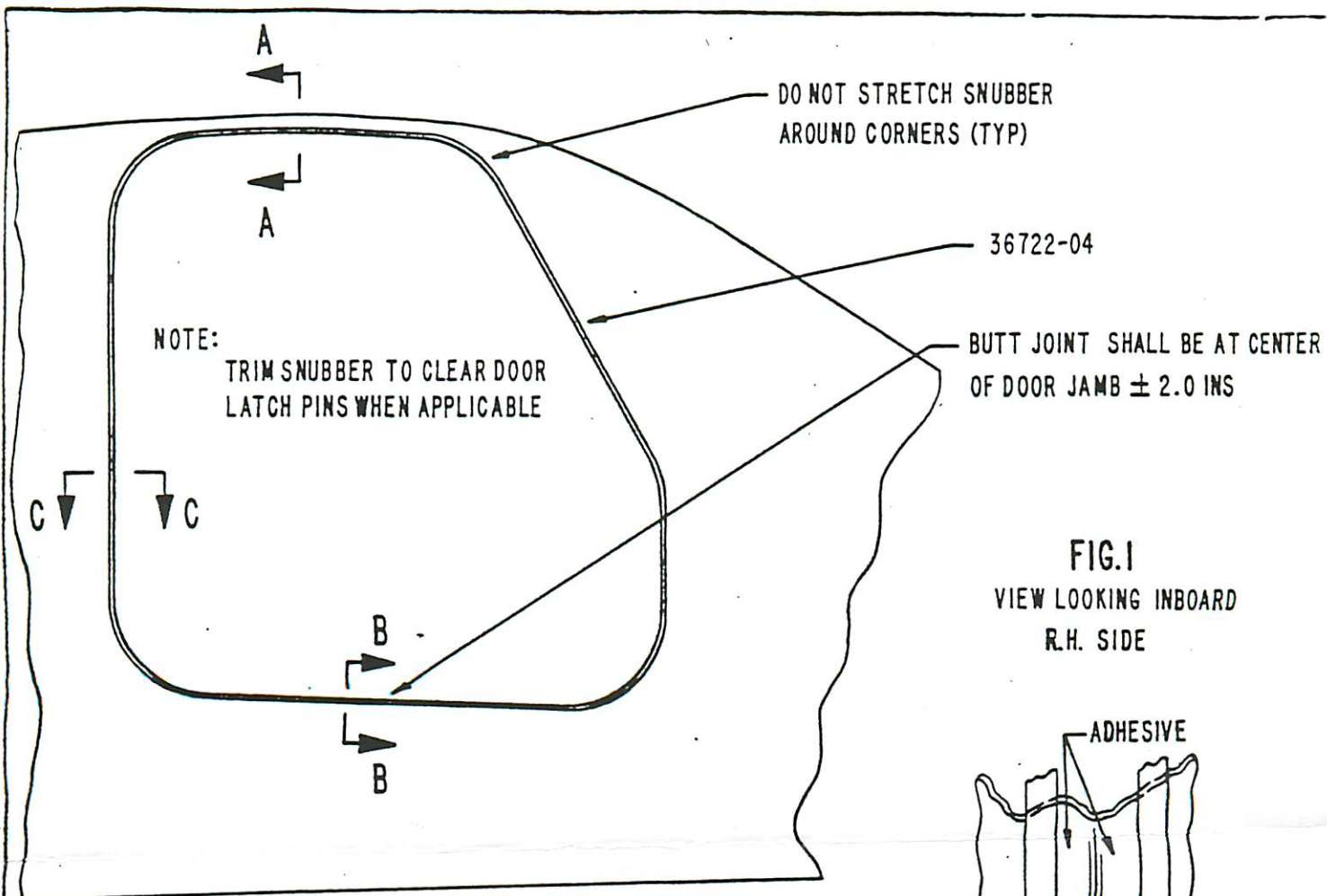
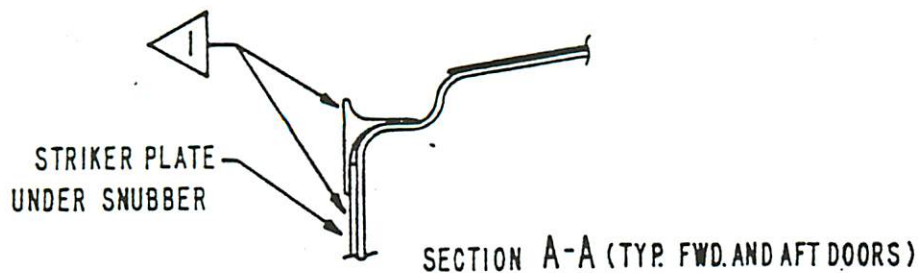
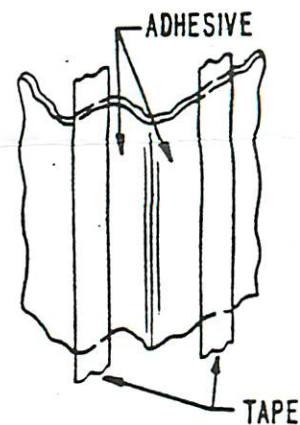
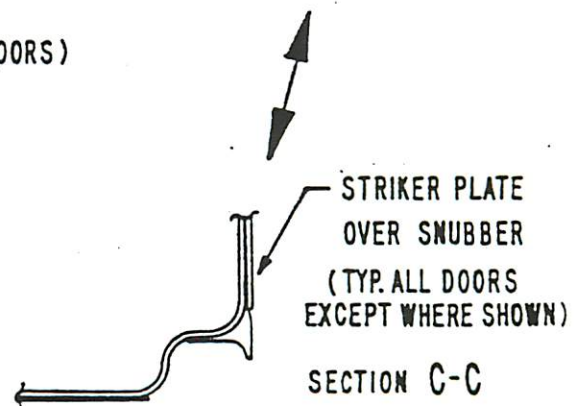
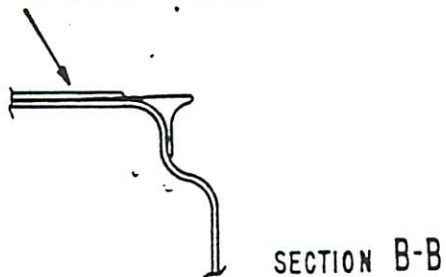


