

INSTALLATION INSTRUCTIONS

Heater # 576 comes as a complete unit.

1. Remove original heater # C2EE281A and C2EE655 and/or stub exhaust as the case may be.
2. Remove panel assembly below fuselage, between rudder pedals.
3. Remove elbow assembly part #C2V151A (make sure to slacken clamp inside fuselage). Re-Install elbow 180° from its original position (facing forward).
Re-tighten clamp. Careful attention should be given to the metal tubing joining the elbow as it is often damaged by vibration. Repair if necessary. It is highly recommended to insulate (asbestos) the heater conduit between the skin and the floor of the aircraft.
4. Re-route control assembly part # F21020-15 in order to protrude adjacent to the right side of access hole, one (1) inch behind second (2nd) Dzus fastener. (See fig. 24). Drill ¼ inch hole just clearing stringer. Pass control assembly through hole. Outer casing should protrude 6 1/2 inches and inner cable to protrude 3 inches beyond ; allow 1 ½ inches extra on inner cable for coil.
5. Install heater part # 576 onto exhaust system, with cold air hole facing forward (45° angle also facing forward). Bend slightly bracket on exhaust system, in order to allow heater to bottom against exhaust flange.
6. When heater is aligned, drill through existing holes. Bolt using AN3-5 bolts and matching washers. Use AN363-1032 nuts. A minimum of 4 bolts equidistant must be installed.

7. Install flex tube with clamps. Cover flex tube with asbestos or heat shield hose for conservation of heat.

8. Adjust push-pull heat control cable 3/16 th inch from full down position. Adjust dump valve in dump position.

« Coil » push-pull cable around AN-3 bolt as shown on diagram below. A minimum of 2 ½ coils is required. Once « coiled », cut of excess; clamp a pair of Visegrip around coil which is on the AN3 bolt and rotate Visegrip in order to reduce the diameter of coil so it will be snug on bolt.

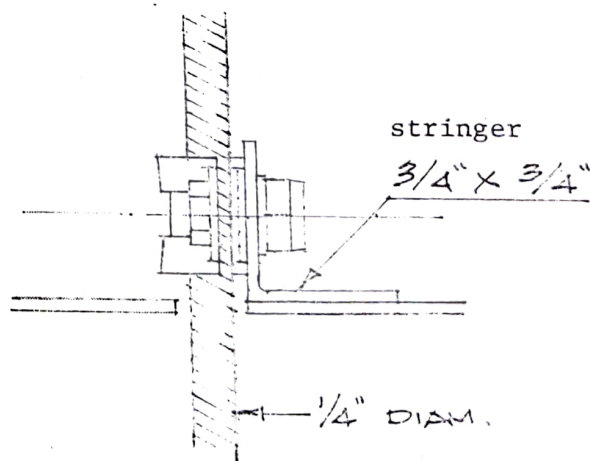
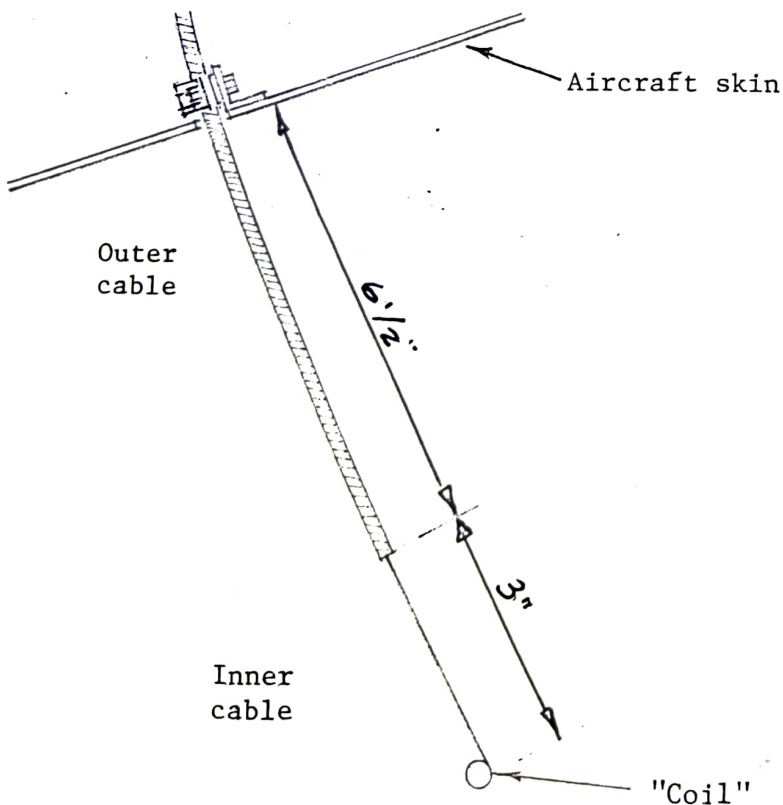
Connect to AN3-5 bolt on arm of dump valve with AN960-3 washer on each side of coil. Use AN363-1032 nut to secure and allow just enough clearance to allow coil to rotate on bolt.

