

Step 1: Install snap bushings in the F-1204C-L & -R Fwd Bulkhead Sides and F-1204B-L & -R Aft Bulkhead Sides as shown in Figure 2 and Figure 3.

Step 2: Choose one of the two ES RS 49-496 Reed Switches. Trim one of the two wires back to 4 1/2 inches in length. Strip the ends of both wires coming from each switch. To the 4 1/2 inch long wire crimp on a ring terminal as called out in Figure 3.

Step 3: Using the hardware called out in Figure 2 and Figure 3 attach the ES RS 49-496 Reed Switches to the F-1248-L & -R Arm Rests (attach the ring terminal from Step 2 at the same time). Align the inboard end of the switch with the inboard face of the armrest. See Figure 4. Route the remaining wire on the right side of the aircraft and both wires on the left side of the aircraft through the snap bushings installed in Step 1. Crimp on butt splices to the switch wires as shown in Figure 1.

Step 4: To test the ES RS 49-496 Reed Switches, temporarily connect a multimeter as shown in Figure 5 by connecting one wire coming from the left reed switch to the positive multimeter lead and the remaining reed switch wire and negative multimeter lead to the fuselage frame (ground). Turn the multimeter to the continuity check mode (most multimeters will generate an audible tone when continuity is made. Another method is to measure resistance. Infinite resistance indicates no continuity and zero resistance indicates continuity). Snap the left WD-1217C Fuselage Pin Stopper into the F-1248B Fuselage Pin Latch. The multimeter should indicate continuity. Repeat this step for the right reed switch.

When the stoppers are not latched there should be no continuity through the reed switch. If the stoppers are engaged and there is continuity, try moving the reed switches in or out. Be sure to check that if the stopper is not in the pin latch hole but under the pin latch there still should be no continuity. **The only position that should create continuity is when the stopper is fully engaged in the pin latch hole!**

It may be necessary to trim the WD-1217 tube. When installed, the top of the tube should be approximately centered on the reed switch as shown in Figure 4. Remove the stopper from the fuselage pin and trim 1/32 of an inch from the top of the tube. Reassemble the fuselage pin with the stopper and test. Repeat as required. Up to, but not exceeding, 1/8 of an inch may be removed.

Step 5: Make WH-B167 (WHT) Spar Pin Interconnect Wire by cutting a 42 inch long piece of 22 gauge wire and striping both ends. Crimp one end to the butt splice installed in Step 3 on the right ES RS 49-496 Reed Switch, route through the F-1204Y Wire Run Conduit and crimp the other end to one of the butt splices installed in Step 3 on the left reed switch. Crimp the remaining butt splice on the left switch to the WH-F50 (BRN/BLU) Spar Pin Wire.

Step 6: Double check that hardware installed in Step 3 is tight if altered when troubleshooting in Step 4.

