



Gulfstream American

SERVICE BULLETIN NO. 162
"FAA (DER) APPROVED"

DATE: 28 February 1979

SUBJECT: REMOVAL OF CANOPY CABLE SYSTEM

SERIALS AFFECTED: AA-1B Serial 0551 and subsequent
AA-1C Serial 0001 and subsequent

TIME OF COMPLIANCE: Within 100 hours or next scheduled
inspection, whichever occurs first

GENERAL

To eliminate excessive maintenance and replacement requirements and to prevent canopy jamming, the canopy cable system on those aircraft indicated is to be removed in accordance with the following procedure.

CANOPY CABLE/PULLEY SYSTEM REMOVAL (SEE FIGURE 1)

- (A) Remove canopy per following steps:
- a. Remove row of Phillips screws (13) and washers (14 and 15) on each side of canopy.
 - b. Lift canopy straight up and remove from aircraft.
- (B) Remove screws (1) and washers (2).
- (C) Pull cables (3) from pulleys and remove cables from aircraft.
- (D) Remove nuts (4), washers (5), spacers (6), washers (7), and bolts (8) securing pulleys (9), and remove pulleys from aircraft.
- (E) Rail lubrication

WARNING: USE SOLVENTS IN A WELL VENTILATED AREA. AVOID BREATHING FUMES. KEEP AWAY FROM FLAMES.

- a. Use isopropyl alcohol and a small brush to clean the teflon runners inside the canopy outer tracks. Ensure that the tracks are clean and free of residue.
- b. Inject a small amount of non oil base spray lubricant (E-Z Free by XIM Products, Inc., 1169 Bassett Road, Westlake, Ohio 44145, or equivalent) into the sliding surfaces.

- (F) Reinstall canopy per following steps:
- a. Lower canopy straight down and align holes in canopy with holes in rails.
 - b. Install row of Phillips screws (13) and washers (14 and 15) through canopy in track and tighten to 10 ± 2 inch-pounds.
 - c. Open and close the canopy several times to distribute the lubricant which had been applied as per STEP 5b.

NOTE

The following suggestions are provided to aid in maintaining satisfactory freedom of operation of the canopy.

- o DO NOT use the canopy as a hand hold during entry to and exit from the aircraft as bending of the inner tracks can result.
- o The inner canopy tracks must be perfectly straight. If the tracks are bent, they should be straightened or replaced.
- o The sliding surfaces of the canopy inner tracks and the teflon runners in the canopy outer tracks must be kept clean and lightly lubricated. Smoother operation may be achieved by cleaning the sliding surfaces with isopropyl alcohol and a small brush and then injecting a small amount of spray lubricant into the sliding surfaces. Production aircraft canopy tracks are lubricated with E-Z Free lubricant.
- o If external cleaning and lubricating does not satisfactorily eliminate canopy sticking or binding, the canopy should be removed from the tracks and the tracks slid completely out of the aircraft. All sliding surfaces should then be carefully cleaned with isopropyl alcohol and relubricated with a very thin film of lubricant. If the teflon runners are galled or severely worn, they should be replaced. The teflon runners are secured in the outer tracks with roll pins, Esna Part Number 52-062-0500, inserted at the forward end of each channel.
- o A canopy track sizing tool, Part No. ST-1064, is available which may be used to resize the teflon runners when the tracks are removed for cleaning or when the teflon runners are replaced in the field. This tool is simply inserted into the outer track in place of the sliding inner track and forced through the entire length of the outer track to force the

teflon runners tightly into the retaining channels. Properly installed teflon runners allow a 1/32 inch to 1/16 inch vertical clearance between the inner canopy track and the runners. This clearance can be checked with the canopy installed by moving it up and down and measuring the inner track movement. Clean lubricated teflon runners installed with the correct clearance are essential for smooth, free canopy operation.


CREDIT INFORMATION

A labor allowance of 2.0 hours at the Dealer's or International Distributor's prevailing shop rate will be available only for each affected aircraft in warranty as of the date of this Service Bulletin.

All work must be performed or authorized by a Gulfstream American Corporation Dealer or International Distributor. A completed Warranty Claim, Form GAA 740, must be submitted to the factory before May 31, 1979 for credit allowance on domestic aircraft, and June 30, 1979 for affected export aircraft.

Immediately on completion of work, a Service Reply Card (enclosed) is to be returned, noting the compliance with the requirements of this Service Bulletin No. 162.

