



Pleated Window Shade Kit Installation Instructions

Aerostar PA-60



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INSTALLATION INSTRUCTIONS

Aerostar PA-60

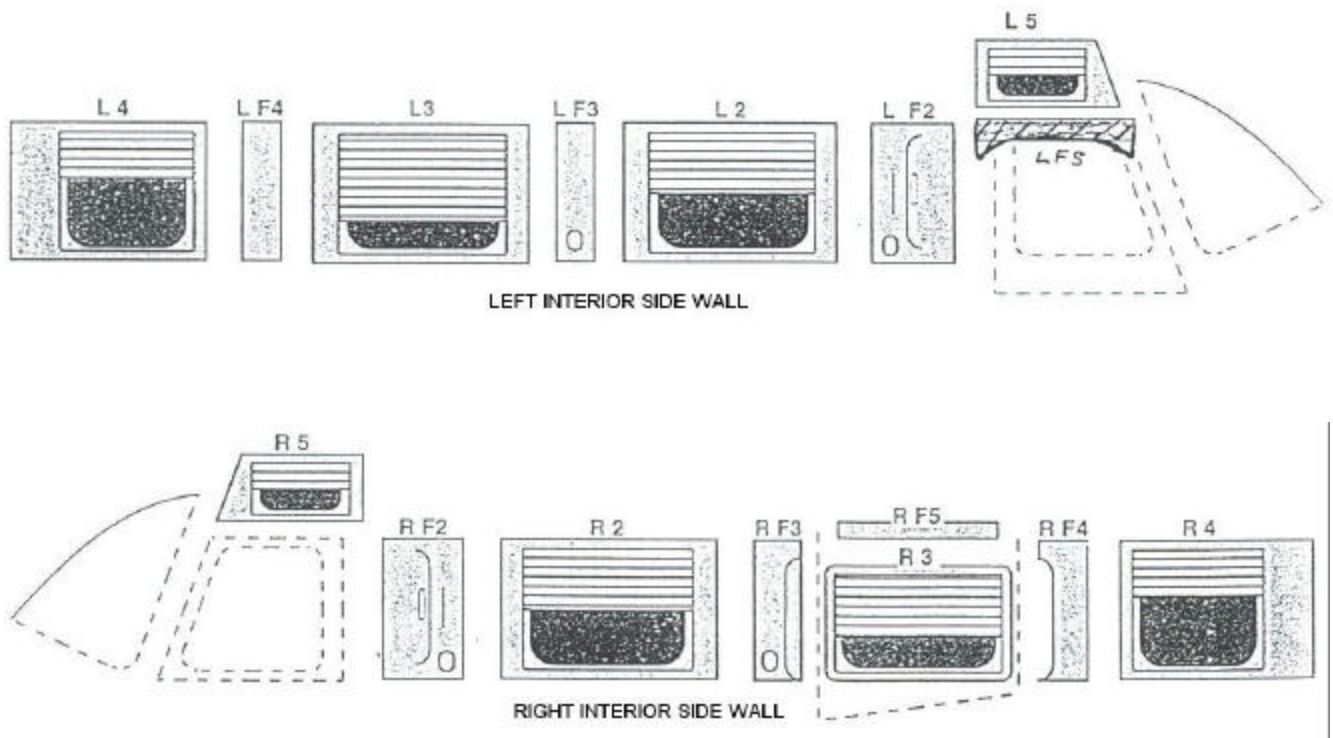
Overview

Congratulations on your purchase of a Plastech Pleated Window Shade Kit! If you have any questions regarding the installation of your shades, please contact us at (888) 296-7691.

Plastech Corporation's Pleated Shade Windows replace the existing plastic and curtains for the six cabin windows and the two over-head cockpit windows (over-heads optional). Installation time averages 35-40 man-hours.

In order to familiarize yourself with the components; lay them out as shown on the drawing below. The three large, window assemblies mount in locations L2, L3, and R2. The emergency exit window assembly has rounded corners and locates position R3. The left and right rear assemblies, differentiated by the aft-extending windowpane, locate in positions L4 and R4. If the overhead Pleated Shade Windows are being installed, there are two window assemblies; a left and a right. Additionally there are 8 'filler' panels that locate between the Pleated Shade Windows.

We have developed this kit to look Great, to perform Beautifully, and to install Easily. The window assemblies fit into the existing aluminum extrusion tracks. The filler panels then Velcro to the window assemblies with Velcro tape. As an added value, we have included new sound insulation material. We suggest that you glue the material directly to the skin and framework of the aircraft with contact cement. This "direct adhesion" method dramatically enhances the sound deadening qualities of the material. As a final note, the Pleated Shade Windows come with a protective covering over the inner windowpanes. To prevent scratches and unnecessary fingerprints, leave this covering on until just before final installation.



!!! IMPORTANT TIPS !!!

FOR A FASTER, EASIER, AND BETTER LOOKING INSTALLATION

Aerostar interiors vary significantly from plane to plane, while we have made every effort to produce a kit that fits perfectly in all Aerostars, you may have to “tweak” some of the parts to get the perfect fit. Following these tips will make your job much easier.

