

CREW DOORS - MAINTENANCE PRACTICES

1. General

- A. This section provides maintenance practices, test procedures, and removal/installation for crew doors.

2. Tools, Equipment and Materials

- A. For a list of required tools, equipment and materials, refer to Doors - General.

3. Crew Door Removal/Installation

- A. Remove Crew Doors (Refer to Figure 201).
- (1) Disconnect oxygen line from outlet above door; disconnect microphone cable from jack on instrument panel; remove line from clips along doorpost; remove oxygen mask from pocket on the door. Refer to Chapter 35.
 - (2) With crew door open and door supported, remove cotter pins (7) and washers (6) from upper and lower hinges (3).
 - (3) Remove hinge pins (2) from upper and lower hinges (3).
 - (4) Remove crew door from airplane.
- B. Install Crew Doors (Refer to Figure 201).
- (1) Align crew door (8) to hinges (3).
 - (2) Install hinge pins (2), washers (6), and cotter pins (7).
 - (3) Connect oxygen line in outlet above door, then install line in clips along doorpost, and put oxygen mask in pocket on door. Connect microphone cable in jack on instrument panel.
- NOTE:** Normal gap between door rails and jamb is 0.45 inch.
- (4) Make sure the door gap is correct. Refer to Crew Doors Gap Adjustment in this section.

4. Crew Doors Adjustment/Test

- A. Crew Doors Gap Adjustment

CAUTION: Do not adjust the bonded door flange or the airplane structure with force. The bonded areas and the structural components can be damaged.

- (1) Determine the existing gap by fully closing and latching the crew door.
- NOTE:** The gap between the door and adjacent fuselage skin should be 0.06 inch, +0.03 or -0.00 inch (1.52 mm, +0.76 mm or -0.00 mm).
- (2) If the door gap is incorrect, trim the door as needed to achieve the correct gap.
 - (3) Close and latch the crew door and recheck gap. Repeat the trim procedure as needed to obtain the correct gap.
 - (4) After trimming the door, prime and paint to match surrounding area. Refer to Chapter 12, External-Cleaning/Painting.

5. Crew Doors Latching Mechanism Removal/Installation

- A. Remove Crew Doors Latching Mechanism (Refer to Figure 201).
- (1) Remove roll pin (43) and inside door handle (42).
 - (2) Remove washer (46).
 - (3) Remove screws (63) and escutcheon (62).
 - (4) Remove knob (61) on left crew door or knob (38) on right crew door.
 - (5) Remove window trim and door upholstery panel by removing screws.
 - (6) Remove four screws (21).
 - (7) Remove two screws (40) and spacers (37).
 - (8) Remove support (22).
 - (9) If further disassembly is required, refer to Figure 201.
- B. Install Crew Doors Latching Mechanism (Refer to Figure 201).
- (1) Position support (22) install two spacers (37) and two screws (40).
 - (2) Install four screws (21) to secure support (22).
 - (3) Install door upholstery panel and window trim moulding.
 - (4) Install knob (61) on left crew door or knob (38) on right crew door.

- (5) Install escutcheon (62) using two screws (63).
- (6) Install washer (46).
- (7) Position inside door handle (42) and secure with roll pin (43).

6. Crew Door Lock Assembly Removal/Installation

- A. Remove Crew Door Lock Assembly (Refer to Figure 201).
 - (1) Unlock and open the door.
 - (2) Bend lockwasher tab away from the nut.
 - (3) Remove the nut, lockwasher, cam, nut and lockwasher from the back of the lock assembly.
 - (4) Remove the key lock assembly (44) from the door.
- B. Install Crew Door Lock Assembly (Refer to Figure 201).
 - (1) Position lock assembly (44) through opening in front of door.
 - (2) Assemble the lock as follows:
 - (a) Install lockwasher and nut on the lock assembly; tighten nut. To prevent nut from loosening, bend lockwasher tab against one flat of the nut.
 - CAUTION: Do not use too much Loctite 242 adhesive or it could get into the lock and ruin it.**
 - (b) Put one drop of Loctite 242 on each of the nut threads.
 - (c) Install cam, lockwasher and nut on the lock assembly; tighten nut.
 - (3) Turn the key and lock to make sure that the cam and pin (49) engages and disengages the latch.
 - (4) Operate door linkage from outside to ensure proper operation.
- C. For Key Lock Lubrication, refer to Chapter 12, Key Locks - Servicing - Servicing Key Lock Lubrication.

7. Crew Door Seals Installation

- A. For procedures to install crew door seals, refer to Passenger Doors - Maintenance Practices, Passenger Door Seals Installation.