FIG. 1
VIEW LOOKING INBOARD
R.H. SIDE



SCUFF PLATE OVER SNUBBER



ORIENT SNUBBER FLAT WITH THIS SURFACE

PIPER AIRCRAFT CORPORATION
VERO BEACH, FLORIDA

SNUBBER INSTL - DOOR JAMB

KIT NO.

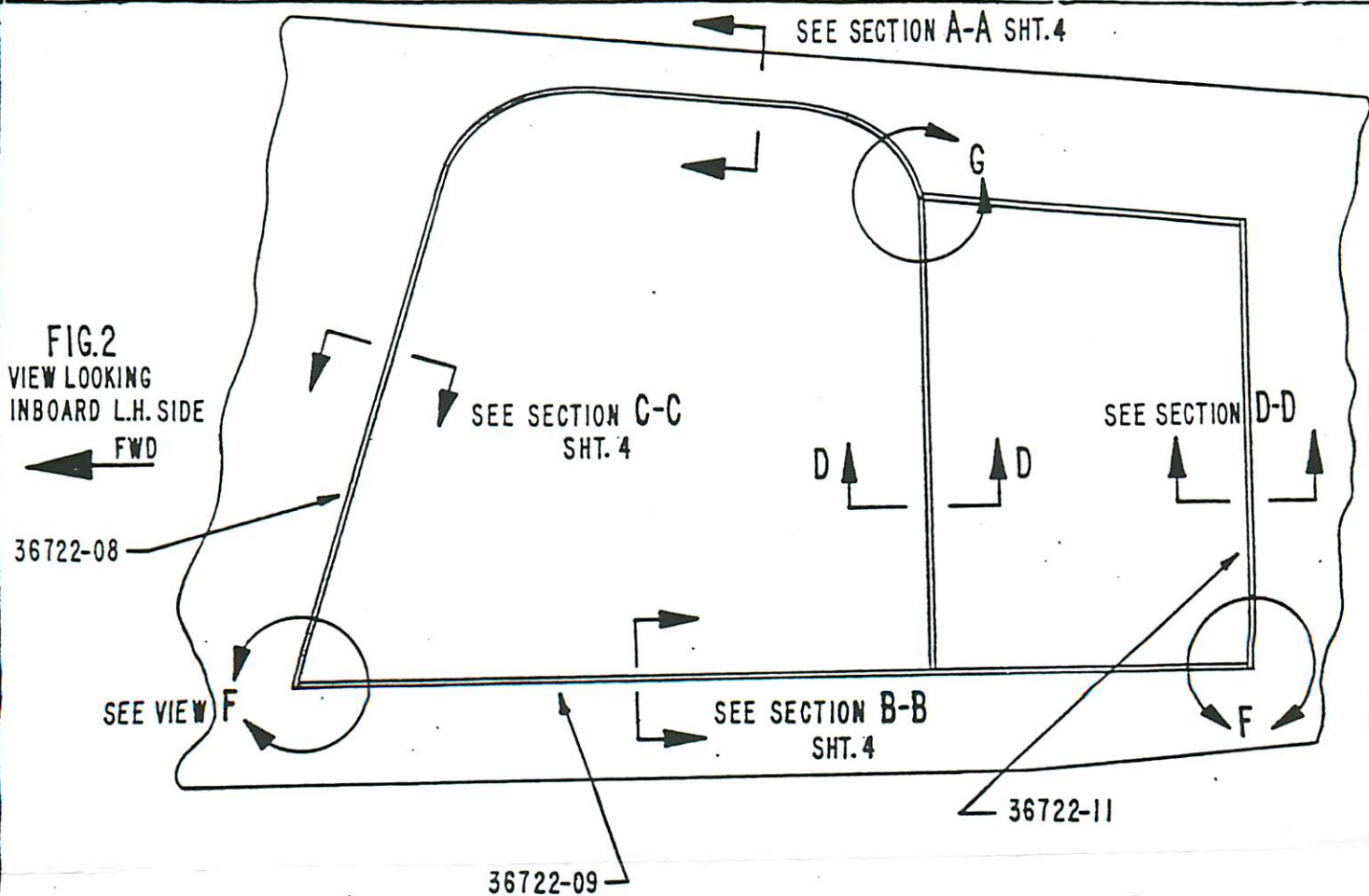
763 993V

SHT. 4

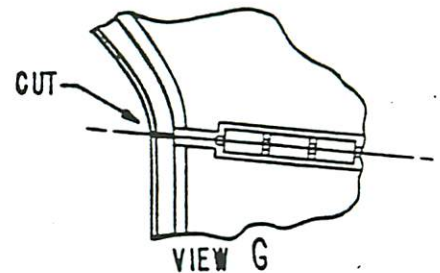
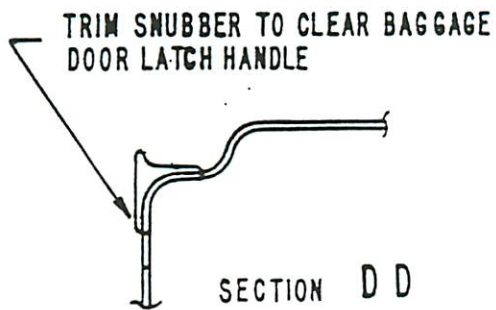
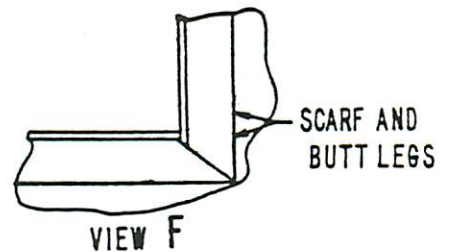
DWG. NO.

78842

B



NOTE:
 TRIM SNUBBER TO CLEAR ALL
 DOOR LATCH PINS AS REQUIRED



PIPER AIRCRAFT CORPORATION VERO BEACH, FLORIDA		SNUBBER INSTL - DOOR JAMB		
KIT NO.	763 993V	SHT. 5	DWG. NO.	78842
				B