Aircraft Structures International Corp.
Enid Woodring Regional Airport
Enid, OK 73701

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

For
Modification to Existing Standby Flap System for Cessna 208 and 208B

Document No.: ASIC-002ICA

Revision (C)

Date: 01/06/2012

Applicable to:

Cessna 208 and 208B

Fabricated per FAA STC: ST9068SC-A

The information in the Instruction for Continued Airworthiness is FAA accepted material and complies with 14 CFR 23.1529, Instructions for Continued Airworthiness. It supersedes or adds to that provided in the Maintenance Manual for the Cessna 208 and 208B Aircraft, only where covered in the items contained herein. For limitations and procedures not contained in the Supplement, consult the Component Maintenance Manual, or other approved aircraft data.

REVISION PAGE

Document Title: **Instructions for Continued Airworthiness**

Prepared By: Lili C. Solorzano

Reviewed By: Brian C. Adamson

Updates to the ICA will be made by Aircraft Structures International Corp. Updates will be listed in the log of revisions and the effective pages will be listed below.

Log of Revisions

REV. NO.	EFFECTED PAGE(S)	DESCRIPTION	DATE	APPROVED BY
Orig. Issue	All	Initial Release Rev (A)	11/30/10	
(B)	All	1) Added Appendix C-Installation Manual Figures C-1 thru C-30, 2) Updated Section 3.0 to reference Appendix B (Instl dwgs) and Appendix C(Instl Manual) for modification to the Standby Flap System. 3) Updated Section 9.0 to reference Appendix A to include Trouble Shooting Table. 4) Updated MDL callout to Rev D, (was Rev B), 5) Updated Appendix B Figures A-1, A-2, A-5 with latest approved revisions per MDL Rev D. 6) Updated Table of Contents pg 2. 7) Removed reference to 208A.	12/22/11	
(C)	All	1) Added Figure A-2 to Appendix A Updated Trouble Shooting	01/06/12	

LIST OF EFFECTIVE PAGES

Page	Date	Rev	Page	Date	Rev
1	01/06/12	C	23	01/06/12	C
2	01/06/12	C	24	01/06/12	C
3	01/06/12	C	25	01/06/12	C
4	01/06/12	C	26	01/06/12	C
5	01/06/12	C	27	01/06/12	C
6	01/06/12	C	28	01/06/12	C
7	01/06/12	C	29	01/06/12	C
8	01/06/12	C	30	01/06/12	C
9	01/06/12	C	31	01/06/12	C
10	01/06/12	C	32	01/06/12	C
11	01/06/12	C	33	01/06/12	C
12	01/06/12	C	34	01/06/12	C
13	01/06/12	C	35	01/06/12	C
14	01/06/12	C	36	01/06/12	C
15	01/06/12	C	37	01/06/12	C
16	01/06/12	C	38	01/06/12	C
17	01/06/12	C	39	01/06/12	C
18	01/06/12	C	40	01/06/12	C
19	01/06/12	C	41	01/06/12	C
20	01/06/12	C	42	01/06/12	C
21	01/06/12	C	43	01/06/12	C
22	01/06/12	C	44	01/06/12	C

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DESCRIPTION PAGE

ABBREVIATIONS AND DEFINITIONS

Abbreviations	Definitions
AML	FAA Approved Model List (AML)
Detailed Inspection (DET)	An intensive examination of a specific item, installation or assembly to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses, etc. may be necessary. Surface cleaning and elaborate access procedures may be required.
FAA	Federal Aviation Administration
FAA MIDO	FAA Manufacturing Inspection District Office
General Visual Inspection (GVI)	A visual examination of an interior or exterior area, installation or assembly to detect obvious damage, failure or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to enhance visual access to all exposed surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hanger lighting, flashlight or droplight and may require removal or opening of access panels or doors. Stands, ladders or platforms may be required to gain proximity to the area being checked.
ICA	Instructions for Continued Airworthiness
Special Detailed Inspection (SDI)	An intensive examination of a specific item, installation, or assembly to detect damage, failure or irregularity. The examination is likely to make extensive use of specialized Inspection Techniques and/or equipment. Intricate cleaning and substantial access or disassembly procedure may be required.
PMA	Parts Manufacturer Approval
STC	Supplement Type Certificate

1.0 INTRODUCTION

The purpose of this Instructions for Continued Airworthiness (ICA) document is to provide the maintenance technician with the information necessary to ensure the continued airworthiness of the modified standby flap system per Aircraft Structures International Corp Master Data List ASIC208-6000-01MDL Rev D or later FAA approved revision in Cessna 208 and 208B.

Modifications to an aircraft obligates the operator to include the maintenance information provided by this document into the operators aircraft Maintenance Manual and operator's aircraft scheduled maintenance program. This document defines supplementary maintenance operations and frequencies recommended by Aircraft Structures International Corp., to ensure the aircraft's airworthiness.

The information contained herein addresses the requirements specified in 14 CFR 23.1529, Instructions for Continues Airworthiness and supplements the basic aircraft maintenance manual only in those areas listed as pertains to the modification of the standby flap switch, as installed per the Aircraft Structures International Corp Master Data List ASIC208-6000-01MDL. For limitations and procedures not contained in this supplement, consult the basic aircraft maintenance manual.

DATA

All information to support the continued airworthiness of this modification is contained in:

Aircraft Structures International Corp. STC Master Data List ASIC208-6000-01MDL Rev D or later FAA approved revision.

As installed, the normal airplane flap system is equipped with a standby motor that may be utilized in the event of primary system failure. However, the current system as installed does not include any method to protect the structure from over extending the system at either the upper or lower end of the flap travel. When the system is over extended structural damage may occur.

In order to prevent over travel of the flap with use of the standby system, a modification to the existing system installs micro switches that will limit the travel of the flap when operated by the standby motor.

Two limit switches are installed, along with the associated wiring and support clips on the root rib of the RH wing. A corresponding Flap Switch Actuator Arm bracket is installed on the existing RH Inboard Wing Flap Bellcrank Assembly. These two switches will serve to limit the travel of the existing standby system. A wiring receptacle will be installed in the RH wing root rib to accommodate the installation of the switches.

Design Change Control
All data and changes to the parts and assemblies will be tracked per Master Data List ASIC208-6000-01MDL Rev D or later FAA approved revision.

Applicable Aircraft
Cessna 208 and 208B

2.0 INSPECTION REQUIREMENTS AND OVERHAUL SCHEDULE

This alteration does not change the aircraft manufacturer's maintenance and inspection schedule.

The components installed as a part of this alteration are to be maintained in an 'on-condition' basis whenever the component is removed. Perform a visual inspection for corrosion, wear and tear, attachment condition and loose items.

In the event a system component failure occurs or the component does not perform its intended function, the component should be removed and sent to an authorized service center for troubleshooting and repair.

The following visual inspections should be performed after removal/reinstallation of a system component and as a periodic maintenance inspection check each time the associated area is inspected as a part of the normal aircraft inspection plan.

Table 2.0A

TASK CODE		PASS	FAIL	DATE	MECH.	INSP.
ASIC-1	Check that all components are properly secured in their respective locations.					
ASIC-2	Check that connecting cables and/or associated wiring is not frayed cut or pinched.					
ASIC-3	Check all fasteners and replace any fastener that is worn or damaged.					
ASIC-4	There shall be no sign of chaffing between the wires and aircraft components.					
ASIC-5	The switches shall not be cracked or bent.					
ASIC-6	No sign of ware or slipping of the actuator arm assemblies.					
ASIC-7	The receptacle housing and plug assembly shall not be cracked.					

All structural fasteners are identified in the appropriate ASIC installation drawings referenced in the Master Data List ASIC208-6000-01MDL Rev D or later FAA approved revision. Test the standby flap system in accordance with the Aircraft Structures International Corporation (ASIC) Installation Manual (Ref. Appendix C) document no. 208SBSF. Workmanship and installation procedures are to be performed in accordance with AC43.13-1 B, and follow the recommendations of the Cessna Structural Repair Manual and Maintenance Manual.

3.0 DIMENSION AND ACCESS:

The modification of the existing Standby Flap System does not change the dimensions of the aircraft.
The existing Standby Flap System is modified and detail parts and assemblies are installed per the drawings in Appendix B in conjunction with the Installation Manual in Appendix C.

4.0 LIFTING AND SHORING

No change.

5.0 LEVELING AND WEIGHING

No change.

6.0 TOWING AND TAXIING

No change.

7.0 PARKING AND MOORING

No change.

8.0 PLACARDS AND MARKINGS

N/A

9.0 SERVICE INFORMATION

Trouble Shooting guide - Reference Appendix A, Figures A-1 and A-2.

10.0 AIRWORTHINESS LIMITATIONS

The information contained herein supplements the basic Maintenance Manuals only in those areas listed, when the aircraft is modified in accordance with Aircraft Structures International Corp. Master Data List ASIC208-6000-01MDL Rev. D or later FAA approved revision. For limitations and procedures not contained in this supplement, consult the basic Maintenance Manuals.

The Airworthiness Limitations section is FAA approved and specifies maintenance required under Sec. 43.16 and 91.403 of the Federal Aviation Regulations unless an alternative program has been FAA approved.

AIRWORTHINESS LIMITATIONS - LOG OF REVISIONS			
REV.	**EFFECTED PAGE (s)**	**DESCRIPTION of REVISION**	**DATE**
(A)	All	Initial Release	11/30/2010

AIRWORTHINESS LIMITATIONS

There are no Airworthiness Limitations associated with this installation.

Distribution:
Per the requirement of 14 CFR Part 23.1529, the changes made to the ICA by the applicant will be distributed via mail by means of paper copy.

APPENDIX A - TROUBLE SHOOTING

Reference the wiring diagrams, installation drawings listed in section 1.0 and Appendix B and the troubleshooting procedures section of the ASIC208SBFS Installation Manual in Appendix C for troubleshooting assistance.

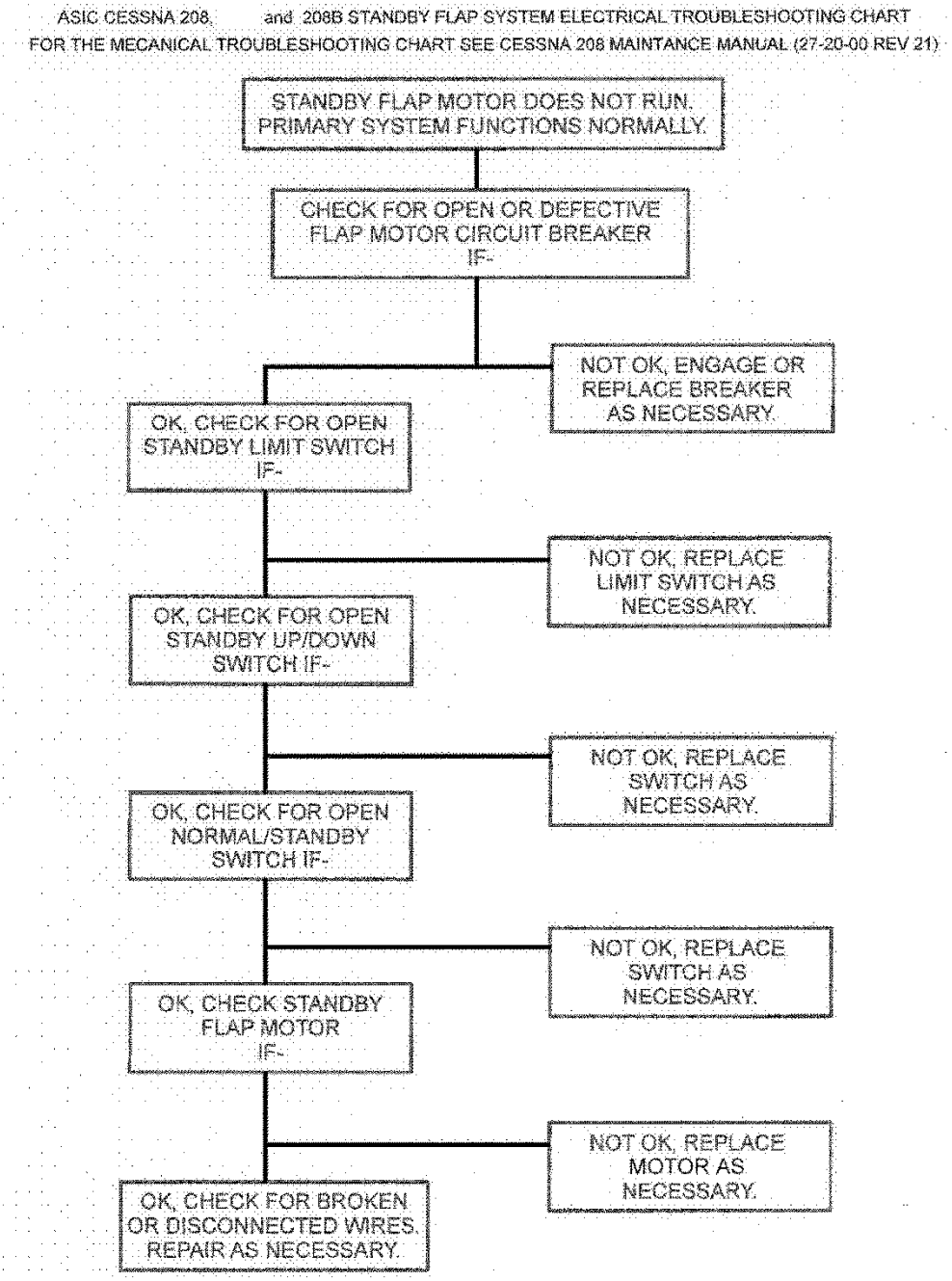


Figure A-1

APPENDIX A - TROUBLE SHOOTING (Cont.)