The material used in our Kits is an acrylic based plastic, it may be trimmed much like sheet metal. If you have to tweak any details, a 12-inch sanding block with 120-grit paper will be your best tool. The longer the sanding block, the easier it is to maintain a straight line. Use a pencil line and a straight edge to layout any areas that you have to trim or sand. Use care, as material removal will be much more aggressive than anticipated. We suggest that you remove a small amount at a time (Remember “Slow = Fast” in the long run). Make holes with a drill or cut with a razor knife. Choose a tool with which you are familiar and comfortable. Trim long edges with several passes of a razor knife along a metal straight edge. Work holes and slots with a file or rasp. If the finished edge is visually noticeable use fine sandpaper or file to round the sharp edges and soften the appearance. Use 120 grit for removing material and 320 grit for finish and breaking of edges. Wrap a piece of sandpaper around a rod or pencil to break and round edges in tight places.

Clean with anything recommended for acrylic plastic. **DO NOT use cleaner containing ammonia!** Ammonia attacks acrylic and will damage the plastic. The best possible cleaner for plastic is warm water and dish detergent (one capful Joy to 1 gallon warm water).

Overhead Window Installation

PART 1

1. Remove overhead window bezels and second pane. Clean window retainers to accept contact cement.
2. Set window assembly into the recess to assure clearance of structural gussets and positioning in aircraft. The existing window area is trapezoidal and our assembly is rectangular. Therefore, to properly position the window you must visually align it from the outside. NOTE: Shades retract to the top and center of aircraft.
3. Place the assembly into the upper track as far aft as possible. Slide unit into the aft retaining track. Snap assembly into lower track. It may be necessary to loosen lower track rail to facilitate installation. Check alignment from outside aircraft. The Pleated Shade Windows have been designed to parallel the upper ductwork. Make any trim on the lower edge unless our window frame will not align. In some applications you may have to shim the lower rail to provide clearance from the aircraft structure. After you achieve a satisfactory fit, remove the Pleated Shade Windows from the aircraft.
4. In the Kit, we provide foam insulation. Using contact cement (in accordance with manufacturers' recommendations), apply cement to the insulation, the skin of the aircraft, and to the window frame just outside the rivets that retain the outer pane. (CAUTION, contact cement may be harmful to Acrylic.) It would be ideal if the edge of the foam fell in between the rivet line and the acrylic window.
5. After insulation is installed, thoroughly clean windowpane inside and outside. Cleaning the outside helps insure that there is no dirt on the inside. Remove protective paper from Pleated Shade Windows assembly. Carefully clean tinted pane surfaces. Use a soft cloth and anti- static cleaner; do not rub the tinted panes.
6. Carefully reinstall Pleated Shade Windows assembly as previously fitted and secure any aluminum tracks that you may have loosened.

Cabin Window Installation

PART 2

1. If the Overhead Pleated Shade Windows are to be installed, they should be installed first.
2. After familiarizing yourself with the components of this kit. Remove existing window plastic and inner windowpanes. Many installers have decided to paint the pilot and co-pilot window bezel. If you decide to paint them, go ahead and remove them now, otherwise they can stay in the aircraft. (These parts are not available through Plastech at this time.) Reinstall shoulder harness belts in accordance with maintenance manual instructions, the cover is no longer used.
3. Clean window frames to allow adhesion of contact cement.
4. Place window units in the track extrusions at their respective locations. From the outside of the aircraft, center window assemblies fore and aft in the window view area. With the Shade sitting in the lower track, the upper track engagement should be $\frac{1}{4}$ ". If it's not, remove plastic from the upper lip, or lower the bottom track. **NOTE: Never remove more than $\frac{3}{16}$ " from the upper lip.** If you remove material from the upper lip, remove an equal amount from the other shades so that they all align vertically. We suggest that the upper track rail remain in place as a reference line.
5. After the window assemblies are in place, check the emergency exit to ensure unrestricted movement during removal. Adjust the window assembly as necessary to obtain free movement.
6. Install filler panels between Pleated Shade Windows assemblies and check for fit. Correct small gaps by adjusting the window assemblies slightly. Start with the center or emergency exit and then work fore and aft. There are two aluminum brackets each for the RF3 and RF4 panels. These brackets support the panels and make them flush with the emergency exit. Attach these brackets with double-sided foam tape to the airframe and Velcro tape to the panel. The RF2 and LF2 panels cover the shoulder harness. Due to variations of the locations of the shoulder harness assemblies, a locating slot has been provided as a starting point. Open up the slot above or below the existing opening to align with the strap. Remember to round all edges of the slot to prevent chaffing the safety belt. Trim the left forward cover to fit around the doorframe. If any unresolved problem exists, contact PLASTECH at 404-355-9682. The RF2 panel is notched on its front edge to fit over the co-pilot bezel and is attached to the bezel with Velcro.
7. If Aircraft does not have Oxygen, proceed to step 8. After fitting the window assemblies in their respective locations and installing the other filler panels, install the Oxygen Panels. Once fits are acceptable, locate the center of the oxygen outlet in the center of the recessed area of the filler panels. Slight adjustments may be required to accomplish desired location. Start with a small hole and slowly enlarge it to accept the oxygen outlet. The placard and nut are installed after final installation.
8. Remove assemblies from aircraft.