Figure 201 : Sheet 1 : Crew Door Installation

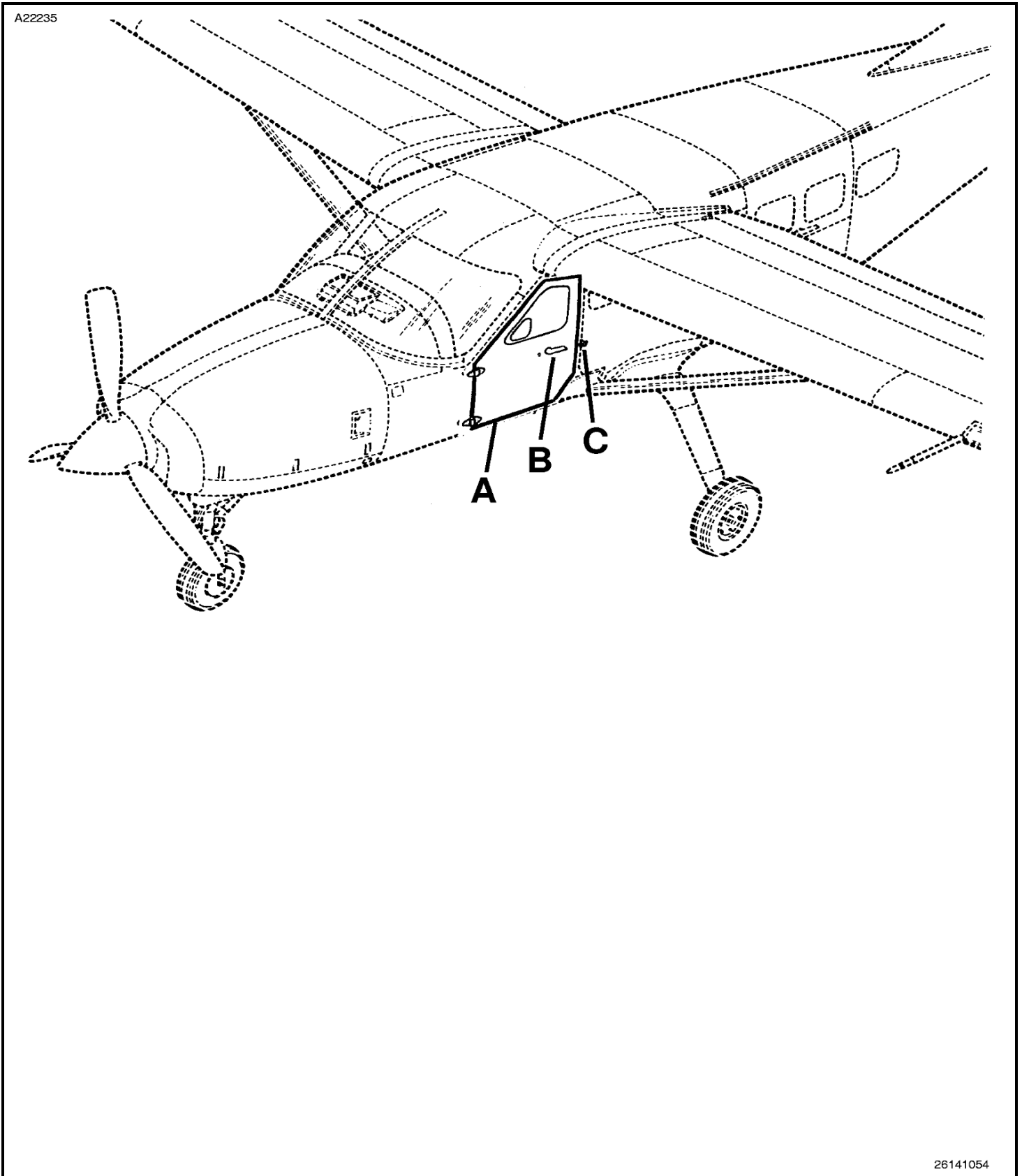
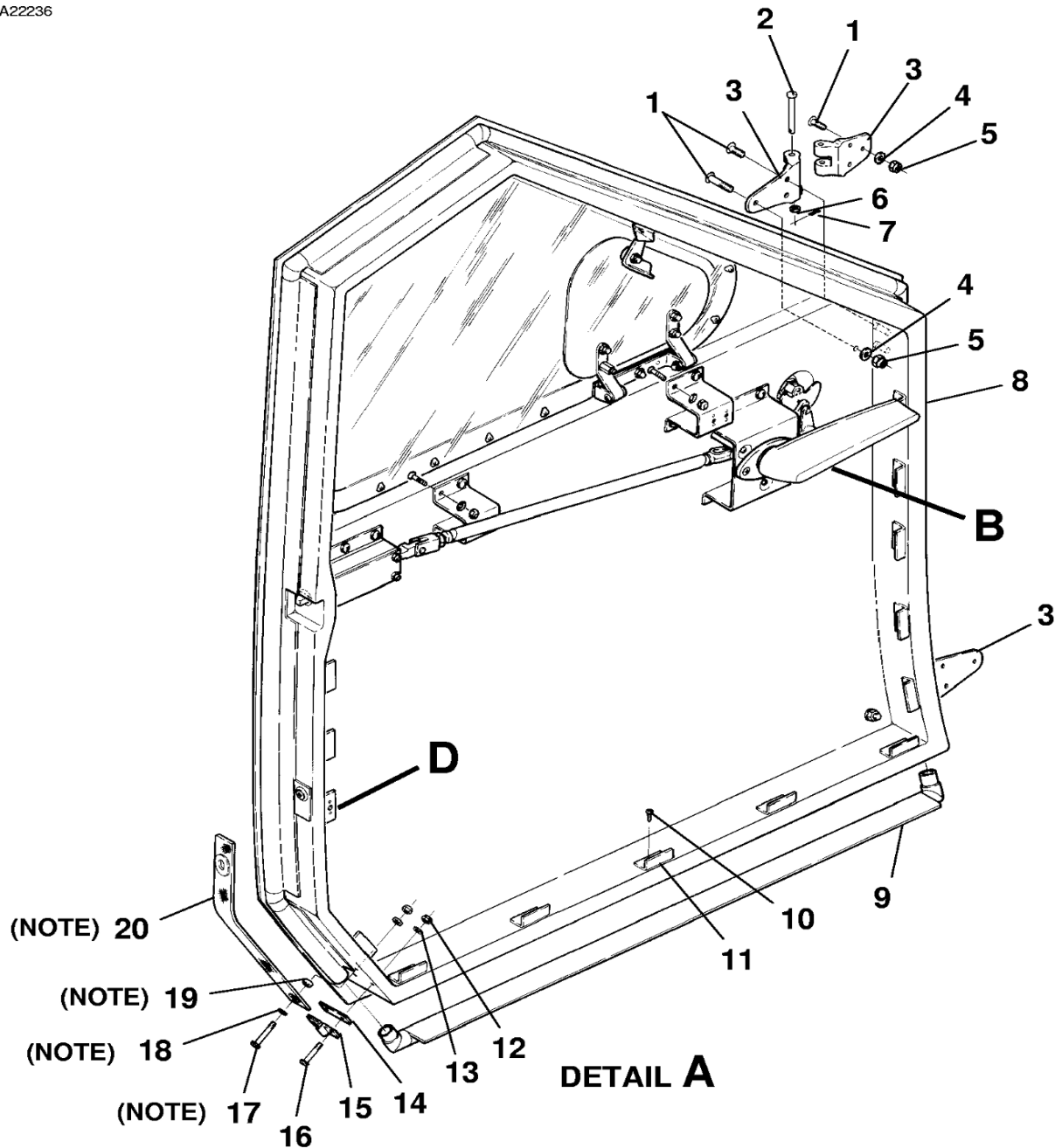