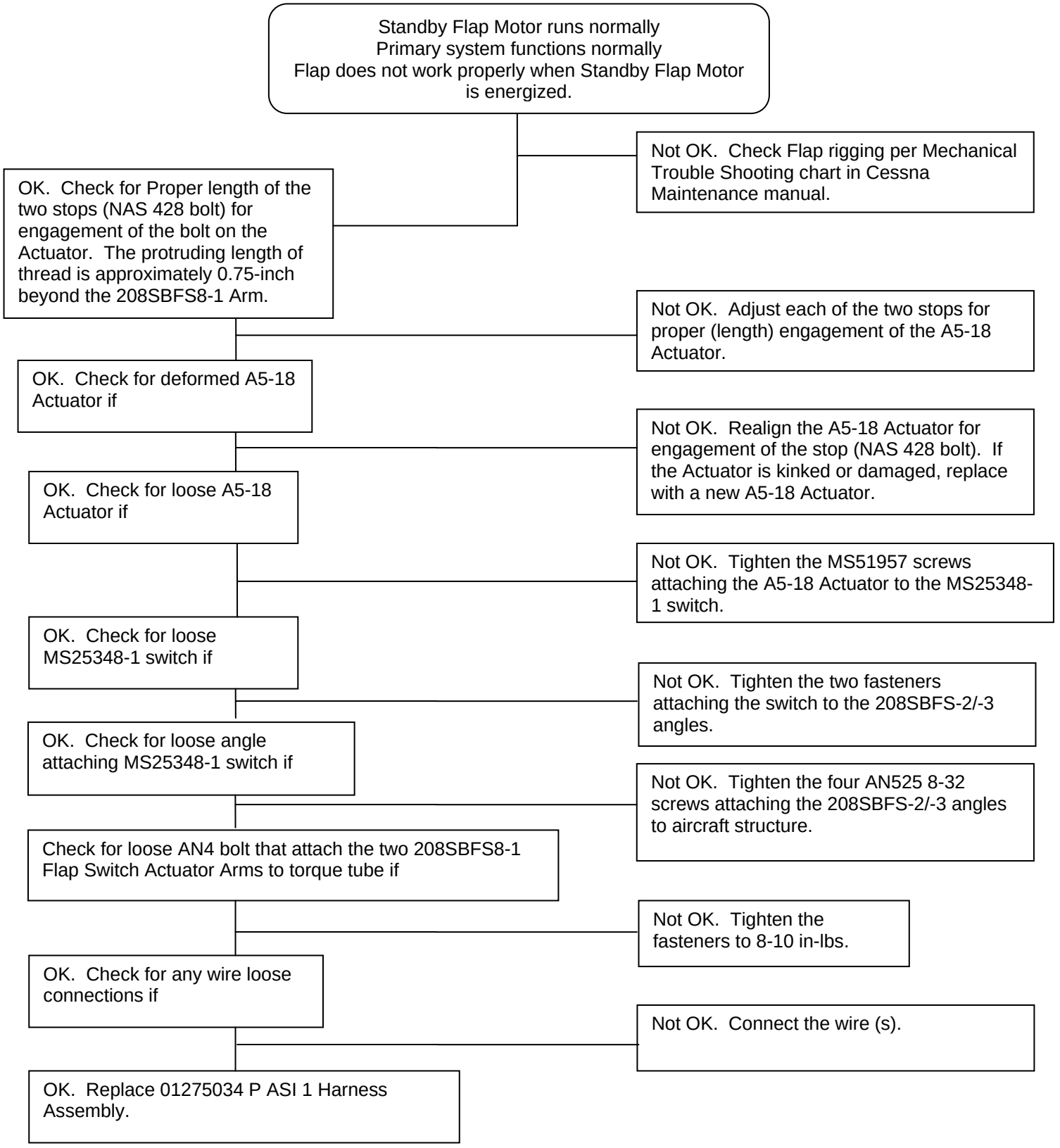


Figure A-2

APPENDIX B - INSTALLATION FIGURES

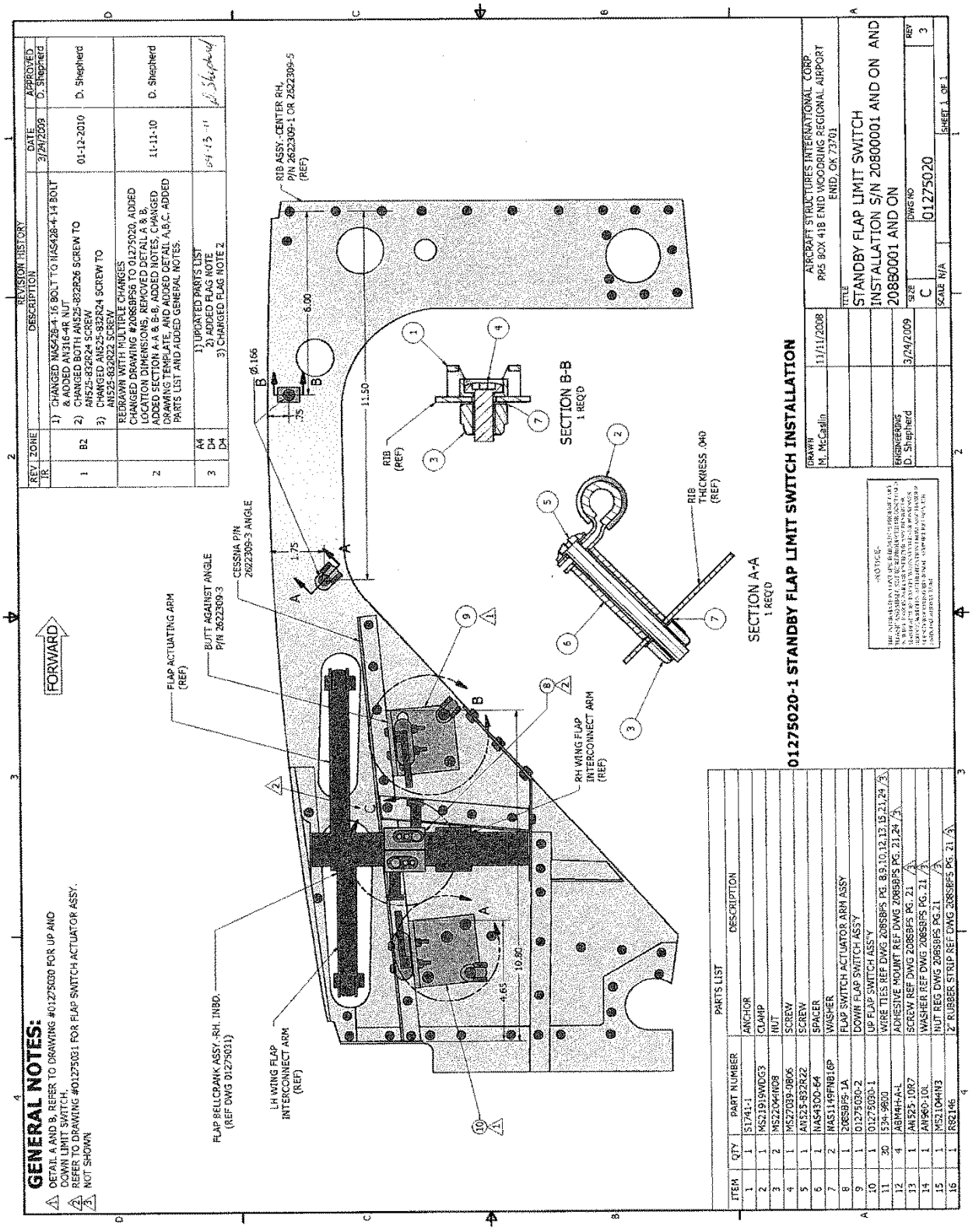


Figure B-1

Appendix B (Cont.)

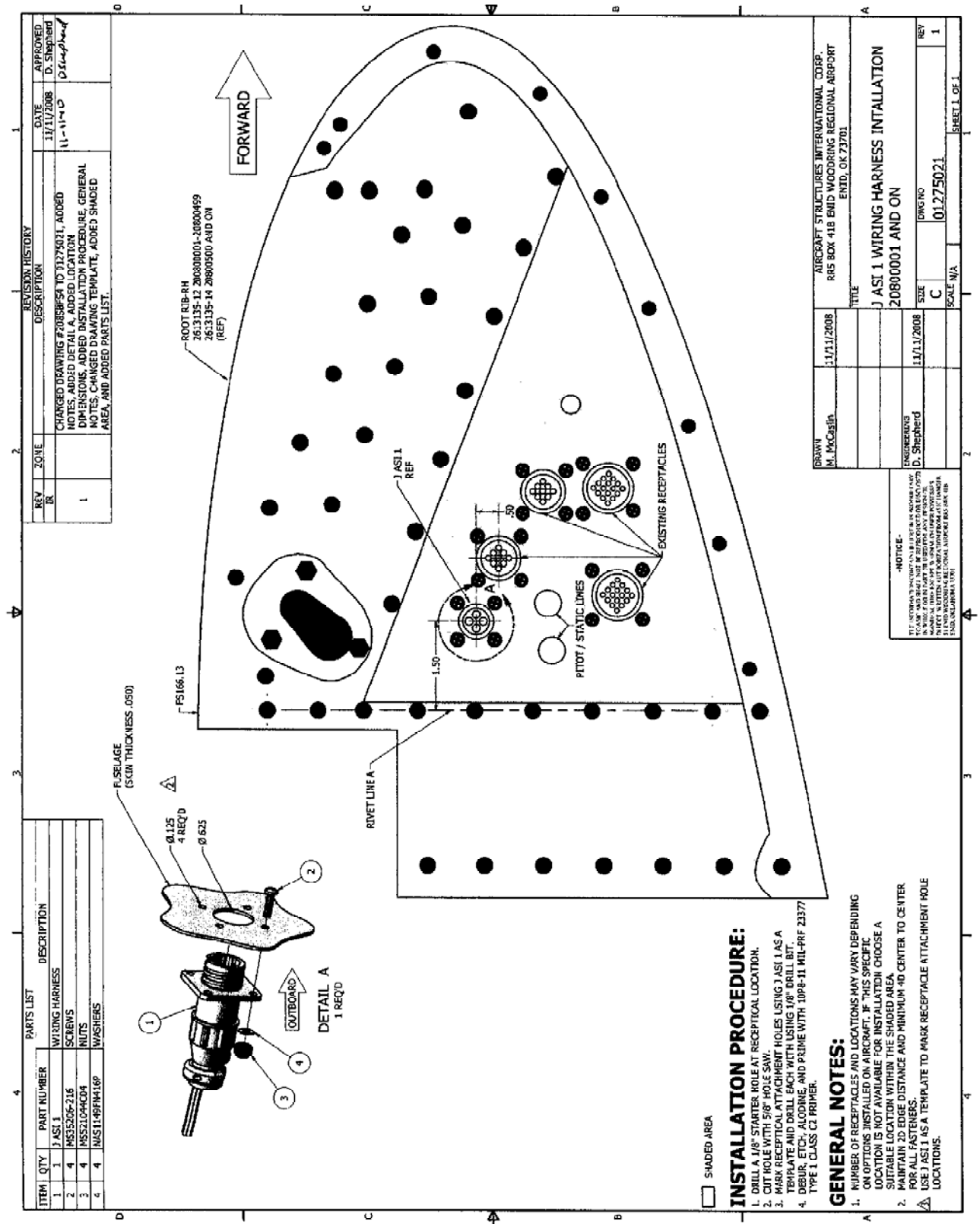


Figure B-2

Appendix B (Cont.)