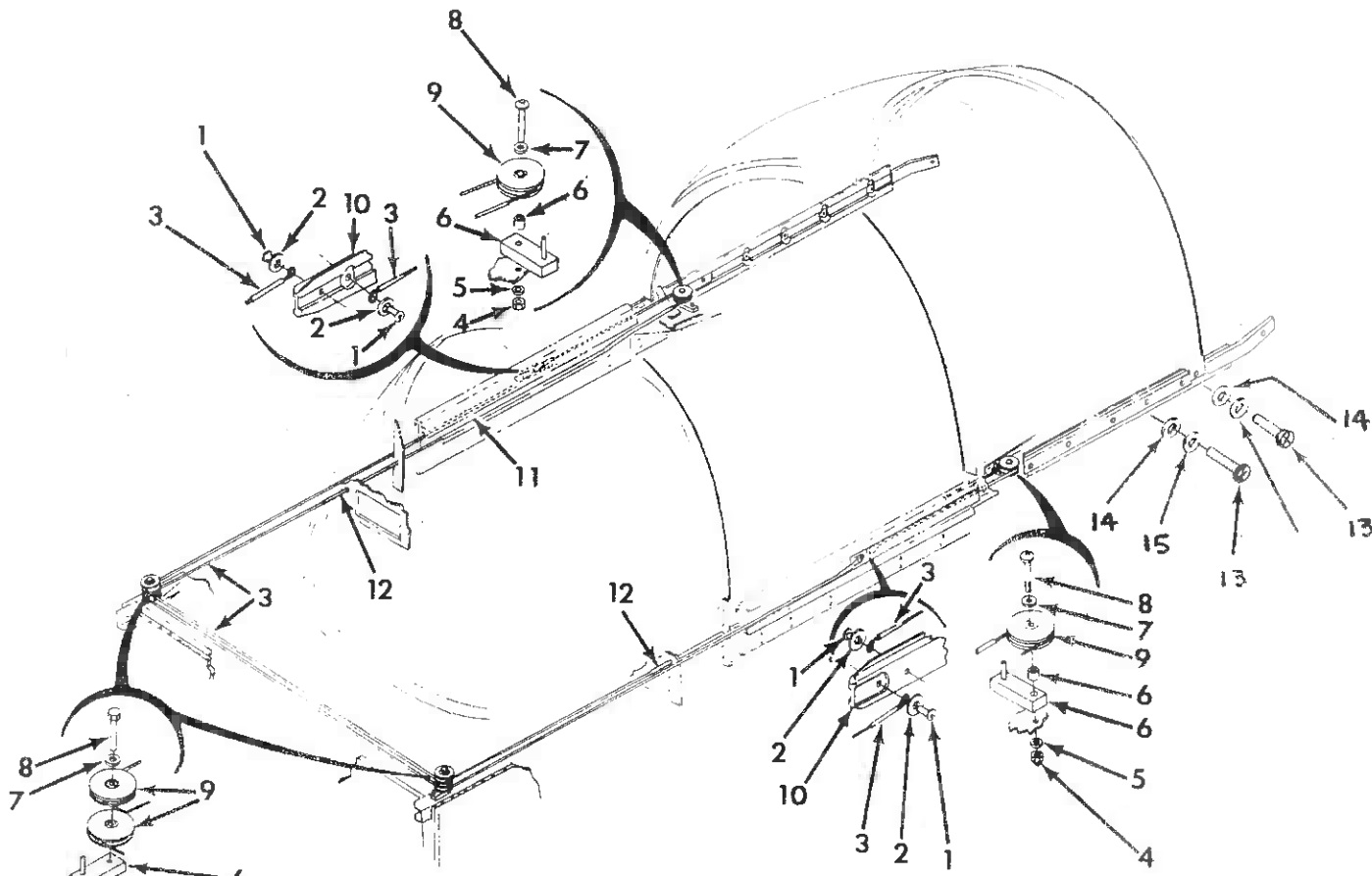
GULFSTREAM AMERICAN CORPORATION



R. E. Belles, Director
Light Aircraft Customer Service

REB:rjm

ATTACHMENT: Service Reply Card



- | | | |
|-----------|-------------|------------|
| 1. Screw | 7. Washer | 13. Screw |
| 2. Washer | 8. Bolt | 14. Washer |
| 3. Cable | 9. Pulley | 15. Washer |
| 4. Nut | 10. Slide | |
| 5. Washer | 11. Tape | |
| 6. Spacer | 12. Housing | |

Canopy Cable/Pulley System Removal
 Figure 1