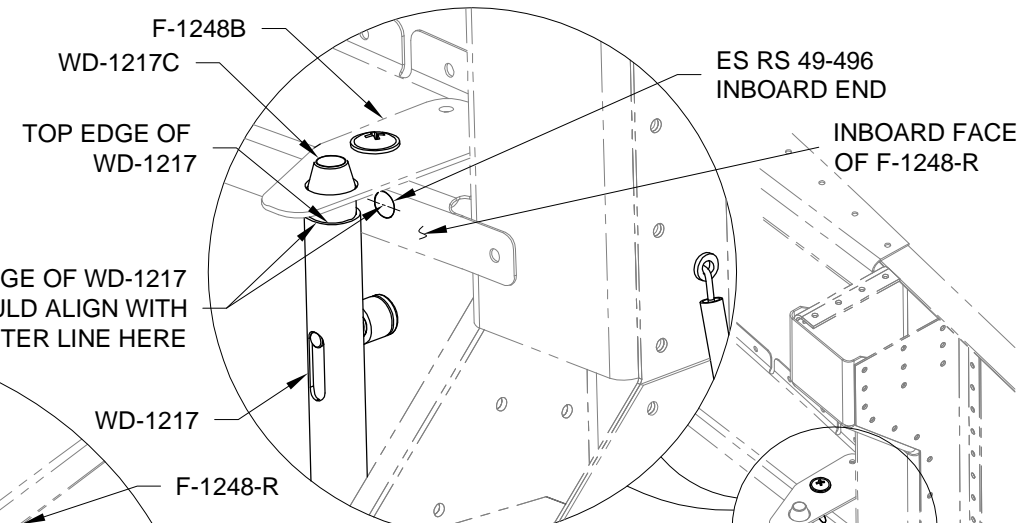


FIGURE 4: SWITCH ADJUSTMENT

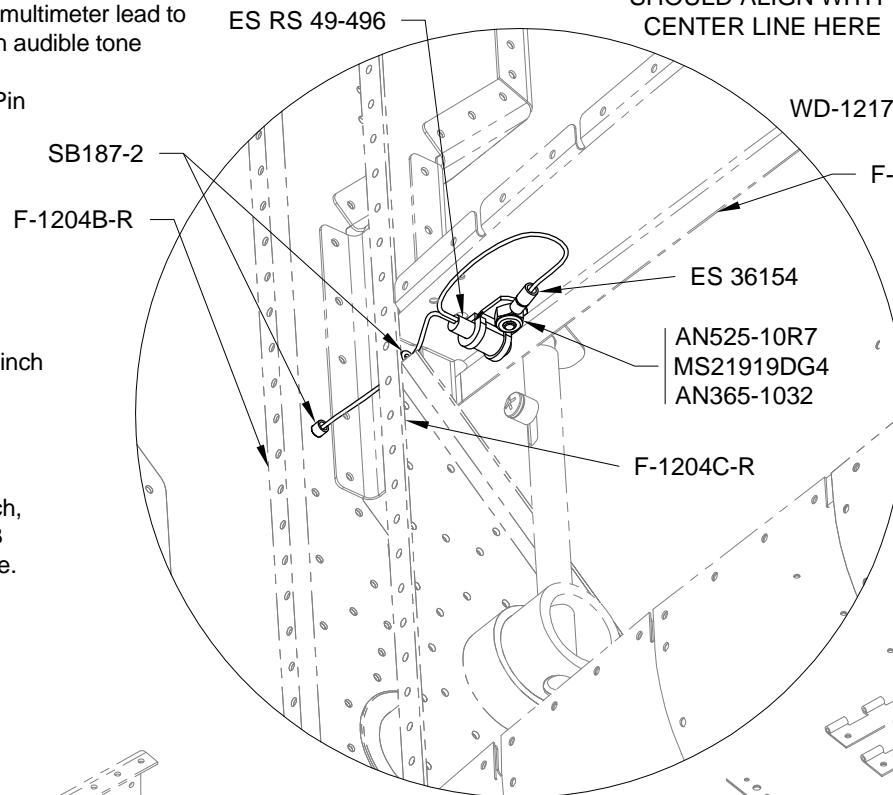


FIGURE 3: RIGHT SWITCH BOTTOM VIEW

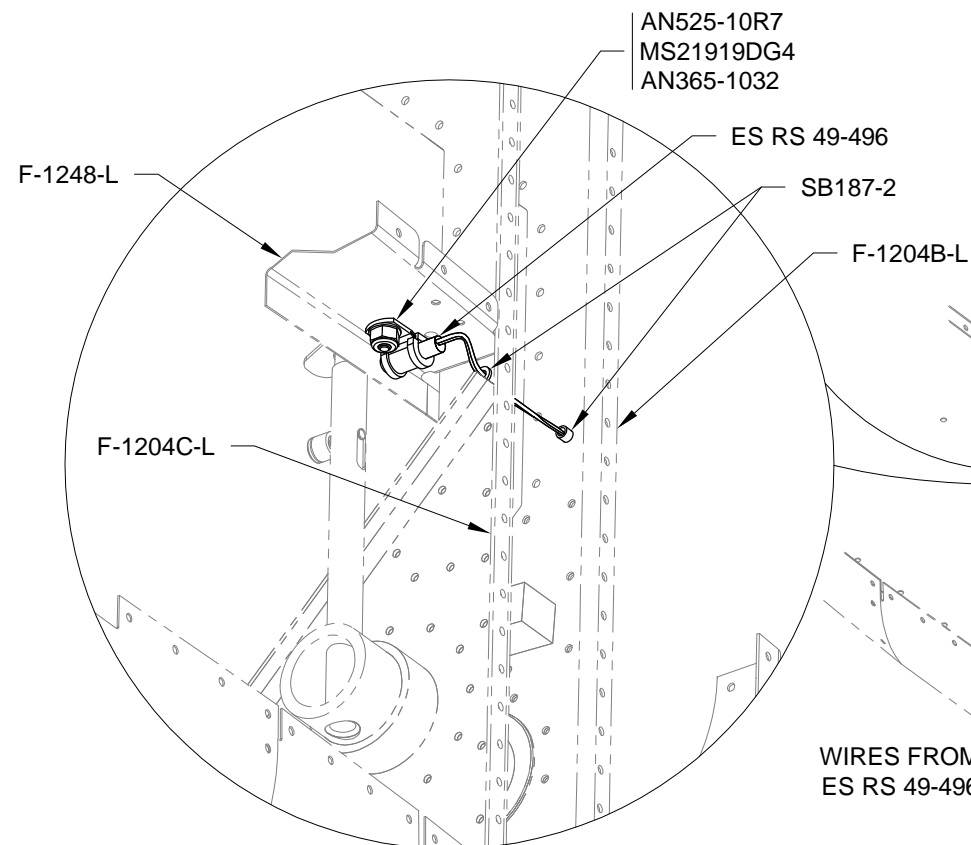