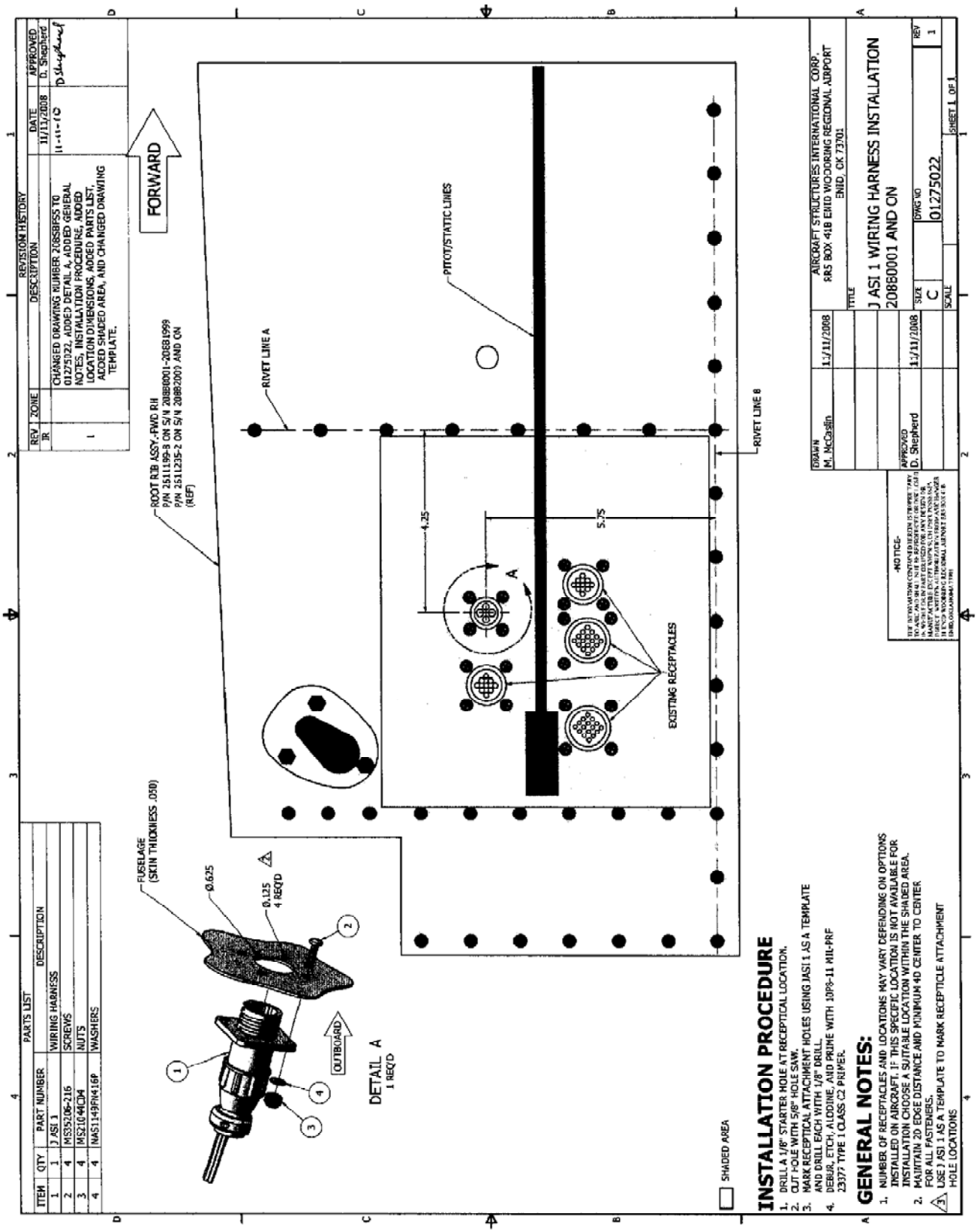
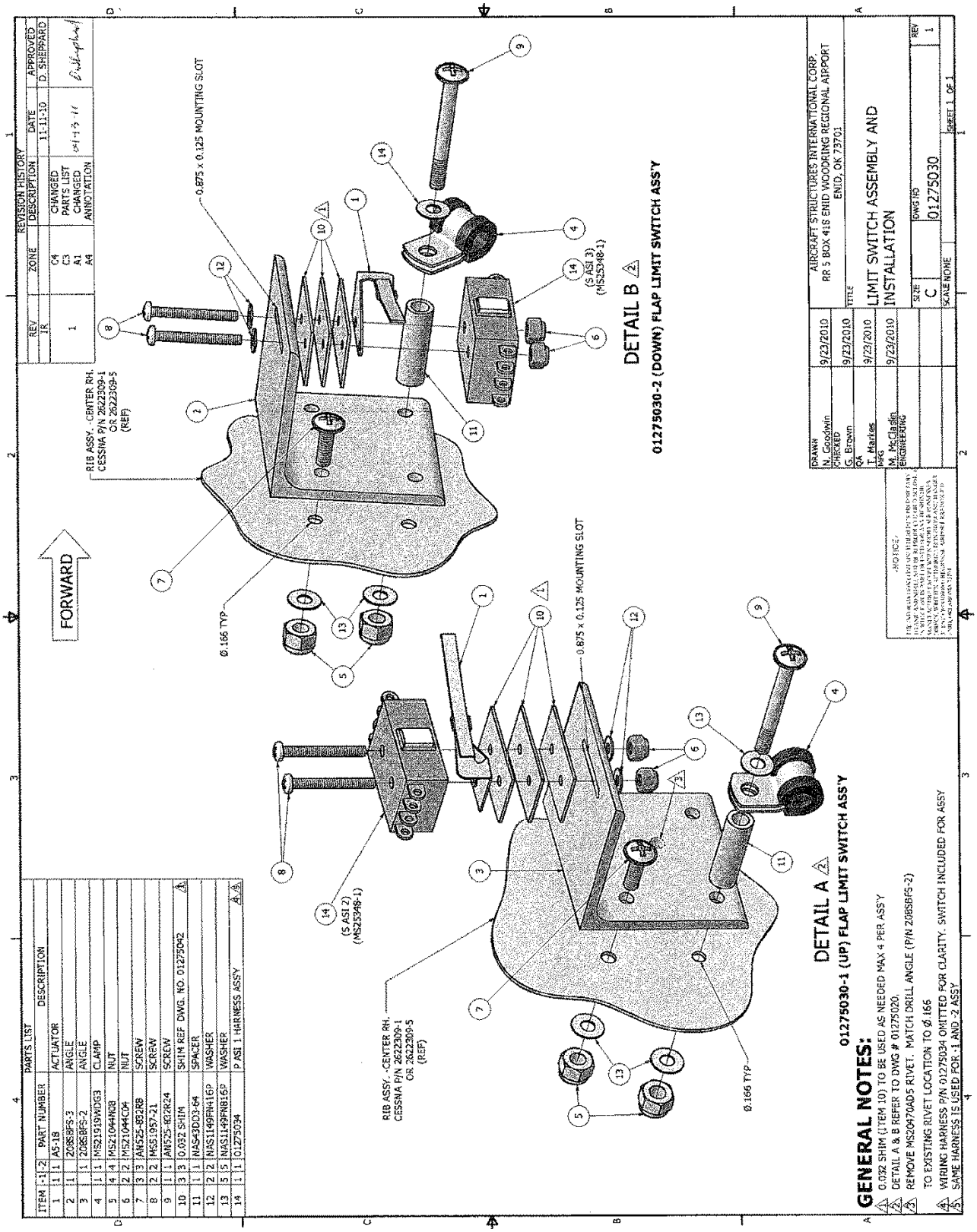


Figure B-3

Appendix B (Cont.)



ITEM	-1	-2	PART NUMBER	DESCRIPTION	
1	1	1	A5-1B	ACTUATOR	
2	1		2086BFS-3	ANGLE	
3		1	2086BFS-2	ANGLE	
4	1	1	MS21919WDG3	CLAMP	
5	4	4	MS21044N08	NUT	
6	2	2	MS21044C04	NUT	
7	3	3	AN525-832R8	SCREW	
8	2	2	MS51957-21	SCREW	
9	1	1	AN525-832R24	SCREW	
10	3	3	0.032 SHIM	SHIM REF DWG. NO. 01275042	
11	1	1	NAS43DD3-64	SPACER	
12	2	2	NAS1149FN416P	WASHER	
13	5	5	NAS1149FN816P	WASHER	
14	1	1	01275034	P ASI 1 HARNESS ASSY	

REV	ZONE	DESCRIPTION	DATE	APPROVED
IR			11-11-10	D. SHEPPARD
1	C4 C3 A1 A4	CHANGED PARTS LIST CHANGED ANNOTATION	9-13-11	

DRAWN	N. Goodwin	9/23/2010
CHECKED	G. Brown	9/23/2010
QA	T. Marles	9/23/2010
MFG	M. McClain	9/23/2010
ENGINEERING		

SIZE C | DWG NO 01275030 | REV 1 | SCALE NONE | SHEET 1 OF 1

Figure B-4

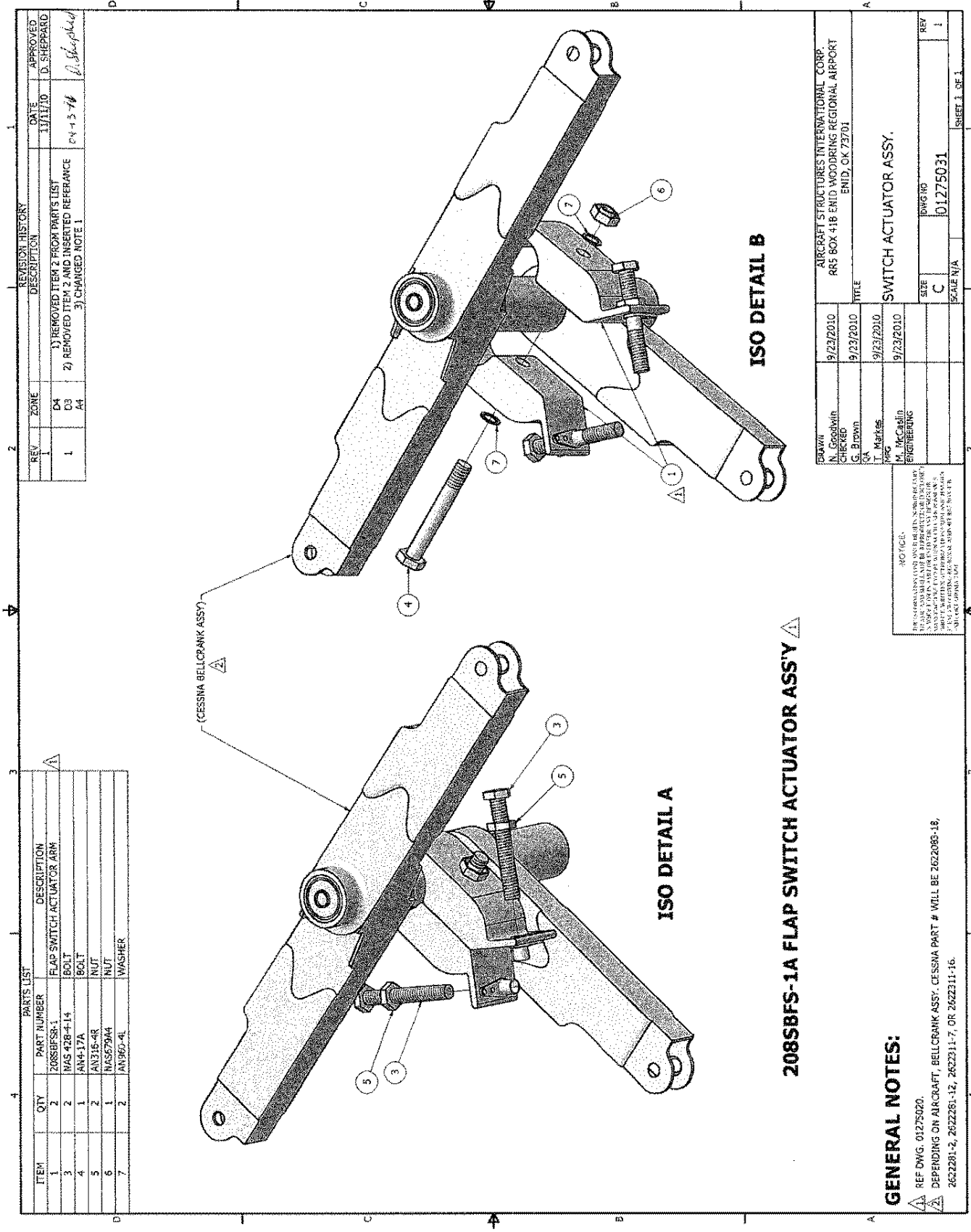

REVISION HISTORY
REV | ZONE | DESCRIPTION | DATE | APPROVED
1 | D4 D3 A4 | 1) REMOVED ITEM 2 FROM PARTS LIST 2) REMOVED ITEM 2 AND INSERTED REPERANCE 3) CHANGED NOTE 1 | 11/11/10 | D. SHEPPARD
PARTS LIST
ITEM | QTY | PART NUMBER | DESCRIPTION
1 | 2 | 208SBFS-1 | FLAP SWITCH ACTUATOR ARM
3 | 2 | MAS 428-4-14 | BOLT
4 | 1 | AN4-17A | BOLT
5 | 2 | AN315-4R | NUT
6 | 1 | NAS6794A4 | NUT
7 | 2 | AN960-4L | WASHER
(CESSNA BELLCRANK ASSY)
ISO DETAIL A
ISO DETAIL B
208SBFS-1A FLAP SWITCH ACTUATOR ASS'Y
GENERAL NOTES:
REF DWG. 01275020.
DEPENDING ON AIRCRAFT, BELLCRANK ASSY. CESSNA PART # WILL BE 2622083-18, 2622281-2, 2622281-12, 2622311-7, OR 2622311-16.
AIRCRAFT STRUCTURES INTERNATIONAL CORP.
RR5 BOX 41B ENID WOODRING REGIONAL AIRPORT
ENID, OK 73701
TITLE
SWITCH ACTUATOR ASSY.
SIZE C
DWG NO 01275031
REV 1
SCALE N/A
SHEET 1 OF 1
DRAWN N. Goodwin 9/23/2010
CHECKED G. Brown 9/23/2010
QA T. Markes 9/23/2010
MFG M. McCaslin 9/23/2010
ENGINEERING

Figure B-5

APPENDIX C - INSTALLATION MANUAL

AIRCRAFT STRUCTURES INTERNATIONAL CORP.