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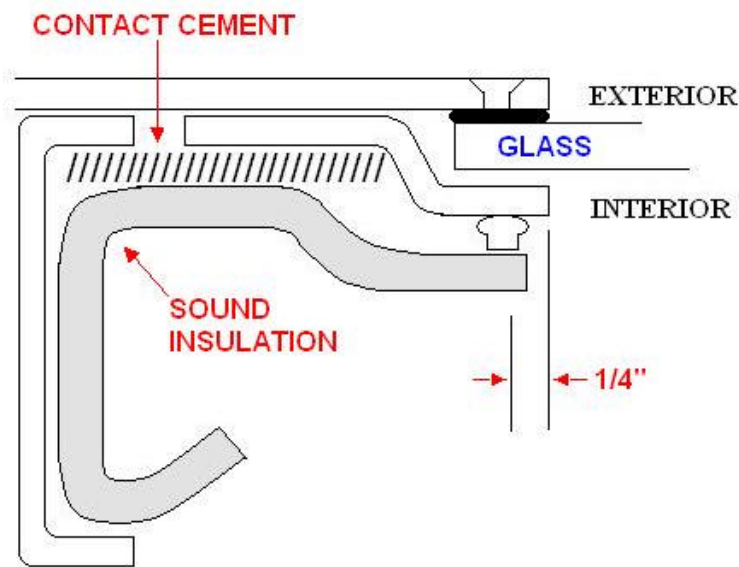
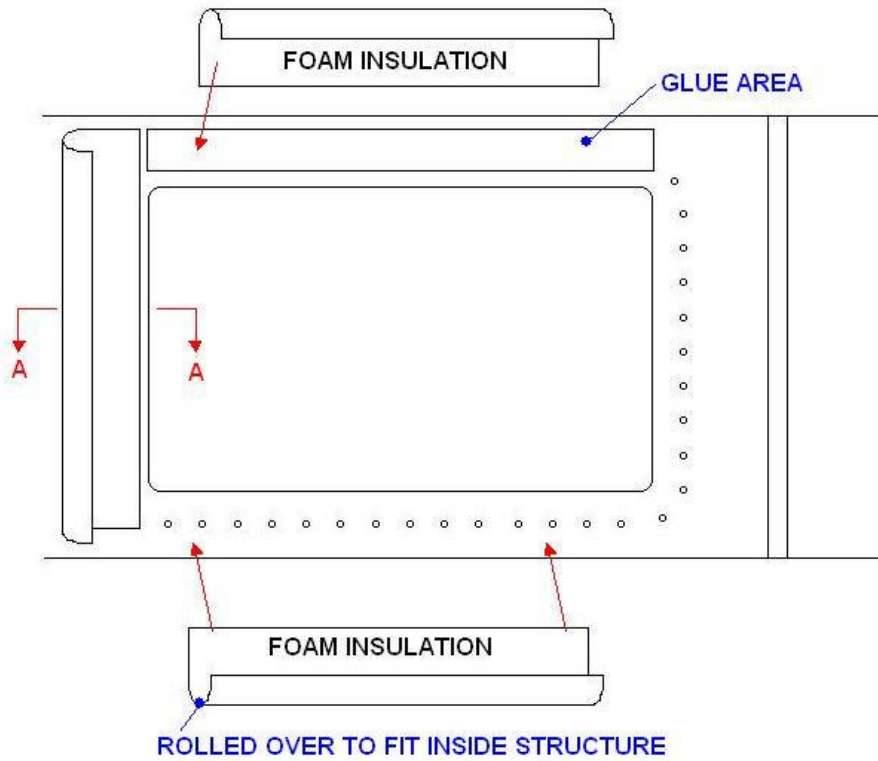
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9. In the Kit, we provide foam insulation that compresses between the inner pane attached to the Plastech Shade and the outer airframe skin. Using contact cement (in accordance with manufacturers' recommendations), apply cement to the foam insulation and to the window frame just outside the rivets that retain the outer pane. (CAUTION, contact cement may be harmful to Acrylic). The insulation should be bonded to both the skin and frame of the aircraft as well. The edge of the insulation should lie somewhere between the rivet line and the view area of the outer window.
10. After the cement has dried, thoroughly clean windowpane inside and outside. Cleaning the outside helps insure that there is no dirt on the inside. Remove protective paper from Pleated Shade Windows assembly. Carefully clean tinted pane surfaces. Use a soft cloth and anti static cleaner, **DO NOT rub the tinted pane**.
11. Install the co-pilots window plastic bezel. Attach the exit assembly to the door using the Velcro on the spacers. Carefully reinstall remaining assemblies as previously fitted, and double-check the alignment from the outside. Install filler panels, starting with RF3, RF4, and RF5. RF2 attaches to the face of the co-pilot window bezel with supplied Velcro. Then, install the nuts and placards for the oxygen outlets if equipped.

***Congratulations! Your installation of the Plastech
Pleated Window Shade Kit is complete!***

Foam Insulation

Installation Diagram



SECTION A-A