Figure 201 : Sheet 2 : Crew Door Installation

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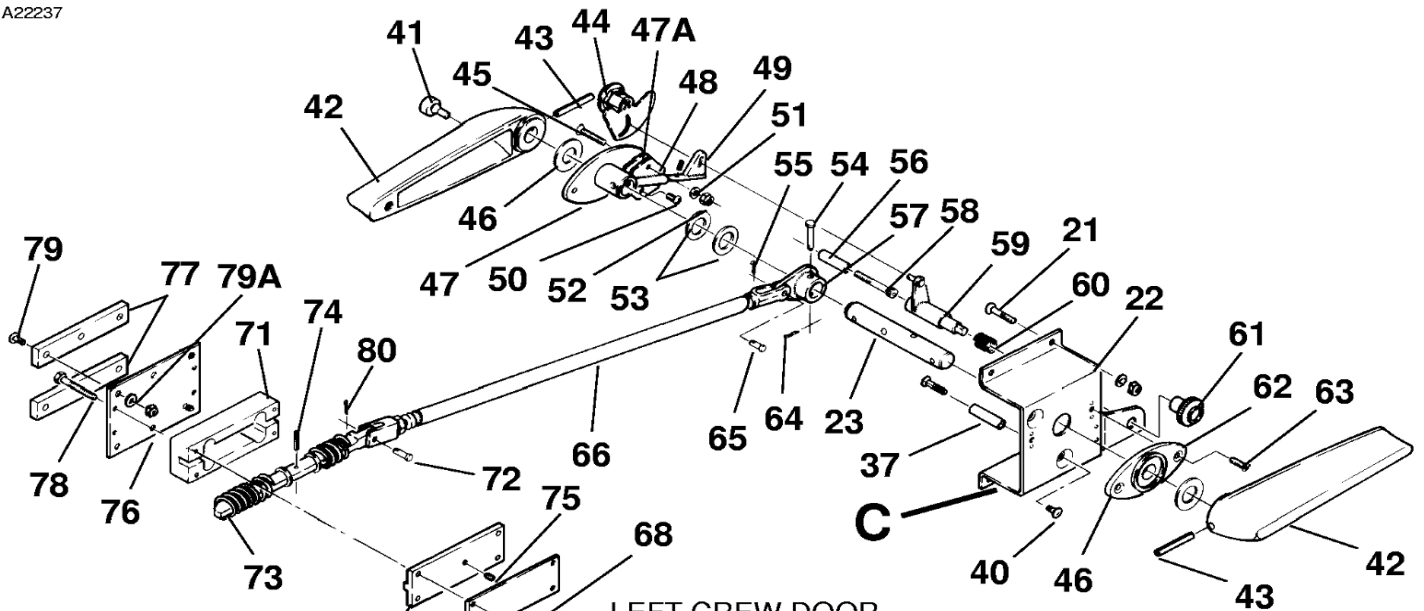
NOTE: AIRPLANES 20800001 THRU 20800131
AND 208B0001 THRU 208B0054

- | | |
|-------------------|-------------------|
| 1. SCREW | 11. CLIP |
| 2. PIN | 12. NUT |
| 3. HINGE | 13. WASHER |
| 4. WASHER | 14. PLATE |
| 5. NUT | 15. CLIP |
| 6. WASHER | 16. SCREW |
| 7. COTTER PIN | 17. SCREW (NOTE) |
| 8. LEFT CREW DOOR | 18. WASHER (NOTE) |
| 9. SEAL | 19. SPACER (NOTE) |
| 10. SCREW | 20. STRAP (NOTE) |

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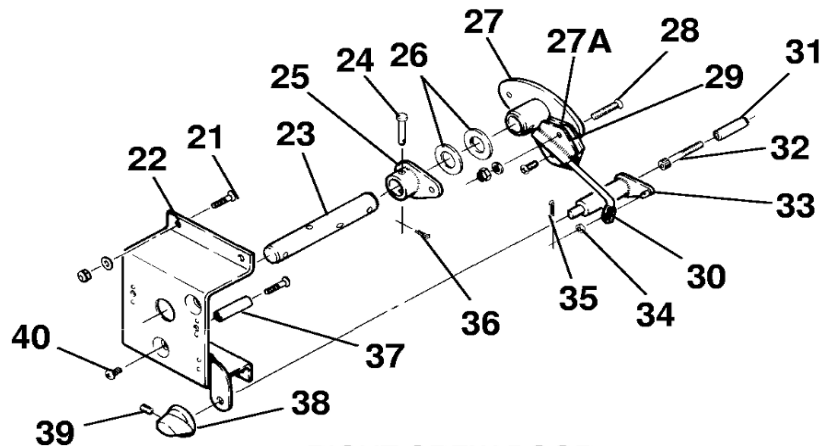
Figure 201 : Sheet 3 : Crew Door Installation

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LEFT CREW DOOR

DETAIL B



RIGHT CREW DOOR

DETAIL C

- 21. SCREW
- 22. SUPPORT
- 23. SPINDLE
- 24. PIN
- 25. BELLCRANK
- 26. WASHER
- 27. ESCUTCHEON
- 27A. SHIM
- 28. SCREW
- 29. GUIDE
- 30. PIN
- 31. BUSHING
- 32. SCREW
- 33. BELLCRANK
- 34. WASHER
- 35. COTTER PIN
- 36. COTTER PIN
- 37. SPACER
- 38. KNOB
- 39. SETSCREW
- 40. SCREW
- 41. BUMPER
- 42. HANDLE
- 43. ROLL PIN
- 44. LOCK
- 45. SCREW
- 46. WASHER
- 47. ESCUTCHEON
- 47A. SHIM
- 48. GUIDE
- 49. PIN
- 50. SCREW
- 51. WASHER
- 52. NUT

- 53. WASHER
- 54. PIN
- 55. COTTER PIN
- 56. SPACER
- 57. BELLCRANK
- 58. SCREW
- 59. BELLCRANK
- 60. SPRING
- 61. KNOB
- 62. ESCUTCHEON
- 63. SCREW
- 64. COTTER PIN