DRAWING NO. 208SBFS
REVISION 3
REVISION DATE: MARCH 31, 2011

INSTALLATION MANUAL
MODIFICATION TO STANDBY FLAP SYSTEM
FOR
CESSNA 208 AND 208B

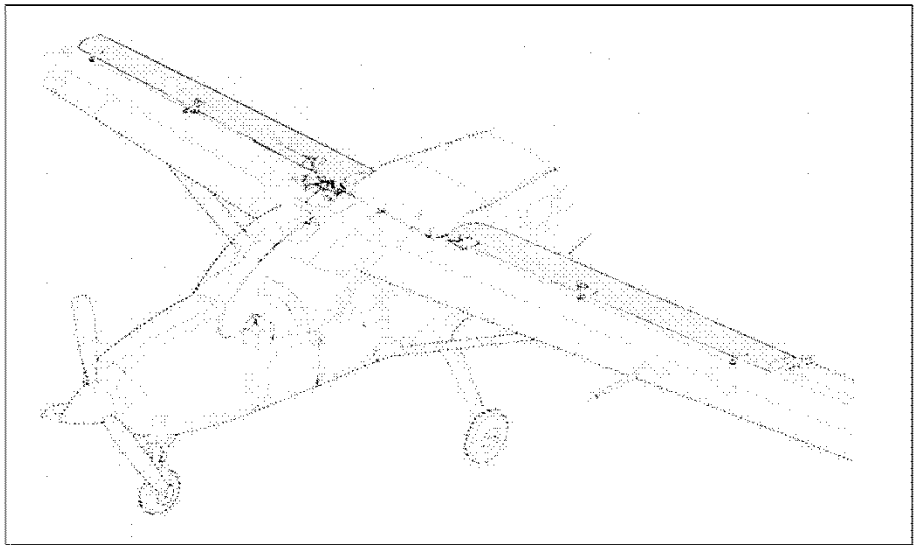


Figure C-1

Appendix C (Cont.)

AIRCRAFT STRUCTURES INTERNATIONAL CORP.

TITLE: INSTALLATION MANUAL MODIFICATION TO STANDBY FLAP SYSTEM FOR CESSNA 208 AND 208B

LOG OF REVISIONS

DATE	REV.	DESCRIPTION	PAGES	APPROVED BY
Sep-10-2009 / IR	IR	Initial Issue	ALL	ASIC
Jan-12-2010/ Rev. 1	Rev. 1	Addition of Log of Revisions	2	ASIC
	Rev. 1	Addition of Log of Revisions	3	
	Rev. 1	Added Proceed to Section 5.3	7	
	Rev. 1	Added "Go to Step 10"	16	
	Rev. 1	Added step 10	17	
	Rev. 1	Change page # from 21 to 22	17	
	Rev. 1	Change page # from 23 to 24	18	
	Rev. 1	Update Standby Flap System Parts List to show latest revision	30	
Nov-11-2010 Rev. 2	Rev. 2	Remove all references to Cessna 208A.	1,A1	D. Shepherd
	Rev. 2	Removed Step 14. Add Appendix A, B, C, D.	27,28,29,30	
	Rev. 2	Re-worded paragraph for clarity.	All	
	Rev. 2	Added Section 4.1 and Section 5.1, instructions for location and installing J ASI 1 Plug.	7,12	
	Rev. 2	Changed the sequential step numbers to sections 1.0 thru Sections 8.0	All	
	Rev. 2	Added "Confirm flap area is clear"	B1,C1	
	Rev. 2	Removed parts list.	31	
	Rev. 2	P/N MS21044C04. Corrected Quantity from 12 to 8.	31	
	Rev. 2	Drawing # 208SBFS1-1 changed to 01275050	7,8	
	Rev. 2	Drawing # 208SBFS1-2 changed to 01275051	7,9	
	Rev. 2	Drawing # 208SBFS2-1 changed to 01275052	7,10	
	Rev. 2	Drawing # 208SBFS2-2 changed to 01275053	7,15	
	Rev. 2	Drawing # 208SBFS3-1 changed to 01275054	7,12	
	Rev. 2	Drawing # 208SBFS3-2 changed to 01275055	7,13	
	Rev. 2	Drawing # 208SBFS4 changed to 01275021	7,8,9,10	
	Rev. 2	Drawing # 208SBFS5 changed to 01275022	7,12,13,15	
	Rev. 2	Drawing # 208SBFS6 changed to 01275020	17,18,20,21,23	
	Rev. 2	Drawing # 208SBFS7 changed to 01275043	7,8,9,11,12,14,15	
	Rev. 2	Added Drawing # 01275030 "Limit Switch Assy." to Installation Manual	20,21,22,23,24	
	Rev. 2	Added Drawing # 01275031 "Switch Actuator Assy." to Installation Manual	19,20	
	Rev. 2	Update Title Page, Revision Page, Table of Contents/Format Pages	All	
Mar-31-2011 Rev. 3	Rev. 3	Changed "harness (J ASI 1)" to read " harness (P/N 01275033) (J ASI 1)"	8,9,10,12,13,15	D. Shepherd
Mar-31-2011 Rev. 3	Rev. 3	Changed P/N 354-9800 to P/N 534-9800	8	
Mar-31-2011 Rev. 3	Rev. 3	Changed P/N 208SBFS-1 to P/N 208SBFS8-1	19	
Mar-31-2011 Rev. 3	Rev. 3	Changed P/N NAS21044N08 to P/N MS21044N08	21,23	

Figure C-2

Appendix C (Cont.)

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Figure C-3

Appendix C (Cont.)

AIRCRAFT STRUCTURES INTERNATIONAL CORP.

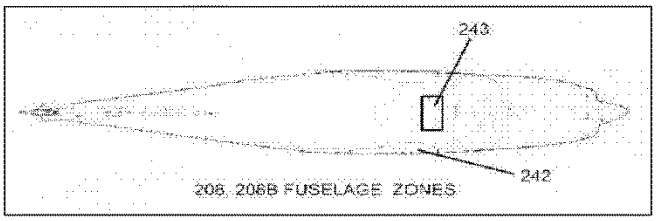
READ ENTIRE INSTRUCTION MANUAL BEFORE INSTALLATION.

1.0 DESCRIPTION - ASIC MODIFICATION TO STANDBY FLAP SYSTEM

The flap system is equipped with a standby motor that may be utilized in the event of primary system failure. The standby system is controlled by two toggle switches mounted in the overhead console. Before using the standby UP/DOWN switch, the NORMAL/STBY selector switch must be positioned to STBY. The standby system bypasses the limit function of the primary flap switch actuator, and uses two limit switches mounted on the root rib of the R/H wing.
This installation manual is to install the electrical components and rigging requirements to supplement the ASIC Top Drawing # 01275020 Standby Flap Limit Switch Installation.

2.0 INTERIOR AND WING PANEL REMOVAL

Disconnect power from battery. Remove cockpit overhead interior as needed to gain access to the wiring on the back side of the Primary/Standby and Manual Flap Switches at Zone 243 in the overhead console panel (Figures 1, 2 and 3).



(Figure 1)

(Figure 2)

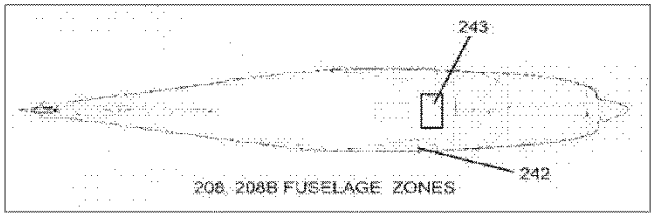
Figure C-4

Appendix C (Cont.)

AIRCRAFT STRUCTURES INTERNATIONAL CORP.

(Figure 3)

Remove interior as needed to gain access to the upper right side of the aircraft cockpit at Zone 242 (Figures 4, 5 and 6), above the co-pilot door.



(Figure 4)

(Figure 5)-208

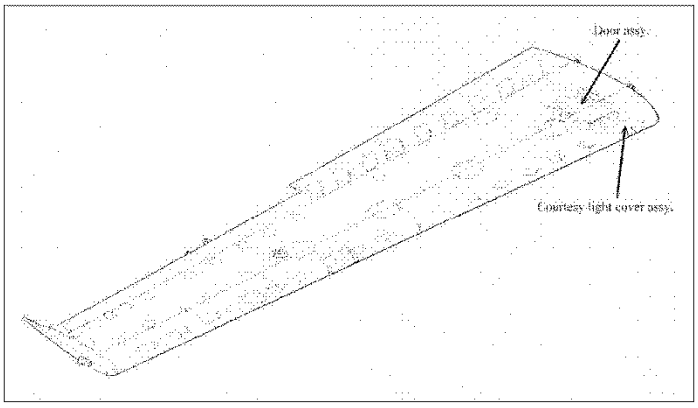
Figure C-5

Appendix C (Cont.)

AIRCRAFT STRUCTURES INTERNATIONAL CORP.

(Figure 6)-208B

Remove the right hand lower wing root door assembly, and the courtesy light cover, panel. (Figure 7). It is not necessary to remove the wing root fairing unless desired.



(Figure 7)

Figure C-6

Appendix C (Cont.)

AIRCRAFT STRUCTURES INTERNATIONAL CORP.

CAUTION!!!
The following steps are serial number specific.
Exercise care to use the correct instructions and drawings per aircraft S/N.

3.0 SERIAL NUMBER / DRAWING EFFECTIVITY LIST

S/N 20800001 THRU 20800122 Proceed to Section 4.1, 4.2 and use Drawing #01275050, 01275021, and 01275043

S/N 20800123 THRU 20800499 Proceed to Section 4.1, 4.3 and use Drawing # 01275051, 01275021 and 01275043

S/N 20800500 AND ON Proceed to Section 4.1, 4.4, and use Drawing # 01275052, 01275021 and 01275043

S/N 208B0001 THRU 208B0089 Proceed to Section 5.1, 5.2 and use Drawing # 01275054, 01275022 and 01275043

S/N 208B0090 THRU 208B1999 Proceed to Section 5.1, 5.3 and use Drawing # 01275055, 01275022 and 01275043

S/N 208B2000 AND ON Proceed to Section 5.1, 5.4 and use Drawing # 01275053, 01275022 and 01275043

4.0 CESSNA 208 FUSELAGE WIRING INSTALLATION

4.1 S/N 20800001 AND ON

Reference ASIC Drawing # **01275021.** Measure up from the center of the uppermost existing receptacle, ½ inch. Using a felt tipped pin, Mark a horizontal line aft towards Rivet Line "A". Measure Forward of the center of Rivet Line "A", 1 and 1/2 inches and mark an intersecting line. This is the location for the (J ASI 1) Receptacle. Drill a 1/8 inch starter hole here for the hole saw. Using a 5/8 inch hole saw, cut the hole for the (J ASI 1) receptacle. Using the (J ASI 1) receptacle for a template, mark the location of the four receptacle attachment screw holes. Drill a 1/8 inch hole at these four locations. Remove any debris left by vacuuming. De-burr, etch, alodine and prime per drawing.

See Note on Drawing # **01275021**: NUMBER OF RECEPTACLES AND LOCATIONS MAY VARY, DEPENDING ON OPTIONS INSTALLED ON THE AIRCRAFT. IF THIS SPECIFIC LOCATION IS NOT AVAILABLE FOR INSTALLATION, CHOOSE ANOTHER SUITABLE LOCATION WITHIN THE SHADED AREA.

Figure C-7

Appendix C (Cont.)

AIRCRAFT STRUCTURES INTERNATIONAL CORP.

4.2 S/N 20800001 THRU 20800122

Install the supplied wiring harness (P/N 01275033) (J ASI 1) receptacle into the aircraft with four screws, washers and nuts, per ASIC drawing # **01275021**.

Route wiring harness (P/N 01275033) (J ASI 1) to the overhead console panel, following existing wire bundle. Secure with P/N 534-9800 wire ties as required.

Use ASIC Drawing # **01275050** and Cessna wiring diagram (27-50-01 Figure 01 Rev. 5) or later for the following wiring instructions.

Remove the Manual Switch (S211) and Primary/Standby Switch (S210) from the overhead console panel to ease installation of wires.

Remove wire (CC 65) from the Manual Switch (S211) and install it on the Primary/Standby Switch (S210) center post (C2).

Remove the ground wire (CC 66) and motor wires (CC 67) and (CC 68) from the Manual Switch (S211).

The Manual Switch (S211) (P/N MS35059-27) will be replaced with switch (S ASI 1) (P/N MS27406-3-A). Note that the switch key is facing aft and milled area faces toward the Primary/Standby Switch (S210) (P/N MS25068-23).
(Reference ASIC Drawing # **01275043** for terminal numbers and milled area.)

Connect one end of wire (CC ASI 1) to post (C1) on the Primary/Standby Switch (S210).

Connect the opposite end of wire (CC ASI 1) with one end of wire (CC ASI 2) to post (9) on the Manual Switch (S ASI 1).

Connect the opposite end of wire (CC ASI 2) to post (10) on the Manual Switch (S ASI 1).