Clamp control assembly to stringer using clamps removed to re-route cable. This will be your final adjusting clamp for travel adjustment.

IMPORTANT

Make sure travel « bottoms » on both settings (cold or hot); this to prevent vibration and wear on shaft.

It is very important that in dump position, the cable exert a constant pressure on dump valve, this will prevent vibration of the dump valve.



TRUE SCALE

OPERATIONS

The operation is the same as original : PULL for heat. PUSH to dump.

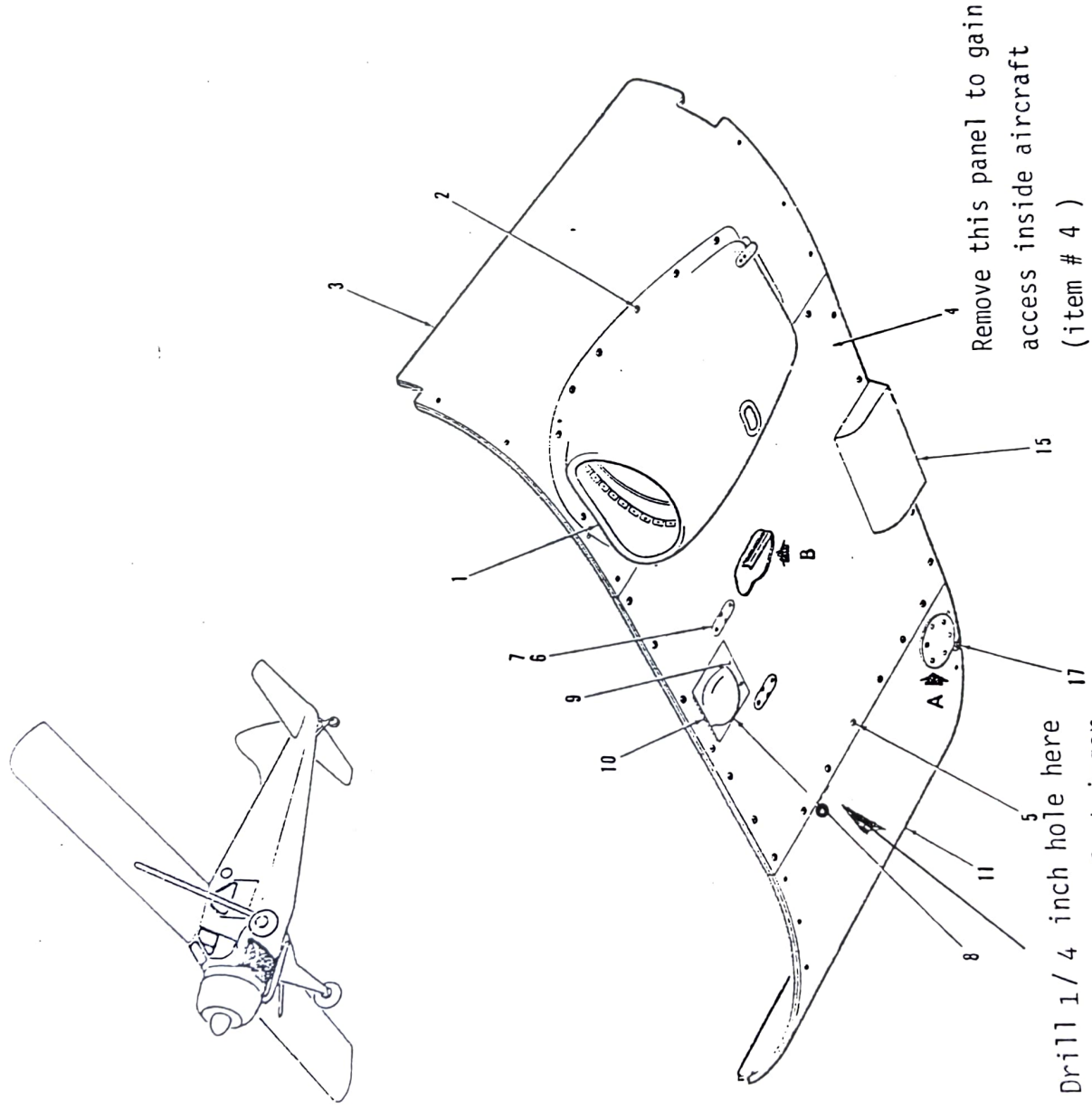
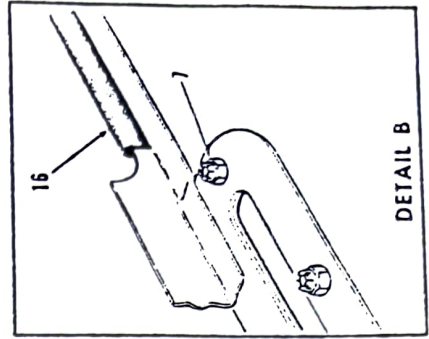
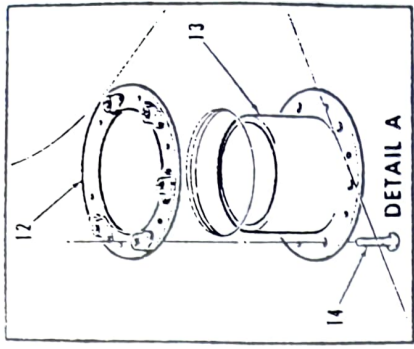
INSPECTION

Inspect every 100 hours as described in A.D. CF-90-03R1.
See Appendix A.

WEIGHT AND BALANCE AMENDMENT

Removal of original heater : - 15.5 lbs. @ 31 inch arm.

Installation of heater # 576 : + 8.0 lbs. @ 53 inch arm.



Remove this panel to gain access inside aircraft (item # 4)

Drill 1/4 inch hole here just outboard of stringer 1 inch behind 2nd dzus fastener