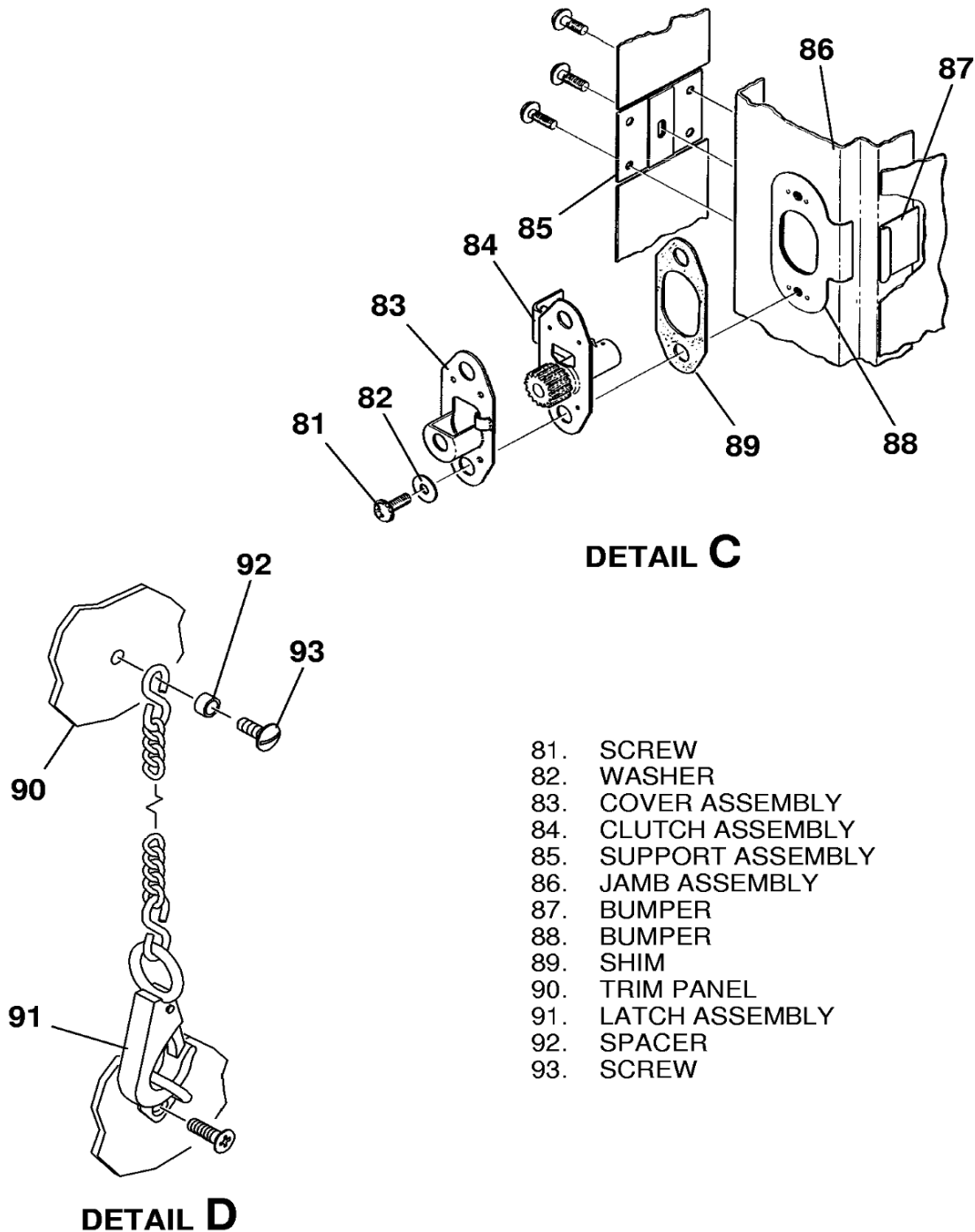
- 65. PIN
- 66. PUSHROD ASSEMBLY
- 67. NUT
- 68. WASHER
- 69. COVER
- 70. BOLT GUIDE ASSEMBLY
- 71. BOLT GUIDE
- 72. PIN
- 73. BOLT
- 74. ROLL PIN

- 75. SETSCREW
- 76. MOUNTING PLATE
- 77. SHIM
- 78. SCREW
- 79. SCREW
- 79A. WASHER
- 80. COTTER PIN

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C26142047A

Figure 201 : Sheet 4 : Crew Door Installation

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AIRPLANES 20800132 AND ON
AND 208B0055 AND ON

C26132001
D2614T1070