Connect one end of wire (CC ASI 3) to post (8) on Manual Switch (S ASI 1).

Connect the opposite end of wire (CC ASI 3) with wire (CC ASI 4) to post (11) on the Manual Switch (S ASI 1).

Connect wire (CC ASI 9) to post (6) on Manual Switch (S ASI 1).

Connect wire (CC ASI 10) to post (1) on Manual Switch (S ASI 1).

Connect one end of wire (CC ASI 11) to post (4) on Manual Switch (S ASI 1).

Connect the opposite end of wire (CC ASI 11) to the center post (B2) on Primary/Standby Switch (S210).

Connect one end of wire (CC ASI 12) to post (3) on Manual Switch (S ASI 1).

Figure C-8

Appendix C (Cont.)

AIRCRAFT STRUCTURES INTERNATIONAL CORP.

Connect the opposite end of wire (CC ASI 12) with one end of wire (CC 66) to post (B1) on Primary/Standby Switch (S210).

Connect wire (CC67) to post (5) on Manual Switch (S ASI 1).

Connect wire (CC68) to post (2) on Manual Switch (S ASI 1).

Install the Manual Switch (S ASI 1) (P/N MS27406-3-A) on the aircraft left side and Primary/Standby Switch (S210) (P/N MS25068-23) on the aircraft right side of the overhead console panel. Note that the switch keys are facing aft. Proceed to Section 6.0.

4.3 S/N 20800123 THRU 20800499

Install the supplied wiring harness (P/N 01275033) (J ASI 1) receptacle into the aircraft with four screws, washers and nuts per ASIC drawing # **01275021**.

Route wiring harness (P/N 01275033) (J ASI 1) to the overhead console panel, following existing wire bundle, and secure with P/N 534-9800 wire ties as required.

Reference ASIC drawing # **01275051** and Cessna wiring diagram (27-50-01 Figure 01 Rev. 5) or later for the following wiring instructions.

Remove the Manual Switch (S211) and Primary/Standby Switch (S210) from the overhead console panel to ease installation of wires.

Remove wire (CC 81) from the Manual Switch (S211) and install it on the Primary/Standby Switch (S210) center post (C2).

Remove the ground wire (CC 66) and motor wires (CC 67) and (CC 68) from the Manual Switch (S211).

The Manual Switch (S211) (P/N MS35059-27) will be replaced with switch (S ASI 1) (P/N MS27406-3-A). Note that the switch key is facing aft and milled area faces toward the Primary/Standby Switch (S210) (P/N MS25068-23).
(Reference ASIC drawing #: **01275043** for terminal numbers and milled area)

Connect one end of wire (CC ASI 1) to post (C1) on the Primary/Standby Switch (S210).

Connect the opposite end of wire (CC ASI 1) with one end of wire (CC ASI 2) to post (9) on the Manual Switch (S ASI 1).

Connect the opposite end of wire (CC ASI 2) to post (10) on the Manual Switch (S ASI 1).

Connect one end of wire (CC ASI 3) to post (8) on Manual Switch (S ASI 1).

Connect the opposite end of wire (CC ASI 3) with wire (CC ASI 4) to post (11) on the Manual Switch (S ASI 1).

Figure C-9

Appendix C (Cont.)

AIRCRAFT STRUCTURES INTERNATIONAL CORP.

Connect wire (CC ASI 9) to post (6) on Manual Switch (S ASI 1).

Connect wire (CC ASI 10) to post (1) on Manual Switch (S ASI 1).

Connect one end of wire (CC ASI 11) to post (4) on Manual Switch (S ASI 1).

Connect the opposite end of wire (CC ASI 11) to the center post (B2) on Primary/Standby Switch (S210).

Connect one end of wire (CC ASI 12) to post (3) on Manual Switch (S ASI 1).

Connect the opposite end of wire (CC ASI 12) with one end of wire (CC 66) to post (B1) on Primary/Standby Switch (S210).

Connect wire (CC67) to post (5) on Manual Switch (S ASI 1).

Connect wire (CC68) to post (2) on Manual Switch (S ASI 1).

Install the Manual Switch (S ASI 1) (P/N MS27406-3-A) on the aircraft left side and Primary/Standby Switch (S210) (P/N MS25068-23) on the aircraft right side of the overhead console panel. Note that the switch keys are facing aft.

Proceed to Section 6.0.

4.4 S/N 20800500 AND ON

Install the supplied wiring harness (P/N 01275033) (J ASI 1) receptacle into the aircraft with four screws, washers and nuts per drawing # **01275021**.

Route wiring harness (P/N 01275033) (J ASI 1) following existing wire bundle, to the overhead console panel. Secure with P/N 534-9800 wire ties as required.

Reference ASIC drawing # **01275052** and Cessna wiring diagram (27-50-02 Figure 01 Rev. 8) or later for the following wiring instructions.

Remove the Manual Switch (SF009) and Primary/Standby Switch (SF008) from the overhead console panel to ease installation of wires.

Remove wire from post (A3) on the Manual Switch (SF009) and install it on the Primary/Standby Switch (SF008) center post (C2).

Remove the ground wire and from post (A1) on the Manual Switch (SF009) for use in future sections.

Remove the wire from the Manual Switch (SF009) on post (B2) and mark it (post 5) for later use.

Figure C-10

Appendix C (Cont.)

AIRCRAFT STRUCTURES INTERNATIONAL CORP.

Remove the wire from the Manual Switch (SF009) on post (A2) and mark it (post 2) for later use.

The Manual Switch (SF009) (P/N MS25068-23) will be replaced with switch (S ASI 1) (P/N MS27406-3-A). Note that the switch key is facing aft and milled area faces toward the Primary/Standby Switch (SF008) (P/N MS25068-23).
(Reference ASIC drawing # **01275043** for terminal numbers and milled area)

Connect one end of wire (CC ASI 1) to post (C1) on the Primary/Standby Switch (SF008).

Connect the opposite end of wire (CC ASI 1) with one end of wire (CC ASI 2) to post (9) on the Manual Switch (S ASI 1).

Connect the opposite end of wire (CC ASI 2) to post (10) on the Manual Switch (S ASI 1).

Connect one end of wire (CC ASI 3) to post (8) on Manual Switch (S ASI 1).

Connect the opposite end of wire (CC ASI 3) with wire (CC ASI 4) to post (11) on the Manual Switch (S ASI 1).

Connect wire (CC ASI 9) to post (6) on Manual Switch (S ASI 1).

Connect wire (CC ASI 10) to post (1) on Manual Switch (S ASI 1).

Connect one end of wire (CC ASI 11) to post (4) on Manual Switch (S ASI 1).

Connect the opposite end of wire (CC ASI 11) to the center post (B2) on Primary/Standby Switch (SF008).

Connect one end of wire (CC ASI 12) to post (3) on Manual Switch (S ASI 1).

Connect the opposite end of wire (CC ASI 12) with one end of the ground wire from (GF0011) to post (B1) on Primary/Standby Switch (SF008).

Connect the wire you marked (post 2) to post (2) on Manual Switch (S ASI 1).

Connect the wire you marked (post 5) to post (5) on Manual Switch (S ASI 1).

Install the Manual Switch (S ASI 1) (P/N MS27406-3-A) on the aircraft left side and Primary/Standby Switch (SF008) (P/N MS25068-23) on the aircraft right side of the overhead console panel. Note that the switch keys are facing aft.

Proceed to Section 6.0.

Figure C-11

Appendix C (Cont.)

AIRCRAFT STRUCTURES INTERNATIONAL CORP.

5.0 CESSNA 208B FUSELAGE WIRING INSTALLATION

5.1 S/N 208B0001 AND ON

Reference ASIC drawing # **01275022.** Measure aft of the center of Rivet Line "A" 4 and ¼ inch. Using a felt tipped pin, draw a line through the general location for the (J ASI 1) Receptacle. Measure up from Rivet Line "B" 5 and 3/4 inches and mark an intersecting line. This is the location for the (J ASI 1) Receptacle. Drill a 1/8 inch starter hole here for the hole saw. Using a 5/8 inch hole saw, cut a hole for the receptacle. Using the (J ASI 1) receptacle for a template, mark the four (J ASI 1) receptacle attachment screw holes. Drill a 1/8 inch hole at these four locations. Remove debris by vacuuming. De-burr, etch, alodine and prime per drawing.

See Note on drawing # **01275022**: NUMBER OF RECEPTACLES AND LOCATIONS MAY VARY, DEPENDING ON OPTIONS INSTALLED ON THE AIRCRAFT. IF THIS SPECIFIC LOCATION IS NOT AVAILABLE FOR INSTALLATION, CHOOSE ANOTHER SUITABLE LOCATION WITHIN THE SHADED AREA.

5.2 S/N 208B0001 THRU 208B0089

Install the supplied wiring harness (P/N 01275033) (J ASI 1) receptacle into the aircraft with four screws, washers and nuts per ASIC drawing # **01275022**.

Route wiring harness (P/N 01275033) (J ASI 1) to the overhead console panel, following existing wire bundle, and secure with P/N 534-9800 wire ties as required.

Remove the Manual Switch (S211) and Primary/Standby Switch (S210) from the overhead console panel to ease installation of wires.

Some early aircraft may be equipped with an alternate Primary/Standby Switch (S210) (P/N S392-3) or (P/N MS35059-23) that must be replaced with (P/N MS25068-23). Install per ASIC drawing # **01275054** and Cessna wiring diagram (27-50-01 Figure 01 Rev. 5) or later.

Reference ASIC drawing # **01275054** and Cessna wiring diagram (27-50-01 Figure 01 Rev. 5) or later for the following wiring instructions.

Remove wire (CC 74) from the Manual Switch (S211) and install it on the Primary/Standby Switch (S210) center post (C2).

Remove the ground wire (CC 66) and motor wires (CC 77) and (CC 78) from the Manual Switch (S211).

The Manual Switch (S211) (P/N MS35059-27) will be replaced with switch (S ASI 1) (P/N MS27406-3-A). Note that the switch key is facing aft and milled area faces toward the Primary/Standby Switch (S210) (P/N MS25068-23).
(Reference ASIC drawing # **01275043** for terminal numbers and milled area)

Connect one end of wire (CC ASI 1) to post (C1) on the Primary/Standby Switch (S210).

Figure C-12

Appendix C (Cont.)

AIRCRAFT STRUCTURES INTERNATIONAL CORP.

Connect the opposite end of wire (CC ASI 1) with one end of wire (CC ASI 2) to post (9) on the Manual Switch (S ASI 1).

Connect the opposite end of wire (CC ASI 2) to post (10) on the Manual Switch (S ASI 1).

Connect one end of wire (CC ASI 3) to post (8) on Manual Switch (S ASI 1).

Connect the opposite end of wire (CC ASI 3) with wire (CC ASI 4) to post (11) on the Manual Switch (S ASI 1).

Connect wire (CC ASI 9) to post (6) on Manual Switch (S ASI 1).

Connect wire (CC ASI 10) to post (1) on Manual Switch (S ASI 1).

Connect one end of wire (CC ASI 11) to post (4) on Manual Switch (S ASI 1).

Connect the opposite end of wire (CC ASI 11) to the center post (B2) on the Primary/Standby Switch (S210).

Connect one end of wire (CC ASI 12) to post (3) on Manual Switch (S ASI 1).

Connect the opposite end of wire (CC ASI 12) with one end of wire (CC 66) to post (B1) on Primary/Standby Switch (S210).

Connect wire (CC77) to post (5) on Manual Switch (S ASI 1).

Connect wire (CC78) to post (2) on Manual Switch (S ASI 1).

Install the Manual Switch (S ASI 1) (P/N MS27406-3-A) on the aircraft left side and Primary/Standby Switch (S210) (P/N MS25068-23) on the aircraft right side of the overhead console panel. Note that the switch keys are facing aft.

Proceed to Section 6.0.

5.3 S/N 208B0090 THRU 208B1999

Install the supplied wiring harness (P/N 01275033) (J ASI 1) receptacle into the aircraft with four screws, washers and nuts per ASIC drawing # **01275022**.

Route wiring harness (P/N 01275033) (J ASI 1) to the overhead console panel, following existing wire bundle, and secure with P/N 534-9800 wire ties as required.

Remove the Manual Switch (S211) and Primary/Standby Switch (S210) from the overhead console panel to ease installation of wires.

Reference ASIC drawing # **01275055** and Cessna wiring diagram (27-50-01 Figure 01 Rev. 5) or later for the following wiring instructions.

Figure C-13

Appendix C (Cont.)

AIRCRAFT STRUCTURES INTERNATIONAL CORP.

Remove wire (CC 74) from the Manual Switch (S211) and install it on the Primary/Standby Switch (S210) center post (C2).

Remove the ground wire (CC 66) and motor wires (CC 77) and (CC 78) from the Manual Switch (S211).

The Manual Switch (S211) (P/N MS35059-27) will be replaced with switch (S ASI 1) (P/N MS27406-3-A). Note that the switch key is facing aft and milled area faces toward the Primary/Standby Switch (S210) (P/N MS25068-23).
(Reference ASIC drawing # **01275043** for terminal numbers and milled area .)

Connect one end of wire (CC ASI 1) to post (C1) on the Primary/Standby Switch (S210).