FIGURE 2: LEFT SWITCH BOTTOM VIEW

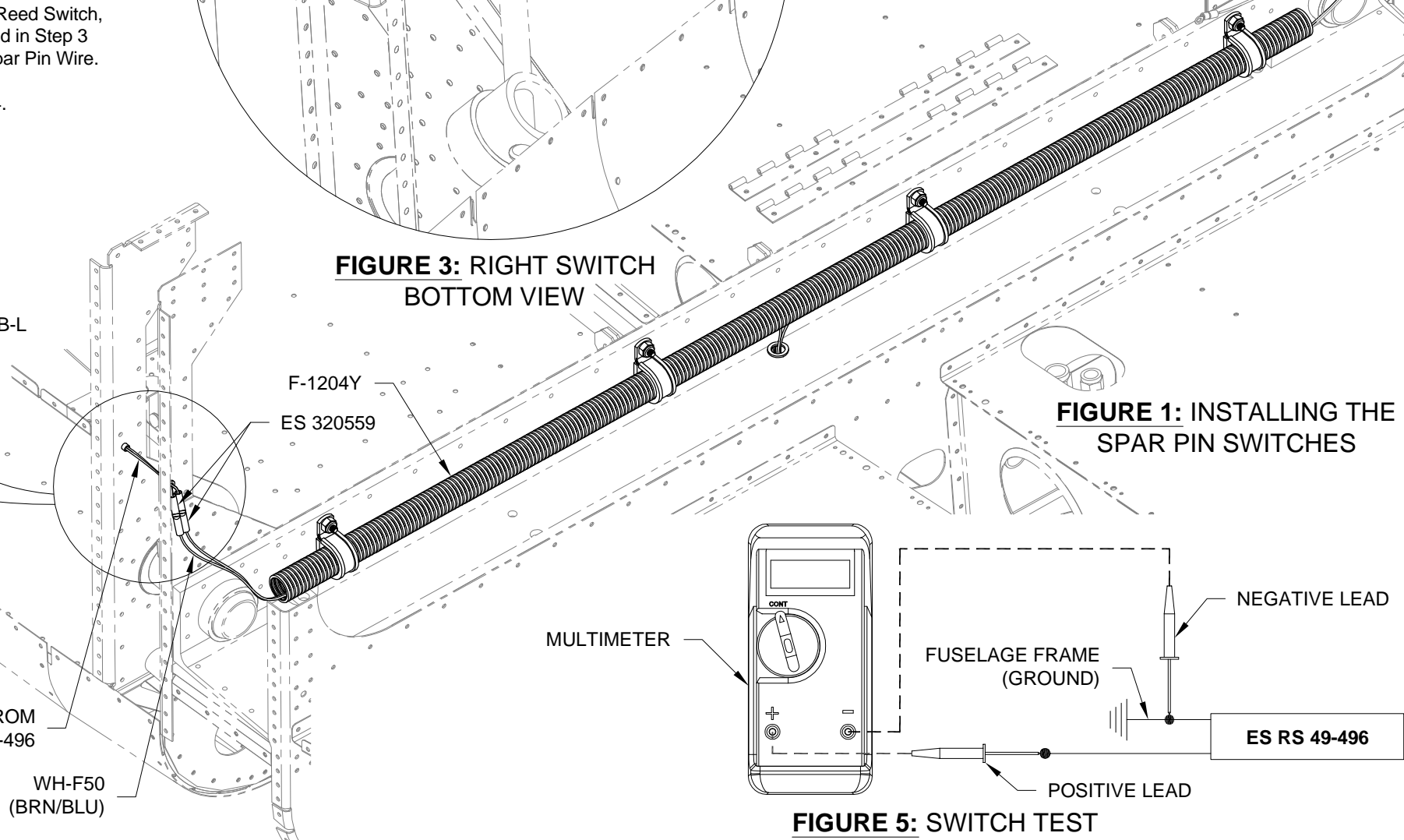


FIGURE 1: INSTALLING THE SPAR PIN SWITCHES

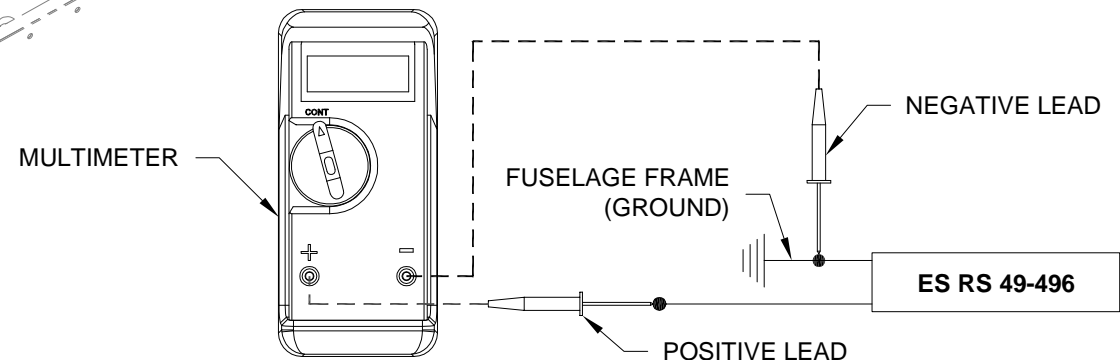


FIGURE 5: SWITCH TEST