

PMA Products, Inc.

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APPENDIX B  
INSTALLATION INSTRUCTIONS FOR PMA PRODUCTS, INC.  
CA476284E-1 PUMP  
REPORT NO. CA476284E-1-II  
REV. 1, DATED 02 AUG 2012

Installation Instructions for PMA Products, Inc. CA476284E-1 Pump

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The CA476284E-1 pump is a direct replacement for the Hawker Beechcraft 476284 pumps. It must be installed using a slightly different procedure from the standard previous pumps, since this pump does not have the feed-thru connector that was supplied with previous pumps.

The removal of the old pump and the installation of this replacement pump shall be accomplished in accordance with the appropriate section of the Maintenance Manual for the model of aircraft that this pump is being installed on.

**CAUTION:** Make sure power is removed from the circuit before work begins!!

The exception to the OEM Maintenance Manual installation procedure is as follows:

This pump is not furnished with the feed-thru connector shown here because the connector is no longer being manufactured. When removing the old pump, disconnect the old pump at the Douglass connector on the pump side of the feed-thru connector, if the old pump does

not have shielded wiring, and leave the feed-thru connector attached to the aircraft wiring. When installing the new pump, attach the new pump Douglass connector to the existing feed-thru connector, and secure the new pump and feed-thru connector with attaching hardware.

If the pump being replaced is an older pump with shielded wiring, the pump wiring will be soldered to the connector. In this instance, disconnect the Douglass connector at the aircraft side of the feed-thru connector and remove the old pump and feed-thru connector from the aircraft.

Measure back about three (3) inches from the point at which the shielding attaches to the old feed-thru connector, and cut through the shielding and wire so that about 3 inches of wire and shielding is left on the old feed-thru connector. Trim off all of the remaining shielding from the wire, taking care to not damage the wire insulation. After trimming the shielding, make sure there are no pieces of shielding wire that could short through the insulation into the power wire. On the aircraft wiring side, where the feed-thru connector was detached, cut off the Douglass connector.

**NOTE:** Make sure that when the feed-thru connector was disconnected from the aircraft, the brown, cigarette filter shaped adapter, stayed with the feed through connector and not the aircraft Douglass connector. Attach the end of the aircraft wire, where the

Douglass connector was removed, and the 3 inch previously shielded wire from the feed-through connector, together using an aircraft approved crimp type butt splice, using AC 43.13-1B (Chg 1), Sect. 8, 11-103 as a guide. This will leave the feed-through connector in a reversed position and will allow the new PMA pump to be connected to it on the pump side per the above sketch.

All other OEM procedures are the same, i.e. detaching and reattaching inlet and outlet lines, etc.

After the new pump has been installed, check for normal operation, make sure there are no leaks, and make all appropriate log entries for return to service.