Connect the opposite end of wire (CC ASI 1) with one end of wire (CC ASI 2) to post (9) on the Manual Switch (S ASI 1).

Connect the opposite end of wire (CC ASI 2) to post (10) on the Manual Switch (S ASI 1).

Connect one end of wire (CC ASI 3) to post (8) on Manual Switch (S ASI 1).

Connect the opposite end of wire (CC ASI 3) with wire (CC ASI 4) to post (11) on the Manual Switch (S ASI 1).

Connect wire (CC ASI 9) to post (6) on Manual Switch (S ASI 1).

Connect wire (CC ASI 10) to post (1) on Manual Switch (S ASI 1).

Connect one end of wire (CC ASI 11) to post (4) on Manual Switch (S ASI 1).

Connect the opposite end of wire (CC ASI 11) to the center post (B2) on the Primary/Standby Switch (S210).

Connect one end of wire (CC ASI 12) to post (3) on Manual Switch (S ASI 1).

Connect the opposite end of wire (CC ASI 12) with one end of wire (CC 66) to post (B1) on Primary/Standby Switch (S210).

Connect wire (CC77) to post (5) on Manual Switch (S ASI 1).

Connect wire (CC78) to post (2) on Manual Switch (S ASI 1).

Install the Manual Switch (S ASI 1) (P/N MS27406-3-A) on the aircraft left side and Primary/Standby Switch (S210) (P/N MS25068-23) on the aircraft right side of the overhead console panel. Note that the switch keys are facing aft.

Proceed to Section 6.0.

Figure C-14

Appendix C (Cont.)

AIRCRAFT STRUCTURES INTERNATIONAL CORP.

5.4 S/N 208B2000 AND ON

Install the supplied wiring harness (P/N 01275033) (J ASI 1) receptacle into the aircraft fuselage with four screws, washers and nuts per ASIC drawing # **01275022**.

Route wiring harness (P/N 01275033) (J ASI 1) to the overhead console panel, following existing wire bundles, and secure with P/N 534-9800 wire ties as required.

Remove the Manual Switch (SF009) and Primary/Standby Switch (SF008) from the overhead console panel to ease installation of wires.

Reference ASIC drawing # **01275053** and Cessna wiring diagram (27-50-02 Figure 01 Rev. 8) or later for the following wiring instructions.

Remove wire from post (A3) on the Manual Switch (SF009) and install it on the Primary/Standby Switch (SF008) center post (C2).

Remove the ground wire from post (A1) on the Manual Switch (SF009) for use in future steps.

Remove the wire from the Manual Switch (SF009) on post (A2) and mark it (post 5) for later use.

Remove the wire from the Manual Switch (SF009) on post (B2) and mark it (post 2) for later use.

The Manual Switch (SF009) (P/N MS25098-23) will be replaced with switch (S ASI 1) (P/N MS27406-3-A). Note that the switch key is facing aft and milled area faces toward the Primary/Standby Switch (SF008) (P/N MS25068-23).
(Reference ASIC drawing # **01275043** for terminal numbers and milled area .)

Connect one end of wire (CC ASI 1) to post (C1) on the Primary/Standby Switch (SF008).

Connect the opposite end of wire (CC ASI 1) with one end of wire (CC ASI 2) to post (9) on the Manual Switch (S ASI 1).

Connect the opposite end of wire (CC ASI 2) to post (10) on the Manual Switch (S ASI 1).

Connect one end of wire (CC ASI 3) to post (8) on Manual Switch (S ASI 1).

Connect the opposite end of wire (CC ASI 3) with wire (CC ASI 4) to post (11) on the Manual Switch (S ASI 1).

Connect wire (CC ASI 9) to post (6) on Manual Switch (S ASI 1).

Connect wire (CC ASI 10) to post (1) on Manual Switch (S ASI 1).

Connect one end of wire (CC ASI 11) to post (4) on Manual Switch (S ASI 1).

Figure C-15

Appendix C (Cont.)

Connect the opposite end of wire (CC ASI 11) to the center post (B2) on Primary/Standby Switch (SF008).

Connect one end of wire (CC ASI 12) to post (3) on Manual Switch (S ASI 1).

Connect the opposite end of wire (CC ASI 12) with one end of the ground wire from (GF0011) to post (B1) on Primary/Standby Switch (SF008).

Connect the wire you marked (post 2) to post (2) on Manual Switch (S ASI 1).

Connect the wire you marked (post 5) to post (5) on Manual Switch (S ASI 1).

Install the Manual Switch (S ASI 1) (P/N MS27406-3-A) on the aircraft left side and Primary/Standby Switch (SF008) (P/N MS25068-23) on the aircraft right side of the overhead console panel. Note that the switch keys are facing aft.

Proceed to Section 6.0.

6.0 PRIMARY FLAP SYSTEM OPERATIONAL CHECK

S/N 20800001 AND ON
S/N 208B0001 AND ON

NOTE: The Standby Flap System will not work at this point.

Re-install the overhead console panel, re-connect battery and test the Primary Flap System for normal operation per Cessna Maintenance Manual (27-50-02, 3, Operational Check) or later.

Proceed to Section 7.0.

Figure C-16

Appendix C (Cont.)

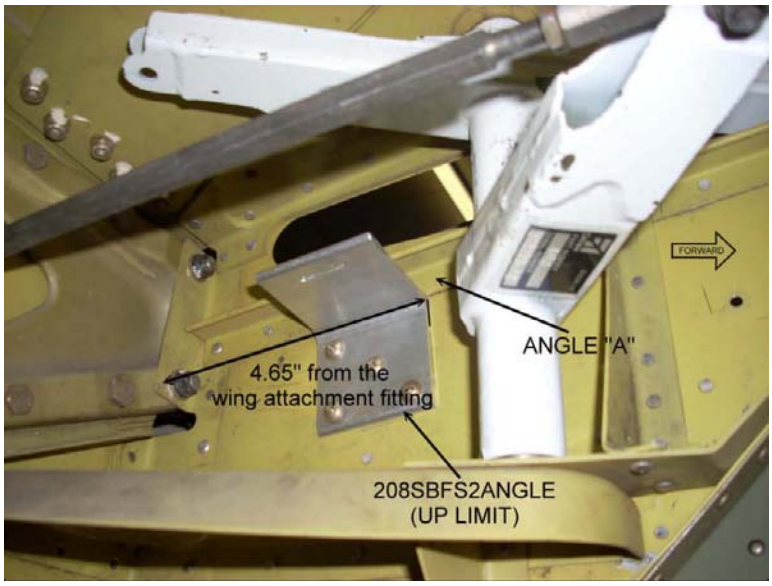
AIRCRAFT STRUCTURES INTERNATIONAL CORP.

7.0 WING PARTS, WIRING INSTALLATION AND PRE RIGGING

S/N 20800001 AND ON
S/N 208B0001 AND ON

The following instructions will be used to install the supplied parts for the RH wing of the aircraft per ASIC drawing # **01275020.**

Using the Primary Flap System, place the flaps at 20 degrees down.



(Figure 8)

Using a felt tipped marker, make a mark 4.65 in. forward on the wing root rib, from the wing attachment fitting, parallel with angle "A", Figure 8. This mark is where the forward edge of angle P/N 208SBFS-2 is located, as shown in Figure 8 and drawing # **01275020** detail A.

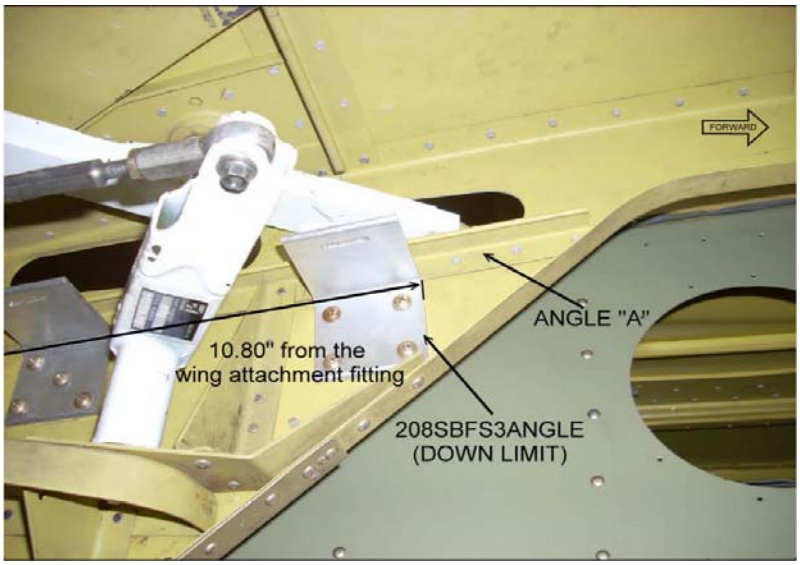
NOTE: One rivet will need to be removed in order to install angle P/N 208SBFS-2 flush against the rib assembly, see drawing # **01275020** for rivet location. This rivet will be replaced with an AN525-832R8 screw after back drilling through angle P/N 208SBFS-2, through the rivet hole in the rib, as described below.

Reference ASIC drawing # **01275020** and Figure 8. Butt angle P/N 208SBFS-2 against the bottom edge of angle (A), with the forward edge of angle P/N 208SBFS-2 even with the 4.65 in. mark. Using a #19 drill bit, drill and clean the existing holes that are in angle P/N 208SBFS-2. Back drill through angle P/N 208SBFS-2, through the hole where the rivet was removed. Attach angle P/N 208SBFS-2 to the rib, using (3) each AN525-832R8 screws, NAS1149FN816P washers and MS21044N08 nuts. Leave the bottom aft screw AN525-832R24 out at this time. It will be installed with the wiring installation on page 22.

Figure C-17

Appendix C (Cont.)

AIRCRAFT STRUCTURES INTERNATIONAL CORP.



(Figure 9)

Reference drawing # **01275020**, detail B, and Figure 9. Using a felt tipped marker, make a mark 10.80 in. forward on the wing root rib from the wing attachment fitting, parallel with angle "A". This mark is where the forward edge of angle P/N 208SBFS-3 is located.

Butt angle P/N 208SBFS-3 against the bottom edge of angle (A), with the forward edge of angle 208SBFS-3 even with the mark. Using a #19 drill bit, drill and clean the existing holes that are in the angle. Attach the angle to the rib, using (3) each AN525-832R8 screws, NAS1149FN816P washers and MS21044N08 nuts as shown.

Figure C-18

Appendix C (Cont.)

AIRCRAFT STRUCTURES INTERNATIONAL CORP.

NOTE: Leave the bottom forward screw AN525-832R24 out at this time. It will be installed with the wiring installation on page 24)

(Figure 10)

Inspect the outer tube surface of the RH Inboard Flap Bellcrank Assy. where the Flap Switch Actuator Arm is to be installed (Figure 10), for missing paint or corrosion. Prime or re-paint this area as needed.

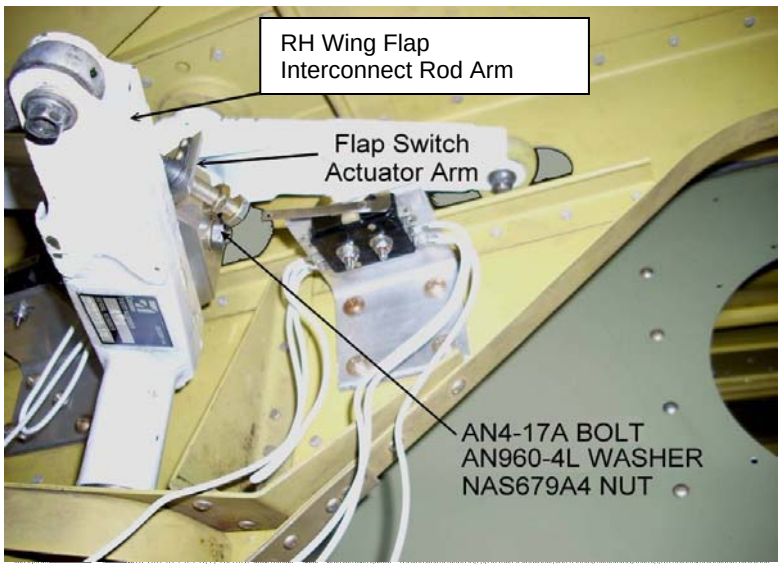
(**NOTE:** If corrosion is detected, the tube surface should be stripped and treated with an approved corrosion prevention treatment, then primed and re-painted. If corrosion is beyond approved repair, replace the bellcrank.

Reference drawing # **01275031** and (Figure 10). Locate the two Flap Switch Actuator Arms P/N 208SBFS8-1, two NAS428-4-14 bolts and two AN316-4 nuts.
Assemble the AN316-4 nuts on the NAS428-4-14 bolts approximately ¾ of the thread length available. Assemble the bolts with nuts into the Flap Switch Actuator Arm nut plates. Leave approximately .75 in. of the bolt remaining out of the Flap Switch Actuator Arm nut plate.

Figure C-19

Appendix C (Cont.)

AIRCRAFT STRUCTURES INTERNATIONAL CORP.



