## REVISION LIST
### CHAPTER 9: CANOPY

The following list of revisions will allow you to update the Legacy construction manual chapter listed above. Under the “Action” column, “R&R” directs you to remove and replace the pages affected by the revision. “Add” directs you to insert the pages shown and “R” to remove the pages.

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| 9-40             | 1/09-18-02        | R&R    | Part # correction.  
<pre><code>                 |                  |        | Figure 9 J:2 correction |
</code></pre>
<p>| 9-3              | 2/06-30-04        | R&amp;R    | Updated part number |
| 9-23             | 2/06-30-04        | R&amp;R    | Deleted instructions D3 and D4 and View AA graphic. |
| 9-24             | 2/06-30-04        | R&amp;R    | Updated figure 9 D:2 and corrected detail view. |
| 9-30             | 2/06-30-04        | R&amp;R    | Changed parts |
| 9-1              | 3/12-15-04        | R&amp;R    | Updated table of contents with page numbers. |
| 9-2              | 3/12-15-04        | R&amp;R    | Updated parts list. |
| 9-17             | 3/12-15-04        | R&amp;R    | Updated rivets from MSC-32 to MSC-34. |</p>
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Chapter 9: Canopy

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1. INTRODUCTION

The Legacy canopy consists of three major pieces, the canopy frame, the windshield and the canopy stiffener.

The forward hinging canopy is standard on the Legacy. The hinges bolt directly to the stiffener. The gas struts attach directly to the hinges. The other end of the gas strut mounts to the firewall.

To obtain a good fit it is essential that you understand the assembly. We suggest reading this section before starting the construction.

A protective film is supplied by the manufacturer. This is a waterbase protectant and should be left on the windows until your aircraft is painted to avoid scratches.

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**CANOPY**

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0-2

Chapter 9

Canopy

6/08-10-07
3. CONSTRUCTION PROCEDURES

A. Canopy Latch Mechanism

The canopy latch mechanism installs along the upper edge of the seat back. It is an over-center type mechanism that draws the canopy down and locked. The canopy is actually the first step in the fuselage construction. Installing the canopy before mounting the center wing section allows easy access to the inside of the fuselage.
The first step in installing the canopy latch mechanism is to install the bearing block on the right side of the fuselage. On each side of the fuselage there is a 1/8" alignment hole. At this point locate the pilot holes.

A 1. Drill a 1/8" hole all the way through the block. The 1/8" hole must be centered in the existing hole.

A 2. Drill out the 1/8" pilot hole on the left side of fuselage to 1 1/2" diameter using a hole saw. Angle the hole so that it points towards the hole on the other side of the fuselage. This will give the best fit.

A 3. Install the spindle, collet and delrin bushing.

A 4. Install the handle 1100-01. Don't drill the handle yet!! This will be explained in a later step.

A 5. Bond the bearing block using approved bonding procedures.

A 6. Apply a 2 BID reinforcement extending 1" past the flox fillet.

Checking Alignment Hole Location
1. Use masking tape or a ruler to extend the horizontal canopy rail line aft along the fuselage.
2. Do the same for the angled canopy roll over.
3. Draw a line parallel to the horizontal, 3.35" below.
4. Draw a line parallel to the angled canopy roll over, 1.95" aft.
5. Drill the 1/8" hole where these 2 lines cross.

Factory installed 1/8" alignment hole.

Bearing Block, 1100-31

Torque Tube, 4610

Spindle CD 316-02

Collet, 1100-04

Delrin Bushing, 1100-07

Torque Tube, 4609

Don’t drill the handle yet!! This will be explained in a later step.

Factory installed 1/8" dia hole to align the bearing block.

Use the 1/8" dia hole to align the bearing block.

Epoxy/flox fillet

This corner should touch the fuselage. You will notice a gap between the rest of the block and the fuselage. This space will be filled with epoxy/flox during bonding.
Chapter 9

Canopy

Instilling the Collet
Fig. 9:A:3

A 7. Assemble the handle to the spindle.

A 8. Move handle so that the unthreaded hole in spindle aligns with the bushing hole.
- The 4AM92 socket head machine screw must be modified before it is installed. Screw an AN315-3 nut onto the 4AM92 screw as far as it will go. Cut off the excess threads and dress with file. Remove the AN315-3 nut. There should be slightly less then 1/8” threads remaining.
- Insert the modified 4AM92 bolt through the torque tube, bushing and spindle.