Figure 24 Panel Assembly - Bottom, Front unit

GROUP ASSEMBLY PART LIST
PART 2

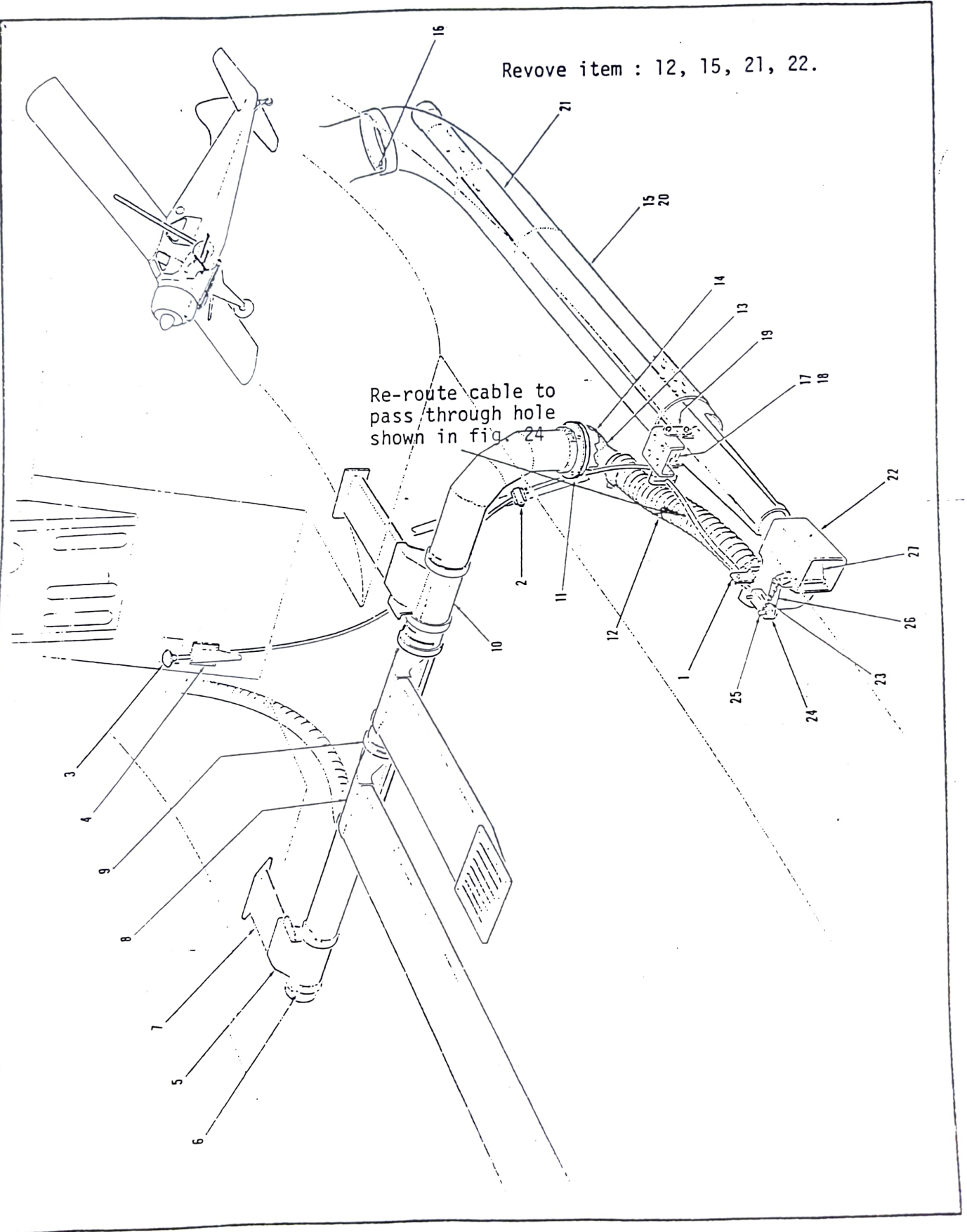


Figure 198 Heating Installation - Cabin

GROUP ASSEMBLY PART LIST
PART 2

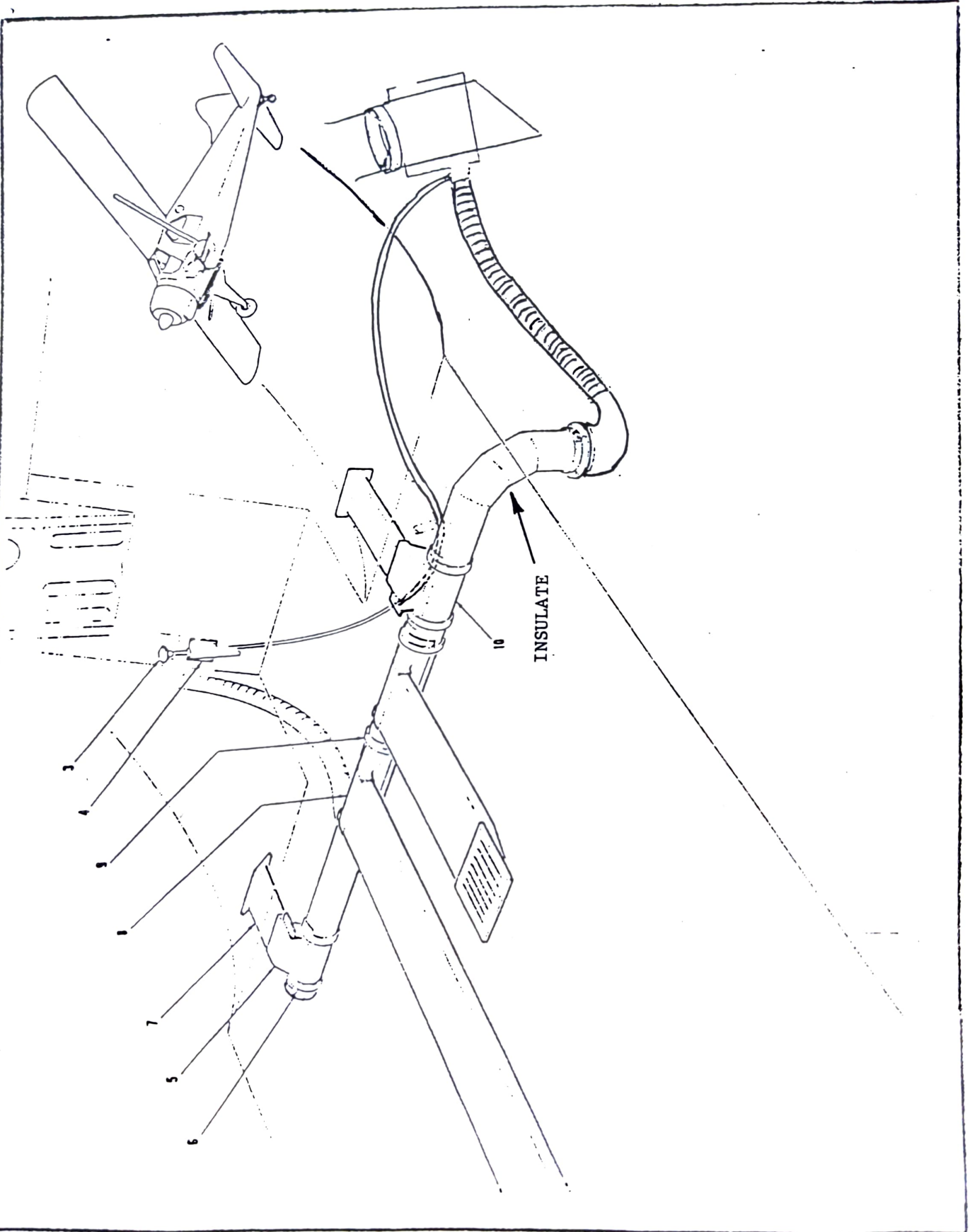
