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SSV36-430012-47 Rear Door Striker Plate Installation Instructions

- I. Component
 - a. Rear Door Striker Plate, p/n SSV36-430012-47
- II. Application
 - a. Beech 36 Series Aircraft
 - b. Beech 58 Series Aircraft
- III. General Comments: This aluminum rear door striker plate replaces Beech p/n 36-430012-47, which is a nylon striker plate. The objective of the SSV, Inc. aluminum striker plate is to prevent the door pin from encountering the airframe fuselage material directly and causing premature wear and/or loosening of the door. This striker plate helps insure consistent and effective closure of the door. Due to the wide variation in mounting hole dimensions, measured from center, of up to 0.25", the Beech nylon plate is often distorted and sometimes cracked upon installation as it is forcibly stretched to fit. The SSV, Inc. aluminum striker plate is field fitted to avoid these problems. Instructions for installation follow.
- IV. Installation instructions.
 - a. Note the location of Beech nylon striker plate relative to the aircraft outer skin. Measure distance from outer skin to door pin-hole in the center of existing striker plate.
 - b. Remove nylon striker plate; inspect mounting hardware and replace as required.
 - c. Position new aluminum striker plate over location of previous nylon striker plate, using the distance from the outer skin to the door pin-hole to exactly locate proper striker plate location.
 - d. Locate and mark mounting holes on new striker plate.
 - e. Adjust new mounting locations if a tighter door closure is desired.
 - f. Drill new mounting holes in plate. De-burr new holes and apply zinc chromate or other acceptable metal treatment.
 - g. Install new striker plate using existing hardware, or new hardware if required.
- V. Instructions for continuing airworthiness:
 - a. If further modification to the striker plate is required to adjust the closure and security of the door, the plate mounting holes may be elongated using a 1/8" round file or other appropriate tool.
 - b. The door closure mechanism and fit should be inspected at each annual inspection of the aircraft for proper operation.