1/8 x 10-32
4AM92 Modified M/S
3/16” Unthreaded

Spindle # CD 316-02
Bushing # 1100-07
Threaded 10-32 Hole

A 9. Install the assembly back into the collet and onto the torque tube. Note how the assembly is not flush with the side of the fuselage. In the next step you will trim the hole in the fuselage to get a better fit.

A 10. Trim the outer laminate of the hole to get a better fit.


A 12. Assemble the handle to the spindle.

Roll pin
164-0001
92383A264H

Spring, CD316-07

Spindle, CD 316-02

Handle CD316-05

Suggestion: Form a micro fillet around the handle.

Note the hole drilled in the bushing.

VIEW AA

VIEW BB

VIEWS LOOKING STRAIGHT AT HOLE FROM OUTSIDE

Collet

Handle

A/C Up

Fwd

Outbd

Touch here

The goal for the next step is to trim the hole inside of fuselage such that the edge is flush.

Largest gap

Trim the outer laminate approximately as shown. (Use the collet to determine how much to trim.) Refer to the figure below.

A/C Up

Inner laminate

Remove 1/4” of core around the perimeter

Outer laminate

Blend with epoxy/flox

A/C Up

Epoxy/flox fillet

Reinforce with BID

Slot

Deftin bushing

Torque tube

Blend in with epoxy/flox

Blend in with epoxy/flox.
A 11. Create a hole in the Seat back Stiffener for the rod. Estimate initial location then size and enlarge as required.


A 13. Trim the mounting pad to the scribe lines provided. Enlarge as required. (Install latches in both sides.)

A 14. Trim the Canopy Handle slot to the scribe line. Swing the handle through the slot. Install the Handle Knobs. Refer to fig. 9:A:1.

Canopy Latch Installation
Fig. 9:A:4
A 15. Adjust the rod ends so that the hook is fully open and the mechanism is about 1/4” over center at the ears of torque tube.

The hooks are fully open when they make contact with the lower edge of slot.

A 16. Level the Canopy handle by setting this surface horizontal.

The right torque tube must be in the Delrin bushing in the right side of the fuselage.

Make sure the canopy handle is centered in the slot.

A 17. Drill the canopy handle using the holes in the torque tube as guide.

The left torque tube must be up against the collet in the left side of the fuselage.
Canopy Over Center Spring Mechanism
Fig. 9:a:6

Machine Screw, MS24694-S104 (1 pc)
Nut, AN365-428A (1 pc)
Washer, AN960-418 (1 pc)
Spring Tab, CD316-06 (1 pc)
Bushing, 4455 (1 pc)
B. Canopy Stiffener Alignment

Canopy Exploded View
Fig 9:B:1

- Canopy Skin, 4010 (1 pc)
- Windshield, 4600 (1 pc)
- Canopy Stiffener, 4011 (1 pc)
- Canopy Hinge, 4605 (2 pcs)
- Canopy Hinge Support Tube, 4607 (1 pc)
- Canopy Hinge Support Outboard, right, 4015-02 (1 pc)
- Canopy Hinge Support Inboard, right, 4015-02 (1 pc)
- Canopy Hinge Support Inboard, left, 4015-01 (1 pc)
- Canopy Hinge Support Outboard, left, 4015-01 (1 pc)
- Gas Strut, 160-0003 (2 pcs)
- Attach Bracket, 4606 (2 pcs)
- Canopy Hinge Support Tube, 4607 (1 pc)
- Canopy Hinge Support Outboard, right, 4015-02 (1 pc)
- Canopy Hinge Support Inboard, right, 4015-02 (1 pc)
- Canopy Hinge Support Inboard, left, 4015-01 (1 pc)
- Canopy Hinge Support Outboard, left, 4015-01 (1 pc)
- Canopy Hinge Support Tube, 4607 (1 pc)
- Canopy Alignment Plate, 4621 (2 pcs)
- Nut Plate, K2000-4 (4 pcs)
- Pop Rivet, MSC-32 (8 pcs)
- Washer, AN 960-416 (4 pcs)
- Bolt, AN4-7A (4 pcs)
- Bolt, AN4-7A (4 pcs)
- Canopy Alignment Striker Plate, 4622 (4 pcs)
- (as many as required)
- Delrin Alignment Plate, 4623 (2 pcs)
To understand the canopy assembly, study figure 9:B:2

**Typical Canopy Cross Section**  
Fig. 9:B:2

The Stiffener is first aligned to the fuselage by placing 1/8" spacers along the fuselage.

**B 1.** Cut 40 pcs of approx. 1/2" x 1/2" by exactly 1/8" thick. We suggest using good quality plywood. Verify the thickness.

