The installation instruction no. 1078-9/4 is part of Service Bulletin TM 1078-9/4 and covers the installation of a new pitot-static system.

Material: Will be prepared by the manufacturer

Tools: Normal tool kit

Carry out the installation as follows:

1. Remove wings and rudder (see Maintenance Manual).
2. Place fuselage on jacks or trestles.
3. Open access door on fuselage lower side and remove old pitot-static system consisting of:
   - drain valve
   - pitot-static probe
   - pitot-static hoses
4. Pull green and white hoses into the cockpit.
5. Determine position of static pressure probes in accordance with drawing no. 115-2900 sheet 1 (see page 2), drill holes (QE 5100/HE 1153) and bond probes into position.
6. Route static lines in accordance with illustration on page 3 and connect to static ports and old static line (white).
7. Turn left hand wing over and place its top surface on padded trestles.
8. Mark position of pitot probe (BMET 3900/ 115 mm aft of leading edge) in accordance with drawing no. 115-1003/1004 (page 4).
9. Drill hole for pitot probe in wing lower skin.
10. Remove outer laminate from wing in area of insert and grind core in this area 2 mm deep until insert lies flush.
11. Taper outer laminate towards core.
12. Fill area with thick resin (micro balloons) and place insert in position. Align insert.
13. Lay outer laminate in tapered area, ensuring that laminate is in contact with insert.
14. Allow to cure, then grind and paint the area.
15. Place pitot probe in position using template.
17. Secure green instrument hose in wing and connect to pitot probe.
18. Pull electrical wires for pitot probe heater through existing plastic conduit.
19. Assembly aircraft.
20. Route short green pitot line underneath left hand seat and connect to wing line using inline connector.
21. Connect wiring for pitot probe heater in accordance with wiring diagram (pages 5 through 7).

On completion of the installation work, carry out a functional test and prepare a new weight and balance record. The modification must be inspected and signed off in the aircraft log by an authorized inspector.
WIRING DIAGRAM