(Figure 11)

Reference drawing # **01275020**, Detail C, drawing # **01275031** and Figure 10, 11, and 12. Locate one AN4-17A bolt, two AN960-4L washers and one NAS679A4 nut used to attach the Flap Switch Actuator Arms to the RH Inboard Flap Bellcrank Assy. shaft. Install the arm parallel to the RH Wing Flap Interconnect Rod Arm (lower arm on bellcrank assy.) on the RH Inboard Flap Bellcrank Assy. as shown.

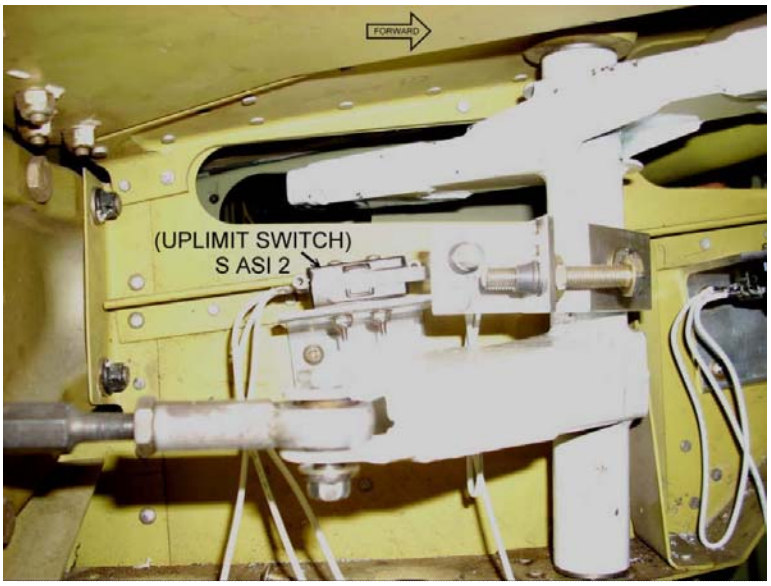
Using the Primary Flap System place the flaps in the full up position.

Install the UP Limit Switch (S ASI 2) (P/N A5-18/D4-4) using two MS51957-21 screws, two NAS1149FN416P washers and two MS21044C04 nuts on the aft angle, P/N 208SBFS-2 as shown in ASIC drawing # **01275020**, Detail A, drawing # **01275030**, Detail A, and Figure 12. Note the UP Limit Switch S ASI 2, is mounted above angle P/N 208SBFS-2.

Figure C-20

Appendix C (Cont.)

AIRCRAFT STRUCTURES INTERNATIONAL CORP.



(Figure 12)

Reference drawing # **01275020**, Detail A, drawing # **01275030**, Detail A, and Figure 12. Locate one AN525-832R24 screw, one NAS43DD3-64 spacer, one MS21919WDG3 clamp, two NAS1149FN816P washers, and one MS21044N08 nut, provided. Route the UP Limit Switch wires through the MS21919WDG3 clamp and install the AN525-832R24 screw through one NAS1149FN816P washer, the MS21044N08 clamp, the NAS43DD3-64 spacer, and through the lower aft mounting hole remaining in angle 208SBFS-2. Attach one NAS1149FN816P washer and MS21044N08 nut on the opposite side of the rib.

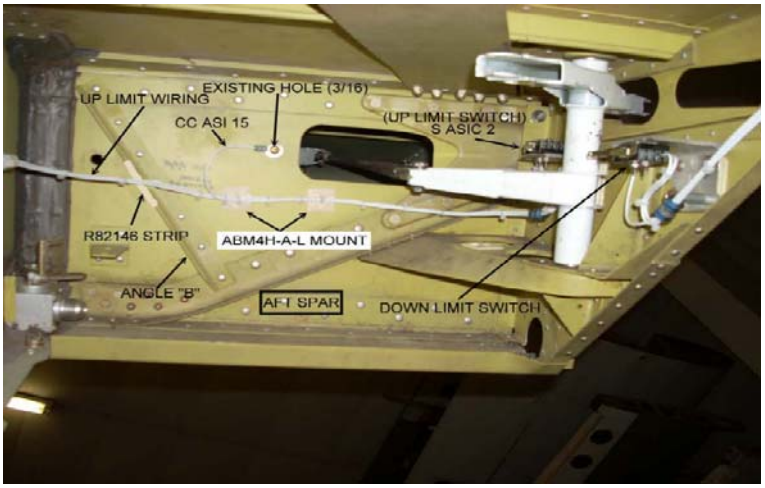
Route wires for the UP Limit Switch (S ASIC 2) from the Inboard Wing Root Rib aft to the aft wing spar, then outboard with the existing aircraft wiring, and into the leading edge cavity of the wing as shown in Figure 13 and 14. Secure wiring with the supplied ABM4H-A-L, self adhesive mounts and 534-9800 Wire Ties as shown in Figure 13 and 14. Install R82146, 2 in. rubber strip on angle "B" with 3M 1300L or equivalent, as shown in Figure 13 for wire chafing protection.

Burnish and alodine the existing 3/16 in. hole, 7/8 in. outboard of the flap actuator rod access hole in the rear spar. Install (CC ASIC 15) ground wire here with one AN525-10R7 screw, one AN960-10L washer, and one MS21044N3 nut as shown in Figure 13.

Figure C-21

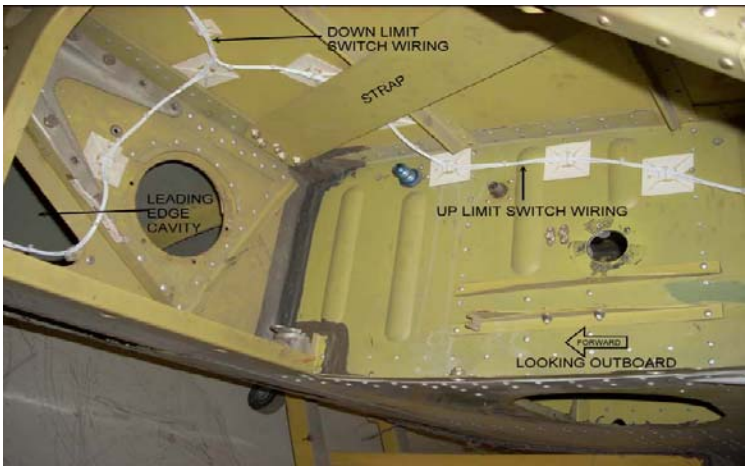
Appendix C (Cont.)

AIRCRAFT STRUCTURES INTERNATIONAL CORP.



(Figure13)

Route the UP Limit Switch wiring (S ASIC 2) underneath the strap on the top of the wing bay before mounting the switch and wiring, as shown in Figure 14.



(Figure 14)

Adjustments to the Flap Switch Actuator Arm for proper alignment of the limit switch contact and the adjustment bolt, may be made by re-positioning the actuator arm vertically up or down on the bellcrank shaft and/or, the addition of shims P/N 0.032 SHIM, between the limit switch and angle. The limit switch may also be moved forward or aft in the 0.875 X 0.125 mounting slot in the angle (Reference drawing # **01275030**).

Figure C-22

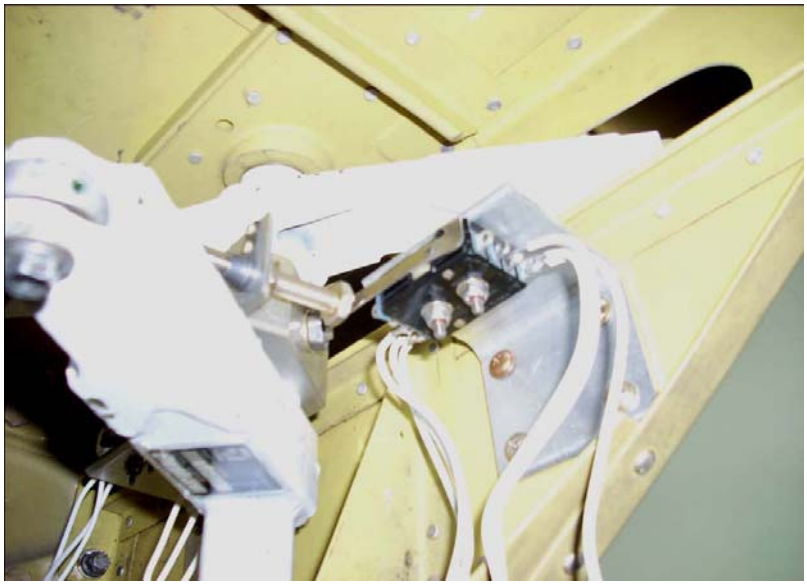
Appendix C (Cont.)

AIRCRAFT STRUCTURES INTERNATIONAL CORP.

Adjust the UP limit switch (S ASI 2) actuation by turning the NAS428-4-14 adjustment bolt in or out. Actuation of the UP limit switch should create an open circuit between wires (CC ASI 5, Pin 3) and (CC ASI 7, Pin 1) at plug (P ASI 1). When this occurs, lengthen the adjustment bolt, P/N NAS428-4-14 ½ turn outward and secure the jam nut, P/N AN316-4.

Using the Primary Flap System place the flaps in the full down position.

Install the Down Limit Switch (S ASI 3) (P/N A5-18/D4-4) using two MS51957-21 screws, two NAS1149FN416P washers and two MS21044C04 nuts as shown in ASIC Drawing # **01275020**, Detail B, drawing # **01275030**, Detail B, and Figure 15 and Figure 16. Note the DOWN Limit Switch S ASI 3, is mounted below angle P/N 208SBFS-2.



(Figure 15)

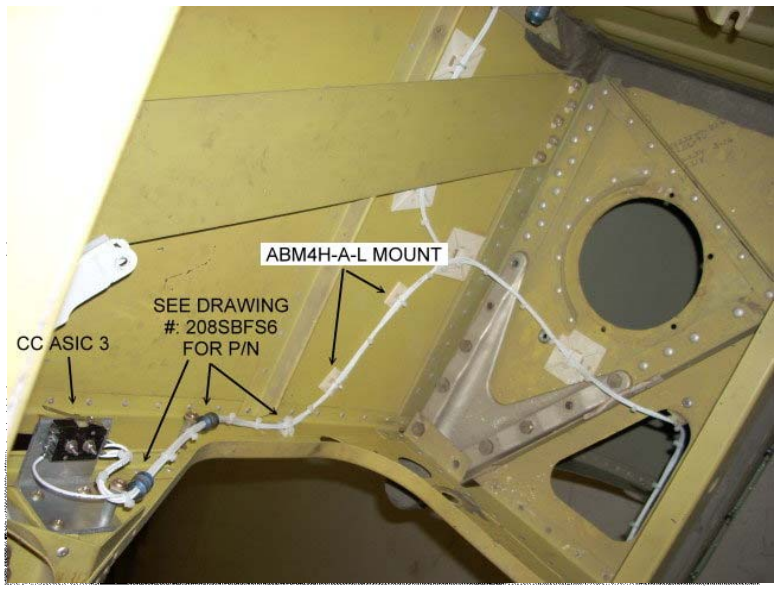
Locate one AN525-832R24 screw, one NAS43DD3-64 spacer, one MS21919WDG3 clamp, two NAS1149FN816P washers, and one MS21044N08 nut, provided. Route the DOWN Limit Switch wires through the MS21919WDG3 clamp and install the AN525-832R24 screw through one NAS1149FN816P washer, the MS21044N08 clamp, the NAS43DD3-64 spacer, and through the lower forward mounting hole remaining in angle 208SBFS-3. Attach one NAS1149FN816P washer and MS21044N08 nut on the opposite side of the rib.

Figure C-23

Appendix C (Cont.)

AIRCRAFT STRUCTURES INTERNATIONAL CORP.

Route wires for the Down Limit Switch (S ASIC 3) from the Inboard Wing Root Rib to the forward wing spar (Figure 16), then with the existing wire bundle to the leading edge of the wing. Secure wiring with the supplied ABM4H-A-L, self adhesive mounts and 534-9800 Wire Ties as shown in Figure 16.



(Figure 16)

Adjustment for the proper alignment of the DOWN limit switch (S ASI 3) actuator and the Flap Switch Actuator Arm adjustment bolt P/N NAS428-4-14, may be made by the addition of shims P/N 0.032 SHIM, between the switch and the angle (Reference drawing **01275030**). The limit switch may also be moved forward or aft in the 0.875 X 0.125 mounting slot in the angle.

Adjustment to the DOWN limit switch (S ASI 3) actuation is made by turning the NAS428-4-14 bolt in or out. Confirm there is an open circuit between wires (CC ASI 5, Pin 3) and (CC ASI 8, Pin 2) at plug (P ASI 1). When this occurs, lengthen the adjustment bolt, P/N NAS428-4-14, ½ turn outward and secure jam nut, P/N AN316-4.

Install plug (P ASI 1) into receptacle (J ASI 1).

Re-install the courtesy light cover (Figure 7). Re-install the wing root fairing if previously removed.

Figure C-24

Appendix C (Cont.)

AIRCRAFT STRUCTURES INTERNATIONAL CORP.

8.0 STANDBY FLAP SYSTEM RIGGING AFTER MODIFICATION

S/N 20800001 AND ON
S/N 208B0001 AND ON

Using the Primary Flap System to place the flaps at the 20 Deg. down position.

Test the Standby Flap System by placing the Primary/Standby Switch to **STANDBY** and confirm that the flaps move in the correct direction with the Manual Flap Switch. Also confirm that the flap motor braking system works and the flaps do not coast after releasing the Manual Flap Switch.