**B 2.** Evenly super glue the spacers around the perimeter as shown.

**1/8" Spacer Installation**  
Fig. 9:B:3

**Electrical Tape**

**Canopy skin, 4010**

**Canopy Seal, 4625**

**Windshield, 4600**

**Protective Film**

**Fuselage**

**Spacers**

**Install one above and one below the canopy latch.**

**A/C Up**

**Outbd**

**Fwd**

**VIEW BB**

**VIEW AA**

**1/8" Spacers**

**A/C Up**
B 3. Prepare the canopy stiffener by removing the peel ply and lightly sanding all edges.

Note: Leave the outside flange as long as possible. This will be trimmed at a later time.

B 4. Make a fine cut along the center of the canopy stiffener. The width of this gap will be opened up as required in the next steps. The cut gives the stiffener the flexibility required to custom fit the fuselage.

B 5. Transfer the scribe line of the canopy stiffener from the mold side to the outside. This is for the initial alignment.
B 6. Align the canopy stiffener using the suggestions of figure 9:B:5.

Aligning the canopy stiffener:

1) Initially center the stiffener by aligning the center referenced to the aircraft center line.
2) Verify that the joggle of the stiffener is centered (within 1/4") on the latches.
3) Visually inspect that the stiffener is in contact with the 1/8" spacers around the perimeter.

Increase cut width as required. Ideally the two edges will butt to each other when the canopy is aligned.

B 7. Clamp the stiffener down in place as shown.

In the view shown, the centerlines of the canopy latch receptacle (4620) and the joggle of the canopy stiffener should align within 1/4".
A total of 6 BID are installed at the centerline. The first 2 BID is 14" wide, the second 2 BID reinforcement is 12" wide, and the final 2 BID reinforcement is 10" wide.

**TYPICAL CROSS SECTION AA**

**IMPORTANT:**
Prior to installing the BID ensure that the stiffener is firmly in its joggle. Use any combination of weights, clamps, clecoes as necessary.
The canopy stiffener will now be custom fit to the fuselage. Once BID is secured loosen screws up and inspect the fit. Without applying any force to the stiffener, it should naturally rest on the 1/8" spacers.

**Canopy BID Reinforcements**

**Fig. 9:B:7**

- Secure the stiffener using 3 suitable AN3 bolts per side with AN310-3 castle nuts.
- Pot the 1/4" divinycell foam in with a generous amount of runny micro. Cut foam into sections as necessary to conform to shape.
- Terminate the foam at the transition into the pocket.
- Note: It may be necessary to scuff up bonding surfaces to get a good "bond-bond".
- Pot the 1/4" divinycell foam in. Form micro radii as shown. Install 4 BID carbon on 0°-90°.
- Terminate and bevel 1/4" foam as shown.
- Bore a couple of 2" x 4" wood plugs to stiffener to maintain shape.

**View AA**

- Micro radius

**View BB**

- 4 BID carbon on 0°-90°
- A/C Up
- Outbd
Trimming Canopy Skin

Fig. 9:B:8

Bevel window cutout on the outer edges for a smoother fit.

Outboard

Sand as shown (not to a sharp edge)

Note: Trim to the scribe line and final sand before beveling.

A roll of tape (Approx. 5" dia.) with stickback sand paper is a great tool for sanding the corners.

Trim inside perimeter to the scribe line. Use small sanding block on straight portions. For the corners use some sort of roll wrapped with sand paper. See illustration.

Leave the outside perimeter \( \frac{3}{16} \)" long for now.

The canopy alignment plates are used for - you guessed it - Aligning the canopy skin.

Make 4. They will be used in the next step.
For now, leave the canopy long on the bottom edge. Note how the skin is not shown on the logo.

Once the skin is aligned, trim the stiffener to $\frac{1}{4}$" below the skin.

Align the scribe lines to the aircraft center lines.

The clecoes should install in the areas with core.

Trim skin to fit in front and back but leave long along the bottom edge.
C. Canopy Hinge

Alignment

C 1. Initially align the hinges by fitting them into the canopy hinge joggles.

C 2. Check that the hinges are parallel by using a straight edge and a square.

C 3. Drill 1/4” holes through the stiffener using the aligned hinges as guide.

C 4. For the initial installation of the canopy, the canopy hinge shim is used. This allows for adjustment later on. The purpose of the shim is to compensate for the force exerted by the gas struts. You will notice that the force of the gas struts tends to lift the canopy up and out of the joggle. Removing the shims allows you to compensate for the force of the gas struts. For now leave the shims in place.