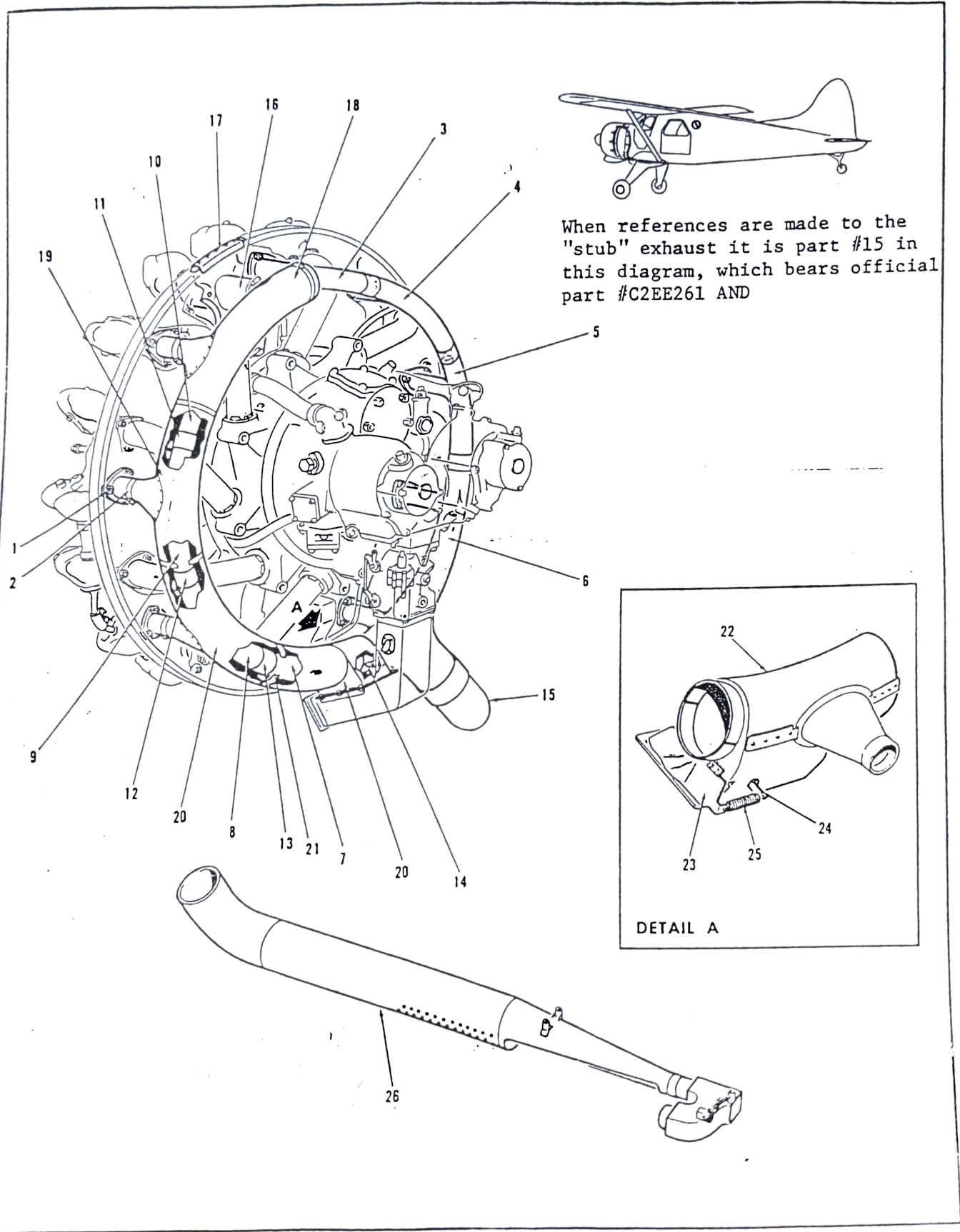


Figure 198 Heating Installation - Cabin

GROUP ASSEMBLY PART LIST
PART 2



When references are made to the "stub" exhaust it is part #15 in this diagram, which bears official part #C2EE261 AND

Figure 73 Exhaust Installation - Engine

LIST OF SUPPLIED PARTS

- 1 Heater assembly part # 576
- 1 Flexible tube part # C2V 185
- 4 Bolts AN-3-5A
- 8 Washers AN-960-3
- 5 Nuts AN363-1032
- 2 Stainless steel clamps QS 200