WARNING: DO NOT MOVE THE FLAPS VERY FAR AS THE STANDBY FLAP SYSTEM HAS NOT BEEN RIGGED YET AND DAMAGE TO THE FLAP SYSTEM COULD OCCUR.

With the Primary/Standby Switch in the **NORMAL** mode raise the flaps all the way up using THE PRIMARY FLAP SYSTEM.

If necessary adjust the (NAS428-4-14) adjustment bolt until the UP limit switch (S ASI 2) is activated. Then, turn the adjustment bolt ½ round outward and secure the jam nut. Place the Primary/Standby Switch to **STANDBY.** Move the Manual Flap Switch towards the **DOWN** position to move the flaps down a few degrees. Then bump the Manual Flap Switch towards the **UP** position to raise the flaps slowly until the UP LIMIT SWITCH is activated, and the flaps stop.

CAUTION: DO NOT LET THE FLAPS BOTTOM OUT IN THE FLAP TRACKS OR DAMAGE TO THE FLAP SYSTEM COULD OCCUR.

With the Primary/Standby Switch in the **NORMAL** mode lower the flaps all the way down using THE PRIMARY FLAP SYSTEM.

If necessary adjust the (NAS428-4-14) adjustment bolt until the DOWN limit switch (S ASI 3) is activated. Then turn the adjustment bolt ½ round out and secure the jam nut. Place the Primary/Standby Switch to **STANDBY.** Move the Manual Flap Switch towards the **UP** position to move the flaps up a few degrees. Then bump the Manual Flap Switch towards the **DOWN** position to lower the flaps slowly until the DOWN LIMIT SWITCH is activated.

CAUTION: DO NOT LET THE FLAPS BOTTOM OUT IN THE FLAP TRACKS OR DAMAGE TO THE FLAP SYSTEM COULD OCCUR.

Use frangible copper wire to safety the NORMAL/STBY switch guard and the UP/DOWN switch guard in the closed position.

Re-install the right hand lower wing root access cover (Figure 7).

NOTE: If the Primary Flap System should need to be re-rigged after installation of the Standby Flap Limit Switches, the limit switches must be removed before re-rigging of the Primary Flap System to prevent damage to the limit switches . After the Primary Flap System is properly rigged

Figure C-25

Appendix C (Cont.)

AIRCRAFT STRUCTURES INTERNATIONAL CORP.

continue with re-installation of Standby Flap Limit Switches per **Section 7.0, S/N 20800001 AND ON, 208B0001 AND ON WING PARTS, WIRING INSTALLATION AND PRE RIGGING** and **Section 8.0, S/N 20800001 AND ON, 208B0001 AND ON ASIC STANDBY FLAP SYSTEM RIGGING** of this manual.

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Figure C-26

Appendix C (Cont.)

AIRCRAFT STRUCTURES INTERNATIONAL CORP.

APPENDIX A - WEIGHT AND BALANCE

Change in weight and balance	**WEIGHT**	**ARM**	**MOMENT**
208 (All s/n)	.827	184.889	152.904
208B0001-208B0089	.905	199.986	180.889
208B (s/n 208B0090 and on)	.827	204.885	169.444

NOTE: **Any weight and balance revisions must be made on both land and seaplane weight & balance reports.**

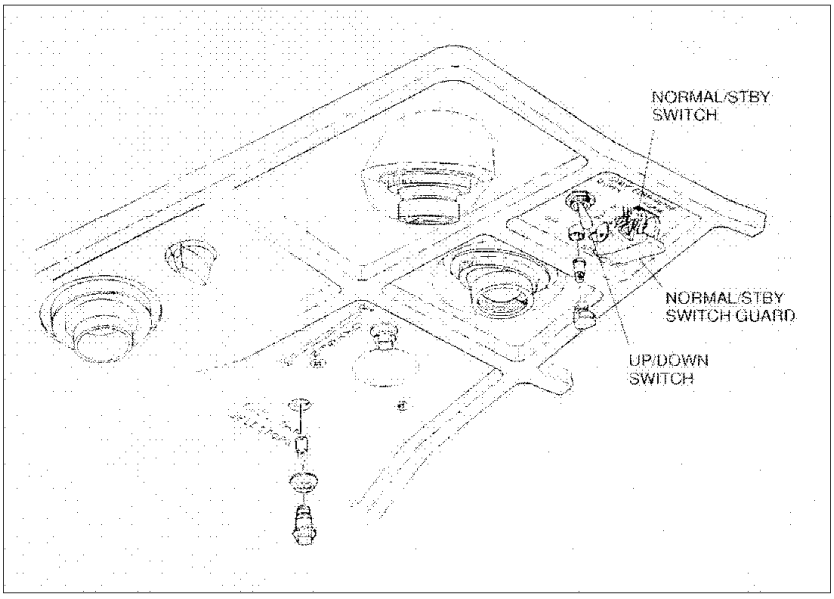
Figure C-27

Appendix C (Cont.)

AIRCRAFT STRUCTURES INTERNATIONAL CORP.

APPENDIX B - STBY FLAP MOTOR OPERATIONAL CHECK PER S/N

S/N 20800001 thru 20800223 and S/N 208B0001 thru 208B0326 - Not incorporating SK208-119A



(Figure B-1) - Not incorporating SK208-119A

___ 1. Confirm flap area is clear.
___ 2. Set the battery switch to ON.
___ 3. Open the NORMAL/STBY switch guard.
___ 4. Set the NORMAL/STBY switch to STBY.
___ 5. Move the flaps to the DOWN position with the standby UP/DOWN switch until the limit switch is contacted and the flaps stop.
___ 6. Move the flaps to the UP position with the standby UP/DOWN switch until the limit switch is contacted and the flaps stop.
___ 7. Close the NORMAL/STBY switch guard to set the NORMAL/STBY switch to NORMAL.
___ 8. Set the battery switch to OFF.

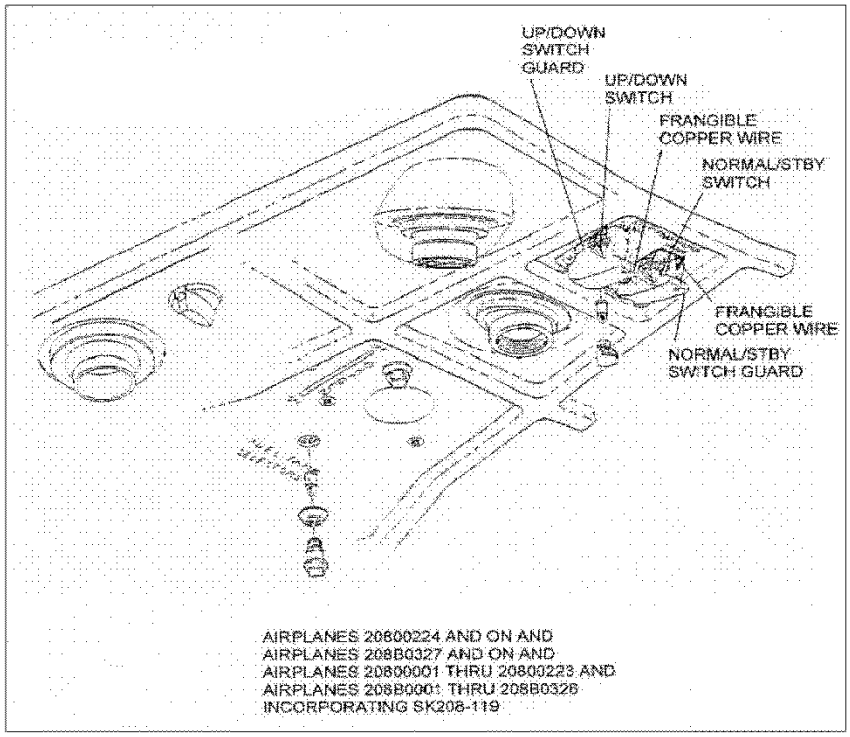
Figure C-28

Appendix C (Cont.)

AIRCRAFT STRUCTURES INTERNATIONAL CORP.

APPENDIX C - STBY FLAP MOTOR OPERATIONAL CHECK PER S/N

S/N 20800224 and On, 208B0327 and On, 20800001 thru 20800223 and 208B0001 thru 208B0326



(Figure C-1) incorporating SK208-119A

___ 1. Confirm flap area is clear.
___ 2. Set the battery switch to ON.
___ 3. Break the frangible copper wire on the NORMAL/STBY switch guard.
___ 4. Open the NORMAL/STBY switch guard.
___ 5. Set the NORMAL/STBY switch to STBY.
___ 6. Break the frangible copper wire on the UP/DOWN switch guard.
___ 7. Open the standby UP/DOWN switch guard.
___ 8. Move the flaps to the DOWN position with the standby UP/DOWN switch until the limit switch is contacted and the flaps stop.
___ 9. Move the flaps to the UP position with the standby UP/DOWN switch until the limit switch is contacted and the flaps stop.
___ 10. Close the NORMAL/STBY switch guard to set the NORMAL/STBY switch to NORM.
___ 11.Set the battery switch to OFF.
___ 12.Use frangible copper wire to safety the NORMAL/STBY switch guard and the UP/DOWN switch guard and in the closed position.

Figure C-29

Appendix C (Cont.)

AIRCRAFT STRUCTURES INTERNATIONAL CORP.

APPENDIX D - TROUBLE SHOOTING-REFERENCE MATERIAL ONLY

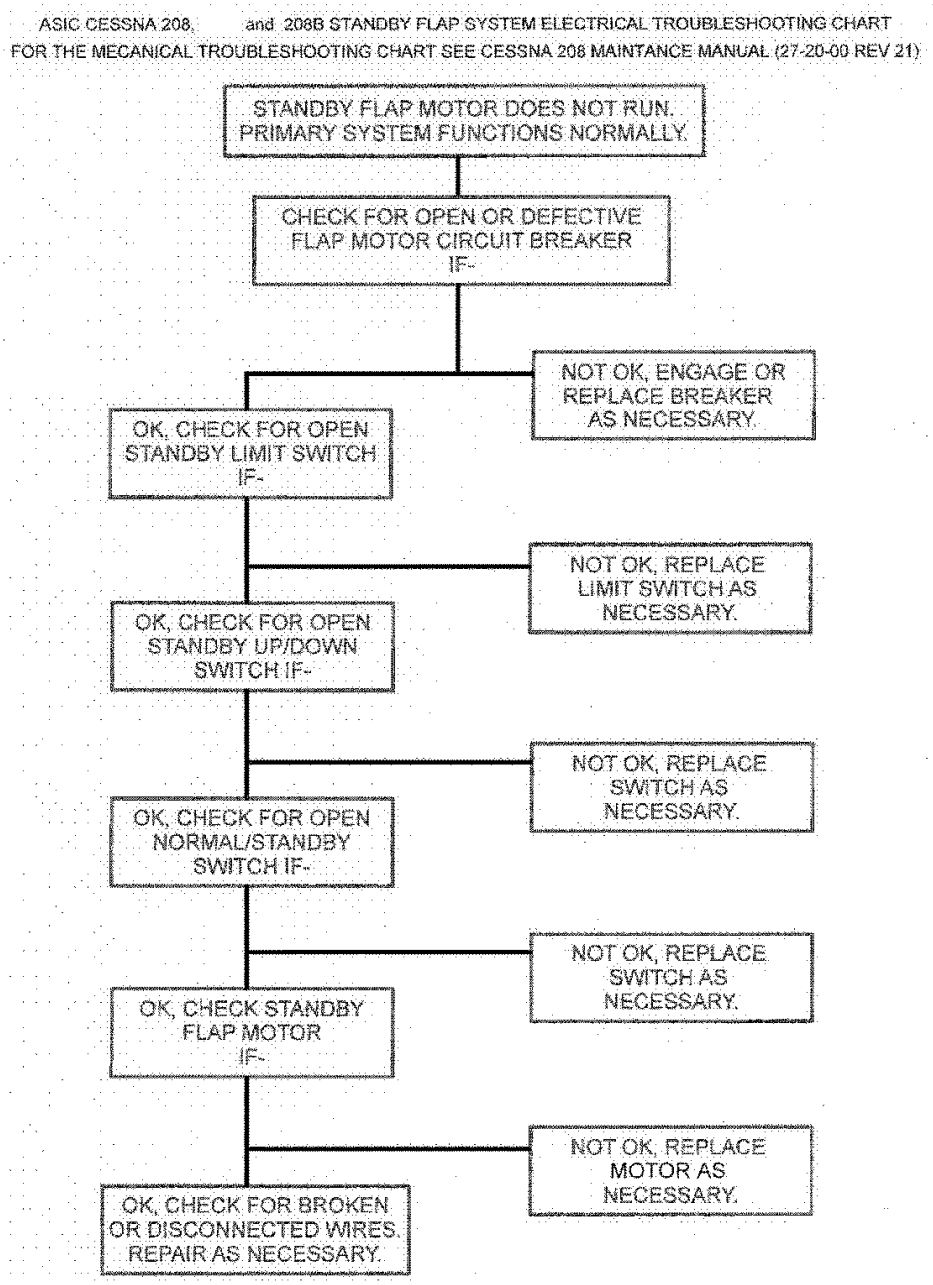


Figure C-30