C 5. Install the nutplates (K2000-4) with pop rivets (MSC-34).

*Note: Bolt length may vary

The stiffener must be aligned and up against the 1/8” pieces of phenolic for this step.
Canopy Hinge Mounting
(Assembled View)
Fig. 9:C:2

To explain the next few steps, we decided to show the finished installation first.

Note how the Canopy hinge mounts between the two premolded Canopy Hinge Supports.

Premolded Canopy Hinge Supports:
- Left Outboard, 4015-01
- Left Inboard, 4016-01
- Right Outboard, 4015-02
- Right Inboard, 4016-02

Canopy Hinge

Bolt, AN3-11A (2 pcs)
Washer, AN960-10 (2 pcs)
Locknut, AN365-1032A (2 pcs)
Bushing, 4611 (2 pcs)

To explain the next few steps, we decided to show the finished installation first.

Note how the Canopy hinge mounts between the two premolded Canopy Hinge Supports.

Premolded Canopy Hinge Supports:
- Left Outboard, 4015-01
- Left Inboard, 4016-01
- Right Outboard, 4015-02
- Right Inboard, 4016-02

Canopy Hinge

Bolt, AN3-11A (2 pcs)
Washer, AN960-10 (2 pcs)
Locknut, AN365-1032A (2 pcs)
Bushing, 4611 (2 pcs)
C 5. Apply 3 layers of duct tape for adhesive and tolerance.

C 6. Use pieces of tongue depressors for spacing. We suggest supergluing the tongue depressors to the Hinge Mounting Support.

NOTE: The Canopy must be aligned for this step. Bolt down in place using the 6 AN3 bolts.

C 7. With the Hinge Support aligned and held in place, drill through the Outboard Hinge Supports. Drill size: 3/16".
Canopy Hinge Mounting Support Alignment

Fig. 9:C:4

(LEFT SIDE SHOWN)

C 8. Apply 3 layers of duct tape to the Inboard Hinge Support. The duct tape should be between the Support and Upper Fuselage, and between the Support and the firewall (just like the Outboard Support).

C 9. Install the 0.06" spacers.

C 10. With the Inboard Hinge Support aligned and held in place, drill through the Inboard Hinge Support. Use a Tight angle drill.

NOTE: You may not have enough room to position the drill as shown. Second option is to clamp everything together, remove the canopy and drill. Another method is to accurately mark the Inboard Hinge Support, remove and end drill.
C 11. Bond the Hinge Supports.

**IMPORTANT:**

1) The 0.06” spacers must be in place.

2) The whole assembly must be clamped together - we suggest using a bolt.
C 12. Drill the holes out to 3/16" dia.

Bushing, 4611 (4 pcs)

C 13. Install the Bushings.

Install with epoxy/flox as shown.

Note how the bushings make contact with the bearing.
D. Gas Strut

D 1. Make the gas strut alignment pieces as shown. The length is identical to the compressed length of the gas strut plus 1/8" for tolerance.

Use an AN4 bolt on each end for alignment purposes.

With the gas strut alignment pieces installed, close the canopy and locate and mark the lower strut bracket holes.

*Note: Canopy has approx. a 51 deg. angle when open.*
Canopy Gas Strut Completion

Fig. 9-D-2

LEFT SIDE SHOWN

Strut end forks, 198-0002 9416K165

Washer, AN960-416 (4 pcs)

Castle Nut, AN310-4 (4 pcs) with Cotter Pin, MS24665-132 (4 pcs)

Gas strut, 160-0003 9416K165

Locknut, AN363-1032 (4 pcs)

Firewall flame blanket

Area washer, AN970-3 (2 pcs)

Washer, AN960-10 (2 pcs)

Bolt, AN4-7 (4 pcs)

Castle Nut, AN310-4 (4 pcs) with Cotter Pin, MS24665-132 (4 pcs)

Bolt, AN3-4A (4 pcs)

Area washer, AN970-3 (2 pcs)

Attach Bracket, 4606 (2 pcs)

Firewall
Install the canopy hinge support as shown:

**NOTE:** The canopy hinge support increases the stiffness of the canopy hinges. However, the tube may cause clearance problems with the radios and other equipment.
E. Canopy Stricker Mechanism

In section A you installed the canopy latch mechanism in the fuselage. When closed the canopy hooks move out of their slots and "grab" a catch in the canopy stiffener. The alignment of this catch is obviously critical to properly locking the canopy down. We will refer to this "catch" as the canopy striker mechanism.

