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## **INSTRUCTIONS A-9B**

**Instructions for installing domed or bubble door Windows in Cessna airplanes  
(NON-OPENING style)**

### **CESSNA MODELS:**

172B, 172C, 172D, 172E, 172F (USAF T-41A), 172G, 172H (USAF T-41A), 172I, 172K, 172L, 172M, 172N, 172P ( sns 17248182 thru 17275759),  
P172D ( sns P17257120 thru P17257188 )  
R172E (sns R172-0257 thru R172-301) (USAF T-41C), R172G (sns R17200426 thru R17200444 )  
(USAF T-41C)  
175B & 175C ( sns 17556928 thru 17557119 ),  
182D, 182E, 182F, 182G, 182H, 182J, 182K, 182L, 182M, 182N, 182P, 182Q, 182R,  
R182, TR182 T182  
206, U206, U206A, U206B, U206C, U206D, U206E, U206F, U206G, TU206A, TU206B, TU206C,  
TU206D, TU206E, TU206F, TU206G, P206, P206A, P206B, P206C, P206D, P206E, TP206A,  
TP206B, TP206C, TP206D, TP206E  
207, T207, 207A, T207A  
210-5 (205), 210-5A (205A), 210, 210A  
(REIMS AVIATION S.A. )  
F172D, F172E, F172F, F172G, F172H, F172K, F172L, F172M, F172N, F172P  
FR172E, FR172F, FR172G, FR172H, FR172J  
F182P, F182Q, FR182

### **MATERIALS REQUIRED:**

- One of the following domed or bubble windows, Great Lakes Aero Products part number(s):  
( RH ) W-2903-2, W/T-2903-2, W/G-2903-2, SC-W/T-2903-2, SC-W/G-2903-2, W-2903-4,  
W/T-2903-4, W/G-2903-4, SC-W/T-2903-4, SC-W/G-2903-4, W-2903-6, W/T-2903-6,  
W/G-2903-6, SC-W/T-2903-6, or SC-W/G-2903-6,
- ( RH ) W-2904-2, W/T-2904-2, W/G-2904-2, SC-W/T-2904-2, SC-W/G-2904-2, W-2904-4,  
W/T-2904-4, W/G-2904-4, SC-W/T-2904-4, SC-W/G-2904-4, W-2904-6, W/T-2904-6,  
W/G-2904-6, SC-W/T-2904-6, or SC-W/G-2904-6
- Rivets as required.
- Sealant - Presstite # 579.6 or silicone sealant - I.E. GE Silicone I or II, Dow Corning, or other Approved sealant. - Not supplied
- 3M Painters Tape (Green or Blue)

### **TOOLS REQUIRED:**

- Power Drill ( I.E. Air or Electric )
- Drills or Drill set - proper sizes for rivets.
- Rivet gun for rivets - or tool for cherry rivets - as required.

### **REMOVAL PROCEDURE:**

- 1) Remove the upholstery as required.
- 2) Drill out the rivets that hold the retaining strip around the window. Be careful when handling the window retainer as finding a new one may be difficult to locate.
- 3) Remove the old window.

## **INSTALLATION PROCEDURE:**

- 1) Carefully clean and inspect the door and retainer for any conditions that would create problems in installing the new bubble window.
- 2) Compare the trimmed size of the bubbled window to the original window you removed from the aircraft. Trim window if necessary- see attached trimming instructions.
- 3) Remove the paper masking from the edge of the window where it will mate to the skin of the aircraft. An excess amount of paper may be removed and re-masked to protect the exposed area of the window during installation..
- 4) Fit of the new bubble (domed) window to determine if there will be any installation issues. Make sure there is adequate masking on the window as installing the window through the hole may scratch the window if it is not properly protected. NOTE: the skin around the window opening may be trimmed slightly if it interferes with the bubble portion of the new window.
- 5) If rubber U-channel was originally used around the window place the rubber U-channel on edge of window (if desired) and fit the window again to the aircraft, this time hold the inside window retainer to make sure there is clearance to reuse the original rivet holes. If the rivet holes do not line up with the retainer then remove the Rubber U-channel and re-check the retainer rivet holes. IF the holes are still unuseable then new holes may be drilled to accommodate the rivets. If the rubber U-channel is not used then an electrical tape may be used on the edge to protect the edge of the window during installation. At the option of the installer the window may be installed with sealant only.
- 5) Mask the outside skin of the aircraft and areas around the window to where you do not want any sealant.
- 6) Apply approved sealant to the skin of the aircraft where the window is to be mated.
- 7) Install the new window, again being careful to not damage the window, the skin of the door or retainer frame. Sealant is used as necessary to prevent excessive leakage. When the new window is in the proper position the rivets can be reinstalled.
- 8) Fill out the necessary paperwork - I.E. 337 form.

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## **NOTES**

- Please allow an appropriate cure time for sealants. Approximately 24 hours for 100% silicone before flight.
- There is no change in weight and balance when standard windows are replaced.
- The window can be resealed with silicone sealant from the outside if required - mask the window and the frame to minimize the mess created by the sealant.
- Mask the new window to protect it from getting scratched and to prevent making a mess on the window or the door with the sealant - as required.
- There may be a negligible change to the airplane performance when domed windows are installed.
- Some models used black vinyl electrical tape around the edge of the window as part of the installation. The same may be used to protect the edge - use as required.