



(50WATT) HID LANDING LIGHTS

XE-VISION  
(877) 735 4374

### NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

#### 8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

REMOVED EXISTING LANDING LIGHTS FROM THE BOTH WING LEADING EDGES. INSTALLED XeVISION HIGH INTENSITY DISCHARGE (HID) LIGHTING LANDING LIGHT ASSEMBLIES INTO THE VACATED POSITIONS. THE BALLASTS WERE MOUNTED TO THE WING RIBS OUTBOARD OF THE LANDING LIGHT OPENINGS, UTILIZING CLICK BOND STUD KIT P/N 04-06020 FASTENERS. NO HOLES ARE DRILLED INTO ANY STRUCTURE. THE EXISTING SWITCHES, WIRING, AND CIRCUIT PROTECTION WERE REUSED. THE PROVIDED HID WIRE HARNESS FROM THE BALLASTS TO THE LIGHTS WERE ROUTED DIRECTLY AND SECURED FOR CHAFE PROTECTION. ALL WORK WAS PERFORMED IN ACCORDANCE WITH AC43.13-1B CH. 11 (SEC 3) PAR. 11-31, 32, 37, (SEC 4) PAR 11-48, AND XeVISION INSTALLATION INSTRUCTIONS.

THE FOLLOWING ARE INSTRUCTIONS FOR CONTINUED AIRWORTHINESS FOR THIS ALTERED AIRFRAME :

1. INTRODUCTION: THIS INSTALLATION WAS ACCOMPLISHED IN ORDER TO GAIN BETTER LANDING LIGHT ILLUMINATION, AND TO INCREASE THE SERVICE LIFE OF THE LANDING LIGHTS.
2. DESCRIPTION: REMOVED EXISTING LANDING LIGHTS AND INSTALLED XeVISION HID LIGHTS.
3. CONTROL OPERATION: THE LIGHTS ARE CONTROLLED WITH THE EXISTING AIRCRAFT LANDING LIGHT SWITCHES. THERE ARE NO SPECIAL PROCEDURES.
4. SERVICING INFORMATION: THE COMPONENTS ARE NOT FIELD REPAIRABLE AND MUST BE REPLACED WITH APPROVED COMPONENTS.
5. MAINTENANCE INSTRUCTIONS: THIS LIGHTING SYSTEM IS TO BE MAINTAINED IN ACCORDANCE WITH FAR PART 43.13. INSPECTIONS ARE TO BE PERFORMED IN ACCORDANCE WITH FAR 43.15.
6. TROUBLESHOOTING INFORMATION: IF THE CIRCUIT BREAKER POPS, REPLACE THE BALLAST UNIT. IF THE LIGHT DOES NOT ILLUMINATE, REMOVE THE LAMP, OR BALLAST, VERIFY FUNCTION, AND REPLACE AS REQUIRED. BENCH TESTING MUST BE DONE IN ACCORDANCE WITH THE XeVISION INSTALLATION AND OPERATION INSTRUCTIONS WHICH CONTAIN WARNINGS FOR BENCH TESTING.
7. REMOVAL AND REPLACEMENT INFORMATION: THE HID LAMPS ARE REMOVED AND INSTALLED IN THE SAME MANNER AS THE ORIGINAL LAMPS. THE BALLAST IS ATTACHED WITH CLICKBOND FASTENERS, INCORPORATING THREE STUDS WITH STANDARD NUTS. THE WIRE HARNESS BETWEEN THE BALLAST AND THE LAMP SHALL BE REMOVED IN ACCORDANCE WITH XeVISION INSTALLATION AND OPERATION INSTRUCTIONS.
8. DIAGRAMS: ACCESS IS THROUGH THE MOONEY PROVIDED INSPECTION PANELS. NO DIAGRAMS ARE REQUIRED.
9. SPECIAL INSPECTION REQUIREMENTS: N/A
10. APPLICATION OF PROTECTIVE TREATMENTS: N/A
11. SPECIAL HARDWARE: N/A
12. SPECIAL TOOLS: N/A
13. COMMUTER CATEGORY AIRCRAFT: N/A
14. RECOMMENDED OVERHAUL PERIODS: N/A
15. AIRWORTHINESS LIMITATIONS: THERE ARE NO ADDITIONAL AIRWORTHINESS LIMITATIONS
16. REVISION: TO REVISE THESE INSTRUCTIONS FOR CONTINUED AIRWORTHINESS, A LETTER WILL BE SUBMITTED TO THE LOCAL FLIGHT STANDARDS DISTRICT OFFICE WITH A COPY OF THE REVISED FORM 337 AND REVISED ICA
17. IMPLEMENTATION AND RECORD KEEPING: THESE INSTRUCTIONS FOR CONTINUED AIRWORTHINESS ARE TO BE PLACED IN THE AIRCRAFT PERMANENT RECORDS AND REFERRED TO DURING AIRCRAFT SYSTEMS INSPECTIONS AND MAINTENANCE.

\*\*\*\*\* NOTHING FOLLOWS \*\*\*\*\*

THE FACTORY ACCESS PANEL NUT PLATES  
MUST BE REMOVED (DRILL OUT  
POP RIVETS) TO INSTALL  
UNITS. REPLACEMENT LAMPS  
CAN BE INSTALLED (IN THE FUTURE)  
THROUGH THE NORMAL ACCESS PANEL  
WITHOUT REMOVING THE NUT PLATES  
FRED STROBL (847) 639-4000

Additional Sheets Are Attached