We supply two parts used to properly align the canopy striker mechanism. The first is a screw that has a #40 hole drilled through the center. This is used to transfer a reference hole in the canopy stiffener by back drilling through the canopy latch receptacle. The second alignment tool is a drill template. The drill template serves two functions, the first

Note: Parts shown & labeled are for one side only.
Canopy Stiffener Reference Hole
Fig. 9:E:2

E 1. Drill all the way through the #8 screw and through the rollover. Keep drill perpendicular to the surface.

E 2. Drill through the backside of the rollover and into the Stiffener. Repeat process on the other side.

E 3. Drill the hole out to size using a #10 drill bit.

Note: Parts shown & labeled are for one side of the airplane only.

Note: View is looking outboard at left side.
E 4. Insert an AN3 bolt through upper inboard hole.

Use a straight edge to align left and right templates.

E 5. Drill out the remaining hole and trim the clearance slot using the pattern.

Drill template, 4629

E 6. Assemble and install the mechanism as shown in fig. 9:E:1.

NOTE: The final adjustment is done after door seal is installed.
E 8. Close the canopy and transfer a centerline onto the canopy flange.

E 7. Trim the canopy flange to accommodate the striker plates. The plates should be centered on the center reference line.

E 9. Once satisfied with the alignment of the striker plates, drill and install. Note that the canopy joggle is counter sunk from the outside.
F. Canopy Alignment Mechanism

The purpose of the alignment mechanism is to guide the canopy in place and to keep it there.

Note: Quantities shown are for one side only.
Canopy Alignment Plate Installation

Fig. 9:F:2

**F 1.** Cut a 1” x 15/32” slot centered on the scribe line. The opening is large enough to accommodate the striker with nutplates.

**F 2.** Drill the 2 holes from inside of stiffener and countersink holes for the screws.

**NOTE:** If your scribe line is missing, the center of the scribe line is 5 1/4” from the lower part of the canopy latch joggle.
**G  Windshield Installation**

**Canopy Alignment**

**G 1.** Before trimming any material off the canopy, position the canopy onto the stiffener. There are no measurements for this alignment. Position the canopy to where it fits the best. Also at this time, place the skin onto the canopy. This will give you a better idea of how it all fits in the end. You should have a minimum of 3/4” bond between the canopy and stiffener.

**G 2.** Slide plexiglass left to right as necessary to obtain an equal amount of excess material on each side.

**NOTE:** A protective film is applied by the manufacturer. This is a protectant and should be left on the canopy until you have completed the canopy to avoid nicks and scratches.

Once aligned, we suggest making several reference lines around the perimeter. This will make it easier to reposition when canopy is moved for trimming purposes.

**DO:** Leave the protective barrier on as much of the windows as possible for as long as possible.

**DO:** Cut the plexiglass with a bandsaw or an angle grinder. The bandsaw should have a fine tooth blade and be set on low speed.

**DO:** Always keep the plexiglass held firmly against the working surface when cutting or trimming. An old section of carpet on your workbench lessens the danger of scratching the plexiglass.

**DON’T:** Cut the plexiglass with a reciprocating blade, like a sabersaw.

**DON’T:** Drill holes through the plexiglass. It’s too easy to crack.

**DON’T:** Clean plexiglass with acetone or MC. They may not seem to affect the surface, but these chemicals dry out the plexiglass and cause later discoloration. Cleaning should be done with isopropyl (rubbing) alcohol.

**DON’T:** Clean the plexiglass window with rubbing alcohol in the bonding areas after sanding. The plexiglass may absorb the rubbing alcohol if sanded. Never clean the edges. The edges are rough and may absorb the rubbing alcohol.

The correct method of cleaning the plexiglass window is to first clean the (unsanded) bonding surface with rubbing alcohol. Apply with a soft cloth such as a T-shirt. Sand the bonding areas thoroughly so no glossy areas remain. Using high pressure air or clean cloth, remove the sanding dust from the surface. Don’t touch the bonding surfaces prior to bonding.
Securing Canopy
Fig. 9-G-2

G 3. Follow normal bonding procedures for the installation of canopy using Hysol.

G 4. Peel back the protective cover 1/4" from the stiffener on the inside. Apply electrical tape to 1/8" from stiffener.

NOTE: Review the DOs and DON'Ts for the plexiglass windows. Mix a little flox in the Hysol. Snug the bolts up just enough to get the canopy to make good contact with the stiffener.
The left front side and back tend to be problem areas for a proper fit. During bonding, you may want to brace a stick up against the stiffener to get a better fit.

Bracing During Bonding
Fig. 9G:3

- Electrical tape
- Canopy stiffener
- Brace as necessary for a better fit.
H. Canopy Defroster

Canopy Defroster

Fig. 9:H:1

- Cabin heat valve installed in chapter 22
- Glare shield 4028-01
- SCAT tubing goes to the glare shield from the heat valve.
- Hot air from heat muff
- Flange attaches to the glare shield.
Defroster Construction

Fig. 9:H:2

**H 1.** Add two ribs lengthwise between the cross ribs.

**H 2.** Fill the area between the left and right ribs using foam and micro.

**H 3.** Install the 2 pcs prepreg ribs about 13-14" from centerline. Make pattern and trim to fit.

**H 4.** Release as necessary. The ribs must seal the chamber.

1. Apply release tape to the canopy skin in the area of the close out rib.
2. Apply epoxy/flox to the rib.
3. Lower the skin in place and let cure.
4. After the release is cured remove the skin and clean up the excess epoxy/flox.
I. Canopy Skin Bonding

I 1. Trim the Canopy Skin to get an even 0.06" gap between the skin and the joggle.

I 2. Peel away the protective material on the outside of the canopy approx 1/4" inside of the reference line. Apply 1/2" wide electrical tape to the outside of the canopy. The edge of the tape should be 1/8" short of the canopy skin.

Use duct tape as necessary to pull the Canopy down into place.

Once skin is filled, use the edge of the skin to draw a reference line on the protective coating.
By now you have a good idea of how your particular Canopy skin fits. You may have noticed a couple of areas that perhaps could fit better. The end goal is to have a minimum bond gap between the Canopy and the Canopy Skin. The skin should also be flush with the fuselage. Use any combination of the suggestions and whatever also works. The key is to have a method worked out prior to Canopy skin installation. The bonding itself is at least a two-man job!

**Bonding Canopy Skin**

Fig. 9:1.2

- Apply weight as necessary.
- Use clecoes as required.
- Apply pressure to trouble spots. Use a piece of wood or shower rods.
- Electrical tape
- This area can be clamped.
- A/C up
- Outbd

**Ideally, there should be a tight fit between the Canopy and the Canopy skin.**

If necessary, it is also acceptable to bevel Canopy slightly as needed.

- Use bolts as necessary.
- Cleco as necessary.
- The Skin must also align to the Fuselage.

**IMPORTANT:** Release tape joggle prior to bonding the Fuselage.
J. Canopy Seal

After paint a canopy seal should be installed. The purpose of the canopy seal is to reduce the wind noise and keep the rain out. The canopy seal provided is an extruded “V” shape of silicon rubber. The canopy seal installs in a joggle provided in the fuselage.

Also available is an optional inflatable canopy seal. The inflatable canopy seal is inflated with air from a pump regulated by a pressure switch. The option is available through KCI. The inflatable seal mounts much the same way. Before starting the installation we suggest masking off the area surrounding the joggle simply to protect the paint from the adhesive.

The canopy seal is supplied as a continuous 20 foot long piece. We suggest starting the installation at an area where water is least likely to accumulate. (There will be a seam at the starting/ending point). Somewhere along the longerons would be the best- perhaps towards the front where the seal won’t be disturbed.

Proper Orientation

Start by applying a small bead centered on the footprint of the canopy seal. All you need for now is just a small amount of the adhesive to hold in place. Using small pieces of masking tape hold the seal in place as it is curing. Continue around the perimeter and join the two halves at the end (Cut the piece to length).

Once the silicone has cured remove the smaller pieces of tape. Form a small radius of silicone on each side of the seal. Once applied, remove the masking tape you used to protect the paint.

We suggest starting the installation here.

The seal is installed on this surface.
The seal is supplied as a continuous 20 ft. long piece.
The pneumatic expandable cockpit seal expands to fill a gap of 3/4". The seal is kept at 20 psi by a remotely mounted air pump. In this system a pressure switch activates the pump when the seal pressure falls below 20 psi.

Typical installation. Make some sort of bracket and mount the motor and switch too. We suggest mounting the assembly on the firewall shelf.

Check valve prevents pressure from bleeding off through the pump.  
4LD-061-D00

20 psi Pressure Switch  
(When the pressure reaches 20 psi the pump is shut down until the pressure drops).  
01664080-032

Refer to Fig. 27:J:1 for Wiring Instructions.